THE SUNRISE CITY
FORT PIERCE
PLANNING DEPARTMENT
Florida

Application for Zoning Atlas Map Amendment

Application submission shall include the following:

•**TRC** (*Initial Submission): One (1) original and (8) paper copies of the application and support documents and provide one (1) electronic copy of the application packet as described below.

•**Planning Board**: One (1) original and (16) paper copies of the application and support documents and provide one (1) electronic copy of the application packet as described below.

•**City Commission**: One (1) original and (11) paper copies of the application and support documents and provide one (1) electronic copy of the application packet as described below.

In addition to a complete application, packets shall include:

- ☐ Warranty Deed & Legal Description
- ☐ St. Lucie County Property Record Card
- ☐ Statement of why there is a need for the proposed future land use map amendment and how the amendment will result in an orderly and logical development pattern; statements how amendment(s) are consistent with Comprehensive Plan; how future land use designation is compatible with future land use designations and existing land uses surrounding the amended lands; identify future land use designations and existing land uses within a ½ mile of the subject property that have the same or greater type of proposed future land use designation; data and analysis to support conclusions.
- ☐ Current Survey
- ☐ Environmental Study
- ☐ Traffic Impact Report
- ☐ *** Capacity Analysis-Separate Form
- ☐ Drainage Analysis
- ☐ Historical Report
- ☐ 1 CD of all documents submitted in PDF
- ☐ Other_____

1. Property Address/Location: 1919 S. 35th Street, Fort Pierce, FL
2. Property Tax ID(s): See Special Warranty Deed, attached
3. Total Acreage: 10.31 ac.
4. Existing Future Land Use Designation: GC, General Commercial
5. Existing Zoning Classification: C-3, General Commercial
6. Proposed Zoning Classification: Planned Development
7. Other applications being submitted concurrent with this application, if any: FLUMA

8. Describe the existing uses, improvements and structures on the amendment lands: Subject parcels are currently vacant.

9. Are there any identified or possible historical structures on the amendment lands? N/A

10. The reason for making this request: Existing Future Land Use and Zoning and designations do not permit the proposed use.

11. CAPACITY ANALYSIS

I. Site Data:

	Existing Use	Future Land Use	Zoning
North	Commercial	COM and RU (County) CG (City)	CG and RM-5 (County) C3 (C of FP)
South	Commercial	COM (County) CG (City)	CG (County) C3 (City)
East	Single-family residential	RU (County) RM (City)	RM-5 (County) R3 (City)
West	Vacant	COM (County)	CG and CO (County)

	Future Land Use	Zoning Classification	Maximum Intensity Residential: Dwelling Units per Acre Other: Square Footage	Total Acreage	Flood Zone
Current	GC	C-3	FAR 1.0 = 449,103.6 sf.	10.31	X
Proposed	RM	PD	*15 DU / ac. = 155 DU's	10.31	N/A

*12 DU/ac., plus density bonus of 3 DU/ac. per Sections 22-72(b) and 22-72(c)(2) of the City Code of Ordinances

II. Public Facilities Information:

A. Potable Water:	
Average Use	Residential: 100 gallons per day per person (du x 2.6 = persons x 100 gpd = demand) Other: 0.125 gallons per day per square foot
Demand Analysis	Maximum
Current Zoning	Total gallons per day (0.125)(449,103.6 sf.) = 56,138 gpd
Proposed Zoning	Total gallons per day (144)(2.6)(100 gpd) = 37,440 gpd
Change in Demand	**Total gallons per day** -18,698 gpd

B. Wastewater:	
Average Use	Residential: 100 gallons per day per person (du x 2.6= persons x 100 gpd = demand) Other: 0.1 gallons per day per square foot
Demand Analysis	Maximum
Current Zoning	Total gallons per day (0.1)(449,103.6 sf.) = 44,910.36
Proposed Zoning	Total gallons per day (144)(2.6)(100) = 37,440 gpd
Change in Demand	**Total gallons per day** -7,470.36 gpd

C. Parks and Recreation (Residential Classifications Only):
(Du x 2.6 = persons + 44,227 = population /LOS)

Park Type	LOS	Existing Population Park Demand	Proposed Population Park Demand	Change in Demand
Regional	20 acres per 1,000 people			
Urban District	5 acres per 1,000 people			
Community	2.5 acres per 1,000 people			
Neighborhood	~~1.36 acres per 1,000 people~~	44.227 x 1.5 ac. = 66.34 ac.	66.90 ac.	+0.56 ac.

1.5 ac. / 1,000 people (2015 LOS per Policy 7.1.1) Approx. 1.8 ac. of rec. area prov'd.

D. Public Schools (Residential Classifications Only):
Single Family: (du x 0.405 = students/70% K-8/30% High)
Multi-family: (du x 0.207 = students/70% K-8/30% High)

	K-8	High
School Name		
City		
Distance		
Current Zoning Enrollment Demand	N/A	N/A
Proposed Zoning Enrollment Demand	21 Students	9 Students
Change in Demand	+ 21 Students	+ 9 Students

E. Solid Waste:
2 yard serves 15 units, 4 yard serves 30 units, 6 yard serves 45 units, 8 yard serves 60 units

Demand Analysis	Maximum
Current Zoning	TBD
Proposed Zoning	TBD
Change in Demand	TBD

F. Stormwater:
Potential increase in volume discharged due to increased impervious coverage, reduced groundwater seepage or loss of surface water storage impacting Adopted LOS of 25-year 3-day storm Pre vs. Post Runoff (Storm sewers to convey 5 year- 1 day storm event; Canals to convey 3 year – 1 day storm event)

Impact	See attached.

III. Transportation Analysis

G. Traffic Most recent ITE Code for use; HCM Roadway Capacity		
	AADT	**AM/PM Peak Hour Trips**
Demand Analysis	Maximum	Maximum
Current Zoning	16,696	376 / 1,651
Proposed Zoning	1,084	67 / 82
Change in Demand	Trips -15,648	Trips -309 / -1,569
Impact to Capacity	See attached Traffic Impact Report	

12. Name of Owner(s): Cone & Graham, Inc.
Mailing Address: 5101 Cone Road
City Tampa State FL Zip 33610
Phone #
E-mail: sanjayamin577@hotmail.com

13. Name of Applicant: SAME AS OWNER
Mailing Address:
City State Zip
Phone # Fax #
E-mail:

14. Name of Representative: Lucido & Associates - Brian Nolan, AICP, ASLA
Mailing Address: 701 SE Ocean Blvd.
City Stuart State FL Zip 34994
Phone # 772.220.2100 Fax #
E-mail: bnolan@lucidodesign.com

15. Applicant Acknowledgements (Owner's signature must be notarized)

I certify that: (Check One)

☑ I (we) do hereby certify that I (we) own in fee simple the above referenced described property for which a change in Zoning Classification is requested.

☐ I (we) are not the owner of the above described property; however, the owners signature below authorizes the applicants the authority to act as agent for the owner(s) of record.

SIGN HERE 7/2/19

Applicant's Signature Date

Address	State	Zip

Phone	Fax	E-mail Address

16. Property Owners Acknowledgements: - This application will not be considered complete without the signature of all property owners of record, which shall serve as an acknowledgement of the submission of this application for a change in zoning classification. The property owner's signature below shall also authorize the Applicant (if other than the property owner) and/or Agent to act in his/her behalf for the purposes of seeking this change to the City' Land Development Regulations for the property described herein.

CONE & GRAHAM INC.	813.623.2856
Property Owner's Name (Please Print)	Phone

5101 Cone Road, Tampa	FL	33610
Address	State	Zip

SIGN HERE

Property Owner's Signature Date

STATE OF FLORIDA)
ST LUCIE COUNTY)

The foregoing instrument was acknowledged before me this 2nd day of July, 2019, by ROBERT G. GRAHAM who is personally known to me or has ~~produced~~ NA as ident

Pamela A Moore
Signature of Notary (seal)

PAMELA A. MOORE
MY COMMISSION # FF 991650
EXPIRES: September 11, 2020
Bonded Thru Notary Public Underwriters

OFFICE USE:

DATE RECEIVED:_____ Signed:_____

File Number:_____ Check No: _____ Receipt No: _____

TRC Review:_____ Planning Board Review: _____ City Commission: _____

Ordinance No:_____ Date Approved: _____

THE SUNRISE CITY
FORT PIERCE
PLANNING DEPARTMENT
Florida

DEVELOPMENT REVIEW

Property address or Location 1919 S. 35th Street, Fort Pierce, FL

Parcel ID #(s) See Special Warranty Deed, attached

Project description 144 Multi-Family Residential Units; with on-site parking, recreation, and stormwater management areas and other required improvements.

Cone & Graham, Inc.	Brian Nolan, AICP, ASLA - Senior Landscape Architect/Planner
Property Owner(s)	**Applicant/Representative, Title, Company**
5101 Cone Road	701 SE Ocean Blvd.
Street Address	Street Address
Tampa FL 33610-5328	Stuart FL 34994
City State Zip	City State Zip
	772.220.2100
Phone Number	Phone Number
sanjayamin577@hotmail.com	bnolan@lucidodesign.com
Email Address	Email Address

Property Owner(s) Acknowledgements: *- This application will not be considered complete without the signature of all property owners of record, which shall serve as an acknowledgement of the submission of this application. The property owner's signature below shall also authorize the Applicant (if other than the property owner) and/or Representative to act in his/her behalf for the purposes of seeking approval for the application described herein. The undersigned consents to inspection and photographing of the subject property by the Planning staff for purposes of consideration of this Application and/or presentation to the Planning Board and City Commission.*

SIGN HERE

Property Owner(s) Signature(s)

STATE OF FLORIDA -- Hillsborough COUNTY

The foregoing instrument was acknowledged before me this 2nd day of July, 2019, by ROBERT G. GRAHAM who is personally known to me ~~or has produced~~ NA as identification.

Pamela A Moore

Signature of Notary

(seal)

PAMELA A. MOORE
MY COMMISSION # FF 991650
EXPIRES: September 11, 2020
Bonded Thru Notary Public Underwriters

INTAKE MEETINGS ARE REQUIRED FOR ALL SUBMITTALS. CALL (772) 467-3729

TO BE COMPLETED BY STAFF

Zoning	Future Land Use	Total Acres	Historic District	Historic Designation
				Contributing Individual Non-Contributing None

Pre-Application Meeting Date_____ Fees_____ Control #_____ B. Permit #_____

Intake Planner_____

Planner Assigned_____

Approved By_____ Date _____

Comments_____

Intake Date Stamp

☐ DEVELOPMENT REVIEW

General Information

- ☐ Incomplete application packets cannot be accepted.
- ☐ Site Plan approval is valid for one (1) year following City Commission approval. In order to maintain site plan approval, vertical improvements, permitted by the Building Department must commence prior to the 12-month expiration date, and building permits must be maintained until site plan is completed, per plans, or approval shall lapse.

Choose Application Type:

Application Type		
■ Site Plan	☐ Conditional Use with New Const.	☐ Major Amendment
☐ Conceptual Development Plan		☐ Minor Amendment

Site Information:

Non-Residential: Proposed Sq. Ft.: _____ Residential: Proposed Units: 144

Surrounding Uses: *(i.e. single family home, retail, industrial, etc.)*

North	South	East	West
Com.	Com.	SF Res.	SF Res.

Application Outlook

Site Plan submittal requirements:

Submit one (1) original & thirteen (13) hard copies and one (1) CD of the following. Additional copies will be required of subsequent submittals.

- ☐ Complete notarized application
- ☐ Warranty Deed
- ☐ SLC Property Record Card
- ☐ Statements of ownership & control of proposed development. Statement describing in detail: character & intended use.
- ☐ General location map (see Section 22-58.d.2)
- ☐ Survey (see Section 22-58.d.3)
- ☐ Site Plan (see Section 22-58.d.4)
- ☐ Landscaping Plan (see Section 22-187)
- ☐ Storm Drainage Plan (see Section 22-58.d.6)
- ☐ Environmental Impact Report
- ☐ Beach/Dune System protection plan, if applicable (see Section 22-58.d.7)
- ☐ Lighting Plan (see Section 22-58.d.8)
- ☐ Design Review submittals (see Design Review application)
- ☐ Traffic Impact Report
- ☐ Concurrency Review submittals (see Concurrency Review application)

lucido&associates

July 24, 2019

Mr. Brandon Creagan, MCRP, LEED Green Associate
Planner
Planning Department
City of Fort Pierce
100 N. US Hwy 1
Fort Pierce, FL 34950

Re: Mistry Creek Preserve – Project Narrative
Our Reference Number: 19-310

Dear Mr. Creagan,

On behalf of Cone & Graham, Inc., Lucido & Associates is pleased to present to you the proposed multi-family development to be known as Misty Creek Preserve. The subject is comprised of several, contiguous parcels of land totaling approximately 10.31 ac. of land and is located within the municipal limits of the City of Fort Pierce, lying between Virginia Avenue and Okeechobee Road, immediately west of Kirby Loop Road. Subject parcels are currently vacant and are chiefly comprised of Brazilian Pepper trees and disturbed lands, with evidence of prior clearing, excavating and trash dumping activities. Additionally, there exists a man-made excavated pond of approximately 0.4 ac in area. It should be noted that this man-made pond was previously mitigated for under the previously proposed development plan, with the appropriate wetland mitigation fees having been paid to Bluefield Ranch Mitigation Bank.

Currently, the subject is assigned the CG (Commercial, General) Future Land Use classification and the C-3 (Commercial) zoning designation. As the proposed use is not an allowable use within the CG Future Land Use classification, the Applicant proposes to amend the Future Land Use Map to provide for a Future Land Use classification of RM (Residential, Medium) and also to amend the official Zoning Atlas of the City of Fort Pierce to assign the PD (Planned Development) zoning designation upon the subject parcels. It should be noted that a previous development (Mission Gardens Townhomes), similar in character, was previously approved on the subject parcels under the current Future Land Use and Zoning designations; since the time of the prior approval, the Comprehensive Plan was updated to remove the allowance for multi-family uses within the CG Future Land Use classification; hence, the current requests.

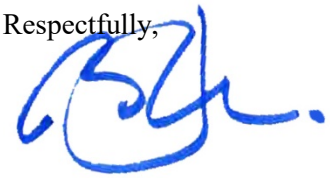
The RM Future Land Use classification allows a gross density ranging from 6.5 DU's/ac. to 12 DU's/ac. However, pursuant to Sections 22-72(b) and 22-72(C)(2), the subject is entitled to a Density Bonus of up to three (3) DU's/ac. due to the proximity of an existing transit stop to the subject (within ¼ mile). At this time, the Applicant is not seeking the full Density Bonus permitted by Code; however, the Applicant and its successors or assigns reserve the right to exercise the full Density Bonus permitted by Code in the future, in accordance with then-applicable Code requirements pertaining to modifications to an approved Planned Development. As currently proposed the net unit density of the project is 13.96 DU's/ac.

As proposed, the project will consist of the following: (6) 24-unit multi-family buildings, to be 3-strories with a maximum building height of 35'; surface parking for 282 vehicles; (3) on-site refuse enclosures; one 4,600 sf. clubhouse with swimming pool; one wet retention area of approximately 1 ac. in area with lake bank plantings and a 20' wide lake maintenance easement; one dry retention area of approximately 0.3 ac. in area with bank plantings; two project access points consisting of one full-movement driveway on Kirby Loop Road (S.W. 35th Street) and one limited-movement driveway on Okeechobee Road (S.R. 70), along with; perimeter landscape buffers and interior landscaping improvements and tree preservation where practicable and on-site tree mitigation as required.

The subject will be served with central utilities by Fort Pierce Utility Authority, which includes central water and waste water services, electrical service and possibly natural gas; a representative of FPUA confirmed adequate capacity exists to service the proposed development with water, sewer, and electrical services. Refuse will be collected by the City's refuse collection contractor; a request for capacity verification has been made to the City's Public Works Department and at this time a response has not been received. The City of Fort Pierce Police Department and St. Lucie County Fire District will provide emergence response services for the subject. Several public schools lie within close proximity to the subject, including Fairlawn, Lawnwood and St. Lucie elementary schools, Dan McCarty and Forrest Grove middle schools and, Fort Pierce Central High School; it is envisioned that all public schools within proximity of the subject have sufficient capacity to serve the proposed development. As indicated in the attached Traffic Impact Report, all affected transportation facilities and intersections will operate within the adopted level of service post-development.

It has been our pleasure to provide you with the above summary of the proposed Misty Creek Preserve and look forward to working with you during your review of the subject applications. Please feel free to contact me directly should you have any questions or concerns, or should you require any further information to support your full and complete review.

Respectfully,



Brian Nolan, AICP, ASLA
Senior Land Planner/Landscape Architect

JOSEPH E. SMITH, CLERK OF THE CIRCUIT COURT - SAINT LUCIE COUNTY
FILE # 4365366 OR BOOK 4058 PAGE 2133, Recorded 10/30/2017 01:54:17 PM Doc Tax: $3360.00

Prepared by and return to:
Robert M. Chisholm, Esq.
Attorney at Law
Robert M. Chisholm, P.A.
7378 SW 48th Street, Suite B
Miami, FL 33155
305-667-4261
File Number: **17-473030**
Will Call No.:

[Space Above This Line For Recording Data]

Special Warranty Deed

This Special Warranty Deed made this **24th** day of **October, 2017** between **BFG Land Holdings, Inc., a Florida corporation** whose post office address *is* ***2500 Weston Florida, Suite 300, Weston, FL 33331***, *grantor, and* ***Cone & Graham, Inc., a Florida corporation*** whose post office address is **5101 Cone Road, Tampa, FL 33610**, grantee:

(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 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 **Saint Lucie County, Florida**, to-wit:

SEE LEGAL DESCRIPTION ATTACHED HERETO AS EXHIBIT "A"

Parcel Identification Number: 2417-342-0006-000-9;
Parcel Identification Number: 2417-343-0001-100-8;
Parcel Identification Number: 2417-343-0001-000-7;
Parcel Identification Number: 2417-343-0001-150-3;
Parcel Identification Number: 2417-343-0003-000-1;
Parcel Identification Number: 2417-343-0002-000-4;
Parcel Identification Number: 2417-343-0004-000-8;
Parcel Identification Number: 2417-342-0007-000-6;
Parcel Identification Number: 2417-343-0003-010-4;
Parcel Identification Number: 2417-342-0008-000-3;
Parcel Identification Number: 2417-342-0008-010-6; and
Parcel Identification Number: 2417-343-0006-000-2

***Subject to taxes for 2017 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 claiming by, through or under grantors.

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:

Witness Name: _____

Witness Name: _____

BFG Land Holdings, Inc., a Florida corporation

By: _____
Luis F. Moran, President

(Corporate Seal)

State of Florida
County of Broward

The foregoing instrument was acknowledged before me this 24th day of October, 2017 by Luis F. Moran, President of BFG Land Holdings, Inc., a Florida corporation, on behalf of the corporation. He/she [_] is personally known to me or [X] has produced a driver's license as identification.

[Notary Seal]

MAITÉ MENDIOLA
Notary Public - State of Florida
Commission # FF 967899
My Comm. Expires Jun 24, 2020
Bonded through National Notary Assn.

_____
Notary Public

Printed Name: _____

My Commission Expires: _____

EXHIBIT "A"
LEGAL DESCRIPTION

A parcel of land lying in Section 17, Township 35 South, Range 40 East, St. Lucie County, Florida, more particularly described as follows;

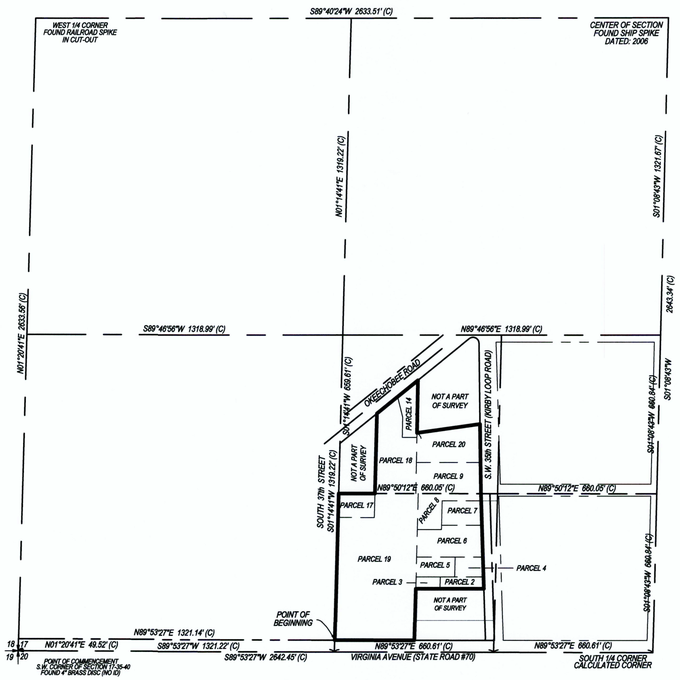
Beginning at the Southwest corner of the Northwest 1/4 of the Southeast 1/4 of the Southwest 1/4 of said Section 17; thence South 01°24'30" West a distance of 609.76 feet to a point on the North Right of Way line of the North St. Lucie River Water Management District Canal No. 7; thence South 89°57'38" East along said Right of Way line a distance of 330.31 feet; thence North 01°22'59" East a distance of 213.93 feet to a point on the South line of the South 1 acre of the North 3 acres of the East 1/2 of the Southwest 1/4 of the Southeast 1/4 of the Southwest 1/4 of Section 17, Township 35 South, Range 40 East; thence South 90°00'00" East along said line a distance of 282.46 feet to a point ton the West Right of Way line of South 35th Street; thence North 01°49'04" West along said Right of Way a distance of 686.68 feet; thence South 81°42'00" West a distance of 259.24 feet; thence North 01°03'00" East a distance of 218.61 feet to a point on the Southerly Right of Way of Okeechobee Road; thence South 50°55'41" West along said Southerly Right of Way a distance of 218.83 feet; thence South 01° 24'30" West a distance of 333.32 feet to the South line of the Northwest 1/4 of the Southeast 1/4 of the Southwest 1/4 of said Section 17; thence along said South line North 90°00'00" West, a distance of 150 feet to the Point and Place of Beginning.

Less and except:

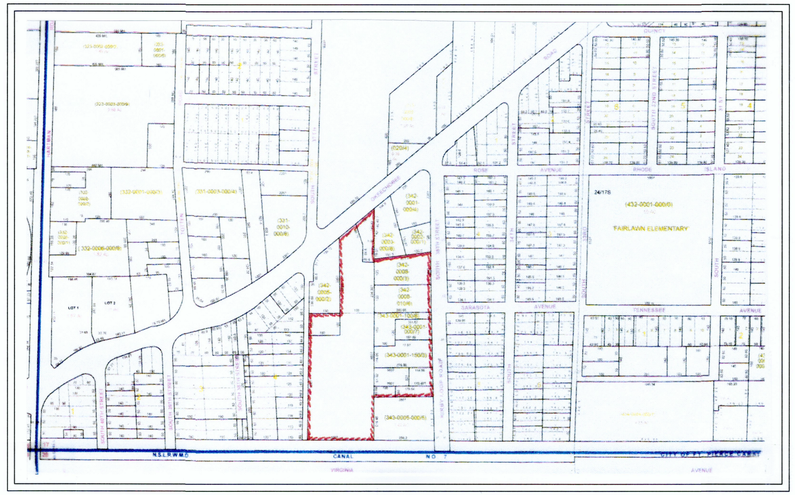
A parcel of land in the Northwest quarter of the Southeast quarter of the Southwest quarter of Section 17, Township 35 South, Range 40 East, St. Lucie County, Florida, described as follows:

Commence at the Southwest corner of the Northwest quarter of the Southeast quarter of the Southwest quarter of Section 17, Township 35 South, Range 40 East, St. Lucie County, Florida, run thence East on the South line of said Northwest quarter of the Southeast quarter of the Southwest quarter, a distance of 260 feet; thence run North 01°03'00" East, 319.10 feet; thence North 14°03'00" West, a distance of 86.75 feet to a point on the Southerly Right of Way line of Okeechobee Road; thence North 50°55'41" East along said Southerly Right of Way line, a distance of 107.80 feet; thence South 01°03'00" West, a distance of 140.45 feet to a point on the exterior edge of a 1 story aluminum building; (said point also being the Point of Beginning); thence continue South 77°35'07" West, along said exterior edge, a distance of 1.42 feet; thence continue South 12°24'53" East, along said exterior edge, a distance of 5.94 feet; thence North 01°03'00" East, a distance of 6.11 feet to the Point to Beginning. As conveyed pursuant to that Quit Claim Deed recorded in O. R. Book 2670, Page 2204, Public Record of St. Lucie County, Florida.

BOUNDARY and TOPOGRAPHIC SURVEY



LYING IN SE 1/4, SW 1/4 OF SECTION 17-35-40
SECTIONAL BREAKDOWN: SCALE: 1" = 300'



LOCATION MAP: NOT TO SCALE

LEGAL DESCRIPTIONS:

PARCEL 2:
THE SOUTH ONE ACRE OF THE NORTH THREE ACRES OF THE EAST HALF OF THE SOUTHWEST QUARTER TO THE SOUTHEAST QUARTER OF THE SOUTHWEST QUARTER, LESS THE WEST 100 FEET OF THE SOUTH 50 FEET AND LESS THE NORTH 82 FEET AND THE EAST 37 FEET OF SECTION 17, TOWNSHIP 35 SOUTH, RANGE 40 EAST, ST. LUCIE COUNTY, FLORIDA, TOGETHER WITH THAT CERTAIN RIGHT OF INGRESS AND EGRESS EASEMENT SET FORTH IN DEED BOOK 252, PAGE 123 OF THE PUBLIC RECORDS OF ST. LUCIE COUNTY, FLORIDA, DESCRIBED AS FOLLOWS: THE NORTH 15 FEET OF THE SOUTH 65 FEET OF THE SOUTH ONE ACRE OF THE NORTH THREE ACRES OF THE EAST HALF OF THE SOUTHWEST QUARTER OF THE SOUTHEAST QUARTER OF THE SOUTHWEST QUARTER OF SECTION 17, TOWNSHIP 35 SOUTH, RANGE 40 EAST. SAID PROPERTY BEING SITUATED INST. LUCIE COUNTY, FLORIDA. (A.K.A. PARCEL 3, O.R.B. 1953, PG 2794)

PARCEL 3:
THE WEST 100 FEET OF THE SOUTH 50 FEET OF THE SOUTH 1 ACRE OF THE NORTH 3 ACRES OF THE EAST 1/2 OF THE SOUTHWEST 1/4 OF THE SOUTHEAST 1/4 OF THE SOUTHWEST 1/4 OF SECTION 17, TOWNSHIP 35 SOUTH, RANGE 40 EAST, OF THE PUBLIC RECORDS OF ST. LUCIE COUNTY, FLORIDA, LESS RIGHTS-OF-WAY FOR PUBLIC RECORDS. (A.K.A. PARCEL 2, O.R.B. 2285, PG 1078)

PARCEL 4:
THE WEST 133 FEET OF THE FOLLOWING DESCRIBED PROPERTY:
THE EAST 170 FEET OF THE NORTH 82 FEET OF THE SOUTH 1 ACRE OF THE NORTH 3 ACRES OF THE EAST HALF OF THE SOUTHWEST QUARTER OF THE SOUTHEAST QUARTER OF THE SOUTHWEST QUARTER OF SECTION 17, TOWNSHIP 35 SOUTH, RANGE 40 EAST, ST. LUCIE COUNTY, FLORIDA. EXCEPTING THE RIGHT OF WAY FOR PUBLIC ROAD AND DRAINAGE. (PARCEL 1, O.R.B. 1953, PG 2794)

PARCEL 5:
THE WEST 130 FEET OF THE NORTH 82 FEET OF THE SOUTH 1 ACRE OF THE NORTH 3 ACRES OF THE EAST 1/2 OF THE SOUTHWEST 1/4 OF THE SOUTHEAST 1/4 OF THE SOUTHWEST 1/4 OF SECTION 17, TOWNSHIP 35 SOUTH, RANGE 40 EAST. EXCEPTING RIGHT OF WAY FOR PUBLIC ROADS. PLUS THE NORTH 82 FEET OF THE SOUTH 1 ACRE OF THE NORTH 3 ACRES OF THE EAST 1/2 OF THE SOUTHWEST 1/4 OF THE SOUTHEAST 1/4 OF THE SOUTHWEST 1/4 OF SECTION 17, TOWNSHIP 35 SOUTH, RANGE 40 EAST, LESS THE WEST 130 FEET AND LESS THE EAST 170 FEET. ALL OF THE ABOVE LYING AND BEING IN ST. LUCIE COUNTY, FLORIDA. (A.K.A. PARCEL 1, O.R.B. 2285, PG 1079 AND O.R.B. 1953, PG 2794)

PARCEL 6:
THE SOUTH HALF OF THE NORTH 2 ACRES OF THE EAST HALF OF THE SOUTHWEST QUARTER OF THE SOUTHEAST QUARTER OF THE SOUTHWEST QUARTER OF SECTION 17, TOWNSHIP 35 SOUTH, RANGE 40 EAST, ST. LUCIE COUNTY, FLORIDA. LESS AND EXCEPTING: BEGINNING AT THE NORTHWEST CORNER OF THE EAST HALF OF THE SOUTHWEST QUARTER OF THE SOUTHEAST QUARTER OF THE SOUTHWEST QUARTER OF SECTION 17, TOWNSHIP 35 SOUTH, RANGE 40 EAST, ST. LUCIE COUNTY, FLORIDA, RUN SOUTH 150 FEET ALONG THE WEST LINE OF SAID EAST HALF; THENCE RUN EAST PARALLEL WITH THE NORTH LINE OF THE SAID EAST HALF 100 FEET; THENCE RUN NORTH PARALLEL WITH THE WEST LINE OF SAID EAST HALF 120 FEET, MORE OR LESS, TO THE WEST RIGHT OF WAY LINE OF SOUTH 35TH STREET; THENCE RUN NORTH ALONG SAID RIGHT OF WAY LINE 30 FEET; THENCE RUN WEST 260.05 FEET TO THE POINT OF BEGINNING; ALSO LESS THE RIGHT OF WAY FOR PUBLIC ROAD. (A.K.A. PARCEL 2, O.R.B. 1953, PG 2794)

PARCEL 7:
THE NORTH HALF OF THE NORTH 2 ACRES OF THE EAST HALF OF THE SOUTHWEST QUARTER OF THE SOUTHEAST QUARTER OF THE SOUTHWEST QUARTER OF SECTION 17, TOWNSHIP 35 SOUTH, RANGE 40 EAST, ST. LUCIE COUNTY, FLORIDA. LESS AND EXCEPTING: BEGINNING AT THE NORTHWEST CORNER OF THE EAST HALF OF THE SOUTHWEST QUARTER OF SECTION 17, TOWNSHIP 35 SOUTH, RANGE 40 EAST, ST. LUCIE COUNTY, FLORIDA, RUN SOUTH 150 FEET ALONG THE WEST LINE OF SAID EAST HALF; THENCE RUN EAST PARALLEL WITH THE NORTH LINE OF THE SAID EAST HALF 100 FEET; THENCE RUN NORTH PARALLEL WITH THE WEST LINE OF SAID EAST HALF 120 FEET; THENCE RUN EAST PARALLEL WITH THE NORTH LINE OF SAID EAST HALF 161.67 FEET, MORE OR LESS, TO THE WEST RIGHT OF WAY LINE OF SOUTH 35TH STREET; THENCE RUN NORTH ALONG SAID RIGHT OF WAY LINE 30 FEET; THENCE RUN WEST 260.05 FEET TO THE POINT OF BEGINNING; ALSO LESS THE RIGHT OF WAY FOR PUBLIC ROAD. (CORRECTIVE DEED O.R.B. 2135, PG 269)

PARCEL 8:
BEGINNING AT THE NORTHWEST CORNER OF THE EAST HALF OF THE SOUTHWEST QUARTER OF THE SOUTHEAST QUARTER OF THE SOUTHWEST QUARTER OF SECTION 17, TOWNSHIP 35 SOUTH, RANGE 40 EAST, ST. LUCIE COUNTY, FLORIDA, RUN SOUTH 150 FEET ALONG THE WEST LINE OF SAID EAST HALF; THENCE RUN EAST PARALLEL WITH THE NORTH LINE OF SAID EAST HALF 100 FEET; THENCE RUN NORTH PARALLEL WITH THE WEST LINE OF SAID EAST HALF 120 FEET; THENCE RUN EAST PARALLEL WITH THE NORTH LINE OF SAID EAST HALF 161.67 FEET; MORE OR LESS, TO THE WEST RIGHT OF WAY LINE OF SOUTH 35TH STREET; THENCE RUN NORTH ALONG SAID RIGHT OF WAY 30 FEET; THENCE RUN WEST 260.05 FEET TO THE POINT OF BEGINNING. (O.R.B. 2088, PG 1534)

PARCEL 9:
THE SOUTH 130 FEET OF THE NORTHWEST 1/4 OF THE SOUTHEAST 1/4 OF THE SOUTHWEST 1/4 OF SECTION 17, TOWNSHIP 35 SOUTH, RANGE 40 EAST, SAINT LUCIE COUNTY, FLORIDA, LESS THE WEST 320 FEET AND RIGHT OF WAY FOR SOUTH 35th STREET. (O.R.B. 740, PG 2719)

PARCEL 10:
A PARCEL OF LAND LYING IN SECTION 17, TOWNSHIP 35 SOUTH, RANGE 40 EAST, ST. LUCIE COUNTY, FLORIDA, MORE PARTICULARLY DESCRIBED AS FOLLOWS:
COMMENCING AT THE SOUTHWEST CORNER OF THE NW 1/4, OF THE SE 1/4 OF THE SW 1/4, OF SAID SECTION 17: THENCE RUN S.89°59'00"E 320.00 FEET, TO THE POINT OF BEGINNING; THENCE N.01°03'00"E A DISTANCE OF 253.00 FEET; THENCE N.81°43'00"E A DISTANCE OF 281.7 FEET TO THE RIGHT-OF-WAY OF KIRBY LOOP ROAD; THENCE S.01°27'00"W ALONG SAID RIGHT-OF-WAY, A DISTANCE OF 293.8 FEET TO THE SOUTH LINE OF THE NW 1/4 OF THE SE 1/4 OF THE SW 1/4 OF SAID SECTION 17; THENCE N.89°59'00"W ALONG SAID LINE A DISTANCE OF 290.7 FEET TO THE POINT OF BEGINNING.
LESS THE RIGHT-OF-WAY FOR 35th STREET AND LESS THE SOUTH 130 FEET THEREOF. (0.86 ACRES±) (ORB 2488, PG 2136)

PARCEL 14:
A PARCEL OF LAND IN THE NORTHWEST QUARTER OF THE SOUTHEAST QUARTER OF THE SOUTHWEST QUARTER OF SECTION 17, TOWNSHIP 35 SOUTH, RANGE 40 EAST, ST. LUCIE COUNTY, FLORIDA, DESCRIBED AS FOLLOWS:

COMMENCE AT THE SOUTHWEST CORNER OF THE NORTHWEST QUARTER OF THE SOUTHEAST QUARTER OF THE SOUTHWEST QUARTER OF SECTION 17, TOWNSHIP 35 SOUTH, RANGE 40 EAST, ST. LUCIE COUNTY, FLORIDA, RUN THENCE EAST ON THE SOUTH LINE OF SAID NORTHWEST QUARTER OF THE SOUTHEAST QUARTER OF THE SOUTHWEST QUARTER, A DISTANCE OF 260 FEET; THENCE RUN NORTH 01°03' EAST 234.3 FEET TO THE POINT OF BEGINNING, THENCE NORTH 1°3' EAST 84.8 FEET; THENCE NORTH 14°03' WEST 86.75 FEET TO THE SOUTH RIGHT OF WAY LINE OF OKEECHOBEE ROAD (STATE ROAD 70); THENCE RUN NORTH 51°21' EAST ALONG SAID RIGHT OF WAY LINE 107.80 FEET; THENCE RUN SOUTH 01°03' WEST 236.23 FEET; THENCE RUN WEST 60.4 FEET TO THE POINT OF BEGINNING. (O.R.B. 1919, PG 2817)

LESS AND EXCEPT:
A PARCEL OF LAND IN THE NORTHWEST QUARTER OF THE SOUTHEAST QUARTER OF THE SOUTHEAST QUARTER OF SECTION OF SECTION 17, TOWNSHIP 35 SOUTH, RANGE 40 EAST, ST. LUCIE COUNTY, FLORIDA, DESCRIBED AS FOLLOWS:

COMMENCE AT THE SOUTHWEST CORNER OF THE NORTHWEST QUARTER OF THE SOUTHEAST QUARTER OF THE SOUTHWEST QUARTER OF SECTION 17, TOWNSHIP 35 SOUTH, RANGE 40 EAST, ST. LUCIE COUNTY, FLORIDA, RUN THENCE EAST ON THE SOUTH LINE OF SAID NORTHWEST QUARTER OF THE SOUTHEAST QUARTER OF THE SOUTHWEST QUARTER, A DISTANCE 260.00 FEET; THENCE RUN NORTH 01°03'00"E, 319.10 FEET; THENCE NORTH 14°03'00" WEST, A DISTANCE OF 86.75 FEET TO A POINT ON THE SOUTHERLY RIGHT OF WAY LINE OF OKEECHOBEE ROAD; THENCE NORTH 50°55'41" EAST, ALONG SAID SOUTHERLY RIGHT OF WAY LINE, A DISTANCE OF 107.80 FEET; THENCE SOUTH 01°03'00" WEST, A DISTANCE OF 140.45 FEET TO A POINT ON THE EXTERIOR EDGE OF A 1 STORY ALUMINUM BUILDING (SAID POINT ALSO BEING THE POINT OF BEGINNING); THENCE CONTINUE SOUTH 77°35'07" WEST, ALONG SAID EXTERIOR EDGE, A DISTANCE OF 1.42 FEET; THENCE CONTINUE SOUTH 12°24'53" EAST, ALONG SAID EXTERIOR EDGE, A DISTANCE OF 5.94 FEET; THENCE NORTH 01°03'00" EAST, A DISTANCE OF 6.11 FEET TO THE POINT OF BEGINNING. (ORB 2670, PG 2204)

PARCEL 17:
A PARCEL OF LAND LYING IN SECTION 17, TOWNSHIP 35 SOUTH, RANGE 40 EAST, ST. LUCIE COUNTY, FLORIDA, MORE PARTICULARLY DESCRIBED AS FOLLOWS:
BEGINNING AT THE NORTHWEST CORNER OF THE SW 1/4, OF THE SE 1/4 OF THE SW 1/4, OF SAID SECTION 17; THENCE RUN EAST 150 FEET, THENCE SOUTH 100 FEET, THENCE WEST 150 FEET THENCE NORTH 100 FEET TO THE POINT OF BEGINNING. (O.R.B. 2360, PG 1784)

LEGAL DESCRIPTIONS: (CONTINUED)

PARCEL 18-19:
FROM THE SW CORNER OF NW 1/4 OF THE SE 1/4 OF THE SW 1/4, RUN EAST 150 FEET FOR POINT OF BEGINNING, THENCE CONTINUE EAST 170 FEET, THENCE NORTH 1 DEGREE 3 MINUTES EAST 243.3 FEET, THENCE WEST 60.4 FEET, THENCE NORTH 1 DEGREE 3 MINUTES EAST 234.30 FEET, THENCE NORTH 14 DEGREES 03 MINUTES WEST 86.75 FEET TO THE SOUTH RIGHT OF WAY LINE OF OKEECHOBEE ROAD, THENCE SOUTH 50 DEGREES 55 MINUTES 41 SECONDS WEST OF SAID RIGHT OF WAY TO ITS INTERSECTION WITH THE EAST LINE OF THE WEST 150 FEET OF THE NW 1/4 OF THE SE 1/4 OF THE SW 1/4, THENCE SOUTH ON SAID EAST LINE TO THE POINT OF BEGINNING, AND ALSO THE WEST 1/2 OF THE SW 1/4 OF THE SE 1/4 OF THE SW 1/4, EXCEPTING THEREFROM THE NORTH 100 FEET OF THE WEST 150 FEET; SAID LANDS LYING AND BEING IN SECTION 17, TOWNSHIP 35 SOUTH, RANGE 40 EAST, SAINT LUCIE COUNTY, FLORIDA. (O.R.B. 1913, PG 114)

OVERALL DESCRIPTION:
A PARCEL OF LAND LYING IN THE SOUTHEAST 1/4 OF THE SOUTHWEST 1/4 OF SECTION 17, TOWNSHIP 35 SOUTH, RANGE 40 EAST, ST. LUCIE COUNTY, FLORIDA, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCE AT THE SOUTHWEST CORNER OF SAID SECTION 17; THENCE RUN NORTH 01°20'41" EAST, ALONG THE WEST LINE OF THE SOUTHWEST 1/4 OF SAID SECTION 17 FOR A DISTANCE OF 49.52 FEET TO A POINT ON THE NORTH RIGHT OF WAY LINE OF NORTH ST. LUCIE RIVER WATER MANAGEMENT DISTRICT CANAL NO. 7; THENCE RUN NORTH 89°53'27" EAST, ALONG SAID NORTH RIGHT OF WAY LINE FOR A DISTANCE OF 1321.14 FEET TO A POINT AND PLACE OF BEGINNING; SAID POINT LYING ON THE WEST LINE OF THE SOUTHEAST 1/4 OF THE SOUTHWEST 1/4 OF SAID SECTION 17; THENCE RUN NORTH 01°14'41" EAST ALONG THE WEST LINE OF THE SOUTHEAST 1/4 OF THE SOUTHWEST 1/4 OF SAID SECTION 17 FOR A DISTANCE OF 610.10 FEET TO A POINT ON THE SOUTH LINE OF THE NORTHWEST 1/4 OF THE SOUTHEAST 1/4 OF THE SOUTHWEST 1/4 OF SAID SECTION 17; THENCE RUN NORTH 89°50'12" EAST ALONG SAID SOUTH LINE OF THE NORTHWEST 1/4 OF THE SOUTHEAST 1/4 OF THE SOUTHWEST 1/4 OF SAID SECTION 17 FOR A DISTANCE OF 150.05 FEET TO A POINT ON THE EAST LINE OF THE WEST 150.00 FEET OF THE NORTHWEST 1/4 OF THE SOUTHEAST 1/4 OF THE SOUTHWEST 1/4 OF SAID SECTION 17; THENCE RUN NORTH 01°14'41" EAST ALONG THE EAST LINE OF THE WEST 150.00 FEET OF THE NORTHWEST 1/4 OF THE SOUTHEAST 1/4 OF THE SOUTHWEST 1/4 OF SAID SECTION 17 FOR A DISTANCE OF 333.94 FEET TO A POINT ON THE SOUTHERLY RIGHT OF WAY LINE OF OKEECHOBEE ROAD AS SHOWN ON THE FLORIDA DEPARTMENT OF TRANSPORTATION RIGHT OF WAY MAP SECTION NO. 9403-106 (SHEET 2); THENCE RUN NORTH 50°44'23" EAST ALONG SAID SOUTHERLY RIGHT OF WAY LINE FOR A DISTANCE OF 219.63 FEET TO A POINT; THENCE DEPARTING SAID SOUTHERLY RIGHT OF WAY LINE, RUN SOUTH 00°53'03" WEST FOR A DISTANCE OF 141.11 FEET TO A POINT; THENCE RUN SOUTH 77°25'10" WEST FOR A DISTANCE OF 1.42 FEET TO A POINT; THENCE RUN SOUTH 12°34'50" EAST FOR A DISTANCE OF 5.94 FEET TO A POINT (THE LAST TWO CALLS ARE INTENDED TO GO ALONG THE EXTERIOR EDGE OF A ONE STORY STEEL BUILDING); THENCE RUN SOUTH 00°53'03" EAST FOR A DISTANCE OF 72.11 FEET; THENCE RUN NORTH 81°44'15" EAST FOR A DISTANCE OF 264.90 FEET TO A POINT ON THE WEST RIGHT OF WAY LINE OF SW 35th STREET, SAID POINT BEING FOUND 1/2" IRON PIPE; THENCE RUN SOUTH 00°55'57" EAST FOR A DISTANCE OF 292.31 FEET TO A POINT OF INTERSECTION AND A 1/2" IRON PIPE; THENCE CONTINUE SOUTH 01°57'31" EAST ALONG SAID WEST RIGHT OF WAY LINE FOR A DISTANCE OF 393.21 FEET; THENCE RUN SOUTH 89°47'44" WEST FOR A DISTANCE OF 282.67 FEET TO A POINT THAT LIES ON THE EAST LINE OF THE WEST 1/2 OF THE SOUTHWEST 1/4 OF THE SOUTHEAST 1/4 OF THE SOUTHWEST 1/4 OF SAID SECTION 17; THENCE RUN SOUTH 01°13'39" WEST ALONG SAID WEST 1/2 FOR A DISTANCE OF 215.15 FEET TO A POINT ON THE NORTH RIGHT OF WAY LINE OF THE NORTH ST. LUCIE RIVER WATER MANAGEMENT DISTRICT CANAL NO. 7; THENCE RUN SOUTH 89°53'27" WEST ALONG SAID NORTH RIGHT OF WAY LINE FOR A DISTANCE OF 330.29 FEET TO A POINT AND PLACE OF BEGINNING.

CONTAINING: 449216.48 SQUARE FEET OR 10.31 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. THIS PROPERTY WAS SURVEYED WITHOUT THE BENEFIT OF A TITLE SEARCH.
5. ALL ELEVATIONS SHOWN ARE BASED ON NORTH AMERICAN VERTICAL DATUM 1988 (NAVD 88). BENCHMARK REFERENCE USED: ST. LUCIE COUNTY 1998 VERTICAL CONTROL DISK, STAMPED VIR 3-22 HARRY (ELEVATION 4.829', NAVD 88)
6. THE BEARING BASE OF THIS SURVEY IS ALONG THE NORTH RIGHT OF WAY LINE OF VIRGINIA AVENUE (STATE ROAD #70), S89°53'27"W, BASED ON FLORIDA STATE PLANE COORDINATE SYSTEM EAST ZONE, NAD 83/90, WITH 2011 ADJUSTMENT.
7. LEGAL DESCRIPTION FURNISHED BY CLIENT.
8. ALL BEARINGS AND DISTANCES SHOWN ARE PLAT AND MEASURED UNLESS OTHERWISE NOTED.
9. 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.
10. THIS SITE LIES IN FLOOD ZONE "X" AS SCALED AND INTERPOLATED ON FEMA MAP NO. 12111C-0186-J, DATED: FEBRUARY 16, 2012. COMMUNITY PANEL NO. 120285.
11. OWNERSHIP OF FENCES AS SHOWN, IF ANY, ARE NOT DETERMINED BY THIS SURVEY.
12. THE EXPECTED USE OF THIS SURVEY AND MAP IS FOR URBAN PURPOSES.
13. ALL MEASUREMENTS ARE IN ACCORDANCE WITH THE UNITED STATES STANDARD, IN FEET.

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 APPROPRIATE GOVERNING AGENCIES FOR POSSIBLE LIMITS OF JURISDICTION.

REFERENCED SURVEY MATERIALS USED:

1. F.D.O.T. RIGHT OF WAY MAP SECTIONS 94030-2522 AND 9403-106.
2. BLOOMSTER PROFESSIONAL LAND SURVEYORS, INC., JOB # 5718, DATED: SEPTEMBER 17, 2007.
3. ASSESSMENT MAP - ST. LUCIE COUNTY, FLORIDA (SOUTH 1/2 OF SECTION 17, TOWNSHIP 35 SOUTH, RANGE 40 EAST)
4. CULPEPPER AND TURPENING, INC., JOB #17-148, DATED: FEBRUARY 4, 2005.
5. PLAT OF "WESTWOOD MANOR", PLAT BOOK 6, PAGE 26, ST. LUCIE COUNTY, FLORIDA.
6. JAMES A. KIRBY III, REGISTERED LAND SURVEYOR (STARNET)

SURVEYOR'S CERTIFICATION:

I HEREBY CERTIFY THAT THIS SURVEY MAP AND/OR REPORT WAS PREPARED UNDER MY RESPONSIBLE CHARGE AND MEETS THE STANDARDS OF PRACTICE AS SET FORTH BY THE FLORIDA BOARD OF PROFESSIONAL SURVEYORS AND MAPPERS IN CHAPTER 5J-17, FLORIDA ADMINISTRATIVE CODE AND THAT IT IS TRUE AND CORRECT TO THE BEST OF MY KNOWLEDGE AND BELIEF. 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

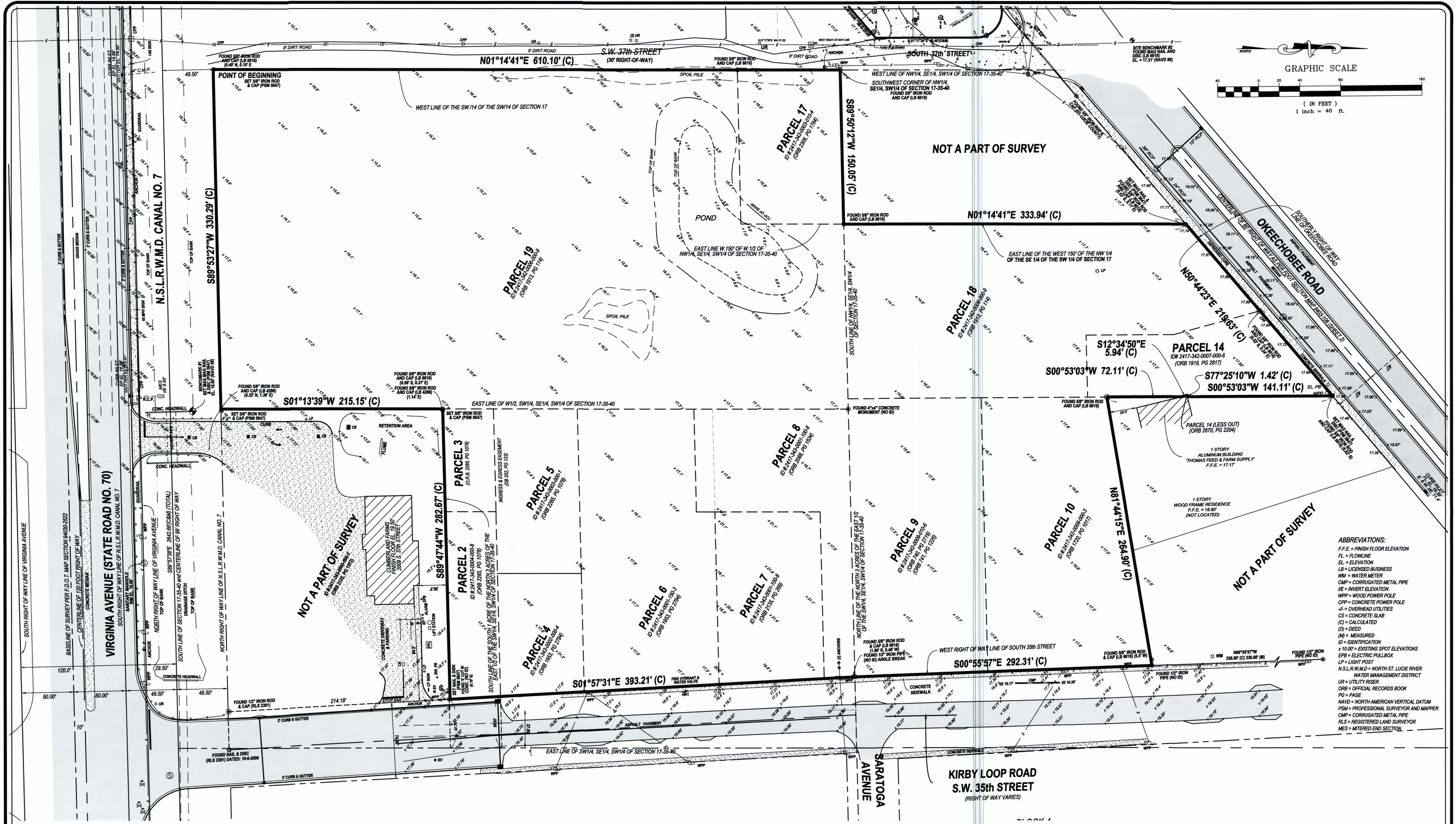
DATE	REVISIONS	DWG	CHK
10-2-19	SLC COMMENTS	DPK	CDW

PREPARED FOR:
MISTY CREEK PRESERVE
OKEECHOBEE RD. and S. 35th ST.
FORT PIERCE, FLORIDA

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:	19-257
FIELD DATE:	6-12/15-19
CHECKED BY:	CDW
DRAWN BY:	DPK
SCALE:	1"= 40'

SHEET
1 OF 2



SHEET 2 OF 2

JOB NUMBER: 19-257
FIELD DATE: 6-12/15-19
CHECKED BY: CDW
DRAWN BY: DPK
SCALE: 1"= 40'

WATSON | KILLANE
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PREPARED FOR:
MISTY CREEK PRESERVE
OKEECHOBEE RD. and S. 35th ST.
FORT PIERCE, FLORIDA

DATE	REVISIONS	DWG	CHK
10-2-19	SLC COMMENTS	DPK	CDW

Misty Creek Preserve
Planned Development

Site and Landscape Plan

City of Fort Pierce, Florida

Applicant
Cone & Graham, Inc.
5101 Cone Road
Tampa, FL 33610

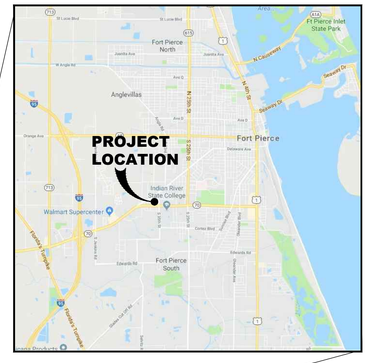
Land Planner / Landscape Architect
Lucido & Associates
701 East Ocean Blvd.
Stuart, FL 34994
P: 772.220.2100

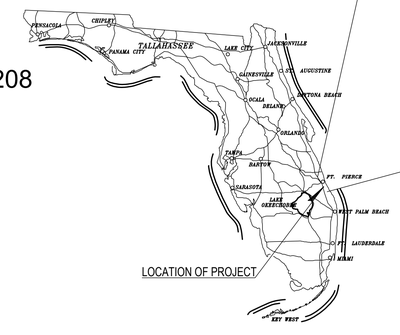
Civil Engineer
Stephen Cooper, P.E. & Associates, Inc.
7450 South Federal Highway
Port St. Lucie, FL 34952

Environmental Consultant
EW Consultants, Inc.
1000 SE Monterey Commons Blvd., Suite 208
Stuart, FL 34996

Surveyor (Platting)
Watson|Killane Surveying and Mapping, Inc.
2240 NE Dixie Highway
Jensen Beach, FL 34957

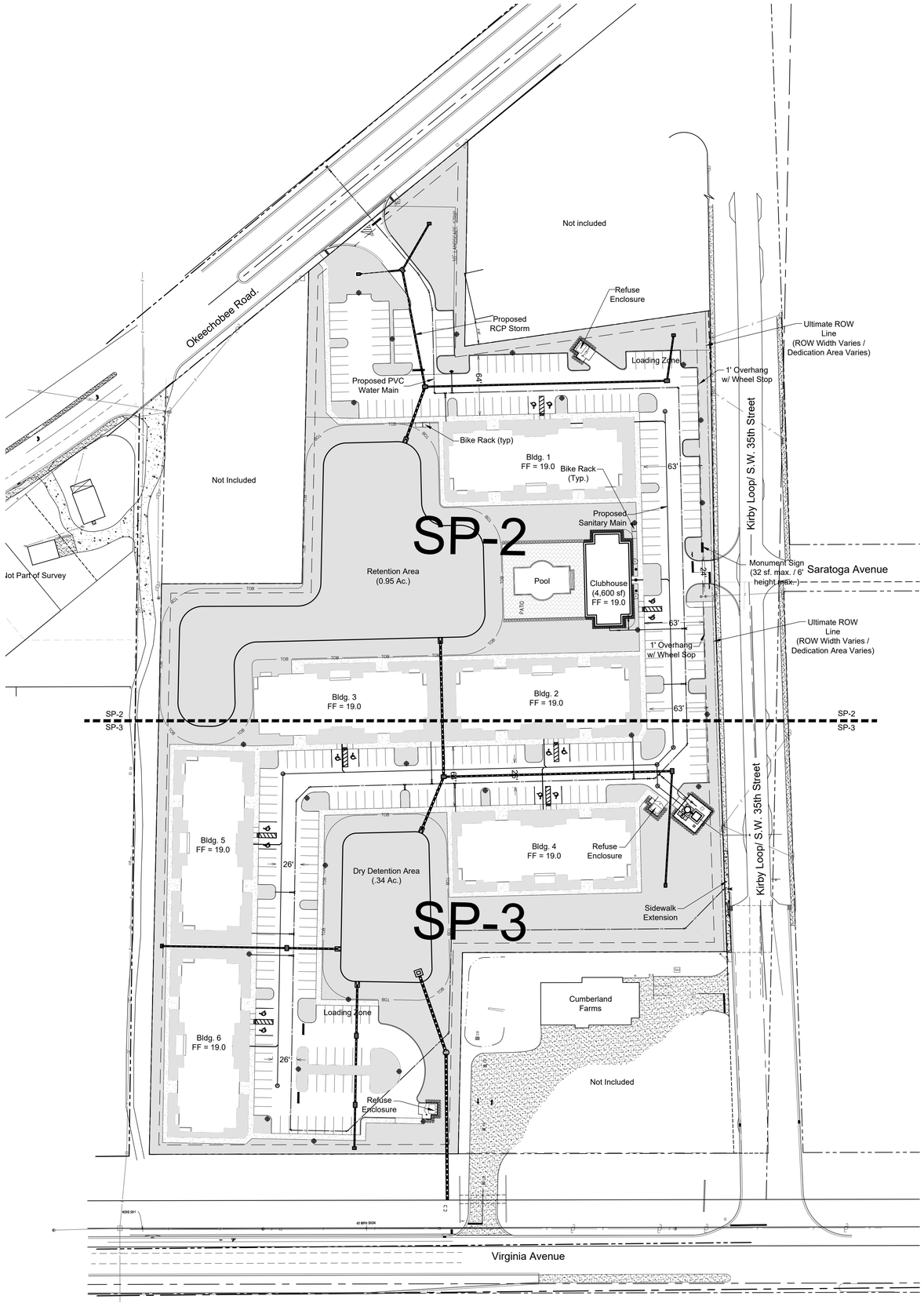
Traffic Engineer
Kimley-Horn
1920 Wekiva Way, Suite 200
West Palm Beach, FL 33411





Sheet Index

lucido&associates



Meets and Bound Legal Description:

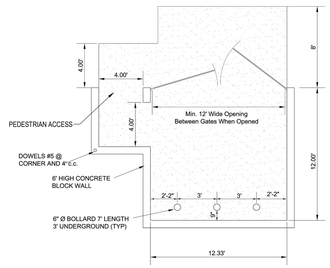
A PARCEL OF LAND LYING IN SECTION 17, TOWNSHIP 35 SOUTH, RANGE 40 EAST, ST. LUCIE COUNTY, FLORIDA, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE SOUTHWEST CORNER OF THE NW 1/4 OF THE SE 1/4 OF THE SW 1/4 OF SAID SECTION 17; THENCE S 01°24'30" W A DISTANCE OF 609.76 FEET TO A POINT ON THE NORTH RIGHT-OF-WAY LINE OF THE NORTH ST. LUCIE RIVER WATER MANAGEMENT DISTRICT CANAL NO. 7; THENCE S 89°57'38" E ALONG SAID RIGHT-OF-WAY LINE A DISTANCE OF 330.31 FEET; THENCE N 01°22'59" E A DISTANCE OF 213.93 FEET TO A POINT ON THE SOUTH LINE OF THE SOUTH 1 ACRE OF THE NORTH 3 ACRES OF THE EAST 1/2 OF THE SW 1/4 OF THE SE 1/4 OF THE SW 1/4 OF SECTION 17, TOWNSHIP 35 (SOUTH), RANGE 40 EAST; THENCE S 90°00'00" E ALONG SAID LINE A DISTANCE OF 282.46 FEET TO A POINT ON THE WEST RIGHT-OF-WAY LINE OF SOUTH 35TH STREET; THENCE N 01°49'04" W ALONG SAID RIGHT-OF-WAY, A DISTANCE OF 686.68 FEET; THENCE S 81°42'00" W A DISTANCE OF 259.24 FEET; THENCE N 01°03'00" E A DISTANCE OF 218.61 FEET TO A POINT ON THE SOUTHERLY RIGHT-OF-WAY OF OKEECHOBEE ROAD; THENCE S 50°55'41" W ALONG SAID SOUTHERLY RIGHT-OF-WAY A DISTANCE OF 218.83 FEET; THENCE S 01°24'30" W A DISTANCE OF 333.32 FEET, TO THE SOUTH LINE OF THE NW 1/4 OF THE SE 1/4 OF THE SW 1/4 OF SAID SECTION 17; THENCE ALONG SAID SOUTH LINE N 90°00'00" W, A DISTANCE OF 150 FEET TO THE POINT AND PLACE OF BEGINNING.

LESS AND EXCEPT:

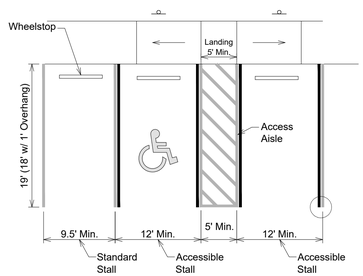
A PARCEL OF LAND IN THE NORTHWEST QUARTER OF THE SOUTHEAST QUARTER OF THE SOUTHWEST QUARTER OF SECTION 17, TOWNSHIP 35 SOUTH, RANGE 40 EAST, ST. LUCIE COUNTY, FLORIDA, DESCRIBED AS FOLLOWS:

COMMENCE AT THE SOUTHWEST CORNER OF THE NORTHWEST QUARTER OF THE SOUTHEAST QUARTER OF THE SOUTHWEST QUARTER OF SECTION 17, TOWNSHIP 35 SOUTH, RANGE 40 EAST, ST. LUCIE COUNTY, FLORIDA, RUN THENCE EAST ON THE SOUTH LINE OF SAID NORTHWEST QUARTER OF THE SOUTHEAST QUARTER OF THE SOUTHWEST QUARTER, A DISTANCE OF 260 FEET; THENCE RUN NORTH 01°03'00" EAST, 319.10 FEET; THENCE NORTH 14°03'00" WEST, A DISTANCE OF 86.75 FEET TO A POINT ON THE SOUTHERLY RIGHT OF WAY LINE OF OKEECHOBEE ROAD; THENCE NORTH 50°55'41" EAST, ALONG SAID SOUTHERLY RIGHT OF WAY LINE, A DISTANCE OF 107.80 FEET; THENCE SOUTH 01°03'00" WEST, A DISTANCE OF 140.45 FEET TO A POINT ON THE EXTERIOR EDGE OF A 1-STORY, ALUMINUM BUILDING (SAID POINT ALSO BEING THE POINT OF BEGINNING); THENCE CONTINUE SOUTH 77°35'07" WEST, ALONG SAID EXTERIOR EDGE, A DISTANCE OF 1.42 FEET; THENCE CONTINUE SOUTH 12°24'53" EAST, ALONG SAID EXTERIOR EDGE, A DISTANCE OF 5.94 FEET; THENCE NORTH 01°03'00" EAST, A DISTANCE OF 6.11 FEET TO THE POINT OF BEGINNING; AS CONVEYED PURSUANT TO THAT QUIT-CLAIM DEED RECORDED IN OFFICIAL RECORDS BOOK 2670, PAGE 2204, OF THE PUBLIC RECORDS OF ST. LUCIE COUNTY, FLORIDA.



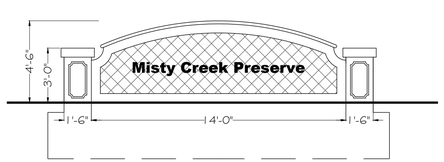
Typical Refuse Enclosure Detail

NTS



Typical Parking Stall Detail

NTS



Typical Project ID Sign Detail

NTS

Site Data

Total Area:		10.31 ac
Existing Use:		Vacant
Existing Zoning:		C-3
Existing Future Land Use:		CG
Proposed Zoning:		PD
Proposed Future Land Use		RM
Product Type:		Multi-Family
Total Units:		144 Units
*Gross Density (see General Note #1):		13.96 DU/ac.
Impervious Area:	218,764 sf	5.01 ac 48.6%
Buildings Pads:	66,498 sf	1.52 ac
A/C Pads (345 sf./bldg.):	2,070 sf	.05 ac
Clubhouse	4,600 sf	.10 ac
Pavement (Including Curb & Refuse):	112,705 sf	2.58 ac
Sidewalk:	27,876 sf	.64 ac
Pool Patio:	5,015 sf	.12 ac
Pervious Area:	226,562 sf	5.30 ac 51.4%
Landscape Islands:	9,939 sf	.23 ac
Retention Area:	56,476 sf	1.29 ac
Open Space:	160,147 sf	3.78 ac

Building and Lot Data

Common Open Space Req'd:	20% (2.05 ac.)
Common Open Space Provided:	51.4% (5.30 ac.)
Maximum Height:	35'
Minimum Lot Size:	N/A
Building Setbacks (C-3, abutting Zoning District per Sec. 22-40(b)(2)):	
Front (35th Street Frontage):	25'
Side:	15'
Side @ Corner:	15'
Rear (37th Street Frontage)	15'

Parking Requirements

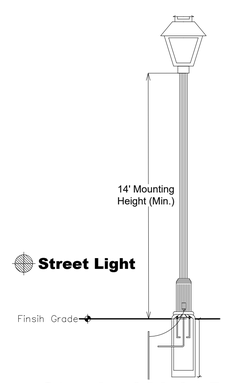
Vehicle Parking Required:	238 Spaces
Multi-Family:	
1.5 spaces per unit @ 144 units = 216 spaces	
Accessible Spaces Req'd: 7 Spaces	
Clubhouse:	
1:200 sf @ 4,600 sf. = 23 spaces	
ADA Spaces Req'd: 1 Space	
Vehicle Parking Provided:	282 Spaces
ADA Spaces Provided: 14 Spaces	
Bicycle Parking Req'd:	18 Spaces
Multi-Family:	
1:10 Units @ 144 Units = 15 Spaces	
Clubhouse:	
1:10 Stalls @ 23 Stalls sf. = 3 Spaces	
Bicycle Parking Provided:	30 Spaces
Loading Spaces Req'd:	2 Spaces
Multi-Family:	
0 > 25,000 sf.	
1 for ea. 75,000 sf. over 25,000 @ 174,512 sf. = 2 Spaces	
Clubhouse:	
0 > 10,000 sf. @ 4,600 sf. = 0	
Loading Spaces Provided:	2 Spaces

General Notes

1. In accordance with Sections 22-72(b) and 22-72(c)(2) of the City Code of Ordinances, Applicant is entitled to a Density Bonus of three (3) dwelling units-per-acre, due to the location of an existing transit stop within a 1/4-mile radius of the project site. At this time, Applicant is not seeking the full Density Bonus permitted by the Code; however, the Applicant and its successors and assigns reserve the right to exercise the full Density Bonus permitted by the Code in the future, in accordance with then-applicable Code requirements pertaining to modifications to an approved Planned Development.
2. Parking space striping shall conform to Section 22-60(c)(8) of the Fort Pierce City Code.
3. A fence shall be placed around all back flow prevention devices in accordance with Section 22-70(d) of the Fort Pierce City Code.
4. All interior sidewalks to be 5' wide minimum.
5. Parking space bumper rails shall comply sith Section 22-60(C)(7) of the Fort Pierce City Code.
6. Chapters 17 and 22, as well as Article XII, of the City of Fort Pierce Code shall be adhered to.
7. All signage to comply with Chapter 15 of the City of Fort Pierce Code of Ordinances.

Project Description

144-unit multi-family community consisting of six (6) 24-unit buildings, with on-site parking and recreation, Common Open Space, stormwater management areas and other improvements as required to support the proposed development. Utilities to be provided by FPUA and will be installed under ground. Emergency services to be provided by City of Fort Pierce Police Department and St. Lucie County Fire District.



Standard Light Pole Detail

NTS

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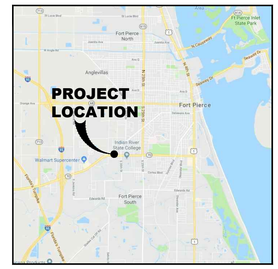
Key / Location:



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Misty Creek Preserve

Fort Pierce, Florida

Planned Development Overall Site Plan

Date	By	Description
07.22.19	RM	Initial Submittal
08.26.19	RM	Staff Comments

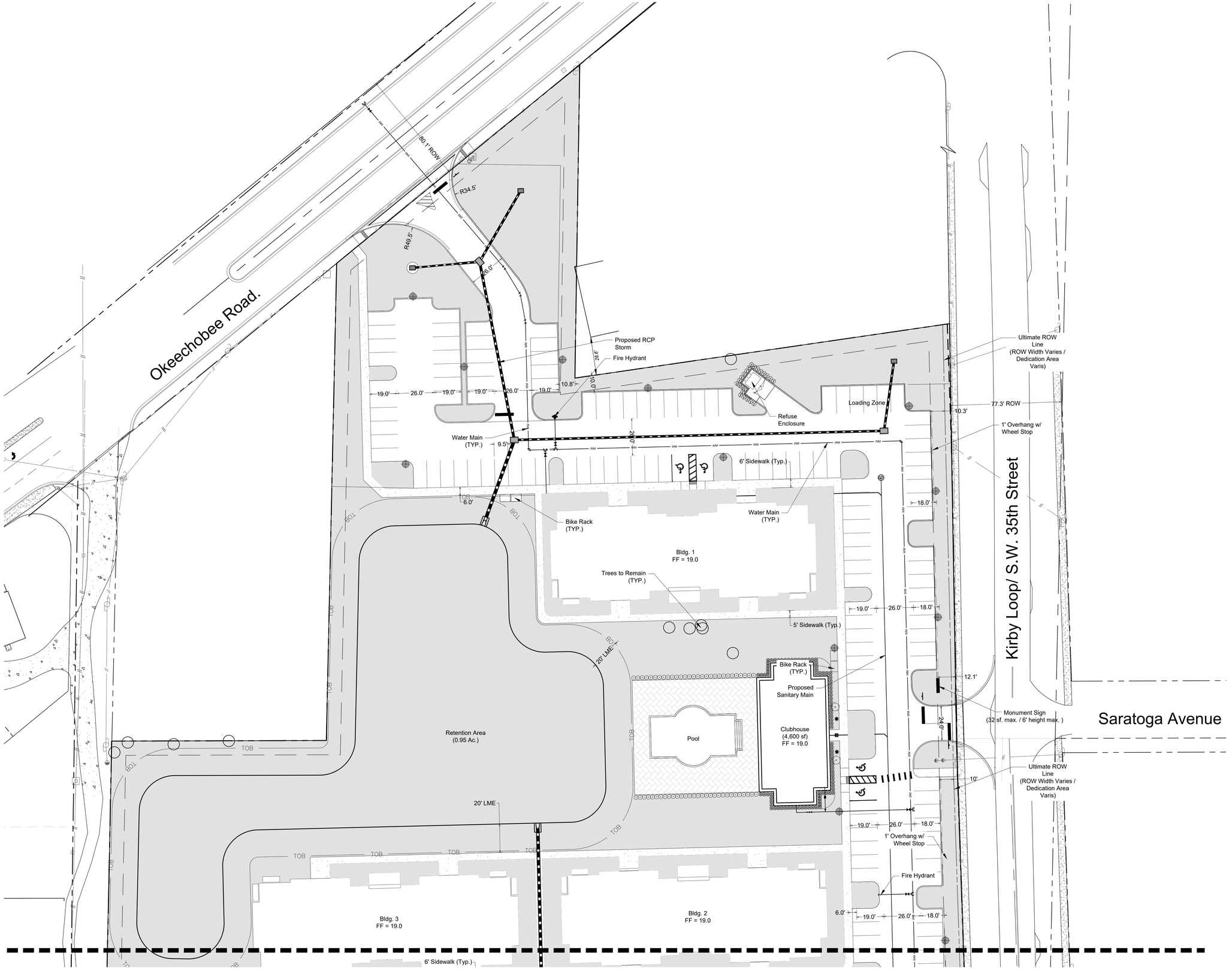
NORTH

SCALE: 1" = 60'

0 30' 60' 120'

REG. # 1018
Thomas P. Lucido

Designer	RM	Sheet
Manager	BN	**SP 1**
Project Number	19-310	
Municipal Number	---	
Computer File	19-310 Okeechobee Road_BN_UPDATEDSURVEY_7.2	



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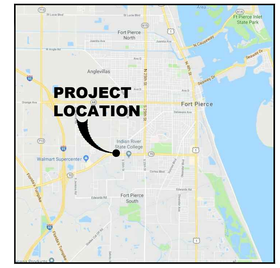

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Thomas P. Lucido

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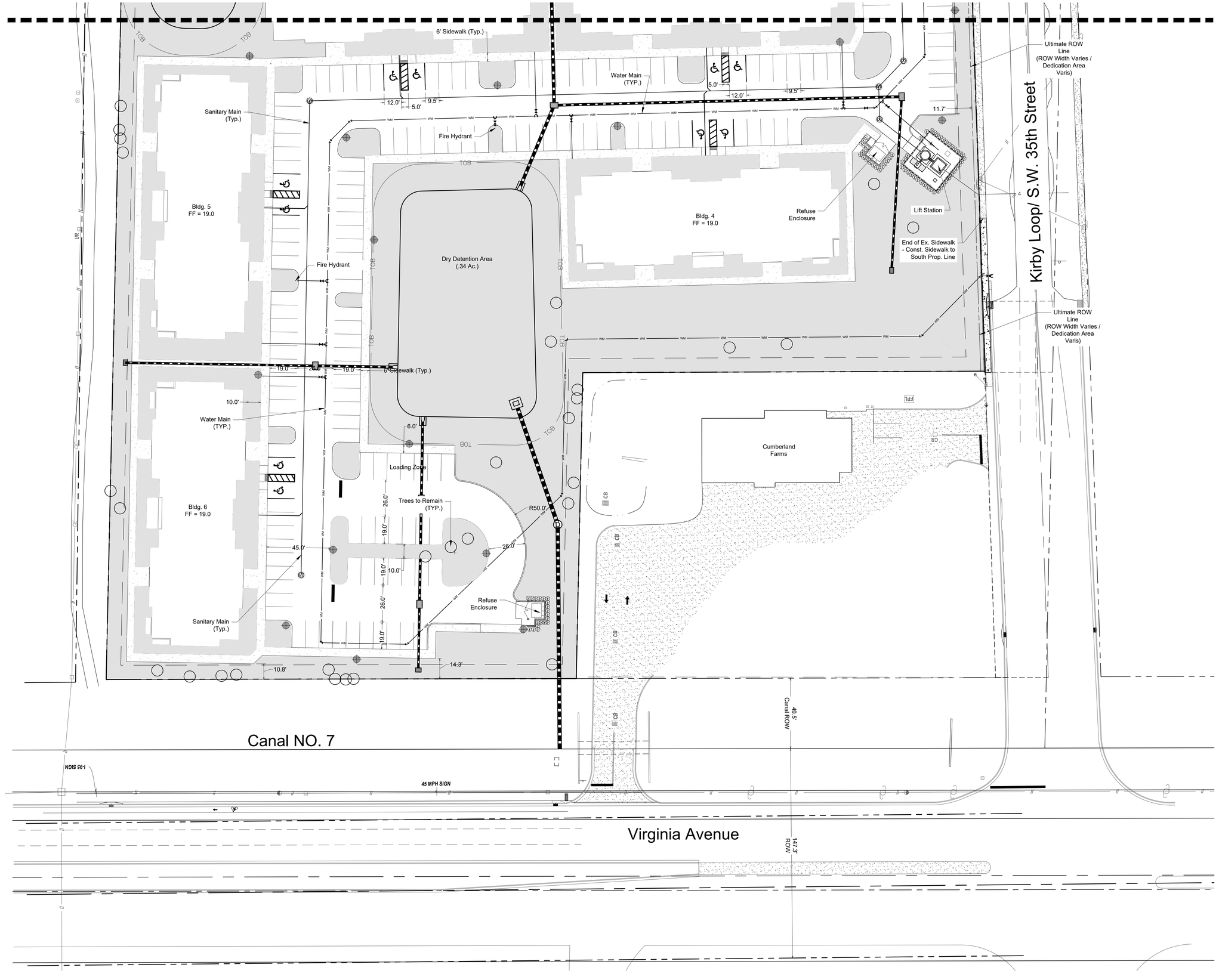

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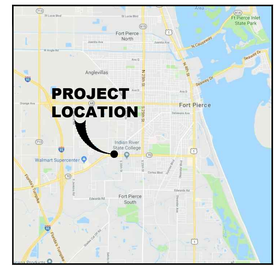

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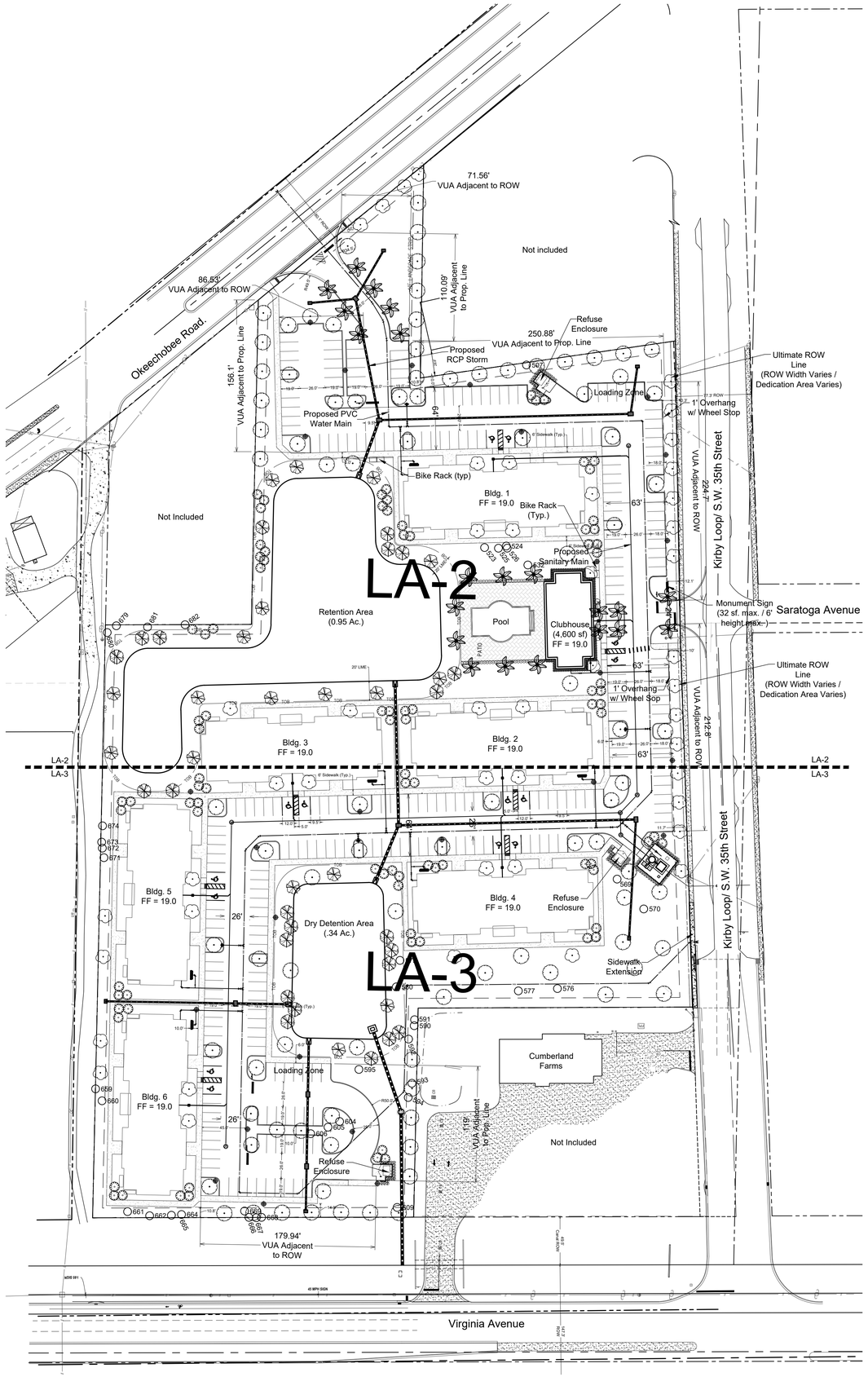

General Landscape Notes:

1. All plants shall conform to established nursery grades and standards, to be Florida No. 1 or better, and shall be free of disease and insects at the time of installation.
2. Trees shall be a minimum of twelve (12) feet in height and have a caliper of two and one-half (2 1/2) inches at four and one-half (4 1/2) feet above the ground when installed.
3. All required trees, except palms, shall have a minimum of five (5) feet of clear trunk and a minimum five (5) foot canopy spread at the time of planting.
4. All palm trees shall have a minimum clear trunk of ten (10) feet when installed. Three palm trees are equal to one shade tree having a mature canopy spread of fifteen (15) feet.
5. Shrubs shall be a minimum of twenty-four (24) inches in height above grade immediately after planting.
6. Groundcovers, other than grass, shall be planted in a manner as to present a finished appearance and reasonably complete coverage within four (4) months after planting.
7. Turf grass shall be installed using solid sod and shall be either Bahia or St. Augustine sod.
8. All landscape areas other than sod will be provided a mulch cover of at least three (3) inches. Cypress mulch shall not be used.
9. All existing native vegetation found on the site and is not in direct conflict with the proposed buildings or parking areas shall be left undisturbed. A suitable protective barrier, constructed of metal, wood, safety fencing, or other durable material, will be placed around the staked out locations of existing native vegetation.
10. No fill materials, construction materials, concrete, paint, chemicals, or other foreign materials shall be stored, deposited, or disposed of within any areas that have been staked or fenced off as being undisturbed native vegetation areas.
11. Existing understory shall be maintained in areas of undisturbed native vegetation.
12. All Category 1 exotic plant species will be eradicated from the site.
13. Conspicuous, durable barricades will be erected around each individual tree or areas of vegetation that are to be preserved. In the event that any protective barricades are removed or altered and land clearing or construction work is being conducted on the site, all work at the site will be stopped until the barriers are restored and any necessary corrective actions taken to repair or replant any vegetation removed or damaged as a result of these encroachments.
14. All back flow prevention devices shall be screened in accordance with Section 22-70(d) of the Fort Pierce City Code.
15. Irrigation to conform to all local and State regulations with regard to water consumption.

Landscape Calculations:

Vehicular Use Area along Property Lines
636 Linear Feet along Property Line
636 x 10 = 6,360 sq. ft. required Landscape Area
(6,360) / 200 = **32 Trees Required**
Vehicular Use Area along Right of Way
1,554 Linear Feet along Right of Way
1,554 x 10 = 15,540 sq. ft. required Landscape Area
(15,540) / 300 = **52 Trees Required**
Interior Vehicular Use Area
111,057 sq. ft. total Vehicular Use Area
111,057 / 15 = 7,404 sq. ft. required Landscape Area
(7,404) / 100 = **74 Trees Required**
Total Landscape Area Required: 29,304 sq. ft.
Landscape Area Provided: 29,304+ sf.
Total Trees Required: 158
Trees Provided = 158 Canopy Trees

PLANT SCHEDULE SITE TOTAL

TREES	CODE	QTY	BOTANICAL NAME	COMMON NAME	CONTAINER	HEIGHT	WIDTH	NOTES	NATIVE	CALIPER
	AR	23	Acer rubrum	Red Maple	BB	12` HT	5` SPR	F, SP	Native	3" Caliper
	IAE	46	Ilex x attenuata `Eagleston`	Eagleston Holly	FG	12` HT	5` W	F, SP		3" Caliper
	QV	96	Quercus virginiana	Southern Live Oak	FG	14` HT	7` SPR	F, SP	Native	3" Caliper
	RO	21	Roystonea regia	Florida/Cuban Royal Palm	FG	12`GW		F, SP, No Scars	Native	
	SP	93	Sabal palmetto	Sabal Palm	FG	10`-18` CT		HVY CAL, SP	Native	
	TD	18	Taxodium distichum	Bald Cypress	FG	14` HT	7` SPR	F, SP	Native	3" Caliper

SHRUBS	CODE	QTY	BOTANICAL NAME	COMMON NAME	CONTAINER	HEIGHT	WIDTH	NOTES	NATIVE
	CHR	1,337	Chrysobalanus icaco `Red Tip`	Red Tip Cocoplum	3G	24" HT	18"W	FTB	Native
	MFR	110	Myrcianthes fragrans	Simpson`s Stopper	7G	4` HT	3`W	FTB, SP	Native
	SCA	59	Schefflera arboricola `Trinette`	Schefflera	3G	24" HT	18"W		

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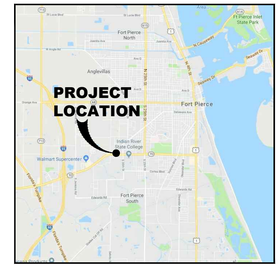

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NORTH

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0 30' 60' 120'

REG. # 1018
Thomas P. Lucido

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Manager	BN	**LA 1**
Project Number	19-310	
Municipal Number	---	
Computer File	19-310 Okeechobee Road_BN_UPDATEDSURVEY_7.24	

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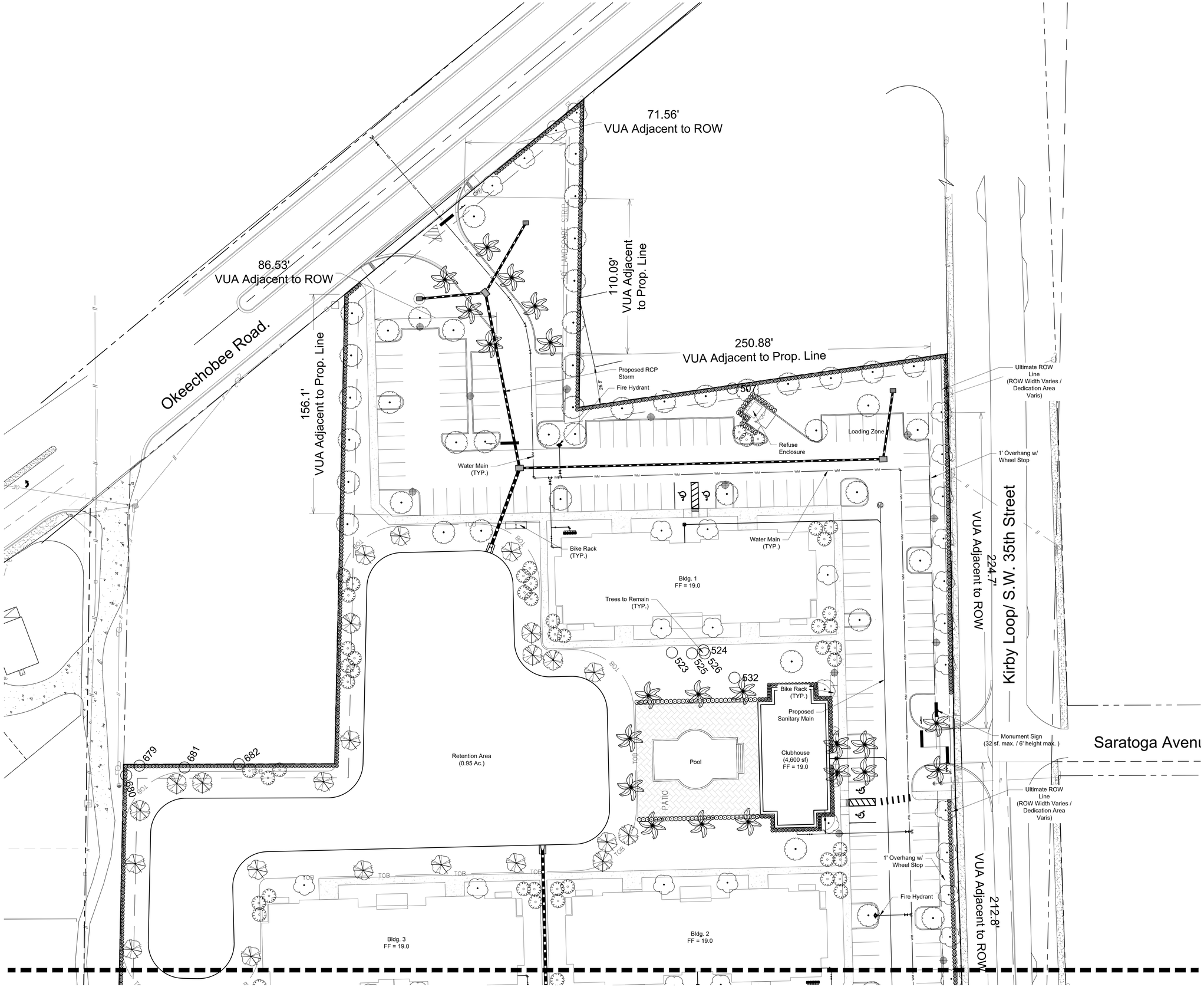

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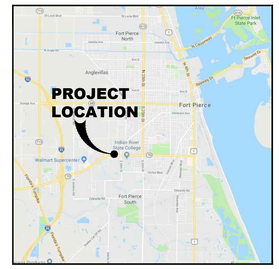

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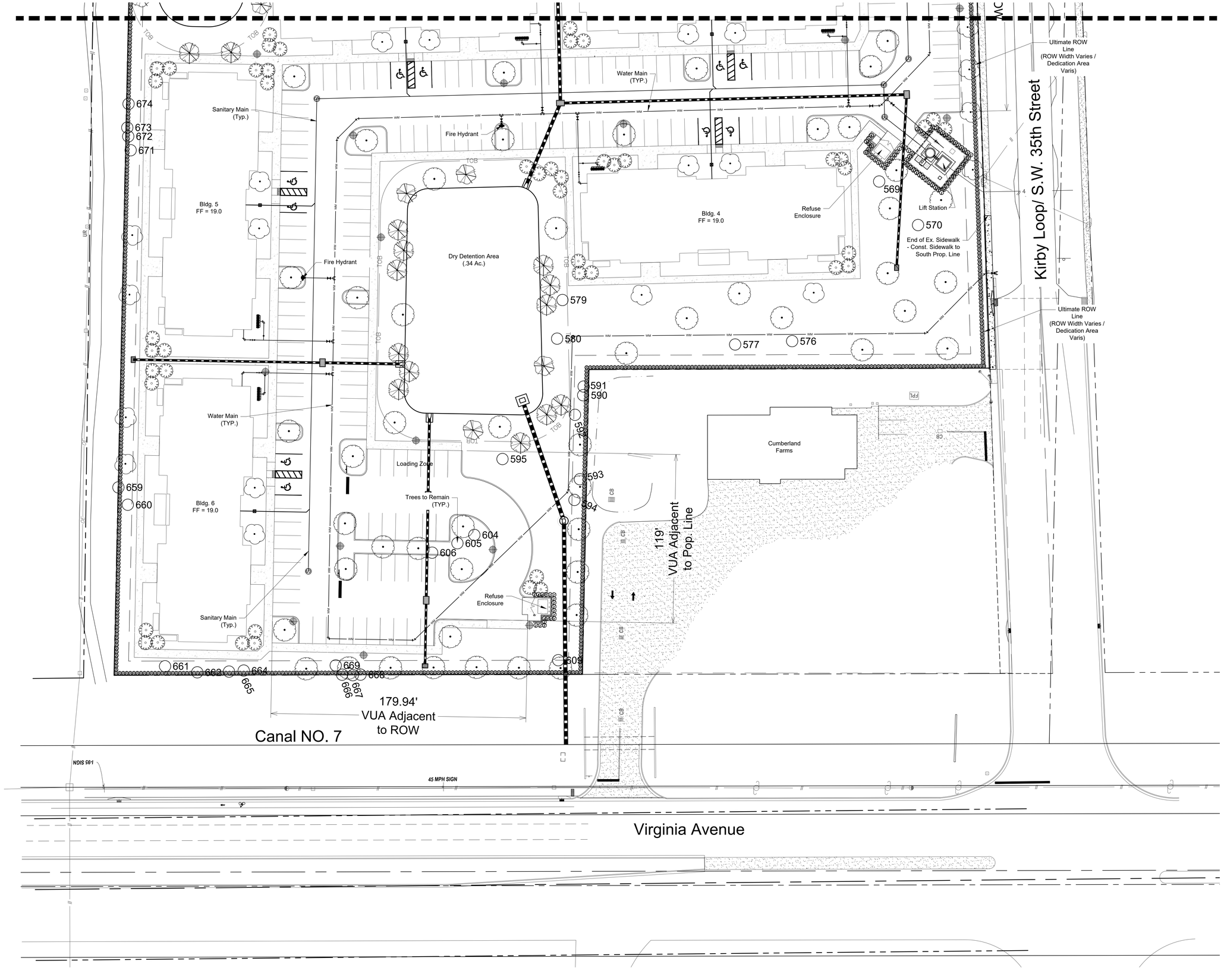

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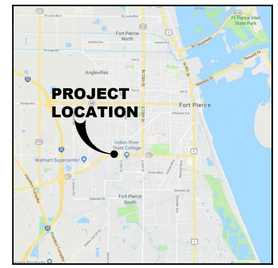

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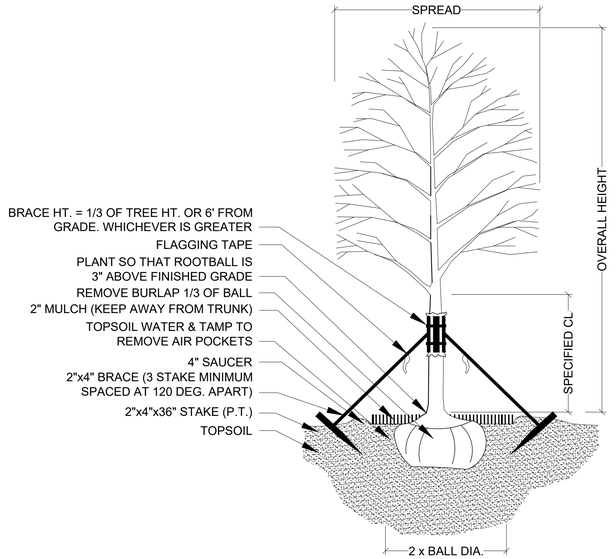


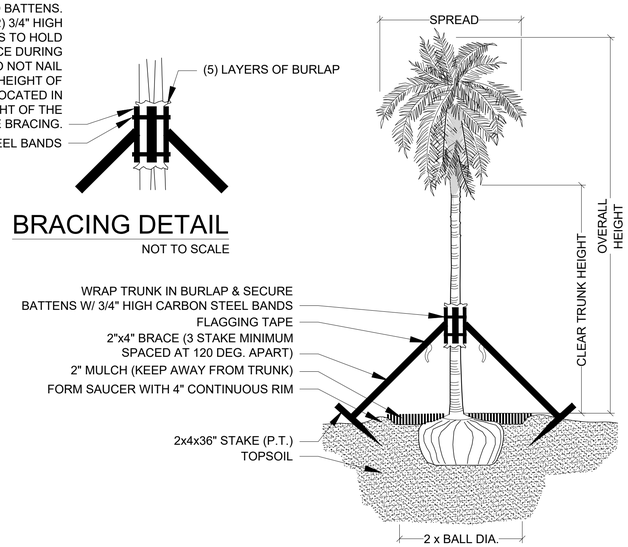
TREE PLANTING & STAKING

NOT TO SCALE

(5) 2x4x16" WOOD BATTENS. SECURE BATTENS W/ (2) 3/4" HIGH CARBON STEEL BANDS TO HOLD BATTENS IN PLACE DURING PLANTING PROJECT. DO NOT NAIL BATTENS TO TRUNK. HEIGHT OF BATTENS SHALL BE LOCATED IN RELATION TO THE HEIGHT OF THE TREE FOR ADEQUATE BRACING.

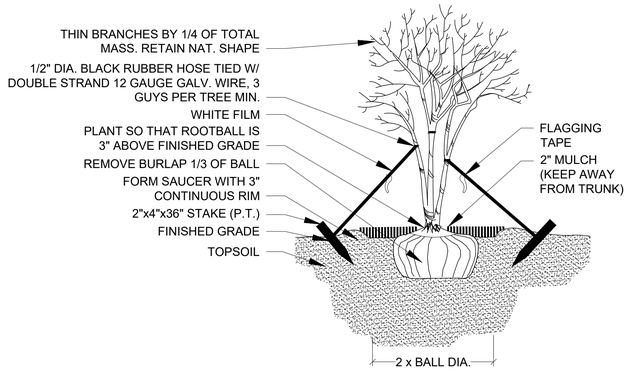
BRACING DETAIL

NOT TO SCALE



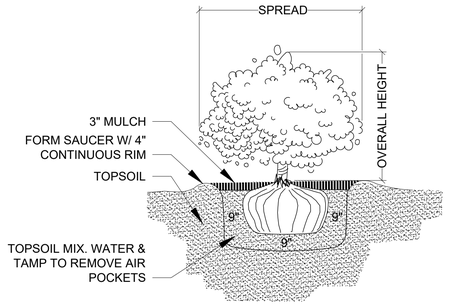
PALM PLANTING - ANGLE STAKE

NOT TO SCALE



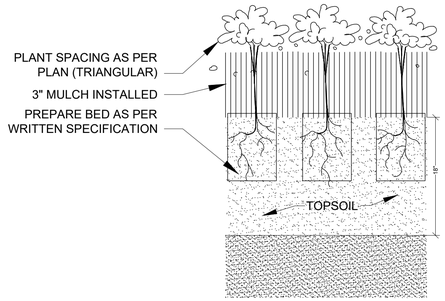
MULTI-TRUNK PLANTING & GUYING

NOT TO SCALE



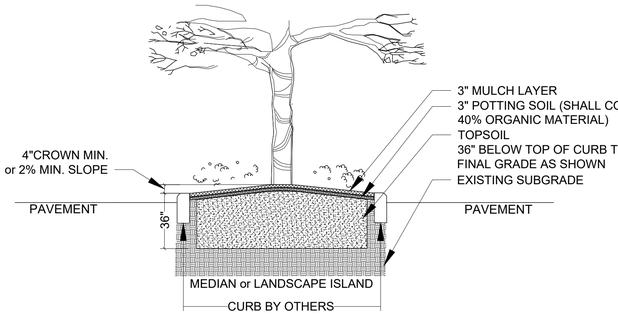
SHRUB PLANTING

NOT TO SCALE



GROUNDCOVER PLANTING DETAIL

NOT TO SCALE

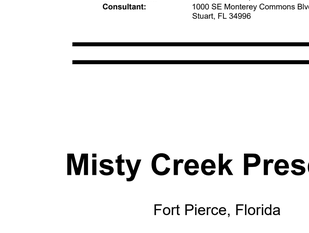


THIS DETAIL SHOWN DEPICTS A MEDIAN AND/OR LANDSCAPE ISLAND AND IS FOR GRAPHIC PURPOSES ONLY; SOIL PREPARATION SHALL APPLY TO ALL TREE, SHRUB, & GROUND COVER AREAS. THIS DOES NOT INCLUDE SOD AREAS

LANDSCAPE AREA PREPARATION DETAIL

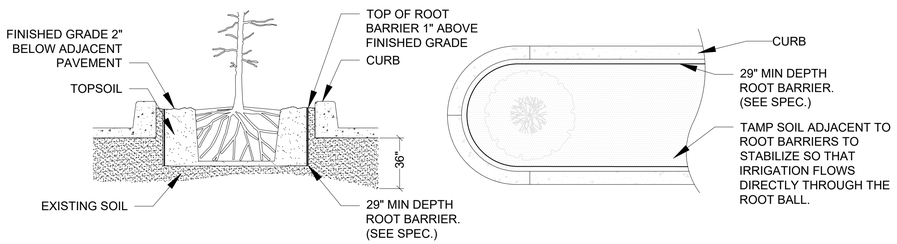
NOT TO SCALE

- *TOPSOIL SHALL BE NATURAL, FRIABLE, FINE LOAMY SOIL POSSESSING CHARACTERISTICS OF REPRESENTATIVE TOPSOIL IN THE VICINITY OF THE PROJECT SITE THAT PRODUCES HEAVY GROWTH.
- TOPSOIL SHALL HAVE A PH RANGE OF 5.5-7.4, FREE FROM SUBSOIL, WEEDS, LITTER, SODS, CLAY, STONES, STUMPS, ROOTS, TRASH, HERBICIDES, TOXIC SUBSTANCES, OR ANY OTHER MATERIAL WHICH MAY BE HARMFUL TO PLANT GROWTH, OR HINDER PLANTING OPERATIONS.
- TOPSOIL SHALL CONTAIN A MINIMUM OF 3% ORGANIC MATERIAL.
- TOPSOIL MUST PERCOLATE WATER AT A RATE OF 1" PER HOUR (SEE ALSO DRAINAGE TESTING DETAIL FOR TREES)
- LANDSCAPE AREA SOILS SHALL BE APPROVED BY LANDSCAPE ARCHITECT/OWNER PRIOR TO PLANTING



DRAINAGE TESTING DETAIL

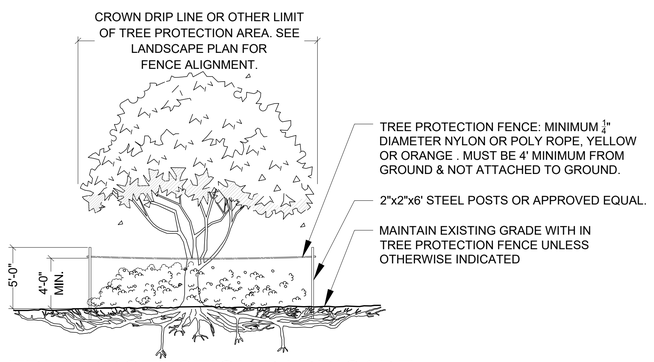
NOT TO SCALE



SPECIAL APPLICATIONS ROOT BARRIER DETAIL

NOT TO SCALE

NOTES:
1- ROOT BARRIER SHALL BE "BIO-BARRIER 29" DEPTH OR APPROVED EQUAL.
2- ROOT BARRIER SHALL BE INSTALLED PER MANUFACTURER'S SPECIFICATIONS AND RECOMMENDATIONS.



TREE PROTECTION BARRICADE

NOT TO SCALE

NOTES:
1- SEE LANDSCAPE PLAN FOR FENCE ALIGNMENT.
3- NO PRUNING SHALL BE PERFORMED EXCEPT BY APPROVED ARBORIST.
4- NO EQUIPMENT SHALL OPERATE INSIDE THE PROTECTIVE FENCING INCLUDING DURING FENCE INSTALLATION AND REMOVAL.

DRAINAGE TESTING/DRAINAGE CHANNEL REQUIREMENTS.

PRIOR TO PLANTING, ALL PLANTING PITS SELECTED FOR TESTING SHALL BE TESTED IN THE FOLLOWING MANNER.

A. DIG EACH PLANTING PIT TO THE MINIMUM SPECIFIED SIZE.

B. FILL PLANTING PIT WITH TWELVE INCHES (12") OF WATER. IF THE WATER LEVEL DROPS FOUR (4") OR MORE WITHIN FOUR (4) HOURS, THE DRAINAGE IS SUFFICIENT AND A DRAINAGE CHANNEL IS NOT REQUIRED. IF THE WATER LEVEL DROPS LESS THAN FOUR INCHES (4") WITHIN THE FOUR (4) HOUR PERIOD, A DRAINAGE CHANNEL IS REQUIRED.

C. WHERE REQUIRED, THE DRAINAGE CHANNEL MUST EXTEND DOWN THROUGH THE NON POROUS SOIL AND INTO POROUS SOIL. (SEE DETAIL)

D. ALL MATERIAL REMOVED FROM THE DRAINAGE CHANNEL SHALL BE DISCARDED.

E. WHEN BACKFILLING PLANTING PITS WITH NATIVE TOPSOIL, CARE MUST BE TAKEN TO KEEP THE CONSISTENCY OF THE SOIL MIX THE SAME THROUGHOUT THE PLANTING PIT AND DRAINAGE CHANNEL.

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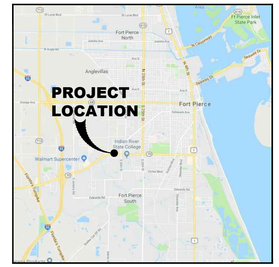
Key / Location:



Project Team:

Client & Property Owner:	Cone & Graham, Inc. 5101 Cone Road Tampa, FL 33610
Land Planner / Landscape Architect:	Lucido & Associates 701 East Ocean Boulevard Stuart, Florida 34994
Engineer:	Stephen Cooper, P.E. & Associates, Inc. 7450 South Federal Highway Port St. Lucie, FL 34952
Surveyor:	Watson|Killane Surveying and Mapping, Inc. 2240 NE Dixie Highway Jensen Beach, FL 34957
Traffic Engineer:	Kimley-Horn 1920 Wekiva Way, Suite 200 West Palm Beach, FL 33411
Environmental Consultant:	EW Consultants, Inc. 1000 SE Monterey Commons Blvd., Suite 208 Stuart, FL 34996

Misty Creek Preserve

Fort Pierce, Florida

Planned Development Landscape Details

Date	By	Description
07.22.19	RM	Initial Submittal
08.26.19	RM	Staff Comments

NORTH

SCALE: 1" = 30'

0 15' 30' 60'

REG. # 1018
Thomas P. Lucido

Designer	RM
Manager	BN
Project Number	19-310
Municipal Number	---
Computer File	19-310 Okeechobee Road_BN_UPDATEDSURVEY_7.24

Sheet **LA 4**

LANDSCAPE SPECIFICATIONS

PART 1: GENERAL CONDITIONS

1.01 SCOPE:
A. The landscape contract includes the supplying and planting of all trees, shrubs, vines, and ground cover together with all necessary labor, equipment, tools and materials needed for the successful completion, execution and maintenance of the landscape plans.

1.02 AGENCY STANDARDS:
A. Grades and standards of plant materials to be used shall be true to name, size, condition and graded Florida #1 or better as stated in: Grades and Standards of Florida Plant Materials published by the State of Florida Department of Agriculture, Tallahassee, Florida.

1.03 SITE EXAMINATION:
A. The Landscape Contractor shall personally examine the site and fully acquaint him/herlself with all of the existing conditions in order that no mis-understanding may afterwards arise as to the character or extent of the work to be performed, and, additionally, in order to acquaint him/herself with all precautions to be taken in order to avoid injury to property or persons. No additional compensation will be granted because of any unusual difficulties which may be encountered in the execution or maintenance of any portion of the work.

1.04 ERRORS AND OMISSIONS:
A. The plant list is a part of the drawings and is furnished as a convenience. The plant list indicates the name, size and quantities of specific plant materials as called for and is located on the drawings. The Landscape Contractor is responsible for his/her own quantity count, and any discrepancy between drawings and plant list shall be considered as correct on the drawings.

B. The Landscape Contractor shall not take advantage of errors or omissions in the specifications or contract drawings. Full instruction will be given if such errors are discovered. Upon the discovery of any discrepancies in, or omissions from the drawings or documents, or should the Landscape Contractor be in doubt as to their meaning, the Landscape Architect shall be notified and will determine the actions necessary to each query.

C. If plans and specifications are found to disagree after the contract is awarded, the Landscape Architect shall be the judge as to which was intended.

1.05 EXECUTION OF THE WORK:
A. The Landscape Contractor shall have his labor crews controlled and directed by a Foreman well versed in plant materials, planting methods, reading plans, and coordination between job and nursery in order to execute installation correctly and in a timely manner.

B. The Landscape Contractor shall provide a competent English-speaking Foreman on the project at all times, who shall be fully authorized as the Contractor's agent on the work. The Foreman shall be capable of reading and thoroughly understanding the Plans, Specifications and other Contract Documents. If the Superintendent is deemed incompetent by the Landscape Architect, he (the superintendent) shall be immediately replaced.

C. The Landscape Contractor shall be available for any meetings with the Owner and/or Landscape Architect during implementation of the job. Any additional work or changes required as a result of failure to communicate with the Owner or Landscape Architect during implementation will be the responsibility of the Landscape Contractor.

1.06 PROTECTION OF PUBLIC AND PROPERTY:
A. The Landscape Contractor shall protect all materials and work against injury from any cause and shall provide and maintain all necessary safeguards for the protection of the public. He shall be held responsible for any damage or injury to persons or property which may occur as a result of his fault or negligence in the execution of the work, i.e. damage to underground pipes or cables.

1.07 CHANGES AND EXTRAS:
A. The Contractor shall not start work on any changes or "extras" in the project until a written agreement setting forth the adjusted prices has been executed by the Owner and the Contractor. Any work performed on changes or "extras" prior to execution of a written agreement may or may not be compensated for by the Owner at his discretion.

1.08 GUARANTEE:
The Landscape Contractor shall furnish a written guarantee warranting all materials, workmanship and plant materials, except sod, for a period of 18 MONTHS from the time of completion and acceptance by the Landscape Architect and Owner. Sod shall be guaranteed to 90 calendar days after acceptance by the Landscape Architect and Owner. All plant material shall be alive and in satisfactory condition and growth for each specific kind of plant at the end of the guarantee period. The guaranteeing of plant material shall be construed to mean complete and immediate replacement with plant material of the same variety, type, size, quality and grade as that of the originally specified material. During the guarantee period it shall be the Landscape Contractor's responsibility to immediately replace any dead or unhealthy material as determined by the Landscape Architect. The guarantee will be null and void if plant material is damaged by lightning, hurricane force winds, or any other acts of God, as well as vandalism or lack of proper maintenance.

B. At the end of the specified guarantee period, any plant required under this contract that is dead or not in satisfactory condition, as determined by the Landscape Architect, shall be replaced. The Landscape Contractor shall be responsible for the full replacement cost of plant materials for the first replacement and share subsequent replacement (s) costs equally with the Owner, should the replacement plant fail to survive.

1.09 CARE AND MAINTENANCE:
A. The Landscape Contractor shall be responsible for the care and maintenance of all plant materials and irrigation when applicable until final acceptance by the Owner or Landscape Architect.

B. The Owner agrees to execute the instructions for such care and maintenance.

1.10 SAFETY:
A. It shall be the responsibility of the Landscape Contractor to protect all persons from injury and to avoid property damage. Adequate warning devices shall be placed and maintained during the progress of the work.

B. It shall be the contractor's responsibility to conform to all local, state, and federal safety laws and codes including the Federal Occupational Safety And Health Act (O.S.H.A.).

1.11 CONTRACTOR QUALIFICATION:
A. The Owner may require the apparent contractor (s) to qualify him/herself to be a responsible entity by furnishing any or all of the following documentary data:
1. A financial statement showing assets and liabilities of the company current to date.
2. A listing of not less than (3) completed projects of similar scope and nature.
3. Permanent name and address of place of business.
4. The number of regular employees of the organization and length of time the organization has been in business under the present name.

1.12 INSURANCE AND BONDING:
A. The contractor (s) shall submit proof of insurance for this job for the time period that the work is done. The minimum amount of insurance shall be $300,000.00 per person and $300,000.00 per aggregate or as required by owner and agreed to in the contract. The successful bidder shall be required to have this coverage in effect before beginning work on the site.

B. The Owner shall have the right to require the Contractor to furnish bonds covering faithful performance of the Contract and payment obligations arising thereunder as stipulated in bidding requirements or specifically required in the Contract Documents on the date of execution of the Contract.

1.13 PERMITS AND CERTIFICATES:
A. All contractors shall secure and pay for all permits and certificates required for his/her class of work.

PART 2: MATERIALS

2.01 PLANT MATERIALS:
A. A complete list of plants is shown on the drawings, including a schedule of quantities, sizes, and such other requirements deemed necessary. In the event discrepancies occur, the specifications on the drawings shall govern.

B. Substitutions: Substitutions of plant materials or changes in size or spacing of materials will be permitted ONLY upon written authorization by the Owner or the Landscape Architect. If plant material is not of sufficient size to meet applicable codes, a letter of variance from the appropriate agency must be obtained by the Contractor prior to issuance of any change order. If material of smaller size is to be accepted, the quantity of material shall be increased, at no additional cost to the Owner, to meet the intent of the drawings.

C. All plant materials shall have a habit of growth that is normal for the species and shall be healthy, vigorous and equal to or exceed the measurements specified in the plant list, which are the minimum acceptable sizes. Plants shall be measured before pruning with branches in normal position. Any necessary pruning shall be done at the time of planting.

D. All plant materials shall be nursery grown, unless otherwise noted, Florida #1 or better and shall comply with all required inspections, grading standards and plant regulations as set forth by the Florida Department of Agriculture's Grades and Standards for Nursery Plants, most current addition and Grades and Standards for Nursery Plants, most current addition.

E. Plants that do not have the normal balance of height and spread typical for the respective plant shall not be acceptable.

F. The Landscape Contractor shall install each plant to display its best side. Adjustments may be required if plants are not installed properly and/or approved by the Landscape Architect at no additional cost to owner.

2.02 INSPECTION

A. The Landscape Architect and Owner may inspect trees and shrubs at place of growth or at site before planting, for compliance with requirements for genus, species, variety, size and quality. The Landscape Architect and Owner retain the right to further inspect trees and shrubs for size and condition of balls and root systems, insects, injuries and latent defects, and to reject unsatisfactory or defective material at any time during progress of work. Rejected plant materials shall be immediately removed from project site.

2.03 PROTECTION OF PLANT MATERIALS:
A. Balled and burlapped plants (B & B) shall be dug 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. Balls shall be firmly wrapped with burlap similar materials and bound with cord, rope, or wire mesh. All collected plants shall be balled and burlapped.

B. Plants with broken, damaged or insufficient rootballs will be rejected.

C. All plant material shall be protected from possible bark injury or breakage of branches. All plants transported by open trucks shall be adequately covered to prevent windburn, drying or damage to plants.

D. Plants which cannot be planted immediately on delivery to the site shall be covered with moist soil, mulch or other protection from the drying of wind and sun. All plants shall be watered as necessary by the Landscape Contractor until planted.

2.04 STORAGE
A. All plant materials shall be stored on the site in designated areas, specified by the Landscape Architect or Owner's agent.

B. No plant material shall be stored longer than seventy-two (72) hours unless approved by Landscape Architect and/or owner.

C. The Landscape Architect reserves the right to reject any plant materials not in conformance with these specifications.

D. All rejected material shall be immediately removed from the site and replaced with acceptable material at no cost to the Owner.

2.05 PROTECTION DURING PLANTING:
A. Trees moved by winch or crane shall be thoroughly protected from chain marks, girdling or bark slippage by means of burlap, wood battens or other approved methods. Battens shall NOT be attached to the tree with nails

2.06 TOP SOIL:
A. Planting soil for all plantings shall consist of topsoil and be natural, friable, fertile, fine loamy soil possessing characteristics of representative topsoil in the vicinity of the project site that produces heavy growth. Topsoil shall have a PH range of 5.5-7.4, free from subsoil, weeds, litter, sods, clay, stones, stumps, roots, trash, herbicides, toxic substances, or any other material which may be harmful to plant growth, or hinder planting operations. Topsoil shall contain a minimum of 3% organic material. Topsoil must percolate water at a rate of 1" per hour (See also drainage testing detail for trees)

B. Landscape Area Preparation. The intent of this section is to ensure a healthy growing environment for all planting material in all landscaped areas. Landscape Contractor to examine existing soils prior to planting to ensure conformance to all definitions of "Topsoil" (seeLandscape Area Preparation Detail); In addition, a 3" layer of high organic (min 40%) potting soil shall be added to the topsoil and mixed in at time of planting. *East Coast Recycling Inc.* is a recommended source for imported Topsoil (if needed) as well as the top 3" layer of potting soil.

Existing soils must meet all definitions of 'Topsoil' as described above in all planting areas throughout the site. If existing soils do not meet all definitions of Topsoil, please refer to the 'Landscape Area Preparation' detail. Examination may require existing soils to be tested by an accredited testing laboratory. Should a soil test be necessary, Contractor shall contact soil testing lab directly to confirm such lab's soil collection and transmittal protocol; all costs if any shall be borne by the Contractor. Contractor shall provide to Landscape Architect for review the results of the soil test if conducted. Contractor shall schedule an on-site meeting with Landscape Architect to review existing and/or imported soils prior to planting. The Landscape Area Preparation is the responsibility of the Landscape Contractor. He/she shall except all responsibility of planting soils and shall honor all guarantee items in section 1.08.

2.07 FERTILIZER:
A. Commercial fertilizer shall comply with the state and local fertilizer laws. Nitrogen shall not be less than 40% from organic source. Inorganic chemical nitrogen shall not be derived from the sodium form of nitrate. Fertilizers shall be delivered to the site in unopened original containers, each bearing the manufacturer's guaranteed analysis. Any fertilizer that becomes caked or otherwise damaged shall be rejected.

B. Thoroughly mixed 3 lbs. of commercial fertilizer to each cubic yard of planting soil.

C. Tabletized fertilizer shall be Agriform planting tablets 20-10-5 formula, 21 gram or equal. All trees and shrubs shall be fertilized with tabletized fertilizer as follows. While backfilling plant holes, fertilizer tablets shall be equally spaced and placed adjacent to the ball mid-way in depth in accordance with the following rates:

1 gallon container	1 tablet
3 gallon container	2 tablets
5 gallon container	3 tablets
7 gallon container	5 tablets

Large tubs, wire baskets, grow bags, and balled and burlapped material shall have 1 tablet for each 1/2 inch of trunk diameter (measured 3 feet from ground) or for each foot of height or spread of larger shrub material. The Landscape Architect reserves the right to inspect and review the application of fertilizer.

2.08 MULCH:
A. Mulch material shall be clean, dry, free of weeds, seeds and pests, moistened at the time of application to prevent wind displacement. Cypress &/or Red mulch is prohibited.

B. All trees and shrub beds shall receive 3" mulch immediately after planting and thoroughly watered. Apply 2" max on tree & palm rootballs, keep 6" away from tree & palm trunks or as required by local jurisdiction.

PART 3 EXECUTION
3.01 DIGGING:
A. The Landscape Contractor shall exercise care in digging and other work so as not to damage existing work, including overhead wires, underground pipes and cables and the pipes and hydrants of watering systems. Should such overhead or underground obstructions be encountered which interfere with planting, the Owner shall be consulted and contractor will adjust the location of plants to clear such obstruction. The Contractor shall be responsible for the immediate repair of any damage caused by his work.

3.02 GRADING:
A. Grading for drainage, swales, etc. to within 4 inches of the finished grade to be provided by others.

B. It shall be the responsibility of the Landscape Contractor to provide the final grading during the course of landscape installation so as to bring sod and planting areas to their proper elevations in relation to walks, paving, drain structures, and other site conditions. The site grading plan must be checked prior to installation of sod to insure that drainage and other conditions will NOT be modified.

3.03 PLANTING:
A. Planting shall take place during favorable weather conditions.

B. The Contractor shall call for utility locates and ascertain the location of all utilities and easements so proper precautions can be taken not to damage or encroach on them.

C. Tree Planting shall be located where it is shown on the plan. No planting holes shall be dug until the proposed locations have been staked on the ground by the Contractor.

D. Excavation of holes shall extend to the required subgrades as specified on the planting diagrams located in the landscape plans. Plant pits shall be circular in outline and shall have a profile which conforms to the aforementioned "Tree and Shrub Planting Diagrams".

E. A representative number of planting pits (a minimum of one in every 25 feet throughout the entire site) shall be tested for proper drainage. See Landscape Details for complete testing methods and requirements.

F. Planting pits shall be excavated to the following dimensions and backfilled with Topsoil- see Landscape Area Preparation Detail;
1 Gallon material (1 gal.): 12" x 12" x 12" min.
3 Gallon material (3 gal.): 20" x 20" x 18" min.
Lerio material (7 gal.): 30" x 30" x 24" min.
Field grown material and trees: 1-1/2 times width of ball and depth of ball plus 12" min.

G. No planting or laying of sod shall be initiated until the area has been cleaned of existing sod or other plant materials, rough grass, weeds, debris, stones etc. and the ground has been brought to an even grade, with positive drainage away from buildings and towards drain inlets and swales and approved by Landscape Architect or owner's rep.

H. Each plant shall be planted in an individual hole as specified for trees, shrubs, and vines.

I. All plants shall be set to ultimate finished grade. No filling will be permitted around trunks or stems. All ropes, wire, stakes, etc., shall be removed from sides and top of the ball and removed from hole before filling in.

J. All flagging ribbon shall be removed from trees and shrubs before planting.

K. Excess excavation (fill) from all holes shall be removed from the site, at no additional expense to Owner.

L. All palms shall be backfilled with sand, thoroughly washed in during planting operations and with a shallow saucer depression left at the soil line for future watering's. Saucer areas shall be top-dressed two (2") inches deep with topsoil raked and left in a neat, clean manner.

3.04 PRUNING:
A. Remove dead and broken branches from all plant material. Prune to retain typical growth habit of individual plants with as much height and spread as possible in a manner which will preserve the plant's natural character.

B. Make all cuts with sharp instruments flush with trunk or adjacent branch, in such a manner as to insure elimination of stubs. Cuts made at right angles to line of growth will not be permitted.

C. Trees shall not be poled or topped.

D. Remove all trimming from site.

3.05 GUYING:

A. All trees over six (6') feet in height shall, immediately after setting to proper grade, be guyed with three sets of two strands, No. 12 gauge malleable galvanized iron, in tripod fashion. See Detail.

B. Wires shall not come in direct contact with the tree but shall be covered with an approved protection device at all contact points. Wires shall be fastened in such a manner as to avoid pulling crotches apart.

C. Stake & Brace all trees larger than 12' oa. See detail. Stakes shall be 2" x 2" lumber of sufficient length to satisfactorily support each tree.

D. Turnbuckles for guying trees shall be galvanized or cadmium plated and shall be of adequate size and strength to properly maintain tight guy wires.

3.06 WATER:
A. Each plant or tree shall be thoroughly watered in after planting. Watering of all newly installed plant materials shall be the responsibility of the Landscape Contractor until final acceptance by the Landscape Architect.

B. Prior to installing any irrigation system components, the contractor shall obtain a water sample from the proposed water supply and conduct a particle size and count analysis on the sample using the services of a reputable lab certified in such analysis. Submit the test results to the owner/owner's representative for review and approval. Do not proceed further with system installation until given written approval to do so.

3.07 SOD:
A. The Landscape Contractor shall sod all areas indicated on the drawings.

B. It shall be the responsibility of the Landscape Contractor to fine grade all landscape areas, eliminating all bumps, depressions, sticks, stones, and other debris.

C. The sod shall be firm, tough texture, having a compacted growth of grass with good root development. It shall contain no noxious weeds, or any other objectionable vegetation, fungus, insects, or disease. The soil embedded in the sod shall be good clean earth, free from stones and debris.

D. Before being cut and lifted, the sod shall have been mowed at least three times with a lawn mower, with the final mowing not more than seven days before the sod is cut. The sod shall be carefully cut into uniform dimensions.

E. 6-6-6 fertilizer with all trace elements is to be applied at the rate of 40 lbs. per 1,000 sq. ft. prior to laying sod.

F. Solid sod shall be laid with closely abutting, staggered joints with a tamped or rolled, even surface.

G. The finished level of all sod areas after settlement shall be one (1") inch below the top of abutting curbs, walks, paving and wood borders to allow for building turf.

H. If in the opinion of the Landscape Architect, top dressing is necessary after rolling, clean yellow sand will be evenly applied over the entire surface and thoroughly washed in.

3.08 SEEDING:
A. The Landscape Contractor shall remove all vegetation and rocks larger than (1") in diameter from areas to be seeded, scarify the area, then apply fertilizer at a rate of 500 lbs. per acre.

B. Application: Argentine Bahia Grass seed- 200 Pounds per acre mixed with common hulled Bermuda seed- 30 lbs. per acre. All other seed mixtures shall be applied per the manufacturer's instructions.

C. Roll immediately after seeding with a minimum 500 pound roller, then apply straw mulch at the rate of 2,500 pounds per acre.

D. Apply fertilizer at the rate of 150 lbs. per acre 45-60 days after seeding.

3.09 CLEANING UP:
A. The contractor shall at all times keep the premises free from accumulations of waste materials or rubbish caused by his employees or work. He shall leave all paved areas "broom clean" when completed with his work.

3.10 MAINTENANCE:
A. Maintenance shall begin immediately after each plant is installed and shall continue until all planting has been accepted by the Owner or Landscape Architect. Maintenance shall include watering, weeding, removal of dead materials, resetting plants to proper grades or upright positions, spraying, restoration of planting saucer and/or any other necessary operations.

B. Proper protection to lawn areas shall be provided and any damage resulting from planting operations shall be repaired promptly.

C. Replacement of plants during the maintenance period shall be the responsibility of the Contractor, excluding vandalism or damage on the part of others, lighting, or hurricane force winds, until final acceptance.

D. In the event that weeds or other undesirable vegetation become prevalent, it shall be the Contractor's responsibility to remove them.

E. Trees or other plant material which fall or are blown over during the maintenance period will be reset by the Contractor at no additional expense to the Owner, the only exception being hurricane force winds.

3.11 COMPLETION, INSPECTION AND ACCEPTANCE:
A. Completion of the work shall mean the full and exact compliance and conformity with the provisions expressed or implied in the Drawings and in the Specifications, including the complete removal of all trash, debris, soil or other waste created by the Landscape Contractor.

B. Inspection of work to determine completion of contract, exclusive of the possible replacement of plants, will be made by the Owner and/or Landscape Architect at the conclusion of all planting and at the request of the Landscape Contractor.

C. All plant material shall be alive and in good growing condition for each specified kind of plant at the time of acceptance. The rating of each plant according to Florida Grades and Standards shall be equal to or better than that called for on the plans and in these Specifications at the time of final inspection and acceptance.

D. After inspection, the Landscape Contractor will be notified by the Owner of the acceptance of all plant material and workmanship, exclusive of the possible replacement of plants subject to guarantee.

E. All trees & shrubs shall be straight and in correct position per the landscape plans, details and specifications. All nursery, shipping and identification tags & ribbons shall be removed from trees & shrubs immediately after planting.

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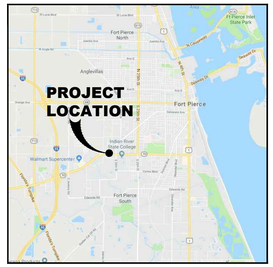

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Fort Pierce, Florida

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08.26.19	RM	Staff Comments

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0 15' 30' 60'

REG. # 1018
Thomas P. Lucido

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Manager	BN
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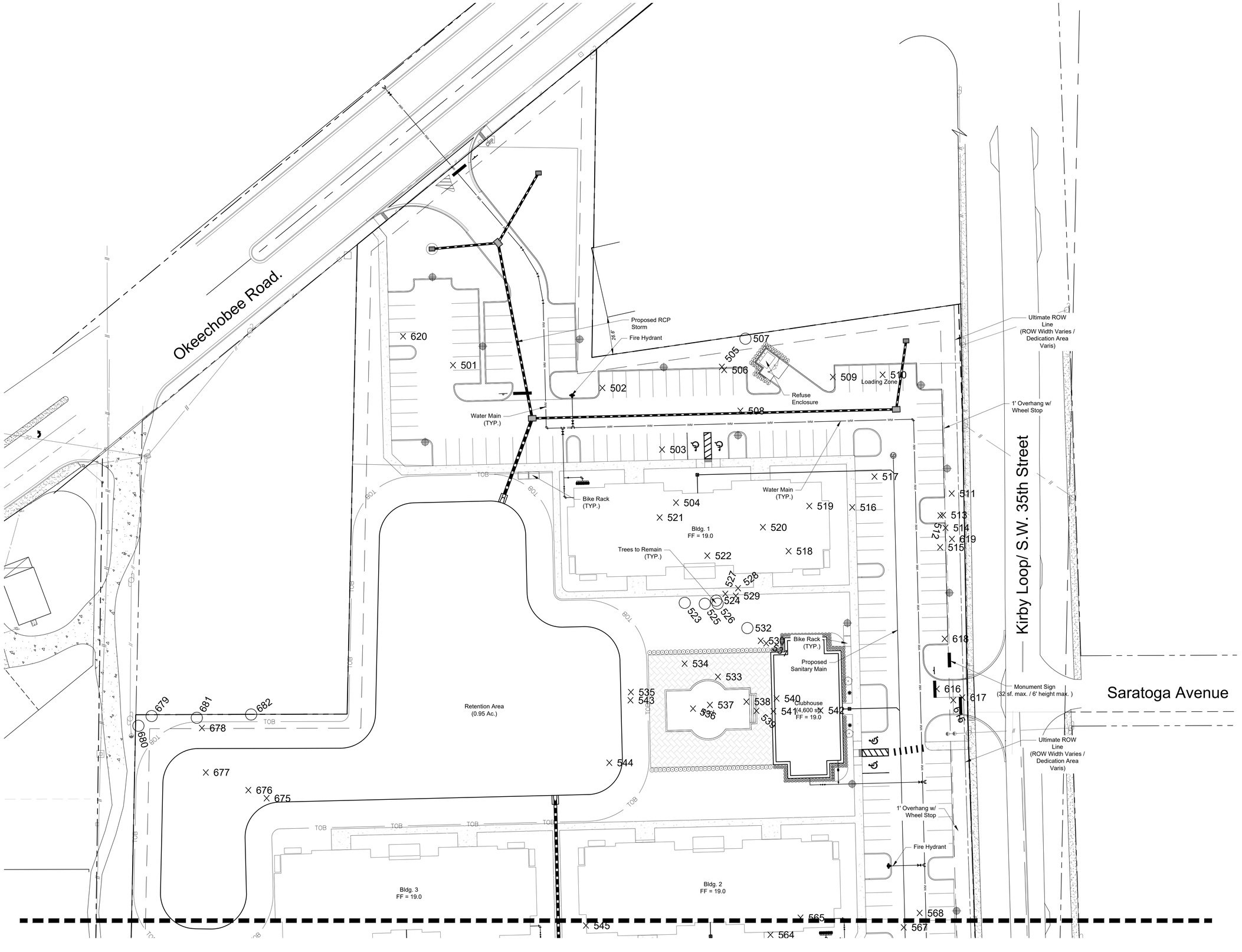

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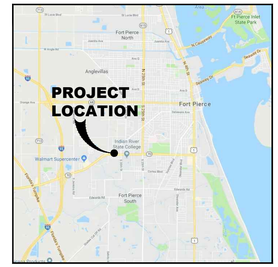

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Planned Development Tree Mitigation Plan

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SCALE: 1" = 30'

0 15' 30' 60'

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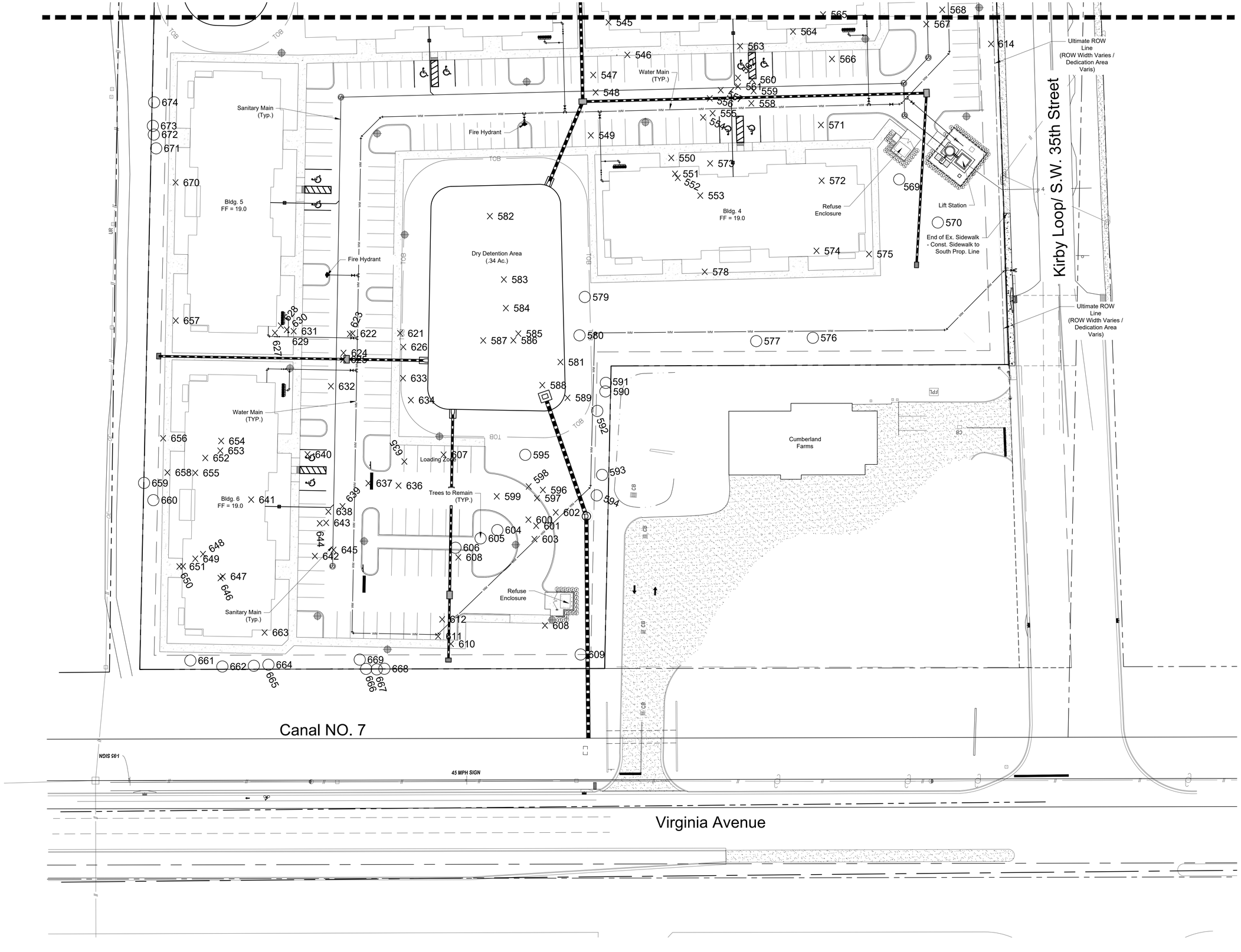

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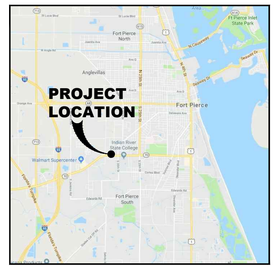

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Designer	RM	Sheet
Manager	BN	**TP 2**
Project Number	19-310	
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Misty Creek Preserve Tree Inventory 05-2019

Tree #	Species	Meets clear trunk criterion	DBH	To be Removed	To be Preserved
501	Live Oak		36.5	x	
502	Laurel Oak		18.5	x	
503	Cabbage Palm	✓		x	
504	Cabbage Palm	✓		x	
505	Cabbage Palm	✓		x	
506	Cabbage Palm	✓		x	
507	Cabbage Palm	✓		x	
508	Cabbage Palm	✓		x	
509	Cabbage Palm	✓		x	
510	Laurel Oak		26	x	
511	Slash Pine		16	x	
512	Slash Pine		14.5	x	
513	Laurel Oak		20	x	
514	Laurel Oak		32.5	x	
515	Laurel Oak		18.5	x	
516	Slash Pine		20.5	x	
517	Slash Pine		16	x	
518	Laurel Oak		45	x	
519	Cabbage Palm	✓		x	
520	Laurel Oak		15		x
521	Cabbage Palm	✓		x	
522	Laurel Oak		45	x	
523	Cabbage Palm	✓			x
524	Cabbage Palm	✓			x
525	Cabbage Palm	✓			x
526	Cabbage Palm	✓			x
527	Laurel Oak		16	x	
528	Cabbage Palm	✓		x	
529	Laurel Oak		19	x	
530	Laurel Oak		19.5	x	
531	Cabbage Palm	✓		x	
532	Water Oak		16		x
533	Water Oak		14.5	x	
534	Cabbage Palm	✓		x	
535	Laurel Oak		18	x	
536	Water Oak		15	x	
537	Laurel Oak		32.5	x	
538	Laurel Oak		30.5	x	
539	Laurel Oak		20	x	
540	Laurel Oak		21	x	
541	Cabbage Palm	✓		x	
542	Water Oak		15.5	x	
543	Laurel Oak		17.5	x	
544	Laurel Oak		44.5	x	
545	Laurel Oak		26.5	x	
546	Laurel Oak		41	x	
547	Laurel Oak		18.5	x	
548	Laurel Oak		17	x	
549	Laurel Oak		15	x	
550	Slash Pine		18.5	x	
551	Cabbage Palm	✓		x	
552	Cabbage Palm	✓		x	
553	Cabbage Palm	✓		x	
554	Cabbage Palm	✓		x	
555	Cabbage Palm	✓		x	
556	Cabbage Palm	✓		x	
557	Cabbage Palm	✓		x	
558	Cabbage Palm	✓		x	
559	Cabbage Palm	✓		x	
560	Cabbage Palm	✓		x	
561	Cabbage Palm	✓		x	
562	Cabbage Palm	✓		x	
563	Laurel Oak		28	x	
564	Cabbage Palm	✓		x	
565	Laurel Oak		36	x	
566	Cabbage Palm	✓		x	
567	Laurel Oak		21	x	
568	Cabbage Palm	✓		x	
569	Slash Pine		17		x
570	Laurel Oak		49		x
571	Slash Pine		30	x	
572	Laurel Oak		19.5	x	
573	Cabbage Palm	✓		x	
574	Laurel Oak		34.5	x	
575	Slash Pine		31	x	
576	Cabbage Palm	✓			x
577	Laurel Oak		19.5		x
578	Laurel Oak		26	x	
579	Laurel Oak		45.5		x
580	Cabbage Palm	✓			x
581	Cabbage Palm	✓		x	
582	Cabbage Palm	✓		x	
583	Cabbage Palm	✓		x	
584	Cabbage Palm	✓		x	
585	Cabbage Palm	✓		x	
586	Cabbage Palm	✓		x	
587	Cabbage Palm	✓		x	
588	Cabbage Palm	✓		x	
589	Cabbage Palm	✓		x	
590	Slash Pine		16.5		x
591	Laurel Oak		20		x
592	Laurel Oak		21.5		x
593	Laurel Oak		14		x
594	Laurel Oak		27.5		x
595	Cabbage Palm	✓			x
596	Cabbage Palm	✓		x	
597	Cabbage Palm	✓		x	
598	Cabbage Palm	✓		x	
599	Cabbage Palm	✓		x	
600	Cabbage Palm	✓		x	
601	Cabbage Palm	✓		x	
602	Cabbage Palm	✓		x	
603	Cabbage Palm	✓		x	
604	Cabbage Palm	✓		x	
605	Cabbage Palm	✓			x
606	Cabbage Palm	✓			x
607	Cabbage Palm	✓		x	
608	Cabbage Palm	✓		x	
608	Cabbage Palm	✓		x	
609	Slash Pine		27		x
610	Cabbage Palm	✓		x	
611	Cabbage Palm	✓		x	
612	Cabbage Palm	✓		x	
614	Cabbage Palm	✓		x	
615	Cabbage Palm	✓		x	
616	Cabbage Palm	✓		x	
617	Laurel Oak		20	x	
618	Laurel Oak		47.5	x	
619	Cabbage Palm	✓		x	
620	Cabbage Palm	✓		x	
621	Cabbage Palm	✓		x	
622	Cabbage Palm	✓		x	
623	Cabbage Palm	✓		x	
624	Laurel Oak		17	x	
625	Cabbage Palm	✓		x	
626	Cabbage Palm	✓		x	
627	Cabbage Palm	✓		x	
628	Cabbage Palm	✓		x	
629	Cabbage Palm	✓		x	
630	Cabbage Palm	✓		x	
631	Cabbage Palm	✓		x	
632	Cabbage Palm	✓		x	
633	Cabbage Palm	✓		x	
634	Cabbage Palm	✓		x	
635	Cabbage Palm	✓		x	
636	Live Oak		24.5	x	
637	Cabbage Palm	✓		x	
638	Live Oak		20.5	x	
639	Cabbage Palm	✓		x	
640	Cabbage Palm	✓		x	
641	Laurel Oak		14	x	
642	Laurel Oak		16.5	x	
643	Cabbage Palm	✓		x	
644	Cabbage Palm	✓		x	
645	Cabbage Palm	✓		x	
646	Live Oak		18	x	
647	Cabbage Palm	✓		x	
648	Live Oak		15	x	
649	Laurel Oak		15	x	
650	Cabbage Palm	✓		x	
651	Cabbage Palm	✓		x	
652	Live Oak		21.5	x	
653	Laurel Oak		18	x	
654	Cabbage Palm	✓		x	
655	Cabbage Palm	✓		x	
656	Cabbage Palm	✓			x
657	Cabbage Palm	✓		x	
658	Cabbage Palm	✓			x
659	Cabbage Palm	✓			x
660	Laurel Oak		28.5		x
661	Cabbage Palm	✓			x
662	Laurel Oak		42		x
663	Cabbage Palm	✓		x	
664	Cabbage Palm	✓			x
665	Laurel Oak		35		x
666	Slash Pine		22		x
667	Live Oak		25.5		x
668	Live Oak		22		x
669	Cabbage Palm	✓		x	
670	Strangler Fig		52		x
671	Laurel Oak		21.5		x
672	Laurel Oak		18		x
673	Laurel Oak		18		x
674	Laurel Oak		16.5		x
675	Cabbage Palm	✓		x	
676	Laurel Oak		22.5	x	
677	Cabbage Palm	✓		x	
678	Cabbage Palm	✓		x	
679	Laurel Oak		32		x
680	Laurel Oak		31.5		x
681	Cabbage Palm	✓			x
682	Laurel Oak		38		x
	Total Cabbage Palms	**104**		89	15
	Total DBH		**1734**	1043"	691"

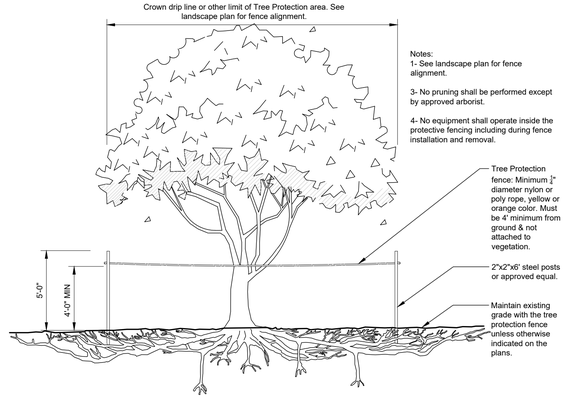
Mitigation Notes:

1. Tree mitigation is for the removal of existing native trees greater than 14" dbh.
2. Palm mitigation is for the removal of existing native palms greater than 10' clear trunk height.
3. All reasonable steps have been taken so as to preserve as much existing native vegetation as practicable.
4. Trees to be mitigated are located in areas designated for construction.
5. A suitable protective barrier, constructed of metal, wood, safety fencing, or other durable material shall be placed around existing native vegetation to remain.
6. Existing native understory not in direct conflict with proposed construction activity shall remain in place.

Tree Mitigation Data:

Total Tree Inches to be Removed:	1043"
Total Tree Inches Preserved:	691"
Tree Mitigation Credits Required:	352"
Total Palms to be Removed:	89
Total Palms to be Preserved	15
Palm Mitigation Credits Required:	74
Total Tree Replacement Credits Provieded:	117
Total Palm Replacement Credits Provieded:	74

* Code Required Trees Planted onsite @3 inch DBH exceed minimum code requirements, 158 total trees count as half credit toward mitigation required, 79 trees (237 inches) provided to satisfy mitigation, an additional (38) 3 inch trees provided to satisfy total replacement requirement. A totall of (74) palms have been added to the landscape plans to satisfy the replacement required. See plant schedule Sheet #LA 1.



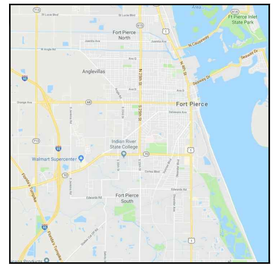
TREE PROTECTION BARRICADE

SCALE: NOT TO SCALE

lucido & associates

701 SE Ocean Blvd., Stuart, Florida 34994 (772) 220-2100, Fax (772) 223-0220

Key / Location:



Project Team:

Client & Property Owner:	Cone & Graham, Inc. 5101 Cone Road Tampa, FL 33610
Land Planner / Landscape Architect:	Lucido & Associates 701 East Ocean Boulevard Stuart, Florida 34994
Engineer:	Stephen Cooper, P.E. & Associates, Inc. 7450 South Federal Highway Port St. Lucie, FL 34952
Surveyor:	Watson|Killane Surveying and Mapping, Inc. 2240 NE Dixie Highway Jensen Beach, FL 34957
Traffic Engineer:	Kimley-Horn 1920 Wekiva Way, Suite 200 West Palm Beach, FL 33411
Environmental Consultant:	EW Consultants, Inc. 1000 SE Monterey Commons Blvd., Suite 208 Stuart, FL 34996

Misty Creek Preserve

Fort Pierce, Florida

Planned Development Tree Mitigation Plan

Date	By	Description
07.22.19	RM	Initial Submittal
08.26.19	RM	Staff Comments

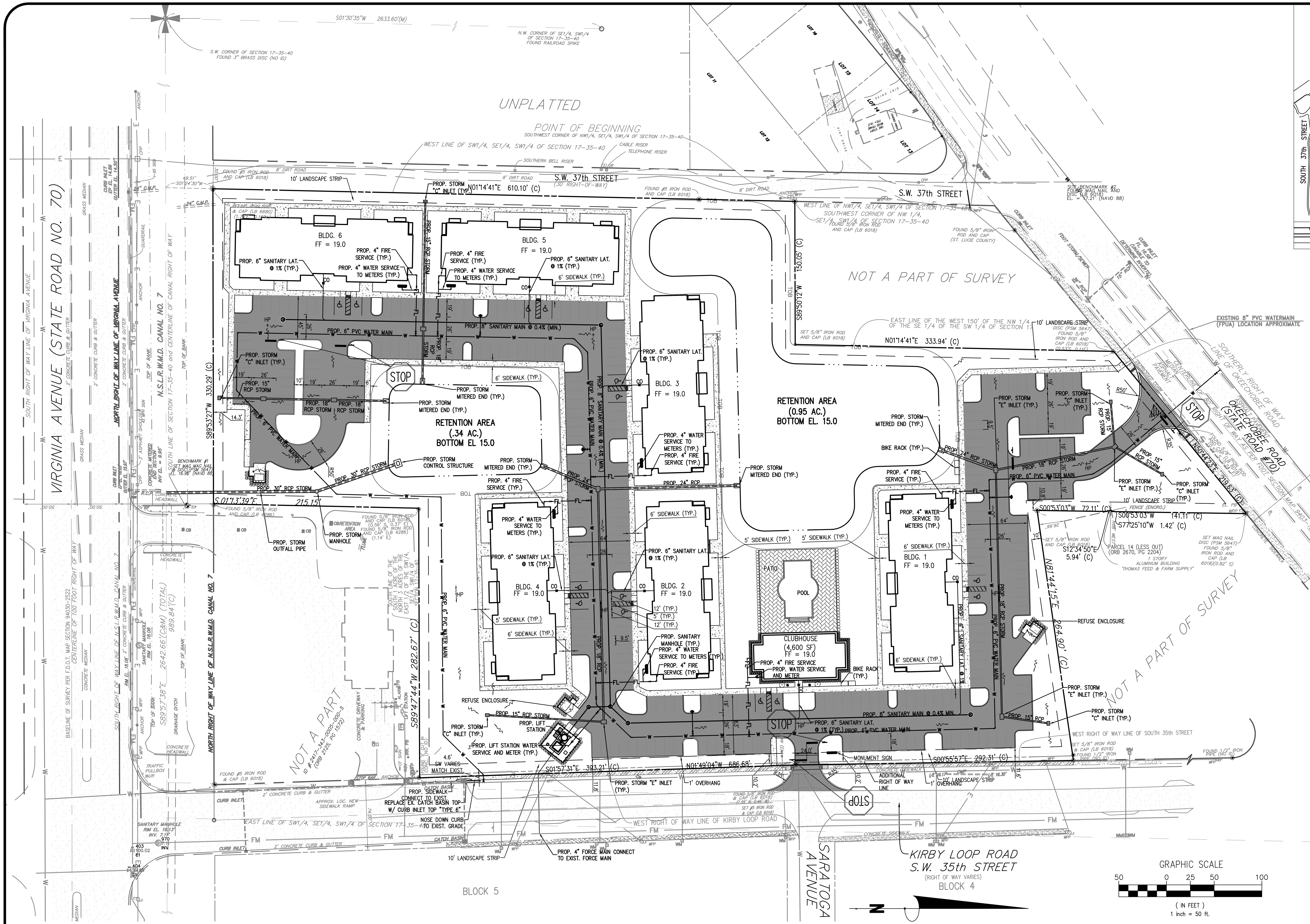
NORTH

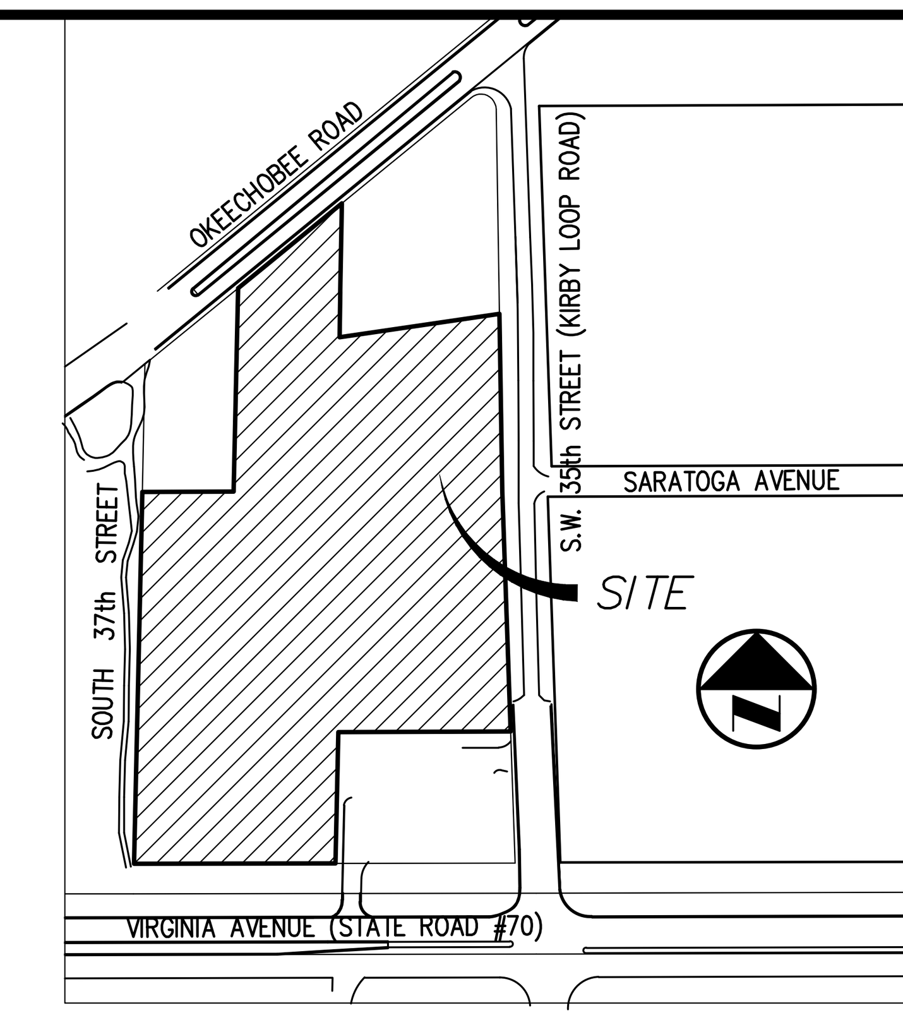
SCALE: 1" = 0

0 0 0 0

REG. # 1018
Thomas P. Lucido

Designer	RM	Sheet
Manager	BN	**TP 3**
Project Number	19-310	
Municipal Number	---	
Computer File	19-310 Okeechobee Road_BN_UPDATEDSURVEY_7.24	





LOCATION MAP N.T.S.

FLOOD PLAIN STATEMENT

BASED ON THE PROJECT SURVEY, THE SITE LIES IN FLOOD ZONE "X", AS SCALED AND INTERPOLATED FROM FEMA MAP 12111C–0186–J, DATED 2/16/2012 (COMMUNITY PANEL 120285).

WATER STATEMENT

POTABLE WATER AND FIRE PROTECTION SHALL BE PROVIDED VIA A PROPOSED 6" LOOPED WATER MAIN EXTENSION INTO THE PROPERTY. FIRE HYDRANTS PLACED TO SUPPORT THE PLANNED BUILDING FIRE SPRINKLER SYSTEMS. POTABLE WATER SHALL BE SUPPLIED BY FT. PIERCE UTILITY AUTHORITY (FPUA). UPON COMPLETION, THE WATER SYSTEM WILL BE TURNED OVER TO FPUA.

WASTEWATER STATEMENT

WASTEWATER DISPOSAL TO BE PROVIDED VIA A PROPOSED 8" ONSITE GRAVITY SEWER SYSTEM WITH 6" SERVICES TO EACH OF THE BUILDINGS. THE PROPOSED GRAVITY SEWER SYSTEM WILL DIRECT SEWAGE TO A PROPOSED LIFT STATION WHERE IT IS PUMPED TO THE ADJACENT FPUA FORCE MAIN ON KIRBY LOOP ROAD. UPON COMPLETION, THE WASTEWATER COLLECTION AND TRANSMISSION SYSTEM SHALL BE TURNED OVER THE FPUA.

DRAINAGE STATEMENT

THE PROPOSED SURFACE WATER MANAGEMENT SYSTEM FOR THE PROJECT CONSISTS OF SITE GRADING AND A SERIES OF INLETS AND CULVERTS WHICH DIRECTS STORM WATER RUNOFF TO ONE OF TWO DRY RETENTION AREAS. STORM WATER RUNOFF SHALL RECEIVED WATER QUALITY TREATMENT PER FT. PIERCE AND SOUTH FLORIDA WATER MANAGEMENT DISTRICT (SFWMD) CRITERIA FOR NEW DEVELOPMENT. WATER QUANTITY ATTENUATION SHALL BE PROVIDED VIA INCORPORATION OF A CONTROL STRUCTURE AND SEPARATE OUTFALL PIPE WHICH DIRECTS EXCESS RUNOFF TO THE ADJACENT NORTH ST. LUCIE WATER CONTROL DISTRICT (NSLRWCD) CANAL.

THE PROPOSED ONSITE ACCESS ROADS AND PARKING TO BE PROTECTED FROM A 10 YEAR, 24 HOUR STORM PER CITY AND SFWMD CRITERIA. DISCHARGE TO BE ATTENUATED TO AN ALLOWABLE DISCHARGE OF 2" IN 24 HOURS FOR THE 10 YEAR, 72 HOUR STORM (NSLRWCD DESIGN STORM). THE PROPOSED FINISHED FLOORS TO BE SET AT OR ABOVE THE 100 YEAR, 72 HOUR STORM STAGE PER CITY AND SFWMD CRITERIA.

FINALLY, THE PROPOSED DEVELOPMENT PLAN CALLS FOR MORE THAN 1 ACRE OF LOT DISTURBANCE. A NPDES NOI (NOTICE OF INTENT) FOR SMALL CONSTRUCTION ACTIVITIES WILL BE PROCESSED AND A SWPPP WILL BE COMPLETED AND IMPLEMENTED, ALONG WITH THE REQUIRED NPDES INSPECTIONS UNTIL THE SITE IS STABILIZED AND A NOT (NOTICE OF TERMINATION) IS FILED TO SATISFY THE NEEDED NPDES REQUIREMENTS.

STEPHEN S. COOPER LICENSE No. 46557 STATE OF FLORIDA PROFESSIONAL ENGINEER

Stephen Cooper, P.E. #46557

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No.	REVISION	BY	DATE:
1	REV. PER COMMENTS	DAD	10/17/19
2			
3			
4			
5			
6			
7			
8			
9			
10			

SCALE VERIFICATION
0 — 1
SOLID BAR IS EQUAL TO ONE INCH ON ORIGINAL DRAWING, ADJUST ALL SCALED DIMENSIONS ACCORDINGLY

STEPHEN COOPER, P.E. & ASSOCIATES, INC.
- CONSULTING ENGINEER -
CIVIL ENGINEERING • SITE PLANNING • ENVIRONMENTAL PERMITTING
7450 SOUTH FEDERAL HIGHWAY
PORT ST. LUCIE, FLORIDA 34952
Tel 1-772-336-2933
FLORIDA CERTIFICATE OF AUTHORIZATION No. 00008856

SCPE

CONCEPT UTILITY PLAN

MISTY CREEK PRESERVE

CONCEPTUAL DEVELOPMENT PLAN

FORT PIERCE FLORIDA

DATE: JULY 2019	
DRAWN BY:	DAD
DESIGNED BY:	SSC
CHECKED BY:	SSC
HORZ. SCALE:	1"=50'
VERT. SCALE:	NA
DRAWING NO.	C1.0
JOB NO.2019-109	

AREA BREAKDOWN:

RESIDENTIAL BUILDING GROSS 1st FLOOR AREA:	11,092 SQ. FT.
RESIDENTIAL BUILDING GROSS 2nd FLOOR AREA:	11,092 SQ. FT.
RESIDENTIAL BUILDING GROSS 3rd FLOOR AREA:	9,270 SQ. FT.
	31,454 SQ. FT.

OCCUPANT LOAD

SPACE	CALC.	PEOPLE
RESIDENTIAL	32,529/ 200	158

OCCUPANT LOAD:

- OCCUPANCY LOAD: 53 PEOPLE PER FLOOR
- EGRESS REQUIRED PER FLOOR = 2 x 53= 106 INCHES
- EGRESS PROVIDED = 224 INCHES (4 TOTAL EXITS)
  - ** MINIMUM CLEAR OPENING OF EXIT DOORS = 32"
  - ** MINIMUM CLEAR WIDTH OF CORRIDORS = 44"
- MAXIMUM TRAVEL DISTANCE TO EXIT REQUIRED= 250'
- MAXIMUM TRAVEL DISTANCE TO EXIT PROVIDED = +/-141'-11"

REFER TO SHEET A8.1 FOR STAIR PLANS AND ADA RAILING DETAILS

DRAFTSTOPPING SHALL BE PROVIDED IN FLOOR/CEILING ASSEMBLY. LOCATE DRAFTSTOPPING ABOVE AND IN LINE WITH DWELLING UNIT SEPARATIONS

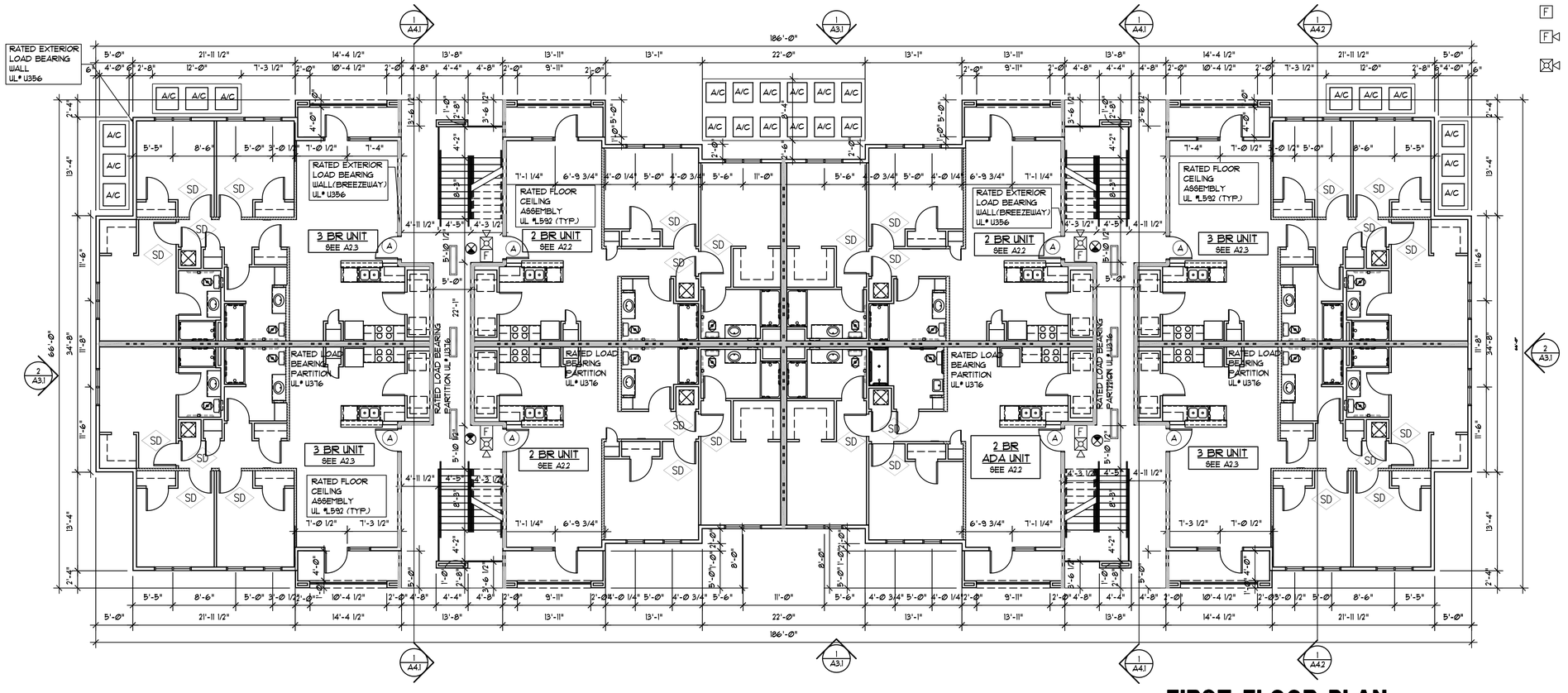
General Notes & Scope

TYPICAL DRAWING NOTES

1. THE SCOPE OF WORK IS NEW CONSTRUCTION INVOLVING (5) 3 STORY RESIDENTIAL DWELLINGS. CONSTRUCTION IS INTENDED TO MAKE UNITS FULLY COMPLIANT WITH ADA AND FHA REQUIREMENTS.
2. SCHEDULED ITEMS WITHIN THESE DOCUMENTS MAY BE SUBSTITUTED PROVIDED THE GC PRODUCE EQUIVALENT FLORIDA PRODUCT APPROVALS OR PERFORMANCE DATA TO LOCAL AUTHORITY HAVING JURISDICTION FOR REVIEW.
3. FOR GENERAL PROPERTY WIDE CONDITIONS REFER TO SITE PLAN SHEET FOR DESCRIPTION OF WORK (SP1.1)
4. FOR BUILDING TYPE CONDITIONS REFER TO SHEETS A1 SERIES FOR DESCRIPTION OF WORK
5. FOR INDIVIDUAL UNIT CONDITIONS, REFER TO SHEETS A2.1-A2.5 FOR DESCRIPTION OF WORK

Symbols Legend

- UL #J376 - TENANT SEPARATION - STUD 1 HR
  UL #J356 - EXTERIOR BEARING - STUD 1 HR
  UL #J356 - BREEZEWAY - STUD 1 HR
- TRAVEL DISTANCE TO EXIT (MAX 250 FEET)
- SURFACE MOUNTED FLUOR EXTERIOR LIGHTING (EMERGENCY BALLAST)
- EMERGENCY WALL PAK
- SD — SMOKE DETECTOR
- EXIT SIGNAGE
- FIRE EXTINGUISHER - SEE FIRE DEPT NOTES SHEET G0.2
- A — 20 MIN RATED ENTRY DOOR W/ CLOSER
- F — FIRE ALARM PULL STATION
- F — FIRE ALARM HORN
- FIRE ALARM HORN & STROBE



FIRST FLOOR PLAN

SCALE: 1/8" = 1'-0"

ARCHITECTONICS Studio
architects • planners
Lic. # AA-0003347
2600 Dr. MLK Jr. Street N. Suite 600,
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info@architectonicsstudio.com
St. Petersburg, FL. 33704
(f) 727-323-5826
www.architectonicsstudio.com

Parrish Oaks
Proposed Multi-Family Housing Community
Building Five
U.S. Highway 301 North & Oxford Road
Manatee County, Florida

Proposed Bldg 5
1st Floor Plan

Revisions:

Project No. 2015-006C
Date. December 7, 2018

STATE OF FLORIDA
MICHAEL ARRIGO
AR-0017335
REGISTERED ARCHITECT
MICHAEL ARRIGO
LIC. NO. AR0017335

a1.1

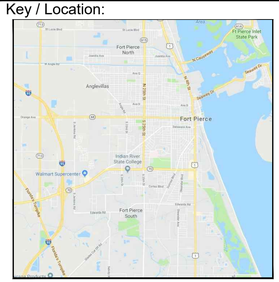
Street Elevation Building

Architectonics Studio

lucido & associates

701 SE Ocean Blvd., Stuart, Florida 34994 (772) 220-2100, Fax (772) 223-0220

Key / Location:



N.T.S.

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Traffic Engineer:	Kimley-Horn 1920 Wekiva Way, Suite 200 West Palm Beach, FL 33411
Environmental Consultant:	EW Consultants, Inc. 1000 SE Monterey Commons Blvd., Suite 208 Stuart, FL 34996

Misty Creek Preserve

Fort Pierce, Florida

Transit Stop Exhibit

Date	By	Description
08.26.19	RM	Staff Comments

NORTH

SCALE: 1" = 150'

0 75' 150' 300'

REG. # 1018
Thomas P. Lucido

Designer	SAW	Sheet
Manager	BN	**Exhibit**
Project Number	19-310	
Municipal Number	---	
Computer File	19-310 Okeechobee Road_BN_UPDATEDSURVEY_7.24.1	

EW Consultants, Inc.
Natural Resource Management, Wetland, and Environmental Permitting Services

MISTY CREEK PRESERVE

Environmental Assessment

Prepared For:
Lucido & Associates

Prepared By:
EW Consultants, Inc.

July 2019

1000 SE Monterey Commons Boulevard, Suite 208 • Stuart, FL 34996 772-287-8771 • Fax 772-287-2988
www.ewconsultants.com

I. INTRODUCTION -

This Environmental Assessment documents and summarizes the various natural resources and man-made alterations present on a property referred to as Misty Creek Preserve. The subject site, as shown on Figure 1 in Appendix A, is 10.3+/- acres, and is located in the in the City of Fort Pierce, St. Lucie County, Florida, between Okeechobee Road and Virginia Avenue, west of 35th Street. It lies within Section 17, Township 35 South, Range 40 East (see Figure 2, USGS Quadrangle Map in Appendix A).

II. GENERAL PROPERTY DESCRIPTION –

The property is bounded to the north by the Okeechobee Road, vacant land and commercial parcels, to the east and west by residential lots, and to the south by a recently built Cumberland Farms gas station, a drainage canal, and Virginia Avenue (see Figure 3, 2018 Aerial Photograph, in Appendix A for surrounding conditions).

The Misty Creek Preserve project site is currently undeveloped and vacant. As a result of previous land alterations combined with the surrounding urban landscape, the site is now dominated by numerous invasive exotic plant species, in particular Brazilian pepper and seaside mahoe. While there remain some large native trees, there are no intact native habitats on the property. The center portion of the property is comprised of disturbed areas and an excavated pond. Several occupied vagrant tent camps and two recreational vehicles were observed on the property at the time of the site visit. Detailed discussions of land cover types are described in subsequent sections of this report.

III. SOIL TYPES –

A Soils Report generated by the United States Department of Agriculture/Natural Resources Conservation Service is provided in Appendix B of this report. The soils report identifies mainly sand-based soils throughout the subject property which are generally considered poorly drained.

IV. EXISTING LAND COVER TYPES –

The following is a summary of the land cover types and vegetative communities found on the subject site. Land cover and vegetative community classifications are mapped based on the Florida Land Use, Cover and Forms Classification System (FLUCCS) developed by the Florida Department of Transportation. Field reconnaissance and aerial photograph interpretation were employed in the mapping of the vegetative communities on the site. The vegetative community descriptions include discussions of potential wildlife habitat provided by the various resources present in those communities.

There are several different FLUCCS categories currently present on the subject site based on fieldwork conducted by EW Consultants, Inc. in May 2019. They include: Brazilian pepper (422); Lakes Less than 10 Acres (524), and; Disturbed Lands (740). A land cover map of the observed vegetative community types is included as Figure 4 in the Appendix A of this report. The land cover types observed on the property are described as follows:

Upland Inventory

422 Brazilian Pepper

Located within the northwest, eastern and southern portions of the project site, these areas consist of a dominance of the exotic Brazilian pepper tree and typically indicate that past land alteration activities have occurred. With the exception of scattered large native trees such as cabbage palms, laurel oaks, and slash pines, this land cover type is devoid of native understory and groundcover plant species. In addition to Brazilian pepper trees, other exotic plants can be found within this land cover including seaside mahoe and air-potato vine. Other ruderal species are present including salt bush, Caesar weed, pepper vine and jack-in-the-bush. Where the canopy is sparse, the groundcover typically consists of cogon grass, another invasive exotic species. Wildlife usage is minimal due to the lack of natural habitat and limited to gray squirrels, common woodpeckers, and various songbirds.

740 Disturbed Lands

The norther, central and western portions of the property contain a disturbed herbaceous and shrub cover, dominated by cogon grass, smut grass, carpet grass, Caesar weed, and saltbush. There are also a few scattered cabbage palms, Carolina willow, and Brazilian pepper trees found within this land cover type. These areas were previously improved for residential and/or agricultural uses and more recently disturbed by the excavation of the pond and trash dumping. This land cover offers limited opportunities for wildlife usage but for various small animals such as marsh rabbits, raccoons, and armadillos. Fox and coyote scat were were observed along trails and areas of matted down vegetation.

Other Surface Waters

524 Lakes Less than 10 Acres

A man-made excavated pond exists in the west-central portion of the site. This steeply-sloped area exhibits a few Carolina willow trees and salt bush shrubs along its fringe, whereas the center area is open water covered with floating duckweed and cattail. This pond is in poor ecological condition and offer minimal foraging opportunities for wildlife, primarily raccoon and wading birds.

V. WILDLIFE AND PRELIMINARY LISTED SPECIES EVALUATION -

Preliminary field observations made during the May 2019 site visit indicate that the property offers limited opportunities for usage by various wildlife species. The lack of natural habitat and the encroachment by invasive exotic vegetation offers limited forage opportunities, inadequate cover or substrate for denning or nesting for most species other than those tolerant of urban landscapes.

The table below lists the species that were directly observed, or evidence of their presence was noted through indirect means, such as scat, tracks, or burrows.

Common Name	Scientific Name	On-Site Locations	Status	Occurrence
Raccoon	*Procyon lotor*	Throughout property	Not listed	Indirectly observed (tracks)
Mourning Dove	*Zanaida macroura*	Throughout property	Not listed	Directly observed
Northern Mockingbird	*Mimus polyglottus*	Throughout property	Not listed	Directly observed
Northern Cardinal	*Cardinalis cardinalis*	Disturbed areas	Not listed	Directly observed
Blue Jay	*Cyanocitta cristata*	Throughout property	Not listed	Directly observed
Red-Bellied Woodpecker	*Melanerpes carolinus*	Throughout property	Not listed	Indirectly observed (cavities)
Marsh Rabbits	*Sylvilagus palustris*	Disturbed areas	Not listed	Directly observed

*Florida's Endangered and Threatened Species
May, 2017, Florida Fish & Wildlife Conservation Commission

While their presence was not detected either directly or indirectly, a number of other species could potentially utilize the vegetative assemblages found on the property. Those include:

Common Name	Latin Name	Likely Location	Legal Status	Occurrence
Roseate Spoonbill	*Ajaia ajaja*	In/around pond	Threatened – State	Not directly observed, but suitable habitat is present
Reddish Egret	*Egretta rufescens*	In/around pond	Threatened – State	Not directly observed, but suitable habitat is present
Little Blue Heron	*Egretta caerulea*	In/around pond	Threatened – State	Not directly observed, but suitable habitat is present
Tricolored Heron	*Egretta tricolor*	In/around pond	Threatened – State	Not directly observed, but suitable habitat is present
Wood Stork	*Mycteria amricana*	In/around pond	Threatened – State and Federal	Not directly observed, but suitable habitat is present
Florida Sandhill Crane	*Grus canadensis pratensis*	In/around pond	Threatened - State	Not directly observed, but suitable habitat is present
Sherman's Fox Squirrel	*Sciurus niger shermani*	In oak trees	Species of Special Concern - State	Not directly observed, but suitable habitat is present
Eastern Indigo Snake	*Drymarchon corais couperi*	In uplands	Threatened – State and Federal	Not directly observed, but suitable habitat is present
American Alligator	*Alligator mississippiensis*	In pond	State and Federal – Threatened (similarity of appearance to American crocodile)	Not directly observed, but suitable habitat is present

*Florida's Endangered and Threatened Species
May, 2017, Florida Fish & Wildlife Conservation Commission

The preliminary listed species survey conducted in May 2019 did not reveal the presence of the state-threatened gopher tortoise on the subject property. No potentially occupied burrows were observed and, given the current vegetative assemblage on the property and relative isolation of the site from natural areas, the potential for the presence of this species is low. Gopher tortoises are protected by Chapter 68A-27, Florida Administrative Code. Per state law, within 90 days prior to any clearing activities, a complete gopher tortoise survey covering 100% of the tortoise habitat within those areas slated for alteration must be conducted. If such burrows are found, and impacts to tortoise burrows cannot be avoided as a result of the proposed alterations, a permit must be obtained from Florida Fish and Wildlife Conservation Commission (FFWCC) to relocate gopher tortoises to an approved recipient site.

The subject property is located in an area where the Eastern indigo snake (*Drymarchon corais couperi*) may occur. Indigo snakes were not observed on the subject property during the preliminary field surveys and general assessment of the subject property. Based on publicly available databases, the closest reported indigo snake sighting is over 10 miles away from the project site. Therefore, it is reasonably certain that indigo snakes do not occur within the subject property.

The FFWCC's database was searched in order to identify wading bird colonies near the subject property. The foraging range for the state and federally-listed listed wood stork is 18.6 miles from its colony. Since several wading bird colonies exist within that distance of the subject property (mainly along the Indian River Lagoon), the subject property would be considered within the wood stork's foraging range (see Figure 5 in Appendix A).

Although the bald eagle has been de-listed, the birds and their nests are still protected under the federal Bald and Golden Eagle Protection Act. The property contains sufficient mature pine trees however, no bald eagle nest or bald eagle were observed during the site visit. Figure 6 in Appendix A, which shows the recorded eagle nest locations within 10 miles of the subject property. The closest recorded nest is SL 006 just east of I-95 and south of SR 70, approximately four miles from the subject property.

APPENDIX A

Figure 1: Location Map

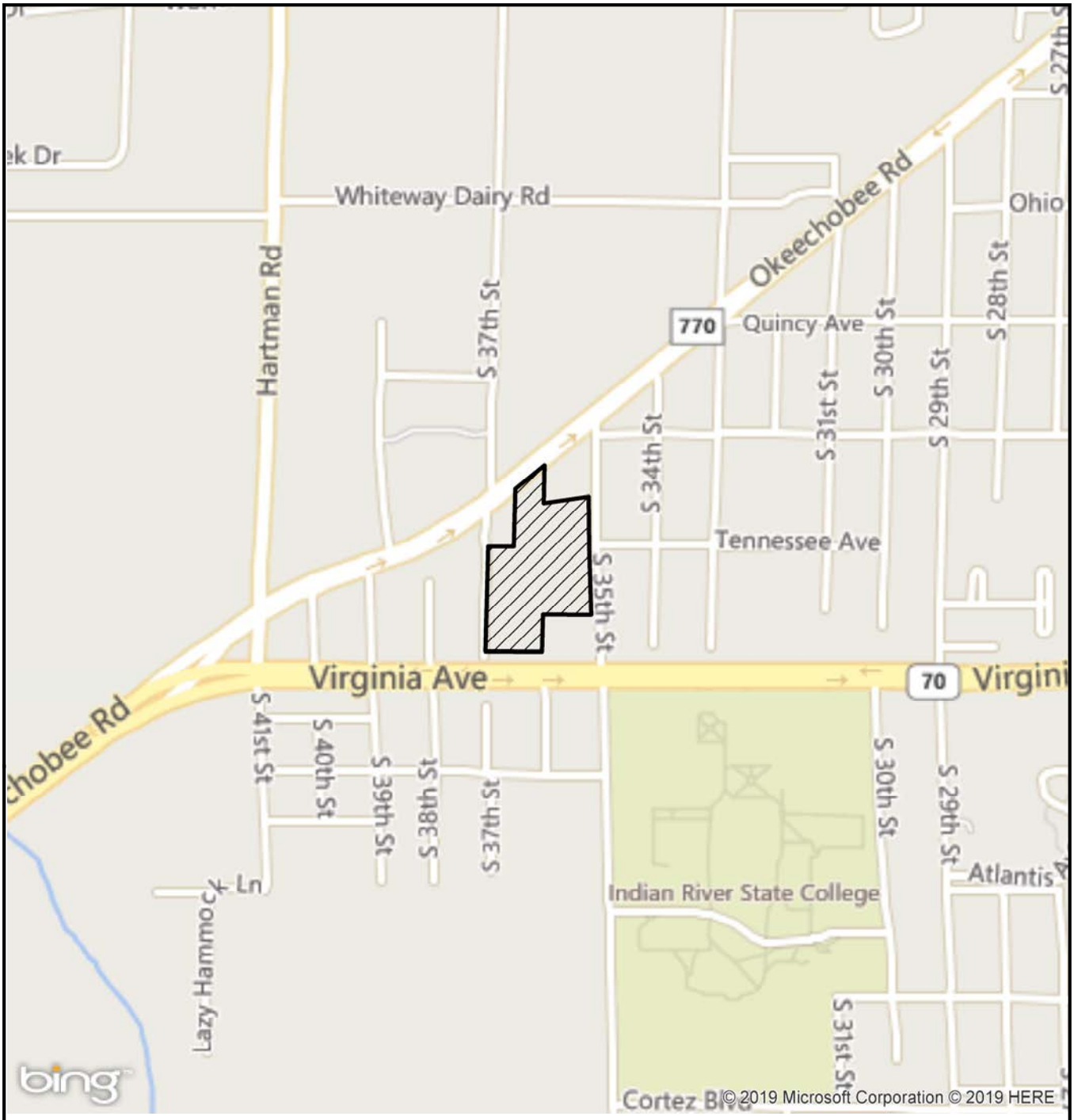
Figure 2: USGS Quadrangle Map

Figure 3: 2018 Aerial Photograph

Figure 4: FLUCCS MAP

Figure 5: Wading Bird Colonies

Figure 6: Bald Eagle Nests



LEGEND

▨ - SITE (10.3+/- AC)

0 1,000 Feet

N

MISTY CREEK PRESERVE
LOCATION MAP

EW CONSULTANTS, INC.

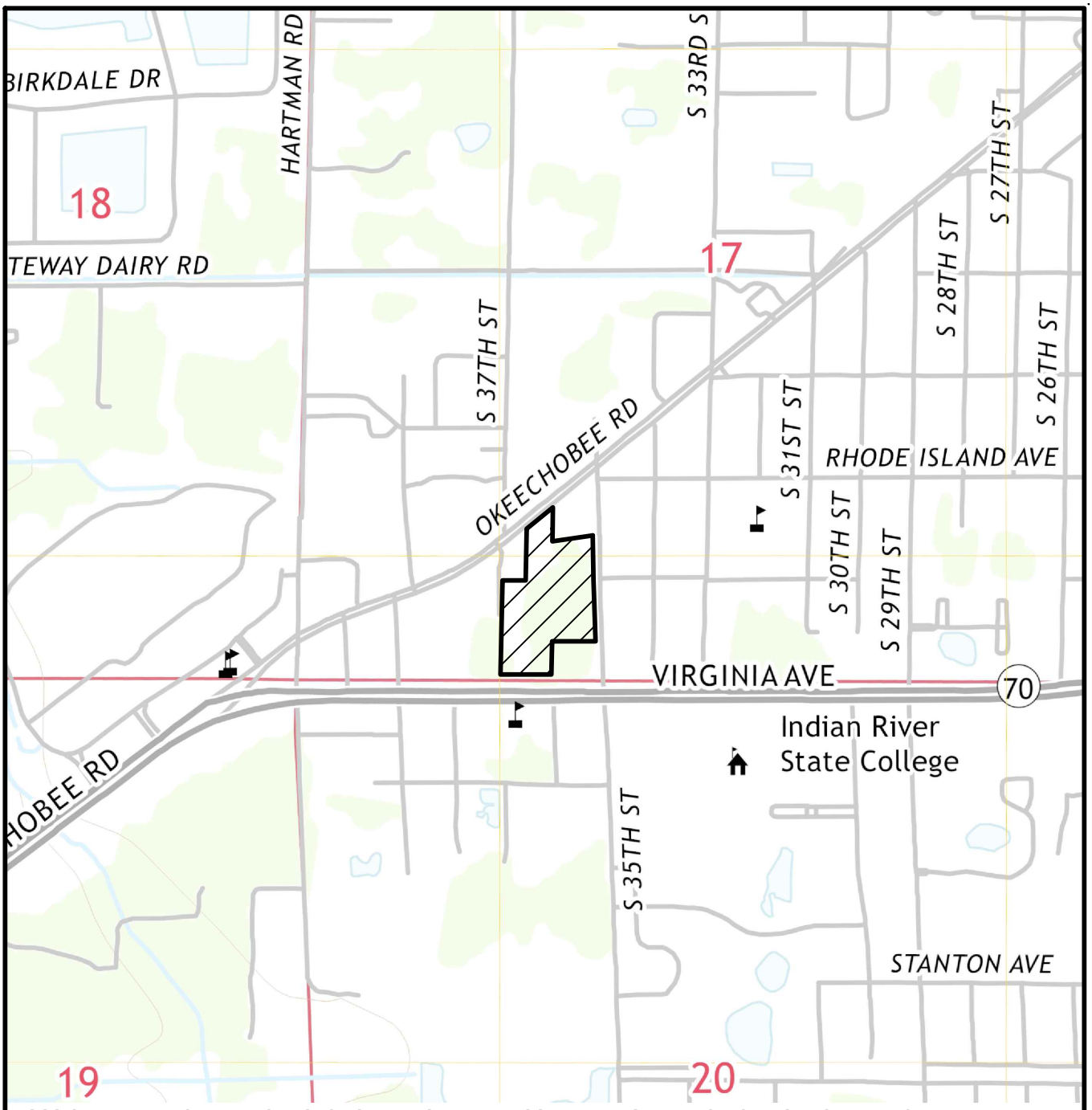
EW Consultants, Inc.

1000 SE Monterey Commons Blvd., Suite 208
Stuart, FL 34996
772-287-8771 Fax 772-287-2988
www.ewconsultants.com

MAY 2019

FIGURE

1



USGS QUAD MAP "FORT PIERCE", SECTION 17, TOWNHIP 35 SOUTH, RANGE 40 EAST, CITY OF FORT PIERCE, ST LUCIE COUNTY, FLORIDA, LATITUDE 27°25'38" LONGITUDE -80°21'42"

LEGEND

▨ - SITE (10.3± AC)

0 1000

SCALE IN FEET

MISTY CREEK PRESERVE

QUAD

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STUART, FL 34996
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WWW.EWCONSULTANTS.COM

MAY 2019

FIGURE

2

Misty Creek Preserve.dwg QUAD

FDOT AERIALS DATED 2018

0 200
SCALE IN FEET

MISTY CREEK PRESERVE

AERIAL

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STUART, FL 34996
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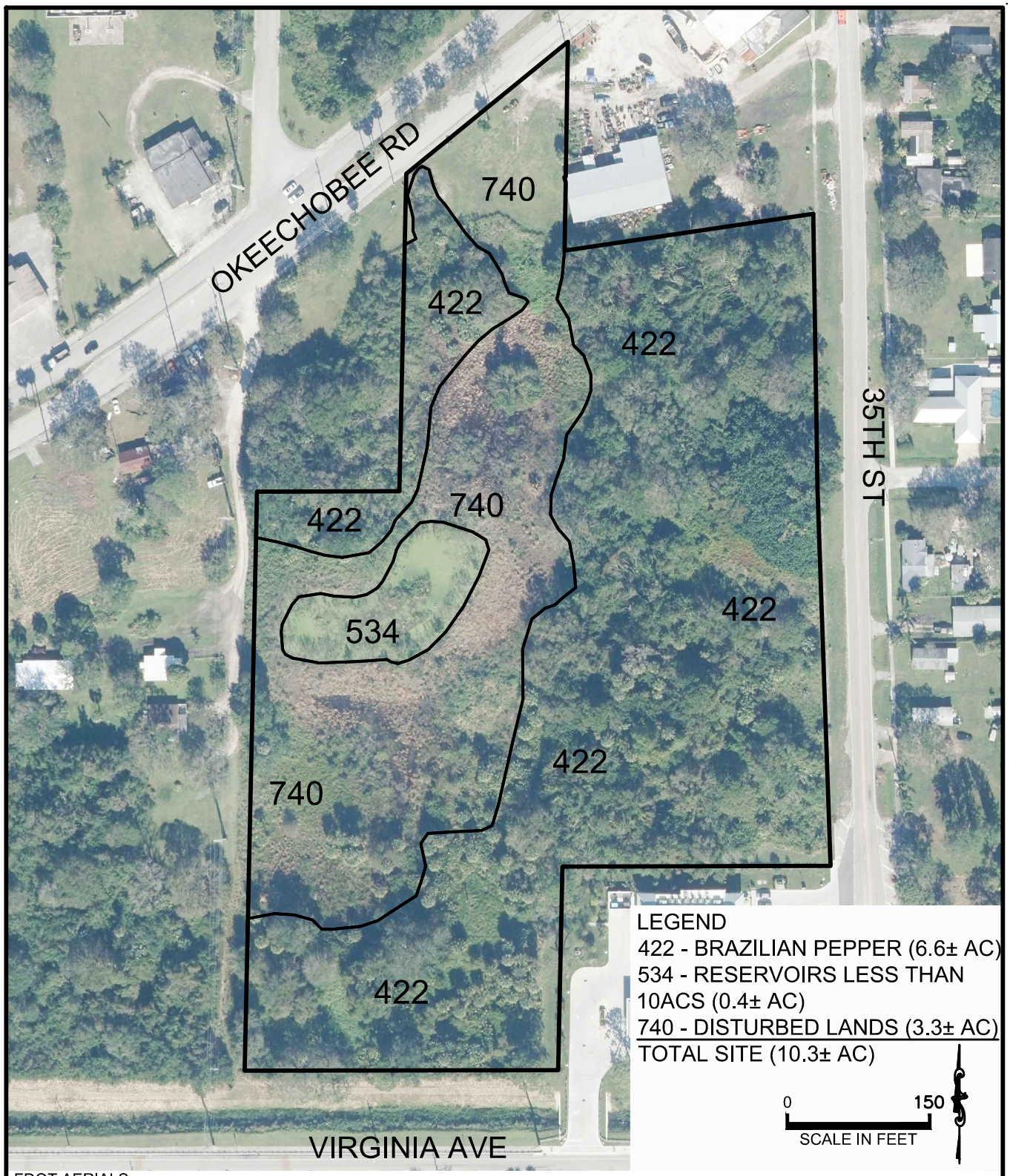
MAY 2019

FIGURE
3

Misty Creek Preserve.dwg AERIAL



FDOT AERIALS
DATED 2018

MISTY CREEK PRESERVE

FLUCCS

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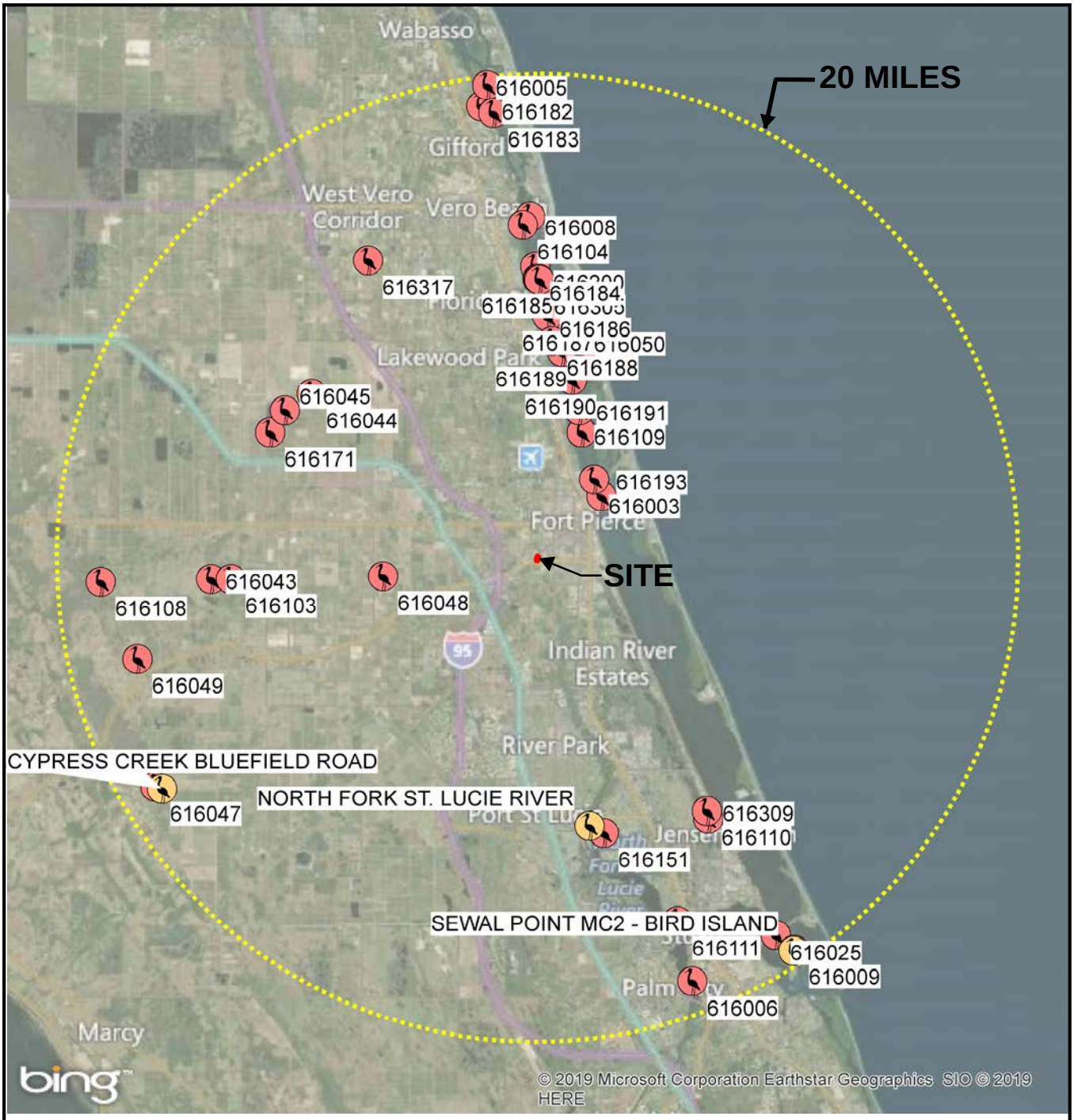
MAY 2019

FIGURE
4

Misty Creek Preserve.dwg FLUCCS



LEGEND

- WOST COLONIES ACTIVE 2008-2017
- WADING BIRD ROOKERIES 1999

0 7 Miles N

MISTY CREEK
WOODSTORK & WADING BIRDS

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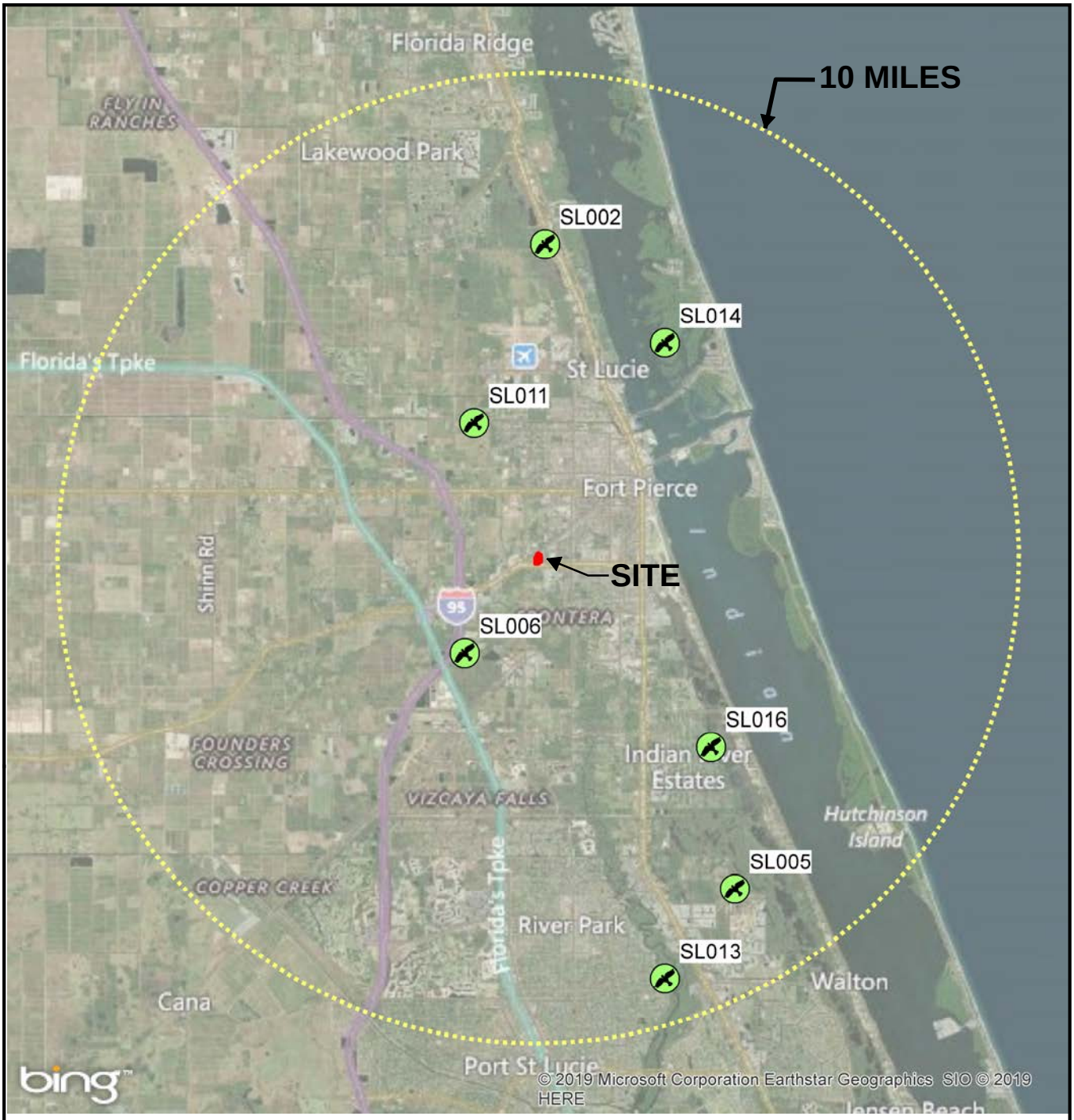
MAY 2019

FIGURE

5



LEGEND

FFWC EAGLE NESTING 2016

0 3 Miles

N

MISTY GARDENS
EAGLE NESTING MAP

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MAY 2019

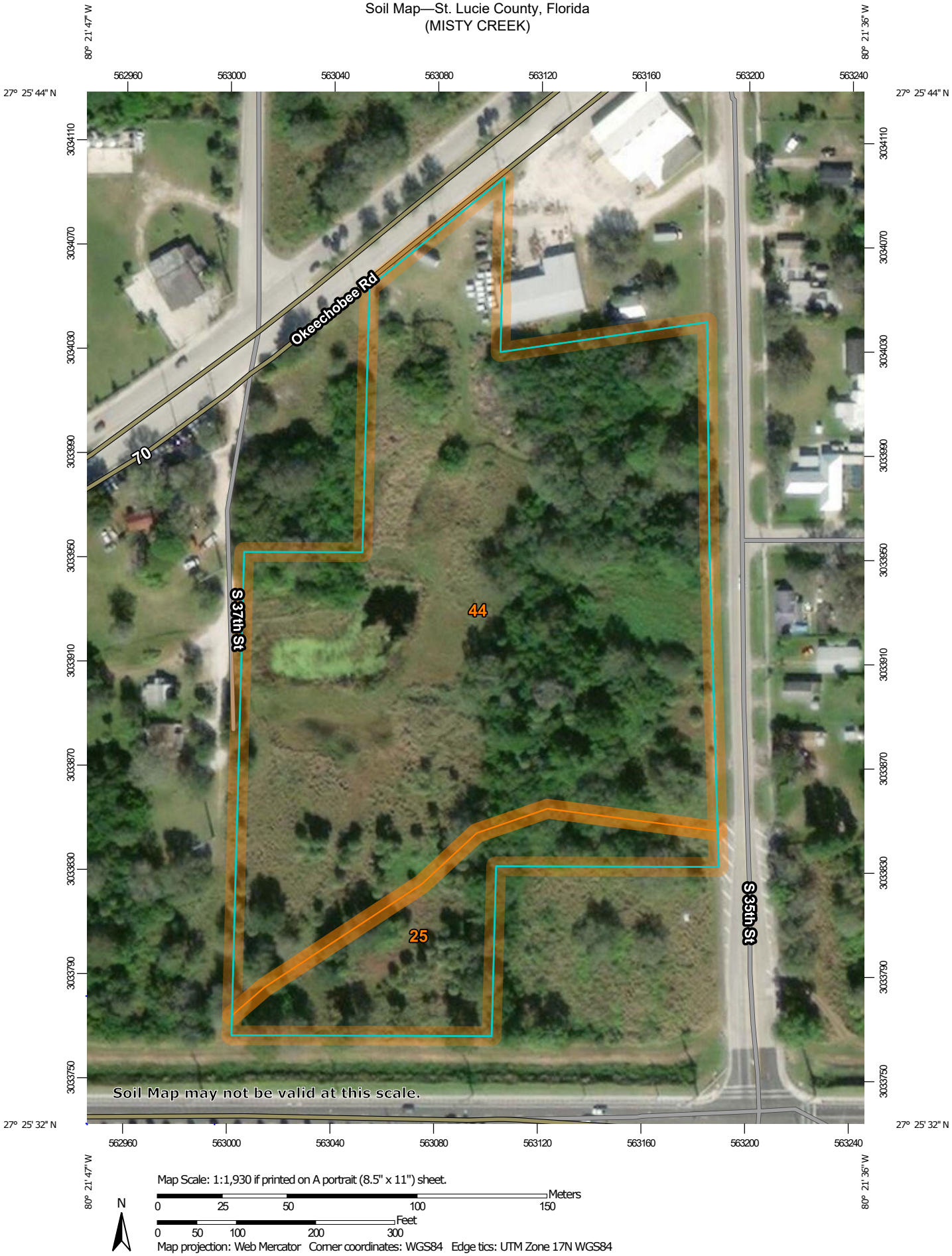
FIGURE

6

APPENDIX B

USDA Soils Report

Soil Map—St. Lucie County, Florida
(MISTY CREEK)



Map Scale: 1:1,930 if printed on A portrait (8.5" x 11") sheet.

N

Meters
0 25 50 100 150

Feet
0 50 100 200 300

Map projection: Web Mercator Corner coordinates: WGS84 Edge tics: UTM Zone 17N WGS84

MAP LEGEND

Area of Interest (AOI)
- Area of Interest (AOI)

Soils
- Soil Map Unit Polygons
- Soil Map Unit Lines
- Soil Map Unit Points

Special Point Features
- Blowout
- Borrow Pit
- Clay Spot
- Closed Depression
- Gravel Pit
- Gravelly Spot
- Landfill
- Lava Flow
- Marsh or swamp
- Mine or Quarry
- Miscellaneous Water
- Perennial Water
- Rock Outcrop
- Saline Spot
- Sandy Spot
- Severely Eroded Spot
- Sinkhole
- Slide or Slip
- Sodic Spot
- Spoil Area
- Stony Spot
- Very Stony Spot
- Wet Spot
- Other
- Special Line Features

Transportation
- Rails
- Interstate Highways
- US Routes
- Major Roads
- Local Roads

Background
- Aerial Photography

MAP INFORMATION

The soil surveys that comprise your AOI were mapped at 1:24,000.

Warning: Soil Map may not be valid at this scale.

Enlargement of maps beyond the scale of mapping can cause misunderstanding of the detail of mapping and accuracy of soil line placement. The maps do not show the small areas of contrasting soils that could have been shown at a more detailed scale.

Please rely on the bar scale on each map sheet for map measurements.

Source of Map: Natural Resources Conservation Service
Web Soil Survey URL:
Coordinate System: Web Mercator (EPSG:3857)

Maps from the Web Soil Survey are based on the Web Mercator projection, which preserves direction and shape but distorts distance and area. A projection that preserves area, such as the Albers equal-area conic projection, should be used if more accurate calculations of distance or area are required.

This product is generated from the USDA-NRCS certified data as of the version date(s) listed below.

Soil Survey Area: St. Lucie County, Florida
Survey Area Data: Version 11, Sep 17, 2018

Soil map units are labeled (as space allows) for map scales 1:50,000 or larger.

Date(s) aerial images were photographed: Dec 31, 2009—Dec 15, 2017

The orthophoto or other base map on which the soil lines were compiled and digitized probably differs from the background imagery displayed on these maps. As a result, some minor shifting of map unit boundaries may be evident.

Map Unit Legend

Map Unit Symbol	Map Unit Name	Acres in AOI	Percent of AOI
25	Nettles and Oldsmar sands	1.5	14.5%
44	Tantile and Pomona sands	8.8	85.5%
Totals for Area of Interest		**10.3**	**100.0%**

TRAFFIC IMPACT ANALYSIS

MISTY CREEK PRESERVE
FORT PIERCE, FL

PREPARED FOR:
CONE & GRAHAM, INC.

Kimley»Horn

July 8, 2019
Revised October 25, 2019
Kimley-Horn Project # 140011001
CA 00000696
Kimley-Horn and Associates, Inc.
1920 Wekiva Way
West Palm Beach, Florida 33411
561/845-0665 TEL

TRAFFIC IMPACT ANALYSIS

MISTY CREEK PRESERVE

FORT PIERCE, FL

Prepared by:
Kimley-Horn and Associates, Inc.
West Palm Beach, Florida

July 8, 2019
Revised October 25, 2019
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Kimley-Horn and Associates, Inc.
1920 Wekiva Way
West Palm Beach, Florida 33411
561/845-0665 TEL

Adam B. Kerr, P.E.
Florida Registration Number 64733

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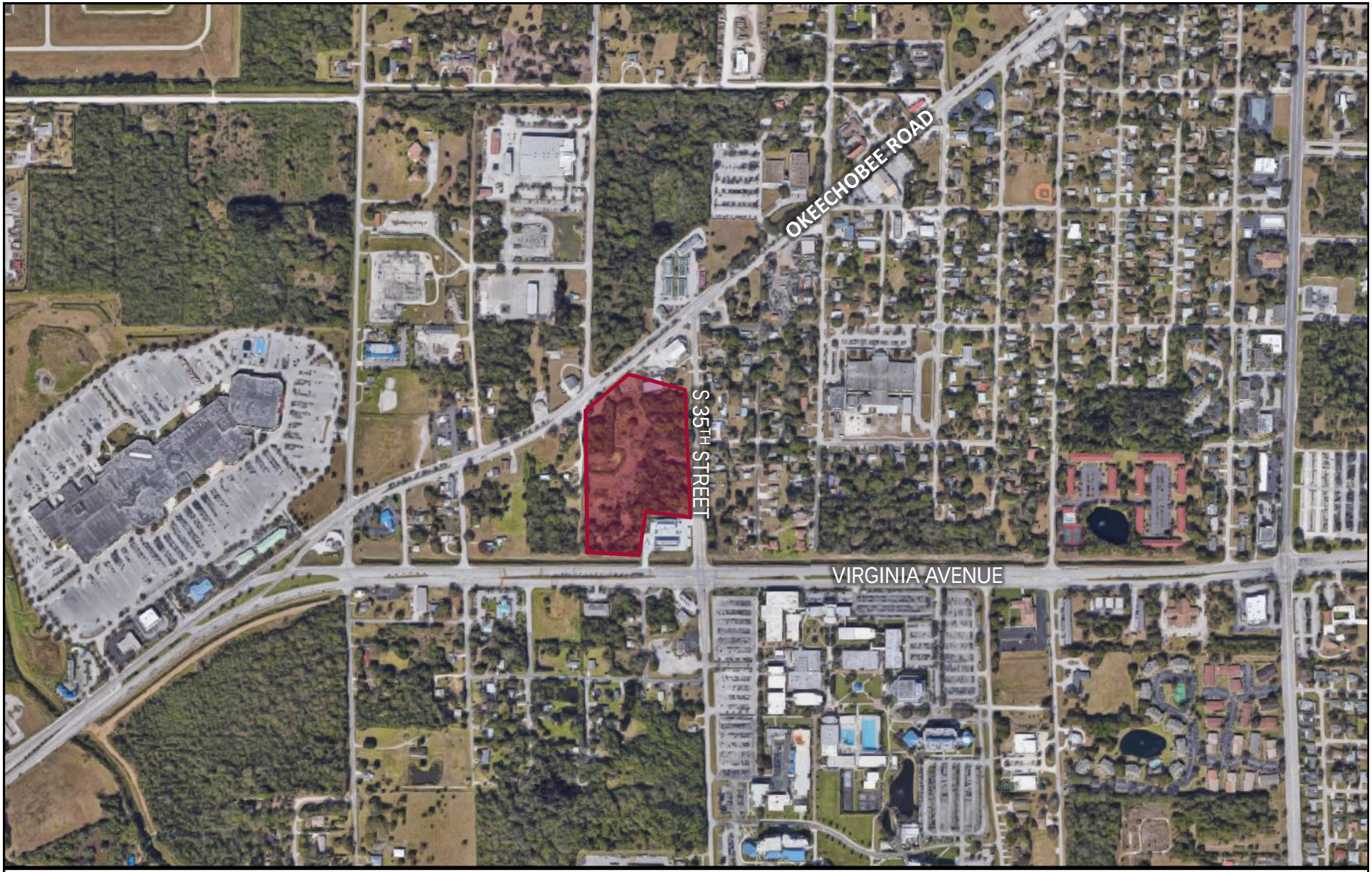
INTRODUCTION

Misty Creek Preserve property is located in the northwest corner of 35th Street & Virginia Avenue in Fort Pierce, Florida. The proposed development plan includes the construction of 144 multifamily low-rise dwelling units. *Figure 1* illustrates the location of the proposed development. The project buildout year is 2024.

Kimley-Horn and Associates, Inc was retained to prepare a traffic impact analysis for the proposed development. The study quantifies the project's impact on the adjacent transportation network. This report summarizes the project trip generation, distribution and intersection analyses.

A proposed site plan is included in *Appendix A*.



NORTH

LEGEND

Site Location

FIGURE 1
SITE LOCATION
MISTY CREEK PRESERVE
KH 140011001

Kimley»Horn

INVENTORY AND PLANNING DATA

AM peak period (7:00 a.m. to 9:00 a.m.) and PM peak period (4:00 p.m. to 6:00 p.m.) turning movement counts were collected on Wednesday, April 3, 2019 at the following intersections:

- Okeechobee Road & Virginia Avenue
- Okeechobee Road & 35th Street
- Virginia Avenue & 35th Street

Turning movement counts were collected on Thursday, October 24, 2019 at the following intersections:

- Sarasota Avenue & 35th Street
- 37th Street & Okeechobee Road

The turning movement counts are included in *Appendix B.*

PROJECT TRAFFIC

Project traffic used in this analysis is defined as the vehicle trips expected to be generated by the project, and the distribution and assignment of that traffic over the study roadway network.

Existing and Proposed Land Uses

The existing site is vacant. The project is a proposed development of 144 multifamily low-rise dwelling units.

Trip Generation

The trip generation potential of the development was calculated based upon the trip generation rates and equations published by the Institute of Transportation Engineers (ITE) in *Trip Generation Manual, 10th Edition*. Land use [220] for multifamily low-rise was used.

Table 1 provides a summary of this calculation. As indicated in *Table 1*, the net new trip generation potential of the proposed site is 1,048 net external daily trips, 67 net new external AM peak hour trips (15 in/52 out) and 82 net new external PM peak hour trips (52 in/30 out). Based on the net new external daily trips the radius of area of influence is two-miles.

Table 1: Trip Generation

Land Use	Intensity	Daily Trips	AM Peak Hour			PM Peak Hour		
			Total	In	Out	Total	In	Out
Proposed								
Multifamily Housing (Low-Rise)	144 DU	1,048	67	15	52	82	52	30

Trip generation was calculated using the following data:

Daily Trip Generation
- Multifamily Housing (Low-Rise) [ITE 220] = T = 7.56(X) - 40.86

AM Peak Hour Trip Generation
- Multifamily Housing (Low-Rise) [ITE 210] = Ln(T) = 0.95 Ln(X) - 0.51 (23% in, 77% out)

PM Peak Hour Trip Generation
- Multifamily Housing (Low-Rise) [ITE 210] = Ln(T) = 0.89 Ln(X) - 0.02 (63% in, 37% out)

K:\WPB_TPTO\1400\140011001 - Mission Gardens\Excel\[2019-03-28 Tripgen.xlsx]Tripgen

Traffic Distribution

Traffic distribution is the pairing of trip ends from the subject site with other land uses in the area. These trips were assigned to the surrounding roadways based upon a review of the roadway network proposed to be in place at the time of buildout and its travel time characteristics.

The distribution according to cardinal directions is:

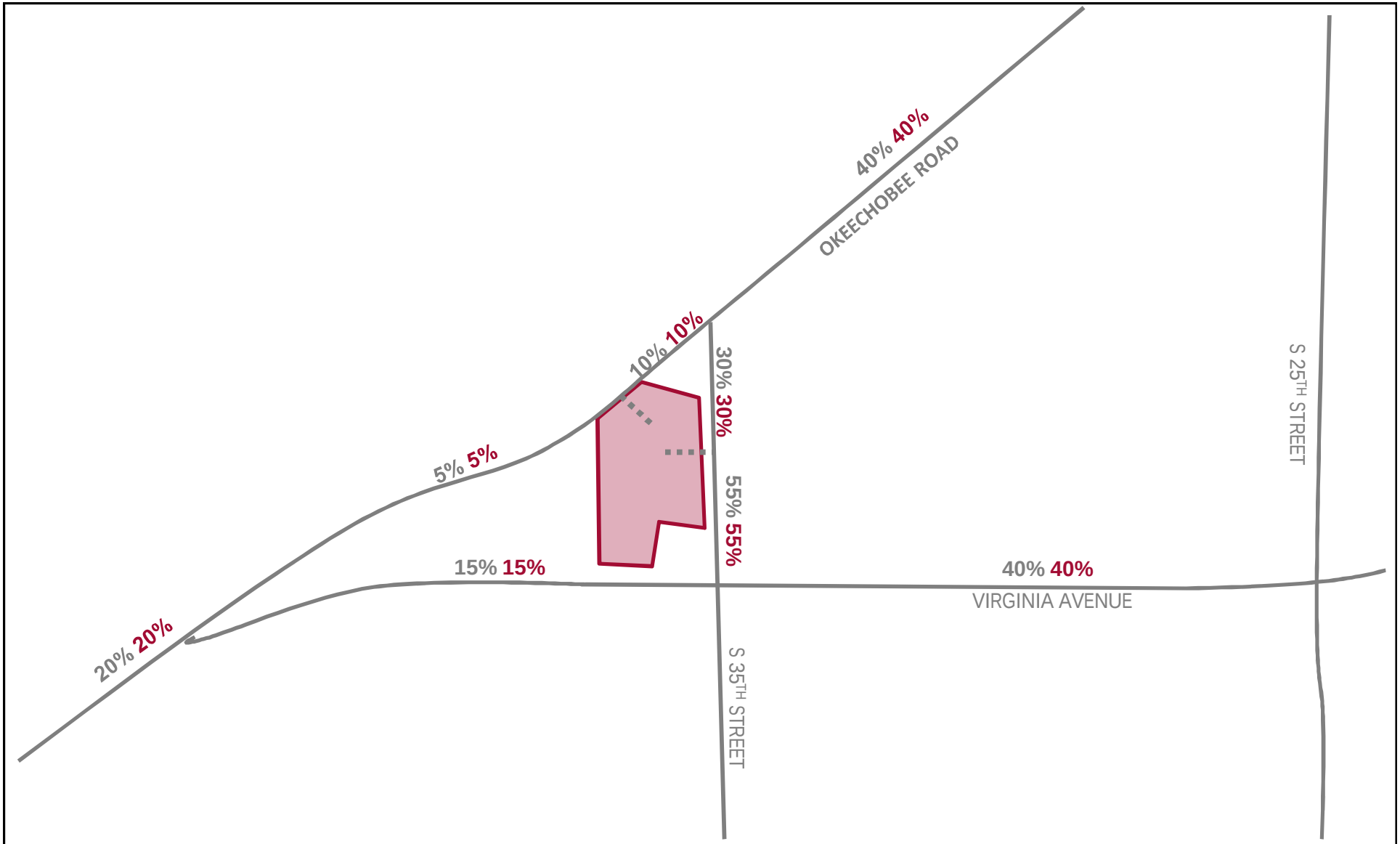
NORTH	-	40 percent
EAST	-	40 percent
WEST	-	20 percent

Traffic Assignment

The site traffic was assigned to the surrounding roadway network based upon the traffic distribution. The function classification of the surrounding roadways is the following:

- Okeechobee Road: Principal Arterial
- S 35th Street: Major Collector
- Virginia Avenue: Principal Arterial

The AM and PM peak hour trips for the project were assigned to the surrounding roadway network proposed to be in place by 2024. *Figure 2* illustrates the project traffic assignment to the surrounding roadway network.



NORTH

LEGEND

Site Location

XX% Inbound Assignment

XX% Outbound Assignment

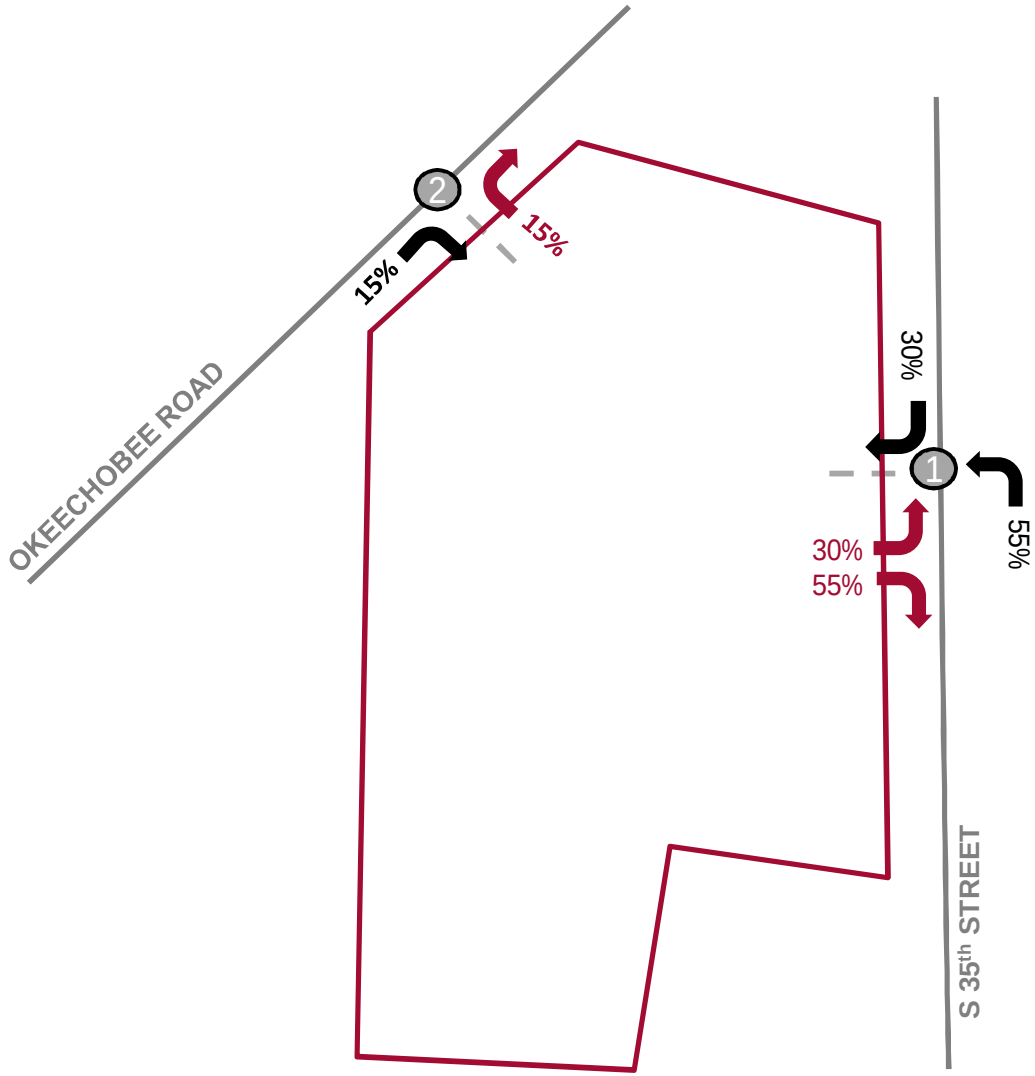
FIGURE 2
TRAFFIC ASSIGNMENT
MISTY CREEK PRESERVE
KH 140011001

Kimley»Horn

SITE ACCESS

Access to the proposed site include one right-in/right-out on Okeechobee Road and a full access driveway on S 35th Street.

Figure 3 illustrates the AM peak hour and PM peak hour driveway assignment and *Figure 4* illustrates the AM peak hour and PM peak hour driveway volumes at the project site.



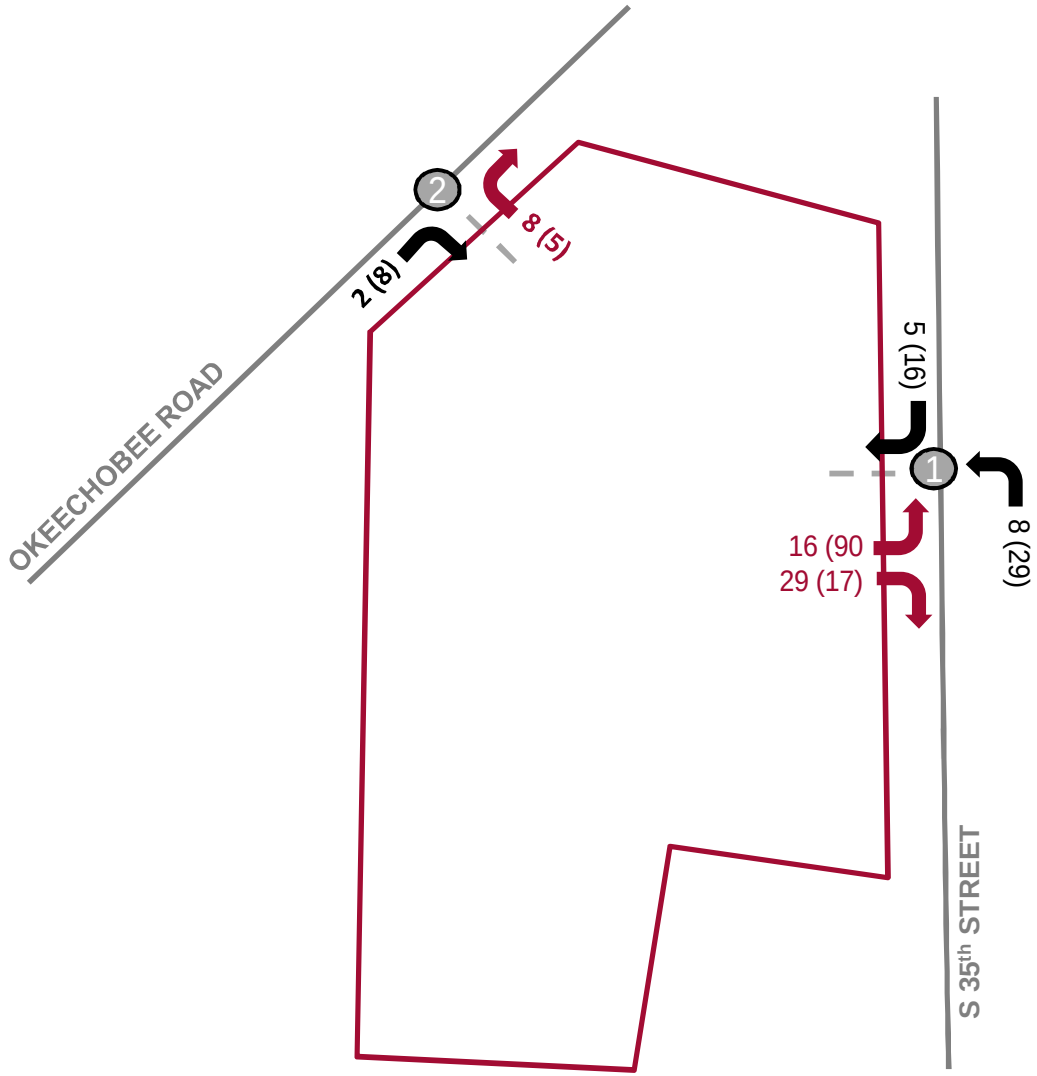
NORTH

LEGEND

XX% Inbound Assignment
XX% Outbound Assignment

FIGURE 3
DRIVEWAY ASSIGNMENT
MISTY CREEK PRESERVE
KH 140011001

Kimley»Horn



NORTH

LEGEND

XX (XX) AM (PM) Inbound Volume
XX (XX) AM (PM) Outbound Volume

FIGURE 4
DRIVEWAY VOLUMES
MISTY CREEK PRESERVE
KH 140011001

Kimley»Horn

BACKGROUND TRAFFIC

Background traffic is calculated from the 5-year exponential growth rate based on the annual average daily traffic provided by the Florida Department of Transportation (FDOT) Traffic Online database. The growth rate for each roadway segment was determined and applied to the peak season existing volumes. For the roadway segments that the data was not available an area wide growth rate was calculated and applied to those roadway segments. A nominal 0.5% was applied to roadway segments with calculated growth rates less than 0.5%. *Table 2* summarizes the 5-year growth rates for the roadway segments. The impacts of the approved projects were added to links and intersections that were subject to analysis. The FDOT database sheets are included in *Appendix C.*

A nominal 1% growth rate was applied to links and intersections (to which committed project traffic was already added) to account for background growth not related to the approved projects. The total background traffic for each significantly impacted link and intersection was then determined as the greater of the following:

- Existing traffic volumes plus growth rate
- Existing traffic volumes plus growth due to committed projects and a nominal 1% background growth rate

Table 2: Growth Rate Calculations

Count Location	Roadway Segment		Year		5Yr Growth Rate
			2013	2018	
	Okeechobee Rd				
FDOT 240029	I-95	McNeil Rd	25500	31000	3.98%
FDOT 940742	McNeil Rd	Virginia Ave	27000	31500	3.13%
+	Virginia Ave	S 35th Street			1.94%
+	S 35th Street	S 25th Street			1.94%
+	S 25th Street	Georgia Avenue			1.94%
	Virginia Avenue				
FDOT 940030	Okeechobee Rd	S 35th Street	21000	21500	0.47%
FDOT 940032	S 35th Street	S 25th Street	21000	22000	0.93%
FDOT 940033	S 25th Street	S 13th Street	21600	22500	0.82%
FDOT 940794	S 13th Street	Sunrise Boulevard	23000	24000	0.85%
FDOT 940792	Sunrise Boulevard	Oleander Avenue	21500	21200	-0.28%
	S 35h Street				
FDOT 940083	Kirby Loop Road	Virginia Ave	7900	10900	6.65%
	^ Virginia Ave	Okeechobee Rd			1.94%

+Because the growth rate of 24% is not reasonable, an areawide growth rate was applied.

^AADT was not provided, therefore the area-wide growth rate was applied.

$$\text{Areawide Growth Rate} = \frac{\text{Total Growth}}{\text{Total Daily Volumes}} = 1.94\%$$

ROADWAY SEGMENT ANALYSIS

The roadway segments within the 2-mile influence area were analyzed and are summarized in *Table 3*. Significantly impacted roadways, where the project traffic consumed one percent or more of the existing peak-hour service capacity are significantly impacted and require further analysis. The following roadway segments were significantly impacted due to the project traffic:

AM Peak Hour

- S 35th Street from Virginia Avenue to Project Driveway
- S 35th Street from Project Driveway to Okeechobee Road

PM Peak Hour

- S 35th Street from Virginia Avenue to Project Driveway
- S 35th Street from Project Driveway to Okeechobee Road

The future traffic volume on each significantly impacted roadway segment was analyzed in comparison to its two-way peak-hour service capacity volumes. Committed development information for each significantly impacted link was provided by the City of Fort Pierce City Clerk. As shown in *Table 3*, none of the significantly impacted roadway links are over capacity; therefore, no improvements are required.

Link volumes are included in *Appendix B.*

Table 3: Peak Direction Roadway Segment Analysis

Roadway		Existing		Peak Hour Project Traffic						Existing Base Peak Hour			Growth Rate (1)	2024 Peak Hour Volumes				
From	To	Lanes	Peak Hour Service Capacity	% Assignment	NB/EB In/Out?	NB/EB Project Traffic	SB/WB Project Traffic	Peak Direction Project Trips	% Impact	Significant Impact ?	Volume	LOS	Last Count Year		Background Growth	Committed Traffic	2024 Background Traffic	2024 Total Traffic	Over Capacity?
AM PEAK PERIOD																			
Okeechobee Rd																			
I-95	Jenkins Rd	8	4240	20%	i	3	10	10	0.24%	No	1810	C	2017	3.98%	505	220	2,315	2,325	
Jenkins Rd	McNeil Rd	6	4040	20%	i	3	10	10	0.25%	No	1810	C	2017	3.98%	505	245	2,315	2,325	
McNeil Rd	Virginia Ave	6	3170	20%	i	3	10	10	0.32%	No	1365	C	2017	3.13%	299	228	1,664	1,674	
Virginia Ave	Project Driveway	4	1,630	5%	i	1	3	3	0.18%	No	631	C	2016	1.94%	98	76	729	732	
Project Driveway	S 35th Street	4	1,630	WB IN 10%, WB OUT 5%, EB OUT 15%		8	4	8	0.49%	No	631	C	2016	1.94%	98	76	729	737	
S 35th Street	S 25th Street	4	1,630	40%	o	21	6	21	1.29%	No	724	C	2016	1.94%	112	76	836	857	
S 25th Street	Georgia Avenue	4	1,630	40%	o	21	6	21	1.29%	No	719	C	2016	1.94%	112	66	831	852	
Virginia Avenue								0											
Okeechobee Rd	Hartman Road	6	3,020	15%	i	2	8	8	0.26%	No	1077	C	2017	0.50%	38	126	1,203	1,211	
Hartman Road	S 35th Street	6	3,020	15%	i	2	8	8	0.26%	No	1077	C	2017	0.50%	38	126	1,203	1,211	
S 35th Street	S 25th Street	6	3,020	40%	o	21	6	21	0.70%	No	905	C	2017	0.93%	59	126	1,031	1,052	
S 25th Street	S 13th Street	6	3,020	40%	o	21	6	21	0.70%	No	834	C	2017	0.82%	48	68	902	923	
S 13th Street	S 11th Street	6	3,020	40%	o	21	6	21	0.70%	No	1075	C	2017	0.85%	64	68	1,143	1,164	
S 11th Street	Sunrise Boulevard	6	3,170	40%	o	21	6	21	0.66%	No	1075	C	2017	0.85%	64	68	1,143	1,164	
Sunrise Boulevard	Oleander Avenue	6	3,020	40%	o	21	6	21	0.70%	No	793	C	2017	0.50%	28	68	861	882	
S 35h Street								0											
Kirby Loop Road	Cortez Boulevard	2	540	0%	i	0	0	0	0.00%	No	557	E	2016	6.65%	296	0	853	853	
Cortez Boulevard	Virginia Ave	2	790	0%	i	0	0	0	0.00%	No	557	D	2016	6.65%	296	0	853	853	
Virginia Avenue	Project Driveway	2	750	35%	i	5	18	18	2.40%	Yes	275	C	2016	1.94%	43	0	318	336	No
Project Driveway	Okeechobee Rd	2	750	20%	o	10	3	10	1.33%	Yes	275	C	2016	1.94%	43	0	318	328	No
PM PEAK PERIOD																			
Okeechobee Rd																			
I-95	Jenkins Rd	8	4240	20%	i	10	6	10	0.24%	No	1542	C	2017	3.98%	430	309	1,972	1,982	
Jenkins Rd	McNeil Rd	6	4040	20%	i	10	6	10	0.25%	No	1542	C	2016	3.98%	491	309	2,033	2,043	
McNeil Rd	Virginia Ave	6	3170	20%	i	10	6	10	0.32%	No	1551	C	2016	3.13%	388	286	1,939	1,949	
Virginia Ave	Project Driveway	4	1630	5%	i	3	2	3	0.18%	No	631	C	2016	1.94%	98	97	729	732	
Project Driveway	S 35th Street	4	1630	WB IN 10%, WB OUT 5%, EB OUT 15%		5	7	7	0.43%	No	631	C	2016	1.94%	98	97	729	736	
S 35th Street	S 25th Street	4	1630	40%	o	12	21	21	1.29%	No	727	C	2016	1.94%	113	97	840	861	
S 25th Street	Georgia Avenue	4	1630	40%	o	12	21	21	1.29%	No	674	C	2016	1.94%	105	84	779	800	
Virginia Avenue																			
Okeechobee Rd	Hartman Road	6	3020	15%	i	8	5	8	0.26%	No	984	C	2017	0.50%	34	163	1,147	1,155	
Hartman Road	S 35th Street	6	3020	15%	i	8	5	8	0.26%	No	984	C	2017	0.50%	34	163	1,147	1,155	
S 35th Street	S 25th Street	6	3020	40%	o	12	21	21	0.70%	No	951	C	2017	0.93%	62	163	1,114	1,135	
S 25th Street	S 13th Street	6	3020	40%	o	12	21	21	0.70%	No	935	C	2017	0.82%	54	89	1,024	1,045	
S 13th Street	S 11th Street	6	3,020	40%	o	12	21	21	0.70%	No	1175	C	2017	0.85%	70	89	1,264	1,285	
S 11th Street	Sunrise Boulevard	6	3,170	40%	o	12	21	21	0.66%	No	1175	C	2017	0.85%	70	89	1,264	1,285	
Sunrise Boulevard	Oleander Avenue	6	3,020	40%	o	12	21	21	0.70%	No	865	C	2017	0.50%	30	89	954	975	
S 35h Street																			
Kirby Loop Road	Cortez Boulevard	2	540	0%	i	0	0	0	0.00%	No	417	D	2016	6.65%	222	0	639	639	
Cortez Boulevard	Virginia Ave	2	790	0%	i	0	0	0	0.00%	No	417	D	2016	6.65%	222	0	639	639	
Virginia Avenue	Project Driveway	2	750	35%	i	18	11	18	2.40%	Yes	276	C	2016	1.94%	43	0	319	337	No
Project Driveway	Okeechobee Rd	2	750	20%	o	6	10	10	1.33%	Yes	276	C	2016	1.94%	43	0	319	329	No

Roadways are Major and project traffic needs to be less than 5% to be considered insignificant

INTERSECTION ANALYSIS

The operating conditions for the future total buildout was analyzed using Trafficware's *Synchro 10.0* Software during the AM peak hour and PM peak hour at the following signalized intersections:

- Okeechobee Road & Virginia Avenue (Signalized)
- Virginia Avenue & 35th Street (Signalized)
- Okeechobee Road & S 35th Street (Unsignalized)
- S 35th Street & Sarasota Avenue (Unsignalized)
- Okeechobee Road & S 37th Street (Unsignalized)

These analyses use the methodologies outline in the *Highway Capacity Manual, 2000 Edition* in order to determine the overall intersection level of service and delay.

Table 4 and *Table 5* summarize the level of service (LOS) and 95th percentile queue for the study intersections under existing (2019) conditions, respectively. *Table 6* and *Table 7* summarize the level of service (LOS) and 95th percentile queue for the study intersections under background (2024) conditions, respectively. *Table 8* and *Table 9* summarize the level of service (LOS) and 95th percentile queue for the study intersections under future total (2024) conditions, respectively.

As shown in the tables, the overall level of service remains the same for the signalized intersections during the AM and PM peak hour under background and future total conditions. The southbound delay at the intersection of Okeechobee Road & S 35th Street is not caused by the project traffic. The intersection of S 35th Street & Sarasota Avenue during the AM and PM peak hour operates at an acceptable LOS with the project traffic. The 95th percentile queue is less than one (1) vehicle; therefore, no turn lanes will be required. The 95th percentile queues at the signalized intersections do not exceed the provided storage with the exception of the northbound left movement at the intersection of Virginia Avenue & S 35th Street. The project traffic does not use this movement. The westbound U-turn movement at the intersection of 37th Street & Okeechobee Road operates at LOS A. There is minimal project traffic using this movement (2 AM, 5 PM) and will not cause an operational issue at the intersection.

Figure 5 illustrates the project traffic at the intersections and roadway segments.

Table 4: Existing Intersection Analysis LOS and Delay

Intersection	Signal Type	Overall Delay / LOS	EB	WB	NB	SB
AM PEAK HOUR						
Virginia Avenue & S 35th Street	Signalized	26.3/C	C	B	D	D
Okeechobee Road & Virginia Avenue	Signalized	14.9/B	A	D	-	A
Okeechobee Road & S 35th Street	Unsignalized		0.2/A	9.1/A	17.4/C	29.4/D
S 35th Street & Sarasota Avenue	Unsignalized		12.9/B	-	-	0.0/A
Okeechobee Road & S 37th Street	Unsignalized		8.1/A	-	9.8/A	15.9/C
PM PEAK HOUR						
Virginia Avenue & S 35th Street	Signalized	21.2/C	B	B	D	D
Okeechobee Road & Virginia Avenue	Signalized	28.3/C	B	E	-	B
Okeechobee Road & S 35th Street	Unsignalized		0.1/A	9.1/A	19.9/C	45.7/E
S 35th Street & Sarasota Avenue	Unsignalized		-	12.5/B	0	0.3/A
Okeechobee Road & S 37th Street	Unsignalized		8.5/A	0.1/A	0.0/A	17.9/C

Table 5: Existing 95th Percentile Queue Lengths

Movement	EBL	EBR	WBL	WBR	NBL	NBR	SBL	SBR
Virginia Avenue & S 35th Street								
Provided Storage	200		200		150		150	
AM Peak	68		48		61		85	
PM Peak	32		67		187		93	
Okeechobee Road & Virginia Avenue								
Provided Storage	-	-	-	-	-	-	-	-
AM Peak	96	155	-	208	-	-	-	15
PM Peak	161	188	-	358	-	-	-	170
Okeechobee Road & S 35th Street								
Provided Storage			165		-	-	-	-
AM Peak	0	0	15	0	50	50	2	2
PM Peak	0	0	15	0	69	69	18	18
S 35th Street & Sarasota Avenue								
Provided Storage	-	-	-	-	-	-	-	-
AM Peak	-	-	11	11	0	0	0	0
PM Peak	-	-	6	6	0	0	0	0
Okeechobee Road & S 37th Street								
Provided Storage	150	-	-	-	-	-	-	-
AM Peak	1	0	0	0	0	0	6	6
PM Peak	1	0	0	0	0	0	11	11

Table 6: Background Intersection Analysis LOS and Delay

Intersection	Signal Type	Overall Delay / LOS	EB	WB	NB	SB
AM PEAK HOUR						
Virginia Avenue & S 35th Street	Signalized	30.8/C	35.1/D	16.4/B	39.3.D	38.8/D
Okeechobee Road & Virginia Avenue	Signalized	16.4/B	7.9/A	48.4/D	-	7.0/A
Okeechobee Road & S 35th Street	Unsignalized		0.2/A	9.7/A	24.7/C	40.2/E
S 35th Street & Sarasota Avenue	Unsignalized		-	13.7/B	-	0.0/A
Okeechobee Road & S 37th Street	Unsignalized		8.3/A	-	10.2/B	18.2/C
PM PEAK HOUR						
Virginia Avenue & S 35th Street	Signalized	23.5/C	B	B	E	D
Okeechobee Road & Virginia Avenue	Signalized	29.6/C	B	E	-	B
Okeechobee Road & S 35th Street	Unsignalized		0.1/A	9.7/A	31.4/D	79.0/F
S 35th Street & Sarasota Avenue	Unsignalized		-	13.2/B	0	0.3/A
Okeechobee Road & S 37th Street	Unsignalized		8.8/A	0.1/A	0.0/A	21.3/C

Table 7: Background 95th Percentile Queue Lengths

Movement	EBL	EBR	WBL	WBR	NBL	NBR	SBL	SBR
Virginia Avenue & S 35th Street								
Provided Storage	200		200		150		150	
AM Peak	68		48		61		85	
PM Peak	34		69		305		108	
Okeechobee Road & Virginia Avenue								
Provided Storage	-	-	-	-	-	-	-	-
AM Peak	129	204	-	242	-	-	-	48
PM Peak	220	256	-	363	-	-	-	225
Okeechobee Road & S 35th Street								
Provided Storage	0	0	165	0	-	-	-	-
AM Peak	0	0	19	0	82	82	3	3
PM Peak	0	0	18	0	120	120	31	31
S 35th Street & Sarasota Avenue								
Provided Storage	-	-	-	-	-	-	-	-
AM Peak	-	-	13	13	0	0	0	0
PM Peak	-	-	7	7	0	0	0	0
Okeechobee Road & S 37th Street								
Provided Storage	150	-	-	-	-	-	-	-
AM Peak	1	0	0	0	0	0	10	10
PM Peak	1	0	0	0	0	0	15	15

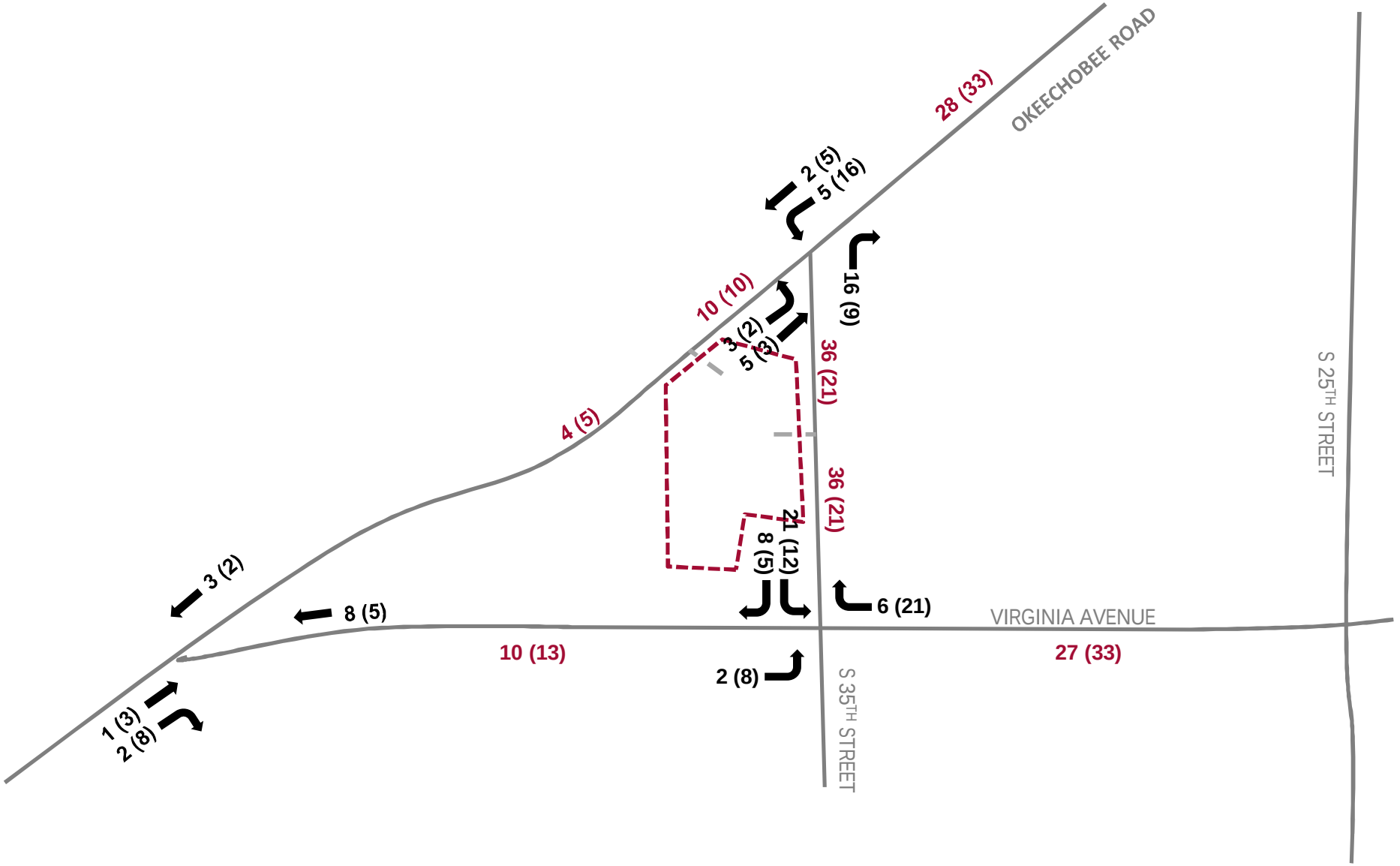
Table 8: Future Total Intersection Analysis LOS and Delay

Intersection	Signal Type	Overall Delay / LOS	EB	WB	NB	SB
AM PEAK HOUR						
Virginia Avenue & S 35th Street	Signalized	31.2/C	D	B	D	D
Okeechobee Road & Virginia Avenue	Signalized	16.6/B	A	D	0	A
Okeechobee Road & S 35th Street	Unsignalized		0.3/A	9.7/A	26.3/D	43.6/E
S 35th Street & Sarasota Avenue	Unsignalized		11.7/B	16.4/C	0.2/A	0.0/A
Okeechobee Road & S 37th Street	Unsignalized		8.3/A	0.1/A	10.2/B	18.5/C
PM PEAK HOUR						
Virginia Avenue & S 35th Street	Signalized	23.8/C	B	B	E	D
Okeechobee Road & Virginia Avenue	Signalized	29.5/C	B	E	-	B
Okeechobee Road & S 35th Street	Unsignalized		0.2/A	9.8/A	35.9/E	94.0/F
S 35th Street & Sarasota Avenue	Unsignalized		11.5/B	16.3/C	0.9/A	0.3/A
Okeechobee Road & S 37th Street	Unsignalized		8.8/A	0.3/A	0.0/A	21.9/C

Table 9: Future Total 95th Percentile Queue Lengths

Movement	EBL	EBR	WBL	WBR	NBL	NBR	SBL	SBR
Virginia Avenue & S 35th Street								
Provided Storage	200		200		150		150	
AM Peak	93		50		88		119	
PM Peak	41		69		307		126	
Okeechobee Road & Virginia Avenue								
Provided Storage	-	-	-	-	-	-	-	-
AM Peak	131	206	-	245	-	-	-	51
PM Peak	222	258	-	364	-	-	-	257
Okeechobee Road & S 35th Street								
Provided Storage	0	0	165	0	-	-	-	-
AM Peak	1	0	20	0	93	93	3	3
PM Peak	0	0	20	0	138	138	36	36
S 35th Street & Sarasota Avenue								
Provided Storage	-	-	-	-	-	-	-	-
AM Peak	7	7	16	16	0	0	0	0
PM Peak	4	4	10	10	2	2	0	0
Okeechobee Road & S 37th Street								
Provided Storage	150	-	-	-	-	-	-	-
AM Peak	1	0	0	0	0	0	10	10
PM Peak	1	0	1	0	0	0	15	15

Signal timing is included in *Appendix D*. Committed developments are included in *Appendix E.* The volume development worksheets for the study intersections are included in *Appendix F*. Synchro output sheets are included in *Appendix G*.



NORTH

LEGEND

Site location

XX (XX) Intersection AM (PM) Project Traffic

XX (XX) Roadway Segment AM (PM) Two-Way Project Traffic

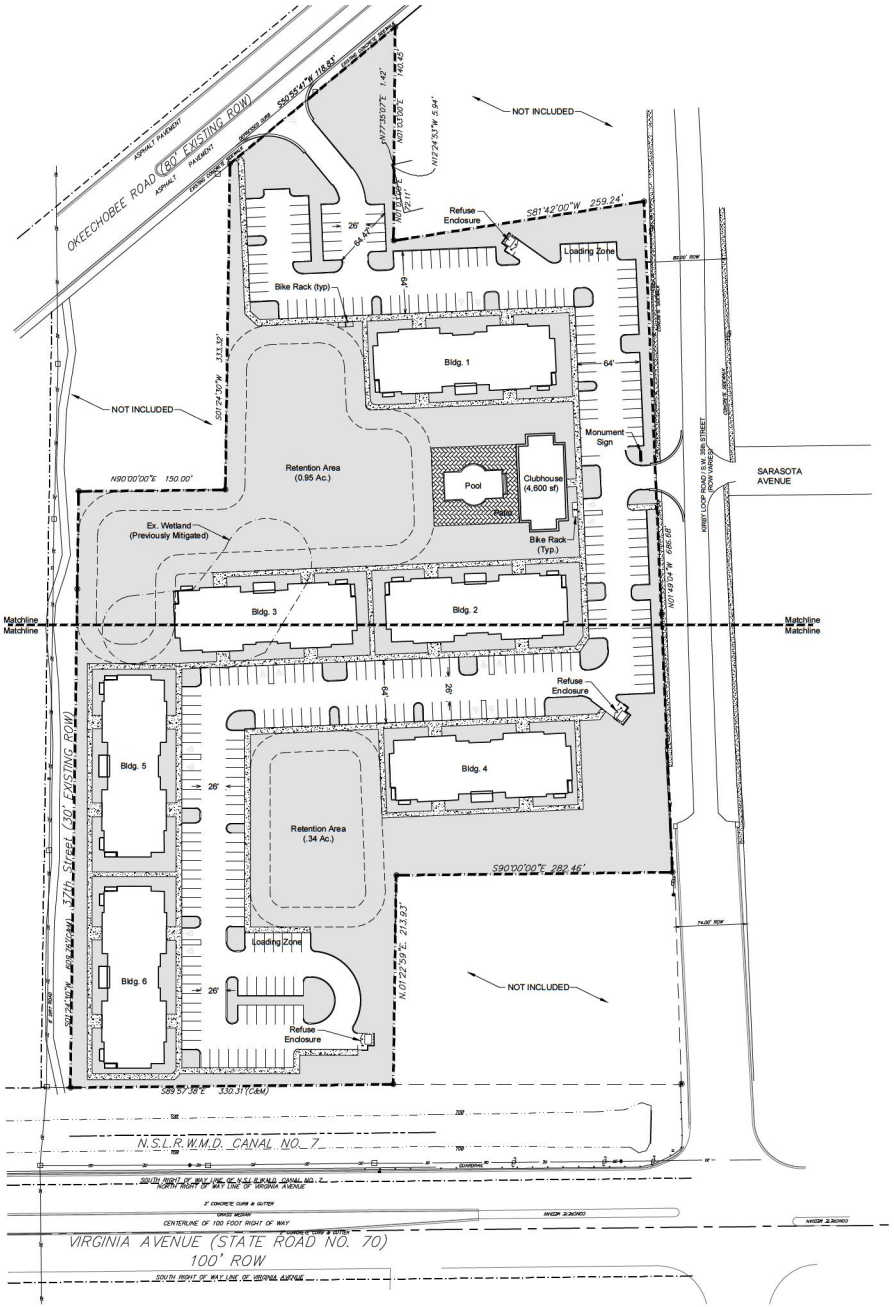
FIGURE 5
PROJECT TRAFFIC VOLUMES
MISTY CREEK PRESERVE
KH 140011001

Kimley»Horn

CONCLUSION

It is proposed to develop 144 multifamily low-rise dwelling units located in the northwest corner of 35th Street & Virginia Avenue in Fort Peirce, Florida. Based on the analysis undertaken, the existing geometry at the study intersections are anticipated to be sufficient to accommodate future traffic in 2024, including committed developments and project traffic. Therefore, no additional improvements are required.

APPENDIX A: SITE PLAN



Meets and Bound Legal Description:

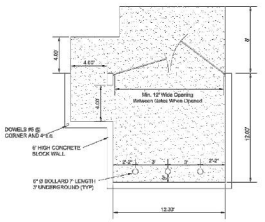
A PARCEL OF LAND LYING IN SECTION 17, TOWNSHIP 35 SOUTH, RANGE 40 EAST, ST. LUCIE COUNTY, FLORIDA, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE SOUTHWEST CORNER OF THE NW 1/4 OF THE SE 1/4 OF THE SW 1/4 OF SAID SECTION 17; THENCE S 01°24'30" W A DISTANCE OF 609.76 FEET TO A POINT ON THE NORTH RIGHT-OF-WAY LINE OF THE NORTH ST. LUCIE RIVER WATER MANAGEMENT DISTRICT CANAL NO. 7; THENCE S 89°57'38" E ALONG SAID RIGHT-OF-WAY LINE A DISTANCE OF 330.31 FEET; THENCE N 01°22'59" E A DISTANCE OF 213.93 FEET TO A POINT ON THE SOUTH LINE OF THE SOUTH 1 ACRE OF THE NORTH 3 ACRES OF THE EAST 1/2 OF THE SW 1/4 OF THE SE 1/4 OF THE SW 1/4 OF SECTION 17, TOWNSHIP 35 (SOUTH), RANGE 40 EAST; THENCE S 90°00'00" E ALONG SAID LINE A DISTANCE OF 282.46 FEET TO A POINT ON THE WEST RIGHT-OF-WAY LINE OF SOUTH 35TH STREET; THENCE N 01°49'04" W ALONG SAID RIGHT-OF-WAY, A DISTANCE OF 686.68 FEET; THENCE S 81°42'00" W A DISTANCE OF 259.24 FEET; THENCE N 01°03'00" E A DISTANCE OF 218.61 FEET TO A POINT ON THE SOUTHERLY RIGHT-OF-WAY OF OKEECHOBEE ROAD; THENCE S 50°55'41" W ALONG SAID SOUTHERLY RIGHT-OF-WAY A DISTANCE OF 218.83 FEET; THENCE S 01°24'30" W A DISTANCE OF 333.32 FEET, TO THE SOUTH LINE OF THE NW 1/4 OF THE SE 1/4 OF THE SW 1/4 OF SAID SECTION 17; THENCE ALONG SAID SOUTH LINE N 90°00'00" W, A DISTANCE OF 150 FEET TO THE POINT AND PLACE OF BEGINNING.

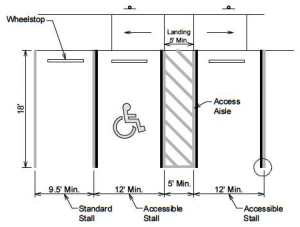
LESS AND EXCEPT:

A PARCEL OF LAND IN THE NORTHWEST QUARTER OF THE SOUTHEAST QUARTER OF THE SOUTHWEST QUARTER OF SECTION 17, TOWNSHIP 35 SOUTH, RANGE 40 EAST, ST. LUCIE COUNTY, FLORIDA, DESCRIBED AS FOLLOWS:

COMMENCE AT THE SOUTHWEST CORNER OF THE NORTHWEST QUARTER OF THE SOUTHEAST QUARTER OF THE SOUTHWEST QUARTER OF SECTION 17, TOWNSHIP 35 SOUTH, RANGE 40 EAST, ST. LUCIE COUNTY, FLORIDA, RUN THENCE EAST ON THE SOUTH LINE OF SAID NORTHWEST QUARTER OF THE SOUTHEAST QUARTER OF THE SOUTHWEST QUARTER, A DISTANCE OF 260 FEET; THENCE RUN NORTH 01°03'00" EAST, 319.10 FEET; THENCE NORTH 14°03'00" WEST, A DISTANCE OF 86.75 FEET TO A POINT ON THE SOUTHERLY RIGHT OF WAY LINE OF OKEECHOBEE ROAD; THENCE NORTH 50°55'41" EAST, ALONG SAID SOUTHERLY RIGHT OF WAY LINE, A DISTANCE OF 107.80 FEET; THENCE SOUTH 01°03'00" WEST, A DISTANCE OF 140.45 FEET TO A POINT ON THE EXTERIOR EDGE OF A 1-STORY, ALUMINUM BUILDING (SAID POINT ALSO BEING THE POINT OF BEGINNING); THENCE CONTINUE SOUTH 77°35'07" WEST, ALONG SAID EXTERIOR EDGE, A DISTANCE OF 1.42 FEET; THENCE CONTINUE SOUTH 12°24'53" EAST, ALONG SAID EXTERIOR EDGE, A DISTANCE OF 5.94 FEET; THENCE NORTH 01°03'00" EAST, A DISTANCE OF 6.11 FEET TO THE POINT OF BEGINNING; AS CONVEYED PURSUANT TO THAT QUIT-CLAIM DEED RECORDED IN OFFICIAL RECORDS BOOK 2670, PAGE 2204, OF THE PUBLIC RECORDS OF ST. LUCIE COUNTY, FLORIDA.



Typical Refuse Enclosure Detail



Typical Parking Stall Detail

Site Data

Total Area:		10.31 ac
Existing Use:		Vacant
Existing Zoning:		C-3
Existing Future Land Use:		CG
Proposed Zoning:		PD
Proposed Future Land Use		RM
Product Type:		Multi-Family
Total Units:		144 Units
*Gross Density (see General Note #1):		13.96 DU/ac.
Impervious Area:	218,746 sf	5.01 ac XXX%
Buildings Pads:	66,498 sf	1.52 ac
A/C Pads (345 sf./bldg.):	2,070 sf	.05 ac
Clubhouse	4,600 sf	.10 ac
Pavement (Including Curb & Refuse):	112,705 sf	2.58 ac
Sidewalk:	27,876 sf	.64 ac
Pool Patio:	5,015 sf	.12 ac
Pervious Area:	226,562 sf	5.30 ac XXX%
Landscape Islands:	9,939 sf	.23 ac
Retention Area:	56,476 sf	1.29 ac
Open Space:	160,147 sf	3.78 ac

Building and Lot Data

Common Open Space Req'd:	20% (2.05 ac.)
Common Open Space Provided:	XXX% (5.30 ac.)
Maximum Height:	35'
Minimum Lot Size:	N/A
Building Setbacks (C-3, abutting Zoning District per Sec. 22-40(b)(2)):	
Front (35th Street Frontage):	25'
Side:	15'
Side @ Corner:	15'
Rear (37th Street Frontage)	15'

Parking Requirements

Vehicle Parking Required:	238 Spaces
Multi-Family:	
1.5 spaces per unit @ 144 units = 216 spaces	
Accessible Spaces Req'd: 7 Spaces	
Clubhouse:	
1:200 sf @ 4,600 sf. = 23 spaces	
ADA Spaces Req'd: 1 Space	
Vehicle Parking Provided:	283 Spaces
ADA Spaces Provided: 14 Spaces	
Bicycle Parking Req'd:	18 Spaces
Multi-Family:	
1:10 Units @ 144 Units = 15 Spaces	
Clubhouse:	
1:10 Stalls @ 23 Stalls sf. = 3 Spaces	
Bicycle Parking Provided:	30 Spaces
Loading Spaces Req'd:	2 Spaces
Multi-Family:	
0 > 25,000 sf.	
1 for ea. 75,000 sf. over 25,000 @ 174,512 sf. = 2 Spaces	
Clubhouse:	
0 > 10,000 sf. @ 4,600 sf. = 0	
Loading Spaces Provided:	2 Spaces

General Notes

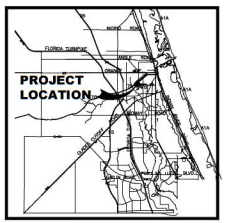
1. In accordance with Sections 22-72(b) and 22-72(c)(2) of the City Code of Ordinances, Applicant is entitled to a Density Bonus of three (3) dwelling units-per-acre, due to the location of an existing transit stop within a 1/4-mile radius of the project site. At this time, Applicant is not seeking the full Density Bonus permitted by the Code; however, the Applicant and its successors and assigns reserve the right to exercise the full Density Bonus permitted by the Code in the future, in accordance with then-applicable Code requirements pertaining to modifications to an approved Planned Development.
2. Parking space striping shall conform to Section 22-60(c)(8) of the Fort Pierce City Code.
3. A fence shall be placed around all back flow prevention devices in accordance with Section 22-70(d) of the Fort Pierce City Code.
4. All interior sidewalks to be 5' wide minimum.
5. Parking space bumper rails shall comply sith Section 22-60(C)(7) of the Fort Pierce City Code.
6. Chapters 17 and 22, as well as Article XII, of the City of Fort Pierce Code shall be adhered to.
7. All signage to comply with Chapter 15 of the City of Fort Pierce Code of Ordinances.

Project Description

144-unit multi-family community consisting of six (6) 24-unit buildings, with on-site parking and recreation, Common Open Space, stormwater management areas and other improvements as required to support the proposed development. Utilities to be provided by FPUA and will be installed under ground. Emergency services to be provided by City of Fort Pierce Police Department and St. Lucie County Fire District.

lucido & associates
701 SE Ocean Blvd., Stuart, Florida 34994 (772) 220-2100, Fax (772) 223-0220

Key / Location:



Project Team:

The Oaks at Mission Gardens

Fort Pierce, Florida

Site Plan

Date	By	Description
04.20.19	SAW	Initial Submittal

NORTH

SCALE: 1" = 60'

0 30' 60' 120'

REG. # 1018
Thomas P. Lucido

Designer	SAW	Sheet
Manager	BN	SP 1
Project Number	19-310	
Municipal Number	---	
Computer File	19-310 Okeechobee Road_BN_5.29.19.dwg	

APPENDIX B: TURNING MOVEMENT COUNTS AND LINK VOLUMES

TRAFFIC SURVEY SPECIALISTS, INC.

VIRGINIA AVENUE & OKEECHOBEE ROAD
FT PIERCE, FLORIDA
COUNTED BY: S. SALVO & L. PALOMINO (V)
NOT SIGNALIZED

85 SE 4TH AVENUE, UNIT 109
DELRAY BEACH, FLORIDA
PHONE (561)272-3255

Site Code : 00190070
Start Date: 04/03/19
File I.D. : VIRG_OKE
Page : 1

ALL VEHICLES

	OKEECHOBEE ROAD From North				VIRGINIA AVENUE From East				----- From South				VIRGINIA AVENUE From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 04/03/19																	
07:00	0	0	47	0	0	0	102	0	0	0	0	0	0	0	70	114	333
07:15	0	0	71	0	0	0	114	0	0	0	0	0	0	0	82	165	432
07:30	0	0	104	0	0	0	136	0	0	0	0	0	0	0	126	252	618
07:45	0	0	99	0	0	0	124	0	0	0	0	0	0	0	134	317	674
Hr Total	0	0	321	0	0	0	476	0	0	0	0	0	0	0	412	848	2057
08:00	0	0	97	0	0	0	133	0	0	0	0	0	0	0	113	258	601
08:15	0	0	89	0	0	0	133	0	0	0	0	0	0	0	104	259	585
08:30	0	0	103	0	0	0	144	0	0	0	0	0	0	0	112	244	603
08:45	0	0	103	0	0	0	149	0	0	0	0	0	0	0	90	216	558
Hr Total	0	0	392	0	0	0	559	0	0	0	0	0	0	0	419	977	2347
---------- * BREAK * ----------																	
16:00	0	0	129	0	0	0	229	0	0	0	0	0	0	0	128	207	693
16:15	0	0	105	0	0	0	197	0	0	0	0	0	0	0	128	225	655
16:30	0	0	149	0	0	0	203	0	0	0	0	0	0	0	119	227	698
16:45	0	0	141	0	0	0	231	0	0	0	0	0	0	0	123	215	710
Hr Total	0	0	524	0	0	0	860	0	0	0	0	0	0	0	498	874	2756
17:00	0	0	161	0	0	0	272	0	0	0	0	0	0	0	109	233	775
17:15	0	0	167	0	0	0	200	0	0	0	0	0	0	0	160	223	750
17:30	0	0	130	0	0	0	210	0	0	0	0	0	0	0	145	256	741
17:45	0	0	137	0	0	0	202	0	0	0	0	0	0	0	144	245	728
Hr Total	0	0	595	0	0	0	884	0	0	0	0	0	0	0	558	957	2994
TOTAL	0	0	1832	0	0	0	2779	0	0	0	0	0	0	0	1887	3656	10154

TRAFFIC SURVEY SPECIALISTS, INC.

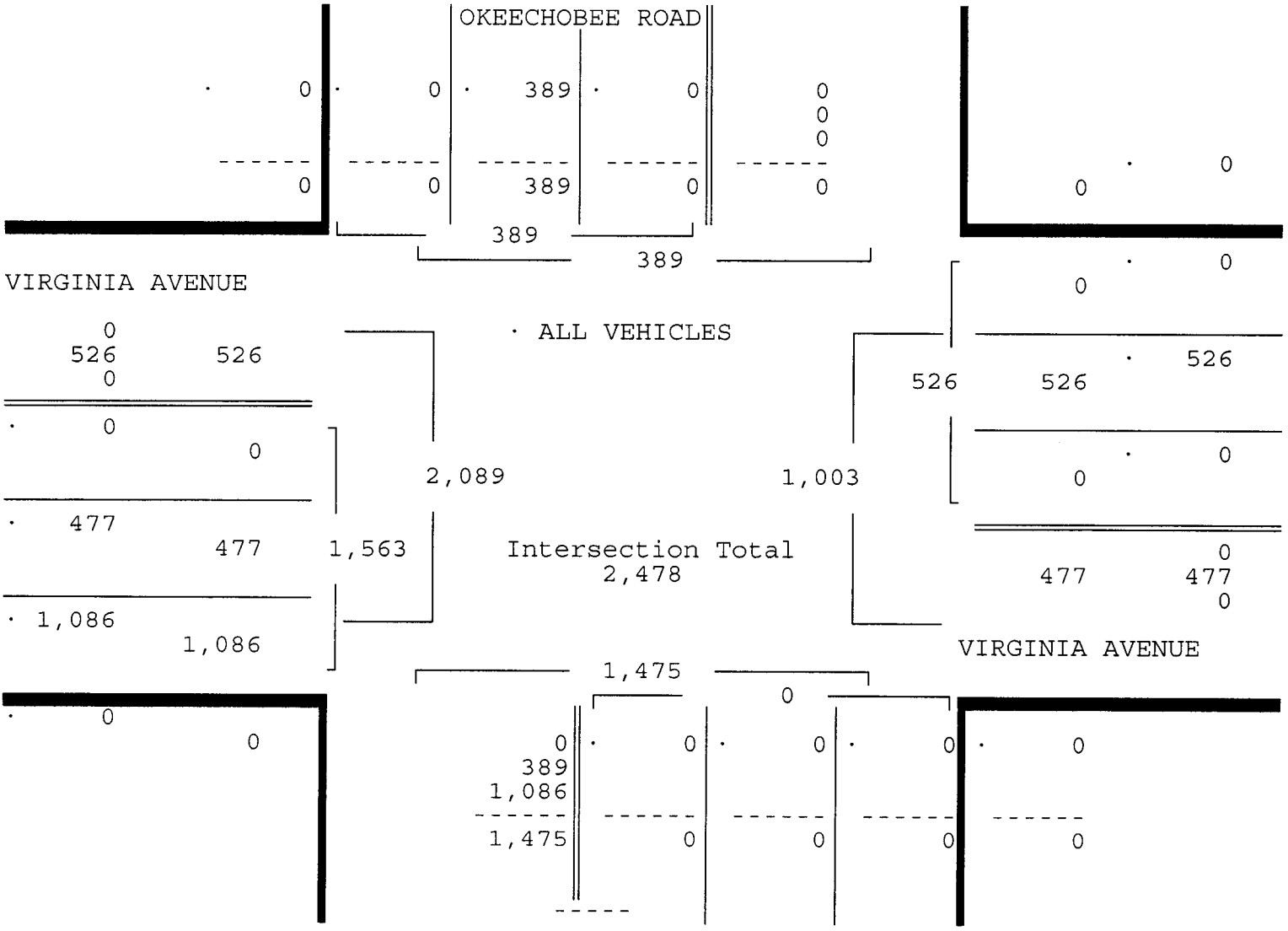
VIRGINIA AVENUE & OKEECHOBEE ROAD
FT PIERCE, FLORIDA
COUNTED BY: S. SALVO & L. PALOMINO (V)
NOT SIGNALIZED

85 SE 4TH AVENUE, UNIT 109
DELRAY BEACH, FLORIDA
PHONE (561)272-3255

Site Code : 00190070
Start Date: 04/03/19
File I.D. : VIRG_OKE
Page : 2

ALL VEHICLES

	OKEECHOBEE ROAD From North				VIRGINIA AVENUE From East				----- From South				VIRGINIA AVENUE From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 04/03/19																	
Peak Hour Analysis By Entire Intersection for the Period: 07:00 to 09:00 on 04/03/19																	
Peak start	07:30				07:30				07:30				07:30				
Volume	0	0	389	0	0	0	526	0	0	0	0	0	0	0	477	1086	
Percent	0%	0%	100%	0%	0%	0%	100%	0%	0%	0%	0%	0%	0%	0%	31%	69%	
Pk total	389				526				0				1563				
Highest	07:30				07:30				07:00				07:45				
Volume	0	0	104	0	0	0	136	0	0	0	0	0	0	0	134	317	
Hi total	104				136				0				451				
PHF	.94				.97				.0				.87				



TRAFFIC SURVEY SPECIALISTS, INC.

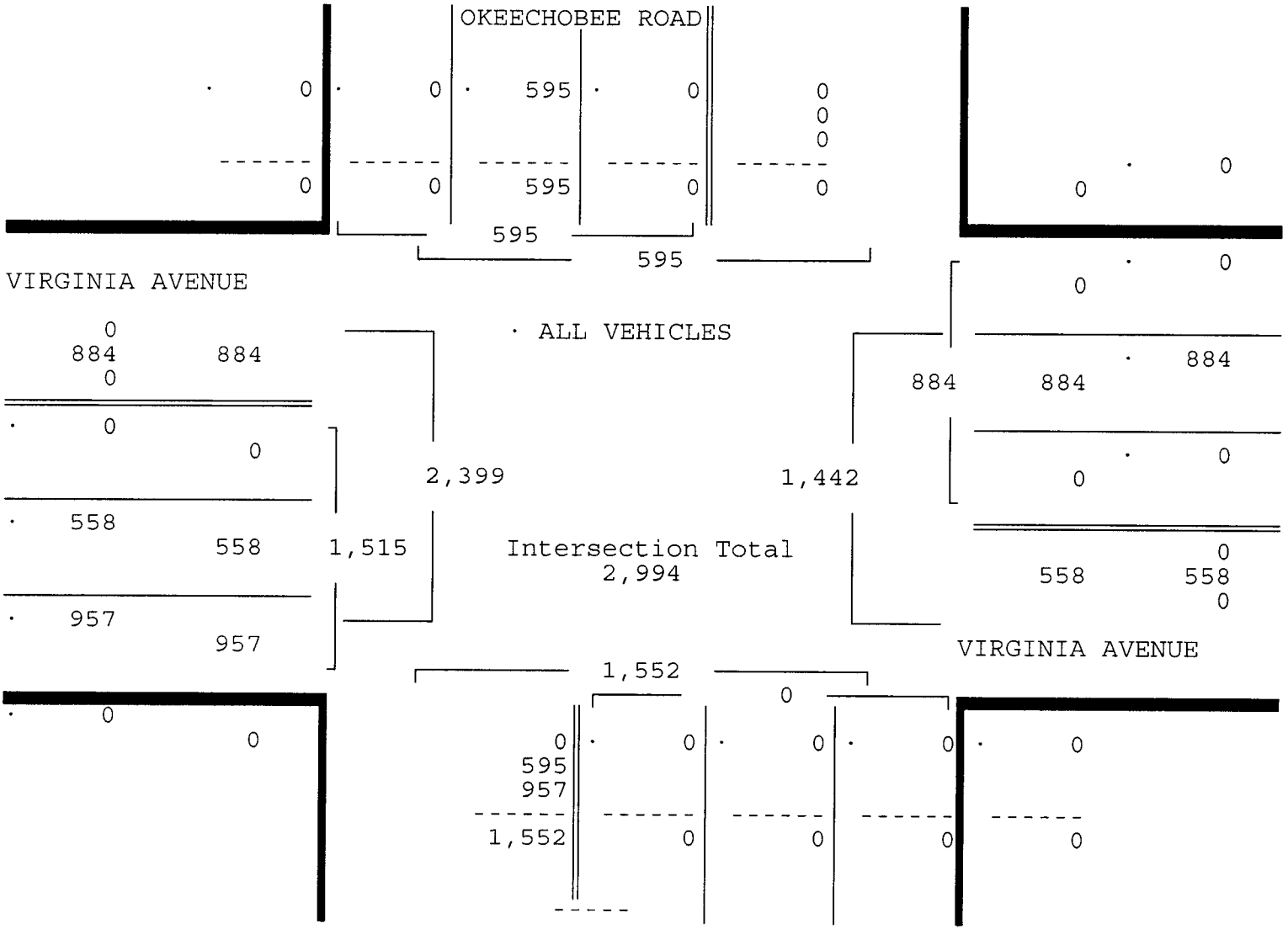
VIRGINIA AVENUE & OKEECHOBEE ROAD
FT PIERCE, FLORIDA
COUNTED BY: S. SALVO & L. PALOMINO (V)
NOT SIGNALIZED

85 SE 4TH AVENUE, UNIT 109
DELRAY BEACH, FLORIDA
PHONE (561)272-3255

Site Code : 00190070
Start Date: 04/03/19
File I.D. : VIRG_OKE
Page : 3

ALL VEHICLES

	OKEECHOBEE ROAD From North				VIRGINIA AVENUE From East				----- From South				VIRGINIA AVENUE From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 04/03/19																	
Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 04/03/19																	
Peak start	17:00				17:00				17:00				17:00				
Volume	0	0	595	0	0	0	884	0	0	0	0	0	0	0	558	957	
Percent	0%	0%	100%	0%	0%	0%	100%	0%	0%	0%	0%	0%	0%	0%	37%	63%	
Pk total	595				884				0				1515				
Highest	17:15				17:00				07:00				17:30				
Volume	0	0	167	0	0	0	272	0	0	0	0	0	0	0	145	256	
Hi total	167				272				0				401				
PHF	.89				.81				.0				.94				



TRAFFIC SURVEY SPECIALISTS, INC.

VIRGINIA AVENUE & OKEECHOBEE ROAD
FT PIERCE, FLORIDA
COUNTED BY: S. SALVO & L. PALOMINO (V)
NOT SIGNALIZED

85 SE 4TH AVENUE, UNIT 109
DELRAY BEACH, FLORIDA
PHONE (561)272-3255

Site Code : 00190070
Start Date: 04/03/19
File I.D. : VIRG_OKE
Page : 1

PEDESTRIANS & BIKES

	OKEECHOBEE ROAD From North				VIRGINIA AVENUE From East				----- From South				VIRGINIA AVENUE From West				
	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Total
Date 04/03/19																	
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
* BREAK *																	
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
TOTAL	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2

TRAFFIC SURVEY SPECIALISTS, INC.

OKEECHOBEE ROAD & 35TH STREET
FT PIERCE, FLORIDA
COUNTED BY: LUIS PALOMINO
NOT SIGNALIZED

85 SE 4TH AVENUE, UNIT 109
DELRAY BEACH, FLORIDA
PHONE (561)272-3255

Site Code : 00190070
Start Date: 04/03/19
File I.D. : OKEE35ST
Page : 1

ALL VEHICLES

	DRIVEWAY From North				OKEECHOBEE ROAD From East				35TH STREET From South				OKEECHOBEE ROAD From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 04/03/19																	
07:00	0	0	2	0	0	31	53	0	0	1	1	25	0	0	68	4	185
07:15	0	0	1	0	0	35	63	0	0	8	1	35	0	0	76	5	224
07:30	0	0	0	1	0	35	85	0	0	6	0	53	1	0	100	17	298
07:45	0	0	0	0	0	55	73	0	0	10	1	55	0	0	125	14	333
Hr Total	0	0	3	1	0	156	274	0	0	25	3	168	1	0	369	40	1040
08:00	0	1	1	0	0	40	87	3	0	7	1	29	0	1	106	15	291
08:15	0	1	0	0	0	39	76	5	0	3	1	24	0	3	82	14	248
08:30	0	1	1	2	0	33	85	1	0	4	1	29	0	1	87	3	248
08:45	0	2	1	2	0	31	74	8	0	5	1	32	0	1	88	1	246
Hr Total	0	5	3	4	0	143	322	17	0	19	4	114	0	6	363	33	1033
---------- * BREAK * ----------																	
16:00	0	4	2	1	0	28	103	2	0	5	2	30	0	1	109	8	295
16:15	0	2	1	2	1	22	93	4	0	5	0	43	0	2	98	10	283
16:30	0	4	1	1	1	35	101	1	1	6	0	39	0	0	110	9	309
16:45	0	2	1	0	1	39	106	6	0	3	1	34	0	1	95	4	293
Hr Total	0	12	5	4	3	124	403	13	1	19	3	146	0	4	412	31	1180
17:00	0	3	1	3	0	44	139	2	0	5	5	65	0	0	101	10	378
17:15	0	3	1	3	0	54	125	5	0	5	1	41	0	1	111	8	358
17:30	0	2	1	1	0	33	104	5	0	8	0	58	0	1	123	7	343
17:45	0	3	0	1	0	30	103	6	0	5	0	34	0	1	114	4	301
Hr Total	0	11	3	8	0	161	471	18	0	23	6	198	0	3	449	29	1380
TOTAL	0	28	14	17	3	584	1470	48	1	86	16	626	1	13	1593	133	4633

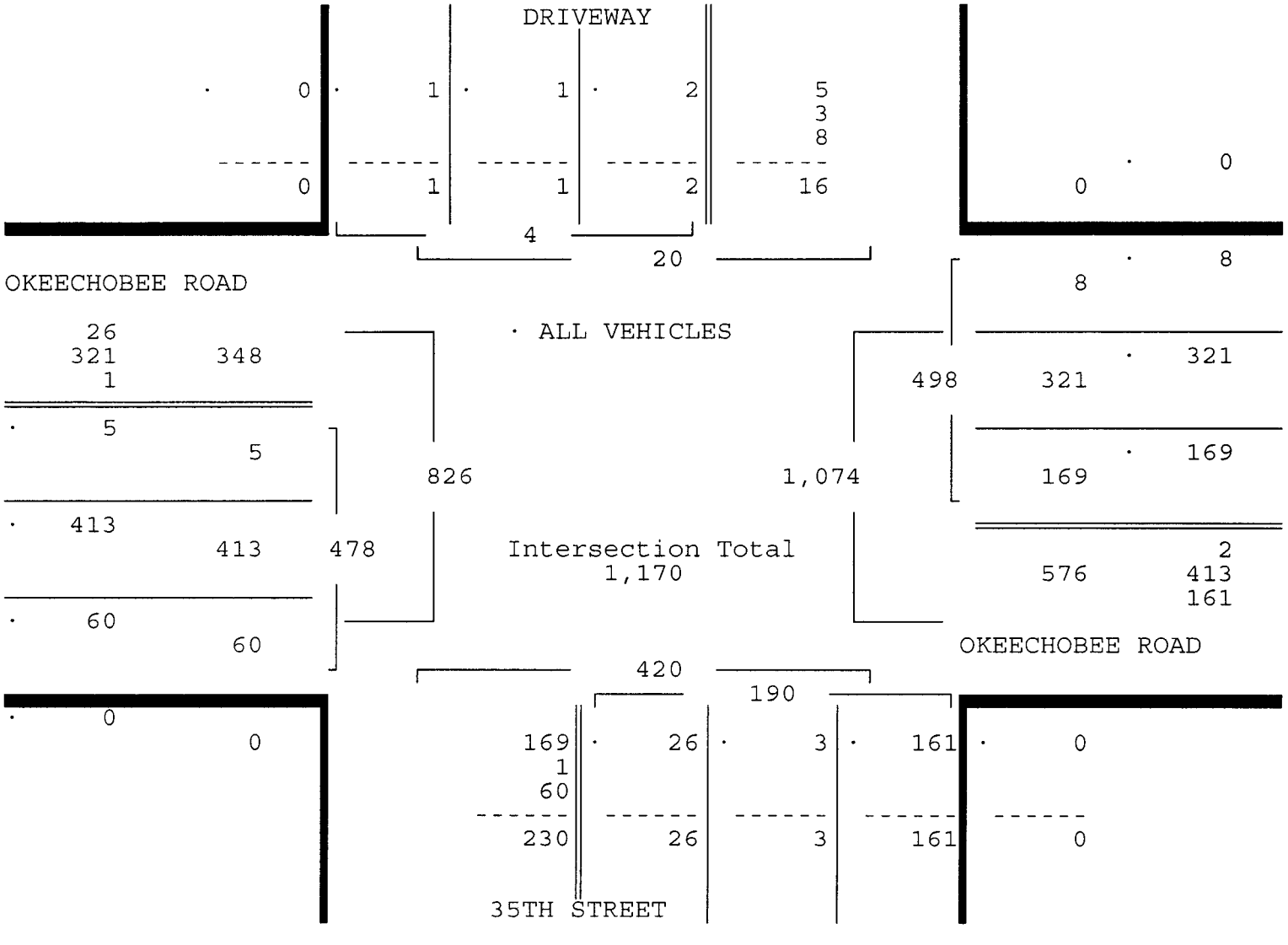
TRAFFIC SURVEY SPECIALISTS, INC.
85 SE 4TH AVENUE, UNIT 109
DELRAY BEACH, FLORIDA
PHONE (561)272-3255

OKEECHOBEE ROAD & 35TH STREET
FT PIERCE, FLORIDA
COUNTED BY: LUIS PALOMINO
NOT SIGNALIZED

Site Code : 00190070
Start Date: 04/03/19
File I.D. : OKEE35ST

ALL VEHICLES

	DRIVEWAY From North				OKEECHOBEE ROAD From East				35TH STREET From South				OKEECHOBEE ROAD From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 04/03/19																	
Peak Hour Analysis By Entire Intersection for the Period: 07:00 to 09:00 on 04/03/19																	
Peak start	07:30				07:30				07:30				07:30				
Volume	0	2	1	1	0	169	321	8	0	26	3	161	1	4	413	60	
Percent	0%	50%	25%	25%	0%	34%	64%	2%	0%	14%	2%	85%	0%	1%	86%	13%	
Pk total	4				498				190				478				
Highest	08:00				08:00				07:45				07:45				
Volume	0	1	1	0	0	40	87	3	0	10	1	55	0	0	125	14	
Hi total	2				130				66				139				
PHF	.50				.96				.72				.86				



OKEECHOBEE ROAD & 35TH STREET
FT PIERCE, FLORIDA
COUNTED BY: LUIS PALOMINO
NOT SIGNALIZED

TRAFFIC SURVEY SPECIALISTS, INC.
85 SE 4TH AVENUE, UNIT 109
DELRAY BEACH, FLORIDA
PHONE (561)272-3255

Site Code : 00190070
Start Date: 04/03/19
File I.D. : OKEE35ST
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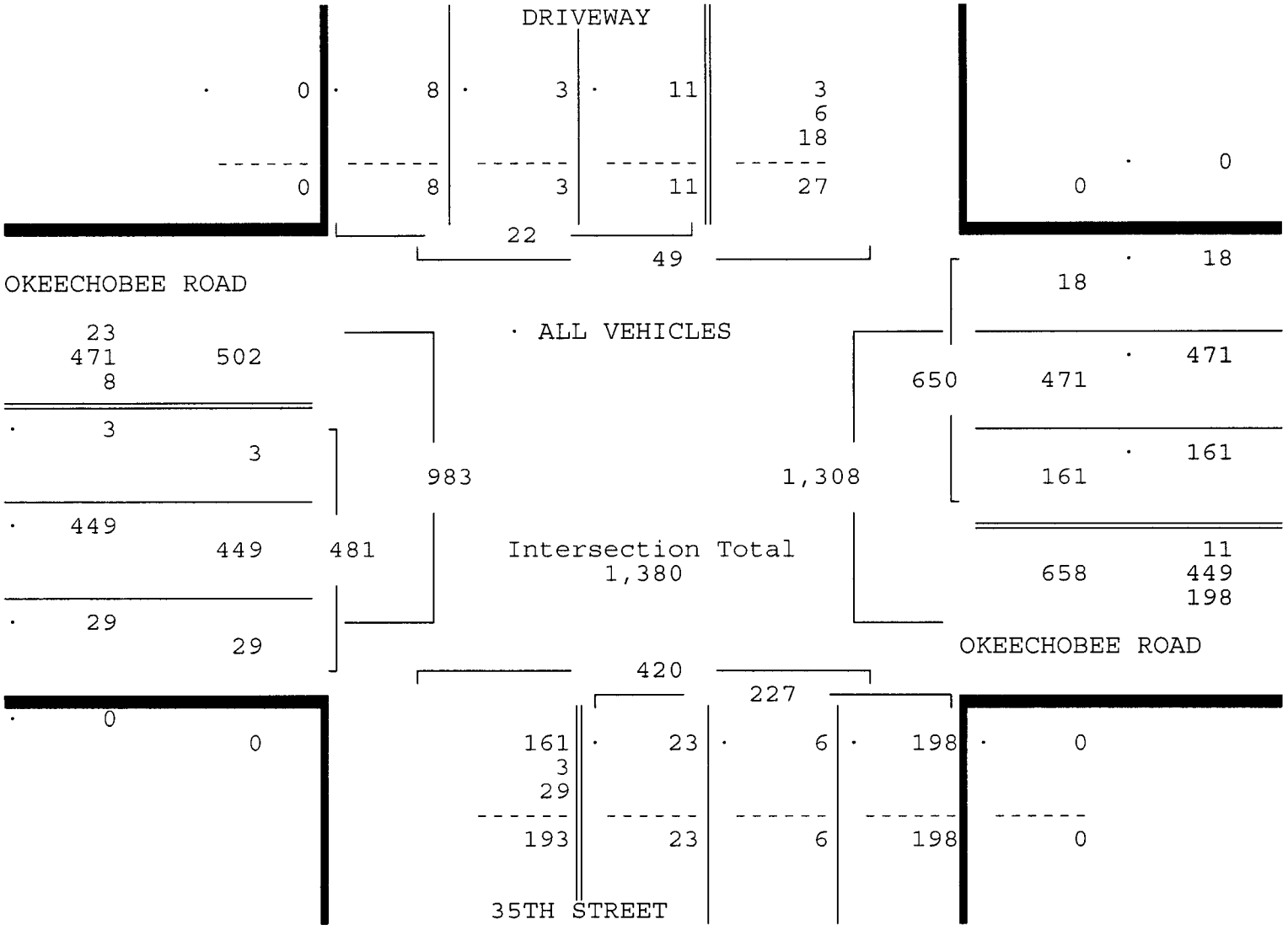
ALL VEHICLES

	DRIVEWAY From North				OKEECHOBEE ROAD From East				35TH STREET From South				OKEECHOBEE ROAD From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 04/03/19																	
Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 04/03/19																	
Peak start	17:00				17:00				17:00				17:00				
Volume	0	11	3	8	0	161	471	18	0	23	6	198	0	3	449	29	
Percent	0%	50%	14%	36%	0%	25%	72%	3%	0%	10%	3%	87%	0%	1%	93%	6%	
Pk total	22				650				227				481				
Highest	17:00				17:00				17:00				17:30				
Volume	0	3	1	3	0	44	139	2	0	5	5	65	0	1	123	7	
Hi total	7				185				75				131				
PHF	.79				.88				.76				.92				



TRAFFIC SURVEY SPECIALISTS, INC.

OKEECHOBEE ROAD & 35TH STREET
FT PIERCE, FLORIDA
COUNTED BY: LUIS PALOMINO
NOT SIGNALIZED

85 SE 4TH AVENUE, UNIT 109
DELRAY BEACH, FLORIDA
PHONE (561)272-3255

Site Code : 00190070
Start Date: 04/03/19
File I.D. : OKEE35ST
Page : 1

PEDESTRIANS & BIKES

	DRIVEWAY From North				OKEECHOBEE ROAD From East				35TH STREET From South				OKEECHOBEE ROAD From West				
	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Total
Date 04/03/19																	
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	2
07:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
07:45	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Hr Total	0	4	0	0	0	0	0	0	0	0	0	1	0	0	0	0	5
08:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
08:15	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	2
08:30	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	2
08:45	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
Hr Total	0	2	0	0	0	0	0	4	0	0	0	0	0	0	0	0	6
* BREAK *																	
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
16:45	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
Hr Total	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	2
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	2
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
Hr Total	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	3
TOTAL	0	7	0	0	0	0	0	8	0	0	0	1	0	0	0	0	16

TRAFFIC SURVEY SPECIALISTS, INC.

VIRGINIA AVENUE & 35TH STREET
FT PIERCE, FLORIDA
COUNTED BY: SEBASTIAN SALVO (V)
SIGNALIZED

85 SE 4TH AVENUE, UNIT 109
DELRAY BEACH, FLORIDA
PHONE (561)272-3255

Site Code : 00190070
Start Date: 04/03/19
File I.D. : VIRG35ST
Page : 1

ALL VEHICLES

	35TH STREET From North				VIRGINIA AVENUE From East				35TH STREET From South				VIRGINIA AVENUE From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 04/03/19																	
07:00	0	7	29	2	0	13	96	11	0	4	13	2	2	7	115	11	312
07:15	0	9	32	3	0	8	115	10	0	9	34	6	1	9	133	27	396
07:30	0	9	24	7	1	19	120	16	0	12	38	13	0	19	178	41	497
07:45	0	21	49	9	0	27	123	19	0	12	44	8	3	21	239	52	627
Hr Total	0	46	134	21	1	67	454	56	0	37	129	29	6	56	665	131	1832
08:00	0	15	34	15	0	19	105	17	0	6	44	12	0	21	217	18	523
08:15	0	16	31	6	0	18	111	14	0	11	24	11	1	15	197	25	480
08:30	0	11	36	7	0	13	129	12	0	15	26	9	2	12	186	26	484
08:45	0	7	31	8	0	22	126	6	0	8	22	13	1	10	188	30	472
Hr Total	0	49	132	36	0	72	471	49	0	40	116	45	4	58	788	99	1959
---------- * BREAK * ----------																	
16:00	0	13	27	7	0	17	200	12	0	30	25	14	3	19	169	23	559
16:15	0	15	26	3	0	14	191	19	0	21	30	23	1	17	205	13	578
16:30	0	7	32	3	2	25	183	16	0	22	26	29	3	10	180	35	573
16:45	0	16	30	4	0	19	210	8	0	30	26	34	5	12	196	34	624
Hr Total	0	51	115	17	2	75	784	55	0	103	107	100	12	58	750	105	2334
17:00	0	18	51	5	0	29	246	21	0	44	56	34	4	18	207	45	778
17:15	0	16	60	8	1	51	180	20	0	26	39	19	1	15	185	55	676
17:30	0	12	41	3	0	43	191	21	0	38	50	28	1	21	220	57	726
17:45	0	11	33	8	0	32	152	13	0	34	28	18	3	21	169	51	573
Hr Total	0	57	185	24	1	155	769	75	0	142	173	99	9	75	781	208	2753
TOTAL	0	203	566	98	4	369	2478	235	0	322	525	273	31	247	2984	543	8878

TRAFFIC SURVEY SPECIALISTS, INC.

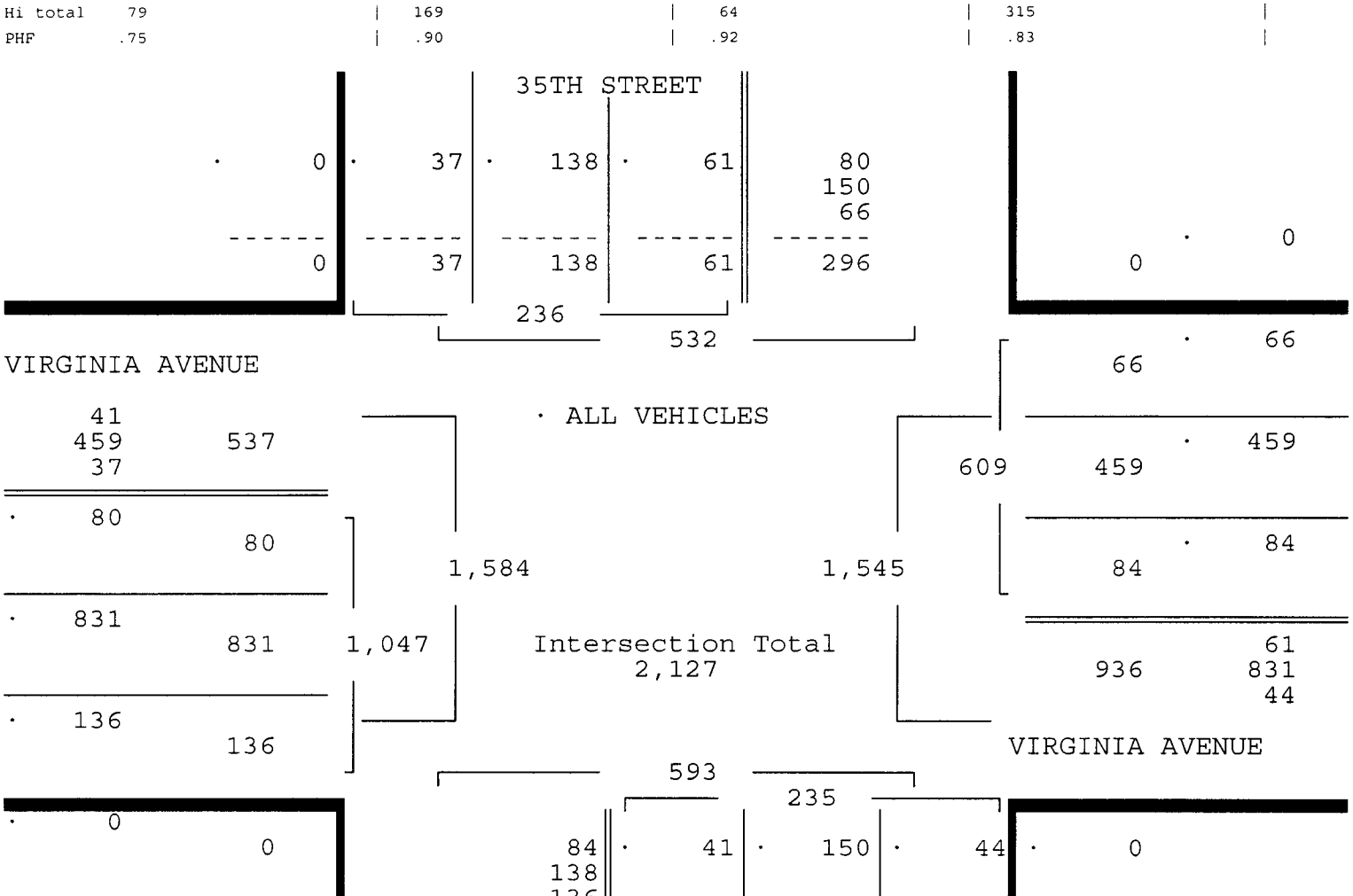
VIRGINIA AVENUE & 35TH STREET
FT PIERCE, FLORIDA
COUNTED BY: SEBASTIAN SALVO (V)
SIGNALIZED

85 SE 4TH AVENUE, UNIT 109
DELRAY BEACH, FLORIDA
PHONE (561)272-3255

Site Code : 00190070
Start Date: 04/03/19
File I.D. : VIRG35ST

ALL VEHICLES

	35TH STREET From North				VIRGINIA AVENUE From East				35TH STREET From South				VIRGINIA AVENUE From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 04/03/19																	
Peak Hour Analysis By Entire Intersection for the Period: 07:00 to 09:00 on 04/03/19																	
Peak start	07:30				07:30				07:30				07:30				
Volume	0	61	138	37	1	83	459	66	0	41	150	44	4	76	831	136	
Percent	0%	26%	58%	16%	0%	14%	75%	11%	0%	17%	64%	19%	0%	7%	79%	13%	
Pk total	236				609				235				1047				
Highest	07:45				07:45				07:45				07:45				
Volume	0	21	49	9	0	27	123	19	0	12	44	8	3	21	239	52	
Hi total	79				169				64				315				
PHF	.75				.90				.92				.83				



TRAFFIC SURVEY SPECIALISTS, INC.

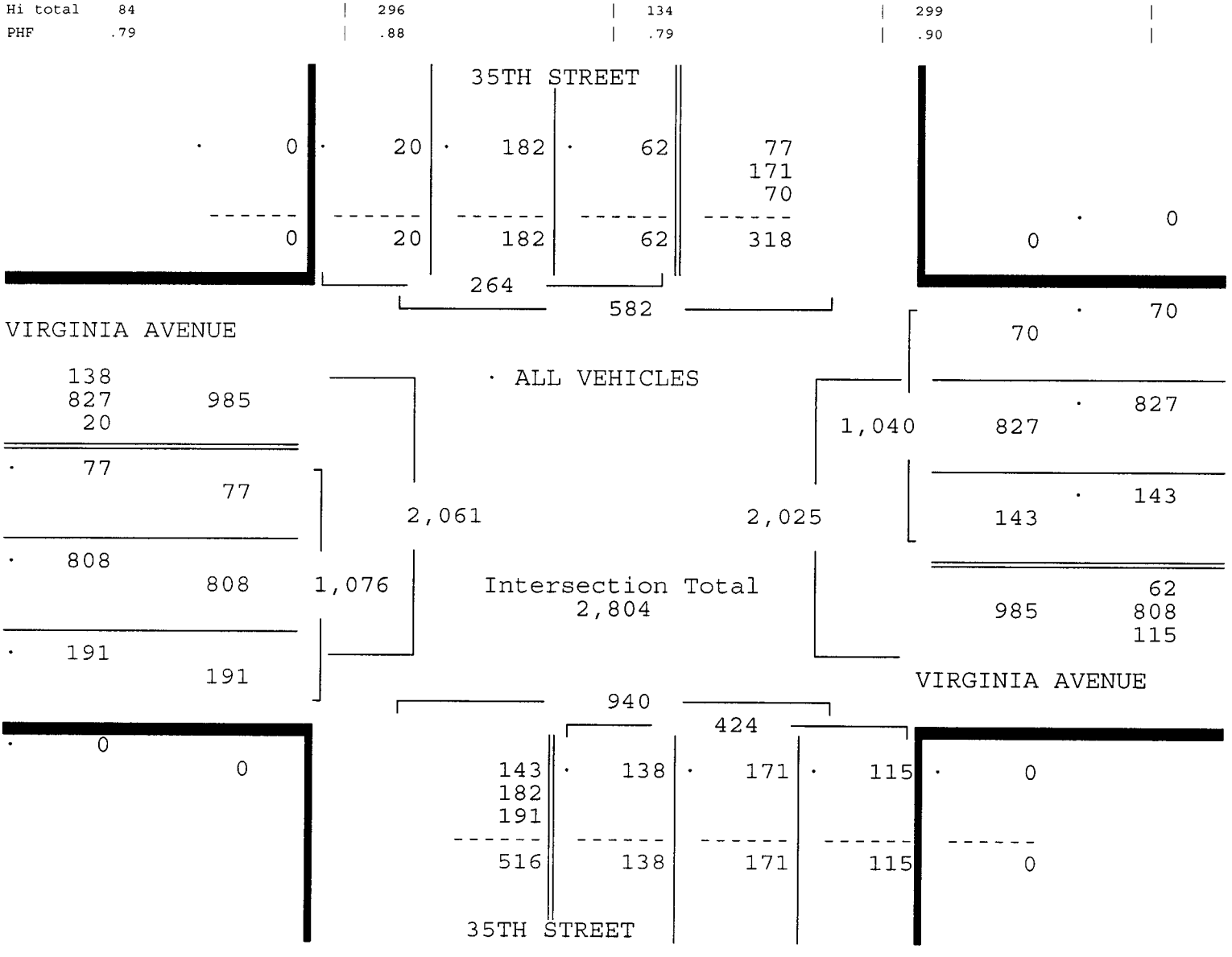
VIRGINIA AVENUE & 35TH STREET
FT PIERCE, FLORIDA
COUNTED BY: SEBASTIAN SALVO (V)
SIGNALIZED

85 SE 4TH AVENUE, UNIT 109
DELRAY BEACH, FLORIDA
PHONE (561)272-3255

Site Code : 00190070
Start Date: 04/03/19
File I.D. : VIRG35ST

ALL VEHICLES

	35TH STREET From North				VIRGINIA AVENUE From East				35TH STREET From South				VIRGINIA AVENUE From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 04/03/19																	
Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 04/03/19																	
Peak start	16:45				16:45				16:45				16:45				
Volume	0	62	182	20	1	142	827	70	0	138	171	115	11	66	808	191	
Percent	0%	23%	69%	8%	0%	14%	80%	7%	0%	33%	40%	27%	1%	6%	75%	18%	
Pk total	264				1040				424				1076				
Highest	17:15				17:00				17:00				17:30				
Volume	0	16	60	8	0	29	246	21	0	44	56	34	1	21	220	57	
Hi total	84				296				134				299				
PHF	.79				.88				.79				.90				



TRAFFIC SURVEY SPECIALISTS, INC.

VIRGINIA AVENUE & 35TH STREET
FT PIERCE, FLORIDA
COUNTED BY: SEBASTIAN SALVO (V)
SIGNALIZED

85 SE 4TH AVENUE, UNIT 109
DELRAY BEACH, FLORIDA
PHONE (561)272-3255

Site Code : 00190070
Start Date: 04/03/19
File I.D. : VIRG35ST
Page : 1

PEDESTRIANS & BIKES

	35TH STREET From North				VIRGINIA AVENUE From East				35TH STREET From South				VIRGINIA AVENUE From West				
	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Total
Date 04/03/19																	
07:00	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
07:15	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
Hr Total	0	0	0	0	0	0	0	1	0	2	0	0	0	0	0	0	3
08:00	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	3
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	0	0	0	0	0	0	0	1	0	0	0	2	0	0	0	1	4
---------- * BREAK * ----------																	
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
16:15	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
16:30	0	0	0	1	0	0	0	1	0	1	0	0	0	0	0	0	3
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	0	0	0	1	0	0	0	1	0	1	0	1	0	1	0	0	5
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	2
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	2
Hr Total	0	0	0	0	0	0	0	2	0	1	0	0	0	1	0	0	4
TOTAL	0	0	0	1	0	0	0	5	0	4	0	3	0	2	0	1	16

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Turn Count Summary

Location: **Sarasota Ave at 35th Street,**
GPS Coordinates:
Date: **2019-10-24**
Day of week: **Thursday**
Weather:
Analyst:

Total vehicle traffic

Interval starts	SouthBound			Westbound			Northbound			Eastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
16:00	1	43	0	8	0	1	0	53	8	0	0	0	114
16:15	1	37	0	3	0	0	0	52	3	0	0	0	96
16:30	2	39	1	9	0	0	0	63	8	0	0	0	122
16:45	1	48	1	10	0	0	0	51	19	0	0	0	130
17:00	2	45	0	7	0	0	0	59	4	0	0	0	117
17:15	1	46	0	8	0	0	0	48	10	0	0	0	113
17:30	0	50	1	6	0	0	0	43	4	0	0	0	104
17:45	0	39	0	10	0	1	0	45	3	0	0	0	98
18:00	0	1	0	0	0	0	0	0	0	0	0	0	1

Car traffic

Interval starts	SouthBound			Westbound			Northbound			Eastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
16:00	1	43	0	8	0	1	0	53	8	0	0	0	114
16:15	1	37	0	3	0	0	0	52	3	0	0	0	96
16:30	2	39	1	9	0	0	0	63	8	0	0	0	122
16:45	1	48	1	10	0	0	0	51	19	0	0	0	130
17:00	2	45	0	7	0	0	0	59	4	0	0	0	117
17:15	1	46	0	8	0	0	0	48	10	0	0	0	113
17:30	0	50	1	6	0	0	0	43	4	0	0	0	104
17:45	0	39	0	10	0	1	0	45	3	0	0	0	98
18:00	0	1	0	0	0	0	0	0	0	0	0	0	1

Pedestrian volumes

Interval starts	NE			NW			SW			SE			Total
	Left	Right	Total	Left	Right	Total	Left	Right	Total	Left	Right	Total	
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	2	2	2
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	1	0	1	0	0	0	0	0	0	0	0	0	1
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0

Intersection Peak Hour

16:30 - 17:30

	SouthBound			Westbound			Northbound			Eastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Vehicle Total	6	178	2	34	0	0	0	221	41	0	0	0	482
Factor	0.75	0.93	0.50	0.85	0.00	0.00	0.00	0.88	0.54	0.00	0.00	0.00	0.93
Approach Factor	0.93			0.85			0.92			0.00			

Peak Hour Vehicle Summary

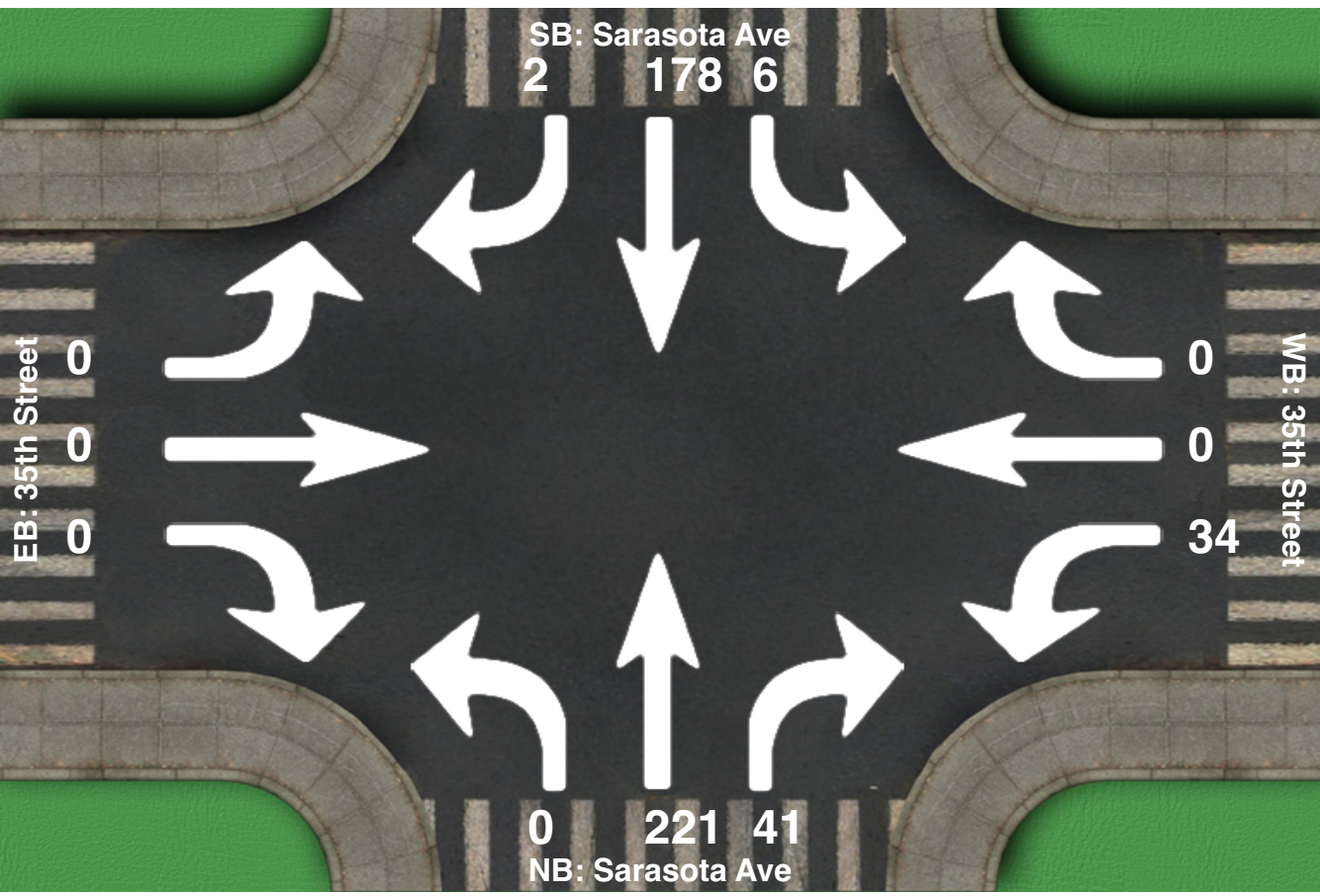
Vehicle	SouthBound			Westbound			Northbound			Eastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Car	6	178	2	34	0	0	0	221	41	0	0	0	482

Peak Hour Pedestrians

	NE			NW			SW			SE			Total
	Left	Right	Total	Left	Right	Total	Left	Right	Total	Left	Right	Total	
Pedestrians	1	0	1	0	0	0	0	0	0	0	0	0	1

Intersection Peak Hour

Location: Sarasota Ave at 35th Street,
GPS Coordinates:
Date: 2019-10-24
Day of week: Thursday
Weather:
Analyst:



Intersection Peak Hour

16:30 - 17:30

	SouthBound			Westbound			Northbound			Eastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Vehicle Total	6	178	2	34	0	0	0	221	41	0	0	0	482
Factor	0.75	0.93	0.50	0.85	0.00	0.00	0.00	0.88	0.54	0.00	0.00	0.00	0.93
Approach Factor	0.93			0.85			0.92			0.00			

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Turn Count Summary

Location: 35th Street at Sarasota,
GPS Coordinates:
Date: 2019-10-24
Day of week: Thursday
Weather:
Analyst: KHA

Total vehicle traffic

Interval starts	SouthBound			Westbound			Northbound			Eastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
07:00	0	38	1	2	0	1	0	30	2	0	0	0	74
07:15	0	41	0	4	0	0	0	34	3	0	0	0	82
07:30	0	38	0	9	0	0	0	54	12	0	0	0	113
07:45	1	61	0	5	0	1	0	66	11	0	0	0	145
08:00	0	62	0	21	0	0	0	58	16	0	0	0	157
08:15	0	40	0	19	0	3	0	38	17	0	0	0	117
08:30	0	39	1	9	0	0	0	43	11	0	0	0	103
08:45	0	27	0	5	0	0	0	40	1	0	0	0	73

Car traffic

Interval starts	SouthBound			Westbound			Northbound			Eastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
07:00	0	38	1	2	0	1	0	30	2	0	0	0	74
07:15	0	41	0	4	0	0	0	34	3	0	0	0	82
07:30	0	38	0	9	0	0	0	54	12	0	0	0	113
07:45	1	61	0	5	0	1	0	66	11	0	0	0	145
08:00	0	62	0	21	0	0	0	58	16	0	0	0	157
08:15	0	40	0	19	0	3	0	38	17	0	0	0	117
08:30	0	39	1	9	0	0	0	43	11	0	0	0	103
08:45	0	27	0	5	0	0	0	40	1	0	0	0	73

Pedestrian volumes

Interval starts	NE			NW			SW			SE			Total
	Left	Right	Total	Left	Right	Total	Left	Right	Total	Left	Right	Total	
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	2	0	2	0	0	0	0	0	0	0	0	0	2
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0

Intersection Peak Hour

07:30 - 08:30

	SouthBound			Westbound			Northbound			Eastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Vehicle Total	1	201	0	54	0	4	0	216	56	0	0	0	532
Factor	0.25	0.81	0.00	0.64	0.00	0.33	0.00	0.82	0.82	0.00	0.00	0.00	0.85
Approach Factor	0.81			0.66			0.88			0.00			

Peak Hour Vehicle Summary

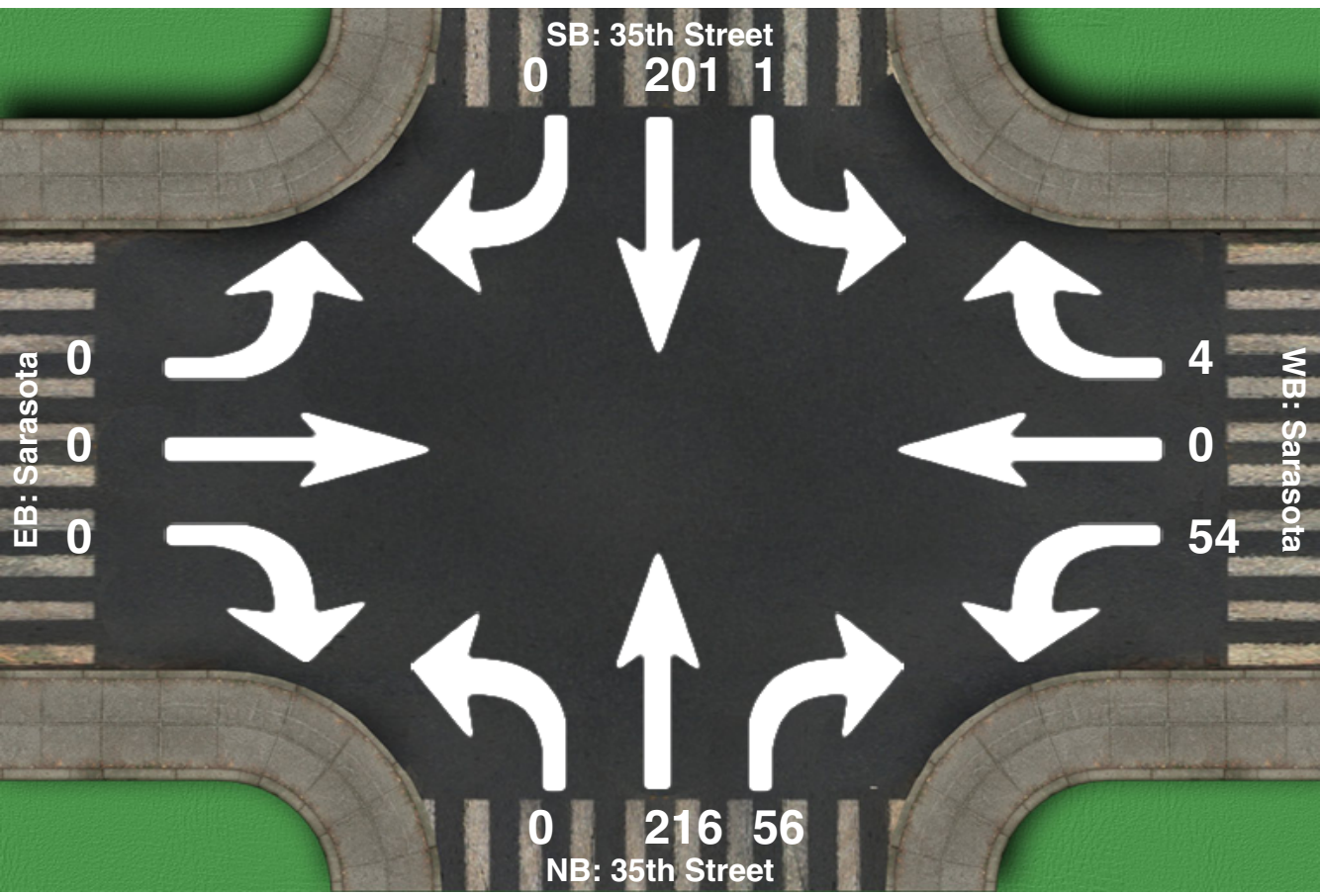
Vehicle	SouthBound			Westbound			Northbound			Eastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Car	1	201	0	54	0	4	0	216	56	0	0	0	532

Peak Hour Pedestrians

	NE			NW			SW			SE			Total
	Left	Right	Total	Left	Right	Total	Left	Right	Total	Left	Right	Total	
Pedestrians	2	0	2	0	0	0	0	0	0	0	0	0	2

Intersection Peak Hour

Location: 35th Street at Sarasota,
GPS Coordinates:
Date: 2019-10-24
Day of week: Thursday
Weather:
Analyst: KHA



Intersection Peak Hour

07:30 - 08:30

	SouthBound			Westbound			Northbound			Eastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Vehicle Total	1	201	0	54	0	4	0	216	56	0	0	0	532
Factor	0.25	0.81	0.00	0.64	0.00	0.33	0.00	0.82	0.82	0.00	0.00	0.00	0.85
Approach Factor	0.81			0.66			0.88			0.00			

Okeechobee Road & S 37th Street (October 24, 2019)

Time	Eastbound		Westbound		Northbound	Southbound			Total
	EBL	EBU	WBL	WBU	NBR	SBL	SBT	SBR	
7:00	3					4		2	9
7:15	2					2		2	6
7:30	1					3		1	5
7:45	5					10		0	15
8:00	4					9		2	15
8:15	0					2		1	3
8:30	3				1	5		1	10
8:45	1					3		2	6
Peak Hour 7:45 - 8:45	12			0	1	26	0	4	43

Time	Eastbound		Westbound		Northbound	Southbound			Total
	EBL	EBU	WBL	WBU	NBR	SBL	SBT	SBR	
4:00	2					7		2	11
4:15	2	2				1		2	7
4:30	1			1		5		1	8
4:45	2		1			9		3	15
5:00	5					6		5	16
5:15	2	1				6		1	10
5:30	0					1		1	2
5:45	2								2
Peak Hour 4:30 - 5:30	10	1	1	1	0	26	0	10	49

St. Lucie Transportation Planning Organization

Coco Vista Centre
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Port St. Lucie, FL 34953
772-462-1593 www.stlucietpo.org

Traffic Counts and Level of Service Report
Fall 2018

Roadway Name	Location	STATION ID	AADT	Last Count Year	Pk Hr Service Capacity	AM Pk Hr Pk Dir			PM Pk Hr Pk Dir		
						Volume	LOS	V/C	Volume	LOS	V/C
25TH ST	EDWARDS RD to CORTEZ BLVD	940021	23,000	2017	2,000	971	C	0.508	1,159	C	0.607
25TH ST	CORTEZ BLVD to VIRGINIA AVE	529	23,000	2019	2,000	1,341	C	0.702	1,410	C	0.738
25TH ST	VIRIGINIA AVE to NEBRASKA AVE	940015	20,500	2017	2,000	930	C	0.487	904	C	0.473
25TH ST	NEBRASKA AVE to OKEECHOBEE RD	940015	20,500	2017	2,000	930	C	0.487	904	C	0.473
25TH ST	OKEECHOBEE RD to DELAWARE AVE	609	20,187	2017	1,630	1,037	D	0.636	985	D	0.604
25TH ST	DELAWARE AVE to ORANGE AVE	940014	21,000	2017	1,630	837	D	0.513	913	D	0.560
25TH ST	ORANGE AVE to AVENUE D	610	13,583	2016	1,630	588	C	0.805	577	C	0.790
25TH ST	AVENUE D to AVENUE Q	940050	19,900	2017	1,630	759	D	0.466	791	D	0.485
25TH ST	AVENUE Q to JUANITA AVE	945152	14,300	2017	2,000	565	C	0.296	722	C	0.378
25TH ST	JUANITA AVE to ST LUCIE BLVD	940791	0	2013	2,100	No Data	No Data	No Data	No Data	No Data	No Data
25TH ST	ST LUCIE BLVD to US 1	945165	7,300	2017	2,100	387	C	0.193	393	C	0.196
33RD ST	OKEECHOBEE RD to DELAWARE AVE	611	5,700	2016	750	333	C	0.900	273	C	0.738
33RD ST	DELAWARE AVE to ORANGE AVE	948507	5,500	2017	790	No Data	No Data	No Data	No Data	No Data	No Data
35TH ST	KIRBY LOOP RD to CORTEZ BLVD	612	6,983	2016	540	557	E	0.960	417	D	0.772
35TH ST	CORTEZ BLVD to VIRGINIA AVE	612	6,983	2016	790	557	D	0.705	417	D	0.528
35TH ST	VIRGINIA AVE to OKEECHOBEE RD	613	4,533	2016	750	275	C	0.743	276	C	0.746
53RD ST	ANGLE RD to JUANITA AVE	614	2,700	2016	540	144	C	0.533	159	C	0.589
AE BACKUS AVE	7TH ST to US 1	632	1,000	2017	750	68	C	0.184	78	C	0.211
AIROSO BLVD	PORT ST LUCIE BLVD to CROSSTOWN PKWY	303	18,227	2017	2,100	1,188	C	0.591	986	C	0.491
AIROSO BLVD	CROSSTOWN PKWY to PRIMA VISTA BLVD	243	15,626	2017	2,100	779	C	0.388	797	C	0.397
AIROSO BLVD	PRIMA VISTA BLVD to FLORESTA DR	101	14,057	2017	2,000	736	C	0.385	745	C	0.390
AIROSO BLVD	FLORESTA DR to ST JAMES DR	301	21,206	2017	2,100	1,167	C	0.581	1,067	C	0.531
ANGLE RD	ORANGE AVE to AVENUE D	100	8,183	2017	790	441	D	0.558	419	D	0.530
ANGLE RD	AVENUE D to AVENUE Q	100	8,183	2017	540	441	D	0.817	419	D	0.776
ANGLE RD	AVENUE Q to 53RD ST	615	6,617	2016	600	382	D	0.637	324	D	0.540

* Note: A six digit number in the "STATION ID" column identifies segment counted by FDOT

* Volumes shown were adjusted using FDOT Seasonal Factors

* AADT = Annual Average Daily Traffic (volumes for both directions where applicable)

*** Counts with an ID format of 6 digits have data extracted from FDOT count stations. AADT was extracted from the FDOT AADT Report and peak hour data was extracted from the station synopsis report. Peak hour data is raw data from the report with no additional factors applied.**

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Traffic Counts and Level of Service Report
Fall 2018

Roadway Name	Location	STATION ID	AADT	Last Count Year	Pk Hr Service Capacity	AM Pk Hr Pk Dir			PM Pk Hr Pk Dir		
						Volume	LOS	V/C	Volume	LOS	V/C
MORNINGSIDE BLVD	WESTMORELAND BLVD to PORT ST LUCIE BLVD	333	2,730	2017	920	164	C	0.189	157	C	0.180
MORNINGSIDE BLVD	PORT ST LUCIE BLVD to LYNGATE DR	331	4,620	2016	880	314	C	0.378	301	C	0.363
NEBRASKA AVE	25TH ST to 13TH ST	684	3,800	2017	1,710	236	C	0.306	199	C	0.258
OAKRIDGE DR	MOUNTWELL ST to OAKLYN ST	621	7,217	2016	700	385	C	0.583	336	C	0.509
OHIO AVE	SUNRISE BLVD to COLONIAL RD	686	4,100	2017	540	243	C	0.900	237	C	0.878
OHIO AVE	COLONIAL RD to US 1	686	4,100	2017	750	243	C	0.657	237	C	0.641
OKEECHOBEE RD	OKEECHOBEE C.L. to BLUEFIELD RD	687	10,000	2019	1,010	485	B	0.480	486	B	0.481
OKEECHOBEE RD	BLUEFIELD RD to CARLTON RD	687	10,000	2019	1,270	485	B	0.382	486	B	0.383
OKEECHOBEE RD	CARLTON RD to SNEED RD	940039	6,800	2017	1,340	178	B	0.133	203	B	0.151
OKEECHOBEE RD	IDEAL HOLDING RD to HEADER CANAL RD	940039	6,800	2017	1,340	178	B	0.133	203	B	0.151
OKEECHOBEE RD	SNEED RD to IDEAL HOLDING RD	940039	6,800	2017	1,340	178	B	0.133	203	B	0.151
OKEECHOBEE RD	HEADER CANAL RD to MIDWAY RD	940039	6,800	2017	1,740	178	B	0.102	203	B	0.117
OKEECHOBEE RD	MIDWAY RD to SHINN RD	940039	6,800	2017	1,740	178	B	0.102	203	B	0.117
OKEECHOBEE RD	SHINN RD to MCCARTY RD	940195	5,451	2017	1,810	No Data	No Data	No Data	No Data	No Data	No Data
OKEECHOBEE RD	MCCARTY RD to FLORIDA'S TURNPIKE	940025	11,600	2017	1,810	417	B	0.230	502	B	0.277
OKEECHOBEE RD	FLORIDA'S TURNPIKE to KINGS HWY	940025	11,600	2017	2,010	417	C	0.207	502	C	0.250
OKEECHOBEE RD	KINGS HWY to CROSSROADS PKWY	940748	29,500	2017	4,170	1,090	C	0.261	1,102	C	0.264
OKEECHOBEE RD	CROSSROADS PKWY to I-95	940106	33,000	2017	4,170	1,137	C	0.273	1,164	C	0.279
OKEECHOBEE RD	I-95 to JENKINS RD	940029	34,500	2017	4,240	1,810	C	0.434	1,542	C	0.370
OKEECHOBEE RD	JENKINS RD to MCNEIL RD	940029	34,500	2017	4,040	1,810	C	0.456	1,542	C	0.388
OKEECHOBEE RD	MCNEIL RD to VIRGINIA AVE	940742	31,500	2017	3,170	1,365	C	0.442	1,551	C	0.502
OKEECHOBEE RD	VIRGINIA AVE to HARTMAN RD	688	11,500	2016	2,100	631	C	0.314	631	C	0.314
OKEECHOBEE RD	HARTMAN RD to 35TH ST	688	11,500	2016	1,630	631	C	0.864	631	C	0.864
OKEECHOBEE RD	35TH ST to 25TH ST	689	13,083	2016	1,630	724	C	0.992	727	C	0.996
OKEECHOBEE RD	25TH ST to GEORGIA AVE	690	12,083	2016	1,630	719	C	0.985	674	C	0.923

* Note: A six digit number in the "STATION ID" column identifies segment counted by FDOT

* Volumes shown were adjusted using FDOT Seasonal Factors

* AADT = Annual Average Daily Traffic (volumes for both directions where applicable)

*** Counts with an ID format of 6 digits have data extracted from FDOT count stations. AADT was extracted from the FDOT AADT Report and peak hour data was extracted from the station synopsis report. Peak hour data is raw data from the report with no additional factors applied.**

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Traffic Counts and Level of Service Report
Fall 2018

Roadway Name	Location	STATION ID	AADT	Last Count Year	Pk Hr Service Capacity	AM Pk Hr Pk Dir			PM Pk Hr Pk Dir		
						Volume	LOS	V/C	Volume	LOS	V/C
US 1	ST LUCIE BLVD to 25TH ST	940009	18,700	2017	2,100	959	C	0.477	1,149	C	0.572
US 1	25TH ST to INDRIO RD	940009	18,700	2017	2,100	959	C	0.477	1,149	C	0.572
US 1	INDRIO RD to TURNPIKE FEEDER RD	940107	21,200	2017	2,100	970	C	0.483	1,328	C	0.661
US 1	TURNPIKE FEEDER RD to INDIAN RIVER C.L.	940107	21,200	2017	2,100	970	C	0.483	1,328	C	0.661
VETERANS MEMORIAL PKWY	PORT ST LUCIE BLVD to LYNGATE DR	329	18,607	2017	2,100	1,015	C	0.505	1,008	C	0.501
VETERANS MEMORIAL PKWY	LYNGATE DR to US 1	327	14,619	2017	2,100	741	C	0.369	788	C	0.392
VILLAGE GREEN DR	US 1 to WALTON RD	716	9,567	2017	2,100	617	C	0.307	573	C	0.285
VILLAGE GREEN DR	WALTON RD to TIFFANY AVE	717	4,533	2017	920	244	C	0.280	230	C	0.264
VIRGINIA AVE	35TH ST to 25TH ST	940032	20,900	2017	3,020	905	C	0.308	951	C	0.323
VIRGINIA AVE	OKEECHOBEE RD to HARTMAN RD	940030	20,300	2017	3,020	1,077	C	0.366	984	C	0.335
VIRGINIA AVE	HARTMAN RD to 35TH ST	940030	20,300	2017	3,020	1,077	C	0.366	984	C	0.335
VIRGINIA AVE	25TH ST to 13TH ST	940033	22,500	2017	3,020	834	C	0.284	935	C	0.318
VIRGINIA AVE	13TH ST to 11TH ST	940794	26,500	2017	3,020	1,075	C	0.366	1,175	C	0.400
VIRGINIA AVE	11TH ST to SUNRISE BLVD	940794	26,500	2017	3,170	1,075	C	0.348	1,175	C	0.380
VIRGINIA AVE	SUNRISE BLVD to OLEANDER AVE	940792	20,400	2017	3,020	793	C	0.270	865	C	0.294
VIRGINIA AVE	OLEANDER AVE to COLONIAL RD	940034	18,500	2017	3,170	642	C	0.208	854	C	0.276
VIRGINIA AVE	COLONIAL RD to US 1	940034	18,500	2017	3,020	642	C	0.218	854	C	0.290
VILLAGE PKWY	DISCOVERY WAY to TRADITION PKWY	718	10,367	2017	2,650	749	C	0.609	596	C	0.485
VILLAGE PKWY	BECKER RD to DISCOVERY WAY	718	10,367	2017	1,710	749	C	0.973	596	C	0.774
VILLAGE PKWY	TRADITION PKWY to WESTCLIFFE LN	719	20,034	2017	1,710	1,091	D	0.638	1,075	D	0.629
VILLAGE PKWY	WESTCLIFFE LN to CROSSROADS PKWY	720	12,117	2016	1,540	709	D	0.460	706	D	0.458
WALTON RD	US 1 to VILLAGE GREEN DR	330	16,000	2019	1,710	966	D	0.565	888	D	0.519
WALTON RD	VILLAGE GREEN DR to LENNARD RD	328	14,000	2018	1,710	857	D	0.501	812	D	0.475
WALTON RD	LENNARD RD to GREEN RIVER PKWY	326	9,200	2018	880	558	C	0.672	614	C	0.740
WALTON RD	GREEN RIVER PKWY to INDIAN RIVER DR	324	6,400	2018	630	493	C	0.822	510	C	0.850

* Note: A six digit number in the "STATION ID" column identifies segment counted by FDOT

* Volumes shown were adjusted using FDOT Seasonal Factors

* AADT = Annual Average Daily Traffic (volumes for both directions where applicable)

*** Counts with an ID format of 6 digits have data extracted from FDOT count stations. AADT was extracted from the FDOT AADT Report and peak hour data was extracted from the station synopsis report. Peak hour data is raw data from the report with no additional factors applied.**

APPENDIX C: FDOT AADT VOLUMES

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2018 HISTORICAL AADT REPORT

COUNTY: 94 - ST.LUCIE

SITE: 0007 - CR 770/OKEECHOBEE RD. - W. OF 33 AVE. (COUNTY 510)

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2018	17800 C	E 10000	W 7800	9.00	51.30	4.00

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2018 HISTORICAL AADT REPORT

COUNTY: 94 - ST.LUCIE

SITE: 0029 - SR 70 / OKEECHOBEE RD - E OF SR 9/I-95 (COUNTY 29)

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2018	31000 C	E 15000	W 16000	9.00	51.30	4.70
2017	34500 C	E 17500	W 17000	9.00	50.90	12.30
2016	28500 F	E 14000	W 14500	9.00	50.90	12.30
2015	28500 C	E 14000	W 14500	9.00	51.00	12.30
2014	25500 F	E 14000	W 11500	9.00	50.80	4.90
2013	25500 C	E 14000	W 11500	9.00	50.80	4.90
2012	28000 C	E 14000	W 14000	9.00	56.80	4.90
2011	30500 C	E 15500	W 15000	9.00	57.20	10.90
2010	30500 C	E 15500	W 15000	10.32	55.40	10.90
2009	26500 C	E 13000	W 13500	10.27	57.35	10.90
2008	29500 C	E 15500	W 14000	10.45	58.06	6.70
2007	33000 C	E 17000	W 16000	10.31	58.74	5.20
2006	31000 C	E 16000	W 15000	10.73	65.89	16.00
2005	26500 C	E 13500	W 13000	10.80	60.70	16.00
2004	28000 C	E 14000	W 14000	10.30	57.70	16.00
2003	27500 C	E 14000	W 13500	10.20	59.60	4.90

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2018 HISTORICAL AADT REPORT

COUNTY: 94 - ST.LUCIE

SITE: 0030 - SR 70/VIRGINIA AVE - E OF OKEECHOBEE RD (COUNTY 30)

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2018	21500 C	E 11000	W 10500	9.00	51.30	3.60
2017	20300 C	E 10500	W 9800	9.00	50.90	3.60
2016	22500 C	E 12000	W 10500	9.00	50.90	3.60
2015	21000 C	E 11000	W 10000	9.00	51.00	3.30
2014	20400 C	E 10500	W 9900	9.00	50.80	3.90
2013	21000 C	E 10500	W 10500	9.00	50.80	3.90
2012	21000 C	E 10500	W 10500	9.00	56.80	4.50
2011	23500 C	E 11500	W 12000	9.00	57.20	4.50
2010	22000 C	E 11500	W 10500	10.32	55.40	4.50
2009	22000 C	E 11000	W 11000	10.27	57.35	5.20
2007	16900 C	E 8900	W 8000	10.31	58.74	5.20
2006	20500 C	E 11000	W 9500	10.73	65.89	5.00
2005	22000 C	E 11500	W 10500	10.80	60.70	5.00
2004	20300 C	E 10500	W 9800	10.30	57.70	5.00
2003	19800 C	E 10000	W 9800	10.20	59.60	5.00

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2018 HISTORICAL AADT REPORT

COUNTY: 94 - ST.LUCIE

SITE: 0032 - SR 70/VIRGINIA AVE - W OF SR 615/25 ST

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2018	22000 C	E 11000	W 11000	9.00	51.30	6.10
2017	20900 C	E 9900	W 11000	9.00	50.90	4.10
2016	20800 C	E 9800	W 11000	9.00	50.90	4.10
2015	22000 C	E 11000	W 11000	9.00	51.00	4.10
2014	21000 C	E 11000	W 10000	9.00	50.80	4.20
2013	21000 C	E 10500	W 10500	9.00	50.80	3.70
2012	23000 F	E 12000	W 11000	9.00	56.80	4.30
2011	23000 C	E 12000	W 11000	9.00	57.20	5.10
2010	22500 C	E 11500	W 11000	10.32	55.40	5.10
2009	22500 C	E 11500	W 11000	10.27	57.35	5.10
2008	23500 C	E 11500	W 12000	10.45	58.06	4.10
2007	25000 C	E 13000	W 12000	10.31	58.74	4.10
2006	21500 C	E 11500	W 10000	10.73	65.89	4.10
2005	23500 C	E 12000	W 11500	10.80	60.70	6.00
2004	22500 C	E 11500	W 11000	10.30	57.70	6.00
2003	20500 C	E 10500	W 10000	10.20	59.60	2.70

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2018 HISTORICAL AADT REPORT

COUNTY: 94 - ST.LUCIE

SITE: 0033 - SR 70/VIRGINIA AVE - E OF SR 615/25 ST (COUNTY 33)

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2018	22500 C	E 11000	W 11500	9.00	51.30	3.80
2017	22500 C	E 11500	W 11000	9.00	50.90	3.80
2016	22000 C	E 10500	W 11500	9.00	50.90	8.60
2015	22500 C	E 11000	W 11500	9.00	51.00	5.60
2014	21500 C	E 10500	W 11000	9.00	50.80	6.90
2013	21600 C	E 9600	W 12000	9.00	50.80	4.80
2012	22000 C	E 10500	W 11500	9.00	56.80	4.80
2011	23500 C	E 11500	W 12000	9.00	57.20	4.80
2010	24000 C	E 11500	W 12500	10.32	55.40	4.50
2009	23500 C	E 11500	W 12000	10.27	57.35	7.30
2008	24500 C	E 11500	W 13000	10.45	58.06	3.80
2007	27000 C	E 13000	W 14000	10.31	58.74	3.80
2006	25000 C	E 12000	W 13000	10.73	65.89	3.80
2005	26500 C	E 13000	W 13500	10.80	60.70	4.10
2004	25500 C	E 12500	W 13000	10.30	57.70	4.10
2003	26000 C	E 12500	W 13500	10.20	59.60	4.20

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2018 HISTORICAL AADT REPORT

COUNTY: 94 - ST.LUCIE

SITE: 0083 - S 35 ST- NORTH OFARNOLD RD

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2018	10900 C	N 6500	S 4400	9.00	51.30	5.80
2017	8100 V	0	0	9.00	50.90	10.00
2016	8000 R	0	0	9.00	50.90	6.20
2015	7900 T	0	0	9.00	51.00	41.80
2014	7900 S			9.00	50.80	49.50
2013	7900 F	0	0	9.00	50.80	11.90
2012	7900 C	N 0	S 0	9.00	56.80	7.10

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2018 HISTORICAL AADT REPORT

COUNTY: 94 - ST.LUCIE

SITE: 0742 - SR 70/OKEECHOBEE RD - SW OF SR 70/VIRGINIA AVE (COUNTY 742)

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2018	31500 C	E 16500	W 15000	9.00	51.30	4.60
2017	31500 C	E 15500	W 16000	9.00	50.90	12.00
2016	26000 C	E 15500	W 10500	9.00	50.90	12.00
2015	26500 C	E 11500	W 15000	9.00	51.00	12.00
2014	30000 C	E 15000	W 15000	9.00	50.80	6.10
2013	27000 C	E 12500	W 14500	9.00	50.80	3.80
2012	33000 C	E 16500	W 16500	9.00	56.80	3.80
2008	32500 C	E 16500	W 16000	10.45	58.06	6.70
2007	31500 C	E 15000	W 16500	10.31	58.74	7.40
2006	35500 C	E 18500	W 17000	10.73	65.89	5.00
2005	32500 C	E 16500	W 16000	10.80	60.70	5.70
2004	30000 C	E 15500	W 14500	10.30	57.70	5.70
2003	31500 C	E 16500	W 15000	10.20	59.60	5.70

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2018 HISTORICAL AADT REPORT

COUNTY: 94 - ST.LUCIE

SITE: 0792 - SR 70/VIRGINIA AVE - E OF SUNRISE BLVD (COUNTY 792)

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2018	21200 C	E 11500	W 9700	9.00	51.30	4.90
2017	20400 C	E 9900	W 10500	9.00	50.90	4.90
2016	21500 C	E 11500	W 10000	9.00	50.90	4.90
2015	22000 C	E 12000	W 10000	9.00	51.00	3.90
2014	19900 C	E 10500	W 9400	9.00	50.80	5.40
2013	21500 C	E 11500	W 10000	9.00	50.80	4.00
2012	23500 F	E 12500	W 11000	9.00	56.80	4.30
2011	23500 C	E 12500	W 11000	9.00	57.20	6.30
2010	24000 C	E 12500	W 11500	10.32	55.40	6.30
2009	30500 C	E 15500	W 15000	10.27	57.35	6.30
2007	24000 C	E 11000	W 13000	10.31	58.74	9.60
2006	27500 C	E 14000	W 13500	10.73	65.89	9.60
2005	26500 C	E 13500	W 13000	10.80	60.70	5.40
2004	26000 C	E 13000	W 13000	10.30	57.70	5.40
2003	29000 C	E 15000	W 14000	10.20	59.60	5.40

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2018 HISTORICAL AADT REPORT

COUNTY: 94 - ST.LUCIE

SITE: 0794 - SR 70/VIRGINIA AVE - E OF S 13 ST (COUNTY 194)

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2018	24000 C	E 12000	W 12000	9.00	51.30	4.50
2017	26500 C	E 12500	W 14000	9.00	50.90	4.50
2016	24000 C	E 12500	W 11500	9.00	50.90	4.50
2015	24000 C	E 12000	W 12000	9.00	51.00	4.50
2014	22500 C	E 11500	W 11000	9.00	50.80	6.30
2013	23000 C	E 11500	W 11500	9.00	50.80	4.40
2012	25000 F	E 12500	W 12500	9.00	56.80	4.30
2011	25000 C	E 12500	W 12500	9.00	57.20	6.90
2010	25500 C	E 13000	W 12500	10.32	55.40	6.90
2009	34000 C	E 17000	W 17000	10.27	57.35	6.90
2007	29500 C	E 15000	W 14500	10.31	58.74	4.20
2006	29500 C	E 14500	W 15000	10.73	65.89	4.20
2005	30000 C	E 15000	W 15000	10.80	60.70	4.50
2004	29000 C	E 14500	W 14500	10.30	57.70	4.50
2003	29500 C	E 14500	W 15000	10.20	59.60	5.80

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

APPENDIX D: SIGNAL TIMING AND PSCF

City of Fort Pierce Engineering Department

Intersection Timing Sheet

Name **SR-70 at S 35th Street**

Part I — Actuated Timing Information

Non-coordinated Operation

Phase	1	2	3	4	5	6	7	8		
Approach	EBLT	WB		NB	WBLT	EB		SB		
Initial	5	12		7	5	12		7		
Passage	3.0	3.0		3.0	3.0	3.0		3.0		
Max1	15.0	60.0		40.0	20.0	60.0		40.0		
Yellow	4.8	4.8		4.0	4.8	4.8		4.0		
Red	2.0	2.0		2.0	2.0	2.0		2.0		
Walk		5.0		5.0		5.0				
Ped Clear		27.0		32.0		34.0				
Recall		Min				Min				
LT Type	Prot+Perm			Perm	Prot+Perm			Perm		

Part II — Coordinated Timing Information

Pattern Tables

PHASE	1	2	3	4	5	6	7	8	Cycle	Offset
Split Pattern 1	17	73		40	23	67		40	130	1
Split Pattern 2	15	75		40	15	75		40	130	106
Split Pattern 3	15	80		35	17	78		35	130	26
Split Pattern 4	15	60		25	15	60		25	100	82
Split Pattern 5	15	75		30	15	75		30	120	105

Schedule Implementation

Schedule Notes

Day Plan 1 (WEEKDAYS)			Day Plan 2 (WEEKENDS)			Day Plan 3 (Special)		
Start	End	Pattern	Start	End	Pattern			
0:00	6:30	Free	0:00	7:00	Free			
6:30	10:00	1	7:00	10:00	4			
10:00	15:00	2	10:00	18:00	5			
15:00	19:00	3	18:00	21:00	4			
19:00	21:00	4	21:00	0:00	Free			
21:00	0:00	Free						

Part III — Notes and Comments

1. Installed new system and signal timing by AECOM (FDOT Retiming Contract C9O28; FM 230017 7 32 01)

City of Fort Pierce Engineering Department

Intersection Timing Sheet

Name **SR-70 at Okeechobee Road**

Part I — *Actuated Timing Information*

Non-coordinated Operation

Phase	*1*	*2*	*3*	*4*	*5*	*6*	*7*	*8*		
Approach		EB/SBR		WBT						
Initial		12		12						
Passage		5.0		5.0						
Max1		60.0		60.0						
Max2										
Yellow		4.8		4.8						
Red		2.5		2.5						
Walk		5.0								
Ped Clear		9.0								
Recall				Min						
LT Type										

Part II — *Coordinated Timing Information*

Pattern Tables

PHASE	*1*	*2*	*3*	*4*	*5*	*6*	*7*	*8*	*Cycle*	*Offset*
Split Pattern 1		60		70					130	34
Split Pattern 2		65		65					130	22
Split Pattern 3		65		65					130	103
Split Pattern 4		50		50					100	70
Split Pattern 5		55		65					120	80

Schedule Implementation

Schedule Notes

Day Plan 1 (WEEKDAYS)			Day Plan 2 (WEEKENDS)			Day Plan 3 (Special)		
Start	End	Pattern	Start	End	Pattern			
0:00	6:30	Free	0:00	7:00	Free			
6:30	10:00	1	7:00	10:00	4			
10:00	15:00	2	10:00	18:00	5			
15:00	19:00	3	18:00	21:00	4			
19:00	21:00	4	21:00	0:00	Free			
21:00	0:00	Free						

Part III — *Notes and Comments*

1. Installed new system and signal timing by AECOM (FDOT Retiming Contract C9O28; FM 230017 7 32 01)
2. Coord offset reference - Phase 4

2018 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL

CATEGORY: 9401 CEN.-W OF US1 TO I95

MOCF: 0.93

WEEK	DATES	SF	PSCF
1	01/01/2018 - 01/06/2018	1.01	1.09
2	01/07/2018 - 01/13/2018	0.99	1.06
3	01/14/2018 - 01/20/2018	0.96	1.03
* 4	01/21/2018 - 01/27/2018	0.95	1.02
* 5	01/28/2018 - 02/03/2018	0.94	1.01
* 6	02/04/2018 - 02/10/2018	0.93	1.00
* 7	02/11/2018 - 02/17/2018	0.92	0.99
* 8	02/18/2018 - 02/24/2018	0.92	0.99
* 9	02/25/2018 - 03/03/2018	0.92	0.99
*10	03/04/2018 - 03/10/2018	0.92	0.99
*11	03/11/2018 - 03/17/2018	0.92	0.99
*12	03/18/2018 - 03/24/2018	0.93	1.00
*13	03/25/2018 - 03/31/2018	0.94	1.01
*14	04/01/2018 - 04/07/2018	0.94	1.01
*15	04/08/2018 - 04/14/2018	0.95	1.02
*16	04/15/2018 - 04/21/2018	0.96	1.03
17	04/22/2018 - 04/28/2018	0.98	1.05
18	04/29/2018 - 05/05/2018	0.99	1.06
19	05/06/2018 - 05/12/2018	1.01	1.09
20	05/13/2018 - 05/19/2018	1.02	1.10
21	05/20/2018 - 05/26/2018	1.02	1.10
22	05/27/2018 - 06/02/2018	1.02	1.10
23	06/03/2018 - 06/09/2018	1.01	1.09
24	06/10/2018 - 06/16/2018	1.01	1.09
25	06/17/2018 - 06/23/2018	1.02	1.10
26	06/24/2018 - 06/30/2018	1.03	1.11
27	07/01/2018 - 07/07/2018	1.03	1.11
28	07/08/2018 - 07/14/2018	1.04	1.12
29	07/15/2018 - 07/21/2018	1.05	1.13
30	07/22/2018 - 07/28/2018	1.06	1.14
31	07/29/2018 - 08/04/2018	1.06	1.14
32	08/05/2018 - 08/11/2018	1.07	1.15
33	08/12/2018 - 08/18/2018	1.07	1.15
34	08/19/2018 - 08/25/2018	1.08	1.16
35	08/26/2018 - 09/01/2018	1.08	1.16
36	09/02/2018 - 09/08/2018	1.09	1.17
37	09/09/2018 - 09/15/2018	1.09	1.17
38	09/16/2018 - 09/22/2018	1.08	1.16
39	09/23/2018 - 09/29/2018	1.07	1.15
40	09/30/2018 - 10/06/2018	1.05	1.13
41	10/07/2018 - 10/13/2018	1.04	1.12
42	10/14/2018 - 10/20/2018	1.03	1.11
43	10/21/2018 - 10/27/2018	1.03	1.11
44	10/28/2018 - 11/03/2018	1.03	1.11
45	11/04/2018 - 11/10/2018	1.02	1.10
46	11/11/2018 - 11/17/2018	1.02	1.10
47	11/18/2018 - 11/24/2018	1.02	1.10
48	11/25/2018 - 12/01/2018	1.02	1.10
49	12/02/2018 - 12/08/2018	1.01	1.09
50	12/09/2018 - 12/15/2018	1.01	1.09
51	12/16/2018 - 12/22/2018	0.99	1.06
52	12/23/2018 - 12/29/2018	0.98	1.05
53	12/30/2018 - 12/31/2018	0.96	1.03

* PEAK SEASON

APPENDIX E: COMMITTED DEVELOPMENTS

O'ROURKE
ENGINEERING & PLANNING

TRAFFIC ANALYSIS

FOR

Camping World Concurrency

Prepared for:

Mr. Brad Currie
EDC
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Prepared by:

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March 6, 2018
SR18021.0

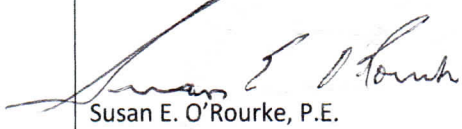
Prepared by: O'Rourke Engineering & Planning Certificate of Authorization: #26869 969 SE Federal Highway, Ste. 402 Stuart, Florida 34994 772-781-7918	Professional Engineer  Susan E. O'Rourke, P.E. Date signed and sealed: 3/06/2018 License #: 42684

Table 1 - Trip Generation

Table 1a- Daily

Description	Land Use Code	Intensity	Units	Daily Trip Generation	Directional Split		Gross Trips			Daily Net Trips		
					In	Out	In	Out	Total	In	Out	Total
Sporting Goods Superstore	861	48,867	SF	T = 28.75(X)	50%	50%	703	702	1405	703	702	1405
Automobile Care Center	942	15,035	SF	T = 16.28(X)	50%	50%	123	122	245	123	122	245
Recreational Vehicle Sales	842	17,750	SF	T = 5.00(X)	50%	50%	45	45	89	45	44	89
Total										**871**	**868**	**1739**

Source: ITE 10th Edition Trip Generation Rates

Table 1b- AM

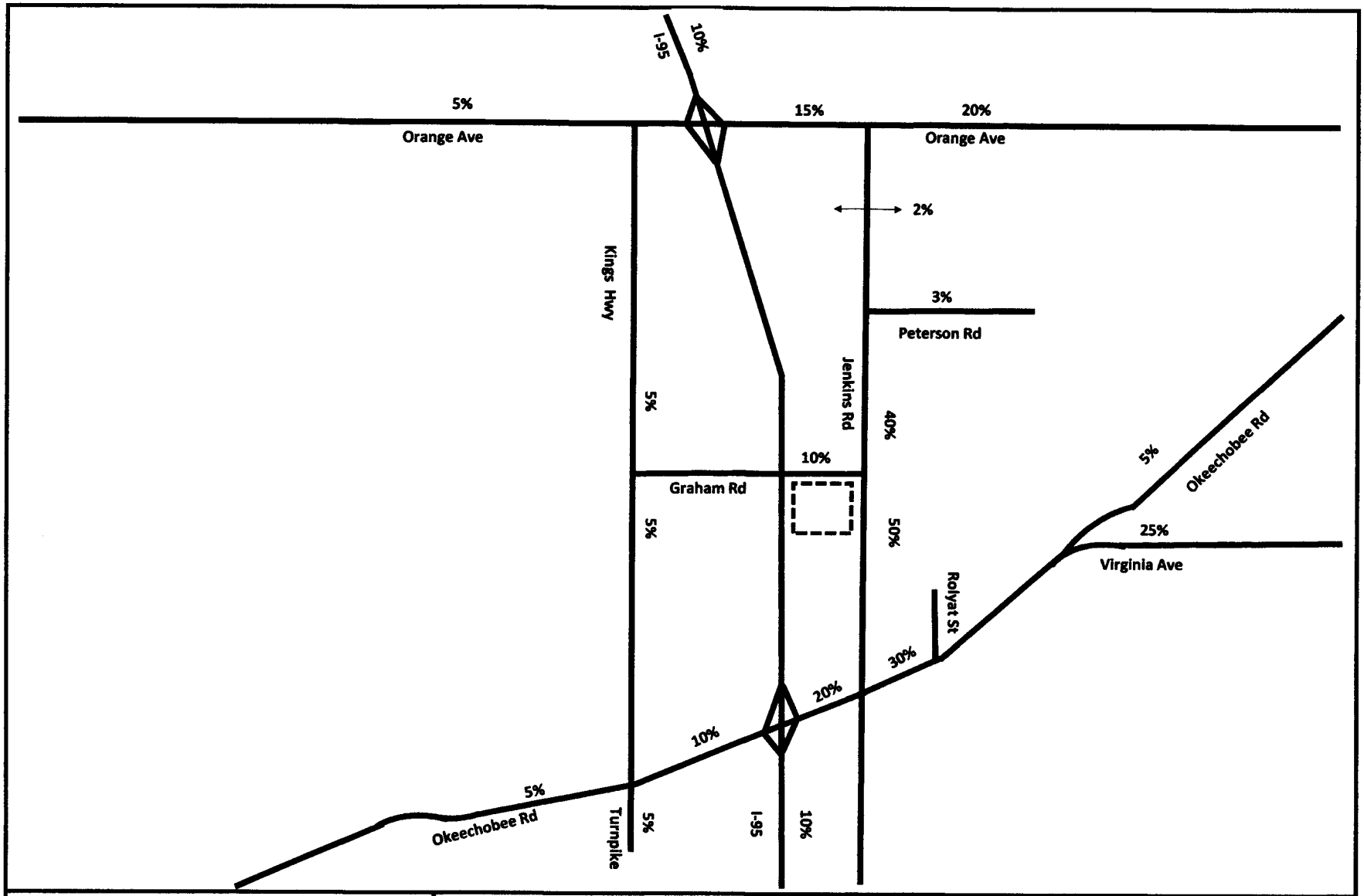
Description	Land Use Code	Intensity	Units	AM Trip Generation	Directional Split		Gross Trips			Net AM Trips		
					In	Out	In	Out	Total	In	Out	Total
Sporting Goods Superstore	861	48,867	SF	T = 0.34(X)	80%	20%	14	3	17	14	3	17
Automobile Care Center	942	15,035	SF	T = 1.96(X)	73%	27%	21	8	29	21	8	29
Recreational Vehicle Sales	842	17,750	SF	T = 0.46(X)	85%	15%	7	1	8	7	1	8
Total										**42**	**12**	**54**

Source: ITE 10th Edition Trip Generation Rates

Table 1c- PM

Description	Land Use Code	Intensity	Units	PM Trip Generation	Directional Split		Gross Trips			Net PM Trips		
					In	Out	In	Out	Total	In	Out	Total
Sporting Goods Superstore	861	48,867	SF	T = 2.02(X)	48%	52%	48	51	99	48	51	99
Automobile Care Center	942	15,035	SF	T = 2.26(X)	40%	60%	14	20	34	14	20	34
Recreational Vehicle Sales	842	17,750	SF	T = 0.77(X)	31%	69%	4	10	14	4	10	14
Total										**66**	**81**	**147**

Source: ITE 10th Edition Trip Generation Rates



NTS

O'ROURKE ENGINEERING & PLANNING

969 SE Federal Hwy, Suite 402
Stuart, Fl, 34994

Job Number: SR18021.0 | Date: 2/20/18

Legend

= Project Location

Figure 2

Percent Assignment

Camping World Concurrency

BENT CREEK
TRAFFIC IMPACT ANALYSIS

Prepared for

LENNAR HOMES

Prepared by

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2324 South Congress Avenue, Suite 1H
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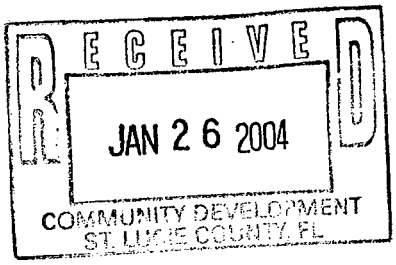


Andrea M. Troutman, P.E.
Florida Registration #45409

#PTC03-135
January 22, 2004

Exhibit 3
Bent Creek
Trip Generation

DAILY

Land Use	ITE Code	Intensity	Trip Generation Rate (1)	Total Trips
Residential Single Family	210	716 Dus	Ln (T) = 0.920Ln (X)+2.707	6,341
TOTALS				6,341

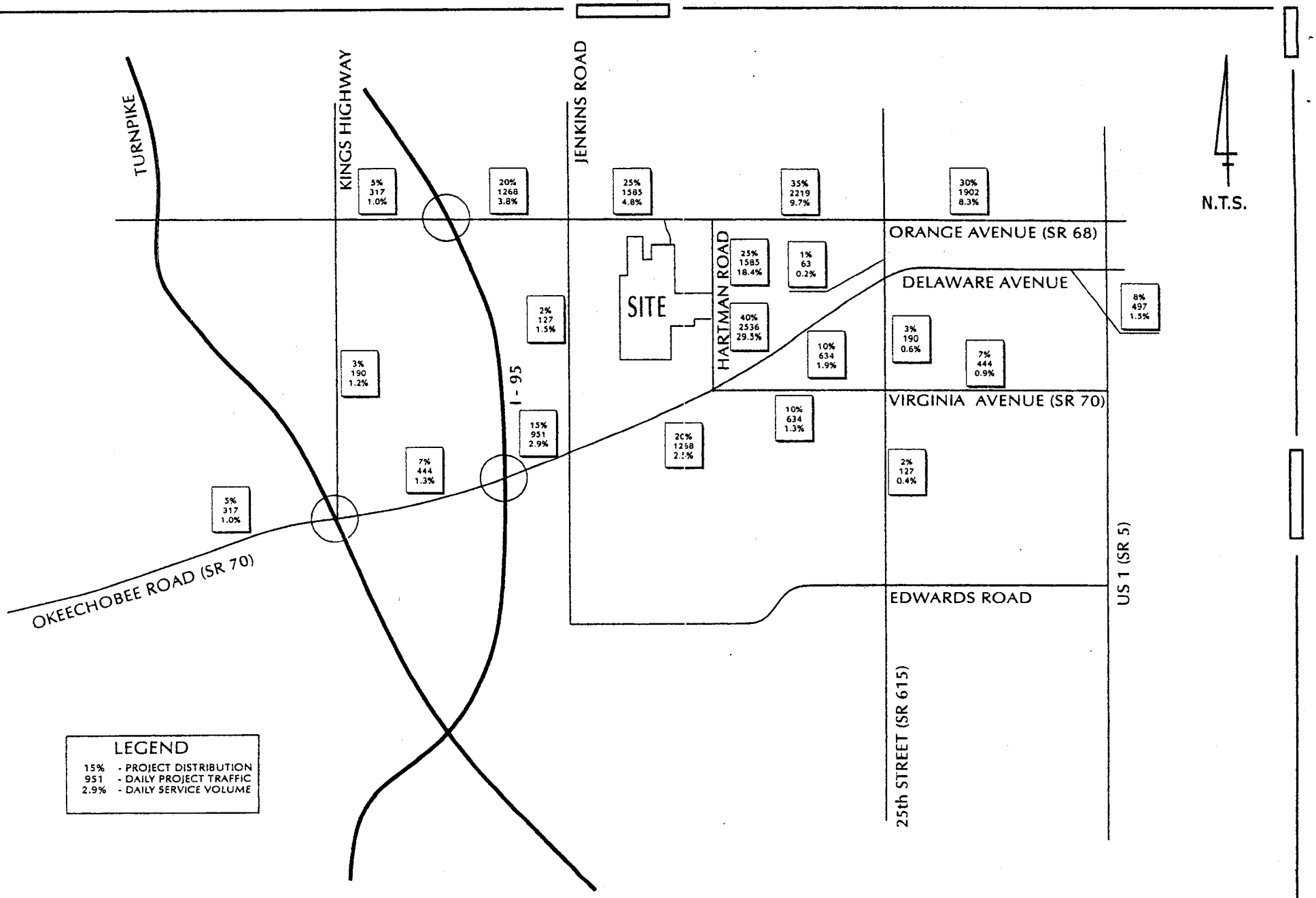
AM Peak Hour Trip Generation

Land Use	ITE Code	Intensity	Trip Generation Rate (1)	Total Trips		
				In	Out	Total
Residential Single Family	210	716 Dus	T=0.700(X)+9.477(25/75)	128	383	511
TOTALS				128	383	511

PM Peak Hour Trip Generation

Land Use	ITE Code	Intensity	Trip Generation Rate (1)	Total Trips		
				In	Out	Total
Residential Single Family	210	716 Dus	Ln (T) = 0.901Ln (X)+0.527(64/36)	405	228	633
TOTALS				405	228	633

(1) Source: Institute of Transportation Engineers (ITE), Trip Generation, 6th Edition.



01/21/04
03-135

BENT CREEK

EXHIBIT 4
PROJECT TRAFFIC ASSIGNMENT

PTC

LBFH Project No. 03-0014

PRELIMINARY TRAFFIC REPORT

FOR THE

TEN MILE ESTATES

Residential Subdivision Project

Site Access

Access to the site will be from Ralls Road. This road is currently a dead-end road connected to Selvitz Road south of Edwards Road and north of Glades Cutoff Road.

Trip Generation and Distribution

Based on the Institute of Transportation Engineer's Trip Generation Manual, 6th Edition and a Land Use Code of 210 for "Single Family Detached Housing", the estimated trips generated for the subject property are slightly over 2,000 trips per day.

When applied to the existing roadway network serving the site via the Metropolitan Planning Organizations (MPO) Spring 2003 counts for the St. Lucie Urban Area the level of service for the network is unchanged.

The roadway links considered in this analysis were:

- Glades Cutoff Road (west of Selvitz Road);
- Edwards Road (west of Selvitz Road)

Summary

In summary, there is no anticipated impacts to the roadway network serving the project as a result of the project. However, we are looking at the possible need for a turn lane on Selvitz Road into the project for safety and sight issues.

Land Use	Intensity	Daily Trips	AM Peak Hour			PM Peak Hour		
			Total	In	Out	Total	In	Out
Commited Carriage Pointe Development								
Single Family Detached	200 DU	2000	148	37	111	198	125	73
Driveway Volumes		2000	148	37	111	198	125	73
Net New External Trips		2000	148	37	111	198	125	73

Land Use	Daily	AM Peak Hour	PM Peak Hour	Pass By
Single Family Detached	10 trips/DU	0.74 trips/DU (25% in, 75% out)	Ln(T) = 0.96*Ln(X)+0.20 (63% in, 37% out)	0.0%

CELEBRATION POINTE (UNITED HOMES)
TRAFFIC IMPACT ANALYSIS

Prepared for

LBFH, INC.

Prepared by

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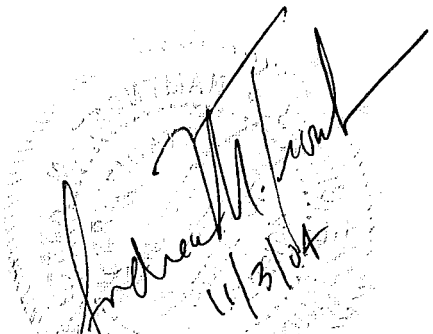


Andrea M. Troutman, P.E.
Florida Registration #45409

#PTC03-254
February 23, 2004
Revised October 22, 2004
Revised November 3, 2004

Exhibit 3
Celebration Pointe (United Homes)
Trip Generation

DAILY

Land Use	ITE Code	Intensity	Trip Generation Rate (1)	Total Trips
Residential-Single	210	318 Dus	9.57 /DU	3,043
Residential-Townhomes	230	437 DUs	5.86 /DU	2,561
TOTALS		755 Dus		5,604

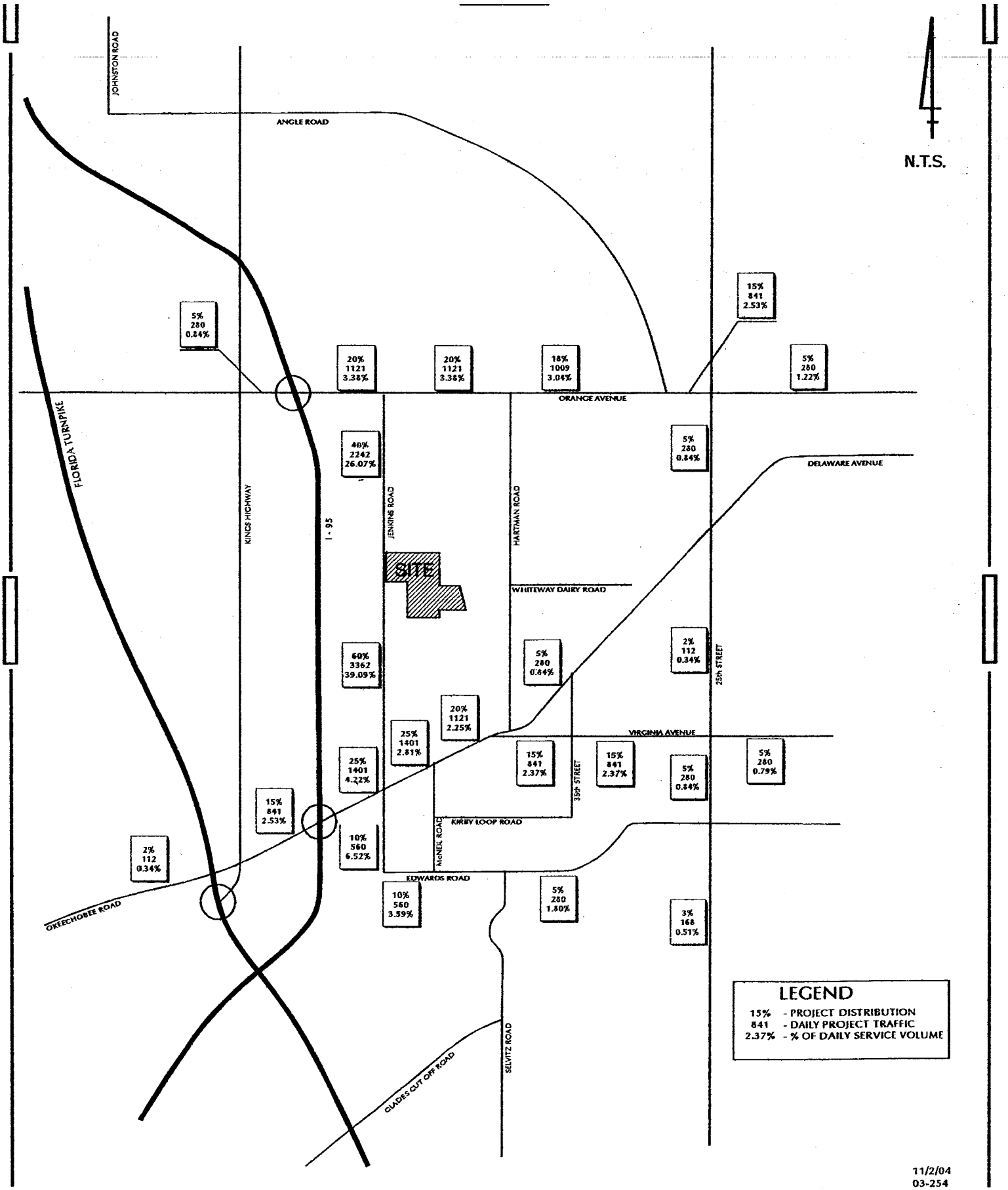
AM Peak Hour

Land Use	ITE Code	Intensity	Trip Generation Rate (1)	Total Trips		
				In	Out	Total
Residential-Single	210	318 Dus	0.75 /DU (25/75)	60	179	239
Residential-Townhomes	230	437 DUs	0.44 /DU(17/83)	33	159	192
TOTALS		755 Dus		93	338	431

PM Peak Hour

Land Use	ITE Code	Intensity	Trip Generation Rate (1)	Total Trips		
				In	Out	Total
Residential-Single	210	318 Dus	1.01 /DU (64/36)	205	116	321
Residential-Townhomes	230	437 DUs	0.54 /DU(67/33)	158	78	236
TOTALS		755 Dus		363	194	557

(1) Source: Institute of Transportation Engineers (ITE), Trip Generation, 6th Edition.



11/2/04
03-254

CELEBRATION POINTE (UNITED HOMES)

EXHIBIT 4 PROJECT TRAFFIC ASSIGNMENT

PTC

SUSAN E. O'ROURKE, P.E., Inc.

Traffic Engineering, Transportation Planning

TRAFFIC ANALYSIS

FOR

53 Acre KOA Campground

Prepared for:

Mr. Brian Bacher
1821 N. US Highway 1
Ft. Pierce, FL 34946

Prepared by:

Susan E. O'Rourke, P.E., Inc.
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772-781-7918

July 14, 2017

SR17062.0

Prepared by: Susan E. O'Rourke, P.E., Inc. Certificate of Authorization: #26869 969 SE Federal Highway, Ste. 402 Stuart, Florida 34994 772-781-7918	Professional Engineer Susan E. O'Rourke, P.E. Date signed and sealed: 07/14/2017 License #: 42684

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Table 1: Project Trip Generation

Daily

Land Use	ITE Code	Intensity	Daily Trip Generation	Directional Split		Gross Trips		
				In	Out	In	Out	Total
Campground/Recreational Vehicle Park	260*	399 Occupied Sites	T = 3.16(X)	50%	50%	631	630	1261
TOTAL						**631**	**630**	**1,261**

* LU Code for Recreational Homes used in absence of daily data for LU Code 416

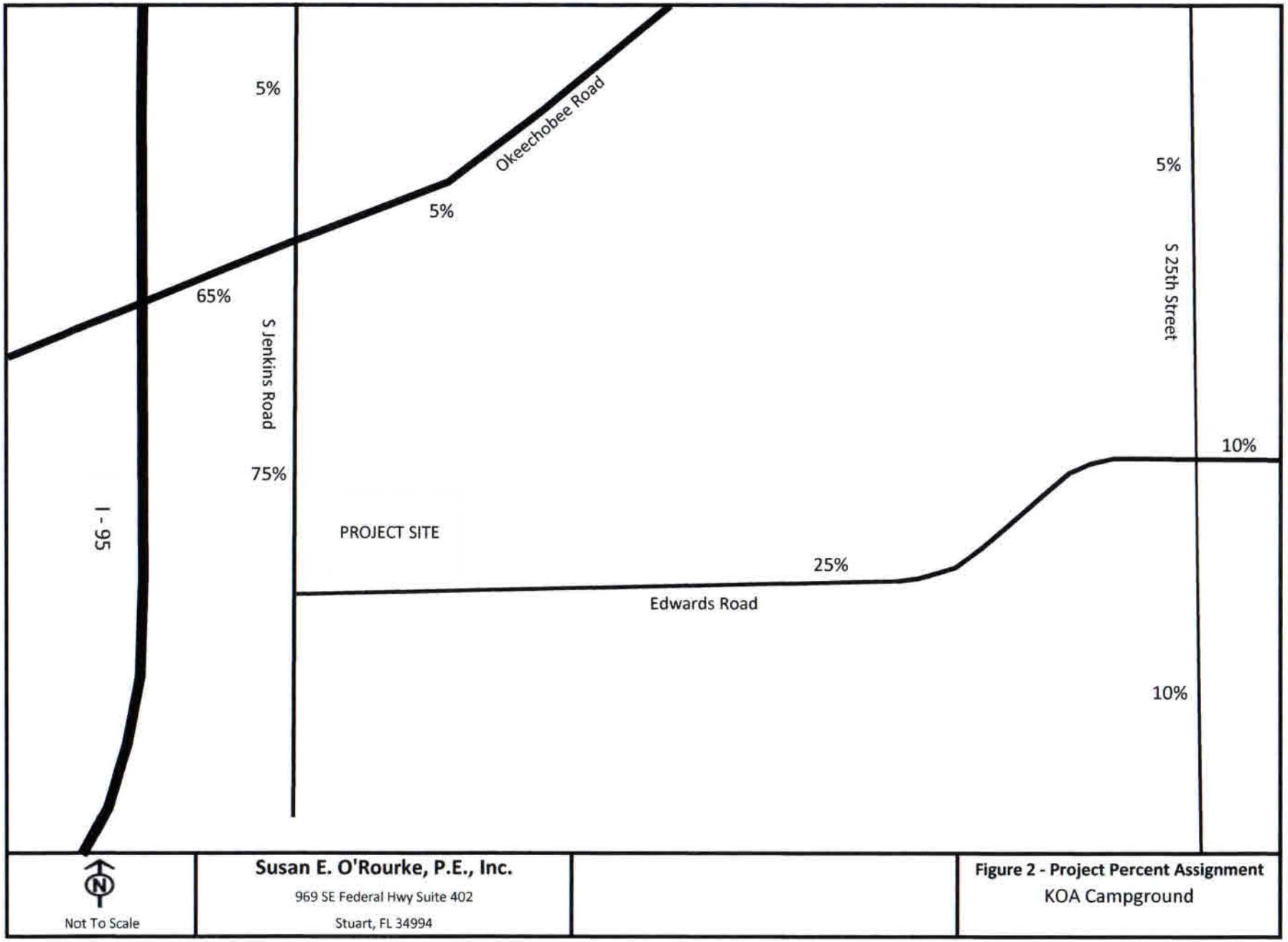
AM

Land Use	ITE Code	Intensity	AM Trip Generation	Directional Split		Gross Trips		
				In	Out	In	Out	Total
Campground/Recreational Vehicle Park	416	399 Occupied Sites	Ln(T) = 0.16 Ln(X) + 2.93	36%	64%	18	31	49
TOTAL						**18**	**31**	**49**

PM

Land Use	ITE Code	Intensity	PM Trip Generation	Directional Split		Gross Trips		
				In	Out	In	Out	Total
Campground/Recreational Vehicle Park	416	399 Occupied Sites	T = .27(X)	65%	35%	70	38	108
TOTAL						**70**	**38**	**108**

Source: ITE Trip Generation 9th Edition


5%
Okeechobee Road
5%
5%
S 25th Street
65%
S Jenkins Road
10%
75%
PROJECT SITE
I - 95
25%
Edwards Road
10%
N
Not To Scale
Susan E. O'Rourke, P.E., Inc.
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Stuart, FL 34994
Figure 2 - Project Percent Assignment
KOA Campground

APPENDIX F: VOLUME DEVELOPMENT SHEETS

VOLUME DEVELOPMENT SHEET
MISTY CREEK PRESERVE
OKEECHOBEE ROAD & VIRIGNIA AVENUE
SIGNALIZED INTERSECTION

Growth Rate =	2.29%	
Peak Season =	1.01	1.01
Buildout Year =	2024	2024
Years =	5	5

AM Peak Hour

	Northbound			Southbound			Eastbound			Westbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
Existing Volume on 04/03/2019	0	0	0	0	389	0	0	477	1,086	0	526	0
Peak Season Volume	0	0	0	0	393	0	0	482	1,097	0	531	0
Growth Rate				1.94%	1.94%	1.94%	0.50%	0.50%	0.50%	3.13%	3.13%	3.13%
Traffic Volume Growth	0	0	0	0	40	0	0	12	28	0	88	0
Committed Celebration Pointe												
Inbound Traffic Assignment					5.0%						15.0%	
Inbound Traffic Volumes					5						15	
Outbound Traffic Assignment								5.0%	15.0%			
Outbound Traffic Volumes								19	56			
Project Traffic	0	0	0	0	5	0	0	19	56	0	15	0
Committed Bent Creek												
Inbound Traffic Assignment					10.0%						10.0%	
Inbound Traffic Volumes					38						38	
Outbound Traffic Assignment								10.0%	10.0%			
Outbound Traffic Volumes								51	51			
Project Traffic	0	0	0	0	38	0	0	51	51	0	38	0
Committed Carriage Pointe												
Inbound Traffic Assignment					20.0%							
Inbound Traffic Volumes					7							
Outbound Traffic Assignment												
Outbound Traffic Volumes												
Project Traffic	0	0	0	0	7	0	0	0	0	0	0	0
Committed Camping World												
Inbound Traffic Assignment					5.0%						25.0%	
Inbound Traffic Volumes					2						11	
Outbound Traffic Assignment								5.0%	25.0%			
Outbound Traffic Volumes								1	3			
Project Traffic	0	0	0	0	2	0	0	1	3	0	11	0
Total Committed Projects	0	0	0	0	52	0	0	71	110	0	64	0
1.0% Traffic Volume Growth	0	0	0	0	20	0	0	25	56	0	27	0
Committed + 1.0% Growth	0	0	0	0	72	0	0	96	166	0	91	0
Max (Committed + 1.0% or Historic Growth)	0	0	0	0	72	0	0	96	166	0	91	0
Background Traffic Volumes	0	0	0	0	465	0	0	578	1,263	0	622	0
Project Traffic												
Inbound Traffic Assignment								5.0%	15.0%			
Inbound Traffic Volumes								1	2			
Outbound Traffic Assignment					5.0%						15.0%	
Outbound Traffic Volumes					3						8	
Project Traffic	0	0	0	0	3	0	0	1	2	0	8	0
Total Traffic w/o RTOR	0	0	0	0	468	0	0	579	1,265	0	630	0
RTOR Reduction												
TOTAL TRAFFIC	0	0	0	0	468	0	0	579	1,265	0	630	0

PM Peak Hour

	Northbound			Southbound			Eastbound			Westbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
Existing Volume on 04/03/2019	0	0	0	0	595	0	0	558	957	0	884	0
Peak Season Volume	0	0	0	0	601	0	0	564	967	0	893	0
Growth Rate				1.94%	1.94%	1.94%	0.50%	0.50%	0.50%	3.13%	3.13%	3.13%
Traffic Volume Growth	0	0	0	0	61	0	0	14	24	0	149	0
Committed Celebration Pointe												
Inbound Traffic Assignment					5.0%						15.0%	
Inbound Traffic Volumes					20						60	
Outbound Traffic Assignment								5.0%	15.0%			
Outbound Traffic Volumes								11	32			
Project Traffic	0	0	0	0	20	0	0	11	32	0	60	0
Committed Bent Creek												
Inbound Traffic Assignment					10.0%						10.0%	
Inbound Traffic Volumes					23						23	
Outbound Traffic Assignment								10.0%	10.0%			
Outbound Traffic Volumes								63	63			
Project Traffic	0	0	0	0	23	0	0	63	63	0	23	0
Committed Carriage Pointe												
Inbound Traffic Assignment					20.0%							
Inbound Traffic Volumes					25							
Outbound Traffic Assignment												
Outbound Traffic Volumes												
Project Traffic	0	0	0	0	25	0	0	0	0	0	0	0
Committed Camping World												
Inbound Traffic Assignment					5.0%						25.0%	
Inbound Traffic Volumes					3						17	
Outbound Traffic Assignment								5.0%	25.0%			
Outbound Traffic Volumes								4	20			
Project Traffic	0	0	0	0	3	0	0	4	20	0	17	0
Total Committed Projects	0	0	0	0	71	0	0	78	115	0	100	0
1.0% Traffic Volume Growth	0	0	0	0	31	0	0	29	49	0	46	0
Committed + 1.0% Growth	0	0	0	0	102	0	0	107	164	0	146	0
Max (Committed + 1.0% or Historic Growth)	0	0	0	0	102	0	0	107	164	0	149	0
Background Traffic Volumes	0	0	0	0	703	0	0	671	1,131	0	1,042	0
Project Traffic												
Inbound Traffic Assignment								5.0%	15.0%			
Inbound Traffic Volumes								3	8			
Outbound Traffic Assignment					5.0%						15.0%	
Outbound Traffic Volumes					2						5	
Project Traffic	0	0	0	0	2	0	0	3	8	0	5	0
Total Traffic w/o RTOR	0	0	0	0	705	0	0	674	1,139	0	1,047	0
RTOR Reduction												
TOTAL TRAFFIC	0	0	0	0	705	0	0	674	1,139	0	1,047	0

VOLUME DEVELOPMENT SHEET
MISTY CREEK PRESERVE
VIRGINIA AVENUE & 35TH STREET
SIGNALIZED INTERSECTION

Growth Rate =	2.29%	
Peak Season =	1.01	1.01
Buildout Year =	2024	2024
Years =	5	5

AM Peak Hour

	Northbound			Southbound			Eastbound			Westbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
Existing Volume on 04/03/2019	41	150	44	61	138	37	80	831	136	84	459	66
Peak Season Volume	41	152	44	62	139	37	81	839	137	85	464	67
Growth Rate	6.65%	6.65%	6.65%	1.94%	1.94%	1.94%	0.50%	0.50%	0.50%	0.93%	0.93%	0.93%
Traffic Volume Growth	16	58	17	6	14	4	2	21	3	4	22	3
Committed Celebration Pointe												
Inbound Traffic Assignment											15.0%	
Inbound Traffic Volumes											15	
Outbound Traffic Assignment								15.0%				
Outbound Traffic Volumes								56				
Project Traffic	0	0	0	0	0	0	0	56	0	0	15	0
Committed Bent Creek												
Inbound Traffic Assignment											10.0%	
Inbound Traffic Volumes											38	
Outbound Traffic Assignment								10.0%				
Outbound Traffic Volumes								51				
Project Traffic	0	0	0	0	0	0	0	51	0	0	38	0
Committed Carriage Pointe												
Inbound Traffic Assignment									20.0%			
Inbound Traffic Volumes									7			
Outbound Traffic Assignment	20.0%											
Outbound Traffic Volumes	22											
Project Traffic	22	0	0	0	0	0	0	0	7	0	0	0
Total Committed Projects	22	0	0	0	0	0	0	107	7	0	53	0
1.0% Traffic Volume Growth	2	8	2	3	7	2	4	43	7	4	24	3
Committed + 1.0% Growth	24	8	2	3	7	2	4	150	14	4	77	3
Max (Committed + 1.0% or Historic Growth)	24	58	17	6	14	4	4	150	14	4	77	3
Background Traffic Volumes	65	210	61	68	153	41	85	989	151	89	541	70
Project Traffic												
Inbound Traffic Assignment							15.0%					40.0%
Inbound Traffic Volumes							2					6
Outbound Traffic Assignment				40.0%		15.0%						
Outbound Traffic Volumes				21		8						
Project Traffic	0	0	0	21	0	8	2	0	0	0	0	6
Total Traffic w/o RTOR	65	210	61	89	153	49	87	989	151	89	541	76
RTOR Reduction												
TOTAL TRAFFIC	65	210	61	89	153	49	87	989	151	89	541	76

PM Peak Hour

	Northbound			Southbound			Eastbound			Westbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
Existing Volume on 04/03/2019	138	171	115	62	182	20	77	808	191	143	827	70
Peak Season Volume	139	173	116	63	184	20	78	816	193	144	835	71
Growth Rate	6.65%	6.65%	6.65%	1.94%	1.94%	1.94%	0.50%	0.50%	0.50%	0.93%	0.93%	0.93%
Traffic Volume Growth	53	66	44	6	19	2	2	21	5	7	40	3
Committed Celebration Pointe												
Inbound Traffic Assignment											15.0%	
Inbound Traffic Volumes											60	
Outbound Traffic Assignment								15.0%				
Outbound Traffic Volumes								32				
Project Traffic	0	0	0	0	0	0	0	32	0	0	60	0
Committed Bent Creek												
Inbound Traffic Assignment											10.0%	
Inbound Traffic Volumes											23	
Outbound Traffic Assignment								10.0%				
Outbound Traffic Volumes								63				
Project Traffic	0	0	0	0	0	0	0	63	0	0	23	0
Committed Carriage Pointe												
Inbound Traffic Assignment									20.0%			
Inbound Traffic Volumes									25			
Outbound Traffic Assignment	20.0%											
Outbound Traffic Volumes	15											
Project Traffic	15	0	0	0	0	0	0	0	25	0	0	0
Total Committed Projects	15	0	0	0	0	0	0	95	25	0	83	0
1.0% Traffic Volume Growth	7	9	6	3	9	1	4	42	10	7	43	4
Committed + 1.0% Growth	22	9	6	3	9	1	4	137	35	7	126	4
Max (Committed + 1.0% or Historic Growth)	53	66	44	6	19	2	4	137	35	7	126	4
Background Traffic Volumes	192	239	160	69	203	22	82	953	228	151	961	75
Project Traffic												
Inbound Traffic Assignment							15.0%					40.0%
Inbound Traffic Volumes							8					21
Outbound Traffic Assignment				40.0%		15.0%						
Outbound Traffic Volumes				12		5						
Project Traffic	0	0	0	12	0	5	8	0	0	0	0	21
Total Traffic w/o RTOR	192	239	160	81	203	27	90	953	228	151	961	96
RTOR Reduction												
TOTAL TRAFFIC	192	239	160	81	203	27	90	953	228	151	961	96

VOLUME DEVELOPMENT SHEET
MISTY CREEK PRESERVE
OKEECHOBEE ROAD & 35th Street
UNSIGNALIZED INTERSECTION

Growth Rate =	2.29%	
Peak Season =	1.01	1.01
Buildout Year =	2024	2024
Years =	5	5

AM Peak Hour

	Northbound			Southbound			Eastbound			Westbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
Existing Volume on 04/03/2019	26	3	161	2	1	1	5	413	60	169	321	8
Peak Season Volume	26	3	163	2	1	1	5	417	61	171	324	8
Growth Rate	1.94%	1.94%	1.94%	0.50%	0.50%	0.50%	1.94%	1.94%	1.94%	1.94%	1.94%	1.94%
Traffic Volume Growth	3	0	16	0	0	0	1	42	6	17	33	1
Committed Celebration Pointe												
Inbound Traffic Assignment											5.0%	
Inbound Traffic Volumes											5	
Outbound Traffic Assignment								5.0%				
Outbound Traffic Volumes								19				
Project Traffic	0	0	0	0	0	0	0	19	0	0	5	0
Committed Bent Creek												
Inbound Traffic Assignment											10.0%	
Inbound Traffic Volumes											38	
Outbound Traffic Assignment								10.0%				
Outbound Traffic Volumes								51				
Project Traffic	0	0	0	0	0	0	0	51	0	0	38	0
Committed Camping World												
Inbound Traffic Assignment											5.0%	
Inbound Traffic Volumes											2	
Outbound Traffic Assignment								5.0%				
Outbound Traffic Volumes								1				
Project Traffic	0	0	0	0	0	0	0	1	0	0	2	0
Total Committed Projects	0	0	0	0	0	0	0	71	0	0	45	0
1.0% Traffic Volume Growth	1	0	8	0	0	0	0	21	3	9	17	0
Committed + 1.0% Growth	1	0	8	0	0	0	0	92	3	9	62	0
Max (Committed + 1.0% or Historic Growth)	3	0	16	0	0	0	1	92	6	17	62	1
Background Traffic Volumes	29	3	179	2	1	1	6	509	67	188	386	9
Project Traffic												
Inbound Traffic Assignment										30.0%	10.0%	
Inbound Traffic Volumes										5	2	
Outbound Traffic Assignment			30.0%				5.0%	10.0%				
Outbound Traffic Volumes			16				3	5				
Project Traffic	0	0	16	0	0	0	3	5	0	5	2	0
Total Traffic w/o RTOR	29	3	195	2	1	1	9	514	67	193	388	9
RTOR Reduction												
TOTAL TRAFFIC	29	3	195	2	1	1	9	514	67	193	388	9

PM Peak Hour

	Northbound			Southbound			Eastbound			Westbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
Existing Volume on 04/03/2019	23	6	198	11	3	8	3	449	29	161	471	18
Peak Season Volume	23	6	200	11	3	8	3	453	29	163	476	18
Growth Rate	1.94%	1.94%	1.94%	0.50%	0.50%	0.50%	1.94%	1.94%	1.94%	1.94%	1.94%	1.94%
Traffic Volume Growth	2	1	20	0	0	0	0	46	3	16	48	2
Committed Celebration Pointe												
Inbound Traffic Assignment											5.0%	
Inbound Traffic Volumes											20	
Outbound Traffic Assignment								5.0%				
Outbound Traffic Volumes								11				
Project Traffic	0	0	0	0	0	0	0	11	0	0	20	0
Committed Bent Creek												
Inbound Traffic Assignment											10.0%	
Inbound Traffic Volumes											23	
Outbound Traffic Assignment								10.0%				
Outbound Traffic Volumes								63				
Project Traffic	0	0	0	0	0	0	0	63	0	0	23	0
Committed Camping World												
Inbound Traffic Assignment											5.0%	
Inbound Traffic Volumes											3	
Outbound Traffic Assignment								5.0%				
Outbound Traffic Volumes								4				
Project Traffic	0	0	0	0	0	0	0	4	0	0	3	0
Total Committed Projects	0	0	0	0	0	0	0	78	0	0	46	0
1.0% Traffic Volume Growth	1	0	10	1	0	0	0	23	1	8	24	1
Committed + 1.0% Growth	1	0	10	1	0	0	0	101	1	8	70	1
Max (Committed + 1.0% or Historic Growth)	2	1	20	1	0	0	0	101	3	16	70	2
Background Traffic Volumes	25	7	220	12	3	8	3	554	32	179	546	20
Project Traffic												
Inbound Traffic Assignment										30.0%	10.0%	
Inbound Traffic Volumes										16	5	
Outbound Traffic Assignment			30.0%				5.0%	10.0%				
Outbound Traffic Volumes			9				2	3				
Project Traffic	0	0	9	0	0	0	2	3	0	16	5	0
Total Traffic w/o RTOR	25	7	229	12	3	8	5	557	32	195	551	20
RTOR Reduction												
TOTAL TRAFFIC	25	7	229	12	3	8	5	557	32	195	551	20

VOLUME DEVELOPMENT SHEET
NEILL FARMS
S 35TH STREET & PROJECT DRIVEWAY/SARASOTA AVENUE
UNSIGNALIZED INTERSECTION

Growth Rate =	2.29%	
Peak Season =	1.11	1.11
Buildout Year =	2024	2024
Years =	5	5

AM Peak Hour

	Northbound			Southbound			Eastbound			Westbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
Existing Volume on 10/24/2019	0	216	56	1	201	0	0	0	0	54	0	4
Peak Season Volume	0	240	62	1	223	0	0	0	0	60	0	4
Growth Rate	1.94%	1.94%	1.94%	1.94%	1.94%	1.94%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%
Traffic Volume Growth	0	24	6	0	22	0	0	0	0	2	0	0
Committed Celebration Pointe												
Inbound Traffic Assignment		5.0%										
Inbound Traffic Volumes		5										
Outbound Traffic Assignment					5.0%							
Outbound Traffic Volumes					19							
Project Traffic	0	5	0	0	19	0	0	0	0	0	0	0
Total Committed Projects	0	5	0	0	19	0	0	0	0	0	0	0
1.0% Traffic Volume Growth	0	12	3	0	11	0	0	0	0	3	0	0
Committed + 1.0% Growth	0	17	3	0	30	0	0	0	0	3	0	0
Max (Committed + 1.0% or Historic Growth)	0	24	6	0	30	0	0	0	0	3	0	0
Background Traffic Volumes	0	264	68	1	253	0	0	0	0	63	0	4
Project Traffic												
Inbound Traffic Assignment	55.0%					30.0%						
Inbound Traffic Volumes	8					5						
Outbound Traffic Assignment							30.0%		55.0%			
Outbound Traffic Volumes							16		29			
Project Traffic	8	0	0	0	0	5	16	0	29	0	0	0
Total Traffic w/o RTOR	8	264	68	1	253	5	16	0	29	63	0	4
RTOR Reduction												
TOTAL TRAFFIC	8	264	68	1	253	5	16	0	29	63	0	4

PM Peak Hour

	Northbound			Southbound			Eastbound			Westbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
Existing Volume on 10/24/2019	0	221	41	6	180	0	0	0	0	34	0	0
Peak Season Volume	0	245	46	7	200	0	0	0	0	38	0	0
Growth Rate	1.94%	1.94%	1.94%	1.94%	1.94%	1.94%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%
Traffic Volume Growth	0	25	5	1	20	0	0	0	0	1	0	0
Committed Celebration Pointe												
Inbound Traffic Assignment		5.0%										
Inbound Traffic Volumes		20										
Outbound Traffic Assignment					5.0%							
Outbound Traffic Volumes					11							
Project Traffic	0	20	0	0	11	0	0	0	0	0	0	0
Total Committed Projects	0	20	0	0	11	0	0	0	0	0	0	0
1.0% Traffic Volume Growth	0	12	2	0	10	0	0	0	0	2	0	0
Committed + 1.0% Growth	0	32	2	0	21	0	0	0	0	2	0	0
Max (Committed + 1.0% or Historic Growth)	0	32	5	1	21	0	0	0	0	2	0	0
Background Traffic Volumes	0	277	51	8	221	0	0	0	0	40	0	0
Project Traffic												
Inbound Traffic Assignment	55.0%					30.0%						
Inbound Traffic Volumes	29					16						
Outbound Traffic Assignment							30.0%		55.0%			
Outbound Traffic Volumes							9		17			
Project Traffic	29	0	0	0	0	16	9	0	17	0	0	0
Total Traffic w/o RTOR	29	277	51	8	221	16	9	0	17	40	0	0
RTOR Reduction												
TOTAL TRAFFIC	29	277	51	8	221	16	9	0	17	40	0	0

VOLUME DEVELOPMENT SHEET
MISTY CREEK PRESERVE
OKEECHOBEE ROAD & S 37th Street
UNSIGNALIZED INTERSECTION

Growth Rate =	2.29%	
Peak Season =	1.11	1.01
Buildout Year =	2024	2024
Years =	5	5

AM Peak Hour

	Northbound			Southbound			Eastbound				Westbound			
	LT	Thru	RT	LT	Thru	RT	Uturn	LT	Thru	RT	Uturn	LT	Thru	RT
Existing Volume on 04/03/2019			1	26	0	4		12	478				348	
Peak Season Volume	0	0	1	29	0	4	0	13	483	0	0	0	351	0
Growth Rate	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	1.94%	1.94%	1.94%	1.94%	1.94%	1.94%	1.94%	1.94%
Traffic Volume Growth	0	0	0	1	0	0	0	1	49	0	0	0	35	0
Committed Celebration Pointe														
Inbound Traffic Assignment													5.0%	
Inbound Traffic Volumes													5	
Outbound Traffic Assignment									5.0%					
Outbound Traffic Volumes									19					
Project Traffic	0	0	0	0	0	0		0	19	0		0	5	0
Committed Bent Creek														
Inbound Traffic Assignment													10.0%	
Inbound Traffic Volumes													38	
Outbound Traffic Assignment									10.0%					
Outbound Traffic Volumes									51					
Project Traffic	0	0	0	0	0	0		0	51	0		0	38	0
Committed Camping World														
Inbound Traffic Assignment													5.0%	
Inbound Traffic Volumes													2	
Outbound Traffic Assignment									5.0%					
Outbound Traffic Volumes									1					
Project Traffic	0	0	0	0	0	0		0	1	0		0	2	0
Total Committed Projects	0	0	0	0	0	0	0	0	71	0	0	0	45	0
1.0% Traffic Volume Growth	0	0	0	1	0	0	0	1	25	0	0	0	18	0
Committed + 1.0% Growth	0	0	0	1	0	0	0	1	96	0	0	0	63	0
Max (Committed + 1.0% or Historic Growth)	0	0	0	1	0	0	0	1	96	0	0	0	63	0
Background Traffic Volumes	0	0	1	30	0	4	0	14	579	0	0	0	414	0
Project Traffic														
Inbound Traffic Assignment									5.0%		10.0%			
Inbound Traffic Volumes									1		2			
Outbound Traffic Assignment													5.0%	
Outbound Traffic Volumes													3	
Project Traffic	0	0	0	0	0	0	0	0	1	0	2	0	3	0
Total Traffic w/o RTOR	0	0	1	30	0	4	0	14	580	0	2	0	417	0
RTOR Reduction														
TOTAL TRAFFIC	0	0	1	30	0	4	0	14	580	0	2	0	417	0

PM Peak Hour

	Northbound			Southbound			Eastbound				Westbound			
	LT	Thru	RT	LT	Thru	RT	Uturn	LT	Thru	RT	Uturn	LT	Thru	RT
Existing Volume on 04/03/2019				26	0	10	1	10	481		1	1	502	
Peak Season Volume	0	0	0	29	0	11	1	11	486	0	1	1	507	0
Growth Rate	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	1.94%	1.94%	1.94%	1.94%	1.94%	1.94%	1.94%	1.94%
Traffic Volume Growth	0	0	0	1	0	0	0	1	49	0	0	0	51	0
Committed Celebration Pointe														
Inbound Traffic Assignment													5.0%	
Inbound Traffic Volumes													20	
Outbound Traffic Assignment									5.0%					
Outbound Traffic Volumes									11					
Project Traffic	0	0	0	0	0	0		0	11	0		0	20	0
Committed Bent Creek														
Inbound Traffic Assignment													10.0%	
Inbound Traffic Volumes													23	
Outbound Traffic Assignment									10.0%					
Outbound Traffic Volumes									63					
Project Traffic	0	0	0	0	0	0		0	63	0		0	23	0
Committed Camping World														
Inbound Traffic Assignment													5.0%	
Inbound Traffic Volumes													3	
Outbound Traffic Assignment									5.0%					
Outbound Traffic Volumes									4					
Project Traffic	0	0	0	0	0	0		0	4	0		0	3	0
Total Committed Projects	0	0	0	0	0	0	0	0	78	0	0	0	46	0
1.0% Traffic Volume Growth	0	0	0	1	0	1	0	1	25	0	0	0	26	0
Committed + 1.0% Growth	0	0	0	1	0	1	0	1	103	0	0	0	72	0
Max (Committed + 1.0% or Historic Growth)	0	0	0	1	0	1	0	1	103	0	0	0	72	0
Background Traffic Volumes	0	0	0	30	0	12	1	12	589	0	1	1	579	0
Project Traffic														
Inbound Traffic Assignment									5.0%		10.0%			
Inbound Traffic Volumes									3		5			
Outbound Traffic Assignment													5.0%	
Outbound Traffic Volumes													2	
Project Traffic	0	0	0	0	0	0	0	0	3	0	5	0	2	0
Total Traffic w/o RTOR	0	0	0	30	0	12	1	12	592	0	6	1	581	0
RTOR Reduction														
TOTAL TRAFFIC	0	0	0	30	0	12	1	12	592	0	6	1	581	0

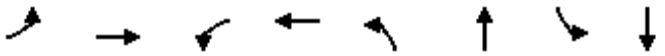
*EB and WB through volumes derived from TMCs on April 3, 3019 at the intersection of Okeechobee Road & S 35th Street
^A 1.01 PSCF was applied to the through movements and a 1.11 PSCF was applied to the other movements.

APPENDIX G: SYNCHRO OUTPUT SHEETS

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	81	839	85	464	41	152	62	139
Future Volume (vph)	81	839	85	464	41	152	62	139
Turn Type	pm+pt	NA	pm+pt	NA	Perm	NA	Perm	NA
Protected Phases	1	6	5	2		4		8
Permitted Phases	6		2		4		8	
Detector Phase	1	6	5	2	4	4	8	8
Switch Phase								
Minimum Initial (s)	5.0	12.0	5.0	12.0	7.0	7.0	7.0	7.0
Minimum Split (s)	11.8	24.8	24.8	24.8	24.0	24.0	24.0	24.0
Total Split (s)	17.0	67.0	23.0	73.0	40.0	40.0	40.0	40.0
Total Split (%)	13.1%	51.5%	17.7%	56.2%	30.8%	30.8%	30.8%	30.8%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.8	6.8	6.8	6.8	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag	Lead	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes				
Recall Mode	None	C-Max	Max	C-Max	Max	Max	Max	Max
Act Effct Green (s)	68.1	60.2	83.1	68.5	34.0	34.0	34.0	34.0
Actuated g/C Ratio	0.52	0.46	0.64	0.53	0.26	0.26	0.26	0.26
v/c Ratio	0.18	0.44	0.22	0.21	0.14	0.23	0.22	0.20
Control Delay	13.5	26.9	10.2	15.8	38.4	33.1	40.0	32.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	13.5	26.9	10.2	15.8	38.4	33.1	40.0	32.9
LOS	B	C	B	B	D	C	D	C
Approach Delay		25.9		15.0		34.0		34.7
Approach LOS		C		B		C		C

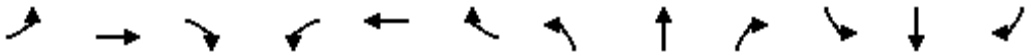
Intersection Summary	
Cycle Length: 130	
Actuated Cycle Length: 130	
Offset: 1 (1%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green	
Natural Cycle: 75	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.44	
Intersection Signal Delay: 24.6	Intersection LOS: C
Intersection Capacity Utilization 57.0%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 3: S 35th Street & Virginia Avenue



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	85	1027	89	559	43	206	65	185
v/c Ratio	0.18	0.44	0.22	0.21	0.14	0.23	0.22	0.20
Control Delay	13.5	26.9	10.2	15.8	38.4	33.1	40.0	32.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	13.5	26.9	10.2	15.8	38.4	33.1	40.0	32.9
Queue Length 50th (ft)	25	203	27	83	28	61	43	55
Queue Length 95th (ft)	68	295	48	110	61	96	85	87
Internal Link Dist (ft)		2374		592		508		610
Turn Bay Length (ft)	200		200		150		150	
Base Capacity (vph)	511	2322	406	2644	309	915	302	914
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.17	0.44	0.22	0.21	0.14	0.23	0.22	0.20

Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	81	839	137	85	464	67	41	152	44	62	139	37
Future Volume (vph)	81	839	137	85	464	67	41	152	44	62	139	37
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.8	6.8		6.8	6.8		6.0	6.0		6.0	6.0	
Lane Util. Factor	1.00	0.91		1.00	0.91		1.00	0.95		1.00	0.95	
Frt	1.00	0.98		1.00	0.98		1.00	0.97		1.00	0.97	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	4978		1770	4988		1770	3421		1770	3427	
Flt Permitted	0.43	1.00		0.19	1.00		0.64	1.00		0.62	1.00	
Satd. Flow (perm)	805	4978		360	4988		1183	3421		1154	3427	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	85	883	144	89	488	71	43	160	46	65	146	39
RTOR Reduction (vph)	0	17	0	0	14	0	0	21	0	0	18	0
Lane Group Flow (vph)	85	1010	0	89	545	0	43	185	0	65	167	0
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases	1	6		5	2			4			8	
Permitted Phases	6			2			4			8		
Actuated Green, G (s)	68.1	60.2		83.2	68.5		34.0	34.0		34.0	34.0	
Effective Green, g (s)	68.1	60.2		83.2	68.5		34.0	34.0		34.0	34.0	
Actuated g/C Ratio	0.52	0.46		0.64	0.53		0.26	0.26		0.26	0.26	
Clearance Time (s)	6.8	6.8		6.8	6.8		6.0	6.0		6.0	6.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	480	2305		406	2628		309	894		301	896	
v/s Ratio Prot	0.01	c0.20		c0.03	c0.11			0.05			0.05	
v/s Ratio Perm	0.08			0.11			0.04			c0.06		
v/c Ratio	0.18	0.44		0.22	0.21		0.14	0.21		0.22	0.19	
Uniform Delay, d1	15.5	23.5		10.5	16.3		36.8	37.5		37.6	37.3	
Progression Factor	1.29	1.15		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	0.2	0.6		1.2	0.2		0.9	0.5		1.6	0.5	
Delay (s)	20.1	27.6		11.7	16.5		37.7	38.0		39.2	37.7	
Level of Service	C	C		B	B		D	D		D	D	
Approach Delay (s)		27.0			15.8			38.0			38.1	
Approach LOS		C			B			D			D	

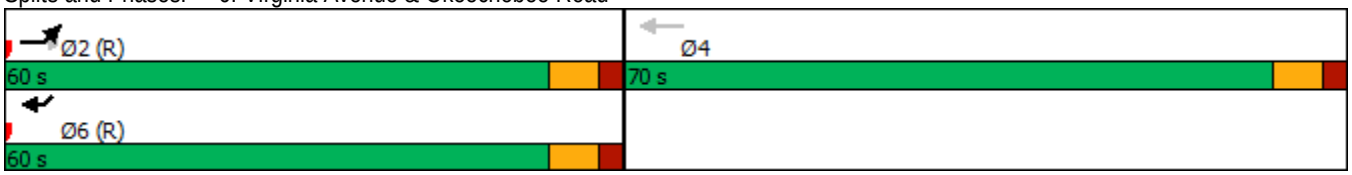
Intersection Summary			
HCM 2000 Control Delay	26.3	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.34		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	19.6
Intersection Capacity Utilization	57.0%	ICU Level of Service	B
Analysis Period (min)	15		

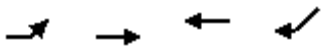
c Critical Lane Group

Lane Group	EBL	EBT	WBT	SWR
Lane Configurations				
Traffic Volume (vph)	482	1097	531	393
Future Volume (vph)	482	1097	531	393
Turn Type	Prot	NA	NA	Prot
Protected Phases	2			6
Permitted Phases		2	4	
Detector Phase	2	2	4	6
Switch Phase				
Minimum Initial (s)	12.0	12.0	12.0	12.0
Minimum Split (s)	25.3	25.3	25.3	25.3
Total Split (s)	60.0	60.0	70.0	60.0
Total Split (%)	46.2%	46.2%	53.8%	46.2%
Yellow Time (s)	4.8	4.8	4.8	4.8
All-Red Time (s)	2.5	2.5	2.5	2.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.3	7.3	7.3	7.3
Lead/Lag				
Lead-Lag Optimize?				
Recall Mode	C-Max	C-Max	None	C-Max
Act Effct Green (s)	94.5	94.5	20.9	94.5
Actuated g/C Ratio	0.73	0.73	0.16	0.73
v/c Ratio	0.20	0.31	0.68	0.19
Control Delay	6.3	6.8	49.1	0.7
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	6.3	6.8	49.1	0.7
LOS	A	A	D	A
Approach Delay		6.6	49.1	
Approach LOS		A	D	

Intersection Summary	
Cycle Length: 130	
Actuated Cycle Length: 130	
Offset: 34 (26%), Referenced to phase 2:EBTL and 6:SWR, Start of Green	
Natural Cycle: 55	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.68	
Intersection Signal Delay: 14.7	Intersection LOS: B
Intersection Capacity Utilization 36.2%	ICU Level of Service A
Analysis Period (min) 15	

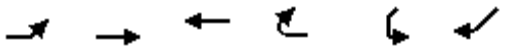
Splits and Phases: 6: Virginia Avenue & Okeechobee Road





Lane Group	EBL	EBT	WBT	SWR
Lane Group Flow (vph)	507	1155	559	414
v/c Ratio	0.20	0.31	0.68	0.19
Control Delay	6.3	6.8	49.1	0.7
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	6.3	6.8	49.1	0.7
Queue Length 50th (ft)	62	112	168	0
Queue Length 95th (ft)	96	155	208	15
Internal Link Dist (ft)		397	2374	
Turn Bay Length (ft)				
Base Capacity (vph)	2494	3694	2452	2141
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.20	0.31	0.23	0.19

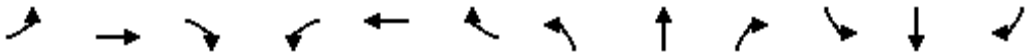
Intersection Summary



Movement	EBL	EBT	WBT	WBR	SWL	SWR
Lane Configurations						
Traffic Volume (vph)	482	1097	531	0	0	393
Future Volume (vph)	482	1097	531	0	0	393
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.3	7.3	7.3			7.3
Lane Util. Factor	0.97	0.91	0.91			0.88
Frt	1.00	1.00	1.00			0.85
Flt Protected	0.95	1.00	1.00			1.00
Satd. Flow (prot)	3433	5085	5085			2787
Flt Permitted	0.95	1.00	1.00			1.00
Satd. Flow (perm)	3433	5085	5085			2787
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	507	1155	559	0	0	414
RTOR Reduction (vph)	0	0	0	0	0	113
Lane Group Flow (vph)	507	1155	559	0	0	301
Turn Type	Prot	NA	NA			Prot
Protected Phases	2					6
Permitted Phases		2	4			
Actuated Green, G (s)	94.5	94.5	20.9			94.5
Effective Green, g (s)	94.5	94.5	20.9			94.5
Actuated g/C Ratio	0.73	0.73	0.16			0.73
Clearance Time (s)	7.3	7.3	7.3			7.3
Vehicle Extension (s)	3.0	3.0	3.0			3.0
Lane Grp Cap (vph)	2495	3696	817			2025
v/s Ratio Prot	0.15					0.11
v/s Ratio Perm		c0.23	c0.11			
v/c Ratio	0.20	0.31	0.68			0.15
Uniform Delay, d1	5.7	6.3	51.4			5.4
Progression Factor	1.00	1.00	0.87			1.00
Incremental Delay, d2	0.2	0.2	2.4			0.2
Delay (s)	5.9	6.5	47.3			5.6
Level of Service	A	A	D			A
Approach Delay (s)		6.3	47.3		5.6	
Approach LOS		A	D		A	

Intersection Summary			
HCM 2000 Control Delay	14.9	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.38		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	14.6
Intersection Capacity Utilization	36.2%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	5	417	61	171	324	8	26	3	163	2	1	1
Future Volume (Veh/h)	5	417	61	171	324	8	26	3	163	2	1	1
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	5	439	64	180	341	8	27	3	172	2	1	1
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	349			503			1013	1190	252	1108	1218	174
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	349			503			1013	1190	252	1108	1218	174
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			83			84	98	77	98	99	100
cM capacity (veh/h)	1207			1058			166	154	748	108	148	839

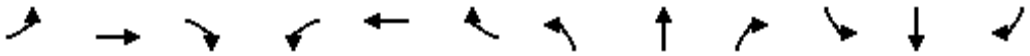
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	WB 3	NB 1	SB 1
Volume Total	224	284	180	227	122	202	4
Volume Left	5	0	180	0	0	27	2
Volume Right	0	64	0	0	8	172	1
cSH	1207	1700	1058	1700	1700	491	151
Volume to Capacity	0.00	0.17	0.17	0.13	0.07	0.41	0.03
Queue Length 95th (ft)	0	0	15	0	0	50	2
Control Delay (s)	0.2	0.0	9.1	0.0	0.0	17.4	29.4
Lane LOS	A		A			C	D
Approach Delay (s)	0.1		3.1			17.4	29.4
Approach LOS						C	D

Intersection Summary				
Average Delay	4.3			
Intersection Capacity Utilization	44.9%	ICU Level of Service		A
Analysis Period (min)	15			

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	60	4	240	62	1	223
Future Volume (Veh/h)	60	4	240	62	1	223
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	63	4	253	65	1	235
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	522	286			318	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	522	286			318	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	88	99			100	
cM capacity (veh/h)	514	754			1242	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	67	318	236
Volume Left	63	0	1
Volume Right	4	65	0
cSH	524	1700	1242
Volume to Capacity	0.13	0.19	0.00
Queue Length 95th (ft)	11	0	0
Control Delay (s)	12.9	0.0	0.0
Lane LOS	B		A
Approach Delay (s)	12.9	0.0	0.0
Approach LOS	B		

Intersection Summary			
Average Delay	1.4		
Intersection Capacity Utilization	26.6%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	13	483	0	0	351	0	0	0	1	25	0	1
Future Volume (Veh/h)	13	483	0	0	351	0	0	0	1	25	0	1
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	14	508	0	0	369	0	0	0	1	26	0	1
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	369			508			722	905	254	652	905	184
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	369			508			722	905	254	652	905	184
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	99			100			100	100	100	93	100	100
cM capacity (veh/h)	1186			1053			311	272	745	349	272	826

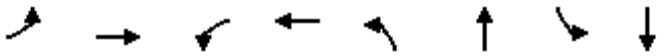
Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	NB 1	SB 1
Volume Total	14	339	169	184	184	1	27
Volume Left	14	0	0	0	0	0	26
Volume Right	0	0	0	0	0	1	1
cSH	1186	1700	1700	1053	1700	745	357
Volume to Capacity	0.01	0.20	0.10	0.00	0.11	0.00	0.08
Queue Length 95th (ft)	1	0	0	0	0	0	6
Control Delay (s)	8.1	0.0	0.0	0.0	0.0	9.8	15.9
Lane LOS	A					A	C
Approach Delay (s)	0.2			0.0		9.8	15.9
Approach LOS						A	C

Intersection Summary				
Average Delay	0.6			
Intersection Capacity Utilization	28.1%	ICU Level of Service		A
Analysis Period (min)	15			

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	78	816	144	835	139	173	63	184
Future Volume (vph)	78	816	144	835	139	173	63	184
Turn Type	pm+pt	NA	pm+pt	NA	Perm	NA	Perm	NA
Protected Phases	1	6	5	2		4		8
Permitted Phases	6		2		4		8	
Detector Phase	1	6	5	2	4	4	8	8
Switch Phase								
Minimum Initial (s)	5.0	12.0	5.0	12.0	7.0	7.0	7.0	7.0
Minimum Split (s)	11.8	24.8	24.8	24.8	24.0	24.0	24.0	24.0
Total Split (s)	15.0	78.0	17.0	80.0	35.0	35.0	35.0	35.0
Total Split (%)	11.5%	60.0%	13.1%	61.5%	26.9%	26.9%	26.9%	26.9%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.8	6.8	6.8	6.8	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag	Lead	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes				
Recall Mode	None	C-Max	Max	C-Max	Max	Max	Max	Max
Act Effct Green (s)	78.5	71.2	84.3	74.1	29.0	29.0	29.0	29.0
Actuated g/C Ratio	0.60	0.55	0.65	0.57	0.22	0.22	0.22	0.22
v/c Ratio	0.22	0.39	0.42	0.33	0.59	0.37	0.32	0.27
Control Delay	4.3	11.7	11.0	15.0	56.0	27.6	47.6	41.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	4.3	11.7	11.0	15.0	56.0	27.6	47.6	41.3
LOS	A	B	B	B	E	C	D	D
Approach Delay		11.2		14.5		36.8		42.8
Approach LOS		B		B		D		D

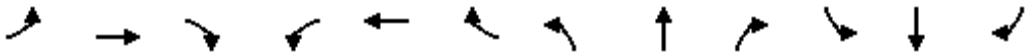
Intersection Summary	
Cycle Length: 130	
Actuated Cycle Length: 130	
Offset: 26 (20%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green	
Natural Cycle: 75	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.59	
Intersection Signal Delay: 19.2	Intersection LOS: B
Intersection Capacity Utilization 63.7%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 3: S 35th Street & Virginia Avenue



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	82	1062	152	954	146	304	66	215
v/c Ratio	0.22	0.39	0.42	0.33	0.59	0.37	0.32	0.27
Control Delay	4.3	11.7	11.0	15.0	56.0	27.6	47.6	41.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	4.3	11.7	11.0	15.0	56.0	27.6	47.6	41.3
Queue Length 50th (ft)	2	201	41	147	111	70	47	76
Queue Length 95th (ft)	32	241	67	178	187	114	93	114
Internal Link Dist (ft)		2374		592		508		610
Turn Bay Length (ft)	200		200		150		150	
Base Capacity (vph)	390	2734	366	2870	249	830	204	783
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.21	0.39	0.42	0.33	0.59	0.37	0.32	0.27

Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	78	816	193	144	835	71	139	173	116	63	184	20
Future Volume (vph)	78	816	193	144	835	71	139	173	116	63	184	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.8	6.8		6.8	6.8		6.0	6.0		6.0	6.0	
Lane Util. Factor	1.00	0.91		1.00	0.91		1.00	0.95		1.00	0.95	
Frt	1.00	0.97		1.00	0.99		1.00	0.94		1.00	0.99	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	4939		1770	5025		1770	3326		1770	3487	
Flt Permitted	0.27	1.00		0.21	1.00		0.60	1.00		0.49	1.00	
Satd. Flow (perm)	508	4939		399	5025		1119	3326		915	3487	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	82	859	203	152	879	75	146	182	122	66	194	21
RTOR Reduction (vph)	0	30	0	0	7	0	0	89	0	0	6	0
Lane Group Flow (vph)	82	1032	0	152	947	0	146	215	0	66	209	0
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases	1	6		5	2			4			8	
Permitted Phases	6			2			4			8		
Actuated Green, G (s)	78.5	71.2		84.3	74.1		29.0	29.0		29.0	29.0	
Effective Green, g (s)	78.5	71.2		84.3	74.1		29.0	29.0		29.0	29.0	
Actuated g/C Ratio	0.60	0.55		0.65	0.57		0.22	0.22		0.22	0.22	
Clearance Time (s)	6.8	6.8		6.8	6.8		6.0	6.0		6.0	6.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	377	2705		366	2864		249	741		204	777	
v/s Ratio Prot	0.01	0.21		c0.03	0.19			0.06			0.06	
v/s Ratio Perm	0.12			c0.24			c0.13			0.07		
v/c Ratio	0.22	0.38		0.42	0.33		0.59	0.29		0.32	0.27	
Uniform Delay, d1	10.8	16.8		9.6	14.8		45.1	42.0		42.3	41.7	
Progression Factor	0.41	0.72		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	0.3	0.4		3.4	0.3		9.7	1.0		4.2	0.8	
Delay (s)	4.7	12.4		13.1	15.1		54.9	42.9		46.4	42.6	
Level of Service	A	B		B	B		D	D		D	D	
Approach Delay (s)		11.9			14.8			46.8			43.5	
Approach LOS		B			B			D			D	

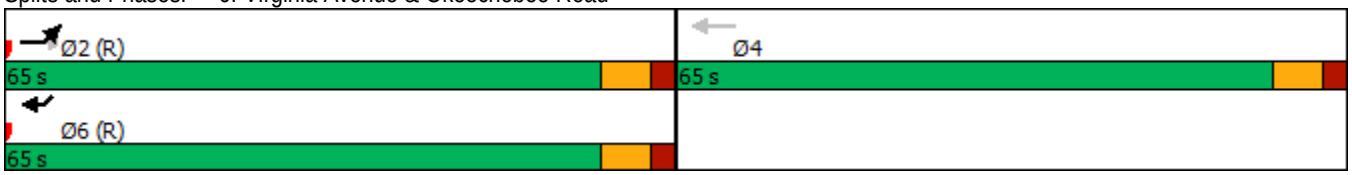
Intersection Summary			
HCM 2000 Control Delay	21.2	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.47		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	19.6
Intersection Capacity Utilization	63.7%	ICU Level of Service	B
Analysis Period (min)	15		

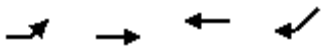
c Critical Lane Group

Lane Group	EBL	EBT	WBT	SWR
Lane Configurations				
Traffic Volume (vph)	564	967	893	601
Future Volume (vph)	564	967	893	601
Turn Type	Prot	NA	NA	Prot
Protected Phases	2			6
Permitted Phases		2	4	
Detector Phase	2	2	4	6
Switch Phase				
Minimum Initial (s)	12.0	12.0	12.0	12.0
Minimum Split (s)	25.3	25.3	25.3	25.3
Total Split (s)	65.0	65.0	65.0	65.0
Total Split (%)	50.0%	50.0%	50.0%	50.0%
Yellow Time (s)	4.8	4.8	4.8	4.8
All-Red Time (s)	2.5	2.5	2.5	2.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.3	7.3	7.3	7.3
Lead/Lag				
Lead-Lag Optimize?				
Recall Mode	C-Max	C-Max	None	C-Max
Act Effct Green (s)	81.9	81.9	33.5	81.9
Actuated g/C Ratio	0.63	0.63	0.26	0.63
v/c Ratio	0.27	0.32	0.72	0.35
Control Delay	11.7	11.9	69.5	10.3
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	11.7	11.9	69.5	10.3
LOS	B	B	E	B
Approach Delay		11.9	69.5	
Approach LOS		B	E	

Intersection Summary	
Cycle Length: 130	
Actuated Cycle Length: 130	
Offset: 103 (79%), Referenced to phase 2:EBTL and 6:SWR, Start of Green	
Natural Cycle: 55	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.72	
Intersection Signal Delay: 28.6	Intersection LOS: C
Intersection Capacity Utilization 50.4%	ICU Level of Service A
Analysis Period (min) 15	

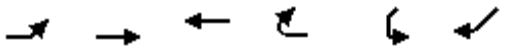
Splits and Phases: 6: Virginia Avenue & Okeechobee Road





Lane Group	EBL	EBT	WBT	SWR
Lane Group Flow (vph)	594	1018	940	633
v/c Ratio	0.27	0.32	0.72	0.35
Control Delay	11.7	11.9	69.5	10.3
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	11.7	11.9	69.5	10.3
Queue Length 50th (ft)	108	136	309	108
Queue Length 95th (ft)	161	188	358	170
Internal Link Dist (ft)		397	2374	
Turn Bay Length (ft)				
Base Capacity (vph)	2163	3205	2256	1798
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.27	0.32	0.42	0.35

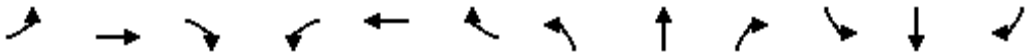
Intersection Summary



Movement	EBL	EBT	WBT	WBR	SWL	SWR
Lane Configurations						
Traffic Volume (vph)	564	967	893	0	0	601
Future Volume (vph)	564	967	893	0	0	601
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.3	7.3	7.3			7.3
Lane Util. Factor	0.97	0.91	0.91			0.88
Frt	1.00	1.00	1.00			0.85
Flt Protected	0.95	1.00	1.00			1.00
Satd. Flow (prot)	3433	5085	5085			2787
Flt Permitted	0.95	1.00	1.00			1.00
Satd. Flow (perm)	3433	5085	5085			2787
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	594	1018	940	0	0	633
RTOR Reduction (vph)	0	0	0	0	0	42
Lane Group Flow (vph)	594	1018	940	0	0	591
Turn Type	Prot	NA	NA			Prot
Protected Phases	2					6
Permitted Phases		2	4			
Actuated Green, G (s)	81.9	81.9	33.5			81.9
Effective Green, g (s)	81.9	81.9	33.5			81.9
Actuated g/C Ratio	0.63	0.63	0.26			0.63
Clearance Time (s)	7.3	7.3	7.3			7.3
Vehicle Extension (s)	3.0	3.0	3.0			3.0
Lane Grp Cap (vph)	2162	3203	1310			1755
v/s Ratio Prot	0.17					c0.21
v/s Ratio Perm		0.20	c0.18			
v/c Ratio	0.27	0.32	0.72			0.34
Uniform Delay, d1	10.8	11.1	43.9			11.3
Progression Factor	1.00	1.00	1.52			1.00
Incremental Delay, d2	0.3	0.3	1.8			0.5
Delay (s)	11.1	11.4	68.7			11.8
Level of Service	B	B	E			B
Approach Delay (s)		11.3	68.7		11.8	
Approach LOS		B	E		B	

Intersection Summary			
HCM 2000 Control Delay	28.3	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.45		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	14.6
Intersection Capacity Utilization	50.4%	ICU Level of Service	A
Analysis Period (min)	15		

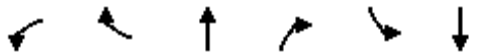
c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	3	453	29	163	476	18	23	6	200	11	3	8
Future Volume (Veh/h)	3	453	29	163	476	18	23	6	200	11	3	8
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	3	477	31	172	501	19	24	6	211	12	3	8
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	520			508			1102	1362	254	1313	1368	260
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	520			508			1102	1362	254	1313	1368	260
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			84			83	95	72	83	98	99
cM capacity (veh/h)	1042			1053			141	122	745	70	121	739

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	WB 3	NB 1	SB 1
Volume Total	242	270	172	334	186	241	23
Volume Left	3	0	172	0	0	24	12
Volume Right	0	31	0	0	19	211	8
cSH	1042	1700	1053	1700	1700	479	111
Volume to Capacity	0.00	0.16	0.16	0.20	0.11	0.50	0.21
Queue Length 95th (ft)	0	0	15	0	0	69	18
Control Delay (s)	0.1	0.0	9.1	0.0	0.0	19.9	45.7
Lane LOS	A		A			C	E
Approach Delay (s)	0.1		2.3			19.9	45.7
Approach LOS						C	E

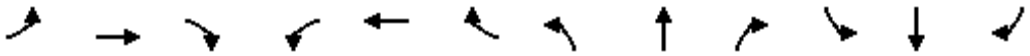
Intersection Summary				
Average Delay	5.1			
Intersection Capacity Utilization	51.3%	ICU Level of Service		A
Analysis Period (min)	15			



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	38	0	245	46	7	200
Future Volume (Veh/h)	38	0	245	46	7	200
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	40	0	258	48	7	211
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	507	282			306	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	507	282			306	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	92	100			99	
cM capacity (veh/h)	522	757			1255	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	40	306	218
Volume Left	40	0	7
Volume Right	0	48	0
cSH	522	1700	1255
Volume to Capacity	0.08	0.18	0.01
Queue Length 95th (ft)	6	0	0
Control Delay (s)	12.5	0.0	0.3
Lane LOS	B		A
Approach Delay (s)	12.5	0.0	0.3
Approach LOS	B		

Intersection Summary			
Average Delay	1.0		
Intersection Capacity Utilization	26.2%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	11	486	0	2	507	0	0	0	0	29	0	11
Future Volume (Veh/h)	11	486	0	2	507	0	0	0	0	29	0	11
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	12	512	0	2	534	0	0	0	0	31	0	12
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	534			512			819	1074	256	818	1074	267
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	534			512			819	1074	256	818	1074	267
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	99			100			100	100	100	88	100	98
cM capacity (veh/h)	1030			1050			260	216	743	265	216	731

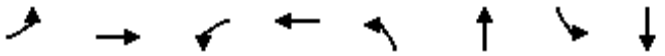
Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	NB 1	SB 1
Volume Total	12	341	171	269	267	0	43
Volume Left	12	0	0	2	0	0	31
Volume Right	0	0	0	0	0	0	12
cSH	1030	1700	1700	1050	1700	1700	322
Volume to Capacity	0.01	0.20	0.10	0.00	0.16	0.00	0.13
Queue Length 95th (ft)	1	0	0	0	0	0	11
Control Delay (s)	8.5	0.0	0.0	0.1	0.0	0.0	17.9
Lane LOS	A			A		A	C
Approach Delay (s)	0.2			0.0		0.0	17.9
Approach LOS						A	C

Intersection Summary				
Average Delay	0.8			
Intersection Capacity Utilization	25.4%	ICU Level of Service		A
Analysis Period (min)	15			

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	85	989	89	541	65	210	68	153
Future Volume (vph)	85	989	89	541	65	210	68	153
Turn Type	pm+pt	NA	pm+pt	NA	Perm	NA	Perm	NA
Protected Phases	1	6	5	2		4		8
Permitted Phases	6		2		4		8	
Detector Phase	1	6	5	2	4	4	8	8
Switch Phase								
Minimum Initial (s)	5.0	12.0	5.0	12.0	7.0	7.0	7.0	7.0
Minimum Split (s)	11.8	24.8	24.8	24.8	24.0	24.0	24.0	24.0
Total Split (s)	17.0	67.0	23.0	73.0	40.0	40.0	40.0	40.0
Total Split (%)	13.1%	51.5%	17.7%	56.2%	30.8%	30.8%	30.8%	30.8%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.8	6.8	6.8	6.8	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag	Lead	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes				
Recall Mode	None	C-Max	Max	C-Max	Max	Max	Max	Max
Act Effct Green (s)	68.2	60.2	83.1	68.4	34.0	34.0	34.0	34.0
Actuated g/C Ratio	0.52	0.46	0.64	0.53	0.26	0.26	0.26	0.26
v/c Ratio	0.20	0.52	0.26	0.24	0.22	0.31	0.28	0.22
Control Delay	18.0	35.0	10.7	16.4	40.1	35.7	41.9	33.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	18.0	35.0	10.7	16.4	40.1	35.7	41.9	33.6
LOS	B	D	B	B	D	D	D	C
Approach Delay		33.8		15.7		36.6		35.8
Approach LOS		C		B		D		D

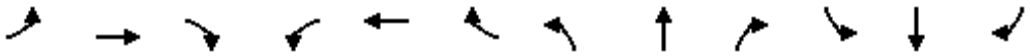
Intersection Summary	
Cycle Length: 130	
Actuated Cycle Length: 130	
Offset: 1 (1%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green	
Natural Cycle: 75	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.52	
Intersection Signal Delay: 29.4	Intersection LOS: C
Intersection Capacity Utilization 62.3%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 3: S 35th Street & Virginia Avenue



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	89	1200	94	643	68	285	72	204
v/c Ratio	0.20	0.52	0.26	0.24	0.22	0.31	0.28	0.22
Control Delay	18.0	35.0	10.7	16.4	40.1	35.7	41.9	33.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	18.0	35.0	10.7	16.4	40.1	35.7	41.9	33.6
Queue Length 50th (ft)	34	278	28	99	45	91	49	62
Queue Length 95th (ft)	89	394	50	129	88	133	94	96
Internal Link Dist (ft)		2374		592		508		610
Turn Bay Length (ft)	200		200		150		150	
Base Capacity (vph)	480	2323	362	2644	303	914	258	914
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.19	0.52	0.26	0.24	0.22	0.31	0.28	0.22

Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	85	989	151	89	541	70	65	210	61	68	153	41
Future Volume (vph)	85	989	151	89	541	70	65	210	61	68	153	41
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.8	6.8		6.8	6.8		6.0	6.0		6.0	6.0	
Lane Util. Factor	1.00	0.91		1.00	0.91		1.00	0.95		1.00	0.95	
Frt	1.00	0.98		1.00	0.98		1.00	0.97		1.00	0.97	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	4984		1770	4998		1770	3420		1770	3427	
Flt Permitted	0.40	1.00		0.15	1.00		0.62	1.00		0.53	1.00	
Satd. Flow (perm)	739	4984		275	4998		1159	3420		989	3427	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	89	1041	159	94	569	74	68	221	64	72	161	43
RTOR Reduction (vph)	0	16	0	0	12	0	0	21	0	0	18	0
Lane Group Flow (vph)	89	1184	0	94	631	0	68	264	0	72	186	0
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases	1	6		5	2			4			8	
Permitted Phases	6			2			4			8		
Actuated Green, G (s)	68.2	60.2		83.2	68.4		34.0	34.0		34.0	34.0	
Effective Green, g (s)	68.2	60.2		83.2	68.4		34.0	34.0		34.0	34.0	
Actuated g/C Ratio	0.52	0.46		0.64	0.53		0.26	0.26		0.26	0.26	
Clearance Time (s)	6.8	6.8		6.8	6.8		6.0	6.0		6.0	6.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	451	2307		362	2629		303	894		258	896	
v/s Ratio Prot	0.01	c0.24		c0.03	c0.13			c0.08			0.05	
v/s Ratio Perm	0.09			0.13			0.06			0.07		
v/c Ratio	0.20	0.51		0.26	0.24		0.22	0.30		0.28	0.21	
Uniform Delay, d1	15.5	24.6		11.4	16.7		37.7	38.4		38.2	37.5	
Progression Factor	1.72	1.42		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	0.2	0.8		1.7	0.2		1.7	0.8		2.7	0.5	
Delay (s)	26.7	35.7		13.2	16.9		39.4	39.3		40.9	38.0	
Level of Service	C	D		B	B		D	D		D	D	
Approach Delay (s)		35.1			16.4			39.3			38.8	
Approach LOS		D			B			D			D	

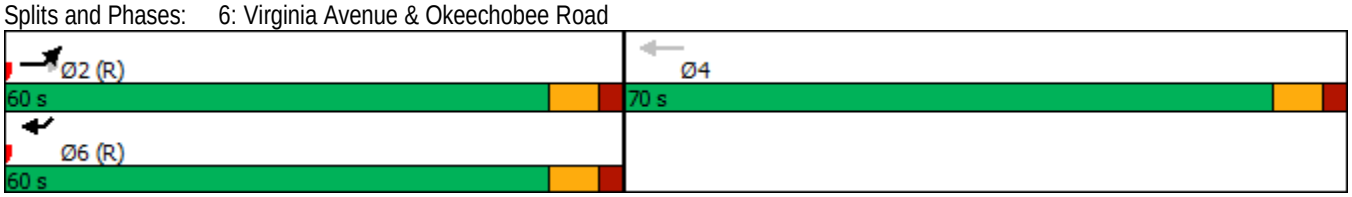
Intersection Summary			
HCM 2000 Control Delay	30.8	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.41		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	19.6
Intersection Capacity Utilization	62.3%	ICU Level of Service	B
Analysis Period (min)	15		

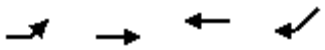
c Critical Lane Group

Lane Group	EBL	EBT	WBT	SWR
Lane Configurations				
Traffic Volume (vph)	578	1263	622	465
Future Volume (vph)	578	1263	622	465
Turn Type	Prot	NA	NA	Prot
Protected Phases	2			6
Permitted Phases		2	4	
Detector Phase	2	2	4	6
Switch Phase				
Minimum Initial (s)	12.0	12.0	12.0	12.0
Minimum Split (s)	25.3	25.3	25.3	25.3
Total Split (s)	60.0	60.0	70.0	60.0
Total Split (%)	46.2%	46.2%	53.8%	46.2%
Yellow Time (s)	4.8	4.8	4.8	4.8
All-Red Time (s)	2.5	2.5	2.5	2.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.3	7.3	7.3	7.3
Lead/Lag				
Lead-Lag Optimize?				
Recall Mode	C-Max	C-Max	None	C-Max
Act Effct Green (s)	91.2	91.2	24.2	91.2
Actuated g/C Ratio	0.70	0.70	0.19	0.70
v/c Ratio	0.25	0.37	0.69	0.24
Control Delay	7.7	8.5	49.9	2.7
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	7.7	8.5	49.9	2.7
LOS	A	A	D	A
Approach Delay		8.3	49.9	
Approach LOS		A	D	

Intersection Summary	
Cycle Length: 130	
Actuated Cycle Length: 130	
Offset: 34 (26%), Referenced to phase 2:EBTL and 6:SWR, Start of Green	
Natural Cycle: 55	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.69	
Intersection Signal Delay: 16.3	Intersection LOS: B
Intersection Capacity Utilization 40.7%	ICU Level of Service A
Analysis Period (min) 15	

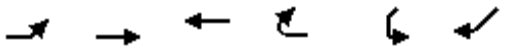
Splits and Phases: 6: Virginia Avenue & Okeechobee Road





Lane Group	EBL	EBT	WBT	SWR
Lane Group Flow (vph)	608	1329	655	489
v/c Ratio	0.25	0.37	0.69	0.24
Control Delay	7.7	8.5	49.9	2.7
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	7.7	8.5	49.9	2.7
Queue Length 50th (ft)	87	150	197	22
Queue Length 95th (ft)	129	204	242	48
Internal Link Dist (ft)		397	2374	
Turn Bay Length (ft)				
Base Capacity (vph)	2407	3566	2452	2051
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.25	0.37	0.27	0.24

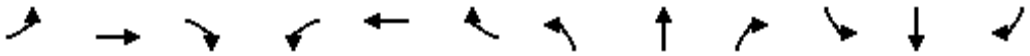
Intersection Summary



Movement	EBL	EBT	WBT	WBR	SWL	SWR
Lane Configurations						
Traffic Volume (vph)	578	1263	622	0	0	465
Future Volume (vph)	578	1263	622	0	0	465
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.3	7.3	7.3			7.3
Lane Util. Factor	0.97	0.91	0.91			0.88
Frt	1.00	1.00	1.00			0.85
Flt Protected	0.95	1.00	1.00			1.00
Satd. Flow (prot)	3433	5085	5085			2787
Flt Permitted	0.95	1.00	1.00			1.00
Satd. Flow (perm)	3433	5085	5085			2787
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	608	1329	655	0	0	489
RTOR Reduction (vph)	0	0	0	0	0	97
Lane Group Flow (vph)	608	1329	655	0	0	392
Turn Type	Prot	NA	NA			Prot
Protected Phases	2					6
Permitted Phases		2	4			
Actuated Green, G (s)	91.2	91.2	24.2			91.2
Effective Green, g (s)	91.2	91.2	24.2			91.2
Actuated g/C Ratio	0.70	0.70	0.19			0.70
Clearance Time (s)	7.3	7.3	7.3			7.3
Vehicle Extension (s)	3.0	3.0	3.0			3.0
Lane Grp Cap (vph)	2408	3567	946			1955
v/s Ratio Prot	0.18					0.14
v/s Ratio Perm		c0.26	c0.13			
v/c Ratio	0.25	0.37	0.69			0.20
Uniform Delay, d1	7.0	7.8	49.4			6.7
Progression Factor	1.00	1.00	0.94			1.00
Incremental Delay, d2	0.3	0.3	2.2			0.2
Delay (s)	7.3	8.1	48.4			7.0
Level of Service	A	A	D			A
Approach Delay (s)		7.9	48.4		7.0	
Approach LOS		A	D		A	

Intersection Summary			
HCM 2000 Control Delay	16.4	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.44		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	14.6
Intersection Capacity Utilization	40.7%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	6	509	67	188	386	9	29	3	179	2	1	1
Future Volume (Veh/h)	6	509	67	188	386	9	29	3	179	2	1	1
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	6	536	71	198	406	9	31	3	188	2	1	1
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	415			607			1184	1394	304	1276	1426	208
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	415			607			1184	1394	304	1276	1426	208
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	99			80			74	97	73	97	99	100
cM capacity (veh/h)	1140			967			120	111	693	74	106	799

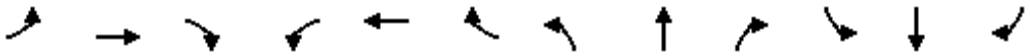
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	WB 3	NB 1	SB 1
Volume Total	274	339	198	271	144	222	4
Volume Left	6	0	198	0	0	31	2
Volume Right	0	71	0	0	9	188	1
cSH	1140	1700	967	1700	1700	399	106
Volume to Capacity	0.01	0.20	0.20	0.16	0.08	0.56	0.04
Queue Length 95th (ft)	0	0	19	0	0	82	3
Control Delay (s)	0.2	0.0	9.7	0.0	0.0	24.7	40.2
Lane LOS	A		A			C	E
Approach Delay (s)	0.1		3.1			24.7	40.2
Approach LOS						C	E

Intersection Summary				
Average Delay	5.3			
Intersection Capacity Utilization	50.4%	ICU Level of Service		A
Analysis Period (min)	15			

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	63	4	264	68	1	253
Future Volume (Veh/h)	63	4	264	68	1	253
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	66	4	278	72	1	266
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	582	314			350	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	582	314			350	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	86	99			100	
cM capacity (veh/h)	475	726			1209	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	70	350	267
Volume Left	66	0	1
Volume Right	4	72	0
cSH	484	1700	1209
Volume to Capacity	0.14	0.21	0.00
Queue Length 95th (ft)	13	0	0
Control Delay (s)	13.7	0.0	0.0
Lane LOS	B		A
Approach Delay (s)	13.7	0.0	0.0
Approach LOS	B		

Intersection Summary			
Average Delay	1.4		
Intersection Capacity Utilization	28.4%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	14	579	0	0	414	0	0	0	1	30	0	4
Future Volume (Veh/h)	14	579	0	0	414	0	0	0	1	30	0	4
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	15	609	0	0	436	0	0	0	1	32	0	4
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	436			609			861	1075	304	772	1075	218
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	436			609			861	1075	304	772	1075	218
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	99			100			100	100	100	89	100	99
cM capacity (veh/h)	1120			966			245	215	691	286	215	786

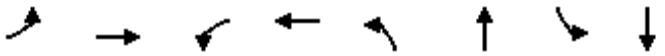
Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	NB 1	SB 1
Volume Total	15	406	203	218	218	1	36
Volume Left	15	0	0	0	0	0	32
Volume Right	0	0	0	0	0	1	4
cSH	1120	1700	1700	966	1700	691	308
Volume to Capacity	0.01	0.24	0.12	0.00	0.13	0.00	0.12
Queue Length 95th (ft)	1	0	0	0	0	0	10
Control Delay (s)	8.3	0.0	0.0	0.0	0.0	10.2	18.2
Lane LOS	A					B	C
Approach Delay (s)	0.2			0.0		10.2	18.2
Approach LOS						B	C

Intersection Summary				
Average Delay	0.7			
Intersection Capacity Utilization	31.2%	ICU Level of Service	A	
Analysis Period (min)	15			

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	82	953	151	961	192	239	69	203
Future Volume (vph)	82	953	151	961	192	239	69	203
Turn Type	pm+pt	NA	pm+pt	NA	Perm	NA	Perm	NA
Protected Phases	1	6	5	2		4		8
Permitted Phases	6		2		4		8	
Detector Phase	1	6	5	2	4	4	8	8
Switch Phase								
Minimum Initial (s)	5.0	12.0	5.0	12.0	7.0	7.0	7.0	7.0
Minimum Split (s)	11.8	24.8	24.8	24.8	24.0	24.0	24.0	24.0
Total Split (s)	15.0	78.0	17.0	80.0	35.0	35.0	35.0	35.0
Total Split (%)	11.5%	60.0%	13.1%	61.5%	26.9%	26.9%	26.9%	26.9%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.8	6.8	6.8	6.8	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag	Lead	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes				
Recall Mode	None	C-Max	Max	C-Max	Max	Max	Max	Max
Act Effct Green (s)	78.6	71.2	84.2	74.0	29.0	29.0	29.0	29.0
Actuated g/C Ratio	0.60	0.55	0.65	0.57	0.22	0.22	0.22	0.22
v/c Ratio	0.26	0.45	0.50	0.38	0.85	0.51	0.48	0.30
Control Delay	6.9	9.9	13.4	15.7	78.8	34.3	56.4	41.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	6.9	9.9	13.4	15.7	78.8	34.3	56.4	41.9
LOS	A	A	B	B	E	C	E	D
Approach Delay		9.7		15.4		48.7		45.3
Approach LOS		A		B		D		D

Intersection Summary	
Cycle Length: 130	
Actuated Cycle Length: 130	
Offset: 26 (20%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green	
Natural Cycle: 75	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.85	
Intersection Signal Delay: 21.8	Intersection LOS: C
Intersection Capacity Utilization 70.8%	ICU Level of Service C
Analysis Period (min) 15	

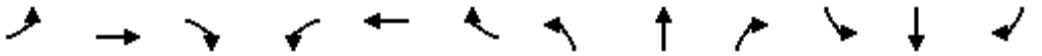
Splits and Phases: 3: S 35th Street & Virginia Avenue



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	86	1243	159	1091	202	420	73	237
v/c Ratio	0.26	0.45	0.50	0.38	0.85	0.51	0.48	0.30
Control Delay	6.9	9.9	13.4	15.7	78.8	34.3	56.4	41.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	6.9	9.9	13.4	15.7	78.8	34.3	56.4	41.9
Queue Length 50th (ft)	10	250	43	175	164	118	54	85
Queue Length 95th (ft)	34	294	69	209	#305	172	108	124
Internal Link Dist (ft)		2374		592		508		610
Turn Bay Length (ft)	200		200		150		150	
Base Capacity (vph)	343	2735	315	2870	238	829	151	783
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.25	0.45	0.50	0.38	0.85	0.51	0.48	0.30

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	82	953	228	151	961	75	192	239	160	69	203	22
Future Volume (vph)	82	953	228	151	961	75	192	239	160	69	203	22
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.8	6.8		6.8	6.8		6.0	6.0		6.0	6.0	
Lane Util. Factor	1.00	0.91		1.00	0.91		1.00	0.95		1.00	0.95	
Frt	1.00	0.97		1.00	0.99		1.00	0.94		1.00	0.99	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	4938		1770	5030		1770	3327		1770	3488	
Flt Permitted	0.23	1.00		0.17	1.00		0.57	1.00		0.36	1.00	
Satd. Flow (perm)	423	4938		311	5030		1067	3327		679	3488	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	86	1003	240	159	1012	79	202	252	168	73	214	23
RTOR Reduction (vph)	0	31	0	0	7	0	0	88	0	0	6	0
Lane Group Flow (vph)	86	1212	0	159	1084	0	202	332	0	73	231	0
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases	1	6		5	2			4			8	
Permitted Phases	6			2			4			8		
Actuated Green, G (s)	78.6	71.2		84.2	74.0		29.0	29.0		29.0	29.0	
Effective Green, g (s)	78.6	71.2		84.2	74.0		29.0	29.0		29.0	29.0	
Actuated g/C Ratio	0.60	0.55		0.65	0.57		0.22	0.22		0.22	0.22	
Clearance Time (s)	6.8	6.8		6.8	6.8		6.0	6.0		6.0	6.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	332	2704		315	2863		238	742		151	778	
v/s Ratio Prot	0.01	0.25		c0.04	0.22			0.10			0.07	
v/s Ratio Perm	0.14			c0.29			c0.19			0.11		
v/c Ratio	0.26	0.45		0.50	0.38		0.85	0.45		0.48	0.30	
Uniform Delay, d1	10.9	17.6		10.5	15.4		48.4	43.6		44.0	42.0	
Progression Factor	0.68	0.56		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	0.4	0.5		5.7	0.4		29.6	2.0		10.7	1.0	
Delay (s)	7.8	10.4		16.2	15.8		78.0	45.5		54.6	43.0	
Level of Service	A	B		B	B		E	D		D	D	
Approach Delay (s)		10.3			15.8			56.1			45.7	
Approach LOS		B			B			E			D	

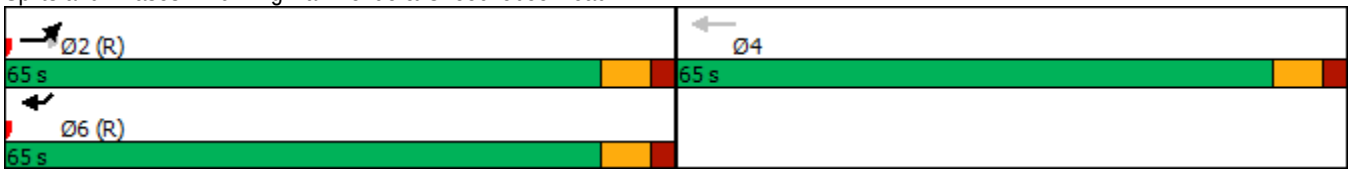
Intersection Summary			
HCM 2000 Control Delay	23.5	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.61		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	19.6
Intersection Capacity Utilization	70.8%	ICU Level of Service	C
Analysis Period (min)	15		

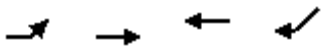
c Critical Lane Group

Lane Group	EBL	EBT	WBT	SWR
Lane Configurations				
Traffic Volume (vph)	671	1131	1042	703
Future Volume (vph)	671	1131	1042	703
Turn Type	Prot	NA	NA	Prot
Protected Phases	2			6
Permitted Phases		2	4	
Detector Phase	2	2	4	6
Switch Phase				
Minimum Initial (s)	12.0	12.0	12.0	12.0
Minimum Split (s)	25.3	25.3	25.3	25.3
Total Split (s)	65.0	65.0	65.0	65.0
Total Split (%)	50.0%	50.0%	50.0%	50.0%
Yellow Time (s)	4.8	4.8	4.8	4.8
All-Red Time (s)	2.5	2.5	2.5	2.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.3	7.3	7.3	7.3
Lead/Lag				
Lead-Lag Optimize?				
Recall Mode	C-Max	C-Max	None	C-Max
Act Effct Green (s)	76.4	76.4	39.0	76.4
Actuated g/C Ratio	0.59	0.59	0.30	0.59
v/c Ratio	0.35	0.40	0.72	0.44
Control Delay	15.2	15.5	65.2	15.1
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	15.2	15.5	65.2	15.1
LOS	B	B	E	B
Approach Delay		15.4	65.2	
Approach LOS		B	E	

Intersection Summary	
Cycle Length: 130	
Actuated Cycle Length: 130	
Offset: 103 (79%), Referenced to phase 2:EBTL and 6:SWR, Start of Green	
Natural Cycle: 55	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.72	
Intersection Signal Delay: 30.0	Intersection LOS: C
Intersection Capacity Utilization 56.9%	ICU Level of Service B
Analysis Period (min) 15	

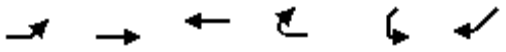
Splits and Phases: 6: Virginia Avenue & Okeechobee Road





Lane Group	EBL	EBT	WBT	SWR
Lane Group Flow (vph)	706	1191	1097	740
v/c Ratio	0.35	0.40	0.72	0.44
Control Delay	15.2	15.5	65.2	15.1
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	15.2	15.5	65.2	15.1
Queue Length 50th (ft)	152	189	362	169
Queue Length 95th (ft)	220	256	363	255
Internal Link Dist (ft)		397	2374	
Turn Bay Length (ft)				
Base Capacity (vph)	2018	2990	2256	1667
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.35	0.40	0.49	0.44

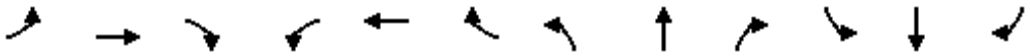
Intersection Summary



Movement	EBL	EBT	WBT	WBR	SWL	SWR
Lane Configurations						
Traffic Volume (vph)	671	1131	1042	0	0	703
Future Volume (vph)	671	1131	1042	0	0	703
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.3	7.3	7.3			7.3
Lane Util. Factor	0.97	0.91	0.91			0.88
Frt	1.00	1.00	1.00			0.85
Flt Protected	0.95	1.00	1.00			1.00
Satd. Flow (prot)	3433	5085	5085			2787
Flt Permitted	0.95	1.00	1.00			1.00
Satd. Flow (perm)	3433	5085	5085			2787
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	706	1191	1097	0	0	740
RTOR Reduction (vph)	0	0	0	0	0	28
Lane Group Flow (vph)	706	1191	1097	0	0	712
Turn Type	Prot	NA	NA			Prot
Protected Phases	2					6
Permitted Phases		2	4			
Actuated Green, G (s)	76.4	76.4	39.0			76.4
Effective Green, g (s)	76.4	76.4	39.0			76.4
Actuated g/C Ratio	0.59	0.59	0.30			0.59
Clearance Time (s)	7.3	7.3	7.3			7.3
Vehicle Extension (s)	3.0	3.0	3.0			3.0
Lane Grp Cap (vph)	2017	2988	1525			1637
v/s Ratio Prot	0.21					c0.26
v/s Ratio Perm		0.23	c0.22			
v/c Ratio	0.35	0.40	0.72			0.43
Uniform Delay, d1	13.9	14.4	40.6			14.8
Progression Factor	1.00	1.00	1.55			1.00
Incremental Delay, d2	0.5	0.4	1.5			0.8
Delay (s)	14.4	14.8	64.6			15.7
Level of Service	B	B	E			B
Approach Delay (s)		14.7	64.6		15.7	
Approach LOS		B	E		B	

Intersection Summary			
HCM 2000 Control Delay	29.6	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.53		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	14.6
Intersection Capacity Utilization	56.9%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	3	554	32	179	546	20	25	7	220	12	3	8
Future Volume (Veh/h)	3	554	32	179	546	20	25	7	220	12	3	8
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	3	583	34	188	575	21	26	7	232	13	3	8
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	596			617			1279	1578	308	1494	1584	298
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	596			617			1279	1578	308	1494	1584	298
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			80			74	92	66	71	97	99
cM capacity (veh/h)	976			959			100	87	687	45	86	698

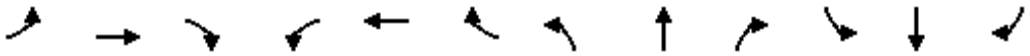
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	WB 3	NB 1	SB 1
Volume Total	294	326	188	383	213	265	24
Volume Left	3	0	188	0	0	26	13
Volume Right	0	34	0	0	21	232	8
cSH	976	1700	959	1700	1700	391	71
Volume to Capacity	0.00	0.19	0.20	0.23	0.13	0.68	0.34
Queue Length 95th (ft)	0	0	18	0	0	120	31
Control Delay (s)	0.1	0.0	9.7	0.0	0.0	31.4	79.0
Lane LOS	A		A			D	F
Approach Delay (s)	0.1		2.3			31.4	79.0
Approach LOS						D	F

Intersection Summary				
Average Delay	7.1			
Intersection Capacity Utilization	57.5%	ICU Level of Service		B
Analysis Period (min)	15			

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	40	0	277	51	8	221
Future Volume (Veh/h)	40	0	277	51	8	221
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	42	0	292	54	8	233
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	568	319			346	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	568	319			346	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	91	100			99	
cM capacity (veh/h)	481	722			1213	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	42	346	241
Volume Left	42	0	8
Volume Right	0	54	0
cSH	481	1700	1213
Volume to Capacity	0.09	0.20	0.01
Queue Length 95th (ft)	7	0	0
Control Delay (s)	13.2	0.0	0.3
Lane LOS	B		A
Approach Delay (s)	13.2	0.0	0.3
Approach LOS	B		

Intersection Summary			
Average Delay	1.0		
Intersection Capacity Utilization	28.1%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	12	589	0	2	579	0	0	0	0	30	0	12
Future Volume (Veh/h)	12	589	0	2	579	0	0	0	0	30	0	12
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	13	620	0	2	609	0	0	0	0	32	0	13
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	609			620			968	1259	310	949	1259	304
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	609			620			968	1259	310	949	1259	304
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	99			100			100	100	100	85	100	98
cM capacity (veh/h)	966			956			202	167	686	213	167	691

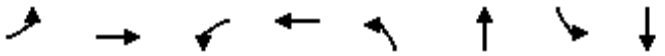
Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	NB 1	SB 1
Volume Total	13	413	207	306	304	0	45
Volume Left	13	0	0	2	0	0	32
Volume Right	0	0	0	0	0	0	13
cSH	966	1700	1700	956	1700	1700	266
Volume to Capacity	0.01	0.24	0.12	0.00	0.18	0.00	0.17
Queue Length 95th (ft)	1	0	0	0	0	0	15
Control Delay (s)	8.8	0.0	0.0	0.1	0.0	0.0	21.3
Lane LOS	A			A		A	C
Approach Delay (s)	0.2			0.0		0.0	21.3
Approach LOS						A	C

Intersection Summary				
Average Delay	0.9			
Intersection Capacity Utilization	27.4%	ICU Level of Service		A
Analysis Period (min)	15			

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	87	989	89	541	65	210	89	153
Future Volume (vph)	87	989	89	541	65	210	89	153
Turn Type	pm+pt	NA	pm+pt	NA	Perm	NA	Perm	NA
Protected Phases	1	6	5	2		4		8
Permitted Phases	6		2		4		8	
Detector Phase	1	6	5	2	4	4	8	8
Switch Phase								
Minimum Initial (s)	5.0	12.0	5.0	12.0	7.0	7.0	7.0	7.0
Minimum Split (s)	11.8	24.8	24.8	24.8	24.0	24.0	24.0	24.0
Total Split (s)	17.0	67.0	23.0	73.0	40.0	40.0	40.0	40.0
Total Split (%)	13.1%	51.5%	17.7%	56.2%	30.8%	30.8%	30.8%	30.8%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.8	6.8	6.8	6.8	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag	Lead	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes				
Recall Mode	None	C-Max	Max	C-Max	Max	Max	Max	Max
Act Effct Green (s)	68.3	60.2	83.1	68.3	34.0	34.0	34.0	34.0
Actuated g/C Ratio	0.53	0.46	0.64	0.53	0.26	0.26	0.26	0.26
v/c Ratio	0.20	0.52	0.26	0.25	0.23	0.31	0.36	0.23
Control Delay	18.2	35.5	10.8	16.4	40.3	35.7	44.1	32.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	18.2	35.5	10.8	16.4	40.3	35.7	44.1	32.7
LOS	B	D	B	B	D	D	D	C
Approach Delay		34.2		15.7		36.6		36.2
Approach LOS		C		B		D		D

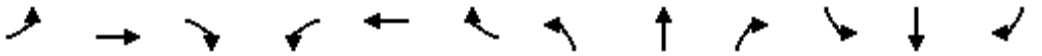
Intersection Summary	
Cycle Length: 130	
Actuated Cycle Length: 130	
Offset: 1 (1%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green	
Natural Cycle: 75	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.52	
Intersection Signal Delay: 29.7	Intersection LOS: C
Intersection Capacity Utilization 62.3%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 3: S 35th Street & Virginia Avenue



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	92	1200	94	649	68	285	94	213
v/c Ratio	0.20	0.52	0.26	0.25	0.23	0.31	0.36	0.23
Control Delay	18.2	35.5	10.8	16.4	40.3	35.7	44.1	32.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	18.2	35.5	10.8	16.4	40.3	35.7	44.1	32.7
Queue Length 50th (ft)	36	280	28	100	45	91	65	62
Queue Length 95th (ft)	93	398	50	130	88	133	119	97
Internal Link Dist (ft)		2374		592		508		610
Turn Bay Length (ft)	200		200		150		150	
Base Capacity (vph)	478	2323	362	2639	298	914	258	914
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.19	0.52	0.26	0.25	0.23	0.31	0.36	0.23

Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	87	989	151	89	541	76	65	210	61	89	153	49
Future Volume (vph)	87	989	151	89	541	76	65	210	61	89	153	49
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.8	6.8		6.8	6.8		6.0	6.0		6.0	6.0	
Lane Util. Factor	1.00	0.91		1.00	0.91		1.00	0.95		1.00	0.95	
Frt	1.00	0.98		1.00	0.98		1.00	0.97		1.00	0.96	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	4984		1770	4991		1770	3420		1770	3410	
Flt Permitted	0.39	1.00		0.15	1.00		0.61	1.00		0.53	1.00	
Satd. Flow (perm)	734	4984		275	4991		1139	3420		989	3410	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	92	1041	159	94	569	80	68	221	64	94	161	52
RTOR Reduction (vph)	0	16	0	0	14	0	0	21	0	0	24	0
Lane Group Flow (vph)	92	1184	0	94	635	0	68	264	0	94	189	0
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases	1	6		5	2			4			8	
Permitted Phases	6			2			4			8		
Actuated Green, G (s)	68.3	60.2		83.2	68.3		34.0	34.0		34.0	34.0	
Effective Green, g (s)	68.3	60.2		83.2	68.3		34.0	34.0		34.0	34.0	
Actuated g/C Ratio	0.53	0.46		0.64	0.53		0.26	0.26		0.26	0.26	
Clearance Time (s)	6.8	6.8		6.8	6.8		6.0	6.0		6.0	6.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	450	2307		362	2622		297	894		258	891	
v/s Ratio Prot	0.01	c0.24		c0.03	c0.13			0.08			0.06	
v/s Ratio Perm	0.09			0.13			0.06			c0.10		
v/c Ratio	0.20	0.51		0.26	0.24		0.23	0.30		0.36	0.21	
Uniform Delay, d1	15.4	24.6		11.4	16.8		37.7	38.4		39.2	37.5	
Progression Factor	1.74	1.44		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	0.2	0.8		1.7	0.2		1.8	0.8		3.9	0.5	
Delay (s)	27.0	36.1		13.2	17.0		39.5	39.3		43.1	38.1	
Level of Service	C	D		B	B		D	D		D	D	
Approach Delay (s)		35.5			16.5			39.3			39.6	
Approach LOS		D			B			D			D	

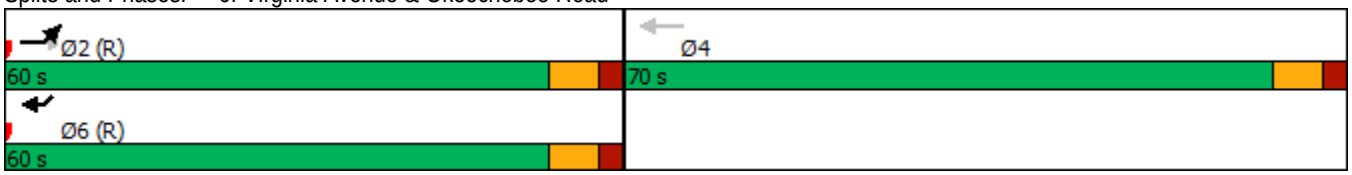
Intersection Summary			
HCM 2000 Control Delay	31.2	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.43		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	19.6
Intersection Capacity Utilization	62.3%	ICU Level of Service	B
Analysis Period (min)	15		

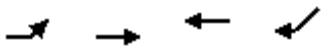
c Critical Lane Group

Lane Group	EBL	EBT	WBT	SWR
Lane Configurations				
Traffic Volume (vph)	579	1265	630	468
Future Volume (vph)	579	1265	630	468
Turn Type	Prot	NA	NA	Prot
Protected Phases	2			6
Permitted Phases		2	4	
Detector Phase	2	2	4	6
Switch Phase				
Minimum Initial (s)	12.0	12.0	12.0	12.0
Minimum Split (s)	25.3	25.3	25.3	25.3
Total Split (s)	60.0	60.0	70.0	60.0
Total Split (%)	46.2%	46.2%	53.8%	46.2%
Yellow Time (s)	4.8	4.8	4.8	4.8
All-Red Time (s)	2.5	2.5	2.5	2.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.3	7.3	7.3	7.3
Lead/Lag				
Lead-Lag Optimize?				
Recall Mode	C-Max	C-Max	None	C-Max
Act Effct Green (s)	90.9	90.9	24.5	90.9
Actuated g/C Ratio	0.70	0.70	0.19	0.70
v/c Ratio	0.25	0.37	0.69	0.24
Control Delay	7.8	8.7	50.3	2.9
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	7.8	8.7	50.3	2.9
LOS	A	A	D	A
Approach Delay		8.4	50.3	
Approach LOS		A	D	

Intersection Summary	
Cycle Length: 130	
Actuated Cycle Length: 130	
Offset: 34 (26%), Referenced to phase 2:EBTL and 6:SWR, Start of Green	
Natural Cycle: 55	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.69	
Intersection Signal Delay: 16.5	Intersection LOS: B
Intersection Capacity Utilization 40.9%	ICU Level of Service A
Analysis Period (min) 15	

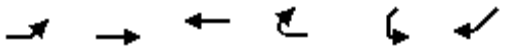
Splits and Phases: 6: Virginia Avenue & Okeechobee Road





Lane Group	EBL	EBT	WBT	SWR
Lane Group Flow (vph)	609	1332	663	493
v/c Ratio	0.25	0.37	0.69	0.24
Control Delay	7.8	8.7	50.3	2.9
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	7.8	8.7	50.3	2.9
Queue Length 50th (ft)	88	152	200	25
Queue Length 95th (ft)	131	206	245	51
Internal Link Dist (ft)		397	2374	
Turn Bay Length (ft)				
Base Capacity (vph)	2401	3556	2452	2044
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.25	0.37	0.27	0.24

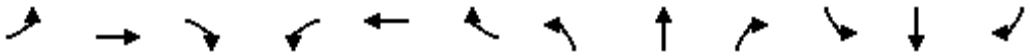
Intersection Summary



Movement	EBL	EBT	WBT	WBR	SWL	SWR
Lane Configurations						
Traffic Volume (vph)	579	1265	630	0	0	468
Future Volume (vph)	579	1265	630	0	0	468
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.3	7.3	7.3			7.3
Lane Util. Factor	0.97	0.91	0.91			0.88
Frt	1.00	1.00	1.00			0.85
Flt Protected	0.95	1.00	1.00			1.00
Satd. Flow (prot)	3433	5085	5085			2787
Flt Permitted	0.95	1.00	1.00			1.00
Satd. Flow (perm)	3433	5085	5085			2787
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	609	1332	663	0	0	493
RTOR Reduction (vph)	0	0	0	0	0	95
Lane Group Flow (vph)	609	1332	663	0	0	398
Turn Type	Prot	NA	NA			Prot
Protected Phases	2					6
Permitted Phases		2	4			
Actuated Green, G (s)	90.9	90.9	24.5			90.9
Effective Green, g (s)	90.9	90.9	24.5			90.9
Actuated g/C Ratio	0.70	0.70	0.19			0.70
Clearance Time (s)	7.3	7.3	7.3			7.3
Vehicle Extension (s)	3.0	3.0	3.0			3.0
Lane Grp Cap (vph)	2400	3555	958			1948
v/s Ratio Prot	0.18					0.14
v/s Ratio Perm		c0.26	c0.13			
v/c Ratio	0.25	0.37	0.69			0.20
Uniform Delay, d1	7.1	8.0	49.2			6.9
Progression Factor	1.00	1.00	0.95			1.00
Incremental Delay, d2	0.3	0.3	2.1			0.2
Delay (s)	7.4	8.3	48.8			7.1
Level of Service	A	A	D			A
Approach Delay (s)		8.0	48.8		7.1	
Approach LOS		A	D		A	

Intersection Summary			
HCM 2000 Control Delay	16.6	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.44		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	14.6
Intersection Capacity Utilization	40.9%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	9	514	67	193	388	9	29	3	195	2	1	1
Future Volume (Veh/h)	9	514	67	193	388	9	29	3	195	2	1	1
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	9	541	71	203	408	9	31	3	205	2	1	1
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	417			612			1206	1418	306	1314	1448	208
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	417			612			1206	1418	306	1314	1448	208
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	99			79			73	97	70	97	99	100
cM capacity (veh/h)	1138			963			115	106	690	66	102	797

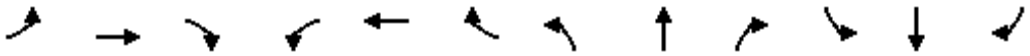
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	WB 3	NB 1	SB 1
Volume Total	280	342	203	272	145	239	4
Volume Left	9	0	203	0	0	31	2
Volume Right	0	71	0	0	9	205	1
cSH	1138	1700	963	1700	1700	402	97
Volume to Capacity	0.01	0.20	0.21	0.16	0.09	0.59	0.04
Queue Length 95th (ft)	1	0	20	0	0	93	3
Control Delay (s)	0.3	0.0	9.7	0.0	0.0	26.3	43.6
Lane LOS	A		A			D	E
Approach Delay (s)	0.2		3.2			26.3	43.6
Approach LOS						D	E

Intersection Summary				
Average Delay	5.7			
Intersection Capacity Utilization	51.6%	ICU Level of Service		A
Analysis Period (min)	15			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	16	0	29	63	0	4	8	264	68	1	253	5
Future Volume (Veh/h)	16	0	29	63	0	4	8	264	68	1	253	5
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	17	0	31	66	0	4	8	278	72	1	266	5
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	604	636	268	632	603	314	271			350		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	604	636	268	632	603	314	271			350		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	96	100	96	82	100	99	99			100		
cM capacity (veh/h)	406	392	770	375	410	726	1292			1209		

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	48	70	358	272
Volume Left	17	66	8	1
Volume Right	31	4	72	5
cSH	584	386	1292	1209
Volume to Capacity	0.08	0.18	0.01	0.00
Queue Length 95th (ft)	7	16	0	0
Control Delay (s)	11.7	16.4	0.2	0.0
Lane LOS	B	C	A	A
Approach Delay (s)	11.7	16.4	0.2	0.0
Approach LOS	B	C		

Intersection Summary				
Average Delay	2.4			
Intersection Capacity Utilization	39.1%	ICU Level of Service	A	
Analysis Period (min)	15			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	14	580	0	2	417	0	0	0	1	30	0	4
Future Volume (Veh/h)	14	580	0	2	417	0	0	0	1	30	0	4
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	15	611	0	2	439	0	0	0	1	32	0	4
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	439			611			868	1084	306	780	1084	220
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	439			611			868	1084	306	780	1084	220
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	99			100			100	100	100	89	100	99
cM capacity (veh/h)	1117			964			242	212	690	282	212	785

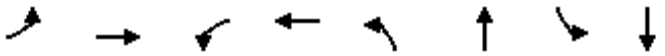
Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	NB 1	SB 1
Volume Total	15	407	204	222	220	1	36
Volume Left	15	0	0	2	0	0	32
Volume Right	0	0	0	0	0	1	4
cSH	1117	1700	1700	964	1700	690	303
Volume to Capacity	0.01	0.24	0.12	0.00	0.13	0.00	0.12
Queue Length 95th (ft)	1	0	0	0	0	0	10
Control Delay (s)	8.3	0.0	0.0	0.1	0.0	10.2	18.5
Lane LOS	A			A		B	C
Approach Delay (s)	0.2			0.1		10.2	18.5
Approach LOS						B	C

Intersection Summary				
Average Delay	0.7			
Intersection Capacity Utilization	31.3%	ICU Level of Service		A
Analysis Period (min)	15			

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	90	953	151	961	192	239	81	203
Future Volume (vph)	90	953	151	961	192	239	81	203
Turn Type	pm+pt	NA	pm+pt	NA	Perm	NA	Perm	NA
Protected Phases	1	6	5	2		4		8
Permitted Phases	6		2		4		8	
Detector Phase	1	6	5	2	4	4	8	8
Switch Phase								
Minimum Initial (s)	5.0	12.0	5.0	12.0	7.0	7.0	7.0	7.0
Minimum Split (s)	11.8	24.8	24.8	24.8	24.0	24.0	24.0	24.0
Total Split (s)	15.0	78.0	17.0	80.0	35.0	35.0	35.0	35.0
Total Split (%)	11.5%	60.0%	13.1%	61.5%	26.9%	26.9%	26.9%	26.9%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.8	6.8	6.8	6.8	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag	Lead	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes				
Recall Mode	None	C-Max	Max	C-Max	Max	Max	Max	Max
Act Effct Green (s)	78.7	71.2	84.1	73.9	29.0	29.0	29.0	29.0
Actuated g/C Ratio	0.61	0.55	0.65	0.57	0.22	0.22	0.22	0.22
v/c Ratio	0.29	0.45	0.50	0.39	0.86	0.51	0.56	0.31
Control Delay	7.9	9.8	13.4	15.8	80.7	34.3	61.0	41.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	7.9	9.8	13.4	15.8	80.7	34.3	61.0	41.6
LOS	A	A	B	B	F	C	E	D
Approach Delay		9.7		15.5		49.3		46.6
Approach LOS		A		B		D		D

Intersection Summary	
Cycle Length: 130	
Actuated Cycle Length: 130	
Offset: 26 (20%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green	
Natural Cycle: 75	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.86	
Intersection Signal Delay: 22.1	Intersection LOS: C
Intersection Capacity Utilization 70.8%	ICU Level of Service C
Analysis Period (min) 15	

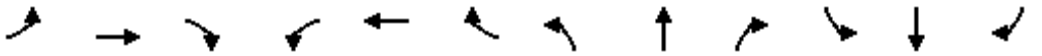
Splits and Phases: 3: S 35th Street & Virginia Avenue



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	95	1243	159	1113	202	420	85	242
v/c Ratio	0.29	0.45	0.50	0.39	0.86	0.51	0.56	0.31
Control Delay	7.9	9.8	13.4	15.8	80.7	34.3	61.0	41.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	7.9	9.8	13.4	15.8	80.7	34.3	61.0	41.6
Queue Length 50th (ft)	10	249	43	179	165	118	64	86
Queue Length 95th (ft)	41	293	69	213	#307	172	126	126
Internal Link Dist (ft)		2374		592		508		610
Turn Bay Length (ft)	200		200		150		150	
Base Capacity (vph)	336	2735	315	2860	235	829	151	783
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.28	0.45	0.50	0.39	0.86	0.51	0.56	0.31

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	90	953	228	151	961	96	192	239	160	81	203	27
Future Volume (vph)	90	953	228	151	961	96	192	239	160	81	203	27
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.8	6.8		6.8	6.8		6.0	6.0		6.0	6.0	
Lane Util. Factor	1.00	0.91		1.00	0.91		1.00	0.95		1.00	0.95	
Frt	1.00	0.97		1.00	0.99		1.00	0.94		1.00	0.98	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	4938		1770	5016		1770	3327		1770	3478	
Flt Permitted	0.22	1.00		0.17	1.00		0.57	1.00		0.36	1.00	
Satd. Flow (perm)	410	4938		312	5016		1055	3327		679	3478	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	95	1003	240	159	1012	101	202	252	168	85	214	28
RTOR Reduction (vph)	0	31	0	0	9	0	0	88	0	0	8	0
Lane Group Flow (vph)	95	1212	0	159	1104	0	202	332	0	85	234	0
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases	1	6		5	2			4			8	
Permitted Phases	6			2			4			8		
Actuated Green, G (s)	78.7	71.2		84.1	73.9		29.0	29.0		29.0	29.0	
Effective Green, g (s)	78.7	71.2		84.1	73.9		29.0	29.0		29.0	29.0	
Actuated g/C Ratio	0.61	0.55		0.65	0.57		0.22	0.22		0.22	0.22	
Clearance Time (s)	6.8	6.8		6.8	6.8		6.0	6.0		6.0	6.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	326	2704		316	2851		235	742		151	775	
v/s Ratio Prot	0.02	0.25		c0.04	0.22			0.10			0.07	
v/s Ratio Perm	0.16			c0.29			c0.19			0.13		
v/c Ratio	0.29	0.45		0.50	0.39		0.86	0.45		0.56	0.30	
Uniform Delay, d1	10.9	17.6		10.5	15.5		48.5	43.6		44.9	42.1	
Progression Factor	0.76	0.56		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	0.5	0.5		5.6	0.4		31.3	2.0		14.3	1.0	
Delay (s)	8.8	10.3		16.1	15.9		79.9	45.5		59.2	43.1	
Level of Service	A	B		B	B		E	D		E	D	
Approach Delay (s)		10.2			15.9			56.7			47.3	
Approach LOS		B			B			E			D	

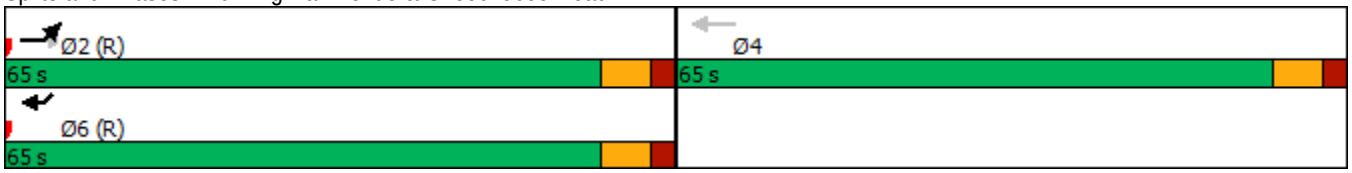
Intersection Summary			
HCM 2000 Control Delay	23.8	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.61		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	19.6
Intersection Capacity Utilization	70.8%	ICU Level of Service	C
Analysis Period (min)	15		

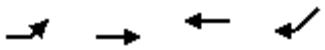
c Critical Lane Group

Lane Group	EBL	EBT	WBT	SWR
Lane Configurations				
Traffic Volume (vph)	674	1139	1047	705
Future Volume (vph)	674	1139	1047	705
Turn Type	Prot	NA	NA	Prot
Protected Phases	2			6
Permitted Phases		2	4	
Detector Phase	2	2	4	6
Switch Phase				
Minimum Initial (s)	12.0	12.0	12.0	12.0
Minimum Split (s)	25.3	25.3	25.3	25.3
Total Split (s)	65.0	65.0	65.0	65.0
Total Split (%)	50.0%	50.0%	50.0%	50.0%
Yellow Time (s)	4.8	4.8	4.8	4.8
All-Red Time (s)	2.5	2.5	2.5	2.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.3	7.3	7.3	7.3
Lead/Lag				
Lead-Lag Optimize?				
Recall Mode	C-Max	C-Max	None	C-Max
Act Effct Green (s)	76.3	76.3	39.1	76.3
Actuated g/C Ratio	0.59	0.59	0.30	0.59
v/c Ratio	0.35	0.40	0.72	0.45
Control Delay	15.3	15.6	64.7	15.2
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	15.3	15.6	64.7	15.2
LOS	B	B	E	B
Approach Delay		15.5	64.7	
Approach LOS		B	E	

Intersection Summary	
Cycle Length: 130	
Actuated Cycle Length: 130	
Offset: 103 (79%), Referenced to phase 2:EBTL and 6:SWR, Start of Green	
Natural Cycle: 55	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.72	
Intersection Signal Delay: 29.9	Intersection LOS: C
Intersection Capacity Utilization 57.1%	ICU Level of Service B
Analysis Period (min) 15	

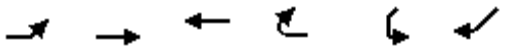
Splits and Phases: 6: Virginia Avenue & Okeechobee Road





Lane Group	EBL	EBT	WBT	SWR
Lane Group Flow (vph)	709	1199	1102	742
v/c Ratio	0.35	0.40	0.72	0.45
Control Delay	15.3	15.6	64.7	15.2
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	15.3	15.6	64.7	15.2
Queue Length 50th (ft)	153	190	363	171
Queue Length 95th (ft)	222	258	364	257
Internal Link Dist (ft)		397	2374	
Turn Bay Length (ft)				
Base Capacity (vph)	2015	2985	2256	1664
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.35	0.40	0.49	0.45

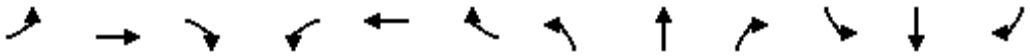
Intersection Summary



Movement	EBL	EBT	WBT	WBR	SWL	SWR
Lane Configurations						
Traffic Volume (vph)	674	1139	1047	0	0	705
Future Volume (vph)	674	1139	1047	0	0	705
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.3	7.3	7.3			7.3
Lane Util. Factor	0.97	0.91	0.91			0.88
Frt	1.00	1.00	1.00			0.85
Flt Protected	0.95	1.00	1.00			1.00
Satd. Flow (prot)	3433	5085	5085			2787
Flt Permitted	0.95	1.00	1.00			1.00
Satd. Flow (perm)	3433	5085	5085			2787
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	709	1199	1102	0	0	742
RTOR Reduction (vph)	0	0	0	0	0	28
Lane Group Flow (vph)	709	1199	1102	0	0	714
Turn Type	Prot	NA	NA			Prot
Protected Phases	2					6
Permitted Phases		2	4			
Actuated Green, G (s)	76.3	76.3	39.1			76.3
Effective Green, g (s)	76.3	76.3	39.1			76.3
Actuated g/C Ratio	0.59	0.59	0.30			0.59
Clearance Time (s)	7.3	7.3	7.3			7.3
Vehicle Extension (s)	3.0	3.0	3.0			3.0
Lane Grp Cap (vph)	2014	2984	1529			1635
v/s Ratio Prot	0.21					c0.26
v/s Ratio Perm		0.24	c0.22			
v/c Ratio	0.35	0.40	0.72			0.44
Uniform Delay, d1	14.0	14.5	40.6			14.9
Progression Factor	1.00	1.00	1.55			1.00
Incremental Delay, d2	0.5	0.4	1.5			0.9
Delay (s)	14.5	14.9	64.2			15.8
Level of Service	B	B	E			B
Approach Delay (s)		14.7	64.2		15.8	
Approach LOS		B	E		B	

Intersection Summary			
HCM 2000 Control Delay	29.5	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.53		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	14.6
Intersection Capacity Utilization	57.1%	ICU Level of Service	B
Analysis Period (min)	15		

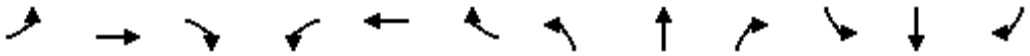
c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	5	557	32	195	551	20	25	7	229	12	3	8
Future Volume (Veh/h)	5	557	32	195	551	20	25	7	229	12	3	8
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	5	586	34	205	580	21	26	7	241	13	3	8
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	601			620			1322	1624	310	1548	1630	300
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	601			620			1322	1624	310	1548	1630	300
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	99			79			72	91	65	67	96	99
cM capacity (veh/h)	972			956			91	79	686	39	79	696

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	WB 3	NB 1	SB 1
Volume Total	298	327	205	387	214	274	24
Volume Left	5	0	205	0	0	26	13
Volume Right	0	34	0	0	21	241	8
cSH	972	1700	956	1700	1700	378	63
Volume to Capacity	0.01	0.19	0.21	0.23	0.13	0.72	0.38
Queue Length 95th (ft)	0	0	20	0	0	138	36
Control Delay (s)	0.2	0.0	9.8	0.0	0.0	35.9	94.0
Lane LOS	A		A			E	F
Approach Delay (s)	0.1		2.5			35.9	94.0
Approach LOS						E	F

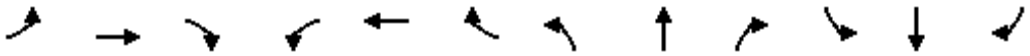
Intersection Summary				
Average Delay	8.2			
Intersection Capacity Utilization	58.4%	ICU Level of Service		B
Analysis Period (min)	15			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	9	0	17	40	0	0	29	277	51	8	221	16
Future Volume (Veh/h)	9	0	17	40	0	0	29	277	51	8	221	16
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	9	0	18	42	0	0	31	292	54	8	233	17
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	638	666	242	656	647	319	250			346		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	638	666	242	656	647	319	250			346		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	98	100	98	88	100	100	98			99		
cM capacity (veh/h)	380	369	797	361	378	722	1316			1213		

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	27	42	377	258
Volume Left	9	42	31	8
Volume Right	18	0	54	17
cSH	584	361	1316	1213
Volume to Capacity	0.05	0.12	0.02	0.01
Queue Length 95th (ft)	4	10	2	0
Control Delay (s)	11.5	16.3	0.9	0.3
Lane LOS	B	C	A	A
Approach Delay (s)	11.5	16.3	0.9	0.3
Approach LOS	B	C		

Intersection Summary				
Average Delay	2.0			
Intersection Capacity Utilization	42.6%	ICU Level of Service	A	
Analysis Period (min)	15			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	13	592	0	7	581	0	0	0	0	30	0	12
Future Volume (Veh/h)	13	592	0	7	581	0	0	0	0	30	0	12
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	14	623	0	7	612	0	0	0	0	32	0	13
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	612			623			984	1277	312	966	1277	306
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	612			623			984	1277	312	966	1277	306
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	99			99			100	100	100	84	100	98
cM capacity (veh/h)	963			954			196	162	684	206	162	690

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	NB 1	SB 1
Volume Total	14	415	208	313	306	0	45
Volume Left	14	0	0	7	0	0	32
Volume Right	0	0	0	0	0	0	13
cSH	963	1700	1700	954	1700	1700	258
Volume to Capacity	0.01	0.24	0.12	0.01	0.18	0.00	0.17
Queue Length 95th (ft)	1	0	0	1	0	0	15
Control Delay (s)	8.8	0.0	0.0	0.3	0.0	0.0	21.9
Lane LOS	A			A		A	C
Approach Delay (s)	0.2			0.1		0.0	21.9
Approach LOS						A	C

Intersection Summary				
Average Delay	0.9			
Intersection Capacity Utilization	31.0%	ICU Level of Service		A
Analysis Period (min)	15			