THE SUNRISE CITY
FORT PIERCE
PLANNING DEPARTMENT Florida

DEVELOPMENT REVIEW

Property Information

Property address or Location: 4001 Oleander Ave. Fort Pierce, FL 34982

Parcel ID #(s): 2433-144-0001-000-6

Project description: Construction of an auto parts retail development with associated parking, infrastructure, and stormwater management area.

Application Type

☒ Site Plan ☐ Conditional Use w/New Construction ☐ Conceptual Development Plan

☐ Minor Amendment ☐ Major Amendment

Site Information

Non-Residential: Proposed Sq. Ft.: 14,086 Site Acreage: 4.22

Residential: Proposed Units: n/a Proposed Sq. Ft.: n/a Site Acreage: n/a

Performance NAPA LLC	Michael DePree, Project Engineer, DePree Engineering LLC
Property Owner(s)	**Applicant/Representative, Title, Company**
PO Box 220	1613 Cloverlawn Ave.
Street Address	Street Address
Pahokee FL 33476	Orlando FL 32806
City State Zip	City State Zip
	(941)932-0166
Phone Number	Phone Number
	Michael.DePree@DePreeEngineering.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.*

Property Owner(s) Signature(s)

PAUL ALLEN - PRESIDENT
paul@rchatton.com

APPOINTMENTS ARE REQUIRED FOR APPLICATION SUBMITTALS

CALL 772.467.3737 OR E-MAIL PLANNING_DL@CITYOFFORTPIERCE.COM

For more information, please refer to the website:

https://www.cityoffortpierce.com/971/Application-Submittal-for-Technical-Revi

THE SUNRISE CITY
FORT PIERCE
PLANNING DEPARTMENT
Florida

DESIGN REVIEW

Property Information

Property address or Location: 4001 Oleander Ave. Fort Pierce, FL 34982

Parcel ID #(s): 2433-144-0001-000-6

Project description: Construction of an auto parts retail development with associated parking, infrastructure, and stormwater management area.

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THE SUNRISE CITY
FORT PIERCE
PLANNING DEPARTMENT
Florida

CONCURRENCY
CAPACITY ANALYSIS

I. Site Data:

	Existing Use	Future Land Use	Zoning
North	Undeveloped	Industrial (IND) (St. Lucie County)	Light Industrial (IL) (St. Lucie County)
South	Undeveloped	Medium Density Residential (RM)	Medium Density Residential (R-4)
East	Undeveloped	Industrial (I)	Light Industrial (I-1)
West	Residential	RU - Urban Residential (St. Lucie County)	RS-3 - Residential Single Family (St. Lucie County)

	Future Land Use	Zoning Classification	Maximum Intensity Residential: Dwelling Units per Acre Other: Square Footage	Total Acreage	Flood Zone
Current	General Commercial (GC)	General Commercial (C-3)	60% / 110,294 SF	4.22	X and AE
****Proposed**	General Commercial (GC)	General Commercial (C-3)	7.7% / 14,086 SF	4.22	N/A

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 1,760.75 GPD
Demand Analysis	Maximum
Current Zoning/FLU	Total gallons per day
**Proposed Zoning/FLU	Total gallons per day
**Change in Demand	Total gallons per day

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 1,760.75 GPD
Demand Analysis	Maximum
Current Zoning/FLU	Total gallons per day
**Proposed Zoning/FLU	Total gallons per day
**Change in Demand	Total gallons per day

C. Parks and Recreation (Residential Classifications Only): N/A
(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			

D. Public Schools (Residential Classifications Only): N/A
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/FLU Enrollment Demand		
****Proposed Zoning/FLU Enrollment Demand**		
****Change in Demand**		

E. Solid Waste: Residential (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/FLU	General Commercial (GC) / General Commercial (C-3)
****Proposed Zoning/FLU**	General Commercial (GC) / General Commercial (C-3)
***Change in Demand**	0

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	In order to meet the North St. Lucie River Water Control District volumetric criterion, the discharge from the site has been reduced from 41,931 cu.ft. to 21,753 cu.ft.

III. Transportation Analysis: *Complete ITE Trip Generation Form (Attached)*

G. Transportation Analysis: Complete ITE Trip Generation Data Form Most recent ITE Code for use; HCM Roadway Capacity		
	AADT	**AM/PM Peak Hour Trips**
Demand Analysis	Maximum	Maximum
Current Zoning/FLU	C-3 GENERAL COMMERCIAL/GENERAL COMMERCIAL	C-3 GENERAL COMMERCIAL/GENERAL COMMERCIAL
****Proposed Zoning/FLU**	C-3 GENERAL COMMERCIAL/GENERAL COMMERCIAL	C-3 GENERAL COMMERCIAL/GENERAL COMMERCIAL
***Change in Demand**	Trips 0	Trips 0
Impact to Capacity	0	

IV. Project Description

PHASING
Is this project (phase) part of a larger project? ☐ Yes ☑ No
If yes, enumerate each phase, the number of units or square footage in each phase and beginning/completion date.
Total Project: Residential Units: Single Family: Multifamily:
Non-residential (square footage):
Mixed-use (describe use):
(If this is a single phase project, name it Phase I – Total)

RESIDENTIAL DATA					
Type	**Phase**	**Number of Units**	**Acres**	**Expected beginning date**	**Expected completion date**
Single-family, detached					
Single-family, attached					
Multi-family					
Other (specify)					

NON-RESIDENTIAL DATA					
Type(s) specify	**Phase**	**Square footage**	**Acres**	**Expecting beginning date**	**Expected completion date**
RETAIL	1/1	14,086	4.22	7/15/23	7/15/24

A. Indicate whether the proposed project will be eliminating any existing recreational facilities. If yes, detail the number and type being eliminated. ☐ Yes ☑ No

B. 1. Does this application involve demolition or re-use of any structure(s)? ☐ Yes ☑ No
If yes, what is the size of the structure(s) to be demolished or re-used? N/A

2. What is the current use of the structure to be demolished or re-used? N/A

3. Are you claiming trip credits for the demolition or re-use of a structure(s) at the site? ☐ Yes ☑ No
If yes, provide estimates of credits for each previous use at the site. (Attach sheet with calculations)

C. Exemptions Requested: N/A

** Complete section if requesting a change in zoning, future land use, or expanding

DePree Engineering
1613 Cloverlawn Ave.
Orlando, FL 32806
(941)932-0166

February 15, 2023

Subject: Project Narrative
NAPA – Oleander Ave.
4001 Oleander Avenue Fort Pierce, FL

Project Narrative

The intent of this project is to develop 4001 Oleander Avenue in Fort Pierce, Florida (Parcel No. 2433-144-0002-000-3) into a NAPA Auto Parts store. The building will consist of 3,329 SF of retail area, 508 SF of associated back of house office space, and 10,249 SF of associated warehouse storage. The site is currently undeveloped within the jurisdiction of Fort Pierce with a General Commercial (C-3) zoning and a General Commercial (GC) future land use. The parcel is within the South Florida Water Management District (SFWMD) and the North St. Lucie River Water Control District (NSLWCD). The site contains woodlands and wetlands acreage is pending FDEP and SFWMD review. Wetland impacts are anticipated to widen the existing ditch crossing to provide access to the site. NSLRWCD Lateral No. 15 runs along the southern property line of the site. South of the NSLRWCD Lateral No. 15 is a currently undeveloped, but recently permitted, residentially zoned (R-4) lot. A St. Lucie County drainage canal runs along the eastern property line, and a roadside swale associated with Oleander Avenue lies to the east of the drainage canal. A ditch runs along the northern property line and connects to the St. Lucie County drainage canal. North of the ditch is an undeveloped parcel within the St. Lucie County Jurisdiction with a light industrial (IL) zoning and an industrial (IND) future land use. The property to the north is pending approval for development of a silica factory. West of the property is residentially zoned (RS-3) properties with urban residential future land uses (RU) within the jurisdiction of St. Lucie County. The utilities for the site will be provided by Fort Pierce Utility Authority (FPUA). A watermain west of Oleander Ave. will provide potable water and a sanitary forcemain east of Oleander Ave. will accept flows from a private lift station on site. Stormwater runoff will be collected in inlets and conveyed via underground pipes to bubble-up structures in a dry retention pond sized and designed to satisfy state and local stormwater criteria.

Setbacks Observed:
East/Front Setback : 25 ft
North/Side : 15 ft
South/Side : 15 ft
West/Rear : 15 ft

MICHELLE R. MILLER, CLERK OF THE CIRCUIT COURT - SAINT LUCIE COUNTY
FILE # 5081710 OR BOOK 4871 PAGE 920, Recorded 08/09/2022 02:28:52 PM Doc Tax $2065.00

This Instrument Prepared by and Return to:

Anchor Land Title, Inc.

737 SW Port St. Lucie Blvd., Suite C
Port St. Lucie, FL 34953
(772) 621-8255

Lawana M. Brown, CLC
22-5133N
Parcel ID No.: 2433-144-0001-000/6

Special Warranty Deed

27.00 2065.00 *SPACE ABOVE THIS LINE FOR RECORDING DATA*

THIS WARRANTY DEED, made and executed the 26 day of **July, 2022** by

Oleander Oaks, LLC, a Florida Limited Liability Company

whose post office address is: **1910 Cypress Avenue, Fort Pierce, FL 34949,** herein called the grantor, to

Performance NAPA, LLC, a Florida Limited Liability Company

whose post office address is: **PO Box 220, Pahokee, FL 33476,** hereinafter called the Grantee:
(Wherever 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)

W I T N E S S E T H: That the grantor, for and in consideration of the sum of TEN AND 00/100'S ($10.00) Dollars and other valuable considerations, receipt whereof is hereby acknowledged, hereby grants, bargains, sells, aliens, remises, releases, conveys and confirms unto the grantee all that certain land situate in ST. LUCIE County, State of Florida,
viz:

THAT PORTION OF THE SOUTHEAST 1/4 OF THE SOUTHEAST 1/4 OF THE NORTHEAST 1/4 OF SECTION 33, TOWNSHIP 35 SOUTH, RANGE 40 EAST, ST. LUCIE COUNTY, FLORIDA, LYING NORTHERLY OF SAINT LUCIE RIVER WATER CONTROL DISTRICT CANAL 15, ALSO KNOWN AS PLATTS BRANCH. LESS AND EXCEPTING THEREFROM ALL RIGHTS OF WAY AND EASEMENTS FOR PUBLIC ROAD AND DRAINAGE CANALS.

Subject to easement, restrictions, and reservations of record and to taxes for the year 2021 and thereafter.

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 except as above noted, at the time of delivery of this Special Warranty Deed the premises were free of all encumbrances made by them, and they will warrant and defend the same against the lawful claims of all persons claiming by, through or under grantor.
This deed may be signed in counterparts.

IN WITNESS WHEREOF, the said grantor has signed and sealed these presents the day and year first above written.

Signed, sealed and delivered in the presence of:

Oleander Oaks, LLC, a Florida Limited Liability Company

By: Jole Futures, LLC, a Florida Limited Liability Company, as MGR

By: M.J.T. Holdings, Inc., a Florida Corporation

By: _____

Matthew J. Toeniskoetter, President, M.J.T. Holdings, Inc., a Florida Corporation

Witness #1 Signature

Lawana M. Brown

Printed Witness #1

Witness #2 Signature

Kathryn Rossman

Printed Witness #2

STATE OF FLORIDA
COUNTY OF ST. LUCIE

The foregoing instrument was acknowledged before me this 26 day of July, 2022, by **Matthew J. Toeniskoetter, President for M.J.T. Holdings, Inc. a Florida Corporation, MGR for Jole Futures, LLC, a Florida Limited Liability Company, MGR for Oleander Oaks, LLC, a Florida Limited Liability Company** on behalf of the corporation who is personally known to me or who has produced Driver's License or _____ as identification and who did not take an oath.

SEAL

Notary Signature

Lawana M. Brown

Printed Notary Name

My Commission Expires: 4/8/2025

22-5133N

LAWANA M. BROWN
MY COMMISSION # HH 108904
EXPIRES: April 8, 2025
Bonded Thru Notary Public Underwriters

IN WITNESS WHEREOF, the said grantor has signed and sealed these presents the day and year first above written.

Signed, sealed and delivered in the presence of:

Oleander Oaks, LLC, a Florida Limited Liability Company

By: Posterity Ventures, Inc. a Florida Corporation, MGR

By: _____

Michael J. Bradley, Jr. Vice President

_____
Witness #1 Signature

Lawana M. Brown

Printed Witness #1

_____
Witness #2 Signature

Kathryn Rossman

Printed Witness #2

STATE OF FLORIDA
COUNTY OF ST. LUCIE

The foregoing instrument was acknowledged before me this 29 day of July, 2022, by **Michael J. Bradley, Jr., Vice President for Posterity Ventures, Inc., a Florida Corporation, MGR for Oleander Oaks, LLC, a Florida Limited Liability Company** on behalf of the corporation who is personally known to me or who has produced Driver's License or _____ as identification and who did not take an oath.

SEAL

_____
Notary Signature

Lawana M. Brown

Printed Notary Name

My Commission Expires: 4/8/2025

22-5133N

LAWANA M. BROWN
MY COMMISSION # HH 108904
EXPIRES: April 8, 2025
Bonded Thru Notary Public Underwriters

Saint Lucie County Property Appraiser
Michelle Franklin CFA

Report generated: Friday, February 3, 2023

Parcel Report

Parcel
PARCELNO: 2433-144-0001-000-6

Property ID: 33036

Owner1: Performance NAPA LLC

SiteAddress: 4001 OLEANDER AVE

Owner
Owner1: Performance NAPA LLC

Owner2:

Owner3:

MailingAddress: PO Box 220 Pahokee, FL 33476-0220

Overview
PrimaryLandUse: 4000 - VCNT INDUS

DistrictGroup: 0022 - Fort Pierce

Subdivision: Metes and Bounds

Just/Market Value: $340,000

FinishedArea:

Acres: 4.24

TotalArea: 184,694

Legal Description
LegalDescription: 33 35 40 THAT PART OF SE 1/4 OF SE 1/4 OF NE 1/4 LYG N OF CANAL NO. 15-LESS RD AND CANAL R/WS-(4.24 AC - 184,694 SF)

Value History

Year	Just/Market Value	Building Value	Land Value	SFYI Value	Assessed Value	Exemption Amount	County Taxable	Save Our Home OR 10% Cap Differential	Ag Credit
2022	$340,000	$0	$340,000	$0	$340,000	$0	$340,000	$0	$0
2021	$314,000	$0	$314,000	$0	$314,000	$0	$314,000	$0	$0
2020	$314,000	$0	$314,000	$0	$314,000	$0	$314,000	$0	$0
2019	$314,000	$0	$314,000	$0	$314,000	$0	$314,000	$0	$0

Tax Links
SLC Tax Collector's Office taxes for this parcel

Download TRIM notice for this parcel

Special Assessments

Description	Start Year	Units	Amount
Fort Pierce Stormwater Charge	2019	11.5	793.5
North St. Lucie Water Management District	2019	4.24	87.98

Improvements

Building Sequence: 1

Bedrooms: 0

Bathrooms: 0

Building Type: -

Story Height:

No of Living Units:

Total Finished Area: 0

Gross Sketched Area: 0

Year Built:

Effective Year:

Primary Roof Cover:

Primary Roof Structure:

Primary Wall:

A/C %: 0

Land Lines

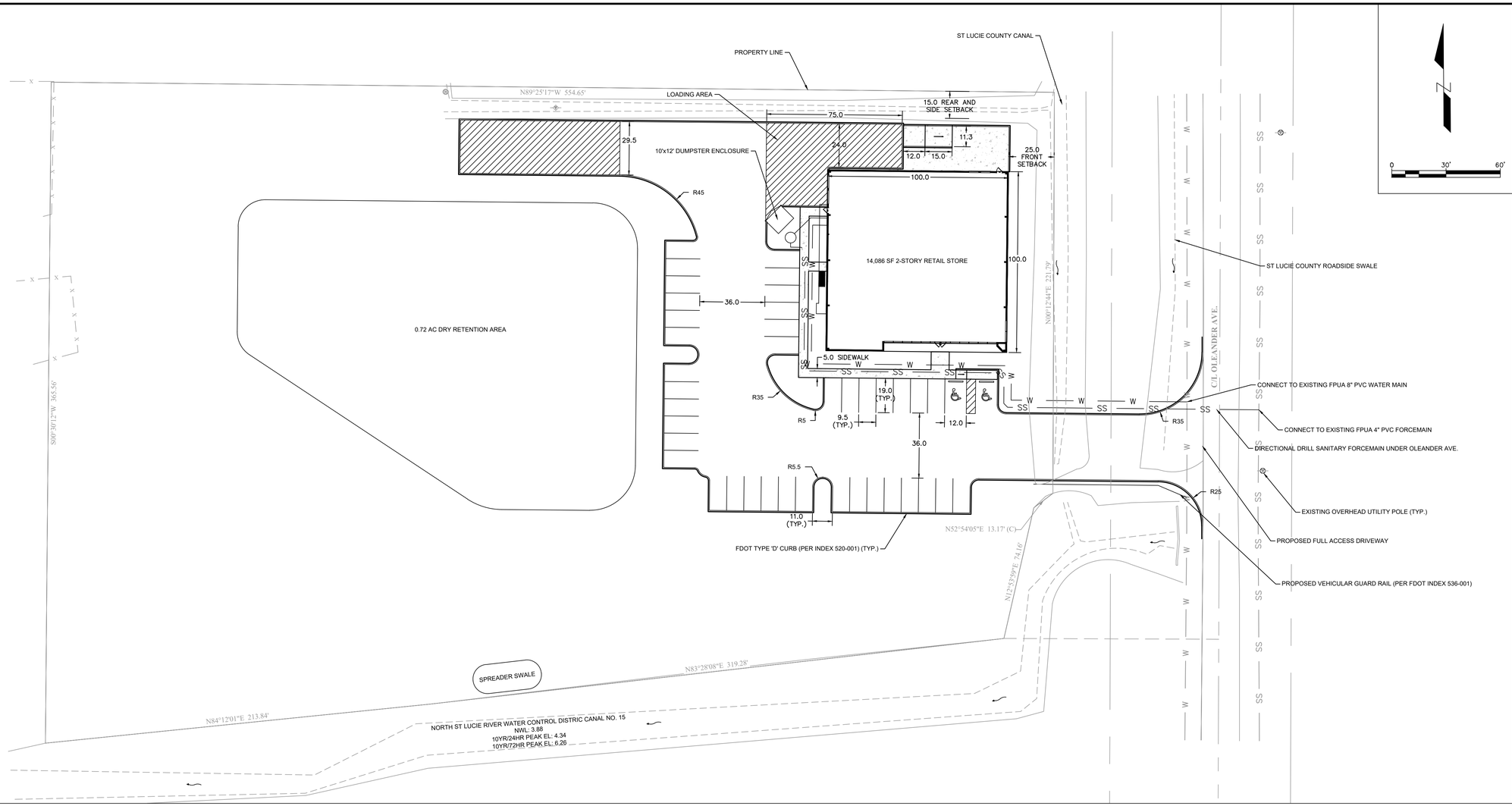
Line Number	Units	Unit Type
1	184,694	SqFt

Sales History

Sale Date	Sale Price	Sale Code	Deed Type	Grantor	Book Page	View Document
07/26/2022	$295,000	0001	SPWD	Oleander Oaks LLC	4871-920	Clerk of Courts
05/19/2021	$0	0311	QC	Oleander Oaks LLC	4632-1721	Clerk of Courts
03/19/2021	$100	0311	QC	Oleander Oaks LLC	4600-1149	Clerk of Courts
10/05/2017	$100	0111	QC	MJT Holdings Inc	4050-2327	Clerk of Courts
05/11/2017	$0	0118	CT	MJT Holdings Inc	3995-2451	Clerk of Courts
05/05/2017	$160,000	0111	QC	MJT Holdings Inc	3994-1479	Clerk of Courts
04/25/2017	$299,100	0118	CT	Faith Baptist Church Of FP	3988-1547	Clerk of Courts
04/05/1999	$40,500	XX04	WD	Faith Baptist Church Of Fort	1213-2569	Clerk of Courts
12/30/1998	$100	XX04	WD	Joseph Lach	1194-1	Clerk of Courts
12/01/1995	$100	XX01	QC	Joseph Lach	988-882	Clerk of Courts
06/01/1981	$180,000	XX00	CV		358-2448	Clerk of Courts
05/01/1973	$50,000	XX00	CV		214-1160	Clerk of Courts

Photos

v: 1/12/2023



SITE DATA

PROJECT NAME:	NAPA - OLEANDER AVE.
OWNER:	PERFORMANCE NAPA, LLC
CONSULTANT:	DEPREE ENGINEERING, LLC
SITE ADDRESS :	4001 OLEANDER AVE. FORT PIERCE, FL
LOT SIZE:	4.22 ACRES
EXISTING ZONING:	C-3 - GENERAL COMMERCIAL
PROPOSED ZONING:	C-3 - GENERAL COMMERCIAL
EXISTING FUTURE LAND USE:	GC - GENERAL COMMERCIAL
PROPOSED FUTURE LAND USE:	GC - GENERAL COMMERCIAL
PROJECT USE:	RETAIL
BUILDING FOOTPRINT:	10,000 SF (5.4% LOT COVERAGE)
GROSS FLOOR AREA:	14,086 SF
PARKING SPACES PROVIDED:	41 SPACES
PARKING REQUIRED (PER SEC 125-315):	37 SPACES
RETAIL<50,000 SF:	1 SPACE / 200 SF GFA
WAREHOUSE:	1 SPACE / 600 SF GFA
MAX BUILDING HEIGHT:	35'

DEPREE ENGINEERING

DEPREE ENGINEERING, LLC
1613 CLOVERLAWN AVE.
ORLANDO, FL 32806
PH: (941)932-0166
LIC. NO. 35576

REVISIONS:	DATE:	COMMENTS:
BY:		

DATE : 03/15/2023

MICHAEL DEPREE, PE
FL PE NO 86863

SITE PLAN

NAPA - OLEANDER AVE.

SHEET NO.

C4.0

AVAILABLE EMC SIZES

Matrix	Size
48 x 96	41″ x 75″
64 x 96	53″ x 75″
48 x 128	41″ x 99″
64 x 128	53″ x 96″

NAPA AUTO PARTS

EXTERIOR SIGNAGE CATALOG

FAIRMONT SIGN COMPANY

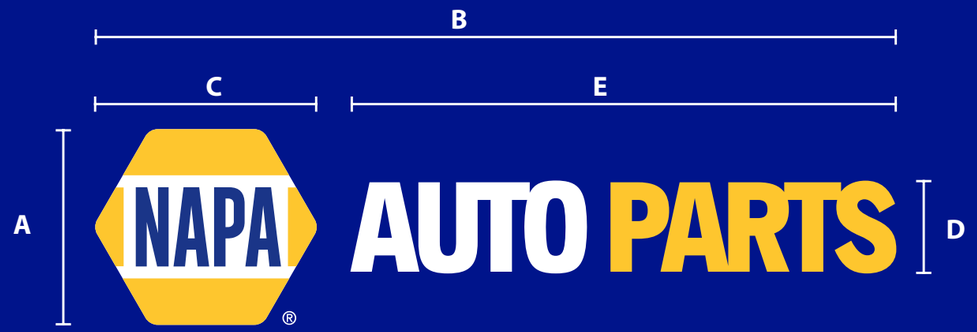
Bill Kelleher
kelleherb@fairmontsign.com
313-731-2131 Office
330-289-7162 Cell

NAPA® AUTO PARTS CHANNEL LETTERS

STANDARD LETTERSETS – Channel Construction

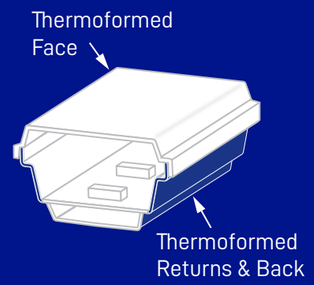
All sizes are internally illuminated with pan-formed faces with second surface vinyl.
Decorated with 3M translucent vinyl (8-year 3M warranty against fading).

Custom sizes available – will quote size request.



AVAILABLE SIZES

Overall/ Logo Height	Overall Width	Logo Width	Letter Height	Letter Width	Sign Illumination	Boxed Square Footage
A	B	C	D	E		
2′-5″	9′-10 ¾″	2′-8 ⅞″	1′-1 ¾″	6′-8 ⅞″	LED	23.9
3′-2″	12′-11 ½″	3′-7″	1′-6″	8′-10″	LED	41.0
4′-6″	18′-5″	5′-1 ⅛″	2′-1 ⅝″	12′-6 ⅝″	LED	82.9
5′-9″	23′-6 ½″	6′-6″	2′-8 ¾″	16′-0 ½″	LED	135.4



FORMED LETTERSETS

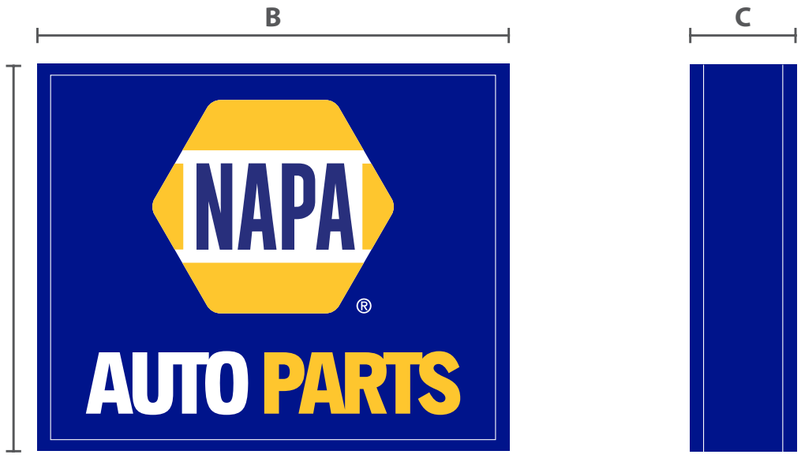
All sizes listed in the table above are offered with thermoformed faces, returns and backs. These lettersets are face lit and have built-in raceways.

NAPA® AUTO PARTS CABINETS

STANDARD CABINET SIGNS – Flex Face

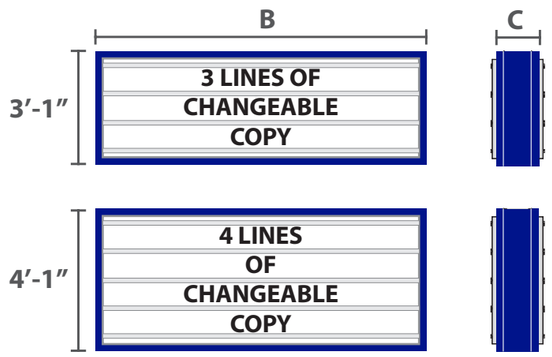
All sizes are internally illuminated with aluminum construction and flex faces.

Custom sizes available – will quote size request.



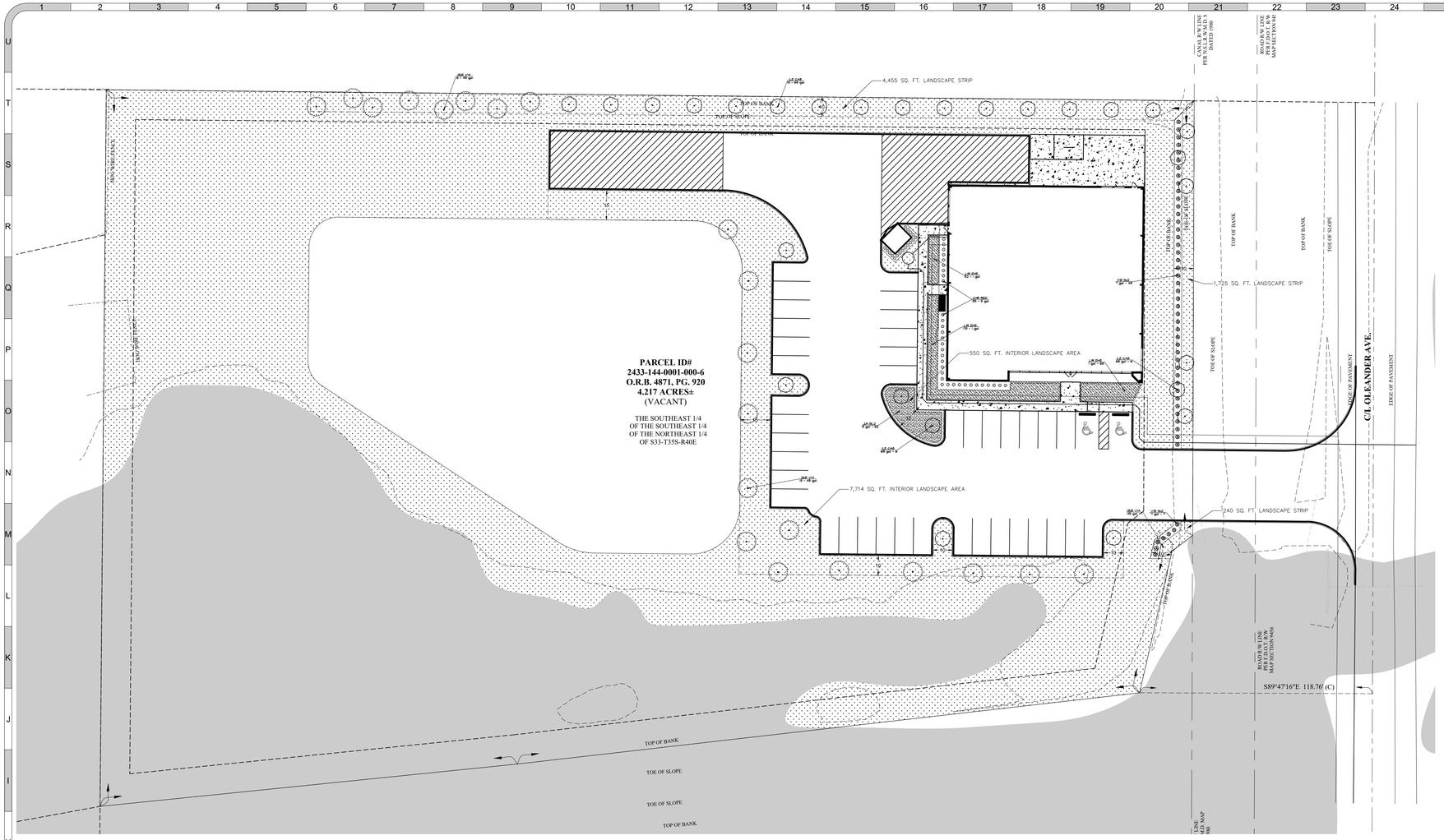
AVAILABLE CABINET SIZES

Cabinet Height	Cabinet Width	Cabinet Depth	Sign Illumination	Boxed Square Footage
A	B	C		
5′-1″	6′-3″	1′-6″	LED	31.75
6′-1″	7′-5″	1′-6″	LED	45.11
7′-1″	8′-8″	1′-6″	LED	61.38
8′-1″	9′-10″	1′-6″	LED	79.42
9′-1″	11′-0″	1′-6″	LED	99.88
10′-1″	12′-10″	1′-6″	LED	129.32



AVAILABLE READERBOARD SIZES

Cabinet Width	Cabinet Depth	Sign Illumination
B	C	
6′-3″	1′-6″	LED
7′-5″	1′-6″	LED
8′-8″	1′-6″	LED
9′-10″	1′-6″	LED
11′-0″	1′-6″	LED
12′-10″	1′-6″	LED



LANDSCAPE STRIPS ALONG ROW (Along Oleander Avenue)

Lot 10,000 Square Feet or Larger
10' Width Required
10' Width Provided

1 Tree Required per 300 Square Feet of Required Landscape Area
1,965 Square Feet of Landscape Strip Required

1,965 / 300 = 6.6 Trees Required
Trees Provided = 7 (6 Dahoon Holly and 1 Live Oak)

Continuous, unbroken, solid, visual screen required (within a maximum of one year)
Sandankwa Viburnum Hedge Provided

Remainder of Landscape Strip is to be Sod

LANDSCAPE STRIPS ABUTTING OTHER PROPERTY

10' Width Required
10' Width Provided

1 Tree Required per 200 Square Feet of Required Landscape Area
4,455 Square Feet of Landscape Strip Required

4,455 / 200 = 22.3 Trees Required
Trees Provided = 23 (15 Dahoon Holly and 8 Live Oak)

Remainder of Landscape Strip is to be Sod

INTERIOR LANDSCAPE REQUIREMENTS

Vehicular Use Areas (V.U.A)
28,527 Square Feet

1 Square Foot of Interior Landscaping for Each 15 Square Feet of V.U.A.

28,527 / 15 = 1,901.8 Square Feet Interior Landscape Area Required
8,264 Square Feet Interior Landscape Area Provided

1 Tree Required per 100 Square Feet of Required Interior Landscape Area
1,901.8 / 100 = 19 Canopy Trees Required
Trees Provided = 19 (6 Dahoon Holly and 13 Live Oak)

Remainder of Interior Landscape Area is to be Sod

MITIGATION REQUIREMENTS

Native Trees at least 14 inches DBH to be removed shall be replaced at a ratio of one inch DBH for each inch of DBH removed.

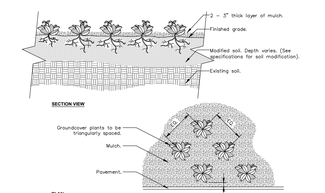
? Inches of Native Trees to be Removed
? Inches of Replacement Trees to be Planted

PLANT SCHEDULE

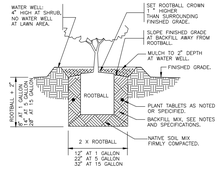
TREES	BOTANICAL / COMMON NAME	CONT	CAL	SIZE	SPRD	QTY
	Ilex cassine / Dahoon Holly	65 gal	3"Cal	12' oa		27
	Quercus virginiana / Southern Live Oak	45 gal	3"Cal	12' oa	48" spr	22
SHRUBS	**BOTANICAL / COMMON NAME**	**CONT**	**NATIVE**	**SIZE**		
	Chrysobalanus icaco 'Red Tip' / Red Tip Cocoplum	3 gal	Yes	24"		33
	Podocarpus macrophyllus / Yew Pine	3 gal		24"		17
	Viburnum suspensum / Sandankwa Viburnum	7 gal		24"		50
SHRUB AREAS	**BOTANICAL / COMMON NAME**	**CONT**	**NATIVE**	**SIZE**	**SPREAD**	**SPACING**	**QTY**
	Juniperus conferta 'Blue Pacific' / Blue Pacific Juniper	3 gal		4"		36" o.c.	52
	Liriope muscari 'Emerald Goddess' / Liriope	1 gal	No	12"		24" o.c.	268
SOD/SEED	**BOTANICAL / COMMON NAME**	**CONT**	**NATIVE**	**SIZE**		**SPACING**	
	Paspalum notatum 'Argentine' / Bahia Grass Does Not Include Waste or Account for Topographic Changes	sod					58,565 sf

REFERENCE NOTES SCHEDULE

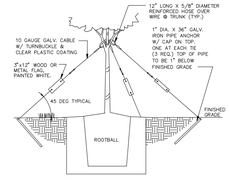
SYMBOL	MULCH DESCRIPTION	QTY	DETAIL
M-101	Brown Shredded Grade "A" Mulch 3" Depth	28.36 cy	



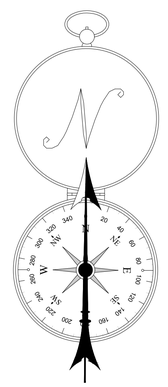
3 GROUNDCOVER
3/4" = 1'-0"
FX-PL-FX-GROU-01



2 SHRUB PLANTING
1" = 1'-0"
FX-PL-FX-SHRB-07



1 TREE GUY WIRE PLANTING
1" = 1'-0"
FX-PL-FX-TREE-17



CLOUSER Design
LANDSCAPE ARCHITECTURE AND IRRIGATION DESIGN
P.O. BOX 3164
LAKE PLACID, FL. 33862
TELEPHONE: (863) 464-0210
chad@heartlanddesigns.biz
FL. Land. Arch. Bus. No. LC26000581

THIS ITEM HAS BEEN DIGITALLY SIGNED AND SEALED BY CHAD CLOUSER ON THE DATE ADJACENT TO THE SEAL.

CHAD CLOUSER LICENSE No LA6666811 STATE OF FLORIDA LANDSCAPE ARCHITECT

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

DRAWN BY	CAC
CHECKED BY	CAC
APPROV. BY	CAC

LANDSCAPE PLAN
NAPA
4001 OLEANDER AVENUE
FORT PIERCE, FLORIDA 34982

DATE
02-07-2023

REVISIONS

NO.	DATE	DESCRIPTION	BY

SCALE
1" = 30' - 0"

0 ½ 1
IF THIS BAR DOES NOT MEASURE 1" THIS COPY IS NOT TO SCALE

SHEET NUMBER
LA1 of 2

LANDSCAPE GENERAL SPECIFICATIONS

Install landscaping in accordance with all applicable codes regarding materials, methods of work and disposal of waste material. Obtain and pay for all required permits and inspections.

Visit the site and examine the conditions under which the work is to be performed. Do not proceed with the work until all unsatisfactory conditions have been rectified.

Locate and protect all existing underground and overhead utilities, benchmarks, control points and monuments within the work area. Repair made do to damage to any of these items will be made at the contractor's expense. If incorrectly located utilities are encountered, contact the applicable utility company to receive any further instructions or assistance that may be needed.

Take all measures necessary to protect all existing paving, buildings, utilities, etc. on and adjacent to the site. Repair made do to damage to any of these items will be made at the landscape contractor's expense.

It is the responsibility of the contractor to satisfy themselves as to the accuracy of the quantities on the plan. If there are any discrepancies between the plan and the material list this should be addressed prior to bidding and beginning work. In any instance that a discrepancy does occur between the plan and material list, the plan rules. No extra compensation will be allowed on account of discrepancies between the plan and material list.

It is the responsibility of the landscape contractor to review the irrigation plan to assure that the irrigation design is adequate for warranty purposes. If there are any concerns, this should be addressed prior to bidding and beginning work. If no concerns are acknowledged, it is assumed that the irrigation system is adequate and the warranty herein is in full effect.

Square foot, cubic yard and lineal foot quantities do not account for any waste and it is the contractor's responsibility to calculate any extra material necessary to offset this.

It is the responsibility of the contractor to order or provide all material, equipment, labor, etc. necessary to complete the work according to the plans and specifications.

All existing invasive plant materials are to be removed as per applicable code.

The landscape designer has the final say in any and all disputes regarding layout, performance, material, quality, size, grading, etc. The contractor shall take corrective action based on the landscape designer's instructions. Any corrective action made due to any of these items will be made at the landscape contractor's expense.

Warranty all palms, trees and plant materials to remain alive and in healthy condition for a period of one year after acceptance. Plants must be given proper care during this time. This includes maintenance, fertilizing, spraying, and being provided with adequate irrigation as necessary. Replace each palm, tree or plant that is dead or in severely unhealthy condition once within the warranty period of one year. The warranty becomes void in cases of vandalism, fire, flood, freezing or extreme cold not typical for the area, lightening strikes, hurricane force wind, improperly functioning or turned off irrigation or owner negligence. Any replacement desired or required do to any of these unwarranted causes will be at the owner's expense.

LANDSCAPE INSTALLATION SPECIFICATIONS

Treat all areas to receive landscaping with a broad-spectrum herbicide and allow enough time for the herbicide to take full effect prior to beginning any landscape installation.

Treat all landscaping beds with a pre-emergent herbicide prior to beginning any landscape installation.

The landscape contractor shall make sure that all planting beds are free from rocks, trash, waste material and other construction debris prior to landscape installation and shall notify the owner prior to installation so that they may have the site contractor remove their waste.

Install all palms, trees and plant materials in the locations and at the quantity specified on the landscape plans. The owner or their representative must approve any deviations from the landscape plans in advance.

All palms, trees and plant materials shall be planted as per the details shown on the landscape plans. The planting pit shall be twice the diameter of the root ball or pot and shall be backfilled with planting soil and watered in thoroughly.

All palms and trees shall be fertilized using a full spectrum slow release fertilizer according to the manufacturer's recommendations to quantity per tree according to tree size. All plant materials shall be fertilized at the time of installation with a full spectrum slow release fertilizer according to the manufacturer's recommendations.

All burlap, grow bags, wire cages, etc. shall be removed from the root ball of all palms and trees prior to planting.

Stake and guy all palms and trees to ensure they remain in their proper growing positions. All staking and guying should be well marked to prevent tripping hazards or other possible injuries. Staking and guying shall not permit nails, screws, wire, and etc. to penetrate the outer surface of the palm or tree. Any palms or trees damaged due to such practice shall be replaced at the landscape contractor's expense.

All planting areas shall have 3” of grade “A” brown mulch and all palms and trees not located within a planting area shall have a ring of mulch around the base a minimum of 24” in diameter and 3” deep.

Prepare all areas to receive sod to be smooth, free from trash and debris and free draining. Site contractor shall leave the grade + or - 1”. Install the sod to form a solid mass with tightly fitting joints that are staggered with each additional course. Tamp or roll the sod once laid to ensure contact with the soil. Sod should be flush with sidewalks, curbs and all other adjacent surfaces. Water the sod thoroughly immediately after installation.

Adhere to all federal, state and local laws regarding the handling and application of herbicides and fertilizers. Follow manufacturer's recommendations regarding mixing ratio and application rate of herbicide.

LANDSCAPE MATERIAL SPECIFICATIONS

All palms, trees and plant materials are to be Florida #1 or better as described in the latest edition of Grades and Standards for Nursery Plants published by the State of Florida Department of Agriculture and Consumer Services.

All palms, trees and plant materials shall be the variety specified in the material list for the landscape plans. All palms, trees and plant materials are to be referred to, ordered and planted according to the “scientific” or “botanical” name. Any errors made when referring to, ordering or planting any material by the “common” name will be corrected at the landscape contractor's expense.

All palms, trees and plant materials are to meet the minimum measurements for each category shown in the material list for the landscape plans regarding height, caliper, spread and container size. In some instances a measurement in one category may need to increase to meet the minimum measurement for another category. This shall be verified prior to beginning work and any necessary increase in size from what is shown in the material list shall be made to meet all minimum measurements for each category. No extra compensation will be allowed to increase one category of measure to meet the minimum measurement of another category once the job has been contracted or has commenced.

The sod shall be of the variety specified in the material list for the landscape plans. All sod should be healthy, well rooted and uniform in both color and density. It shall be free from pests, disease and weeds. All sod shall be delivered on pallets in the square footage typical per pallet with regard to the variety of sod specified. The landscape contractor shall field verify all quantities prior to ordering.

Mulch shall be brown and of the quantity specified in the material list for the landscape plans. This quantity is based on coverage 3” in depth in all planting areas and a 24” ring 3” in depth around all trees located in lawn areas. The landscape contractor shall verify all quantities of mulch on the plan. No extras compensation will be allowed to increase the quantity of mulch to attain a 3” depth once the job has been contracted or has commenced. Mulch shall be grade “A” if not otherwise specified in the material list.

CLOUSER Design
LANDSCAPE ARCHITECTURE AND IRRIGATION DESIGN
P.O. BOX 3164
LAKE PLACID, FL. 33862
TELEPHONE: (863) 464-0210
chad@heartlanddesigns.biz
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DRAWN BY	CAC
CHECKED BY	CAC
APPROV. BY	CAC

LANDSCAPE PLAN
NAPA
4001 OLEANDER AVENUE
FORT PIERCE, FLORIDA 34982

DATE
02-07-2023

REVISIONS

NO.	DATE	DESCRIPTION	BY

SCALE
N.T.S.

0 ½ 1
IF THIS BAR DOES NOT MEASURE 1" THIS COPY IS NOT TO SCALE

SHEET NUMBER
LA2 of 2

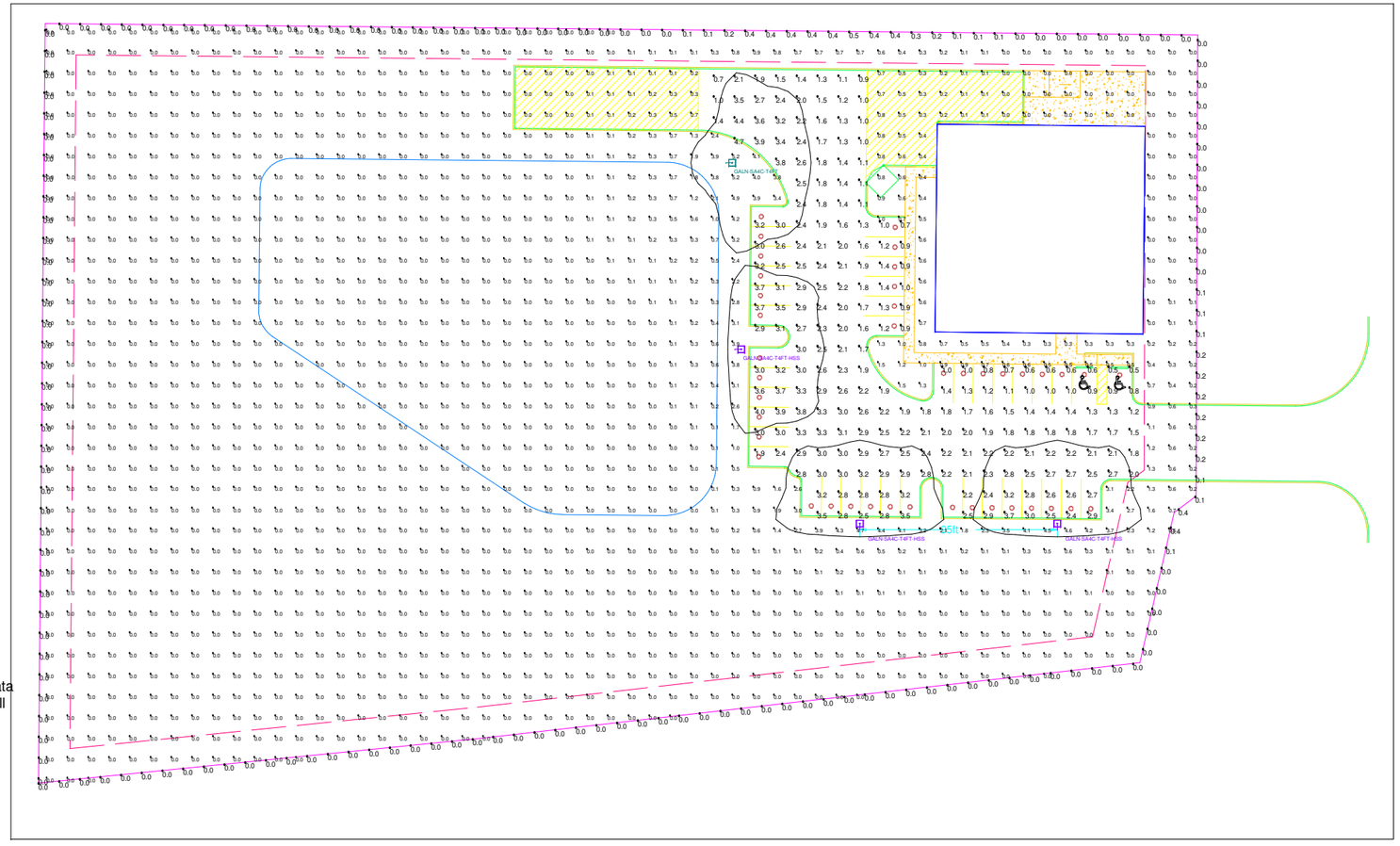
Building Height: 30'-0"
Mounting Height: 25'-0"

Building Reflectance: 50%
Calculation Height: Pavement

Luminaire Schedule							
Symbol	**Qty**	**Label**	**Arrangement**	**LLF**	**Luminaire Lumens**	**Description**	**Total Watts**
	1	GALN-SA4C-T4FT	Single	0.900	27751	GALN-SA4C-740-U-T4FT SNGL	213
	3	GALN-SA4C-T4FT-HSS	Single	0.900	20027	GALN-SA4C-740-U-T4FT-HSS SNGL	639

Calculation Summary									
Label	**CalcType**	**Units**	**Avg**	**Max**	**Min**	**Avg/Min**	**Max/Min**	**PtSpcLr**	**PtSpcTb**
Parking Lot at Pavement	Illuminance	Fc	2.18	4.7	0.5	4.36	9.40	10	10
Property Line at Pavement	Illuminance	Fc	0.04	0.5	0.0	N.A.	N.A.	10	N.A.
Site Outside Parking Lot to Property Line	Illuminance	Fc	0.17	5.2	0.0	N.A.	N.A.	10	10

Iso-illuminance Template: 0.5fc



The calculations provided in this report are predicted lighting levels based on the above described input data and characteristics. All information should be reviewed for accuracy, understanding and agreement with all information. Any discrepancies should be noted and the preparer of this report immediately advised to clarify or change as required.

Actual lighting levels may vary from this report due to a variety of circumstances, such as: reflectances, voltage variations, objects blocking or redirecting light, different mounting heights, installation, lamp and ballast tolerances, etc. Room is considered completely empty unless noted otherwise above. Unless specifically stated otherwise, predicted foot candles are not a recommendation of lighting levels.

Ardd & Winter, Inc. assumes no responsibility for any such variances and will not be held responsible for lighting levels different from predicted levels in this report. Recipient of this report, or someone designated by recipient, must verify that lighting fixtures will physically fit within the specified location(s). Catalog numbers of lighting fixtures may not be complete as all conditions may not be known.

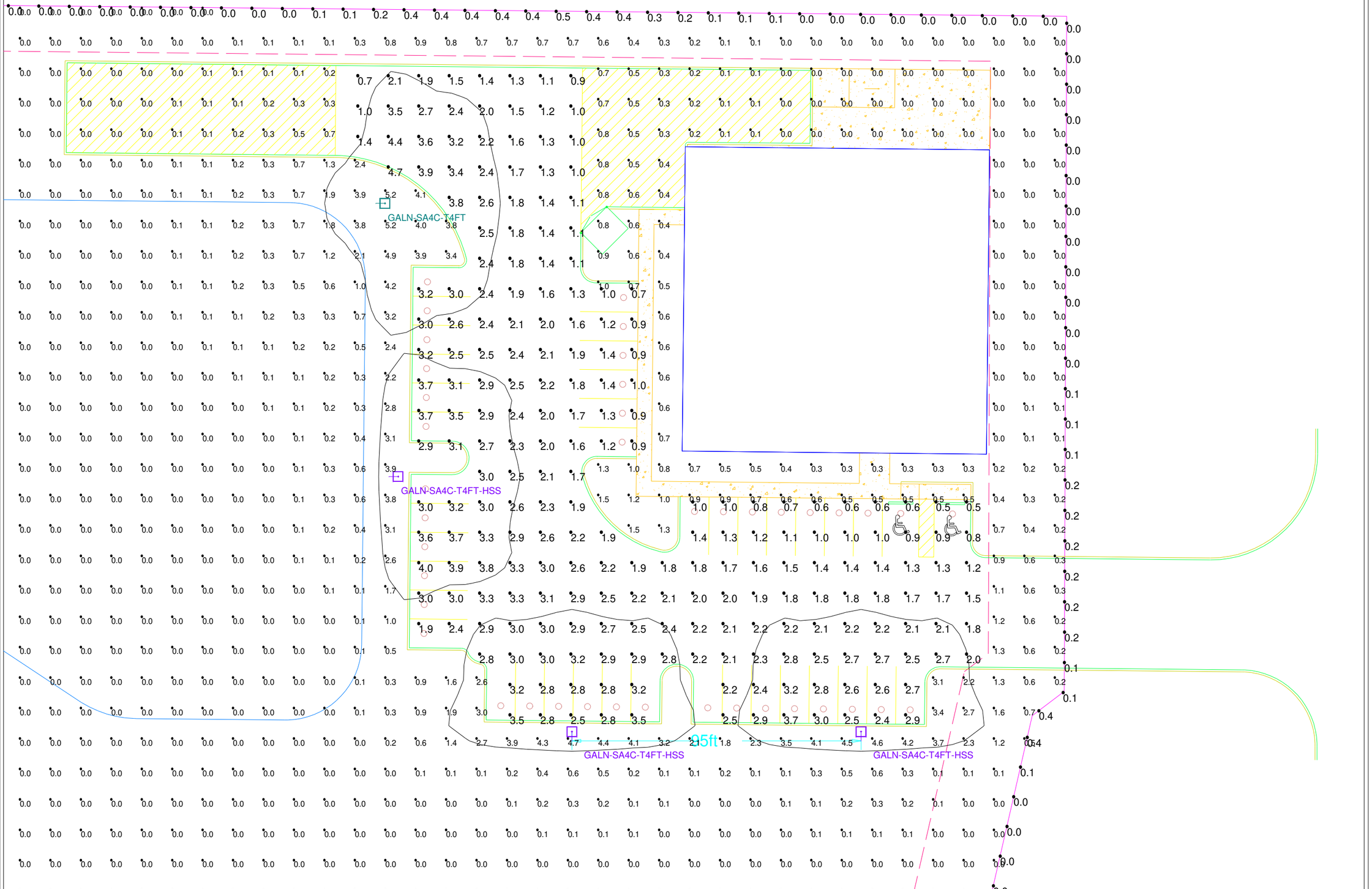
Where backgrounds are shown, these are typically used for reference purposes only, unless noted otherwise. Additional details available upon request.

Ardd+Winter
Lighting Manufacturer Representatives
FIRST CHOICE
ESTD. 1968

Calculations By: MAB
Revised By:
Date:2/20/2023
Scale: Not to Scale

Project Name: NAPA - Fort Pierce FL Parking Lot Lighting

Revision: P1



See Page 1 for A+W Disclaimer.

Ardd+Winter
Lighting Manufacturer Representatives

Calculations By: MAB	
Revised By:	
Date:2/20/2023	
Scale: Not to Scale	

Project Name: NAPA - Fort Pierce FL Parking Lot Lighting	
	Revision: P1

SITE ANALYSIS STUDY

FOR

NAPA - OLEANDER AVE.
RETAIL DEVELOPMENT

4001 OLEANDER AVE FORT PIERCE, FL

MARCH 2023

PREPARED BY:

MICHAEL DEPREE, P.E.

DEPREE ENGINEERING
1613 CLOVERLAWN AVE.
ORLANDO, FL 32806
(941)932-0166

The subject property at 4001 Oleander Avenue Fort Pierce, FL (Parcel No. 2433-144-0002-000-3) is located west of Oleander Avenue between the intersections of South Market Avenue and French Creek Lane in the city of Fort Pierce. The parcel is currently zoned "General Commercial" (C-3) with a future land use of "General Commercial" (GC). The property is within the South Florida Water Management District (SFWMD) as well as the North St. Lucie River Water Control District (NSLRWCD). Oleander Avenue is maintained by St. Lucie County.

Existing Vegetation

The parcel is currently undeveloped and heavily vegetated. Native, exotic and invasive species are noted on the parcel. These species include the following: Cabbage Palm, Wax Myrtle, Oak, Slash Pine, Gallberry, Chalky Bluestem, Switch Grass, and Muscadine among others. Exotic species noted on site are as follows: Brazilian Pepper, Air Potato, Strawberry Guava, Java Plum, Climbing Fern, and non-native fern among others. 462 trees were identified on site by a tree survey. 45 of which have caliber measurements over 14 inches. The largest of the trees noted on site is a 52" live oak, which will remain following this development. A majority of the trees noted on site are sable palms under 14 inches DBH.

Topography

Existing topography on the site generally flows from north to south directing runoff to the NSLRWCD Canal 15. Portions of the site are collected in the existing ditch along the northern property line as well as portions discharging to the St. Lucie County canal to the east of the site. No substantial depressional areas are noted on site.

Floodplain

FEMA FIRM Panel designations present on the site include both Zone "AE" and Zone "X". Base Flood Elevation established for this site is 8.2 feet NAVD 88. Portions of the property are located within the floodplain as the topography slopes downwards to the south along the NSLWCD Canal 15.

Wetland

Wetlands on site have been preliminarily delineated and the wetland limits are pending Florida Department of Environmental Protection and South Florida Water Management District (SFWMD) Review. Generally, a wetland is located along the northern property line and is fed by an artesian well also located near the northern property line. The St. Lucie County canal to the east and the NSLRWCD canal to the south have also been designated as a wetland.

Access

The site has frontage along Oleander Avenue with a ditch crossing located immediately northwest of the NSLRWCD Canal 15/Oleander Avenue crossing. The access crosses a St. Lucie County canal as well as a St. Lucie County roadside swale. Culverts under the crossing connect both St. Lucie County conveyance systems to the NSLRWCD Canal 15. The St. Lucie County Canal west of the St. Lucie County roadside swale has a 24" HDPE pipe currently noted to be sloped backwards. The St. Lucie County roadside swale has a 30" CMP passing under the existing access.

Utilities

FPUA has an existing 8” PVC watermain approximately 9 feet west of Oleander Avenue’s western edge of pavement. FPUA has an existing 4” PVC sanitary forcemain approximately 11 feet east of Oleander Avenue’s eastern edge of pavement. FPUA powerlines run along Oleander Avenue to the east.

Setbacks

The existing zoning requires a 15-foot side and rear setback along the north, south, and west property lines. A 25-foot front setback is observed along the eastern property line.

Views

The main view of the property is from the parcel’s frontage along Oleander Avenue. Currently, all views of the majority of the property are obscured by existing vegetation.

Surrounding Built Environment

The only existing immediately adjacent property to the proposed development is single family residential properties along the western property line. The parcel to the north has a proposed industrial development, but construction has not yet begun at the time of this Site Analysis. The parcel to the south, across NSLRWCD Canal 15, has a proposed single family residential development. This parcel, also, has not begun construction. Oleander Avenue lies to the east of the property and the parcel to the east of Oleander directly opposite the proposed development is an undeveloped industrial zone lot. To the south of the vacant industrial lot east of Oleander is single family residences, and to the north is an industrial building.

Orientation

The parcel’s northern property line has a bearing of N89°25'17"W, providing a near east-west orientation for the site. The southern property line follows the orientation of the NSLRWCD Canal to the south.

Design Element Considerations

The NSLRWCD Canal 15 to the south is a FEMA Floodway. Efforts will be required to prove no adverse impacts to the floodways hydraulic capacity. The ROW to the east of the site extends 92 feet from the centerline of Oleander Avenue. Signage on site will need to be made visible to passing vehicles, and landscaping may need to consider the offset from the roadway. The artesian well in the northern portion of the property may need to be capped following coordination with the water management district.

Official colours

The NAPA logo is made up of two colours: blue and yellow.

Red is also used for the NAPA Auto Parts logo. The official NAPA colours must be used as indicated in the table on the right.

In the event that reproducing the logo with the official colours is not possible, one-colour versions are available (see following pages).

Glossy, coated and matte paper

	PMS[1]	CMYK[2]	RGB[3]	HEX[4]
Blue	Reflex Blue	100 • 72 • 0 • 6	0 • 83 • 159	#00539F
Yellow*	123	0 • 30 • 94 • 0	253 • 185 • 39	#FDB927
Red	185	0 • 91 • 76 • 0	239 • 62 • 66	#EF3E42

Uncoated paper

	PMS[1]	CMYK[2]	RGB[3]	HEX[4]
Blue	Reflex Blue	100 • 72 • 0 • 6	0 • 83 • 159	#00539F
Yellow*	109	1 • 16 • 100 • 0	255 • 209 • 0	#FFD100
Red	185	0 • 91 • 76 • 0	239 • 62 • 66	#EF3E42

IMPORTANT
The colours shown in this document must not serve as a reference for printing official documents. Please provide the printer with the Pantone numbers to ensure that the precise colours are used. Ask to see and approve colour tests prior to printing.*

PLEASE NOTE:
** The colour yellow changes depending on the paper used.*
[1] PMS (PANTONE Matching System) is a trademark of Pantone Inc.
[2] CMYK (4-colour process) printing: cyan, magenta, yellow, and key (black).
[3] RGB is an additive colour model of red, green and blue light.
[4] HEX are colours used for web pages.

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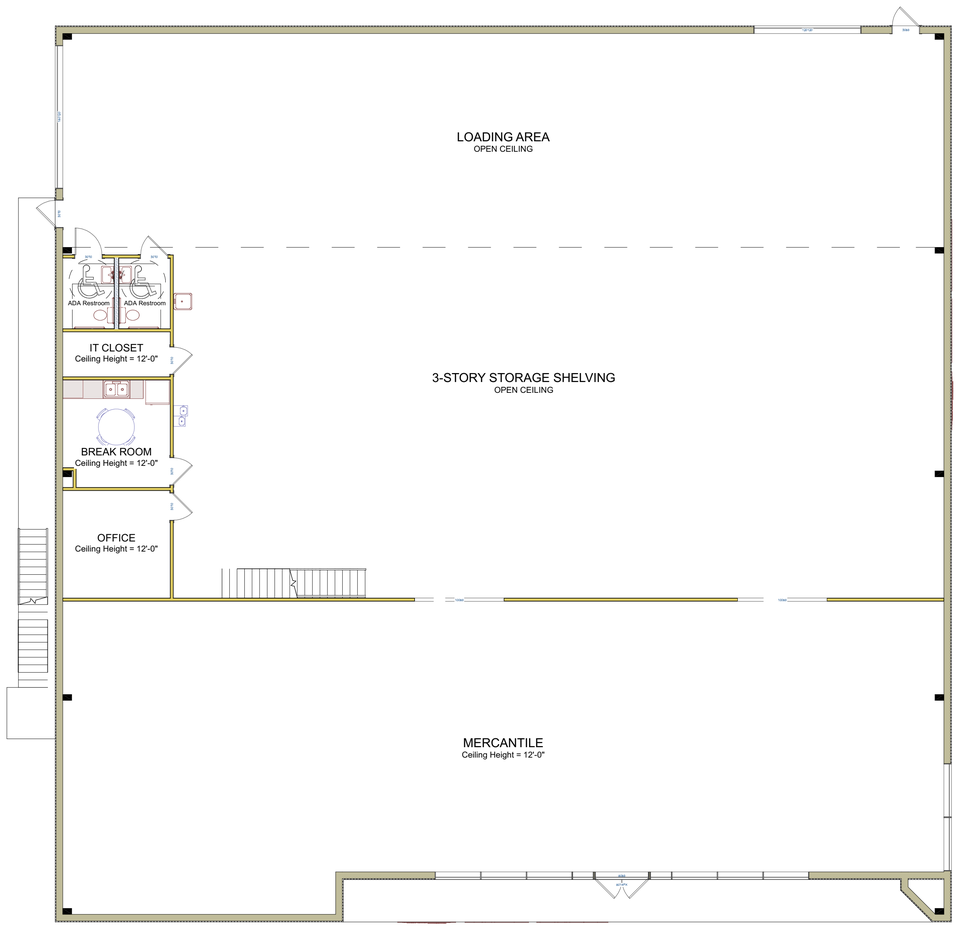
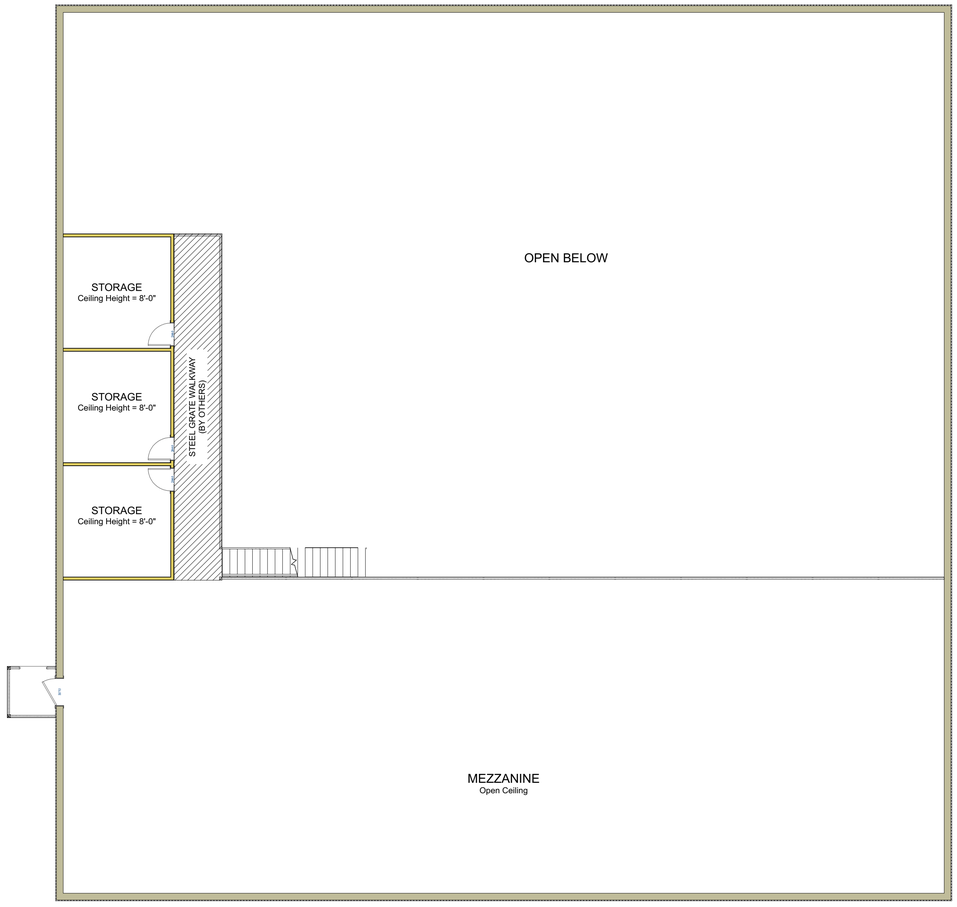


FLOOR PLAN

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



2ND FLOOR PLAN

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

Cool and Cobb Engineering Company

COOL AND COBB
ENGINEERING COMPANY
203 W. MAIN ST.
AVON PARK, FL 33825
OFFICE: (863) 657-2323
FAX: (863) 657-2324
mail@coolandcobb.com

SEAL

THOMAS LAPERRIERE, AIA
AR 101160

CONTRACTOR

CLIENT:
PERFORMANCE NAPA, LLC

PROJECT:
PERFORMANCE NAPA
4001 OLEANDER AVE.
FT. PIERCE, FL 34982

BUILDING AREA

1st Floor
3329 sq. ft. - Retail
508 sq. ft. - Office
5904 sq. ft. - Storage
2nd Floor
3631 sq. ft. - Mezzanine
714 sq. ft. - Storage Rooms/ Walkway

14,086 sq. ft. - Total

PHASE
PRELIMINARY DRAWINGS

ISSUE DATE:
Wednesday, February 15, 2023

REVISIONS:	DESCRIPTION OF REVISION	REV. #	DATE

DRAWN BY: CW

CHECKED BY: TL

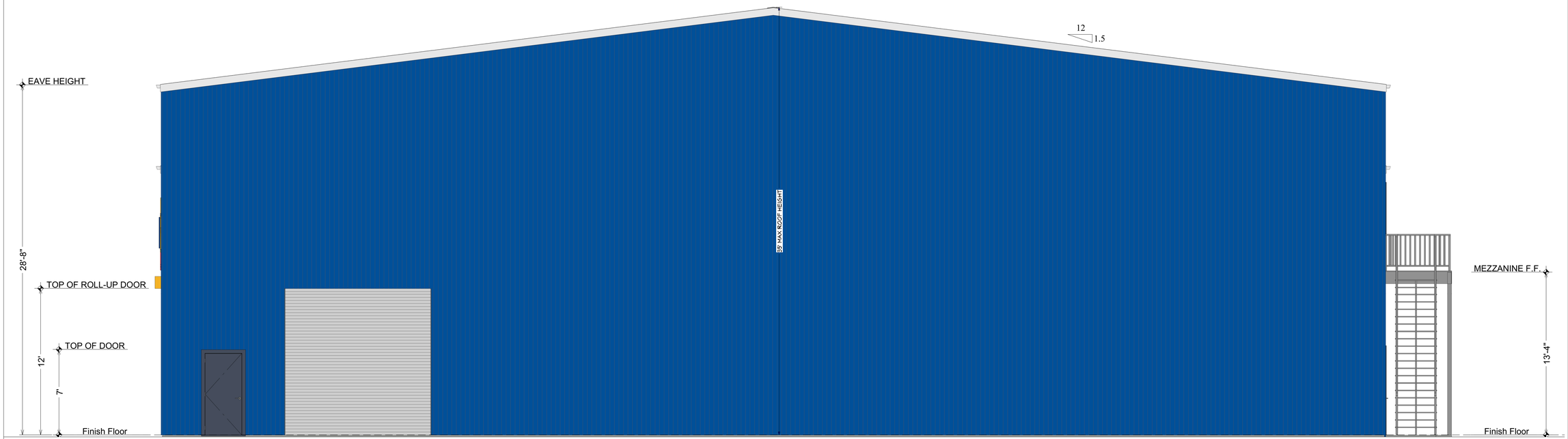
SHEET # 1 OF 4

FLOOR PLAN / DETAILS

JOB #: 22-236-2071

FRONT ELEVATION

SCALE: 1/4" = 1'-0"



REAR ELEVATION

SCALE: 1/4" = 1'-0"

COOL AND COBB
ENGINEERING COMPANY
203 W. MAIN ST.
AVON PARK, FL 33825
OFFICE: (863) 657-2323
FAX: (863) 657-2324
mail@coolandcobb.com

SEAL

THOMAS LAPERRIERE, AIA
AR 101160

CONTRACTOR

CLIENT
PERFORMANCE NAPA, LLC

PROJECT
PERFORMANCE NAPA
4001 OLEANDER AVE.
FT. PIERCE, FL 34982

BUILDING AREA

1st Floor
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508 sq. ft. - Office
5904 sq. ft. - Storage
2nd Floor
3631 sq. ft. - Mezzanine
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14,086 sq. ft. - Total

PHASE
PRELIMINARY DRAWINGS

ISSUE DATE:
Wednesday, February 15, 2023

REVISIONS:

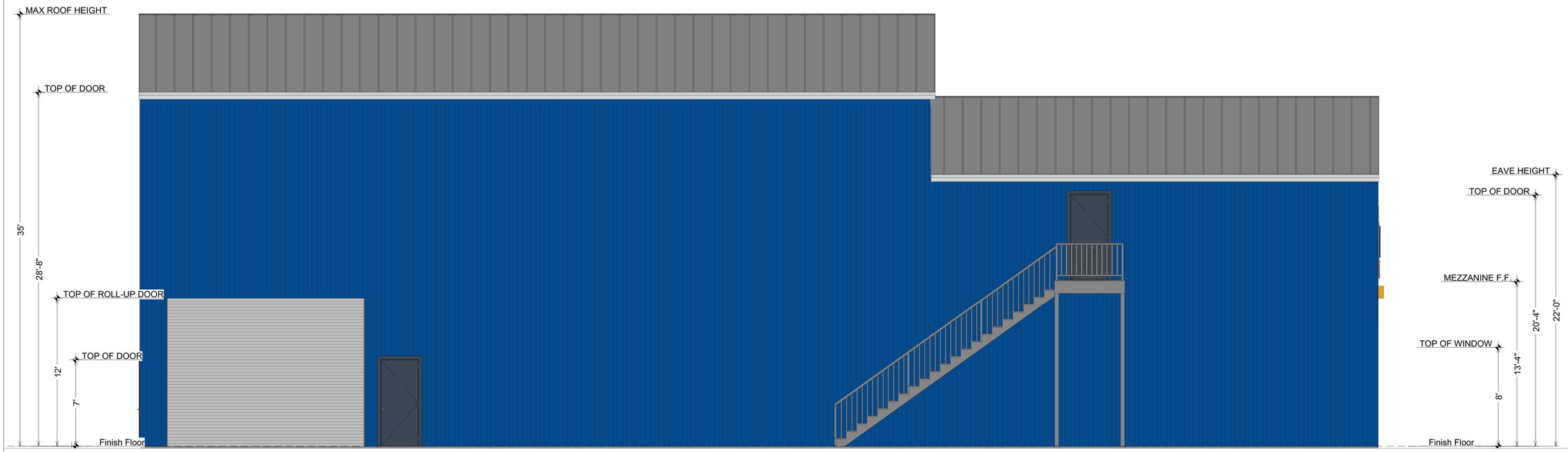
DESCRIPTION OF REVISION	REV. #	DATE

DRAWN BY: CW

CHECKED BY: TL

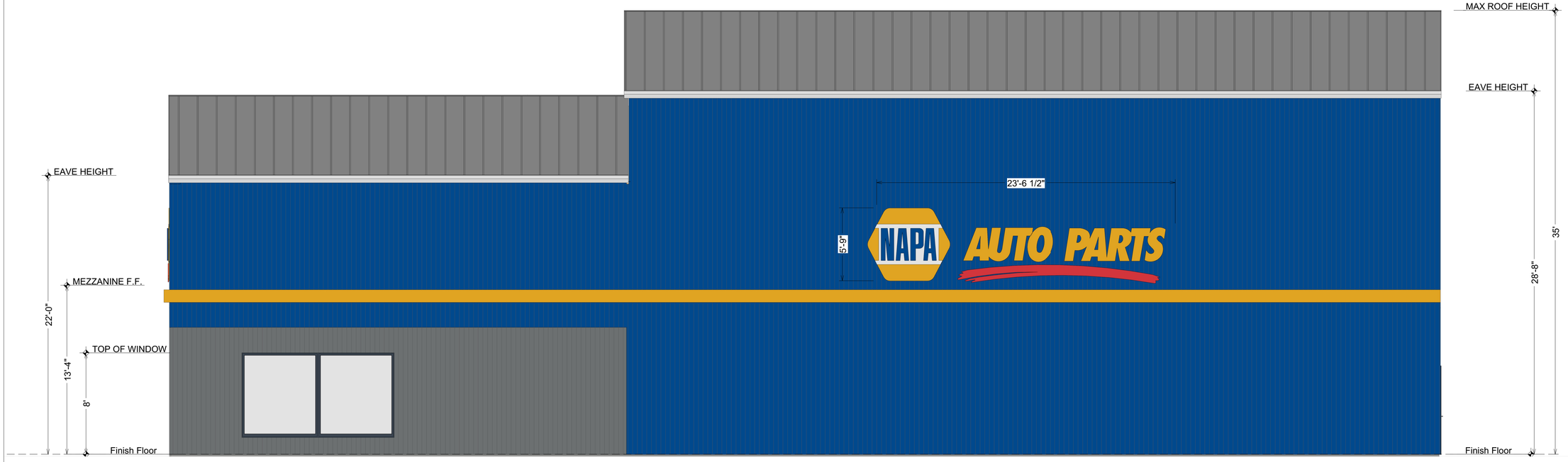
SHEET # 2 OF 4

JOB #: 22-236-2071



WEST ELEVATION

SCALE: 1/4" = 1'-0"



EAST ELEVATION

SCALE: 1/4" = 1'-0"

Cool and Cobb Engineering Company

COOL AND COBB
ENGINEERING COMPANY
203 W. MAIN ST.
AVON PARK, FL 33825
OFFICE: (863) 657-2323
FAX: (863) 657-2324
mail@coolandcobb.com

SEAL

THOMAS LAPERRIERE, AIA
AR 101160

CONTRACTOR

CLIENT
PERFORMANCE NAPA, LLC

PROJECT
PERFORMANCE NAPA
4001 OLEANDER AVE.
FT. PIERCE, FL 34982

BUILDING AREA

1st Floor
3329 sq. ft. - Retail
508 sq. ft. - Office
5904 sq. ft. - Storage
2nd Floor
3631 sq. ft. - Mezzanine
714 sq. ft. - Storage Rooms/ Walkway

14,086 sq. ft. - Total

PHASE
PRELIMINARY DRAWINGS

ISSUE DATE:
Wednesday, February 15, 2023

REVISIONS:

DESCRIPTION OF REVISION	REV. #	DATE

DRAWN BY: CW

CHECKED BY: TL

SHEET # 3 OF 4

JOB #: 22-236-2071

OLEANDER AVENUE STREETSCAPE

SCALE: 3/32" = 1'-0"

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SHEET # 4 OF 4

JOB #: 22-236-2071

Saint Lucie County Property Appraiser

2/14/2023

1:4,514

0 250 500 1,000 ft

0 75 150 300 m

Sanborn, FDOR

1. 3794 Oleander Ave.

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3798
2. 3798 Oleander Ave.
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5.38 ft

3. 3800 Oleander Ave.

4. 3802 Oleander Ave.
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5.55 ft

5. 3804 Oleander Ave.

6. 802 French Creek Ln.
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5.47 ft
N

7. 803 French Creek Ln.
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5.30 ft
N

8. 4002 Oleander Ave.
© 2023 Google
5.40 ft

9. 4004 Oleander Ave.
© 2023 Google
5.60 ft
N

10. 4006 Oleander Ave.
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4.75 ft

11. 4010 Oleander Ave.
© 2023 Google
5.01 ft

12. 4050 Oleander Ave.

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13. 4058 Oleander Ave.
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4.89 ft

14. 4078 Oleander Ave.

15. 4088 Oleander Ave.
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4.91 ft

16. 4100 Oleander Ave.
© 2023 Google
4.24 ft

17. 4104 Oleander Ave.

© 2023 Google

5.49 ft

18. 4120 Oleander Ave.
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4.81 ft

19. 3101 Oleander Ave.
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N
6.10 ft

20. 4111 Oleander Ave.
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5.55 ft
N

21. 4119 Oleander Ave.
© 2023 Google
N
5.25 ft

22. 3771 Oleander Ave.
© 2023 Google
5.42 ft

23. 3731 Oleander Ave.

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24. 3607 Oleander Ave.

25. 3605 Oleander Ave.

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26. 3601 Oleander Ave.
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6.31 ft

27. 924 Barrel Ave

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5.44 ft

28. 3602 Barrel Ave

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4.63 ft

29. 3606 Oleander Ave.

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PERFORMANCE
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Okeechobee, FL 34972

Performance NAPA
409 N. Parrott Ave
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Port St. Lucie, FL 34984

Performance NAPA
745 SE Monterey Rd.
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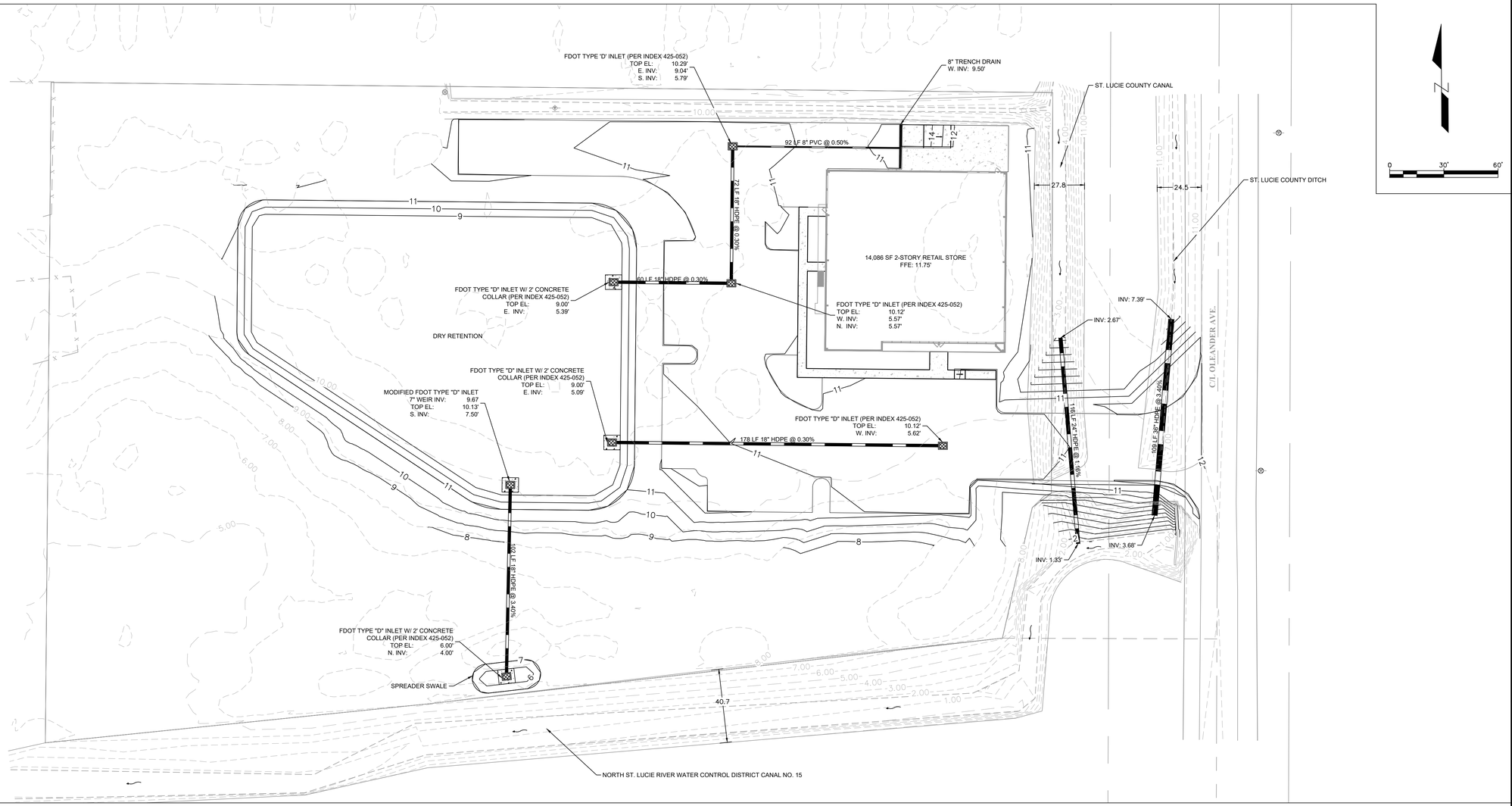


ALL STORM DRAINAGE FACILITIES SHALL CONFORM TO CHAPTERS 32 AND 121 AND THE STANDARD SPECIFICATIONS OF THE CITY OF FORT PIERCE.

DEPREE ENGINEERING

DEPREE ENGINEERING, LLC
1613 CLOVERLAWN AVE.
ORLANDO, FL 32806
PH: (941)932-0166
LIC. NO. 35576

REVISIONS:

BY:	DATE:	COMMENTS:

DATE : 03/15/2023

MICHAEL DEPREE, PE
FL PE NO 86863

DRAINAGE PLAN

NAPA - OLEANDER AVE.

SHEET NO.

C5.0

TAYLOR LAND PLANNING, LLC
ENVIRONMENTAL CONSULTANT

ENVIRONMENTAL ASSESSMENT

4001 OLEANDER AVE.,
FORT PIERCE, FL 34982
2433-144-0001-000-6
DATE 08/15/2022

PREPARED FOR:

JOHNSON GROUP GLOBAL

Prepared By:

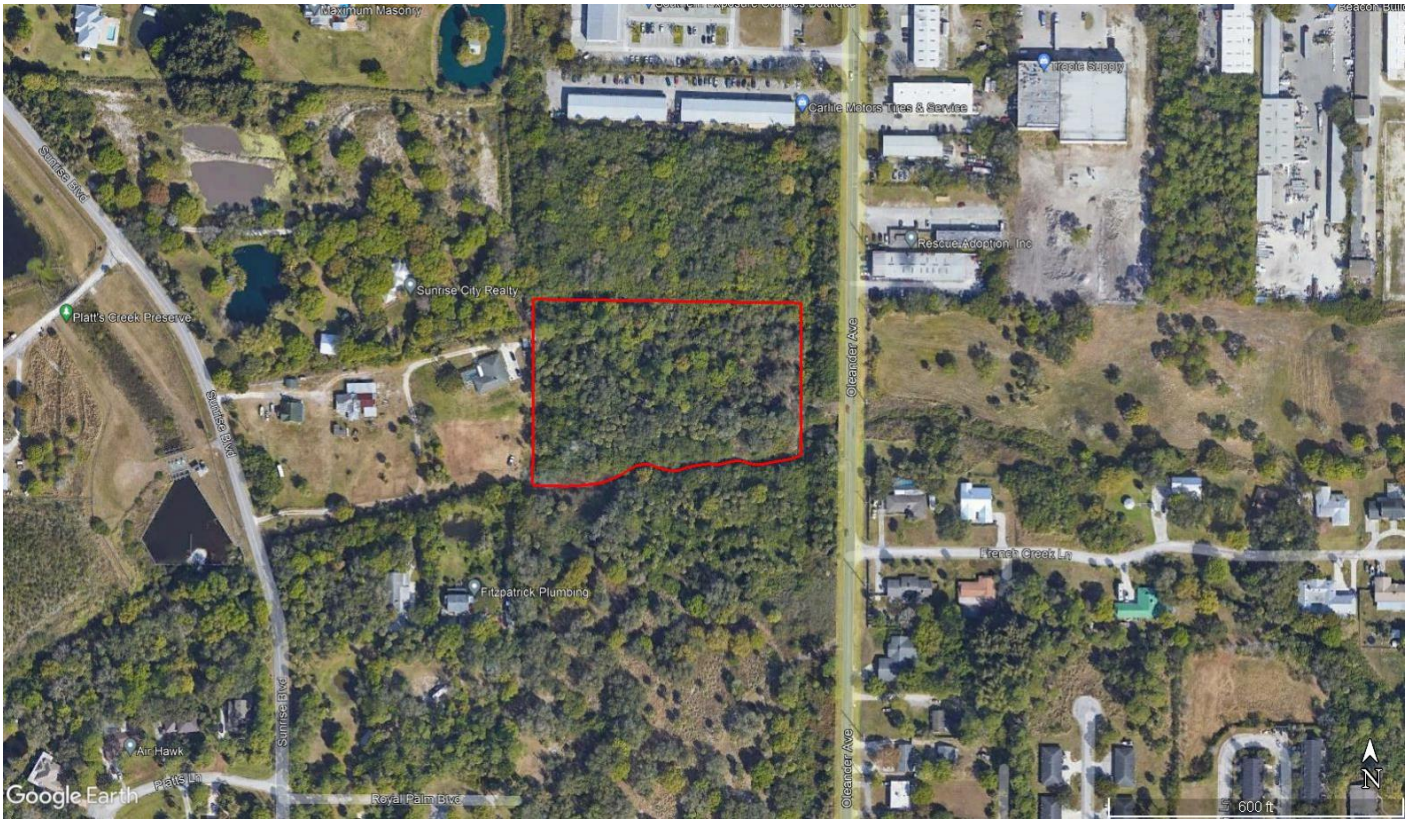
ELLA TAYLOR
10300 SE 57TH DR.,
OKEECHOBEE, FL 34974
(772) 418 – 5800

I - INTRODUCTION

This environmental assessment includes graphics and maps to demonstrate the location of the site and existing site conditions. The assessment also includes details of the site characteristics including soils composition, wetland and upland habitat, wildlife, site impacts, preserve areas and boundaries of significant environmental areas as well as other environmental characteristics of the site.

II – SITE LOCATION

The site is located at 4001 Oleander Avenue in Fort Pierce, Florida. The site is located within the C-3 (General Commercial) Zoning District within the City of Fort Pierce. The site is currently vacant. The site is approximately 4.24 acres in size. Please see the location of the subject site below.



Location Map – 4001 Oleander Avenue (2021 Aerial Imagery)

III – SOILS

Refer to page 4 through 6 for soil survey. The following soils were found to be present on the site:

#2 – Ankona and Farmton sands, 0 to 2 percent slopes; The Ankona series consists of very deep, very poorly and poorly drained, very slowly or slowly permeable soils on broad flats and in depressional areas of central and southern Florida. They formed in sandy and loamy marine sediments. Near the type location, the mean annual temperature is about 72 degrees F., and the mean annual precipitation is about 55 inches. Slopes range from 0 to 2 percent. The Farmton series consists of very deep, poorly drained soils that formed in sandy and loamy marine sediments. Most areas are in native woodland. A few areas are planted to tame pasture or used for urban development. The vegetation consists of longleaf pine, slash pine, saw palmetto, waxmyrtle, gallberry, fetterbush, creeping bluestem, chalky bluestem, lopsided Indiangrass, low panicums and pineland threeawn. Depressional areas are dominated by marsh vegetation consisting of maidencane, cutgrass, sand cordgrass, and St. Johns wort. A water table is within depths of 6 to 18 inches for 1 to 4 months and at depths of 18 to 40 inches for 6 months or more in most years. Depressional areas are covered with standing water for 6 to 9 months in most years.

Farmton soils are on flatwoods and low broad flats on marine terraces. Slopes are linear and range from 0 to 2 percent. Near the type location, the mean annual temperature is about 72 degrees F., and the mean annual precipitation is about 55 inches. Under natural conditions Farmton soils are used for water quality and wildlife habitat. Potential native vegetation consists of longleaf pine and slash pine. The understory is dominated by saw palmetto, waxmyrtle, gallberry, fetterbush, creeping bluestem, chalky bluestem and pineland threeawn. Depth to seasonal high water table: 6 to 12 inches of the surface for 6 to 9 months during most years, and within 12 to 24 inches inches most of the rest of the year.

#47 – Susanna and Wauchula sands, 0 to 2 percent slopes; The Susanna series consists of very deep, poorly drained, very slowly permeable soils on broad flats of central and southern Florida. They formed in sandy and loamy marine sediments. Near the type location, the mean annual temperature is about 73 degrees F., and the mean annual precipitation is about 55 inches. Slopes range from 0 to 2 percent. Some areas of Susanna soils are planted to citrus and improved pasture grasses. Other areas are used for community development. Natural vegetation consists of open forest of longleaf pine and slash pine with ground cover of saw palmetto, running oak, pineland threeawn, inkberry, and fetterbush. A water table is within depths of 10 inches for 1 to 4 months and within a depth of 40 inches for about 6 months in most years. It is perched above the spodic horizon early in the summer rainy season and after heavy rainfall in other seasons. During prolonged dry seasons, the water table recedes to below a depth of 40 inches.

The Wauchula series consists of very deep, very poorly or poorly drained, moderately slow or slowly permeable soils on flatwoods on the lower coastal plains. They formed in sandy and loamy marine sediments. Near the type location, the mean annual temperature is about 72 degrees F., and the mean annual precipitation is about 55 inches. Slopes range from 0 to 5 percent. Many areas of this soil have been cleared and are used for tame pasture or range. Some areas are used for citrus and vegetable crops where water control is adequate. The natural vegetation consists of longleaf

pine, slash pine, saw palmetto, with an understory of inkberry, fetter, southern bayberry, and pineland threeawn. Water table is at depths of 6 to 18 inches for 1 to 4 months during most years. It is at depths of about 10 to 40 inches for periods as long as about 6 months, but during the driest season it recedes to depths of more than 40 inches. Depressional areas are covered with standing water for periods of 6 to 9 months or more in most years.

IV – HABITATS

The site is comprised of native, exotic and invasive species. During the field investigation the following species were identified: Cabbage palm (*Sabal Palmetto*), Wax Myrtle (*Myrica*), Oak (*Quercus sp*.), Slash pine (*Pinus Ellioti*), Wax myrtle (*Myrica Cerifera*), Gallberry (*Ilex Glabra*), Chalky bluestem (*Andropogon virginicus*), Switch Grass (*Panicum virgatum*) and Muscadine (*Vitis Rotundifolia*) among others. The exotics include Brazillian Pepper (*Schinus terebinthifolia),* Air Potato (*Dioscorea bulbifera*), Strawberry Guava (*Psidium Cattleyanum*), Java Plum (*Syzgium cumini*), Climbing Fern (*Lygodium*) and Non-native Fern (*Tracheophyta sp*.) among others.

IV. Wetlands

It is in the opinion of Ella Taylor that jurisdictional wetlands do exist on this parcel. A wetland consists of three components: Hydric Soils, Wetland Plants, and Hydrologic Patterns. Adjacent to the easterly property boundary exists a manmade drainage right-of-way. This ditch exhibits wetland characteristics. Additionally, the southern boundary consists of a small riverine body that exhibits wetland characteristics. National Wetlands Inventory determines this wetland to be a freshwater, manmade wetland. Development considerations for this wetland would require setbacks from development of any type.

Refer to exhibit A in the appendix for the wetland areas.

V. Upland Habitat

SFWMD Land Cover and Land Use data identifies the parcel as a Upland Mixed Coniferous/Hardwood (Code 4340). The parcel is currently vacant and vegetated with a mix of exotic and native plants and trees. It is in the opinion of Ella Taylor that the site is primarily upland habitat. Habitat preservation may be required. See exhibit B for the land use map and exhibit C for the historical aerials of the site.

VI. C. Wildlife

During the field investigation a habitat survey was conducted in accordance with the Florida Fish and Wildlife Conservation Commission (FFWCC) Gopher Tortoise Permitting Guidelines (revised January 2017). During this field investigation no State Protected Species were found.

V. CONCLUSION

The site is currently vacant with a mixture of native and exotic plant species. Wetlands exist on the Eastern and Southern boundaries of the site. Significant upland habitat exists has the habitat is comprised of over a 50% mix of native vegetation. No protected wildlife species were identified. Please refer to exhibit D for images of the site obtained during the field investigation.

APPENDIX

Exhibit A – Wetland Areas

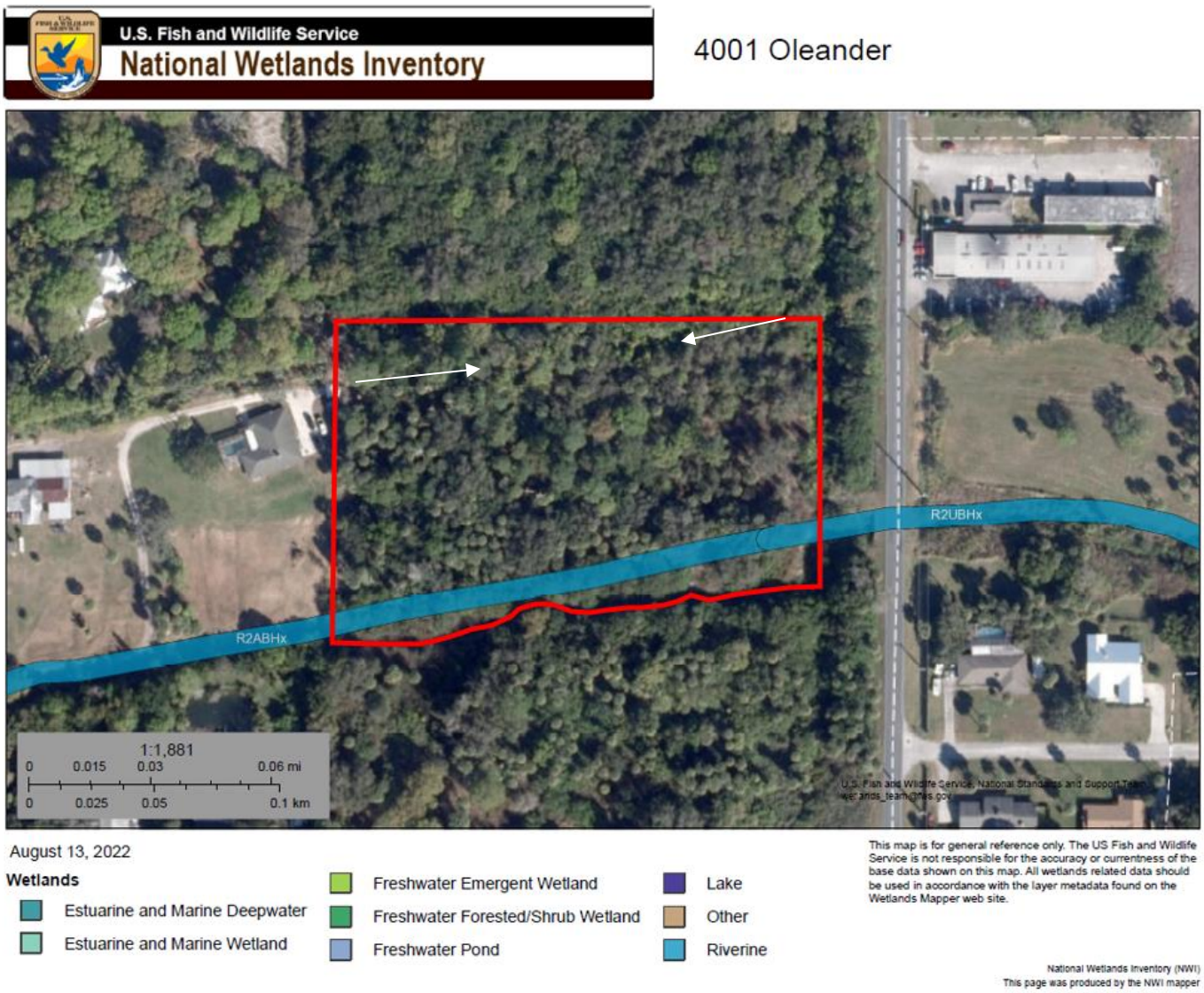


Exhibit B – Land Cover Classification

SFWMD Land Use / Land Cover Map

CODES

4220 – Brazilian Pepper
4340 – Upland Mixed Coniferous/Hardwood

LEVELS

1000 – Urban and Built Up
2000 – Agriculture
3000 – Upland Non-forested
4000 – Upland Forests
5000 – Water
6000 – Wetland
7000 – Barren Land
8000 - Transportation

Exhibit C – Historical Imagery

2009

2012

Sunrise City Realty
Rescue Adoption, Inc
Econo Auto Parts
Oleander Ave
Google Earth
200 ft

2016

Sunrise City Realty
Rescue Adoption, Inc
Econo Auto Parts
Oleander Ave
Google Earth
200 ft

2021

Exhibit D – Site Photos

NAPA Auto Parts

Traffic Impact Analysis

December 2022

Kimley»Horn

TRAFFIC IMPACT ANALYSIS

NAPA Auto Parts

City of Fort Pierce, FL

Prepared for:

DePree Engineering, LLC

Prepared by:

Kimley-Horn and Associates, Inc.

Digitally signed by Alexander Memering
DN: cn=Alexander Memering, c=US, o=North Carolina, email=alex.memering@kimley-horn.com
Date: 2022.12.23 12:36:53 -05'00'

Alex Memering, P.E.

PE #91501

December 2022

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Appendices

Appendix A: Conceptual Site Plan

Appendix B: Excerpts from ITE Trip Generation Manual, Trip Generation Handbook, and Internal Capture Calculation Worksheets

Appendix C: Greater Treasure Coast Regional Planning Model (GTCRPM) Model Plots

Appendix D: Excerpts from St. Lucie TPO Traffic Counts and Level of Service Report 2022

Appendix E: Turning Movement Counts

Appendix F: FDOT's Florida Traffic Online 2021 Peak Season Factor Category Report

Appendix G: Turning Movement Volume Worksheets

Appendix H: Signal Timing/Phasing Plans

Appendix I: Synchro Outputs

Appendix J: Excerpts from Traffic Impact Studies Within Study Area

Appendix K: NCHRP Report 457 Outputs

1.0 INTRODUCTION

Kimley-Horn has been retained by DePree Engineering to analyze and document the traffic impacts associated with the development of an auto parts store in the City of Fort Pierce, Florida. The following is a Traffic Impact Analysis (TIA) that generally conforms to the policies and guidelines of the St. Lucie Transportation Planning Organization (TPO), St. Lucie County Land Development Code (LDC) Section 11.02.09, and the City of Fort Pierce LDC.

The proposed auto parts store is generally located on the west side of Oleander Avenue, south of Market Avenue in City of Fort Pierce, Florida. The project property is currently vacant. The proposed development is anticipated to be built by Year 2025 and is proposed to consist of up to 10,000 square feet of space.

Access to the site will be provided via one full-access driveway onto Oleander Avenue. This access point is shown on the conceptual site plan provided in **Appendix A**.

2.0 STUDY AREA DETERMINATION

2.1 TRIP GENERATION

Trip generation for the proposed project was calculated per procedures published in the 11th Edition of the Institute of Transportation Engineers' (ITE) *Trip Generation Manual*. The Land Use Codes (LUC) used for the proposed site are:

- LUC 843, Automobile Parts Sales

Per procedures published in the ITE *Trip Generation Handbook*, 3rd Edition, the fitted curve equation was used to determine trip rates except when the R^2 value for the fitted curve was less than 0.75 or when no fitted curve equation was provided. In those cases, the weighted average rate was used.

Internal capture and pass-by reductions were applied using procedures published in the ITE *Trip Generation Handbook*, 3rd Edition. Relevant excerpts from the ITE Trip Generation Manual and Trip Generation Handbook, along with internal capture calculation spreadsheets, are included in **Appendix B**.

Table 1 provides the Daily, AM peak hour, and PM peak hour trip generation summary for the project.

Table 1: Trip Generation Summary

Land Use	Intensity	Daily Trips	AM Peak Hour of Adjacent Street			PM Peak Hour of Adjacent Street		
			Total	In	Out	Total	In	Out
Proposed Development								
Automobile Parts Sales	10 KSF	546	25	14	11	49	23	26
	Subtotal	*546*	*25*	*14*	*11*	*49*	*23*	*26*
Pass-By Traffic								
Automobile Parts Sales	43%	235	11	6	5	21	11	10
	Subtotal	*235*	*11*	*6*	*5*	*21*	*11*	*10*
Net External Trips		**311**	**14**	**8**	**6**	**28**	**12**	**16**
TOTAL NET EXTERNAL TRIPS		**311**	**14**	**8**	**6**	**28**	**12**	**16**

Note 1: Trip Generation was calculated using the data from ITE's Trip Generation Manual, 11th Edition

Automobile Parts Sales [ITE 843]

Daily	T = 54.57*X; (X is KSF)
AM Peak Hour of Adjacent Street	T = 2.51*X; (X is KSF); (55% in / 45% out)
PM Peak Hour of Adjacent Street	T = 4.90*X; (X is KSF); (48% in / 52% out)

2.2 TRIP DISTRIBUTION AND TRIP ASSIGNMENT

Projected traffic demand of project trips on study roadways was derived with use of the adopted regional travel demand model. Land use data for the project was entered into a new traffic analysis zone (TAZ) within the Greater Treasure Coast Regional Planning Model (GTCRPM) set and situated within the existing roadway network to appropriately represent project access. The model was used to assign trips for all trip purposes between allocated origin and destination pairs using project buildout year model data. Trip distribution for the project was extracted from the completed model assignment and reviewed for logic. The resulting model plots showing percent of daily project distribution are provided in **Appendix C**.

Daily model project distribution was referenced to manually assign project distribution at the study area intersections and driveways in general accordance with model output. **Figure 1** shows the intersection movement project distribution surrounding the proposed auto parts store used in this TIR.

Project trip distribution percentages were used to assign anticipated project trips to the study area roadways and intersections. **Figure 2** shows the anticipated AM and PM peak hour project volumes at the study area intersections.

Figure 1: Project Trip Distribution

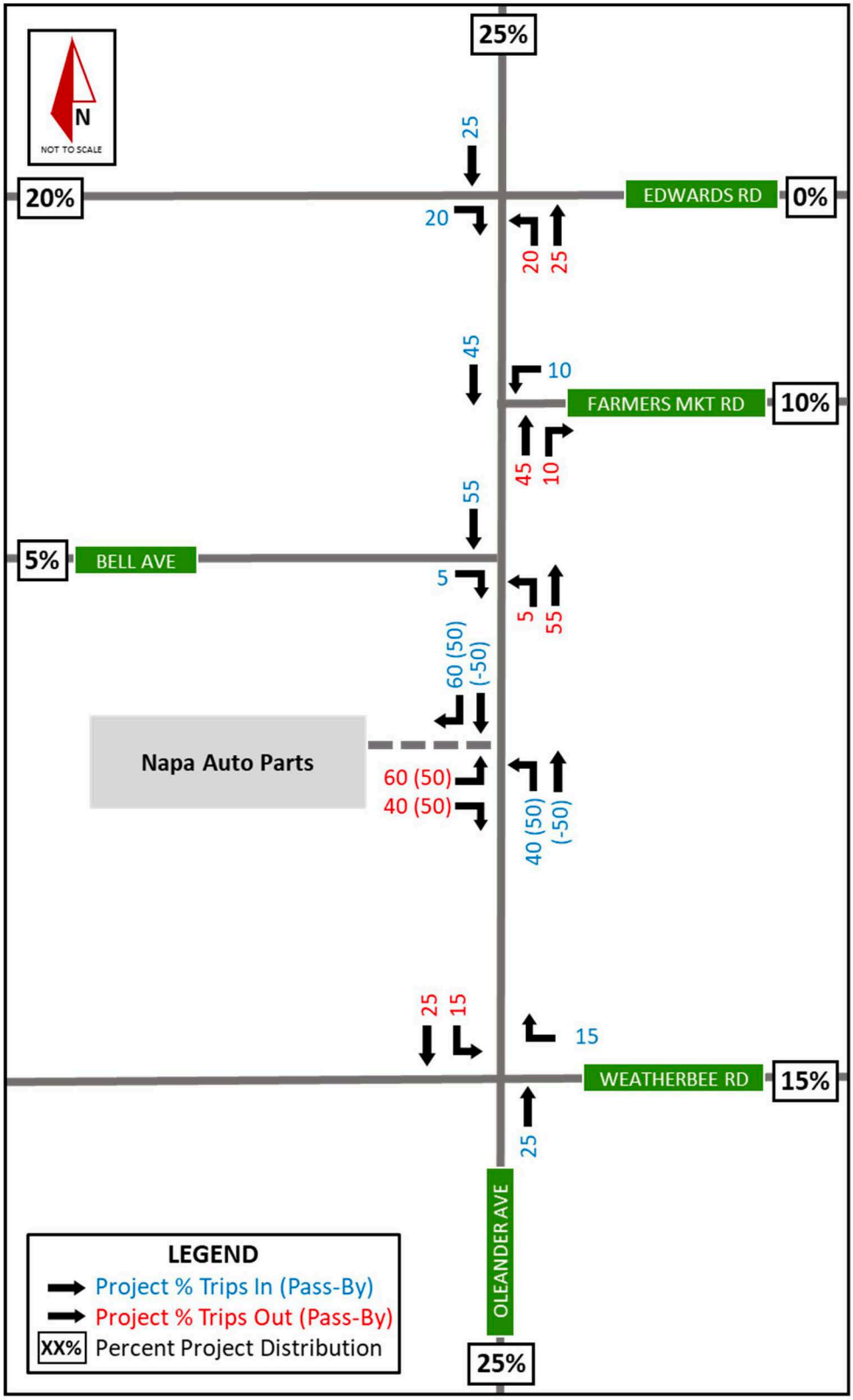
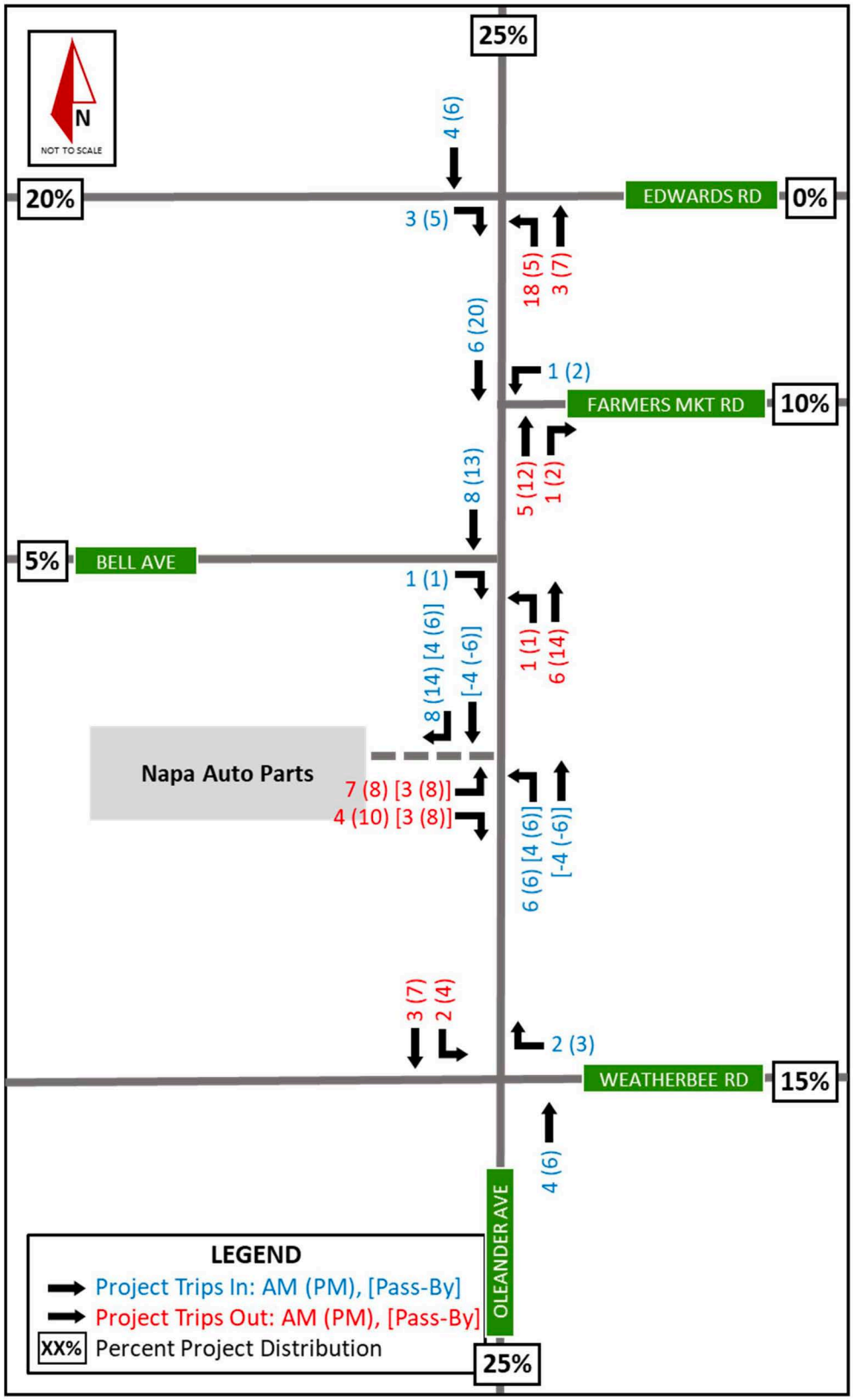


Figure 2: Project Trip Assignment



2.3 STUDY AREA

To determine roadway segments to be included in this TIA, a 1.0% significance test was performed for all major roadway segments within a 2-mile radius of the project site. The results of the 1.0% significance test are shown in **Table 2**. The percent significance for project trips was determined by comparing the maximum directional peak hour project trips to the directional peak hour service capacity as provided in the latest St. Lucie TPO Traffic Counts and Level of Service Report. Excerpts from the St. Lucie TPO traffic count report are included in **Appendix D**.

The resulting study area roadway segments are listed below and displayed on **Figure 3**:

- Oleander Avenue, from Weatherbee Road to Bell Avenue
- Oleander Avenue, from Bell Avenue to Farmers Market Road
- Oleander Avenue, from Farmers Market Road to Edwards Road

The project driveway and major impacted intersections along study area roadway segments were included in this TIA. The resulting study area intersections are listed below and displayed on **Figure 3**.

- Oleander Avenue & Weatherbee Road
- Oleander Avenue & Bell Avenue
- Oleander Avenue & Farmers Market Road
- Oleander Avenue & Edwards Road
- Oleander Avenue & Project Driveway

Table 2: Roadway Segment Significance Test

Roadway		Directional Peak Hour Service Capacity	% Project Distribution	Max Directional Peak Hour Project Trips (25 OUT)	% Project Significance
From	To				
Bell Avenue					
25th Street	Sunrise Boulevard	790	1%	0	0.0%
Sunrise Boulevard	Oleander Avenue	600	2%	0	0.1%
Edwards Road					
Selvitz Road	25th Street	880	6%	1	0.1%
25th Street	Sunrise Boulevard	1,630	19%	3	0.2%
Sunrise Boulevard	Oleander Avenue	1,630	19%	3	0.2%
Oleander Avenue	US 1	1,630	0%	0	0.0%
Farmers Market Road					
Oleander Avenue	US 1	750	6%	1	0.1%
Midway Road					
Selvitz Road	Christensen Road	2,100	7%	1	0.1%
Christensen Road	25th Street	2,100	7%	1	0.1%
25th Street	Sunrise Boulevard	2,100	14%	2	0.1%
Sunrise Boulevard	Oleander Avenue	2,100	15%	2	0.1%
Oleander Avenue	US 1	2,100	0%	0	0.0%
US 1	Wallace Street	790	3%	1	0.1%
Wallace Street	Weatherbee Road	920	3%	1	0.1%
Weatherbee Road	Indian River Drive	630	1%	0	0.0%
Oleander Avenue					
Kitterman Road	Midway Road	750	9%	1	0.2%
Midway Road	Weatherbee Road	750	26%	4	0.6%
Weatherbee Road	Bell Avenue	540	59%	9	**1.7%**
Bell Avenue	Farmers Market Road	540	55%	9	**1.6%**
Farmers Market Road	Edwards Road	750	49%	8	**1.0%**
Edwards Road	Wisteria Avenue	750	25%	4	0.5%
Wisteria Avenue	Gardenia Avenue	540	24%	4	0.7%
Sunrise Boulevard					
Midway Road	Bell Avenue	540	0%	0	0.0%
Bell Avenue	Edwards Road	750	1%	0	0.0%
Edwards Road	Cortez Boulevard	600	0%	0	0.0%
Cortez Boulevard	Virginia Avenue	750	0%	0	0.0%
US 1					
Easy Street	Midway Road	3,170	8%	1	0.0%
Midway Road	Weatherbee Road	2,100	11%	2	0.1%
Weatherbee Road	Farmers Market Road	2,000	2%	0	0.0%
Farmers Market Road	Edwards Road	2,000	4%	1	0.0%
Edwards Road	Savannah Road	2,000	3%	1	0.0%
Savannah Road	Gardenia Avenue	2,000	3%	1	0.0%
Weatherbee Road					
Oleander Avenue	US 1	750	15%	2	0.3%
US 1	Midway Road	750	3%	1	0.1%
25th Street					
Midway Road	Bell Avenue	2,100	1%	0	0.0%
Bell Avenue	Edwards Road	2,100	0%	0	0.0%
Edwards Road	Cortez Boulevard	2,000	13%	14	0.7%

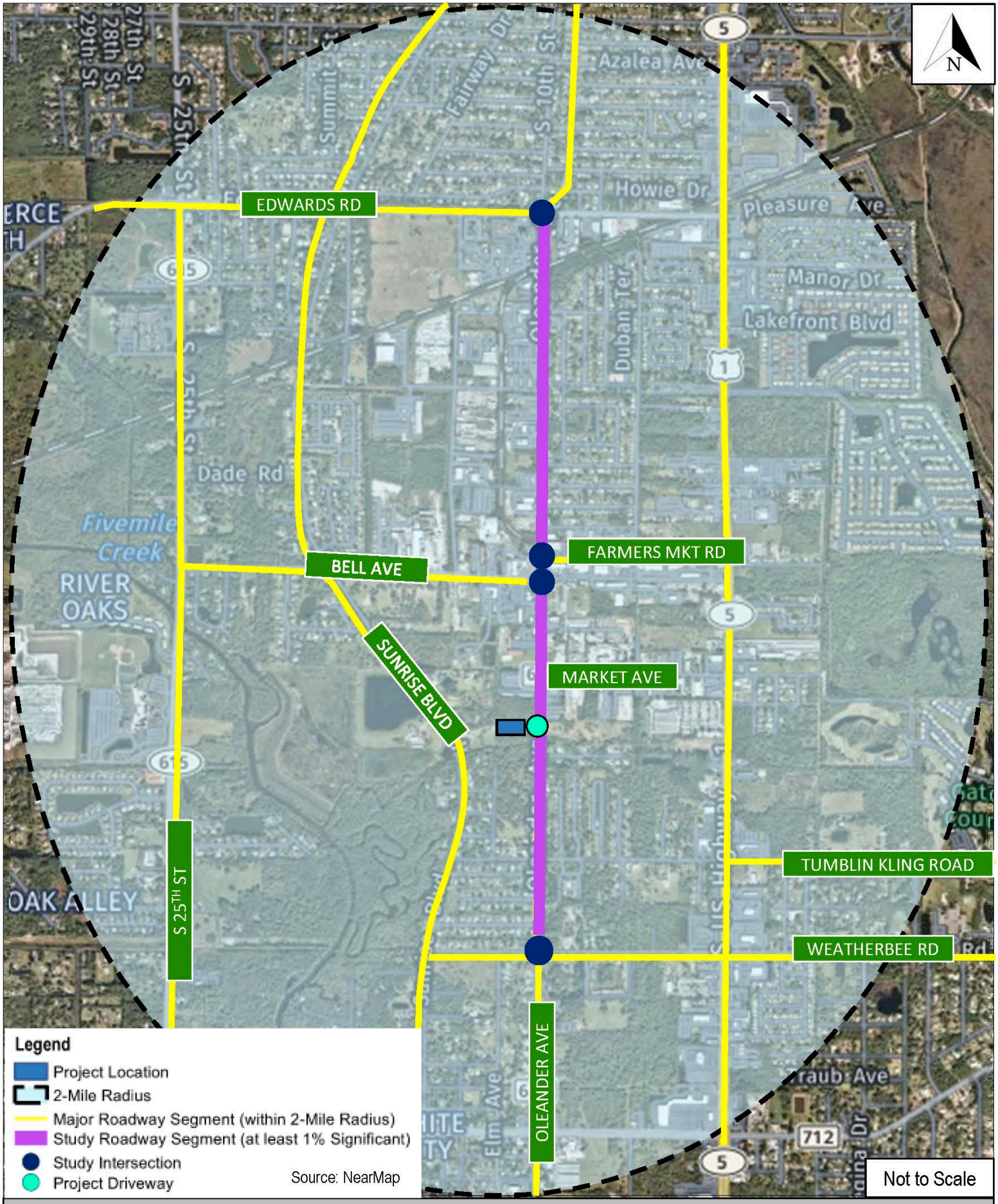


Figure 3 – Project Location and Study Area Roadway Segments/Intersections

3.0 EXISTING CONDITIONS ANALYSIS – YEAR 2022

3.1 EXISTING TRAFFIC

Turning movement counts (TMCs) were collected at the study intersections on Tuesday, November 15, 2022 and are provided in **Appendix E**. Data was collected during the AM (7:00 AM to 9:00 AM) and PM (4:00 PM to 6:00 PM) peak periods.

The existing turning movement volumes were adjusted to peak season using a 1.05 adjustment factor published by the Florida Department of Transportation (FDOT). The data referenced from FDOT's Florida Traffic Online 2022 Peak Season Factor Category Report is included in **Appendix F**. Adjusted turning movement volume worksheets for all intersections are included in **Appendix G**. The AM and PM peak hour intersection turning movement volumes at the study area intersections are illustrated on **Figures 4 and 5**, respectively.

3.2 EXISTING ROADWAY SEGMENT CONDITIONS

A roadway segment analysis was performed within the study area to determine existing AM and PM peak hour conditions. The analysis was conducted by comparing Year 2022 peak hour peak direction (PHPD) traffic volumes to the PHPD service capacities per the latest St. Lucie TPO Traffic Counts and Level of Service Report (excerpts included in **Appendix D**).

The existing roadway segment data is included in **Tables 3 and 4** for AM and PM peak hour roadway segment conditions, respectively. As shown in the tables, the analysis identifies an existing capacity deficiency for both scenarios for the study area roadway segment of Oleander Avenue from Bell Avenue to Farmers Market Road.

Table 3: Existing (2022) AM Peak Hour Roadway Segment Analysis

Roadway Segment	Roadway Attributes [1]				PHPD Service Capacity [2]	2022 Existing AM PHPD [1]	V/C Ratio	Exceeds Capacity?
	Functional Classification	Area Type	Adopted LOS	Number of Lanes				
Oleander Avenue								
Weatherbee Road to Bell Avenue	Minor Arterial	Urban	D	2U	540	370	0.69	No
Bell Avenue to Farmers Market Road	Minor Arterial	Urban	D	2U	540	605	**1.12**	**Yes**
Farmers Market Road to Edwards Road	Minor Arterial	Urban	D	2U	750	605	0.81	No

1. Roadway attributes were obtained from the 2010 FDOT St. Lucie County Federal Functional Classification Map, St. Lucie County Transportation Element, and supplemented with the 2020 FDOT Quality/LOS Tables.
2. Obtained from the latest St. Lucie TPO Traffic Counts and Level of Service Report

Table 4: Existing (2022) PM Peak Hour Roadway Segment Analysis

Roadway Segment	Roadway Attributes [1]				PHPD Service Capacity [2]	2022 Existing PM PHPD [1]	V/C Ratio	Exceeds Capacity?
	Functional Classification	Area Type	Adopted LOS	Number of Lanes				
Oleander Avenue								
Weatherbee Road to Bell Avenue	Minor Arterial	Urban	D	2U	540	401	0.74	No
Bell Avenue to Farmers Market Road	Minor Arterial	Urban	D	2U	540	574	**1.06**	**Yes**
Farmers Market Road to Edwards Road	Minor Arterial	Urban	D	2U	750	574	0.77	No

1. Roadway attributes were obtained from the 2010 FDOT St. Lucie County Federal Functional Classification Map, St. Lucie County Transportation Element, and supplemented with the 2020 FDOT Quality/LOS Tables.
2. Obtained from the latest St. Lucie TPO Traffic Counts and Level of Service Report

3.3 EXISTING INTERSECTION CONDITIONS

Intersection operational analyses were performed for 2022 existing conditions in the AM and PM peak hour using procedures outlined in the *Highway Capacity Manual (2010)* with Synchro (v11) software. Signal timing and phasing plans were provided by St. Lucie County staff and are included in **Appendix H**. A summary of intersection level of service (LOS), delay, and maximum volume/capacity (v/c) ratios for AM and PM peak hour existing conditions are provided in **Tables 5 and 6**, respectively. Synchro outputs are provided in **Appendix I**.

As shown in the tables, the study area intersections operate at an acceptable LOS with turning movements demonstrating maximum v/c ratios of less than one (1.0) in both scenarios.

Table 5: Existing (2022) AM Peak Hour Intersection Conditions

Intersection	AM Peak Hour Existing Conditions		
	LOS	Delay (Sec)	Max V/C Ratio
Oleander Avenue & Weatherbee Road	C	16.9	0.32
Oleander Avenue & Bell Avenue	C	19.1	0.42
Oleander Avenue & Farmers Market Road	B	14.8	0.18
Oleander Avenue & Edwards Road	C	22.2	0.79

Notes:
1. Intersection LOS and delay at unsignalized intersections are reported for the most critical stop-controlled approach only.

Table 6: Existing (2022) PM Peak Hour Intersection Conditions

Intersection	PM Peak Hour Existing Conditions		
	LOS	Delay (Sec)	Max V/C Ratio
Oleander Avenue & Weatherbee Road	D	28.0	0.44
Oleander Avenue & Bell Avenue	D	27.0	0.56
Oleander Avenue & Farmers Market Road	C	19.0	0.28
Oleander Avenue & Edwards Road	C	25.4	0.85

Notes:
1. Intersection LOS and delay at unsignalized intersections are reported for the most critical stop-controlled approach only.

4.0 BACKGROUND CONDITIONS ANALYSIS – YEAR 2025

4.1 BACKGROUND TRAFFIC

Background traffic conditions, without the impact of project trips on the roadway network, were evaluated for Year 2025. Background volumes on study area intersections and roadway segments were derived by applying an annual growth rate to existing traffic counts, then adding vested trips.

Vested trips from Oleander Oaks, a planned single-family residential development located just south of the project site, and American Silicone, a planned mixed-use development located south of the project site, were incorporated into the background analysis. Relevant excerpts from both traffic studies are included in **Appendix J.**

Turning movement volume worksheets for all intersections are provided in **Appendix G** The AM and PM peak hour intersection turning movement volumes at the study area intersections are illustrated on **Figures 4 and 5**, respectively.

4.2 BACKGROUND GROWTH RATE

The University of Florida's Bureau of Economic and Business Research (BEBR) analyzes population growth trends in counties throughout the state, along with other statistical metrics. Per direction from the St. Lucie TPO, the BEBR high growth rate shall be used as it reflects the actual annual growth rate in the County since 1995.

As shown in **Table 7**, the St. Lucie County BEBR high growth rate for Year 2025 is approximately 2.21%. Therefore, a 2.21% annual background growth rate was used in this analysis.

Table 7: BEBR Growth Rate Calculation

County	BEBR Pop Estimate April 1, 2021	BEBR Population Projections (April 1)		2025
		Range	2025	
St. Lucie	340,060	Low	348,200	0.34%
		Medium	370,400	1.27%
		High	392,600	**2.21%**

4.3 COMMITTED IMPROVEMENTS

The St. Lucie TPO 2045 Long Range Transportation Plan (LRTP), the TPO's Transportation Improvement Program (TIP), and FDOT's 5-year work program, was referenced to determine that no roadway improvements are planned within the study area. Therefore, no improvements were included in the intersection operational analyses (existing, background, and buildout scenarios).

4.4 BACKGROUND ROADWAY SEGMENT ANALYSIS

A roadway segment analysis was performed within the study area to determine background AM and PM peak hour conditions. The analysis was conducted by comparing Year 2025 peak hour peak direction (PHPD) traffic volumes to the PHPD service capacities per the latest St. Lucie TPO Traffic Counts and Level of Service Report (excerpts included in **Appendix D**). Year 2025 PHPD volumes were derived by applying a 2.21% annual growth rate to Year 2022 PHPD volumes, then adding vested trips.

For the AM and PM peak hour background and buildout analyses, the LOS standard and corresponding peak hour service capacity for the segments of Oleander Avenue from Bell Avenue to Farmers Market, was increased from LOS E to F (AM) and LOS D to E (PM) as the St. Lucie County Comprehensive Plan Transportation Element (October 26, 2010) states the following:

> *"The County wishes to maintain a LOS D or better for all roadways but recognizes that allowing a LOS E allows development to proceed while a minimum of LOS D might cause severe constraints on private development. However, a LOS D will be utilized for these roadways when establishing transportation impact fees."*

The background roadway segment data is included in **Tables 8 and 9** for AM and PM peak hour roadway segment conditions, respectively. As shown in the tables, the analysis identifies all study area roadway segments will operate acceptably during AM and PM peak hour background traffic conditions, with the LOS increase for the roadway segment of Oleander Avenue from Bell Avenue to Farmers Market.

Table 8: Background (2025) AM Peak Hour Roadway Segment Analysis

Roadway Segment	Adopted LOS	PHPD Service Capacity [1]	2022 Existing AM PHPD	Annual Growth Rate	Vested Trips	2025 Bkgrd AM PHPD [2]	V/C Ratio	Exceeds Capacity?
Oleander Avenue								
Weatherbee Road to Bell Avenue	D	540	370	2.21%	87	482	0.89	No
Bell Avenue to Farmers Market Road	E[3]	800	605	2.21%	81	726	0.91	No
Farmers Market Road to Edwards Road	D	750	605	2.21%	72	717	0.96	No

1. Obtained from the latest St. Lucie TPO Traffic Counts and Level of Service Report.
2. 2022 PHPD values were grown annually by 2.21%, then summed with vested trips to reach 2025 PM PHPD values.
3. LOS standard and correspoding service capacity were increased per the St. Lucie County Comprehensive Plan (October 26, 2010).

Table 9: Background (2025) PM Peak Hour Roadway Segment Analysis

Roadway Segment	Adopted LOS	PHPD Service Capacity [1]	2022 Existing PM PHPD	Annual Growth Rate	Vested Trips	2025 Bkgrd PM PHPD [2]	V/C Ratio	Exceeds Capacity?
Oleander Avenue								
Weatherbee Road to Bell Avenue	D	800	401	2.21%	57	485	0.61	No
Bell Avenue to Farmers Market Road	E[3]	800	574	2.21%	54	666	0.83	No
Farmers Market Road to Edwards Road	D	800	574	2.21%	47	659	0.82	No

1. Obtained from the latest St. Lucie TPO Traffic Counts and Level of Service Report.
2. 2022 PHPD values were grown annually by 2.21%, then summed with vested trips to reach 2025 PM PHPD values.
3. LOS standard and correspoding service capacity were increased per the St. Lucie County Comprehensive Plan (October 26, 2010).

4.5 BACKGROUND INTERSECTION ANALYSIS

Intersection operational analyses were performed for 2025 background conditions in the AM and PM peak hour using procedures outlined in the *Highway Capacity Manual 6* with Synchro (v11) software. Signal timing and phasing plans were provided by St. Lucie County staff and are included in **Appendix H**. A summary of intersection level of service (LOS), delay, and maximum volume/capacity (v/c) ratios for AM and PM peak hour existing conditions are provided in **Tables 10 and 11**, respectively. Synchro outputs are provided in **Appendix I**.

As shown in the tables, the study area intersections operate at an acceptable LOS with turning movements demonstrating maximum v/c ratios of less than one (1.0) in both scenarios.

Table 10: Background (2025) AM Peak Hour Intersection Conditions

Intersection	AM Peak Hour Background Conditions		
	LOS	Delay (Sec)	Max V/C Ratio
Oleander Avenue & Weatherbee Road	C	22.1	0.35
Oleander Avenue & Bell Avenue	D	29.0	0.59
Oleander Avenue & Farmers Market Road	C	19.2	0.28
Oleander Avenue & Edwards Road	C	23.4	0.83

Notes:
1. Intersection LOS and delay at unsignalized intersections are reported for the most critical stop-controlled approach only.

Table 11: Background (2025) PM Peak Hour Intersection Conditions

Intersection	PM Peak Hour Background Conditions		
	LOS	Delay (Sec)	Max V/C Ratio
Oleander Avenue & Weatherbee Road	E	41.5	0.62
Oleander Avenue & Bell Avenue	E	42.2	0.72
Oleander Avenue & Farmers Market Road	C	23.6	0.37
Oleander Avenue & Edwards Road	C	27.5	0.87

Notes:
1. Intersection LOS and delay at unsignalized intersections are reported for the most critical stop-controlled approach only.

5.0 BUILDOUT CONDITIONS ANALYSIS – YEAR 2025

5.1 BUILDOUT TRAFFIC

Buildout traffic conditions were evaluated for Year 2025. Buildout volumes were developed by adding anticipated project trips to background volumes. Turning movement volume worksheets for all intersections can be found in **Appendix G**.

5.2 BUILDOUT ROADWAY SEGMENT ANALYSIS

A roadway segment analysis was performed within the study area to determine buildout AM and PM peak hour conditions. The analysis was conducted by comparing Year 2025 peak hour peak direction (PHPD) traffic volumes to the PHPD service capacities per the latest St. Lucie TPO Traffic Counts and Level of Service Report (excerpts included in **Appendix D**). Year 2025 PHPD volumes were derived by adding anticipated project trips to background volumes.

The buildout roadway segment data is included in **Tables 12 and 13** for AM and PM peak hour roadway segment conditions, respectively. As shown in the tables, the analysis identifies all study area roadway segments will operate acceptably during AM and PM peak hour buildout traffic conditions, with the LOS increase for the roadway segment of Oleander Avenue from Bell Avenue to Farmers Market

Table 12: Buildout (2025) AM Peak Hour Roadway Segment Analysis

Roadway Segment	Adopted LOS	PHPD Service Capacity [1, 2]	2025 Bkgrd AM PHPD	Project Dist.	Project Trips AM PHPD	2025 Buildout AM PHPD	V/C Ratio	Exceeds Capacity?
Oleander Avenue								
Weatherbee Road to Bell Avenue	D	540	482	59%	5	487	0.90	No
Bell Avenue to Farmers Market Road	E[3]	800	726	55%	4	730	0.91	No
Farmers Market Road to Edwards Road	D	750	717	49%	4	721	0.96	No

1. Obtained from the latest St. Lucie TPO Traffic Counts and Level of Service Report.
2. 2022 PHPD values were grown annually by 2.21%, then summed with vested trips to reach 2025 PM PHPD values.
3. LOS standard and correspoding service capacity were increased per the St. Lucie County Comprehensive Plan (October 26, 2010).

Table 13: Buildout (2025) PM Peak Hour Roadway Segment Analysis

Roadway Segment	Adopted LOS	PHPD Service Capacity [1, 2]	2025 Bkgrd PM PHPD	Project Dist.	Project Trips PM PHPD	2025 Buildout PM PHPD	V/C Ratio	Exceeds Capacity?
Oleander Avenue								
Weatherbee Road to Bell Avenue	D	540	485	59%	9	494	0.91	No
Bell Avenue to Farmers Market Road	E[3]	800	666	55%	9	675	0.84	No
Farmers Market Road to Edwards Road	D	750	659	49%	8	667	0.89	No

1. Obtained from the latest St. Lucie TPO Traffic Counts and Level of Service Report.
2. 2022 PHPD values were grown annually by 2.21%, then summed with vested trips to reach 2025 PM PHPD values.
3. LOS standard and correspoding service capacity were increased per the St. Lucie County Comprehensive Plan (October 26, 2010).

5.3 BUILDOUT INTERSECTION ANALYSIS

Intersection operational analyses were performed for 2025 buildout conditions in the AM and PM peak hour using procedures outlined in the *Highway Capacity Manual 6* with Synchro (v11) software. Signal timing and phasing plans were provided by St. Lucie County staff and are included in **Appendix H**. A summary of intersection level of service (LOS), delay, and maximum volume/capacity (v/c) ratios for AM and PM peak hour existing conditions are provided in **Tables 14 and 15**, respectively. Synchro outputs are provided in **Appendix I**.

As shown in the tables, the study area intersections operate at an acceptable LOS with turning movements demonstrating maximum v/c ratios of less than one (1.0) in both scenarios. The AM and PM peak hour intersection turning movement volumes at buildout for the study area intersections are illustrated on **Figures 4 and 5**, respectively.

Table 14: Buildout (2025) AM Peak Hour Intersection Conditions

Intersection	AM Peak Hour Buildout Conditions		
	LOS	Delay (Sec)	Max V/C Ratio
Oleander Avenue & Weatherbee Road	C	22.7	0.47
Oleander Avenue & Bell Avenue	D	29.5	0.59
Oleander Avenue & Farmers Market Road	C	19.6	0.29
Oleander Avenue & Edwards Road	C	23.5	0.83
Oleander Avenue & Project Driveway	B	14.8	0.05

Notes:
1. Intersection LOS and delay at unsignalized intersections are reported for the most critical stop-controlled approach only.

Table 15: Buildout (2025) PM Peak Hour Intersection Conditions

Intersection	PM Peak Hour Buildout Conditions		
	LOS	Delay (Sec)	Max V/C Ratio
Oleander Avenue & Weatherbee Road	E	41.5	0.62
Oleander Avenue & Bell Avenue	E	47.1	0.75
Oleander Avenue & Farmers Market Road	D	25.6	0.40
Oleander Avenue & Edwards Road	C	28.9	0.88
Oleander Avenue & Project Driveway	C	16.6	0.13

Notes:
1. Intersection LOS and delay at unsignalized intersections are reported for the most critical stop-controlled approach only.

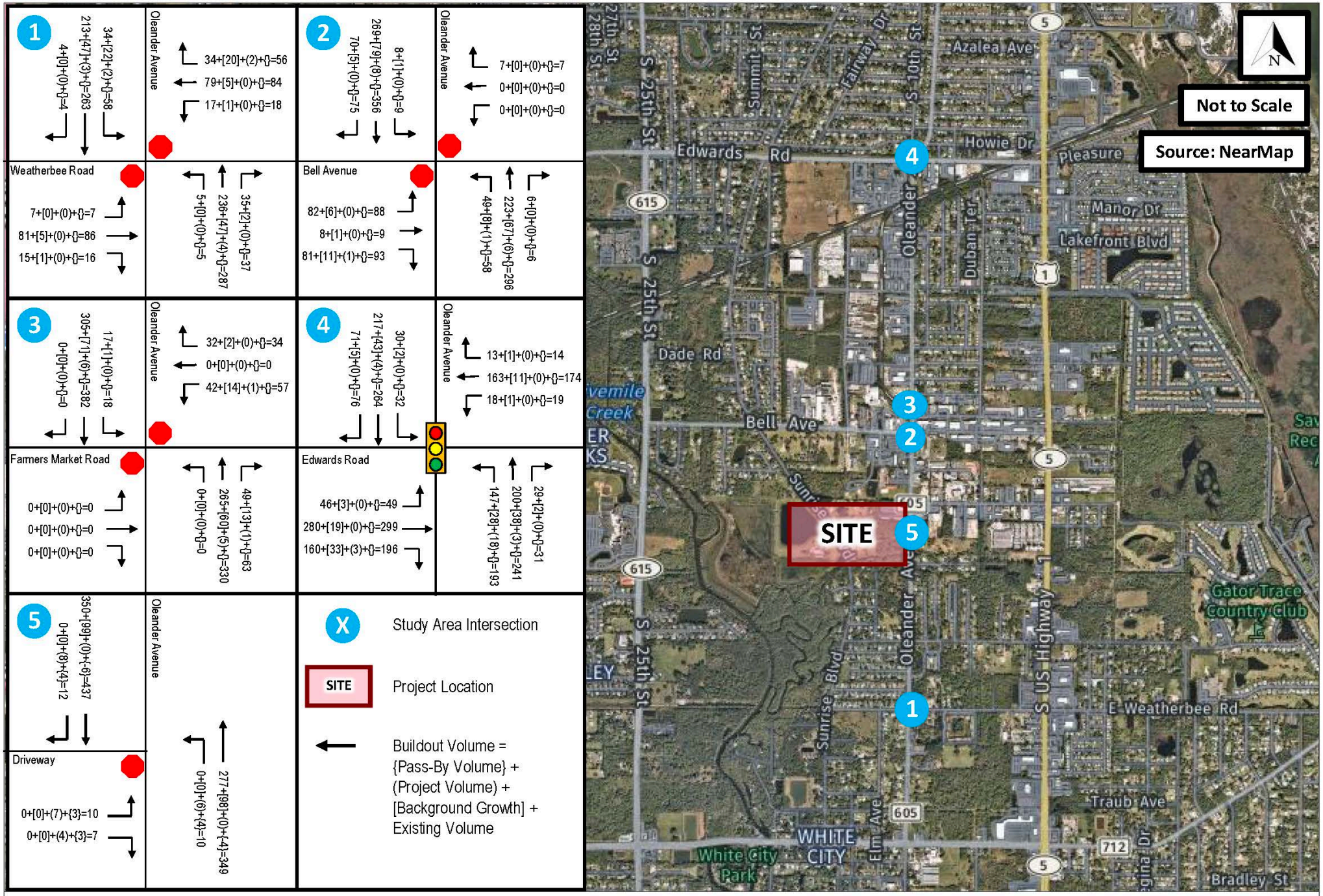


Figure 4 - Buildout (2025) Traffic Volumes: AM Peak Hour

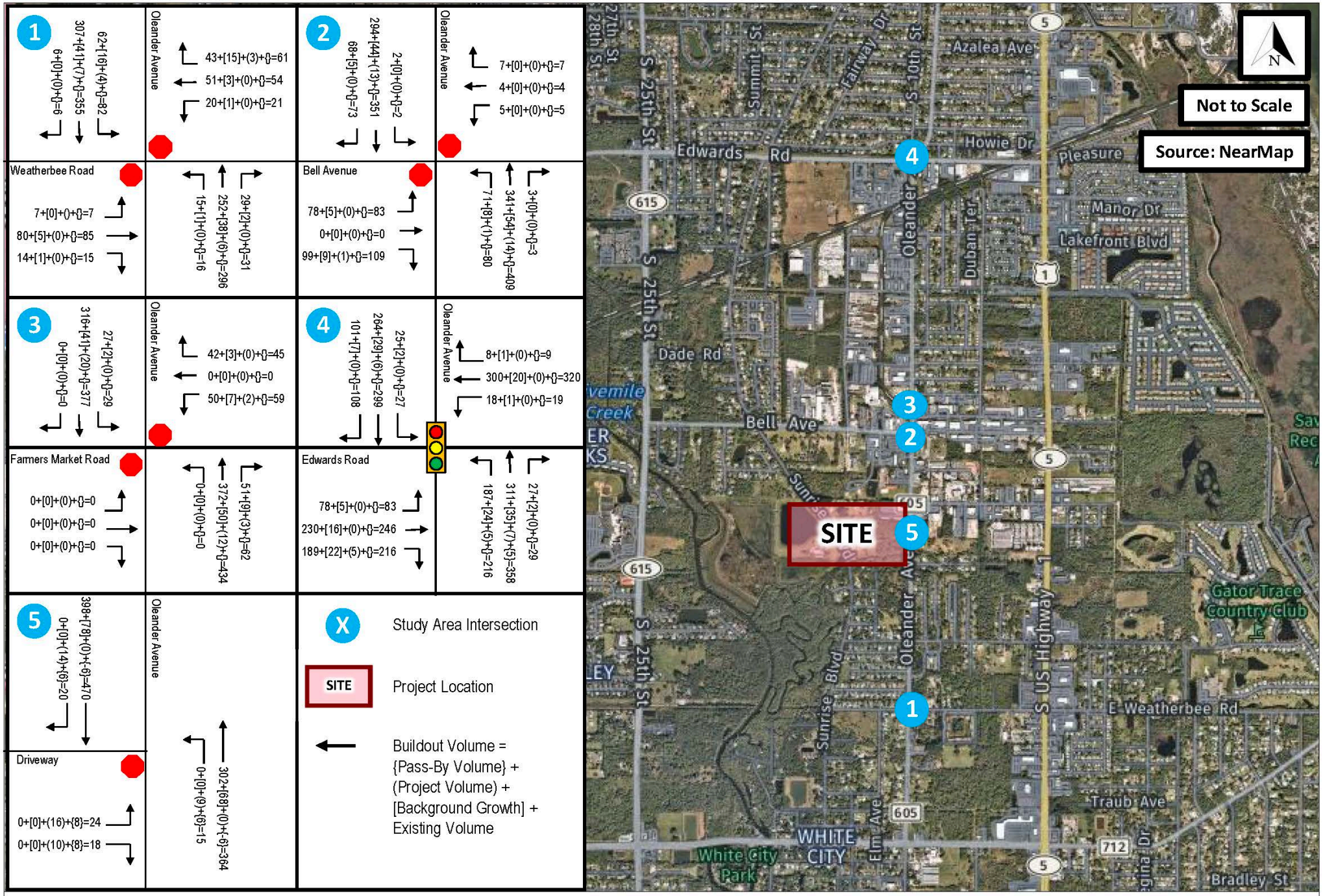


Figure 5 - Buildout (2025) Traffic Volumes: PM Peak Hour

NAPA Auto Parts | City of Fort Pierce, FL

6.0 SITE ACCESS ANALYSIS

Access to the site will be provided via one full-access driveway onto Oleander Avenue. The need for exclusive ingress turn lanes was evaluated at the proposed project driveway using National Cooperative of Highway Research Programs (NCHRP) Report 457 criteria.

The projected buildout year 2025 traffic volumes on Oleander Avenue, as well as the projected northbound ingress turning movement volumes at the proposed project driveway, were compared to the thresholds of the NCHRP Report 457 for determination of whether a major road left-turn lane is required at a stop-controlled minor street intersection. Report NCHRP 457 compares the major street speed, approach volume, opposing volume, and left-turning volume to determine whether a dedicated left-turn lane is warranted on the major street approach. Based on the low ingress left-turn volumes projected at the project driveway during the AM peak hour, an exclusive northbound left-turn lane at the project driveway is not warranted based on the criteria within the NCHRP 457 analysis.

The observed traffic volumes on Oleander Avenue, as well as the projected southbound ingress turning volumes at the proposed project driveway, were compared to the thresholds of the NCHRP Report 457 for determination of whether a major road right-turn lane is required at a stop-controlled minor street intersection. Report NCHRP 457 compares the major street speed, approach volume, and right-turning volume to determine whether a dedicated right-turn lane is warranted on the major street approach. Based on the low ingress right-turn volumes projected at the project driveway, and the low existing traffic volumes on Oleander Avenue during the AM and PM peak hours, an exclusive southbound right-turn lane at the project driveway is not warranted based on the criteria within the NCHRP 457 analysis.

The NCRHP Report 457 outputs for the northbound left-turn lane and southbound right-turn lane for the projected buildout AM and PM peak hour scenarios are provided in **Appendix K**.

7.0 CONCLUSION

This TIA was completed to assess the transportation impacts of associated with the development of Napa Auto Parts in the City of Fort Pierce, Florida. NAPA Auto Parts is a proposed retail development generally located on the east side of Oleander Avenue, south of Market Avenue in City of Fort Pierce, Florida. The development is anticipated to be built by Year 2025 and is proposed to consist of ±10,000 square feet of retail space. Access to the site will be provided via one full-access driveway onto Oleander Avenue.

The project is expected to generate 311 net new external Daily traffic volumes, 14 net new AM peak hour external trips (8 in, 6 out) and 28 net new PM peak hour external trips (12 in, 16 out) based on ITE trip generation data and procedures. Project trips were distributed onto the surrounding roadway network using the latest adopted regional travel demand model and manual assignment at the study area intersections.

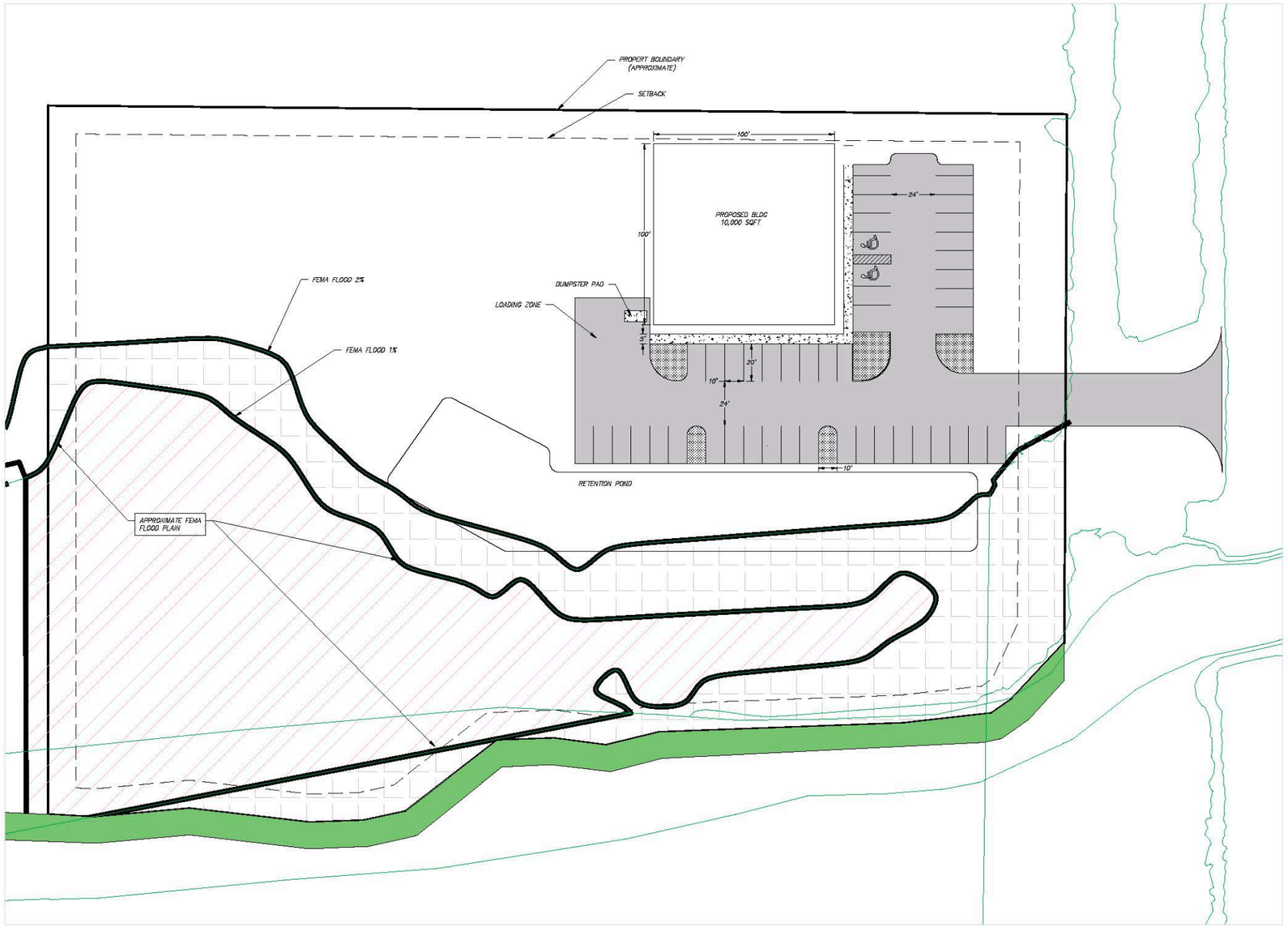
AM and PM peak hour roadway segment capacity analyses were performed for study area roadway segments for existing (2022), background (2025), and buildout (2025) conditions. The analyses identified the roadway segment of Oleander Avenue from Bell Avenue to Farmers Market Road to be deficient 2022 existing AM and PM peak hour traffic conditions. However, based upon information within the St. Lucie County Comprehensive Plan Transportation Element (October 26, 2010), the LOS capacity was increased for this study area roadway segment during 2025 background and buildout AM and PM peak hour traffic conditions. Therefore, all study area roadway segments will operate acceptably upon buildout of the development.

AM and PM peak hour operational analyses for existing (2022), background (2025), and buildout (2025) conditions were performed at study area intersections. All study area intersections are projected operate at an acceptable LOS with overall v/c ratios of less than one (1.0) in the AM and PM peak hours for all analysis scenarios.

Based on the criteria within the NCHRP 457 analysis, an exclusive northbound left-turn lane and an exclusive southbound right-turn lane are not warranted at the project access driveway on Oleander Avenue.

The results within this report satisfy the requirements set forth by St. Lucie County for evaluating proposed development impacts.

APPENDIX A
Conceptual Site Plan



0 30' 60'

SCALE: 1" = 30'

N

TOTAL LAND 184,694 (4.24 ACRES)
USABLE LAND 99,003.00 (2.27 ACRES)
1% FEMA FLOOD PLAIN 51,979 (1.19 ACRES)
2% FEMA FLOOD PLAIN 33,711 (.77 ACRES)

CONCEPTUAL

PROJECT
CLYDE JONHSON
NAPA FT PEIRCE
OLEANDER AVE
FT. PIERCE FL

SEAL

James "Mason" Cobb, P.E.
Friday, June 24, 2022

ENGINEERS
Florida License Numbers:
Carl E. Cool, P.E. - 16921
James "Mason" Cobb, P.E. - 78600
Kenneth F. Wheeler P.E. - 60417
ken@coolandcobb.com
carl@coolandcobb.com
mason@coolandcobb.com

ENGINEERING FIRM
Cool and Cobb
Engineering Company
203 West Main Street
Avon Park, FL 33825
(863) 657-2323 Office
(863) 657-2324 Fax

REVISIONS:

5/13/22 BW	

PROJECT #22-236-2071

C-1

SHEET 1 of 1

S:\Project Files\2022 Projects\22-236-2071 - NAPA FT. Peirce Oleander\DWG\22-236.dwg Fri Jun 24, 2022 7:53am by User

APPENDIX B

Excerpts from ITE Trip Generation Manual,
Trip Generation Handbook,
and Internal Capture Calculation Worksheets

Land Use: 843
Automobile Parts Sales

Description

An automobile parts sales facility specializes in the sale of automobile parts for maintenance and repair. The facilities within this land use are not typically equipped for on-site vehicle repair. Tire store (Land Use 848), tire superstore (Land Use 849), and automobile parts and service center (Land Use 943) are related uses.

Additional Data

The technical appendices provide supporting information on time-of-day distributions for this land use. The appendices can be accessed through either the ITETripGen web app or the trip generation resource page on the ITE website (https://www.ite.org/technical-resources/topics/trip-and-parking-generation/).

The sites were surveyed in the 1990s, the 2000s, and the 2010s in Alberta (CAN), Florida, Montana, New Hampshire, Texas, and Wisconsin.

Source Numbers

436, 439, 618, 881, 882, 959, 975, 1047

Automobile Parts Sales
(843)

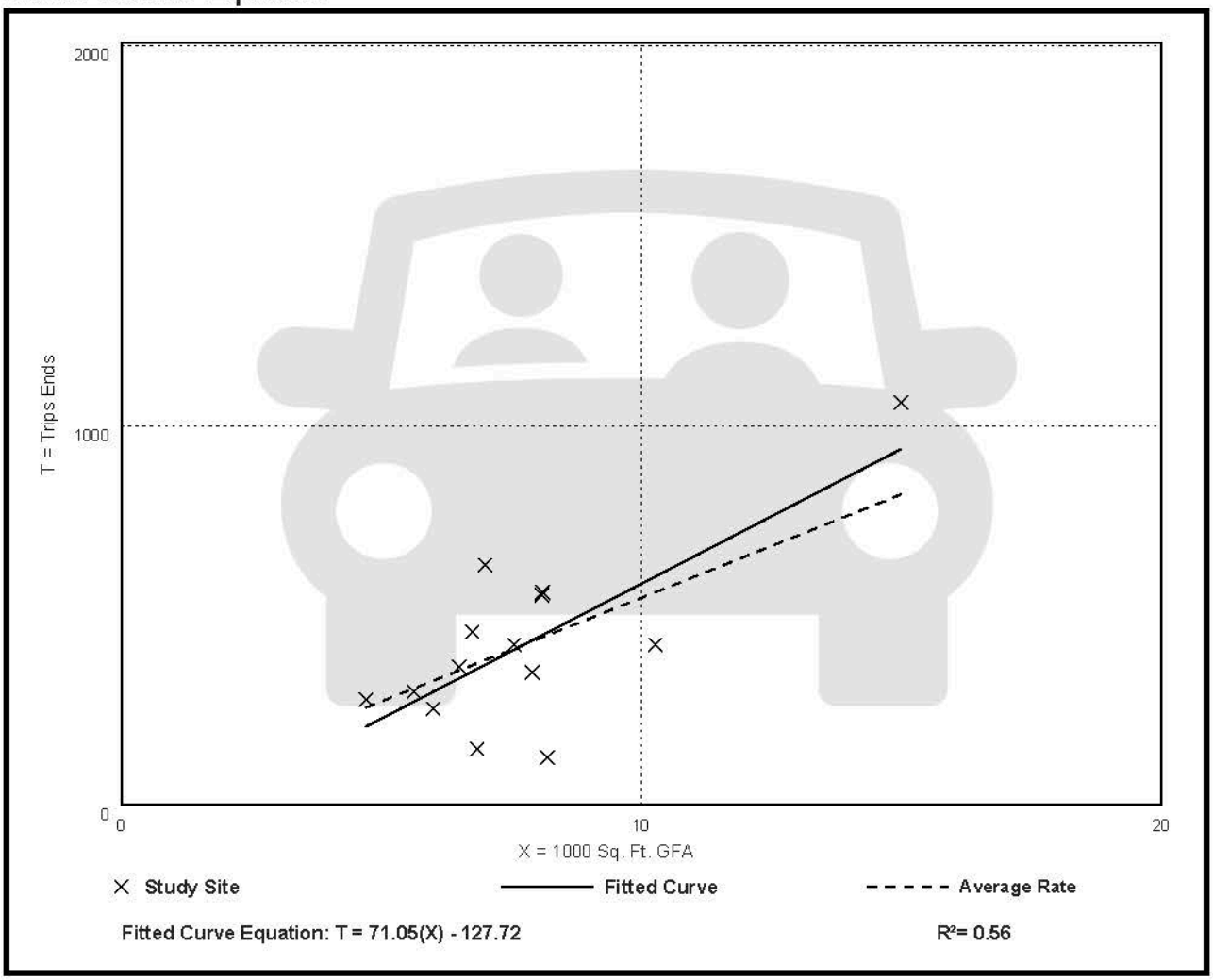
Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 14
Avg. 1000 Sq. Ft. GFA: 8
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
54.57	15.38 - 90.41	20.19

Data Plot and Equation



Fitted Curve Equation: T = 71.05(X) - 127.72

R^2= 0.56

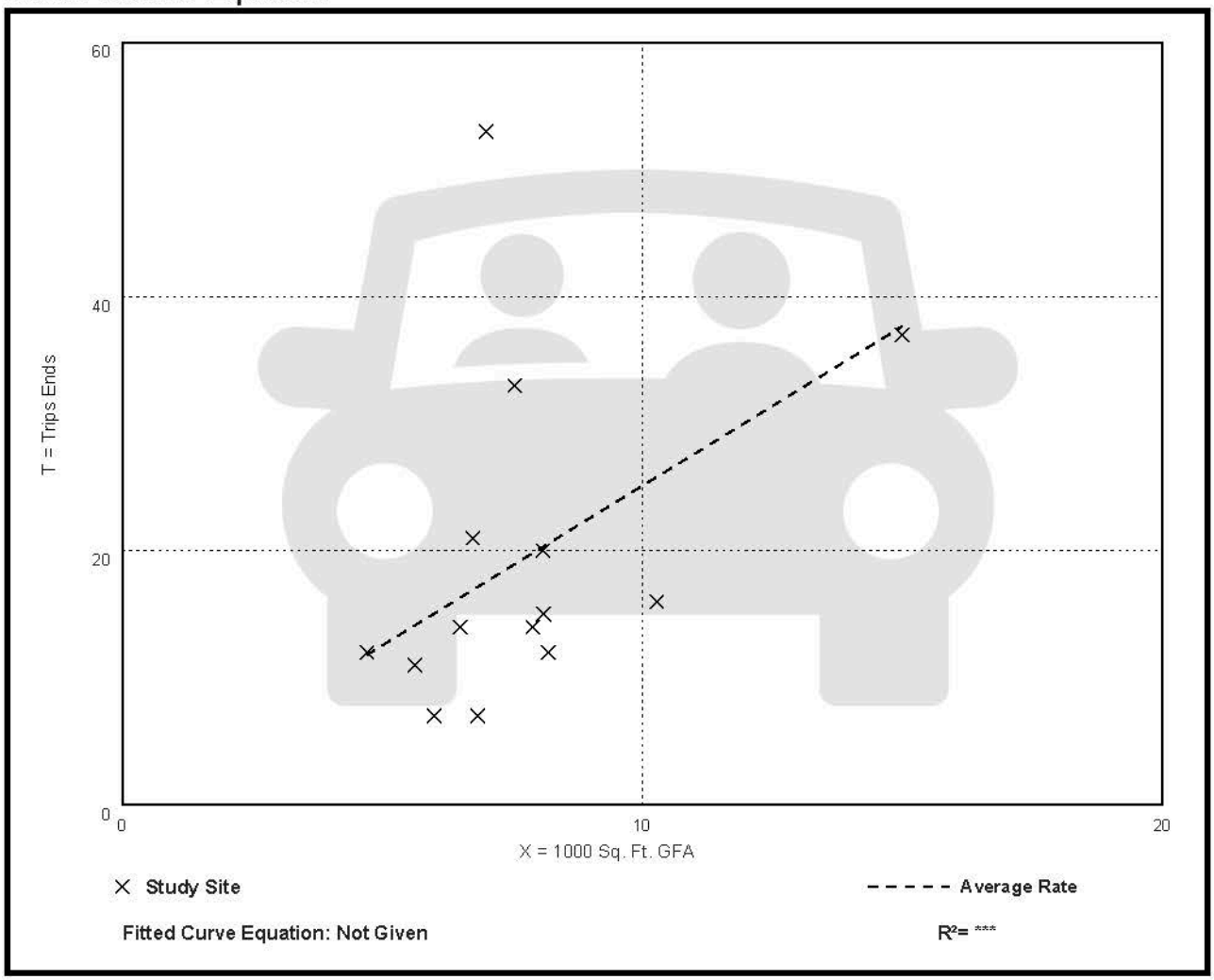
Automobile Parts Sales
(843)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: General Urban/Suburban
Number of Studies: 14
Avg. 1000 Sq. Ft. GFA: 8
Directional Distribution: 55% entering, 45% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
2.51	1.02 - 7.58	1.62

Data Plot and Equation



Automobile Parts Sales
(843)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: General Urban/Suburban
Number of Studies: 16
Avg. 1000 Sq. Ft. GFA: 8
Directional Distribution: 48% entering, 52% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
4.90	1.36 - 7.65	2.17

Data Plot and Equation

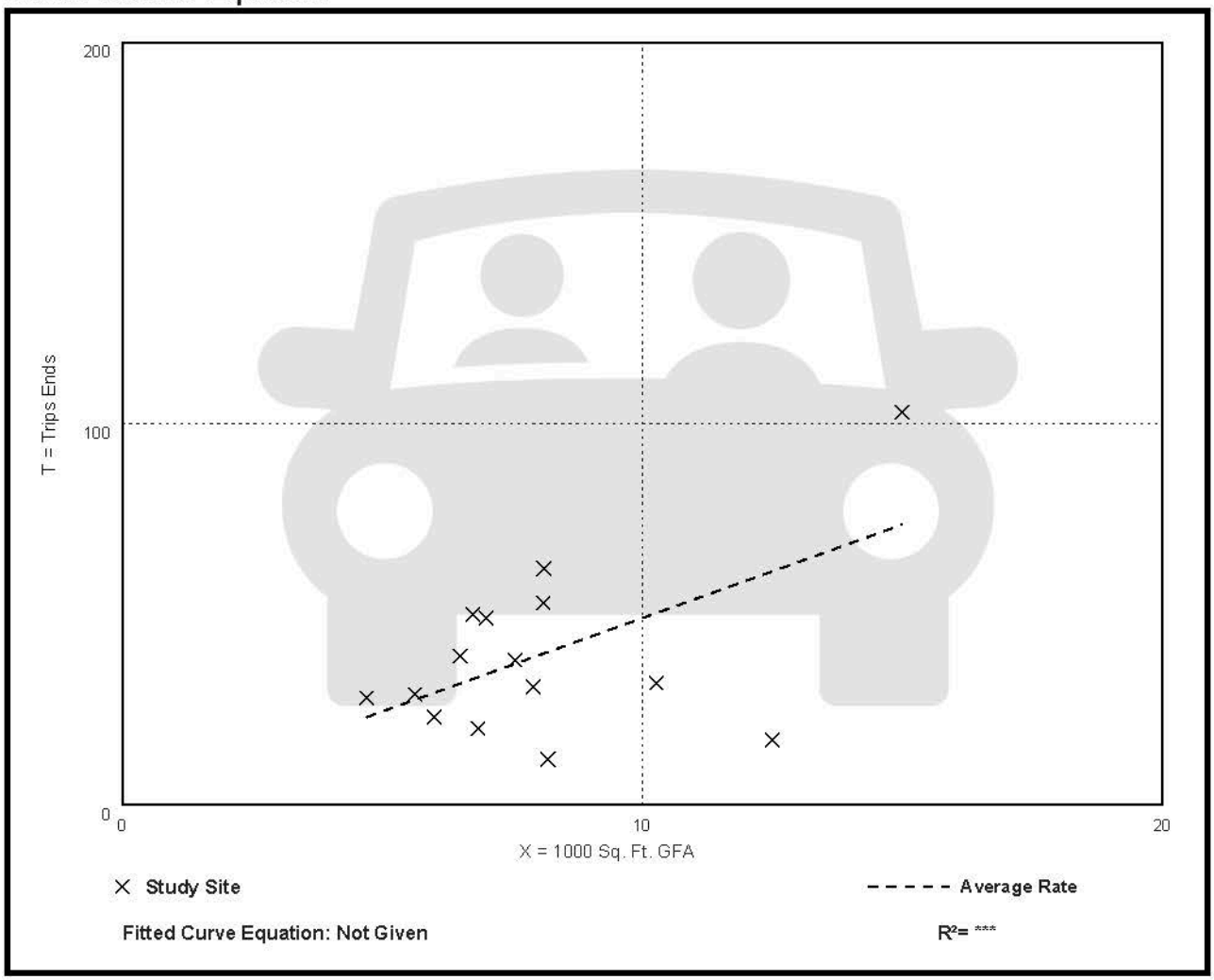


Table E.11 Pass-By and Non-Pass-By Trips Weekday, PM Peak Period Land Use Code 843—Automobile Parts Sales

SIZE (1,000 SQ. FT. GFA)	LOCATION	SURVEY DATE	NO. OF INTERVIEWS	TIME PERIOD	PASS-BY TRIP (%)	NON-PASS-BY TRIPS (%)			ADJ. STREET PEAK HOUR VOLUME	SOURCE
						PRIMARY	DIVERTED	TOTAL		
15	Orlando, FL	1995	409	2:00–6:00 p.m.	43	44	13	57	—	TPD Inc.

"—" means no data were provided

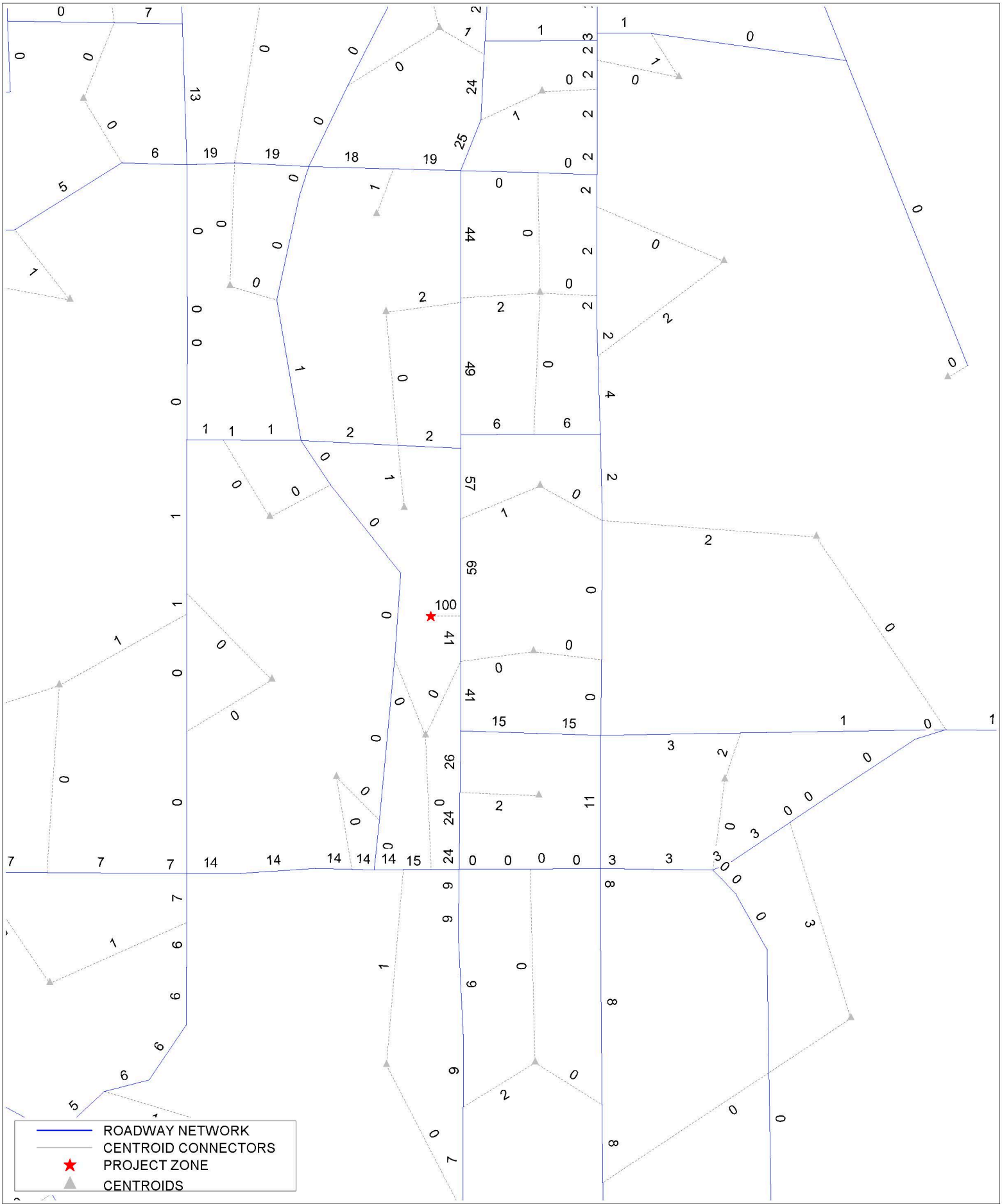
Table E.12 Pass-By and Non-Pass-By Trips Weekday, PM Peak Period Land Use Code 848—Tire Store

SIZE (1,000 SQ. FT. GFA)	LOCATION	SURVEY DATE	NO. OF INTERVIEWS	TIME PERIOD	PASS-BY TRIP (%)	NON-PASS-BY TRIPS (%)			ADJ. STREET PEAK HOUR VOLUME	SOURCE
						PRIMARY	DIVERTED	TOTAL		
4.9	Orlando, FL	1995	178	2:00–6:00 p.m.	23	67	10	77	—	TPD Inc.
2.8	Land O' Lakes, FL	1995	46	2:00–6:00 p.m.	26	—	—	74	—	TPD Inc.
4.7	Orlando, FL	1988	22	2:00–6:00 p.m.	36	—	—	64	—	TPD Inc.

Average Pass-By Trip Percentage: 28
"—" means no data were provided

APPENDIX C

Greater Treasure Coast Regional Planning Model (GTCRPM) Model Plots



MODEL RUN - NAPA AUTO PARTS
TRAFFIC DISTRIBUTION (PERCENTAGES)
11/22/2022
C:\FSUTMS\D4\GTCRPM\NGTC33\Base\minor mods\OUTPUT\FINAL_LOADED_A05.NET

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APPENDIX D

St. Lucie TPO

Traffic Counts and Level of Service Report

2022 (Excerpts)

St. Lucie Transportation Planning Organization

Coco Vista Centre
466 SW Port St. Lucie Blvd, Suite 111
Port St. Lucie, FL 34953
772-462-1593 www.stlucietpo.org

Traffic Counts and Level of Service Report
2022

Roadway Name	Location	STATION ID	2022 AADT *	Last Physical Count Year	Pk Hr Service Capacity	AM Pk Hr Pk Dir			PM Pk Hr Pk Dir		
						Volume	LOS	V/C	Volume	LOS	V/C
OLD DIXIE HWY	SR A1A NORTH to ST LUCIE BLVD	948521	1,452	2020	750	68	C	0.091	68	C	0.091
OLD DIXIE HWY	ST LUCIE BLVD to INDRIO RD	227	2,200	2022	790	162	C	0.205	126	C	0.159
OLD DIXIE HWY	INDRIO RD to INDIAN RIVER C.L.	948523	1,323	2020	870	62	C	0.071	62	C	0.071
OLEANDER AVE	BEACH AVE to KITTERMAN RD	692	2,943	2020	540	170	C	0.315	193	C	0.357
OLEANDER AVE	KITTERMAN RD to MIDWAY RD	141	6,151	2021	750	384	D	0.512	404	D	0.539
OLEANDER AVE	MIDWAY RD to WEATHERBEE RD	139	6,759	2019	750	370	C	0.493	401	D	0.535
OLEANDER AVE	WEATHERBEE RD to BELL AVE	139	6,759	2019	540	370	D	0.685	401	D	0.743
OLEANDER AVE	BELL AVE to FARMER'S MARKET RD	240	12,543	2020	540	605	F	1.12	574	E	1.063
OLEANDER AVE	FARMER'S MARKET RD to EDWARDS RD	240	12,543	2020	750	605	D	0.807	574	D	0.765
OLEANDER AVE	EDWARDS RD to WISTERIA AVE	505	9,891	2020	750	600	D	0.8	499	D	0.665
OLEANDER AVE	WISTERIA AVE to GARDENIA AVE	505	9,891	2020	540	600	F	1.111	499	D	0.924
OLEANDER AVE	GARDENIA AVE to VIRGINIA AVE	505	9,891	2020	790	600	D	0.759	499	D	0.632
OLEANDER AVE	VIRGINIA AVE to SUNRISE BLVD	503	4,537	2018	600	258	C	0.43	268	C	0.447
ORANGE AVE	OKEECHOBEE C.L. to SNEED RD	144	5,052	2020	670	295	C	0.44	281	C	0.419
ORANGE AVE	SNEED RD to HEADER CANAL RD	144	5,052	2020	670	295	C	0.44	281	C	0.419
ORANGE AVE	SHINN RD to CAMPBELL RD	940144	2,851	2020	1,070	156	B	0.146	156	B	0.146
ORANGE AVE	CAMPBELL RD to KINGS HWY	940144	2,851	2020	1,070	156	B	0.146	156	B	0.146
ORANGE AVE	KINGS HWY to I-95	940041	18,954	2020	2,100	902	C	0.43	909	C	0.433
ORANGE AVE	I-95 to JENKINS RD	940035	14,453	2020	2,100	827	C	0.394	778	C	0.37
ORANGE AVE	JENKINS RD to HARTMAN RD	940028	15,435	2020	2,100	797	C	0.38	741	C	0.353
ORANGE AVE	HARTMAN RD to ANGLE RD	940028	15,435	2020	2,100	797	C	0.38	741	C	0.353
ORANGE AVE	ANGLE RD to 25TH ST	940151	9,848	2013	1,710	505	C	0.295	587	C	0.343
ORANGE AVE	25TH ST to 17TH ST	945040	12,894	2020	1,630	622	C	0.382	682	C	0.418
ORANGE AVE	17TH ST to 13TH ST	945040	12,894	2020	1,710	622	C	0.364	682	C	0.399
ORANGE AVE	13TH ST to 10TH ST	945040	12,894	2020	750	622	D	0.829	682	D	0.909

* **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)

* **NOTE:** If the Last Count Year is older than the year of the report, the AADT is projected from historical traffic count data.

* **Counts with an ID format of 6 digits have data extracted from FDOT count stations.**

APPENDIX E
Turning Movement Counts

Peak Hour Turning Movement Count

Ft. Pierce, FL

Click here for Map

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Tuesday, November 15, 2022	
Period	0700 - 0900
Peak Hour	0745 - 0845

* the Peak Hour Diagram does not include Bikes

Session Parameters

(Drop Down Menu)

Peak Hour

Volume

All vehicles

	Northbound					Southbound					Eastbound					Westbound					
	Oleander Blvd (South)					Oleander Blvd (North)					W Weatherbee Rd (West)					W Weatherbee Rd (East)					
	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Int
Time	4.1	4.2	4.3	4.4	Total	4.5	4.6	4.7	4.8	Total	4.9	4.10	4.11	4.12	Total	4.13	4.14	4.15	4.16	Total	Total
0745 - 0800	1	58	9	0	68	2	53	0	0	55	1	13	4	0	18	2	23	6	0	31	172
0800 - 0815	1	50	10	0	61	11	54	1	0	66	2	18	5	0	25	7	22	8	0	37	189
0815 - 0830	3	47	7	0	57	8	57	2	0	67	0	17	2	0	19	4	13	7	0	24	167
0830 - 0845	0	70	7	0	77	11	39	1	0	51	4	29	3	0	36	3	17	11	0	31	195
Total	5	225	33	0	263	32	203	4	0	239	7	77	14	0	98	16	75	32	0	123	723
Approach %	1.90	85.55	12.55	0.00	-	13.39	84.94	1.67	0.00	-	7.14	78.57	14.29	0.00	-	13.01	60.98	26.02	0.00	-	
PHF	0.42	0.80	0.83	0.00	**0.85**	0.73	0.89	0.50	0.00	**0.89**	0.44	0.66	0.70	0.00	**0.68**	0.57	0.82	0.73	0.00	**0.83**	**0.93**

Bikes

	Northbound					Southbound					Eastbound					Westbound					
	Oleander Blvd (South)					Oleander Blvd (North)					W Weatherbee Rd (West)					W Weatherbee Rd (East)					
	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Int
Time	4.1	4.2	4.3	4.4	Total	4.5	4.6	4.7	4.8	Total	4.9	4.10	4.11	4.12	Total	4.13	4.14	4.15	4.16	Total	Total
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Passenger Vehicles (1-3)

	Northbound					Southbound					Eastbound					Westbound					
	Oleander Blvd (South)					Oleander Blvd (North)					W Weatherbee Rd (West)					W Weatherbee Rd (East)					
	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Int
Time	4.1	4.2	4.3	4.4	Total	4.5	4.6	4.7	4.8	Total	4.9	4.10	4.11	4.12	Total	4.13	4.14	4.15	4.16	Total	Total
0745 - 0800	1	55	9	0	65	2	49	0	0	51	1	13	4	0	18	2	22	5	0	29	163
0800 - 0815	1	44	10	0	55	10	50	1	0	61	2	18	5	0	25	7	22	8	0	37	178
0815 - 0830	3	43	6	0	52	8	51	2	0	61	0	16	2	0	18	4	13	7	0	24	155
0830 - 0845	0	66	7	0	73	11	34	1	0	46	4	29	3	0	36	3	17	11	0	31	186
Total	5	208	32	0	245	31	184	4	0	219	7	76	14	0	97	16	74	31	0	121	682
Approach %	2.04	84.90	13.06	0.00	-	14.16	84.02	1.83	0.00	-	7.22	78.35	14.43	0.00	-	13.22	61.16	25.62	0.00	-	
PHF	0.42	0.79	0.80	0.00	**0.84**	0.70	0.90	0.50	0.00	**0.90**	0.44	0.66	0.70	0.00	**0.67**	0.57	0.84	0.70	0.00	**0.82**	**0.92**

Single Unit Trucks (4-7)

	Northbound					Southbound					Eastbound					Westbound					
	Oleander Blvd (South)					Oleander Blvd (North)					W Weatherbee Rd (West)					W Weatherbee Rd (East)					
	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Int
Time	4.1	4.2	4.3	4.4	Total	4.5	4.6	4.7	4.8	Total	4.9	4.10	4.11	4.12	Total	4.13	4.14	4.15	4.16	Total	Total
0745 - 0800	0	3	0	0	3	0	2	0	0	2	0	0	0	0	0	0	1	1	0	2	7
0800 - 0815	0	6	0	0	6	1	2	0	0	3	0	0	0	0	0	0	0	0	0	0	9
0815 - 0830	0	2	1	0	3	0	4	0	0	4	0	1	0	0	1	0	0	0	0	0	8
0830 - 0845	0	4	0	0	4	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	6
Total	0	15	1	0	16	1	10	0	0	11	0	1	0	0	1	0	1	1	0	2	30
Approach %	0.00	93.75	6.25	0.00	-	9.09	90.91	0.00	0.00	-	0.00	100.00	0.00	0.00	-	0.00	50.00	50.00	0.00	-	
PHF	0.00	0.63	0.25	0.00	**0.67**	0.25	0.63	0.00	0.00	**0.69**	0.00	0.25	0.00	0.00	**0.25**	0.00	0.25	0.25	0.00	**0.25**	**0.83**

Combination Trucks (8-13)

	Northbound					Southbound					Eastbound					Westbound					
	Oleander Blvd (South)					Oleander Blvd (North)					W Weatherbee Rd (West)					W Weatherbee Rd (East)					
	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Int
Time	4.1	4.2	4.3	4.4	Total	4.5	4.6	4.7	4.8	Total	4.9	4.10	4.11	4.12	Total	4.13	4.14	4.15	4.16	Total	Total
0745 - 0800	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
0800 - 0815	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
0815 - 0830	0	2	0	0	2	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	4
0830 - 0845	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	3
Total	0	2	0	0	2	0	9	0	0	9	0	0	0	0	0	0	0	0	0	0	11
Approach %	0.00	100.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.25	0.00	0.00	**0.25**	0.00	0.75	0.00	0.00	**0.75**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	**0.69**

Peak Hour Turning Movement Count

Ft. Pierce, FL

Click here for Map

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Tuesday, November 15, 2022	
Period	1600 - 1800
Peak Hour	1615 - 1715

* the Peak Hour Diagram does not include Bikes

Session Parameters

(Drop Down Menu)

Peak Hour

Volume

All vehicles

	Northbound					Southbound					Eastbound					Westbound					
	Oleander Blvd (South)					Oleander Blvd (North)					W Weatherbee Rd (West)					W Weatherbee Rd (East)					
	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Int
Time	4.1	4.2	4.3	4.4	Total	4.5	4.6	4.7	4.8	Total	4.9	4.10	4.11	4.12	Total	4.13	4.14	4.15	4.16	Total	Total
1615 - 1630	3	62	6	0	71	17	71	0	0	88	2	15	4	0	21	0	8	5	0	13	193
1630 - 1645	4	54	8	0	66	12	59	2	0	73	1	25	4	0	30	6	13	13	0	32	201
1645 - 1700	2	56	7	0	65	16	74	2	0	92	0	19	1	0	20	7	12	7	0	26	203
1700 - 1715	5	68	7	0	80	14	88	2	0	104	4	17	4	0	25	6	16	16	0	38	247
Total	14	240	28	0	282	59	292	6	0	357	7	76	13	0	96	19	49	41	0	109	844
Approach %	4.96	85.11	9.93	0.00	-	16.53	81.79	1.68	0.00	-	7.29	79.17	13.54	0.00	-	17.43	44.95	37.61	0.00	-	
PHF	0.70	0.88	0.88	0.00	**0.88**	0.87	0.83	0.75	0.00	**0.86**	0.44	0.76	0.81	0.00	**0.80**	0.68	0.77	0.64	0.00	**0.72**	**0.85**

Bikes

	Northbound					Southbound					Eastbound					Westbound					
	Oleander Blvd (South)					Oleander Blvd (North)					W Weatherbee Rd (West)					W Weatherbee Rd (East)					
	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Int
Time	4.1	4.2	4.3	4.4	Total	4.5	4.6	4.7	4.8	Total	4.9	4.10	4.11	4.12	Total	4.13	4.14	4.15	4.16	Total	Total
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Passenger Vehicles (1-3)

	Northbound					Southbound					Eastbound					Westbound					
	Oleander Blvd (South)					Oleander Blvd (North)					W Weatherbee Rd (West)					W Weatherbee Rd (East)					
	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Int
Time	4.1	4.2	4.3	4.4	Total	4.5	4.6	4.7	4.8	Total	4.9	4.10	4.11	4.12	Total	4.13	4.14	4.15	4.16	Total	Total
1615 - 1630	3	61	6	0	70	16	64	0	0	80	2	13	4	0	19	0	6	4	0	10	179
1630 - 1645	4	52	7	0	63	12	55	2	0	69	1	25	4	0	30	6	13	13	0	32	194
1645 - 1700	2	54	7	0	63	14	69	2	0	85	0	18	1	0	19	7	12	6	0	25	192
1700 - 1715	5	64	7	0	76	12	85	2	0	99	3	17	4	0	24	6	16	16	0	38	237
Total	14	231	27	0	272	54	273	6	0	333	6	73	13	0	92	19	47	39	0	105	802
Approach %	5.15	84.93	9.93	0.00	-	16.22	81.98	1.80	0.00	-	6.52	79.35	14.13	0.00	-	18.10	44.76	37.14	0.00	-	
PHF	0.70	0.90	0.96	0.00	**0.89**	0.84	0.80	0.75	0.00	**0.84**	0.50	0.73	0.81	0.00	**0.77**	0.68	0.73	0.61	0.00	**0.69**	**0.85**

Single Unit Trucks (4-7)

	Northbound					Southbound					Eastbound					Westbound					
	Oleander Blvd (South)					Oleander Blvd (North)					W Weatherbee Rd (West)					W Weatherbee Rd (East)					
	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Int
Time	4.1	4.2	4.3	4.4	Total	4.5	4.6	4.7	4.8	Total	4.9	4.10	4.11	4.12	Total	4.13	4.14	4.15	4.16	Total	Total
1615 - 1630	0	0	0	0	0	1	6	0	0	7	0	2	0	0	2	0	1	1	0	2	11
1630 - 1645	0	1	1	0	2	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	4
1645 - 1700	0	0	0	0	0	2	3	0	0	5	0	1	0	0	1	0	0	0	0	0	6
1700 - 1715	0	2	0	0	2	0	3	0	0	3	1	0	0	0	1	0	0	0	0	0	6
Total	0	3	1	0	4	3	14	0	0	17	1	3	0	0	4	0	1	1	0	2	27
Approach %	0.00	75.00	25.00	0.00	-	17.65	82.35	0.00	0.00	-	25.00	75.00	0.00	0.00	-	0.00	50.00	50.00	0.00	-	
PHF	0.00	0.38	0.25	0.00	**0.50**	0.38	0.58	0.00	0.00	**0.61**	0.25	0.38	0.00	0.00	**0.50**	0.00	0.25	0.25	0.00	**0.25**	**0.61**

Combination Trucks (8-13)

	Northbound					Southbound					Eastbound					Westbound					
	Oleander Blvd (South)					Oleander Blvd (North)					W Weatherbee Rd (West)					W Weatherbee Rd (East)					
	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Int
Time	4.1	4.2	4.3	4.4	Total	4.5	4.6	4.7	4.8	Total	4.9	4.10	4.11	4.12	Total	4.13	4.14	4.15	4.16	Total	Total
1615 - 1630	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	3
1630 - 1645	0	1	0	0	1	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	3
1645 - 1700	0	2	0	0	2	0	2	0	0	2	0	0	0	0	0	0	0	1	0	1	5
1700 - 1715	0	2	0	0	2	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	4
Total	0	6	0	0	6	2	5	0	0	7	0	0	0	0	0	0	1	1	0	2	15
Approach %	0.00	100.00	0.00	0.00	-	28.57	71.43	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	50.00	50.00	0.00	-	
PHF	0.00	0.75	0.00	0.00	**0.75**	0.25	0.63	0.00	0.00	**0.88**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.25	0.25	0.00	**0.50**	**0.75**

Peak Hour Turning Movement Count

Ft. Pierce, FL

Click here for Map

Marr Traffic DATA COLLECTION

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Tuesday, November 15, 2022	
Period	0700 - 0900
Peak Hour	0745 - 0845

* the Peak Hour Diagram does not include Bikes

Session Parameters

(Drop Down Menu)

Peak Hour

Volume

All vehicles

	Northbound					Southbound					Eastbound					Westbound					
	Oleander Blvd (South)					Oleander Blvd (North)					Bell Ave					Driveway					
	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Int
Time	3.1	3.2	3.3	3.4	Total	3.5	3.6	3.7	3.8	Total	3.9	3.10	3.11	3.12	Total	3.13	3.14	3.15	3.16	Total	Total
0745 - 0800	12	37	4	0	53	1	70	17	0	88	23	4	17	0	44	0	0	2	0	2	187
0800 - 0815	14	55	2	0	71	4	66	19	0	89	20	0	26	0	46	0	0	1	0	1	207
0815 - 0830	7	47	0	0	54	3	74	16	0	93	24	1	16	0	41	0	0	2	0	2	190
0830 - 0845	14	73	0	0	87	0	46	15	0	61	11	3	18	0	32	0	0	2	0	2	182
Total	47	212	6	0	265	8	256	67	0	331	78	8	77	0	163	0	0	7	0	7	766
Approach %	17.74	80.00	2.26	0.00	-	2.42	77.34	20.24	0.00	-	47.85	4.91	47.24	0.00	-	0.00	0.00	100.00	0.00	-	
PHF	0.84	0.73	0.38	0.00	**0.76**	0.50	0.86	0.88	0.00	**0.89**	0.81	0.50	0.74	0.00	**0.89**	0.00	0.00	0.88	0.00	**0.88**	**0.93**

Bikes

	Northbound					Southbound					Eastbound					Westbound					
	Oleander Blvd (South)					Oleander Blvd (North)					Bell Ave					Driveway					
	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Int
Time	3.1	3.2	3.3	3.4	Total	3.5	3.6	3.7	3.8	Total	3.9	3.10	3.11	3.12	Total	3.13	3.14	3.15	3.16	Total	Total
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Passenger Vehicles (1-3)

	Northbound					Southbound					Eastbound					Westbound					
	Oleander Blvd (South)					Oleander Blvd (North)					Bell Ave					Driveway					
	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Int
Time	3.1	3.2	3.3	3.4	Total	3.5	3.6	3.7	3.8	Total	3.9	3.10	3.11	3.12	Total	3.13	3.14	3.15	3.16	Total	Total
0745 - 0800	10	31	4	0	45	1	67	13	0	81	23	3	15	0	41	0	0	1	0	1	168
0800 - 0815	13	53	2	0	68	4	59	16	0	79	17	0	25	0	42	0	0	1	0	1	190
0815 - 0830	7	46	0	0	53	2	67	16	0	85	23	0	16	0	39	0	0	1	0	1	178
0830 - 0845	10	71	0	0	81	0	43	12	0	55	11	1	15	0	27	0	0	1	0	1	164
Total	40	201	6	0	247	7	236	57	0	300	74	4	71	0	149	0	0	4	0	4	700
Approach %	16.19	81.38	2.43	0.00	-	2.33	78.67	19.00	0.00	-	49.66	2.68	47.65	0.00	-	0.00	0.00	100.00	0.00	-	
PHF	0.77	0.71	0.38	0.00	**0.76**	0.44	0.88	0.89	0.00	**0.88**	0.80	0.33	0.71	0.00	**0.89**	0.00	0.00	1.00	0.00	**1.00**	**0.92**

Single Unit Trucks (4-7)

	Northbound					Southbound					Eastbound					Westbound					
	Oleander Blvd (South)					Oleander Blvd (North)					Bell Ave					Driveway					
	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Int
Time	3.1	3.2	3.3	3.4	Total	3.5	3.6	3.7	3.8	Total	3.9	3.10	3.11	3.12	Total	3.13	3.14	3.15	3.16	Total	Total
0745 - 0800	2	5	0	0	7	0	1	4	0	5	0	0	1	0	1	0	0	0	0	0	13
0800 - 0815	1	2	0	0	3	0	4	2	0	6	2	0	1	0	3	0	0	0	0	0	12
0815 - 0830	0	1	0	0	1	0	4	0	0	4	1	0	0	0	1	0	0	0	0	0	6
0830 - 0845	4	2	0	0	6	0	2	2	0	4	0	1	2	0	3	0	0	0	0	0	13
Total	7	10	0	0	17	0	11	8	0	19	3	1	4	0	8	0	0	0	0	0	44
Approach %	41.18	58.82	0.00	0.00	-	0.00	57.89	42.11	0.00	-	37.50	12.50	50.00	0.00	-	0.00	0.00	0.00	0.00	-	
PHF	0.44	0.50	0.00	0.00	**0.61**	0.00	0.69	0.50	0.00	**0.79**	0.38	0.25	0.50	0.00	**0.67**	0.00	0.00	0.00	0.00	**0.00**	**0.85**

Combination Trucks (8-13)

	Northbound					Southbound					Eastbound					Westbound					
	Oleander Blvd (South)					Oleander Blvd (North)					Bell Ave					Driveway					
	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Int
Time	3.1	3.2	3.3	3.4	Total	3.5	3.6	3.7	3.8	Total	3.9	3.10	3.11	3.12	Total	3.13	3.14	3.15	3.16	Total	Total
0745 - 0800	0	1	0	0	1	0	2	0	0	2	0	1	1	0	2	0	0	1	0	1	6
0800 - 0815	0	0	0	0	0	0	3	1	0	4	1	0	0	0	1	0	0	0	0	0	5
0815 - 0830	0	0	0	0	0	1	3	0	0	4	0	1	0	0	1	0	0	1	0	1	6
0830 - 0845	0	0	0	0	0	0	1	1	0	2	0	1	1	0	2	0	0	1	0	1	5
Total	0	1	0	0	1	1	9	2	0	12	1	3	2	0	6	0	0	3	0	3	22
Approach %	0.00	100.00	0.00	0.00	-	8.33	75.00	16.67	0.00	-	16.67	50.00	33.33	0.00	-	0.00	0.00	100.00	0.00	-	
PHF	0.00	0.25	0.00	0.00	**0.25**	0.25	0.75	0.50	0.00	**0.75**	0.25	0.75	0.50	0.00	**0.75**	0.00	0.00	0.75	0.00	**0.75**	**0.92**

Peak Hour Turning Movement Count

Ft. Pierce, FL

Click here for Map

Marr Traffic DATA COLLECTION

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Tuesday, November 15, 2022	
Period	1600 - 1800
Peak Hour	1615 - 1715

* the Peak Hour Diagram does not include Bikes

Session Parameters

(Drop Down Menu)

Peak Hour

Volume

All vehicles

	Northbound					Southbound					Eastbound					Westbound					
	Oleander Blvd (South)					Oleander Blvd (North)					Bell Ave					Driveway					
	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Int
Time	3.1	3.2	3.3	3.4	Total	3.5	3.6	3.7	3.8	Total	3.9	3.10	3.11	3.12	Total	3.13	3.14	3.15	3.16	Total	Total
1615 - 1630	17	68	2	0	87	1	71	13	0	85	20	0	26	0	46	1	0	1	0	2	220
1630 - 1645	14	79	0	0	93	1	67	16	0	84	19	0	16	0	35	1	1	1	0	3	215
1645 - 1700	15	79	0	0	94	0	73	16	0	89	21	0	24	1	46	2	1	1	0	4	233
1700 - 1715	23	99	1	0	123	0	69	20	0	89	13	0	28	0	41	1	2	4	0	7	260
Total	69	325	3	0	397	2	280	65	0	347	73	0	94	1	168	5	4	7	0	16	928
Approach %	17.38	81.86	0.76	0.00	-	0.58	80.69	18.73	0.00	-	43.45	0.00	55.95	0.60	-	31.25	25.00	43.75	0.00	-	
PHF	0.75	0.82	0.38	0.00	**0.81**	0.50	0.96	0.81	0.00	**0.97**	0.87	0.00	0.84	0.25	**0.91**	0.63	0.50	0.44	0.00	**0.57**	**0.89**

Bikes

	Northbound					Southbound					Eastbound					Westbound					
	Oleander Blvd (South)					Oleander Blvd (North)					Bell Ave					Driveway					
	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Int
Time	3.1	3.2	3.3	3.4	Total	3.5	3.6	3.7	3.8	Total	3.9	3.10	3.11	3.12	Total	3.13	3.14	3.15	3.16	Total	Total
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Approach %	100.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
PHF	0.25	0.00	0.00	0.00	**0.25**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	**0.25**

Passenger Vehicles (1-3)

	Northbound					Southbound					Eastbound					Westbound					
	Oleander Blvd (South)					Oleander Blvd (North)					Bell Ave					Driveway					
	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Int
Time	3.1	3.2	3.3	3.4	Total	3.5	3.6	3.7	3.8	Total	3.9	3.10	3.11	3.12	Total	3.13	3.14	3.15	3.16	Total	Total
1615 - 1630	15	67	1	0	83	0	67	13	0	80	19	0	24	0	43	0	0	1	0	1	207
1630 - 1645	12	77	0	0	89	1	63	15	0	79	17	0	16	0	33	0	1	1	0	2	203
1645 - 1700	13	78	0	0	91	0	68	15	0	83	20	0	24	1	45	2	1	1	0	4	223
1700 - 1715	22	98	0	0	120	0	63	20	0	83	13	0	27	0	40	1	2	4	0	7	250
Total	62	320	1	0	383	1	261	63	0	325	69	0	91	1	161	3	4	7	0	14	883
Approach %	16.19	83.55	0.26	0.00	-	0.31	80.31	19.38	0.00	-	42.86	0.00	56.52	0.62	-	21.43	28.57	50.00	0.00	-	
PHF	0.70	0.82	0.25	0.00	**0.80**	0.25	0.96	0.79	0.00	**0.98**	0.86	0.00	0.84	0.25	**0.89**	0.38	0.50	0.44	0.00	**0.50**	**0.88**

Single Unit Trucks (4-7)

	Northbound					Southbound					Eastbound					Westbound					
	Oleander Blvd (South)					Oleander Blvd (North)					Bell Ave					Driveway					
	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Int
Time	3.1	3.2	3.3	3.4	Total	3.5	3.6	3.7	3.8	Total	3.9	3.10	3.11	3.12	Total	3.13	3.14	3.15	3.16	Total	Total
1615 - 1630	1	1	0	0	2	1	3	0	0	4	1	0	1	0	2	1	0	0	0	1	9
1630 - 1645	0	2	0	0	2	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	6
1645 - 1700	0	0	0	0	0	0	4	1	0	5	1	0	0	0	1	0	0	0	0	0	6
1700 - 1715	0	1	0	0	1	0	6	0	0	6	0	0	0	0	0	0	0	0	0	0	7
Total	1	4	0	0	5	1	17	1	0	19	2	0	1	0	3	1	0	0	0	1	28
Approach %	20.00	80.00	0.00	0.00	-	5.26	89.47	5.26	0.00	-	66.67	0.00	33.33	0.00	-	100.00	0.00	0.00	0.00	-	
PHF	0.25	0.50	0.00	0.00	**0.63**	0.25	0.71	0.25	0.00	**0.79**	0.50	0.00	0.25	0.00	**0.38**	0.25	0.00	0.00	0.00	**0.25**	**0.78**

Combination Trucks (8-13)

	Northbound					Southbound					Eastbound					Westbound					
	Oleander Blvd (South)					Oleander Blvd (North)					Bell Ave					Driveway					
	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Int
Time	3.1	3.2	3.3	3.4	Total	3.5	3.6	3.7	3.8	Total	3.9	3.10	3.11	3.12	Total	3.13	3.14	3.15	3.16	Total	Total
1615 - 1630	1	0	1	0	2	0	1	0	0	1	0	0	1	0	1	0	0	0	0	0	4
1630 - 1645	2	0	0	0	2	0	0	1	0	1	2	0	0	0	2	1	0	0	0	1	6
1645 - 1700	1	1	0	0	2	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	3
1700 - 1715	1	0	1	0	2	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	3
Total	5	1	2	0	8	0	2	1	0	3	2	0	2	0	4	1	0	0	0	1	16
Approach %	62.50	12.50	25.00	0.00	-	0.00	66.67	33.33	0.00	-	50.00	0.00	50.00	0.00	-	100.00	0.00	0.00	0.00	-	
PHF	0.63	0.25	0.50	0.00	**1.00**	0.00	0.50	0.25	0.00	**0.75**	0.25	0.00	0.50	0.00	**0.50**	0.25	0.00	0.00	0.00	**0.25**	**0.67**

Peak Hour Turning Movement Count

Ft. Pierce, FL

Click here for Map

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Tuesday, November 15, 2022	
Period	0700 - 0900
Peak Hour	0745 - 0845

* the Peak Hour Diagram does not include Bikes

Session Parameters

(Drop Down Menu)

Peak Hour

Volume

All vehicles

	Northbound					Southbound					Eastbound					Westbound					
	Oleander Blvd (South)					Oleander Blvd (North)					Driveway					Farmers Market Rd					
	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Int
Time	2.1	2.2	2.3	2.4	Total	2.5	2.6	2.7	2.8	Total	2.9	2.10	2.11	2.12	Total	2.13	2.14	2.15	2.16	Total	Total
0745 - 0800	0	53	12	0	65	5	77	0	0	82	0	0	0	0	0	11	0	9	0	20	167
0800 - 0815	0	63	11	0	74	4	75	0	0	79	0	0	0	0	0	12	0	5	0	17	170
0815 - 0830	0	64	10	0	74	2	88	0	0	90	0	0	0	0	0	6	0	11	0	17	181
0830 - 0845	0	72	14	0	86	5	50	0	0	55	0	0	0	0	0	11	0	5	0	16	157
Total	0	252	47	0	299	16	290	0	0	306	0	0	0	0	0	40	0	30	0	70	675
Approach %	0.00	84.28	15.72	0.00	-	5.23	94.77	0.00	0.00	-	0.00	0.00	0.00	0.00	-	57.14	0.00	42.86	0.00	-	
PHF	0.00	0.88	0.84	0.00	**0.87**	0.80	0.82	0.00	0.00	**0.85**	0.00	0.00	0.00	0.00	**0.00**	0.83	0.00	0.68	0.00	**0.88**	**0.93**

Bikes

	Northbound					Southbound					Eastbound					Westbound					
	Oleander Blvd (South)					Oleander Blvd (North)					Driveway					Farmers Market Rd					
	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Int
Time	2.1	2.2	2.3	2.4	Total	2.5	2.6	2.7	2.8	Total	2.9	2.10	2.11	2.12	Total	2.13	2.14	2.15	2.16	Total	Total
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Passenger Vehicles (1-3)

	Northbound					Southbound					Eastbound					Westbound					
	Oleander Blvd (South)					Oleander Blvd (North)					Driveway					Farmers Market Rd					
	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Int
Time	2.1	2.2	2.3	2.4	Total	2.5	2.6	2.7	2.8	Total	2.9	2.10	2.11	2.12	Total	2.13	2.14	2.15	2.16	Total	Total
0745 - 0800	0	49	10	0	59	5	73	0	0	78	0	0	0	0	0	10	0	8	0	18	155
0800 - 0815	0	60	9	0	69	4	68	0	0	72	0	0	0	0	0	11	0	4	0	15	156
0815 - 0830	0	62	10	0	72	2	80	0	0	82	0	0	0	0	0	5	0	8	0	13	167
0830 - 0845	0	70	12	0	82	4	43	0	0	47	0	0	0	0	0	10	0	5	0	15	144
Total	0	241	41	0	282	15	264	0	0	279	0	0	0	0	0	36	0	25	0	61	622
Approach %	0.00	85.46	14.54	0.00	-	5.38	94.62	0.00	0.00	-	0.00	0.00	0.00	0.00	-	59.02	0.00	40.98	0.00	-	
PHF	0.00	0.86	0.85	0.00	**0.86**	0.75	0.83	0.00	0.00	**0.85**	0.00	0.00	0.00	0.00	**0.00**	0.82	0.00	0.78	0.00	**0.85**	**0.93**

Single Unit Trucks (4-7)

	Northbound					Southbound					Eastbound					Westbound					
	Oleander Blvd (South)					Oleander Blvd (North)					Driveway					Farmers Market Rd					
	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Int
Time	2.1	2.2	2.3	2.4	Total	2.5	2.6	2.7	2.8	Total	2.9	2.10	2.11	2.12	Total	2.13	2.14	2.15	2.16	Total	Total
0745 - 0800	0	3	2	0	5	0	2	0	0	2	0	0	0	0	0	1	0	1	0	2	9
0800 - 0815	0	3	1	0	4	0	5	0	0	5	0	0	0	0	0	1	0	0	0	1	10
0815 - 0830	0	1	0	0	1	0	5	0	0	5	0	0	0	0	0	0	0	3	0	3	9
0830 - 0845	0	1	2	0	3	1	4	0	0	5	0	0	0	0	0	0	0	0	0	0	8
Total	0	8	5	0	13	1	16	0	0	17	0	0	0	0	0	2	0	4	0	6	36
Approach %	0.00	61.54	38.46	0.00	-	5.88	94.12	0.00	0.00	-	0.00	0.00	0.00	0.00	-	33.33	0.00	66.67	0.00	-	
PHF	0.00	0.67	0.63	0.00	**0.65**	0.25	0.80	0.00	0.00	**0.85**	0.00	0.00	0.00	0.00	**0.00**	0.50	0.00	0.33	0.00	**0.50**	**0.90**

Combination Trucks (8-13)

	Northbound					Southbound					Eastbound					Westbound					
	Oleander Blvd (South)					Oleander Blvd (North)					Driveway					Farmers Market Rd					
	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Int
Time	2.1	2.2	2.3	2.4	Total	2.5	2.6	2.7	2.8	Total	2.9	2.10	2.11	2.12	Total	2.13	2.14	2.15	2.16	Total	Total
0745 - 0800	0	1	0	0	1	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	3
0800 - 0815	0	0	1	0	1	0	2	0	0	2	0	0	0	0	0	0	0	1	0	1	4
0815 - 0830	0	1	0	0	1	0	3	0	0	3	0	0	0	0	0	1	0	0	0	1	5
0830 - 0845	0	1	0	0	1	0	3	0	0	3	0	0	0	0	0	1	0	0	0	1	5
Total	0	3	1	0	4	0	10	0	0	10	0	0	0	0	0	2	0	1	0	3	17
Approach %	0.00	75.00	25.00	0.00	-	0.00	100.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	66.67	0.00	33.33	0.00	-	
PHF	0.00	0.75	0.25	0.00	**1.00**	0.00	0.83	0.00	0.00	**0.83**	0.00	0.00	0.00	0.00	**0.00**	0.50	0.00	0.25	0.00	**0.75**	**0.85**

Peak Hour Turning Movement Count

Ft. Pierce, FL

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Marr Traffic DATA COLLECTION

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Tuesday, November 15, 2022	
Period	1600 - 1800
Peak Hour	1615 - 1715

* the Peak Hour Diagram does not include Bikes

Session Parameters

(Drop Down Menu)

Peak Hour

Volume

All vehicles

	Northbound					Southbound					Eastbound					Westbound					
	Oleander Blvd (South)					Oleander Blvd (North)					Driveway					Farmers Market Rd					
	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Int
Time	2.1	2.2	2.3	2.4	Total	2.5	2.6	2.7	2.8	Total	2.9	2.10	2.11	2.12	Total	2.13	2.14	2.15	2.16	Total	Total
1615 - 1630	0	76	10	0	86	5	72	0	0	77	0	0	0	0	0	10	0	5	0	15	178
1630 - 1645	0	86	10	0	96	8	73	0	0	81	0	0	0	0	0	14	0	12	0	26	203
1645 - 1700	0	89	14	0	103	9	78	0	0	87	0	0	0	0	0	14	0	9	0	23	213
1700 - 1715	0	103	15	0	118	4	78	0	0	82	0	0	0	0	0	10	0	14	0	24	224
Total	0	354	49	0	403	26	301	0	0	327	0	0	0	0	0	48	0	40	0	88	818
Approach %	0.00	87.84	12.16	0.00	-	7.95	92.05	0.00	0.00	-	0.00	0.00	0.00	0.00	-	54.55	0.00	45.45	0.00	-	
PHF	0.00	0.86	0.82	0.00	**0.85**	0.72	0.96	0.00	0.00	**0.94**	0.00	0.00	0.00	0.00	**0.00**	0.86	0.00	0.71	0.00	**0.85**	**0.91**

Bikes

	Northbound					Southbound					Eastbound					Westbound					
	Oleander Blvd (South)					Oleander Blvd (North)					Driveway					Farmers Market Rd					
	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Int
Time	2.1	2.2	2.3	2.4	Total	2.5	2.6	2.7	2.8	Total	2.9	2.10	2.11	2.12	Total	2.13	2.14	2.15	2.16	Total	Total
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Passenger Vehicles (1-3)

	Northbound					Southbound					Eastbound					Westbound					
	Oleander Blvd (South)					Oleander Blvd (North)					Driveway					Farmers Market Rd					
	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Int
Time	2.1	2.2	2.3	2.4	Total	2.5	2.6	2.7	2.8	Total	2.9	2.10	2.11	2.12	Total	2.13	2.14	2.15	2.16	Total	Total
1615 - 1630	0	76	9	0	85	5	67	0	0	72	0	0	0	0	0	8	0	5	0	13	170
1630 - 1645	0	83	10	0	93	7	69	0	0	76	0	0	0	0	0	12	0	11	0	23	192
1645 - 1700	0	84	14	0	98	8	74	0	0	82	0	0	0	0	0	12	0	7	0	19	199
1700 - 1715	0	100	14	0	114	4	75	0	0	79	0	0	0	0	0	10	0	14	0	24	217
Total	0	343	47	0	390	24	285	0	0	309	0	0	0	0	0	42	0	37	0	79	778
Approach %	0.00	87.95	12.05	0.00	-	7.77	92.23	0.00	0.00	-	0.00	0.00	0.00	0.00	-	53.16	0.00	46.84	0.00	-	
PHF	0.00	0.86	0.84	0.00	**0.86**	0.75	0.95	0.00	0.00	**0.94**	0.00	0.00	0.00	0.00	**0.00**	0.88	0.00	0.66	0.00	**0.82**	**0.90**

Single Unit Trucks (4-7)

	Northbound					Southbound					Eastbound					Westbound					
	Oleander Blvd (South)					Oleander Blvd (North)					Driveway					Farmers Market Rd					
	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Int
Time	2.1	2.2	2.3	2.4	Total	2.5	2.6	2.7	2.8	Total	2.9	2.10	2.11	2.12	Total	2.13	2.14	2.15	2.16	Total	Total
1615 - 1630	0	0	1	0	1	0	4	0	0	4	0	0	0	0	0	2	0	0	0	2	7
1630 - 1645	0	2	0	0	2	0	3	0	0	3	0	0	0	0	0	1	0	1	0	2	7
1645 - 1700	0	3	0	0	3	1	3	0	0	4	0	0	0	0	0	2	0	1	0	3	10
1700 - 1715	0	3	1	0	4	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	7
Total	0	8	2	0	10	1	13	0	0	14	0	0	0	0	0	5	0	2	0	7	31
Approach %	0.00	80.00	20.00	0.00	-	7.14	92.86	0.00	0.00	-	0.00	0.00	0.00	0.00	-	71.43	0.00	28.57	0.00	-	
PHF	0.00	0.67	0.50	0.00	**0.63**	0.25	0.81	0.00	0.00	**0.88**	0.00	0.00	0.00	0.00	**0.00**	0.63	0.00	0.50	0.00	**0.58**	**0.78**

Combination Trucks (8-13)

	Northbound					Southbound					Eastbound					Westbound					
	Oleander Blvd (South)					Oleander Blvd (North)					Driveway					Farmers Market Rd					
	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Int
Time	2.1	2.2	2.3	2.4	Total	2.5	2.6	2.7	2.8	Total	2.9	2.10	2.11	2.12	Total	2.13	2.14	2.15	2.16	Total	Total
1615 - 1630	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
1630 - 1645	0	1	0	0	1	1	1	0	0	2	0	0	0	0	0	1	0	0	0	1	4
1645 - 1700	0	2	0	0	2	0	1	0	0	1	0	0	0	0	0	0	0	1	0	1	4
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	3	0	0	3	1	3	0	0	4	0	0	0	0	0	1	0	1	0	2	9
Approach %	0.00	100.00	0.00	0.00	-	25.00	75.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	50.00	0.00	50.00	0.00	-	
PHF	0.00	0.38	0.00	0.00	**0.38**	0.25	0.75	0.00	0.00	**0.50**	0.00	0.00	0.00	0.00	**0.00**	0.25	0.00	0.25	0.00	**0.50**	**0.56**

Click here for Map

Peak Hour Turning Movement Count

Ft. Pierce, FL

Marr Traffic DATA COLLECTION

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Tuesday, November 15, 2022	
Period	0700 - 0900
Peak Hour	0745 - 0845

* the Peak Hour Diagram does not include Bikes

Session Parameters

(Drop Down Menu)

Peak Hour

Volume

All vehicles

	Northbound					Southbound					Eastbound					Westbound					
	Oleander Blvd (South)					Oleander Blvd (North)					SR-611 Edwards Rd (West)					SR-611 Edwards Rd (East)					
	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Int
Time	1.1	1.2	1.3	1.4	Total	1.5	1.6	1.7	1.8	Total	1.9	1.10	1.11	1.12	Total	1.13	1.14	1.15	1.16	Total	Total
0745 - 0800	36	40	4	0	80	3	46	15	0	64	13	78	39	0	130	3	34	2	0	39	313
0800 - 0815	36	49	8	0	93	11	60	19	0	90	6	58	40	0	104	4	43	2	0	49	336
0815 - 0830	33	45	9	0	87	7	58	18	0	83	16	65	35	0	116	5	41	4	0	50	336
0830 - 0845	35	56	7	0	98	8	43	16	0	67	9	66	38	0	113	5	37	4	0	46	324
Total	140	190	28	0	358	29	207	68	0	304	44	267	152	0	463	17	155	12	0	184	1309
Approach %	39.11	53.07	7.82	0.00	-	9.54	68.09	22.37	0.00	-	9.50	57.67	32.83	0.00	-	9.24	84.24	6.52	0.00	-	
PHF	0.97	0.85	0.78	0.00	**0.91**	0.66	0.86	0.89	0.00	**0.84**	0.69	0.86	0.95	0.00	**0.89**	0.85	0.90	0.75	0.00	**0.92**	**0.97**

Bikes

	Northbound					Southbound					Eastbound					Westbound					
	Oleander Blvd (South)					Oleander Blvd (North)					SR-611 Edwards Rd (West)					SR-611 Edwards Rd (East)					
	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Int
Time	1.1	1.2	1.3	1.4	Total	1.5	1.6	1.7	1.8	Total	1.9	1.10	1.11	1.12	Total	1.13	1.14	1.15	1.16	Total	Total
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.25	0.00	0.00	**0.25**	0.00	0.00	0.00	0.00	**0.00**	**0.25**

Passenger Vehicles (1-3)

	Northbound					Southbound					Eastbound					Westbound					
	Oleander Blvd (South)					Oleander Blvd (North)					SR-611 Edwards Rd (West)					SR-611 Edwards Rd (East)					
	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Int
Time	1.1	1.2	1.3	1.4	Total	1.5	1.6	1.7	1.8	Total	1.9	1.10	1.11	1.12	Total	1.13	1.14	1.15	1.16	Total	Total
0745 - 0800	35	40	2	0	77	3	45	13	0	61	11	71	37	0	119	3	33	2	0	38	295
0800 - 0815	36	49	5	0	90	11	58	18	0	87	6	52	36	0	94	2	37	2	0	41	312
0815 - 0830	33	43	8	0	84	7	57	18	0	82	16	62	35	0	113	5	39	3	0	47	326
0830 - 0845	35	55	5	0	95	8	39	15	0	62	9	60	32	0	101	3	37	4	0	44	302
Total	139	187	20	0	346	29	199	64	0	292	42	245	140	0	427	13	146	11	0	170	1235
Approach %	40.17	54.05	5.78	0.00	-	9.93	68.15	21.92	0.00	-	9.84	57.38	32.79	0.00	-	7.65	85.88	6.47	0.00	-	
PHF	0.97	0.85	0.63	0.00	**0.91**	0.66	0.86	0.89	0.00	**0.84**	0.66	0.86	0.95	0.00	**0.90**	0.65	0.94	0.69	0.00	**0.90**	**0.95**

Single Unit Trucks (4-7)

	Northbound					Southbound					Eastbound					Westbound					
	Oleander Blvd (South)					Oleander Blvd (North)					SR-611 Edwards Rd (West)					SR-611 Edwards Rd (East)					
	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Int
Time	1.1	1.2	1.3	1.4	Total	1.5	1.6	1.7	1.8	Total	1.9	1.10	1.11	1.12	Total	1.13	1.14	1.15	1.16	Total	Total
0745 - 0800	0	0	1	0	1	0	1	2	0	3	2	5	1	0	8	0	0	0	0	0	12
0800 - 0815	0	0	2	0	2	0	0	0	0	0	0	3	3	0	6	1	5	0	0	6	14
0815 - 0830	0	1	0	0	1	0	1	0	0	1	0	1	0	0	1	0	0	1	0	1	4
0830 - 0845	0	1	2	0	3	0	3	1	0	4	0	5	3	0	8	2	0	0	0	2	17
Total	0	2	5	0	7	0	5	3	0	8	2	14	7	0	23	3	5	1	0	9	47
Approach %	0.00	28.57	71.43	0.00	-	0.00	62.50	37.50	0.00	-	8.70	60.87	30.43	0.00	-	33.33	55.56	11.11	0.00	-	
PHF	0.00	0.50	0.63	0.00	**0.58**	0.00	0.42	0.38	0.00	**0.50**	0.25	0.70	0.58	0.00	**0.72**	0.38	0.25	0.25	0.00	**0.38**	**0.69**

Combination Trucks (8-13)

	Northbound					Southbound					Eastbound					Westbound					
	Oleander Blvd (South)					Oleander Blvd (North)					SR-611 Edwards Rd (West)					SR-611 Edwards Rd (East)					
	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Int
Time	1.1	1.2	1.3	1.4	Total	1.5	1.6	1.7	1.8	Total	1.9	1.10	1.11	1.12	Total	1.13	1.14	1.15	1.16	Total	Total
0745 - 0800	1	0	1	0	2	0	0	0	0	0	0	1	1	0	2	0	1	0	0	1	5
0800 - 0815	0	0	1	0	1	0	2	1	0	3	0	3	1	0	4	1	1	0	0	2	10
0815 - 0830	0	1	1	0	2	0	0	0	0	0	0	2	0	0	2	0	2	0	0	2	6
0830 - 0845	0	0	0	0	0	0	1	0	0	1	0	1	3	0	4	0	0	0	0	0	5
Total	1	1	3	0	5	0	3	1	0	4	0	7	5	0	12	1	4	0	0	5	26
Approach %	20.00	20.00	60.00	0.00	-	0.00	75.00	25.00	0.00	-	0.00	58.33	41.67	0.00	-	20.00	80.00	0.00	0.00	-	
PHF	0.25	0.25	0.75	0.00	**0.63**	0.00	0.38	0.25	0.00	**0.33**	0.00	0.58	0.42	0.00	**0.75**	0.25	0.50	0.00	0.00	**0.63**	**0.65**

Peak Hour Turning Movement Count

Ft. Pierce, FL

Click here for Map

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Tuesday, November 15, 2022	
Period	1600 - 1800
Peak Hour	1645 - 1745

* the Peak Hour Diagram does not include Bikes

Session Parameters

(Drop Down Menu)

Peak Hour

Volume

All vehicles

	Northbound					Southbound					Eastbound					Westbound					
	Oleander Blvd (South)					Oleander Blvd (North)					SR-611 Edwards Rd (West)					SR-611 Edwards Rd (East)					
	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Int
Time	1.1	1.2	1.3	1.4	Total	1.5	1.6	1.7	1.8	Total	1.9	1.10	1.11	1.12	Total	1.13	1.14	1.15	1.16	Total	Total
1645 - 1700	34	63	7	0	104	9	67	20	0	96	18	63	61	0	142	4	60	3	0	67	409
1700 - 1715	57	92	8	0	157	3	64	26	0	93	15	41	38	0	94	6	78	3	0	87	431
1715 - 1730	50	66	4	0	120	6	62	21	0	89	23	58	44	0	125	5	71	1	0	77	411
1730 - 1745	37	75	7	0	119	6	58	29	0	93	18	58	37	0	113	2	78	1	0	81	406
Total	178	296	26	0	500	24	251	96	0	371	74	220	180	0	474	17	287	8	0	312	1657
Approach %	35.60	59.20	5.20	0.00	-	6.47	67.65	25.88	0.00	-	15.61	46.41	37.97	0.00	-	5.45	91.99	2.56	0.00	-	
PHF	0.78	0.80	0.81	0.00	**0.80**	0.67	0.94	0.83	0.00	**0.97**	0.80	0.87	0.74	0.00	**0.83**	0.71	0.92	0.67	0.00	**0.90**	**0.96**

Bikes

	Northbound					Southbound					Eastbound					Westbound					
	Oleander Blvd (South)					Oleander Blvd (North)					SR-611 Edwards Rd (West)					SR-611 Edwards Rd (East)					
	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Int
Time	1.1	1.2	1.3	1.4	Total	1.5	1.6	1.7	1.8	Total	1.9	1.10	1.11	1.12	Total	1.13	1.14	1.15	1.16	Total	Total
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	2
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	2
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.25	0.00	0.00	**0.25**	0.00	0.25	0.00	0.00	**0.25**	**0.25**

Passenger Vehicles (1-3)

	Northbound					Southbound					Eastbound					Westbound					
	Oleander Blvd (South)					Oleander Blvd (North)					SR-611 Edwards Rd (West)					SR-611 Edwards Rd (East)					
	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Int
Time	1.1	1.2	1.3	1.4	Total	1.5	1.6	1.7	1.8	Total	1.9	1.10	1.11	1.12	Total	1.13	1.14	1.15	1.16	Total	Total
1645 - 1700	32	62	6	0	100	9	64	19	0	92	17	58	58	0	133	4	58	3	0	65	390
1700 - 1715	57	89	8	0	154	3	63	25	0	91	15	38	37	0	90	6	76	3	0	85	420
1715 - 1730	48	64	4	0	116	6	60	20	0	86	23	53	41	0	117	3	65	1	0	69	388
1730 - 1745	37	73	7	0	117	6	57	29	0	92	18	51	35	0	104	2	74	1	0	77	390
Total	174	288	25	0	487	24	244	93	0	361	73	200	171	0	444	15	273	8	0	296	1588
Approach %	35.73	59.14	5.13	0.00	-	6.65	67.59	25.76	0.00	-	16.44	45.05	38.51	0.00	-	5.07	92.23	2.70	0.00	-	
PHF	0.76	0.81	0.78	0.00	**0.79**	0.67	0.95	0.80	0.00	**0.98**	0.79	0.86	0.74	0.00	**0.83**	0.63	0.90	0.67	0.00	**0.87**	**0.95**

Single Unit Trucks (4-7)

	Northbound					Southbound					Eastbound					Westbound					
	Oleander Blvd (South)					Oleander Blvd (North)					SR-611 Edwards Rd (West)					SR-611 Edwards Rd (East)					
	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Int
Time	1.1	1.2	1.3	1.4	Total	1.5	1.6	1.7	1.8	Total	1.9	1.10	1.11	1.12	Total	1.13	1.14	1.15	1.16	Total	Total
1645 - 1700	2	0	1	0	3	0	3	0	0	3	1	4	2	0	7	0	1	0	0	1	14
1700 - 1715	0	3	0	0	3	0	1	1	0	2	0	0	1	0	1	0	2	0	0	2	8
1715 - 1730	2	2	0	0	4	0	1	1	0	2	0	4	3	0	7	1	3	0	0	4	17
1730 - 1745	0	2	0	0	2	0	1	0	0	1	0	7	1	0	8	0	2	0	0	2	13
Total	4	7	1	0	12	0	6	2	0	8	1	15	7	0	23	1	8	0	0	9	52
Approach %	33.33	58.33	8.33	0.00	-	0.00	75.00	25.00	0.00	-	4.35	65.22	30.43	0.00	-	11.11	88.89	0.00	0.00	-	
PHF	0.50	0.58	0.25	0.00	**0.75**	0.00	0.50	0.50	0.00	**0.67**	0.25	0.54	0.58	0.00	**0.72**	0.25	0.67	0.00	0.00	**0.56**	**0.76**

Combination Trucks (8-13)

	Northbound					Southbound					Eastbound					Westbound					
	Oleander Blvd (South)					Oleander Blvd (North)					SR-611 Edwards Rd (West)					SR-611 Edwards Rd (East)					
	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Int
Time	1.1	1.2	1.3	1.4	Total	1.5	1.6	1.7	1.8	Total	1.9	1.10	1.11	1.12	Total	1.13	1.14	1.15	1.16	Total	Total
1645 - 1700	0	1	0	0	1	0	0	1	0	1	0	1	1	0	2	0	1	0	0	1	5
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	3
1715 - 1730	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	2	0	0	3	4
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	2	0	0	2	3
Total	0	1	0	0	1	0	1	1	0	2	0	4	2	0	6	1	5	0	0	6	15
Approach %	0.00	100.00	0.00	0.00	-	0.00	50.00	50.00	0.00	-	0.00	66.67	33.33	0.00	-	16.67	83.33	0.00	0.00	-	
PHF	0.00	0.25	0.00	0.00	**0.25**	0.00	0.25	0.25	0.00	**0.50**	0.00	0.33	0.50	0.00	**0.50**	0.25	0.63	0.00	0.00	**0.50**	**0.75**

APPENDIX F

FDOT's Florida Traffic Online
2021 Peak Season Factor Category Report

2021 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL

CATEGORY: 9401 CEN.-W OF US1 TO I95

MOCF: 0.97

WEEK	DATES	SF	PSCF
1	01/01/2021 - 01/02/2021	1.00	1.03
2	01/03/2021 - 01/09/2021	1.01	1.04
3	01/10/2021 - 01/16/2021	1.01	1.04
4	01/17/2021 - 01/23/2021	1.00	1.03
5	01/24/2021 - 01/30/2021	1.00	1.03
6	01/31/2021 - 02/06/2021	0.99	1.02
7	02/07/2021 - 02/13/2021	0.99	1.02
* 8	02/14/2021 - 02/20/2021	0.98	1.01
* 9	02/21/2021 - 02/27/2021	0.97	1.00
*10	02/28/2021 - 03/06/2021	0.97	1.00
*11	03/07/2021 - 03/13/2021	0.96	0.99
*12	03/14/2021 - 03/20/2021	0.95	0.98
*13	03/21/2021 - 03/27/2021	0.96	0.99
*14	03/28/2021 - 04/03/2021	0.96	0.99
*15	04/04/2021 - 04/10/2021	0.97	1.00
*16	04/11/2021 - 04/17/2021	0.97	1.00
*17	04/18/2021 - 04/24/2021	0.98	1.01
*18	04/25/2021 - 05/01/2021	0.98	1.01
*19	05/02/2021 - 05/08/2021	0.99	1.02
*20	05/09/2021 - 05/15/2021	0.99	1.02
21	05/16/2021 - 05/22/2021	0.99	1.02
22	05/23/2021 - 05/29/2021	1.00	1.03
23	05/30/2021 - 06/05/2021	1.00	1.03
24	06/06/2021 - 06/12/2021	1.01	1.04
25	06/13/2021 - 06/19/2021	1.01	1.04
26	06/20/2021 - 06/26/2021	1.02	1.05
27	06/27/2021 - 07/03/2021	1.02	1.05
28	07/04/2021 - 07/10/2021	1.03	1.06
29	07/11/2021 - 07/17/2021	1.03	1.06
30	07/18/2021 - 07/24/2021	1.03	1.06
31	07/25/2021 - 07/31/2021	1.04	1.07
32	08/01/2021 - 08/07/2021	1.04	1.07
33	08/08/2021 - 08/14/2021	1.05	1.08
34	08/15/2021 - 08/21/2021	1.05	1.08
35	08/22/2021 - 08/28/2021	1.05	1.08
36	08/29/2021 - 09/04/2021	1.05	1.08
37	09/05/2021 - 09/11/2021	1.05	1.08
38	09/12/2021 - 09/18/2021	1.05	1.08
39	09/19/2021 - 09/25/2021	1.04	1.07
40	09/26/2021 - 10/02/2021	1.03	1.06
41	10/03/2021 - 10/09/2021	1.01	1.04
42	10/10/2021 - 10/16/2021	1.00	1.03
43	10/17/2021 - 10/23/2021	1.00	1.03
44	10/24/2021 - 10/30/2021	1.01	1.04
45	10/31/2021 - 11/06/2021	1.01	1.04
46	11/07/2021 - 11/13/2021	1.02	1.05
47	11/14/2021 - 11/20/2021	1.02	1.05
48	11/21/2021 - 11/27/2021	1.02	1.05
49	11/28/2021 - 12/04/2021	1.01	1.04
50	12/05/2021 - 12/11/2021	1.01	1.04
51	12/12/2021 - 12/18/2021	1.00	1.03
52	12/19/2021 - 12/25/2021	1.01	1.04
53	12/26/2021 - 12/31/2021	1.01	1.04

* PEAK SEASON

APPENDIX G
Turning Movement Volume Worksheets

INTERSECTION VOLUME DEVELOPMENT

Oleander Avenue & Weatherbee Road

WEEKDAY AM PEAK HOUR (8:00 AM to 9:00 AM)	Oleander Avenue			Oleander Avenue			Weatherbee Road			Weatherbee Road		
	Northbound			Southbound			Eastbound			Westbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Counted on 11/15/2022	5	225	33	32	203	4	7	77	14	16	75	32
Peak Season Factor	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
2022 Total Existing Traffic	**5**	**236**	**35**	**34**	**213**	**4**	**7**	**81**	**15**	**17**	**79**	**34**
Annual Growth Rate	2.21%	2.21%	2.21%	2.21%	2.21%	2.21%	2.21%	2.21%	2.21%	2.21%	2.21%	2.21%
2025 Background Growth	0	16	2	2	14	0	0	5	1	1	5	2
Oleander Oaks Vested Trips		3		6	9							2
American Silicone Vested Trips		28		14	24							16
Background Traffic	0	47	2	22	47	0	0	5	1	1	5	20
Project Traffic % Assignment		25%		15%	25%							15%
Project Traffic Direction		IN		OUT	OUT							IN
Project Traffic		4		2	3							2
2025 Total Background Traffic	**5**	**283**	**37**	**56**	**260**	**4**	**7**	**86**	**16**	**18**	**84**	**54**
2025 Total Traffic	**5**	**287**	**37**	**58**	**263**	**4**	**7**	**86**	**16**	**18**	**84**	**56**

WEEKDAY PM PEAK HOUR (4:30 PM to 5:30 PM)	Oleander Avenue			Oleander Avenue			Weatherbee Road			Weatherbee Road		
	Northbound			Southbound			Eastbound			Westbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Counted on 11/15/2022	14	240	28	59	292	6	7	76	13	19	49	41
Peak Season Factor	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
2022 Total Existing Traffic	**15**	**252**	**29**	**62**	**307**	**6**	**7**	**80**	**14**	**20**	**51**	**43**
Annual Growth Rate	2.21%	2.21%	2.21%	2.21%	2.21%	2.21%	2.21%	2.21%	2.21%	2.21%	2.21%	2.21%
2025 Background Growth	1	17	2	4	21	0	0	5	1	1	3	3
Oleander Oaks Vested Trips		10		4	6							6
American Silicone Vested Trips		11		8	14							6
Background Traffic	1	38	2	16	41	0	0	5	1	1	3	15
Project Traffic % Assignment		25%		15%	25%							15%
Project Traffic Direction		IN		OUT	OUT							IN
Project Traffic		6		4	7							3
2025 Total Background Traffic	**16**	**290**	**31**	**78**	**348**	**6**	**7**	**85**	**15**	**21**	**54**	**58**
2025 Total Traffic	**16**	**296**	**31**	**82**	**355**	**6**	**7**	**85**	**15**	**21**	**54**	**61**

INTERSECTION VOLUME DEVELOPMENT

Oleander Avenue & Bell Avenue

WEEKDAY AM PEAK HOUR (8:00 AM to 9:00 AM)	Oleander Avenue			Oleander Avenue			Bell Avenue			Driveway		
	Northbound			Southbound			Eastbound			Westbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Counted on 11/15/2022	47	212	6	8	256	67	78	8	77	0	0	7
Peak Season Factor	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
2022 Total Existing Traffic	**49**	**223**	**6**	**8**	**269**	**70**	**82**	**8**	**81**	**0**	**0**	**7**
Annual Growth Rate	2.21%	2.21%	2.21%	2.21%	2.21%	2.21%	2.21%	2.21%	2.21%	2.21%	2.21%	2.21%
2025 Background Growth	3	15	0	1	18	5	6	1	5	0	0	0
Oleander Oaks Vested Trips	2	20			7				1			
American Silicone Vested Trips	5	52			61				6			
Background Traffic	8	67	0	1	79	5	6	1	11	0	0	0
Project Traffic % Assignment	5%	55%			55%				5%			
Project Traffic Direction	OUT	OUT			IN				IN			
Project Traffic	1	6			8				1			
2025 Total Background Traffic	**57**	**290**	**6**	**9**	**348**	**75**	**88**	**9**	**92**	**0**	**0**	**7**
2025 Total Traffic	**58**	**296**	**6**	**9**	**356**	**75**	**88**	**9**	**93**	**0**	**0**	**7**

WEEKDAY PM PEAK HOUR (4:15 PM to 5:15 PM)	Oleander Avenue			Oleander Avenue			Bell Avenue			Driveway		
	Northbound			Southbound			Eastbound			Westbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Counted on 11/15/2022	68	325	3	2	280	65	74	0	94	5	4	7
Peak Season Factor	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
2022 Total Existing Traffic	**71**	**341**	**3**	**2**	**294**	**68**	**78**	**0**	**99**	**5**	**4**	**7**
Annual Growth Rate	2.21%	2.21%	2.21%	2.21%	2.21%	2.21%	2.21%	2.21%	2.21%	2.21%	2.21%	2.21%
2025 Background Growth	5	23	0	0	20	5	5	0	7	0	0	0
Oleander Oaks Vested Trips	1	13			23				2			
American Silicone Vested Trips	3	31			24				2			
Background Traffic	8	54	0	0	44	5	5	0	9	0	0	0
Project Traffic % Assignment	5%	55%			55%				5%			
Project Traffic Direction	OUT	OUT			IN				IN			
Project Traffic	1	14			13				1			
2025 Total Background Traffic	**79**	**395**	**3**	**2**	**338**	**73**	**83**	**0**	**108**	**5**	**4**	**7**
2025 Total Traffic	**80**	**409**	**3**	**2**	**351**	**73**	**83**	**0**	**109**	**5**	**4**	**7**

INTERSECTION VOLUME DEVELOPMENT

Oleander Avenue & Farmers Market Road

WEEKDAY AM PEAK HOUR (8:00 AM to 9:00 AM)	Oleander Avenue			Oleander Avenue			Driveway			Farmers Market Road		
	Northbound			Southbound			Eastbound			Westbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Counted on 11/15/2022	0	252	47	16	290	0	0	0	0	40	0	30
Peak Season Factor	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
2022 Total Existing Traffic	**0**	**265**	**49**	**17**	**305**	**0**	**0**	**0**	**0**	**42**	**0**	**32**
Annual Growth Rate	2.21%	2.21%	2.21%	2.21%	2.21%	2.21%	2.21%	2.21%	2.21%	2.21%	2.21%	2.21%
2025 Background Growth	0	18	3	1	21	0	0	0	0	3	0	2
Oleander Oaks Vested Trips		17	3		6					1		
American Silicone Vested Trips		42	10		50					11		
Background Traffic	0	60	13	1	71	0	0	0	0	14	0	2
Project Traffic % Assignment		45%	10%		45%					10%		
Project Traffic Direction		OUT	OUT		IN					IN		
Project Traffic		5	1		6					1		
2025 Total Background Traffic	**0**	**325**	**62**	**18**	**376**	**0**	**0**	**0**	**0**	**56**	**0**	**34**
2025 Total Traffic	**0**	**330**	**63**	**18**	**382**	**0**	**0**	**0**	**0**	**57**	**0**	**34**

WEEKDAY PM PEAK HOUR (4:15 PM to 5:15 PM)	Oleander Avenue			Oleander Avenue			Driveway			Farmers Market Road		
	Northbound			Southbound			Eastbound			Westbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Counted on 11/15/2022	0	354	49	26	301	0	0	0	0	48	0	40
Peak Season Factor	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
2022 Total Existing Traffic	**0**	**372**	**51**	**27**	**316**	**0**	**0**	**0**	**0**	**50**	**0**	**42**
Annual Growth Rate	2.21%	2.21%	2.21%	2.21%	2.21%	2.21%	2.21%	2.21%	2.21%	2.21%	2.21%	2.21%
2025 Background Growth	0	25	3	2	21	0	0	0	0	3	0	3
Oleander Oaks Vested Trips		11	2		19					4		
American Silicone Vested Trips		25	6		20					4		
Background Traffic	0	50	9	2	41	0	0	0	0	7	0	3
Project Traffic % Assignment		45%	10%		45%					10%		
Project Traffic Direction		OUT	OUT		IN					IN		
Project Traffic		12	2		20					2		
2025 Total Background Traffic	**0**	**422**	**60**	**29**	**357**	**0**	**0**	**0**	**0**	**57**	**0**	**45**
2025 Total Traffic	**0**	**434**	**62**	**29**	**377**	**0**	**0**	**0**	**0**	**59**	**0**	**45**

INTERSECTION VOLUME DEVELOPMENT

Oleander Avenue & Edwards Road

WEEKDAY AM PEAK HOUR (8:00 AM to 9:00 AM)	Oleander Avenue			Oleander Avenue			Edwards Road			Edwards Road		
	Northbound			Southbound			Eastbound			Westbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Counted on 11/15/2022	140	190	28	29	207	68	44	267	152	17	155	12
Peak Season Factor	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
2022 Total Existing Traffic	**147**	**200**	**29**	**30**	**217**	**71**	**46**	**280**	**160**	**18**	**163**	**13**
Annual Growth Rate	2.21%	2.21%	2.21%	2.21%	2.21%	2.21%	2.21%	2.21%	2.21%	2.21%	2.21%	2.21%
2025 Background Growth	10	14	2	2	15	5	3	19	11	1	11	1
Oleander Oaks Vested Trips	8	9			3				3			
American Silicone Vested Trips	18	24			28				22			
Background Traffic	28	38	2	2	43	5	3	19	33	1	11	1
Project Traffic % Assignment	20%	25%			25%				20%			
Project Traffic Direction	OUT	OUT			IN				IN			
Project Traffic	18	3			4				3			
2025 Total Background Traffic	**175**	**238**	**31**	**32**	**260**	**76**	**49**	**299**	**193**	**19**	**174**	**14**
2025 Total Traffic	**193**	**241**	**31**	**32**	**264**	**76**	**49**	**299**	**196**	**19**	**174**	**14**

WEEKDAY PM PEAK HOUR (4:45 PM to 5:45 PM)	Oleander Avenue			Oleander Avenue			Edwards Road			Edwards Road		
	Northbound			Southbound			Eastbound			Westbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Counted on 11/15/2022	178	296	26	24	251	96	74	219	180	17	286	8
Peak Season Factor	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
2022 Total Existing Traffic	**187**	**311**	**27**	**25**	**264**	**101**	**78**	**230**	**189**	**18**	**300**	**8**
Annual Growth Rate	2.21%	2.21%	2.21%	2.21%	2.21%	2.21%	2.21%	2.21%	2.21%	2.21%	2.21%	2.21%
2025 Background Growth	13	21	2	2	18	7	5	16	13	1	20	1
Oleander Oaks Vested Trips	5	6			11				8			
American Silicone Vested Trips	11	14			11				9			
Background Traffic	24	35	2	2	29	7	5	16	22	1	20	1
Project Traffic % Assignment	20%	25%			25%				20%			
Project Traffic Direction	OUT	OUT			IN				IN			
Project Traffic	5	7			6				5			
2025 Total Background Traffic	**211**	**346**	**29**	**27**	**293**	**108**	**83**	**246**	**211**	**19**	**320**	**9**
2025 Total Traffic	**216**	**353**	**29**	**27**	**299**	**108**	**83**	**246**	**216**	**19**	**320**	**9**

INTERSECTION VOLUME DEVELOPMENT

Oleander Avenue & Project Driveway

WEEKDAY AM PEAK HOUR (8:00 AM to 9:00 AM)	Oleander Avenue			Oleander Avenue			Project Driveway			-		
	Northbound			Southbound			Eastbound			Westbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	N/A	N/A	N/A
Counted on 11/15/2022		264			333							
Peak Season Factor	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
2022 Total Existing Traffic	**0**	**277**	**0**	**0**	**350**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Annual Growth Rate	2.21%	2.21%	2.21%	2.21%	2.21%	2.21%	2.21%	2.21%	2.21%	2.21%	2.21%	2.21%
2025 Background Growth	0	19	0	0	24	0	0	0	0	0	0	0
Oleander Oaks Vested Trips		22			8							
American Silicone Vested Trips		57			67							
Project Traffic % Assignment	40%					60%	60%		40%			
Project Traffic Direction	IN					IN	OUT		OUT			
Project Trips	6					8	7		4			
Pass-by Trips	4	-4			-4	4	3		3			
2025 Total Background Traffic	**0**	**353**	**0**	**0**	**441**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
2025 Total Traffic	**10**	**349**	**0**	**0**	**437**	**12**	**10**	**0**	**7**	**0**	**0**	**0**

WEEKDAY PM PEAK HOUR (4:15 PM to 5:15 PM)	Oleander Avenue			Oleander Avenue			Project Driveway			-		
	Northbound			Southbound			Eastbound			Westbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	N/A	N/A	N/A
Counted on 11/15/2022		288			379							
Peak Season Factor	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
2022 Total Existing Traffic	**0**	**302**	**0**	**0**	**398**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Annual Growth Rate	2.21%	2.21%	2.21%	2.21%	2.21%	2.21%	2.21%	2.21%	2.21%	2.21%	2.21%	2.21%
2025 Background Growth	0	20	0	0	27	0	0	0	0	0	0	0
Oleander Oaks Vested Trips		14			25							
American Silicone Vested Trips		34			26							
Project Traffic % Assignment	40%					60%	60%		40%			
Project Traffic Direction	IN					IN	OUT		OUT			
Project Trips	9					14	16		10			
Pass-by Trips	6	-6			-6	6	8		8			
2025 Total Background Traffic	**0**	**370**	**0**	**0**	**476**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
2025 Total Traffic	**15**	**364**	**0**	**0**	**470**	**20**	**24**	**0**	**18**	**0**	**0**	**0**

APPENDIX H
Signal Timing/Phasing Plans

St. Lucie County

ECONOLITE

MOVING TRAFFIC FORWARD

00011 - EDWARDS RD @ OLEANDER AVE - Econolite Type - Cobalt

Controller Timing Plan (MM) 2-1

Q in use

Plan 1 - ""

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Direction	N-L	S-T	E-L	W-T	S-L	N-T	W-L	E-T	N	N	N	N	N	N	N	N
Min Green	8	10	6	10	8	10	6	10	5	5	5	5	5	5	5	5
Bk Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CS Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	0	0	0	0	7	0	7	0	10	0	10	0	10	0	10
Walk2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear	0	0	0	0	0	15	0	19	0	16	0	16	0	16	0	16
Ped Clear 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Ext	3.0	3.0	3.0	4.0	3.0	3.0	3.0	4.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Vehicle Ext 2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max1	10	30	10	30	10	30	10	30	35	35	35	35	35	35	35	35
Max2	0	0	0	0	0	0	0	0	40	40	40	40	40	40	40	40
Max3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dym Step	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Red Clear	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Red Max	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Revert	2.0	2.0	0.0	2.0	0.0	2.0	0.0	0.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Act B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sec/Act	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Int	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Wt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STPTDuc	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TTReduc	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Gap	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

APPENDIX I
Synchro Outputs

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	7	81	15	17	79	34	5	236	35	34	213	4
Future Volume (vph)	7	81	15	17	79	34	5	236	35	34	213	4
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	1%	1%	1%	2%	2%	2%	7%	7%	7%	8%	8%	8%
Adj. Flow (vph)	8	87	16	18	85	37	5	254	38	37	229	4
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	111	0	0	140	0	0	297	0	0	270	0
Sign Control		Stop			Stop			Free			Free	

Intersection Summary
Control Type: Unsignalized

Intersection	
Int Delay, s/veh	5.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	7	81	15	17	79	34	5	236	35	34	213	4
Future Vol, veh/h	7	81	15	17	79	34	5	236	35	34	213	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	1	1	1	2	2	2	7	7	7	8	8	8
Mvmt Flow	8	87	16	18	85	37	5	254	38	37	229	4

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	649	607	231	640	590	273	233	0	0	292	0	0
Stage 1	305	305	-	283	283	-	-	-	-	-	-	-
Stage 2	344	302	-	357	307	-	-	-	-	-	-	-
Critical Hdwy	7.11	6.51	6.21	7.12	6.52	6.22	4.17	-	-	4.18	-	-
Critical Hdwy Stg 1	6.11	5.51	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.11	5.51	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.509	4.009	3.309	3.518	4.018	3.318	2.263	-	-	2.272	-	-
Pot Cap-1 Maneuver	384	412	811	388	420	766	1306	-	-	1236	-	-
Stage 1	707	664	-	724	677	-	-	-	-	-	-	-
Stage 2	673	666	-	661	661	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	298	396	811	307	404	766	1306	-	-	1236	-	-
Mov Cap-2 Maneuver	298	396	-	307	404	-	-	-	-	-	-	-
Stage 1	703	641	-	720	674	-	-	-	-	-	-	-
Stage 2	557	663	-	541	639	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	16.7	16.9	0.1	1.1
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1306	-	-	418	440	1236	-	-
HCM Lane V/C Ratio	0.004	-	-	0.265	0.318	0.03	-	-
HCM Control Delay (s)	7.8	0	-	16.7	16.9	8	0	-
HCM Lane LOS	A	A	-	C	C	A	A	-
HCM 95th %tile Q(veh)	0	-	-	1.1	1.3	0.1	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (vph)	82	8	81	0	0	7	49	223	6	8	269	70
Future Volume (vph)	82	8	81	0	0	7	49	223	6	8	269	70
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	9%	9%	9%	43%	43%	43%	7%	7%	7%	9%	9%	9%
Adj. Flow (vph)	88	9	87	0	0	8	53	240	6	9	289	75
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	184	0	0	8	0	0	299	0	0	373	0
Sign Control		Stop			Stop			Free			Free	

Intersection Summary

Control Type: Unsignalized

Intersection	
Int Delay, s/veh	4.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	82	8	81	0	0	7	49	223	6	8	269	70
Future Vol, veh/h	82	8	81	0	0	7	49	223	6	8	269	70
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	9	9	9	43	43	43	7	7	7	9	9	9
Mvmt Flow	88	9	87	0	0	8	53	240	6	9	289	75

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	698	697	327	742	731	243	364	0	0	246	0	0
Stage 1	345	345	-	349	349	-	-	-	-	-	-	-
Stage 2	353	352	-	393	382	-	-	-	-	-	-	-
Critical Hdwy	7.19	6.59	6.29	7.53	6.93	6.63	4.17	-	-	4.19	-	-
Critical Hdwy Stg 1	6.19	5.59	-	6.53	5.93	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.19	5.59	-	6.53	5.93	-	-	-	-	-	-	-
Follow-up Hdwy	3.581	4.081	3.381	3.887	4.387	3.687	2.263	-	-	2.281	-	-
Pot Cap-1 Maneuver	346	356	698	285	304	705	1167	-	-	1280	-	-
Stage 1	656	624	-	590	567	-	-	-	-	-	-	-
Stage 2	650	619	-	557	547	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	326	334	698	233	285	705	1167	-	-	1280	-	-
Mov Cap-2 Maneuver	326	334	-	233	285	-	-	-	-	-	-	-
Stage 1	621	618	-	559	537	-	-	-	-	-	-	-
Stage 2	609	586	-	476	542	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	19.1	10.2	1.5	0.2
HCM LOS	C	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1167	-	-	437	705	1280	-	-
HCM Lane V/C Ratio	0.045	-	-	0.421	0.011	0.007	-	-
HCM Control Delay (s)	8.2	0	-	19.1	10.2	7.8	0	-
HCM Lane LOS	A	A	-	C	B	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	2	0	0	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	42	0	32	0	265	49	17	305	0
Future Volume (vph)	0	0	0	42	0	32	0	265	49	17	305	0
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	0%	0%	13%	13%	13%	6%	6%	6%	9%	9%	9%
Adj. Flow (vph)	0	0	0	45	0	34	0	285	53	18	328	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	79	0	0	338	0	0	346	0
Sign Control		Stop			Stop			Free			Free	

Intersection Summary
Control Type: Unsignalized

Intersection	
Int Delay, s/veh	1.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	0	0	42	0	32	0	265	49	17	305	0
Future Vol, veh/h	0	0	0	42	0	32	0	265	49	17	305	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	0	0	0	13	13	13	6	6	6	9	9	9
Mvmt Flow	0	0	0	45	0	34	0	285	53	18	328	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	693	702	328	676	676	312	328	0	0	338	0	0
Stage 1	364	364	-	312	312	-	-	-	-	-	-	-
Stage 2	329	338	-	364	364	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.23	6.63	6.33	4.16	-	-	4.19	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.23	5.63	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.23	5.63	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.617	4.117	3.417	2.254	-	-	2.281	-	-
Pot Cap-1 Maneuver	360	365	718	353	362	703	1209	-	-	1183	-	-
Stage 1	659	627	-	676	638	-	-	-	-	-	-	-
Stage 2	688	644	-	633	605	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	337	358	718	348	355	703	1209	-	-	1183	-	-
Mov Cap-2 Maneuver	337	358	-	348	355	-	-	-	-	-	-	-
Stage 1	659	615	-	676	638	-	-	-	-	-	-	-
Stage 2	654	644	-	621	594	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	14.8	0	0.4
HCM LOS	A	B		

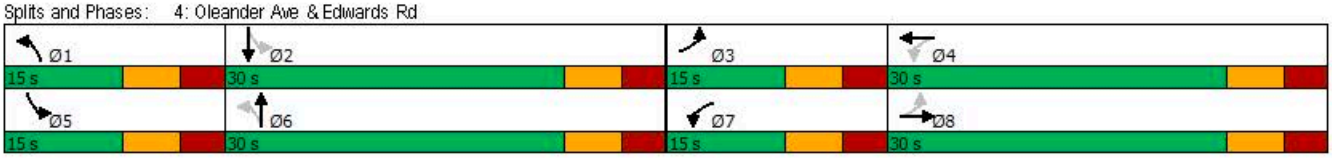
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1209	-	-	-	445	1183	-	-
HCM Lane V/C Ratio	-	-	-	-	0.179	0.015	-	-
HCM Control Delay (s)	0	-	-	0	14.8	8.1	0	-
HCM Lane LOS	A	-	-	A	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	-	0.6	0	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	46	280	160	18	163	13	147	200	29	30	217	71
Future Volume (vph)	46	280	160	18	163	13	147	200	29	30	217	71
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	8%	8%	8%	8%	8%	8%	3%	3%	3%	4%	4%	4%
Adj. Flow (vph)	47	289	165	19	168	13	152	206	30	31	224	73
Shared Lane Traffic (%)												
Lane Group Flow (vph)	47	454	0	19	181	0	152	236	0	31	297	0
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	3	8		7	4		1	6		5	2	
Permitted Phases	8			4			6			2		
Detector Phase	3	8		7	4		1	6		5	2	
Switch Phase												
Minimum Initial (s)	6.0	10.0		6.0	10.0		8.0	10.0		8.0	10.0	
Minimum Split (s)	13.0	17.0		13.0	17.0		15.0	17.0		15.0	17.0	
Total Split (s)	15.0	30.0		15.0	30.0		15.0	30.0		15.0	30.0	
Total Split (%)	16.7%	33.3%		16.7%	33.3%		16.7%	33.3%		16.7%	33.3%	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	None		None	Min		None	Min	
v/c Ratio	0.12	0.49		0.06	0.25		0.35	0.36		0.07	0.65	
Control Delay	16.8	19.1		16.2	25.0		16.1	21.8		13.9	30.9	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	16.8	19.1		16.2	25.0		16.1	21.8		13.9	30.9	
Queue Length 50th (ft)	13	53		5	35		37	58		7	108	
Queue Length 95th (ft)	37	130		20	68		92	180		26	225	
Internal Link Dist (ft)		2737			3439			4912			1451	
Turn Bay Length (ft)	295			350			150					
Base Capacity (vph)	398	1340		354	1325		432	798		472	713	
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	0.12	0.34		0.05	0.14		0.35	0.30		0.07	0.42	

Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 64.9
Natural Cycle: 65
Control Type: Actuated-Uncoordinated

Splits and Phases: 4: Oleander Ave & Edwards Rd



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	46	280	160	18	163	13	147	200	29	30	217	71
Future Volume (veh/h)	46	280	160	18	163	13	147	200	29	30	217	71
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1781	1781	1781	1781	1781	1781	1856	1856	1856	1841	1841	1841
Adj Flow Rate, veh/h	47	289	0	19	168	0	152	206	30	31	224	73
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	8	8	8	8	8	8	3	3	3	4	4	4
Cap, veh/h	344	638		279	547		385	441	64	402	282	92
Arrive On Green	0.05	0.19	0.00	0.03	0.16	0.00	0.12	0.28	0.28	0.05	0.21	0.21
Sat Flow, veh/h	1697	3474	0	1697	3474	0	1767	1583	231	1753	1329	433
Grp Volume(v), veh/h	47	289	0	19	168	0	152	0	236	31	0	297
Grp Sat Flow(s),veh/h/ln	1697	1692	0	1697	1692	0	1767	0	1814	1753	0	1763
Q Serve(g_s), s	1.4	4.7	0.0	0.6	2.7	0.0	3.9	0.0	6.7	0.8	0.0	9.9
Cycle Q Clear(g_c), s	1.4	4.7	0.0	0.6	2.7	0.0	3.9	0.0	6.7	0.8	0.0	9.9
Prop In Lane	1.00		0.00	1.00		0.00	1.00		0.13	1.00		0.25
Lane Grp Cap(c), veh/h	344	638		279	547		385	0	505	402	0	374
V/C Ratio(X)	0.14	0.45		0.07	0.31		0.40	0.00	0.47	0.08	0.00	0.79
Avail Cap(c_a), veh/h	472	1259		453	1259		401	0	675	535	0	655
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	19.6	22.3	0.0	20.7	22.9	0.0	16.0	0.0	18.5	17.0	0.0	23.1
Incr Delay (d2), s/veh	0.2	0.7	0.0	0.1	0.4	0.0	0.7	0.0	0.7	0.1	0.0	3.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	1.8	0.0	0.2	1.0	0.0	1.5	0.0	2.6	0.3	0.0	4.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	19.8	23.0	0.0	20.8	23.3	0.0	16.7	0.0	19.2	17.1	0.0	26.9
LnGrp LOS	B	C		C	C		B	A	B	B	A	C
Approach Vol, veh/h		336	A		187	A		388			328	
Approach Delay, s/veh		22.6			23.1			18.2			26.0	
Approach LOS		C			C			B			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.4	20.1	10.3	17.0	10.3	24.2	8.7	18.7
Change Period (Y+Rc), s	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Max Green Setting (Gmax), s	8.0	23.0	8.0	23.0	8.0	23.0	8.0	23.0
Max Q Clear Time (g_c+I1), s	5.9	11.9	3.4	4.7	2.8	8.7	2.6	6.7
Green Ext Time (p_c), s	0.1	1.2	0.0	1.2	0.0	1.1	0.0	2.1

Intersection Summary		
HCM 6th Ctrl Delay		22.2
HCM 6th LOS		C

Notes

Unsignalized Delay for [EBR, WBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Volume (vph)	7	80	14	20	51	43	15	252	29	62	307	6
Future Volume (vph)	7	80	14	20	51	43	15	252	29	62	307	6
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	4%	4%	4%	7%	7%	7%
Adj. Flow (vph)	8	94	16	24	60	51	18	296	34	73	361	7
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	118	0	0	135	0	0	348	0	0	441	0
Sign Control		Stop			Stop			Free			Free	

Intersection Summary

Control Type: Unsignalized

Intersection	
Int Delay, s/veh	7.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	7	80	14	20	51	43	15	252	29	62	307	6
Future Vol, veh/h	7	80	14	20	51	43	15	252	29	62	307	6
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	85	85	85	85	85	85	85	85	85	85	85	85
Heavy Vehicles, %	4	4	4	4	4	4	4	4	4	7	7	7
Mvmt Flow	8	94	16	24	60	51	18	296	34	73	361	7

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	916	877	365	915	863	313	368	0	0	330	0	0
Stage 1	511	511	-	349	349	-	-	-	-	-	-	-
Stage 2	405	366	-	566	514	-	-	-	-	-	-	-
Critical Hdwy	7.14	6.54	6.24	7.14	6.54	6.24	4.14	-	-	4.17	-	-
Critical Hdwy Stg 1	6.14	5.54	-	6.14	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.14	5.54	-	6.14	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.536	4.036	3.336	3.536	4.036	3.336	2.236	-	-	2.263	-	-
Pot Cap-1 Maneuver	251	285	676	251	290	723	1180	-	-	1202	-	-
Stage 1	542	534	-	663	630	-	-	-	-	-	-	-
Stage 2	618	619	-	505	532	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	179	258	676	164	263	723	1180	-	-	1202	-	-
Mov Cap-2 Maneuver	179	258	-	164	263	-	-	-	-	-	-	-
Stage 1	532	493	-	650	618	-	-	-	-	-	-	-
Stage 2	509	607	-	368	492	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	28	25.9	0.4	1.4
HCM LOS	D	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1180	-	-	273	304	1202	-	-
HCM Lane V/C Ratio	0.015	-	-	0.435	0.441	0.061	-	-
HCM Control Delay (s)	8.1	0	-	28	25.9	8.2	0	-
HCM Lane LOS	A	A	-	D	D	A	A	-
HCM 95th %tile Q(veh)	0	-	-	2.1	2.2	0.2	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	78	0	99	5	4	7	71	341	3	2	294	68
Future Volume (vph)	78	0	99	5	4	7	71	341	3	2	294	68
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	4%	4%	4%	13%	13%	13%	3%	3%	3%	6%	6%	6%
Adj. Flow (vph)	88	0	111	6	4	8	80	383	3	2	330	76
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	199	0	0	18	0	0	466	0	0	408	0
Sign Control		Stop			Stop			Free			Free	

Intersection Summary
Control Type: Unsignalized

Intersection	
Int Delay, s/veh	5.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	78	0	99	5	4	7	71	341	3	2	294	68
Future Vol, veh/h	78	0	99	5	4	7	71	341	3	2	294	68
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	4	4	4	13	13	13	3	3	3	6	6	6
Mvmt Flow	88	0	111	6	4	8	80	383	3	2	330	76

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	923	918	368	973	955	385	406	0	0	386	0	0
Stage 1	372	372	-	545	545	-	-	-	-	-	-	-
Stage 2	551	546	-	428	410	-	-	-	-	-	-	-
Critical Hdwy	7.14	6.54	6.24	7.23	6.63	6.33	4.13	-	-	4.16	-	-
Critical Hdwy Stg 1	6.14	5.54	-	6.23	5.63	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.14	5.54	-	6.23	5.63	-	-	-	-	-	-	-
Follow-up Hdwy	3.536	4.036	3.336	3.617	4.117	3.417	2.227	-	-	2.254	-	-
Pot Cap-1 Maneuver	248	270	673	221	248	639	1147	-	-	1151	-	-
Stage 1	644	615	-	503	501	-	-	-	-	-	-	-
Stage 2	515	515	-	584	577	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	224	245	673	172	225	639	1147	-	-	1151	-	-
Mov Cap-2 Maneuver	224	245	-	172	225	-	-	-	-	-	-	-
Stage 1	587	614	-	458	456	-	-	-	-	-	-	-
Stage 2	459	469	-	486	576	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	27	18.9	1.4	0
HCM LOS	D	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1147	-	-	357	277	1151	-	-
HCM Lane V/C Ratio	0.07	-	-	0.557	0.065	0.002	-	-
HCM Control Delay (s)	8.4	0	-	27	18.9	8.1	0	-
HCM Lane LOS	A	A	-	D	C	A	A	-
HCM 95th %tile Q(veh)	0.2	-	-	3.2	0.2	0	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	50	0	42	0	372	51	27	316	0
Future Volume (vph)	0	0	0	50	0	42	0	372	51	27	316	0
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	0%	0%	0%	10%	10%	10%	3%	3%	3%	6%	6%	6%
Adj. Flow (vph)	0	0	0	55	0	46	0	409	56	30	347	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	101	0	0	465	0	0	377	0
Sign Control		Stop			Stop			Free			Free	

Intersection Summary
Control Type: Unsignalized

Intersection	
Int Delay, s/veh	2.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	0	0	50	0	42	0	372	51	27	316	0
Future Vol, veh/h	0	0	0	50	0	42	0	372	51	27	316	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	0	0	0	10	10	10	3	3	3	6	6	6
Mvmt Flow	0	0	0	55	0	46	0	409	56	30	347	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	867	872	347	844	844	437	347	0	0	465	0	0
Stage 1	407	407	-	437	437	-	-	-	-	-	-	-
Stage 2	460	465	-	407	407	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.2	6.6	6.3	4.13	-	-	4.16	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.2	5.6	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.2	5.6	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.59	4.09	3.39	2.227	-	-	2.254	-	-
Pot Cap-1 Maneuver	275	291	701	274	291	603	1206	-	-	1076	-	-
Stage 1	625	601	-	583	566	-	-	-	-	-	-	-
Stage 2	585	566	-	605	584	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	247	281	701	267	281	603	1206	-	-	1076	-	-
Mov Cap-2 Maneuver	247	281	-	267	281	-	-	-	-	-	-	-
Stage 1	625	580	-	583	566	-	-	-	-	-	-	-
Stage 2	540	566	-	584	564	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	19	0	0.7
HCM LOS	A	C		

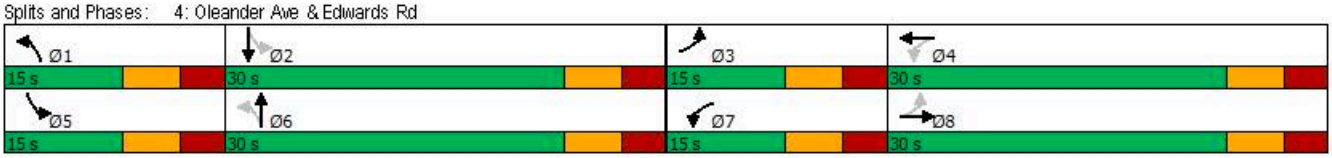
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1206	-	-	-	358	1076	-	-
HCM Lane V/C Ratio	-	-	-	-	0.282	0.028	-	-
HCM Control Delay (s)	0	-	-	0	19	8.4	0	-
HCM Lane LOS	A	-	-	A	C	A	A	-
HCM 95th %tile Q(veh)	0	-	-	-	1.1	0.1	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	78	230	189	18	300	8	187	311	27	25	264	101
Future Volume (vph)	78	230	189	18	300	8	187	311	27	25	264	101
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	6%	6%	6%	5%	5%	5%	3%	3%	3%	3%	3%	3%
Adj. Flow (vph)	81	240	197	19	313	8	195	324	28	26	275	105
Shared Lane Traffic (%)												
Lane Group Flow (vph)	81	437	0	19	321	0	195	352	0	26	380	0
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	3	8		7	4		1	6		5	2	
Permitted Phases	8			4			6			2		
Detector Phase	3	8		7	4		1	6		5	2	
Switch Phase												
Minimum Initial (s)	6.0	10.0		6.0	10.0		8.0	10.0		8.0	10.0	
Minimum Split (s)	13.0	17.0		13.0	17.0		15.0	17.0		15.0	17.0	
Total Split (s)	15.0	30.0		15.0	30.0		15.0	30.0		15.0	30.0	
Total Split (%)	16.7%	33.3%		16.7%	33.3%		16.7%	33.3%		16.7%	33.3%	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	None		None	Min		None	Min	
v/c Ratio	0.24	0.44		0.06	0.50		0.54	0.48		0.06	0.79	
Control Delay	19.0	14.8		17.3	31.4		20.7	23.8		13.2	39.1	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	19.0	14.8		17.3	31.4		20.7	23.8		13.2	39.1	
Queue Length 50th (ft)	27	42		6	76		56	109		7	163	
Queue Length 95th (ft)	56	102		20	117		#113	#268		22	#313	
Internal Link Dist (ft)		2737			3439			4912			1451	
Turn Bay Length (ft)	295			350			150					
Base Capacity (vph)	351	1217		331	1100		364	731		456	581	
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	0.23	0.36		0.06	0.29		0.54	0.48		0.06	0.65	

Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 74.2
Natural Cycle: 65
Control Type: Actuated-Uncoordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 4: Oleander Ave & Edwards Rd



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	78	230	189	18	300	8	187	311	27	25	264	101
Future Volume (veh/h)	78	230	189	18	300	8	187	311	27	25	264	101
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1811	1811	1811	1826	1826	1826	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	81	240	0	19	312	0	195	324	28	26	275	105
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	6	6	6	5	5	5	3	3	3	3	3	3
Cap, veh/h	292	656		297	513		359	544	47	352	324	124
Arrive On Green	0.07	0.19	0.00	0.03	0.15	0.00	0.12	0.32	0.32	0.05	0.25	0.25
Sat Flow, veh/h	1725	3532	0	1739	3561	0	1767	1684	146	1767	1279	488
Grp Volume(v), veh/h	81	240	0	19	312	0	195	0	352	26	0	380
Grp Sat Flow(s),veh/h/ln	1725	1721	0	1739	1735	0	1767	0	1829	1767	0	1768
Q Serve(g_s), s	2.6	4.1	0.0	0.6	5.7	0.0	5.3	0.0	10.9	0.7	0.0	13.8
Cycle Q Clear(g_c), s	2.6	4.1	0.0	0.6	5.7	0.0	5.3	0.0	10.9	0.7	0.0	13.8
Prop In Lane	1.00		0.00	1.00		0.00	1.00		0.08	1.00		0.28
Lane Grp Cap(c), veh/h	292	656		297	513		359	0	591	352	0	448
V/C Ratio(X)	0.28	0.37		0.06	0.61		0.54	0.00	0.60	0.07	0.00	0.85
Avail Cap(c_a), veh/h	376	1171		457	1180		364	0	622	480	0	601
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	22.0	23.8	0.0	23.3	27.0	0.0	16.9	0.0	19.2	17.2	0.0	24.0
Incr Delay (d2), s/veh	0.5	0.5	0.0	0.1	1.7	0.0	1.6	0.0	1.4	0.1	0.0	8.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	1.6	0.0	0.2	2.3	0.0	2.1	0.0	4.4	0.3	0.0	6.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	22.5	24.3	0.0	23.4	28.6	0.0	18.5	0.0	20.6	17.2	0.0	32.5
LnGrp LOS	C	C		C	C		B	A	C	B	A	C
Approach Vol, veh/h		321	A		331	A		547			406	
Approach Delay, s/veh		23.8			28.3			19.9			31.5	
Approach LOS		C			C			B			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.8	24.1	11.7	17.0	10.1	28.8	8.8	19.9
Change Period (Y+Rc), s	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Max Green Setting (Gmax), s	8.0	23.0	8.0	23.0	8.0	23.0	8.0	23.0
Max Q Clear Time (g_c+I1), s	7.3	15.8	4.6	7.7	2.7	12.9	2.6	6.1
Green Ext Time (p_c), s	0.0	1.3	0.0	2.2	0.0	1.4	0.0	1.7

Intersection Summary	
HCM 6th Ctrl Delay	25.4
HCM 6th LOS	C

Notes

Unsignalized Delay for [EBR, WBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	7	86	16	18	84	54	5	283	37	56	260	4
Future Volume (vph)	7	86	16	18	84	54	5	283	37	56	260	4
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	1%	1%	1%	2%	2%	2%	7%	7%	7%	8%	8%	8%
Adj. Flow (vph)	8	92	17	19	90	58	5	304	40	60	280	4
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	117	0	0	167	0	0	349	0	0	344	0
Sign Control		Stop			Stop			Free			Free	

Intersection Summary
Control Type: Unsignalized

Intersection	
Int Delay, s/veh	6.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	7	86	16	18	84	54	5	283	37	56	260	4
Future Vol, veh/h	7	86	16	18	84	54	5	283	37	56	260	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	1	1	1	2	2	2	7	7	7	8	8	8
Mvmt Flow	8	92	17	19	90	58	5	304	40	60	280	4

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	810	756	282	791	738	324	284	0	0	344	0	0
Stage 1	402	402	-	334	334	-	-	-	-	-	-	-
Stage 2	408	354	-	457	404	-	-	-	-	-	-	-
Critical Hdwy	7.11	6.51	6.21	7.12	6.52	6.22	4.17	-	-	4.18	-	-
Critical Hdwy Stg 1	6.11	5.51	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.11	5.51	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.509	4.009	3.309	3.518	4.018	3.318	2.263	-	-	2.272	-	-
Pot Cap-1 Maneuver	300	339	759	307	346	717	1250	-	-	1182	-	-
Stage 1	627	602	-	680	643	-	-	-	-	-	-	-
Stage 2	622	632	-	583	599	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	206	317	759	221	324	717	1250	-	-	1182	-	-
Mov Cap-2 Maneuver	206	317	-	221	324	-	-	-	-	-	-	-
Stage 1	624	566	-	677	640	-	-	-	-	-	-	-
Stage 2	489	629	-	448	563	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	21.5	22.1	0.1	1.4
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1250	-	-	334	375	1182	-	-
HCM Lane V/C Ratio	0.004	-	-	0.351	0.447	0.051	-	-
HCM Control Delay (s)	7.9	0	-	21.5	22.1	8.2	0	-
HCM Lane LOS	A	A	-	C	C	A	A	-
HCM 95th %tile Q(veh)	0	-	-	1.5	2.2	0.2	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	88	9	92	0	0	7	57	290	6	9	348	75
Future Volume (vph)	88	9	92	0	0	7	57	290	6	9	348	75
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	9%	9%	9%	43%	43%	43%	7%	7%	7%	9%	9%	9%
Adj. Flow (vph)	95	10	99	0	0	8	61	312	6	10	374	81
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	204	0	0	8	0	0	379	0	0	465	0
Sign Control		Stop			Stop			Free			Free	

Intersection Summary
Control Type: Unsignalized

Intersection	
Int Delay, s/veh	6.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	88	9	92	0	0	7	57	290	6	9	348	75
Future Vol, veh/h	88	9	92	0	0	7	57	290	6	9	348	75
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	9	9	9	43	43	43	7	7	7	9	9	9
Mvmt Flow	95	10	99	0	0	8	61	312	6	10	374	81

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	876	875	415	926	912	315	455	0	0	318	0	0
Stage 1	435	435	-	437	437	-	-	-	-	-	-	-
Stage 2	441	440	-	489	475	-	-	-	-	-	-	-
Critical Hdwy	7.19	6.59	6.29	7.53	6.93	6.63	4.17	-	-	4.19	-	-
Critical Hdwy Stg 1	6.19	5.59	-	6.53	5.93	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.19	5.59	-	6.53	5.93	-	-	-	-	-	-	-
Follow-up Hdwy	3.581	4.081	3.381	3.887	4.387	3.687	2.263	-	-	2.281	-	-
Pot Cap-1 Maneuver	262	280	623	211	235	640	1080	-	-	1204	-	-
Stage 1	586	569	-	526	515	-	-	-	-	-	-	-
Stage 2	582	566	-	491	494	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	243	258	623	162	216	640	1080	-	-	1204	-	-
Mov Cap-2 Maneuver	243	258	-	162	216	-	-	-	-	-	-	-
Stage 1	546	563	-	490	479	-	-	-	-	-	-	-
Stage 2	535	527	-	401	489	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	29	10.7	1.4	0.2
HCM LOS	D	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1080	-	-	347	640	1204	-	-
HCM Lane V/C Ratio	0.057	-	-	0.586	0.012	0.008	-	-
HCM Control Delay (s)	8.5	0	-	29	10.7	8	0	-
HCM Lane LOS	A	A	-	D	B	A	A	-
HCM 95th %tile Q(veh)	0.2	-	-	3.5	0	0	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	56	0	34	0	325	62	18	376	0
Future Volume (vph)	0	0	0	56	0	34	0	325	62	18	376	0
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	0%	0%	13%	13%	13%	6%	6%	6%	9%	9%	9%
Adj. Flow (vph)	0	0	0	60	0	37	0	349	67	19	404	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	97	0	0	416	0	0	423	0
Sign Control		Stop			Stop			Free			Free	

Intersection Summary
Control Type: Unsignalized

Intersection	
Int Delay, s/veh	2.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	0	0	56	0	34	0	325	62	18	376	0
Future Vol, veh/h	0	0	0	56	0	34	0	325	62	18	376	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	0	0	0	13	13	13	6	6	6	9	9	9
Mvmt Flow	0	0	0	60	0	37	0	349	67	19	404	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	843	858	404	825	825	383	404	0	0	416	0	0
Stage 1	442	442	-	383	383	-	-	-	-	-	-	-
Stage 2	401	416	-	442	442	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.23	6.63	6.33	4.16	-	-	4.19	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.23	5.63	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.23	5.63	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.617	4.117	3.417	2.254	-	-	2.281	-	-
Pot Cap-1 Maneuver	286	297	651	279	296	641	1133	-	-	1106	-	-
Stage 1	598	580	-	618	593	-	-	-	-	-	-	-
Stage 2	630	595	-	574	558	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	265	290	651	274	289	641	1133	-	-	1106	-	-
Mov Cap-2 Maneuver	265	290	-	274	289	-	-	-	-	-	-	-
Stage 1	598	567	-	618	593	-	-	-	-	-	-	-
Stage 2	594	595	-	561	546	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	19.2	0	0.4
HCM LOS	A	C		

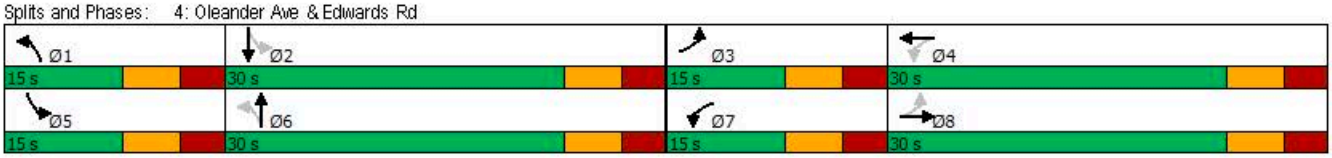
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1133	-	-	-	350	1106	-	-
HCM Lane V/C Ratio	-	-	-	-	0.276	0.017	-	-
HCM Control Delay (s)	0	-	-	0	19.2	8.3	0	-
HCM Lane LOS	A	-	-	A	C	A	A	-
HCM 95th %tile Q(veh)	0	-	-	-	1.1	0.1	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	49	299	193	19	174	14	175	238	31	32	260	76
Future Volume (vph)	49	299	193	19	174	14	175	238	31	32	260	76
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	4%	4%	4%
Adj. Flow (vph)	51	308	199	20	179	14	180	245	32	33	268	78
Shared Lane Traffic (%)												
Lane Group Flow (vph)	51	507	0	20	193	0	180	277	0	33	346	0
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	3	8		7	4		1	6		5	2	
Permitted Phases	8			4			6			2		
Detector Phase	3	8		7	4		1	6		5	2	
Switch Phase												
Minimum Initial (s)	6.0	10.0		6.0	10.0		3.0	10.0		3.0	10.0	
Minimum Split (s)	13.0	17.0		13.0	17.0		15.0	17.0		15.0	17.0	
Total Split (s)	15.0	30.0		15.0	30.0		15.0	30.0		15.0	30.0	
Total Split (%)	16.7%	33.3%		16.7%	33.3%		16.7%	33.3%		16.7%	33.3%	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	None		None	Min		None	Min	
v/c Ratio	0.14	0.56		0.07	0.28		0.45	0.37		0.07	0.76	
Control Delay	17.4	19.4		16.8	25.7		18.4	21.9		14.1	37.0	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	17.4	19.4		16.8	25.7		18.4	21.9		14.1	37.0	
Queue Length 50th (ft)	15	60		6	40		45	72		8	135	
Queue Length 95th (ft)	39	139		20	72		109	216		28	#295	
Internal Link Dist (ft)		2737			3439			4912			1451	
Turn Bay Length (ft)	295			350			150					
Base Capacity (vph)	367	1195		303	1140		400	743		479	616	
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	0.14	0.42		0.07	0.17		0.45	0.37		0.07	0.56	

Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 70.6
Natural Cycle: 65
Control Type: Actuated-Uncoordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 4: Oleander Ave & Edwards Rd



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	49	299	193	19	174	14	175	238	31	32	260	76
Future Volume (veh/h)	49	299	193	19	174	14	175	238	31	32	260	76
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1781	1781	1781	1781	1781	1781	1856	1856	1856	1841	1841	1841
Adj Flow Rate, veh/h	51	308	0	20	179	0	180	245	32	33	268	78
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	8	8	8	8	8	8	3	3	3	4	4	4
Cap, veh/h	329	618		262	524		375	483	63	398	325	95
Arrive On Green	0.06	0.18	0.00	0.03	0.15	0.00	0.12	0.30	0.30	0.06	0.24	0.24
Sat Flow, veh/h	1697	3474	0	1697	3474	0	1767	1608	210	1753	1370	399
Grp Volume(v), veh/h	51	308	0	20	179	0	180	0	277	33	0	346
Grp Sat Flow(s),veh/h/ln	1697	1692	0	1697	1692	0	1767	0	1818	1753	0	1769
Q Serve(g_s), s	1.6	5.3	0.0	0.6	3.0	0.0	4.7	0.0	8.1	0.9	0.0	12.0
Cycle Q Clear(g_c), s	1.6	5.3	0.0	0.6	3.0	0.0	4.7	0.0	8.1	0.9	0.0	12.0
Prop In Lane	1.00		0.00	1.00		0.00	1.00		0.12	1.00		0.23
Lane Grp Cap(c), veh/h	329	618		262	524		375	0	547	398	0	419
V/C Ratio(X)	0.15	0.50		0.08	0.34		0.48	0.00	0.51	0.08	0.00	0.83
Avail Cap(c_a), veh/h	445	1205		424	1205		383	0	647	518	0	630
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	20.8	23.7	0.0	21.9	24.4	0.0	16.3	0.0	18.6	16.6	0.0	23.4
Incr Delay (d2), s/veh	0.2	0.9	0.0	0.1	0.5	0.0	1.0	0.0	0.7	0.1	0.0	5.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	2.0	0.0	0.2	1.2	0.0	1.8	0.0	3.2	0.3	0.0	5.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	21.0	24.6	0.0	22.0	24.9	0.0	17.2	0.0	19.4	16.7	0.0	28.9
LnGrp LOS	C	C		C	C		B	A	B	B	A	C
Approach Vol, veh/h		359	A		199	A		457			379	
Approach Delay, s/veh		24.1			24.6			18.5			27.9	
Approach LOS		C			C			B			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.7	22.3	10.6	17.0	10.6	26.4	8.8	18.8
Change Period (Y+Rc), s	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Max Green Setting (Gmax), s	8.0	23.0	8.0	23.0	8.0	23.0	8.0	23.0
Max Q Clear Time (g_c+I1), s	6.7	14.0	3.6	5.0	2.9	10.1	2.6	7.3
Green Ext Time (p_c), s	0.1	1.3	0.0	1.3	0.0	1.2	0.0	2.2

Intersection Summary	
HCM 6th Ctrl Delay	23.4
HCM 6th LOS	C

Notes

Unsignalized Delay for [EBR, WBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (vph)	7	85	15	21	54	58	16	290	31	78	348	6
Future Volume (vph)	7	85	15	21	54	58	16	290	31	78	348	6
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	4%	4%	4%	7%	7%	7%
Adj. Flow (vph)	8	100	18	25	64	68	19	341	36	92	409	7
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	126	0	0	157	0	0	396	0	0	508	0
Sign Control		Stop			Stop			Free			Free	

Intersection Summary

Control Type: Unsignalized

Intersection	
Int Delay, s/veh	10.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	7	85	15	21	54	58	16	290	31	78	348	6
Future Vol, veh/h	7	85	15	21	54	58	16	290	31	78	348	6
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	85	85	85	85	85	85	85	85	85	85	85	85
Heavy Vehicles, %	4	4	4	4	4	4	4	4	4	7	7	7
Mvmt Flow	8	100	18	25	64	68	19	341	36	92	409	7

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1060	1012	413	1053	997	359	416	0	0	377	0	0
Stage 1	597	597	-	397	397	-	-	-	-	-	-	-
Stage 2	463	415	-	656	600	-	-	-	-	-	-	-
Critical Hdwy	7.14	6.54	6.24	7.14	6.54	6.24	4.14	-	-	4.17	-	-
Critical Hdwy Stg 1	6.14	5.54	-	6.14	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.14	5.54	-	6.14	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.536	4.036	3.336	3.536	4.036	3.336	2.236	-	-	2.263	-	-
Pot Cap-1 Maneuver	200	237	635	202	242	681	1132	-	-	1155	-	-
Stage 1	486	488	-	625	600	-	-	-	-	-	-	-
Stage 2	575	589	-	451	487	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	126	208	635	112	212	681	1132	-	-	1155	-	-
Mov Cap-2 Maneuver	126	208	-	112	212	-	-	-	-	-	-	-
Stage 1	476	437	-	612	587	-	-	-	-	-	-	-
Stage 2	452	577	-	303	436	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	41.5	40.1	0.4	1.5
HCM LOS	E	E		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1132	-	-	219	252	1155	-	-
HCM Lane V/C Ratio	0.017	-	-	0.575	0.621	0.079	-	-
HCM Control Delay (s)	8.2	0	-	41.5	40.1	8.4	0	-
HCM Lane LOS	A	A	-	E	E	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	3.2	3.7	0.3	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	83	0	108	5	4	7	79	395	3	2	338	73
Future Volume (vph)	83	0	108	5	4	7	79	395	3	2	338	73
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	4%	4%	4%	13%	13%	13%	3%	3%	3%	6%	6%	6%
Adj. Flow (vph)	93	0	121	6	4	8	89	444	3	2	380	82
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	214	0	0	18	0	0	536	0	0	464	0
Sign Control		Stop			Stop			Free			Free	

Intersection Summary
Control Type: Unsignalized

Intersection	
Int Delay, s/veh	8.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	83	0	108	5	4	7	79	395	3	2	338	73
Future Vol, veh/h	83	0	108	5	4	7	79	395	3	2	338	73
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	4	4	4	13	13	13	3	3	3	6	6	6
Mvmt Flow	93	0	121	6	4	8	89	444	3	2	380	82

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1055	1050	421	1110	1090	446	462	0	0	447	0	0
Stage 1	425	425	-	624	624	-	-	-	-	-	-	-
Stage 2	630	625	-	486	466	-	-	-	-	-	-	-
Critical Hdwy	7.14	6.54	6.24	7.23	6.63	6.33	4.13	-	-	4.16	-	-
Critical Hdwy Stg 1	6.14	5.54	-	6.23	5.63	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.14	5.54	-	6.23	5.63	-	-	-	-	-	-	-
Follow-up Hdwy	3.536	4.036	3.336	3.617	4.117	3.417	2.227	-	-	2.254	-	-
Pot Cap-1 Maneuver	202	225	628	178	206	590	1094	-	-	1092	-	-
Stage 1	603	583	-	455	461	-	-	-	-	-	-	-
Stage 2	466	474	-	543	544	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	179	200	628	132	183	590	1094	-	-	1092	-	-
Mov Cap-2 Maneuver	179	200	-	132	183	-	-	-	-	-	-	-
Stage 1	538	582	-	406	411	-	-	-	-	-	-	-
Stage 2	406	423	-	437	543	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	42.2	22.6	1.4	0
HCM LOS	E	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1094	-	-	300	223	1092	-	-
HCM Lane V/C Ratio	0.081	-	-	0.715	0.081	0.002	-	-
HCM Control Delay (s)	8.6	0	-	42.2	22.6	8.3	0	-
HCM Lane LOS	A	A	-	E	C	A	A	-
HCM 95th %tile Q(veh)	0.3	-	-	5.1	0.3	0	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	57	0	45	0	422	60	29	357	0
Future Volume (vph)	0	0	0	57	0	45	0	422	60	29	357	0
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	0%	0%	0%	10%	10%	10%	3%	3%	3%	6%	6%	6%
Adj. Flow (vph)	0	0	0	63	0	49	0	464	66	32	392	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	112	0	0	530	0	0	424	0
Sign Control		Stop			Stop			Free			Free	

Intersection Summary
Control Type: Unsignalized

Intersection	
Int Delay, s/veh	2.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	0	0	57	0	45	0	422	60	29	357	0
Future Vol, veh/h	0	0	0	57	0	45	0	422	60	29	357	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	0	0	0	10	10	10	3	3	3	6	6	6
Mvmt Flow	0	0	0	63	0	49	0	464	66	32	392	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	978	986	392	953	953	497	392	0	0	530	0	0
Stage 1	456	456	-	497	497	-	-	-	-	-	-	-
Stage 2	522	530	-	456	456	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.2	6.6	6.3	4.13	-	-	4.16	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.2	5.6	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.2	5.6	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.59	4.09	3.39	2.227	-	-	2.254	-	-
Pot Cap-1 Maneuver	232	250	661	231	251	557	1161	-	-	1017	-	-
Stage 1	588	572	-	540	532	-	-	-	-	-	-	-
Stage 2	542	530	-	569	555	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	205	240	661	224	241	557	1161	-	-	1017	-	-
Mov Cap-2 Maneuver	205	240	-	224	241	-	-	-	-	-	-	-
Stage 1	588	549	-	540	532	-	-	-	-	-	-	-
Stage 2	494	530	-	546	533	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	23.6	0	0.7
HCM LOS	A	C		

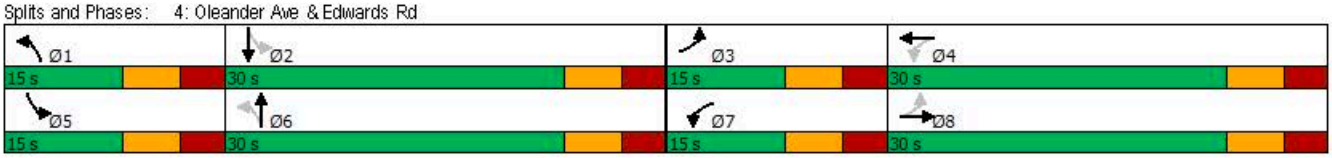
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1161	-	-	-	304	1017	-	-
HCM Lane V/C Ratio	-	-	-	-	0.369	0.031	-	-
HCM Control Delay (s)	0	-	-	0	23.6	8.7	0	-
HCM Lane LOS	A	-	-	A	C	A	A	-
HCM 95th %tile Q(veh)	0	-	-	-	1.6	0.1	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	83	246	211	19	320	9	211	346	29	27	293	108
Future Volume (vph)	83	246	211	19	320	9	211	346	29	27	293	108
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	6%	6%	6%	5%	5%	5%	3%	3%	3%	3%	3%	3%
Adj. Flow (vph)	86	256	220	20	333	9	220	360	30	28	305	113
Shared Lane Traffic (%)												
Lane Group Flow (vph)	86	476	0	20	342	0	220	390	0	28	418	0
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	3	8		7	4		1	6		5	2	
Permitted Phases	8			4			6			2		
Detector Phase	3	8		7	4		1	6		5	2	
Switch Phase												
Minimum Initial (s)	6.0	10.0		6.0	10.0		8.0	10.0		8.0	10.0	
Minimum Split (s)	13.0	17.0		13.0	17.0		15.0	17.0		15.0	17.0	
Total Split (s)	15.0	30.0		15.0	30.0		15.0	30.0		15.0	30.0	
Total Split (%)	16.7%	33.3%		16.7%	33.3%		16.7%	33.3%		16.7%	33.3%	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	None		None	Min		None	Min	
v/c Ratio	0.26	0.47		0.07	0.53		0.64	0.52		0.06	0.83	
Control Delay	19.5	14.9		17.3	32.2		25.9	25.2		13.6	42.2	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	19.5	14.9		17.3	32.2		25.9	25.2		13.6	42.2	
Queue Length 50th (ft)	29	46		6	83		65	127		7	188	
Queue Length 95th (ft)	59	108		20	124		#152	#839		23	#871	
Internal Link Dist (ft)		2737			3439			4912			1451	
Turn Bay Length (ft)	295			350			150					
Base Capacity (vph)	339	1208		321	1065		344	746		433	563	
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	0.39		0.06	0.32		0.64	0.52		0.06	0.74	

Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 76.3
Natural Cycle: 70
Control Type: Actuated-Uncoordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 4: Oleander Ave & Edwards Rd



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	83	246	211	19	320	9	211	346	29	27	293	108
Future Volume (veh/h)	83	246	211	19	320	9	211	346	29	27	293	108
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1811	1811	1811	1826	1826	1826	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	86	256	0	20	333	0	220	360	30	28	305	112
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	6	6	6	5	5	5	3	3	3	3	3	3
Cap, veh/h	284	665		291	526		345	566	47	339	349	128
Arrive On Green	0.07	0.19	0.00	0.03	0.15	0.00	0.11	0.33	0.33	0.05	0.27	0.27
Sat Flow, veh/h	1725	3532	0	1739	3561	0	1767	1689	141	1767	1295	475
Grp Volume(v), veh/h	86	256	0	20	333	0	220	0	390	28	0	417
Grp Sat Flow(s),veh/h/ln	1725	1721	0	1739	1735	0	1767	0	1830	1767	0	1770
Q Serve(g_s), s	2.9	4.6	0.0	0.7	6.4	0.0	6.2	0.0	12.7	0.8	0.0	15.9
Cycle Q Clear(g_c), s	2.9	4.6	0.0	0.7	6.4	0.0	6.2	0.0	12.7	0.8	0.0	15.9
Prop In Lane	1.00		0.00	1.00		0.00	1.00		0.08	1.00		0.27
Lane Grp Cap(c), veh/h	284	665		291	526		345	0	613	339	0	477
V/C Ratio(X)	0.30	0.38		0.07	0.63		0.64	0.00	0.64	0.08	0.00	0.87
Avail Cap(c_a), veh/h	360	1120		440	1130		345	0	613	455	0	576
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	22.9	24.8	0.0	24.1	28.1	0.0	17.6	0.0	19.9	17.2	0.0	24.7
Incr Delay (d2), s/veh	0.6	0.5	0.0	0.1	1.8	0.0	3.9	0.0	2.2	0.1	0.0	12.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	1.8	0.0	0.3	2.6	0.0	2.6	0.0	5.3	0.3	0.0	7.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	23.5	25.3	0.0	24.2	29.9	0.0	21.5	0.0	22.0	17.3	0.0	36.9
LnGrp LOS	C	C		C	C		C	A	C	B	A	D
Approach Vol, veh/h		342	A		353	A		610			445	
Approach Delay, s/veh		24.9			29.6			21.9			35.7	
Approach LOS		C			C			C			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.0	26.0	11.9	17.7	10.4	30.7	8.9	20.7
Change Period (Y+Rc), s	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Max Green Setting (Gmax), s	8.0	23.0	8.0	23.0	8.0	23.0	8.0	23.0
Max Q Clear Time (g_c+I1), s	8.2	17.9	4.9	8.4	2.8	14.7	2.7	6.6
Green Ext Time (p_c), s	0.0	1.1	0.0	2.3	0.0	1.4	0.0	1.8

Intersection Summary	
HCM 6th Ctrl Delay	27.5
HCM 6th LOS	C

Notes

Unsignalized Delay for [EBR, WBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	7	86	16	18	84	54	5	287	37	58	263	4
Future Volume (vph)	7	86	16	18	84	54	5	287	37	58	263	4
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	1%	1%	1%	2%	2%	2%	7%	7%	7%	8%	8%	8%
Adj. Flow (vph)	8	92	17	19	90	58	5	309	40	62	283	4
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	117	0	0	167	0	0	354	0	0	349	0
Sign Control		Stop			Stop			Free			Free	

Intersection Summary
Control Type: Unsignalized

Intersection	
Int Delay, s/veh	7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	7	86	16	18	84	54	5	287	37	58	263	4
Future Vol, veh/h	7	86	16	18	84	54	5	287	37	58	263	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	1	1	1	2	2	2	7	7	7	8	8	8
Mvmt Flow	8	92	17	19	90	58	5	309	40	62	283	4

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	822	768	285	803	750	329	287	0	0	349	0	0
Stage 1	409	409	-	339	339	-	-	-	-	-	-	-
Stage 2	413	359	-	464	411	-	-	-	-	-	-	-
Critical Hdwy	7.11	6.51	6.21	7.12	6.52	6.22	4.17	-	-	4.18	-	-
Critical Hdwy Stg 1	6.11	5.51	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.11	5.51	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.509	4.009	3.309	3.518	4.018	3.318	2.263	-	-	2.272	-	-
Pot Cap-1 Maneuver	294	333	756	302	340	712	1247	-	-	1177	-	-
Stage 1	621	598	-	676	640	-	-	-	-	-	-	-
Stage 2	618	629	-	578	595	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	200	310	756	216	317	712	1247	-	-	1177	-	-
Mov Cap-2 Maneuver	200	310	-	216	317	-	-	-	-	-	-	-
Stage 1	618	560	-	673	637	-	-	-	-	-	-	-
Stage 2	485	626	-	442	558	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	22	22.7	0.1	1.5
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1247	-	-	327	368	1177	-	-
HCM Lane V/C Ratio	0.004	-	-	0.358	0.456	0.053	-	-
HCM Control Delay (s)	7.9	0	-	22	22.7	8.2	0	-
HCM Lane LOS	A	A	-	C	C	A	A	-
HCM 95th %tile Q(veh)	0	-	-	1.6	2.3	0.2	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	88	9	93	0	0	7	58	296	6	9	348	75
Future Volume (vph)	88	9	93	0	0	7	58	296	6	9	348	75
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	9%	9%	9%	43%	43%	43%	7%	7%	7%	9%	9%	9%
Adj. Flow (vph)	95	10	100	0	0	8	62	318	6	10	374	81
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	205	0	0	8	0	0	386	0	0	465	0
Sign Control		Stop			Stop			Free			Free	

Intersection Summary
Control Type: Unsignalized

Intersection	
Int Delay, s/veh	6.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	88	9	93	0	0	7	58	296	6	9	348	75
Future Vol, veh/h	88	9	93	0	0	7	58	296	6	9	348	75
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	9	9	9	43	43	43	7	7	7	9	9	9
Mvmt Flow	95	10	100	0	0	8	62	318	6	10	374	81

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	884	883	415	935	920	321	455	0	0	324	0	0
Stage 1	435	435	-	445	445	-	-	-	-	-	-	-
Stage 2	449	448	-	490	475	-	-	-	-	-	-	-
Critical Hdwy	7.19	6.59	6.29	7.53	6.93	6.63	4.17	-	-	4.19	-	-
Critical Hdwy Stg 1	6.19	5.59	-	6.53	5.93	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.19	5.59	-	6.53	5.93	-	-	-	-	-	-	-
Follow-up Hdwy	3.581	4.081	3.381	3.887	4.387	3.687	2.263	-	-	2.281	-	-
Pot Cap-1 Maneuver	259	277	623	208	232	634	1080	-	-	1197	-	-
Stage 1	586	569	-	520	511	-	-	-	-	-	-	-
Stage 2	576	561	-	490	494	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	240	255	623	159	213	634	1080	-	-	1197	-	-
Mov Cap-2 Maneuver	240	255	-	159	213	-	-	-	-	-	-	-
Stage 1	545	563	-	484	475	-	-	-	-	-	-	-
Stage 2	529	522	-	400	489	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	29.5	10.7	1.4	0.2
HCM LOS	D	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1080	-	-	345	634	1197	-	-
HCM Lane V/C Ratio	0.058	-	-	0.592	0.012	0.008	-	-
HCM Control Delay (s)	8.5	0	-	29.5	10.7	8	0	-
HCM Lane LOS	A	A	-	D	B	A	A	-
HCM 95th %tile Q(veh)	0.2	-	-	3.6	0	0	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	57	0	34	0	330	63	18	382	0
Future Volume (vph)	0	0	0	57	0	34	0	330	63	18	382	0
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	0%	0%	13%	13%	13%	6%	6%	6%	9%	9%	9%
Adj. Flow (vph)	0	0	0	61	0	37	0	355	68	19	411	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	98	0	0	423	0	0	430	0
Sign Control		Stop			Stop			Free			Free	

Intersection Summary

Control Type: Unsignalized

Intersection	
Int Delay, s/veh	2.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	0	0	57	0	34	0	330	63	18	382	0
Future Vol, veh/h	0	0	0	57	0	34	0	330	63	18	382	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	0	0	0	13	13	13	6	6	6	9	9	9
Mvmt Flow	0	0	0	61	0	37	0	355	68	19	411	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	857	872	411	838	838	389	411	0	0	423	0	0
Stage 1	449	449	-	389	389	-	-	-	-	-	-	-
Stage 2	408	423	-	449	449	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.23	6.63	6.33	4.16	-	-	4.19	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.23	5.63	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.23	5.63	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.617	4.117	3.417	2.254	-	-	2.281	-	-
Pot Cap-1 Maneuver	280	291	645	274	290	636	1127	-	-	1100	-	-
Stage 1	593	576	-	613	590	-	-	-	-	-	-	-
Stage 2	624	591	-	569	554	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	260	285	645	269	284	636	1127	-	-	1100	-	-
Mov Cap-2 Maneuver	260	285	-	269	284	-	-	-	-	-	-	-
Stage 1	593	563	-	613	590	-	-	-	-	-	-	-
Stage 2	588	591	-	556	542	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	19.6	0	0.4
HCM LOS	A	C		

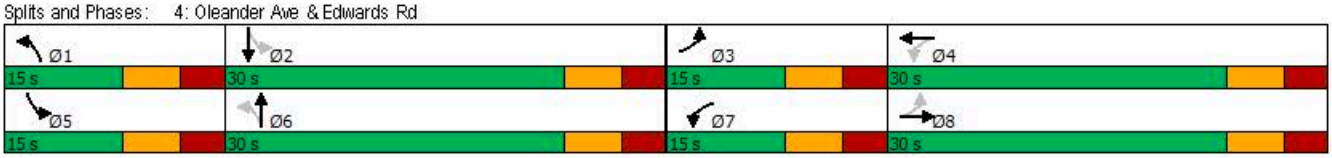
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1127	-	-	-	343	1100	-	-
HCM Lane V/C Ratio	-	-	-	-	0.285	0.018	-	-
HCM Control Delay (s)	0	-	-	0	19.6	8.3	0	-
HCM Lane LOS	A	-	-	A	C	A	A	-
HCM 95th %tile Q(veh)	0	-	-	-	1.2	0.1	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	49	299	196	19	174	14	193	241	31	32	264	76
Future Volume (vph)	49	299	196	19	174	14	193	241	31	32	264	76
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	4%	4%	4%
Adj. Flow (vph)	51	308	202	20	179	14	199	248	32	33	272	78
Shared Lane Traffic (%)												
Lane Group Flow (vph)	51	510	0	20	193	0	199	280	0	33	350	0
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	3	8		7	4		1	6		5	2	
Permitted Phases	8			4			6			2		
Detector Phase	3	8		7	4		1	6		5	2	
Switch Phase												
Minimum Initial (s)	6.0	10.0		6.0	10.0		3.0	10.0		3.0	10.0	
Minimum Split (s)	13.0	17.0		13.0	17.0		15.0	17.0		15.0	17.0	
Total Split (s)	15.0	30.0		15.0	30.0		15.0	30.0		15.0	30.0	
Total Split (%)	16.7%	33.3%		16.7%	33.3%		16.7%	33.3%		16.7%	33.3%	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	None		None	Min		None	Min	
v/c Ratio	0.14	0.56		0.07	0.28		0.50	0.38		0.07	0.76	
Control Delay	17.4	19.1		16.8	25.7		19.8	22.0		14.1	37.4	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	17.4	19.1		16.8	25.7		19.8	22.0		14.1	37.4	
Queue Length 50th (ft)	16	60		6	40		51	73		8	137	
Queue Length 95th (ft)	39	138		20	72		#123	218		28	#302	
Internal Link Dist (ft)		2737			3439			4912			1451	
Turn Bay Length (ft)	295			350			150					
Base Capacity (vph)	367	1197		302	1138		398	745		479	615	
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	0.14	0.43		0.07	0.17		0.50	0.38		0.07	0.57	

Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 70.7
Natural Cycle: 65
Control Type: Actuated-Uncoordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 4: Oleander Ave & Edwards Rd



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	49	299	196	19	174	14	193	241	31	32	264	76
Future Volume (veh/h)	49	299	196	19	174	14	193	241	31	32	264	76
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1781	1781	1781	1781	1781	1781	1856	1856	1856	1841	1841	1841
Adj Flow Rate, veh/h	51	308	0	20	179	0	199	248	32	33	272	78
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	8	8	8	8	8	8	3	3	3	4	4	4
Cap, veh/h	328	615		260	522		375	489	63	399	329	94
Arrive On Green	0.06	0.18	0.00	0.03	0.15	0.00	0.12	0.30	0.30	0.06	0.24	0.24
Sat Flow, veh/h	1697	3474	0	1697	3474	0	1767	1610	208	1753	1375	394
Grp Volume(v), veh/h	51	308	0	20	179	0	199	0	280	33	0	350
Grp Sat Flow(s),veh/h/ln	1697	1692	0	1697	1692	0	1767	0	1818	1753	0	1770
Q Serve(g_s), s	1.6	5.3	0.0	0.6	3.1	0.0	5.3	0.0	8.2	0.9	0.0	12.2
Cycle Q Clear(g_c), s	1.6	5.3	0.0	0.6	3.1	0.0	5.3	0.0	8.2	0.9	0.0	12.2
Prop In Lane	1.00		0.00	1.00		0.00	1.00		0.11	1.00		0.22
Lane Grp Cap(c), veh/h	328	615		260	522		375	0	552	399	0	423
V/C Ratio(X)	0.16	0.50		0.08	0.34		0.53	0.00	0.51	0.08	0.00	0.83
Avail Cap(c_a), veh/h	443	1200		422	1200		381	0	644	518	0	627
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	21.0	23.9	0.0	22.1	24.5	0.0	16.4	0.0	18.6	16.6	0.0	23.4
Incr Delay (d2), s/veh	0.2	0.9	0.0	0.1	0.6	0.0	1.3	0.0	0.7	0.1	0.0	5.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	2.0	0.0	0.2	1.2	0.0	2.0	0.0	3.2	0.3	0.0	5.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	21.2	24.8	0.0	22.2	25.1	0.0	17.8	0.0	19.3	16.7	0.0	29.3
LnGrp LOS	C	C		C	C		B	A	B	B	A	C
Approach Vol, veh/h		359	A		199	A		479			383	
Approach Delay, s/veh		24.3			24.8			18.7			28.2	
Approach LOS		C			C			B			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.8	22.5	10.6	17.0	10.6	26.7	8.8	18.8
Change Period (Y+Rc), s	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Max Green Setting (Gmax), s	8.0	23.0	8.0	23.0	8.0	23.0	8.0	23.0
Max Q Clear Time (g_c+I1), s	7.3	14.2	3.6	5.1	2.9	10.2	2.6	7.3
Green Ext Time (p_c), s	0.0	1.3	0.0	1.3	0.0	1.2	0.0	2.2

Intersection Summary	
HCM 6th Ctrl Delay	23.5
HCM 6th LOS	C

Notes

Unsignalized Delay for [EBR, WBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	10	7	10	349	437	12
Future Volume (vph)	10	7	10	349	437	12
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	7%	7%	9%	9%
Adj. Flow (vph)	11	8	11	379	475	13
Shared Lane Traffic (%)						
Lane Group Flow (vph)	19	0	0	390	488	0
Sign Control	Stop			Free	Free	

Intersection Summary
Control Type: Unsignalized

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	10	7	10	349	437	12
Future Vol, veh/h	10	7	10	349	437	12
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	7	7	9	9
Mvmt Flow	11	8	11	379	475	13

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	883	482	488	0	-	0
Stage 1	482	-	-	-	-	-
Stage 2	401	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.17	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.263	-	-	-
Pot Cap-1 Maneuver	316	584	1050	-	-	-
Stage 1	621	-	-	-	-	-
Stage 2	676	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	312	584	1050	-	-	-
Mov Cap-2 Maneuver	312	-	-	-	-	-
Stage 1	613	-	-	-	-	-
Stage 2	676	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	14.8	0.2	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1050	-	386	-	-
HCM Lane V/C Ratio	0.01	-	0.048	-	-
HCM Control Delay (s)	8.5	0	14.8	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (vph)	7	85	15	21	54	58	16	290	31	78	348	6
Future Volume (vph)	7	85	15	21	54	58	16	290	31	78	348	6
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	4%	4%	4%	7%	7%	7%
Adj. Flow (vph)	8	100	18	25	64	68	19	341	36	92	409	7
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	126	0	0	157	0	0	396	0	0	508	0
Sign Control		Stop			Stop			Free			Free	

Intersection Summary
Control Type: Unsignalized

Intersection	
Int Delay, s/veh	10.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	7	85	15	21	54	58	16	290	31	78	348	6
Future Vol, veh/h	7	85	15	21	54	58	16	290	31	78	348	6
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	85	85	85	85	85	85	85	85	85	85	85	85
Heavy Vehicles, %	4	4	4	4	4	4	4	4	4	7	7	7
Mvmt Flow	8	100	18	25	64	68	19	341	36	92	409	7

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1060	1012	413	1053	997	359	416	0	0	377	0	0
Stage 1	597	597	-	397	397	-	-	-	-	-	-	-
Stage 2	463	415	-	656	600	-	-	-	-	-	-	-
Critical Hdwy	7.14	6.54	6.24	7.14	6.54	6.24	4.14	-	-	4.17	-	-
Critical Hdwy Stg 1	6.14	5.54	-	6.14	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.14	5.54	-	6.14	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.536	4.036	3.336	3.536	4.036	3.336	2.236	-	-	2.263	-	-
Pot Cap-1 Maneuver	200	237	635	202	242	681	1132	-	-	1155	-	-
Stage 1	486	488	-	625	600	-	-	-	-	-	-	-
Stage 2	575	589	-	451	487	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	126	208	635	112	212	681	1132	-	-	1155	-	-
Mov Cap-2 Maneuver	126	208	-	112	212	-	-	-	-	-	-	-
Stage 1	476	437	-	612	587	-	-	-	-	-	-	-
Stage 2	452	577	-	303	436	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	41.5	40.1	0.4	1.5
HCM LOS	E	E		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1132	-	-	219	252	1155	-	-
HCM Lane V/C Ratio	0.017	-	-	0.575	0.621	0.079	-	-
HCM Control Delay (s)	8.2	0	-	41.5	40.1	8.4	0	-
HCM Lane LOS	A	A	-	E	E	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	3.2	3.7	0.3	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	83	0	109	5	4	7	80	409	3	2	351	73
Future Volume (vph)	83	0	109	5	4	7	80	409	3	2	351	73
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	4%	4%	4%	13%	13%	13%	3%	3%	3%	6%	6%	6%
Adj. Flow (vph)	93	0	122	6	4	8	90	460	3	2	394	82
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	215	0	0	18	0	0	553	0	0	478	0
Sign Control		Stop			Stop			Free			Free	

Intersection Summary

Control Type: Unsignalized

Intersection	
Int Delay, s/veh	9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	83	0	109	5	4	7	80	409	3	2	351	73
Future Vol, veh/h	83	0	109	5	4	7	80	409	3	2	351	73
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	4	4	4	13	13	13	3	3	3	6	6	6
Mvmt Flow	93	0	122	6	4	8	90	460	3	2	394	82

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1087	1082	435	1142	1122	462	476	0	0	463	0	0
Stage 1	439	439	-	642	642	-	-	-	-	-	-	-
Stage 2	648	643	-	500	480	-	-	-	-	-	-	-
Critical Hdwy	7.14	6.54	6.24	7.23	6.63	6.33	4.13	-	-	4.16	-	-
Critical Hdwy Stg 1	6.14	5.54	-	6.23	5.63	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.14	5.54	-	6.23	5.63	-	-	-	-	-	-	-
Follow-up Hdwy	3.536	4.036	3.336	3.617	4.117	3.417	2.227	-	-	2.254	-	-
Pot Cap-1 Maneuver	192	216	617	169	197	578	1081	-	-	1078	-	-
Stage 1	593	575	-	445	452	-	-	-	-	-	-	-
Stage 2	456	465	-	533	536	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	169	191	617	124	174	578	1081	-	-	1078	-	-
Mov Cap-2 Maneuver	169	191	-	124	174	-	-	-	-	-	-	-
Stage 1	527	573	-	395	401	-	-	-	-	-	-	-
Stage 2	395	413	-	426	534	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	47.1	23.5	1.4	0
HCM LOS	E	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1081	-	-	288	212	1078	-	-
HCM Lane V/C Ratio	0.083	-	-	0.749	0.085	0.002	-	-
HCM Control Delay (s)	8.6	0	-	47.1	23.5	8.3	0	-
HCM Lane LOS	A	A	-	E	C	A	A	-
HCM 95th %tile Q(veh)	0.3	-	-	5.5	0.3	0	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	59	0	45	0	434	62	29	377	0
Future Volume (vph)	0	0	0	59	0	45	0	434	62	29	377	0
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	0%	0%	0%	10%	10%	10%	3%	3%	3%	6%	6%	6%
Adj. Flow (vph)	0	0	0	65	0	49	0	477	68	32	414	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	114	0	0	545	0	0	446	0
Sign Control		Stop			Stop			Free			Free	

Intersection Summary
Control Type: Unsignalized

Intersection	
Int Delay, s/veh	2.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	0	0	59	0	45	0	434	62	29	377	0
Future Vol, veh/h	0	0	0	59	0	45	0	434	62	29	377	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	0	0	0	10	10	10	3	3	3	6	6	6
Mvmt Flow	0	0	0	65	0	49	0	477	68	32	414	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1014	1023	414	989	989	511	414	0	0	545	0	0
Stage 1	478	478	-	511	511	-	-	-	-	-	-	-
Stage 2	536	545	-	478	478	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.2	6.6	6.3	4.13	-	-	4.16	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.2	5.6	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.2	5.6	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.59	4.09	3.39	2.227	-	-	2.254	-	-
Pot Cap-1 Maneuver	219	238	643	218	239	547	1140	-	-	1004	-	-
Stage 1	572	559	-	531	524	-	-	-	-	-	-	-
Stage 2	532	522	-	553	542	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	193	228	643	211	229	547	1140	-	-	1004	-	-
Mov Cap-2 Maneuver	193	228	-	211	229	-	-	-	-	-	-	-
Stage 1	572	536	-	531	524	-	-	-	-	-	-	-
Stage 2	484	522	-	530	520	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	25.6	0	0.6
HCM LOS	A	D		

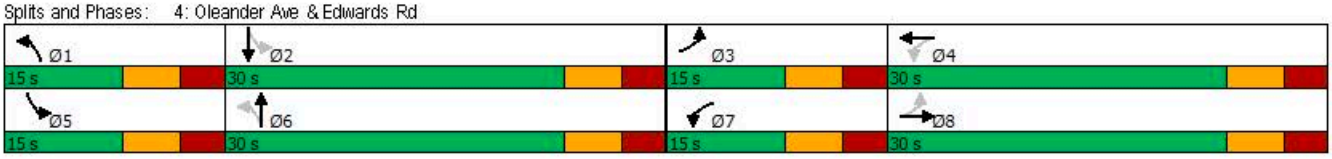
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1140	-	-	-	287	1004	-	-
HCM Lane V/C Ratio	-	-	-	-	0.398	0.032	-	-
HCM Control Delay (s)	0	-	-	0	25.6	8.7	0	-
HCM Lane LOS	A	-	-	A	D	A	A	-
HCM 95th %tile Q(veh)	0	-	-	-	1.8	0.1	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	83	246	216	19	320	9	216	353	29	27	299	108
Future Volume (vph)	83	246	216	19	320	9	216	353	29	27	299	108
Peak Hour Factor	0.96	0.96	0.25	0.25	0.96	0.96	0.96	0.96	0.96	0.25	0.96	0.96
Heavy Vehicles (%)	6%	6%	6%	5%	5%	5%	3%	3%	3%	3%	3%	3%
Adj. Flow (vph)	86	256	864	76	333	9	225	368	30	108	311	113
Shared Lane Traffic (%)												
Lane Group Flow (vph)	86	1120	0	76	342	0	225	398	0	108	424	0
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	3	8		7	4		1	6		5	2	
Permitted Phases	8			4			6			2		
Detector Phase	3	8		7	4		1	6		5	2	
Switch Phase												
Minimum Initial (s)	6.0	10.0		6.0	10.0		8.0	10.0		8.0	10.0	
Minimum Split (s)	13.0	17.0		13.0	17.0		15.0	17.0		15.0	17.0	
Total Split (s)	15.0	30.0		15.0	30.0		15.0	30.0		15.0	30.0	
Total Split (%)	16.7%	33.3%		16.7%	33.3%		16.7%	33.3%		16.7%	33.3%	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	None		None	Min		None	Min	
v/c Ratio	0.22	1.15dr		0.33	0.37		0.83	0.73		0.34	0.91	
Control Delay	17.8	40.5		20.4	27.8		46.9	39.4		19.4	56.6	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	17.8	40.5		20.4	27.8		46.9	39.4		19.4	56.6	
Queue Length 50th (ft)	29	~220		25	83		82	214		37	224	
Queue Length 95th (ft)	58	#870		14	123		#194	#871		18	#400	
Internal Link Dist (ft)		2737			3439			4912			1451	
Turn Bay Length (ft)	295			350			150					
Base Capacity (vph)	400	1154		239	931		271	546		318	495	
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	0.97		0.32	0.37		0.83	0.73		0.34	0.86	

Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 85.7
Natural Cycle: 90
Control Type: Actuated-Uncoordinated
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
dr Defacto Right Lane. Recode with 1 though lane as a right lane.

Splits and Phases: 4: Oleander Ave & Edwards Rd



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	83	246	216	19	320	9	216	353	29	27	299	108
Future Volume (veh/h)	83	246	216	19	320	9	216	353	29	27	299	108
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1811	1811	1811	1826	1826	1826	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	86	256	0	76	333	0	225	368	30	108	311	112
Peak Hour Factor	0.96	0.96	0.25	0.25	0.96	0.96	0.96	0.96	0.96	0.25	0.96	0.96
Percent Heavy Veh, %	6	6	6	5	5	5	3	3	3	3	3	3
Cap, veh/h	283	533		311	525		343	483	39	362	354	128
Arrive On Green	0.07	0.15	0.00	0.07	0.15	0.00	0.11	0.29	0.29	0.10	0.27	0.27
Sat Flow, veh/h	1725	3532	0	1739	3561	0	1767	1693	138	1767	1302	469
Grp Volume(v), veh/h	86	256	0	76	333	0	225	0	398	108	0	423
Grp Sat Flow(s),veh/h/ln	1725	1721	0	1739	1735	0	1767	0	1831	1767	0	1771
Q Serve(g_s), s	2.9	4.8	0.0	2.5	6.4	0.0	6.4	0.0	14.1	2.9	0.0	16.2
Cycle Q Clear(g_c), s	2.9	4.8	0.0	2.5	6.4	0.0	6.4	0.0	14.1	2.9	0.0	16.2
Prop In Lane	1.00		0.00	1.00		0.00	1.00		0.08	1.00		0.26
Lane Grp Cap(c), veh/h	283	533		311	525		343	0	523	362	0	482
V/C Ratio(X)	0.30	0.48		0.24	0.63		0.66	0.00	0.76	0.30	0.00	0.88
Avail Cap(c_a), veh/h	358	1116		393	1125		343	0	594	386	0	574
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	23.0	27.4	0.0	22.9	28.3	0.0	17.7	0.0	23.1	16.3	0.0	24.7
Incr Delay (d2), s/veh	0.6	1.0	0.0	0.4	1.8	0.0	4.5	0.0	5.1	0.5	0.0	12.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	1.9	0.0	1.0	2.6	0.0	2.7	0.0	6.3	1.1	0.0	8.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	23.6	28.3	0.0	23.3	30.1	0.0	22.2	0.0	28.2	16.7	0.0	37.5
LnGrp LOS	C	C		C	C		C	A	C	B	A	D
Approach Vol, veh/h		342	A		409	A		623			531	
Approach Delay, s/veh		27.1			28.8			26.1			33.3	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.0	26.3	11.9	17.7	14.0	27.2	11.7	18.0
Change Period (Y+Rc), s	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Max Green Setting (Gmax), s	8.0	23.0	8.0	23.0	8.0	23.0	8.0	23.0
Max Q Clear Time (g_c+I1), s	8.4	18.2	4.9	8.4	4.9	16.1	4.5	6.8
Green Ext Time (p_c), s	0.0	1.1	0.0	2.3	0.1	1.3	0.0	1.8

Intersection Summary	
HCM 6th Ctrl Delay	28.9
HCM 6th LOS	C

Notes

Unsignalized Delay for [EBR, WBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	25	18	15	364	470	20
Future Volume (vph)	25	18	15	364	470	20
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	4%	4%	6%	6%
Adj. Flow (vph)	27	20	16	396	511	22
Shared Lane Traffic (%)						
Lane Group Flow (vph)	47	0	0	412	533	0
Sign Control	Stop			Free	Free	

Intersection Summary

Control Type: Unsignalized

Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	25	18	15	364	470	20
Future Vol, veh/h	25	18	15	364	470	20
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	4	4	6	6
Mvmt Flow	27	20	16	396	511	22

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	950	522	533	0	-	0
Stage 1	522	-	-	-	-	-
Stage 2	428	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.14	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.236	-	-	-
Pot Cap-1 Maneuver	289	555	1025	-	-	-
Stage 1	595	-	-	-	-	-
Stage 2	657	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	283	555	1025	-	-	-
Mov Cap-2 Maneuver	283	-	-	-	-	-
Stage 1	583	-	-	-	-	-
Stage 2	657	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	16.6	0.3	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1025	-	356	-	-
HCM Lane V/C Ratio	0.016	-	0.131	-	-
HCM Control Delay (s)	8.6	0	16.6	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0	-	0.4	-	-

APPENDIX J

Excerpts from
Traffic Impact Studies Within Study Area

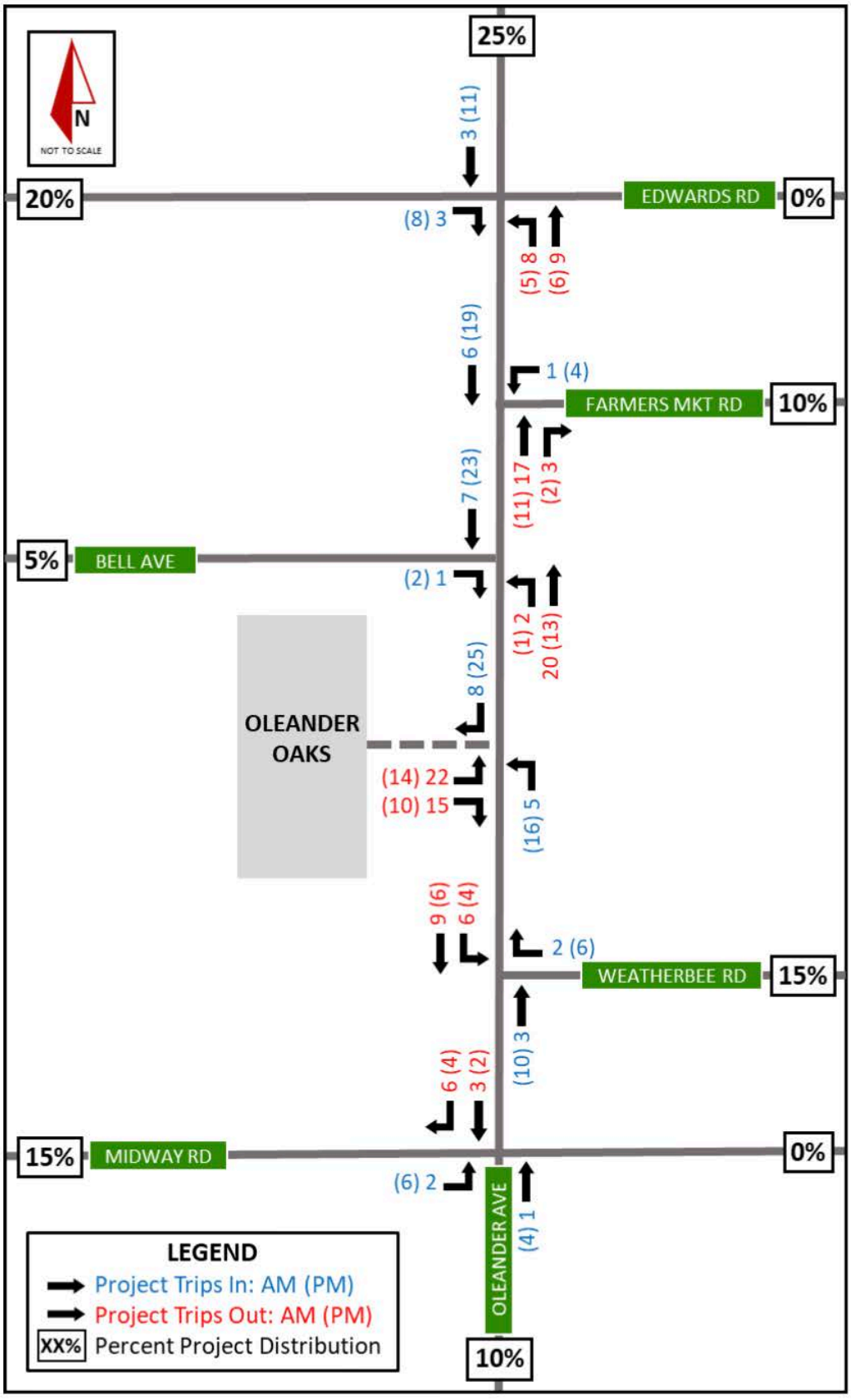
OLEANDER OAKS (Fort Pierce, FL)

Traffic Impact Study

Revised September 2021

Kimley»Horn

Figure 2: Project Trip Assignment



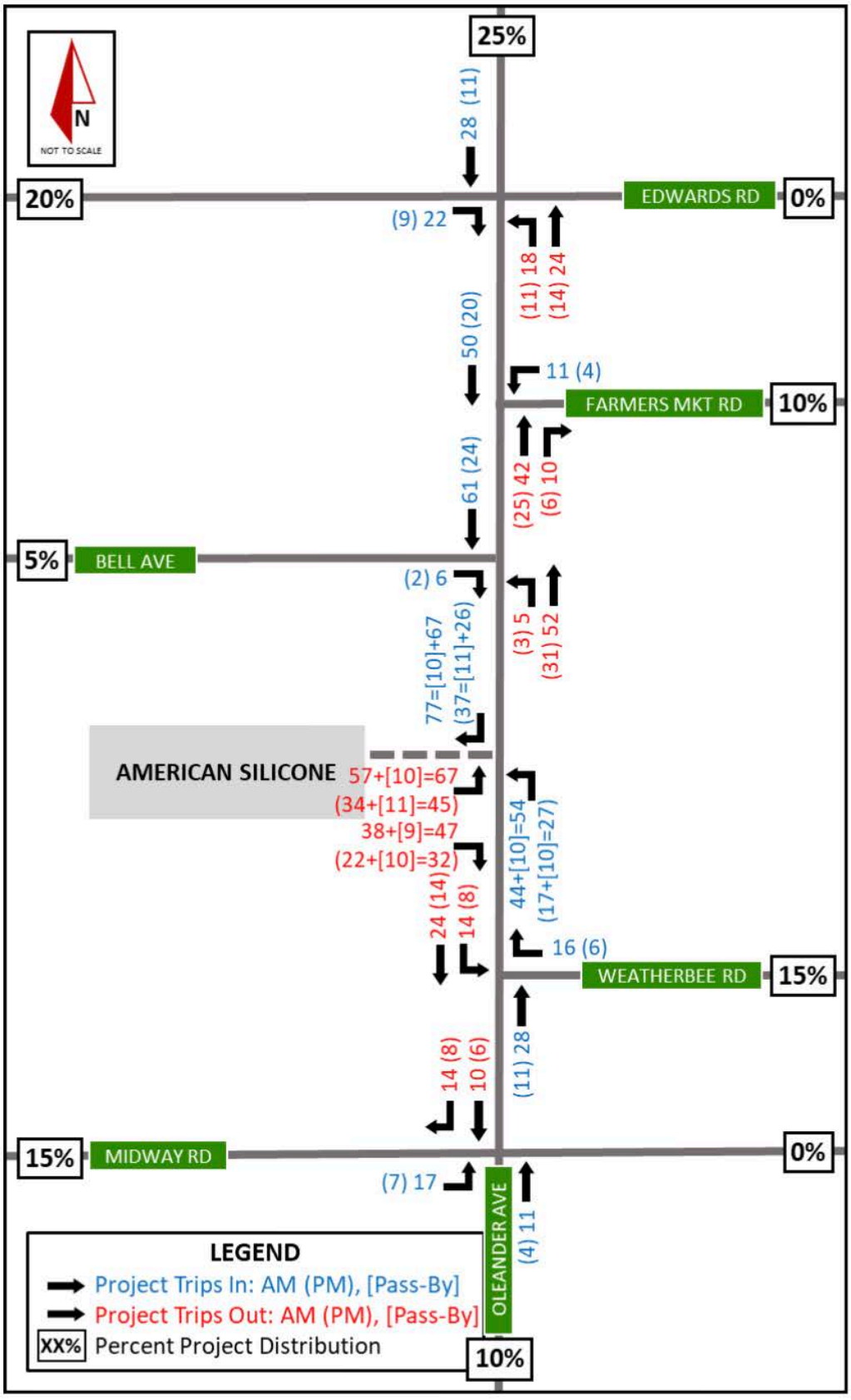
AMERICAN SILICONE (Fort Pierce, FL)

Traffic Impact Report

September 2021

Kimley»Horn

Figure 2: Project Trip Assignment



APPENDIX K
NCHRP Report 457 Outputs

Northbound Left-Turn Lane
AM Peak Hour

Figure 2 - 5. Guideline for determining the need for a major-road left-turn bay at a two-way stop-controlled intersection.

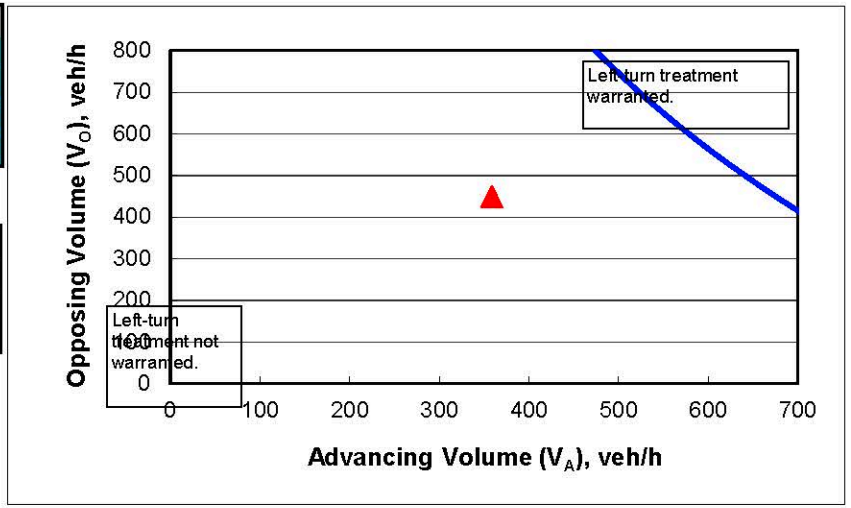
2-lane roadway (English)

INPUT

Variable	Value
85th percentile speed, mph:	35
Percent of left-turns in advancing volume (V_A), %:	3%
Advancing volume (V_A), veh/h:	359
Opposing volume (V_O), veh/h:	449

OUTPUT

Variable	Value
Limiting advancing volume (V_A), veh/h:	676
Guidance for determining the need for a major-road left-turn bay:	
Left-turn treatment NOT warranted.	



CALIBRATION CONSTANTS

Variable	Value
Average time for making left-turn, s:	3.0
Critical headway, s:	5.0
Average time for left-turn vehicle to clear the advancing lane, s:	1.9

Northbound Left-Turn Lane
PM Peak Hour

Figure 2 - 5. Guideline for determining the need for a major-road left-turn bay at a two-way stop-controlled intersection.

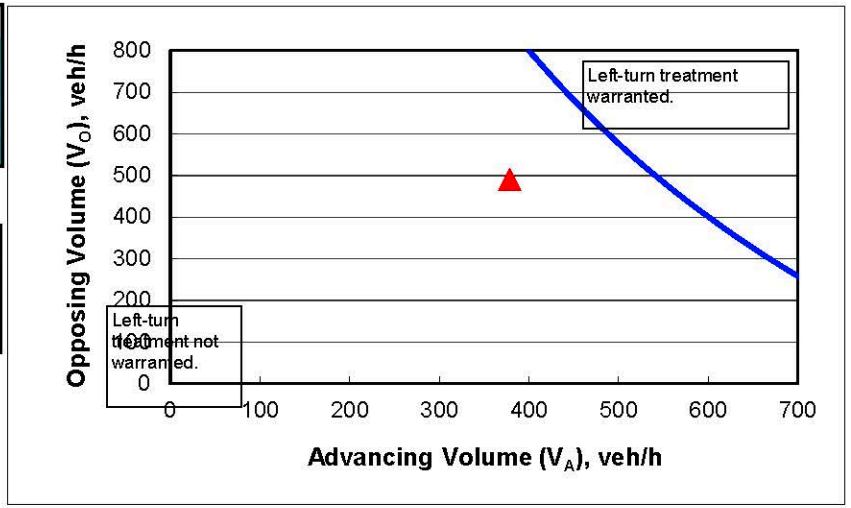
2-lane roadway (English)

INPUT

Variable	Value
85th percentile speed, mph:	35
Percent of left-turns in advancing volume (V_A), %:	4%
Advancing volume (V_A), veh/h:	379
Opposing volume (V_O), veh/h:	490

OUTPUT

Variable	Value
Limiting advancing volume (V_A), veh/h:	546
Guidance for determining the need for a major-road left-turn bay:	
Left-turn treatment NOT warranted.	



CALIBRATION CONSTANTS

Variable	Value
Average time for making left-turn, s:	3.0
Critical headway, s:	5.0
Average time for left-turn vehicle to clear the advancing lane, s:	1.9

Southbound Right-Turn Lane
AM Peak Hour

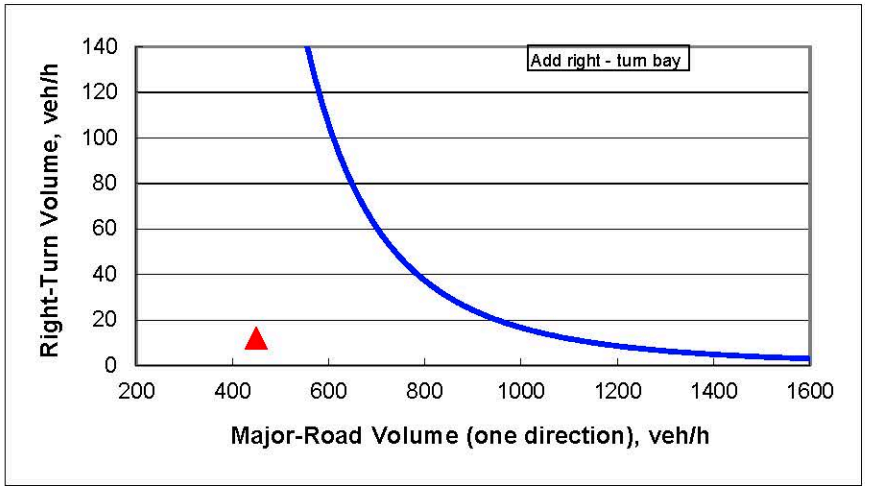
Figure 2 - 6. Guideline for determining the need for a major-road right-turn bay at a two-way stop-controlled intersection.

INPUT

Roadway geometry:	2-lane roadway
Variable	Value
Major-road speed, mph:	35
Major-road volume (one direction), veh/h:	449
Right-turn volume, veh/h:	12

OUTPUT

Variable	Value
Limiting right-turn volume, veh/h:	304
Guidance for determining the need for a major-road right-turn bay for a 2-lane roadway:	
Do NOT add right-turn bay.	



Southbound Right-Turn Lane
PM Peak Hour

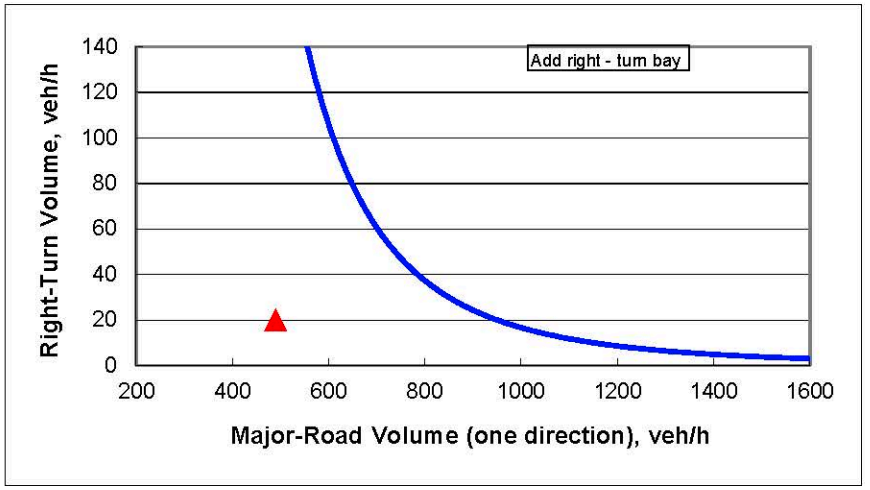
Figure 2 - 6. Guideline for determining the need for a major-road right-turn bay at a two-way stop-controlled intersection.

INPUT

Roadway geometry:	2-lane roadway
Variable	Value
Major-road speed, mph:	35
Major-road volume (one direction), veh/h:	490
Right-turn volume, veh/h:	20

OUTPUT

Variable	Value
Limiting right-turn volume, veh/h:	221
Guidance for determining the need for a major-road right-turn bay for a 2-lane roadway:	
Do NOT add right-turn bay.	



BOUNDARY & TOPOGRAPHIC SURVEY

LOCATED IN SECTION 33
TOWNSHIP 35 SOUTH
RANGE 40 EAST

LEGEND:

BM	BENCHMARK	F.D.O.T.	FLORIDA DEPARTMENT OF TRANSPORTATION
(C)	CALCULATED		
C/L	CENTERLINE	H.D.P.E.	HIGH DENSITY POLYETHYLENE
CMP	CORRUGATED METAL PIPE		
E:	EASTING	N.S.L.R.W.M.D.	NORTH ST. LUCIE RIVER WATER MANAGEMENT DISTRICT
ELEV.	ELEVATION		
FND	FOUND		
ID	IDENTIFICATION	PG.	PAGE
N:	NORTHING	R/W	RIGHT-OF-WAY
PG.	PAGE		PROPERTY LINE
R/W	RIGHT-OF-WAY		WELL
O.R.B.	OFFICIAL RECORDS BOOK		POWER POLE
			WITH TRANSFORMER
S	SECTION OR SOUTH	+9.8'	EXISTING ELEVATION
T	TOWNSHIP		FLOOD ZONE AE 8.2
R	RANGE		WETLAND LINE

LEGAL DESCRIPTION:

(O.R.B. 471, PG. 920)

THAT PORTION OF THE SOUTHEAST 1/4 OF THE SOUTHEAST 1/4 OF THE NORTHEAST 1/4 OF SECTION 33, TOWNSHIP 35 SOUTH, RANGE 40 EAST, ST. LUCIE COUNTY, FLORIDA, LYING NORTHERLY OF SAINT LUCIE RIVER WATER CONTROL DISTRICT CANAL 15, ALSO KNOWN AS PLATTS BRANCH, LESS AND EXCEPTING THEREFROM ALL RIGHT OF WAY AND EASEMENTS FOR PUBLIC ROAD AND DRAINAGE CANALS.

THE LEGAL DESCRIPTION OF THE WETLAND AREA CONTAINED WITHIN THIS PARCEL IS ON SHEET 2 OF 2.

SURVEYOR'S NOTES:

1. THE SURVEY DATE IS OCTOBER 12, 2022.
2. THIS IS A **BOUNDARY & TOPOGRAPHIC SURVEY**, AS DEFINED IN CHAPTER 5J-17.050(11) OF THE FLORIDA ADMINISTRATIVE CODE.
3. THIS SURVEY MAP AND REPORT OR THE COPIES THEREOF ARE NOT VALID WITHOUT THE SIGNATURE AND THE ORIGINAL SEAL OF A FLORIDA LICENSED SURVEYOR AND MAPPER.
4. 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.
5. BEARINGS SHOWN HEREON ARE BASED ON GRID NORTH, AND ARE REFERENCED TO THE FLORIDA STATE PLANE COORDINATE SYSTEM, EAST ZONE, NORTH AMERICAN DATUM OF 1983, 2011 ADJUSTMENT. THE BEARING BASE FOR THIS SURVEY IS THE CENTERLINE OF OLEANDER AVENUE, SAID LINE BEARS SOUTH 00°02'44" WEST AND ALL OTHER BEARINGS ARE RELATIVE THERETO.
6. ELEVATIONS SHOWN HEREON ARE REFERENCED TO THE NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD 88). ELEVATION DEPICTED ON THIS SURVEY WERE OBTAINED USING REAL TIME KINEMATIC (RTK) GPS METHODS WITH AN EXPECTED ACCURACY OF +/- 0.1.
7. THE COORDINATES SHOWN HEREON ARE REFERENCED TO THE FLORIDA STATE PLANE COORDINATE SYSTEM, EAST ZONE, NORTH AMERICAN DATUM OF 1983, 2011 ADJUSTMENT (NAD83/2011), AS ESTABLISHED USING REAL-TIME KINEMATIC GLOBAL POSITIONING SYSTEM (RTK GPS) SURVEY METHODS. THE CORRECTED POSITIONS COMPUTED WERE VERIFIED THROUGH A REDUNDANCY OF MEASUREMENTS. ALL DISTANCES SHOWN HEREON ARE IN GRID U.S. SURVEY FEET.
8. THIS SURVEY DOES NOT HAVE THE BENEFIT OF A CURRENT TITLE COMMITMENT, OPINION, OR ABSTRACT. DURING THE COURSE OF THE SURVEY SOME SEARCHES OF THE PUBLIC RECORDS WERE MADE, BUT THESE SEARCHES WERE NOT EXHAUSTIVE AND SHOULD NOT BE CONSIDERED A SUBSTITUTE FOR A PROPER TITLE COMMITMENT, OPINION, OR ABSTRACT OBTAINED FROM A TITLE AGENCY OR OTHER TITLE PROFESSIONAL.
9. THE LEGAL DESCRIPTION OF THE LAND CONTAINED IN THIS BOUNDARY SURVEY IS BASED ON THE DESCRIPTION RECORDED IN OFFICIAL RECORDS BOOK 4871, PAGE 920, AS RECORDED IN THE PUBLIC RECORDS OF ST. LUCIE COUNTY, FLORIDA.
10. THIS SURVEY DELINEATES THE LOCATIONS OF THE LEGAL DESCRIPTIONS ON THE GROUND, BUT DOES NOT DETERMINE OWNERSHIP OR PROPERTY RIGHTS.
11. ADJOINING PROPERTY INFORMATION WAS OBTAINED FROM ST. LUCIE COUNTY PROPERTY APPRAISER OFFICE.
12. SUBJECT PROPERTY IS LOCATED IN FLOOD ZONE AE 8.2 AND X PER FEMA MAP NUMBER 12111C, PANEL NUMBER 0189K, WITH AN EFFECTIVE DATE OF 02/19/20.
13. THE DELINEATION AND LOCATION OF THE WETLAND LINE SHOWN HEREON WAS PROVIDED BY TAYLOR LAND PLANNING LLC.
14. **THE LOCATION OF THE TREES SHOWN HEREON WERE PROVIDED BY ELLA TAYLOR WITH TAYLOR LAND PLANNING LLC AND WERE NOT VERIFIED BY THE SIGNING SURVEYOR.**

CERTIFICATION:

I HEREBY CERTIFY THAT THE ATTACHED SURVEY IS TRUE AND CORRECT TO THE BEST OF MY KNOWLEDGE AND BELIEF AND THAT IT MEETS THE STANDARDS OF PRACTICE SET FORTH BY THE FLORIDA BOARD OF PROFESSIONAL SURVEYORS AND MAPPERS IN CHAPTER 5J-17, FLORIDA ADMINISTRATIVE CODE.

FOR THE BENEFIT OF THE FOLLOWING PARTIES ONLY:

1) CLYDE JOHNSON CONTRACTING & ROOFING, INC.

RICHARD E. BARNES III, PSM#7074
FOR THE FIRM
BSM & ASSOCIATES, INC.

Digitally signed by RICHARD E. BARNES III, PSM#7074
Date: 2023.03.29 15:59:41 -04'00'

DATE

RICHARD E. BARNES III
PROFESSIONAL SURVEYOR AND MAPPER
STATE OF FLORIDA LICENSE NO. 7074

GRAPHIC SCALE

0 30 60 Feet

1 INCH = 30 FT.
(INTENDED DISPLAY SCALE 24X36)

LINE TABLE

LINE#	DIRECTION	LENGTH
L1	S38°18'01"E	36.45
L2	S69°40'42"E	23.09
L3	S82°11'34"E	15.46
L4	N89°41'39"E	25.24
L5	S7°47'39"E	18.72
L6	S85°41'08"E	28.92
L7	S59°46'47"E	19.88
L8	N89°41'38"E	21.63
L9	N85°07'24"E	25.32
L10	S85°06'53"E	25.32
L11	S68°24'24"E	22.25
L12	N54°40'07"E	26.28
L13	S87°54'10"E	72.59
L14	S53°14'14"E	6.43
L15	S6°01'42"W	67.35
L16	S02°01'43"W	85.15
L17	S04°30'03"E	42.03
L18	S84°30'36"E	9.92

BSM & ASSOCIATES
LAND SURVEYING SERVICES
80 SE 31st Lane, Okeechobee, FL 34974
ricky.barnes@bsmsurvey.com
863.484.8324
LB 8155

		REB III	PREPARED LEGAL DESCRIPTION OF WETLAND AREA
		REB III	ADDED TREES AND WETLAND LINE
		BY:	REVISIONS.

CAD	G:\My Drive\BSM & ASSOCIATES, INC\2022-22-419 BND TOPO 4001 OLEANDER FORT PIERCE\DRAWINGS\4001	3/29/23	FLD	JF	FB. /PG. BSM #8/20
REF	G:\My Drive\BSM & ASSOCIATES, INC\2022-22-419 BND TOPO 4001 OLEANDER FORT PIERCE\DRAWINGS\4001	3/27/23	OFF	REB	DATE 10/12/22
		DATE:	CKD	REB	DWG 22-419 SURVEY

BOUNDARY & TOPOGRAPHIC SURVEY
4001 OLEANDER AVENUE
FORT PIERCE, FLORIDA 34982

SHEET 1 OF 2

BOUNDARY & TOPOGRAPHIC SURVEY

LOCATED IN SECTION 33
TOWNSHIP 35 SOUTH
RANGE 40 EAST

GRAPHIC SCALE

0 30 60 Feet

1 INCH = 30 FT.
(INTENDED DISPLAY SCALE 24X36)

THE LOCATION OF THE TREES SHOWN HEREON WERE PROVIDED BY ELLA TAYLOR WITH TAYLOR LAND PLANNING LLC AND WERE NOT VERIFIED BY THE SIGNING SURVEYOR.

LEGAL DESCRIPTION OF WETALND AREA:

A WETLAND PARCEL LOCATED IN SECTION 33, TOWNSHIP 35 SOUTH, RANGE 40 EAST, ST. LUCIE COUNTY, FLORIDA, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCE AT THE NORTHEAST CORNER OF SAID SECTION 33, TOWNSHIP 35 SOUTH, RANGE 40 EAST, THENCE SOUTH 00°12'44" WEST ALONG THE EAST LINE OF THE NORTHEAST 1/4 OF SAID SECTION 33, A DISTANCE OF 2015.46 FEET; THENCE NORTH 89°25'17" WEST, A DISTANCE OF 92.00 FEET TO THE POINT OF BEGINNING; THENCE NORTH 89°25'17" WEST, A DISTANCE OF 372.06 FEET; THENCE SOUTH 38°18'01" EAST, A DISTANCE OF 36.45 FEET; THENCE SOUTH 69°49'42" EAST, A DISTANCE OF 23.09 FEET; THENCE NORTH 82°11'34" EAST, A DISTANCE OF 15.46 FEET; THENCE NORTH 89°41'39" EAST, A DISTANCE OF 25.24 FEET; THENCE SOUTH 74°39'34" EAST, A DISTANCE OF 18.72 FEET; THENCE NORTH 87°01'09" EAST, A DISTANCE OF 21.66 FEET; THENCE NORTH 85°41'08" EAST, A DISTANCE OF 28.92 FEET; THENCE SOUTH 59°46'47" EAST, A DISTANCE OF 19.88 FEET; THENCE NORTH 89°41'38" EAST, A DISTANCE OF 21.63 FEET; THENCE NORTH 85°07'24" EAST, A DISTANCE OF 25.32 FEET; THENCE NORTH 85°06'53" EAST, A DISTANCE OF 25.32 FEET; THENCE NORTH 68°24'24" EAST, A DISTANCE OF 22.25 FEET; THENCE NORTH 54°40'07" EAST, A DISTANCE OF 26.28 FEET; THENCE SOUTH 87°54'10" EAST, A DISTANCE OF 72.59 FEET; THENCE SOUTH 53°14'14" EAST, A DISTANCE OF 6.43 FEET; THENCE SOUTH 1°14'22" WEST, A DISTANCE OF 67.35 FEET; THENCE SOUTH 2°01'43" WEST, A DISTANCE OF 85.15 FEET; THENCE SOUTH 4°39'03" EAST, A DISTANCE OF 42.03 FEET; THENCE NORTH 84°30'36" EAST, A DISTANCE OF 9.92 FEET; THENCE NORTH 0°12'44" EAST, A DISTANCE OF 214.31 FEET TO THE POINT OF BEGINNING.

CONTAINING 0.310 ACRES MORE OR LESS.

TREE TABLE		
TREE #	TYPE	DIAMETER
1	LIVE OAK	26"
2	LIVE OAK	37"
3	LIVE OAK	44"
4	LIVE OAK	44"
5	LIVE OAK	6"
6	LIVE OAK	12"
7	LIVE OAK	12"
8	LIVE OAK	15"
9	LIVE OAK	9"
10	LIVE OAK	20"
11	LIVE OAK	25"
12	LIVE OAK	36"
13	LIVE OAK	52"
14	LIVE OAK	13"
16	LIVE OAK	5"
17	LIVE OAK	9"
18	LIVE OAK	6"
19	LIVE OAK	11"
20	LIVE OAK	8"
21	LIVE OAK	5"
22	LIVE OAK	6"
23	LIVE OAK	7"
24	LIVE OAK	9"
25	LIVE OAK	8"
26	LIVE OAK	5"
27	LIVE OAK	6"
28	LIVE OAK	7"
29	LIVE OAK	7"
30	LIVE OAK	4"
31	LIVE OAK	9"
32	LIVE OAK	7"
33	LIVE OAK	6"
34	LIVE OAK	7"
35	LIVE OAK	6"
36	LIVE OAK	9"
37	LIVE OAK	6"
38	LIVE OAK	4"
39	LIVE OAK	9"
40	LIVE OAK	4"
41	LIVE OAK	7"
42	LAUREL OAK	6"
43	LIVE OAK	5"
44	LAUREL OAK	6"
45	LAUREL OAK	10"
46	LAUREL OAK	10"
48	SLASH PINE	23"
49	SLASH PINE	21"
50	LIVE OAK	5"
51	LIVE OAK	5"
52	SLASH PINE	25"
53	SLASH PINE	15"
54	LIVE OAK	11"
55	LIVE OAK	8"
56	LIVE OAK	26"
57	LIVE OAK	30"
58	LIVE OAK	16"
59	LIVE OAK	9"
60	LIVE OAK	4"
61	LIVE OAK	3"
62	LIVE OAK	5"
63	LIVE OAK	6"
64	LIVE OAK	5"
65	LIVE OAK	26"
66	LIVE OAK	6"
67	LIVE OAK	6"
68	LIVE OAK	4"
69	LIVE OAK	4"
70	LIVE OAK	6"
71	LAUREL OAK	20"
72	LIVE OAK	5"
73	LIVE OAK	4"
74	LIVE OAK	7"
75	LAUREL OAK	18"
76	LIVE OAK	4"
77	LAUREL OAK	6"
78	LAUREL OAK	21"
79	LIVE OAK	10"
80	LIVE OAK	5"
81	LAUREL OAK	20"
82	LIVE OAK	6"
83	LAUREL OAK	12"
84	SLASH PINE	20"
85	LAUREL OAK	8"
86	SLASH PINE	14"
87	LAUREL OAK	8"
88	LAUREL OAK	15"
89	LAUREL OAK	8"
90	LIVE OAK	7"
91	LIVE OAK	4"
92	LIVE OAK	6"
93	LAUREL OAK	4"
94	SLASH PINE	20"
95	SLASH PINE	15"
96	SLASH PINE	21"
97	LIVE OAK	4"
98	LIVE OAK	5"
100	LIVE OAK	8"
101	LIVE OAK	9"
102	LIVE OAK	6"
103	LIVE OAK	7"
104	SLASH PINE	25"
105	LAUREL OAK	15"
106	SLASH PINE	30"
107	SLASH PINE	22"
108	LAUREL OAK	4"
109	LIVE OAK	12"
110	LIVE OAK	18"
111	LIVE OAK	4"
112	SLASH PINE	15"
113	SLASH PINE	17"
114	SLASH PINE	16"
115	SLASH PINE	14"
116	LAUREL OAK	11"
117	LAUREL OAK	5"
118	LAUREL OAK	8"
120	LAUREL OAK	7"
121	LIVE OAK	7"
122	LIVE OAK	5"
123	LIVE OAK	6"
125	LIVE OAK	6"

TREE TABLE		
TREE #	TYPE	DIAMETER
126	LIVE OAK	7"
127	LIVE OAK	6"
128	LIVE OAK	6"
129	LAUREL OAK	7"
130	LAUREL OAK	6"
131	LIVE OAK	7"
132	LAUREL OAK	9"
133	LAUREL OAK	4"
134	LAUREL OAK	6"
135	WAX MYRTLE	3"
136	LIVE OAK	5"
137	LIVE OAK	2"
138	LIVE OAK	9"
140	WAX MYRTLE	3"
141	LAUREL OAK	5"
142	LIVE OAK	3"
143	LAUREL OAK	4"
144	LIVE OAK	3"
145	LIVE OAK	3"
146	LIVE OAK	4"
147	LIVE OAK	2"
148	LIVE OAK	3"
149	LIVE OAK	3"
150	LIVE OAK	7"
151	LIVE OAK	5"
152	LAUREL OAK	2"
153	LAUREL OAK	4"
154	LIVE OAK	5"
155	LIVE OAK	6"
156	LIVE OAK	7"
157	LIVE OAK	4"
158	LAUREL OAK	3"
159	LIVE OAK	8"
160	LIVE OAK	6"
161	LAUREL OAK	2"
162	LAUREL OAK	2"
163	LIVE OAK	4"
165	LIVE OAK	4"
166	LIVE OAK	4"
167	LIVE OAK	6"
168	LIVE OAK	9"
169	LIVE OAK	6"
170	LIVE OAK	10"
171	LIVE OAK	5"
172	LIVE OAK	6"
173	LAUREL OAK	13"
174	SLASH PINE	11"
175	LIVE OAK	7"
176	SLASH PINE	13"
177	SLASH PINE	18"
178	LAUREL OAK	13"
179	LAUREL OAK	11"
180	LAUREL OAK	9"
181	LAUREL OAK	20"
182	LAUREL OAK	10"
183	LAUREL OAK	9"
184	LAUREL OAK	5"
185	LAUREL OAK	8"
186	LAUREL OAK	10"
187	SLASH PINE	18"
188	LAUREL OAK	6"
189	LAUREL OAK	5"
190	SLASH PINE	21"
191	LAUREL OAK	20"
192	LAUREL OAK	12"
193	LAUREL OAK	3"
194	LAUREL OAK	10"
195	LAUREL OAK	14"
196	LAUREL OAK	11"
197	LIVE OAK	6"
198	LAUREL OAK	4"
199	LAUREL OAK	3"
200	LIVE OAK	3"
201	LIVE OAK	4"
202	LIVE OAK	5"
203	LAUREL OAK	4"
204	LAUREL OAK	4"
205	LIVE OAK	4"
206	LIVE OAK	4"
207	LAUREL OAK	4"
208	LAUREL OAK	3"
209	LIVE OAK	6"
211	LIVE OAK	3"
212	LIVE OAK	5"
213	LIVE OAK	7"
214	LAUREL OAK	5"
215	LAUREL OAK	8"
216	LAUREL OAK	5"
217	LIVE OAK	2"
218	LIVE OAK	28"
219	LIVE OAK	8"
220	LIVE OAK	8"
221	LIVE OAK	22"
222	LIVE OAK	25"
223	LIVE OAK	7"
224	SABAL PALM	13"
225	SABAL PALM	10"
226	SABAL PALM	10"
227	SABAL PALM	10"
228	SABAL PALM	10"
229	SABAL PALM	10"
230	SABAL PALM	10"
231	SABAL PALM	10"
232	SABAL PALM	10"
233	SABAL PALM	10"
234	SABAL PALM	10"
235	SABAL PALM	10"
236	SABAL PALM	10"
237	SABAL PALM	10"
238	SABAL PALM	10"
239	SABAL PALM	10"
240	SABAL PALM	10"
241	SABAL PALM	10"
242	SABAL PALM	10"
243	SABAL PALM	10"
244	SABAL PALM	10"
245	SABAL PALM	10"
246	SABAL PALM	10"
247	SABAL PALM	10"
248	SABAL PALM	10"

TREE TABLE		
TREE #	TYPE	DIAMETER
249	SABAL PALM	10"
250	SABAL PALM	10"
251	SABAL PALM	10"
252	SABAL PALM	10"
253	SABAL PALM	10"
254	SABAL PALM	10"
255	SABAL PALM	10"
256	SABAL PALM	10"
257	SABAL PALM	10"
258	SABAL PALM	10"
259	SABAL PALM	10"
260	SABAL PALM	10"
261	SABAL PALM	10"
262	SABAL PALM	10"
263	SABAL PALM	10"
264	SABAL PALM	10"
265	SABAL PALM	10"
266	SABAL PALM	10"
267	SABAL PALM	10"
268	SABAL PALM	10"
269	SABAL PALM	10"
270	SABAL PALM	10"
271	SABAL PALM	10"
272	SABAL PALM	10"
273	SABAL PALM	10"
274	SABAL PALM	10"
275	SABAL PALM	10"
276	SABAL PALM	10"
277	SABAL PALM	10"
278	SABAL PALM	10"
279	SABAL PALM	10"
280	SABAL PALM	10"
281	SABAL PALM	10"
282	SABAL PALM	10"
283	SABAL PALM	10"
284	SABAL PALM	10"
285	SABAL PALM	10"
286	SABAL PALM	10"
287	SABAL PALM	10"
288	SABAL PALM	10"
289	SABAL PALM	10"
290	SABAL PALM	10"
291	SABAL PALM	10"
292	SABAL PALM	10"
293	SABAL PALM	10"
294	SABAL PALM	10"
295	SABAL PALM	10"
296	SABAL PALM	10"
297	SABAL PALM	10"
298	SABAL PALM	10"
299	SABAL PALM	10"
300	SABAL PALM	10"
301	SABAL PALM	10"
302	SABAL PALM	10"
303	SABAL PALM	10"
304	SABAL PALM	10"
305	SABAL PALM	10"
306	SABAL PALM	10"
307	SABAL PALM	10"
308	SABAL PALM	10"
309	SABAL PALM	10"
310	SABAL PALM	10"
311	SABAL PALM	10"
312	SABAL PALM	10"
313	SABAL PALM	10"
314	SABAL PALM	10"
315	SABAL PALM	10"
316	SABAL PALM	10"
317	SABAL PALM	10"
318	SABAL PALM	10"
319	SABAL PALM	10"
320	SABAL PALM	10"
321	SABAL PALM	10"
322	SABAL PALM	10"
323	SABAL PALM	10"
324	SABAL PALM	10"
325	SABAL PALM	10"
326	SABAL PALM	10"
327	SABAL PALM	10"
328	SABAL PALM	10"
329	SABAL PALM	10"
330	SABAL PALM	10"
331	SABAL PALM	10"
332	SABAL PALM	10"
333	SABAL PALM	10"
334	SABAL PALM	10"
335	SABAL PALM	10"
336	SABAL PALM	10"
337	SABAL PALM	10"
338	SABAL PALM	10"
339	SABAL PALM	10"
340	SABAL PALM	10"
341	SABAL PALM	10"
342	SABAL PALM	10"
343	SABAL PALM	10"
344	SABAL PALM	10"
345	SABAL PALM	10"
346	SABAL PALM	10"
347	SABAL PALM	10"
348	SABAL PALM	10"
349	SABAL PALM	10"
350	SABAL PALM	10"
351	SABAL PALM	10"
352	SABAL PALM	10"
353	SABAL PALM	10"
354	SABAL PALM	10"
355	SABAL PALM	10"
356	SABAL PALM	10"
357	SABAL PALM	10"
358	SABAL PALM	10"
359	SABAL PALM	10"
360	SABAL PALM	10"
361	SABAL PALM	10"
362	SABAL PALM	10"
363	SABAL PALM	10"
364	SABAL PALM	10"
365	SABAL PALM	10"
366	SABAL PALM	10"
367	SABAL PALM	10"
368	SABAL PALM	10"

TREE TABLE		
TREE #	TYPE	DIAMETER
369	SABAL PALM	10"
370	SABAL PALM	10"
371	SABAL PALM	10"
372	SABAL PALM	10"
373	SABAL PALM	10"
374	SABAL PALM	10"
375	SABAL PALM	10"
376	SABAL PALM	10"
377	SABAL PALM	10"
378	SABAL PALM	10"
379	SABAL PALM	10"
380	SABAL PALM	10"
381	SABAL PALM	10"
382	SABAL PALM	10"
383	SABAL PALM	10"
384	SABAL PALM	10"
385	SABAL PALM	10"
386	SABAL PALM	10"
387	SABAL PALM	10"
388	SABAL PALM	10"
389	SABAL PALM	10"
390	SABAL PALM	10"
391	SABAL PALM	10"
392	SABAL PALM	10"
393	SABAL PALM	10"
394	SABAL PALM	10"
395	SABAL PALM	10"
396	SABAL PALM	10"
397	SABAL PALM	10"
398	SABAL PALM	10"
399	SABAL PALM	10"
400	SABAL PALM	10"
401	SABAL PALM	10"
402	SABAL PALM	10"
403	SABAL PALM	10"
404	SABAL PALM	10"
405	SABAL PALM	10"
406	SABAL PALM	10"
407	SABAL PALM	10"
408	SABAL PALM	10"
409	SABAL PALM	10"
410	SABAL PALM	10"
411	SABAL PALM	10"
412	SABAL PALM	10"
413	SABAL PALM	10"
414	SABAL PALM	10"
415	SABAL PALM	10"
416	SABAL PALM	10"
417	SABAL PALM	10"
418	SABAL PALM	10"
419	SABAL PALM	10"
420	SABAL PALM	10"
421	SABAL PALM	10"
422	SABAL PALM	10"
423	SABAL PALM	10"
424	SABAL PALM	10"
425	SABAL PALM	10"
426	SABAL PALM	10"
427	SABAL PALM	10"
428	SABAL PALM	10"
429	SABAL PALM	10"
430	SABAL PALM	10"
431	SABAL PALM	10"
432	SABAL PALM	10"
433	SABAL PALM	10"
434	SABAL PALM	10"
435	SABAL PALM	10"
436	SABAL PALM	10"
437	SABAL PALM	10"
438	SABAL PALM	10"
439	SABAL PALM	10"
440	SABAL PALM	10"
441	SABAL PALM	10"
442	SABAL PALM	10"
443	SABAL PALM	10"
444	SABAL PALM	10"
445	SABAL PALM	10"
446	SABAL PALM	10"
447	SABAL PALM	10"
448	SABAL PALM	10"
449	SABAL PALM	10"
450	SABAL PALM	10"
451	SABAL PALM	10"
452	SABAL PALM	10"
453	SABAL PALM	10"
454	SABAL PALM	10"
455	SABAL PALM	11"
456	SABAL PALM	11"
457	SABAL PALM	13"
458	SABAL PALM	15"
459	SABAL PALM	16"
460	SABAL PALM	16"
461	SABAL PALM	12"
462	SABAL PALM	12"
463	LIVE OAK	22"
464	LIVE OAK	12"
465	LIVE OAK	18"
466	LIVE OAK	25"
467	LIVE OAK	4"
468	LIVE OAK	8"
469	LIVE OAK	5"
470	LIVE OAK	5"
471	WAX MYRTLE	4"
472	LIVE OAK	3"
473	WAX MYRTLE	4"
474	LAUREL OAK	6"
475	LIVE OAK	4"
476	LIVE OAK	5"
477	LIVE OAK	6"
478	LIVE OAK	3"
479	LIVE OAK	4"
480	LIVE OAK	4"
481	LIVE OAK	5"
482	LIVE OAK	4"
483	LAUREL OAK	3"
484	LIVE OAK	5"
485	LAUREL OAK	4"
486	LAUREL OAK	3"
487	LAUREL OAK	4"
488	LAUREL OAK	5"

TREE TABLE		
TREE #	TYPE	DIAMETER
489	LIVE OAK	5"
490	LIVE OAK	6"
491	LIVE OAK	6"
492	LIVE OAK	6"
493	LAUREL OAK	3"
494	LAUREL OAK	3"
495	LAUREL OAK	4"
496	LAUREL OAK	4"
497	LAUREL OAK	4"
498	LAUREL OAK	3"
499	LAUREL OAK	3"
500	LIVE OAK	3"
501	LIVE OAK	4"
502	LIVE OAK	4"
503	LIVE OAK	4"
504	LIVE OAK	4"
505	LIVE OAK	4"
506	LIVE OAK	4"
507	LIVE OAK	4"
508	LAUREL OAK	4"
509	LAUREL OAK	4"
510	LAUREL OAK	4"
511	LAUREL OAK	3"
512	LAUREL OAK	3"
513	LAUREL OAK	4"
514	LAUREL OAK	4"
515	LAUREL OAK	4"
516	LAUREL OAK	3"
517	LAUREL OAK	3"
518	LIVE OAK	3"
519	LIVE OAK	3"
520	LAUREL OAK	5"
521	LAUREL OAK	5"
522	LAUREL OAK	5"
523	LAUREL OAK	5"
524	LIVE OAK	2"
525	LIVE OAK	5"
6287	SLASH PINE	22"
6288	LIVE OAK	6"
6289	LIVE OAK	5"
6290	LIVE OAK	5"
6291	WAX MYRTLE	4"
6292	LIVE OAK	3"
6293	WAX MYRTLE	4"
6294	LAUREL OAK	6"
6295	LAUREL OAK	3"
6296	LAUREL OAK	3"
6297	LAUREL OAK	4"
6298	LIVE OAK	4"
6299	LIVE OAK	4"
6300	LIVE OAK	4"

BSM & ASSOCIATES
LAND SURVEYING SERVICES
80 SE 31st Lane, Okeechobee, FL 34974
ricky.barnes@bsmsurvey.com
863.484.8324
LB 8155

BY:	DATE:	REVISIONS.
REB III	3/29/23	PREPARED LEGAL DESCRIPTION OF WETLAND AREA
REB III	3/27/23	ADDED TREES AND WETLAND LINE

CAD G:\My Drive\BSM & ASSOCIATES, INC\2022\22-419 BND TOPO 4001 OLEANDER FORT PIERCE\DRAWING\
REF G:\My Drive\BSM & ASSOCIATES, INC\2022\22-419 BND TOPO 4001 OLEANDER FORT PIERCE\DRAWING\4001

FLD	JF	FB./PG.	BSM #8/20
OFF	REB		
CKD	REB		

DATE 10/12/22
3/27/23
DATE:
SHEET 2 OF 2
DWG'22-419 TREE SURVEY

BOUNDARY & TOPOGRAPHIC SURVEY
4001 OLEANDER AVENUE
FORT PIERCE, FLORIDA 34982

G:\My Drive\BSM & ASSOCIATES, INC\2022\22-419 BND TOPO 4001 OLEANDER FORT PIERCE\DRAWING\22-419 TREE SURVEY.dwg 2 Mar 29, 2023;