



**DPZ**  
CODESIGN

# OLF8 Master Plan

Urban Diagnostic Report

Draft 10/02/20







## Stakeholder Engagement

|                         |   |
|-------------------------|---|
| Stakeholder Goals ..... | 3 |
| Outreach.....           | 4 |

## Existing Conditions

|  |    |
|--|----|
| Site Location & Context .....                    | 10 |
| Image Survey .....                               | 12 |
| Surrounding Context .....                        | 14 |
| Site Scale Comparisons.....                      | 17 |
| Site & Environmental Constraints .....           | 18 |
| Preliminary Green Infrastructure Strategies..... | 24 |
| Zoning & Future Land Use .....                   | 26 |
| Surrounding Projects .....                       | 30 |
| Detailed Specific Area Plan .....                | 61 |

## Market & Economics

|                                    |    |
|------------------------------------|----|
| Understanding the Tax System ..... | 77 |
|------------------------------------|----|

## Marketability Analysis

|  |     |
|--|-----|
| Overview .....                         | 109 |
| Economic & Demographic Overview.....   | 112 |
| Rental Apartment Market Analysis.....  | 113 |
| For-Sale Housing Market Analysis ..... | 115 |
| Retail Market Analysis.....            | 117 |
| Hotel Market Analysis .....            | 121 |
| Office Market Analysis .....           | 125 |
| Industrial Market Analysis .....       | 129 |
| Agrihood Placemaking Concept.....      | 135 |
| Development Regulations .....          | 139 |
| Phasing.....                           | 140 |
| Unit Type Summary .....                | 143 |
| Conclusion.....                        | 144 |

## Transportation Assessment & Analysis

|                                       |     |
|---------------------------------------|-----|
| Overview .....                        | 146 |
| Introduction.....                     | 147 |
| Existing Transportation Networks..... | 148 |
| Future Transportation Networks .....  | 158 |
| Anticipated Developments .....        | 162 |
| Traffic Analysis .....                | 164 |
| Key Findings .....                    | 168 |

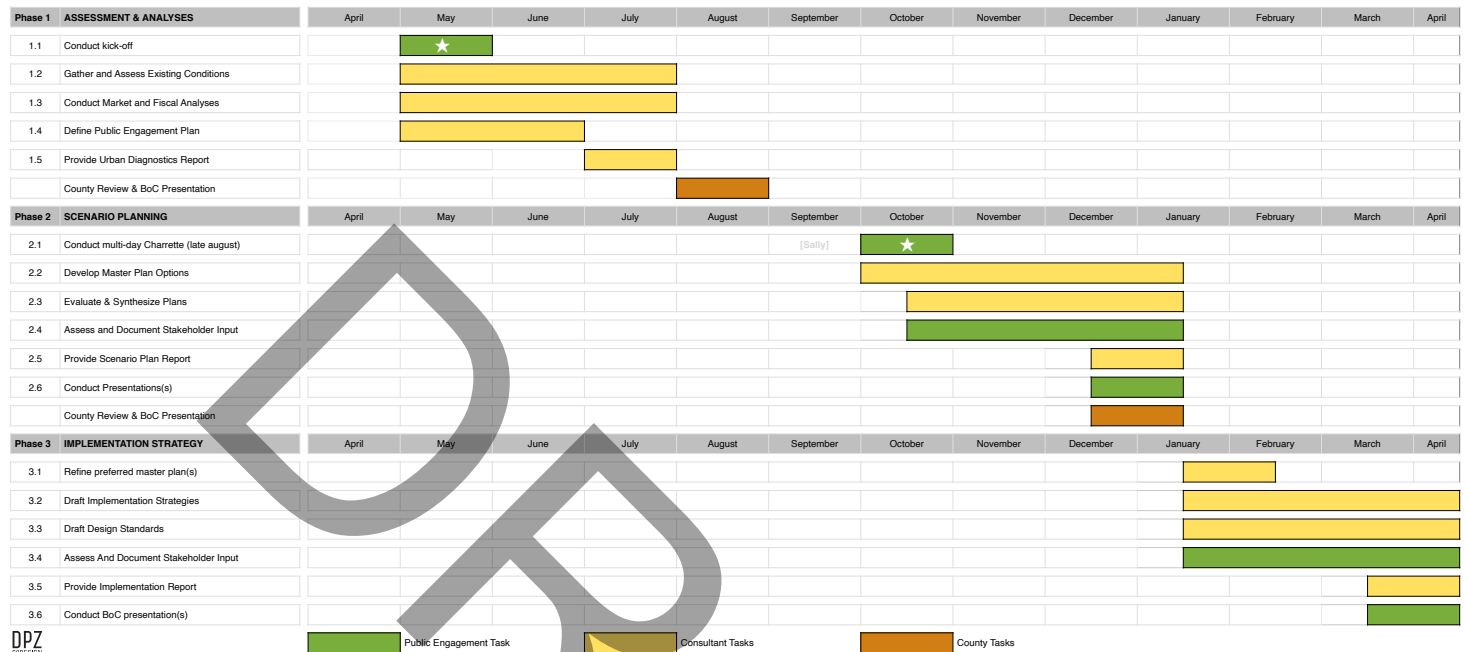
## Appendix

|   |     |
|---|-----|
| Public Engagement Plan.....               | 170 |
| Public Engagement Goals.....              | 171 |
| Public Engagement Strategy.....           | 172 |
| Public Engagement Platforms & Tools ..... | 177 |
| Previous Plans Summary .....              | 178 |
| Traffic Counts.....                       | 183 |



# Introduction

## Project Schedule



Shown here is the official project schedule for the OLF8 master plan effort. The scope is divided into 3 phases, approximately 3 months each, for a total project length of 9 months from start to finish.

## Project Team

### Client

#### Escambia County

Terri Berry, Project Manager  
Brent Wipf  
John Fischer

#### Navy Federal Credit Union

Elizabeth Snyder

### DPZ

Marina Khoury, Partner in Charge  
Michael Weich, Project Manager  
Matt Lambert, Senior Designer  
Xavier Iglesias, Senior Designer  
Chris Ritter, Illustrator  
Greg Littell, Designer  
Andrejs Galeniaks, Designer  
Camille Cortes, Designer

### Consultants

#### GIT

Georgio Tachiev

#### Impact Campaign

Travis Peterson, Brooke Flemming

#### Speck & Associates

Jeff Speck

#### Urban 3

Joe Minicozzi, Phillip Walters,

#### Weitzman

Peter Bazelli, Joshua Levitt

#### Nelson \ Nygaard

Meritxell Font, Ian Banks, Krista Eichenbaum



The DPZ team collected and reviewed relevant documents, reports, studies, capital improvement projects, base maps, technical datasets and development proposals from the County in an effort to comprehensively assess the OLF-8 site's opportunities and constraints. This Urban Diagnostic Report (UDR) summarizes the results of the Phase 1: Assessment and Analysis which will provide the basis for the next phase - Scenario Planning.

The UDR is broken down into five specific sections as follows.

## 1. Land use and physical character Analysis

- Provides photos and maps of the site and surrounding area's rural and suburban character.
- Provides site plans and layouts for approved projects or projects under construction.
- Summarizes the current regulatory context that affect the site's development which will form the basis for proposed amendments to zoning regulations.

## 2. Transportation and parking infrastructure Analysis

- Provides an assessment of existing transportation routes and key intersections surrounding the project site.
- Inventories general conditions, and provides a gap assessment of roadways, sidewalks, bike routes and transit facilities surrounding the project site.
- Summarizes capital improvement projects planned in Beulah.

## 3. Environmental and civil/utility infrastructure Analysis:

- Provides an analysis of the site and its surrounding environmental, and geotechnical conditions.
- Provides a summary of existing infrastructure in the vicinity of the project site.
- Creates a GIS database that maps the site's features to be used in the master planning phase.

## 4. Economic impact analysis

- Synthesizes and maps County-wide parcel data for its tax value.
- Models the true value of infill and suburban development from an economic standpoint, on a per acres metric as a unit of productivity, to provide an understanding of the current and future fiscal impact of new development.

## 5. A marketability study

- Identifies the project site's competitive position and potential to leverage desired growth into economically efficient development.
- Analyzes historical trends in construction, absorption, vacancy, and rents to provide the economic health of relevant market trade areas with a particular focus on job creation.
- Documents demographic trends for the area to identify population and household mix and trends necessary to optimize development opportunities.
- Makes market recommendations that identifies the potential commercial and residential market, program mix and its anticipated annual absorption for the project site.

The following page includes the goals as specifically outlined by the Board of County Commissioners (BoCC) which will serve as the back-bone of the project as it moves forward.



### Board of County Commissioners Project Goals



The Escambia County Board of County Commissioners has identified the following goals (listed on the following page) for the OLF-8 master plan project.



## Project Goals

- The master planner will determine and balance the highest and best economic use for the property with uses that enhance the quality of life for those who live or work in Beulah, while maximizing the creation of jobs with wages higher than the Escambia County median income. All uses compatible with the surrounding community are to be considered including the potential for public uses (School, Post Office, Fire Station).
- The master plan should: establish a vision for OLF 8; provide ample opportunities for stakeholder engagement; analyze the commercial and residential markets and identify needs and opportunities; complete a site-specific development opportunity analysis; recommend and prioritize strategies and projects for place-making and public spaces; provide initial wayfinding signage recommendations; recommend strategies for addressing parking needs; and provide a plan for implementing recommendations.
- The 2010 Deepwater Horizon oil spill led to passage of the RESTORE Act in 2012. The Act dedicates 80 percent of all Clean Water Act penalties related to the spill to the Gulf Coast Restoration Trust Fund. The Escambia County Board of County Commissioners selected the OLF8 Master Plan as one of ten initial projects to fund with Escambia County's RESTORE Direct Component (Pot 1) allocation.
- The OLF8 Master Plan shall be consistent with Escambia County's RESTORE Direct Component Multi-Year Implementation Plan (MYIP) and Treasury Grant Application (awaiting approval). The plan shall not prejudice the RESTORE Act and all applicable rules and laws. For more information on Escambia County's Direct Component projects please visit [here](#).
- Regarding the Triumph Gulf Coast grant, the planner shall fully consider the BCC's pre-application to Triumph Gulf Coast whereby the county may win a significant monetary award approaching \$30 Million dollars if the goal of creating a minimum of 1,000 good-paying jobs is achieved utilizing this property.
- Community goals and topics under discussion include alleviating traffic, greater street connectivity, a second elementary school, a local high school or smaller magnet high school, replacing the dilapidated fire station with no shower, a police substation, a library, a post office, a community center, a multipurpose government building that combines many uses, an outdoor concert venue, walking trails and sidewalks and a medical clinic.

These goals are what the project will be judged against. During the second phase of the project (Stage 2), as the master plan is developed these goals will be tested and illustrated more clearly.

DRAFT

This page is intentionally blank.



# Stakeholder Engagement

DRAFT

This page is intentionally blank.



The DPZ team conducted stakeholder video interviews as noted on the following page. Below is a summary of the most consistent goals we heard from the various stakeholders. Some may seem inconsistent with each other, however during the Phase 2 Charrette, multiple master plans will be developed that incorporate the major trends. Given the site's size, at over 500 acres, it is the team's hope that the preferred master plan will provide the required framework to support significant job creation on the site as well as provide the community amenities that the Beulah residents need.

- Primary commitment is to create at least **1,000 high paying jobs** on the site.
- It is important for the County to **secure Triumph funds** to help pay for infrastructure requirements the new development will require.
- The Plan must be economically viable and provide County residents with a solid **return on their investment**.
- The development of the site **must benefit residents across Escambia County**, not only Beulah residents.
- The site's size, ownership and proximity to I-10 make it attractive to develop as a **high tech commerce park**.
- The majority of Beulah residents **do not want to see more residential** development on OLF-8.
- The Beulah Coalition as well as Navy Federal employees want a **walkable community with more choices for dining, retail and recreation in the form of a town center**.
- **Beulah's attributes** include: its rural and equestrian character, good schools, a less congested way of life, and affordable housing.
- **Beulah's shortcomings** include: too many subdivisions, traffic congestion, lack of walkability, lack of bike network, and a lack of community facilities/amenities that have not kept up with residential development.
- **Quality of life and quality of place** are key to OLF-8's successful development.
- The site's storm water management is key to ensuring **Perdido Bay's water quality** is not compromised.
- **Planned transportation improvements** such as the extension of Frank Reeder Road and the new I-10 Beulah interchange are necessary for the site's development.

# Outreach

## Stakeholder Engagement

As part of Phase 1, DPZ in collaboration with IMPACT Campaign, developed a public engagement plan (PEP) which is attached as an appendix to this report. A significant part of the outreach strategy includes the setup of a project website where County residents can engage the team and learn about the project. It can be viewed at MyOLF8.com which was officially launched in July, 2020.

The engagement effort also included a series of stakeholder interviews conducted via remote 'zoom' meetings. The list of interviews and presentations are noted below in chronological order.

The next two pages reflect some preliminary information gathered from the OLF8 website, as of September 1, 2020.

### Stakeholder Engagement

| Name                      | Date      | Type         |
|---------------------------|-----------|--------------|
| BoCC - COW                | 5/14/2020 | Presentation |
| Florida West (Scott Luth) | 5/29/2020 | Interview    |
| BOCC D2 (Underhill)       | 6/2/2020  | Interview    |
| BOCC D1 (Bergosh)         | 6/8/2020  | Interview    |
| Navy Federal              | 6/9/2020  | Interview    |
| RESTORE (Matt Posner)     | 7/7/2020  | Interview    |
| BOCC D3 (May)             | 7/7/2020  | Interview    |
| D1 Advisory Committee     | 7/7/2020  | Presentation |
| Florida West (Scott Luth) | 7/7/2020  | Interview    |
| BOCC D4 (Bender)          | 7/8/2020  | Interview    |
| Beulah Coalition          | 7/8/2020  | Interview    |
| NAIOP                     | 8/20/2020 | Survey       |
| OLF-8 Neighborhoods       | 8/24/2020 | Survey       |
| BoCC (Agenda Review)      | 9/3/2020  | Presentation |
| RESTORE (Matt Posner)     | 9/3/2020  | Interview    |

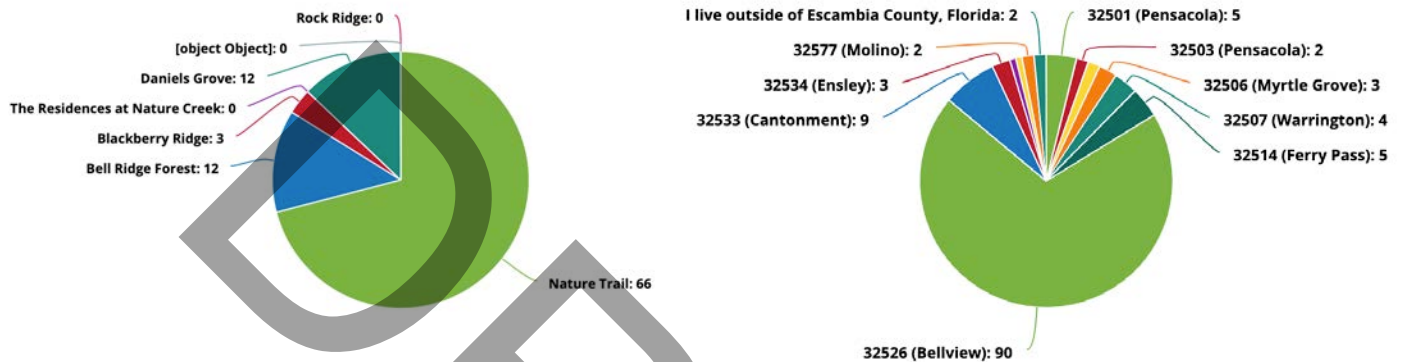
*BoCC: Board of County Commissioners*

*COW: Council of the Whole*

*NAIOP: Commercial Real-Estate Development Association*

*D: District*

To date, the feedback received on the project website has overwhelmingly been from the greater Beulah area.



A series of survey questions (as can be seen on the website) have been asked of residents. As indicated here, and not unlike last year's survey results conducted by the NW District 1 Advisory Committee, the majority of residents have identified what they would most like to see on the OLF8 property. Ranked highest are those amenities and/or uses currently lacking in Beulah.





The word clouds shown on the following page demonstrate the uses that website visitors to date have indicated they would most like to see, or not see, on the OLF8 site. While anecdotal to a certain degree, the larger the word, the more often it is referenced. This provides us with a preliminary understanding of the citizen preferences for the site

In the first word cloud, respondents indicated the most desirable uses. The results to date are not surprising, based on our existing conditions analysis. They show most people want walkable uses such as restaurants, parks, offices, and recreational areas/trails. This aligns with conventional wisdom because these uses are clearly lacking in Beulah, as community amenities have not kept up with residential development. In fact, some respondents are most comfortable with keeping the site open for recreational and light commercial or entertainment uses only.

In the second word cloud, respondents indicated undesirable uses that they would not want to see on the OLF8 site. These include: more residential uses, and in particular, higher-density housing such as apartments. Responses also indicate opposition to industrial or manufacturing uses.

Again, this reaction is understandable given the amount of residential development over the last 10 years in Beulah, and the resulting traffic congestion. We interpret this data to indicate that respondents are seeking the economic, environmental, social and/or health benefits that are attributed to communities with more balanced development patterns.

We recognize that some of these uses and preferences contradict the guidance of the Board of County Commissioners (BoCC) for whom job creation is noted as the most important goal. (the full list of goals may be found on page vi, as well as on the [OLF8 project website](#)).

The BoCC's clearest mandate to date has been for the County to recoup its investment on behalf of all Escambia residents and develop a marketable, implementable plan that will bring high-paying jobs to the site.

Our initial finding is that Beulah and Escambia County residents have indicated there is a need or space for several different uses on the site. Fortunately, we believe that 500+ acres are more than enough to sustain these diverse needs. During Phase 2, these potential uses will be more carefully distributed through various master plan options and carefully vetted, economically, fiscally, environmentally and socially, to determine the site's "highest and best use" as defined in the project scope.



A word cloud indicating what respondents indicated they DO want to see on the site.



A word cloud indicating what respondents DO NOT want to see on the site.

We will continue to receive and analyze survey results to help direct the goals for the master plan, balanced with the stakeholder goals.

DRAFT

This page is intentionally blank.

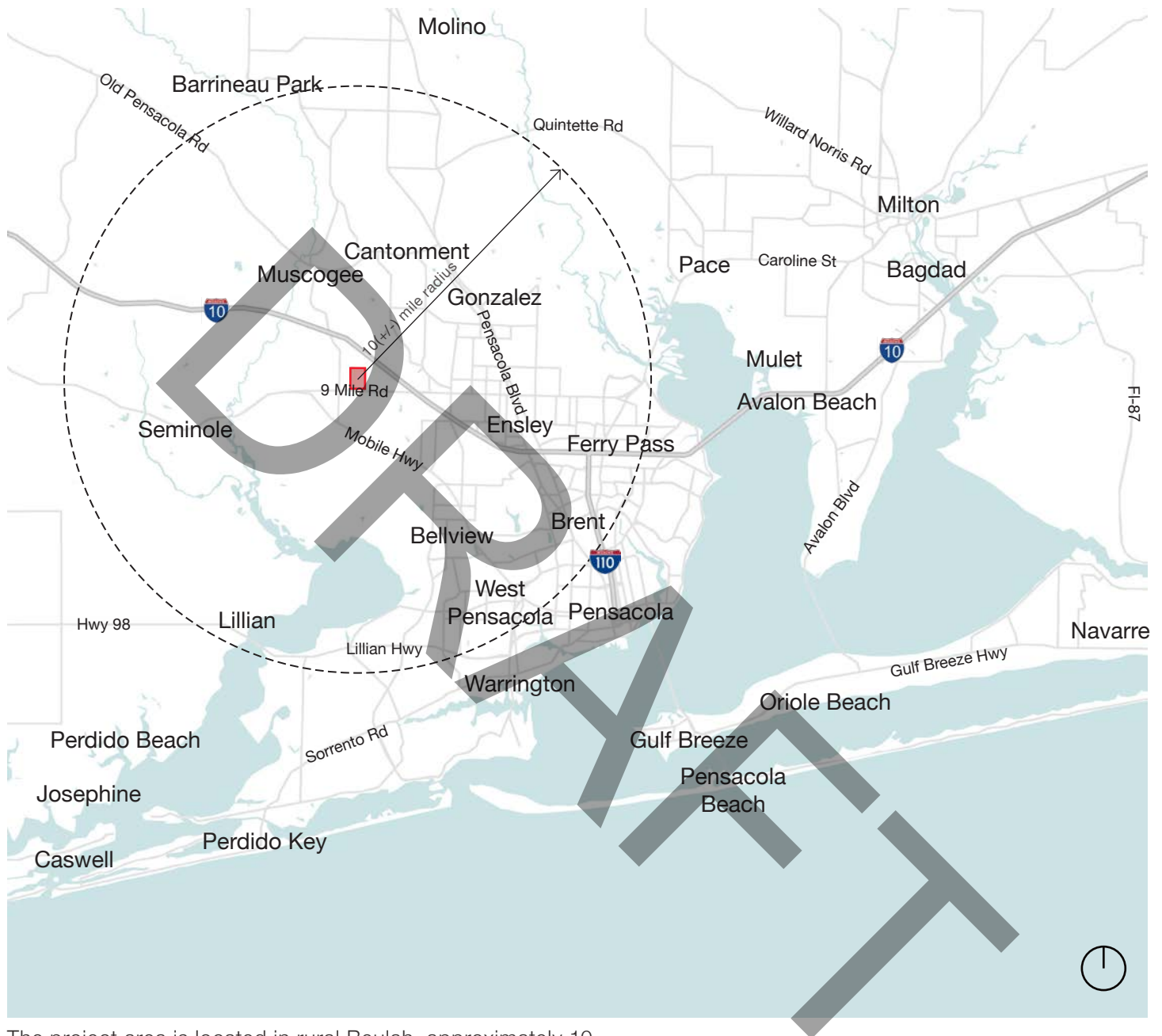
DRAFT

## Existing Conditions



# Site Location & Context

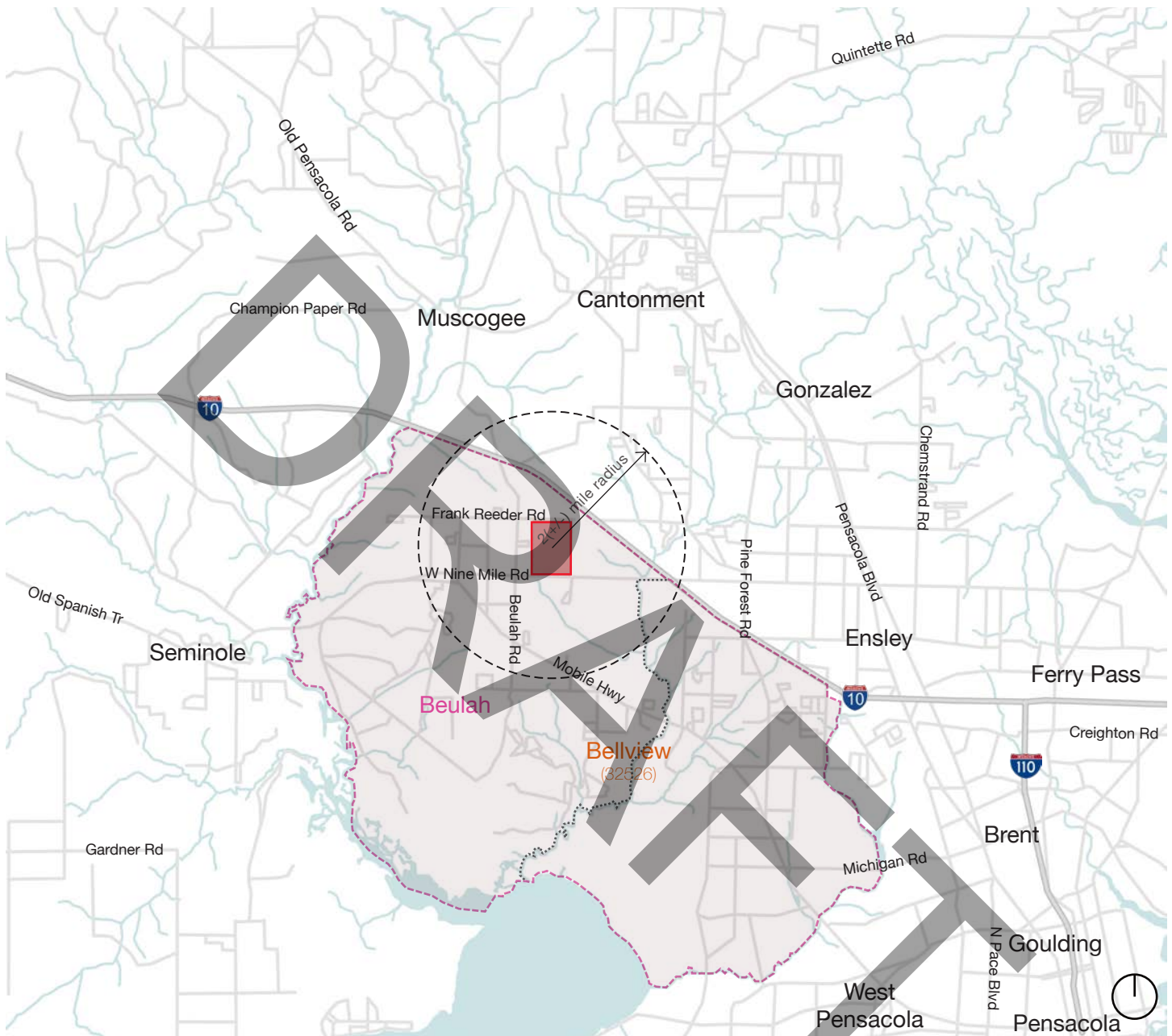
## Existing Conditions



The project area is located in rural Beulah, approximately 10 miles from downtown Pensacola. It's large size, proximity to I-10 and the fact that it is County owned, provides ample opportunities for significant economic development that also respects the needs of the greater Beulah residents.

# Site Location & Context

Existing Conditions



At 536 acres, the site is bordered by Nine Mile Road on the south side and Frank Reeder Road on the north side. Access from Beulah Road will be provided from the west. Access from the east may be provided from the Navy Federal Credit Union campus.

Access to I-10 is currently provided less than 2 miles east at Nine Mile Road. A future access to I-10 will also be provided when Beulah Road is extended north.

*Note: the 32526 zip code includes what is noted on this map as Beulah and Bellview.*

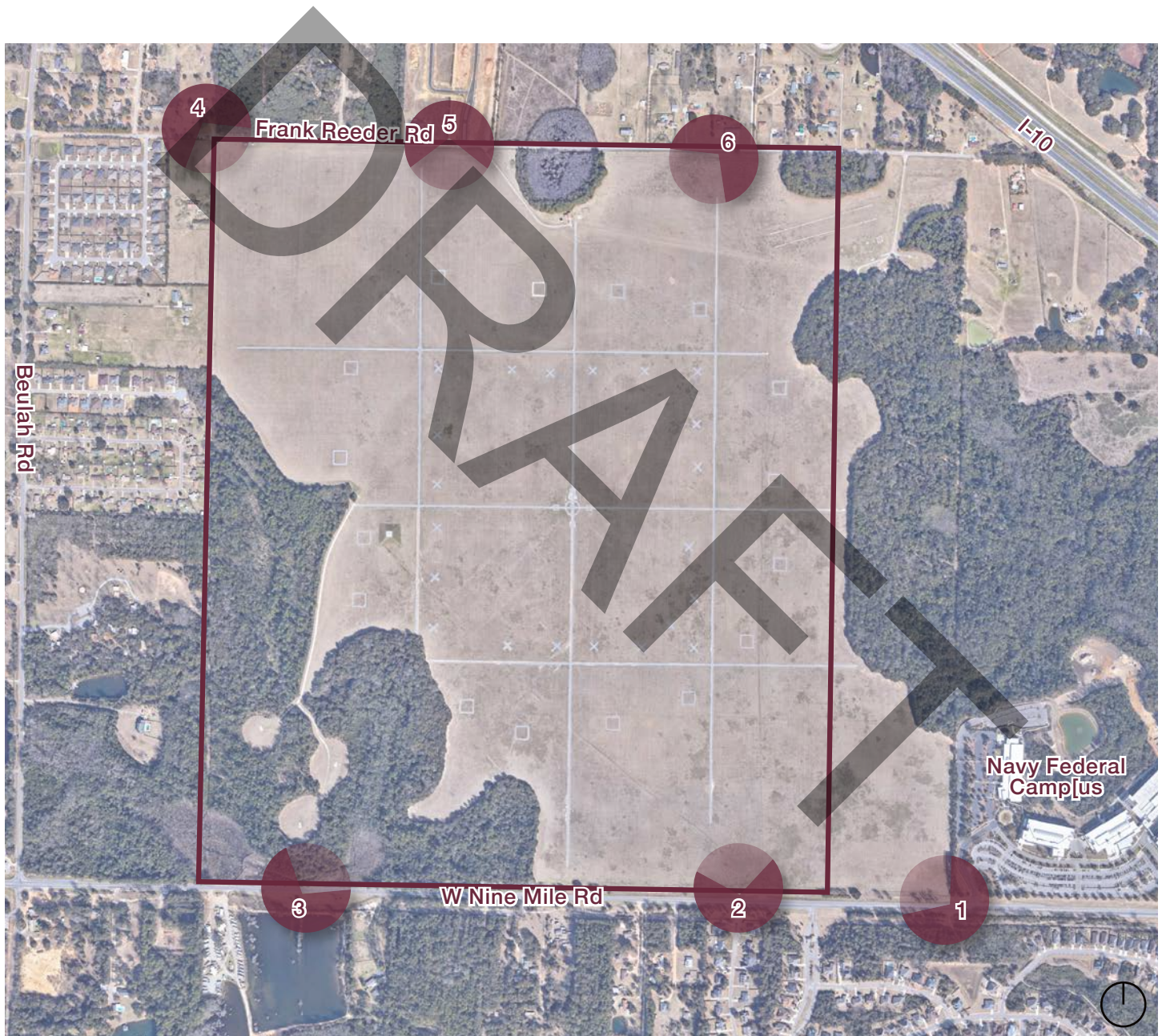


# Image Survey

## Existing Conditions

Apart from the south-west corner that is forested and contains wetlands the majority of the site is relatively flat and clear. The site is well situated outside of flood plains, with gentle topography. There is an existing grid of gravel service roads that create a 1,000 feet x 1,000 feet grid on the site that likely used by the Navy as the former occupants of the site.

The site is surrounded by suburban subdivisions along the northern and western sides. Some of Beulah's oldest subdivisions are located to the south of the site, on the other side of Nine-Mile Rd. Planned recreational facilities and an expanded parking area for Navy Federal campus borders the site's east end.



Site Aerial

The following pages include photos of the site and surrounding area taken during the site tour.





1. View of the site from W 9-Mile Rd looking northwest



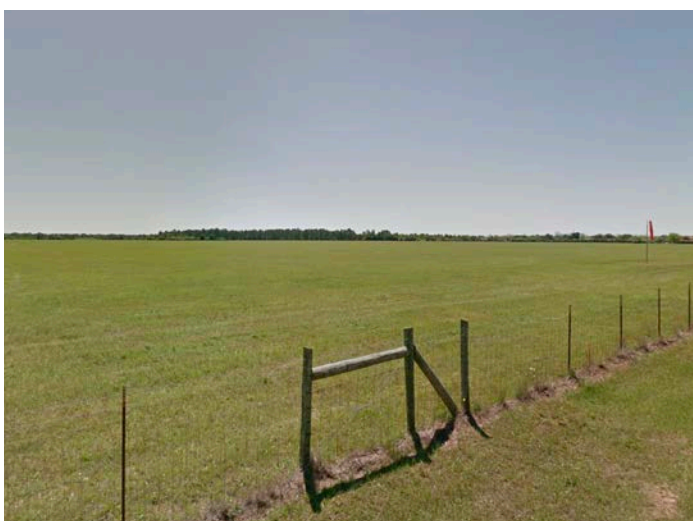
2. View of the site from 9-Mile road looking north



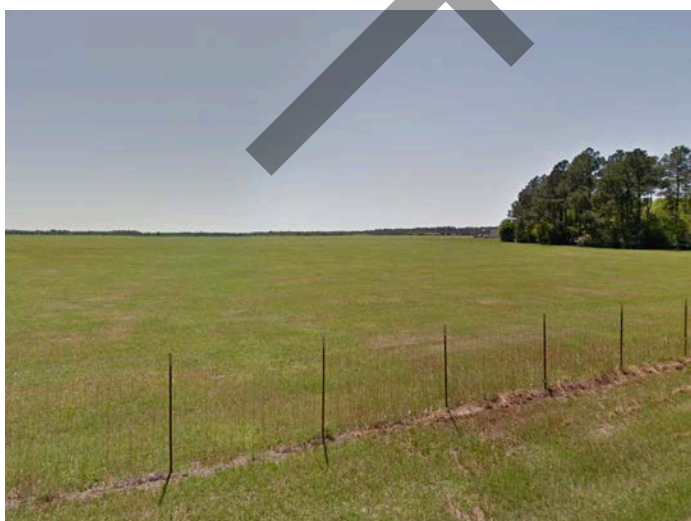
3. View of the site from W 9-Mile Rd looking northeast



4. View of site from Frank Reeder Rd looking southeast



5. View of site from Frank Reeder Rd looking south



6. View of site from Frank Reeder Rd looking southwest

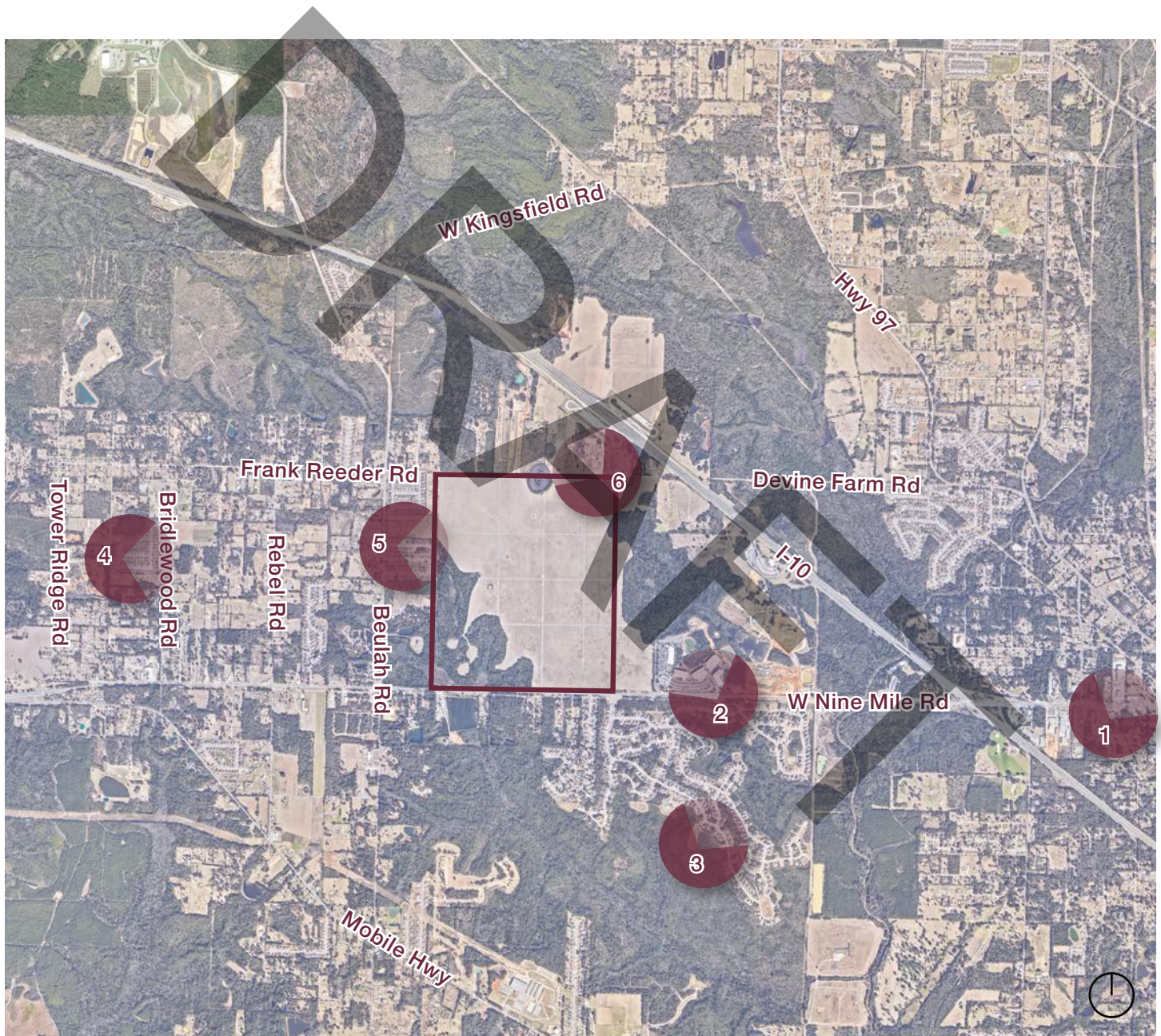


# Surrounding Context

## Existing Conditions

The OLF-8 site is predominantly surrounded by a mix of large-lot rural parcels and suburban subdivisions of various character, ranging in size from quarter-acre lots to the south and +1-acre lots to the west, with some very large rural lots. The area currently has limited access to

retail which is located east of I-10, however a number of big-box stores and strip commercial shops are currently under construction on the south side of 9-mile Rd.



Site Context Aerial



## Surrounding Context

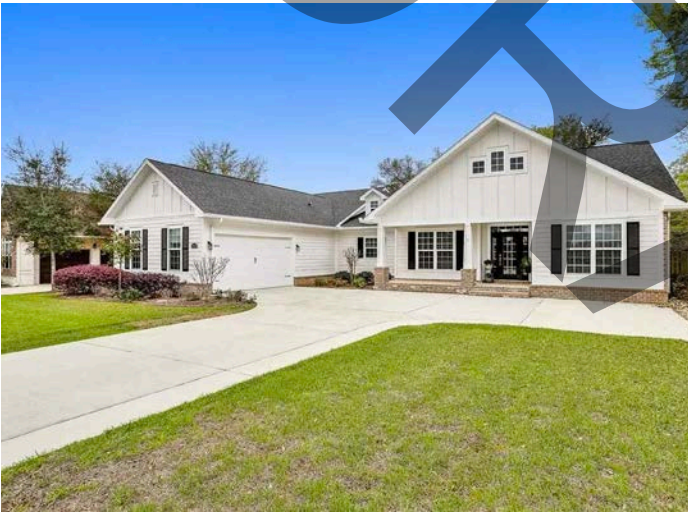
Existing Conditions



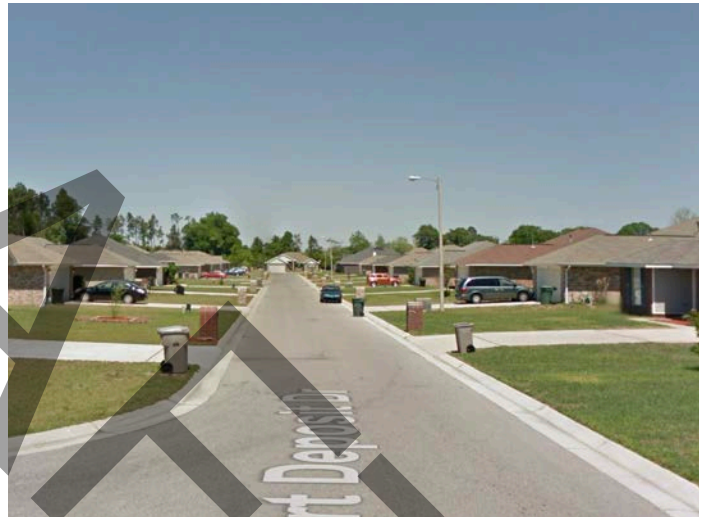
1. Strip retail along W 9 Mi Rd



2. Navy Federal entrance along W 9 Mi Rd



3. Upmarket subdivision south of OLF-8 site



4. Typical adjacent new-build suburban neighborhood



5. Adjacent older suburban, large-lot subdivision



6. Large lot rural residential along Frank Reeder Rd



# Surrounding Context

## Existing Conditions

### Predominant Surrounding Character

There are two existing characters in Beulah: rural and suburban. The residential types surrounding the site are all of one type - single family homes. They vary in style and size but essentially are mostly under 2 stories and include mid-market suburban single-family homes,

up-market suburban single-family homes, and large lot rural single-family homes. Across I-10 are suburban 3-story apartment complexes. Surrounding retail is located in strip centers and office is located strictly in office parks. There is very little mixed-use within the surrounding area.



*Mid-market Suburban Single-Family*



*Up-Market Suburban Single-Family*



*Large-Lot Rural Single-Family*



*Suburban Strip Center Retail*



*Suburban Office Park*



*Suburban Apartment Complex*



# Site Scale Comparisons

## Existing Conditions

A scale comparison is an effective tool used by planners to demonstrate similarities in the size and complexity of character of existing and recognized towns and communities to the site in question. They provide a greater understanding of local context and scale beginning with an exploration of existing or similarly scaled neighborhoods from around the country.

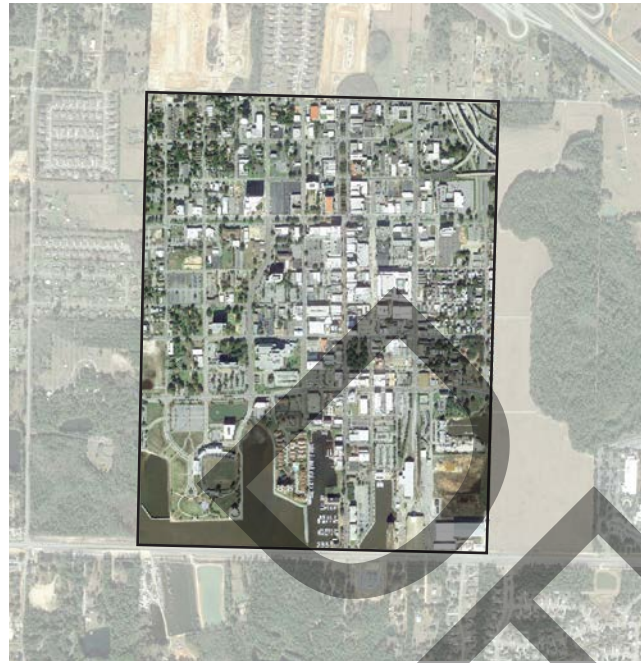
### ◀ Downtown Pensacola, Florida

Size: 680 acres

Units: 1,145

Population: 2,266

source: *point2home.com*



### King Farm, Rockville, Maryland

Sub-urban, New Urbanist community

Size: 480 acres

Units: 3,200

Population: 19,000

Office: 2.5 million sq.ft



### ◀ Kentlands, Gaithersburg, Maryland

Sub-urban, New Urbanist community

Size: 680 acres

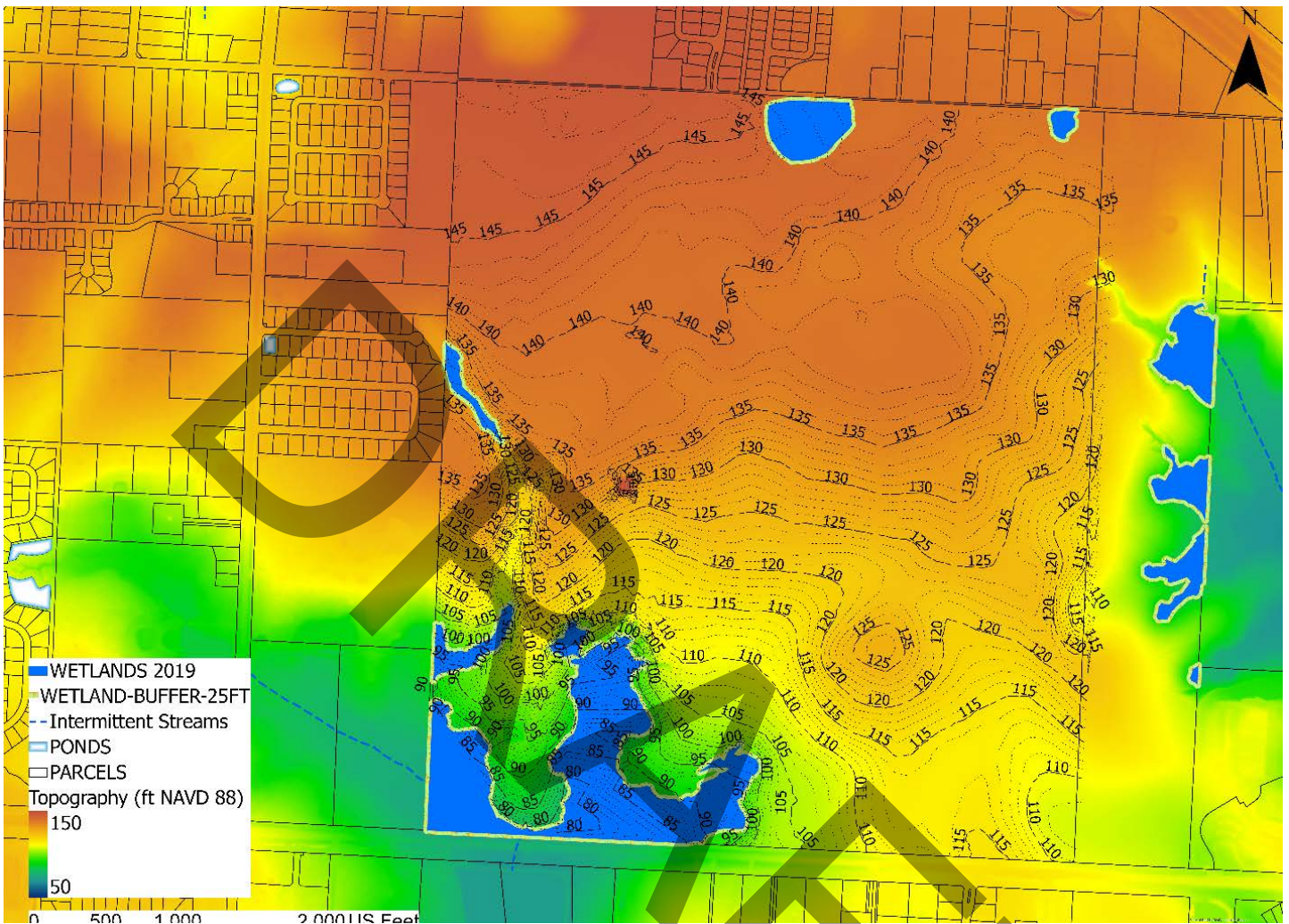
Units: 4,600

Population: 12,000

Astra Zeneca: 15% of site with 3,400 employees





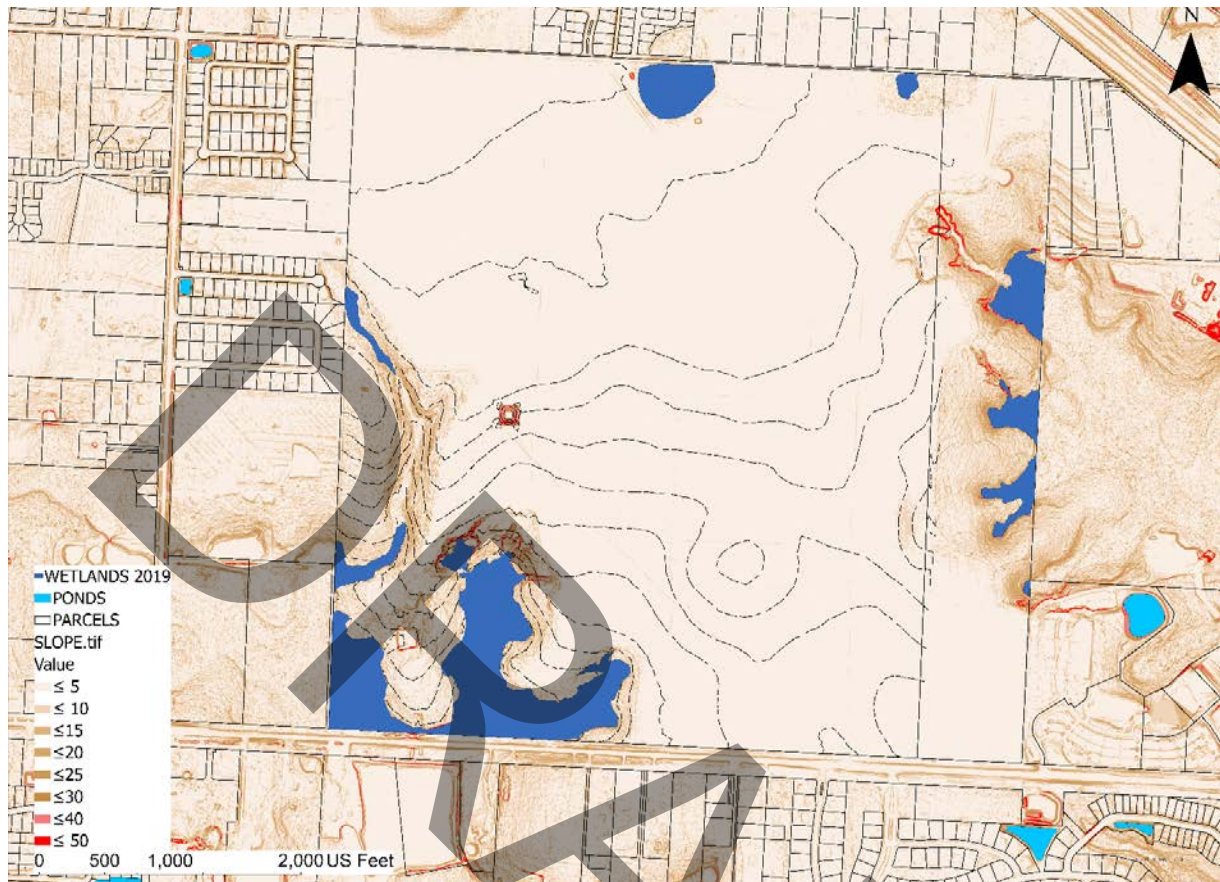


**Topography:** The topography varies between 70 to 145 ft elevation in North American Vertical Datum of 1988 (NAVD 88); however, most of the site is primarily flat and at elevations above 100 ft NAVD 88. The site has favorable topography for a broad range of urban development alternatives. The areas with elevations lower than 100 ft are less than 15% and are occupied by wetland and can be considered undevelopable land, Figure 1. Figure shows ground surface elevations, adjacent parcels, wetlands, and existing drainage ponds.

The natural slope for most of the project area (84.6% of total acreage) is below 5 %. Areas with slopes between 5% and 15% are less than 3.7 % of total acreage. Areas with slopes steeper than 15% are less than less than 11.7 % of total acreage and are in the southwest corner of the project domain where wetlands also additionally exist therefore this land is not suited for development. In summary, the topography across the site, except for the SW corner, poses no constraints to urban development.

# Site & Environmental Constraints

## Existing Conditions



Ground surface slopes, adjacent parcels, wetlands, and existing drainage ponds.

**Wetlands:** A Wetland delineation from 2013 identified approximately 23.21 acres of palustrine wetlands (rooted in water but growing above the surface) along the northern, eastern, and southwestern borders of the site. Approximately 0.08 acres of emergent wetlands exist along the western border of the property. Upland and forested drainage channels are present, draining to the wetlands. Approved jurisdictional determination for 17.08 acres of the wetlands along the west, south and eastern boundaries was issued by the USACE in April of 2013 due to their drainage to Eleven Mile Creek, which is a tributary to a traditional navigable water. Wetlands along the northern border of the property are classified non-jurisdictional because these areas (6.05 acres) are isolated from, or not adjacent to a traditional navigable water or other waters of the U.S. Upland buffers with a minimum width of 15-ft and an average width of 25-ft shall be provided abutting those wetlands under the regulatory jurisdiction of the State of Florida under 62-340. A 10-ft average upland buffer shall be required for development activities that avoid impacts to wetlands

**Surface Water and Drainage:** Drainage from the site flows via natural land depressions and channels to wetlands and into perennial streams located on the southern and eastern boundaries. Surface runoff from the site is routed to Eleven Mile Creek, which is located approximately 4,500 feet to the east boundary as shown on the figure below. Rainfall that exceeds the infiltration capacity of soils, results in surface runoff that is routed to drainage channels in the southern and eastern portions of the site. These channels ultimately discharge into Eleven Mile Creek.

**Flood Hazards:** The project is not located within Federal Emergency Management Agency (FEMA) designated special flood hazard areas. The entire site is in zone X, designated for minimal flood hazard, and located outside the Special Flood Hazard Area and higher than the elevation of the 0.2-percent-annual-chance flood.





*Natural drainage patterns and streams in proximity to site.*

Eleven Mile Creek has an established TMDL for fecal coliform, a contaminant which results from a variety of non-point sources (failed septic systems, livestock, wildlife, and domestic animals). The project will not discharge runoff therefore the TMDL NPDES permits will not pose limitation to land development.

**Groundwater:** The project is a greenfield site and there are no areas with known groundwater pollution, therefore, infiltration and use of surface drainage features are not expected to mobilize groundwater contamination. Tests provided most recently, January 2019, showed no presence of organic pollution in groundwater. The depth to groundwater beneath the project site during the wet season indicates available storage for infiltration even though the infiltration rates could be slow.

**Stormwater:** The site has natural drainage patterns and no impervious areas exist to inhibit the natural recharge of the aquifer. Without comprehensive stormwater management, the urban development will result increased run from the impervious and semi-pervious areas. Left untreated, these areas could reduce aquifer recharge and increase stormwater surface runoff during rainfall events. Context-sensitive stormwater strategies will be recommended to decrease the run-off peak postconstruction and avoid increasing pollutants downstream.

# Site & Environmental Constraints

## Existing Conditions

The urban development will result in addition of impervious and semi-pervious areas, which will reduce aquifer recharge and will increase stormwater surface runoff during rainfall events generating higher runoff peaks and volumes and increasing pollution downstream. The impervious and semi-pervious areas can be classified in the following categories based on their perviousness and accessibility:

1. Impervious surfaces mainly from building roofs and footprints.
2. Semi-pervious surfaces with public access, including light traffic roads, sidewalks, parking areas and other public spaces.
3. Pervious green infrastructure components which are designed to provide stormwater storage including green areas, parks, detention areas, stormwater trees (trees with capacity to accommodate runoff), this includes natural preserves. These areas are located within the blocks in proximity to the buildings and are used for stormwater retention.
4. Pervious natural green areas, which are preserved in their native state.

To ensure that the overall site hydrology will be preserved, the urban plan will implement strategies to reduce the impacts of impervious areas such as:

- Reduce impervious areas to reduce surface runoff and increase the aquifer recharge
- Increase on-site storage to retain stormwater to maintain the pre-development drainage hydrology
- Use native vegetation to reduce stormwater runoff velocities, to increase evapotranspiration and to improve water quality

**Rainfall events:** The pre-development surface drainage patterns follow the topography. Additional infrastructure will be needed to improve the drainage of the flat areas and should be maintained to keep flood potential low. The site will need to retain 25 year 3 Day rainfall event, which according to NOAA's Rainfall Atlas (<https://bit.ly/326cfRL>) for the site is 14.4 inches as listed in the table below.

| Recurrence Interval<br>(years) | Precipitation Estimate<br>(inch) |
|--------------------------------|----------------------------------|
| 10                             | 11.3                             |
| 25                             | 14.4                             |
| 50                             | 17.2                             |
| 100                            | 20.3                             |

**Stormwater Infrastructure:** To retain the 25-year 3-day event rainfall volumes, the stormwater system should include a series of distributed retention ponds within the property. Depending on the anticipated density and total impervious areas, the approximate fraction of retention areas may range between 5% up to 15% for very low to high density. Retention-based stormwater quality control measures are more effective on level or gently sloped sites than steeply sloped sites, therefore, the retention green infrastructure components should preferably be placed in flatter and lower areas to allow drainage by gravity.

To accomplish zero stormwater discharge by retaining the maximum quantities of stormwater onsite, the following two alternatives strategies will be adopted:

- Use of lakes - the storage is determined based on the water level within the lake and the elevation of the freeboard;
- Use of natural preserves - the storage is determined based on the groundwater level and the elevation of the freeboard;

The configuration of the wet retention ponds will be carefully calibrated for the different master plans. Lakes and wet retention ponds best practices include recommendations include:

- The center portion of any man-made lake should be excavated deep enough to maintain a water depth greater than 10 feet.
- Constructed at a minimum of twenty-five feet distance from existing or proposed residence, other structures, or road right-of-way.
- Constructed at a minimum of fifty feet from existing or proposed soil absorption, on-site, sanitary waste disposal system.
- The perimeter of the man-made lake, pond, or waterway is landscaped and seeded after completion of the excavation.
- Excavated material from the site is shaped and spread to blend with the natural landforms in the area.
- Natural run-off and/or other waterway fed are the only water sources allowed for the man-made lake, pond, or waterway
- The constructed man-made lake, pond, or waterway meet the requirements of the local floodplain ordinance.



# Preliminary Green Infrastructure Strategies

## Existing Conditions

**Green Engineering:** Green engineering will be an important component in this master planning effort. The purpose of Green Infrastructure is to reduce total surface runoff and peak discharge rates, and duration of flow using site design and stormwater quality control measures. The benefits of reduced stormwater runoff volume include reduced pollutant loadings and increased groundwater recharge and evapotranspiration rates.

Stormwater quality control measures that incorporate green infrastructure principles will be placed throughout the site in small, discrete units and distributed near the source of impacts. Green Infrastructure strategies designed to protect surface and groundwater quality, maintain the integrity of ecosystems, and preserve the physical integrity of receiving waters by managing stormwater runoff at or close to the source will be expected.

Based on preliminary site understanding and conditions, the main green infrastructure strategies may include the following:

- Use of bioretention/infiltration landscape areas,
- Disconnected hydrologic flow paths,
- Reduced impervious areas,
- Functional landscaping, and grading to maintain natural hydrologic functions that existed prior to development, such as interception,
- Shallow surface storage,
- Infiltration, evapotranspiration, and groundwater recharge.

By implementing Low Impact Development (LID) strategies, this project site will be designed to be an integral part of the environment by maintaining undeveloped hydrologic functions through the careful use of stormwater quality control measures.

The runoff will be routed downstream through green infrastructure components, which provide additional storage and retention of the stormwater. The master plan will require optimization of the thoroughfare components (pavement, sidewalks, on-street parking) and implementation of pervious materials where possible. Proper implementation of green infrastructure requires detailed grading and analysis of the conveyance capacities of the system.

For this project, context-based strategies for gradual transition from natural to urban settings will be implemented and a set of relevant Light Imprint and green infrastructure tools will be optimized for each character area. Retention-based stormwater quality control measures will be developed during the planning process in Phase 2. Space for distributed stormwater quality control measures will be planned and implemented throughout the project site. This may influence the configuration of roads, buildings, and other infrastructure. Flood control will be considered early in the design stages and control measures will be implemented to minimize stormwater runoff storm events which may exceed the design storm events.

**Civil Infrastructure:** All potable water for the site will be municipally supplied, no on-site potable water wells are located on or utilized by the property. Wastewater generated at the site is currently managed on-site via a sanitary septic system connected to existing buildings plumbing systems. The plan will include a sewer system which will be built in phases and which will connect to regional wastewater treatment plant managed by Emerald Coast Utilities Authority (ECUA). Surface water runoff infiltrates or is discharged eventually to Eleven Mile Creek with no NPDES Permits requirements. Solid waste managed by ECUA. Electricity is provided by Gulf Power and electricity.

# Preliminary Green Infrastructure Strategies

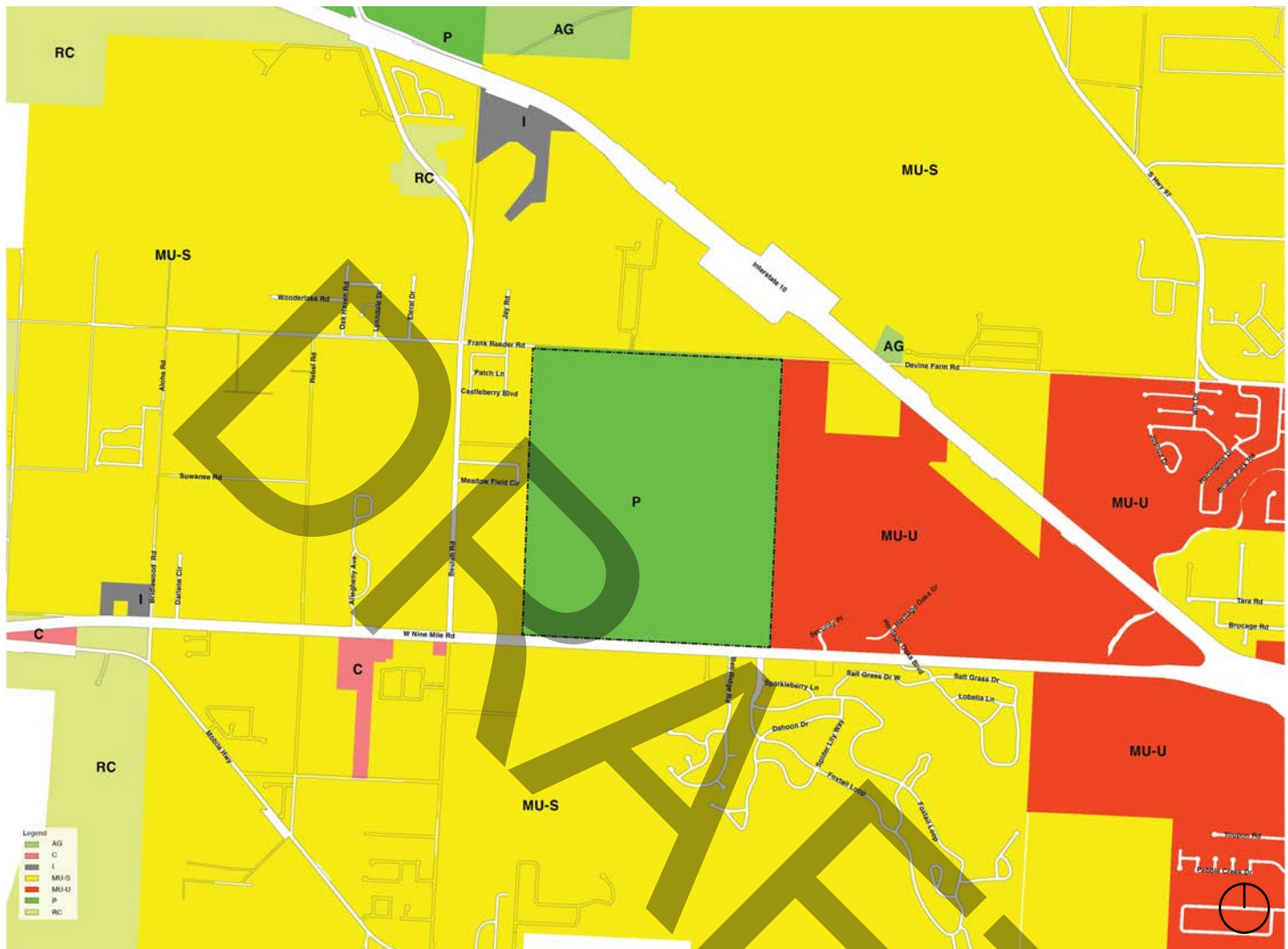
Existing Conditions

The table below provides a summary of potential site development constraints:

| Resource Area                  | Constraints Anticipated | Additional Notes  |
|--------------------------------|-------------------------|---|
| Air Quality                    | No                      | <ul style="list-style-type: none"> <li>No significant impacts are anticipated.</li> <li>No mitigation measures are warranted to reduce impacts to less than significant levels.</li> </ul>  |
| Water Resources                | Yes                     | <ul style="list-style-type: none"> <li>Jurisdictional Wetlands Delineated on site (approximately 17 acres), Requirements: No impacts required or mitigation measures with USACE</li> <li>Surface runoff currently discharging into Eleven Mile Creek Drainage Basin with TMDL requirements. The site will implement comprehensive stormwater plan to retain and treat stormwater runoff.</li> <li>Site will implement retention on site and will not generate pollutant discharges</li> </ul>   |
| Geological Resources           | No                      | <ul style="list-style-type: none"> <li>Topography, Geology and Soils, no impacts expected,</li> <li>Depending on the extent of the civil infrastructure, modifications of topography for grading will be needed at locations with land depressions possibly in the SW section of the site</li> </ul>  |
| Cultural Resources             | No                      | <ul style="list-style-type: none"> <li>No Archaeological, Architectural resources and traditional communities identified</li> </ul>   |
| Biological Resources           | No                      | <ul style="list-style-type: none"> <li>No threatened, endangered, and other special status species, including vegetation, terrestrial wildlife identified</li> <li>Only Gopher Tortoise was observed on site out of 17 potential species</li> <li>Wooded areas have potential for several other species, including birds</li> </ul>   |
| Noise                          | No                      | <ul style="list-style-type: none"> <li>Nearest sensitive land use is residential houses which are located within the residential subdivisions known as Brunson Meadows and Blackberry Ridge</li> </ul>  |
| Infrastructure                 | No                      | <ul style="list-style-type: none"> <li>Potable water for OLF Site 8 is municipally supplied, no on-site potable water wells are located on or utilized by the property</li> <li>Wastewater generated at OLF Site 8 is managed on-site via a sanitary septic system connected to existing buildings plumbing systems</li> <li>Surface water runoff infiltrates or is discharged eventually to Eleven Mile Creek, the site will implement comprehensive stormwater management plan to retain and treat stormwater on site</li> <li>Solid waste managed by ECUA</li> </ul> |
| Hazardous Materials and Wastes | No                      | <ul style="list-style-type: none"> <li>Regulations governing the handling and storage of petroleum products have been implemented on current site and no contamination has been recorded</li> </ul>   |
| Transportation                 | No                      | <ul style="list-style-type: none"> <li>Access roads will be required to connect to W Nine Mile Road</li> <li>FDOT requires a site plan and application</li> <li>Most likely 3 access points required depending on projected peak traffic, potentially one signaled</li> </ul>   |

# Zoning & Future Land Use

## Existing Conditions



Future Land Use (FLU) Map

The Future Land Use (FLU) establishes general land uses over larger areas than zoning, as it is used to guide future growth to specific areas and ensure communities have the required level of services and infrastructure needed to support such growth. One of the reasons surrounding development looks the way it does in Beulah is due to the principal FLU category “MU-S” - Mixed-use Suburban, which is the predominant FLU surrounding OLF8 but comprised mostly of single-family residential.

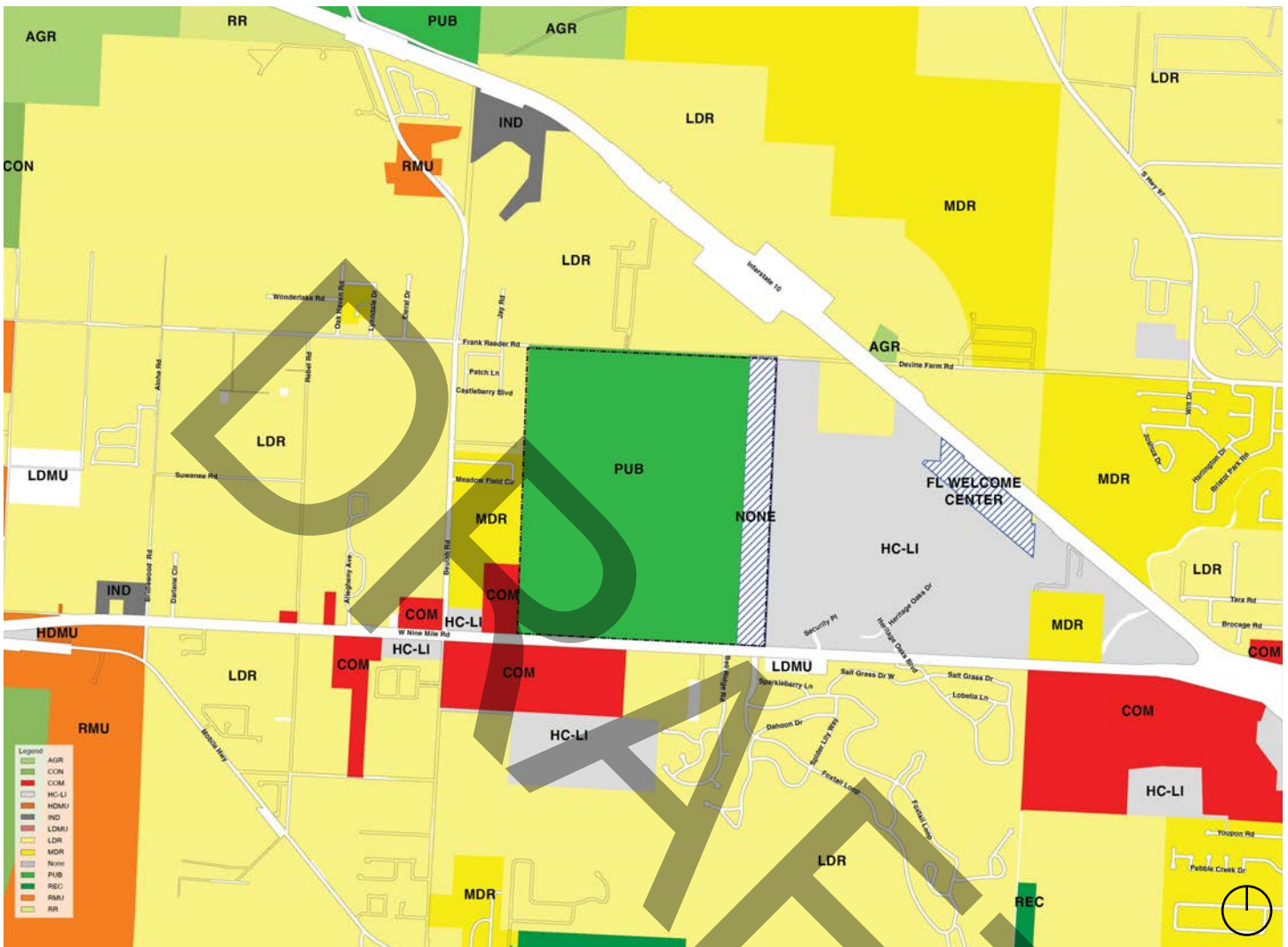
The FLU assigned to the OLF8 site is “P” for Public, meaning a large scale map amendment will be required to rezone the land. Currently, the P assignment only permits: “Rec” for Recreation or “Con” for Conservation, and “Pub” for Public. Options for exploring a new FLU and zoning will be explored during Phase 2. The two existing possible rezoning options are listed below.

**Option 1:** A FLU of C permits either a rezoning to: a) “Com”- Commercial, or b) “HC/LI” - Heavy Commercial/ Light Industrial zoning. Commercial zoning permits a wide variety of uses, however residential uses are only permitted as secondary uses to commercial development.

**Option 2:** A FLU of MU-U also permits a rezoning to: a) “Com”- Commercial, or b) “HC/LI” - Heavy Commercial/ Light Industrial zoning. In this case, the commercial zoning is more permissive in also permitting a range residential uses without needing to be secondary to commercial development, making it a more flexible zoning.

# Zoning & Future Land Use

Existing Conditions



Zoning Map

The OLF8 site is zoned PUB (Public) meaning its zoning will be determined through a public process during the site's master planning phase. Currently, the site's rezoning is limited to what the FLU and LDC permits.

The land surrounding the site is predominantly zoned Low-Density Residential, with a greater mix and intensity permitted at the intersection of 9-mile road and Beulah road that include Medium-Density Residential, Commercial, and Heavy Commercial / Light Industrial. Rezoning options will be further explored during Phase 2.



# Zoning & Future Land Use

## Existing Conditions

A summary of the predominant zoning categories that surround the site is provided here, to understand the regulatory context. As shown, despite different intents, there are only minor variations in dimensional regulations (such as lot widths and setbacks, regardless of use) in many categories that result in built forms that are too similar to each other, of the same building type and too often result in less than ideal pedestrian-friendly public realm.

| Zoning                     | Permitted Uses   | Density/Intensity            | Lot Area / Lot width (min.)               | Setbacks                                  | Lot Coverage (max) | Height  | Intent  |
|----------------------------|--|------------------------------|---|---|--------------------|---------|---|
| RMU                        |  |                              |   |   |                    |         |   |
| Rural Mixed-use            | Residential (SF)   | 2 du/ac                      | Area: No minimum Lot Width: 40ft or 100ft | front/rear: 40 ft side: 5ft *             | 70%                | No max. | mix of low density residential uses and compatible nonresidential uses within areas that have historically developed as rural or semi-rural communities. The primary intent of the district is to sustain these communities by allowing greater residential density, smaller residential lots, and a more diverse mix of nonresidential uses than the agricultural or rural residential districts, but continue to support the preservation of agriculturally productive lands  |
|                            | Retail Sales (limited)   |                              |   |   |                    |         |   |
|                            | Retail Services (B&B, health clubs, groomers, office, repair services, restaurants - no alcohol) |                              |   |   |                    |         |   |
|                            | Public & Civic   |                              |   |   |                    |         |   |
|                            | Recreation & Entertainment   |                              |   |   |                    |         |   |
|                            | Agriculture  |                              |   |   |                    |         |   |
|                            | Other: Private airports  |                              |   |   |                    |         |   |
| LDR                        |  |                              |   |   |                    |         |   |
| Low Density Residential    | Residential (SF)   | 4 du/ac                      | Area: No minimum Lot Width: 60ft          | front/rear: 25 ft side: 5ft *             | 70%                | 45 ft   | The primary intent of the district is to provide for large-lot suburban type residential neighborhood development   |
|                            | Residential (MF) 4du max   |                              |   |   |                    |         |   |
|                            | Public & Civic (limited)   |                              |   |   |                    |         |   |
|                            | Recreation & Entertainment   |                              |   |   |                    |         |   |
|                            | Industrial   |                              |   |   |                    |         |   |
|                            | Agriculture  |                              |   |   |                    |         |   |
| LDMU                       |  |                              |   |   |                    |         |   |
| Low Density Mixed-Use      | Residential (SF) +TH   | 7 du/ac (regardless of FLU)  | Area: No minimum Lot Width: 20, 40, 80ft  | front: 20 ft rear: 15 ft side: 5 (TH10ft) | 75%                | 45 ft   | The primary intent of the district is to provide for a mix of neighborhood-scale retail sales, services and professional offices with greater dwelling unit density and diversity than the low density residential district. Additionally, the LDMU district is intended to rely on a pattern of well-connected streets and provide for the separation of suburban uses from more dense and intense urban uses. Residential uses within the district include most forms of single-family, two-family and multifamily dwellings. |
|                            | Residential (MF) 4du max   |                              |   |   |                    |         |   |
|                            | Retail Sales <6,000 sq.ft.   |                              |   |   |                    |         |   |
|                            | Retail Services <6,000 sq.ft.  |                              |   |   |                    |         |   |
|                            | Public & Civic   |                              |   |   |                    |         |   |
|                            | Recreation & Entertainment   |                              |   |   |                    |         |   |
|                            | Agriculture  |                              |   |   |                    |         |   |
| MDR                        |  |                              |   |   |                    |         |   |
| Medium Density Residential | Residential (SF)   | 10 du/ac (regardless of FLU) | Area: No minimum Lot Width: 50, 80ft      | front: 20 ft rear: 20 ft side: 5 (TH10ft) | 70%                | 45 ft   | The primary intent of the district is to provide for residential neighborhood development in an efficient urban pattern of well-connected streets and at greater dwelling unit density than the low density residential district. Residential uses within the MDR district are limited to single-family and two-family dwellings.   |
|                            | Residential (MF) 4du max   |                              |   |   |                    |         |   |
|                            | Public & Civic (limited)   |                              |   |   |                    |         |   |
|                            | Recreation & Entertainment   |                              |   |   |                    |         |   |

# Zoning & Future Land Use

## Existing Conditions

| Zoning                              | Permitted Uses                                  | Density/Intensity                        | Lot Area / Lot width (min.)             | Setbacks  | Lot Coverage (max) | Height                              | Intent   |
|-------------------------------------|---|--|---|---|--------------------|-------------------------------------|--|
| HDR                                 |   |  |   |   |                    |                                     |  |
| High Density Residential            | Residential (SF) +TH                            | 18 du/ac (regardless of FLU)             | Area: No minimum<br>Lot Width: 40, 80ft | front: 20 ft<br>rear: 15 ft<br>side: 10 ft      | 80%                | 120 ft above highest adjacent grade | The primary intent of the district is to provide for residential neighborhood development in an efficient urban pattern of well-connected streets and at greater dwelling unit density and diversity than the medium density residential district. Residential uses within the HDR district include most forms of single-family, two-family and multifamily dwellings. Nonresidential uses within the district are limited to those that are compatible with urban residential neighborhoods.  |
|                                     | Retail Services (limited)                       | 2.0 FAR                                  |   |   |                    |                                     |  |
|                                     | Public & Civic (limited)                        |  |   |   |                    |                                     |  |
|                                     | Recreation & Entertainment                      |  |   |   |                    |                                     |  |
| HDMU                                |   |  |   |   |                    |                                     |  |
| High Density Mixed-Use              | Residential (SF) +TH                            | 25 du/ac                                 | Area: No minimum<br>Lot Width: 40, 80ft | front: 20 ft<br>rear: 15 ft<br>side: 10 ft      | 80%                | 150 ft above highest adjacent grade | The primary intent of the district is to provide for a mix of neighborhood retail sales, services and professional offices with greater dwelling unit density and diversity than the low density mixed-use district. Additionally, the HDMU district is intended to rely on urban street connectivity and encourage vertical mixes of commercial and residential uses within the same building to accommodate a physical pattern of development characteristic of village main streets and older neighborhood commercial areas. Residential uses within the district include all forms of single-family, two-family and multifamily dwellings. |
|                                     | Residential (MF)                                | 1.0 FAR (C)<br>2.0 FAR (MU-U)            |   |   |                    |                                     |  |
|                                     | Retail Sales <6,000 sq.ft.                      |  |   |   |                    |                                     |  |
|                                     | Retail Services <6,000 sq.ft.                   |  |   |   |                    |                                     |  |
|                                     | Public & Civic                                  |  |   |   |                    |                                     |  |
|                                     | Recreation & Entertainment                      |  |   |   |                    |                                     |  |
|                                     | Agriculture                                     |  |   |   |                    |                                     |  |
| C                                   |   |  |   |   |                    |                                     |  |
| Commercial                          | Residential (SF) +TH                            | 25 du/ac                                 | Area: No minimum<br>Lot Width: 40, 80ft | front: 15 ft<br>rear: 15 ft<br>side: 5 or 10 ft | 85%                | 150 ft above highest adjacent grade | The primary intent of the district is to allow more diverse and intense commercial uses than the neighborhood commercial allowed within the mixed-use districts. To maintain compatibility with surrounding uses, all commercial operations within the commercial district are limited to the confines of buildings and not allowed to produce undesirable effects on surrounding property. To retain adequate area for commercial activities, new and expanded residential development within the district is limited, consistent with the commercial (C) future land use category.   |
|                                     | Residential (MF)                                | 1.0 FAR (C)<br>2.0 FAR (MU-U)            |   |   |                    |                                     |  |
|                                     | Retail Sales                                    |  |   |   |                    |                                     |  |
|                                     | Retail Services                                 |  |   |   |                    |                                     |  |
|                                     | Public & Civic                                  |  |   |   |                    |                                     |  |
|                                     | Recreation & Entertainment                      |  |   |   |                    |                                     |  |
|                                     | Industrial                                      |  |   |   |                    |                                     |  |
|                                     | Agriculture                                     |  |   |   |                    |                                     |  |
| HC/LI                               |   |  |   |   |                    |                                     |  |
| Heavy Commercial & Light Industrial | Residential (with a whole lot of complication!) | 25 du/ac                                 | No minimum                              | front: 15 ft<br>rear: 15 ft<br>side: 5 or 10 ft | 75% or 85%         | 150 ft above highest adjacent grade | The primary intent of the district is to allow light manufacturing, large-scale wholesale and retail uses, major services, and other more intense uses than allowed in the commercial district. The variety and intensity of non-residential uses within the HC/LI district is limited by the applicable FLU and their compatibility with surrounding uses. All commercial and industrial operations are limited to the confines of buildings and not allowed to produce undesirable effects on other property. To retain adequate area for commercial and industrial activities, other uses within the district are limited.                  |
|                                     | Retail Sales                                    | 1.0 FAR (MU-S, I, & C)<br>2.0 FAR (MU-U) |   |   |                    |                                     |  |
|                                     | Retail Services                                 |  |   |   |                    |                                     |  |
|                                     | Public & Civic                                  |  |   |   |                    |                                     |  |
|                                     | Recreation & Entertainment                      |  |   |   |                    |                                     |  |
|                                     | Industrial                                      |  |   |   |                    |                                     |  |
|                                     | Agriculture                                     |  |   |   |                    |                                     |  |
|                                     | Other...  |  |   |   |                    |                                     |  |

# Surrounding Projects

## Existing Conditions

The following pages summarize the majority of new development in close proximity to the OLF8 site, that is either under construction or in various levels of permitting.

Currently there are very few alternatives to residential in terms of size, scale, and character. The main takeaway from studying these current development proposals is that they are all generally of the same type, which are predominantly front loaded single-family homes on similar lot widths, or suburban, garden style apartments or condos, with no other housing types offered in between these two types. Moreover, and arguably more important, each of the subdivision plans shown here essentially only provides one type of lot size only, creating a mono-culture of home types that is not resilient to evolving market conditions or to the long-term health of a community.

One key to authentic, long-lasting places is the idea of building upon the natural constraints and history of the site. Much of the current development appears to erase all traces from the land which often times results in subdivisions, that all resemble each other, with few distinguishing characteristics.

Another key is diversity and sustainability is the inclusion (as much as the market can bear) of a variety of residential building types, not just one. Residents also need access to a high quality public realm, which means properly scaled and readily accessible open spaces shaped by the buildings around them. Residential also needs to be anchored to main gathering areas supported by civic amenities and neighborhood-scaled retail.

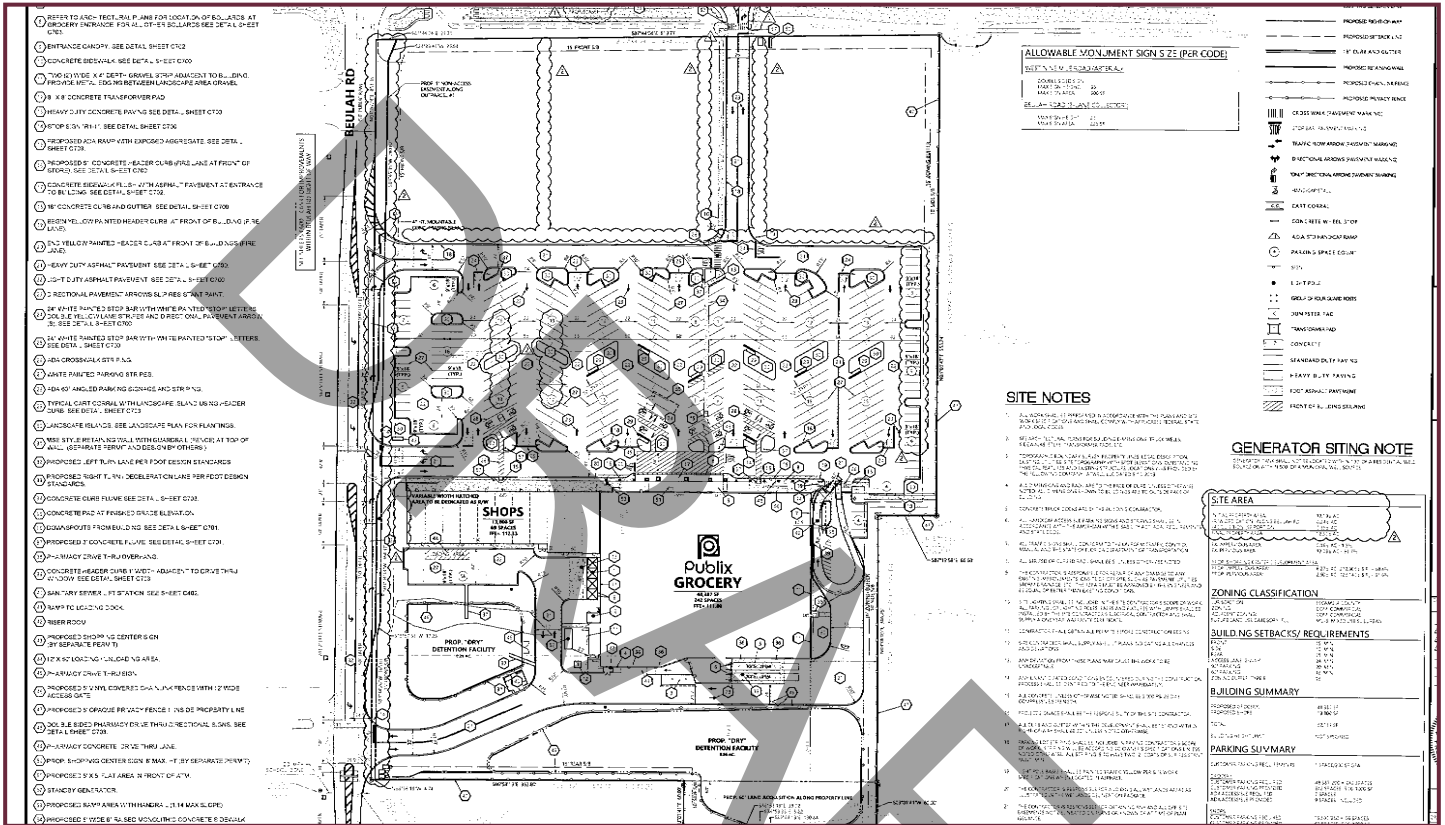


*"Great places do not only need the key ingredients that make a place thrive, but they must be mixed together, not isolated into separate pods."*

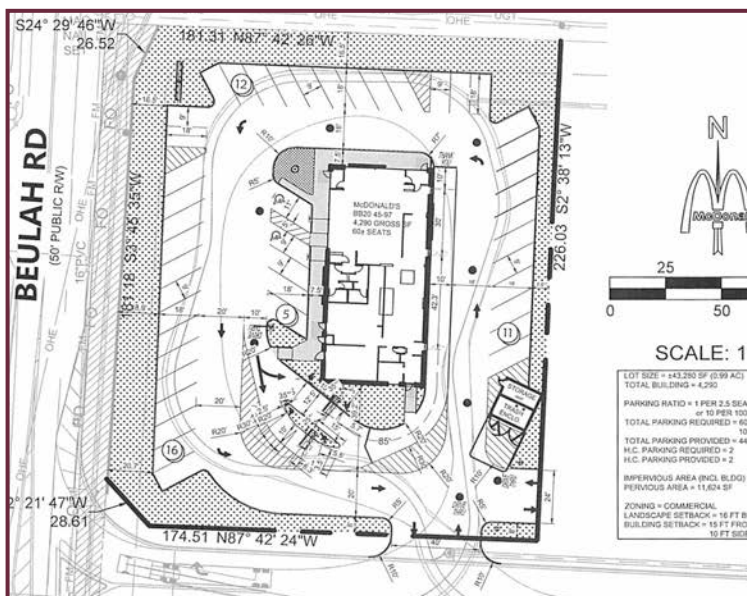
### 9-Mile Rd Apartments

#### Strip Commercial Center

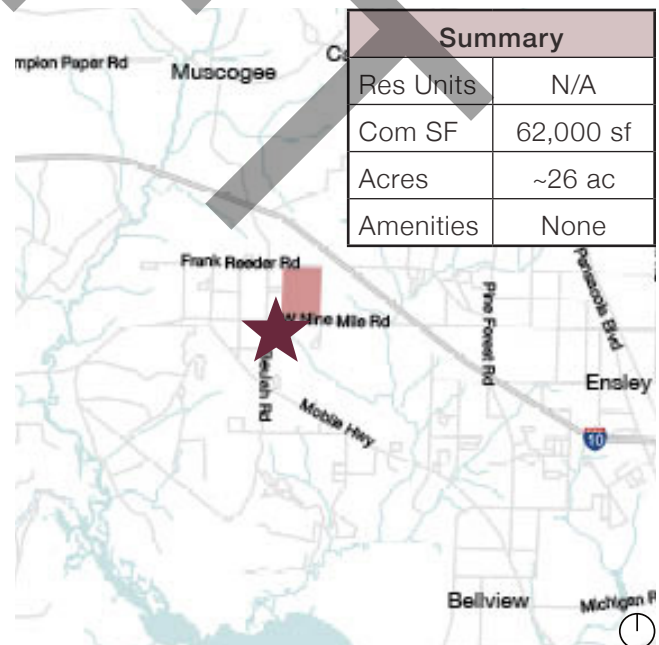
This commercial development at the prominent corner of Beulah Road and 9-Mile Rd is an approved McDonald's, Publix Grocery, and two other pad sites along with a strip center totaling over 62,000 sf.



Master Plan



Out Parcel Plan





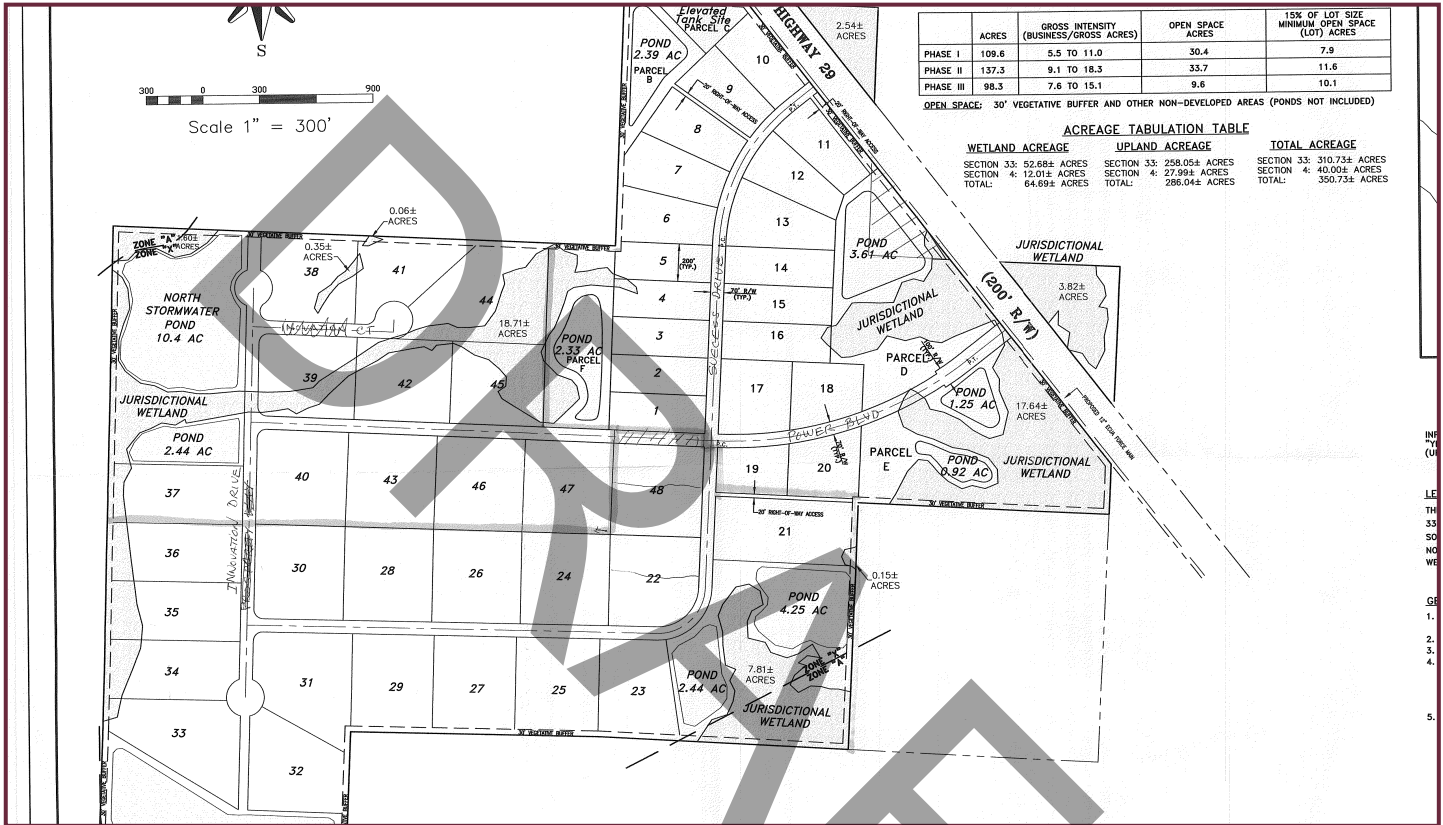
# Surrounding Projects

## Existing Conditions

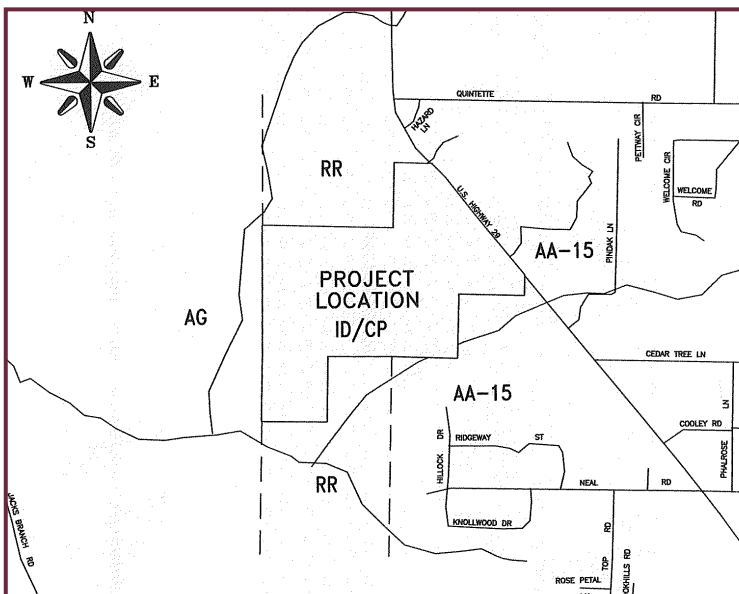
### Central Commerce Park

### Light Industrial Park

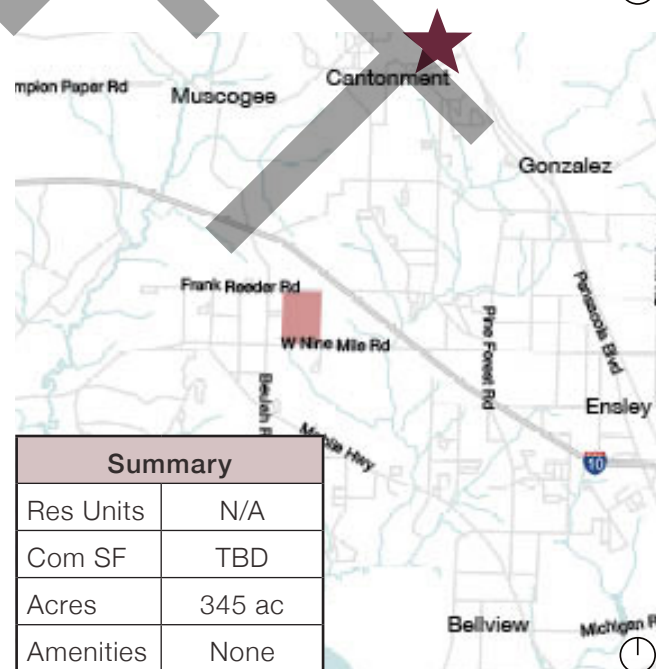
Central Commerce Park is a 345 acre commerce park comprised of 48 commercial lots. It is located 7 miles north of the OLF-8 site. As of 2019 there are only 4 lots occupied.



Master Plan

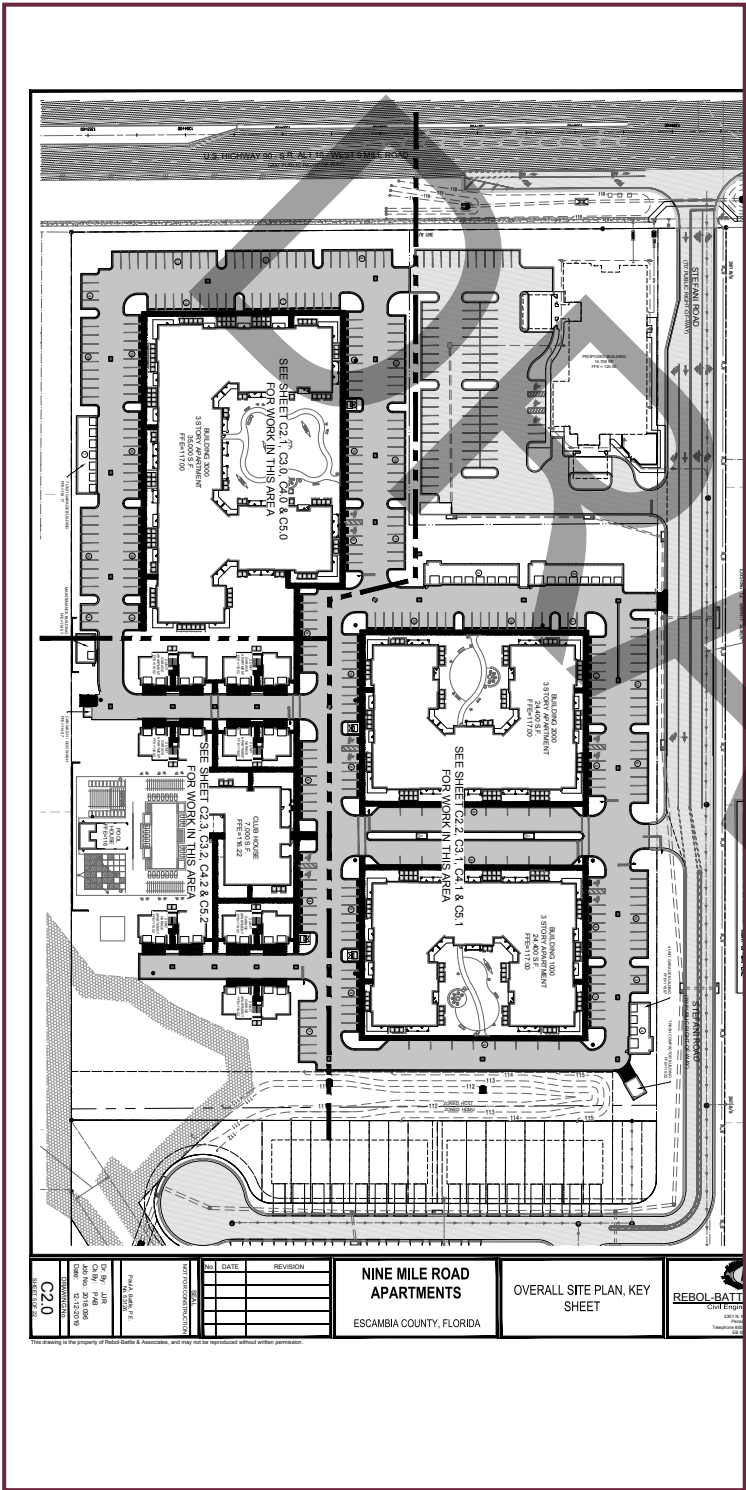


Zoning

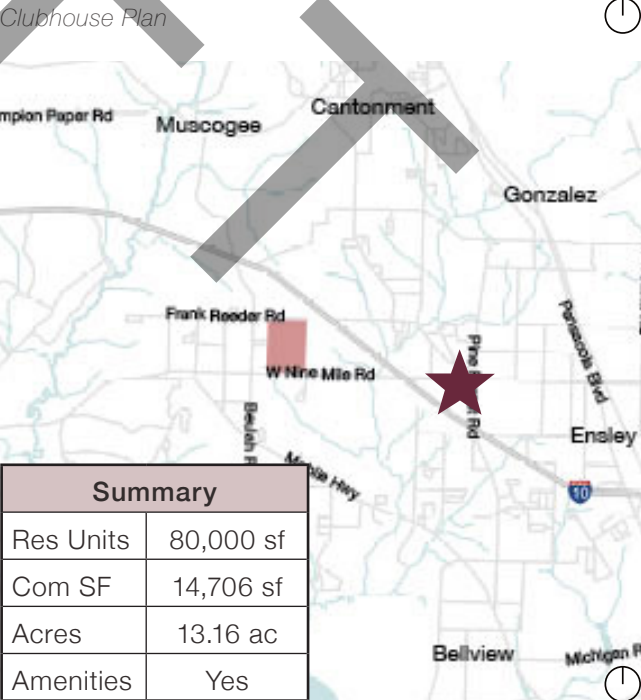
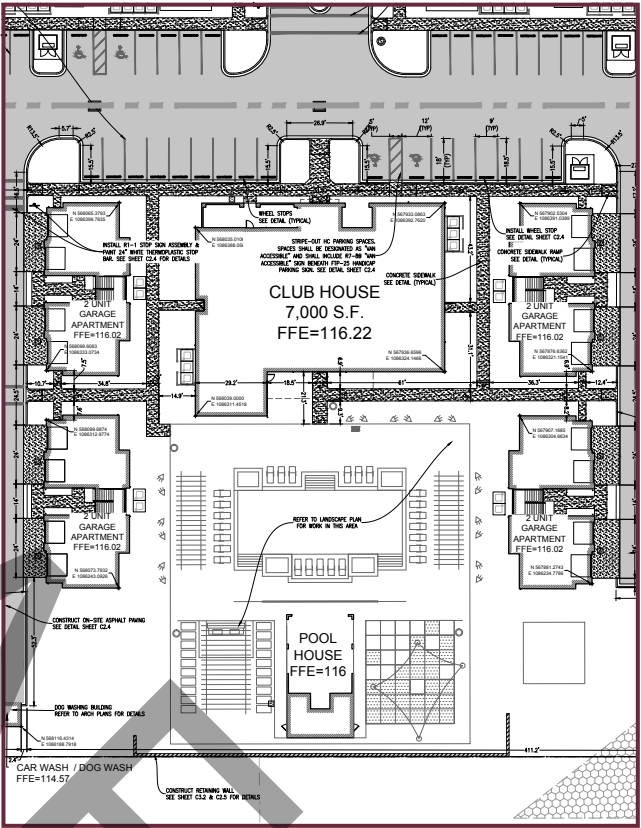


9-Mile Rd Apartments  
Suburban Apartments

At the corner of Stefani & 9-Mile Rd is a proposal for suburban style apartment complex with a clubhouse and a drive-through located on the prominent corner. There is over 80,000 sf of multi-family units on 13.16 acres.



Master Plan





# Surrounding Projects

## Existing Conditions

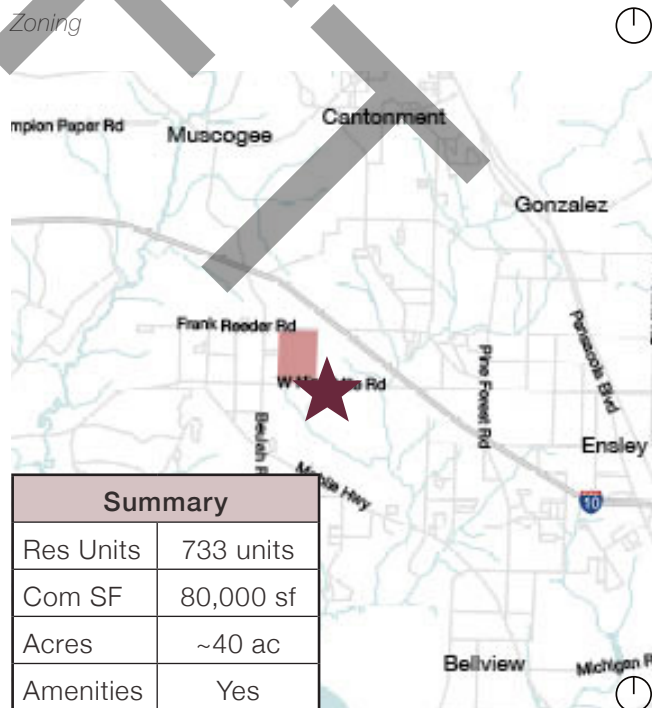
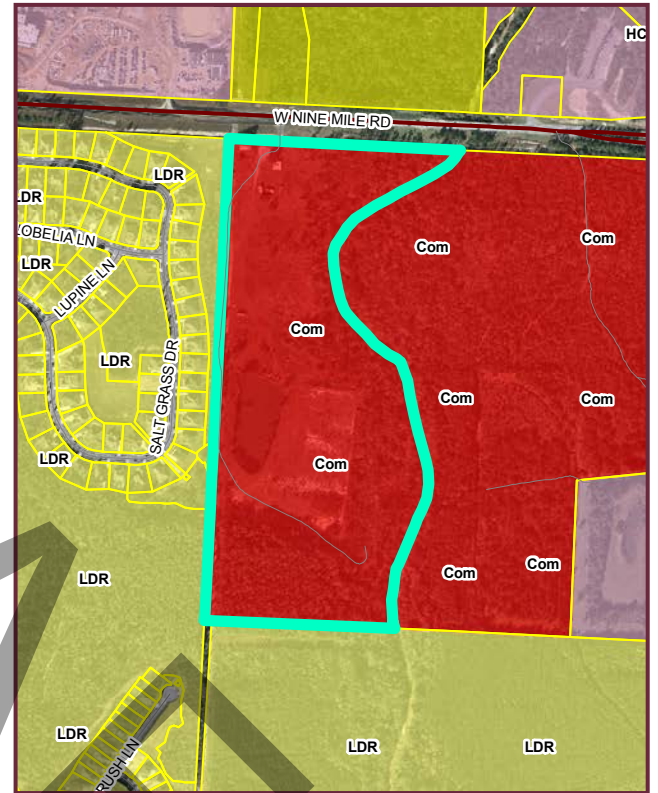
### Project 52

#### Retail, Office, and Apartment Development

Project 52 is a mixed-use development across 9-Mile Rd from the OLF-8 site. It has 48,000 sf of retail and 32,000 sf of office at the front of the development and a 733 unit multi-family complex at the rear with a dog park and common green space. In addition, the apartments include a clubhouse and pool.



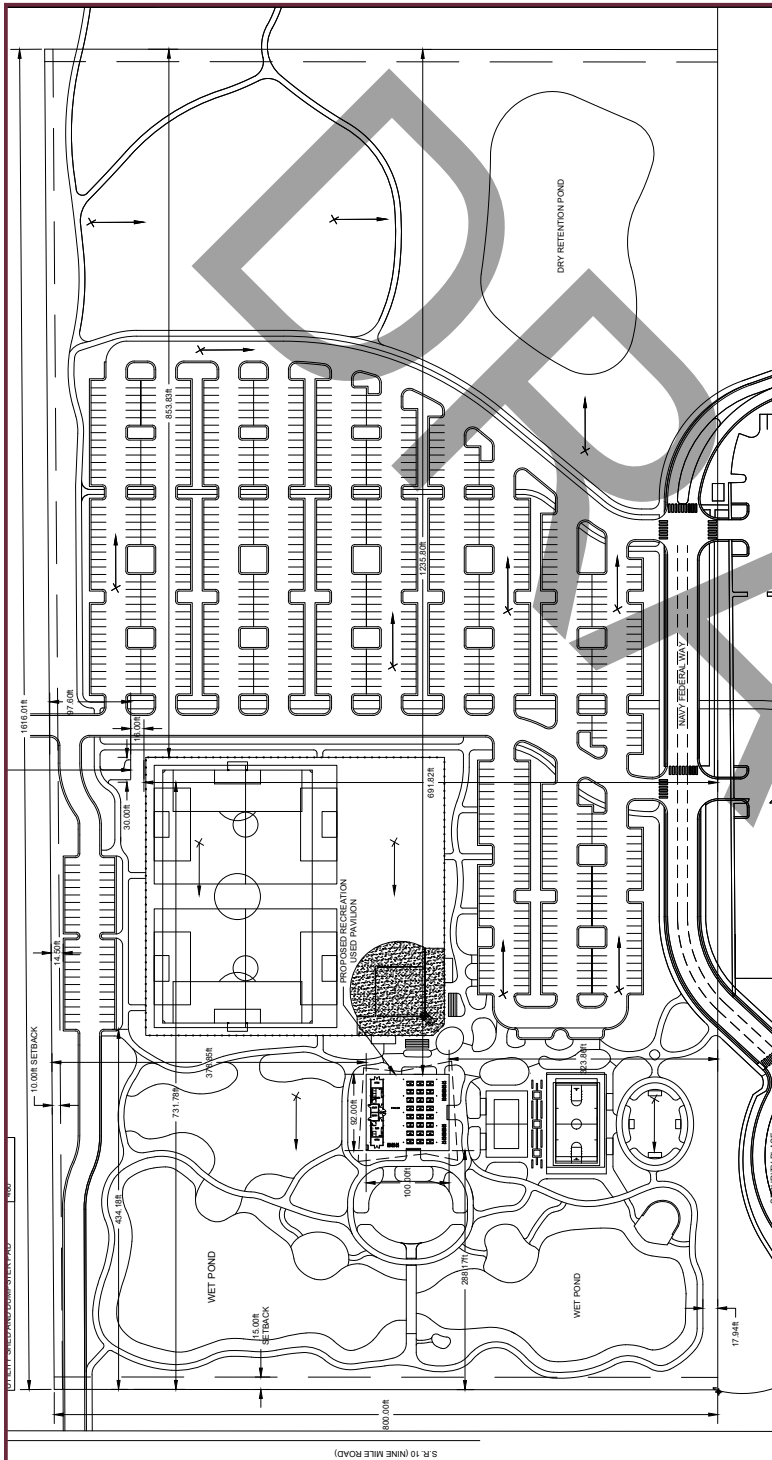
Master Plan



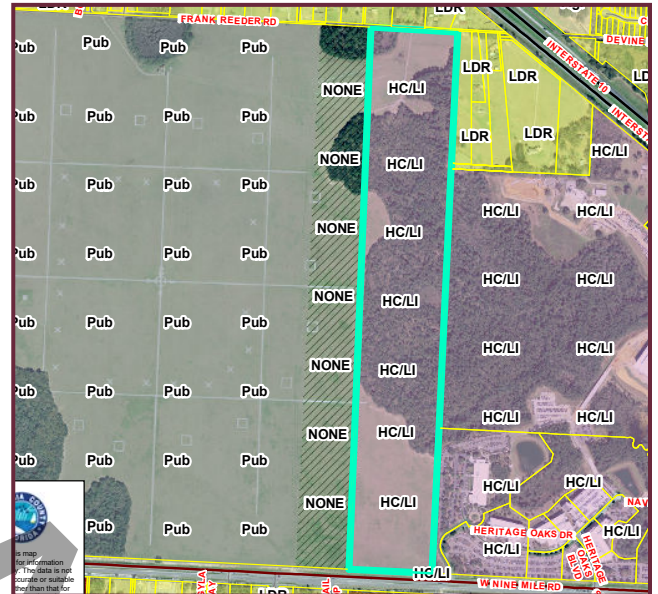
### Navy Federal Park

#### Public Recreational Park

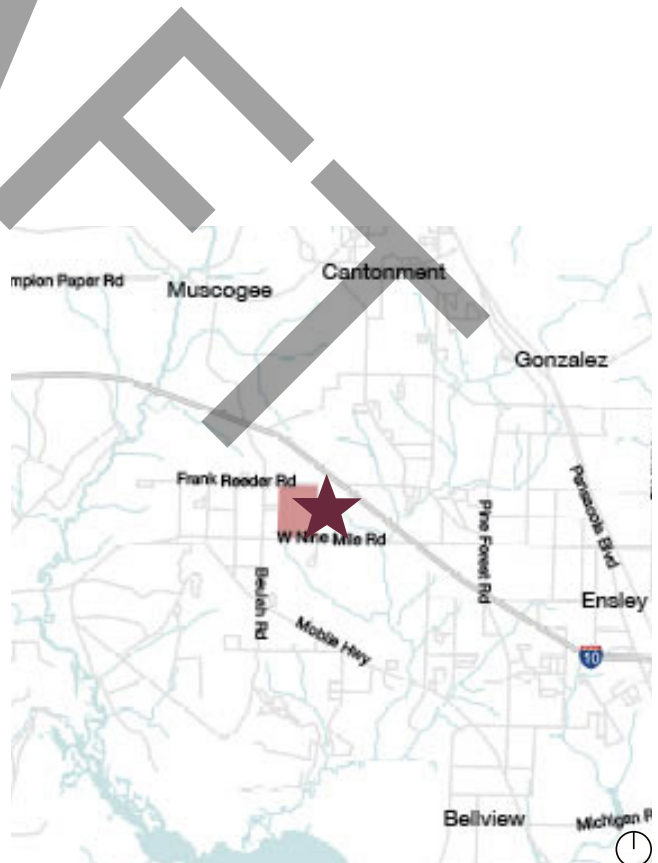
Located directly next to the OLF-8 site, the new Navy Federal Park features walking paths, ponds, a basketball court, pavilion, and a multi-use field. It includes a 777 space parking lot.



Master Plan



Zoning





# Surrounding Projects

## Existing Conditions

### Antietam Subdivision

#### Suburban Single-Family Subdivision

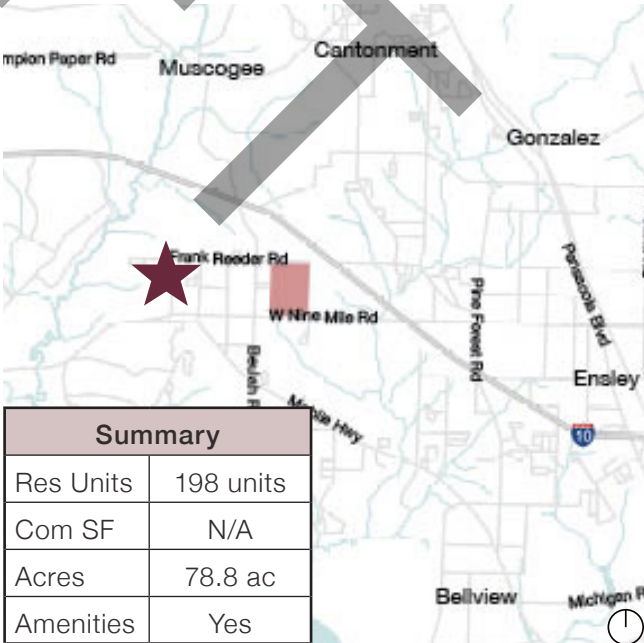
Antietam is proposed to be a 198 single-family unit subdivision located along Tower Ridge Road 2 miles to the West of the OLF-8 site. The plan features common open space and a pool / clubhouse on 78.8 acres.



Master Plan



Clubhouse Plan







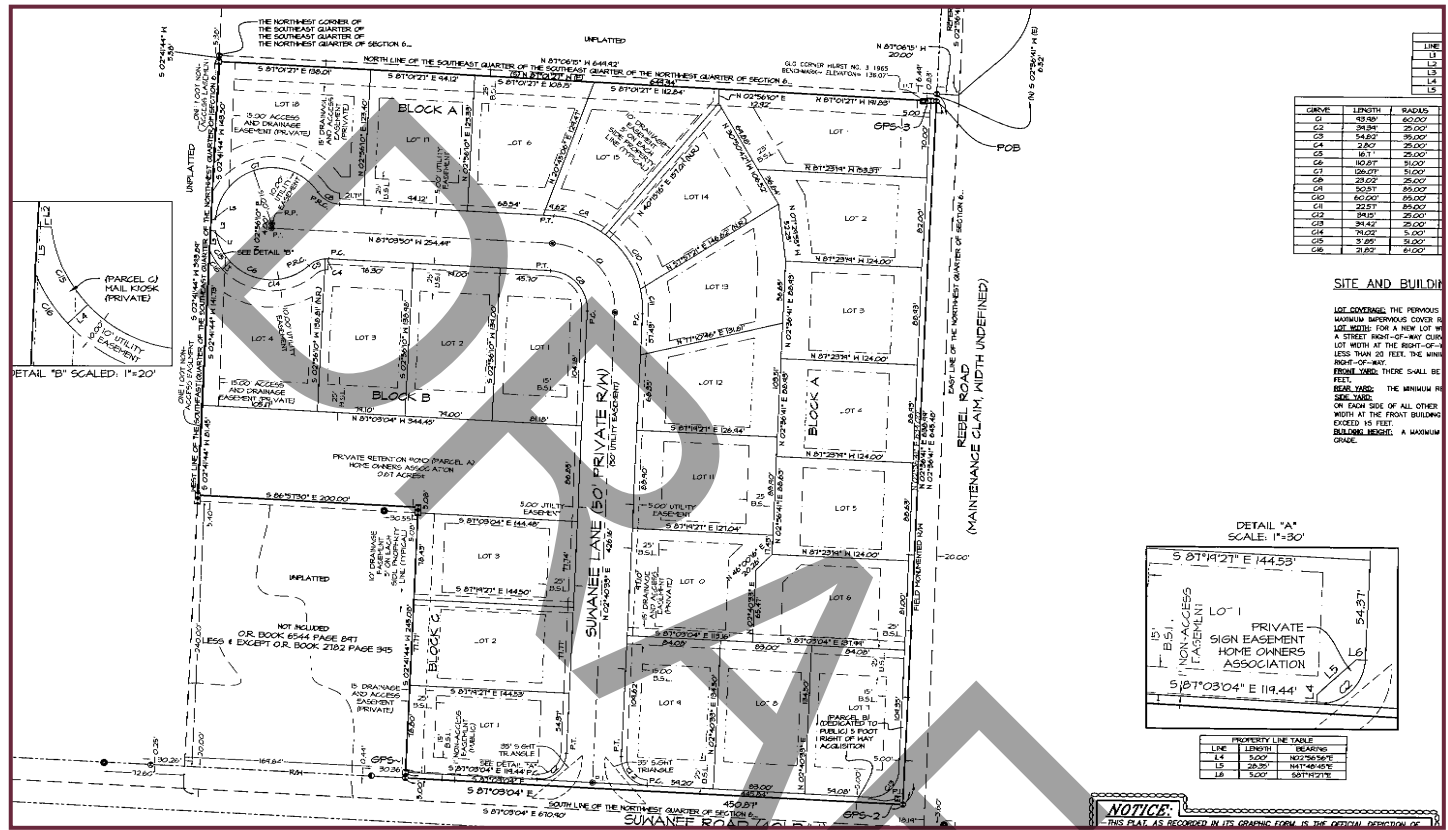
# Surrounding Projects

## Existing Conditions

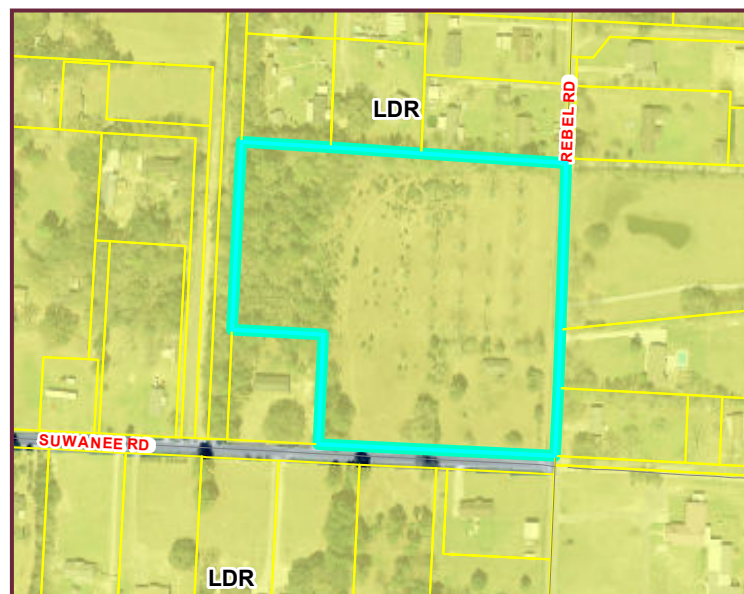
### Beulah Garden Estates

#### Suburban Single-Family Subdivision

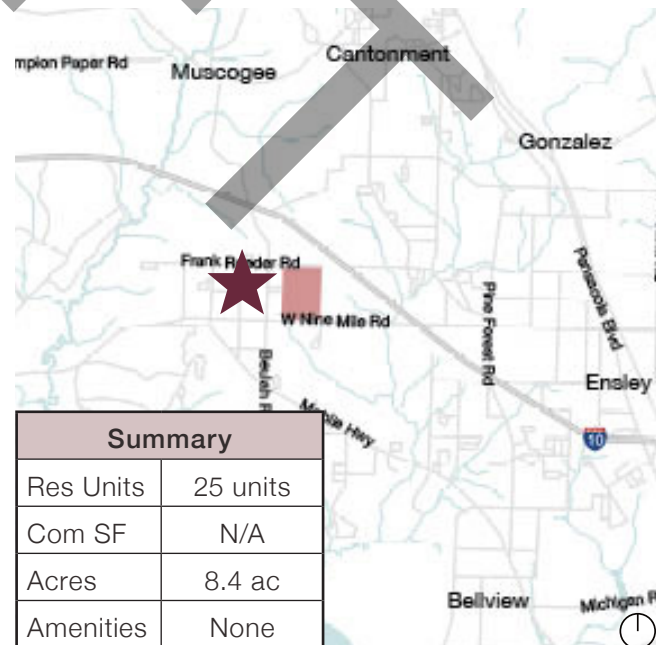
Beulah Garden Estates is a small cul-de-sac of front-loaded single family homes located one miles west of the OLF-8 site. It sits on 8.4 acres with 25 homes each on their own septic system.



Master Plan



Zoning

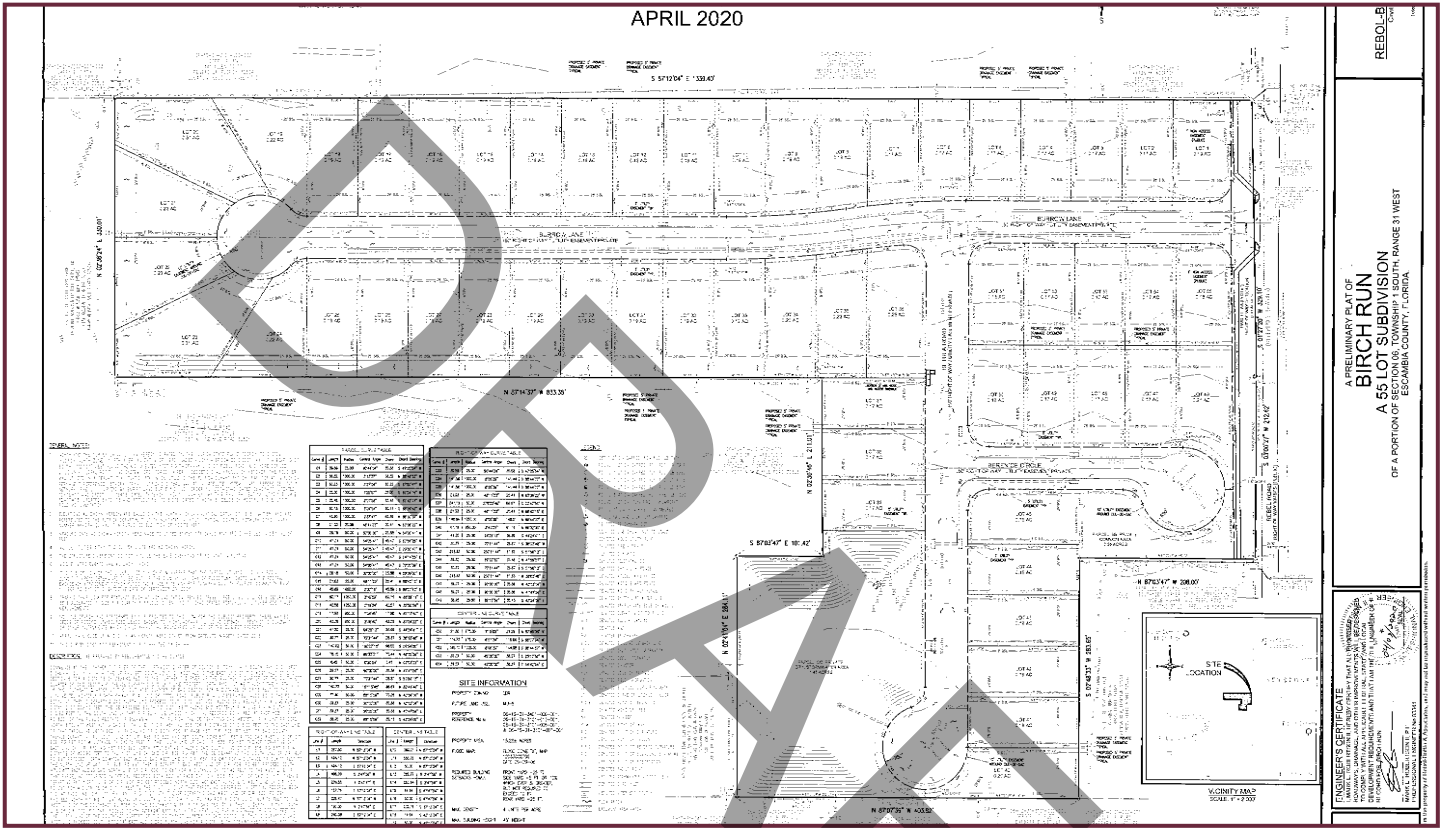


| Summary   |          |
|-----------|----------|
| Res Units | 25 units |
| Com SF    | N/A      |
| Acres     | 8.4 ac   |
| Amenities | None     |

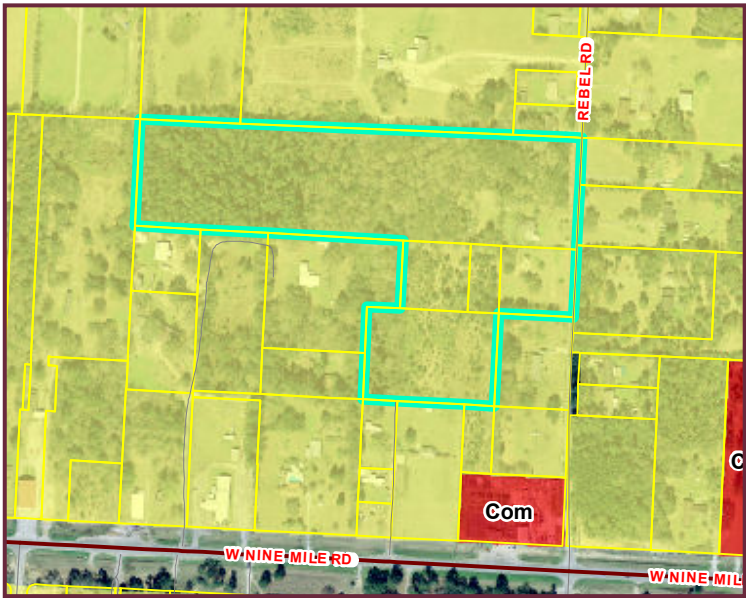


Birch Run  
Suburban Single-Family Subdivision

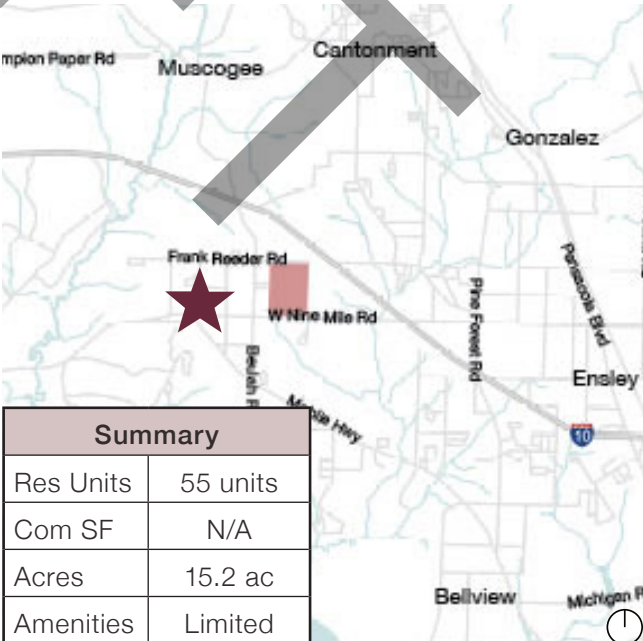
Birch Run is a 3 cul-de-sac subdivision with 55 single-family lots on 15.2 acres. There is no formal amenity or open space.



Master Plan



Zoning



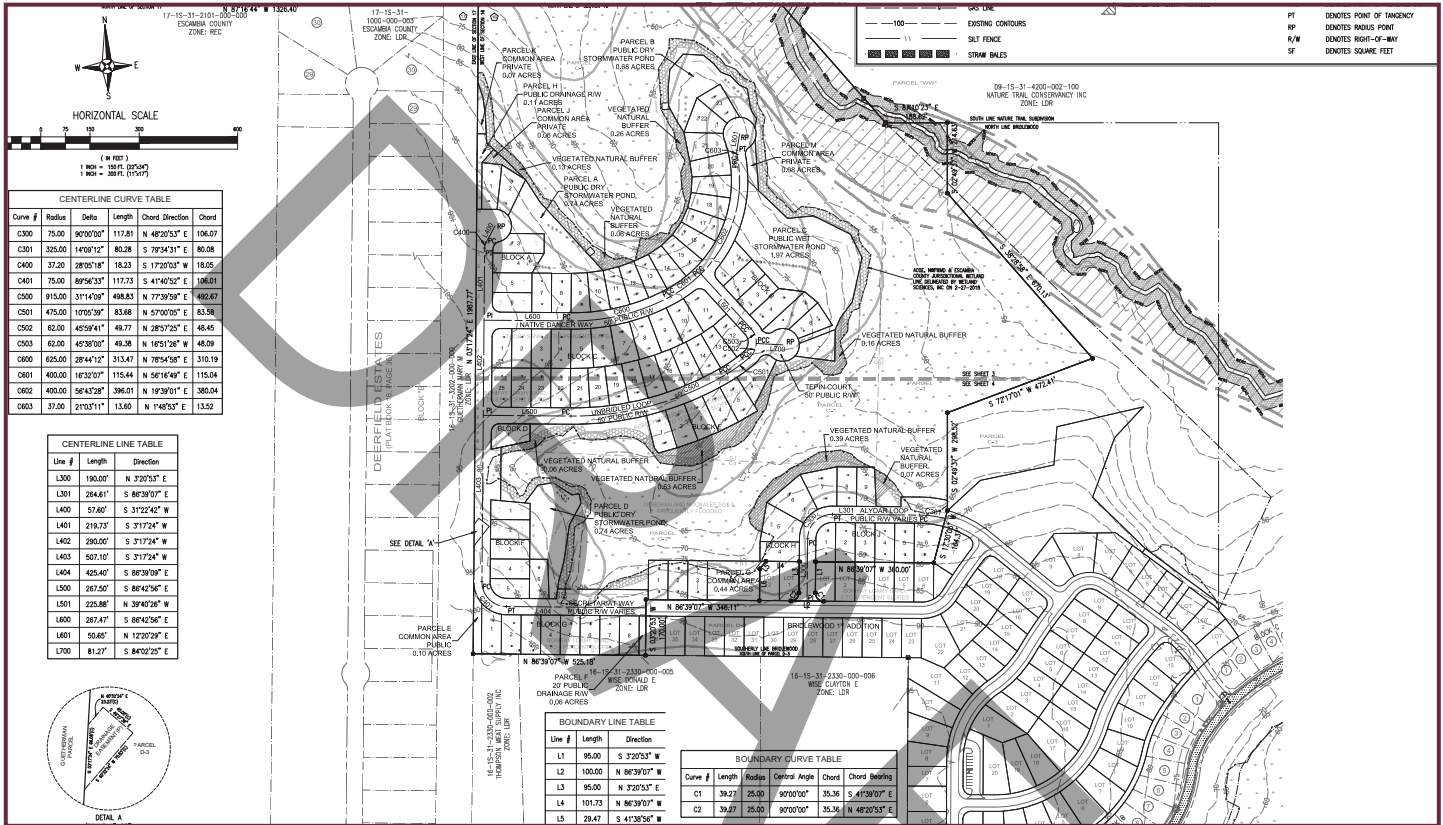
# Surrounding Projects

## Existing Conditions

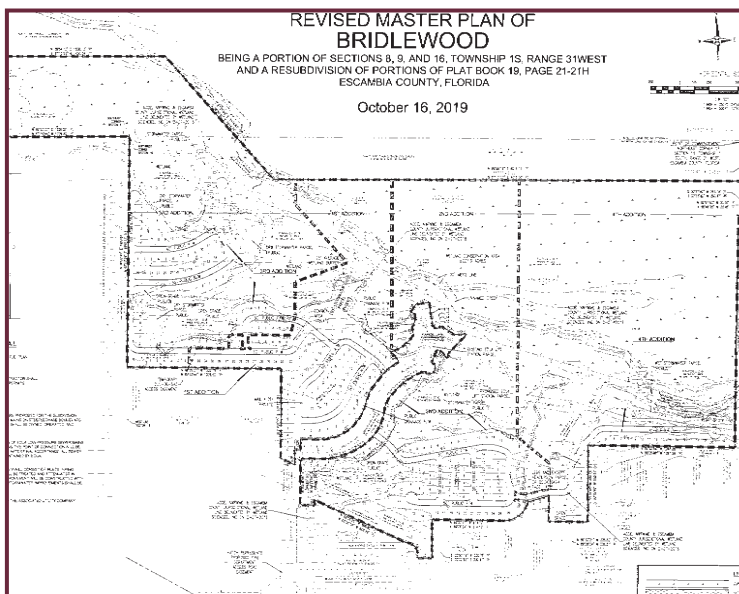
### Bridlewood

#### Suburban Single-Family Subdivision

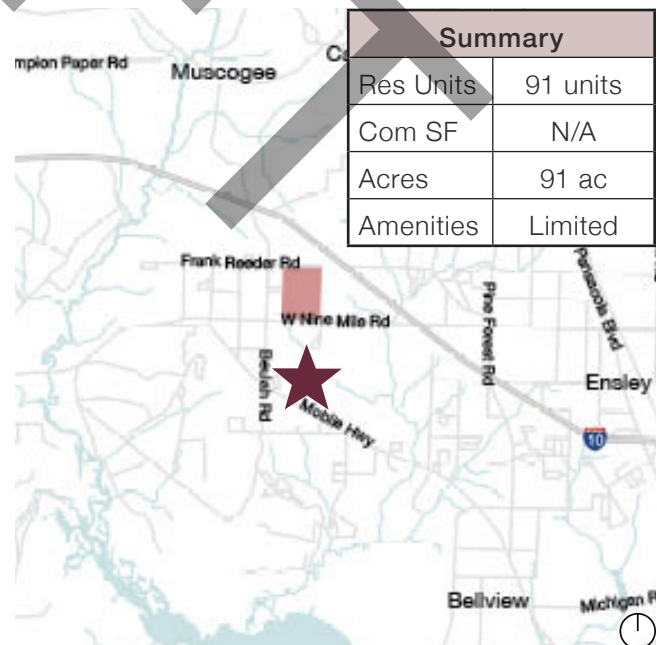
This is the third addition to the Bridlewood subdivision. The site is located south of the OLF-8 site and contains 91 lots on 91 acres with a substantial portion of the site in wetlands.



Third Addition



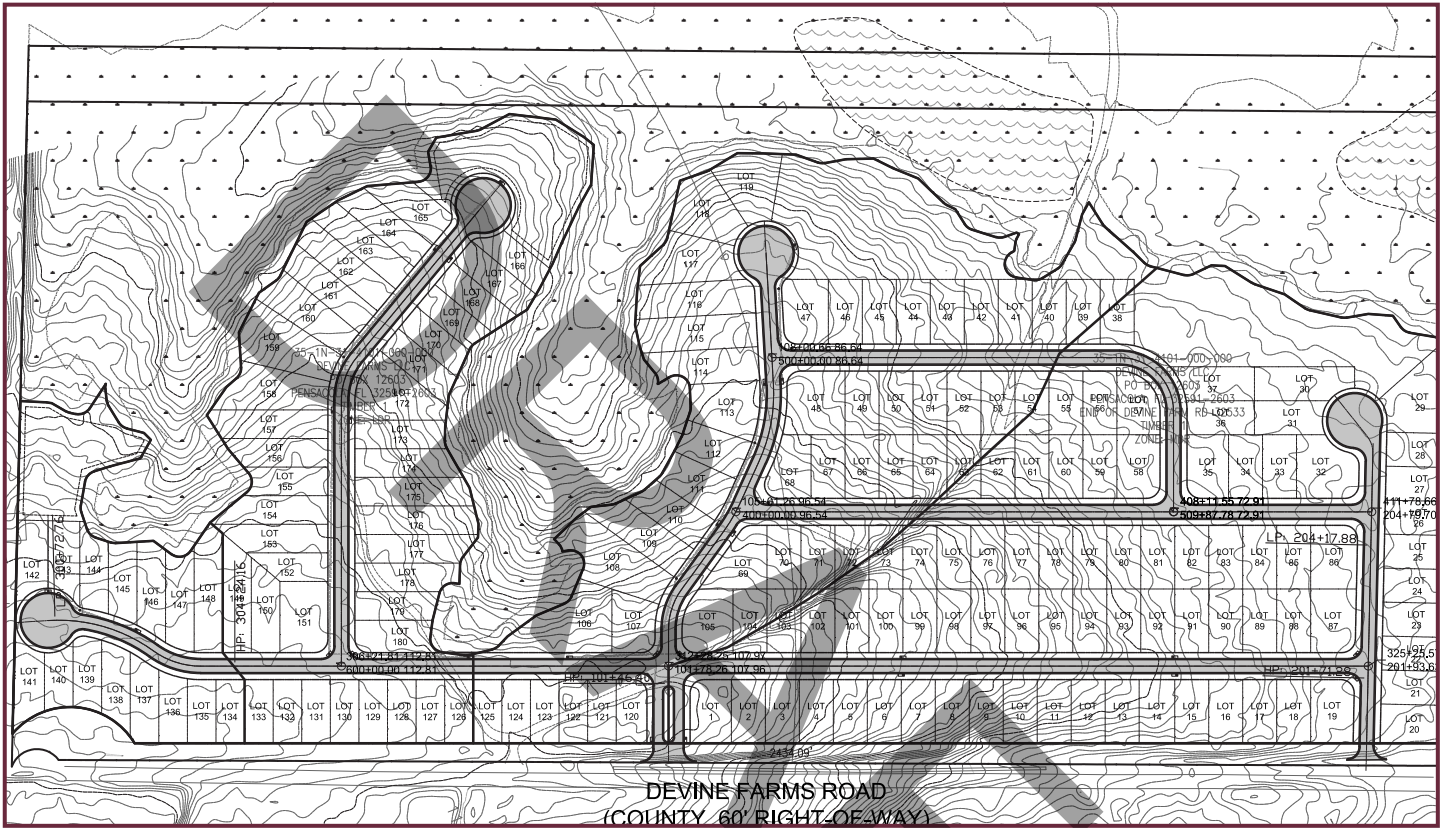
Master Plan



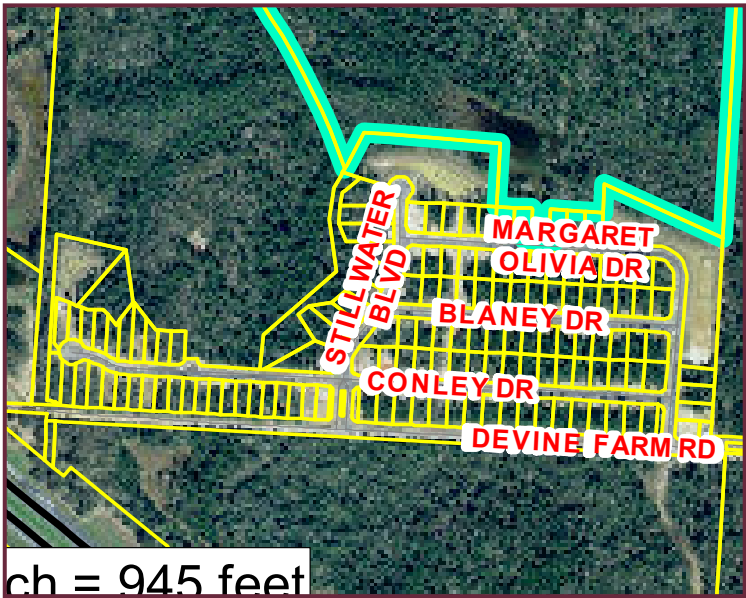


Brookhaven  
Suburban Single-Family Subdivision

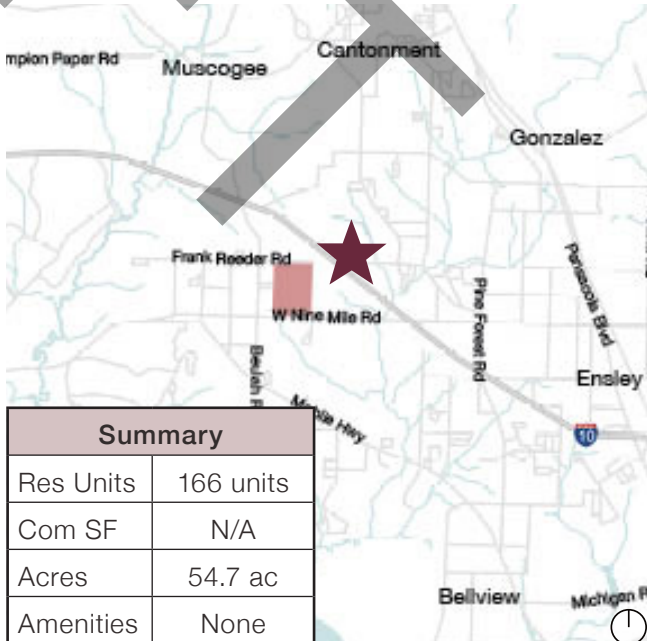
Brookhaven is located just across I-10 northeast of the OLF-8 site. The development has 166 single-family front-loaded houses on 54.7 acres of upland divided into two phases.



Master Plan



Platting



| Summary   |           |
|-----------|-----------|
| Res Units | 166 units |
| Com SF    | N/A       |
| Acres     | 54.7 ac   |
| Amenities | None      |

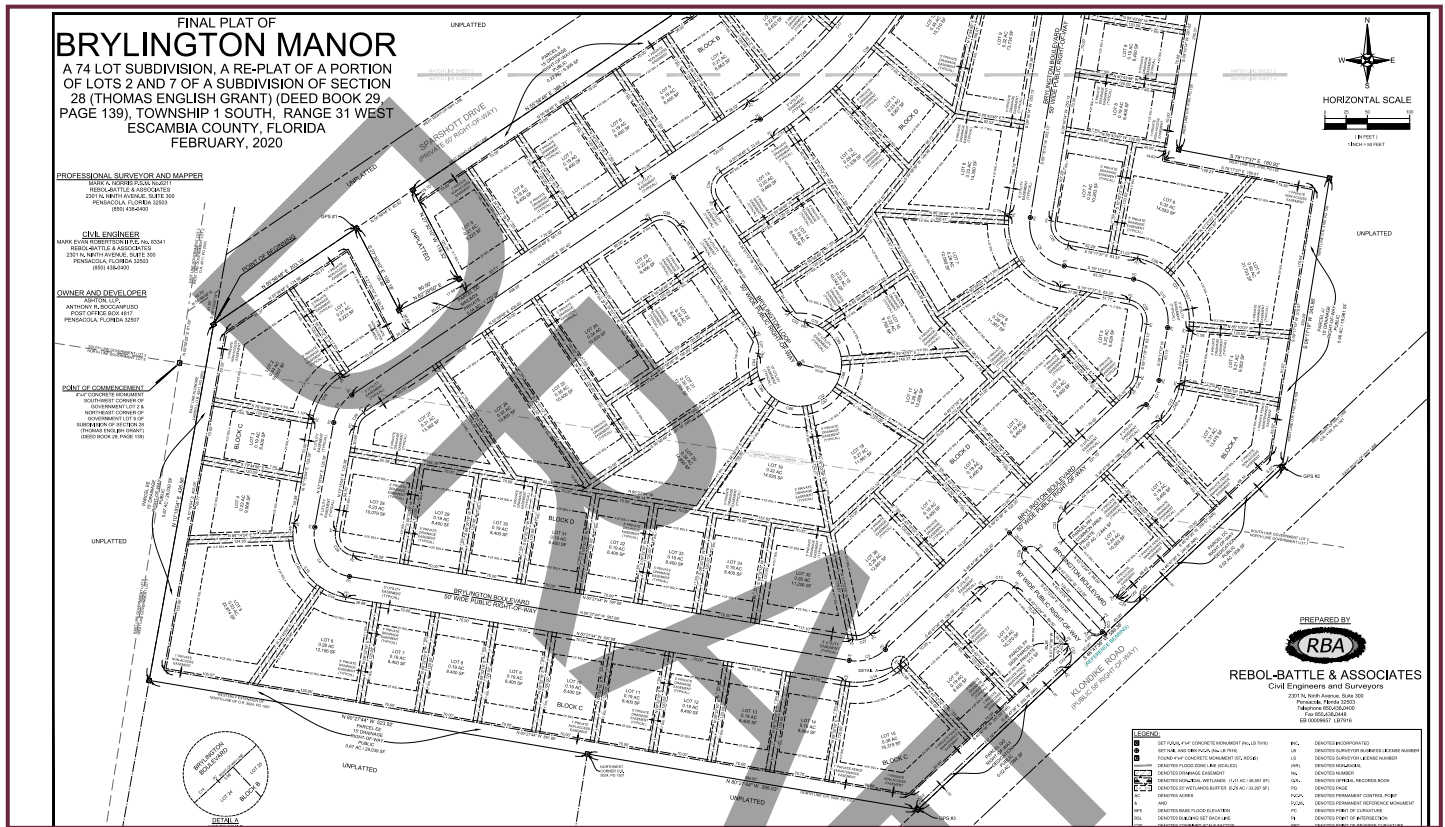


## Existing Conditions

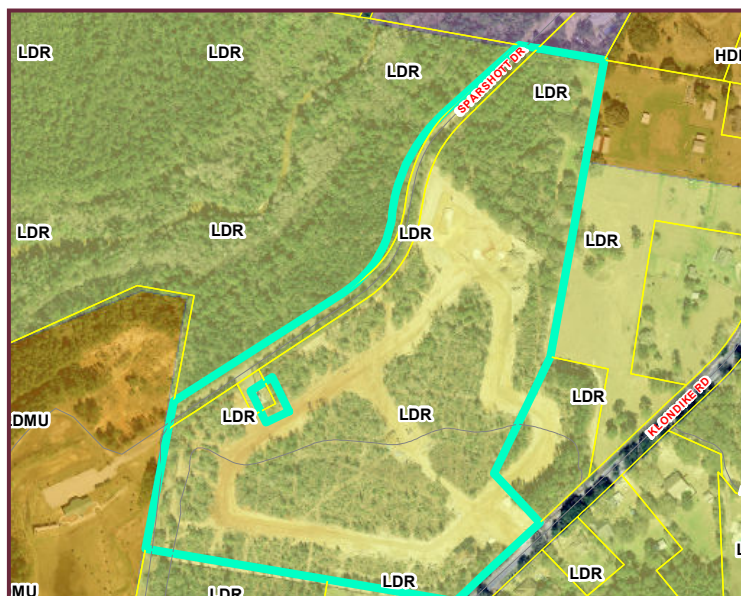
## Brylington

## Suburban Single-Family Subdivision

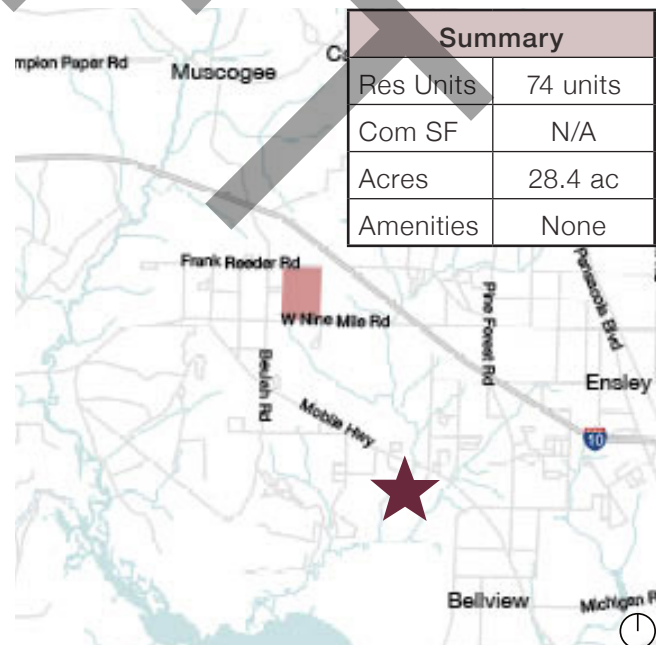
Brylington is located 3.5 miles southeast of the OLF-8 site. The development contains 74 single-family lots on 28.4 acres.



## Master Plan



## Zoning

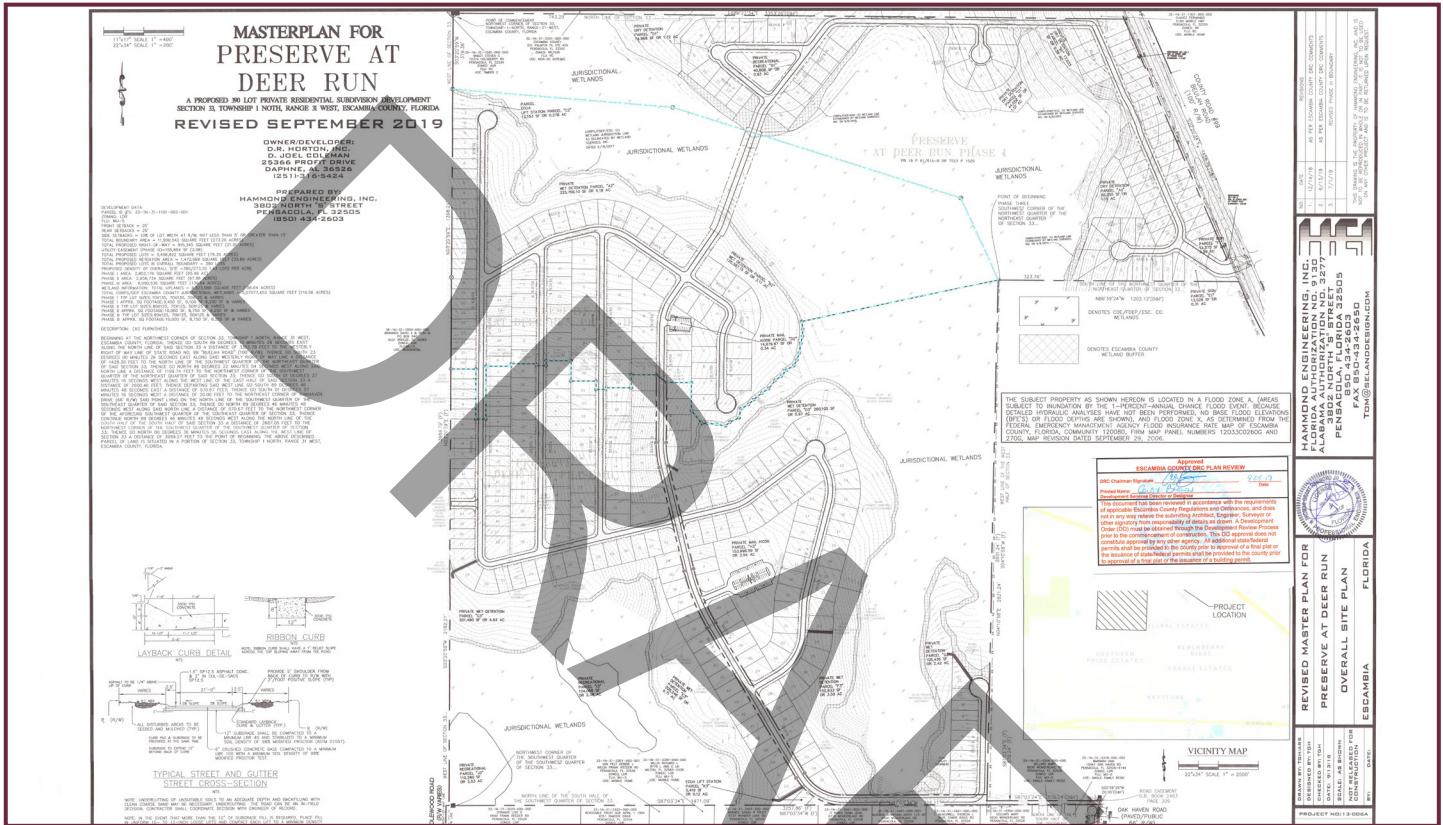




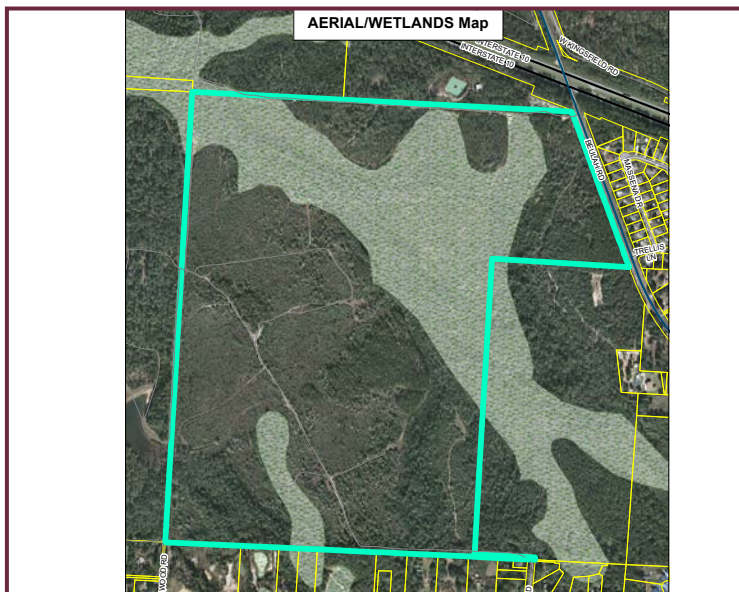
## Deer Run

## Suburban Single-Family Subdivision

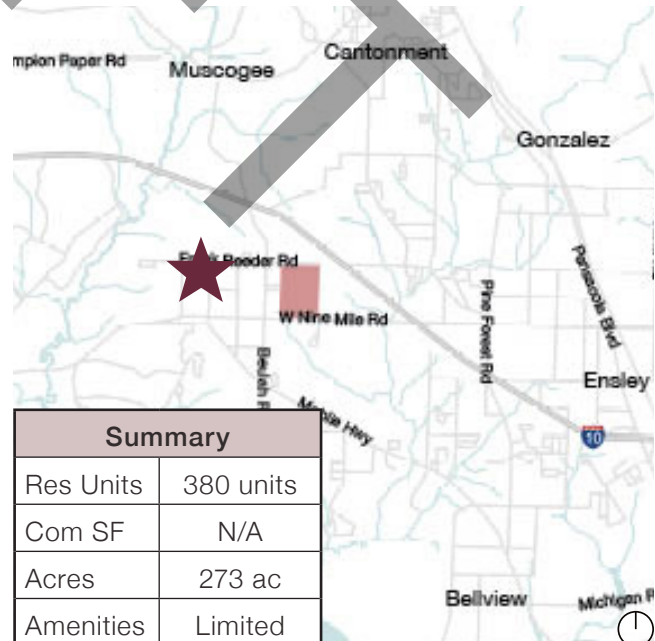
Deer Run is located 1 mile northwest of the OLF-8 site to the west of Beulah Road. The single-family development will have 380 houses on 273 acres split over 3 phases.



## Master Plan



## Zoning





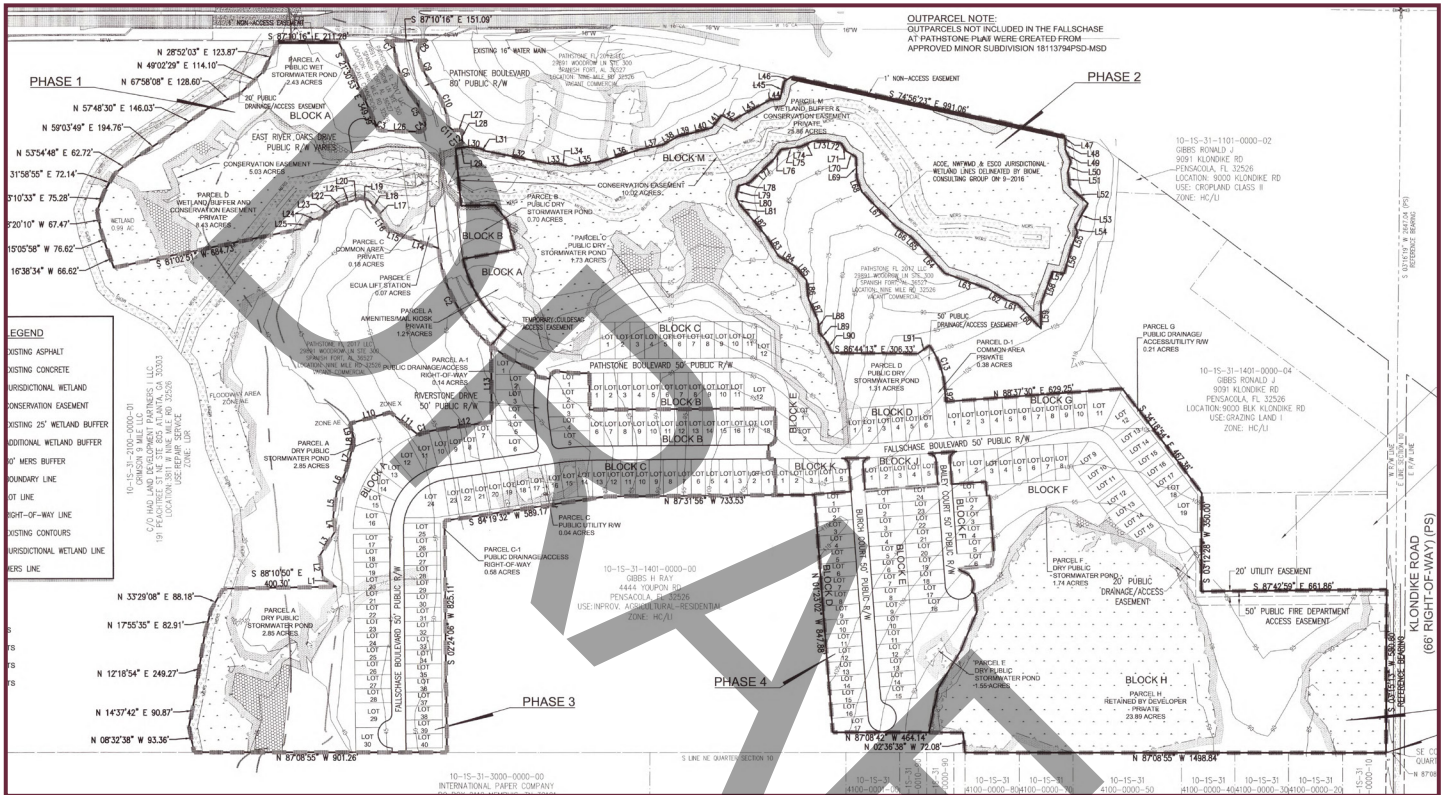
# Surrounding Projects

## Existing Conditions

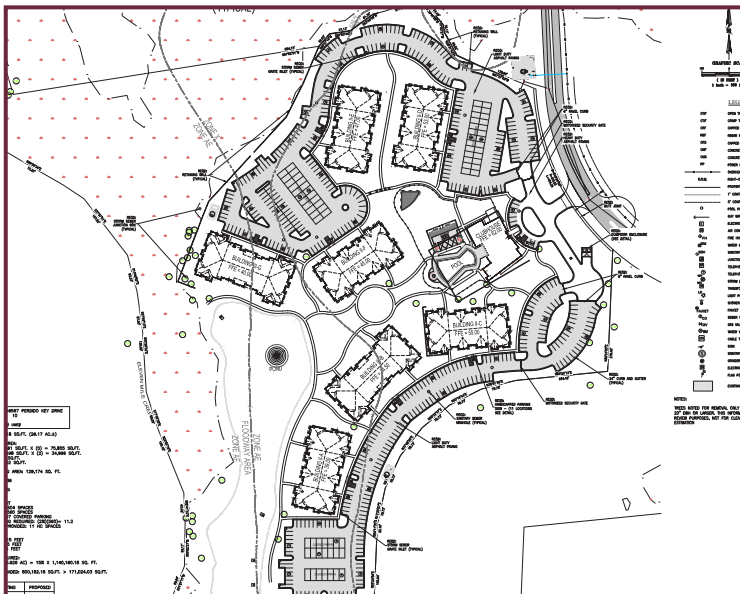
### Falls Chase

#### Suburban Single-Family Subdivision

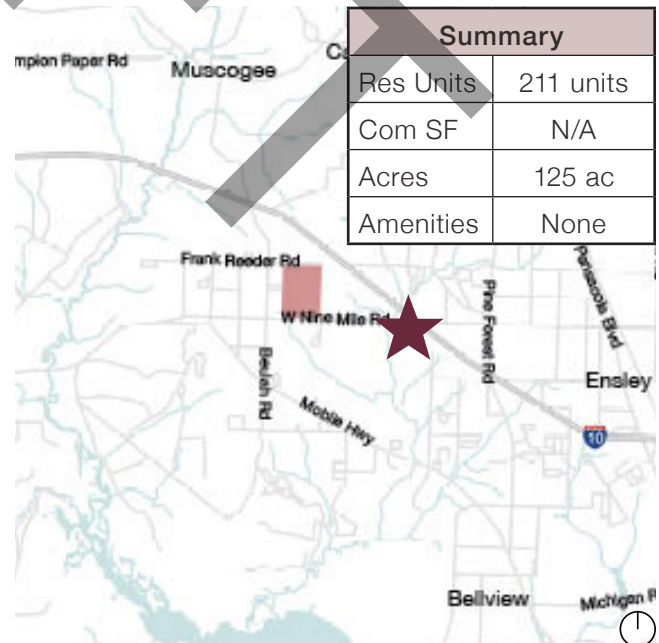
Falls Chase is a single-family development comprised of 211 houses on 125 acres located at the intersection of 9-Mile Rd and I-10. Prior to approval, it was proposed to be a multi-family development, which was denied approval.



Master Plan



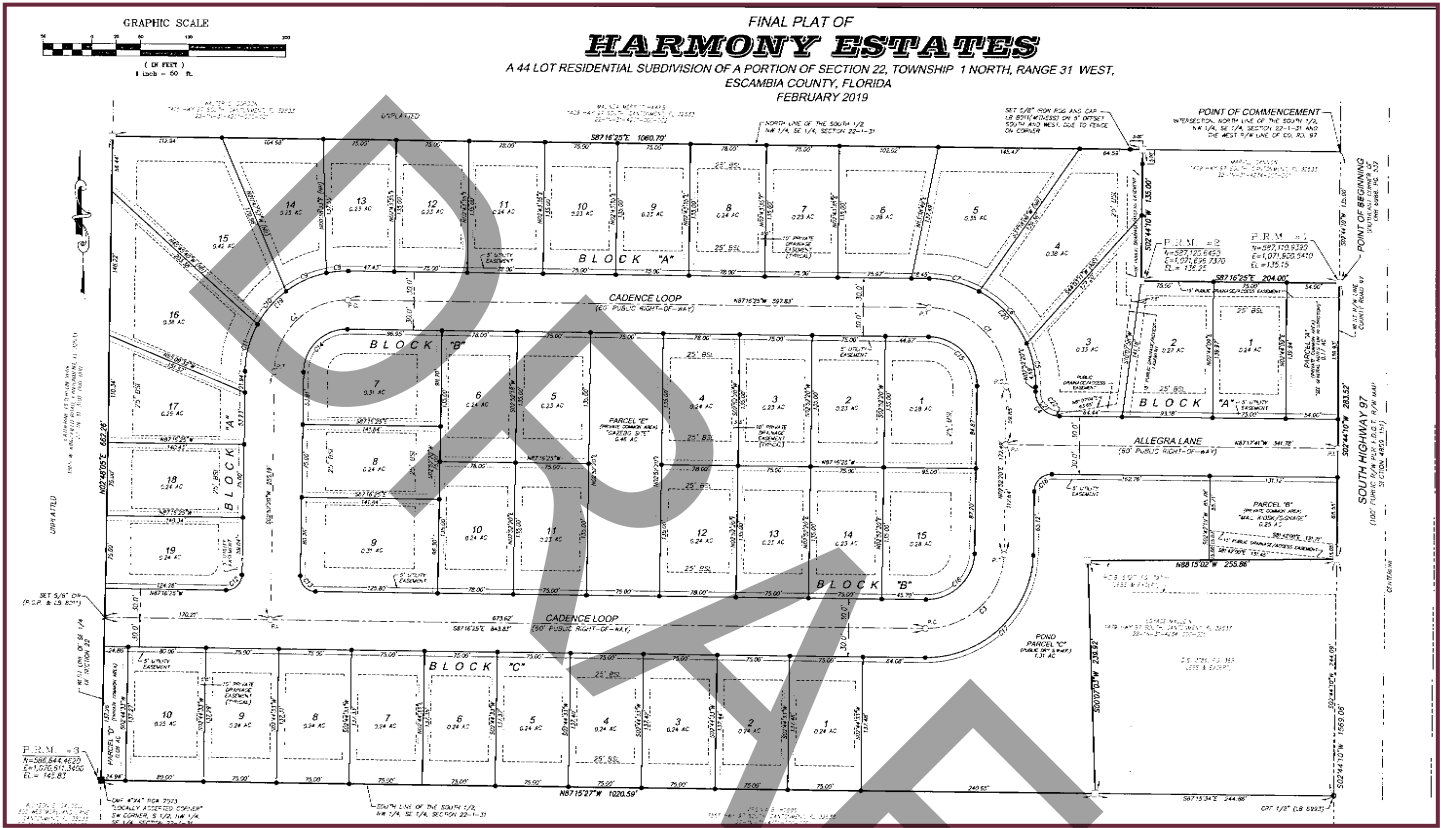
Denied Multi-Family Development



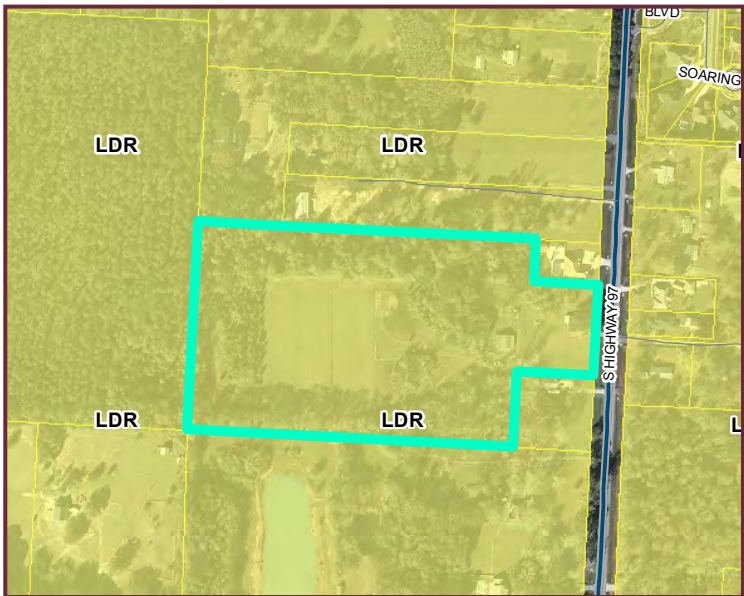


Harmony Estates  
Suburban Single-Family Subdivision

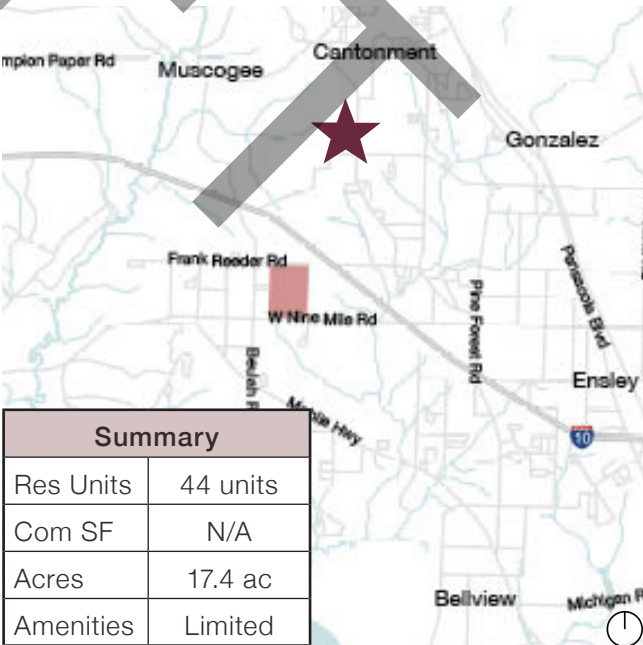
Harmony Estates is a 44 single-family lot subdivision located 3 miles north of the OLF-8 site. The site is 17.4 acres along S Hwy 97.



Master Plan



Zoning



| Summary   |          |
|-----------|----------|
| Res Units | 44 units |
| Com SF    | N/A      |
| Acres     | 17.4 ac  |
| Amenities | Limited  |

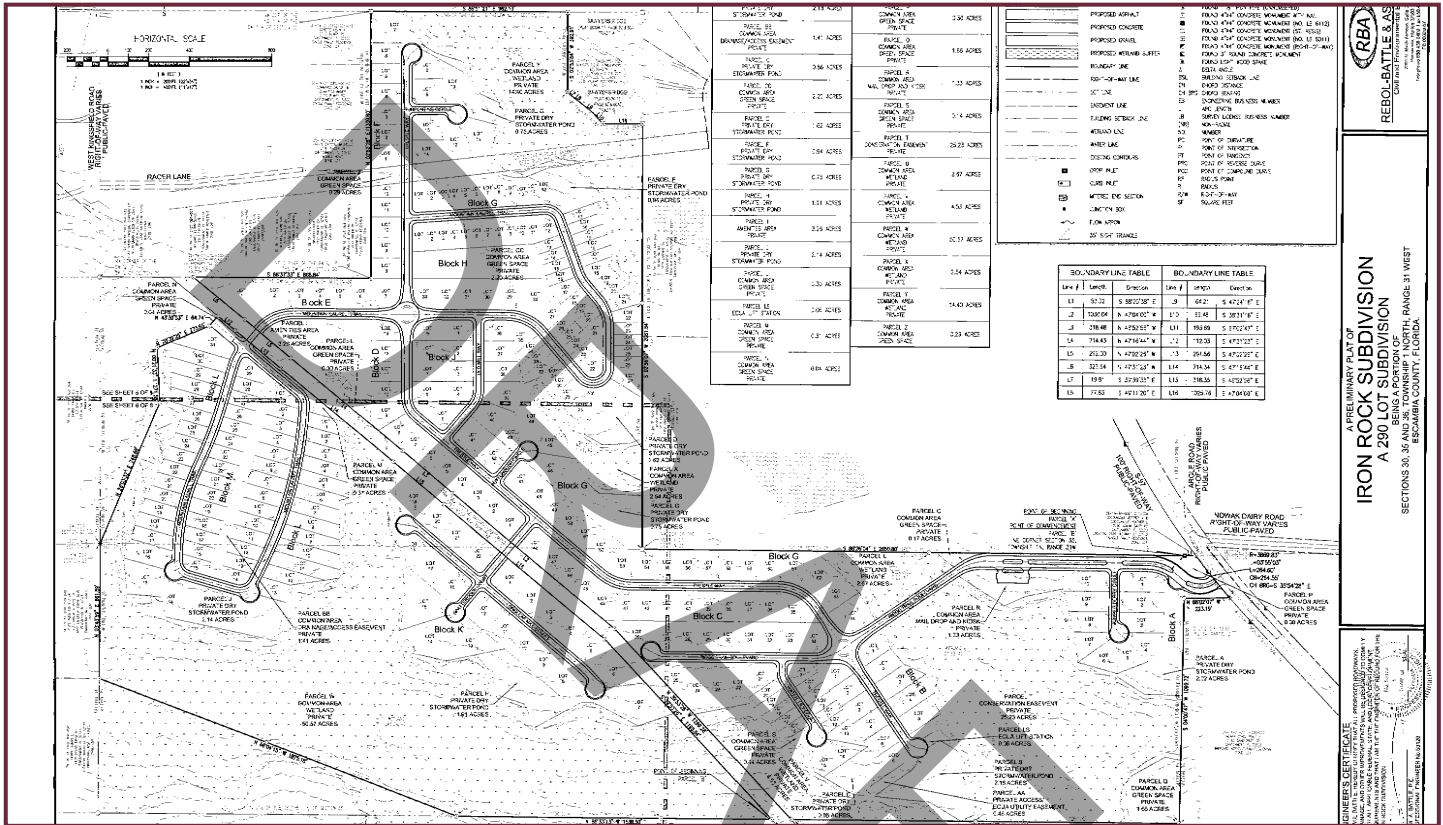
# Surrounding Projects

## Existing Conditions

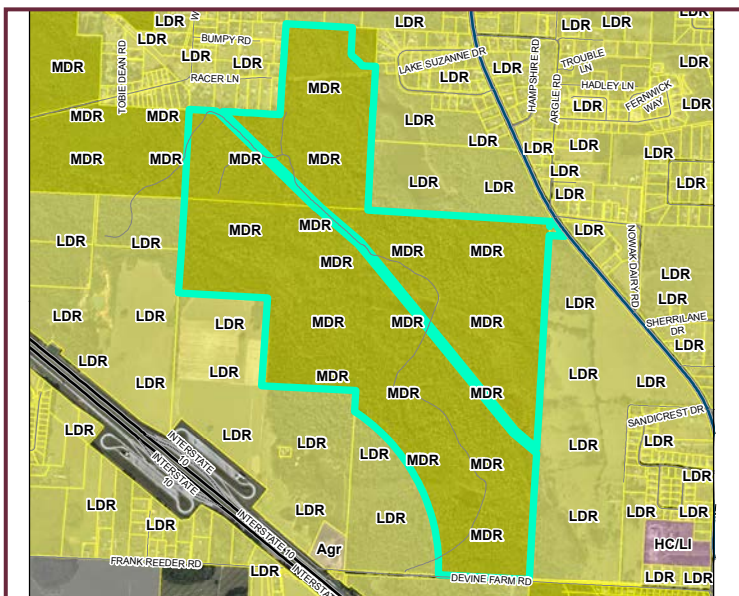
### Iron Rocks

#### Suburban Single-Family Subdivision

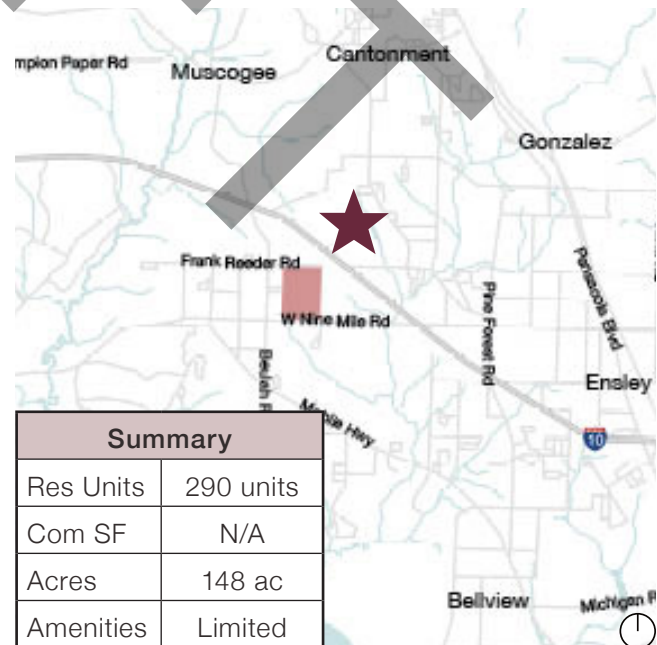
Iron Rocks is located one and a half miles north of the OLF-8 site just across I-10. It is 148 acres with 290 single-family lots.



Master Plan



Zoning





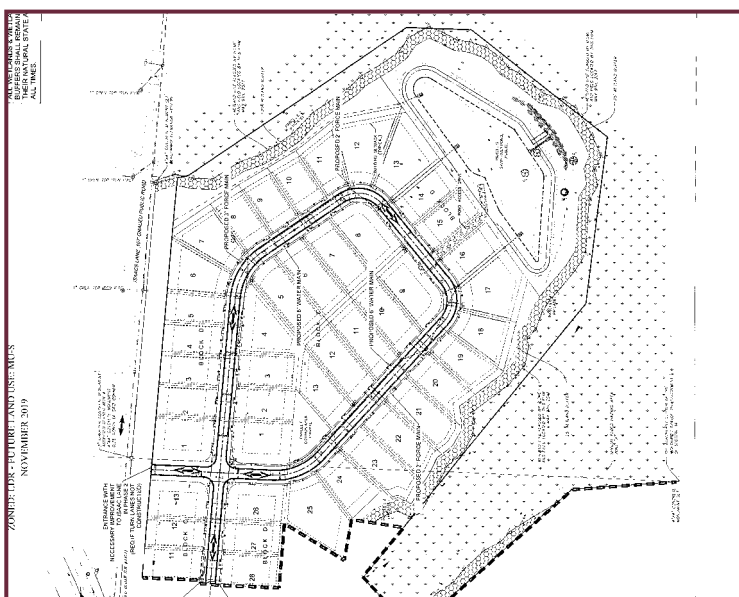
## Kaheely Ridge

## Suburban Single-Family Subdivision

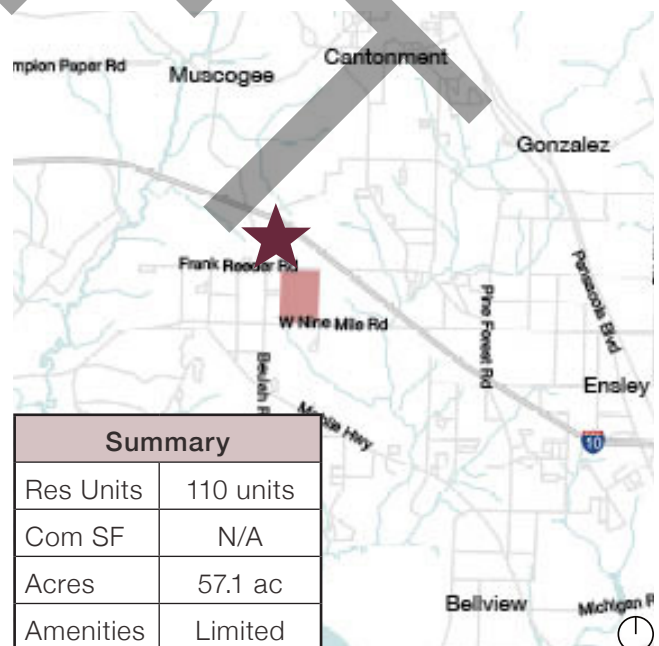
Kaheely Ridge is a single-family subdivision consisting of two phases with 110 lots on 57.1 acres. The site is located near the intersection of Beulah Road and I-10 northeast of the OLF-8 site.



Master Plan Phase 1



Master Plan Phase 2



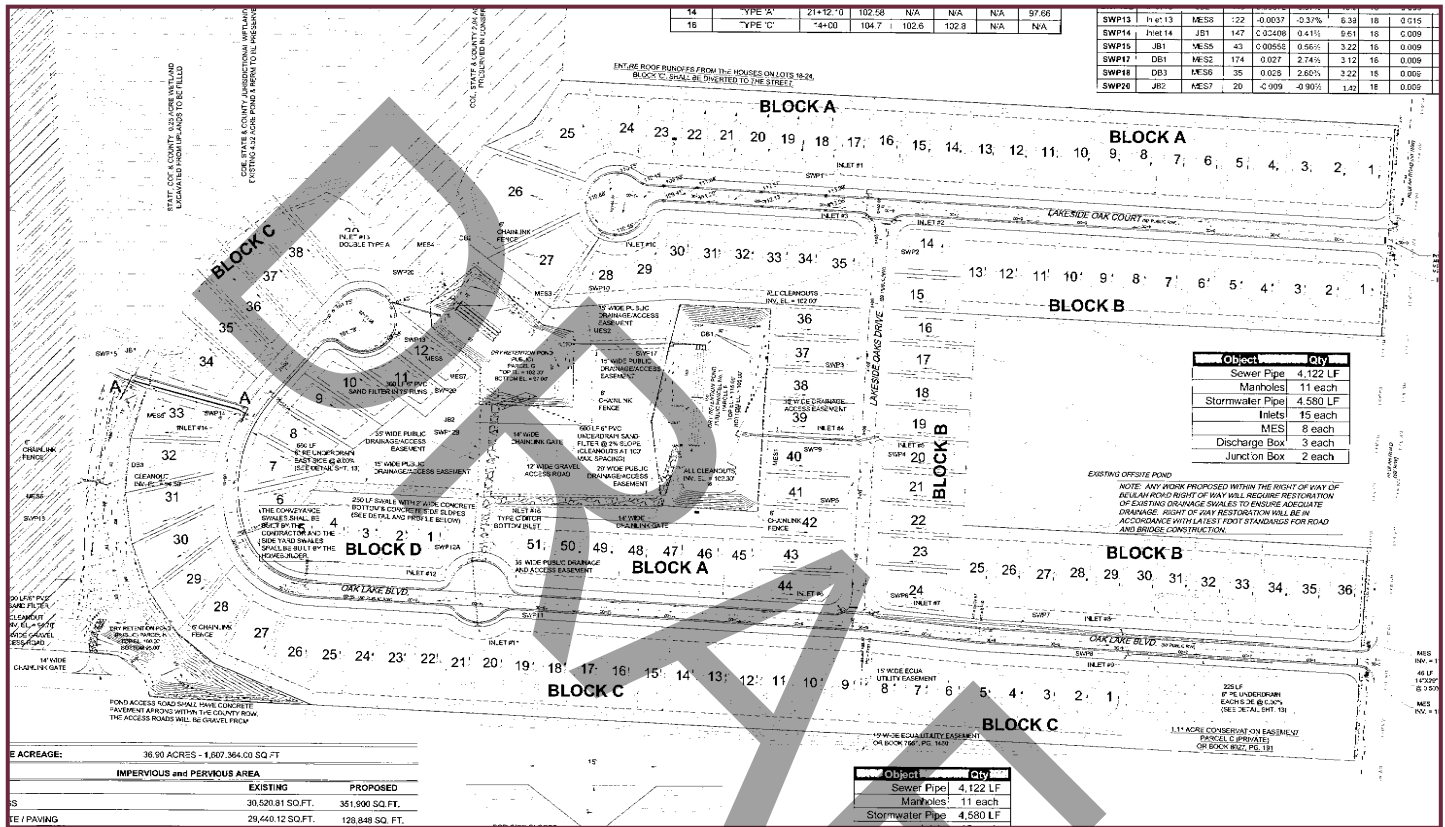


## Existing Conditions

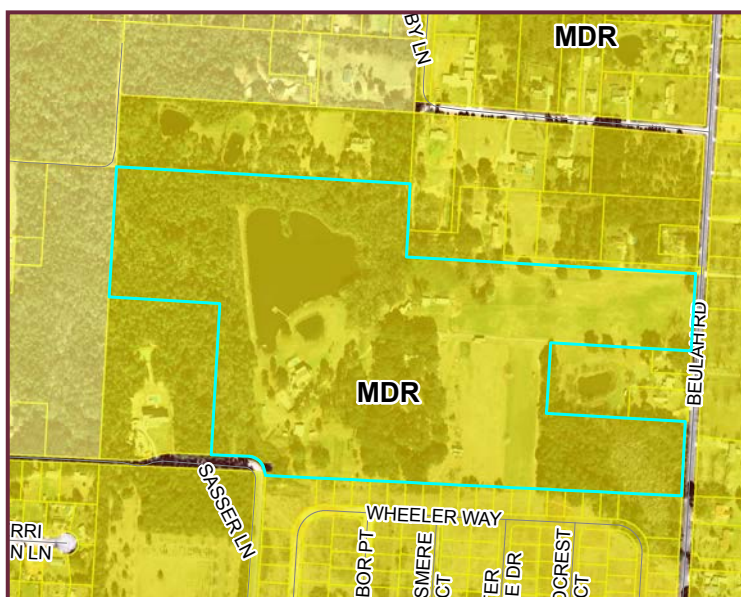
## Lakeshore

## Suburban Single-Family Subdivision

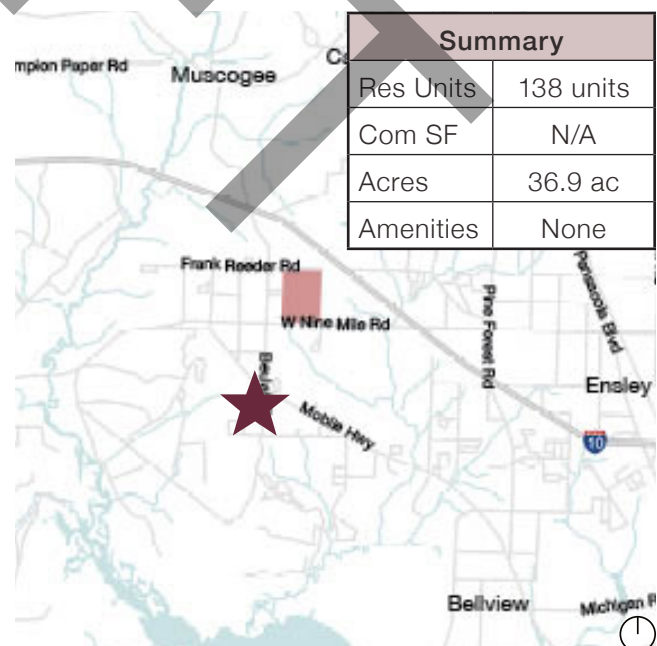
Lakeshore is a 138 lot single-family subdivision located 2 miles southwest of the OLF-8 site. The site is 36.9 acres off Beulah Road just north of the intersection of Helms Road.



## Master Plan

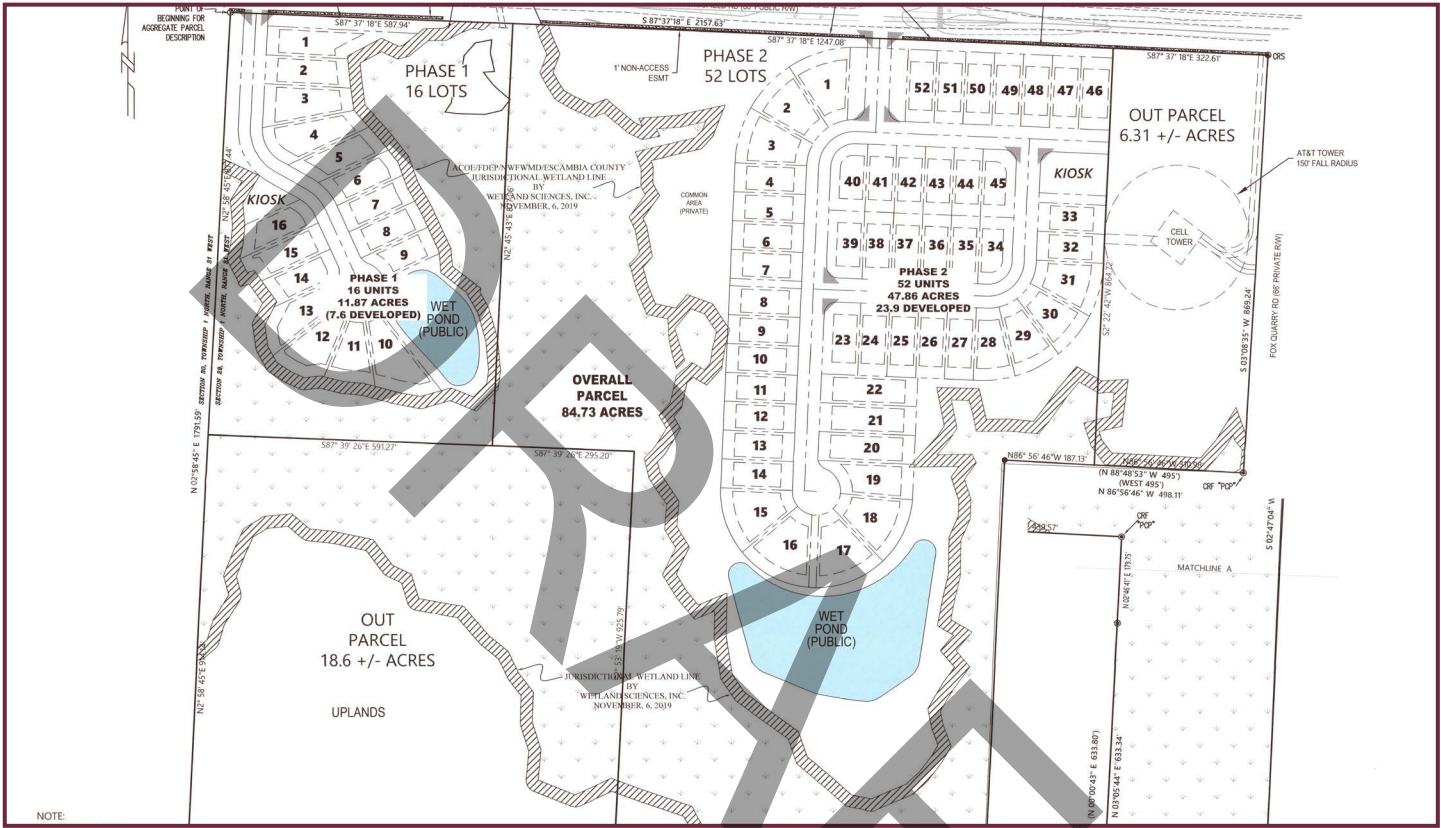


## Zoning

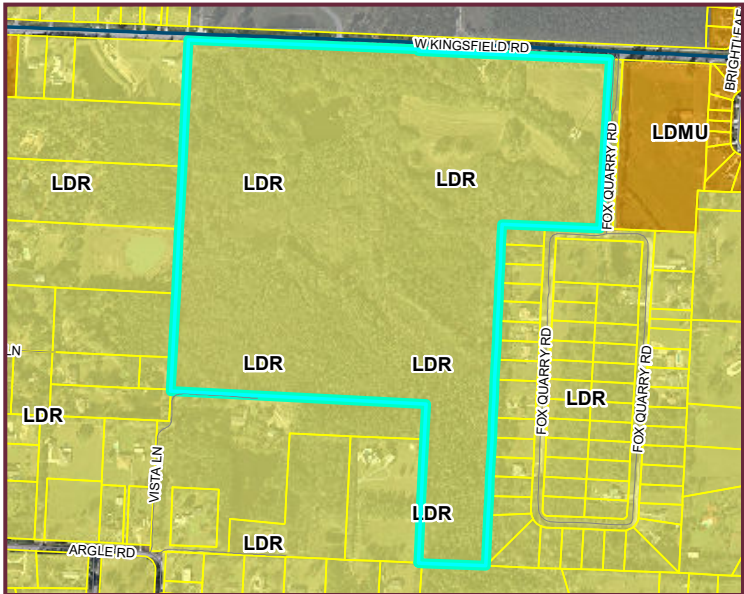


McKenzie Ridge  
Suburban Single-Family Subdivision

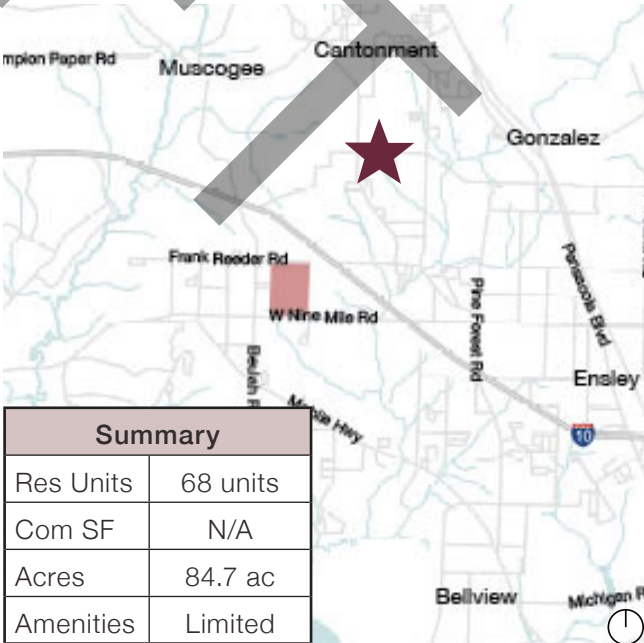
McKenzie Ridge is a single-family subdivision located two miles northeast of the OLF-8 site. It features 68 lots on 84.7 acres in two phases. It is located on W Kingsfield Road across from Random Middle School.



Master Plan



Zoning



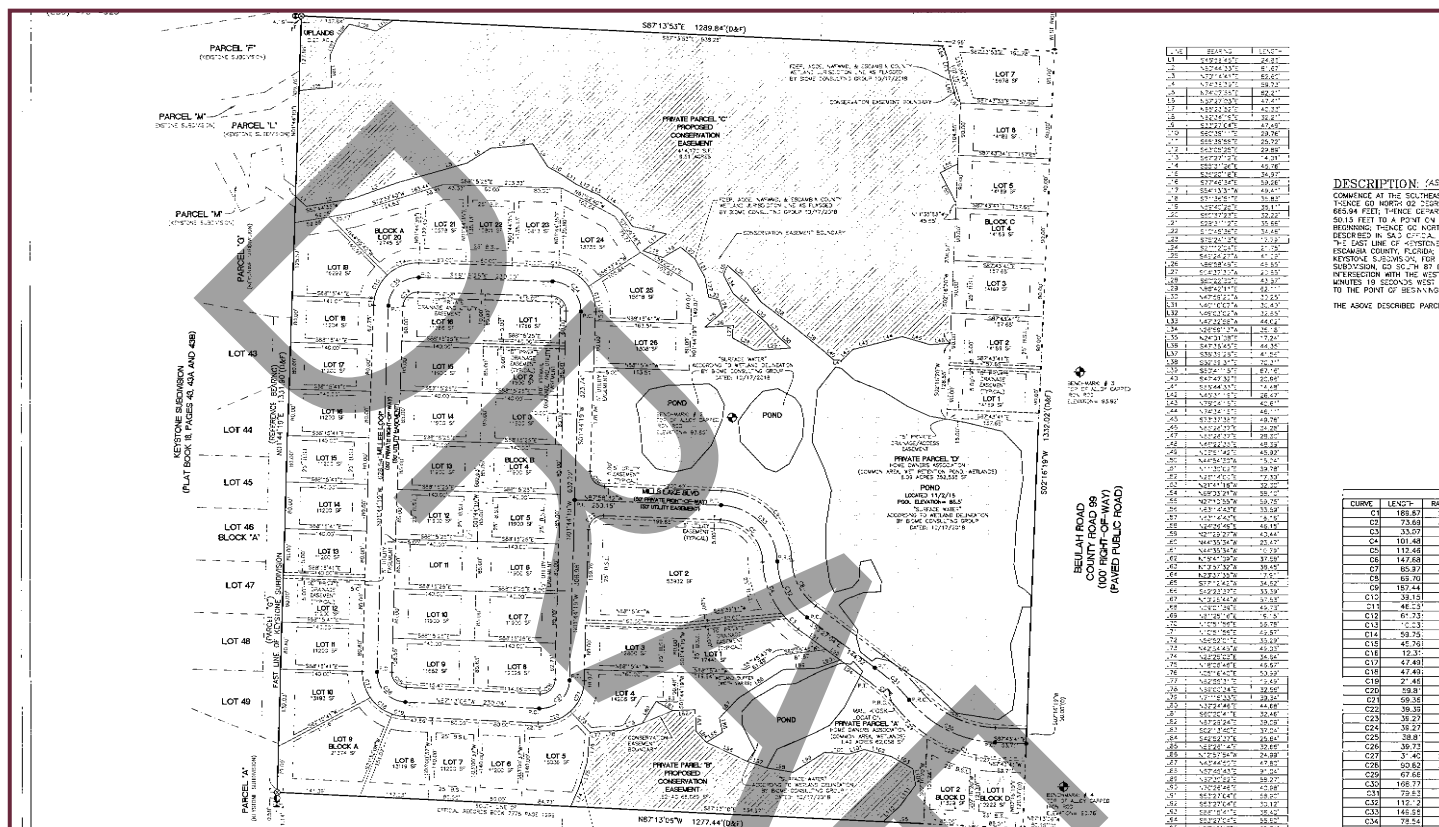


## Existing Conditions

## Mills Lake

## Suburban Single-Family Subdivision

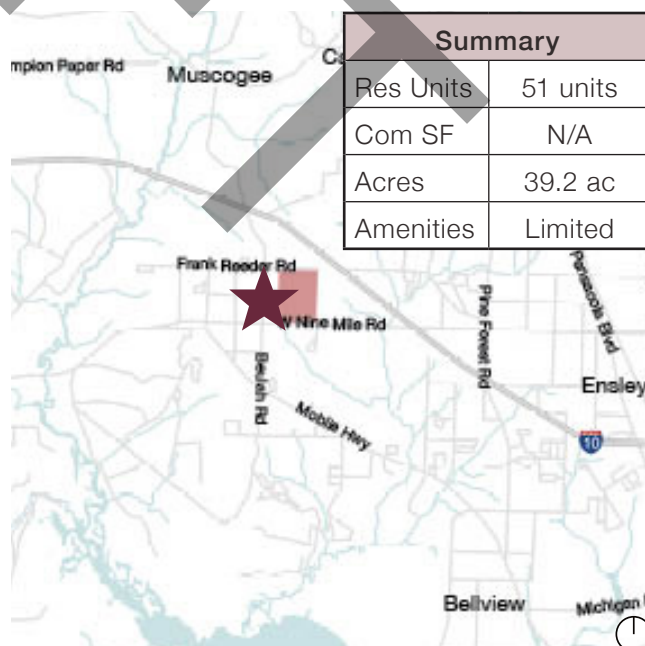
Mills Lake is a single-family subdivision located less than a half mile from the OLF-8 site. The site has 51 lots on 39.2 acres with a large pond and incorporates the existing estate home into the new subdivision.



## Master Plan



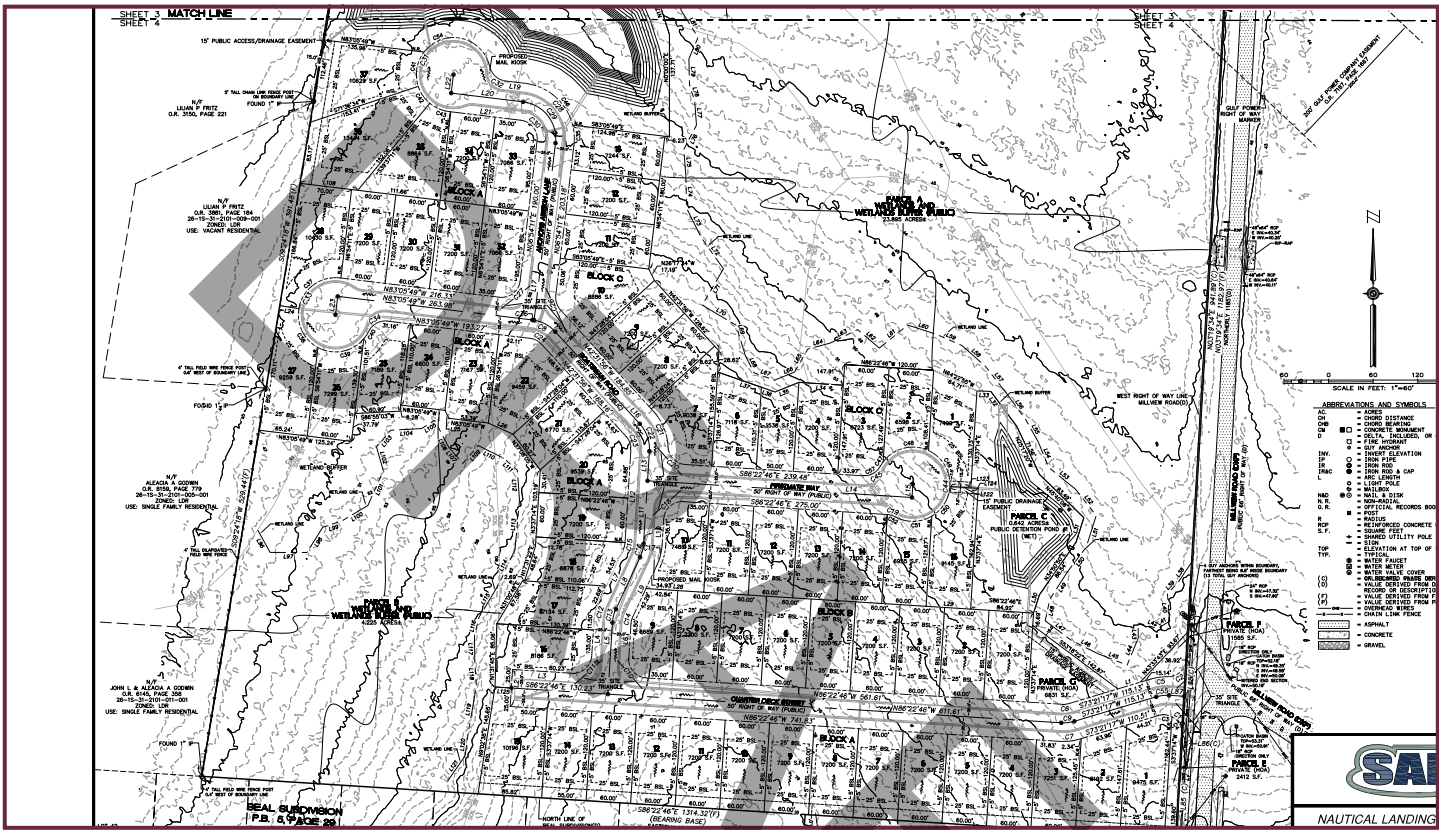
## Zoning



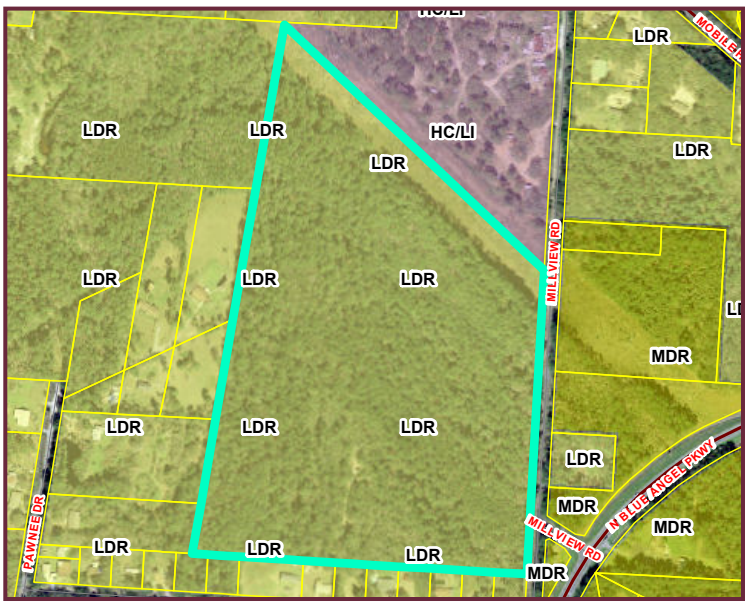


Nautical  
Suburban Single-Family Subdivision

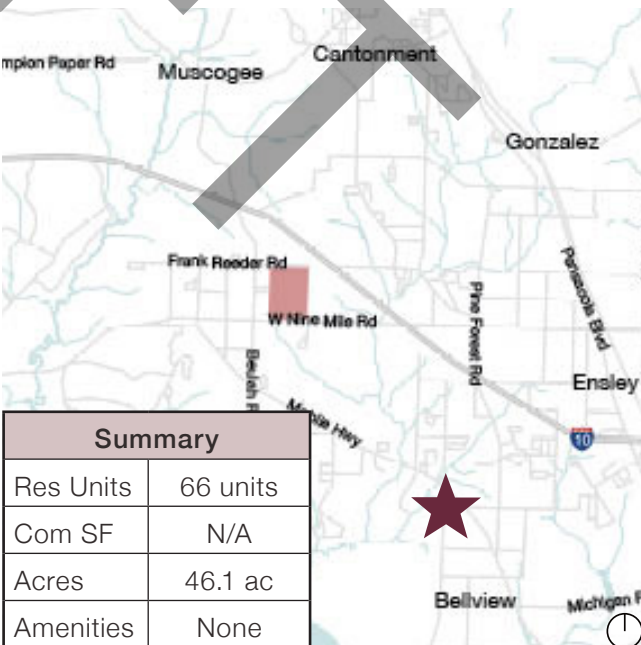
Nautical is 66 lot single-family subdivision located four miles southeast of the OLF-8 site. The site is 46.1 acres in total near the intersection of N Blue Angel Parkway and Mobile Highway.



Master Plan



Zoning



| Summary   |          |
|-----------|----------|
| Res Units | 66 units |
| Com SF    | N/A      |
| Acres     | 46.1 ac  |
| Amenities | None     |

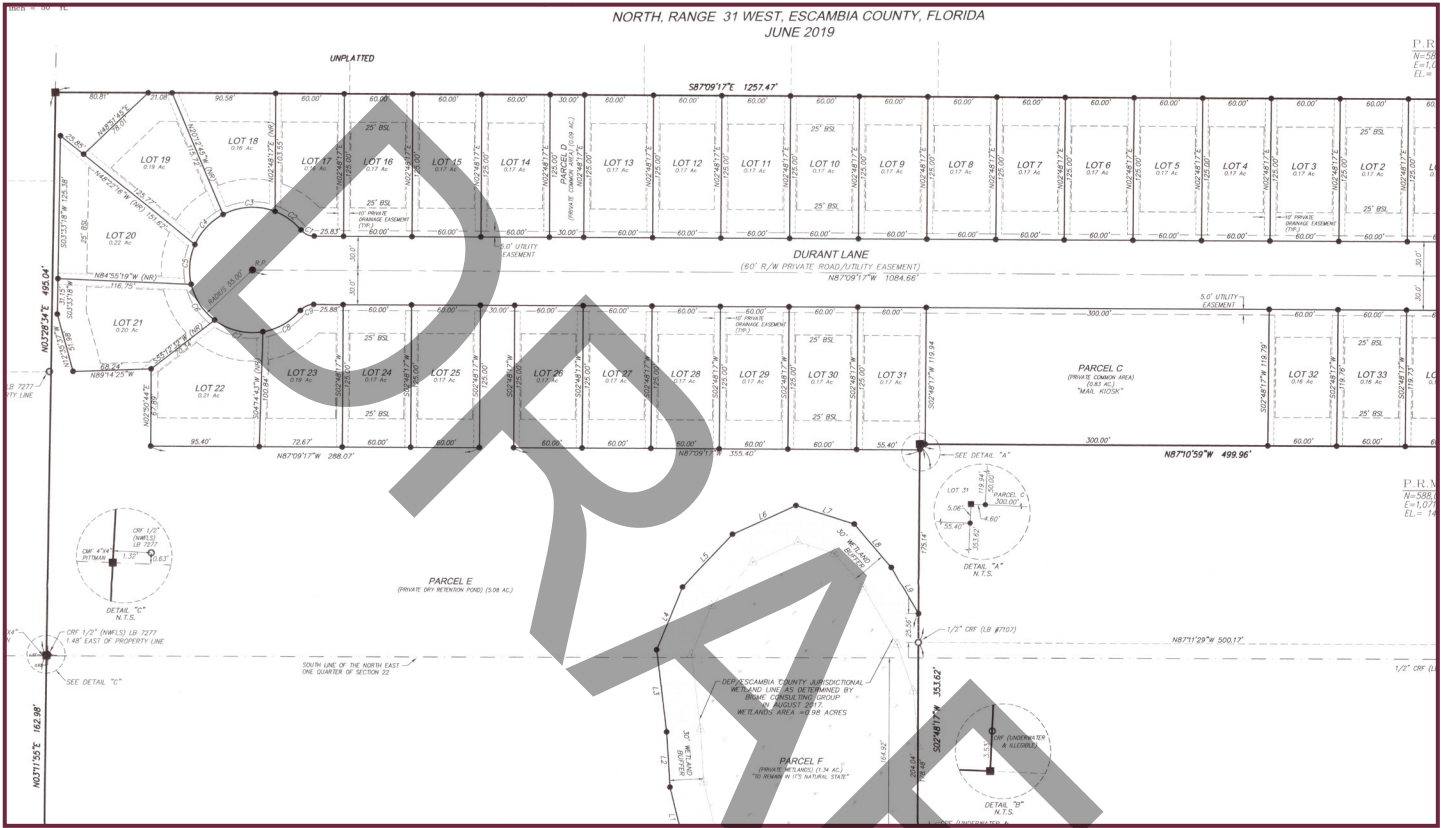
# Surrounding Projects

## Existing Conditions

### Rishwood

#### Suburban Single-Family Subdivision

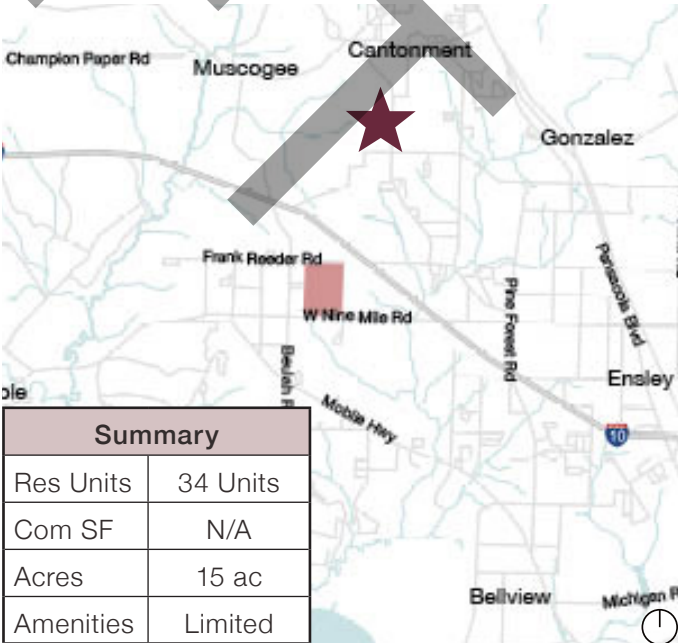
Rishwood is a cul-de-sac single-family subdivision three miles north of the OLF-8 site. It has 34 lots on an approximately 15 acre site.



Master Plan



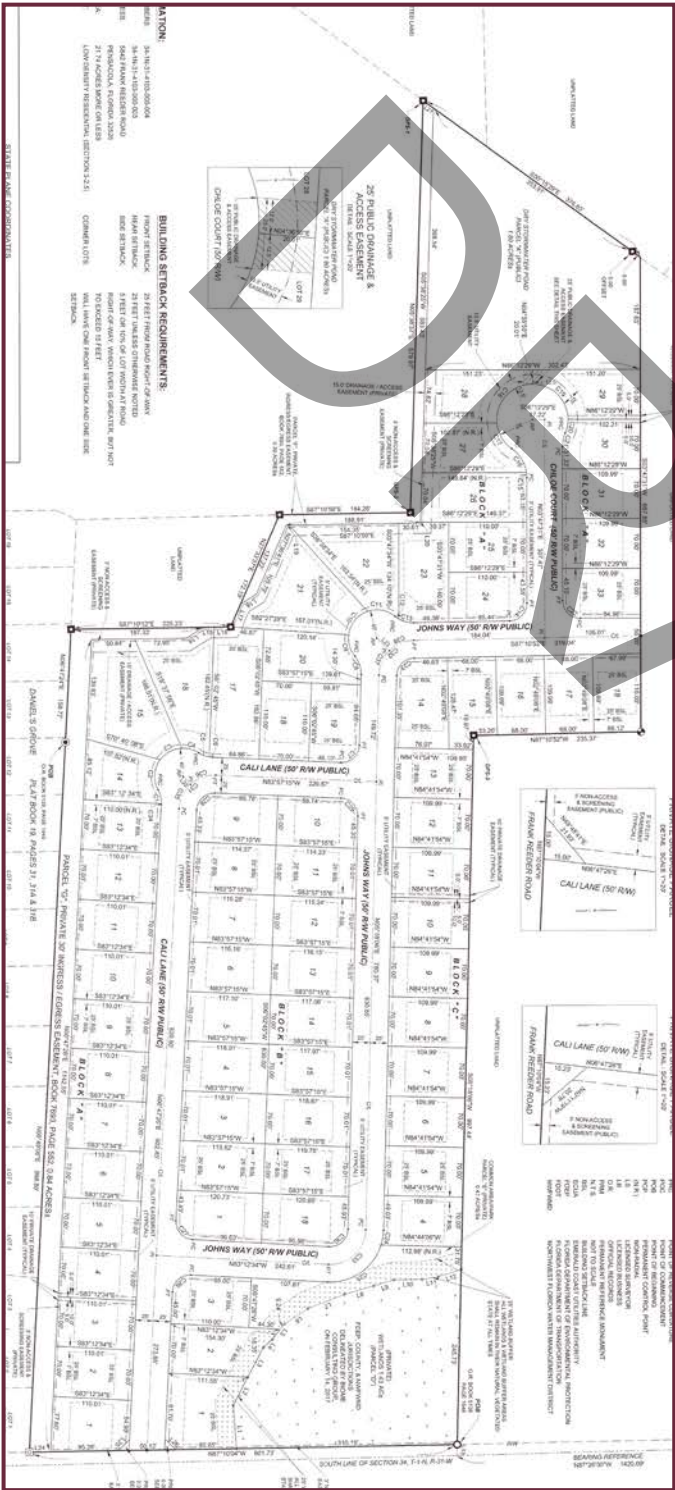
Location Map





Rock Ridge  
Suburban Single-Family Subdivision

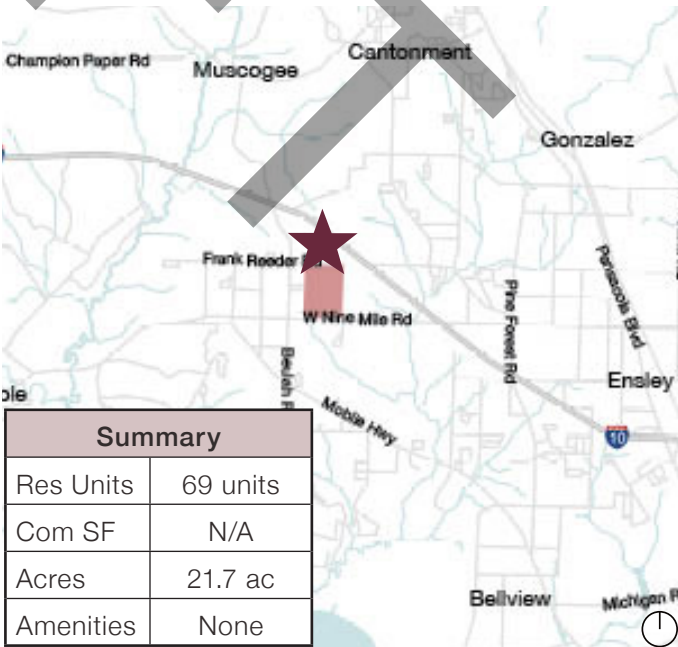
Rock Ridge is located north of the OLF-8 site just across Frank Reeder Road. It has 69 single-family lots on 21.7 acres.



Master Plan



Zoning





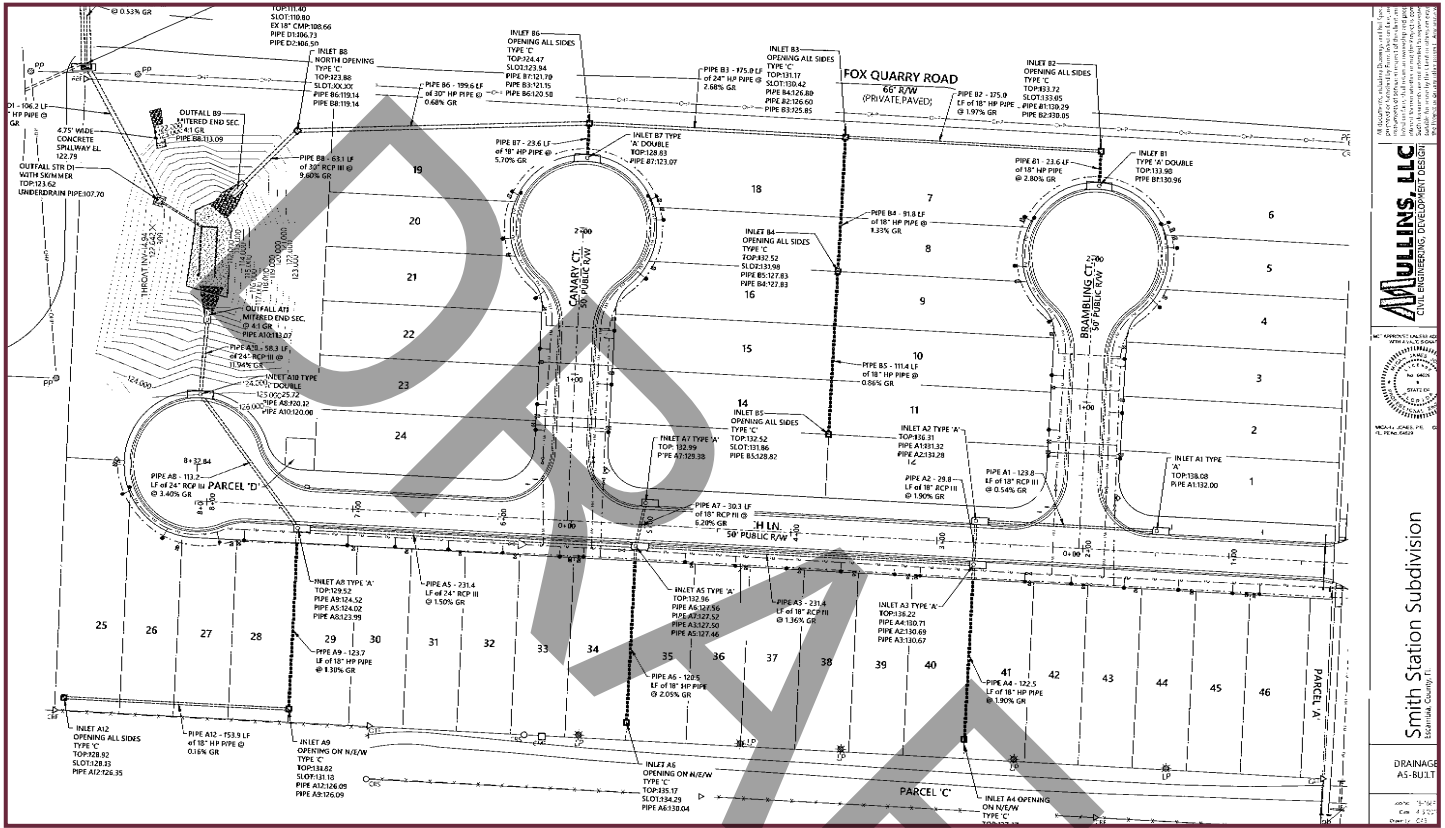
# Surrounding Projects

## Existing Conditions

### Smith Station

#### Suburban Single-Family Subdivision

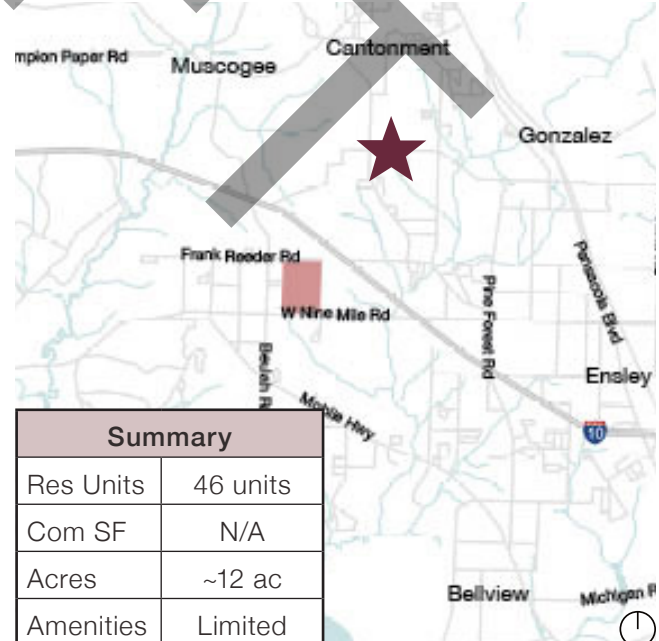
Smith Station is a cul-de-sac subdivision located two miles northeast of the OLF-8 site. It has 46 lots on approximately 12 acres.



Master Plan



Zoning

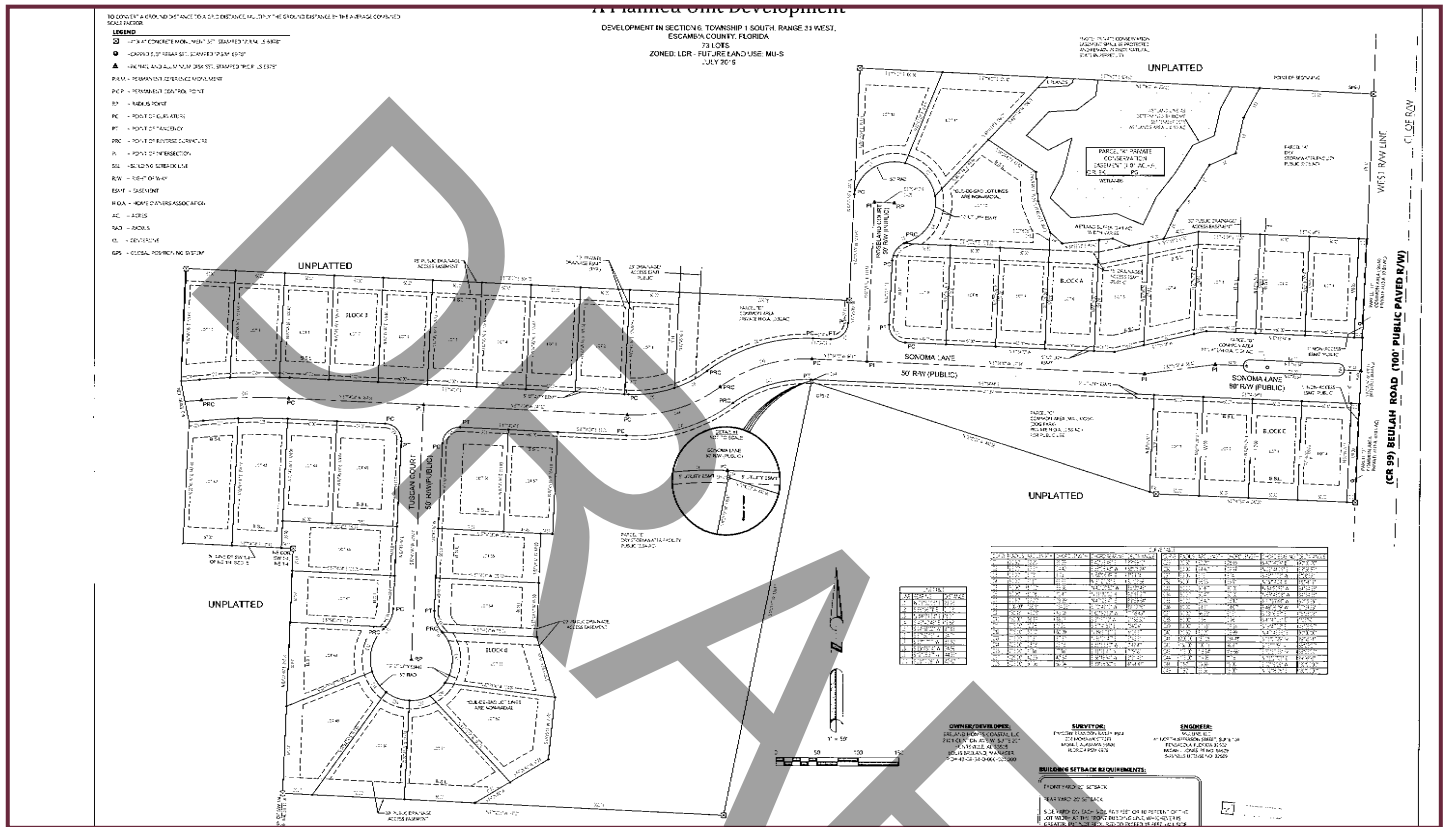


| Summary   |          |
|-----------|----------|
| Res Units | 46 units |
| Com SF    | N/A      |
| Acres     | ~12 ac   |
| Amenities | Limited  |

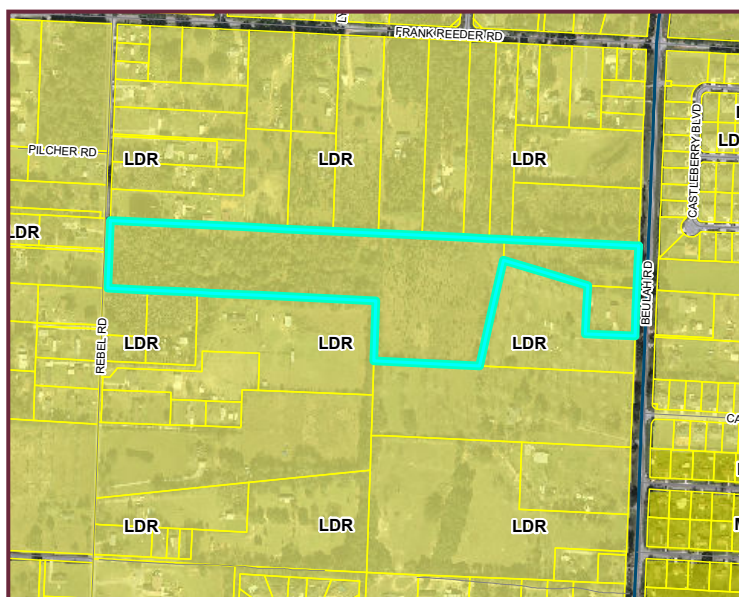
## Sonoma Ridge

## Suburban Single-Family Subdivision

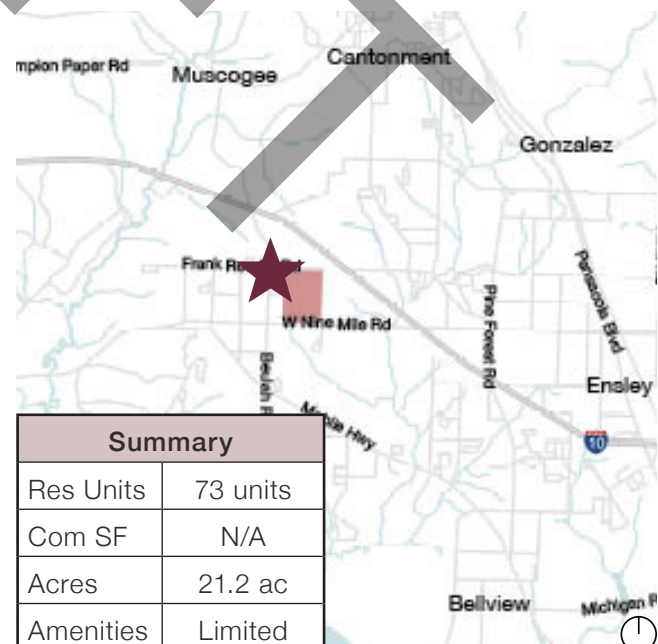
Sonoma Ridge is located half a mile west of the OLF-8 site. It has 73 lots at full build-out on a 21.2 acres site.



## Master Plan



## Zoning

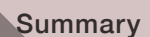




## Existing Conditions

## Suburban Single-Family Subdivision

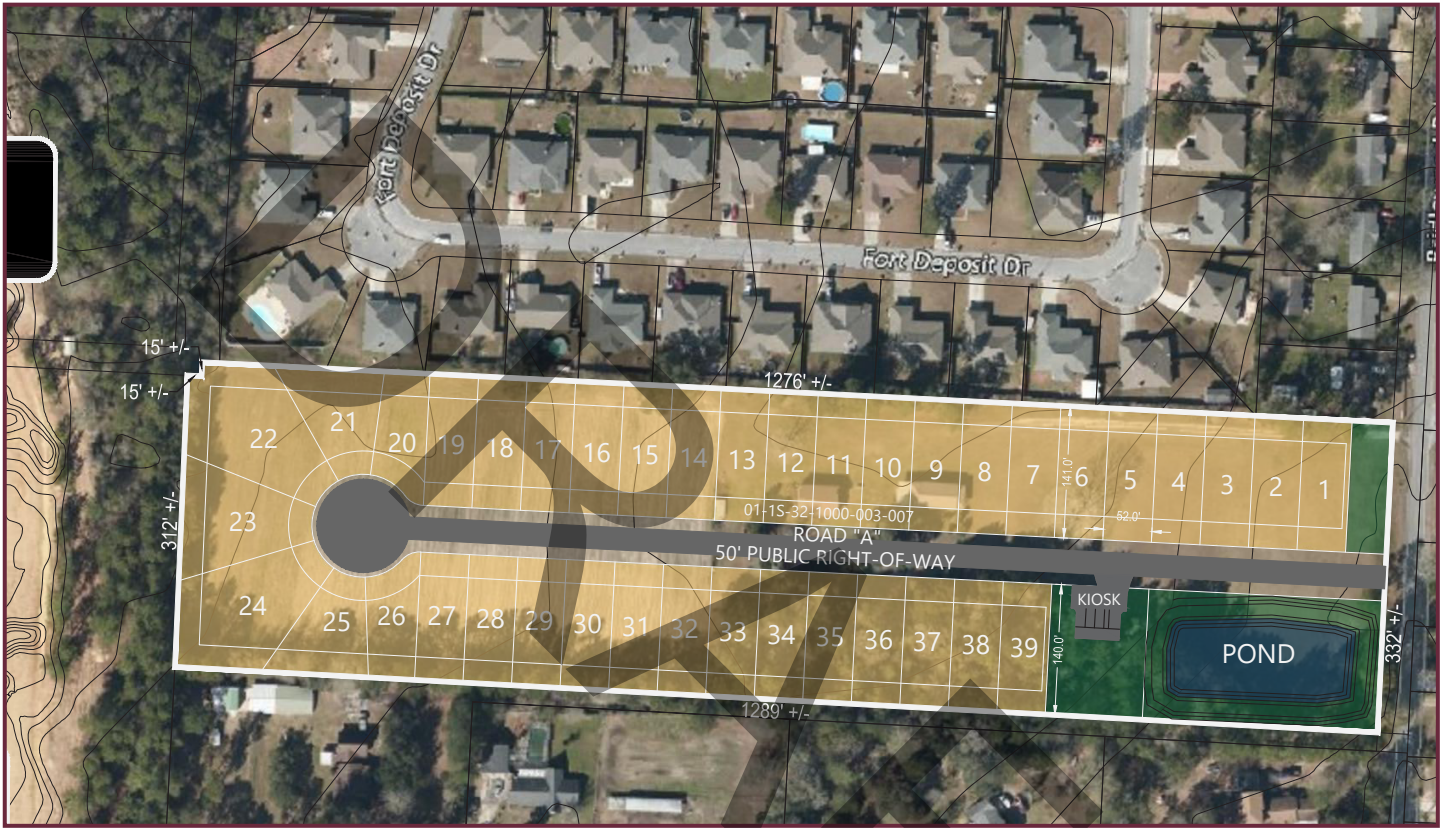
Located two miles east of the OLF-8 site on 9-Mile Rd, Vintage Creek has 161 single-family lots on a 114 acre site.



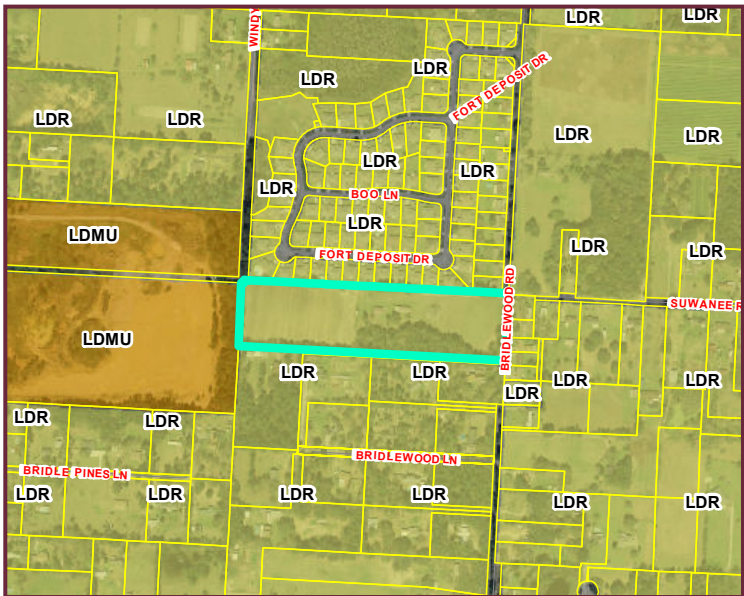
|           |           |
|-----------|-----------|
| Res Units | 161 units |
| Com SF    | N/A       |
| Acres     | 114 ac    |
| Amenities | Limited   |

White Parcel  
Suburban Single-Family Subdivision

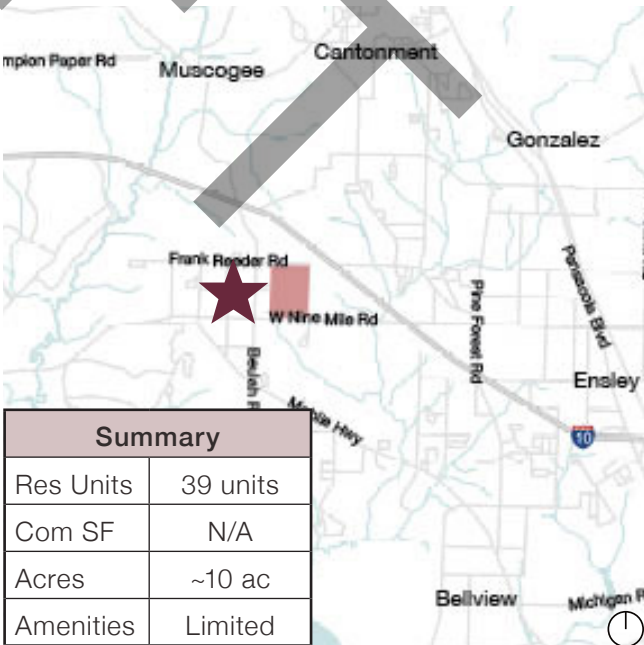
The White Parcel is a 39 lot cul-de-sac subdivision on an approximately 10 acre parcel located a mile and a half west of the OLF-8 site.



Master Plan



Zoning



| Summary   |          |
|-----------|----------|
| Res Units | 39 units |
| Com SF    | N/A      |
| Acres     | ~10 ac   |
| Amenities | Limited  |

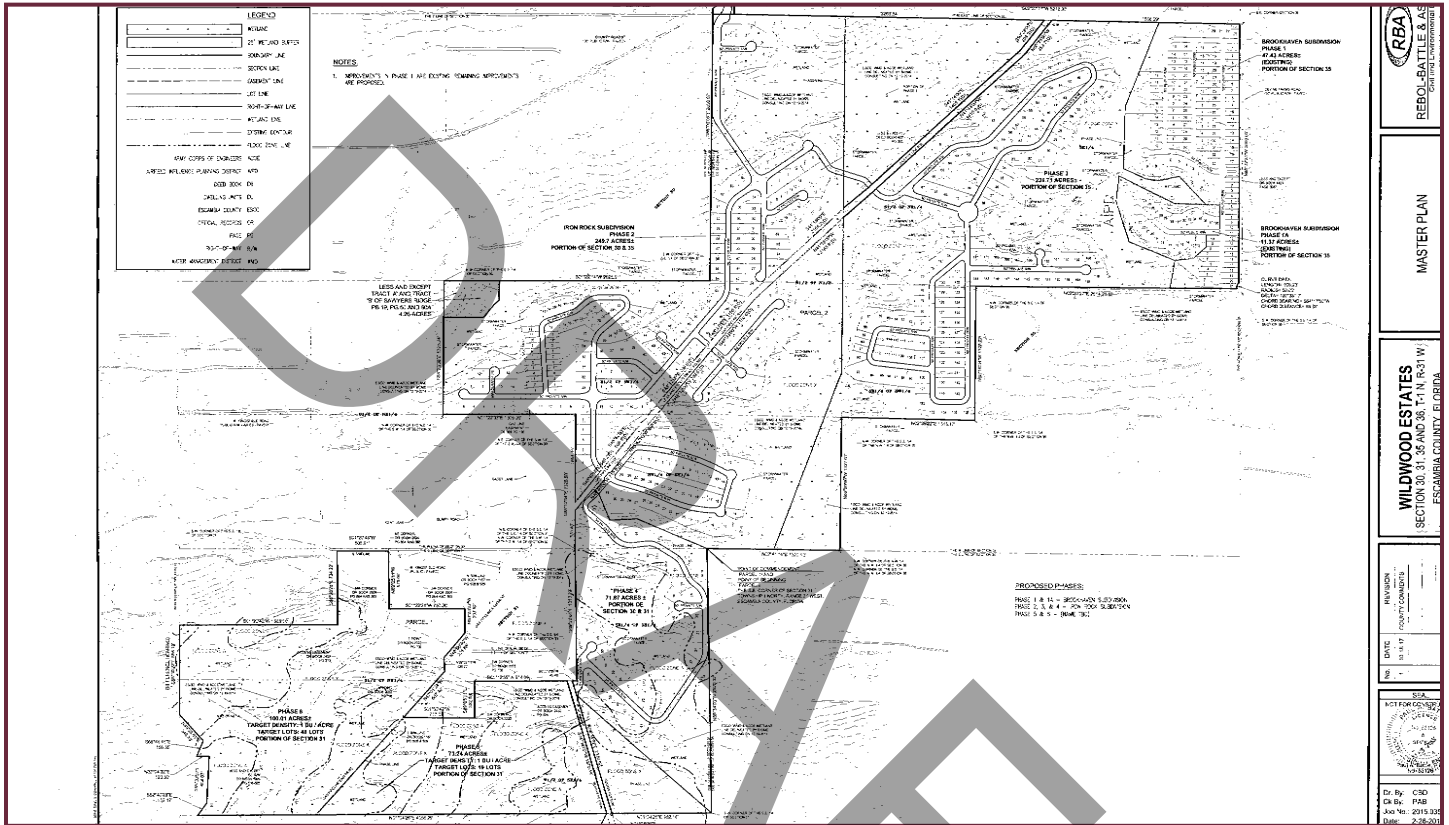


## Existing Conditions

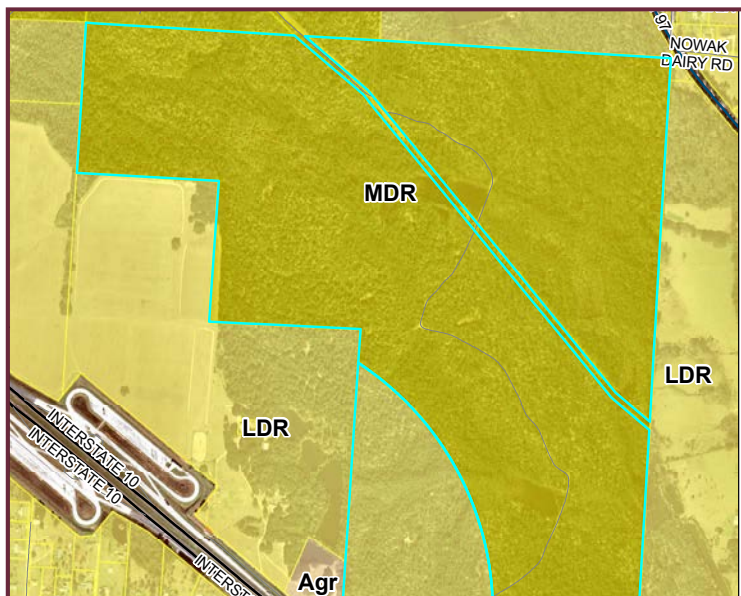
## Wildwood Estates

## Suburban Single-Family Subdivision

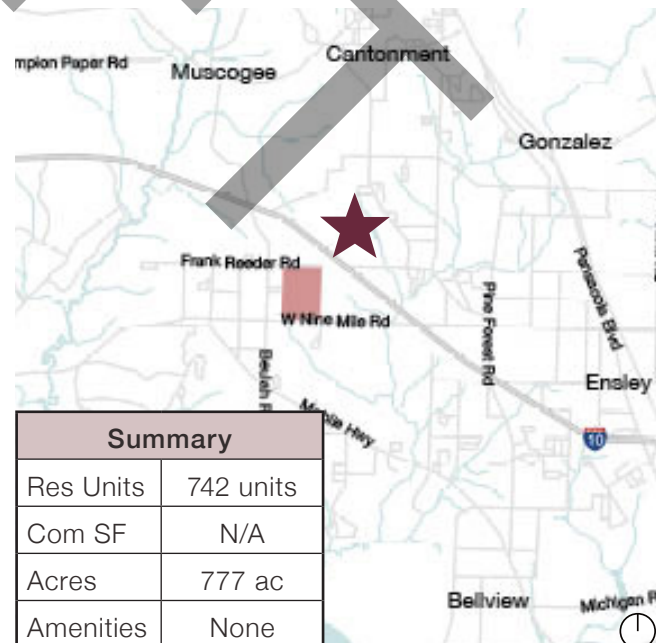
This site is on the same parcel as the Iron Rocks Subdivision. The subdivision has 742 single-family lots over 7 phases. The total site is 777 acres located northeast of the OLF-8 site.



Master Plan



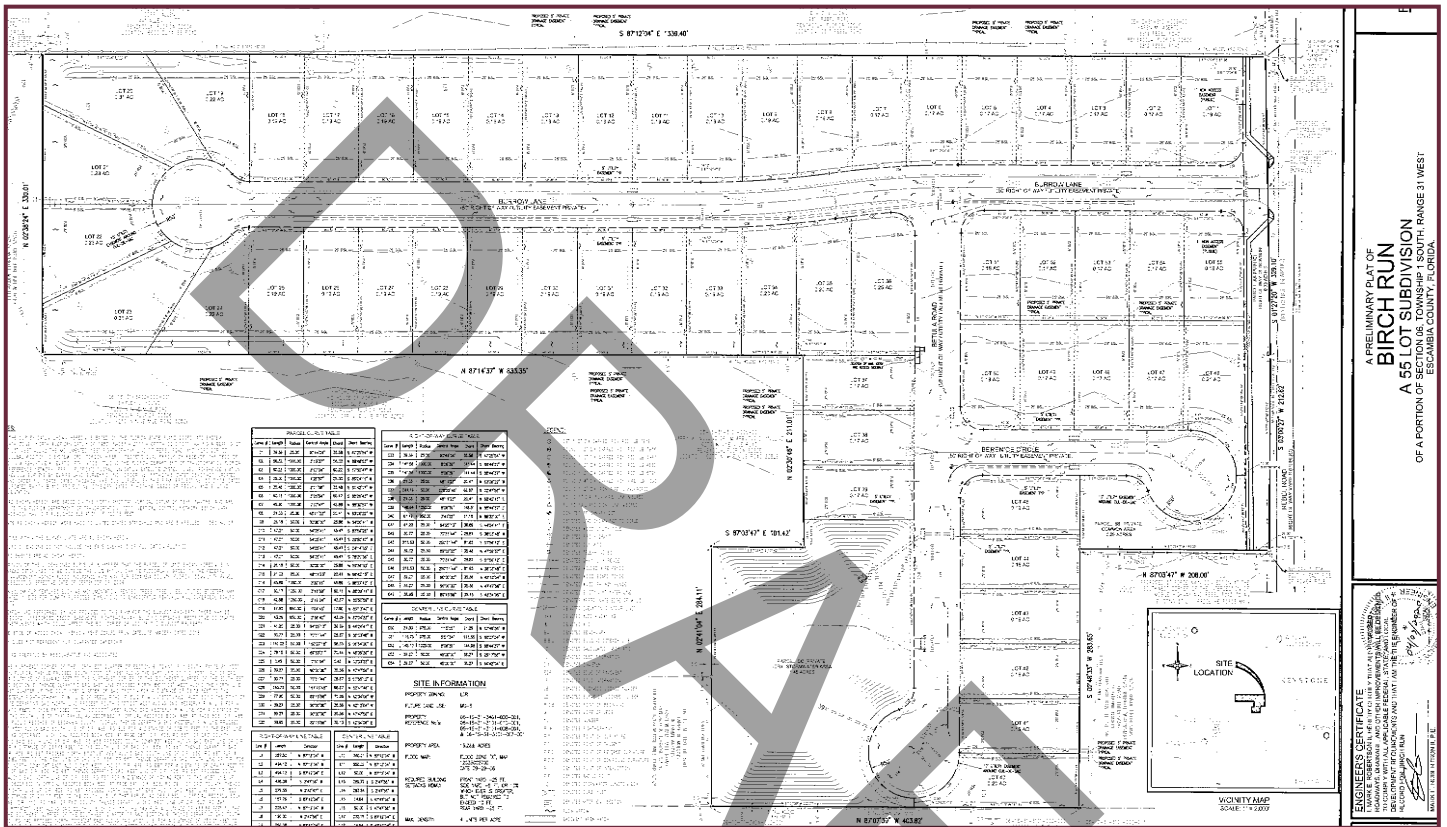
## Zoning



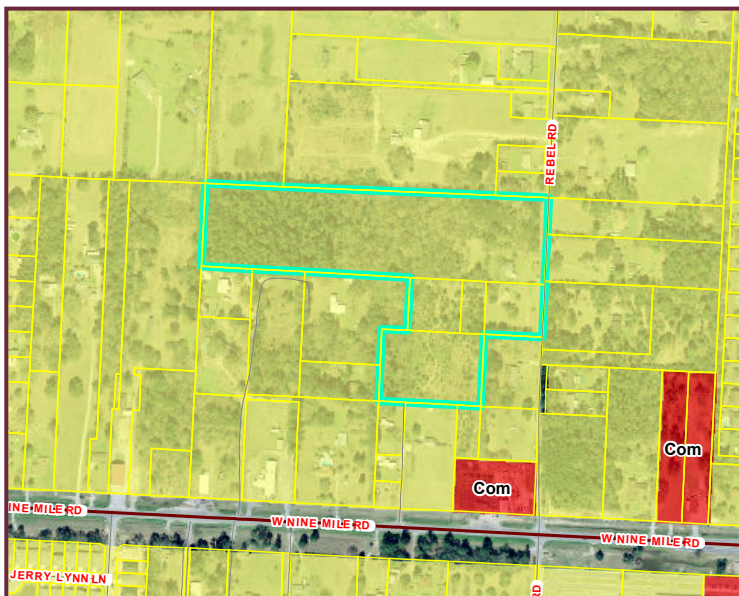
| Summary   |           |
|-----------|-----------|
| Res Units | 742 units |
| Com SF    | N/A       |
| Acres     | 777 ac    |
| Amenities | None      |

### Willow Ridge<sup>®</sup> Suburban Single-Family Subdivision

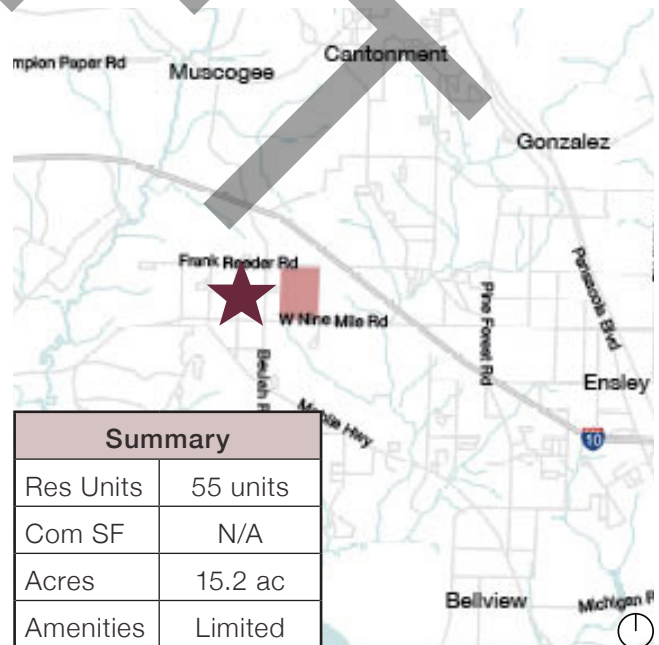
Willow Ridge is a single-family cul-de-sac subdivision located one mile west of the OLF-8 site along Rebel Road. The development has 55 lots on a 15.2 acre site.



Master Plan



Zoning





## Existing Conditions

## Suburban Single-Family Subdivision

**16.6+/- Acres**

**27.7+/- Acres**

**1.8+/- Acres**

STORMWATER POND

Approximate Location of sewer collection

Approximate Location of sewer tie

**SITE DATA**

**Zoning: LDR**  
**FLU: MU-S**  
**Overall 46.6 +/- Acres**  
**Overall 127 - 52' x 125' Lots**

**27.7 +/- Acres**  
**96 - 52' x 125' Lots**

**18.6 +/- Acres**  
**31 - 52' x 125' Lots**

**Per data provided by seller 3/25/20**

**ECUA Liftstation access thru Bridlewood Secondary Connection - No turn lane**  
**Pond is public pond w/ outfall easement**

**MULLINS, LLC**  
 5948A Bellamy Avenue  
 Daphne, AL 36526  
 (850) 378-9141

**Wise Development**  
 Escambia County, FL  
 Breland Homes Coastal, LLC

**ECUA Liftstation**  
 Top El: 70 +/-

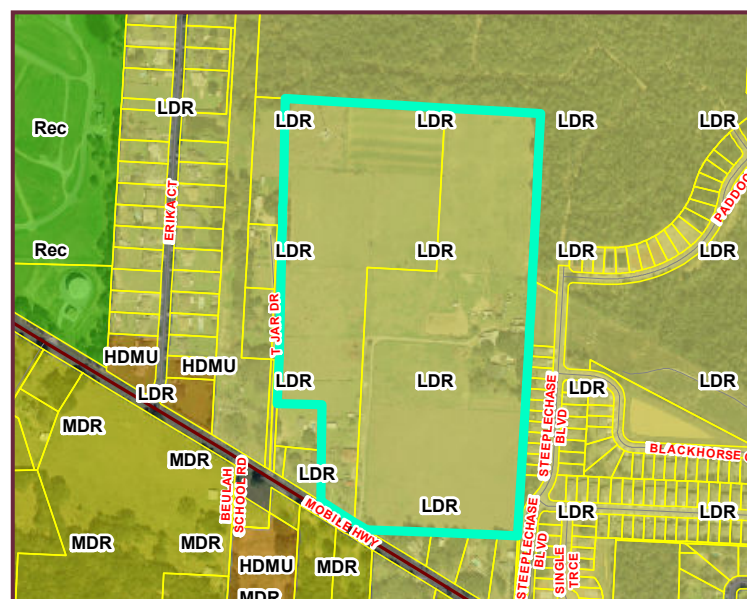
**1 INCH = 100 FEET**

**DATE: 03/25/2020**  
**BY: JAE**  
**PROJECT: 20-000**

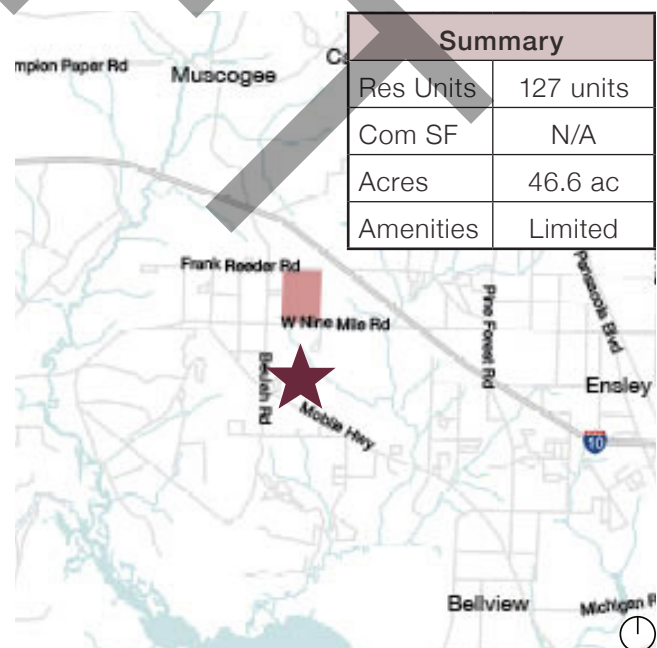
**1 INCH = 100 FEET**

**DATE: 03/25/2020**  
**BY: JAE**  
**PROJECT: 20-000**

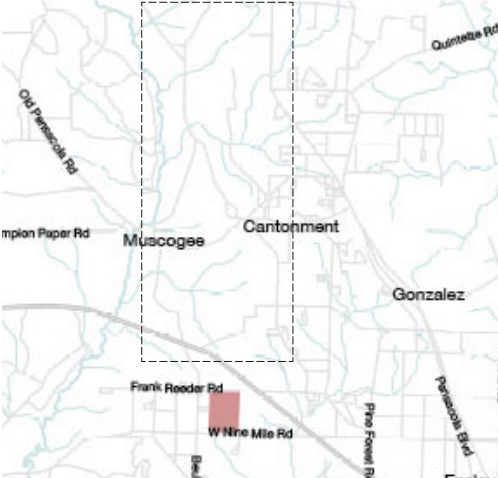
Master Plan



## Zoning



## Existing Conditions



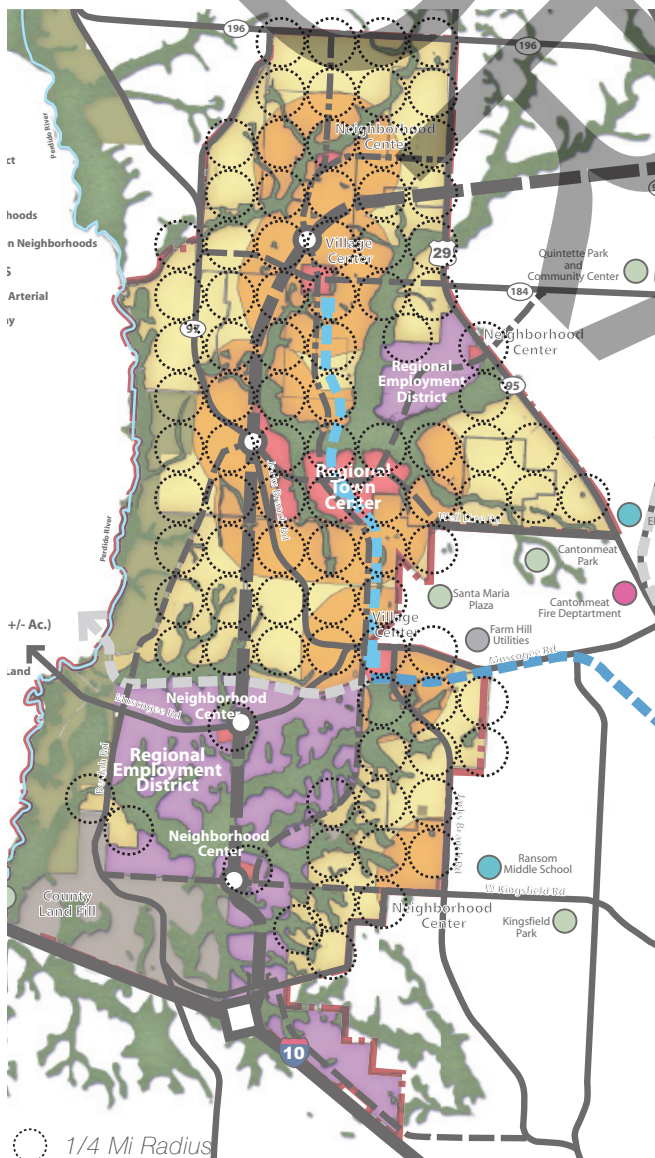


# Detailed Specific Area Plan

## Existing Conditions

The Detailed Specific Area Plan is comprised of an approximately 16,000 acre area just north of the OLF-8 site north of I-10. The area is widely unbuilt with scattered large-lot rural residential and a significant amount of wetlands. The plan allows for various pods of development. The majority of the land area is allocated for suburban / rural conservation residential and a regional employment district. There are allocations for traditional neighborhood developments, neighborhood, village, and town centers.

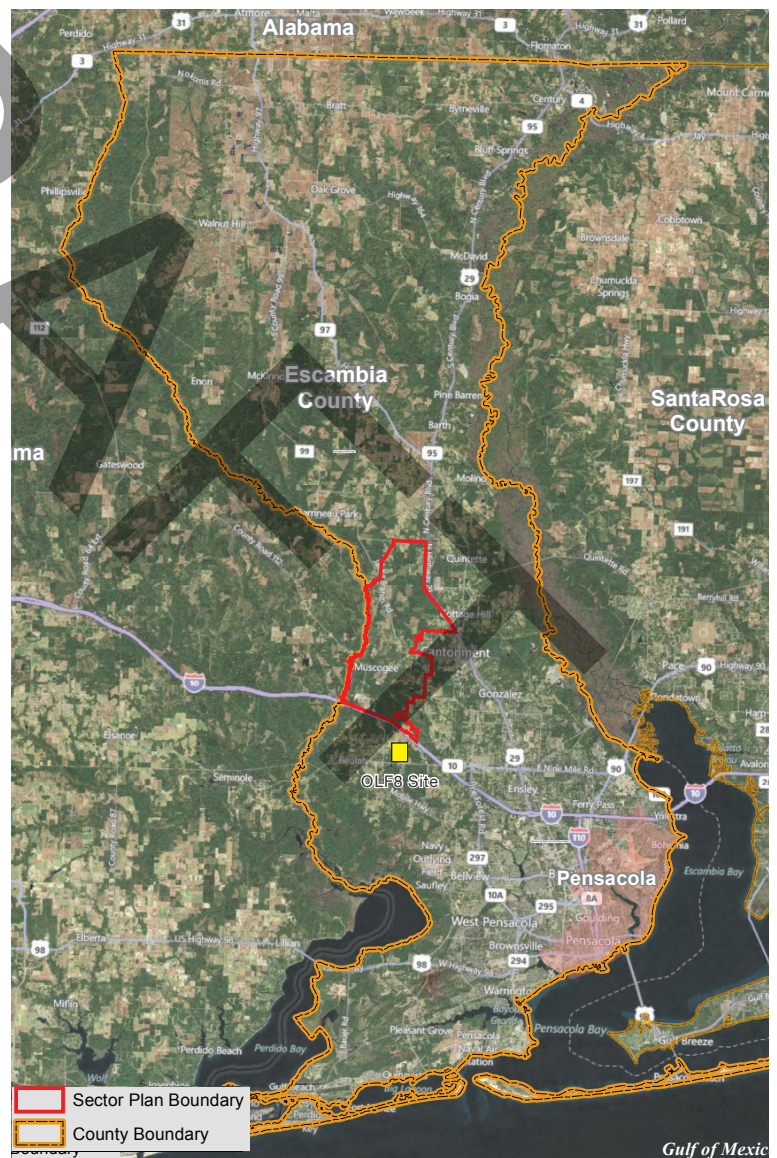
The plans set an optional framework for the rapidly expanding rural areas of Escambia County. The plan intends to reduce vehicle miles traveled and cluster



Each circle corresponds to the typical size of a neighborhood, which ideally is not single-use.

employment, retail, and residential to balance economic growth, environmental conservation, and best development practices. These are good goals, however, the OLF8 master plan can learn the following lessons from this SAP, such as:

1. Aiming for a higher ratio of jobs-housing balance but not necessarily separating employment districts from residential areas that can only survive with private vehicle ownership.
2. Encouraging development of traditional neighborhoods, with a mix of housing, instead of subdivisions with very limited housing choices.
3. Right-sizing density for Beulah and ensuring density metrics match their associated building types



Location Map

# Detailed Specific Area Plan

Existing Conditions

## Jacks Branch DSAP Development Program Calculations

| Land Use                        |         | Dev. Acres | % of Devel Acres | Units |        |        | Max. Non-Res. SF |
|---------------------------------|---------|------------|------------------|-------|--------|--------|------------------|
|                                 |         |            |                  | Low   | Medium | High   |                  |
| Conservation Neighborhood       |         | 2,565.6    | 49.0%            | 256   | 2,565  | 7,696  | 0                |
| Suburban Garden                 |         | 1,422.9    | 27.2%            | 4,268 | 7,114  | 14,228 | 0                |
| Traditional                     | Garden  | 454.6      | 8.7%             | 2,273 | 3,182  | 6,819  | 0                |
|                                 | Village | 155.2      | 3.0%             | 1,086 | 1,862  | 3,104  | 0                |
| Village Center*                 |         | 40.0       | 0.8%             | 84    | 180    | 300    | 200,000          |
| Town Center**                   |         | 300.0      | 5.7%             | 1,200 | 1,800  | 3,000  | 1,200,000        |
| Regional Employment District*** |         | 283.2      | 5.4%             | 141   | 212    | 283    | 2,500,000        |
| Neighborhood Center             |         | 10.2       | 0.2%             | 50    | 50     | 50     | 30,000           |
| Totals                          |         | 5,231.7    |                  | 9,358 | 16,965 | 35,480 | 3,930,000        |

## Muscogee DSAP Development Program Calculations

| Land Use                        |         | Dev. Acres | % of Devel Acres | Units |        |        | Max. Non-Res. SF |
|---------------------------------|---------|------------|------------------|-------|--------|--------|------------------|
|                                 |         |            |                  | Low   | Medium | High   |                  |
| Conservation Neighborhood       |         | 1,289.9    | 38.2%            | 128   | 1,289  | 3,869  | 0                |
| Suburban Garden                 |         | 347.8      | 10.3%            | 1,043 | 1,738  | 3,477  | 0                |
| Traditional                     | Garden  | 140.3      | 4.2%             | 701   | 981    | 2,103  | 0                |
|                                 | Village | 92.9       | 2.7%             | 649   | 1,114  | 1,857  | 0                |
| Village Center*                 |         | 44.2       | 1.3%             | 92    | 198    | 331    | 200,000          |
| Town Center**                   |         | 0.0        | 0.0%             | 0     | 0      | 0      | 0                |
| Regional Employment District*** |         | 1,455.0    | 43.0%            | 727   | 1,091  | 1,455  | 8,000,000        |
| Neighborhood Center             |         | 10.0       | 0.3%             | 50    | 50     | 50     | 30,000           |
| Utility                         |         | 0.1        | 0.0%             | 0     | 0      | 0      | 0                |
| Totals                          |         | 3,380.1    |                  | 3,390 | 6,461  | 13,142 | 8,230,000        |

\* Density assumptions in the Village Centers are applied to 30% of developable acreage

\*\* Density assumptions in the Town Centers are applied to 40% of developable acreage

\*\*\* Density assumptions in the Regional Employment Districts are applied to 5% of developable acreage

NOTE 1: Differences in the total units from that in the detailed density chart are due to rounding.

NOTE 2: Developable acreage is approximate and is subject to change as a result of final engineering and surveying.



# Detailed Specific Area Plan

## Existing Conditions

| Total DSAP Development Program Calculations |         |            |                  |        |        |        |                  |
|---|---------|------------|------------------|--------|--------|--------|------------------|
| Land Use                                    |         | Dev. Acres | % of Devel Acres | Units  |        |        | Max. Non-Res. SF |
|   |         |            |                  | Low    | Medium | High   |                  |
| Conservation Neighborhood                   |         | 3,855.5    | 44.8%            | 384    | 3,854  | 11,565 | 0                |
| Suburban Garden                             |         | 1,770.7    | 20.6%            | 5,311  | 8,852  | 17,705 | 0                |
| Traditional                                 | Garden  | 594.9      | 6.9%             | 2,974  | 4,163  | 8,922  | 0                |
|   | Village | 248.1      | 2.9%             | 1,735  | 2,976  | 4,961  | 0                |
| Village Center*                             |         | 84.2       | 1.0%             | 176    | 378    | 631    | 400,000          |
| Town Center**                               |         | 300.0      | 3.5%             | 1,200  | 1,800  | 3,000  | 1,200,000        |
| Regional Employment District***             |         | 1,738.2    | 20.2%            | 868    | 1,303  | 1,738  | 10,500,000       |
| Neighborhood Center                         |         | 20.2       | 0.2%             | 100    | 100    | 100    | 60,000           |
| Utility                                     |         | 0.1        | 0.0%             | 0      | 0      | 0      | 0                |
| Totals                                      |         | 8,611.8    |                  | 12,748 | 23,426 | 48,622 | 12,160,000       |

\* Density assumptions in the Village Centers are applied to 30% of developable acreage

\*\* Density assumptions in the Town Centers are applied to 40% of developable acreage

\*\*\* Density assumptions in the Regional Employment Districts are applied to 5% of developable acreage

NOTE 1: Differences in the total units from that in the detailed density chart are due to rounding.

NOTE 2: Developable acreage is approximate and is subject to change as a result of final engineering and surveying.

A summary of key development controls for most relevant character areas of the SAP are listed here. Some of these may be used as a foundational basis for regulating the possible character areas for the OLF8 site.

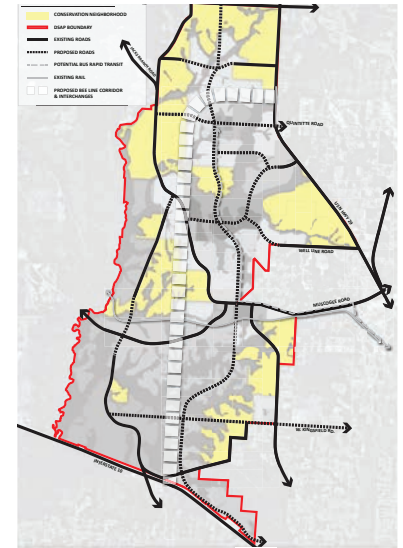
### Conservation Neighborhood

#### D. Density

- (1) Minimum Density: none
- (2) Maximum Density: 3 DU/ Net Acre

#### E. Development Pattern and Design

- (1) The developed area of the subject site shall not exceed fifty (50) percent of the gross land area of the site.
- (2) Development shall be arranged in compact, neighborhood clusters.
- (3) Sites may contain multiple neighborhood clusters provided they are separated by open space.



#### General Description

Conservation Neighborhoods are located greater than 1/4 mile from Town, Village and Neighborhood Centers and are typically located in more rural areas of the DSAP. They are subdivisions of clustered, single-family dwellings intended to:

- Establish a more efficient use of land and infrastructure, thereby reducing costs to taxpayers, residents and developers.
- Offer landowners alternatives to conventional, large-lot development and incentivize the conservation of natural resources.
- Create usable and accessible open space for use by neighborhood residents.
- Contribute to an overall, interconnected open space system which links individual neighborhoods to parks and other publicly owned lands.



Conventional Development



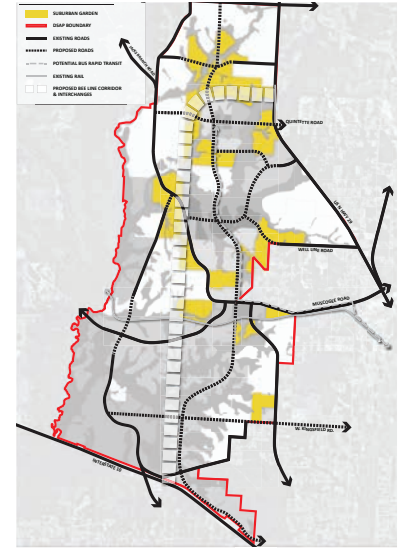
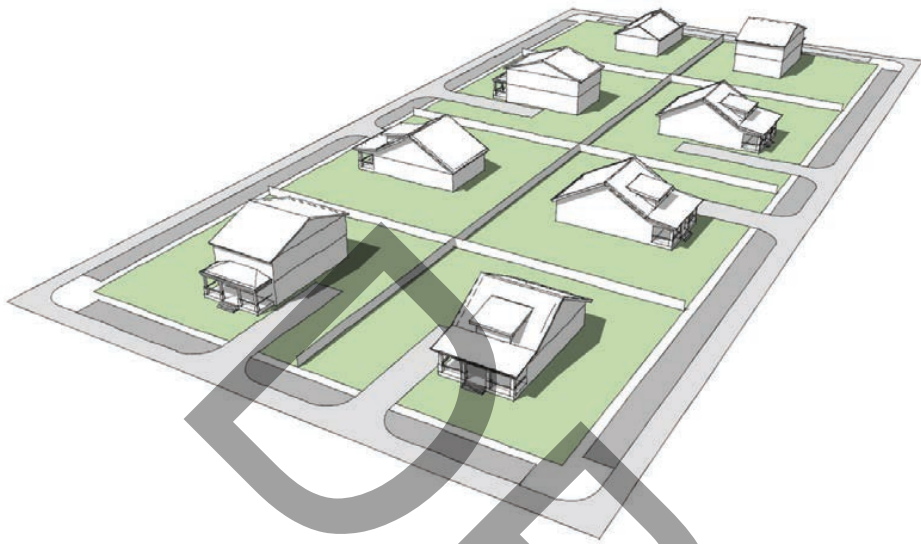
Cluster Development



# Detailed Specific Area Plan

Existing Conditions

## Suburban Garden Neighborhood



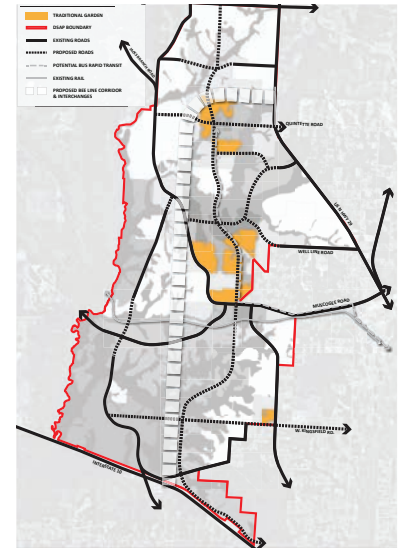
### C. Density

- (1) Minimum Density: 3 DU/Net Acre
- (2) Maximum Density: 10 DU/Net Acre
- (3) The Suburban Garden district target density is 5 DU/Net Acre

### General Description

Suburban Garden neighborhoods are located greater than 1/2 mile from Town, Village and Neighborhood Centers. These neighborhoods are intended to provide a range of housing types with an emphasis on single-family dwellings. Small single-family detached and attached dwelling units may be developed and may require access from a rear alley. Blocks are encouraged to be in the form of a curvilinear grid according to best engineering practices. Parks or other public space should serve as the focal point for these neighborhoods.

## Traditional Garden Neighborhood



### C. Density

- (1) Minimum Density: 5 DU/Net Acres
- (2) Maximum Density: 15 DU/Net Acres
- (3) The Traditional Garden District target density is 7 DU/Net Acres.

### General Description

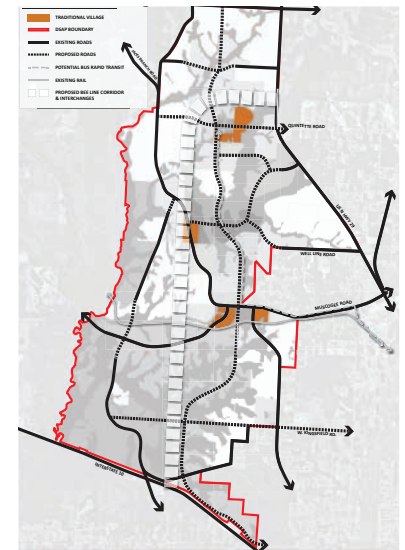
Traditional Garden neighborhoods are typically located within 1/4 to 1/2 mile from Town, Village and Neighborhood Centers. These neighborhoods are intended to provide a transition between the Suburban Garden and Traditional Village districts. Housing includes a variety of attached and detached residential units with a higher mix of attached products. Blocks should be in the form of a more traditional grid. A curvilinear grid may be used where influenced by environmental conditions. Parks or other public spaces are encouraged to serve as the focal point for these neighborhoods.



# Detailed Specific Area Plan

Existing Conditions

## Traditional Village



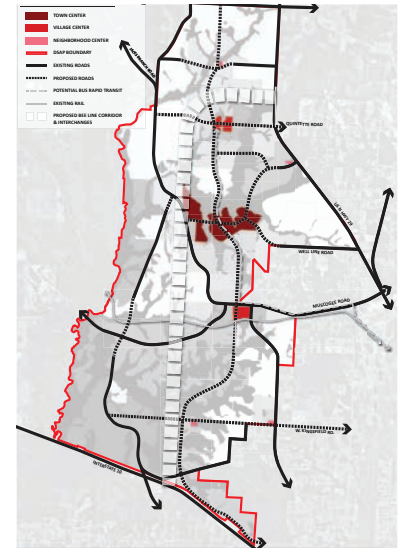
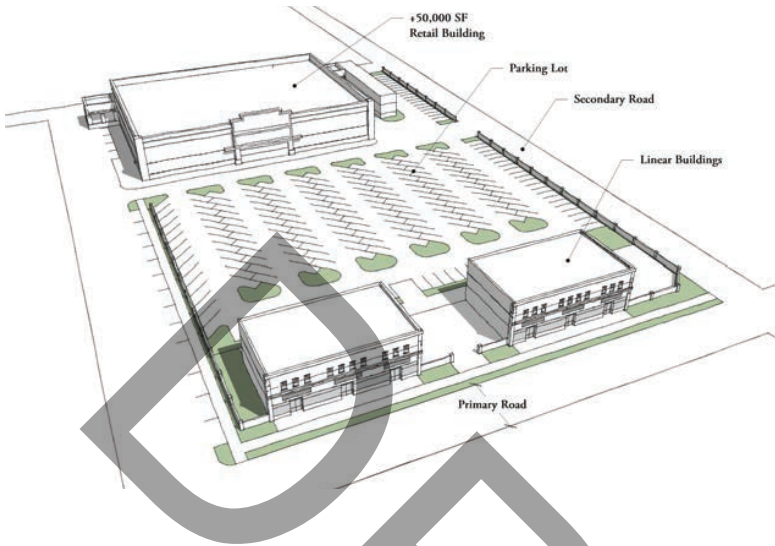
### C. Density

- |  |                  |
|--|------------------|
| (1) Minimum Density:                                   | 7 DU/Net Acres   |
| (2) Maximum Density:                                   | 20 DU/Net Acre   |
| (3) The Traditional Village district target density is | 12 DU/Net Acres. |

### General Description

Traditional Village neighborhoods are located adjacent to the Town and Village Centers. These neighborhoods are primarily comprised of attached, single family and multi-family residential dwellings. Roads are gridded, blocks are short and there is significant connectivity between blocks. Public spaces should serve as the focal point for these neighborhoods and may include civic buildings, community centers and active and/or passive recreation areas.

## Centers



### C. Development Pattern

- (1) Single occupant retail uses 50,000 square feet or greater shall provide one of the following oriented toward a street on at least one additional side:
  - (a) Separate linear buildings
  - (b) Frontage trees or aesthetically pleasing landscape arranged around transit shelter and creating a pedestrian friendly environment.

### General Description

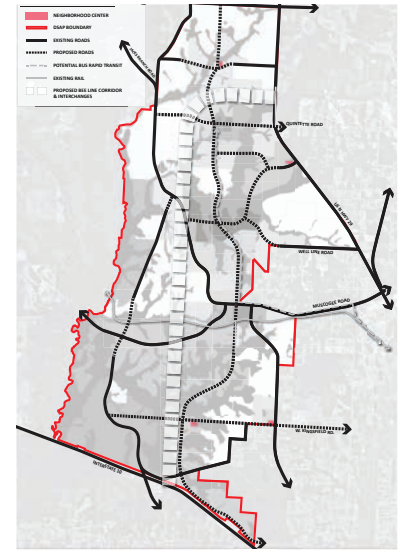
Town, Village and Neighborhood Centers are urban areas within the DSAP which provide a concentrated mix of uses including commercial, office, civic and residential. Centers should be designed as community focal points and provide opportunities for people to shop, work, live and play. These Centers and the surrounding neighborhoods should be linked together by a highly interconnected, multimodal street network which includes transit, bicycle and pedestrian facilities. Centers should include a civic element, such as a community center or park, and should be linked to a regional open space system.



# Detailed Specific Area Plan

Existing Conditions

## Neighborhood Center



### C. Development Standards

- |                                  |                      |
|----------------------------------|----------------------|
| (1) Maximum Size:                | Five (5.0) net acres |
| (2) Maximum FAR:                 | .25                  |
| (3) Maximum Gross Floor Area:    | 15,000 square feet   |
| (4) Minimum Residential Density: | 5.0 DU/Ac            |

### General Description

Neighborhood Centers are small, mixed-use centers located central to residential neighborhoods. Neighborhood Centers are intended to provide a limited amount of services to the surrounding neighborhood and create an identity or focal point. Retail or office uses may be in the form of a single building or a cluster of small buildings. Parking should be limited to on-street parking or to the rear of the building and screened from surrounding residential uses. Residential development may be located above ground floor retail or office. Neighborhood Centers include park facilities intended to provide a gathering place and focal point for surrounding neighborhoods.

| Development Standards         |                |
|-------------------------------|----------------|
| Maximum Size                  | 5 net acres*   |
| Maximum FAR                   | 0.25           |
| Maximum Gross Floor Area*     | 15,000 sq. ft. |
| Minimum Residential Density** | 5.0 d.u. ac.   |

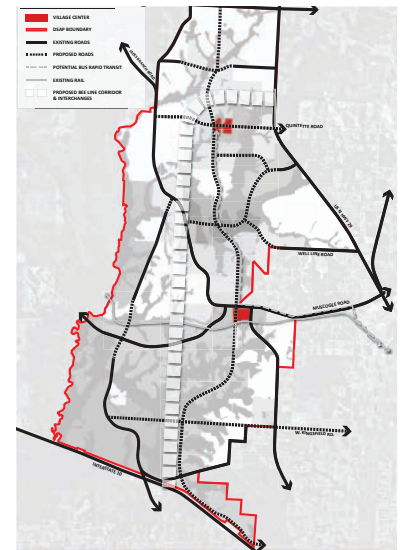
\*Net acres are to be defined as gross acreage less waterbodies and wetlands.

| Land Use Mix*     | Minimum       | Maximum    |
|-------------------|---------------|------------|
| Residential**     | -             | -          |
| Office            | 0%            | 20%        |
| Commercial        | 0%            | 35%        |
| Industrial        | Not Permitted |            |
| Recreation/Public | 20%           | No Maximum |

\*Percentages shall be applied to each Neighborhood Center as a whole and not by individual parcel.

\*\*Residential uses shall be limited to multi-family and may be located above ground floor office or commercial.

### Village Center



#### C. Development Standards

- |                                  |                        |
|----------------------------------|------------------------|
| (1) Maximum Size:                | Forty (40.0) net acres |
| (2) Maximum FAR:                 | .50                    |
| (3) Maximum Gross Floor Area:    | 200,000 square feet    |
| (4) Minimum Residential Density: | 7.0 DU/Ac              |

#### General Description

Village Centers are mid-sized, mixed-use centers intended to serve multiple residential neighborhoods. Village Centers should be located at the intersection of collector and arterial roadways. A typical Village Center may contain a grocery store, small retail services, restaurants, office space, civic building and a village green. Civic or park space should be designed to provide a focal point for the center while also serving the adjacent neighborhoods. Village Centers may contain higher density residential uses and may be mixed both horizontally and vertically with non-residential uses.

| Land Use Mix*     | Minimum       | Maximum    |
|-------------------|---------------|------------|
| Residential**     | 20%           | 40%        |
| Office            | 10%           | 25%        |
| Commercial        | 15%           | 30%        |
| Industrial        | Not Permitted |            |
| Recreation/Public | 10%           | No Maximum |

\*Percentages shall be applied to each Village Center as a whole and not by individual parcel.

\*\*Residential uses shall be limited to multi-family and may be located above ground floor office or commercial.

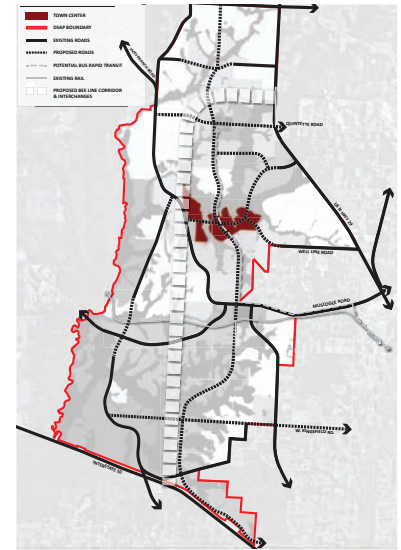
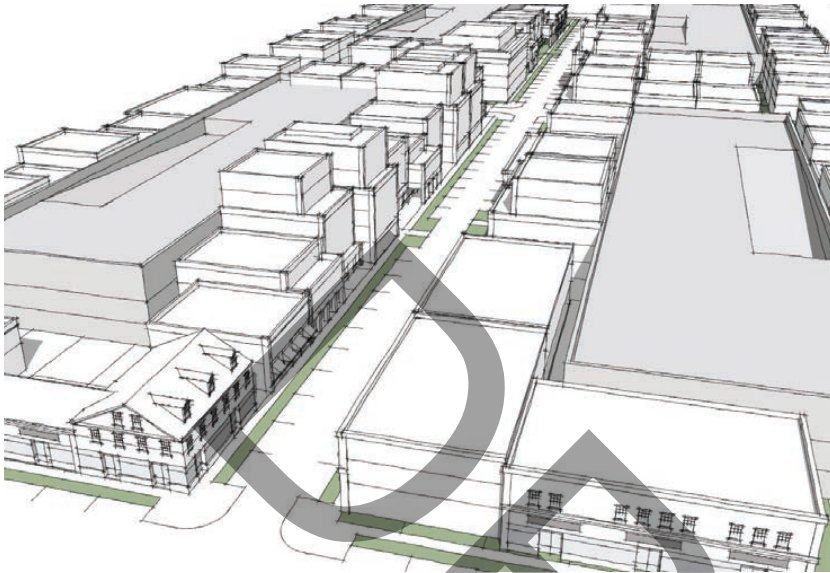
| Development Standards         |                 |
|-------------------------------|-----------------|
| Maximum Size                  | 40 net acres*   |
| Maximum FAR                   | 0.50            |
| Maximum Gross Floor Area      | 200,000 sq. ft. |
| Minimum Residential Density** | 7.0 d.u. ac.    |

\*Net acres are to be defined as gross acreage less waterbodies and wetlands.

# Detailed Specific Area Plan

Existing Conditions

## Town Center



### D. Development Standards

- (1) Maximum Size: Five Hundred (500.0) net acres
- (2) Maximum FAR: 1.0
- (3) Maximum Gross Floor Area: 1,200,000 square feet

### General Description

The Town Center is centrally located within the sector plan area and contains the highest concentration of mixed-use development. The Town Center is intended to serve both the sector plan area, as well as surrounding communities. At its core is a traditional, mixed-use urban center built upon small blocks and gridded streets. Adjacent to this traditional core are areas to accommodate larger scale retail, office and residential use. The Town Center is structured around the pedestrian and utilizes plazas, greens and other public spaces to create an attractive walking environment.

| Land Use Mix*     | Minimum       | Maximum    |
|-------------------|---------------|------------|
| Residential**     | 30%           | 50%        |
| Office            | 20%           | 40%        |
| Commercial        | 20%           | 40%        |
| Industrial        | Not Permitted |            |
| Recreation/Public | 15%           | No Maximum |

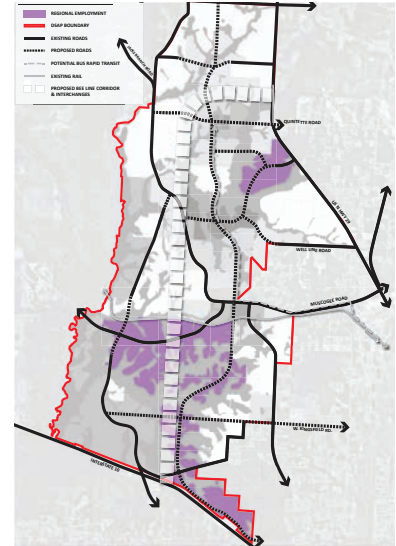
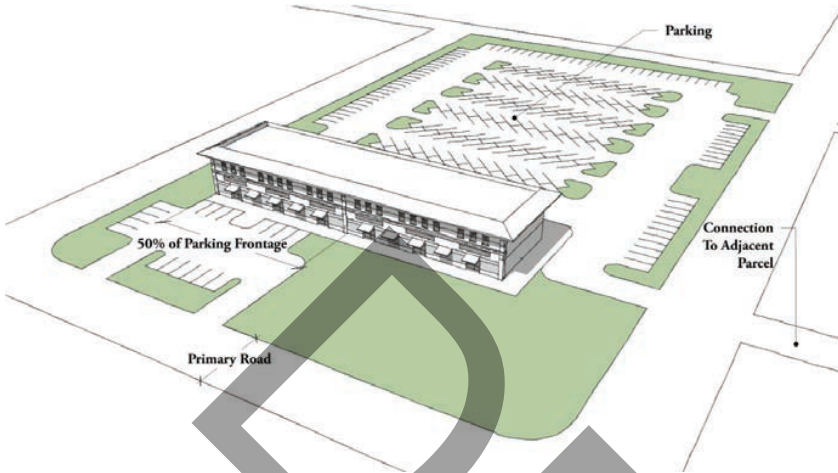
\*Percentages shall be applied to the Town Center as a whole and not by individual parcel.

| Development Standards         |                   |
|-------------------------------|-------------------|
| Maximum Size                  | 500 net acres*    |
| Maximum FAR                   | 1.0               |
| Maximum Gross Floor Area      | 1,200,000 sq. ft. |
| Minimum Residential Density** | 10.0 d.u. ac.     |

\*Net acres are to be defined as gross acreage less waterbodies and wetlands.



## Regional Employment



### C. Development Standards

- (1) Northern Regional Employment District
  - (a) Maximum Size: 400 net acres
  - (b) Maximum FAR: .50
  - (c) Maximum Gross Floor Area: 2,500,000 square feet
- (2) Southern Regional Employment District
  - (a) Maximum Size: 1,600 net acres
  - (b) Maximum FAR: .50
  - (c) Maximum Gross Floor Area: 8,000,000 square feet

### General Description

The intent of these districts is to support economic development and improve the jobs-to-housing balance in Escambia County. These are to be comprised primarily of industrial, distribution and office uses. Limited commercial and residential uses may also be permitted.

DRAFT

This page is intentionally blank.

# Market & Economics



DRAFT

This page is intentionally blank.

Property taxes are a key revenue source for Escambia County.

Real property, the property that is taxed through this mechanism, is legally defined physical space that has value commensurate with the municipal services provided. This simple point has important implications for the way we think about government spending.

Mapping property tax production is an exercise in mapping how Escambia County pays for municipal services and infrastructure. When government revenue generation varies from place to place within the county, we can draw comparisons between these places, such as patterns of development, demographics, and public investment. Put simply, how land is used directly affects its tax productivity.

As such, analyzing the source of government revenues is critical to planning a strong financial future for Escambia County and the future development of OLF-8.

Urban3's analysis focuses on the "Per Acre" metric as a unit of productivity. After all, cities and counties are, at their simplest, finite areas of land, and how this land is used has a direct effect on Escambia's tax load. This metric normalizes total revenues and tax values into a direct "apples-to-apples" comparison, utilizing land consumed as a unit of productivity.



Put another way, different cars have differently sized gas tanks, so the gallon is used as a standardized measure, not the tank. Therefore, "miles per gallon", not "miles per tank" is common practice to gauge efficiency. We apply the same principle to measure the financial productivity of various development types across a community.

Urban3 has found that in Escambia county, efficiency beats size every time. The buildings that produce the highest value per acre for Escambia's municipal coffers are not necessarily the tallest, nor do they have the most square footage within a single project. Expansive developments with large footprints (like a sprawling, single-use, low density subdivision or office park) are typically more expensive to service with public utilities (such as streets, water, and sewer). Thus, examining a development's total tax production overlooks the amount of land and other public resources consumed in order to produce revenue.



Urban3 has produced both county-wide maps and diagrams as well as tangible examples of individual buildings that show how development patterns correlate with financial performance. With the OLF-8 redevelopment focused on a financial return on the county's investment; Urban3 highly emphasizes the evidence from within Escambia county that small scale, multi-use, multi-participant patterns of development will provide an order of magnitude higher return on the county's investment compared to the alternatives.

# Escambia County Tax System

Property tax basics, and policy distortions.

|   | Commercial**<br>or Non-Primary<br>Residential<br><small>** Apartments too!</small> | County<br>Millage<br>Rate | Exemptions | Additional<br>Exemptions |
|--|--|---------------------------|------------|--------------------------|
|  |  | 7.661                     | 0%         | 0%                       |
|  | Residential<br>(Primary)   | 7.661                     | -\$25,000  | -\$25,000                |

|  | Commercial**<br>or Non-Primary<br>Residential | Senior<br>Exemption | County<br>Prop Tax |
|---|---|---------------------|--------------------|
|   |   | 0%                  | \$766              |
|  | Residential<br>(Primary)                      | -\$25,000           | \$383              |



## Annual increase value cap



Commercial\*\*  
or Non-Primary  
Residential

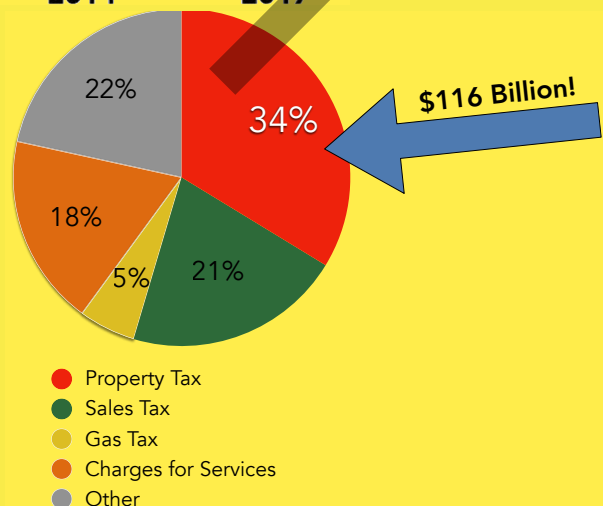
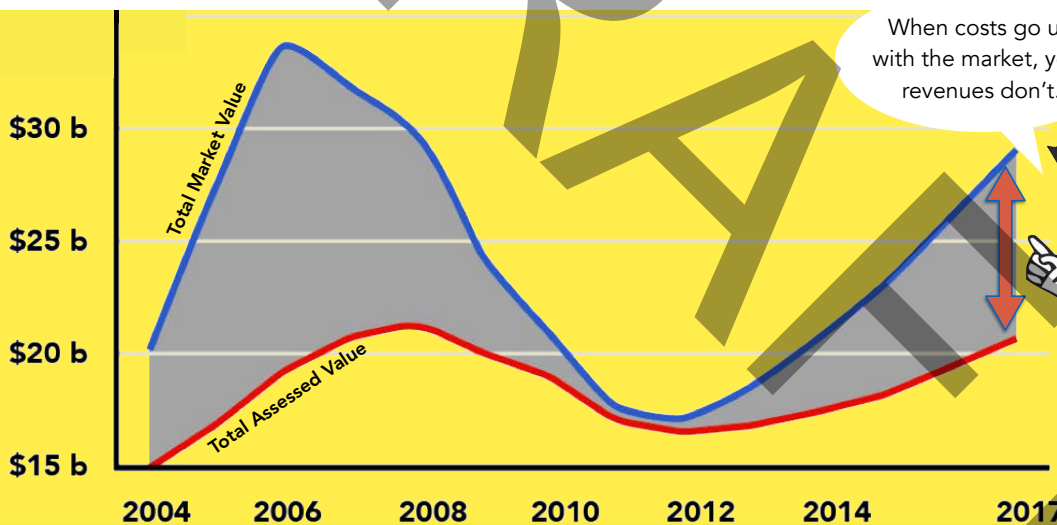
10%



Residential  
(Primary)

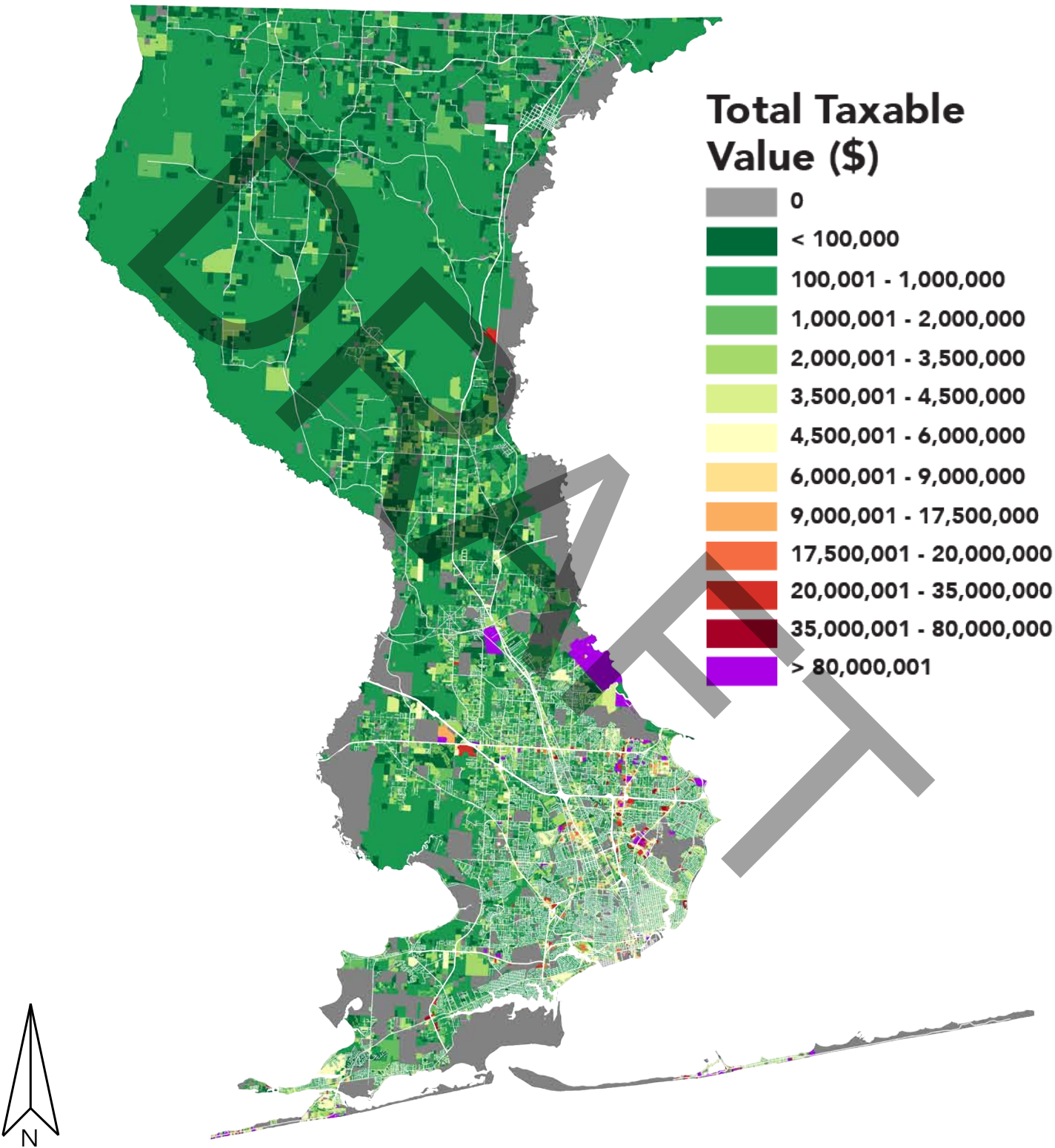
Lesser of CPI  
or 3%

Commercial can grow  
3x more than  
residential!



URBAN3

**Total Taxable Value**  
Escambia County, FL

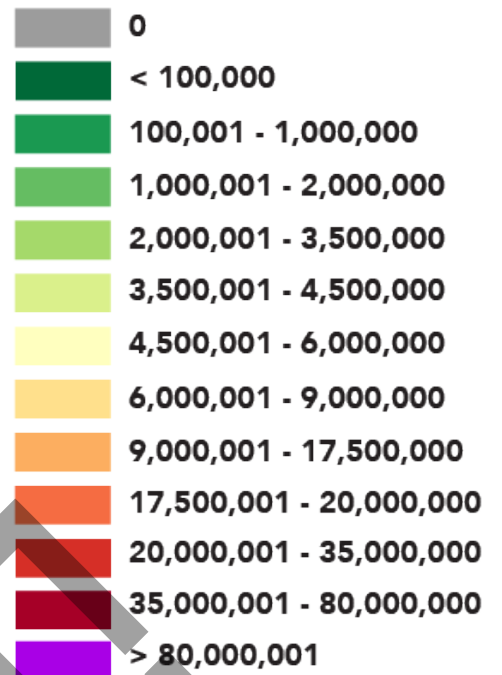


URBAN3

## Value Per Acre

Escambia County, FL

## Taxable Value per Acre (\$)



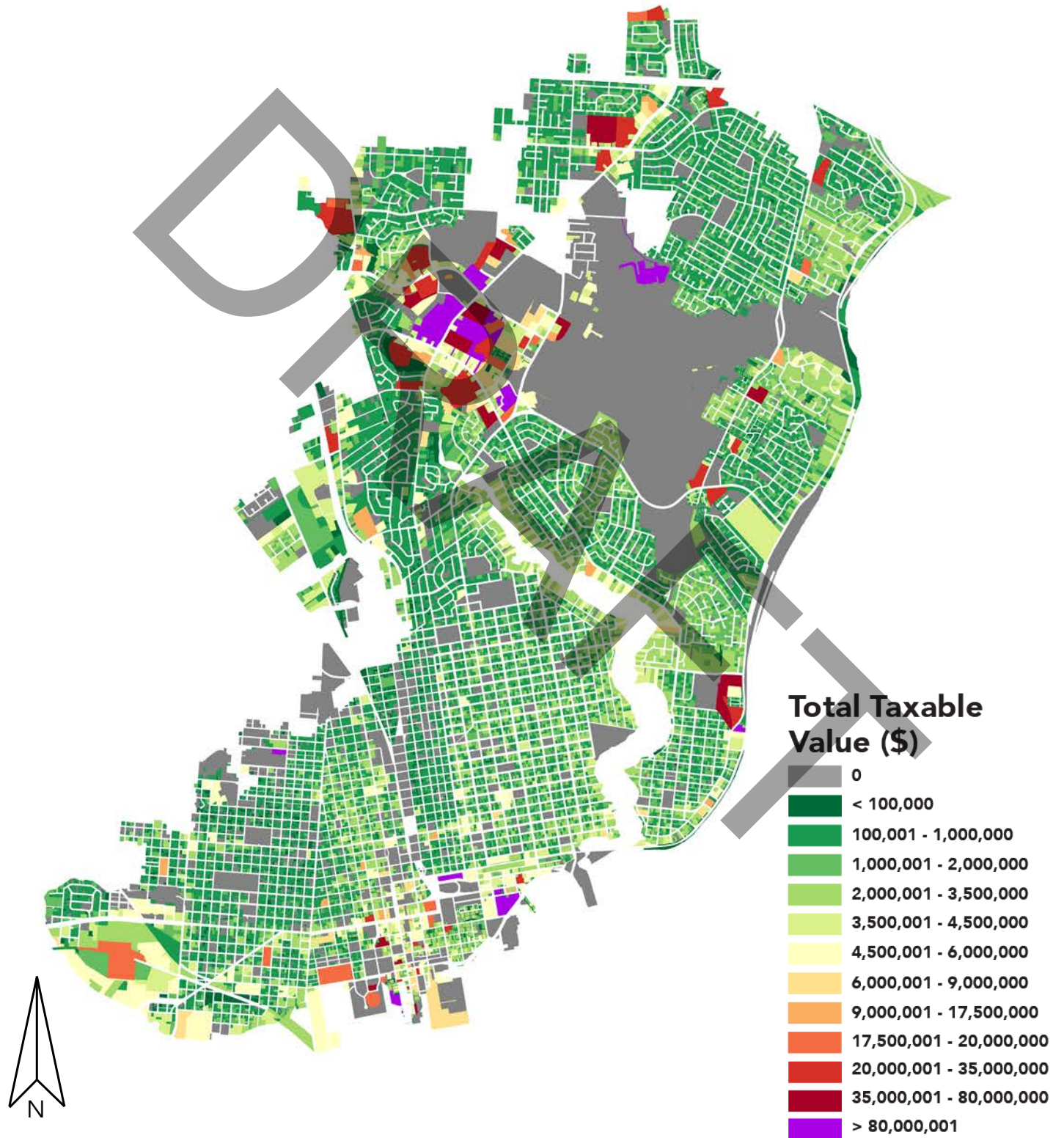


# Understanding the Tax System

Market & Economics

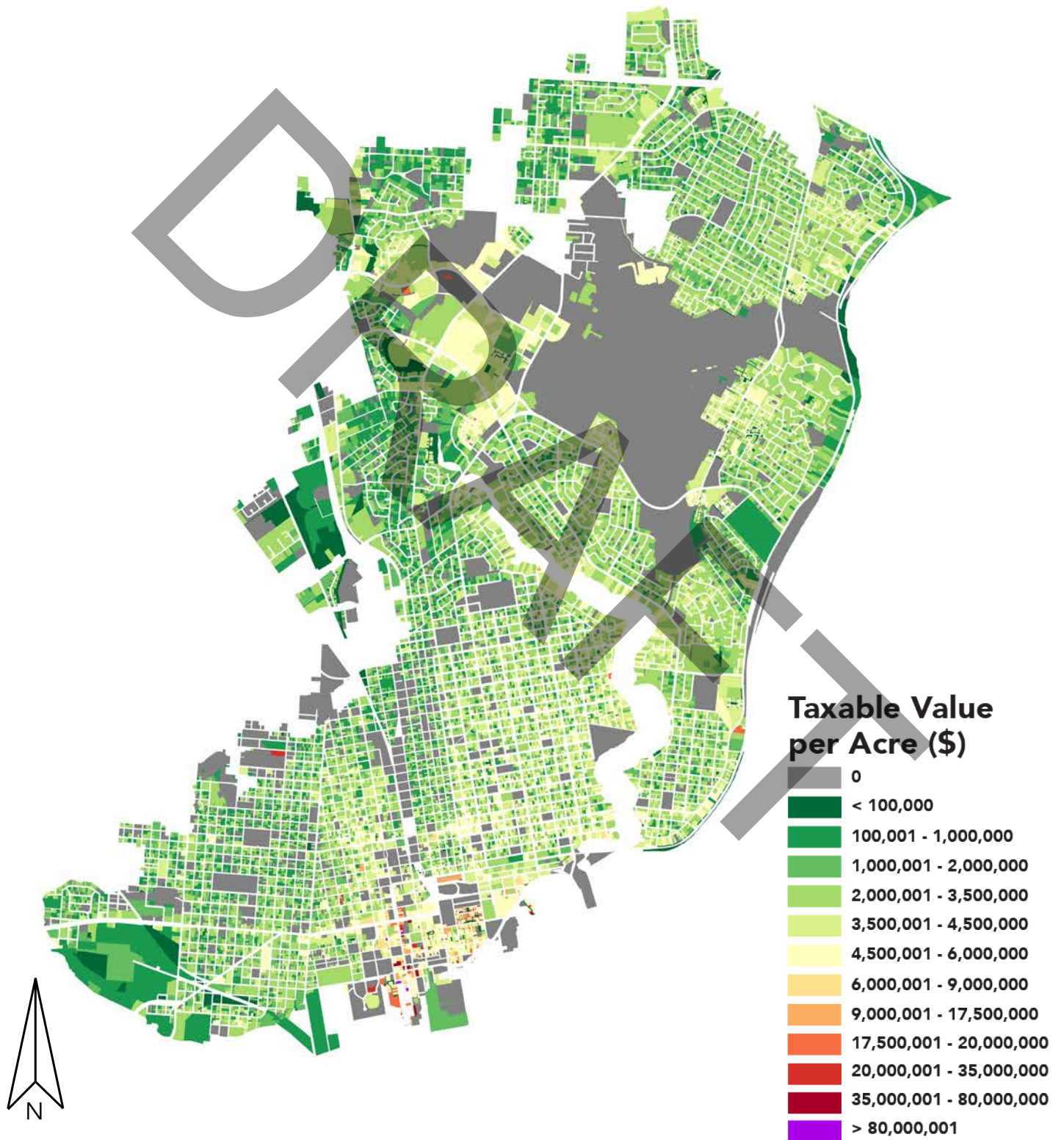
URBAN3

## Total Taxable Value Pensacola, FL



URBAN3

## Value Per Acre Pensacola, FL





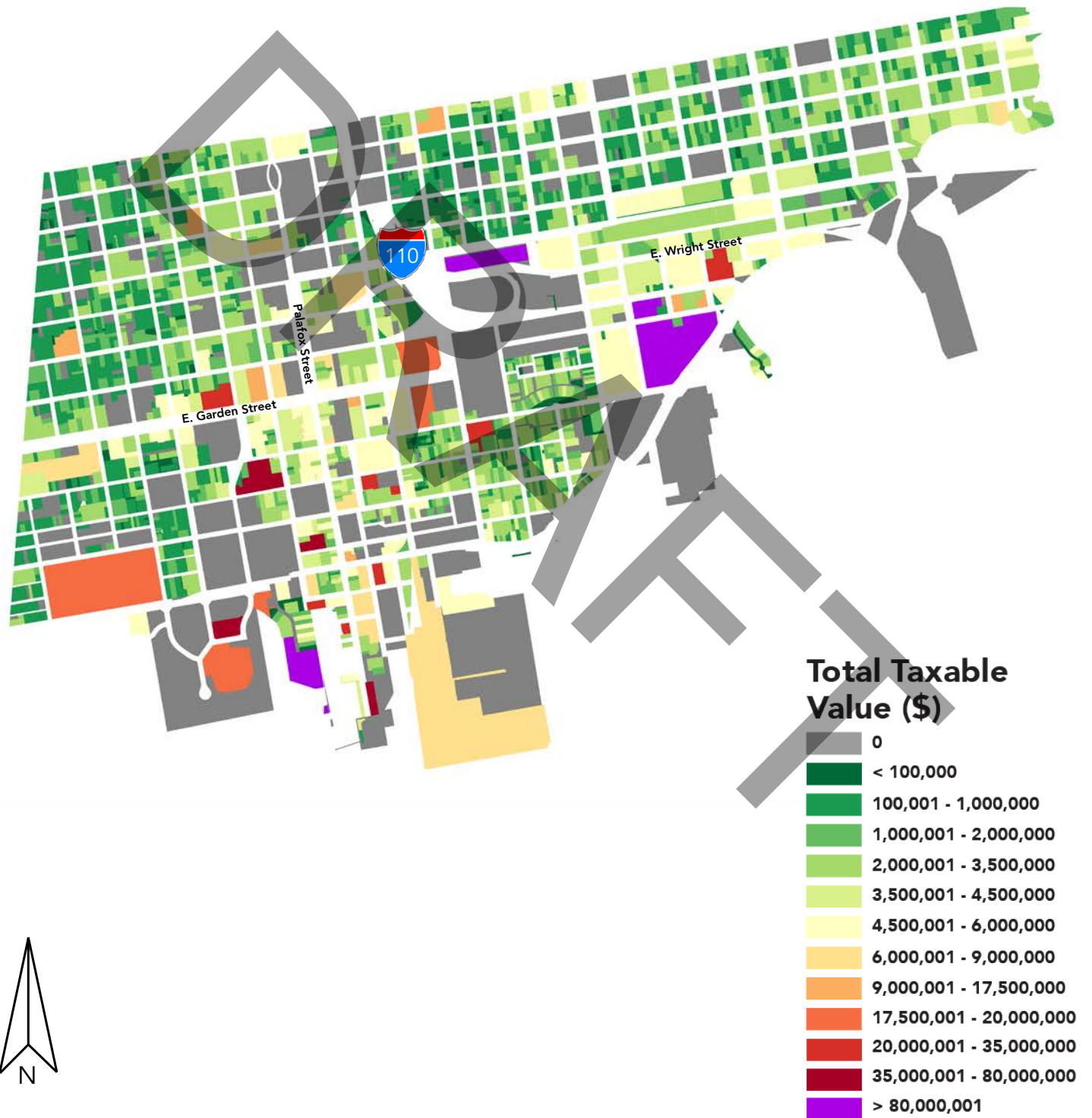
# Understanding the Tax System

Market & Economics

URBAN3

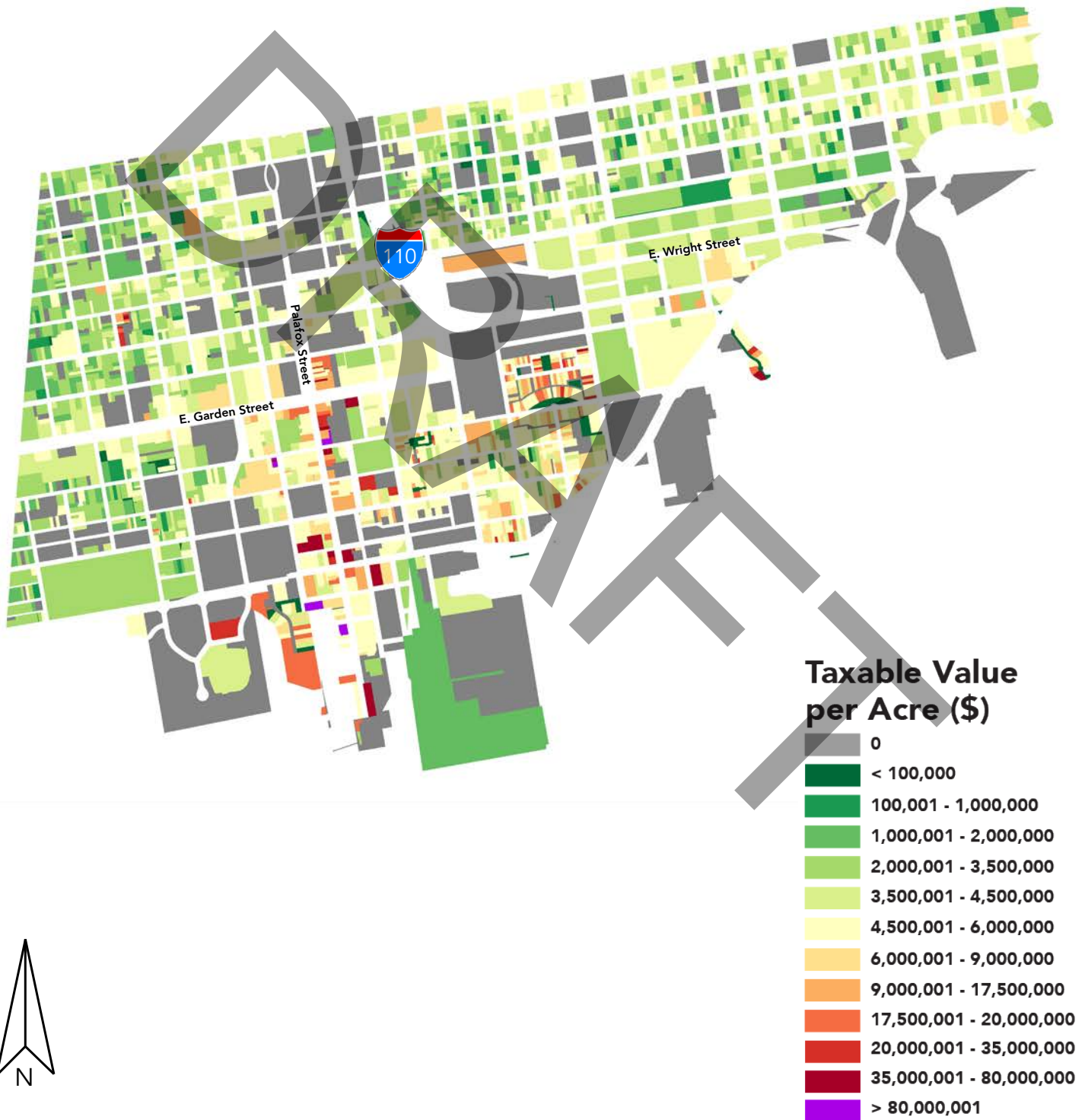
## Total Taxable Value

Downtown Pensacola, FL





## Value Per Acre Downtown Pensacola, FL

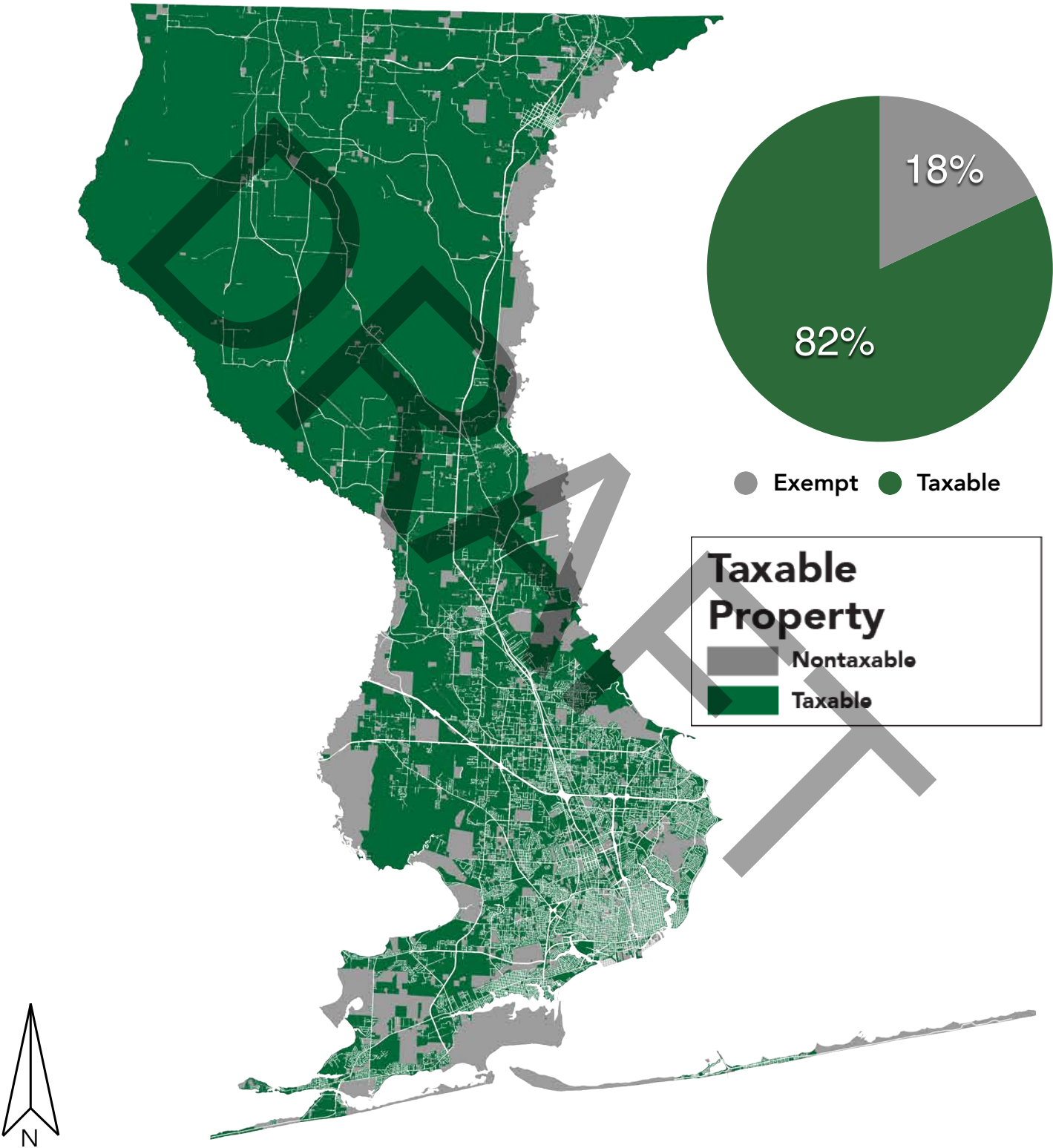


# Understanding the Tax System

Market & Economics

URBAN3

**Taxable Area**  
Escambia County, FL

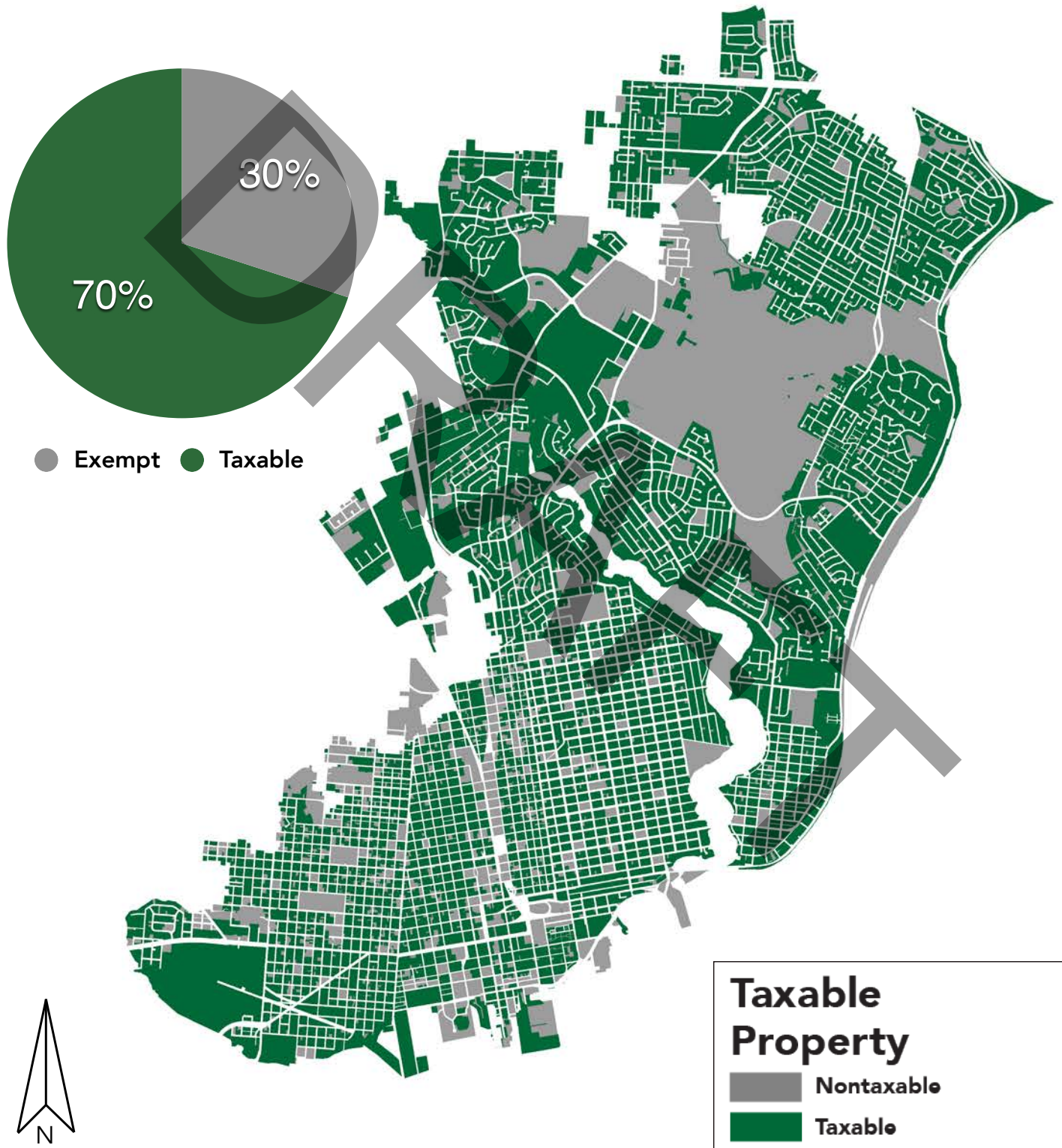




URBAN3

### Taxable Area

Pensacola, FL



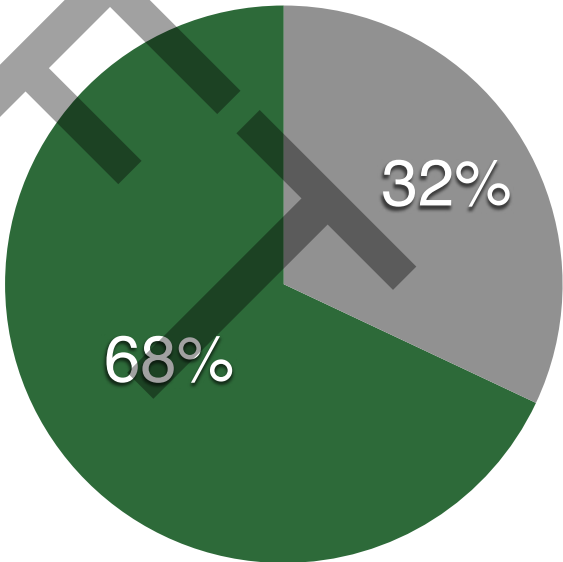
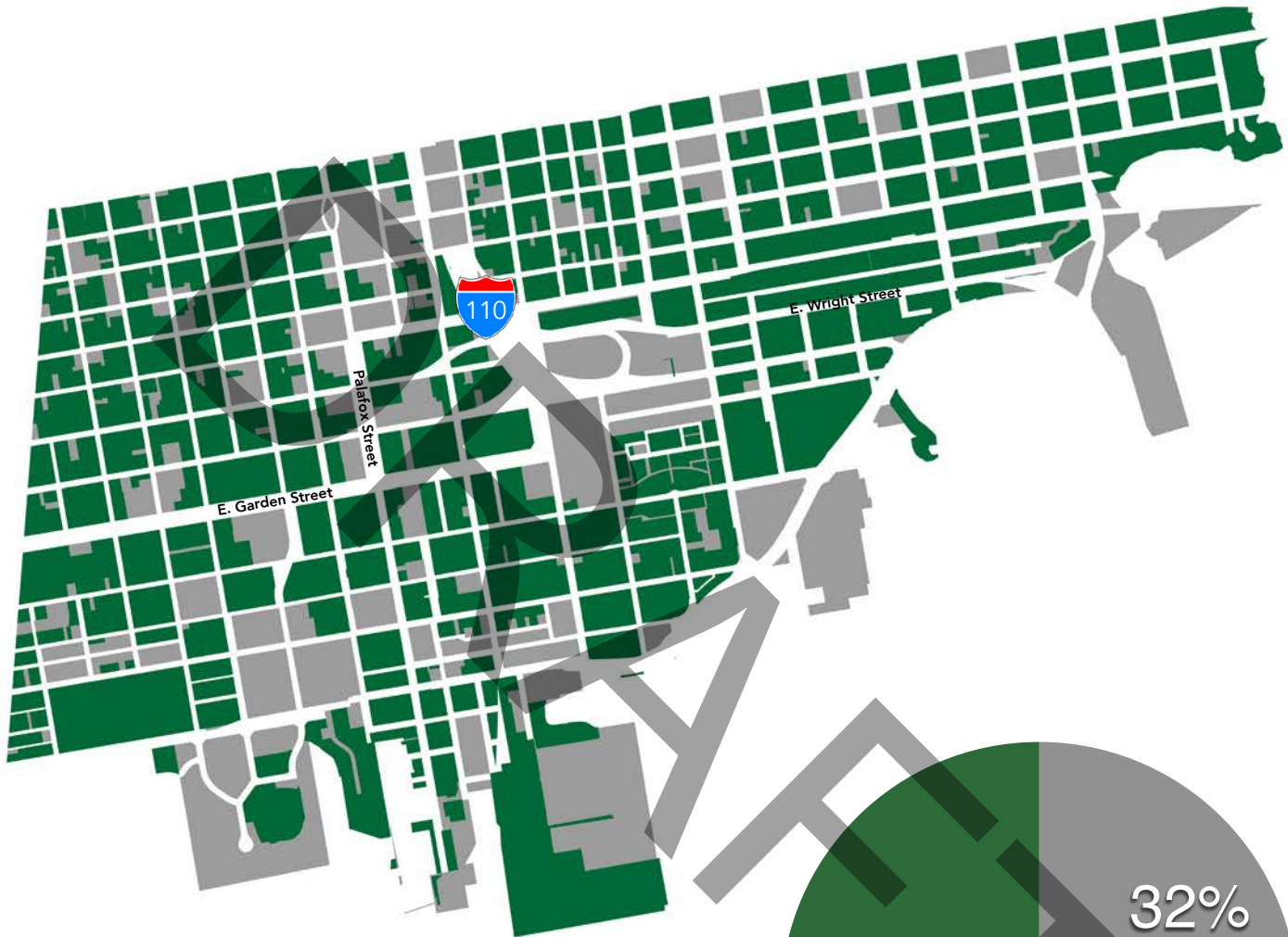


# Understanding the Tax System

Market & Economics

URBAN3

**Taxable Area**  
Downtown Pensacola, FL



● Exempt ● Taxable



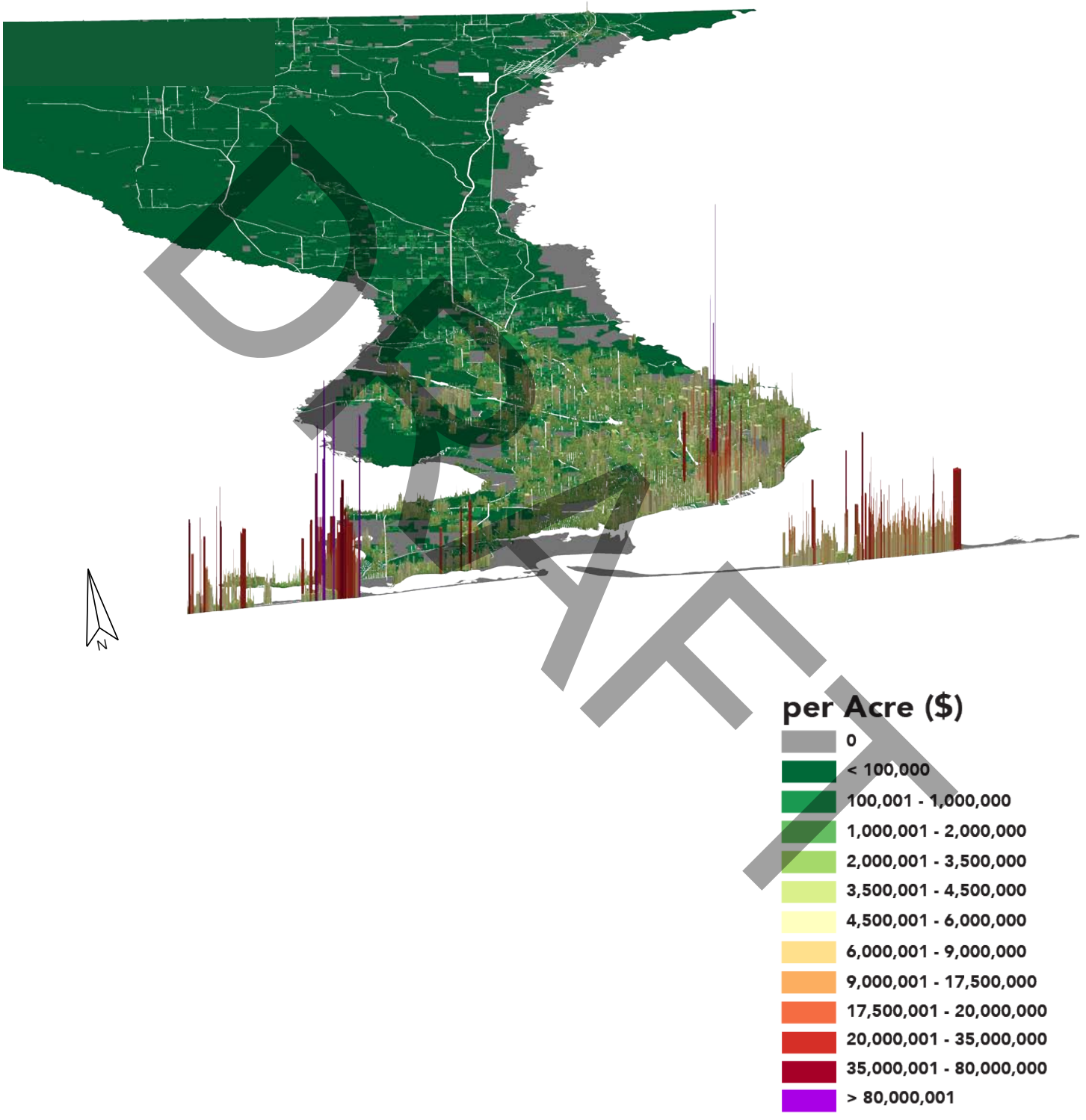
**Taxable Property**

■ Nontaxable

■ Taxable

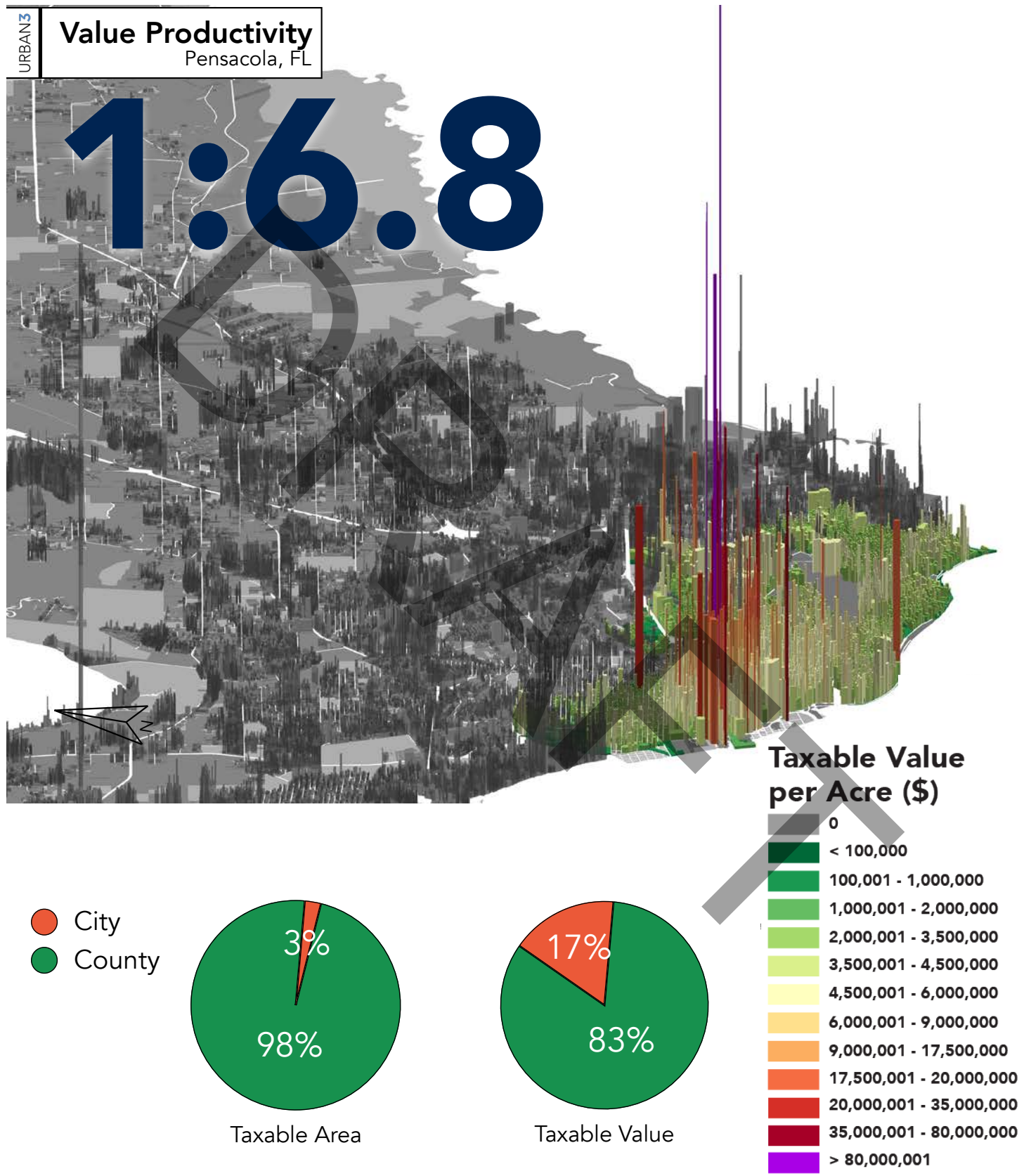
URBAN3

## Value Productivity Escambia County, FL

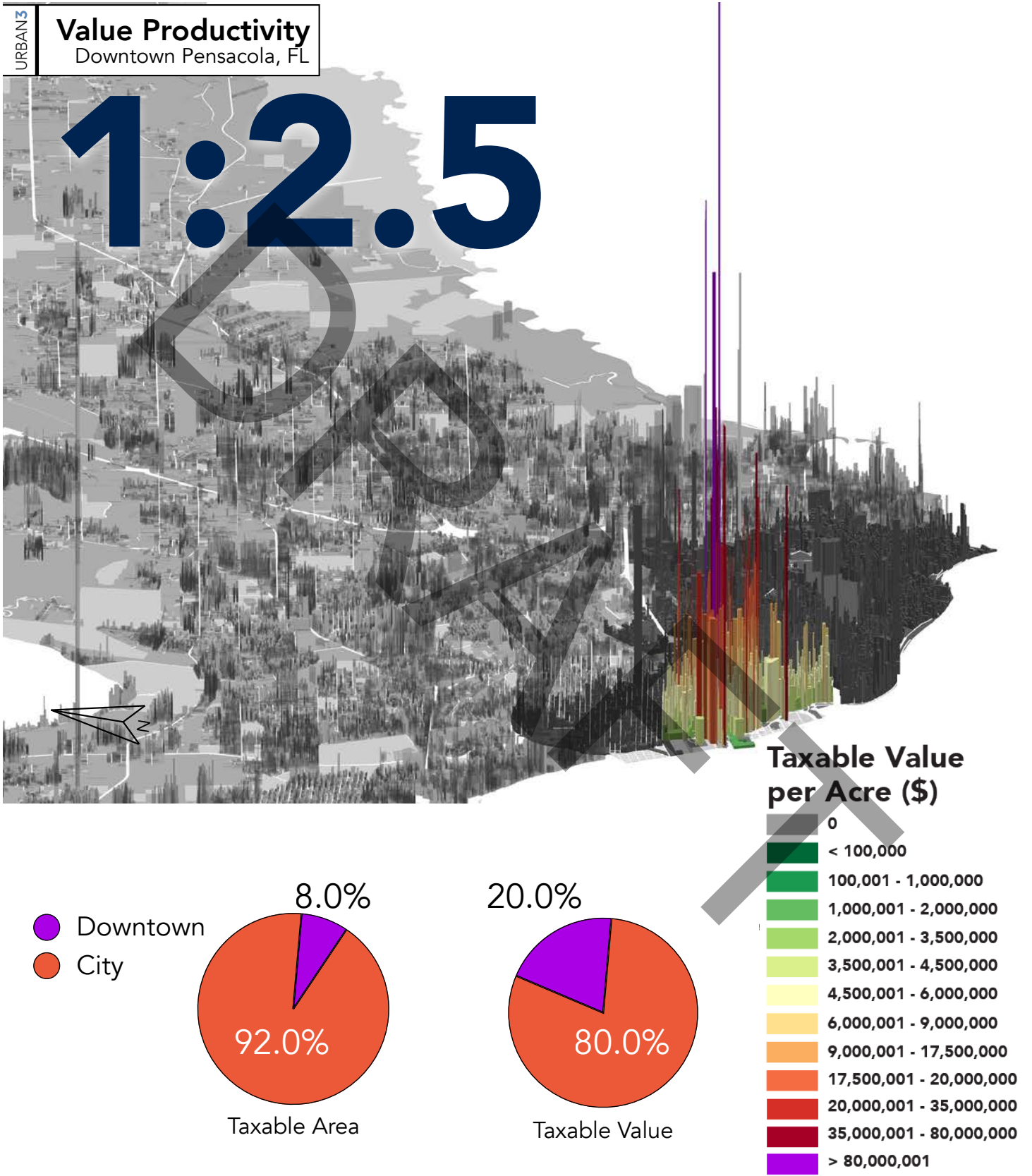


# Understanding the Tax System

Market & Economics

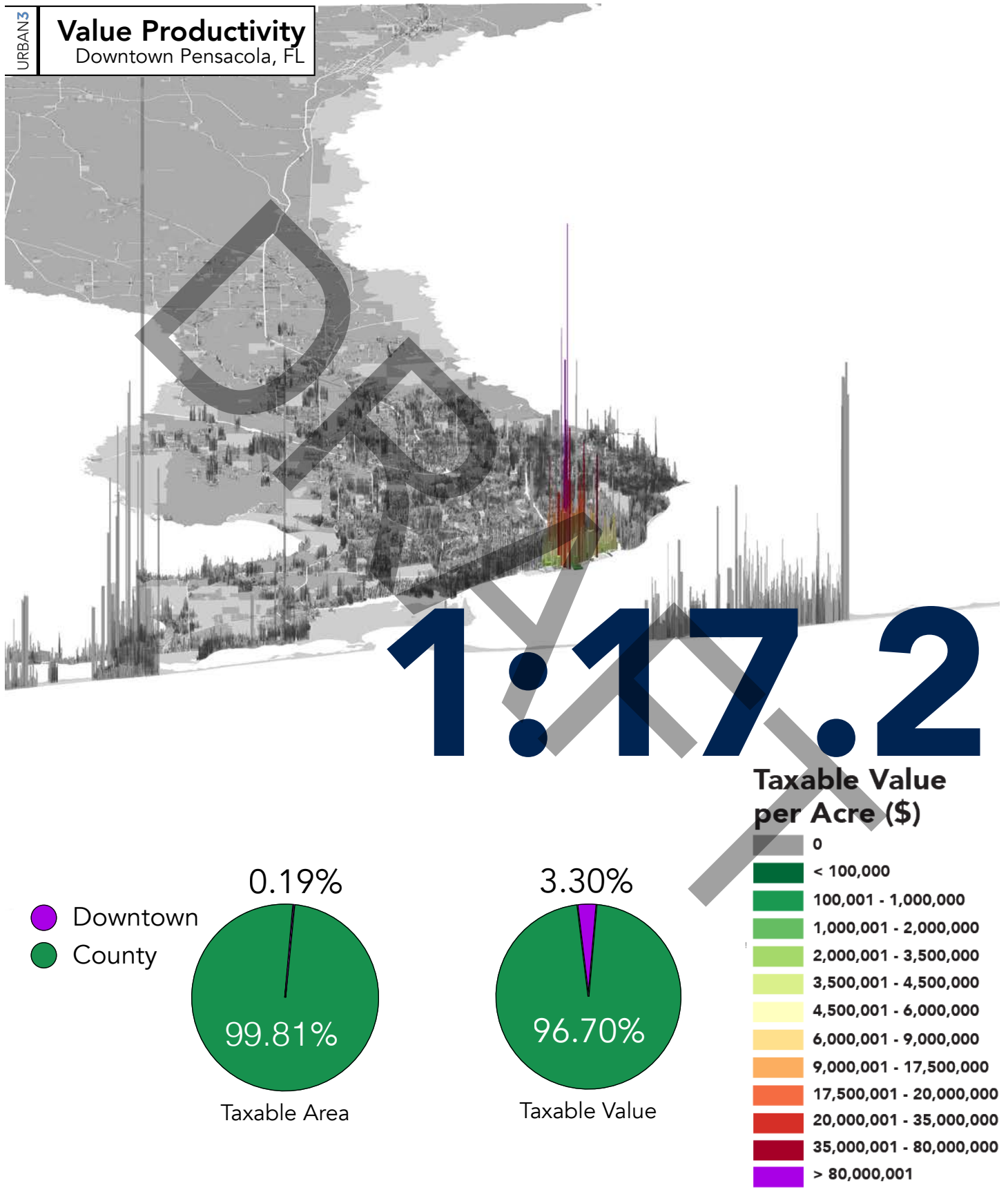


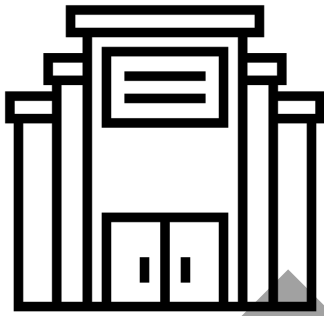




# Understanding the Tax System

Market & Economics





# Commercial Land Use Types

Local samples of commercial buildings and development types

**Escambia County, FL**  
Taxable Value Per Acre

URBAN3



**Walmart**  
\$539,621 per acre



# Understanding the Tax System

Market & Economics

## Escambia County, FL

Taxable Value Per Acre

URBAN3

### Lowes

\$347,564 per acre



### Home Depot

\$477,203 per acre



### Target

\$475,631 per acre



**Escambia County, FL**  
Taxable Value Per Acre

URBAN3



**Publix**  
\$677,225 per acre

**Walmart**  
\$539,621 per acre



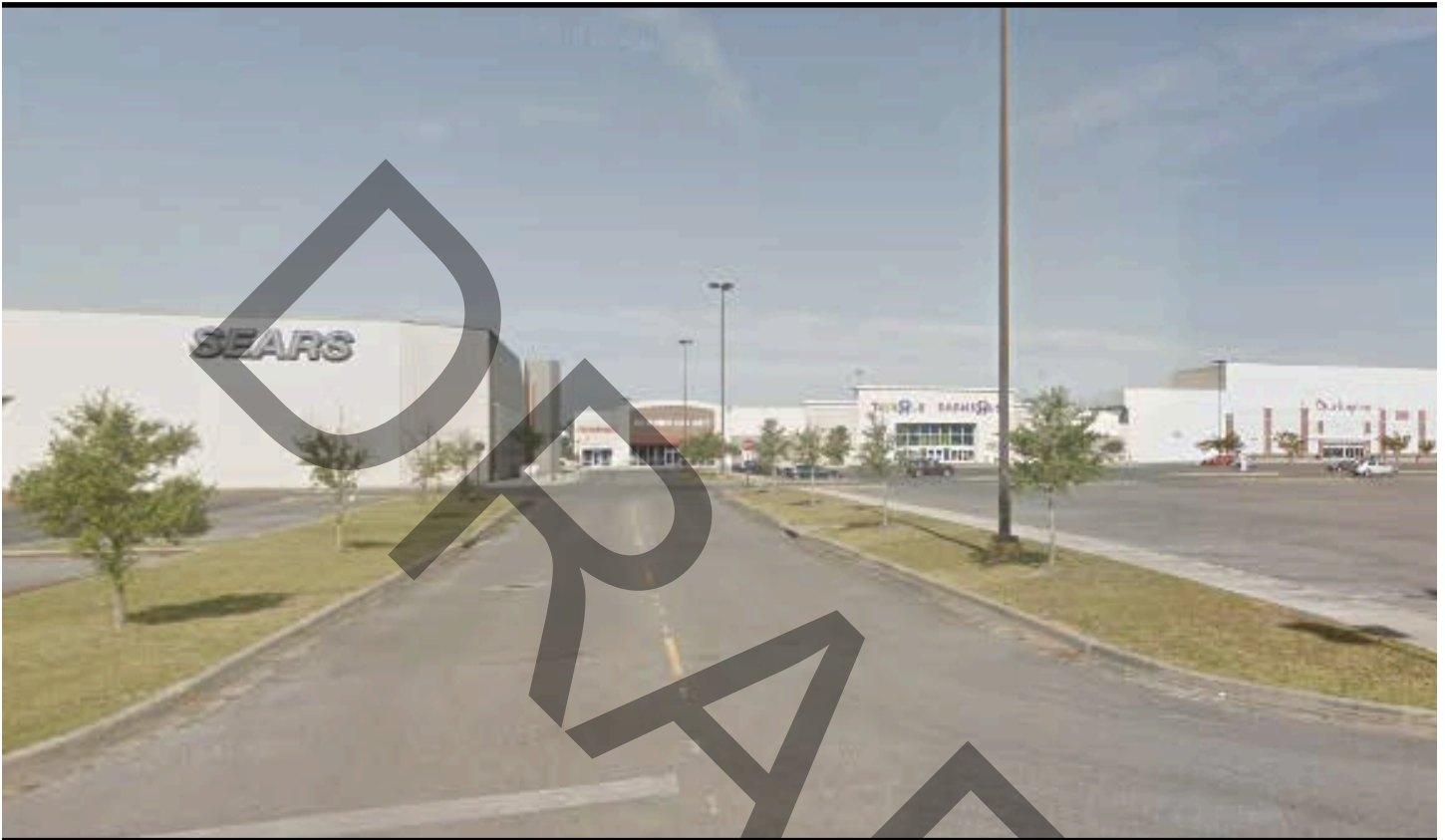
# Understanding the Tax System

Market & Economics

## Escambia County, FL

Taxable Value Per Acre

URBAN3



### University Town Plaza Mall

\$466,546 per acre

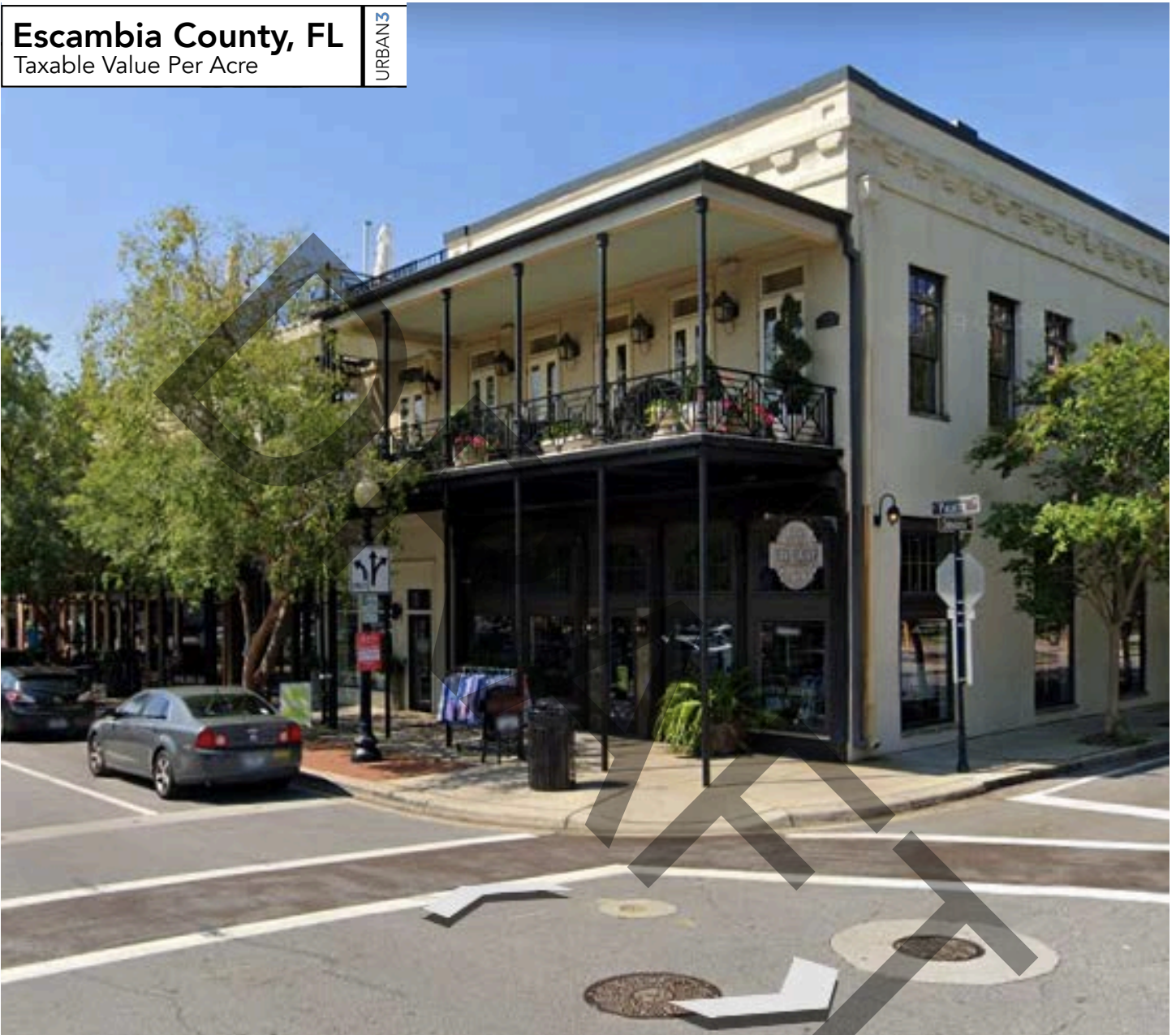
### Walmart

\$539,621 per acre



**Escambia County, FL**  
Taxable Value Per Acre

URBAN3



**405 S. Palafox**  
\$10,504,708 per acre

**Walmart**  
\$539,621 per acre

# Understanding the Tax System

Market & Economics

## Escambia County, FL

Taxable Value Per Acre

URBAN3



### Windemere ResortQuest

\$12,422,567 per acre



### Beachclub Resort & Spa

\$12,428,583 per acre

### Walmart

\$539,621 per acre



## Escambia County, FL

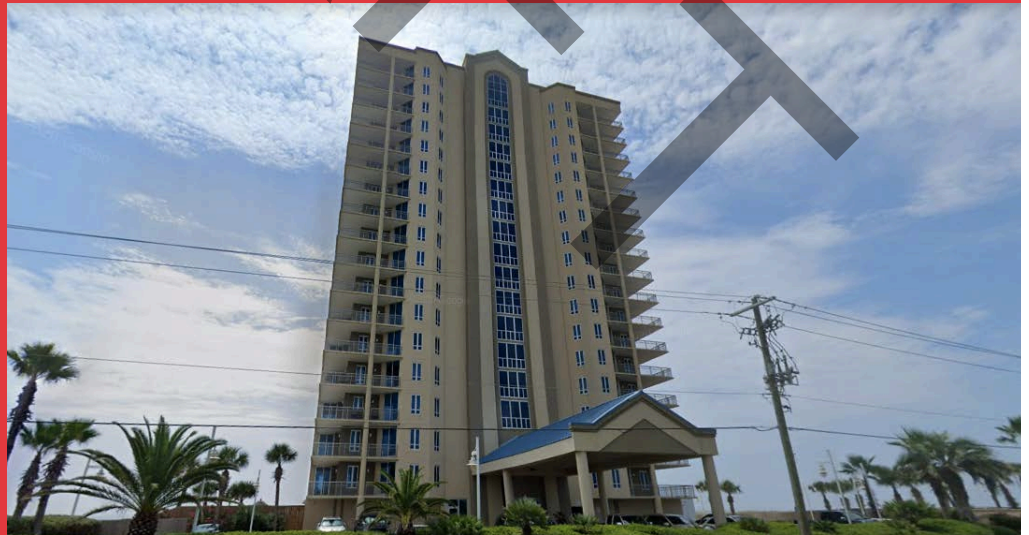
Taxable Value Per Acre

URBAN3



**Theisen Building**  
\$12,634,707 per acre

**Walmart**  
\$539,621 per acre



**Mirabella Condominiums**  
\$19,149,185 per acre



# Understanding the Tax System

Market & Economics

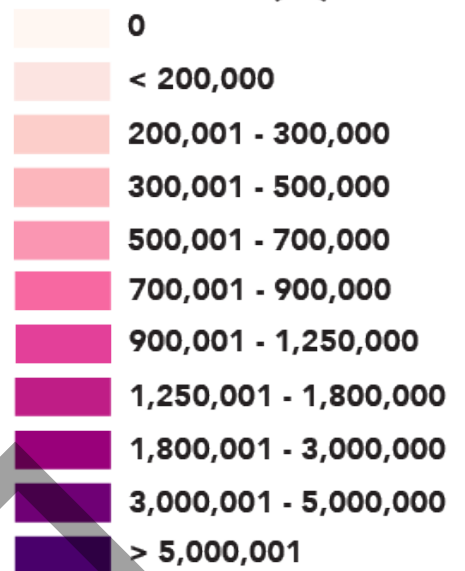
| <b>Escambia County, FL</b><br>Taxable Value Per Acre                               | URBAN3                               |
|--|--------------------------------------|
|  |                                      |
| <b>701 S. Palafox</b><br>\$29,032,160 per acre                                     | <b>Walmart</b><br>\$539,621 per acre |

URBAN3

## Land Value Per Acre

Escambia County, FL

### Land Value Per Acre (\$)





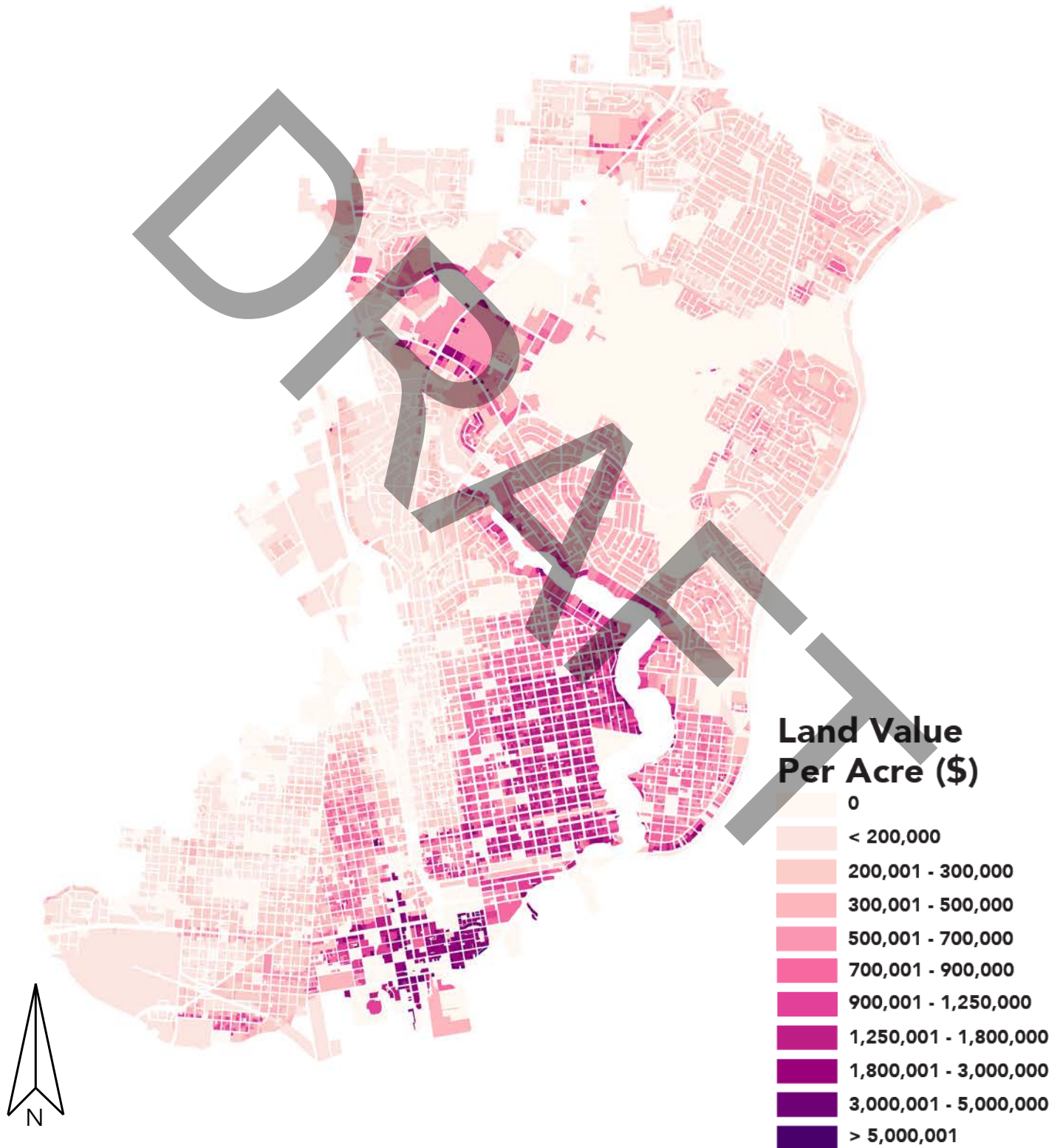
# Understanding the Tax System

Market & Economics

URBAN3

## Land Value Per Acre

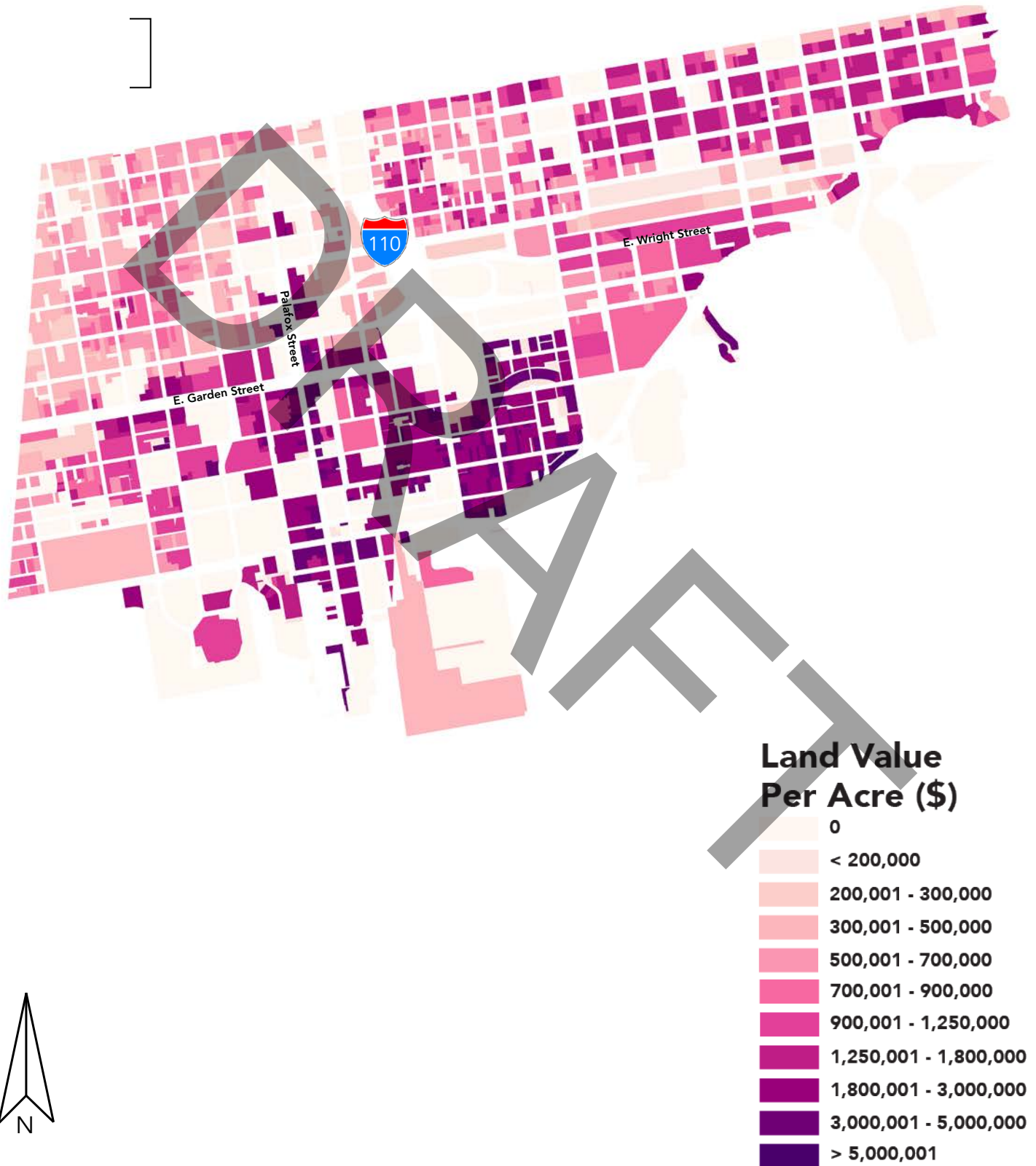
Pensacola, FL





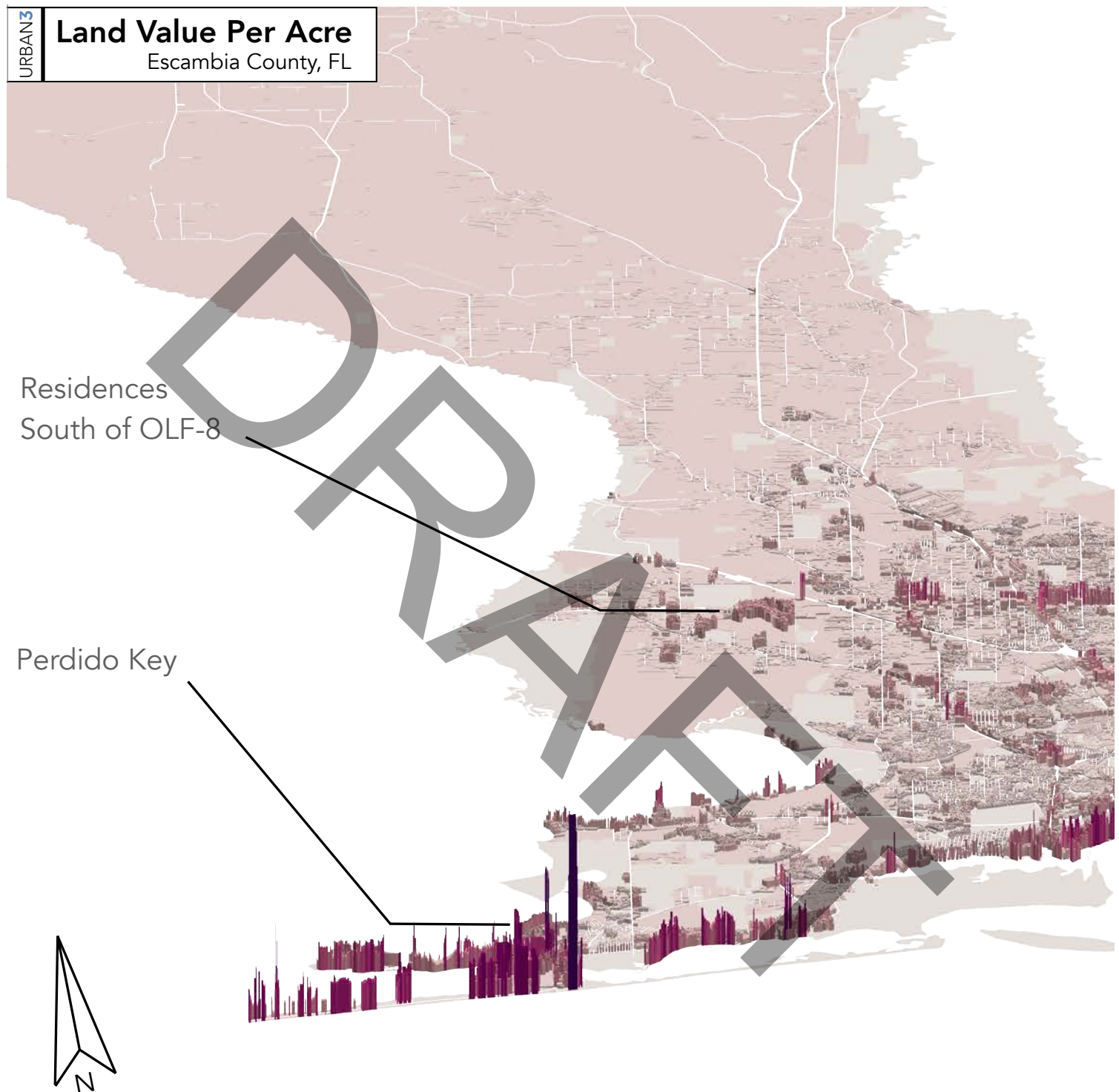
URBAN3

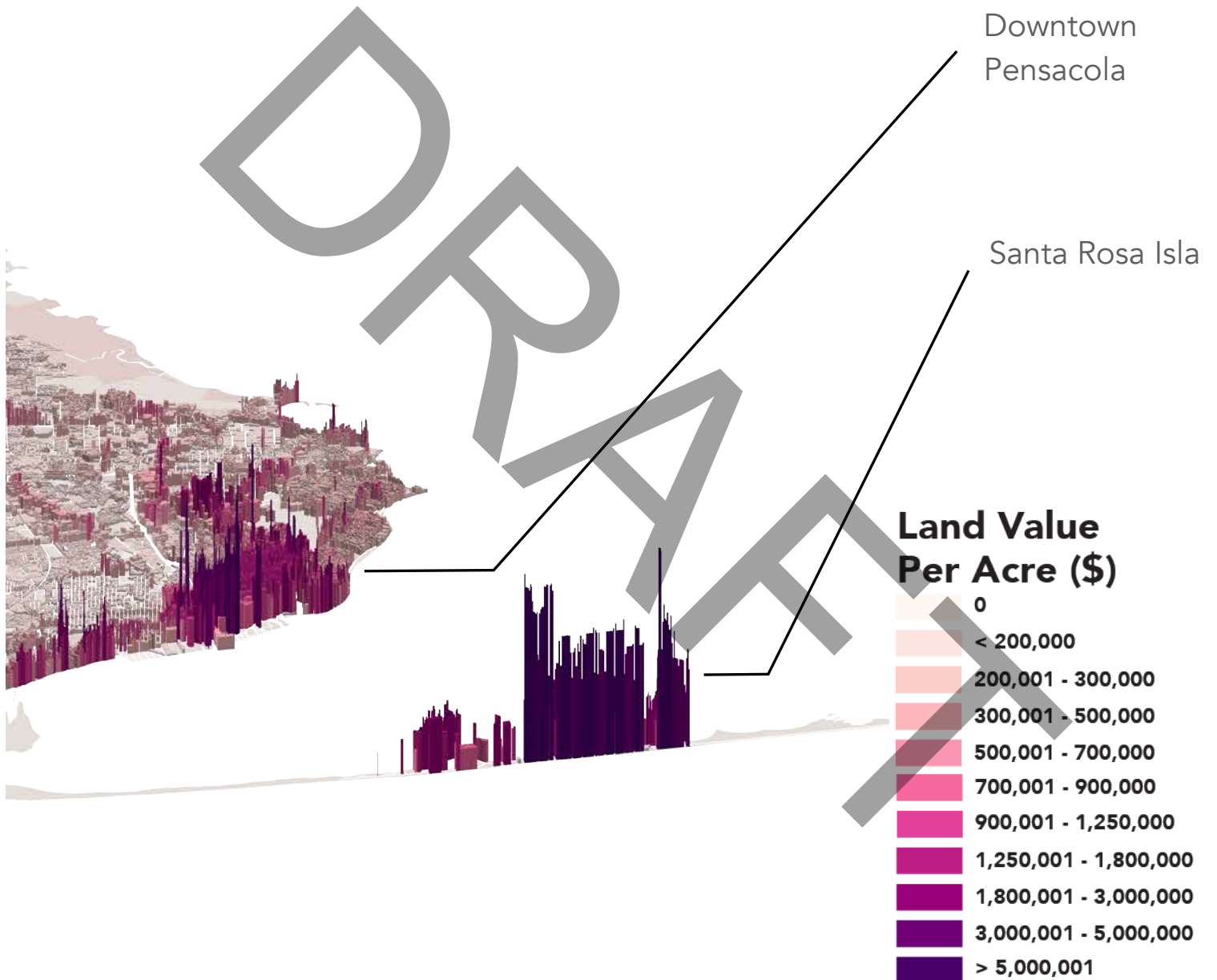
**Taxable Area**  
Downtown Cary, NC



# Understanding the Tax System

Market & Economics







DRAFT

This page is intentionally blank.

# Marketability Analysis

DRAFT

This page is intentionally blank.



## Location & Neighborhood Amenities

The 640-acre development site comprises one rectangular (albeit irregular) parcel located along the north side of 9-Mile Rd, immediately west of Interstate 10 in Beulah, Florida in Escambia County, the western most county in the Florida Panhandle. Interstate 10 is a major highway running along the northern part of Florida that extends all the way west to Los Angeles. Nine Mile Road runs east to west along the south edge of the OLF8 site and changes from 9-Mile Rd to East Nine Mile Road on either side of I-10. The site is currently zoned for public use, but we have considered the marketability of the site under the assumption that most real estate uses (except, for example, heavy industrial) would be considered acceptable to local planning authorities and Escambia County.

OLF8 is located along Nine Mile Road immediately west of the Navy Federal Credit Union Corporate Campus, which currently employs approximately 8,700 people and has plans to expand to over 10,000 employees by 2021. Immediately south of OLF8, across Nine Mile Road, is an ongoing 350-unit rental development on a 52-acre development site.

Retail and entertainment destinations are lacking around the development site, with most retail and entertainment situated east of I-10. Downtown Pensacola, the hub of activity in the Pensacola region, is approximately 14 miles south of the site, reachable by car in about 15 minutes.

The site offers convenient access to key transportation corridors in the Pensacola area. The most significant of these is the I-10, which connects to Interstate-110, the major highway connecting downtown Pensacola. Interstate-110 provides relatively quick access to the Pensacola International Airport, which is located approximately 11.4 miles from OLF8 (or about a 17-minute drive). The site is not located near any public transportation options.

To the immediate south of OLF8 is a 650-lot subdivision with single-family homes, called Nature Trail. While there have been a few new residential developments in area in the last year, including the West Woods Apartments, The Crossings at Milestone, and The Pensacola Grand, a “live-work-play,” mixed-used development, such as that proposed, does not exist in the outskirts of Pensacola. A live-work-play concept will cater to the needs of households of all ages. Further, other than the retail corridors in downtown Pensacola and the Cordova Mall, high-quality retail is not available in the immediate vicinity of the site or the Navy Federal Credit Union Corporate Campus.

Given its location adjacent to the Navy Federal Credit Union Corporate Campus and 350-unit rental development, the project presents an opportunity to cater to the employees and their families, as well as create a mixed-use environment and retail destination not currently present in the neighborhood. We are optimistic about the residential and retail marketability of the site.

# Overview

## Marketability Analysis

### Positive & Challenging Features of the Prospective Development Opportunity

In an effort to rationalize the market positioning of the prospective residential, retail, office, industrial, and hospitality uses that could be built on the OLF8 sites, we have considered the “pros and cons” that the market will likely perceive when considering the project. The following discussion of positive and challenging attributes of the development provide perspective on the significant selling points of the opportunity that ought to be capitalized upon in designing, and leasing or selling, the property’s various components, as well as those less favorable factors that ought to be mitigated during your planning process.

#### Positive Features of the Development

- **The Power of Scale.** The sheer size of OLF8 is a rare characteristic for any development site. Hundreds of acres of land present an opportunity to develop many different uses on the site, such that residential offerings will not compete with one another, retail can be built with flexible layouts, and commercial / industrial buildings can be spatially separated from other areas. The master plan can pursue a true act of “placemaking,” working with a blank slate to create a new, authentic destination.
- **Access and Frontage.** OLF8 has a surplus of frontage along Nine Mile Road, making the site compelling for many retailers. The access to the site provided by Nine Mile Road and I-10 (pending the construction of a northern connection to the site) allows households and commercial end-users to easily reach their destination. Furthermore, these road systems competitively position OLF8 within the region.
- **The Presence of Navy Federal.** The Navy Federal Credit Union’s decision to locate in Escambia County has done a tremendous amount to bolster the local workforce, creating opportunities that did not exist before. Furthermore, the presence of Navy Federal has already established the location as a premier destination within the metropolitan area. Thus, OLF8 can be conceived as building upon Navy Federal’s investment by further diversifying what can be built in this area of Escambia County. Lastly, the employees of Navy Federal have a great deal of spending potential, which can be captured via new retail businesses
- **Commercial Appeal.** As stated above, OLF8’s sheer size makes it possible to include a diverse mix of uses on the site. Today, many significant commercial end-users (from medical providers to manufacturers) prefer to locate in a mixed-use context due to the benefits this provides workers. Complete with recreation, retail, and walkable amenities, OLF8’s offerings could be a significant attraction for companies of the future. Furthermore, there is an opportunity for these firms to construct custom-built space, which is less common in other situations.
- **Community Development Potential.** The OLF8 site has the potential to bring what is currently lacking in the area: diverse housing product, communal spaces, attractive retail offerings, and public services. Beulah is a growing community that its current residents enjoy. However, this growth has generated demand that has not been met. OLF8, by providing walkable amenities and retail, can aid in bringing the Beulah community together, thereby further increasing its appeal and value. If deemed necessary, the provision of new public services, such as a fire department and police facility, could satisfy desires of current residents. Furthermore, most housing in the area is traditional single-family, whereas OLF8 could accommodate a varied product mix that would serve the housing needs of a broader range of County residents.
- **Favorable Development Timing and Financial Resources.** Today, we are operating in a low interest rate environment, which aids real estate development due to cheap debt. Thus, this is an excellent time for Escambia County to pursue a large-scale project at OLF8. Furthermore, the ability to access Triumph Funds is a rare asset that Escambia County can tap into to build site infrastructure and thus facilitate the eventual master plan.
- **High Quality of Life.** Escambia County offers a high quality of life that is attractive to many. From the beaches nearby, to Downtown Pensacola, to access to first-rate healthcare services, the Pensacola region has “a lot going for it,” particularly in the context of the Covid-19 pandemic that has driven many people away from dense urban settings. Now is an excellent time to “double down” on the region’s competitive advantages.

## Challenging Aspects of the Development

There are also several challenging factors that must be noted, and taken into consideration as you undertake the development:

- **Congestion Along Nine Mile Road.** Nearly every individual we interviewed in completing this study noted that the traffic congestion along Nine Mile Road is incredibly frustrating. Bringing additional development to this location will only exacerbate this challenge. Thus, it is critical that the master plan consider adept traffic planning, and that a connection to I-10 be constructed at the northern end of the OLF8 site.
- **Speculative Demand for Office, Industrial, and Hotel Uses.** The OLF8 site is not situated in a market context with extant, thriving office, industrial, and hotel developments. While we believe that all of these uses have potential based on our recommendations in the conclusion of the report, OLF8 must be developed thoughtfully and holistically in order to attract the users of these types of developments. Furthermore, Escambia County must engage in a robust marketing effort and provide tax incentives to attract these businesses. Without this marketing effort, demand for these uses is likely to remain speculative.

In summary, it is our opinion that the project site is well-suited for mixed-use development with housing, retail, office, industrial, and hotel space. However, given the pioneering scale of the large-scale development, we recommend taking a cautious approach to defining the development program. There are numerous positive aspects of the development opportunity, but because of the scope and competitive nature of the development, one must proceed with a great focus on design quality and site planning in order to maximize achievable rents and prices. Nevertheless, the prospective positive attributes of the development far outweigh the challenges.



# Economic & Demographic Overview

## Marketability Analysis

### Executive Summary

Escambia County and the Pensacola-Ferry Pass-Brent Metropolitan geographies comprise the primary and secondary market areas in which OLF8 is situated. The City of Pensacola is the primary economic and cultural center in this region, however, given that OLF8 is in the far northwest Gonzales / Southwest-Santa Rosa submarket of the Pensacola Metro area and the site spans nearly one contiguous square mile, we have chosen to analyze the larger geographies in which the OLF8 site resides as their economic and demographic characteristics and dynamics are more meaningful to the site's development considerations. Broadly speaking, the subject is situated in a mature, coastal, tertiary market where large institutions and firms such as the Naval

Airforce base, the Navy Federal Credit Union, as well as the local medical and leisure and hospitality sectors have outsized impacts on the profile of the economy due to the size of the market and its coastal location, which makes it a national tourist destination. The Pensacola Metro Area and Escambia County are on a modest growth trajectory, which in no small way is exhibited by the development along Nine Mile Road, a major east-west corridor, which demarks the southern boundary of the site and along which Navy Federal Credit Union, the largest employer in area, is in the process of expanding its corporate campus.

POPULATION AND HOUSEHOLD TRENDS  
ESCAMBIA COUNTY, FL

|                         | 2010    | 2020     | 2025 Proj. | Compounded Annual Change |           |
|-------------------------|---------|----------|------------|--------------------------|-----------|
|                         |         |          |            | 2010-2020                | 2020-2025 |
| Population              | 297,619 | 323,927  | 336,643    | 0.9%                     | 0.8%      |
| Households              | 116,238 | 126,165  | 131,065    | 0.9%                     | 0.8%      |
| Avg. Household Size     | 2.41    | 2.43     | 2.43       | 0.1%                     | 0.0%      |
| Avg. Household Income   | N/A     | \$73,600 | \$81,525   | N/A                      | 2.2%      |
| Median Household Income | N/A     | \$52,081 | \$55,340   | N/A                      | 1.3%      |

Source: ESRI; compiled by Weitzman Associates, LLC

TABLE 2  
POPULATION AND HOUSEHOLD TRENDS  
PENSACOLA-FERRY PASS-BRENT, FL MSA

|                         | 2010    | 2020     | 2025 Proj. | Compounded Annual Change |           |
|-------------------------|---------|----------|------------|--------------------------|-----------|
|                         |         |          |            | 2010-2020                | 2020-2025 |
| Population              | 448,991 | 507,667  | 535,914    | 1.3%                     | 1.1%      |
| Households              | 173,148 | 194,521  | 205,267    | 1.2%                     | 1.1%      |
| Avg. Household Size     | 2.46    | 2.49     | 2.49       | 0.1%                     | 0.0%      |
| Avg. Household Income   | N/A     | \$80,673 | \$89,342   | N/A                      | 2.1%      |
| Median Household Income | N/A     | \$57,598 | \$61,822   | N/A                      | 1.5%      |

Source: ESRI; compiled by Weitzman Associates, LLC

### Executive Summary

Based on our research of the rental housing market, our findings are summarized as follows:

- The Pensacola apartment market is a high-performance market from a rent growth perspective, achieving rent growth over the past several years that surpassed that of far larger apartment markets. The Pensacola apartment market saw asking rent grow 5.8% and effective rent grow 6.7% in 2018, a high watermark among ten years of strong rent growth. Asking rent grew an average of 3.1% compounded annually between 2009 and 2019 while effective rent grew an average of 3.2% compounded annually.
- The most competitive rental housing properties to OLF8 are West Woods Haven and the future Inspire Apartments. Both West Woods Haven and Inspire are within close proximity of the OLF8 site, and are likely to compete with proposed rental housing at OLF8 from a locational perspective, as they are also very convenient to Interstate 10 and the Navy Federal campus. West Woods Haven has the most modern unit features among the existing rental comparables, but will likely be perceived as comparably less modern than Inspire and new rental housing at OLF8. The success of Inspire will be important to monitor as it relates to the consideration of rental housing at OLF8, as Inspire will likely be the first modern apartment development on Nine Mile Road that is west of Interstate 10.

- Demand for rental housing remains strong in Pensacola. However, there are a significant number of apartment projects at various stages of the planning process. There appears to be strong demographic support for rental housing at OLF8 if it is designed appropriately. However, based on our review of Escambia County Development Review

| PENSACOLA & SW PENSACOLA<br>ALL INVENTORY<br>SUPPLY AND DEMAND |              |             |                |                 |                |                |                 |
|--|--------------|-------------|----------------|-----------------|----------------|----------------|-----------------|
| Year   | Vacancy Rate | Asking Rent |                |                 | Effective Rent |                |                 |
|  |              | Per Unit    | Percent Growth | Per Square Foot | Per Unit       | Percent Growth | Per Square Foot |
| 2008   | 13.2%        | \$773       | -              | \$0.80          | \$766          | -              | \$0.79          |
| 2009   | 11.3%        | \$744       | -3.9%          | \$0.76          | \$737          | -3.8%          | \$0.76          |
| 2010   | 10.1%        | \$754       | 1.4%           | \$0.78          | \$748          | 1.6%           | \$0.77          |
| 2011   | 11.2%        | \$764       | 1.4%           | \$0.79          | \$757          | 1.2%           | \$0.78          |
| 2012   | 8.4%         | \$781       | 2.2%           | \$0.80          | \$776          | 2.4%           | \$0.80          |
| 2013   | 7.1%         | \$806       | 3.2%           | \$0.83          | \$799          | 3.0%           | \$0.82          |
| 2014   | 6.1%         | \$819       | 1.6%           | \$0.84          | \$802          | 0.4%           | \$0.82          |
| 2015   | 5.4%         | \$858       | 4.7%           | \$0.88          | \$849          | 5.9%           | \$0.87          |
| 2016   | 7.1%         | \$880       | 2.6%           | \$0.91          | \$867          | 2.1%           | \$0.89          |
| 2017   | 6.4%         | \$918       | 4.3%           | \$0.95          | \$902          | 4.1%           | \$0.93          |
| 2018   | 6.5%         | \$971       | 5.8%           | \$1.00          | \$962          | 6.7%           | \$0.99          |
| 2019   | 5.5%         | \$1,011     | 4.0%           | \$1.04          | \$1,006        | 4.6%           | \$1.04          |
| YTD  | 5.5%         | \$1,028     | 1.7%           | \$1.06          | \$1,025        | 1.8%           | \$1.05          |
| 2020   | 6.6%         | \$929       | -8.1%          | \$0.96          | \$926          | -8.0%          | \$0.96          |
| 2021   | 7.0%         | \$1,016     | 9.4%           | \$1.05          | \$1,013        | 9.4%           | \$1.05          |
| 2022   | 8.3%         | \$1,040     | 2.4%           | \$1.07          | \$1,037        | 2.4%           | \$1.07          |
| 2023   | 7.6%         | \$1,051     | 1.0%           | \$1.08          | \$1,048        | 1.0%           | \$1.08          |
| 2024   | 7.1%         | \$1,058     | 0.7%           | \$1.09          | \$1,055        | 0.7%           | \$1.09          |

(1) Shaded values are projected

Source: CoStar, compiled by Weitzman Associates, LLC

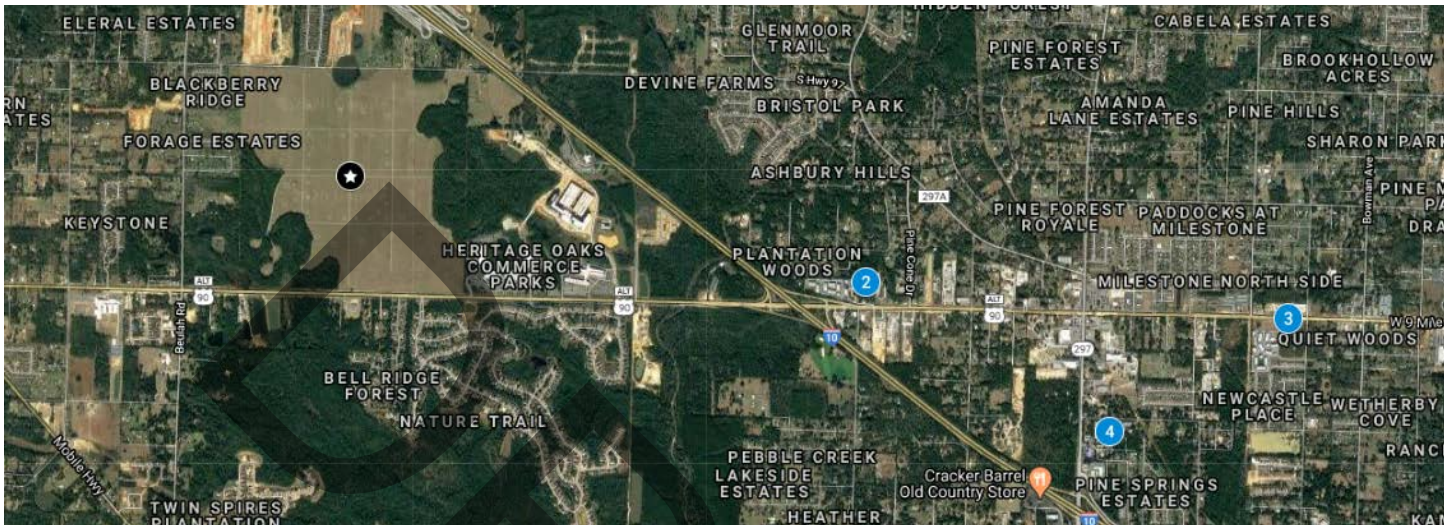
Committee records, it should be noted that there are at least approximately 13 apartment projects currently in various stages of the planning process. Although it is unlikely that the entirety of the proposed inventory additions will actually get built, we recommend a cautious approach in designing and underwriting potential rental housing at the OLF8 site.

# Rental Apartment Market Analysis

## Marketability Analysis

### Comparable Projects

#### MAP OF OLF8, WEST WOODS HAVEN (2), THE CROSSINGS AT MILESTONE (3), AND AVALON (4)



**The West Woods Haven** is located at 3202 W. Nine Mile Road, approximately 1.8 miles east of OLF8, just across Interstate 10 on Nine Mile Road. The development was built as two phases. The first is a three-story, 136-unit complex that was delivered in 2016. The second phase has 132 units completed in October 2017. The combined phases are collectively 97.0% occupied. The property offers one- to three-bedroom apartments ranging in average size from 860 to 1,441 square feet. Monthly rents range from an average of \$1,123 for a one-bedroom unit to \$1,530 for a three-bedroom unit.



**The Crossings at Milestone** was completed in 2017 and has an estimated occupancy of 95.0%. The 240-unit property is located at 1431 9-Mile Rd, approximately 3.9 miles east of OLF8. The property offers one- to three-bedroom apartments ranging in average size from 720 to 1,384 square feet for three bedroom units. Monthly rents range from an average of \$1,068 for a one-bedroom unit to upwards of \$1,470 for a three-bedroom unit. There is an additional charge of \$25 per month for units with better views.



**The Avalon Apartments**, built in 2008, contains 276 units. Located at 8800 Pine Forest Road, the property is approximately 3.2 miles east southeast of OLF8. The property has an estimated occupancy of 92.0%. The property offers one- to three-bedroom apartments ranging in average size from 827 to 1,386 square feet for three bedroom units. The monthly rents range from an average of \$1,086 for a one-bedroom unit to \$1,395 for a three-bedroom unit.



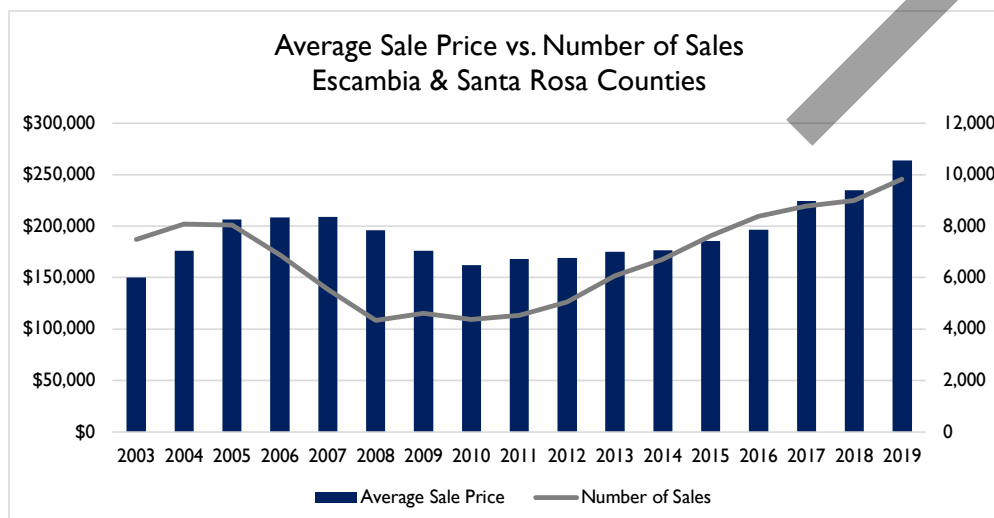
### Executive Summary

Based on our research of the for-sale market, our findings are summarized as follows:

- 2019 was the best year since 2003 for residential home sales in Escambia and Santa Rosa Counties. A record 9,825 homes were sold at an average price of approximately \$263,612.
- The most competitive for-sale developments are Nature Creek and Antietam. Nature Creek is a newly developed townhome development within close proximity of the OLF8 site, and has the most robust amenity offering in our competitive set of properties. Antietam is a newly developed single-family home development within close proximity of the OLF8 site. Antietam offers a limited amenity package and market standard home finishes (stainless steel appliances, luxury vinyl tile flooring, and granite countertops).
- There is a significant amount of for-sale housing units in the development pipeline. Based on our research of submitted and approved development applications, there are approximately 2,396 units of for-sale housing approved for development in Escambia and Santa Rosa Counties, and there are 692 units of for-sale housing pending development approval. In total, there are 3,088 units of for-sale housing in the development pipeline.

| Year | Sales | % Chg | Total Sales Volume | Average Sales Price | % Chg | Median Sales Price | % Chg |
|------|-------|-------|--------------------|---------------------|-------|--------------------|-------|
| 2003 | 7,473 | -     | \$1,121,245,583    | \$150,040           | -     | \$117,900          | -     |
| 2004 | 8,083 | 8%    | \$1,424,257,469    | \$176,204           | 17%   | \$130,000          | 10%   |
| 2005 | 8,037 | -1%   | \$1,658,276,210    | \$206,330           | 17%   | \$159,000          | 22%   |
| 2006 | 6,891 | -14%  | \$1,435,878,024    | \$208,370           | 1%    | \$163,000          | 3%    |
| 2007 | 5,540 | -20%  | \$1,156,538,348    | \$208,761           | 0%    | \$164,000          | 1%    |
| 2008 | 4,335 | -22%  | \$849,519,639      | \$195,968           | -6%   | \$153,000          | -7%   |
| 2009 | 4,606 | 6%    | \$812,176,732      | \$176,330           | -10%  | \$145,000          | -5%   |
| 2010 | 4,380 | -5%   | \$711,096,845      | \$162,351           | -8%   | \$139,385          | -4%   |
| 2011 | 4,538 | 4%    | \$763,871,699      | \$168,328           | 4%    | \$135,000          | -3%   |
| 2012 | 5,057 | 11%   | \$855,328,533      | \$169,138           | 0%    | \$138,000          | 2%    |
| 2013 | 6,071 | 20%   | \$1,062,896,356    | \$175,078           | 4%    | \$145,000          | 5%    |
| 2014 | 6,709 | 11%   | \$1,184,430,363    | \$176,544           | 1%    | \$144,391          | 0%    |
| 2015 | 7,627 | 14%   | \$1,413,985,250    | \$185,392           | 5%    | \$153,450          | 6%    |
| 2016 | 8,373 | 10%   | \$1,647,301,713    | \$196,740           | 6%    | \$164,900          | 7%    |
| 2017 | 8,784 | 5%    | \$1,970,282,942    | \$224,304           | 14%   | \$180,000          | 9%    |
| 2018 | 9,004 | 3%    | \$2,115,682,010    | \$234,971           | 5%    | \$195,000          | 8%    |
| 2019 | 9,825 | 9%    | \$2,589,991,380    | \$263,612           | 12%   | \$211,666          | 9%    |

Source: Pensacola Association of Realtors; compiled by Weitzman Associates, LLC.



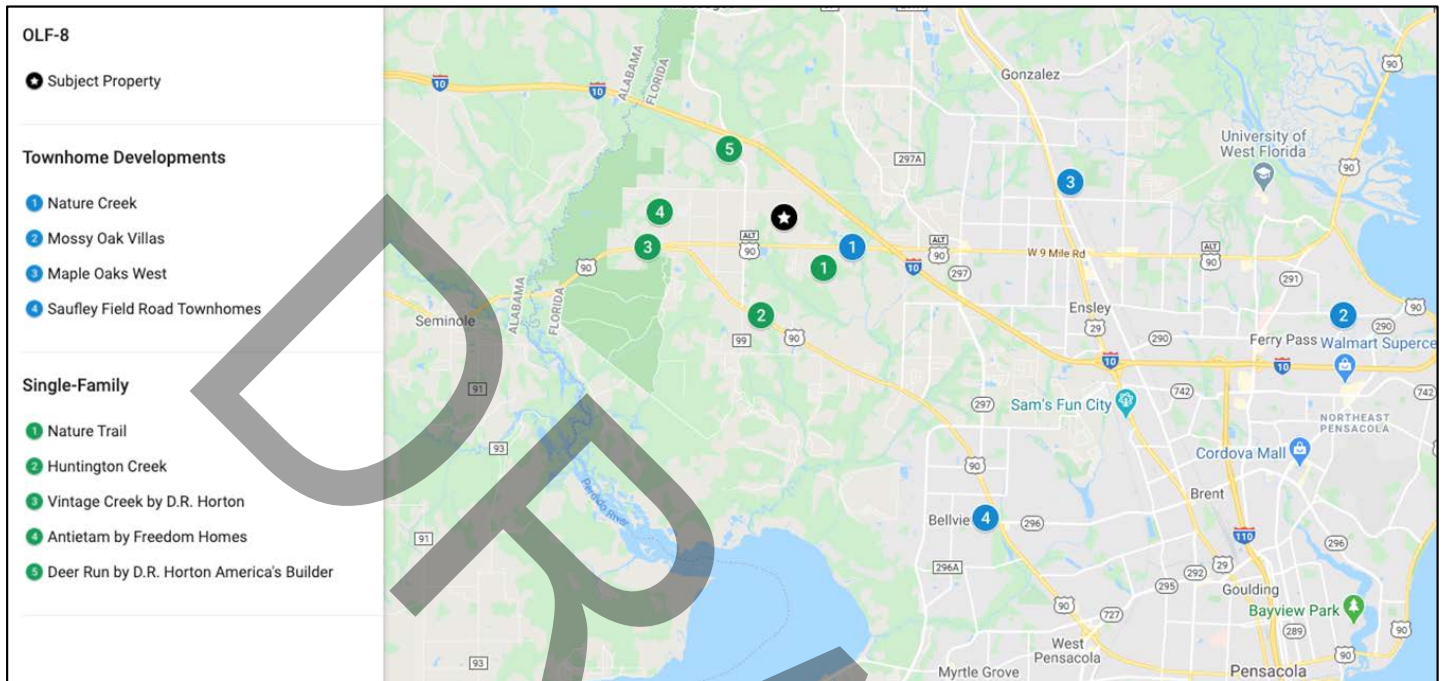
Source: Pensacola Association of Realtors MLS; compiled by Weitzman Associates, LLC

# For-Sale Housing Market Analysis

## Marketability Analysis

### Profiles of Comparable Properties

MAP OF FOR-SALE HOUSING COMPARABLES



**Saufley Field Townhomes** is a two-story, 48-unit residential townhome development located along Royal Port Circle in Pensacola, Florida, approximately eight miles south east of OLF-8. Saufley Field Townhomes was completed in August 2017 by 68Ventures and D.R. Horton. The residences at Saufley Field Townhomes feature luxury vinyl tile flooring, stainless steel appliances, double vanity sink (master bathroom), central HVAC, granite countertops, ceiling fans, laminate countertops, and carpeted bedrooms. There are no amenities at Saufley Field Townhomes.



**Nature Trail** is a 659-lot single-family home development located at 8775 Foxtail Loop in Pensacola, located directly across Nine Mile Road from the OLF8 site. Nature Trail was built in 2015 and features homes built by Classic Homes of Pensacola, ParsCo, Paragon Pensacola, Classic Home Builders, and Mack Custom Homes, among others. The amenity features at Nature Trail include 375 acres of conservation land, miles of walking trails, and a 6,000 square foot community center with a lounge, swimming pool, tennis courts, playground, and fitness center.

### Executive Summary

Based on our research of the retail market, our findings are summarized as follows:

- Rental rates are near the market average in nearby submarkets, while vacancy rates are below average. Retail rental rates average \$13.20 per square foot per year in the Gonzalez/SW Santa Rosa submarket and \$13.31 per square foot per year in the Myrtle Grove/Bellview submarket as of June 2020, according to CoStar – which are both near the current market average of \$14.00. Retail vacancy rates average 2.1% in the Gonzalez/SW Santa Rosa submarket and 1.4% in the Myrtle Grove/Bellview submarket compared to the current market average of 3.4%.
- There is strong support for retail uses at OLF8. There is currently very limited retail surrounding the Navy Federal campus, which is adjacent to OLF8.

Precedent for an array of retail uses surrounding the Pensacola campus is set by the dense retail offerings surrounding the Navy Federal headquarters in Vienna, Virginia. We note that there is retail planned in immediate area of OLF8 and the Pensacola Navy Federal campus, including a Publix-anchored development on the southeast corner of Nine Mile and Beulah roads as well as an undetermined amount of retail space proposed as a part of future phases of the Inspire Apartments development project at 3811 9-Mile Rd. Nevertheless, it is evident from our research that there is significant opportunity at OLF8 to offer necessity-based retail and consumer services to Navy Federal employees as well as on-site and nearby residents. Evolving consumer preferences and Covid-19 will influence the types of destination-based retail that can succeed at OLF8.

| PENSACOLA MARKET       |                   |                |           |         |                |
|------------------------|-------------------|----------------|-----------|---------|----------------|
| OVERALL RENT & VACANCY |                   |                |           |         |                |
| Year                   | Gross Asking Rent |                | Vacancy   |         |                |
|                        | Per Sq. Ft        | Percent Growth | Sq. Ft    | Percent | Percent Change |
| 2008                   | \$13.46           | -              | 1,463,159 | 5.07%   | -              |
| 2009                   | \$12.87           | -4.38%         | 1,888,728 | 6.49%   | 1.42%          |
| 2010                   | \$12.41           | -3.57%         | 1,944,798 | 6.67%   | 0.18%          |
| 2011                   | \$12.22           | -1.53%         | 1,765,744 | 6.02%   | -0.64%         |
| 2012                   | \$12.30           | 0.65%          | 1,576,907 | 5.35%   | -0.67%         |
| 2013                   | \$12.44           | 1.14%          | 1,400,628 | 4.74%   | -0.61%         |
| 2014                   | \$12.69           | 2.01%          | 1,340,091 | 4.51%   | -0.22%         |
| 2015                   | \$12.98           | 2.29%          | 1,419,845 | 4.76%   | 0.25%          |
| 2016                   | \$13.23           | 1.93%          | 953,063   | 3.18%   | -1.58%         |
| 2017                   | \$13.57           | 2.57%          | 1,149,839 | 3.80%   | 0.62%          |
| 2018                   | \$13.84           | 1.99%          | 1,084,720 | 3.55%   | -0.25%         |
| 2019                   | \$14.00           | 1.16%          | 1,042,384 | 3.40%   | -0.15%         |
| YTD                    | \$14.00           | 0.00%          | 993,374   | 3.24%   | -0.16%         |
| 2020                   | \$12.23           | -12.64%        | 1,257,243 | 4.10%   | 0.70%          |
| 2021                   | \$13.84           | 13.16%         | 1,351,300 | 4.40%   | 0.30%          |
| 2022                   | \$14.17           | 2.38%          | 1,258,234 | 4.08%   | -0.32%         |
| 2023                   | \$14.28           | 0.78%          | 1,221,266 | 3.94%   | -0.14%         |
| 2024                   | \$14.29           | 0.07%          | 1,212,841 | 3.90%   | -0.04%         |

(1) Shaded values are projected

Source: Costar; compiled by Weitzman Associates, LLC



# Retail Market Analysis

## Marketability Analysis

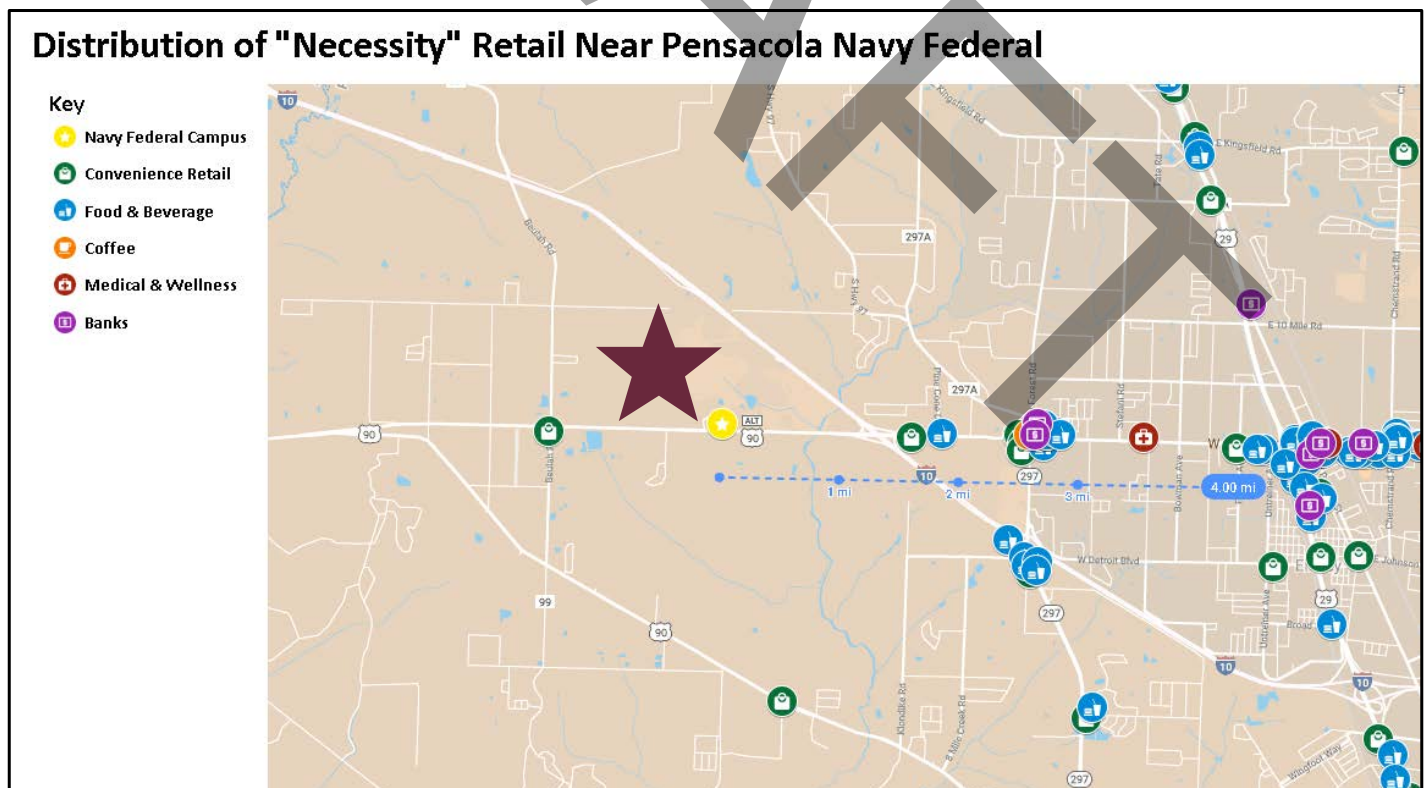
### Destination Retail Market Potential

| SUMMARY OF RETAIL GROUP SUPPLY & DEMAND - 2020   |                 |                 |                        |                          |
|--|-----------------|-----------------|------------------------|--------------------------|
| Store Group                                      | Demand          | Supply          | Demand / Supply Spread | Leakage / Surplus Factor |
| PRIMARY B RETAIL MARKET AREA - 15 MINUTE DRIVE   |                 |                 |                        |                          |
| Total Retail Trade and Food & Drink              | \$1,066,404,644 | \$2,064,144,077 | (\$997,739,433)        | (31.9)                   |
| Total Retail Trade                               | \$967,144,375   | \$1,907,108,970 | (\$939,964,595)        | (32.7)                   |
| Total Food & Drink                               | \$99,260,269    | \$157,035,107   | (\$57,774,838)         | (22.5)                   |
| Building Material, Garden Equip & Supply Stores  | \$68,171,527    | \$165,045,631   | (\$96,874,104)         | (41.5)                   |
| Furniture & Home Furnishings Stores              | \$34,156,989    | \$47,327,353    | (\$13,170,364)         | (16.2)                   |
| Food & Beverage Stores                           | \$169,216,283   | \$180,201,416   | (\$10,985,133)         | (3.1)                    |
| Grocery Stores                                   | \$154,130,644   | \$170,827,890   | (\$16,697,246)         | (5.1)                    |
| Specialty Food Stores                            | \$7,077,415     | \$4,573,188     | \$2,504,227            | 21.5                     |
| Beer, Wine & Liquor Stores                       | \$8,008,224     | \$4,800,337     | \$3,207,887            | 25.0                     |
| Health & Personal Care Stores                    | \$65,428,719    | \$95,835,092    | (\$30,406,373)         | (18.9)                   |
| Clothing & Clothing Accessories Stores           | \$45,962,489    | \$29,936,860    | \$16,025,629           | 21.1                     |
| Sporting Goods, Hobby, Book & Music Stores       | \$22,973,842    | \$44,117,182    | (\$21,143,340)         | (31.5)                   |
| Food Services & Drinking Places                  | \$99,260,269    | \$157,035,107   | (\$57,774,838)         | (22.5)                   |
| Special Food Services                            | \$1,723,285     | \$208,218       | \$1,515,067            | 78.4                     |
| Drinking Places - Alcoholic Beverages            | \$7,701,515     | \$7,995,954     | (\$294,439)            | (1.9)                    |
| Restaurants/Other Eating Places                  | \$89,835,469    | \$148,830,935   | (\$58,995,466)         | (24.7)                   |
| SECONDARY B RETAIL MARKET AREA - 30 MINUTE DRIVE |                 |                 |                        |                          |
| Total Retail Trade and Food & Drink              | \$4,437,403,487 | \$5,767,235,978 | (\$1,329,832,491)      | (13.0)                   |
| Total Retail Trade                               | \$4,020,243,707 | \$5,128,695,662 | (\$1,108,451,955)      | (12.1)                   |
| Total Food & Drink                               | \$417,159,780   | \$638,540,315   | (\$221,380,535)        | (21.0)                   |
| Building Material, Garden Equip & Supply Stores  | \$278,575,285   | \$479,550,737   | (\$200,975,452)        | (26.5)                   |
| Furniture & Home Furnishings Stores              | \$143,032,257   | \$205,940,566   | (\$62,908,309)         | (18.0)                   |
| Food & Beverage Stores                           | \$699,388,869   | \$763,338,246   | (\$63,949,377)         | (4.4)                    |
| Grocery Stores                                   | \$637,131,354   | \$702,972,007   | (\$65,840,653)         | (4.9)                    |
| Specialty Food Stores                            | \$29,004,239    | \$28,297,007    | \$707,232              | 1.2                      |
| Beer, Wine & Liquor Stores                       | \$33,253,276    | \$32,069,232    | \$1,184,044            | 1.8                      |
| Health & Personal Care Stores                    | \$269,727,676   | \$269,170,263   | \$557,413              | 0.1                      |
| Clothing & Clothing Accessories Stores           | \$190,060,467   | \$170,590,519   | \$19,469,948           | 5.4                      |
| Sporting Goods, Hobby, Book & Music Stores       | \$98,293,917    | \$112,533,507   | (\$14,239,590)         | (6.8)                    |
| Food Services & Drinking Places                  | \$417,159,780   | \$638,540,315   | (\$221,380,535)        | (21.0)                   |
| Special Food Services                            | \$6,806,735     | \$22,143,824    | (\$15,337,089)         | (53.0)                   |
| Drinking Places - Alcoholic Beverages            | \$31,078,067    | \$59,712,191    | (\$28,634,124)         | (31.5)                   |
| Restaurants/Other Eating Places                  | \$379,274,977   | \$556,684,301   | (\$177,409,324)        | (19.0)                   |

### Destination Retail Market Potential Cont'd

| TERTIARY B RETAIL MARKET AREA - 45 MINUTE DRIVE |                 |                 |                   |        |
|---|-----------------|-----------------|-------------------|--------|
| Total Retail Trade and Food & Drink             | \$7,574,664,346 | \$9,077,399,923 | (\$1,502,735,577) | (9.0)  |
| Total Retail Trade                              | \$6,861,143,587 | \$8,070,649,283 | (\$1,209,505,696) | (8.1)  |
| Total Food & Drink                              | \$713,520,758   | \$1,006,750,640 | (\$293,229,882)   | (17.0) |
| Building Material, Garden Equip & Supply Stores | \$475,778,176   | \$748,280,488   | (\$272,502,312)   | (22.3) |
| Furniture & Home Furnishings Stores             | \$244,670,879   | \$306,086,143   | (\$61,415,264)    | (11.2) |
| Food & Beverage Stores                          | \$1,159,183,181 | \$1,122,239,150 | \$36,944,031      | 1.6    |
| Grocery Stores                                  | \$1,057,865,936 | \$1,013,910,404 | \$43,955,532      | 2.1    |
| Specialty Food Stores                           | \$46,753,736    | \$45,180,876    | \$1,572,860       | 1.7    |
| Beer, Wine & Liquor Stores                      | \$54,563,508    | \$63,147,870    | (\$8,584,362)     | (7.3)  |
| Health & Personal Care Stores                   | \$450,939,551   | \$459,741,584   | (\$8,802,033)     | (1.0)  |
| Clothing & Clothing Accessories Stores          | \$305,373,193   | \$345,038,628   | (\$39,665,435)    | (6.1)  |
| Sporting Goods, Hobby, Book & Music Stores      | \$180,291,420   | \$194,045,374   | (\$13,753,954)    | (3.7)  |
| Food Services & Drinking Places                 | \$713,520,758   | \$1,006,750,640 | (\$293,229,882)   | (17.0) |
| Special Food Services                           | \$9,874,462     | \$23,575,012    | (\$13,700,550)    | (41.0) |
| Drinking Places - Alcoholic Beverages           | \$44,586,412    | \$74,062,066    | (\$29,475,654)    | (24.8) |
| Restaurants/Other Eating Places                 | \$659,059,885   | \$909,113,563   | (\$250,053,678)   | (15.9) |

Source: ESRI; compiled by Weitzman Associates, LLC



# Retail Market Analysis

## Marketability Analysis

### Surrounding Retail Centers`

| RETAIL CENTERS<br>PENSACOLA, FL                                  |                     |                    |                      |                         |   |
|--|---------------------|--------------------|----------------------|-------------------------|---|
| Center   | Distance<br>To Site | Year<br>Built/Reno | Sq. Ft.<br>(approx.) | No. of<br>Stores/Spaces | Description   |
| 1 Palm Creek Plaza<br>W. Nine Mile Rd @ N Klondike Rd            | 2.4                 | unknown            | unknown              | 10                      | Dentist, ice cream shop, University Lending Group, Herbs & Things, etc.   |
| 2 Pine Forest Center/Commons<br>W. Nine Mile Rd @ Pine Forest Rd | 3.0                 | unknown            | unknown              | 9                       | Mystic Nails Spa, StateFarm Insurance, Color My World Hair & Nail Salons, dentists/orthodontist   |
| 3 Plaza North Shopping Center<br>3 W. Nine Mile Road             | 5.4                 | unknown            | 81,848               | 13                      | Stores include Tractor Supply, KFC, Sami Nail, Kings Buffet   |
| 4 Ensley Square<br>2 E. Nine Mile Road                           | 5.4                 | unknown            | 62,361               | 12                      | Stores include Goodwill, Firehouse Subs, Harbor Freight, Ritchey's Liquor   |
| 5 Palafox Square<br>8935 Pensacola Boulevard                     | 5.4                 | unknown            | 17,150               | 9                       | Stores include Sally Beauty, GameStop, Cricket Wireless   |
| 6 University Town Plaza<br>7171 N. Davis Highway                 | 8.7                 | 2014               | 668,023              | unknown                 | Outdoor mall includes stores such as JCPenney, Academy Sports & Outdoors, Burlington.   |
| 7 Village Oaks<br>6601 N. Davis Highway                          | 8.7                 | 1985               | 194,701              | ~30                     | Stores include PetSmart, Cato Fashions, and Bealls  |
| 8 Pensacola Square<br>6235 N. Davis Highway                      | 10.2                | 1988 /<br>1995     | 237,867              | 18                      | Big Lots, Hobby Lobby, Petland, etc.  |
| 9 Ferry Pass Plaza<br>8102 N. Davis Highway                      | 10.2                | unknown            | 115,198              | 13                      | Stores include Dollar Tree, Dirt Cheap, and Santino's Pizza & Grinders  |
| 10 Forest Oaks Shopping Center<br>5007 N. Davis Highway          | 10.7                | 1990 /<br>2010     | 110,345              | unknown                 | Stores include Dollar General, Cycle Gear, Sky Zone, H&R Block  |
| 11 Town & Country Plaza<br>3300 N. Pace Boulevard                | 10.8                | 1957               | 245,835              | 40                      | Stores include Citi Trends, Beauty Town, Magic Nails, Will & Way, etc.  |
| 12 Cordova Commons<br>1901 Airport Boulevard                     | 11.3                | 2012               | 169,486              | 14+                     | Stores include The Fresh Market, Petco, DSW, Marshalls and Kirkland's   |
| 13 Eastgate Plaza<br>6901 N. 9th Avenue                          | 11.7                | 2016<br>(reno)     | 186,427              | ~31                     | Stores include Winn-Dixie, Pensacola Fitness, Guitar Center   |
| 14 Cordova Mall<br>5100 N. 9th Avenue                            | 11.9                | 1971 /<br>2009     | 858,000              | 120+ stores             | Cordova Mall is the largest and most upscale shopping center in the Pensacola area. Anchored by Belk, Dillard's, Dick's Sporting Goods, Best Buy, Bed Bath and Beyond and World Market, Cordova Mall also features more than 120 specialty stores including LOFT, Chico's, Jos. A Bank, Sephora, The Buckle and Old Navy. Romano's Macaroni Grill, Panera Bread, Red Robin and Moe's Southwest Grill are some of the dining |
| 15 Belvedere Park Plaza<br>6895 N. 9th Avenue                    | 11.9                | 2004<br>(reno)     | 125,690              | 6+                      | Stores include Pet Supermarket, Chow Tyme, Dollar Tree  |
| 16 Fairfield Village<br>8187 W. Fairfield Drive                  | 12.1                | unknown<br>2009    | 72,000               | ~6                      | Stores include Grocery Outlet, Subway, Dirt Cheap   |

Source: Field survey & online sources; compiled by Weitzman Associates, LLC



### Executive Summary

- **National Hotel Market Overview.** Prior to the corona-virus pandemic, the national hotel market had been performing relatively well. There was continued growth in hotel RevPAR from 2010 to 2019, although the rate of growth had slowed in recent years and notably decelerated over the past year in 2019. Owing to the corona-virus pandemic, which essentially halted most travel nationally and globally, there has been a severe negative impact on the national hotel market since March 2020. While there remains much uncertainty, national hotel forecasts published by PWC and CBRE Hotels reflect a relatively swift market recovery over the next several years. However, the negative lodging impacts from the corona-virus pandemic and ensuing recovery will vary by market and property type, with drive-to, low-density leisure destinations, such as Pensacola, likely to be quicker to recover.
- **Escambia County Hotel Market Overview.** Based upon STR data derived from Visit Pensacola, the existing hotel inventory in Escambia County as of March 2020 was comprised of 84 hotel properties with a total of 7,932 rooms. From 2015 to 2019, Escambia County's average hotel RevPAR increased at an average compounded annual growth rate of 4.6%, compared to a corresponding national average compounded annual growth rate of 2.4%, reflecting the relative strength of the Escambia County hotel market.

Based upon our review of Escambia County's hotel inventory as derived from STR, 33.3% of the County's hotels are classified by STR as economy class, 12.9% are classified as midscale class, 30.6% are classified as upper midscale class, 13.7% are classified as upscale class, 5.6% (two hotels) are classified as upper upscale class, and 3.9% (one hotel) is classified as luxury class. At the top end of the class spectrum, the three upper upscale and luxury hotels are all located in Pensacola Beach. The closest concentration of hotels to the OLF8 development site is approximately four miles to the southeast around the intersection of Interstate 10 and Pine Forest Road. Of the 12 hotels in this area, six are classified as upper midscale class, one is classified

as midscale class, and five are classified as economy class. Additionally, a new Courtyard by Marriott, which is considered upscale class, is currently under construction on Nine Mile Road, just east of I-10, approximately two miles east of the OLF8 site.

- **Competitive Set Hotel Market Trends.** The defined competitive set consists of six upper midscale class, limited-service hotels: a Fairfield Inn and Suites, a Hampton Inn, a Home2 Suites, a Holiday Inn Express & Suites, a Country Inn & Suites, and a Best Western Plus. The Fairfield Inn and Suites and Home2 Suites recently opened in September 2019 and February 2020, respectively. After a positive trend of growth over the years from 2015 to 2017, RevPAR in the competitive set remained relatively stable in 2018, and declined in 2019 as the September opening of the Fairfield Inn & Suites had a negative impact on the competitive market's occupancy. The competitive hotel market has continued to decline thus far in 2020, with further negative impact from the opening of the Home2 Suites in February, followed by the severe negative impact resulting from the corona-virus pandemic.
- **Monthly and Day of Week Trends.** For the competitive market, the summer months of June and July typically represent the peak season, followed by the preceding spring months of March to May. The slowest months are generally the winter months of December and January. Reflective of the leisure demand in the market, the highest occupancy, ADR, and RevPAR levels are typically achieved on Friday and Saturday nights. Tuesday and Wednesday nights are also relatively strong, as commercial demand from business travelers typically peaks during the midweek. As in most hotel markets, Sunday nights are the weakest in terms of occupancy and RevPAR.
- **Competitive Hotel Supply and Demand Analysis.** To project market occupancy over the next several years, we performed a competitive supply and demand analysis. In our competitive supply analysis, we included the six competitive hotels totaling 425 rooms. We also included in our competitive supply analysis the 124-room Courtyard by Marriott currently under construction along Nine Mile Road

# Hotel Market Analysis

## Marketability Analysis

just east of I-10; we assumed this hotel opens as of March 1, 2021. For the purpose of our analysis, we have assumed that the proposed subject hotel on the OLF8 site, with 100 rooms, will open on January 1, 2024.

Reflecting the impact from the corona-virus pandemic, we project the competitive hotel market's base annual hotel demand to decline by -10.0% in 2020, before recovering with annual growth of 40.0% in 2021, 20.0% in 2022, 5.0% in 2023 and 2024, and 3.5% in the years thereafter. Furthermore, we project that the new Courtyard by Marriott and the proposed hotel on the OLF8 site will induce (i.e. attract into the market) 40% of their room nights. Based upon the competitive supply and demand analysis, we have estimated a stabilized competitive market occupancy rate of approximately 74% in 2026.

- **Projection of Stabilized Occupancy and Average Daily Rate for the Proposed Hotel at OLF8.** Assuming an upscale, 3 to 3+ star, nationally branded, select-service hotel with approximately 100 rooms, we project three years to reach stabilized occupancy, with projected penetration rates of 90% in the first full year of operations in 2024, increasing to 95% in 2025 and a stabilized 100% penetration as of 2026. Based upon our analysis, we project the proposed hotel's stabilized occupancy rate at 74.0%. Based upon the average ADR of the competitive set, as well as an analysis of average ADR levels of comparable moderately upscale select service hotels in other areas of Pensacola, we estimate the proposed hotel's positioned average daily rate at \$130 in 2019 dollars. In consideration of recent trends including the impact from the ongoing corona-virus pandemic, we project an average annual ADR decline of -13.0%

in 2020. Thereafter, ADR is projected to recover with annual growth of 6.0% in 2021 and 2022, 4.0% in 2023, and a stabilized 3.0% in the years thereafter. The proposed OLF8 hotel's projected occupancy rate, ADR, and RevPAR through the first stabilized year, as projected by Weitzman Associates, are summarized in the following table.

- **Potential Hotel Development Timing.** For a proposed hotel on the OLF8 site, we assumed a January 1, 2024 opening date for projection purposes, but recommend that any potential hotel development on the site should be considered for a latter phase of development. The current corona-virus pandemic has had a severe negative impact on the hotel market and the length and extent of any eventual recovery remains to be seen. The local competitive hotel market has also been impacted by new supply, which will increase further with the opening of the Courtyard by Marriott currently under construction just two miles from the OLF8 site. Furthermore, consideration should be given to the other uses that may be developed on the OLF8 site, as any significant commercial or healthcare component will likely drive additional hotel demand, for which an on-site hotel would be well positioned to capture. A hotel development on the OLF8 site will not be a catalyst for additional growth, and should rather be considered as a potential complimentary use, which would be best tailored after knowing the other primary uses to be developed on the OLF8 site.

| PROJECTED OCCUPANCY AND ADR<br>OLF 8 MASTER PLAN |          |          |                    |
|--|----------|----------|--------------------|
| Projection Year Ending 12/31                     | 2024     | 2025     | Stabilized<br>2026 |
| Projected ADR                                    | \$136.00 | \$140.08 | \$144.28           |
| Projected Occupancy                              | 63.0%    | 69.0%    | 74.0%              |
| Projected RevPAR                                 | \$85.68  | \$96.66  | \$106.77           |
| % Change   | ---      | 12.8%    | 10.5%              |

Source: Projections by Weitzman Associates, LLC

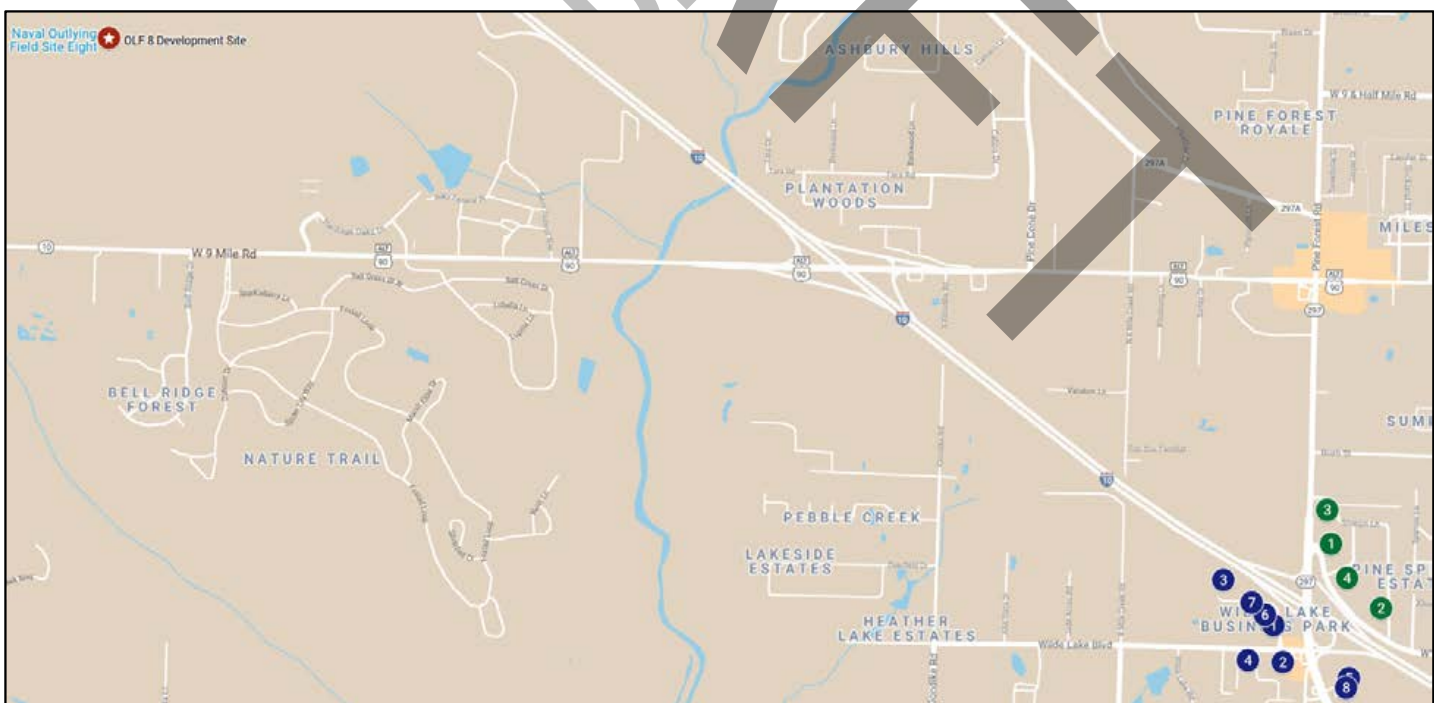
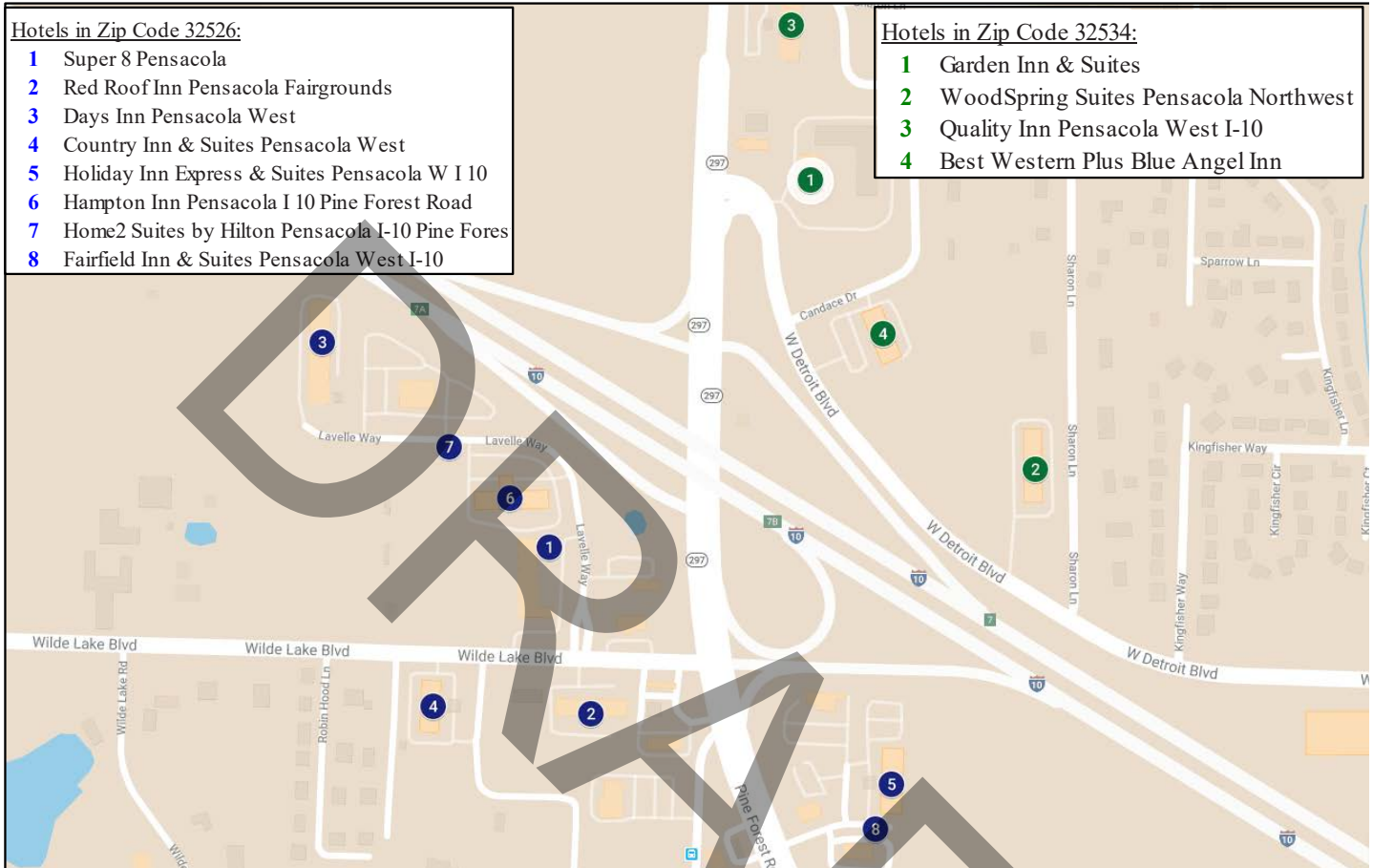
### HOTELS IN ZIP CODES 32526 & 32534

#### Hotels in Zip Code 32526:

- 1 Super 8 Pensacola
- 2 Red Roof Inn Pensacola Fairgrounds
- 3 Days Inn Pensacola West
- 4 Country Inn & Suites Pensacola West
- 5 Holiday Inn Express & Suites Pensacola W I 10
- 6 Hampton Inn Pensacola I 10 Pine Forest Road
- 7 Home2 Suites by Hilton Pensacola I-10 Pine Fores
- 8 Fairfield Inn & Suites Pensacola West I-10

#### Hotels in Zip Code 32534:

- 1 Garden Inn & Suites
- 2 WoodSpring Suites Pensacola Northwest
- 3 Quality Inn Pensacola West I-10
- 4 Best Western Plus Blue Angel Inn

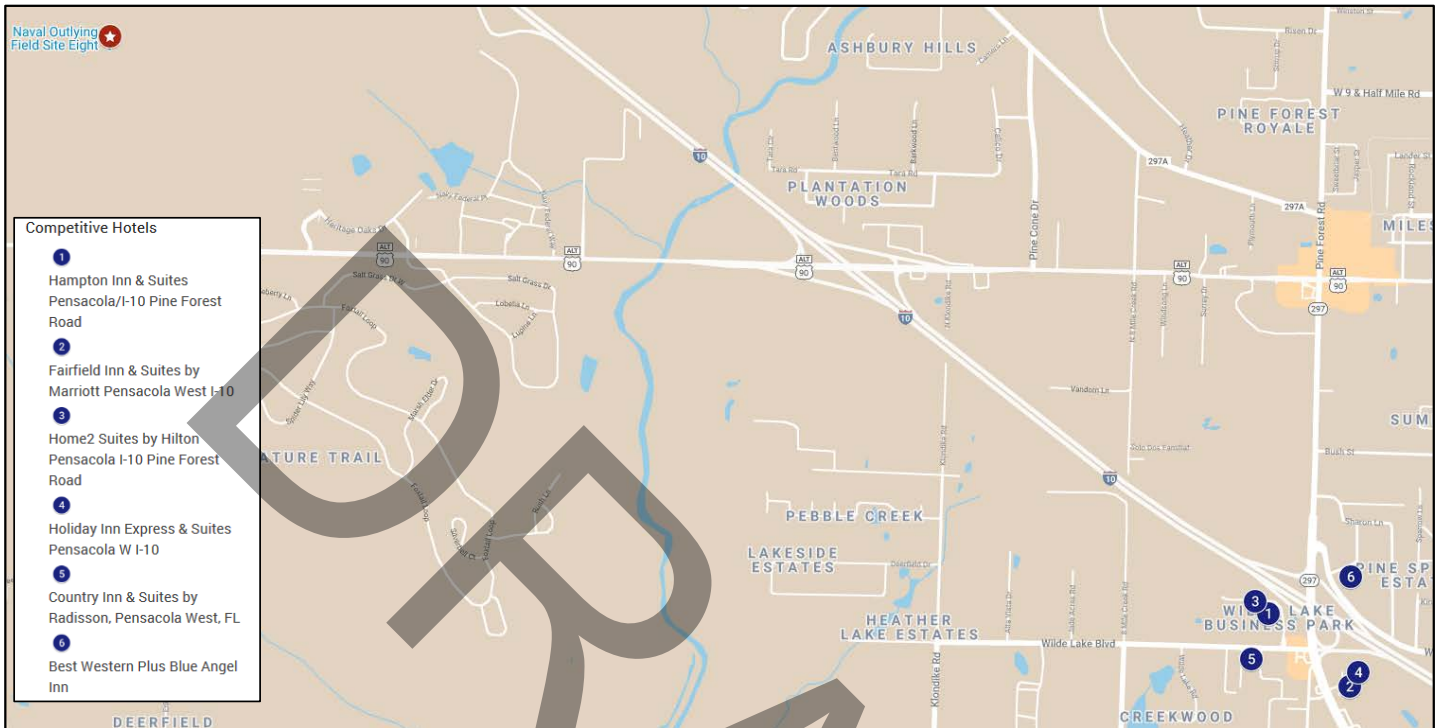




# Hotel Market Analysis

## Marketability Analysis

### Profiles of Comparable Properties



The **Hampton Inn & Suites** Pensacola / I-10 Pine Forest Road is located at 8021 Lavelle Way. The four-story, 75-room, limited service hotel opened in December 2014. The guestrooms have either two queen beds or one king bed. Standard guestroom amenities include complimentary WiFi, LCD television, desk, mini-refrigerator, microwave, and coffee maker. Studio suites feature a separate living area with sleeper sofa. Hotel features and amenities include a complimentary breakfast area, a fitness center, an outdoor pool, a business center, and a 672 square foot meeting room.



The **Fairfield Inn & Suites** Pensacola West I-10 is located at 150 Loblolly Lane. The four-story, 87-room, limited-service hotel opened in September 2019. Standard guestrooms include king rooms measuring 312 square feet and double queen rooms measuring 381 square feet. There are 18 suites, with either one king bed or two queen beds, plus a separate living area with sofa bed, measure 475 square feet. Standard guestroom amenities include complimentary WiFi, desk with ergonomic chair, mini refrigerator, microwave, coffee maker, and 55-inch LCD television. Hotel features and amenities include complimentary hot breakfast, a 24-hour fitness center, an indoor pool, a 545 square foot meeting room, and a 207 square foot boardroom.

## Executive Summary

Weitzman does not advise including a significant office component at this time on the OLF8 site. Given the market and submarket profile, current performance, and evolving trends spurred by the ongoing public health and economic crisis, we recommend any office use in the initial development phases would be relatively modest (20,000 to 50,000 square feet, \$20-30 per square foot)

and would be designed to complement the anticipated primary residential, retail, and recreational uses. Unless the development team is able to secure a partnership with from a large corporate client such as a public or private defense, medical, or technology interest, the market is simply not strong enough to support a large, speculative office development at this time.

Metro Area, in addition to a breakdown of inventory, 12-month deliveries, and construction activity for the 16 office submarkets as of June 2020.

TABLE 88

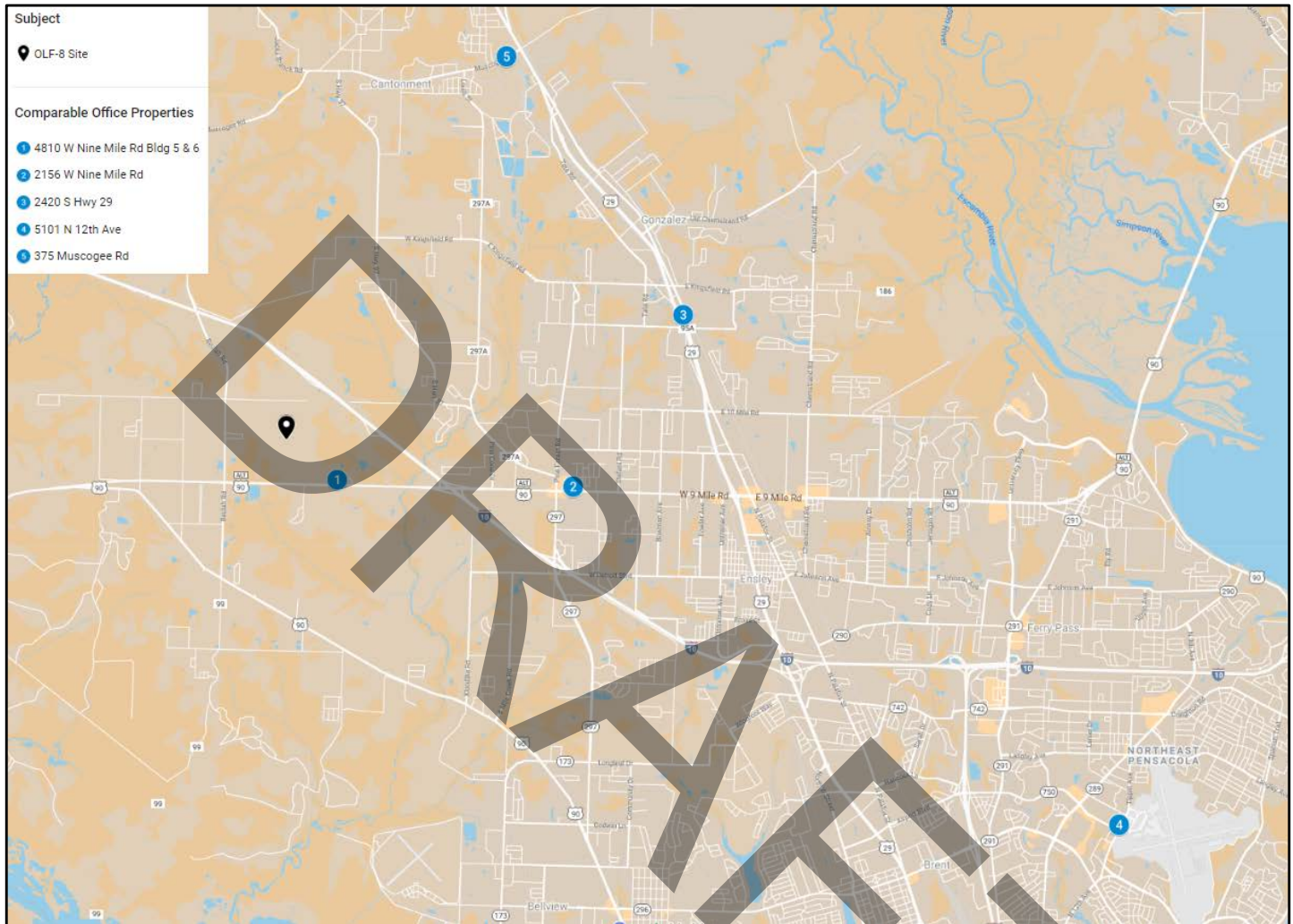
| PENSACOLA METRO AREA OFFICE SUBMARKET<br>SUBMARKET INVENTORY |                           |           |                    |                  |                     |                    |            |                    |                    |                  |
|--|---------------------------|-----------|--------------------|------------------|---------------------|--------------------|------------|--------------------|--------------------|------------------|
| No.  | Submarket                 | Inventory |                    |                  | 12 Month Deliveries |                    |            | Under Construction |                    |                  |
|  |                           | Buildings | Sq. Ft.<br>(‘000s) | Market<br>SF (%) | Buildings           | Sq. Ft.<br>(‘000s) | Market (%) | Buildings          | Sq. Ft.<br>(‘000s) | Market<br>SF (%) |
| 1  | Avalon Beach/Milton       | 216       | 874                | 5.6%             | 0                   | 0                  | 0.0%       | 0                  | -                  | -                |
| 2  | Central Pensacola/S Brent | 548       | 3,710              | 23.7%            | 0                   | 0                  | 0.0%       | 0                  | -                  | -                |
| 3  | Downtown Pensacola        | 282       | 3,225              | 20.6%            | 1                   | 2                  | 0.1%       | 0                  | -                  | -                |
| 4  | Ensley/N Brent            | 167       | 810                | 5.2%             | 0                   | 0                  | 0.0%       | 0                  | -                  | -                |
| 5  | Ferry Pass/N Pensacola    | 377       | 3,192              | 20.4%            | 1                   | 6                  | 0.2%       | 1                  | 50                 | 1.6%             |
| 6  | Gonzalez/SW Santa Rosa    | 108       | 1,974              | 12.6%            | 2                   | 358                | 18.1%      | 1                  | 730                | 37.0%            |
| 7  | Gulf Breeze               | 46        | 344                | 2.2%             | 0                   | 0                  | 0.0%       | 0                  | -                  | -                |
| 8  | Myrtle Grove/Bellview     | 50        | 235                | 1.5%             | 0                   | 0                  | 0.0%       | 0                  | -                  | -                |
| 9  | Navarre                   | 110       | 554                | 3.5%             | 0                   | 0                  | 0.0%       | 0                  | -                  | -                |
| 10   | Pensacola Beach           | 8         | 26                 | 0.2%             | 0                   | 0                  | 0.0%       | 0                  | -                  | -                |
| 11   | Perdido                   | 18        | 116                | 0.7%             | 0                   | 0                  | 0.0%       | 0                  | -                  | -                |
| 12   | SE Santa Rosa County      | 5         | 15                 | 0.1%             | 0                   | 0                  | 0.0%       | 0                  | -                  | -                |
| 13   | Upper Escambia County     | 9         | 50                 | 0.3%             | 0                   | 0                  | 0.0%       | 0                  | -                  | -                |
| 14   | Upper Santa Rosa County   | 2         | 12                 | 0.1%             | 0                   | 0                  | 0.0%       | 0                  | -                  | -                |
| 15   | Warrington                | 48        | 155                | 1.0%             | 0                   | 0                  | 0.0%       | 0                  | -                  | -                |
| 16   | West Pensacola            | 104       | 364                | 2.3%             | 0                   | 0                  | 0.0%       | 0                  | -                  | -                |

Source: CoStar, compiled by Weitzman Associates, LLC

# Office Market Analysis

## Marketability Analysis

### Profiles of Comparable Office Properties



**4810 W Nine Mile Rd / 5530 Heritage Oaks Drive Building 5 & 6** is the latest office development included in the master plan to expand the Navy Federal Credit Union's headquarters. The project contains 200,000 square feet of Class-A office space, which will be entirely occupied by the Navy Federal Credit Union as a call center. The construction of Building 5 will be followed by construction of Building 6, which will also contain 165,000 square feet of office space. Based on information from Newcomb & Boyd Consultants and Engineers, the final phase of the master plan will include a 490,000-square foot Building 7, a 156,000-square-foot Building 8, another 156,000-square-foot building with amenities, two 2,380-car parking decks and an expansion of the central equipment plant. Navy Federal Credit Union is the largest employer in the metro area. The retail banking

firm is headquartered in Vienna, Virginia and decided to expand its workforce in Beulah, Florida in order to achieve a lower cost of living for its employees in a more business friendly market. NFCU's growing campus represent some of the largest, newest, and most luxurious office properties in the entire metro Pensacola office market.





### Profiles of Comparable Properties



Source: Pensacola Journal News, 201

#### NFCU Heritage Oaks Campus Master Plan

Given the comparable size and proximity of the neighboring Navy Federal Credit Union Heritage Oaks campus, it is important to understand its outsized impact on the market. In 2002, driven by new incentive programs and workforce training assistance, the nation's largest credit union, Navy Federal, chose the Greater Pensacola Area as the site of its first remote customer contact center. The success of this development led to an expansion in services of the contact center to include lending, collections, mortgage loan processing, human resources and information technology. In 2014, the Navy Federal Credit Union announced a large expansion of its current facility and invested an additional \$1 billion in the development of an additional one million square feet of office space to its campus in order to accommodate thousands of new employees. The company added 750 new jobs in 2017, with plans to hire even more as it continues to expand its campus. With current employment at over 8,600 people, there are an additional 2,000 to 3,000 new employees that will be hired through 2021. When complete the final campus will consist of eight structures ranging approximately between 150,000 and 770,000 square feet



**2156 W Nine Mile Rd** is a Class-B office property located in Cantonment, approximately 3.5 miles east of the subject property. The 2-story property was built in 2019 and contains a total of 36,437 square feet of office space. The property was developed for Ascension Sacred Heart's Rehabilitation at Milestone physical therapy clinic.

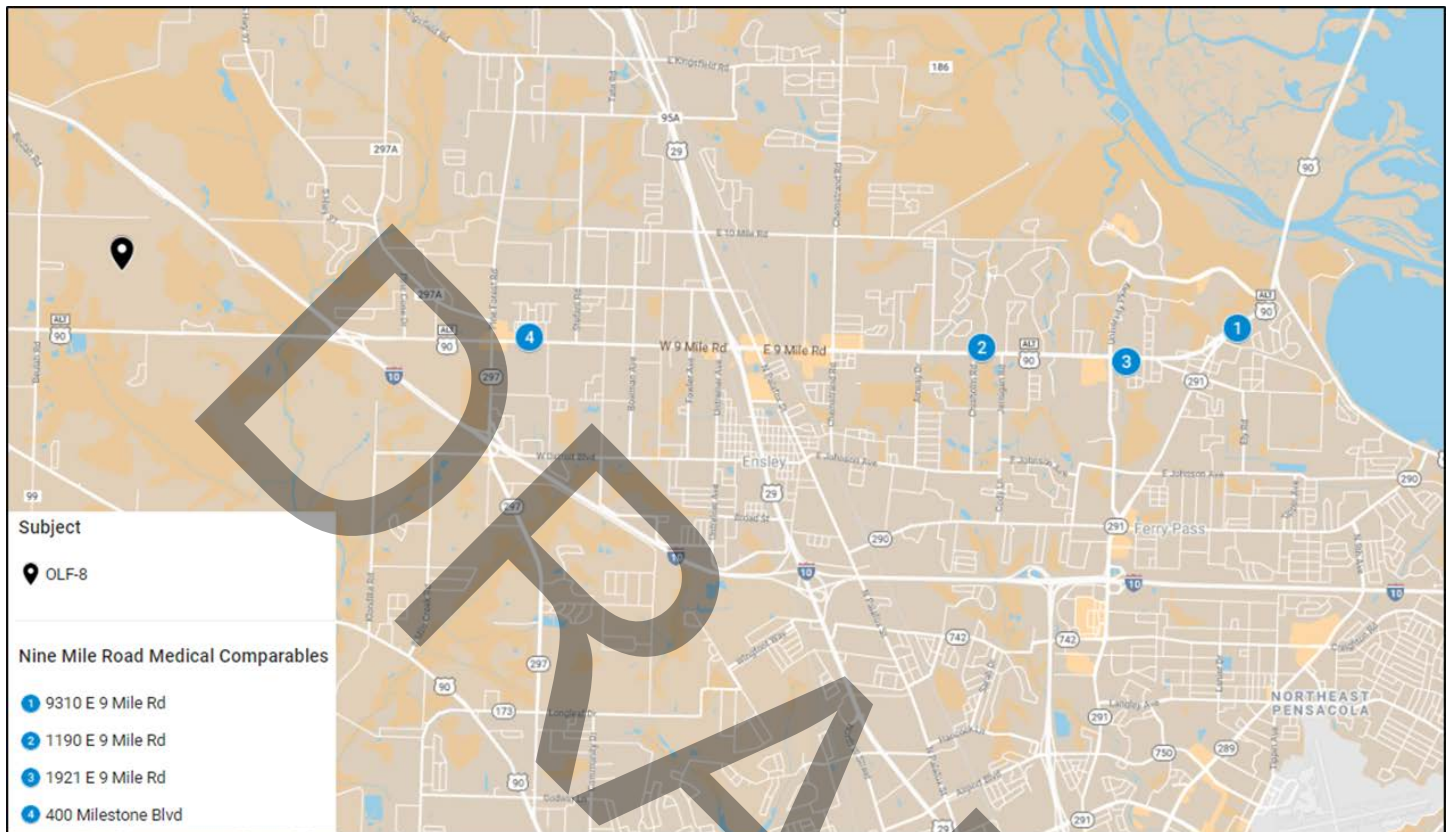


**2420 South Highway 29** is a Class-B office property located in Cantonment approximately 6 miles northeast of the subject property. The 2-story, 21,679 square foot property was built in 1968 and was renovated in 2007. No space at the property is currently available for lease, and Pensacola Metro Treatment Center, which provides opiate addiction recovery services, is the only listed tenant.

# Office Market Analysis

## Marketability Analysis

### Profiles of Comparable Medical Office Properties



**9310 E Nine Mile Rd**, which is approximately 9.7 miles east of the subject in the Ensley / N Brent submarket, is an 88,113 square foot, Class-B, single story rehabilitation center. The property, which was built in 2019, is owned and occupied by Omega Healthcare Investors, Inc. This property is one of the newest medical deliveries, outside of the major hospital networks in the metro area, and is representative of the market's general characteristics in that it is a single occupant/owner occupied, built-to-suit, low lying building with modest finishes and specifications.



**1190 E Nine Mile Rd**, which is approximately 7.3 miles east of the subject in the Gonzalez / Southwest Santa Rosa submarket, is an 11,892 square foot, Class-B, single story rehabilitation center. The property, which was built in 1994, is occupied by West Florida Medical Group, an outpatient care provider with two other locations in the metro area. Though this property is significantly older than the others it is significantly larger than more recent deliveries, and is still very much representative of the market's general characteristics in that it is a single occupant, low lying building with modest finishes and specifications.



### Executive Summary

**Stable Metro Area Market Fundamentals.** The Pensacola Metro Area's industrial market has experienced declining vacancy (currently 5.7%) and increasing rent (currently \$6.50 per square foot) in recent years. Inventory has increased modestly, but a pattern of low or negative net absorption over the past several years suggests that the introduction of new industrial space is a risky proposition.

**Lack of an Established Submarket.** The Gonzalez / SW Santa Rosa industrial submarket, where the OLF8 site is located, has experienced challenging market fundamentals over the past several years. While rent has increased dramatically to \$6.18 per square foot, vacancy has also increased substantially to 9.9%, and net absorption over the past 12 months was negative, resulting in the loss of over 120,000 square feet of occupied space. While the location of the OLF8 site within the submarket is attractive (particularly due to its proximity to Interstate 10 and markets to the west in Alabama), the submarket is not established. Therefore, we deem the proposition of future industrial construction within the submarket a risky proposition.

**Scattered Leasing Trends.** Since the beginning of 2018, there have been 17 industrial lease transactions in the Pensacola Metro Area for 5,000 square feet or more. Notably, none of them is in close proximity to the OLF8 site. The average tenant leased about 18,000 square feet, and only two of the transactions were for above 40,000 square feet. Rents ranged widely from \$4.00 to \$8.00 per square foot, resulting in a weighted average rent of \$5.32 per square foot. Overall, the transactions were somewhat erratic, though all of them were made in Class B buildings, and most were for warehouse / distribution space. This suggests that the profile of tenants seeking large blocks of space are few and far between, and that those active in the market are satisfied with leasing space in older, Class B buildings.

**Mixed Success of Industrial Commerce Parks.** The industrial commerce parks of Escambia County profiled in this report have had varied degrees of success. Knowledgeable real estate professionals in the area note that Ellyson Industrial Park is the only "meaningful" campus in Escambia, which is reflected by its low vacancy rate. However, OLF8 is in a far more favorable location to develop a new commerce park. Based on the precedent industrial parks, about 100 acres of land could generate 1,000 new jobs on site, though the jobs may not be "high paying." The county would need to install infrastructure, create a strong marketing campaign, offer tax incentives, and provide free / inexpensive land to achieve this goal.

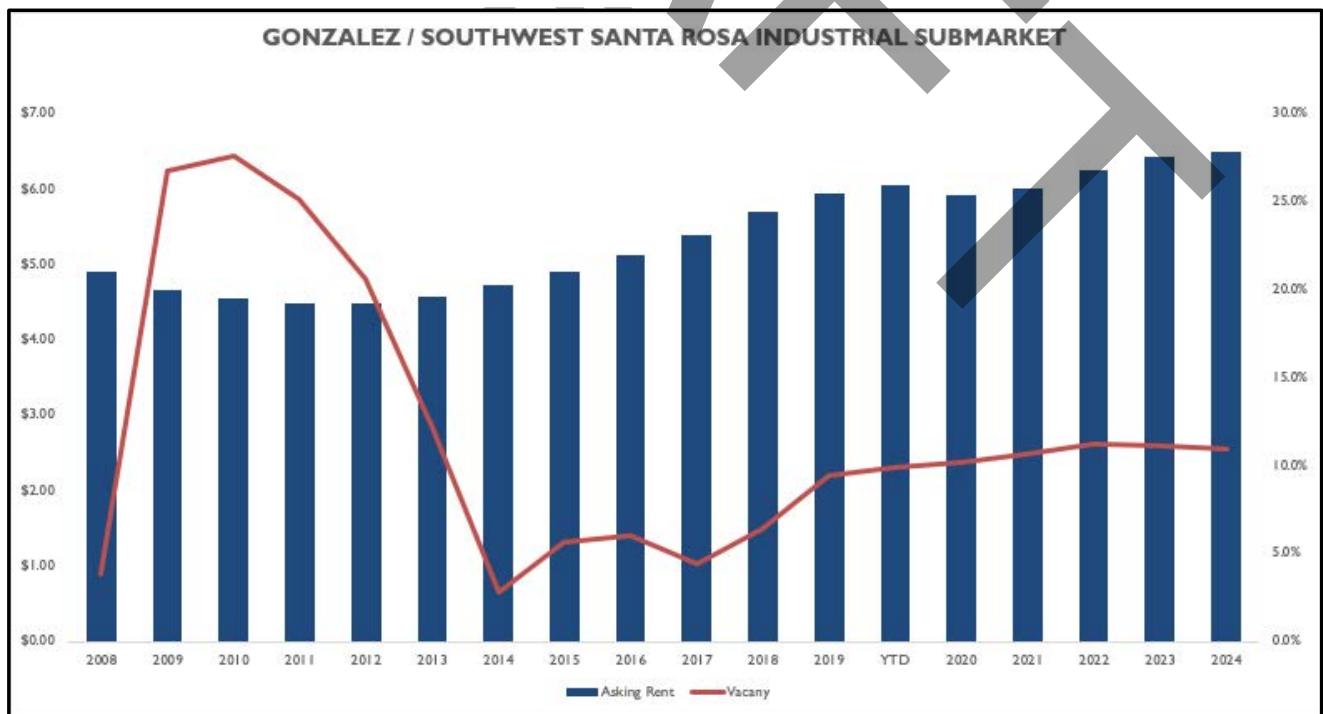
**Questionable Demand for New Industrial Space.** Our industrial demand analysis concludes that there is an oversupply of industrial space throughout Escambia County, particularly given the existing vacancies among 3-Star properties that could be upgraded to attract new tenants. However, there is evidence of tenants that considered locating in Escambia County recently but who ultimately selected neighboring Santa Rosa County. Providing that the recommendations listed in the previous bullet point are enacted, Escambia County could be successful in attracting similar tenants in the future.



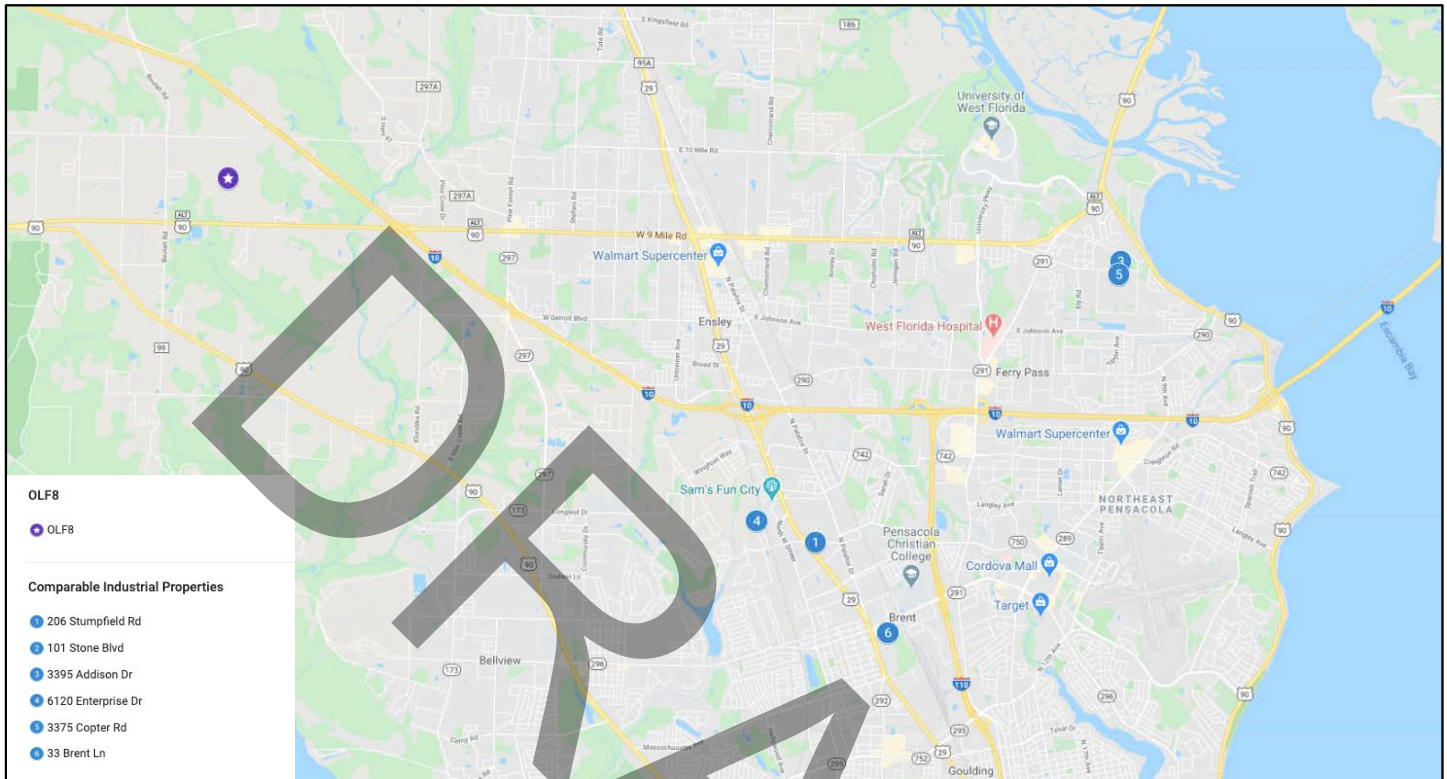
# Industrial Market Analysis

## Marketability Analysis

| PENSACOLA METRO AREA INDUSTRIAL MARKET<br>OVERALL SUPPLY & DEMAND |            |             |            |                |               |
|---|------------|-------------|------------|----------------|---------------|
| Year  | Inventory  |             |            | Net Absorption |               |
|   | Sq. Ft.    | Growth (SF) | Growth (%) | Sq. Ft.        | Inventory (%) |
| 2008  | 18,445,719 | 284,953     | 1.6%       | 604,479        | 3.3%          |
| 2009  | 18,626,735 | 181,016     | 1.0%       | -739,644       | -4.0%         |
| 2010  | 18,657,041 | 30,306      | 0.2%       | -157,178       | -0.8%         |
| 2011  | 18,650,363 | -6,678      | 0.0%       | 485,490        | 2.6%          |
| 2012  | 18,647,163 | -3,200      | 0.0%       | 4,189          | 0.0%          |
| 2013  | 18,622,781 | -24,382     | -0.1%      | 577,657        | 3.1%          |
| 2014  | 18,625,963 | 3,182       | 0.0%       | 339,128        | 1.8%          |
| 2015  | 18,534,203 | -91,760     | -0.5%      | -318,675       | -1.7%         |
| 2016  | 18,685,424 | 151,221     | 0.8%       | 624,573        | 3.3%          |
| 2017  | 18,705,624 | 20,200      | 0.1%       | -31,058        | -0.2%         |
| 2018  | 18,783,996 | 78,372      | 0.4%       | -176,510       | -0.9%         |
| 2019  | 18,788,996 | 5,000       | 0.0%       | -37,794        | -0.2%         |
| YTD   | 18,854,396 | 65,400      | 0.3%       | -177,840       | -0.9%         |
| 2020  | 18,853,424 | 64,428      | 0.3%       | -367,957       | -2.0%         |
| 2021  | 18,855,530 | 2,106       | 0.0%       | -120,729       | -0.6%         |
| 2022  | 18,870,161 | 14,631      | 0.1%       | -34,658        | -0.2%         |
| 2023  | 18,887,729 | 17,568      | 0.1%       | 15,738         | 0.1%          |
| 2024  | 18,903,685 | 15,956      | 0.1%       | 11,226         | 0.1%          |



### Profiles of Comparable Industrial Properties



| Park Name   | Total Park Acreage | Non-Usable / Reserved Acreage | Occupied Acreage | Available Acreage Public | % Available Public | Available Acreage Private | % Available Private | Number of Companies | Number of Jobs | Jobs per Usable Acre | Estimated Annual Payroll |
|---|--------------------|-------------------------------|------------------|--------------------------|--------------------|---------------------------|---------------------|---------------------|----------------|----------------------|--------------------------|
| Bell-Heritage Oaks Commerce Park                  | 300.0              | 125.0                         | 175.0            | 0.0                      | 0%                 | 0.0                       | 0%                  | 1                   | 8,700          | 49.7                 | \$ 348,000,000           |
| Ellyson Industrial Park                           | 673.2              | 57.7                          | 567.7            | 3.9                      | 1%                 | 44.0                      | 7%                  | 123                 | 3,600          | 6.3                  | \$ 144,000,000           |
| Central Commerce Park                             | 338.3              | 284.0                         | 21.1             | 2.7                      | 1%                 | 30.5                      | 9%                  | 3                   | 40             | 1.9                  | \$ 1,600,000             |
| The Bluffs, Northwest Florida's Industrial Campus | 2,115.0            | 596.0                         | 600.0            | 588.0                    | 28%                | 331.0                     | 16%                 | 1                   | 830            | 1.4                  | \$ 33,200,000            |
| Century Industrial Park                           | 127.5              | 12.7                          | 27.3             | 87.4                     | 69%                | 0.0                       | 0%                  | 2                   | 140            | 5.1                  | \$ 5,600,000             |
| Marcus Point Commerce Park                        | 137.2              | 20.7                          | 78.8             | 14.5                     | 11%                | 23.3                      | 17%                 | 12                  | 1,340          | 17.0                 | \$ 53,600,000            |
| <b>Total</b>                                      | <b>3,691.2</b>     | <b>1,096.1</b>                | <b>1,469.9</b>   | <b>696.5</b>             | <b>19%</b>         | <b>428.8</b>              | <b>12%</b>          | <b>142.0</b>        | <b>14,650</b>  | <b>10.0</b>          | <b>\$ 586,000,000</b>    |

Source: FloridaWest Economic Development Alliance; compiled by Weitzman Associates, LLC

# Industrial Market Analysis

## Marketability Analysis

### Profiles of Comparable Industrial Properties

#### AERIAL VIEWS OF ELLYSON INDUSTRIAL PARK



Source: Google Maps; FloridaWest Economic Development Alliance

**Ellyson Industrial Park** is located approximately 10 miles east of the OLF8 site along Nine Mile Road. The park is comprised of 673.2 acres, of which 567.7 acres are usable and occupied. The site is a former United States Navy base and training field, up until the 1970s. Since then, the site has been redeveloped to accommodate a range of industrial and businesses uses, and has attracted tenants such as the University of West Florida. The park currently has 74 industrial properties (according to CoStar), which comprise over 2.4 million square feet of space (inclusive of over 70,000 square feet of supporting office space), over 3,300 parking spaces, and close to 300 loading docks. The average building was built 30 years ago and contains about 32,800 square feet.

Currently available spaces at Ellyson Industrial Park are listed with asking rents of approximately \$5.50 per square foot per year. Currently, about 90,000 square feet is available to be leased, equating to a low vacancy rate of 3.7%. Over the past year, 81,200 square feet of space were leased via 7 transactions, resulting in a weighted average rent of \$6.54. Some of the newer tenants include Timberline Packaging Materials and Emerald Cost Office Supplies, and most leases were for 3 year terms. The businesses located within Ellyson Industrial Park employ approximately 3,600 employees, equating to 6 jobs per occupied acre of land. Over 123 companies occupy the park.



### Profiles of Comparable Industrial Properties

#### SITE PLAN AND AERIAL VIEW OF CENTRAL COMMERCE PARK



Source: Google Maps; FloridaWest Economic Development Alliance

**Central Commerce Park** is located approximately 7 miles northeast of the OLF8 site, proximate to Highway 29. The park is comprised of 338.3 acres of land, of which only ~24 acres are usable / occupied. The vast majority of Central Commerce Park (98%) is privately owned. The site has significant topographical variances, which makes development challenging. The park currently features 4 industrial buildings totaling nearly 80,000 square feet, 61 parking

spaces, and a few loading docks. The buildings were all built in 2007 or 2008, and they are fully occupied. Some of the companies that lease or own space in Central Commerce Park include Pallet Depot, Custom Control Solutions, and ESA South. There is still significant acreage that could be developed, but multiple private owners have resulted in slow progress. The park currently employs about 40 employees, equating to 2 jobs per usable / occupied acre.

#### AERIAL VIEWS OF THE BLUFFS INDUSTRIAL CAMPUS



Source: Google Maps

**The Bluffs Industrial Campus** is located approximately 8 miles east of the OLF8 site, situated on the western bank of the Escambia River. The campus is comprised of 2,115 acres, of which about 1,200 acres are usable. The land is split between public and private ownership. Entities such as ECUA (the Emerald Coast Utilities Authority) and Ascend own substantial acreage. The site, due to its available infrastructure, and proximity to water, barge, and rail access, is a suitable location for heavy industrial development. Exxon Mobile currently operates a facility at the Bluffs. Once fully built-out, the campus is projected to accommodate about 830 employees, equating to about 1.4 jobs per occupied acre.

# Industrial Market Analysis

## Marketability Analysis

### Profiles of Comparable Industrial Properties

#### SITE PLAN AND AERIAL VIEW OF CENTURY INDUSTRIAL PARK

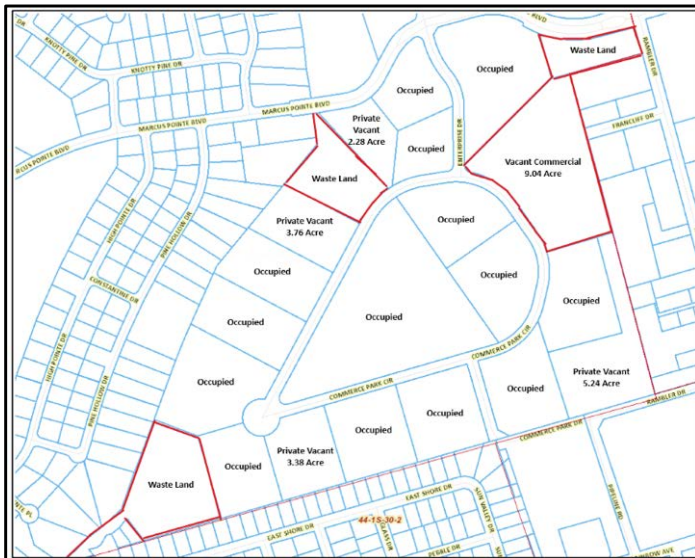


Source: Google Maps; FloridaWest Economic Development Alliance

**Century Industrial Park** is located approximately 31 miles northeast of the OLF8 site, situated adjacent to Interstate 29 in the City of Century. The campus is comprised of 127.5 acres, of which 27.3 acres are occupied and another 87.4 acres are vacant / usable. The 27.3 occupied acres are owned by two companies and eight public entities. The two private companies are

the Century Center for Rehabilitation and Healing and Century Millworks. The vacant 87.4 acres have the potential to be recombined to create larger lots. However, the site's location has resulted in a lack of interest from the private sector. The park supports about 140 employees, equating to 5 employees per occupied acre.

#### SITE PLAN AND AERIAL VIEW OF MARCUS POINTE COMMERCE PARK



Source: Google Maps; FloridaWest Economic Development Alliance

**Marcus Pointe Commerce Park** is located approximately 8 miles southeast of the OLF8 site, situated adjacent to Interstate 29 in Brent, Florida. The park is comprised of 137.2 acres, of which 78.8 acres are occupied and an additional 14.5 acres are available. Escambia County was instrumental in developing the park in the early 2000s, and still owns approximately 35 acres within it. The park currently has 8 buildings on it, most of which are office buildings that were built in the 1990s. The buildings comprise approximately 196,000 square feet of space, along with nearly 1,200 parking spaces. One property (5031 Commerce Park Drive) is currently vacant. Some of the park's current tenants include West Corporation (a telemarketing firm), Folkers Window Company, Hill Systems (a fire protection supplier), Staples, and a rubber products manufacturer. Marcus Pointe Commerce Park currently supports about 1,340 employees, equating to 17 employees per occupied acre.



Weitzman is intrigued by the possibility of both creating an authentic destination appeal as well as uniting the myriad uses of the subject site by incorporating a local food and agricultural concept into the proposed development. As such we have examined three existing examples of how this local food concept appears in the market.

Ever'man Cooperative Grocery & Café is an organic food store with two locations: on West Garden Street in downtown Pensacola and, more recently, on Nine Mile Road – approximately seven miles east of OLF8. Ever'man is akin to Whole Foods in that they strive to offer wholesome, organic, and healthy alternatives to what is found at conventional grocery stores. Furthermore, the Ever'man Educational Center is located on the same property as their downtown store location and is a meeting space which is used for holistic healing, yoga, support groups, and other educational seminars. The educational center space also provides a complete commercial grade kitchen and video system which supports cooking classes of up to 45 people. Among the numerous cooking classes currently offered at Ever'man are "Cooking with Honey" and "Gardening in the Gulf Coast." Both classes are led by Becca Fritschle, local organic gardener and beekeeper, and emphasize the use of locally grown ingredients while also educating on the local agricultural industry.

Perfect Plain Brewing Company is a craft brewery in downtown Pensacola. Inspired by the history of Pensacola, Perfect Plain sources ingredients from local farmers and aims to provide a product that is unique and distinct to the area. Since opening their Garden Street taphouse in late 2017, Perfect Plain has expanded by launching a similarly local-inspired cocktail lounge behind their taphouse and are in the process of expanding again by launching a wood-cellar beer program concept next door.

Joe Patti's is a celebrated local seafood market that is a leading and culturally-significant tourist destination in Pensacola. Located at 524 South B Street, approximately 12.5 miles southeast of OLF8, Joe Patti's not only supplies restaurants and residents with high-quality locally-sourced seafood, they also connect visitors of their market with the history of the Gulf Coast fishing industry.

These existing retailers demonstrate proven market penetration for a local food concept to be leveraged in the proposed development. As such we have conducted a thorough analysis of projects incorporating agriculture and local food production to compliment other land uses.



# Agrihood Placemaking Concept

## Marketability Analysis

In 2018, the Urban Land Institute (ULI) conducted a study on the growing trend of agrihood development. In that study they found that agrihoods offer proven financial, health, and environmental benefits to residents, the surrounding communities, and to the stakeholders of each project. In particular, the study found the benefits of agrihoods to be the following:

- Agrihoods present a competitive edge. 73% of United States residents consider access to fresh, healthy foods to be a top or high priority when deciding where to live. Interviews with agrihood project leaders show that including food-production spaces in residential or mixed-use developments can be less expensive to build and operate than certain other amenities like golf courses.
- Agrihoods promote health and social interaction. A community farm can be the centerpiece of a development, and associated programming and educational opportunities can foster community social ties. Additionally, farms provide residents with access to fresh produce which supports a healthy lifestyle.
- Agrihoods can support an attractive return on investment. Many studies find as much as a 15 to 30 percent increase in the value of properties adjacent to parks and open space which can include working farms.
- Agrihoods can provide environmental benefits. By clustering development around working farms, developers and communities can conserve productive farmland and green space.
- Agrihoods create jobs and support the local economy. By growing and selling locally, food dollars are spent within the community and jobs are provided for farmers and educational programs can be provided for aspiring farmers.

In order to understand the marketable elements of agrihoods that could inspire the development features of the OLF8 site, we have profiled three agrihood case studies in the United States. The goal of this exercise is to understand

**Serenbe** in Chattahoochee Hills, Georgia is a 1,400-acre master planned agrihood with 353 homes and over 700 residents. Serenbe's land was discovered by Steve and Marie Lupo Nygren back in 1991 and the first home at Serenbe was built in 2004. Serenbe is one of the most successful and well regarded agrihoods in the United States. The community has won numerous awards including the Urban Land Institute Inaugural Sustainability Award, the Atlanta Regional Commission "Development of Excellence" award, and EarthCraft named Serenbe the "Development of the Year" The master plan for Serenbe divides the community into four hamlets that are inspired by English villages. In these hamlets, buildings are clustered along serpentine-like roads and fitted to the undulations of the landscape. The purpose of this arrangement is to reduce land disturbances and preserve over 70% of Serenbe's land as green space.



### Agriculture

Serenbe features a 25-acre certified organic farm with over 300 varieties of vegetables, herbs, flowers, and fruits. All of their produce is distributed within 40 miles of the farm through a CSA, the Serenbe Farmer's market, and local restaurants. Serenbe Farm offers public, private, and school farm tours to educate participants on the principles of organic farming, equipment and cultivation, composting, pest and disease control, and crop rotation. Serenbe Farm offers an apprenticeship program for aspiring farmers wanting to learn how to grow high quality produce on small acreage throughout the seasons. Residents may volunteer to work at the farm on Wednesdays and Thursdays.

### Amenities

Serenbe provides an extensive selection of services and amenities for its residents which creates an almost all-inclusive lifestyle at Serenbe. For residents interested in the arts there is the Artist Residency Program, The Art Farm (center for the arts), The Ballog (artisanal market), the Chatt Hills Gallery (art gallery), Gault Designs, Inc. (steel design and activation), the Serenbe Institute (institute for Art, Culture, & the Environment), the Serenbe Playhouse (professional theatre), and the Terminus Modern Ballet. Educational amenities include Acton Academy (ages 3-6, and elementary), The Art Farm, Camp Serenbe (children's camp), and Little Acorn Learning Center (ages 6 months to 10 years old). Serenbe promotes a healthy and active lifestyle through multiple fitness amenities which include a gym and cycling studio, an indoor cycling studio, physical therapists, a bike shop, Serenbe Yoga, and The Stables at Serenbe (horse stables).

When residents get hungry, they can go to Bamboo Juices, Blue Eyed Daisy (café), The Farmhouse at Serenbe (farm-to-table restaurant), The General Store, Halsa (vegetable forward restaurant), and The Hill (restaurant). For those looking to do some shopping they can choose from the Hamlin (lifestyle clothing brand), Honeycomb Consignment, and Resource (home goods). In addition, the fitness amenities, wellness amenities at Serenbe include The Brainery (chiropractor), Dr. Prescribed (medicinal cannabis), The Organic South (Digestive Health), Southern Integrative and Environmental Medicine (holistic medicine), and the Spa at Serenbe.

### Residences

There are 353 homes at Serenbe that consist of a mix of cottages, townhomes, live-work condominiums, empty lots for custom construction, estate homes, and farmettes. The cottages and townhomes have two to five-bedrooms and range from 1,245 to 4,102 square feet. The live-work condominiums are located in buildings with commercial space on the ground floor and residential space on the second and third floors. Live-work condominiums have one- to three-bedrooms and range from 800 to 1,400 square feet. The farmettes are 5-20 acres plots designed to accommodate a family home, a large vegetable garden, farm animals, horse pastures, and a barn. The estates are a premium offering at Serenbe and feature four or more bedrooms and bathrooms, and up to 6,000 square feet of living space.

# Agrihood Placemaking Concept

## Marketability Analysis

**Southlands** is a 530-acre agrihood being developed by Century Group outside of Vancouver in Tsawwassen, British Columbia. The community is bordered by Centennial Beach and Boundary Bay Regional Park.



The Southlands Farm encompasses 80% of Southlands 530 acres, making it one of the largest community owned farms in North America. Approximately 275 acres of the farm are conventional organic crops, and another 50 acres make up the Southlands Community Farm.

Residents at Southlands will enjoy a brand-new sustainable community with an appreciation on how to grow food, prepare it, and know where it comes from. The market district will provide a place for residents to gather at restaurants, shop at artisanal stores, purchase fresh produce at the Farmers' Market, and learn new farming techniques at the demonstration gardens. Additional residential amenities include an outdoor amphitheater that will host summer concerts, movie nights, food festivals, and long-table dinners.

Prospective residents at Southland will get to choose from a residential offering that includes townhomes, estate cottages, country flats, and cottages surrounding common courtyards. Sales begin in Fall 2020.

**Arden** in Wellington, Florida, is a master-planned agrihood with 2,000 homes and a five-acre farm that was developed by Freehold Communities. In 2019, Arden won the Grand Award for Master plan Community of the Year at the Southeast Building Conference Aurora Awards. Arden takes advantage of its location in Palm Beach County by offering residents resort-like amenities that they can use throughout the year. Arden has six residential neighborhoods: The Paired Villa Collection, The Arcadia Collection, The Homestead Collection, The Providence Collection, The Stanton Collection, and The Estate Collection. The whole community is connected by 20 miles of walking and biking trails that weave through every neighborhood. Nearly every home at Arden overlooks a park, greenway or nature trail.



### Amenities

Arden offers its residents a large selection of amenities and activities. The Clubhouse features a fitness center, private exercise studio, an outdoor patio, a resort-style pool that flows over two levels, and private cabanas. Inside the Clubhouse is The Hub which has a tea and coffee bar for residents to meet and socialize. The Arden Room offers indoor and outdoor entertainment for casual meetings or private parties.



Based upon our market research, experience with similar developments, and knowledge of Escambia County, we have developed a recommended approach to planning the uses and the phasing of a future mixed-use development on the OLF8 site. Our recommendations are made with the intention of establishing the site as a mixed-use development that provides a unique atmosphere that will serve to attract demand from broad market areas, provides diverse and appealing housing options, much needed retail businesses catering to both households and local employees, entertainment amenities currently lacking along 9-Mile Rd, and a commerce component for future office and industrial tenants that can bring new jobs to the area. Drawing inspiration from “agrihoods” for the residential, retail, and hospitality components of the project will help to position the development as a unique, desirable offering that currently does not exist in the region, and yet could have a cultural authenticity and a strong identity that resonates well with the market. We have recommended a diverse residential product mix to appeal to wide range of households, further broadening the appeal of the development. Ultimately, we conservatively project that it may take as long as fifteen to twenty years to fully build out and stabilize the OLF8 project, although it is very possible that it will take less time. Accelerated performance and price growth could be achieved via a concerted marketing effort that the project will be able to capitalize on to gain top-of-mind recognition in the region.

The first phases of development will be critical exercises to establish new benchmarks for both residential space and commercial uses along Nine Mile Road, while establishing a baseline from which future phases can be designed and developed with greater refinement and placemaking features. Thus, while we have made recommendations for the total amount of space that should be forecasted now to be built, with specific underwriting assumptions for the first phase extrapolated to future phases in general, the total scope of development may (and likely should) change as future phases are planned and designed. The OLF8 site’s zoning will have to be fully reimagined in order to facilitate the appropriate mix of uses. Furthermore, the zoning should be as flexible as possible, should certain initiatives (specifically, a new commerce park) struggle to gain momentum.

We are generally optimistic about the opportunity to build a new mixed-use development on the OLF8 site that contributes to Escambia County’s profile as a desirable place to live, work, and play, but that also creates a complementary locale to neighboring institutions, namely the Navy Federal Credit Union. While a short drive from Downtown Pensacola and Pensacola Beach, OLF8 is inherently not situated within an urban context, and therefore must be conceptualized to be a destination in its own right. While Downtown Pensacola is the “organic” shopping, dining, residential, and entertainment area of the region, OLF8 has the opportunity to be envisioned from scratch. The site can become a new “node” or northern “bookend” for the region, planned to incorporate all the key ingredients that compel people to choose to live, work, and visit. This is essential for a new commerce park to succeed, as it can become a location where employers choose to locate due to all that OLF8 has to offer. The following discussion summarizes our recommended approach to developing the project.



Agrihood

# Phasing

## Marketability Analysis

We have formulated a proposed development and phasing program for the OLF8 site based upon an estimated and conceptual development size of 1,900 housing units (1,200 rental units, 700 for-sale units), 187,500 square feet of restaurant, retail and entertainment space, and 600,000 square feet of industrial and/or office space. We believe that a project of this scale should be built in at least three phases, based upon our sense of the timing necessary to absorb the space, the necessary critical mass of uses that should be developed and occupied first in order to build momentum into future phases, and the need to establish important pricing and rent benchmarks early so as to adapt the development plans as the project moves beyond its early offerings. We have also included a fourth phase that includes a 100-key hotel. The success of the hotel will be contingent upon (a) the successful sell-out / lease-up of the residential and retail components of OLF8, and (b) the creation of a bustling commerce component. In tandem, these components of the project will support the hotel by generating new demand for hospitality space on the OLF8 site.

### Phase 1

The first phase should include approximately 700 units, of which 400 would be for-sale homes. The rental apartments in this phase can be projected to be absorbed over 24 months, and the for-sale homes over 107 months. We also recommend approximately 60,000 square feet of retail space in the first phase, 50,000 of which would be developed in the context of a mixed-use residential neighborhood, distributed as follows:

- Specialty grocery store: 10,000 SF;
- Neighborhood retail, such as a pharmacy, convenience store, and dry cleaner, built on the ground floor of rental apartment developments: 10,000 SF;
- Restaurants, bars, and dining, also built on the ground floor of rental apartment developments: 10,000 SF;
- Experiential retail, oriented toward indoor/outdoor merchandising and recreation, such as a craft brewery, a distillery, a wine bar, and farm-to-table dining with vast, outdoor patio areas: 10,000 SF; and
- Additional convenience retail and services, potentially including a childcare center, a wine shop, professional services, or a co-working destination: 10,000 SF.

We note that generally all of the retail in the first phase of development, and throughout the project's phases, should be built at the ground floor of residential structures, except where the massing possibilities present a tiered approach toward the retail and residential components. For example, food venues should feature additional expansive multi-level outdoor space to facilitate a rooftop bar experience and ground level outdoor dining, where possible. In addition to conventional retail tenant offerings, and drawing inspiration from agrihoods, the retail at OLF8 should be curated to allow for the intersection of locally produced food and beverages, its preparation by venues that are regionally authentic, the sale of fresh food, and educational and programmatic opportunities to learn about the natural and agricultural benefits to living and working in the area. Centering the retail experience around food, and its local connections, will in turn bolster the marketing appeal of all other components of the development. This means placing an emphasis on unique offerings (rather than, for example, fast food establishments) that are authentically tied to the local culture of Escambia County.

The remaining 10,000 square feet of retail would be built in conjunction with the first phase of OLF8's commerce park, which would feature 300,000 square feet of industrial and/or office space. The retail would be oriented toward convenience and F&B for the future employees who would work in the park's buildings.

It is critical that the first phase of the development act as a successful catalyst that will generate excitement for future phases of the project. As such, Phase 1 should have a more accessible residential rent and for-sale pricing structure than future phases. We believe it will be most advantageous to develop the residential components and the 50,000 square feet of retail towards the southern end of the site, while the 300,000 square feet of industrial / office space (with 10,000 square feet of retail) should be built on the northern end of the site, pending the construction of a vehicular connection to Interstate 10.

### Phase 2

The second phase of the OLF8 development would include 300 rental units and 300 for-sale units, though they would command a higher price point than those built in Phase 1. Phase 2 should include approximately 55,000 square feet of retail, likely of a similar makeup to that of Phase I (pending its leaseup and stabilization). The second phase of the commerce park would include 150,000 square feet of industrial / office space, also based on the success, or lack thereof, of Phase I.

### Phase 3

The third phase of the OLF8 development would include 200 rental units and 200 for-sale units. Phase 2 should include approximately 55,000 square feet of retail, likely of a similar makeup to that of Phase I (pending its lease-up and stabilization). Phase 3 should include approximately 67,500 square feet of retail space, though more of it should be built into the commerce park. The third phase of the commerce park would include another 150,000 square feet of industrial / office space.

### Phase 4

The fourth phase of the OLF8 development would include its final residential offering: 300 rental apartments. Additionally, providing that the commerce park experiences successful occupancy in the first three phases of the project, and the unique market positioning of the master plan captures market attention, we recommend the construction of a 100-key, select-service hotel. Based on current market conditions, building a new hotel at this time is likely a risky endeavor, given lack of demand for hospitality product at the OLF8 site. The hotel would likely only be feasible if the businesses residing in the commerce park generate substantial demand, and the successful placemaking of this development creates a multitude of reasons for people to visit the site.

The analysis conducted by Weitzman of residential rents, unit mixes, and other factors is intended to inform Phase 1 of the project. At a later date, and as development progresses, Escambia County should conduct an updated marketability study to effectively plan the details of future phases, based on both changing market conditions and the performance of Phase 1. However, from a programmatic standpoint, and based upon our market research in this report, we believe that the level of development and distributed uses by phase is well-supported.



# Phasing

## Marketability Analysis

| PROGRAMMATIC GUIDELINES - FOR-SALE |                      |       |   |  |                     |                    |                             |
|------------------------------------|----------------------|-------|---|--|---------------------|--------------------|-----------------------------|
| Phase                              | Product Type         | Count | Configuration   | Outdoor Space                                      | Main Level Ceilings | Signing Privileges | Shared Pool, Gym, Amenities |
| 1c                                 | Two-Flat Townhomes   | 100   | Detached 3-story with owner at grade and walk-up rental on top floor, garage  | Rear yard  | 9'0"                | X                  |                             |
| 2c                                 | Two-Flat Townhomes   | 100   | Detached 3-story with owner at grade and walk-up rental on top floor, garage  | Rear yard  | 9'0"                | X                  |                             |
| 1d                                 | Townhomes            | 100   | Semi-attached, 2-3 stories, slightly offset. Main floor master suite.   | Large private rear patios and adjoining yard space | 9'0"                | X                  |                             |
| 2d                                 | Townhomes            | 100   | Semi-attached, 2-3 stories, slightly offset. Main floor master suite.   | Large private rear patios and adjoining yard space | 9'0"                | X                  |                             |
| 1e                                 | Serviced Patio Homes | 100   | Semi-attached, 1.5 stories, offset with private feeling entries. Main floor master suite                                  | Large rear patios                                  | 9'6"                | X                  |                             |
| 1f                                 | Cottages             | 100   | Detached on small lots, 2-3 stories, backing up to natural areas. Main floor master suite.                                | Expansive outdoor garden and patio areas           | 9'6"                | X                  |                             |
| 1g                                 | Single-Family        | 100   | Detached on lots ranging from 10,000 sf to 20,000 sf that back up to natural areas, 2-3 stories. Main floor master suite. | Expansive outdoor garden and patio areas           | 10'0"               | X                  |                             |
| 2e                                 | Single-Family        | 100   | Detached on lots ranging from 10,000 sf to 20,000 sf that back up to natural areas, 2-3 stories. Main floor master suite. | Expansive outdoor garden and patio areas           | 10'0"               | X                  |                             |
| 3b                                 | Single-Family        | 200   | Detached on lots ranging from 10,000 sf to 20,000 sf that back up to natural areas, 2-3 stories. Main floor master suite. | Expansive outdoor garden and patio areas           | 10'0"               | X                  |                             |

Source: Weitzman Associates, LLC

Note: The two phases of Two-Flat Townhomes are each 50 buildings, but each building has two units: one that is owned and occupied by the buyer, and a second that the buyer would rent as an income producing property.

## Unit Type Summary

Marketability Analysis

| Weitzman's Recommended Phasing Schedule |                |                |                |           |                |
|---|----------------|----------------|----------------|-----------|----------------|
| Type                                    | Phase 1        | Phase 2        | Phase 3        | Phase 4   | Total          |
| Traditional Residential Rental          | 200 units      | 200 units      | 200 units      | 300 units | 900 units      |
| Loft Rental Apartments                  | 100 units      | 100 units      | 0 units        | 0 units   | 200 units      |
| 2-Flat Rental Townhomes                 | 50 units       | 50 units       | 0 units        | 0 units   | 100 units      |
| 2-Flat For-Sale Townhomes               | 50 units       | 50 units       | 0 units        | 0 units   | 100 units      |
| For-Sale Townhomes                      | 100 units      | 100 units      | 0 units        | 0 units   | 200 units      |
| Serviced For-Sale Patio Homes           | 100 units      | 0 units        | 0 units        | 0 units   | 100 units      |
| For-Sale Cottages                       | 100 units      | 0 units        | 0 units        | 0 units   | 100 units      |
| For-Sale Single-Family Homes            | 0 units        | 100 units      | 100 units      | 0 units   | 200 units      |
| Retail                                  | 60,000 SF      | 55,000 SF      | 67,500 SF      | 0 SF      | 182,500 SF     |
| Industrial / Office                     | 300,000 SF     | 150,000 SF     | 150,000 SF     | 0 SF      | 600,000 SF     |
| Hotel                                   | 0 keys         | 0 keys         | 0 keys         | 100 keys  | 100 keys       |
| Rental Absorption                       | 24 months      | 24 months      | 16 months      | 24 months | N/A            |
| For-Sale Absorption                     | 93 months      | 67 months      | 27 months      | 0 months  | N/A            |
| Residential Total                       | 700 units      | 600 units      | 300 units      | 300 units | 1,900 units    |
| Retail Total                            | 60,000 sq.ft.  | 55,000 sq.ft.  | 67,500 sq.ft.  |           | 182,500 sq.ft. |
| Industrial / Office Total               | 300,000 sq.ft. | 150,000 sq.ft. | 150,000 sq.ft. |           | 600,000 sq.ft. |

Source: Projections by Weitzman Associates, LLC

Note: The two phases of 2-Flat Townhomes are each 50 buildings, but each building has two units: one that is owned and occupied by the buyer, and a second that the buyer would rent out as an income-producing property

# Conclusion

## Marketability Analysis

As summarized in this report, Weitzman is optimistic that the OLF8 master plan could result in a thriving, mixed-use development that creates a new, special locale within Escambia County. Regionally, the County is growing, and has numerous competitive advantages over other markets. The critical opportunity presented by OLF8 is that it is a blank slate, a “tabula rasa,” that can be fully conceptualized from scratch. Furthermore, there is enough land available to implement a master plan with flexible zoning such that the County can “test the market” and change course should certain components of the development (the commerce park, in particular) fail to meet expectations. The quality of the planning effort to define the project will be of critical importance, as will be the curation of retail spaces to ensure that the most compelling tenant mix is achieved, rather than the tenant mix simply willing to pay the highest rent levels. As stated previously, the implementation of the “agrihood” concept will be important in order to create an authentic, locally-inspired brand for OLF8.

Ultimately, we believe that the OLF8 site has the potential to house a broad array of people, both those who already live in Escambia County, and others who may be compelled to move there for a variety of reasons. While the office and industrial components of the development are more speculative, the site's sheer size presents a compelling opportunity that the County can market to end-users who desire custom-built space in a location that would appeal to their workers. An omnichannel marketing effort is crucial to achieve this goal, as is the County's undertaking of installing infrastructure on the site and providing tax incentives to attract businesses.

We recommend completing updates to this marketability study once the master planning effort has determined the basic features of the site, and there is greater clarity on the allowable density to be developed. We also recommend updates as the actual development proceeds, in order to refine the projected development scope, product features and achievable revenue. We look forward to the potential to continue our work with you and other stakeholders in this project, and to seeing the culmination of your efforts to facilitate this exciting development initiative.



# Transportation Assessment & Analysis

DRAFT

This page is intentionally blank.

This report summarizes the transportation environment surrounding Naval Outlying Field Site 8 (OLF-8) in Escambia County, FL, 15 miles northwest of downtown Pensacola. OLF-8 is an approximately 600-acre parcel that sits just west of Interstate-10 (I-10) at the fringes of northwest Pensacola, within the Beulah community. The site is essentially a quadrant bounded on the north by Frank Reeder Road and to the south by 9-Mile Road (US-90). To the east it abuts the Navy Federal Credit Union property at Heritage Oaks Commercial Parks and to the west and north, across from 9-Mile road, it abuts several residential subdivisions, which themselves sit along Beulah Road (see Figure 1 for the site location).

An evaluation of existing transportation conditions is necessary to prepare for the anticipated growth in travel demand that will accompany the implementation of the OLF-8 Master Plan. This evaluation of existing transportation conditions includes a review of roadway and public transit networks, traffic, and bike and pedestrian conditions, and is informed by a review of plans and study documents (state, county, and local), a summary of which can be found in **Appendix A**.

**Figure 1** Aerial view of OFL-8 site (center) and surrounding context

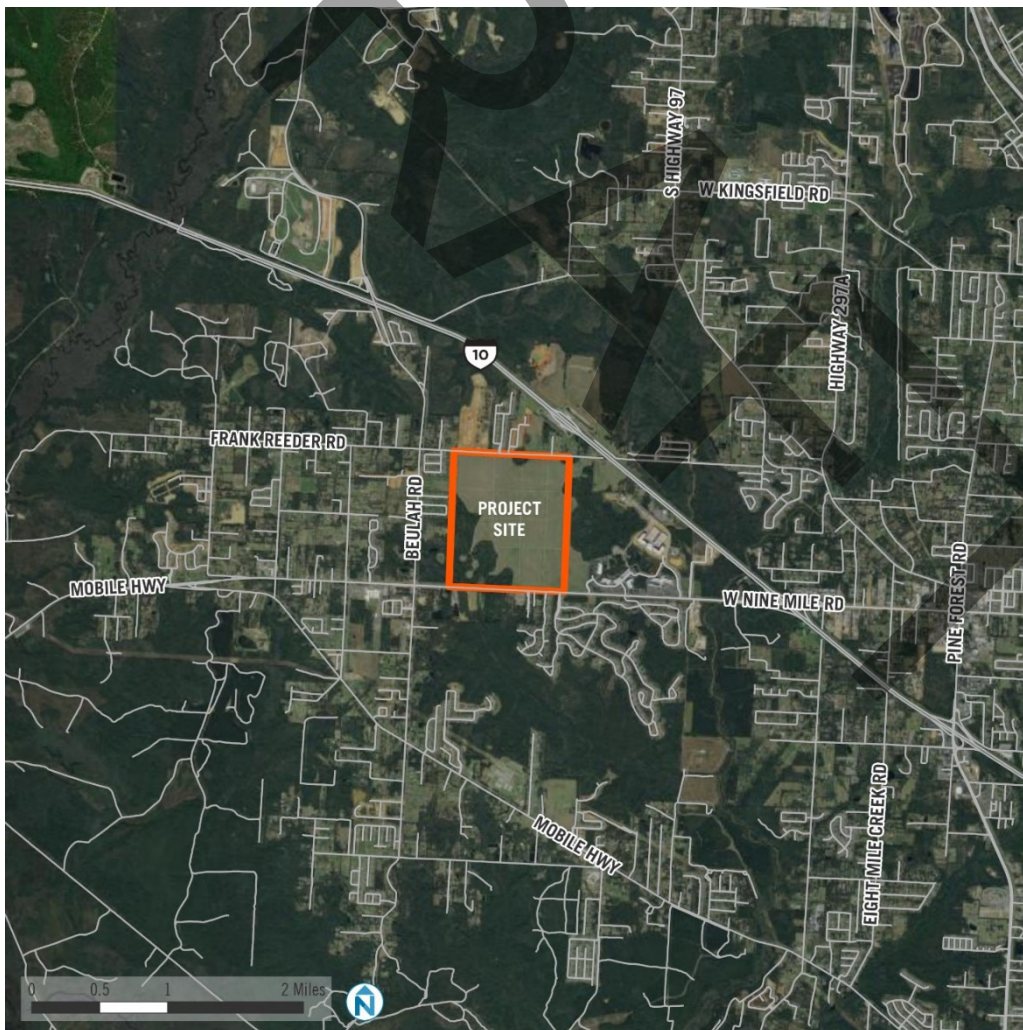


Image Source: Google Maps

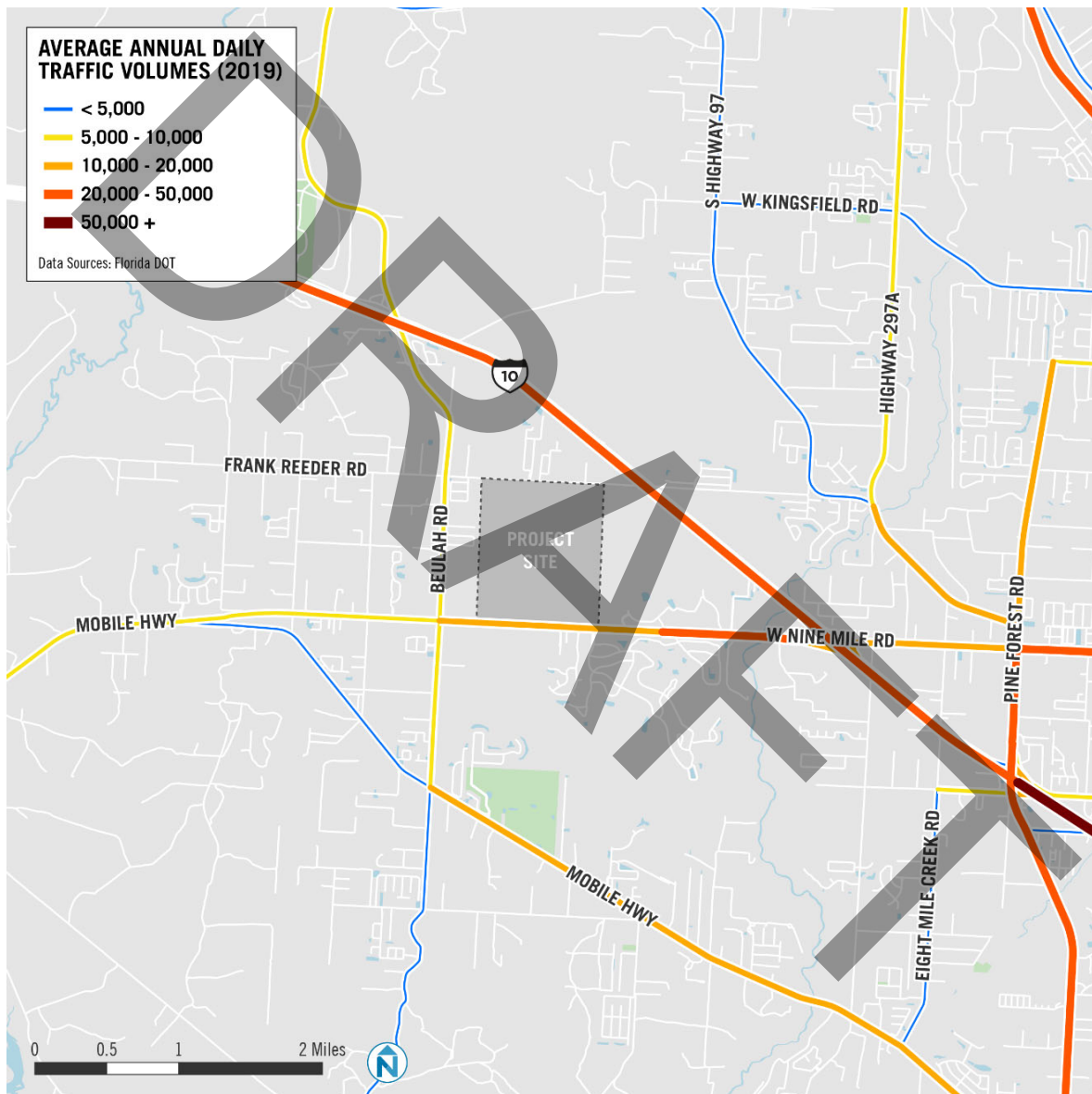


### VEHICLE ACCESS NETWORK

There are four primary roadways providing vehicular access to the OLF-8 site, two of which are directly adjacent and can provide direct access. The four roadways that make up the primary vehicular access to the site are as follows:

- **9-Mile Road** (State arterial) forms the southern border of the site and is the primary direct vehicular access road to the OLF-8 site, providing connectivity to I-10 and northern Pensacola to the east, and to the Mobile Highway to the west. Currently it is a two-lane arterial road that carries an average of 15,000 vehicles per day between Beulah Road and the access points to the Heritage Oaks Commerce Parks, and over 20,000 per day between the Heritage Oaks Commerce Parks and I-10, according to 2018 AADT of the Traffic report of the I-10/Beulah interchange. The segment between Beulah Road and Interstate-10 is currently being widened into a four-lane roadway.
- **Frank Reeder Road** (County collector road) forms the northern border of the site, and is the secondary direct access road to the site, but its current design (and unstriped single-track roadway that does not cross Interstate-10) makes it less practical for access to the OLF-8 site.
- **Interstate-10** (State highway) a grade separated highway with two lanes per direction near the OLF-8 site, provides connectivity between the project area and the greater Pensacola area and carries an average of 32,000 vehicles per day
- **Beulah Road** (State collector road) a two-lane roadway, provides local north-south connectivity to the west of the site and carries an average of 5,800 to 6,400 vehicles per day.

Figure 2 Vehicle Access Network – Average Daily Traffic Volumes (2019)

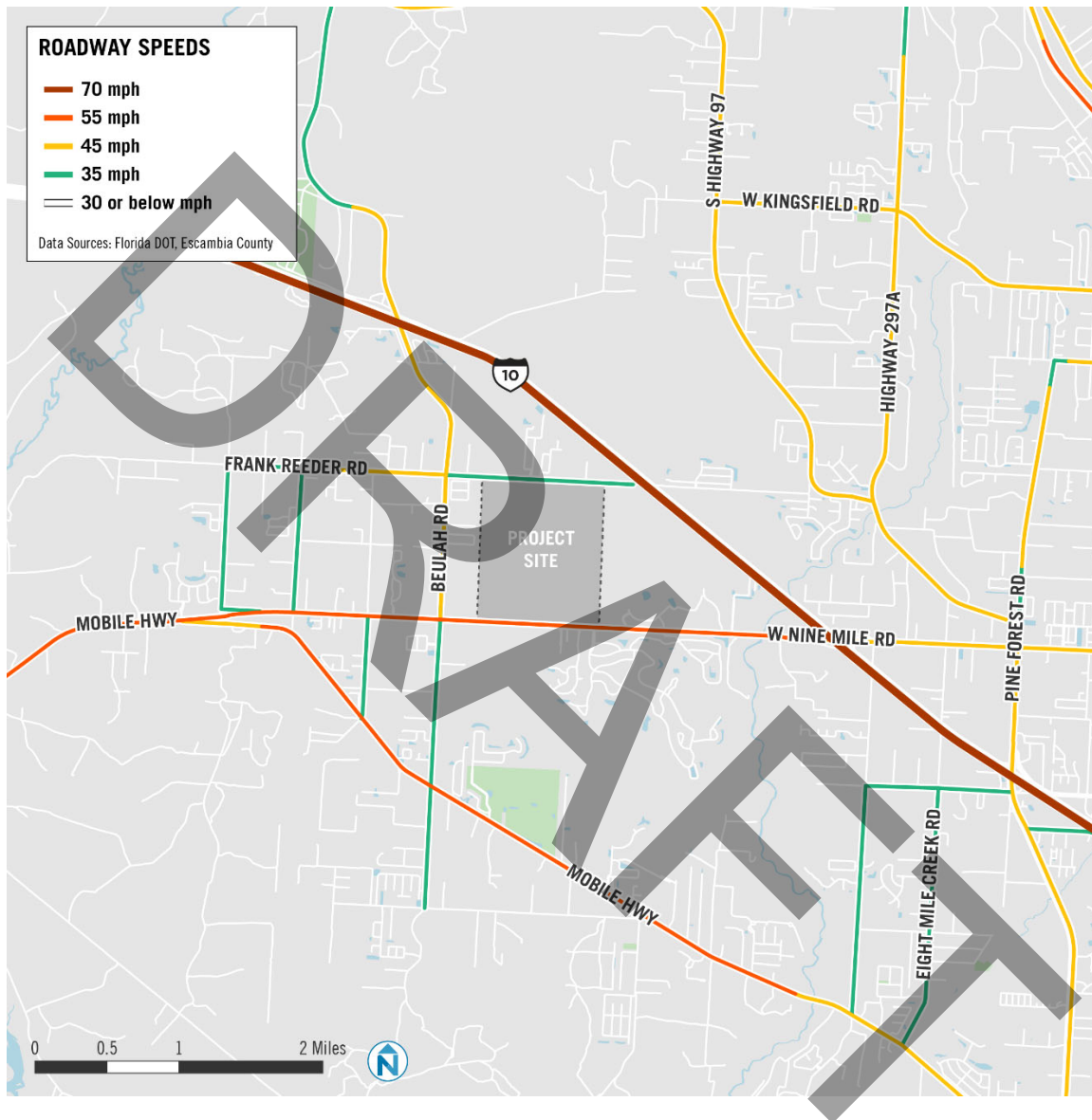


# Existing Transportation Networks

## Transportation Assessment & Analysis

All of the primary vehicle access roadways have signed speed limits of 45mph or above<sup>1</sup>, but given the design speed of the roads, the actual speeds are likely much higher than those signed.

**Figure 3** Vehicle Access Network –Signed Speed Limits



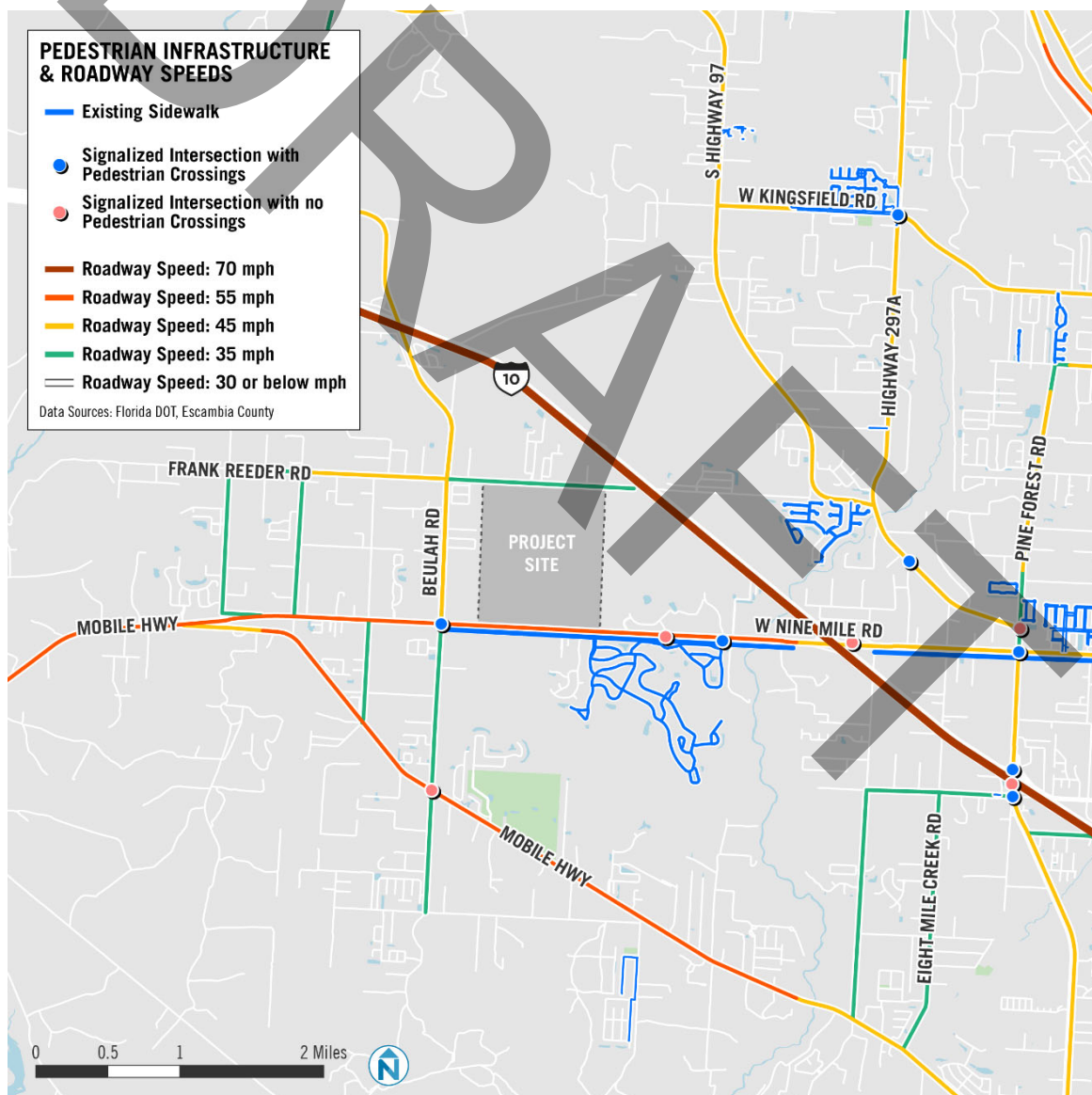
<sup>1</sup> The segment of Frank Reeder Road that connects to the site is technically unsigned, however the preceding segment



## PEDESTRIAN AND BIKE NETWORK

The OLF-8 site is not safely or easily accessible by walking. There is no sidewalk access along most of the roads surrounding the site. There is a sidewalk along the site's segment of 9-Mile Road, but it is on the south side of the road and there is no intersection or mid-block crossing at the likely site access point. It also does not connect to any other segment to the east or west, and connects only to a single residential sub-development. Further, along all connecting corridors traffic speeds are much higher than are comfortable for pedestrians, and the lack of land-use activity would leave pedestrians isolated, and the lack of trees or other cover would leave pedestrians exposed to the sun or other weather conditions. As a result, the existing pedestrian access to the site is poor.

Figure 4 Pedestrian Facility Access Network

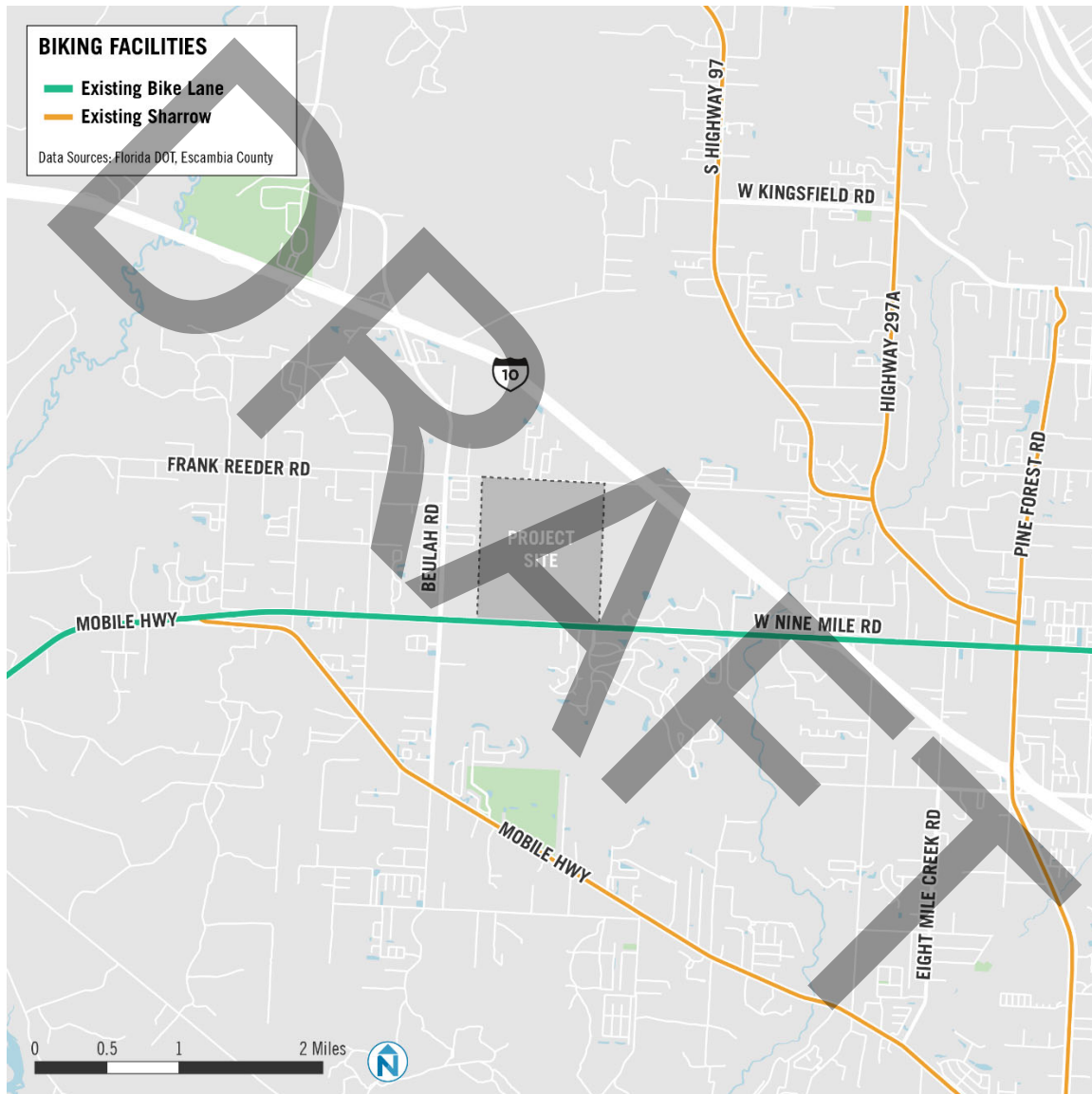


# Existing Transportation Networks

## Transportation Assessment & Analysis

The OLF-8 site is similarly not safely or easily accessible by bicycle riding. A painted bike lane in the shoulder of 9-Mile Road provides limited bike connectivity to points along 9-Mile Road but does not connect to a wider bicycle network, and the lack of protection from multiple lanes of high-speed vehicle traffic makes this bike lane relatively unsafe for people on bikes.

**Figure 5**      **Bicycle Facility Access Network**



### TRANSIT

ECAT, the public transit provider in Pensacola, does not provide transit service to the project area. The nearest transit service is approximately four miles, 45 to 60 minutes away by foot. See Route 47 in Figure 6.

Navy Federal, with 10,000 employees, operates a private shuttle to their worksite for their employees from a park and ride, from Milton and Pace Counties. However, most of the employees still drive to work.

**Figure 6** Transit Routes

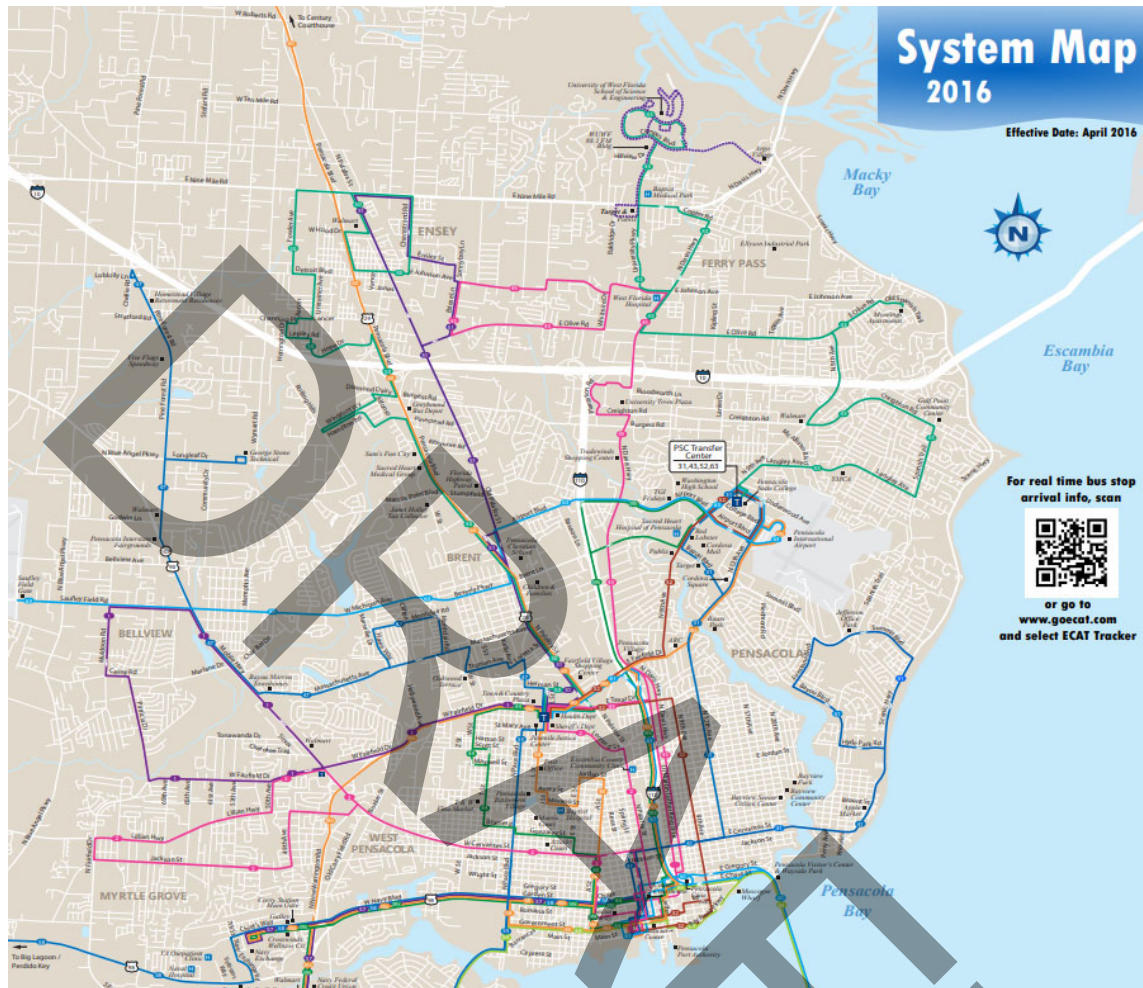




# Existing Transportation Networks

## Transportation Assessment & Analysis

Figure 7 Escambia County Area Transit Map



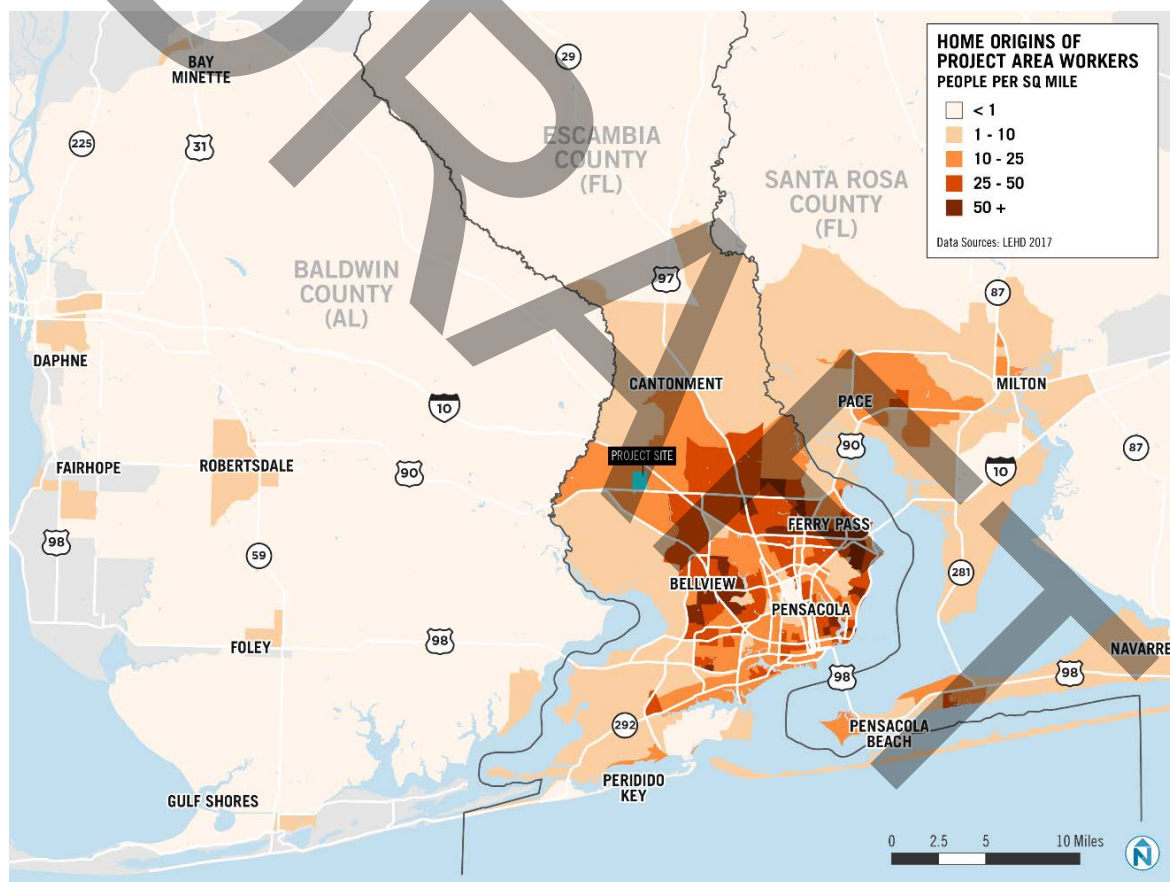
Source: <https://goecat.com/docs/default-source/routes/ecat-system-map-final-1.pdf>

## EXISTING TRAVEL PATTERNS AND MODE SHARE

The transportation network surrounding the OLF-8 site serves a wide variety of transportation needs in the area. Available data provide some insight into work-related travel patterns on the local transportation network, which provides local residents with access to jobs and services, and also provides people from further afield with access to jobs in the project area.

According to the 2017 Longitudinal Employer-Household Dynamics data (LEHD), people who work in the OLF-8 project area live across the Pensacola area (Figure 8). Many live in northern Pensacola near the project area, or on the western and eastern peripheries of the city in the Bellview and Ferry Pass districts. Smaller numbers of workers live in Pensacola Beach and Pace in Santa Rosa County. Very few commutes from outside of Escambia or Santa Rosa counties to the project area. Such travel patterns indicate that most work trips to the OLF-8 project area originate within 15 miles of project area, primarily in Pensacola.

**Figure 8 Home Origins of Workers in the OLF-8 Project Area**

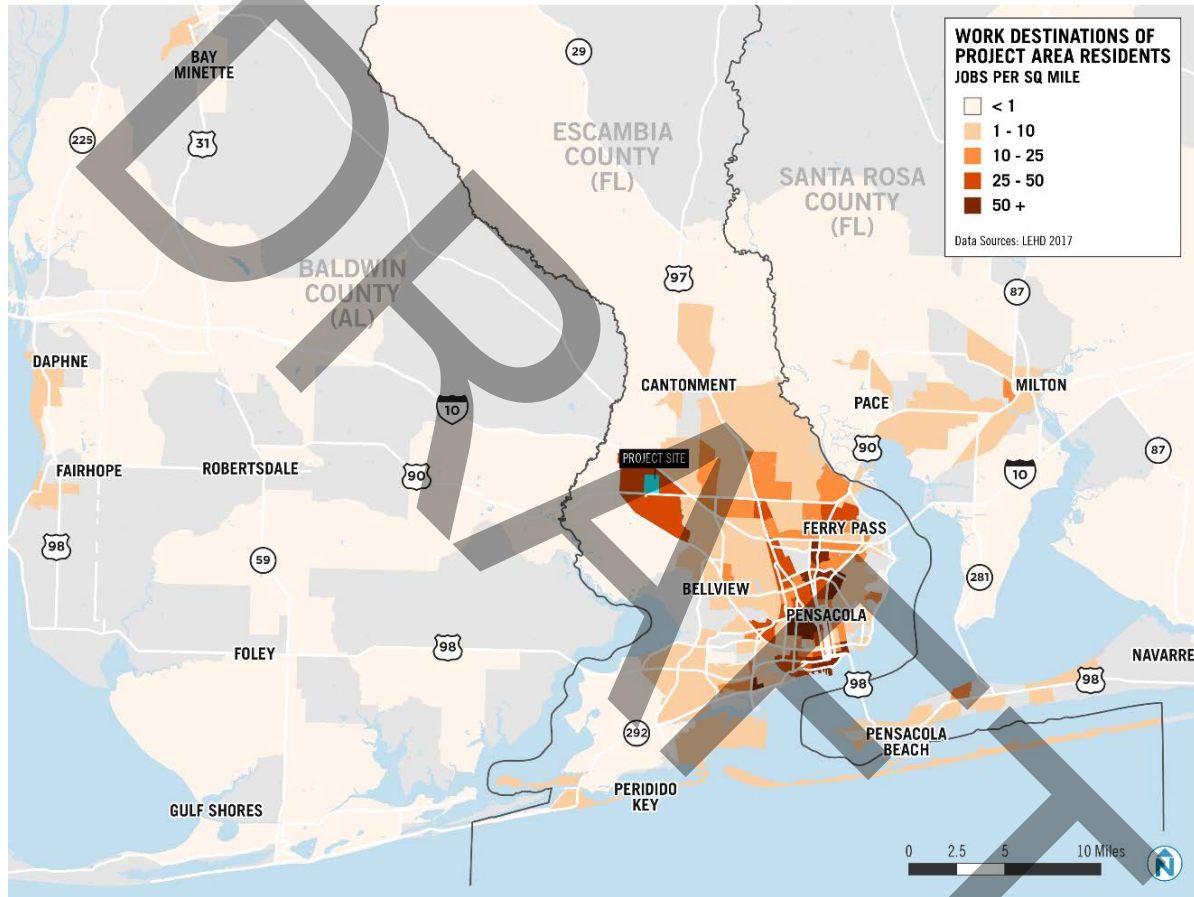


# Existing Transportation Networks

## Transportation Assessment & Analysis

People who live in the vicinity of the OLF-8 project area primarily work in the Beulah area or in central and northern Pensacola. More modest numbers of residents work across the rest of Pensacola and in Santa Rosa County. These travel patterns indicate that local residents' places of work are more concentrated around the project area and in parts of Pensacola than the home locations of many of the workers who commute to the project area. It also indicates that the strongest transportation demand is likely for linkages between the project area and Pensacola, rather than to outlying areas.

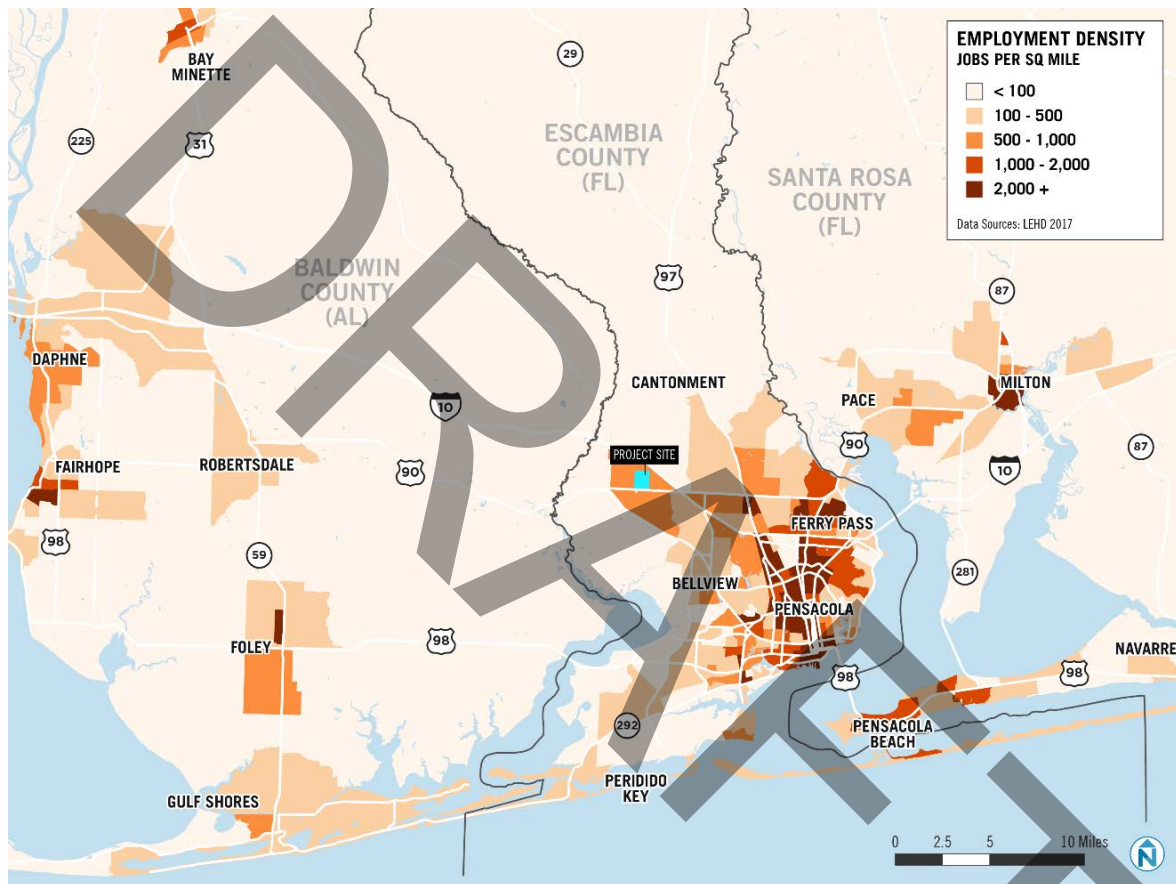
**Figure 9 Work Destinations of Residents in the OLF-8 Project Area**





The concentration of residents' jobs in central and northern Pensacola roughly aligns with the overall density of jobs in the region. Central and northern Pensacola have a higher concentration of jobs than anywhere else in the region. Notably however, few residents of the OLF-8 project area work in areas with high numbers of jobs that are further from Pensacola. Job clusters in Milton, Pensacola Beach, and Baldwin County, Alabama for example, attract fewer project area residents for work.

**Figure 10 Employment Density**



According to the Census Bureau, in 2018 the average car ownership in Escambia County, FL was 2 cars per household, and the most common method of travel for workers was Drive Alone (74.2%), followed by those who Carpooled (11.2%) and those who Worked At Home (8.72%). However, in the post-Covid-19 era, the percentage of people that Work at Home has significantly increased, reducing the mode share of Drive Alone and Carpool for commute purposes. A study performed by several Universities<sup>2</sup> showed that in Florida traffic volumes by March 22, 2020, dropped by 47.5 percent compared to that same point in 2019 as a result of the state the governor's state of emergency declaration and school, restaurant, and bar closures.

<sup>2</sup> <https://www.newswise.com/coronavirus/traffic-data-show-drastic-changes-in-floridians->

### ROAD NETWORK

The following are roadway expansions that are currently under construction, have been planned, or have been proposed:

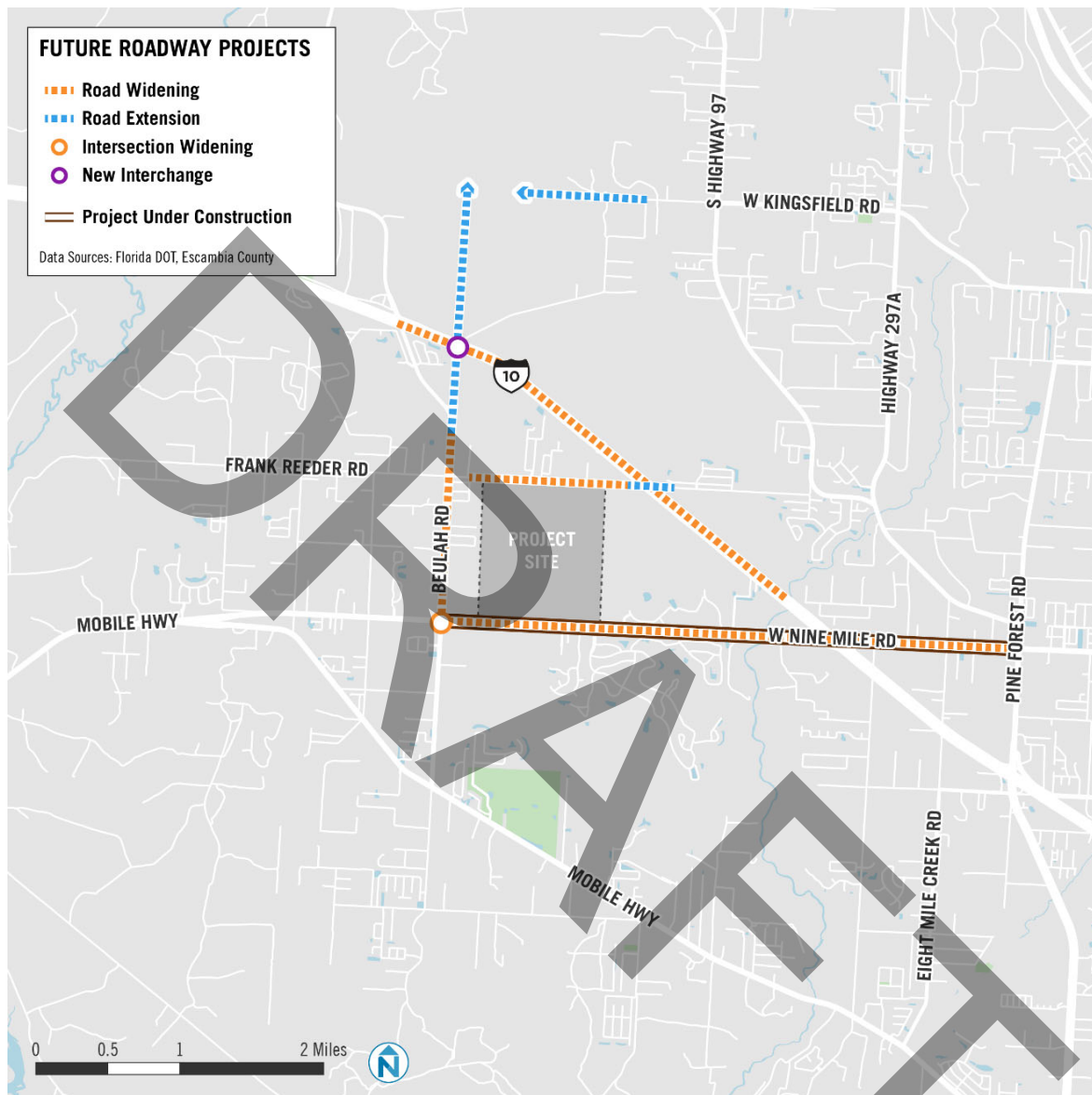
#### Construction in Progress:

- **9-Mile Road** is currently being widened from one lane per direction to two lanes per direction between Beulah Road and Pine Forest Road and may eventually be widened to three lanes per direction.

#### Planned or Proposed:

- **Beulah Road** is planned to be widened from one lane per direction to two lanes per direction and will also feature new sidewalks and painted bike lanes.
- The **Beulah Road/9-Mile Road intersection** will be significantly expanded to accommodate up to eight east-west lanes, if 9-Mile Road is widened to three lanes per direction, seven lanes on Beulah Road to the north, and five lanes on Beulah Road to the south.
- As the wider area north of Interstate-10 is developed in line with regional plans, which anticipate significant suburban residential development, **Beulah Road** is proposed to be extended northward.
- **Kingsfield Road** is proposed to be extended westward to connect with Beulah Road.
- A study is currently assessing the feasibility of a new interchange at Beulah road and **Interstate-10**, which would also involve widening Interstate-10 from two lanes per direction to three lanes per direction in the vicinity of the OLF-8 site.
- **Frank Reeder Road** is proposed to be widened into a striped two-way roadway and to connect with Divine Farms Road via an under- or overpass across Interstate-10.

Figure 11 Future roadway projects



## PEDESTRIAN AND BIKE NETWORK

The following are pedestrian and bicycle network expansions that are currently under construction, have been planned, or have been proposed:

### Construction in Progress:

- A sidewalk is being built along the south side of **9-Mile Road** as part of its expansion. The expansion will also maintain the painted bike lanes that currently exist on the road.

### Planned or Proposed:

- Painted bike lanes and sidewalks are planned as part of the eventual expansion of **Beulah Road**.
- **Frank Reeder Road** may be upgraded to include 'complete street features' when it is widened.

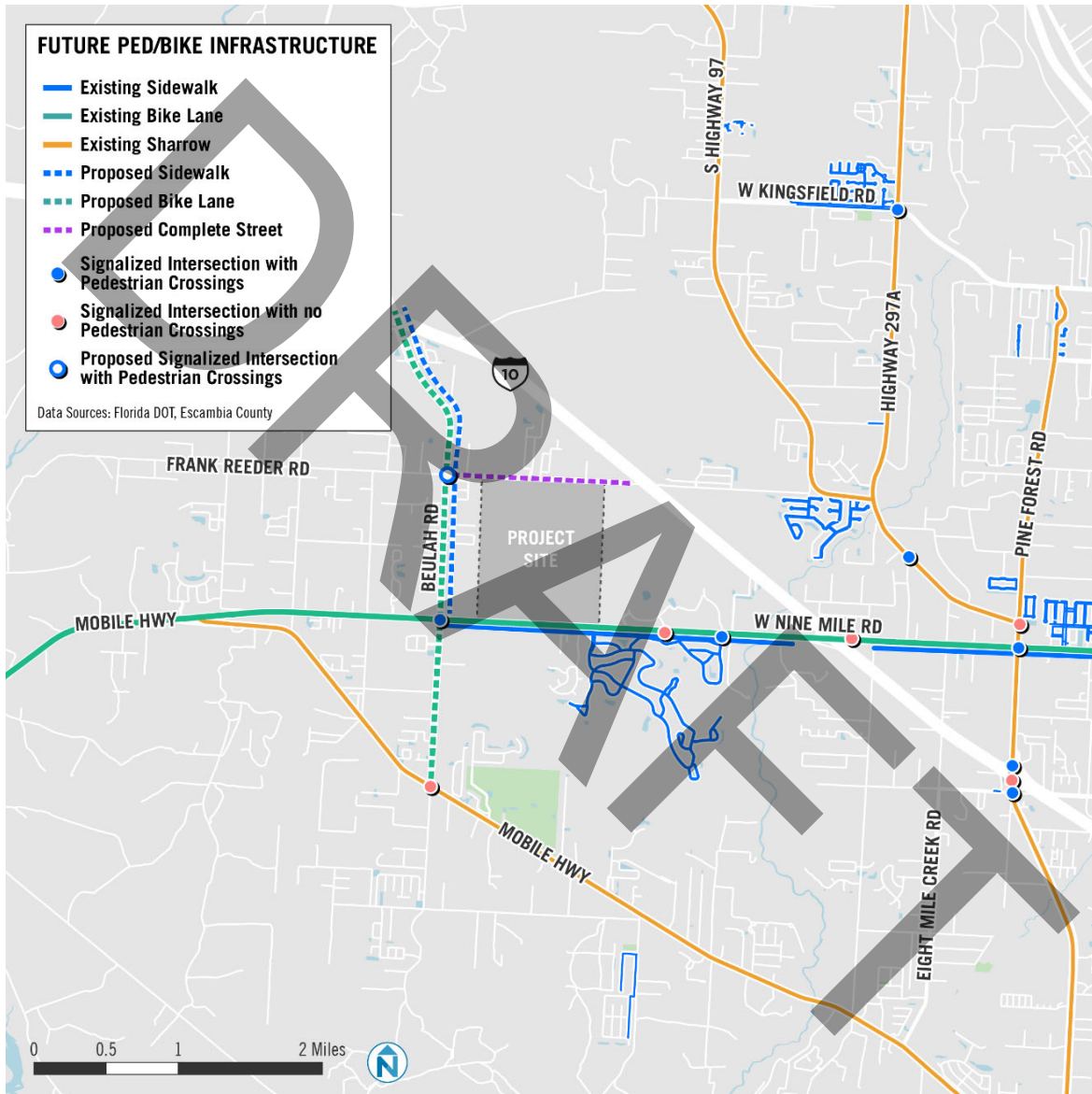


# Future Transportation Networks

## Transportation Assessment & Analysis

- Escambia County proposed to restripe bike lanes on **Beulah Road** between 9 Mile Road and the Mobile Highway in the 2018 Florida/Alabama TPO Pedestrian & Bicycle Masterplan (See Appendix A)

Figure 12 Future pedestrian and bicycle projects



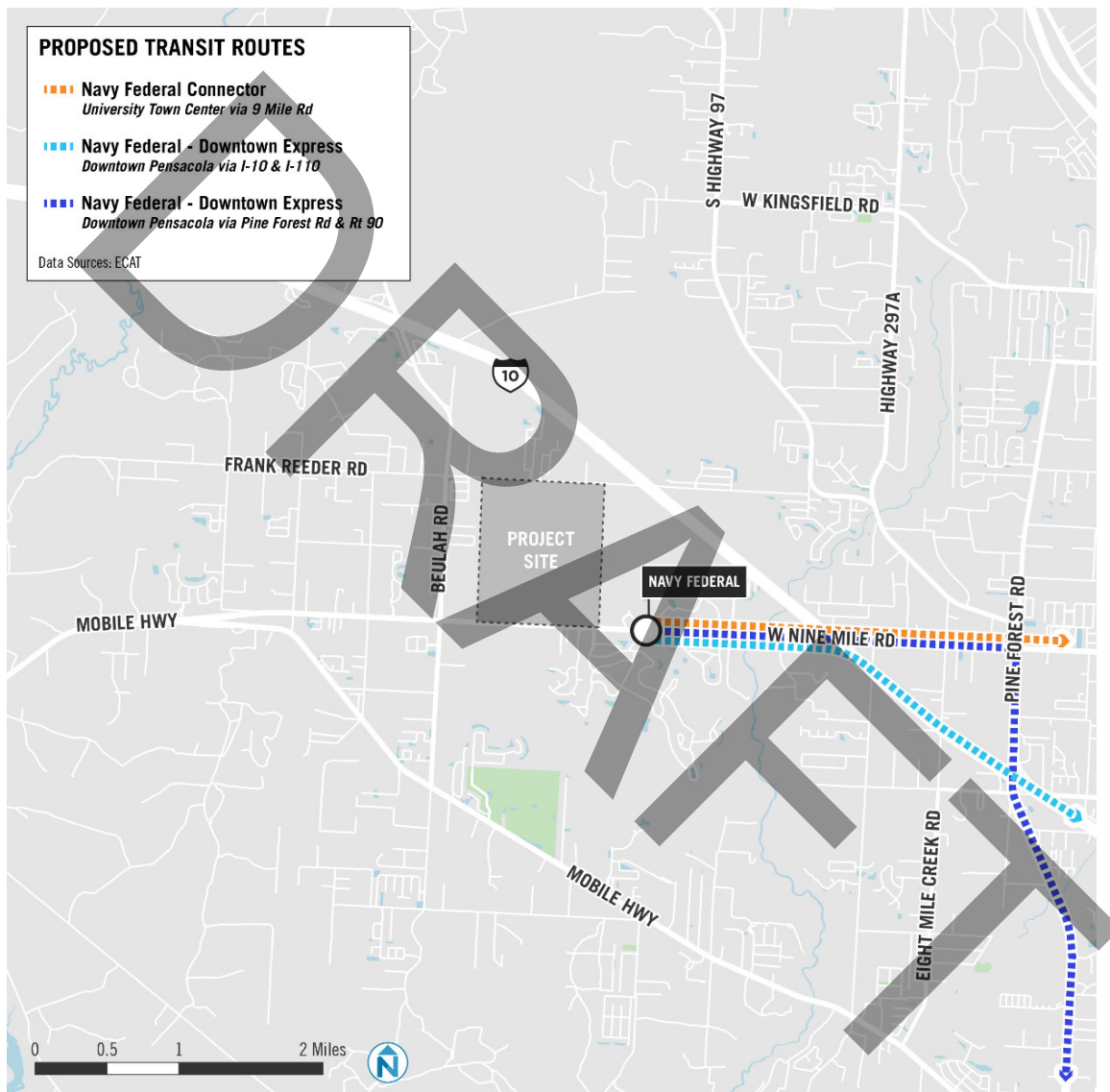
## TRANSIT

While there are no current plans to provide transit service directly to the OLF-8 site, ECAT has proposed service expansions to serve the Navy Federal site that could potentially be extended to serve the site. These proposed expansions include:

- **Navy Federal Connector:** a proposed bus service along 9-Mile Road between the Navy Federal site and University Town Center

- **Navy Federal – Downtown Express:** a proposed bus service connecting the Navy Federal site to downtown Pensacola via I-110 and I-10 or via Pine Forest Road and Route 90.

Figure 13 Proposed Transit Routes



# Anticipated Developments

## Transportation Assessment & Analysis

Significant development is planned for the area around the OLF-8 Site that will increase the demand of the use of the transportation networks. Approximately 2,000 new homes will be constructed in the immediate vicinity. New commercial developments at the intersection of Beulah Road and 9-Mile Road will add roughly 350 parking spaces in the area.

**Figure 14** Future Network: Approved Development Project Types

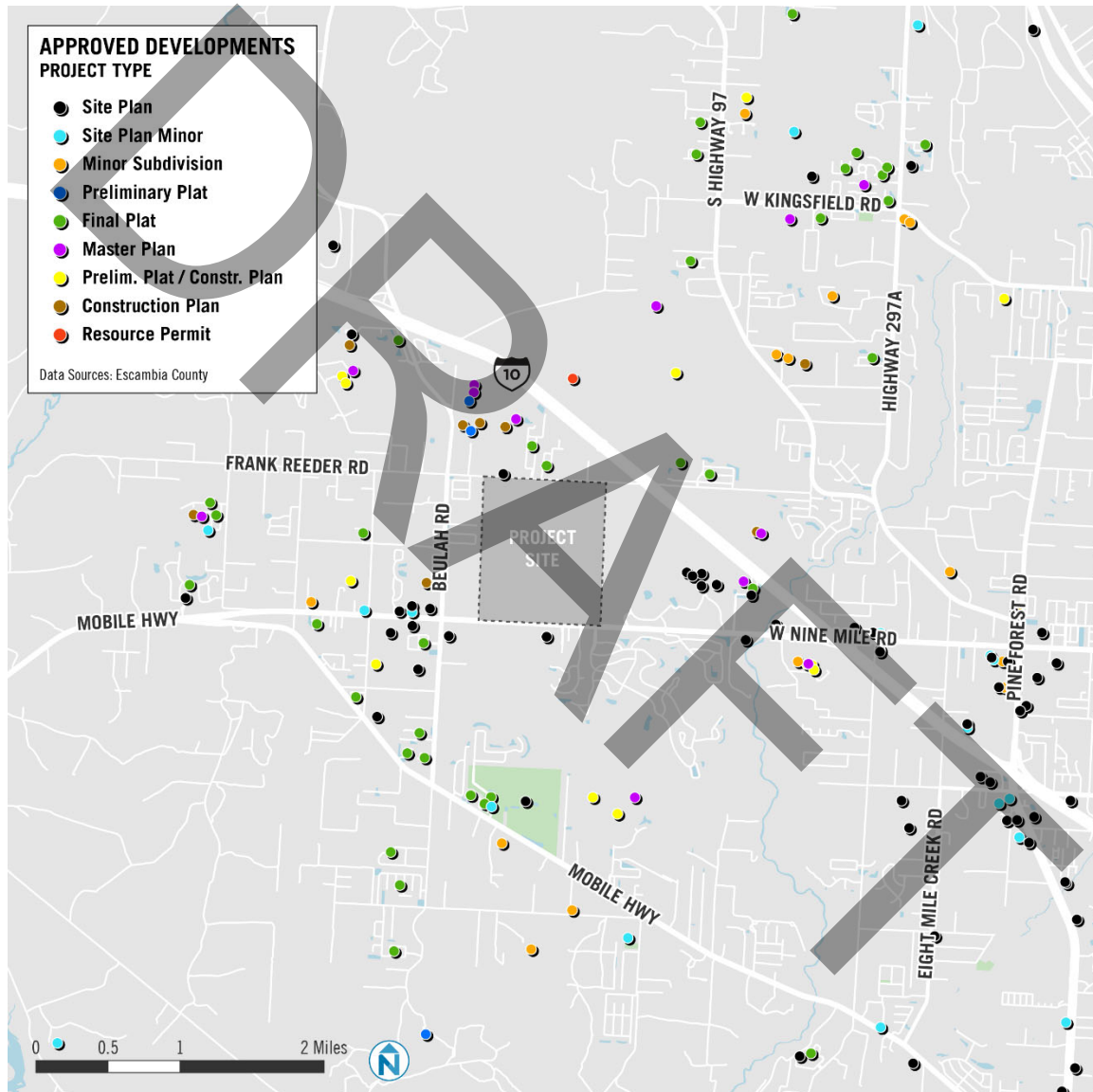
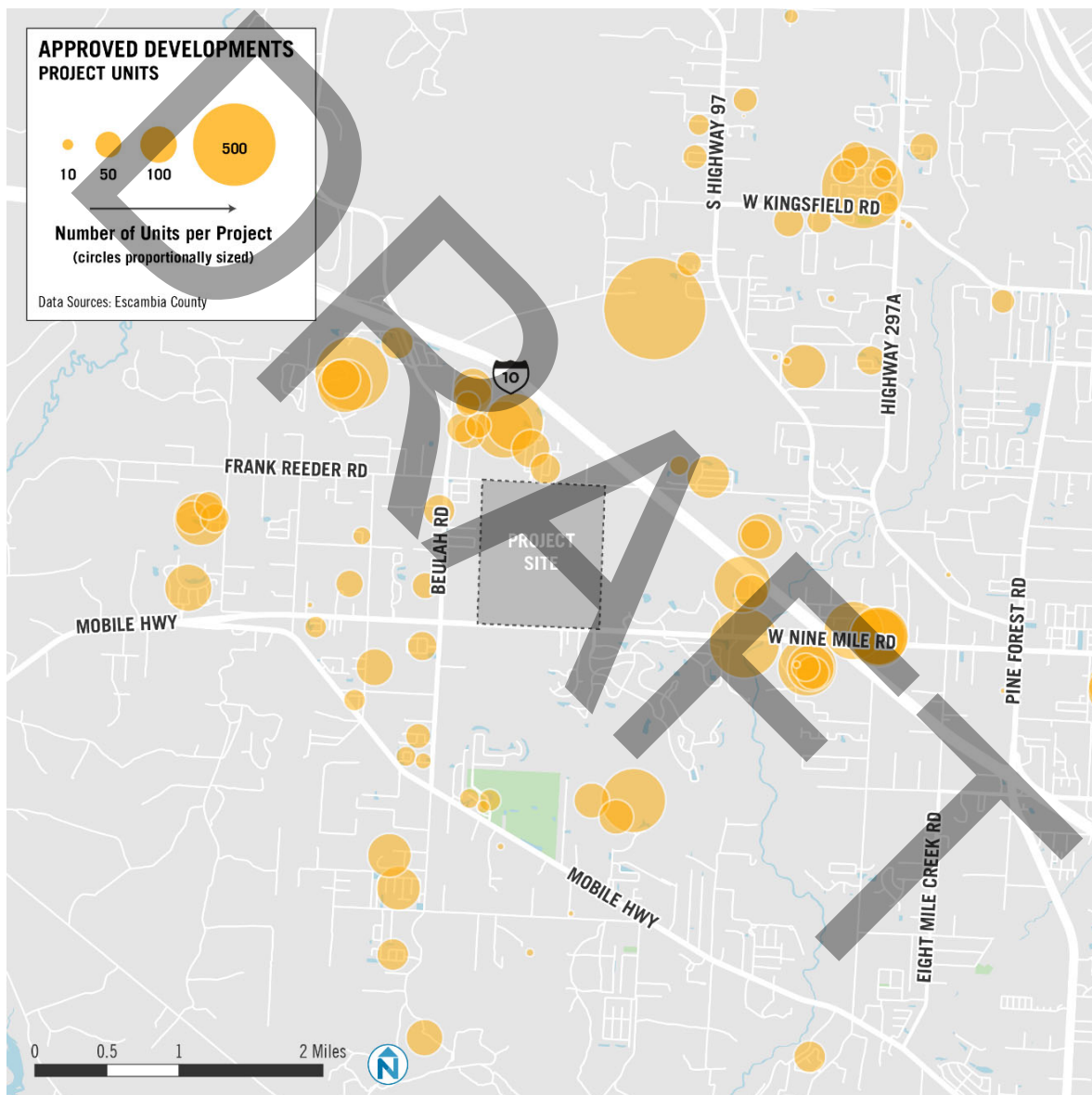




Figure 15 Approved Development Project Dwelling Units

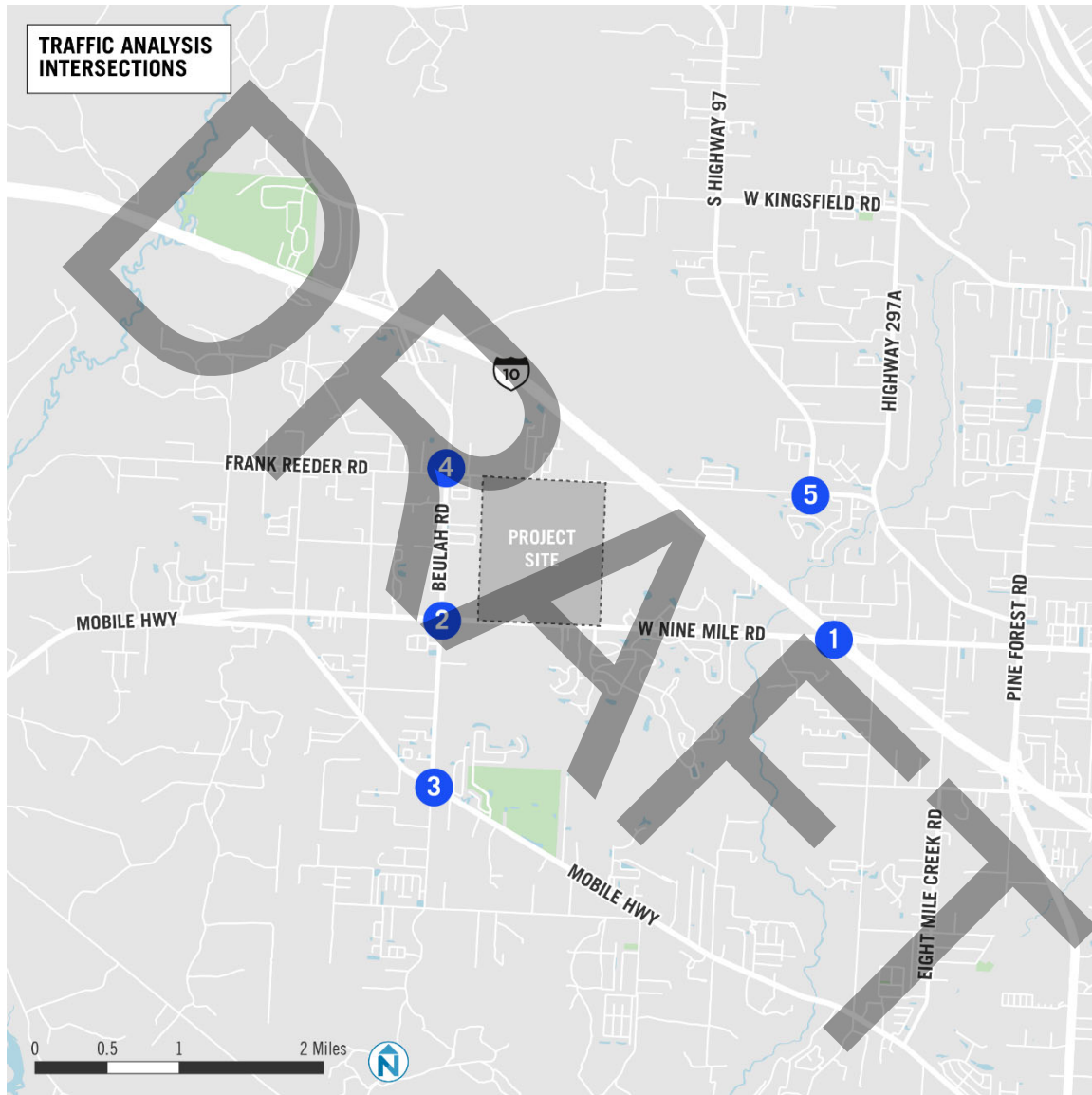


# Traffic Analysis

## Transportation Assessment & Analysis

The Traffic Analysis goal is to understand how key intersections which will carry traffic to and from the site operate, and to estimate the excess capacity to absorb additional vehicles in the future. This assessment specifically analyses the existing conditions at the intersections mapped in Figure 16.

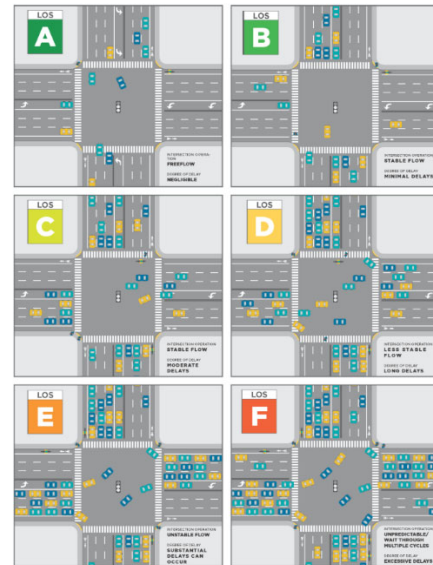
Figure 16 Traffic Analysis Intersections



## METHODOLOGY

Intersection operations were analyzed at each of the study intersections noted previously for the existing conditions. Operations are assessed through two standard metrics:

- **Intersection Level of Service:** Level of Service (LOS) grades intersection operations on an A-F scale. LOS A/B represents free-flowing traffic conditions with little to no delay at an intersection. LOS C introduces some delay but is still considered an effective intersection condition. LOS D introduces more delay per vehicle but is typically still considered an acceptable level of service for most roadway users. LOS E adds more delay and begins what most users feel are congested conditions. LOS F represents highly congested conditions and indicates that traffic levels are above the capacity of the roadway or intersection.
- **Delay per Vehicle:** This metric defines the delay, in seconds, that a vehicle will experience on average when passing through an intersection. Lower delay represents a more efficient intersection condition.



## TRAFFIC DATA

Determining LOS and Delay per Vehicle per intersection requires data during the period for which the analysis will be undertaken.

As the most recent available data was from the 2018 FDOT I-10/Beulah Design Traffic Report completed in February 2019 but was only available for 3 of the 5 study area intersections. Additional traffic data collection was undertaken in July 2020 at all 5 intersections during 8 hours on a weekday, during the morning, midday and afternoon peak periods (see **Appendix B** for the Traffic counts). Data collected showed that:

- Beulah Rd/Frank Reeder Rd intersection: traffic on Beulah Rd was about 2-4 times higher than that in Frank Reeder Rd in all three peak periods, being the busiest period that from 4 pm to 7 pm, and 4 pm to 5 pm the busiest hour. Frank Reeder Rd east of this intersection provides access to the development north of OLF-8 and connects them to I-10 and Mobile Hwy via Beulah Rd.
- Devine Farm Rd/Witt Rd intersection: low volumes were observed in both roads, and the highest movements was during the PM peak hour westbound on Devine Farm Rd, turning left on Witt Rd.
- Beulah Rd/Mobile Hwy intersection: similar to Beulah Rd/Frank Reeder Rd intersection, the highest volumes were observed during the PM, but in this case from 5 pm to 6 pm overall, and from 6 pm to 7 pm westbound on Mobile Hwy (close to 400 veh/hour). Main movements in the AM peak hour were vehicles turning from Beulah Rd to Mobile Hwy, and vice-versa during the PM peak hour.
- Beulah Rd/9-Mile Rd intersection: this intersection follows the same typical commute pattern (higher volumes during the AM and PM peaks, with a lower Midday peak, with opposite main flows in the AM and PM peaks) observed in the Beulah Rd/Mobile Hwy intersection, although volumes on 9-Mile Rd are significantly higher than those on Beulah Rd, reaching close to 1,000 per hour in both directions.
- I-10/9-Mile Rd interchange: highest volumes from I-10 on to 9-Mile Rd were on the I-10 NB off-ramp, with steady volumes during the three peak periods, although slightly higher



# Traffic Analysis

## Transportation Assessment & Analysis

during the PM peak period. Most volumes from the I-10 SB off-ramp were turning east on 9-Mile Rd. Beulah Rd volumes on both sides of the interchange are 2,000 veh/hour in both directions, significantly higher than the volumes near Beulah Rd, due to the volumes in and out of Navy Federal and the residential areas nearby.

In order to factor the traffic counts from both the FDOT report and July 2020 (to account for the school vacation period and impacts of Covid-19), the following steps were taken:

1. Convert June 2018 traffic count to July 2018 (using FDOT seasonal factor)
2. Apply annual growth factor from July 2018 to July 2020 (based on FDOT AADT data from 2015-2019)
3. Calculate growth factor from existing counts to July 2020 (#2) and apply that to the five (5) intersections counted in July 2020.
4. Convert July 2020 with the seasonal factor to AADT 2020

## RESULTS

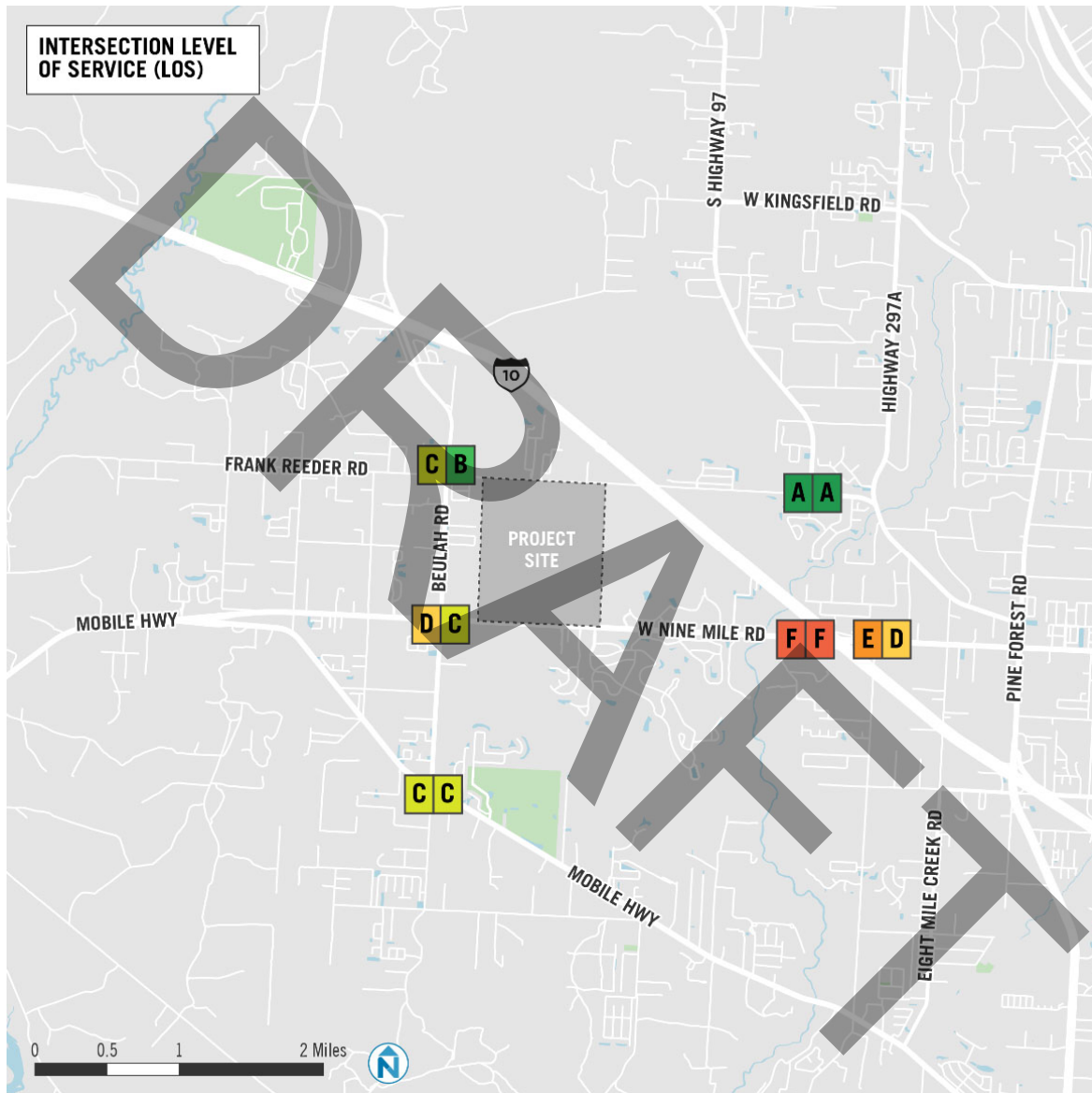
The existing condition LOS and delay were calculated for each study intersection for the AM and PM peak hours (7:15am-8:15 am and 4:15-5:15 pm) using guidelines laid out in the Highway Capacity Manual, 2010 (HCM 2010). Analysis was conducted in the Synchro 9 microsimulation software, and results are provided in the table below.

Under existing conditions, most intersections operate at an acceptable LOS. The intersection of I-10 Eastbound Ramps and 9-Mile Road operates at LOS F during both the AM and PM peaks. This is due to the high EB/WB volumes and 9-Mile Road that prevent the SB vehicles at the I-10 Ramp stop sign from finding a gap to pull out into traffic. Signalization could be required at this location in order to improve operations in the future. The intersection of I-10 Westbound Ramps and 9-Mile Road operates at LOS E during the AM peak. Changes to signal timing would likely improve operations at this intersection and provide an acceptable LOS in the future.

**Figure 17 Intersection Analysis Results – Existing Conditions**

| ID | Intersection Name           | Intersection Control             | LOS and Delay (s)<br>– AM Peak | LOS and Delay (s)<br>– PM Peak |
|----|-----------------------------|----------------------------------|--------------------------------|--------------------------------|
| 1a | I-10 EB Ramp & 9-Mile Rd    | Side-Street Stop Control (SB)    | F (384.3)                      | F (219.0)                      |
| 1b | I-10 WB Ramp & 9-Mile Rd    | Signalized                       | E (79.2)                       | D (48.3)                       |
| 2  | Beulah Rd & 9-Mile Rd       | Signalized                       | D (46.5)                       | C (23.2)                       |
| 3  | Beulah Rd & Mobile Hwy      | Signalized                       | C (31.8)                       | C (29.3)                       |
| 4  | Beulah Rd & Frank Reeder Rd | Side-Street Stop Control (EB/WB) | C (22.3)                       | B (14.3)                       |
| 5  | Witt Dr & Devine Farm Rd    | Side-Street Stop Control (NB/SB) | A (8.8)                        | A (8.9)                        |

Figure 18 Intersection Analysis – Existing Conditions



# Key Findings

## Transportation Assessment & Analysis

Following the evaluation of existing transportation conditions and future networks and improvements, the following key findings have been identified to support the anticipated growth in travel demand that will accompany the implementation of the OLF-8 Master Plan. The key findings of this evaluation include:

- Private vehicle is the main mode of transportation to move around Escambia County, partially due to the distances between origin (residential areas) and destinations (employers, retail, entertainment), but also as a result of the poor pedestrian and bike network, which is discontinuous and does not feel due to the width of vehicle travel lanes and limited crossings, and the lack of transit service in the area.
- Prior to Covid-19, Drive alone was the most used commute mode in Escambia County, followed by Carpool, and just a few Worked from Home. After Covid-19, though, commute travel behavior has shifted to a significant increase of Work from Home, and a decrease in the use of private vehicle.
- The local and regional network has few connection points and vehicular traffic is distributed poorly. I-10/9-Mile Rd interchange accumulates most of it and operates below acceptable level of service during peak periods. However, the current expansion of 9-Mile Rd and the proposed expansion of Frank Reeder Rd and its connection to Devine Farms will increase the road capacity and help distribute traffic in the future. The future road network, though, will need to be shared by the current Beulah area residents and Navy Federal employees, as well as by the future residents that will occupy the 2,000 residential units that are approved in the vicinity of OLF-8.
- Future opportunities to enhance mobility and access to the site and nearby areas include the incorporation of bicycle and pedestrian facilities for new construction or roadway enhancement projects. In addition, the potential ECAT transit expansion could support transit access to the site as could establishing a partnership with Navy Federal to expand and share their shuttle service. All combined could reduce the use of private vehicle for local trips and improve circulation operations on the road network.



DRAFT

## Appendix

### PUBLIC ENGAGEMENT PLAN

The OLF-8 Master Plan presents a bold opportunity to create a sustainable, prosperous, and productive future for the residents of the Beulah community and Escambia County as a whole.

Through technical and economic research, data analysis, a robust public engagement plan, and best practices in land development, the design of this 550-acre former helicopter training field will lead the way to a brighter future for the entire region.



### OVERVIEW

In 2016, the Escambia Board of County Commissioners approved an innovative land swap with the U.S. Navy. This transaction, the first of its scope and scale in the County's history, enabled the Navy to expand its training mission at NAS Whiting Field in Santa Rosa County.

For the citizens of Escambia County, the exchange yielded a massive site in the fast-growing Beulah community, adjacent to the Navy Federal Credit Union campus.

In conjunction with Navy Federal Credit Union (NFCU), the Escambia Board of County Commissioners (BOCC) has engaged a team of place-making experts to research, plan, and design the future of OLF-8.

The OLF-8 Master Plan will guide the future development of the site with a focus on supporting new high-wage jobs and employers. In addition, the plan will identify and employ best-practice options for residential, commercial, and open-space services and amenities on the site.

To achieve this, the project team will undertake a robust public outreach effort, as outlined in this plan. This effort will identify, educate, and engage stakeholders in the Beulah area and across the county to guarantee public participation and support for this transformative opportunity.

## PUBLIC ENGAGEMENT GOALS

As part of the Public Engagement Plan, the project team will work closely with stakeholders, BOCC officials and staff, and county-wide residents to help guide the project. This effort will build an ongoing community dialogue that seeks to include as many voices as possible in the master planning process.

### GOALS

Through a collaborative and inclusive process of outreach, community dialogue, input and feedback, the master plan will reflect the goals and needs of the citizens and stakeholders for OLF-8. The Public Engagement Plan (PEP) will be driven by these goals:

**Goal 1: Engage citizens and stakeholders in a robust, measurable, and accessible public outreach effort to develop a master plan that reflects the economic, civic, and quality of life needs of the community.**



Robust citizen and stakeholder participation in this process is critical for a successful master plan. The public engagement effort will identify and connect with interested citizens and stakeholders throughout the county. Using multiple platforms and outreach strategies, and by leveraging existing communication channels and advocacy groups, the project team will educate, engage, and capture feedback from citizens and stakeholders throughout the county.

**Goal 2: Expand public participation in the master planning process to include citizens and stakeholders countywide, in addition to traditional audiences, to ensure diverse representation and support for the master plan.**

The OLF-8 site is a 550-acre parcel owned by the citizens of Escambia County. While located in the Beulah area, it is the property of the public, and the master plan public engagement process will reflect that diverse ownership.

Traditionally, young citizens, families with children, and minorities are less represented in public engagement efforts. In addition, the impact of Covid-19 on public meetings and gatherings is still undetermined. To overcome these challenges, the team will use a variety of online, offline, in-person and organizational outreach tools and content to ensure diverse participation and representation in the master planning process.



### PUBLIC ENGAGEMENT STRATEGY

The OLF-8 Master Plan will include specific recommendations based on economic impact, technical and market research, infrastructure and engineering evaluations, traffic management, and walkability standards, as well as urban planning best practices.

Much of the information for the plan will be based on existing conditions on the OLF-8 site. However, the real value in the master planning process is the integration of stakeholder and community input through the public engagement effort.



#### STRATEGIES

The size and scope of the OLF-8 project, as well as the concerns and complications from the Covid-19 pandemic, will require a robust and innovative approach. This effort will be based on four key strategies:

- Identifying stakeholders at all levels for participation;
- Educating stakeholders about the project and ways to engage;
- Creating opportunities for engagement post-Covid-19;
- Using digital and nontraditional media to ensure diversity, inclusion and participation.



### Strategy 1: Identify relevant stakeholders and interested citizens at the neighborhood, community, county, and regional levels.

The public engagement process will identify and connect with individuals and/or organizations which have an interest in the future of OLF-8. This will be a broad-based group of residents, citizens, businesses, agencies, and investors with varying levels of participation, interest, and expectations.

Possible stakeholders will include, but not be limited to:

- OLF-8 area residents, businesses, neighborhoods, or property owners;
- Likely private or public-sector investors and economic development agencies;
- Relevant agencies with jurisdiction on and around the site;
- Broader countywide community organizations across all five commission districts.

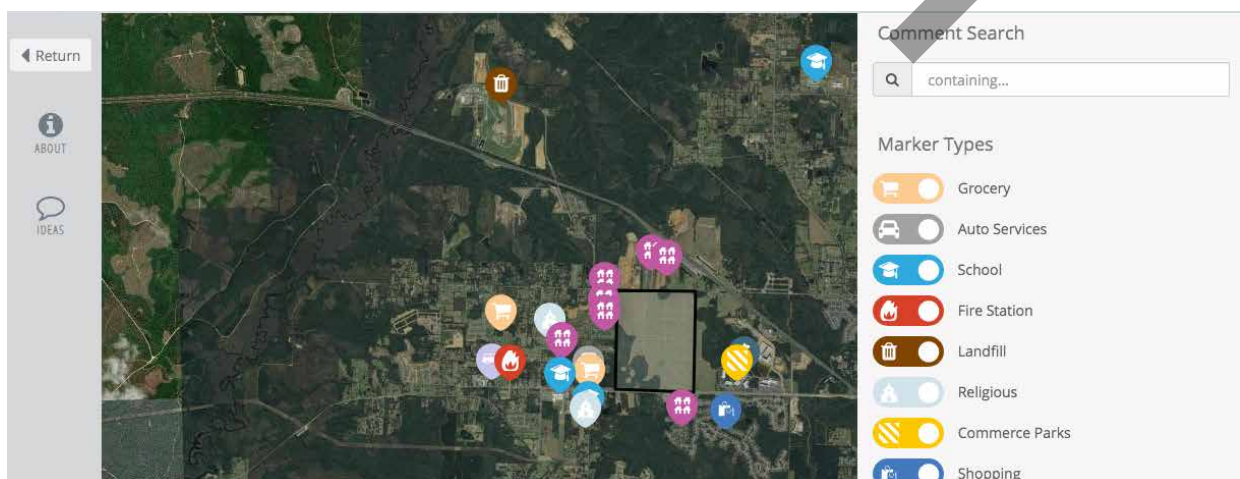


### Strategy 2: Educate stakeholders and the public about the OLF-8 project history, opportunities, and ways to participate.

Many stakeholders and county residents may not be aware of the OLF-8 project or the option to engage in the master plan process. The initial phase of the PEP will be to educate citizens and potential stakeholders about the project and encourage their involvement.

Driving public awareness about the project and the master plan process may include:

- Assessing current community opinions and awareness of OLF-8 project.
- Developing background information on the OLF-8 project, goals and job creation expectations.
- Providing an overview of the Beulah area's growth projections
- Gaining an understanding of the broader community's goals and expectations for the project.



# Public Engagement Strategy

## Appendix

### Strategy 3: Create opportunities for a safe and easily accessible public engagement/design charrette post-Covid-19

Given the impacts of Covid-19 on public health and public gatherings, the project team will create multiple opportunities for public input and engagement to safely accommodate all stakeholders and participants.

These enhancements will:

- Adapt and expand the DPZ process of “designing in public, with the public” for maximum public engagement and input;
- Observe proper safety measures, as determined by the CDC, which will include
  - Masks being worn by all attendees of public meetings
  - CDC-recommended proper social distancing observed.
  - Limiting the number of people in a room at one time.
- We will also have our presentation packets printed off for viewing at all West Florida Library branches and county- and city-run community centers.
- If you are unable to attend meetings (in-person or virtually) you will be able to give your feedback using the computers at the above-mentioned locations.
- We are also exploring the option to have remote-viewing locations for those who are unable to tune into the charrette meetings from home, via the internet. This would be an option if we are unable to have the team meet in a central location, because travel remains an unsafe practice.





**Strategy 4: Develop a multi-media, multi-channel approach to engage citizens and stakeholders and evaluate their input to enhance traditional outreach methods.**

With a wide audience of stakeholders, as well as shifting attitudes towards public gatherings, the project team will create and use multiple tools for engaging citizens.

These tools will enhance and expand the traditional public engagement process to allow for more participation and input. They include:

- Develop and use online platforms to house project information and updates;
- Create digital, sharable content to highlight project elements and options;
- Communicate using social media, traditional and online media outlets, influencers and influencer groups;
- Utilize online and in-person presentations, virtual town-hall meetings, and other multi-media tools to gather real-time and deferred feedback.
- Distribute packets with the detailed plan and renderings to public libraries and community centers, where they will be available for viewing.

## STAKEHOLDERS

The OLF-8 Master Plan will include ideas, suggestions and feedback from a wide variety of stakeholders across the county. The project team will actively seek out opinions from the public using the following framework.

These stakeholder types are listed in no particular order, and may overlap each other. However, this framework ensures that the project engages a wide and comprehensive section of the community.

### BEULAH STAKEHOLDERS

This group includes residents, businesses, or institutions within the immediate vicinity of OLF-8. These stakeholders will be immediately impacted and affected by the uses and designs contained in the master plan. Stakeholders will be categorized as Beulah Stakeholders based largely on their geographic location in relation to the site.

### BUSINESS/VISITOR STAKEHOLDERS

Future users of OLF-8 will likely represent a wide range of stakeholders, including a wider geographical area of organizations, residents or businesses that may travel to the site for commercial, retail, entertainment, or leisure purposes. Users will be categorized as such based on geography as well as other interests in the site (retail, recreation, civic, etc.)

This category will also include potential investors in the site. This will be those people or businesses which may seek to locate a commercial, residential, or retail establishment at the site. Stakeholders will fall into this category if they express a profit-driven business interest on the site.

### COUNTY STAKEHOLDERS

The OLF-8 land swap was funded by the taxpayers of Escambia County, and so they comprise the largest possible group of stakeholders for this project. While citizens may not have the immediate geographic or business interests in the site that other stakeholders do, their voices are important and valued in this process as well.

# Public Engagement Strategy

## Appendix

### STAKEHOLDER MEETINGS

The OLF-8 design team has been engaging with several stakeholders since the project kickoff in May. These include:

- Members of the Board of County Commissioners
- Escambia County staff members
- Navy Federal Credit Union leadership
- Florida West Economic Development Agency
- Escambia County District 1 Advisory Committee

Going forward, the outreach and engagement efforts will continue leading up to the Charette Week. These upcoming engagement targets will include, but are not limited to:

- Beulah Coalition and Beulah-area neighborhoods
- Property owners and/or investors adjacent to the OLF-8 site
- Navy Federal Credit Union employees
- Real estate and commercial development industry groups
- Area Chambers of Commerce and African-American Chamber of Commerce

In addition, we will host up to three (3) virtual town halls in various parts of Escambia County to ensure maximum input and participation from citizens across the area.

The master plan process will take place over several months beginning in the summer of 2020, and concluding in the early part of 2021.

#### May - June 2020 (Onboarding)

- Project Kickoff
- Stakeholder identification and outreach
- Digital platform development
- June 30: Finalize public engagement plan

#### July - August 2020 (Phase 1)

- July 12: Launch engagement platforms
- Begin engagement communications
- Public awareness and education
- Online and social media engagement
- Public project kickoff presentation
- July 30: First round of stakeholder group interviews completed
- August 30: Second round of stakeholder group interviews completed
- Finalize charrette plans and locations/platforms

#### September - October 2020 (Phase 2)

- September 21 - 30: Design Charrette
- Charrette evaluation and data presentation
- Finalize the scenarios based on charrette input

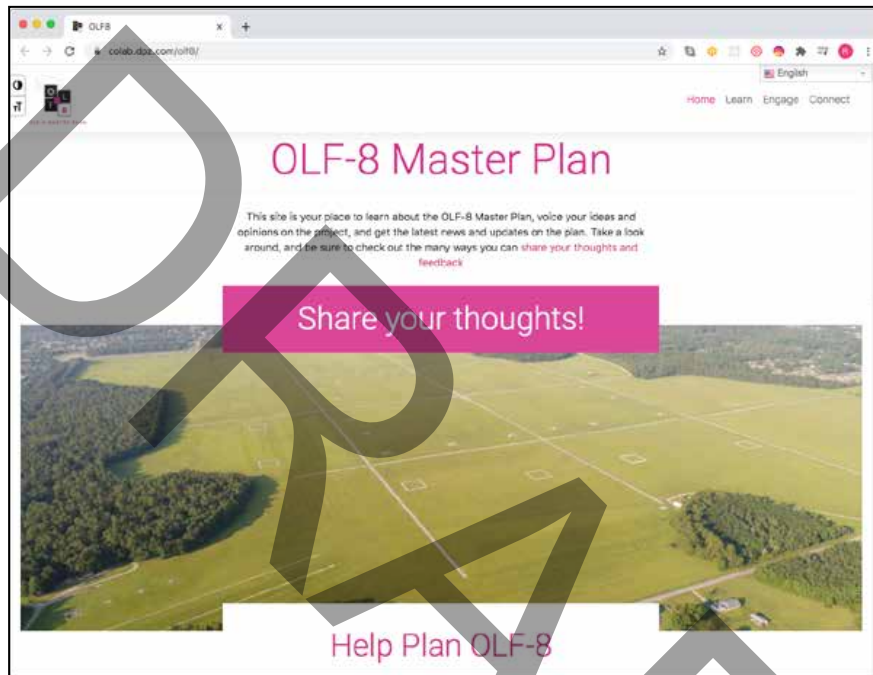
#### November 2020 - February 2021 (Phase 3)

- Continue ongoing project updates
- Build public awareness of master plan scenarios
- Master plan development and final presentation

To ensure that the OLF-8 Project reaches these public engagement goals, and to implement the strategies above, the team will use the following platforms and tools.

## Website

The comprehensive OLF-8 Master Plan project website will be hosted at [www.MyOLF8.com](http://www.MyOLF8.com). This platform will serve as a one-stop-shop for project information, updates, scenarios, and educational resources. In addition, the website will host the online engagement tools for stakeholder participation.



## Email

[Team@MyOLF8.com](mailto:Team@MyOLF8.com) will be the primary email address for project inquiries, information, and interaction. The project team will manage this email account and use it to answer questions, provide updates, and monitor ongoing stakeholder interactions.

## Social Media

To better engage with online stakeholders the OLF-8 Master Plan will host a Facebook page at [@MyOLF8](https://www.facebook.com/MyOLF8). This social media platform will be used to distribute content from the [MyOLF8.com](http://MyOLF8.com) website, distribute project updates, and drive stakeholders to the online engagement tools.

## Interactive Tools

Several online engagement tools will be available for citizens and stakeholders at [MyOLF8.com](http://MyOLF8.com). These include: an interactive online map to capture ideas and comments; online surveys to measure opinions and preferences; an online "idea wall" to hold suggestions and discussions; and interactive virtual town hall meetings on a variety of project topics.

## In-Person Opportunities

For those without internet access or the ability to join us online, we will also have copies of our presentations at your nearest branch of the West Florida Public Library. You will be able to stop by and read the presentation at your convenience, during normal library hours.

In the weeks leading up to the charrette, we will be watching the Covid-19 statistics closely to determine whether we will be able to have a small number of in-person attendees for our meetings. If we do have an audience, we will require masks and observance of proper social distancing measures, for the safety of our team, our volunteers and you. Please stay tuned to our website for more information on this.



# Previous Plans Summary

## Appendix

### **Key Highlights:**

- Beulah Road to be widened to 4 lanes between 9-Mile road and I-10 and extended from there northward.
- 9-Mile Road is being widened to 4 lanes (with the potential for 6) between Pine Forest Road and Beulah Road, with shoulder bike lanes, sidewalks, and sound walls. Construction completion estimated at the end of 2021.
- Frank Reeder road to be widened to 2 lanes in each direction.
- Kingsfield Road may be extended west from Hwy 97 to Beulah Road.
- Lots of low-density residential development planned for the area (~2000 units nearby to site) and some commercial development planned for the 9-Mile Road/Beulah Road intersection.

### **Escambia County Midwest Sector Plan**

#### **September 2011**

- This plan puts forward a development vision for the Midwest sector of Escambia County, north of I-10.
- The plan calls for single-use commercial and residential development with some town center areas and the preservation of some wetlands.
- The plan calls for a curvilinear street grid that “respects the natural environment while providing a high degree of interconnectivity”. It also calls for local networks of complete streets that encourage walking and bicycling while discouraging high vehicle speeds.
- Neighborhood centers are to be transit oriented for future transit expansions.
- Land use distribution should locate residences in close proximity to jobs.
- The circulation element of the plan calls for a large pedestrian/bike trail network, but this is largely focused on northern half of the sector, and would not connect to the OLF 8 site.

### **Draft Corridor Study – Kingsfield Road Extension**

#### **July 2012**

- Escambia County proposes to extend Kingsfield Road from Highway 97 to Beulah Road.
- From its existing urban section, the roadway will primarily be a 2-lane country road with 12’ travel lanes, 5’ shoulders, and a 130’ ROW.

### **Final Environmental Assessment for Land Exchange Involving NOLF 8 Site for Suitable Land & Improvements in Santa Rosa County**

#### **March 2018**

- The purpose of the EA is to assess the environmental impacts, including transportation, of the exchange of NOLF 8 from the Navy to Escambia County in exchange for suitable land for another NOLF in Santa Rosa County.

- In terms of transportation, the document finds that the transfer of land itself would have no significant impact on transportation patterns. The eventual redevelopment of NOLF 8 would have traffic impacts “consistent with expected growth patterns already accounted for within the region”.

## **Project 52**

### **May 2018**

- Planned commercial and residential development just southeast of the Navy Federal site containing several buildings extending southward from 9-Mile Road and with two entrances on to 9-Mile Road.
- A shared parking analysis conducted for the development proposes 289 parking spaces.

## **Greater Beulah Area Transportation Network Sketch Plan**

### **September 2018**

#### 2017 ADT on Surrounding Roads:

- 32,000 on I10
- 5,800 – 6,400 on Beulah Road
- 4,900 on 9-Mile Road
- Injury concentrations at 9-Mile Road/I10 intersection and at Beulah Road/Mobile Hwy intersection.
- Schools located SW of the OLF-8 site near 9-Mile Road/Beulah Road intersection.
- Some community facilities located southwest of the site but none immediately adjacent.
- Approximately 1,850 lots/units approved in the immediate vicinity of OLF-8 between 2010 and 2018.
- Transportation planning recommendations:
  - Frank Reeder Road to be rebuilt as 2-lane roadway with complete street features. Make it the primary access point to OLF-8 and back entrance to Navy Federal
  - Signalize Beulah Road and Frank Reeder Road
  - Widen 8 Mile Creek Road
  - Widen Beulah Road from Mobile Highway to 9-Mile road to include 4' shoulder/bike lane
  - Provide direct access road from OLF8 to Beulah Road
  - Provide direct access road from Navy Federal to Frank Reeder Road via a frontage road
  - Land development code change to increase front setback for new developments and access management
  - Create a special purpose district to help pay for the construction and maintenance of transportation infrastructure

# Previous Plans Summary

## Appendix

### **Pathstone Subdivision**

**November, 2018**

- 175 acre site immediately to the east of Project 52, on 9-Mile road just west of I-10, is likely to be developed. No further information provided.
- Site to be developed in 4 phases with curvilinear street grid extending into site. No egress except to 9-Mile Road.

### **Beulah Beltway Corridor Project**

**December 2018**

- Beulah Road is planned to be extended northward.
  - Option: northeast from I-10 through an area of woodland to Highway 97 @ Muskogee Road.
  - Option: northwest from I-10 to reconnect with itself along the alignment of the proposed extension of Kingsfield Road.

### **Northwest District 1 Survey Results**

**June – July 2019**

- Most respondents were white homeowners in the area. The age of respondents was relatively evenly distributed between the ages of 35 to 74.
- People are in favor of:
  - Minimum lot sizes
  - Development fees to pay for infrastructure
  - A rural atmosphere with multi-use paths and recreational opportunities
  - An organized town center
  - Overlay zones
- Preferred green spaces/features are: multi-use paths, community parks, and street trees.
- Top amenities are: restaurants, fire station, and retail.
- Traffic and crime are viewed as the biggest detriments to quality of life.
- People favor synchronized lights and boulevard-style roads as traffic control solutions.

### **I-10 at Beulah Road Interchange Project**

**October 2019**

- Beulah Road will be widened from 2 to 4 lanes between 9-Mile Road and I-10, and would include sidewalks and painted bike lanes.
- I-10 will be widened from 2 lanes per direction to 3 lanes per direction with 12' shoulders on either side of each directional roadway.

### **Navy Federal Recreation Facility**

**February 2020**

- Navy Federal has proposed the development of a large recreational facility on part of the OLF-8 site to the west of the existing Navy Federal site.



- Development would extend 800' into the OLF-8 site west from the current boundary of the Navy Federal site.
- 777 total proposed parking spaces.

## **Nine Mile Crossing**

### **February 2020**

- 4 lot site planned for commercial development
- A McDonalds is planned on one lot at the southeast corner of 9-Mile Road and Beulah Road.
  - 44 parking spaces to be provided.
  - Ingress/egress will be off Beulah Road.
- A Publix is planned on the large lot south of the McDonalds.
  - 311 parking spaces to be provided (5/1000SF).
  - Ingress/egress will be via three driveways off Beulah Road.

## **Nine Mile Road PD&E Concept Plans**

### **March 2020**

- 9-Mile Road is currently being widened into a 2 lane x 2 lane roadway with sidewalks, shoulder bike lanes, and sound walls from I-10 to Beulah Road. Construction completion is estimated at the end of 2021.
- Plans show 9-Mile Road being widened into a 3 lane x 3 lane road with a center turn lane and shoulder bike lane south of the OLF-8 site from Pine Forest Road to Beulah Road.

## **Other Transportation Notes from Project Kick-off Meeting**

### **May 2020**

- A study is considering the widening of Frank Reeder Road and the potential construction of an overpass over I-10 to connect it to Devine Farms Road.
- Navy Federal congestion issues
  - The Navy Federal site faces notable congestion issues though the company has improved at staggering its start times.
  - Most of its 10,000 employees drive though there is bus service to Milton & Pace counties.
- There is currently no ECAT transit service in the area of the OLF-8 site.

## **Florida/Alabama TPO Pedestrian & Bicycle Masterplan**

### **2018**

- An update to the 2010 initial Ped/Bike Masterplan. Intended to provide strategic guidance on ped/bike friendly development as part of the 2040 transportation masterplan.
- Public Outreach

# Previous Plans Summary

## Appendix

- Surveys indicate that most people want more/improved sidewalks and bike paths separate from road ways.
- Poor quality infrastructure and concerns about traffic danger were the primary factors keeping people from walking or biking.
- Commute Trends (2010)
  - 78.7% drive alone
  - 1.5% walk
  - 0.3% bike
- Summary of other relevant plans:
  - Florida adopted a complete streets policy in 2014
  - The Escambia Comprehensive Plan calls for the provision of sidewalk and bike infrastructure when new public roads are constructed. It outlines policies to encourage sidewalk development in private developments as well. It requires the provision of non-motorized transportation links between residential areas and commercial/recreational sites.
- Projects proposed under the TPO:
  - 81 projects are proposed around the Pensacola area as part of the TPO plan.
    - The only project proposed within the vicinity of the OLF-8 site is a proposal by Escambia County to restripe bike lanes on Beulah Road between 9 Mile Road and the Mobile Highway.
  - Most proposed projects are in central Pensacola and in Santa Rosa County
  - Projects are ranked according to a ranking system that takes into account a project's safety impact, connection to schools, network continuity, locational and cost efficiencies, its coordination with existing plans, and proximity to low-vehicle ownership areas.
  - Most of the highly ranked proposals focus on sidewalk expensaion/improvement.
- Policies proposed under the TPO:
  - The document outlines a policy of education, engineering, enforcement, equity, and encouragement to improve the pedestrian and bicycle network.
    - It proposes targeted policies corresponding to these themes.
- Funding Opportunities
  - The document identifies a wide range of federal, state, local, and third party funding sources for pedestrian and bicycle projects including. Many federal and state roadway and congestion mitigation funding sources can be used for pedestrian and bicycle projects.

### Intersection Turning Movement Count

Devine Farm Rd @ Witt Dr  
Pensacola, Florida

File Name : Devine Farm Rd @ Witt Dr

Site Code : 00000003

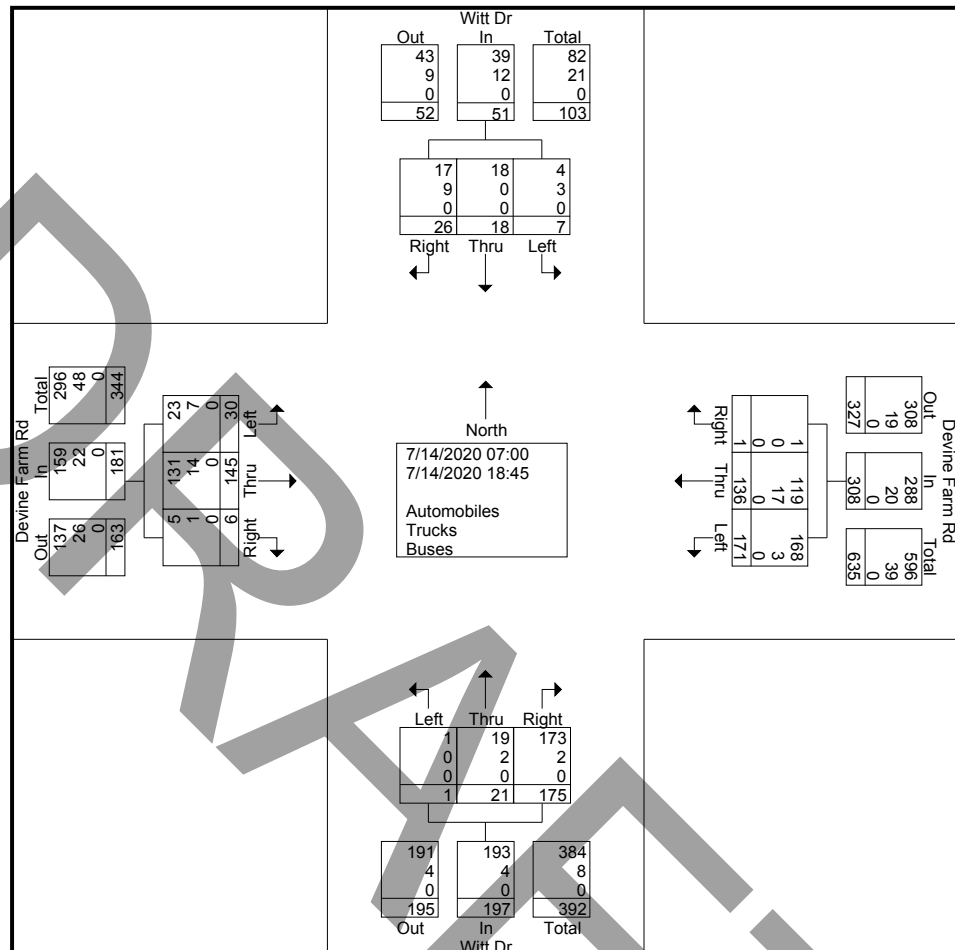
Start Date : 7/14/2020

Page No : 1

| Groups Printed- Automobiles - Trucks - Buses |                    |      |       |            |                          |      |       |            |                    |      |       |            |                          |      |       |            |
|--|--------------------|------|-------|------------|--------------------------|------|-------|------------|--------------------|------|-------|------------|--------------------------|------|-------|------------|
| Start Time                                   | Witt Dr Southbound |      |       |            | Devine Farm Rd Westbound |      |       |            | Witt Dr Northbound |      |       |            | Devine Farm Rd Eastbound |      |       |            |
|  | Left               | Thru | Right | App. Total | Left                     | Thru | Right | App. Total | Left               | Thru | Right | App. Total | Left                     | Thru | Right | Int. Total |
| 07:00  | 0                  | 0    | 1     | 1          | 1                        | 0    | 1     | 2          | 0                  | 0    | 5     | 5          | 1                        | 6    | 0     | 7          |
| 07:15  | 0                  | 0    | 0     | 0          | 0                        | 4    | 0     | 4          | 0                  | 1    | 5     | 6          | 0                        | 8    | 0     | 8          |
| 07:30  | 0                  | 0    | 2     | 2          | 1                        | 4    | 0     | 5          | 0                  | 1    | 9     | 10         | 0                        | 5    | 0     | 5          |
| 07:45  | 0                  | 1    | 0     | 1          | 4                        | 4    | 0     | 8          | 0                  | 1    | 2     | 3          | 0                        | 4    | 0     | 4          |
| Total  | 0                  | 1    | 3     | 4          | 6                        | 12   | 1     | 19         | 0                  | 3    | 21    | 24         | 1                        | 23   | 0     | 24         |
| 08:00  | 0                  | 1    | 1     | 2          | 6                        | 2    | 0     | 8          | 0                  | 0    | 5     | 5          | 1                        | 5    | 0     | 6          |
| 08:15  | 1                  | 1    | 0     | 2          | 0                        | 5    | 0     | 5          | 0                  | 0    | 5     | 5          | 1                        | 8    | 0     | 9          |
| 08:30  | 0                  | 0    | 1     | 1          | 2                        | 4    | 0     | 6          | 0                  | 0    | 5     | 5          | 0                        | 6    | 0     | 6          |
| 08:45  | 0                  | 1    | 1     | 2          | 2                        | 1    | 0     | 3          | 0                  | 0    | 7     | 7          | 1                        | 8    | 0     | 9          |
| Total  | 1                  | 3    | 3     | 7          | 10                       | 12   | 0     | 22         | 0                  | 0    | 22    | 22         | 3                        | 27   | 0     | 30         |
| 09:00  | 1                  | 0    | 2     | 3          | 1                        | 5    | 0     | 6          | 0                  | 0    | 7     | 7          | 0                        | 4    | 0     | 4          |
| 09:15  | 0                  | 0    | 2     | 2          | 5                        | 5    | 0     | 10         | 0                  | 0    | 5     | 5          | 1                        | 7    | 0     | 8          |
| 09:30  | 0                  | 0    | 0     | 0          | 0                        | 2    | 0     | 2          | 0                  | 2    | 5     | 7          | 2                        | 3    | 0     | 5          |
| 09:45  | 0                  | 1    | 2     | 3          | 4                        | 2    | 0     | 6          | 0                  | 1    | 8     | 9          | 2                        | 5    | 0     | 7          |
| Total  | 1                  | 1    | 6     | 8          | 10                       | 14   | 0     | 24         | 0                  | 3    | 25    | 28         | 5                        | 19   | 0     | 24         |
| *** BREAK ***                                |                    |      |       |            |                          |      |       |            |                    |      |       |            |                          |      |       |            |
| 12:00  | 1                  | 0    | 1     | 2          | 8                        | 6    | 0     | 14         | 0                  | 1    | 3     | 4          | 4                        | 3    | 0     | 7          |
| 12:15  | 0                  | 0    | 0     | 0          | 7                        | 2    | 0     | 9          | 0                  | 0    | 6     | 6          | 1                        | 1    | 1     | 3          |
| 12:30  | 0                  | 2    | 0     | 2          | 3                        | 7    | 0     | 10         | 1                  | 0    | 6     | 7          | 0                        | 5    | 1     | 6          |
| 12:45  | 0                  | 1    | 0     | 1          | 12                       | 6    | 0     | 18         | 0                  | 0    | 7     | 7          | 2                        | 5    | 0     | 7          |
| Total  | 1                  | 3    | 1     | 5          | 30                       | 21   | 0     | 51         | 1                  | 1    | 22    | 24         | 7                        | 14   | 2     | 23         |
| 13:00  | 0                  | 1    | 1     | 2          | 9                        | 7    | 0     | 16         | 0                  | 2    | 8     | 10         | 1                        | 5    | 0     | 6          |
| 13:15  | 1                  | 1    | 2     | 4          | 8                        | 2    | 0     | 10         | 0                  | 0    | 8     | 8          | 1                        | 1    | 0     | 2          |
| 13:30  | 0                  | 1    | 0     | 1          | 7                        | 5    | 0     | 12         | 0                  | 1    | 4     | 5          | 0                        | 5    | 0     | 5          |
| 13:45  | 1                  | 1    | 0     | 2          | 5                        | 5    | 0     | 10         | 0                  | 1    | 5     | 6          | 1                        | 1    | 0     | 2          |
| Total  | 2                  | 4    | 3     | 9          | 29                       | 19   | 0     | 48         | 0                  | 4    | 25    | 29         | 3                        | 12   | 0     | 15         |
| *** BREAK ***                                |                    |      |       |            |                          |      |       |            |                    |      |       |            |                          |      |       |            |
| 16:00  | 1                  | 2    | 3     | 6          | 5                        | 7    | 0     | 12         | 0                  | 1    | 6     | 7          | 2                        | 2    | 1     | 5          |
| 16:15  | 0                  | 1    | 1     | 2          | 7                        | 4    | 0     | 11         | 0                  | 0    | 8     | 8          | 1                        | 3    | 0     | 4          |
| 16:30  | 0                  | 1    | 1     | 2          | 4                        | 4    | 0     | 8          | 0                  | 0    | 3     | 3          | 3                        | 3    | 0     | 6          |
| 16:45  | 0                  | 0    | 1     | 1          | 11                       | 5    | 0     | 16         | 0                  | 2    | 3     | 5          | 2                        | 4    | 0     | 6          |
| Total  | 1                  | 4    | 6     | 11         | 27                       | 20   | 0     | 47         | 0                  | 3    | 20    | 23         | 8                        | 12   | 1     | 21         |
| 17:00  | 0                  | 0    | 2     | 2          | 8                        | 7    | 0     | 15         | 0                  | 1    | 2     | 3          | 0                        | 9    | 0     | 9          |
| 17:15  | 0                  | 0    | 0     | 0          | 4                        | 6    | 0     | 10         | 0                  | 0    | 5     | 5          | 0                        | 5    | 0     | 5          |
| 17:30  | 0                  | 1    | 1     | 2          | 9                        | 6    | 0     | 15         | 0                  | 1    | 3     | 4          | 0                        | 7    | 0     | 7          |
| 17:45  | 0                  | 0    | 0     | 0          | 9                        | 4    | 0     | 13         | 0                  | 0    | 4     | 4          | 0                        | 3    | 0     | 3          |
| Total  | 0                  | 1    | 3     | 4          | 30                       | 23   | 0     | 53         | 0                  | 2    | 14    | 16         | 0                        | 24   | 0     | 24         |
| 18:00  | 0                  | 0    | 0     | 0          | 9                        | 3    | 0     | 12         | 0                  | 2    | 6     | 8          | 1                        | 4    | 0     | 5          |
| 18:15  | 1                  | 1    | 1     | 3          | 8                        | 2    | 0     | 10         | 0                  | 0    | 4     | 4          | 2                        | 4    | 0     | 6          |
| 18:30  | 0                  | 0    | 0     | 0          | 8                        | 3    | 0     | 11         | 0                  | 2    | 10    | 12         | 0                        | 5    | 2     | 7          |
| 18:45  | 0                  | 0    | 0     | 0          | 4                        | 7    | 0     | 11         | 0                  | 1    | 6     | 7          | 0                        | 1    | 1     | 2          |
| Total  | 1                  | 1    | 1     | 3          | 29                       | 15   | 0     | 44         | 0                  | 5    | 26    | 31         | 3                        | 14   | 3     | 20         |
| Grand Total                                  | 7                  | 18   | 26    | 51         | 171                      | 136  | 1     | 308        | 1                  | 21   | 175   | 197        | 30                       | 145  | 6     | 181        |
| Apprch %                                     | 13.7               | 35.3 | 51    |            | 55.5                     | 44.2 | 0.3   |            | 0.5                | 10.7 | 88.8  |            | 16.6                     | 80.1 | 3.3   |            |
| Total %                                      | 0.9                | 2.4  | 3.5   | 6.9        | 23.2                     | 18.5 | 0.1   | 41.8       | 0.1                | 2.8  | 23.7  | 26.7       | 4.1                      | 19.7 | 0.8   | 24.6       |
| Automobiles                                  | 4                  | 18   | 17    | 39         | 168                      | 119  | 1     | 288        | 1                  | 19   | 173   | 193        | 23                       | 131  | 5     | 159        |
| % Automobiles                                | 57.1               | 100  | 65.4  | 76.5       | 98.2                     | 87.5 | 100   | 93.5       | 100                | 90.5 | 98.9  | 98         | 76.7                     | 90.3 | 83.3  | 87.8       |
| Trucks                                       | 3                  | 0    | 9     | 12         | 3                        | 17   | 0     | 20         | 0                  | 2    | 2     | 4          | 7                        | 14   | 1     | 22         |
| % Trucks                                     | 42.9               | 0    | 34.6  | 23.5       | 1.8                      | 12.5 | 0     | 6.5        | 0                  | 9.5  | 1.1   | 2          | 23.3                     | 9.7  | 16.7  | 12.2       |
| Buses  | 0                  | 0    | 0     | 0          | 0                        | 0    | 0     | 0          | 0                  | 0    | 0     | 0          | 0                        | 0    | 0     | 0          |
| % Buses                                      | 0                  | 0    | 0     | 0          | 0                        | 0    | 0     | 0          | 0                  | 0    | 0     | 0          | 0                        | 0    | 0     | 0          |



### Intersection Turning Movement Count



## Intersection Turning Movement Count

File Name : Devine Farm Rd @ Witt Dr

Site Code : 00000003

Start Date : 7/14/2020

Page No : 3

|  | Witt Dr<br>Southbound |      |       |            | Devine Farm Rd<br>Westbound |      |       |            | Witt Dr<br>Northbound |      |       |            | Devine Farm Rd<br>Eastbound |      |       |            |            |
|--|-----------------------|------|-------|------------|-----------------------------|------|-------|------------|-----------------------|------|-------|------------|-----------------------------|------|-------|------------|------------|
| Start Time   | Left                  | Thru | Right | App. Total | Left                        | Thru | Right | App. Total | Left                  | Thru | Right | App. Total | Left                        | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 to 09:45 - Peak 1 of 1 |                       |      |       |            |                             |      |       |            |                       |      |       |            |                             |      |       |            |            |
| Peak Hour for Entire Intersection Begins at 08:30    |                       |      |       |            |                             |      |       |            |                       |      |       |            |                             |      |       |            |            |
| 08:30  | 0                     | 0    | 1     | 1          | 2                           | 4    | 0     | 6          | 0                     | 0    | 5     | 5          | 0                           | 6    | 0     | 6          | 18         |
| 08:45  | 0                     | 1    | 1     | 2          | 2                           | 1    | 0     | 3          | 0                     | 0    | 7     | 7          | 1                           | 8    | 0     | 9          | 21         |
| 09:00  | 1                     | 0    | 2     | 3          | 1                           | 5    | 0     | 6          | 0                     | 0    | 7     | 7          | 0                           | 4    | 0     | 4          | 20         |
| 09:15  | 0                     | 0    | 2     | 2          | 5                           | 5    | 0     | 10         | 0                     | 0    | 5     | 5          | 1                           | 7    | 0     | 8          | 25         |
| Total Volume   | 1                     | 1    | 6     | 8          | 10                          | 15   | 0     | 25         | 0                     | 0    | 24    | 24         | 2                           | 25   | 0     | 27         | 84         |
| % App. Total   | 12.5                  | 12.5 | 75    |            | 40                          | 60   | 0     |            | 0                     | 0    | 100   |            | 7.4                         | 92.6 | 0     |            |            |
| PHF  | .250                  | .250 | .750  | .667       | .500                        | .750 | .000  | .625       | .000                  | .000 | .857  | .857       | .500                        | .781 | .000  | .750       | .840       |
| Automobiles  | 0                     | 1    | 3     | 4          | 9                           | 11   | 0     | 20         | 0                     | 0    | 24    | 24         | 0                           | 21   | 0     | 21         | 69         |
| % Automobiles  | 0                     | 100  | 50.0  | 50.0       | 90.0                        | 73.3 | 0     | 80.0       | 0                     | 0    | 100   | 100        | 0                           | 84.0 | 0     | 77.8       | 82.1       |
| Trucks   | 1                     | 0    | 3     | 4          | 1                           | 4    | 0     | 5          | 0                     | 0    | 0     | 0          | 2                           | 4    | 0     | 6          | 15         |
| % Trucks   | 100                   | 0    | 50.0  | 50.0       | 10.0                        | 26.7 | 0     | 20.0       | 0                     | 0    | 0     | 0          | 100                         | 16.0 | 0     | 22.2       | 17.9       |
| Buses  | 0                     | 0    | 0     | 0          | 0                           | 0    | 0     | 0          | 0                     | 0    | 0     | 0          | 0                           | 0    | 0     | 0          | 0          |
| % Buses  | 0                     | 0    | 0     | 0          | 0                           | 0    | 0     | 0          | 0                     | 0    | 0     | 0          | 0                           | 0    | 0     | 0          | 0          |

Peak Hour Analysis From 07:00 to 09:45 - Peak 1 of 1

Peak Hour for Each Approach Begins at:

|               | 08:15 |      |      |      | 07:45 |      |      |      | 09:00 |      |      |      | 08:00 |      |      |      |
|---------------|-------|------|------|------|-------|------|------|------|-------|------|------|------|-------|------|------|------|
| +0 mins.      | 1     | 1    | 0    | 2    | 4     | 4    | 0    | 8    | 0     | 0    | 7    | 7    | 1     | 5    | 0    | 6    |
| +15 mins.     | 0     | 0    | 1    | 1    | 6     | 2    | 0    | 8    | 0     | 0    | 5    | 5    | 1     | 8    | 0    | 9    |
| +30 mins.     | 0     | 1    | 1    | 2    | 0     | 5    | 0    | 5    | 0     | 2    | 5    | 7    | 0     | 6    | 0    | 6    |
| +45 mins.     | 1     | 0    | 2    | 3    | 2     | 4    | 0    | 6    | 0     | 1    | 8    | 9    | 1     | 8    | 0    | 9    |
| Total Volume  | 2     | 2    | 4    | 8    | 12    | 15   | 0    | 27   | 0     | 3    | 25   | 28   | 3     | 27   | 0    | 30   |
| % App. Total  | 25    | 25   | 50   |      | 44.4  | 55.6 | 0    |      | 0     | 10.7 | 89.3 |      | 10    | 90   | 0    |      |
| PHF           | .500  | .500 | .500 | .667 | .500  | .750 | .000 | .844 | .000  | .375 | .781 | .778 | .750  | .844 | .000 | .833 |
| Automobiles   | 0     | 2    | 2    | 4    | 12    | 9    | 0    | 21   | 0     | 2    | 25   | 27   | 0     | 21   | 0    | 21   |
| % Automobiles | 0     | 100  | 50   | 50   | 100   | 60   | 0    | 77.8 | 0     | 66.7 | 100  | 96.4 | 0     | 77.8 | 0    | 70   |
| Trucks        | 2     | 0    | 2    | 4    | 0     | 6    | 0    | 6    | 0     | 1    | 0    | 1    | 3     | 6    | 0    | 9    |
| % Trucks      | 100   | 0    | 50   | 50   | 0     | 40   | 0    | 22.2 | 0     | 33.3 | 0    | 3.6  | 100   | 22.2 | 0    | 30   |
| Buses         | 0     | 0    | 0    | 0    | 0     | 0    | 0    | 0    | 0     | 0    | 0    | 0    | 0     | 0    | 0    | 0    |
| % Buses       | 0     | 0    | 0    | 0    | 0     | 0    | 0    | 0    | 0     | 0    | 0    | 0    | 0     | 0    | 0    | 0    |

Peak Hour Analysis From 10:00 to 13:45 - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 12:30

|               | 12:30 |      |      |      | 12:45 |      |      |      | 12:30 |      |      |      | 12:00 |      |      |      |
|---------------|-------|------|------|------|-------|------|------|------|-------|------|------|------|-------|------|------|------|
| 12:30         | 0     | 2    | 0    | 2    | 3     | 7    | 0    | 10   | 1     | 0    | 6    | 7    | 0     | 5    | 1    | 6    |
| 12:45         | 0     | 1    | 0    | 1    | 12    | 6    | 0    | 18   | 0     | 0    | 7    | 7    | 2     | 5    | 0    | 7    |
| 13:00         | 0     | 1    | 1    | 2    | 9     | 7    | 0    | 16   | 0     | 2    | 8    | 10   | 1     | 5    | 0    | 6    |
| 13:15         | 1     | 1    | 2    | 4    | 8     | 2    | 0    | 10   | 0     | 0    | 8    | 8    | 1     | 1    | 0    | 2    |
| Total Volume  | 1     | 5    | 3    | 9    | 32    | 22   | 0    | 54   | 1     | 2    | 29   | 32   | 4     | 16   | 1    | 21   |
| % App. Total  | 11.1  | 55.6 | 33.3 |      | 59.3  | 40.7 | 0    |      | 3.1   | 6.2  | 90.6 |      | 19    | 76.2 | 4.8  |      |
| PHF           | .250  | .625 | .375 | .563 | .667  | .786 | .000 | .750 | .250  | .250 | .906 | .800 | .500  | .800 | .250 | .750 |
| Automobiles   | 0     | 5    | 3    | 8    | 31    | 18   | 0    | 49   | 1     | 2    | 28   | 31   | 4     | 12   | 1    | 17   |
| % Automobiles | 0     | 100  | 100  | 88.9 | 96.9  | 81.8 | 0    | 90.7 | 100   | 100  | 96.6 | 96.9 | 100   | 75.0 | 100  | 81.0 |
| Trucks        | 1     | 0    | 0    | 1    | 1     | 4    | 0    | 5    | 0     | 0    | 1    | 1    | 0     | 4    | 0    | 4    |
| % Trucks      | 100   | 0    | 0    | 11.1 | 3.1   | 18.2 | 0    | 9.3  | 0     | 0    | 3.4  | 3.1  | 0     | 25.0 | 0    | 19.0 |
| Buses         | 0     | 0    | 0    | 0    | 0     | 0    | 0    | 0    | 0     | 0    | 0    | 0    | 0     | 0    | 0    | 0    |
| % Buses       | 0     | 0    | 0    | 0    | 0     | 0    | 0    | 0    | 0     | 0    | 0    | 0    | 0     | 0    | 0    | 0    |

Peak Hour Analysis From 10:00 to 13:45 - Peak 1 of 1

Peak Hour for Each Approach Begins at:

|               | 12:30 |      |      |      | 12:45 |      |      |      | 12:30 |      |      |      | 12:00 |      |      |      |
|---------------|-------|------|------|------|-------|------|------|------|-------|------|------|------|-------|------|------|------|
| +0 mins.      | 0     | 2    | 0    | 2    | 12    | 6    | 0    | 18   | 1     | 0    | 6    | 7    | 4     | 3    | 0    | 7    |
| +15 mins.     | 0     | 1    | 0    | 1    | 9     | 7    | 0    | 16   | 0     | 0    | 7    | 7    | 1     | 1    | 1    | 3    |
| +30 mins.     | 0     | 1    | 1    | 2    | 8     | 2    | 0    | 10   | 0     | 2    | 8    | 10   | 0     | 5    | 1    | 6    |
| +45 mins.     | 1     | 1    | 2    | 4    | 7     | 5    | 0    | 12   | 0     | 0    | 8    | 8    | 2     | 5    | 0    | 7    |
| Total Volume  | 1     | 5    | 3    | 9    | 36    | 20   | 0    | 56   | 1     | 2    | 29   | 32   | 7     | 14   | 2    | 23   |
| % App. Total  | 11.1  | 55.6 | 33.3 |      | 64.3  | 35.7 | 0    |      | 3.1   | 6.2  | 90.6 |      | 30.4  | 60.9 | 8.7  |      |
| PHF           | .250  | .625 | .375 | .563 | .750  | .714 | .000 | .778 | .250  | .250 | .906 | .800 | .438  | .700 | .500 | .821 |
| Automobiles   | 0     | 5    | 3    | 8    | 35    | 18   | 0    | 53   | 1     | 2    | 28   | 31   | 7     | 12   | 1    | 20   |
| % Automobiles | 0     | 100  | 100  | 88.9 | 97.2  | 90   | 0    | 94.6 | 100   | 100  | 96.6 | 96.9 | 100   | 85.7 | 50   | 87   |
| Trucks        | 1     | 0    | 0    | 1    | 1     | 2    | 0    | 3    | 0     | 0    | 1    | 1    | 0     | 2    | 1    | 3    |
| % Trucks      | 100   | 0    | 0    | 11.1 | 2.8   | 10   | 0    | 5.4  | 0     | 0    | 3.4  | 3.1  | 0     | 14.3 | 50   | 13   |
| Buses         | 0     | 0    | 0    | 0    | 0     | 0    | 0    | 0    | 0     | 0    | 0    | 0    | 0     | 0    | 0    | 0    |
| % Buses       | 0     | 0    | 0    | 0    | 0     | 0    | 0    | 0    | 0     | 0    | 0    | 0    | 0     | 0    | 0    | 0    |

### Intersection Turning Movement Count

File Name : Devine Farm Rd @ Witt Dr

Site Code : 00000003

Start Date : 7/14/2020

Page No : 4

|  | Witt Dr<br>Southbound |      |       |            | Devine Farm Rd<br>Westbound |      |       |            | Witt Dr<br>Northbound |      |       |            | Devine Farm Rd<br>Eastbound |      |       |            |            |
|--|-----------------------|------|-------|------------|-----------------------------|------|-------|------------|-----------------------|------|-------|------------|-----------------------------|------|-------|------------|------------|
| Start Time   | Left                  | Thru | Right | App. Total | Left                        | Thru | Right | App. Total | Left                  | Thru | Right | App. Total | Left                        | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 14:00 to 18:45 - Peak 1 of 1 |                       |      |       |            |                             |      |       |            |                       |      |       |            |                             |      |       |            |            |
| Peak Hour for Entire Intersection Begins at 16:45    |                       |      |       |            |                             |      |       |            |                       |      |       |            |                             |      |       |            |            |
| 16:45  | 0                     | 0    | 1     | 1          | 11                          | 5    | 0     | 16         | 0                     | 2    | 3     | 5          | 2                           | 4    | 0     | 6          | 28         |
| 17:00  | 0                     | 0    | 2     | 2          | 8                           | 7    | 0     | 15         | 0                     | 1    | 2     | 3          | 0                           | 9    | 0     | 9          | 29         |
| 17:15  | 0                     | 0    | 0     | 0          | 4                           | 6    | 0     | 10         | 0                     | 0    | 5     | 5          | 0                           | 5    | 0     | 5          | 20         |
| 17:30  | 0                     | 1    | 1     | 2          | 9                           | 6    | 0     | 15         | 0                     | 1    | 3     | 4          | 0                           | 7    | 0     | 7          | 28         |
| Total Volume   | 0                     | 1    | 4     | 5          | 32                          | 24   | 0     | 56         | 0                     | 4    | 13    | 17         | 2                           | 25   | 0     | 27         | 105        |
| % App. Total   | 0                     | 20   | 80    |            | 57.1                        | 42.9 | 0     |            | 0                     | 23.5 | 76.5  |            | 7.4                         | 92.6 | 0     |            |            |
| PHF  | .000                  | .250 | .500  | .625       | .727                        | .857 | .000  | .875       | .000                  | .500 | .650  | .850       | .250                        | .694 | .000  | .750       | .905       |
| Automobiles  | 0                     | 1    | 4     | 5          | 32                          | 24   | 0     | 56         | 0                     | 3    | 13    | 16         | 2                           | 25   | 0     | 27         | 104        |
| % Automobiles  | 0                     | 100  | 100   | 100        | 100                         | 100  | 0     | 100        | 0                     | 75.0 | 100   | 94.1       | 100                         | 100  | 0     | 100        | 99.0       |
| Trucks   | 0                     | 0    | 0     | 0          | 0                           | 0    | 0     | 0          | 0                     | 1    | 0     | 1          | 0                           | 0    | 0     | 0          | 1          |
| % Trucks   | 0                     | 0    | 0     | 0          | 0                           | 0    | 0     | 0          | 0                     | 25.0 | 0     | 5.9        | 0                           | 0    | 0     | 0          | 1.0        |
| Buses  | 0                     | 0    | 0     | 0          | 0                           | 0    | 0     | 0          | 0                     | 0    | 0     | 0          | 0                           | 0    | 0     | 0          | 0          |
| % Buses  | 0                     | 0    | 0     | 0          | 0                           | 0    | 0     | 0          | 0                     | 0    | 0     | 0          | 0                           | 0    | 0     | 0          | 0          |

Peak Hour Analysis From 14:00 to 18:45 - Peak 1 of 1

Peak Hour for Each Approach Begins at:

|               | 16:00 |      |      |      | 16:45 |      |      |      | 18:00 |      |      |      | 16:45 |      |      |      |  |
|---------------|-------|------|------|------|-------|------|------|------|-------|------|------|------|-------|------|------|------|--|
| +0 mins.      | 1     | 2    | 3    | 6    | 11    | 5    | 0    | 16   | 0     | 2    | 6    | 8    | 2     | 4    | 0    | 6    |  |
| +15 mins.     | 0     | 1    | 1    | 2    | 8     | 7    | 0    | 15   | 0     | 0    | 4    | 4    | 0     | 9    | 0    | 9    |  |
| +30 mins.     | 0     | 1    | 1    | 2    | 4     | 6    | 0    | 10   | 0     | 2    | 10   | 12   | 0     | 5    | 0    | 5    |  |
| +45 mins.     | 0     | 0    | 1    | 1    | 9     | 6    | 0    | 15   | 0     | 1    | 6    | 7    | 0     | 7    | 0    | 7    |  |
| Total Volume  | 1     | 4    | 6    | 11   | 32    | 24   | 0    | 56   | 0     | 5    | 26   | 31   | 2     | 25   | 0    | 27   |  |
| % App. Total  | 9.1   | 36.4 | 54.5 |      | 57.1  | 42.9 | 0    |      | 0     | 16.1 | 83.9 |      | 7.4   | 92.6 | 0    |      |  |
| PHF           | .250  | .500 | .500 | .458 | .727  | .857 | .000 | .875 | .000  | .625 | .650 | .646 | .250  | .694 | .000 | .750 |  |
| Automobiles   | 1     | 4    | 5    | 10   | 32    | 24   | 0    | 56   | 0     | 5    | 25   | 30   | 2     | 25   | 0    | 27   |  |
| % Automobiles | 100   | 100  | 83.3 | 90.9 | 100   | 100  | 0    | 100  | 0     | 100  | 96.2 | 96.8 | 100   | 100  | 0    | 100  |  |
| Trucks        | 0     | 0    | 1    | 1    | 0     | 0    | 0    | 0    | 0     | 0    | 1    | 1    | 0     | 0    | 0    | 0    |  |
| % Trucks      | 0     | 0    | 16.7 | 9.1  | 0     | 0    | 0    | 0    | 0     | 0    | 3.8  | 3.2  | 0     | 0    | 0    | 0    |  |
| Buses         | 0     | 0    | 0    | 0    | 0     | 0    | 0    | 0    | 0     | 0    | 0    | 0    | 0     | 0    | 0    | 0    |  |
| % Buses       | 0     | 0    | 0    | 0    | 0     | 0    | 0    | 0    | 0     | 0    | 0    | 0    | 0     | 0    | 0    | 0    |  |



# Intersection Turning Movement Count

Devine Farm Rd @ Witt Dr  
Pensacola, Florida

File Name : Devine Farm Rd @ Witt Dr

Site Code : 00000003

Start Date : 7/14/2020

Page No : 1

| Groups Printed- Trucks - Buses |                    |      |       |            |                          |      |       |            |                    |      |       |            |                          |      |       |            |            |
|--------------------------------|--------------------|------|-------|------------|--------------------------|------|-------|------------|--------------------|------|-------|------------|--------------------------|------|-------|------------|------------|
|                                | Witt Dr Southbound |      |       |            | Devine Farm Rd Westbound |      |       |            | Witt Dr Northbound |      |       |            | Devine Farm Rd Eastbound |      |       |            |            |
| Start Time                     | Left               | Thru | Right | App. Total | Left                     | Thru | Right | App. Total | Left               | Thru | Right | App. Total | Left                     | Thru | Right | App. Total | Int. Total |
| 07:00                          | 0                  | 0    | 1     | 1          | 0                        | 0    | 0     | 0          | 0                  | 0    | 0     | 0          | 0                        | 0    | 0     | 0          | 1          |
| 07:15                          | 0                  | 0    | 0     | 0          | 0                        | 0    | 0     | 0          | 0                  | 0    | 0     | 0          | 0                        | 2    | 0     | 2          | 2          |
| 07:30                          | 0                  | 0    | 1     | 1          | 0                        | 1    | 0     | 1          | 0                  | 0    | 0     | 0          | 0                        | 0    | 0     | 0          | 2          |
| 07:45                          | 0                  | 0    | 0     | 0          | 0                        | 2    | 0     | 2          | 0                  | 0    | 0     | 0          | 0                        | 0    | 0     | 0          | 2          |
| Total                          | 0                  | 0    | 2     | 2          | 0                        | 3    | 0     | 3          | 0                  | 0    | 0     | 0          | 0                        | 2    | 0     | 2          | 7          |
| 08:00                          | 0                  | 0    | 1     | 1          | 0                        | 0    | 0     | 0          | 0                  | 0    | 0     | 0          | 1                        | 2    | 0     | 3          | 4          |
| 08:15                          | 1                  | 0    | 0     | 1          | 0                        | 2    | 0     | 2          | 0                  | 0    | 0     | 0          | 1                        | 1    | 0     | 2          | 5          |
| 08:30                          | 0                  | 0    | 1     | 1          | 0                        | 2    | 0     | 2          | 0                  | 0    | 0     | 0          | 0                        | 0    | 0     | 0          | 3          |
| 08:45                          | 0                  | 0    | 1     | 1          | 0                        | 0    | 0     | 0          | 0                  | 0    | 0     | 0          | 1                        | 3    | 0     | 4          | 5          |
| Total                          | 1                  | 0    | 3     | 4          | 0                        | 4    | 0     | 4          | 0                  | 0    | 0     | 0          | 3                        | 6    | 0     | 9          | 17         |
| 09:00                          | 1                  | 0    | 0     | 1          | 0                        | 0    | 0     | 0          | 0                  | 0    | 0     | 0          | 0                        | 0    | 0     | 0          | 1          |
| 09:15                          | 0                  | 0    | 1     | 1          | 1                        | 2    | 0     | 3          | 0                  | 0    | 0     | 0          | 1                        | 1    | 0     | 2          | 6          |
| 09:30                          | 0                  | 0    | 0     | 0          | 0                        | 0    | 0     | 0          | 0                  | 1    | 0     | 1          | 2                        | 0    | 0     | 2          | 3          |
| 09:45                          | 0                  | 0    | 2     | 2          | 0                        | 0    | 0     | 0          | 0                  | 0    | 0     | 0          | 1                        | 0    | 0     | 1          | 3          |
| Total                          | 1                  | 0    | 3     | 4          | 1                        | 2    | 0     | 3          | 0                  | 1    | 0     | 1          | 4                        | 1    | 0     | 5          | 13         |
| 12:00                          | 0                  | 0    | 0     | 0          | 0                        | 1    | 0     | 1          | 0                  | 0    | 0     | 0          | 0                        | 0    | 0     | 0          | 1          |
| 12:15                          | 0                  | 0    | 0     | 0          | 0                        | 0    | 0     | 0          | 0                  | 0    | 0     | 0          | 0                        | 0    | 1     | 1          | 1          |
| 12:30                          | 0                  | 0    | 0     | 0          | 0                        | 2    | 0     | 2          | 0                  | 0    | 0     | 0          | 0                        | 0    | 0     | 0          | 2          |
| 12:45                          | 0                  | 0    | 0     | 0          | 1                        | 1    | 0     | 2          | 0                  | 0    | 0     | 0          | 0                        | 2    | 0     | 2          | 4          |
| Total                          | 0                  | 0    | 0     | 0          | 1                        | 4    | 0     | 5          | 0                  | 0    | 0     | 0          | 0                        | 2    | 1     | 3          | 8          |
| 13:00                          | 0                  | 0    | 0     | 0          | 0                        | 1    | 0     | 1          | 0                  | 0    | 1     | 1          | 0                        | 2    | 0     | 2          | 4          |
| 13:15                          | 1                  | 0    | 0     | 1          | 0                        | 0    | 0     | 0          | 0                  | 0    | 0     | 0          | 0                        | 0    | 0     | 0          | 1          |
| 13:30                          | 0                  | 0    | 0     | 0          | 0                        | 0    | 0     | 0          | 0                  | 0    | 0     | 0          | 0                        | 1    | 0     | 1          | 1          |
| 13:45                          | 0                  | 0    | 0     | 0          | 0                        | 3    | 0     | 3          | 0                  | 0    | 0     | 0          | 0                        | 0    | 0     | 0          | 3          |
| Total                          | 1                  | 0    | 0     | 1          | 0                        | 4    | 0     | 4          | 0                  | 0    | 1     | 1          | 0                        | 3    | 0     | 3          | 9          |
| 16:00                          | 0                  | 0    | 1     | 1          | 0                        | 0    | 0     | 0          | 0                  | 0    | 0     | 0          | 0                        | 0    | 0     | 0          | 1          |
| 16:45                          | 0                  | 0    | 0     | 0          | 0                        | 0    | 0     | 0          | 0                  | 1    | 0     | 1          | 0                        | 0    | 0     | 0          | 1          |
| Total                          | 0                  | 0    | 1     | 1          | 0                        | 0    | 0     | 0          | 0                  | 1    | 0     | 1          | 0                        | 0    | 0     | 0          | 2          |
| 17:45                          | 0                  | 0    | 0     | 0          | 1                        | 0    | 0     | 1          | 0                  | 0    | 0     | 0          | 0                        | 0    | 0     | 0          | 1          |
| Total                          | 0                  | 0    | 0     | 0          | 1                        | 0    | 0     | 1          | 0                  | 0    | 0     | 0          | 0                        | 0    | 0     | 0          | 1          |
| 18:15                          | 0                  | 0    | 0     | 0          | 0                        | 0    | 0     | 0          | 0                  | 0    | 1     | 1          | 0                        | 0    | 0     | 0          | 1          |
| Total                          | 0                  | 0    | 0     | 0          | 0                        | 0    | 0     | 0          | 0                  | 0    | 1     | 1          | 0                        | 0    | 0     | 0          | 1          |
| Grand Total                    | 3                  | 0    | 9     | 12         | 3                        | 17   | 0     | 20         | 0                  | 2    | 2     | 4          | 7                        | 14   | 1     | 22         | 58         |
| Apprch %                       | 25                 | 0    | 75    |            | 15                       | 85   | 0     |            | 0                  | 50   | 50    |            | 31.8                     | 63.6 | 4.5   |            |            |
| Total %                        | 5.2                | 0    | 15.5  | 20.7       | 5.2                      | 29.3 | 0     | 34.5       | 0                  | 3.4  | 3.4   | 6.9        | 12.1                     | 24.1 | 1.7   | 37.9       |            |
| Trucks                         | 3                  | 0    | 9     | 12         | 3                        | 17   | 0     | 20         | 0                  | 2    | 2     | 4          | 7                        | 14   | 1     | 22         | 58         |
| % Trucks                       | 100                | 0    | 100   | 100        | 100                      | 100  | 0     | 100        | 0                  | 100  | 100   | 100        | 100                      | 100  | 100   | 100        | 100        |
| Buses                          | 0                  | 0    | 0     | 0          | 0                        | 0    | 0     | 0          | 0                  | 0    | 0     | 0          | 0                        | 0    | 0     | 0          | 0          |
| % Buses                        | 0                  | 0    | 0     | 0          | 0                        | 0    | 0     | 0          | 0                  | 0    | 0     | 0          | 0                        | 0    | 0     | 0          | 0          |

### Intersection Turning Movement Count

Devine Farm Rd @ Witt Dr

File Name : Devine Farm Rd @ Witt Dr Peds

Site Code : 00000003

Start Date : 7/14/2020

Page No : 1

| Groups Printed- Peds |                               |                                     |                               |                                     |            |
|----------------------|-------------------------------|-------------------------------------|-------------------------------|-------------------------------------|------------|
| Start Time           | Witt Dr<br>Southbound<br>Peds | Devine Farm Rd<br>Westbound<br>Peds | Witt Dr<br>Northbound<br>Peds | Devine Farm Rd<br>Eastbound<br>Peds | Int. Total |
| 07:00                | 0                             | 0                                   | 0                             | 0                                   | 0          |
| 07:15                | 0                             | 0                                   | 0                             | 0                                   | 0          |
| 07:30                | 0                             | 0                                   | 0                             | 0                                   | 0          |
| 07:45                | 0                             | 1                                   | 0                             | 1                                   | 2          |
| Total                | 0                             | 1                                   | 0                             | 1                                   | 2          |
| 08:00                | 0                             | 0                                   | 0                             | 0                                   | 0          |
| 08:15                | 0                             | 0                                   | 0                             | 0                                   | 0          |
| 08:30                | 0                             | 0                                   | 0                             | 0                                   | 0          |
| 08:45                | 0                             | 0                                   | 0                             | 0                                   | 0          |
| Total                | 0                             | 0                                   | 0                             | 0                                   | 0          |
| 09:00                | 0                             | 0                                   | 0                             | 0                                   | 0          |
| 09:15                | 0                             | 0                                   | 0                             | 0                                   | 0          |
| 09:30                | 0                             | 0                                   | 0                             | 0                                   | 0          |
| 09:45                | 0                             | 0                                   | 0                             | 1                                   | 1          |
| Total                | 0                             | 0                                   | 0                             | 1                                   | 1          |
| 10:00                | 0                             | 0                                   | 0                             | 0                                   | 0          |
| 10:15                | 0                             | 0                                   | 0                             | 0                                   | 0          |
| 10:30                | 0                             | 0                                   | 0                             | 0                                   | 0          |
| 10:45                | 0                             | 0                                   | 0                             | 0                                   | 0          |
| Total                | 0                             | 0                                   | 0                             | 0                                   | 0          |
| 11:00                | 0                             | 0                                   | 0                             | 0                                   | 0          |
| 11:15                | 0                             | 0                                   | 0                             | 0                                   | 0          |
| 11:30                | 0                             | 0                                   | 0                             | 0                                   | 0          |
| 11:45                | 0                             | 0                                   | 0                             | 0                                   | 0          |
| Total                | 0                             | 0                                   | 0                             | 0                                   | 0          |
| 12:00                | 0                             | 0                                   | 0                             | 0                                   | 0          |
| 12:15                | 0                             | 0                                   | 0                             | 0                                   | 0          |
| 12:30                | 0                             | 0                                   | 0                             | 0                                   | 0          |
| 12:45                | 0                             | 0                                   | 0                             | 0                                   | 0          |
| Total                | 0                             | 0                                   | 0                             | 0                                   | 0          |
| 13:00                | 0                             | 0                                   | 0                             | 0                                   | 0          |
| 13:15                | 0                             | 0                                   | 0                             | 0                                   | 0          |
| 13:30                | 0                             | 0                                   | 0                             | 0                                   | 0          |
| 13:45                | 0                             | 0                                   | 0                             | 0                                   | 0          |
| Total                | 0                             | 0                                   | 0                             | 0                                   | 0          |
| 14:00                | 0                             | 0                                   | 0                             | 0                                   | 0          |
| 14:15                | 0                             | 0                                   | 0                             | 0                                   | 0          |
| 14:30                | 0                             | 0                                   | 0                             | 0                                   | 0          |
| 14:45                | 0                             | 0                                   | 0                             | 0                                   | 0          |
| Total                | 0                             | 0                                   | 0                             | 0                                   | 0          |
| 15:00                | 0                             | 0                                   | 0                             | 0                                   | 0          |
| 15:15                | 0                             | 0                                   | 0                             | 0                                   | 0          |
| 15:30                | 0                             | 0                                   | 0                             | 0                                   | 0          |
| 15:45                | 0                             | 0                                   | 0                             | 0                                   | 0          |
| Total                | 0                             | 0                                   | 0                             | 0                                   | 0          |

## Intersection Turning Movement Count

File Name : Devine Farm Rd @ Witt Dr Peds

Site Code : 00000003

Start Date : 7/14/2020

Page No : 2

| Groups Printed- Peds |                       |                             |                       |                             |            |
|----------------------|-----------------------|-----------------------------|-----------------------|-----------------------------|------------|
|                      | Witt Dr<br>Southbound | Devine Farm Rd<br>Westbound | Witt Dr<br>Northbound | Devine Farm Rd<br>Eastbound |            |
| Start Time           | Peds                  | Peds                        | Peds                  | Peds                        | Int. Total |
| 16:00                | 0                     | 0                           | 0                     | 0                           | 0          |
| 16:15                | 0                     | 0                           | 0                     | 0                           | 0          |
| 16:30                | 0                     | 0                           | 0                     | 0                           | 0          |
| 16:45                | 0                     | 0                           | 0                     | 0                           | 0          |
| Total                | 0                     | 0                           | 0                     | 0                           | 0          |
| 17:00                | 0                     | 0                           | 0                     | 0                           | 0          |
| 17:15                | 0                     | 0                           | 0                     | 0                           | 0          |
| 17:30                | 0                     | 0                           | 0                     | 0                           | 0          |
| 17:45                | 0                     | 0                           | 0                     | 0                           | 0          |
| Total                | 0                     | 0                           | 0                     | 0                           | 0          |
| 18:00                | 0                     | 0                           | 0                     | 0                           | 0          |
| 18:15                | 0                     | 0                           | 0                     | 0                           | 0          |
| 18:30                | 0                     | 0                           | 0                     | 0                           | 0          |
| 18:45                | 0                     | 0                           | 0                     | 0                           | 0          |
| Total                | 0                     | 0                           | 0                     | 0                           | 0          |
| Grand Total          | 0                     | 1                           | 0                     | 2                           | 3          |
| Apprch %             | 0                     | 100                         | 0                     | 100                         |            |
| Total %              | 0                     | 33.3                        | 0                     | 66.7                        |            |



# Traffic Counts

## Appendix

### Intersection Turning Movement Count

Frank Reeder Rd @ Beulah Rd  
Pensacola, Florida

File Name : Frank Reeder Rd @ Beulah Rd

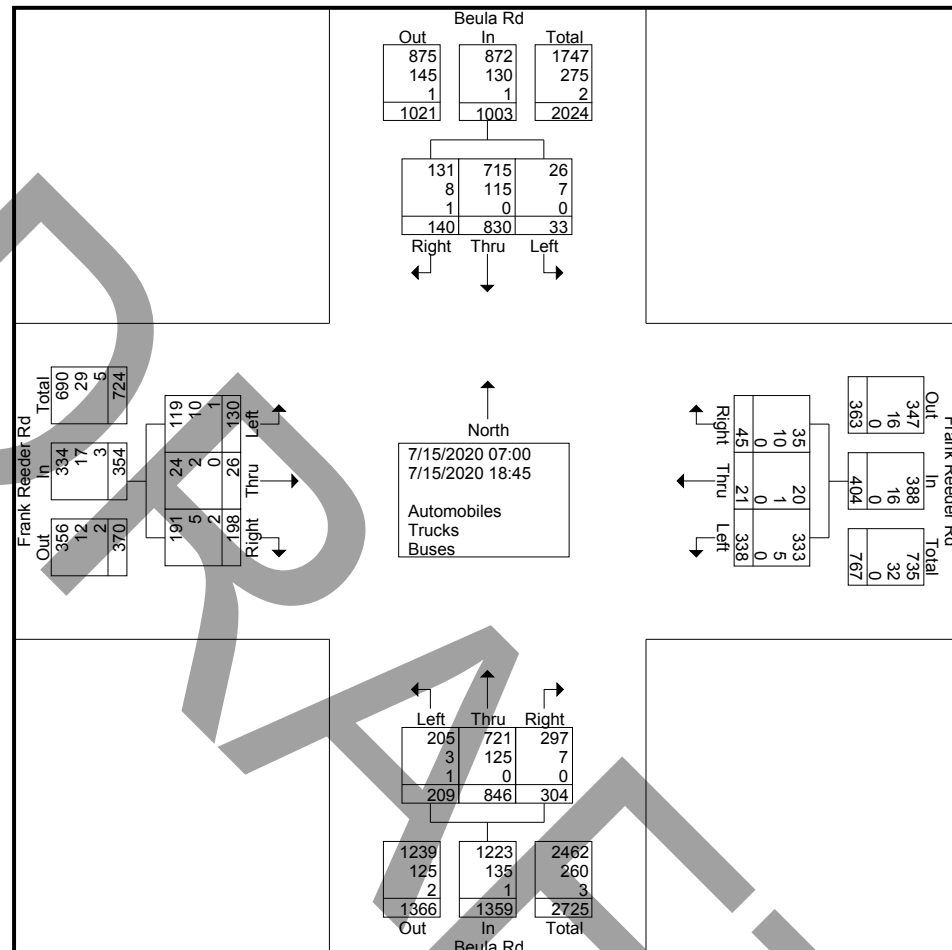
Site Code : 00000004

Start Date : 7/15/2020

Page No : 1

| Groups Printed- Automobiles - Trucks - Buses |                     |      |       |            |                           |      |       |            |                     |      |       |            |                           |      |       |            |
|--|---------------------|------|-------|------------|---------------------------|------|-------|------------|---------------------|------|-------|------------|---------------------------|------|-------|------------|
| Start Time                                   | Beula Rd Southbound |      |       |            | Frank Reeder Rd Westbound |      |       |            | Beula Rd Northbound |      |       |            | Frank Reeder Rd Eastbound |      |       |            |
|  | Left                | Thru | Right | App. Total | Left                      | Thru | Right | App. Total | Left                | Thru | Right | App. Total | Left                      | Thru | Right | Int. Total |
| 07:00  | 0                   | 48   | 5     | 53         | 23                        | 1    | 1     | 25         | 1                   | 17   | 2     | 20         | 3                         | 0    | 4     | 105        |
| 07:15  | 1                   | 42   | 7     | 50         | 17                        | 0    | 2     | 19         | 2                   | 25   | 4     | 31         | 7                         | 0    | 6     | 113        |
| 07:30  | 2                   | 42   | 5     | 49         | 19                        | 0    | 3     | 22         | 3                   | 20   | 5     | 28         | 6                         | 0    | 8     | 113        |
| 07:45  | 1                   | 33   | 7     | 41         | 12                        | 1    | 2     | 15         | 3                   | 17   | 3     | 23         | 5                         | 0    | 7     | 91         |
| Total  | 4                   | 165  | 24    | 193        | 71                        | 2    | 8     | 81         | 9                   | 79   | 14    | 102        | 21                        | 0    | 25    | 422        |
| 08:00  | 2                   | 35   | 4     | 41         | 15                        | 0    | 2     | 17         | 5                   | 14   | 9     | 28         | 4                         | 0    | 6     | 96         |
| 08:15  | 0                   | 25   | 1     | 26         | 11                        | 0    | 4     | 15         | 5                   | 12   | 5     | 22         | 4                         | 1    | 6     | 74         |
| 08:30  | 1                   | 33   | 2     | 36         | 15                        | 1    | 1     | 17         | 6                   | 38   | 6     | 50         | 4                         | 3    | 11    | 121        |
| 08:45  | 0                   | 21   | 2     | 23         | 12                        | 0    | 3     | 15         | 4                   | 26   | 4     | 34         | 5                         | 0    | 2     | 79         |
| Total  | 3                   | 114  | 9     | 126        | 53                        | 1    | 10    | 64         | 20                  | 90   | 24    | 134        | 17                        | 4    | 25    | 370        |
| 09:00  | 4                   | 26   | 6     | 36         | 7                         | 0    | 1     | 8          | 4                   | 24   | 5     | 33         | 2                         | 0    | 4     | 83         |
| 09:15  | 1                   | 33   | 1     | 35         | 8                         | 2    | 4     | 14         | 5                   | 18   | 8     | 31         | 3                         | 0    | 9     | 92         |
| 09:30  | 4                   | 30   | 7     | 41         | 7                         | 1    | 0     | 8          | 7                   | 17   | 5     | 29         | 5                         | 1    | 9     | 93         |
| 09:45  | 0                   | 27   | 2     | 29         | 7                         | 0    | 1     | 8          | 8                   | 23   | 9     | 40         | 2                         | 1    | 6     | 86         |
| Total  | 9                   | 116  | 16    | 141        | 29                        | 3    | 6     | 38         | 24                  | 82   | 27    | 133        | 12                        | 2    | 28    | 354        |
| *** BREAK ***                                |                     |      |       |            |                           |      |       |            |                     |      |       |            |                           |      |       |            |
| 12:00  | 1                   | 22   | 5     | 28         | 15                        | 1    | 0     | 16         | 7                   | 24   | 8     | 39         | 1                         | 2    | 4     | 90         |
| 12:15  | 1                   | 22   | 3     | 26         | 7                         | 1    | 3     | 11         | 3                   | 21   | 6     | 30         | 4                         | 0    | 4     | 75         |
| 12:30  | 0                   | 20   | 4     | 24         | 8                         | 0    | 0     | 8          | 6                   | 30   | 9     | 45         | 6                         | 0    | 5     | 88         |
| 12:45  | 0                   | 17   | 5     | 22         | 9                         | 0    | 1     | 10         | 7                   | 15   | 8     | 30         | 1                         | 2    | 3     | 68         |
| Total  | 2                   | 81   | 17    | 100        | 39                        | 2    | 4     | 45         | 23                  | 90   | 31    | 144        | 12                        | 4    | 16    | 321        |
| 13:00  | 1                   | 17   | 4     | 22         | 10                        | 1    | 0     | 11         | 3                   | 16   | 4     | 23         | 4                         | 3    | 7     | 70         |
| 13:15  | 0                   | 23   | 3     | 26         | 7                         | 1    | 1     | 9          | 8                   | 22   | 9     | 39         | 3                         | 1    | 5     | 83         |
| 13:30  | 0                   | 16   | 2     | 18         | 14                        | 1    | 3     | 18         | 11                  | 33   | 4     | 48         | 6                         | 0    | 10    | 100        |
| 13:45  | 1                   | 26   | 4     | 31         | 6                         | 1    | 0     | 7          | 5                   | 37   | 11    | 53         | 6                         | 2    | 5     | 104        |
| Total  | 2                   | 82   | 13    | 97         | 37                        | 4    | 4     | 45         | 27                  | 108  | 28    | 163        | 19                        | 6    | 27    | 357        |
| *** BREAK ***                                |                     |      |       |            |                           |      |       |            |                     |      |       |            |                           |      |       |            |
| 16:00  | 1                   | 34   | 4     | 39         | 3                         | 2    | 1     | 6          | 8                   | 41   | 14    | 63         | 5                         | 0    | 4     | 117        |
| 16:15  | 1                   | 32   | 7     | 40         | 11                        | 0    | 0     | 11         | 13                  | 35   | 12    | 60         | 2                         | 2    | 5     | 120        |
| 16:30  | 2                   | 22   | 6     | 30         | 16                        | 0    | 0     | 16         | 8                   | 49   | 13    | 70         | 9                         | 0    | 10    | 135        |
| 16:45  | 1                   | 32   | 4     | 37         | 9                         | 1    | 2     | 12         | 6                   | 34   | 20    | 60         | 3                         | 1    | 5     | 118        |
| Total  | 5                   | 120  | 21    | 146        | 39                        | 3    | 3     | 45         | 35                  | 159  | 59    | 253        | 19                        | 3    | 24    | 490        |
| 17:00  | 0                   | 21   | 7     | 28         | 6                         | 2    | 3     | 11         | 12                  | 38   | 17    | 67         | 7                         | 3    | 8     | 124        |
| 17:15  | 3                   | 18   | 12    | 33         | 11                        | 1    | 3     | 15         | 10                  | 34   | 10    | 54         | 0                         | 2    | 5     | 109        |
| 17:30  | 0                   | 21   | 1     | 22         | 8                         | 0    | 1     | 9          | 9                   | 30   | 17    | 56         | 6                         | 1    | 6     | 100        |
| 17:45  | 2                   | 29   | 5     | 36         | 11                        | 0    | 1     | 12         | 6                   | 32   | 15    | 53         | 8                         | 0    | 5     | 114        |
| Total  | 5                   | 89   | 25    | 119        | 36                        | 3    | 8     | 47         | 37                  | 134  | 59    | 230        | 21                        | 6    | 24    | 447        |
| 18:00  | 3                   | 18   | 4     | 25         | 12                        | 1    | 1     | 14         | 11                  | 31   | 14    | 56         | 5                         | 1    | 4     | 105        |
| 18:15  | 0                   | 16   | 5     | 21         | 6                         | 1    | 0     | 7          | 9                   | 26   | 17    | 52         | 4                         | 0    | 13    | 97         |
| 18:30  | 0                   | 17   | 2     | 19         | 12                        | 0    | 1     | 13         | 6                   | 19   | 16    | 41         | 0                         | 0    | 9     | 82         |
| 18:45  | 0                   | 12   | 4     | 16         | 4                         | 1    | 0     | 5          | 8                   | 28   | 15    | 51         | 0                         | 0    | 3     | 75         |
| Total  | 3                   | 63   | 15    | 81         | 34                        | 3    | 2     | 39         | 34                  | 104  | 62    | 200        | 9                         | 1    | 29    | 359        |
| Grand Total                                  | 33                  | 830  | 140   | 1003       | 338                       | 21   | 45    | 404        | 209                 | 846  | 304   | 1359       | 130                       | 26   | 198   | 3120       |
| Apprch %                                     | 3.3                 | 82.8 | 14    |            | 83.7                      | 5.2  | 11.1  |            | 15.4                | 62.3 | 22.4  |            | 36.7                      | 7.3  | 55.9  |            |
| Total %                                      | 1.1                 | 26.6 | 4.5   | 32.1       | 10.8                      | 0.7  | 1.4   | 12.9       | 6.7                 | 27.1 | 9.7   | 43.6       | 4.2                       | 0.8  | 6.3   | 11.3       |
| Automobiles                                  | 26                  | 715  | 131   | 872        | 333                       | 20   | 35    | 388        | 205                 | 721  | 297   | 1223       | 119                       | 24   | 191   | 2817       |
| % Automobiles                                | 78.8                | 86.1 | 93.6  | 86.9       | 98.5                      | 95.2 | 77.8  | 96         | 98.1                | 85.2 | 97.7  | 90         | 91.5                      | 92.3 | 96.5  | 94.4       |
| Trucks                                       | 7                   | 115  | 8     | 130        | 5                         | 1    | 10    | 16         | 3                   | 125  | 7     | 135        | 10                        | 2    | 5     | 298        |
| % Trucks                                     | 21.2                | 13.9 | 5.7   | 13         | 1.5                       | 4.8  | 22.2  | 4          | 1.4                 | 14.8 | 2.3   | 9.9        | 7.7                       | 7.7  | 2.5   | 4.8        |
| Buses  | 0                   | 0    | 1     | 1          | 0                         | 0    | 0     | 0          | 1                   | 0    | 0     | 1          | 1                         | 0    | 2     | 5          |
| % Buses                                      | 0                   | 0    | 0.7   | 0.1        | 0                         | 0    | 0     | 0          | 0.5                 | 0    | 0     | 0.1        | 0.8                       | 0    | 1     | 0.2        |

## Intersection Turning Movement Count



### Intersection Turning Movement Count

File Name : Frank Reeder Rd @ Beulah Rd

Site Code : 00000004

Start Date : 7/15/2020

Page No : 3

|  | Beula Rd Southbound |      |       |            | Frank Reeder Rd Westbound |      |       |            | Beula Rd Northbound |      |       |            | Frank Reeder Rd Eastbound |      |       |            |            |
|--|---------------------|------|-------|------------|---------------------------|------|-------|------------|---------------------|------|-------|------------|---------------------------|------|-------|------------|------------|
| Start Time   | Left                | Thru | Right | App. Total | Left                      | Thru | Right | App. Total | Left                | Thru | Right | App. Total | Left                      | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 to 09:45 - Peak 1 of 1 |                     |      |       |            |                           |      |       |            |                     |      |       |            |                           |      |       |            |            |
| Peak Hour for Entire Intersection Begins at 07:00    |                     |      |       |            |                           |      |       |            |                     |      |       |            |                           |      |       |            |            |
| 07:00  | 0                   | 48   | 5     | 53         | 23                        | 1    | 1     | 25         | 1                   | 17   | 2     | 20         | 3                         | 0    | 4     | 7          | 105        |
| 07:15  | 1                   | 42   | 7     | 50         | 17                        | 0    | 2     | 19         | 2                   | 25   | 4     | 31         | 7                         | 0    | 6     | 13         | 113        |
| 07:30  | 2                   | 42   | 5     | 49         | 19                        | 0    | 3     | 22         | 3                   | 20   | 5     | 28         | 6                         | 0    | 8     | 14         | 113        |
| 07:45  | 1                   | 33   | 7     | 41         | 12                        | 1    | 2     | 15         | 3                   | 17   | 3     | 23         | 5                         | 0    | 7     | 12         | 91         |
| Total Volume   | 4                   | 165  | 24    | 193        | 71                        | 2    | 8     | 81         | 9                   | 79   | 14    | 102        | 21                        | 0    | 25    | 46         | 422        |
| % App. Total   | 2.1                 | 85.5 | 12.4  |            | 87.7                      | 2.5  | 9.9   |            | 8.8                 | 77.5 | 13.7  |            | 45.7                      | 0    | 54.3  |            |            |
| PHF  | .500                | .859 | .857  | .910       | .772                      | .500 | .667  | .810       | .750                | .790 | .700  | .823       | .750                      | .000 | .781  | .821       | .934       |
| Automobiles  | 3                   | 145  | 18    | 166        | 69                        | 1    | 6     | 76         | 9                   | 58   | 13    | 80         | 16                        | 0    | 25    | 41         | 363        |
| % Automobiles  | 75.0                | 87.9 | 75.0  | 86.0       | 97.2                      | 50.0 | 75.0  | 93.8       | 100                 | 73.4 | 92.9  | 78.4       | 76.2                      | 0    | 100   | 89.1       | 86.0       |
| Trucks   | 1                   | 20   | 5     | 26         | 2                         | 1    | 2     | 5          | 0                   | 21   | 1     | 22         | 4                         | 0    | 0     | 4          | 57         |
| % Trucks   | 25.0                | 12.1 | 20.8  | 13.5       | 2.8                       | 50.0 | 25.0  | 6.2        | 0                   | 26.6 | 7.1   | 21.6       | 19.0                      | 0    | 0     | 8.7        | 13.5       |
| Buses  | 0                   | 0    | 1     | 1          | 0                         | 0    | 0     | 0          | 0                   | 0    | 0     | 0          | 1                         | 0    | 0     | 1          | 2          |
| % Buses  | 0                   | 0    | 4.2   | 0.5        | 0                         | 0    | 0     | 0          | 0                   | 0    | 0     | 0          | 4.8                       | 0    | 0     | 2.2        | 0.5        |

Peak Hour Analysis From 07:00 to 09:45 - Peak 1 of 1

Peak Hour for Each Approach Begins at:

|               | 07:00 |      |      |      | 07:00 |      |      |      | 08:30 |      |      |      | 07:45 |      |      |      |  |
|---------------|-------|------|------|------|-------|------|------|------|-------|------|------|------|-------|------|------|------|--|
| +0 mins.      | 0     | 48   | 5    | 53   | 23    | 1    | 1    | 25   | 6     | 38   | 6    | 50   | 5     | 0    | 7    | 12   |  |
| +15 mins.     | 1     | 42   | 7    | 50   | 17    | 0    | 2    | 19   | 4     | 26   | 4    | 34   | 4     | 0    | 6    | 10   |  |
| +30 mins.     | 2     | 42   | 5    | 49   | 19    | 0    | 3    | 22   | 4     | 24   | 5    | 33   | 4     | 1    | 6    | 11   |  |
| +45 mins.     | 1     | 33   | 7    | 41   | 12    | 1    | 2    | 15   | 5     | 18   | 8    | 31   | 4     | 3    | 11   | 18   |  |
| Total Volume  | 4     | 165  | 24   | 193  | 71    | 2    | 8    | 81   | 19    | 106  | 23   | 148  | 17    | 4    | 30   | 51   |  |
| % App. Total  | 2.1   | 85.5 | 12.4 |      | 87.7  | 2.5  | 9.9  |      | 12.8  | 71.6 | 15.5 |      | 33.3  | 7.8  | 58.8 |      |  |
| PHF           | .500  | .859 | .857 | .910 | .772  | .500 | .667 | .810 | .792  | .697 | .719 | .740 | .850  | .333 | .682 | .708 |  |
| Automobiles   | 3     | 145  | 18   | 166  | 69    | 1    | 6    | 76   | 18    | 74   | 21   | 113  | 14    | 4    | 28   | 46   |  |
| % Automobiles | 75    | 87.9 | 75   | 86   | 97.2  | 50   | 75   | 93.8 | 94.7  | 69.8 | 91.3 | 76.4 | 82.4  | 100  | 93.3 | 90.2 |  |
| Trucks        | 1     | 20   | 5    | 26   | 2     | 1    | 2    | 5    | 1     | 32   | 2    | 35   | 3     | 0    | 1    | 4    |  |
| % Trucks      | 25    | 12.1 | 20.8 | 13.5 | 2.8   | 50   | 25   | 6.2  | 5.3   | 30.2 | 8.7  | 23.6 | 17.6  | 0    | 3.3  | 7.8  |  |
| Buses         | 0     | 0    | 1    | 1    | 0     | 0    | 0    | 0    | 0     | 0    | 0    | 0    | 0     | 0    | 1    | 1    |  |
| % Buses       | 0     | 0    | 4.2  | 0.5  | 0     | 0    | 0    | 0    | 0     | 0    | 0    | 0    | 0     | 0    | 3.3  | 2    |  |

Peak Hour Analysis From 10:00 to 13:45 - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 13:00

|               | 13:00 |      |      |      | 13:00 |      |      |      | 13:00 |      |      |      | 13:00 |      |      |      |      |
|---------------|-------|------|------|------|-------|------|------|------|-------|------|------|------|-------|------|------|------|------|
| 13:00         | 1     | 17   | 4    | 22   | 10    | 1    | 0    | 11   | 3     | 16   | 4    | 23   | 4     | 3    | 7    | 14   | 70   |
| 13:15         | 0     | 23   | 3    | 26   | 7     | 1    | 1    | 9    | 8     | 22   | 9    | 39   | 3     | 1    | 5    | 9    | 83   |
| 13:30         | 0     | 16   | 2    | 18   | 14    | 1    | 3    | 18   | 11    | 33   | 4    | 48   | 6     | 0    | 10   | 16   | 100  |
| 13:45         | 1     | 26   | 4    | 31   | 6     | 1    | 0    | 7    | 5     | 37   | 11   | 53   | 6     | 2    | 5    | 13   | 104  |
| Total Volume  | 2     | 82   | 13   | 97   | 37    | 4    | 4    | 45   | 27    | 108  | 28   | 163  | 19    | 6    | 27   | 52   | 357  |
| % App. Total  | 2.1   | 84.5 | 13.4 |      | 82.2  | 8.9  | 8.9  |      | 16.6  | 66.3 | 17.2 |      | 36.5  | 11.5 | 51.9 |      |      |
| PHF           | .500  | .788 | .813 | .782 | .661  | 1.00 | .333 | .625 | .614  | .730 | .636 | .769 | .792  | .500 | .675 | .813 | .858 |
| Automobiles   | 2     | 66   | 13   | 81   | 37    | 4    | 2    | 43   | 26    | 89   | 27   | 142  | 16    | 6    | 25   | 47   | 313  |
| % Automobiles | 100   | 80.5 | 100  | 83.5 | 100   | 100  | 50.0 | 95.6 | 96.3  | 82.4 | 96.4 | 87.1 | 84.2  | 100  | 92.6 | 90.4 | 87.7 |
| Trucks        | 0     | 16   | 0    | 16   | 0     | 0    | 2    | 2    | 1     | 19   | 1    | 21   | 3     | 0    | 2    | 5    | 44   |
| % Trucks      | 0     | 19.5 | 0    | 16.5 | 0     | 0    | 50.0 | 4.4  | 3.7   | 17.6 | 3.6  | 12.9 | 15.8  | 0    | 7.4  | 9.6  | 12.3 |
| Buses         | 0     | 0    | 0    | 0    | 0     | 0    | 0    | 0    | 0     | 0    | 0    | 0    | 0     | 0    | 0    | 0    | 0    |
| % Buses       | 0     | 0    | 0    | 0    | 0     | 0    | 0    | 0    | 0     | 0    | 0    | 0    | 0     | 0    | 0    | 0    | 0    |

Peak Hour Analysis From 10:00 to 13:45 - Peak 1 of 1

Peak Hour for Each Approach Begins at:

|               | 12:00 |      |      |      | 12:45 |      |      |      | 13:00 |      |      |      | 13:00 |      |      |      |  |
|---------------|-------|------|------|------|-------|------|------|------|-------|------|------|------|-------|------|------|------|--|
| +0 mins.      | 1     | 22   | 5    | 28   | 9     | 0    | 1    | 10   | 3     | 16   | 4    | 23   | 4     | 3    | 7    | 14   |  |
| +15 mins.     | 1     | 22   | 3    | 26   | 10    | 1    | 0    | 11   | 8     | 22   | 9    | 39   | 3     | 1    | 5    | 9    |  |
| +30 mins.     | 0     | 20   | 4    | 24   | 7     | 1    | 1    | 9    | 11    | 33   | 4    | 48   | 6     | 0    | 10   | 16   |  |
| +45 mins.     | 0     | 17   | 5    | 22   | 14    | 1    | 3    | 18   | 5     | 37   | 11   | 53   | 6     | 2    | 5    | 13   |  |
| Total Volume  | 2     | 81   | 17   | 100  | 40    | 3    | 5    | 48   | 27    | 108  | 28   | 163  | 19    | 6    | 27   | 52   |  |
| % App. Total  | 2     | 81   | 17   |      | 83.3  | 6.2  | 10.4 |      | 16.6  | 66.3 | 17.2 |      | 36.5  | 11.5 | 51.9 |      |  |
| PHF           | .500  | .920 | .850 | .893 | .714  | .750 | .417 | .667 | .614  | .730 | .636 | .769 | .792  | .500 | .675 | .813 |  |
| Automobiles   | 2     | 66   | 15   | 83   | 39    | 3    | 3    | 45   | 26    | 89   | 27   | 142  | 16    | 6    | 25   | 47   |  |
| % Automobiles | 100   | 81.5 | 88.2 | 83   | 97.5  | 100  | 60   | 93.8 | 96.3  | 82.4 | 96.4 | 87.1 | 84.2  | 100  | 92.6 | 90.4 |  |
| Trucks        | 0     | 15   | 2    | 17   | 1     | 0    | 2    | 3    | 1     | 19   | 1    | 21   | 3     | 0    | 2    | 5    |  |
| % Trucks      | 0     | 18.5 | 11.8 | 17   | 2.5   | 0    | 40   | 6.2  | 3.7   | 17.6 | 3.6  | 12.9 | 15.8  | 0    | 7.4  | 9.6  |  |
| Buses         | 0     | 0    | 0    | 0    | 0     | 0    | 0    | 0    | 0     | 0    | 0    | 0    | 0     | 0    | 0    | 0    |  |
| % Buses       | 0     | 0    | 0    | 0    | 0     | 0    | 0    | 0    | 0     | 0    | 0    | 0    | 0     | 0    | 0    | 0    |  |



## Intersection Turning Movement Count

File Name : Frank Reeder Rd @ Beulah Rd

Site Code : 00000004

Start Date : 7/15/2020

Page No : 4

|  | Beula Rd<br>Southbound |      |       |            | Frank Reeder Rd<br>Westbound |      |       |            | Beula Rd<br>Northbound |      |       |            | Frank Reeder Rd<br>Eastbound |      |       |            |            |
|--|------------------------|------|-------|------------|------------------------------|------|-------|------------|------------------------|------|-------|------------|------------------------------|------|-------|------------|------------|
| Start Time   | Left                   | Thru | Right | App. Total | Left                         | Thru | Right | App. Total | Left                   | Thru | Right | App. Total | Left                         | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 14:00 to 18:45 - Peak 1 of 1 |                        |      |       |            |                              |      |       |            |                        |      |       |            |                              |      |       |            |            |
| Peak Hour for Entire Intersection Begins at 16:15    |                        |      |       |            |                              |      |       |            |                        |      |       |            |                              |      |       |            |            |
| 16:15  | 1                      | 32   | 7     | 40         | 11                           | 0    | 0     | 11         | 13                     | 35   | 12    | 60         | 2                            | 2    | 5     | 9          | 120        |
| 16:30  | 2                      | 22   | 6     | 30         | 16                           | 0    | 0     | 16         | 8                      | 49   | 13    | 70         | 9                            | 0    | 10    | 19         | 135        |
| 16:45  | 1                      | 32   | 4     | 37         | 9                            | 1    | 2     | 12         | 6                      | 34   | 20    | 60         | 3                            | 1    | 5     | 9          | 118        |
| 17:00  | 0                      | 21   | 7     | 28         | 6                            | 2    | 3     | 11         | 12                     | 38   | 17    | 67         | 7                            | 3    | 8     | 18         | 124        |
| Total Volume   | 4                      | 107  | 24    | 135        | 42                           | 3    | 5     | 50         | 39                     | 156  | 62    | 257        | 21                           | 6    | 28    | 55         | 497        |
| % App. Total   | 3                      | 79.3 | 17.8  |            | 84                           | 6    | 10    |            | 15.2                   | 60.7 | 24.1  |            | 38.2                         | 10.9 | 50.9  |            |            |
| PHF  | .500                   | .836 | .857  | .844       | .656                         | .375 | .417  | .781       | .750                   | .796 | .775  | .918       | .583                         | .500 | .700  | .724       | .920       |
| Automobiles  | 4                      | 94   | 24    | 122        | 42                           | 3    | 5     | 50         | 39                     | 146  | 61    | 246        | 21                           | 6    | 28    | 55         | 473        |
| % Automobiles  | 100                    | 87.9 | 100   | 90.4       | 100                          | 100  | 100   | 100        | 100                    | 93.6 | 98.4  | 95.7       | 100                          | 100  | 100   | 100        | 95.2       |
| Trucks   | 0                      | 13   | 0     | 13         | 0                            | 0    | 0     | 0          | 0                      | 10   | 1     | 11         | 0                            | 0    | 0     | 0          | 24         |
| % Trucks   | 0                      | 12.1 | 0     | 9.6        | 0                            | 0    | 0     | 0          | 0                      | 6.4  | 1.6   | 4.3        | 0                            | 0    | 0     | 0          | 4.8        |
| Buses  | 0                      | 0    | 0     | 0          | 0                            | 0    | 0     | 0          | 0                      | 0    | 0     | 0          | 0                            | 0    | 0     | 0          | 0          |
| % Buses  | 0                      | 0    | 0     | 0          | 0                            | 0    | 0     | 0          | 0                      | 0    | 0     | 0          | 0                            | 0    | 0     | 0          | 0          |

Peak Hour Analysis From 14:00 to 18:45 - Peak 1 of 1

Peak Hour for Each Approach Begins at:

|               | 16:00 |      |      |      | 16:30 |      |      |      | 16:15 |      |      |      | 16:15 |      |      |      |  |
|---------------|-------|------|------|------|-------|------|------|------|-------|------|------|------|-------|------|------|------|--|
| +0 mins.      | 1     | 34   | 4    | 39   | 16    | 0    | 0    | 16   | 13    | 35   | 12   | 60   | 2     | 2    | 5    | 9    |  |
| +15 mins.     | 1     | 32   | 7    | 40   | 9     | 1    | 2    | 12   | 8     | 49   | 13   | 70   | 9     | 0    | 10   | 19   |  |
| +30 mins.     | 2     | 22   | 6    | 30   | 6     | 2    | 3    | 11   | 6     | 34   | 20   | 60   | 3     | 1    | 5    | 9    |  |
| +45 mins.     | 1     | 32   | 4    | 37   | 11    | 1    | 3    | 15   | 12    | 38   | 17   | 67   | 7     | 3    | 8    | 18   |  |
| Total Volume  | 5     | 120  | 21   | 146  | 42    | 4    | 8    | 54   | 39    | 156  | 62   | 257  | 21    | 6    | 28   | 55   |  |
| % App. Total  | 3.4   | 82.2 | 14.4 |      | 77.8  | 7.4  | 14.8 |      | 15.2  | 60.7 | 24.1 |      | 38.2  | 10.9 | 50.9 |      |  |
| PHF           | .625  | .882 | .750 | .913 | .656  | .500 | .667 | .844 | .750  | .796 | .775 | .918 | .583  | .500 | .700 | .724 |  |
| Automobiles   | 5     | 106  | 21   | 132  | 42    | 4    | 8    | 54   | 39    | 146  | 61   | 246  | 21    | 6    | 28   | 55   |  |
| % Automobiles | 100   | 88.3 | 100  | 90.4 | 100   | 100  | 100  | 100  | 100   | 93.6 | 98.4 | 95.7 | 100   | 100  | 100  | 100  |  |
| Trucks        | 0     | 14   | 0    | 14   | 0     | 0    | 0    | 0    | 0     | 10   | 1    | 11   | 0     | 0    | 0    | 0    |  |
| % Trucks      | 0     | 11.7 | 0    | 9.6  | 0     | 0    | 0    | 0    | 0     | 6.4  | 1.6  | 4.3  | 0     | 0    | 0    | 0    |  |
| Buses         | 0     | 0    | 0    | 0    | 0     | 0    | 0    | 0    | 0     | 0    | 0    | 0    | 0     | 0    | 0    | 0    |  |
| % Buses       | 0     | 0    | 0    | 0    | 0     | 0    | 0    | 0    | 0     | 0    | 0    | 0    | 0     | 0    | 0    | 0    |  |

# Traffic Counts

## Appendix

### Intersection Turning Movement Count

Frank Reeder Rd @ Beulah Rd  
Pensacola, Florida

File Name : Frank Reeder Rd @ Beulah Rd  
Site Code : 00000004  
Start Date : 7/15/2020  
Page No : 1

| Groups Printed- Trucks - Buses |                     |      |       |            |                           |      |       |            |                     |      |       |            |                           |      |       |            |
|--------------------------------|---------------------|------|-------|------------|---------------------------|------|-------|------------|---------------------|------|-------|------------|---------------------------|------|-------|------------|
| Start Time                     | Beula Rd Southbound |      |       |            | Frank Reeder Rd Westbound |      |       |            | Beula Rd Northbound |      |       |            | Frank Reeder Rd Eastbound |      |       |            |
|                                | Left                | Thru | Right | App. Total | Left                      | Thru | Right | App. Total | Left                | Thru | Right | App. Total | Left                      | Thru | Right | Int. Total |
| 07:00                          | 0                   | 6    | 2     | 8          | 1                         | 0    | 0     | 1          | 0                   | 1    | 0     | 1          | 1                         | 0    | 0     | 11         |
| 07:15                          | 0                   | 5    | 1     | 6          | 0                         | 0    | 0     | 0          | 0                   | 8    | 0     | 8          | 1                         | 0    | 0     | 15         |
| 07:30                          | 1                   | 3    | 1     | 5          | 1                         | 0    | 2     | 3          | 0                   | 7    | 1     | 8          | 1                         | 0    | 0     | 17         |
| 07:45                          | 0                   | 6    | 2     | 8          | 0                         | 1    | 0     | 1          | 0                   | 5    | 0     | 5          | 2                         | 0    | 0     | 16         |
| Total                          | 1                   | 20   | 6     | 27         | 2                         | 1    | 2     | 5          | 0                   | 21   | 1     | 22         | 5                         | 0    | 0     | 59         |
| 08:00                          | 1                   | 9    | 0     | 10         | 0                         | 0    | 0     | 0          | 0                   | 5    | 0     | 5          | 0                         | 0    | 1     | 16         |
| 08:15                          | 0                   | 5    | 0     | 5          | 0                         | 0    | 1     | 1          | 1                   | 2    | 0     | 3          | 1                         | 0    | 0     | 10         |
| 08:30                          | 1                   | 6    | 1     | 8          | 0                         | 0    | 0     | 0          | 0                   | 11   | 1     | 12         | 0                         | 0    | 1     | 21         |
| 08:45                          | 0                   | 3    | 0     | 3          | 0                         | 0    | 2     | 2          | 0                   | 3    | 1     | 4          | 0                         | 0    | 0     | 9          |
| Total                          | 2                   | 23   | 1     | 26         | 0                         | 0    | 3     | 3          | 1                   | 21   | 2     | 24         | 1                         | 0    | 2     | 56         |
| 09:00                          | 2                   | 5    | 0     | 7          | 0                         | 0    | 0     | 0          | 1                   | 8    | 0     | 9          | 1                         | 0    | 0     | 17         |
| 09:15                          | 0                   | 6    | 0     | 6          | 0                         | 0    | 2     | 2          | 0                   | 10   | 0     | 10         | 0                         | 0    | 0     | 18         |
| 09:30                          | 2                   | 7    | 0     | 9          | 1                         | 0    | 0     | 1          | 0                   | 4    | 0     | 4          | 1                         | 1    | 0     | 16         |
| 09:45                          | 0                   | 7    | 0     | 7          | 0                         | 0    | 0     | 0          | 0                   | 3    | 0     | 3          | 0                         | 0    | 0     | 10         |
| Total                          | 4                   | 25   | 0     | 29         | 1                         | 0    | 2     | 3          | 1                   | 25   | 0     | 26         | 2                         | 1    | 0     | 61         |
| 12:00                          | 0                   | 5    | 0     | 5          | 0                         | 0    | 0     | 0          | 0                   | 7    | 1     | 8          | 0                         | 0    | 0     | 13         |
| 12:15                          | 0                   | 4    | 1     | 5          | 1                         | 0    | 1     | 2          | 0                   | 4    | 0     | 4          | 0                         | 0    | 0     | 11         |
| 12:30                          | 0                   | 5    | 0     | 5          | 0                         | 0    | 0     | 0          | 0                   | 5    | 1     | 6          | 0                         | 0    | 0     | 11         |
| 12:45                          | 0                   | 1    | 1     | 2          | 1                         | 0    | 0     | 1          | 0                   | 6    | 0     | 6          | 0                         | 1    | 0     | 10         |
| Total                          | 0                   | 15   | 2     | 17         | 2                         | 0    | 1     | 3          | 0                   | 22   | 2     | 24         | 0                         | 1    | 0     | 45         |
| 13:00                          | 0                   | 1    | 0     | 1          | 0                         | 0    | 0     | 0          | 0                   | 5    | 0     | 5          | 0                         | 0    | 1     | 7          |
| 13:15                          | 0                   | 2    | 0     | 2          | 0                         | 0    | 1     | 1          | 0                   | 2    | 0     | 2          | 0                         | 0    | 1     | 6          |
| 13:30                          | 0                   | 1    | 0     | 1          | 0                         | 0    | 1     | 1          | 0                   | 6    | 1     | 7          | 1                         | 0    | 0     | 10         |
| 13:45                          | 0                   | 12   | 0     | 12         | 0                         | 0    | 0     | 0          | 1                   | 6    | 0     | 7          | 2                         | 0    | 0     | 21         |
| Total                          | 0                   | 16   | 0     | 16         | 0                         | 0    | 2     | 2          | 1                   | 19   | 1     | 21         | 3                         | 0    | 2     | 44         |
| 16:00                          | 0                   | 2    | 0     | 2          | 0                         | 0    | 0     | 0          | 0                   | 3    | 0     | 3          | 0                         | 0    | 0     | 5          |
| 16:15                          | 0                   | 4    | 0     | 4          | 0                         | 0    | 0     | 0          | 0                   | 6    | 0     | 6          | 0                         | 0    | 0     | 10         |
| 16:30                          | 0                   | 2    | 0     | 2          | 0                         | 0    | 0     | 0          | 0                   | 2    | 0     | 2          | 0                         | 0    | 0     | 4          |
| 16:45                          | 0                   | 6    | 0     | 6          | 0                         | 0    | 0     | 0          | 0                   | 2    | 1     | 3          | 0                         | 0    | 0     | 9          |
| Total                          | 0                   | 14   | 0     | 14         | 0                         | 0    | 0     | 0          | 0                   | 13   | 1     | 14         | 0                         | 0    | 0     | 28         |
| 17:00                          | 0                   | 1    | 0     | 1          | 0                         | 0    | 0     | 0          | 0                   | 0    | 0     | 0          | 0                         | 0    | 0     | 1          |
| 17:15                          | 0                   | 1    | 0     | 1          | 0                         | 0    | 0     | 0          | 0                   | 0    | 0     | 0          | 0                         | 0    | 0     | 1          |
| 17:30                          | 0                   | 0    | 0     | 0          | 0                         | 0    | 0     | 0          | 1                   | 0    | 0     | 1          | 0                         | 0    | 1     | 2          |
| 17:45                          | 0                   | 0    | 0     | 0          | 0                         | 0    | 0     | 0          | 0                   | 1    | 0     | 1          | 0                         | 0    | 0     | 1          |
| Total                          | 0                   | 2    | 0     | 2          | 0                         | 0    | 0     | 0          | 1                   | 1    | 0     | 2          | 0                         | 0    | 1     | 5          |
| 18:15                          | 0                   | 0    | 0     | 0          | 0                         | 0    | 0     | 0          | 0                   | 0    | 0     | 0          | 0                         | 0    | 1     | 1          |
| 18:30                          | 0                   | 0    | 0     | 0          | 0                         | 0    | 0     | 0          | 0                   | 1    | 0     | 1          | 0                         | 0    | 1     | 2          |
| 18:45                          | 0                   | 0    | 0     | 0          | 0                         | 0    | 0     | 0          | 0                   | 2    | 0     | 2          | 0                         | 0    | 0     | 2          |
| Total                          | 0                   | 0    | 0     | 0          | 0                         | 0    | 0     | 0          | 0                   | 3    | 0     | 3          | 0                         | 0    | 2     | 5          |
| Grand Total                    | 7                   | 115  | 9     | 131        | 5                         | 1    | 10    | 16         | 4                   | 125  | 7     | 136        | 11                        | 2    | 7     | 303        |
| Apprch %                       | 5.3                 | 87.8 | 6.9   |            | 31.2                      | 6.2  | 62.5  |            | 2.9                 | 91.9 | 5.1   |            | 55                        | 10   | 35    |            |
| Total %                        | 2.3                 | 38   | 3     | 43.2       | 1.7                       | 0.3  | 3.3   | 5.3        | 1.3                 | 41.3 | 2.3   | 44.9       | 3.6                       | 0.7  | 2.3   | 6.6        |
| Trucks                         | 7                   | 115  | 8     | 130        | 5                         | 1    | 10    | 16         | 3                   | 125  | 7     | 135        | 10                        | 2    | 5     | 298        |
| % Trucks                       | 100                 | 100  | 88.9  | 99.2       | 100                       | 100  | 100   | 100        | 75                  | 100  | 100   | 99.3       | 90.9                      | 100  | 71.4  | 85         |
| Buses                          | 0                   | 0    | 1     | 1          | 0                         | 0    | 0     | 0          | 1                   | 0    | 0     | 1          | 1                         | 0    | 2     | 5          |
| % Buses                        | 0                   | 0    | 11.1  | 0.8        | 0                         | 0    | 0     | 0          | 25                  | 0    | 0     | 0.7        | 9.1                       | 0    | 28.6  | 1.7        |

## Intersection Turning Movement Count

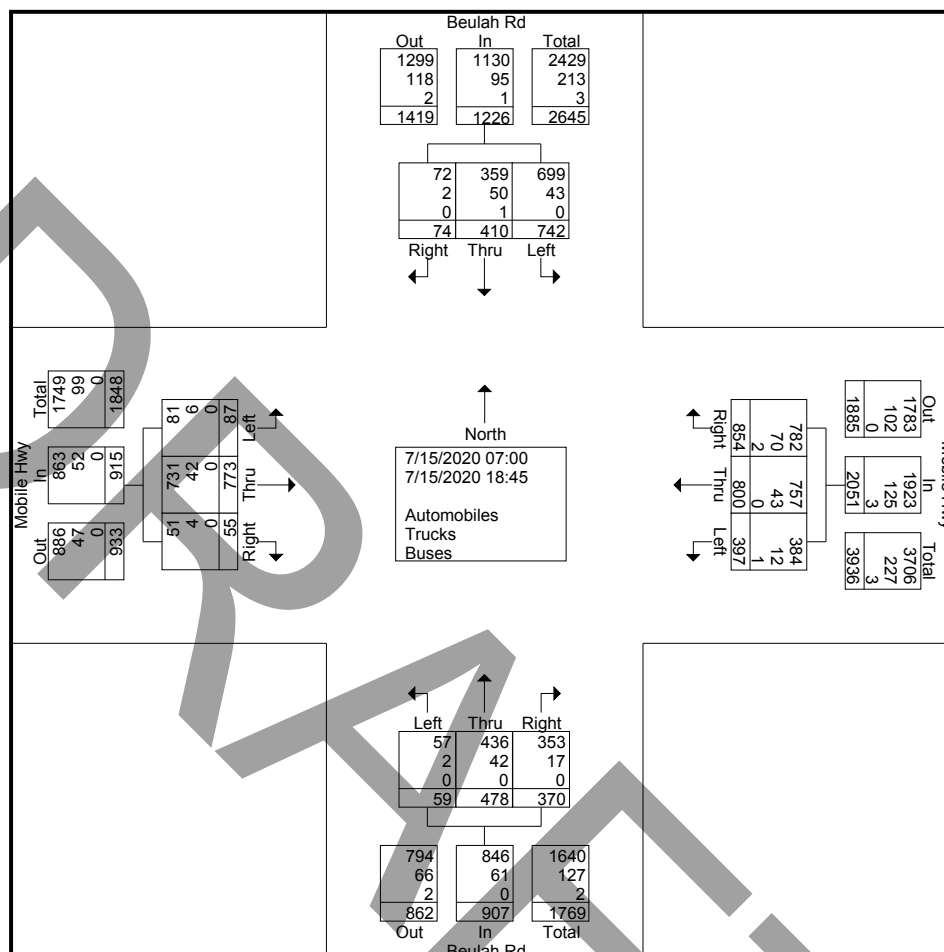
Mobile Hwy @ Beulah Rd  
Pensacola, Florida

File Name : Mobile Hwy @ Beulah Rd  
Site Code : 00000006  
Start Date : 7/15/2020  
Page No : 1

| Groups Printed- Automobiles - Trucks - Buses |                      |      |       |            |                      |      |       |            |                      |      |       |            |                      |      |       |            |
|--|----------------------|------|-------|------------|----------------------|------|-------|------------|----------------------|------|-------|------------|----------------------|------|-------|------------|
| Start Time                                   | Beulah Rd Southbound |      |       |            | Mobile Hwy Westbound |      |       |            | Beulah Rd Northbound |      |       |            | Mobile Hwy Eastbound |      |       |            |
|  | Left                 | Thru | Right | App. Total | Left                 | Thru | Right | App. Total | Left                 | Thru | Right | App. Total | Left                 | Thru | Right | Int. Total |
| 07:00  | 16                   | 6    | 2     | 24         | 6                    | 10   | 12    | 28         | 1                    | 6    | 8     | 15         | 2                    | 20   | 1     | 23         |
| 07:15  | 25                   | 5    | 0     | 30         | 2                    | 20   | 22    | 44         | 0                    | 13   | 12    | 25         | 2                    | 22   | 0     | 24         |
| 07:30  | 20                   | 4    | 0     | 24         | 3                    | 21   | 27    | 51         | 1                    | 20   | 17    | 38         | 0                    | 25   | 0     | 25         |
| 07:45  | 28                   | 10   | 1     | 39         | 8                    | 15   | 24    | 47         | 0                    | 16   | 15    | 31         | 4                    | 33   | 0     | 37         |
| Total  | 89                   | 25   | 3     | 117        | 19                   | 66   | 85    | 170        | 2                    | 55   | 52    | 109        | 8                    | 100  | 1     | 109        |
| 08:00  | 24                   | 9    | 0     | 33         | 6                    | 9    | 29    | 44         | 2                    | 17   | 15    | 34         | 4                    | 30   | 1     | 35         |
| 08:15  | 31                   | 13   | 2     | 46         | 5                    | 14   | 21    | 40         | 0                    | 27   | 16    | 43         | 7                    | 34   | 4     | 45         |
| 08:30  | 31                   | 5    | 1     | 37         | 9                    | 14   | 21    | 44         | 2                    | 27   | 18    | 47         | 5                    | 40   | 0     | 45         |
| 08:45  | 28                   | 10   | 2     | 40         | 8                    | 19   | 27    | 54         | 2                    | 11   | 12    | 25         | 5                    | 18   | 1     | 24         |
| Total  | 114                  | 37   | 5     | 156        | 28                   | 56   | 98    | 182        | 6                    | 82   | 61    | 149        | 21                   | 122  | 6     | 149        |
| 09:00  | 23                   | 9    | 2     | 34         | 11                   | 14   | 34    | 59         | 2                    | 12   | 12    | 26         | 2                    | 30   | 1     | 33         |
| 09:15  | 22                   | 12   | 1     | 35         | 9                    | 20   | 24    | 53         | 3                    | 20   | 10    | 33         | 3                    | 30   | 2     | 35         |
| 09:30  | 25                   | 18   | 2     | 45         | 9                    | 13   | 26    | 48         | 1                    | 15   | 9     | 25         | 6                    | 24   | 1     | 31         |
| 09:45  | 22                   | 9    | 1     | 32         | 14                   | 10   | 24    | 48         | 2                    | 18   | 15    | 35         | 3                    | 27   | 3     | 33         |
| Total  | 92                   | 48   | 6     | 146        | 43                   | 57   | 108   | 208        | 8                    | 65   | 46    | 119        | 14                   | 111  | 7     | 132        |
| *** BREAK ***                                |                      |      |       |            |                      |      |       |            |                      |      |       |            |                      |      |       |            |
| 12:00  | 23                   | 11   | 1     | 35         | 4                    | 17   | 23    | 44         | 2                    | 13   | 11    | 26         | 4                    | 9    | 1     | 14         |
| 12:15  | 25                   | 11   | 1     | 37         | 16                   | 22   | 24    | 62         | 4                    | 13   | 11    | 28         | 2                    | 10   | 2     | 14         |
| 12:30  | 19                   | 12   | 5     | 36         | 7                    | 24   | 18    | 49         | 2                    | 12   | 6     | 20         | 4                    | 23   | 1     | 28         |
| 12:45  | 25                   | 17   | 1     | 43         | 6                    | 32   | 23    | 61         | 1                    | 12   | 10    | 23         | 3                    | 20   | 1     | 24         |
| Total  | 92                   | 51   | 8     | 151        | 33                   | 95   | 88    | 216        | 9                    | 50   | 38    | 97         | 13                   | 62   | 5     | 80         |
| 13:00  | 21                   | 11   | 6     | 38         | 6                    | 21   | 24    | 51         | 1                    | 9    | 9     | 19         | 0                    | 13   | 1     | 14         |
| 13:15  | 16                   | 10   | 3     | 29         | 7                    | 23   | 19    | 49         | 1                    | 9    | 3     | 13         | 1                    | 21   | 2     | 24         |
| 13:30  | 18                   | 9    | 3     | 30         | 12                   | 17   | 19    | 48         | 2                    | 19   | 13    | 34         | 1                    | 24   | 5     | 30         |
| 13:45  | 19                   | 10   | 4     | 33         | 11                   | 24   | 23    | 58         | 3                    | 10   | 10    | 23         | 0                    | 18   | 2     | 20         |
| Total  | 74                   | 40   | 16    | 130        | 36                   | 85   | 85    | 206        | 7                    | 47   | 35    | 89         | 2                    | 76   | 10    | 88         |
| *** BREAK ***                                |                      |      |       |            |                      |      |       |            |                      |      |       |            |                      |      |       |            |
| 16:00  | 22                   | 20   | 1     | 43         | 16                   | 32   | 29    | 77         | 0                    | 16   | 10    | 26         | 0                    | 26   | 1     | 27         |
| 16:15  | 23                   | 21   | 3     | 47         | 8                    | 37   | 22    | 67         | 2                    | 12   | 12    | 26         | 4                    | 24   | 0     | 28         |
| 16:30  | 27                   | 14   | 5     | 46         | 23                   | 28   | 35    | 86         | 1                    | 14   | 9     | 24         | 0                    | 26   | 7     | 33         |
| 16:45  | 25                   | 21   | 3     | 49         | 14                   | 30   | 35    | 79         | 0                    | 12   | 7     | 19         | 4                    | 27   | 1     | 32         |
| Total  | 97                   | 76   | 12    | 185        | 61                   | 127  | 121   | 309        | 3                    | 54   | 38    | 95         | 8                    | 103  | 9     | 120        |
| 17:00  | 19                   | 10   | 3     | 32         | 22                   | 30   | 36    | 88         | 2                    | 16   | 11    | 29         | 3                    | 29   | 3     | 35         |
| 17:15  | 28                   | 22   | 3     | 53         | 18                   | 40   | 32    | 90         | 3                    | 19   | 16    | 38         | 1                    | 32   | 2     | 35         |
| 17:30  | 24                   | 18   | 3     | 45         | 28                   | 31   | 38    | 97         | 4                    | 13   | 17    | 34         | 4                    | 33   | 2     | 39         |
| 17:45  | 14                   | 26   | 5     | 45         | 22                   | 39   | 40    | 101        | 5                    | 15   | 6     | 26         | 2                    | 23   | 0     | 25         |
| Total  | 85                   | 76   | 14    | 175        | 90                   | 140  | 146   | 376        | 14                   | 63   | 50    | 127        | 10                   | 117  | 7     | 134        |
| 18:00  | 24                   | 13   | 4     | 41         | 24                   | 47   | 31    | 102        | 1                    | 10   | 12    | 23         | 0                    | 26   | 4     | 30         |
| 18:15  | 32                   | 15   | 3     | 50         | 24                   | 52   | 30    | 106        | 4                    | 14   | 11    | 29         | 6                    | 13   | 4     | 23         |
| 18:30  | 21                   | 15   | 2     | 38         | 25                   | 38   | 24    | 87         | 4                    | 20   | 13    | 37         | 4                    | 26   | 1     | 31         |
| 18:45  | 22                   | 14   | 1     | 37         | 14                   | 37   | 38    | 89         | 1                    | 18   | 14    | 33         | 1                    | 17   | 1     | 19         |
| Total  | 99                   | 57   | 10    | 166        | 87                   | 174  | 123   | 384        | 10                   | 62   | 50    | 122        | 11                   | 82   | 10    | 103        |
| Grand Total                                  | 742                  | 410  | 74    | 1226       | 397                  | 800  | 854   | 2051       | 59                   | 478  | 370   | 907        | 87                   | 773  | 55    | 915        |
| Apprch %                                     | 60.5                 | 33.4 | 6     |            | 19.4                 | 39   | 41.6  |            | 6.5                  | 52.7 | 40.8  |            | 9.5                  | 84.5 | 6     |            |
| Total %                                      | 14.6                 | 8    | 1.5   | 24         | 7.8                  | 15.7 | 16.7  | 40.2       | 1.2                  | 9.4  | 7.3   | 17.8       | 1.7                  | 15.2 | 1.1   | 17.9       |
| Automobiles                                  | 699                  | 359  | 72    | 1130       | 384                  | 757  | 782   | 1923       | 57                   | 436  | 353   | 846        | 81                   | 731  | 51    | 863        |
| % Automobiles                                | 94.2                 | 87.6 | 97.3  | 92.2       | 96.7                 | 94.6 | 91.6  | 93.8       | 96.6                 | 91.2 | 95.4  | 93.3       | 93.1                 | 94.6 | 92.7  | 94.3       |
| Trucks                                       | 43                   | 50   | 2     | 95         | 12                   | 43   | 70    | 125        | 2                    | 42   | 17    | 61         | 6                    | 42   | 4     | 52         |
| % Trucks                                     | 5.8                  | 12.2 | 2.7   | 7.7        | 3                    | 5.4  | 8.2   | 6.1        | 3.4                  | 8.8  | 4.6   | 6.7        | 6.9                  | 5.4  | 7.3   | 5.7        |
| Buses  | 0                    | 1    | 0     | 1          | 1                    | 0    | 2     | 3          | 0                    | 0    | 0     | 0          | 0                    | 0    | 0     | 4          |
| % Buses                                      | 0                    | 0.2  | 0     | 0.1        | 0.3                  | 0    | 0.2   | 0.1        | 0                    | 0    | 0     | 0          | 0                    | 0    | 0     | 0.1        |



## Intersection Turning Movement Count



## Intersection Turning Movement Count

File Name : Mobile Hwy @ Beulah Rd

Site Code : 00000006

Start Date : 7/15/2020

Page No : 3

|  | Beulah Rd Southbound |      |       |            | Mobile Hwy Westbound |      |       |            | Beulah Rd Northbound |      |       |            | Mobile Hwy Eastbound |      |       |            |            |
|--|----------------------|------|-------|------------|----------------------|------|-------|------------|----------------------|------|-------|------------|----------------------|------|-------|------------|------------|
| Start Time   | Left                 | Thru | Right | App. Total | Left                 | Thru | Right | App. Total | Left                 | Thru | Right | App. Total | Left                 | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 to 09:45 - Peak 1 of 1 |                      |      |       |            |                      |      |       |            |                      |      |       |            |                      |      |       |            |            |
| Peak Hour for Entire Intersection Begins at 07:45    |                      |      |       |            |                      |      |       |            |                      |      |       |            |                      |      |       |            |            |
| 07:45  | 28                   | 10   | 1     | 39         | 8                    | 15   | 24    | 47         | 0                    | 16   | 15    | 31         | 4                    | 33   | 0     | 37         | 154        |
| 08:00  | 24                   | 9    | 0     | 33         | 6                    | 9    | 29    | 44         | 2                    | 17   | 15    | 34         | 4                    | 30   | 1     | 35         | 146        |
| 08:15  | 31                   | 13   | 2     | 46         | 5                    | 14   | 21    | 40         | 0                    | 27   | 16    | 43         | 7                    | 34   | 4     | 45         | 174        |
| 08:30  | 31                   | 5    | 1     | 37         | 9                    | 14   | 21    | 44         | 2                    | 27   | 18    | 47         | 5                    | 40   | 0     | 45         | 173        |
| Total Volume   | 114                  | 37   | 4     | 155        | 28                   | 52   | 95    | 175        | 4                    | 87   | 64    | 155        | 20                   | 137  | 5     | 162        | 647        |
| % App. Total   | 73.5                 | 23.9 | 2.6   |            | 16                   | 29.7 | 54.3  |            | 2.6                  | 56.1 | 41.3  |            | 12.3                 | 84.6 | 3.1   |            |            |
| PHF  | .919                 | .712 | .500  | .842       | .778                 | .867 | .819  | .931       | .500                 | .806 | .889  | .824       | .714                 | .856 | .313  | .900       | .930       |
| Automobiles  | 107                  | 24   | 4     | 135        | 27                   | 50   | 84    | 161        | 4                    | 75   | 62    | 141        | 20                   | 133  | 5     | 158        | 595        |
| % Automobiles  | 93.9                 | 64.9 | 100   | 87.1       | 96.4                 | 96.2 | 88.4  | 92.0       | 100                  | 86.2 | 96.9  | 91.0       | 100                  | 97.1 | 100   | 97.5       | 92.0       |
| Trucks   | 7                    | 12   | 0     | 19         | 1                    | 2    | 11    | 14         | 0                    | 12   | 2     | 14         | 0                    | 4    | 0     | 4          | 51         |
| % Trucks   | 6.1                  | 32.4 | 0     | 12.3       | 3.6                  | 3.8  | 11.6  | 8.0        | 0                    | 13.8 | 3.1   | 9.0        | 0                    | 2.9  | 0     | 2.5        | 7.9        |
| Buses  | 0                    | 1    | 0     | 1          | 0                    | 0    | 0     | 0          | 0                    | 0    | 0     | 0          | 0                    | 0    | 0     | 0          | 1          |
| % Buses  | 0                    | 2.7  | 0     | 0.6        | 0                    | 0    | 0     | 0          | 0                    | 0    | 0     | 0          | 0                    | 0    | 0     | 0          | 0.2        |

Peak Hour Analysis From 07:00 to 09:45 - Peak 1 of 1

Peak Hour for Each Approach Begins at:

|               | 08:15 |      |      |      | 08:45 |      |      |      | 07:45 |      |      |      | 07:45 |      |      |      |  |
|---------------|-------|------|------|------|-------|------|------|------|-------|------|------|------|-------|------|------|------|--|
| +0 mins.      | 31    | 13   | 2    | 46   | 8     | 19   | 27   | 54   | 0     | 16   | 15   | 31   | 4     | 33   | 0    | 37   |  |
| +15 mins.     | 31    | 5    | 1    | 37   | 11    | 14   | 34   | 59   | 2     | 17   | 15   | 34   | 4     | 30   | 1    | 35   |  |
| +30 mins.     | 28    | 10   | 2    | 40   | 9     | 20   | 24   | 53   | 0     | 27   | 16   | 43   | 7     | 34   | 4    | 45   |  |
| +45 mins.     | 23    | 9    | 2    | 34   | 9     | 13   | 26   | 48   | 2     | 27   | 18   | 47   | 5     | 40   | 0    | 45   |  |
| Total Volume  | 113   | 37   | 7    | 157  | 37    | 66   | 111  | 214  | 4     | 87   | 64   | 155  | 20    | 137  | 5    | 162  |  |
| % App. Total  | 72    | 23.6 | 4.5  |      | 17.3  | 30.8 | 51.9 |      | 2.6   | 56.1 | 41.3 |      | 12.3  | 84.6 | 3.1  |      |  |
| PHF           | .911  | .712 | .875 | .853 | .841  | .825 | .816 | .907 | .500  | .806 | .889 | .824 | .714  | .856 | .313 | .900 |  |
| Automobiles   | 103   | 28   | 7    | 138  | 34    | 62   | 91   | 187  | 4     | 75   | 62   | 141  | 20    | 133  | 5    | 158  |  |
| % Automobiles | 91.2  | 75.7 | 100  | 87.9 | 91.9  | 93.9 | 82   | 87.4 | 100   | 86.2 | 96.9 | 91   | 100   | 97.1 | 100  | 97.5 |  |
| Trucks        | 10    | 9    | 0    | 19   | 3     | 4    | 20   | 27   | 0     | 12   | 2    | 14   | 0     | 4    | 0    | 4    |  |
| % Trucks      | 8.8   | 24.3 | 0    | 12.1 | 8.1   | 6.1  | 18   | 12.6 | 0     | 13.8 | 3.1  | 9    | 0     | 2.9  | 0    | 2.5  |  |
| Buses         | 0     | 0    | 0    | 0    | 0     | 0    | 0    | 0    | 0     | 0    | 0    | 0    | 0     | 0    | 0    | 0    |  |
| % Buses       | 0     | 0    | 0    | 0    | 0     | 0    | 0    | 0    | 0     | 0    | 0    | 0    | 0     | 0    | 0    | 0    |  |

Peak Hour Analysis From 10:00 to 13:45 - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 12:15

|               | 12:15 |      |      |      | 12:15 |      |      |      | 12:00 |      |      |      | 12:45 |      |      |      |      |
|---------------|-------|------|------|------|-------|------|------|------|-------|------|------|------|-------|------|------|------|------|
| +0 mins.      | 25    | 11   | 1    | 37   | 16    | 22   | 24   | 62   | 4     | 13   | 11   | 28   | 2     | 10   | 2    | 14   | 141  |
| +15 mins.     | 19    | 12   | 5    | 36   | 7     | 24   | 18   | 49   | 2     | 12   | 6    | 20   | 4     | 23   | 1    | 28   | 133  |
| +30 mins.     | 25    | 17   | 1    | 43   | 6     | 32   | 23   | 61   | 1     | 12   | 10   | 23   | 3     | 20   | 1    | 24   | 151  |
| +45 mins.     | 21    | 11   | 6    | 38   | 6     | 21   | 24   | 51   | 1     | 9    | 9    | 19   | 0     | 13   | 1    | 14   | 122  |
| Total Volume  | 90    | 51   | 13   | 154  | 35    | 99   | 89   | 223  | 8     | 46   | 36   | 90   | 9     | 66   | 5    | 80   | 547  |
| % App. Total  | 58.4  | 33.1 | 8.4  |      | 15.7  | 44.4 | 39.9 |      | 8.9   | 51.1 | 40   |      | 11.2  | 82.5 | 6.2  |      |      |
| PHF           | .900  | .750 | .542 | .895 | .547  | .773 | .927 | .899 | .500  | .885 | .818 | .804 | .563  | .717 | .625 | .714 | .906 |
| Automobiles   | 85    | 44   | 13   | 142  | 34    | 88   | 79   | 201  | 7     | 42   | 33   | 82   | 8     | 62   | 4    | 74   | 499  |
| % Automobiles | 94.4  | 86.3 | 100  | 92.2 | 97.1  | 88.9 | 88.8 | 90.1 | 87.5  | 91.3 | 91.7 | 91.1 | 88.9  | 93.9 | 80.0 | 92.5 | 91.2 |
| Trucks        | 5     | 7    | 0    | 12   | 1     | 11   | 10   | 22   | 1     | 4    | 3    | 8    | 1     | 4    | 1    | 6    | 48   |
| % Trucks      | 5.6   | 13.7 | 0    | 7.8  | 2.9   | 11.1 | 11.2 | 9.9  | 12.5  | 8.7  | 8.3  | 8.9  | 11.1  | 6.1  | 20.0 | 7.5  | 8.8  |
| Buses         | 0     | 0    | 0    | 0    | 0     | 0    | 0    | 0    | 0     | 0    | 0    | 0    | 0     | 0    | 0    | 0    | 0    |
| % Buses       | 0     | 0    | 0    | 0    | 0     | 0    | 0    | 0    | 0     | 0    | 0    | 0    | 0     | 0    | 0    | 0    | 0    |

Peak Hour Analysis From 10:00 to 13:45 - Peak 1 of 1

Peak Hour for Each Approach Begins at:

|               | 12:15 |      |      |      | 12:15 |      |      |      | 12:00 |      |      |      | 12:45 |      |      |      |  |
|---------------|-------|------|------|------|-------|------|------|------|-------|------|------|------|-------|------|------|------|--|
| +0 mins.      | 25    | 11   | 1    | 37   | 16    | 22   | 24   | 62   | 2     | 13   | 11   | 26   | 3     | 20   | 1    | 24   |  |
| +15 mins.     | 19    | 12   | 5    | 36   | 7     | 24   | 18   | 49   | 4     | 13   | 11   | 28   | 0     | 13   | 1    | 14   |  |
| +30 mins.     | 25    | 17   | 1    | 43   | 6     | 32   | 23   | 61   | 2     | 12   | 6    | 20   | 1     | 21   | 2    | 24   |  |
| +45 mins.     | 21    | 11   | 6    | 38   | 6     | 21   | 24   | 51   | 1     | 12   | 10   | 23   | 1     | 24   | 5    | 30   |  |
| Total Volume  | 90    | 51   | 13   | 154  | 35    | 99   | 89   | 223  | 9     | 50   | 38   | 97   | 5     | 78   | 9    | 92   |  |
| % App. Total  | 58.4  | 33.1 | 8.4  |      | 15.7  | 44.4 | 39.9 |      | 9.3   | 51.5 | 39.2 |      | 5.4   | 84.8 | 9.8  |      |  |
| PHF           | .900  | .750 | .542 | .895 | .547  | .773 | .927 | .899 | .563  | .962 | .864 | .866 | .417  | .813 | .450 | .767 |  |
| Automobiles   | 85    | 44   | 13   | 142  | 34    | 88   | 79   | 201  | 9     | 45   | 34   | 88   | 3     | 74   | 8    | 85   |  |
| % Automobiles | 94.4  | 86.3 | 100  | 92.2 | 97.1  | 88.9 | 88.8 | 90.1 | 100   | 90   | 89.5 | 90.7 | 60    | 94.9 | 88.9 | 92.4 |  |
| Trucks        | 5     | 7    | 0    | 12   | 1     | 11   | 10   | 22   | 0     | 5    | 4    | 9    | 2     | 4    | 1    | 7    |  |
| % Trucks      | 5.6   | 13.7 | 0    | 7.8  | 2.9   | 11.1 | 11.2 | 9.9  | 0     | 10   | 10.5 | 9.3  | 40    | 5.1  | 11.1 | 7.6  |  |
| Buses         | 0     | 0    | 0    | 0    | 0     | 0    | 0    | 0    | 0     | 0    | 0    | 0    | 0     | 0    | 0    | 0    |  |
| % Buses       | 0     | 0    | 0    | 0    | 0     | 0    | 0    | 0    | 0     | 0    | 0    | 0    | 0     | 0    | 0    | 0    |  |

### Intersection Turning Movement Count

File Name : Mobile Hwy @ Beulah Rd

Site Code : 00000006

Start Date : 7/15/2020

Page No : 4

|  | Beulah Rd Southbound |      |       |            | Mobile Hwy Westbound |      |       |            | Beulah Rd Northbound |      |       |            | Mobile Hwy Eastbound |      |       |            |            |
|--|----------------------|------|-------|------------|----------------------|------|-------|------------|----------------------|------|-------|------------|----------------------|------|-------|------------|------------|
| Start Time   | Left                 | Thru | Right | App. Total | Left                 | Thru | Right | App. Total | Left                 | Thru | Right | App. Total | Left                 | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 14:00 to 18:45 - Peak 1 of 1 |                      |      |       |            |                      |      |       |            |                      |      |       |            |                      |      |       |            |            |
| Peak Hour for Entire Intersection Begins at 17:15    |                      |      |       |            |                      |      |       |            |                      |      |       |            |                      |      |       |            |            |
| 17:15  | 28                   | 22   | 3     | 53         | 18                   | 40   | 32    | 90         | 3                    | 19   | 16    | 38         | 1                    | 32   | 2     | 35         | 216        |
| 17:30  | 24                   | 18   | 3     | 45         | 28                   | 31   | 38    | 97         | 4                    | 13   | 17    | 34         | 4                    | 33   | 2     | 39         | 215        |
| 17:45  | 14                   | 26   | 5     | 45         | 22                   | 39   | 40    | 101        | 5                    | 15   | 6     | 26         | 2                    | 23   | 0     | 25         | 197        |
| 18:00  | 24                   | 13   | 4     | 41         | 24                   | 47   | 31    | 102        | 1                    | 10   | 12    | 23         | 0                    | 26   | 4     | 30         | 196        |
| Total Volume   | 90                   | 79   | 15    | 184        | 92                   | 157  | 141   | 390        | 13                   | 57   | 51    | 121        | 7                    | 114  | 8     | 129        | 824        |
| % App. Total   | 48.9                 | 42.9 | 8.2   |            | 23.6                 | 40.3 | 36.2  |            | 10.7                 | 47.1 | 42.1  |            | 5.4                  | 88.4 | 6.2   |            |            |
| PHF  | .804                 | .760 | .750  | .868       | .821                 | .835 | .881  | .956       | .650                 | .750 | .750  | .796       | .438                 | .864 | .500  | .827       | .954       |
| Automobiles  | 87                   | 76   | 15    | 178        | 91                   | 154  | 132   | 377        | 12                   | 54   | 50    | 116        | 6                    | 101  | 7     | 114        | 785        |
| % Automobiles  | 96.7                 | 96.2 | 100   | 96.7       | 98.9                 | 98.1 | 93.6  | 96.7       | 92.3                 | 94.7 | 98.0  | 95.9       | 85.7                 | 88.6 | 87.5  | 88.4       | 95.3       |
| Trucks   | 3                    | 3    | 0     | 6          | 1                    | 3    | 8     | 12         | 1                    | 3    | 1     | 5          | 1                    | 13   | 1     | 15         | 38         |
| % Trucks   | 3.3                  | 3.8  | 0     | 3.3        | 1.1                  | 1.9  | 5.7   | 3.1        | 7.7                  | 5.3  | 2.0   | 4.1        | 14.3                 | 11.4 | 12.5  | 11.6       | 4.6        |
| Buses  | 0                    | 0    | 0     | 0          | 0                    | 0    | 1     | 1          | 0                    | 0    | 0     | 0          | 0                    | 0    | 0     | 0          | 1          |
| % Buses  | 0                    | 0    | 0     | 0          | 0                    | 0    | 0.7   | 0.3        | 0                    | 0    | 0     | 0          | 0                    | 0    | 0     | 0          | 0.1        |

Peak Hour Analysis From 14:00 to 18:45 - Peak 1 of 1

Peak Hour for Each Approach Begins at:

|               | 16:00 |      |      |      | 17:30 |      |      |      | 17:00 |      |      |      | 16:45 |      |      |      |
|---------------|-------|------|------|------|-------|------|------|------|-------|------|------|------|-------|------|------|------|
| +0 mins.      | 22    | 20   | 1    | 43   | 28    | 31   | 38   | 97   | 2     | 16   | 11   | 29   | 4     | 27   | 1    | 32   |
| +15 mins.     | 23    | 21   | 3    | 47   | 22    | 39   | 40   | 101  | 3     | 19   | 16   | 38   | 3     | 29   | 3    | 35   |
| +30 mins.     | 27    | 14   | 5    | 46   | 24    | 47   | 31   | 102  | 4     | 13   | 17   | 34   | 1     | 32   | 2    | 35   |
| +45 mins.     | 25    | 21   | 3    | 49   | 24    | 52   | 30   | 106  | 5     | 15   | 6    | 26   | 4     | 33   | 2    | 39   |
| Total Volume  | 97    | 76   | 12   | 185  | 98    | 169  | 139  | 406  | 14    | 63   | 50   | 127  | 12    | 121  | 8    | 141  |
| % App. Total  | 52.4  | 41.1 | 6.5  |      | 24.1  | 41.6 | 34.2 |      | 11    | 49.6 | 39.4 |      | 8.5   | 85.8 | 5.7  |      |
| PHF           | .898  | .905 | .600 | .944 | .875  | .813 | .869 | .958 | .700  | .829 | .735 | .836 | .750  | .917 | .667 | .904 |
| Automobiles   | 88    | 67   | 12   | 167  | 98    | 167  | 133  | 398  | 13    | 57   | 48   | 118  | 10    | 109  | 7    | 126  |
| % Automobiles | 90.7  | 88.2 | 100  | 90.3 | 100   | 98.8 | 95.7 | 98   | 92.9  | 90.5 | 96   | 92.9 | 83.3  | 90.1 | 87.5 | 89.4 |
| Trucks        | 9     | 9    | 0    | 18   | 0     | 2    | 5    | 7    | 1     | 6    | 2    | 9    | 2     | 12   | 1    | 15   |
| % Trucks      | 9.3   | 11.8 | 0    | 9.7  | 0     | 1.2  | 3.6  | 1.7  | 7.1   | 9.5  | 4    | 7.1  | 16.7  | 9.9  | 12.5 | 10.6 |
| Buses         | 0     | 0    | 0    | 0    | 0     | 0    | 1    | 1    | 0     | 0    | 0    | 0    | 0     | 0    | 0    | 0    |
| % Buses       | 0     | 0    | 0    | 0    | 0     | 0    | 0.7  | 0.2  | 0     | 0    | 0    | 0    | 0     | 0    | 0    | 0    |



### Intersection Turning Movement Count

Mobile Hwy @ Beulah Rd  
Pensacola, Florida

File Name : Mobile Hwy @ Beulah Rd

Site Code : 00000006

Start Date : 7/15/2020

Page No : 1

| Groups Printed- Trucks - Buses |                      |      |       |            |                      |      |       |            |                      |      |       |            |                      |      |       |            |
|--------------------------------|----------------------|------|-------|------------|----------------------|------|-------|------------|----------------------|------|-------|------------|----------------------|------|-------|------------|
| Start Time                     | Beulah Rd Southbound |      |       |            | Mobile Hwy Westbound |      |       |            | Beulah Rd Northbound |      |       |            | Mobile Hwy Eastbound |      |       |            |
|                                | Left                 | Thru | Right | App. Total | Left                 | Thru | Right | App. Total | Left                 | Thru | Right | App. Total | Left                 | Thru | Right | Int. Total |
| 07:00                          | 0                    | 0    | 0     | 0          | 1                    | 0    | 1     | 2          | 0                    | 0    | 0     | 0          | 0                    | 0    | 1     | 3          |
| 07:15                          | 0                    | 1    | 0     | 1          | 0                    | 0    | 3     | 3          | 0                    | 0    | 1     | 1          | 0                    | 0    | 0     | 5          |
| 07:30                          | 2                    | 0    | 0     | 2          | 0                    | 0    | 4     | 4          | 0                    | 0    | 1     | 1          | 0                    | 2    | 0     | 9          |
| 07:45                          | 1                    | 3    | 0     | 4          | 0                    | 0    | 2     | 2          | 0                    | 1    | 0     | 1          | 0                    | 3    | 0     | 10         |
| Total                          | 3                    | 4    | 0     | 7          | 1                    | 0    | 10    | 11         | 0                    | 1    | 2     | 3          | 0                    | 5    | 1     | 27         |
| 08:00                          | 2                    | 4    | 0     | 6          | 0                    | 0    | 0     | 0          | 0                    | 2    | 1     | 3          | 0                    | 1    | 0     | 10         |
| 08:15                          | 4                    | 3    | 0     | 7          | 0                    | 0    | 3     | 3          | 0                    | 4    | 0     | 4          | 0                    | 0    | 0     | 14         |
| 08:30                          | 0                    | 3    | 0     | 3          | 1                    | 2    | 6     | 9          | 0                    | 5    | 1     | 6          | 0                    | 0    | 0     | 18         |
| 08:45                          | 4                    | 2    | 0     | 6          | 0                    | 1    | 6     | 7          | 0                    | 1    | 1     | 2          | 0                    | 0    | 0     | 15         |
| Total                          | 10                   | 12   | 0     | 22         | 1                    | 3    | 15    | 19         | 0                    | 12   | 3     | 15         | 0                    | 1    | 0     | 57         |
| 09:00                          | 2                    | 1    | 0     | 3          | 2                    | 2    | 5     | 9          | 0                    | 1    | 0     | 1          | 0                    | 1    | 0     | 14         |
| 09:15                          | 2                    | 4    | 0     | 6          | 0                    | 1    | 3     | 4          | 0                    | 0    | 0     | 0          | 1                    | 0    | 0     | 11         |
| 09:30                          | 3                    | 5    | 0     | 8          | 1                    | 0    | 6     | 7          | 0                    | 4    | 0     | 4          | 0                    | 0    | 0     | 19         |
| 09:45                          | 0                    | 1    | 0     | 1          | 4                    | 0    | 0     | 4          | 0                    | 2    | 1     | 3          | 0                    | 2    | 0     | 10         |
| Total                          | 7                    | 11   | 0     | 18         | 7                    | 3    | 14    | 24         | 0                    | 7    | 1     | 8          | 1                    | 3    | 0     | 54         |
| 12:00                          | 0                    | 1    | 1     | 2          | 0                    | 0    | 1     | 1          | 0                    | 1    | 1     | 2          | 0                    | 1    | 0     | 6          |
| 12:15                          | 1                    | 2    | 0     | 3          | 0                    | 2    | 4     | 6          | 0                    | 2    | 1     | 3          | 0                    | 1    | 0     | 13         |
| 12:30                          | 1                    | 2    | 0     | 3          | 0                    | 3    | 1     | 4          | 0                    | 1    | 0     | 1          | 0                    | 1    | 0     | 9          |
| 12:45                          | 2                    | 2    | 0     | 4          | 1                    | 3    | 3     | 7          | 0                    | 1    | 2     | 3          | 1                    | 2    | 0     | 17         |
| Total                          | 4                    | 7    | 1     | 12         | 1                    | 8    | 9     | 18         | 0                    | 5    | 4     | 9          | 1                    | 5    | 0     | 45         |
| 13:00                          | 1                    | 1    | 0     | 2          | 0                    | 3    | 2     | 5          | 1                    | 0    | 0     | 1          | 0                    | 0    | 1     | 9          |
| 13:15                          | 0                    | 2    | 1     | 3          | 0                    | 2    | 0     | 2          | 0                    | 2    | 1     | 3          | 0                    | 0    | 0     | 8          |
| 13:30                          | 0                    | 0    | 0     | 0          | 0                    | 2    | 1     | 3          | 0                    | 3    | 0     | 3          | 1                    | 2    | 0     | 9          |
| 13:45                          | 4                    | 0    | 0     | 4          | 0                    | 1    | 4     | 5          | 0                    | 0    | 1     | 1          | 0                    | 2    | 1     | 13         |
| Total                          | 5                    | 3    | 1     | 9          | 0                    | 8    | 7     | 15         | 1                    | 5    | 2     | 8          | 1                    | 4    | 2     | 39         |
| 16:00                          | 2                    | 2    | 0     | 4          | 0                    | 4    | 1     | 5          | 0                    | 3    | 0     | 3          | 0                    | 1    | 0     | 13         |
| 16:15                          | 3                    | 2    | 0     | 5          | 0                    | 1    | 0     | 1          | 0                    | 0    | 2     | 2          | 0                    | 1    | 0     | 9          |
| 16:30                          | 3                    | 2    | 0     | 5          | 1                    | 3    | 1     | 5          | 0                    | 2    | 0     | 2          | 0                    | 1    | 0     | 13         |
| 16:45                          | 1                    | 3    | 0     | 4          | 1                    | 2    | 4     | 7          | 0                    | 0    | 1     | 1          | 1                    | 3    | 0     | 16         |
| Total                          | 9                    | 9    | 0     | 18         | 2                    | 10   | 6     | 18         | 0                    | 5    | 3     | 8          | 1                    | 6    | 0     | 51         |
| 17:00                          | 0                    | 1    | 0     | 1          | 0                    | 6    | 2     | 8          | 0                    | 3    | 1     | 4          | 0                    | 3    | 0     | 16         |
| 17:15                          | 1                    | 1    | 0     | 2          | 1                    | 2    | 3     | 6          | 0                    | 3    | 1     | 4          | 0                    | 5    | 0     | 17         |
| 17:30                          | 1                    | 1    | 0     | 2          | 0                    | 1    | 4     | 5          | 1                    | 0    | 0     | 1          | 1                    | 1    | 1     | 11         |
| 17:45                          | 1                    | 1    | 0     | 2          | 0                    | 0    | 1     | 1          | 0                    | 0    | 0     | 0          | 0                    | 3    | 0     | 6          |
| Total                          | 3                    | 4    | 0     | 7          | 1                    | 9    | 10    | 20         | 1                    | 6    | 2     | 9          | 1                    | 12   | 1     | 50         |
| 18:00                          | 0                    | 0    | 0     | 0          | 0                    | 0    | 1     | 1          | 0                    | 0    | 0     | 0          | 0                    | 4    | 0     | 5          |
| 18:15                          | 0                    | 0    | 0     | 0          | 0                    | 1    | 0     | 1          | 0                    | 0    | 0     | 0          | 0                    | 0    | 0     | 1          |
| 18:30                          | 0                    | 0    | 0     | 0          | 0                    | 1    | 0     | 1          | 0                    | 0    | 0     | 0          | 1                    | 1    | 0     | 3          |
| 18:45                          | 2                    | 1    | 0     | 3          | 0                    | 0    | 0     | 0          | 0                    | 1    | 0     | 1          | 0                    | 1    | 0     | 5          |
| Total                          | 2                    | 1    | 0     | 3          | 0                    | 2    | 1     | 3          | 0                    | 1    | 0     | 1          | 1                    | 6    | 0     | 14         |
| Grand Total                    | 43                   | 51   | 2     | 96         | 13                   | 43   | 72    | 128        | 2                    | 42   | 17    | 61         | 6                    | 42   | 4     | 337        |
| Apprch %                       | 44.8                 | 53.1 | 2.1   |            | 10.2                 | 33.6 | 56.2  |            | 3.3                  | 68.9 | 27.9  |            | 11.5                 | 80.8 | 7.7   |            |
| Total %                        | 12.8                 | 15.1 | 0.6   | 28.5       | 3.9                  | 12.8 | 21.4  | 38         | 0.6                  | 12.5 | 5     | 18.1       | 1.8                  | 12.5 | 1.2   | 15.4       |
| Trucks                         | 43                   | 50   | 2     | 95         | 12                   | 43   | 70    | 125        | 2                    | 42   | 17    | 61         | 6                    | 42   | 4     | 333        |
| % Trucks                       | 100                  | 98   | 100   | 99         | 92.3                 | 100  | 97.2  | 97.7       | 100                  | 100  | 100   | 100        | 100                  | 100  | 100   | 98.8       |
| Buses                          | 0                    | 1    | 0     | 1          | 1                    | 0    | 2     | 3          | 0                    | 0    | 0     | 0          | 0                    | 0    | 0     | 4          |
| % Buses                        | 0                    | 2    | 0     | 1          | 7.7                  | 0    | 2.8   | 2.3        | 0                    | 0    | 0     | 0          | 0                    | 0    | 0     | 1.2        |

# Traffic Counts

## Appendix

### Intersection Turning Movement Count

W 9 Mile Rd @ Beulah Rd  
Pensacola, Florida

File Name : W 9 Mile Rd @ Beulah Rd

Site Code : 00000005

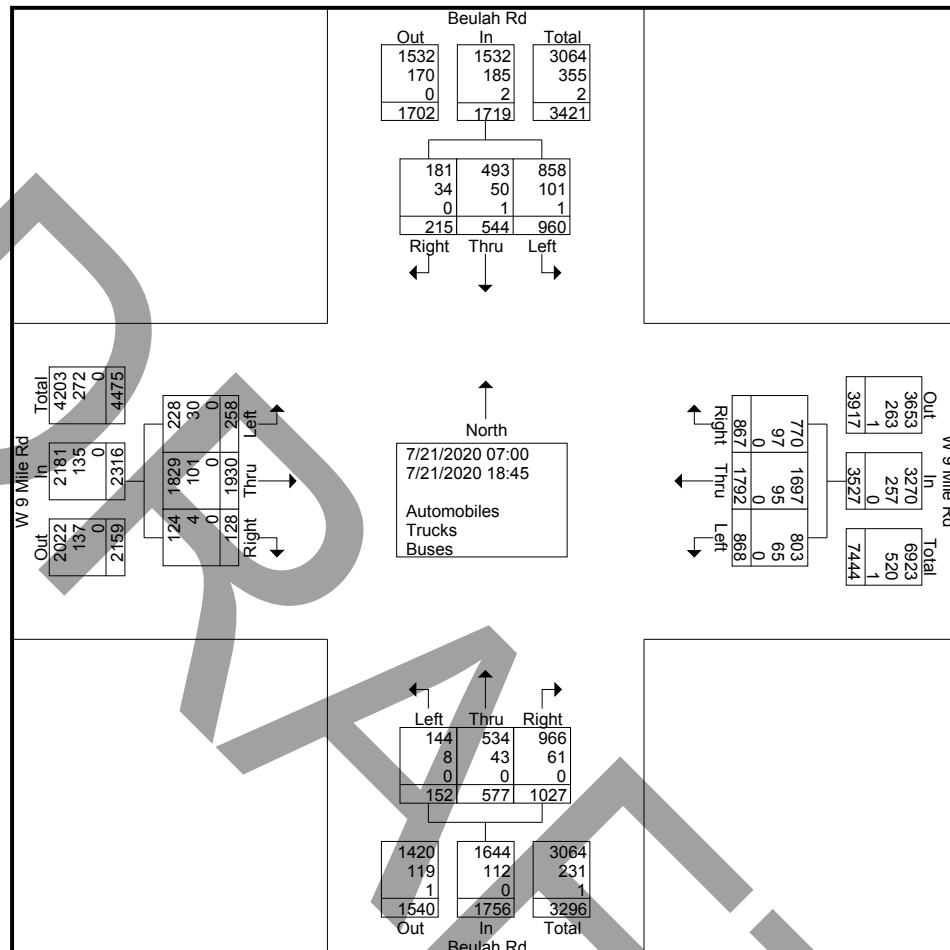
Start Date : 7/21/2020

Page No : 1

#### Groups Printed- Automobiles - Trucks - Buses

| Start Time    | Beulah Rd Southbound |      |       |            | W 9 Mile Rd Westbound |      |       |            | Beulah Rd Northbound |      |       |            | W 9 Mile Rd Eastbound |      |       |            | Int. Total |
|---------------|----------------------|------|-------|------------|-----------------------|------|-------|------------|----------------------|------|-------|------------|-----------------------|------|-------|------------|------------|
|               | Left                 | Thru | Right | App. Total | Left                  | Thru | Right | App. Total | Left                 | Thru | Right | App. Total | Left                  | Thru | Right | App. Total |            |
| 07:00         | 58                   | 20   | 3     | 81         | 23                    | 22   | 16    | 61         | 4                    | 12   | 49    | 65         | 8                     | 70   | 0     | 78         | 285        |
| 07:15         | 52                   | 22   | 3     | 77         | 23                    | 38   | 21    | 82         | 6                    | 5    | 59    | 70         | 12                    | 103  | 2     | 117        | 346        |
| 07:30         | 56                   | 25   | 7     | 88         | 24                    | 33   | 14    | 71         | 4                    | 14   | 36    | 54         | 8                     | 90   | 1     | 99         | 312        |
| 07:45         | 40                   | 20   | 9     | 69         | 24                    | 30   | 24    | 78         | 4                    | 14   | 29    | 47         | 7                     | 75   | 3     | 85         | 279        |
| Total         | 206                  | 87   | 22    | 315        | 94                    | 123  | 75    | 292        | 18                   | 45   | 173   | 236        | 35                    | 338  | 6     | 379        | 1222       |
| 08:00         | 46                   | 11   | 8     | 65         | 19                    | 37   | 15    | 71         | 5                    | 8    | 48    | 61         | 2                     | 71   | 3     | 76         | 273        |
| 08:15         | 45                   | 18   | 1     | 64         | 25                    | 48   | 23    | 96         | 4                    | 9    | 45    | 58         | 4                     | 56   | 1     | 61         | 279        |
| 08:30         | 34                   | 10   | 2     | 46         | 20                    | 32   | 15    | 67         | 2                    | 10   | 38    | 50         | 5                     | 71   | 7     | 83         | 246        |
| 08:45         | 32                   | 21   | 4     | 57         | 17                    | 32   | 18    | 67         | 4                    | 18   | 36    | 58         | 3                     | 59   | 2     | 64         | 246        |
| Total         | 157                  | 60   | 15    | 232        | 81                    | 149  | 71    | 301        | 15                   | 45   | 167   | 227        | 14                    | 257  | 13    | 284        | 1044       |
| 09:00         | 21                   | 11   | 1     | 33         | 14                    | 42   | 22    | 78         | 3                    | 27   | 32    | 62         | 6                     | 53   | 2     | 61         | 234        |
| 09:15         | 32                   | 13   | 6     | 51         | 13                    | 38   | 21    | 72         | 4                    | 11   | 35    | 50         | 5                     | 66   | 3     | 74         | 247        |
| 09:30         | 26                   | 21   | 11    | 58         | 25                    | 36   | 25    | 86         | 5                    | 10   | 27    | 42         | 5                     | 67   | 5     | 77         | 263        |
| 09:45         | 36                   | 13   | 5     | 54         | 25                    | 47   | 25    | 97         | 4                    | 13   | 31    | 48         | 6                     | 55   | 5     | 66         | 265        |
| Total         | 115                  | 58   | 23    | 196        | 77                    | 163  | 93    | 333        | 16                   | 61   | 125   | 202        | 22                    | 241  | 15    | 278        | 1009       |
| ***Break***   |                      |      |       |            |                       |      |       |            |                      |      |       |            |                       |      |       |            |            |
| 12:00         | 31                   | 15   | 10    | 56         | 28                    | 49   | 25    | 102        | 6                    | 16   | 32    | 54         | 8                     | 56   | 4     | 68         | 280        |
| 12:15         | 33                   | 20   | 8     | 61         | 32                    | 67   | 30    | 129        | 5                    | 22   | 31    | 58         | 17                    | 48   | 5     | 70         | 318        |
| 12:30         | 40                   | 16   | 7     | 63         | 33                    | 58   | 18    | 109        | 4                    | 17   | 16    | 37         | 5                     | 59   | 8     | 72         | 281        |
| 12:45         | 21                   | 18   | 8     | 47         | 24                    | 57   | 26    | 107        | 7                    | 13   | 29    | 49         | 6                     | 49   | 5     | 60         | 263        |
| Total         | 125                  | 69   | 33    | 227        | 117                   | 231  | 99    | 447        | 22                   | 68   | 108   | 198        | 36                    | 212  | 22    | 270        | 1142       |
| 13:00         | 17                   | 17   | 4     | 38         | 30                    | 56   | 31    | 117        | 3                    | 13   | 26    | 42         | 5                     | 55   | 8     | 68         | 265        |
| 13:15         | 26                   | 13   | 6     | 45         | 31                    | 58   | 32    | 121        | 10                   | 23   | 32    | 65         | 7                     | 59   | 0     | 66         | 297        |
| 13:30         | 22                   | 15   | 5     | 42         | 21                    | 57   | 17    | 95         | 7                    | 10   | 33    | 50         | 9                     | 60   | 3     | 72         | 259        |
| 13:45         | 25                   | 17   | 7     | 49         | 25                    | 66   | 31    | 122        | 3                    | 25   | 20    | 48         | 11                    | 55   | 2     | 68         | 287        |
| Total         | 90                   | 62   | 22    | 174        | 107                   | 237  | 111   | 455        | 23                   | 71   | 111   | 205        | 32                    | 229  | 13    | 274        | 1108       |
| ***Break***   |                      |      |       |            |                       |      |       |            |                      |      |       |            |                       |      |       |            |            |
| 16:00         | 24                   | 20   | 10    | 54         | 37                    | 84   | 32    | 153        | 7                    | 24   | 34    | 65         | 10                    | 62   | 9     | 81         | 353        |
| 16:15         | 17                   | 14   | 12    | 43         | 24                    | 74   | 32    | 130        | 7                    | 32   | 26    | 65         | 15                    | 59   | 3     | 77         | 315        |
| 16:30         | 22                   | 17   | 13    | 52         | 38                    | 101  | 45    | 184        | 9                    | 36   | 26    | 71         | 16                    | 65   | 3     | 84         | 391        |
| 16:45         | 19                   | 28   | 11    | 58         | 43                    | 85   | 26    | 154        | 4                    | 21   | 30    | 55         | 12                    | 47   | 6     | 65         | 332        |
| Total         | 82                   | 79   | 46    | 207        | 142                   | 344  | 135   | 621        | 27                   | 113  | 116   | 256        | 53                    | 233  | 21    | 307        | 1391       |
| 17:00         | 19                   | 29   | 8     | 56         | 39                    | 81   | 44    | 164        | 5                    | 31   | 37    | 73         | 6                     | 59   | 4     | 69         | 362        |
| 17:15         | 27                   | 23   | 6     | 56         | 31                    | 78   | 46    | 155        | 1                    | 23   | 36    | 60         | 9                     | 64   | 5     | 78         | 349        |
| 17:30         | 34                   | 8    | 12    | 54         | 33                    | 83   | 42    | 158        | 6                    | 27   | 40    | 73         | 14                    | 64   | 6     | 84         | 369        |
| 17:45         | 28                   | 20   | 7     | 55         | 35                    | 82   | 31    | 148        | 6                    | 18   | 28    | 52         | 8                     | 38   | 9     | 55         | 310        |
| Total         | 108                  | 80   | 33    | 221        | 138                   | 324  | 163   | 625        | 18                   | 99   | 141   | 258        | 37                    | 225  | 24    | 286        | 1390       |
| 18:00         | 23                   | 13   | 7     | 43         | 25                    | 56   | 34    | 115        | 2                    | 23   | 18    | 43         | 8                     | 60   | 5     | 73         | 274        |
| 18:15         | 17                   | 12   | 5     | 34         | 32                    | 54   | 33    | 119        | 3                    | 18   | 20    | 41         | 9                     | 46   | 5     | 60         | 254        |
| 18:30         | 25                   | 19   | 4     | 48         | 29                    | 63   | 30    | 122        | 5                    | 17   | 31    | 53         | 4                     | 46   | 1     | 51         | 274        |
| 18:45         | 12                   | 5    | 5     | 22         | 26                    | 48   | 23    | 97         | 3                    | 17   | 17    | 37         | 8                     | 43   | 3     | 54         | 210        |
| Total         | 77                   | 49   | 21    | 147        | 112                   | 221  | 120   | 453        | 13                   | 75   | 86    | 174        | 29                    | 195  | 14    | 238        | 1012       |
| Grand Total   | 960                  | 544  | 215   | 1719       | 868                   | 1792 | 867   | 3527       | 152                  | 577  | 1027  | 1756       | 258                   | 1930 | 128   | 2316       | 9318       |
| Apprch %      | 55.8                 | 31.6 | 12.5  |            | 24.6                  | 50.8 | 24.6  |            | 8.7                  | 32.9 | 58.5  |            | 11.1                  | 83.3 | 5.5   |            |            |
| Total %       | 10.3                 | 5.8  | 2.3   | 18.4       | 9.3                   | 19.2 | 9.3   | 37.9       | 1.6                  | 6.2  | 11    | 18.8       | 2.8                   | 20.7 | 1.4   | 24.9       |            |
| Automobiles   | 858                  | 493  | 181   | 1532       | 803                   | 1697 | 770   | 3270       | 144                  | 534  | 966   | 1644       | 228                   | 1829 | 124   | 2181       | 8627       |
| % Automobiles | 89.4                 | 90.6 | 84.2  | 89.1       | 92.5                  | 94.7 | 88.8  | 92.7       | 94.7                 | 92.5 | 94.1  | 93.6       | 88.4                  | 94.8 | 96.9  | 94.2       | 92.6       |
| Trucks        | 101                  | 50   | 34    | 185        | 65                    | 95   | 97    | 257        | 8                    | 43   | 61    | 112        | 30                    | 101  | 4     | 135        | 689        |
| % Trucks      | 10.5                 | 9.2  | 15.8  | 10.8       | 7.5                   | 5.3  | 11.2  | 7.3        | 5.3                  | 7.5  | 5.9   | 6.4        | 11.6                  | 5.2  | 3.1   | 5.8        | 7.4        |
| Buses         | 1                    | 1    | 0     | 2          | 0                     | 0    | 0     | 0          | 0                    | 0    | 0     | 0          | 0                     | 0    | 0     | 0          | 2          |
| % Buses       | 0.1                  | 0.2  | 0     | 0.1        | 0                     | 0    | 0     | 0          | 0                    | 0    | 0     | 0          | 0                     | 0    | 0     | 0          | 0          |

## Intersection Turning Movement Count





### Intersection Turning Movement Count

File Name : W 9 Mile Rd @ Beulah Rd

Site Code : 00000005

Start Date : 7/21/2020

Page No : 3

|  | Beulah Rd Southbound |      |       |            | W 9 Mile Rd Westbound |      |       |            | Beulah Rd Northbound |      |       |            | W 9 Mile Rd Eastbound |      |       |            |            |
|--|----------------------|------|-------|------------|-----------------------|------|-------|------------|----------------------|------|-------|------------|-----------------------|------|-------|------------|------------|
| Start Time   | Left                 | Thru | Right | App. Total | Left                  | Thru | Right | App. Total | Left                 | Thru | Right | App. Total | Left                  | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 to 09:45 - Peak 1 of 1 |                      |      |       |            |                       |      |       |            |                      |      |       |            |                       |      |       |            |            |
| Peak Hour for Entire Intersection Begins at 07:00    |                      |      |       |            |                       |      |       |            |                      |      |       |            |                       |      |       |            |            |
| 07:00  | 58                   | 20   | 3     | 81         | 23                    | 22   | 16    | 61         | 4                    | 12   | 49    | 65         | 8                     | 70   | 0     | 78         | 285        |
| 07:15  | 52                   | 22   | 3     | 77         | 23                    | 38   | 21    | 82         | 6                    | 5    | 59    | 70         | 12                    | 103  | 2     | 117        | 346        |
| 07:30  | 56                   | 25   | 7     | 88         | 24                    | 33   | 14    | 71         | 4                    | 14   | 36    | 54         | 8                     | 90   | 1     | 99         | 312        |
| 07:45  | 40                   | 20   | 9     | 69         | 24                    | 30   | 24    | 78         | 4                    | 14   | 29    | 47         | 7                     | 75   | 3     | 85         | 279        |
| Total Volume   | 206                  | 87   | 22    | 315        | 94                    | 123  | 75    | 292        | 18                   | 45   | 173   | 236        | 35                    | 338  | 6     | 379        | 1222       |
| % App. Total   | 65.4                 | 27.6 | 7     |            | 32.2                  | 42.1 | 25.7  |            | 7.6                  | 19.1 | 73.3  |            | 9.2                   | 89.2 | 1.6   |            |            |
| PHF  | .888                 | .870 | .611  | .895       | .979                  | .809 | .781  | .890       | .750                 | .804 | .733  | .843       | .729                  | .820 | .500  | .810       | .883       |
| Automobiles  | 188                  | 82   | 20    | 290        | 78                    | 110  | 54    | 242        | 17                   | 38   | 165   | 220        | 31                    | 326  | 5     | 362        | 1114       |
| % Automobiles  | 91.3                 | 94.3 | 90.9  | 92.1       | 83.0                  | 89.4 | 72.0  | 82.9       | 94.4                 | 84.4 | 95.4  | 93.2       | 88.6                  | 96.4 | 83.3  | 95.5       | 91.2       |
| Trucks   | 17                   | 5    | 2     | 24         | 16                    | 13   | 21    | 50         | 1                    | 7    | 8     | 16         | 4                     | 12   | 1     | 17         | 107        |
| % Trucks   | 8.3                  | 5.7  | 9.1   | 7.6        | 17.0                  | 10.6 | 28.0  | 17.1       | 5.6                  | 15.6 | 4.6   | 6.8        | 11.4                  | 3.6  | 16.7  | 4.5        | 8.8        |
| Buses  | 1                    | 0    | 0     | 1          | 0                     | 0    | 0     | 0          | 0                    | 0    | 0     | 0          | 0                     | 0    | 0     | 0          | 1          |
| % Buses  | 0.5                  | 0    | 0     | 0.3        | 0                     | 0    | 0     | 0          | 0                    | 0    | 0     | 0          | 0                     | 0    | 0     | 0          | 0.1        |

Peak Hour Analysis From 07:00 to 09:45 - Peak 1 of 1

Peak Hour for Each Approach Begins at:

|               | 07:00 |      |      |      | 09:00 |      |      |      | 07:00 |      |      |      | 07:00 |      |      |      |
|---------------|-------|------|------|------|-------|------|------|------|-------|------|------|------|-------|------|------|------|
| +0 mins.      | 58    | 20   | 3    | 81   | 14    | 42   | 22   | 78   | 4     | 12   | 49   | 65   | 8     | 70   | 0    | 78   |
| +15 mins.     | 52    | 22   | 3    | 77   | 13    | 38   | 21   | 72   | 6     | 5    | 59   | 70   | 12    | 103  | 2    | 117  |
| +30 mins.     | 56    | 25   | 7    | 88   | 25    | 36   | 25   | 86   | 4     | 14   | 36   | 54   | 8     | 90   | 1    | 99   |
| +45 mins.     | 40    | 20   | 9    | 69   | 25    | 47   | 25   | 97   | 4     | 14   | 29   | 47   | 7     | 75   | 3    | 85   |
| Total Volume  | 206   | 87   | 22   | 315  | 77    | 163  | 93   | 333  | 18    | 45   | 173  | 236  | 35    | 338  | 6    | 379  |
| % App. Total  | 65.4  | 27.6 | 7    |      | 23.1  | 48.9 | 27.9 |      | 7.6   | 19.1 | 73.3 |      | 9.2   | 89.2 | 1.6  |      |
| PHF           | .888  | .870 | .611 | .895 | .770  | .867 | .930 | .858 | .750  | .804 | .733 | .843 | .729  | .820 | .500 | .810 |
| Automobiles   | 188   | 82   | 20   | 290  | 63    | 147  | 71   | 281  | 17    | 38   | 165  | 220  | 31    | 326  | 5    | 362  |
| % Automobiles | 91.3  | 94.3 | 90.9 | 92.1 | 81.8  | 90.2 | 76.3 | 84.4 | 94.4  | 84.4 | 95.4 | 93.2 | 88.6  | 96.4 | 83.3 | 95.5 |
| Trucks        | 17    | 5    | 2    | 24   | 14    | 16   | 22   | 52   | 1     | 7    | 8    | 16   | 4     | 12   | 1    | 17   |
| % Trucks      | 8.3   | 5.7  | 9.1  | 7.6  | 18.2  | 9.8  | 23.7 | 15.6 | 5.6   | 15.6 | 4.6  | 6.8  | 11.4  | 3.6  | 16.7 | 4.5  |
| Buses         | 1     | 0    | 0    | 1    | 0     | 0    | 0    | 0    | 0     | 0    | 0    | 0    | 0     | 0    | 0    | 0    |
| % Buses       | 0.5   | 0    | 0    | 0.3  | 0     | 0    | 0    | 0    | 0     | 0    | 0    | 0    | 0     | 0    | 0    | 0    |

Peak Hour Analysis From 10:00 to 13:45 - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 12:00

|               | 12:00 |      |      |      | 12:15 |      |      |      | 12:45 |      |      |      | 13:00 |      |      |      |
|---------------|-------|------|------|------|-------|------|------|------|-------|------|------|------|-------|------|------|------|
| 12:00         | 31    | 15   | 10   | 56   | 28    | 49   | 25   | 102  | 6     | 16   | 32   | 54   | 8     | 56   | 4    | 68   |
| 12:15         | 33    | 20   | 8    | 61   | 32    | 67   | 30   | 129  | 5     | 22   | 31   | 58   | 17    | 48   | 5    | 70   |
| 12:30         | 40    | 16   | 7    | 63   | 33    | 58   | 18   | 109  | 4     | 17   | 16   | 37   | 5     | 59   | 8    | 72   |
| 12:45         | 21    | 18   | 8    | 47   | 24    | 57   | 26   | 107  | 7     | 13   | 29   | 49   | 6     | 49   | 5    | 60   |
| Total Volume  | 125   | 69   | 33   | 227  | 117   | 231  | 99   | 447  | 22    | 68   | 108  | 198  | 36    | 212  | 22   | 270  |
| % App. Total  | 55.1  | 30.4 | 14.5 |      | 26.2  | 51.7 | 22.1 |      | 11.1  | 34.3 | 54.5 |      | 13.3  | 78.5 | 8.1  |      |
| PHF           | .781  | .863 | .825 | .901 | .886  | .862 | .825 | .866 | .786  | .773 | .844 | .853 | .529  | .898 | .688 | .938 |
| Automobiles   | 105   | 61   | 28   | 194  | 109   | 216  | 82   | 407  | 20    | 60   | 96   | 176  | 29    | 191  | 22   | 242  |
| % Automobiles | 84.0  | 88.4 | 84.8 | 85.5 | 93.2  | 93.5 | 82.8 | 91.1 | 90.9  | 88.2 | 88.9 | 88.9 | 80.6  | 90.1 | 100  | 89.6 |
| Trucks        | 20    | 8    | 5    | 33   | 8     | 15   | 17   | 40   | 2     | 8    | 12   | 22   | 7     | 21   | 0    | 28   |
| % Trucks      | 16.0  | 11.6 | 15.2 | 14.5 | 6.8   | 6.5  | 17.2 | 8.9  | 9.1   | 11.8 | 11.1 | 11.1 | 19.4  | 9.9  | 0    | 10.4 |
| Buses         | 0     | 0    | 0    | 0    | 0     | 0    | 0    | 0    | 0     | 0    | 0    | 0    | 0     | 0    | 0    | 0    |
| % Buses       | 0     | 0    | 0    | 0    | 0     | 0    | 0    | 0    | 0     | 0    | 0    | 0    | 0     | 0    | 0    | 0    |

Peak Hour Analysis From 10:00 to 13:45 - Peak 1 of 1

Peak Hour for Each Approach Begins at:

|               | 12:00 |      |      |      | 12:15 |      |      |      | 12:45 |      |      |      | 13:00 |      |      |      |
|---------------|-------|------|------|------|-------|------|------|------|-------|------|------|------|-------|------|------|------|
| +0 mins.      | 31    | 15   | 10   | 56   | 32    | 67   | 30   | 129  | 7     | 13   | 29   | 49   | 5     | 55   | 8    | 68   |
| +15 mins.     | 33    | 20   | 8    | 61   | 33    | 58   | 18   | 109  | 3     | 13   | 26   | 42   | 7     | 59   | 0    | 66   |
| +30 mins.     | 40    | 16   | 7    | 63   | 24    | 57   | 26   | 107  | 10    | 23   | 32   | 65   | 9     | 60   | 3    | 72   |
| +45 mins.     | 21    | 18   | 8    | 47   | 30    | 56   | 31   | 117  | 7     | 10   | 33   | 50   | 11    | 55   | 2    | 68   |
| Total Volume  | 125   | 69   | 33   | 227  | 119   | 238  | 105  | 462  | 27    | 59   | 120  | 206  | 32    | 229  | 13   | 274  |
| % App. Total  | 55.1  | 30.4 | 14.5 |      | 25.8  | 51.5 | 22.7 |      | 13.1  | 28.6 | 58.3 |      | 11.7  | 83.6 | 4.7  |      |
| PHF           | .781  | .863 | .825 | .901 | .902  | .888 | .847 | .895 | .675  | .641 | .909 | .792 | .727  | .954 | .406 | .951 |
| Automobiles   | 105   | 61   | 28   | 194  | 112   | 221  | 85   | 418  | 26    | 54   | 110  | 190  | 28    | 209  | 12   | 249  |
| % Automobiles | 84    | 88.4 | 84.8 | 85.5 | 94.1  | 92.9 | 81   | 90.5 | 96.3  | 91.5 | 91.7 | 92.2 | 87.5  | 91.3 | 92.3 | 90.9 |
| Trucks        | 20    | 8    | 5    | 33   | 7     | 17   | 20   | 44   | 1     | 5    | 10   | 16   | 4     | 20   | 1    | 25   |
| % Trucks      | 16    | 11.6 | 15.2 | 14.5 | 5.9   | 7.1  | 19   | 9.5  | 3.7   | 8.5  | 8.3  | 7.8  | 12.5  | 8.7  | 7.7  | 9.1  |
| Buses         | 0     | 0    | 0    | 0    | 0     | 0    | 0    | 0    | 0     | 0    | 0    | 0    | 0     | 0    | 0    | 0    |
| % Buses       | 0     | 0    | 0    | 0    | 0     | 0    | 0    | 0    | 0     | 0    | 0    | 0    | 0     | 0    | 0    | 0    |

## Intersection Turning Movement Count

File Name : W 9 Mile Rd @ Beulah Rd

Site Code : 00000005

Start Date : 7/21/2020

Page No : 4

|  | Beulah Rd<br>Southbound |      |       |            | W 9 Mile Rd<br>Westbound |      |       |            | Beulah Rd<br>Northbound |      |       |            | W 9 Mile Rd<br>Eastbound |      |       |            |            |
|--|-------------------------|------|-------|------------|--------------------------|------|-------|------------|-------------------------|------|-------|------------|--------------------------|------|-------|------------|------------|
| Start Time   | Left                    | Thru | Right | App. Total | Left                     | Thru | Right | App. Total | Left                    | Thru | Right | App. Total | Left                     | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 14:00 to 18:45 - Peak 1 of 1 |                         |      |       |            |                          |      |       |            |                         |      |       |            |                          |      |       |            |            |
| Peak Hour for Entire Intersection Begins at 16:30    |                         |      |       |            |                          |      |       |            |                         |      |       |            |                          |      |       |            |            |
| 16:30  | 22                      | 17   | 13    | 52         | 38                       | 101  | 45    | 184        | 9                       | 36   | 26    | 71         | 16                       | 65   | 3     | 84         | 391        |
| 16:45  | 19                      | 28   | 11    | 58         | 43                       | 85   | 26    | 154        | 4                       | 21   | 30    | 55         | 12                       | 47   | 6     | 65         | 332        |
| 17:00  | 19                      | 29   | 8     | 56         | 39                       | 81   | 44    | 164        | 5                       | 31   | 37    | 73         | 6                        | 59   | 4     | 69         | 362        |
| 17:15  | 27                      | 23   | 6     | 56         | 31                       | 78   | 46    | 155        | 1                       | 23   | 36    | 60         | 9                        | 64   | 5     | 78         | 349        |
| Total Volume   | 87                      | 97   | 38    | 222        | 151                      | 345  | 161   | 657        | 19                      | 111  | 129   | 259        | 43                       | 235  | 18    | 296        | 1434       |
| % App. Total   | 39.2                    | 43.7 | 17.1  |            | 23                       | 52.5 | 24.5  |            | 7.3                     | 42.9 | 49.8  |            | 14.5                     | 79.4 | 6.1   |            |            |
| PHF  | .806                    | .836 | .731  | .957       | .878                     | .854 | .875  | .893       | .528                    | .771 | .872  | .887       | .672                     | .904 | .750  | .881       | .917       |
| Automobiles  | 81                      | 93   | 27    | 201        | 150                      | 340  | 157   | 647        | 17                      | 107  | 126   | 250        | 40                       | 225  | 18    | 283        | 1381       |
| % Automobiles  | 93.1                    | 95.9 | 71.1  | 90.5       | 99.3                     | 98.6 | 97.5  | 98.5       | 89.5                    | 96.4 | 97.7  | 96.5       | 93.0                     | 95.7 | 100   | 95.6       | 96.3       |
| Trucks   | 6                       | 4    | 11    | 21         | 1                        | 5    | 4     | 10         | 2                       | 4    | 3     | 9          | 3                        | 10   | 0     | 13         | 53         |
| % Trucks   | 6.9                     | 4.1  | 28.9  | 9.5        | 0.7                      | 1.4  | 2.5   | 1.5        | 10.5                    | 3.6  | 2.3   | 3.5        | 7.0                      | 4.3  | 0     | 4.4        | 3.7        |
| Buses  | 0                       | 0    | 0     | 0          | 0                        | 0    | 0     | 0          | 0                       | 0    | 0     | 0          | 0                        | 0    | 0     | 0          | 0          |
| % Buses  | 0                       | 0    | 0     | 0          | 0                        | 0    | 0     | 0          | 0                       | 0    | 0     | 0          | 0                        | 0    | 0     | 0          | 0          |

Peak Hour Analysis From 14:00 to 18:45 - Peak 1 of 1

Peak Hour for Each Approach Begins at:

|               | 16:45 |      |      |      | 16:30 |      |      |      | 16:15 |      |      |      | 16:00 |      |      |      |
|---------------|-------|------|------|------|-------|------|------|------|-------|------|------|------|-------|------|------|------|
| +0 mins.      | 19    | 28   | 11   | 58   | 38    | 101  | 45   | 184  | 7     | 32   | 26   | 65   | 10    | 62   | 9    | 81   |
| +15 mins.     | 19    | 29   | 8    | 56   | 43    | 85   | 26   | 154  | 9     | 36   | 26   | 71   | 15    | 59   | 3    | 77   |
| +30 mins.     | 27    | 23   | 6    | 56   | 39    | 81   | 44   | 164  | 4     | 21   | 30   | 55   | 16    | 65   | 3    | 84   |
| +45 mins.     | 34    | 8    | 12   | 54   | 31    | 78   | 46   | 155  | 5     | 31   | 37   | 73   | 12    | 47   | 6    | 65   |
| Total Volume  | 99    | 88   | 37   | 224  | 151   | 345  | 161  | 657  | 25    | 120  | 119  | 264  | 53    | 233  | 21   | 307  |
| % App. Total  | 44.2  | 39.3 | 16.5 |      | 23    | 52.5 | 24.5 |      | 9.5   | 45.5 | 45.1 |      | 17.3  | 75.9 | 6.8  |      |
| PHF           | .728  | .759 | .771 | .966 | .878  | .854 | .875 | .893 | .694  | .833 | .804 | .904 | .828  | .896 | .583 | .914 |
| Automobiles   | 93    | 85   | 31   | 209  | 150   | 340  | 157  | 647  | 22    | 117  | 115  | 254  | 51    | 224  | 21   | 296  |
| % Automobiles | 93.9  | 96.6 | 83.8 | 93.3 | 99.3  | 98.6 | 97.5 | 98.5 | 88    | 97.5 | 96.6 | 96.2 | 96.2  | 96.1 | 100  | 96.4 |
| Trucks        | 6     | 3    | 6    | 15   | 1     | 5    | 4    | 10   | 3     | 3    | 4    | 10   | 2     | 9    | 0    | 11   |
| % Trucks      | 6.1   | 3.4  | 16.2 | 6.7  | 0.7   | 1.4  | 2.5  | 1.5  | 12    | 2.5  | 3.4  | 3.8  | 3.8   | 3.9  | 0    | 3.6  |
| Buses         | 0     | 0    | 0    | 0    | 0     | 0    | 0    | 0    | 0     | 0    | 0    | 0    | 0     | 0    | 0    | 0    |
| % Buses       | 0     | 0    | 0    | 0    | 0     | 0    | 0    | 0    | 0     | 0    | 0    | 0    | 0     | 0    | 0    | 0    |

# Traffic Counts

## Appendix

### Intersection Turning Movement Count

W 9 Mile Rd @ Beulah Rd  
Pensacola, Florida

File Name : W 9 Mile Rd @ Beulah Rd

Site Code : 00000005

Start Date : 7/21/2020

Page No : 1

| Groups Printed- Trucks - Buses |                      |      |       |            |                       |      |       |            |                      |      |       |            |                       |      |       |            |
|--------------------------------|----------------------|------|-------|------------|-----------------------|------|-------|------------|----------------------|------|-------|------------|-----------------------|------|-------|------------|
| Start Time                     | Beulah Rd Southbound |      |       |            | W 9 Mile Rd Westbound |      |       |            | Beulah Rd Northbound |      |       |            | W 9 Mile Rd Eastbound |      |       |            |
|                                | Left                 | Thru | Right | App. Total | Left                  | Thru | Right | App. Total | Left                 | Thru | Right | App. Total | Left                  | Thru | Right | App. Total |
| 07:00                          | 5                    | 1    | 1     | 7          | 4                     | 3    | 7     | 14         | 0                    | 1    | 2     | 3          | 1                     | 2    | 0     | 3          |
| 07:15                          | 4                    | 0    | 0     | 4          | 4                     | 1    | 6     | 11         | 0                    | 0    | 1     | 1          | 1                     | 2    | 1     | 4          |
| 07:30                          | 5                    | 2    | 0     | 7          | 4                     | 6    | 2     | 12         | 0                    | 2    | 2     | 4          | 1                     | 3    | 0     | 4          |
| 07:45                          | 4                    | 2    | 1     | 7          | 4                     | 3    | 6     | 13         | 1                    | 4    | 3     | 8          | 1                     | 5    | 0     | 6          |
| Total                          | 18                   | 5    | 2     | 25         | 16                    | 13   | 21    | 50         | 1                    | 7    | 8     | 16         | 4                     | 12   | 1     | 17         |
| 08:00                          | 7                    | 3    | 1     | 11         | 2                     | 6    | 4     | 12         | 1                    | 0    | 4     | 5          | 0                     | 5    | 0     | 5          |
| 08:15                          | 4                    | 1    | 0     | 5          | 3                     | 8    | 4     | 15         | 0                    | 3    | 0     | 3          | 1                     | 1    | 0     | 2          |
| 08:30                          | 4                    | 4    | 1     | 9          | 3                     | 3    | 3     | 9          | 0                    | 1    | 1     | 2          | 3                     | 3    | 1     | 7          |
| 08:45                          | 1                    | 2    | 0     | 3          | 0                     | 4    | 3     | 7          | 0                    | 1    | 3     | 4          | 1                     | 2    | 0     | 3          |
| Total                          | 16                   | 10   | 2     | 28         | 8                     | 21   | 14    | 43         | 1                    | 5    | 8     | 14         | 5                     | 11   | 1     | 17         |
| 09:00                          | 2                    | 0    | 0     | 2          | 1                     | 4    | 4     | 9          | 0                    | 6    | 4     | 10         | 2                     | 5    | 0     | 7          |
| 09:15                          | 8                    | 3    | 1     | 12         | 3                     | 2    | 4     | 9          | 0                    | 2    | 5     | 7          | 0                     | 3    | 0     | 3          |
| 09:30                          | 1                    | 6    | 1     | 8          | 5                     | 2    | 6     | 13         | 0                    | 2    | 1     | 3          | 1                     | 3    | 0     | 4          |
| 09:45                          | 12                   | 3    | 0     | 15         | 5                     | 8    | 8     | 21         | 0                    | 1    | 4     | 5          | 0                     | 6    | 1     | 7          |
| Total                          | 23                   | 12   | 2     | 37         | 14                    | 16   | 22    | 52         | 0                    | 11   | 14    | 25         | 3                     | 17   | 1     | 21         |
| 12:00                          | 3                    | 2    | 2     | 7          | 5                     | 3    | 3     | 11         | 0                    | 1    | 2     | 3          | 0                     | 5    | 0     | 5          |
| 12:15                          | 3                    | 4    | 1     | 8          | 0                     | 3    | 2     | 5          | 2                    | 3    | 4     | 9          | 4                     | 5    | 0     | 9          |
| 12:30                          | 11                   | 0    | 1     | 12         | 2                     | 6    | 2     | 10         | 0                    | 3    | 4     | 7          | 1                     | 5    | 0     | 6          |
| 12:45                          | 3                    | 2    | 1     | 6          | 1                     | 3    | 10    | 14         | 0                    | 1    | 2     | 3          | 2                     | 6    | 0     | 8          |
| Total                          | 20                   | 8    | 5     | 33         | 8                     | 15   | 17    | 40         | 2                    | 8    | 12    | 22         | 7                     | 21   | 0     | 28         |
| 13:00                          | 1                    | 1    | 2     | 4          | 4                     | 5    | 6     | 15         | 0                    | 1    | 1     | 2          | 0                     | 3    | 1     | 4          |
| 13:15                          | 4                    | 1    | 0     | 5          | 4                     | 5    | 4     | 13         | 0                    | 2    | 3     | 5          | 1                     | 8    | 0     | 9          |
| 13:30                          | 0                    | 1    | 3     | 4          | 1                     | 2    | 3     | 6          | 1                    | 1    | 4     | 6          | 1                     | 5    | 0     | 6          |
| 13:45                          | 6                    | 5    | 1     | 12         | 4                     | 2    | 6     | 12         | 0                    | 2    | 1     | 3          | 2                     | 4    | 0     | 6          |
| Total                          | 11                   | 8    | 6     | 25         | 13                    | 14   | 19    | 46         | 1                    | 6    | 9     | 16         | 4                     | 20   | 1     | 25         |
| 16:00                          | 4                    | 2    | 0     | 6          | 4                     | 5    | 0     | 9          | 0                    | 0    | 4     | 4          | 1                     | 2    | 0     | 3          |
| 16:15                          | 1                    | 1    | 5     | 7          | 0                     | 0    | 0     | 0          | 1                    | 1    | 1     | 3          | 0                     | 2    | 0     | 2          |
| 16:30                          | 0                    | 1    | 5     | 6          | 0                     | 5    | 1     | 6          | 1                    | 0    | 1     | 2          | 0                     | 2    | 0     | 2          |
| 16:45                          | 2                    | 0    | 4     | 6          | 0                     | 0    | 2     | 2          | 0                    | 1    | 2     | 3          | 1                     | 3    | 0     | 4          |
| Total                          | 7                    | 4    | 14    | 25         | 4                     | 10   | 3     | 17         | 2                    | 2    | 8     | 12         | 2                     | 9    | 0     | 11         |
| 17:00                          | 1                    | 1    | 1     | 3          | 0                     | 0    | 1     | 1          | 1                    | 1    | 0     | 2          | 1                     | 1    | 0     | 2          |
| 17:15                          | 3                    | 2    | 1     | 6          | 1                     | 0    | 0     | 1          | 0                    | 2    | 0     | 2          | 1                     | 4    | 0     | 5          |
| 17:30                          | 0                    | 0    | 0     | 0          | 1                     | 2    | 0     | 3          | 0                    | 1    | 1     | 2          | 2                     | 0    | 0     | 2          |
| 17:45                          | 0                    | 1    | 1     | 2          | 0                     | 2    | 0     | 2          | 0                    | 0    | 1     | 1          | 0                     | 2    | 0     | 2          |
| Total                          | 4                    | 4    | 3     | 11         | 2                     | 4    | 1     | 7          | 1                    | 4    | 2     | 7          | 4                     | 7    | 0     | 11         |
| 18:00                          | 2                    | 0    | 0     | 2          | 0                     | 0    | 0     | 0          | 0                    | 0    | 0     | 0          | 1                     | 2    | 0     | 3          |
| 18:15                          | 1                    | 0    | 0     | 1          | 0                     | 0    | 0     | 0          | 0                    | 0    | 0     | 0          | 0                     | 0    | 0     | 0          |
| 18:30                          | 0                    | 0    | 0     | 0          | 0                     | 1    | 0     | 1          | 0                    | 0    | 0     | 0          | 0                     | 1    | 0     | 1          |
| 18:45                          | 0                    | 0    | 0     | 0          | 0                     | 1    | 0     | 1          | 0                    | 0    | 0     | 0          | 0                     | 1    | 0     | 1          |
| Total                          | 3                    | 0    | 0     | 3          | 0                     | 2    | 0     | 2          | 0                    | 0    | 0     | 0          | 1                     | 4    | 0     | 5          |
| Grand Total                    | 102                  | 51   | 34    | 187        | 65                    | 95   | 97    | 257        | 8                    | 43   | 61    | 112        | 30                    | 101  | 4     | 135        |
| Apprch %                       | 54.5                 | 27.3 | 18.2  |            | 25.3                  | 37   | 37.7  |            | 7.1                  | 38.4 | 54.5  |            | 22.2                  | 74.8 | 3     |            |
| Total %                        | 14.8                 | 7.4  | 4.9   | 27.1       | 9.4                   | 13.7 | 14    | 37.2       | 1.2                  | 6.2  | 8.8   | 16.2       | 4.3                   | 14.6 | 0.6   | 19.5       |
| Trucks                         | 101                  | 50   | 34    | 185        | 65                    | 95   | 97    | 257        | 8                    | 43   | 61    | 112        | 30                    | 101  | 4     | 135        |
| % Trucks                       | 99                   | 98   | 100   | 98.9       | 100                   | 100  | 100   | 100        | 100                  | 100  | 100   | 100        | 100                   | 100  | 100   | 99.7       |
| Buses                          | 1                    | 1    | 0     | 2          | 0                     | 0    | 0     | 0          | 0                    | 0    | 0     | 0          | 0                     | 0    | 0     | 2          |
| % Buses                        | 1                    | 2    | 0     | 1.1        | 0                     | 0    | 0     | 0          | 0                    | 0    | 0     | 0          | 0                     | 0    | 0     | 0.3        |



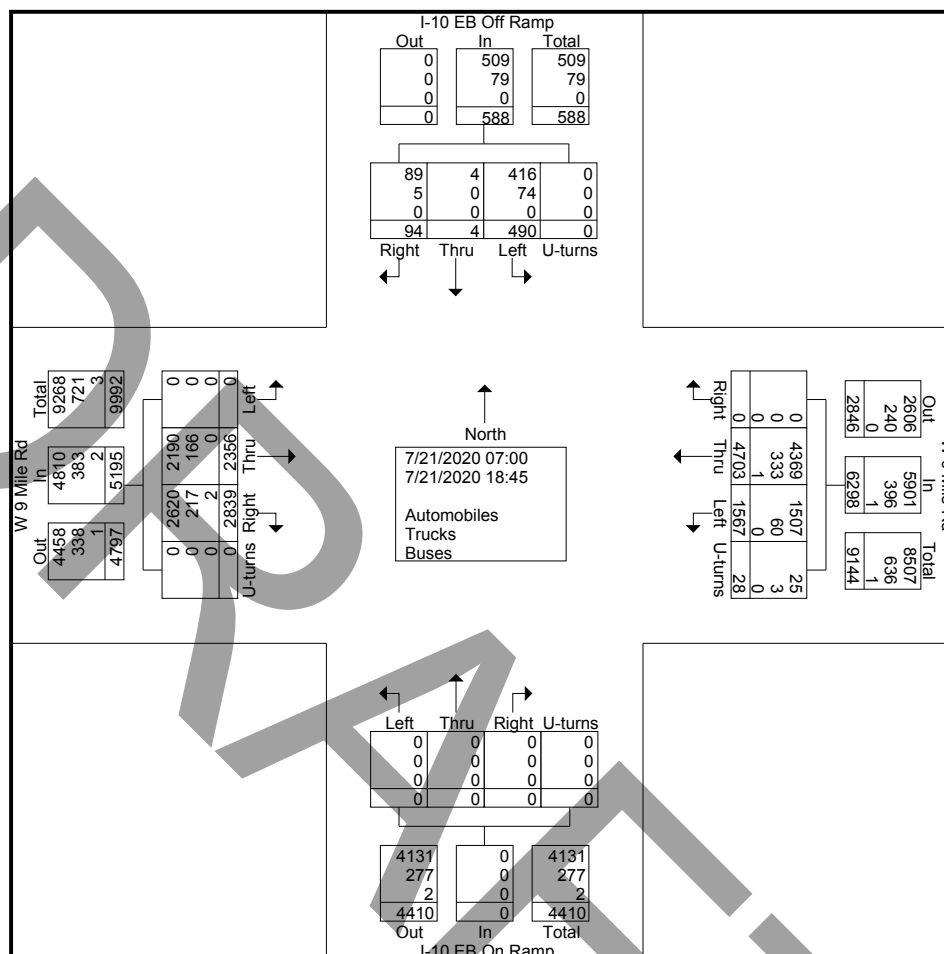
## Intersection Turning Movement Count

W 9 Mile Rd @ I-10 EB Ramps  
Pensacola, Florida

File Name : W 9 Mile Rd @ I-10 EB Ramps  
Site Code : 00000002  
Start Date : 7/21/2020  
Page No : 1

| Groups Printed- Automobiles - Trucks - Buses |                             |      |       |         |           |                       |      |       |         |           |                            |      |       |         |           |                       |      |       |         |           |            |
|--|-----------------------------|------|-------|---------|-----------|-----------------------|------|-------|---------|-----------|----------------------------|------|-------|---------|-----------|-----------------------|------|-------|---------|-----------|------------|
|  | I-10 EB Off Ramp Southbound |      |       |         |           | W 9 Mile Rd Westbound |      |       |         |           | I-10 EB On Ramp Northbound |      |       |         |           | W 9 Mile Rd Eastbound |      |       |         |           |            |
| Start Time                                   | Left                        | Thru | Right | U-turns | App.Total | Left                  | Thru | Right | U-turns | App.Total | Left                       | Thru | Right | U-turns | App.Total | Left                  | Thru | Right | U-turns | App.Total | Int. Total |
| 07:00  | 10                          | 0    | 4     | 0       | 14        | 65                    | 117  | 0     | 1       | 183       | 0                          | 0    | 0     | 0       | 0         | 0                     | 62   | 120   | 0       | 182       | 379        |
| 07:15  | 10                          | 0    | 1     | 0       | 11        | 94                    | 126  | 0     | 1       | 221       | 0                          | 0    | 0     | 0       | 0         | 0                     | 58   | 179   | 0       | 237       | 469        |
| 07:30  | 8                           | 0    | 2     | 0       | 10        | 105                   | 130  | 0     | 0       | 235       | 0                          | 0    | 0     | 0       | 0         | 0                     | 59   | 184   | 0       | 243       | 488        |
| 07:45  | 10                          | 0    | 2     | 0       | 12        | 69                    | 150  | 0     | 0       | 219       | 0                          | 0    | 0     | 0       | 0         | 0                     | 63   | 131   | 0       | 194       | 425        |
| Total  | 38                          | 0    | 9     | 0       | 47        | 333                   | 523  | 0     | 2       | 858       | 0                          | 0    | 0     | 0       | 0         | 0                     | 242  | 614   | 0       | 856       | 1761       |
| 08:00  | 15                          | 0    | 2     | 0       | 17        | 52                    | 131  | 0     | 1       | 184       | 0                          | 0    | 0     | 0       | 0         | 0                     | 89   | 107   | 0       | 196       | 397        |
| 08:15  | 14                          | 0    | 0     | 0       | 14        | 59                    | 153  | 0     | 0       | 212       | 0                          | 0    | 0     | 0       | 0         | 0                     | 69   | 107   | 0       | 176       | 402        |
| 08:30  | 20                          | 0    | 2     | 0       | 22        | 77                    | 111  | 0     | 0       | 188       | 0                          | 0    | 0     | 0       | 0         | 0                     | 77   | 96    | 0       | 173       | 383        |
| 08:45  | 13                          | 0    | 2     | 0       | 15        | 57                    | 136  | 0     | 0       | 193       | 0                          | 0    | 0     | 0       | 0         | 0                     | 76   | 98    | 0       | 174       | 382        |
| Total  | 62                          | 0    | 6     | 0       | 68        | 245                   | 531  | 0     | 1       | 777       | 0                          | 0    | 0     | 0       | 0         | 0                     | 311  | 408   | 0       | 719       | 1564       |
| 09:00  | 7                           | 0    | 2     | 0       | 9         | 44                    | 101  | 0     | 0       | 145       | 0                          | 0    | 0     | 0       | 0         | 0                     | 75   | 77    | 0       | 152       | 306        |
| 09:15  | 17                          | 0    | 1     | 0       | 18        | 48                    | 130  | 0     | 1       | 179       | 0                          | 0    | 0     | 0       | 0         | 0                     | 69   | 91    | 0       | 160       | 357        |
| 09:30  | 15                          | 0    | 2     | 0       | 17        | 47                    | 126  | 0     | 2       | 175       | 0                          | 0    | 0     | 0       | 0         | 0                     | 63   | 99    | 0       | 162       | 354        |
| 09:45  | 9                           | 0    | 3     | 0       | 12        | 44                    | 127  | 0     | 3       | 174       | 0                          | 0    | 0     | 0       | 0         | 0                     | 71   | 85    | 0       | 156       | 342        |
| Total  | 48                          | 0    | 8     | 0       | 56        | 183                   | 484  | 0     | 6       | 673       | 0                          | 0    | 0     | 0       | 0         | 0                     | 278  | 352   | 0       | 630       | 1359       |
| *** BREAK ***                                |                             |      |       |         |           |                       |      |       |         |           |                            |      |       |         |           |                       |      |       |         |           |            |
| 12:00  | 16                          | 0    | 1     | 0       | 17        | 45                    | 162  | 0     | 0       | 207       | 0                          | 0    | 0     | 0       | 0         | 0                     | 76   | 59    | 0       | 135       | 359        |
| 12:15  | 9                           | 1    | 6     | 0       | 16        | 43                    | 169  | 0     | 3       | 215       | 0                          | 0    | 0     | 0       | 0         | 0                     | 81   | 68    | 0       | 149       | 380        |
| 12:30  | 17                          | 1    | 5     | 0       | 23        | 36                    | 142  | 0     | 0       | 178       | 0                          | 0    | 0     | 0       | 0         | 0                     | 59   | 80    | 0       | 139       | 340        |
| 12:45  | 20                          | 0    | 1     | 0       | 21        | 31                    | 158  | 0     | 4       | 193       | 0                          | 0    | 0     | 0       | 0         | 0                     | 78   | 66    | 0       | 144       | 358        |
| Total  | 62                          | 2    | 13    | 0       | 77        | 155                   | 631  | 0     | 7       | 793       | 0                          | 0    | 0     | 0       | 0         | 0                     | 294  | 273   | 0       | 567       | 1437       |
| 13:00  | 14                          | 0    | 4     | 0       | 18        | 34                    | 151  | 0     | 1       | 186       | 0                          | 0    | 0     | 0       | 0         | 0                     | 70   | 79    | 0       | 149       | 353        |
| 13:15  | 14                          | 0    | 4     | 0       | 18        | 46                    | 152  | 0     | 0       | 198       | 0                          | 0    | 0     | 0       | 0         | 0                     | 80   | 65    | 0       | 145       | 361        |
| 13:30  | 19                          | 0    | 1     | 0       | 20        | 48                    | 134  | 0     | 1       | 183       | 0                          | 0    | 0     | 0       | 0         | 0                     | 71   | 76    | 0       | 147       | 350        |
| 13:45  | 17                          | 0    | 3     | 0       | 20        | 41                    | 159  | 0     | 0       | 200       | 0                          | 0    | 0     | 0       | 0         | 0                     | 58   | 74    | 0       | 132       | 352        |
| Total  | 64                          | 0    | 12    | 0       | 76        | 169                   | 596  | 0     | 2       | 767       | 0                          | 0    | 0     | 0       | 0         | 0                     | 279  | 294   | 0       | 573       | 1416       |
| *** BREAK ***                                |                             |      |       |         |           |                       |      |       |         |           |                            |      |       |         |           |                       |      |       |         |           |            |
| 16:00  | 13                          | 0    | 2     | 0       | 15        | 42                    | 187  | 0     | 2       | 231       | 0                          | 0    | 0     | 0       | 0         | 0                     | 90   | 78    | 0       | 168       | 414        |
| 16:15  | 21                          | 0    | 5     | 0       | 26        | 52                    | 165  | 0     | 0       | 217       | 0                          | 0    | 0     | 0       | 0         | 0                     | 90   | 101   | 0       | 191       | 434        |
| 16:30  | 30                          | 0    | 9     | 0       | 39        | 44                    | 178  | 0     | 2       | 224       | 0                          | 0    | 0     | 0       | 0         | 0                     | 74   | 94    | 0       | 168       | 431        |
| 16:45  | 26                          | 0    | 2     | 0       | 28        | 42                    | 187  | 0     | 0       | 229       | 0                          | 0    | 0     | 0       | 0         | 0                     | 73   | 74    | 0       | 147       | 404        |
| Total  | 90                          | 0    | 18    | 0       | 108       | 180                   | 717  | 0     | 4       | 901       | 0                          | 0    | 0     | 0       | 0         | 0                     | 327  | 347   | 0       | 674       | 1683       |
| 17:00  | 24                          | 0    | 9     | 0       | 33        | 53                    | 186  | 0     | 0       | 239       | 0                          | 0    | 0     | 0       | 0         | 0                     | 78   | 90    | 0       | 168       | 440        |
| 17:15  | 18                          | 0    | 8     | 0       | 26        | 35                    | 182  | 0     | 1       | 218       | 0                          | 0    | 0     | 0       | 0         | 0                     | 88   | 72    | 0       | 160       | 404        |
| 17:30  | 25                          | 1    | 1     | 0       | 27        | 39                    | 177  | 0     | 0       | 216       | 0                          | 0    | 0     | 0       | 0         | 0                     | 108  | 82    | 0       | 190       | 433        |
| 17:45  | 17                          | 1    | 2     | 0       | 20        | 35                    | 155  | 0     | 2       | 192       | 0                          | 0    | 0     | 0       | 0         | 0                     | 74   | 70    | 0       | 144       | 356        |
| Total  | 84                          | 2    | 20    | 0       | 106       | 162                   | 700  | 0     | 3       | 865       | 0                          | 0    | 0     | 0       | 0         | 0                     | 348  | 314   | 0       | 662       | 1633       |
| 18:00  | 12                          | 0    | 4     | 0       | 16        | 37                    | 119  | 0     | 3       | 159       | 0                          | 0    | 0     | 0       | 0         | 0                     | 70   | 60    | 0       | 130       | 305        |
| 18:15  | 8                           | 0    | 2     | 0       | 10        | 38                    | 152  | 0     | 0       | 190       | 0                          | 0    | 0     | 0       | 0         | 0                     | 71   | 53    | 0       | 124       | 324        |
| 18:30  | 15                          | 0    | 1     | 0       | 16        | 33                    | 135  | 0     | 0       | 168       | 0                          | 0    | 0     | 0       | 0         | 0                     | 79   | 65    | 0       | 144       | 328        |
| 18:45  | 7                           | 0    | 1     | 0       | 8         | 32                    | 115  | 0     | 0       | 147       | 0                          | 0    | 0     | 0       | 0         | 0                     | 57   | 59    | 0       | 116       | 271        |
| Total  | 42                          | 0    | 8     | 0       | 50        | 140                   | 521  | 0     | 3       | 664       | 0                          | 0    | 0     | 0       | 0         | 0                     | 277  | 237   | 0       | 514       | 1228       |
| Grand Total                                  | 490                         | 4    | 94    | 0       | 588       | 1567                  | 4703 | 0     | 28      | 6298      | 0                          | 0    | 0     | 0       | 0         | 0                     | 2356 | 2839  | 0       | 5195      | 12081      |
| Apprch %                                     | 83.3                        | 0.7  | 16    | 0       |           | 24.9                  | 74.7 | 0     | 0.4     |           | 0                          | 0    | 0     | 0       | 0         | 0                     | 45.4 | 54.6  | 0       |           |            |
| Total %                                      | 4.1                         | 0    | 0.8   | 0       | 4.9       | 13                    | 38.9 | 0     | 0.2     | 52.1      | 0                          | 0    | 0     | 0       | 0         | 0                     | 19.5 | 23.5  | 0       | 43        |            |
| Automobiles                                  | 416                         | 4    | 89    | 0       | 509       | 1507                  | 4369 | 0     | 25      | 5901      | 0                          | 0    | 0     | 0       | 0         | 0                     | 2190 | 2620  | 0       | 4810      | 11220      |
| % Automobiles                                | 84.9                        | 100  | 94.7  | 0       | 86.6      | 96.2                  | 92.9 | 0     | 89.3    | 93.7      | 0                          | 0    | 0     | 0       | 0         | 0                     | 93   | 92.3  | 0       | 92.6      | 92.9       |
| Trucks                                       | 74                          | 0    | 5     | 0       | 79        | 60                    | 333  | 0     | 3       | 396       | 0                          | 0    | 0     | 0       | 0         | 0                     | 166  | 217   | 0       | 383       | 858        |
| % Trucks                                     | 15.1                        | 0    | 5.3   | 0       | 13.4      | 3.8                   | 7.1  | 0     | 10.7    | 6.3       | 0                          | 0    | 0     | 0       | 0         | 0                     | 7    | 7.6   | 0       | 7.4       | 7.1        |
| Buses  | 0                           | 0    | 0     | 0       | 0         | 0                     | 1    | 0     | 0       | 1         | 0                          | 0    | 0     | 0       | 0         | 0                     | 0    | 2     | 0       | 2         | 3          |
| % Buses                                      | 0                           | 0    | 0     | 0       | 0         | 0                     | 0    | 0     | 0       | 0         | 0                          | 0    | 0     | 0       | 0         | 0                     | 0    | 0.1   | 0       | 0         | 0          |

## Intersection Turning Movement Count



## Intersection Turning Movement Count

File Name : W 9 Mile Rd @ I-10 EB Ramps  
Site Code : 00000002  
Start Date : 7/21/2020  
Page No : 3

|  | I-10 EB Off Ramp Southbound |      |       |         |            | W 9 Mile Rd Westbound |      |       |         |            | I-10 EB On Ramp Northbound |      |       |         |            | W 9 Mile Rd Eastbound |      |       |         |            |            |
|--|-----------------------------|------|-------|---------|------------|-----------------------|------|-------|---------|------------|----------------------------|------|-------|---------|------------|-----------------------|------|-------|---------|------------|------------|
| Start Time   | Left                        | Thru | Right | U-turns | App. Total | Left                  | Thru | Right | U-turns | App. Total | Left                       | Thru | Right | U-turns | App. Total | Left                  | Thru | Right | U-turns | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 to 09:45 - Peak 1 of 1 |                             |      |       |         |            |                       |      |       |         |            |                            |      |       |         |            |                       |      |       |         |            |            |
| Peak Hour for Entire Intersection Begins at 07:15    |                             |      |       |         |            |                       |      |       |         |            |                            |      |       |         |            |                       |      |       |         |            |            |
| 07:15  | 10                          | 0    | 1     | 0       | 11         | 94                    | 126  | 0     | 1       | 221        | 0                          | 0    | 0     | 0       | 0          | 0                     | 58   | 179   | 0       | 237        | 469        |
| 07:30  | 8                           | 0    | 2     | 0       | 10         | 105                   | 130  | 0     | 0       | 235        | 0                          | 0    | 0     | 0       | 0          | 0                     | 59   | 184   | 0       | 243        | 488        |
| 07:45  | 10                          | 0    | 2     | 0       | 12         | 69                    | 150  | 0     | 0       | 219        | 0                          | 0    | 0     | 0       | 0          | 0                     | 63   | 131   | 0       | 194        | 425        |
| 08:00  | 15                          | 0    | 2     | 0       | 17         | 52                    | 131  | 0     | 1       | 184        | 0                          | 0    | 0     | 0       | 0          | 0                     | 89   | 107   | 0       | 196        | 397        |
| Total Volume   | 43                          | 0    | 7     | 0       | 50         | 320                   | 537  | 0     | 2       | 859        | 0                          | 0    | 0     | 0       | 0          | 0                     | 269  | 601   | 0       | 870        | 1779       |
| % App. Total   | 86                          | 0    | 14    | 0       | 37.3       | 62.5                  | 0    | 0.2   | 0       | 0          | 0                          | 0    | 0     | 0       | 0          | 0                     | 30.9 | 69.1  | 0       | 0          | 0          |
| PHF  | .717                        | .000 | .875  | .000    | .735       | .762                  | .895 | .000  | .500    | .914       | .000                       | .000 | .000  | .000    | .000       | .000                  | .756 | .817  | .000    | .895       | .911       |
| Automobiles  | 31                          | 0    | 6     | 0       | 37         | 308                   | 463  | 0     | 2       | 773        | 0                          | 0    | 0     | 0       | 0          | 0                     | 245  | 561   | 0       | 806        | 1616       |
| % Automobiles  | 72.1                        | 0    | 85.7  | 0       | 74.0       | 96.3                  | 86.2 | 0     | 100     | 90.0       | 0                          | 0    | 0     | 0       | 0          | 0                     | 91.1 | 93.3  | 0       | 92.6       | 90.8       |
| Trucks   | 12                          | 0    | 1     | 0       | 13         | 12                    | 74   | 0     | 0       | 86         | 0                          | 0    | 0     | 0       | 0          | 0                     | 24   | 39    | 0       | 63         | 162        |
| % Trucks   | 27.9                        | 0    | 14.3  | 0       | 26.0       | 3.8                   | 13.8 | 0     | 0       | 10.0       | 0                          | 0    | 0     | 0       | 0          | 0                     | 8.9  | 6.5   | 0       | 7.2        | 9.1        |
| Buses  | 0                           | 0    | 0     | 0       | 0          | 0                     | 0    | 0     | 0       | 0          | 0                          | 0    | 0     | 0       | 0          | 0                     | 0    | 1     | 0       | 1          | 1          |
| % Buses  | 0                           | 0    | 0     | 0       | 0          | 0                     | 0    | 0     | 0       | 0          | 0                          | 0    | 0     | 0       | 0          | 0                     | 0    | 0.2   | 0       | 0.1        | 0.1        |

Peak Hour Analysis From 07:00 to 09:45 - Peak 1 of 1

Peak Hour for Each Approach Begins at:

|               | 08:00 |      |      |      |      | 07:15 |      |      |      |      | 07:00 |      |      |      |      | 07:15 |      |      |      |      |
|---------------|-------|------|------|------|------|-------|------|------|------|------|-------|------|------|------|------|-------|------|------|------|------|
| +0 mins.      | 15    | 0    | 2    | 0    | 17   | 94    | 126  | 0    | 1    | 221  | 0     | 0    | 0    | 0    | 0    | 0     | 58   | 179  | 0    | 237  |
| +15 mins.     | 14    | 0    | 0    | 0    | 14   | 105   | 130  | 0    | 0    | 235  | 0     | 0    | 0    | 0    | 0    | 0     | 59   | 184  | 0    | 243  |
| +30 mins.     | 20    | 0    | 2    | 0    | 22   | 69    | 150  | 0    | 0    | 219  | 0     | 0    | 0    | 0    | 0    | 0     | 63   | 131  | 0    | 194  |
| +45 mins.     | 13    | 0    | 2    | 0    | 15   | 52    | 131  | 0    | 1    | 184  | 0     | 0    | 0    | 0    | 0    | 0     | 89   | 107  | 0    | 196  |
| Total Volume  | 62    | 0    | 6    | 0    | 68   | 320   | 537  | 0    | 2    | 859  | 0     | 0    | 0    | 0    | 0    | 0     | 269  | 601  | 0    | 870  |
| % App. Total  | 91.2  | 0    | 8.8  | 0    | 37.3 | 62.5  | 0    | 0.2  | 0    | 0    | 0     | 0    | 0    | 0    | 0    | 0     | 30.9 | 69.1 | 0    | 0    |
| PHF           | .775  | .000 | .750 | .000 | .773 | .762  | .895 | .000 | .500 | .914 | .000  | .000 | .000 | .000 | .000 | .000  | .756 | .817 | .000 | .895 |
| Automobiles   | 46    | 0    | 5    | 0    | 51   | 308   | 463  | 0    | 2    | 773  | 0     | 0    | 0    | 0    | 0    | 0     | 245  | 561  | 0    | 806  |
| % Automobiles | 74.1  | 0    | 83.3 | 0    | 75   | 96.3  | 86.2 | 0    | 100  | 90   | 0     | 0    | 0    | 0    | 0    | 0     | 91.1 | 93.3 | 0    | 92.6 |
| Trucks        | 16    | 0    | 1    | 0    | 17   | 12    | 74   | 0    | 0    | 86   | 0     | 0    | 0    | 0    | 0    | 0     | 24   | 39   | 0    | 63   |
| % Trucks      | 25.9  | 0    | 16.7 | 0    | 25   | 3.8   | 13.8 | 0    | 0    | 10   | 0     | 0    | 0    | 0    | 0    | 0     | 8.9  | 6.5  | 0    | 7.2  |
| Buses         | 8     | 0    | 7    | 0    | 15   | 0     | 0    | 0    | 0    | 0    | 0     | 0    | 0    | 0    | 0    | 0     | 0    | 1    | 0    | 1    |
| % Buses       | 12.9  | 0    | 10.0 | 0    | 12.5 | 0     | 0    | 0    | 0    | 0    | 0     | 0    | 0    | 0    | 0    | 0     | 0    | 0.2  | 0    | 0.1  |

Peak Hour Analysis From 10:00 to 13:45 - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 12:00

|               | 12:00 |      |      |      |      | 12:15 |      |      |      |      | 12:30 |      |      |      |      | 12:45 |      |      |      |      |
|---------------|-------|------|------|------|------|-------|------|------|------|------|-------|------|------|------|------|-------|------|------|------|------|
| 12:00         | 16    | 0    | 1    | 0    | 17   | 45    | 162  | 0    | 0    | 207  | 0     | 0    | 0    | 0    | 0    | 0     | 76   | 59   | 0    | 135  |
| 12:15         | 9     | 1    | 6    | 0    | 16   | 43    | 169  | 0    | 3    | 215  | 0     | 0    | 0    | 0    | 0    | 0     | 81   | 68   | 0    | 149  |
| 12:30         | 17    | 1    | 5    | 0    | 23   | 36    | 142  | 0    | 0    | 178  | 0     | 0    | 0    | 0    | 0    | 0     | 59   | 80   | 0    | 139  |
| 12:45         | 20    | 0    | 1    | 0    | 21   | 31    | 158  | 0    | 4    | 193  | 0     | 0    | 0    | 0    | 0    | 0     | 78   | 66   | 0    | 144  |
| Total Volume  | 62    | 2    | 13   | 0    | 77   | 155   | 631  | 0    | 7    | 793  | 0     | 0    | 0    | 0    | 0    | 0     | 294  | 273  | 0    | 567  |
| % App. Total  | 80.5  | 2.6  | 16.9 | 0    | 19.5 | 79.6  | 0    | 0.9  | 0    | 0    | 0     | 0    | 0    | 0    | 0    | 0     | 51.9 | 48.1 | 0    | 0    |
| PHF           | .775  | .500 | .542 | .000 | .837 | .861  | .933 | .000 | .438 | .922 | .000  | .000 | .000 | .000 | .000 | .000  | .907 | .853 | .000 | .951 |
| Automobiles   | 47    | 2    | 13   | 0    | 62   | 143   | 586  | 0    | 6    | 735  | 0     | 0    | 0    | 0    | 0    | 0     | 261  | 236  | 0    | 497  |
| % Automobiles | 75.8  | 100  | 100  | 0    | 80.5 | 92.3  | 92.9 | 0    | 85.7 | 92.7 | 0     | 0    | 0    | 0    | 0    | 0     | 88.8 | 86.4 | 0    | 87.7 |
| Trucks        | 15    | 0    | 0    | 0    | 15   | 12    | 45   | 0    | 1    | 58   | 0     | 0    | 0    | 0    | 0    | 0     | 33   | 37   | 0    | 70   |
| % Trucks      | 24.2  | 0    | 0    | 0    | 19.5 | 7.7   | 7.1  | 0    | 14.3 | 7.3  | 0     | 0    | 0    | 0    | 0    | 0     | 11.2 | 13.6 | 0    | 12.3 |
| Buses         | 0     | 0    | 0    | 0    | 0    | 0     | 0    | 0    | 0    | 0    | 0     | 0    | 0    | 0    | 0    | 0     | 0    | 0    | 0    | 0    |
| % Buses       | 0     | 0    | 0    | 0    | 0    | 0     | 0    | 0    | 0    | 0    | 0     | 0    | 0    | 0    | 0    | 0     | 0    | 0    | 0    | 0    |

Peak Hour Analysis From 10:00 to 13:45 - Peak 1 of 1

Peak Hour for Each Approach Begins at:

|               | 12:30 |      |      |      |      | 12:00 |      |      |      |      | 10:00 |      |      |      |      | 12:45 |      |      |      |      |
|---------------|-------|------|------|------|------|-------|------|------|------|------|-------|------|------|------|------|-------|------|------|------|------|
| +0 mins.      | 17    | 1    | 5    | 0    | 23   | 45    | 162  | 0    | 0    | 207  | 0     | 0    | 0    | 0    | 0    | 0     | 78   | 66   | 0    | 144  |
| +15 mins.     | 20    | 0    | 1    | 0    | 21   | 43    | 169  | 0    | 3    | 215  | 0     | 0    | 0    | 0    | 0    | 0     | 70   | 79   | 0    | 149  |
| +30 mins.     | 14    | 0    | 4    | 0    | 18   | 36    | 142  | 0    | 0    | 178  | 0     | 0    | 0    | 0    | 0    | 0     | 80   | 65   | 0    | 145  |
| +45 mins.     | 14    | 0    | 4    | 0    | 18   | 31    | 158  | 0    | 4    | 193  | 0     | 0    | 0    | 0    | 0    | 0     | 71   | 76   | 0    | 147  |
| Total Volume  | 65    | 1    | 14   | 0    | 80   | 155   | 631  | 0    | 7    | 793  | 0     | 0    | 0    | 0    | 0    | 0     | 299  | 286  | 0    | 585  |
| % App. Total  | 81.2  | 1.2  | 17.5 | 0    | 19.5 | 79.6  | 0    | 0.9  | 0    | 0    | 0     | 0    | 0    | 0    | 0    | 0     | 51.1 | 48.9 | 0    | 0    |
| PHF           | .813  | .250 | .700 | .000 | .870 | .861  | .933 | .000 | .438 | .922 | .000  | .000 | .000 | .000 | .000 | .000  | .934 | .905 | .000 | .982 |
| Automobiles   | 53    | 1    | 14   | 0    | 68   | 143   | 586  | 0    | 6    | 735  | 0     | 0    | 0    | 0    | 0    | 0     | 272  | 254  | 0    | 526  |
| % Automobiles | 81.1  | 100  | 100  | 0    | 85   | 92.3  | 92.9 | 0    | 85.7 | 92.7 | 0     | 0    | 0    | 0    | 0    | 0     | 91   | 88.8 | 0    | 89.9 |
| Trucks        | 12    | 0    | 0    | 0    | 12   | 12    | 45   | 0    | 1    | 58   | 0     | 0    | 0    | 0    | 0    | 0     | 27   | 32   | 0    | 59   |



# Traffic Counts

## Appendix

### Intersection Turning Movement Count

|  |       |      |      |      |      |       |      |      |      |      |       |      |      |      |      |       |      |      |      |      |
|--|-------|------|------|------|------|-------|------|------|------|------|-------|------|------|------|------|-------|------|------|------|------|
| % Trucks   | 18.5  | 0    | 0    | 0    | 15   | 7.7   | 7.1  | 0    | 14.3 | 7.3  | 0     | 0    | 0    | 0    | 0    | 0     | 9    | 11.2 | 0    | 10.1 |
| Buses  | 0     | 0    | 0    | 0    | 0    | 0     | 0    | 0    | 0    | 0    | 0     | 0    | 0    | 0    | 0    | 0     | 0    | 0    | 0    | 0    |
| % Buses  | 0     | 0    | 0    | 0    | 0    | 0     | 0    | 0    | 0    | 0    | 0     | 0    | 0    | 0    | 0    | 0     | 0    | 0    | 0    | 0    |
| Peak Hour Analysis From 14:00 to 18:45 - Peak 1 of 1 |       |      |      |      |      |       |      |      |      |      |       |      |      |      |      |       |      |      |      |      |
| Peak Hour for Entire Intersection Begins at 16:15    |       |      |      |      |      |       |      |      |      |      |       |      |      |      |      |       |      |      |      |      |
| 16:15  | 21    | 0    | 5    | 0    | 26   | 52    | 165  | 0    | 0    | 217  | 0     | 0    | 0    | 0    | 0    | 0     | 90   | 101  | 0    | 191  |
| 16:30  | 30    | 0    | 9    | 0    | 39   | 44    | 178  | 0    | 2    | 224  | 0     | 0    | 0    | 0    | 0    | 0     | 74   | 94   | 0    | 168  |
| 16:45  | 26    | 0    | 2    | 0    | 28   | 42    | 187  | 0    | 0    | 229  | 0     | 0    | 0    | 0    | 0    | 0     | 73   | 74   | 0    | 147  |
| 17:00  | 24    | 0    | 9    | 0    | 33   | 53    | 186  | 0    | 0    | 239  | 0     | 0    | 0    | 0    | 0    | 0     | 78   | 90   | 0    | 168  |
| Total Volume   | 101   | 0    | 25   | 0    | 126  | 191   | 716  | 0    | 2    | 909  | 0     | 0    | 0    | 0    | 0    | 0     | 315  | 359  | 0    | 674  |
| % App. Total   | 80.2  | 0    | 19.8 | 0    | 0    | 21    | 78.8 | 0    | 0.2  | 0    | 0     | 0    | 0    | 0    | 0    | 0     | 46.7 | 53.3 | 0    | 0    |
| PHF  | .842  | .000 | .694 | .000 | .808 | .901  | .957 | .000 | .250 | .951 | .000  | .000 | .000 | .000 | .000 | .000  | .875 | .889 | .000 | .882 |
| Automobiles  | 91    | 0    | 25   | 0    | 116  | 189   | 706  | 0    | 2    | 897  | 0     | 0    | 0    | 0    | 0    | 0     | 304  | 338  | 0    | 642  |
| % Automobiles  | 90.1  | 0    | 100  | 0    | 92.1 | 99.0  | 98.6 | 0    | 100  | 98.7 | 0     | 0    | 0    | 0    | 0    | 0     | 96.5 | 94.2 | 0    | 95.3 |
| Trucks   | 10    | 0    | 0    | 0    | 10   | 2     | 10   | 0    | 0    | 12   | 0     | 0    | 0    | 0    | 0    | 0     | 11   | 21   | 0    | 32   |
| % Trucks   | 9.9   | 0    | 0    | 0    | 7.9  | 1.0   | 1.4  | 0    | 0    | 1.3  | 0     | 0    | 0    | 0    | 0    | 0     | 3.5  | 5.8  | 0    | 4.7  |
| Buses  | 0     | 0    | 0    | 0    | 0    | 0     | 0    | 0    | 0    | 0    | 0     | 0    | 0    | 0    | 0    | 0     | 0    | 0    | 0    | 0    |
| % Buses  | 0     | 0    | 0    | 0    | 0    | 0     | 0    | 0    | 0    | 0    | 0     | 0    | 0    | 0    | 0    | 0     | 0    | 0    | 0    | 0    |
| Peak Hour Analysis From 14:00 to 18:45 - Peak 1 of 1 |       |      |      |      |      |       |      |      |      |      |       |      |      |      |      |       |      |      |      |      |
| Peak Hour for Each Approach Begins at:               |       |      |      |      |      |       |      |      |      |      |       |      |      |      |      |       |      |      |      |      |
|  | 16:15 |      |      |      |      | 16:30 |      |      |      |      | 14:00 |      |      |      |      | 16:00 |      |      |      |      |
| +0 mins.   | 21    | 0    | 5    | 0    | 26   | 44    | 178  | 0    | 2    | 224  | 0     | 0    | 0    | 0    | 0    | 0     | 90   | 78   | 0    | 168  |
| +15 mins.  | 30    | 0    | 9    | 0    | 39   | 42    | 187  | 0    | 0    | 229  | 0     | 0    | 0    | 0    | 0    | 0     | 90   | 101  | 0    | 191  |
| +30 mins.  | 26    | 0    | 2    | 0    | 28   | 53    | 186  | 0    | 0    | 239  | 0     | 0    | 0    | 0    | 0    | 0     | 74   | 94   | 0    | 168  |
| +45 mins.  | 24    | 0    | 9    | 0    | 33   | 35    | 182  | 0    | 1    | 218  | 0     | 0    | 0    | 0    | 0    | 0     | 73   | 74   | 0    | 147  |
| Total Volume   | 101   | 0    | 25   | 0    | 126  | 174   | 733  | 0    | 3    | 910  | 0     | 0    | 0    | 0    | 0    | 0     | 327  | 347  | 0    | 674  |
| % App. Total   | 80.2  | 0    | 19.8 | 0    | 0    | 19.1  | 80.5 | 0    | 0.3  | 0    | 0     | 0    | 0    | 0    | 0    | 0     | 48.5 | 51.5 | 0    | 0    |
| PHF  | .842  | .000 | .694 | .000 | .808 | .821  | .980 | .000 | .375 | .952 | .000  | .000 | .000 | .000 | .000 | .000  | .908 | .859 | .000 | .882 |
| Automobiles  | 91    | 0    | 25   | 0    | 116  | 172   | 725  | 0    | 3    | 900  | 0     | 0    | 0    | 0    | 0    | 0     | 311  | 325  | 0    | 636  |
| % Automobiles  | 90.   | 0    | 100  | 0    | 92.1 | 98.   | 98.  | 0    | 100  | 98.9 | 0     | 0    | 0    | 0    | 0    | 0     | 95.  | 93.  | 0    | 94.4 |
| Trucks   | 1     | 0    | 0    | 0    | 10   | 2     | 8    | 0    | 0    | 10   | 0     | 0    | 0    | 0    | 0    | 0     | 16   | 22   | 0    | 38   |
| % Trucks   | 9.9   | 0    | 0    | 0    | 7.9  | 1.1   | 1.1  | 0    | 0    | 1.1  | 0     | 0    | 0    | 0    | 0    | 0     | 4.9  | 6.3  | 0    | 5.6  |
| Buses  | 0     | 0    | 0    | 0    | 0    | 0     | 0    | 0    | 0    | 0    | 0     | 0    | 0    | 0    | 0    | 0     | 0    | 0    | 0    | 0    |
| % Buses  | 0     | 0    | 0    | 0    | 0    | 0     | 0    | 0    | 0    | 0    | 0     | 0    | 0    | 0    | 0    | 0     | 0    | 0    | 0    | 0    |

## Intersection Turning Movement Count

W 9 Mile Rd @ I-10 EB Ramps  
Pensacola, Florida

File Name : W 9 Mile Rd @ I-10 EB Ramps  
Site Code : 00000002  
Start Date : 7/21/2020  
Page No : 1

| Groups Printed- Trucks - Buses |                             |      |       |         |            |                       |      |       |         |            |                            |      |       |         |            |                       |      |       |         |            |            |
|--------------------------------|-----------------------------|------|-------|---------|------------|-----------------------|------|-------|---------|------------|----------------------------|------|-------|---------|------------|-----------------------|------|-------|---------|------------|------------|
|                                | I-10 EB Off Ramp Southbound |      |       |         |            | W 9 Mile Rd Westbound |      |       |         |            | I-10 EB On Ramp Northbound |      |       |         |            | W 9 Mile Rd Eastbound |      |       |         |            |            |
| Start Time                     | Left                        | Thru | Right | U-turns | App. Total | Left                  | Thru | Right | U-turns | App. Total | Left                       | Thru | Right | U-turns | App. Total | Left                  | Thru | Right | U-turns | App. Total | Int. Total |
| 07:00                          | 0                           | 0    | 1     | 0       | 1          | 3                     | 20   | 0     | 0       | 23         | 0                          | 0    | 0     | 0       | 0          | 0                     | 3    | 9     | 0       | 12         | 36         |
| 07:15                          | 2                           | 0    | 0     | 0       | 2          | 6                     | 13   | 0     | 0       | 19         | 0                          | 0    | 0     | 0       | 0          | 0                     | 6    | 8     | 0       | 14         | 35         |
| 07:30                          | 3                           | 0    | 0     | 0       | 3          | 2                     | 18   | 0     | 0       | 20         | 0                          | 0    | 0     | 0       | 0          | 0                     | 5    | 7     | 0       | 12         | 35         |
| 07:45                          | 3                           | 0    | 0     | 0       | 3          | 1                     | 21   | 0     | 0       | 22         | 0                          | 0    | 0     | 0       | 0          | 0                     | 6    | 15    | 0       | 21         | 46         |
| Total                          | 8                           | 0    | 1     | 0       | 9          | 12                    | 72   | 0     | 0       | 84         | 0                          | 0    | 0     | 0       | 0          | 0                     | 20   | 39    | 0       | 59         | 152        |
| 08:00                          | 4                           | 0    | 1     | 0       | 5          | 3                     | 22   | 0     | 0       | 25         | 0                          | 0    | 0     | 0       | 0          | 0                     | 7    | 10    | 0       | 17         | 47         |
| 08:15                          | 3                           | 0    | 0     | 0       | 3          | 4                     | 15   | 0     | 0       | 19         | 0                          | 0    | 0     | 0       | 0          | 0                     | 8    | 6     | 0       | 14         | 36         |
| 08:30                          | 7                           | 0    | 0     | 0       | 7          | 2                     | 14   | 0     | 0       | 16         | 0                          | 0    | 0     | 0       | 0          | 0                     | 5    | 8     | 0       | 13         | 36         |
| 08:45                          | 2                           | 0    | 0     | 0       | 2          | 1                     | 15   | 0     | 0       | 16         | 0                          | 0    | 0     | 0       | 0          | 0                     | 2    | 9     | 0       | 11         | 29         |
| Total                          | 16                          | 0    | 1     | 0       | 17         | 10                    | 66   | 0     | 0       | 76         | 0                          | 0    | 0     | 0       | 0          | 0                     | 22   | 33    | 0       | 55         | 148        |
| 09:00                          | 3                           | 0    | 1     | 0       | 4          | 3                     | 14   | 0     | 0       | 17         | 0                          | 0    | 0     | 0       | 0          | 0                     | 8    | 7     | 0       | 15         | 36         |
| 09:15                          | 4                           | 0    | 1     | 0       | 5          | 3                     | 20   | 0     | 0       | 23         | 0                          | 0    | 0     | 0       | 0          | 0                     | 9    | 13    | 0       | 22         | 50         |
| 09:30                          | 3                           | 0    | 1     | 0       | 4          | 0                     | 20   | 0     | 1       | 21         | 0                          | 0    | 0     | 0       | 0          | 0                     | 9    | 8     | 0       | 17         | 42         |
| 09:45                          | 0                           | 0    | 0     | 0       | 0          | 5                     | 16   | 0     | 0       | 21         | 0                          | 0    | 0     | 0       | 0          | 0                     | 12   | 12    | 0       | 24         | 45         |
| Total                          | 10                          | 0    | 3     | 0       | 13         | 11                    | 70   | 0     | 1       | 82         | 0                          | 0    | 0     | 0       | 0          | 0                     | 38   | 40    | 0       | 78         | 173        |
| 12:00                          | 5                           | 0    | 0     | 0       | 5          | 5                     | 13   | 0     | 0       | 18         | 0                          | 0    | 0     | 0       | 0          | 0                     | 6    | 9     | 0       | 15         | 38         |
| 12:15                          | 2                           | 0    | 0     | 0       | 2          | 2                     | 7    | 0     | 0       | 9          | 0                          | 0    | 0     | 0       | 0          | 0                     | 8    | 10    | 0       | 18         | 29         |
| 12:30                          | 6                           | 0    | 0     | 0       | 6          | 2                     | 10   | 0     | 0       | 12         | 0                          | 0    | 0     | 0       | 0          | 0                     | 8    | 9     | 0       | 17         | 35         |
| 12:45                          | 2                           | 0    | 0     | 0       | 2          | 3                     | 15   | 0     | 1       | 19         | 0                          | 0    | 0     | 0       | 0          | 0                     | 11   | 9     | 0       | 20         | 41         |
| Total                          | 15                          | 0    | 0     | 0       | 15         | 12                    | 45   | 0     | 1       | 58         | 0                          | 0    | 0     | 0       | 0          | 0                     | 33   | 37    | 0       | 70         | 143        |
| 13:00                          | 2                           | 0    | 0     | 0       | 2          | 1                     | 22   | 0     | 0       | 23         | 0                          | 0    | 0     | 0       | 0          | 0                     | 3    | 8     | 0       | 11         | 36         |
| 13:15                          | 2                           | 0    | 0     | 0       | 2          | 2                     | 12   | 0     | 0       | 14         | 0                          | 0    | 0     | 0       | 0          | 0                     | 7    | 5     | 0       | 12         | 28         |
| 13:30                          | 3                           | 0    | 0     | 0       | 3          | 1                     | 6    | 0     | 1       | 8          | 0                          | 0    | 0     | 0       | 0          | 0                     | 6    | 10    | 0       | 16         | 27         |
| 13:45                          | 0                           | 0    | 0     | 0       | 0          | 0                     | 15   | 0     | 0       | 15         | 0                          | 0    | 0     | 0       | 0          | 0                     | 5    | 6     | 0       | 11         | 26         |
| Total                          | 7                           | 0    | 0     | 0       | 7          | 4                     | 55   | 0     | 1       | 60         | 0                          | 0    | 0     | 0       | 0          | 0                     | 21   | 29    | 0       | 50         | 117        |
| 16:00                          | 0                           | 0    | 0     | 0       | 0          | 2                     | 6    | 0     | 0       | 8          | 0                          | 0    | 0     | 0       | 0          | 0                     | 5    | 4     | 0       | 9          | 17         |
| 16:15                          | 2                           | 0    | 0     | 0       | 2          | 2                     | 3    | 0     | 0       | 5          | 0                          | 0    | 0     | 0       | 0          | 0                     | 4    | 10    | 0       | 14         | 21         |
| 16:30                          | 2                           | 0    | 0     | 0       | 2          | 0                     | 4    | 0     | 0       | 4          | 0                          | 0    | 0     | 0       | 0          | 0                     | 4    | 4     | 0       | 8          | 14         |
| 16:45                          | 3                           | 0    | 0     | 0       | 3          | 0                     | 2    | 0     | 0       | 2          | 0                          | 0    | 0     | 0       | 0          | 0                     | 3    | 4     | 0       | 7          | 12         |
| Total                          | 7                           | 0    | 0     | 0       | 7          | 4                     | 15   | 0     | 0       | 19         | 0                          | 0    | 0     | 0       | 0          | 0                     | 16   | 22    | 0       | 38         | 64         |
| 17:00                          | 3                           | 0    | 0     | 0       | 3          | 0                     | 1    | 0     | 0       | 1          | 0                          | 0    | 0     | 0       | 0          | 0                     | 0    | 3     | 0       | 3          | 7          |
| 17:15                          | 0                           | 0    | 0     | 0       | 0          | 2                     | 1    | 0     | 0       | 3          | 0                          | 0    | 0     | 0       | 0          | 0                     | 6    | 3     | 0       | 9          | 12         |
| 17:30                          | 1                           | 0    | 0     | 0       | 1          | 1                     | 2    | 0     | 0       | 3          | 0                          | 0    | 0     | 0       | 0          | 0                     | 1    | 3     | 0       | 4          | 8          |
| 17:45                          | 0                           | 0    | 0     | 0       | 0          | 1                     | 1    | 0     | 0       | 2          | 0                          | 0    | 0     | 0       | 0          | 0                     | 2    | 2     | 0       | 4          | 6          |
| Total                          | 4                           | 0    | 0     | 0       | 4          | 4                     | 5    | 0     | 0       | 9          | 0                          | 0    | 0     | 0       | 0          | 0                     | 9    | 11    | 0       | 20         | 33         |
| 18:00                          | 1                           | 0    | 0     | 0       | 1          | 0                     | 1    | 0     | 0       | 1          | 0                          | 0    | 0     | 0       | 0          | 0                     | 1    | 4     | 0       | 5          | 7          |
| 18:15                          | 4                           | 0    | 0     | 0       | 4          | 0                     | 1    | 0     | 0       | 1          | 0                          | 0    | 0     | 0       | 0          | 0                     | 2    | 1     | 0       | 3          | 8          |
| 18:30                          | 2                           | 0    | 0     | 0       | 2          | 0                     | 3    | 0     | 0       | 3          | 0                          | 0    | 0     | 0       | 0          | 0                     | 3    | 3     | 0       | 6          | 11         |
| 18:45                          | 0                           | 0    | 0     | 0       | 0          | 3                     | 1    | 0     | 0       | 4          | 0                          | 0    | 0     | 0       | 0          | 0                     | 1    | 0     | 0       | 1          | 5          |
| Total                          | 7                           | 0    | 0     | 0       | 7          | 3                     | 6    | 0     | 0       | 9          | 0                          | 0    | 0     | 0       | 0          | 0                     | 7    | 8     | 0       | 15         | 31         |
| Grand Total                    | 74                          | 0    | 5     | 0       | 79         | 60                    | 334  | 0     | 3       | 397        | 0                          | 0    | 0     | 0       | 0          | 0                     | 166  | 219   | 0       | 385        | 861        |
| Apprch %                       | 93.7                        | 0    | 6.3   | 0       |            | 15.1                  | 84.1 | 0     | 0.8     |            | 0                          | 0    | 0     | 0       |            | 0                     | 43.1 | 56.9  | 0       |            |            |
| Total %                        | 8.6                         | 0    | 0.6   | 0       | 9.2        | 7                     | 38.8 | 0     | 0.3     | 46.1       | 0                          | 0    | 0     | 0       | 0          | 0                     | 19.3 | 25.4  | 0       | 44.7       |            |
| Trucks                         | 74                          | 0    | 5     | 0       | 79         | 60                    | 333  | 0     | 3       | 396        | 0                          | 0    | 0     | 0       | 0          | 0                     | 166  | 217   | 0       | 383        | 858        |
| % Trucks                       | 100                         | 0    | 100   | 0       | 100        | 100                   | 99.7 | 0     | 100     | 99.7       | 0                          | 0    | 0     | 0       | 0          | 0                     | 100  | 99.1  | 0       | 99.5       | 99.7       |
| Buses                          | 0                           | 0    | 0     | 0       | 0          | 0                     | 1    | 0     | 0       | 1          | 0                          | 0    | 0     | 0       | 0          | 0                     | 0    | 2     | 0       | 2          | 3          |
| % Buses                        | 0                           | 0    | 0     | 0       | 0          | 0                     | 0.3  | 0     | 0       | 0.3        | 0                          | 0    | 0     | 0       | 0          | 0                     | 0    | 0.9   | 0       | 0.5        | 0.3        |

# Traffic Counts

## Appendix

### Intersection Turning Movement Count

W 9 Mile Rd @ I-10 WB Ramps  
Pensacola, Florida

File Name : W 9 Mile Rd @ I-10 WB Ramps

Site Code : 00000001

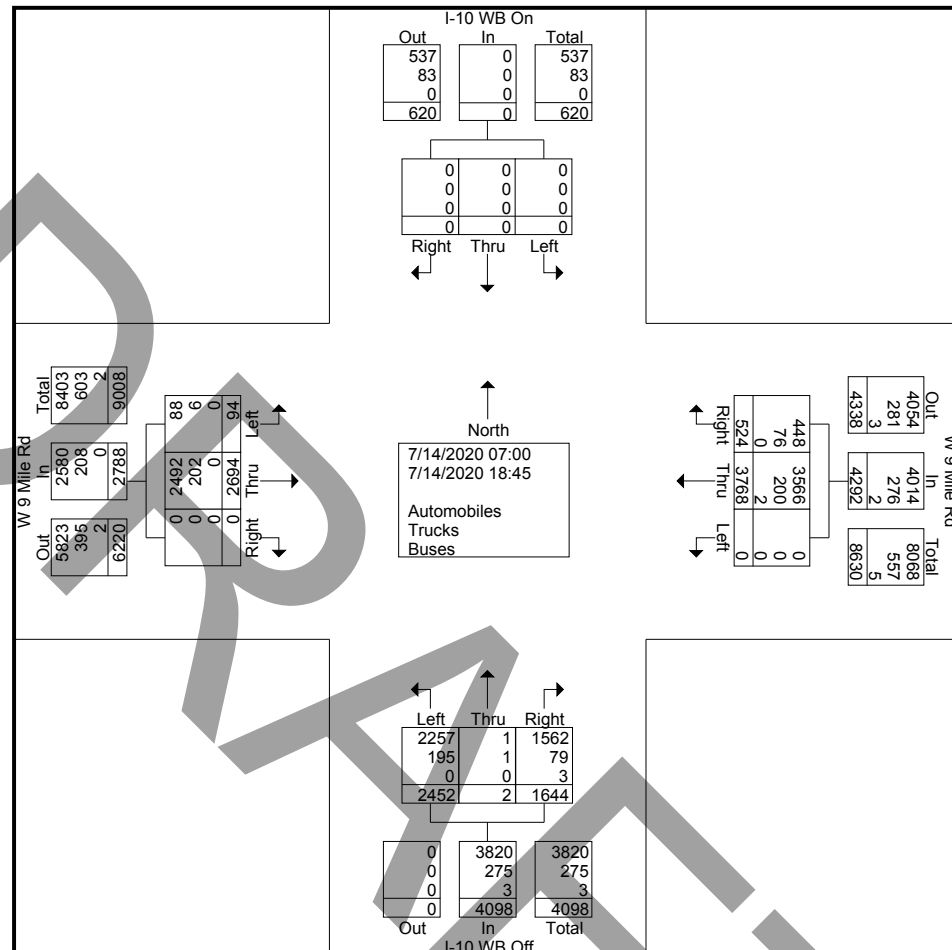
Start Date : 7/14/2020

Page No : 1

| Groups Printed- Automobiles - Trucks - Buses |                       |      |       |            |      |                       |       |            |      |      |                        |            |      |      |       |                       |            |  |  |  |
|--|-----------------------|------|-------|------------|------|-----------------------|-------|------------|------|------|------------------------|------------|------|------|-------|-----------------------|------------|--|--|--|
|  | I-10 WB On Southbound |      |       |            |      | W 9 Mile Rd Westbound |       |            |      |      | I-10 WB Off Northbound |            |      |      |       | W 9 Mile Rd Eastbound |            |  |  |  |
| Start Time                                   | Left                  | Thru | Right | App. Total | Left | Thru                  | Right | App. Total | Left | Thru | Right                  | App. Total | Left | Thru | Right | App. Total            | Int. Total |  |  |  |
| 07:00  | 0                     | 0    | 0     | 0          | 0    | 142                   | 13    | 155        | 72   | 0    | 23                     | 95         | 4    | 64   | 0     | 68                    | 318        |  |  |  |
| 07:15  | 0                     | 0    | 0     | 0          | 0    | 146                   | 12    | 158        | 66   | 0    | 25                     | 91         | 2    | 66   | 0     | 68                    | 317        |  |  |  |
| 07:30  | 0                     | 0    | 0     | 0          | 0    | 134                   | 18    | 152        | 87   | 0    | 25                     | 112        | 0    | 73   | 0     | 73                    | 337        |  |  |  |
| 07:45  | 0                     | 0    | 0     | 0          | 0    | 169                   | 9     | 178        | 68   | 0    | 17                     | 85         | 8    | 85   | 0     | 93                    | 356        |  |  |  |
| Total  | 0                     | 0    | 0     | 0          | 0    | 591                   | 52    | 643        | 293  | 0    | 90                     | 383        | 14   | 288  | 0     | 302                   | 1328       |  |  |  |
| 08:00  | 0                     | 0    | 0     | 0          | 0    | 109                   | 15    | 124        | 80   | 0    | 25                     | 105        | 6    | 68   | 0     | 74                    | 303        |  |  |  |
| 08:15  | 0                     | 0    | 0     | 0          | 0    | 125                   | 20    | 145        | 74   | 0    | 28                     | 102        | 0    | 64   | 0     | 64                    | 311        |  |  |  |
| 08:30  | 0                     | 0    | 0     | 0          | 0    | 136                   | 16    | 152        | 65   | 0    | 30                     | 95         | 2    | 86   | 0     | 88                    | 335        |  |  |  |
| 08:45  | 0                     | 0    | 0     | 0          | 0    | 115                   | 12    | 127        | 84   | 0    | 30                     | 114        | 3    | 75   | 0     | 78                    | 319        |  |  |  |
| Total  | 0                     | 0    | 0     | 0          | 0    | 485                   | 63    | 548        | 303  | 0    | 113                    | 416        | 11   | 293  | 0     | 304                   | 1268       |  |  |  |
| 09:00  | 0                     | 0    | 0     | 0          | 0    | 88                    | 10    | 98         | 54   | 0    | 26                     | 80         | 3    | 85   | 0     | 88                    | 266        |  |  |  |
| 09:15  | 0                     | 0    | 0     | 0          | 0    | 93                    | 15    | 108        | 54   | 0    | 23                     | 77         | 0    | 80   | 0     | 80                    | 265        |  |  |  |
| 09:30  | 0                     | 0    | 0     | 0          | 0    | 114                   | 20    | 134        | 66   | 0    | 36                     | 102        | 7    | 71   | 0     | 78                    | 314        |  |  |  |
| 09:45  | 0                     | 0    | 0     | 0          | 0    | 127                   | 14    | 141        | 64   | 0    | 38                     | 102        | 2    | 86   | 0     | 88                    | 331        |  |  |  |
| Total  | 0                     | 0    | 0     | 0          | 0    | 422                   | 59    | 481        | 238  | 0    | 123                    | 361        | 12   | 322  | 0     | 334                   | 1176       |  |  |  |
| *** BREAK ***                                |                       |      |       |            |      |                       |       |            |      |      |                        |            |      |      |       |                       |            |  |  |  |
| 12:00  | 0                     | 0    | 0     | 0          | 0    | 130                   | 16    | 146        | 77   | 0    | 41                     | 118        | 5    | 90   | 0     | 95                    | 359        |  |  |  |
| 12:15  | 0                     | 0    | 0     | 0          | 0    | 125                   | 17    | 142        | 66   | 0    | 36                     | 102        | 5    | 91   | 0     | 96                    | 340        |  |  |  |
| 12:30  | 0                     | 0    | 0     | 0          | 0    | 120                   | 17    | 137        | 83   | 0    | 46                     | 129        | 7    | 92   | 0     | 99                    | 365        |  |  |  |
| 12:45  | 0                     | 0    | 0     | 0          | 0    | 118                   | 16    | 134        | 62   | 0    | 46                     | 108        | 2    | 92   | 0     | 94                    | 336        |  |  |  |
| Total  | 0                     | 0    | 0     | 0          | 0    | 493                   | 66    | 559        | 288  | 0    | 169                    | 457        | 19   | 365  | 0     | 384                   | 1400       |  |  |  |
| 13:00  | 0                     | 0    | 0     | 0          | 0    | 103                   | 14    | 117        | 83   | 0    | 41                     | 124        | 2    | 89   | 0     | 91                    | 332        |  |  |  |
| 13:15  | 0                     | 0    | 0     | 0          | 0    | 125                   | 14    | 139        | 83   | 0    | 33                     | 116        | 1    | 85   | 0     | 86                    | 341        |  |  |  |
| 13:30  | 0                     | 0    | 0     | 0          | 0    | 120                   | 16    | 136        | 87   | 0    | 45                     | 132        | 4    | 77   | 0     | 81                    | 349        |  |  |  |
| 13:45  | 0                     | 0    | 0     | 0          | 0    | 123                   | 29    | 152        | 68   | 0    | 37                     | 105        | 5    | 100  | 0     | 105                   | 362        |  |  |  |
| Total  | 0                     | 0    | 0     | 0          | 0    | 471                   | 73    | 544        | 321  | 0    | 156                    | 477        | 12   | 351  | 0     | 363                   | 1384       |  |  |  |
| *** BREAK ***                                |                       |      |       |            |      |                       |       |            |      |      |                        |            |      |      |       |                       |            |  |  |  |
| 16:00  | 0                     | 0    | 0     | 0          | 0    | 133                   | 17    | 150        | 94   | 0    | 76                     | 170        | 5    | 89   | 0     | 94                    | 414        |  |  |  |
| 16:15  | 0                     | 0    | 0     | 0          | 0    | 145                   | 23    | 168        | 99   | 1    | 100                    | 200        | 5    | 104  | 0     | 109                   | 477        |  |  |  |
| 16:30  | 0                     | 0    | 0     | 0          | 0    | 125                   | 30    | 155        | 99   | 0    | 110                    | 209        | 1    | 104  | 0     | 105                   | 469        |  |  |  |
| 16:45  | 0                     | 0    | 0     | 0          | 0    | 117                   | 17    | 134        | 114  | 0    | 88                     | 202        | 0    | 82   | 0     | 82                    | 418        |  |  |  |
| Total  | 0                     | 0    | 0     | 0          | 0    | 520                   | 87    | 607        | 406  | 1    | 374                    | 781        | 11   | 379  | 0     | 390                   | 1778       |  |  |  |
| 17:00  | 0                     | 0    | 0     | 0          | 0    | 147                   | 18    | 165        | 95   | 0    | 91                     | 186        | 3    | 115  | 0     | 118                   | 469        |  |  |  |
| 17:15  | 0                     | 0    | 0     | 0          | 0    | 93                    | 18    | 111        | 96   | 0    | 94                     | 190        | 0    | 112  | 0     | 112                   | 413        |  |  |  |
| 17:30  | 0                     | 0    | 0     | 0          | 0    | 107                   | 12    | 119        | 70   | 0    | 111                    | 181        | 2    | 118  | 0     | 120                   | 420        |  |  |  |
| 17:45  | 0                     | 0    | 0     | 0          | 0    | 91                    | 23    | 114        | 87   | 0    | 107                    | 194        | 2    | 68   | 0     | 70                    | 378        |  |  |  |
| Total  | 0                     | 0    | 0     | 0          | 0    | 438                   | 71    | 509        | 348  | 0    | 403                    | 751        | 7    | 413  | 0     | 420                   | 1680       |  |  |  |
| 18:00  | 0                     | 0    | 0     | 0          | 0    | 84                    | 14    | 98         | 70   | 1    | 78                     | 149        | 4    | 76   | 0     | 80                    | 327        |  |  |  |
| 18:15  | 0                     | 0    | 0     | 0          | 0    | 86                    | 14    | 100        | 56   | 0    | 53                     | 109        | 1    | 72   | 0     | 73                    | 282        |  |  |  |
| 18:30  | 0                     | 0    | 0     | 0          | 0    | 92                    | 10    | 102        | 65   | 0    | 50                     | 115        | 1    | 70   | 0     | 71                    | 288        |  |  |  |
| 18:45  | 0                     | 0    | 0     | 0          | 0    | 86                    | 15    | 101        | 64   | 0    | 35                     | 99         | 2    | 65   | 0     | 67                    | 267        |  |  |  |
| Total  | 0                     | 0    | 0     | 0          | 0    | 348                   | 53    | 401        | 255  | 1    | 216                    | 472        | 8    | 283  | 0     | 291                   | 1164       |  |  |  |
| Grand Total                                  | 0                     | 0    | 0     | 0          | 0    | 3768                  | 524   | 4292       | 2452 | 2    | 1644                   | 4098       | 94   | 2694 | 0     | 2788                  | 11178      |  |  |  |
| Apprch %                                     | 0                     | 0    | 0     | 0          | 0    | 87.8                  | 12.2  |            | 59.8 | 0    | 40.1                   |            | 3.4  | 96.6 | 0     |                       |            |  |  |  |
| Total %                                      | 0                     | 0    | 0     | 0          | 0    | 33.7                  | 4.7   | 38.4       | 21.9 | 0    | 14.7                   | 36.7       | 0.8  | 24.1 | 0     | 24.9                  |            |  |  |  |
| Automobiles                                  | 0                     | 0    | 0     | 0          | 0    | 3566                  | 448   | 4014       | 2257 | 1    | 1562                   | 3820       | 88   | 2492 | 0     | 2580                  | 10414      |  |  |  |
| % Automobiles                                | 0                     | 0    | 0     | 0          | 0    | 94.6                  | 85.5  | 93.5       | 92   | 50   | 95                     | 93.2       | 93.6 | 92.5 | 0     | 92.5                  | 93.2       |  |  |  |
| Trucks                                       | 0                     | 0    | 0     | 0          | 0    | 200                   | 76    | 276        | 195  | 1    | 79                     | 275        | 6    | 202  | 0     | 208                   | 759        |  |  |  |
| % Trucks                                     | 0                     | 0    | 0     | 0          | 0    | 5.3                   | 14.5  | 6.4        | 8    | 50   | 4.8                    | 6.7        | 6.4  | 7.5  | 0     | 7.5                   | 6.8        |  |  |  |
| Buses  | 0                     | 0    | 0     | 0          | 0    | 2                     | 0     | 2          | 0    | 0    | 3                      | 3          | 0    | 0    | 0     | 0                     | 5          |  |  |  |
| % Buses                                      | 0                     | 0    | 0     | 0          | 0    | 0.1                   | 0     | 0          | 0    | 0    | 0.2                    | 0.1        | 0    | 0    | 0     | 0                     | 0          |  |  |  |



## Intersection Turning Movement Count



### Intersection Turning Movement Count

File Name : W 9 Mile Rd @ I-10 WB Ramps

Site Code : 00000001

Start Date : 7/14/2020

Page No : 3

|  | I-10 WB On Southbound |      |       |            | W 9 Mile Rd Westbound |      |       |            | I-10 WB Off Northbound |      |       |            | W 9 Mile Rd Eastbound |      |       |            |            |
|--|-----------------------|------|-------|------------|-----------------------|------|-------|------------|------------------------|------|-------|------------|-----------------------|------|-------|------------|------------|
| Start Time   | Left                  | Thru | Right | App. Total | Left                  | Thru | Right | App. Total | Left                   | Thru | Right | App. Total | Left                  | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 to 09:45 - Peak 1 of 1 |                       |      |       |            |                       |      |       |            |                        |      |       |            |                       |      |       |            |            |
| Peak Hour for Entire Intersection Begins at 07:00    |                       |      |       |            |                       |      |       |            |                        |      |       |            |                       |      |       |            |            |
| 07:00  | 0                     | 0    | 0     | 0          | 0                     | 142  | 13    | 155        | 72                     | 0    | 23    | 95         | 4                     | 64   | 0     | 68         | 318        |
| 07:15  | 0                     | 0    | 0     | 0          | 0                     | 146  | 12    | 158        | 66                     | 0    | 25    | 91         | 2                     | 66   | 0     | 68         | 317        |
| 07:30  | 0                     | 0    | 0     | 0          | 0                     | 134  | 18    | 152        | 87                     | 0    | 25    | 112        | 0                     | 73   | 0     | 73         | 337        |
| 07:45  | 0                     | 0    | 0     | 0          | 0                     | 169  | 9     | 178        | 68                     | 0    | 17    | 85         | 8                     | 85   | 0     | 93         | 356        |
| Total Volume   | 0                     | 0    | 0     | 0          | 0                     | 591  | 52    | 643        | 293                    | 0    | 90    | 383        | 14                    | 288  | 0     | 302        | 1328       |
| % App. Total   | 0                     | 0    | 0     | 0          | 0                     | 91.9 | 8.1   |            | 76.5                   | 0    | 23.5  |            | 4.6                   | 95.4 | 0     |            |            |
| PHF  | .000                  | .000 | .000  | .000       | .000                  | .874 | .722  | .903       | .842                   | .000 | .900  | .855       | .438                  | .847 | .000  | .812       | .933       |
| Automobiles  | 0                     | 0    | 0     | 0          | 0                     | 560  | 47    | 607        | 268                    | 0    | 83    | 351        | 14                    | 261  | 0     | 275        | 1233       |
| % Automobiles  | 0                     | 0    | 0     | 0          | 0                     | 94.8 | 90.4  | 94.4       | 91.5                   | 0    | 92.2  | 91.6       | 100                   | 90.6 | 0     | 91.1       | 92.8       |
| Trucks   | 0                     | 0    | 0     | 0          | 0                     | 31   | 5     | 36         | 25                     | 0    | 6     | 31         | 0                     | 27   | 0     | 27         | 94         |
| % Trucks   | 0                     | 0    | 0     | 0          | 0                     | 5.2  | 9.6   | 5.6        | 8.5                    | 0    | 6.7   | 8.1        | 0                     | 9.4  | 0     | 8.9        | 7.1        |
| Buses  | 0                     | 0    | 0     | 0          | 0                     | 0    | 0     | 0          | 0                      | 0    | 1     | 1          | 0                     | 0    | 0     | 0          | 1          |
| % Buses  | 0                     | 0    | 0     | 0          | 0                     | 0    | 0     | 0          | 0                      | 0    | 1.1   | 0.3        | 0                     | 0    | 0     | 0          | 0.1        |

Peak Hour Analysis From 07:00 to 09:45 - Peak 1 of 1

Peak Hour for Each Approach Begins at:

|               | 07:00 |      |      |      | 07:00 |      |      |      | 08:00 |      |      |      | 08:30 |      |      |      |  |
|---------------|-------|------|------|------|-------|------|------|------|-------|------|------|------|-------|------|------|------|--|
| +0 mins.      | 0     | 0    | 0    | 0    | 0     | 142  | 13   | 155  | 80    | 0    | 25   | 105  | 2     | 86   | 0    | 88   |  |
| +15 mins.     | 0     | 0    | 0    | 0    | 0     | 146  | 12   | 158  | 74    | 0    | 28   | 102  | 3     | 75   | 0    | 78   |  |
| +30 mins.     | 0     | 0    | 0    | 0    | 0     | 134  | 18   | 152  | 65    | 0    | 30   | 95   | 3     | 85   | 0    | 88   |  |
| +45 mins.     | 0     | 0    | 0    | 0    | 0     | 169  | 9    | 178  | 84    | 0    | 30   | 114  | 0     | 80   | 0    | 80   |  |
| Total Volume  | 0     | 0    | 0    | 0    | 0     | 591  | 52   | 643  | 303   | 0    | 113  | 416  | 8     | 326  | 0    | 334  |  |
| % App. Total  | 0     | 0    | 0    | 0    | 0     | 91.9 | 8.1  |      | 72.8  | 0    | 27.2 |      | 2.4   | 97.6 | 0    |      |  |
| PHF           | .000  | .000 | .000 | .000 | .000  | .874 | .722 | .903 | .902  | .000 | .942 | .912 | .667  | .948 | .000 | .949 |  |
| Automobiles   | 0     | 0    | 0    | 0    | 0     | 560  | 47   | 607  | 266   | 0    | 95   | 361  | 8     | 290  | 0    | 298  |  |
| % Automobiles | 0     | 0    | 0    | 0    | 0     | 94.8 | 90.4 | 94.4 | 87.8  | 0    | 84.1 | 86.8 | 100   | 89   | 0    | 89.2 |  |
| Trucks        | 0     | 0    | 0    | 0    | 0     | 31   | 5    | 36   | 37    | 0    | 18   | 55   | 0     | 36   | 0    | 36   |  |
| % Trucks      | 0     | 0    | 0    | 0    | 0     | 5.2  | 9.6  | 5.6  | 12.2  | 0    | 15.9 | 13.2 | 0     | 11   | 0    | 10.8 |  |
| Buses         | 0     | 0    | 0    | 0    | 0     | 0    | 0    | 0    | 0     | 0    | 0    | 0    | 0     | 0    | 0    | 0    |  |
| % Buses       | 0     | 0    | 0    | 0    | 0     | 0    | 0    | 0    | 0     | 0    | 0    | 0    | 0     | 0    | 0    | 0    |  |

Peak Hour Analysis From 10:00 to 13:45 - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 12:00

|               |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |
|---------------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| 12:00         | 0    | 0    | 0    | 0    | 0    | 130  | 16   | 146  | 77   | 0    | 41   | 118  | 5    | 90   | 0    | 95   | 359  |
| 12:15         | 0    | 0    | 0    | 0    | 0    | 125  | 17   | 142  | 66   | 0    | 36   | 102  | 5    | 91   | 0    | 96   | 340  |
| 12:30         | 0    | 0    | 0    | 0    | 0    | 120  | 17   | 137  | 83   | 0    | 46   | 129  | 7    | 92   | 0    | 99   | 365  |
| 12:45         | 0    | 0    | 0    | 0    | 0    | 118  | 16   | 134  | 62   | 0    | 46   | 108  | 2    | 92   | 0    | 94   | 336  |
| Total Volume  | 0    | 0    | 0    | 0    | 0    | 493  | 66   | 559  | 288  | 0    | 169  | 457  | 19   | 365  | 0    | 384  | 1400 |
| % App. Total  | 0    | 0    | 0    | 0    | 0    | 88.2 | 11.8 |      | 63   | 0    | 37   |      | 4.9  | 95.1 | 0    |      |      |
| PHF           | .000 | .000 | .000 | .000 | .000 | .948 | .971 | .957 | .867 | .000 | .918 | .886 | .679 | .992 | .000 | .970 | .959 |
| Automobiles   | 0    | 0    | 0    | 0    | 0    | 465  | 53   | 518  | 254  | 0    | 161  | 415  | 18   | 333  | 0    | 351  | 1284 |
| % Automobiles | 0    | 0    | 0    | 0    | 0    | 94.3 | 80.3 | 92.7 | 88.2 | 0    | 95.3 | 90.8 | 94.7 | 91.2 | 0    | 91.4 | 91.7 |
| Trucks        | 0    | 0    | 0    | 0    | 0    | 28   | 13   | 41   | 34   | 0    | 7    | 41   | 1    | 32   | 0    | 33   | 115  |
| % Trucks      | 0    | 0    | 0    | 0    | 0    | 5.7  | 19.7 | 7.3  | 11.8 | 0    | 4.1  | 9.0  | 5.3  | 8.8  | 0    | 8.6  | 8.2  |
| Buses         | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 1    | 1    | 0    | 0    | 0    | 0    | 1    |
| % Buses       | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0.6  | 0.2  | 0    | 0    | 0    | 0    | 0.1  |

Peak Hour Analysis From 10:00 to 13:45 - Peak 1 of 1

Peak Hour for Each Approach Begins at:

|               | 10:00 |      |      |      | 12:00 |      |      |      | 12:45 |      |      |      | 12:00 |      |      |      |  |
|---------------|-------|------|------|------|-------|------|------|------|-------|------|------|------|-------|------|------|------|--|
| +0 mins.      | 0     | 0    | 0    | 0    | 0     | 130  | 16   | 146  | 62    | 0    | 46   | 108  | 5     | 90   | 0    | 95   |  |
| +15 mins.     | 0     | 0    | 0    | 0    | 0     | 125  | 17   | 142  | 83    | 0    | 41   | 124  | 5     | 91   | 0    | 96   |  |
| +30 mins.     | 0     | 0    | 0    | 0    | 0     | 120  | 17   | 137  | 83    | 0    | 33   | 116  | 7     | 92   | 0    | 99   |  |
| +45 mins.     | 0     | 0    | 0    | 0    | 0     | 118  | 16   | 134  | 87    | 0    | 45   | 132  | 2     | 92   | 0    | 94   |  |
| Total Volume  | 0     | 0    | 0    | 0    | 0     | 493  | 66   | 559  | 315   | 0    | 165  | 480  | 19    | 365  | 0    | 384  |  |
| % App. Total  | 0     | 0    | 0    | 0    | 0     | 88.2 | 11.8 |      | 65.6  | 0    | 34.4 |      | 4.9   | 95.1 | 0    |      |  |
| PHF           | .000  | .000 | .000 | .000 | .000  | .948 | .971 | .957 | .905  | .000 | .897 | .909 | .679  | .992 | .000 | .970 |  |
| Automobiles   | 0     | 0    | 0    | 0    | 0     | 465  | 53   | 518  | 274   | 0    | 147  | 421  | 18    | 333  | 0    | 351  |  |
| % Automobiles | 0     | 0    | 0    | 0    | 0     | 94.3 | 80.3 | 92.7 | 87    | 0    | 89.1 | 87.7 | 94.7  | 91.2 | 0    | 91.4 |  |
| Trucks        | 0     | 0    | 0    | 0    | 0     | 28   | 13   | 41   | 41    | 0    | 17   | 58   | 1     | 32   | 0    | 33   |  |
| % Trucks      | 0     | 0    | 0    | 0    | 0     | 5.7  | 19.7 | 7.3  | 13    | 0    | 10.3 | 12.1 | 5.3   | 8.8  | 0    | 8.6  |  |
| Buses         | 0     | 0    | 0    | 0    | 0     | 0    | 0    | 0    | 0     | 0    | 1    | 1    | 0     | 0    | 0    | 0    |  |
| % Buses       | 0     | 0    | 0    | 0    | 0     | 0    | 0    | 0    | 0     | 0    | 0.6  | 0.2  | 0     | 0    | 0    | 0    |  |

## Intersection Turning Movement Count

File Name : W 9 Mile Rd @ I-10 WB Ramps

Site Code : 00000001

Start Date : 7/14/2020

Page No : 4

|  | I-10 WB On Southbound |      |       |            | W 9 Mile Rd Westbound |      |       |            | I-10 WB Off Northbound |      |       |            | W 9 Mile Rd Eastbound |      |       |            |            |
|--|-----------------------|------|-------|------------|-----------------------|------|-------|------------|------------------------|------|-------|------------|-----------------------|------|-------|------------|------------|
| Start Time   | Left                  | Thru | Right | App. Total | Left                  | Thru | Right | App. Total | Left                   | Thru | Right | App. Total | Left                  | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 14:00 to 18:45 - Peak 1 of 1 |                       |      |       |            |                       |      |       |            |                        |      |       |            |                       |      |       |            |            |
| Peak Hour for Entire Intersection Begins at 16:15    |                       |      |       |            |                       |      |       |            |                        |      |       |            |                       |      |       |            |            |
| 16:15  | 0                     | 0    | 0     | 0          | 0                     | 145  | 23    | 168        | 99                     | 1    | 100   | 200        | 5                     | 104  | 0     | 109        | 477        |
| 16:30  | 0                     | 0    | 0     | 0          | 0                     | 125  | 30    | 155        | 99                     | 0    | 110   | 209        | 1                     | 104  | 0     | 105        | 469        |
| 16:45  | 0                     | 0    | 0     | 0          | 0                     | 117  | 17    | 134        | 114                    | 0    | 88    | 202        | 0                     | 82   | 0     | 82         | 418        |
| 17:00  | 0                     | 0    | 0     | 0          | 0                     | 147  | 18    | 165        | 95                     | 0    | 91    | 186        | 3                     | 115  | 0     | 118        | 469        |
| Total Volume   | 0                     | 0    | 0     | 0          | 0                     | 534  | 88    | 622        | 407                    | 1    | 389   | 797        | 9                     | 405  | 0     | 414        | 1833       |
| % App. Total   | 0                     | 0    | 0     | 0          | 0                     | 85.9 | 14.1  |            | 51.1                   | 0.1  | 48.8  |            | 2.2                   | 97.8 | 0     |            |            |
| PHF  | .000                  | .000 | .000  | .000       | .000                  | .908 | .733  | .926       | .893                   | .250 | .884  | .953       | .450                  | .880 | .000  | .877       | .961       |
| Automobiles  | 0                     | 0    | 0     | 0          | 0                     | 508  | 82    | 590        | 396                    | 1    | 376   | 773        | 7                     | 390  | 0     | 397        | 1760       |
| % Automobiles  | 0                     | 0    | 0     | 0          | 0                     | 95.1 | 93.2  | 94.9       | 97.3                   | 100  | 96.7  | 97.0       | 77.8                  | 96.3 | 0     | 95.9       | 96.0       |
| Trucks   | 0                     | 0    | 0     | 0          | 0                     | 26   | 6     | 32         | 11                     | 0    | 13    | 24         | 2                     | 15   | 0     | 17         | 73         |
| % Trucks   | 0                     | 0    | 0     | 0          | 0                     | 4.9  | 6.8   | 5.1        | 2.7                    | 0    | 3.3   | 3.0        | 22.2                  | 3.7  | 0     | 4.1        | 4.0        |
| Buses  | 0                     | 0    | 0     | 0          | 0                     | 0    | 0     | 0          | 0                      | 0    | 0     | 0          | 0                     | 0    | 0     | 0          | 0          |
| % Buses  | 0                     | 0    | 0     | 0          | 0                     | 0    | 0     | 0          | 0                      | 0    | 0     | 0          | 0                     | 0    | 0     | 0          | 0          |

Peak Hour Analysis From 14:00 to 18:45 - Peak 1 of 1

Peak Hour for Each Approach Begins at:

|               | 14:00 |      |      |      | 16:15 |      |      |      | 16:15 |      |      |      | 16:45 |      |      |      |  |
|---------------|-------|------|------|------|-------|------|------|------|-------|------|------|------|-------|------|------|------|--|
| +0 mins.      | 0     | 0    | 0    | 0    | 0     | 145  | 23   | 168  | 99    | 1    | 100  | 200  | 0     | 82   | 0    | 82   |  |
| +15 mins.     | 0     | 0    | 0    | 0    | 0     | 125  | 30   | 155  | 99    | 0    | 110  | 209  | 3     | 115  | 0    | 118  |  |
| +30 mins.     | 0     | 0    | 0    | 0    | 0     | 117  | 17   | 134  | 114   | 0    | 88   | 202  | 0     | 112  | 0    | 112  |  |
| +45 mins.     | 0     | 0    | 0    | 0    | 0     | 147  | 18   | 165  | 95    | 0    | 91   | 186  | 2     | 118  | 0    | 120  |  |
| Total Volume  | 0     | 0    | 0    | 0    | 0     | 534  | 88   | 622  | 407   | 1    | 389  | 797  | 5     | 427  | 0    | 432  |  |
| % App. Total  | 0     | 0    | 0    | 0    | 0     | 85.9 | 14.1 |      | 51.1  | 0.1  | 48.8 |      | 1.2   | 98.8 | 0    |      |  |
| PHF           | .000  | .000 | .000 | .000 | .000  | .908 | .733 | .926 | .893  | .250 | .884 | .953 | .417  | .905 | .000 | .900 |  |
| Automobiles   | 0     | 0    | 0    | 0    | 0     | 508  | 82   | 590  | 396   | 1    | 376  | 773  | 5     | 408  | 0    | 413  |  |
| % Automobiles | 0     | 0    | 0    | 0    | 0     | 95.1 | 93.2 | 94.9 | 97.3  | 100  | 96.7 | 97   | 100   | 95.6 | 0    | 95.6 |  |
| Trucks        | 0     | 0    | 0    | 0    | 0     | 26   | 6    | 32   | 11    | 0    | 13   | 24   | 0     | 19   | 0    | 19   |  |
| % Trucks      | 0     | 0    | 0    | 0    | 0     | 4.9  | 6.8  | 5.1  | 2.7   | 0    | 3.3  | 3    | 0     | 4.4  | 0    | 4.4  |  |
| Buses         | 0     | 0    | 0    | 0    | 0     | 0    | 0    | 0    | 0     | 0    | 0    | 0    | 0     | 0    | 0    | 0    |  |
| % Buses       | 0     | 0    | 0    | 0    | 0     | 0    | 0    | 0    | 0     | 0    | 0    | 0    | 0     | 0    | 0    | 0    |  |



# Traffic Counts

## Appendix

### Intersection Turning Movement Count

W 9 Mile Rd @ I-10 WB Ramps  
Pensacola, Florida

File Name : W 9 Mile Rd @ I-10 WB Ramps

Site Code : 00000001

Start Date : 7/14/2020

Page No : 1

| Groups Printed- Trucks - Buses |                       |      |       |            |   |                       |      |       |            |  |                        |      |       |            |  |                       |      |       |            |            |
|--------------------------------|-----------------------|------|-------|------------|---|-----------------------|------|-------|------------|--|------------------------|------|-------|------------|--|-----------------------|------|-------|------------|------------|
|                                | I-10 WB On Southbound |      |       |            |   | W 9 Mile Rd Westbound |      |       |            |  | I-10 WB Off Northbound |      |       |            |  | W 9 Mile Rd Eastbound |      |       |            |            |
| Start Time                     | Left                  | Thru | Right | App. Total |   | Left                  | Thru | Right | App. Total |  | Left                   | Thru | Right | App. Total |  | Left                  | Thru | Right | App. Total | Int. Total |
| 07:00                          | 0                     | 0    | 0     | 0          | 0 | 0                     | 5    | 2     | 7          |  | 7                      | 0    | 3     | 10         |  | 0                     | 4    | 0     | 4          | 21         |
| 07:15                          | 0                     | 0    | 0     | 0          | 0 | 0                     | 15   | 1     | 16         |  | 4                      | 0    | 2     | 6          |  | 0                     | 5    | 0     | 5          | 27         |
| 07:30                          | 0                     | 0    | 0     | 0          | 0 | 0                     | 4    | 2     | 6          |  | 9                      | 0    | 1     | 10         |  | 0                     | 6    | 0     | 6          | 22         |
| 07:45                          | 0                     | 0    | 0     | 0          | 0 | 0                     | 7    | 0     | 7          |  | 5                      | 0    | 1     | 6          |  | 0                     | 12   | 0     | 12         | 25         |
| Total                          | 0                     | 0    | 0     | 0          | 0 | 0                     | 31   | 5     | 36         |  | 25                     | 0    | 7     | 32         |  | 0                     | 27   | 0     | 27         | 95         |
| 08:00                          | 0                     | 0    | 0     | 0          | 0 | 0                     | 6    | 2     | 8          |  | 10                     | 0    | 6     | 16         |  | 1                     | 10   | 0     | 11         | 35         |
| 08:15                          | 0                     | 0    | 0     | 0          | 0 | 0                     | 17   | 4     | 21         |  | 9                      | 0    | 2     | 11         |  | 0                     | 7    | 0     | 7          | 39         |
| 08:30                          | 0                     | 0    | 0     | 0          | 0 | 0                     | 8    | 2     | 10         |  | 8                      | 0    | 6     | 14         |  | 0                     | 12   | 0     | 12         | 36         |
| 08:45                          | 0                     | 0    | 0     | 0          | 0 | 0                     | 14   | 1     | 15         |  | 10                     | 0    | 4     | 14         |  | 0                     | 7    | 0     | 7          | 36         |
| Total                          | 0                     | 0    | 0     | 0          | 0 | 0                     | 45   | 9     | 54         |  | 37                     | 0    | 18    | 55         |  | 1                     | 36   | 0     | 37         | 146        |
| 09:00                          | 0                     | 0    | 0     | 0          | 0 | 0                     | 4    | 3     | 7          |  | 5                      | 0    | 1     | 6          |  | 0                     | 10   | 0     | 10         | 23         |
| 09:15                          | 0                     | 0    | 0     | 0          | 0 | 0                     | 7    | 3     | 10         |  | 13                     | 0    | 4     | 17         |  | 0                     | 7    | 0     | 7          | 34         |
| 09:30                          | 0                     | 0    | 0     | 0          | 0 | 0                     | 6    | 8     | 14         |  | 7                      | 0    | 5     | 12         |  | 1                     | 7    | 0     | 8          | 34         |
| 09:45                          | 0                     | 0    | 0     | 0          | 0 | 0                     | 11   | 2     | 13         |  | 9                      | 0    | 1     | 10         |  | 0                     | 12   | 0     | 12         | 35         |
| Total                          | 0                     | 0    | 0     | 0          | 0 | 0                     | 28   | 16    | 44         |  | 34                     | 0    | 11    | 45         |  | 1                     | 36   | 0     | 37         | 126        |
|                                |                       |      |       |            |   |                       |      |       |            |  |                        |      |       |            |  |                       |      |       |            |            |
| 12:00                          | 0                     | 0    | 0     | 0          | 0 | 0                     | 12   | 4     | 16         |  | 8                      | 0    | 0     | 8          |  | 0                     | 6    | 0     | 6          | 30         |
| 12:15                          | 0                     | 0    | 0     | 0          | 0 | 0                     | 3    | 2     | 5          |  | 9                      | 0    | 3     | 12         |  | 0                     | 14   | 0     | 14         | 31         |
| 12:30                          | 0                     | 0    | 0     | 0          | 0 | 0                     | 5    | 3     | 8          |  | 11                     | 0    | 2     | 13         |  | 1                     | 6    | 0     | 7          | 28         |
| 12:45                          | 0                     | 0    | 0     | 0          | 0 | 0                     | 8    | 4     | 12         |  | 6                      | 0    | 3     | 9          |  | 0                     | 6    | 0     | 6          | 27         |
| Total                          | 0                     | 0    | 0     | 0          | 0 | 0                     | 28   | 13    | 41         |  | 34                     | 0    | 8     | 42         |  | 1                     | 32   | 0     | 33         | 116        |
|                                |                       |      |       |            |   |                       |      |       |            |  |                        |      |       |            |  |                       |      |       |            |            |
| 13:00                          | 0                     | 0    | 0     | 0          | 0 | 0                     | 3    | 3     | 6          |  | 12                     | 0    | 5     | 17         |  | 0                     | 6    | 0     | 6          | 29         |
| 13:15                          | 0                     | 0    | 0     | 0          | 0 | 0                     | 8    | 1     | 9          |  | 10                     | 0    | 3     | 13         |  | 0                     | 8    | 0     | 8          | 30         |
| 13:30                          | 0                     | 0    | 0     | 0          | 0 | 0                     | 9    | 3     | 12         |  | 13                     | 0    | 7     | 20         |  | 0                     | 3    | 0     | 3          | 35         |
| 13:45                          | 0                     | 0    | 0     | 0          | 0 | 0                     | 8    | 7     | 15         |  | 10                     | 0    | 2     | 12         |  | 1                     | 8    | 0     | 9          | 36         |
| Total                          | 0                     | 0    | 0     | 0          | 0 | 0                     | 28   | 14    | 42         |  | 45                     | 0    | 17    | 62         |  | 1                     | 25   | 0     | 26         | 130        |
|                                |                       |      |       |            |   |                       |      |       |            |  |                        |      |       |            |  |                       |      |       |            |            |
| 16:00                          | 0                     | 0    | 0     | 0          | 0 | 0                     | 3    | 4     | 7          |  | 2                      | 0    | 3     | 5          |  | 0                     | 4    | 0     | 4          | 16         |
| 16:15                          | 0                     | 0    | 0     | 0          | 0 | 0                     | 9    | 2     | 11         |  | 2                      | 0    | 2     | 4          |  | 2                     | 4    | 0     | 6          | 21         |
| 16:30                          | 0                     | 0    | 0     | 0          | 0 | 0                     | 6    | 2     | 8          |  | 3                      | 0    | 2     | 5          |  | 0                     | 4    | 0     | 4          | 17         |
| 16:45                          | 0                     | 0    | 0     | 0          | 0 | 0                     | 1    | 2     | 3          |  | 6                      | 0    | 5     | 11         |  | 0                     | 3    | 0     | 3          | 17         |
| Total                          | 0                     | 0    | 0     | 0          | 0 | 0                     | 19   | 10    | 29         |  | 13                     | 0    | 12    | 25         |  | 2                     | 15   | 0     | 17         | 71         |
|                                |                       |      |       |            |   |                       |      |       |            |  |                        |      |       |            |  |                       |      |       |            |            |
| 17:00                          | 0                     | 0    | 0     | 0          | 0 | 0                     | 10   | 0     | 10         |  | 0                      | 0    | 4     | 4          |  | 0                     | 4    | 0     | 4          | 18         |
| 17:15                          | 0                     | 0    | 0     | 0          | 0 | 0                     | 4    | 1     | 5          |  | 3                      | 0    | 0     | 3          |  | 0                     | 7    | 0     | 7          | 15         |
| 17:30                          | 0                     | 0    | 0     | 0          | 0 | 0                     | 3    | 0     | 3          |  | 1                      | 0    | 0     | 1          |  | 0                     | 5    | 0     | 5          | 9          |
| 17:45                          | 0                     | 0    | 0     | 0          | 0 | 0                     | 1    | 2     | 3          |  | 0                      | 0    | 2     | 2          |  | 0                     | 5    | 0     | 5          | 10         |
| Total                          | 0                     | 0    | 0     | 0          | 0 | 0                     | 18   | 3     | 21         |  | 4                      | 0    | 6     | 10         |  | 0                     | 21   | 0     | 21         | 52         |
|                                |                       |      |       |            |   |                       |      |       |            |  |                        |      |       |            |  |                       |      |       |            |            |
| 18:00                          | 0                     | 0    | 0     | 0          | 0 | 0                     | 1    | 2     | 3          |  | 1                      | 1    | 2     | 4          |  | 0                     | 3    | 0     | 3          | 10         |
| 18:15                          | 0                     | 0    | 0     | 0          | 0 | 0                     | 1    | 1     | 2          |  | 0                      | 0    | 0     | 0          |  | 0                     | 2    | 0     | 2          | 4          |
| 18:30                          | 0                     | 0    | 0     | 0          | 0 | 0                     | 1    | 1     | 2          |  | 1                      | 0    | 0     | 1          |  | 0                     | 2    | 0     | 2          | 5          |
| 18:45                          | 0                     | 0    | 0     | 0          | 0 | 0                     | 2    | 2     | 4          |  | 1                      | 0    | 1     | 2          |  | 0                     | 3    | 0     | 3          | 9          |
| Total                          | 0                     | 0    | 0     | 0          | 0 | 0                     | 5    | 6     | 11         |  | 3                      | 1    | 3     | 7          |  | 0                     | 10   | 0     | 10         | 28         |
|                                |                       |      |       |            |   |                       |      |       |            |  |                        |      |       |            |  |                       |      |       |            |            |
| Grand Total                    | 0                     | 0    | 0     | 0          | 0 | 0                     | 202  | 76    | 278        |  | 195                    | 1    | 82    | 278        |  | 6                     | 202  | 0     | 208        | 764        |
| Apprch %                       | 0                     | 0    | 0     | 0          | 0 | 0                     | 72.7 | 27.3  |            |  | 70.1                   | 0.4  | 29.5  |            |  | 2.9                   | 97.1 | 0     |            |            |
| Total %                        | 0                     | 0    | 0     | 0          | 0 | 0                     | 26.4 | 9.9   | 36.4       |  | 25.5                   | 0.1  | 10.7  | 36.4       |  | 0.8                   | 26.4 | 0     | 27.2       |            |
| Trucks                         | 0                     | 0    | 0     | 0          | 0 | 0                     | 200  | 76    | 276        |  | 195                    | 1    | 79    | 275        |  | 6                     | 202  | 0     | 208        | 759        |
| % Trucks                       | 0                     | 0    | 0     | 0          | 0 | 0                     | 99   | 100   | 99.3       |  | 100                    | 100  | 96.3  | 98.9       |  | 100                   | 100  | 0     | 100        | 99.3       |
| Buses                          | 0                     | 0    | 0     | 0          | 0 | 0                     | 2    | 0     | 2          |  | 0                      | 0    | 3     | 3          |  | 0                     | 0    | 0     | 0          | 5          |
| % Buses                        | 0                     | 0    | 0     | 0          | 0 | 0                     | 1    | 0     | 0.7        |  | 0                      | 0    | 3.7   | 1.1        |  | 0                     | 0    | 0     | 0          | 0.7        |

## Intersection Turning Movement Count

W 9 Mile Rd @ I-10 WB Ramps

File Name : W 9 Mile Rd @ I-10 WB Ramps Peds

Site Code : 00000001

Start Date : 7/14/2020

Page No : 1

| Groups Printed- Peds |                                  |                                  |                                   |                                  |            |
|----------------------|----------------------------------|----------------------------------|-----------------------------------|----------------------------------|------------|
| Start Time           | I-10 WB On<br>Southbound<br>Peds | W 9 Mile Rd<br>Westbound<br>Peds | I-10 WB Off<br>Northbound<br>Peds | W 9 Mile Rd<br>Eastbound<br>Peds | Int. Total |
| 07:00                | 0                                | 0                                | 0                                 | 0                                | 0          |
| 07:15                | 0                                | 0                                | 0                                 | 0                                | 0          |
| 07:30                | 0                                | 0                                | 1                                 | 0                                | 1          |
| 07:45                | 0                                | 0                                | 0                                 | 0                                | 0          |
| Total                | 0                                | 0                                | 1                                 | 0                                | 1          |
| 08:00                | 0                                | 0                                | 0                                 | 0                                | 0          |
| 08:15                | 0                                | 0                                | 0                                 | 0                                | 0          |
| 08:30                | 0                                | 0                                | 0                                 | 0                                | 0          |
| 08:45                | 0                                | 0                                | 0                                 | 0                                | 0          |
| Total                | 0                                | 0                                | 0                                 | 0                                | 0          |
| 09:00                | 0                                | 0                                | 1                                 | 0                                | 1          |
| 09:15                | 0                                | 0                                | 1                                 | 0                                | 1          |
| 09:30                | 0                                | 0                                | 0                                 | 0                                | 0          |
| 09:45                | 0                                | 3                                | 0                                 | 0                                | 3          |
| Total                | 0                                | 3                                | 2                                 | 0                                | 5          |
| 10:00                | 0                                | 0                                | 0                                 | 0                                | 0          |
| 10:15                | 0                                | 0                                | 0                                 | 0                                | 0          |
| 10:30                | 0                                | 0                                | 0                                 | 0                                | 0          |
| 10:45                | 0                                | 0                                | 0                                 | 0                                | 0          |
| Total                | 0                                | 0                                | 0                                 | 0                                | 0          |
| 11:00                | 0                                | 0                                | 0                                 | 0                                | 0          |
| 11:15                | 0                                | 0                                | 0                                 | 0                                | 0          |
| 11:30                | 0                                | 0                                | 0                                 | 0                                | 0          |
| 11:45                | 0                                | 0                                | 0                                 | 0                                | 0          |
| Total                | 0                                | 0                                | 0                                 | 0                                | 0          |
| 12:00                | 0                                | 0                                | 0                                 | 0                                | 0          |
| 12:15                | 0                                | 0                                | 1                                 | 0                                | 1          |
| 12:30                | 0                                | 0                                | 1                                 | 0                                | 1          |
| 12:45                | 0                                | 0                                | 0                                 | 0                                | 0          |
| Total                | 0                                | 0                                | 2                                 | 0                                | 2          |
| 13:00                | 0                                | 0                                | 0                                 | 0                                | 0          |
| 13:15                | 0                                | 0                                | 0                                 | 0                                | 0          |
| 13:30                | 0                                | 0                                | 0                                 | 0                                | 0          |
| 13:45                | 0                                | 0                                | 0                                 | 0                                | 0          |
| Total                | 0                                | 0                                | 0                                 | 0                                | 0          |
| 14:00                | 0                                | 0                                | 0                                 | 0                                | 0          |
| 14:15                | 0                                | 0                                | 0                                 | 0                                | 0          |
| 14:30                | 0                                | 0                                | 0                                 | 0                                | 0          |
| 14:45                | 0                                | 0                                | 0                                 | 0                                | 0          |
| Total                | 0                                | 0                                | 0                                 | 0                                | 0          |
| 15:00                | 0                                | 0                                | 0                                 | 0                                | 0          |
| 15:15                | 0                                | 0                                | 0                                 | 0                                | 0          |
| 15:30                | 0                                | 0                                | 0                                 | 0                                | 0          |
| 15:45                | 0                                | 0                                | 0                                 | 0                                | 0          |
| Total                | 0                                | 0                                | 0                                 | 0                                | 0          |

## Intersection Turning Movement Count

File Name : W 9 Mile Rd @ I-10 WB Ramps Peds

Site Code : 00000001

Start Date : 7/14/2020

Page No : 2

Groups Printed- Peds

|             | I-10 WB On<br>Southbound | W 9 Mile Rd<br>Westbound | I-10 WB Off<br>Northbound | W 9 Mile Rd<br>Eastbound |            |
|-------------|--------------------------|--------------------------|---------------------------|--------------------------|------------|
| Start Time  | Peds                     | Peds                     | Peds                      | Peds                     | Int. Total |
| 16:00       | 0                        | 0                        | 0                         | 0                        | 0          |
| 16:15       | 0                        | 0                        | 0                         | 0                        | 0          |
| 16:30       | 0                        | 0                        | 0                         | 0                        | 0          |
| 16:45       | 0                        | 0                        | 1                         | 0                        | 1          |
| Total       | 0                        | 0                        | 1                         | 0                        | 1          |
| 17:00       | 0                        | 0                        | 0                         | 0                        | 0          |
| 17:15       | 0                        | 0                        | 0                         | 0                        | 0          |
| 17:30       | 0                        | 0                        | 0                         | 0                        | 0          |
| 17:45       | 0                        | 0                        | 0                         | 0                        | 0          |
| Total       | 0                        | 0                        | 0                         | 0                        | 0          |
| 18:00       | 0                        | 0                        | 0                         | 0                        | 0          |
| 18:15       | 0                        | 0                        | 0                         | 0                        | 0          |
| 18:30       | 0                        | 0                        | 0                         | 0                        | 0          |
| 18:45       | 0                        | 0                        | 0                         | 0                        | 0          |
| Total       | 0                        | 0                        | 0                         | 0                        | 0          |
| Grand Total | 0                        | 3                        | 6                         | 0                        | 9          |
| Apprch %    | 0                        | 100                      | 100                       | 0                        |            |
| Total %     | 0                        | 33.3                     | 66.7                      | 0                        |            |

This page is intentionally blank.

DRAFT

This page is intentionally blank.





Prepared by DPZ CoDesign

in partnership with:

GIT Consulting, Impact Campaign, Speck & Associates,  
Urban 3, & Weitzman Associates