City of Okeechobee
TECHNICAL REVIEW COMMITTEE
55 SOUTHEAST THIRD AVENUE ♦ OKEECHOBEE, FL 34974
October 15, 2020
LIST OF EXHIBITS

Draft Minutes	September 17, 2020 Summary of Committee Action
Applications	Site Plan Review Application No. 20-006-TRC

CITY OF OKEECHOBEE, FLORIDA
SEPTEMBER 17, 2020
TECHNICAL REVIEW COMMITTEE MINUTES
DRAFT SUMMARY OF COMMITTEE ACTION

I. CALL TO ORDER

Chairperson Montes De Oca called the regular meeting of the Technical Review Committee for the City of Okeechobee to order on Thursday, September 17, 2020, at 10:00 A.M. in the City Council Chambers, located at 55 Southeast 3rd Avenue, Room 200, Okeechobee, Florida. Pursuant to Executive Order No. 20-69 issued by Governor DeSantis on March 20, 2020, and further extended by Executive Order No. 20-193, effective August 7, 2020, the meeting was conducted utilizing communications media technology as provided by Florida Statutes 120.54(5)(b)2, by means of Zoom.com Meeting ID 2459713294. The Host computer was operated by Executive Assistant Brock. The video, audio, and digital comments are recorded and retained as a permanent record.

A. The Pledge of Allegiance was led by Chairperson Montes De Oca.

II. ATTENDANCE

Technical Review Committee Secretary Patty Burnette called the roll. City Administrator Marcos Montes De Oca, Public Works Director David Allen, Building Official Jeffery Newell, and Fire Chief Herb Smith were present. Police Chief Bob Peterson was absent, and Major Donald Hagan was present in his place.

CITY STAFF

City Planning Consultant Ben Smith, General Services Secretary Yesica Montoya, Executive Assistant Robin Brock and Okeechobee County Environmental Health Director Victor Faconti were present in the Chambers. The School Board Representative and Okeechobee Utility Authority (OUA) Executive Director John Hayford were absent with consent.

III. AGENDA

A. Chairperson Montes De Oca asked whether there were any agenda items to be added, deferred or withdrawn. There were none.

B. A motion was made by Building Official Newell to approve the agenda as published; seconded by Public Works Director Allen.

Chairperson Montes De Oca, Public Works Director Allen, Building Official Newell, Major Hagan, and Fire Chief Smith voted: Aye. Nays: none. Motion Carried.

IV. MINUTES

A. A motion was made by Building Official Newell to dispense with the reading and approve the June 18, 2020 regular meeting minutes; seconded by Major Hagan.

Chairperson Montes De Oca, Public Works Director Allen, Building Official Newell, Major Hagan, and Fire Chief Smith voted: Aye. Nays: none. Motion Carried.

V. NEW BUSINESS

A. City Planning Consultant Ben Smith of LaRue Planning and Management Services briefly reviewed the Planning Staff Report for Abandonment of Right-of-Way Petition No. 20-002-SC, which requests to vacate the portion of Southwest 4th Street (formerly known per plat as Fifth Avenue), 100 feet in width, lying North of Lot 1, of Block 190, and the portion of Southwest 5th Street (formerly known per plat as Fourth Street), 70 feet in width, lying North of, Block 191, both being CITY OF OKEECHOBEE, Plat Book 5, Page 5, Public Records of Okeechobee County. The surrounding property which is owned by the Applicant was recently approved for a Future Land Use Map (FLUM) Amendment and a Rezoning to Industrial. If this request is approved, the Applicant has stated their intention is to expand their industrial manufacturing operation that has been in existence on the property to the North. With the recent FLUM and Zoning approvals and given that all surrounding properties on the West side of Southwest 7th Avenue are designated Industrial, it seems appropriate to place an Industrial designation on the vacated property. Planning Staff's responses to the required findings are: the alleyways are not the sole means of access to any property; the Applicant owns all the surrounding property on the West side of Southwest 7th Avenue; the proposed rights-of-way areas to be vacated have not been improved to facilitate vehicular travel; turning over maintenance responsibilities to the Applicant and adding property to the City's tax rolls will be a benefit to the City; and finally, the Applicant has received authorization from all necessary utility entities. Florida Power & Light (FPL) is requiring a 10-foot easement be provided on the East end of Southwest 4th and 5th Street rights-of-way West of 7th Avenue. Century Link has requested a condition that the Applicant will bear the cost of relocation and repair any facilities that are found and/or damaged in the vacated areas. Planning Staff is recommending **approval** based on these findings.

1. Building Official Newell confirmed with the Applicant's representative, Mr. Steve Dobbs, that his client agreed with all the Utility Companies comments. Mr. Dobbs confirmed this.

Fire Chief Smith: No issues were received.

Major Hagan: No issues were received.

Public Works Director Allen: No issues were received.

County Environmental Health Dept: No issues were received.

OUA: Director Hayford was not in attendance although forwarded an email to the Committee Secretary stating he had no issues with this application.

2. Mr. Steven Dobbs, Engineering Project Manager, representing the Property Owner, Loumax Development Inc, was present and available for questions. There were none.

3. Chairperson Montes De Oca asked whether there were any comments or questions from those in attendance from the Public. There were none.

4. Chairperson Montes De Oca disclosed he had spoken with Mr. Dobbs regarding the application. There were no other disclosures.

5. A motion was offered by Building Official Newell to recommend approval to the Planning Board for Abandonment of Right-of-Way Petition No. 20-002-SC, which requests to vacate the portion of Southwest 4th Street (formerly known per plat as Fifth Avenue) and the portion of Southwest 5th Street (formerly known as Fourth Street) with the following conditions: FPL is requiring a 10-foot easement be provided on the East end of Southwest 4th Street and 5th Street rights-of-way West of 7th Avenue; and Century Link has requested a condition that the Applicant will bear the cost of relocation and repair any facilities that are found and/or damaged in the vacated areas; seconded by Public Works Director Allen.

a) The Committee offered no further discussion.

b) Chairperson Montes De Oca, Public Works Director Allen, Building Official Newell, Major Hagan, and Fire Chief Smith voted: Aye. Nays: none. Motion Carried.

B. City Planning Consultant Smith briefly reviewed the Planning Staff Report for Site Plan Review Application No. 20-005-TRC, which pertains to the construction of a proposed Church sanctuary and fellowship hall, on 10.24 vacant acres with parking and drainage facilities located at 807 Southwest 2nd Street. The Applicant proposes to build in phases. The church sanctuary and fellowship hall are proposed in the first phase and the site plan depicts for future development a gym, a conference hall and the reservation of 0.5 acres in the Southeast corner of the parcel for a parsonage. The sanctuary, fellowship hall, gym, and conference hall are all proposed with building footprints of 70-feet by 150-feet and to be 10,500 square feet each. A 20-foot by 25-foot porte-cochere is also proposed for the main sanctuary building. The proposed vacant site is located between Southwest 8th Avenue to the North and Southwest 6th Street to the South. Vacant land, which is the site of an approved, yet unbuilt, 190 dwelling unit apartment complex, lies to the West. To the East lie commercial uses as well as an active industrial manufacturing facility (Ecotec Manufacturing Inc.) that is currently proposed for expansion.

The Applicant is proposing the use of a well for potable water and a septic system for sewage disposal. Regarding solid waste disposal, service will be provided by Waste Management, which has stated service is available and adequate capacity exists in the County's solid waste facility to serve the proposed development. A drainage report has been submitted, and a dry retention area is depicted on the

site plan. Regarding traffic generation, the Institute of Traffic Engineers (ITE) trip generation rate for churches is 9.11 weekday trips per 1,000 square feet. At 21,000 square feet, the ITE trip generation rates provide an estimate of 191 daily weekday trips for phase one of the project. Phase two of the project would add another 21,000 square feet, as well as a single-family residence. Upon completion of all proposed structures, it is estimated that 393 daily weekday trips will be generated by this project.

Combined with the additional vehicle trips that will be generated by the approved yet unbuilt apartment complex on the adjacent property to the West, the level of traffic in this neighborhood has the potential to increase substantially. A more in-depth traffic study may need to be conducted at such time as the phase 2 Two structures are proposed for construction, especially depending on the use of those structures, as gyms, daycares and study areas are often used throughout the week, not just on Sundays. If at that time it is determined that there will be capacity issues, it may be appropriate to require that the access from Southwest 6th Street be converted from an emergency entrance with stabilized grass to a paved secondary entrance. The main ingress/egress for this facility will be from Southwest 8th Avenue. An additional emergency entrance is also proposed from Southwest 6th Street.

The entrance on Southwest 8th Avenue is 24 feet wide, as well as all of the drive aisles with adjacent parking spaces. However, the drive aisle beneath the porte-cochere is only 17-feet wide and one of the drive aisles at the end of a parking row is only 20-feet wide. The dumpster pad is located at the end of a parking row and should be accessible for any truck. The loading zone is located adjacent to the sanctuary building and large trucks will likely need to pass beneath the porte-cochere to access it. Section 90-512(4) requires that places of worship be provided with one parking space per three persons in main auditorium. The plans state that the maximum seating of the auditorium is 450 persons, which requires 150 parking spaces. Section 90-484 of the City's Land Development Regulations (LDR's) Code allows for applicants to request approval for a reduction in the number of required paved parking spaces. The application submittal package did not mention any such request, though the applicant's engineer has indicated in emails that this request will be made. This section further allows for the City Council to approve such a request upon submittal of a parking study which demonstrates that the proposed use normally would have a demand for the total required parking spaces only on one or two days a week; and allows for up to 75 percent of the parking spaces to be reduced. Plans depict a new sidewalk along Southwest 2nd Street and a photometric lighting plan is provided which demonstrates adequate illumination of the parking area.

The dimensional standards review appears to meet the requirements except for paved parking spaces; unclear as to whether the walkway adjacent to the fellowship hall extends to the entrance; no landscaping is shown in the two-foot wide space reserved around the perimeter of the sanctuary building and along the fellowship hall; 39 shrubs are required in the buffer areas on the East property line and only 22 shrubs are shown; and many of the proposed trees in the parking area are palms which do not provide as much shade as other types for the pedestrian walks and parking spaces.

Planning Staff is recommending **approval** based on the above analysis with the following conditions to be met prior to issuance of building permits: City Council approval of a 75 percent reduction in the number of paved parking spaces; should the Fire Chief agree, the stabilized grass driveway that is proposed from Southwest 6th Street is acceptable as long as a security gate is maintained, and use is restricted to emergency situations only; plans should clearly demonstrate that a paved walkway extends to the entrance of the fellowship hall and the Applicant should also consider rerouting that walkway away from the dumpster pad; two-foot wide landscaped buffers should be provided between buildings and vehicular areas; 17 additional shrubs should be provided along the East property line; and the Applicant should consider substituting shade trees for palms in the parking areas and around the walking paths.

1. Building Official Newell suggested maybe having the Applicant come back to another meeting since there are many needed revisions. He reviewed the Planner's conditions on page 10 of the Staff Report with Mr. Dobbs to make sure they were in agreement with them.

Fire Chief Smith commented the plans indicate the building is not sprinkled. Per the National Fire Protection Association (NFPA), the building shall be required to install an automatic fire sprinkler system based on the occupancy load. Underground piping supplying the fire sprinkler system and all associated components is required. In addition, there is nothing indicated on the proposed plans regarding the size of water mains supplying water to the complex or the fire sprinkler system. The fire flow will need to be determined after the water mains are identified and their sizes. The project requires at least one fire hydrant now that will need to be connected with OUA service as a well will not be sufficient. Additional hydrants may be required when the future development stage takes place. Chief Smith inquired as to the rated weight of the access road as he was concerned with the fire trucks sinking when the grassy material was wet. He inquired as to whether the entrance on Southwest 8th Street would be gated and whether the Fire Department would have access. Last item Chief Smith inquired about was in reference to some type of paved Y-shaped turnaround that could be installed again for stability for the fire trucks.

Major Hagan: No issues were received.

Public Works Director Allen pointed out Section 90-511(e)(1) of the City's Land Development Regulations states **except for** single-family dwellings and places of public assembly or worship, each parking and loading space shall be paved. Planner Smith confirmed this to be accurate therefore, no request for a reduction in paved parking spaces is required.

Chairperson Montes De Oca voiced a concern regarding the stabilized access and parking area. Need more detail on the drainage so that areas are not muddy and there is no sinking when people park. Suggested installing a six-inch layer of shell rock underneath the geogrid, which is a geosynthetic made from polymeric materials and used for reinforcement applications in various types of construction projects. He thanked the Applicant for proposing a sidewalk along the frontage on Southwest 2nd Avenue. Lastly, he commented given the parsonage is part of the parcel, access should be internal to the property and there should be no access from Southwest 7th Avenue to the site. All access needs to come through the facility.

County Environmental Health Dept Faconti: No issues where received.

In the absence of OUA Director Hayford, Chairperson Montes De Oca read into the record an email he sent stating the following: since both TRC agenda items for the September 17, 2020 meeting do not require OUA water or sewer, the OUA will not be participating. I will point out the second agenda item does at one point state that OUA water will be required, but, the plans do not show water mains or well location and the City Staff Report states the Applicant will be utilizing a well and septic tank for water and sewer needs. Please confirm as to how potable water and wastewater will be provided.

2. Mr. Steven Dobbs, Engineering Project Manager, on behalf of the Property Owner, Haven of Rest Inc., as well as Mr. Tom Velie, were present for questions. Mr. Dobbs responded to a question from Fire Chief Smith regarding the rated weight of the access road. The road will be highway rated for access and then the grass will grow over it. Regarding water and wastewater, they will provide plans and coordinate with OUA. In the spirit of trying to keep construction costs low, Mr. Velie stated they will drop the seating capacity to try and stay under the NFPA requirement for a fire sprinkler system. Discussion ensued regarding fire walls and establishing fire zones that would be reviewed by both the Building Official and Fire Chief for approval according to all building and fire codes. There is a lockbox installed at the Southwest 6th Street gate for fire department access. Mr. Dobbs commented there would be a stabilized area for the fire trucks to turn around in. Finally, he inquired about a groundbreaking for the Church. This is fine to have although both the Fire Chief and the Building Official stated they can not approve any reviews of the buildings until the infrastructure was in place for the water supply. The hydrant needs to be installed and working before construction starts.

3. Chairperson Montes De Oca asked whether there any comments or questions from those in attendance from the Public. There were none.

4. Chairperson Montes de Oca asked for Disclose of Ex parte Communications by the Committee. There were none.

5. A motion was offered by Building Official Newell to approve Site Plan Review Application No. 20-005-TRC, which pertains to the construction of a proposed Church sanctuary and fellowship hall, on 10.24 vacant acres with parking and drainage facilities located at 807 Southwest 2nd Street with the following contingencies: should the Fire Chief agree, the stabilized grass driveway that is proposed from Southwest 6th Street is acceptable as long as a security gate is maintained, and use is restricted to emergency situations only; plans should clearly demonstrate that a paved walkway extends to the entrance of the fellowship hall and the Applicant should also consider rerouting that walkway away from the dumpster pad; two-foot wide landscaped buffers should be provided between buildings and vehicular areas; 17 additional shrubs should be provided along the East property line; the Applicant should consider substituting shade trees for palms in the parking areas and around the walking paths; add fire zones to the buildings; phase two will require a paved secondary entrance; add stabilized lime rock to grass emergency access; add fire hydrant for fire protection from OUA connection; and no access off of Southwest 7th Street for the parsonage; seconded by Fire Chief Smith.

a) The Committee offered no further discussion.

b) **Chairperson Montes De Oca, Public Works Director Allen, Building Official Newell, Major Hagan, and Fire Chief Smith voted: Aye. Nays: none. Motion Carried.**

VI. There being no further items on the agenda, Chairperson Montes De Oca adjourned the meeting at 10:52 A.M.

Please take note and be advised that any person desiring to appeal any decision made by the Technical Review Committee with respect to any matter considered at this proceeding, such interested person will need a record of the proceedings, and for such purpose may need to ensure a verbatim record of the proceedings is made, which record includes the testimony and evidence upon which the appeal is to be based. General Service's media are for the sole purpose of backup for official records of the Department.

Marcos Montes De Oca, Chairperson

ATTEST:
Patty M. Burnette, Secretary

CITY OF OKEECHOBEE

Application for Site Plan Review

City of Okeechobee
General Services Department
55 S.E. 3rd Avenue, Room 101
Okeechobee, Florida 34974
Phone: (863) 763-3372, ext. 9820
Fax: (863) 763-1686
E-mail: pburnette@cityofokeechobee.com

Date Received	9-1-20
Application No.	20-006-TRC
Fee Paid:	1567.60
Receipt No.	540609
Hearing Date:	10-15-20

	APPLICANT INFORMATION
1	Name of property owner(s): H2OLDINGS LLC
2	Owner mailing address: 1534 Walnut Ave., Wilmette, IL 60091
3	Name of applicant(s) if other than owner: Race Trac Petroleum Inc.
4	Applicant mailing address: 200 Galleria Parkway SE, Suite 900, Atlanta, GA 30339
5	Name of contact person (state relationship): Samantha Jones, Engineering Project Manager
6	Contact person daytime phone(s) and email address: 770-431-7600
7	Engineer: Name, address, phone number and email address: Kevin Betancourt, 6300 NW 31st Ave, Ft. Lauderdale, FL 33309; 954-202-7000; kbetancourt@thomaseq.com
8	Surveyor: Name, address, phone number and email address: Watson Killane, 2240 NE Dixie Highway, Jensen Beach, Florida 34957, 772-334-0868
	PROPERTY and PROJECT INFORMATION
9	Property address/directions to property: SR 70 & NW 10th Ave, Okeechobee, FL 34972 975 NE Park St
10	Parcel Identification Number 2-15-37-35-0A00-00007-0000
11	Current Future Land Use designation: Commercial
12	Current Zoning district: Heavy Commercial (CHV)
13	Describe the project including all proposed uses, type of construction and conceptual building layout, how the business or use is expected to operate on the site, including but not limited to: number of employees expected; hours of operation; location, extent and type of any outdoor storage or sales, etc., and fire flow layout. Use additional page if necessary. The proposed development includes the construction of an 8,100 SF RaceTrac convenience store with drive thru and 22 fueling positions. The construction of two access driveways from SR 70 are proposed.
14	Describe existing improvements on property (for example, the number and type of buildings, dwelling units, occupied or vacant, etc.). Use additional page if necessary. The site is currently vacant, inhabited only by some overgrown vegetation, and trees.
15	Total land area in square feet (if less than two acres): or acres: 18.92
16	Is proposed use different from existing or prior use (X Yes) (___No)

CITY OF OKEECHOBEE

Application for Site Plan Review

17	Number and description of phases:
18	Source of potable water: There exist a 12" DI water mains along SR 70, on the south boundary of the site, a tap will be require to get service
19	Method of sewage disposal: An 8" PVC gravity sewer main is available along the west boundary

		ATTACHMENTS REQUIRED FOR ALL APPLICATIONS
✓	20	Applicant's statement of interest in property.
✓	21	One (1) copy of last recorded warranty deed.
✓	22	Notarized letter of consent from property owner (if applicant is different from property owner).
✓	23	Three (3) sealed boundary and topographic, "as is" surveys (**one to be no larger than 11 x 17**) of the property involved including: a. Certified boundary survey, date of survey, surveyor's name, address and phone number b. Legal description of site and parcel number c. Computation of total acreage to nearest tenth of an acre Old application form
✓	24	Two (2) sets of aerials of the site.
✓	25	Eleven (11) copies of sealed site plan drawings (see attached checklist for details of items to be included).
✓	26	Eleven (11) copies of drawing indicating facades for all buildings, including architectural elevations.
✓	27	Eleven (11) copies of landscape plan, including a separate table indicating the number of trees and shrubs by type and showing both the official and common name of each type of tree and shrub.
✓	28	Eleven (11) copies of photometric lighting plan (see Code of Ordinances & LDR's Section 78-71(A)(5)).
✓	29	Three (3) copies of sealed drainage calculations.
✓	30	Attach a Traffic Impact Study prepared by a professional transportation planner or transportation engineer, if the rezoning or proposed use will generate 100 or more peak hour vehicle trip ends using the trip generation factors for the most similar use as contained in the Institute of Transportation Engineers most recent edition of Trip Generation. The TIA must identify the number of net new external trips, pass-bay calculations, internal capture calculations, a.m. and p.m. peak hour trips and level of service on all adjacent roadway links with and without the project.
✓	31	USB flash drive of application and attachments.
	32	Nonrefundable application fee: $1,000.00 plus $30.00 per acre. **NOTE: Resolution No. 98-11 Schedule of Land Development Regulation Fees and Charges – When the cost for advertising, publishing and mailing notices of public hearings exceeds the established fee, or when a professional consultant is hired to advise the City on the application, the applicant shall pay the actual costs.**

NOTE: Submissions will be reviewed by the General Services Coordinator and City Planner for all necessary documentation. The Applicant will be notified at least 10 days prior to the TRC meeting whether or not additional information is required to proceed or if the review will be rescheduled to the next TRC meeting.

	Confirmation of Information Accuracy
	I hereby certify that the information in this application is correct. The information included in this application is for use by the City of Okeechobee in processing my request. False or misleading information may be punishable by a fine of up to $500.00 and imprisonment of up to 30 days and may result in the summary denial of this application.

Signature | Max McBrayer (Printed Name) | 8/14/2020 (Date)

For questions relating to this application packet, call the General Services Dept. at (863) -763-3372, Ext. 9820

Detail by Entity Name

Foreign Profit Corporation
RACETRAC PETROLEUM, INC.

Filing Information

Document Number	P14841
FEI/EIN Number	63-0642959
Date Filed	06/15/1987
State	GA
Status	ACTIVE
Last Event	SHARE EXCHANGE
Event Date Filed	02/20/2003
Event Effective Date	NONE

Principal Address

200 GALLERIA PARKWAY SE, SUITE 900
ATLANTA, GA 30339

Changed: 01/22/2018

Mailing Address

200 GALLERIA PARKWAY SE, SUITE 900
ATLANTA, GA 30339

Changed: 01/22/2018

Registered Agent Name & Address

CORPORATE CREATIONS NETWORK INC.
801 US HIGHWAY 1
NORTH PALM BEACH, FL 33408

Name Changed: 01/22/2018

Address Changed: 03/13/2020

Officer/Director Detail

Name & Address

Title Director

LENKER, MAX
142 CANNONBALL LANE
WATERSOUND, FL 32461

Title Secretary, Director

BOLCH, SUSAN BASS
1250 SPYGLASS LANE
NAPLES, FL 34102

Title Asst. Secretary, Director

DUMBACHER, ROBERT
200 GALLERIA PARKWAY SE
SUITE 900
ATLANTA, GA 30339

Title COO

MILAM, BILL
200 GALLERIA PARKWAY SE
SUITE 900
ATLANTA, GA 30339

Title Chairman, Director

BOLCH, CARL JR
1250 SPYGLASS LANE
NAPLES, FL 34102

Title Director

MORAN, ALLISON BOLCH
200 GALLERIA PARKWAY SE
SUITE 900
ATLANTA, GA 30339

Title Asst. Secretary, Chief Legal Officer

AKERS, JOSEPH H
200 GALLERIA PARKWAY SE
SUITE 900
ATLANTA, GA 30339

Title Director, President, Asst. Secretary

MORHOUS, NATALIE BOLCH
200 GALLERIA PARKWAY SE
SUITE 900
ATLANTA, GA 30339

Title Director, Asst. Secretary

ISBILL, MELANIE BOLCH

200 GALLERIA PARKWAY SE
SUITE 900
ATLANTA, GA 30339

Title Director

BOLCH, JORDAN BASS
200 GALLERIA PARKWAY SE
SUITE 900
ATLANTA, GA 30339

Title Other, Vice President of Real Estate & Engineering

THORNTON, BRIAN
200 GALLERIA PARKWAY SE
SUITE 900
ATLANTA, GA 30339

Title Other, Vice President of Category Mgt

POSENER, ROBBY
200 GALLERIA PARKWAY SE
SUITE 900
ATLANTA, GA 30339

Title CFO, CEO

MCBRAYER, JR, MAX E
200 GALLERIA PARKWAY SE
SUITE 900
ATLANTA, GA 30339

Annual Reports

Report Year	Filed Date
2017	04/19/2017
2018	04/13/2018
2019	04/26/2019

Document Images

04/26/2019 -- ANNUAL REPORT	View image in PDF format
04/13/2018 -- ANNUAL REPORT	View image in PDF format
01/22/2018 -- Reg. Agent Change	View image in PDF format
11/01/2017 -- AMENDED ANNUAL REPORT	View image in PDF format
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03/05/2007 -- ANNUAL REPORT	View image in PDF format
04/28/2006 -- ANNUAL REPORT	View image in PDF format
04/27/2005 -- ANNUAL REPORT	View image in PDF format
04/29/2004 -- ANNUAL REPORT	View image in PDF format
04/25/2003 -- ANNUAL REPORT	View image in PDF format
02/20/2003 -- Share Exchange	View image in PDF format
05/10/2002 -- ANNUAL REPORT	View image in PDF format
05/18/2001 -- ANNUAL REPORT	View image in PDF format
11/02/2000 -- Merger	View image in PDF format
05/01/2000 -- ANNUAL REPORT	View image in PDF format
04/23/1999 -- ANNUAL REPORT	View image in PDF format
04/30/1998 -- ANNUAL REPORT	View image in PDF format
05/02/1997 -- ANNUAL REPORT	View image in PDF format
04/26/1996 -- ANNUAL REPORT	View image in PDF format
05/11/1995 -- ANNUAL REPORT	View image in PDF format

2019 FOREIGN PROFIT CORPORATION ANNUAL REPORT

FILED
Apr 26, 2019
Secretary of State
1472350554CC

DOCUMENT# P14841

Entity Name: RACETRAC PETROLEUM, INC.

Current Principal Place of Business:

200 GALLERIA PARKWAY SE, SUITE 900
ATLANTA, GA 30339

Current Mailing Address:

200 GALLERIA PARKWAY SE, SUITE 900
ATLANTA, GA 30339 US

FEI Number: 63-0642959

Certificate of Status Desired: No

Name and Address of Current Registered Agent:

CORPORATE CREATIONS NETWORK INC.
11380 PROSPERITY FARMS ROAD #221E
PALM BEACH GARDENS, FL 33410 US

The above named entity submits this statement for the purpose of changing its registered office or registered agent, or both, in the State of Florida.

SIGNATURE:

Electronic Signature of Registered Agent — Date

Officer/Director Detail :

Title	DIRECTOR
Name	LENKER, MAX
Address	142 CANNONBALL LANE
City-State-Zip:	WATERSOUND FL 32461

Title	ASST. SECRETARY, DIRECTOR
Name	DUMBACHER, ROBERT
Address	200 GALLERIA PARKWAY SE SUITE 900
City-State-Zip:	ATLANTA GA 30339

Title	CHAIRMAN, DIRECTOR
Name	BOLCH, CARL JR
Address	1250 SPYGLASS LANE
City-State-Zip:	NAPLES FL 34102

Title	ASST. SECRETARY, CHIEF LEGAL OFFICER
Name	AKERS, JOSEPH H
Address	200 GALLERIA PARKWAY SE SUITE 900
City-State-Zip:	ATLANTA GA 30339

Title	SECRETARY, DIRECTOR
Name	BOLCH, SUSAN BASS
Address	1250 SPYGLASS LANE
City-State-Zip:	NAPLES FL 34102

Title	COO
Name	MILAM, BILL
Address	200 GALLERIA PARKWAY SE SUITE 900
City-State-Zip:	ATLANTA GA 30339

Title	DIRECTOR
Name	MORAN, ALLISON BOLCH
Address	200 GALLERIA PARKWAY SE SUITE 900
City-State-Zip:	ATLANTA GA 30339

Title	DIRECTOR, PRESIDENT, ASST. SECRETARY
Name	MORHOUS, NATALIE BOLCH
Address	200 GALLERIA PARKWAY SE SUITE 900
City-State-Zip:	ATLANTA GA 30339

Continues on page 2

I hereby certify that the information indicated on this report or supplemental report is true and accurate and that my electronic signature shall have the same legal effect as if made under oath; that I am an officer or director of the corporation or the receiver or trustee empowered to execute this report as required by Chapter 607, Florida Statutes; and that my name appears above, or on an attachment with all other like empowered.

SIGNATURE: JOSEPH H. AKERS ASSISTANT SECRETARY 04/26/2019

Electronic Signature of Signing Officer/Director Detail — Date

Officer/Director Detail Continued :

Title	DIRECTOR, ASST. SECRETARY
Name	ISBILL, MELANIE BOLCH
Address	200 GALLERIA PARKWAY SE SUITE 900
City-State-Zip:	ATLANTA GA 30339

Title	OTHER, VICE PRESIDENT OF REAL ESTATE & ENGINEERING
Name	THORNTON, BRIAN
Address	200 GALLERIA PARKWAY SE SUITE 900
City-State-Zip:	ATLANTA GA 30339

Title	CFO, CEO
Name	MCBRAYER, JR, MAX E
Address	200 GALLERIA PARKWAY SE SUITE 900
City-State-Zip:	ATLANTA GA 30339

Title	DIRECTOR
Name	BOLCH, JORDAN BASS
Address	200 GALLERIA PARKWAY SE SUITE 900
City-State-Zip:	ATLANTA GA 30339

Title	OTHER, VICE PRESIDENT OF CATEGORY MGT
Name	POSENER, ROBBY
Address	200 GALLERIA PARKWAY SE SUITE 900
City-State-Zip:	ATLANTA GA 30339

FILE NUM 2004004662
OR BK 00525 PG 1999
SHARON ROBERTSON, CLERK OF CIRCUIT COURT
OKEECHOBEE COUNTY, FL
RECORDED 03/15/2004 12:51:27 PM
RECORDING FEES 10.50
DEED DOC 3,850.00
RECORDED BY G Mewbourn

Prepared by and return to:
Leonard Rutland, Jr., Esquire
759 South Federal Highway Suite 303
Stuart, FL 34994
File Number: **10837.24**

[Space Above This Line For Recording Data]

Warranty Deed

This Warranty Deed made this **10th** day of **March, 2004** between **Harbour Bay Properties, Inc., a Florida corporation,** whose post office address is **c/o Theodore G. Glasrud, 3634 SE Fairway East, Stuart, FL 34997**, grantor, and **H2Oldings, LLC, a Delaware limited liability company**
whose post office address is **c/o ~~Donald Hackl, 18003 Tidewater Circle, Jupiter, FL 33458~~**, grantee:
CRAIG HACKL, P.O. BOX 32053, PALM BEACH GARDENS, FL 33420
(Whenever used herein the terms "grantor" and "grantee" include all the parties to this instrument and the heirs, legal representatives, and assigns of individuals, and the successors and assigns of corporations, trusts and trustees)

Witnesseth, that said grantor, for and in consideration of the sum of TEN AND NO/100 DOLLARS ($10.00) and other good and valuable considerations to said grantor in hand paid by said grantee, the receipt whereof is hereby acknowledged, has granted, bargained, and sold to the said grantee, and grantee's heirs and assigns forever, the following described land, situate, lying and being in **Okeechobee County**, **Florida** to-wit:

SEE ATTACHED EXHIBIT "A"

Subject to taxes for 2004 and subsequent years; covenants, conditions, restrictions, easements, reservations and limitations of record, if any.

Together with all the tenements, hereditaments and appurtenances thereto belonging or in anywise appertaining.

To Have and to Hold, the same in fee simple forever.

And the grantor hereby covenants with said grantee that the grantor is lawfully seized of said land in fee simple; that the grantor has good right and lawful authority to sell and convey said land; that the grantor hereby fully warrants the title to said land and will defend the same against the lawful claims of all persons whomsoever; and that said land is free of all encumbrances, except taxes accruing subsequent to **December 31, 2003**.

In Witness Whereof, grantor has hereunto set grantor's hand and seal the day and year first above written.

Signed, sealed and delivered in our presence:

Adonna Rutland
Witness Name: Adonna Rutland

Witness Name: LEONARD RUTLAND, JR

Harbour Bay Properties, Inc.

By: _____
Theodore G. Glasrud, President

(Corporate Seal)

State of Florida
County of Martin

The foregoing instrument was acknowledged before me this 10th day of March, 2004 by Theodore G. Glasrud, President of Harbour Bay Properties, Inc., on behalf of the corporation. He [X] is personally known to me or [X] has produced a driver's license as identification.

[Notary Seal]

Notary Public

Printed Name:

My Commission Expires:

LEONARD RUTLAND JR.
Notary Public - State of Florida
My Commission Expires Aug. 15, 2004
Commission #CC929236

Exhibit A

Parcel 1: The West ½ of the Southwest ¼ of the Southeast ¼ of Section 15, Township 37 South, Range 35 East, Okeechobee County, Florida, lying North of the North right-of-way line of State Road No. 70; Except the North 50 feet of the West ½ of the West ½ of the Southwest ¼ of the Southeast ¼ for road purposes; also Except the following described property conveyed to the State of Florida:

A parcel of land in the West ½ of the Southwest ¼ of the Southeast ¼ of Section 15, Township 37 South, Range 35 East, Being more particularly described as follows: Commence at the South ¼ corner of said Section 15; thence run Northerly on the ¼ section line a distance of 36.95 feet to the centerline of State Road 70; thence North 80° 54' 49" East, on said centerline a distance of 347.10 feet; thence Northerly at 90° to said centerline a distance of 40 feet to the Point of Beginning; thence continue Northerly a distance of 17 feet; thence Easterly at 90° a distance of 20 feet; thence Southerly at 90° a distance of 17 feet; thence Westerly at 90° a distance of 20 feet to the Point of Beginning.

Parcel Id. Number: R2-15-37-35-0A00-00007-0000

Parcel 2: Beginning at the Southwest corner of the East ½ of the Southwest ¼ of the Southeast ¼ of Section 15, Township 37 South, Range 35 East and run North along the West boundary a distance of 594 feet; then run East a distance of 186.3 feet; then run South a distance of 594 feet to the South Boundary of Section 15; then run West a distance of 186.3 feet to the POINT OF BEGINNING. Less and Except the right-of-way for State Road 70.

Parcel Id. Number: R2-15-37-35-0A00-00008-0000

March 12, 2020

TO: All applicable Governmental Permitting Agencies
City of Okeechobee
County of Okeechobee, Florida
State of Florida

Consent for: H2OLDINGS LLC
1534 WALNUT AVE, WILMETTE, IL 600910000
Parcel Number: 2-15-37-35-0A00-00007-0000

RE: **Authorization of Agent for**
RaceTrac Petroleum, Inc.
As related to RaceTrac – Okeechobee EDO

This will serve as confirmation that the undersigned, H2OLDINGS, LLC, the current property owner of the property located at the NE corner of the intersection of SR 70 and SE 10th Avenue, City of Okeechobee, identified by parcel no. 2-15-37-35-0A00-00007-0000, hereby appoints RaceTrac Petroleum, Inc., to act as its authorized agent concerning all city, county, state, and government agency permits and applications, but only to the extent that such permits and applications pertain to the proposed RaceTrac Market & Gas Station development at the Property (see attached for contracted property area).

By: Donald J Hackl
(Signature)

Donald J. Hackl
(Print Name, Title)

STATE OF ILLINOIS)
) ss.
COUNTY OF COOK)

The foregoing instrument was acknowledged before me this 14 day of MARCH, 2020, DONALD J HACKL. He/she ☐ is personally known to me or ☐ has produced DRIVERS LICENSE as identification.

Valdemaras Raizys
Print Name: Valdemaras Raizys
NOTARY PUBLIC

My Commission Expires: 5/2/23

VALDEMARAS RAIZYS
Official Seal
Notary Public - State of Illinois
My Commission Expires May 2, 2023

City of Okeechobee
55 SE 3rd Avenue
Okeechobee, FL 34974
Tele: 863-763-3372 Fax: 863-763-1686

LAND USE POWER OF ATTORNEY

Name of Property Owner(s):	H2OLDING LLC; Donald J Hackl
Mailing Address:	1534 Walnut Ave., Wilmette, IL 60091
Home Telephone:	**Work:** **Cell:**
Property Address:	SR 70 & NW 10th Avenue, Okeechobee, FL 34972
Parcel ID Number:	2-15-37-35-0A00-00007-0000
Name of Applicant:	Race Trac Petroleum Inc.
Home Telephone:	**Work:** 770-431-7600 **Cell:**

The undersigned, being the record title owner(s) of the real property described above, do hereby grant unto the applicant stated above the full right and power of attorney to make application to the City of Okeechobee to change the land use of said property. This land use change may include rezoning of the property, the granting of special exception or variances, and appeals of decisions of the Planning Department. It is understood that conditions, limitations and restrictions may be place upon the use or operation of the property. Misstatements upon application or in any hearing may result in the termination of any special exception or variance and a proceeding to rezone the property to the original classification. This power of attorney may be terminated only by a written and notarized statement of such termination effective upon receipt by the Planning Department.

IN WITNESS WHEREOF THE UNDERSIGNED HAVE SET THEIR HAND AND SEALS THIS 10th DAY OF August 2020.

OWNER — WITNESS

OWNER — WITNESS

Before me the undersigned authority personally appeared the owner(s) named above who upon being duly sworn acknowledged before me that they are the owner(s) of the real property described above and that they executed the power of attorney for the purpose stated therein. Sworn and subscribed this 10th day of August 2020.

Notary Public: Marietta E. McTaw SEAL
Commission Expires: october 14, 2021

MARIETTA E. MCTAW NOTARY PUBLIC MY COMMISSION EXPIRES 10/14/2021 COBB COUNTY, GEORGIA

City of Okeechobee
55 SE 3rd Avenue
Okeechobee, FL 34974
Tele: 863-763-3372 Fax: 863-763-1686

LAND USE POWER OF ATTORNEY

Name of Property Owner(s):	H2OLDING LLC; Donald J Hackl
Mailing Address:	1534 Walnut Ave., Wilmette, IL 60091
Home Telephone:	**Work:** **Cell:**
Property Address:	SR 70 & NW 10th Avenue, Okeechobee, FL 34972
Parcel ID Number:	2-15-37-35-0A00-00007-0000
Name of Applicant:	Race Trac Petroleum Inc.
Home Telephone:	**Work:** 770-431-7600 **Cell:**

The undersigned, being the record title owner(s) of the real property described above, do hereby grant unto the applicant stated above the full right and power of attorney to make application to the City of Okeechobee to change the land use of said property. This land use change may include rezoning of the property, the granting of special exception or variances, and appeals of decisions of the Planning Department. It is understood that conditions, limitations and restrictions may be place upon the use or operation of the property. Misstatements upon application or in any hearing may result in the termination of any special exception or variance and a proceeding to rezone the property to the original classification. This power of attorney may be terminated only by a written and notarized statement of such termination effective upon receipt by the Planning Department.

IN WITNESS WHEREOF THE UNDERSIGNED HAVE SET THEIR HAND AND SEALS THIS 25 Jan 2020 DAY OF JANUARY 2020.

OWNER

WITNESS

N/A
OWNER

WITNESS

Before me the undersigned authority personally appeared the owner(s) named above who upon being duly sworn acknowledged before me that they are the owner(s) of the real property described above and that they executed the power of attorney for the purpose stated therein. Sworn and subscribed this 25 day of JANUARY 2020.

Notary Public: Valdemaras Raizys SEAL
Commission Expires: 5/2/23

VALDEMARAS RAIZYS
Official Seal
Notary Public - State of Illinois
My Commission Expires May 2, 2023

THOMAS ENGINEERING GROUP

THOMAS ENGINEERING GROUP
6300 NW 31ST AVENUE
FORT LAUDERDALE, FL 33309
P: 954-202-7000
F: 954-202-7070

August 28, 2020

City of Okeechobee
General Services Department
55 S.E. 3rd Avenue, Room 101
Okeechobee, Florida 34974-2903
Phone: (863) 763-3372 Ext. 9820

RE: RaceTrac Market
SR-70 & SE 10th Avenue
City of Okeechobee, Florida 34972
Parcel No. 2-15-37-35-0A00-00007-0000

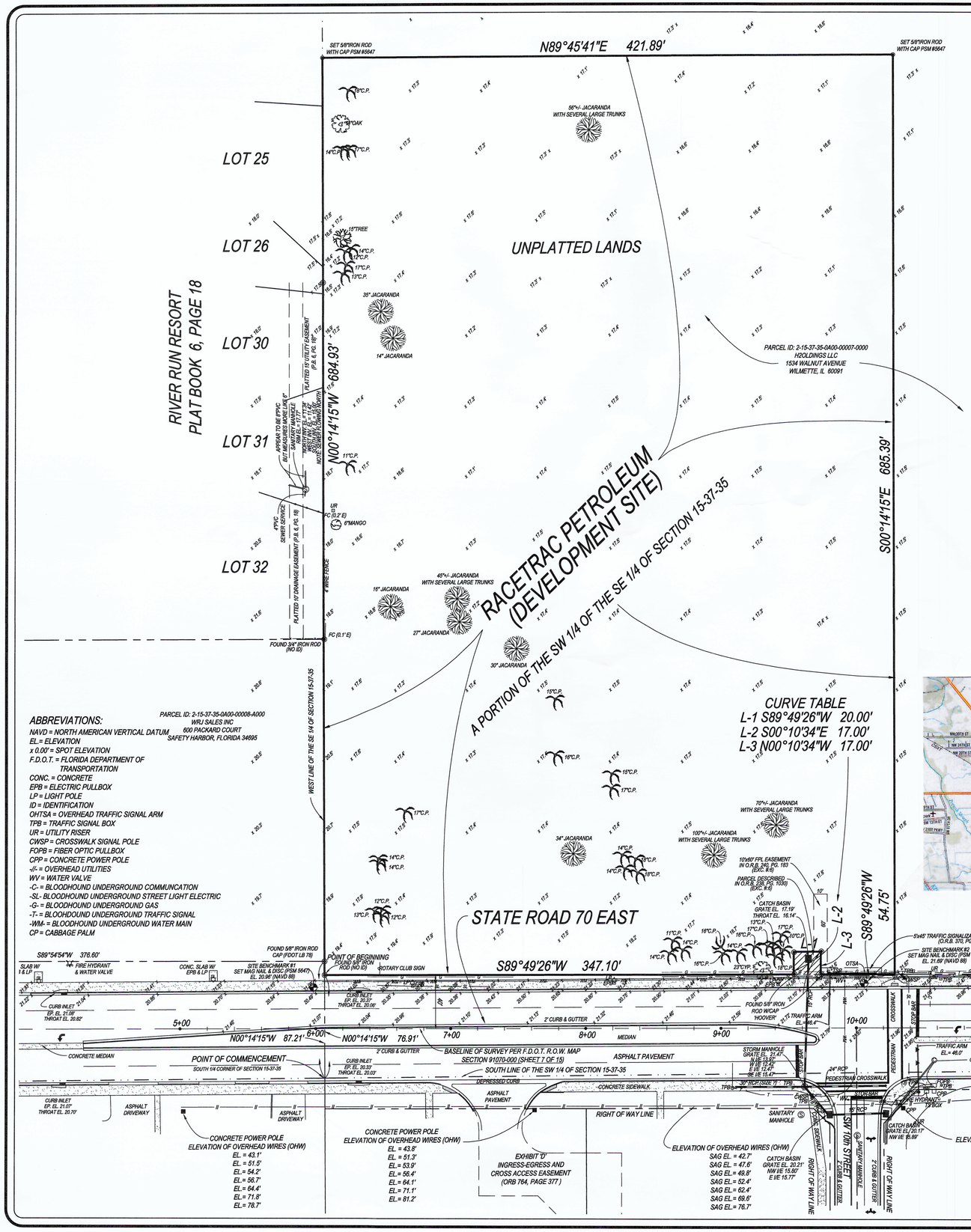
Thomas Engineering Group, on behalf of RaceTrac Petroleum Inc. (Applicant), is pleased to submit this letter of intent for the development of this project. The project is located north of the intersection of State Road 70 & SE 10th Avenue. The applicant is contracted to purchase the property identified as Parcel No. 2-15-37-35-0A00-00007-0000 from H2OLDINGS LLC (Property Owner). The gross 18.92-acre property is currently a vacant lot and zoned as Heavy Commercial. This application is to revise the previously approved site plan that was approved on May 21st, 2020. The previous approval was for a RaceTrac Gas Station & Convenience Store as a 5,411 sf retail building with 20 fuel positions. Under this application, the applicant is proposing a new prototype that will be the first of its kind for RaceTrac Petroleum. The new convenience store will be a 8,100 SF retail building with a proposed drive-thru offering for the in-store RaceTrac market products and a separate gas canopy to provide an extended diesel offering to larger trucks traveling along SR 70. The proposed Site Plan includes the three structures along with associated parking exceeding zoning code requirements, access driveways, landscaping, utilities, and drainage management facilities to support the operation of the RaceTrac Market. The applicant has interest in purchasing the gross parcel area, however the proposed development will encompass a net development area of approximately 7.11 acres. There are no current plans for the remainder of the property at the time of this application. This site has an approved special exception for the gasoline use approved with the previous site plan, but the applicant is requesting the removal of the previously set condition that would not allow for truck overnight parking. Additionally, the proposed drive-thru will require an additional special exception for the drive-thru use.

The proposed development enclosed has been developed in accordance with the City of Okeechobee codes for the RaceTrac Gas Station & Convenience Store project. Should you have any questions, please do not hesitate to contact us with any questions.

Sincerely,

Kevin Betancourt, P.E.
Project Engineer
THOMAS ENGINEERING GROUP, LLC


Racetrac - Okeechobee EDO
SR70 & SE 10th Avenue
Legend
RT-Okeechobee
Okeechobee
Cypress Quarters
NE 12th St
NE 13th St
NE 9th St
NW 7th St
NE 7th St
NW 6th St
NE 6th St
NE 5th St
NE 4th St
NW 3rd St
NW 2nd St
NW Park St
SW Park St
SE Park St
NE 8th St
NE 2nd St
NE Park St
Center St
SE 2nd St
SE 3rd St
SE 4th St
SE 5th St
SE 6th St
SE 6th Ln
SE 7th St
SE 8th St
SW 4th St
SW 5th St
SW 6th St
70
3000 ft
N
Google Earth
© 2019 Google

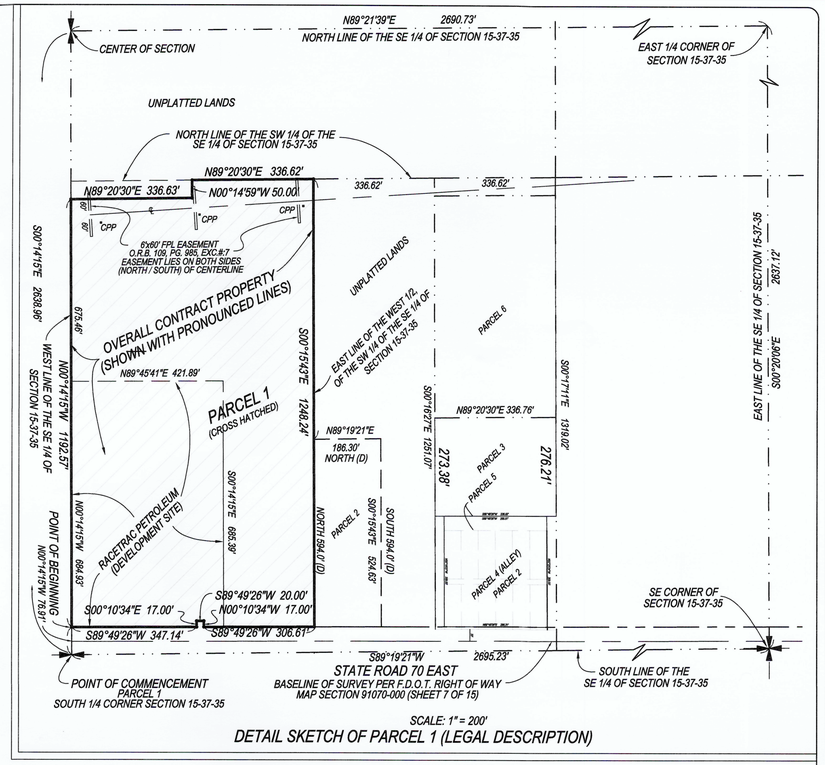


ABBREVIATIONS:

NAVD = NORTH AMERICAN VERTICAL DATUM
EL.= ELEVATION
x 0.00' = SPOT ELEVATION
F.D.O.T. = FLORIDA DEPARTMENT OF TRANSPORTATION
CONC. = CONCRETE
EPB = ELECTRIC PULLBOX
LP = LIGHT POLE
ID = IDENTIFICATION
OHTSA = OVERHEAD TRAFFIC SIGNAL ARM
TPB = TRAFFIC SIGNAL BOX
UR = UTILITY RISER
CWSP = CROSSWALK SIGNAL POLE
FOPB = FIBER OPTIC PULLBOX
CPP = CONCRETE POWER POLE
-/-/- = OVERHEAD UTILITIES
WV = WATER VALVE
-C- = BLOODHOUND UNDERGROUND COMMUNICATION
-SL- BLOODHOUND UNDERGROUND STREET LIGHT ELECTRIC
-G- = BLOODHOUND UNDERGROUND GAS
-T- = BLOOHDOUND UNDERGROUND TRAFFIC SIGNAL
-WM- = BLOODHOUND UNDERGROUND WATER MAIN
CP = CABBAGE PALM

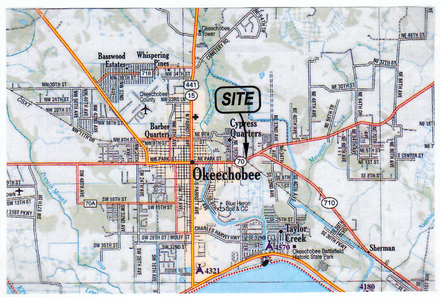
CURVE TABLE

L-1 S89°49'26"W 20.00'
L-2 S00°10'34"E 17.00'
L-3 N00°10'34"W 17.00'



SCALE: 1" = 200'

DETAIL SKETCH OF PARCEL 1 (LEGAL DESCRIPTION)



LOCATION MAP - NOT TO SCALE

ALTA / NSPS LAND TITLE SURVEY

LEGAL DESCRIPTION: PARCEL 1 (ORB 525, PAGE 2000)

THE WEST 1/2 OF THE SOUTHWEST 1/4 OF THE SOUTHEAST 1/4 OF SECTION 15, TOWNSHIP 37 SOUTH, RANGE 35 EAST, OKEECHOBEE COUNTY, FLORIDA, LYING NORTH OF THE NORTH RIGHT OF WAY LINE OF STATE ROAD NO. 70; EXCEPT THE NORTH 50 FEET OF THE WEST 1/2 OF THE WEST 1/2 OF THE SOUTHWEST 1/4 OF THE SOUTHEAST 1/4 FOR ROAD PURPOSES; ALSO EXCEPT THE FOLLOWING DESCRIBED PROPERTY CONVEYED TO THE STATE OF FLORIDA:
A PARCEL OF LAND IN THE WEST 1/2 OF THE SOUTHWEST 1/4 OF THE SOUTHEAST 1/4 OF SECTION 15, TOWNSHIP 37 SOUTH, RANGE 35 EAST, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:
COMMENCE AT THE SOUTH 1/4 CORNER OF SAID SECTION 15; THENCE RUN NORTHERLY ON THE 1/4 SECTION LINE, A DISTANCE OF 36.95 FEET TO THE CENTERLINE OF STATE ROAD 70; THENCE NORTH 80°54'49" EAST, ON SAID CENTERLINE A DISTANCE OF 347.10 FEET; THENCE NORTHERLY AT 90° TO SAID CENTERLINE A DISTANCE OF 40 FEET TO THE POINT OF BEGINNING; THENCE CONTINUE NORTHERLY A DISTANCE OF 17 FEET; THENCE EASTERLY AT 90° A DISTANCE OF 20 FEET; THENCE SOUTHERLY AT 90° A DISTANCE OF 17 FEET; THENCE WESTERLY AT 90° A DISTANCE OF 20 FEET TO THE POINT OF BEGINNING.

PARCEL 1 - SURVEYORS DESCRIPTION

A PORTION OF LAND LYING IN THE WEST 1/2 OF THE SOUTHWEST 1/4 OF THE SOUTHEAST 1/4 OF SECTION 15, TOWNSHIP 37 SOUTH, RANGE 35 EAST, OKEECHOBEE COUNTY, FLORIDA, LYING NORTH OF THE NORTH RIGHT OF WAY LINE OF STATE ROAD 70.
BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:
COMMENCE AT THE SOUTH 1/4 CORNER OF SAID SECTION 15; THENCE RUN NORTH 00°14'15" WEST, ALONG THE WEST LINE OF THE SOUTHEAST 1/4 OF SAID SECTION 15, A DISTANCE OF 76.91 FEET TO A POINT ON THE NORTH RIGHT OF WAY LINE OF STATE ROAD 70 AS SHOWN ON FLORIDA DEPARTMENT OF TRANSPORTATION RIGHT OF WAY MAP SECTION 91070-000 (SHEET 7-15), SAID POINT ALSO BEING THE POINT OF BEGINNING; THENCE CONTINUE NORTH 00°14'15" WEST, ALONG SAID WEST LINE, A DISTANCE OF 1192.57 FEET TO A POINT THAT IS 50 FEET SOUTH OF AND PARALLEL WITH THE NORTH LINE OF THE SOUTHWEST 1/4 OF SAID SECTION 15; THENCE NORTH 89°20'30" EAST, ALONG SAID LINE, A DISTANCE OF 336.63 FEET; THENCE NORTH 00°14'59" WEST, A DISTANCE OF 50.00 FEET TO A POINT ON SAID NORTH LINE OF THE SOUTHWEST 1/4 OF THE SOUTHEAST 1/4 OF SECTION 15; THENCE NORTH 89°20'30" EAST, A DISTANCE OF 336.62 FEET TO A POINT THE EAST LINE OF THE WEST 1/2 OF THE SOUTHWEST 1/4 OF THE SOUTHEAST 1/4 OF SAID SECTION 15; THENCE SOUTH 00°15'43" EAST, ALONG SAID EAST LINE, A DISTANCE OF 1248.24 FEET TO A POINT ON SAID NORTH RIGHT OF WAY LINE OF STATE ROAD 70; THENCE FOR THE FOLLOWING FIVE (5) COURSES ALONG SAID NORTH RIGHT OF WAY, SOUTH 89°49'26" WEST, A DISTANCE OF 306.61 FEET; THENCE NORTH 00°10'34" WEST, A DISTANCE OF 17.00 FEET; THENCE SOUTH 89°49'26" WEST, A DISTANCE OF 20.00 FEET; THENCE SOUTH 00°10'34" EAST, A DISTANCE OF 17.00 FEET; THENCE SOUTH 89°49'26" WEST, A DISTANCE OF 347.14 FEET TO THE POINT OF BEGINNING.
CONTAINING: 821,598.48 SQUARE FEET AND/OR 18.86 ACRES MORE OR LESS.

SURVEYOR'S NOTES:

1. NO ATTEMPT WAS MADE BY THIS FIRM TO LOCATE UNDERGROUND UTILITIES ON/OR ADJACENT TO THIS SITE. THE APPROXIMATE LOCATION OF ALL UTILITIES SHOWN HEREON WERE TAKEN FROM ASBUILT DRAWINGS AND/OR ON-SITE LOCATION AND SHOULD BE VERIFIED BEFORE CONSTRUCTION.
2. NO ATTEMPT WAS MADE BY THIS FIRM TO LOCATE UNDERGROUND FOOTINGS OF BUILDINGS OR FENCES ON OR ADJACENT TO THIS SITE.
3. LANDS SHOWN HEREON WERE NOT ABSTRACTED FOR EASEMENTS AND/OR RIGHTS OF WAY OF RECORD EXCEPT AS SHOWN ON THE RECORD PLAT IF ANY.
4. ALL ELEVATIONS SHOWN ARE BASED ON NORTH AMERICAN VERTICAL DATUM 1988 (NAVD 88), NGS BENCHMARK(Y 528, ELEVATION 25.15', NAVD 88)
5. THE BEARING BASE OF THIS SURVEY IS ALONG THE NORTH RIGHT OF WAY LINE OF STATE ROAD 70 EAST, S89°49'26"W, BASED ON FLORIDA STATE PLANE COORDINATE SYSTEM EAST ZONE, NAD 83/90 WITH 2011 ADJUSTMENT.
6. LEGAL DESCRIPTION FURNISHED BY CLIENT.
7. ALL BEARINGS AND DISTANCES SHOWN ARE PLAT AND MEASURED UNLESS OTHERWISE NOTED.
8. ADDITIONS OR DELETIONS TO SURVEY MAPS OR REPORTS BY OTHER THAN THE SIGNING PARTY OR PARTIES IS PROHIBITED WITHOUT WRITTEN CONSENT OF THE SIGNING PARTY OR PARTIES.
9. THIS SITE LIES IN FLOOD ZONE "X" AS SCALED AND INTERPOLATED ON FEMA MAP NO. 12093C-0480-C, DATED: JULY 16, 2015.
10. THE INTENDED USE FOR THE SURVEY AND MAP IS FOR COMMERCIAL PURPOSES.
11. ALL MEASUREMENTS ARE IN ACCORDANCE WITH THE UNITED STATES STANDARD, IN FEET.

TREE NOTE:

WATSON | KILLANE ACCEPTS NO RESPONSIBILITY FOR THE IDENTIFICATION OF THE TREE SPECIES SHOWN HEREON. EVERY EFFORT HAS BEEN MADE TO PROPERLY IDENTIFY TREES SHOWN, HOWEVER, TREE IDENTIFICATION IS OUTSIDE THE AREA OF EXPERTISE OF THIS FIRM. THE TREE SPECIES AS LISTED HEREON IS FOR INFORMATIONAL PURPOSES ONLY AND SHOULD BE CONFIRMED BY A CERTIFIED ARBORIST.

TITLE REVIEW:

THIS SITE WAS SURVEYED IN ACCORDANCE WITH A TITLE COMMITMENT PROVIDED BY OLD REPUBLIC NATIONAL TITLE INSURANCE COMPANY, FILE NUMBER: CM191106, COMMITMENT DATE: AUGUST 08, 2019, 5:00 PM.
SCHEDULE B – SECTION II
EXCEPTION #5: DEED BOOK 49, PG. 351 - AFFECTS PROPERTY, UNPLOTTABLE
EXCEPTION #6: O.R.B. 240, PG. 183 - AFFECTS PROPERTY, AS SHOWN ON SKETCH OF SURVEY, O.R.B 238, PG. 1030 - DOES NOT AFFECT SUBJECT PROPERTY, AS SHOWN ON SKETCH OF SURVEY
EXCEPTION #7: O.R.B 109, PG. 985 - AFFECTS PROPERTY, AS SHOWN ON SKETCH OF SURVEY
EXCEPTION #8: O.R.B. 370, PG. 1275 - AFFECTS PROPERTY, AS SHOWN ON SKETCH

SURVEYOR'S CERTIFICATION:

TO: DEL LAGO VENTURES, INC., A GEORGIA CORPORATION; OLD REPUBLIC NATIONAL TITLE INSURANCE COMPANY and SOUTHERN TITLE HOLDING COMPANY, LLC.
THIS IS TO CERTIFY THAT THIS MAP OR PLAT AND THE SURVEY ON WHICH IT IS BASED WERE MADE IN ACCORDANCE WITH THE 2016 MINIMUM STANDARD DETAIL REQUIREMENTS FOR ALTA/ NSPS LAND TITLE SURVEYS, JOINTLY ESTABLISHED AND ADOPTED BY ALTA AND NSPS, AND INCLUDES ITEMS 1, 2, 3, 4, 8, 9, 11, 13 AND 16 OF TABLE 'A' THEREOF. THE FIELD WORK WAS COMPLETED ON SEPTEMBER 19, 2019. SURVEY MAP AND REPORT OR THE COPIES THEREOF ARE NOT VALID WITHOUT THE SIGNATURE AND THE ORIGINAL RAISED SEAL OF A FLORIDA LICENSED SURVEYOR AND MAPPER.

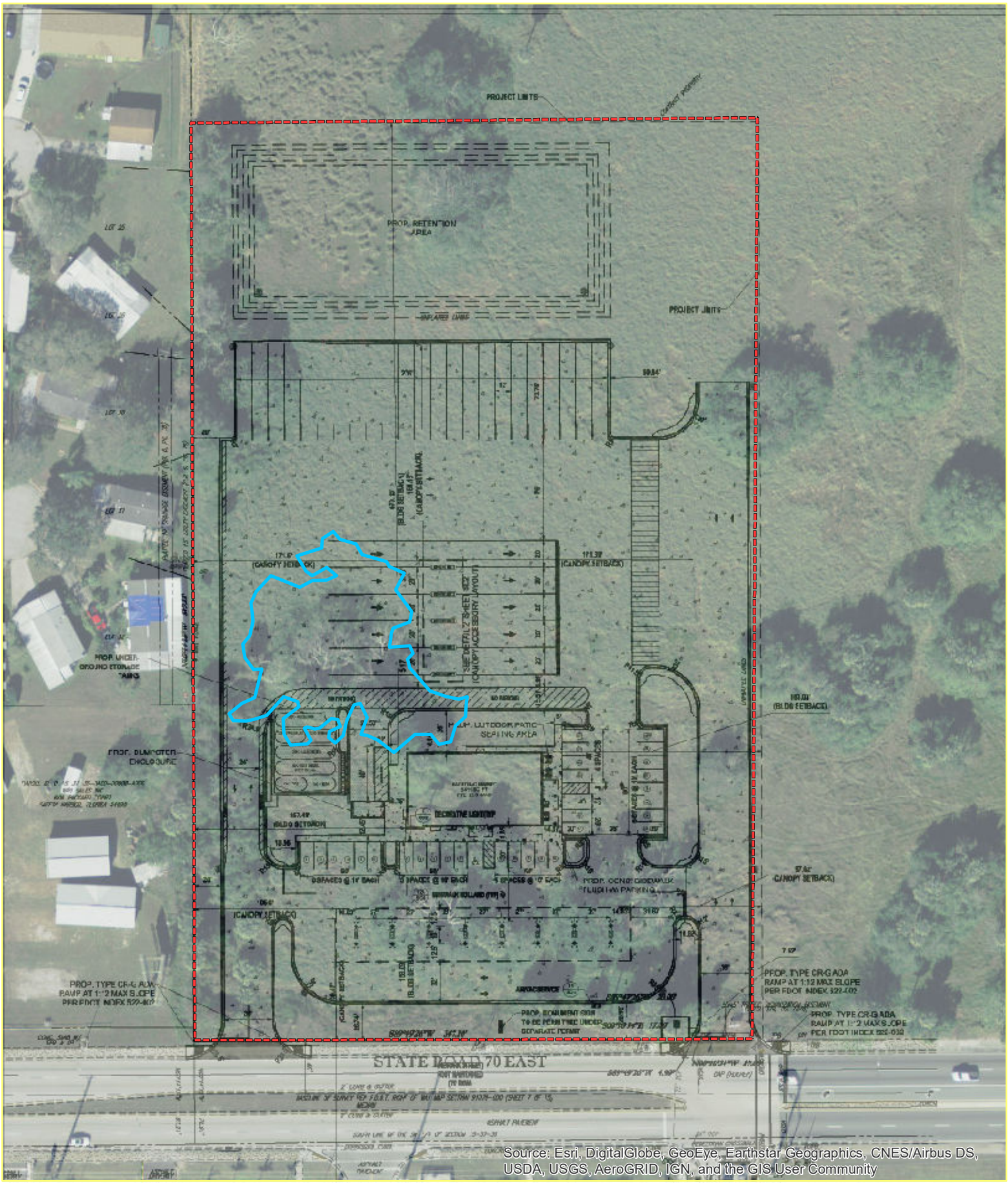
CRAIG D. WATSON
PROFESSIONAL SURVEYOR & MAPPER
NO. 5647 STATE OF FLORIDA

DATE	REVISIONS	DWG	CHK
10-30-19	RT COMMENTS	DPK	CDW
11-5-19	NEW TITLE DOCS.	DPK	CDW
3-5-2020	BLOODHOUND LOCATES	DPK	CDW
4-26-2020	ADDED TREES - OVERHEAD WIRES CHANGE RT DEVELOPMENT SITE		

PREPARED FOR:
RACETRAC PETROLEUM, INC.
200 GALLERIA PARKWAY SE
SUITE 900
ATLANTA, GEORGIA 30339

WATSON | KILLANE
SURVEYING AND MAPPING, INC.
2240 NE DIXIE HIGHWAY - JENSEN BEACH, FLORIDA 34957
PHONE 772-334-0868 - EMAIL: WATSONKILLANE@GMAIL.COM
LICENSED BUSINESS NO. 8241

JOB NUMBER:	19-478
FIELD DATE:	9-18-2019
CHECKED BY:	CDW
DRAWN BY:	DPK
SCALE:	1"= 40'
SHEET	1 OF 1



Bio-Tech Consulting Inc.
Environmental and Permitting Services
3025 E. South Street Orlando, FL 32803
Ph: 407-894-5969 Fax: 407-894-5970
www.bio-techconsulting.com

Okeechobee RaceTrac
Okeechobee County, Florida
Site Plan w/ Wetland

N
W E
S

100
Feet

Project #: 601-26
Produced By: DBG
Date: 8/24/2020

PRELIMINARY DRAINAGE REPORT

For

RaceTrac – Okeechobee EDO

SR-70 & SE 10th Avenue
City of Okeechobee, FL

Prepared for:

RaceTrac Petroleum, Inc.

Prepared by

6300 NW 31 Avenue
Ft Lauderdale, FL 33310
954-202-7000

Kevin A Betancourt, P.E.
Florida Professional Engineer License No. 83361

March 3, 2020
Rev August 31, 2020

INTRODUCTION

Introduction/Purpose
The site is described as identified in the legal description in the survey provided. The project will be encompassed within approximately 7.11 Acres and is located in the City of Okeechobee limits north of the intersection of SR-70 and SE 10th Ave. The site is currently a vacant lot located and is not associated with an existing Environmental Resource Permit according to SFWMD records. The scope of the project involves the development of a RaceTrac Market and gas station with 8,100 sq. ft. convenience store and 22 fuel positions (16 standard + 6 Diesel only). The afore-mentioned work done under this project shall include the construction of the convenience store, the fueling stations and canopies as well as the associated parking lot and utilities. The entire property will be developed in accordance with the City of Okeechobee code of ordinances. This documentation is being presented in support of the activities proposed for this project.

Water Table
The geotechnical report enclosed describes the water table elevations encountered during the soil borings and exfiltration rate studies done on the site. On average, the water table was encountered at an elevation of 14.5' NAVD.

Exfiltration Rates
Geotechnical borings and tests were performed based on the constant head exfiltration test methodology were used to estimate "K" values. Based on the field data, an average "K" value of 2.45 x 10^{-5} cfs/sqft-ft of head was determined to be ineffective for the use of exfiltration trenches. Therefore, it was decided to provide water quality and volume storage requirements with the use of a retention area that will be provided north of the proposed RaceTrac. Due to the poor exfiltration rates, we are calling for the soil above the water table to be replaced throughout the retention area with clear free draining soil to help bleed the retention area during storm events. Please refer to attached geotechnical report for reference.

Flood Elevations
The FEMA FIRM map 12093C0480C indicates the site to be in Zone X, above the elevation of the 100 year flood area. The firmette is enclosed with this report for reference.

Water Quality
Per SFWMD design criteria, water quality treatment is required for 2.5-inches times the percent impervious area (61.3% x 2.5" x 6.627-acres/12 = 0.84 ac-ft). The required water quality volume of 0.84 ac-ft will be met entirely within the provided retention area.

Conclusion
In summary and based on the following calculations, the drainage system for the proposed RaceTrac Market will meet South Florida Water Management District and local jurisdictional requirements and it is suggested that the project be approved for construction.

APPENDIX A

THOMAS ENGINEERING GROUP
1000 Corporate Drive, Ft. Lauderdale, FL 33334
Tel: 954-202-7000
Fax: 954-202-7070

Date: 6/26/2020
Project: RT Okeechobee
Project No: FJ190029

Calculated By: KAB
Checked By: KAB

PROPOSED DRAINAGE CALCULATIONS

Design Criteria:

Estimated Seasonal High Water Level: 17.50 NAVD
FEMA Elevation

Proposed Acreages

Lake Areas (A_L):	0	sf	or	0.000	ac
Roof Areas (A_R):	8,985	sf	or	0.206	ac
Paved Areas (A_P):	189,282	sf	or	4.345	ac
Green Areas (A_G):	111,508	sf	or	2.560	ac
Total (A_T):	309,775	sf	or	7.111	ac

Compute Required Water Quality Volume:

1) Provide at least 1 inch over the developed project:

V_{PRE} = 1 inch x A_T x 1 ft / 12 inches
= 1 x 7.111 / 12
= 0.59 ac-ft or 7.08 ac-in

2) Provide 2.5" over % impervious area:

a) Site Area for water quality pervious/impervious calculation:

A_S = A_T - (A_L + A_R)
= 7.111 - (0 + 0.206)
= 6.91 ac of site area for water quality pervious/impervious

b) Impervious area for water quality pervious/impervious calculation:

A_{IMP} = A_S - A_G
= 6.905 - 2.56
= 4.35 ac of impervious area for water quality pervious/impervious

c) Percent of impervious for water quality calculation:

= A_{IMP} / A_S x 100%
= 4.345 / 6.905 x 100%
= 62.9% impervious

d) For 2.5" times the percent impervious:

= 2.5" x % impervious area
= 2.5 x 0.629
= 1.57 inches to be treated

e) Compute volume required volume for quality detention

V_{PRE} = inches to be treated x (A_T - A_L)
= 1.57 x (7.111 - 0) x 1 foot / 12 inches)
= 0.93 ac-ft or **11.16 ac-in**

3) Since the 11.16 ac-in is greater than the 7.08 ac-in computed for the first inch of runoff the volume of 11.16 ac-in controls.

4) For dry retention, water quality volume shall be 75% of the amounts computed for wet detention.
Wet detention volume = 11.16 ac-in
Required Water Quality Volume for Dry Retention = Wet detention Volume * 75%
= 11.16 x 0.75% = 8.37 ac-in
or = 0.7 ac-ft.

THOMAS ENGINEERING GROUP

Date: 6/26/2020
Project: RT Okeechobee
Project No: FJ190029

PROPOSED STAGE\STORAGE AREA CALCULATION

Prop. Grades										
	21.00	17.40	22.48	17.64	22.60	22.00	20.00	16.00	0.00	0.00	0.00	0.00	0.00	0.00				

Stage	Landscape Area Area 1.727 0.000 (ac.-ft.)	Pavement Area Area 4.245 0.000 (ac.-ft.)	Sidewalk/Lands High Area 0.100 0.000 (ac.-ft.)	Retention Area Area 0.833 0.555 (ac.-ft.)	Area Area 0.000 0.000 (ac.-ft.)	Area Area 0.000 0.000 (ac.-ft.)	Area Area 0.000 0.000 (ac.-ft.)	Area Area 0.000 0.000 (ac.-ft.)	Building 22.60 Area 0.21 0.000 (ac.-ft.)	Total Site 7.111
15.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
15.50	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
16.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
16.50	0.00	0.00	0.00	0.29	0.00	0.00	0.00	0.00	0.00	0.29
17.00	0.00	0.00	0.00	0.59	0.00	0.00	0.00	0.00	0.00	0.59
17.50	0.00	0.00	0.00	0.91	0.00	0.00	0.00	0.00	0.00	0.91
18.00	0.09	0.06	0.00	1.25	0.00	0.00	0.00	0.00	0.00	1.39
18.50	0.29	0.32	0.00	1.60	0.00	0.00	0.00	0.00	0.00	2.22
19.00	0.61	0.81	0.00	1.98	0.00	0.00	0.00	0.00	0.00	3.40
19.50	1.06	1.52	0.00	2.37	0.00	0.00	0.00	0.00	0.00	4.94
20.00	1.62	2.44	0.00	2.78	0.00	0.00	0.00	0.00	0.00	6.84
20.50	2.31	3.59	0.00	3.19	0.00	0.00	0.00	0.00	0.00	9.08
21.00	3.11	4.95	0.00	3.61	0.00	0.00	0.00	0.00	0.00	11.67
21.50	3.97	6.53	0.00	4.02	0.00	0.00	0.00	0.00	0.00	14.53
22.00	4.84	8.34	0.00	4.44	0.00	0.00	0.00	0.00	0.00	17.61
22.50	5.70	10.36	0.02	4.86	0.00	0.00	0.00	0.00	0.00	20.94
22.60	5.87	10.78	0.03	4.94	0.00	0.00	0.00	0.00	0.00	21.63

Sidewalk Gross	12950	0.297291
Sidewal Net	0.10	
Lands high	3283	0.075367

Previous Permit Elevations

	NGVD	NAVD
FFE	25.2	23.7
WT	20.5	19
25Y	24.1	22.6
10Y	22.6	21.1

THOMAS ENGINEERING GROUP

Date: 6/26/2020
Project: RT Okeechobee
Project No: FJ190029

DESIGN CRITERIA

October Water Elevation	17.50	NAVD
FEMA Elevation	N/A	Zone X

PROPOSED LAND USE SUMMARY

Areas:	Square Ft.	Acres	Percent
Lake	0	0.00	0.0%
Building	8,985	0.206	2.9%
Paved and Sidewalk	189,282	4.345	61.1%
Pervious	111,508	2.560	36.0%
Total Area:	309,775	7.111	100.0%

STAGE\STORAGE AREA CALCULATION

Stage	Site Stage-Storage (previous page)	Exfiltration Trench Storage (ac.-ft.)	Additional Storage (N/A) (ac.-ft.)	Total Storage Area (ac.-ft.)
15.00	0.00	0.00	0.00	0.00
15.50	0.00	0.00	0.00	0.00
16.00	0.00	0.00	0.00	0.00
16.50	0.29	0.00	0.00	0.29
17.00	0.59	0.00	0.00	0.59
17.50	0.91	0.00	0.00	0.91
18.00	1.39	0.00	0.00	1.39
18.50	2.22	0.00	0.00	2.22
19.00	3.40	0.00	0.00	3.40
19.50	4.94	0.00	0.00	4.94
20.00	6.84	0.00	0.00	6.84
20.50	9.08	0.00	0.00	9.08
21.00	11.67	0.00	0.00	11.67
21.50	14.53	0.00	0.00	14.53
22.00	17.61	0.00	0.00	17.61
22.50	20.94	0.00	0.00	20.94
22.60	21.63	0.00	0.00	21.63

Soil Storage

Land Use Summary:

	Acres	Percent
Lake Areas (A_L):	0.000	0.0%
Roof Areas (A_R):	0.206	2.9%
Paved Areas (A_P):	4.345	61.1%
Green Areas (A_G):	2.560	36.0%
Total (A_T):	7.111	100.0%

Compacted Soil Storage per SFWMD Vol. IV Page C-III-1

Depth to Water Table (feet)	Water Storage (inches)
1	0.45
2	1.88
3	4.05
4	6.75

Average Pervious Grade (Elev.): 19.20
Depth to Water Table: 1.70 ft
Soil Storage at Average Depth (S_S): 1.45 inches

Weighted S value:

= S_S x % Pervious

= 1.45 x 0.36

= **0.52 inches**

SFWMD Rainfall

From Figure C-9, 100-Year 3-day Storm = 10.00 inches

From Figure C-8, 25-Year 3-day Storm = 9.00 inches

From Figure C-7, 10-Year 1-day Storm = 5.00 inches

Results from Flood Routings (SFWMD)

Runnoff (Q) = $(P - 0.2S)^2 / (P + 0.8S)$
= (10 - (0.2 x 0.52))^2 / (10 + (0.8 x 0.52))
= 9.40 inches of total runnoff
Runoff Volume = Q * Project Area
= 9.4 x 7.111 = 66.84 acre-inches = 5.57 acre-ft.

Maximum Stage for 100-Year 3-Day Storm (no discharge) **19.67** NAVD

Runnoff (Q) = $(P - 0.2S)^2 / (P + 0.8S)$
= (9 - (0.2 x 0.52))^2 / (9 + (0.8 x 0.52))
= 8.40 inches of total runnoff
Runoff Volume = Q * Project Area
= 8.4 x 7.111 = 59.73 acre-inches = 4.98 acre-ft.

Maximum Stage for 25-Year 3-Day Storm (no discharge) **19.51** NAVD

Runnoff (Q) = $(P - 0.2S)^2 / (P + 0.8S)$
= (5 - (0.2 x 0.52))^2 / (5 + (0.8 x 0.52))
= 4.43 inches of total runnoff
Runoff Volume = Q * Project Area
= 4.43 x 7.111 = 31.50 acre-inches = 2.63 acre-ft.

Maximum Stage for 25-Year 10-Day Storm (no discharge) **18.67** NAVD

APPENDIX B

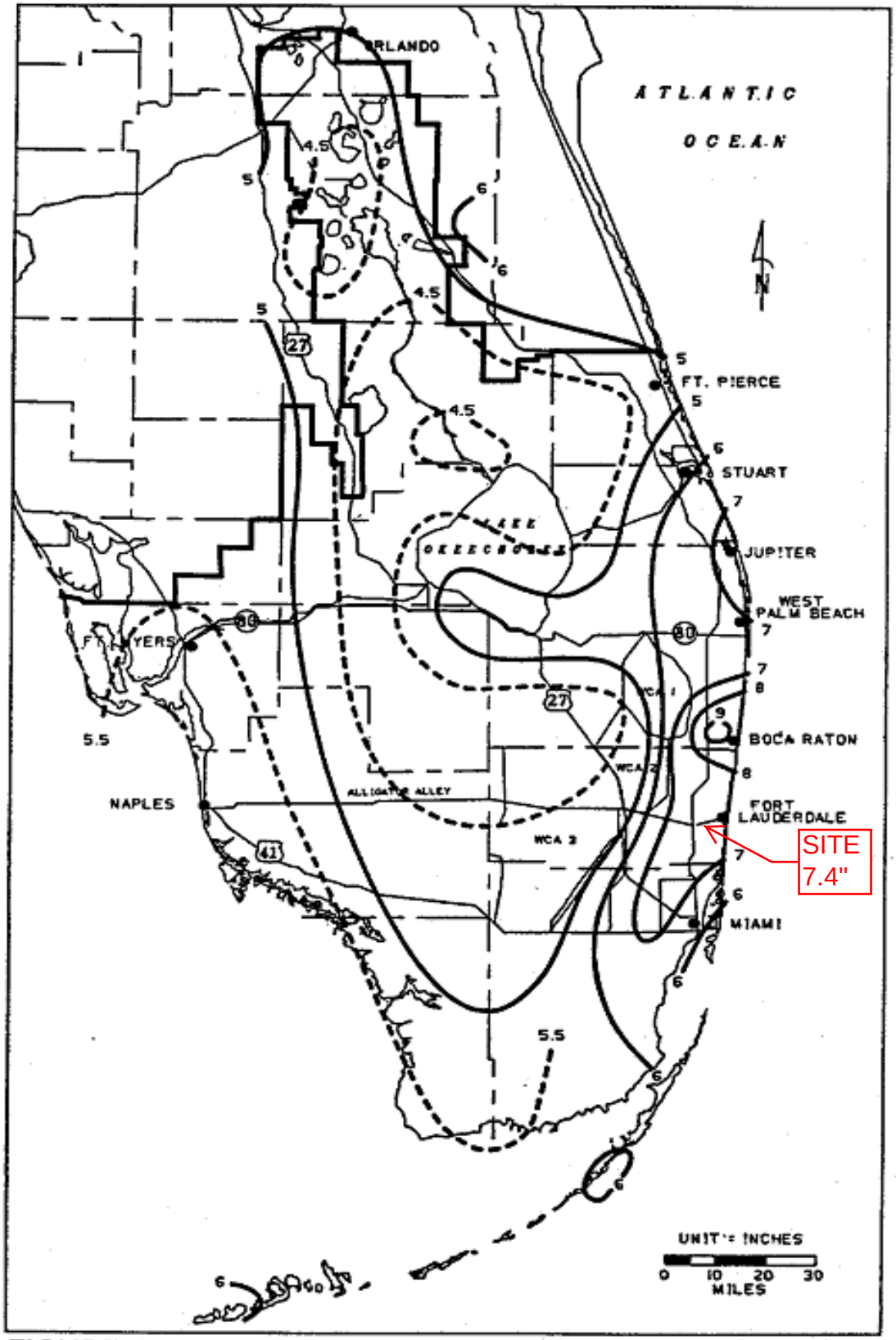


FIGURE C-3. 1-DAY RAINFALL: 5-YEAR RETURN PERIOD

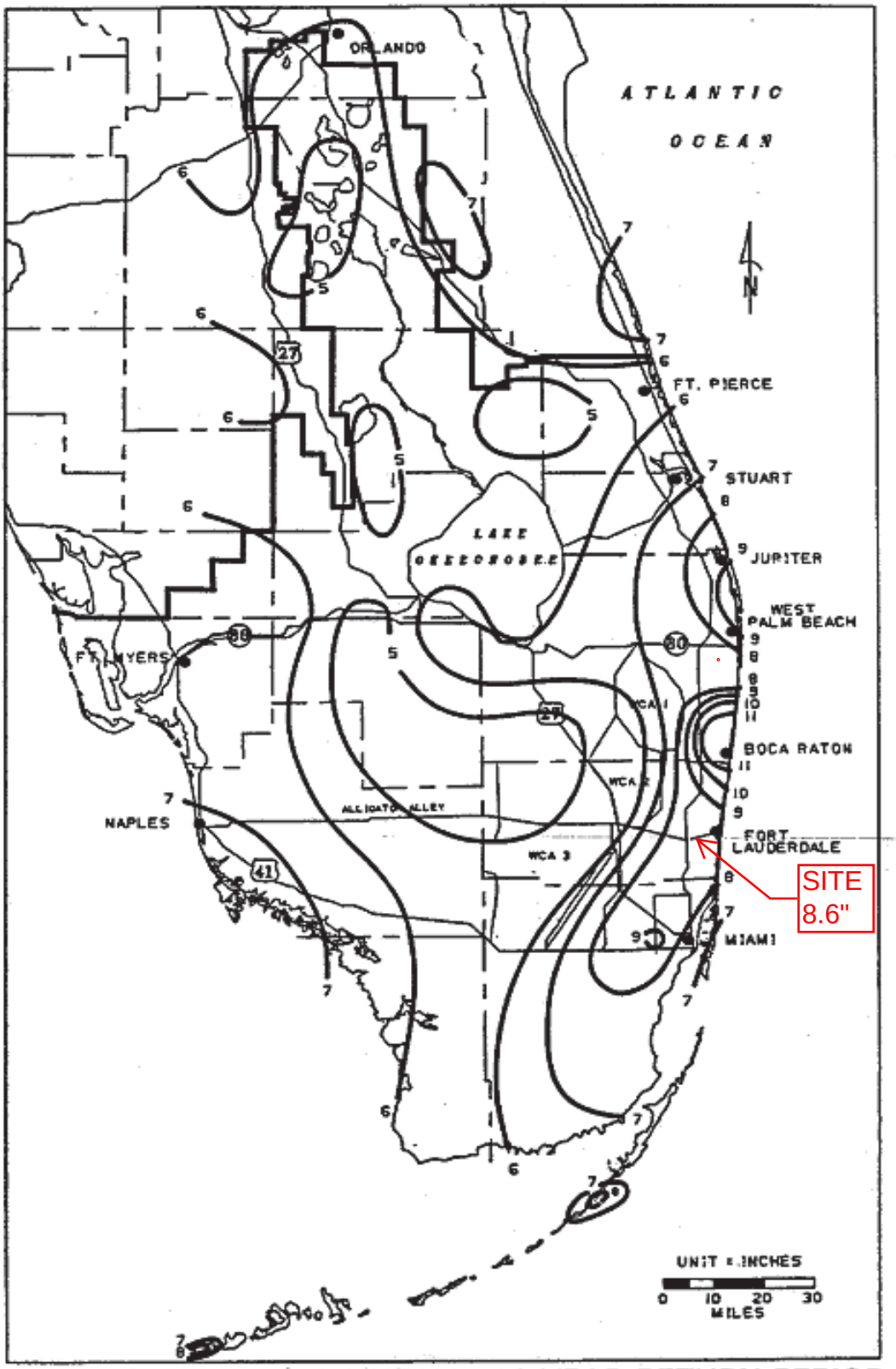


FIGURE C-4. 1-DAY RAINFALL: 10-YEAR RETURN PERIOD

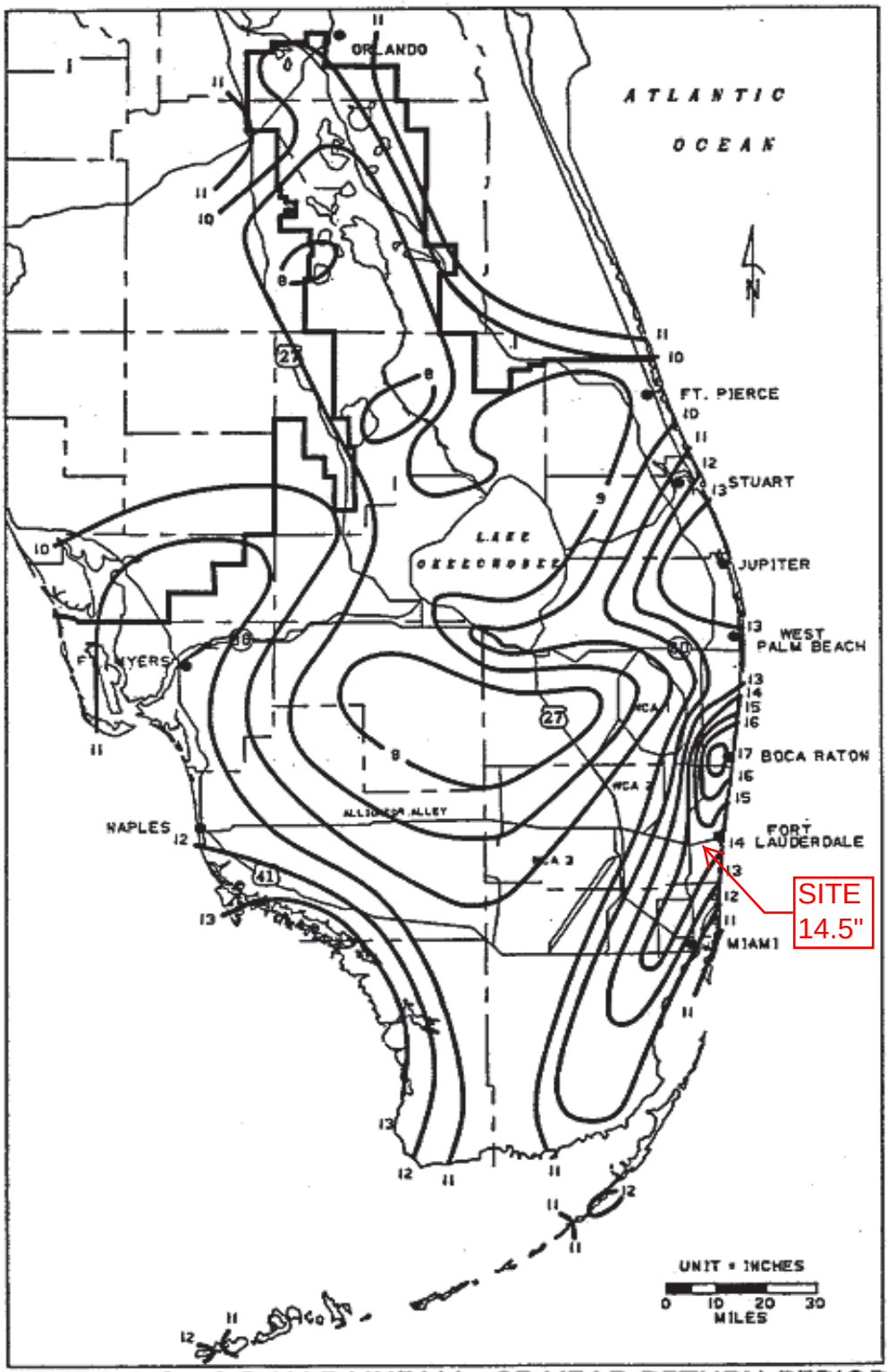


FIGURE C-8. 3-DAY RAINFALL: 25-YEAR RETURN PERIOD

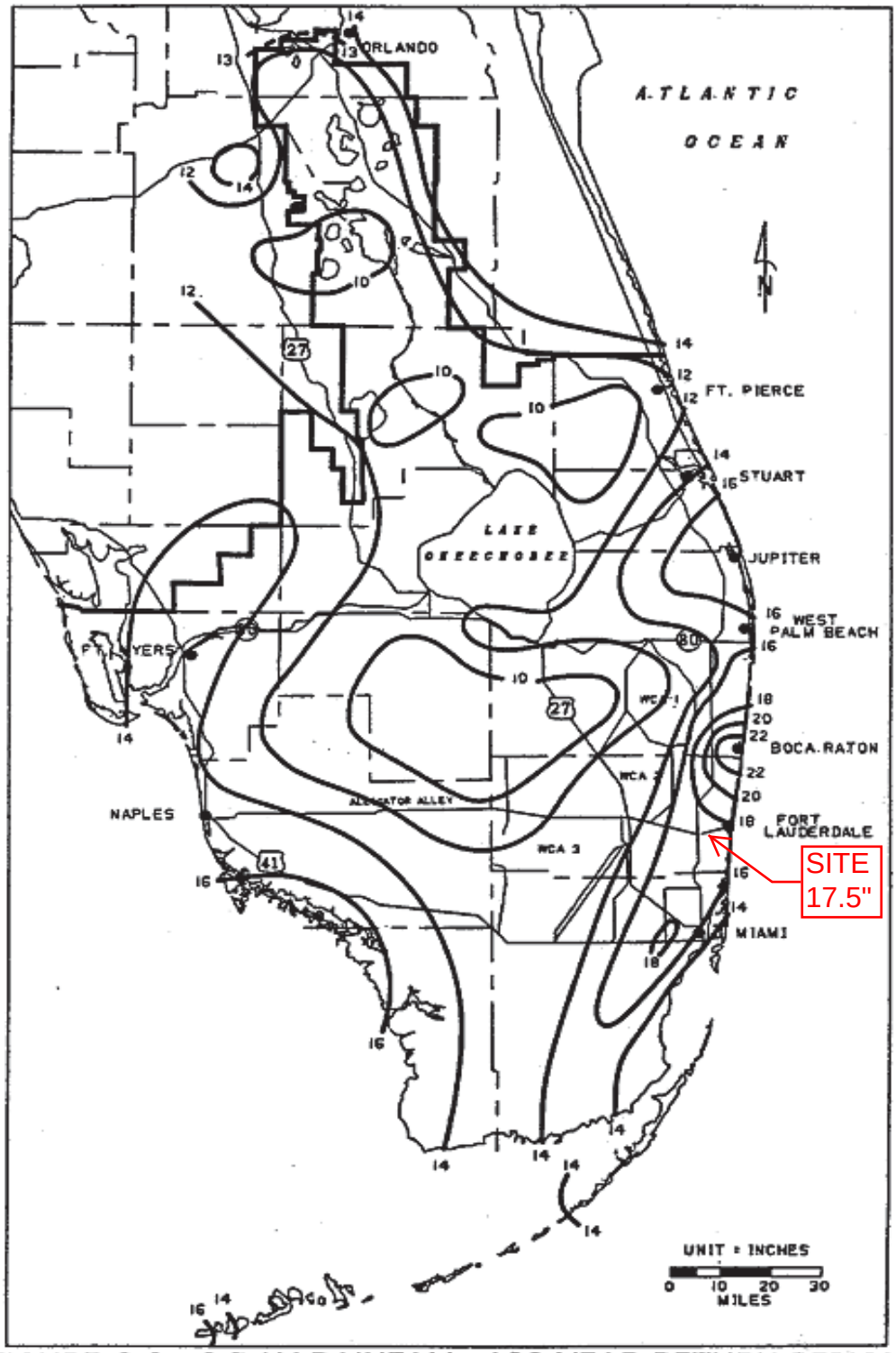
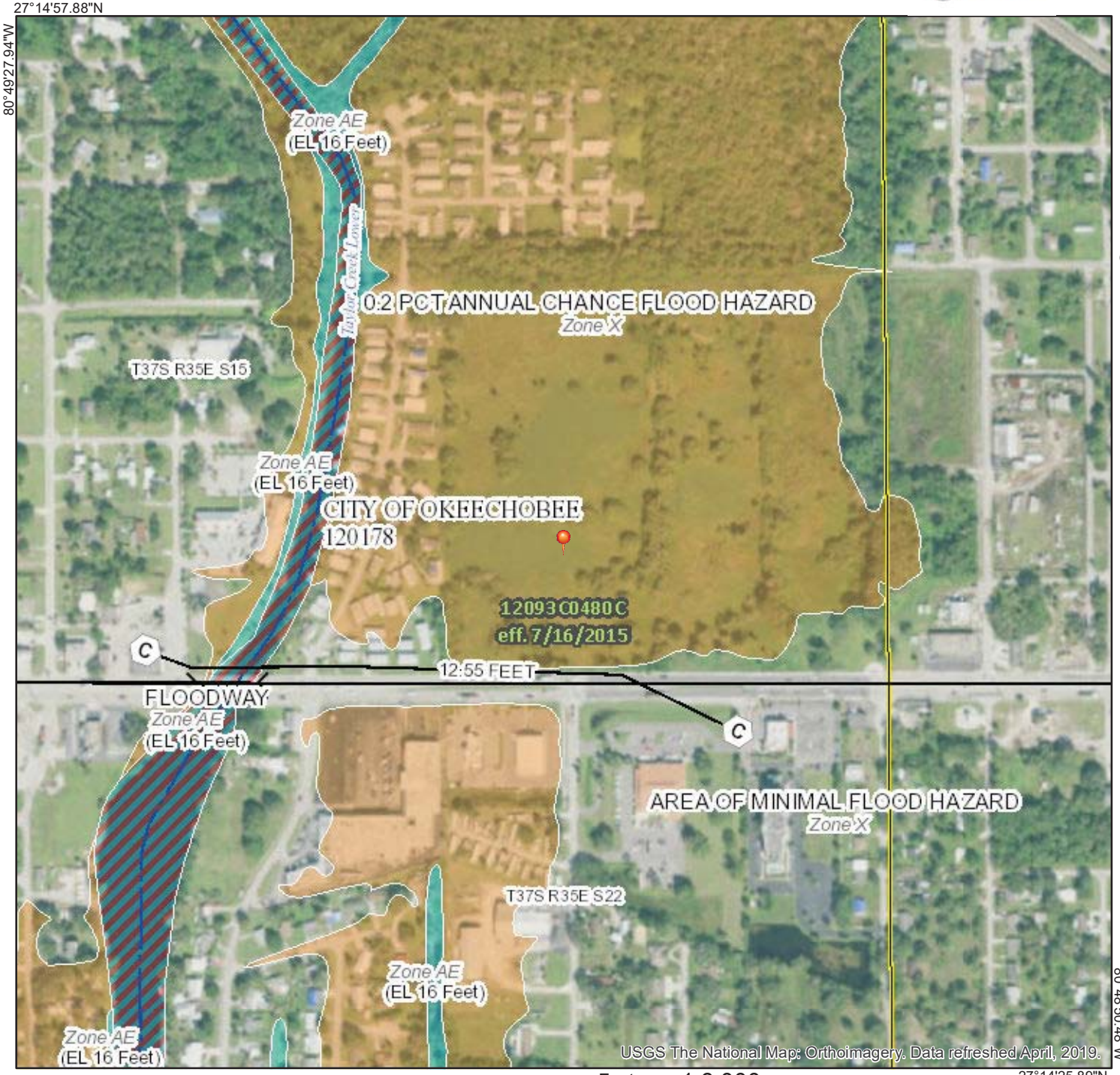


FIGURE C-9. 3-DAY RAINFALL: 100-YEAR RETURN PERIOD

National Flood Hazard Layer FIRMette

FEMA



Feet

0 250 500 1,000 1,500 2,000

1:6,000

Legend

SEE FIS REPORT FOR DETAILED LEGEND AND INDEX MAP FOR FIRM PANEL LAYOUT

SPECIAL FLOOD HAZARD AREAS
- Without Base Flood Elevation (BFE) *Zone A, V, A99*
- With BFE or Depth *Zone AE, AO, AH, VE, AR*
- Regulatory Floodway

OTHER AREAS OF FLOOD HAZARD
- 0.2% Annual Chance Flood Hazard, Areas of 1% annual chance flood with average depth less than one foot or with drainage areas of less than one square mile *Zone X*
- Future Conditions 1% Annual Chance Flood Hazard *Zone X*
- Area with Reduced Flood Risk due to Levee. See Notes. *Zone X*
- Area with Flood Risk due to Levee *Zone D*

OTHER AREAS
- NO SCREEN Area of Minimal Flood Hazard *Zone X*
- Effective LOMRs
- Area of Undetermined Flood Hazard *Zone D*

GENERAL STRUCTURES
- Channel, Culvert, or Storm Sewer
- Levee, Dike, or Floodwall

OTHER FEATURES
- 20.2 / 17.5 Cross Sections with 1% Annual Chance Water Surface Elevation
- Coastal Transect
- Base Flood Elevation Line (BFE)
- Limit of Study
- Jurisdiction Boundary
- Coastal Transect Baseline
- Profile Baseline
- Hydrographic Feature

MAP PANELS
- Digital Data Available
- No Digital Data Available
- Unmapped

N

The pin displayed on the map is an approximate point selected by the user and does not represent an authoritative property location.

This map complies with FEMA's standards for the use of digital flood maps if it is not void as described below. The basemap shown complies with FEMA's basemap accuracy standards

The flood hazard information is derived directly from the authoritative NFHL web services provided by FEMA. This map was exported on 1/28/2020 at 3:50:28 PM and does not reflect changes or amendments subsequent to this date and time. The NFHL and effective information may change or become superseded by new data over time.

This map image is void if the one or more of the following map elements do not appear: basemap imagery, flood zone labels, legend, scale bar, map creation date, community identifiers, FIRM panel number, and FIRM effective date. Map images for unmapped and unmodernized areas cannot be used for regulatory purposes.

APPENDIX C

GFA INTERNATIONAL

FLORIDA'S LEADING ENGINEERING SOURCE

Report of Geotechnical Exploration

RaceTrac #1443
SR 70 and SE 10th Avenue
Okeechobee, Florida

December 23, 2019
GFA Project Number 19-6691 & 19-6691.01

For: RaceTrac Petroleum, Inc.

December 23, 2019

Mr. Cleo Chang
RaceTrac Petroleum
200 Galleria Parkway E., Suite 900
Atlanta, GA 30339
Phone: (770) 431-7600
Email: cchang@racetrac.com

Site: **RaceTrac #1443**
SR 70 and SE 10th Avenue
Okeechobee, Okeechobee County, Florida
GFA Project No. 19-6691 & 19-6691.01

Dear Mr. Chang:

GFA International, Inc. (GFA) has completed the subsurface exploration and geotechnical engineering evaluation for the above-referenced project in accordance with the geotechnical and engineering service agreement for this project. The scope of services was completed in accordance with our Geotechnical Engineering Proposal (19-6691 & 19-6691.01), planned in conjunction with and authorized by you.

EXECUTIVE SUMMARY

The purpose of our subsurface exploration was to classify the nature of the subsurface soils and general geomorphic conditions and evaluate their impact upon the proposed construction. This report contains the results of our subsurface exploration at the site and our engineering interpretations of these, with respect to the project characteristics described to us including providing recommendations for site preparation and the design of the foundation system.

We understand the project consists of the construction of an approximate 5,411 square-foot, one-story RaceTrac retail structure, with a canopy area and parking/driveway areas (RaceTrac #1443). There will also be underground storage tanks and a stormwater management area (detention/retention) constructed. For purpose of the exploration, maximum column and wall loads are estimated to be on the order of 80 kips and 5 klf, respectively. You indicated underground storage tanks (UST) will be installed to depths of up to 20 feet below site elevation. We estimate up to three to four feet of fill may be required at some locations at the site to raise the existing ground surface elevation to the final site elevation. The recommendations provided herein are based upon the above considerations. If the project description has been revised, please inform GFA International so that we may review our recommendations with respect to any modifications.

The following soil testing was completed for this study:

- Two (2) Standard Penetration Test (SPT) borings to depths of approximately 20 feet below the existing ground surface (BGS) within the footprint of the proposed underground storage tank (UST).
- Six (6) SPT borings to depths of approximately fifteen (15) feet BGS within the footprint of the proposed building and canopy areas.
- Four (4) SPT borings to depths of approximately ten (10) feet BGS within the footprint of the proposed parking/pavement/driveway areas.
- One (1) SPT boring to a depth of approximately ten (10) feet BGS within the footprint of the Stormwater Management Area.
- Six (6) additional SPT borings to depths of approximately fifteen (15) feet BGS within the North and South Alignment.
- Two (2) Open-hole Falling Head exfiltration tests to a depth of 10 feet.

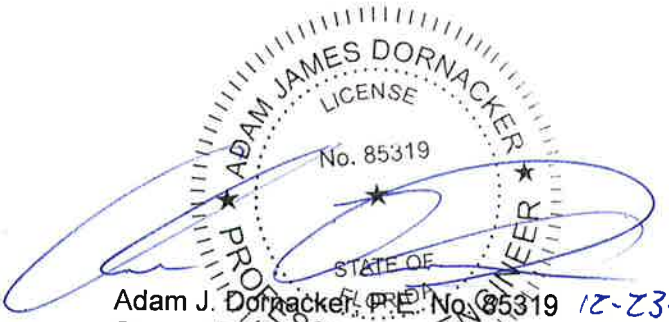
The subsurface soil conditions encountered at this site generally consists of very loose to very dense sands (SP) with varying amounts (if any) of roots, shell fragments, and weathered limestone, very loose to medium dense slightly silty sands (SP-SM), loose silty sands (SM), and moderately hard limestone (LS) to the boring termination depths. Please refer to Appendix D: "Record of Test Borings" for a detailed account of each boring.

The subsurface soil conditions at the project site are generally favorable for the support of the proposed retail structure on shallow foundations. An allowable bearing capacity of 2,500 psf may be used for foundation design. Expected settlement of the structure is less than 1 inch total and less than ½ inch differential.

We appreciate the opportunity to be of service to you on this project and look forward to a continued association. Please do not hesitate to contact us if you have any questions or comments, or if we may further assist you as your plans proceed.

Respectfully Submitted,
GFA International, Inc.
Florida Certificate of Authorization Number 4930

Rene Mendoza, E.I.
Staff Engineer



Adam J. Dornacker, P.E. No. 85319 12-23-19
State of Florida
Geotechnical Department Manager

TABLE OF CONTENTS

1.0 INTRODUCTION

1.1 Scope of Services

The objective of our geotechnical services was to collect subsurface data for the subject project, summarize the test results, and discuss any apparent site conditions that may have geotechnical significance for building construction. The following scope of service is provided within this report:

1. Prepare records of the soil boring logs depicting the subsurface soil conditions encountered during our field exploration.

2. Conduct a review of each soil sample obtained during our field exploration for classification and additional testing if necessary.

3. Analyze the existing soil conditions found during our exploration with respect to foundation support for the proposed structure.

4. Provide recommendations with respect to foundation support of the structure, including allowable soil-bearing capacity, bearing elevations, and foundation design parameters.

5. Provide criteria and site preparation procedures to prepare the site for the proposed construction.

1.2 Project Description

We understand the project consists of the construction of an approximate 5,411 square-foot, one-story RaceTrac retail structure, with a canopy area and parking/driveway areas (RaceTrac #1443). There will also be underground storage tanks and a stormwater management area (detention/retention) constructed. For purpose of the exploration, maximum column and wall loads are estimated to be on the order of 80 kips and 5 klf, respectively. You indicated underground storage tanks (UST) will be installed to depths of up to 20 feet below site elevation. We estimate up to three to four feet of fill may be required at some locations at the site to raise the existing ground surface elevation to the final site elevation. The recommendations provided herein are based upon the above considerations. If the project description has been revised, please inform GFA International so that we may review our recommendations with respect to any modifications.

2.0 OBSERVATIONS

2.1 Site Conditions

A geotechnical engineer from our office conducted site reconnaissance on November 21, 2019 to observe and document surface conditions at the site. The information gathered was used to help us interpret the subsurface geotechnical data and to detect conditions which could affect our recommendations.

The site is located at along the north side of State Road 70 between SE 8th Avenue and SE 10th Avenue in Okeechobee, Okeechobee County, Florida. The site consists of a vacant grassy parcel with some palm trees and other larger trees. There is a residential neighborhood bordering the west side of the property, and a vacant grassy parcel boarding the property to the north and east. The existing site elevation is approximately two to three feet below the elevation of State Road 70.

2.2 Geomorphic Conditions

The geology of the immediate vicinity, based on the USDA Soil Survey and the Soil Survey of Okeechobee County, is representative of Manatee Loamy fine sand (6) soil type and Immokalee fine sand (11) soil type. According to the USDA Soil Survey, the description of the soil type is as follows:

Manatee loamy fine sand, frequently ponded, 0 to 1 percent slopes (6): Under natural conditions, the seasonal high water table is at the surface to 24 inches above the surface from June through March. During the remainder of the year, it is typically at the surface to a depth of 12 inches. The water table may recede below 12 inches during extended dry periods.

Immokalee fine sand, 0 to 2 percent slopes (11): Under natural conditions, the seasonal high water table is at a depth of 6 to 18 inches from June through September. During the remainder of the year, it is typically at a depth of 18 to 40 inches. The water table may recede below 40 inches during extended dry periods.

2.3 Field Exploration

The following soil testing was completed for this study:

- Two (2) Standard Penetration Test (SPT) borings to depths of approximately 20 feet below the existing ground surface (BGS) within the footprint of the proposed underground storage tank (UST).
- Six (6) SPT borings to depths of approximately fifteen (15) feet BGS within the footprint of the proposed building and canopy areas.
- Four (4) SPT borings to depths of approximately ten (10) feet BGS within the footprint of the proposed parking/pavement/driveway areas.
- One (1) SPT boring to a depth of approximately ten (10) feet BGS within the footprint of the Stormwater Management Area.
- Six (6) additional SPT borings to depths of approximately fifteen (15) feet BGS within the North and South Alignment.
- Two (2) Open-hole Falling Head exfiltration tests to a depth of 10 feet.

The locations of the borings performed are illustrated in "Appendix B: Test Location Plan". The Standard Penetration Test (SPT) boring method was used as the investigative tool within the borings. SPT tests were performed in substantial accordance with ASTM Procedure D-1586, “Penetration Test and Split-Barrel Sampling of Soils”. This test procedure consists of driving a 1.4-inch I.D. split-tube sampler into the soil profile using a 140-pound hammer falling 30 inches. The number of blows per foot, for the second and third 6-inch increment, is an indication of soil strength.

The soil samples recovered from the soil borings were visually classified and their stratification is illustrated in "Appendix D: Record of Test Borings". It should be noted that soil conditions might vary between the strata interfaces, which are shown. The soil boring data reflect information from a specific test location only. Site specific survey staking for the test locations was not provided for our field exploration. The indicated depth and location of each test was approximated based upon existing grade and estimated distances and relationships to obvious landmarks. The boring depths were selected based on our knowledge of vicinity soils and to include the zone of soil likely to be stressed by the proposed construction.

The recovered samples were not examined, either visually or analytically, for chemical composition or environmental hazards. GFA would be pleased to perform these services for an additional fee, if required.

2.4 Visual Classification

Soil samples recovered from our field exploration were returned to our laboratory where they were visually examined in general accordance with ASTM D-2488. Samples were evaluated to obtain an accurate understanding of the soil properties and site geomorphic conditions. After a thorough visual examination of the recovered site soils, no laboratory testing was deemed necessary. The results are presented in "Appendix D: Record of Test Borings”. Bag samples of the soil encountered during our field exploration will be held in our laboratory for your inspection for 30 days and then discarded unless we are notified otherwise in writing.

2.5 Subsurface Conditions

Boring logs derived from our field exploration are presented in "Appendix D: Record of Test Borings”. The boring logs depict the observed soils in graphic detail. The Standard Penetration Test borings indicate the penetration resistance, or N-values, logged during the drilling and sampling activities. The classifications and descriptions shown on the logs are generally based upon visual characterizations of the recovered soil samples. All soil samples reviewed have been depicted and classified in general accordance with the Unified Soil Classification System, modified as necessary to describe typical southwest Florida conditions. See "Appendix E: Discussion of Soil Groups", for a detailed description of various soil groups.

The subsurface soil conditions encountered at this site generally consists of very loose to very dense sands (SP) with varying amounts (if any) of roots, shell fragments, and weathered limestone, very loose to medium dense slightly silty sands (SP-SM), loose silty sands (SM), and moderately hard limestone (LS) to the boring termination depths. Please refer to Appendix D: “Record of Test Borings” for a detailed account of each boring.

3.0 ENGINEERING EVALUATION AND RECOMMENDATIONS

3.1 Hydrogeological Conditions

On the dates of our field exploration, the groundwater table was encountered at depths ranging from approximately 2.33 to 5.25 feet below the existing ground surface (BGS). The groundwater table will fluctuate seasonally depending upon local rainfall and other site specific and/or local influences such as tidal events. Brief ponding of stormwater may occur across the site after heavy rains.

No additional investigation was included in our scope of work in relation to the wet seasonal high groundwater table or any existing well fields in the vicinity. Well fields may influence water table levels and cause significant fluctuations. If a more comprehensive water table analysis is necessary, please contact our office for additional guidance.

The following table lists the water level depth encountered at each boring location:

Table 1: Water Table Levels During Field Exploration

Boring Number	Water Level (Feet B.G.S.)
B-1	4
B-2	4.5
B-3	3.33
B-4	3.5
B-5	5.25
B-6	3.17
B-7	4
B-8	4.5
B-9	3.5
B-10	4
B-11	2.33
B-12	N/A
B-13	3.67
B-14	4
B-15	3.67
B-16	3.17
B-17	3.67
B-18	5
B-19	5

3.1.1 Exfiltration Testing

GFA International performed two (2) Falling-Head Open-Hole Exfiltration tests at the site. The exfiltration testing was performed in accordance with the SFWMD Constant-Head Open-Hole Test Method. The results are presented below.

Test EX – 1	
Depth (ft)	**Soil Description**
0 – 10	Light to Dark Gray Sand (SP) to Slightly Silty Sand (SP)
Water table: 4.25 feet below grade.	
Saturated K = 2.3 x 10^{-5} (cfs/ft.^{2}-ft. head) **Saturated K = 2.02** (ft/day-ft. head)	

Test EX – 2	
Depth (ft)	**Soil Description**
0 – 10	Brown to Light to Dark Gray Sand (SP) to Slightly Silty Sand (SP)
Water table: 5.0 feet below grade.	
Saturated K = 2.6 x 10^{-5} (cfs/ft.^{2}-ft. head) **Saturated K = 2.21** (ft/day-ft. head)	

The location of the exfiltration tests completed is illustrated in “Appendix B: Test Location Plan".

3.2 Building and Canopy Foundation Recommendations

3.2.1 General

A foundation system for any structure must be designed to resist bearing capacity failures, have settlements that are tolerable, and resist the environmental forces that the foundation may be subjected to over the life of the structure. The soil bearing capacity is the soil’s ability to support loads without plunging into the soil profile. Bearing capacity failures are analogous to shear failures in structural design and are usually sudden and catastrophic.

The amount of settlement that a structure may tolerate is dependent on several factors including: uniformity of settlement, time rate of settlement, structural dimensions and properties of the materials. Generally, total or uniform settlement does not damage a structure but may affect drainage and utility connections. These can generally tolerate movements of several inches for building construction. In contrast, differential settlement affects a structure’s frame and is limited by the structural flexibility.

The subsurface soil conditions at the project site are generally favorable for the support of the proposed residence on shallow foundations. A maximum allowable bearing pressure of 2,500 psf may be used for foundation design. Expected settlement of the structure is less than 1 inch total and less than ½ inch differential.

We note that the applicability of geotechnical recommendations is very dependent upon project characteristics, specifically (1) improvement locations, (2) grade alterations, (3) and actual applied structural loads. For that reason, GFA must be provided with and review the preliminary and final site and grading plans, and structural design loads to validate all recommendations provided in this report. Without performing this review, our recommendations should not be relied upon for final design or construction of any site improvements.

3.2.2 Site Preparation

GFA recommends the following compaction requirements for this project:

- Proof Roll ..... 95% of a Modified Proctor
- Building Pad Fill..... 95% of a Modified Proctor
- Footings ..... 95% of a Modified Proctor

The compaction percentages presented above are based upon the maximum dry density as determined by a "modified proctor" test (ASTM D-1557). All density tests should be performed to a depth of 12" below the tested surface unless noted otherwise. All density tests should be performed using the nuclear method (ASTM D-6938), the sand cone method (ASTM D-1556).

Our recommendations for preparation of the site for use of shallow foundation systems are presented below. This approach to improving and maintaining the site soils has been found to be successful on projects with similar soil conditions.

1. Initial site preparation should consist of performing stripping and clearing operations. This should be done within, and to a distance of five (5) feet beyond, the perimeter of the proposed building footprint (including exterior isolated columns).

2. Following site stripping and prior the placement of any fill, areas of surficial sand (not exposed limestone) should be compacted ("proof rolled") and tested. We recommend using a steel drum vibratory roller with sufficient static weight and vibratory impact energy to achieve the required compaction. Density tests should be performed on the proof rolled surface at a frequency of not less than one test per 2,500 square feet, or a minimum of four (4) tests, whichever is greater. Areas of exposed intact limestone shall be visually confirmed by the project geotechnical engineer prior to fill placement, in lieu of proof rolling.

3. Fill material may then be placed in the building pad as required. GFA estimates up to four feet of fill will be required at the site to raise the existing ground surface elevation to the final site elevation. The fill material should be inorganic (classified as SP, SW, GP, GW, SP-SM, SW-SM, GW-GM, GP-GM) containing not more than 5 percent (by weight) organic materials. **Fill materials with silt-size soil fines in excess of 12% should not be used.** Fill should be placed in lifts with a maximum lift thickness not exceeding 12-inches. Each lift should be compacted and tested prior to the placement of the next lift. Density tests should be performed within the fill at a frequency of not less than one test per 2,500 square feet per lift in the building areas, or a minimum of four (4) tests per lift, whichever is greater.

4. For any footings bearing on a limestone formation, the bottom of all footing excavation shall be examined by the engineer / geologist or his representative to determine the condition of the limestone. The limestone shall be probed for voids and loose pockets of sand. Such areas shall be cleaned to depth of 3 times the greatest horizontal dimension and backfilled with lean concrete.

5. For footings placed on structural fill or compacted native granular soils, the bottom of all footings shall be tested for compaction and examined by the engineer / geologist or his representative to determine if the soil is free of organic and/or deleterious material. Density tests should be performed at a frequency of not less than one (1) density test per each isolated column footing and one (1) test per each fifty (50) lineal feet of wall footings.

6. The contractor should take into account the final contours and grades as established by the plan when executing his backfilling and compaction operations.

Using vibratory compaction equipment at this site may disturb adjacent structures. We recommend that you monitor nearby structures before and during proof-compaction operations. A representative of GFA International can monitor the vibration disturbance of adjacent structures. A proposal for vibration monitoring during compaction operations can be supplied upon request.

3.2.3 Excavation Conditions

A hard limestone layer was encountered at boring location B-3 and B-4 at the subject site at a depth of approximately 9 to 11.5 feet BGS. Based on our experience in the area, it is possible that intermittent layers of rock could be encountered within other areas across the site.

If deep excavations are required, we recommend you conduct test excavations to develop your excavation plan. If blasting is required and/or approved we recommend vibration monitoring be performed and pre-condition surveys of neighboring structures be conducted prior to blasting.

In Federal Register, Volume 54, No. 209 (October 1989), the United States Department of Labor, Occupational Safety and Health Administration (OSHA) amended its “Construction Standards for Excavations, 29 CFR, part 1926, Subpart P”. This document was issued to better insure the safety of workmen entering trenches or excavations. It is mandated by this federal regulation that all excavations, whether they be utility trenches, basement excavations or footing excavations, be constructed in accordance with the OSHA guidelines.

Based on the anticipated final grades, control of the groundwater will be necessary during the installation of deep underground utilities (e.g. stormwater pipes). Some control may be necessary depending on recent rainfall for foundation construction.

3.2.4 Design of Footings

Footings may be designed using an allowable soil bearing pressure of 2,500 psf. Shallow foundations should be embedded a minimum of 18 inches below final grade. This embedment shall be measured from the lowest adjacent grade. Isolated column footings should be at least 24 inches in width and continuous strip footings should have a width of at least 18 inches regardless of contact pressure.

Once site preparation has been performed in accordance with the recommendations described in this report, the soil should readily support the proposed structure resting on a shallow foundation system. Settlements have been projected to be less than 1-inch total and ½-inch differential. All footings and columns should be structurally separated from the floor slab, as they will be loaded differently and at different times, unless a monolithic mat foundation is designed.

3.2.5 Ground Floor Slabs

The ground floor slabs may be supported directly on the existing grade or on granular fill following the foundation site preparation and fill placement procedures outlined in this report. For purposes of design, a coefficient of subgrade modulus 150 pounds per cubic inch may be used. The ground floor slab should be structurally separated from all walls and columns to allow for differential vertical movement.

Excessive moisture vapor transmission through floor slabs-on-grade can result in damage to floor coverings as well as other deleterious effects. An appropriate moisture vapor retarder should be placed beneath the floor slab to reduce moisture vapor from entering the building through the slab. The retarder should be installed in general accordance with applicable ASTM procedures including sealing around pipe penetrations and at the edges of foundations.

3.2.6 Lateral Earth Pressure

GFA recommends that cantilever retaining walls for truck docks be designed to resist the "active" earth pressure. Where the top of the retaining wall and the junctions between the two retaining walls is restrained against movement, we recommend that "at rest" earth pressure should be used for design. The recommended soil parameters for the design of the retaining walls are presented in the table below. Additional wall loading from forklifts and deliveries stockpiled near the wall should be accounted for in the design.

The following geotechnical parameters were obtained by using empirically established relationships between the SPT "N" values with various soil/rock properties. The geotechnical soil parameters are presented below:

Table 1: Recommended General Geotechnical Design Parameters

Soil Type	SP / SP-SM	SM
DESIGN PARAMETER		
Soil Friction Angle (Φ) (deg)	30	25
At-rest Earth Pressure Coefficient K_o	0.50	0.40
Active Earth Pressure Coefficient K_a	0.33	0.58
Passive Earth Pressure Coefficient K_p	3.00	2.46
Hydrostatic Pressure for Design γ_w	62.4	62.4
Coefficient of Wall Friction Between Concrete and In-situ Soils	0.35	0.35
Modulus of Subgrade Reaction K_v	150 pci	150 pci
Dry Unit Weight of Soil γ_d	105 pcf	90 pcf
Wet Unit Weight of Soil γ_{wet}	110 pcf	100 pcf
Effective Unit Weight of Soil γ_{eff}	48 pcf	38 pcf

The earth coefficients presented above assume the retaining walls would be backfilled with clean granular soils. Where the potential exists for buildup of hydrostatic pressure due to the water table, hydrostatic pressure should be assumed and added to the earth pressure for design, unless drainage is provided behind the retaining wall.

3.2.7 Seismic Zone

All seismic provisions have been removed from the Florida Building Code as Florida is not seismically active.

3.2.8 Frost Protection

All frost protection provisions have been removed from the Florida Building Code as Florida has a temperate climate.

4.0 UNDERGROUND STORAGE TANK CONSIDERATIONS

A hard limestone layer was encountered at boring location B-3 and B-4 at the subject site in the area of the proposed underground storage tanks. Also, based on our experience in the area, it is possible that intermittent layers of rock could be encountered within the site.

We understand the storage tanks will require excavations of up to 20 feet below finished grade. We recommend you conduct test excavations to develop your excavation plan. If blasting is required and/or approved, we recommend vibration monitoring be performed and pre-condition surveys of neighboring structures be conducted prior to blasting.

Based on the encountered water table depth at the time of our exploration and the published Soil Survey of Okeechobee County, GFA recommends using a seasonal high water table of approximately 6-inches below existing grade for design of the underground storage tanks.

Due to the depths associated with the proposed construction, dewatering will be required to complete the work in the dry. The high groundwater tables in the vicinity of excavations shall be reduced to prevent water inflow into excavations. Excavations shall be kept dry during subgrade preparation and continually thereafter until installation of the wet well structures. The dewatering will be required to maintain groundwater elevation at least 24 inches below the bottom of the wet well at all times to prevent bottom disturbance or failure.

The soil parameters listed in the table below are for design purposes of the UST:

Table 2: Recommended Geotechnical Design Parameters for UST

Boring No.	Depth (ft.) (BGS)	Unit Weight (moist) (pcf)	Friction Coefficient ($f0$)	Active Lateral Pressure (Ka)	Passive Lateral Pressure (Kp)
B-3 & B-4	0 – 9	110	0.35	0.33	3.00
	9 – 12.5	125	0.45	0.21	4.81
	12.5 – 20	110	0.35	0.33	3.00

We recommend the tank excavation backfill be completed in general accordance with "Section 3.2.2: Site Preparation" of this report. Based on our borings in this area of the site, most of the upper sandy soil (SP) would be suitable for reuse in backfilling the tank excavation. Proper aeration and drying of the soils below the water table will likely be required to maintain a moisture content level suitable to achieve the desired level of compaction of sands during backfill operations.

5.0 PARKING AND ROADWAY CONSTRUCTION RECOMMENDATIONS

5.1 General Components

Based on the RaceTrac Specifications and Report Requirements, the minimum design parameters for rigid pavement require parking and entrance areas to consist of 6-inches of concrete, air entrained with fiber mesh. Wooden expansion joints to be used with smooth dowels placed 18"o.c. in parking and roadway areas. Rigid Pavement in storage tank areas requires 8-inches of concrete, air entrained with fiber mesh. Steel reinforcement #5 rebar at 18"o.c. each way.

5.2 Rigid Pavement Design

It is anticipated that this project may utilize Portland Cement Concrete pavement. Concrete pavement is a rigid pavement which has lower load transfer to the subgrade soils than flexible (asphalt) pavement. Rigid pavement may be constructed of Portland cement concrete air entrained with fiber mesh providing a minimum 28-day compressive strength of 3,500 psi. Portland cement should be Type I. In addition to the recommendations provided below, refer to the "Guide to Jointing of Non-Reinforced Concrete Pavements," published by the Florida Concrete and Products Association, Inc., and "Building Quality Concrete Parking Areas," published by the Portland Cement Association.

5.3 Slab Thickness

Concrete pavement thickness should be uniform throughout, with the exception of thickened slab areas (curbs, and adjacent to construction and expansion joint). Our recommendations on slab thickness for standard duty concrete pavements are based on (1) the specified subgrade compaction, (2) modulus of subgrade reaction (k) equal to 75 pounds per cubic inch, (3) 20-year design life, and (4) equivalent single axle loads (E18SAL) as specified below. The following table summarizes our recommendations for pavement thicknesses:

Table 3: Pavement Thickness and Joint Recommendations

Service Level	Minimum Pavement Thickness	Maximum Control Joint Spacing	Minimum Saw Cut Depth
Light Duty*	6 Inches	10 Feet x 10 Feet	1-1/2 Inches
Heavy Duty (over tanks)**	8 Inches	14 Feet x 14 Feet	2 Inches

* Light Duty: Automobiles, light (pickup) trucks and limited heavy truck traffic, E18 SAL up to 18,000.

** Heavy Duty: Heavy truck traffic areas, E18SAL up to 335,000.

5.4 Pavement Joints

Control Joints, for crack control of the pavement, should be spaced closely, at about 8 to 14 feet apart, and should provide a uniform square or a compact rectangular pattern. The joint pattern, including placement of utility access facilities (manholes, junction boxes, fill ports, etc.) should be submitted for review and approval prior to construction. Depth of the joints should be at least ¼ of the concrete slab thickness. Joints should be sawed as soon a the concrete can withstand traffic, while not so soon as to cause raveling of the concrete surface and aggregate during sawing.

Construction joints and expansion joints are the pavement features most susceptible to damage and for that reason, their use should be minimized. Placement of construction joints should be approved prior to commencement of concrete placement. Construction joint placement should be planned to occur at narrow sections of pavements, such as driveways. In the event expansion joints are provided, they should be thoroughly cleaned of debris, upon completion, and then properly sealed with an appropriate preformed or self-leveling petroleum resistant sealer.

5.5 Compacted Subgrade – Rigid Pavement

Concrete pavement is a rigid pavement that transfers much lighter wheel loads to the subgrade than a flexible pavement. Due to the lighter loads being transferred, concrete pavements may be constructed atop the compacted fill or existing subgrade without additional stabilization.

We recommend that subgrade materials be compacted in place according to the requirements in “Section 5.10: Pavement Site Preparation” of this report. Pavement should be constructed only over stable, smooth & free draining subgrades. Rutting of subgrades from concrete trucks and other traffic should be repaired prior to placement of concrete. Subgrade soils should be compacted to a minimum density of 98 percent of the Modified Proctor maximum dry density according to ASTM D-1557 to a depth of 2 feet below the bottom of the slab. The subgrade should be thoroughly wetted immediately prior to concrete placement, to minimize absorption of moisture from the concrete during curing.

5.6 Placement and Curing

Placement and curing of concrete pavement should be conforming with all applicable American Concrete Institute (ACI) standards and in particular to recommended procedures for hot weather concrete work. Cure the concrete pavement either with moist curing (burlap or plastic sheeting) or with a liquid curing compound. A fugitive dye should be considered for the curing compound as a means of verification that the curing compound is applied properly and remains in place for sufficient period of time.

5.7 Concrete Pavement

The minimum rigid pavement thickness recommended in this report is based upon concrete with a minimum compressive strength of 3,500 psi. Fill that may be required to raise grades in slab areas should be compacted to at least **98 percent** of the Modified Proctor maximum dry density (ASTM D-1557).

The pavement slabs should be reinforced to make them as rigid as possible. Proper joints should be provided at the junctions of slabs and foundation systems so that a small amount of independent movement can occur without causing structural damage. Construction and control joints should be installed in accordance with ACI and Industry practices.

Actual pavement section thickness should be provided by the Design Civil Engineer based on traffic loads, volume, and the owner's design life requirements. The above section represents the minimum thickness representative of typical local construction procedures and, as such, periodic maintenance should be anticipated. All pavement materials and construction procedures should conform to the FDOT, American Concrete Institute (ACI), or appropriate city/county requirements.

5.8 Effects of Water

Many roadways and parking areas have prematurely deteriorated due to intrusion of the wet seasonal high groundwater table or surface runoff mitigation.

GFA recommends the roadways and parking areas be constructed with a minimum separation of 1½ feet between the wet seasonal high groundwater table and the base course, independent of the type of base material used. In addition, the parking areas should be constructed with full-depth curb sections. The use of extruded curb sections, which lie directly on top of the final surface course or the eliminating of curbing entirely, may allow surface runoff and/or irrigation water to migrate between the base and surface course. This migration can result in separation of the surface course from the base course causing a rippling effect, which may result in an increased deterioration of the pavement.

In addition, based on the near surface soils encountered, perched water tables may occur during periods of heavy rain. The site civil engineer should take this into consideration in the site design process.

5.9 Construction Traffic

Incomplete pavement sections or areas of pavement designed for light duty traffic will not perform satisfactory under construction traffic loadings. GFA recommends all construction traffic (i.e. construction equipment, etc.) be re-routed away from these areas or the pavement sections be designed to support these loading conditions.

5.10 Pavement Site Preparation

Upon review of the site soil data, GFA's recommendations of site preparation for pavements are noted below. This approach to improving and maintaining the site soils has been found to be successful with similar soil conditions.

1. Initial site preparation should consist of performing dewatering operations if necessary prior to any earthwork.

2. The proposed construction limits should be cleared, stripped and grubbed of all construction debris, trees, and vegetation and associated root systems to a depth of their vertical reach. This should be done within and to a distance of 5 feet beyond the road perimeter.

3. Prior to any fill operations, the existing ground surface should be compacted. GFA recommends a medium weight roller be used to prepare the site for the proposed pavement section. Upon completion of the proof-rolling, density tests should be performed at a frequency of one test per 5,000 square feet, or at a minimum of two test locations, whichever is greater, to confirm a minimum compaction compliance of 98 percent of Modified Proctor maximum density (AASHTO T-180).

4. Place fill material, as required. The fill material should be inorganic (classified as SP/GW) containing not more than 5 percent (by weight) organic materials. **Fill materials with silt-size soil fines in excess of 5% should not be used, this includes cyclone sand material.** Place fill in maximum 12-inch lifts and compact each lift to a minimum density of **98 percent** of the Modified Proctor maximum dry density (AASHTO T-180) with a roller as mentioned previously.

5. Perform compliance tests within the fill at a frequency of not less than one test per 5,000 square feet per lift in the pavement areas, or at a minimum of two test locations, whichever is greater.

6. The appropriate pavement section should be constructed in accordance to specifications presented earlier in this report.

7. The contractor shall take into account the final contours and grades as established by the paving and drainage plan when executing any backfilling and / or compaction operations.

Using vibratory compaction equipment at this site may disturb adjacent structures. GFA recommends that you monitor nearby structures before and during proof-compaction operations. If disturbance is noted, halt vibratory compaction operations and inform GFA immediately. GFA will review the compaction procedures and evaluate if the compactive effort resulted in a satisfactory subgrade, complying with design specifications

6.0 REPORT LIMITATIONS

This consulting report has been prepared for the exclusive use of the current project owners and other members of the design team for the proposed RaceTrac #1443 located SR 70 and SE 10th Avenue in Okeechobee, Okeechobee County, Florida. This report has been prepared in accordance with generally accepted local geotechnical engineering practices; no other warranty is expressed or implied. The evaluation submitted in this report, is based in part upon the data collected during a field exploration, however, the nature and extent of variations throughout the subsurface profile may not become evident until the time of construction. If variations then appear evident, it may be necessary to reevaluate information and professional opinions as provided in this report. In the event changes are made in the nature, design, or locations of the proposed structure, the evaluation and opinions contained in this report shall not be considered valid, unless the changes are reviewed and conclusions modified or verified in writing by GFA International. GFA is not responsible for damage caused by soil improvement and/or construction activity vibrations related to this project. GFA is also not responsible for damage concerning drainage or moisture related issues for the proposed or nearby structures.

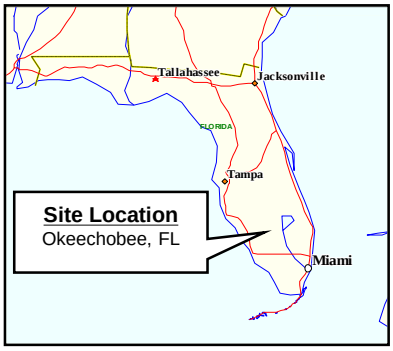
GFA should be provided the opportunity to review the final foundation specifications and review foundation design drawings, in order to determine whether GFA's recommendations have been properly interpreted, communicated and implemented. If GFA is not afforded the opportunity to participate in construction related aspects of foundation installation as recommended in this report or any report addendum, GFA will accept no responsibility for the interpretation of our recommendations made in this report or on a report addendum for foundation performance.

7.0 BASIS FOR RECOMMENDATIONS

The analysis and recommendations submitted in this report are based on the data obtained from the tests performed at the locations indicated on the attached figure in Appendix B. This report does not reflect any variations, which may occur between borings. While the borings are representative of the subsurface conditions at their respective locations and for their vertical reaches, local variations characteristic of the subsurface soils of the region are anticipated and may be encountered. The delineation between soil types shown on the soil logs is approximate and the description represents our interpretation of the subsurface conditions at the designated boring locations on the particular date drilled.

Any third-party reliance of our geotechnical report or parts thereof is strictly prohibited without the expressed written consent of GFA International. The methodology (ASTM D-1586) used in performing our borings and for determining penetration resistance is specific to the sampling tools utilized and does not reflect the ease or difficulty to advance other tools or materials.

Appendix A - Vicinity Map

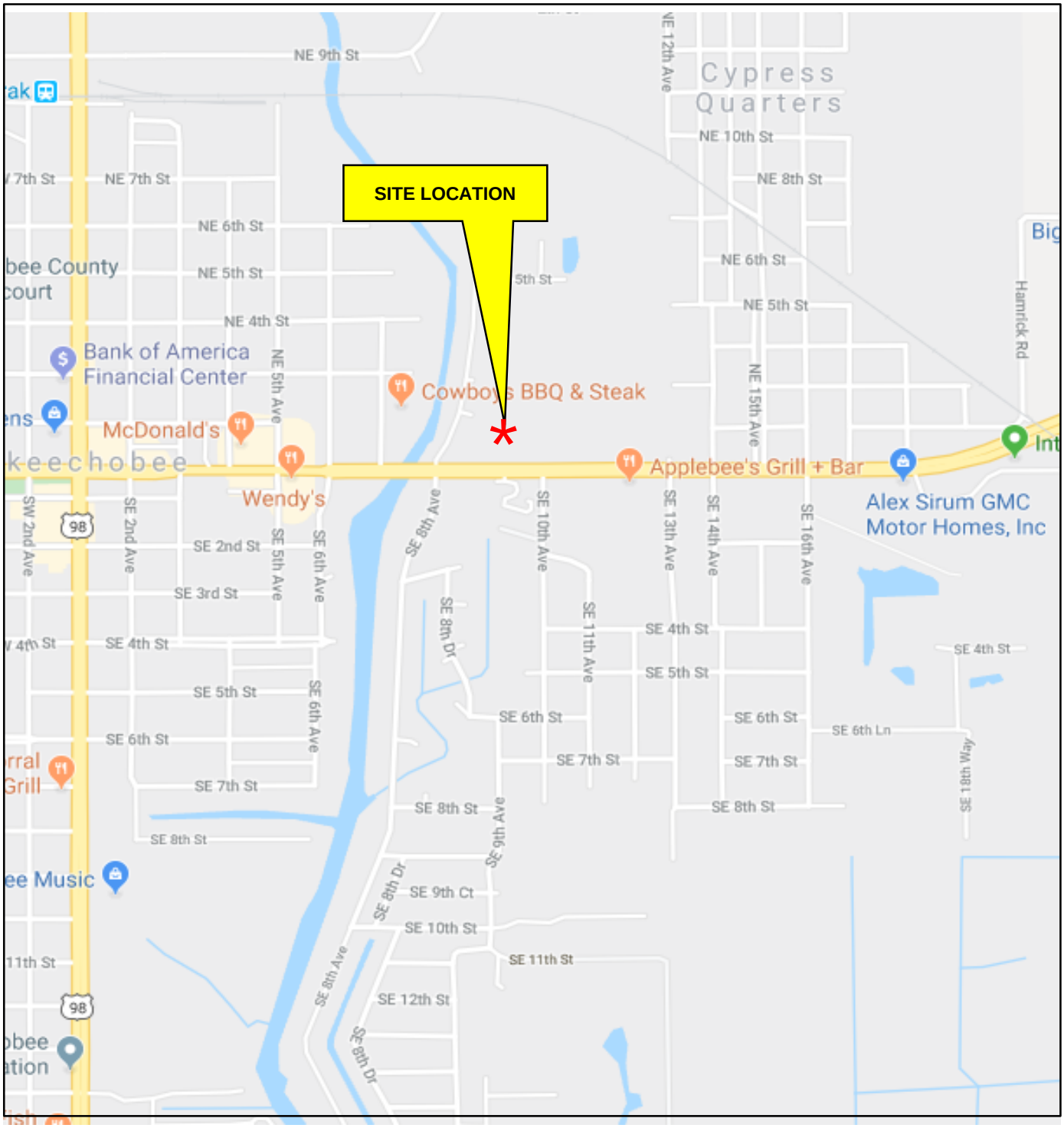


VICINITY MAP

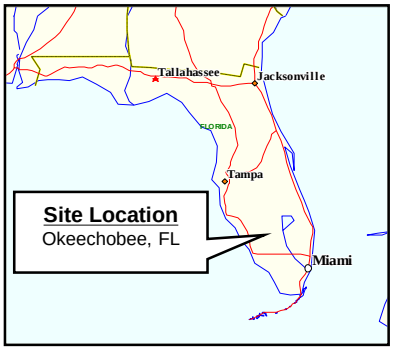
RaceTrac 1443

SR 70 and SE 10th Ave.
Okeechobee, Okeechobee County, Florida
GFA International Project No.: 19-6691

N
W
E
S
ENVIRONMENTAL • GEOTECHNICAL • MATERIALS TESTING • INSPECTIONS
GFA



Appendix B - Test Location Plan



TEST LOCATION PLAN

RaceTrac 1443

SR 70 and SE 10th Ave..
Okeechobee, Okeechobee County Florida
GFA International Project No.: 19-6691

*Scale and boring locations are an approximation and may not be accurate. Images are property of Google.

Appendix C - Notes Related to Borings

NOTES RELATED TO
RECORDS OF TEST BORING AND
GENERALIZED SUBSURFACE PROFILE

1. Groundwater level was encountered and recorded (if shown) following the completion of the soil test boring on the date indicated. Fluctuations in groundwater levels are common; consult report text for a discussion.

2. The boring location was identified in the field by offsetting from existing reference marks and using a cloth tape and survey wheel.

3. The borehole was backfilled to site grade following boring completion, and patched with asphalt cold patch mix when pavement was encountered.

4. The Record of Test Boring represents our interpretation of field conditions based on engineering examination of the soil samples.

5. The Record of Test Boring is subject to the limitations, conclusions and recommendations presented in the Report text.

6. "Field Test Data" shown on the Record of Test Boring indicated as 11/6 refers to the Standard Penetration Test (SPT) and means 11 hammer blows drove the sampler 6 inches. SPT uses a 140-pound hammer falling 30 inches.

7. The N-value from the SPT is the sum of the hammer blows required to drive the sampler the second and third 6-inch increments.

8. The soil/rock strata interfaces shown on the Records of Test Boring are approximate and may vary from those shown. The soil/rock conditions shown on the Records of Test Boring refer to conditions at the specific location tested; soil/rock conditions may vary between test locations.

9. Relative density for sands/gravels and consistency for silts/clays are described as follows:

SPT	CPT	SANDS/GRAVELS	SPT	CPT	SILTS/CLAYS
BLOWS/FOOT	KG/CM^2	RELATIVE DENSITY	BLOWS/FOOT	KG/CM^2	CONSISTENCY
0-4	0-16	Very loose	0-1	0-3	Very soft
5-10	17-40	Loose	2-4	4-9	Soft
11-30	41-120	Medium Dense	5-8	10-17	Firm
31-50	over 120	Dense	9-15	18-31	Stiff
over 50		Very Dense	16-30	32-60	Very stiff
			31-50	over 60	Hard

10. Grain size descriptions are as follows:

NAME	SIZE LIMITS
Boulder	12 Inches or more
Cobbles	3 to 12 Inches
Coarse Gravel	¾ to 3 Inches
Fine Gravel	No. 4 sieve to ¾ inch
Coarse Sand	No. 10 to No. 4 sieve
Medium Sand	No. 40 to No. 10 sieve
Fine Sand	No. 200 to No. 40 sieve
Fines	Smaller than No. 200 sieve

11. Definition of Descriptive Terms of Fines:

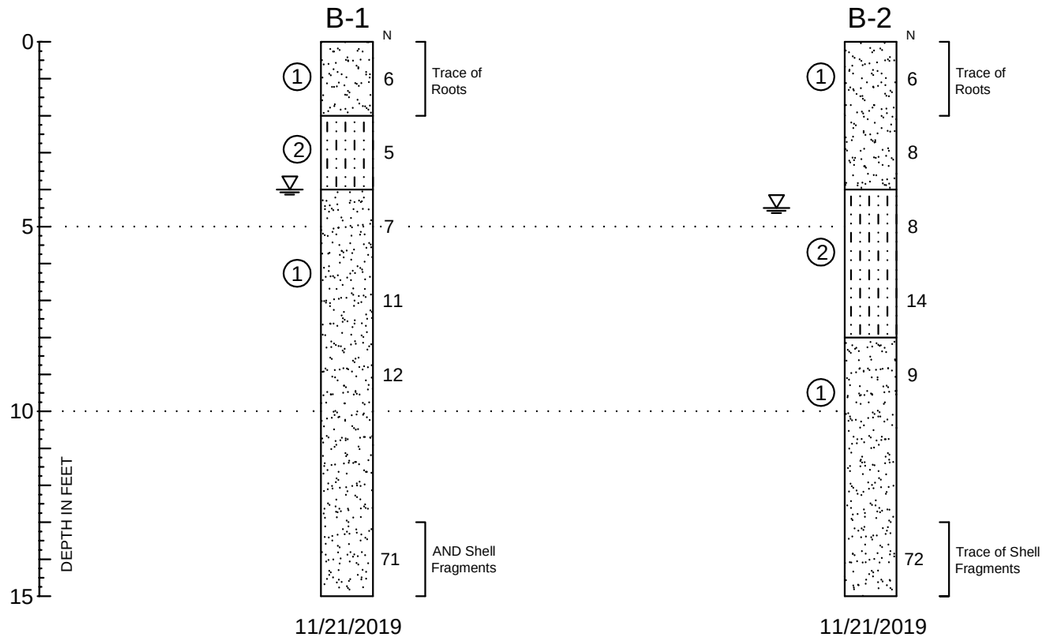
PROPORTION	ADJECTIVE
Up to 10%	with a trace
10 to 30%	with some

11. Definitions related to adjectives used in soil/rock descriptions:

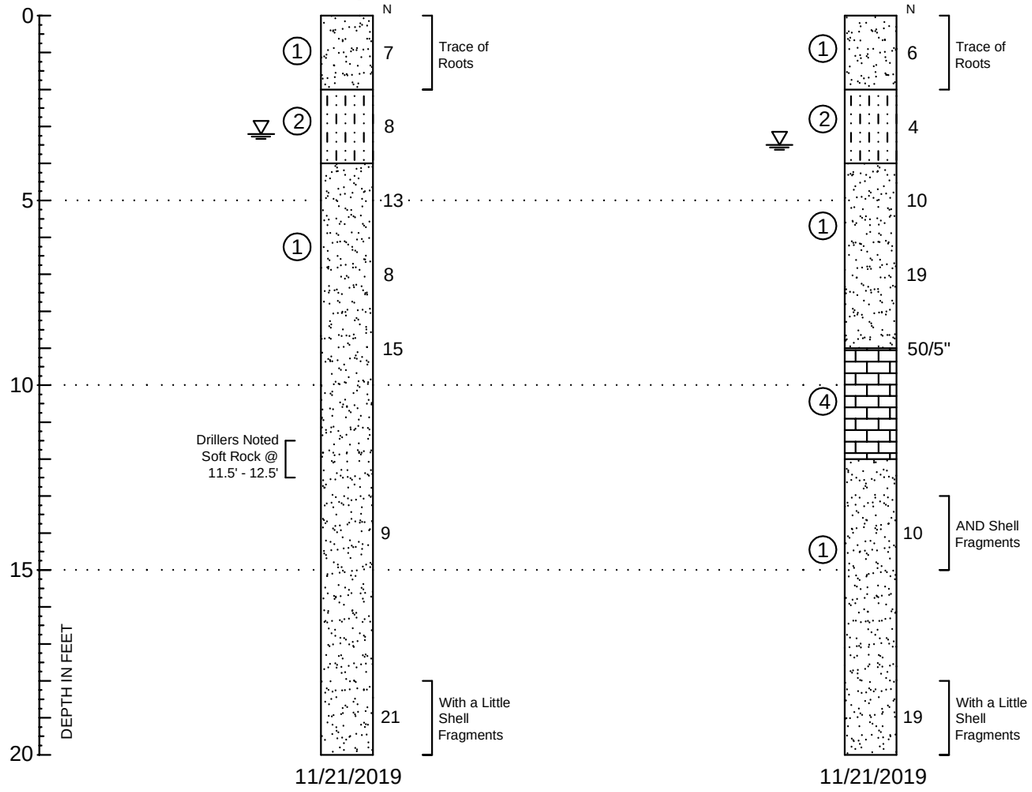
PROPORTION	ADJECTIVE	APPROXIMATE ROOT DIAMETER	ADJECTIVE
Up to 10%	with a trace	Less than 1/32"	Fine roots
10 to 30%	with some	1/32" to ¼"	Small roots
30 to 50%	with	¼" to 1"	Medium roots
		Greater than 1"	Large roots

Appendix D - Record of Test Borings

BUILDING AREA



UNDERGROUND STORAGE TANK (UST) PIT AREA



SOIL PROFILE LEGEND

B-X = BORING NUMBER

SOIL TYPE

N = SPT TEST VALUE

GROUND WATER LEVEL

SOIL SYMBOL

INDICATES PRACTICAL REFUSAL TO BORING EQUIPMENT

= INDICATES GRADUAL TRANSITION IN SOIL TYPES

SOIL LEGEND

1. Light Gray to Dark Gray, Light Brown to Brown, Tan, Orange, SAND (SP) Very Loose to Very Dense
2. Light Gray to Dark Gray, Light Brown to Dark Brown, Slightly Silty SAND (SP-SM) Very Loose to Medium Dense
3. Gray, Silty SAND (SM) Loose
4. LIMESTONE (LS) Moderately Hard

NOTES:

N - STANDARD PENETRATION RESISTANCE TEST (SPT) VALUE. NUMBERS TO THE RIGHT OF BORINGS INDICATE SPT VALUE FOR 12-INCHES OF PENETRATION (UNLESS OTHERWISE NOTED).

WOH - BORING INTERVAL ADVANCED UNDER WEIGHT OF HAMMER.

WOR - BORING INTERVAL ADVANCED UNDER WEIGHT OF ROD.

LFC - LOSS OF DRILLING FLUID CIRCULATION.

WLS - WEATHERED LIMESTONE

SOIL CLASSIFICATION

CORRELATION OF N - VALUES WITH RELATIVE DENSITY AND CONSISTENCY

COHESIONLESS SOIL

N - VALUE	RELATIVE DENSITY
0 - 3	VERY LOOSE
4 - 8	LOOSE
9 - 24	MEDIUM DENSE
25 - 40	DENSE
OVER 40	VERY DENSE

SILTS AND CLAYS

N - VALUE	CONSISTENCY
0 - 1	VERY SOFT
2 - 4	SOFT
5 - 6	FIRM
7 - 12	STIFF
13 - 24	VERY STIFF
OVER 24	HARD

CORRELATION OF N - VALUES WITH HARDNESS DESCRIPTION

LIMEROCK

N - VALUE	RELATIVE DENSITY
0 - 19	VERY SOFT
20 - 49	SOFT
50 - 100	MEDIUM HARD
50 FOR 3 TO 5"	MODERATELY HARD
50 FOR 0 TO 2"	HARD

APPROXIMATE FINES CONTENT / MODIFIERS

5% TO 15%	SLIGHTLY SILTY OR SLIGHTLY CLAYEY
16% TO 25%	SILTY OR CLAYEY
26% TO 49%	VERY SILTY OR VERY CLAYEY

APPROXIMATE SHELL CONTENT / MODIFIERS

0% TO 5%	WITH A TRACE OF SHELL
6% TO 12%	SLIGHTLY SHELLY
13% TO 30%	SHELLY
31% TO 50%	VERY SHELLY

APPROXIMATE ORGANIC CONTENT / MODIFIERS

0% TO 5%	WITH A TRACE
5% TO 20%	WITH ORGANICS
20% TO 75%	HIGHLY ORGANIC
75% TO 100%	PEAT

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0 - 5	WITH A TRACE OF + MODIFIER	WITH A TRACE
5 - 12	SLIGHTLY + MODIFIER + Y	WITH A LITTLE
12 - 30	MODIFIER + Y	WITH SOME
30 - 50	VERY + MODIFIER + Y	AND

RECORD OF TEST BORINGS

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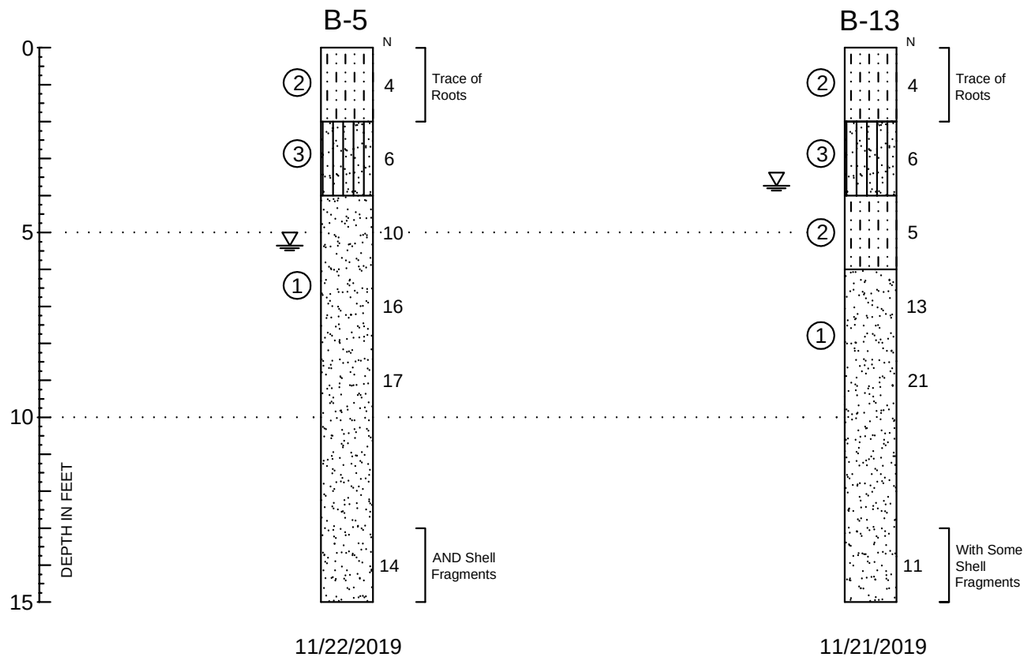
Lehigh Acres, Florida 33971
239-489-2443 * TeamGFA.com

Client: RaceTrac Petroleum

Project:
RaceTrac #1443
SR 70 and SE 10th Avenue,
Okeechobee, Okeechobee County, Florida

Date: 11/26/2019
Job No: 19-6691
Drilled By: GW
Drawn By: RMG
Approved by: AJD

CANOPY AREA #1



SOIL PROFILE LEGEND

B-X = BORING NUMBER

SOIL TYPE ⊗ — SOIL SYMBOL — N = SPT TEST VALUE

GROUND WATER LEVEL ▽

INDICATES PRACTICAL REFUSAL TO BORING EQUIPMENT

= INDICATES GRADUAL TRANSITION IN SOIL TYPES

SOIL LEGEND

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4. LIMESTONE (LS) Moderately Hard

NOTES:

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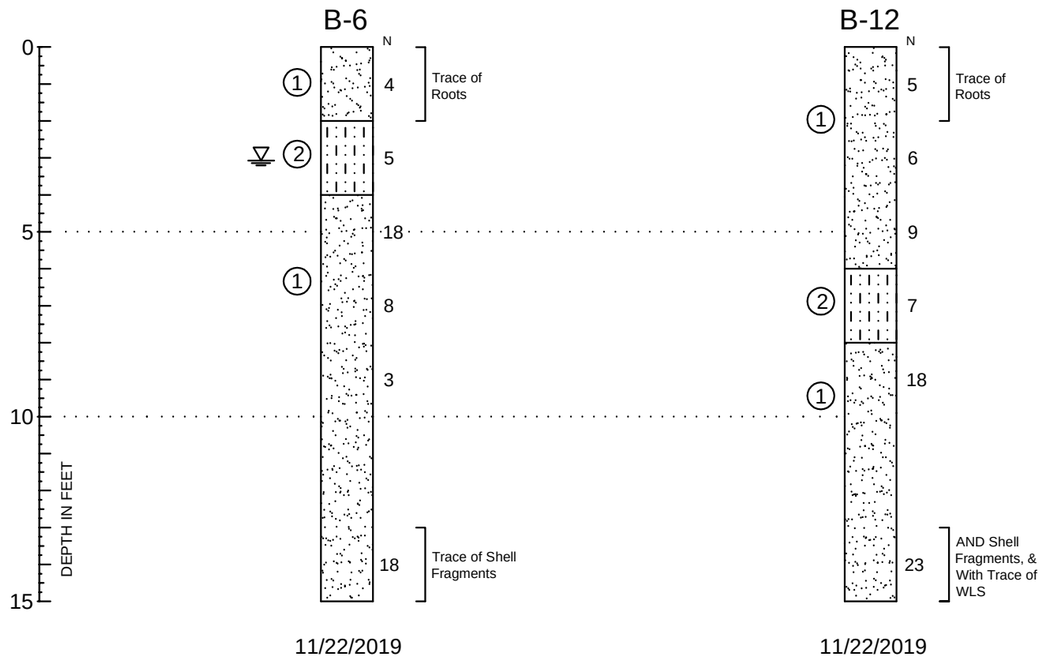
CANOPY AREA #2



SOIL CLASSIFICATION

CORRELATION OF N - VALUES WITH RELATIVE DENSITY AND CONSISTENCY

COHESIONLESS SOIL

N - VALUE	RELATIVE DENSITY
0 - 3	VERY LOOSE
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OVER 40	VERY DENSE

SILTS AND CLAYS

N - VALUE	CONSISTENCY
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5 - 6	FIRM
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CORRELATION OF N - VALUES WITH HARDNESS DESCRIPTION

LIMEROCK

N - VALUE	RELATIVE DENSITY
0 - 19	VERY SOFT
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50 - 100	MEDIUM HARD
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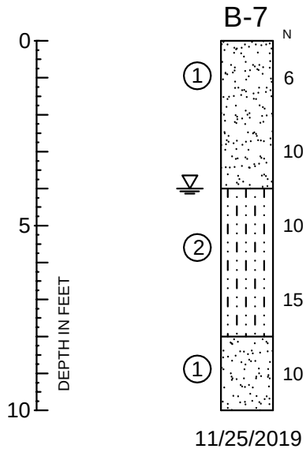
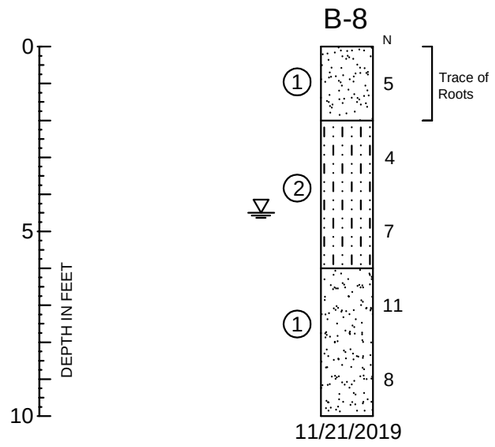
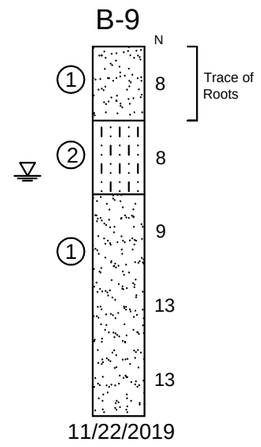
STORMWATER MANAGEMENT AREA

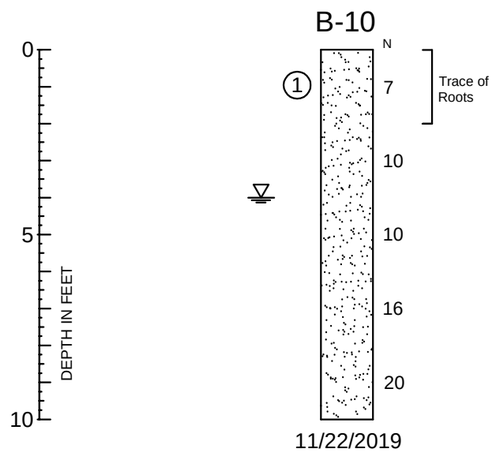


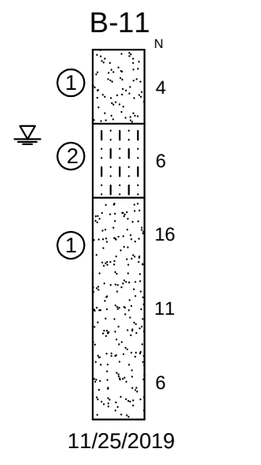
DRIVEWAY AREAS



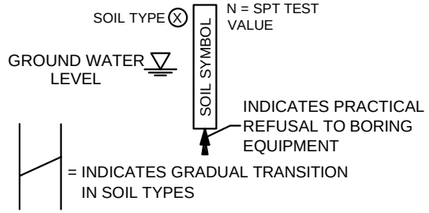


PAVEMENT AREAS





SOIL PROFILE LEGEND



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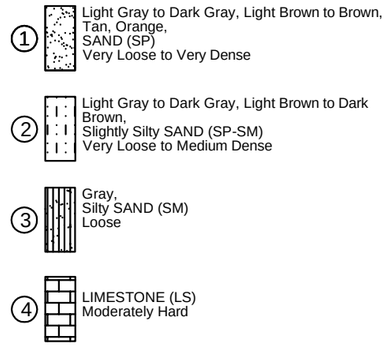

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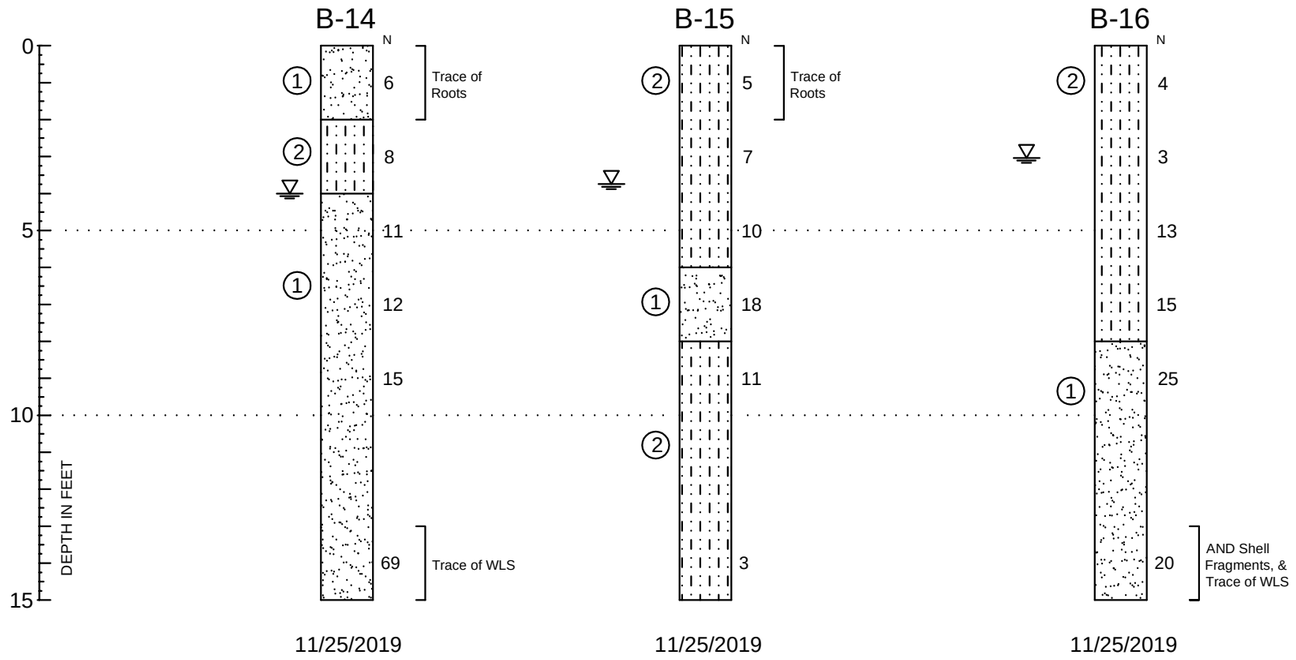
ADDITIONAL BORINGS NORTH ALIGNMENT



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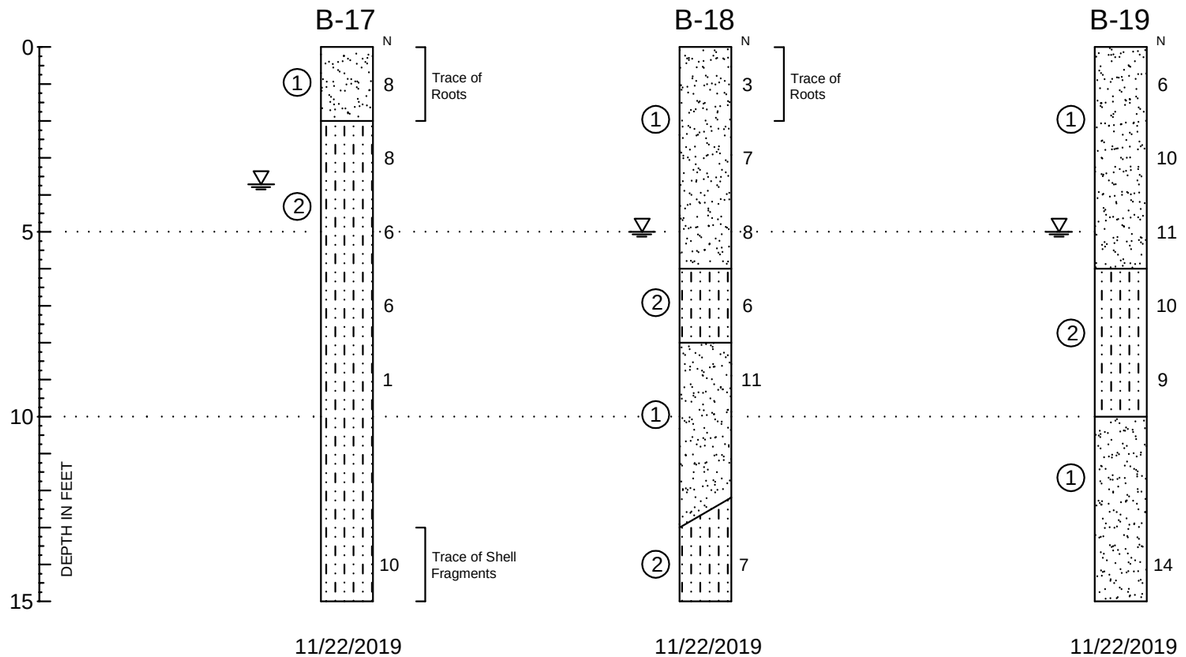

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Appendix E - Discussion of Soil Groups

TRAFFIC IMPACT ANALYSIS

RaceTrac
City of Okeechobee, FL

Prepared for:
RaceTrac
Atlanta, Georgia

Prepared by:

MacKenzie
Engineering & Planning, Inc.
1172 SW 30th Street, Suite 500
Palm City, FL 34990
(772) 286-8030

131008
Revised August 2020
January 2020

CA 29013

Shaun G. MacKenzie P.E.
Florida License # 61751

EXECUTIVE SUMMARY

MacKenzie Engineering and Planning, Inc. performed an analysis of the traffic impacts resulting from the proposed RaceTrac. The project is located on the north leg of NE Park Street (SR 70) and SE 10th Avenue in the City of Okeechobee, Florida (Parcel ID: 2-15-37-35-0A00-00007-0000). The applicant proposes to develop and seeks concurrency for an 8,100 square foot (SF) convenient market with a drive through to serve items from within the store and 22 fueling positions (16 vehicles fueling positions and 6 truck fueling positions). The analysis also includes 112,368 SF retail of use to examine the transportation impacts of the undeveloped 14.046 acres north and east of the proposed RaceTrac site.

The proposed combined property is expected to conservatively generate the following net new external trips:

- 5,923 daily, 298 AM peak hour (166 in/132 out), and 526 PM peak hour (254 in/272 out) trips.

The proposed combined property is expected to conservatively generate the following driveway trips:

- 13,292 daily, 881AM peak hour (465 in/416 out), and 1,153 PM peak hour (564 in/589 out) trips.

The needed roadway improvements to support the project at NE Park Street & SE 10th Avenue include:

- Reconstructing the existing mast arm traffic signal
- Constructing the following turn lanes
    - Westbound right-turn lane
    - Eastbound left-turn lane
    - Southbound left-turn lane
    - Southbound through/right-turn lane
    - Convert the northbound left/right-turn lane to a shared through/right-turn lane

With the proposed improvements, SR 70 & SE 10th Avenue will operate acceptably and meet the City's and FDOT level of service standards. The traffic study demonstrates that the application meets the concurrency requirements of the City of Okeechobee with the proposed improvements.

TABLE OF CONTENTS

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LIST OF FIGURES

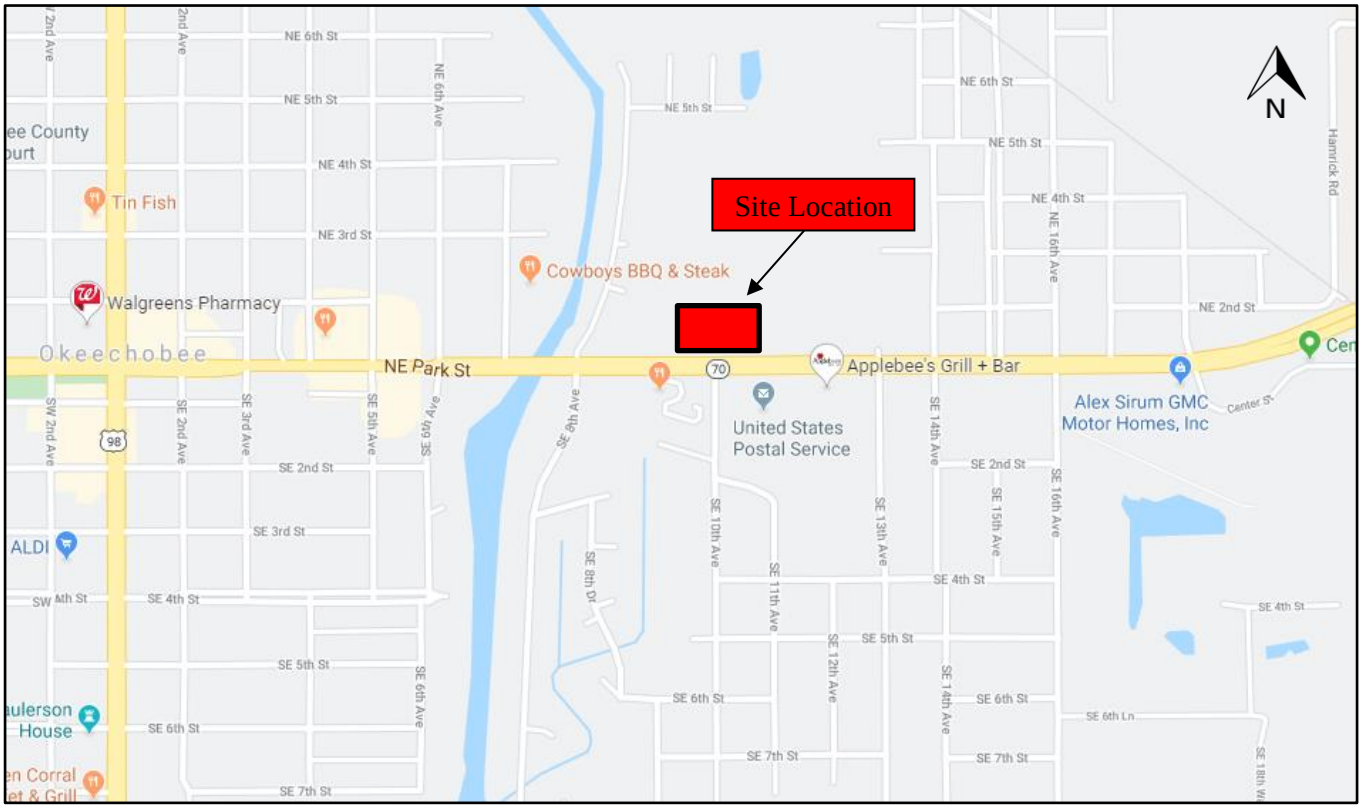
LIST OF EXHIBITS

INTRODUCTION

MacKenzie Engineering & Planning, Inc. was retained to prepare a traffic impact analysis for the project. This document presents the methodology used and the findings of the traffic impact analysis. The analysis was conducted in accordance with the requirements of the City of Okeechobee. The analysis used current data available from the Florida Department of Transportation.

This analysis has been prepared to evaluate traffic impacts resulting from the buildout of all of RaceTrac's property. Concurrency is sought for an 8,100 square foot (SF) convenient market with 22 vehicle fueling positions (16 vehicles fueling positions and 6 truck fueling positions). The RaceTrac property also includes 14.046 vacant acres with commercial land use and zoning. The project is located on the north of NE Park Street (SR 70) and NW 2nd Avenue in the City of Okeechobee, Florida (Parcel ID: 2-15-37-35-0A00-00007-0000). Figure 1 illustrates the site location.

Figure 1. Site Location Map



INVENTORY AND PLANNING DATA

The traffic data used in this analysis includes:

- Florida Department of Transportation
    - Historic Traffic Count Data
    - Peak Season Correction Factor
- Roadway Geometrics
- Intersection Turning Movement Counts

Thomas Engineering Group and RaceTrac provided site information.

PROJECT TRAFFIC

Trip Generation

Gasoline Service Station with Convenience Store

The applicant proposes an 8,100 SF convenience store with a drive-through window, 22 fueling positions (16 vehicle & 6 truck), a truck weighing scale, and approximately 23 truck parking stalls for overnight truck parking. The drive-through window will provide motorists the ability to purchase items from within the convenience store without physically entering the store. A secondary user (e.g. a fast food or fast casual restaurant user) will not lease/purchase/operate the space from RaceTrac and therefore is not expected to generate additional trips. The overnight truck parking is currently 23 parking stalls, which is not expected to affect the character of the service station in terms of use and trips.

After carefully reviewing the trip generation equations available from both FDOT and ITE, ITE Land Use 960 (Super Convenience Market Gas Station) rates were utilized. The independent variable used 1,000 SF of Convenience Store. This results in a conservative trip generation rate. Equations based on fueling positions and FDOT's multi-variable equation generate fewer trips and ITE's multi-variable equation generates an unrealistically high number of trips plus the independent variables are outside of ITE's study range. Therefore, the proposed trip generation is conservative and reasonable.

Commercial Property

RaceTrac also owns 14.046 vacant commercial acres. The highest best use of the commercial land is commercial use. A study of surrounding properties shows that average commercial use in the area is built at an intensity of 6,533 square feet per acre.

Table 1. Average Okeechobee Commercial Density

Location	Acres	SF	FAR	Density	
117 SE 8th Ave	5.481	66270	0.277568	12,091	SF/acre
912 NE Park St	1.487	3933	0.060719	2,645	SF/acre
930 NE Park street	1.388	8340	0.13794	6,009	SF/acre
1210 HWY 70	1.253	5126	0.093916	4,091	SF/acre
106 N Parrot Ave	1.71	13050	0.175197	7,632	SF/acre
100 NW Park Ave	2.046	13768	0.154482	6,729	SF/acre
			Average Density	**6,533**	**SF/acre**

Therefore, in order to provide a conservative analysis, commercial intensity of 8,000 SF per acre was used in the analysis. Retail trip generation totaling 112,368 SF of use was estimated using ITE's Land 820 (shopping center).

Proposed Site

The applicant proposes an 8,100 square foot (SF) convenient market with drive through and 22 vehicle fueling positions (16 vehicles fueling positions and 6 truck fueling positions). The analysis includes 112,368 SF retail use for FDOT driveway permitting.

The proposed RaceTrac property is conservatively expected to generate the following net new external trips:

- 5,923 daily, 298 AM peak hour (166 in/132 out), and 526 PM peak hour (254 in/272 out) trips.

The proposed RaceTrac property is conservatively expected to generate the following driveway trips:

- 13,292 daily, 881AM peak hour (465 in/416 out), and 1,153 PM peak hour (564 in/589 out) trips.

Table 2. Trip Generation

Land Use	Intensity		Daily	AM Peak Hour			PM Peak Hour		
			Trips	Total	In	Out	Total	In	Out
Proposed Site Traffic									
Super Conv. Market/Gas Station	8.100	GFA	6,784	673	336	337	561	280	281
Gen. Commercial	112.368	1000 SF	6,508	208	129	79	592	284	308
Subtotal			13,292	881	465	416	1,153	564	589
Pass-By Traffic	AM	PM/DAILY							
Super Conv. Market/Gas Station	76%	76%	5,156	512	255	257	426	213	213
Gen. Commercial	34%	34%	2,213	71	44	27	201	97	104
Subtotal			7,369	583	299	284	627	310	317
NET CHANGE IN TRIPS (FOR THE PURPOSES OF CONCURRENCY)			**5,923**	**298**	**166**	**132**	**526**	**254**	**272**
NET CHANGE IN DRIVEWAY VOLUMES			**13,292**	**881**	**465**	**416**	**1,153**	**564**	**589**

Note: Trip generation was calculated using the following data:

Land Use	ITE Code	Unit	Daily Rate	Pass-by Rate	AM Peak Hour in/out	AM Peak Hour Rate	PM Peak Hour in/out	PM Peak Hour Equation
Super Conv. Market/Gas Station	960	GFA	837.58	76%	50/50	83.14	50/50	69.28
Gen. Commercial	820	1000 SF	Ln(T) = 0.68 Ln(X) + 5.57	34%	62/38	T = 0.50 (X) + 151.78	48/52	Ln(T) = 0.74 Ln(X) + 2.89

Internal Capture

The site contains no internal capture.

Pass-by Trip Capture

The proposed pass-by capture is in accordance with ITE's report, *Trip Generation Handbook (3rd Edition)* as shown in Exhibit 1.

TRAFFIC DISTRIBUTION

Traffic distribution and assignment was determined using engineering judgment, trip lengths, surrounding uses and review of the roadway network. The overall distribution is summarized by general directions and is depicted below:

Gasoline Service Station & Convenience Store			Commercial Use		
NORTH	-	0 percent	NORTH	-	0 percent
SOUTH	-	2 percent	SOUTH	-	2 percent
EAST	-	40 percent	EAST	-	40 percent
WEST	-	58 percent	WEST	-	58 percent

TRAFFIC ASSIGNMENT

The distributed external trips for the project were assigned to the roadway network within the radius of influence. The gas station trip generation is significantly different than the retail. The project assignment is shown in Figures 2A & 2B.

Figure 2A. Traffic Assignment – Gas Station

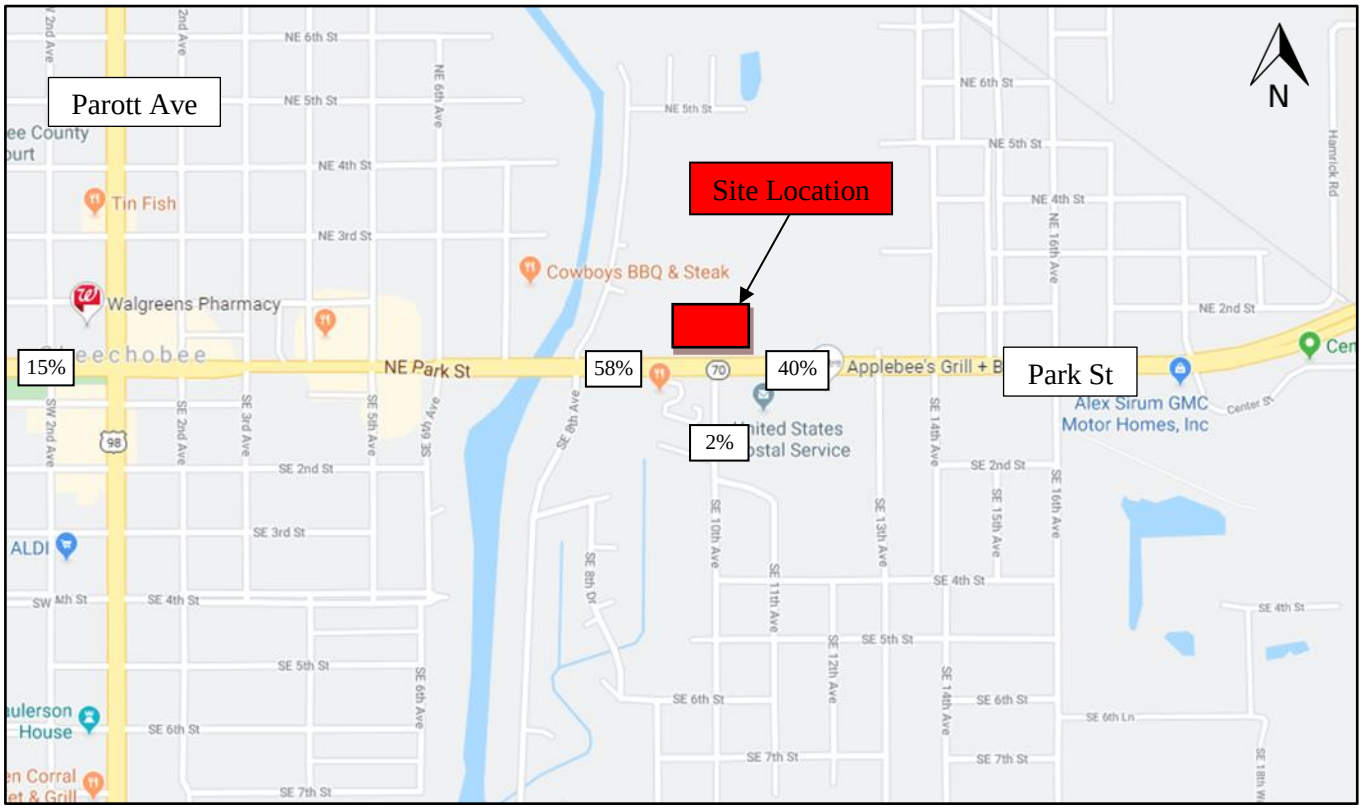
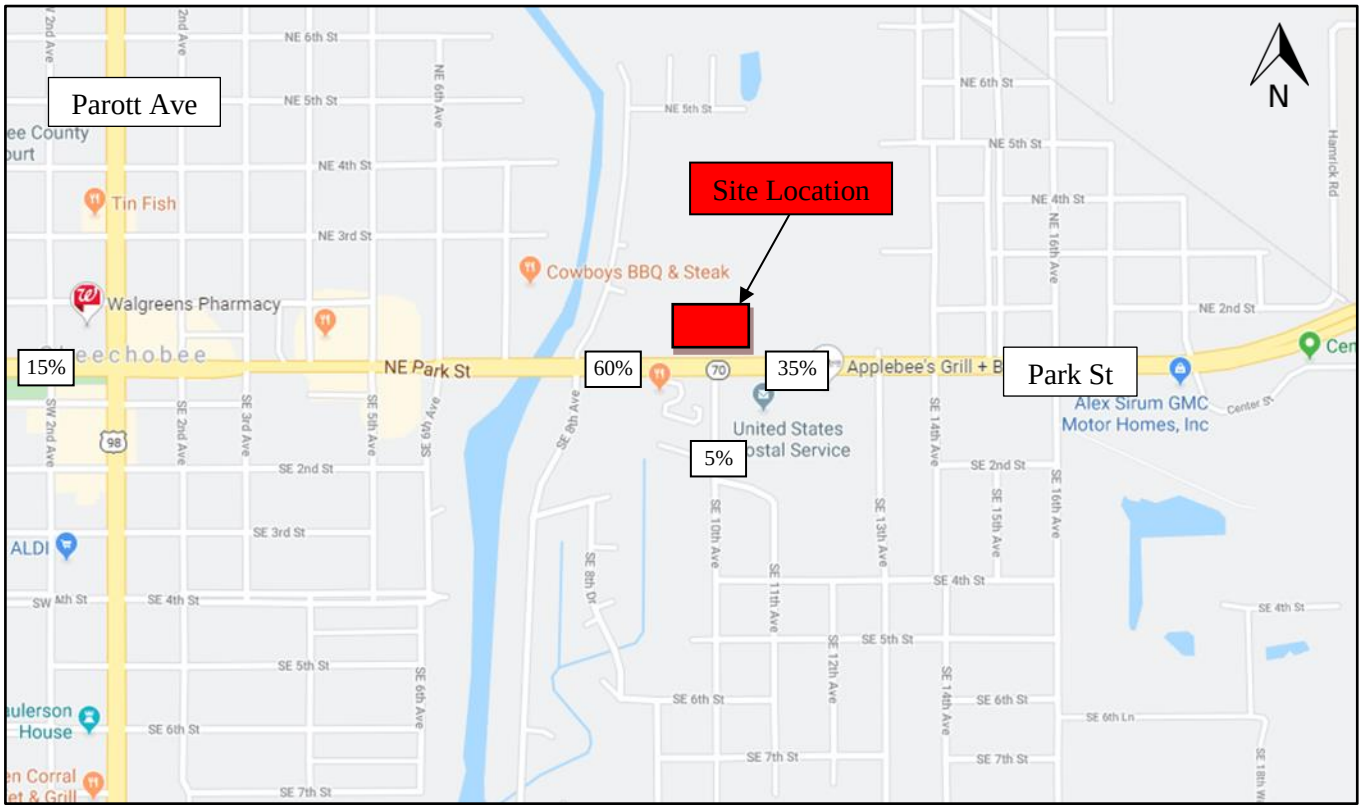


Figure 2B. Traffic Assignment – Retail



ASSURED AND PROGRAMMED CONSTRUCTION

A review was conducted of the Five-Year Plans of FDOT, as well as those improvements committed by the developers in the area. No roadway capacity improvements are identified in the plans adding capacity within the study area.

HISTORICAL GROWTH

A review of FDOT historical volumes was performed. The study uses a conservative 2.0 percent growth rate as shown in Table 3.

Table 3. NE Park St & SE 10th Ave Growth Rate Calculation

Road Name	From	To	2015	2016	2017	2018	2019	Annual Absolute Growth	Growth Rate
NE Park St	Parrott Ave	NE 18th Ter	27,000	25,500	26,500	25,500	26,000	-200	-0.8%
							Weighted Average		-0.8%
							Growth Rate Used		**2.0%**

INTERSECYION ANALYSIS

Intersection Analysis

Turning movement volumes were collected January 9, 2020 for the following intersections:

- NE Park St & SE 10th Ave

The intersection was analyzed during the AM and PM peak hour for 2022 buildout conditions using HCS 7. Based on the City of Okeechobee Concurrency Management System Section 74-5, the service capacity for principal arterials is LOS C and all other roads is LOS D.

Table 4. Peak Hour Intersection Analysis Results

	AM Post-Development		**PM Post-Development**		**ACCEPTABLE**
INTERSECTION	**Delay (s)**	**LOS**	**Delay (s)**	**LOS**	**LOS**
NE Park St & SE 10th Ave	10.6	B	21.8	C	YES

Turn Lane Analysis

An analysis of the left-turn lanes at NE Park St & SE 10th Avenue was performed during the AM and PM Peak Hour utilizing HCS 7. The queueing analysis can be found in the Appendix.

The queue length was evaluated using the 95th percentile storage ratio. An eastbound left-turn, westbound right-turn, southbound left-turn, and shared southbound through/right-turn lane are recommended with the addition. In addition, the shared northbound left-turn/right-turn lane is recommended to be converted to a shared through/right-turn lane. With project traffic, the intersection is projected to be operate acceptably with all movements operating under capacity (v/c ratio less than 1.0). The SR 70 left-turn lane storage at all approaches are projected to operate acceptably. The queue storage of the southbound left-turn lane exiting RaceTrac is projected to be acceptable with the development of the RaceTrac facility. However, the 95th percentile queue storage may be exceeded on site will full development of the vacant 14 acres. Any additional queueing can be accommodated on-site and within the extension of the SE 10th Avenue.

Table 5. AM and PM Peak Hour Left Turn Queuing Analysis
(With Full Development of RaceTrac and 112,368 SF of retail use)

	AM Peak Hour			PM Peak Hour		
	EBL	WBL	SBL	EBL	WBL	SBL
95th Percentile Queue (feet)	71	5	231	229	38	301
95th Percentile Queue (vehicles)	3	1	10	9	2	12
Existing/Proposed Storage	250	235	250	250	235	250
Acceptable	Yes	Yes	Yes	Yes	Yes	Yes*

*Adequate stacking is available on-site

ACCESS

The project site proposes two points of accesses on NE Park Street. The proposed accesses are as follows:

- D/W 1 (West) – Right-in/Right-out
  - No turn lanes are recommended.
- D/W 2 (East) – Full opening
  - Eastbound left-turn lane
  - Westbound right-turn lane
  - Southbound left-turn lane
  - Southbound shared through/right-turn lane
  - Convert Northbound shared right/left-turn lane to a shared through/right-turn lane

SR 70 in this area is a class 7 facility with a posted speed of 35 mph and therefore has driveway connection spacing of 125 feet. Driveway 1 is spaced approximately 314 feet from Driveway 2 which meets FDOT's standard. Driveway 2 is spaced far from any driveways to the west. Driveway 1 is spaced more than 400 feet east of NE 8th Avenue.

Based on projected traffic volumes and improvements, the driveways are projected to operate acceptably. Figure 5 displays the projected driveway volumes.

Driveway 1 (West Driveway)

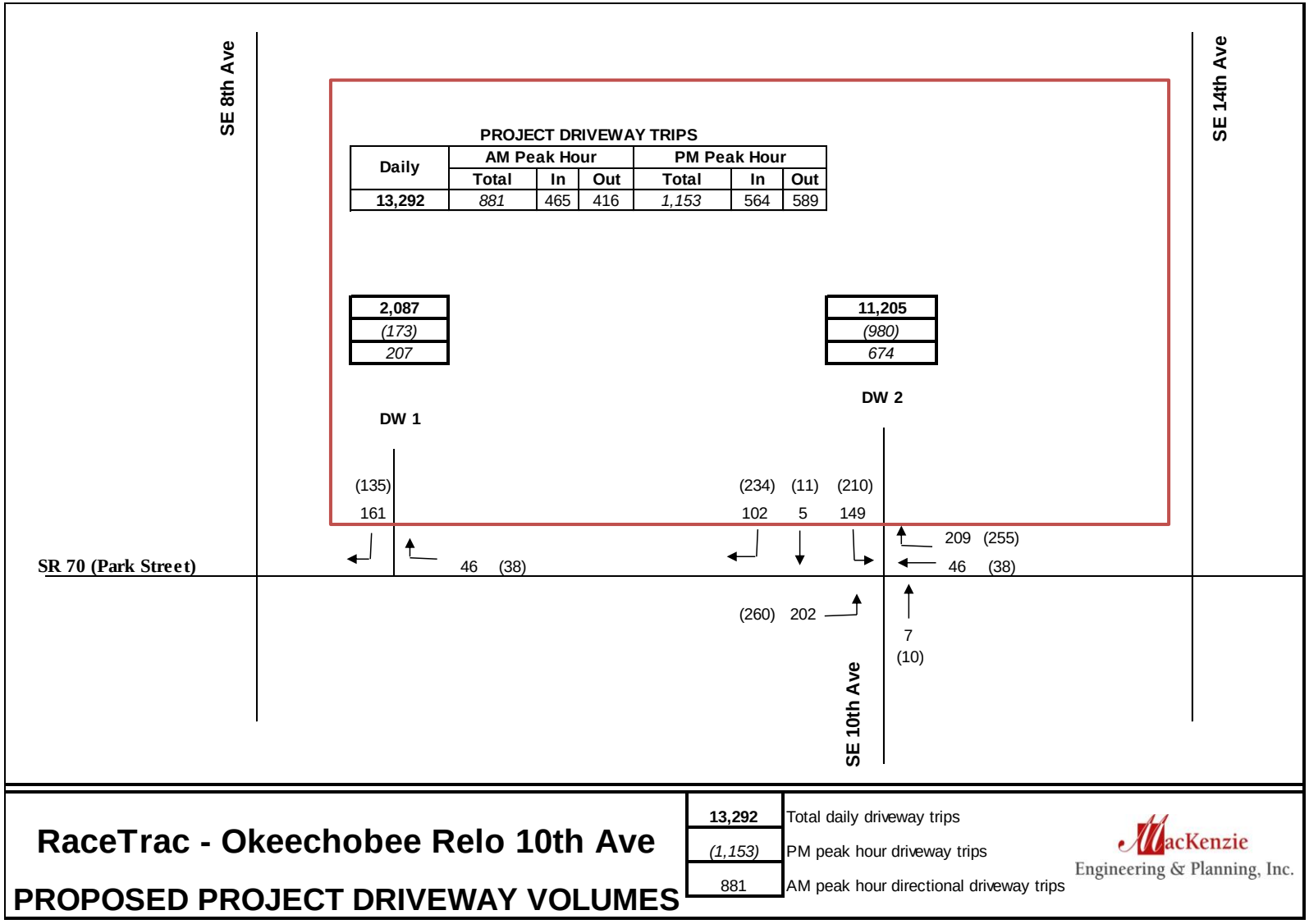
A review of the project's access was performed to evaluate if the proposed project volumes meets the minimum Ingress Turn Lane Standards. The evaluation was based on the FDOT's Driveway Handbook 2019 Edition, Section 7.2. FDOT's Handbook recommends a right-turn lane when right-turn movements exceed 80-125 vehicles per hour during the peak hour for an unsignalized posted speed limit equal or less than 45 mph driveway.

The project's inbound AM and PM peak hour vehicles are 46 and 38, respectively. Using FDOT's most conservative threshold of 80 vehicles per hour, a right-turn lane is not recommended, but a large turning radius is recommended because it will be easier for westbound trucks to enter at this location to circulated to the truck fueling positions in the rear.

Driveway 2 (NE 10th Avenue)

The project's inbound AM and PM peak hour vehicles are 209 and 255, respectively. Using FDOT's most conservative threshold of 80 vehicles per hour, a right-turn lane is recommended.

Figure 3. Projected Driveway Volumes



CONCLUSION

MacKenzie Engineering and Planning, Inc. performed an analysis of the traffic impacts resulting from the proposed RaceTrac. The project is located on the north leg of NE Park Street (SR 70) and SE 10th Avenue in the City of Okeechobee, Florida (Parcel ID: 2-15-37-35-0A00-00007-0000). The applicant proposes to develop and seeks concurrency for an 8,100 square foot (SF) convenient market with a drive through to serve items from within the store and 22 fueling positions (16 vehicles fueling positions and 6 truck fueling positions). The analysis also includes 112,368 SF retail of use to examine the transportation impacts of the undeveloped 14.046 acres north and east of the proposed RaceTrac site.

The proposed combined property is expected to conservatively generate the following net new external trips:

- 5,923 daily, 298 AM peak hour (166 in/132 out), and 526 PM peak hour (254 in/272 out) trips.

The proposed combined property is expected to conservatively generate the following driveway trips:

- 13,292 daily, 881AM peak hour (465 in/416 out), and 1,153 PM peak hour (564 in/589 out) trips.

The needed roadway improvements to support the property at NE Park Street & SE 10th Avenue include:

- Reconstructing the existing mast arm traffic signal
- Constructing the following turn lanes
    - Westbound right-turn lane
    - Eastbound left-turn lane
    - Southbound left-turn lane
    - Southbound through/right-turn lane
    - Convert the northbound left/right-turn lane to a shared through/right-turn lane

With the proposed improvements, SR 70 & SE 10th Avenue will operate acceptably and meet the City's and FDOT level of service standards. The traffic study demonstrates that the application meets the concurrency requirements of the City of Okeechobee with the proposed improvements.

MacKenzie
Engineering & Planning, Inc.

APPENDICES

Exhibit 1. Trip Generation

Exhibit 2. Driveway Volumes Maps

Exhibit 3. Intersection Volume Development

Exhibit 4. Intersection Analysis Results

1. FDOT Peak Season Factor Category Report (2019)
2. FDOT Count Station Data (2019)
3. FDOT's Q/LOS Manual – Table 7
4. Institute of Traffic Engineers' (ITE) report, *Trip Generation (10th Edition)*
    a. Super Convenience Market/Gas Station (Land Use 960)
    b. Shopping Center (Land Use 820)
5. Property ID Card
6. Site Plan

EXHIBIT 1A

RaceTrac - Okeechobee Relo 10th Ave

Trip Generation - Gas Station

Land Use	Intensity	Daily	AM Peak Hour			PM Peak Hour		
		Trips	Total	In	Out	Total	In	Out
Proposed Site Traffic								
Super Conv. Market/Gas Station	8.100 GFA	6,784	673	336	337	561	280	281
Pass-By Traffic	AM PM/DAILY							
Super Conv. Market/Gas Station	76% 76%	5,156	512	255	257	426	213	213
NET CHANGE IN TRIPS (FOR THE PURPOSES OF CONCURRENCY)		**1,628**	**161**	**81**	**80**	**135**	**67**	**68**
NET CHANGE IN DRIVEWAY VOLUMES		**6,784**	**673**	**336**	**337**	**561**	**280**	**281**

Note: Trip generation was calculated using the following data:

Land Use	ITE Code	Unit	Daily Rate	Pass-by Rate	AM Peak Hour in/out	AM Peak Hour Rate	PM Peak Hour in/out	PM Peak Hour Equation
Super Conv. Market/Gas Station	960	GFA	837.58	76%	50/50	83.14	50/50	69.28

EXHIBIT 1B

RaceTrac - Okeechobee Relo 10th Ave

Trip Generation - Retail Property Located adjacent to RaceTrac

Land Use	**Intensity**	**Daily**	**AM Peak Hour**			**PM Peak Hour**		
		Trips	**Total**	**In**	**Out**	**Total**	**In**	**Out**
Proposed Site Traffic								
Gen. Commercial	112.368 1000 SF	6,508	208	129	79	592	284	308
Pass-By Traffic	AM PM/DAILY							
Gen. Commercial	34% 34%	2,213	71	44	27	201	97	104
NET CHANGE IN TRIPS (FOR THE PURPOSES OF CONCURRENCY)		**4,295**	**137**	**85**	**52**	**391**	**187**	**204**
NET CHANGE IN DRIVEWAY VOLUMES		**6,508**	**208**	**129**	**79**	**592**	**284**	**308**

Note: Trip generation was calculated using the following data:

				Pass-by	AM Peak Hour		PM Peak Hour	
Land Use	ITE Code	Unit	Daily Rate	Rate	in/out	Rate	in/out	Equation
Gen. Commercial	820	1000 SF	Ln(T) = 0.68 Ln(X) + 5.57	34%	62/38	T = 0.50 (X) + 151.78	48/52	Ln(T) = 0.74 Ln(X) + 2.89

EXHIBIT 1C

RaceTrac - Okeechobee Relo 10th Ave

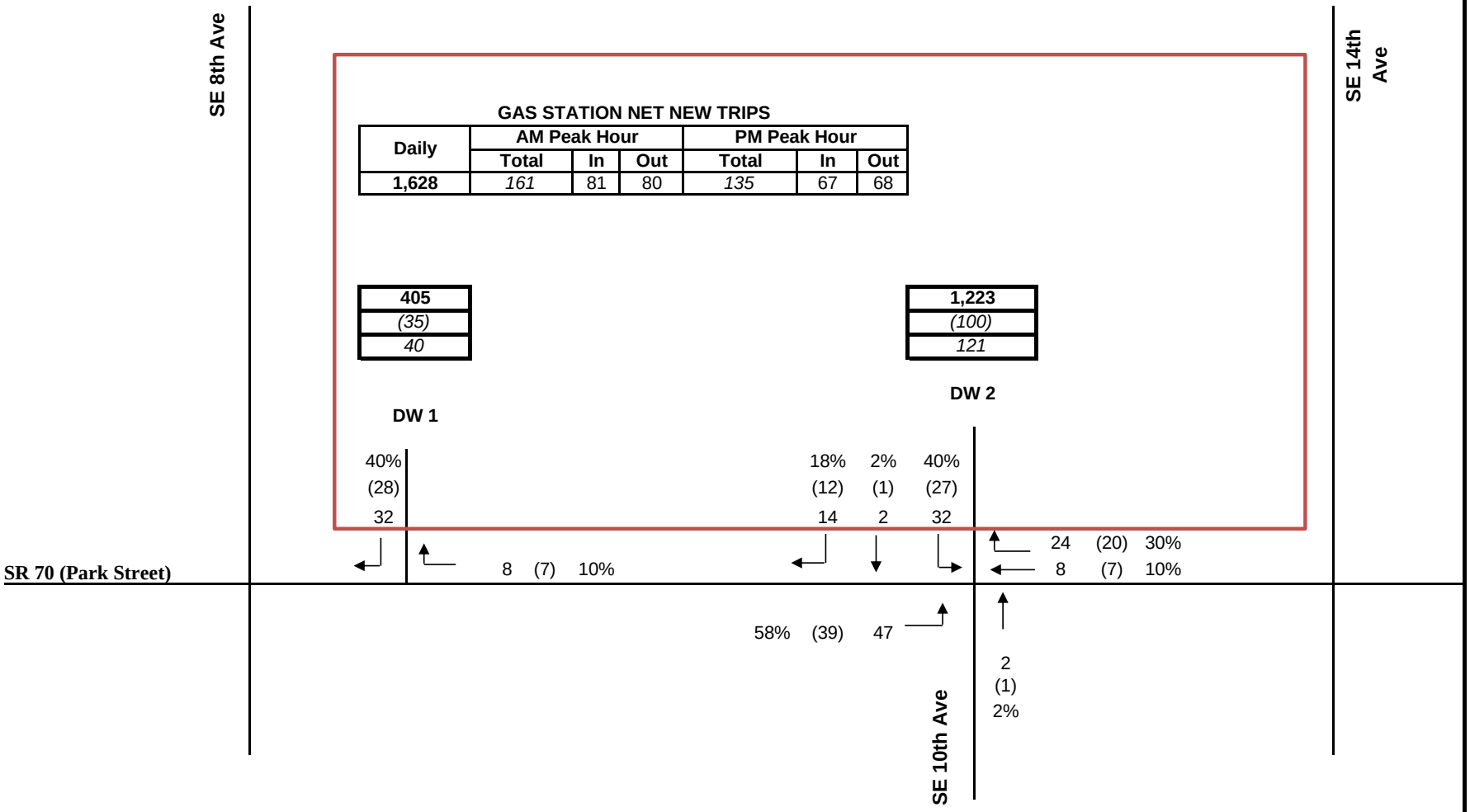
Trip Generation (Combinted RaceTrac Property)

Land Use	Intensity		Daily	AM Peak Hour			PM Peak Hour		
			Trips	Total	In	Out	Total	In	Out
Proposed Site Traffic									
Super Conv. Market/Gas Station	8.100	GFA	6,784	673	336	337	561	280	281
Gen. Commercial	112.368	1000 SF	6,508	208	129	79	592	284	308
Subtotal			13,292	881	465	416	1,153	564	589
Pass-By Traffic	AM	PM/DAILY							
Super Conv. Market/Gas Station	76%	76%	5,156	512	255	257	426	213	213
Gen. Commercial	34%	34%	2,213	71	44	27	201	97	104
Subtotal			7,369	583	299	284	627	310	317
NET CHANGE IN TRIPS (FOR THE PURPOSES OF CONCURRENCY)			**5,923**	**298**	**166**	**132**	**526**	**254**	**272**
NET CHANGE IN DRIVEWAY VOLUMES			**13,292**	**881**	**465**	**416**	**1,153**	**564**	**589**

Note: Trip generation was calculated using the following data:

Land Use	ITE Code	Unit	Daily Rate	Pass-by Rate	AM Peak Hour in/out	AM Peak Hour Rate	PM Peak Hour in/out	PM Peak Hour Equation
Super Conv. Market/Gas Station	960	GFA	837.58	76%	50/50	83.14	50/50	69.28
Gen. Commercial	820	1000 SF	Ln(T) = 0.68 Ln(X) + 5.57	34%	62/38	T = 0.50 (X) + 151.78	48/52	Ln(T) = 0.74 Ln(X) + 2.89

EXHIBIT 2A



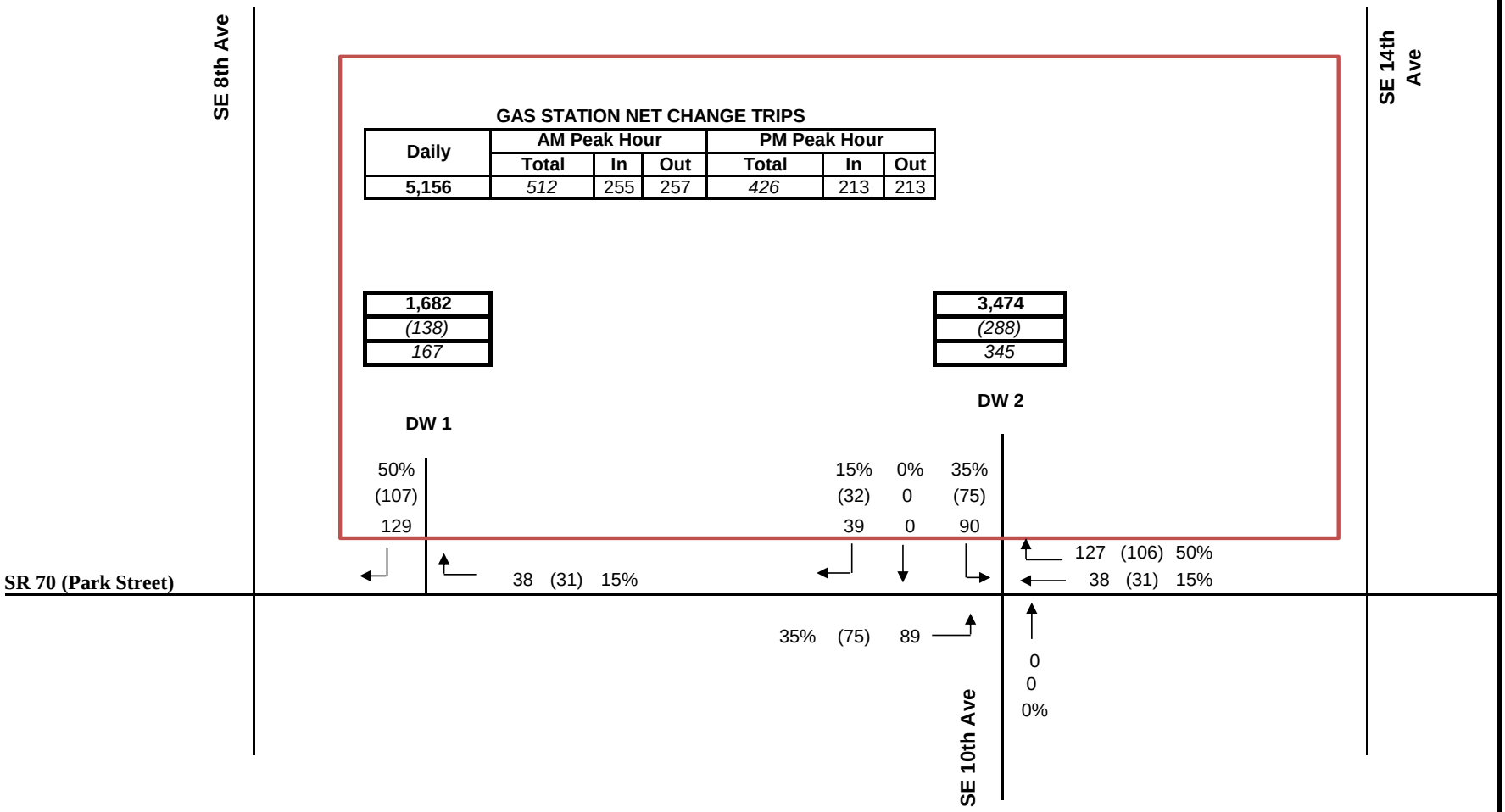
RaceTrac - Okeechobee Relo 10th Ave

PROPOSED GAS STATION NET NEW TRIPS

1,628	Total daily driveway trips
(135)	PM peak hour driveway trips
161	AM peak hour directional driveway trips

MacKenzie Engineering & Planning, Inc.

EXHIBIT 2B



5,156	Total daily driveway trips
(426)	PM peak hour driveway trips
512	AM peak hour directional driveway trips

RaceTrac - Okeechobee Relo 10th Ave

PROPOSED GAS STATION PASS-BY TRIPS

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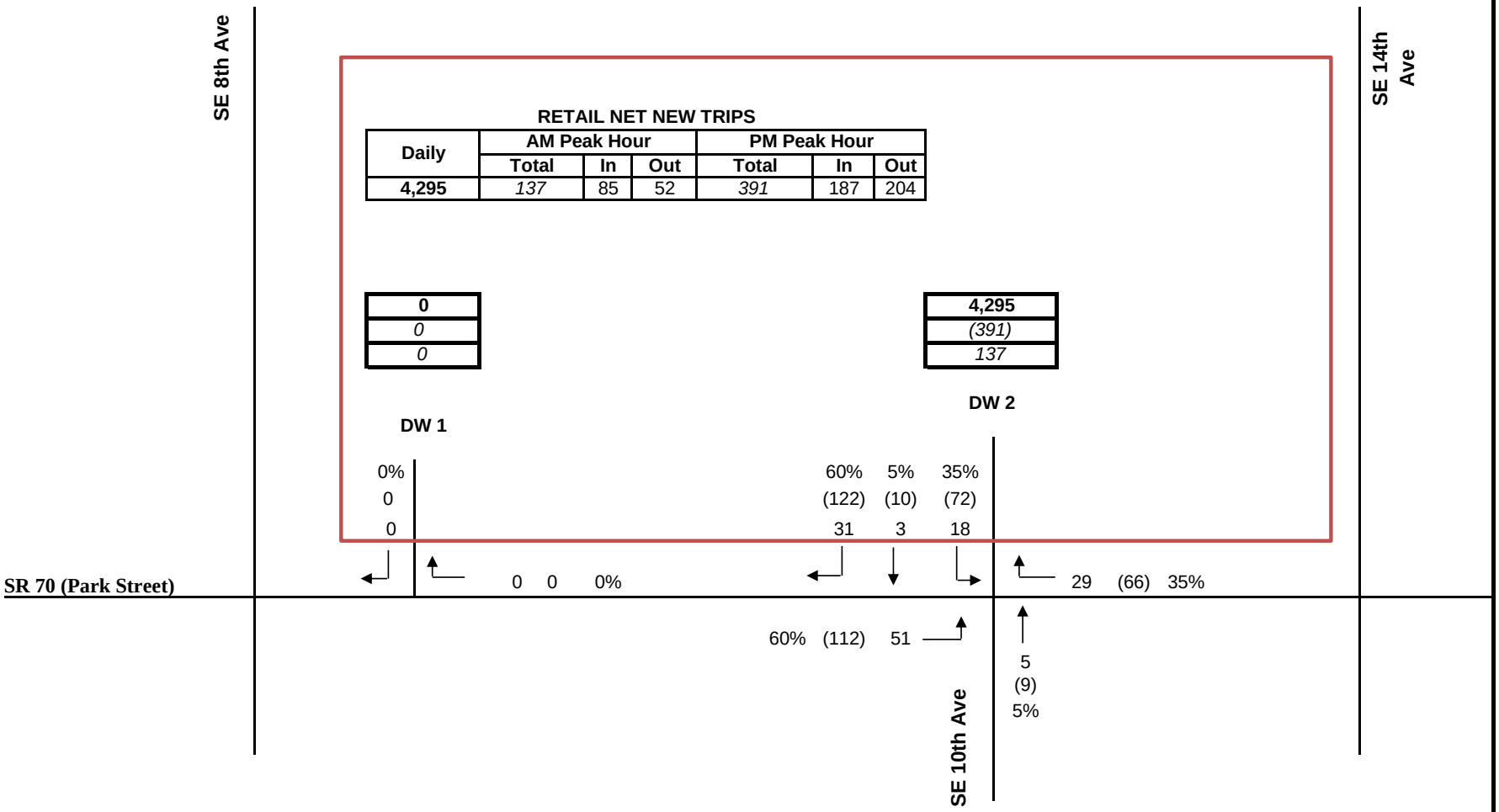
EXHIBIT 2C



4,295	Total daily driveway trips
(391)	PM peak hour driveway trips
137	AM peak hour directional driveway trips

RaceTrac - Okeechobee Relo 10th Ave

PROPOSED RETAIL NET NEW TRIPS

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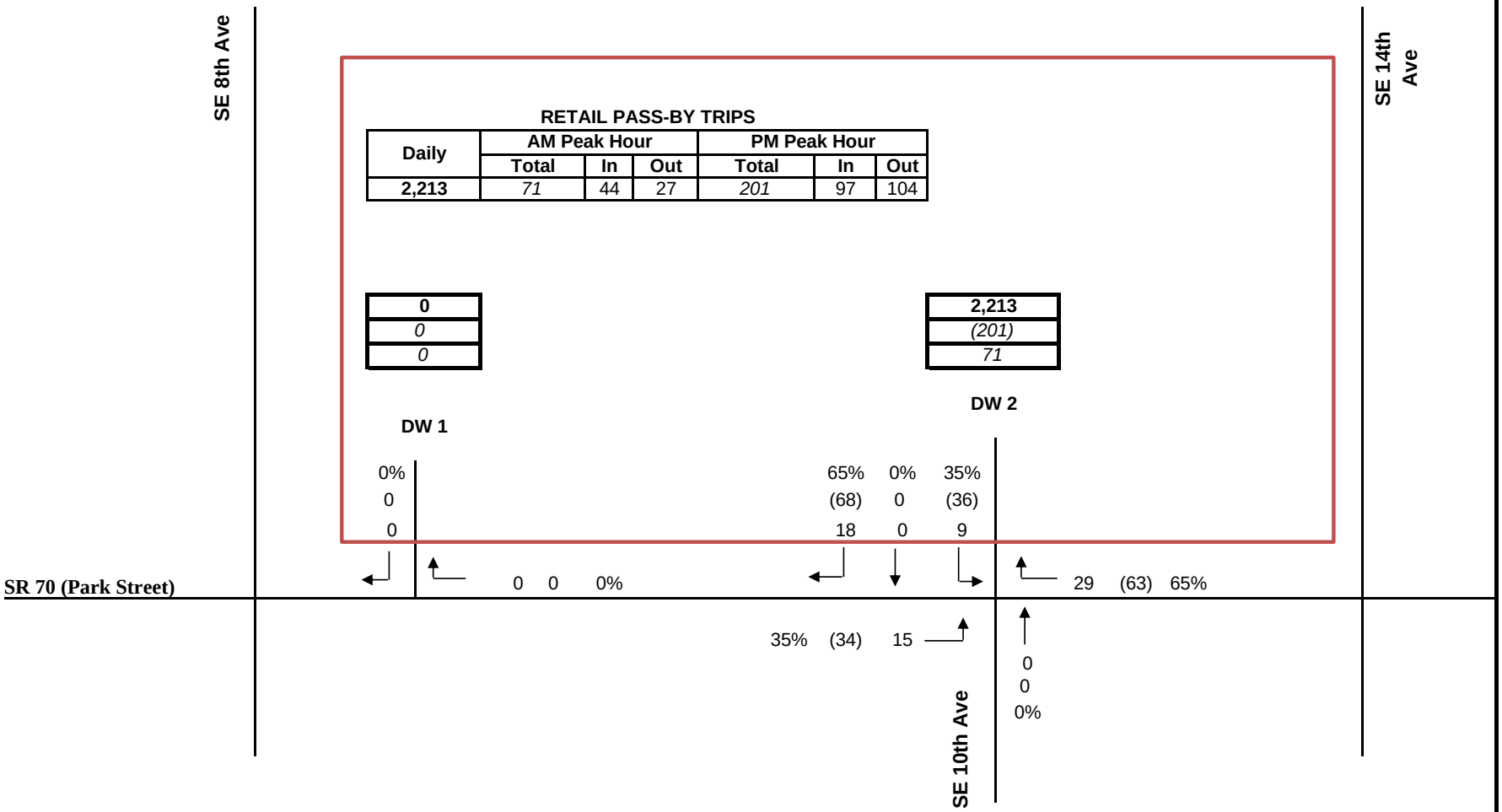
EXHIBIT 2D



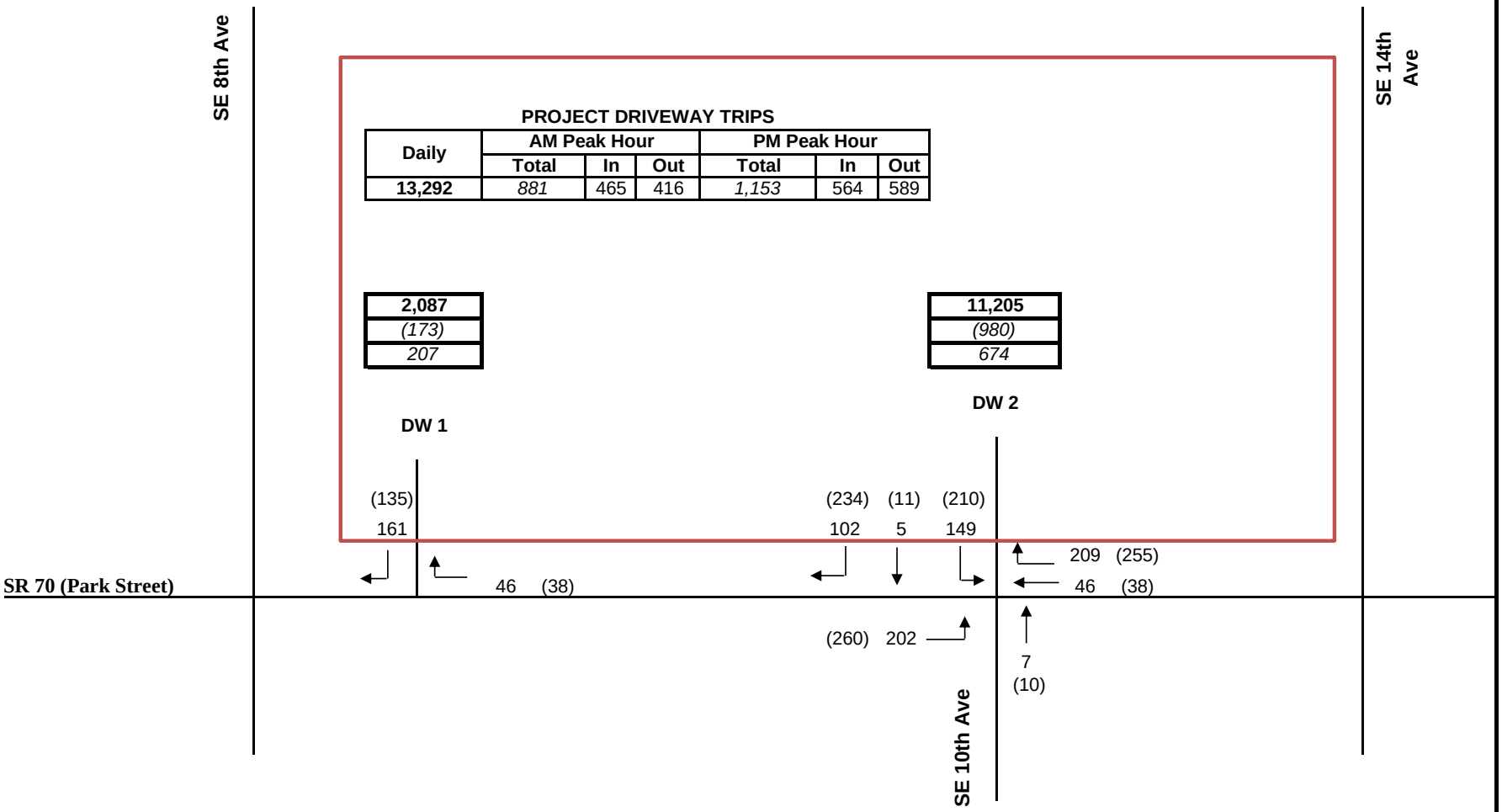
2,213	Total daily driveway trips
(201)	PM peak hour driveway trips
71	AM peak hour directional driveway trips

RaceTrac - Okeechobee Relo 10th Ave

PROPOSED RETAIL PASS-BY TRIPS

MacKenzie Engineering & Planning, Inc.

EXHIBIT 2E



RaceTrac - Okeechobee Relo 10th Ave

PROPOSED PROJECT DRIVEWAY VOLUMES

13,292	Total daily driveway trips
(1,153)	PM peak hour driveway trips
881	AM peak hour directional driveway trips

MacKenzie Engineering & Planning, Inc.

Okeechobee Relo - 10th Ave

AM PEAK HOUR TURNING MOVEMENTS

EXHIBIT 3

SE 10th Ave & NE Park St

		ebu	ebl	ebt	ebr	wbu	wbl	wbt	wbr	nbu	nbl	nbt	nbr	sbu	sbl	sbt	sbr	totals
7:00 AM	7:15 AM	0	0	164	5	0	2	160	0	0	18	0	6	0	0	0	0	355
7:15 AM	7:30 AM	0	0	154	10	0	1	183	0	0	11	0	3	0	0	0	0	362
7:30 AM	7:45 AM	0	0	157	14	0	8	240	0	0	21	0	4	0	0	0	0	444
7:45 AM	8:00 AM	0	0	157	11	0	3	291	0	0	15	0	4	0	0	0	0	481
8:00 AM	8:15 AM	0	0	148	15	0	3	232	0	0	15	0	3	0	0	0	0	416
8:15 AM	8:30 AM	0	0	148	5	0	2	205	0	0	18	0	10	0	0	0	0	388
8:30 AM	8:45 AM	0	0	129	15	0	2	202	0	0	18	0	2	0	0	0	0	368
8:45 AM	9:00 AM	0	0	121	4	0	3	208	0	0	18	0	3	0	0	0	0	357
		0	0	1178	79	0	24	1721	0	0	134	0	35	0	0	0	0	3171
Peak Hour Traffic Volume																		
7:30 AM	8:30 AM	0	0	610	45	0	16	968	0	0	69	0	21	0	0	0	0	1729

Count Taken:	1/9/2020	8/7/2019
Buildout year:	2022	2022
Growth Rate:	2.0%	2.0%
Seasonal Factor:	1.09	1.18

	ebu	ebl	*ebt	ebr	wbu	wbl	*wbt	wbr	nbu	nbl	nbt	nbr	sbu	sbl	sbt	sbr
1/9/2020	0	0	610	45	0	16	968	0	0	69	0	21	0	0	0	0
PSCF	0	0	110	4	0	1	174	0	0	6	0	2	0	0	0	0
Adjusted Volumes		0	720	49		17	1142	0		75	0	23		0	0	0
Growth Rate		2.0%	2.0%	2.0%		2.0%	2.0%	2.0%		2.0%	2.0%	2.0%		2.0%	2.0%	2.0%
Growth		0	44	2		1	70	0		3	0	1		0	0	0
2022 Volumes		0	764	51		18	1212	0		78	0	24		0	0	0
Pre-Development		0	764	51		18	1212	0		78	0	24		0	0	0
Project - Gas Station		47	0	0		0	8	24		0	2	0		32	2	14
Gas Station Pass-by		89	0	0		0	38	127		0	0	0		90	0	39
Project - Retail		51	0	0		0	0	29		0	5	0		18	3	31
Retail Pass-by		15	0	0		0	0	29		0	0	0		9	0	18
Project - Total		202	0	0		0	46	209		0	7	0		149	5	102
Post	0	202	764	51	0	18	1258	209	0	78	7	24	0	149	5	102

* Traffic volumes obtained from FDOT Station 910007

Okeechobee Relo - 10th Ave

PM PEAK HOUR TURNING MOVEMENTS

EXHIBIT 3

SE 10th Ave & NE Park St

		ebu	ebl	ebt	ebr	wbu	wbl	wbt	wbr	nbu	nbl	nbt	nbr	sbu	sbl	sbt	sbr	totals
4:00 PM	4:15 PM	0	0	222	24	0	4	214	0	0	33	0	6	0	0	0	0	503
4:15 PM	4:30 PM	0	0	255	27	0	6	234	0	0	26	0	13	0	0	0	0	561
4:30 PM	4:45 PM	0	0	238	25	0	3	228	0	0	35	0	11	0	0	0	0	540
4:45 PM	5:00 PM	0	0	283	19	0	5	228	0	0	52	0	10	0	0	0	0	597
5:00 PM	5:15 PM	0	0	257	18	0	8	238	0	0	30	0	10	0	0	0	0	561
5:15 PM	5:30 PM	0	0	270	8	0	12	248	0	0	33	0	3	0	0	0	0	574
5:30 PM	5:45 PM	0	0	265	14	0	8	236	0	0	27	0	9	0	0	0	0	559
5:45 PM	6:00 PM	0	0	204	21	0	5	215	0	0	28	0	12	0	0	0	0	485
		0	0	1994	156	0	51	1841	0	0	264	0	74	0	0	0	0	4380
Peak Hour Traffic Volume																		
4:45 PM	5:45 PM	0	0	1075	59	0	33	950	0	0	142	0	32	0	0	0	0	2291

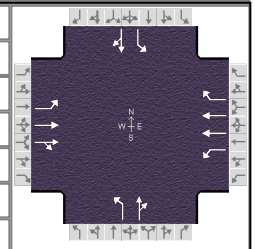
Count Taken:	1/9/2020	8/7/2019
Buildout year:	2022	2022
Growth Rate:	2.0%	2.0%
Seasonal Factor:	1.09	1.18

	ebu	ebl	*ebt	ebr	wbu	wbl	*wbt	wbr	nbu	nbl	nbt	nbr	sbu	sbl	sbt	sbr
1/9/2020	0	0	1075	59	0	33	950	0	0	142	0	32	0	0	0	0
PSCF	0	0	194	5	0	3	171	0	0	13	0	3	0	0	0	0
Adjusted Volumes		0	1269	64		36	1121	0		155	0	35		0	0	0
Growth Rate		2.0%	2.0%	2.0%		2.0%	2.0%	2.0%		2.0%	2.0%	2.0%		2.0%	2.0%	2.0%
Growth		0	78	3		1	69	0		6	0	1		0	0	0
2022 Volumes		0	1347	67		37	1190	0		161	0	36		0	0	0
Pre-Development		0	1347	67		37	1190	0		161	0	36		0	0	0
Project - Gas Station		39	0	0		0	7	20		0	1	0		27	1	12
Gas Station Pass-by		75	0	0		0	31	106		0	0	0		75	0	32
Project - Retail		112	0	0		0	0	66		0	9	0		72	10	122
Retail Pass-by		34	0	0		0	0	63		0	0	0		36	0	68
Project - Total		260	0	0	0	0	38	255	0	0	10	0	0	210	11	234
Post	0	260	1347	67	0	37	1228	255	0	161	10	36	0	210	11	234

* Traffic volumes obtained from FDOT Station 910007

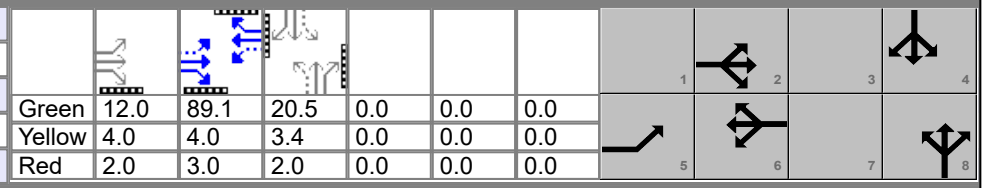
HCS7 Signalized Intersection Input Data

General Information				Intersection Information	
Agency	MEP			Duration, h	0.25
Analyst	MEP	Analysis Date	Aug 7, 2020	Area Type	Other
Jurisdiction		Time Period		PHF	0.95
Urban Street		Analysis Year	2022	Analysis Period	1> 7:00
Intersection	SE 10th Ave & NE Park St	File Name	am.xus		
Project Description	SE 10th Ave & NE Park St 2022 AM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	202	764	51	18	1258	209	78	7	24	149	5	102

Signal Information			
Cycle, s	140.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	12.0	89.1	20.5	0.0	0.0	0.0						
Yellow	4.0	4.0	3.4	0.0	0.0	0.0						
Red	2.0	3.0	2.0	0.0	0.0	0.0						

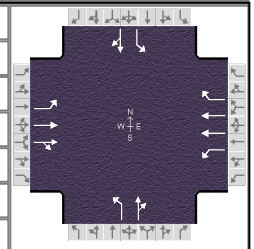
Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	202	764	51	18	1258	209	78	7	24	149	5	102
Initial Queue (Q_b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N_m), man/h		None			None			None			None	
Heavy Vehicles (P_{HV}), %	2	2		2	2	0	2	2		0	2	
Ped / Bike / RTOR, /h	0	0	10	0	0	135	0	0	10	0	0	0
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)	4	4	4	4	4	4	3	3	3	3	3	3
Upstream Filtering (*I*)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (*W*), ft	12.0	12.0		12.0	12.0	12.0	12.0	12.0		12.0	12.0	
Turn Bay Length, ft	0	0		235	0	0	150	0		0	0	
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h	35	35	35	35	35	35	35	35	35	35	35	35

Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s	30.0	95.0		65.0		45.0		45.0
Yellow Change Interval (*Y*), s	4.0	4.0		4.0		3.4		3.4
Red Clearance Interval (R_c), s	2.0	3.0		3.0		2.0		2.0
Minimum Green (G_{min}), s	12	30	6	30	6	20	6	20
Start-Up Lost Time (*l1*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (*e*), s	3.0	5.0	3.0	5.0	3.0	3.0	3.0	3.0
Passage (*PT*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Recall Mode	Off	Min	Off	Min	Off	Off	Off	Off
Dual Entry	No	Yes	No	Yes	No	Yes	No	Yes
Walk (*Walk*), s	0.0	7.0	0.0	7.0	0.0	7.0	0.0	7.0
Pedestrian Clearance Time (*PC*), s	0.0	13.0	0.0	0.0	0.0	18.0	0.0	0.0

Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius	0	No	25	0	No	25	0	No	25	0	No	25
Walkway / Crosswalk Width / Length, ft	9.0	12	0	9.0	12	0	9.0	12	0	9.0	12	0
Street Width / Island / Curb	0	0	No	0	0	No	0	0	No	0	0	No
Width Outside / Bike Lane / Shoulder, ft	12	5.0	2.0	12	5.0	2.0	12	5.0	2.0	12	5.0	2.0
Pedestrian Signal / Occupied Parking	No	0.50		No	0.50		No	0.50		No	0.50	

HCS7 Signalized Intersection Results Summary

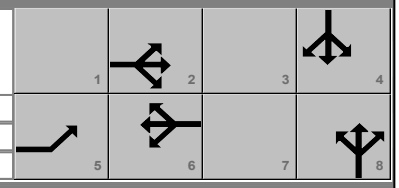
General Information				Intersection Information	
Agency	MEP			Duration, h	0.25
Analyst	MEP	Analysis Date	Aug 7, 2020	Area Type	Other
Jurisdiction		Time Period		PHF	0.95
Urban Street		Analysis Year	2022	Analysis Period	1> 7:00
Intersection	SE 10th Ave & NE Park St	File Name	am.xus		
Project Description	SE 10th Ave & NE Park St 2022 AM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	202	764	51	18	1258	209	78	7	24	149	5	102

Signal Information			
Cycle, s	140.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	12.0	89.1	20.5	0.0	0.0	0.0
Yellow	4.0	4.0	3.4	0.0	0.0	0.0
Red	2.0	3.0	2.0	0.0	0.0	0.0



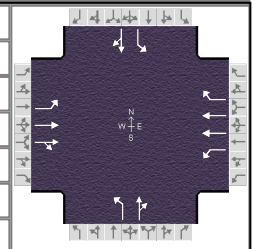
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2		6		8		4
Case Number	1.0	4.0		5.3		6.0		6.0
Phase Duration, s	18.0	114.1		96.1		25.9		25.9
Change Period, ($Y+R_c$), s	6.0	7.0		7.0		5.4		5.4
Max Allow Headway (*MAH*), s	3.1	0.0		0.0		3.2		3.2
Queue Clearance Time (g_s), s	6.8					19.8		18.6
Green Extension Time (g_e), s	0.4	0.0		0.0		0.7		0.7
Phase Call Probability	1.00					1.00		1.00
Max Out Probability	0.00					0.00		0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	213	428	420	19	1324	78	82	22		157	113	
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1781	1870	1836	650	1781	1610	1280	1670		1412	1596	
Queue Service Time (g_s), s	4.8	0.0	0.0	0.6	12.7	1.0	8.7	1.6		15.0	9.0	
Cycle Queue Clearance Time (g_c), s	4.8	0.0	0.0	0.6	12.7	1.0	17.8	1.6		16.6	9.0	
Green Ratio (*g/C*)	0.75	0.79	0.79	0.66	0.66	0.66	0.15	0.15		0.15	0.15	
Capacity (*c*), veh/h	446	1471	1418	470	2343	1036	165	256		252	245	
Volume-to-Capacity Ratio (*X*)	0.477	0.291	0.296	0.040	0.565	0.075	0.497	0.086		0.623	0.459	
Back of Queue (*Q*), ft/ln (95 th percentile)	71	9.4	9.6	4.7	142.5	17.1	131.4	30.7		230.5	166.8	
Back of Queue (*Q*), veh/ln (95 th percentile)	2.8	0.4	0.4	0.2	5.6	0.7	5.2	1.2		9.2	6.6	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.02	0.00	0.00	0.88	0.00		0.00	0.00	
Uniform Delay (d_1), s/veh	6.2	0.0	0.0	3.6	3.9	3.6	62.1	50.8		58.0	54.0	
Incremental Delay (d_2), s/veh	0.3	0.5	0.5	0.2	1.0	0.1	0.9	0.1		0.9	0.5	
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Control Delay (*d*), s/veh	6.5	0.5	0.5	3.7	4.9	3.8	62.9	50.9		58.9	54.5	
Level of Service (LOS)	A	A	A	A	A	A	E	D		E	D	
Approach Delay, s/veh / LOS	1.7	A		4.8	A		60.4	E		57.1	E	
Intersection Delay, s/veh / LOS	10.6						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.2	B	2.2	B	3.2	C	2.9	C
Bicycle LOS Score / LOS	1.4	A	1.7	B	0.7	A	0.9	A

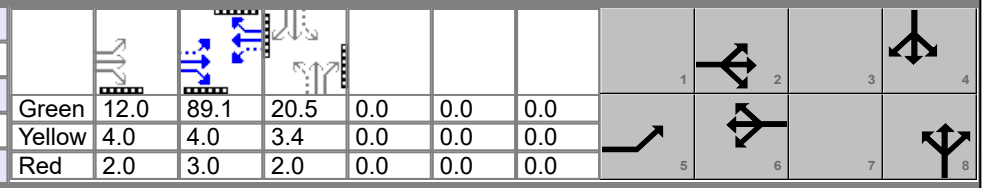
HCS7 Signalized Intersection Intermediate Values

General Information				Intersection Information	
Agency	MEP			Duration, h	0.25
Analyst	MEP	Analysis Date	Aug 7, 2020	Area Type	Other
Jurisdiction		Time Period		PHF	0.95
Urban Street		Analysis Year	2022	Analysis Period	1> 7:00
Intersection	SE 10th Ave & NE Park St	File Name	am.xus		
Project Description	SE 10th Ave & NE Park St 2022 AM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	202	764	51	18	1258	209	78	7	24	149	5	102

Signal Information			
Cycle, s	140.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	12.0	89.1	20.5	0.0	0.0	0.0						
Yellow	4.0	4.0	3.4	0.0	0.0	0.0						
Red	2.0	3.0	2.0	0.0	0.0	0.0						

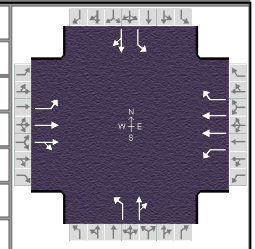
Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles and Grade Factor (f_{HVg})	0.984	0.984	0.984	0.984	0.984	1.000	0.984	0.984	1.000	1.000	0.984	1.000
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	1.000	1.000	1.000	1.000	0.952	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Adjustment Factor (f_{LT})	0.952	0.000		0.342	0.000		0.674	0.000		0.743	0.000	
Right-Turn Adjustment Factor (f_{RT})		0.982	0.982		0.000	0.847		0.893	0.893		0.854	0.854
Left-Turn Pedestrian Adjustment Factor (f_{Lpb})	1.000			1.000			1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})			1.000			1.000			1.000			1.000
Work Zone Adjustment Factor (f_{wz})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Movement Saturation Flow Rate (s), veh/h	1781	3518	189	650	3561	1610	1280	557	1113	1412	75	1522
Proportion of Vehicles Arriving on Green (P)	0.12	1.00	1.00	0.86	0.88	0.86	0.15	0.15	0.15	0.15	0.15	0.15
Incremental Delay Factor (k)	0.04	0.50	0.50	0.50	0.50	0.50	0.04	0.04		0.04	0.04	

Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)	5.0	4.0		4.0		4.4		4.4
Green Ratio (g/C)	0.75	0.79		0.66		0.15		0.15
Permitted Saturation Flow Rate (s_p), veh/h/ln	414	0		650		1280		1412
Shared Saturation Flow Rate (s_{sh}), veh/h/ln								
Permitted Effective Green Time (g_p), s	92.1	0.0		90.1		21.5		21.5
Permitted Service Time (g_u), s	77.5	0.0		90.1		12.5		19.9
Permitted Queue Service Time (g_{ps}), s	14.3			0.6		8.7		15.0
Time to First Blockage (g_f), s	0.0	0.0		0.0		0.0		0.0
Queue Service Time Before Blockage (g_{fs}), s								
Protected Right Saturation Flow (s_R), veh/h/ln				0				
Protected Right Effective Green Time (g_R), s				0.0				

Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v	1.557	0.01	1.557	0.00	2.224	0.19	2.107	0.01
Pedestrian F_s / F_{delay}	0.000	0.054	0.000	0.089	0.000	0.158	0.000	0.158
Pedestrian M_{corner} / M_{cw}								
Bicycle c_b / d_b	1530.12	3.86	1273.02	9.25	292.74	51.01	292.74	51.01
Bicycle F_w / F_v	-3.64	0.87	-3.64	1.17	-3.64	0.17	-3.64	0.44

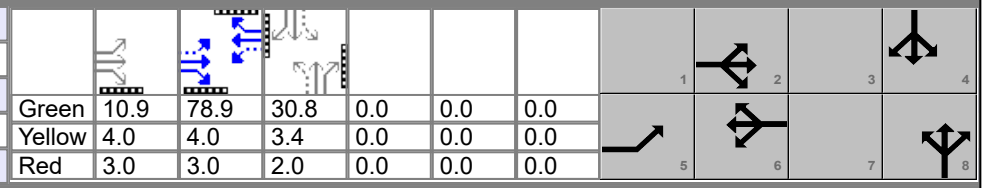
HCS7 Signalized Intersection Input Data

General Information				Intersection Information	
Agency	MEP			Duration, h	0.25
Analyst	MEP	Analysis Date	Aug 7, 2020	Area Type	Other
Jurisdiction		Time Period		PHF	0.95
Urban Street		Analysis Year	2022	Analysis Period	1> 16:00
Intersection	SE 10th Ave & NE Park St	File Name	pm.xus		
Project Description	SE 10th Ave & NE Park St 2022 PM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	260	1347	67	37	1228	255	161	10	36	210	11	234

Signal Information			
Cycle, s	140.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	10.9	78.9	30.8	0.0	0.0	0.0						
Yellow	4.0	4.0	3.4	0.0	0.0	0.0						
Red	3.0	3.0	2.0	0.0	0.0	0.0						

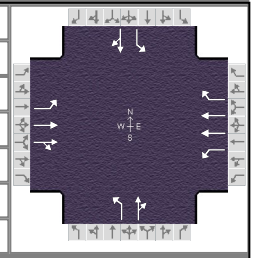
Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	260	1347	67	37	1228	255	161	10	36	210	11	234
Initial Queue (Q_b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N_m), man/h		None			None			None			None	
Heavy Vehicles (P_{HV}), %	2	2		2	2	2	2	2		2	2	
Ped / Bike / RTOR, /h	0	0	0	0	0	60	0	0	10	0	0	120
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)	3	3	3	3	3	3	3	3	3	3	3	3
Upstream Filtering (*I*)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (*W*), ft	12.0	12.0		12.0	12.0	12.0	12.0	12.0		12.0	12.0	
Turn Bay Length, ft	0	0		235	0	0	0	0		0	0	
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h	35	35	35	35	35	35	35	35	35	35	35	35

Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s	30.0	95.0		65.0		45.0		45.0
Yellow Change Interval (*Y*), s	4.0	4.0		4.0		3.4		3.4
Red Clearance Interval (R_c), s	3.0	3.0		3.0		2.0		2.0
Minimum Green (G_{min}), s	6	10	6	10	6	7	6	7
Start-Up Lost Time (*l1*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (*e*), s	3.0	5.0	3.0	5.0	3.0	3.0	3.0	3.0
Passage (*PT*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Recall Mode	Off	Min	Off	Min	Off	Off	Off	Off
Dual Entry	No	Yes	No	Yes	No	Yes	No	Yes
Walk (*Walk*), s	0.0	7.0	0.0	7.0	0.0	7.0	0.0	7.0
Pedestrian Clearance Time (*PC*), s	0.0	13.0	0.0	0.0	0.0	18.0	0.0	0.0

Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius	0	No	25	0	No	25	0	No	25	0	No	25
Walkway / Crosswalk Width / Length, ft	9.0	12	0	9.0	12	0	9.0	12	0	9.0	12	0
Street Width / Island / Curb	0	0	No	0	0	No	0	0	No	0	0	No
Width Outside / Bike Lane / Shoulder, ft	12	5.0	2.0	12	5.0	2.0	12	5.0	2.0	12	5.0	2.0
Pedestrian Signal / Occupied Parking	No	0.50		No	0.50		No	0.50		No	0.50	

HCS7 Signalized Intersection Results Summary

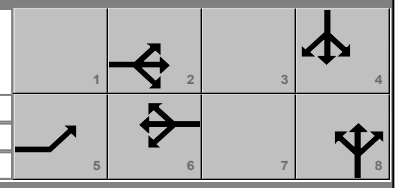
General Information				Intersection Information	
Agency	MEP			Duration, h	0.25
Analyst	MEP	Analysis Date	Aug 7, 2020	Area Type	Other
Jurisdiction		Time Period		PHF	0.95
Urban Street		Analysis Year	2022	Analysis Period	1> 16:00
Intersection	SE 10th Ave & NE Park St	File Name	pm.xus		
Project Description	SE 10th Ave & NE Park St 2022 PM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	260	1347	67	37	1228	255	161	10	36	210	11	234

Signal Information			
Cycle, s	140.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	10.9	78.9	30.8	0.0	0.0	0.0						
Yellow	4.0	4.0	3.4	0.0	0.0	0.0						
Red	3.0	3.0	2.0	0.0	0.0	0.0						



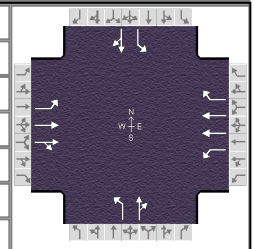
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2		6		8		4
Case Number	1.0	4.0		5.3		6.0		6.0
Phase Duration, s	17.9	103.8		85.9		36.2		36.2
Change Period, (*Y+R c*), s	7.0	7.0		7.0		5.4		5.4
Max Allow Headway (*MAH*), s	3.1	0.0		0.0		3.3		3.3
Queue Clearance Time (*g s*), s	10.4					29.9		25.8
Green Extension Time (*g e*), s	0.5	0.0		0.0		0.9		1.1
Phase Call Probability	1.00					1.00		1.00
Max Out Probability	0.00					0.03		0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	274	749	740	39	1293	205	169	38		221	132	
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1781	1870	1839	354	1781	1585	1258	1655		1370	1607	
Queue Service Time (*g s*), s	8.4	26.9	27.2	8.6	33.1	8.9	18.3	2.5		21.3	9.6	
Cycle Queue Clearance Time (*g c*), s	8.4	26.9	27.2	18.0	33.1	8.9	27.9	2.5		23.8	9.6	
Green Ratio (*g/C*)	0.67	0.71	0.71	0.58	0.58	0.58	0.23	0.23		0.23	0.23	
Capacity (*c*), veh/h	345	1333	1284	229	2082	904	252	376		339	365	
Volume-to-Capacity Ratio (*X*)	0.794	0.562	0.576	0.170	0.621	0.227	0.674	0.101		0.652	0.360	
Back of Queue (*Q*), ft/ln (95 th percentile)	228.9	408.8	408.5	37.1	500.2	153.2	251.1	47.9		301	177.5	
Back of Queue (*Q*), veh/ln (95 th percentile)	9.0	16.1	16.1	1.5	19.7	6.0	9.9	1.9		11.9	7.0	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.16	0.00	0.00	0.00	0.00		0.00	0.00	
Uniform Delay (*d 1*), s/veh	20.9	10.2	9.7	19.4	19.5	14.8	57.2	42.8		52.1	45.5	
Incremental Delay (*d 2*), s/veh	1.6	1.7	1.9	1.6	1.4	0.6	1.5	0.0		1.2	0.2	
Initial Queue Delay (*d 3*), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Control Delay (*d*), s/veh	22.5	11.9	11.6	21.0	20.9	15.4	58.7	42.8		53.3	45.7	
Level of Service (LOS)	C	B	B	C	C	B	E	D		D	D	
Approach Delay, s/veh / LOS	13.4	B		20.1	C		55.8	E		50.5	D	
Intersection Delay, s/veh / LOS	21.8						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.2	B	2.4	B	3.1	C	2.9	C
Bicycle LOS Score / LOS	1.9	B	1.8	B	0.8	A	1.1	A

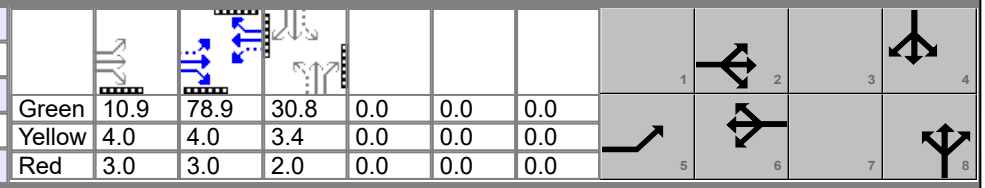
HCS7 Signalized Intersection Intermediate Values

General Information				Intersection Information	
Agency	MEP			Duration, h	0.25
Analyst	MEP	Analysis Date	Aug 7, 2020	Area Type	Other
Jurisdiction		Time Period		PHF	0.95
Urban Street		Analysis Year	2022	Analysis Period	1> 16:00
Intersection	SE 10th Ave & NE Park St	File Name	pm.xus		
Project Description	SE 10th Ave & NE Park St 2022 PM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	260	1347	67	37	1228	255	161	10	36	210	11	234

Signal Information			
Cycle, s	140.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	10.9	78.9	30.8	0.0	0.0	0.0						
Yellow	4.0	4.0	3.4	0.0	0.0	0.0						
Red	3.0	3.0	2.0	0.0	0.0	0.0						

Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles and Grade Factor (f_{HVg})	0.984	0.984	0.984	0.984	0.984	0.984	0.984	0.984	1.000	0.984	0.984	1.000
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	1.000	1.000	1.000	1.000	0.952	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Adjustment Factor (f_{LT})	0.952	0.000		0.186	0.000		0.662	0.000		0.721	0.000	
Right-Turn Adjustment Factor (f_{RT})		0.983	0.983		0.000	0.847		0.885	0.885		0.859	0.859
Left-Turn Pedestrian Adjustment Factor (f_{Lpb})	1.000			1.000			1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})			1.000			1.000			1.000			1.000
Work Zone Adjustment Factor (f_{wz})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Movement Saturation Flow Rate (s), veh/h	1781	3534	175	354	3561	1585	1258	460	1195	1370	141	1465
Proportion of Vehicles Arriving on Green (P)	0.09	0.71	0.70	0.57	0.58	0.57	0.23	0.23	0.23	0.23	0.23	0.23
Incremental Delay Factor (k)	0.04	0.50	0.50	0.50	0.50	0.50	0.05	0.04		0.06	0.04	

Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)	6.0	4.0		4.0		4.4		4.4
Green Ratio (g/C)	0.67	0.71		0.58		0.23		0.23
Permitted Saturation Flow Rate (s_p), veh/h/ln	427	0		354		1258		1370
Shared Saturation Flow Rate (s_{sh}), veh/h/ln								
Permitted Effective Green Time (g_p), s	81.9	0.0		79.9		31.8		31.8
Permitted Service Time (g_u), s	46.6	0.0		70.4		22.3		29.4
Permitted Queue Service Time (g_{ps}), s	46.6			8.6		18.3		21.3
Time to First Blockage (g_f), s	0.0	0.0		0.0		0.0		0.0
Queue Service Time Before Blockage (g_{fs}), s								
Protected Right Saturation Flow (s_R), veh/h/ln				0				
Protected Right Effective Green Time (g_R), s				0.0				

Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v	1.557	0.01	1.557	0.17	2.224	0.09	2.107	0.00
Pedestrian F_s / F_{delay}	0.000	0.076	0.000	0.104	0.000	0.150	0.000	0.150
Pedestrian M_{corner} / M_{cw}								
Bicycle c_b / d_b	1382.32	6.68	1126.71	13.35	440.54	42.56	440.54	42.56
Bicycle F_w / F_v	-3.64	1.45	-3.64	1.27	-3.64	0.34	-3.64	0.58

2019 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
CATEGORY: 9100 OKEECHOBEE CNTYWIDE

MOCF: 0.93

WEEK	DATES	SF	PSCF
1	01/01/2019 - 01/05/2019	1.02	1.10
2	01/06/2019 - 01/12/2019	1.01	1.09
3	01/13/2019 - 01/19/2019	1.00	1.08
4	01/20/2019 - 01/26/2019	0.98	1.05
* 5	01/27/2019 - 02/02/2019	0.95	1.02
* 6	02/03/2019 - 02/09/2019	0.92	0.99
* 7	02/10/2019 - 02/16/2019	0.89	0.96
* 8	02/17/2019 - 02/23/2019	0.90	0.97
* 9	02/24/2019 - 03/02/2019	0.90	0.97
*10	03/03/2019 - 03/09/2019	0.90	0.97
*11	03/10/2019 - 03/16/2019	0.91	0.98
*12	03/17/2019 - 03/23/2019	0.92	0.99
*13	03/24/2019 - 03/30/2019	0.93	1.00
*14	03/31/2019 - 04/06/2019	0.94	1.01
*15	04/07/2019 - 04/13/2019	0.95	1.02
*16	04/14/2019 - 04/20/2019	0.97	1.04
*17	04/21/2019 - 04/27/2019	0.98	1.05
18	04/28/2019 - 05/04/2019	0.99	1.06
19	05/05/2019 - 05/11/2019	1.01	1.09
20	05/12/2019 - 05/18/2019	1.02	1.10
21	05/19/2019 - 05/25/2019	1.04	1.12
22	05/26/2019 - 06/01/2019	1.06	1.14
23	06/02/2019 - 06/08/2019	1.07	1.15
24	06/09/2019 - 06/15/2019	1.09	1.17
25	06/16/2019 - 06/22/2019	1.09	1.17
26	06/23/2019 - 06/29/2019	1.10	1.18
27	06/30/2019 - 07/06/2019	1.11	1.19
28	07/07/2019 - 07/13/2019	1.11	1.19
29	07/14/2019 - 07/20/2019	1.12	1.20
30	07/21/2019 - 07/27/2019	1.11	1.19
31	07/28/2019 - 08/03/2019	1.11	1.19
32	08/04/2019 - 08/10/2019	1.10	1.18
33	08/11/2019 - 08/17/2019	1.09	1.17
34	08/18/2019 - 08/24/2019	1.09	1.17
35	08/25/2019 - 08/31/2019	1.09	1.17
36	09/01/2019 - 09/07/2019	1.09	1.17
37	09/08/2019 - 09/14/2019	1.08	1.16
38	09/15/2019 - 09/21/2019	1.08	1.16
39	09/22/2019 - 09/28/2019	1.06	1.14
40	09/29/2019 - 10/05/2019	1.04	1.12
41	10/06/2019 - 10/12/2019	1.02	1.10
42	10/13/2019 - 10/19/2019	1.00	1.08
43	10/20/2019 - 10/26/2019	0.98	1.05
44	10/27/2019 - 11/02/2019	0.97	1.04
45	11/03/2019 - 11/09/2019	0.96	1.03
46	11/10/2019 - 11/16/2019	0.95	1.02
47	11/17/2019 - 11/23/2019	0.96	1.03
48	11/24/2019 - 11/30/2019	0.98	1.05
49	12/01/2019 - 12/07/2019	0.99	1.06
50	12/08/2019 - 12/14/2019	1.00	1.08
51	12/15/2019 - 12/21/2019	1.02	1.10
52	12/22/2019 - 12/28/2019	1.01	1.09
53	12/29/2019 - 12/31/2019	1.00	1.08

* PEAK SEASON

COUNTY: 91
STATION: 0007
DESCRIPTION: SR 70, WEST OF SR 710/EAST OF OKEECHOBEE
START DATE: 08/07/2019
START TIME: 1100

	DIRECTION: E					DIRECTION: W					COMBINED
TIME	1ST	2ND	3RD	4TH	TOTAL	1ST	2ND	3RD	4TH	TOTAL	TOTAL
0000	27	25	17	18	87	24	18	11	13	66	153
0100	11	15	15	12	53	12	15	16	9	52	105
0200	10	8	9	10	37	9	9	12	6	36	73
0300	11	14	12	20	57	9	6	20	21	56	113
0400	21	27	28	42	118	11	19	31	39	100	218
0500	67	71	82	128	348	40	51	55	79	225	573
0600	157	191	177	145	670	95	117	93	180	485	1155
0700	164	154	157	157	632	160	183	240	291	874	1506
0800	148	148	129	121	546	232	205	202	208	847	1393
0900	128	138	118	163	547	187	177	186	170	720	1267
1000	150	150	137	149	586	149	192	170	141	652	1238
1100	188	184	161	165	698	177	193	187	180	737	1435
1200	203	176	211	218	808	180	165	200	202	747	1555
1300	194	198	198	174	764	175	186	177	180	718	1482
1400	213	186	197	180	776	200	165	173	177	715	1491
1500	210	185	211	179	785	163	179	178	204	724	1509
1600	222	255	238	283	998	214	234	228	228	904	1902
1700	257	270	265	204	996	238	248	236	215	937	1933
1800	189	187	202	146	724	215	209	184	170	778	1502
1900	154	149	152	127	582	139	146	109	117	511	1093
2000	132	122	117	109	480	115	117	96	88	416	896
2100	100	84	68	62	314	69	73	56	50	248	562
2200	54	52	43	40	189	51	48	41	34	174	363
2300	37	38	24	24	123	27	25	23	33	108	231
24-HOUR TOTALS:					11918					11830	23748

PEAK VOLUME INFORMATION

	DIRECTION: E		DIRECTION: W		COMBINED DIRECTIONS	
	HOUR	VOLUME	HOUR	VOLUME	HOUR	VOLUME
A.M.	700	632	730	968	730	1578
P.M.	1645	1075	1645	950	1645	2025
DAILY	1645	1075	730	968	1645	2025

TRUCK PERCENTAGE 14.91 14.72 14.81

CLASSIFICATION SUMMARY DATABASE

DIR	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TOTTRK	TOTVOL
E	24	6765	3352	6	540	103	25	387	682	30	0	1	3	0	0	1777	11918
W	32	6723	3334	7	557	117	13	343	676	21	2	0	5	0	0	1741	11830

GENERATED BY SPS 5.0.49P

COUNTY: 91
STATION: 0019
DESCRIPTION: SR 70/700/US 98, WEST OF SR 15/US 441
START DATE: 08/06/2019
START TIME: 1000

	DIRECTION: E					DIRECTION: W					COMBINED
TIME	1ST	2ND	3RD	4TH	TOTAL	1ST	2ND	3RD	4TH	TOTAL	TOTAL
0000	17	12	15	8	52	18	22	22	14	76	128
0100	20	11	4	10	45	14	11	10	10	45	90
0200	7	5	3	5	20	15	10	9	5	39	59
0300	10	9	7	8	34	2	10	5	3	20	54
0400	15	10	21	43	89	11	14	18	23	66	155
0500	31	49	68	105	253	24	25	30	39	118	371
0600	101	105	102	120	428	54	68	80	90	292	720
0700	113	123	165	215	616	98	95	130	162	485	1101
0800	157	142	138	138	575	131	109	118	142	500	1075
0900	128	128	151	132	539	132	139	139	161	571	1110
1000	137	133	156	151	577	151	132	175	140	598	1175
1100	149	138	154	169	610	174	169	138	167	648	1258
1200	140	189	144	154	627	178	197	192	168	735	1362
1300	165	154	170	140	629	165	150	178	148	641	1270
1400	120	139	149	158	566	184	169	148	165	666	1232
1500	151	152	163	165	631	150	187	167	196	700	1331
1600	166	191	170	174	701	147	245	186	180	758	1459
1700	212	181	182	162	737	248	202	212	212	874	1611
1800	156	169	136	110	571	189	189	149	144	671	1242
1900	111	109	100	95	415	138	130	121	113	502	917
2000	74	83	80	86	323	101	107	92	70	370	693
2100	68	41	54	45	208	71	64	61	42	238	446
2200	52	35	30	37	154	38	45	45	26	154	308
2300	27	20	17	18	82	44	26	18	16	104	186
24-HOUR TOTALS:					9482					9871	19353

PEAK VOLUME INFORMATION

	DIRECTION: E		DIRECTION: W		COMBINED DIRECTIONS	
	HOUR	VOLUME	HOUR	VOLUME	HOUR	VOLUME
A.M.	730	679	845	552	730	1211
P.M.	1645	749	1700	874	1700	1611
DAILY	1645	749	1700	874	1700	1611

TRUCK PERCENTAGE 11.53 12.06 11.80

CLASSIFICATION SUMMARY DATABASE

DIR	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TOTTRK	TOTVOL
E	20	5618	2751	5	390	81	3	267	334	12	0	0	1	0	0	1093	9482
W	24	5637	3020	4	458	107	12	285	287	30	0	0	7	0	0	1190	9871

GENERATED BY SPS 5.0.49P

COUNTY: 91
STATION: 5012
DESCRIPTION: SR 70, EAST OF SR 15/700/US 98/441
START DATE: 08/07/2019
START TIME: 1200

	DIRECTION: E					DIRECTION: W					COMBINED
TIME	1ST	2ND	3RD	4TH	TOTAL	1ST	2ND	3RD	4TH	TOTAL	TOTAL
0000	30	25	17	16	88	25	19	11	14	69	157
0100	11	16	13	13	53	12	15	14	10	51	104
0200	9	7	10	8	34	10	9	9	7	35	69
0300	12	11	12	18	53	8	6	20	22	56	109
0400	23	27	26	42	118	10	19	30	43	102	220
0500	65	71	81	138	355	38	53	58	77	226	581
0600	159	201	178	141	679	96	119	109	172	496	1175
0700	161	163	150	170	644	165	183	234	295	877	1521
0800	145	150	125	124	544	244	205	222	195	866	1410
0900	136	126	123	162	547	193	182	172	180	727	1274
1000	149	151	146	152	598	151	184	171	148	654	1252
1100	150	191	162	174	677	159	188	165	189	701	1378
1200	206	181	213	224	824	194	169	204	213	780	1604
1300	210	204	193	180	787	173	185	176	180	714	1501
1400	203	185	198	194	780	191	175	167	182	715	1495
1500	203	189	216	179	787	172	172	189	212	745	1532
1600	234	252	245	266	997	200	241	239	219	899	1896
1700	268	266	268	209	1011	246	257	219	222	944	1955
1800	209	184	201	148	742	224	204	186	171	785	1527
1900	152	154	153	128	587	138	149	110	110	507	1094
2000	145	128	116	116	505	113	122	89	94	418	923
2100	99	78	75	63	315	70	71	59	50	250	565
2200	53	53	42	44	192	51	45	37	36	169	361
2300	31	42	23	24	120	28	25	23	30	106	226
24-HOUR TOTALS:					12037					11892	23929

PEAK VOLUME INFORMATION

	DIRECTION: E		DIRECTION: W		COMBINED DIRECTIONS	
	HOUR	VOLUME	HOUR	VOLUME	HOUR	VOLUME
A.M.	700	644	730	978	730	1593
P.M.	1645	1068	1630	961	1645	2009
DAILY	1645	1068	730	978	1645	2009

TRUCK PERCENTAGE 16.08 16.73 16.40

CLASSIFICATION SUMMARY DATABASE

DIR	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TOTTRK	TOTVOL
E	39	6278	3785	23	694	99	22	409	656	27	0	1	4	0	0	1935	12037
W	35	6040	3828	17	800	105	14	329	686	35	1	0	2	0	0	1989	11892

GENERATED BY SPS 5.0.49P

TABLE 7 Generalized **Peak Hour Directional** Volumes for Florida's Urbanized Areas

January 2020

INTERRUPTED FLOW FACILITIES

STATE SIGNALIZED ARTERIALS

Class I (40 mph or higher posted speed limit)

Lanes	Median	B	C	D	E
1	Undivided	*	830	880	**
2	Divided	*	1,910	2,000	**
3	Divided	*	2,940	3,020	**
4	Divided	*	3,970	4,040	**

Class II (35 mph or slower posted speed limit)

Lanes	Median	B	C	D	E
1	Undivided	*	370	750	800
2	Divided	*	730	1,630	1,700
3	Divided	*	1,170	2,520	2,560
4	Divided	*	1,610	3,390	3,420

Non-State Signalized Roadway Adjustments

(Alter corresponding state volumes by the indicated percent.)

Non-State Signalized Roadways - 10%

Median & Turn Lane Adjustments

Lanes	Median	Exclusive Left Lanes	Exclusive Right Lanes	Adjustment Factors
1	Divided	Yes	No	+5%
1	Undivided	No	No	-20%
Multi	Undivided	Yes	No	-5%
Multi	Undivided	No	No	-25%
–	–	–	Yes	+ 5%

One-Way Facility Adjustment

Multiply the corresponding directional volumes in this table by 1.2

BICYCLE MODE[2]

(Multiply vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)

Paved Shoulder/Bicycle Lane Coverage	B	C	D	E
0-49%	*	150	390	1,000
50-84%	110	340	1,000	>1,000
85-100%	470	1,000	>1,000	**

PEDESTRIAN MODE[2]

(Multiply vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)

Sidewalk Coverage	B	C	D	E
0-49%	*	*	140	480
50-84%	*	80	440	800
85-100%	200	540	880	>1,000

BUS MODE (Scheduled Fixed Route)[3]

(Buses in peak hour in peak direction)

Sidewalk Coverage	B	C	D	E
0-84%	> 5	≥ 4	≥ 3	≥ 2
85-100%	> 4	≥ 3	≥ 2	≥ 1

UNINTERRUPTED FLOW FACILITIES

FREEWAYS

Core Urbanized

Lanes	B	C	D	E
2	2,230	3,100	3,740	4,080
3	3,280	4,570	5,620	6,130
4	4,310	6,030	7,490	8,170
5	5,390	7,430	9,370	10,220
6	6,380	8,990	11,510	12,760

Urbanized

Lanes	B	C	D	E
2	2,270	3,100	3,890	4,230
3	3,410	4,650	5,780	6,340
4	4,550	6,200	7,680	8,460
5	5,690	7,760	9,520	10,570

Freeway Adjustments

Auxiliary Lane	Ramp Metering
+ 1,000	+ 5%

UNINTERRUPTED FLOW HIGHWAYS

Lanes	Median	B	C	D	E
1	Undivided	580	890	1,200	1,610
2	Divided	1,800	2,600	3,280	3,730
3	Divided	2,700	3,900	4,920	5,600

Uninterrupted Flow Highway Adjustments

Lanes	Median	Exclusive left lanes	Adjustment factors
1	Divided	Yes	+5%
Multi	Undivided	Yes	-5%
Multi	Undivided	No	-25%

[1]Values shown are presented as peak hour directional volumes for levels of service and are for the automobile/truck modes unless specifically stated. This table does not constitute a standard and should be used only for general planning applications. The computer models from which this table is derived should be used for more specific planning applications. The table and deriving computer models should not be used for corridor or intersection design, where more refined techniques exist. Calculations are based on planning applications of the HCM and the Transit Capacity and Quality of Service Manual.

[2] Level of service for the bicycle and pedestrian modes in this table is based on number of vehicles, not number of bicyclists or pedestrians using the facility.

[3] Buses per hour shown are only for the peak hour in the single direction of the higher traffic flow.

* Cannot be achieved using table input value defaults.

** Not applicable for that level of service letter grade. For the automobile mode, volumes greater than level of service D become F because intersection capacities have been reached. For the bicycle mode, the level of service letter grade (including F) is not achievable because there is no maximum vehicle volume threshold using table input value defaults.

Source:
Florida Department of Transportation
Systems Implementation Office
https://www.fdot.gov/planning/systems/

Land Use: 820
Shopping Center

Description

A shopping center is an integrated group of commercial establishments that is planned, developed, owned, and managed as a unit. A shopping center's composition is related to its market area in terms of size, location, and type of store. A shopping center also provides on-site parking facilities sufficient to serve its own parking demands. Factory outlet center (Land Use 823) is a related use.

Additional Data

Shopping centers, including neighborhood centers, community centers, regional centers, and super regional centers, were surveyed for this land use. Some of these centers contained non-merchandising facilities, such as office buildings, movie theaters, restaurants, post offices, banks, health clubs, and recreational facilities (for example, ice skating rinks or indoor miniature golf courses).

Many shopping centers, in addition to the integrated unit of shops in one building or enclosed around a mall, include outparcels (peripheral buildings or pads located on the perimeter of the center adjacent to the streets and major access points). These buildings are typically drive-in banks, retail stores, restaurants, or small offices. Although the data herein do not indicate which of the centers studied included peripheral buildings, it can be assumed that some of the data show their effect.

The vehicle trips generated at a shopping center are based upon the total GLA of the center. In cases of smaller centers without an enclosed mall or peripheral buildings, the GLA could be the same as the gross floor area of the building.

Time-of-day distribution data for this land use are presented in Appendix A. For the 10 general urban/suburban sites with data, the overall highest vehicle volumes during the AM and PM on a weekday were counted between 11:45 a.m. and 12:45 p.m. and 12:15 and 1:15 p.m., respectively.

The average numbers of person trips per vehicle trip at the 27 general urban/suburban sites at which both person trip and vehicle trip data were collected were as follows:

- 1.31 during Weekday, AM Peak Hour of Generator
- 1.43 during Weekday, Peak Hour of Adjacent Street Traffic, one hour between 4 and 6 p.m.
- 1.46 during Weekday, PM Peak Hour of Generator

The sites were surveyed in the 1980s, the 1990s, the 2000s, and the 2010s in Alberta (CAN), British Columbia (CAN), California, Colorado, Connecticut, Delaware, District of Columbia, Florida, Georgia, Illinois, Indiana, Iowa, Kansas, Kentucky, Maine, Maryland, Massachusetts, Michigan, Minnesota, Nevada, New Jersey, New York, North Carolina, Ohio, Oklahoma, Oregon, Pennsylvania, South Dakota, Tennessee, Texas, Vermont, Virginia, Washington, West Virginia, and Wisconsin.

Source Numbers

105, 110, 154, 156, 159, 186, 190, 198, 199, 202, 204, 211, 213, 239, 251, 259, 260, 269, 294, 295, 299, 300, 301, 304, 305, 307, 308, 309, 310, 311, 314, 315, 316, 317, 319, 358, 365, 376, 385, 390, 400, 404, 414, 420, 423, 428, 437, 440, 442, 444, 446, 507, 562, 580, 598, 629, 658, 702, 715, 728, 868, 870, 871, 880, 899, 908, 912, 915, 926, 936, 944, 946, 960, 961, 962, 973, 974, 978

Land Use: 820
Shopping Center

Description

A shopping center is an integrated group of commercial establishments that is planned, developed, owned, and managed as a unit. A shopping center's composition is related to its market area in terms of size, location, and type of store. A shopping center also provides on-site parking facilities sufficient to serve its own parking demands. Factory outlet center (Land Use 823) is a related use.

Additional Data

Shopping centers, including neighborhood centers, community centers, regional centers, and super regional centers, were surveyed for this land use. Some of these centers contained non-merchandising facilities, such as office buildings, movie theaters, restaurants, post offices, banks, health clubs, and recreational facilities (for example, ice skating rinks or indoor miniature golf courses).

Many shopping centers, in addition to the integrated unit of shops in one building or enclosed around a mall, include outparcels (peripheral buildings or pads located on the perimeter of the center adjacent to the streets and major access points). These buildings are typically drive-in banks, retail stores, restaurants, or small offices. Although the data herein do not indicate which of the centers studied included peripheral buildings, it can be assumed that some of the data show their effect.

The vehicle trips generated at a shopping center are based upon the total GLA of the center. In cases of smaller centers without an enclosed mall or peripheral buildings, the GLA could be the same as the gross floor area of the building.

Time-of-day distribution data for this land use are presented in Appendix A. For the 10 general urban/suburban sites with data, the overall highest vehicle volumes during the AM and PM on a weekday were counted between 11:45 a.m. and 12:45 p.m. and 12:15 and 1:15 p.m., respectively.

The average numbers of person trips per vehicle trip at the 27 general urban/suburban sites at which both person trip and vehicle trip data were collected were as follows:

- 1.31 during Weekday, AM Peak Hour of Generator
- 1.43 during Weekday, Peak Hour of Adjacent Street Traffic, one hour between 4 and 6 p.m.
- 1.46 during Weekday, PM Peak Hour of Generator

The sites were surveyed in the 1980s, the 1990s, the 2000s, and the 2010s in Alberta (CAN), British Columbia (CAN), California, Colorado, Connecticut, Delaware, District of Columbia, Florida, Georgia, Illinois, Indiana, Iowa, Kansas, Kentucky, Maine, Maryland, Massachusetts, Michigan, Minnesota, Nevada, New Jersey, New York, North Carolina, Ohio, Oklahoma, Oregon, Pennsylvania, South Dakota, Tennessee, Texas, Vermont, Virginia, Washington, West Virginia, and Wisconsin.

Source Numbers

105, 110, 154, 156, 159, 186, 190, 198, 199, 202, 204, 211, 213, 239, 251, 259, 260, 269, 294, 295, 299, 300, 301, 304, 305, 307, 308, 309, 310, 311, 314, 315, 316, 317, 319, 358, 365, 376, 385, 390, 400, 404, 414, 420, 423, 428, 437, 440, 442, 444, 446, 507, 562, 580, 598, 629, 658, 702, 715, 728, 868, 870, 871, 880, 899, 908, 912, 915, 926, 936, 944, 946, 960, 961, 962, 973, 974, 978

Shopping Center
(820)

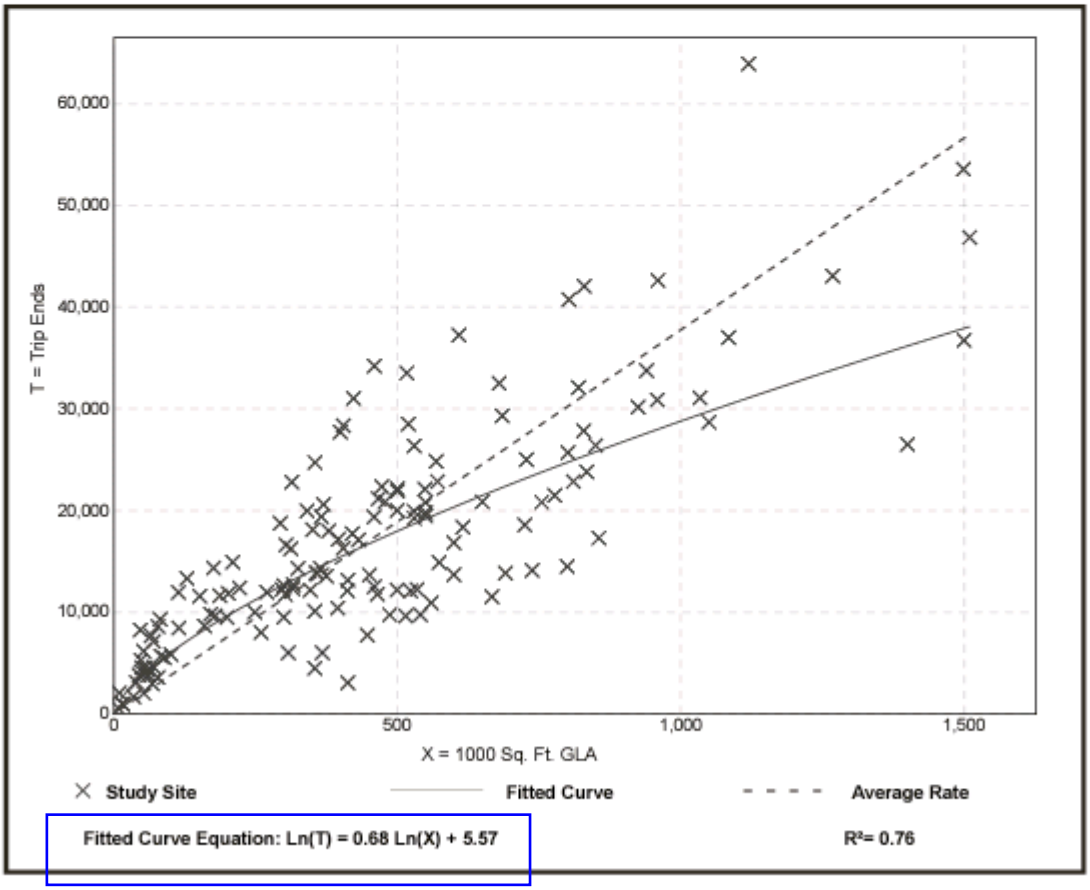
Vehicle Trip Ends vs: **1000 Sq. Ft. GLA**
On a: **Weekday**

Setting/Location: **General Urban/Suburban**
Number of Studies: 147
1000 Sq. Ft. GLA: 453
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
37.75	7.42 - 207.98	16.41

Data Plot and Equation



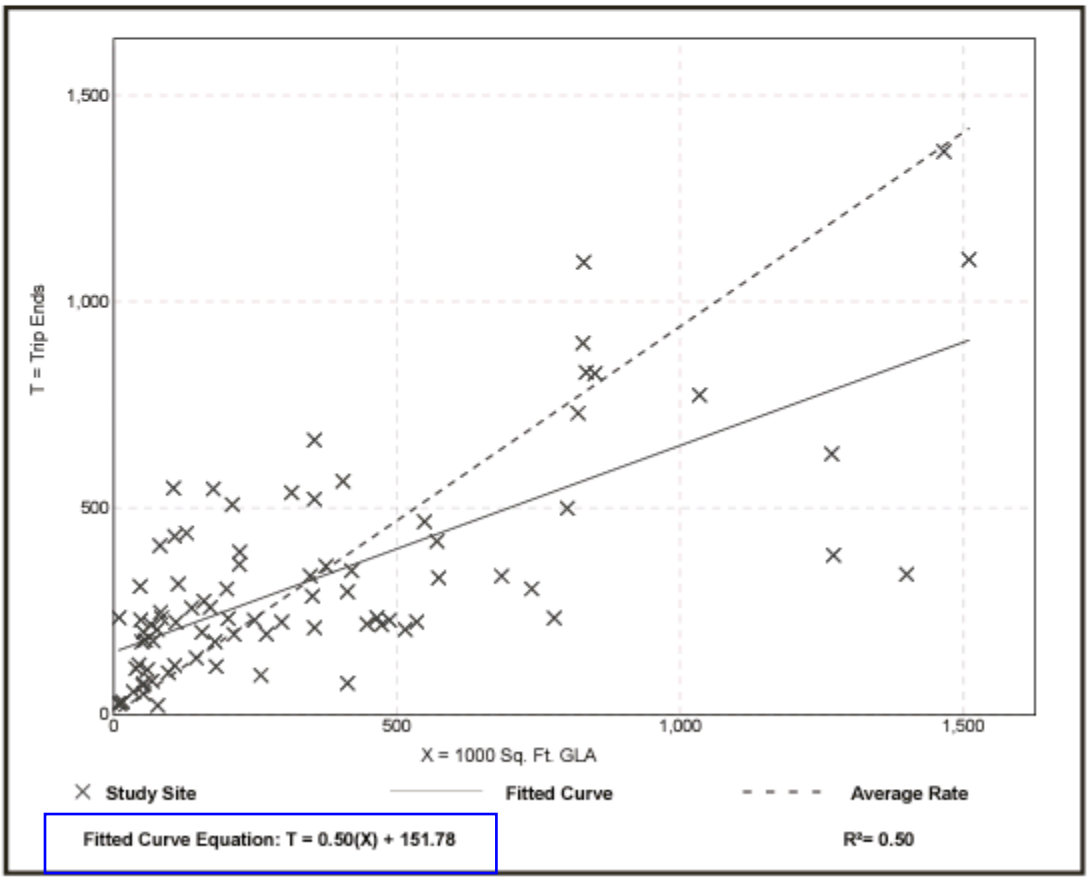
Shopping Center
(820)

Vehicle Trip Ends vs:	**1000 Sq. Ft. GLA**
On a:	**Weekday,** **Peak Hour of Adjacent Street Traffic,** **One Hour Between 7 and 9 a.m.**
Setting/Location:	**General Urban/Suburban**
Number of Studies:	84
1000 Sq. Ft. GLA:	351
Directional Distribution:	62% entering, 38% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
0.94	0.18 - 23.74	0.87

Data Plot and Equation



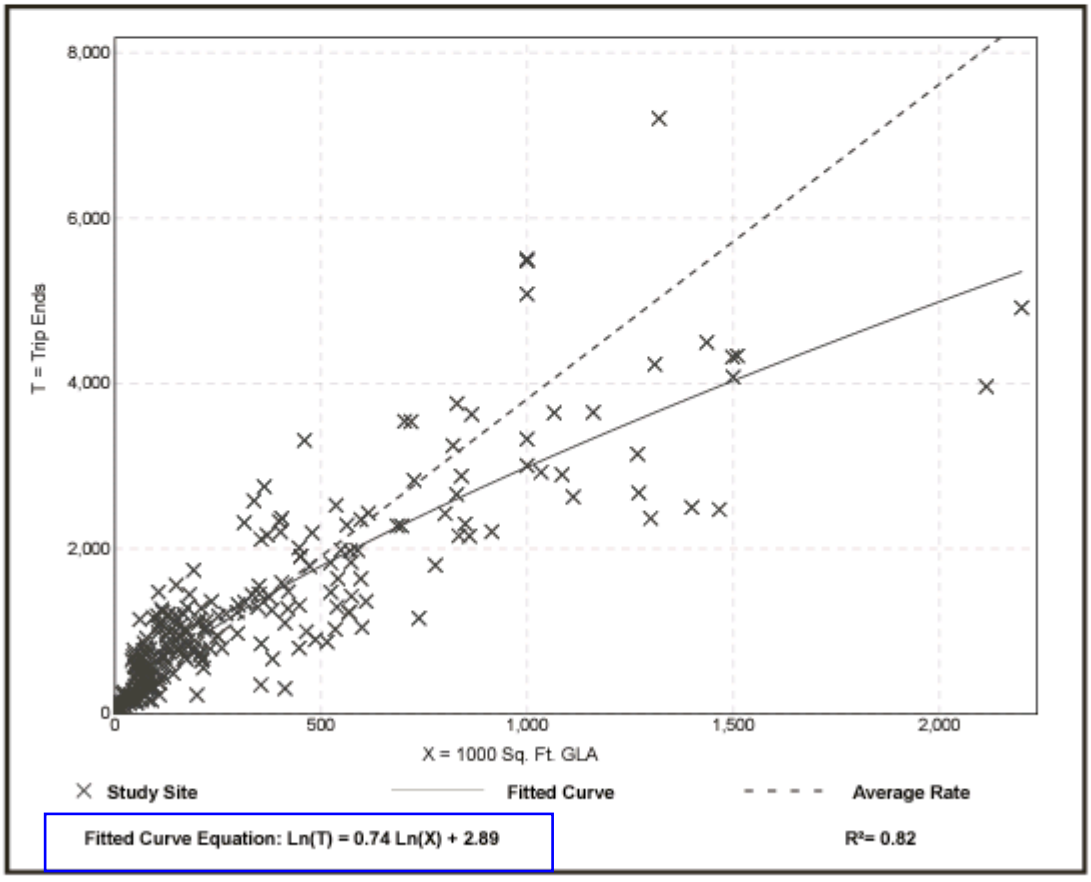
Shopping Center
(820)

Vehicle Trip Ends vs:	**1000 Sq. Ft. GLA**
On a:	**Weekday,** **Peak Hour of Adjacent Street Traffic,** **One Hour Between 4 and 6 p.m.**
Setting/Location:	**General Urban/Suburban**
Number of Studies:	261
1000 Sq. Ft. GLA:	327
Directional Distribution:	48% entering, 52% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
3.81	0.74 - 18.69	2.04

Data Plot and Equation



Land Use: 960
Super Convenience Market/Gas Station

Description

This land use includes gasoline/service stations with convenience markets where there is significant business related to the sale of convenience items and the fueling of motor vehicles. Some commonly sold convenience items include newspapers, freshly brewed coffee, daily-made donuts, bakery items, hot and cold beverages, breakfast items, dairy items, fresh fruits, soups, light meals, ready-to-go and freshly made sandwiches and wraps, and ready-to-go salads. Stores typically also had automated teller machines (ATMs), and public restrooms. The sites included in this land use category have the following two specific characteristics:

- The gross floor area of the convenience market is at least 3,000 gross square feet
- The number of vehicle fueling positions is at least 10

Convenience market with gasoline pumps (Land Use 853) and gasoline/service station with convenience market (Land Use 945) are related uses.

Additional Data

To reflect changing characteristics of the convenience market component of this land use, only data from the past two decades have been included in this land use.

The independent variable, vehicle fueling positions, is defined as the maximum number of vehicles that can be fueled simultaneously. Gasoline/service stations in this land use include "pay-at-the-pump" and traditional fueling stations.

A multi-variable regression analysis based on both the convenience market gross floor area (GFA) and the number of vehicle fueling positions (VFP) produced a series of fitted curve equations. The equations are in the form of:

Vehicle Trips = [(VFP Factor) x (Number of VFP)] + [(GFA Factor) x (GFA)] + (Constant)

The values for the VFP factor, GFA factor, and constant are presented in the following table for each time period for which a fitted curve equation could produce an R^2 value of at least 0.50.

Time Period	VFP Factor	GFA Factor	Constant	R^2
Weekday, AM Peak Hour of Generator	10.3	105	-290	0.62
Weekday, PM Peak Hour of Generator	6.91	76.0	-133	0.68
Weekday, AM Peak Hour of Adjacent Street	16.1	135	-483	0.66
Weekday, PM Peak Hour of Adjacent Street	11.5	82.9	-226	0.51

The sites were surveyed in the late 1990's, 2000s and the 2010s in Florida, Iowa, Maryland, Minnesota, New Hampshire, New Jersey, Pennsylvania, Texas, Utah, and Wisconsin.

Source Numbers

617, 813, 844, 850, 864, 865, 867, 869, 882, 888, 904, 938, 954, 960, 962

Super Convenience Market/Gas Station
(960)

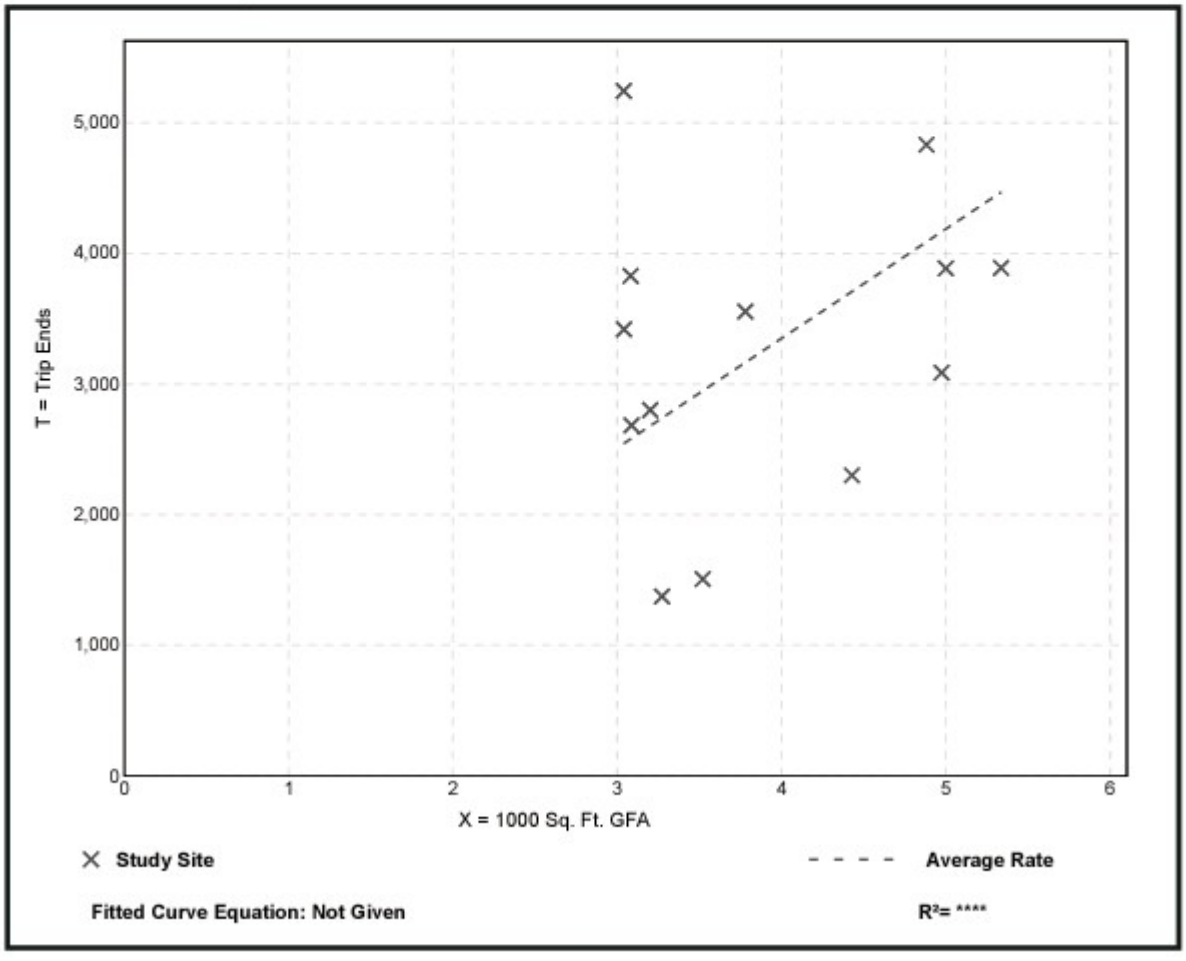
Vehicle Trip Ends vs: **1000 Sq. Ft. GFA**
On a: **Weekday**

Setting/Location: **General Urban/Suburban**
Number of Studies: 13
1000 Sq. Ft. GFA: 4
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
837.58	419.93 - 1725.33	334.67

Data Plot and Equation



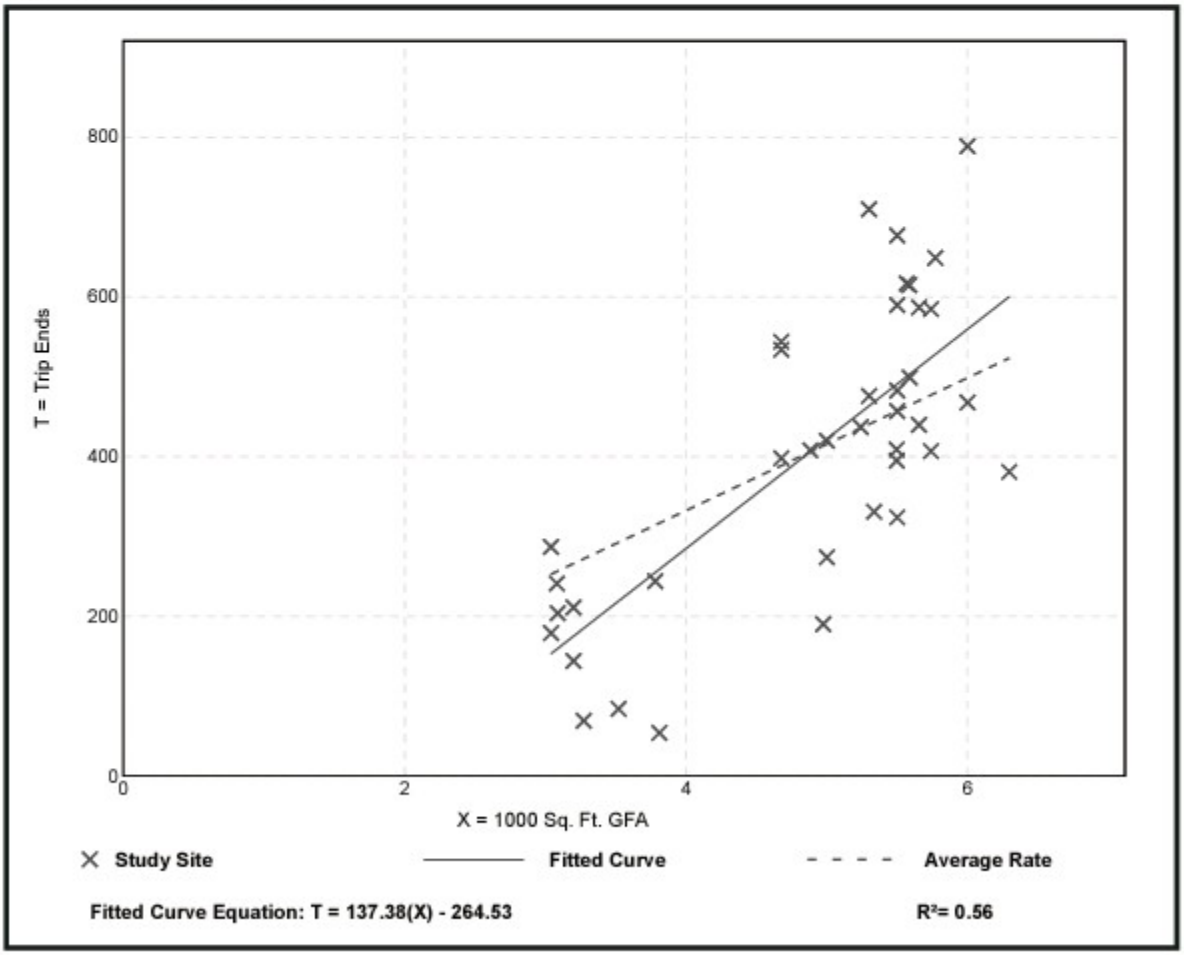
Super Convenience Market/Gas Station
(960)

Vehicle Trip Ends vs: **1000 Sq. Ft. GFA**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: **General Urban/Suburban**
Number of Studies: 39
1000 Sq. Ft. GFA: 5
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
83.14	14.17 - 133.96	28.07

Data Plot and Equation



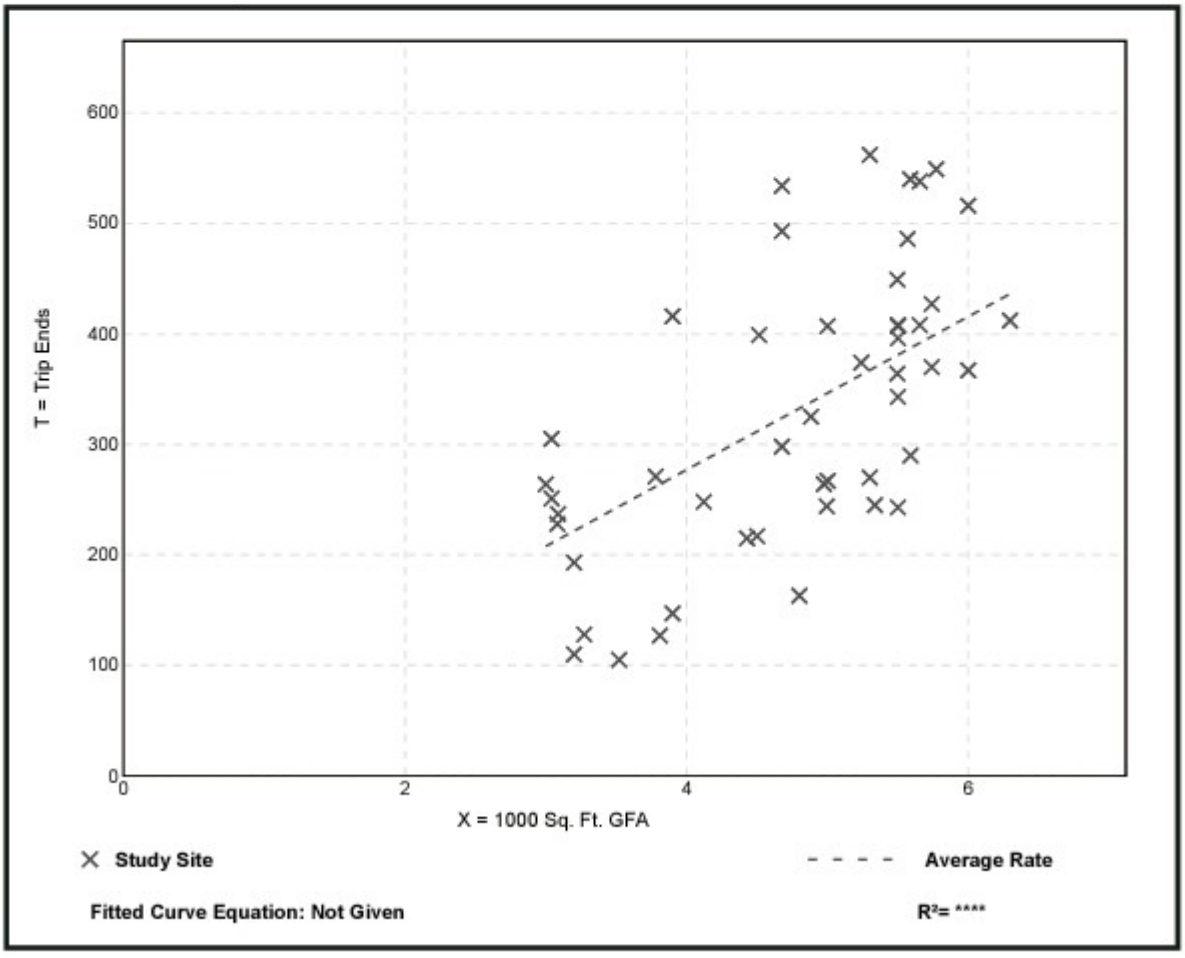
Super Convenience Market/Gas Station
(960)

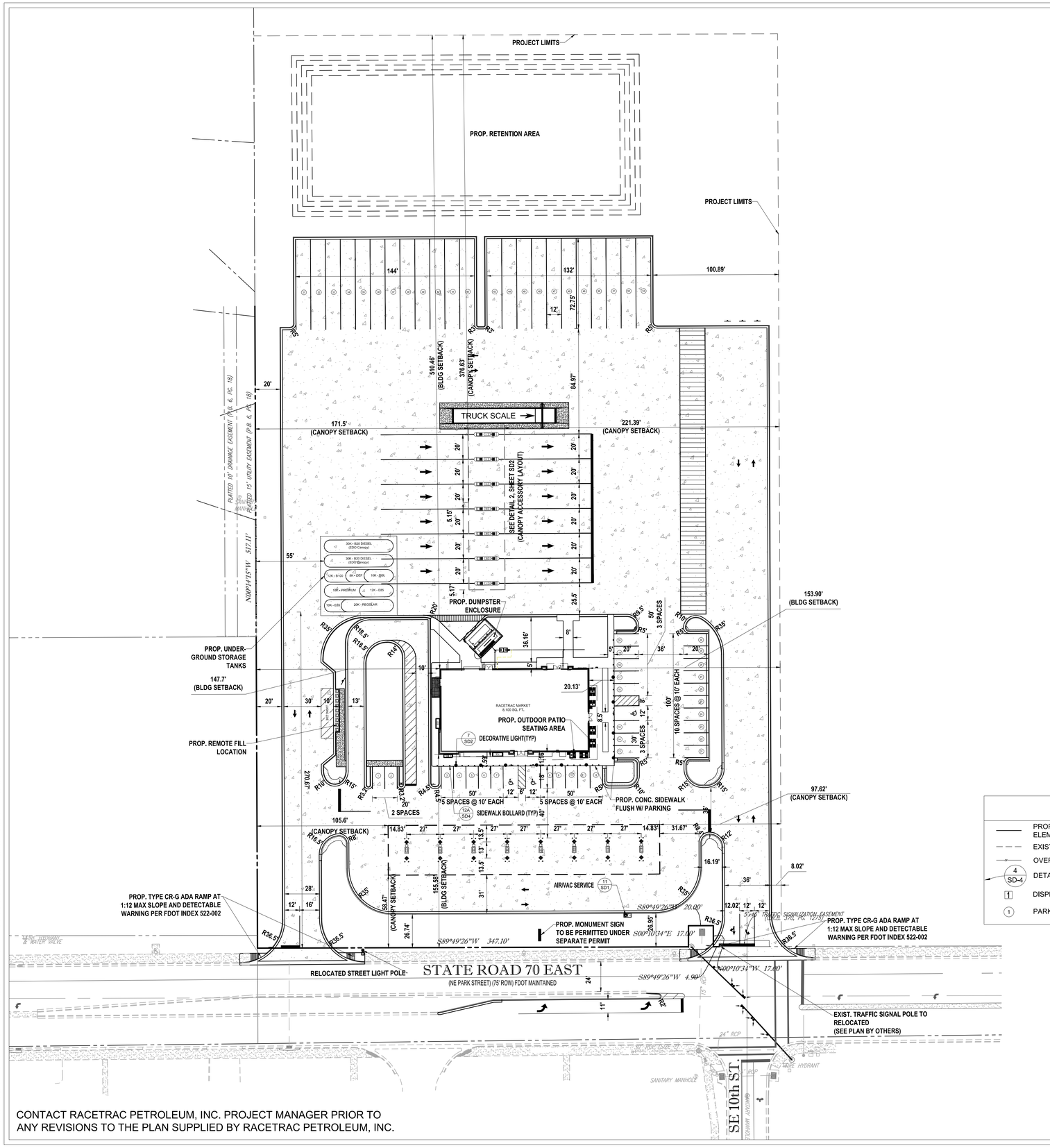
Vehicle Trip Ends vs: **1000 Sq. Ft. GFA**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: **General Urban/Suburban**
Number of Studies: 48
1000 Sq. Ft. GFA: 5
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
69.28	29.83 - 114.20	21.07

Data Plot and Equation





CONTACT RACETRAC PETROLEUM, INC. PROJECT MANAGER PRIOR TO ANY REVISIONS TO THE PLAN SUPPLIED BY RACETRAC PETROLEUM, INC.

SITE DATA

THIS PLAN REFERENCES AN ALTA/ACSM LAND TITLE SURVEY BY:

BLOOMSTER PROFESSIONAL LAND SURVEYORS, INC.
641 NE SPENCER ST, JENSEN BEACH, FLORIDA 34957
TELEPHONE: (772) 334-0868

FOLIO:	2-15-37-35-0A00-00007-0000
OWNER:	H2OLDINGS, LLC 1534 WALNUT AVENUE WILMETTE, IL 60091
APPLICANT:	RACETRAC C/O THOMAS ENGINEERING GROUP, LLC
CURRENT USE:	VACANT
PROPOSED USE:	8,100 SF CONVENIENCE STORE w/ 22 FUELING POSITIONS
LAND USE DESIGNATION:	COMMERCIAL
ZONING DESIGNATION:	HEAVY COMMERCIAL DISTRICT (CHV)
WATER/WASTEWATER SERVICE PROVIDER:	OKEECHOBEE UTILITY AUTHORITY

AREA BREAKDOWN:

GROSS LOT AREA:	824,050 SF (18.92 AC)
PROJECT SITE AREA:	309,760 SF (7.11 AC)
PERVIOUS	
LANDSCAPE OPEN SPACE	112,319 SF
TOTAL	112,319 SF (36.3%)
IMPERVIOUS	
BUILDING ROOF AREA	8,972 SF
VEHICULAR USE AREA (VUA)	175,329 SF
CONC. / SIDEWALK AREA	13,140 SF
TOTAL	197,441 SF (63.7%)
TOTAL SITE AREA:	309,760 SF (7.11 AC)

LOT COVERAGE:

BUILDING ROOF AREA	8,972 SF
FUEL CANOPY AREA (INCLUDED IN VUA)	12,526 SF
TOTAL	21,498 SF (6.94%)

SITE REQUIREMENTS:	REQUIRED	PROPOSED
MIN. LOT AREA	20,000 SF	309,760 SF (7.11 AC)
MIN. LOT WIDTH	140'	421.89'
MAX. LOT COVERAGE	25%	6.06%
MAX. IMPERVIOUS AREA	85%	62.10%
MAX. BLDG. HEIGHT:	25'	23'

REQUIRED PARKING:	REQUIRED	PROPOSED
PARKING STALL DIMENSIONS	9' X 20'	10' X 20' 12' X 72.75' (TRUCKS)
8,100 SF SERVICE STATION (1 SPACE PER 150 SF)	54 SPACES	53 SPACES
TOTAL	54 SPACES	53 SPACES
ACCESSIBLE PARKING (3 PER 51-75 SPACES)	REQUIRED 3 SPACES	PROPOSED 3 SPACES

PROPOSED SETBACKS: BUILDING	REQUIRED	PROPOSED
FRONT (SOUTH)	20'	155.58' BLDG. 58.47' CANOPY
REAR (NORTH)	10'	>10' BLDG >10' CANOPY
SIDE/ ADJ. TO RES. (WEST)	50'	147.70' BLDG 171.50' CANOPY
SIDE (EAST)	8'	>8' BLDG >8' CANOPY

PROPOSED SETBACKS: TANKS	REQUIRED	PROPOSED
FRONT (SOUTH)	20'	270.67'
REAR (NORTH)	10'	>10'
SIDE/ ADJ. TO RES. (WEST)	50'	55'
SIDE (EAST)	8'	>8'

PROPOSED LANDSCAPE BUFFERS:	REQUIRED	PROPOSED
FRONT (SOUTH)	10'	26.74'
REAR (NORTH)	2'	>10'
SIDE (WEST)	2'	20'
SIDE (EAST)	2'	8.02'

LEGEND

- PROPOSED ELEMENTS
- EXISTING ELEMENTS
- OVERHEAD ELECTRICAL LINE
- (4 / SD-4) DETAIL REFERENCE
- (1) DISPENSER NUMBER
- (1) PARKING SPACE COUNT

HATCH LEGEND

- 6" THICK CONCRETE PAVING
- 8" REINFORCED CONCRETE FOR DUMPSTER AREA, TANK AREA & CURB BACKING
- 4" THICK CONCRETE SIDEWALK

811 Know what's below. Call before you dig.

40 20 0 40 80 120 160

GRAPHIC SCALE IN FEET

NO.	DATE

KEVIN A. BETANCOURT
No. 83361
PROFESSIONAL ENGINEER
STATE OF FLORIDA
FLORIDA BOARD OF PROFESSIONAL ENGINEERS

THOMAS ENGINEERING GROUP, LLC
6300 NW 31ST AVE
FORT LAUDERDALE, FL 33309
PH: (954) 202-7000
www.ThomasEngineeringGroup.com

RaceTrac

RACETRAC PETROLEUM, INC.
200 GALLERIA PARKWAY SE
SUITE 900 ATLANTA, GA 30339
(770) 431-7600

SITE PLAN
RACETRAC MARKET & GAS STATION
SR 70 & NE 10TH AVENUE
OKEECHOBEE, FLORIDA

DATE	7/7/20
SCALE	1" = 40'
DRAWN-BY	JFV
DRAWING NAME:	SITE PLAN
SHEET NO.	C 1.1
VERSION	1

UNPLATTED LANDS OF THE CITY W1/2 OF SW 1/4 OF SE 1/4 N OF RD 70 LESS R/W LESS & EXCEPT A PARCEL OF LAND DESC IN ORB 6

H2OLDINGS LLC
%DONALD J HACKL
1534 WALNUT AVE
WILMETTE, IL 60091-0000

2-15-37-35-0A00-00007-0000 Okeechobee County 2019 R

CARD 001 of 001

PRINTED 10/10/2019 13:12 BY STAR
APPR 3/29/2019 RA

BUSE		AE?	HTD AREA	.000	INDEX	578610.00	HWY 70 E	PUSE	009900	NON AG ACREAGE	
MOD	BATH		EFF AREA		E-RATE	.000	INDX	STR 15- 37- 35			
EXW	FIXT		RCN				AYB	MKT AREA 570		0	BLDG
%	BDRM		%GOOD		BLDG VAL		EYB	EXAG		0	XFOB
RSTR	RMS							AC	18.917	1,109,969	LAND
RCVR	UNTS		FIELD CK:					NTCD		0	CLAS
%	C-W%		LOC: NE 8TH AVE OKEECHOBEE					APPR CD		0	MKTUSE
INTW	HGHT							CNDO		1,109,969	JUST
%	PMTR							SUBD		1,109,969	APPR
FLOR	STYS							BLK			
%	ECON							LOT		0	SOHD
HTTP	FUNC							MAP#		1,109,969	ASSD
A/C	SPCD									0	EXPT*
QUAL	DEPR							TXDT 050		1,109,969	COTXBL
FNDN	HURR							1,109,969 CITXBL		1,109,969	OTTXBL
SIZE	CNDO							BLDG TRAVERSE			
CEIL	ELEC										
ARCH	FRNT										
FRME	UD-5										
KTCH	DOOR										
WNDO	UD-7										
CLAS	UD-8										
OCC	UD-9										
COND	%										

SUB A-AREA % E-AREA SUB VALUE

TOTAL

PERMITS

NUMBER	DESC	AMT	ISSUED

SALE

BOOK	PAGE	DATE	PRICE
525	1999	3/10/2004 U V	550000
GRANTOR HARBOUR BAY PROPERTIES INC			
GRANTEE H2OLDINGS LLC			
412	1349	10/02/1998 U V	170000
GRANTOR GLASRUD THEODORE			
GRANTEE HARBOUR BAY PROPERTIES INC			

EXTRA FEATURES

AE	BN	CODE	DESC	LEN	WID	HGHT	QTY	QL	YR	ADJ	UNITS	UT	PRICE	ADJ UT PR	SPCD %	%GOOD	XFOB VALUE

FIELD CK:

AE	LAND CODE	DESC	ZONE TOPO	ROAD UTIL	DEN YRPL	{UD3 {UD4	FRONT BACK	DEPTH DT	ADJUSTMENTS	UNITS	UT	PRICE	ADJ UT PR	LAND VALUE
N	067EPA	E CRK-CTY							1.00 1.00 .65 1.00	60000.000	SF	4.770	3.10	186,000
N	067EPA	E CRK-CTY							1.00 1.00 1.00 .75	75800.000	SF	4.770	3.58	271,136
N	067EPB	E CRK-CTY							1.00 1.00 .65 .75	130680.000	SF	3.200	1.56	203,991
N	067EPC	E CRK-CTY							1.00 1.00 .65 .75	557568.000	SF	1.650	.80	448,842

SITE DEVELOPMENT PLANS

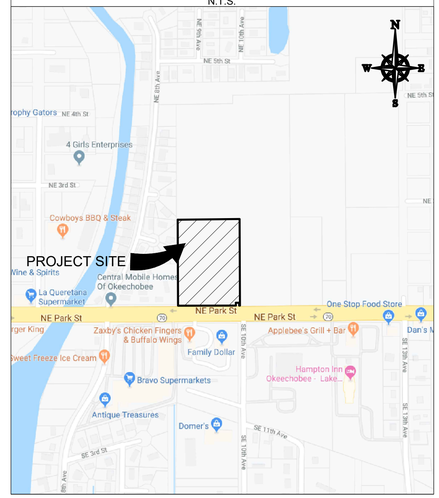
FOR

SR 70 & SE 10TH AVENUE
SECTION 15, TOWNSHIP 37 S, RANGE 35E
OKEECHOBEE COUNTY, FL

RACETRAC PROJECT NO. 1443
RACETRAC STORE NO. TBD
FOLIO NUMBER: 2-15-37-35-0A00-00007-0000

SECTION 15, TOWNSHIP 37 S,
RANGE 35E
VICINITY MAP

N.T.S.



GENERAL NOTES:

1. IT IS THE CONTRACTOR'S RESPONSIBILITY TO BECOME FAMILIAR WITH THE PERMIT AND INSPECTION REQUIREMENTS OF THE VARIOUS GOVERNMENTAL AGENCIES. THE CONTRACTOR SHALL OBTAIN ALL NECESSARY PERMITS PRIOR TO CONSTRUCTION, AND SCHEDULE INSPECTION ACCORDING TO AGENCY INSTRUCTION.
2. ALL WORK PERFORMED SHALL COMPLY WITH THE REGULATIONS AND ORDINANCES OF THE VARIOUS GOVERNMENTAL AGENCIES HAVING JURISDICTION OVER THE WORK, INCLUDING LANDSCAPING.
3. CONTRACTOR SHALL SUBMIT FOR REVIEW TO THE OWNER'S CONSTRUCTION MANAGER SHOP DRAWINGS ON ALL PRECAST AND MANUFACTURED ITEMS TO USE ON THIS SITE. FAILURE TO OBTAIN APPROVAL BEFORE INSTALLATION MAY RESULT IN REMOVAL AND REPLACEMENT AT CONTRACTOR'S EXPENSE. CONSTRUCTION MANAGER'S APPROVAL OF A SHOP DRAWING DOES NOT RELIEVE CONTRACTOR'S RESPONSIBILITY FOR PERFORMANCE OF THE ITEM.
4. WORK PERFORMED UNDER THIS CONTRACT SHALL INTERFACE SMOOTHLY WITH OTHER WORK BEING PERFORMED ON SITE BY OTHER CONTRACTORS AND UTILITY COMPANIES. IT IS NECESSARY FOR THE CONTRACTOR TO COORDINATE AND SCHEDULE HIS ACTIVITIES, WHERE NECESSARY WITH OTHER CONTRACTOR'S AND UTILITY COMPANIES.
5. MATERIALS AND CONSTRUCTION METHODS FOR STREETS AND STORM DRAINAGE CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE LOCAL REGULATORY AGENCY.
6. CONTRACTOR SHALL REVIEW SOIL REPORTS AND BORINGS PRIOR TO BIDDING THE PROJECT AND COMMENCING CONSTRUCTION.
7. AT LEAST 72 HOURS PRIOR TO CONSTRUCTION THE CONTRACTOR SHALL NOTIFY THE ENGINEER AND APPROPRIATE AGENCIES AND SUPPLY THEM WITH ALL REQUIRED SHOP DRAWINGS, THE CONTRACTOR'S NAME, STARTING DATE, PROJECTED SCHEDULE, AND OTHER INFORMATION AS REQUIRED. ANY WORK PERFORMED PRIOR TO NOTIFYING THE ENGINEER OR WITHOUT AGENCY INSPECTOR PRESENT MAY BE SUBJECT TO REMOVAL AND REPLACEMENT AT THE CONTRACTOR'S EXPENSE.
8. THE CONTRACTOR SHALL USE EACH PLAN IN CONJUNCTION WITH THE ENTIRE SET OF DRAWINGS AND JOB SPECIFICATIONS. DO NOT REMOVE OR DEMOLISH ANYTHING WITHOUT VERIFYING AND COORDINATING WITH ALL ELECTRICAL, PLUMBING, MECHANICAL, GENERAL TRADES, AND UTILITY COMPANIES AS THEY EFFECT THE OVERALL PROJECT.
9. ALL WORK SHOWN SHALL BE DONE IN ACCORDANCE WITH THE PLANS AND SPECIFICATIONS

FDOT NOTES:

1. GOVERNING STANDARD PLANS: FLORIDA DEPARTMENT OF TRANSPORTATION, FY 2019-20 STANDARDS PLANS FOR ROAD AND BRIDGE CONSTRUCTION AND APPLICATBLE INTERIM REVISIONS(IRS).

   STANDARD PLANS FOR ROAD CONSTRUCTION AND ASSOCIATED IRS ARE AVAILABLE AT THE FOLLOWING WEBSITE:
   HTTP://WWW.FDOT.GOV/DESIGN/STANDARDPLANS

   APPLICABLE IRS: IR536-001-01, IR521-001-01

   STANDARD PLANS FOR BRIDGE CONSTUCTION ARE INCLUDED IN TEH STRUCTURES PLANS COMPONENET.

2. GOVERNING STANDARD SPECIFICATIONS: FLORIDA DEPARTMENT OF TRANSPORTATION, JULY 2019 STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUSTION AT THE FOLLOWING WEBSITE:
   HTTP://WWW.FDOT.GOV/PROGRAMMANAGEMENT/IMPLEMENTED/SPECSBOOKS

UTILITY & AGENCY CONTACTS:

WATER & SEWER	OKEECHOBEE UTILITY AUTHORITY 100 SW 5TH AVENUE OKEECHOBEE, FL 34972 CONTACT: JOHN HAYFORD PH- (863) 763-9460 EMAIL: JHAYFORD@OUAFL.COM
FIRE	CITY OF OKEECHOBEE 55 SE 3RD AVENUE OKEECHOBEE, FL 34974 CONTACT: HERB SMITH PH-(863) 467-1586 EMAIL: HSMITH@CITYOFOKEECHOBEE.COM
STORM WATER	SOUTH FLORIDA WATER MANAGEMENT DISTRICT 3301 GUN CLUB ROAD WEST PALM BEACH, FL 33406 CONTACT: TBD PH-(561-686-8800) EMAIL: TBD
ELECTRIC	FLORIDA POWER AND LIGHT CONTACT: DONNA PADGETT PH-(863) 467-3708 EMAIL: DONNA.PADGETT@FPL.COM
TELEPHONE	COMCAST CONTACT: ANTHONY SPRINGSTEEL PH-(561) 804-0973 EMAIL: ANTHONY_SPRINGSTEEL@COMCAST.COM
PUBLIC WORKS	CITY OF OKEECHOBEE 500 NW 11TH AVENUE OKEECHOBEE, FL 34972 CONTACT: DAVID ALLEN PH-(863) 763-9791 EMAIL: DALLEN@CITYOFOKEECHOBEE.COM
RIGHT OF WAY	FLORIDA DEPARTMENT OF TRANSPORTATION DISTRICT ONE 4722 KENILWORTH BLVD. SEBRING, FL. 33870 CONTACT: DOUGLAS STEWART PH-(863) 471-4851 EMAIL: DOUGLAS.STEWART@DOT.STATE.FL.US

ENGINEER'S CERTIFICATION:
THIS PLAN WAS PREPARED UNDER MY DIRECTION AND THE THE BEST OF MY KNOWLEDGE COMPLIES WITH THE INTENT OF THE MANUAL OF UNIFORM MINIMUM STANDARDS FOR DESIGN, CONSTRUCTION AND MAINTENANCE FOR STREETS AND HIGHWAYS, AS ADOPTED BY THE STATE OF FLORIDA LEGISLATURE, CHAPTER 72-328 F.S.

NOTE: CONSTRUCTION AND MATERIALS SHALL BE IN ACCORDANCE WITH THE MIAMI-DADE MINIMUM DESIGN AND CONSTRUCTION STANDARDS.

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LEGAL DESCRIPTION

PARCEL 1:
THE WEST 1/2 OF THE SOUTHWEST 1/4 OF THE SOUTHEAST 1/4 OF SECTION 15, TOWNSHIP 37 SOUTH, RANGE 35 EAST, OKEECHOBEE COUNTY, FLORIDA, LYING NORTH OF THE NORTH RIGHT OF WAY LINE OF STATE ROAD NO. 70; EXCEPT THE NORTH 50 FEET OF THE WEST 1/2 OF THE WEST 1/2 OF THE SOUTHWEST 1/4 OF THE SOUTEHAST 1/4 FOR ROAD PURPOSES; ALSO EXCEPT THE FOLLOWING DESCRIBED PROPERTY CONVEYED TO THE STATE OF FLORIDA;
A PARCEL OF LAND IN THE WEST 1/2 OF THE SOUTHWEST 1/4 OF THE SOUTHEAST 1/4 OF SECTION 15, TOWNSHIP 37 SOUTH, RANGE 35 EAST, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:
COMMENCE AT THE SOUTH 1/4 CORNER OF SAID SECTION 15; THENCE RUN NORTHERLY ON THE 1/4 SECTION LINE, A DISTANCE OF 36.95 FEET OT THE CENTERLINE OF STATE ROAD 70; THENCE NORTH 80°54'49" EAST ON SAID CENTERLINE, A DISTANCE OF 347.10 FEET; THENCE NORTHERLY AT 90° TO SAID CENTERLINE, A DISTANCE OF 40 FEET TO THE POINT OF BEGINNING, THENCE CONTINUE NORTHERLY, A DISTANCE OF 17 FEET; THENCE EASTERLY AT 90°, A DISTANCE OF 20 FEET; THENCE SOUTHERLY AT 90°, A DISTANCE OF 17 FEET; THENCE WESTERLY AT 90°, A DISTANCE OF 20 FEET TO THE POINT OF BEGINNING.

SURVEYOR'S LEGAL DESCRIPTION:
A PORTION OF LAND LYING IN THE WEST 1/2 OF THE SOUTHWEST 1/4 OF THE SOUTHEAST 1/4 OF SECTION 15, TOWNSHIP 37 SOUTH, RANGE 35 EAST, OKEECHOBEE COUNTY, FLORIDA, LYING NORTH OF THE NORTH RIGHT OF WAY LINE OF STATE ROAD 70.
BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:
COMMENCE AT THE SOUTH 1/4 CORNER OF SAID SECTION 15; THENCE RUN NORTH 00°14'51" WEST, ALONG THE WEST LINE OF THE SOUTHEAST 1/4 OF SAID SECTION 15, A DISTANCE OF 76.91 FEET TO A POINT ON THE NORTH RIGHT OF WAY LINE OF STATE ROAD 70 AS SHOWN ON FLORIDA DEPARTMENT OF TRANSPORTATION RIGHT OF WAY MAP SECTION 91070-000 (SHEET 7-15), SAID POINT ALSO BEING THE POINT OF BEGINNING; THENCE CONTINUE NORTH 00°14'51" WEST, ALONG SAID WEST LINE, A DISTANCE OF 517.11 FEET; THENCE NORTH 89°19'21" EAST, A DISTANCE OF 371.83 FEET; THENCE SOUTH 00°15'43" EAST, A DISTANCE OF 520.36 FEET TO A POINT ON SAID NORTH RIGHT OF WAY LINE OF STATE ROAD 70; THENCE FOR THE FOLLOWING FIVE (5) COURSES ALONG SAID NORTH RIGHT OF WAY, SOUTH 89°49'26" WEST, A DISTANCE OF 4.90 FEET; THENCE NORTH 00°10'34" WEST, A DISTANCE OF 17.00 FEET; THENCE SOUTH 89°49'26" WEST, A DISTANCE OF 20.00 FEET; THENCE SOUTH 00°10'34" EAST, A DISTANCE OF 17.00 FEET; THENCE SOUTH 89°49'26" WEST, A DISTANCE OF 347.10 FEET TO THE POINT OF BEGINNING.

SHEET INDEX OF DRAWINGS

SHEET	NAME	BY OTHERS	PLAN DATE	REVISION	PLAN DATE
C 0.0	COVER SHEET		03/18/2020	REV 1	08/28/2020
SRVY	ALTA & NSPS LAND TITLE	WATSON | KILLANE SURVEYING	00/00/00		
~~ES 1.0~~	~~EROSION CONTROL PLAN~~		~~03/18/2020~~	~~REV 1~~	~~08/28/2020~~
~~D 1.0~~	~~DEMOLITION PLAN~~		~~03/18/2020~~	~~REV 1~~	~~08/28/2020~~
C 1.0	OVERALL SITE MAP		03/18/2020	REV 1	08/28/2020
C 1.1	SITE PLAN		03/18/2020	REV 1	08/28/2020
~~C 1.2~~	~~PAVEMENT MARKING & SIGNAGE PLAN~~		~~03/18/2020~~	~~REV 1~~	~~08/28/2020~~
C 1.3	CIRCULATION PLAN		03/18/2020	REV 1	08/28/2020
C 2.1	GRADING PLAN		03/18/2020	REV 1	08/28/2020
C 2.2	CROSS SECTIONS		03/18/2020	REV 1	08/28/2020
~~C 3.1~~	~~PAVING PLAN~~		~~03/18/2020~~	~~REV 1~~	~~08/28/2020~~
~~C 4.1~~	~~JOINTING PLAN~~		~~03/18/2020~~	~~REV 1~~	~~08/28/2020~~
C 5.1	DRAINAGE PLAN		03/18/2020	REV 1	08/28/2020
~~C 5.2~~	~~DRAINAGE DETAILS~~		~~03/18/2020~~		
C 6.1	UTILITY PLAN		03/18/2020	REV 1	08/28/2020
~~C 6.2~~	~~UTILITY DETAILS~~		~~03/18/2020~~		
~~SD1~~	~~RACETRAC STANDARD DETAILS~~		~~03/18/2020~~		
~~SD2~~	~~RACETRAC STANDARD DETAILS~~		~~03/18/2020~~		
~~SD3~~	~~RACETRAC STANDARD DETAILS~~		~~03/18/2020~~		
~~SD4~~	~~RACETRAC STANDARD DETAILS~~		~~03/18/2020~~		
~~SD5~~	~~RACETRAC STANDARD DETAILS~~		~~03/18/2020~~		
~~SD6~~	~~RACETRAC STANDARD DETAILS~~		~~03/18/2020~~		
~~SD7~~	~~RACETRAC STANDARD DETAILS~~		~~03/18/2020~~		
L1.0	LANDSCAPE PLAN		03/18/2020	REV 1	08/28/2020
L1.1	LANDSCAPE DETAILS		03/18/2020	REV 1	08/28/2020
L1.2	LANDSCAPE SPECS		03/18/2020	REV 1	08/28/2020
~~L2.0~~	~~IRRIGATION PLAN~~				
~~L2.1~~	~~IRRIGATION DETAILS~~				
~~L2.2~~	~~IRRIGATION SPECS~~				
~~RT-T0.0~~	~~FUEL PIPING PLAN~~	~~MDM~~			
~~RT-T1.0~~	~~TANK & PIPING LAYOUT~~	~~MDM~~			
~~RT-T1.1~~	~~ELECTRICAL LAYOUT~~	~~MDM~~			
~~RT-T1.2~~	~~TANK DETAILS~~	~~MDM~~			
~~RT-T1.3~~	~~TANK DETAILS~~	~~MDM~~			
~~RT-T2.0~~	~~TANK & PIPING DETAILS~~	~~MDM~~			
~~RT-T3.0~~	~~ISLAND DETAILS~~	~~MDM~~			
~~RT-T4.0~~	~~DISPENSER DETAILS~~	~~MDM~~			
~~RT-T5.0~~	~~TANK AND PIPING NOTES~~	~~MDM~~			
~~CPY1~~	~~CANOPY FOUNDATION PLAN~~	~~MCGEE CORPORATION~~			
~~CPY2~~	~~CANOPY ROOF PLAN~~	~~MCGEE CORPORATION~~			
~~CPY3~~	~~CANOPY LIGHT LAYOUT & DETAILS~~	~~MCGEE CORPORATION~~			
~~CPY4~~	~~CANOPY MISC. DETAILS~~	~~MCGEE CORPORATION~~			
	ARCHITECTURAL SHEETS BY OTHERS FOR SITE PLAN SET				
010-E	DUMPSTER ENCLOSURE ELEVATION	MARK S. SALOPEK, LLC	03/18/2020	REV 1	08/12/2020
100	FUEL CANOPY ELEVATIONS	MARK S. SALOPEK, LLC	03/18/2020	REV 1	08/12/2020
101	EDO FUEL CANOPY ELEVATIONS	MARK S. SALOPEK, LLC	03/18/2020	REV 1	08/12/2020
300	EXTERIOR ELEVATIONS	MARK S. SALOPEK, LLC	03/18/2020	REV 1	08/12/2020
SP1	SITE PHOTOMETRY PLAN	HENDERSON ENGINEERS	03/18/2020	REV 1	08/13/2020
SP2	SITE PHOTOMETRY CUTSHEETS	HENDERSON ENGINEERS	03/18/2020	REV 1	08/13/2020
SP3	SITE PHOTOMETRY CUTSHEETS	HENDERSON ENGINEERS	03/18/2020	REV 1	08/13/2020

SURVEYOR

WATSON | KILLANE
2240 NE DIXIE HIGHWAY
JENSEN BEACH, FLORIDA 34957
PHONE 772-334-0868

ENGINEER

THOMAS ENGINEERING GROUP
KEVIN A. BETANCOURT, P.E.
6300 NW 31 AVE
FORT LAUDERDALE, FL 33309
PHONE: (954) 202-7000
FAX: (954) 202-7070

LANDSCAPE ARCHITECT

THOMAS ENGINEERING GROUP
RYAN J. KING EBRAHIMIAN, P.L.A.
PROFESSIONAL LANDSCAPE ARCHITECT
6300 NW 31 AVE
FORT LAUDERDALE, FL 33309
PHONE: (954) 202-7000
FAX: (954) 202-7070

OWNER/DEVELOPER

RACETRAC PETROLEUM, INC.
200 GALLERIA PARKWAY SE,
SUITE 900 ATLANTA, GEORGIA 30339
ENGINEERING: SAMANTHA JONES
(512) 417-3225
CONSTRUCTION: ANGIE RUDISEL
(770) 714-4581

CONTACT RACETRAC PETROLEUM, INC. PROJECT MANAGER PRIOR TO ANY REVISIONS TO THE PLAN SUPPLIED BY RACETRAC PETROLEUM, INC.

Printed on Friday, August 28, 2020, 8:29 PM by Kevin Betancourt

NO.	DATE

KEVIN A. BETANCOURT
No. 83361
PROFESSIONAL ENGINEER
STATE OF FLORIDA
FLORIDA CERTIFICATE OF AUTHORIZATION No. 27328
FLORIDA BUSINESS LICENSE No. 27328

THOMAS ENGINEERING GROUP
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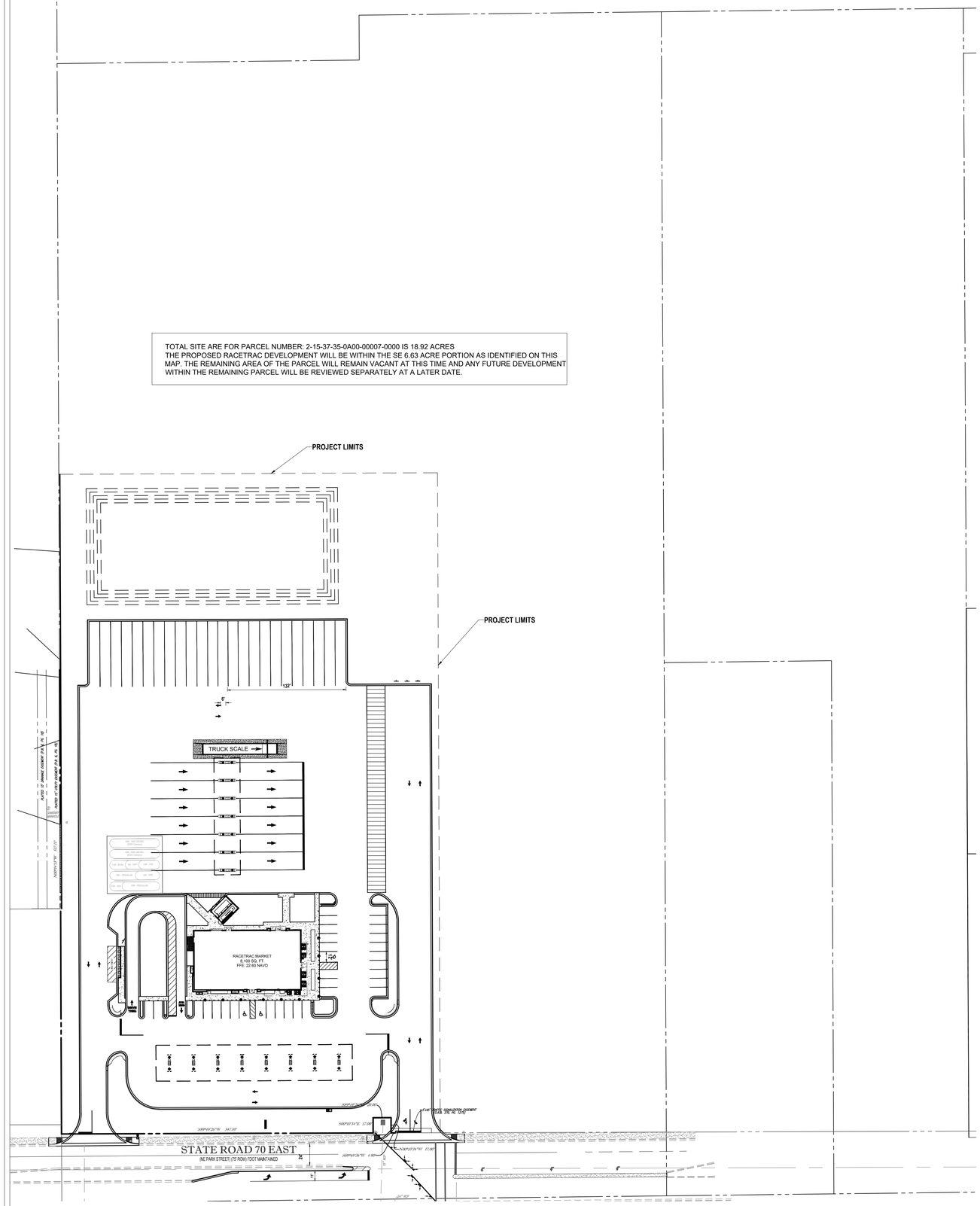
RACETRAC PETROLEUM, INC.
200 GALLERIA PARKWAY SE
SUITE 900 ATLANTA, GA 30339
(770) 431-7600

COVER SHEET
RACETRAC MARKET & GAS STATION
SR 70 & NE 10TH AVENUE
OKEECHOBEE, FLORIDA

DATE	8/28/20
SCALE	
DRAWN-BY	JFV
DRAWING NAME:	COVER SHEET
C 0.0	1
SHEET NO.	VERSION



CONTACT RACETRAC PETROLEUM, INC. PROJECT MANAGER PRIOR TO ANY REVISIONS TO THE PLAN SUPPLIED BY RACETRAC PETROLEUM, INC.

OVERALL SITE DATA

THIS PLAN REFERENCES AN ALTA/ACSM LAND TITLE SURVEY BY:

BLOOMSTER PROFESSIONAL LAND SURVEYORS, INC.
641 NE SPENCER ST, JENSEN BEACH, FLORIDA 34957
TELEPHONE: (772) 334-0868

FOLIO:	2-15-37-35-0A00-00007-0000
OWNER:	H2OLDINGS, LLC 1534 WALNUT AVENUE WILMETTE, IL 60091
APPLICANT:	RACETRAC C/O THOMAS ENGINEERING GROUP, LLC
CURRENT USE:	VACANT
PROPOSED USE:	8,100 SF CONVENIENCE STORE w/ 22 FUELING POSITIONS
LAND USE DESIGNATION:	COMMERCIAL
ZONING DESIGNATION:	HEAVY COMMERCIAL DISTRICT (CHV)
WATER/WASTEWATER SERVICE PROVIDER:	OKEECHOBEE UTILITY AUTHORITY
AREA BREAKDOWN:	
GROSS LOT AREA:	824,050 SF (18.92 AC)
PROJECT SITE AREA:	309,760 SF (7.11 AC)

60 30 0 60 120 180 240

GRAPHIC SCALE IN FEET

NO.	DATE

KEVIN A. BETANCOURT
No. 83361
STATE OF FLORIDA
PROFESSIONAL ENGINEER

PROFESSIONAL ENGINEER
FLORIDA CERTIFICATE OF AUTHORIZATION No. 27928
FLORIDA BUSINESS LICENSE No. 27928

THOMAS ENGINEERING GROUP
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FORT LAUDERDALE, FL 33309
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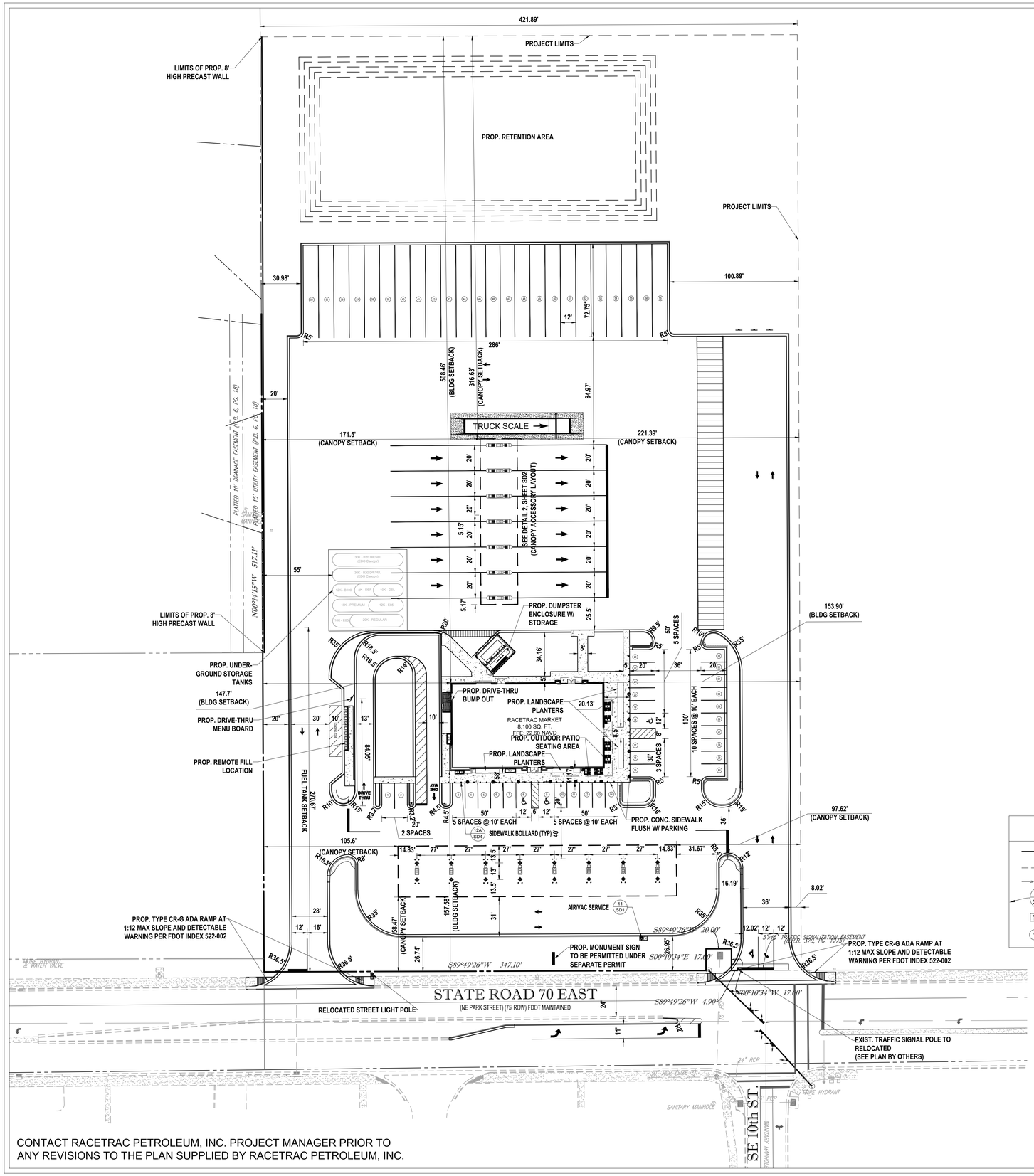
RaceTrac

RACETRAC PETROLEUM, INC.
200 GALLERIA PARKWAY SE
SUITE 900 ATLANTA, GA 30339
(770) 431-7600

OVERALL SITE MAP
RACETRAC MARKET & GAS STATION
SR 70 & NE 10TH AVENUE
OKEECHOBEE, FLORIDA

DATE	8/28/20
SCALE	1" = 60'
DRAWN-BY	JFV
DRAWING NAME:	OVERALL SITE MAP
C 1.0	1
SHEET NO.	VERSION



SITE DATA

THIS PLAN REFERENCES AN ALTA/ACSM LAND TITLE SURVEY BY:

BLOOMSTER PROFESSIONAL LAND SURVEYORS, INC.
641 NE SPENCER ST, JENSEN BEACH, FLORIDA 34957
TELEPHONE: (772) 334-0868

FOLIO:	2-15-37-35-0A00-00007-0000
OWNER:	H2OLDINGS, LLC 1534 WALNUT AVENUE WILMETTE, IL 60091
APPLICANT:	RACETRAC C/O THOMAS ENGINEERING GROUP, LLC
CURRENT USE:	VACANT
PROPOSED USE:	8,100 SF CONVENIENCE STORE w/ 22 FUELING POSITIONS
LAND USE DESIGNATION:	COMMERCIAL
ZONING DESIGNATION:	HEAVY COMMERCIAL DISTRICT (CHV)
WATER/WASTEWATER SERVICE PROVIDER:	OKEECHOBEE UTILITY AUTHORITY

AREA BREAKDOWN:

GROSS LOT AREA:	824,050 SF (18.92 AC)
PROJECT SITE AREA:	309,775 SF (7.11 AC)
PERVIOUS	
LANDSCAPE OPEN SPACE	111,508 SF
TOTAL	111,508 SF (36.0%)
IMPERVIOUS	
BUILDING ROOF AREA	8,985 SF
VEHICULAR USE AREA (VUA)	176,408 SF
CONC. / SIDEWALK AREA	12,874 SF
TOTAL	198,267 SF (64.0%)
TOTAL SITE AREA:	309,775 SF (7.11 AC)

LOT COVERAGE:

BUILDING ROOF AREA	8,985 SF
CANOPY AREA (INCLUDED IN VUA)	8,747 SF
TRUCK CANOPY AREA (INCLUDED IN VUA)	3,780 SF
TOTAL	21,422 SF (6.92%)

SITE REQUIREMENTS:	REQUIRED	PROPOSED
MIN. LOT AREA	20,000 SF	309,775 SF (7.11 AC)
MIN. LOT WIDTH	140'	421.89'
MAX. LOT COVERAGE	25%	6.92%
MAX. IMPERVIOUS AREA	85%	64.00%
MAX. BLDG. HEIGHT:	25'	23'
REQUIRED PARKING:	REQUIRED	PROPOSED
PARKING STALL DIMENSIONS	9' X 20'	10' X 20' 12' X 72.75' (TRUCKS)
8,100 SF SERVICE STATION (1 SPACE PER 150 SF)	54 SPACES	55 SPACES
TOTAL	54 SPACES	55 SPACES
ACCESSIBLE PARKING (3 PER 51-75 SPACES)	REQUIRED 3 SPACES	PROPOSED 3 SPACES

PROPOSED SETBACKS: BUILDING	REQUIRED	PROPOSED
FRONT (SOUTH)	20'	157.58' BLDG. 58.47' CANOPY
REAR (NORTH)	10'	>10' BLDG >10' CANOPY
SIDE/ ADJ. TO RES. (WEST)	50'	147.70' BLDG 105.60' CANOPY
SIDE (EAST)	8'	>8' BLDG >8' CANOPY

PROPOSED SETBACKS: TANKS	REQUIRED	PROPOSED
FRONT (SOUTH)	20'	270.67'
REAR (NORTH)	10'	>10'
SIDE/ ADJ. TO RES. (WEST)	50'	55'
SIDE (EAST)	8'	>8'

PROPOSED LANDSCAPE BUFFERS:	REQUIRED	PROPOSED
FRONT (SOUTH)	10'	26.74'
REAR (NORTH)	2'	>10'
SIDE (WEST)	2'	20'
SIDE (EAST)	2'	>2'

LEGEND

- PROPOSED ELEMENTS
- EXISTING ELEMENTS
- OVERHEAD ELECTRICAL LINE
- 4 / SD-4 — DETAIL REFERENCE
- 1 — DISPENSER NUMBER
- (1) — PARKING SPACE COUNT

HATCH LEGEND

- 6" THICK CONCRETE PAVING
- 8" REINFORCED CONCRETE FOR DUMPSTER AREA, TANK AREA & CURB BACKING
- 4" THICK CONCRETE SIDEWALK

811 Know what's below. Call before you dig.

40 20 0 40 80 120 160
GRAPHIC SCALE IN FEET

NO.	DATE

KEVIN A. BETANCOURT
No. 85361
STATE OF FLORIDA
PROFESSIONAL ENGINEER
THOMAS ENGINEERING GROUP, LLC
FLORIDA CERTIFICATE OF AUTHORIZATION No. 27328
FLORIDA BUSINESS LICENSE No. 30339

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RaceTrac

RACETRAC PETROLEUM, INC.
200 GALLERIA PARKWAY SE
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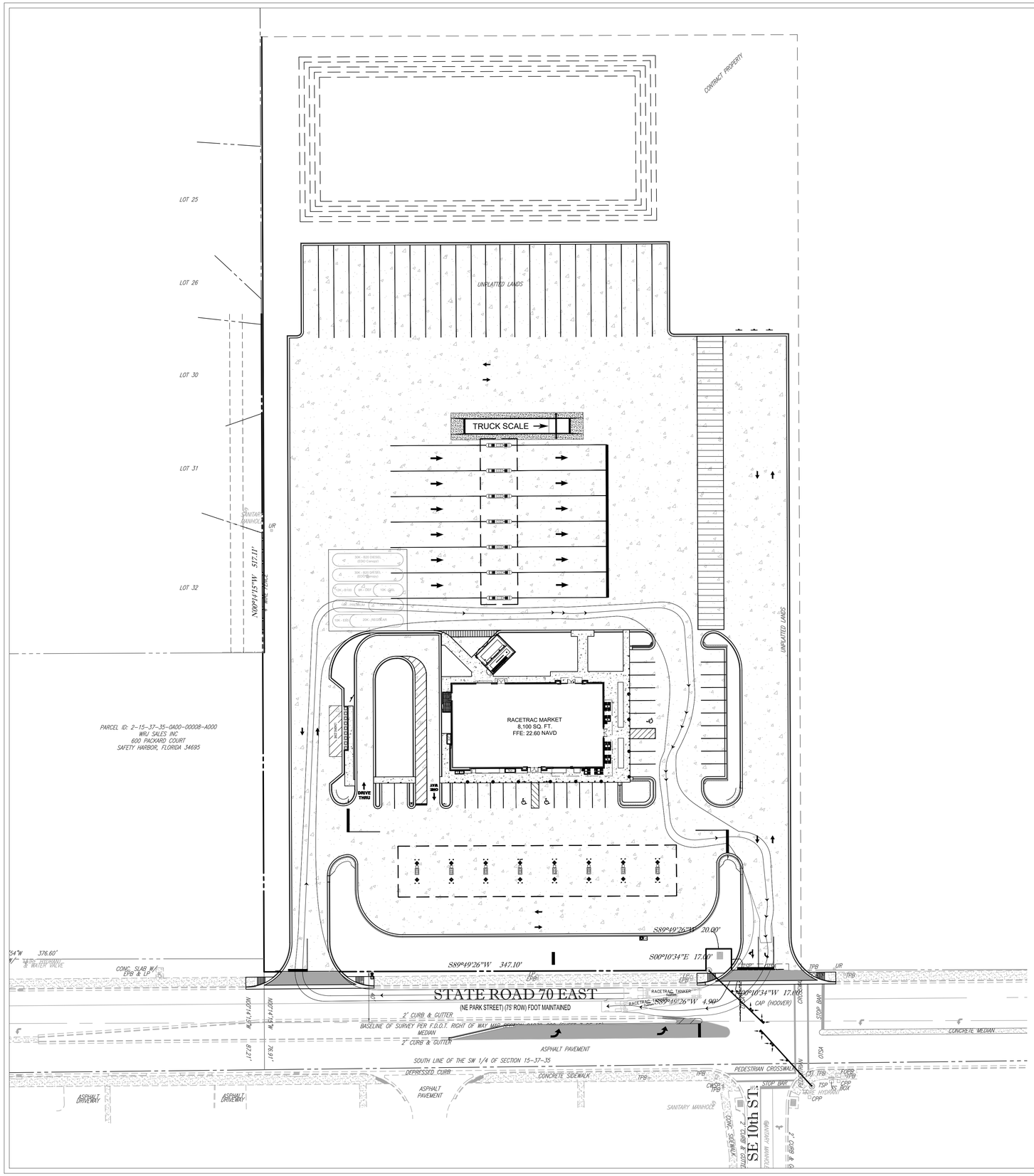
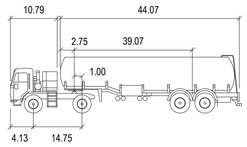
(770) 431-7600

SITE PLAN
RACETRAC MARKET & GAS STATION
SR 70 & NE 10TH AVENUE
OKEECHOBEE, FLORIDA

DATE	8/28/20
SCALE	1" = 40'
DRAWN-BY	JFV
DRAWING NAME: SITE PLAN	
C 1.1	1
SHEET NO.	VERSION





RACETRAC TANKER feet

Tractor Width	: 8.50	Lock to Lock Time	: 6.0
Trailer Width	: 8.50	Steering Angle	: 40.0
Tractor Track	: 8.50	Articulating Angle	: 70.0
Trailer Track	: 8.50		

811 Know what's below. Call before you dig.

40 20 0 40 80 120 160

GRAPHIC SCALE IN FEET

NO.	DATE

KEVIN A. BETANCOURT No. 83361 STATE OF FLORIDA PROFESSIONAL ENGINEER

THOMAS ENGINEERING

6360 NW 31ST AVE
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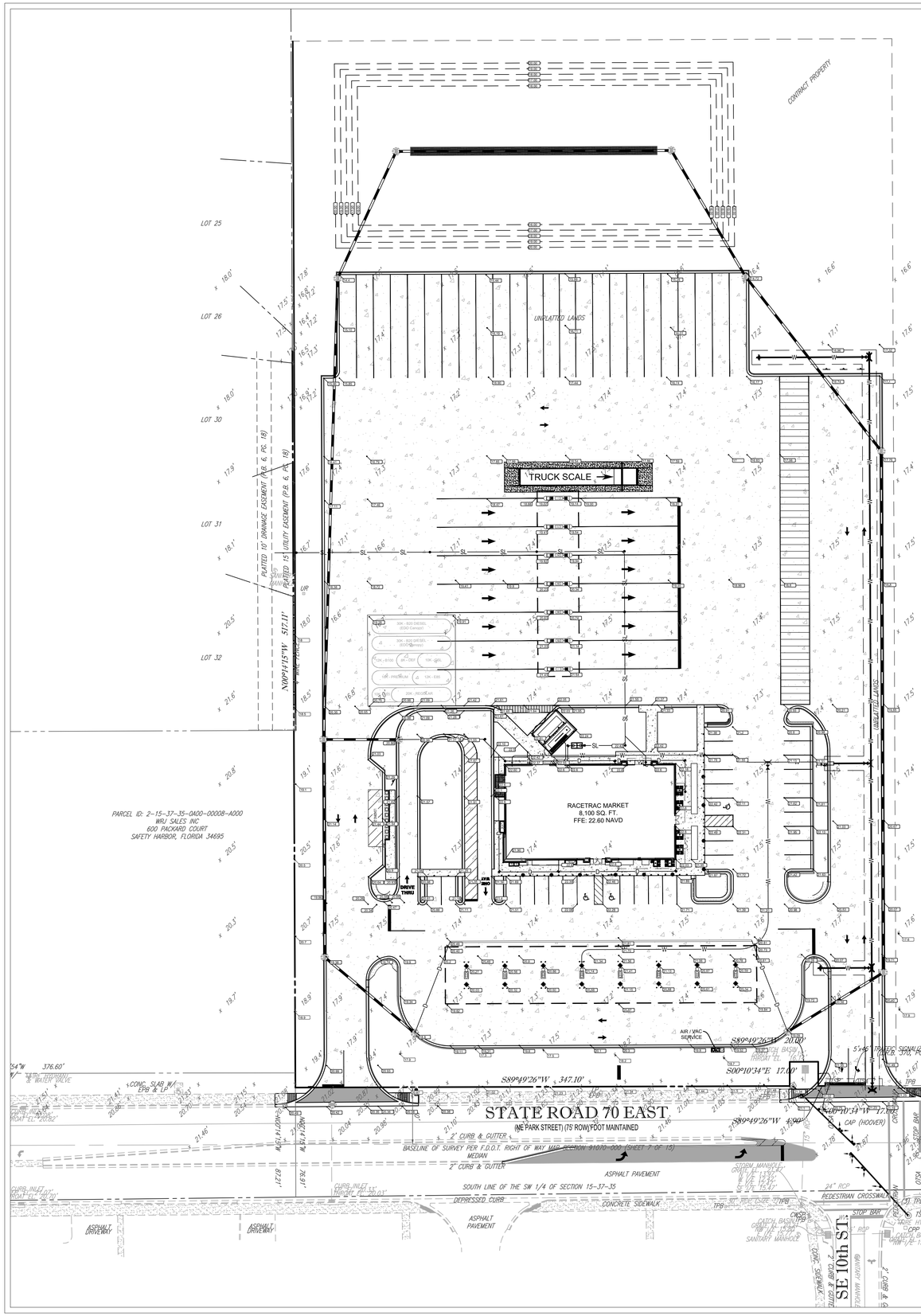
CIRCULATION PLAN
RACETRAC MARKET & GAS STATION
SR 70 & NE 10TH AVENUE
OKEECHOBEE, FLORIDA

DATE	8/28/20
SCALE	1" = 40'
DRAWN-BY	JFV
DRAWING NAME: CIRCULATION PLAN	
C 1.3	1
SHEET NO.	VERSION



DATUM NOTE:

ALL ELEVATIONS ARE BASED ON NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD 88). CONVERSION FROM NAVD TO NGVD IS (+)1.21', I.E. 7.00 NAVD = 8.21 NGVD.

GRADING PLAN NOTES:

1. TOPOGRAPHIC INFORMATION WAS TAKEN FROM A TOPOGRAPHIC SURVEY BY _____ SURVEYING, LLC. IF CONTRACTOR DOES NOT ACCEPT EXISTING TOPOGRAPHY AS SHOWN ON THE PLANS, WITHOUT EXCEPTION, HE SHALL HAVE MADE, AT HIS EXPENSE, A TOPOGRAPHIC SURVEY BY A REGISTERED LAND SURVEYOR AND SUBMIT IT TO THE OWNER FOR REVIEW.
2. CONTRACTOR SHALL VERIFY HORIZONTAL AND VERTICAL LOCATION OF ALL EXISTING STORM SEWER STRUCTURES, PIPES, AND ALL UTILITIES PRIOR TO CONSTRUCTION.
3. THE CONTRACTOR IS SPECIFICALLY CAUTIONED THAT THE LOCATION AND /OR ELEVATION OF ALL EXISTING UTILITIES (ABOVE AND BELOW GROUND) AS SHOWN ON THESE PLANS ARE APPROXIMATE AND WERE LOCATED BASED ON EITHER VISUAL OBSERVATIONS AT THE SITE, EXISTING SURVEYS, AND/OR FROM UTILITY OWNERS.
4. RACETRAC PETROLEUM DOES NOT GUARANTEE THAT EXISTING UTILITY LOCATIONS ARE EXACT. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO DETERMINE THE EXACT LOCATIONS OF EXISTING UTILITIES (ABOVE AND BELOW GROUND) BEFORE BEGINNING ANY CONSTRUCTION. THE CONTRACTOR SHALL CALL APPROPRIATE UTILITY COMPANIES AND THE UTILITIES PROTECTION CENTER AT LEAST 72 HOURS BEFORE ANY EXCAVATION TO REQUEST EXACT FIELD LOCATIONS OF UTILITIES.
5. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO NOTIFY OWNER AND / OR ENGINEER OF ANY UTILITY CONFLICTS WITH THE PROPOSED IMPROVEMENTS SHOWN ON THE PLANS.
6. ALL CUT OR FILL SLOPES SHALL BE X:1 OR FLATTER UNLESS OTHERWISE NOTED.
7. EXISTING DRAINAGE STRUCTURES TO BE INSPECTED AND REPAIRED AS NEEDED, AND EXISTING PIPES TO BE CLEANED OUT TO REMOVE ALL SILTS AND DEBRIS.
8. IF ANY EXISTING STRUCTURES TO REMAIN ARE DAMAGED DURING CONSTRUCTION, IT SHALL BE THE CONTRACTORS RESPONSIBILITY TO REPAIR AND/OR REPLACE THE EXISTING STRUCTURE AS NECESSARY TO RETURN IT TO EXISTING CONDITIONS OR BETTER.
9. ALL STORM PIPE ENTERING STRUCTURES SHALL BE GROUTED TO ASSURE CONNECTION AT STRUCTURE IS WATERTIGHT.
10. ALL STORM SEWER MANHOLES IN PAVED AREAS SHALL BE FLUSH WITH PAVEMENT, AND SHALL HAVE TRAFFIC BEARING RING AND COVERS.
11. THE CONTRACTOR SHALL ADHERE TO ALL TERMS AND CONDITIONS AS OUTLINES IN THE CRITICAL AREA P.C. PERMIT FOR STORM WATER DISCHARGE ASSOCIATED WITH CONSTRUCTIONS ACTIVITIES.
12. CONTRACTOR SHALL SSURE POSITIVE DRAINAGE AWAY FROM BUILDING AND FOR ALL NATURAL AND PAVED AREAS.
13. ALL UN-SURFACED AREAS DISTURBED BY GRADING OPERATION SHALL RECEIVE 4 INCHES OF TOPSOIL CONTRACTOR SHALL GRASS DISTURBED AREAS IN ACCORDANCE WITH CITY / COUNTY SPECIFICATIONS UNTIL HEALTHY STAND OF GRASS IS OBTAINED.
14. ALL RETAINING WALLS TO BE PROTECTED DURING BACKFILL BY CONTRACTOR. THIS INCLUDES BUT IS NOT LIMITED TO, PROVIDING AND INSTALLING PROPER BRACING DURING BACKFILL BEING PLACES ADJACENT TO RETAINING WALLS.
15. CONTRACTOR TO REVIEW GEOTECHNICAL REPORT PROVIDED BY RACETRAC.
16. CLEARING AND GRUBBING LIMITS SHALL INCLUDE ALL AREAS DISTURBED BY GRADING OPERATIONS. CONTRACTOR IS RESPONSIBLE FOR THE PROTECTION OF ALL UNDISTURBED AREAS, ALL PROPERTY CORNERS, AND REPLACING ALL PINS ELIMINATED OR DAMAGED DURING CONSTRUCTION
17. PROPOSED SPOT ELEVATIONS REPRESENT FINISHED PAVEMENT OR GROUND SURFACE GRADE UNLESS OTHERWISE NOTED ON DRAWINGS.
18. CONTRACTOR SHALL TRIM, TACK, AND MATCH EXISTING PAVEMENT AT LOCATIONS WHERE NEW PAVEMENT MEETS EXISTING PAVEMENT
19. ALL GRADING OPERATIONS SHALL SHALL BE STAKED BY A REGISTERED CIVIL ENGINEER OR LICENSED LAND SURVEYOR APPROVED BY THE OWNER.
20. EXISTING MANHOLES AND VALVE BOXES TO REMAIN IN PLACE SHALL BE ADJUSTED TO FINAL GRADES.

Know what's below. Call before you dig.

10.36

40 20 0 40 80 120 160

GRAPHIC SCALE IN FEET

NO.	DATE

KEVIN A. BETANCOURT
No. 83361
STATE OF FLORIDA
PROFESSIONAL ENGINEER

THOMAS ENGINEERING
6300 NW 31ST AVE
FORT LAUDERDALE, FL 33309
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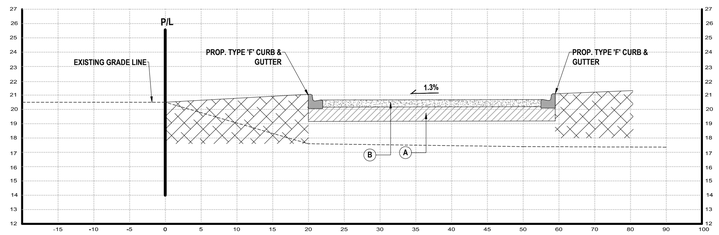
RaceTrac.

RACETRAC PETROLEUM, INC.
200 GALLERIA PARKWAY SE
SUITE 900 ATLANTA, GA 30339
(770) 431-7600

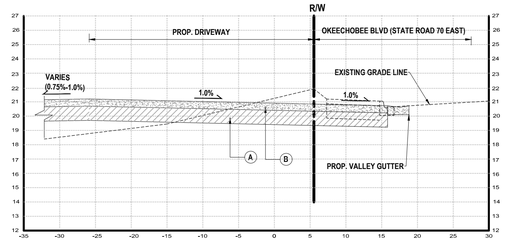
GRADING PLAN
RACETRAC MARKET & GAS STATION
SR 70 & NE 10TH AVENUE
OKEECHOBEE, FLORIDA

DATE	8/28/20
SCALE	1" = 40'
DRAWN-BY	JFV
DRAWING NAME:	
C 2.1	1
SHEET NO.	VERSION



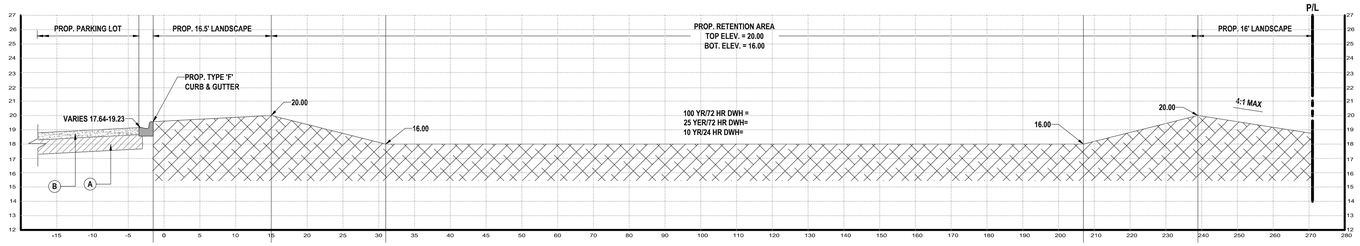
SECTION A-A

SCALE: H. 1"=10' - V. 1"=5'



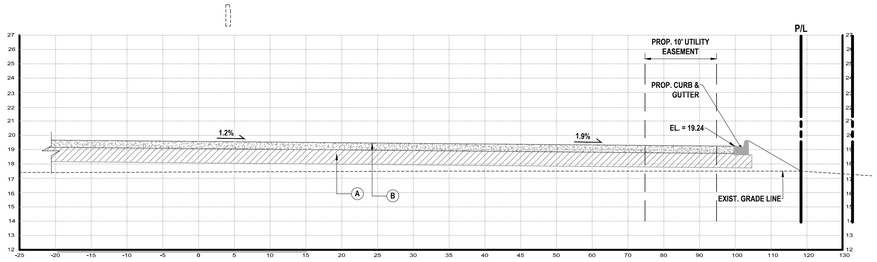
SECTION D-D - STA = 3+99.50

SCALE: H. 1"=10' - V. 1"=5'



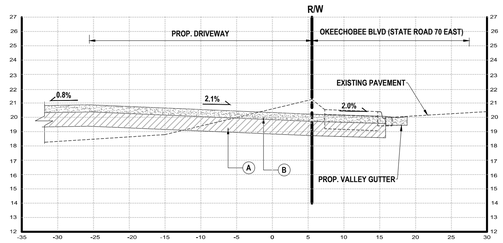
SECTION B-B

SCALE: H. 1"=10' - V. 1"=5'



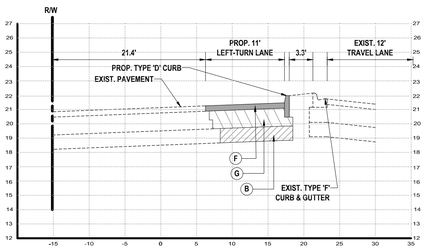
SECTION C-C

SCALE: H. 1"=10' - V. 1"=5'



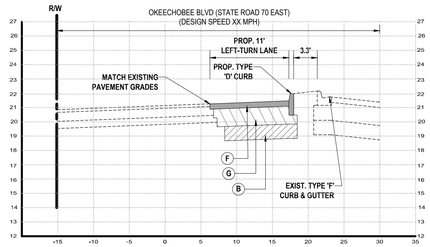
SECTION F-F - STA = 0+42.57

SCALE: H. 1"=10' - V. 1"=5'



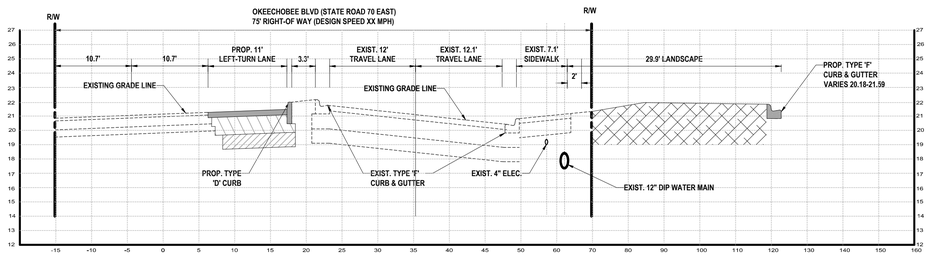
SECTION G-G - STA. = 1+96.58

SCALE: H. 1"=10' - V. 1"=5'



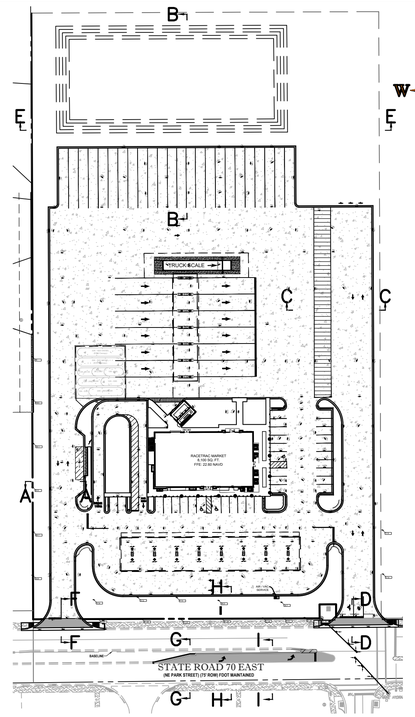
SECTION I-I - STA. = 2+96.59

SCALE: H. 1"=10' - V. 1"=5'



SECTION H-H - STA. = 2+46.57

SCALE: H. 1"=10' - V. 1"=5'



LEGEND

NOT TO SCALE

PAVEMENT LEGEND

A SUB-BASE: 12" STABILIZED SUB-BASE COMPACTED TO 98% OF MAX. DRY DENSITY PER AASHTO T-180 (MIN LBR 40).

B CONCRETE PAVEMENT (VEHICULAR USE AREAS): 6" THICK 4,500 PSI CONCRETE.

C CONCRETE SIDEWALK IN NON-VUA AREAS: 4" THICK CONCRETE.

D WEARING SURFACE - ASPHALT AREAS: INSTALLATION OF 1-1/2" ASPHALTIC CONCRETE SURFACE COURSE FOR LIGHT DUTY AND 2" FOR HEAVY DUTY WHICH SHALL CONFORM WITH THE REQUIREMENTS OF THE FLORIDA DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS FOR TYPE SP-9.5 ASPHALTIC CONCRETE, AND SHALL BE CONSTRUCTED IN TWO (2) LIFTS TACK COAT BETWEEN LIFTS.

E LIME ROCK BASE - VEHICULAR AREAS (CONCRETE PAVEMENT AREAS ONLY): LIME ROCK BASE COURSE MATERIAL FOR PAVED AREAS SHALL BE A MINIMUM 12" THICKNESS FOR HEAVY DUTY AND A MINIMUM 8" THICKNESS FOR LIGHT DUTY COMPACTED TO 98% MAXIMUM DRY DENSITY PER AASHTO T-180 (LBR 100). OTHER SUBSTITUTES SHALL BE PER FDOT SPECIFICATIONS AND PROVIDE EQUIVALENT STRUCTURAL NUMBER.

F WEARING SURFACE - ASPHALT AREAS (FDOT RIGHT-OF-WAY): INSTALLATION OF 4.5" ASPHALTIC CONCRETE SURFACE COURSE SHALL CONFORM WITH THE REQUIREMENTS OF THE FLORIDA DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS FOR TYPE FC-12.5 AND SP-12.5 ASPHALTIC CONCRETE, AND SHALL BE CONSTRUCTED WITH 1.5" TYPE FC-12.5 FRICTION COURSE OVER 3" TYPE SP-12.5 ASPHALT STRUCTURAL COURSE WITH TACK COAT BETWEEN LIFTS.

G LIME ROCK BASE - VEHICULAR AREAS (FDOT RIGHT-OF-WAY): LIME ROCK BASE COURSE MATERIAL FOR PAVED AREAS WITHIN FDOT RIGHT-OF WAYS SHALL BE A MINIMUM 15" THICKNESS AND COMPACTED TO 98% MINIMUM DRY DENSITY PER AASHTO T-180 (LBR 100).

H MILL & RESURFACE: MILLING OF EXISTING ASPHALT PAVEMENT TO AVERAGE DEPTH OF 1.5" AND OVERLAY WITH 1.5" FC-12.5 ASPHALTIC CONCRETE PAVEMENT WHICH SHALL CONFORM TO FLORIDA DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS FOR TYPE FC-12.5 ASPHALTIC CONCRETE.

20 10 0 20 40 60 80

GRAPHIC SCALE IN FEET

NO.	DATE

KEVIN A. BETANCOURT
No. 83361
PROFESSIONAL ENGINEER
STATE OF FLORIDA
FLORIDA CERTIFICATE OF AUTHORIZATION No. 27928
FLORIDA BUSINESS LICENSE No.

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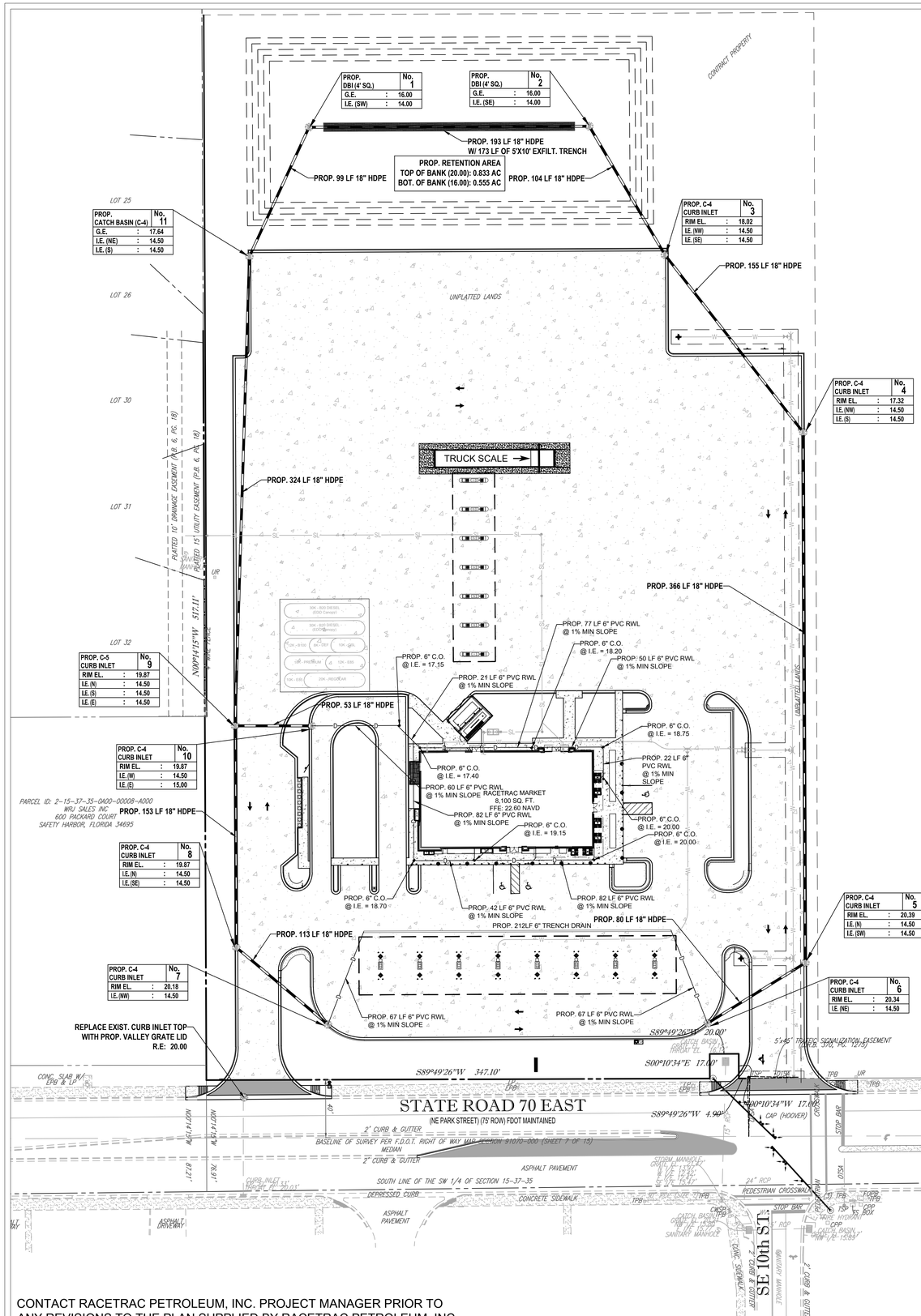
CROSS SECTIONS
RACETRAC MARKET & GAS STATION
SR 70 & NE 10TH AVENUE
OKEECHOBEE, FLORIDA

DATE	8/28/20
SCALE	1" = 20'
DRAWN-BY	JFV
DRAWING NAME: SECTIONS PLAN	
C1.3	1
SHEET NO.	VERSION



CONSTRUCTION NOTES:

1. CONTRACTOR TO SAW-CUT AT ALL LOCATIONS OF REMOVAL OF EXISTING CONC. SIDEWALK, CONC. CURB AND ASPHALT UNLESS OTHERWISE NOTED. ALL BASE AND SUBASE MATERIAL SHALL BE REMOVED WITHIN THE PROPOSED LANDSCAPED AREA.
2. CONTRACTOR TO MATCH EXIST. GRADES AND TO CONSTRUCT A SMOOTH TRANSITION FROM EXISTING FACILITIES TO PROPOSED.
3. CONTRACTOR TO REMOVE ALL CONSTRUCTION DEBRIS FROM CONSTRUCTION SITE AND DISPOSE PER LOCAL ORDINANCES.
4. CONTRACTOR TO ENSURE ALL CONSTRUCTION IS IN ACCORDANCE WITH CITY DESIGN STANDARDS.
5. CONTRACTOR TO SOD ALL DISTURBED AREAS, SODDING INCLUDES MAINTAINING SLOPE AND SOD UNTIL COMPLETION AND ACCEPTANCE OF THE TOTAL PROJECT OR GROWTH IS ESTABLISHED WHICHEVER COMES LAST.
6. ALL EXISTING TRAFFIC SIGNS DISTURBED DURING CONSTRUCTION SHALL BE REINSTALLED WHERE APPLICABLE BY THE CONTRACTOR.
7. THESE PLANS REFLECT CONDITIONS KNOWN DURING PLAN DEVELOPMENT. IN THE EVENT THAT ACTUAL PHYSICAL CONDITIONS PREVENT THE APPLICATION OF THESE STANDARDS OR THE PROGRESSION OF THE WORK, THE CONTRACTOR SHALL NOTIFY THE ENGINEER PRIOR TO CONSTRUCTION OF AFFECTED AREA.
8. THE CONTRACTOR SHALL PROTECT ALL EXISTING STRUCTURES, STORM DRAINS, UTILITIES, AND OTHER FACILITIES TO REMAIN AND SHALL REPAIR ANY DAMAGES DUE TO HIS/HER CONSTRUCTION ACTIVITIES AT NO ADDITIONAL COST TO THE OWNER.
9. NOTIFY SUNSHINE STATE ONE CALL (1-800-432-4770) PRIOR TO CONSTRUCTION.
10. PROJECT BASED ON DESIGN SURVEY PREPARED BY OTHERS. DURATION OF CONSTRUCTION IN ACCORDANCE WITH FDOT STANDARD INDEX NO. 600.
11. THE CONTRACTOR SHALL NOT ENCROACH ONTO PRIVATE PROPERTY WITHOUT EASEMENTS NECESSARY FOR COMPLETION OF THE WORK.
12. THE EXISTING UNDERGROUND UTILITIES SHOWN ARE PER ABOVE GROUND SURVEY DATA AND UTILITY AS-BUILT DATA. THIS INFORMATION DOES NOT WARRANT EXACT SIZE AND LOCATION OF THE UTILITIES. ALSO, THERE MAY BE ADDITIONAL UTILITIES WITHIN THE LIMITS OF CONSTRUCTION THAT MAY BE AFFECTED. CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTAINING AND PROTECTING EXISTING UTILITIES DURING THE COURSE OF CONSTRUCTION.
13. PLEASE SEE MEP PLANS FOR CONTINUATION OF ROOF LEADERS.
14. 2.0% MAXIMUM SLOPE ON HANDICAP SPACES AND ADA ACCESS WAYS.
15. ALL SIDEWALKS SHOULD HAVE A MAXIMUM CROSS SLOPE OF 2.0%
16. 16. ALL GRADE SHOTS ARE TO BE EDGE OF PAVEMENT (EOP) UNLESS OTHERWISE NOTED

PAVING, GRADING & DRAINAGE LEGEND

EXISTING NOTE	TYPICAL NOTE TEXT	PROPOSED NOTE
W	UNDERGROUND WATER LINE	W
E	UNDERGROUND ELECTRIC LINE	E
T	UNDERGROUND TELEPHONE LINE	T
	STORM SEWER	
S	SANITARY SEWER MAIN	S
OH	OVERHEAD WIRE	
	HYDRANT	
S	SANITARY MANHOLE	
	STORM MANHOLE	
	CATCH BASIN	
	WATER METER	
	CLEAN OUT	

Know what's below. Call before you dig.

DATUM NOTE:

ELEVATIONS SHOWN HEREON ARE BASED ON NORTH AMERICA VERTICAL DATUM OF 1988 (NAVD 88).

40 20 0 40 80 120 160

GRAPHIC SCALE IN FEET

NO.	DATE

KEVIN A. BETANCOURT No. 83361 — PROFESSIONAL ENGINEER — STATE OF FLORIDA — LICENSE NUMBER No. 27628 — FLORIDA BUSINESS CERTIFICATE OF AUTHORIZATION No. 30339

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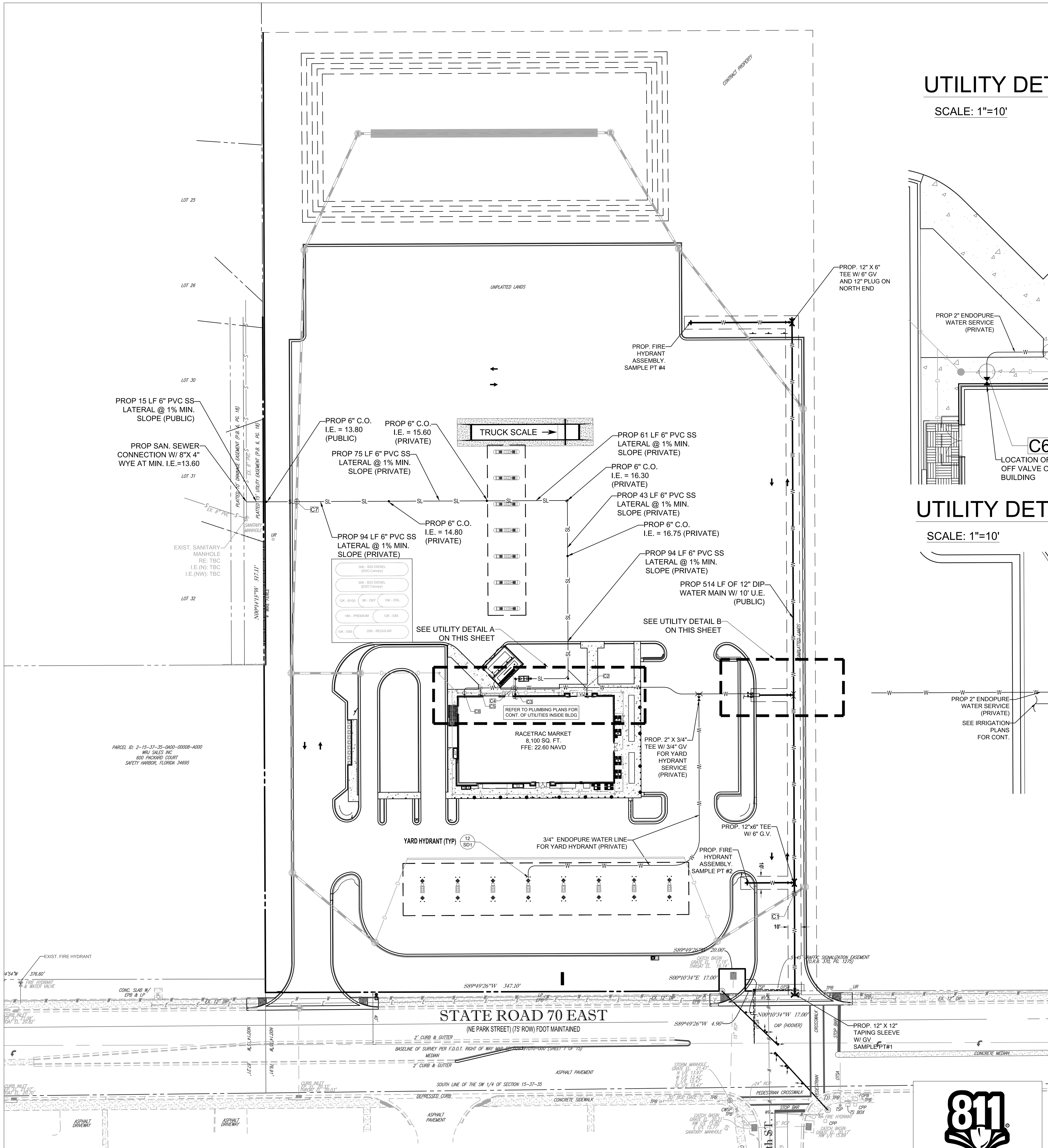
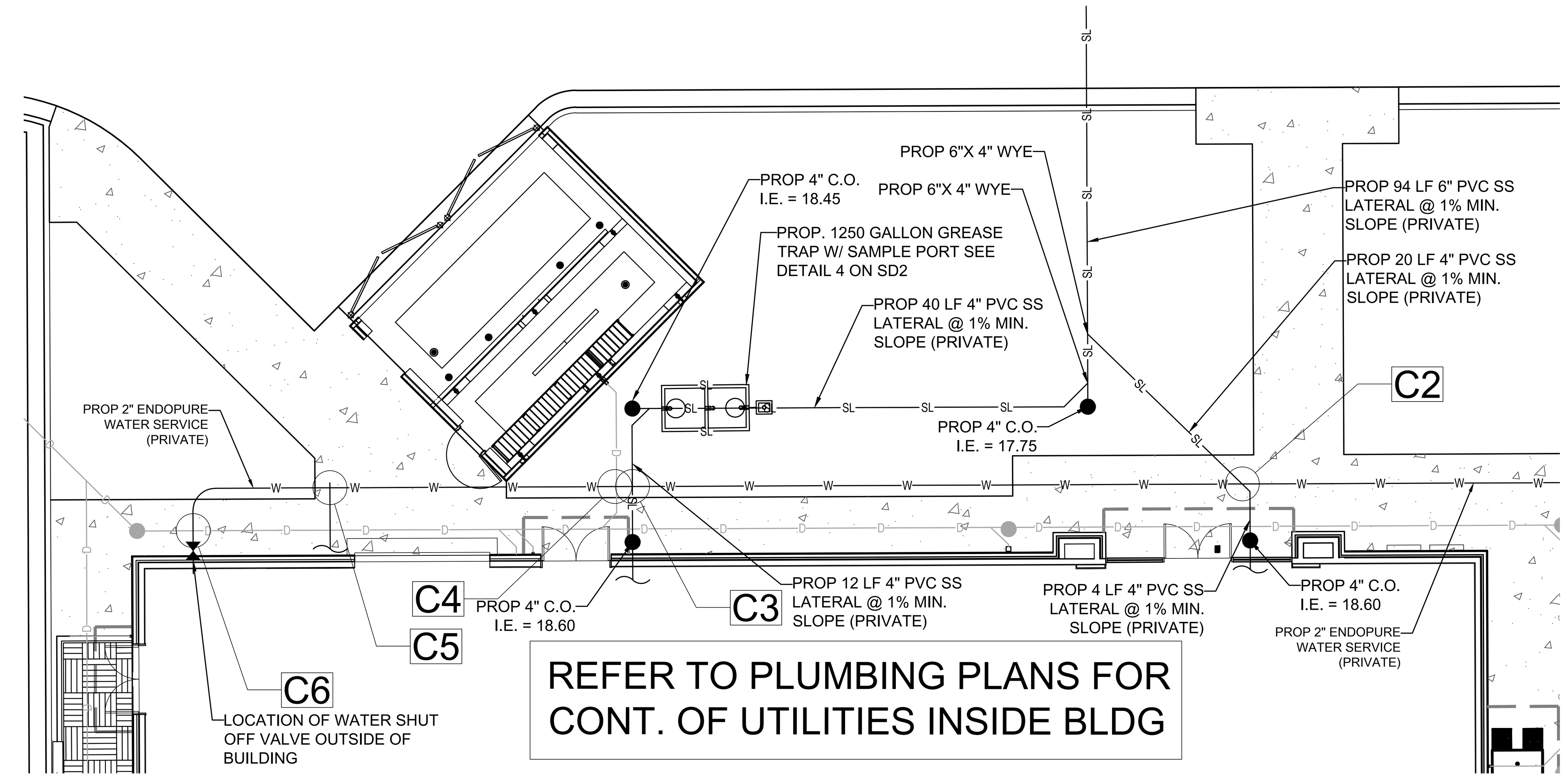
DRAINAGE PLAN
RACETRAC MARKET & GAS STATION
SR 70 & NE 10TH AVENUE
OKEECHOBEE, FLORIDA

DATE	8/28/20
SCALE	1" = 40'
DRAWN-BY	JFV
DRAWING NAME:	DRAINAGE PLAN
C 5.1	1
SHEET NO.	VERSION



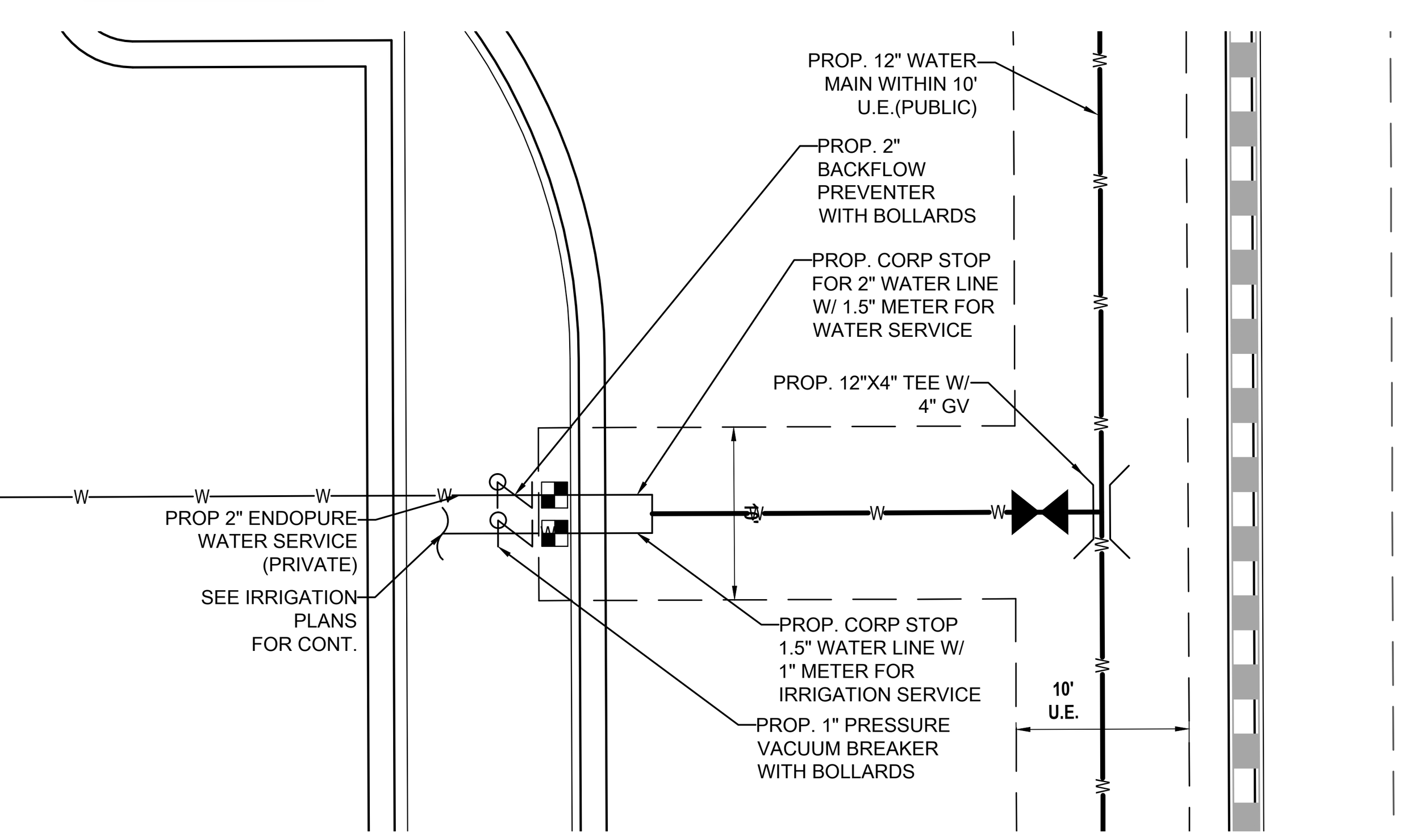
UTILITY DETAIL A

SCALE: 1"=10'



UTILITY DETAIL B

SCALE: 1"=10'



UTILITY NOTES:

1. CONTRACTOR IS RESPONSIBLE FOR VERIFYING ALL UTILITIES AND NOTIFYING THE APPROPRIATE UTILITY COMPANY PRIOR TO BEGINNING CONSTRUCTION.
2. THE LOCATION AND/OR ELEVATION OF EXISTING UTILITIES AS SHOWN ON THESE PLANS IS BASED ON RECORDS OF THE VARIOUS UTILITY COMPANIES AND, WHERE POSSIBLE, MEASUREMENTS TAKEN IN THE FIELD. THE INFORMATION IS NOT TO BE RELIED ON AS BEING EXACT OR COMPLETE. THE CONTRACTOR MUST CALL THE APPROPRIATE UTILITY COMPANY AT LEAST 48 HOURS BEFORE ANY EXCAVATION TO REQUEST EXACT FIELD LOCATION OF THE UTILITIES. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO RELOCATE ALL EXISTING UTILITIES WHICH CONFLICT WITH THE PROPOSED IMPROVEMENTS SHOWN ON THE PLANS.
3. CONTRACTOR SHALL VERIFY HORIZONTAL AND VERTICAL LOCATION OF ALL EXISTING STORM SEWER STRUCTURES, PIPES, AND ALL UTILITIES PRIOR TO CONSTRUCTION.
4. CONTRACTOR IS RESPONSIBLE FOR REPAIRS OF DAMAGE TO ANY EXISTING IMPROVEMENTS DURING CONSTRUCTION, SUCH AS, BUT NOT LIMITED TO, UTILITIES, PAVEMENT, STRIPING, CURBS, ETC. REPAIRS SHALL BE EQUAL TO OR BETTER THAN EXISTING CONDITIONS.
5. CONTRACTOR SHALL REFER TO ARCHITECTS PLANS AND SPECIFICATIONS FOR ACTUAL LOCATION OF ALL UTILITY ENTRANCES CONTRACTOR SHALL COORDINATE INSTALLATION OF UTILITIES IN SUCH A MANNER AS TO AVOID CONFLICTS AND ASSURE PROPER DEPTHS ARE ACHIEVED AS WELL AS COORDINATING WITH CITY UTILITY REQUIREMENTS AS TO LOCATIONS AND SCHEDULING FOR TIE-INS/CONNECTIONS PRIOR TO CONNECTING EXISTING FACILITIES.
6. CONTRACTOR SHALL COORDINATE WITH ARCHITECTURAL PLANS, POWER COMPANY, & TELEPHONE COMPANY FOR ACTUAL ROUTING OF POWER AND TELEPHONE SERVICE TO BUILDING.
7. SEE DETAIL SHEETS FOR BACKFILLING AND COMPACTION REQUIREMENTS ON UTILITY TRENCHES.
8. CONTRACTOR SHALL COMPLY TO THE FULLEST EXTENT WITH THE LATEST STANDARD OF OSHA DIRECTIVES OR ANY OTHER AGENCY HAVING JURISDICTION FOR EXCAVATION AND TRENCHING PROCEDURES. THE CONTRACTOR SHALL USE SUPPORT SYSTEMS, SLOPING, BENCHING, AND OTHER MEANS OF PROTECTION. THIS TO INCLUDE BUT NOT LIMITED TO, ACCESS AND EGRESS FROM ALL EXCAVATION AND TRENCHING. CONTRACTOR IS RESPONSIBLE TO COMPLY WITH PERFORMANCE CRITERIA FOR OSHA.
9. CONTRACTOR SHALL COORDINATE WITH OTHER UTILITIES TO ASSURE PROPER DEPTH AND PREVENT ANY CONFLICT OF UTILITIES.
10. CONTRACTOR SHALL GROUT AROUND ALL PIPE ENTRANCES TO SANITARY SEWER MANHOLES WITH NON-SHRINKING GROUT TO ASSURE CONNECTION IS WATER TIGHT.
11. CONTRACTOR SHALL ON ALL UTILITIES, COORDINATE INSPECTION WITH THE APPROPRIATE AUTHORITIES PRIOR TO COVERING TRENCHES AT INSTALLATION.
12. THE CONTRACTOR SHALL CONDUCT ALL REQUIRED TESTS TO THE SATISFACTION OF THE RESPECTIVE UTILITY COMPANIES AND OWNERS INSPECTING AUTHORITIES.
13. SITE CONTRACTOR TO COORDINATE PROPOSED RECONNECTION OF ALL UTILITIES WITH ARCHITECTURAL PLANS AS WELL AS UTILITY COMPANIES AND BUILDING CONTRACTOR. THE GENERAL CONTRACTOR IS RESPONSIBLE FOR ANY AND ALL EXPENSES THAT RESULT FROM DELAYED OR FAILED TEST DURING ANY PHASE OF THE CONSTRUCTION PROCESS. THIS INCLUDES FEES INCURRED THROUGH RESCHEDULING OF ANY RACETRAC VENDORS OR EQUIPMENT TO ACCOMMODATE.
14. EXISTING UTILITY LINES SHOWN ARE APPROXIMATE LOCATIONS ONLY. THE CONTRACTOR SHALL FIELD VERIFY ALL EXISTING UTILITY LINE LOCATIONS PRIOR TO ANY CONSTRUCTION. ANY DEVIATIONS FROM THE DESIGN LOCATIONS SHALL BE REPORTED TO THE OWNER OR ENGINEER PRIOR TO CONSTRUCTION.
15. CONTRACTOR SHALL REFER TO PLANS BY OTHERS FOR ENTRY LOCATION OF ALL WATER, SEWER SERVICE, ELECTRICAL, AND TELEPHONE SERVICE. CONTRACTOR SHALL COORDINATE INSTALLATION OF UTILITIES IN SUCH A MANNER AS TO AVOID CONFLICTS AND ASSURE PROPER DEPTHS ARE ACHIEVED AS WELL AS COORDINATING WITH THE REGULATORY AGENCY AS TO THE LOCATION AND TIE-INS/CONNECTIONS TO THEIR FACILITIES.
16. SEE COVER SHEET FOR LIST OF UTILITY COMPANIES AND CONTACT PERSONS.
17. THE CONTRACTOR SHALL COORDINATE THE INSTALLATION OF ALL UNDERGROUND UTILITIES WITH HIS WORK. ALL UNDERGROUND UTILITIES (WATER, SANITARY SEWER, STORM SEWER, ELECTRICAL CONDUIT, IRRIGATION SYSTEMS, AND ANY OTHER MISC. UTILITIES) SHALL BE IN PLACE PRIOR TO THE PLACEMENT OF BASE COURSE MATERIAL, AND THE PLACEMENT OF ANY APPROPRIATE SOIL STABILIZATION TECHNIQUE.
18. CONTRACTOR SHALL PROVIDE BOLLARDS FOR PROTECTION OF ALL ABOVE GROUND UTILITIES AND APPURTENANCES ADJACENT TO DRIVE AREAS.
19. CONTRACTOR TO VERIFY LOCATION AND ELEVATION OF EXISTING UTILITIES AND NOTIFY ENGINEER OF RECORD OF ANY DISCREPANCIES.

UTILITY LEGEND

EXISTING NOTE	TYPICAL NOTE TEXT	PROPOSED NOTE
W	UNDERGROUND WATER LINE	W
E	UNDERGROUND ELECTRIC LINE	E
T	UNDERGROUND TELEPHONE LINE	T
	STORM SEWER	
S	SANITARY SEWER MAIN	S
OH	OVERHEAD WIRE	
	HYDRANT	
	SANITARY MANHOLE	
	STORM MANHOLE	
	CATCH BASIN	
	WATER METER	
	BACKFLOW PREVENTER	
	CLEAN OUT	

DATUM NOTE:

ELEVATIONS SHOWN HEREON ARE BASED ON NORTH AMERICA VERTICAL DATUM OF 1988 (NAVD 88).

40 20 0 40 80 120 160

GRAPHIC SCALE IN FEET

811 Know what's below. Call before you dig.

CONTACT RACETRAC PETROLEUM, INC. PROJECT MANAGER PRIOR TO ANY REVISIONS TO THE PLAN SUPPLIED BY RACETRAC PETROLEUM, INC.

KEVIN A. BETANCOURT
No. 83361
PROFESSIONAL ENGINEER
August 28, 2020
FLORIDA LICENSE No. 83361
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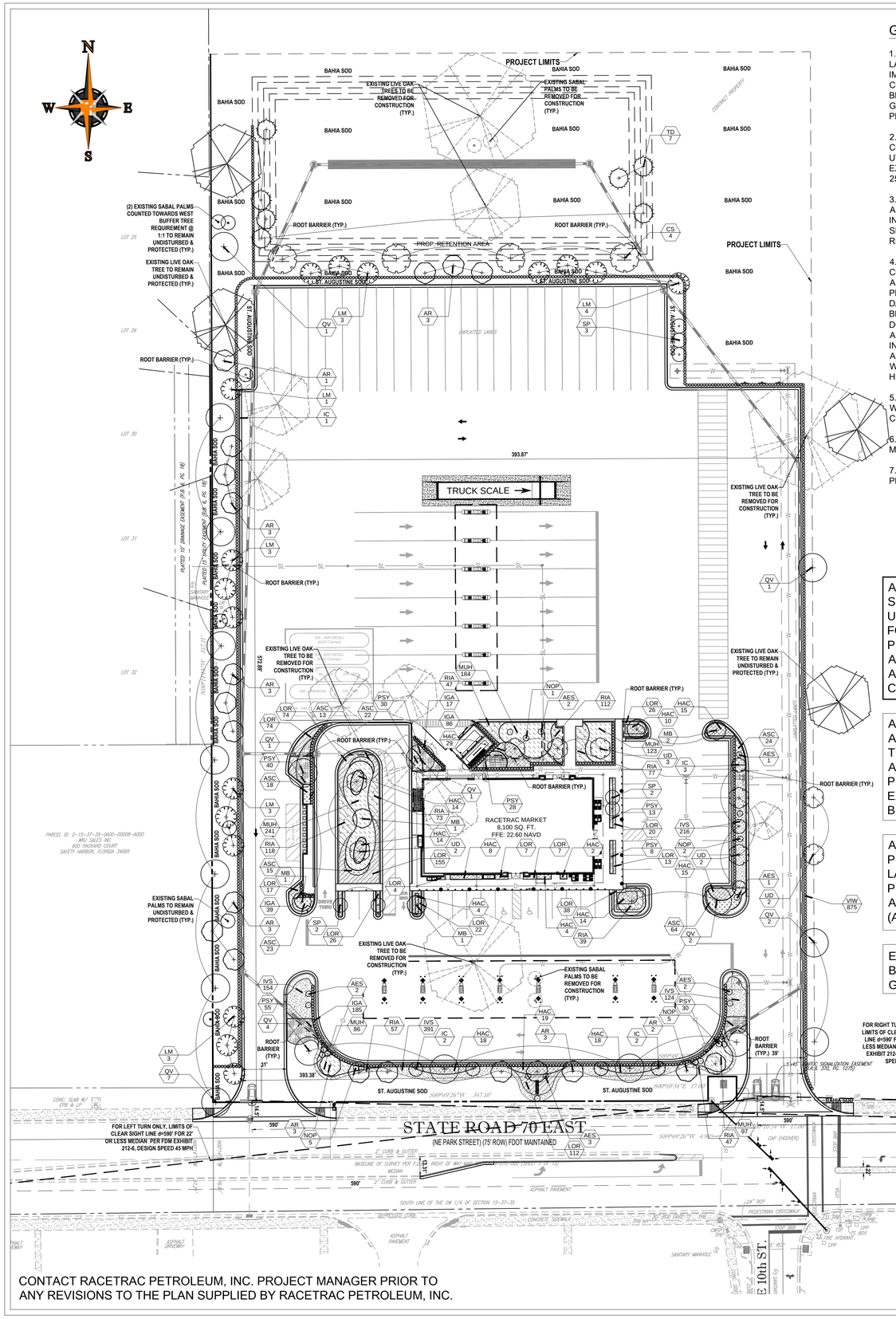
UTILITY PLAN

RACETRAC MARKET & GAS STATION

SR 70 & NE 10TH AVENUE
OKEECHOBEE, FLORIDA

NO.	DATE

DATE	8/27/20
SCALE	1" = 40'
DRAWN-BY	JFV
DRAWING NAME: UTILITY PLAN	
C6.1	1
SHEET NO.	VERSION



GENERAL EXISTING TREE NOTES:

1. TREE PROTECTION BARRICADES SHALL BE PROVIDED BY LANDSCAPE CONTRACTOR AROUND EXISTING TREES THAT MAY BE IMPACTED BY THE PROPOSED CONSTRUCTION. PRIOR TO ANY CONSTRUCTION A TREE PROTECTION BARRICADE INSPECTION SHALL BE CONDUCTED BY THE LANDSCAPE ARCHITECT, OWNER OR GOVERNING MUNICIPALITY. REFER TO LANDSCAPE DETAIL FOR TREE PRESERVATION BARRICADE FENCING.

2. ALL ROOT-PRUNING & CANOPY TRIMMING ACTIVITIES SHALL BE CONDUCTED UNDER THE SUPERVISION OF AN ISA CERTIFIED ARBORIST UTILIZING BEST MANAGEMENT PRACTICES TO ENSURE VIABILITY OF EXISTING TREES; NO TREE CANOPY SHALL BE TRIMMED BY MORE THAN 25%.

3. ROOT-PRUNE ALL TREES IN CONSTRUCTION AREA FOR THIS SITE A MINIMUM OF (6) WEEKS PRIOR TO ANY CONSTRUCTION OR INSTALLATION OF UTILITIES. TRENCHES FOR PROPOSED UTILITIES SHALL BE HAND DUG AS FAR FROM THE TRUNK OF EXISTING TREES TO REMAIN AS POSSIBLE.

4. LIQUIDATED DAMAGES SHALL BE ASSESSED TO THE CONTRACTOR FOR TREES SPECIFIED TO BE PRESERVED THAT DIE OR ARE DAMAGED AS A RESULT OF IMPROPER TREE PROTECTION PROCEDURES &/OR CONSTRUCTION OPERATIONS. TREES KILLED OR DAMAGED SO THAT THEY ARE MISSHAPEN AND/OR UNSIGHTLY SHALL BE REPLACED AT THE COST TO THE CONTRACTOR OF ONE HUNDRED DOLLARS ($100) PER CALIPER INCH ON AN ESCALATING SCALE WHICH ADDS AN ADDITIONAL TWENTY PERCENT (20%) PER INCH OVER FOUR INCHES (4") CALIPER AS FIXED AND AGREED LIQUIDATED DAMAGES, OR AS MAY BE REQUIRED BY THE REGULATING GOVERNMENT AGENCY, WHICHEVER IS GREATER. CALIPER SHALL BE MEASURED AT BREAST HEIGHT OR FOUR FEET (4') ABOVE SURROUNDING GROUND.

5. ANY NECESSARY TREE TRIMMING SHALL BE IN ACCORDANCE WITH THE JURISDICTIONAL PRUNING STANDARDS PRIOR TO ANY CONSTRUCTION WORK TAKING PLACE.

6. IN ALL VEHICULAR USE AREAS, ALL TREES SHALL BE PRUNED & MAINTAINED TO ALLOW FOR CLEAR PASSAGE AT AN 8.5 FT HEIGHT.

7. ROOT BARRIERS SHALL BE PROVIDED FOR ADJACENT TO ALL PROPOSED UTILITIES. SEE ROOT BARRIER DETAIL ON THIS SHEET.

OKEECHOBEE, FL - LANDSCAPE CODE REQUIREMENTS

CHAPTER 90, DIVISION 4: LANDSCAPING

MINIMUM STANDARDS — **PROJECT SITE AREA:** 309,775 sf (7.11 AC)
Tree: Min. 10' ht..2" dbh — **ZONING:** CHV
At least 75% of total number of plants required shall be state native very drought tolerant species

		REQUIRED	PROVIDED
SEC. 90-332: OVERALL REQUIRED LANDSCAPING			
(1) Tree & (3) Shrubs / 3000 SF of lot area, excl. areas of existing preserved vegetation	*(309,775 sf / 3000)*	104 TREES 310 SHRUBS	**104 TREES*** ***EXCEEDS***
SEC. 90-333: PERIMETER & INTERIOR LANDSCAPING FOR PARKING & VUA			
All VUA's containing 8 or more parking spaces, or an area >2,400 SF, shall provide perimeter & interior landscaping			
1) At least 18 SF of landscaped area for each required parking space; *(54 parking spaces required)*	*(18 sf x 54)*	972 SF	***EXCEEDS***
2) At least (1) Tree for each 72 SF of required landscaped area	*(972 sf/72)*	14 TREES	**14 TREES**
3) Shade trees shall be planted at no more than 20 feet on centers			
South: 393.87 lf - 78 lf drives = 323.87 lf	*(323.87 lf /20)*	17 TREES	**17 TREES**
East: 523.21 lf		*N/A*	***EXISTING VEG.***
West: 572.89 lf	*(572.89 lf /20)*	29 TREES	**30 TREES****
North: 393.87 lf		*N/A*	***EXISTING VEG.***
4) Min. 2 ft of landscaping between VUA & on-site buildings & structures, except at ingress/egress			***COMPLIES***
6) (1) Tree / island	*(9 islands)*	9 TREES	**9 TREES**
SEC. 90-534: NON-RESIDENTIAL BUFFER AREAS			
1) Min. buffer width of 10 ft along street frontages & 2 ft along other property lines			***COMPLIES***
2) At least (1) Tree & (3) Shrubs / 300 sf of required landscaped buffer			***COMPLIES***
3) Trees may be planted in clusters, but shall not exceed 50 ft on centers abutting the street			***COMPLIES***
South: 421.89 lf - 70 lf drives = 351.89 lf x 10 ft required buffer width = 3,518.9 sf	*(3,518.9 sf / 300)*	12 TREES	**17 TREES**
East: 735.63 lf x 2 ft required buffer width = 1,471.26 sf		N/A	***EXISTING VEG.***
West: 734.91 lf x 2 ft required buffer width = 1,469.82 sf	*(1,469.82 sf / 300)*	5 TREES	**30 TREES****
North: 421.89 lf x 2 ft required buffer width = 843.78 sf		N/A	***EXISTING VEG.***
TOTALS		**104 TREES**	**104 TREES***
75% NATIVE		**78 TREES**	**95 TREES**

*** INCLUDES (2) EXISTING TREES AT NW CORNER & (12) EXISTING & PROPOSED SABAL PALMS @1:1** **** INCLUDES (3) EXISTING SABAL PALMS @1:1 & (1) EXISTING TREE**

ALL TREES TO REMAIN IN SITE WORK AREA SHALL BE PRUNED FOR STRUCTURAL UNIFORMITY, SITE / ROADWAY CLEARANCE, & FOR DEAD & CROSSING BRANCHES; & ROOT PRUNED FOR NEW CONSTRUCTION (IF APPLICABLE) UNDER THE SUPERVISION OF AN ISA CERTIFIED ARBORIST PRIOR TO ANY CONSTRUCTION TAKING PLACE

ALL ROOT-PRUNING & CANOPY TRIMMING ACTIVITIES SHALL BE CONDUCTED UNDER THE SUPERVISION OF AN ISA CERTIFIED ARBORIST UTILIZING BEST MANAGEMENT PRACTICES TO ENSURE VIABLITY OF EXISTING TREES; NO TREE CANOPY SHALL BE TRIMMED BY MORE THAN 25%

ALL TRIMMING UNDERTAKEN ON A TREE PROTECTED BY THE PROVISIONS OF THE LAND DEVELOPMENT CODE SHALL BE PRUNED IN ACCORDANCE WITH THE AMERICAN NATIONAL STANDARDS INSTITUTE (ANSI) A-300 PRUNING STANDARDS

EXISTING NATIVE TREES & VEGETATION SHALL BE PROTECTED & PRESERVED TO THE GREATEST EXTENT POSSIBLE

TREES TO BE PRESERVED ON SITE SHALL BE PROTECTED FROM CONSTRUCTION DAMAGE BY BARRICADING AROUND THE OUTER EDGE OF THE DRIP-LINE OF THE TREES, PRIOR TO THE ISSUANCE OF A TREE REMOVAL PERMIT, & PRIOR TO ANY CONSTRUCTION ACTIVITY & MUST BE INSPECTED BY THE CITY

DURING LAND ALTERATION AND CONSTRUCTION ACTIVITIES, IT SHALL BE UNLAWFUL TO REMOVE VEGETATION BY GRUBBING OR TO PLACE SOIL DEPOSITS, DEBRIS, SOLVENTS, CONSTRUCTION MATERIAL, MACHINERY OR OTHER EQUIPMENT OF ANY KIND WITHIN THE DRIPLINE OF A TREE TO REMAIN ON THE SITE UNLESS OTHERWISE APPROVED BY THE CITY

ROOT PROTECTION BARRIERS SHALL BE INSTALLED ON ANY PROPOSED TREE WITHIN 10' OF EXISTING OR PROPOSED UNDERGROUND UTILITIES; SEE ROOT PROTECTION DETAIL ON SHEET L1.1

ALL LANDSCAPED AREAS TO BE FULLY COVERED BY AUTOMATIC IRRIGATION SYSTEM AS PER CITY CODES AND REQUIREMENTS. ALL AREAS SHALL BE IRRIGATED & SHALL HAVE A 100% COVERAGE WITH 100% OVERLAP. A RAIN SENSOR IS REQUIRED.

ANY EXISTING SOD AREAS DAMAGED DURING CONSTRUCTION SHALL BE REPLACED & RESTORED TO PRE-CONSTRUCTION CONDITIONS WITH LIKE MATERIALS

NOTE: ALL ABOVE GROUND MECHANICAL EQUIPMENT SUCH AS, BUT NOT LIMITED TO, EXTERIOR UTILITY BOXES, METERS, AND TRANSFORMERS NOT CURRENTLY KNOWN OR DEPICTED SHALL BE VISUALLY SCREENED WITH SHRUBS (IN ADDITION TO THOSE SHOWN ON THE PLANT LIST) TO A MINIMUM HEIGHT OF 6" ABOVE TOP OF EQUIPMENT. BACK FLOW PREVENTERS SHALL BE PAINTED TO MATCH THE PRINCIPAL STRUCTURE. CONTRACTOR SHALL INCLUDE A CONTINGENCY ALLOWANCE FOR SUCH ADDITIONAL SHRUBS AT BID

ANY PERVIOUS AREA TO REMAIN THAT IS DISTURBED & IS NOT NOTED TO BE LANDSCAPED WITH SHRUBS OR GROUNDCOVER, SHALL BE SODDED

ALL NUISANCE, EXOTIC VEGETATION SHALL BE ERADICATED & REMOVED FROM THE ENTIRE SITE IN PERPETUITY

ALL TREES SCHEDULED TO BE REMOVED OR THAT HAVE BEEN PREVIOUSLY REMOVED AND HAVE REMAINING STUMPS, SHALL BE CUT DOWN, STUMP GROUND & SHALL HAVE ALL ROOTS REMOVED.

POLES AND TIES ARE TO BE REMOVED PRIOR TO PLANTING. TREES ARE TO BE ABLE TO STAND WITHOUT SUPPORT. THOSE THAT CANNOT STAND UPRIGHT ALONE WILL BE REJECTED.

PROVIDE SMOOTH CONTINUOUS EDGES AS SHOWN BETWEEN ALL ADJACENT SHRUB AREAS &/OR SOD AREAS BY SHOVEL CUTTING EDGES OF MULCH BEDS TO A DEPTH OF 2-3"

THE USE OF CYPRESS MULCH IS DISCOURAGED AND ALL MULCH IS TO BE KEPT AT A MINIMUM 6" FROM THE BASE OF ALL PLANT MATERIALS.

Know what's below. Call before you dig.

40 20 0 40 80 120 160
GRAPHIC SCALE IN FEET

CONTACT RACETRAC PETROLEUM, INC. PROJECT MANAGER PRIOR TO ANY REVISIONS TO THE PLAN SUPPLIED BY RACETRAC PETROLEUM, INC.

DATE | NO.

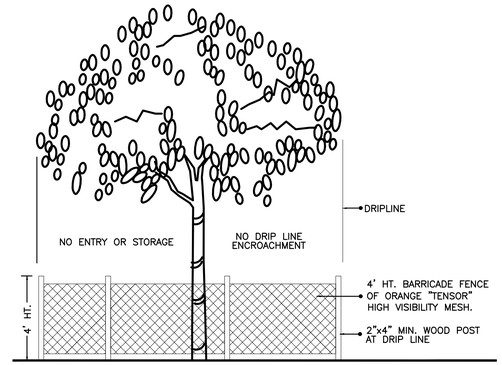
REGISTERED LANDSCAPE ARCHITECT — RYAN J. KING EBRAHIMIAN — LA6667324 — STATE OF FLORIDA

THOMAS ENGINEERING GROUP
6300 NW 31ST AVE
FORT LAUDERDALE, FL 33309
PH: (954) 202-7000
FAX: (954) 202-7070
www.ThomasEngineeringGroup.com
FLORIDA BUSINESS CERTIFICATE OF AUTH. No. 27528

RaceTrac.
RACETRAC PETROLEUM, INC.
200 GALLERIA PARKWAY SE
SUITE 900 ATLANTA, GA 30339
(770) 431-7600

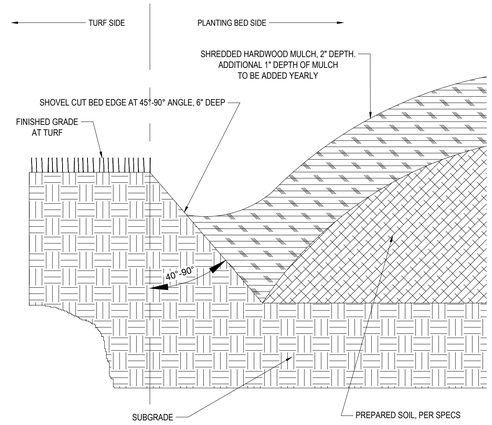
LANDSCAPE PLAN
RACETRAC MARKET
& GAS STATION
SR 70 & NE 10TH AVENUE
OKEECHOBEE, FLORIDA

DATE	8/28/20
SCALE	1" = 40'
DRAWN-BY	RJK
DRAWING NAME:	LANDSCAPE PLAN
L-1.0	1
SHEET NO.	VERSION



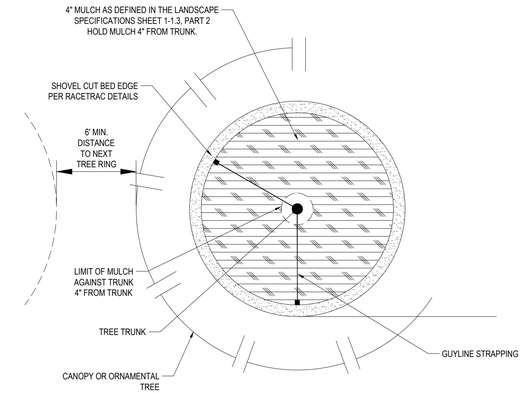
1 TREE PRESERVATION BARRICADE FENCING DETAIL

N.T.S.



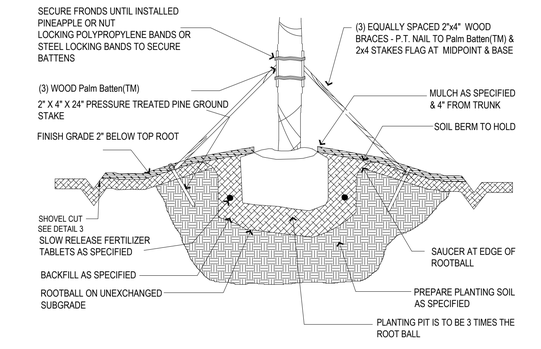
2 SHOVEL CUT BED EDGE

NTS



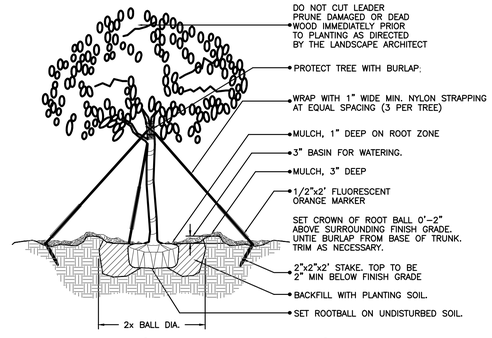
3 MULCHING RING AT TREES

NTS



4 STAKED PALM TREE

NTS



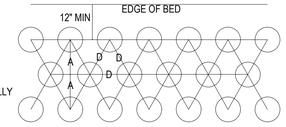
(2" cal. and over)

5 LARGE TREE PLANTING DETAIL

N.T.S.

A = ROW SPACING
B = ON CENTER SPACING

SPACE PLANTS IN A TRIANGULAR PATTERNAS SHOWN, SPACED EQUALLY FROM EACHOTHER AT SPACING INDICATED ON PLANT LIST.



PLANT ROW SPACING 'D'	ROW SPACING 'A'	PLANTS/10SF
8" O.C.	6.9"	26
12" O.C.	10.4"	12
15" O.C.	13.0"	7
18" O.C.	15.7"	5

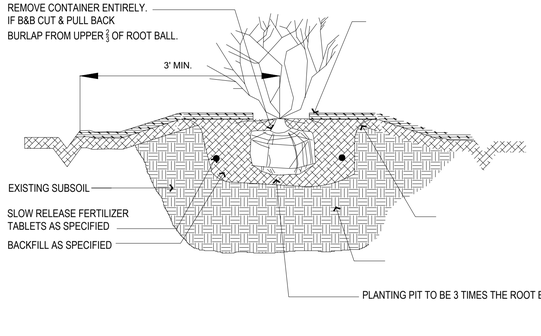
4" MULCH AS DEFINED IN LANDSCAPE SPECIFICATIONS SHEET L-1.3 PART 2. PLACE MULCH IN BED PRIOR TO PLANTING GROUNDCOVER/ANNUALS.

PREPARE GROUNDCOVER BED BY TILLING ENTIRE BED AREA. PROVIDE SOIL MIX AS DEFINED IN THE LANDSCAPE SPECIFICATIONS ON SHEET L-1.3 PART 3

EXISTING SUBGRADE

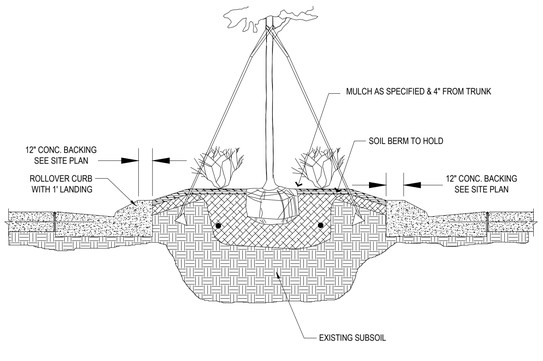
6 GROUNDCOVER PLANTING

NTS



7 SHRUB(GENERAL)

NTS

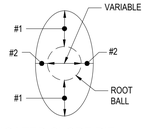


8 LANDSCAPE ISLAND BED (TYP)

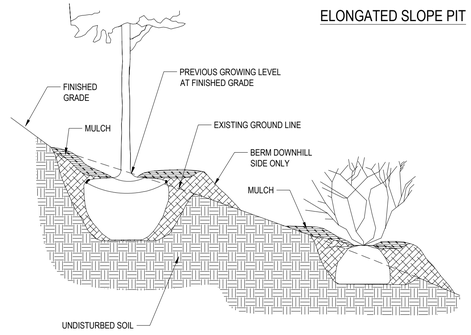
NTS

#1 * BALL DIAMETER

#2 * 1/3 BALL DIAMETER
ELONGATED PITS MAY BE USED ON SLOPES AS DIRECTED BY THE ENGINEER. RECTANGULAR OR SQUARE PITS ARE ACCEPTABLE PROVIDED THEY ACCOMMODATE THE PLANTS AS SHOWN.

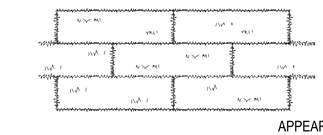


ELONGATED SLOPE PIT



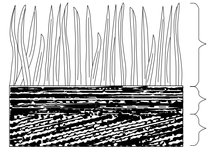
9 PLANT PLACEMENT ON SLOPE

NTS



LAY SOD IN A STAGGERED PATTERN. BUTT THE STRIPS TIGHTLY AGAINST EACH OTHER. DO NOT LEAVE SPACES AND DO NOT OVERLAP. A SHARPENED MASONS TROWEL IS A HANDY TOOL FOR TUCKING DOWN THE ENDS AND TRIMMING PIECES.

APPEARANCE OF GOOD SOD



SHOOTS - OR GRASS BLADES. GRASS SHOULD BE GREEN AND HEALTHY. MOWED AT A 2"-3" CUTTING HEIGHT.

THATCH - GRASS CLIPPINGS AND DEAD LEAVES. UP TO 1/2" THICK.

ROOT ZONE - SOIL AND ROOTS SHOULD BE 1/2" - 3/4" THICK. WITH DENSE ROOT MAT FOR STRENGTH.

SOD PLANTING REQUIREMENTS

GRASS	VARIETIES	RESOURCE AREA	GROWING SEASON
BERMUDA GRASS	COMMON TIFWAY TIFGREEN TIFLAWN	M-L,P,C P,C P,C P,C	WARM WEATHER
BAHIA GRASS	PENSACOLA	P,C	WARM WEATHER
CENTIPEDE	-	P,C	WARM WEATHER
ST. AUGUSTINE	COMMON BITTERBLUE RALEIGH	C	WARM WEATHER
ZOYSIA	EMERALD MYER	P,C	WARM WEATHER
TALL FESCUE	KENTUCKY	M-L,P	COOL WEATHER

FERTILIZER REQUIREMENTS FOR SOD

TYPES OF SPECIES	PLANTING YEAR	FERTILIZER (N-P-K)	RATE (lbs/acre)	NITROGEN TOP DRESSING RATE (lbs/acre)
COOL SEASON GRASSES	FIRST	6-12-12	1500	50-100
	SECOND	6-12-12	1000	-
	MAINTENANCE	10-10-10	400	30
WARM SEASON GRASSES	FIRST	6-12-12	1500	50-100
	SECOND	6-12-12	800	50-100
	MAINTENANCE	10-10-10	400	30

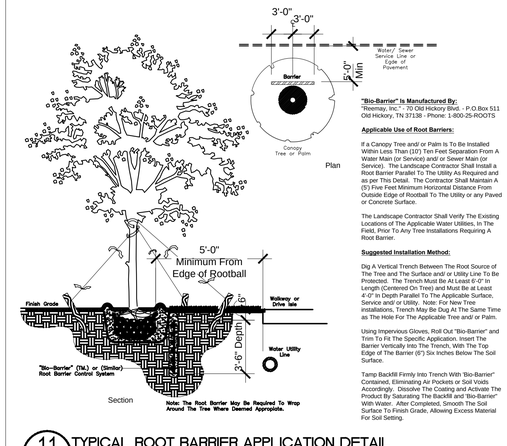
NOTE: NO ROLLED SOD IN FLORIDA

FERTILIZER REQUIREMENTS FOR SOIL SURFACE APPLICATION

FERTILIZER TYPE	FERTILIZER RATE (lbs/acre)	FERTILIZER RATE (lbs/sq ft)	SEASON
10-10-10	1000	.025	FALL

10 SOD

NTS



"Bio-Barrier" Is Manufactured By:
"Reemay, Inc." - 70 Old Hickory Blvd. - P.O.Box 511 Old Hickory, TN 37138 - Phone: 1-800-25-ROOTS

Applicable Use of Root Barriers:

If a Canopy Tree and/ or Palm Is To Be Installed Within Less Than (10') Ten Feet Separation From A Water Main (or Service) and/ or Sewer Main (or Service). The Landscape Contractor Shall Install a Root Barrier Parallel To The Utility As Required and as per This Detail. The Contractor Shall Maintain A (5') Five Feet Minimum Horizontal Distance From Outside Edge of Rootball To The Utility or any Paved or Concrete Surface.

The Landscape Contractor Shall Verify The Existing Locations of The Applicable Water Utilities, In The Field, Prior To Any Tree Installations Requiring A Root Barrier.

Suggested Installation Method:

Dig A Vertical Trench Between The Root Source of The Tree and The Surface and/ or Utility Line To Be Protected. The Trench Must Be At Least 6'-0" In Length (Centered On Tree) and Must Be at Least 4'-0" In Depth Parallel To The Applicable Surface, Service and/ or Utility. Note: For New Tree installations, Trench May Be Dug At The Same Time as The Hole For The Applicable Tree and/ or Palm.

Using Impervious Gloves, Roll Out "Bio-Barrier" and Trim To Fit The Specific Application. Insert The Barrier Vertically Into The Trench, With The Top Edge of The Barrier (6") Six Inches Below The Soil Surface.

Tamp Backfill Firmly Into Trench With 'Bio-Barrier" Contained, Eliminating Air Pockets or Soil Voids Accordingly. Dissolve The Coating and Activate The Product By Saturating The Backfill and "Bio-Barrier" With Water. After Completed, Smooth The Soil Surface To Finish Grade, Allowing Excess Material For Soil Setting.

11 TYPICAL ROOT BARRIER APPLICATION DETAIL

N.T.S.

NO.	DATE

LANDSCAPE ARCHITECT RYAN J. KING EBRAHIMIAN LA6667324 STATE OF FLORIDA REGISTERED
FLORIDA BUSINESS LICENSE NO. 27328

THOMAS ENGINEERING GROUP
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RaceTrac

RACETRAC PETROLEUM, INC.
200 GALLERIA PARKWAY SE
SUITE 900 ATLANTA, GA 30339
(770) 431-7600

STANDARD LANDSCAPE DETAILS

RACETRAC MARKET & GAS STATION

SR 70 & NE 10TH AVENUE
OKEECHOBEE, FLORIDA

DATE	8/28/20
SCALE	
DRAWN-BY	RJK
DRAWING NAME:	STANDARD LANDSCAPE DETAILS
SHEET NO.	L-1.1
VERSION	1

PART 1 - GENERAL

DESCRIPTION

Provide trees, plants and ground covers as shown and specified. The work includes:

1. Soil preparation. (Topsoil to be provided by GC)
2. Trees, plants and ground covers.
3. Planting mixes.
4. Mulch and planting accessories.
5. Maintenance until final acceptance by RaceTrac Construction Manager

Related Work:

1. Irrigation System.

QUALITY ASSURANCE

Plant names indicated, comply with "Standardized Plant Names" as adopted by the latest edition of the American Joint Committee of Horticultural Nomenclature. Names of varieties not listed conform generally with names accepted by the nursery trade. Provide stock true to botanical name and legibly tagged.

Comply with sizing and grading standards of the latest edition of "American Standard for Nursery Stock". A plant shall be dimensioned as it stands in its natural position.

All plants shall be nursery grown under climatic conditions similar to those in the locality of the project for a minimum of 2 years.

Stock finished shall be at least the minimum size indicated. Larger stock is acceptable, at no additional cost, and providing that the larger plants will not be cut back to size indicated. Provide plants indicated by two measurements so that only a maximum of 25% are of the minimum size indicated and 75% are of the maximum size indicated.

Before submitting bid, the Contractor shall have investigated the sources of supply and satisfied himself that he can supply the listed plants in the size, variety and quality listed and specified. Failure to take this precaution will not relieve the Contractor from his responsibility for furnishing and installing all plant materials in strict accordance with the Contract Documents without additional cost to the Owner. Landscape Architect shall approve any substitutes of plant material or changes in plant material size prior to contractor submitting a bid.

SUBMITTALS

The Landscape Contractor shall submit the following materials certification:

1. Photographs of landscape material to be used or locations of nurseries for Landscape Architect to tag material.
2. Boulders and rock mulch samples on site and available for approval by Landscape Architect on first site visit during construction. Photographs of boulders and rock mulch may be offered as alternatives to samples on site.
3. Red Oak double shredded hardwood mulch sample on site for approval by Landscape Architect on first site visit during construction.
4. Routine soil test by approved laboratory and or state cooperative. Mix together a minimum of 5 soil cores per site for testing.
5. Upon plant material acceptance, submit written maintenance instructions recommending procedures for maintenance of plant materials.

Upon plant material acceptance, submit written maintenance instructions recommending procedures for maintenance of plant materials.

DELIVERY, STORAGE AND HANDLING

Deliver fertilizer materials in original, unopened, and undamaged containers showing weight, analysis, and name of manufacturer. Store in manner to prevent wetting and deterioration.

Take all precautions customary in good trade practice in preparing plants for moving. Workmanship that fails to meet the highest standards will be rejected. Spray deciduous plants in foliage with an approved "Anti-Desiccant" immediately after digging to prevent dehydration. Dig, pack, transport, and handle plants with care to ensure protection against injury. Inspection certificates required by law shall accompany each shipment invoice or order to stock. Protect all plants from drying out. If plants cannot be planted immediately upon delivery, properly protect them with soil, wet peat moss, or in a manner acceptable to the Landscape Architect. Water heeled-in plantings daily. No plant shall be bound with rope or wire in a manner that could damage or break the branches or trunk.

Cover plants transported on open vehicles with a protective covering to prevent wind burn.

Provide dry, friable, loose topsoil for planting bed mixes. Amend with 4 parts screened topsoil and 1 part organic material (ie. Nature's Helper, Pro-Mix). Frozen or muddy topsoil is not acceptable.

PROJECT CONDITIONS

Protect existing utilities, paving, and other facilities from damage caused by landscaping operations.

A complete list of plants, including a schedule of sizes, quantities, and other requirements is shown on the drawings. In the event that quantity discrepancies or material omissions occur in the plant materials list, the planting plans shall govern.

The irrigation system will be installed prior to planting. Locate, protect and maintain the irrigation system during planting operations. Repair irrigation system components, damaged during planting operations, at this Contractor's expense. Do not begin landscape accessory work before completion of final grading or surfacing.

WARRANTY

Warrant plant material to remain alive and be in a healthy, vigorous condition for a period of 1 year after completion and final acceptance of entire project.

Replace, in accordance with the drawings and specifications, all plants that are dead or, are in an unhealthy or unsightly condition, and have lost their natural shape due to dead branches, or other causes due to the Contractor's negligence. The cost of such replacement(s) is at Contractor's expense. Warrant all replacement plants for 1 year after installation.

Warranty shall not include damage or loss of trees, plants or ground covers caused by fires, floods, freezing rains, lightning storms or winds over 75 miles per hour, winter kill caused by extreme cold and severe winter conditions not typical of planting area; acts of vandalism or negligence on the part of the Owner.

Remove and immediately replace all plants, found to be unsatisfactory during the initial planting installation. Maintain plant material and lawns until final acceptance is made.

ACCEPTANCE

Inspection to determine acceptance of planted areas will be made by the Owner's representative or Landscape Architect.

1. Planted areas will be accepted provided all requirements, including maintenance, have been complied with and plant materials are alive and in a healthy, vigorous condition.

The Contractor will commence the specified plant maintenance once plants have been planted and until final acceptance.

CODES, PERMITS AND FEES

Obtain any necessary permits for this Section of Work and pay any fees required for permits.

The entire installation shall fully comply with all local and state laws and ordinances, and with all established codes applicable thereto.

PART 2 - PRODUCTS

MATERIALS

Plants: Provide plants typical of their species or variety; with normal, densely-developed branches and vigorous, fibrous root systems. Provide only sound, healthy, vigorous plants free from defects, disfiguring knots, sun scald injuries, frost cracks, abrasions of the bark, plant diseases, insect eggs, borers, and all forms of infestation. All plants shall have a fully developed form without voids and open spaces. Plants held in storage will be rejected if they show signs of growth during storage.

1. Dig balled and burlaped plants with firm, natural balls of earth of sufficient diameter and depth to encompass the fibrous and feeding root system necessary for full recovery of the plant. Provide ball sizes complying with the latest edition of the "American Standard for Nursery Stock". Cracked or mushroomed balls are not acceptable.
2. Container-grown stock: Grown in a container for sufficient length of time for the root system to have developed to hold its soil together, firm and whole.
   a. No plants shall be loose in the container.
   b. Container stock shall not be pot bound or have circling roots. Circling roots will be rejected.
3. Provide trees species that mature at heights over 25 feet with a single main trunk. Trees that have the main trunk forming a "Y" shape are not acceptable.
4. Plants planted in rows shall be matched in form.
5. Plants larger than those specified in the plant list may be used when acceptable to the Landscape Architect.
   a. If the use of larger plants is acceptable, increase the spread of roots or root ball in proportion to the size of the plant.
6. The height of the trees, measured from the crown of the roots to the top of the top branch, shall not be less than the minimum size designated in the plant list.
7. No pruning wounds shall be present with a diameter of more than 1" and such wounds must show vigorous bark on all edges.
8. Evergreen trees shall be branched to the ground unless specified otherwise.
9. Shrubs and small plants shall meet the requirements for spread and height indicated in the plant list.
   a. The measurements for height shall be taken from the ground level to the height of the top of the plant and not the longest branch.
   b. Single stemmed or thin plants will not be accepted.
   c. Side branches shall be generous, well-twigged, and the plant as a whole well-bushed to the ground.
   d. Plants shall be in a moist, vigorous condition, free from dead wood, bruises, or other root or branch injuries.

ACCESSORIES

Topsoil for Planting Beds: Fertile, friable, natural topsoil of loamy character, without admixture of subsoil material, obtained from a well-drained arable site, reasonably free from clay, lumps, coarse sands, stones, plants, roots, sticks, and other foreign materials, with acidity range of between pH 6.0 and 6.8. Topsoil to be at a minimum depth of 6" in planting beds and 4" depth in sodded areas.

Fertilizer: Similar or equal to Milorganite (6-3-0).

Anti-Desiccant: Protective film emulsion providing a protective film over plant surfaces; permeable to permit transpiration. Mixed and applied in accordance with manufacturer's instructions.

Mulch: See plans for type of mulch to be used.
A. Hardwood: 6 month old well rotted double shredded native, DARK BROWN hardwood mulch not larger than 4" in length and 1/2" in width, free of wood chips and sawdust. Install minimum depth of 4".
B. River Rock: Rock type to be tan to yellow-brown washed river slicks, 5" - 8" in size. Install in location as shown on Landscape Plan an even depth of 8".

Water: Free of substances harmful to plant growth. Hoses or other methods of transportation furnished by Contractor.

Guying/Staking/Wire: No. 10 or 12 gage galvanized wire.
1. Turnbuckles: Galvanized steel of size and gage required to provide tensile strength equal to that of the wire. Turnbuckle openings shall be at least 3".

Staking and Guying Hose: New, Two ply, reinforced garden hose not less than 1/2" inside diameter. Green or black in color, all same color for the project.

Tree Wrap: Standard waterproofed tree wrapping paper, 2-1/2" wide, made of 2 layers of crepe Kraft paper weighing not less than 30 lbs. Per ream, cemented together with asphalt.

Twine: Two-ply jute material.

PLANT SCHEDULE

TREES	QTY	COMMON NAME	BOTANICAL NAME	SPECIFICATIONS	CAL/DBH	HEIGHT	SPREAD	NATIVE	XERIC	REMARKS
AR	21	Florida Flame Red Maple	Acer rubrum `Florida Flame`	B & B	2" DBH	12` Ht	5-6`	Yes	Medium	
CS	4	Sugar Hackberry	Celtis laevigata	B & B	2" DBH	10` Ht	5`	Yes	High	5` CT
IC	8	Dahoon Holly	Ilex cassine	B & B	2" DBH	12-14` ht.	5-6`	Yes	High	4` CT
LM	17	Moraine Sweet Gum	Liquidambar styraciflua `Moraine`	B & B	2" DBH	12` Ht	4-5`	Yes	High	5` CT
MB	5	Bracken`s Southern Magnolia	Magnolia grandiflora `Brackens`	B & B	2" DBH	12` Ht	5`	Yes	High	
QV	19	Southern Live Oak	Quercus virginiana	B & B	2" DBH	12` Ht	6-7`	Yes	High	6` CT
TD	7	Bald Cypress	Taxodium distichum	B & B	2" DBH	10` Ht	4`-5`	Yes	High	
UD	9	Drake Elm	Ulmus parvifolia `Drake`	B & B	2" DBH	12` Ht	5-6`	No	High	
PALM TREES	QTY	COMMON NAME	BOTANICAL NAME	SPECIFICATIONS	CAL/DBH	HEIGHT	SPREAD	NATIVE	XERIC	REMARKS
SP	7	Cabbage Palmetto	Sabal palmetto	B & B		10-14` c.t., staggered		Yes	High	Booted; @1:1
SHRUBS	QTY	COMMON NAME	BOTANICAL NAME	SPECIFICATIONS	SPACING	HEIGHT	SPREAD	NATIVE	XERIC	REMARKS
AES	11	Marlberry	Ardisia escalloniioides	3 gal	n/a	3`	18"	Yes	High	
IGA	327	Compact Inkberry	Ilex glabra `compact`	n/a	24"	24"	24"	Yes	High	Full to base
NOP	13	Pink Oleander	Nerium oleander `Petite Pink`	7 gal		24"-30"	18-24"	No	High	
VIW	875	Walter`s Viburnum	Viburnum obovatum	n/a	24"	18"	16"	Yes		
SHRUB AREAS	QTY	COMMON NAME	BOTANICAL NAME	SPECIFICATIONS	SPACING	HEIGHT	SPREAD	NATIVE	XERIC	REMARKS
ASC	179	Butterfly Milkweed	Asclepias tuberosa	n/a	24"	12"-14"	12"	Yes	High	Full
HAC	184	Dwarf Fire Bush	Hamelia patens ` compacta`	n/a	36"	16"	16-18"	Yes	High	Full to base
MUH	731	Pink Muhly Grass	Muhlenbergia capillaris	3 gal	18"	14-16"	14-16"	Yes	High	Full to base
PSY	204	Wild Coffee	Psychotria nervosa	n/a	30"	14-16"	14-16"	Yes	High	
GROUND COVERS	QTY	COMMON NAME	BOTANICAL NAME	SPECIFICATIONS	SPACING	HEIGHT	SPREAD	NATIVE	XERIC	REMARKS
IVS	885	Dwarf Schillings Holly	Ilex vomitoria `Schillings Dwarf`	n/a	20"	8-10"	8-10"	Yes	High	
LOR	595	Dwarf Ruby Fringe Flower	Loropetalum chinense rubrum `Ruby`	n/a	20"	10-12"	10-12"	No	Medium	
RIA	570	White Indian Hawthorn	Rhaphiolepis indica `Alba`	3 gal	20"	10-12"	12"	No		

ALL TREES SHALL BE FLORIDA NUMBER 1. ALL PLANT MATERIALS SHALL MEET THE MINIMUM SPECIFICATIONS LISTED IN THE SCHEDULE ABOVE; FAILURE TO MEET SPECIFICATIONS, INCLUDING SPECIES LISTED, SHALL BE THE CONTRACTOR'S FULL RESPONSIBILITY - NO EXCEPTIONS; OPTIONS FOR ALTERNATE SPECIES BASED ON LACK OF STATEWIDE AVAILABILITY SHALL BE FURNISHED TO LANDSCAPE ARCHITECT OF RECORD A MINIMUM OF 30 DAYS BEFORE COMMENCEMENT OF CONSTRUCTION; LACK OF AVAILABILITY WILL BE VERIFIED USING THE LATEST INDUSTRY ACCEPTED PUBLICATION LISTINGS

PART 3 - EXECUTION

INSPECTION

Examine proposed planting areas and conditions of installation. Do not start planting work until unsatisfactory conditions are corrected.

PREPARATION

Time of planting:

1. Evergreen material: Plant evergreen materials between August 15 and October 15 or in spring before new growth begins. If project requirements require planting at other times, plants shall be sprayed with anti-desiccant prior to planting operations.
2. Deciduous material: Plant deciduous materials April 1 to June 1 and August 15 to November 15. If deciduous trees are planted in-leaf, they shall be sprayed with an anti-desiccant prior to planting operation.
3. Planting times other than those indicated shall be acceptable to the Owner.

Planting shall be performed only by experienced workmen familiar with planting procedures under the supervision of a qualified supervisor.

Locate plants as indicated or as approved in the field after staking by the Contractor. **If obstructions are encountered that are not shown on the drawings, do not proceed with planting operations. Contact Landscape Architect to determine new location.**

Excavate circular plant pits with vertical sides, except for plants specifically indicated to be planted in beds. Provide shrub and tree pits as shown in tree and shrub planting details. Depth of pit shall accommodate the root system. Provide undisturbed sub grade to hold root ball at nursery grade as shown on the drawings. Root flare must be visible after planting.

Provide pre-mixed planting mixture for use around the balls and roots of the plants consisting of 50% excavated material and 50% topsoil mix. Add plant fertilizer per manufacturer's recommendation for each cu. yd. of mixture.

Provide pre-mixed ground cover bed planting mixture consisting of 4 parts screened topsoil to 1 part peat moss and plant fertilizer per manufacturer's recommendation for each cu. yd. of mixture.

Remove loose material and debris from base surface before placing landscape accessories.

Drainage Test

Randomly select a representative number of shrub plant pits in each shrub planting area and test for drainage prior to planting. Randomly select a representative number of tree plant pits and test for drainage prior to planting. Fill each selected plant pit with water and let stand for twenty-four (24) hours. Do not proceed with planting where drainage problems are apparent. Report to the Owner's Representative areas which do not drain within twenty-four (24) hours.

INSTALLATION

Set plant material in the planting pit to proper grade and alignment. Set plants upright, plumb, and faced to give the best appearance or relationship to each other or adjacent structure. Set plant material 2"-3" above the finish grade. No filling will be permitted around trunks or stems. Backfill the pit with topsoil mix and excavated material. Do not use frozen or muddy mixtures for backfilling. Form a ring of soil around the edge of each planting pit to retain water as shown in detail.

After balled and burlapped plants are set, muddle planting soil mixture around bases of balls and fill all voids.

1. Remove all burlap, ropes, and wires from the top 2/3 of the root ball.

Space ground cover plants in accordance with indicated dimensions. Adjust spacing as necessary to evenly fill planting bed with indicated quantity of plants. Plant to within 24" of the trunks of trees and shrubs within planting bed and to within 12" of edge of bed.

Mulching:

1. Mulch tree and shrub planting pits and shrub beds with required (see landscape plan) mulching material 4" deep immediately after planting. Thoroughly water mulched areas. After watering, rake mulch to provide a uniform finished surface.

Wrapping, guying, staking:

1. Inspect trees for injury to trunks, evidence of insect infestation, and improper pruning before wrapping.
2. Staking/Guying:
   a. Stake/guy all trees immediately after lawn sodding operations and prior to acceptance.
   b. Stake deciduous trees 3" caliper and less. Stake evergreen trees under 8'-0" tall.
   c. Guy deciduous trees over 3" caliper. Guy evergreen trees 8'-0" tall and over.
3. All work shall be acceptable to the Landscape Architect.

Pruning:

1. Prune branches of deciduous stock, after planting, to balance the loss of roots and preserve the natural character appropriate to the particular plant requirements. In general, remove 1/4 to 1/3 of the leaf bearing buds. Remove or cut back broken, damaged, and unsymmetrical growth of new wood.
2. Multiple leader plants: Preserve the leader which will best promote the symmetry of the plant. Cut branches flush with the trunk or main branch, at a point beyond a lateral shoot or bud a distance of not less than 1/2 the diameter of the supporting branch. Make cut on an angle.
3. Prune evergreens only to remove broken or damaged branches.

Decorative stone: (where indicated on landscape plan)

1. Install weed control barrier over sub-grade prior to installing stone. Lap 6" on all sides.
2. Place stone without damaging weed barrier.
3. Arrange stones for best appearance.

Metal edging: Locate to separate rock mulch from organinc mulch areas or where indicated on landscape plan.

1. Assemble to the lines and elevations indicated.
2. Assemble, align, bend and adjust the sections before back filling. Stake in place per manufacturer's recommendations to prevent frost movement. Readjust after fill is in place.
3. Set top flush with adjoining surfaces.

MAINTENANCE

The Contractor shall provide as a separate bid, maintenance for a period of ***1 year*** after final acceptance of the project landscaping. The Contractor must be able to provide continued maintenance if requested by the Owner or provide the name of a reputable landscape contractor who *can* provide maintenance.

Maintenance shall include mowing, fertilizing, mulching, pruning, cultivating, weeding, watering, and application of appropriate insecticides and fungicides necessary to maintain plants and lawns free of insects and disease.

1. Re-set settled plants to proper grade and position. Restore planting saucer and adjacent material and remove dead material.
2. Tighten and repair guy wires and stakes as required. Remove guy wires after one year. Guy straps are not to be too tight some slack is required.
3. Correct defective work as soon as possible after deficiencies become apparent and weather and season permit.
4. Water trees, plants and ground cover beds within the first 24 hours of initial planting, and not less than twice per week until final acceptance.

CLEANING

Perform cleaning during installation of the work and upon completion of the work. Remove from site all excess materials, soils, debris, and equipment. Repair damage resulting from planting operations.

NO.	DATE

REGISTERED LANDSCAPE ARCHITECT RYAN J. KING EBRAHIMIAN LA6667324 STATE OF FLORIDA

FLORIDA BUSINESS LICENSE #30475, No. 27539

THOMAS ENGINEERING GROUP
6360 NW 31ST AVE
FORT LAUDERDALE, FL 33309
PH: (954) 202-7000
FX: (954) 202-7770
www.ThomasEngineeringGroup.com

RACETRAC PETROLEUM, INC.
200 GALLERIA PARKWAY SE
SUITE 900 ATLANTA, GA 30339
(770) 431-7600

STANDARD LANDSCAPE SPECS

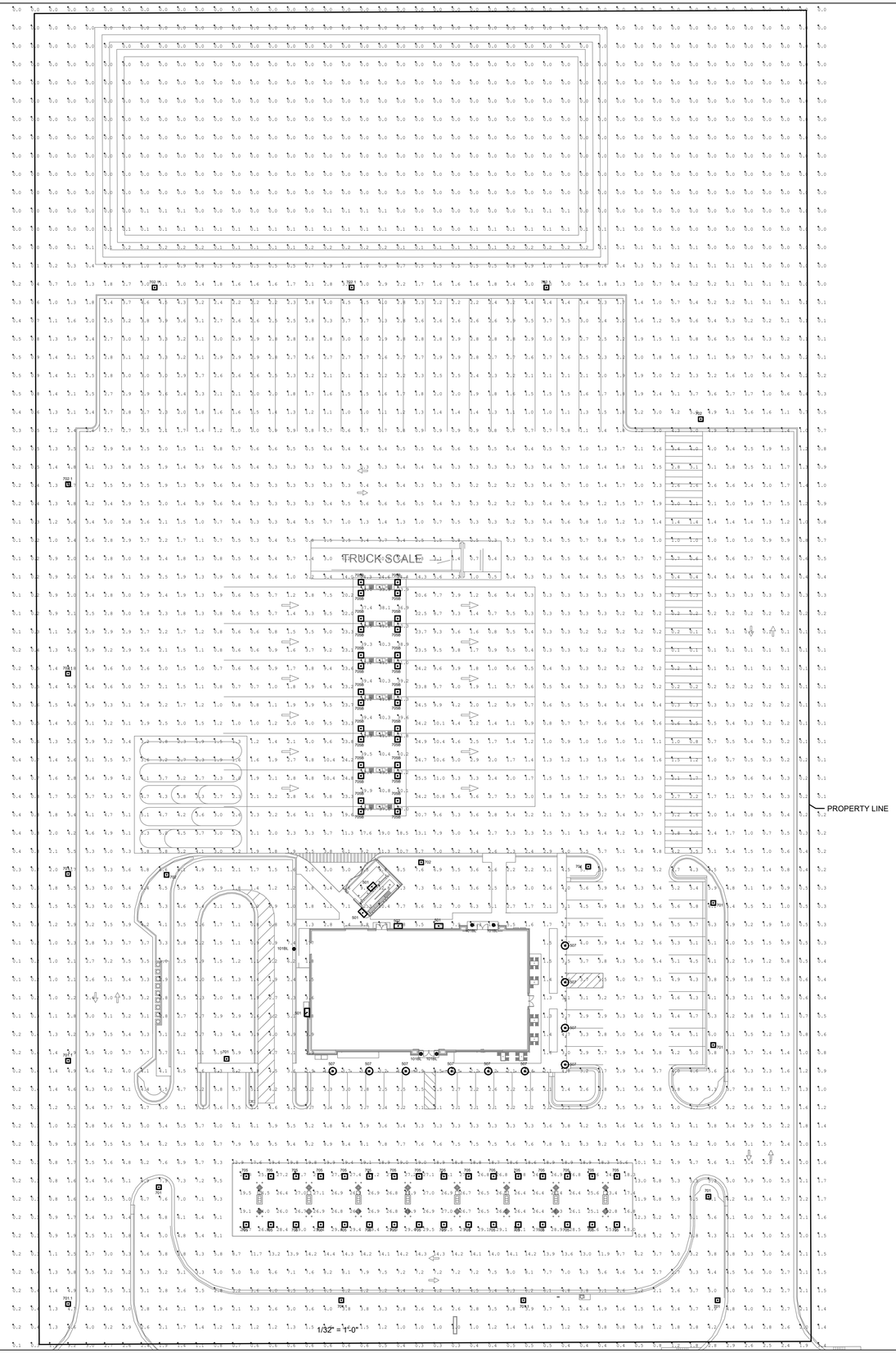
RACETRAC MARKET & GAS STATION

SR 70 & NE 10TH AVENUE
OKEECHOBEE, FLORIDA

DATE	8/28/20
SCALE	
DRAWN-BY	RJK

DRAWING NAME:
STANDARD LANDSCAPE SPECIFICATIONS

SHEET NO.	VERSION
L-1.2	1



Luminaire Schedule						
Symbol	Qty	Label	LLF	Description	Tag	Lum. Watts
	5	101BL - PD6-30-D010- PDM6A-840-61V-BB	0.900	PD6-30-D010- PDM6A-840-61V-BB	101BL	27.5
	4	501 - LSI XWM-FT-LED-06L-50-UE-BRZ	0.900	XWM-FT-LED-06L-50-UE-BRZ	501	53.9
	1	502 - LSI XWM-FT-LED-04L-50-UE-BRZ	0.900	XWM-FT-LED-04L-50-UE-BRZ	502	38
	10	507 - SP2-ANG-12LEDWW-700-FCO-PR-C	0.900	SP2-ANG-12LEDWW-700-FCO-PR-C	507	27.3
	7	701 - LSI XALM-3-LED-VHO-50-UE-BRZ	0.900	XALM-3-LED-VHO-50-UE-BRZ	701	315
	5	701.1 - LSI XALM-3-LED-VHO-50-UE-BRZ-IL	0.900	XALM-3-LED-VHO-50-UE-BRZ-IL	701.1	315
	3	702 - LSI XALM-3-LED-VHO-50-UE-BRZ	0.900	XALM-3-LED-VHO-50-UE-BRZ	702	315
	5	702.1 - LSI XALM-3-LED-VHO-50-UE-BRZ-IL	0.900	XALM-3-LED-VHO-50-UE-BRZ-IL	702.1	315
	32	705 - SCV-LED-13L-SC-UNV-DIM-50-WHT	0.800	SCV-LED-13L-SC-UNV-DIM-50-WHT	705	84.3
	28	705B - SCV-LED-13L-SC-UNV-DIM-50-WHT	0.800	SCV-LED-13L-SC-UNV-DIM-50-WHT	705B	84.3

Calculation Summary							
Label	CalcType	Units	Avg	Max	Min	Avg/Min	Max/Min
CAR CANOPY	Illuminance	Fc	26.31	29.5	16.8	1.57	1.76
SITE LIGHTING	Illuminance	Fc	2.36	25.5	0.0	N.A.	N.A.
TRUCK CANOPY	Illuminance	Fc	39.62	43.0	33.9	1.17	1.27

GENERAL NOTES

1. ALL FIXTURES UTILIZED IN THIS SITE PHOTOMETRIC PLAN ARE FULL CUTOFF.
2. MOUNT AREA LUMINAIRES, TYPE '701' AND '701.1' AT 28'-0" AND TYPE '702' AND '702.1' AT 33'-0" AFG. (INCLUDING POLE BASE)
3. FILE NUMBERS PROVIDED FOR PHOTOMETRY REFERENCE ONLY. CATALOG NUMBERS SHALL BE UTILIZED FOR ORDERING FIXTURES.
4. COLOR TEMPERATURE OF FIXTURES SHALL BE PROVIDED AS FOLLOWS
   - 4.1. AREA LIGHTING - 5700K
   - 4.2. BUILDING MOUNTED - 5700K
   - 4.3. DECORATIVE POLE - 5000K
   - 4.4. CANOPY - 5700K
   - 4.5. CANOPY DOWNLIGHTS - 4000K

1 SITE PHOTOMETRY PLAN

THIS ITEM HAS BEEN ELECTRONICALLY SIGNED AND SEALED BY Dean Chandler ON THE DATE LISTED BELOW USING A DIGITAL SIGNATURE.

PRINTED COPIES OF THIS DOCUMENT ARE NOT CONSIDERED SIGNED AND SEALED AND THE SIGNATURE MUST BE VERIFIED ON ANY ELECTRONIC COPIES.

Aug 12 2020

DEAN W. CHANDLER

DESIGN PROFESSIONALS

HENDERSON ENGINEERS
8345 LENEXA DRIVE, SUITE 300
LENEXA, KS 66214
TEL 913.742.5000 FAX 913.742.5001
WWW.HENDERSONENGINEERS.COM
2050003332
FL. CERTIFICATE OF AUTHORIZATION #: EB 7606
02/28/21

ISSUE/REVISION RECORD

DATE	DESCRIPTION

RaceTrac.
RACETRAC PETROLEUM, INC.
3225 CUMBERLAND BOULEVARD
SUITE 100
ATLANTA, GEORGIA 30339
(770) 431-7600

PROJECT NAME

OKEECHOBEE

OKEECHOBEE, FLORIDA
975 NE PARK STREET,
OKEECHOBEE, FL

RACETRAC STORE NUMBER

1443

PROTOTYPE SERIES

2011 BR-RH M90 0801

PLAN MODIFICATION NOTICE

SPB NO. N/A **DATE** N/A

STANDARD PLAN BULLETINS (SPB) MODIFY THE PROTOTYPE SERIES SET NOTED ABOVE. THE LISTED SPB REPRESENTS THE LATEST MODIFICATION INCORPORATED TO THIS PROTOTYPE SERIES SET AT ORIGINAL RELEASE. THE ISSUE/REVISION RECORD COLUMN ABOVE LISTS ANY REVISIONS OR SPB INCORPORATED IN THIS SET AFTER THE ORIGINAL RELEASE. CONTACT RACETRAC ENGINEERING AND CONSTRUCTION FOR ANY SUBSEQUENT BULLETINS NOT INCORPORATED HEREIN.

PROFESSIONAL SEAL

DEAN WAY CHANDLER
LICENSE
No 83831
STATE OF FLORIDA
PROFESSIONAL ENGINEER

PROJECT NUMBER

2050003332 12 2020

SHEET TITLE

SITE PHOTOMETRY PLAN

SHEET NUMBER

SP-1

Type 701: XALM 3 LED VHO 50 UE BRZ

Mirada - XALM
Outdoor LED Area Light

The Mirada's sleek design makes it perfectly-suited for architectural applications, while its cost-effective die-cast aluminum housing makes its acquisition cost very competitive. The Mirada offers high performance silicone optics, die cast aluminum housing, 35,000+ lumens and is available with integral wireless controls.

Features & Specifications

Optical System

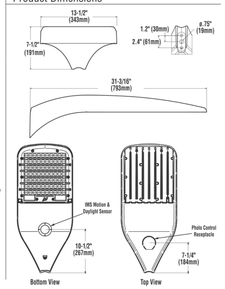
- State-of-the-Art one piece silicone optic sheet delivers industry leading optical control with an integrated gasket to provide IP66 rated sealed optical chamber in 1 component.
- Proprietary silicone refractor optics provide exceptional coverage and uniformity in IES Types 2, 3, SW and FT.
- Silicone optical material does not yellow or crack with age and provides a minimum light transmittance of 93%.
- Zero uplight.
- Available in 5000K, 4000K, and 3000K (+/- 275K) color temperatures.
- Minimum CRI of 70. 90CRI available, consult factory for lead time.
- Integral Louver (IL) option available for improved back-light control without sacrificing street side performance. See page 5 for more details.

Electrical

- High-performance driver features over-voltage, under-voltage, short-circuit and over temperature protection.
- 0-10V dimming (10% - 100%) standard.
- Standard Universal Voltage (120-277 Vac) Input 50/60 Hz or optional High Voltage (347-480 Vac).
- L70 Calculated Life: >100k Hours (See Lumen Maintenance on Page 2)
- Total harmonic distortion: <20%
- Operating temperature: - -40°C to +50°C (-40°F to +122°F)
- Power factor: > .90
- Input power stays constant over life.
- Field replaceable surge protection device meets a minimum Category C Low operation (per ANSI/IEEE C62.41.2).
- High-efficacy LEDs mounted to metal-core circuit board to maximize heat dissipation.
- Terminal block provided accepts up to 10ga wire.
- Components are fully encased in potting material for moisture resistance. Driver complies with FCC standards. Driver and key electronic components can easily be accessed.

Dimmable · 0-10V · IP66 · RoHS COMPLIANT · ARRA Funding Compliant · cULus LISTED · DLC Premium

Product Dimensions



1 FIXTURE TYPE 701 & 702
NTS

Mirada - XALM
Outdoor LED Area Light

Ordering Guide

TYPICAL ORDER EXAMPLE: **XALM FT LED HO 40 UE BRZ ALSC**

Luminaire Prefix	Distribution	Light Source	Lumen Package*	Color Temp	Voltage	Finish	Optional Controls	Options
XALM	2 - Type II 3 - Type III FT - Type FT SW - Type 5	LED	SS - Super Saver HO - High Output VHO - Very High Output *Consult factory for programmable wattages and lumen packages.	30 - 3000K 40 - 4000K 50 - 5000K	UE - Universal Voltage (120-277V) HV - 347-480 Universal Voltage (347-480V)	BRZ - Bronze BLK - Black GPT - Graphite MSV - Metallic Silver WHT - White PLP - Platinum Plus SVG - Satin Verde Green	**Wireless Controls System** 1,2 ALSC - AirLink Synapse Control System ALSCH - AirLink Synapse Control System - Host/Satellite PCM - Platinum Control System[3] GCM - Gold Control System DIM - 0-10 volt Dimming (required for satellite fixtures) 4 (Blank) - None **Stand-Alone Controls** (Blank) - None DIM - 0-10 Volt Dimming (from external signal) 4,5 BLS - Bi-level Switching (from external 120-277V signal) 4,6 IMS - Integral Motion & Daylight Sensor 4,5	PCR 7P - Photoelectric Control Receptacle 6 IL - Internal Louver House Side Shield 90C - 90 CRI 10

Accessory Ordering Information

Description	Order Number	Description	Order Number
PC120 Photocell for use with PCR option (120V)	122514 8	DFK480 Double Fusing (480V)	DFK480 8
PC208-277 Photocell for use with PCR option (208V, 240V, 277V)	122515 8	FK347 Single Fusing (347V)	FK347 8
PC347 Photocell for use with PCR option (347V)	122516 8	ALSC UNV TLS - AirLink 5 Pin Twist Lock Controller	661409
PC480 Photocell for use with PCR option (480V)	122518S 8	ALSC UNV TLT - AirLink 7 Pin Twist Lock Controller	661410
FK120 Single Fusing (120V)	FK120 8	PMOS120 - 120V Pole-Mount Occupancy Sensor	518033CLR 10
FK277 Single Fusing (277V)	FK277 8	PMOS208/240 - 208, 240V Pole-Mount Occupancy Sensor	534339CLR 10
IMS/PC Remote Configurator Tool	564929	PMOS277 - 277V Pole-Mount Occupancy Sensor	518029CLR 10
IL - Integral Louver HSS	630415SFB	PMOS480 - 480V Pole-Mount Occupancy Sensor	534340CLR 10
DFK208, 240 Double Fusing (208V, 240V)	DFK208, 240 8	BKS XBO WM * CLR Wall Mount Bracket	382132CLR

FOOTNOTES:
1 - For wireless controls information and accessories, see Controls Section.
2 - Requires a Site Manager and override switch. Not compatible with IMS or BLS Option.
3 - Not compatible with IMS.
4 - Not compatible with DIM, BLS or Wireless Control System.
5 - IMS is a Watt Stopper Dual Sensor (Daylight & Motion) which is field adjustable, via a hand held remote Illustrator tool, which must be ordered separately.
6 - Photocell must be ordered separately. 7 pin standard. See Accessories.
7 - Not available with IMS Option or Wireless Control System
8 - Factory installed PCR option required. See Options.
9 - Fusing must be located in hand hole of pole.
10 - To be used in conjunction with PCM/GCM control modules in fixture. Consult factory.
11 - Consult factory.
12 - Consult factory for DLC qualification information and lead times.

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2 FIXTURE TYPE 701.1 & 702.1
NTS

Mirada - XALM
Outdoor LED Area Light

Ordering Guide

TYPICAL ORDER EXAMPLE: **XALM FT LED HO 40 UE BRZ ALSC**

Luminaire Prefix	Distribution	Light Source	Lumen Package*	Color Temp	Voltage	Finish	Optional Controls	Options
XALM	2 - Type II 3 - Type III FT - Type FT SW - Type 5	LED	SS - Super Saver HO - High Output VHO - Very High Output *Consult factory for programmable wattages and lumen packages.	30 - 3000K 40 - 4000K 50 - 5000K	UE - Universal Voltage (120-277V) HV - 347-480 Universal Voltage (347-480V)	BRZ - Bronze BLK - Black GPT - Graphite MSV - Metallic Silver WHT - White PLP - Platinum Plus SVG - Satin Verde Green	**Wireless Controls System** 1,2 ALSC - AirLink Synapse Control System ALSCH - AirLink Synapse Control System - Host/Satellite PCM - Platinum Control System[3] GCM - Gold Control System DIM - 0-10 volt Dimming (required for satellite fixtures) 4 (Blank) - None **Stand-Alone Controls** (Blank) - None DIM - 0-10 Volt Dimming (from external signal) 4,5 BLS - Bi-level Switching (from external 120-277V signal) 4,6 IMS - Integral Motion & Daylight Sensor 4,5	PCR 7P - Photoelectric Control Receptacle 6 IL - Internal Louver House Side Shield 90C - 90 CRI 10

Accessory Ordering Information

Description	Order Number	Description	Order Number
PC120 Photocell for use with PCR option (120V)	122514 8	DFK480 Double Fusing (480V)	DFK480 8
PC208-277 Photocell for use with PCR option (208V, 240V, 277V)	122515 8	FK347 Single Fusing (347V)	FK347 8
PC347 Photocell for use with PCR option (347V)	122516 8	ALSC UNV TLS - AirLink 5 Pin Twist Lock Controller	661409
PC480 Photocell for use with PCR option (480V)	122518S 8	ALSC UNV TLT - AirLink 7 Pin Twist Lock Controller	661410
FK120 Single Fusing (120V)	FK120 8	PMOS120 - 120V Pole-Mount Occupancy Sensor	518033CLR 10
FK277 Single Fusing (277V)	FK277 8	PMOS208/240 - 208, 240V Pole-Mount Occupancy Sensor	534339CLR 10
IMS/PC Remote Configurator Tool	564929	PMOS277 - 277V Pole-Mount Occupancy Sensor	518029CLR 10
IL - Integral Louver HSS	630415SFB	PMOS480 - 480V Pole-Mount Occupancy Sensor	534340CLR 10
DFK208, 240 Double Fusing (208V, 240V)	DFK208, 240 8	BKS XBO WM * CLR Wall Mount Bracket	382132CLR

FOOTNOTES:
1 - For wireless controls information and accessories, see Controls Section.
2 - Requires a Site Manager and override switch. Not compatible with IMS or BLS Option.
3 - Not compatible with IMS.
4 - Not compatible with DIM, BLS or Wireless Control System.
5 - IMS is a Watt Stopper Dual Sensor (Daylight & Motion) which is field adjustable, via a hand held remote Illustrator tool, which must be ordered separately.
6 - Photocell must be ordered separately. 7 pin standard. See Accessories.
7 - Not available with IMS Option or Wireless Control System
8 - Factory installed PCR option required. See Options.
9 - Fusing must be located in hand hole of pole.
10 - To be used in conjunction with PCM/GCM control modules in fixture. Consult factory.
11 - Consult factory.
12 - Consult factory for DLC qualification information and lead times.

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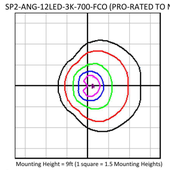
3 FIXTURE TYPE 507
NTS

SP2-ANG-12LED-3K-700-FCO (PRO-RATED TO Nichia 219C)



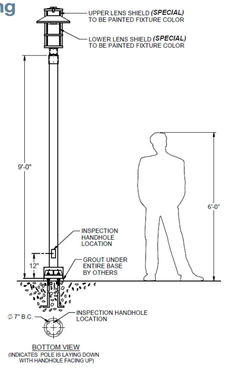
Mounting Height = 9ft (1 square = 1.5 Mounting Heights)

Characteristics

IES Classification	Type IV
Longitudinal Classification	Short
Lumens Per Lamp	N.A. (absolute)
Total Lamp Lumens	N.A. (absolute)
Luminaire Lumens	1517
Downward Total Efficiency	N.A.
Total Luminaire Efficiency	N.A.
Luminaire Efficacy Rating (LER)	56
Total Luminaire Watts	27.3
Ballast Factor	1.00
Upward Waste Light Ratio	0.00
Max. Cd.	580.5 (22.5H, 80V)
Max. Cd. (<90 Vert.)	580.5 (22.5H, 80V)
Max. Cd. (At 90 Deg. Vert.)	0.0 (0%Lum)
Max. Cd. (80 to <90 Deg. Vert.)	580.5 (38.3%Lum)
Cutoff Classification (deprecated)	N.A. (absolute)

Lum. Classification System (LCS)

LCS Zone	Lumens	%Lamp	%Lum
FL (0-30)	203.1	N.A.	13.4
FM (30-60)	366.8	N.A.	24.2
FH (60-80)	425.7	N.A.	28.1
FVH (80-90)	85.7	N.A.	5.6
BL (0-90)	95.3	N.A.	6.3
BM (30-60)	206.7	N.A.	13.6
BH (60-80)	117.7	N.A.	7.8
BVH (80-90)	15.7	N.A.	1.0
UL (90-100)	0.0	N.A.	0.0
UH (100-180)	0.0	N.A.	0.0
Total	1516.6	N.A.	100.0
BUG Rating	**B3-U0-G1**		



Type 501: XWM FT LED 06L 50 UE BRZ

MIRADA WALL SCONCE (XWM)

US & Int'l. patents pending

SMARTTEC™ -LSI drivers feature integral sensor which reduces drive current, when ambient temperatures exceed rated temperature

ENERGY SAVING CONTROL OPTIONS - DIM - 0-10 volt dimming enabled with LSI wireless controls.

OPTIONAL INTEGRAL MOTION SENSOR - Passive infrared motion sensor activates switching of luminaire light levels. High level light is activated when passersby enter target zone and increased to full bright in 1-2 seconds. Low light level (30% of maximum drive current) is activated when target zone is absent of motion activity for 5 minutes and is gradually ramped down (10 seconds) to low level. Sensor detection range 110° horizontal x 93° vertical x 10 meters maximum distance.

LEDS - Available with 5000K, 4000K or 3000K color temperature, 70 CRI min.

OPTICS/DISTRIBUTIONS - Ultra-high efficiency reflectors provide three distributions. Choose from Type 2, Type 3 or Type FT.

HOUSING - Three-piece die-cast aluminum housing is smoothly contoured low-profile shape. Mounting hardware is stainless steel or electro-zinc plated steel. Housing and optical unit are sealed with extruded silicone gasket; supply conductors with molded EPDM bushing.

OPTICAL UNIT - Proprietary silicone refractor optics provide exceptional coverage and uniformity. Pressure stabilizing breather allows super-tight protection while preventing cycling from building up internal pressures and vacuums that can stress optical unit seals

WALL MOUNTING - Galvanized-steel universal wall mounting plate easily mounts directly to 4" octagonal or square junction box. EPDM gasket is supplied to be installed between mounting plate and junction box, sealing junction box from entrance of water. Universal plate permits fixture to be mounted in uplighting (indoor only) or downlighting position. Optional pole-mounting bracket permits mounting to standard poles (XPMA).

ELECTRICAL - Two-stage surge protection (including separate surge protection built into electronic driver) meets IEEE C62.41.2-2002, Location Category C. Available with universal voltage power supply 120-277VAC (50/60Hz input) or 347-480VAC.

DRIVER - Drivers are dimming, standard. Components are fully encased in potting material for IP65 moisture resistance. Driver complies with IEC and FCC standards. Driver can be easily accessed.

EMERGENCY OPTIONS - Optional integral emergency battery-back-up options are available. BB option operates in 0°C to 60°C ambient temperature and CWBB operates in -20°C to 60°C ambient temperature. When primary AC power failure occurs, both options operate 10 LEDs for minimum of 90 minutes.

OPERATING TEMPERATURE - -40°C to +50°C (-40°F to +122°F)

FINISH - Fixtures are finished with LSI's DuraGrip® polyester powder coat finishing process. The DuraGrip finish withstands extreme weather changes without cracking or peeling.

WARRANTY - LSI LED fixtures carry a limited 5-year warranty.

PHOTOMETRICS - Please visit our web site at www.lsi-industries.com for detailed photometric data.

SHIPPING WEIGHT (in carton) - 30 lbs./13.6Kg

LISTING - UL listed to ANSI/UL1598, UL8750 and other U.S. and international safety standards. Suitable for wet locations in downlight position.

This product, or selected versions of this product, meet the standards listed below. Please consult factory for your specific requirements.

RoHS COMPLIANT · cULus LISTED wet location · CE · ARRA Funding Compliant · IP65 · FC

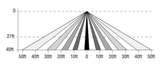
DOE LIGHTING FACTS
Department of Energy has verified representative product test data and results in accordance with its Lighting Facts Program. Visit www.lightingfacts.com for specific catalog strings.

LIGHT OUTPUT - XWM - 3 5000K CCT			
	Lumens	Wattage	LPW
03	3410	29	117
04	4417	40	111
06	6609	59	113
08	8610	82	105

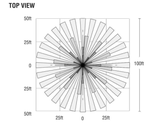
LED Chips are frequently updated therefore values may increase.

COVERAGE DIAGRAM

SIDE VIEW



TOP VIEW



Project Name _____ Fixture Type _____ 10/20/17
Catalog # _____ © 2017 LSI INDUSTRIES INC.

4 FIXTURE TYPE 501
NTS

MIRADA WALL SCONCE (XWM)

LUMINAIRE ORDERING INFORMATION

TYPICAL ORDER EXAMPLE: **XWM FT LED 08L 50 UE WHT IMS**

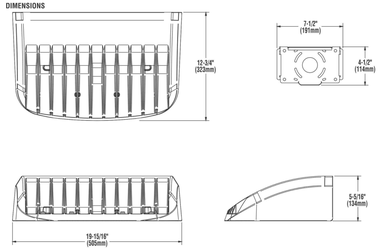
Prefix	Distribution	Light Source	Output*	Color Temperature	Input Voltage	Finish	Optional Controls	Optional Sensor/Options
XWM - Mirada Wall Sconce	3 - Type 2 3 - Type 3 (Wide Throw) FT - Type FT (Forward Throw)	LED	03L - 3,400 Lumens 04L - 4,400 Lumens 06L - 6,600 Lumens 08L - 8,600 Lumens	50 - 5000K 40 - 4000K 30 - 3000K	UE - Universal Voltage (120-277V) HV - 347-480	BLK - Black BRZ - Bronze GPT - Graphite MSV - Metallic Silver WHT - White PLP - Platinum Plus	**Wireless Control System** 1,2 (blank) - None PCM - Platinum Control System GCM - Gold Control System DIM - 0-10 volt dimming (required for satellite fixtures) ALSC - AirLink Synapse Control System **Stand-Alone Control** (blank) - None DIM - 0-10 volt dimming[3] (from external signal)	**Sensor** IMS - Integral Motion Sensor[4,7] **Options** BB - Battery Back-up[5] CWBB - Cold Weather Battery Back-up[5] XPMA - Pole Mounting Bracket

ACCESSORY ORDERING INFORMATION[6] (Accessories are field installed)

Description	Order Number	Description	Order Number
XWM SW BLK - Surface Wiring Box (Available in black only)	3569518LA	EPK208 - Double Fusing	EPK208
FK120 - Single Fusing	FK120	DFK240 - Double Fusing	DFK240
FK277 - Single Fusing	FK277	DFK480 - Double Fusing	DFK480
FK347 - Single Fusing	FK347	IMS/PC Remote Configurator Tool	564929

FOOTNOTES:
1 - For wireless controls information and accessories, see Controls Section.
2 - Requires a SiteManager and override switch. Not compatible with battery back-up, IMS or HL Option.
3 - Not compatible with IMS Option
4 - Not compatible with CWA or Wireless Control System
5 - Not compatible with Wireless Control System
6 - Not available with BB, CWBB, IMS Option or Wireless Control System
7 - IMS is the WattStopper Dual Sensor (Daylight & Motion) which is field adjustable, via a handheld remote configurator tool
8 - Output based on type 3 optics in cool white color temperature, see IES files for exact delivered lumens

DIMENSIONS



Project Name _____ Fixture Type _____ 10/20/17
Catalog # _____ © 2017 LSI INDUSTRIES INC.

5 FIXTURE TYPE 502
NTS

Type 502: XWM FT LED 04L 50 UE BRZ

MIRADA WALL SCONCE (XWM)

US & Int'l. patents pending

SMARTTEC™ -LSI drivers feature integral sensor which reduces drive current, when ambient temperatures exceed rated temperature

ENERGY SAVING CONTROL OPTIONS - DIM - 0-10 volt dimming enabled with LSI wireless controls.

OPTIONAL INTEGRAL MOTION SENSOR - Passive infrared motion sensor activates switching of luminaire light levels. High level light is activated when passersby enter target zone and increased to full bright in 1-2 seconds. Low light level (30% of maximum drive current) is activated when target zone is absent of motion activity for 5 minutes and is gradually ramped down (10 seconds) to low level. Sensor detection range 110° horizontal x 93° vertical x 10 meters maximum distance.

LEDS - Available with 5000K, 4000K or 3000K color temperature, 70 CRI min.

OPTICS/DISTRIBUTIONS - Ultra-high efficiency reflectors provide three distributions. Choose from Type 2, Type 3 or Type FT.

HOUSING - Three-piece die-cast aluminum housing is smoothly contoured low-profile shape. Mounting hardware is stainless steel or electro-zinc plated steel. Housing and optical unit are sealed with extruded silicone gasket; supply conductors with molded EPDM bushing.

OPTICAL UNIT - Proprietary silicone refractor optics provide exceptional coverage and uniformity. Pressure stabilizing breather allows super-tight protection while preventing cycling from building up internal pressures and vacuums that can stress optical unit seals

WALL MOUNTING - Galvanized-steel universal wall mounting plate easily mounts directly to 4" octagonal or square junction box. EPDM gasket is supplied to be installed between mounting plate and junction box, sealing junction box from entrance of water. Universal plate permits fixture to be mounted in uplighting (indoor only) or downlighting position. Optional pole-mounting bracket permits mounting to standard poles (XPMA).

ELECTRICAL - Two-stage surge protection (including separate surge protection built into electronic driver) meets IEEE C62.41.2-2002, Location Category C. Available with universal voltage power supply 120-277VAC (50/60Hz input) or 347-480VAC.

DRIVER - Drivers are dimming, standard. Components are fully encased in potting material for IP65 moisture resistance. Driver complies with IEC and FCC standards. Driver can be easily accessed.

EMERGENCY OPTIONS - Optional integral emergency battery-back-up options are available. BB option operates in 0°C to 60°C ambient temperature and CWBB operates in -20°C to 60°C ambient temperature. When primary AC power failure occurs, both options operate 10 LEDs for minimum of 90 minutes.

OPERATING TEMPERATURE - -40°C to +50°C (-40°F to +122°F)

FINISH - Fixtures are finished with LSI's DuraGrip® polyester powder coat finishing process. The DuraGrip finish withstands extreme weather changes without cracking or peeling.

WARRANTY - LSI LED fixtures carry a limited 5-year warranty.

PHOTOMETRICS - Please visit our web site at www.lsi-industries.com for detailed photometric data.

SHIPPING WEIGHT (in carton) - 30 lbs./13.6Kg

LISTING - UL listed to ANSI/UL1598, UL8750 and other U.S. and international safety standards. Suitable for wet locations in downlight position.

This product, or selected versions of this product, meet the standards listed below. Please consult factory for your specific requirements.

RoHS COMPLIANT · cULus LISTED wet location · CE · ARRA Funding Compliant · IP65 · FC

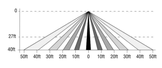
DOE LIGHTING FACTS
Department of Energy has verified representative product test data and results in accordance with its Lighting Facts Program. Visit www.lightingfacts.com for specific catalog strings.

LIGHT OUTPUT - XWM - 3 5000K CCT			
	Lumens	Wattage	LPW
03	3410	29	117
04	4417	40	111
06	6609	59	113
08	8610	82	105

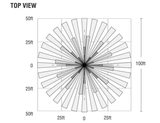
LED Chips are frequently updated therefore values may increase.

COVERAGE DIAGRAM

SIDE VIEW



TOP VIEW



Project Name _____ Fixture Type _____ 10/20/17
Catalog # _____ © 2017 LSI INDUSTRIES INC.

MIRADA WALL SCONCE (XWM)

LUMINAIRE ORDERING INFORMATION

TYPICAL ORDER EXAMPLE: **XWM FT LED 08L 50 UE WHT IMS**

Prefix	Distribution	Light Source	Output*	Color Temperature	Input Voltage	Finish	Optional Controls	Optional Sensor/Options
XWM - Mirada Wall Sconce	3 - Type 2 3 - Type 3 (Wide Throw) FT - Type FT (Forward Throw)	LED	03L - 3,400 Lumens 04L - 4,400 Lumens 06L - 6,600 Lumens 08L - 8,600 Lumens	50 - 5000K 40 - 4000K 30 - 3000K	UE - Universal Voltage (120-277V) HV - 347-480	BLK - Black BRZ - Bronze GPT - Graphite MSV - Metallic Silver WHT - White PLP - Platinum Plus	**Wireless Control System** 1,2 (blank) - None PCM - Platinum Control System GCM - Gold Control System DIM - 0-10 volt dimming (required for satellite fixtures) ALSC - AirLink Synapse Control System **Stand-Alone Control** (blank) - None DIM - 0-10 volt dimming[3] (from external signal)	**Sensor** IMS - Integral Motion Sensor[4,7] **Options** BB - Battery Back-up[5] CWBB - Cold Weather Battery Back-up[5] XPMA - Pole Mounting Bracket

ACCESSORY ORDERING INFORMATION[6] (Accessories are field installed)

Description	Order Number	Description	Order Number
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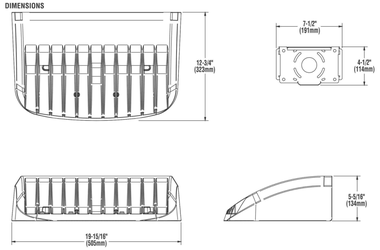
FK277 - Single Fusing	FK277	DFK480 - Double Fusing	DFK480
FK347 - Single Fusing	FK347	IMS/PC Remote Configurator Tool	564929

FOOTNOTES:
1 - For wireless controls information and accessories, see Controls Section.
2 - Requires a SiteManager and override switch. Not compatible with battery back-up, IMS or HL Option.
3 - Not compatible with IMS Option
4 - Not compatible with CWA or Wireless Control System
5 - Not compatible with Wireless Control System
6 - Not available with BB, CWBB, IMS Option or Wireless Control System
7 - IMS is the WattStopper Dual Sensor (Daylight & Motion) which is field adjustable, via a handheld remote configurator tool
8 - Output based on type 3 optics in cool white color temperature, see IES files for exact delivered lumens

DIMENSIONS



Project Name _____ Fixture Type _____ 10/20/17
Catalog # _____ © 2017 LSI INDUSTRIES INC.

DEAN W. CHANDLER

DESIGN PROFESSIONALS

HENDERSON ENGINEERS
8345 LENEXA DRIVE, SUITE 300
LENEXA, KS 66214
TEL 913.742.5000 FAX 913.742.5001
WWW.HENDERSONENGINEERS.COM
2050003332
FL. CERTIFICATE OF AUTHORIZATION #: EB 7606
02/28/21

ISSUE/REVISION RECORD

DATE	DESCRIPTION

RaceTrac.

RACETRAC PETROLEUM, INC.
3225 CUMBERLAND BOULEVARD
SUITE 100
ATLANTA, GEORGIA 30339
(770) 431-7600

PROJECT NAME
OKEECHOBEE

OKEECHOBEE, FLORIDA
975 NE PARK STREET, OKEECHOBEE, FL

RACETRAC STORE NUMBER
1443

PROTOTYPE SERIES
2011 BR-RH M90 0801

PLAN MODIFICATION NOTICE
SPB NO. N/A **DATE** N/A

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PROFESSIONAL SEAL

PROJECT NUMBER
2050003322 2 2020

SHEET TITLE
SITE PHOTOMETRY CUTSHEETS

THIS ITEM HAS BEEN ELECTRONICALLY SIGNED AND SEALED BY Dean Chandler ON THE DATE LISTED BELOW USING A DIGITAL SIGNATURE.

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Aug 12 2020

SHEET NUMBER
SP-2

Type 705: SCV LED 13L SC UNV DIM 50 WHT

Scottsdale® Vertex™ - SCV Petroleum Canopy LED Luminaire

The Scottsdale® Vertex™ is the most feature-rich canopy fixture in the marketplace. Innovations such as combined optical distributions, multiple lumen packages, field serviceability and simple installation make this fixture the ideal canopy solution. Its exceptional design and performance are backed by LSI's best-in-class customer service.

SCOTTSDALE

Features & Specifications

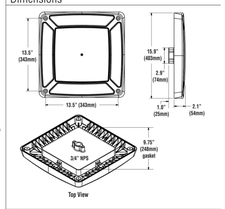
Optical System
- Proprietary silicone refractor optics provide exceptional coverage and uniformity in Symmetrical or Combination Forward Throw distributions.
- Silicone optical material does not yellow or crack with age and provides a minimum light transmittance of 93%.
- Available in 5000K and 4000K (+/- 275K) color temperatures.
- Minimum CRI of 70.

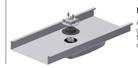
Electrical
- High-performance driver features over-voltage, under-voltage, short-circuit and over temperature protection.
- 0-10V dimming (10% - 100%) standard.
- Standard Universal Voltage (120-277 Vac) Input 50/60 Hz or optional High Voltage (347-480 Vac).
- L80 Calculated Life: >100k Hours (See Lumen Maintenance on Page 2)
- Total harmonic distortion: <20%.
- Operating temperature: -40°C to +50°C (-40°F to +122°F) when mounted to Steel/Aluminum surfaces for 10L, 13L, & 15L Lumen Packages, +45°C for 20L Lumen Package, and +40°C for 23L Lumen Package. If mounted to a non-metallic surface, reduce ambient by 5°C.
- Power factor: >0.90
- Input power stays constant over life.
- Field replaceable surge protection device meets a minimum Category C Low operation (per ANSI/IEEE C62.41.2).
- High-efficacy LEDs are mounted to (4) circuit boards to maximize heat dissipation
- Components are fully encased in potting material for moisture resistance. Driver complies with FCC standards.
- A single fastener secures access door to driver and key components and provides quick & easy access to the electrical compartment for servicing.

Dimmable · WIRELESS CONTROLS · RoHS COMPLIANT · ARRA Funding Compliant · cULus LISTED

DLC DLC

Dimensions





Locking Collar
Aluminum locking collar and gasket are included and required for complete seal and support of canopy deck.

Scottsdale® Vertex™ - SCV Petroleum Canopy LED Luminaire

Features & Specifications (Cont.)

Construction
- Rugged low-profile die-cast aluminum housing, optical unit, and driver cover.
- Ultra-slim 2" luminaire height and lightweight design effectively target a broad range of applications and allow for easy installations.
- Below canopy access to optical chamber and driver housing for serviceability.
- Luminaire is proudly manufactured in the U.S. of U.S. and imported parts.
- Fixtures are finished with LSI's DuraGrip® polyester powder coat finishing process. The DuraGrip finish withstands extreme weather changes without cracking or peeling. Other standard LSI finishes available. Consult factory.
- Shipping weight: 15 lbs in carton.

Controls
- Optional integral passive infrared motion and daylight sensor activates switching of luminaire light levels (see page 6 for more details).
- LSI's AirLink™ wireless control system options reduce energy and maintenance costs while optimizing light quality 24/7. (see page 7 for more details)

Installation
- Installs in a 12" or 16" deck pan.
- Deck penetration consists of a minimum 3" hole and four suitable fasteners, creating a simple installation. Four fasteners are provided with the fixture for use in single deck, metallic canopy substrates only when classified as suitable for use by installing professional. Otherwise, suitable fasteners should be provided by others.
- Unit is designed to quickly retrofit into existing Scottsdale (4") hole.
- Aluminum locking collar and gasket are included and required for complete seal and support of canopy deck.
- Retrofit panels are available for existing Encores, Richmond, 2x2 Universal, and more (see accessories on page 3).

Warranty
- LSI LED Fixtures carry a 5-year warranty or 10-year warranty with registration for petroleum applications only (contact your LSI representative for details).

Listings
- Listed to UL 1598 and UL 8750.
- RoHS Compliant.
- State of California Title 24 Compliant with IMS or ALSC/ALSCS option.
- American Recovery and Reinvestment Act Funding Compliant.
- Lighting Facts Approved.
- DesignLights Consortium® (DLC) qualified product. Not all versions of this product may be DLC qualified. Please check the DLC Qualified Products List at www.designlights.org/QPL to confirm which versions are qualified.

Performance

DELIVERED LUMENS*

	4000K		5000K		
Lumens	Delivered Lumens	Efficacy	Delivered Lumens	Efficacy	Wattage
10L	10,218	156	10,306	156	66
13L	12,793	153	12,933	153	84
15L	15,209	150	15,411	150	103
20L	20,083	153	20,141	155	130
23L (SC)	22,652	149	23,150	152	153
23L (SCFT)	N/A	N/A	24,361	127	192

*LED Chips are frequently updated therefore values are nominal.

ELECTRICAL DATA*

Lumens	120V	208V	240V	277V	347V	480V
10L	0.55	0.32	0.28	0.24	0.19	0.14
13L	0.70	0.41	0.35	0.30	0.24	0.18
15L	0.86	0.50	0.43	0.37	0.30	0.21
20L	1.09	0.63	0.54	0.47	0.38	0.27
23L (SC)	1.27	0.73	0.64	0.55	0.44	0.32
23L (SCFT)	1.60	0.92	0.80	0.69	0.55	0.40

*Electrical data at 25C (77F). Actual wattage may differ by +/-10%.

SC DISTRIBUTION RECOMMENDED LUMEN MAINTENANCE[1]

Ambient Temperature °C	Lumen Multiplier				
	0 hrs.[2]	25K hrs.[3]	50K hrs.[3]	75K hrs.[3]	100K hrs.[3]
25	1.00	0.96	0.92	0.88	0.84
30	1.00	0.96	0.91	0.87	0.83
35	1.00	0.96	0.91	0.87	0.83
40	1.00	0.96	0.91	0.87	0.83
45	1.00	0.96	0.91	0.87	0.82

1 - Lumen maintenance values at 25°C are calculated per TM-21 based on LM-80 data and in-situ luminaire testing.
2 - In accordance with IESNA TM-21-11, Projected Values represent interpolated value based on time durations that are within six times (6X) the IESNA LM-80-08 total test duration (in hours) for the device under testing ((OUT) i.e. the packaged LED chip).
3 - In accordance with IESNA TM-21-11, Calculated Values represent time durations that exceed six times 6A LM-80-08 total test duration (in hours) for the device under testing ((OUT) i.e. the packaged LED chip).

SCFT DISTRIBUTION RECOMMENDED LUMEN MAINTENANCE[1]

Ambient Temperature °C	Lumen Multiplier				
	0 hrs.[2]	25K hrs.[3]	50K hrs.[3]	75K hrs.[3]	100K hrs.[3]
25	1.00	1.00	1.00	0.99	0.99
30	1.00	1.00	0.99	0.99	0.99
35	1.00	1.00	0.99	0.99	0.99
40	1.00	1.00	0.99	0.99	0.99

1 - Lumen maintenance values at 25°C are calculated per TM-21 based on LM-80 data and in-situ luminaire testing.
2 - In accordance with IESNA TM-21-11, Projected Values represent interpolated value based on time durations that are within six times (6X) the IESNA LM-80-08 total test duration (in hours) for the device under testing ((OUT) i.e. the packaged LED chip).
3 - In accordance with IESNA TM-21-11, Calculated Values represent time durations that exceed six times 6A LM-80-08 total test duration (in hours) for the device under testing ((OUT) i.e. the packaged LED chip).

Scottsdale® Vertex™ - SCV Petroleum Canopy LED Luminaire

Luminaire Ordering Guide

TYPICAL ORDER EXAMPLE: **SCV LED 13L SC UNV DIM 50 WHT IMS**

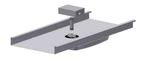
Family / Size	LED	Lumen Package*	Distribution	Voltage	Drive	Color Temperature	Finish	Controls
SCV - Petroleum Canopy Luminaire	LED	10L - 10000 Lumens	SC - Standard Symmetric	UNV - 120-277V	DIM - Dims to 10% (0 to 10V dimming)	40 - 4000K	WHT - White	Blank - NONE
		13L - 13000 Lumens				50 - 5000K	BLK - Black	IMS[1] - Integral Motion & Daylight Sensor
		15L - 15000 Lumens		HV - 347-480V			BRZ - Bronze	
		20L - 20000 Lumens					Consult factory for additional paint finishes	ALSC - AirLink Synapse Wireless Control System
		23L - 23000 Lumens	SCFT - Combination Standard Symmetric and Forward Throw					ALSCS[2] - AirLink Synapse Wireless Control System with Sensor

Accessory Ordering Information

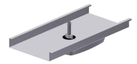
Description	Order Number
Retrofit Panel Kit - EC / ECTA / SCF to SCV, for 16" Deck Panel with larger openings[2]	674429
Retrofit Panel Kit - EC / ECTA / SCF to SCV, for 12" Deck Panel with larger openings[2]	676011
Retrofit Panel Kit - RE(C) Richmond to SCV	673426
Retrofit Panel Kit - UNV Universal 2x2 to SCV	673427
Retrofit 2x2 Cover Panel Blank (no holes)	3627282
Retrofit RIC Cover Panel Blank (no holes)	3547702
26" X 26" Beauty Plate Kit (with 4" Center hole)	SS7193WHT

Description	Order Number
26" X 26" Beauty Plate Kit (with 4" Center hole)	560896
Junction Box Kit (includes J-Box and stem)[4]	673429
Conduit stem (includes stem and conduit nuts)	673806
Kit - Hole Plugs and Sealant (enough for 25 retrofits)	1320540
Rectangular Hole Kit (includes top plate and sealant) (Available Soon)	676291
Surface Mount Box (Available Soon)	673433
IMS/PC Remote Configurator Tool	564929

FOOTNOTES:
1 - Only available in 23L lumen package at 5000K color temperature.
2 - Not available in HV.
3 - IMS is a dual sensor (Daylight & Motion) which is field adjustable via IMS hand held remote configurator tool, which must be ordered separately.
4 - Not compatible with external dimming.
5 - Ideal for 9" to 12" openings.
6 - Matches the conduit locations of existing Scottsdale, CRU, CRUS, CRO2, and CRO3.



Junction Box Kit
Designed to align to existing conduit of Scottsdale (HID) and many other LSI fixtures. [includes J-Box and conduit stem]
#673429



Conduit stem
Helpful when using an existing junction box. [includes 4.5" stem and conduit nuts]
#673806

1 FIXTURE TYPE 705 & 705B
NTS

Halo Commercial

DESCRIPTION

Recessed 6-inch LED lens downlight is available in various distributions, lumen and CRI/CCT options. Suitable for commercial construction and can be used for both new or renovation work. Insulation must be kept 3" from top and sides of housing. Use for general area lighting where high efficiency and visual comfort are required.

Catalog #	Type
Project	
Comments	Date
Prepared by	

PD610
PD615
PD620
PD630

PDM6A

61V

1000, 1500, 2000 & 3000 Lumen Series

LED 6-Inch Aperture Lens Downlight

THD: ≤ 20%
PF: ≥ 0.90
T Ambient -30 ~ +40°C
Sound Rating ≤ 22dba

SPECIFICATION FEATURES

MECHANICAL
Frame
Boat shaped galvanized steel frame with adjustable plaster lip accommodates ceilings up to ½ - 2" thick. May be used for new construction or remodeling installations. Provided with (2) remodel clips to secure frame when installed from below the ceiling.

Mounting Brackets
Bar hanger receivers adjusts 2" vertically from above the ceiling or thru the aperture. Use with No Fuss™ bar hangers or with ½" EMT. Removable to facilitate installation from below the ceiling.

No Fuss™ Bar Hangers
Captive preinstalled bar hanger locks to tee grid with a screwdriver or pliers. Centering mechanism allows consistent positioning of fixtures.

OPTICAL
LED Module
Proximity phosphors over chip on board LEDs provide a uniform source with high efficiency and no pixilation. Available in 80 or 90 CRI minimum, accuracy within 3 SDCM provides color uniformity. See ordering information for available CRI / CCT options. Passive thermal management achieves L70 at 50,000 hours in non IC applications. Integral diffuse lens provides visual shielding. Integral connector allows quick connection to housing flex.

Reflector
One piece parabolic aluminum reflector provides cutoff for a visually comfortable optic. Attaches to LED module with (3) speed clamps minimizing light leaks to lens. Self-flanged standard with an optional white painted flange.

Trim Retention
Reflectors are retained with two torsion springs holding the flange tightly to the finished ceiling surface.

ELECTRICAL
Junction Box
(6) ½" and (2) ¾" trade size pry outs positioned to allow straight conduit runs. Listed for (12) #12 AWG (six in, six out) 90°C conductors and feed thru branch wiring.

Driver
Integral UNV 120 - 277V 50/60 Hz constant current driver provides noise free operation. For 347V input use Halo transformer H347 or H347200. Continuous, flicker-free dimming from 100% to 10% with leading or trailing edge phase cut at 120V or 0 -10V analog control.

Emergency Option
Provides 90 minutes of standby lighting meeting most life safety codes for egress lighting. Available with both integral or remote charge indicator and test switch.

Compliance
- cULus listed for wet location
- cCSAus listed for wet location
- IP66 Ingress Protection Rated
- Insulation must be kept 3" from top and sides.
- Airtight per ASTM-E283.
- Optional City of Chicago environmental air (CCEA) marking for plenum applications.
- EMI/RFI emissions per FCC 47CFR Part 18 non-consumer limits.
- Contains no mercury or lead and RoHS compliant.
- Photometric testing in accordance with IES LM-79-08.
- Lumen maintenance projections in accordance with IES LM-80-08 and TM-21-11.
- Can be used to comply with California Title 24 Non-Residential Lighting Controls requirements as a LED Luminaire.
- ENERGY STAR® listed for commercial applications, reference database for current listings.

Lumens	1000 Series	
Input Voltage	120V	277V
Input Current	.103 A	.058 A
Input Power	12.1 W	13.2 W
Efficiency	88 LPW	86 LPW
Inrush Current	.048 A	.080 A

Lumens	1500 Series	
Input Voltage	120V	277V
Input Current	.146 A	.1 A
Input Power	17.1 W	17.9 W
Efficiency	87 LPW	87 LPW
Inrush Current	1.920 A	0.960 A

Lumens	2000 Series	
Input Voltage	120V	277V
Input Current	.175 A	.536 A
Input Power	20.78 W	21.06 W
Efficiency	89 LPW	89 LPW
Inrush Current	.064 A	.128 A

Lumens	3000 Series	
Input Voltage	120V	277V
Input Current	.299 A	.143 A
Input Power	35.72 W	36.4 W
Efficiency	82 LPW	82 LPW
Inrush Current	.096 A	.928 A

EATON Powering Business Worldwide

TD517003EN
5/28/2015

Halo Commercial

PD610/PD615/PD620/PD630
PDM6A
61V

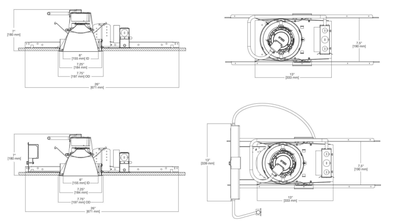
ORDERING INFORMATION

SAMPLE NUMBER: PD610SCWDBM-PDM6AM27-61VC
A complete luminaire consists of a housing, LED module and reflector, order separately.

Housing	Lumens	Drive	Options	LED Module	CRI/CCT
PD6 = 6" aperture LED downlight PD6CP = 6" aperture LED downlight, CCEA listed for City of Chicago plenum requirements	10 = 1,000 lumens (nominal) 15 = 1,500 lumens (nominal) 20 = 2,000 lumens (nominal) 30 = 3,000 lumens (nominal)	ED010 = 120-277V 50/60Hz, 0-10V and LE/TE phase cut dimming DV10 = 120-277V 50/60Hz, 0-10V dimming (3,000 lumen only)	REM = Emergency operation with remote indicator and test switch IEM = Emergency operation with integral indicator and test switch, 60 hz only (REM and IEM options not available with PD6CP housing)	PDM6A = Housing of LED module for PD6 housing, provides 1,000, 1,500, 2,000, or 3,000 lumens (nominal) depending on connected housing type	827 = 80 CRI, 2700K CCT 927 = 90 CRI, 2700K CCT 835 = 80 CRI, 3000K CCT 935 = 90 CRI, 3000K CCT 840 = 80 CRI, 4000K CCT 940 = 90 CRI, 4000K CCT 850 = 80 CRI, 5000K CCT 950 = 90 CRI, 5000K CCT

Reflector	Finish Option	Flange Option	Accessories
61V = 6" vertical parabolic reflector 61VIEM = 6" vertical parabolic reflector for IEM	C = Specular clear G = Specular gold H = Semi-specular clear W = White bottle bottle flange WF = White bottle bottle flange VB = Yellow bottle bottle flange	Blank = Polished flange standard with C, G & H reflector finishes Blank = White flange standard with W, BB, VB finishes WF = White flange option available with C, G, & H reflector finishes	HB120APK = L channel hanger bar, 26", No-Fuss', pair (replacement) RMB22 = 22" long wood pair mounting bars, pair H347 = Step down transformer for 347V input H347 = Step down transformer for 347V input, 750A max H347200 = Step down transformer for 347V input, 2000VA max

DIMENSIONS



2 FIXTURE TYPE 101BL
NTS

DEAN W. CHANDLER

THIS ITEM HAS BEEN ELECTRONICALLY SIGNED AND SEALED BY Dean Chandler ON THE DATE LISTED BELOW USING A DIGITAL SIGNATURE.

PRINTED COPIES OF THIS DOCUMENT ARE NOT CONSIDERED SIGNED AND SEALED AND THE SIGNATURE MUST BE VERIFIED ON ANY ELECTRONIC COPIES.

Aug 12 2020

DESIGN PROFESSIONALS

HENDERSON ENGINEERS
8345 LENEXA DRIVE, SUITE 300
LENEXA, KS 66214
TEL 913.742.5000 FAX 913.742.5001
WWW.HENDERSONENGINEERS.COM
2050003332
FL. CERTIFICATE OF AUTHORIZATION #: EB 7606
02/28/21

ISSUE/REVISION RECORD

DATE	DESCRIPTION

RaceTrac.
RACETRAC PETROLEUM, INC.
3225 CUMBERLAND BOULEVARD
SUITE 100
ATLANTA, GEORGIA 30339
(770) 431-7600

PROJECT NAME

OKEECHOBEE

OKEECHOBEE, FLORIDA
975 NE PARK STREET,
OKEECHOBEE, FL

RACETRAC STORE NUMBER

1443

PROTOTYPE SERIES

2011 BR-RH M90 0801

PLAN MODIFICATION NOTICE

SPB NO. N/A **DATE** N/A

STANDARD PLAN BULLETINS (SPB) MODIFY THE PROTOTYPE SERIES SET NOTED ABOVE. THE LISTED SPB REPRESENTS THE LATEST MODIFICATION INCORPORATED TO THIS PROTOTYPE SERIES SET AT ORIGINAL RELEASE. THE ISSUE/REVISION RECORD COLUMN ABOVE LISTS ANY REVISIONS OR SPB INCORPORATED IN THIS SET AFTER THE ORIGINAL RELEASE. CONTACT RACETRAC ENGINEERING AND CONSTRUCTION FOR ANY SUBSEQUENT BULLETINS NOT INCORPORATED HEREIN.

PROFESSIONAL SEAL

PROJECT NUMBER

2050003332 12 2020

SHEET TITLE

SITE PHOTOMETRY CUTSHEETS

SHEET NUMBER

SP-3

4 LEFT ELEVATION
3/16" = 1'-0"

3 RIGHT ELEVATION
3/16" = 1'-0"

2 REAR ELEVATION
3/16" = 1'-0"

1 FRONT ELEVATION
3/16" = 1'-0"

EXTERIOR MATERIAL SCHEDULE

BRICK				**METAL**			
BR-1	MERIDIAN BRICK	LAREDO	MORTAR COLOR "LIGHT BLUFF"	M-1		PREFINISHED 4" 2-PIECE COMPRESSION METAL COVER	METAL TO MATCH STOREFRONT COLOR DARK BRONZE
BR-2	MERIDIAN BRICK	MOUNT RUSHMORE	MORTAR COLOR "LIGHT BLUFF"	M-2		COLOR DARK BRONZE	METAL TO MATCH STOREFRONT COLOR DARK BRONZE
CEMENT BOARD				M-3	VISTAWALL (OR APPROVED ALTERNATE)	FG-3000 STOREFRONT SYSTEM (OR APPROVED ALTERNATE)	PREFINISHED DARK BRONZE ANODIZED ALUMINUM AA-MI2C22A44
HP-1	JAMES HARDIE	ARTISAN V-GROOVE SIDING	PAINT SHERWIN WILLIAMS SEALSKIN #7675	M-5	ALCOA	REYNOBOND PE	COLORWELD 500 "CLASSIC BRONZE"
EIFS							
EF-1	STO	EIFS FASCIA AND SOFFIT	"FINE FINISH" APPLICATION; COLOR TO MATCH SW #6141 "SOFTER TAN"	M-8			RED ACM
GLAZING				M-9			BLUE ACM
GL-1		1" NON-IMPACT RATED INSULATED GLAZING	CLIMATE ZONE 2 OR 3. IGU AT STOREFRONT 0.28 U-FACTOR, SHGC PF>0.25=0.27 (1/4" PPG SOLARBAN 70-XL LOW-E #2 + 12 AIRE + 1/4" CLEAR) OR APPROVED ALTERNATE				
PAINT							
EP-1	SHERWIN WILLIAMS	EXTERIOR PAINT TO SW #7020 "BLACK FOX"					

DESIGN PROFESSIONALS

brr

RaceTrac
RACETRAC PETROLEUM, INC.
200 GALLERIA PARKWAY SOUTHEAST
SUITE 900
ATLANTA, GEORGIA 30339
(770) 431-7600

PROJECT NAME

Okeechobee TC/DT

OKEECHOBEE
FLORIDA 00000
8990 20TH ST

RACETRAC STORE NUMBER

#1443

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PROJECT NUMBER
Project Number

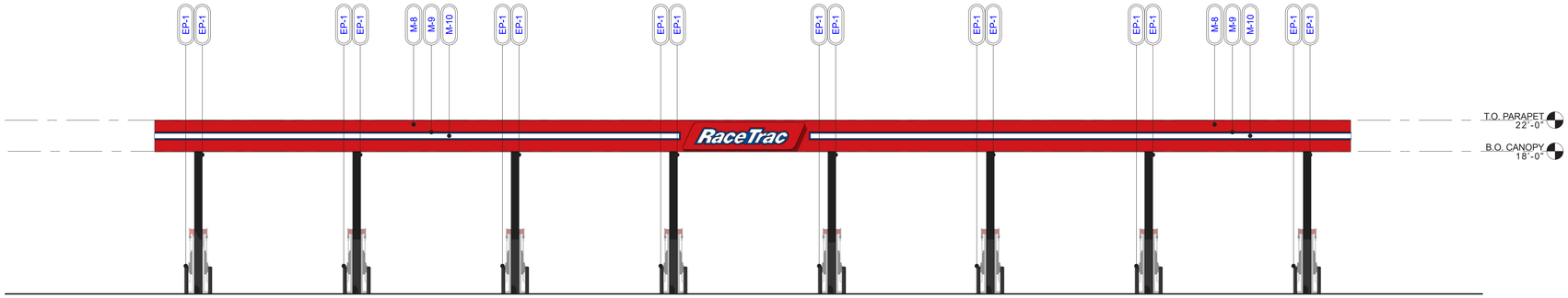
SHEET TITLE

BUILDING ELEVATIONS

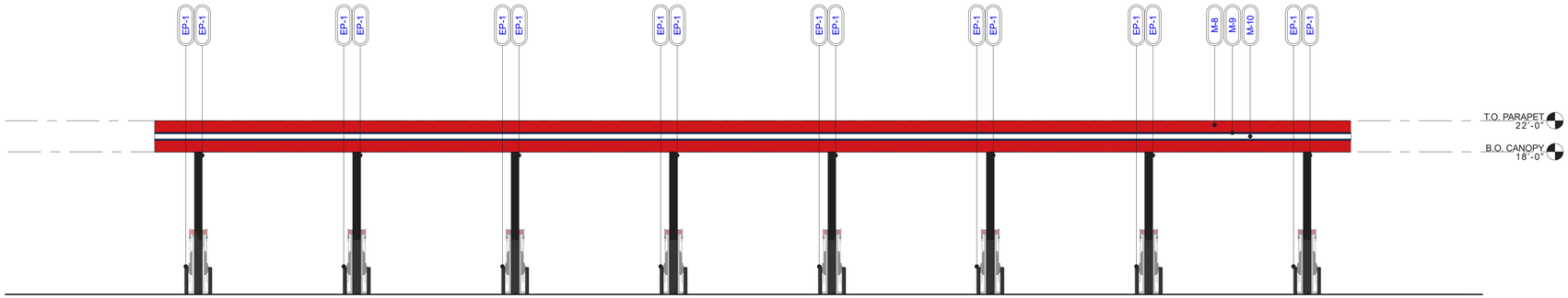
SHEET NUMBER

001

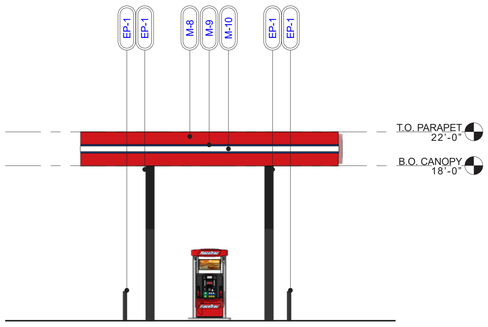
FOR REFERENCE ONLY



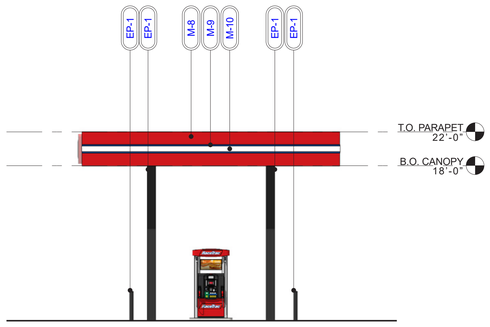
4 FRONT ELEVATION
1/8" = 1'-0"



3 REAR ELEVATION
1/8" = 1'-0"



1 LEFT ELEVATION
1/8" = 1'-0"



2 RIGHT ELEVATION
1/8" = 1'-0"

EXTERIOR MATERIAL SCHEDULE

PAINT			
EP-1	SHERWIN WILLIAMS	EXTERIOR PAINT TO SW #7020 "BLACK FOX"	
METAL			
M-8			RED ACM
M-9			BLUE ACM
M-10			WHITE ACM

DESIGN PROFESSIONALS

brr

RaceTrac
RACETRAC PETROLEUM, INC.
200 GALLERIA PARKWAY SOUTHEAST
SUITE 900
ATLANTA, GEORGIA 30339
(770) 431-7600

PROJECT NAME

Okeechobee TC/DT

OKEECHOBEE
FLORIDA 00000
8990 20TH ST

RACETRAC STORE NUMBER

#1443

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PROJECT NUMBER
1443

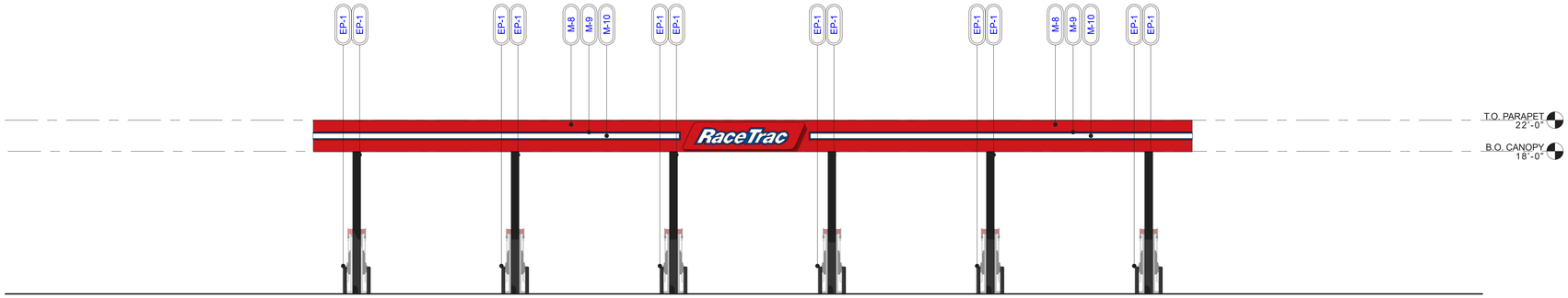
SHEET TITLE

BUILDING ELEVATIONS - FRONT COURT

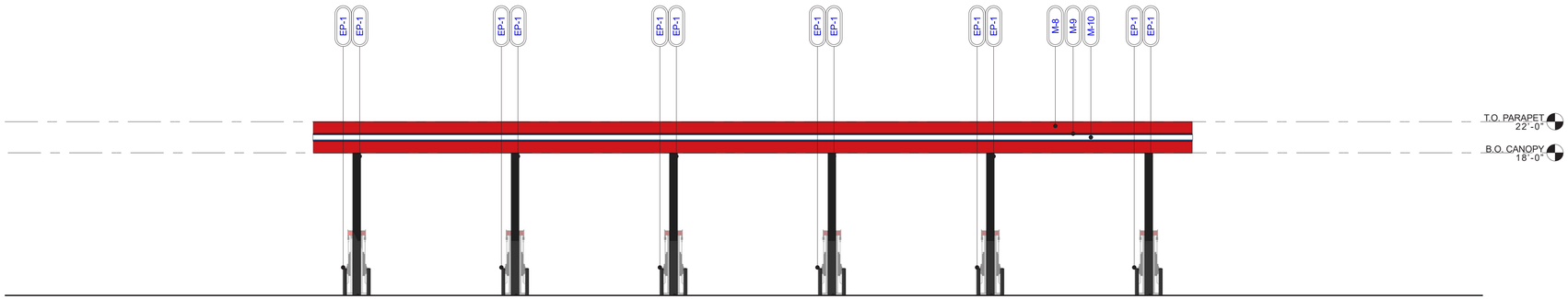
SHEET NUMBER

002

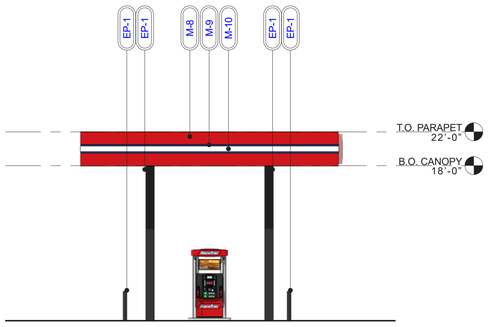
FOR REFERENCE ONLY



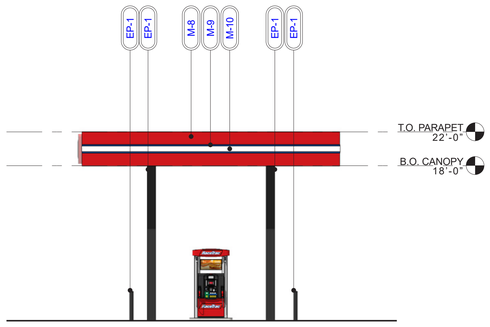
4 FRONT ELEVATION
1/8" = 1'-0"



3 REAR ELEVATION
1/8" = 1'-0"



1 LEFT ELEVATION
1/8" = 1'-0"



2 RIGHT ELEVATION
1/8" = 1'-0"

EXTERIOR MATERIAL SCHEDULE			
PAINT			
EP-1	SHERWIN WILLIAMS	EXTERIOR PAINT TO SW #7020 "BLACK FOX"	
METAL			
M-8			RED ACM
M-9			BLUE ACM
M-10			WHITE ACM

DESIGN PROFESSIONALS

brr

RaceTrac
RACETRAC PETROLEUM, INC.
200 GALLERIA PARKWAY SOUTHEAST
SUITE 900
ATLANTA, GEORGIA 30339
(770) 431-7600

PROJECT NAME

Okeechobee TC/DT

OKEECHOBEE
FLORIDA 00000
8990 20TH ST

RACETRAC STORE NUMBER

#1443

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PROJECT NUMBER
1443

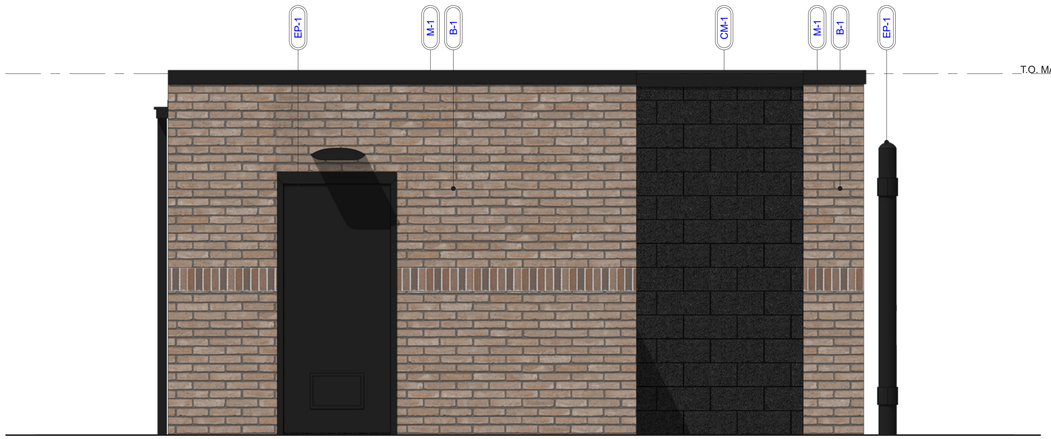
SHEET TITLE

FUEL CANOPY ELEVATIONS - BACK COURT

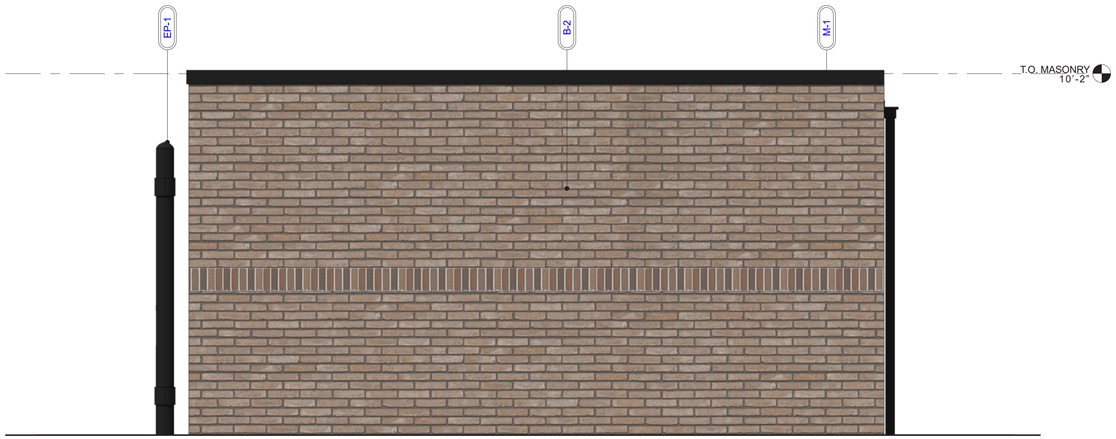
SHEET NUMBER

003

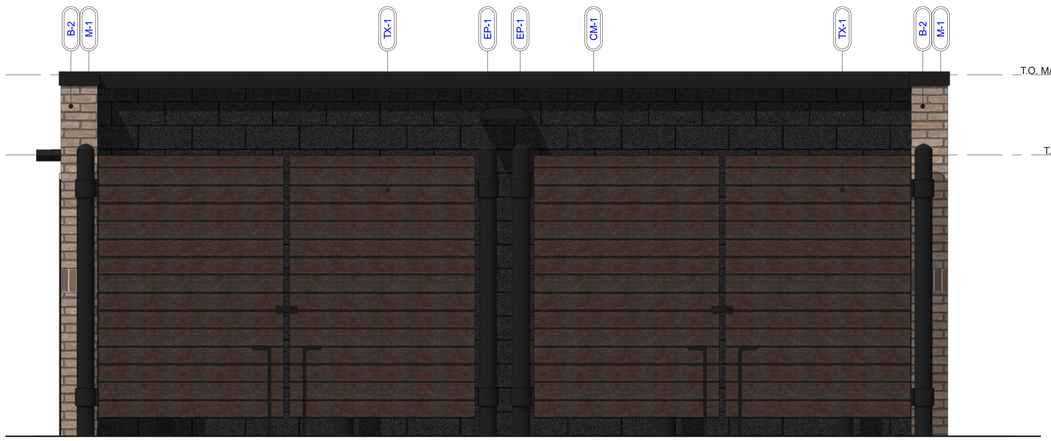
FOR REFERENCE ONLY



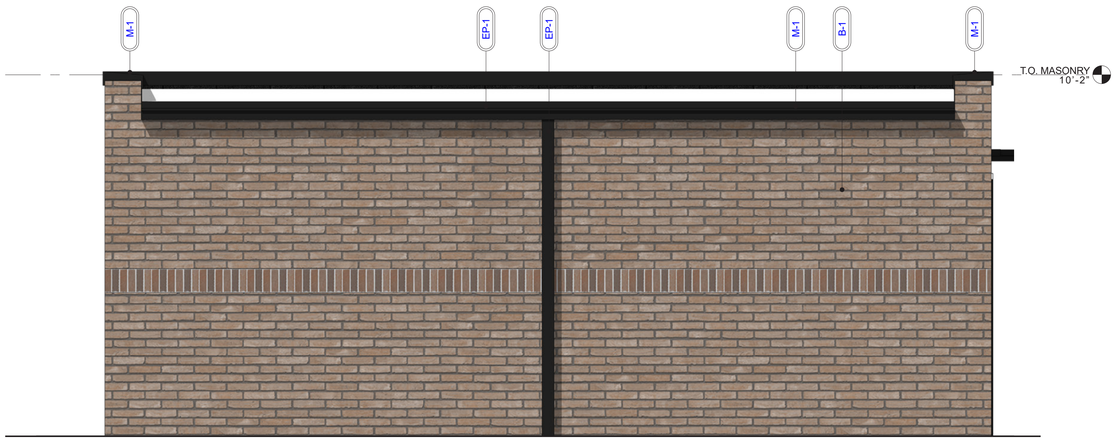
3 LEFT ELEVATION
1/2" = 1'-0"



4 RIGHT ELEVATION
3/16" = 1'-0"



1 FRONT ELEVATION
1/2" = 1'-0"



2 REAR ELEVATION
1/2" = 1'-0"

EXTERIOR MATERIAL SCHEDULE

BRICK			
BR-2	MERIDIAN BRICK	MOUNT RUSHMORE	MORTAR COLOR "LIGHT BLUFF"
METAL			
M-1		PREFINISHED 4" 2-PIECE COMPRESSION METAL COVER	METAL TO MATCH STOREFRONT COLOR DARK BRONZE
PAINT			
EP-1	SHERWIN WILLIAMS	EXTERIOR PAINT TO SW #7020 "BLACK FOX"	
CONCRETE MASONRY			
CM-1		8X16 SMOOTH FACE BLOCK	PAINT TO SW #7020 "BLACK FOX"
TREX			
TX-1	SELECT COMPOSITE	1/2" THICKNESS	WOODLAND BROWN

DESIGN PROFESSIONALS

brr

RaceTrac
RACETRAC PETROLEUM, INC.
200 GALLERIA PARKWAY SOUTHEAST
SUITE 900
ATLANTA, GEORGIA 30339
(770) 431-7600

PROJECT NAME

Okeechobee TC/DT

OKEECHOBEE
FLORIDA 00000
8990 20TH ST

RACETRAC STORE NUMBER

#1443

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PROJECT NUMBER
1443

SHEET TITLE

TRASH ENCLOSURE ELEVATIONS

SHEET NUMBER

004

FOR REFERENCE ONLY

Bio-Tech Consulting Inc.
Environmental and Permitting Services

info@bio-techconsulting.com
www.bio-techconsulting.com

August 24, 2020

Eve Raymond
SFWMD
3800 NW 16th Boulevard A
Okeechobee, Florida 34972

Proj: Okeechobee Racetrac Site - Okeechobee County, Florida
(BTC File #601-26)
Re: Request for Additional Information Responses
App. No. 200526-3522

Dear Ms. Raymond:

The purpose of this letter is to provide the District with the environmental responses of comments for the above referenced Permit Application for the above referenced project site.

3. Have onsite inspections of wetland determinations for this site been conducted by District staff? Please contact Eve Raymond, the environmental reviewer, at 863-462-5260 ext. 3007 to arrange a field inspection if no prior inspections have been completed. Prior to the field inspection, wetland boundaries should be field staked for SFWMD staff verification and approval. In the event that jurisdictional wetlands do occur on the site, additional information related to wetlands and potential impacts to wetlands may be required to assist Staff in their review of the proposed project.

A site review was conducted with Eve Raymond of the District and Daniel Gough of BTC on August 20, 2020. The reviewed and approved wetland limits are depicted on the revised site plans. The wetland totals 0.35 acres in size and per Sec. 10.2.2.1 of the A.H., no mitigation is required for the less than 0.5-acre isolated system. Furthermore, the attached UMAM illustrates the low functional value of the wetland system.

Orlando: Main Office
3025 East South Street
Orlando, FL 32803

Vero Beach Office
4445 N A1A
Suite 221
Vero Beach, FL 32963

Jacksonville Office
1157 Beach Boulevard
Jacksonville Beach, FL 32250

Tampa Office
6011 Benjamin Road
Suite 101 B
Tampa, FL 33634

Key West Office
1107 Key Plaza
Suite 259
Key West, FL 33040

Aquatic & Land
Management Operations
3825 Rouse Road
Orlando, FL 32817

407.894.5969
877.894.5969
407.894.5970 fax

4. Has the Applicant completed a wildlife survey for the entire project area? Please submit results of a detailed wildlife survey for the project site. In addition, please provide copies of any correspondence pertaining to the project from the Florida Fish and Wildlife Conservation Commission and the U.S. Fish and Wildlife Service.

Utilizing methodologies outlined In the Florida's Fragile Wildlife (Wood, 2001); Measuring and Monitoring Biological Diversity Standard Methods for Mammals (Wilson, et al., 1996); and Florida Fish and Wildlife Conservation Commission's (FFWCC) Gopher Tortoise Permitting Guidelines (April 2008 - revised January 2017), an assessment for "listed" floral and faunal species occurring within the subject site boundaries was conducted in August 2020. The survey covered approximately 100% of the subject site's developable area, included both direct observations and indirect evidence, such as tracks, burrows, tree markings and vocalizations that indicated the presence of species observed. The assessment focused on species that are "listed" by the FFWCC's Official Lists - Florida's Endangered Species, Threatened Species and Species of Special Concern (May 2017) that have the potential to occur in Okeechobee County.

No plant species "listed" by either the state or federal agencies were identified on the subject property during the assessments conducted. The following is a list of those wildlife species identified during the evaluation of the site:

Reptiles and Amphibians
brown anole *(Anolis sagrei)*
eastern racer *(Coluber constrictor)*

Birds
American Crow *(Corvus caurinus)*
Mourning Dove *(Zenaida macroura)*
Northern Cardinal *(Cardinalis cardinalis)*

Mammals
eastern gray squirrel *(Sciurus carolinensis)*
nine-banded armadillo *(Dasypus novemcinctus)*

None of the above wildlife species are identified on the FFWCC's Official Lists - Florida's Endangered Species, Threatened Species and Species of Special Concern (updated May 2017).

5. At this time, the District has not received correspondence from the Florida Department of State's Division of Historical Resources (DHR). What is the status of review by the

DHR? Pursuant to Section 10.2.3(f), Volume I, the District will require documentation from DHR indicating that the proposed project will not adversely affect historical or archaeological resources in order to recommend approval of this application.

A request for an archaeological determination has been submitted to the Division of Historical Resources (DHR). Once the correspondence is received, a copy will be provided to District staff.

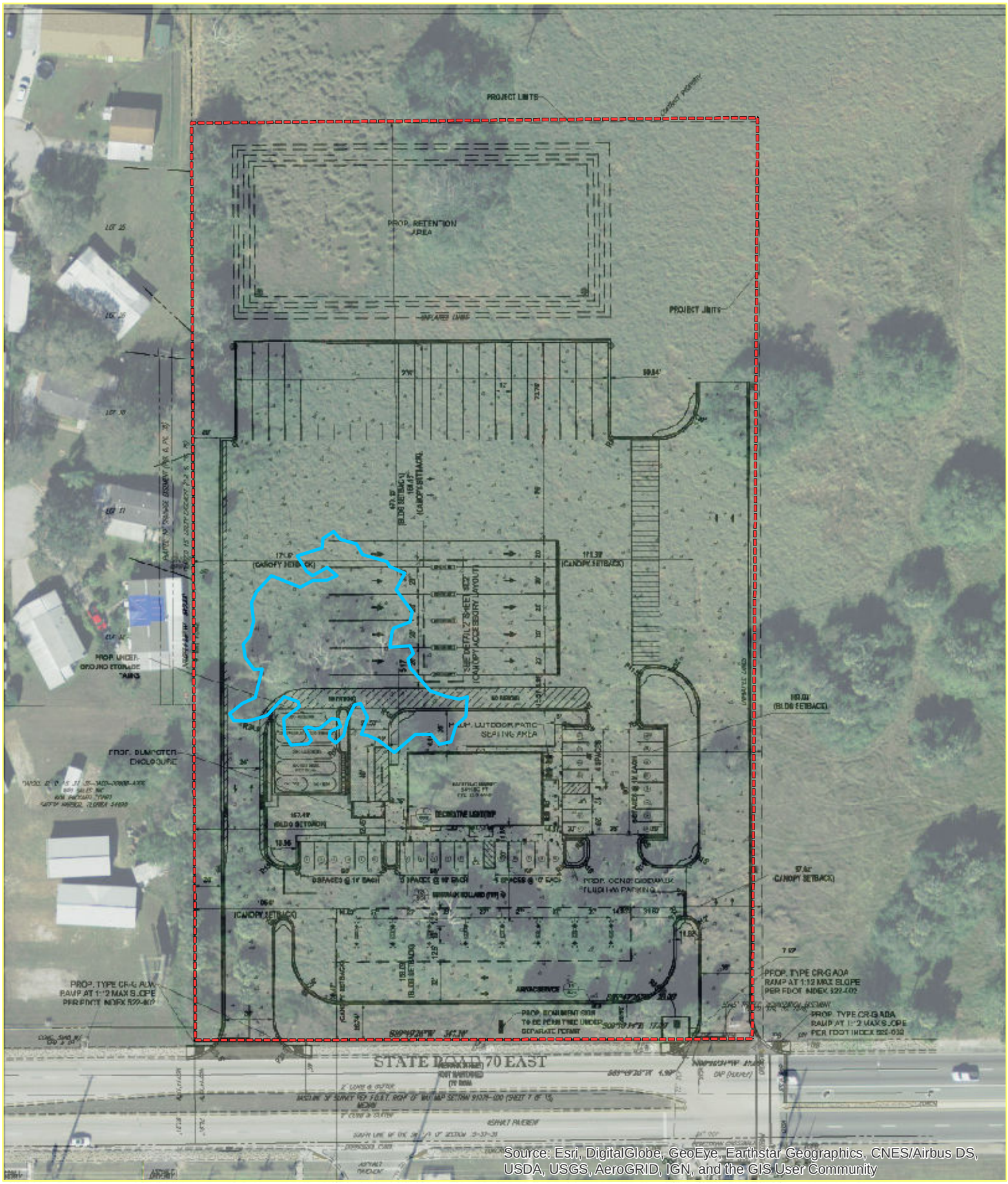
Should you have any questions or require any additional information, please do not hesitate to contact our office at (407) 894-5969. Thank you.

Regards,

Daniel Gough
Project Manager

John Miklos
President

attachments



Bio-Tech Consulting Inc.
Environmental and Permitting Services
3025 E. South Street Orlando, FL 32803
Ph: 407-894-5969 Fax: 407-894-5970
www.bio-techconsulting.com

Okeechobee RaceTrac
Okeechobee County, Florida
Site Plan w/ Wetland

N
W E
S

100
Feet

Project #: 601-26
Produced By: DBG
Date: 8/24/2020

TABLE 1. PROJECT WETLAND (WL) AND OTHER SURFACE WATER (SW) SUMMARY

WL & SW ID	WL & SW TYPE	WL & SW SIZE	WL & SW NOT IMPACTED	TEMPORARY WL & SW IMPACTS			PERMANENT WL & SW IMPACTS			MITIGATION ID
				WL & SW TYPE	IMPACT SIZE	IMPACT CODE	WL & SW TYPE	IMPACT SIZE	IMPACT CODE	
W-1	**640**	**0.35**	**0.00**				**640**	**0.35**	**F**	
PROJECT TOTALS		**0.350**	**0.000**		**0.00**			**0.350**		

Comments: FLUCFCS - Florida Land Use, Cover and Forms Classification System

CODES (multiple entries per cell not allowed):
Wetland Type: from an established wetland classification system (see Section E, 111b.)
Impact Type: D=dredge; F=fill; H=change hydrology; S=shading; C=clearing; O=other

Reviewer: _____

PART I - QUALITATIVE DESCRIPTION
(See Section 62-345.400, F.A.C.)

Site/Project Name	Application Number	Assessment Area Name or Number
Okeechobee Racetrac		W-1

FLUCCs Code	Further classification (optional)	Impact or Mitigation Site	Assessment Area Size
640		Impact	0.35

Basin/Watershed Name/Number	Affected Waterbody (class)	Special Classification (i.e. OFW, AP, other local/state/federal designation of importance)
		N/A

Geographic relationship to and hydrologic connection with wetlands, other surface waters, uplands

Assessment area is hydrologically isolated and surrounded by disturbed uplands with mobile home park to the west and State Road 70 to the south.

Assessment area description

Wetland 1 assessment area is a disturbed and isolated depression that is a monoculture of paragrass with standing water and minimal wildlife utilization.

Significant nearby features	Uniqueness (considering the relative rarity in relation to the regional landscape)
SR 70 to the south, mobile home park to the west	Common

Functions	Mitigation for previous permit/other historic use
Minimal biological functions	

Anticipated Wildlife Utilization Based on Literature Review (List of species that are representative of the assessment area and reasonably expected to be found	Anticipated Utilization by Listed Species (List species, their legal classification (E,T, SSC), type of use, and intensity of use of the assessment area)
Small amphibians and reptiles.	None

Observed Evidence of Wildlife Utilization
(List species directly observed, or other signs such as tracks, droppings, casings nests, etc.):

Additional relevant factors:

Assessment conducted by: Daniel Gough	Assessment date(s): 8-20-2020

PART II - Quantification of Assessment Area (impact or mitigation)
(See Section 62-345.500 and .600, F.A.C.)

Site/Project Name	Application Number	Assessment Area Name or Number
Okeechobee Racetrac		W-1
Impact or Mitigation	**Assessment conducted by:**	**Assessment date:**
Impact	Daniel Gough	8/20/2020

Scoring Guidance
The scoring of each indicator is based on what would be suitable for the type of wetland or surface water assessed

Optimal (10)	Moderate (7)	Minimal (4)	Not Present (0)
Condition is optimal and fully supports wetland/surface water functions	Condition is less than optimal, but sufficient to maintain most wetland/surface water functions	Minimal level of support of wetland/surface water functions	Condition is insufficient to provide wetland/surface water functions

.500 (6)(a) Location and Landscape Support w/o pres or current: 4 with: 0	Habitat support outside of assessed area is minimal with little downstream benefits provided. Adjoining uplands have been heavily impacted through agricultural practices. Uplands have been historically cleared and graded. SR 70 exists to the south and a mobile home park to the west.	
.500 (6)(b) Water Environment (n/a for uplands) w/o pres or current: 3 with: 0	System is hydrologically isolated and only retains rainfall form the immediate area.	
.500 (6)(c) Community structure 1. Vegetation and/or 2. Benthic Community w/o pres or current: 2 with: 0	Vegetation is a monoculture of paragrass	

Score = sum of above scores/30 (if uplands, divide by 20)	
w/o pres or current	with
0.3000	0.0000

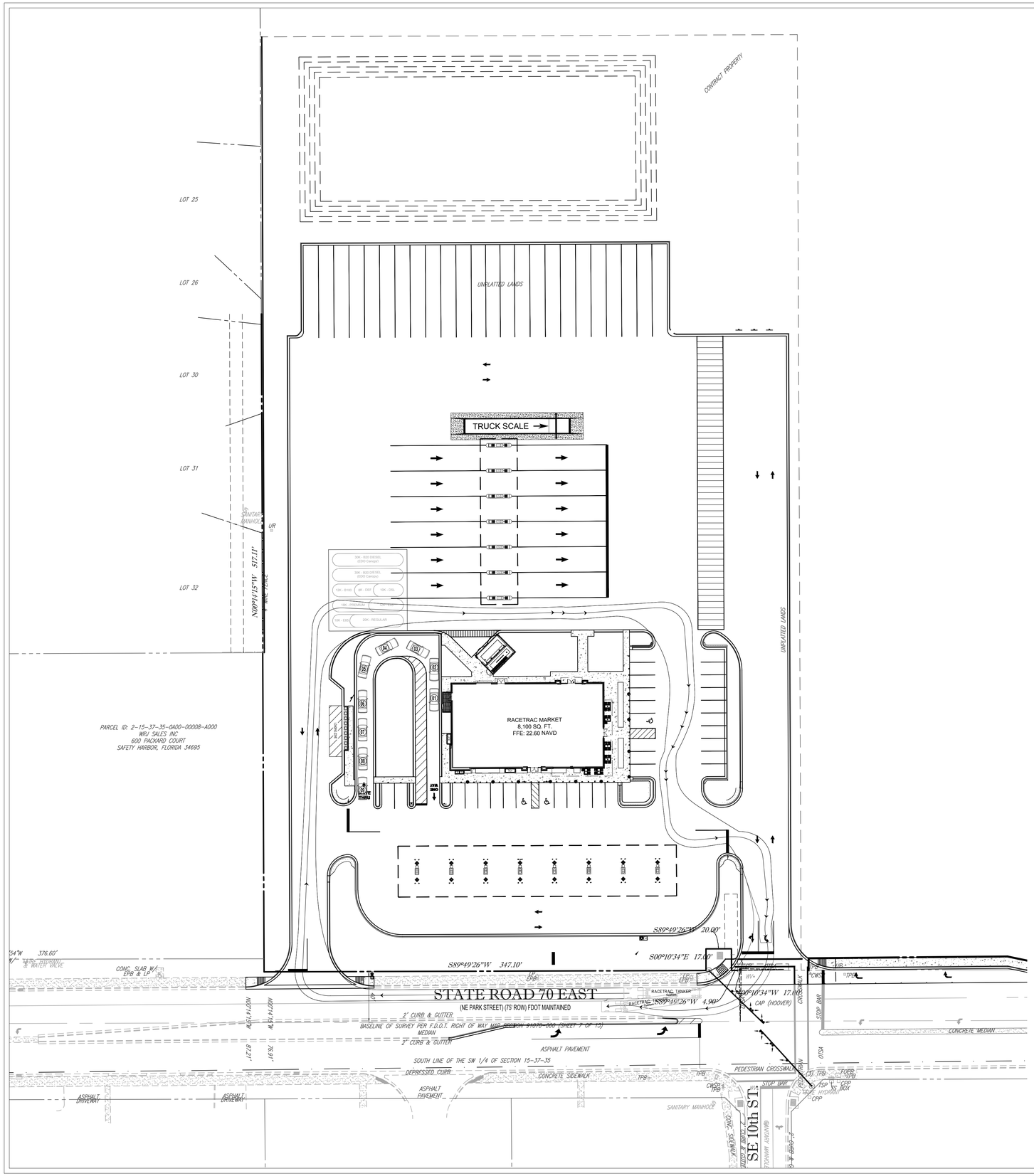
Delta = [with current]
0.30

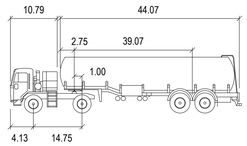
If preservation as mitigation,	
Preservation adjustment factor =	
Adjusted mitigation delta =	

If mitigation	
Time lag (t-factor) =	
Risk factor =	

For impact assessment areas	
FL = delta x acres =	0.11

For mitigation assessment areas	
RFG = delta/(t-factor x risk) =	





RACETRAC TANKER feet

Tractor Width	: 8.50	Lock to Lock Time	: 6.0
Trailer Width	: 8.50	Steering Angle	: 40.0
Tractor Track	: 8.50	Articulating Angle	: 70.0
Trailer Track	: 8.50		

Know what's below.
Call before you dig.

40 20 0 40 80 120 160

GRAPHIC SCALE IN FEET

NO.	DATE

KEVIN A. BETANCOURT
No. 83361
PROFESSIONAL ENGINEER
STATE OF FLORIDA
FLORIDA CERTIFICATE OF AUTHORIZATION No. 27928
FLORIDA BUSINESS LICENSE No. 27928

THOMAS ENGINEERING GROUP
6360 NW 31ST AVE
FORT LAUDERDALE, FL 33309
PH: (954) 202-7000
www.ThomasEngineeringGroup.com

RaceTrac
RACETRAC PETROLEUM, INC.
200 GALLERIA PARKWAY SE
SUITE 900 ATLANTA, GA 30339
(770) 431-7600

CIRCULATION PLAN
RACETRAC MARKET & GAS STATION
SR 70 & NE 10TH AVENUE
OKEECHOBEE, FLORIDA

DATE	9/11/20
SCALE	1" = 40'
DRAWN-BY	JFV
DRAWING NAME: CIRCULATION PLAN	
C 1.3	1
SHEET NO.	VERSION

ALTA / NSPS LAND TITLE SURVEY

A PORTION OF
SECTION 15 TOWNSHIP 37 SOUTH RANGE 35 EAST

SURVEYOR'S NOTES:

1. NO ATTEMPT WAS MADE BY THIS FIRM TO LOCATE UNDERGROUND UTILITIES ON/OR ADJACENT TO THIS SITE. THE APPROXIMATE LOCATION OF ALL UTILITIES SHOWN HEREON WERE TAKEN FROM ASBUILT DRAWINGS AND/OR ON-SITE LOCATION AND SHOULD BE VERIFIED BEFORE CONSTRUCTION.

2. NO ATTEMPT WAS MADE BY THIS FIRM TO LOCATE UNDERGROUND FOOTINGS OF BUILDINGS OR FENCES ON OR ADJACENT TO THIS SITE.

3. THIS MAP IS INTENDED TO BE DISPLAYED AT THE GRAPHIC SCALE SHOWN HEREON OR SMALLER.

4. ALL ELEVATIONS SHOWN ARE BASED ON NORTH AMERICAN VERTICAL DATUM 1988 (NAVD 88), NGS BENCHMARK: V 528, ELEVATION 25.13', NAVD 88)

5. THE BEARING BASE OF THIS SURVEY IS ALONG THE NORTH RIGHT OF WAY LINE OF STATE ROAD 70 EAST, S89°49'26"W, BASED ON FLORIDA STATE PLANE COORDINATE SYSTEM EAST ZONE, NAD 83/90 WITH 2011 ADJUSTMENT.

6. LEGAL DESCRIPTION SHOWN HEREON PER TITLE COMMITMENT FURNISHED BY CLIENT.

7. ALL BEARINGS AND DISTANCES SHOWN ARE PLAT AND MEASURED UNLESS OTHERWISE NOTED.

8. ADDITIONS OR DELETIONS TO SURVEY MAPS OR REPORTS BY OTHER THAN THE SIGNING PARTY OR PARTIES IS PROHIBITED WITHOUT WRITTEN CONSENT OF THE SIGNING PARTY OR PARTIES.

9. THIS SITE LIES IN FLOOD ZONE 'X' AS SCALED AND INTERPOLATED ON FEMA MAP NO. 12093C-0480-C, DATED: JULY 16, 2015.

10. THE EXPECTED USE FOR THE SURVEY AND MAP IS FOR COMMERCIAL PURPOSES.

11. ALL MEASUREMENTS ARE IN ACCORDANCE WITH THE UNITED STATES STANDARD, IN FEET.

12. THERE IS NO OBSERVED EVIDENCE OF CURRENT EARTH MOVING WORK, BUILDING CONSTRUCTION OR BUILDING ADDITIONS, AS SHOWN ON SURVEY.

TREE NOTE:

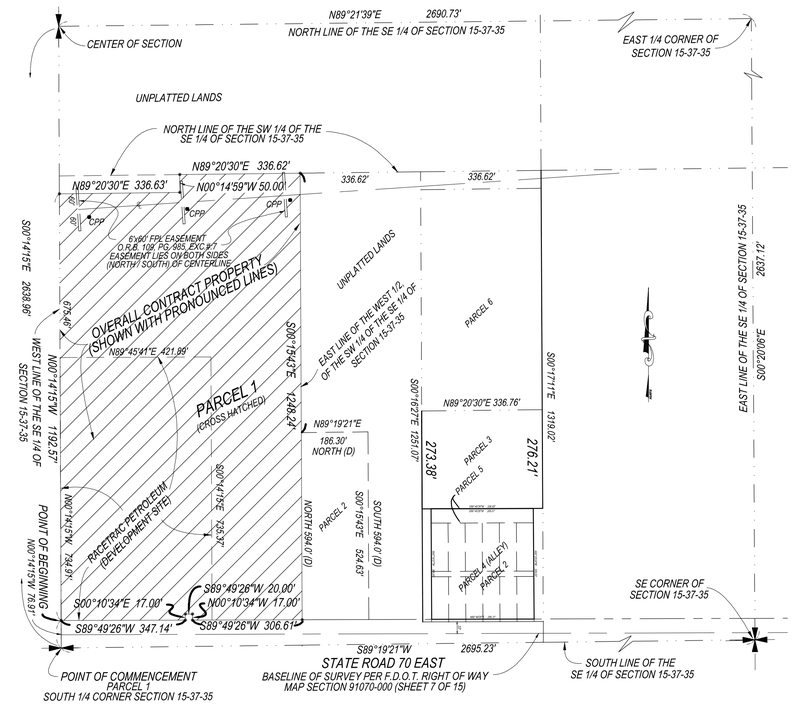
WATSON | KILLANE ACCEPTS NO RESPONSBILITY FOR THE IDENTIFICATION OF THE TREE SPECIES SHOWN HEREON. EVERY EFFORT HAS BEEN MADE TO PROPERLY IDENTIFY TREES SHOWN, HOWEVER, TREE IDENTIFICATION IS OUTSIDE THE AREA OF EXPERTISE OF THIS FIRM. THE TREE SPECIES AS LISTED HEREON IS FOR INFORMATIONAL PURPOSES ONLY AND SHOULD BE CONFIRMED BY A CERTIFIED ARBORIST.

FLOOD ZONE INFORMATION:

LANDS SHOWN HEREON ARE LOCATED WITHIN AN AREA HAVING A ZONE DESIGNATION 'X' BY THE FEDERAL EMERGENCY MANAGEMENT AGENCY (FEMA), ON FLOOD INSURANCE RATE MAP NUMBER NO. 12093C-0480-C, DATED: JULY 16, 2015 AS SCALED AND INTERPOLATED FROM SAID MAP

WETLAND NOTE:

LIMITS OF JURISDICTIONAL WETLANDS, DITCHES, DRAINAGE WAYS, WATER FLOWS, AND/OR BODIES OF WATER, IF ANY, ARE NOT DETERMINED BY THIS SURVEY. CLIENT IS ADVISED TO CONTACT THE APPROPRIATE GOVERNING AGENCIES FOR LIMITS OF JURISDICTION.



SCALE: 1" = 200'
DETAIL SKETCH OF PARCEL 1 (LEGAL DESCRIPTION)

LEGAL DESCRIPTIONS:

PARCEL 1 (ORB 525, PAGE 2000)

THE WEST 1/2 OF THE SOUTHWEST 1/4 OF THE SOUTHEAST 1/4 OF SECTION 15, TOWNSHIP 37 SOUTH, RANGE 35 EAST, OKEECHOBEE COUNTY, FLORIDA, LYING NORTH OF THE NORTH RIGHT OF WAY LINE OF STATE ROAD NO. 70; EXCEPT THE NORTH 50 FEET OF THE WEST 1/2 OF THE WEST 1/2 OF THE SOUTHWEST 1/4 OF THE SOUTHEAST 1/4 FOR ROAD PURPOSES; ALSO EXCEPT THE FOLLOWING DESCRIBED PROPERTY CONVEYED TO THE STATE OF FLORIDA;
A PARCEL OF LAND IN THE WEST 1/2 OF THE SOUTHWEST 1/4 OF THE SOUTHEAST 1/4 OF SECTION 15, TOWNSHIP 37 SOUTH, RANGE 35 EAST, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:
COMMENCE AT THE SOUTH 1/4 CORNER OF SAID SECTION 15; THENCE RUN NORTHERLY ON THE 1/4 SECTION LINE, A DISTANCE OF 36.95 FEET TO THE CENTERLINE OF STATE ROAD 70; THENCE NORTH 80°54'49" EAST, ON SAID CENTERLINE A DISTANCE OF 347.10 FEET; THENCE NORTHERLY AT 90° TO SAID CENTERLINE A DISTANCE OF 40 FEET TO THE POINT OF BEGINNING; THENCE CONTINUE NORTHERLY A DISTANCE OF 17 FEET; THENCE EASTERLY AT 90° A DISTANCE OF 20 FEET; THENCE SOUTHERLY AT 90° A DISTANCE OF 17 FEET; THENCE WESTERLY AT 90° A DISTANCE OF 20 FEET TO THE POINT OF BEGINNING.

PARCEL 1 - SURVEYORS DESCRIPTION

A PORTION OF LAND LYING IN THE WEST 1/2 OF THE SOUTHWEST 1/4 OF THE SOUTHEAST 1/4 OF SECTION 15, TOWNSHIP 37 SOUTH, RANGE 35 EAST, OKEECHOBEE COUNTY, FLORIDA, LYING NORTH OF THE NORTH RIGHT OF WAY LINE OF STATE ROAD 70.
BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:
COMMENCE AT THE SOUTH 1/4 CORNER OF SAID SECTION 15; THENCE RUN NORTH 00°14'15" WEST, ALONG THE WEST LINE OF THE SOUTHEAST 1/4 OF SAID SECTION 15, A DISTANCE OF 76.91 FEET TO A POINT ON THE NORTH RIGHT OF WAY LINE OF STATE ROAD 70 AS SHOWN ON FLORIDA DEPARTMENT OF TRANSPORTATION RIGHT OF WAY MAP SECTION 91070-000 (SHEET 7-15), SAID POINT ALSO BEING THE POINT OF BEGINNING; THENCE CONTINUE NORTH 00°14'15" WEST, ALONG SAID WEST LINE, A DISTANCE OF 1192.57 FEET TO A POINT THAT IS 50 FEET SOUTH OF AND PARALLEL WITH THE NORTH LINE OF THE SOUTHWEST 1/4 OF THE SOUTHEAST 1/4 OF SAID SECTION 15; THENCE NORTH 89°20'30" EAST, ALONG SAID LINE, A DISTANCE OF 336.63 FEET; THENCE NORTH 00°14'59" WEST, A DISTANCE OF 50.00 FEET TO A POINT ON SAID NORTH LINE OF THE SOUTHWEST 1/4 OF THE SOUTHEAST 1/4 OF SECTION 15; THENCE NORTH 89°20'30" EAST, A DISTANCE OF 336.62 FEET TO A POINT THE EAST LINE OF THE WEST 1/2 OF THE SOUTHWEST 1/4 OF THE SOUTHEAST 1/4 OF SAID SECTION 15; THENCE SOUTH 00°15'43" EAST, ALONG SAID EAST LINE, A DISTANCE OF 1248.24 FEET TO A POINT ON SAID NORTH RIGHT OF WAY LINE OF STATE ROAD 70; THENCE FOR THE FOLLOWING FIVE (5) COURSES ALONG SAID NORTH RIGHT OF WAY, SOUTH 89°49'26" WEST, A DISTANCE OF 306.61 FEET; THENCE NORTH 00°10'34" WEST, A DISTANCE OF 17.00 FEET; THENCE SOUTH 89°49'26" WEST, A DISTANCE OF 20.00 FEET; THENCE SOUTH 00°10'34" EAST, A DISTANCE OF 17.00 FEET; THENCE SOUTH 89°49'26" WEST, A DISTANCE OF 347.14 FEET TO THE POINT OF BEGINNING.
CONTAINING: 821,598.48 SQUARE FEET AND/OR 18.86 ACRES MORE OR LESS.

ABBREVIATIONS:

OHTSA = OVERHEAD TRAFFIC SIGNAL ARM
TPB = TRAFFIC SIGNAL BOX
UR = UTILITY RISER
CWSP = CROSSWALK SIGNAL POLE
FOPB = FIBER OPTIC PULLBOX
CPP = CONCRETE POWER POLE
-/- = OVERHEAD UTILITIES
-C- = BLOODHOUND UNDERGROUND COMMUNCATION
-SL- BLOODHOUND UNDERGROUND STREET LIGHT ELECTRIC
-G- = BLOODHOUND UNDERGROUND GAS
-T- = BLOODHOUND UNDERGROUND TRAFFIC SIGNAL
-WM- = BLOODHOUND UNDERGROUND WATER MAIN
NAVD = NORTH AMERICAN VERTICAL DATUM
EL = ELEVATION
x 0.00' = SPOT ELEVATION
F.D.O.T. = FLORIDA DEPARTMENT OF TRANSPORTATION
CONC. = CONCRETE
EPB = ELECTRIC PULLBOX
LP = LIGHT POLE
ID = IDENTIFICATION
CP = CABBAGE PALM
W/V = WATER VALVE

SHEET 1 OF 2 (NOT VALID WITHOUT SHEET 2 OF 2)

TITLE REVIEW:

THIS SITE WAS SURVEYED IN ACCORDANCE WITH A TITLE COMMITMENT PROVIDED BY OLD REPUBLIC NATIONAL TITLE INSURANCE COMPANY, FILE NUMBER: CM191106, COMMITMENT DATE: AUGUST 08, 2019, 5:00 PM.
SCHEDULE B – SECTION II
EXCEPTION #5: DEED BOOK 49, PG. 351 - AFFECTS PROPERTY, UNPLOTTABLE
EXCEPTION #6: O.R.B. 240, PG. 183 - AFFECTS PROPERTY, AS SHOWN ON SKETCH OF SURVEY, O.R.B 238, PG. 1030 - DOES NOT AFFECT SUBJECT PROPERTY, AS SHOWN ON SKETCH OF SURVEY
EXCEPTION #7: O.R.B. 109, PG. 985 - AFFECTS PROPERTY, AS SHOWN ON SKETCH OF SURVEY
EXCEPTION #8: O.R.B. 370, PG. 1275 - AFFECTS PROPERTY, AS SHOWN ON SKETCH

SURVEYOR'S CERTIFICATION:

TO: DEL LAGO VENTURES, INC., A GEORGIA CORPORATION; OLD REPUBLIC NATIONAL TITLE INSURANCE COMPANY and SOUTHERN TITLE HOLDING COMPANY, LLC:
THIS IS TO CERTIFY THAT THIS MAP OR PLAT AND THE SURVEY ON WHICH IT IS BASED WERE MADE IN ACCORDANCE WITH THE 2016 MINIMUM STANDARD DETAIL REQUIREMENTS FOR ALTA / NSPS LAND TITLE SURVEYS, JOINTLY ESTABLISHED AND ADOPTED BY ALTA AND NSPS, AND INCLUDES ITEMS 1, 2, 3, 4, 8, 9, 11, 13 AND 16 OF TABLE 'A' THEREOF. THE FIELD WORK WAS COMPLETED ON SEPTEMBER 19, 2019. SURVEY MAP AND REPORT OR THE COPIES THEREOF ARE NOT VALID WITHOUT THE SIGNATURE AND THE ORIGIINAL RAISED SEAL OF A FLORIDA LICENSED SURVEYOR AND MAPPER.

CRAIG D. WATSON
PROFESSIONAL SURVEYOR & MAPPER
NO. 5647 STATE OF FLORIDA

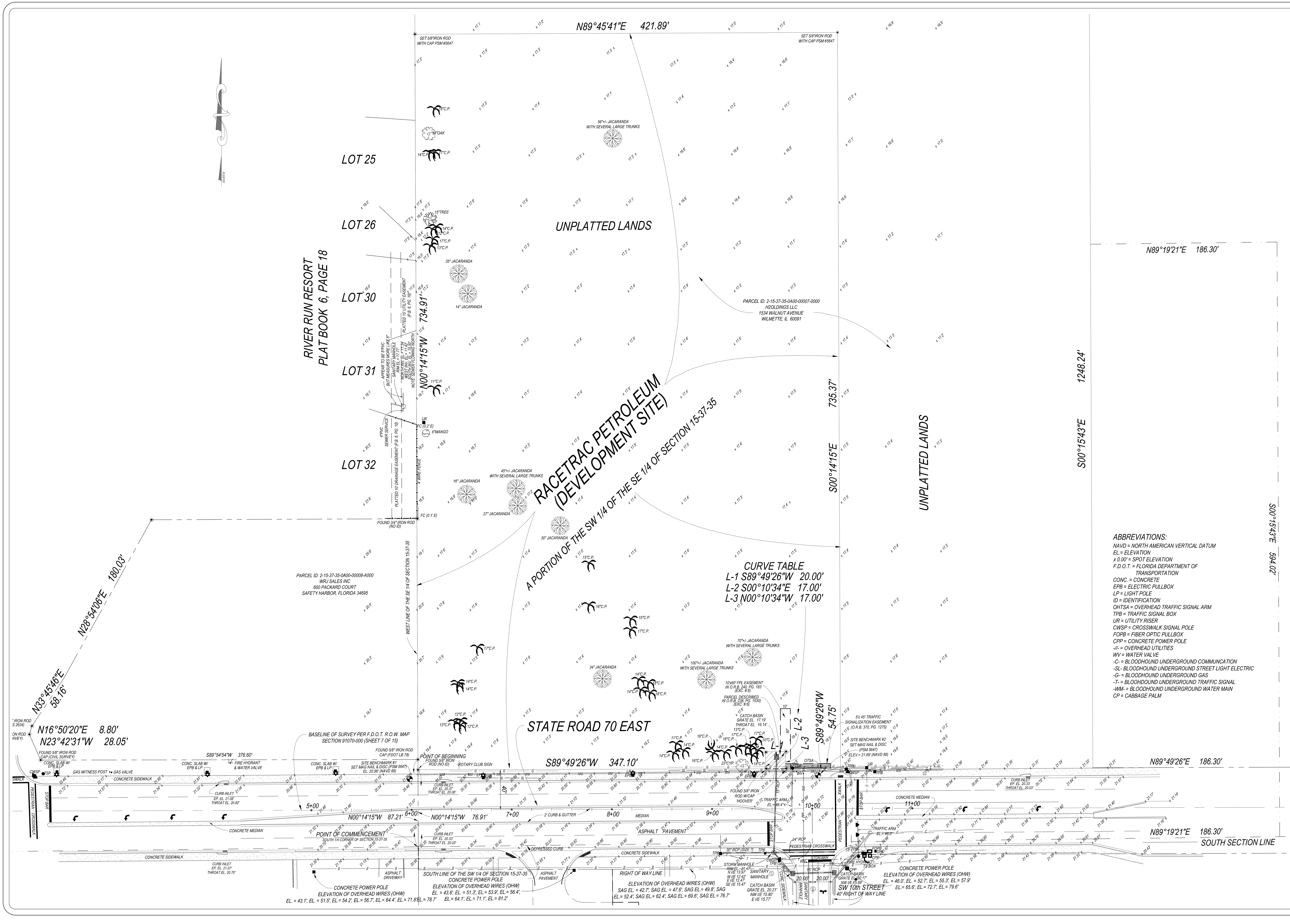
LOCATION MAP - NOT TO SCALE

DATE	REVISIONS	DWG	CHK
10-20-19	RT COMMENTS	DPK	CDW
11-5-19	NEW TITLE DOCS.	DPK	CDW
3-5-2020	BLOODHOUND LOCATES	DPK	CDW
4-26-2020	ADDED TREES - OVERHEAD WIRES CHANGE RT DEVELOPMENT SITE		
8-20-2020	CHANGE BOUNDARY ADD TOPO (STATE ROAD 70)		

RACETRAC PETROLEUM, INC.
200 GALLERIA PARKWAY SE
SUITE 900
ATLANTA, GEORGIA 30339

WATSON | KILLANE
SURVEYING AND MAPPING, INC.
2240 NE DIXIE HIGHWAY - JENSEN BEACH, FLORIDA 34957
PHONE 772-334-0868 - EMAIL: WATSONKILLANE@GMAIL.COM
LICENSED BUSINESS NO. 8241

JOB NUMBER:	19-478
FIELD DATE:	9-18-2019
CHECKED BY:	CDW
DRAWN BY:	DPK
SCALE:	1"= 40'
SHEET	1 OF 2



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LICENSED BUSINESS NO. 8241

JOB NUMBER: 19-478
FIELD DATE: 9-18-2019
CHECKED BY: CDW
DRAWN BY: DPK
SCALE: 1"= 40'

Staff Report
Site Plan Review:

Parcel ID: 2-15-37-35-0A00-00007-0000

Description: Gas Station & Convenience Store with Drive Through Service

Prepared for: *The City of Okeechobee*

Applicant: *RaceTrac Petroleum Inc*

Petition No.: *20-006-TRC*

LaRue planning
1375 Jackson Street # 206 Fort Myers, FL 33901

General Information

Applicant	Race Trac Petroleum Inc 200 Galleria Pkwy SE, Suite 900 Atlanta, GA 30339
Owner	H2oldings LLC 1534 Walnut Ave Wilmette, IL 60091
Site Address	SR 70 (975 NE Park St)
Parcel Identification	2-15-37-35-0A00-00007-0000
Contact Person	Samantha Jones, Engineering Project Manager
Contact Phone Number	770.431.7600
Contact Email Address	sjones@racetrac.com
For the legal description of the project or other information regarding this application, please refer to the application submittal package which is available by request at City Hall and is posted on the City's website prior to the advertised public meeting at https://www.cityofokeechobee.com/agendas.html	

Future Land Use, Zoning and Existing Use

	Existing	Proposed
Future Land Use	Commercial	Commercial
Zoning District	Heavy Commercial (CHV)	Heavy Commercial (CHV)
Use of Property	Vacant	Race Trac Gas Station and Convenience Store
Acreage	18.86	18.86

General Description

This site plan for the construction of a RaceTrac gas station and convenience store is a revised version of a previously approved site plan. Two special exception requests have been submitted concurrently: one for approval of drive through service and the other for a convenience store with fuel pumps. The drive through service is a new feature that has been added to this revised site plan. A special exception request for the convenience store with fuel pumps was previously approved by the City's Board of Adjustment, though that approval included a condition that trucks would not be permitted to park overnight. Since that previous special exception approval, the applicant has revised the site plan substantially and is now requesting another special exception approval which does not include the condition of no overnight truck parking.

The subject site is a vacant parcel located on the north side of SR-70 (Park St) just east of NE 8th Ave and across SR-70 from SE 10th Ave. The subject property (shown as parcel 1 on the survey) is 18.86 acres but only the southwest 7.11 acres of the parcel will be used for the proposed

development. The Applicant has not offered any plans to develop the remaining 11.75 acres at this time. Major features of the proposed RaceTrac development include:

- 8,100 square foot RaceTrac convenience store with drive through service
- Outdoor patio seating area
- 8,800 square foot canopy to the south side of the store covering 16 vehicle fueling stations
- 3,900 square foot canopy to the north side covering 6 large truck fueling stations.
- 30 standard size parking spaces
- 3 ADA parking spaces
- 24 large truck parking spaces at the rear (north side) of the development
- Truck scale
- Water retention area at the rear (north side) of the development
- Two access driveways from SR 70
- 8 foot tall privacy wall on the portion of the west property line adjacent to residences

Future Land Use, Zoning and Existing Use on Surrounding Properties

North	Future Land Use	Single Family Residential
	Zoning District	Residential Mobile Home (RMH)
	Existing Use	River Run Resort Mobile Home Park
East	Future Land Use	Commercial
	Zoning District	Heavy Commercial (CHV)
	Existing Use	Vacant
South	Future Land Use	Commercial
	Zoning District	Heavy Commercial (CHV)
	Existing Use	Zaxby's Restaurant, Family Dollar Store & Post Office
West	Future Land Use	Single Family Residential
	Zoning District	Residential Mobile Home (RSF-1)
	Existing Use	Manufactured Home Sales Center & River Run Resort Mobile Home Park

Following is the Staff analysis of the project's consistency with the various City requirements and regulations. Instances where the Staff believes the submission to be deficient are highlighted.

Adequacy of Public Facilities

POTABLE WATER AND SANITARY SEWER:
The Applicant has stated that a 12 inch potable water main and an 8 inch gravity sewer main exist along SR-70, both of which can be tapped into for this project. Applying the City's Level of Service standard for nonresidential use of 0.15 gallons of water per day per square foot (gpd/sf) to the 8,100 square feet of building floor area indicates a demand of about 1,215 gallons of potable water and wastewater treatment each per day. This potential increase is relatively small and should have no effect upon the available capacities of OUA's potable and wastewater treatment

facilities.

SOLID WASTE DISPOSAL:
On several occasions the County has confirmed a considerable level of excess capacity available to serve the solid waste disposal needs of other developments in the City. It is reasonable that the volume of solid waste generated by the proposed establishment can also be accommodated within the capacity of the County's Solid Waste Facility.

DRAINAGE:
The Applicant has provided a grading site plan, a drainage site plan, and a drainage report.

TRAFFIC GENERATION:
The Applicant has provided a traffic impact analysis performed by MacKenzie Engineering & Planning, Inc. which estimates the number of external trips and driveway trips expected to be generated by the currently proposed RaceTrac gas station and convenience store as well as an estimated 112,368 square feet of retail use that the applicant assumes will be developed on the remainder of the subject parcel (11.75 acres) as well as the 2.24 acre parcel to the east that the applicant has plans to purchase along with the subject parcel. The traffic engineer based the assumption of 112,368 square feet of retail on the finding that 6 nearby commercial properties are developed at an average intensity of 6,533 square foot per acre. To provide a more conservative estimate, an intensity of 8,000 square foot per acre was then used. This assumption does not account for maximum potential buildout and does not account for the potential development of commercial uses other than retail.

The traffic analysis provides estimates for driveway vehicle trips and external vehicle trips. Driveway trips typically refer to the total number of vehicles that turn into the driveway of the development. However, it is expected that some of the vehicles that turn into the driveway are stopping by on the way to other destinations. These are known as pass-by trips. After subtracting the expected number of pass-by trips from the total expected driveway trips, the remainder of the driveway trips are referred to as external trips. External trips are assumed to be vehicle trips generated entirely by the subject use (in this case, RaceTrac, and the assumed retail on the remaining 14 acres). The provided traffic impact analysis estimates this proposed development will generate:

- 13,292 total daily driveway vehicle trips
- 881 daily driveway vehicle trips during the AM peak hour
- 1,153 daily driveway vehicle trips during the PM peak hour
- 5,923 total daily external vehicle trips
- 298 daily external vehicle trips during the AM peak hour
- 526 daily external vehicle trips during the PM peak hour

The Florida Department of Transportation's most recent (2019) annual average daily traffic count (AADT) for this segment of SR 70 is 26,000 vehicle trips. Adding another 5,923 daily vehicle trips represents a 22.8% increase without accounting for any changes in the AADT. The applicant's traffic engineer is recommending roadway improvements and changes to traffic signalization at the intersection of SR-70 and SE 10th Ave.

ACCESS AND EGRESS:
Two new access driveways are proposed on SR-70. The proposed driveway at the intersection of SR-70 and SE 10th Ave will allow for ingress and egress to and from both directions or SR-70

and for vehicles northbound on SE 10th Ave. The other driveway will allow ingress and egress only for vehicles traveling westbound on SR-70.

INTERIOR CIRCULATION:
Interior circulation appears to be adequate with all drive aisles exceeding the minimum code requirements. However, a drive through has been added to this revised site plan and very little analysis has been provided by the applicant regarding the expected ability of the drive through to function without causing internal circulation issues or queuing that could extend into the public right-of-way.

SERVICE VEHICLE ACCESS AND EGRESS:

A. Fire Truck
The Applicant has furnished a truck circulation plan, which illustrates the path of truck entering and exiting the site for refueling of the fuel storage tanks or accessing the loading space. The appropriateness of this plan as it applies to fire truck access will be addressed by the Fire Chief.

B. Loading Zone
The proposed loading zone meets all minimum dimensional requirements. There is also sufficient space adjacent to the dumpster enclosure in order to facilitate solid waste removal.

C. Dumpster Location and Trash Collection
The dumpster enclosure meets all required setbacks and is adequately located to accommodate employee trash take out and solid waste truck access.

D. Fuel Truck
The truck route plan adequately illustrates the turn movements required to access the fuel tank fill locations.

Compatibility with Adjacent Uses

Retail, restaurant and governmental uses existing across SR-70 to the south. The property to the east is entirely vacant commercial property. An existing manufactured home sales facility fronts on SR-70 to the west and an established manufactured home residential neighborhood exists to the west and north. The main compatibility concern for this use is the existing residential neighborhood to the west and north. To that end, the landscape plan depicts an ample landscape buffer provided along the western property line between the residences and the project. An 8 foot tall privacy wall is also proposed between the residences and the RaceTrac development.

Compliance with Land Development Codes

Regulation	Required	Provided
Min lot area §90-692(2)	20,000 sq ft	309,775 sq ft
Min lot width §90-692(2)	140’	422’

Regulation	Required	Provided
Min front yard setback (Park St) §90-692(3)	20’	58.5’ to front canopy 157.6’ to building
Min side yard setback §90-692(3) §90-448(2)	• 8’ • 50’ abutting residential zoning district • 2’ canopy encroachment permitted *50’ required on west side* *8’ required on east side*	105.6’ from west side to front canopy 157.5’ from west side to building 97.6’ from east side to front canopy 153.9’ from east side to building
Min rear yard setback §90-692(3)	• 10’ • 50’ abutting residential zoning district *50’ required*	316.6’ to rear canopy 508.5’ to building
Max lot coverage §90-692(4)	25%, not including fuel storage tanks	6.92%
Max height §90-692(5)	25’	22’10”
Min underground fuel tank front setback §90-692(6)	20’	~270.67’
Min underground fuel tank side setback §90-692(6)	• 8’ • 50’ abutting residential zoning district *50’ required on west side*	55’ from west side to underground tanks
Min underground fuel tank rear setback §90-692(6)	• 10’ • 50’ abutting residential zoning district	In compliance
NFPA standards §90-692(8)	Site plans shall conform to NFPA standards.	To be confirmed by fire chief and building official
Max impervious surface §90-285(3)	85%	64%
Min parking space dimensions §90-511(b)	9’ by 20’	10’x20’
Min ADA parking space dimensions Fl Accessibility Code §502	12’ by 20’ with a 5’ wide access aisle	In compliance

Regulation	Required	Provided
Min loading space dimensions §90-511(c)	At least 10' wide by 30' long w/14' vertical clearance.	10' x 40' with unlimited clearance
Minimum aisle width §90-511(d)(2)	24' wide drive for spaces between 75º and 90º.	All drive aisles exceed 24' wide except one way drive thru
Parking paving §90-511(e)(1)	Each parking and loading space shall be paved	In compliance
Parking and loading space layout §90-511(e)(2)	Each parking or loading space shall open directly onto a driveway that is not a public street, and each parking space shall be designed to permit access without moving another vehicle.	In compliance
Pedestrian oriented design §90-511(e)(3)	Buildings, parking and loading areas, landscaping and open spaces shall be designed so that pedestrians moving between parking areas and buildings are not unreasonably exposed to vehicular traffic areas.	In compliance
Pedestrian walks §90-511(e)(4)	Paved pedestrian walks shall be provided along the lines of the most intense use, particularly between building entrances to streets, parking areas, and adjacent buildings.	All parking areas are paved.
Loading space identification §90-511(e)(5)	Loading facilities shall be identified as to purpose and location when not clearly evident.	In compliance
Min parking space setback §90-511(e)(6)	No parking space accessed via a driveway from a public road shall be located closer than 20 feet from the right-of-way line of said public road.	In compliance
Min number of off-street parking spaces §90-512(2)	One per 150 sf of floor area *8,100 ÷ 150 = 54*	57 parking spaces
Min number of ADA parking spaces Fl Accessibility Code §208.2	For facilities with 51 – 75 parking spaces, at least 3 must be ADA spaces	3 ADA parking spaces

Regulation	Required	Provided
Min number of off-street loading spaces §90-513(2)	One loading space required for each convenience store	1 designated loading space provided
Min Landscaping §90-532	1 tree and 3 shrubs/3,000 sf of lot area. *309,775 sf ÷ 3,000 = 103 trees and 310 shrubs required*	97 new trees and 7 existing trees to remain 1,226 shrubs
Landscaping for parking and vehicular use areas §90-533(1)	18 sq ft of landscaping required per required parking space. *18 x 54 = 972 sq ft*	In compliance
Landscaping for parking and vehicular use areas §90-533(2)	One tree per 72 sf of required landscape area *648 ÷ 72 = 14 trees*	In compliance
Landscaping for parking and vehicular use areas §90-533(4)	Two feet of landscaping required between buildings and vehicular use areas.	In compliance
Landscaping for parking and vehicular use areas §90-533(5)	Min. dimension of landscaped areas must not be less than 4' except adjacent to on-site buildings.	In compliance
Landscaping for parking and vehicular use areas §90-533(6)	One landscaped island at least 5' by 15' w/at least one tree must be provided for each 10 required parking spaces w/ a maximum of 12 uninterrupted parking spaces in a row.	The plan shows 24 uninterrupted semi-truck parking spaces at the rear of the property. A landscape island should be added to break up these spaces.
Landscaping for parking and vehicular use areas §90-533(7)	The remainder of a parking landscape area shall be landscaped with grass, ground cover, or other landscape material.	In compliance
Landscape buffer areas §90-534(1)	10' minimum width of street frontage buffers	In compliance
Landscape buffer areas §90-534(1)	2' minimum width of property line buffers	In compliance

Regulation	Required	Provided
Landscape buffer areas §90-534(2)	1 tree and 3 shrubs for each 300 square feet of required landscaped buffer	
	330 linear ft of non-driveway frontage on SR70 requires 3,300 sf of landscaped area and 11 trees and 33 shrubs	In compliance
	735 linear ft of west property line requires 1,470 sf of landscaped area and 5 trees and 15 shrubs	In compliance
	422 linear ft of north rear property line 844 sf of landscaped area and 3 trees and 8 shrubs	In compliance
	735 linear ft of east property line requires 1,470 sf of landscaped area and 5 trees and 15 shrubs	In compliance
Landscape buffer areas §90-534(3)	Trees may be planted in clusters, but shall not exceed 50 feet on centers abutting the street.	In compliance
Landscape buffer areas §90-534(4)	The remainder of a landscape buffer shall be landscaped with grass, ground cover, or other landscape material	In compliance
Species diversification §90-538(c)	When more than ten trees are required to be planted, two or more species shall be used.	In compliance
Tree spacing from utility structures §90-538(d)	Trees and shrubs shall not be planted in a location where at their maturity they would interfere with utility services (in accordance with §90-543).	No overhead utility lines currently exist along frontage
Landscape area barriers §90-538(g)	Landscaping shall be protected from vehicular encroachment by means of curbs, wheel stops, walks or similar barriers.	In compliance

Regulation	Required	Provided
Drought tolerance §90-540(b)	At least 75 percent of the total number of plants required shall be state native very drought tolerant species as listed in the South Florida Water Management District Xeriscape Plant Guide. However, when a landscape irrigation system is installed, at least 75 percent or the total number of plants required shall be state native moderate or very drought tolerant species.	In compliance
Min tree size §90-540(c)	Trees shall be at least ten feet high and two inches in diameter measured four feet above ground level at the time of planting.	In compliance
Prohibited species §90-542	Species listed in §90-542 shall not be planted.	In compliance
Max monument sign area §90-571(1)	64 square feet	Not depicted
Max monument sign height §90-571(1)	8 feet	Not depicted
Max number of monument signs §90-571(2)	1	1
Ground/pole signs §90-573(a)(1)	One ground sign or pole sign is allowed in the front yard, and such sign shall not exceed 50 square feet in sign area and 20 feet in height, and shall not be closer than 25 feet to a residential district.	While the notes on the plans indicate a monument sign will be installed, the applicant recently applied for a variance for a pole sign. No sign details are provided on the revised plans.
Max total sign area §90-573(b)	The combined sign area of building signs, ground signs and pole signs is limited to one square foot for each linear foot of property on a frontage street, plus one square foot for each two linear feet of property on side streets. *422 square feet total permitted sign area*	Sign area not depicted

Regulation	Required	Provided
Min street yard sign setback §90-580(c)(1)	No part of any sign shall be located closer than one foot to the property line	Monument shown 1' from front property line
Sidewalks § 78-36(a)(1)	Sidewalks required adjacent to right-of-way	Sidewalks already in place
Lighting § 78-71(a)(5)	All off-street parking areas, service roads, walkways and other common use exterior areas open to the public shall have a minimum of one-half horizontal foot-candle power of artificial lighting. Lighting, when provided, shall be directed away from public streets and residential areas and shall not be a hazard or distraction to motorists traveling a street.	Photometric plans and notes indicate that all fixtures will be full-cutoff design and that light trespass will be very minimal.

Recommendation

Based on the foregoing analyses, we recommend the following conditions be met prior to issuance of building permits:

1. A landscape island should be provided in the middle of the rear truck parking area so that no more than 12 spaces are in a row, uninterrupted by a landscape island.

2. Provide sign plans which depict the building signs and pole/monument sign meeting the requirements of the City signage codes.

3. Demonstrate that drive through vehicle stacking will not create internal circulation issues or extend into the public right-of-way.

4. Approval of Special Exception for drive through service.

Submitted by:

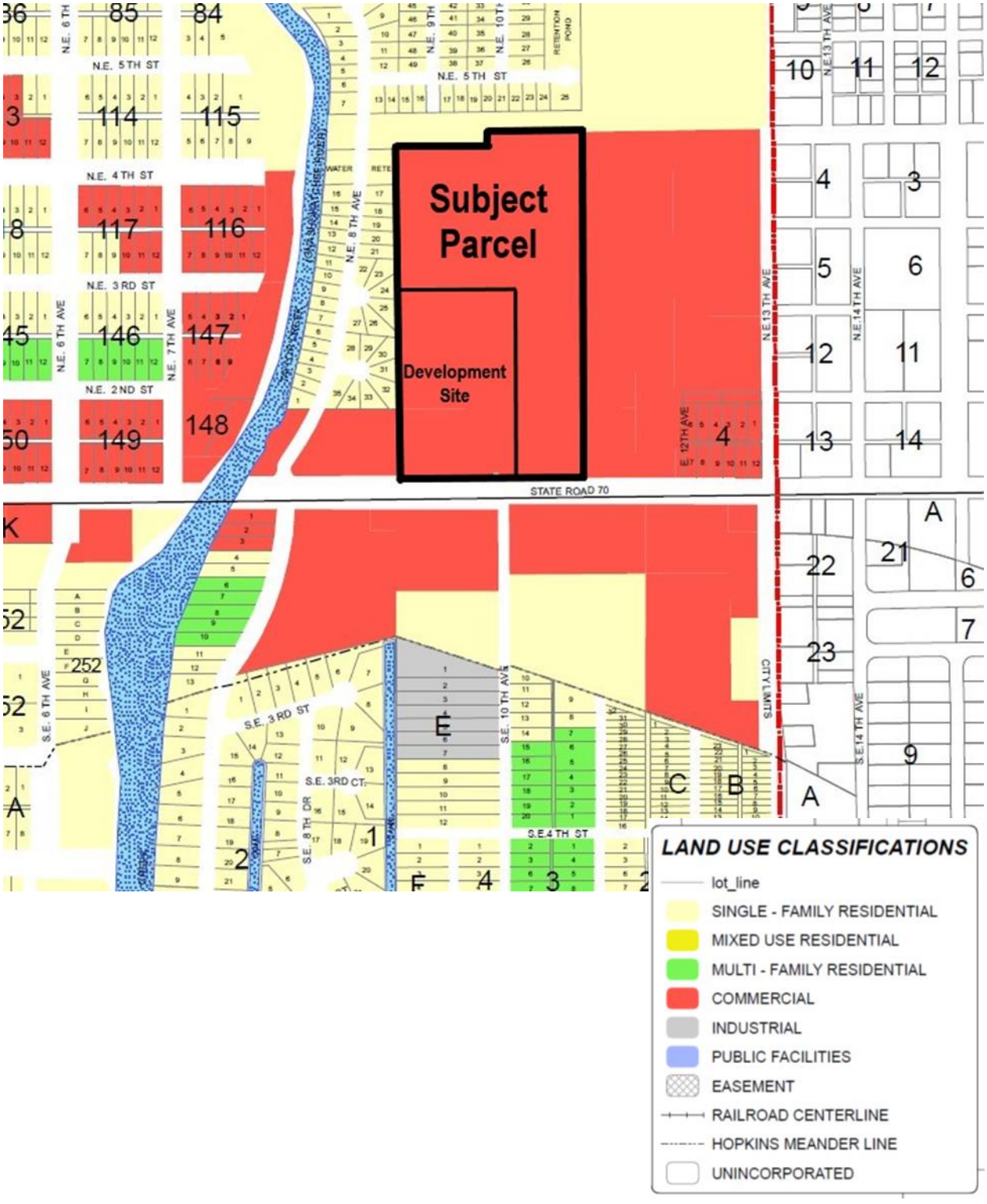
Ben Smith, AICP
Sr. Planner, LaRue Planning

Submitted: October 6, 2020

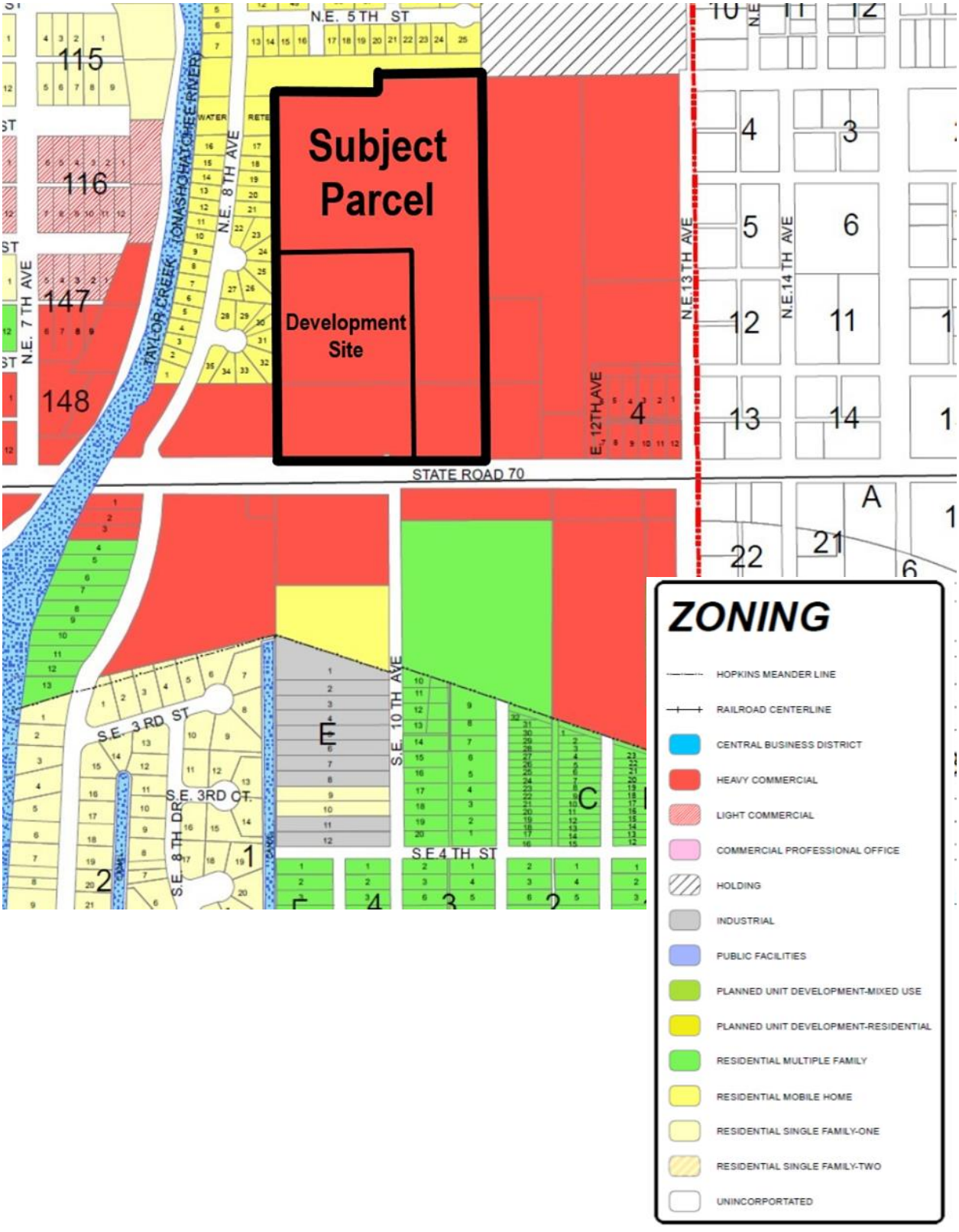
TRC Hearing date: October 15, 2020

Attachments: Future Land Use, Subject & Environs
Zoning, Subject & Environs
Existing Land Use, Subject & Environs

FUTURE LAND USE
Subject Site and Environs



ZONING
Subject Site and Environs



EXISTING LAND USE

Subject Site and Environs