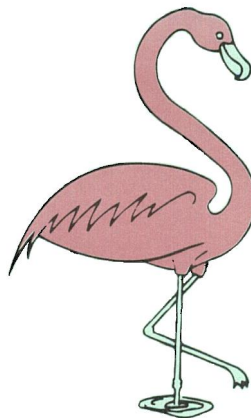


PARK STREET COMMERCE CENTER TRAFFIC STUDY

OKEECHOBEE COUNTY, FLORIDA

July 2023



BUCKHOLZ TRAFFIC



**BUCKHOLZ TRAFFIC
3585 KORI ROAD
JACKSONVILLE, FLORIDA 32257
(904) 886-2171 jwbuckholz@aol.com**

July 11, 2023

Mr. Johnny Herbert IV, P.E.
American Civil Engineering Company
207 N. Moss Road / #211
Winter Springs, Florida 32708

Re: Park Street Commerce Center, Revised Traffic Study

Dear Mr. Herbert:

Attached is the revised traffic study. If there are any questions or comments regarding this study, please contact me.

Sincerely,

Jeffrey W. Buckholz, P.E., PTOE
Principal

This item has been digitally signed and sealed by Jeffrey W. Buckholz, P.E. on the date indicated on the seal. Printed copies of this document are not considered signed and sealed and the signature must be verified on any electronic copies.

INTRODUCTION

This proposed mixed-use development will include a 4600 sf automated car wash, a 5000 sf fast food restaurant with drive-thru window, a 100 room hotel, 52 apartment units, and 10,000 sf of retail space. The fast food restaurant will open at 10 AM and the car wash will open at 9:00 AM. The development will be located in the northwest quadrant of the NE Park Street/SE 13th Avenue intersection in Okeechobee, Florida. A cul-de-sac road that extends 13th Avenue to the north will be installed on site property and access will be provided to the various land uses from this road. NE Park Street (SR 70) is a four lane divided urban major arterial with an FDOT access management classification of 7 and a posted speed limit of 35 mph. SE 13th Avenue is a two lane undivided local road with a posted speed limit of 25 mph.

Figure 1 shows the site location and surrounding road network while Appendix A contains the proposed site plan. The development is expected to be complete and fully occupied by the end of 2024. Consequently, 2024 was chosen as the design year for this study.

EXISTING TRAFFIC VOLUMES

Weekday peak period manual turning movement counts were conducted by Buckholz Traffic personnel at the intersection of NE Park Street with SE 13th Avenue and with the Hampton Inn driveway located west of SE 13th Avenue. These counts, which are provided in Appendix B, were conducted during the weekday AM peak period (6:45-8:45 AM) and the weekday PM peak period (3:45 ñ 6:00 PM) with school in session. The data was recorded at 15-minute intervals and includes a separate tabulation for trucks and pedestrians. Figure 2 graphically summarizes the AM and PM peak hour traffic counts.

Appendix C provides daily traffic volumes from two nearby FDOT traffic count stations on SR 70. The existing average daily traffic on NE Park Street in the vicinity of the site is about 29,000 vehicles per day.

TRIP GENERATION

Trip generation calculations were carried out using the 11th edition of ITE's Trip Generation Manual by referencing land use codes 948 (Automated Car Wash), 934 (Fast Food Restaurant with Drive-Thru Window), 312 (Business Hotel), 220 (Low Rise Multifamily Housing) and 822 (Strip Retail Plaza). Tables 1 through 5 contain the daily, AM peak hour, and PM peak hour trip generation calculations. During an average weekday the development is expected to generate 4424 trips (2212 entering and 2212 exiting) with 87 trips (36 entering and 51 exiting) occurring during the AM peak hour and 369 trips (193 entering and 176 exiting) occurring during the PM peak hour.

SITE TRIP DISTRIBUTION AND TRAFFIC ASSIGNMENT

Weekday AM and PM peak hour site trips for this commercial development were directionally distributed based on engineering judgment after reviewing the trip distribution percentages used in the 2020 traffic study for the nearby RaceTrac commercial development. The results are provided in Figures 3 and 4.

FUTURE TRAFFIC VOLUMES

The expected weekday 2024 peak hour background (No Build) traffic volumes and total (Build) traffic volumes at intersections of interest are graphically depicted in Figures 5 through 8. The No Build traffic volumes were obtained by multiplying the existing traffic volumes by the appropriate FDOT seasonal adjustment factor (0.96) and then by an annual growth rate. A linear regression analysis of FDOT daily traffic counts in the area (see graphs C-1 and C-2 in Appendix C) indicates that daily traffic volumes have been increasing at an average annual rate of 1.5% over recent years. The 2024 Build traffic volumes were obtained by adding the traffic generated by the new development to the 2024 No Build traffic volumes.

TURN LANE EVALUATION

A formal analysis was made to determine if a right turn lane is warranted on westbound NE Park Street at the two new roadways: NE 13th Avenue and NE 12th Avenue. The methodology contained in NCHRP Report 279 was used to conduct this analysis. As is indicated in Figures 9 and 10, right turn volumes under expected 2024 Build conditions will be high enough to warrant an exclusive right turn lane at NE 13th Avenue but will not be high enough to warrant an exclusive right turn lane at NE 12th Avenue. However, NCHRP Report 420 - which requires 110 right turns per hour to warrant a right turn lane on a multi-lane roadway with a posted speed of 45 mph or less ñ does not support the installation of an exclusive right turn lane at either location.

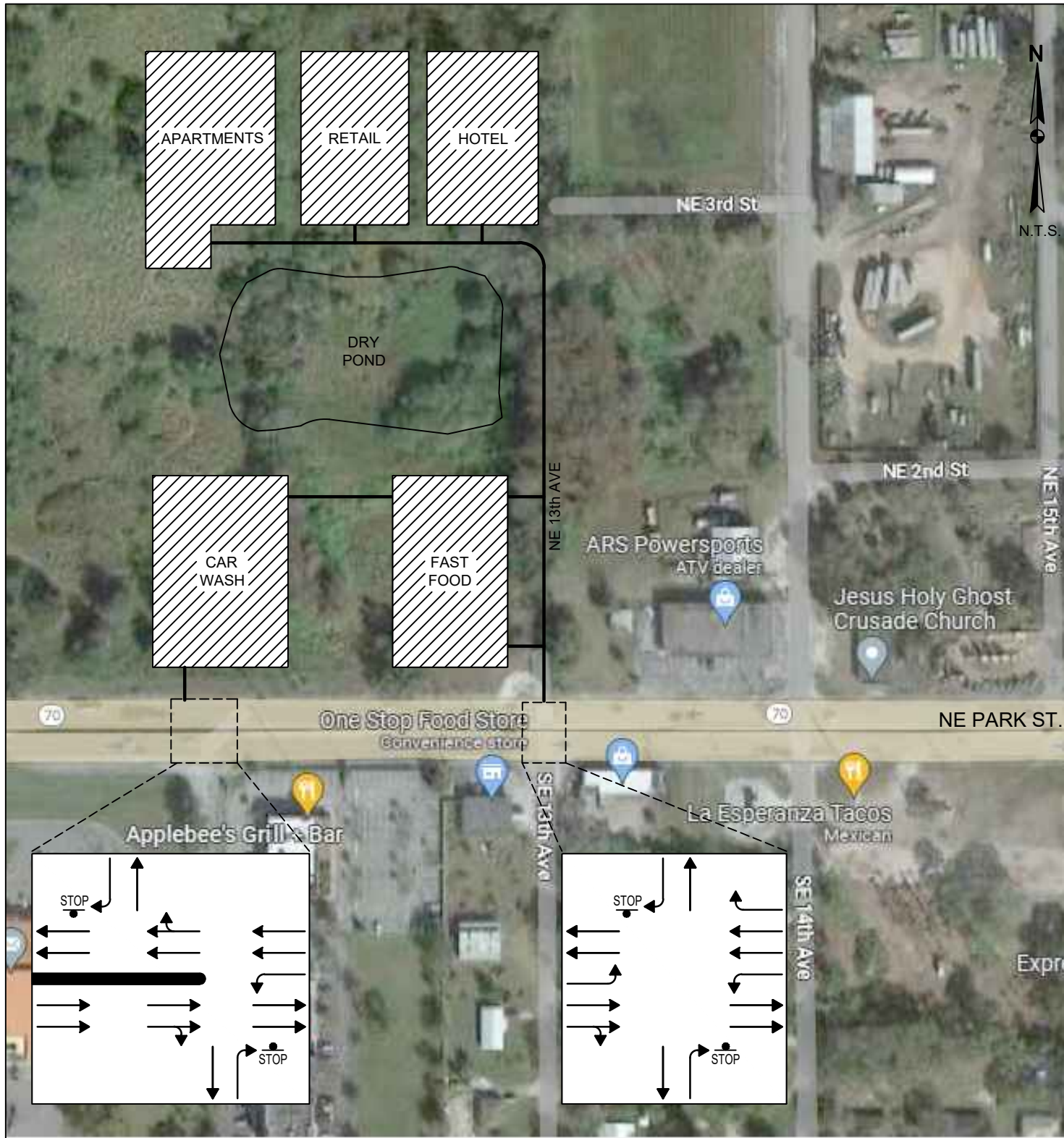
UNSIGNALIZED INTERSECTION CAPACITY ANALYSIS

The NE Park Street/13th Avenue intersection and the NE Park Street/Hampton Inn Driveway/NE 12th Avenue intersection were analyzed using the two-way stop control methodology contained in the year 2023 version of the Highway Capacity Software. The supporting calculations are provided in Appendix D. Table 6 summarizes the capacity analysis results under existing conditions while Table 7 summarizes the capacity analysis results under 2024 Build conditions.

All minor movements currently operate at level of service C or better during both weekday peak hours at the NE Park Street/SE 13th Avenue intersection with minimal queuing and a volume-to-capacity ratio well below one. Under 2024 Build conditions at the new NE Park Street/13th Avenue intersection with dual directional median opening all minor movements are expected to continue to operate at level of service C or better during both peak hours with minimal queuing and a volume-to-capacity ratio still well below one.

At the NE Park Street/Hampton Inn Driveway intersection all minor movements currently operate at level of service B or better during both weekday peak hours with minimal queuing and a volume-to-capacity ratio well below one.

Under 2024 Build conditions all minor movements at the NE Park Street/Hampton Inn Driveway/NE 12th Avenue intersection are expected to operate at level of service C or better during both weekday peak hours ñ with one exception. The westbound left turn is expected to operate at level of service F during the PM peak hour. However, only moderate queuing and a volume-to-capacity ratio below one are expected for this movement movements.



 = DIRECTIONAL MEDIAN OPENING

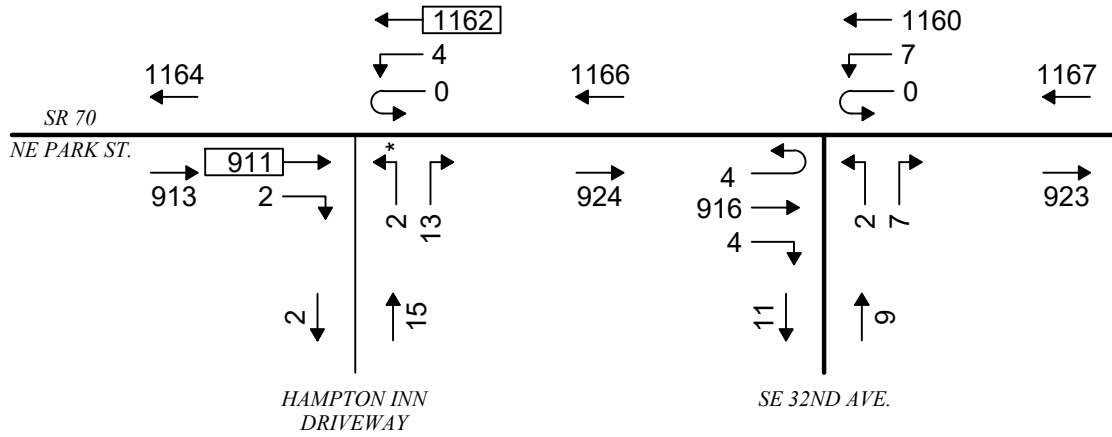
Buckholz Traffic

FIGURE 1

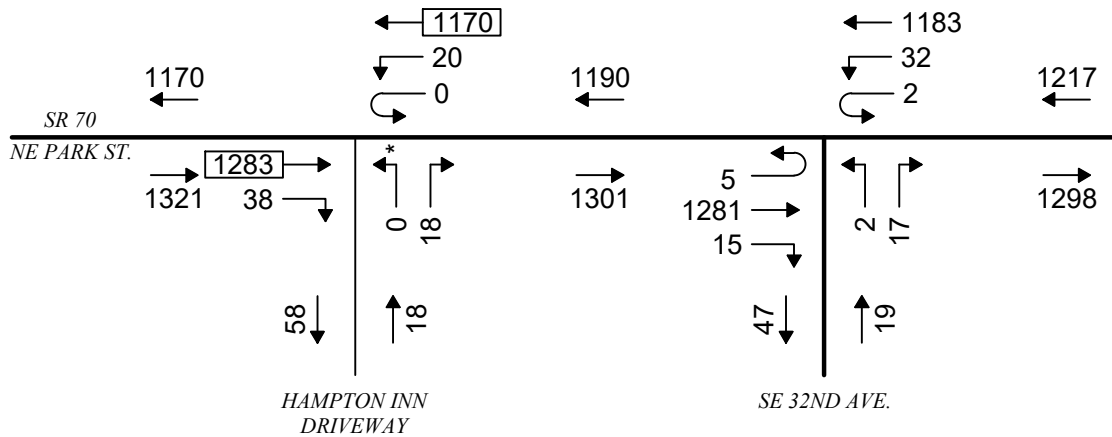
SITE LOCATION AND
PROPOSED INTERSECTION
LAYOUTS



7:15-8:15 AM



5:00-6:00 PM



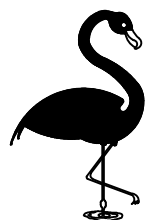
XXX = CALCULATED VALUE
* = ILLEGAL TURN

Buckholz Traffic

FIGURE 2

TRAFFIC
COUNTS

WEEKDAY PEAK HOURS



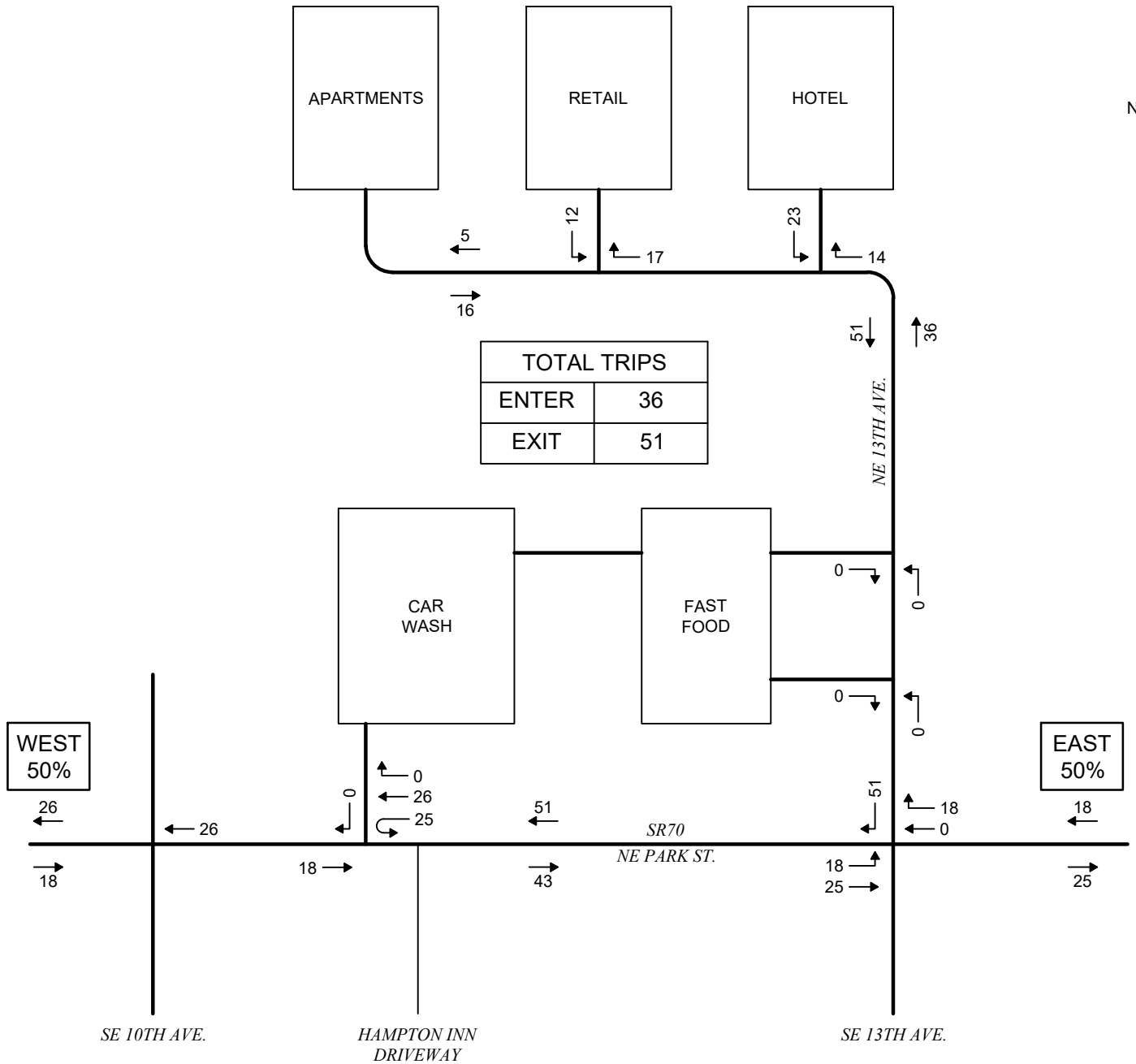
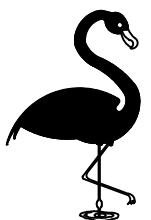


FIGURE 3

SITE TRAFFIC
ASSIGNMENT

WEEKDAY AM PEAK HOUR



Buckholz Traffic

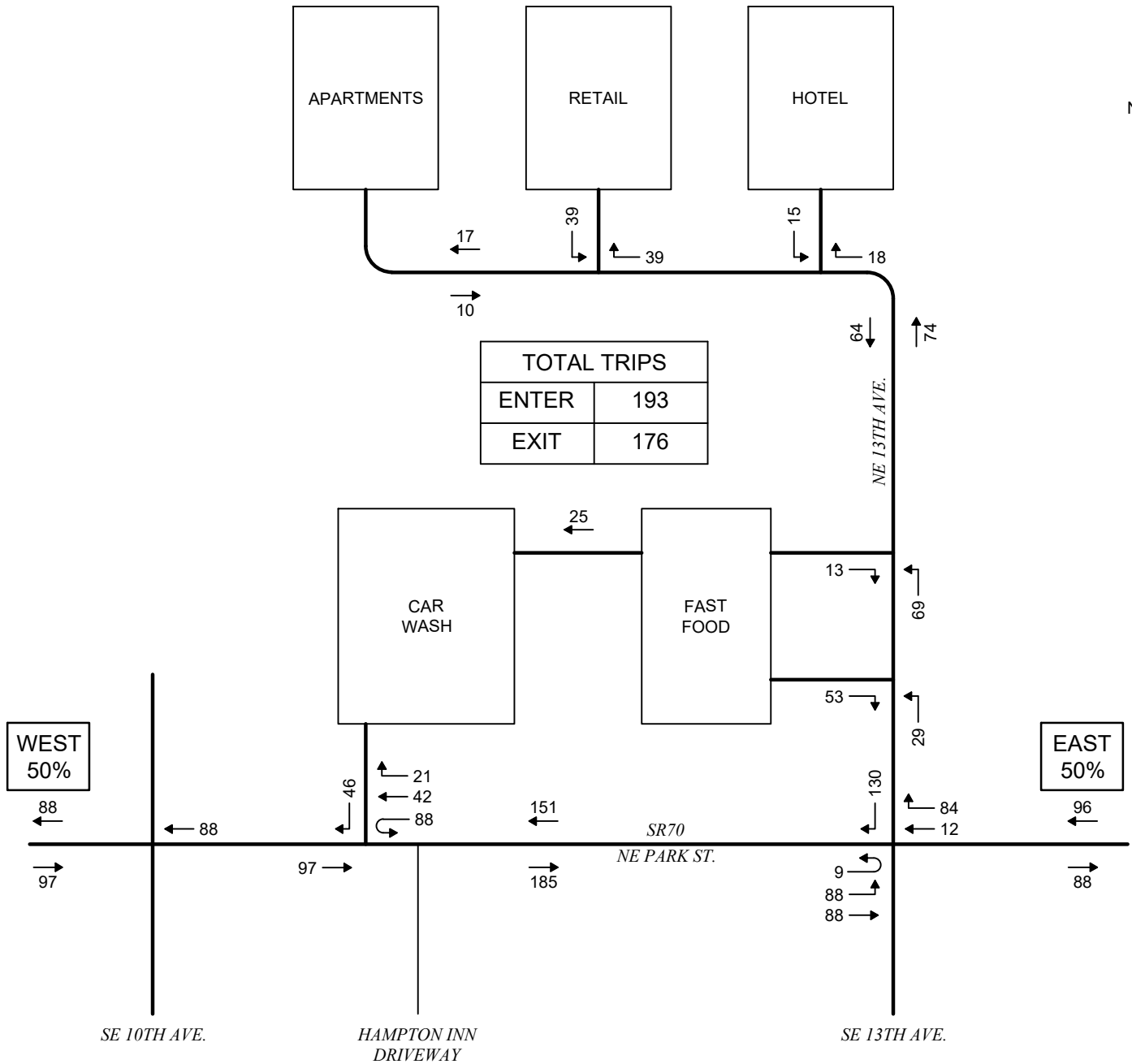


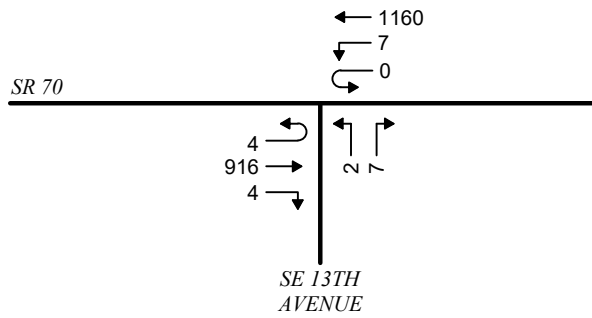
FIGURE 4

SITE TRAFFIC
ASSIGNMENT

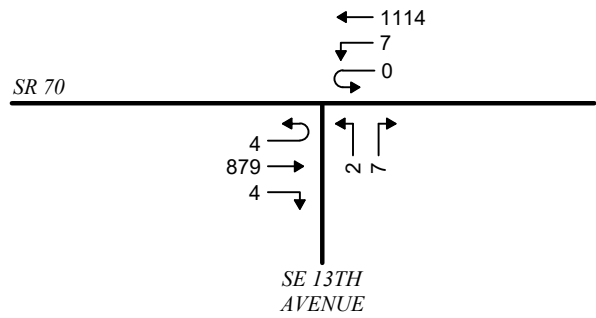
WEEKDAY PM PEAK HOUR



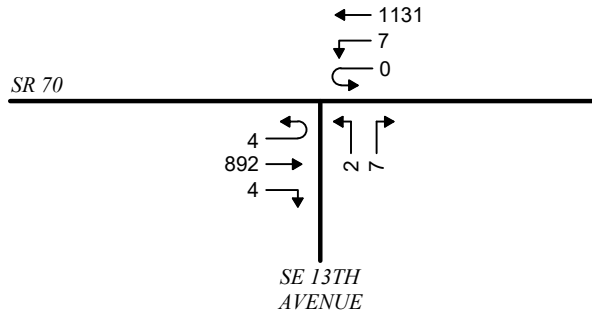
Buckholz Traffic



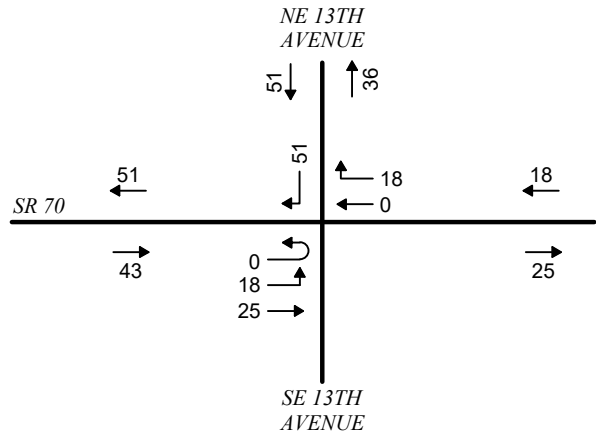
EXISTING TRAFFIC
02/13/23
7:15-8:15 AM



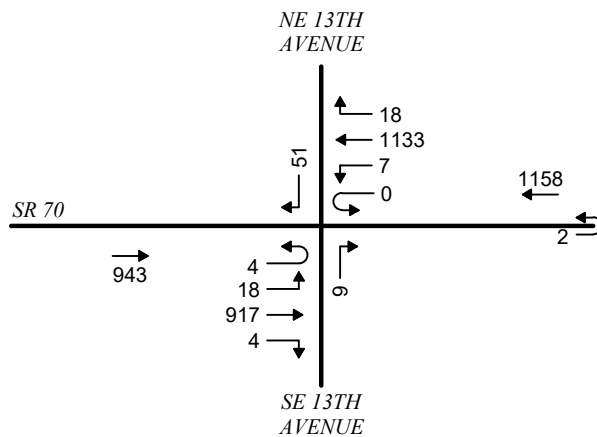
2023 SEASONALLY ADJUSTED TRAFFIC
FDOT SEASONAL CORRECTION FACTOR = 0.96



2024 NO BUILD TRAFFIC
AVERAGE ANNUAL GROWTH RATE = 1.5%



SITE TRAFFIC



2024 BUILD TRAFFIC

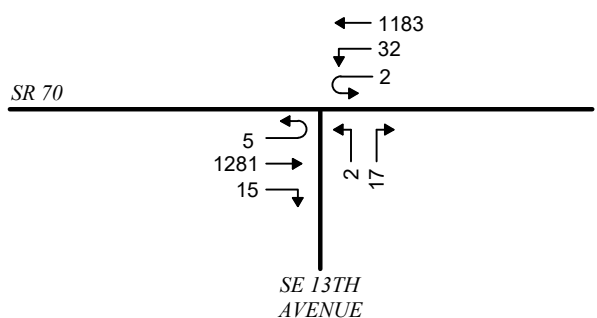
FIGURE 5

2024 BUILD TRAFFIC
SR 70 / 13TH AVENUE

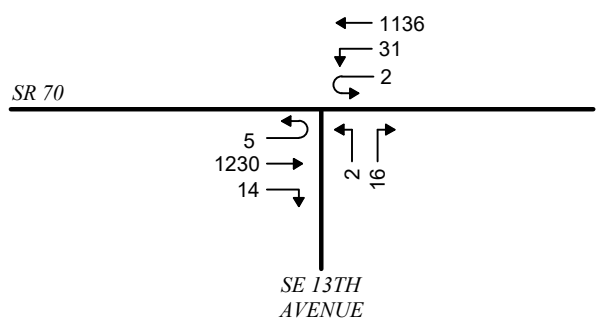
WEEKDAY AM PEAK HOUR



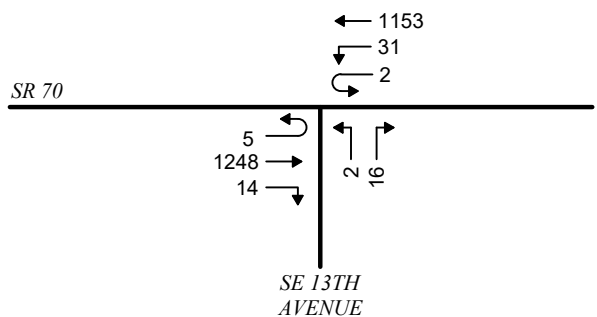
E:\23-1820\CAD2\FIG_06.DWG



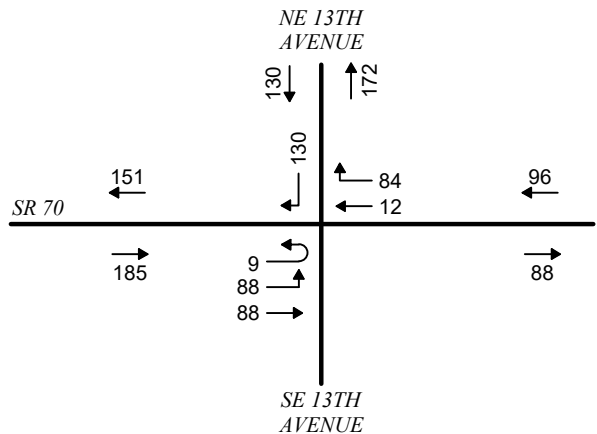
EXISTING TRAFFIC
02/13/23
5:00-6:00 PM



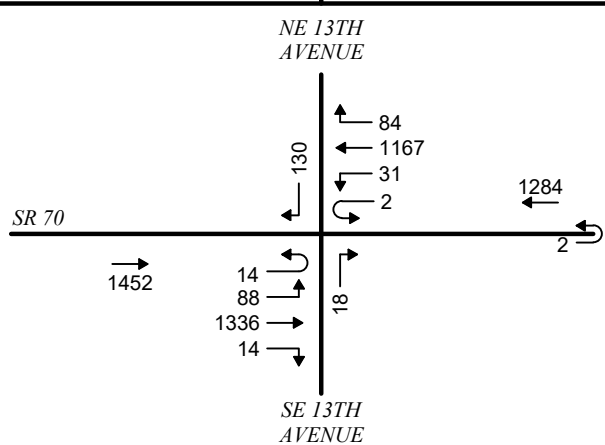
2023 SEASONALLY ADJUSTED TRAFFIC
FDOT SEASONAL CORRECTION FACTOR = 0.96



2024 NO BUILD TRAFFIC
AVERAGE ANNUAL GROWTH RATE = 1.5%



SITE TRAFFIC



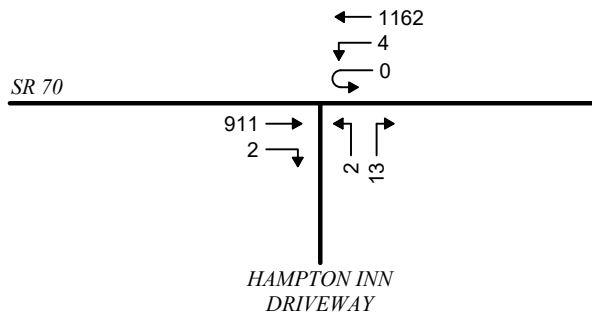
2024 BUILD TRAFFIC

FIGURE 6

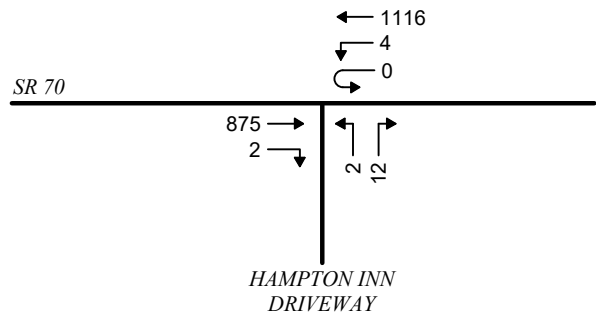
2024 BUILD TRAFFIC
SR 70 / 13TH AVENUE

WEEKDAY PM PEAK HOUR

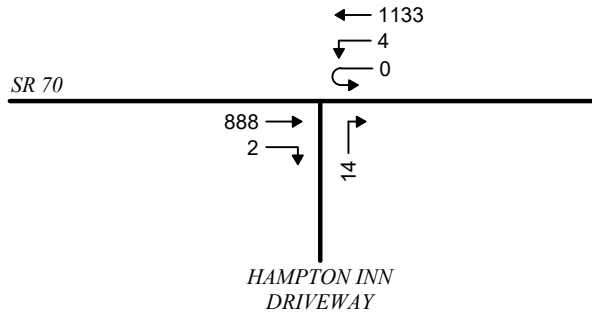




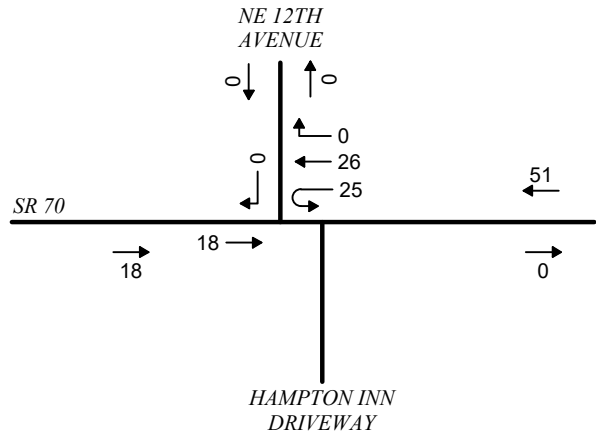
EXISTING TRAFFIC
02/13/23
7:15-8:15 AM



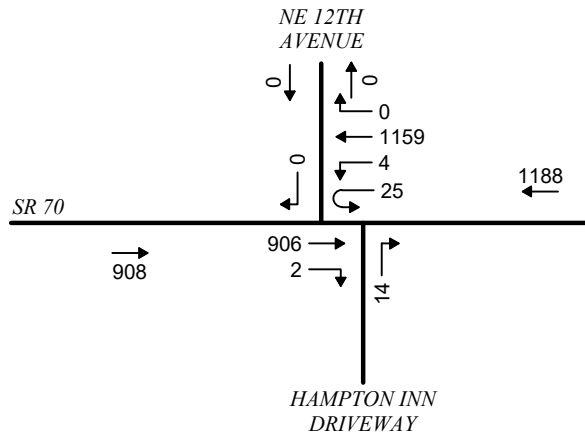
2023 SEASONALLY ADJUSTED TRAFFIC
FDOT SEASONAL CORRECTION FACTOR = 0.96



2024 NO BUILD TRAFFIC
AVERAGE ANNUAL GROWTH RATE = 1.5%



SITE TRAFFIC

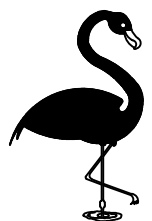


2024 BUILD TRAFFIC

FIGURE 7

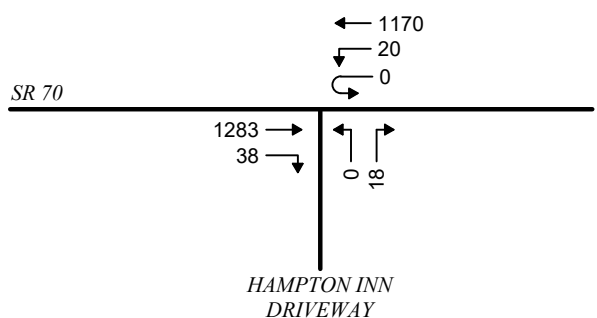
2024 BUILD TRAFFIC
SR 70 / HAMPTON DRIVEWAY

WEEKDAY AM PEAK HOUR

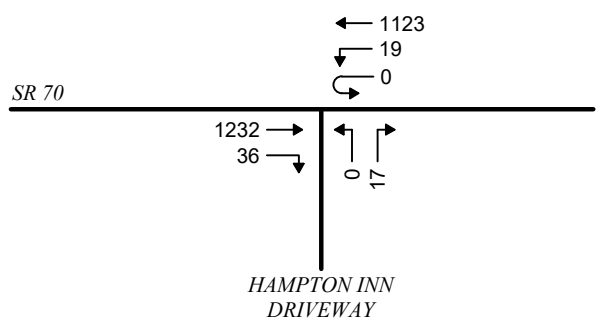


Buckholz Traffic

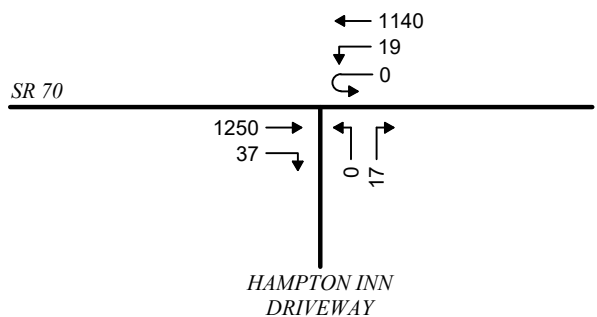
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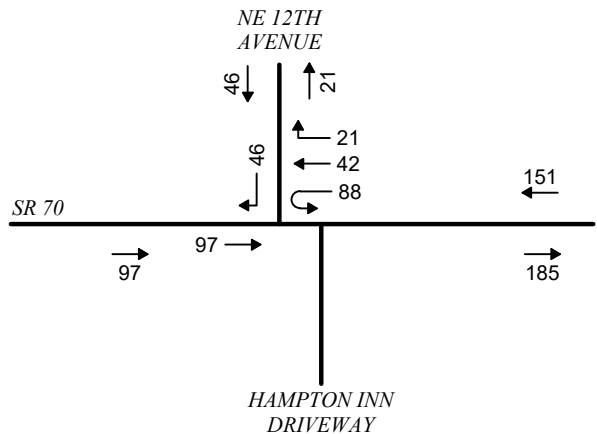
EXISTING TRAFFIC
02/13/23
5:00-6:00 PM



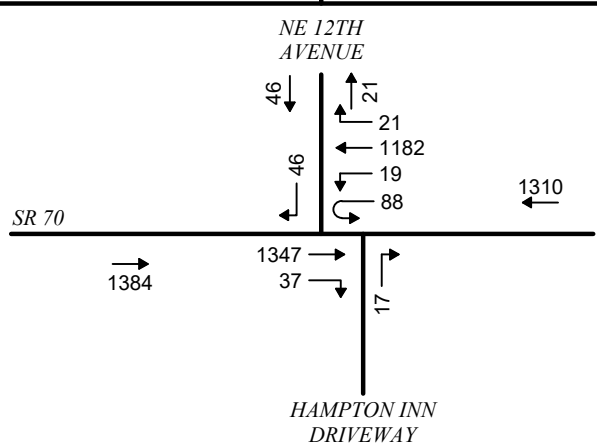
2023 SEASONALLY ADJUSTED TRAFFIC
FDOT SEASONAL CORRECTION FACTOR = 0.96



2024 NO BUILD TRAFFIC
AVERAGE ANNUAL GROWTH RATE = 1.5%



SITE TRAFFIC



2024 BUILD TRAFFIC

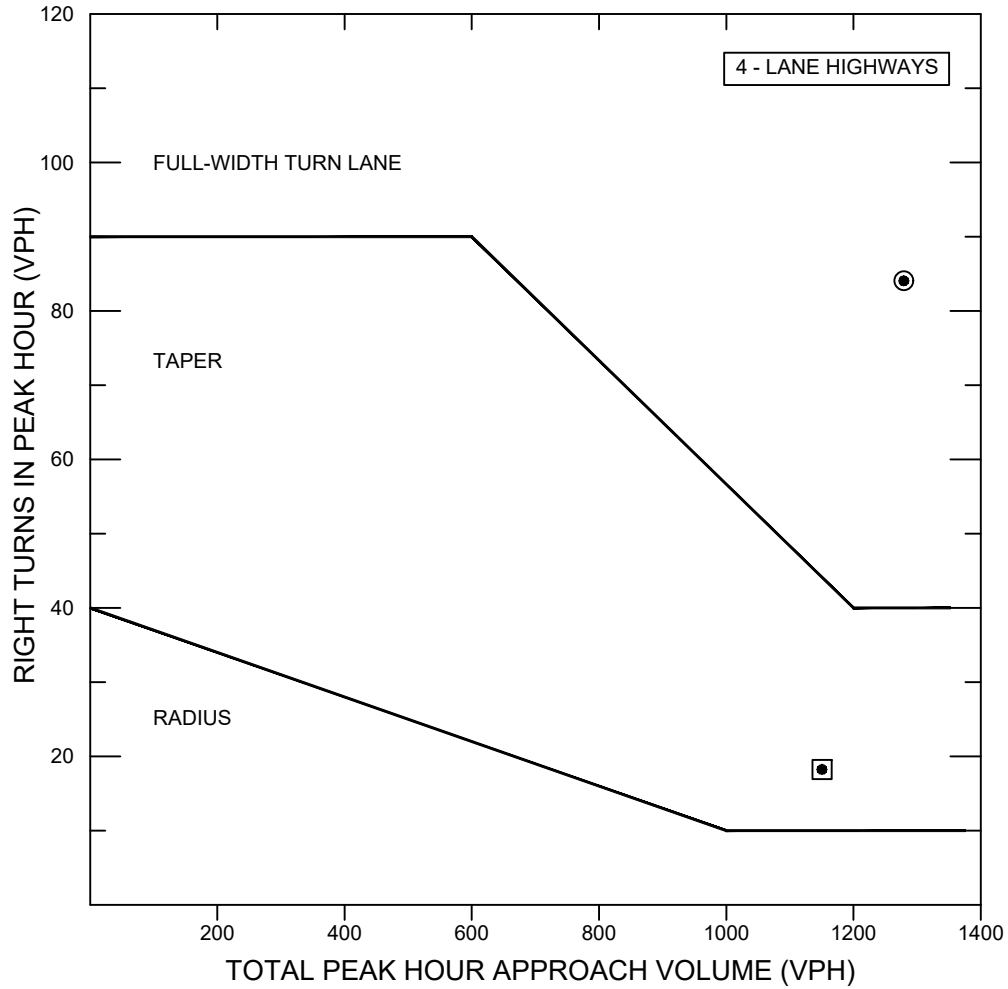
FIGURE 8

2024 BUILD TRAFFIC
SR 70 / HAMPTON DRIVEWAY

WEEKDAY PM PEAK HOUR



WESTBOUND NE PARK STREET @ NE 13TH AVENUE



NOMOGRAPH FOR RIGHT TURN LANES

SOURCE: TRANSPORTATION RESEARCH BOARD NCHRP REPORT #279

■ WEEKDAY AM PEAK

HOUR

V _A	1158
V _R	18

● WEEKDAY PM PEAK

HOUR

V _A	1284
V _R	84

NCHRP 420

MULTI-LANE

≤ 45 MPH

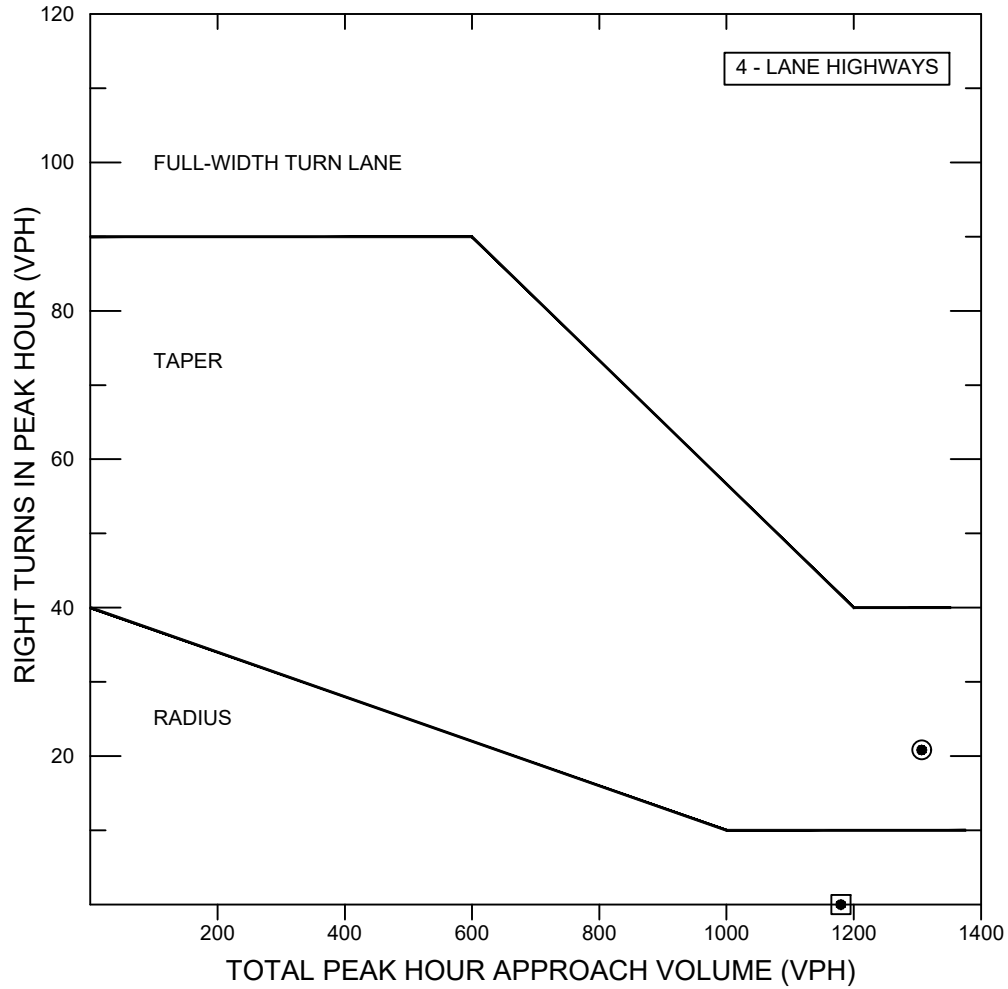
18 & 84 < 110 REQUIRED

FIGURE 9

RIGHT TURN LANE
ANALYSIS



WESTBOUND NE PARK STREET @ NE 12TH AVENUE



NOMOGRAPH FOR RIGHT TURN LANES

SOURCE: TRANSPORTATION RESEARCH BOARD NCHRP REPORT #279

▣ WEEKDAY AM PEAK

HOUR

V _A	1188
V _R	0

● WEEKDAY PM PEAK ●

HOUR

V _A	1310
V _R	21

NCHRP 420

MULTI-LANE

≤ 45 MPH

0 & 21 < 110 REQUIRED

FIGURE 10

RIGHT TURN LANE
ANALYSIS



TABLE 1

TRIP GENERATION CALCULATIONS

AUTOMATED CAR WASH

Land Use Code 948

T = Number of Vehicle Trip Ends

X = 4600 GSF = 4.6

<u>TIME PERIOD</u>	<u>TOTAL</u> <u>TRIP GENERATION</u> <u>EQUATION</u>	<u>TOTAL</u> <u>TRIP</u> <u>ENDS</u>	<u>PERCENT</u> <u>ENTERING</u>	<u>PERCENT</u> <u>EXITING</u>	<u>TOTAL</u> <u>TRIP ENDS</u> <u>ENTERING</u>	<u>TOTAL</u> <u>TRIP ENDS</u> <u>EXITING</u>
AVERAGE WEEKDAY						
Daily	T = 14.2/8.7% (X)	750	50%	50%	375	375
AM Peak Hour	NOT OPEN					
PM Peak Hour	T = 14.20 (X)	66	50%	50%	33	33

SOURCE: Institute of Transportation Engineers, "Trip Generation", 11th Edition (2021)

Estimated Using ITE Hourly Percentages from LUC 949

BUCKHOLZ TRAFFIC

TABLE 2

TRIP GENERATION CALCULATIONS

FAST-FOOD RESTAURANT WITH DRIVE-THRU WINDOW

Land Use Code 934

T = Number of Vehicle Trip Ends

Size of Building = 5000 (X = 5.0)

<u>TIME PERIOD</u>	<u>TOTAL</u> <u>TRIP GENERATION</u> <u>EQUATION</u>	<u>TOTAL</u> <u>TRIP</u> <u>ENDS</u>	<u>PERCENT</u> <u>ENTERING</u>	<u>PERCENT</u> <u>EXITING</u>	<u>TOTAL</u> <u>TRIP ENDS</u> <u>ENTERING</u>	<u>TOTAL</u> <u>TRIP ENDS</u> <u>EXITING</u>
AVERAGE WEEKDAY						
Daily	T = 467.48 (X)	2338	50%	50%	1169	1169
AM Peak Hour			NOT OPEN			
PM Peak Hour	T = 33.03 (X)	165	52%	48%	86	79

SOURCE: Institute of Transportation Engineers, "Trip Generation", 11th Edition (2021)

<u>TIME PERIOD</u>	<u>PERCENT NEW TRIPS</u>	<u>NEW</u> <u>TRIP</u> <u>ENDS</u>	<u>PERCENT</u> <u>ENTERING</u>	<u>PERCENT</u> <u>EXITING</u>	<u>NEW</u> <u>TRIP ENDS</u> <u>ENTERING</u>	<u>NEW</u> <u>TRIP ENDS</u> <u>EXITING</u>
AVERAGE WEEKDAY						
Daily	52%	1216	50%	50%	608	608
AM Peak Hour	50%		NOT OPEN			
PM Peak Hour	55%	91	52%	48%	47	44

SOURCE: ITE, "Trip Generation", 11th Edition (2021), Excel Pass-By Tables

Estimated Value

BUCKHOLZ TRAFFIC

TABLE 3
TRIP GENERATION CALCULATIONS

BUSINESS HOTEL

Land Use Code 312

T = Number of Vehicle Trip Ends

X = Rooms = 100

<u>TIME PERIOD</u>	<u>TOTAL</u> TRIP GENERATION <u>EQUATION</u>	<u>TOTAL</u> TRIP <u>ENDS</u>	<u>PERCENT</u> <u>ENTERING</u>	<u>PERCENT</u> <u>EXITING</u>	<u>TOTAL</u> TRIP ENDS <u>ENTERING</u>	<u>TOTAL</u> TRIP ENDS <u>EXITING</u>
AVERAGE WEEKDAY						
Daily	$T = 2.90 (X) + 151.69$	442	50%	50%	221	221
AM Peak Hour	$T = 0.30 (X) + 6.94$	37	39%	61%	14	23
PM Peak Hour	$T = 0.21 (X) + 12.03$	33	55%	45%	18	15

SOURCE: Institute of Transportation Engineers, "Trip Generation", 11th Edition (2021)

BUCKHOLZ TRAFFIC

TABLE 4

TRIP GENERATION CALCULATIONS

**MULTIFAMILY HOUSING (LOW-RISE)
Not Close to Rail Transit**

Land Use Code 220

T = Number of Vehicle Trip Ends

X = Number of Dwelling Units = 52

<u>TIME PERIOD</u>	<u>TRIP GENERATION EQUATION</u>	<u>TOTAL TRIP ENDS</u>	<u>PERCENT ENTERING</u>	<u>PERCENT EXITING</u>	<u>TOTAL TRIP ENDS ENTERING</u>	<u>TOTAL TRIP ENDS EXITING</u>
WEEKDAY						
Daily	T = 6.74 (X)	350	50%	50%	175	175
AM Peak Hour	T = 0.40 (X)	21	24%	76%	5	16
PM Peak Hour	T = 0.51 (X)	27	63%	37%	17	10

SOURCE: Institute of Transportation Engineers, "Trip Generation", 11th Edition (2021)

BUCKHOLZ TRAFFIC

TABLE 5
TRIP GENERATION CALCULATIONS

STRIP RETAIL PLAZA (Less Than 40,000 gsf)

Land Use Code 822

T = Number of Vehicle Trip Ends

Size of Buildings = 10,000 gsf -----> x 10.0

<u>TIME PERIOD</u>	<u>TOTAL</u> <u>TRIP GENERATION</u> <u>EQUATION</u>	<u>TOTAL</u> <u>TRIP</u> <u>ENDS</u>	<u>PERCENT</u> <u>ENTERING</u>	<u>PERCENT</u> <u>EXITING</u>	<u>TOTAL</u> <u>TRIP ENDS</u> <u>ENTERING</u>	<u>TOTAL</u> <u>TRIP ENDS</u> <u>EXITING</u>
AVERAGE WEEKDAY						
Daily	$T = 54.45 \times$	544	50%	50%	272	272
AM Peak Hour	$\ln(T) = 0.66\ln(X) + 1.84$	29	60%	40%	17	12
PM Peak Hour	$\ln(T) = 0.71\ln(X) + 2.72$	78	50%	50%	39	39

SOURCE: Institute of Transportation Engineers, "Trip Generation", 11th Edition (2021)

NEW TRIPS

<u>TIME PERIOD</u>	<u>PERCENT NEW TRIPS</u>	<u>NEW</u> <u>TRIP</u> <u>ENDS</u>	<u>PERCENT</u> <u>ENTERING</u>	<u>PERCENT</u> <u>EXITING</u>	<u>NEW</u> <u>TRIP ENDS</u> <u>ENTERING</u>	<u>NEW</u> <u>TRIP ENDS</u> <u>EXITING</u>
AVERAGE WEEKDAY						
Daily	64.0%	348	50%	50%	174	174
AM Peak Hour	64.0%	18	60%	40%	11	7
PM Peak Hour	64.0%	50	50%	50%	25	25

SOURCE: ITE "Trip Generation Handbook", 3rd Edition, Table E.9

Estimated Value

BUCKHOLZ TRAFFIC

TABLE 6
UNSIGNALIZED INTERSECTION CAPACITY RESULTS
EXISTING CONDITIONS

NE PARK STREET / SE 13TH AVENUE

	WEEKDAY AM PEAK HOUR			
Movement	LOS	Delay	V/C Ratio	95th % Queue (vehicles)
Eastbound U-Turn	C	21.9 sec/veh	0.02	1
Westbound Left Turn	B	11.0 sec/veh	0.01	1
Northbound Approach	C	15.6 sec/veh	0.03	1

	WEEKDAY PM PEAK HOUR			
Movement	LOS	Delay	V/C Ratio	95th % Queue (vehicles)
Eastbound U-Turn	C	20.8 sec/veh	0.02	1
Westbound Left Turn	B	13.7 sec/veh	0.08	1
Northbound Approach	C	16.6 sec/veh	0.06	1

NE PARK STREET / HAMPTON INN DRIVEWAY

	WEEKDAY AM PEAK HOUR			
Movement	LOS	Delay	V/C Ratio	95th % Queue (vehicles)
Westbound Left Turn	B	10.4 sec/veh	0.01	1
Northbound Right Turn	B	12.3 sec/veh	0.03	1

	WEEKDAY PM PEAK HOUR			
Movement	LOS	Delay	V/C Ratio	95th % Queue (vehicles)
Westbound Left Turn	B	12.7 sec/veh	0.04	1
Northbound Right Turn	B	14.9 sec/veh	0.05	1

BUCKHOLZ TRAFFIC

TABLE 7
UNSIGNALIZED INTERSECTION CAPACITY RESULTS
2024 BUILD CONDITIONS

NE PARK STREET / 13TH AVENUE

	WEEKDAY AM PEAK HOUR			
Movement	LOS	Delay	V/C Ratio	95th % Queue (vehicles)
Eastbound Left Turn	C	15.1 sec/veh	0.07	1
Westbound Left Turn	B	11.3 sec/veh	0.01	1
Northbound Approach	B	13.7 sec/veh	0.02	1
Southbound Approach	C	15.4 sec/veh	0.15	1

	WEEKDAY PM PEAK HOUR			
Movement	LOS	Delay	V/C Ratio	95th % Queue (vehicles)
Eastbound Left Turn	C	18.9 sec/veh	0.30	1.3
Westbound Left Turn	B	14.9 sec/veh	0.09	1
Northbound Approach	C	15.5 sec/veh	0.05	1
Southbound Approach	C	18.1 sec/veh	0.34	1.5

NE PARK STREET / NE 12TH AVENUE / HAMPTON INN DRIVEWAY

	WEEKDAY AM PEAK HOUR			
Movement	LOS	Delay	V/C Ratio	95th % Queue (vehicles)
Westbound Left Turn	C	17.6 sec/veh	0.11	1
Northbound Right Turn	B	12.5 sec/veh	0.03	1
Southbound Right Turn	B	14.0 sec/veh	0.00	1

	WEEKDAY PM PEAK HOUR			
Movement	LOS	Delay	V/C Ratio	95th % Queue (vehicles)
Westbound Left Turn	F	68.7 sec/veh	0.72	4.3
Northbound Right Turn	C	15.9 sec/veh	0.05	1
Southbound Right Turn	C	15.2 sec/veh	0.12	1

APPENDIX A

SITE PLAN



MASTER SITE PLANS OF:

PARK STREET COMMERCE CENTER

LOCATED IN SECTION 15; TOWNSHIP 37 SOUTH; RANGE 35 EAST
PARCEL ID: 2-15-37-35-0A00-00009-A000;
2-15-37-35-0A00-00009-0000; 2-15-37-35-0A00-00011-0000;
2-15-37-35-0A00-00010-0000; 2-15-37-35-0A00-00010-0010

LEGAL DESCRIPTION

PARCEL 1 (PER O.R.B. 527, PG. 869):

THE WEST HALF OF THE EAST HALF OF THE SOUTHWEST QUARTER OF THE SOUTHEAST QUARTER LYING NORTH OF STATE ROAD NO. 70 (FORT PIERCE ROAD), IN SECTION 15, TOWNSHIP 37 SOUTH, RANGE 35 EAST, LESS THE FOLLOWING :

BEGINNING AT THE SOUTHWEST CORNER OF THE EAST HALF OF THE SOUTHWEST QUARTER OF THE SOUTHEAST QUARTER OF SAID SECTION 15, RUN NORTH 594 FEET, EAST 186.3 FEET, SOUTH 594 FEET; WEST 186.3 FEET TO THE POINT OF BEGINNING.

ALSO LESS THE NORTH 50 FEET WHICH IS RESERVED FOR ROAD PURPOSES.

ALSO LESS: A STRIP OF LAND 7 FEET WIDE SITUATE ADJACENT TO AND NORTHERLY OF THE EXISTING 66 FOOT RIGHT OF WAY OF STATE ROAD 70, LYING, WITHIN THE WEST ½ OF THE EAST ¼ OF SW 1/4 OF SE 1/4, SECTION 15, TOWNSHIP 37 SOUTH, RANGE 35 EAST, LESS THE WEST 186.3 FEET THEREOF; CONTAINING 0.02 OF AN ACRE, MORE OR LESS.

PARCEL 2 (PER O.R.B. 528, PG. 1342):

ALL OF LOTS 1 THROUGH 12, INCLUSIVE, LYING NORTH OF NORTH PARK STREET (A/K/A S.R. 70 F/K/A FORT PIERCE ROAD) AS NOW CONSTRUCTED, IN BLOCK 4, PRICE ADDITION TO OKEECHOBEE CITY, ACCORDING TO THE PLAT THEREOF RECORDED IN PLAT BOOK 2, PAGE 17, PUBLIC RECORDS OF OKEECHOBEE COUNTY, FLORIDA.

PARCEL 3 (PER O.R.B. 528, PG. 1342):

COMMENCE AT THE NORTHEAST CORNER OF THE SOUTHWEST ONE-QUARTER OF THE SOUTHEAST ONE-QUARTER OF SECTION 15, TOWNSHIP 37 SOUTH, RANGE 35 EAST, THENCE RUN SOUTH 00°18'26" EAST ALONG THE EASTERLY LINE THEREOF, 668.71 FEET TO THE POINT OF BEGINNING; THENCE CONTINUE SOUTH 00°18'26" EAST, 276.28 FEET TO THE NORTHEAST CORNER OF PRICE ADDITION TO OKEECHOBEE CITY ACCORDING TO THE PLAT THEREOF RECORDED IN PLAT BOOK 2, PAGE 17; THENCE RUN SOUTH 89° 50'34" WEST, ALONG THE NORTHERLY LINE THEREOF, 336.76 FEET TO THE NORTHWEST CORNER OF SAID PRICE ADDITION; THENCE RUN NORTH 00°17'46" WEST, ALONG THE WEST LINE OF THE EAST ONE-HALF OF THE EAST ONE-HALF OF THE SOUTHWEST ONE-QUARTER OF THE SOUTHEAST ONE-QUARTER OF SAID SECTION 15, A DISTANCE OF 273.38 FEET; THENCE RUN NORTH 89°20'47" EAST AND PARALLEL WITH THE NORTHERLY LINE OF PREVIOUSLY MENTIONED SOUTHWEST ONE-QUARTER OF THE SOUTHEAST ONE-QUARTER, A DISTANCE OF 336.71 FEET TO THE POINT OF BEGINNING.

PARCEL 4 (PER O.R.B. 528, PG. 1342):

THE ALLEY IN BLOCK 4, PRICE ADDITION TO OKEECHOBEE CITY, ACCORDING TO THE PLAT THEREOF RECORDED IN PLAT BOOK 2, PAGE 17, PUBLIC RECORDS OF OKEECHOBEE COUNTY, FLORIDA, LYING BETWEEN LOTS 1-6 AND 7-12.

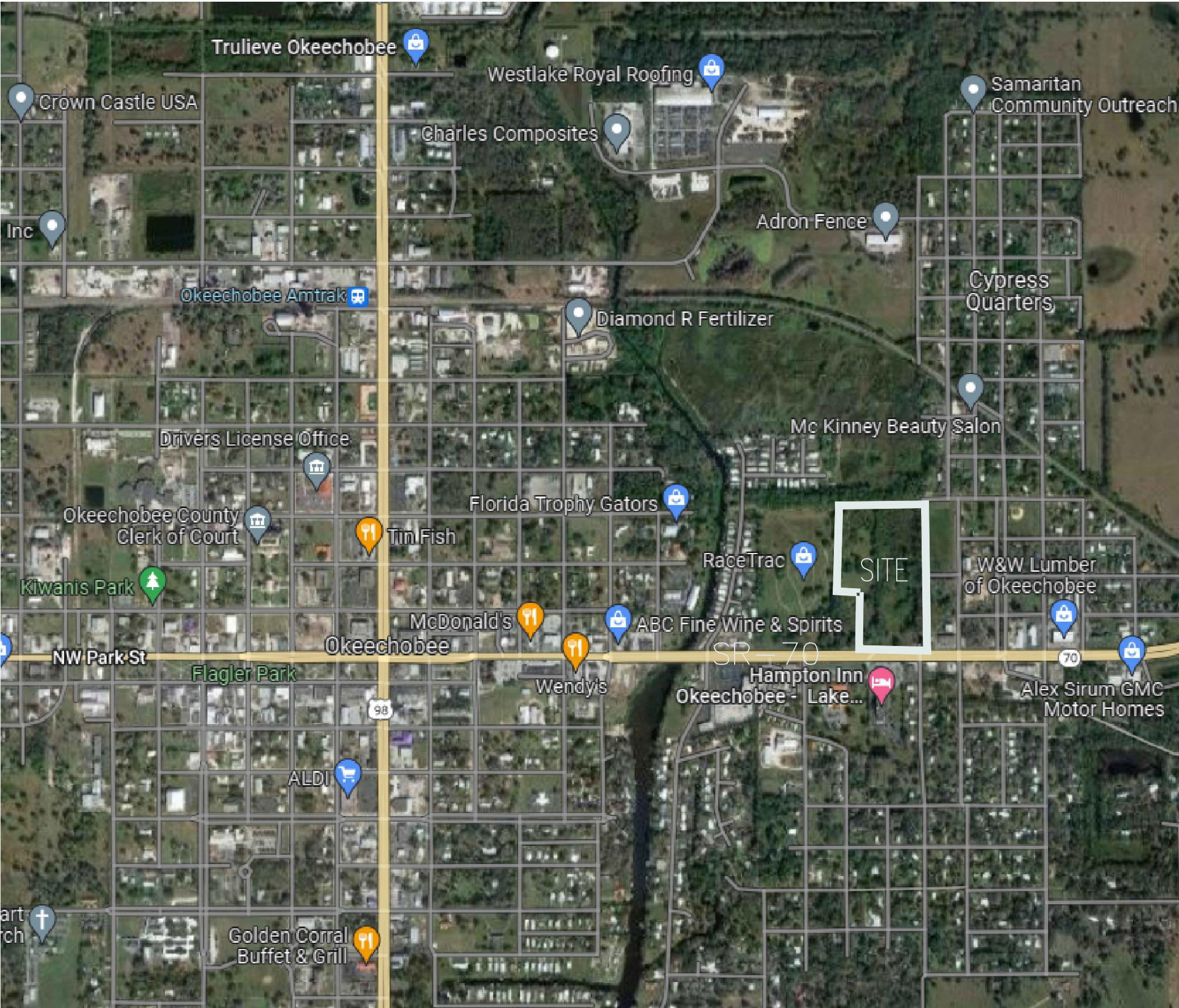
PARCEL 5 (PER O.R.B 528, PG 1342):

THE STREET KNOWN AS NORTHEAST 2ND STREET (F/K/A CENTER STREET) AS IT RUNS EAST FROM NORTHEAST 12TH AVENUE TO NORTHEAST 13TH AVENUE, PARTICULARLY LOCATED NORTH OF BLOCK 4, PRICE ADDITION TO OKEECHOBEE CITY, ACCORDING TO THE PLAT THEREOF RECORDED IN PLAT BOOK 2, PAGE 17, PUBLIC RECORDS OF OKEECHOBEE COUNTY, FLORIDA.

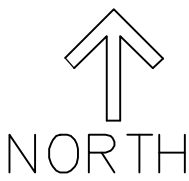
PARCEL 6 (PER O.R.B 554, PG. 338):

ALL THAT PART OF THE NORTH 668.71 FEET OF THE EAST ½ OF THE EAST ½ OF SW 1/4 OF SE 1/4 OF SECTION 15, TOWNSHIP 37 SOUTH, RANGE 35 EAST, LESS AND EXCEPT THE NORTH 50 FEET THEREOF.

SUBJECT TO THOSE EASEMENTS IN FAVOR OF FLORIDA POWER AND LIGHT RECORDED IN O.R. BOOK 109, PAGE 983 AND O.R. BOOK 23, PAGE 524 AND MATTERS CONTAINED ON THE PLAT OF PRICE ADDITION TO OKEECHOBEE CITY RECORDED IN PLAT BOOK 2, PAGE 17, ALL BEING IN THE PUBLIC RECORDS OF OKEECHOBEE COUNTY, FLORIDA.



VICINITY MAP



N.T.S.

UTILITY COMPANIES

SANITARY SEWER: OKEECHOBEE UTILITY AUTHORITY (863) 763-9460

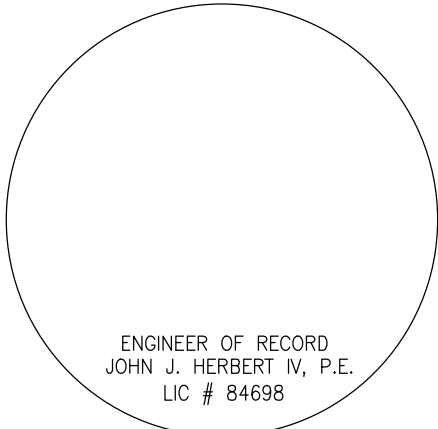
WATER DISTRIBUTION: OKEECHOBEE UTILITY AUTHORITY (863) 763-9460

ELECTRICAL POWER: FPL (863) 763-6441

TELEPHONE: CENTURY LINK (855) 263-9576

FIRE: OKEECHOBEE FIRE DEPARTMENT (863) 763-4423

GARBAGE: WASTE MANAGEMENT (866) 909-4458



PROJECT DIRECTORY

OWNER: WILLIAM R. GRICSBY, JR.
10282 PAYNE ROAD
SEBRING, FLORIDA 33875

DEVELOPER: PARK STREET OKEECHOBEE, LLC
603 EAST FORT KING STREET
OCALA, FLORIDA 34471

ENGINEER: AMERICAN CIVIL ENGINEERING CO.
207 N. MOSS ROAD, SUITE 211
WINTER SPRINGS, FLORIDA 32708
JOHNNY HERBERT IV, P.E., JOHNNY@AMERICANCIVILENGINEERING.COM
CELL 407-376-1777 , OFFICE 407-327-7700,

SURVEYOR: BSM & ASSOCIATES, INC.
80 SE 31ST LANE
OKEECHOBEE, FLORIDA 34974
RICHARD BARNES III, RICKY.BARNES@BSMSURVEY.COM
(863) 484-8324 OFFICE

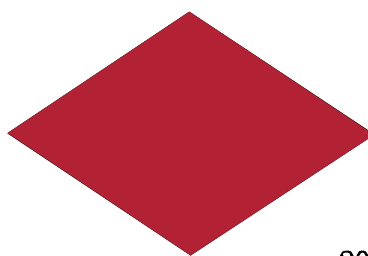
AUTHORIZED AGENT: KATIE EDWARDS-WALPOLE, ESQUIRE
8321 CHELSEA DRIVE SOUTH
PLANTATION, FLORIDA 33324
(305) 281-7323 OFFICE, KATIE@FLFARMLAW.COM

PLANS ISSUED FOR: DATE

OKEECHOBEE. SITE PLAN REVIEW 1/15/2023

INDEX OF SHEETS

SHEET	DESCRIPTION
C1.0	COVER SHEET
C2.0	GENERAL NOTES
C3.0	MASTER SWPP PLAN
C4.0	MASTER SITE PLAN
C5.0	MASTER GRADING PLAN
C5.1	CROSS SECTIONS
C6.0 - C6.1	NE 12TH AVENUE PLAN & PROFILES
C6.2 - C6.3	NE 3RD STREET PLAN & PROFILES
C6.4 - C6.5	NE 13TH AVENUE PLAN & PROFILES
C7.0	MASTER UTILITY PLAN
C8.0	PHOTOMETRIC & TRUCK TURN PLAN
C9.0 - C9.1	SITE DETAILS
C10.0	LIFT STATION PLAN
C11.0	OFF-SITE FORCEMAIN
C12.0 - C12.2	UTILITY DETAILS
C13.0	DRIVEWAY CONNECTION PLAN
C14.0	DRY STORM POND PLAN
C15.0	WET STORM POND PLAN
S1.0	SURVEY
LA1.0	LANDSCAPE SITE PLAN

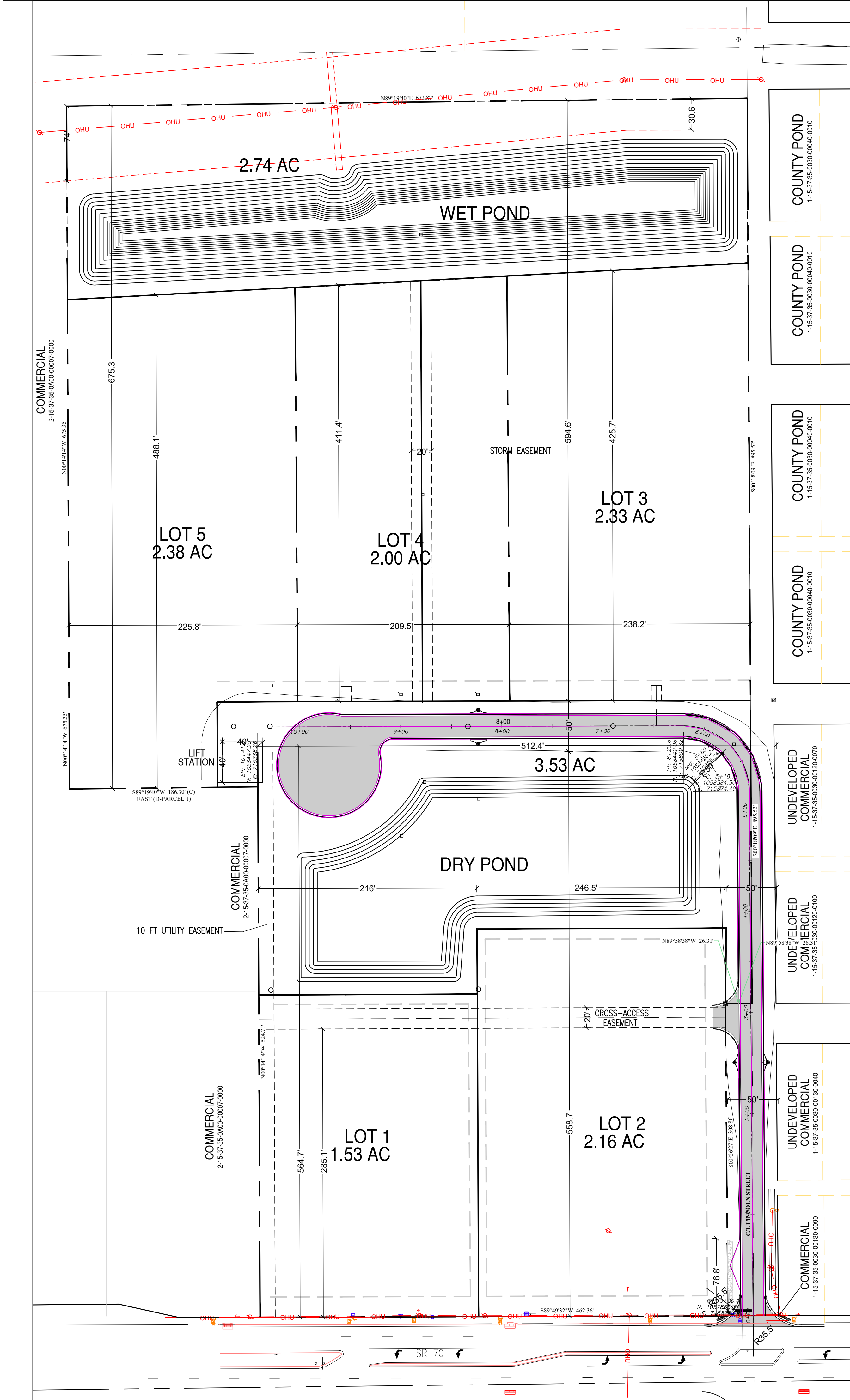


AMERICAN CIVIL
ENGINEERING CO.

207 N. MOSS ROAD, SUITE 211 WINTER SPRINGS, FLORIDA 32708
(407) 327-7700

PLAN DATE: 1/17/2023

CERT. OF AUTHORIZATION NO. 8729



DEVELOPMENT INFORMATION

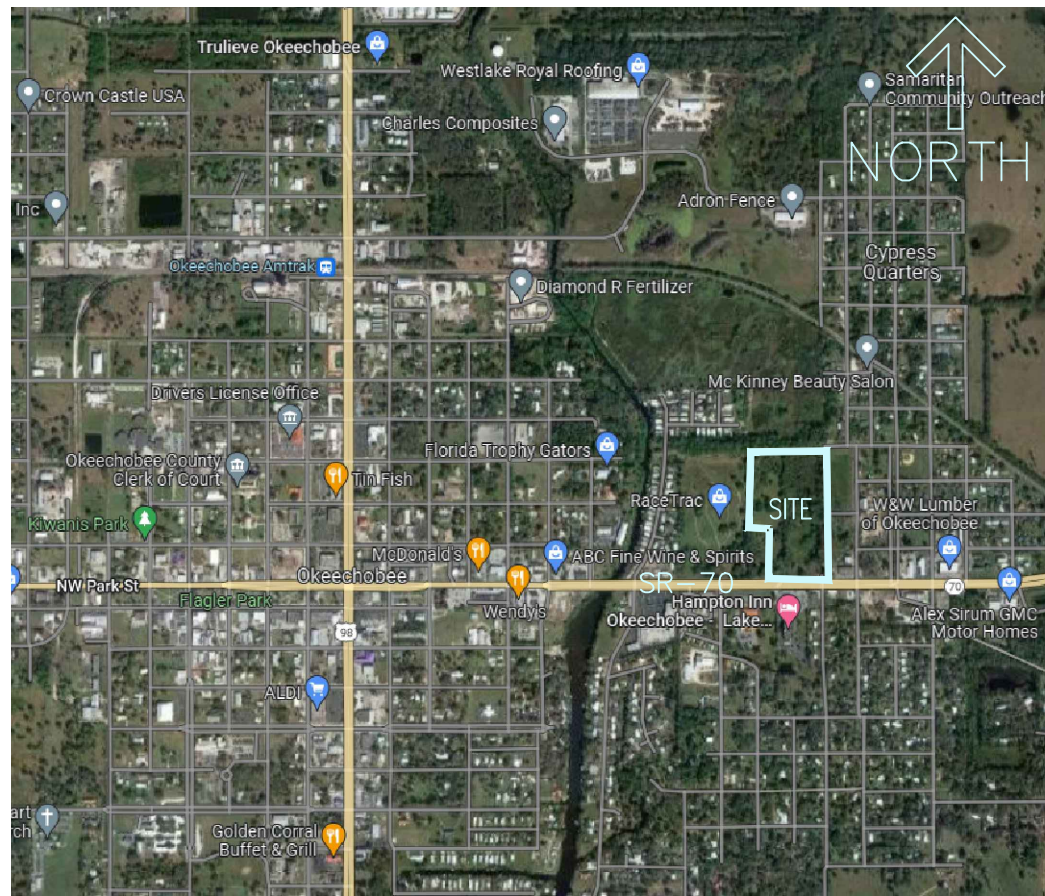
- | | | |
|--|---------------------------------|----------|
| 1. PROJECT NAME: | PARK STREET COMMERCE CENTER | |
| 2. TAX ID NUMBER: | 2-15-37-35-0400-00009-A000 | 0.485 AC |
| | 2-15-37-35-0400-00009-0000 | 6.626 AC |
| | 2-15-37-35-0400-00010-0000 | 2.129 AC |
| | 2-15-37-35-0400-00011-0000 | 4.950 AC |
| | 2-15-37-35-0400-00010-0010 | 2.028 AC |
| 3. TOTAL DEVELOPMENT AREA: | 16.151 AC | |
| 5. EXISTING USE: | VACANT | |
| 6. PROPOSED USE: | MIXED USE COMMERCIAL | |
| 7. EXISTING LAND USE: | COMMERCIAL | |
| 8. EXISTING ZONING: | COMMERCIAL HEAVY DISTRICT (CHV) | |
| 9. MAX. BUILDING HEIGHT: | 45 ft. | |
| 10. 8" WATER UTILITY AND LIFT STATION CONNECTING TO GRAVITY SEWER SERVICE SERVED BY OKCHOBEE UTILITY AUTHORITY | | |
| 11. THIS PROJECT WILL BE CONSTRUCTED IN ONE PHASE. INDIVIDUAL LOTS TO BE PERMITTED INDIVIDUALLY AT SEPARATE DATE | | |
| 12. ON-SITE SOILS CONSISTS OF #6 MANATEE LOAMY FINE SAND & #11 IMMOKALEE FINE SAND - HYDRAULIC GROUP B/D | | |
| 13. DRAINAGE DESIGN TO MEET CITY OF OKCHOBEE AND SPWMD REQUIREMENTS. | | |
| 14. FREESTANDING MONUMENT SIGN ALLOWED PER 90-571 OF COUNTY CODE, 64 SF FACE, 8 FT HEIGHT | | |

REQUIRED BUILDING SETBACKS

FRONT SETBACK BLDG	20 FT
FRONT SETBACK OTHER	10 FT
SIDE SETBACK	8 FT
REAR SETBACK	10 FT.

ADJACENT ZONING / LAND USE

NORTH	UNDEVELOPED HOLDING /	SINGLE FAMILY
SOUTH	COMMERCIAL HEAVY CHV /	COM COMMERCIAL
EAST	COUNTY COMMERCIAL /	COM COMMERCIAL
WEST	COMMERCIAL HEAVY CHV /	COM COMMERCIAL



VICINITY MAP N.T.S.

NOTE: ALL INFORMATION CONTAINED
HEREIN IS PROPERTY OF AMERICAN
CIVIL ENGINEERING CO. ALL RIGHTS
RESERVED. COPY RIGHT 2022.
ENGINEER: JOHN J. HERBERT IV, P.E.
CHECKED BY: TOM SKELTON, P.E.
TECHNICIAN: J.M.H.
PROJECT NO. 22640



SITE PLAN
PARK STREET
COMMERCE CENTER

1000 STATE ROAD 70 E, OKCHOBEE, FLORIDA 34972

JOHN J. HERBERT IV, P.E.
LIC # 84698

6/1/2023

SITE PLAN

PROJECT NO. 22640

C4.0

MADE IN USA

APPENDIX B

TURNING MOVEMENT COUNTS



TABLE B-1
NE Park Street (SR 70) / Hampton inn Driveway
TURNING MOVEMENT COUNTS - ALL VEHICLES

Monday, February 13, 2023

	NE PARK STREET			HAMPTON INN DRIVEWAY		All
	EB RightTurn	WB U-Turn	WB Left Turn	NB Left Turn	NB Right Turn	
6:45-7:00 AM	0	0	1	0	0	1
7:00-7:15 AM	0	0	0	0	0	0
7:15-7:30 AM	1	0	2	0	1	4
7:30-7:45 AM	1	0	0	0	4	5
7:45-8:00 AM	0	0	2	2	4	8
8:00-8:15 AM	0	0	0	0	4	4
8:15-8:30 AM	3	0	0	0	3	6
8:30-8:45 AM	2	0	0	0	2	4
AM PEAK PERIOD:	7	0	5	2	18	32

AM PEAK HOUR:	2	0	4	2	13	21
7:15-8:15 AM						

Monday, February 13, 2023

	NE PARK STREET			HAMPTON INN DRIVEWAY		All
	EB RightTurn	WB U-Turn	WB Left Turn	NB Left Turn	NB Right Turn	
3:45-4:00 PM	4	0	3	0	5	12
4:00-4:15 PM	4	1	7	0	5	17
4:15-4:30 PM	1	0	3	0	4	8
4:30-4:45 PM	3	0	5	0	9	17
4:45-5:00 PM	13	0	6	0	12	31
5:00-5:15 PM	8	0	2	0	5	15
5:15-5:30 PM	7	0	5	0	4	16
5:30-5:45 PM	14	0	5	0	4	23
5:45-6:00 PM	9	0	8	0	5	22
PM PEAK PERIOD:	63	1	44	0	53	161

PM PEAK HOUR:	38	0	20	0	18	76
5:00-6:00 PM						

BUCKHOLZ TRAFFIC

DAY: MONDAY
 DATE: 02/13/23
 WEATHER: CLEAR & DRY
 BEGIN TIME (MILITARY):06:45 Hrs

JW BUCKHOLZ TRAFFIC ENGINEERING INC
 MANUAL TURNING MOVEMENT COUNTS
 NE PARK STREET @ SE 13TH AVENUE
 OKEECHOBEE COUNTY, FLORIDA
 AUTOMOBILES, COMMERCIAL VEHICLES

Site Code : 44444444
 Start Date: 02/13/23
 File I.D. : 021323AM
 Page : 1

				NE PARK STREET				SE 13TH AVENUE				NE PARK STREET							
From North				From East				From South				From West							
	Left	Thru	Right	Other	Left	Thru	Right	U-TURN	Left	Thru	Right	Other	Left	Thru	Right	U-TURN	Total		
Date 02/13/23																			
06:45	0	0	0	0	1	220	0	0	0	0	2	0	0	218	1	1	443		
07:00	0	0	0	0	0	169	1	1	0	0	3	0	0	249	1	1	425		
07:15	0	0	0	0	4	220	0	0	0	0	2	0	0	209	1	1	437		
07:30	0	0	0	0	1	314	0	0	0	0	2	0	0	217	1	2	537		
Hr Total	0	0	0	0	6	923	1	1	0	0	9	0	0	893	4	5	1842		
07:45	0	0	0	0	2	332	0	0	1	0	1	0	0	244	1	1	582		
08:00	0	0	0	0	0	294	0	0	1	0	2	0	0	246	1	0	544		
08:15	0	0	0	0	2	211	0	0	1	0	0	0	0	184	0	1	399		
08:30	0	0	0	0	0	237	0	0	1	0	0	0	0	239	0	0	477		
Hr Total	0	0	0	0	4	1074	0	0	4	0	3	0	0	913	2	2	2002		
TOTAL	0	0	0	0	10	1997	1	1	4	0	12	0	0	1806	6	7	3844		

Peak Hour Analysis By Entire Intersection for the Period: 07:15 to 08:15 on 02/13/23

Peak start 07:15					07:15				07:15				07:15			
Volume	0	0	0	0	7	1160	0	0	2	0	7	0	0	916	4	4
Percent	0%	0%	0%	0%	1%	99%	0%	0%	22%	0%	78%	0%	0%	99%	0%	0%
Pk total					1167				9				924			
Highest	06:45				07:45				08:00				08:00			
Volume	0	0	0	0	2	332	0	0	1	0	2	0	0	246	1	0
Hi total					334				3				247			
PHF	.0				.87				.75				.94			

DAY: MONDAY
 DATE: 02/13/23
 WEATHER: CLEAR & DRY
 BEGIN TIME (MILITARY):06:45 Hrs

JW BUCKHOLZ TRAFFIC ENGINEERING INC
 MANUAL TURNING MOVEMENT COUNTS
 NE PARK STREET @ SE 13TH AVENUE
 OKEECHOBEE COUNTY, FLORIDA

Site Code : 44444444
 Start Date: 02/13/23
 File I.D. : 021323AM
 Page : 1

AUTOMOBILES

From North					NE PARK STREET From East				SE 13TH AVENUE From South				NE PARK STREET From West						
Left	Thru	Right	Other		Left	Thru	Right	U-TURN		Left	Thru	Right	Other		Left	Thru	Right	U-TURN	
Date 02/13/23																			
06:45	0	0	0	0	1	186	0	0		0	0	1	0		0	174	1	1	364
07:00	0	0	0	0	0	143	1	1		0	0	2	0		0	208	1	1	357
07:15	0	0	0	0	3	195	0	0		0	0	1	0		0	176	0	1	376
07:30	0	0	0	0	1	266	0	0		0	0	2	0		0	177	1	2	449
Hr Total	0	0	0	0	5	790	1	1		0	0	6	0		0	735	3	5	1546
07:45	0	0	0	0	2	288	0	0		1	0	0	0		0	201	1	1	494
08:00	0	0	0	0	0	237	0	0		1	0	2	0		0	197	1	0	438
08:15	0	0	0	0	1	177	0	0		1	0	0	0		0	143	0	1	323
08:30	0	0	0	0	0	179	0	0		1	0	0	0		0	195	0	0	375
Hr Total	0	0	0	0	3	881	0	0		4	0	2	0		0	736	2	2	1630
TOTAL	0	0	0	0	8	1671	1	1		4	0	8	0		0	1471	5	7	3176

Peak Hour Analysis By Entire Intersection for the Period: 07:15 to 08:15 on 02/13/23

Peak start 07:15	07:15				07:15				07:15				07:15			
Volume	0	0	0	0	6	986	0	0	2	0	5	0	0	751	3	4
Percent	0%	0%	0%	0%	1%	99%	0%	0%	29%	0%	71%	0%	0%	99%	0%	1%
Pk total	0				992				7				758			
Highest	06:45				07:45				08:00				07:45			
Volume	0	0	0	0	2	288	0	0	1	0	2	0	0	201	1	1
Hi total	0				290				3				203			
PHF	.0				.86				.58				.93			

DAY: MONDAY
 DATE: 02/13/23
 WEATHER: CLEAR & DRY
 BEGIN TIME (MILITARY):06:45 Hrs

JW BUCKHOLZ TRAFFIC ENGINEERING INC
 MANUAL TURNING MOVEMENT COUNTS
 NE PARK STREET @ SE 13TH AVENUE
 OKEECHOBEE COUNTY, FLORIDA

Site Code : 44444444
 Start Date: 02/13/23
 File I.D. : 021323AM
 Page : 1

COMMERCIAL VEHICLES

				NE PARK STREET				SE 13TH AVENUE				NE PARK STREET							
From North				From East				From South				From West							
Left	Thru	Right	Other	Left	Thru	Right	Other	Left	Thru	Right	Other	Left	Thru	Right	Other	Total			
Date 02/13/23																			
06:45	0	0	0	0	0	34	0	0	0	0	1	0	0	44	0	0	79		
07:00	0	0	0	0	0	26	0	0	0	0	1	0	0	41	0	0	68		
07:15	0	0	0	0	1	25	0	0	0	0	1	0	1	33	1	0	62		
07:30	0	0	0	0	0	48	0	0	0	0	0	0	0	40	0	0	88		
Hr Total	0	0	0	0	1	133	0	0	0	0	3	0	1	158	1	0	297		
07:45	0	0	0	0	0	44	0	0	0	0	1	0	0	43	0	0	88		
08:00	0	0	0	0	0	57	0	0	0	0	0	0	0	49	0	0	106		
08:15	0	0	0	0	1	34	0	0	0	0	0	0	0	41	0	0	76		
08:30	0	0	0	0	0	58	0	0	0	0	0	0	0	44	0	0	102		
Hr Total	0	0	0	0	1	193	0	0	0	0	1	0	0	177	0	0	372		
TOTAL	0	0	0	0	2	326	0	0	0	0	4	0	1	335	1	0	669		

Peak Hour Analysis By Entire Intersection for the Period: 07:15 to 08:15 on 02/13/23

Peak start	07:15				07:15				07:15				07:15			
Volume	0	0	0	0	1	174	0	0	0	0	2	0	1	165	1	0
Percent	0%	0%	0%	0%	1%	99%	0%	0%	0%	0%	100%	0%	1%	99%	1%	0%
Pk total	0				175				2				167			
Highest	06:45				08:00				07:15				08:00			
Volume	0	0	0	0	0	57	0	0	0	0	1	0	0	49	0	0
Hi total	0				57				1				49			
PHF	.0				.77				.50				.85			

DAY: MONDAY
 DATE: 02/13/23
 WEATHER: CLEAR & DRY
 BEGIN TIME (MILITARY): 06:45 Hrs

JW BUCKHOLZ TRAFFIC ENGINEERING INC
 MANUAL TURNING MOVEMENT COUNTS
 NE PARK STREET @ SE 13TH AVENUE
 OKEECHOBEE COUNTY, FLORIDA

Site Code : 44444444
 Start Date: 02/13/23
 File I.D. : 021323AM
 Page : 1

PEDESTRIAN & BICYCLE

From North					NE PARK STREET				SE 13TH AVENUE				NE PARK STREET						
Left Thru Right PEDS					From East				From South				From West						
Left Thru Right PEDS					Left Thru Right PEDS				Left Thru Right PEDS				Left Thru Right PEDS				Total		
Date 02/13/23																			
06:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Hr Total	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
07:45	0	0	0	2	0	0	0	0	0	0	0	1	0	0	0	1	0	0	4
08:00	0	0	0	2	0	0	0	0	0	0	0	1	0	0	0	0	0	0	3
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Hr Total	0	0	0	5	0	0	0	0	0	0	0	2	0	0	0	1	0	0	8
TOTAL	0	0	0	6	0	0	0	0	0	0	0	2	0	0	0	1	0	0	9

Peak Hour Analysis By Entire Intersection for the Period: 07:15 to 08:15 on 02/13/23

Peak start 07:15				07:15				07:15				07:15			
Volume	0	0	0	5	0	0	0	0	0	0	2	0	0	0	1
Percent	0%	0%	0%	100%	0%	0%	0%	0%	0%	0%	100%	0%	0%	0%	100%
Pk total	5			0				2				1			
Highest	07:45			06:45				07:45				07:45			
Volume	0	0	0	2	0	0	0	0	0	0	1	0	0	0	1
Hi total	2			0				1				1			
PHF	.62			.0				.50				.25			

DAY: MONDAY

DATE: 02/13/23

WEATHER: CLEAR & DRY

BEGIN TIME (MILITARY):15:45 Hrs

MANUAL TURNING MOVEMENT COUNTS

NE PARK STREET @ SE 13TH AVENUE

OKEECHOBEE COUNTY, FLORIDA

AUTOMOBILES, COMMERCIAL VEHICLES

Site Code : 02132023

Start Date: 02/13/23

File I.D. : 021323PM

Page : 1

From North					NE PARK STREET From East				SE 13TH AVENUE From South				NE PARK STREET From West						
Left	Thru	Right	Other		Left	Thru	Right	U-TURN		Left	Thru	Right	Other		Left	Thru	Right	U-TURN	
Date 02/13/23																			
15:45	0	0	0	0	1	269	0	1	1	0	3	0	0	291	3	1		570	
16:00	0	0	0	0	4	257	0	0	2	0	5	0	0	324	9	1		602	
16:15	0	0	0	0	2	295	0	2	1	0	1	0	0	313	4	0		618	
16:30	0	0	0	0	6	300	2	1	4	0	4	0	0	255	4	3		579	
Hr Total	0	0	0	0	13	1121	2	4	8	0	13	0	0	1183	20	5		2369	
16:45	0	0	0	0	6	289	0	1	2	0	2	0	0	265	0	2		567	
17:00	0	0	0	0	12	306	0	0	0	0	2	0	0	375	1	2		698	
17:15	0	0	0	0	10	289	0	0	0	0	4	0	0	332	2	1		638	
17:30	0	0	0	0	4	277	0	0	1	0	4	0	0	301	5	2		594	
Hr Total	0	0	0	0	32	1161	0	1	3	0	12	0	0	1273	8	7		2497	
17:45	0	0	0	0	6	311	0	2	1	0	7	0	0	273	7	0		607	
Hr Total	0	0	0	0	6	311	0	2	1	0	7	0	0	273	7	0		607	
TOTAL	0	0	0	0	51	2593	2	7	12	0	32	0	0	2729	35	12		5473	

Peak Hour Analysis By Entire Intersection for the Period: 17:00 to 18:00 on 02/13/23

Peak start 17:00					17:00				17:00				17:00			
Volume	0	0	0	0	32	1183	0	2	2	0	17	0	0	1281	15	5
Percent	0%	0%	0%	0%	3%	97%	0%	0%	11%	0%	89%	0%	0%	98%	1%	0%
Pk total	0				1217				19				1301			
Highest	15:45				17:45				17:45				17:00			
Volume	0	0	0	0	6	311	0	2	1	0	7	0	0	375	1	2
Hi total	0				319				8				378			
PHF	.0				.95				.59				.86			

DAY: MONDAY

DATE: 02/13/23

WEATHER: CLEAR & DRY

BEGIN TIME (MILITARY):15:45 Hrs

MANUAL TURNING MOVEMENT COUNTS

NE PARK STREET @ SE 13TH AVENUE

OKEECHOBEE COUNTY, FLORIDA

Site Code : 02132023

Start Date: 02/13/23

File I.D. : 021323PM

Page : 1

AUTOMOBILES

From North					NE PARK STREET From East				SE 13TH AVENUE From South				NE PARK STREET From West						
Left	Thru	Right	Other		Left	Thru	Right	U-TURN		Left	Thru	Right	Other		Left	Thru	Right	U-TURN	
Date 02/13/23																			
15:45	0	0	0	0	1	236	0	1	1	0	3	0	0	261	3	1		507	
16:00	0	0	0	0	4	214	0	0	2	0	5	0	0	284	9	1		519	
16:15	0	0	0	0	2	252	0	2	1	0	1	0	0	267	4	0		529	
16:30	0	0	0	0	6	258	2	1	4	0	4	0	0	222	4	3		504	
Hr Total	0	0	0	0	13	960	2	4	8	0	13	0	0	1034	20	5		2059	
16:45	0	0	0	0	6	257	0	1	2	0	2	0	0	221	0	2		491	
17:00	0	0	0	0	11	279	0	0	0	0	2	0	0	337	1	2		632	
17:15	0	0	0	0	10	259	0	0	0	0	4	0	0	293	2	1		569	
17:30	0	0	0	0	4	254	0	0	1	0	4	0	0	276	5	2		546	
Hr Total	0	0	0	0	31	1049	0	1	3	0	12	0	0	1127	8	7		2238	
17:45	0	0	0	0	6	282	0	2	1	0	7	0	0	247	7	0		552	
Hr Total	0	0	0	0	6	282	0	2	1	0	7	0	0	247	7	0		552	
TOTAL	0	0	0	0	50	2291	2	7	12	0	32	0	0	2408	35	12		4849	

Peak Hour Analysis By Entire Intersection for the Period: 17:00 to 18:00 on 02/13/23

Peak start 17:00					17:00				17:00				17:00			
Volume	0	0	0	0	31	1074	0	2	2	0	17	0	0	1153	15	5
Percent	0%	0%	0%	0%	3%	97%	0%	0%	11%	0%	89%	0%	0%	98%	1%	0%
Pk total	0				1107				19				1173			
Highest	15:45				17:00				17:45				17:00			
Volume	0	0	0	0	11	279	0	0	1	0	7	0	0	337	1	2
Hi total	0				290				8				340			
PHF	.0				.95				.59				.86			

DAY: MONDAY

DATE: 02/13/23

WEATHER: CLEAR & DRY

BEGIN TIME (MILITARY):15:45 Hrs

MANUAL TURNING MOVEMENT COUNTS

NE PARK STREET @ SE 13TH AVENUE

OKEECHOBEE COUNTY, FLORIDA

Site Code : 02132023

Start Date: 02/13/23

File I.D. : 021323PM

Page : 1

COMMERCIAL VEHICLES

From North					NE PARK STREET				SE 13TH AVENUE				NE PARK STREET				
					From East				From South				From West				
Left	Thru	Right	Other		Left	Thru	Right	Other	Left	Thru	Right	Other	Left	Thru	Right	Other	Total
Date 02/13/23																	
15:45	0	0	0	0	0	33	0	0	0	0	0	0	0	30	0	0	63
16:00	0	0	0	0	0	43	0	0	0	0	0	0	0	40	0	0	83
16:15	0	0	0	0	0	43	0	0	0	0	0	0	0	46	0	0	89
16:30	0	0	0	0	0	42	0	0	0	0	0	0	0	33	0	0	75
Hr Total	0	0	0	0	0	161	0	0	0	0	0	0	0	149	0	0	310
16:45	0	0	0	0	0	32	0	0	0	0	0	0	0	44	0	0	76
17:00	0	0	0	0	1	27	0	0	0	0	0	0	0	38	0	0	66
17:15	0	0	0	0	0	30	0	0	0	0	0	0	0	39	0	0	69
17:30	0	0	0	0	0	23	0	0	0	0	0	0	0	25	0	0	48
Hr Total	0	0	0	0	1	112	0	0	0	0	0	0	0	146	0	0	259
17:45	0	0	0	0	0	29	0	0	0	0	0	0	0	26	0	0	55
Hr Total	0	0	0	0	0	29	0	0	0	0	0	0	0	26	0	0	55
TOTAL	0	0	0	0	1	302	0	0	0	0	0	0	0	321	0	0	624

Peak Hour Analysis By Entire Intersection for the Period: 17:00 to 18:00 on 02/13/23

Peak start 17:00	17:00				17:00				17:00				17:00			
Volume	0	0	0	0	1	109	0	0	0	0	0	0	0	128	0	0
Percent	0%	0%	0%	0%	1%	99%	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%
Pk total	0				110				0				128			
Highest	15:45				17:15				15:45				17:15			
Volume	0	0	0	0	0	30	0	0	0	0	0	0	0	39	0	0
Hi total	0				30				0				39			
PHF	.0				.92				.0				.82			

DAY: MONDAY

DATE: 02/13/23

WEATHER: CLEAR & DRY

BEGIN TIME (MILITARY):15:45 Hrs

MANUAL TURNING MOVEMENT COUNTS

NE PARK STREET @ SE 13TH AVENUE

OKEECHOBEE COUNTY, FLORIDA

Site Code : 02132023

Start Date: 02/13/23

File I.D. : 021323PM

Page : 1

PEDESTRIAN & BICYCLE

Date 02/13/23	From North				NE PARK STREET From East				SE 13TH AVENUE From South				NE PARK STREET From West				Total
	Left	Thru	Right	PEDS	Left	Thru	Right	PEDS	Left	Thru	Right	PEDS	Left	Thru	Right	PEDS	
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	2
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	2
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
17:30	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Hr Total	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
17:45	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
Hr Total	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
TOTAL	0	0	0	6	0	0	0	1	0	0	0	1	0	0	0	0	8

Peak Hour Analysis By Entire Intersection for the Period: 17:00 to 18:00 on 02/13/23

Peak start 17:00	17:00				17:00				17:00				17:00			
Volume	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0
Percent	0%	0%	0%	100%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Pk total	6				0				0				0			
Highest	17:45				15:45				15:45				15:45			
Volume	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0
Hi total	3				0				0				0			
PHF	.50				.0				.0				.0			

APPENDIX C

FDOT TRAFFIC DATA

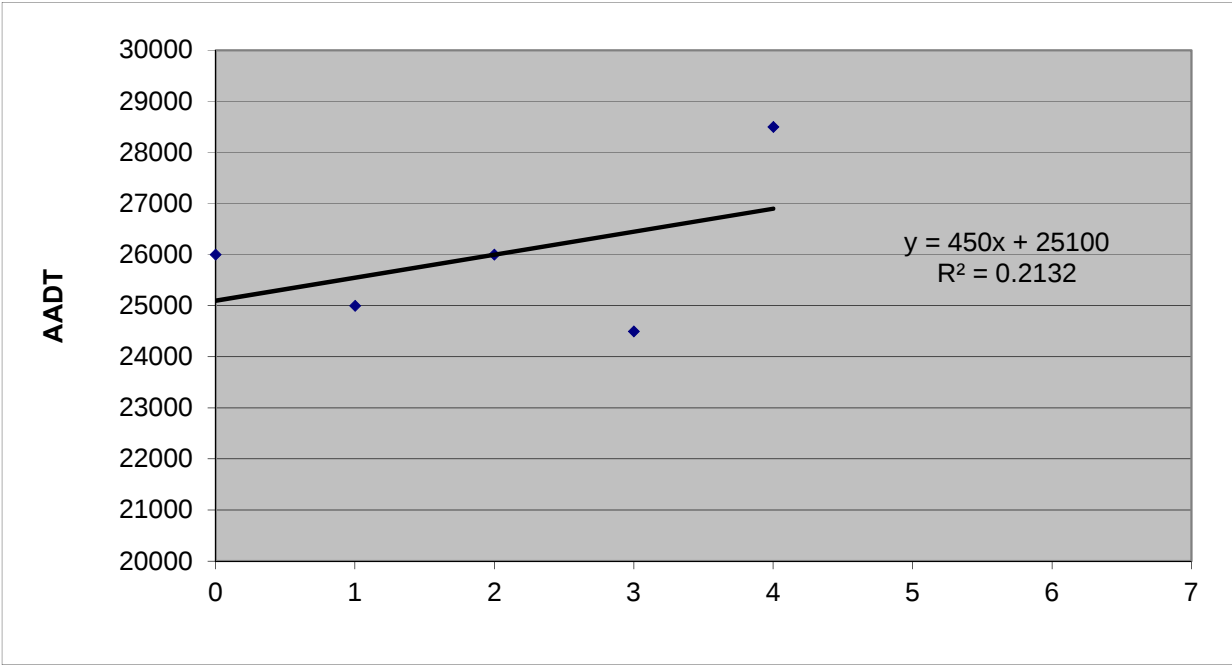


**TABLE C-1
LINEAR REGRESSION ANALYSIS**

SR 70, West of SR 710

<u>Year</u>	<u>X</u>	Actual <u>AADT (Y)</u>	Predicted <u>AADT</u>
2017	0	26000	25100
2018	1	25000	25550
2019	2	26000	26000
2020	3	24500	26450
2021	4	28500	26900
2022	5		27350
2023	6		27800
2024	7		28250

i = 1.7%



BUCKHOLZ TRAFFIC

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2021 HISTORICAL AADT REPORT

COUNTY: 91 - OKEECHOBEE

SITE: 0007 - SR 70, WEST OF SR 710/EAST OF OKEECHOBEE

YEAR	AADT		DIRECTION 1		DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
----	-----		-----		-----	-----	-----	-----
2021	28500	C	E 14000		W 14500	9.00	58.00	18.20
2020	24500	C	E 12000		W 12500	9.00	57.20	16.50
2019	26000	C	E 13000		W 13000	9.00	57.30	14.80
2018	25000	C	E 12500		W 12500	9.00	57.90	17.90
2017	26000	C	E 13000		W 13000	9.00	58.80	15.30
2016	25500	C	E 12500		W 13000	9.00	57.40	13.00
2015	20000	C	E 10000		W 10000	9.00	56.60	13.60
2014	21000	S	E 10500		W 10500	9.00	58.10	14.40
2013	21000	F	E 10500		W 10500	9.00	58.10	14.40
2012	21000	C	E 10500		W 10500	9.00	57.50	14.40
2011	22500	F	E 11000		W 11500	9.00	56.90	11.60
2010	22500	C	E 11000		W 11500	10.99	56.24	11.60
2009	22000	C	E 11000		W 11000	10.97	57.93	13.60
2008	23000	C	E 11500		W 11500	11.05	57.88	16.50
2007	23500	C	E 11500		W 12000	10.65	60.38	15.70
2006	23500	C	E 11500		W 12000	10.64	58.36	15.50

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN

*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

COUNTY: 91
STATION: 0007
DESCRIPTION: SR 70, WEST OF SR 710/EAST OF OKEECHOBEE
START DATE: 08/11/2021
START TIME: 1730

TIME	DIRECTION: E					DIRECTION: W					COMBINED TOTAL	
	1ST	2ND	3RD	4TH	TOTAL	1ST	2ND	3RD	4TH	TOTAL		
0000	22	22	14	15	73	30	23	12	14	79	152	
0100	11	15	8	11	45	8	12	27	14	61	106	
0200	9	8	6	8	31	17	17	15	21	70	101	
0300	11	12	14	17	54	19	11	18	23	71	125	
0400	36	25	46	62	169	15	24	36	50	125	294	
0500	66	106	137	162	471	56	79	77	106	318	789	
0600	175	188	175	204	742	123	130	203	233	689	1431	
0700	209	193	193	182	777	167	239	268	324	998	1775	
0800	213	180	186	166	745	221	190	207	212	830	1575	
0900	161	161	148	178	648	179	172	157	196	704	1352	
1000	172	170	170	161	673	194	183	191	181	749	1422	
1100	183	159	191	179	712	206	198	227	188	819	1531	
1200	211	204	179	200	794	184	171	195	212	762	1556	
1300	197	179	174	201	751	181	187	192	192	752	1503	
1400	195	209	201	222	827	184	209	227	240	860	1687	
1500	254	252	202	223	931	213	239	258	212	922	1853	
1600	314	255	248	243	1060	212	262	274	274	1022	2082	
1700	312	300	282	223	1117	279	272	224	236	1011	2128	
1800	223	188	166	129	706	252	227	175	181	835	1541	
1900	154	122	125	113	514	138	149	133	115	535	1049	
2000	114	145	116	115	490	132	107	81	78	398	888	
2100	106	65	60	53	284	79	70	55	63	267	551	
2200	60	43	48	51	202	50	39	35	49	173	375	
2300	50	36	22	20	128	32	24	25	17	98	226	
24-HOUR TOTALS:					12944						13148	26092

PEAK VOLUME INFORMATION							
DIRECTION: E				DIRECTION: W			
A.M.	HOUR	VOLUME		HOUR	VOLUME		
	645	799		715	1052		
P.M.	1645	1137		1630	1099		
DAILY	1645	1137		1630	1099		

TRUCK PERCENTAGE	18.25	18.22	18.23
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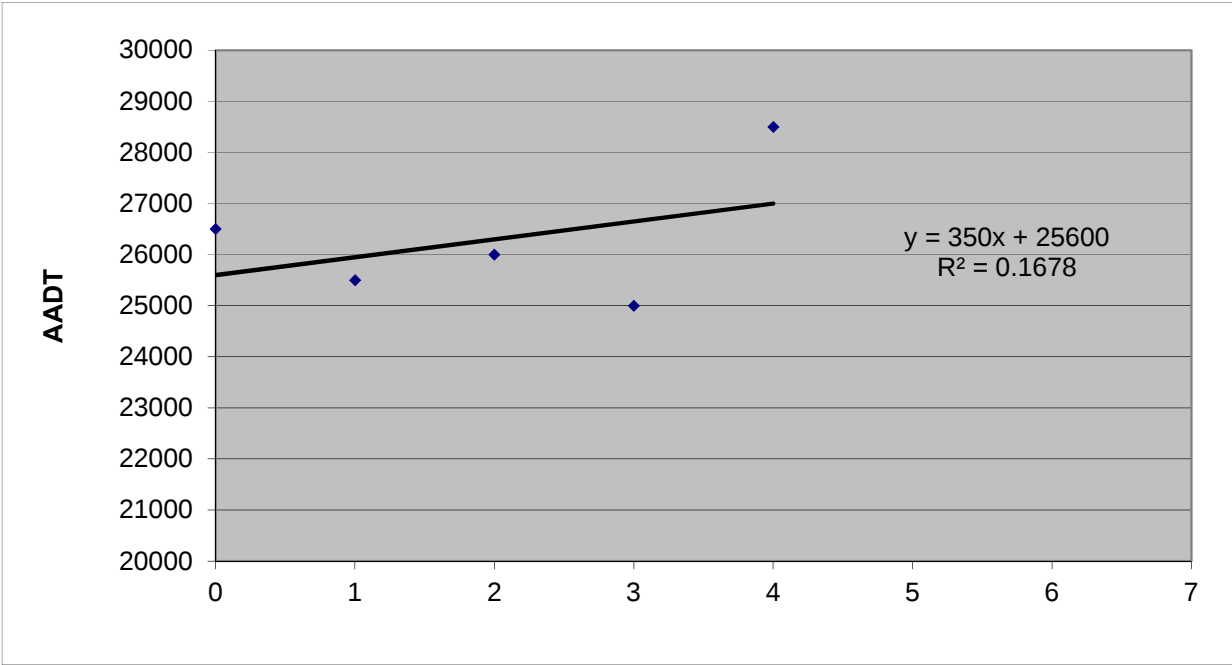
CLASSIFICATION SUMMARY DATABASE																
DIR	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TOTTRK TOTVOL
E	174	6138	4243	64	1045	259	41	257	673	21	0	2	0	0	27	2362 12944
W	148	6049	4048	55	897	383	24	279	730	23	2	1	1	0	508	2395 13148

TABLE C-2
LINEAR REGRESSION ANALYSIS

SR 70, East of US 441

<u>Year</u>	<u>X</u>	Actual <u>AADT (Y)</u>	Predicted <u>AADT</u>
2017	0	26500	25600
2018	1	25500	25950
2019	2	26000	26300
2020	3	25000	26650
2021	4	28500	27000
2022	5		27350
2023	6		27700
2024	7		28050

i = 1.3%



BUCKHOLZ TRAFFIC

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2021 HISTORICAL AADT REPORT

COUNTY: 91 - OKEECHOBEE

SITE: 5012 - SR 70, EAST OF SR 15/700/US 98/441

YEAR	AADT		DIRECTION 1		DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
----	-----		-----		-----	-----	-----	-----
2021	28500	C	E 14000		W 14500	9.00	58.00	15.60
2020	25000	C	E 12500		W 12500	9.00	57.20	18.00
2019	26000	C	E 13000		W 13000	9.00	57.30	16.40
2018	25500	C	E 13000		W 12500	9.00	57.90	17.60
2017	26500	C	E 13500		W 13000	9.00	58.80	14.00
2016	25500	C	E 13000		W 12500	9.00	57.40	13.50
2015	27000	C	E 13500		W 13500	9.00	56.60	13.00
2014	28000	C	E 14000		W 14000	9.00	58.10	13.20
2013	26000	F	E 13000		W 13000	9.00	58.10	11.30
2012	26000	C	E 13000		W 13000	9.00	57.50	11.30
2011	29500	F	E 14500		W 15000	9.00	56.90	8.20
2010	29500	C	E 14500		W 15000	10.99	56.24	8.20
2009	31500	C	E 16000		W 15500	10.97	57.93	8.70
2008	29500	C	E 15000		W 14500	11.05	57.88	8.00
2007	31500	C	E 16000		W 15500	10.65	60.38	8.40
2006	35000	C	E 18000		W 17000	10.64	58.36	7.50

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN

*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

COUNTY: 91
STATION: 5012
DESCRIPTION: SR 70, EAST OF SR 15/700/US 98/441
START DATE: 08/11/2021
START TIME: 1645

TIME	DIRECTION: E					DIRECTION: W					COMBINED TOTAL	
	1ST	2ND	3RD	4TH	TOTAL	1ST	2ND	3RD	4TH	TOTAL		
0000	24	20	14	17	75	30	23	12	16	81	156	
0100	12	13	6	10	41	7	11	26	18	62	103	
0200	10	6	9	6	31	16	17	14	19	66	97	
0300	11	13	14	19	57	21	12	17	23	73	130	
0400	32	27	47	65	171	14	27	30	49	120	291	
0500	69	111	141	159	480	58	76	73	102	309	789	
0600	170	194	187	203	754	121	136	204	232	693	1447	
0700	209	195	193	185	782	166	227	268	331	992	1774	
0800	215	192	177	175	759	219	199	201	218	837	1596	
0900	153	165	154	176	648	170	176	157	200	703	1351	
1000	180	174	176	165	695	191	190	187	189	757	1452	
1100	182	165	192	182	721	202	204	220	186	812	1533	
1200	218	212	179	201	810	195	163	208	216	782	1592	
1300	205	182	177	201	765	184	171	205	196	756	1521	
1400	196	216	202	231	845	175	201	231	234	841	1686	
1500	268	252	210	226	956	225	239	260	221	945	1901	
1600	303	267	239	226	1035	217	259	261	264	1001	2036	
1700	300	274	278	222	1074	256	274	221	242	993	2067	
1800	224	187	163	137	711	250	235	171	187	843	1554	
1900	150	124	131	109	514	149	142	142	117	550	1064	
2000	118	144	120	108	490	124	103	84	79	390	880	
2100	108	64	61	54	287	79	65	59	67	270	557	
2200	54	48	46	57	205	43	42	31	48	164	369	
2300	46	35	20	22	123	39	27	26	15	107	230	
24-HOUR TOTALS:					13029						13147	26176

DIRECTION: E				DIRECTION: W				COMBINED DIRECTIONS			
A.M.	HOUR	VOLUME		P.M.	HOUR	VOLUME		A.M.	HOUR	VOLUME	
	645	800			715	1045			715	1833	
P.M.	1645	1078			1630	1055			1630	2094	
DAILY	1645	1078			1630	1055			1630	2094	

TRUCK PERCENTAGE 14.63 16.56 15.60

CLASSIFICATION SUMMARY DATABASE																
DIR	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TOTTRK TOTVOL
E	138	7300	3611	50	665	198	40	200	723	27	0	2	1	0	74	1906 13029
W	141	6641	4132	45	874	247	20	220	743	24	2	1	1	0	56	2177 13147

APPENDIX D

CAPACITY CALCULATIONS UNSIGNALIZED INTERSECTIONS



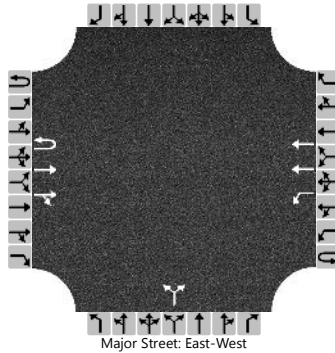
AM PEAK HOUR

HCS Two-Way Stop-Control Report

General Information

Analyst	J. Buckholz	Intersection	NE Park Street / SE 13th Avenue
Agency/Co.	BUCKHOLZ TRAFFIC	Jurisdiction	Okeechobee County
Date Performed	2/14/2023	East/West Street	NE Park Street
Analysis Year	2023	North/South Street	SE 13th Avenue
Time Analyzed	Weekday AM Peak Hour	Peak Hour Factor	0.86
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	#23-1820		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	1	0	2	0	0	1	2	0		0	1	0		0	0	0
Configuration	U		T	TR		L	T				LR					
Volume (veh/h)	4		879	4	0	7	1114			2		7				
Percent Heavy Vehicles (%)	0				0	14				0		29				
Proportion Time Blocked																
Percent Grade (%)									0							
Right Turn Channelized																
Median Type Storage	Left + Thru								1							

Critical and Follow-up Headways

Base Critical Headway (sec)	6.4					4.1				7.5		6.9				
Critical Headway (sec)	6.40					4.38				6.80		7.48				
Base Follow-Up Headway (sec)	2.5					2.2				3.5		3.3				
Follow-Up Headway (sec)	2.50					2.34				3.50		3.59				

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)	5					8					10					
Capacity, c (veh/h)	218					605					350					
v/c Ratio	0.02					0.01					0.03					
95% Queue Length, Q ₉₅ (veh)	0.1					0.0					0.1					
Control Delay (s/veh)	21.9					11.0					15.6					
Level of Service (LOS)	C					B					C					
Approach Delay (s/veh)	0.1				0.1				15.6							
Approach LOS	A				A				C							

HCS Two-Way Stop-Control Report

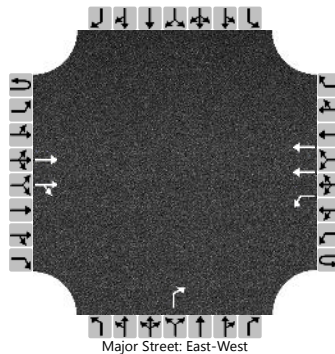
General Information

Analyst	J. Buckholz
Agency/Co.	BUCKHOLZ TRAFFIC
Date Performed	2/14/2023
Analysis Year	2023
Time Analyzed	Weekday AM Peak Hour
Intersection Orientation	East-West
Project Description	#23-1820

Site Information

Intersection	NE Park Street / Hampton Inn Driveway
Jurisdiction	Okeechobee County
East/West Street	NE Park Street
North/South Street	Hampton Inn Driveway
Peak Hour Factor	0.86
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	2	0	0	1	2	0		0	0	1		0	0	0
Configuration			T	TR		L	T					R				
Volume (veh/h)			875	2	0	4	1116					14				
Percent Heavy Vehicles (%)					0	2						2				
Proportion Time Blocked																
Percent Grade (%)									0							
Right Turn Channelized									No							
Median Type Storage	Left Only								1							

Critical and Follow-up Headways

Base Critical Headway (sec)						4.1						6.9				
Critical Headway (sec)						4.14						6.94				
Base Follow-Up Headway (sec)						2.2						3.3				
Follow-Up Headway (sec)						2.22						3.32				

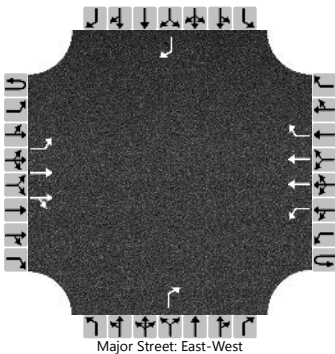
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						5						16				
Capacity, c (veh/h)						676						509				
v/c Ratio						0.01						0.03				
95% Queue Length, Q ₉₅ (veh)						0.0						0.1				
Control Delay (s/veh)						10.4						12.3				
Level of Service (LOS)						B						B				
Approach Delay (s/veh)					0.0				12.3							
Approach LOS					A				B							

HCS Two-Way Stop-Control Report

General Information		Site Information	
Analyst	J. Buckholz	Intersection	NE Park Street / SE 13th Avenue
Agency/Co.	BUCKHOLZ TRAFFIC	Jurisdiction	Okeechobee County
Date Performed	7/7/2023	East/West Street	NE Park Street
Analysis Year	2024	North/South Street	SE 13th Avenue
Time Analyzed	AM Peak Hr. BUILD Traffic	Peak Hour Factor	0.86
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	#23-1820		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	2	0	0	1	2	1		0	0	1		0	0	1
Configuration		L	T	TR		L	T	R				R				R
Volume (veh/h)	4	18	917	4	0	7	1133	18				9				51
Percent Heavy Vehicles (%)	0	2			0	14						29				2
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized					No				No				No			
Median Type Storage	Left + Thru								1							

Critical and Follow-up Headways

Base Critical Headway (sec)	6.4	4.1				4.1						6.9				6.9
Critical Headway (sec)	6.40	4.14				4.38						7.48				6.94
Base Follow-Up Headway (sec)	2.5	2.2				2.2						3.3				3.3
Follow-Up Headway (sec)	2.50	2.22				2.34						3.59				3.32

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		26				8						10				59
Capacity, c (veh/h)		383				580						425				406
v/c Ratio		0.07				0.01						0.02				0.15
95% Queue Length, Q ₉₅ (veh)		0.2				0.0						0.1				0.5
Control Delay (s/veh)		15.1				11.3						13.7				15.4
Level of Service (LOS)		C				B						B				C
Approach Delay (s/veh)	0.4				0.1				13.7				15.4			
Approach LOS	A				A				B				C			

HCS Two-Way Stop-Control Report

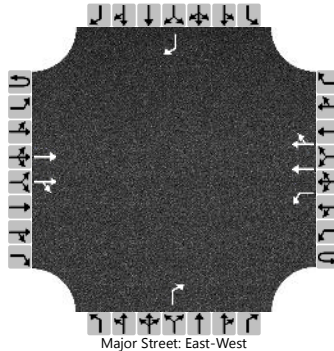
General Information

Analyst	J. Buckholz
Agency/Co.	BUCKHOLZ TRAFFIC
Date Performed	7/7/2023
Analysis Year	2024
Time Analyzed	AM Peak Hr. BUILD Traffic
Intersection Orientation	East-West
Project Description	#23-1820

Site Information

Intersection	NE Park St. / Hampton Inn / NE 12th Ave.
Jurisdiction	Okeechobee County
East/West Street	NE Park Street
North/South Street	Hampton Inn Drive / NE 12th Avenue
Peak Hour Factor	0.86
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	2	0	0	1	2	0		0	0	1		0	0	1
Configuration			T	TR		L	T	TR				R				R
Volume (veh/h)			906	2	25	4	1159	0				14				1
Percent Heavy Vehicles (%)					2	2						2				0
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized									No				No			
Median Type Storage	Left Only								1							

Critical and Follow-up Headways

Base Critical Headway (sec)					6.4	4.1						6.9				6.9
Critical Headway (sec)					6.44	4.14						6.94				6.90
Base Follow-Up Headway (sec)					2.5	2.2						3.3				3.3
Follow-Up Headway (sec)					2.52	2.22						3.32				3.30

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						34						16				1
Capacity, c (veh/h)						320						495				402
v/c Ratio						0.11						0.03				0.00
95% Queue Length, Q ₉₅ (veh)						0.4						0.1				0.0
Control Delay (s/veh)						17.6						12.5				14.0
Level of Service (LOS)						C						B				B
Approach Delay (s/veh)						0.4			12.5			14.0				
Approach LOS						A			B			B				

PM PEAK HOUR

HCS Two-Way Stop-Control Report

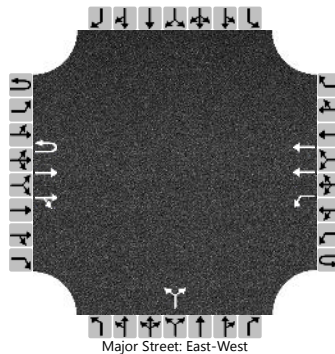
General Information

Analyst	J. Buckholz
Agency/Co.	BUCKHOLZ TRAFFIC
Date Performed	2/14/2023
Analysis Year	2023
Time Analyzed	Weekday PM Peak Hour
Intersection Orientation	East-West
Project Description	#23-1820

Site Information

Intersection	NE Park Street / SE 13th Avenue
Jurisdiction	Okeechobee County
East/West Street	NE Park Street
North/South Street	SE 13th Avenue
Peak Hour Factor	0.91
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	1	0	2	0	0	1	2	0		0	1	0		0	0	0
Configuration	U		T	TR		L	T				LR					
Volume (veh/h)	5		1230	14	2	31	1136			2		16				
Percent Heavy Vehicles (%)	0				0	3				0		0				
Proportion Time Blocked																
Percent Grade (%)									0							
Right Turn Channelized																
Median Type Storage	Left + Thru								1							

Critical and Follow-up Headways

Base Critical Headway (sec)	6.4				6.4	4.1				7.5		6.9				
Critical Headway (sec)	6.40				6.40	4.16				6.80		6.90				
Base Follow-Up Headway (sec)	2.5				2.5	2.2				3.5		3.3				
Follow-Up Headway (sec)	2.50				2.50	2.23				3.50		3.30				

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)	5				36					20						
Capacity, c (veh/h)	234				449					329						
v/c Ratio	0.02				0.08					0.06						
95% Queue Length, Q ₉₅ (veh)	0.1				0.3					0.2						
Control Delay (s/veh)	20.8				13.7					16.6						
Level of Service (LOS)	C				B					C						
Approach Delay (s/veh)	0.1				0.4				16.6							
Approach LOS	A				A				C							

HCS Two-Way Stop-Control Report

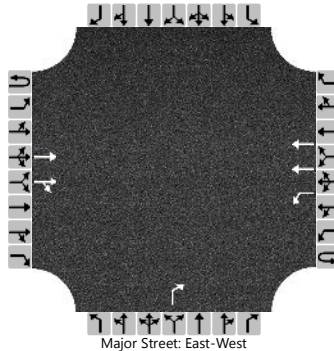
General Information

Analyst	J. Buckholz
Agency/Co.	BUCKHOLZ TRAFFIC
Date Performed	2/14/2023
Analysis Year	2023
Time Analyzed	Weekday PM Peak Hour
Intersection Orientation	East-West
Project Description	#23-1820

Site Information

Intersection	NE Park Street / Hampton Inn Driveway
Jurisdiction	Okeechobee County
East/West Street	NE Park Street
North/South Street	Hampton Inn Driveway
Peak Hour Factor	0.91
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	2	0	0	1	2	0		0	0	1		0	0	0
Configuration			T	TR		L	T					R				
Volume (veh/h)			1232	36	0	19	1123					17				
Percent Heavy Vehicles (%)					0	2						2				
Proportion Time Blocked																
Percent Grade (%)									0							
Right Turn Channelized									No							
Median Type Storage	Left Only								1							

Critical and Follow-up Headways

Base Critical Headway (sec)						4.1						6.9				
Critical Headway (sec)						4.14						6.94				
Base Follow-Up Headway (sec)						2.2						3.3				
Follow-Up Headway (sec)						2.22						3.32				

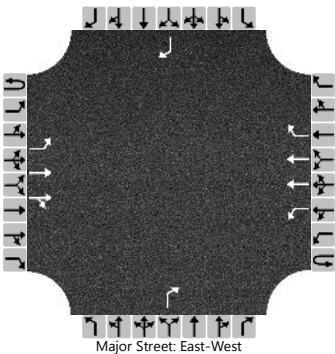
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						21						19				
Capacity, c (veh/h)						487						384				
v/c Ratio						0.04						0.05				
95% Queue Length, Q ₉₅ (veh)						0.1						0.2				
Control Delay (s/veh)						12.7						14.9				
Level of Service (LOS)						B						B				
Approach Delay (s/veh)					0.2				14.9							
Approach LOS					A				B							

HCS Two-Way Stop-Control Report

General Information		Site Information	
Analyst	J. Buckholz	Intersection	NE Park Street / SE 13th Avenue
Agency/Co.	BUCKHOLZ TRAFFIC	Jurisdiction	Okeechobee County
Date Performed	7/7/2023	East/West Street	NE Park Street
Analysis Year	2024	North/South Street	SE 13th Avenue
Time Analyzed	PM Peak Hr. BUILD Traffic	Peak Hour Factor	0.91
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	#23-1820		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	2	0	0	1	2	1		0	0	1		0	0	1
Configuration		L	T	TR		L	T	R				R				R
Volume (veh/h)	14	88	1336	14	2	31	1167	84				18				130
Percent Heavy Vehicles (%)	2	2			0	3						0				2
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized					No				No				No			
Median Type Storage	Left + Thru								1							

Critical and Follow-up Headways

Base Critical Headway (sec)	6.4	4.1			6.4	4.1						6.9				6.9
Critical Headway (sec)	6.44	4.14			6.40	4.16						6.90				6.94
Base Follow-Up Headway (sec)	2.5	2.2			2.5	2.2						3.3				3.3
Follow-Up Headway (sec)	2.52	2.22			2.50	2.23						3.30				3.32

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		112				36						20				143
Capacity, c (veh/h)		370				400						363				417
v/c Ratio		0.30				0.09						0.05				0.34
95% Queue Length, Q ₉₅ (veh)		1.3				0.3						0.2				1.5
Control Delay (s/veh)		18.9				14.9						15.5				18.1
Level of Service (LOS)		C				B						C				C
Approach Delay (s/veh)	1.3				0.4				15.5				18.1			
Approach LOS	A				A				C				C			

HCS Two-Way Stop-Control Report

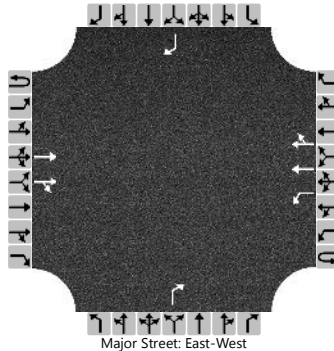
General Information

Analyst	J. Buckholz
Agency/Co.	BUCKHOLZ TRAFFIC
Date Performed	7/7/2023
Analysis Year	2024
Time Analyzed	PM Peak Hr. BUILD Traffic
Intersection Orientation	East-West
Project Description	#23-1820

Site Information

Intersection	NE Park St. / Hampton Inn / NE 12th Ave.
Jurisdiction	Okeechobee County
East/West Street	NE Park Street
North/South Street	Hampton Inn Driveway / NE 12th Avenue
Peak Hour Factor	0.91
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	2	0	0	1	2	0		0	0	1		0	0	1
Configuration			T	TR		L	T	TR				R				R
Volume (veh/h)			1347	37	88	19	1182	21				17				46
Percent Heavy Vehicles (%)					2	2						2				2
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized									No				No			
Median Type Storage	Left Only								1							

Critical and Follow-up Headways

Base Critical Headway (sec)					6.4	4.1						6.9				6.9
Critical Headway (sec)					6.44	4.14						6.94				6.94
Base Follow-Up Headway (sec)					2.5	2.2						3.3				3.3
Follow-Up Headway (sec)					2.52	2.22						3.32				3.32

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)					118							19				51
Capacity, c (veh/h)					164							348				405
v/c Ratio					0.72							0.05				0.12
95% Queue Length, Q ₉₅ (veh)					4.3							0.2				0.4
Control Delay (s/veh)					68.7							15.9				15.2
Level of Service (LOS)					F							C				C
Approach Delay (s/veh)					5.6				15.9				15.2			
Approach LOS					A				C				C			