

*TRAFFIC IMPACT ANALYSIS*

Calvary Christian Academy  
Port St. Lucie, FL

*Prepared for:*  
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## **EXECUTIVE SUMMARY**

MacKenzie Engineering and Planning, Inc. performed an analysis of the traffic impacts resulting from the proposed project, Calvary Christian Academy site located at 5545 NW St James Drive, Port St. Lucie, Florida, 34983 (Parcel ID: 3408-602-0004-000-7). The existing property is located south of NW Peachtree Boulevard and west of NW St James and includes a K-8 private school with 395 students. The proposed development is to expand the school from a K-8 to a K-12 private school with a maximum of 552 students which includes the existing 395 students. The buildout year is 2027.

The proposed development will generate the following additional net change in trips:

- 389 daily, 135 AM peak hour (85 in/50 out), and 27 PM peak hour (12 in/15 out) trips.

The proposed development will generate the following additional driveway trips:

- 389 daily, 145 AM peak hour (91 in/54 out), and 153 PM peak hour (64 in/89 out) trips.

The project meets Port St Lucie's adopted level of service and traffic concurrency standards of Port St Lucie. Calvary Christian Academy's arrival and dismissal times will continue to operate on a staggered schedule relative to Southern Oaks Middle School to minimize transportation conflicts. The Calvary Christian Academy's peak hours of driveway traffic are from 7:30 to 8:30 AM and dismissal is 3:30-4:00 for grades K-6 and 2:30-3:00 for grades 7-12. Southern Oaks Middle School start and end times are 9:40 AM and 4:00 PM. Field observations and traffic counts confirmed the effectiveness of the existing staggered schedule.

A left-turn lane is required at the Driveway 1 in accordance with City Code and as shown in the site plan.

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Exhibit 2	Trip Generation of Generator
Exhibit 3	Intersection Volume Worksheets
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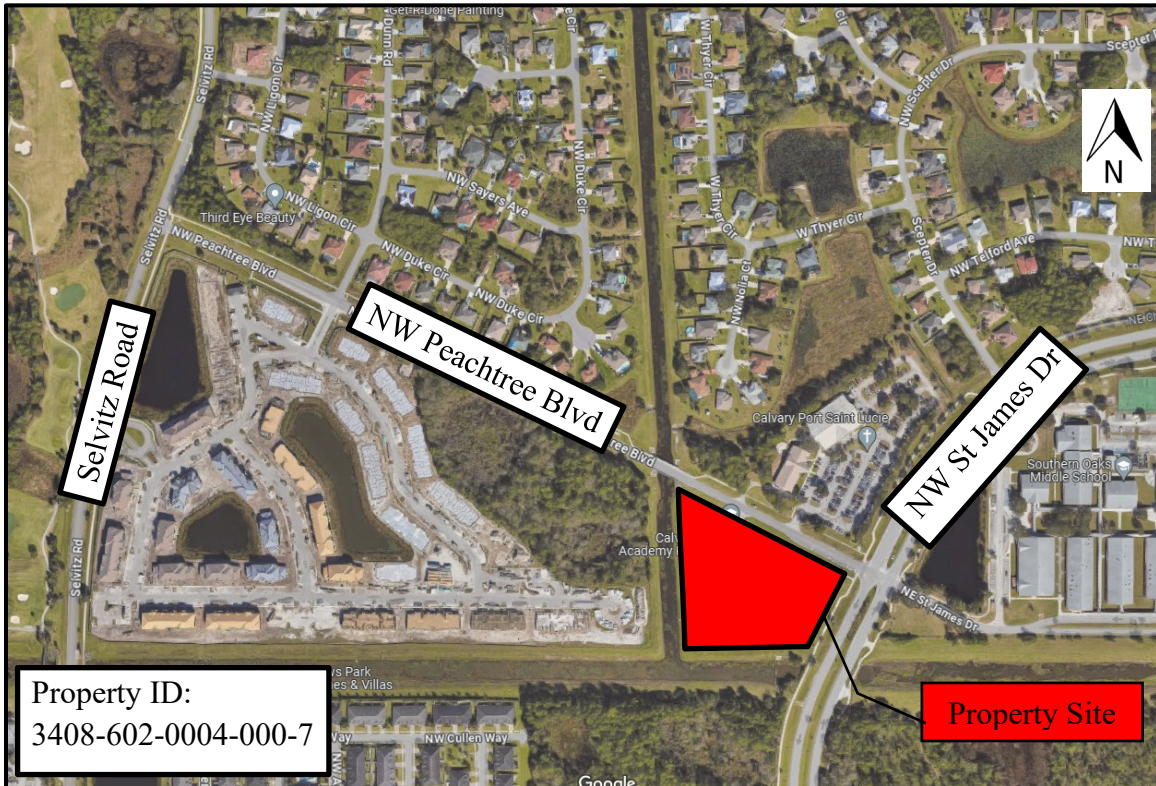
## **APPENDICES**

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## **INTRODUCTION**

MacKenzie Engineering and Planning, Inc. performed an analysis of the traffic impacts resulting from the proposed project, Calvary Christian Academy site located at 5545 NW St James Drive, Port St. Lucie, Florida, 34983 (Parcel ID: 3408-602-0004-000-7). The existing property is located south of NW Peachtree Boulevard and west of NW St James and includes a K-8 private school with 395 students. The proposed development is to expand the school from a K-8 to a K-12 private school with a maximum of 552 students which includes the existing 395 students. The analysis will be for the buildout year 2027.

**Figure 1. Site Location**



## **INVENTORY AND PLANNING DATA**

The information contained below was used to develop the foregoing traffic analysis.

- FDOT Florida Traffic Online
  - Traffic Count Information (2023)
  - Peak Season Factor Category Report (2022)
  - Annual Average Daily Traffic Report (2022)
- MacKenzie Engineering & Planning, Inc., Turning Movement Counts
- FDOT's 2023 Quality/Level of Service Manual
- *Trip Generation, 11<sup>th</sup> Edition* (ITE report)
- St. Lucie County Adopted Transportation Element
- Port St. Lucie 5-year Capital Improvement Plan

Engineering Design & Construction, Inc. provided site information.

## **SCHOOL OPERATION**

Calvary School is proximate to Southern Oaks Middle School. In order to reduce traffic congestion and conflicts the Calvary School arrival and dismissal schedule was approved based on a staggered schedule that does not conflict or overlap with Southern Oak Middle School. The adjacent Middle School starts at 9:40 AM and ends at 4 PM. The cavalry Schools' peak hour of arrival was 7:30 to 8:30 AM and dismissal is 3:30-4:00 for grades K-6 and 2:30-3:00 for grades 7-12. The Cavalry School proposes continued operation that doesn't conflict with Southern Oaks Middle School. Both traffic counts and observations confirmed that the staggered arrival and start times minimize overlapping traffic patterns.

## ***TRIP GENERATION***

Trip generation is calculated utilizing the ITE's Trip Generation Manual, *11th Edition* (see Table 1). The study used (K-8) Private School (Land Use 530) for existing use and (K-12) Private School (Land Use 532) for proposed uses. Net existing trips (i.e., off-site impacts) are developed using the peak hour of adjacent street formulas and driveway trips are developed using the peak hour of generator formulas.

### *Existing Use*

The existing use is a 395-student (K-8) private school (ITE Land Use 530)

The existing (K-8) private school generates the following net existing trips:

- 1,623 daily, 397 AM peak hour (222 in/175 out), and 103 PM peak hour (47 in/56 out) trips.

The existing (K-8) private school generates the following driveway trips:

- 1,623 daily, 384 AM peak hour (215 in/169 out), and 240 PM peak hour (113 in/127 out) trips.

### *Proposed Use*

The proposed development is an additional 157-student (K-12) private school (ITE Land Use 532).

The proposed development will generate the following additional net change in trips:

- 389 daily, 135 AM peak hour (85 in/50 out), and 27 PM peak hour (12 in/15 out) trips.



The proposed development will generate the following additional driveway trips:

- 389 daily, 145 AM peak hour (91 in/54 out), and 153 PM peak hour (64 in/89 out) trips.

### Net Change

The proposed development will generate the following total trips:

- 2,012 daily, 532 AM peak hour (307 in/225 out), and 130 PM peak hour (59 in/71 out) trips.

The proposed development will generate the following total driveway trips:

- 2,012 daily, 529 AM peak hour (306 in/223 out), and 393 PM peak hour (177 in/216 out) trips.

Tables 1 and 2 represent the project’s trip generation of Adjacent Street and Generator, respectively.

Table 1. Trip Generation – Peak Hour of Adjacent Street

Land Use	Intensity	Daily Trips	AM Peak Hour			PM Peak Hour		
			Total	In	Out	Total	In	Out
<b>Existing Site Traffic</b>								
Private School (K-8)	395 Students	1,623	397	222	175	103	47	56
<b>NET EXISTING TRIPS</b>		<b>1,623</b>	<b>397</b>	<b>222</b>	<b>175</b>	<b>103</b>	<b>47</b>	<b>56</b>
<b>Proposed Site Traffic</b>								
Private School (K-12)	157 Students	389	135	85	50	27	12	15
<b>NET PROPOSED TRIPS</b>		<b>389</b>	<b>135</b>	<b>85</b>	<b>50</b>	<b>27</b>	<b>12</b>	<b>15</b>
<b>NET CHANGE IN TRIPS (FOR THE PURPOSES OF CONCURRENCY)</b>		<b>389</b>	<b>135</b>	<b>85</b>	<b>50</b>	<b>27</b>	<b>12</b>	<b>15</b>
<b>TOTAL TRIPS</b>		<b>2,012</b>	<b>532</b>	<b>307</b>	<b>225</b>	<b>130</b>	<b>59</b>	<b>71</b>

Note: Trip generation was calculated using the following data:

Land Use	ITE Code	Unit	Daily Rate	Pass-by Rate	AM Peak Hour		PM Peak Hour	
					in/out	Rate	in/out	Equation
Private School (K-8)	530	Students	4.11	0%	56/44	$T = 1.11 (X) - 40.99$	46/54	0.26
Private School (K-12)	532	Students	2.48	0%	63/37	$T = 0.77 (X) + 13.81$	43/57	0.17

Table 2. Trip Generation – Peak Hour of Generator

Land Use	Intensity	Daily Trips	AM Peak Hour			PM Peak Hour			
			Total	In	Out	Total	In	Out	
<b>Existing Site Traffic</b>									
Private School (K-8)	395 Students	1,623	384	215	169	240	113	127	
<b>Total Existing Driveway Volumes</b>			<b>1,623</b>	<b>384</b>	<b>215</b>	<b>169</b>	<b>240</b>	<b>113</b>	<b>127</b>
<b>Proposed Site Traffic</b>									
Private School (K-12)	157 Students	389	145	91	54	153	64	89	
<b>Total Proposed Driveway Volumes</b>			<b>389</b>	<b>145</b>	<b>91</b>	<b>54</b>	<b>153</b>	<b>64</b>	<b>89</b>
<b>NET CHANGE IN DRIVEWAY VOLUMES</b>			<b>389</b>	<b>145</b>	<b>91</b>	<b>54</b>	<b>153</b>	<b>64</b>	<b>89</b>
<b>TOTAL DRIVEWAY TRIPS</b>			<b>2,012</b>	<b>529</b>	<b>306</b>	<b>223</b>	<b>393</b>	<b>177</b>	<b>216</b>
Note: Trip generation was calculated using the following data:									
Land Use	ITE Code	Unit	Daily Rate	Pass-by Rate	AM Peak Hour		PM Peak Hour		
					in/out	Rate	in/out	Equation	
Private School (K-8)	530	Students	4.11	0%	56/44	$\text{Ln}(T) = 0.95 \text{Ln}(X) + 0.27$	47/53	$\text{Ln}(T) = 0.98 \text{Ln}(X) - 0.38$	
Private School (K-12)	532	Students	2.48	0%	63/37	$T = 0.76 (X) + 24.37$	42/58	$T = 0.41 (X) + 88.78$	

ITE 11th Edition

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### Internal Capture

Internal capture is 0%.

### Pass-by Capture

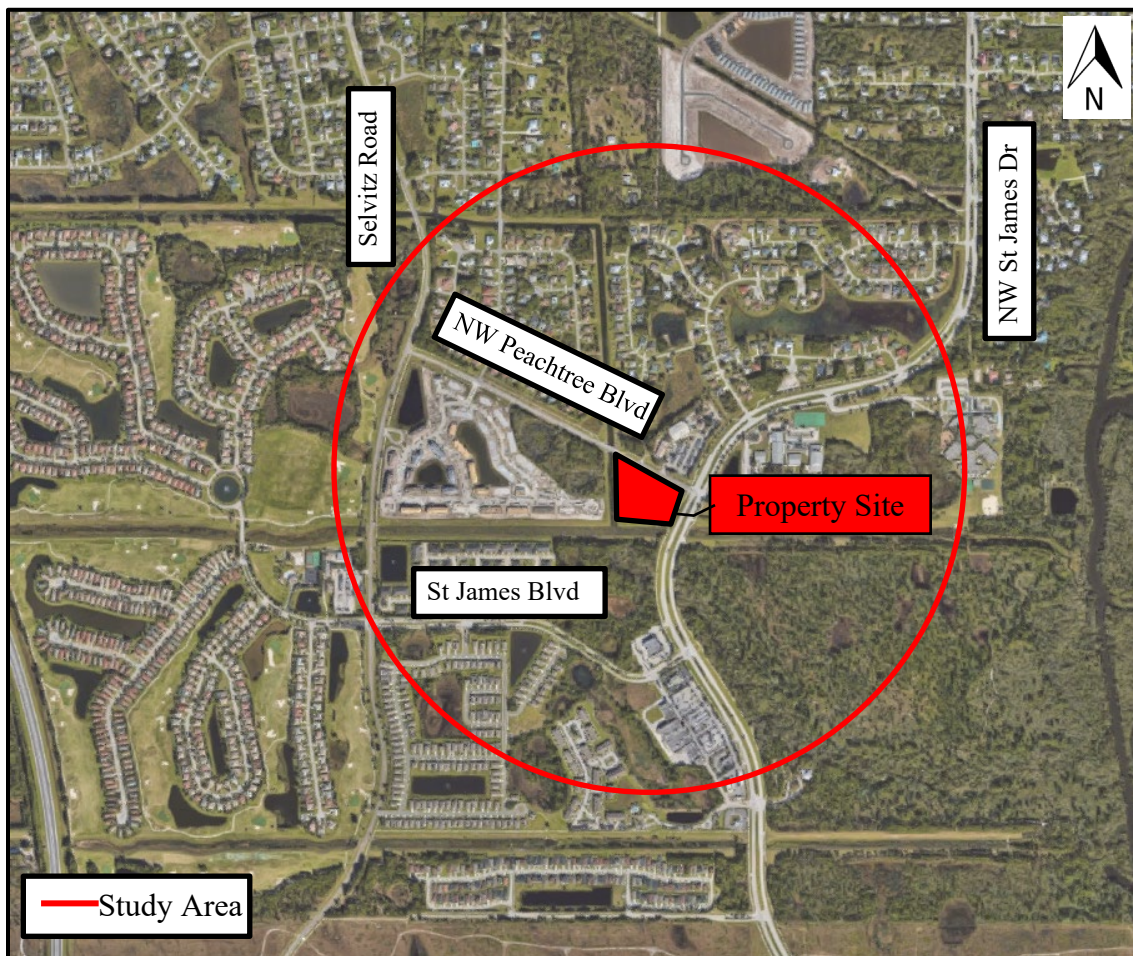
The proposed pass-by capture rate is 0 percent.

## STUDY AREA

The required study area for the project follows the Standard Traffic Impact Studies (TIS) Methodology and Procedures. The base transportation impact study area includes all major roadways (collectors, minor arterials, and major arterials) within 0.5 miles of the site.

Figure 2 displays the area of influence.

**Figure 2. Study Area**



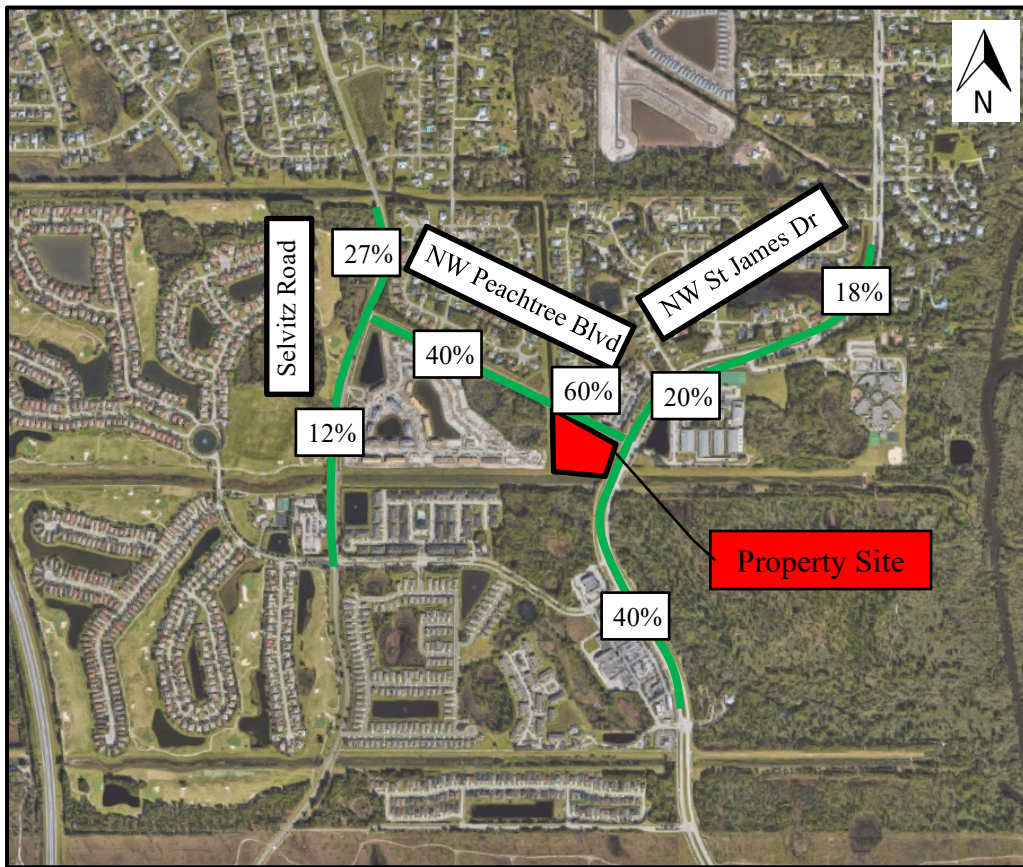
(Roadway within 0.5-miles of Project Entrance)

## **TRAFFIC DISTRIBUTION AND ASSIGNMENT**

Traffic distribution and assignment were determined using existing traffic counts, based on trips in and out of the project driveway and traffic counts at the adjacent intersections. The property traffic assignment is illustrated in Figure 2. The overall distribution is summarized by general directions and is depicted below:

NORTH	-	0 percent
SOUTH	-	0 percent
WEST	-	40 percent
EAST	-	60 percent

**Figure 3. Traffic Assignment**



## **HISTORICAL GROWTH**

In order to provide accurate traffic analysis, the growth rate at each intersection was determined by a volume-weighted averaging of the growth on each leg of the intersection as shown in Table 3. The historic annual growth rate on the surrounding facilities between 2012 and 2022 is 0.7%. A conservative growth rate of 2.5% was used for this analysis.

Table 3. Growth Rate Calculation

Station	Description	2012	2013	2018	2021	2022	Annual Absolute Growth	Growth Rate
940075	NW PEACHTREE BLVD- SOUTH OF NW DUNN RD	1700		2800			183.33	6.5%
947055	ST. JAMES DR - S. OF MIDWAY RD WEST	15800		16300			83.33	0.5%
948520	SELVITZ RD FROM PEACHTREE BLVD TO MIDWAY RD	6900	6700				-200	-3.0%
948524	HAWLEY RD FROM LAZY RIVER PKWY TO MANVILLE DR	19500	16100	19200	18300		66.67	0.4%
948501	SELVITZ RD FROM BAYSHORE BLVD TO MANVILLE DR	7800	7600			9900	228.02	2.3%
<b>Weighted Average</b>								0.7%
<b>Growth Rate Used</b>								0.7%

## **ASSURED AND PROGRAMMED IMPROVEMENTS**

MacKenzie Engineering and Planning, Inc. (MEP) reviewed the FDOT 5-year work program and the St. Lucie County TIP Report.

The following improvements affect roadway capacity and are within the study area of the project:

- Midway Road segment – from Glades Cut-Off Road to Selvitz Road - Widening to a 4-lane road.

## **ROADWAY ANALYSIS**

### Roadway Capacity

Roadway classification follows the Port St. Lucie Comprehensive Plan outlining the roadway functional classification. The Port St. Lucie Transportation Element outlines the minimum Level of Service (LOS) for each roadway functional classification. Roadway Capacity is based on the St. Lucie TPO’s 2023 Level of Service Report. Where road segment information is not available, the study uses Port St. Lucie’s minimum LOS standards to apply FDOT’s 2023 Multimodal Quality/LOS Handbook. The City of Port St. Lucie’s adopted level of service standards for Collectors and Arterials are LOS “D” and “E”, respectively.

### Significance

The traffic assignment was compared to the roadway capacities within 0.5 miles of the property as per Port St. Lucie Standardized TIS methodology. In addition, consistent with the Port St. Lucie TIS methodology impacts of greater than one percent (1%) on adjacent road segments and five percent (5%) on all other road segments are considered to have a significant impact. Table 4 displays the roadway segments with significant impacts.

Table 4. Project Impacts (Significance)

Roadway	From	To	E + C Lanes	Capacity	Assign	Project Traffic		Impact	Significant Impact? (Y/N)	
						NB/EB	SB/WB		NB/EB	SB/WB
NW Peachtree Blvd	Selvitz Road	Project Driveway	2	880 *	40%	36	22	4.1%	YES	YES
	Project Driveway	NW St James Drive	2	880 *	60%	32	55	6.3%	YES	YES
NW St James Drive	St James Blvd	NW Peachtree Blvd	4	2,100	40%	36	22	1.7%	NO	NO
	NW Peachtree Blvd	Telford Avenue	4	1,800	20%	11	18	1.0%	NO	NO
	Telford Avenue	Midway Road	4	2,100	18%	10	16	0.8%	NO	NO
Selvitz Road	St James Blvd	NW Peachtree Blvd	2	880 *	12%	11	6	1.3%	NO	NO
	NW Peachtree Blvd	Midway Road	2	880 *	27%	15	25	2.8%	NO	NO

\*TPO Service volumes do not Exist, C3R FDOT service volume was used for capacity

C3R LOS D Capacity = 1,110

Capacity on NW Peachtree Blvd road segment = 880 (1,110 x 0.80 - as per FDOT 2 lane undivided roadway with no exclusive Left Turn Lane)

## Background Analysis

Traffic volumes were adjusted to peak season conditions using FDOT’s peak season adjustment factor. The adjusted traffic volumes were increased based on the annual compound growth rate to project 2027 background volumes and were compared to the service volumes for each respective roadway segment to determine if the road is projected to operate acceptably as shown in Table 5. All the road segments shown in the 2027 background traffic roadway analysis are projected to operate acceptably.

Table 5. 2027 Background AM Peak Hour Roadway Analysis

Roadway	From	To	E + C Lanes	Count year	Existing Peak Hour Peak Direction Volumes		PSCF	Peak Hour Directional 2024 Volume		Growth Rate	2027 Background		Roadway Capacity	Acceptable?	
					NB/EB	SB/WB		NB/EB	SB/WB		NB/EB	SB/WB		NB/EB	SB/WB
NW Peachtree Blvd	Selvitz Road	Project Driveway	2	2024	229	193	1.03	236	199	2.5%	254	214	880	Yes	Yes
	Project Driveway	NW St James Drive	2	2024	265	248	1.03	273	256	2.5%	294	276	880	Yes	Yes

## Post-Development Analysis

The 2027 post-development (total) traffic volumes were developed by adding the 2027 background traffic volume (Table 5) plus project traffic (Table 4). The 2027 total traffic volumes were compared to the service volumes for each respective roadway segment to determine if the road is projected to operate acceptably. All the road segments shown in the 2027 total traffic roadway analysis are projected to operate acceptably.

Table 6. 2027 Total AM Peak Hour Roadway Analysis

Roadway	From	To	E + C Lanes	2027 Background		Assign	Project Traffic		2027 Buildout		Roadway Capacity	Acceptable?	
				NB/EB	SB/WB		NB/EB	SB/WB	NB/EB	SB/WB		NB/EB	SB/WB
NW Peachtree Blvd	Selvitz Road	Project Driveway	2	254	214	40%	36	22	290	236	880	Yes	Yes
	Project Driveway	NW St James Drive	2	294	276	60%	32	55	326	331	880	Yes	Yes

## **INTERSECTION ANALYSIS**

### *Intersections*

The intersection within the study area were evaluated in 2027 total (existing traffic plus background plus project traffic) traffic conditions using HCM 2016 methodology using Synchro 11. This study analyzes the impacts of the following intersections for the AM and PM peak hours.

1. NW Peachtree Boulevard & NW St James Drive
2. NW Peachtree Boulevard & Calvary Christian Academy Driveway 1
3. NW Peachtree Boulevard & Selvitz Road
4. NW Peachtree Boulevard & Calvary Church Driveway 2

Data from the existing facilities within the study area were collected based on aerial photography and site observations. MacKenzie Engineering and Planning, Inc. collected AM and PM peak hour turning movement counts. The counts were adjusted to peak season conditions using FDOT's peak season adjustment factors.

### *Analysis*

#### ***NW Peachtree Boulevard & NW St James Drive***

MEP evaluated the NW Peachtree Boulevard & NW St James Drive intersection. The intersection was calibrated based on the existing condition. With project traffic, the intersection is projected to be under capacity with all movements operating under capacity (v/c ratio less than 1.0). Eastbound left-turn traffic on Peachtree Boulevard does experience some congestion during the peak hours. However, the projected volume-to-capacity ratio is under 1.0, and the eastbound total approach delay is less than 60 seconds per vehicle. Northbound left-turn 95th percentile queues on NW St James Drive are projected to be less than 2 vehicles during peak hours.



***NW Peachtree Boulevard & Selvitz Road***

MEP evaluated the NW Peachtree Boulevard & Selvitz Road intersection. With the project traffic, the intersection is projected to be under capacity with all movements operating under capacity (v/c ratio less than 1.0). Westbound traffic on Peachtree Boulevard does experience some congestion during the peak hours. However, the volume to capacity ratio is under 1.0 and delays are less than 60 seconds per vehicle.

## **ACCESS**

The project site has one existing point of access. The existing access is as follows:

Calvary Christian Academy DW 1 – NW Peachtree Boulevard – Right-in/Right-out/Left-in/Left-out

The proposed development is a (K-12) private school. The school allows students who have surpassed the driving age to drive and to park their vehicles in the Calvary Port St. Lucie Church parking lot. Calvary Church is located on the north side of Peachtree Boulevard opposite the existing Cavalry School. An estimated, 25% of the new project traffic will use the Calvary Port St. Lucie Church driveway 2. Calvary Port St. Lucie Church driveway 1 will be inaccessible during designated school drop-off and pick-up hours.

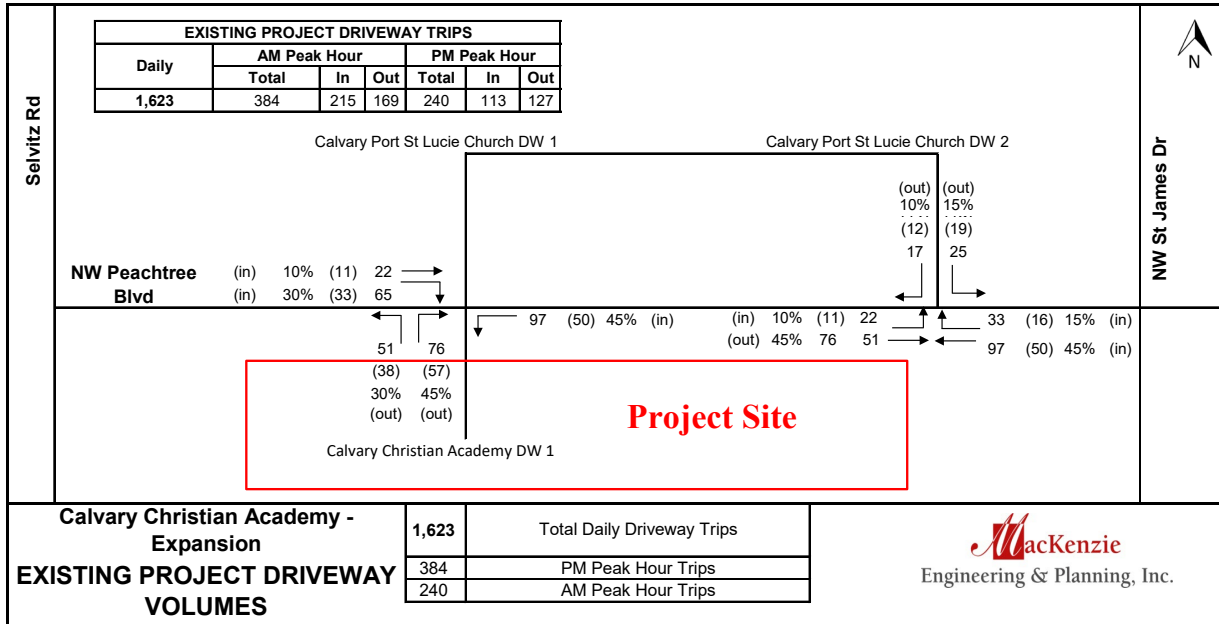
Calvary Port St. Lucie Church DW 1 – NW Peachtree Boulevard – Southbound Left/Through / Right -out. (Closed during School arrival and dismissal hours)

Calvary Port St. Lucie Church DW 2 – NW Peachtree Boulevard – Full opening

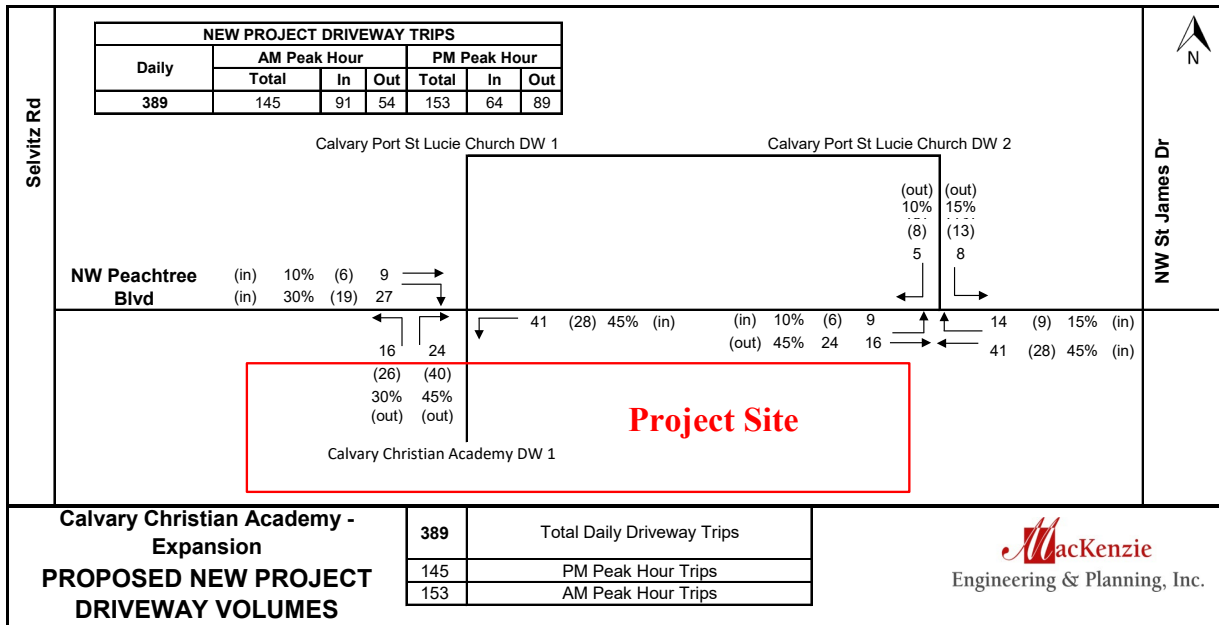
Driveway laneage is based on the most conservative estimate of projected driveway volumes.

Figure 4 shows the existing peak hour driveway volumes. Figure 5 shows the proposed new project driveway volumes. Figure 6 the total existing and new project driveway volumes. The existing volumes are less than the counted volumes at the driveways.

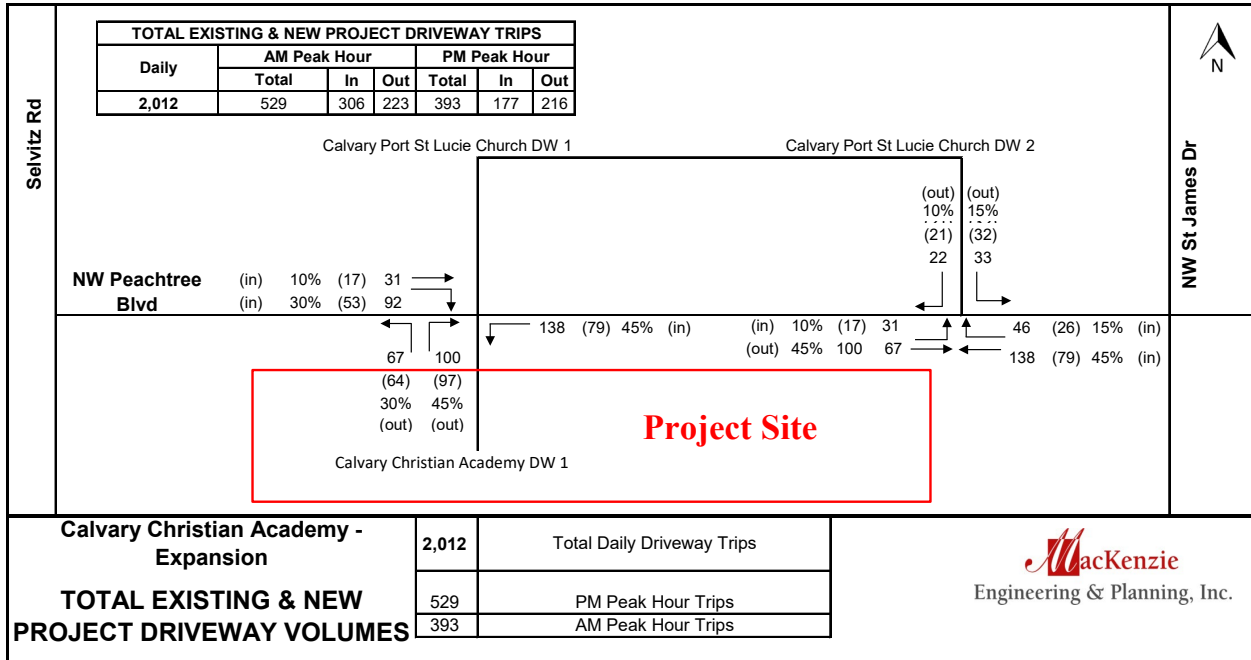
**Figure 4. Existing Driveway Volumes**



**Figure 5. New Driveway Volumes**



**Figure 6. Total Existing and New Driveway Volumes**



## Driveway

### ***Calvary Christian Academy Driveway 1***

The project site's Driveway 1 is projected to have 113 peak-hour right-turning vehicles. The need for a right-turn lane was analyzed using the NCHRP 457 methodology. Peachtree Boulevard has a 30-mile-per-hour speed limit. The analysis contained in Appendix J demonstrates that a right-turn lane is not warranted. Therefore, a right-turn lane is not recommended at Calvary Christian Academy Driveway 1.

Per City Engineering Standards 8.12.8, a left-turn lane is required at Calvary Christian Academy Driveway 1.

MEP evaluated the NW Peachtree Boulevard & Calvary Christian Academy Driveway 1 intersection. With the project traffic, the intersection is projected to be under capacity with all movements operating under capacity (v/c ratio less than 1.0). Westbound left-turn and Eastbound right-turn 95th percentile queues on Peachtree Boulevard are projected to be less than 1.0 vehicle during peak hours.

### ***Calvary Church Driveway 2***

MEP evaluated the NW Peachtree Boulevard & Calvary Church Driveway 2 intersection. With the project traffic, the intersection is projected to be under capacity with all movements operating under capacity (v/c ratio less than 1.0).

## **CONCLUSION**

MacKenzie Engineering and Planning, Inc. performed an analysis of the traffic impacts resulting from the proposed project, Calvary Christian Academy site located at 5545 NW St James Drive, Port St. Lucie, Florida, 34983 (Parcel ID: 3408-602-0004-000-7). The existing property is located south of NW Peachtree Boulevard and west of NW St James and includes a K-8 private school with 395 students. The proposed development is to expand the school from a K-8 to a K-12 private school with a maximum of 552 students which includes the existing 395 students. The buildout year is 2027.

The proposed development will generate the following additional net change in trips:

- 389 daily, 135 AM peak hour (85 in/50 out), and 27 PM peak hour (12 in/15 out) trips.

The proposed development will generate the following additional driveway trips:

- 389 daily, 145 AM peak hour (91 in/54 out), and 153 PM peak hour (64 in/89 out) trips.

The project meets Port St Lucie's adopted level of service and traffic concurrency standards of Port St Lucie. Calvary Christian Academy's arrival and dismissal times will continue to operate on a staggered schedule relative to Southern Oaks Middle School to minimize transportation conflicts. The Calvary Christian Academy's peak hours of driveway traffic are from 7:30 to 8:30 AM and 2:45 to 3:45 PM. Southern Oaks Middle School start and end times are 9:40 AM and 4:00 PM. Field observations and traffic counts confirmed the effectiveness of the existing staggered schedule.

A left-turn lane is required at the Driveway 1 in accordance with City Code and as shown in the site plan.

**APPENDICES**

## Exhibit 1 Trip Generation - Peak Hour of Adjacent Street

### Calvary Christian Academy - Expansion

Land Use	Intensity	Daily Trips	AM Peak Hour			PM Peak Hour		
			Total	In	Out	Total	In	Out
<b>Existing Site Traffic</b>								
Private School (K-8)	395 Students	1,623	397	222	175	103	47	56
<i>NET EXISTING TRIPS</i>		<b>1,623</b>	<b>397</b>	<b>222</b>	<b>175</b>	<b>103</b>	<b>47</b>	<b>56</b>
<b>Total Existing Driveway Volumes</b>		<b>1,623</b>	<b>397</b>	<b>222</b>	<b>175</b>	<b>103</b>	<b>47</b>	<b>56</b>
<b>Proposed Site Traffic</b>								
Private School (K-12)	157 Students	389	135	85	50	27	12	15
<i>NET PROPOSED TRIPS</i>		<b>389</b>	<b>135</b>	<b>85</b>	<b>50</b>	<b>27</b>	<b>12</b>	<b>15</b>
<b>Total Proposed Driveway Volumes</b>		<b>389</b>	<b>135</b>	<b>85</b>	<b>50</b>	<b>27</b>	<b>12</b>	<b>15</b>
<b>NET CHANGE IN TRIPS (FOR THE PURPOSES OF CONCURRENCY)</b>		<b>389</b>	<b>135</b>	<b>85</b>	<b>50</b>	<b>27</b>	<b>12</b>	<b>15</b>
<b>NET CHANGE IN DRIVEWAY VOLUMES</b>		<b>389</b>	<b>135</b>	<b>85</b>	<b>50</b>	<b>27</b>	<b>12</b>	<b>15</b>
<b>TOTAL CHANGE IN TRIPS</b>		<b>2,012</b>	<b>532</b>	<b>307</b>	<b>225</b>	<b>130</b>	<b>59</b>	<b>71</b>
<b>TOTAL DRIVEWAY TRIPS</b>		<b>2,012</b>	<b>532</b>	<b>307</b>	<b>225</b>	<b>130</b>	<b>59</b>	<b>71</b>

Note: Trip generation was calculated using the following data:

Land Use	ITE Code	Unit	Daily Rate	Pass-by Rate	AM Peak Hour		PM Peak Hour	
					in/out	Rate	in/out	Equation
Private School (K-8)	530	Students	4.11	0%	56/44	$T = 1.11 (X) - 40.99$	46/54	0.26
Private School (K-12)	532	Students	2.48	0%	63/37	$T = 0.77 (X) + 13.81$	43/57	0.17



## Exhibit 2 Trip Generation - Peak hour of Generator

### Calvary Christian Academy - Expansion

Land Use	Intensity	Daily Trips	AM Peak Hour			PM Peak Hour		
			Total	In	Out	Total	In	Out
<b>Existing Site Traffic</b>								
Private School (K-8)	395 Students	1,623	384	215	169	240	113	127
<b>NET EXISTING TRIPS</b>		<b>1,623</b>	<b>384</b>	<b>215</b>	<b>169</b>	<b>240</b>	<b>113</b>	<b>127</b>
<b>Total Existing Driveway Volumes</b>		<b>1,623</b>	<b>384</b>	<b>215</b>	<b>169</b>	<b>240</b>	<b>113</b>	<b>127</b>
<b>Proposed Site Traffic</b>								
Private School (K-12)	157 Students	389	145	91	54	153	64	89
<b>NET PROPOSED TRIPS</b>		<b>389</b>	<b>145</b>	<b>91</b>	<b>54</b>	<b>153</b>	<b>64</b>	<b>89</b>
<b>Total Proposed Driveway Volumes</b>		<b>389</b>	<b>145</b>	<b>91</b>	<b>54</b>	<b>153</b>	<b>64</b>	<b>89</b>
<b>NET CHANGE IN TRIPS (FOR THE PURPOSES OF CONCURRENCY)</b>		<b>389</b>	<b>145</b>	<b>91</b>	<b>54</b>	<b>153</b>	<b>64</b>	<b>89</b>
<b>NET CHANGE IN DRIVEWAY VOLUMES</b>		<b>389</b>	<b>145</b>	<b>91</b>	<b>54</b>	<b>153</b>	<b>64</b>	<b>89</b>
<b>TOTAL CHANGE IN TRIPS</b>		<b>2,012</b>	<b>529</b>	<b>306</b>	<b>223</b>	<b>393</b>	<b>177</b>	<b>216</b>
<b>TOTAL DRIVEWAY TRIPS</b>		<b>2,012</b>	<b>529</b>	<b>306</b>	<b>223</b>	<b>393</b>	<b>177</b>	<b>216</b>

Note: Trip generation was calculated using the following data:

Land Use	ITE Code	Unit	Daily Rate	Pass-by Rate	AM Peak Hour		PM Peak Hour	
					in/out	Rate	in/out	Equation
Private School (K-8)	530	Students	4.11	0%	56/44	$\ln(T) = 0.95 \ln(X) + 0.27$	47/53	$\ln(T) = 0.98 \ln(X) - 0.38$
Private School (K-12)	532	Students	2.48	0%	63/37	$T = 0.76 (X) + 24.37$	42/58	$T = 0.41 (X) + 88.78$

Calvary Christian Academy - Expansion  
 AM PEAK HOUR TURNING MOVEMENTS  
 EXHIBIT 3  
 NW Peachtree Blvd & NW St James Dr

		ebl	ebt	ebr	wbl	wbt	wbr	nbl	nbt	nbr	sbl	sbt	sbr
7:00 AM	7:15 AM	1	0	14	0	0	0	35	268	3	1	125	11
7:15 AM	7:30 AM	9	0	27	0	0	1	59	224	3	5	149	6
7:30 AM	7:45 AM	6	1	25	0	0	0	56	266	2	1	156	12
7:45 AM	8:00 AM	12	2	35	2	1	1	49	231	9	1	126	7
8:00 AM	8:15 AM	16	4	49	1	1	1	46	227	12	9	124	12
8:15 AM	8:30 AM	27	2	61	9	2	3	59	232	30	11	158	20
8:30 AM	8:45 AM	22	3	32	8	0	2	32	222	9	16	195	19
8:45 AM	9:00 AM	4	1	18	8	0	6	37	133	7	22	136	6
		97	13	261	28	4	14	373	1803	75	66	1169	93

**Peak Hour Traffic Volume**

7:45 AM	8:45 AM	77	11	177	20	4	7	186	912	60	37	603	58
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Count Taken: 4/18/2024 PHF 0.88 0.92  
 Buildout year: 2027  
 Growth Rate: 2.5%  
 PSCF 1.03

	ebl	ebt	ebr	wbl	wbt	wbr	nbl	nbt	nbr	sbl	sbt	sbr
4/18/2024	77	11	177	20	4	7	186	912	60	37	603	58
Peak Season Factor	2	0	5	1	0	0	6	27	2	1	18	2
Adjusted Volumes	79	11	182	21	4	7	192	939	62	38	621	60
Growth 2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%
2027 Volumes	85	12	196	23	4	8	207	1011	67	41	669	65
Pre Dev	85	12	196	23	4	8	207	1011	67	41	669	65
Project Traffic	10	0	20	0	0	0	34	0	0	0	0	17
Post Dev	95	12	216	23	4	8	241	1011	67	41	669	82

Project Traffic Assignment	Out		In									
	20%	0%	40%	0%	0%	0%	40%	0%	0%	0%	0%	20%
Existing	79	11	182	21	4	7	192	939	62	38	621	60
Pre-development	85	12	196	23	4	8	207	1011	67	41	669	65
Post-development	95	12	216	23	4	8	241	1011	67	41	669	82

Intersection												
Int Delay, s/veh	3.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔	↔		↔		↔	↔		↔	↔	↔
Traffic Vol, veh/h	77	11	177	20	4	7	186	912	60	37	603	58
Future Vol, veh/h	77	11	177	20	4	7	186	912	60	37	603	58
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	-	-	275	-	-	-	280	-	-	275	-	300
Veh in Median Storage, #	-	2	-	-	2	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	4	4	4	4	4	4
Mvmt Flow	84	12	192	22	4	8	202	991	65	40	655	63

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1637	2195	328	1842	2226	528	718	0	0	1056	0	0
Stage 1	735	735	-	1428	1428	-	-	-	-	-	-	-
Stage 2	902	1460	-	414	798	-	-	-	-	-	-	-
Critical Hdwy	5	5	6.94	5	5	6.94	4.18	-	-	4.18	-	-
Critical Hdwy Stg 1	5	5	-	5	5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5	5	-	5	5	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.24	-	-	2.24	-	-
Pot Cap-1 Maneuver	211	114	668	171	110	495	866	-	-	643	-	-
Stage 1	517	473	-	261	247	-	-	-	-	-	-	-
Stage 2	440	239	-	700	447	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	159	82	668	89	79	495	866	-	-	643	-	-
Mov Cap-2 Maneuver	252	134	-	167	152	-	-	-	-	-	-	-
Stage 1	397	444	-	200	189	-	-	-	-	-	-	-
Stage 2	325	183	-	455	419	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	19	27.6	1.7	0.6
HCM LOS	C	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	866	-	-	227	668	193	643	-	-
HCM Lane V/C Ratio	0.233	-	-	0.421	0.288	0.175	0.063	-	-
HCM Control Delay (s)	10.4	-	-	31.9	12.6	27.6	11	-	-
HCM Lane LOS	B	-	-	D	B	D	B	-	-
HCM 95th %tile Q(veh)	0.9	-	-	2	1.2	0.6	0.2	-	-

Intersection												
Int Delay, s/veh	4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔	↔		↔		↔	↔		↔	↔	↔
Traffic Vol, veh/h	79	11	182	21	4	7	192	939	62	38	621	60
Future Vol, veh/h	79	11	182	21	4	7	192	939	62	38	621	60
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	-	-	275	-	-	-	280	-	-	275	-	300
Veh in Median Storage, #	-	2	-	-	2	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	4	4	4	4	4	4
Mvmt Flow	86	12	198	23	4	8	209	1021	67	41	675	65

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1688	2263	338	1899	2295	544	740	0	0	1088	0	0
Stage 1	757	757	-	1473	1473	-	-	-	-	-	-	-
Stage 2	931	1506	-	426	822	-	-	-	-	-	-	-
Critical Hdwy	5	5	6.94	5	5	6.94	4.18	-	-	4.18	-	-
Critical Hdwy Stg 1	5	5	-	5	5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5	5	-	5	5	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.24	-	-	2.24	-	-
Pot Cap-1 Maneuver	200	106	658	161	103	483	849	-	-	625	-	-
Stage 1	506	464	-	250	236	-	-	-	-	-	-	-
Stage 2	428	228	-	692	437	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	148	75	658	81	73	483	849	-	-	625	-	-
Mov Cap-2 Maneuver	238	123	-	156	142	-	-	-	-	-	-	-
Stage 1	382	433	-	189	178	-	-	-	-	-	-	-
Stage 2	310	172	-	440	408	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	20.2	29.6	1.7	0.6
HCM LOS	C	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	849	-	-	214	658	181	625	-	-
HCM Lane V/C Ratio	0.246	-	-	0.457	0.301	0.192	0.066	-	-
HCM Control Delay (s)	10.6	-	-	35.3	12.8	29.6	11.2	-	-
HCM Lane LOS	B	-	-	E	B	D	B	-	-
HCM 95th %tile Q(veh)	1	-	-	2.2	1.3	0.7	0.2	-	-

Intersection												
Int Delay, s/veh	4.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↗		↕		↗	↕↗		↗	↕↗	↗
Traffic Vol, veh/h	85	12	196	23	4	8	207	1011	67	41	669	65
Future Vol, veh/h	85	12	196	23	4	8	207	1011	67	41	669	65
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	-	-	275	-	-	-	280	-	-	275	-	300
Veh in Median Storage, #	-	2	-	-	2	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	4	4	4	4	4	4
Mvmt Flow	92	13	213	25	4	9	225	1099	73	45	727	71

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1819	2439	364	2046	2474	586	798	0	0	1172	0	0
Stage 1	817	817	-	1586	1586	-	-	-	-	-	-	-
Stage 2	1002	1622	-	460	888	-	-	-	-	-	-	-
Critical Hdwy	5	5	6.94	5	5	6.94	4.18	-	-	4.18	-	-
Critical Hdwy Stg 1	5	5	-	5	5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5	5	-	5	5	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.24	-	-	2.24	-	-
Pot Cap-1 Maneuver	175	88	633	138	85	454	807	-	-	581	-	-
Stage 1	477	439	-	222	211	-	-	-	-	-	-	-
Stage 2	399	204	-	670	411	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	124	59	633	61	57	454	807	-	-	581	-	-
Mov Cap-2 Maneuver	204	96	-	124	115	-	-	-	-	-	-	-
Stage 1	344	405	-	160	152	-	-	-	-	-	-	-
Stage 2	274	147	-	397	379	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	25.7		37.8		1.8		0.6	
HCM LOS	D		E					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	807	-	-	179	633	147	581	-	-
HCM Lane V/C Ratio	0.279	-	-	0.589	0.337	0.259	0.077	-	-
HCM Control Delay (s)	11.2	-	-	50.5	13.5	37.8	11.7	-	-
HCM Lane LOS	B	-	-	F	B	E	B	-	-
HCM 95th %tile Q(veh)	1.1	-	-	3.2	1.5	1	0.2	-	-

Intersection												
Int Delay, s/veh	6.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↗		↕		↗	↕↗		↗	↕↗	↗
Traffic Vol, veh/h	95	12	216	23	4	8	241	1011	67	41	669	82
Future Vol, veh/h	95	12	216	23	4	8	241	1011	67	41	669	82
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	-	-	275	-	-	-	280	-	-	275	-	300
Veh in Median Storage, #	-	2	-	-	2	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	4	4	4	4	4	4
Mvmt Flow	103	13	235	25	4	9	262	1099	73	45	727	89

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1893	2513	364	2120	2566	586	816	0	0	1172	0	0
Stage 1	817	817	-	1660	1660	-	-	-	-	-	-	-
Stage 2	1076	1696	-	460	906	-	-	-	-	-	-	-
Critical Hdwy	5	5	6.94	5	5	6.94	4.18	-	-	4.18	-	-
Critical Hdwy Stg 1	5	5	-	5	5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5	5	-	5	5	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.24	-	-	2.24	-	-
Pot Cap-1 Maneuver	162	82	633	128	77	454	795	-	-	581	-	-
Stage 1	477	439	-	206	196	-	-	-	-	-	-	-
Stage 2	371	189	-	670	404	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	108	51	633	50	48	454	795	-	-	581	-	-
Mov Cap-2 Maneuver	173	78	-	94	91	-	-	-	-	-	-	-
Stage 1	320	405	-	138	131	-	-	-	-	-	-	-
Stage 2	236	127	-	376	373	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	36		51.6		2.1		0.6	
HCM LOS	E		F					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	795	-	-	152	633	114	581	-	-
HCM Lane V/C Ratio	0.33	-	-	0.765	0.371	0.334	0.077	-	-
HCM Control Delay (s)	11.7	-	-	80.5	14	51.6	11.7	-	-
HCM Lane LOS	B	-	-	F	B	F	B	-	-
HCM 95th %tile Q(veh)	1.4	-	-	4.7	1.7	1.3	0.2	-	-

Calvary Christian Academy - Expansion  
 PM PEAK HOUR TURNING MOVEMENTS  
 EXHIBIT 3  
 NW Peachtree Blvd & NW St James Dr

	ebl	ebt	ebr	wbl	wbt	wbr	nbl	nbt	nbr	sbl	sbt	sbr
2:30 PM												
2:45 PM												
3:00 PM	10	0	32	3	1	1	35	203	8	4	149	4
3:15 PM	3	0	29	3	0	3	33	200	10	1	212	79
3:30 PM	9	2	51	3	0	0	35	160	9	14	250	12
3:45 PM	3	1	26	1	0	1	34	212	21	18	217	10
4:00 PM												
4:15 PM												
4:15 PM	25	3	138	10	1	5	137	775	48	37	828	105

**Peak Hour Traffic Volume**

3:00 PM	4:00 PM	25	3	138	10	1	5	137	775	48	37	828	105
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Count Taken: 4/18/2024 PHF 0.92 0.92  
 Buildout year: 2027  
 Growth Rate: 2.5%  
 PSCF 1.03

	ebl	ebt	ebr	wbl	wbt	wbr	nbl	nbt	nbr	sbl	sbt	sbr
4/18/2024	25	3	138	10	1	5	137	775	48	37	828	105
Peak Season Factor	1	0	4	0	0	0	4	23	1	1	25	3
Adjusted Volumes	26	3	142	10	1	5	141	798	49	38	853	108
Growth 2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%
2027 Volumes	28	3	153	11	1	5	152	859	53	41	919	116
Pre Dev	28	3	153	11	1	5	152	859	53	41	919	116
Project Traffic	3	0	6	0	0	0	5	0	0	0	0	2
Post Dev	31	3	159	11	1	5	157	859	53	41	919	118

Project Traffic Assignment	Out			In			In					
	20%	0%	40%	0%	0%	0%	40%	0%	0%	0%	0%	20%
Existing	26	3	142	10	1	5	141	798	49	38	853	108
Pre-development	28	3	153	11	1	5	152	859	53	41	919	116
Post-development	31	3	159	11	1	5	157	859	53	41	919	118

Intersection												
Int Delay, s/veh	2.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↗		↕		↗	↕↗		↗	↕↗	↗
Traffic Vol, veh/h	26	3	142	10	1	5	141	798	49	38	853	108
Future Vol, veh/h	26	3	142	10	1	5	141	798	49	38	853	108
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	-	-	275	-	-	-	280	-	-	275	-	300
Veh in Median Storage, #	-	2	-	-	2	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	4	4	4	4	4	4
Mvmt Flow	28	3	154	11	1	5	153	867	53	41	927	117

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1749	2235	464	1747	2326	460	1044	0	0	920	0	0
Stage 1	1009	1009	-	1200	1200	-	-	-	-	-	-	-
Stage 2	740	1226	-	547	1126	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.18	-	-	4.18	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.24	-	-	2.24	-	-
Pot Cap-1 Maneuver	55	42	545	55	37	548	650	-	-	725	-	-
Stage 1	257	316	-	196	256	-	-	-	-	-	-	-
Stage 2	375	249	-	489	278	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	42	30	545	30	27	548	650	-	-	725	-	-
Mov Cap-2 Maneuver	150	128	-	111	93	-	-	-	-	-	-	-
Stage 1	197	298	-	150	196	-	-	-	-	-	-	-
Stage 2	282	190	-	327	262	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	17.9		33.2		1.7		0.4	
HCM LOS	C		D					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	650	-	-	147	545	145	725	-	-
HCM Lane V/C Ratio	0.236	-	-	0.214	0.283	0.12	0.057	-	-
HCM Control Delay (s)	12.2	-	-	36.1	14.2	33.2	10.3	-	-
HCM Lane LOS	B	-	-	E	B	D	B	-	-
HCM 95th %tile Q(veh)	0.9	-	-	0.8	1.2	0.4	0.2	-	-



Intersection												
Int Delay, s/veh	3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↗		↕		↗	↕↗		↗	↕↗	↗
Traffic Vol, veh/h	28	3	153	11	1	5	152	859	53	41	919	116
Future Vol, veh/h	28	3	153	11	1	5	152	859	53	41	919	116
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	-	-	275	-	-	-	280	-	-	275	-	300
Veh in Median Storage, #	-	2	-	-	2	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	4	4	4	4	4	4
Mvmt Flow	30	3	166	12	1	5	165	934	58	45	999	126

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	1887	2411	500	1884	2508	496	1125	0	0	992	0	0
Stage 1	1089	1089	-	1293	1293	-	-	-	-	-	-	-
Stage 2	798	1322	-	591	1215	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.18	-	-	4.18	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.24	-	-	2.24	-	-
Pot Cap-1 Maneuver	43	32	516	43	28	519	605	-	-	681	-	-
Stage 1	230	290	-	172	231	-	-	-	-	-	-	-
Stage 2	346	224	-	460	252	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	32	22	516	21	19	519	605	-	-	681	-	-
Mov Cap-2 Maneuver	125	103	-	85	63	-	-	-	-	-	-	-
Stage 1	167	271	-	125	168	-	-	-	-	-	-	-
Stage 2	247	163	-	288	235	-	-	-	-	-	-	-

Approach	EB		WB		NB			SB		
HCM Control Delay, s	20.4		44.2		1.9			0.4		
HCM LOS	C		E							

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	605	-	-	122	516	110	681	-	-
HCM Lane V/C Ratio	0.273	-	-	0.276	0.322	0.168	0.065	-	-
HCM Control Delay (s)	13.2	-	-	45.4	15.3	44.2	10.7	-	-
HCM Lane LOS	B	-	-	E	C	E	B	-	-
HCM 95th %tile Q(veh)	1.1	-	-	1	1.4	0.6	0.2	-	-

Intersection												
Int Delay, s/veh	3.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↗		↕		↗	↕↗		↗	↕↗	↗
Traffic Vol, veh/h	31	3	159	11	1	5	157	859	53	41	919	118
Future Vol, veh/h	31	3	159	11	1	5	157	859	53	41	919	118
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	-	-	275	-	-	-	280	-	-	275	-	300
Veh in Median Storage, #	-	2	-	-	2	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	4	4	4	4	4	4
Mvmt Flow	34	3	173	12	1	5	171	934	58	45	999	128

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1899	2423	500	1896	2522	496	1127	0	0	992	0	0
Stage 1	1089	1089	-	1305	1305	-	-	-	-	-	-	-
Stage 2	810	1334	-	591	1217	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.18	-	-	4.18	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.24	-	-	2.24	-	-
Pot Cap-1 Maneuver	42	32	516	42	27	519	604	-	-	681	-	-
Stage 1	230	290	-	169	228	-	-	-	-	-	-	-
Stage 2	340	221	-	460	252	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	~ 30	21	516	20	18	519	604	-	-	681	-	-
Mov Cap-2 Maneuver	122	99	-	80	58	-	-	-	-	-	-	-
Stage 1	165	271	-	121	163	-	-	-	-	-	-	-
Stage 2	240	158	-	282	235	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	21.2		47.4		2		0.4	
HCM LOS	C		E					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	604	-	-	120	516	103	681	-	-
HCM Lane V/C Ratio	0.283	-	-	0.308	0.335	0.179	0.065	-	-
HCM Control Delay (s)	13.3	-	-	47.8	15.5	47.4	10.7	-	-
HCM Lane LOS	B	-	-	E	C	E	B	-	-
HCM 95th %tile Q(veh)	1.2	-	-	1.2	1.5	0.6	0.2	-	-

Notes  
 ~: Volume exceeds capacity    \$: Delay exceeds 300s    +: Computation Not Defined    \*: All major volume in platoon

Calvary Christian Academy - Expansion  
 AM PEAK HOUR TURNING MOVEMENTS  
 EXHIBIT 3  
 NW Peachtree Blvd & Calvary School DW1 / Calvary Church DW 1

		ebl	ebt	ebr	wbl	wbt	wbr	nbl	nbt	nbr	sbl	sbt	sbr
7:00 AM	7:15 AM	0	22	10	9	34	0	3	0	0	0	0	0
7:15 AM	7:30 AM	0	37	22	37	24	0	20	0	23	0	0	0
7:30 AM	7:45 AM	0	28	9	12	45	0	6	0	6	0	0	0
7:45 AM	8:00 AM	0	39	6	12	49	0	12	0	11	0	0	0
8:00 AM	8:15 AM	0	34	22	22	23	0	15	0	30	0	0	0
8:15 AM	8:30 AM	0	43	44	46	29	0	27	0	48	0	0	0
8:30 AM	8:45 AM	0	37	6	7	38	0	12	0	18	0	0	0
8:45 AM	9:00 AM	0	22	0	4	31	0	1	0	2	0	0	0
		0	262	119	149	273	0	96	0	138	0	0	0

**Peak Hour Traffic Volume**

7:45 AM	8:45 AM	0	153	78	87	139	0	66	0	107	0	0	0
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Count Taken: 4/18/2024 PHF 0.66 0.92  
 Buildout year: 2027  
 Growth Rate: 2.5%  
 PSCF 1.03

	ebl	ebt	ebr	wbl	wbt	wbr	nbl	nbt	nbr	sbl	sbt	sbr
4/18/2024	0	153	78	87	139	0	66	0	107	0	0	0
Peak Season Factor	0	5	2	3	4	0	2	0	3	0	0	0
Adjusted Volumes	0	158	80	90	143	0	68	0	110	0	0	0
Growth 2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%
2027 Volumes	0	12	6	7	11	0	5	0	8	0	0	0
	0	170	86	97	154	0	73	0	118	0	0	0
Pre Dev	0	170	86	97	154	0	73	0	118	0	0	0
Project Traffic	0	9	27	41	0	0	16	0	24	0	0	0
Post Dev	0	179	113	138	154	0	89	0	142	0	0	0

**Project Traffic Assignment**

	In	In	In	Out	Out	Out
	0%	10%	30%	45%	0%	0%

Existing	0	158	80	90	143	0	68	0	110	0	0	0
Pre-development	0	170	86	97	154	0	73	0	118	0	0	0
Post-development	0	179	113	138	154	0	89	0	142	0	0	0

Intersection												
Int Delay, s/veh	4.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔		↔		↔		↔	
Traffic Vol, veh/h	0	158	80	90	143	0	68	0	110	0	0	0
Future Vol, veh/h	0	158	80	90	143	0	68	0	110	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	0	-	0	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	172	87	98	155	0	74	0	120	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	0	259	0	0	567	-	216	627	610	155
Stage 1	-	-	-	-	-	-	216	-	-	351	351	-
Stage 2	-	-	-	-	-	-	351	-	-	276	259	-
Critical Hdwy	-	-	-	4.12	-	-	7.12	-	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	-	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	-	-	6.12	5.52	-
Follow-up Hdwy	-	-	-	2.218	-	-	3.518	-	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	0	-	-	1306	-	0	434	0	824	396	409	891
Stage 1	0	-	-	-	-	0	786	0	-	666	632	-
Stage 2	0	-	-	-	-	0	666	0	-	730	694	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	1306	-	-	407	-	824	317	375	891
Mov Cap-2 Maneuver	-	-	-	-	-	-	407	-	-	317	375	-
Stage 1	-	-	-	-	-	-	786	-	-	666	580	-
Stage 2	-	-	-	-	-	-	611	-	-	624	694	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			3.1			12.3			0		
HCM LOS							B			A		

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT	SBLn1
Capacity (veh/h)	407	824	-	-	1306	-	-
HCM Lane V/C Ratio	0.182	0.145	-	-	0.075	-	-
HCM Control Delay (s)	15.8	10.1	-	-	8	0	0
HCM Lane LOS	C	B	-	-	A	A	A
HCM 95th %tile Q(veh)	0.7	0.5	-	-	0.2	-	-

Intersection												
Int Delay, s/veh	4.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↻			↻		↻		↻		↻	
Traffic Vol, veh/h	0	170	86	97	154	0	73	0	118	0	0	0
Future Vol, veh/h	0	170	86	97	154	0	73	0	118	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	0	-	0	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	185	93	105	167	0	79	0	128	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	0	278	0	0	609	-	232	673	655	167
Stage 1	-	-	-	-	-	-	232	-	-	377	377	-
Stage 2	-	-	-	-	-	-	377	-	-	296	278	-
Critical Hdwy	-	-	-	4.12	-	-	7.12	-	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	-	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	-	-	6.12	5.52	-
Follow-up Hdwy	-	-	-	2.218	-	-	3.518	-	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	0	-	-	1285	-	0	407	0	807	369	386	877
Stage 1	0	-	-	-	-	0	771	0	-	644	616	-
Stage 2	0	-	-	-	-	0	644	0	-	712	680	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	1285	-	-	379	-	807	289	351	877
Mov Cap-2 Maneuver	-	-	-	-	-	-	379	-	-	289	351	-
Stage 1	-	-	-	-	-	-	771	-	-	644	561	-
Stage 2	-	-	-	-	-	-	586	-	-	599	680	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			3.1			12.9			0		
HCM LOS							B			A		

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT	SBLn1
Capacity (veh/h)	379	807	-	-	1285	-	-
HCM Lane V/C Ratio	0.209	0.159	-	-	0.082	-	-
HCM Control Delay (s)	17	10.3	-	-	8.1	0	0
HCM Lane LOS	C	B	-	-	A	A	A
HCM 95th %tile Q(veh)	0.8	0.6	-	-	0.3	-	-

Intersection												
Int Delay, s/veh	5.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↻			↻		↻		↻		↻	
Traffic Vol, veh/h	0	179	113	138	154	0	89	0	142	0	0	0
Future Vol, veh/h	0	179	113	138	154	0	89	0	142	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	0	-	0	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	195	123	150	167	0	97	0	154	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	0	318	0	0	724	-	257	801	785	167
Stage 1	-	-	-	-	-	-	257	-	-	467	467	-
Stage 2	-	-	-	-	-	-	467	-	-	334	318	-
Critical Hdwy	-	-	-	4.12	-	-	7.12	-	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	-	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	-	-	6.12	5.52	-
Follow-up Hdwy	-	-	-	2.218	-	-	3.518	-	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	0	-	-	1242	-	0	341	0	782	303	325	877
Stage 1	0	-	-	-	-	0	748	0	-	576	562	-
Stage 2	0	-	-	-	-	0	576	0	-	680	654	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	1242	-	-	306	-	782	218	282	877
Mov Cap-2 Maneuver	-	-	-	-	-	-	306	-	-	218	282	-
Stage 1	-	-	-	-	-	-	748	-	-	576	487	-
Stage 2	-	-	-	-	-	-	499	-	-	546	654	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			3.9			15.1			0		
HCM LOS							C			A		

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT	SBLn1
Capacity (veh/h)	306	782	-	-	1242	-	-
HCM Lane V/C Ratio	0.316	0.197	-	-	0.121	-	-
HCM Control Delay (s)	22.1	10.7	-	-	8.3	0	0
HCM Lane LOS	C	B	-	-	A	A	A
HCM 95th %tile Q(veh)	1.3	0.7	-	-	0.4	-	-

Calvary Christian Academy - Expansion  
 PM PEAK HOUR TURNING MOVEMENTS  
 EXHIBIT 3  
 NW Peachtree Blvd & Calvary School DW1 / Calvary Church DW 1

		ebl	ebt	ebr	wbl	wbt	wbr	nbl	nbt	nbr	sbl	sbt	sbr
2:30 PM	2:45 PM	0	20	7	10	23	0	7	0	5	0	0	0
2:45 PM	3:00 PM	0	28	7	11	22	0	5	0	6	0	0	0
3:00 PM	3:15 PM	0	35	12	8	31	0	3	0	0	0	0	0
3:15 PM	3:30 PM	0	59	4	7	23	0	14	0	19	0	0	0
3:30 PM	3:45 PM	0	30	9	10	25	0	32	0	35	0	0	0
3:45 PM	4:00 PM	0	24	1	2	23	0	23	0	21	0	0	0
4:00 PM	4:15 PM	0	33	1	3	36	0	0	0	4	0	0	0
4:00 PM	4:30 PM	0	37	8	2	27	0	0	0	1	0	0	0
		0	266	49	53	210	0	84	0	91	0	0	0

**Peak Hour Traffic Volume**

3:00 PM	4:00 PM	0	148	26	27	102	0	72	0	75	0	0	0
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Count Taken: 4/18/2024 PHF 0.80 0.92  
 Buildout year: 2027  
 Growth Rate: 2.5%  
 PSCF 1.03

	ebl	ebt	ebr	wbl	wbt	wbr	nbl	nbt	nbr	sbl	sbt	sbr
4/18/2024	0	148	26	27	102	0	72	0	75	0	0	0
<b>Peak Season Factor</b>	0	4	1	1	3	0	2	0	2	0	0	0
<b>Adjusted Volumes</b>	0	152	27	28	105	0	74	0	77	0	0	0
	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%
Growth 2.5%	0	12	2	2	8	0	6	0	6	0	0	0
<b>2027 Volumes</b>	0	164	29	30	113	0	80	0	83	0	0	0
<b>Pre Dev</b>	0	164	29	30	113	0	80	0	83	0	0	0
<b>Project Traffic</b>	0	6	19	29	0	0	27	0	40	0	0	0
<b>Post Dev</b>	0	170	48	59	113	0	107	0	123	0	0	0

Project Traffic Assignment	In			Out								
	0%	10%	30%	45%	0%	0%						
Existing	0	152	27	28	105	0	74	0	77	0	0	0
Pre-development	0	164	29	30	113	0	80	0	83	0	0	0
Post-development	0	170	48	59	113	0	107	0	123	0	0	0

Intersection												
Int Delay, s/veh	4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔		↔		↔		↔	
Traffic Vol, veh/h	0	152	27	28	105	0	74	0	77	0	0	0
Future Vol, veh/h	0	152	27	28	105	0	74	0	77	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	0	-	0	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	165	29	30	114	0	80	0	84	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	0	194	0	0	354	-	180	396	368	114
Stage 1	-	-	-	-	-	-	180	-	-	174	174	-
Stage 2	-	-	-	-	-	-	174	-	-	222	194	-
Critical Hdwy	-	-	-	4.12	-	-	7.12	-	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	-	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	-	-	6.12	5.52	-
Follow-up Hdwy	-	-	-	2.218	-	-	3.518	-	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	0	-	-	1379	-	0	601	0	863	564	561	939
Stage 1	0	-	-	-	-	0	822	0	-	828	755	-
Stage 2	0	-	-	-	-	0	828	0	-	780	740	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	1379	-	-	590	-	863	500	548	939
Mov Cap-2 Maneuver	-	-	-	-	-	-	590	-	-	500	548	-
Stage 1	-	-	-	-	-	-	822	-	-	828	738	-
Stage 2	-	-	-	-	-	-	809	-	-	704	740	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			1.6			10.8			0		
HCM LOS							B			A		

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT	SBLn1
Capacity (veh/h)	590	863	-	-	1379	-	-
HCM Lane V/C Ratio	0.136	0.097	-	-	0.022	-	-
HCM Control Delay (s)	12.1	9.6	-	-	7.7	0	0
HCM Lane LOS	B	A	-	-	A	A	A
HCM 95th %tile Q(veh)	0.5	0.3	-	-	0.1	-	-



Intersection												
Int Delay, s/veh	4.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔		↔		↔		↔	
Traffic Vol, veh/h	0	164	29	30	113	0	80	0	83	0	0	0
Future Vol, veh/h	0	164	29	30	113	0	80	0	83	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	0	-	0	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	178	32	33	123	0	87	0	90	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	0	210	0	0	383	-	194	428	399	123
Stage 1	-	-	-	-	-	-	194	-	-	189	189	-
Stage 2	-	-	-	-	-	-	189	-	-	239	210	-
Critical Hdwy	-	-	-	4.12	-	-	7.12	-	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	-	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	-	-	6.12	5.52	-
Follow-up Hdwy	-	-	-	2.218	-	-	3.518	-	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	0	-	-	1361	-	0	575	0	847	537	539	928
Stage 1	0	-	-	-	-	0	808	0	-	813	744	-
Stage 2	0	-	-	-	-	0	813	0	-	764	728	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	1361	-	-	564	-	847	470	525	928
Mov Cap-2 Maneuver	-	-	-	-	-	-	564	-	-	470	525	-
Stage 1	-	-	-	-	-	-	808	-	-	813	725	-
Stage 2	-	-	-	-	-	-	792	-	-	683	728	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			1.6			11.1			0		
HCM LOS							B			A		

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT	SBLn1
Capacity (veh/h)	564	847	-	-	1361	-	-
HCM Lane V/C Ratio	0.154	0.107	-	-	0.024	-	-
HCM Control Delay (s)	12.5	9.8	-	-	7.7	0	0
HCM Lane LOS	B	A	-	-	A	A	A
HCM 95th %tile Q(veh)	0.5	0.4	-	-	0.1	-	-

Intersection												
Int Delay, s/veh	5.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↻			↻		↻		↻		↻	
Traffic Vol, veh/h	0	170	48	59	113	0	107	0	123	0	0	0
Future Vol, veh/h	0	170	48	59	113	0	107	0	123	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	0	-	0	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	185	52	64	123	0	116	0	134	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	0	237	0	0	462	-	211	529	488	123
Stage 1	-	-	-	-	-	-	211	-	-	251	251	-
Stage 2	-	-	-	-	-	-	251	-	-	278	237	-
Critical Hdwy	-	-	-	4.12	-	-	7.12	-	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	-	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	-	-	6.12	5.52	-
Follow-up Hdwy	-	-	-	2.218	-	-	3.518	-	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	0	-	-	1330	-	0	510	0	829	460	480	928
Stage 1	0	-	-	-	-	0	791	0	-	753	699	-
Stage 2	0	-	-	-	-	0	753	0	-	728	709	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	1330	-	-	490	-	829	370	455	928
Mov Cap-2 Maneuver	-	-	-	-	-	-	490	-	-	370	455	-
Stage 1	-	-	-	-	-	-	791	-	-	753	663	-
Stage 2	-	-	-	-	-	-	714	-	-	611	709	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			2.7			12.2			0		
HCM LOS							B			A		

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT	SBLn1
Capacity (veh/h)	490	829	-	-	1330	-	-
HCM Lane V/C Ratio	0.237	0.161	-	-	0.048	-	-
HCM Control Delay (s)	14.6	10.2	-	-	7.8	0	0
HCM Lane LOS	B	B	-	-	A	A	A
HCM 95th %tile Q(veh)	0.9	0.6	-	-	0.2	-	-

Calvary Christian Academy - Expansion  
 AM PEAK HOUR TURNING MOVEMENTS  
 EXHIBIT 3  
 NW Peachtree Blvd & Selvitz Road

		ebl	ebt	ebr	wbl	wbt	wbr	nbl	nbt	nbr	sbl	sbt	sbr
7:00 AM	7:15 AM	0	0	0	3	0	25	0	75	7	17	59	0
7:15 AM	7:30 AM	0	0	0	6	0	11	0	50	12	30	51	0
7:30 AM	7:45 AM	0	0	0	13	0	28	0	97	11	28	92	0
7:45 AM	8:00 AM	0	0	0	12	0	35	0	100	10	29	111	0
8:00 AM	8:15 AM	0	0	0	13	0	31	0	85	9	52	84	0
8:15 AM	8:30 AM	0	0	0	12	0	37	0	70	17	67	85	0
8:30 AM	8:45 AM	0	0	0	15	0	38	0	85	12	33	91	0
8:45 AM	9:00 AM	0	0	0	11	0	28	0	94	8	18	73	0
		0	0	0	85	0	233	0	656	86	274	646	0

**Peak Hour Traffic Volume**

7:45 AM	8:45 AM	0	0	0	52	0	141	0	340	48	181	371	0
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Count Taken: 4/18/2024 PHF 0.95 0.95  
 Buildout year: 2027  
 Growth Rate: 2.5%  
 PSCF 1.03

	ebl	ebt	ebr	wbl	wbt	wbr	nbl	nbt	nbr	sbl	sbt	sbr
4/18/2024	0	0	0	52	0	141	0	340	48	181	371	0
Peak Season Factor	0	0	0	2	0	4	0	10	1	5	11	0
Adjusted Volumes	0	0	0	54	0	145	0	350	49	186	382	0
	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%
Growth 2.5%	0	0	0	4	0	11	0	27	4	14	29	0
2027 Volumes	0	0	0	58	0	156	0	377	53	200	411	0
Pre Dev	0	0	0	58	0	156	0	377	53	200	411	0
Project Traffic	0	0	0	6	0	14	0	0	10	23	0	0
Post Dev	0	0	0	64	0	170	0	377	63	223	411	0

Project Traffic Assignment	0%	0%	0%	Out 12%	0%	Out 27%	0%	0%	In 12%	In 27%	0%	0%
Existing	0	0	0	54	0	145	0	350	49	186	382	0
Pre-development	0	0	0	58	0	156	0	377	53	200	411	0
Post-development	0	0	0	64	0	170	0	377	63	223	411	0

Intersection						
Int Delay, s/veh	6.3					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	54	145	350	49	186	382
Future Vol, veh/h	54	145	350	49	186	382
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	95	95	95	95	95	95
Heavy Vehicles, %	2	2	4	4	4	4
Mvmt Flow	57	153	368	52	196	402

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	1188	394	0	0	420
Stage 1	394	-	-	-	-
Stage 2	794	-	-	-	-
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	208	655	-	-	1128
Stage 1	681	-	-	-	-
Stage 2	445	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	161	655	-	-	1128
Mov Cap-2 Maneuver	161	-	-	-	-
Stage 1	681	-	-	-	-
Stage 2	345	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	28.4	0	2.9
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	357	1128
HCM Lane V/C Ratio	-	-	0.587	0.174
HCM Control Delay (s)	-	-	28.4	8.9
HCM Lane LOS	-	-	D	A
HCM 95th %tile Q(veh)	-	-	3.6	0.6

Intersection						
Int Delay, s/veh	8.2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	TT		TT			TT
Traffic Vol, veh/h	58	156	377	53	200	411
Future Vol, veh/h	58	156	377	53	200	411
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	95	95	95	95	95	95
Heavy Vehicles, %	2	2	4	4	4	4
Mvmt Flow	61	164	397	56	211	433

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	1280	425	0	0	453
Stage 1	425	-	-	-	-
Stage 2	855	-	-	-	-
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	183	629	-	-	1097
Stage 1	659	-	-	-	-
Stage 2	417	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	137	629	-	-	1097
Mov Cap-2 Maneuver	137	-	-	-	-
Stage 1	659	-	-	-	-
Stage 2	311	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	39.4	0	3
HCM LOS	E		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	319	1097
HCM Lane V/C Ratio	-	-	0.706	0.192
HCM Control Delay (s)	-	-	39.4	9.1
HCM Lane LOS	-	-	E	A
HCM 95th %tile Q(veh)	-	-	5	0.7

Intersection						
Int Delay, s/veh	11.9					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	64	170	377	63	223	411
Future Vol, veh/h	64	170	377	63	223	411
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	95	95	95	95	95	95
Heavy Vehicles, %	2	2	4	4	4	4
Mvmt Flow	67	179	397	66	235	433

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	1333	430	0	0	463
Stage 1	430	-	-	-	-
Stage 2	903	-	-	-	-
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	170	625	-	-	1088
Stage 1	656	-	-	-	-
Stage 2	396	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	122	625	-	-	1088
Mov Cap-2 Maneuver	122	-	-	-	-
Stage 1	656	-	-	-	-
Stage 2	284	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	57.9	0	3.2
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	294	1088
HCM Lane V/C Ratio	-	-	0.838	0.216
HCM Control Delay (s)	-	-	57.9	9.2
HCM Lane LOS	-	-	F	A
HCM 95th %tile Q(veh)	-	-	7.1	0.8

Calvary Christian Academy - Expansion  
 PM PEAK HOUR TURNING MOVEMENTS  
 EXHIBIT 3  
 NW Peachtree Blvd & Selvitz Road

		ebl	ebt	ebr	wbl	wbt	wbr	nbl	nbt	nbr	sbl	sbt	sbr
2:30 PM	2:45 PM	0	0	0	10	0	21	0	87	8	23	101	0
2:45 PM	3:00 PM	0	0	0	8	0	21	0	75	9	25	83	0
3:00 PM	3:15 PM	0	0	0	11	0	23	0	91	13	32	114	0
3:15 PM	3:30 PM	0	0	0	8	0	19	0	83	12	36	99	0
3:30 PM	3:45 PM	0	0	0	18	0	37	0	85	6	25	102	0
3:45 PM	4:00 PM	0	0	0	10	0	36	0	90	7	18	121	0
4:00 PM	4:15 PM	0	0	0	13	0	21	0	117	10	25	146	0
4:15 PM	4:30 PM	0	0	0	3	0	29	0	104	11	33	148	0
		0	0	0	81	0	207	0	732	76	217	914	0

**Peak Hour Traffic Volume**

3:30 PM	4:30 PM	0	0	0	44	0	123	0	396	34	101	517	0
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Count Taken: 4/18/2024 PHF 0.91 0.92  
 Buildout year: 2027  
 Growth Rate: 2.5%  
 PSCF 1.03

	ebl	ebt	ebr	wbl	wbt	wbr	nbl	nbt	nbr	sbl	sbt	sbr
4/18/2024	0	0	0	44	0	123	0	396	34	101	517	0
<b>Peak Season Factor</b>	0	0	0	1	0	4	0	12	1	3	16	0
<b>Adjusted Volumes</b>	0	0	0	45	0	127	0	408	35	104	533	0
	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%
Growth 2.5%	0	0	0	3	0	10	0	31	3	8	41	0
<b>2027 Volumes</b>	0	0	0	48	0	137	0	439	38	112	574	0
<b>Pre Dev</b>	0	0	0	48	0	137	0	439	38	112	574	0
<b>Project Traffic</b>	0	0	0	2	0	4	0	0	1	3	0	0
<b>Post Dev</b>	0	0	0	50	0	141	0	439	39	115	574	0

Project Traffic Assignment	0%			Out		Out		In		In		0%	
	0%	0%	0%	12%	0%	27%	0%	0%	12%	27%	0%	0%	
Existing	0	0	0	45	0	127	0	408	35	104	533	0	
Pre-development	0	0	0	48	0	137	0	439	38	112	574	0	
Post-development	0	0	0	50	0	141	0	439	39	115	574	0	

Intersection						
Int Delay, s/veh	4.4					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	45	127	408	35	104	533
Future Vol, veh/h	45	127	408	35	104	533
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	4	4
Mvmt Flow	49	138	443	38	113	579

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	1267	462	0	0	481
Stage 1	462	-	-	-	-
Stage 2	805	-	-	-	-
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	186	600	-	-	1071
Stage 1	634	-	-	-	-
Stage 2	440	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	157	600	-	-	1071
Mov Cap-2 Maneuver	157	-	-	-	-
Stage 1	634	-	-	-	-
Stage 2	371	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	27.1	0	1.4
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	345	1071
HCM Lane V/C Ratio	-	-	0.542	0.106
HCM Control Delay (s)	-	-	27.1	8.8
HCM Lane LOS	-	-	D	A
HCM 95th %tile Q(veh)	-	-	3.1	0.4



Intersection						
Int Delay, s/veh	5.7					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	TT		TT			TT
Traffic Vol, veh/h	48	137	439	38	112	574
Future Vol, veh/h	48	137	439	38	112	574
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	4	4
Mvmt Flow	52	149	477	41	122	624

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	1366	498	0	0	518
Stage 1	498	-	-	-	-
Stage 2	868	-	-	-	-
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	162	572	-	-	1038
Stage 1	611	-	-	-	-
Stage 2	411	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	133	572	-	-	1038
Mov Cap-2 Maneuver	133	-	-	-	-
Stage 1	611	-	-	-	-
Stage 2	337	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	36.2	0	1.5
HCM LOS	E		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	308	1038
HCM Lane V/C Ratio	-	-	0.653	0.117
HCM Control Delay (s)	-	-	36.2	8.9
HCM Lane LOS	-	-	E	A
HCM 95th %tile Q(veh)	-	-	4.3	0.4

Intersection						
Int Delay, s/veh	5.5					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	50	141	439	39	115	574
Future Vol, veh/h	50	141	439	39	115	574
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	95	95	95	95	95	95
Heavy Vehicles, %	2	2	4	4	4	4
Mvmt Flow	53	148	462	41	121	604

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	1329	483	0	0	503
Stage 1	483	-	-	-	-
Stage 2	846	-	-	-	-
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	171	584	-	-	1051
Stage 1	620	-	-	-	-
Stage 2	421	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	141	584	-	-	1051
Mov Cap-2 Maneuver	141	-	-	-	-
Stage 1	620	-	-	-	-
Stage 2	348	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	33.5	0	1.5
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	320	1051
HCM Lane V/C Ratio	-	-	0.628	0.115
HCM Control Delay (s)	-	-	33.5	8.9
HCM Lane LOS	-	-	D	A
HCM 95th %tile Q(veh)	-	-	4	0.4

Calvary Christian Academy - Expansion  
 AM PEAK HOUR TURNING MOVEMENTS  
 EXHIBIT 3  
 NW Peachtree Blvd & Calvary Church DW2

		ebl	ebt*	ebr	wbl	wbt**	wbr	nbl	nbt	nbr	sbl	sbt	sbr
7:00 AM	7:15 AM	0	15	0	0	43	0	0	0	0	0	0	0
7:15 AM	7:30 AM	0	36	0	0	61	0	0	0	0	0	0	0
7:30 AM	7:45 AM	0	32	0	0	57	0	0	0	0	0	0	0
7:45 AM	8:00 AM	0	49	0	0	61	0	0	0	0	0	0	0
8:00 AM	8:15 AM	0	69	0	0	45	0	0	0	0	0	0	0
8:15 AM	8:30 AM	0	90	0	0	75	0	0	0	0	0	0	0
8:30 AM	8:45 AM	0	57	0	0	45	0	0	0	0	0	0	0
8:45 AM	9:00 AM	0	23	0	0	35	0	0	0	0	0	0	0
		0	371	0	0	422	0	0	0	0	0	0	0

**Peak Hour Traffic Volume**

7:45 AM	8:45 AM	0	265	0	0	226	0	0	0	0	0	0	0
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Count Taken: 4/18/2024 PHF 0.91 0.92  
 Buildout year: 2027  
 Growth Rate: 2.5%  
 PSCF 1.03

	ebl	ebt	ebr	wbl	wbt	wbr	nbl	nbt	nbr	sbl	sbt	sbr
<b>4/18/2024</b>	0	265	0	0	226	0	0	0	0	0	0	0
<b>Peak Season Factor</b>	0	8	0	0	7	0	0	0	0	0	0	0
<b>Adjusted Volumes</b>	0	273	0	0	233	0	0	0	0	0	0	0
	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%
Growth 2.5%	0	21	0	0	18	0	0	0	0	0	0	0
<b>2027 Volumes</b>	0	294	0	0	251	0	0	0	0	0	0	0
<b>Pre Dev</b>	0	294	0	0	251	0	0	0	0	0	0	0
<b>Project Traffic</b>	9	24	0	0	41	14	0	0	0	8	0	5
<b>Post Dev</b>	9	318	0	0	292	14	0	0	0	8	0	5

Project Traffic Assignment	In				Out							
	10%	45%	0%	0%	45%	15%	0%	0%	15%	0%	10%	
<b>Existing</b>	0	273	0	0	233	0	0	0	0	0	0	0
<b>Pre-development</b>	0	294	0	0	251	0	0	0	0	0	0	0
<b>Post-development</b>	9	318	0	0	292	14	0	0	0	8	0	5

\* NW Peachtree Blvd & NW St. James Blvd  
 EBT = EBL + EBT + EBR  
 \*\* NW Peachtree Blvd & Calvary School DW  
 WBT = WBL + WBT + WBR

Intersection						
Int Delay, s/veh	0.4					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	9	318	292	14	8	5
Future Vol, veh/h	9	318	292	14	8	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	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	2	2	2	2
Mvmt Flow	10	346	317	15	9	5

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	332	0	-	0	691 325
Stage 1	-	-	-	-	325 -
Stage 2	-	-	-	-	366 -
Critical Hdwy	4.12	-	-	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	2.218	-	-	-	3.518 3.318
Pot Cap-1 Maneuver	1227	-	-	-	410 716
Stage 1	-	-	-	-	732 -
Stage 2	-	-	-	-	702 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1227	-	-	-	407 716
Mov Cap-2 Maneuver	-	-	-	-	407 -
Stage 1	-	-	-	-	726 -
Stage 2	-	-	-	-	702 -

Approach	EB	WB	SB
HCM Control Delay, s	0.2	0	12.6
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1227	-	-	-	488
HCM Lane V/C Ratio	0.008	-	-	-	0.029
HCM Control Delay (s)	8	-	-	-	12.6
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Calvary Christian Academy - Expansion  
 PM PEAK HOUR TURNING MOVEMENTS  
 EXHIBIT 3  
 NW Peachtree Blvd & Calvary Church DW2

		ebl	ebt*	ebr	wbl	wbt**	wbr	nbl	nbt	nbr	sbl	sbt	sbr
2:30 PM	2:45 PM	0	0	0	0	33	0	0	0	0	0	0	0
2:45 PM	3:00 PM	0	0	0	0	33	0	0	0	0	0	0	0
3:00 PM	3:15 PM	0	42	0	0	39	0	0	0	0	0	0	0
3:15 PM	3:30 PM	0	32	0	0	30	0	0	0	0	0	0	0
3:30 PM	3:45 PM	0	62	0	0	35	0	0	0	0	0	0	0
3:45 PM	4:00 PM	0	30	0	0	25	0	0	0	0	0	0	0
4:00 PM	4:15 PM	0	0	0	0	39	0	0	0	0	0	0	0
4:15 PM	4:30 PM	0	0	0	0	29	0	0	0	0	0	0	0
		0	166	0	0	263	0	0	0	0	0	0	0

**Peak Hour Traffic Volume**

3:00 PM	4:00 PM	0	166	0	0	129	0	0	0	0	0	0	0
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Count Taken: 4/18/2024 PHF 0.76 0.92  
 Buildout year: 2027  
 Growth Rate: 2.5%  
 PSCF 1.03

	ebl	ebt	ebr	wbl	wbt	wbr	nbl	nbt	nbr	sbl	sbt	sbr
4/18/2024	0	166	0	0	129	0	0	0	0	0	0	0
Peak Season Factor	0	5	0	0	4	0	0	0	0	0	0	0
Adjusted Volumes	0	171	0	0	133	0	0	0	0	0	0	0
	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%
Growth 2.5%	0	13	0	0	10	0	0	0	0	0	0	0
2027 Volumes	0	184	0	0	143	0	0	0	0	0	0	0
Pre Dev	0	184	0	0	143	0	0	0	0	0	0	0
Project Traffic	6	40	0	0	29	10	0	0	0	13	0	9
Post Dev	6	224	0	0	172	10	0	0	0	13	0	9

Project Traffic Assignment	In				Out							
	In	Out	In	In	Out	Out	Out	Out				
	10%	45%	0%	0%	45%	15%	0%	0%	0%	15%	0%	10%

Existing	0	171	0	0	133	0	0	0	0	0	0	0
Pre-development	0	184	0	0	143	0	0	0	0	0	0	0
Post-development	6	224	0	0	172	10	0	0	0	13	0	9

\* NW Peachtree Blvd & NW St. James Blvd  
 EBT = EBL + EBT + EBR  
 \*\* NW Peachtree Blvd & Calvary School DW  
 WBT = WBL + WBT + WBR

Intersection						
Int Delay, s/veh	0.6					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	6	248	171	10	13	9
Future Vol, veh/h	6	248	171	10	13	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	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	2	2	2	2
Mvmt Flow	7	270	186	11	14	10

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	197	0	-	0	476 192
Stage 1	-	-	-	-	192 -
Stage 2	-	-	-	-	284 -
Critical Hdwy	4.12	-	-	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	2.218	-	-	-	3.518 3.318
Pot Cap-1 Maneuver	1376	-	-	-	548 850
Stage 1	-	-	-	-	841 -
Stage 2	-	-	-	-	764 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1376	-	-	-	545 850
Mov Cap-2 Maneuver	-	-	-	-	545 -
Stage 1	-	-	-	-	837 -
Stage 2	-	-	-	-	764 -

Approach	EB	WB	SB
HCM Control Delay, s	0.2	0	10.9
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1376	-	-	-	639
HCM Lane V/C Ratio	0.005	-	-	-	0.037
HCM Control Delay (s)	7.6	-	-	-	10.9
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.1

# Land Use: 530

## Private School (K-8)

---

### **Description**

A private school (K-8) serves students attending kindergarten through the eighth grade. The school may also offer pre-kindergarten classes and extended care and day care. Students may travel a long distance from their residence to the private school. Elementary school (Land Use 520), middle school/junior high school (Land Use 522), private school (K-12) (Land Use 532), private high school (Land Use 534), charter elementary school (Land Use 536), and charter school (Land Use 538) are related uses.

### **Additional Data**

The sites were surveyed in the 1980s, 1990s, the 2000s, and the 2010s in Arizona, Florida, Maryland, Oregon, Pennsylvania, and Texas.

### **Source Numbers**

355, 444, 516, 536, 634, 905, 906, 940

# Private School (K-8) (530)

**Vehicle Trip Ends vs: Students**  
**On a: Weekday**

**Setting/Location: General Urban/Suburban**

Number of Studies: 1

Avg. Num. of Students: 110

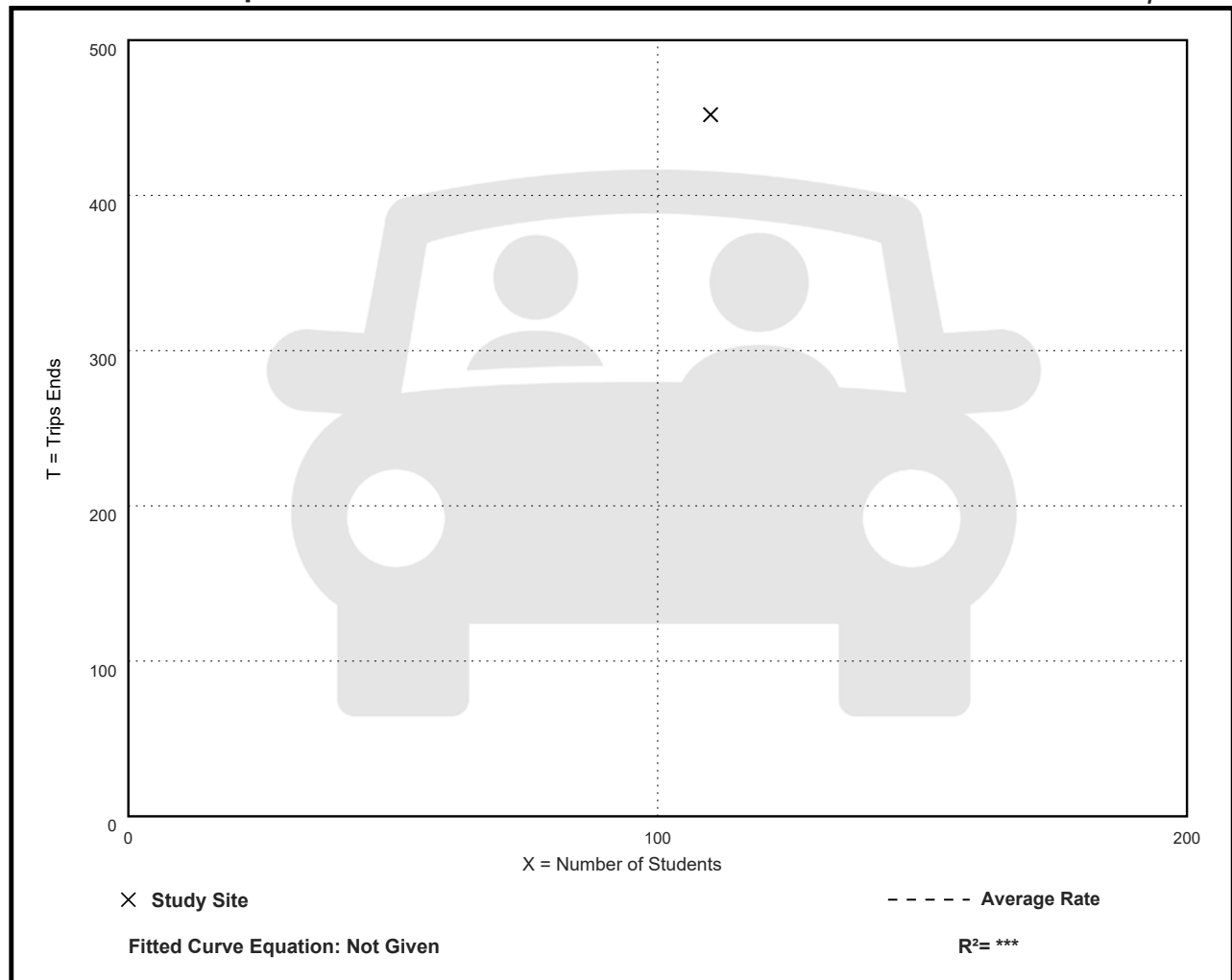
Directional Distribution: 50% entering, 50% exiting

## Vehicle Trip Generation per Student

Average Rate	Range of Rates	Standard Deviation
4.11	4.11 - 4.11	***

## Data Plot and Equation

*Caution – Small Sample Size*





# Private School (K-8) (530)

## Vehicle Trip Ends vs: Students

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

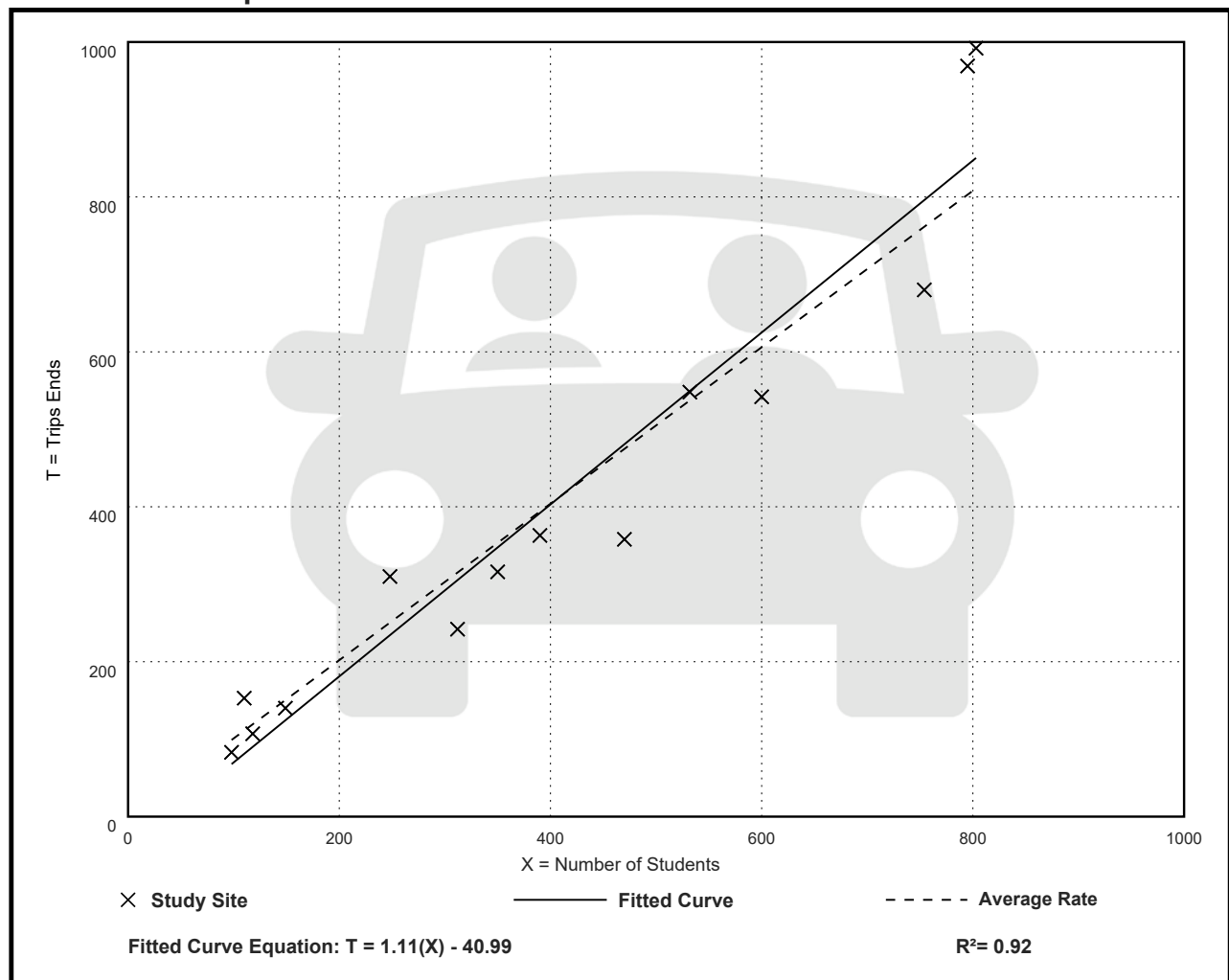
Avg. Num. of Students: 409

Directional Distribution: 56% entering, 44% exiting

## Vehicle Trip Generation per Student

Average Rate	Range of Rates	Standard Deviation
1.01	0.76 - 1.39	0.18

## Data Plot and Equation



# Private School (K-8) (530)

## Vehicle Trip Ends vs: Students

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: 5

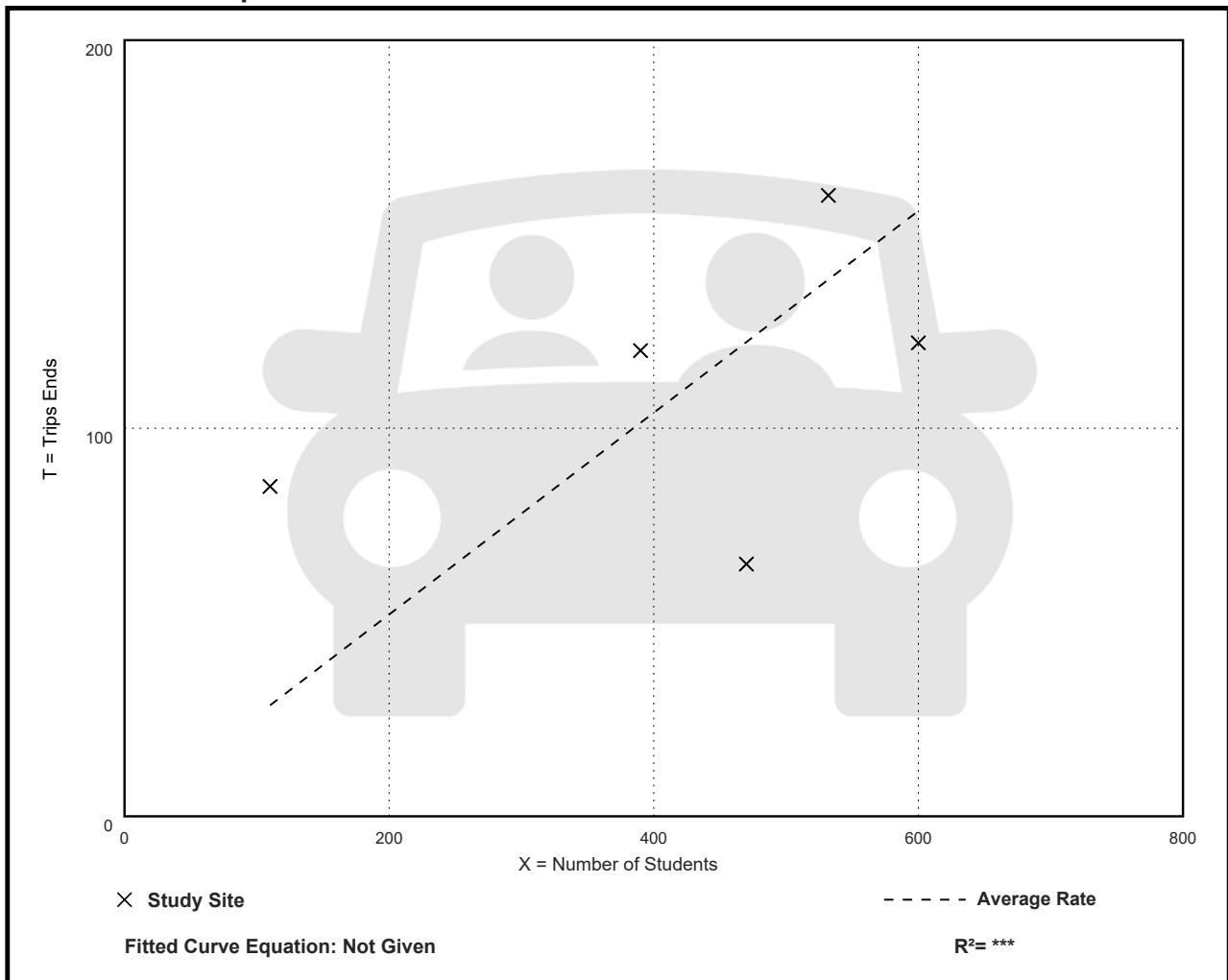
Avg. Num. of Students: 420

Directional Distribution: 46% entering, 54% exiting

## Vehicle Trip Generation per Student

Average Rate	Range of Rates	Standard Deviation
0.26	0.14 - 0.77	0.15

## Data Plot and Equation



# Private School (K-8) (530)

Vehicle Trip Ends vs: Students

On a: Weekday,

AM Peak Hour of Generator

Setting/Location: General Urban/Suburban

Number of Studies: 14

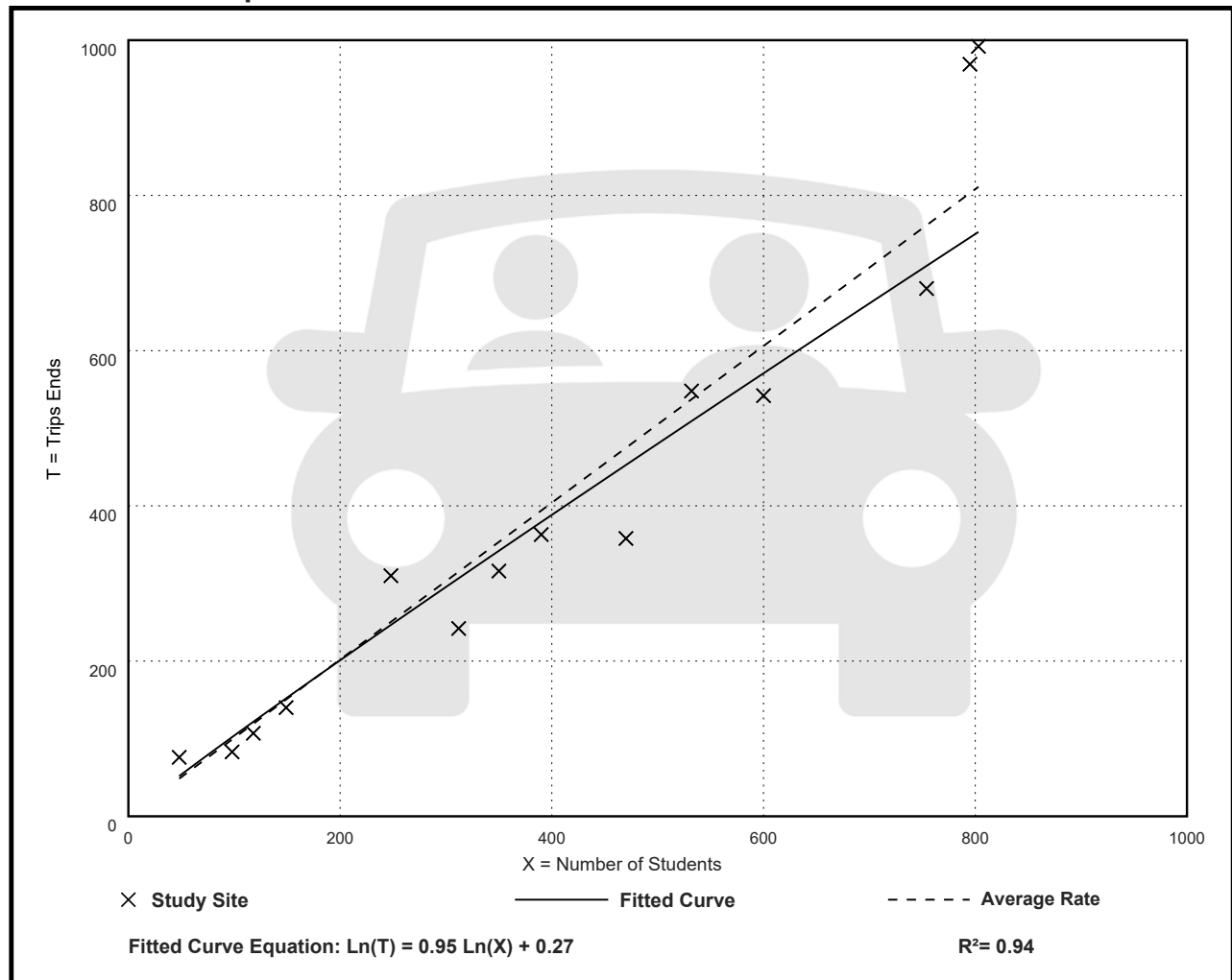
Avg. Num. of Students: 405

Directional Distribution: 56% entering, 44% exiting

## Vehicle Trip Generation per Student

Average Rate	Range of Rates	Standard Deviation
1.01	0.76 - 1.58	0.18

## Data Plot and Equation



# Private School (K-8) (530)

## Vehicle Trip Ends vs: Students

On a: Weekday,

PM Peak Hour of Generator

**Setting/Location: General Urban/Suburban**

Number of Studies: 12

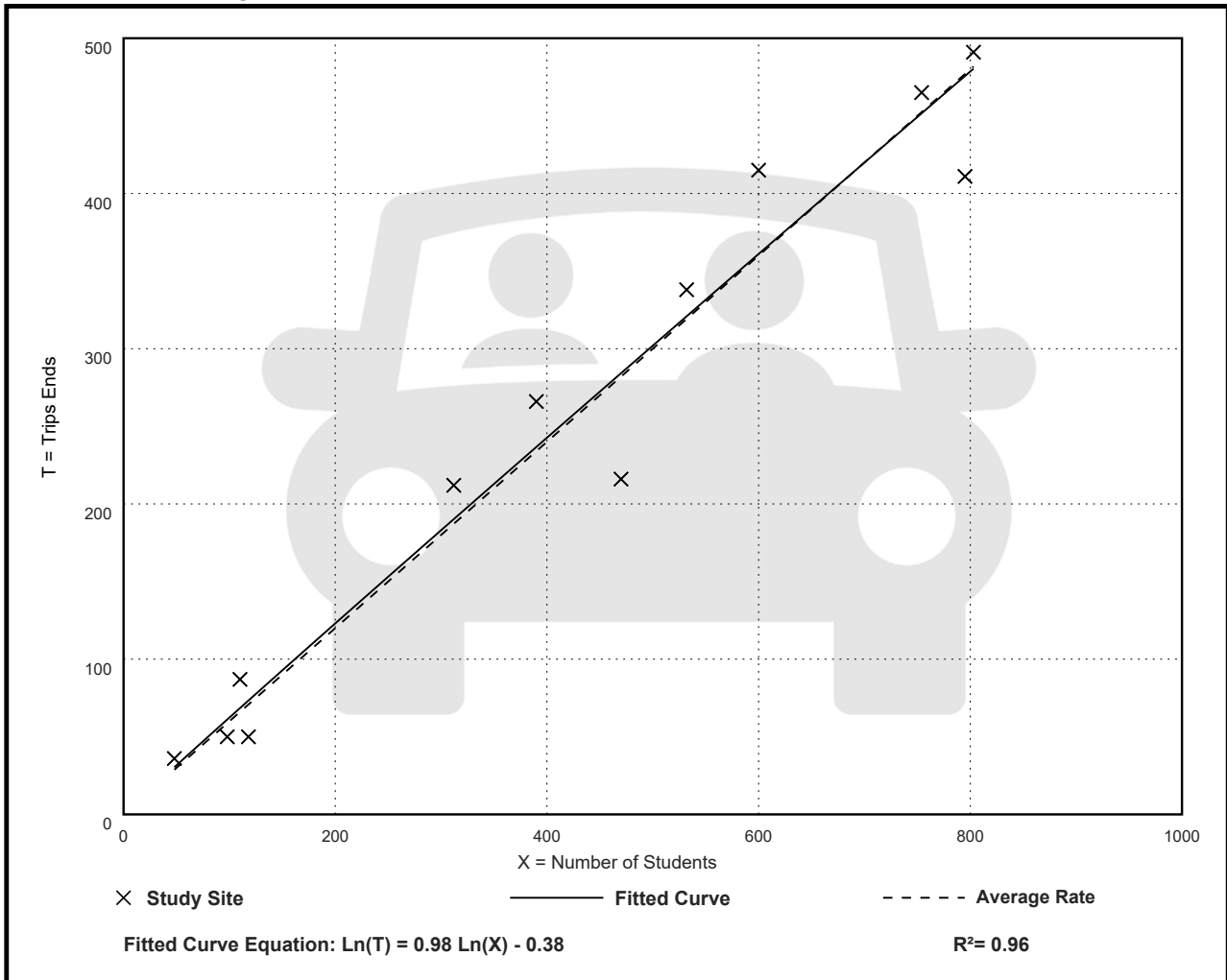
Avg. Num. of Students: 419

Directional Distribution: 47% entering, 53% exiting

### Vehicle Trip Generation per Student

Average Rate	Range of Rates	Standard Deviation
0.60	0.42 - 0.79	0.09

### Data Plot and Equation



# Land Use: 532

## Private School (K-12)

---

### Description

A private school (K-12) serves students attending kindergarten through the 12th grade. The school may also offer pre-kindergarten classes and extended care and day care. Students may travel a long distance from their residence to the private school. Elementary school (Land Use 520), middle school/junior high school (Land Use 522), high school (Land Use 525), private school (K-8) (Land Use 530), private high school (Land Use 534), charter elementary school (Land Use 536), and charter school (K-12) (Land Use 538) are related uses.

### Additional Data

Some of the schools included in this land use provided bus service. One study reported that carpooling was used instead of bus service.

The sites were surveyed in the 1980s, the 1990s, the 2000s, and the 2010s in Delaware, Florida, Maryland, Montana, Oregon, Texas, and Washington.

### Source Numbers

283, 355, 370, 536, 571, 613, 906

# Private School (K-12) (532)

Vehicle Trip Ends vs: Students  
On a: Weekday

Setting/Location: General Urban/Suburban

Number of Studies: 2

Avg. Num. of Students: 537

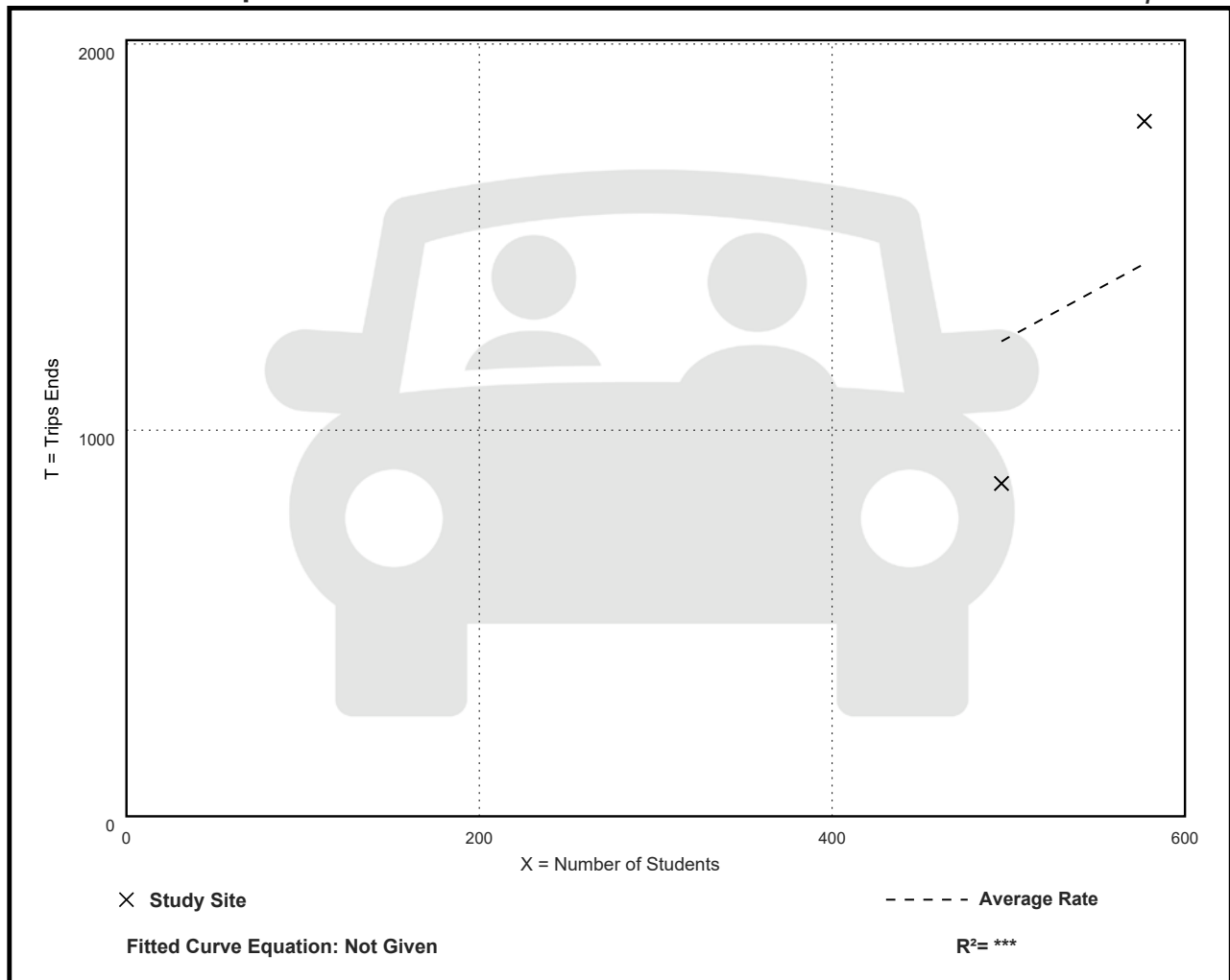
Directional Distribution: 50% entering, 50% exiting

## Vehicle Trip Generation per Student

Average Rate	Range of Rates	Standard Deviation
2.48	1.74 - 3.12	***

## Data Plot and Equation

Caution – Small Sample Size



# Private School (K-12) (532)

## Vehicle Trip Ends vs: Students

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: 5

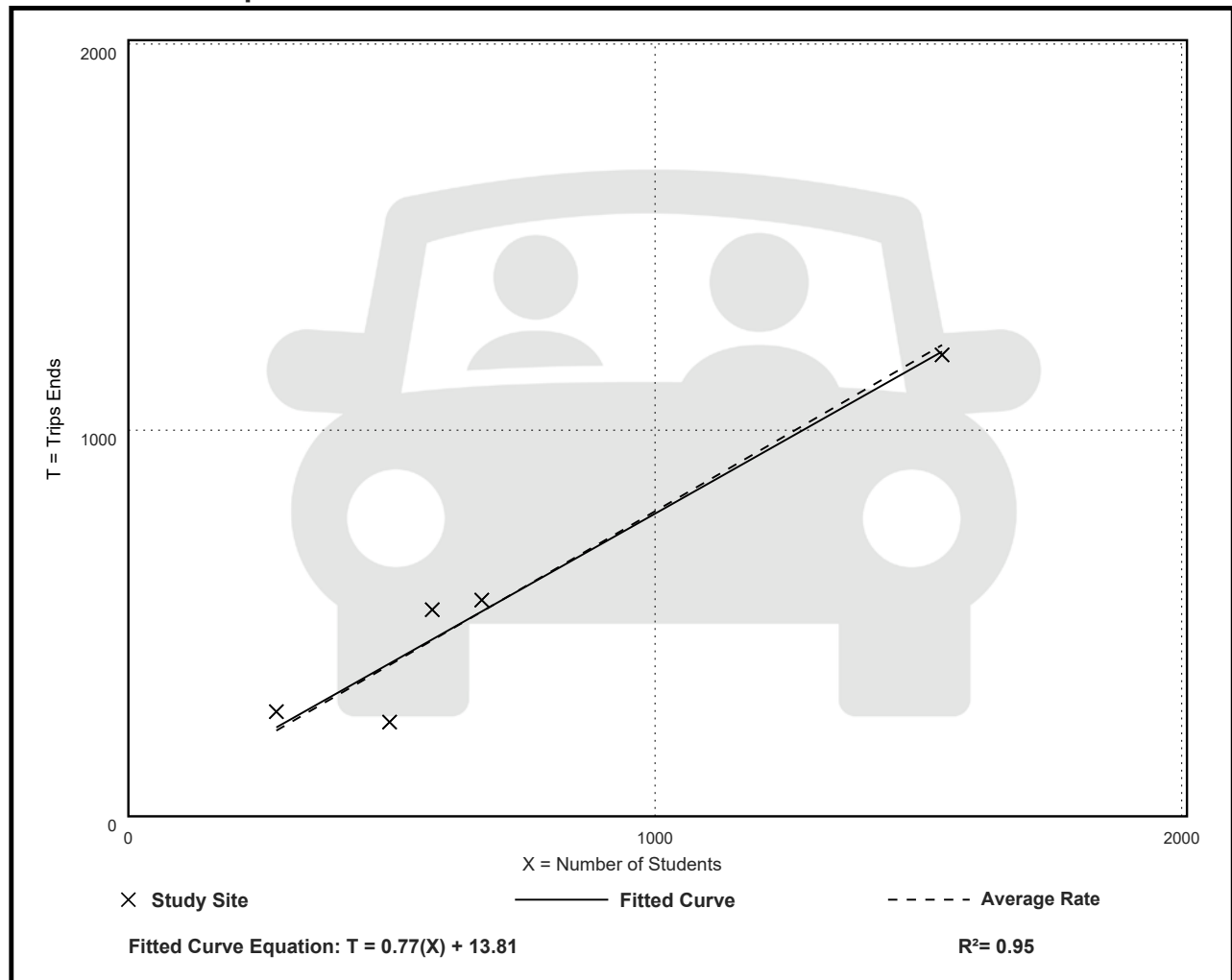
Avg. Num. of Students: 714

Directional Distribution: 63% entering, 37% exiting

## Vehicle Trip Generation per Student

Average Rate	Range of Rates	Standard Deviation
0.79	0.49 - 0.96	0.15

## Data Plot and Equation



# Private School (K-12) (532)

## Vehicle Trip Ends vs: Students

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: 3

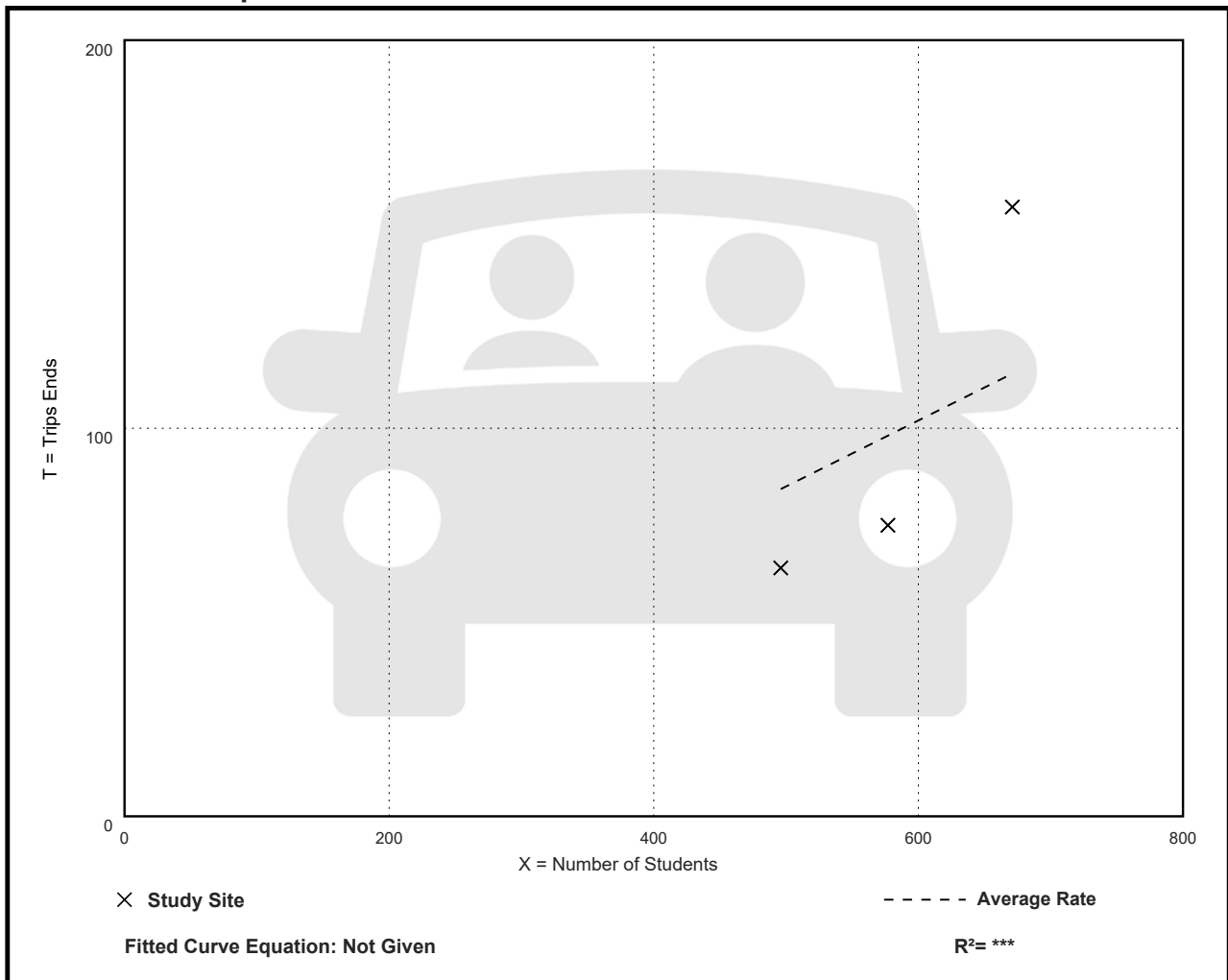
Avg. Num. of Students: 581

Directional Distribution: 43% entering, 57% exiting

## Vehicle Trip Generation per Student

Average Rate	Range of Rates	Standard Deviation
0.17	0.13 - 0.23	0.06

## Data Plot and Equation





# Private School (K-12) (532)

Vehicle Trip Ends vs: Students

On a: Weekday,

AM Peak Hour of Generator

Setting/Location: General Urban/Suburban

Number of Studies: 6

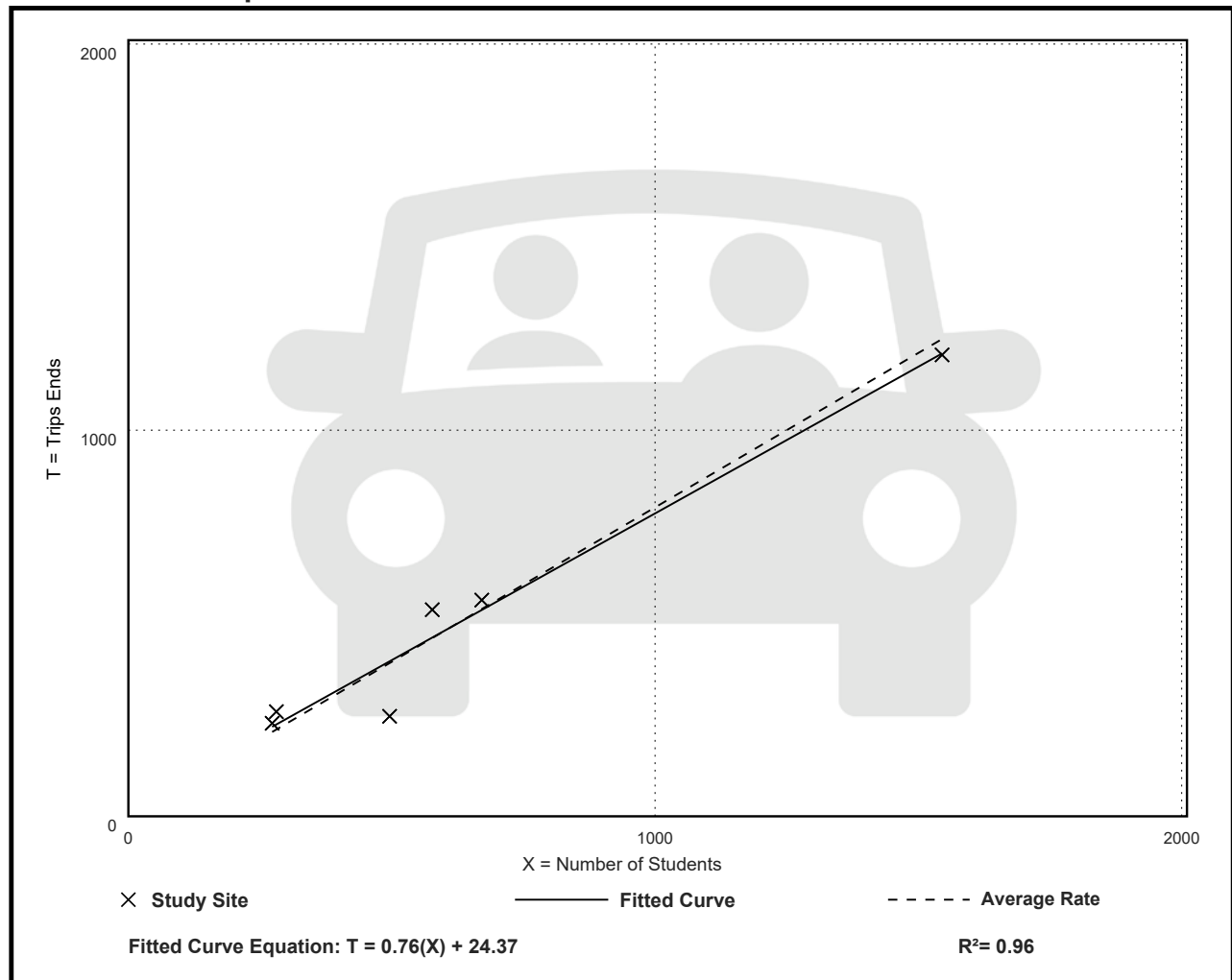
Avg. Num. of Students: 641

Directional Distribution: 63% entering, 37% exiting

## Vehicle Trip Generation per Student

Average Rate	Range of Rates	Standard Deviation
0.80	0.52 - 0.96	0.14

## Data Plot and Equation



# Private School (K-12) (532)

## Vehicle Trip Ends vs: Students

On a: **Weekday,**

**PM Peak Hour of Generator**

**Setting/Location: General Urban/Suburban**

Number of Studies: 5

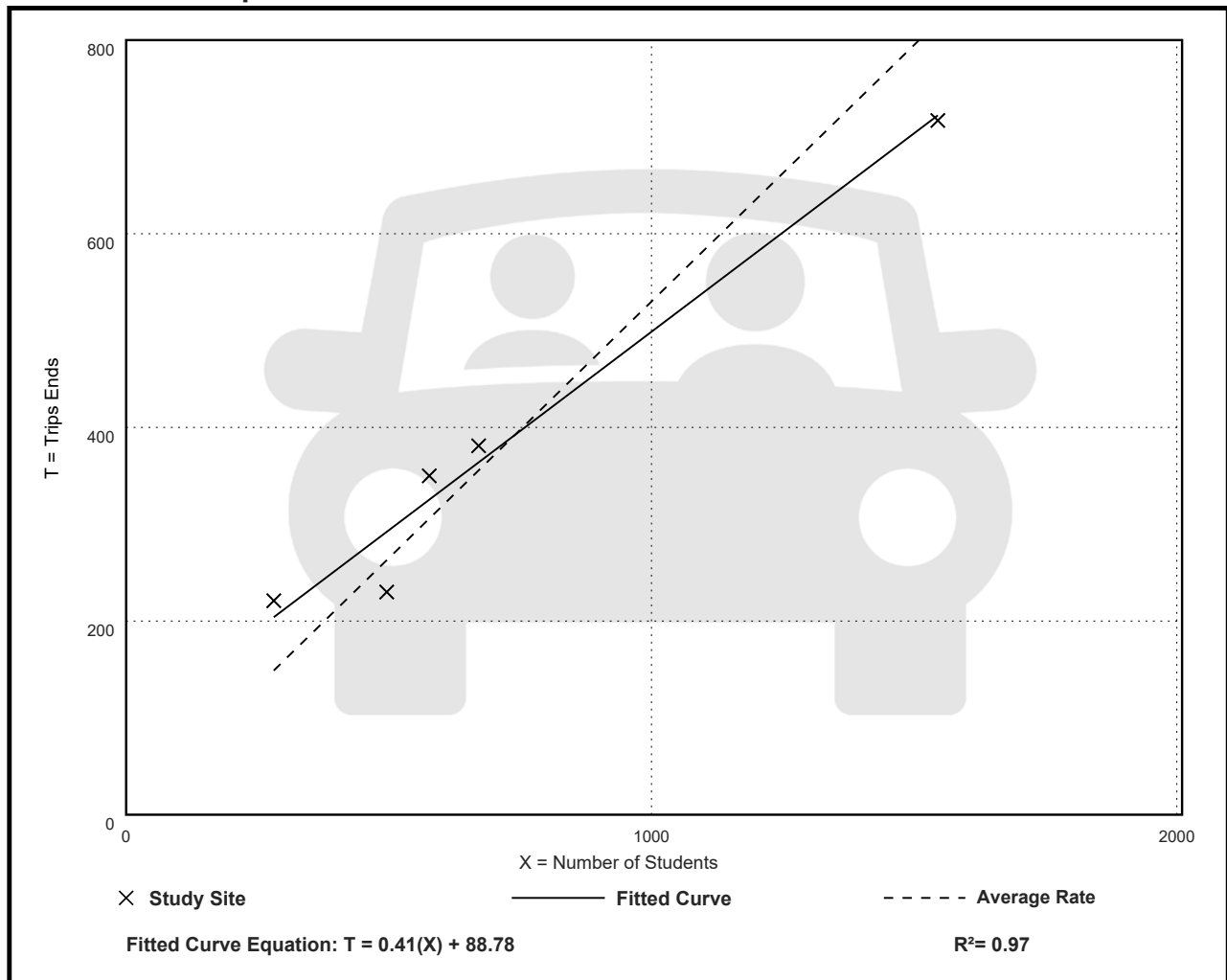
Avg. Num. of Students: 714

Directional Distribution: 42% entering, 58% exiting

### Vehicle Trip Generation per Student

Average Rate	Range of Rates	Standard Deviation
0.53	0.46 - 0.79	0.11

### Data Plot and Equation



### Property Identification

Site Address: 5545 NW ST JAMES DR  
 Sec/Town/Range: 08/36S/40E  
 Parcel ID: 3408-602-0004-000-7  
 Jurisdiction: Port Saint Lucie

Use Type: 7200  
 Account #: 149157  
 Map ID: 34/08N  
 Zoning: General Co

### Ownership

Calvary Port St Lucie Ministries Inc  
 5555 NW Saint James DR  
 Port St Lucie, FL 34983

### Legal Description

PEACHTREE PLACE (PB 41-11) PARCEL NO. 3 (3.849 AC) (OR 3792-2186)

### Current Values

Just/Market Value: \$2,384,200  
 Assessed Value: \$2,384,200  
 Exemptions: \$2,384,200  
 Taxable Value: \$0



**Property taxes are subject to change upon change of ownership.**

- Past taxes are not a reliable projection of future taxes.
- The sale of a property will prompt the removal of all exemptions, assessment caps, and special classifications.

Taxes for this parcel: [SLC Tax Collector's Office](#)  
 Download TRIM for this parcel: [Download PDF](#)

### Total Areas

Finished/Under Air (SF): 25,195  
 Gross Sketched Area (SF): 35,870  
 Land Size (acres): 3.85  
 Land Size (SF): 167,660

## Building Design Wind Speed

Occupancy Category	I	II	III
Speed	140	150	160

Sources/links:

### Sale History

Date	Book/Page	Sale Code	Deed	Grantor	Price
Sep 18, 2015	3792 / 2186	0117	WD	BEOR Fund 1 LLC	\$450,000
Nov 13, 2013	3578 / 2081	0111	TXDEED	Peachtree Commercial LLC	\$46,300
Nov 2, 1999	1260 / 0746	XX01	WD	St Andrews Park Inc	\$143,200
Mar 28, 1996	1007 / 2002	XX02	WD	Atlantic Gulf Communities Corp	\$200,000

### Building Information (1 of 1)

Finished Area: 25,195 SF

Gross Sketched Area: 35,870 SF

#### Exterior Data

View: Roof Cover: Enam Metal Roof Structure: Hip  
 Building Type: SCHL Year Built: 2020 Frame:  
 Grade: Y\_D Effective Year: 2020 Primary Wall: CB Stucco

Story Height: 2 Story

No. Units: 1

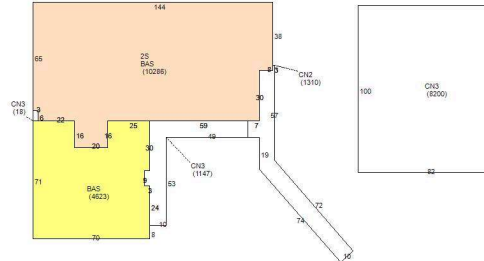
Secondary Wall:

Interior Data

Bedrooms: 0  
 Full Baths: 0  
 Half Baths: 0  
 A/C %: 100%

Electric: AVERAGE  
 Heat Type: FredHotAir  
 Heat Fuel: ELEC  
 Heated %: 100%

Primary Int Wall:  
 Avg Hgt/Floor: 0  
 Primary Floors: Vinyl Tiles  
 Sprinkled %: 100%



Sketch Area Legend

Sub Area	Description	Area	Fin. Area	Perimeter
2S	ONE FULL STORY OVER BASE (TOTAL 2 FLOORS)	10286	10286	462
BAS	BASE AREA	14909	14909	782
CN2	CANOPY	1310	0	298
CN3	CANOPY	9365	0	632

Special Features and Yard Items

Type	Qty	Units	Year Blt
CEMENT CURB	1	1530	2020
CANOPY2	1	1536	2020
CHAINLINK 6'	1	477	2020
CHAINLINK 4'	1	610	2020
6FT CB Wall	1	52	2020
SINGLE LIGHT	1	7	2020
6FT CB Wall	1	450	2020
CONCRETE LOW	1	10751	2020
ASP2 LOW	1	43593	2020
CHAINLINK 6'	1	380	2021


Current Year Values

Current Values Breakdown		Current Year Exemption Value Breakdown				
		Tax Year	Grant Year	Code	Description	Amount
Building:	\$1,939,900			3000	Education	\$2,384,200
Land:	\$444,300	2023	2016			
Just/Market:	\$2,384,200					
Ag Credit:	\$0					
Save Our Homes or 10% Cap:	\$0					
Assessed:	\$2,384,200					
Exemption(s):	\$2,384,200					

Taxable: \$0

Current Year Special Assessment Breakdown

Start Year	AssessCode	Units	Description	Amount
2020	0061	38.46	Port St. Lucie Stormwater	\$6,845.88

This does not necessarily represent the total Special Assessments that could be charged against this property. The total amount charged for special assessments is reflected on the most current tax statement and information is available with the SLC Tax Collector's Office .

Historical Values

Year	Just/Market	Assessed	Exemptions	Taxable
2023	\$2,384,200	\$2,384,200	\$2,384,200	\$0
2022	\$2,723,800	\$2,723,800	\$2,723,800	\$0
2021	\$2,539,400	\$2,539,400	\$2,539,400	\$0
2020	\$444,300	\$444,300	\$444,300	\$0

Permits

Number	Issue Date	Description	Amount	Fee
P19-26584	Aug 16, 2019	Foundation	\$100,000	\$2,472
P19-19982	Jul 11, 2019	Wall	\$46,000	\$737
P20-09666	Mar 30, 2020		\$17,000	\$472
P20-10505	Apr 9, 2020		\$35,000	\$3,814
P20-10505	Apr 9, 2020		\$35,000	\$3,814
P20-15659	May 4, 2020	Chainlink Fence	\$16,451	\$411
P20-16155	May 4, 2020	Fence	\$3,371	\$411
P19-32107	Oct 18, 2019	Commercial New Construction	\$0	\$0
P20-39457	Sep 28, 2020	Fence	\$11,275	\$411
P21-14086	Apr 22, 2021	Chainlink Fence	\$16,451	\$261
P21-21663	May 11, 2021	Fence	\$16,451	\$261

Notice: This does not necessarily represent all the permits for this property.  
Click the following link to check for additional permit data in Port Saint Lucie

All information is believed to be correct at this time, but is subject to change and is provided without any warranty.  
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**MIDWAY RD FROM GLADES CUT OFF RD TO SELVITZ RD**

**2314403 Non-SIS**



**Project Description:** ADD LANES & RECONSTRUCT

**Extra Description:** 2022 TPO PRIORITY #2 WIDENING FROMOM 2 TO 4 LANES LFA WITH ST LUCIE COUNTY FOR PD&E AND DESIGN CK #09828620 RECD FROM ST LUCIE CO BCC FOR 1.65M ON 10/7/14 FOR PD&E THIS IS A CAT2 CHECK RECD 1/25/2017 FROMOM ST.LUCIE CO \$2,108,000 PH32/37

**Lead Agency:** MANAGED BY FDOT

**From:** GLADES CUT OFF RD

**County:** ST. LUCIE

**To:** SELVITZ RD

**Length:** 1.577

**Phase Group:** P D & E, PRELIMINARY ENGINEERING, RIGHT OF WAY, RAILROAD & UTILITIES, ENVIRONMENTAL

Phase	Fund Code	2024	2025	2026	2027	2028	Total
ROW	SA	0	468,500	1,000,000	0	0	1,468,500
			<b>468,500</b>	<b>1,000,000</b>			<b>1,468,500</b>

**Prior Year Cost: 78,845,424**

**Future Year Cost: 0**

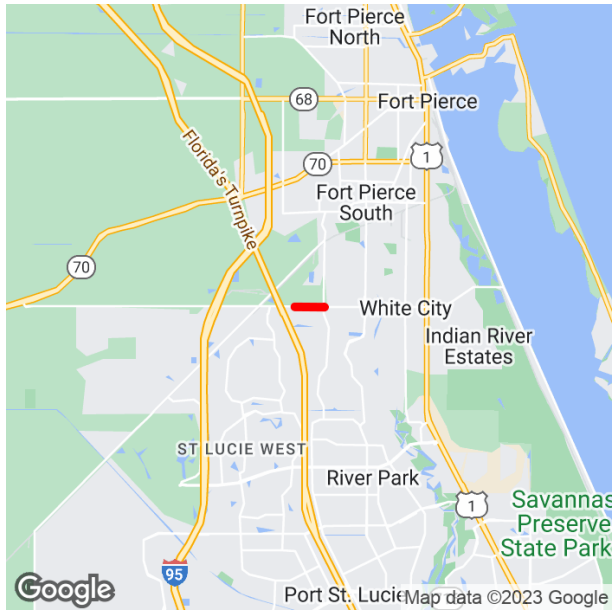
**Total Project Cost: 132,170,787**

**LRTP: Page 8-2**

**Notes**

**MIDWAY RD FROM WEST OF JENKINS RD TO SELVITZ RD**

**2314405 Non-SIS**



**Project Description:** ADD LANES & RECONSTRUCT

**Extra Description:** 2022 TPO PRIORITY #2 WIDENING FROMOM 2 TO 4 LANES BASED ON PD&E COMPLETED UNDER 231440-3 DESIGN AND RIGHT OF WAY ON 231440-3 56-02: UWHCA WITH CITY OF PORT ST. LUCIE 66-01: UWHCA CEI FOR UTILITIES PROJECT ADVANCEMENT TO FY 24 PER AGREEMENT WST LUCIE COUNTY

**Lead Agency:** MANAGED BY FDOT

**From:** WEST OF JENKINS RD

**County:** ST. LUCIE

**To:** SELVITZ RD

**Length:** 0.785

**Phase Group:** RAILROAD & UTILITIES, CONSTRUCTION, LOCAL ADVANCE REIMBURSE

**Prior Year Cost: 78,845,424**  
**Future Year Cost: 0**  
**Total Project Cost: 132,110,887**  
**LRTP: Page 8-2**

Phase	Fund Code	2024	2025	2026	2027	2028	Total
RRU	LF	828,110	0	0	0	0	828,110
CST	CIGP	1,700,494	0	0	0	0	1,700,494
CST	LF	10,476,173	0	0	0	0	10,476,173
CST	LFROM	19,370,393	0	0	0	0	19,370,393
CST	SU	51,400	0	0	0	0	51,400
LAR	CIGP	0	0	7,094,463	0	0	7,094,463
LAR	SA	0	0	3,643,102	0	0	3,643,102
LAR	SU	0	0	3,917,247	0	0	3,917,247
LAR	TRIP	0	0	3,276,644	0	0	3,276,644
LAR	TRWR	0	0	1,438,937	0	0	1,438,937
		<b>32,426,570</b>		<b>19,370,393</b>			<b>51,796,963</b>

Local Funds Reimbursement to St. Lucie County

**Notes**

**TURNPIKE @ MIDWAY RD SOUTHERN RAMPS INTERCHANGE (MP 150)**

**4518581 SIS**



**Project Description:** INTERCHANGE RAMP (NEW)

**Lead Agency:** MANAGED BY FDOT

**From:** SOUTHERN RAMPS INTERCHANGE

**County:** ST. LUCIE

**To:** SOUTHERN RAMPS INTERCHANGE

**Length:** 0.8

**Phase Group:** PRELIMINARY ENGINEERING, RIGHT OF WAY, CONSTRUCTION

Phase	Fund Code	2024	2025	2026	2027	2028	Total
PE	PKYI	1,600,000	0	0	0	0	1,600,000
ROW	PKYI	0	5,500,000	0	0	0	5,500,000
CST	PKYI	0	0	0	12,852,872	0	12,852,872
		<b>1,600,000</b>	<b>5,500,000</b>		<b>12,852,872</b>		<b>19,952,872</b>

**Prior Year Cost: 10,246**

**Future Year Cost: 0**

**Total Project Cost: 19,963,118**

**LRTP: Page 3-9**

**Notes**



2022 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL  
 CATEGORY: 9401 CEN.-W OF US1 TO I95

WEEK	DATES	SF	MOCF: 0.95 PSCF
1	01/01/2022 - 01/01/2022	0.99	1.04
2	01/02/2022 - 01/08/2022	0.99	1.04
3	01/09/2022 - 01/15/2022	0.98	1.03
* 4	01/16/2022 - 01/22/2022	0.97	1.02
* 5	01/23/2022 - 01/29/2022	0.96	1.01
* 6	01/30/2022 - 02/05/2022	0.96	1.01
* 7	02/06/2022 - 02/12/2022	0.95	1.00
* 8	02/13/2022 - 02/19/2022	0.94	0.99
* 9	02/20/2022 - 02/26/2022	0.94	0.99
*10	02/27/2022 - 03/05/2022	0.94	0.99
*11	03/06/2022 - 03/12/2022	0.94	0.99
*12	03/13/2022 - 03/19/2022	0.94	0.99
*13	03/20/2022 - 03/26/2022	0.95	1.00
*14	03/27/2022 - 04/02/2022	0.96	1.01
*15	04/03/2022 - 04/09/2022	0.96	1.01
*16	04/10/2022 - 04/16/2022	0.97	1.02
17	04/17/2022 - 04/23/2022	0.98	1.03
18	04/24/2022 - 04/30/2022	0.99	1.04
19	05/01/2022 - 05/07/2022	0.99	1.04
20	05/08/2022 - 05/14/2022	1.00	1.05
21	05/15/2022 - 05/21/2022	1.01	1.06
22	05/22/2022 - 05/28/2022	1.02	1.07
23	05/29/2022 - 06/04/2022	1.03	1.08
24	06/05/2022 - 06/11/2022	1.04	1.09
25	06/12/2022 - 06/18/2022	1.05	1.11
26	06/19/2022 - 06/25/2022	1.07	1.13
27	06/26/2022 - 07/02/2022	1.08	1.14
28	07/03/2022 - 07/09/2022	1.10	1.16
29	07/10/2022 - 07/16/2022	1.11	1.17
30	07/17/2022 - 07/23/2022	1.09	1.15
31	07/24/2022 - 07/30/2022	1.07	1.13
32	07/31/2022 - 08/06/2022	1.05	1.11
33	08/07/2022 - 08/13/2022	1.03	1.08
34	08/14/2022 - 08/20/2022	1.01	1.06
35	08/21/2022 - 08/27/2022	1.02	1.07
36	08/28/2022 - 09/03/2022	1.03	1.08
37	09/04/2022 - 09/10/2022	1.04	1.09
38	09/11/2022 - 09/17/2022	1.05	1.11
39	09/18/2022 - 09/24/2022	1.03	1.08
40	09/25/2022 - 10/01/2022	1.02	1.07
41	10/02/2022 - 10/08/2022	1.00	1.05
42	10/09/2022 - 10/15/2022	0.98	1.03
43	10/16/2022 - 10/22/2022	0.99	1.04
44	10/23/2022 - 10/29/2022	1.00	1.05
45	10/30/2022 - 11/05/2022	1.02	1.07
46	11/06/2022 - 11/12/2022	1.03	1.08
47	11/13/2022 - 11/19/2022	1.04	1.09
48	11/20/2022 - 11/26/2022	1.03	1.08
49	11/27/2022 - 12/03/2022	1.02	1.07
50	12/04/2022 - 12/10/2022	1.00	1.05
51	12/11/2022 - 12/17/2022	0.99	1.04
52	12/18/2022 - 12/24/2022	0.99	1.04
53	12/25/2022 - 12/31/2022	0.98	1.03

\* PEAK SEASON

23-FEB-2023 09:11:22

830UPD

4\_9401\_PKSEASON.TXT

FLORIDA DEPARTMENT OF TRANSPORTATION  
TRANSPORTATION STATISTICS OFFICE  
2022 HISTORICAL AADT REPORT

COUNTY: 94 - ST.LUCIE

SITE: 0075 - NW PEACHTREE BLVD- SOUTH OF NW DUNN RD

YEAR	AADT	DIRECTION 1		DIRECTION 2		*K FACTOR	D FACTOR	T FACTOR
2022	2600 R	E	1200	W	1400	9.00	51.40	5.00
2021	2600 T	E	1200	W	1400	9.00	50.90	7.20
2020	2600 S	E	1200	W	1400	9.00	51.30	31.50
2019	2800 F	E	1300	W	1500	9.00	51.00	7.80
2018	2800 C	E	1300	W	1500	9.00	51.30	5.80
2017	1700 V		0		0	9.00	50.90	10.00
2016	1700 R		0		0	9.00	50.90	6.20
2015	1700 T		0		0	9.00	51.00	41.80
2014	1700 S					9.00	50.80	49.50
2013	1700 F		0		0	9.00	50.80	11.90
2012	1700 C	E	0	W	0	9.00	56.80	7.10

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

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

FLORIDA DEPARTMENT OF TRANSPORTATION  
 TRANSPORTATION STATISTICS OFFICE  
 2022 HISTORICAL AADT REPORT

COUNTY: 94 - ST.LUCIE

SITE: 7055 - CR 615/25TH STREET SOUTH/ST. JAMES DR - S. OF MIDWAY RD WEST (COUNTY 172)

YEAR	AADT		DIRECTION 1		DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR	
2022	15200	R	N	7600	S	7600	9.00	51.40	5.00
2021	15200	T	N	7600	S	7600	9.00	50.90	7.20
2020	15400	S	N	7700	S	7700	9.00	51.30	31.50
2019	16100	F	N	8000	S	8100	9.00	51.00	7.80
2018	16300	C	N	8100	S	8200	9.00	51.30	5.80
2017	17200	E	N	8500	S	8700	9.00	50.90	10.00
2016	16000	R	N	7900	S	8100	9.00	50.90	6.20
2015	15800	T	N	7800	S	8000	9.00	51.00	41.80
2014	15800	S	N	7800	S	8000	9.00	50.80	49.50
2013	15800	F	N	7800	S	8000	9.00	50.80	11.90
2012	15800	C	N	7800	S	8000	9.00	56.80	7.10
2011	17000	F	N	8400	S	8600	9.00	57.20	7.60
2010	17000	C	N	8400	S	8600	10.32	55.40	4.90

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

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

FLORIDA DEPARTMENT OF TRANSPORTATION  
TRANSPORTATION STATISTICS OFFICE  
2022 HISTORICAL AADT REPORT

COUNTY: 94 - ST.LUCIE

SITE: 8520 - SELVITZ RD FROM PEACHTREE BLVD TO MIDWAY RD (HPMS)

YEAR	AADT		DIRECTION 1		DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR	
2022	8800	S	N	4400	S	4400	9.00	51.40	9.20
2021	8800	F	N	4400	S	4400	9.00	50.90	9.20
2020	9000	C	N	4500	S	4500	9.00	51.30	9.20
2019	7600	S	N	3800	S	3800	9.00	51.00	9.20
2018	7600	F	N	3800	S	3800	9.00	51.30	9.20
2017	7600	C	N	3800	S	3800	9.00	50.90	9.20
2016	7300	S	N	3600	S	3700	9.00	50.90	4.90
2015	7300	F	N	3600	S	3700	9.00	51.00	4.90
2014	7300	C	N	3600	S	3700	9.00	50.80	4.90
2013	6700	C	N	3400	S	3300	9.00	50.80	4.40
2012	6900	C	N	3400	S	3500	9.00	56.80	4.40
2011	7600	T		0		0	9.00	57.20	3.10
2010	7600	S	N	3800	S	3800	10.32	55.40	7.30
2009	7600	F	N	3800	S	3800	10.27	57.35	7.30
2008	7600	C	N	3800	S	3800	10.45	58.06	7.30
2007	8100	C	N	3900	S	4200	10.31	58.74	7.80

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

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

FLORIDA DEPARTMENT OF TRANSPORTATION  
 TRANSPORTATION STATISTICS OFFICE  
 2022 HISTORICAL AADT REPORT

COUNTY: 94 - ST.LUCIE

SITE: 8524 - HAWLEY RD FROM LAZY RIVER PKWY TO MANVILLE DR (HPMS)

YEAR	AADT		DIRECTION 1		DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2022	18300	F	S 10500		N 7800	9.00	51.40	8.10
2021	18300	C	S 10500		N 7800	9.00	50.90	8.10
2020	18200	S	S 8700		N 9500	9.00	51.30	4.40
2019	19000	F	S 9100		N 9900	9.00	51.00	4.40
2018	19200	C	S 9200		N 10000	9.00	51.30	4.40
2017	19500	S	S 9900		N 9600	9.00	50.90	5.20
2016	19100	F	S 9700		N 9400	9.00	50.90	5.20
2015	18900	C	S 9600		N 9300	9.00	51.00	5.20
2014	16100	F	S 8200		N 7900	9.00	50.80	4.60
2013	16100	C	S 8200		N 7900	9.00	50.80	4.60
2012	19500	C	S 9900		N 9600	9.00	56.80	4.60
2011	17200	T	0		0	9.00	57.20	7.60
2010	17200	S	S 8700		N 8500	10.32	55.40	3.70
2009	17400	F	S 8800		N 8600	10.27	57.35	3.70
2008	17600	C	S 8900		N 8700	10.45	58.06	3.70
2007	21000	C	S 10500		N 10500	10.31	58.74	4.20

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

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

FLORIDA DEPARTMENT OF TRANSPORTATION  
 TRANSPORTATION STATISTICS OFFICE  
 2022 HISTORICAL AADT REPORT

COUNTY: 94 - ST.LUCIE

SITE: 8501 - SELVITZ RD FROM BAYSHORE BLVD TO MANVILLE DR (HPMS)

YEAR	AADT		DIRECTION 1		DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR	
2022	9900	C	N	5000	S	4900	9.00	51.40	9.00
2021	8400	S	N	4200	S	4200	9.00	50.90	7.30
2020	8600	F	N	4300	S	4300	9.00	51.30	7.30
2019	9000	C	N	4500	S	4500	9.00	51.00	7.30
2018	8600	S	N	4400	S	4200	9.00	51.30	4.90
2017	8600	F	N	4400	S	4200	9.00	50.90	4.90
2016	8400	C	N	4300	S	4100	9.00	50.90	4.90
2015	7600	S	N	3900	S	3700	9.00	51.00	4.30
2014	7600	F	N	3900	S	3700	9.00	50.80	4.30
2013	7600	C	N	3900	S	3700	9.00	50.80	4.30
2012	7800	C	N	0	S	0	9.00	56.80	7.10
2010	7500	S	N	3800	S	3700	10.32	55.40	8.20
2009	7500	F	N	3800	S	3700	10.27	57.35	8.20
2008	7500	C	N	3800	S	3700	10.45	58.06	8.20
2007	7300	F					10.31	58.74	9.10

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

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

# C3C & C3R

## Motor Vehicle Arterial Generalized Service Volume Tables

### Peak Hour Directional



(C3C-Suburban Commercial)

	B	C	D	E
1 Lane	*	760	1,070	**
2 Lane	*	1,520	1,810	**
3 Lane	*	2,360	2,680	**
4 Lane	*	3,170	3,180	**

### Peak Hour Two-Way

	B	C	D	E
2 Lane	*	1,380	1,950	**
4 Lane	*	2,760	3,290	**
6 Lane	*	4,290	4,870	**
8 Lane	*	5,760	5,780	**

### AADT

	B	C	D	E
2 Lane	*	15,300	21,700	**
4 Lane	*	30,700	36,600	**
6 Lane	*	47,700	54,100	**
8 Lane	*	64,000	64,200	**



(C3R-Suburban Residential)

	B	C	D	E
1 Lane	*	970	1,110	**
2 Lane	*	1,700	1,850	**
3 Lane	*	2,620	2,730	**

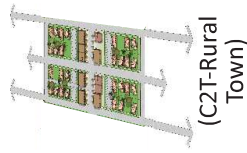
	B	C	D	E
2 Lane	*	1,760	2,020	**
4 Lane	*	3,090	3,360	**
6 Lane	*	4,760	4,960	**

	B	C	D	E
2 Lane	*	19,600	22,400	**
4 Lane	*	34,300	37,300	**
6 Lane	*	52,900	55,100	**

This table does not constitute a standard and should be used only for general planning applications. The table should not be used for corridor or intersection design, where more refined techniques exist.

# C2T, C4, C5, & C6

## Motor Vehicle Arterial Generalized Service Volume Tables



### Peak Hour Directional

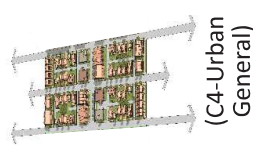
	B	C	D	E
1 Lane	*	720	940	**
2 Lane	*	1,140	1,640	**
3 Lane	*	2,120	2,510	**

### Peak Hour Two-Way

	B	C	D	E
2 Lane	*	1,310	1,710	**
4 Lane	*	2,070	2,980	**
6 Lane	*	3,850	4,560	**

### AADT

	B	C	D	E
2 Lane	*	13,800	18,000	**
4 Lane	*	21,800	31,400	**
6 Lane	*	40,500	48,000	**



	B	C	D	E
1 Lane	*	*	870	1,190
2 Lane	*	1,210	1,790	2,020
3 Lane	*	2,210	2,810	2,990
4 Lane	*	2,590	3,310	3,510

	B	C	D	E
2 Lane	*	*	1,580	2,160
4 Lane	*	2,200	3,250	3,670
6 Lane	*	4,020	5,110	5,440
8 Lane	*	4,710	6,020	6,380

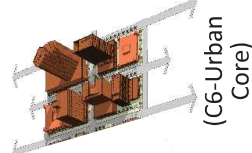
	B	C	D	E
2 Lane	*	*	17,600	24,000
4 Lane	*	24,400	36,100	40,800
6 Lane	*	44,700	56,800	60,400
8 Lane	*	52,300	66,900	70,900



	B	C	D	E
1 Lane	*	*	690	1,080
2 Lane	*	1,290	1,900	2,130
3 Lane	*	1,410	2,670	3,110
4 Lane	*	2,910	3,560	3,640

	B	C	D	E
2 Lane	*	*	1,250	1,960
4 Lane	*	2,350	3,450	3,870
6 Lane	*	2,560	4,850	5,650
8 Lane	*	5,290	6,470	6,620

	B	C	D	E
2 Lane	*	*	13,900	21,800
4 Lane	*	26,100	38,300	43,000
6 Lane	*	28,400	53,900	62,800
8 Lane	*	58,800	71,900	73,600



	B	C	D	E
1 Lane	*	***	790	1,030
2 Lane	*	***	1,490	1,920
3 Lane	*	***	2,730	2,940
4 Lane	*	***	3,250	3,490

	B	C	D	E
2 Lane	*	***	1,440	1,870
4 Lane	*	***	2,710	3,490
6 Lane	*	***	4,960	5,350
8 Lane	*	***	5,910	6,350

	B	C	D	E
2 Lane	*	***	16,000	20,800
4 Lane	*	***	30,100	38,800
6 Lane	*	***	55,100	59,400
8 Lane	*	***	65,700	70,600

### Adjustment Factors

The peak hour directional service volumes should be adjusted by multiplying by 1.2 for one-way facilities

The AADT service volumes should be adjusted by multiplying 0.6 for one way facilities

2 Lane Divided Roadway with an Exclusive Left Turn Lane(s): Multiply by 1.05

2 Lane Undivided Roadway with No Exclusive Left Turn Lane(s): Multiply by 0.80

Exclusive right turn lane(s): Multiply by 1.05

Multilane Undivided Roadway with an Exclusive Left Turn Lane(s): Multiply by 0.95

Multilane Roadway with No Exclusive Left Turn Lane(s): Multiply by 0.75

Non-State Signalized Roadway: Multiply by 0.90

This table does not constitute a standard and should be used only for general planning applications. The table should not be used for corridor or intersection design, where more refined techniques exist.

\* Cannot be achieved using table input value defaults.

\*\* Not applicable for that level of service letter grade. For the automobile mode, volumes greater than level of service D become F because intersection capacities have been reached.



### Traffic Counts and Level of Service Report 2023

Roadway Name	Location	STATION ID	2023 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
PORT ST LUCIE BLVD	DARWIN BLVD to GATLIN BLVD	697	34,500	2021	3,020	1,765	C	0.58	1,744	C	0.58
PORT ST LUCIE BLVD	GATLIN BLVD to DEL RIO BLVD	698	40,500	2023	3,170	2,284	C	0.72	2,199	C	0.69
PORT ST LUCIE BLVD	DEL RIO BLVD to CAMEO BLVD	945074	48,937	2022							
PORT ST LUCIE BLVD	CAMEO BLVD to FLORIDA'S TURNPIKE	945074	48,937	2022							
PORT ST LUCIE BLVD	FLORIDA'S TURNPIKE to BAYSHORE BLVD	945074	48,937	2022							
PORT ST LUCIE BLVD	BAYSHORE BLVD to AIROSO BLVD	945073	47,450	2022							
PORT ST LUCIE BLVD	AIROSO BLVD to FLORESTA DR	940780	48,434	2022							
PORT ST LUCIE BLVD	FLORESTA DR to VETERANS MEMORIAL PKWY	940778	56,157	2022							
PORT ST LUCIE BLVD	VETERANS MEMORIAL PKWY to MORNINGSIDE BLVD	940776	37,906	2022							
PORT ST LUCIE BLVD	MORNINGSIDE BLVD to US 1	945072	37,650	2022							
PRIMA VISTA BLVD	BAYSHORE BLVD to AIROSO BLVD	314	23,653	2024	2,100	1,198	C	0.57	1,272	C	0.61
PRIMA VISTA BLVD	AIROSO BLVD to FLORESTA DR	150	23,459	2024	2,100	1,041	C	0.50	1,059	C	0.50
PRIMA VISTA BLVD	FLORESTA DR to NARANJA AVE	148	27,500	2023	2,100	1,556	C	0.74	1,397	C	0.67
PRIMA VISTA BLVD	NARANJA AVE to RIO MAR DR	148	27,500	2023	2,000	1,556	C	0.78	1,397	C	0.70
PRIMA VISTA BLVD	RIO MAR DR to US 1	146	22,694	2024	2,100	1,332	C	0.63	1,167	C	0.56
PRIMA VISTA BLVD	US 1 to LENNARD RD	699	8,721	2021	1,710	471	C	0.28	449	C	0.26
RANGE LINE RD	MARTIN C.L. to BECKER RD	145	2,300	2023	1,080	135	B	0.13	146	B	0.14
RANGE LINE RD	BECKER RD to DISCOVERY WAY	738	2,100	2024	1,080	170	B	0.16	161	B	0.15
RANGE LINE RD	DISCOVERY WAY to CROSSTOWN PKWY	737	2,100	2024	1,080	170	B	0.16	161	B	0.15
RANGE LINE RD	CROSSTOWN PKWY to GLADES CUT-OFF RD	736	2,100	2024	1,080	170	B	0.16	161	B	0.15
RIO MAR DR	PRIMA VISTA BLVD to BEACH AVE	147	5,200	2023	750	318	C	0.42	378	D	0.50
RIO MAR DR	BEACH AVE to US 1	147	5,200	2023	790	318	C	0.40	378	C	0.48
ROSSER BLVD	APRICOT RD to GATLIN BLVD	948510	4,956	2022							
ROSSER BLVD	PAAR DR to APRICOT RD	948510	4,956	2022							
SAVAGE BLVD	GATLIN BLVD to GALIANO RD	168	3,200	2023	920	234	C	0.25	190	C	0.21
SAVANNAH RD	US 1 to INDIAN RIVER DR	514	1,900	2023	540	118	C	0.22	122	C	0.23
SAVONA BLVD	BECKER RD to PAAR DR	236	11,064	2024	790	998	F	1.26	810	E	1.03
SAVONA BLVD	PAAR DR to GATLIN BLVD	236	11,064	2024	750	998	F	1.33	810	F	1.08
SAVONA BLVD	GATLIN BLVD to CALIFORNIA BLVD	702	14,150	2024	790	680	D	0.86	643	D	0.81
SELVITZ RD	BAYSHORE BLVD to ST JAMES BLVD	948501	9,447	2022							
<b>SELVITZ RD</b>	<b>ST JAMES BLVD to MIDWAY RD</b>	<b>948501</b>	<b>9,447</b>	<b>2022</b>							
SELVITZ RD	MIDWAY RD to GLADES CUT-OFF RD	703	9,589	2024	700	577	C	0.82	557	C	0.80

\* **NOTE:** A six digit number in the "STATION ID" column identifies segment counted by FDOT. Peak hour data is not available for these stations due to differences in data availability, LOS Methodologies, and service level thresholds. Please refer to FDOT sources for detailed data on FDOT traffic counts.

\* 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.

Traffic Counts and Level of Service Report  
2023

Roadway Name	Location	STATION ID	2023 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
SELVITZ RD	GLADES CUT-OFF RD to EDWARDS RD	704	13,500	2024	790	795	E	1.01	799	E	1.01
SHINN RD	MIDWAY RD to OKEECHOBEE RD	705	476	2022	580	39	C	0.07	32	C	0.06
SHINN RD	OKEECHOBEE RD to ORANGE AVE	149	1,300	2023	1,080	86	B	0.08	84	B	0.08
SNEED RD	OKEECHOBEE RD to ORANGE AVE	151	1,100	2023	670	75	B	0.11	78	B	0.12
SOUTHBEND BLVD	BECKER RD to FLORESTA DR	337	14,500	2023	790	962	F	1.22	846	F	1.07
SR A1A NORTH	US 1 to OLD DIXIE HWY	940709	9,810	2022							
SR A1A NORTH	OLD DIXIE HWY to N HWY A1A	706	10,013	2024	920	575	C	0.63	588	C	0.64
SR A1A NORTH	SHOREWINDS DR to INDIAN RIVER C.L.	940114	8,325	2022							
SR A1A SOUTH	MARTIN C.L. to NETTLES ISLAND	890157	16,913	2022							
SR A1A SOUTH	NETTLES ISLAND to FPL PLANT	940719	5,079	2022							
SR A1A SOUTH	FPL PLANT to BLUE HERON BLVD	940116	4,342	2022							
SR A1A SOUTH	BLUE HERON BLVD to SEAWAY DR	945016	8,031	2022							
SR A1A SOUTH	OCEAN DR to BINNEY DR	940115	15,072	2022							
SR A1A SOUTH	BINNEY DR to S CAUSEWAY PARK	940115	15,072	2022							
SR A1A SOUTH	S CAUSEWAY PARK to INDIAN RIVER DR	940711	12,352	2022							
SR A1A SOUTH	INDIAN RIVER DR to US 1	940711	12,352	2022							
ST JAMES DR	AIROSO BLVD to ST JAMES BLVD	172	18,175	2024	2,100	1,206	C	0.57	1,226	C	0.58
ST JAMES DR	ST JAMES BLVD to PEACHTREE BLVD	239	19,500	2023	2,100	1,226	C	0.58	1,229	C	0.59
ST JAMES DR	PEACHTREE BLVD to TELFORD AVE	172	18,175	2024	1,800	1,206	C	0.67	1,226	C	0.68
ST JAMES DR	TELFORD AVE to MIDWAY RD	345	18,500	2023	2,100	1,042	C	0.50	1,089	C	0.52
ST JAMES BLVD	SELVITZ RD to ST JAMES DR	707	5,068	2021	790	281	C	0.36	281	C	0.36
ST LUCIE BLVD	KINGS HWY to KEEN RD	156	6,087	2021	880	407	C	0.46	447	C	0.51
ST LUCIE BLVD	KEEN RD to 25TH ST	156	6,087	2021	880	407	C	0.46	447	C	0.51
ST LUCIE BLVD	25TH ST to SENECA AVE	940270	4,414	2022							
ST LUCIE BLVD	SENECA AVE to US 1	940270	4,414	2022							
ST LUCIE WEST BLVD	COMMERCE CENTER DR to W OF I-95	152	14,139	2024	700	827	F	1.18	788	F	1.13
ST LUCIE WEST BLVD	I-95 to CALIFORNIA BLVD	318	32,500	2023	2,100	1,329	C	0.63	1,395	C	0.66
ST LUCIE WEST BLVD	CALIFORNIA BLVD to COUNTRY CLUB DR	318	32,500	2023	2,100	1,329	C	0.63	1,395	C	0.66
ST LUCIE WEST BLVD	COUNTRY CLUB DR to CASHMERE BLVD	318	32,500	2023	2,100	1,329	C	0.63	1,395	C	0.66
ST LUCIE WEST BLVD	CASHMERE BLVD to BAYSHORE BLVD	316	49,000	2024	3,170	2,436	C	0.77	2,495	C	0.79
SUNRISE BLVD	MIDWAY RD to BELL AVE	155	3,611	2021	540	218	C	0.40	230	C	0.43
SUNRISE BLVD	BELL AVE to EDWARDS RD	153	3,852	2022	750	254	C	0.34	257	C	0.34

\* **NOTE:** A six digit number in the "STATION ID" column identifies segment counted by FDOT. Peak hour data is not available for these stations due to differences in data availability, LOS Methodologies, and service level thresholds. Please refer to FDOT sources for detailed data on FDOT traffic counts.

\* 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.

time	EBL	NBL	EBL Delay	NBL Delay
7:30:00	1	2	15	30
7:30:15	1	0	15	0
7:30:30	0	0	0	0
7:30:45	0	0	0	0
7:31:00	1	0	15	0
7:31:15	0	0	0	0
7:31:30	0	0	0	0
7:31:45	0	0	0	0
7:32:00	0	2	0	30
7:32:15	0	0	0	0
7:32:30	0	0	0	0
7:32:45	0	0	0	0
7:33:00	0	0	0	0
7:33:15	0	0	0	0
7:33:30	0	0	0	0
7:33:45	1	0	15	0
7:34:00	0	1	0	15
7:34:15	0	0	0	0
7:34:30	1	0	15	0
7:34:45	1	0	15	0
7:35:00	2	2	30	30
7:35:15	1	1	15	15
7:35:30	1	1	15	15
7:35:45	1	0	15	0
7:36:00	1	0	15	0
7:36:15	0	0	0	0
7:36:30	0		0	0
7:36:45	0	0	0	0
7:37:00	1	0	15	0
7:37:15	0	0	0	0
7:37:30	1	0	15	0
7:37:45	2	0	30	0
7:38:00	0	0	0	0
7:38:15	1	0	15	0
7:38:30	1	2	15	30
7:38:45	2	1	30	15
7:39:00	0	0	0	0
7:39:15	0	0	0	0
7:39:30	0	2	0	30
7:39:45	0	3	0	45
7:40:00	0	1	0	15
7:40:15	0	0	0	0
7:40:30	1	0	15	0
7:40:45	0	0	0	0
7:41:00	0	1	0	15
7:41:15	0	0	0	0
7:41:30	0	0	0	0
7:41:45	0	0	0	0
7:42:00	0	0	0	0
7:42:15	0	0	0	0
7:42:30	0	1	0	15
7:42:45	0	0	0	0
7:43:00	1	0	15	0
7:43:15	1	1	15	15
7:43:30	1	1	15	15
7:43:45	0	0	0	0
7:44:00	1	0	15	0
7:44:15	0	0	0	0
7:44:30	0	0	0	0
7:44:45	1	1	15	15

	7:30 AM	to	7:45 AM	0	7:30 AM	to	7:45 AM
	Total Delay	Total EBL + EBT vehicles	Delay per Vehicle	0	Total Delay	Total NBL vehicles	Delay per Vehicle
	390	7	55.71	15	345	56	6.16

time	EBL	NBL
7:45:00	0	1
7:45:15	0	0
7:45:30	0	0
7:45:45	0	0
7:46:00	1	0
7:46:15	0	0
7:46:30	0	0
7:46:45	0	0
7:47:00	0	0
7:47:15	0	0
7:47:30	1	0
7:47:45	0	0
7:48:00	1	1
7:48:15	0	0
7:48:30	0	0
7:48:45	0	0
7:49:00	0	0
7:49:15	0	0
7:49:30	1	0
7:49:45	2	0
7:50:00	1	0
7:50:15	0	0
7:50:30	0	0
7:50:45	0	0
7:51:00	0	0
7:51:15	0	0
7:51:30	0	0
7:51:45	0	0
7:52:00	1	0
7:52:15	0	0
7:52:30	0	0
7:52:45	0	2
7:53:00	1	3
7:53:15	0	0
7:53:30	0	0
7:53:45	0	0
7:54:00	0	0
7:54:15	0	0
7:54:30	1	0
7:54:45	1	0
7:55:00	0	0
7:55:15	0	0
7:55:30	0	0
7:55:45	2	0
7:56:00	0	0
7:56:15	0	1
7:56:30	1	0
7:56:45	0	0
7:57:00	2	0
7:57:15	0	0
7:57:30	0	0
7:57:45	0	0
7:58:00	0	0
7:58:15	0	0
7:58:30	1	0
7:58:45	1	0
7:59:00	1	0
7:59:15	0	0
7:59:30	0	3
7:59:45	2	4

EBL  
Delay

NBL  
Delay

7:45 AM to 8:00 AM  
Total Delay 315 Total EBL + EBT vehicles 14 Delay per Vehicle 22.50

7:45 AM to 8:00 AM  
Total Delay 225 Total NBL vehicles 49 Delay per Vehicle 4.59







time	EBL	NBL	EBL Delay	NBL Delay
8:45:00	0	0	0	0
8:45:15	0	0	0	0
8:45:30	0	0	0	0
8:45:45	0	0	0	0
8:46:00	0	0	0	0
8:46:15	0	0	0	0
8:46:30	1	0	15	0
8:46:45	1	0	15	0
8:47:00	0	0	0	0
8:47:15	0	0	0	0
8:47:30	0	0	0	0
8:47:45	0	0	0	0
8:48:00	0	0	0	0
8:48:15	0	0	0	0
8:48:30	0	0	0	0
8:48:45	0	0	0	0
8:49:00	0	0	0	0
8:49:15	0	0	0	0
8:49:30	0	0	0	0
8:49:45	0	0	0	0
8:50:00	0	0	0	0
8:50:15	0	0	0	0
8:50:30	0	0	0	0
8:50:45	0	0	0	0
8:51:00	0	0	0	0
8:51:15	0	0	0	0
8:51:30	0	0	0	0
8:51:45	0	0	0	0
8:52:00	0	0	0	0
8:52:15	0	0	0	0
8:52:30	0	1	0	15
8:52:45	0	0	0	0
8:53:00	0	0	0	0
8:53:15	0	0	0	0
8:53:30	0	0	0	0
8:53:45	0	0	0	0
8:54:00	0	0	0	0
8:54:15	0	1	0	15
8:54:30	0	0	0	0
8:54:45	0	1	0	15
8:55:00	0	0	0	0
8:55:15	0	0	0	0
8:55:30	0	0	0	0
8:55:45	0	0	0	0
8:56:00	0	0	0	0
8:56:15	0	0	0	0
8:56:30	0	2	0	30
8:56:45	0	1	0	15
8:57:00	0	0	0	0
8:57:15	0	0	0	0
8:57:30	0	0	0	0
8:57:45	0	0	0	0
8:58:00	0	0	0	0
8:58:15	0	0	0	0
8:58:30	2	0	30	0
8:58:45	3	0	45	0
8:59:00	3	0	45	0
8:59:15	0	0	0	0
8:59:30	0	2	0	30
8:59:45	0	2	0	30
9:00:00	1	1	15	15

8:45 AM to 9:00 AM  
 Total Delay 165  
 Total EBL + EBT vehicles 5  
 Delay per Vehicle 33.00

8:45 AM to 9:00 AM  
 Total Delay 165  
 Total NBL vehicles 37  
 Delay per Vehicle 4.46



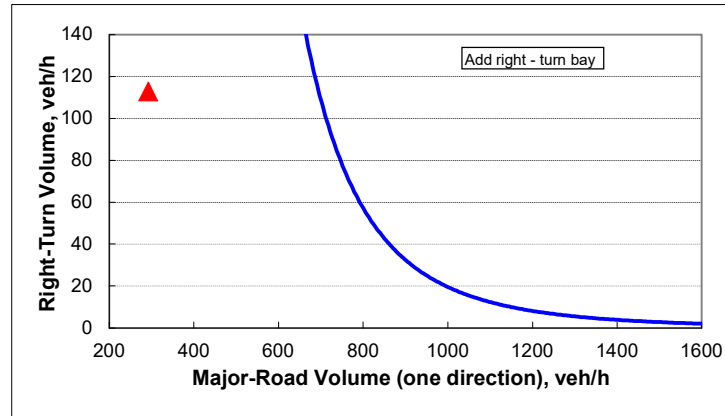
Figure 2 - 6. Guideline for determining the need for a major-road right-turn bay at a two-way stop-controlled intersection.

INPUT

Roadway geometry:	2-lane roadway
Variable	Value
Major-road speed, mph:	30
Major-road volume (one direction), veh/h:	292
Right-turn volume, veh/h:	113

OUTPUT

Variable	Value
Limiting right-turn volume, veh/h:	7366
<b>Guidance for determining the need for a major-road right-turn bay for a 2-lane roadway:</b>	
<b>Do NOT add right-turn bay.</b>	



---

## APPENDIX B

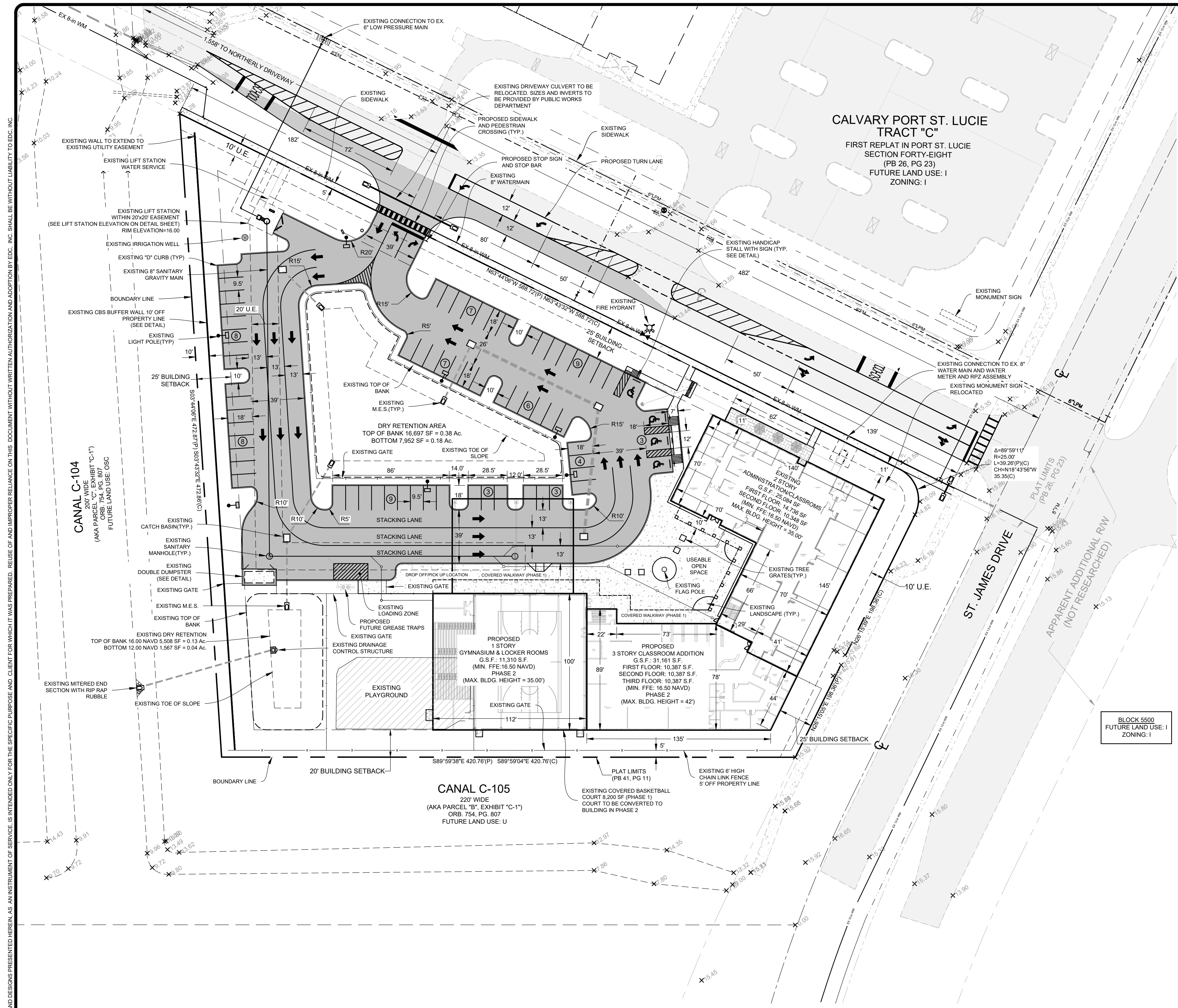
### ALTERNATIVE STUDY NETWORK IDENTIFICATION METHODOLOGY

#### Area of Influence Based

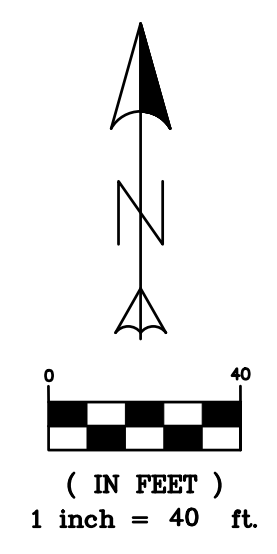
- a. The area to be studied will be based on the New External Trip Generation of the proposed development. The table below shall determine the development's area of influence.

<b>New External Daily Trip Generation</b>	<b>Radius of Area of Influence</b>
0 – 200	Only segments directly accessed by the proposed development
<b>201 – 500</b>	<b>0.5 miles</b>
501 – 1,000	1.0 miles
1,001 – 5,000	2.0 miles
5,001 – 10,000	3.0 miles
10,001 – 20,000	4.0 miles
Over 20,000	5.0 miles

- b. The radius of influence shall be measured from each connection of the project to the Major Road Network.
- c. All major signalized and unsignalized intersections on the roadway segments within the area of influence shall be studied.
- d. If the study radius ends between intersections identified in c above, the study area shall extend to the next major intersection.

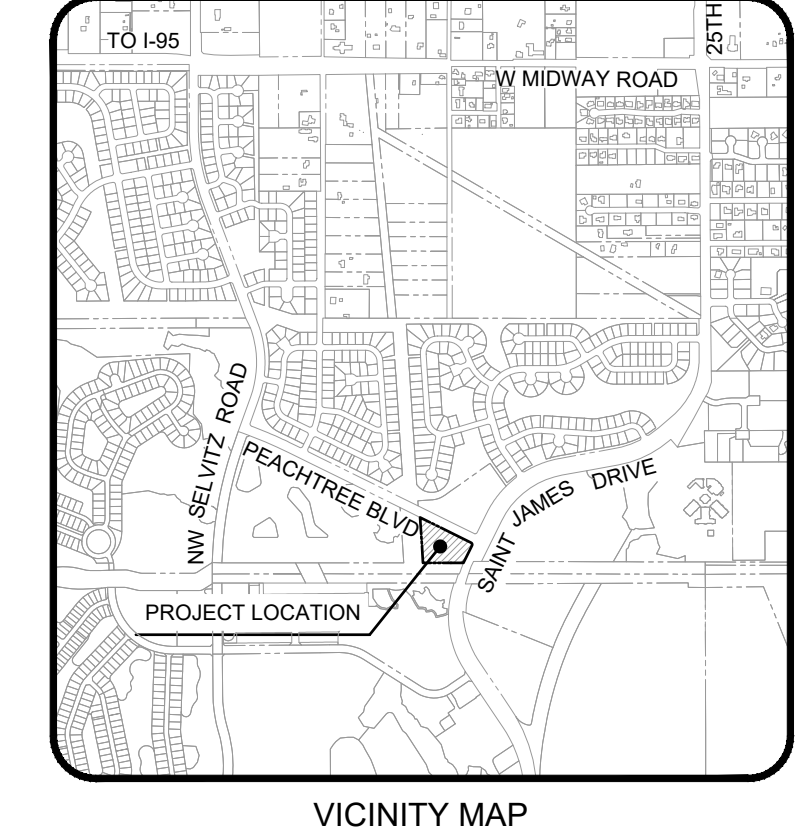


**CALVARY PORT ST. LUCIE TRACT "C"**  
 FIRST REPLAT IN PORT ST. LUCIE SECTION FORTY-EIGHT (PB 26, PG 23)  
 FUTURE LAND USE: I  
 ZONING: I



**LEGEND**

- EXISTING SPOT ELEVATION
- PARKING STALL COUNT
- PROPOSED LIGHT POLE (BY OTHERS)
- EXISTING ASPHALT
- PROPOSED ASPHALT
- EXISTING CONCRETE
- PROPOSED CONCRETE
- PART OF PHASE 2 CONSTRUCTION
- PART OF PHASE 3 CONSTRUCTION



**PROJECT STATEMENTS:**

**WATER, SEWER AND IRRIGATION:**  
 WATER SERVICE AND SEWER SERVICE WILL BE PROVIDED BY PLSUSD TO SERVE THE PROPOSED BUILDINGS. PROPOSED POINTS OF CONNECTION AND POINTS OF SERVICE ARE SHOWN ON THIS PLAN.  
 THIS PLAN IS FOR PRELIMINARY ENGINEERING PURPOSES ONLY. ALL FINAL UTILITY DESIGN AND SIZES TO BE INCLUDED ON CONSTRUCTION LEVEL PLANS FOR APPROVAL BY PLSUSD.  
**DRAINAGE:**  
 THE SURFACE WATER MANAGEMENT SYSTEM FOR THE PROJECT WILL COLLECT SITE RUNOFF IN A SERIES OF INLETS WHICH WILL ROUTE THE RUNOFF TO THE PROPOSED DRY DETENTION AREA SIZED TO ACCEPT THE PROPOSED CONNECTION. WATER QUALITY AND ATTENUATION SHALL BE ACHIEVED PER SPWMD CRITERIA PRIOR TO DISCHARGING WEST INTO THE EXISTING CITY OF PORT ST. LUCIE CANAL C-104.  
**ENVIRONMENTAL:**  
 THE SUBJECT PARCEL IS COMPRISED OF UPLAND AND WETLAND HABITAT WITH MODERATE EXOTIC VEGETATION THROUGHOUT. AT THE REQUEST OF THE CITY, TREE AND CORNER TORTOISE SURVEYS SHALL BE PERFORMED PRIOR TO DEVELOPMENT APPROVALS. PERMITTING AND MITIGATION WILL BE REQUIRED FROM THE STATE, ARMY CORPS OF ENGINEERS, AND CITY OF PORT ST. LUCIE FOR IMPACTS TO THE EXISTING HERBACEOUS WETLAND.  
**SOLID WASTE:**  
 BASED ON THE INTENDED USE OF THE BUILDING, THIS PROJECT WILL UTILIZE A PROPOSED DUMPSTER AREA FOR SOLID WASTE AND RECYCLABLE ITEMS.  
**HAZARDOUS WASTE:**  
 ALL HAZARDOUS WASTES DISPOSAL SHALL COMPLY WITH ALL FEDERAL, STATE AND LOCAL REGULATIONS.  
**FIRE PROTECTION:**  
 ALL HYDRANTS WITHIN 1000' ARE SHOWN.

**LEGAL DESCRIPTION:**

PARCEL NO. 3, PEACHTREE PLACE, ACCORDING TO THE PLAT THEREOF AS RECORDED IN PLAT BOOK 41, PAGE 11, PUBLIC RECORDS OF ST. LUCIE COUNTY, FLORIDA.

**DATUM NOTE:**

ALL ELEVATIONS REFERENCE THE NATIONAL ADJUSTED VERTICAL DATUM OF 1988 (N.A.V.D. 88) TO CONVERT INTO N.G.V.D. ADD 1.475 TO N.A.V.D.

**SITE DATA:**

PARCEL SIZE:	167,674 S.F. (3.85 AC.)
PARCEL ID:	3408-602-0004-000-7
SECTION:	03
TOWNSHIP:	36S
RANGE:	40E
ZONING:	CG
LAND USE:	CG
BUILDING COVERAGE:	REQ = 40% MAX PROVIDED = 24.94%
IMPERVIOUS MAX = 80%	PROVIDED = 58.18%
MAX. BLDG HEIGHT (EXISTING):	35'
MAX. BLDG HEIGHT (PROPOSED):	42'

**DEVELOPER/OWNER:**

CALVARY CHAPEL  
 PORT ST. LUCIE WEST INC  
 5555 NW SAINT JAMES DR  
 PORT ST. LUCIE, FL 34983

**BUILDING SETBACKS:**

FRONT-25'  
 SIDE-25'  
 REAR-20'

**LAND USE TABLE:**

PHASE	TOTAL PARCEL SIZE:	167,674 S.F.	3.85 AC.	100%
PHASE 1	BUILDING AREA:	14,736 S.F.	0.34 AC.	8.79%
	PAVED AREA:	43,655 S.F.	1.00 AC.	26.04%
	CONCRETE AREA:	12,071 S.F.	0.28 AC.	7.20%
	HARD COURT:	8,200 S.F.	0.19 AC.	4.89%
TOTAL IMPERVIOUS:	78,662 S.F.	1.81 AC.	46.91%	
TOTAL PERVIOUS:	89,012 S.F.	2.04 AC.	53.09%	
PHASE 2	BUILDING AREA:	36,433 S.F.	0.84 AC.	21.73%
	PAVED AREA:	43,453 S.F.	1.00 AC.	25.92%
	CONCRETE AREA:	11,853 S.F.	0.27 AC.	7.07%
	PATIO:	680 S.F.	0.02 AC.	0.41%
	TOTAL IMPERVIOUS:	92,419 S.F.	2.12 AC.	55.13%
TOTAL PERVIOUS:	75,255 S.F.	1.73 AC.	44.87%	

**PHASING SCHEDULE:**

PHASE 1 INCLUDES ADMINISTRATION BUILDING, CLASSROOM CONSTRUCTION, BASKETBALL COURT, COVERED WALKWAY, PLAY AREA, AS WELL AS ALL PAVING, DRAINAGE AND UTILITIES. PHASE 2 INCLUDES CONSTRUCTION OF CLASSROOM EXPANSION, GYMNASIUM, AND CANOPY.

NOTE: ALL MECHANICAL EQUIPMENT MUST BE SCREENED FROM VIEW.

**PARKING INFORMATION**

SCHOOL PARKING (K-12)  
 K-8 (2 SPACES PER CLASSROOM, 16 CLASSROOMS)  
 9-12 (8 SPACES PER CLASSROOM, 4 CLASSROOMS)  
 TOTAL PARKING REQUIRED: 64 STALLS  
 TOTAL PARKING PROVIDED: 67 STALLS  
 REQUIRED HANDICAPPED: 3 STALLS  
 PROVIDED HANDICAPPED: 4 STALLS

NOTE: IF THE HIGH SCHOOL BECOMES PERMANENT, A FORMAL SHARED PARKING EASEMENT WILL BE REQUIRED AS PART OF A SITE PLAN AMENDMENT.

IF THE TEMPORARY HIGH SCHOOL USE EXPANDS BEYOND 4 CLASSROOMS, A SITE PLAN AMENDMENT WILL BE REQUIRED TO CONSIDER AVAILABILITY OF PARKING.

**WELL FIELD PROTECTION:**  
 THE SUBJECT PARCEL IS NOT LOCATED WITHIN 1000 FEET OF A PUBLIC WATER SUPPLY WELL.  
**ACCESSIBILITY AND ADA COMPLIANCE:**  
 ALL SIDEWALKS AND RAMPS WILL MEET FDOT AND ADA REQUIREMENTS.  
**SITE LIGHTING:**  
 SITE LIGHTING SHOWN TO SATISFY PLANNING REQUIREMENTS ONLY. A PHOTOMETRIC PLAN WITH APPROVED FIXTURES AND POLE HEIGHTS WILL BE REQUIRED AT THE TIME OF CONSTRUCTION PLAN APPROVAL.  
**SITE RESTORATION STATEMENT:**  
 THE PROPERTY OWNER, CONTRACTOR, AND AUTHORIZED REPRESENTATIVES SHALL PERFORM PICKUP, REMOVAL, AND DISPOSAL OF LITTER WITHIN THE PROJECT LIMITS AND SHALL BE RESPONSIBLE FOR MAINTENANCE OF THE AREA FROM THE EDGE OF PAVEMENT TO THE PROPERTY LINE WITHIN THE CITY'S RIGHT-OF-WAY IN ACCORDANCE WITH CITY CODE, SECTION 41.08 (5).

**BUILDING HEIGHT:**  
 MAXIMUM BUILDING HEIGHT FOR PROPOSED 3 STORY ADDITION NOT TO EXCEED 42' AS WAS APPROVED AT APRIL 2ND PLANNING & ZONING BOARD MEETING UNDER PROJECT #P24-029.  
 PARAPET WALL TO CONCEAL MECHANICAL EQUIPMENT NOT TO EXCEED 9.1' ABOVE ALLOWABLE BUILDING HEIGHT AS WAS APPROVED AT APRIL 2ND PLANNING & ZONING BOARD MEETING UNDER PROJECT #P24-029.

**PLAT LIMITS:**  
 (PB 26, PG 23)  
 (PB 41, PG 11)  
 (PB 41, PG 11)

**ST. JAMES DRIVE**  
 APPARENT ADDITIONAL R/W (NOT RESEARCHED)

BLOCK 5500  
 FUTURE LAND USE: I  
 ZONING: I

**PORT SAINT LUCIE OFFICE**  
 10250 SW VILLAGE PARKWAY - SUITE 201  
 PORT SAINT LUCIE, FL 34987  
 772-462-2455  
 www.edc-inc.com

F.B.P.E. CERTIFICATE OF AUTHORIZATION 9935  
 L.B. CERTIFICATE OF AUTHORIZATION 9089

DATE	REVISION COMMENTS

RJK  
 DESIGNED BY  
 VER  
 DRAWN BY  
 24-112.spa.7.22.24.dwg  
 FILENAME  
 Site Plan  
 LAYOUT  
 AS SHOWN  
 SCALE  
 28MAR24  
 DATE

**CALVARY CHRISTIAN ACADEMY**  
**MAJOR SITE PLAN AMENDMENT**

PORT ST. LUCIE FLORIDA

J.R. HARRISON, P.E. (DATE)  
 #82270  
 10250 SW VILLAGE PARKWAY - SUITE 201  
 PORT SAINT LUCIE, FL 34987  
 772-462-2455

**24-112**

**1 OF 2**

PLSUSD FILE#5261  
**CITY OF PORT SAINT LUCIE**  
 SITE PLAN REVIEW #P19-160-A1

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