CITY OF LABELLE

AGENDA

Local Planning Agency Meeting
Thursday, June 11, 2026, at 5:30 PM

LaBelle Commission Chambers
481 West Hickpochee Ave
LaBelle, FL 33975

CITY COMMISSION:

Julie C. Wilkins, Mayor
Jackie Ratica, Vice Mayor
Kevin Holland, Commissioner
Bobbie Spratt, Commissioner
Hugo Vargas, Commissioner

ADMINISTRATION:

Tijauna Warner, MPA, MMC, Deputy City Clerk
Derek Rooney, Esq., City Attorney
Mitchell Wills, Superintendent PW

Agenda

1. **Call to Order**
2. **Invocation and Pledge of Allegiance**
3. **Roll Call**
4. **New Business**
   - **A.** ORDINANCE 2026-01 AN ORDINANCE OF THE CITY OF LABELLE, FLORIDA, PROVIDING FOR A SMALL-SCALE COMPREHENSIVE PLAN AMENDMENT TO THE FUTURE LAND USE MAP FOR A 1.58+/-ACRE TRACT GENERALLY LOCATED NORTH AND SOUTH OF WEST YEOMANS AVENUE, NORTH OF WEST HICKPOCHEE AVENUE, AND WEST OF NORTH MAIN STREET; AMENDING THE COMPREHENSIVE PLAN DESIGNATION FOR THE PROPERTIES FROM “DOWNTOWN DISTRICT” DESIGNATION TO “COMMERCIAL” DESIGNATION; PROVIDING FOR SEVERABILITY; PROVIDING AN EFFECTIVE DATE.
   - **B.** ORDINANCE 2026-02 AN ORDINANCE OF THE CITY OF LABELLE, FLORIDA, AMENDING THE CITY OF LABELLE ZONING MAP FOR A 1.58+/-ACRE TRACT GENERALLY LOCATED NORTH AND SOUTH OF WEST YEOMANS AVENUE, NORTH OF WEST HICKPOCHEE AVENUE, AND WEST OF NORTH MAIN STREET, AMENDING THE ZONING DESIGNATION FROM PLANNED UNIT DEVELOPMENT (PUD) AND DOWNTOWN BUSINESS DISTRICT (DBD) ZONING DISTRICT TO PLANNED UNIT DEVELOPMENT (PUD) ZONING DISTRICT, PROVIDING FOR IDENTIFICATION OF THE SUBJECT PROPERTY; PROVIDING FOR INTENT; PROVIDING FOR SEVERABILITY; PROVIDING AN EFFECTIVE DATE.
5. **Adjournment**

Meeting Records Request

Any person requesting the appeal of a decision of the Planning Agency will require a verbatim record of the proceedings and for that purpose will need to ensure that such verbatim record is made. Pursuant to FS. 286.0105, the record must include the testimony and evidence upon which the appeal is to be based. The City of LaBelle does not prepare or provide such verbatim record.

Americans with Disabilities Act

In accordance with the provisions of the Americans with Disabilities Act (ADA), this document can be made available in an alternate format upon request. Special accommodations can be provided upon request with five (5) days advance notice of any meeting, by contacting Deputy City Clerk Tijauna Warner at LaBelle City Hall, 481 W. Hickpochee Avenue, LaBelle, Florida. Phone No. 863-675-2872. Hearing Assistance: If hearing impaired, contact Florida Relay at 800-955-8771 (TDD) or 800-955-8770 (Voice), for assistance. (Reference: Florida Statute 286.26)

CITY OF LABELLE, FLORIDA
Planning Staff Report
For Wawa
Comprehensive Plan Amendment
and Planned Unit Development Rezone

TYPE OF CASE: Comprehensive Plan Amendment, & PUD Rezone

STAFF REVIEWER: Patty Kulak

DATE: June 11, 2026

APPLICANT: ComTerra Development

AGENT: Daniel DeLisi, AICP, DeLisi, Inc.

REQUEST: Amend the City of LaBelle Comprehensive Plan Future Land Use Map designation for a 1.58± acre assemblage generally located at the northwest corner of West Hickpochee Avenue (SR 80) and North Main Street (SR 29), from "Downtown District" to "Commercial" future land use; and amend the City of LaBelle Zoning Map to rezone the subject property from Business Professional (B-1) (formerly Planned Unit Development (PUD)) and Downtown Business District (DBD) to the Planned Unit Development (PUD) zoning district, to facilitate redevelopment of the site consistent with the proposed commercial land use.

LOCATION: 10 West Hickpochee Avenue

PROPERTY SIZE: 1.58+/-acres

FUTURE LAND USE DESIGNATION, CURRENT ZONING AND LAND USE:

Existing Future Land Use Designation:	Downtown District
Existing Zoning:	Business Professional (B-1) and former Trading Post PUD; and Downtown Business District (DBD)
Land Use:	Vacant

SURROUNDING LAND USE:

North: FLU – Downtown District
Zoning – Downtown Business District

	Land Use –	Office
South:	FLU –	Commercial
	Zoning –	Business (B-2)
	Land Use –	Public Right-of-way (SR 80); Commercial - Restaurant
East:	FLU –	Downtown District
	Zoning –	Downtown Business District
	Land Use –	Public Right-of-way (SR 29/Main Street); Commercial - Retail
West:	FLU –	Downtown District
	Zoning –	Downtown Business District
	Land Use –	Public Right-of-way (College Street); Commercial - Retail

STAFF NARRATIVE:

ComTerra Acquisitions, LLC ("Applicant") is requesting approval of the following actions for the proposed Wawa development within the City of LaBelle:

1. Amend the City of LaBelle Comprehensive Plan Future Land Use Map to change the subject property's designation from Downtown District to Commercial in order to allow for the redevelopment of the site with a convenience store and fuel pumps;
2. Rezone the subject property from Business Professional (B-1) and Downtown Business District (DBD) zoning classifications to a new Planned Unit Development (PUD) specific to the proposed use, along with a Master Concept Plan (MCP) for a XXX SF convenience store with up to 12 fuel pumps and uses, as identified in the Schedule of Uses.

CHANGES FROM FEBRUARY LPA:

Since the February Local Planning Agency meeting, the applicant has submitted a revised site plan in response to comments from the Board and staff regarding site layout, circulation, and overall compatibility with the surrounding downtown context. Revisions include removal of the proposed fly-through lane, relocation of the dumpster enclosure, modifications to internal vehicular circulation, and a reduction in the overall operational intensity of the site through refinement of the fueling layout. Updated architectural elevations have also been provided showing alternative façade material options, along with supplemental landscape and site exhibits to further illustrate the revised development concept. These materials are intended to assist the Board in evaluating how the revised proposal addresses prior concerns related to aesthetics, buffering, access, and the project's relationship to the surrounding built environment.

BACKGROUND

The subject property consists of approximately 1.58 acres of land located within the City of LaBelle, along the north side of State Road 80 (Hickpochee Avenue) between College Street and North Main Street. The site is situated near the historic center of the City and occupies a prominent location along a major east–west arterial transportation corridor. The property was previously developed with strip commercial uses and zoned Planned Unit Development (Trading Post PUD), but has since been cleared and is currently vacant. The Trading Post PUD was approved per Ordinance 2008-13 and allowed for a mix of residential and commercial uses, including convenience store with fuel pumps (see PUD ordinance in Attachments). The PUD has expired and the zoning has reverted back to the B-1 zoning district, which applied prior to the PUD approval in 2008.

The subject property is presently designated Downtown District on the City of LaBelle Future Land Use Map and is zoned Planned Unit Development (PUD) and Downtown Business District (DBD). Surrounding development is predominantly commercial in nature, with commercial zoning and uses located to the south, east, and west. Properties on the south side of SR 80 are within the Commercial future land use category and have built out with “fast food” restaurants, shopping plazas, medical office and similar uses. Properties to the north include smaller-scale office and commercial uses within the Downtown Business District. The site’s location along State Road 80 places it within a high-volume vehicular corridor that serves both local and regional traffic.

The Applicant proposes to amend the Future Land Use Map to Commercial and rezone the property to a new PUD to allow for redevelopment of the site with a convenience store and up to 12 fuel pumps, including ancillary food and beverage services. The proposed development includes approximately 7,000 square feet of commercial floor area and associated site improvements. The requested land use and zoning changes are intended to facilitate reinvestment in a long-vacant parcel and align the property’s entitlement framework with the surrounding commercial context along State Road 80.

COMPREHENSIVE PLAN AMENDMENT REQUEST

The subject property is currently designated Downtown District (DBD) on the City of LaBelle Future Land Use Map. This category was adopted into the Comprehensive Plan in the early 2000’s after an extensive City-initiated visioning process aimed at encouraging redevelopment and investment in Downtown and protection of the historical significance of the district. The Applicant is requesting a Comprehensive Plan Amendment to change the Future Land Use designation to Commercial in order to allow redevelopment of the site with a convenience store and fuel pumps, including ancillary food and beverage services. While the DBD FLU does not permit auto-oriented development such as gas stations, the requested Commercial designation allows for much broader commercial retail uses and is primarily designated along SR 80 and SR 29.

All properties immediately surrounding the subject site on the north side of SR 80 are located within the DBD FLU. However, the applicant states the removal of the subject property from the Downtown District would not create future land use boundary changes that are inconsistent with the intent of the district. The applicant justifies this request by stating the Downtown District is characterized by auto-oriented commercial development along State Road 80, rather than a pedestrian-focused downtown environment. They note the Commercial future land use category more accurately reflects the functional and physical characteristics of this corridor.

Overall, the applicants requested Comprehensive Plan Amendment is intended to facilitate reinvestment in an underutilized parcel, align future land use with the existing development pattern along State Road 80, and support continued commercial activity within downtown LaBelle without undermining the overall intent of the Downtown District. While the Commercial FLU request is consistent with the existing commercial development pattern along State Road 80 and the intensity of surrounding uses, it is a policy decision of the Commission to determine if this site is properly designated as DBD due to proximity to the downtown core and other long-range planning objectives relating to mobility, aesthetics and community-serving land uses.

PUD REZONING REQUEST

The subject property, consisting of approximately 1.58 acres, is currently zoned B-1 (expired PUD) and Downtown Business District (DBD). The existing zoning framework was established for prior commercial development on the site, which has since been removed, leaving the property vacant. The

Applicant is requesting approval of a new PUD zoning district to allow for redevelopment of the property in a manner that is tailored to the proposed use and consistent with the requested Commercial future land use designation.

The proposed PUD is intended to accommodate a commercial development consisting of approximately 7,000 square feet of building area, including a convenience store with fuel pumps and ancillary food and beverage services, as identified in the Schedule of Uses. The PUD zoning framework would establish site-specific development standards and permitted uses to address the site's location along State Road 80 and its proximity to surrounding Downtown commercial development.

The Applicant states that the PUD zoning district provides an appropriate mechanism to ensure compatibility with adjacent properties while allowing flexibility in site design, circulation, and operational characteristics associated with a convenience store and fuel service use. The proposed PUD would replace a long-vacant commercial site with an active commercial use intended to serve nearby residents, downtown businesses, and the traveling public.

Access

Primary access to the subject property is proposed from College Street and Main Street, with the site also fronting State Road 80 (Hickpochee Avenue), via four (4) separate access points). The proposed site plan includes two full-access driveways on College Street, one full-access driveway on Main Street, and one right-in/right-out driveway on Main Street, designed to distribute traffic efficiently and minimize operational conflicts. No direct vehicular access is proposed from State Road 80.

As part of the proposed redevelopment, the Applicant is requesting vacation of the Yeomans Avenue right-of-way, which currently traverses the site east to west. Elimination of Yeomans Avenue will require approval of a public right-of-way vacation by the City. The Applicant states that vacating this right-of-way is necessary to accommodate a cohesive site layout, internal circulation, and safe access management consistent with the proposed use. Review staff have expressed concerns for eliminating cross access through the site that serves the neighborhood to the west and can relieve SR 80 during any roadway closures due to accidents, improvements, events, etc.

A Transportation Impact Statement submitted by the Applicant evaluates the proposed access configuration and concludes that the surrounding roadway network will continue to operate at acceptable levels of service with the proposed development. All access points are subject to final engineering review and approval by the City of LaBelle and any applicable reviewing agencies to ensure compliance with adopted access management, safety, and operational standards. The Applicant has consulted with FDOT and provided pre-application meeting notes indicating the proposed access is acceptable.

Please note in the conditions section of this report and draft ordinance, Staff has provided conditions of approval for the PUD, if the Commission approved the future land use map redesignation to Commercial. Comprehensive Plan Amendments cannot be conditioned. A condition has been provided requiring the vacation of the Yeomans Avenue right-of-way prior to issuance of a site construction permit. If at such time, the vacation is not approved, the Applicant must amend the MCP via the public hearing process to address changes in site design.

Landscape Buffers

The proposed development includes perimeter and interior landscaping consistent with the applicant's submitted Landscape Plan.

North, East, and West Property Lines:

- Type A landscape buffers with a minimum width of 10 feet are provided along the north, east, and west property lines.
- These buffers include required canopy trees and continuous double hedgerows intended to provide screening of parking, service, and vehicular use areas.
- Existing mature vegetation is proposed to be preserved where feasible and utilized toward applicable landscape credit requirements.

South Property Line (State Road 80 Frontage):

- A 15-foot-wide landscape buffer is proposed along the State Road 80 frontage.
- The frontage buffer includes canopy trees, a continuous double hedgerow, and a raised berm intended to provide enhanced screening along the corridor and improve the visual appearance of the site from the public right-of-way.

Interior Landscaping:

- Building foundation landscaping and parking lot planting areas are distributed throughout the site.
- Additional landscape islands, shrub beds, and preserved tree canopy are incorporated to soften paved areas and provide visual relief within the site.

Overall, the proposed landscape improvements are intended to enhance visual compatibility, provide screening of site improvements, and integrate the development with the surrounding corridor. Staff notes that the revised landscape plan reflects enhancements made in response to prior review comments, particularly along State Road 80 and the perimeter buffers, to strengthen the project's streetscape appearance and buffering from adjacent properties.

Compatibility

The subject property is located, an area historically characterized by a compact, walkable development pattern with a mix of commercial, civic, institutional, and educational uses. Surrounding development within the Downtown District is oriented toward pedestrian activity, short internal trips, and direct access between uses, including nearby schools, offices, retail establishments, and civic destinations. Surrounding development on the south side of SR 80 are designated Commercial FLU and are developed with more intensive auto-oriented uses, as well as commercial retail and medical office.

The proposed removal of the subject property from the Downtown Business District (DBD) and redevelopment with a fast-casual convenience retailer and fuel service use introduces compatibility considerations relative to the surrounding neighborhood. While the surrounding area contains commercial uses, the downtown context differs from more auto-oriented commercial corridors elsewhere along SR 80 and throughout the city. The proposed use is primarily vehicle-focused and designed to serve regional traffic along State Road 80, which contrasts with the pedestrian-scaled character traditionally associated with the downtown core.

From a pedestrian compatibility perspective, the proposed development raises concerns due to increased vehicular movements, multiple drive aisles, and fuel service operations within an area that experiences heavy foot traffic. Adjacent and nearby uses, including schools and downtown-serving commercial and office establishments, rely on safe and convenient pedestrian circulation. The intensity and configuration of vehicular access associated with a convenience store and fuel pumps may create potential conflicts between vehicles and pedestrians within the downtown environment.

Although the applicant has incorporated site design features such as landscaping and sidewalks to improve site integration, the overall site layout and operational orientation remain primarily auto-oriented in a location that functions as a pedestrian-focused gateway to the downtown area. Based on

the current configuration, the relationship between building placement, fuel service areas, vehicular circulation, and pedestrian activity presents compatibility concerns within the downtown context. Staff notes that modifications to the site layout, including adjustments to building orientation, screening of fuel operations, and circulation design, could potentially reduce these impacts. However, as proposed, the development differs from the pedestrian-scaled development pattern that characterizes the Downtown District and raises concerns related to pedestrian safety, walkability, and consistency with the established downtown character.

Architecture & Site Layout

The Applicant has provided the enclosed Architectural renderings of the convenience store (and not the fuel canopy) demonstrating a brick façade and other elements indicative of traditional architectural style. Staff recommends an alternative style of building and fuel canopy indicative of the City's adopted "Old Florida" vernacular. Staff is also recommending consideration of an alternative site layout where the convenience store fronts on SR 80 and the fuel canopies are located to the rear or side of the building to mitigate visual impacts on the corridor and make the frontage more pedestrian-scaled and accessible.

As noted above, the fundamental decision to be made by the City Commission is the site's appropriateness to remain in DBD FLU due to proximity to downtown and the prime location at a key intersection serving as a gateway to the historical downtown, or assign the Commercial FLU due to its frontage on SR 80, which is inherently an auto-oriented roadway carrying vehicles and freight from across the region.

Comprehensive Plan Consistency:

The following is an analysis of the request's consistency with the following objectives and policies of the City's Comprehensive Plan as follows:

Future Land Use Policy 1.2.1

The applicant states that the proposed redevelopment will support varied and balanced growth within the City by reinvesting in a long-vacant property located in the downtown area. The project is intended to enhance the City's fiscal base through new commercial activity and job creation while improving the physical condition of an underutilized site. By introducing a commercial use that serves both local residents and regional traffic, the applicant asserts the project contributes to employment opportunities and economic activity consistent with the City's goal of promoting balanced growth that supports community needs.

Policy 1.3.3 Downtown District Land Use Category

The Comprehensive Plan notes this category is "primarily intended to encourage, support, and enhance Downtown LaBelle as the most high-intensity office and employment area of LaBelle. The Downtown District supports mixed-use (office combined with hotel, residential, and other uses) development as important components of the area's vitality. Emphasis is on the integration of commercial, residential, entertainment, civic, institutional and public spaces. A broad array of compatible uses, including retail, restaurants and cafes, residential, office, cultural, educational and indoor recreation is permitted, with active ground floor uses. The Caloosahatchee River and Barron Park will serve as the key focal points of the Downtown, essentially becoming the downtown's front porch. Building intensities will support small town urban design as well as provide livability goals such as walkability and community gathering

places and will build upon the natural features and historic assets of LaBelle to promote richness and diversity.

The proposed development will have food service and elements of a restaurant, in line with the intent of the Downtown District. Through enhancements to the site design, buffers and architecture, the proposal may be able to demonstrate compatibility with the intent for walkability, public spaces, and small town urban design. The policy notes the site is not within the key focal point of the Downtown, providing greater flexibility in terms of the intent for the site versus properties on South Bridge Street, for example. The Downtown Review Committee reviewed the submittal document on July 10, 2025 and felt that unless substantial changes were made to the site and architectural theme the committee could not support the request.

Policy 1.3.4 Commercial Land Use Category

The applicant states that the proposed project is consistent with Policy 1.3.4 in that the subject property is located along State Road 80, a corridor specifically identified for the Commercial Land Use Category. The proposed use - a convenience store with fuel pumps and ancillary food and beverage services—is a commercial use that is auto-oriented in scale and typology, consistent with development patterns anticipated along State Road 80.

The proposed development complies with the maximum Floor Area Ratio (FAR) of 1.0, with approximately 7,000 square feet of building area on a 1.58-acre site, and does not include any residential component. As such, the project is consistent with the policy provisions limiting residential development within the Commercial category and prohibiting new single-family residential uses.

The applicant further states that the project incorporates access management principles consistent with the policy, including shared and consolidated ingress and egress points from local streets rather than direct access from State Road 80. Pedestrian accommodations, landscaping, and site design elements are proposed in accordance with applicable Land Development Code standards to respect pedestrian and alternative transportation modes while accommodating an auto-oriented commercial use.

Overall, the applicant asserts that the proposed Commercial future land use designation and associated development are consistent with the intent and requirements of Policy 1.3.4 by supporting auto-oriented commercial activity along State Road 80 within an urban setting while adhering to established intensity, use, and access management standards.

As noted throughout this report, Staff appreciates the site's location on the SR 80 frontage in proximity to similar auto-oriented commercial uses. However, the site is also proximate to the City's Downtown and was incorporated into the DBD FLU as part of a policy decision by a different Commission approximately 2 decades ago. Thus, consistency with the Commercial FLU is largely a policy decision by the Commission.

Traffic Circulation Element Policy 2.5.2 & 2.5.3

The applicant has submitted a Traffic Impact Study (TIS) for the proposed project, demonstrating that adjacent roadway segments along State Road 80 will continue to operate at an acceptable Level of Service with the proposed project impacts. Specific requirements for driveway access and potential turn-lane improvements will be evaluated in coordination with the Florida Department of Transportation (FDOT) during the permitting phase. At this time, the analysis provided does not indicate the need for significant off-site roadway capacity improvements.

Infrastructure Element Policy 4.1

Currently, utilities are available near the property. Prior to construction, the applicant will be required to demonstrate adequate infrastructure capacity and confirm service availability from the City of LaBelle through the site construction permitting process.

STAFF RECOMMENDATION

Staff has reviewed the proposed Comprehensive Plan Amendment to change the Future Land Use designation of the subject property from Downtown District to Commercial, together with the associated Planned Unit Development (PUD) rezoning request. Based on the analysis contained in this report, Staff finds that the requested amendments present planning and compatibility considerations that warrant careful evaluation by the City.

By removing the subject property from the Downtown District that would result in fu ture land use boundary changes that are not consistent with the intent of maintaining a cohesive and unified downtown planning framework. The Downtown District is intended to function as a pedestrian-oriented environment with a consistent development pattern, and the proposed future land use change would introduce a different development character at a prominent gateway location.

Staff also finds that, as currently proposed, the auto-oriented nature of a convenience retail and fuel service use raises compatibility considerations within the downtown context, particularly with respect to pedestrian circulation, walkability, and proximity to uses that generate regular foot traffic.

As outlined above, Staff finds that the proposed Comprehensive Plan Amendment and PUD rezoning may be supported subject to the imposition of substantial and detailed conditions intended to address site design, operational characteristics, and compatibility with the surrounding downtown context. The conditions of approval are intended to limit the scale and intensity of development, enhance buffering and architectural quality, and ensure safe pedestrian and vehicular circulation. With these conditions in place, Staff finds that the proposed development can mitigate potential impacts associated with its location at a downtown gateway and achieve a level of compatibility consistent with the City's Comprehensive Plan and Land Development Code.

Accordingly, Staff provides conditions as outlined below, should the Commission support the policy decision to incorporate the property into the Commercial FLU.

1) The PUD zoning approval applies specifically to the subject property as described in Exhibit 'A'.
2) Allowable uses shall be limited to those specified in the approved Schedule of Uses (Exhibit 'B') and are limited to a 7,000 SF Convenience Store with 6 fuel pumps (12 fueling positions). Vehicle service, repair or carwashes are expressly prohibited.
3) Development shall conform to standards identified in the Development Regulations Table (Exhibit 'C').
4) All development must adhere to the design and phasing detailed in the approved Master Concept Plan (MCP), identified as Exhibit 'D', and comply with applicable City Land Development Code regulations.
5) Development must connect to the City's potable water and sanitary sewer system. The developer shall be responsible for the extension of utilities to serve the subject property. Proof of adequate service capacity shall be required prior to issuance of site construction permits, including a hydrant system demonstrating adequate and continuous water flow for firefighting purposes.

6) Parking shall be provided on-site in accordance with the City's Land Development Code requirements for all commercial uses, including retail store, food store, and fast food restaurant .
7) A unified Master Signage Plan consistent with the City's Land Development Code shall be required at the time of site construction permitting to ensure cohesive signage design throughout the commercial area.
8) Consistent with LDC Sec. 4-93, the architectural theme for all non-residential buildings shall reflect an Old Florida vernacular style with inclusion of roof overhangs, porches, covered corridors, covered walkways, and pitched roofs
9) Development shall be consistent with illustrative architectural renderings showing all building elevations, canopies, lighting and landscaping.
10) No outdoor piped/amplified music or speaker system is permitted.
11) The State Road 80 Overlay right-of-way buffer must be a minimum of 15-feet wide and contain six (6) large trees per 100 linear feet, a double hedgerow installed at 36 inches and maintained at a minimum of 48 inches, and planted on a 2-foot-tall berm. All other buffers must contain four (4) large trees per 100 linear feet, a double hedgerow installed at 24 inches and maintained at 36 inches.
12) Dumpsters, recycling containers, and service areas must be set back a minimum of 34 feet from the PUD boundaries and appropriately screened with opaque walls or fencing as shown on the Master Plan.
13) No drive-through lane, window, or queuing area shall be permitted.
14) No diesel fueling shall be permitted unless explicitly reviewed and approved via a PUD Amendment requiring public hearings.
15) Signage must be posted to prohibit semi-trailers and large trucks from turning north onto Main Street from the site. Signage must be posted to notify trucks that idling or overnight parking is prohibited.
16) Prior to issuance of a site construction permit, Yeomans Street right-of-way must be vacated or reduced. If at such time, the vacation or reduction is not approved, the Applicant must amend the MCP via the public hearing process to address changes in site design.

SUGGESTED MOTION(S):

APPROVAL:

I make a motion to **APPROVE** the Comprehensive Plan Amendment to change the Future Land Use designation of the subject property from Downtown District to Commercial, and to APPROVE the rezoning of the subject property to a Planned Unit Development (PUD) to allow for the proposed commercial development.

APPROVAL WITH CONDITIONS:

I make a motion to **APPROVE** the Comprehensive Plan Amendment to change the Future Land Use designation of the subject property from Downtown District to Commercial, and to APPROVE the rezoning of the subject property to a Planned Unit Development (PUD) to allow for the proposed commercial development, with the Conditions provided by Staff (or as amended).

DENIAL:

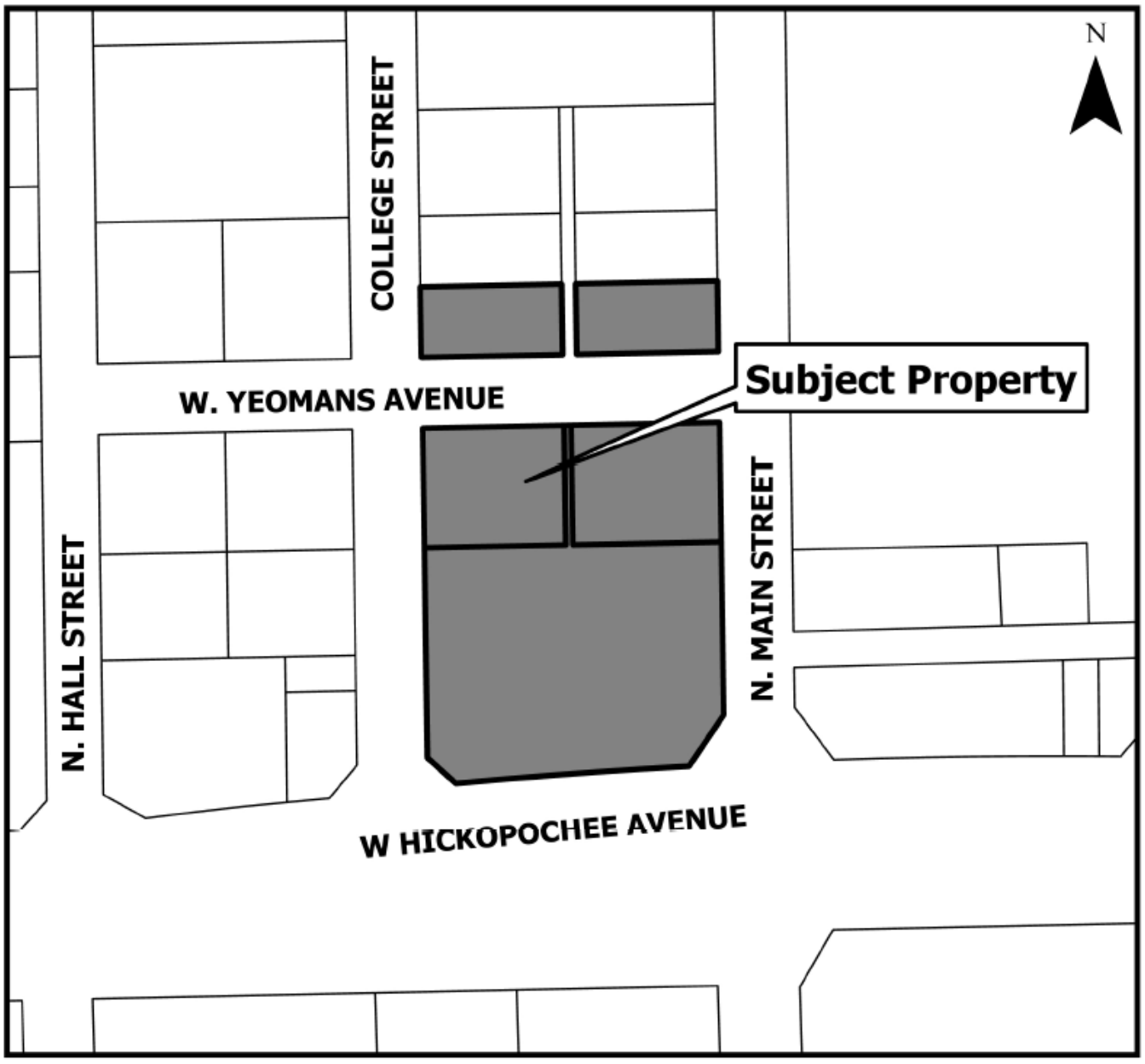
I make a motion to **DENY** the Comprehensive Plan Amendment to change the Future Land Use designation of the subject property from Downtown District to Commercial, and to DENY the rezoning

of the subject property to a Planned Unit Development (PUD) for the proposed commercial development.

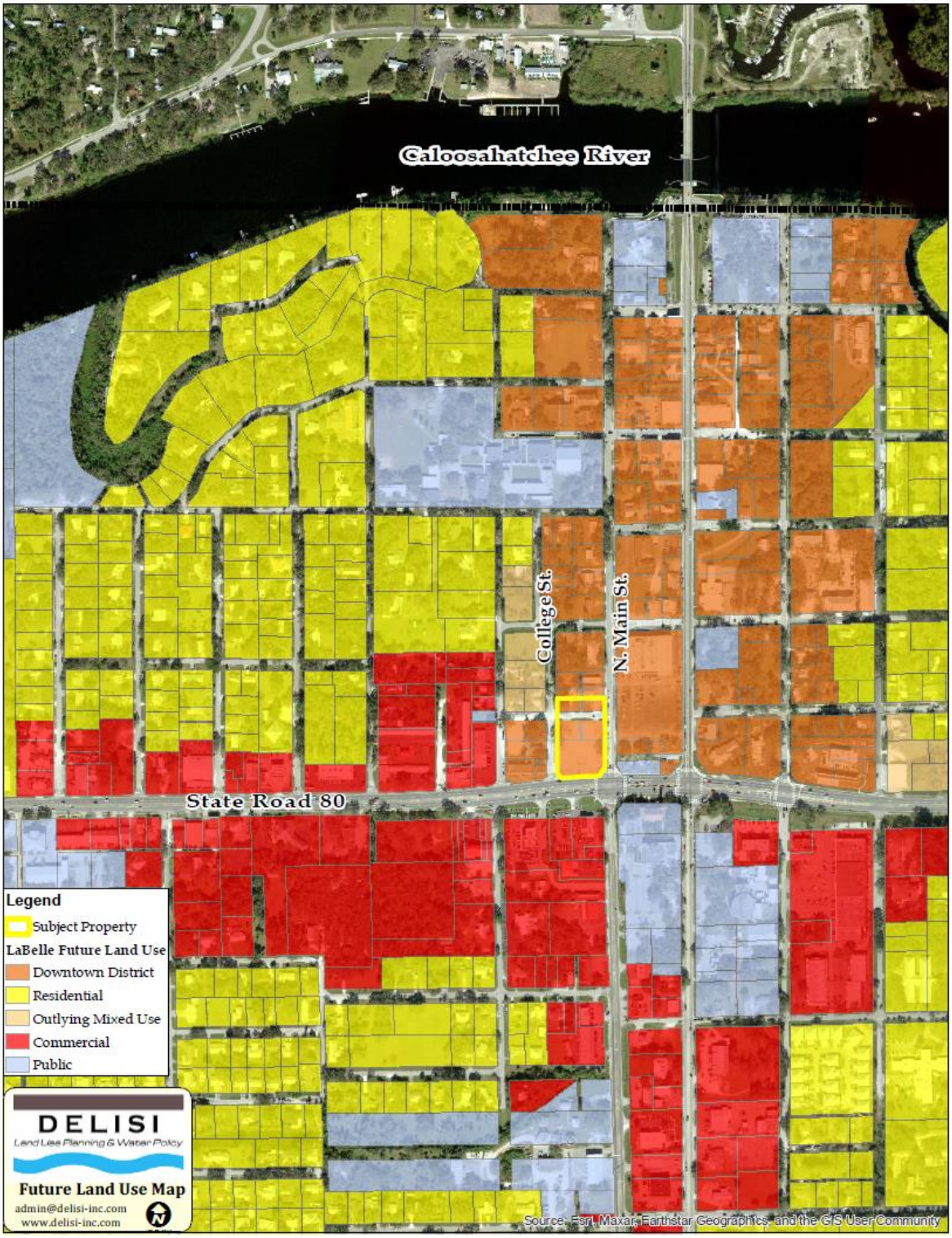
Attachments:

Trading Post PUD Ordinance
Applicant's Master Concept Plan
Applicant's Landscape Plan
Applicant's Architectural Elevations
Applicant's Traffic Impact Study

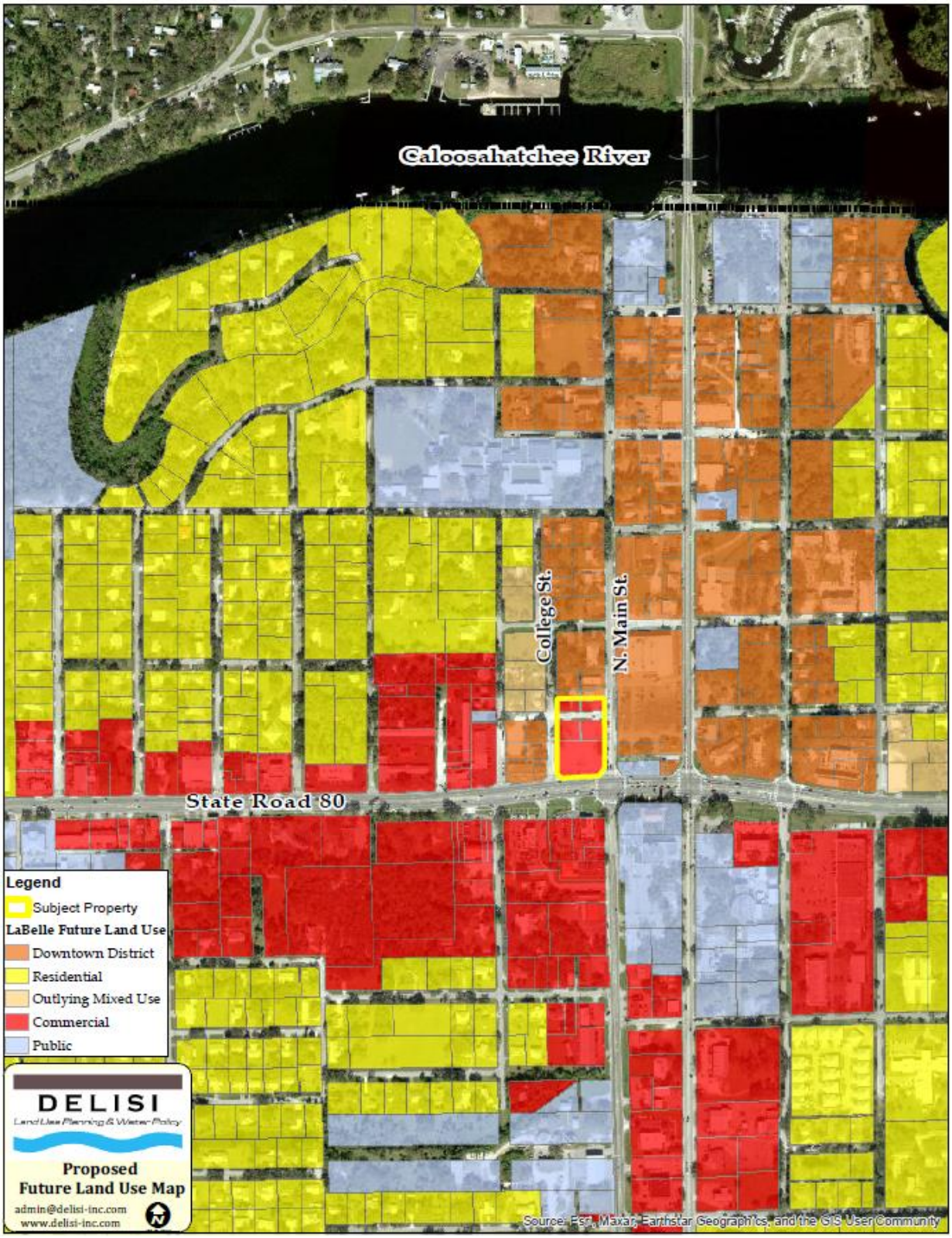
LOCATION MAP



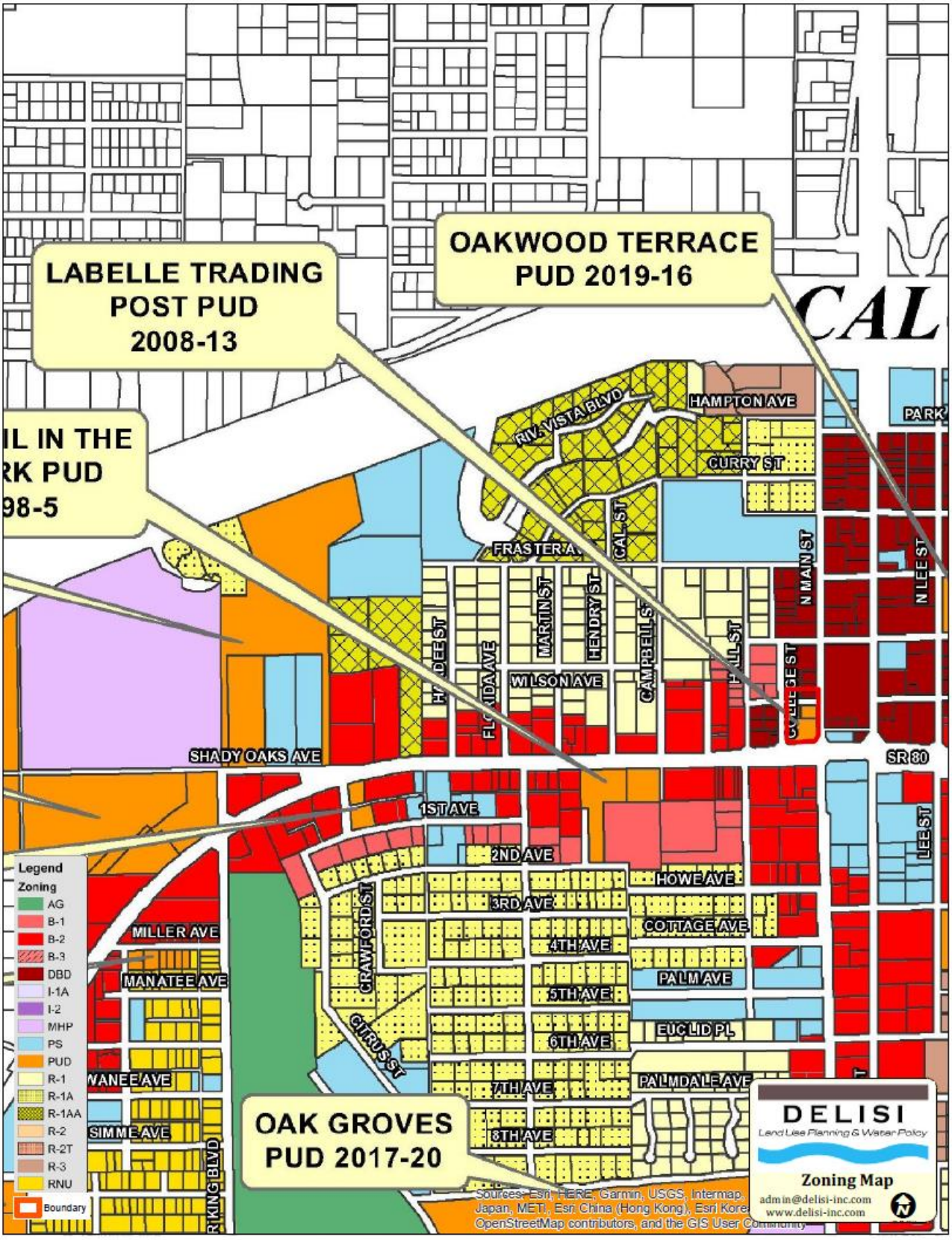
CURRENT FUTURE LAND USE MAP



PROPOSED FUTURE LAND USE MAP



CURRENT ZONING MAP



PROPOSED ZONING

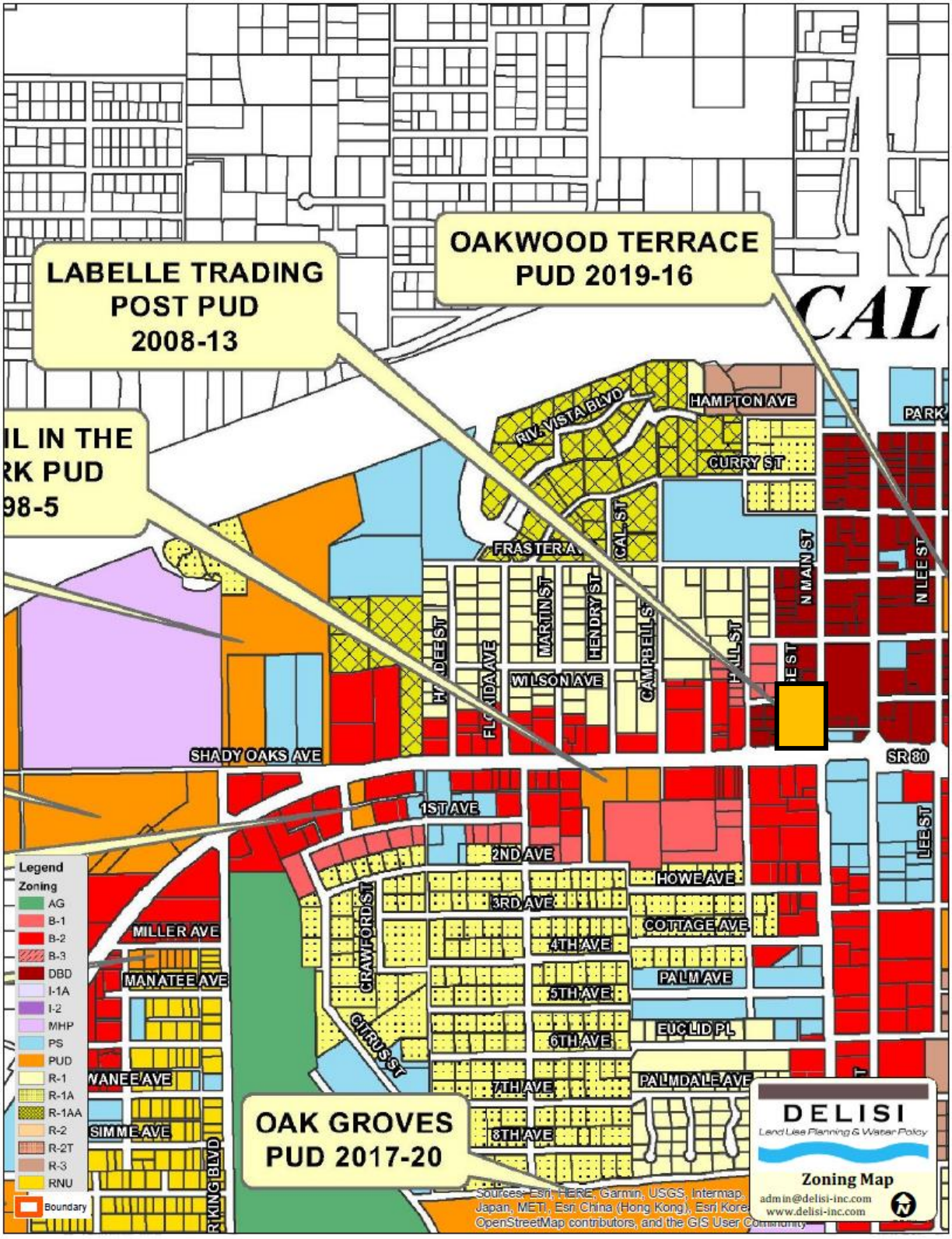


EXHIBIT A
LEGAL DESCRIPTION

A TRACT OR PARCEL OF LAND SITUATED IN THE STATE OF FLORIDA, COUNTY OF HENDRY, LYING WITHIN SECTION 2,
TOWNSHIP 29 SOUTH, RANGE 43 EAST, AND FURTHER BOUNDED AND DESCRIBED AS FOLLOWS:

COMMENCING AT THE SOUTHWEST CORNER OF BLOCK 1, LOT 8 OF THE COURT-HOUSE SUBDIVISION, RECORDED
IN PLAT BOOK 2, PAGE 42, OF THE PUBLIC RECORDS OF HENDRY COUNTY, FLORIDA; THENCE, N00°26'02"W, ALONG THE WEST LINE OF SAID LOT 8, FOR 66.39 FEET, TO THE POINT OF BEGINNING OF THE HEREIN DESCRIBED PARCEL, ON THE EAST RIGHT-OF-WAY LINE OF COLLEGE STREET (50' WIDE RIGHT-OF-WAY); THENCE, CONTINUING N00°26'02"W, ALONG THE WEST LINE OF BLOCK 1, LOTS 8 THROUGH 15 OF THE COURT-HOUSE SUBDIVISION AND THE EAST RIGHT-OF-WAY LINE OF COLLEGE STREET, FOR 232.22 FEET, TO THE SOUTH RIGHT-OF-WAY LINE OF YEOMENS AVENUE (50' WIDE RIGHT-OF-WAY); THENCE, N00°25'53"W, CROSSING SAID YEOMENS AVENUE, FOR 50.00 FEET, TO THE INTERSECTION OF THE NORTH RIGHT-OF-WAY LINE OF SAID YEOMENS AVENUE WITH THE EAST RIGHT-OF-WAY LINE OF COLLEGE STREET AND THE SOUTHWEST CORNER OF BLOCK 4, LOT 28 OF SAID COURT-HOUSE SUBDIVISION; THENCE, CONTINUING N00°25'53"W, ALONG THE WEST LINE OF BLOCK 4, LOTS 28 AND 27 OF THE COURT-HOUSE SUBDIVISION AND THE EAST RIGHT-OF-WAY LINE OF COLLEGE STREET, FOR 50.00 FEET, TO THE NORTHWEST CORNER OF SAID LOT 27; THENCE, N89°16'53'E, ALONG THE NORTH LINE OF BLOCK 4, LOTS 27 AND 2 OF THE COURT-HOUSE SUBDIVISION AND CROSSING A 10-FOOT WIDE ALLEY BETWEEN SAID LOTS 27 AND 2, FOR 209.87 FEET, TO THE NORTHEAST CORNER OF SAID BOCK 4, LOT 2 AND THE WEST RIGHT-OF-WAY LINE OF MAIN STREET (50' WIDE RIGHT-OF-WAY); THENCE, S00°26'23"E, ALONG THE EAST LINE OF BLOCK 4, LOTS 2 AND 1 OF THE COURT-HOUSE SUBDIVISION AND THE WEST RIGHT-OF-WAY LINE OF MAIN STREET, FOR 50.00 FEET, TO THE SAID NORTH RIGHT-OF-WAY LINE OF YEOMANS AVENUE; THENCE, CONTINUING S00°26'23"E, CROSSING SAID YEOMANS AVENUE, FOR 50.00 FEET, TO THE INTERSECTION OF THE SOUTH RIGHT-OF-WAY OF YEOMANS AVENUE WITH THE WEST RIGHT-OF-WAY LINE OF MAIN STREET AND THE NORTHEASTERLY CORNER OF BLOCK 1, LOT 16 OF THE COURT HOUSE SUBDIVISION; THENCE, CONTINUING S00°26'23"E, ALONG THE EAST LINE OF BLOCK 1, LOTS 16 THROUGH 1 AND THE WEST RIGHT-OF-WAY LINE OF MAIN STREET, FOR 206.04 FEET; THENCE, S34°22'34"W, ALONG THE WEST RIGHT-OF-WAY LINE OF MAIN STREET, FOR 43.79 FEET, TO THE NORTH RIGHT-OF-WAY LINE OF HICKPOCHEE AVENUE (VARIABLE WIDTH RIGHT-OF-WAY); THENCE, ALONG A NON-TANGENT CURVE TO THE RIGHT WITH A RADIUS OF 4,636.66 FEET, A CENTRAL ANGLE OF 2°02'43", AND A LONG CHORD OF S86°12'33"W 165.50 FEET, FOR AN ARC LENGTH OF 165.51 FEET, TO THE SAID EAST RIGHT-OF-WAY LINE OF COLLEGE STREET; THENCE N47°20'17"W, ALONG THE SAID WEST LINE OF COLLEGE STREET, FOR 26.96 FEET, TO THE POINT OF BEGINNING. PARCEL (INCLUDING PARTS CURRENTLY ENCUMBERED BY YEOMENS AVENUE AND THE ALLEY BETWEEN BLOCK 4, LOTS 27/ 28 AND 1/2) CONTAINS 72,113 SQ. FT. (1.66 ACRES), MORE OR LESS.

BEARINGS ARE BASED ON THE WEST RIGHT-OF-WAY LINE OF MAIN STREET AS BEARING S00°26'23"E.

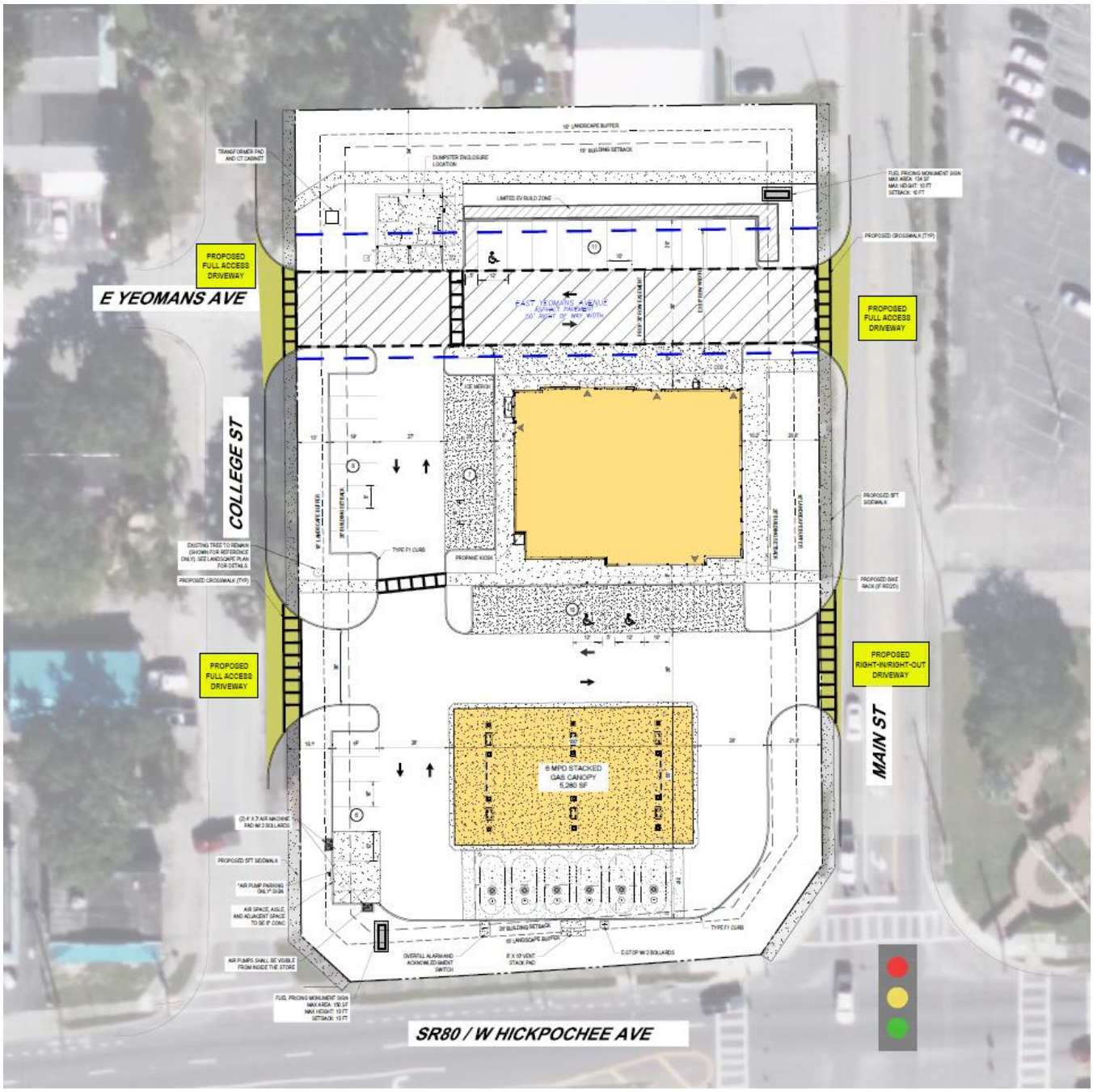
EXHIBIT B
SCHEDULE OF USES

Accessory Use or Structure
Convenience Stores, with Gas Pumps
Food and Beverage Sales/Establishments

EXHIBIT C
SITE DEVELOPMENT REGULATIONS

Site Acres	1.58 ac
Min. Lot Area	20,000SF
Min. Lot Width	100 ft
Min. Lot Depth	200 ft
Impervious Area	65% Max.
Max. Height	30 ft
Minimum Setbacks	
Front (SR80)	20 ft
Front (College & Main)	20 ft
Rear (north Property Line)	15 ft
Minimum Open Space	20%

EXHIBIT D
MASTER CONCEPT PLAN



CITY OF LABELLE
ORDINANCE 2026-01
WAWA SMALL-SCALE
COMPREHENSIVE PLAN MAP AMENDMENT

AN ORDINANCE OF THE CITY OF LABELLE, FLORIDA, PROVIDING FOR A SMALL-SCALE COMPREHENSIVE PLAN AMENDMENT TO THE FUTURE LAND USE MAP FOR A 1.58+/-ACRE TRACT GENERALLY LOCATED NORTH AND SOUTH OF WEST YEOMANS AVENUE, NORTH OF WEST HICKPOCHEE AVENUE, AND WEST OF NORTH MAIN STREET; AMENDING THE COMPREHENSIVE PLAN DESIGNATION FOR THE PROPERTIES FROM "DOWNTOWN DISTRICT" DESIGNATION TO "COMMERCIAL" DESIGNATION; PROVIDING FOR SEVERABILITY; PROVIDING AN EFFECTIVE DATE.

WHEREAS, the City of LaBelle has considered an amendment to the Future Land Use Map for real properties located on the north side of State Road 80 (Hickpochee Avenue) between College Street and North Main Street, City of LaBelle, Florida, further described in Exhibit "A", attached hereto; and has considered public comment on the same, and,

WHEREAS, in the exercise of its authority pursuant to Sections 163.3187 and 1643.3184, Florida Statutes, the City has determined it necessary and desirable to amend the City Comprehensive Plan Future Land Use Map so that the property for comprehensive planning purposes is changed from the "Downtown District " to the "Commercial" future land use category as shown on Exhibit "B" attached hereto; a

WHEREAS, amending the City of LaBelle Comprehensive Plan Future Land Use Map is appropriate in consideration of the subject property's frontage and access along State Road 80 (Hickpochee Avenue), its location within the City's downtown core, and its proximity to surrounding commercial, civic, and institutional uses designated within the Downtown District on the adopted Future Land Use Map; and

WHEREAS, the proposed amendment is intended to promote, protect, and improve the general health, safety, good order, appearance, convenience, and general welfare of the public, and to help accomplish the goals, objectives, and policies of the City's Comprehensive Plan.

NOW, THEREFORE, BE IT ORDAINED by the City Commission of the City of LaBelle, Florida:

Section 1. The forgoing recitals are true and correct and are incorporated herein by this reference.

Section 2. After being read by title at a public hearing on June 11, 2026 before the Local Planning Agency, and duly advertised public hearing on July 9, 2026 and August 13, 2026, Ordinance 2026-01, is hereby adopted, amending the City Comprehensive Plan Future Land Use Map so that the Comprehensive Plan designation for the property is "Commercial".

Section 3. The City has determined that the Comprehensive Plan designation of "Commercial" as shown in the proposed City Comprehensive Plan Future Land Use Map attached hereto as Exhibit "B", is the most appropriate comprehensive plan designation for the affected property and that such comprehensive plan designation will promote, protect, and improve the general health, safety, good order, appearance, convenience, and general welfare of the public and will help accomplish the goals and objectives of the City Comprehensive Plan.

Section 4. The small-scale comprehensive plan amendment shall apply to the real property described in Exhibit "A".

Section 5. This ordinance shall become effective in accordance with Florida Statutes.

Section 6. If any Court of competent jurisdiction shall determine any portion or provision of this ordinance unconstitutional or invalid, that portion shall be severed, and the remainder of the ordinance shall remain in full force and effect and given its ordinary meaning.

Section 7. The City Commission hereby directs the Deputy Clerk to forward certified copies of this adopted ordinance within seven (7) days of the effective date hereof, to the Clerk of Circuit Court of Hendry County and the County Administrator for Hendry County.

PASSED AND ADOPTED in open session this _____ day _____, 2026.

THE CITY OF LABELLE, FLORIDA

By: _____
Julie C. Wilkins, Mayor

Attest: _____
Tijauna Warner, Deputy City Clerk

APPROVED AS TO FORM AND
LEGAL SUFFICIENCY:

By: _____
Derek Rooney, City Attorney

Vote:	AYE	NAY
Mayor Wilkins	_____	_____
Commissioner Vargas	_____	_____ _____
Commissioner Spratt	_____	_____
Commissioner Holland	_____	_____
Commissioner Ratica	_____	_____

EXHIBIT A
LEGAL DESCRIPTION

A TRACT OR PARCEL OF LAND SITUATED IN THE STATE OF FLORIDA, COUNTY OF HENDRY, LYING WITHIN SECTION 2,
TOWNSHIP 29 SOUTH, RANGE 43 EAST, AND FURTHER BOUNDED AND DESCRIBED AS FOLLOWS:

COMMENCING AT THE SOUTHWEST CORNER OF BLOCK 1, LOT 8 OF THE COURT-HOUSE SUBDIVISION, RECORDED
IN PLAT BOOK 2, PAGE 42, OF THE PUBLIC RECORDS OF HENDRY COUNTY, FLORIDA; THENCE, N00°26’02”W, ALONG THE WEST LINE OF SAID LOT 8, FOR 66.39 FEET, TO THE POINT OF BEGINNING OF THE HEREIN DESCRIBED PARCEL, ON THE EAST RIGHT-OF-WAY LINE OF COLLEGE STREET (50’ WIDE RIGHT-OF-WAY); THENCE, CONTINUING N00°26’02”W, ALONG THE WEST LINE OF BLOCK 1, LOTS 8 THROUGH 15 OF THE COURT-HOUSE SUBDIVISION AND THE EAST RIGHT-OF-WAY LINE OF COLLEGE STREET, FOR 232.22 FEET, TO THE SOUTH RIGHT-OF-WAY LINE OF YEOMENS AVENUE (50’ WIDE RIGHT-OF-WAY); THENCE, N00°25’53”W, CROSSING SAID YEOMENS AVENUE, FOR 50.00 FEET, TO THE INTERSECTION OF THE NORTH RIGHT-OF-WAY LINE OF SAID YEOMENS AVENUE WITH THE EAST RIGHT-OF-WAY LINE OF COLLEGE STREET AND THE SOUTHWEST CORNER OF BLOCK 4, LOT 28 OF SAID COURT- HOUSE SUBDIVISION; THENCE, CONTINUING N00°25’53”W, ALONG THE WEST LINE OF BLOCK 4, LOTS 28 AND 27 OF THE COURT-HOUSE SUBDIVISION AND THE EAST RIGHT-OF-WAY LINE OF COLLEGE STREET, FOR 50.00 FEET, TO THE NORTHWEST CORNER OF SAID LOT 27; THENCE, N89°16’53’E, ALONG THE NORTH LINE OF BLOCK 4, LOTS 27 AND 2 OF THE COURT-HOUSE SUBDIVISION AND CROSSING A 10-FOOT WIDE ALLEY BETWEEN SAID LOTS 27 AND 2, FOR 209.87 FEET, TO THE NORTHEAST CORNER OF SAID BOCK 4, LOT 2 AND THE WEST RIGHT-OF-WAY LINE OF MAIN STREET (50’ WIDE RIGHT-OF-WAY); THENCE, S00°26’23”E, ALONG THE EAST LINE OF BLOCK 4, LOTS 2 AND 1 OF THE COURT-HOUSE SUBDIVISION AND THE WEST RIGHT-OF-WAY LINE OF MAIN STREET, FOR 50.00 FEET, TO THE SAID NORTH RIGHT-OF-WAY LINE OF YEOMANS AVENUE; THENCE, CONTINUING S00°26’23”E, CROSSING SAID YEOMANS AVENUE, FOR 50.00 FEET, TO THE INTERSECTION OF THE SOUTH RIGHT-OF-WAY OF YEOMANS AVENUE WITH THE WEST RIGHT-OF-WAY LINE OF MAIN STREET AND THE NORTHEASTERLY CORNER OF BLOCK 1, LOT 16 OF THE COURT HOUSE SUBDIVISION; THENCE, CONTINUING S00°26’23”E, ALONG THE EAST LINE OF BLOCK 1, LOTS 16 THROUGH 1 AND THE WEST RIGHT-OF-WAY LINE OF MAIN STREET, FOR 206.04 FEET; THENCE, S34°22’34”W, ALONG THE WEST RIGHT-OF-WAY LINE OF MAIN STREET, FOR 43.79 FEET, TO THE NORTH RIGHT-OF-WAY LINE OF HICKPOCHEE AVENUE (VARIABLE WIDTH RIGHT-OF-WAY); THENCE, ALONG A NON-TANGENT CURVE TO THE RIGHT WITH A RADIUS OF 4,636.66 FEET, A CENTRAL ANGLE OF 2°02’43”, AND A LONG CHORD OF S86°12’33”W 165.50 FEET, FOR AN ARC LENGTH OF 165.51 FEET, TO THE SAID EAST RIGHT-OF-WAY LINE OF COLLEGE STREET; THENCE N47°20’17”W, ALONG THE SAID WEST LINE OF COLLEGE STREET,

FOR 26.96 FEET, TO THE POINT OF BEGINNING. PARCEL (INCLUDING PARTS CURRENTLY ENCUMBERED BY YEOMENS AVENUE AND THE ALLEY BETWEEN BLOCK 4, LOTS 27/28 AND 1/2) CONTAINS 72,113 SQ. FT. (1.66 ACRES), MORE OR LESS.

BEARINGS ARE BASED ON THE WEST RIGHT-OF-WAY LINE OF MAIN STREET AS BEARING S00°26'23"E.

EXHIBIT B
CURRENT FUTURE LAND USE MAP

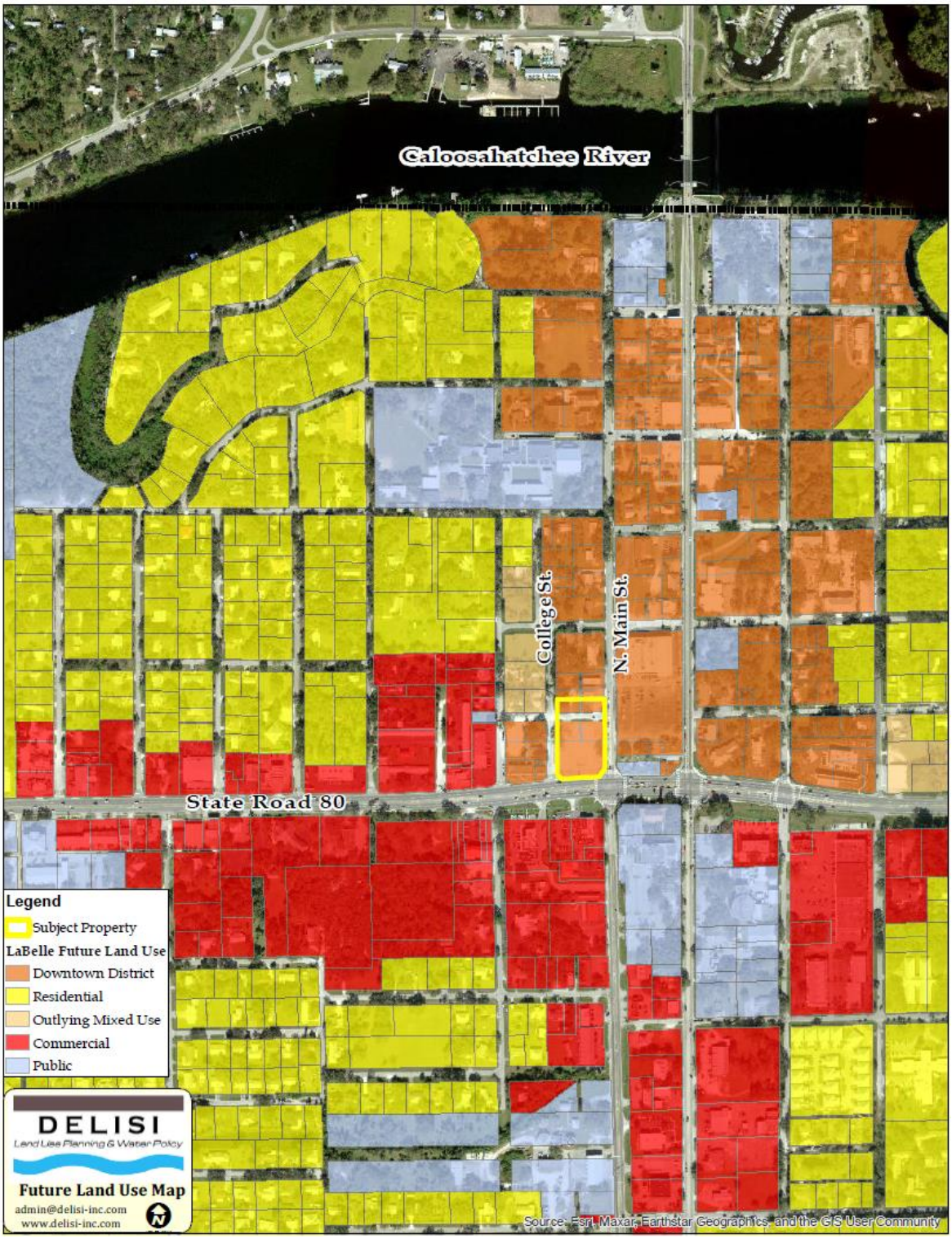
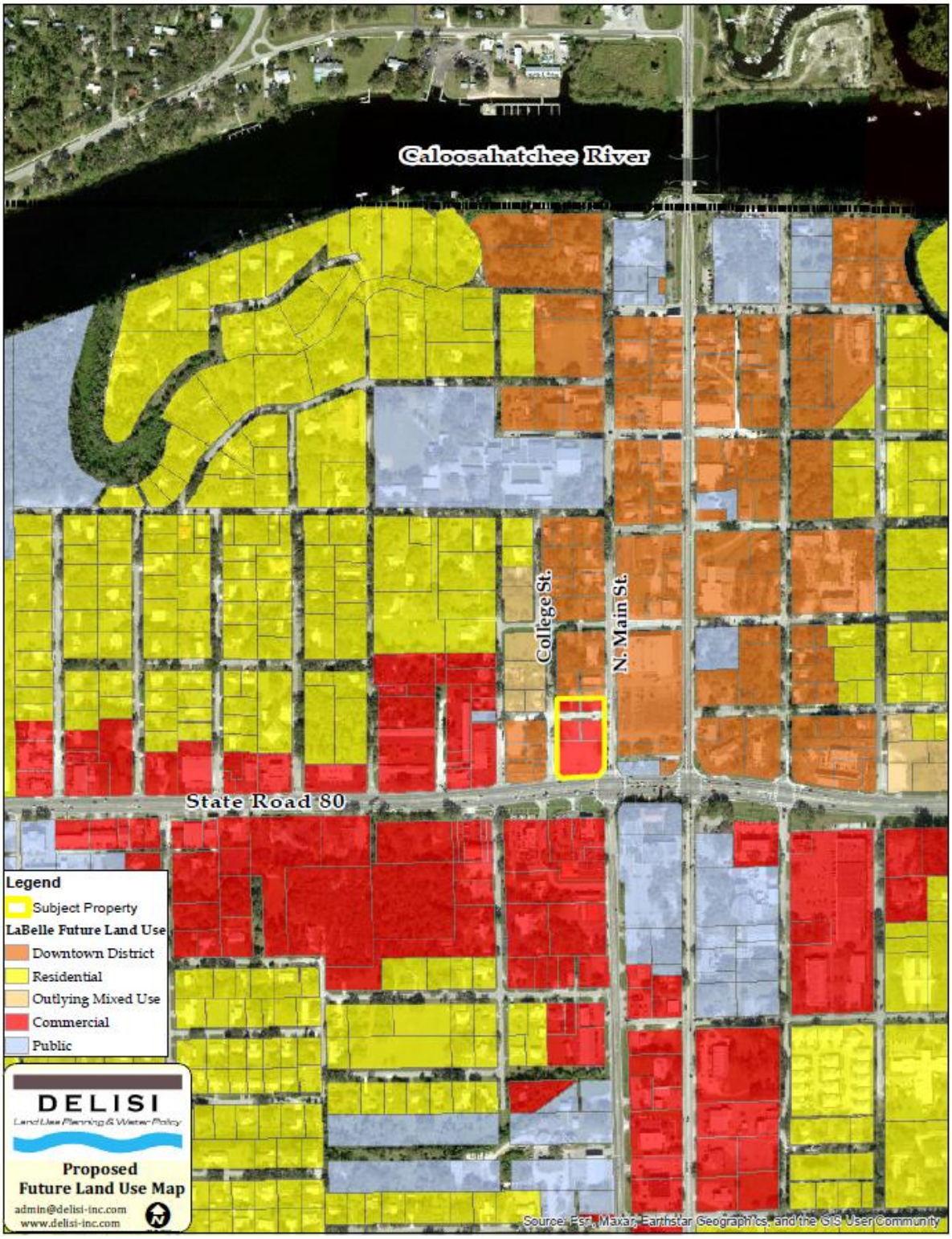


EXHIBIT C
PROPOSED FUTURE LAND USE MAP



CITY OF LABELLE
ORDINANCE 2026-02
WAWA PLANNED UNIT DEVELOPMENT

AN ORDINANCE OF THE CITY OF LABELLE, FLORIDA, AMENDING THE CITY OF LABELLE ZONING MAP FOR A 1.58+/-ACRE TRACT GENERALLY LOCATED NORTH AND SOUTH OF WEST YEOMANS AVENUE, NORTH OF WEST HICKPOCHEE AVENUE, AND WEST OF NORTH MAIN STREET, AMENDING THE ZONING DESIGNATION FROM PLANNED UNIT DEVELOPMENT (PUD) AND DOWNTOWN BUSINESS DISTRICT (DBD) ZONING DISTRICT TO PLANNED UNIT DEVELOPMENT (PUD) ZONING DISTRICT, PROVIDING FOR IDENTIFICATION OF THE SUBJECT PROPERTY; PROVIDING FOR INTENT; PROVIDING FOR SEVERABILITY; PROVIDING AN EFFECTIVE DATE.

WHEREAS, ComTerra Development, is the "Applicant" of the real properties located on the north side of State Road 80 (Hickpochee Avenue) between College Street and North Main Street, City of LaBelle, Florida, further described in Exhibit "A", attached hereto;

WHEREAS, the Owner, filed an application to rezone the subject property to Planned Unit Development to allow for the development of a convenience store with fuel pumps and ancillary food and beverage services with the City's intent for the Commercial future land use category; and

WHEREAS, after duly advertised public hearings held on June 11, 2026 before the Local Planning Agency, and duly advertised public hearing on July 9, 2026 and August 13, 2026 before the City Commission; and,

WHEREAS, the City Commission for the City of LaBelle has determined that the requested PUD rezoning is in compliance with the future land use designation of "Commercial" and approval of the PUD rezoning application will further the goals and objectives of the City of LaBelle Comprehensive Plan; and,

WHEREAS, the subject application and plans have been reviewed by City of LaBelle Planning Department in accordance with applicable regulations for compliance with all terms of the administrative approval procedures; and

NOW, THEREFORE, BE IT ORDAINED by the City Commission of the City of LaBelle, Florida:

Section 1. The forgoing recitals are true and correct and are incorporated herein by this reference.

Section 2. The above-mentioned Planned Unit Development (PUD) is hereby **APPROVED WITH CONDITIONS**, subject to the following conditions:

1) The PUD zoning approval applies specifically to the subject property as described in Exhibit ‘A’.
2) Allowable uses shall be limited to those specified in the approved Schedule of Uses (Exhibit ‘B’) and are limited to a 7,000 SF Convenience Store with 8 fuel pumps (4 fueling positions). Vehicle service, repair or carwashes are expressly prohibited.
3) Development shall conform to standards identified in the Development Regulations Table (Exhibit ‘C’).
4) All development must adhere to the design and phasing detailed in the approved Master Concept Plan (MCP), identified as Exhibit ‘D’, and comply with applicable City Land Development Code regulations.
5) Development must connect to the City’s potable water and sanitary sewer system. The developer shall be responsible for the extension of utilities to serve the subject property. Proof of adequate service capacity shall be required prior to issuance of site construction permits, including a hydrant system demonstrating adequate and continuous water flow for firefighting purposes.
6) Parking shall be provided on-site in accordance with the City’s Land Development Code requirements for all commercial uses, including retail store, food store, and fast food restaurant.
7) A unified Master Signage Plan consistent with the City's Land Development Code shall be required at the time of site construction permitting to ensure cohesive signage design throughout the commercial area. All signage will comply with State Road 80 Overlay requirements.
8) Consistent with LDC Sec. 4-93, the architectural theme for all non-residential buildings shall reflect an Old Florida vernacular style with inclusion of roof overhangs, porches, covered corridors, covered walkways, and pitched roofs
9) Development shall be consistent with illustrative architectural renderings showing all building elevations, canopies, lighting and landscaping.
10) No outdoor piped/amplified music or speaker system is permitted.
11) The State Road 80 Overlay right-of-way buffer must be a minimum of 15-feet wide and contain six (6) large trees per 100 linear feet, a double hedgerow installed at 36 inches and maintained at a minimum of 48 inches, and planted on a 2-foot-tall berm. All other buffers must contain four (4) large trees per 100 linear feet, a double hedgerow installed at 24 inches and maintained at 36 inches.
12) Dumpsters, recycling containers, and service areas must be set back a minimum of 25 feet from the PUD boundaries and appropriately screened with opaque walls or fencing.
13) No drive-through lane, window, or queuing area shall be permitted.
14) No diesel fueling shall be permitted unless explicitly reviewed and approved via a PUD Amendment requiring public hearings.
15) Signage must be posted to prohibit semi-trailers and large trucks from turning north onto Main Street from the site. Signage must be posted to notify trucks that idling or overnight parking is prohibited.
16) Prior to issuance of a site construction permit, Yeomans Street right-of-way must be vacated or reduced. If at such time, the vacation or reduction is not approved, the Applicant must amend the MCP via the public hearing process to address changes in site design.

Section 3. Conflict with other Ordinances. The provisions of this article shall supersede any provisions of existing ordinances in conflict herewith to the extent of said conflict.

Section 4. Severability. In the event that any portion of this ordinance is for any reason held invalid or unconstitutional by any court of competent jurisdiction, such portion shall be deemed a separate, distinct and independent provision, and such holding shall not affect the validity of the remaining portions of this ordinance.

Section 5. Effective Date. This Ordinance shall become effective immediately upon its adoption.

PASSED AND ADOPTED in open session this _____ day _____, 2026.

THE CITY OF LABELLE, FLORIDA

By: _____
Julie C. Wilkins, Mayor

Attest: _____
Tijauna Warner, Deputy City Clerk

APPROVED AS TO FORM AND
LEGAL SUFFICIENCY:

By: _____
Derek Rooney, City Attorney

Vote:	AYE	NAY
Mayor Wilkins	____	____
Commissioner Vargas	____	____
Commissioner Ratica	____	____
Commissioner Akin	____	____
Commissioner Spratt	____	____

EXHIBIT A
LEGAL DESCRIPTION

A TRACT OR PARCEL OF LAND SITUATED IN THE STATE OF FLORIDA, COUNTY OF HENDRY, LYING WITHIN SECTION 2, TOWNSHIP 29 SOUTH, RANGE 43 EAST, AND FURTHER BOUNDED AND DESCRIBED AS FOLLOWS:

COMMENCING AT THE SOUTHWEST CORNER OF BLOCK 1, LOT 8 OF THE COURT-HOUSE SUBDIVISION, RECORDED IN PLAT BOOK 2, PAGE 42, OF THE PUBLIC RECORDS OF HENDRY COUNTY, FLORIDA; THENCE, N00°26’02”W, ALONG THE WEST LINE OF SAID LOT 8, FOR 66.39 FEET, TO THE POINT OF BEGINNING OF THE HEREIN DESCRIBED PARCEL, ON THE EAST RIGHT-OF-WAY LINE OF COLLEGE STREET (50’ WIDE RIGHT-OF-WAY); THENCE, CONTINUING N00°26’02”W, ALONG THE WEST LINE OF BLOCK 1, LOTS 8 THROUGH 15 OF THE COURT-HOUSE SUBDIVISION AND THE EAST RIGHT-OF-WAY LINE OF COLLEGE STREET, FOR 232.22 FEET, TO THE SOUTH RIGHT-OF-WAY LINE OF YEOMENS AVENUE (50’ WIDE RIGHT-OF-WAY); THENCE, N00°25’53”W, CROSSING SAID YEOMENS AVENUE, FOR 50.00 FEET, TO THE INTERSECTION OF THE NORTH RIGHT-OF-WAY LINE OF SAID YEOMENS AVENUE WITH THE EAST RIGHT-OF-WAY LINE OF COLLEGE STREET AND THE SOUTHWEST CORNER OF BLOCK 4, LOT 28 OF SAID COURT- HOUSE SUBDIVISION; THENCE, CONTINUING N00°25’53”W, ALONG THE WEST LINE OF BLOCK 4, LOTS 28 AND 27 OF THE COURT-HOUSE SUBDIVISION AND THE EAST RIGHT-OF-WAY LINE OF COLLEGE STREET, FOR 50.00 FEET, TO THE NORTHWEST CORNER OF SAID LOT 27; THENCE, N89°16’53’E, ALONG THE NORTH LINE OF BLOCK 4, LOTS 27 AND 2 OF THE COURT-HOUSE SUBDIVISION AND CROSSING A 10-FOOT WIDE ALLEY BETWEEN SAID LOTS 27 AND 2, FOR 209.87 FEET, TO THE NORTHEAST CORNER OF SAID BOCK 4, LOT 2 AND THE WEST RIGHT-OF-WAY LINE OF MAIN STREET (50’ WIDE RIGHT-OF-WAY); THENCE, S00°26’23”E, ALONG THE EAST LINE OF BLOCK 4, LOTS 2 AND 1 OF THE COURT-HOUSE SUBDIVISION AND THE WEST RIGHT-OF-WAY LINE OF MAIN STREET, FOR 50.00 FEET, TO THE SAID NORTH RIGHT-OF-WAY LINE OF YEOMANS AVENUE; THENCE, CONTINUING S00°26’23”E, CROSSING SAID YEOMANS AVENUE, FOR 50.00 FEET, TO THE INTERSECTION OF THE SOUTH RIGHT-OF-WAY OF YEOMANS AVENUE WITH THE WEST RIGHT-OF-WAY LINE OF MAIN STREET AND THE NORTHEASTERLY CORNER OF BLOCK 1, LOT 16 OF THE COURT HOUSE SUBDIVISION; THENCE, CONTINUING S00°26’23”E, ALONG THE EAST LINE OF BLOCK 1, LOTS 16 THROUGH 1 AND THE WEST RIGHT-OF-WAY LINE OF MAIN STREET, FOR 206.04 FEET; THENCE, S34°22’34”W, ALONG THE WEST RIGHT-OF-WAY LINE OF MAIN STREET, FOR 43.79 FEET, TO THE NORTH RIGHT-OF-WAY LINE OF HICKPOCHEE AVENUE (VARIABLE WIDTH RIGHT-OF-WAY); THENCE, ALONG A NON-TANGENT CURVE TO THE RIGHT WITH A RADIUS OF 4,636.66 FEET, A CENTRAL ANGLE OF 2°02’43”, AND A LONG CHORD OF S86°12’33”W 165.50 FEET, FOR AN ARC LENGTH OF 165.51 FEET, TO THE SAID EAST RIGHT-OF-WAY LINE OF COLLEGE STREET; THENCE N47°20’17”W, ALONG THE SAID WEST LINE OF COLLEGE STREET, FOR 26.96 FEET, TO THE POINT OF BEGINNING. PARCEL

(INCLUDING PARTS CURRENTLY ENCUMBERED BY YEOMENS AVENUE AND THE ALLEY BETWEEN BLOCK 4, LOTS 27/28 AND 1/2) CONTAINS 72,113 SQ. FT. (1.66 ACRES), MORE OR LESS.

BEARINGS ARE BASED ON THE WEST RIGHT-OF-WAY LINE OF MAIN STREET AS BEARING S00°26'23"E.

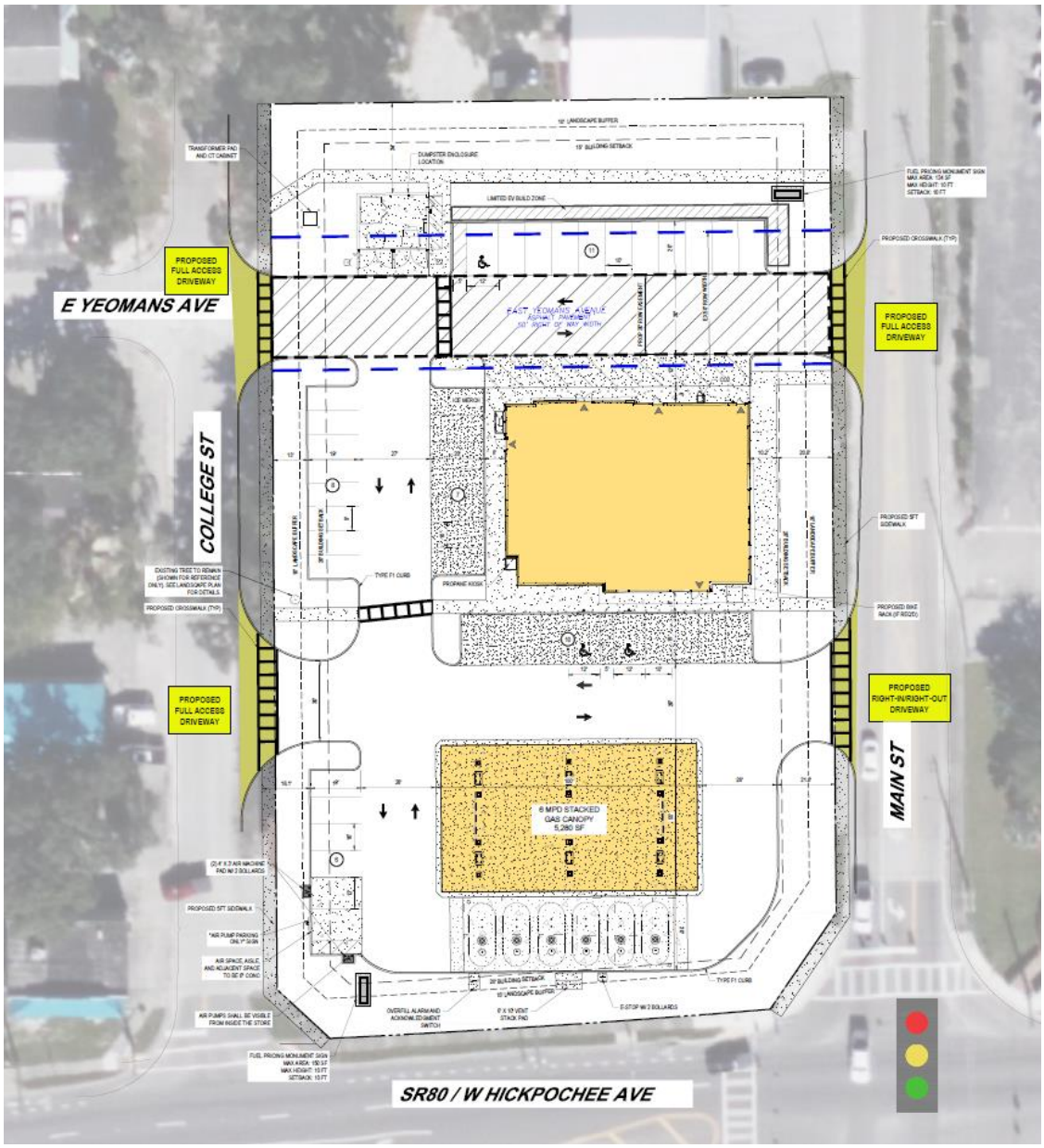
EXHIBIT B
SCHEDULE OF USES

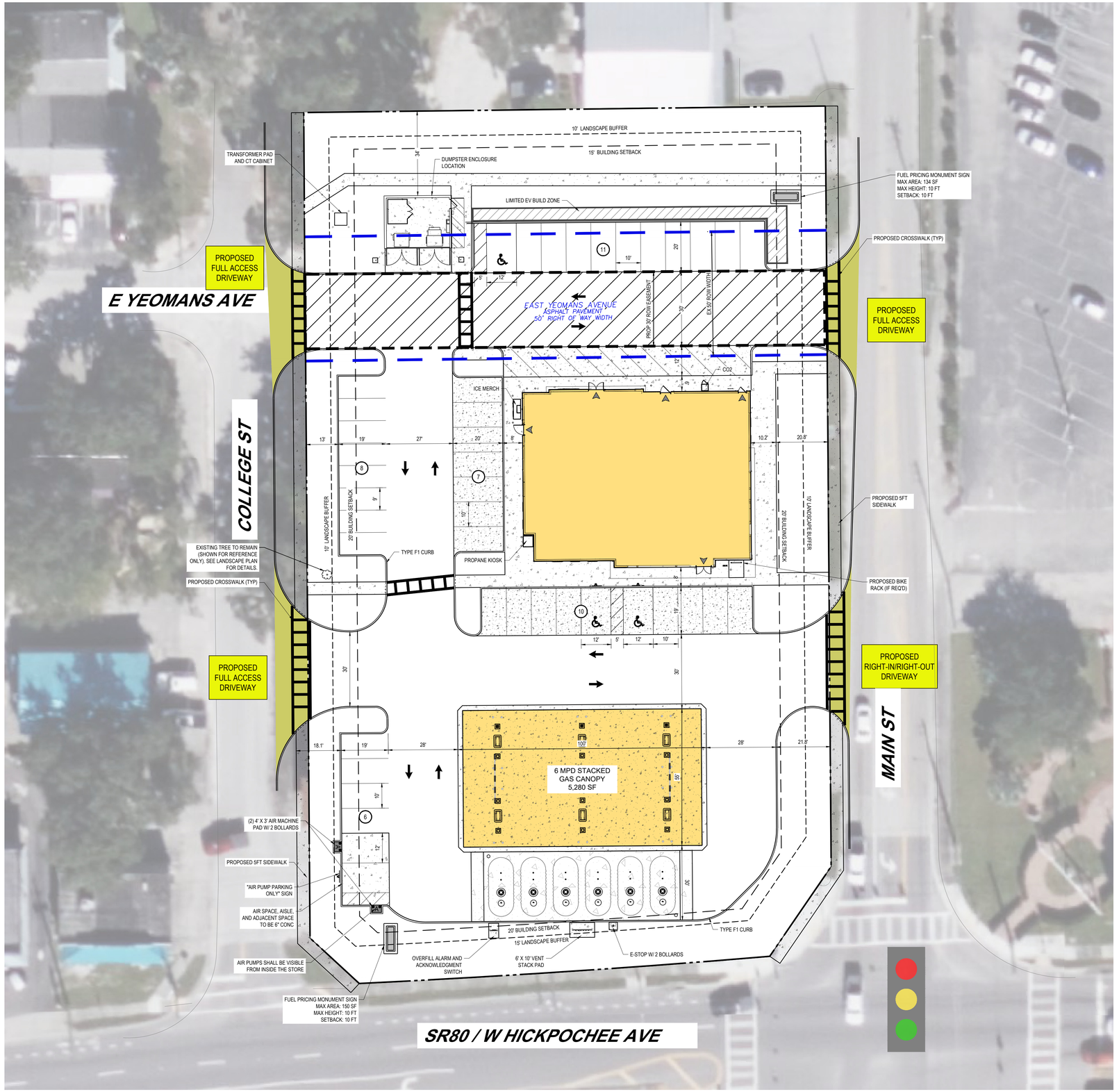
Accessory Use or Structure
Convenience Stores, with Gas Pumps
Food and Beverage Sales/Establishments

EXHIBIT C
SITE DEVELOPMENT REGULATIONS

Site Acres	1.58 ac
Min. Lot Area	20,000SF
Min. Lot Width	100 ft
Min. Lot Depth	200 ft
Impervious Area	65& Max.
Max. Height	30 ft
Minimum Setbacks	
Front (SR80)	20 ft
Front (College & Main)	20 ft
Rear (north Property Line)	15 ft
Minimum Open Space	20%

EXHIBIT D
MASTER CONCEPT PLAN







LOCATION MAP

SCALE: 1" = 300'
SOURCE: MICROSOFT BING

SITE DATA TABLE

JURISDICTION	CITY OF LABELLE
CURRENT ZONING	B-2 BUSINESS
LAND USE DESIGNATION	COMMERCIAL
PARCEL AREA	68,824 SF (1.58 AC)
BUILDING TYPE	U63-FB
BUILDING AREA	6,372 SF
F.A.R.	0.093
LOT COVERAGE	9.26%
CANOPY CONFIGURATION	STACKED 8
CANOPY TYPE	SLOPED
# OF MPDs	12
FRONT SETBACK (ROW)	20 FT
SIDE SETBACK	20 FT
REAR SETBACK	15 FT
FRONT/SIDE/REAR YARD BUFFER	15 FT / 10 FT / 0 FT
REQUIRED PARKING (1 SPACE PER 200 SF GFA)	40
PROPOSED PARKING	42

NOTES:

1. THE CONCEPT REPRESENTED HEREIN IDENTIFIES A DESIGN CONCEPT RESULTING FROM LAYOUT PREFERENCES IDENTIFIED BY OWNER COUPLED WITH A PRELIMINARY REVIEW OF ZONING AND LAND DEVELOPMENT REQUIREMENTS AND ISSUES. THE FEASIBILITY WITH RESPECT TO OBTAINING LOCAL, COUNTY, STATE, AND OTHER APPLICABLE APPROVALS IS NOT WARRANTED AND CAN ONLY BE ASSESSED AFTER FURTHER EXAMINATION AND VERIFICATION OF SAME REQUIREMENTS AND PROCUREMENT OF JURISDICTIONAL APPROVALS.

2. THE CONCEPTUAL PLAN IS PREPARED FOR CONCEPTUAL PRESENTATION PURPOSES ONLY AND IS NOT INTENDED FOR UTILIZATION AS A ZONING AND/OR CONSTRUCTION DOCUMENT. THE EXISTING CONDITIONS SHOWN HEREON ARE BASED UPON INFORMATION THAT WAS SUPPLIED TO BOHLER ENGINEERING AT THE TIME OF PLAN PREPARATION AND MAY BE SUBJECT TO CHANGE UPON AVAILABILITY OF ADDITIONAL INFORMATION.

3. SITE IS CURRENTLY ZONED PUD, HOWEVER IT IS PROPOSED TO BE REZONED TO B-2 BUSINESS. SETBACKS SHOWN ARE B-2 STANDARDS. SITE LIES WITHIN THE SR 80 OVERLAY DISTRICT. SITE IS NOT ZONED DOWNTOWN BUSINESS DISTRICT, HOWEVER IT IS IN THE DOWNTOWN CENTER TRANSECT AREA PER DOWNTOWN DISTRICT REGULATING PLAN.



20 10 5 0 20
SCALE: 1" = 20'

BOHLER

SITE CIVIL AND CONSULTING ENGINEERING
LAND SURVEYING
PROGRAM MANAGEMENT
LANDSCAPE ARCHITECTURE
SUSTAINABILITY DESIGN
PERMITTING SERVICES
TRANSPORTATION SERVICES

THE INFORMATION, DESIGN AND CONTENT OF THIS PLAN ARE PROPRIETARY AND SHALL NOT BE DISCLOSED OR USED FOR ANY PURPOSE, WITHOUT THE WRITTEN AUTHORIZATION FROM BOHLER. ONLY APPROVED, SEALED PLANS SHALL BE UTILIZED FOR CONSTRUCTION PURPOSES BOHLER, INC.

REVISIONS

REV	DATE	COMMENT	DRAWN BY / CHECKED BY

Sunshine811
Call 811 or visit sunshine811.com two full business days before digging to have buried facilities located and marked.
Check positive response codes before you dig!

NOT APPROVED FOR CONSTRUCTION

THIS DRAWING IS INTENDED FOR MUNICIPAL AND/OR AGENCY REVIEW AND APPROVAL. IT IS NOT INTENDED AS A CONSTRUCTION DOCUMENT UNLESS INDICATED OTHERWISE.

PROJECT No.: FLC240030.00-0A
DRAWN BY: EE
CHECKED BY: TP
DATE: 2026-04-14
CAD I.D.: P-CIVL-SITE

PROJECT:

CONVENIENCE STORE

FOR

PROPOSED COMMERCIAL DEVELOPMENT
10 W HICKPOCHEE AVE
LABELLE, FL 33935
CITY OF LABELLE
HENDRY COUNTY

BOHLER
1 SE 3rd AVENUE
SUITE 2700
MIAMI, FLORIDA 33131
Phone: (786) 681-0800
FLORIDA BUSINESS CERT. OF AUTH. No. 30780

SHEET TITLE:

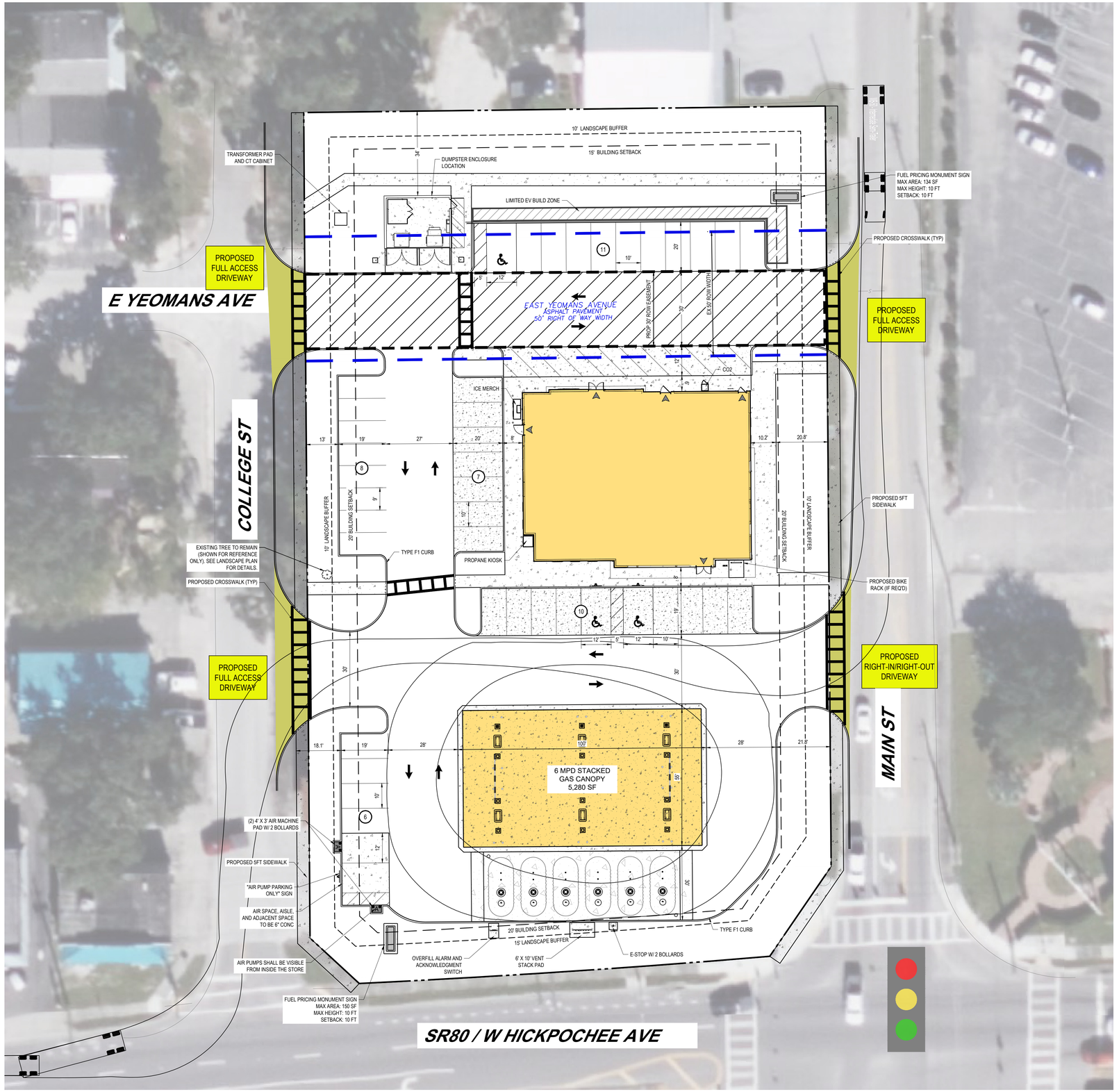
GOVERNANCE PLAN

SHEET NUMBER:

1

ORG. DATE - 2026-04-14

Apr 20, 2026
H:\2024\FLC240030.00\CAD\DRAWINGS\PLAN SETS\CIVIL SITE PLANS\P-CIVIL-SITE-FLC240030.00-0A-----\LAYOUT: C-001 SITE
ES





LOCATION MAP

SCALE: 1" = 300'
SOURCE: MICROSOFT BING

SITE DATA TABLE

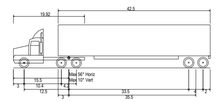
JURISDICTION	CITY OF LABELLE
CURRENT ZONING	B-2 BUSINESS
LAND USE DESIGNATION	COMMERCIAL
PARCEL AREA	68,824 SF (1.58 AC)
BUILDING TYPE	U63-FB
BUILDING AREA	6,372 SF
F.A.R.	0.093
LOT COVERAGE	9.26%
CANOPY CONFIGURATION	STACKED 8
CANOPY TYPE	SLOPED
# OF MPDs	12
FRONT SETBACK (ROW)	20 FT
SIDE SETBACK	20 FT
REAR SETBACK	15 FT
FRONT/SIDE/REAR YARD BUFFER	15 FT / 10 FT / 0 FT
REQUIRED PARKING (1 SPACE PER 200 SF GFA)	40
PROPOSED PARKING	42

NOTES:

1. THE CONCEPT REPRESENTED HEREIN IDENTIFIES A DESIGN CONCEPT RESULTING FROM LAYOUT PREFERENCES IDENTIFIED BY OWNER COUPLED WITH A PRELIMINARY REVIEW OF ZONING AND LAND DEVELOPMENT REQUIREMENTS AND ISSUES. THE FEASIBILITY WITH RESPECT TO OBTAINING LOCAL, COUNTY, STATE, AND OTHER APPLICABLE APPROVALS IS NOT WARRANTED AND CAN ONLY BE ASSESSED AFTER FURTHER EXAMINATION AND VERIFICATION OF SAME REQUIREMENTS AND PROCUREMENT OF JURISDICTIONAL APPROVALS.

2. THE CONCEPTUAL PLAN IS PREPARED FOR CONCEPTUAL PRESENTATION PURPOSES ONLY AND IS NOT INTENDED FOR UTILIZATION AS A ZONING AND/OR CONSTRUCTION DOCUMENT. THE EXISTING CONDITIONS SHOWN HEREON ARE BASED UPON INFORMATION THAT WAS SUPPLIED TO BOHLER ENGINEERING AT THE TIME OF PLAN PREPARATION AND MAY BE SUBJECT TO CHANGE UPON AVAILABILITY OF ADDITIONAL INFORMATION.

3. SITE IS CURRENTLY ZONED PUD, HOWEVER IT IS PROPOSED TO BE REZONED TO B-2 BUSINESS. SETBACKS SHOWN ARE B-2 STANDARDS. SITE LIES WITHIN THE SR 80 OVERLAY DISTRICT. SITE IS NOT ZONED DOWNTOWN BUSINESS DISTRICT, HOWEVER IT IS IN THE DOWNTOWN CENTER TRANSECT AREA PER DOWNTOWN DISTRICT REGULATING PLAN.



WB-50 - Intermediate Semi-Trailer

Overall Length	55.000ft
Overall Width	8.500ft
Overall Body Height	12.002ft
Min Body Ground Clearance	1.334ft
Max Track Width	8.500ft
Lock-to-lock time	6.00s
Curb to Curb Turning Radius	45.000ft



20 10 5 0 20
SCALE: 1" = 20'

BOHLER

SITE CIVIL AND CONSULTING ENGINEERING
LAND SURVEYING
PROGRAM MANAGEMENT
LANDSCAPE ARCHITECTURE
SUSTAINABILITY SERVICES
PERMITTING SERVICES
TRANSPORTATION SERVICES

THE INFORMATION, DESIGN AND CONTENT OF THIS PLAN ARE PROPRIETARY AND SHALL NOT BE COPIED OR USED FOR ANY PURPOSE WITHOUT PRIOR WRITTEN AUTHORIZATION FROM BOHLER. ONLY APPROVED, SEALED PLANS SHALL BE UTILIZED FOR CONSTRUCTION PURPOSES BOHLER, INC.

REVISIONS

REV	DATE	COMMENT	DRAWN BY / CHECKED BY

Sunshine811
Call 811 or visit sunshine811.com two full business days before digging to have buried facilities located and marked.
Check positive response codes before you dig!

NOT APPROVED FOR CONSTRUCTION

THIS DRAWING IS INTENDED FOR MUNICIPAL AND/OR AGENCY REVIEW AND APPROVAL. IT IS NOT INTENDED AS A CONSTRUCTION DOCUMENT UNLESS INDICATED OTHERWISE.

PROJECT No.: FLC240030.00-0A
DRAWN BY: EE
CHECKED BY: TP
DATE: 2026-04-14
CAD I.D.: P-CIVL-SITE

PROJECT:

CONVENIENCE STORE

FOR

PROPOSED COMMERCIAL DEVELOPMENT
10 W HICKPOCHEE AVE
LABELLE, FL 33935
CITY OF LABELLE
HENDRY COUNTY

BOHLER
1 SE 3rd AVENUE
SUITE 2700
MIAMI, FLORIDA 33131
Phone: (786) 681-0800
FLORIDA BUSINESS CERT. OF AUTH. No. 30780

SHEET TITLE:

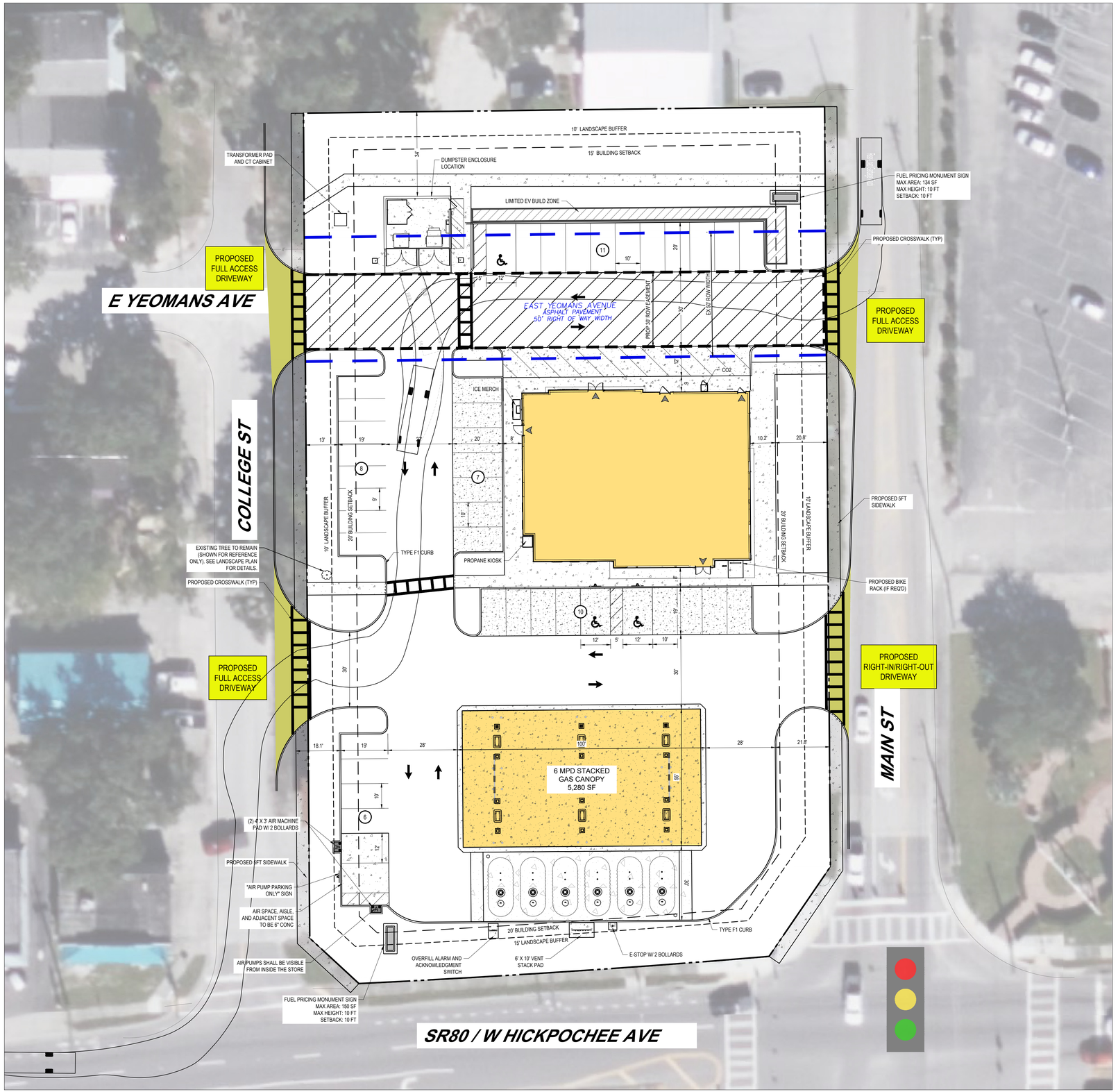
TRUCK TURN EXHIBIT

SHEET NUMBER:

2

ORG. DATE - 2026-04-14

Apr 20, 2026
H:\2024\FLC240030.00\CAD\DRAWINGS\PLAN SETS\CIVIL SITE PLANS\P-CIVIL-SITE-FLC240030.00-0A-----\LAYOUT: C-002 SITE WB-50





LOCATION MAP

SCALE: 1" = 300'
SOURCE: MICROSOFT BING

SITE DATA TABLE

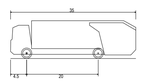
JURISDICTION	CITY OF LABELLE
CURRENT ZONING	B-2 BUSINESS
LAND USE DESIGNATION	COMMERCIAL
PARCEL AREA	68,824 SF (1.58 AC)
BUILDING TYPE	U63-FB
BUILDING AREA	6,372 SF
F.A.R.	0.093
LOT COVERAGE	9.26%
CANOPY CONFIGURATION	STACKED 8
CANOPY TYPE	SLOPED
# OF MPDs	12
FRONT SETBACK (ROW)	20 FT
SIDE SETBACK	20 FT
REAR SETBACK	15 FT
FRONT/SIDE/REAR YARD BUFFER	15 FT / 10 FT / 0 FT
REQUIRED PARKING (1 SPACE PER 200 SF GFA)	40
PROPOSED PARKING	42

NOTES:

1. THE CONCEPT REPRESENTED HEREIN IDENTIFIES A DESIGN CONCEPT RESULTING FROM LAYOUT PREFERENCES IDENTIFIED BY OWNER COUPLED WITH A PRELIMINARY REVIEW OF ZONING AND LAND DEVELOPMENT REQUIREMENTS AND ISSUES. THE FEASIBILITY WITH RESPECT TO OBTAINING LOCAL, COUNTY, STATE, AND OTHER APPLICABLE APPROVALS IS NOT WARRANTED AND CAN ONLY BE ASSESSED AFTER FURTHER EXAMINATION AND VERIFICATION OF SAME REQUIREMENTS AND PROCUREMENT OF JURISDICTIONAL APPROVALS.

2. THE CONCEPTUAL PLAN IS PREPARED FOR CONCEPTUAL PRESENTATION PURPOSES ONLY AND IS NOT INTENDED FOR UTILIZATION AS A ZONING AND/OR CONSTRUCTION DOCUMENT. THE EXISTING CONDITIONS SHOWN HEREON ARE BASED UPON INFORMATION THAT WAS SUPPLIED TO BOHLER ENGINEERING AT THE TIME OF PLAN PREPARATION AND MAY BE SUBJECT TO CHANGE UPON AVAILABILITY OF ADDITIONAL INFORMATION.

3. SITE IS CURRENTLY ZONED PUD, HOWEVER IT IS PROPOSED TO BE REZONED TO B-2 BUSINESS. SETBACKS SHOWN ARE B-2 STANDARDS. SITE LIES WITHIN THE SR 80 OVERLAY DISTRICT. SITE IS NOT ZONED DOWNTOWN BUSINESS DISTRICT, HOWEVER IT IS IN THE DOWNTOWN CENTER TRANSECT AREA PER DOWNTOWN DISTRICT REGULATING PLAN.



Rear-Load Garbage Truck	
Overall Length	35.000ft
Overall Width	8.375ft
Overall Body Height	10.546ft
Min Body Ground Clearance	1.000ft
Track Width	8.375ft
Lock-to-lock time	6.00s
Curb to Curb Turning Radius	29.300ft



20 10 5 0 20
SCALE: 1" = 20'

BOHLER

SITE CIVIL AND CONSULTING ENGINEERING
LAND SURVEYING
PROGRAM MANAGEMENT
LANDSCAPE ARCHITECTURE
SUSTAINABLE DESIGN
PERMITTING SERVICES
TRANSPORTATION SERVICES

THE INFORMATION, DESIGN AND CONTENT OF THIS PLAN ARE COPYRIGHTED AND SHALL NOT BE COPIED OR USED FOR ANY PURPOSE WITHOUT THE WRITTEN AUTHORIZATION FROM BOHLER. ONLY APPROVED, SIGNED AND SEALED PLANS SHALL BE UTILIZED FOR CONSTRUCTION PURPOSES BOHLER, INC.

REVISIONS

REV	DATE	COMMENT	DRAWN BY / CHECKED BY

Sunshine811
Call 811 or visit sunshine811.com two full business days before digging to have buried facilities located and marked.
Check positive response codes before you dig!

NOT APPROVED FOR CONSTRUCTION

THIS DRAWING IS INTENDED FOR MUNICIPAL AND/OR AGENCY REVIEW AND APPROVAL. IT IS NOT INTENDED AS A CONSTRUCTION DOCUMENT UNLESS INDICATED OTHERWISE.

PROJECT No.: FLC240030.00-0A
DRAWN BY: EE
CHECKED BY: TP
DATE: 2026-04-14
CAD I.D.: P-CIVL-SITE

PROJECT:

CONVENIENCE STORE

FOR

PROPOSED COMMERCIAL DEVELOPMENT
10 W HICKPOCHEE AVE
LABELLE, FL 33935
CITY OF LABELLE
HENDRY COUNTY

BOHLER
1 SE 3rd AVENUE
SUITE 2700
MIAMI, FLORIDA 33131
Phone: (786) 681-0800
FLORIDA BUSINESS CERT. OF AUTH. No. 30780

SHEET TITLE:

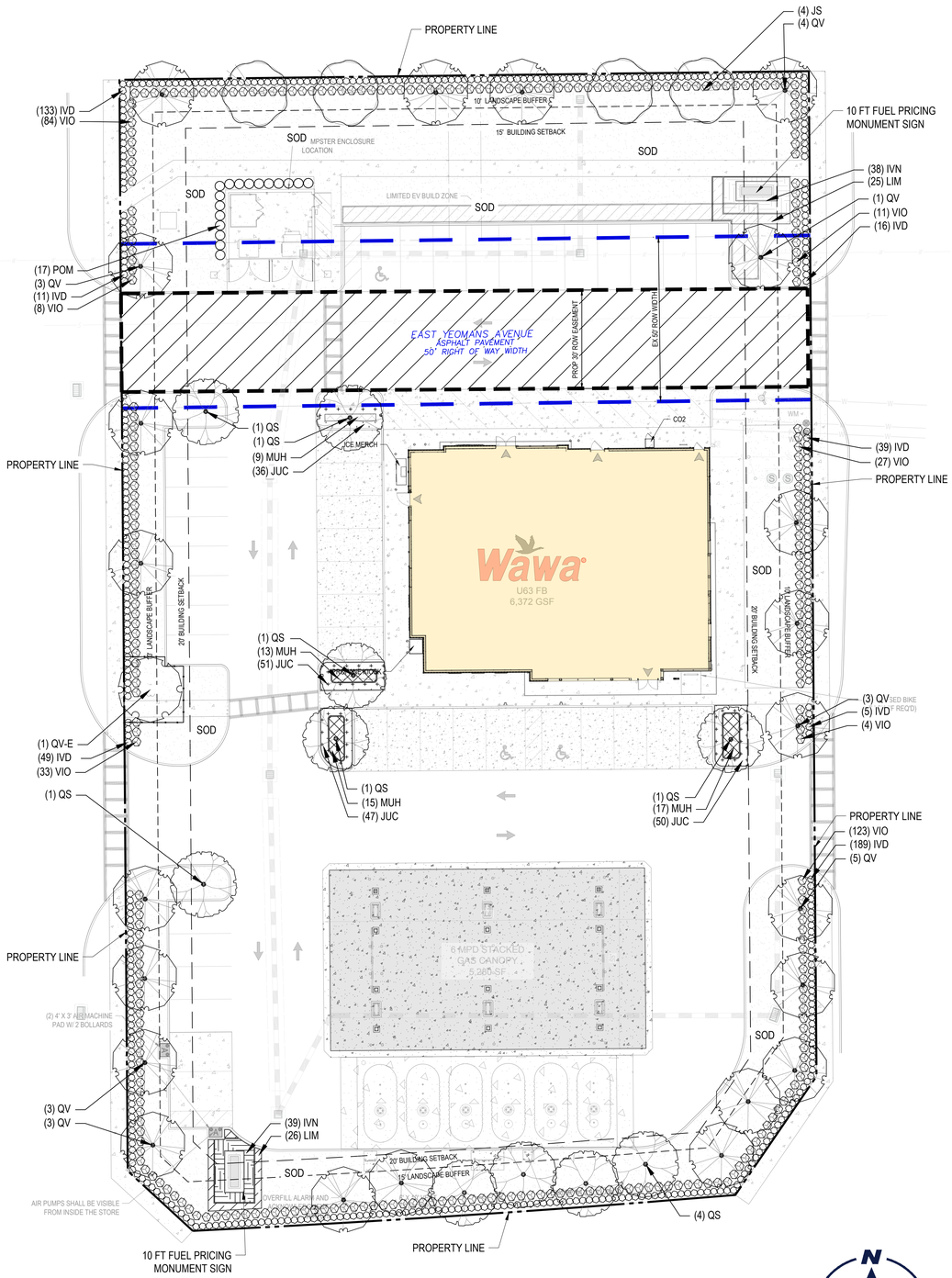
TRUCK TURN EXHIBIT

SHEET NUMBER:

3

ORG. DATE - 2026-04-14

Apr 20, 2026
H:\2024\FLC240030.00\CAD\DRAWINGS\PLAN SETS\CIVIL SITE PLANS\P-CIVIL-SITE-FLC240030.00-0A-----\LAYOUT: C-603 SITE GARB
ES



NATIVE SPECIES:

* NATIVE SPECIES - HIGH DROUGHT TOLERANCE (OTHERS MEDIUM DROUGHT TOLERANCE)
** CONTRACTOR TO VERIFY SQUARE FOOTAGE

CONTRACTOR SHALL VERIFY PLANT QUANTITIES IN THE TABLE WITH THE PLAN. WHERE THERE IS A DISCREPANCY IN PLANT QUANTITIES, THE PLAN OVER RIDES THE PLANT LIST

GENERAL LANDSCAPE NOTES:

1. ALL PLANTING BEDS TO BE MULCHED WITH 3" FLORIMULCH MELALEUCA (COCOA BROWN) MULCH.

2. THE CONTRACTOR SHALL VERIFY THE LOCATION OF ALL UTILITIES PRIOR TO CONSTRUCTION

3. DIGGING IN UTILITY EASEMENTS SHALL BE BY HAND ONLY

4. THIS PLAN IS TO BE UTILIZED FOR LANDSCAPE PURPOSES ONLY.

5. ALL DISTURBED UNPAVED AREAS, EXCLUDING PLANTING BEDS, ARE TO BE INSTALLED AS LAWN IN ACCORDANCE WITH LANDSCAPE SPECIFICATION #2.C., UNLESS OTHERWISE STATED ON THIS PLAN.

6. SHRUBS PLANTED ALONG HEAD-IN PARKING STALLS SHALL BE INSTALLED TO ALLOW A CLEARANCE OF TWO FEET FROM FACE OF CURB TO ALLOW FOR BUMPER OVERHANG.

7. IF IRRIGATION IS REQUIRED BY THE OWNER OR APPROVING MUNICIPALITY, THE CONTRACTOR SHALL PROVIDE AN IRRIGATION SYSTEM MEETING THE SPECIFICATIONS OF THE CHOSEN PRODUCT'S MANUFACTURER. THE IRRIGATION DESIGN SHALL ACCOMMODATE LAWN AND BED AREAS EACH UNDER SEPARATE ZONES TO MAXIMIZE WATER EFFICIENCY. THE CONTRACTOR SHALL BE RESPONSIBLE FOR SECURING ANY PERMITS REQUIRED FOR THE INSTALLATION OF A RUST-FREE IRRIGATION SYSTEM.

8. PLANT MATERIAL SUBSTITUTIONS MUST BE FORMALLY SUBMITTED TO BOHLER ENGINEERING AND THE MUNICIPAL ENGINEER AND LANDSCAPE CONSULTANTS FOR REVIEW AND APPROVAL PRIOR TO INSTALLATION. ANY PLANT MATERIAL THAT ARE TO BE INSTALLED WITHIN STORMWATER BMP FEATURES MUST BE NATIVE SPECIES.

9. WITHOUT EXCEPTION, WEED BARRIER FABRIC SHALL NOT BE INSTALLED WITHIN ANY BMP FACILITY. BMP FACILITIES INCLUDE RAINGARDENS, INFILTRATION TRENCHES, VEGETATIVE SWALES AND STORMWATER BASINS.

10. ANY TREE INSTALLED WITHIN 10 FT. OF NEW CONCRETE SIDEWALKS AND/OR NEARBY UNDERGROUND UTILITY OR PIPE SHOULD BE INSTALLED WITH BIOBARRIER ROOT BARRIER FABRIC AS SHOWN. SEE DETAIL DETAIL 8, C-704.

11. THERE IS TO BE NO PLANTING OF TREES OR SHRUBS EITHER DIRECTLY OVER OR WITHIN 10 HORIZONTAL FEET OF THE SANITARY SEWER GRAVITY SEWERS AND FORCE MAIN.

PRESERVATION CREDITS (SEC 4.80.6.22) :

EXISTING NATIVE TREES TO BE PRESERVED LARGER THAN TWO (2) INCHES CALIPER AT DBH MAY BE CREDITED, TO REDUCE THE NUMBER OF REQUIRED NEW TREE PLANTINGS. CREDITS WILL BE GIVEN AT A RATIO OF REQUIRED TREES PER EXISTING TREES TO REMAIN, AS OUTLINED IN TABLE 4-80.L3.

(1)24" DBH LIVE OAK PRESERVED = 10 TREE CREDITS (FALLS WITHIN INTERIOR OF THE SITE)

LANDSCAPE & ROOT BARRIER NOTES:

TREES SHOWN ON THIS PLAN ARE FOR GRAPHIC REPRESENTATION ONLY. TREE SPACING IS BASED ON DESIGN REQUIREMENTS AND THE TREES SHOWN ON THESE PLANS ATTEMPT TO ACCOMPLISH THAT SPACING WHILE MAINTAINING THE REQUIRED SETBACKS FROM UTILITIES. TREES MAY BE FIELD ADJUSTED TO AVOID CONFLICTS WITH DRIVEWAYS AND UNDERGROUND UTILITIES. IN ANY CASE THE TREES SHALL BE LOCATED IN THE FIELD IN ACCORDANCE WITH THE PLANTING DETAILS SHOWN.

ADDITIONALLY, TREES ARE TO BE INSTALLED WITH TEN FOOT (10) SEPARATION FROM ANY WATER OR SEWER MAIN AND/OR SERVICE, HYDRANTS AND LIFT STATIONS. IF A TEN FOOT (10') SEPARATION CANNOT BE ACHIEVED, THE TREE CAN BE INSTALLED WITH A ROOT BARRIER SYSTEM. REFER TO THE "ROOT BARRIER" DETAIL FOR INSTALLATION REQUIREMENTS.

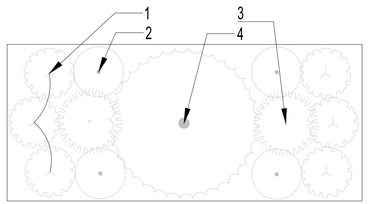
SEE DETAIL 8, SHEET C-702 FOR ROOT BARRIER DETAILS.

NOTE: ROOT BARRIER SHALL BE PROVIDED FOR ALL LANDSCAPING PROPOSED WITHIN 10 FEET OR DRAINAGE PIPES, STRUCTURES AND CHAMBERS.

PLANT SCHEDULE

SYMBOL	CODE	QTY	BOTANICAL NAME	COMMON NAME
EXISTING TREES & PALMS				
	QV-E	1	QUERCUS VIRGINIANA	SOUTHERN LIVE OAK
LARGE TREES				
	JS	4	JUNIPERUS SILICICOLA	SOUTHERN RED CEDAR
	QS	10	QUERCUS SHUMARDII	SHUMARD OAK
	QV	22	QUERCUS VIRGINIANA	SOUTHERN LIVE OAK
SHRUBS				
	IVD	442	ILEX VOMITORIA 'SCHILLINGS DWARF'	SCHILLINGS DWARF YAUPON HOLLY
	POM	17	PODOCARPUS MACROPHYLLUS	YEW PODOCARPUS
	VIO	290	VIBURNUM OBOVATUM	WALTER'S VIBURNUM
SHRUB AREAS				
	IVN	77	ILEX VOMITORIA 'NANA'	DWARF YAUPON HOLLY
	LIM	54	LIRIOPE MUSCARI 'BIG BLUE'	BIG BLUE LILYTURF
	MUH	54	MUHLENBERGIA CAPILLARIS	PINK MUHLY GRASS
GROUND COVERS				
	JUC	184	JUNIPERUS CHINENSIS	JUNIPER
SOD				
	SOD	13,989 SF	STENOTAPHRUM SECUNDATUM 'PALMETTO'	PALMETTO ST, AUGUSTINE GRASS

SEE FULL PLANT SCHEDULE ON C-703



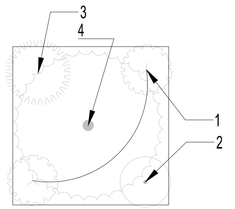
WAWA PLANTER 'A' ENLARGEMENT

SOUTH FLORIDA WARM SEASON PALETTE

1. LOBELIA ERINUS
   - EDGING LOBELIA (12" HT. X 12" SPRD.)
2. SOLENOSTEMON SCUTELLARIOIDES 'ELECTRIC SLIDE'
   - ELECTRIC SLIDE COLEUS (12" HT. X 12" SPRD.)
3. BULBINE FRUTESCENS
   - STALKED BULBINE (12" HT. X 12" SPRD.)
4. PENNISETUM ALOPECUROIDES 'HAMELN'
   - DWARF FOUNTAIN GRASS

NORTH FLORIDA COOL SEASON PALETTE

1. BRASSICA OLERACEA
   - ORNAMENTAL KALE (12" HT. X 12" SPRD.)
2. ERANTHIS HYEMALIS
   - WINTER ACONITES (12" HT. X 12" SPRD.)
3. BULBINE FRUTESCENS
   - STALKED BULBINE (12" HT. X 12" SPRD.)
4. PENNISETUM ALOPECUROIDES 'HAMELN'
   - DWARF FOUNTAIN GRASS



WAWA PLANTER 'B' ENLARGEMENT

SOUTH FLORIDA WARM SEASON PALETTE

1. SOLENOSTEMON SCUTELLARIOIDES 'ELECTRIC SLIDE'
   - ELECTRIC SLIDE COLEUS (12" HT. X 12" SPRD.)
1. SOLENOSTEMON SCUTELLARIOIDES 'ELECTRIC SLIDE'
   - ELECTRIC SLIDE COLEUS (12" HT. X 12" SPRD.)
2. BULBINE FRUTESCENS
   - STALKED BULBINE (12" HT. X 12" SPRD.)
4. PENNISETUM ALOPECUROIDES 'HAMELN'
   - DWARF FOUNTAIN GRASS

NORTH FLORIDA COOL SEASON PALETTE

1. BRASSICA OLERACEA
   - ORNAMENTAL KALE (12" HT. X 12" SPRD.)
2. SOLENOSTEMON SCUTELLARIOIDES 'ELECTRIC SLIDE'
   - ELECTRIC SLIDE COLEUS (12" HT. X 12" SPRD.)
3. BULBINE FRUTESCENS
   - STALKED BULBINE (12" HT. X 12" SPRD.)
4. PENNISETUM ALOPECUROIDES 'HAMELN'
   - DWARF FOUNTAIN GRASS

RAISED PLANTER NOTES:

- ALL ANNUAL FLOWERS SHALL BE A MINIMUM 4" POT SIZE AND ALL PERENNIAL FLOWERS SHALL BE A MINIMUM 1 GALLON POT SIZE COMPACT PLANTS
- HEALTHY, UNBLEMISHED LEAVES, GREEN COLOR, & FLOWER BUDS
- AT THE TIME OF INSTALLATION IT IS NOT NECESSARY THAT THEY BE IN BLOOM
- FLOWER COLOR & PLANT FORM COMBINATIONS PROVIDING "COTTAGE GARDEN" PLANTER LOOK
- CONTRACTOR SHALL SUBMIT A LIST OF COMMERCIALLY AVAILABLE ANNUALS AND PERENNIALS, SUITED FOR THE SEASON & CLIMATE, THAT WILL SATISFY THE AFOREMENTIONED DESIGN INTENT
- RAISED PLANTERS SHALL HAVE LOW-VOLUME EMITTER IRRIGATION AND BE LOCATED ON THEIR OWN ZONE

THIS PLAN TO BE UTILIZED FOR LANDSCAPE PURPOSES ONLY



20 10 5 0 20
SCALE: 1" = 20'



LOCATION MAP

SCALE: 1" = 300'
SOURCE: MICROSOFT BING

LANDSCAPE DATA TABLE

JURISDICTION	CITY OF LABELLE
CURRENT ZONING	B-2 BUSINESS
LAND USE DESIGNATION	COMMERCIAL
TOTAL SITE AREA	68,824 SF (1.58 AC)
PROPOSED BUILDING AREA	6,372 SF
PERVIOUS AREA	13,343 SF (0.31 AC)

BUFFER PLANTING

	REQUIRED	PROVIDED
NORTH BUFFER: 10' BUFFER (210 LF)		
4 LARGE TREES/100 LF	8 TREES	8 TREES
DOUBLE HEDGE ROW (24" MINIMUM HEIGHT)	COMPLIES	COMPLIES
EAST ROW BUFFER: 10' BUFFER (226 - 75 DRIVE ISLE = 151 LF)		
4 LARGE TREES/100 LF	6 TREES	6 TREES
DOUBLE HEDGE ROW (24" MINIMUM HEIGHT)	COMPLIES	COMPLIES
SOUTH ROW BUFFER: 15' BUFFER (166 LF)		
6 LARGE TREES/100 LF	10 TREES	10 TREES
DOUBLE HEDGE ROW (36" MINIMUM HEIGHT)	COMPLIES	COMPLIES
WEST ROW BUFFER: 10' BUFFER (253 - 74 DRIVE ISLE = 179 LF)		
4 LARGE TREES/100 LF	7 TREES	7 TREES *UTILIZING 1 EXISTING TREE CREDIT*
DOUBLE HEDGE ROW (24" MINIMUM HEIGHT)	COMPLIES	COMPLIES

BUILDING PLANTING (SEC 4-80-11)

	REQUIRED	PROVIDED
MIN 10% OF PROP BUILDING GROSS GROUND LEVEL FLOOR AREA	637.2 SF	
SHRUBS OR ORNAMOMENTAL PLANTS AND TREES. 5' WIDTH		COMPLIES

PARKING LOT PLANTING (SEC 4-80-12)

	REQUIRED	PROVIDED
25% X PARKING LOT AREA (6,224 SF)	1,556 SF	1,556 SF
1 LARGE TREE PER 1,500 SF	1 TREES	1 TREES
TOTAL LARGE TREES	31 TREES	31 TREES
TOTAL PRESERVATION CREDITS	24" DBH	

TREE PROTECTION (SEC 4.80.16)

(1) - 24" LIVE OAK	24" DBH	1 OAK PRESERVED

BOHLER
SITE CIVIL AND CONSULTING ENGINEERING
LAND SURVEYING
PROGRAM MANAGEMENT
LANDSCAPE ARCHITECTURE
SUSTAINABLE DESIGN
PERMITTING SERVICES
TRANSPORTATION SERVICES
THE INFORMATION, DESIGN AND CONTENT OF THIS PLAN ARE FOR GRAPHIC REPRESENTATION ONLY. THIS PLAN SHALL NOT BE EXPIRED OR USED FOR ANY PURPOSE WITHOUT PERMISSION AND AUTHORIZATION FROM BOHLER. ONLY APPROVED AND SIGNED AND SEALED PLANS SHALL BE UTILIZED FOR CONSTRUCTION PURPOSES. © BOHLER

REVISIONS

REV	DATE	COMMENT	DRAWN BY / CHECKED BY

Sunshine811
Call 811 or visit sunshine811.com two full business days before digging to have buried facilities located and marked.
Check positive response codes before you dig!

PRELIMINARY

THIS DRAWING IS INTENDED FOR MUNICIPAL AND/OR AGENCY REVIEW AND APPROVAL. IT IS NOT INTENDED AS A CONSTRUCTION DOCUMENT UNLESS INDICATED OTHERWISE.

PROJECT NO.: FLC240030.00-A
DRAWN BY: EP
CHECKED BY: KA/BW
DATE: 01/30/2025
CAD I.D.: X-CIVL-LAND

PROJECT:

LAND DEVELOPMENT PLANS

FOR

WAWA

PROPOSED COMMERCIAL DEVELOPMENT

10 W HICKPOCHEE AVE
LABELLE, FL 33935
CITY OF LABELLE
HENDRY COUNTY

BOHLER
1 SE 3rd AVENUE
SUITE 2700
MIAMI, FLORIDA 33131
Phone: (786) 681-0800
FLORIDA BUSINESS CERT. OF AUTH. No. 30780

THIS ITEM HAS BEEN DIGITALLY SIGNED AND SEALED BY KEVIN JOHN AUST, PLA, ON THE DATE ADJACENT TO THE SEAL. PRINTED COPIES OF THIS DOCUMENT ARE NOT CONSIDERED SIGNED AND SEALED AND THE SIGNATURE MUST BE VERIFIED ON ANY ELECTRONIC COPIES.

SHEET TITLE:

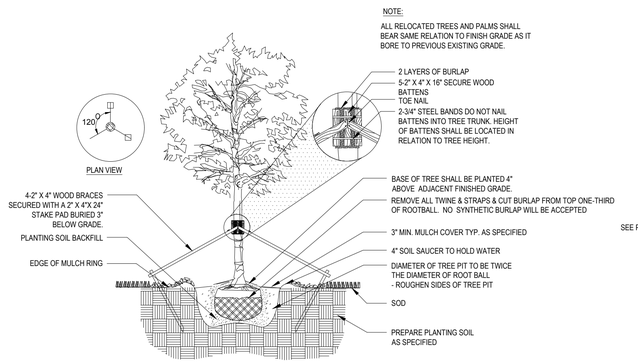
LANDSCAPE PLAN

SHEET NUMBER:

C-701

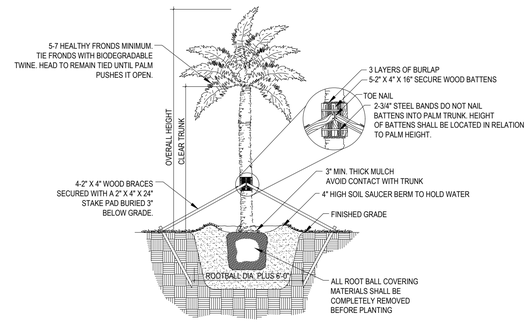
ORG. DATE - 01/30/2025

H:\2024\FLC240030.00\CAD\DRAWINGS\PLAN SETS\CIVIL SITE PLANS\P-CIVIL_LAND_FLC240030.00-SA-----LAYOUT C-701 LANDSCAPE PLAN GD



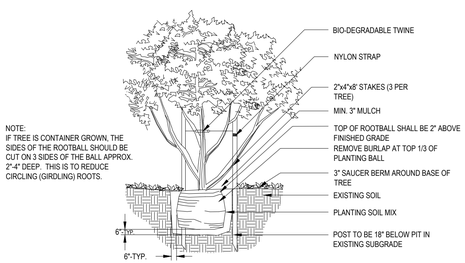
1 TREE INSTALLATION

SECTION NTS



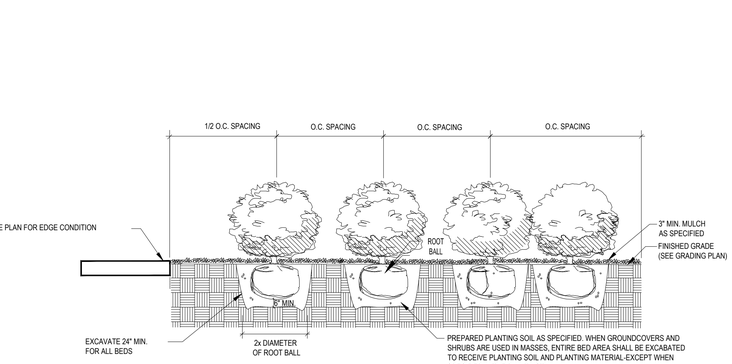
2 PALM INSTALLATION

SECTION NTS



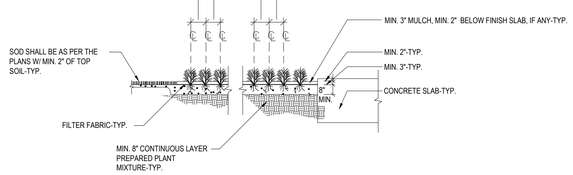
3 SMALL TREE

SECTION NTS



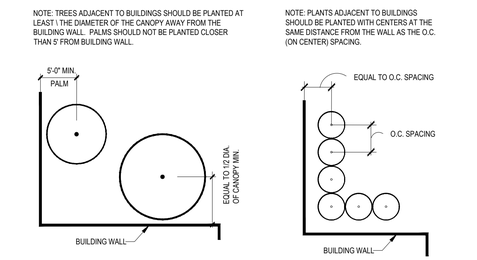
4 SHRUB PLANTING

SECTION NTS



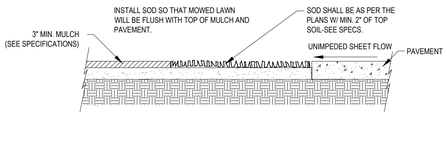
5 GROUNDCOVER PLANTING

SECTION NTS



6 PLANTING ADJACENT TO BUILDING

SECTION NTS

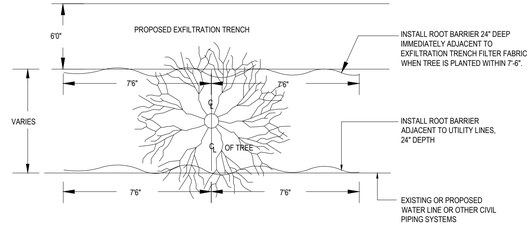


7 SOD INSTALLATION

SECTION NTS

NOTES:
1) ROOT BARRIER TO BE INSTALLED WHERE LARGE SHADE TREES ARE TO BE PLANTED WITHIN 10' OF NEW OR PROPOSED UTILITY LINES OR UTILITY STRUCTURES.
2)ROOT BARRIERS TO BE INSTALLED WHERE TREES OR PALMS ARE TO BE PLANTED WITHIN' 10' OF PAVED AREAS (I.E. PLANTING ISLANDS, MEDIANS, SIDEWALKS, ETC) .

ROOT BARRIER SPECIFICATIONS:
PANEL: .085 THICK POLYPROPYLENE
ROUNDED EDGES
ANTI-LIFT PADS
ZIPPER JOINT SYSTEM
24" DEPTH



8 ROOT BARRIER

SECTION NTS

THIS PLAN TO BE UTILIZED FOR LANDSCAPE PURPOSES ONLY

BOHLER
SITE CIVIL AND CONSULTING ENGINEERING
LAND SURVEYING
PROGRAM MANAGEMENT
LANDSCAPE ARCHITECTURE
SUSTAINABLE DESIGN
PERMITTING SERVICES
TRANSPORTATION SERVICES
THE INFORMATION, DESIGN AND CONTENT OF THIS PLAN ARE COPYRIGHT AND SHALL NOT BE EXPOSED OR USED FOR ANY PURPOSE WITHOUT PRIOR WRITTEN AUTHORIZATION FROM BOHLER. ONLY APPROVED, SEALED PLANS SHALL BE UTILIZED FOR CONSTRUCTION PURPOSES BOHLER, INC.

REVISIONS

REV	DATE	COMMENT	DRAWN BY / CHECKED BY

Sunshine811
Call 811 or visit sunshine811.com two full business days before digging to have buried facilities located and marked.
Check positive response codes before you dig!

PRELIMINARY

THIS DRAWING IS INTENDED FOR MUNICIPAL AND/OR AGENCY REVIEW AND APPROVAL. IT IS NOT INTENDED AS A CONSTRUCTION DOCUMENT UNLESS INDICATED OTHERWISE.

PROJECT No.:	FLC240030.00-A
DRAWN BY:	EP
CHECKED BY:	KA/BW
DATE:	01/30/2025
CAD I.D.:	X-CIVL-LAND

PROJECT:

LAND DEVELOPMENT PLANS

FOR

WAWA

PROPOSED COMMERCIAL DEVELOPMENT

10 W HICKPOCHEE AVE
LABELLE, FL 33935
CITY OF LABELLE
HENDRY COUNTY

BOHLER
1 SE 3rd AVENUE
SUITE 2700
MIAMI, FLORIDA 33131
Phone: (786) 681-0800
FLORIDA BUSINESS CERT. OF AUTH. No. 30780

THIS ITEM HAS BEEN DIGITALLY SIGNED AND SEALED BY KEVIN JOHN AUST, PLA, ON THE DATE ADJACENT TO THE SEAL. PRINTED COPIES OF THIS DOCUMENT ARE NOT CONSIDERED SIGNED AND SEALED AND THE SIGNATURE MUST BE VERIFIED ON ANY ELECTRONIC COPIES.

SHEET TITLE:

LANDSCAPE DETAILS

SHEET NUMBER:

C-702

ORG. DATE - 01/30/2025

H:\2024\FLC240030.00\CAD\DRAWINGS\PLAN SETS\CIVIL SITE PLANS\P-CIVIL-LAND-FLC240030.00-SA-----LAYOUT: C-702 LANDSCAPE DETAILS (GD)

LANDSCAPE NOTES:

1. A PRE-INSTALLATION MEETING WITH THE CITY ARBORIST IS REQUIRED PRIOR TO LANDSCAPING ACTIVITIES INCLUDING REMOVAL OF TREES AND/OR INSTALLATION OF PLANT MATERIAL.
2. ALL EXISTING TREES PROPOSED TO REMAIN ARE TO BE SEPARATED FROM THE LIMITS OF DISTURBANCE OF THE CONSTRUCTION AREA BY TREE PROTECTION FENCING AND SIGNAGE. THE TREE PROTECTION FENCING SHALL BE LOCATED AT THE EDGE OF THE TREE PROTECTION ZONE AS DEPICTED ON THE PLAN OR AT THE EDGE OF THE DRIPLINE(S) IF A TREE PROTECTION ZONE IS NOT DESIGNATED. NO MATERIAL STORAGE OR CONSTRUCTION ACCESS IS PERMITTED WITHIN THE TREE PROTECTION ZONE.
3. ALL EXISTING TREES SHALL BE PRUNED TO ANSI A-300 STANDARDS TO CORRECT POTENTIAL HAZARDS.
4. A TREE REMOVAL PERMIT IS REQUIRED PRIOR TO REMOVAL OR RELOCATION OF ANY TREE OR PALM. CONTACT THE COUNTY TO OBTAIN PERMIT INFORMATION.
5. CONTRACTOR SHALL NOTIFY SUNSHINE ONE CALL OF FLORIDA, INC. AT 1-800-432-4770 A MINIMUM OF 2 FULL BUSINESS DAYS PRIOR TO DIGGING. CONTRACTOR IS RESPONSIBLE FOR AVOIDING DAMAGE TO UTILITIES FROM PLANT INSTALLATION.
6. TREE RELOCATIONS:
   A. EXISTING TREES TO BE RELOCATED SHALL BE ROOT PRUNED A MINIMUM OF 120 DAYS PRIOR TO RELOCATION
   B MINIMUM ROOT BALL SIZES SHALL BE IN ACCORDANCE WITH ANSI STANDARDS AS FOLLOWS:

CALIPER	MINIMUM ROOT BALL DIAMETER
1	16
2	24
3	32
4	42
5	54
6	60
7	70
8	80
>8	12 INCHES PER INCH OF TRUNK DIAMETER

   TRANSPLANTED TREES WITH UNDERSIZED ROOT BALLS MAY BE REJECTED BY THE CITY ARBORIST AND REPLACEMENT TREES MAY BE REQUIRED.
   C. A TEMPORARY IRRIGATION SYSTEM SHALL BE PROVIDED DURING AND FOR THE FIRST 40 DAYS AFTER ROOT PRUNING.
7. ALL PLANTING MUST FOLLOW PLANTING SPECIFICATIONS AND DETAILS SHOWN ON THE PLAN.
8. SUBSTITUTIONS OF PLANT SPECIES OR SPECIFICATIONS MUST BE APPROVED IN WRITING BY THE CITY AND COUNTY PRIOR TO USE.
9. ALL INVASIVE EXOTIC VEGETATION SHALL BE DISPOSED OF OR TREATED AS PER THE LOCAL OR REGIONAL GOVERNING AUTHORITIES REQUIREMENTS OR RECOMMENDATIONS.
10. ALL PLANT MATERIAL PLANTED PER THIS LANDSCAPE PLAN SHALL BE FLORIDA GRADE #1 OR BETTER, AS SPECIFIED IN THE CURRENT EDITION OF THE FLORIDA DEPARTMENT OF AGRICULTURE'S GRADES AND STANDARDS FOR NURSERY PLANTS. DAMAGED PLANT MATERIAL SHALL BE REJECTED AND REPLACED PRIOR TO INSTALLATION.
11. ALL SIZES SHOWN FOR PLANT MATERIAL ARE TO BE CONSIDERED MINIMUMS.
12. WHERE QUANTITIES AND/OR SPECIES DIFFER BETWEEN THE PLANTING PLANS AND PLANT LISTS, THE PLANS SHALL TAKE PRECEDENCE.
13. ALL NEW PLANT MATERIAL SHALL BE WARRANTED BY THE CONTRACTOR FOR A MINIMUM PERIOD OF ONE YEAR. THE WARRANTY PERIOD SHALL BEGIN AFTER ACCEPTANCE OF THE PLANTS BY THE CITY AND COUNTY.
14. PLANT BEDS TO BE TREATED WITH PRE-EMERGENT HERBICIDE PRIOR TO PLANTING.
15. ALL TREE AND PALM STAKING AND SUPPORT SHALL BE REMOVED ONE YEAR AFTER INSTALLATION.
16. ALL LANDSCAPE MATERIAL SHALL BE THOROUGHLY WATERED AT THE TIME OF PLANTING, NO DRY PLANTING PERMITTED.
17. CONTRACTOR SHALL BE RESPONSIBLE FOR PROVIDING TEMPORARY WATER PROVISIONS UNTIL SUCH TIME AS THE IRRIGATION SYSTEM IS OPERATIONAL.
18. ALL WIRE GUYS AND/OR FABRIC STRAPS SHALL BE FLAGGED WITH FLORESCENT COLORED TAPE.
19. MULCHING:
   ALL LANDSCAPE AREAS NOT COVERED BY SOD SHALL BE COVERED BY A MINIMUM 3-INCH LAYER OF MULCH.
   D. A MULCH RING WITH A MINIMUM RADIUS OF 24 INCHES (48 INCH DIAMETER), IS REQUIRED AROUND ALL NEWLY INSTALLED TREES AND PALMS.
   E. CYPRESS OR COLORED MULCH SHALL NOT BE USED.
   F. NO MULCH SHALL BE PLACED TOUCHING OR WITHIN SIX INCHES OF THE TRUNK OF A TREE OR PALM.
20. ALL NEWLY LANDSCAPED AREAS SHALL BE EXCAVATED DOWN TO A DEPTH OF 24 INCHES BELOW FINAL GRADE AND BACK FILLED WITH CLEAN DEBRIS-FREE SOIL. EXISTING SOIL MAY BE RE-USED FOR BACKFILLING IF DEBRIS IS REMOVED AND ORGANIC CONTENT IS SUFFICIENT OR SOIL IS AUGMENTED WITH TOPSOIL. CONSTRUCTION ACCESS SHALL BE RESTRICTED FROM THE LANDSCAPE AREA AFTER EXCAVATION AND BACKFILL IS COMPLETE.
21. ALL LANDSCAPE AREAS SHALL BE FINISH GRADED SUCH THAT THEY ARE A MINIMUM OF 3.5 INCHES BELOW SURROUNDING PAVED SURFACES SO AS NOT TO IMPEDE THE FLOW OF DRAINAGE INTO LANDSCAPED AREAS AND TO ALLOW FOR A 3-INCH MULCH LAYER.
22. THE LOCATION OF PLANT MATERIAL AS SHOWN ON THESE PLANS IS FINAL. THE FINAL LOCATIONS CAN BE ADJUSTED ON SITE TO ACCOMMODATE UNFORESEEN FIELD CONDITIONS. THESE CHANGES MUST COMPLY WITH ALL SAFETY SETBACK CRITERIA AND BE DIRECTED OR APPROVED BY THE CONSULTANT AND THE COUNTY CODES.
23. REPORT ANY AND ALL DISCREPANCIES BETWEEN THE CONSTRUCTION DRAWINGS AND FIELD CONDITIONS TO THE CONSULTANT AND COUNTY IMMEDIATELY.
24. THE CONTRACTOR IS RESPONSIBLE FOR VERIFYING ALL PLANT COUNTS AND REPORT ANY DISCREPANCIES TO THE CONSULTANT AND COUNTY PRIOR TO CONSTRUCTION.
25. BEFORE CONSTRUCTION BEGINS THE CONTRACTOR IS RESPONSIBLE FOR LOCATING ALL UNDERGROUND UTILITIES AND SHALL AVOID DAMAGE TO ALL UTILITIES DURING CONSTRUCTION. IF SUCH DAMAGE OCCURS THE CONTRACTOR IS RESPONSIBLE FOR ANY NECESSARY REPAIRS AND THEY SHOULD BE MADE IMMEDIATELY AT THE CONTRACTORS EXPENSE.
26. ALL WORK MUST COMPLY WITH THE FLORIDA STATE STATUTE 553.81- "PROTECTION OF UNDERGROUND PIPELINES."
27. THE CONTRACTOR MUST COMPLY WITH ALL STATE AND LOCAL WATER QUALITY STANDARDS.
28. THE LOCATION OF ALL THE UTILITIES SHOWN ON THE PLAN IS APPROXIMATE. THE EXACT LOCATION SHALL BE DETERMINED BY THE CONTRACTOR ON SITE. ALL PLANTING MAY BE ADJUSTED TO AVOID CONFLICTS WITH UTILITIES AND/OR EXISTING ABOVE GROUND ELEMENTS. ANY ADJUSTMENTS GREATER THAN 10 FEET SHALL BE DONE ONLY WITH THE APPROVAL OF THE CONSULTANT AND THE COUNTY.
29. CAUTION SHOULD BE EXERCISED WHEN WORKING NEAR EXISTING PLANTING AND ANY FURNISHING THAT IS TO REMAIN ON SITE TO PREVENT ANY DAMAGE. ANY SIGNS, STRUCTURES, OR PLANTING SHALL BE REPLACED AT THE CONTRACTORS EXPENSE IF DAMAGED BEYOND USE. DAMAGED BEYOND USE WILL BE DETERMINED BY THE CONSULTANT AND THE COUNTY.
30. ANY PUBLIC LAND CORNER WITHIN THE LIMITS OF CONSTRUCTION IS TO BE PROTECTED. IF A CORNER MONUMENT IS IN DANGER OF BEING DESTROYED AND HAS NOT BEEN PROPERLY REFERENCED, THE CONTRACTOR SHALL NOTIFY THE DISTRICT LOCATION SURVEYOR IMMEDIATELY.
31. MAINTENANCE OF TRAFFIC FOR THIS PROJECT SHALL BE IN ACCORDANCE WITH THE MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS (U.S. DEPARTMENT OF TRANSPORTATION, F.H.W.A.). ATTENTION IS DIRECTED TO STANDARD INDEX NUMBER 623 OF THE ROADWAY AND TRAFFIC DESIGN STANDARDS.
32. THE CONTRACTOR SHALL INSURE THAT INSTALLATION OF ALL PLANTING IN MEDIANS AND RIGHT OF WAYS CONFORMS TO CRITERIA SET FORTH IN F.D.O.T. ROADWAY AND TRAFFIC DESIGN STANDARDS AND IN F.D.O.T. MAINTENANCE RATING PROGRAM.
33. ANY MAINTENANCE THAT INVOLVES TRAFFIC ACTIVITY SHALL BE COORDINATED WITH THE COUNTY BEFORE AND DURING CONSTRUCTION ACTIVITIES.
34. CONTRACTOR IS RESPONSIBLE FOR CLEANING ALL WORK AREAS AT THE END OF EACH WORKING DAY. ANY DEBRIS SHALL BE COLLECTED AND DEPOSITED APPROPRIATELY OFF SITE DAILY. ALL MATERIALS, PRODUCTS, AND EQUIPMENT SHALL BE STORED IN AN ORGANIZED FASHION.
35. THE CONTRACTOR IS RESPONSIBLE FOR OBTAINING ALL PERMITS THAT ARE REQUIRED BY THE CITY FOR TREE REMOVAL, RELOCATION, TREE PROTECTION OR INSTALLATION BEFORE BEGINNING WORK.
36. ALL EXISTING TREES TO REMAIN SHALL BE PROTECTED BY INSTALLING PROTECTIVE BARRIERS AROUND THE DRIP LINE OF TREES. THESE PROTECTIVE BARRIERS SHALL BE SEEN EASILY BY OPERATORS OF TRUCKS AND OTHER EQUIPMENT. THEY SHALL BE CONSTRUCTED OF STURDY MATERIALS (NOT FLAGGING OR RIBBON) AND SHALL BE INSTALLED PRIOR TO AND DURING CONSTRUCTION.
37. DO NOT STORE OR USE ANY MATERIALS OR EQUIPMENT WITHIN THE DRIP LINE OF ANY TREE THAT IS TO BE RELOCATED OR PROTECTED IN PLACE UNLESS THE ACTIVITY IS BEING DONE TO PROTECT THE TREES.
38. DO NOT DISCHARGE OR CONTAMINATE THE SOIL WITHIN THE DRIP LINE OF ANY OF THE TREES TO BE RELOCATED OR PROTECTED IN PLACE. THIS INCLUDES SUBSTANCES SUCH AS PAINT, OIL, SOLVENTS, PETROLEUM PRODUCTS, ASPHALT, CONCRETE, MORTAR, OR ANY OTHER MATERIAL THAT MAY CAUSE DAMAGE TO THE TREE'S ROOT SYSTEM.
39. CLEARING OF VEGETATION WITHIN THE DRIP LINE OF THE TREES DESIGNATED TO BE PROTECTED IN PLACE OR RELOCATED SHALL BE PERFORMED CAUTIOUSLY WITH HAND TOOLS TO MINIMIZE ANY DAMAGE TO THE TREE'S ROOT SYSTEM.
40. DO NOT ATTACH ANYTHING TO TREES THAT ARE TO REMAIN ON THE SITE UNLESS IT IS SOMETHING THAT WILL PROTECT AND NOT DAMAGE THE TREE.
41. KEEP A NATURAL GRADE ABOVE THE DRIP LINE ON ANY TREE THAT IS TO BE PROTECTED IN PLACE. ANY PRESERVED TREES DISTURBED DURING CONSTRUCTION MUST BE RETURNED TO ITS ORIGINAL GRADE AFTER CONSTRUCTION.
42. ALL LANDSCAPE AND PLANTING SHALL COMPLY WITH COUNTY LAND USE POLICY AND WITH CHAPTER 62B-55 OF THE FLORIDA ADMINISTRATIVE CODE.
43. ALL PLANT MATERIAL FURNISHED BY THE CONTRACTOR UNLESS OTHERWISE SPECIFIED SHALL BE FLORIDA NO. 1 GRADE OR BETTER, AND SHALL BE INSTALLED AS SPECIFIED IN "GRADES AND STANDARDS FOR NURSERY PLANTS," PUBLISHED BY THE FLORIDA DEPARTMENT OF AGRICULTURE AND CONSUMER SERVICES. ALL PLANT MATERIAL MUST BE HEALTHY, VIGOROUS MATERIALS, FREE OF PESTS AND DISEASES.
44. ALL SIZES SHOWN FOR PLANT MATERIAL ON THE PLAN ARE TO BE CONSIDERED AS MINIMUMS. ALL PLANT MATERIAL MUST MEET OR EXCEED THESE MINIMUM REQUIREMENTS FOR BOTH HEIGHT AND SPREAD. ANY OTHER REQUIREMENTS FOR SPECIFIC SHAPE OR EFFECT AS NOTED ON THE PLAN OR SPECIFICATIONS WILL ALSO BE REQUIRED FOR ACCEPTANCE. ANY SUBSTITUTIONS MUST BE APPROVED BY THE CONSULTANT AND THE COUNTY.
45. THE CONTRACTOR IS RESPONSIBLE FOR ALL PLANTING MEETING SPECIFICATIONS AS NOTED BEFORE INSTALLATION. CONTRACTOR SHALL IMMEDIATELY REMOVE ALL PLANTING THAT DOES NOT MEET SPECIFICATIONS AND BE HELD RESPONSIBLE TO REPLACE IT WITH APPROPRIATE PLANTING.
46. IN THE EVENT OF A VARIATION BETWEEN THE PLANT LISTS AND THE ACTUAL QUANTITY OF PLANTS SHOWN, THE PLANS HOLD TRUE.
47. ALL ROOT BALLS SHALL CONFORM TO THE SIZE STANDARDS SET FORTH
48. ALL PLANT MATERIALS MUST BE PROTECTED DURING TRANSPORT AND DELIVERY TO THE JOB SITE WITH SHADE CLOTH OR OTHER ACCEPTABLE MEANS OF WINDBURN PREVENTION.
49. CONTRACTORS SHALL FIELD VERIFY ALL INFORMATION PRIOR TO INITIATING PLANTING INSTALLATION. ALL EXISTING PLANTING SHALL REMAIN INTACT AND UNDISTURBED UNLESS OTHERWISE NOTED ON THE PLANS.
50. CONTRACTOR SHALL FIELD STAKE THE LOCATION OF ALL PLANT MATERIAL PRIOR TO INSTALLATION FOR THE REVIEW AND APPROVAL OF THE CONSULTANT.
51. ALL TREES MUST BE FLORIDA #1, STRAIGHT TRUNKED, FULL HEADED, AND MEET ALL REQUIREMENTS SPECIFIED.
52. CONTRACTOR TO REPLACE REJECTED PLANT MATERIAL WITHIN ONE WEEK OF NOTICE.
53. INSTALLATION- ALL PLANT MATERIAL SHALL BE INSTALLED IN A SOUND HIGH QUALITY MANNER AND ACCORDING TO GOOD PLANTING PROCEDURES WITH THE QUALITY OF PLANT MATERIALS AS HEREINAFTER DESCRIBED. ALL ELEMENTS OF LANDSCAPING SHALL BE INSTALLED SO AS TO MEET ALL APPLICABLE ORDINANCES AND CODE REQUIREMENTS.
54. CONTRACTOR IS RESPONSIBLE FOR WATERING AND MAINTAINING ALL TREES AND LANDSCAPE PER DIVISION 32. CONTRACTOR SHALL INSURE THAT ALL DRAINAGE AND PERCOLATION OF ALL PLANTING PITS PRIOR TO INSTALLATION OF PLANT MATERIAL. CONTRACTOR IS RESPONSIBLE FOR REPLACEMENT OF PLANTS IF DEAD OR DYING PRIOR TO FINAL ACCEPTANCE.
55. TYPICALLY, SHRUB AND GROUNDCOVER PLANTINGS ARE SHOWN AS MASS PLANTING BEDS. PLANTS SHOULD BE PLACED ON A TRIANGULAR SPACING SHOWN IN THE PLANTING DETAILS. PLANT CENTER TO CENTER DIMENSIONS (O.C.) ARE LISTED ON THE PLANT LIST.
56. TREES GROWN IN GROW BAGS OR GROW BAG TYPE MATERIAL MUST HAVE THE GROW BAG REMOVED ENTIRELY BEFORE PLANTING.
57. BALLED AND BURLAPPED MATERIAL SHALL HAVE THE TOP ONE HALF (½) OF THE BURLAP AROUND THE BASE OF THE TRUNK CUT AND PULLED BACK. DO NOT REMOVE THE BURLAP BUT WIRE CAGES, STRAPS, ETC. MUST BE CUT AND REMOVED COMPLETELY BEFORE INSTALLATION.
58. CONTRACTOR SHALL REFER TO THE LANDSCAPE PLANTING DETAILS, PLANT LIST, GENERAL NOTES, AND ANY OTHER MATERIALS FROM THE LANDSCAPE ARCHITECT FOR COMPLETE LANDSCAPE PLANTING INSTRUCTIONS.
59. THE FOLLOWING GUIDELINES SHALL BE FOLLOWED TO ENSURE SUCCESSFUL TRANSPLANTING OF TREES:
   a. ANY TREE BEING RELOCATED SHALL NOT BE UNNECESSARILY DAMAGED DURING REMOVAL, TRANSPORT, OR REPLANTING OF THAT TREE.
   b. TREES MUST BE ROOT PRUNED APPROPRIATELY PRIOR TO REMOVAL.
   c. DURING AND FOLLOWING TRANSPLANTING THE ROOT BALL MUST BE KEPT MOIST AT ALL TIMES.
   d. TRANSPLANTED TREES SHALL BE BRACED AT LEAST ONE FULL YEAR.
   e. TRANSPLANTED TREES SHALL NOT BE FERTILIZED AT PLANTING TIME BUT SHALL BE WATERED SUFFICIENTLY UNTIL THE TREE GROWTH IS REESTABLISHED.
   f. RELOCATED TREES/PALMS WILL BE MOVED IN ACCORDANCE WITH MINIMUM STANDARDS SET FORTH IN ANSI A-300
   g. ALL CROWN PRUNING SHALL BE DONE IN ACCORDANCE WITH NATIONAL ARBORIST ASSOCIATION STANDARDS OR PALM PRUNING IN ACCORDANCE WITH CITY STANDARDS.
60. CONTRACTOR SHALL REGRADE ALL AREAS DISTURBED BY PLANT REMOVAL, RELOCATION, AND/OR INSTALLATION WORK. CONTRACTOR SHALL REPLACE (BY EQUAL SIZE AND QUALITY) ANY AND ALL EXISTING PLANT MATERIAL DISTURBED OR DAMAGED BY PLANT REMOVAL, RELOCATION OR INSTALLATION.
61. CONTRACTOR SHALL BE RESPONSIBLE TO REPLACE ALL PORTIONS OF EXISTING LAWN AREAS DAMAGED WHILE COMPLETING PLANTING INSTALLATION WITH SAME GRASS SPECIES TO THE SATISFACTION OF THE CONSULTANT AND THE COUNTY.
62. GENERAL GRADING TO APPROXIMATELY 1 INCH SHALL BE PROVIDED BY THE CONTRACTOR. ALL FINISHED SITE GRADING AND FINAL DECORATIVE BERM SHAPING SHALL BE PROVIDED BY THE CONTRACTOR.
63. ALL LANDSCAPE MATERIALS SHALL BE MAINTAINED TO PROVIDE CONTINUOUS CLEAR ZONES FOR SIGHT VISIBILITY FOR PEDESTRIANS AND VEHICULAR TRAFFIC AND LANDSCAPE MAINTENANCE SHALL CONFORM TO STANDARD INDEX 546 CRITERIA SET FORTH IN F.D.O.T. ROADWAY AND TRAFFIC DESIGN STANDARDS.
64. APPLICATION/ SCHEDULE: WATER NEW TREES, PALMS, AND SHRUBS EVERY DAY FOR THE FIRST TWO WEEKS, THREE TIMES A WEEK FOR THE SECOND TWO WEEKS, AND THEN TWICE A WEEK FOR THE NEXT EIGHT WEEKS FOR A TOTAL OF A 90 DAY WATERING PERIOD. NO FURTHER WATERING WILL BE REQUIRED. HAND WATERING SCHEDULE TO START AT FINAL ACCEPTANCE OF PROJECT.
65. EARTH BERM 4" HIGH OUTSIDE THE PROPOSED ROOT BALL PRIOR TO WATERING. APPLY A MINIMUM OF 4" OF WATER WITHIN THE SAUCER, OR 1-3 GALLONS PER INCH OF TRUNK DIAMETER, WHICH EVER IS MORE AT EACH WATERING. WATER APPLICATION SHOULD SATURATE THE ROOT BALL TO ITS ENTIRE DEPTH. DO NOT WATER IF ROOT BALL IS ALREADY SATURATED.
66. HANDWATERING IS IN ADDITION TO THE UNDERGROUND IRRIGATION SYSTEM.
67. THE CONTRACTOR MUST REPAIR, AT CONTRACTOR'S SOLE COST, ALL DAMAGE DONE TO ANY NEW OR EXISTING LANDSCAPE ITEMS. DURING THE COURSE OF CONSTRUCTION, INCLUDING BUT NOT LIMITED TO NOT LIMITED TO TREES, SHRUBS, GROUNDCOVER, SOD OR ASSOCIATED PROPERTY, OR IRRIGATION SYSTEMS EQUIPMENT, ETC. AND MUST BEAR ALL COSTS ASSOCIATED WITH SAME TO INCLUDE, BUT NOT BE LIMITED TO, REDESIGN, RE-SURVEY, RE-PERMITTING AND CONSTRUCTION. THE CONTRACTOR IS RESPONSIBLE FOR AND MUST REPLACE ALL LANDSCAPE RELATED ITEMS, AND ANY UNDERGROUND ACCESSORY EQUIPMENT DAMAGED DURING CONSTRUCTION AND MUST BEAR ALL COSTS ASSOCIATED WITH SAME. THE REPAIR OF ANY SUCH NEW OR EXISTING CONSTRUCTION OR PROPERTY MUST RESTORE SUCH CONDITIONS PRIOR TO COMMENCEMENT OF THE CONSTRUCTION, AND IN CONFORMANCE WITH APPLICABLE CODES, LAWS, RULES, REGULATIONS, STATUTORY REQUIREMENTS AND STATUTES. THE CONTRACTOR MUST BEAR ALL COSTS ASSOCIATED WITH SAME. THE CONTRACTOR MUST, PROMPTLY, DOCUMENT ALL EXISTING DAMAGE AND NOTIFY, IN WRITING, THE OWNER AND THE CONSTRUCTION MANAGER PRIOR TO THE START OF CONSTRUCTION.

SOIL PREPARATION, SOIL MIX, FERTILIZER, & MULCH NOTES:

1. ENSURE THAT ALL PLANTING SOIL IS FERTILE, FRIABLE, NATURAL LOAM SURFACE SOIL, REASONABLY FREE OF SUBSOIL, CLAY LUMPS, WEEDS AND OTHER LITTER, AND FREE OF ROOTS,STUMPS AND STONES LARGER THAN ONE INCH IN ANY DIMENSION, AND OTHER EXTRANEOUS OR TOXIC MATTER HARMFUL TO PLANT GROWTH. SHOULD ANY SOIL AMENDMENT BE NECESSARY, THE CONTRACTOR SHALL BRING THIS TO THE ATTENTION OF THE CONSULTANT AND THE COUNTY.
2. APPLY APPROVED HERBICIDE: ACCORDING TO MANUFACTURERS RATE AND SPECS WITHIN LIMITS OF ALL AREAS TO BE PLANTED. PROTECT EXISTING PLANTS TO REMAIN FROM OVERSPRAY OR SPRAY WITHIN ROOT ZONE. CONTRACTOR AND COUNTY TO ENSURE TOTAL WEED ERADICATION.
3. SCARIFY SUBSOIL TO A DEPTH OF 3 INCHES.
4. PLANTING MIX FOR TREES, SHRUBS, AND GROUNDCOVERS SHALL CONSIST OF A THOROUGHLY BLENDED MIXTURE OF:
   A. 20% TOPSOIL
   B. 10% PEAT OR COMPOST
   C. 70% SAND
5. PLANTING MIX FOR BACKFILL AROUND ROOT BALLS OF PALMS:
   A. 90% NATIVE SAND FROM ON SITE OR APPROVED SUBSTITUTE
   B. 10% TOPSOIL
6. FERTILIZE ALL TREES, SHRUBS AND GROUNDCOVER WITH PLANTING TABLETS 20-20-5 FORMULA, 21 GRAM.
7. ALL SHRUB BEDS SHALL BE EXCAVATED TO A MINIMUM DEPTH OF 24" AND BACK FILLED WITH THE SPECIFIED MIXTURE.
8. SMOOTH ALL PREPARED TOPSOIL TO 3" EXCEPT WITHIN DRIP LINES OF EXISTING TREES AND 4" BELOW TOP OF SURROUNDING PAVING EDGES. REMOVE ALL ROCKS AND OTHER OBJECTS OVER 1" IN DIAMETER.
9. FINISH GRADE ALL PREPARED TOPSOIL AREAS TO A SMOOTH, EVEN SURFACE ASSURING POSITIVE DRAINAGE AWAY FROM THE STRUCTURES AND ELIMINATE ANY LOW AREAS WHICH MAY COLLECT WATER.
10. TOPSOIL SHALL NOT BE EXTREMELY ACIDIC OR ALKALINE, NOR CONTAIN ANY TOXIC SUBSTANCE WHICH MAY BE HARMFUL TO PLANT GROWTH. THE PH SHALL BE IN THE RANGE OF 5.5-6.5.
11. CONTRACTOR SHALL MULCH ALL PLANTING MATERIAL THROUGHOUT AND COMPLETELY TO A 3 INCH DEPTH WITH CLEAN, WEED FREE FLORAMULCH
12. MINIMUM OF 2" TOPSOIL MUST BE ADDED UNDER ALL SODDED AREAS.

IRRIGATION NOTES:

1. XERISCAPE PRINCIPLES HAVE BEEN APPLIED TO THIS LANDSCAPE PLAN AS SPECIFIED IN SFWMD's XERISCAPE PLANT GUIDE II AND SHALL BE APPLIED ALL THROUGHOUT LANDSCAPE INSTALLATION AND MAINTENANCE.
2. THE CONTRACTOR SHALL MAINTAIN TEMPORARY IRRIGATION OR PROVIDE HAND WATERING FOR ALL RELOCATED TREES AND PALMS FROM NOTICE TO PROCEED UNTIL PERMANENT IRRIGATION SYSTEM IS OPERABLE.
3. THE IRRIGATION SYSTEM SHALL BE CONFIGURED TO ACCOMMODATE EXISTING TREES AND PALMS PER PLANS.
4. ALL LANDSCAPED AREAS MUST BE IRRIGATED IN ACCORDANCE WITH ALL LOCAL/ COUNTY REQUIREMENTS.
5. REMOVE EXISTING IRRIGATION EQUIPMENT WHICH INTERFERES WITH ANY CONSTRUCTION. THIS INCLUDES, BUT IS NOT LIMITED TO, CONTROLLERS, SPRINKLER HEADS, PIPE, QUICK COUPLERS, BACKFLOW PREVENTERS, CONTROL WIRE AND CONDUITS. ADDITIONALLY THE CONTRACTOR IS RESPONSIBLE FOR MAINTAINING THE EXISTING SYSTEM THROUGHOUT THE CONSTRUCTION PROCESS.
6. CONTRACTOR SHALL COORDINATE ALL PLANTING WORK WITH IRRIGATION WORK. INSPECT IRRIGATION SYSTEM AND INSURE THAT ADEQUATE WATER IS AVAILABLE BEFORE BEGINNING PLANTING OPERATIONS. IRRIGATION SYSTEMS WILL NOT PROVIDE SUFFICIENT QUANTITIES OF WATER FOR NEWLY PLANTED MATERIALS. THE LANDSCAPE CONTRACTOR IS RESPONSIBLE FOR DEEP ROOT HAND WATERING.
7. IF PROVIDED, REFER TO IRRIGATION PLANS FOR ADDITIONAL NOTES AND DETAILS.

PLANT SCHEDULE

SYMBOL	CODE	QTY	BOTANICAL NAME	COMMON NAME	SIZE	CONTAINER	NATIVE	DROUGHT	
EXISTING TREES & PALMS									
	QV-E	1	QUERCUS VIRGINIANA	SOUTHERN LIVE OAK	EXISTING TREE				
LARGE TREES									
	JS	4	JUNIPERUS SILICICOLA	SOUTHERN RED CEDAR	2.5" CAL. 10' HT X 6' SPRD	CONT./B&B	NATIVE	TOLERANT	
	QS	10	QUERCUS SHUMARDII	SHUMARD OAK	2.5" CAL. 10' HT X 6' SPRD	CONT./B&B	NATIVE	TOLERANT	
	QV	22	QUERCUS VIRGINIANA	SOUTHERN LIVE OAK	3" CAL. 10'-12' OA. HT. X 5'-6' SPRD.	CONT./B&B	NATIVE	TOLERANT	

SYMBOL	CODE	QTY	BOTANICAL NAME	COMMON NAME	SIZE	CONTAINER	NATIVE	DROUGHT	SPACING
SHRUBS									
	IVD	442	ILEX VOMITORIA 'SCHILLINGS DWARF'	SCHILLINGS DWARF YAUPON HOLLY	24" HT X 24" SPRD	CONTAINER	NATIVE	TOLERANT	24" o.c.
	POM	17	PODOCARPUS MACROPHYLLUS	YEW PODOCARPUS	42" HT X 36" SPRD	CONTAINER	NO	TOLERANT	36" o.c.
	VIO	290	VIBURNUM OBOVATUM	WALTER'S VIBURNUM	36" HT. X 36" SPRD.	CONTAINER	NATIVE	TOLERANT	36" o.c.
SHRUB AREAS									
	IVN	77	ILEX VOMITORIA 'NANA'	DWARF YAUPON HOLLY	24" HT X 24" SPRD	CONTAINER	NATIVE	TOLERANT	24" o.c.
	LIM	54	LIRIOPE MUSCARI 'BIG BLUE'	BIG BLUE LILYTURF	24" HT. X 24" SPRD.	CONTAINER	NO	TOLERANT	24" o.c.
	MUH	54	MUHLENBERGIA CAPILLARIS	PINK MUHLY GRASS	24" HT X 24" SPRD	CONTAINER	NATIVE	TOLERANT	24" o.c.
GROUND COVERS									
	JUC	184	JUNIPERUS CHINENSIS	JUNIPER	18" HT. X 18" SPRD.	CONTAINER	NO	TOLERANT	18" o.c.
SOD									
	SOD	13,989 SF	STENOTAPHRUM SECUNDATUM 'PALMETTO'	PALMETTO ST. AUGUSTINE GRASS	FULL, TIGHT COVERAGE	30" WIDE SOD ROLLS	NATIVE	TOLERANT	

THIS PLAN TO BE UTILIZED FOR LANDSCAPE PURPOSES ONLY

BOHLER
SITE CIVIL AND CONSULTING ENGINEERING
LAND SURVEYING
PROGRAM MANAGEMENT
LANDSCAPE ARCHITECTURE
SUSTAINABLE DESIGN
PERMITTING SERVICES
TRANSPORTATION SERVICES
THE INFORMATION, DESIGN AND CONTENT OF THIS PLANS IS COPYRIGHTED AND SHALL NOT BE EXPIRED OR USED FOR ANY PURPOSE WITHOUT PRIOR WRITTEN AUTHORIZATION FROM BOHLER. ONLY APPROVED AND SEALED PLANS SHALL BE UTILIZED FOR CONSTRUCTION PURPOSES BOHLER, INC.

REVISIONS

REV	DATE	COMMENT	DRAWN BY / CHECKED BY

Sunshine811
Call 811 or visit sunshine811.com two full business days before digging to have buried facilities located and marked.
Check positive response codes before you dig!

PRELIMINARY

THIS DRAWING IS INTENDED FOR MUNICIPAL AND/OR AGENCY REVIEW AND APPROVAL. IT IS NOT INTENDED AS A CONSTRUCTION DOCUMENT UNLESS INDICATED OTHERWISE.

PROJECT No.: FLC240030.00-A
DRAWN BY: EP
CHECKED BY: KA/BW
DATE: 01/30/2025
CAD I.D.: X-CIVL-LAND

PROJECT:

LAND DEVELOPMENT PLANS

FOR

WAWA

PROPOSED COMMERCIAL DEVELOPMENT

10 W HICKPOCHEE AVE
LABELLE, FL 33935
CITY OF LABELLE
HENDRY COUNTY

BOHLER
1 SE 3rd AVENUE
SUITE 2700
MIAMI, FLORIDA 33131
Phone: (786) 681-0800
FLORIDA BUSINESS CERT. OF AUTH. No. 30780

THIS ITEM HAS BEEN DIGITALLY SIGNED AND SEALED BY KEVIN JOHN AUST, PLA. ON THE DATE ADJACENT TO THE SEAL. PRINTED COPIES OF THIS DOCUMENT ARE NOT CONSIDERED SIGNED AND SEALED AND THE SIGNATURE MUST BE VERIFIED ON ANY ELECTRONIC COPIES.

SHEET TITLE:

LANDSCAPE NOTES

SHEET NUMBER:

C-703

ORG. DATE - 01/30/2025

H:\2024\FLC240030.00\CAD\DRAWINGS\PLAN SETS\CIVIL SITE PLANS\P-CIVL-LAND-FLC240030.00-SN-----1A-LAYOUT, C-703 LANDSCAPE NOTES.DWG

SIMMONS & WHITE
CIVIL & TRAFFIC ENGINEERING

LABELLE WAWA

City of Labelle, FL

TRAFFIC IMPACT STATEMENT

PREPARED FOR:

ComTerra Acquisitions, LLC

JOB NO. 24-147

DATE: 03/18/2025
REVISED: 07/08/2025
REVISED: 10/29/2025
REVISED: 04/20/2026

Bryan G. Kelley, Professional Engineer, State of Florida, License No. 74006 This item has been digitally signed and sealed by Bryan G. Kelley, P.E., on 04/20/2026. Printed Copies of this document are not considered signed and sealed and the signature must be verified on any electronic copies.	Digitally signed by Bryan G Kelley Date: 2026.04.20 13:02:33-04'00'

2581 Metrocentre Blvd. West, Ste 3 | West Palm Beach, FL 33407
561.478.7848 | simmonsandwhite.com | Certificate of Authorization #3452

TABLE OF CONTENTS

PAGE 4

1.0 Site Data
2.0 Traffic Generation
3.0 Traffic Analysis

PAGE 5

4.0 Intersection Analysis

PAGE 8

5.0 Driveway Volumes

PAGE 9

6.0 Site Operations
7.0 Conclusion

APPENDICES

APPENDIX A

FDOT TRAFFIC COUNTS

APPENDIX B

FDOT 2023 MULTIMODAL Q/LOS TABLES

APPENDIX C

SIGNAL TIMING SHEET

APPENDIX D

EXISTING CONDITIONS SYNCHRO

APPENDIX E

BACKGROUND CONDITIONS SYNCHRO

APPENDIX F

TOTAL TRAFFIC CONDITIONS SYNCHRO

APPENDIX G

OPTIMIZED CONDITIONS SYNCHRO

APPENDIX H

SITE PLAN

1.0 SITE DATA

The subject parcel is located at the northwest corner of the Hickpochee Avenue and Main Street intersection in the City of Labelle, Florida. The proposed plan of development on the currently unimproved parcel consists of a 6,500 SF convenience store and a 12 fuel position gas station. Per coordination with the City of LaBelle, the 6,500 SF of convenience store area has been divided into 1,162 SF of fast food restaurant and 5,338 SF of convenience store space to conservatively account for food service operations. While the previously proposed "fly-through window" operations have been removed from the Site Plan, the trip generation rates for a fast food restaurant with drive through land use have been maintained in order to be conservative. Site access is proposed via two (2) full access driveway connections to College Street, one (1) full access driveway connection to Main Street and one (1) right in/right out driveway connection to Main Street. For additional information on site layout, please refer to the Site Plan prepared by Bohler. The site location map is shown in Figure 1 attached to this report.

2.0 TRAFFIC GENERATION

The traffic generated by the proposed site has been calculated in accordance with the traffic generation rates listed in the *ITE Trip Generation Manual, 11th Edition.*

Table 1 shows the daily traffic generation associated with the proposed development in trips per day (tpd). Tables 2 and 3 show the AM and PM peak hour traffic generation, respectively, in peak hour trips (pht). The traffic to be generated by the proposed development may be summarized as follows:

Proposed Development Net Trips

Weekday Daily Traffic Generation	=	1,001 tpd
A.M. Peak Hour Traffic Generation	=	78 pht (39 In/39 Out)
P.M. Peak Hour Traffic Generation	=	70 pht (35 In/35 Out)

Proposed Development Driveway Trips

Weekday Daily Traffic Generation	=	3,832 tpd
A.M. Peak Hour Traffic Generation	=	282 pht (142 In/140 Out)
P.M. Peak Hour Traffic Generation	=	268 pht (135 In/133 Out)

3.0 ROADWAY SEGMENT ANALYSIS

The roadway study area was evaluated for all major roadways within a 1-mile radius of the site. The project trips were distributed on the surrounding roadway network as shown in Figure 1 for all roadways within the study area. Table 4 documents the area-wide growth based on FDOT AADT data from 2019 to 2023 for the surrounding roadways. Tables 5 and 6 shows the peak hour project impact on each of the impacted roadways for the AM and PM peak hours, respectively. The roadway classification was derived from the FDOT Preliminary Context Classification website. The LOS D volumes thresholds are from the FDOT 2023 Multimodal Q/LOS Handbook.

All roadways in which the proposed development trips resulted in less than a 1.0% of the LOS D capacity meet Level of Service requirements. As shown in Tables 5 and 6, the project will have a significant impact on Hickpochee Avenue and Main Street. Therefore, these roadway segments were analyzed further.

3.0 ROADWAY SEGMENT ANALYSIS (CONTINUED)

The peak hour roadway link analysis for Hickpochee Avenue and Main Street is provided in Tables 7 and 8. The area wide growth calculated in Table 4 was utilized to grow the existing 2024 traffic to the anticipated 2029 traffic conditions. As shown in Tables 7 and 8, all significantly impacted roadway segments meet the required LOS standards inclusive of the proposed development.

4.0 INTERSECTION ANALYSIS

The Hickpochee Avenue and Main Street intersection has been analyzed for the 2024 existing conditions, 2029 background, and 2029 total traffic conditions for the A.M. and P.M. peak hours.

The 2029 total traffic has been calculated using the higher value between the background growth rate and the combination of a 1.0% background growth rate and the approved committed development trips. The operational analyst was prepared using Synchro 12 software with HCM 7th edition methodology. The existing signal timing obtained from the FDOT was also utilized. The Synchro results are included in Appendix D through F and may be summarized as follows:

Existing Conditions Analysis

The results of the existing conditions analysis are provided below in Table 9 and are included in Appendix D.

Table 9
2024 Existing Conditions Operational Analysis

Intersection	Intersection Control	Approach / Turn Lane	AM Peak Hour		PM Peak Hour	
			Delay (s)	LOS	Delay (s)	LOS
Hickpochee Ave at Main Street	Signal	Northbound Approach	44.4	D	44.9	D
		Southbound Approach	74.0	E	78.8	E
		SBL	52.8	D	50.1	D
		SBT/SBR	79.1	E	82.8	F
		Eastbound Approach	18.5	B	23.9	C
		EBL	14.4	B	16.1	B
		Westbound Approach	17.8	B	21.1	C
		Overall	30.1	C	33.1	C

As shown above, the study intersections currently operate at LOS D or better for both peak hours.

4.0 INTERSECTION ANALYSIS (CONTINUED)

Background Conditions

The 2029 background traffic volumes were determined by using an area wide 4.7% historical growth rate. Note this is a conservative analysis since it is unlikely the 4.7% historical rate will continue on an annual basis for the next five years.

The results of the background conditions analysis are provided below in Table 9 and are included in Appendix E.

Table 9
2029 Background Conditions Operational Analysis

Intersection	Intersection Control	Approach	AM Peak Hour		PM Peak Hour	
			Delay (s)	LOS	Delay (s)	LOS
Hickpochee Ave at Main Street	Signal	Northbound Approach	43.1	D	52.0	D
		Southbound Approach	81.0	F	106.7	F
		SBL	49.5	D	51.5	D
		SBT/SBR	88.4	F	114.4	F
		Eastbound Approach	25.0	C	33.0	C
		EBL	18.9	B	20.2	C
		Westbound Approach	23.7	C	27.1	C
		Overall	35.5	D	43.3	D

As shown above, all study intersections will continue to operate overall at LOS D or better for both peak hours.

4.0 INTERSECTION ANALYSIS (CONTINUED)

Total Traffic Conditions

The project trips were added to the background conditions based on the trip distribution/assignment to determine the projected 2029 total traffic conditions. The results of the total traffic conditions analysis are provided below in Table 10 and included in Appendix F.

Table 10
2029 Total Traffic Conditions Operational Analysis

Intersection	Intersection Control	Approach	AM Peak Hour		PM Peak Hour	
			Delay (s)	LOS	Delay (s)	LOS
Hickpochee Ave at Main Street	Signal	Northbound Approach	46.7	D	58.5	E
		Southbound Approach	99.1	F	130.8	F
		SBL	51.5	D	55.6	E
		SBT/SBR	114.1	F	147.0	F
		Eastbound Approach	25.7	C	32.8	C
		EBL	20.3	C	21.3	C
		Westbound Approach	25.8	C	28.8	C
		Overall	41.0	D	49.2	D

As shown above, all study intersections will continue to operate overall at LOS D or better for both peak hours.

4.0 INTERSECTION ANALYSIS (CONTINUED)

However, due to the higher delays on the minor street, an optimized timings scenario was also included. The overall cycle length remained the same but the green phase times were optimized to better balance the anticipated traffic demand. The results of the optimized conditions scenario are shown in Table 11 below and included in Appendix G.

Table 11
2029 Optimized Conditions Operational Analysis

Intersection	Intersection Control	Approach	AM Peak Hour		PM Peak Hour	
			Delay (s)	LOS	Delay (s)	LOS
Hickpochee Ave at Main Street	Signal	Northbound Approach	39.8	D	45.9	D
		Southbound Approach	64.4	E	71.5	E
		SBL	47.8	D	48.3	D
		SBT/SBR	69.7	E	76.5	E
		Eastbound Approach	28.7	C	40.4	D
		EBL	22.7	C	25.4	C
		Westbound Approach	28.8	C	34.7	C
		Overall	36.3	D	43.8	D

5.0 DRIVEWAY VOLUMES

The AM and PM peak hour volumes at the project entrances for the overall development with no reduction for pass by credits are shown in Tables 2 and 3 and may be summarized as follows:

Directional Distribution
(Trips IN/OUT)

AM = 142 / 140
PM = 135 / 133

The Turning Movement figure presents the AM and PM peak turning movement volume assignments at the project driveway based on the directional distributions. As previously mentioned, access is proposed via two (2) full access driveway connections to College Street, one (1) full access driveway connection to Main Street and one (1) right in/right out driveway connection to Main Street.

6.0 SITE OPERATIONS

The proposed site plan includes additional parking spaces above minimum code requirements to account for the Wawa business model. The site has been specifically designed to ensure sufficient traffic circulation, parking, and stacking. Wawa is sensitive to the specific issues, and the site plan is designed intentionally to ensure efficient operations.

7.0 CONCLUSION

The attached tables document the daily, A.M. peak hour and P.M. peak hour traffic generation for the existing and proposed development. The proposed development will generate 1,001 daily trips, 78 A.M. peak hour trips, and 70 P.M. peak hour trips. The analysis provided within this report demonstrates the surrounding roadway network will operate at an acceptable Level of Service.

JG: x:\Documents\Traffic Drainage&Structural/tis.24147.rev3

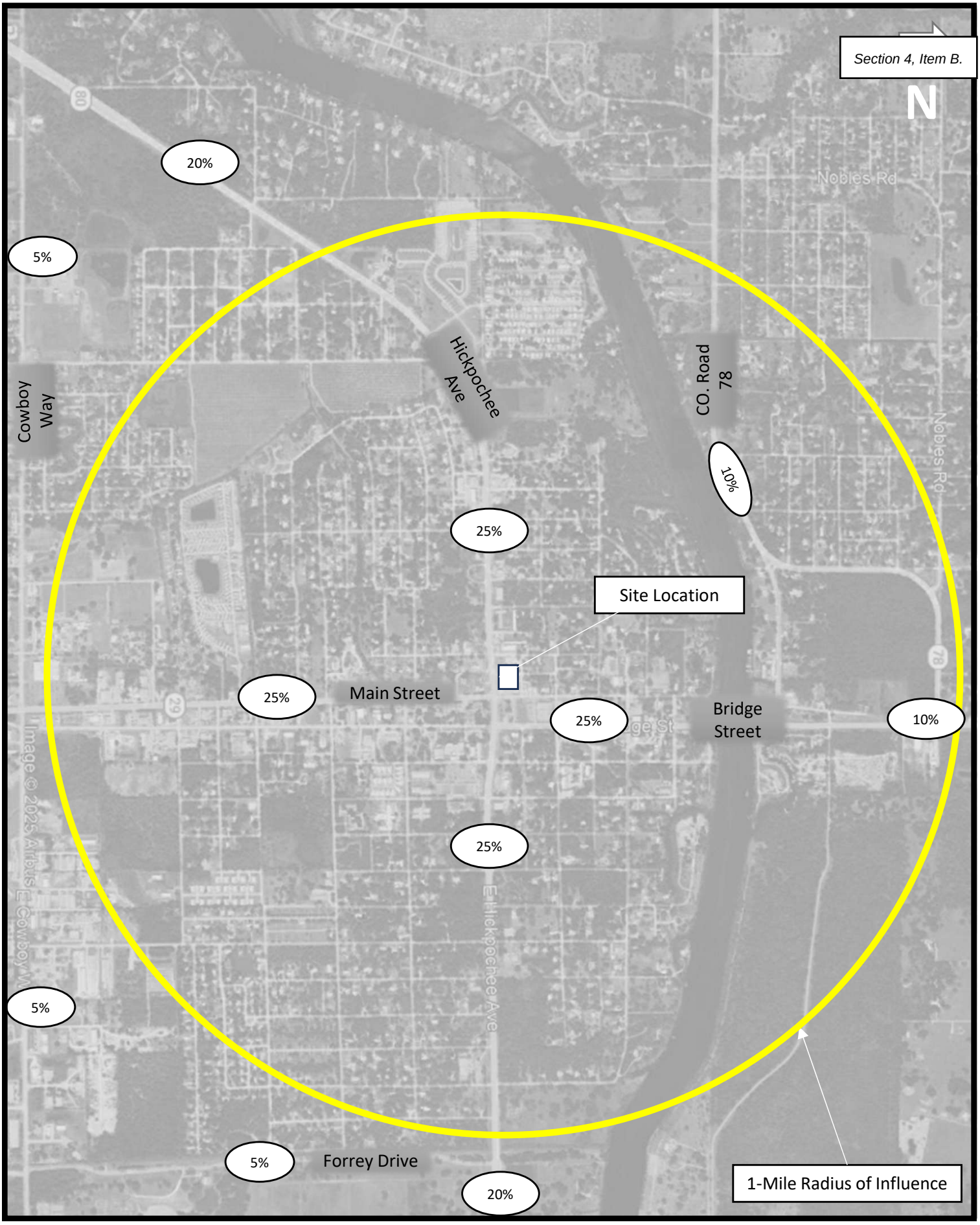


Figure 1 - Trip Distribution
Labelle Wawa
Project # 24-147

SIMMONS & WHITE
CIVIL & TRAFFIC ENGINEERING

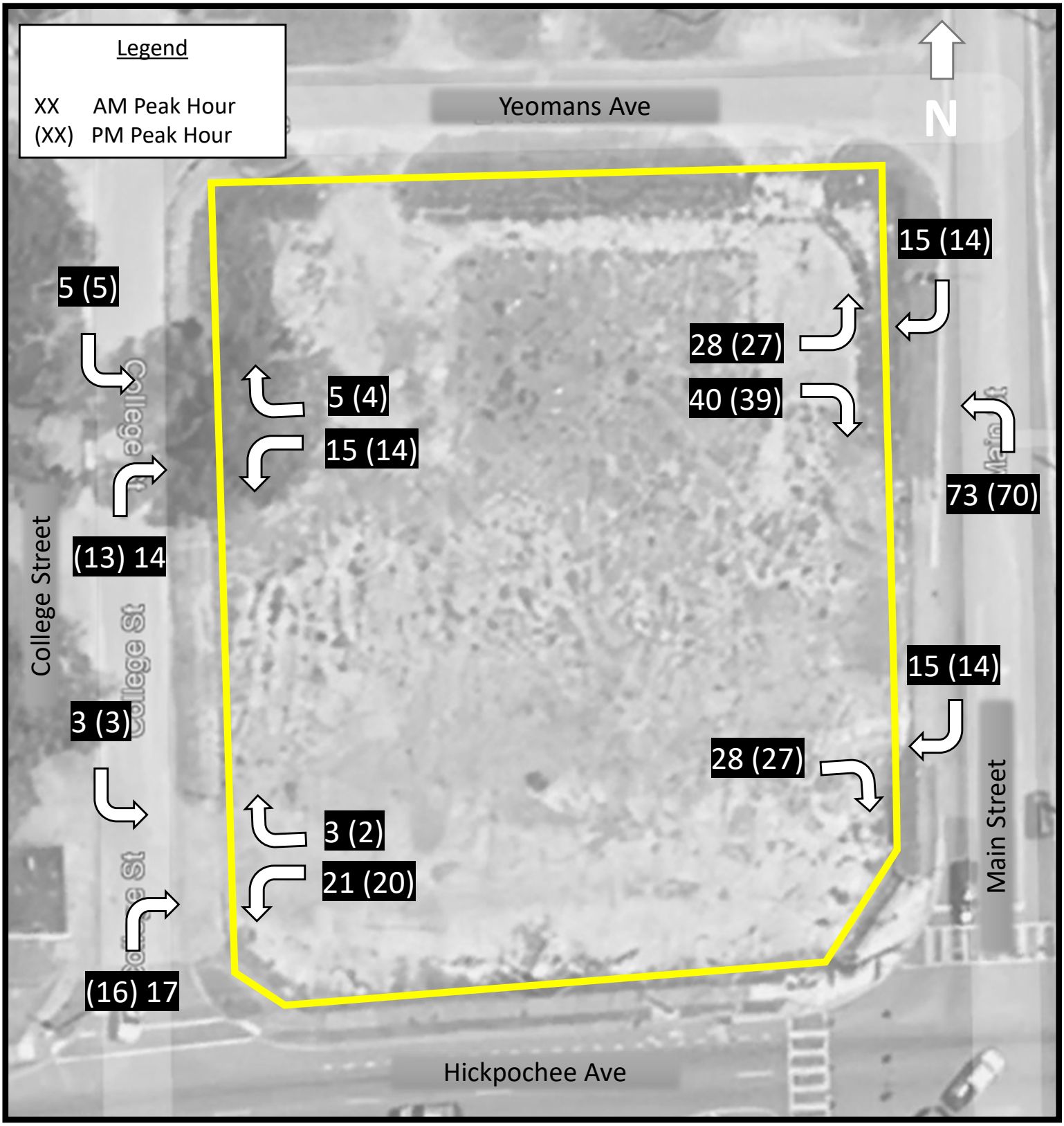


Figure 2 – Driveway Trips
Labelle Wawa
Project # 24-147

SIMMONS & WHITE
CIVIL & TRAFFIC ENGINEERING

LABELLE WAWA

PROPOSED DEVELOPMENT

TABLE 1 - Daily Traffic Generation

Landuse	ITE Code	Intensity		Rate/Equation	Dir Split In	Dir Split Out	Gross Trips	Internalization %	Internalization Total	External Trips (Driveway Trips)	Pass-by %	Pass-by Trips	Net Trips
Fast Food Rest. + DT	934	1,162	S.F.	467.48			543		0	543	49%	266	277
Gas Station w/ Convenience Store[e]	FDOT	12	Fuel Positions	14.3*PM Trips			3,289		0	3,289	78%	2,565	724
		5,338	S.F.										
		Grand Totals:					**3,832**	**0.0%**	**0**	**3,832**	**74%**	**2,831**	**1,001**

TABLE 2 - AM Peak Hour Traffic Generation

Landuse	ITE Code	Intensity		Rate/Equation	Dir Split In	Dir Split Out	Gross Trips In	Gross Trips Out	Gross Trips Total	Internalization %	Internalization In	Internalization Out	Internalization Total	External Trips (Driveway Trips) In	External Trips (Driveway Trips) Out	External Trips (Driveway Trips) Total	Pass-by %	Pass-by Trips	Net Trips In	Net Trips Out	Net Trips Total
Fast Food Rest. + DT	934	1,162	S.F.	44.61	0.51	0.49	27	25	52	0.0%	0	0	0	27	25	52	49%	25	14	13	27
Gas Station w/ Convenience Store[e]	FDOT	12	Fuel Positions	12.3*FP+15.5*(X)	0.50	0.50	115	115	230	0.0%	0	0	0	115	115	230	78%	179	25	26	51
		5,338	S.F.																		
		Grand Totals:					**142**	**140**	**282**	**0.0%**	**0**	**0**	**0**	**142**	**140**	**282**	**72%**	**204**	**39**	**39**	**78**

TABLE 3 - PM Peak Hour Traffic Generation

Landuse	ITE Code	Intensity		Rate/Equation	Dir Split In	Dir Split Out	Gross Trips In	Gross Trips Out	Gross Trips Total	Internalization %	Internalization In	Internalization Out	Internalization Total	External Trips (Driveway Trips) In	External Trips (Driveway Trips) Out	External Trips (Driveway Trips) Total	Pass-by %	Pass-by Trips	Net Trips In	Net Trips Out	Net Trips Total
Fast Food Rest. + DT	934	1,162	S.F.	33.03	0.52	0.48	20	18	38	0.0%	0	0	0	20	18	38	49%	19	10	9	19
Gas Station w/ Convenience Store[e]	FDOT	12	Fuel Positions	12.3*FP+15.5*(X)	0.50	0.50	115	115	230	0.0%	0	0	0	115	115	230	78%	179	25	26	51
		5,338	S.F.																		
		Grand Totals:					**135**	**133**	**268**	**0.0%**	**0**	**0**	**0**	**135**	**133**	**268**	**74%**	**198**	**35**	**35**	**70**

TABLE 4
AREA WIDE GROWTH RATE CALCULATION

STATION	ROADWAY	FROM	TO	2019 PEAK SEASON DAILY TRAFFIC	2023 PEAK SEASON DAILY TRAFFIC	IND. (%)
	HICKPOCHEE AVENUE	COWBOY WAY	DR. MLK BLVD	14,400	17,700	5.29%
	HICKPOCHEE AVENUE	DR. MILK BLVD	MAIN STREET/SITE	18,700	25,000	7.53%
	HICKPOCHEE AVENUE	MAIN STREET/SITE	BRIDGE STREET	22,500	25,000	2.67%
	HICKPOCHEE AVENUE	BRIDGE STREET	FORREY DRIVE	13,100	16,800	6.42%
	COUNTY ROAD 78	CRECENT AVENUE	BRIDGE STREET	2,000	2,600	6.78%
	COWBOY WAY	HICKPOCHEE AVENUE	MAIN STREET	7,300	6,700	-2.12%
	COWBOY WAY	MAIN STREET	FORREY DRIVE	8,900	10,400	3.97%
	MAIN STREET	OKLAHOMA AVENUE	HICKPOCHEE AVENUE/SITE	3,000	3,400	3.18%
	MAIN STREET	HICKPOCHEE AVENUE/SITE	PALMDALE AVENUE	7,100	8,600	4.91%
	MAIN STREET	PALMDALE AVENUE	COWBOY WAY	7,400	9,400	6.16%
	BRIDGE STREET	COUNTY ROAD 78	HICKPOCHEE AVENUE	15,900	18,900	4.42%
	FORREY DRIVE	HICKPOCHEE AVENUE	COWBOY WAY	NA	NA	NA
			∑ =	**120,300**	**144,500**	**4.69%**

AREA WIDE GROWTH RATE = 4.7%

LABELLE WAWA

TABLE 5
TEST 1 - PROJECT SIGNIFICANCE CALCULATION
AM PEAK HOUR

2029 BUILD OUT
1 MILE RADIUS OF DEVELOPMENT INFLUENCE
TOTAL AM PEAK HOUR PROJECT TRIPS (ENTERING) = 39
TOTAL AM PEAK HOUR PROJECT TRIPS (EXITING) = 39

STATION	ROADWAY	FROM	TO	DIRECTION	PROJECT DISTRIBUTION	AM PEAK HOUR DIRECTIONAL PROJECT TRIPS	EXISTING LANES	CLASS	LOS D STANDARD	TOTAL PROJECT IMPACT	PROJECT SIGNIFICANT
	HICKPOCHEE AVENUE	COWBOY WAY	DR. MLK BLVD	EB	20%	8	4L	C2	2910	0.27%	NO
				WB	20%	8	4L	C2	2910	0.27%	NO
	HICKPOCHEE AVENUE	DR. MLK BLVD	MAIN STREET/SITE	EB	25%	10	4L	C2T	1640	0.61%	NO
				WB	25%	10	4L	C2T	1640	0.61%	NO
	HICKPOCHEE AVENUE	MAIN STREET/SITE	BRIDGE STREET	EB	50%	20	4L	C2T	1640	1.22%	YES
				WB	50%	20	4L	C2T	1640	1.22%	YES
	HICKPOCHEE AVENUE	BRIDGE STREET	FORREY DRIVE	EB	25%	10	4L	C2T	1640	0.61%	NO
				WB	25%	10	4L	C2T	1640	0.61%	NO
	COUNTY ROAD 78	CRECENT AVENUE	BRIDGE STREET	EB	10%	4	2L	C2	730	0.55%	NO
				WB	10%	4	2L	C2	730	0.55%	NO
	COWBOY WAY	HICKPOCHEE AVENUE	MAIN STREET	EB	5%	2	2L	C2	730	0.27%	NO
				WB	5%	2	2L	C2	730	0.27%	NO
	COWBOY WAY	MAIN STREET	FORREY DRIVE	EB	5%	2	2L	C2	730	0.27%	NO
				WB	5%	2	2L	C2	730	0.27%	NO
	MAIN STREET	OKLAHOME AVENUE	HICKPOCHEE AVENUE/SITE	NB	5%	2	2L	C2	730	0.27%	NO
				SB	5%	2	2L	C2	730	0.27%	NO
	MAIN STREET	HICKPOCHEE AVENUE/SITE	PALMDALE AVENUE	NB	25%	10	2L	C2T	940	1.06%	YES
				SB	25%	10	2L	C2T	940	1.06%	YES
	MAIN STREET	PALMDALE AVENUE	COWBOY WAY	NB	20%	8	2L	C2	730	1.10%	YES
				SB	20%	8	2L	C2	730	1.10%	YES
	BRIDGE STREET	COUNTY ROAD 78	HICKPOCHEE AVENUE	NB	25%	10	2L	C3C	1070	0.93%	NO
				SB	25%	10	2L	C3C	1070	0.93%	NO
	FORREY DRIVE	HICKPOCHEE AVENUE	COWBOY WAY	NB	5%	2	2L	C2	730	0.27%	NO
				SB	5%	2	2L	C2	730	0.27%	NO

TABLE 6
TEST 1 - PROJECT SIGNIFICANCE CALCULATION
PM PEAK HOUR

2029 BUILD OUT
1 MILE RADIUS OF DEVELOPMENT INFLUENCE
TOTAL PM PEAK HOUR PROJECT TRIPS (ENTERING) = 35
TOTAL PM PEAK HOUR PROJECT TRIPS (EXITING) = 35

STATION	ROADWAY	FROM	TO	DIRECTION	PROJECT DISTRIBUTION	PM PEAK HOUR DIRECTIONAL PROJECT TRIPS	EXISTING LANES	CLASS	LOS D STANDARD	TOTAL PROJECT IMPACT	PROJECT SIGNIFICANT
	HICKPOCHEE AVENUE	COWBOY WAY	DR. MLK BLVD	EB	20%	7	4L	C2	2910	0.24%	NO
				WB	20%	7	4L	C2	2910	0.24%	NO
	HICKPOCHEE AVENUE	DR. MLK BLVD	MAIN STREET/SITE	EB	25%	9	4L	C2T	1640	0.55%	NO
				WB	25%	9	4L	C2T	1640	0.55%	NO
	HICKPOCHEE AVENUE	MAIN STREET/SITE	BRIDGE STREET	EB	50%	18	4L	C2T	1640	1.10%	YES
				WB	50%	18	4L	C2T	1640	1.10%	YES
	HICKPOCHEE AVENUE	BRIDGE STREET	FORREY DRIVE	EB	25%	9	4L	C2T	1640	0.55%	NO
				WB	25%	9	4L	C2T	1640	0.55%	NO
	COUNTY ROAD 78	CRECENT AVENUE	BRIDGE STREET	EB	10%	4	2L	C2	730	0.55%	NO
				WB	10%	4	2L	C2	730	0.55%	NO
	COWBOY WAY	HICKPOCHEE AVENUE	MAIN STREET	EB	5%	2	2L	C2	730	0.27%	NO
				WB	5%	2	2L	C2	730	0.27%	NO
	COWBOY WAY	MAIN STREET	FORREY DRIVE	EB	5%	2	2L	C2	730	0.27%	NO
				WB	5%	2	2L	C2	730	0.27%	NO
	MAIN STREET	OKLAHOME AVENUE	HICKPOCHEE AVENUE/SITE	NB	5%	2	2L	C2	730	0.27%	NO
				SB	5%	2	2L	C2	730	0.27%	NO
	MAIN STREET	HICKPOCHEE AVENUE/SITE	PALMDALE AVENUE	NB	25%	9	2L	C2T	940	0.96%	NO
				SB	25%	9	2L	C2T	940	0.96%	NO
	MAIN STREET	PALMDALE AVENUE	COWBOY WAY	NB	20%	7	2L	C2	730	0.96%	NO
				SB	20%	7	2L	C2	730	0.96%	NO
	BRIDGE STREET	COUNTY ROAD 78	HICKPOCHEE AVENUE	NB	25%	9	2L	C3C	1070	0.84%	NO
				SB	25%	9	2L	C3C	1070	0.84%	NO
	FORREY DRIVE	HICKPOCHEE AVENUE	COWBOY WAY	NB	5%	2	2L	C2	730	0.27%	NO
				SB	5%	2	2L	C2	730	0.27%	NO

LABELLE WAWA

TABLE 7
AM PEAK HOUR - TEST 1

2029 BUILD OUT
1 MILE RADIUS OF DEVELOPMENT INFLUENCE
AREA WIDE GROWTH RATE = 4.70%
TOTAL AM PEAK HOUR PROJECT TRIPS (ENTERING) = 39
TOTAL AM PEAK HOUR PROJECT TRIPS (EXITING) = 39

ROADWAY	FROM	TO	DIRECTION	TRAFFIC COUNT YEAR	AM PEAK HOUR TRAFFIC	PROJECT DISTRIBUTION	AM PEAK HOUR PROJECT TRIPS	LINK GROWTH	1.0% GROWTH	TOTAL BACKGROUND TRAFFIC USED	2029 TRAFFIC WITHOUT PROJECT	2029 TOTAL TRAFFIC	ASSURED LANES	CLASS	LOS D	2029 WITHOUT PROJECT MEETS LOS STD.	MEETS LOS STD.
HICKPOCHEE AVENUE	MAIN STREET/SITE	BRIDGE STREET	EB	2024	624	50%	20	161	32	161	785	805	4L	C2T	1640	**YES**	**YES**
			WB	2024	802	50%	20	207	41	207	1009	1029	4L	C2T	1640	**YES**	**YES**
MAIN STREET	HICKPOCHEE AVENUE/SITE	PALMDALE AVENUE	NB	2023	261	25%	10	83	16	83	344	354	2L	C2T	940	**YES**	**YES**
			SB	2023	337	25%	10	107	21	107	444	454	2L	C2T	940	**YES**	**YES**
MAIN STREET	PALMDALE AVENUE	COWBOY WAY	NB	2023	249	20%	8	79	15	79	328	336	2L	C2	730	**YES**	**YES**
			SB	2023	308	20%	8	98	19	98	406	414	2L	C2	730	**YES**	**YES**

Notes:

TABLE 8
PM PEAK HOUR - TEST 1

2029 BUILD OUT
1 MILE RADIUS OF DEVELOPMENT INFLUENCE
AREA WIDE GROWTH RATE = **4.70%**
TOTAL PM PEAK HOUR PROJECT TRIPS (ENTERING) = **35**
TOTAL PM PEAK HOUR PROJECT TRIPS (EXITING) = **35**

ROADWAY	FROM	TO	DIRECTION	TRAFFIC COUNT YEAR	PM PEAK HOUR TRAFFIC	PROJECT DISTRIBUTION	PM PEAK HOUR PROJECT TRIPS	LINK GROWTH	1.0% GROWTH	TOTAL BACKGROUND TRAFFIC USED	2029 TRAFFIC WITHOUT PROJECT	2029 TOTAL TRAFFIC	ASSURED LANES	CLASS	LOS D	2029 WITHOUT PROJECT MEETS LOS STD.	MEETS LOS STD.
HICKPOCHEE AVENUE	MAIN STREET/SITE	BRIDGE STREET	EB	2024	1053	50%	18	272	54	272	1325	1343	4L	C2T	1640	**YES**	**YES**
			WB	2024	782	50%	18	202	40	202	984	1002	4L	C2T	1640	**YES**	**YES**

Notes:

INTERSECTION VOLUME DEVLOPMENT
LABELLE WAWA
HICKPOCHEE AVENUE AND MAIN STREET

TRIPS	IN	OUT
AM	142	140
PM	135	133

INPUT DATA

Comments:

Growth Rate = 4.70% Peak Season = 1.00 Current Year = 2024 Buildout Year = 2029

AM Peak Hour

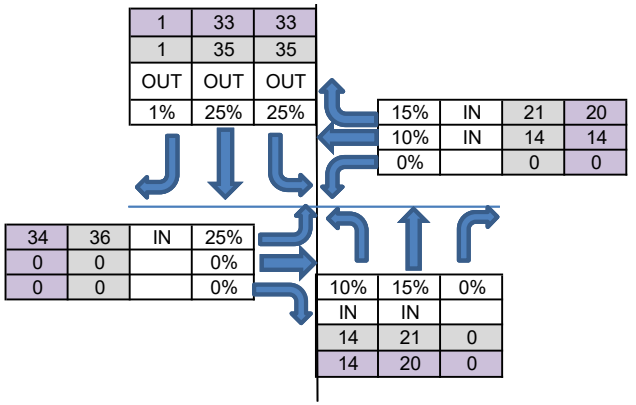
INTERSECTION VOLUME DEVELOPMENT

	Northbound			Southbound			Eastbound			Westbound				
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		
Existing Volume (2024)	112	105	61	56	157	88	32	507	56	110	644	48	1976	Existing Total
Peak Season Adjustment	0	0	0	0	0	0	0	0	0	0	0	0		
Background Traffic Growth	29	27	16	14	41	23	8	131	14	28	166	12	510	BG Total
1.0% Background Growth	6	5	3	3	8	4	2	26	3	6	33	2	101	1% + MP Total
Major Projects Traffic	0	0	0	0	0	0	0	0	0	0	0	0		
1% BGR + Major Projects	6	5	3	3	8	4	2	26	3	6	33	2	101	1% + MP Total
Background Traffic w/o Project	141	132	77	70	198	111	40	638	70	138	810	60		
Project Traffic	14	21	0	35	35	1	36	0	0	0	14	21		
Total	**155**	**153**	**77**	**105**	**233**	**112**	**76**	**638**	**70**	**138**	**824**	**81**		
Approach Total		**385**			**450**			**785**			**1,044**			

PM Peak Hour

INTERSECTION VOLUME DEVELOPMENT

	Northbound			Southbound			Eastbound			Westbound				
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		
Existing Volume (2024)	142	101	154	37	188	87	67	862	60	84	656	42	2480	Existing Total
Peak Season Adjustment	0	0	0	0	0	0	0	0	0	0	0	0		
Background Traffic Growth	37	26	40	10	49	22	17	223	15	22	169	11	640	BG Total
1.0% Background Growth	7	5	8	2	10	4	3	44	3	4	33	2	127	1% + MP Total
Major Projects Traffic	0	0	0	0	0	0	0	0	0	0	0	0		
1% BGR + Major Projects	7	5	8	2	10	4	3	44	3	4	33	2	127	1% + MP Total
Background Traffic w/o Project	179	127	194	47	237	109	84	1085	75	106	825	53		
Project Traffic	14	20	0	33	33	1	34	0	0	0	14	20		
Total	**193**	**147**	**194**	**80**	**270**	**110**	**118**	**1085**	**75**	**106**	**839**	**73**		
Approach Total		**533**			**460**			**1,278**			**1,018**			



APPENDIX A

FDOT TRAFFIC COUNTS

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2023 HISTORICAL AADT REPORT

COUNTY: 07 - HENDRY

SITE: 0023 - SR 29, N OF CR 80A/COWBOY WAY LABELLE

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2023	9400 S	N 4400	S 5000	9.00	55.20	9.20
2022	8600 F	N 4000	S 4600	9.00	57.50	9.20
2021	8400 C	N 3900	S 4500	9.00	58.30	9.20
2020	7200 C	N 3300	S 3900	9.00	56.80	19.80
2019	7400 C	N 3600	S 3800	9.00	57.40	18.80
2018	7200 F	N 3900	S 3300	9.00	58.50	13.80
2017	6900 C	N 3700	S 3200	9.00	58.20	6.10
2016	9900 F	N 5000	S 4900	9.00	57.30	6.10
2015	9300 C	N 4700	S 4600	9.00	58.40	6.10
2014	8400 F	N 4000	S 4400	9.00	58.90	6.10
2013	8400 C	N 4000	S 4400	9.00	58.60	6.10
2012	8500 C	N 3900	S 4600	9.00	58.80	5.60
2011	8200 F	N 3900	S 4300	9.00	61.10	5.80
2010	8400 C	N 4000	S 4400	9.69	59.27	5.80
2009	8600 C	N 4000	S 4600	9.99	59.95	4.60
2008	8300 C	N 3900	S 4400	10.28	60.86	6.10

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
2023 HISTORICAL AADT REPORT

COUNTY: 07 - HENDRY

SITE: 0006 - SR 29, N OF CALOOSAHATCHEE RIVER & S OF CR 78

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2023	18900 F	N 9300	S 9600	9.00	55.20	17.40
2022	17300 C	N 8500	S 8800	9.00	57.50	17.40
2021	16600 C	N 8300	S 8300	9.00	58.30	17.00
2020	14500 C	N 7200	S 7300	9.00	56.80	15.90
2019	15900 C	N 7900	S 8000	9.00	57.40	15.00
2018	15300 C	N 7600	S 7700	9.00	58.50	15.00
2017	14500 C	N 7200	S 7300	9.00	58.20	11.80
2016	11800 C	N 7000	S 4800	9.00	57.30	14.90
2015	13900 C	N 6800	S 7100	9.00	58.40	11.60
2014	13900 C	N 6800	S 7100	9.00	58.90	10.60
2013	11800 F	N 5800	S 6000	9.00	58.60	12.50
2012	12000 C	N 5900	S 6100	9.00	58.80	12.50
2011	13000 S	N 6500	S 6500	9.00	61.10	11.90
2010	13200 F	N 6600	S 6600	9.69	59.27	11.90
2009	13800 C	N 6900	S 6900	9.99	59.95	11.90
2008	14500 C	N 7200	S 7300	10.28	60.86	13.40

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

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2023 HISTORICAL AADT REPORT

COUNTY: 07 - HENDRY

SITE: 4139 - NORTH RIVER ROAD/CR 78, EAST OF FORT DENAUD BRIDGE WAY

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2023	2600 C	E 1300	W 1300	9.50	55.70	15.90
2022	2300 C	E 1200	W 1100	9.50	57.50	16.30
2021	2000 T	E 1000	W 1000	9.50	55.80	12.60
2020	2000 S	E 1000	W 1000	9.50	55.80	12.10
2019	2000 F	E 1000	W 1000	9.50	56.80	12.10
2018	2000 C	E 1000	W 1000	9.50	57.40	12.10
2017	1850 T	E 950	W 900	9.50	56.80	9.70
2016	1750 S	E 900	W 850	9.50	56.30	7.90
2015	1650 F	E 850	W 800	9.50	56.90	7.90
2014	1550 C	E 800	W 750	9.50	56.70	7.90
2013	1300 S	0	0	9.50	56.30	11.60
2012	1300 F	0	0	9.50	56.50	11.50
2011	1300 C	E 0	W 0	9.50	56.50	15.00

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

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2023 HISTORICAL AADT REPORT

COUNTY: 07 - HENDRY

SITE: 4125 - COWBOY WAY, EAST OF S.R. 80

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2023	6700 C	E 3300	W 3400	9.00	55.70	9.50
2022	7100 C	E 3400	W 3700	9.00	57.50	12.80
2021	7600 T	E 3700	W 3900	9.00	55.80	12.60
2020	7300 S	E 3600	W 3700	9.00	55.80	9.90
2019	7300 F	E 3600	W 3700	9.00	56.80	9.90
2018	7100 C	E 3500	W 3600	9.00	57.40	9.90
2017	6500 T	E 3200	W 3300	9.00	56.80	9.70
2016	6100 S	E 3000	W 3100	9.00	56.30	11.50
2015	5700 F	E 2800	W 2900	9.00	56.90	11.50
2014	5500 C	E 2700	W 2800	9.00	56.70	11.50
2013	4400 S	0	0	9.00	56.30	11.60
2012	4400 F	0	0	9.00	56.50	11.50
2011	4500 C	E 0	W 0	9.00	56.50	15.00

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

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2023 HISTORICAL AADT REPORT

COUNTY: 07 - HENDRY

SITE: 4032 - E COWBOY WAY, 0.5 MI E OF SR 29 HC 32

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2023	10400 C	E 5100	W 5300	9.00	55.70	11.60
2022	9500 E			9.00	57.50	18.40
2021	9300 S	E 4600	W 4700	9.00	55.80	10.70
2020	8900 F	E 4400	W 4500	9.00	55.80	10.70
2019	8900 C	E 4400	W 4500	9.00	56.80	10.70
2018	10500 X	0	0	9.00	57.40	13.80
2017	9900 T			9.00	56.80	10.80
2016	9300 S	E 4600	W 4700	9.00	56.30	9.80
2015	8700 F	E 4300	W 4400	9.00	56.90	9.80
2014	8300 C	E 4100	W 4200	9.00	56.70	9.80
2013	7600 S	E 3800	W 3800	9.00	56.30	7.60
2012	7600 F	E 3800	W 3800	9.00	56.50	7.60
2011	7800 C	E 3900	W 3900	9.00	56.50	7.60
2010	6700 S	E 3300	W 3400	9.81	57.36	8.20
2009	6900 F	E 3400	W 3500	10.07	57.54	8.20
2008	7100 C	E 3500	W 3600	10.16	56.49	8.20

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
2023 HISTORICAL AADT REPORT

COUNTY: 07 - HENDRY

SITE: 5003 - SR 80, EAST OF SR 29/BRIDGE STREET LABELLE

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2023	16800 S	E 8300	W 8500	9.00	56.40	9.40
2022	15400 F	E 7600	W 7800	9.00	57.50	9.40
2021	14600 C	E 7200	W 7400	9.00	55.80	9.40
2020	11500 C	E 5700	W 5800	9.00	55.80	10.30
2019	13100 C	E 6600	W 6500	9.00	56.50	11.10
2018	11900 C	E 5900	W 6000	9.00	56.20	9.50
2017	12000 C	E 6000	W 6000	9.00	55.40	9.20
2016	11400 C	E 5400	W 6000	9.00	55.40	12.00
2015	11000 C	E 5500	W 5500	9.00	55.70	9.50
2014	11200 F	E 5700	W 5500	9.00	54.80	8.80
2013	11000 C	E 5600	W 5400	9.00	54.50	8.80
2012	10300 C	E 5100	W 5200	9.00	54.70	9.40
2011	12500 F	E 6400	W 6100	9.00	51.90	7.90
2010	12700 C	E 6500	W 6200	9.91	56.65	7.90
2009	13300 C	E 6600	W 6700	10.14	55.96	8.80
2008	14300 C	E 7200	W 7100	10.10	54.31	15.70

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

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2023 HISTORICAL AADT REPORT

COUNTY: 07 - HENDRY

SITE: 5000 - SR 80, NE OF COWBOY WAY

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2023	17700 S	E 8900	W 8800	9.00	56.40	16.20
2022	16300 F	E 8200	W 8100	9.00	57.50	16.20
2021	15500 C	E 7800	W 7700	9.00	55.80	16.20
2020	13700 C	E 6800	W 6900	9.00	55.80	14.60
2019	14400 C	E 7100	W 7300	9.00	56.50	15.50
2018	13400 C	E 6600	W 6800	9.00	56.20	11.60
2017	13100 C	E 6600	W 6500	9.00	55.40	10.80
2016	13600 C	E 6600	W 7000	9.00	55.40	11.90
2015	11100 C	E 5500	W 5600	9.00	55.70	13.30
2014	10500 F	E 5200	W 5300	9.00	54.80	11.70
2013	10300 C	E 5100	W 5200	9.00	54.50	11.70
2012	9700 C	E 4800	W 4900	9.00	54.70	11.40
2011	11800 F	E 6000	W 5800	9.00	51.90	7.90
2010	12000 C	E 6100	W 5900	9.91	56.65	7.90
2009	11100 C	E 5600	W 5500	10.14	55.96	12.60
2008	10300 C	E 5100	W 5200	10.10	54.31	13.10

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
2023 HISTORICAL AADT REPORT

COUNTY: 07 - HENDRY

SITE: 5002 - SR 80, WEST OF SR 29/MAIN STREET, LABELLE

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2023	25000 F	E 12500	W 12500	9.00	56.40	10.90
2022	23000 C	E 11500	W 11500	9.00	57.50	10.90
2021	20000 C	E 10000	W 10000	9.00	55.80	10.60
2020	16600 C	E 8300	W 8300	9.00	55.80	10.80
2019	18700 C	E 9300	W 9400	9.00	56.50	11.70
2018	17200 C	E 8600	W 8600	9.00	56.20	9.40
2017	16800 C	E 8300	W 8500	9.00	55.40	9.50
2016	18200 C	E 9000	W 9200	9.00	55.40	10.70
2015	15000 C	E 7600	W 7400	9.00	55.70	10.00
2014	15900 F	E 8000	W 7900	9.00	54.80	9.50
2013	15700 C	E 7900	W 7800	9.00	54.50	9.50
2012	15200 C	E 7800	W 7400	9.00	54.70	8.60
2011	14900 F	E 7400	W 7500	9.00	51.90	7.70
2010	15100 C	E 7500	W 7600	9.91	56.65	7.70
2009	16300 C	E 8100	W 8200	10.14	55.96	9.60
2008	16700 C	E 8400	W 8300	10.10	54.31	10.30

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
2023 HISTORICAL AADT REPORT

COUNTY: 07 - HENDRY

SITE: 0011 - SR 80, WEST OF SR 29/BRIDGE STREET, LABELLE

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2023	25000 S	E 12500	W 12500	9.00	56.40	8.10
2022	23000 F	E 11500	W 11500	9.00	57.50	8.10
2021	22000 C	E 11000	W 11000	9.00	55.80	8.10
2020	21000 C	E 10500	W 10500	9.00	55.80	14.00
2019	22500 C	E 11500	W 11000	9.00	56.50	13.90
2018	21500 C	E 10500	W 11000	9.00	56.20	13.80
2017	19300 F	E 10000	W 9300	9.00	55.40	13.80
2016	18000 C	E 9300	W 8700	9.00	55.40	13.80
2015	13100 C	E 6600	W 6500	9.00	55.70	8.20
2014	15200 F	E 7500	W 7700	9.00	54.80	8.20
2013	15000 C	E 7400	W 7600	9.00	54.50	8.20
2012	14300 C	E 7100	W 7200	9.00	54.70	8.60
2011	12700 F	E 6400	W 6300	9.00	51.90	6.60
2010	12900 C	E 6500	W 6400	9.91	56.65	6.60
2009	17600 C	E 9600	W 8000	10.14	55.96	8.60
2008	16700 C	E 9000	W 7700	10.10	54.31	9.00

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

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2023 HISTORICAL AADT REPORT

COUNTY: 07 - HENDRY

SITE: 5005 - SR 29/MAIN STREET, SOUTH OF SR 80

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2023	8600 F	N 4300	S 4300	9.00	55.20	10.80
2022	7800 C	N 3900	S 3900	9.00	57.50	10.80
2021	7700 C	N 3800	S 3900	9.00	58.30	8.90
2020	6200 C	N 3100	S 3100	9.00	56.80	19.80
2019	7100 C	N 3600	S 3500	9.00	57.40	18.80
2018	7100 F	N 3400	S 3700	9.00	58.50	13.80
2017	6800 C	N 3300	S 3500	9.00	58.20	7.60
2016	8600 F	N 4300	S 4300	9.00	57.30	7.60
2015	8200 C	N 4100	S 4100	9.00	58.40	7.60
2014	7300 F	N 3600	S 3700	9.00	58.90	6.20
2013	7300 C	N 3600	S 3700	9.00	58.60	6.20
2012	7800 C	N 3800	S 4000	9.00	58.80	6.10
2011	6700 F	N 3300	S 3400	9.00	61.10	5.80
2010	6700 C	N 3300	S 3400	9.69	59.27	5.80
2009	8300 C	N 4200	S 4100	9.99	59.95	5.00
2008	8600 C	N 4300	S 4300	10.28	60.86	5.80

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

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2023 HISTORICAL AADT REPORT

COUNTY: 07 - HENDRY

SITE: 4100 - MAIN ST, NORTH OF SR 80

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2023	3400 C	N 1600	S 1800	9.00	55.70	16.30
2022	3300 E			9.00	57.50	15.60
2021	3200 S	N 1500	S 1700	9.00	55.80	12.60
2020	3000 F	N 1400	S 1600	9.00	55.80	14.00
2019	3000 C	N 1400	S 1600	9.00	56.80	13.90
2018	4000 X	0	0	9.00	57.40	10.50
2017	3800 T			9.00	56.80	9.70
2016	3600 S	N 1700	S 1900	9.00	56.30	4.50
2015	3400 F	N 1600	S 1800	9.00	56.90	4.50
2014	3200 C	N 1500	S 1700	9.00	56.70	4.50
2013	2800 S	N 1300	S 1500	9.00	56.30	2.90
2012	2800 F	N 1300	S 1500	9.00	56.50	2.90
2011	2800 C	N 1300	S 1500	9.00	56.50	2.90

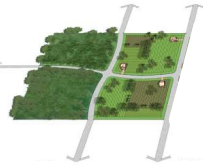
AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

APPENDIX B

FDOT 2023 MULTIMODAL Q/LOS TABLES

C1 & C2

Motor Vehicle Highway Generalized Service Volume Tables



(C1-Natural & C2-Rural)

Peak Hour Directional

	B	C	D	E
1 Lane	240	430	730	1,490
2 Lane	1,670	2,390	2,910	3,340
3 Lane	2,510	3,570	4,370	5,010

Peak Hour Two-Way

	B	C	D	E
2 Lane	440	780	1,330	2,710
4 Lane	3,040	4,350	5,290	6,070
6 Lane	4,560	6,490	7,950	9,110

AADT

	B	C	D	E
2 Lane	4,600	8,200	14,000	28,500
4 Lane	32,000	45,800	55,700	63,900
6 Lane	48,000	68,300	83,700	95,900

Adjustment Factors

2 Lane Divided Roadway with Exclusive Left Turn Adjustment: Multiply by 1.05
Multilane Undivided Highway with Exclusive Left Turn Adjustment: Multiply by 0.95
Multilane Undivided Highway without Exclusive Left Turn Adjustment:: Multiply by 0.75

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.

C3C & C3R

Motor Vehicle Arterial Generalized Service Volume Tables



(C3C-Suburban Commercial)

Peak Hour Directional

	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	**

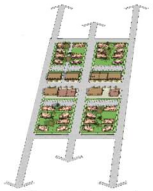
Adjustment Factors

The peak hour directional service volumes should be adjust 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.

C2T, C4, C5, & C6

Motor Vehicle Arterial Generalized Service Volume Tables



(C2T-Rural Town)

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	**



(C4-Urban General)

	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

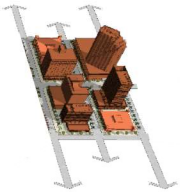


(C5-Urban Center)

	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



(C6-Urban Core)

	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 adjust 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 reache
***LOS C thresholds are not applicable for C6 as C6 roadway facilities are neither planned nor designed to achieve automobile LOS C.

APPENDIX C

SIGNAL TIMING SHEET

FDOT - DISTRICT 1

Signal System Timing Report

System ID: ***07010A***

Section: ***07010000***

Arterial: ***SR 80 / Hickpochee Ave***

From: ***Main Street***

MP: ***9.355***

To: ***Lee Street***

MP: ***9.500***

County: ***Hendry***



Implementation Start Date: March 7, 2024
Fine Tuning Completion Date: March 11, 2024

Name		Date	Approved By:
Designed By:	Michael Munson	3/26/2024	
Checked By:	Phillip Kurth	3/26/2024	
Drawn By:	Michael Munson	3/26/2024	
Checked By:	Phillip Kurth	3/26/2024	

Time of Day Plan

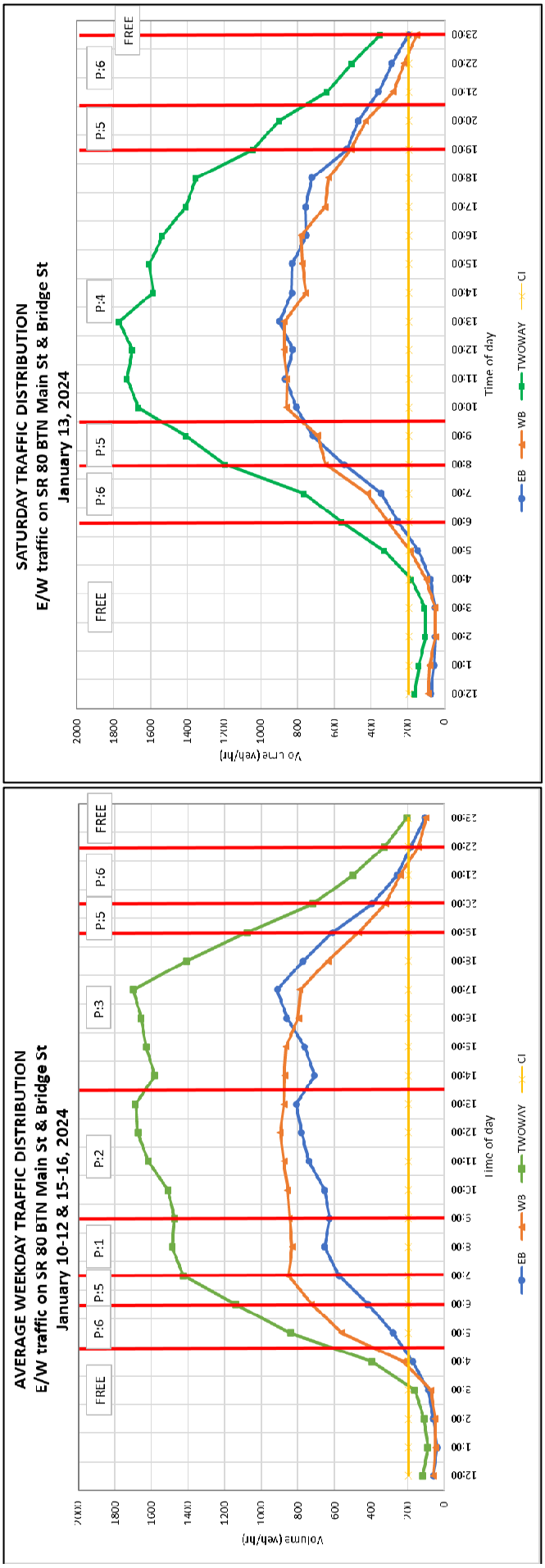
Designed By:	M. Munson
Date:	3/26/2024
Checked By:	P. Kurth
Date:	3/26/2024

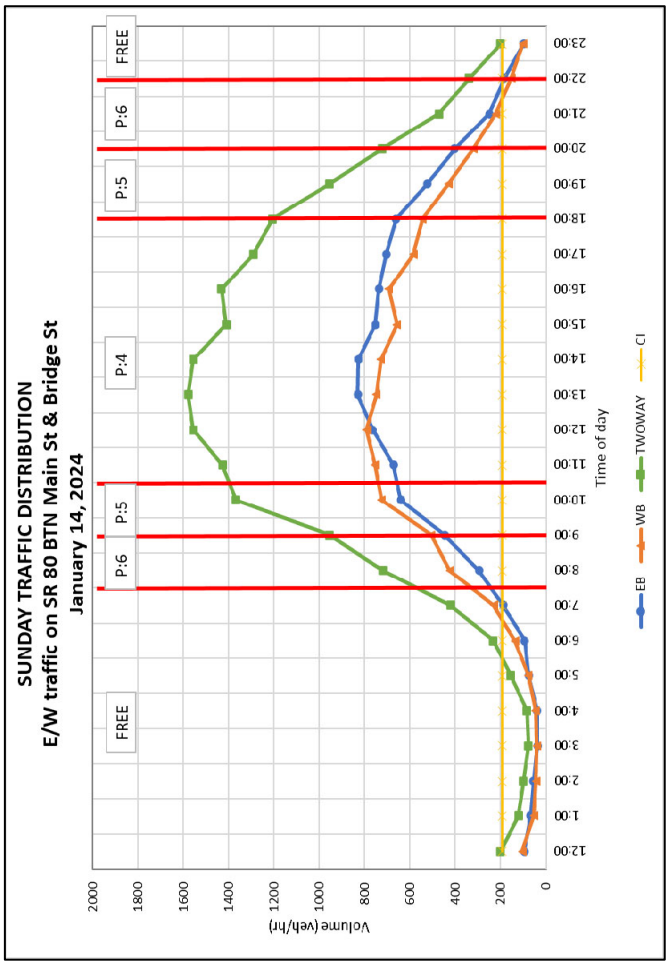
System ID: ***07010A***
Section: ***07010000***
Segment: ***SR 80 / Hickpochee Ave***
From: ***Main Street***
To: ***Lee Street***

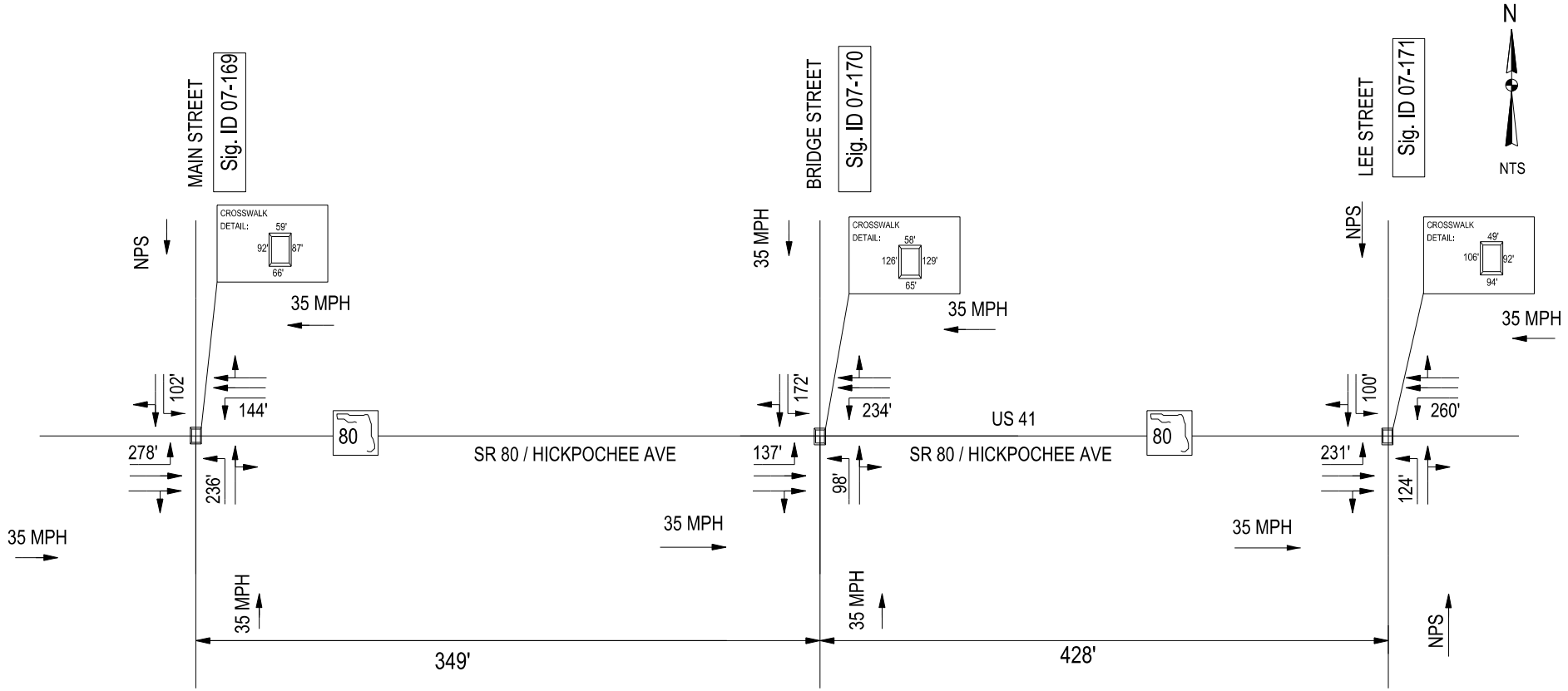
ALL SEASON PLAN

Day	Time	Pattern (C/S/O)	Cycle Length
Monday Thru Friday	0000	-	FREE
	0430	6	80
	0600	5	100
	0700	1	140
	0900	2	140
	1330	3	140
	1900	5	100
	2000	6	80
	2200	-	FREE
Saturday	0000	-	FREE
	0600	6	80
	0800	5	100
	0930	4	120
	1900	5	100
	2030	6	80
	2300	-	FREE
Sunday	0000	-	FREE
	0730	6	80
	0900	5	100
	1030	4	120
	1800	5	100
	2000	6	80
	2200	-	FREE

COUPLING ANALYSIS (SR 80 from Main St to Lee St)







NOTES:
DISTANCES BETWEEN INTERSECTIONS WERE DETERMINED FROM FDOT SLDs

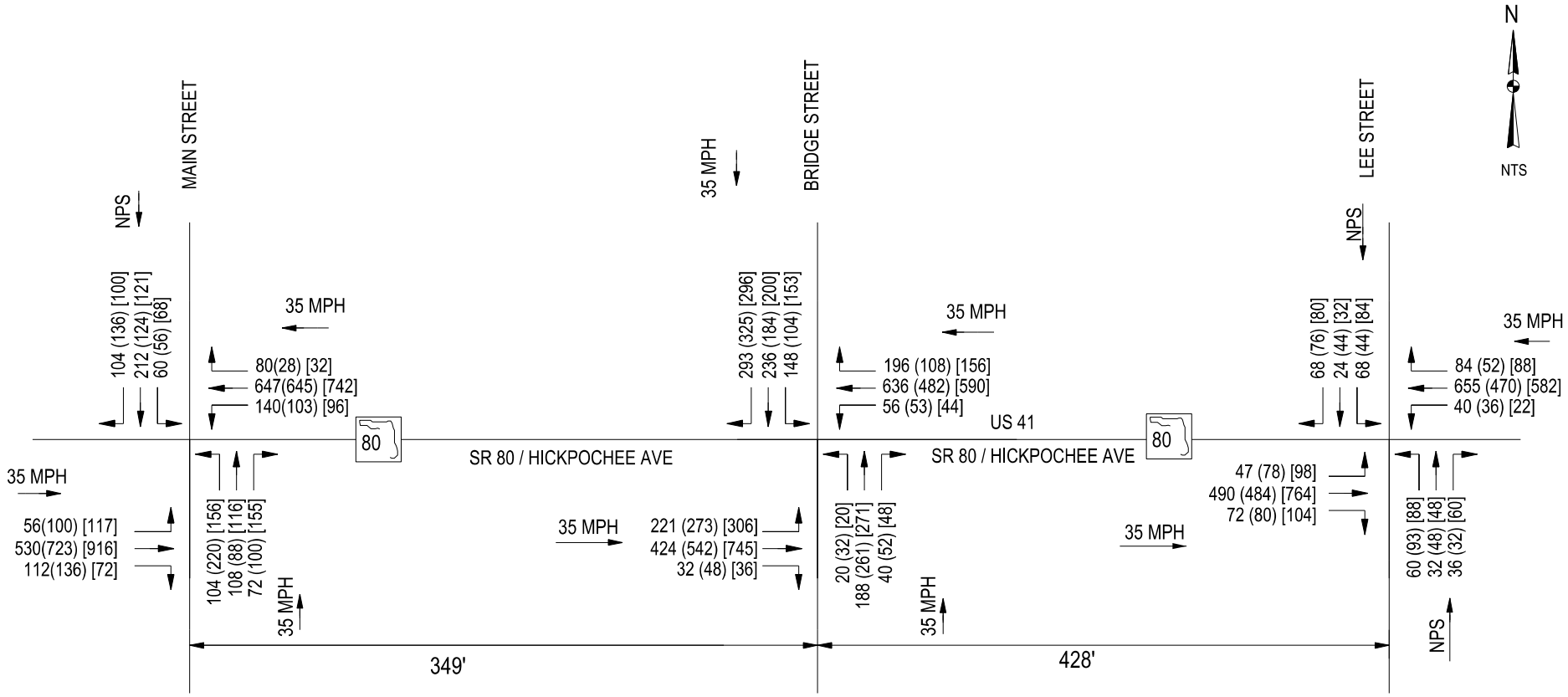
DISTRICT ONE
TRAFFIC OPERATIONS
SIGNAL SECTION

SR 80 / HICKPOCHEE AVE FROM MAIN STREET TO LEE STREET

LINE SKETCH OF LANE CONFIGURATIONS

PREPARED BY:
FTE

DATE: 02/05/2024



NOTES:

- XXX (XXX) [XXX] - AM VOLUME (MIDDAY VOLUME) [PM VOLUME]
- ALL VOLUME VALUES SHOWN IN THIS SHEET ARE FOR TRAFFIC ANALYSIS FOR SIGNAL TIMING DESIGN PURPOSES ONLY

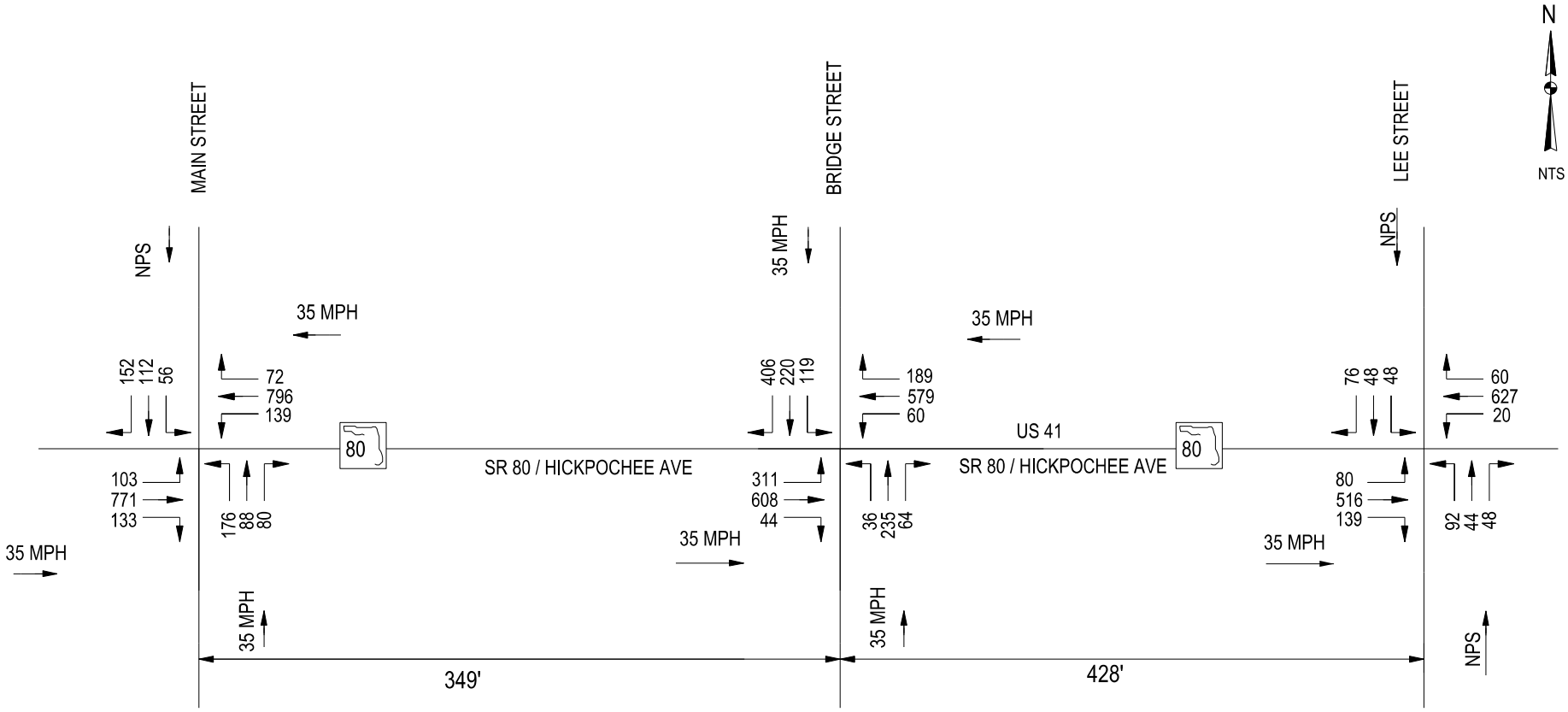
DISTRICT ONE
TRAFFIC OPERATIONS
SIGNAL SECTION

SR 80 / HICKPOCHEE AVE FROM MAIN STREET TO LEE STREET

LINE SKETCH OF TRAFFIC VOLUME: WEEKDAY

PREPARED BY: FTE

DATE: 02/19/2024



NOTES:

- SATURDAY VOLUME
- ALL VOLUME VALUES SHOWN IN THIS SHEET ARE FOR TRAFFIC ANALYSIS FOR SIGNAL TIMING DESIGN PURPOSES ONLY

DISTRICT ONE
TRAFFIC OPERATIONS
SIGNAL SECTION

SR 80 / HICKPOCHEE AVE FROM MAIN STREET TO LEE STREET

LINE SKETCH OF TRAFFIC VOLUME: SATURDAY

PREPARED BY: FTE

DATE: 02/19/2024

Designed By:	M. Munson
Date:	3/26/2024
Checked By:	P. Kurth
Date:	3/26/2024

Location Details	
Section: 07010000	Mile Post: 9.355
Major Street: SR 80 / Hickpochee Ave	Orientation E-W
Minor Street: Main Street	Orientation N-S
Sig ID: 169	System ID: 07010A

Controller Timings (seconds)

Movement # (Controller Phase Ø)	1	2	3	4	5	6	7	8	Notes
Direction	EBL	WB		NB	WBL	EB	NBL	SB	
Turn Type	FYA				FYA		FYA		
Min Green	5	12		7	5	12	5	7	
Ext	3	5		3	3	5	3	3	
Yellow	4.1	4.1		4.1	4.1	4.1	4.1	4.1	
All Red	3.4	3.4		2.0	3.4	3.4	2.0	2.0	
Max I	10	40		20	10	40	10	20	
Max II									
Walk		7		7		7		7	
Flashing Don't Walk		17		25		19		27	
Detector Memory									
Det. Cross Switch.	YES				YES		YES		
Dual Entry				On				On	
Vehicle Recall		Min		Min		Min	Min		
CNA									
Rest in Walk									

Coordination Timings (seconds)

Pattern	C-S-O	Cycle Length	Splits								Offset	Sequence	Coord Phase
1		140	16	72		52	21	67	19	33	9	3	2 & 6
2		140	16	72		52	21	67	19	33	9	3	2 & 6
3		140	16	72		52	21	67	19	33	9	3	2 & 6
4		120	16	49		55	16	49	19	36	9	3	2 & 6
5		100	14	50		36	17	47	14	22	6	1	2 & 6
6		80	14	36		30	14	36	14	16	10	1	2 & 6

Offset Reference Point
End of Main Street Green

SOP 10 (Sequence 1)

Ring 1	1	2	4	
Ring 2	5	6	7	8

SOP 10 (Sequence 3)

Ring 1	2	1	4	
Ring 2	5	6	7	8

Notes:

1) Use 'Max I" during FREE operations and 'Max Inhibit' during coordination
2) Use Fixed Force Offs
3) Max recall phases 2 & 6 during coordination
4) Sequence 1 used during FREE operation
5) Program 3 sec of detection delay for minor street left turn movements
6) Program 8 sec of detection delay for minor street right turn movements
7) Controller: Peek ATC-1000

7.a) Permissive Type: Yield
7.b) Yield Percent: 5%
7.c) Offset Seeking Mode: Short Route
7.d) Pedestrian Override = YES for all patterns

8) Program 3 sec startup delay for FYA indication on movements 1, 5
9) Remove Detector cross switching and phase restrictions for Ø1 & Ø5 during all Patterns

Designed By:	M. Munson
Date:	3/26/2024
Checked By:	P. Kurth
Date:	3/26/2024

Location Details	
Section: 07010000	Mile Post: 9.422
Major Street: SR 80 / Hickpochee Ave	Orientation E-W
Minor Street: SR 29 / Bridge Street	Orientation N-S
Sig ID: 170	System ID: 07010A

Controller Timings (seconds)

Movement # (Controller Phase Ø)	1	2	3	4	5	6	7	8	Notes
Direction	EBL	WB	SBL	NB	WBL	EB		SB	
Turn Type	FYA		FYA		FYA				
Min Green	5	12	5	7	5	12		7	
Ext	3	5	3	4	3	5		6	
Yellow	4.1	4.1	4.1	4.1	4.1	4.1		4.1	
All Red	3.1	3.1	2.6	2.6	3.1	3.1		2.6	
Max I	10	40	10	40	10	40		40	
Max II									
Walk		7		7		7		7	
Flashing Don't Walk		23		33		24		32	
Detector Memory									
Det. Cross Switch.	YES		YES		YES				
Dual Entry				On				On	
Vehicle Recall		Min				Min			
CNA									
Rest in Walk									

Coordination Timings (seconds)

Pattern	C-S-O	Cycle Length	Splits								Offset	Sequence	Coord Phase
1		140	28	50	16	46	13	65		62	0	3	2 & 6
2		140	33	45	16	46	13	65		62	0	3	2 & 6
3		140	33	50	16	41	13	70		57	0	3	2 & 6
4		120	31	37	19	33	13	55		52	5	3	2 & 6
5		100	25	36	16	23	16	45		39	0	3	2 & 6
6		80	17	31	15	17	14	34		32	0	3	2 & 6

Offset Reference Point
End of Main Street Green

SOP 10 (Sequence 1)

Ring 1	1	2	3	4
Ring 2	5	6	8	

SOP 10 (Sequence 3)

Ring 1	2	1	3	4
Ring 2	5	6	8	

Notes:

1) Use 'Max I" during FREE operations and 'Max Inhibit' during coordination
2) Use Fixed Force Offs
3) Max recall phases 2 & 6 during coordination
4) Sequence 1 used during FREE operation
5) Program 3 sec of detection delay for minor street left turn movements
6) Program 8 sec of detection delay for minor street right turn movements
7) Controller: Peek ATC-1000

7.a) Permissive Type: Yield
7.b) Yield Percent: 5%
7.c) Offset Seeking Mode: Short Route
7.d) Pedestrian Override = YES for all patterns

8) Program 3 sec startup delay for FYA indication on movements 1, 5
9) Remove Detector cross switching and phase restrictions for Ø1 & Ø5 during all Patterns

Designed By:	M. Munson
Date:	3/26/2024
Checked By:	P. Kurth
Date:	3/26/2024

Location Details	
Section: 07010000	Mile Post: 9.500
Major Street: SR 80 / Hickpochee Ave	Orientation E-W
Minor Street: Lee Street	Orientation N-S
Sig ID: 171	System ID: 07010A

Controller Timings (seconds)

Movement # (Controller Phase Ø)	1	2	3	4	5	6	7	8	Notes
Direction	EBL	WB		NB	WBL	EB		SB	
Turn Type	FYA				FYA				
Min Green	5	12		7	5	12		7	
Ext	3	5		3	3	5		3	
Yellow	4.1	4.1		3.7	4.1	4.1		3.7	
All Red	3.2	3.2		2.0	3.2	3.2		2.0	
Max I	10	40		20	10	40		20	
Max II									
Walk		7		7		7		7	
Flashing Don't Walk		14		27		27		31	
Detector Memory									
Det. Cross Switch.	YES				YES				
Dual Entry				On				On	
Vehicle Recall		Min				Min			
CNA									
Rest in Walk									

Coordination Timings (seconds)

Pattern	C-S-O	Cycle Length	Splits								Offset	Sequence	Coord Phase
1		140	16	94		30	16	94		30	62	1	2 & 6
2		140	16	94		30	16	94		30	62	1	2 & 6
3		140	16	94		30	16	94		30	62	1	2 & 6
4		120	16	74		30	16	74		30	52	1	2 & 6
5		100	16	59		25	16	59		25	25	1	2 & 6
6		80	16	46		18	16	46		18	24	1	2 & 6

Offset Reference Point
End of Main Street Green

SOP 7 (Sequence 1)

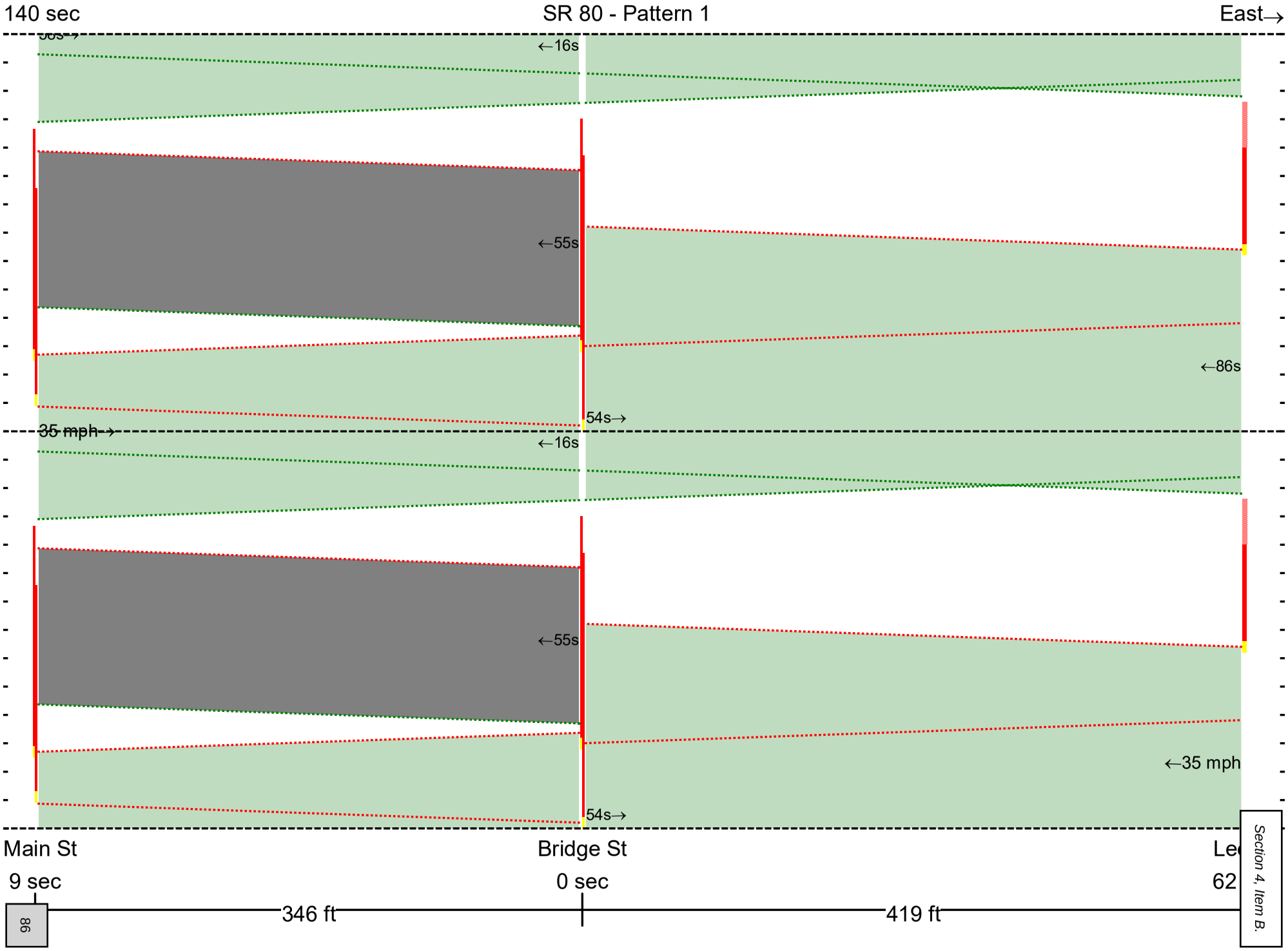
Ring 1	1	2	4
Ring 2	5	6	8

Notes:

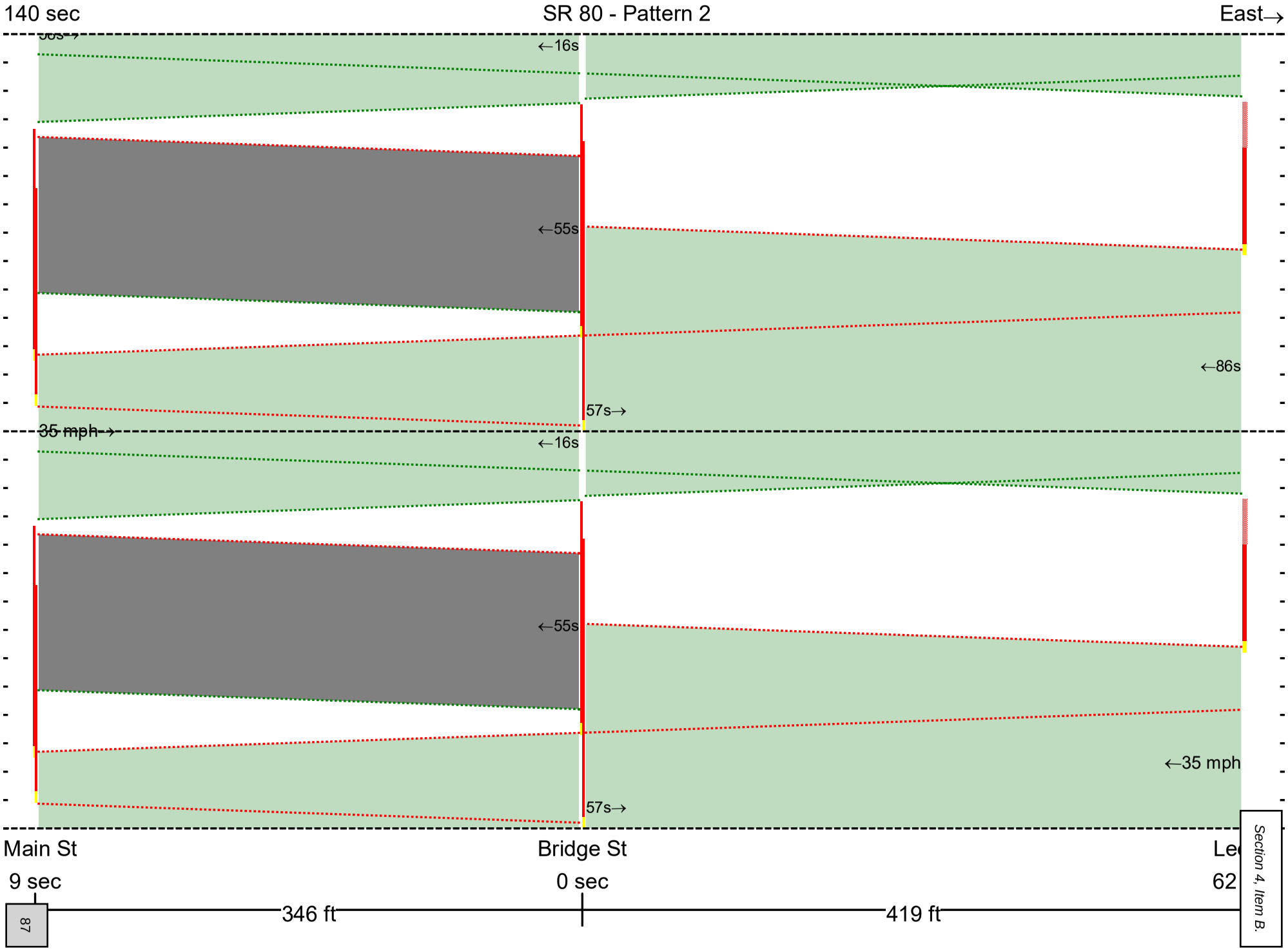
1) Use 'Max I" during FREE operations and 'Max Inhibit' during coordination
2) Use Fixed Force Offs
3) Max recall phases 2 & 6 during coordination
4) Sequence 1 used during FREE operation
5) Program 3 sec of detection delay for minor street left turn movements
6) Program 8 sec of detection delay for minor street right turn movements
7) Controller: Peek ATC-1000

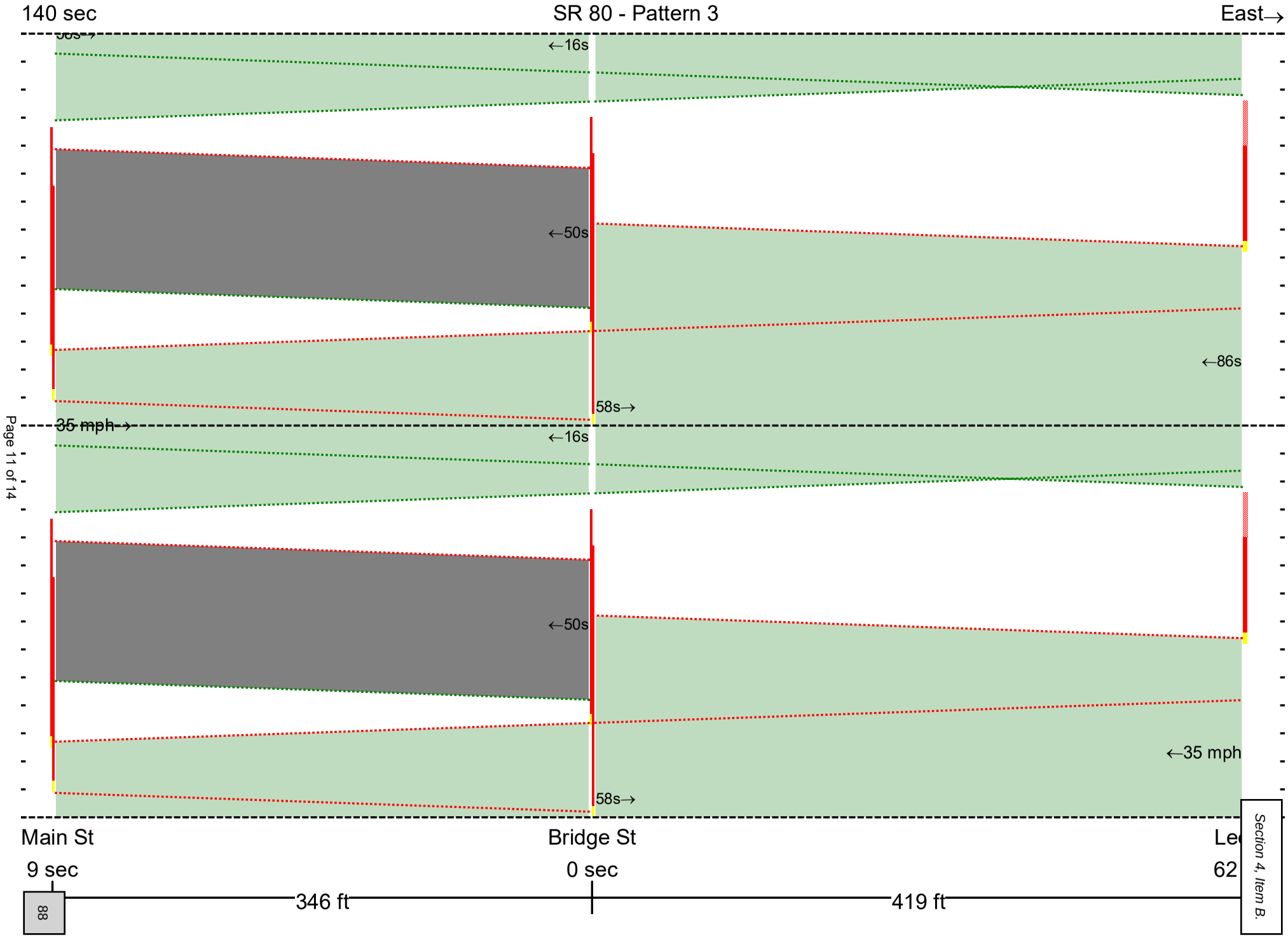
7.a) Permissive Type: Yield
7.b) Yield Percent: 5%
7.c) Offset Seeking Mode: Short Route
7.d) Pedestrian Override = YES for all patterns

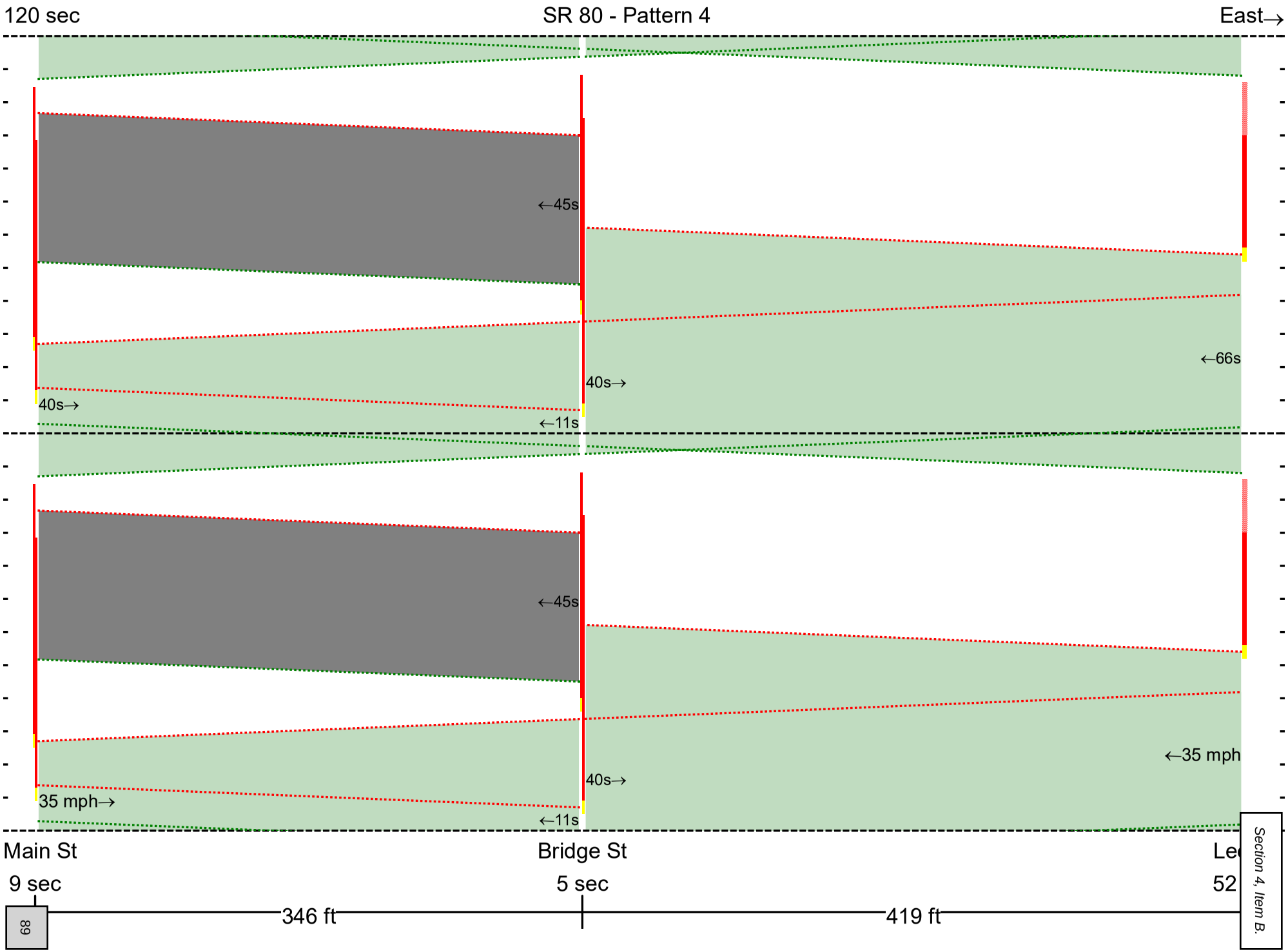
8) Program 3 sec startup delay for FYA indication on movements 1, 5



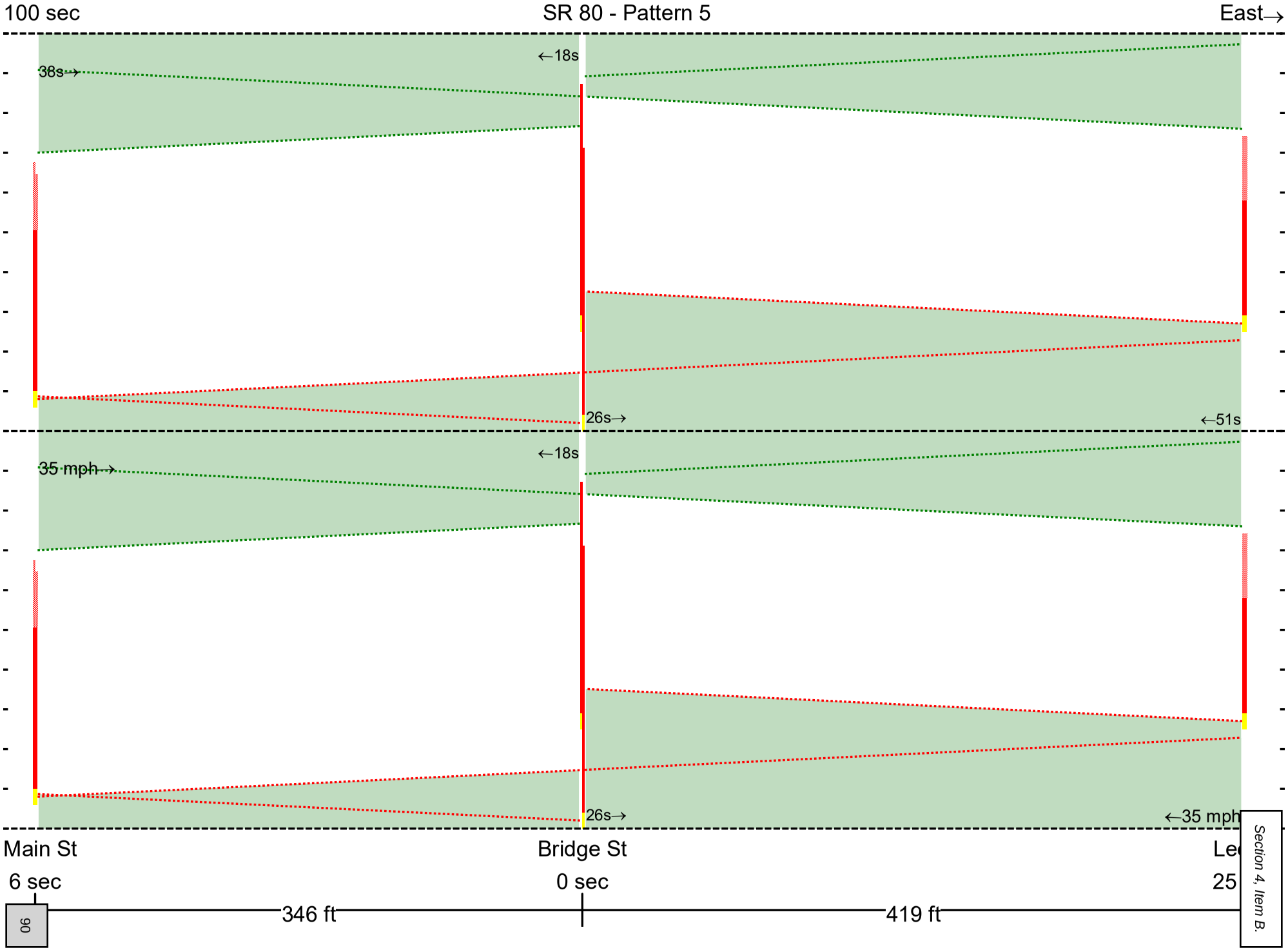
Section 4, Item B.

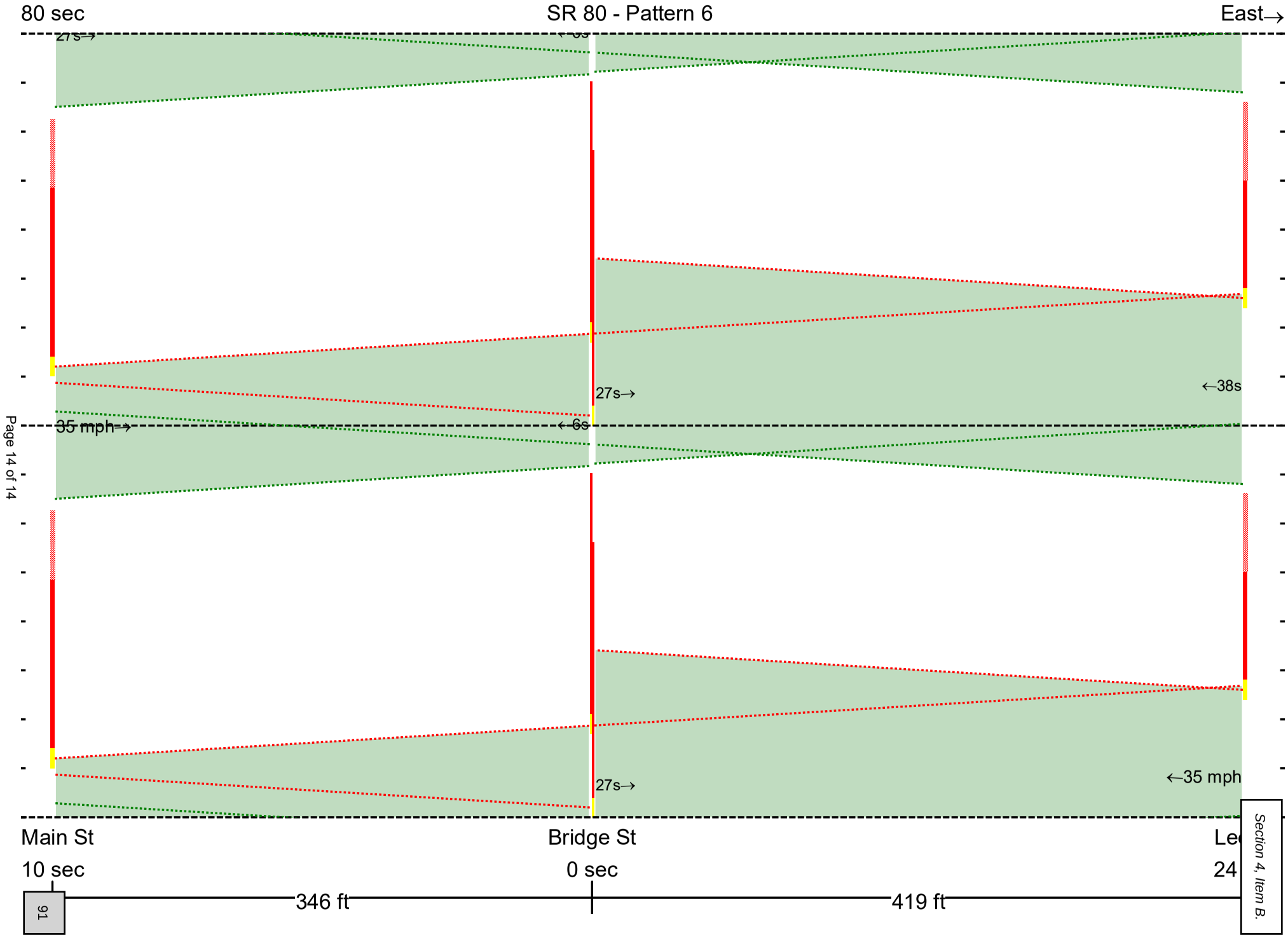

140 sec
SR 80 - Pattern 2
East→
←16s
←55s
←86s
57s→
35 mph→
←16s
←55s
←35 mph
57s→
Main St
Bridge St
9 sec
0 sec
346 ft
419 ft
87


140 sec
SR 80 - Pattern 3
East→
←16s
←50s
←86s
58s→
35 mph→
←16s
←50s
←35 mph
58s→
Main St
Bridge St
9 sec
0 sec
62
346 ft
419 ft
88



Section 4, Item B.


100 sec
SR 80 - Pattern 5
East→
←18s
38s→
26s→
←51s
←18s
35 mph→
26s→
←35 mph
Main St
Bridge St
6 sec
0 sec
346 ft
419 ft
90


80 sec
SR 80 - Pattern 6
East→
27s→
←6s
27s→
←38s
35 mph→
←6s
27s→
←35 mph
Main St
Bridge St
10 sec
0 sec
24
346 ft
419 ft
91

APPENDIX D

EXISTING CONDITIONS SYNCHRO

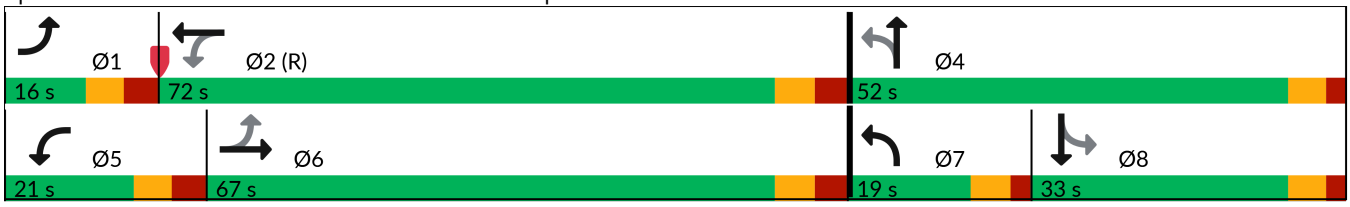
Timings
3: Main Street/Main Street & Hickpochee Avenue

03/11/2025

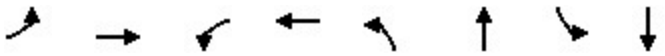
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	32	507	110	644	112	105	56	157
Future Volume (vph)	32	507	110	644	112	105	56	157
Turn Type	pm+pt	NA	pm+pt	NA	pm+pt	NA	Perm	NA
Protected Phases	1	6	5	2	7	4		8
Permitted Phases	6		2		4		8	
Detector Phase	1	6	5	2	7	4	8	8
Switch Phase								
Minimum Initial (s)	5.0	12.0	5.0	12.0	5.0	7.0	7.0	7.0
Minimum Split (s)	12.5	23.5	12.5	23.5	11.1	22.1	22.1	22.1
Total Split (s)	16.0	67.0	21.0	72.0	19.0	52.0	33.0	33.0
Total Split (%)	11.4%	47.9%	15.0%	51.4%	13.6%	37.1%	23.6%	23.6%
Yellow Time (s)	4.1	4.1	4.1	4.1	4.1	4.1	4.1	4.1
All-Red Time (s)	3.4	3.4	3.4	3.4	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.5	7.5	7.5	7.5	6.1	6.1	6.1	6.1
Lead/Lag	Lead	Lag	Lead	Lag	Lead		Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes
Recall Mode	None	Max	None	C-Max	None	None	None	None
Act Effct Green (s)	74.8	68.1	82.8	76.3	41.3	41.3	23.2	23.2
Actuated g/C Ratio	0.53	0.49	0.59	0.55	0.30	0.30	0.17	0.17
v/c Ratio	0.09	0.35	0.25	0.38	0.52	0.33	0.30	0.84
Control Delay (s/veh)	13.5	23.7	14.0	20.8	44.3	34.2	54.0	75.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	13.5	23.7	14.0	20.8	44.3	34.2	54.0	75.6
LOS	B	C	B	C	D	C	D	E
Approach Delay (s/veh)		23.1		19.9		38.3		71.6
Approach LOS		C		B		D		E

Intersection Summary	
Cycle Length: 140	
Actuated Cycle Length: 140	
Offset: 0 (0%), Referenced to phase 2:WBTL, Start of Green	
Natural Cycle: 70	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.84	
Intersection Signal Delay (s/veh): 31.3	Intersection LOS: C
Intersection Capacity Utilization 66.0%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 3: Main Street/Main Street & Hickpochee Avenue



Queues
3: Main Street/Main Street & Hickpochee Avenue 03/11/2025



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	34	593	116	729	118	175	59	258
v/c Ratio	0.09	0.35	0.25	0.38	0.52	0.33	0.30	0.84
Control Delay (s/veh)	13.5	23.7	14.0	20.8	44.3	34.2	54.0	75.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	13.5	23.7	14.0	20.8	44.3	34.2	54.0	75.6
Queue Length 50th (ft)	12	174	44	217	79	106	47	213
Queue Length 95th (ft)	29	238	77	284	129	167	91	311
Internal Link Dist (ft)		990		1144		978		957
Turn Bay Length (ft)								
Base Capacity (vph)	419	1700	504	1911	238	591	231	353
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.08	0.35	0.23	0.38	0.50	0.30	0.26	0.73

Intersection Summary

HCM 7th Signalized Intersection Summary
3: Main Street/Main Street & Hickpochee Avenue 03/11/2025

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	32	507	56	110	644	48	112	105	61	56	157	88
Future Volume (veh/h)	32	507	56	110	644	48	112	105	61	56	157	88
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	34	534	48	116	678	40	118	111	53	59	165	82
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	424	1770	159	502	1890	111	195	321	154	243	185	92
Arrive On Green	0.03	0.54	0.54	0.04	0.55	0.55	0.07	0.27	0.27	0.16	0.16	0.16
Sat Flow, veh/h	1781	3298	296	1781	3410	201	1781	1196	571	1222	1179	586
Grp Volume(v), veh/h	34	287	295	116	353	365	118	0	164	59	0	247
Grp Sat Flow(s),veh/h/ln	1781	1777	1817	1781	1777	1834	1781	0	1768	1222	0	1765
Q Serve(g_s), s	1.2	12.5	12.6	4.1	15.5	15.5	7.6	0.0	10.5	6.0	0.0	19.2
Cycle Q Clear(g_c), s	1.2	12.5	12.6	4.1	15.5	15.5	7.6	0.0	10.5	6.0	0.0	19.2
Prop In Lane	1.00		0.16	1.00		0.11	1.00		0.32	1.00		0.33
Lane Grp Cap(c), veh/h	424	953	975	502	985	1017	195	0	475	243	0	277
V/C Ratio(X)	0.08	0.30	0.30	0.23	0.36	0.36	0.60	0.00	0.35	0.24	0.00	0.89
Avail Cap(c_a), veh/h	485	953	975	595	985	1017	238	0	580	286	0	339
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	14.3	17.9	18.0	13.8	17.3	17.4	45.2	0.0	41.3	52.3	0.0	57.8
Incr Delay (d2), s/veh	0.1	0.8	0.8	0.2	1.0	1.0	3.0	0.0	0.4	0.5	0.0	21.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.9	9.2	9.4	3.0	10.9	11.2	6.4	0.0	8.2	3.4	0.0	15.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	14.4	18.7	18.8	14.1	18.4	18.3	48.1	0.0	41.7	52.8	0.0	79.1
LnGrp LOS	B	B	B	B	B	B	D		D	D		E
Approach Vol, veh/h		616			834			282			306	
Approach Delay, s/veh		18.5			17.8			44.4			74.0	
Approach LOS		B			B			D			E	

Timer - Assigned Phs	1	2		4	5	6	7	8				
Phs Duration (G+Y+Rc), s	11.2	85.1		43.7	13.7	82.6	15.6	28.1				
Change Period (Y+Rc), s	7.5	7.5		6.1	7.5	7.5	6.1	6.1				
Max Green Setting (Gmax), s	8.5	64.5		45.9	13.5	59.5	12.9	26.9				
Max Q Clear Time (g_c+I1), s	3.2	17.5		12.5	6.1	14.6	9.6	21.2				
Green Ext Time (p_c), s	0.0	5.2		1.0	0.1	4.0	0.1	0.8				

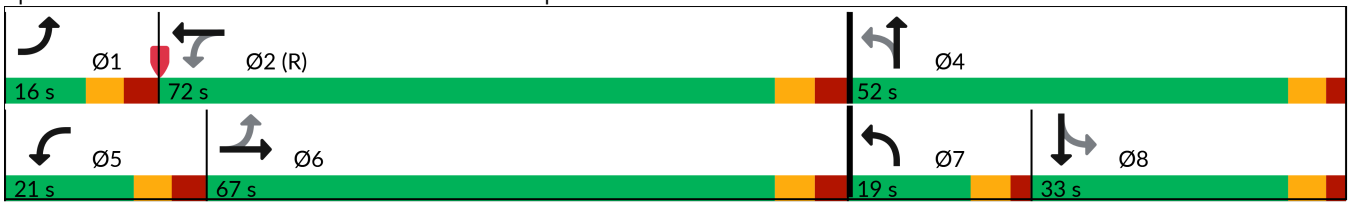
Intersection Summary												
HCM 7th Control Delay, s/veh			30.1									
HCM 7th LOS			C									

Timings
3: Main Street/Main Street & Hickpochee Avenue 03/11/2025

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	67	862	84	656	142	101	37	188
Future Volume (vph)	67	862	84	656	142	101	37	188
Turn Type	pm+pt	NA	pm+pt	NA	pm+pt	NA	Perm	NA
Protected Phases	1	6	5	2	7	4		8
Permitted Phases	6		2		4		8	
Detector Phase	1	6	5	2	7	4	8	8
Switch Phase								
Minimum Initial (s)	5.0	12.0	5.0	12.0	5.0	7.0	7.0	7.0
Minimum Split (s)	12.5	23.5	12.5	23.5	11.1	22.1	22.1	22.1
Total Split (s)	16.0	67.0	21.0	72.0	19.0	52.0	33.0	33.0
Total Split (%)	11.4%	47.9%	15.0%	51.4%	13.6%	37.1%	23.6%	23.6%
Yellow Time (s)	4.1	4.1	4.1	4.1	4.1	4.1	4.1	4.1
All-Red Time (s)	3.4	3.4	3.4	3.4	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.5	7.5	7.5	7.5	6.1	6.1	6.1	6.1
Lead/Lag	Lead	Lag	Lead	Lag	Lead		Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes
Recall Mode	None	Max	None	C-Max	None	None	None	None
Act Effct Green (s)	74.5	66.9	77.9	70.6	43.4	43.4	24.9	24.9
Actuated g/C Ratio	0.53	0.48	0.56	0.50	0.31	0.31	0.18	0.18
v/c Ratio	0.19	0.58	0.31	0.42	0.66	0.47	0.20	0.89
Control Delay (s/veh)	14.4	28.7	16.0	23.8	50.2	32.7	50.8	80.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	14.4	28.7	16.0	23.8	50.2	32.7	50.8	80.9
LOS	B	C	B	C	D	C	D	F
Approach Delay (s/veh)		27.7		23.0		38.9		77.3
Approach LOS		C		C		D		E

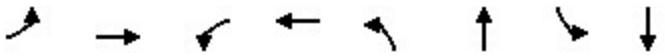
Intersection Summary	
Cycle Length: 140	
Actuated Cycle Length: 140	
Offset: 0 (0%), Referenced to phase 2:WBTL, Start of Green	
Natural Cycle: 80	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.89	
Intersection Signal Delay (s/veh): 34.3	Intersection LOS: C
Intersection Capacity Utilization 76.1%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 3: Main Street/Main Street & Hickpochee Avenue



Queues
3: Main Street/Main Street & Hickpochee Avenue

03/11/2025



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	71	970	88	735	149	268	39	290
v/c Ratio	0.19	0.58	0.31	0.42	0.66	0.47	0.20	0.89
Control Delay (s/veh)	14.4	28.7	16.0	23.8	50.2	32.7	50.8	80.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	14.4	28.7	16.0	23.8	50.2	32.7	50.8	80.9
Queue Length 50th (ft)	28	338	34	232	100	150	30	244
Queue Length 95th (ft)	51	423	60	289	159	237	66	#391
Internal Link Dist (ft)		990		1144		978		957
Turn Bay Length (ft)								
Base Capacity (vph)	390	1677	345	1770	230	594	212	352
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.18	0.58	0.26	0.42	0.65	0.45	0.18	0.82

Intersection Summary

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

HCM 7th Signalized Intersection Summary
3: Main Street/Main Street & Hickpochee Avenue 03/11/2025

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	67	862	60	84	656	42	142	101	154	37	188	87
Future Volume (veh/h)	67	862	60	84	656	42	142	101	154	37	188	87
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	71	907	52	88	691	33	149	106	151	39	198	81
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	402	1759	101	316	1791	85	216	207	295	244	217	89
Arrive On Green	0.03	0.52	0.52	0.04	0.52	0.52	0.08	0.30	0.30	0.17	0.17	0.17
Sat Flow, veh/h	1781	3416	196	1781	3453	165	1781	698	994	1123	1261	516
Grp Volume(v), veh/h	71	472	487	88	355	369	149	0	257	39	0	279
Grp Sat Flow(s),veh/h/ln	1781	1777	1835	1781	1777	1841	1781	0	1691	1123	0	1777
Q Serve(g_s), s	2.6	24.5	24.5	3.3	16.9	16.9	9.4	0.0	17.6	4.2	0.0	21.6
Cycle Q Clear(g_c), s	2.6	24.5	24.5	3.3	16.9	16.9	9.4	0.0	17.6	4.3	0.0	21.6
Prop In Lane	1.00		0.11	1.00		0.09	1.00		0.59	1.00		0.29
Lane Grp Cap(c), veh/h	402	915	945	316	922	955	216	0	503	244	0	306
V/C Ratio(X)	0.18	0.52	0.52	0.28	0.39	0.39	0.69	0.00	0.51	0.16	0.00	0.91
Avail Cap(c_a), veh/h	450	915	945	422	922	955	236	0	555	266	0	342
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	15.9	22.4	22.4	17.3	20.3	20.3	43.2	0.0	40.8	49.8	0.0	56.9
Incr Delay (d2), s/veh	0.2	2.1	2.0	0.5	1.2	1.2	7.4	0.0	0.8	0.3	0.0	26.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	2.0	16.2	16.6	2.5	11.8	12.1	8.1	0.0	12.0	2.2	0.0	17.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	16.1	24.5	24.4	17.8	21.5	21.5	50.6	0.0	41.6	50.1	0.0	82.8
LnGrp LOS	B	C	C	B	C	C	D		D	D		F
Approach Vol, veh/h		1030			812			406			318	
Approach Delay, s/veh		23.9			21.1			44.9			78.8	
Approach LOS		C			C			D			E	

Timer - Assigned Phs	1	2		4	5	6	7	8				
Phs Duration (G+Y+Rc), s	12.2	80.1		47.7	12.7	79.6	17.5	30.2				
Change Period (Y+Rc), s	7.5	7.5		6.1	7.5	7.5	6.1	6.1				
Max Green Setting (Gmax), s	8.5	64.5		45.9	13.5	59.5	12.9	26.9				
Max Q Clear Time (g_c+I1), s	4.6	18.9		19.6	5.3	26.5	11.4	23.6				
Green Ext Time (p_c), s	0.0	5.2		1.6	0.1	7.4	0.1	0.6				

Intersection Summary												
HCM 7th Control Delay, s/veh			33.1									
HCM 7th LOS			C									

APPENDIX E

BACKGROUND CONDITIONS SYNCHRO

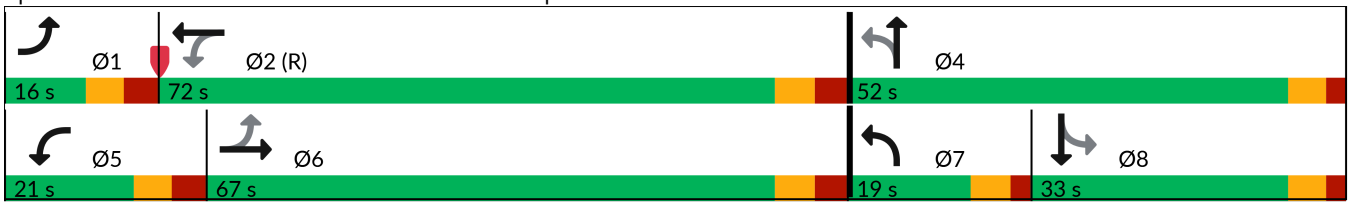
Timings
3: Main Street/Main Street & Hickpochee Avenue

03/11/2025

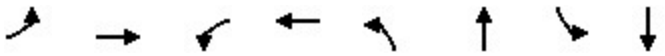
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	40	638	138	810	141	132	70	198
Future Volume (vph)	40	638	138	810	141	132	70	198
Turn Type	pm+pt	NA	pm+pt	NA	pm+pt	NA	Perm	NA
Protected Phases	1	6	5	2	7	4		8
Permitted Phases	6		2		4		8	
Detector Phase	1	6	5	2	7	4	8	8
Switch Phase								
Minimum Initial (s)	5.0	12.0	5.0	12.0	5.0	7.0	7.0	7.0
Minimum Split (s)	12.5	23.5	12.5	23.5	11.1	22.1	22.1	22.1
Total Split (s)	16.0	67.0	21.0	72.0	19.0	52.0	33.0	33.0
Total Split (%)	11.4%	47.9%	15.0%	51.4%	13.6%	37.1%	23.6%	23.6%
Yellow Time (s)	4.1	4.1	4.1	4.1	4.1	4.1	4.1	4.1
All-Red Time (s)	3.4	3.4	3.4	3.4	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.5	7.5	7.5	7.5	6.1	6.1	6.1	6.1
Lead/Lag	Lead	Lag	Lead	Lag	Lead		Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes
Recall Mode	None	Max	None	C-Max	None	None	None	None
Act Effct Green (s)	70.3	63.4	79.0	69.8	44.8	44.8	26.3	26.3
Actuated g/C Ratio	0.50	0.45	0.56	0.50	0.32	0.32	0.19	0.19
v/c Ratio	0.14	0.47	0.38	0.52	0.70	0.38	0.34	0.94
Control Delay (s/veh)	14.7	28.0	16.7	26.1	53.0	34.9	54.1	88.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	14.7	28.0	16.7	26.1	53.0	34.9	54.1	88.4
LOS	B	C	B	C	D	C	D	F
Approach Delay (s/veh)		27.3		24.8		42.2		82.1
Approach LOS		C		C		D		F

Intersection Summary	
Cycle Length: 140	
Actuated Cycle Length: 140	
Offset: 0 (0%), Referenced to phase 2:WBTL, Start of Green	
Natural Cycle: 80	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.94	
Intersection Signal Delay (s/veh): 36.7	Intersection LOS: D
Intersection Capacity Utilization 76.1%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 3: Main Street/Main Street & Hickpochee Avenue



Queues
3: Main Street/Main Street & Hickpochee Avenue 03/11/2025



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	42	746	145	916	148	220	74	325
v/c Ratio	0.14	0.47	0.38	0.52	0.70	0.38	0.34	0.94
Control Delay (s/veh)	14.7	28.0	16.7	26.1	53.0	34.9	54.1	88.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	14.7	28.0	16.7	26.1	53.0	34.9	54.1	88.4
Queue Length 50th (ft)	16	245	59	305	99	137	59	279
Queue Length 95th (ft)	34	315	94	378	#162	213	110	#463
Internal Link Dist (ft)		990		1144		978		957
Turn Bay Length (ft)								
Base Capacity (vph)	313	1584	409	1750	217	591	222	353
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.13	0.47	0.35	0.52	0.68	0.37	0.33	0.92

Intersection Summary

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

HCM 7th Signalized Intersection Summary
3: Main Street/Main Street & Hickpochee Avenue 03/11/2025

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	40	638	70	138	810	60	141	132	77	70	198	111
Future Volume (veh/h)	40	638	70	138	810	60	141	132	77	70	198	111
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	42	672	63	145	853	52	148	139	70	74	208	106
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	314	1575	148	401	1726	105	209	367	185	275	222	113
Arrive On Green	0.03	0.48	0.48	0.06	0.51	0.51	0.08	0.31	0.31	0.19	0.19	0.19
Sat Flow, veh/h	1781	3284	308	1781	3402	207	1781	1173	591	1173	1168	595
Grp Volume(v), veh/h	42	363	372	145	445	460	148	0	209	74	0	314
Grp Sat Flow(s),veh/h/ln	1781	1777	1815	1781	1777	1833	1781	0	1764	1173	0	1763
Q Serve(g_s), s	1.7	18.7	18.8	5.8	23.1	23.1	9.1	0.0	12.9	7.6	0.0	24.6
Cycle Q Clear(g_c), s	1.7	18.7	18.8	5.8	23.1	23.1	9.1	0.0	12.9	7.6	0.0	24.6
Prop In Lane	1.00		0.17	1.00		0.11	1.00		0.33	1.00		0.34
Lane Grp Cap(c), veh/h	314	852	871	401	901	930	209	0	553	275	0	336
V/C Ratio(X)	0.13	0.43	0.43	0.36	0.49	0.49	0.71	0.00	0.38	0.27	0.00	0.94
Avail Cap(c_a), veh/h	371	852	871	473	901	930	231	0	578	277	0	339
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	18.7	23.8	23.8	18.0	22.7	22.7	42.0	0.0	37.5	49.0	0.0	55.8
Incr Delay (d2), s/veh	0.2	1.6	1.5	0.5	1.9	1.9	8.6	0.0	0.4	0.5	0.0	32.5
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.3	13.0	13.3	4.4	15.4	15.8	8.0	0.0	9.6	4.1	0.0	20.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	18.9	25.4	25.4	18.5	24.6	24.6	50.6	0.0	37.9	49.5	0.0	88.4
LnGrp LOS	B	C	C	B	C	C	D		D	D		F
Approach Vol, veh/h		777			1050			357			388	
Approach Delay, s/veh		25.0			23.7			43.1			81.0	
Approach LOS		C			C			D			F	

Timer - Assigned Phs	1	2		4	5	6	7	8				
Phs Duration (G+Y+Rc), s	11.5	78.5		50.0	15.4	74.7	17.2	32.7				
Change Period (Y+Rc), s	7.5	7.5		6.1	7.5	7.5	6.1	6.1				
Max Green Setting (Gmax), s	8.5	64.5		45.9	13.5	59.5	12.9	26.9				
Max Q Clear Time (g_c+I1), s	3.7	25.1		14.9	7.8	20.8	11.1	26.6				
Green Ext Time (p_c), s	0.0	7.0		1.3	0.2	5.3	0.1	0.1				

Intersection Summary		
HCM 7th Control Delay, s/veh		35.5
HCM 7th LOS		D

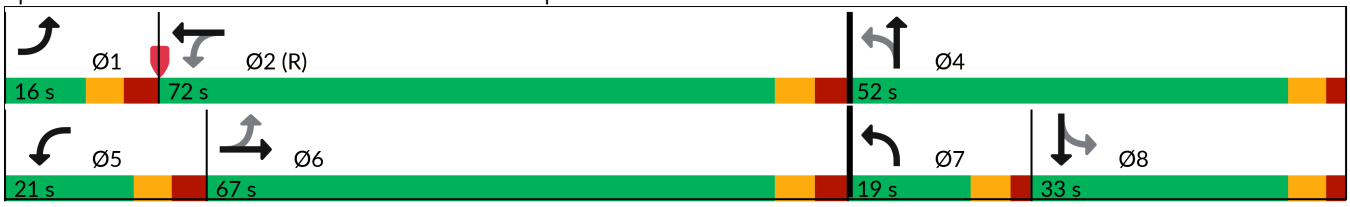
Timings
3: Main Street/Main Street & Hickpochee Avenue

03/11/2025

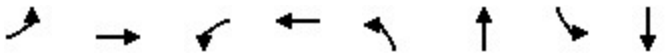
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	84	1085	106	825	179	127	47	237
Future Volume (vph)	84	1085	106	825	179	127	47	237
Turn Type	pm+pt	NA	pm+pt	NA	pm+pt	NA	Perm	NA
Protected Phases	1	6	5	2	7	4		8
Permitted Phases	6		2		4		8	
Detector Phase	1	6	5	2	7	4	8	8
Switch Phase								
Minimum Initial (s)	5.0	12.0	5.0	12.0	5.0	7.0	7.0	7.0
Minimum Split (s)	12.5	23.5	12.5	23.5	11.1	22.1	22.1	22.1
Total Split (s)	16.0	67.0	21.0	72.0	19.0	52.0	33.0	33.0
Total Split (%)	11.4%	47.9%	15.0%	51.4%	13.6%	37.1%	23.6%	23.6%
Yellow Time (s)	4.1	4.1	4.1	4.1	4.1	4.1	4.1	4.1
All-Red Time (s)	3.4	3.4	3.4	3.4	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.5	7.5	7.5	7.5	6.1	6.1	6.1	6.1
Lead/Lag	Lead	Lag	Lead	Lag	Lead		Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes
Recall Mode	None	Max	None	C-Max	None	None	None	None
Act Effct Green (s)	71.0	63.1	75.0	65.1	45.9	45.9	26.9	26.9
Actuated g/C Ratio	0.51	0.45	0.54	0.47	0.33	0.33	0.19	0.19
v/c Ratio	0.31	0.77	0.54	0.57	0.87	0.57	0.25	1.03
Control Delay (s/veh)	16.8	36.7	24.0	28.8	72.2	36.2	51.9	108.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	16.8	36.7	24.0	28.8	72.2	36.2	51.9	108.3
LOS	B	D	C	C	E	D	D	F
Approach Delay (s/veh)		35.4		28.3		49.1		101.6
Approach LOS		D		C		D		F

Intersection Summary	
Cycle Length: 140	
Actuated Cycle Length: 140	
Offset: 0 (0%), Referenced to phase 2:WBTL, Start of Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.03	
Intersection Signal Delay (s/veh): 43.7	Intersection LOS: D
Intersection Capacity Utilization 89.9%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 3: Main Street/Main Street & Hickpochee Avenue



Queues
3: Main Street/Main Street & Hickpochee Avenue 03/11/2025



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	88	1221	112	924	188	338	49	364
v/c Ratio	0.31	0.77	0.54	0.57	0.87	0.57	0.25	1.03
Control Delay (s/veh)	16.8	36.7	24.0	28.8	72.2	36.2	51.9	108.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	16.8	36.7	24.0	28.8	72.2	36.2	51.9	108.3
Queue Length 50th (ft)	34	480	44	316	129	211	38	~343
Queue Length 95th (ft)	60	603	76	383	#260	315	79	#548
Internal Link Dist (ft)		990		1144		978		957
Turn Bay Length (ft)								
Base Capacity (vph)	292	1583	255	1633	216	594	199	353
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.30	0.77	0.44	0.57	0.87	0.57	0.25	1.03

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

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

HCM 7th Signalized Intersection Summary
3: Main Street/Main Street & Hickpochee Avenue 03/11/2025

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	84	1085	75	106	825	53	179	127	194	47	237	109
Future Volume (veh/h)	84	1085	75	106	825	53	179	127	194	47	237	109
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	88	1142	68	112	868	45	188	134	193	49	249	104
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	309	1618	96	232	1659	86	216	227	327	227	241	101
Arrive On Green	0.04	0.47	0.47	0.05	0.48	0.48	0.09	0.33	0.33	0.19	0.19	0.19
Sat Flow, veh/h	1781	3408	203	1781	3437	178	1781	693	998	1053	1253	523
Grp Volume(v), veh/h	88	595	615	112	449	464	188	0	327	49	0	353
Grp Sat Flow(s),veh/h/ln	1781	1777	1834	1781	1777	1838	1781	0	1691	1053	0	1776
Q Serve(g_s), s	3.5	37.0	37.1	4.5	24.5	24.5	11.6	0.0	22.6	5.7	0.0	26.9
Cycle Q Clear(g_c), s	3.5	37.0	37.1	4.5	24.5	24.5	11.6	0.0	22.6	9.3	0.0	26.9
Prop In Lane	1.00		0.11	1.00		0.10	1.00		0.59	1.00		0.29
Lane Grp Cap(c), veh/h	309	843	871	232	858	888	216	0	554	227	0	341
V/C Ratio(X)	0.29	0.71	0.71	0.48	0.52	0.52	0.87	0.00	0.59	0.22	0.00	1.03
Avail Cap(c_a), veh/h	348	843	871	320	858	888	216	0	554	227	0	341
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	19.7	29.0	29.1	23.6	25.0	25.0	41.5	0.0	39.2	51.0	0.0	56.6
Incr Delay (d2), s/veh	0.5	4.9	4.8	1.6	2.3	2.2	29.9	0.0	1.7	0.5	0.0	57.9
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	2.7	23.6	24.2	3.6	16.3	16.7	11.2	0.0	14.8	2.8	0.0	24.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	20.2	34.0	33.9	25.2	27.3	27.2	71.4	0.0	40.9	51.5	0.0	114.4
LnGrp LOS	C	C	C	C	C	C	E		D	D		F
Approach Vol, veh/h		1298			1025			515			402	
Approach Delay, s/veh		33.0			27.1			52.0			106.7	
Approach LOS		C			C			D			F	

Timer - Assigned Phs	1	2		4	5	6	7	8				
Phs Duration (G+Y+Rc), s	12.9	75.1		52.0	14.0	74.0	19.0	33.0				
Change Period (Y+Rc), s	7.5	7.5		6.1	7.5	7.5	6.1	6.1				
Max Green Setting (Gmax), s	8.5	64.5		45.9	13.5	59.5	12.9	26.9				
Max Q Clear Time (g_c+I1), s	5.5	26.5		24.6	6.5	39.1	13.6	28.9				
Green Ext Time (p_c), s	0.0	7.1		2.1	0.1	8.6	0.0	0.0				

Intersection Summary												
HCM 7th Control Delay, s/veh			43.3									
HCM 7th LOS			D									

APPENDIX F

TOTAL TRAFFIC CONDITIONS SYNCHRO

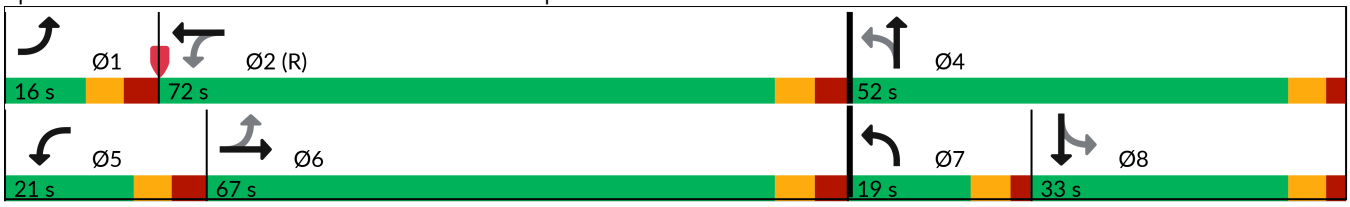
Timings
3: Main Street/Main Street & Hickpochee Avenue

10/28/2025

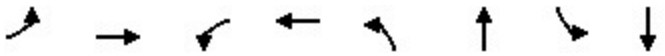
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	76	638	138	824	155	153	105	233
Future Volume (vph)	76	638	138	824	155	153	105	233
Turn Type	pm+pt	NA	pm+pt	NA	pm+pt	NA	Perm	NA
Protected Phases	1	6	5	2	7	4		8
Permitted Phases	6		2		4		8	
Detector Phase	1	6	5	2	7	4	8	8
Switch Phase								
Minimum Initial (s)	5.0	12.0	5.0	12.0	5.0	7.0	7.0	7.0
Minimum Split (s)	12.5	23.5	12.5	23.5	11.1	22.1	22.1	22.1
Total Split (s)	16.0	67.0	21.0	72.0	19.0	52.0	33.0	33.0
Total Split (%)	11.4%	47.9%	15.0%	51.4%	13.6%	37.1%	23.6%	23.6%
Yellow Time (s)	4.1	4.1	4.1	4.1	4.1	4.1	4.1	4.1
All-Red Time (s)	3.4	3.4	3.4	3.4	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.5	7.5	7.5	7.5	6.1	6.1	6.1	6.1
Lead/Lag	Lead	Lag	Lead	Lag	Lead		Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes
Recall Mode	None	Max	None	C-Max	None	None	None	None
Act Effct Green (s)	70.0	62.3	76.0	65.2	45.9	45.9	27.1	27.1
Actuated g/C Ratio	0.50	0.45	0.54	0.47	0.33	0.33	0.19	0.19
v/c Ratio	0.29	0.48	0.39	0.58	0.77	0.41	0.51	1.03
Control Delay (s/veh)	16.7	28.6	17.1	29.0	58.5	36.0	59.9	106.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	16.7	28.6	17.1	29.0	58.5	36.0	59.9	106.9
LOS	B	C	B	C	E	D	E	F
Approach Delay (s/veh)		27.5		27.4		45.1		95.9
Approach LOS		C		C		D		F

Intersection Summary	
Cycle Length: 140	
Actuated Cycle Length: 140	
Offset: 0 (0%), Referenced to phase 2:WBTL, Start of Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.03	
Intersection Signal Delay (s/veh): 41.6	Intersection LOS: D
Intersection Capacity Utilization 79.9%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 3: Main Street/Main Street & Hickpochee Avenue



Queues
3: Main Street/Main Street & Hickpochee Avenue 10/28/2025



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	80	746	145	952	163	242	111	363
v/c Ratio	0.29	0.48	0.39	0.58	0.77	0.41	0.51	1.03
Control Delay (s/veh)	16.7	28.6	17.1	29.0	58.5	36.0	59.9	106.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	16.7	28.6	17.1	29.0	58.5	36.0	59.9	106.9
Queue Length 50th (ft)	31	245	59	327	110	157	92	~342
Queue Length 95th (ft)	57	315	94	397	#203	238	158	#547
Internal Link Dist (ft)		990		1144		978		957
Turn Bay Length (ft)								
Base Capacity (vph)	283	1555	406	1632	215	593	218	354
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.28	0.48	0.36	0.58	0.76	0.41	0.51	1.03

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

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

HCM 7th Signalized Intersection Summary
3: Main Street/Main Street & Hickpochee Avenue 10/28/2025

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	76	638	70	138	824	81	155	153	77	105	233	112
Future Volume (veh/h)	76	638	70	138	824	81	155	153	77	105	233	112
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	80	672	63	145	867	74	163	161	70	111	245	107
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	301	1546	145	395	1630	139	204	397	173	272	237	104
Arrive On Green	0.04	0.47	0.47	0.06	0.49	0.49	0.09	0.32	0.32	0.19	0.19	0.19
Sat Flow, veh/h	1781	3284	308	1781	3313	283	1781	1236	537	1149	1234	539
Grp Volume(v), veh/h	80	363	372	145	465	476	163	0	231	111	0	352
Grp Sat Flow(s),veh/h/ln	1781	1777	1815	1781	1777	1819	1781	0	1774	1149	0	1773
Q Serve(g_s), s	3.2	19.0	19.1	5.9	25.2	25.2	10.0	0.0	14.2	12.1	0.0	26.9
Cycle Q Clear(g_c), s	3.2	19.0	19.1	5.9	25.2	25.2	10.0	0.0	14.2	12.1	0.0	26.9
Prop In Lane	1.00		0.17	1.00		0.16	1.00		0.30	1.00		0.30
Lane Grp Cap(c), veh/h	301	836	854	395	874	895	204	0	570	272	0	341
V/C Ratio(X)	0.27	0.43	0.44	0.37	0.53	0.53	0.80	0.00	0.41	0.41	0.00	1.03
Avail Cap(c_a), veh/h	345	836	854	465	874	895	216	0	581	272	0	341
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	19.9	24.6	24.7	18.6	24.5	24.5	41.6	0.0	37.1	50.6	0.0	56.6
Incr Delay (d2), s/veh	0.5	1.6	1.6	0.6	2.3	2.3	18.0	0.0	0.5	1.0	0.0	57.6
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	2.5	13.2	13.5	4.5	16.7	17.0	9.3	0.0	10.4	6.4	0.0	24.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	20.3	26.3	26.3	19.2	26.8	26.8	59.6	0.0	37.5	51.5	0.0	114.1
LnGrp LOS	C	C	C	B	C	C	E		D	D		F
Approach Vol, veh/h		815			1086			394			463	
Approach Delay, s/veh		25.7			25.8			46.7			99.1	
Approach LOS		C			C			D			F	

Timer - Assigned Phs	1	2		4	5	6	7	8				
Phs Duration (G+Y+Rc), s	12.6	76.3		51.1	15.5	73.4	18.1	33.0				
Change Period (Y+Rc), s	7.5	7.5		6.1	7.5	7.5	6.1	6.1				
Max Green Setting (Gmax), s	8.5	64.5		45.9	13.5	59.5	12.9	26.9				
Max Q Clear Time (g_c+I1), s	5.2	27.2		16.2	7.9	21.1	12.0	28.9				
Green Ext Time (p_c), s	0.0	7.4		1.4	0.2	5.3	0.0	0.0				

Intersection Summary		
HCM 7th Control Delay, s/veh		41.0
HCM 7th LOS		D

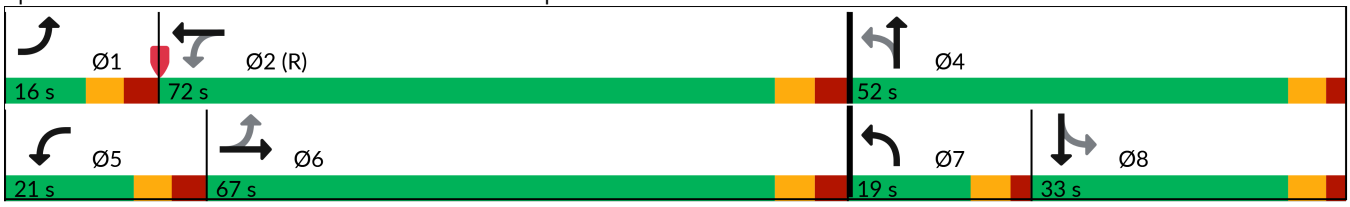
Timings
3: Main Street/Main Street & Hickpochee Avenue

10/28/2025

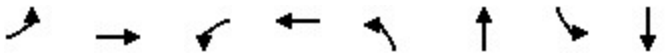
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	118	1085	106	839	193	147	80	270
Future Volume (vph)	118	1085	106	839	193	147	80	270
Turn Type	pm+pt	NA	pm+pt	NA	pm+pt	NA	Perm	NA
Protected Phases	1	6	5	2	7	4		8
Permitted Phases	6		2		4		8	
Detector Phase	1	6	5	2	7	4	8	8
Switch Phase								
Minimum Initial (s)	5.0	12.0	5.0	12.0	5.0	7.0	7.0	7.0
Minimum Split (s)	12.5	23.5	12.5	23.5	11.1	22.1	22.1	22.1
Total Split (s)	16.0	67.0	21.0	72.0	19.0	52.0	33.0	33.0
Total Split (%)	11.4%	47.9%	15.0%	51.4%	13.6%	37.1%	23.6%	23.6%
Yellow Time (s)	4.1	4.1	4.1	4.1	4.1	4.1	4.1	4.1
All-Red Time (s)	3.4	3.4	3.4	3.4	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.5	7.5	7.5	7.5	6.1	6.1	6.1	6.1
Lead/Lag	Lead	Lag	Lead	Lag	Lead		Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes
Recall Mode	None	Max	None	C-Max	None	None	None	None
Act Effct Green (s)	71.4	63.1	74.6	64.7	45.9	45.9	26.9	26.9
Actuated g/C Ratio	0.51	0.45	0.53	0.46	0.33	0.33	0.19	0.19
v/c Ratio	0.45	0.77	0.54	0.59	0.94	0.61	0.43	1.14
Control Delay (s/veh)	19.8	36.7	23.9	29.5	85.4	38.7	57.7	138.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	19.8	36.7	23.9	29.5	85.4	38.7	57.7	138.6
LOS	B	D	C	C	F	D	E	F
Approach Delay (s/veh)		35.1		28.9		55.6		124.5
Approach LOS		D		C		E		F

Intersection Summary	
Cycle Length: 140	
Actuated Cycle Length: 140	
Offset: 0 (0%), Referenced to phase 2:WBTL, Start of Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.14	
Intersection Signal Delay (s/veh): 49.0	Intersection LOS: D
Intersection Capacity Utilization 92.5%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 3: Main Street/Main Street & Hickpochee Avenue



Queues
3: Main Street/Main Street & Hickpochee Avenue 10/28/2025



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	124	1221	112	960	203	359	84	400
v/c Ratio	0.45	0.77	0.54	0.59	0.94	0.61	0.43	1.14
Control Delay (s/veh)	19.8	36.7	23.9	29.5	85.4	38.7	57.7	138.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	19.8	36.7	23.9	29.5	85.4	38.7	57.7	138.6
Queue Length 50th (ft)	50	480	44	333	140	237	68	~414
Queue Length 95th (ft)	81	603	76	402	#294	347	125	#625
Internal Link Dist (ft)		990		1144		978		957
Turn Bay Length (ft)								
Base Capacity (vph)	276	1583	255	1621	216	592	195	352
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.45	0.77	0.44	0.59	0.94	0.61	0.43	1.14

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

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

HCM 7th Signalized Intersection Summary
3: Main Street/Main Street & Hickpochee Avenue

10/28/2025

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	118	1085	75	106	839	73	193	147	194	80	270	110
Future Volume (veh/h)	118	1085	75	106	839	73	193	147	194	80	270	110
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	124	1142	68	112	883	66	203	155	193	84	284	105
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	307	1617	96	232	1580	118	216	248	309	211	250	93
Arrive On Green	0.05	0.47	0.47	0.05	0.47	0.47	0.09	0.33	0.33	0.19	0.19	0.19
Sat Flow, veh/h	1781	3408	203	1781	3352	251	1781	757	943	1033	1302	481
Grp Volume(v), veh/h	124	595	615	112	468	481	203	0	348	84	0	389
Grp Sat Flow(s),veh/h/ln	1781	1777	1834	1781	1777	1825	1781	0	1701	1033	0	1784
Q Serve(g_s), s	5.0	37.0	37.1	4.5	26.5	26.5	12.6	0.0	24.2	10.5	0.0	26.9
Cycle Q Clear(g_c), s	5.0	37.0	37.1	4.5	26.5	26.5	12.6	0.0	24.2	15.7	0.0	26.9
Prop In Lane	1.00		0.11	1.00		0.14	1.00		0.55	1.00		0.27
Lane Grp Cap(c), veh/h	307	843	870	232	838	861	216	0	558	211	0	343
V/C Ratio(X)	0.40	0.71	0.71	0.48	0.56	0.56	0.94	0.00	0.62	0.40	0.00	1.14
Avail Cap(c_a), veh/h	326	843	870	320	838	861	216	0	558	211	0	343
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	20.4	29.1	29.1	23.7	26.5	26.5	41.9	0.0	39.8	54.4	0.0	56.6
Incr Delay (d2), s/veh	0.9	4.9	4.8	1.6	2.7	2.6	45.1	0.0	2.2	1.2	0.0	90.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	3.9	23.6	24.2	3.6	17.5	17.9	13.0	0.0	15.8	5.1	0.0	30.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	21.3	34.0	33.9	25.2	29.2	29.2	86.9	0.0	41.9	55.6	0.0	147.0
LnGrp LOS	C	C	C	C	C	C	F		D	E		F
Approach Vol, veh/h		1334			1061			551			473	
Approach Delay, s/veh		32.8			28.8			58.5			130.8	
Approach LOS		C			C			E			F	

Timer - Assigned Phs	1	2		4	5	6	7	8				
Phs Duration (G+Y+Rc), s	14.5	73.5		52.0	14.1	73.9	19.0	33.0				
Change Period (Y+Rc), s	7.5	7.5		6.1	7.5	7.5	6.1	6.1				
Max Green Setting (Gmax), s	8.5	64.5		45.9	13.5	59.5	12.9	26.9				
Max Q Clear Time (g_c+I1), s	7.0	28.5		26.2	6.5	39.1	14.6	28.9				
Green Ext Time (p_c), s	0.0	7.4		2.1	0.1	8.6	0.0	0.0				

Intersection Summary	
HCM 7th Control Delay, s/veh	49.2
HCM 7th LOS	D

APPENDIX G

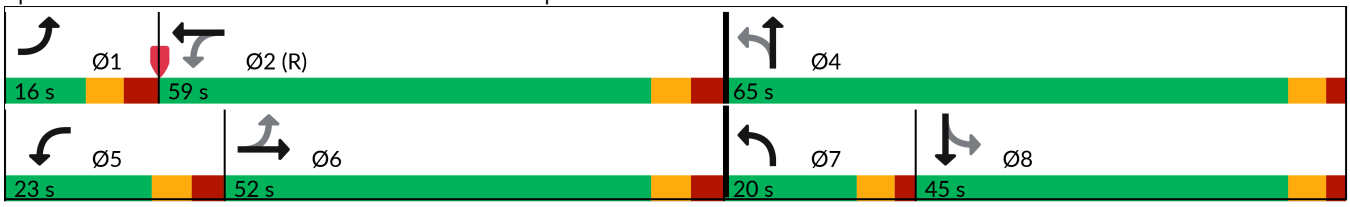
OPTIMIZED CONDITIONS SYNCHRO

Timings
3: Main Street/Main Street & Hickpochee Avenue 10/28/2025

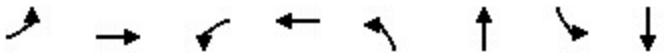
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	76	638	138	824	155	153	105	233
Future Volume (vph)	76	638	138	824	155	153	105	233
Turn Type	pm+pt	NA	pm+pt	NA	pm+pt	NA	Perm	NA
Protected Phases	1	6	5	2	7	4		8
Permitted Phases	6		2		4		8	
Detector Phase	1	6	5	2	7	4	8	8
Switch Phase								
Minimum Initial (s)	5.0	12.0	5.0	12.0	5.0	7.0	7.0	7.0
Minimum Split (s)	12.5	23.5	12.5	23.5	11.1	22.1	22.1	22.1
Total Split (s)	16.0	52.0	23.0	59.0	20.0	65.0	45.0	45.0
Total Split (%)	11.4%	37.1%	16.4%	42.1%	14.3%	46.4%	32.1%	32.1%
Yellow Time (s)	4.1	4.1	4.1	4.1	4.1	4.1	4.1	4.1
All-Red Time (s)	3.4	3.4	3.4	3.4	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.5	7.5	7.5	7.5	6.1	6.1	6.1	6.1
Lead/Lag	Lead	Lag	Lead	Lag	Lead		Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes
Recall Mode	None	Max	None	C-Max	None	None	None	None
Act Effct Green (s)	63.6	55.5	70.4	58.9	51.9	51.9	32.4	32.4
Actuated g/C Ratio	0.45	0.40	0.50	0.42	0.37	0.37	0.23	0.23
v/c Ratio	0.33	0.54	0.43	0.65	0.65	0.36	0.43	0.86
Control Delay (s/veh)	22.3	35.6	22.3	35.9	41.7	29.5	49.7	68.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	22.3	35.6	22.3	35.9	41.7	29.5	49.7	68.5
LOS	C	D	C	D	D	C	D	E
Approach Delay (s/veh)		34.3		34.1		34.4		64.1
Approach LOS		C		C		C		E

Intersection Summary	
Cycle Length: 140	
Actuated Cycle Length: 140	
Offset: 0 (0%), Referenced to phase 2:WBTL, Start of Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.86	
Intersection Signal Delay (s/veh): 39.3	Intersection LOS: D
Intersection Capacity Utilization 79.9%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 3: Main Street/Main Street & Hickpochee Avenue



Queues
3: Main Street/Main Street & Hickpochee Avenue 10/28/2025



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	80	746	145	952	163	242	111	363
v/c Ratio	0.33	0.54	0.43	0.65	0.65	0.36	0.43	0.86
Control Delay (s/veh)	22.3	35.6	22.3	35.9	41.7	29.5	49.7	68.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	22.3	35.6	22.3	35.9	41.7	29.5	49.7	68.5
Queue Length 50th (ft)	36	274	67	366	100	141	86	303
Queue Length 95th (ft)	70	378	117	472	146	200	140	407
Internal Link Dist (ft)		990		1144		978		957
Turn Bay Length (ft)								
Base Capacity (vph)	251	1387	387	1473	256	757	314	504
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.32	0.54	0.37	0.65	0.64	0.32	0.35	0.72

Intersection Summary

HCM 7th Signalized Intersection Summary
3: Main Street/Main Street & Hickpochee Avenue 10/28/2025

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	76	638	70	138	824	81	155	153	77	105	233	112
Future Volume (veh/h)	76	638	70	138	824	81	155	153	77	105	233	112
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	80	672	63	145	867	74	163	161	70	111	245	107
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	281	1451	136	373	1538	131	229	430	187	305	272	119
Arrive On Green	0.04	0.44	0.44	0.06	0.46	0.46	0.08	0.35	0.35	0.22	0.22	0.22
Sat Flow, veh/h	1781	3284	308	1781	3313	283	1781	1236	537	1149	1234	539
Grp Volume(v), veh/h	80	363	372	145	465	476	163	0	231	111	0	352
Grp Sat Flow(s),veh/h/ln	1781	1777	1815	1781	1777	1819	1781	0	1774	1149	0	1773
Q Serve(g_s), s	3.4	20.1	20.1	6.2	26.6	26.6	9.6	0.0	13.7	11.7	0.0	27.0
Cycle Q Clear(g_c), s	3.4	20.1	20.1	6.2	26.6	26.6	9.6	0.0	13.7	11.7	0.0	27.0
Prop In Lane	1.00		0.17	1.00		0.16	1.00		0.30	1.00		0.30
Lane Grp Cap(c), veh/h	281	785	802	373	825	845	229	0	617	305	0	391
V/C Ratio(X)	0.28	0.46	0.46	0.39	0.56	0.56	0.71	0.00	0.37	0.36	0.00	0.90
Avail Cap(c_a), veh/h	323	785	802	464	825	845	257	0	746	371	0	493
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	22.1	27.4	27.4	20.7	27.2	27.2	39.3	0.0	34.2	47.1	0.0	53.0
Incr Delay (d2), s/veh	0.5	2.0	1.9	0.7	2.8	2.7	7.9	0.0	0.4	0.7	0.0	16.6
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	2.7	14.0	14.2	4.8	17.6	18.0	8.3	0.0	10.1	6.2	0.0	20.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	22.7	29.4	29.3	21.4	30.0	29.9	47.2	0.0	34.6	47.8	0.0	69.7
LnGrp LOS	C	C	C	C	C	C	D		C	D		E
Approach Vol, veh/h		815			1086			394			463	
Approach Delay, s/veh		28.7			28.8			39.8			64.4	
Approach LOS		C			C			D			E	

Timer - Assigned Phs	1	2		4	5	6	7	8				
Phs Duration (G+Y+Rc), s	12.7	72.5		54.8	15.9	69.4	17.8	37.0				
Change Period (Y+Rc), s	7.5	7.5		6.1	7.5	7.5	6.1	6.1				
Max Green Setting (Gmax), s	8.5	51.5		58.9	15.5	44.5	13.9	38.9				
Max Q Clear Time (g_c+I1), s	5.4	28.6		15.7	8.2	22.1	11.6	29.0				
Green Ext Time (p_c), s	0.0	6.5		1.5	0.2	4.8	0.1	1.9				

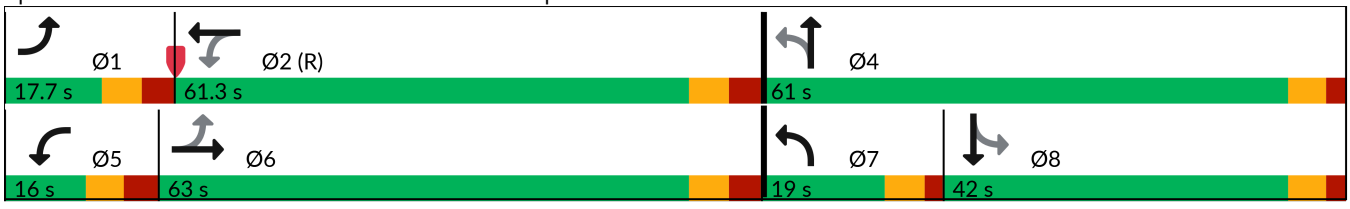
Intersection Summary												
HCM 7th Control Delay, s/veh			36.3									
HCM 7th LOS			D									

Timings
3: Main Street/Main Street & Hickpochee Avenue 10/28/2025

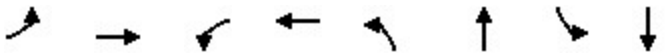
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	118	1085	106	839	193	147	80	270
Future Volume (vph)	118	1085	106	839	193	147	80	270
Turn Type	pm+pt	NA	pm+pt	NA	pm+pt	NA	Perm	NA
Protected Phases	1	6	5	2	7	4		8
Permitted Phases	6		2		4		8	
Detector Phase	1	6	5	2	7	4	8	8
Switch Phase								
Minimum Initial (s)	5.0	12.0	5.0	12.0	5.0	7.0	7.0	7.0
Minimum Split (s)	12.5	23.5	12.5	23.5	11.1	22.1	22.1	22.1
Total Split (s)	17.7	63.0	16.0	61.3	19.0	61.0	42.0	42.0
Total Split (%)	12.6%	45.0%	11.4%	43.8%	13.6%	43.6%	30.0%	30.0%
Yellow Time (s)	4.1	4.1	4.1	4.1	4.1	4.1	4.1	4.1
All-Red Time (s)	3.4	3.4	3.4	3.4	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.5	7.5	7.5	7.5	6.1	6.1	6.1	6.1
Lead/Lag	Lead	Lag	Lead	Lag	Lead		Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes
Recall Mode	None	Max	None	C-Max	None	None	None	None
Act Effct Green (s)	67.4	58.0	65.4	57.0	52.5	52.5	33.5	33.5
Actuated g/C Ratio	0.48	0.41	0.47	0.41	0.38	0.38	0.24	0.24
v/c Ratio	0.50	0.84	0.67	0.67	0.89	0.53	0.35	0.92
Control Delay (s/veh)	25.2	43.5	43.3	37.1	70.2	31.3	47.8	76.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	25.2	43.5	43.3	37.1	70.2	31.3	47.8	76.4
LOS	C	D	D	D	E	C	D	E
Approach Delay (s/veh)		41.8		37.8		45.3		71.4
Approach LOS		D		D		D		E

Intersection Summary	
Cycle Length: 140	
Actuated Cycle Length: 140	
Offset: 0 (0%), Referenced to phase 2:WBTL, Start of Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.92	
Intersection Signal Delay (s/veh): 45.3	Intersection LOS: D
Intersection Capacity Utilization 92.5%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 3: Main Street/Main Street & Hickpochee Avenue



Queues
3: Main Street/Main Street & Hickpochee Avenue 10/28/2025



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	124	1221	112	960	203	359	84	400
v/c Ratio	0.50	0.84	0.67	0.67	0.89	0.53	0.35	0.92
Control Delay (s/veh)	25.2	43.5	43.3	37.1	70.2	31.3	47.8	76.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	25.2	43.5	43.3	37.1	70.2	31.3	47.8	76.4
Queue Length 50th (ft)	58	534	52	384	126	208	62	338
Queue Length 95th (ft)	95	635	#128	464	#265	306	114	#513
Internal Link Dist (ft)		990		1144		978		957
Turn Bay Length (ft)								
Base Capacity (vph)	256	1455	170	1428	227	702	261	467
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.48	0.84	0.66	0.67	0.89	0.51	0.32	0.86

Intersection Summary

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

HCM 7th Signalized Intersection Summary
3: Main Street/Main Street & Hickpochee Avenue

10/28/2025

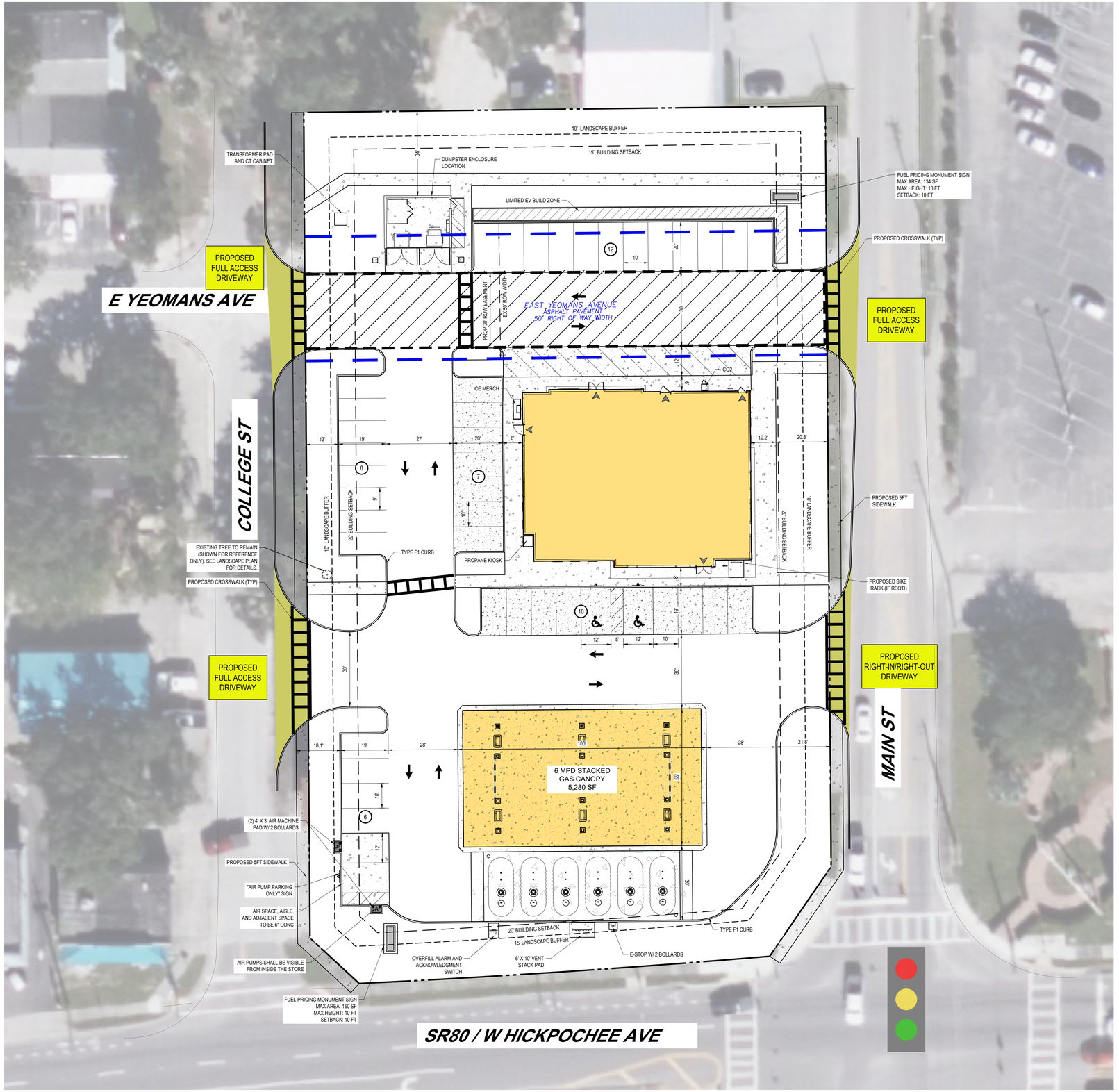
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	118	1085	75	106	839	73	193	147	194	80	270	110
Future Volume (veh/h)	118	1085	75	106	839	73	193	147	194	80	270	110
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	124	1142	68	112	883	66	203	155	193	84	284	105
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	276	1463	87	204	1424	106	237	281	350	267	306	113
Arrive On Green	0.05	0.43	0.43	0.05	0.43	0.43	0.09	0.37	0.37	0.24	0.24	0.24
Sat Flow, veh/h	1781	3408	203	1781	3352	251	1781	757	943	1033	1302	481
Grp Volume(v), veh/h	124	595	615	112	468	481	203	0	348	84	0	389
Grp Sat Flow(s),veh/h/ln	1781	1777	1834	1781	1777	1825	1781	0	1701	1033	0	1784
Q Serve(g_s), s	5.5	40.2	40.3	4.9	28.8	28.8	11.9	0.0	22.7	9.8	0.0	29.9
Cycle Q Clear(g_c), s	5.5	40.2	40.3	4.9	28.8	28.8	11.9	0.0	22.7	13.5	0.0	29.9
Prop In Lane	1.00		0.11	1.00		0.14	1.00		0.55	1.00		0.27
Lane Grp Cap(c), veh/h	276	763	787	204	755	776	237	0	631	267	0	420
V/C Ratio(X)	0.45	0.78	0.78	0.55	0.62	0.62	0.86	0.00	0.55	0.31	0.00	0.93
Avail Cap(c_a), veh/h	311	763	787	225	755	776	237	0	667	289	0	457
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	24.2	34.3	34.3	28.1	31.4	31.4	38.4	0.0	34.8	47.7	0.0	52.4
Incr Delay (d2), s/veh	1.1	7.8	7.6	2.3	3.8	3.7	25.0	0.0	0.9	0.7	0.0	24.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	4.3	26.1	26.8	4.0	19.1	19.5	11.1	0.0	14.7	4.7	0.0	22.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	25.4	42.1	41.9	30.4	35.2	35.1	63.5	0.0	35.7	48.3	0.0	76.5
LnGrp LOS	C	D	D	C	D	D	E		D	D		E
Approach Vol, veh/h		1334			1061			551			473	
Approach Delay, s/veh		40.4			34.7			45.9			71.5	
Approach LOS		D			C			D			E	

Timer - Assigned Phs	1	2		4	5	6	7	8				
Phs Duration (G+Y+Rc), s	15.0	67.0		58.0	14.4	67.6	19.0	39.0				
Change Period (Y+Rc), s	7.5	7.5		6.1	7.5	7.5	6.1	6.1				
Max Green Setting (Gmax), s	10.2	53.8		54.9	8.5	55.5	12.9	35.9				
Max Q Clear Time (g_c+I1), s	7.5	30.8		24.7	6.9	42.3	13.9	31.9				
Green Ext Time (p_c), s	0.1	6.6		2.4	0.0	6.7	0.0	1.1				

Intersection Summary	
HCM 7th Control Delay, s/veh	43.8
HCM 7th LOS	D

APPENDIX H

SITE PLAN





LOCATION MAP

SCALE: 1" = 300'
SOURCE: MICROSOFT BING

SITE DATA TABLE

JURISDICTION	CITY OF LABELLE
CURRENT ZONING	B-2 BUSINESS
LAND USE DESIGNATION	COMMERCIAL
PARCEL AREA	68,824 SF (1.58 AC)
BUILDING TYPE	U63-FB
BUILDING AREA	6,372 SF
F.A.R.	0.093
LOT COVERAGE	9.26%
CANOPY CONFIGURATION	STACKED 8
CANOPY TYPE	SLOPED
# OF MPDs	12
FRONT SETBACK (ROW)	20 FT
SIDE SETBACK	20 FT
REAR SETBACK	15 FT
FRONT/SIDE/REAR YARD BUFFER	15 FT / 10 FT / 0 FT
REQUIRED PARKING (1 SPACE PER 200 SF GFA)	40
PROPOSED PARKING	43

NOTES:

1. THE CONCEPT REPRESENTED HEREIN IDENTIFIES A DESIGN CONCEPT RESULTING FROM LAYOUT PREFERENCES IDENTIFIED BY OWNER COUPLED WITH A PRELIMINARY REVIEW OF ZONING AND LAND DEVELOPMENT REQUIREMENTS AND ISSUES. THE FEASIBILITY WITH RESPECT TO OBTAINING LOCAL, COUNTY, STATE, AND OTHER APPLICABLE APPROVALS IS NOT WARRANTED AND CAN ONLY BE ASSESSED AFTER FURTHER EXAMINATION AND VERIFICATION OF SAME REQUIREMENTS AND PROCUREMENT OF JURISDICTIONAL APPROVALS.

2. THE CONCEPTUAL PLAN IS PREPARED FOR CONCEPTUAL PRESENTATION PURPOSES ONLY AND IS NOT INTENDED FOR UTILIZATION AS A ZONING AND/OR CONSTRUCTION DOCUMENT. THE EXISTING CONDITIONS SHOWN HEREON ARE BASED UPON INFORMATION THAT WAS SUPPLIED TO BOHLER ENGINEERING AT THE TIME OF PLAN PREPARATION AND MAY BE SUBJECT TO CHANGE UPON AVAILABILITY OF ADDITIONAL INFORMATION.

3. SITE IS CURRENTLY ZONED PUD, HOWEVER IT IS PROPOSED TO BE REZONED TO B-2 BUSINESS. SETBACKS SHOWN ARE B-2 STANDARDS. SITE LIES WITHIN THE SR 80 OVERLAY DISTRICT. SITE IS NOT ZONED DOWNTOWN BUSINESS DISTRICT, HOWEVER IT IS IN THE DOWNTOWN CENTER TRANSECT AREA PER DOWNTOWN DISTRICT REGULATING PLAN.



20 10 5 0 20
SCALE: 1" = 20'

BOHLER
SITE CIVIL AND CONSULTING ENGINEERING
LAND SURVEYING
PROGRAM MANAGEMENT
LANDSCAPE ARCHITECTURE
SUSTAINABLE DESIGN
PERMITTING SERVICES
TRANSPORTATION SERVICES
THE BOHLER LOGO, DESIGN AND CONTENT OF THIS PLAN ARE PROPRIETARY AND SHALL NOT BE COPIED OR USED FOR ANY PURPOSE, WITHOUT THE WRITTEN AUTHORIZATION FROM BOHLER. ONLY APPROVED, SEALED PLANS SHALL BE UTILIZED FOR CONSTRUCTION PURPOSES © BOHLER

REVISIONS

REV	DATE	COMMENT	DRAWN BY / CHECKED BY

Sunshine811
Call 811 or visit sunshine811.com two full business days before digging to have buried facilities located and marked.
Check positive response codes before you dig!

NOT APPROVED FOR CONSTRUCTION

THIS DRAWING IS INTENDED FOR MUNICIPAL AND/OR AGENCY REVIEW AND APPROVAL. IT IS NOT INTENDED AS A CONSTRUCTION DOCUMENT UNLESS INDICATED OTHERWISE.

PROJECT No.: FLC240030.00-0A
DRAWN BY: EE
CHECKED BY: TP
DATE: 2026-04-14
CAD I.D.: P-CIVL-SITE

PROJECT:

CONVENIENCE STORE

FOR

PROPOSED COMMERCIAL DEVELOPMENT
10 W HICKPOCHEE AVE
LABELLE, FL 33935
CITY OF LABELLE
HENDRY COUNTY

BOHLER
1 SE 3rd AVENUE
SUITE 2700
MIAMI, FLORIDA 33131
Phone: (786) 681-0800
FLORIDA BUSINESS CERT. OF AUTH. No. 30780

SHEET TITLE:

GOVERNANCE PLAN

SHEET NUMBER:

1

ORG. DATE - 2026-04-14

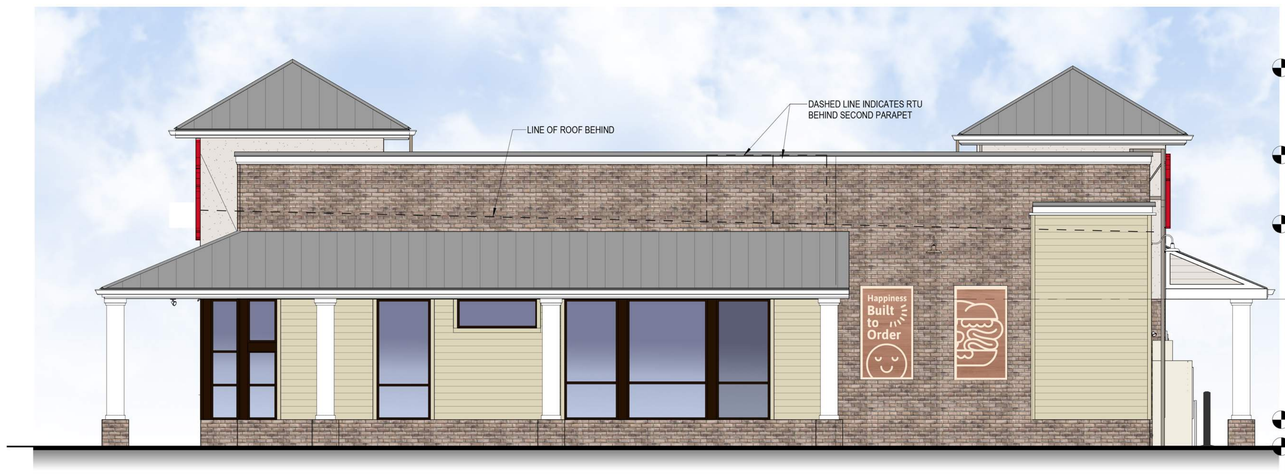
Apr 20, 2026
H:\2024\FLC240030.00\CAD\DRAWINGS\PLAN SETS\CIVIL SITE PLANS\P-CIVL_SITE-FLC240030.00-0A-----\LAYOUT: C-001 SITE



1 A0.10 FRONT ELEVATION
3/16" = 1'-0"



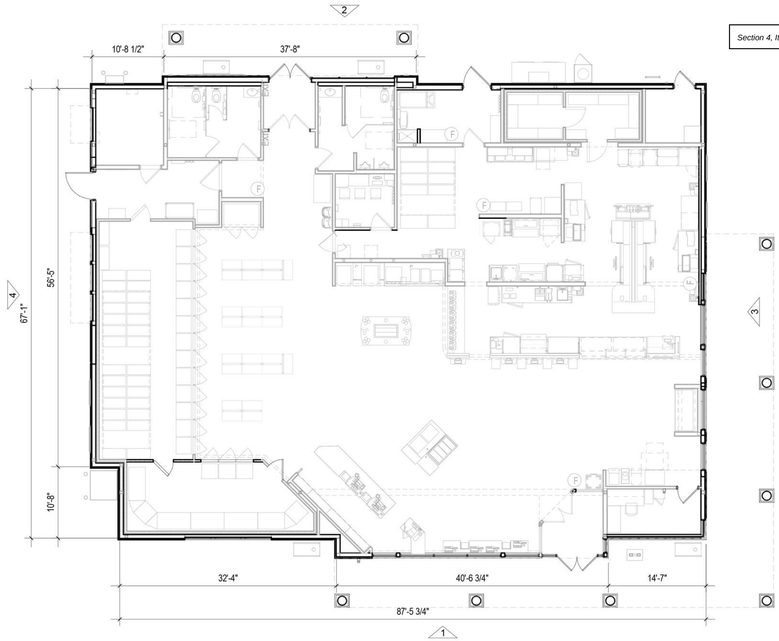
2 A0.10 REAR ELEVATION
3/16" = 1'-0"



3 A0.10 RIGHT ELEVATION
3/16" = 1'-0"



4 A0.10 LEFT ELEVATION
3/16" = 1'-0"



5 A0.10 KEY PLAN
3/32" = 1'-0"

GROSS SQUARE FOOTAGE - 6,372

MATERIALS:



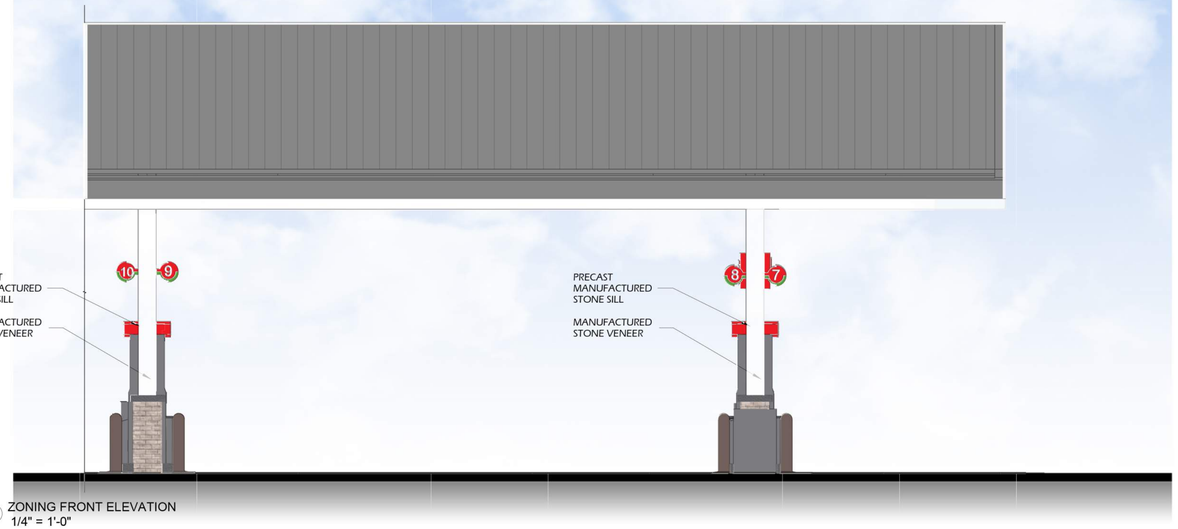
AECOM
300 BROADACRES, SUITE 250
BLOOMFIELD, NJ 07003
973.883.8500 FAX 973.883.8601
http://www.aecom.com

U63-L - STORE 5513 - C-03916

SR80 & MAIN STREET, LABELLE, FL 33935 • U63-L • 11/17/23



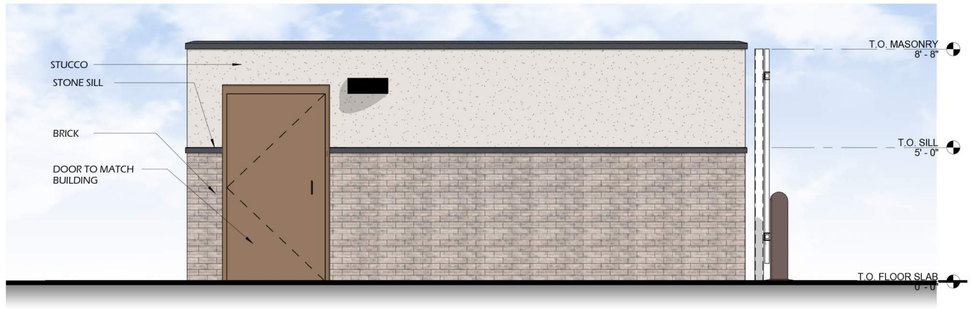
3 CANOPY SIDE ELEVATION - 8 STACK
1/4" = 1'-0"



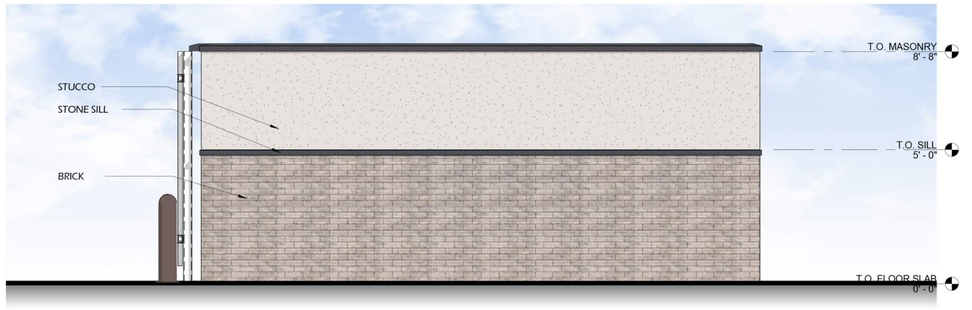
2 ZONING FRONT ELEVATION
1/4" = 1'-0"



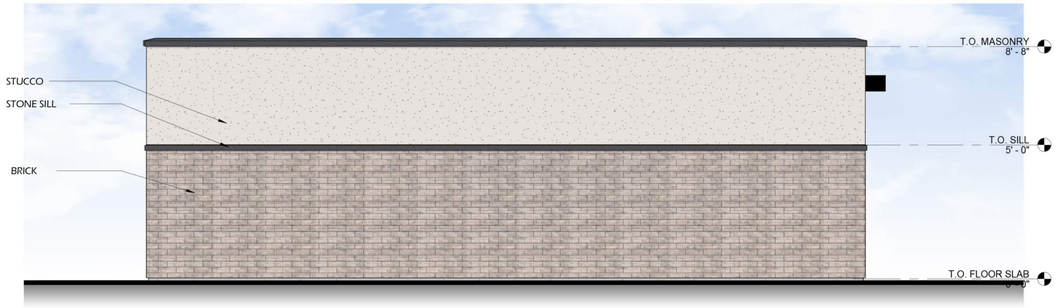
1 PERSPECTIVE (FOR REFERENCE ONLY)



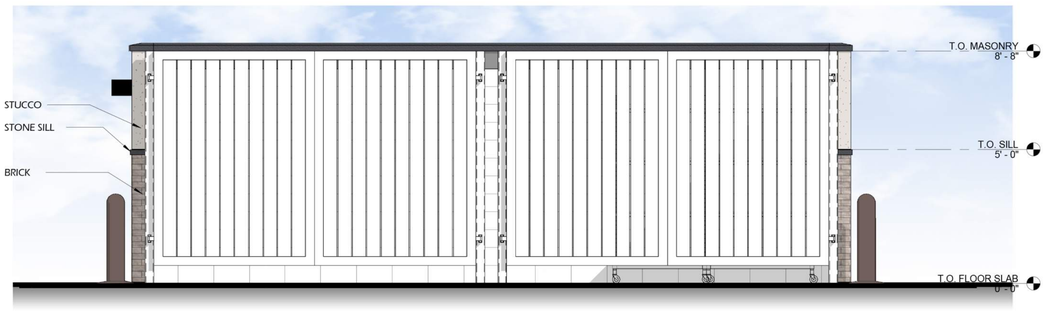
4 SIDE ELEVATION 1 - TRASH COMPOUND
3/8" = 1'-0"



5 SIDE ELEVATION 2 - TRASH COMPOUND
3/8" = 1'-0"



6 REAR ELEVATION - TRASH COMPOUND
3/8" = 1'-0"



8 FRONT ELEVATION
3/8" = 1'-0"

AECOM
AECOM ARCHITECTS & ENGINEERS (NJ), INC.
300 BROADACRES DRIVE, SUITE 250
BLOOMFIELD, NJ 07003-3167
973.883.8500 FAX 973.883.8601
http://www.aecom.com

Wawa Store - 5513 - STACKED 6 GAS CANOPY -

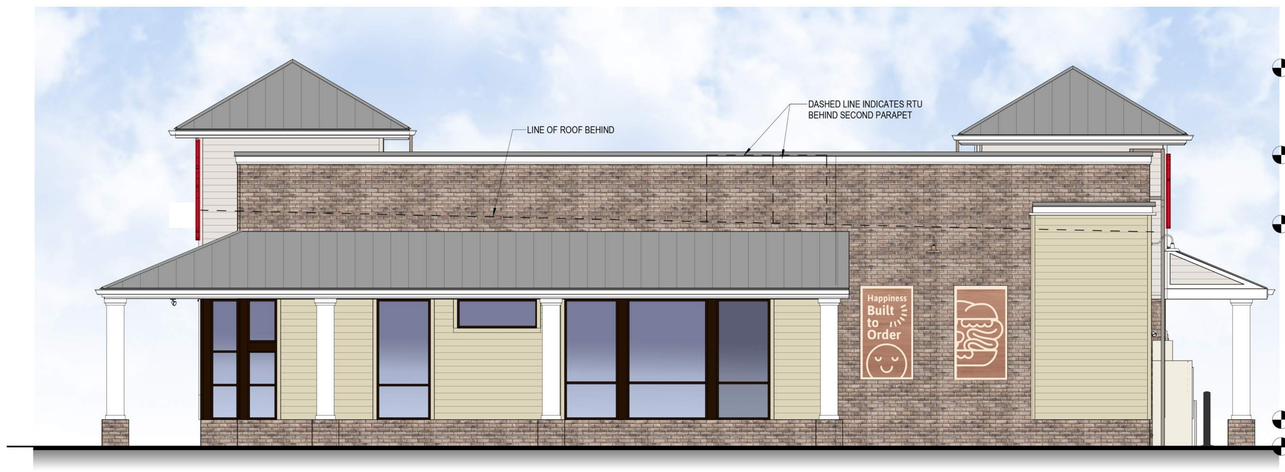
SR80 & MAIN ST
LABELLE, FL 33935 • 01/26/26



1 A0.19 FRONT ELEVATION
3/16" = 1'-0"



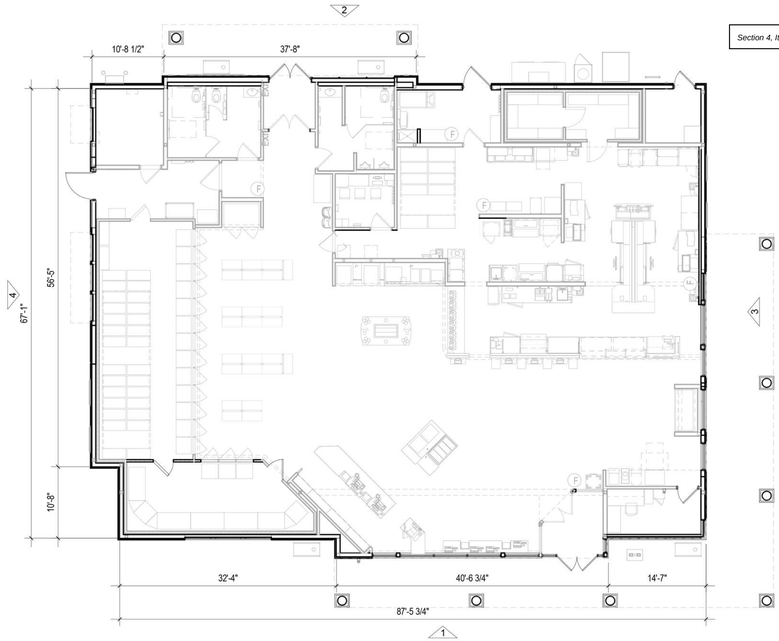
2 A0.19 REAR ELEVATION
3/16" = 1'-0"



3 A0.19 RIGHT ELEVATION
3/16" = 1'-0"



4 A0.19 LEFT ELEVATION
3/16" = 1'-0"



5 A0.19 KEY PLAN
3/32" = 1'-0"

GROSS SQUARE FOOTAGE - 6,372

MATERIALS:



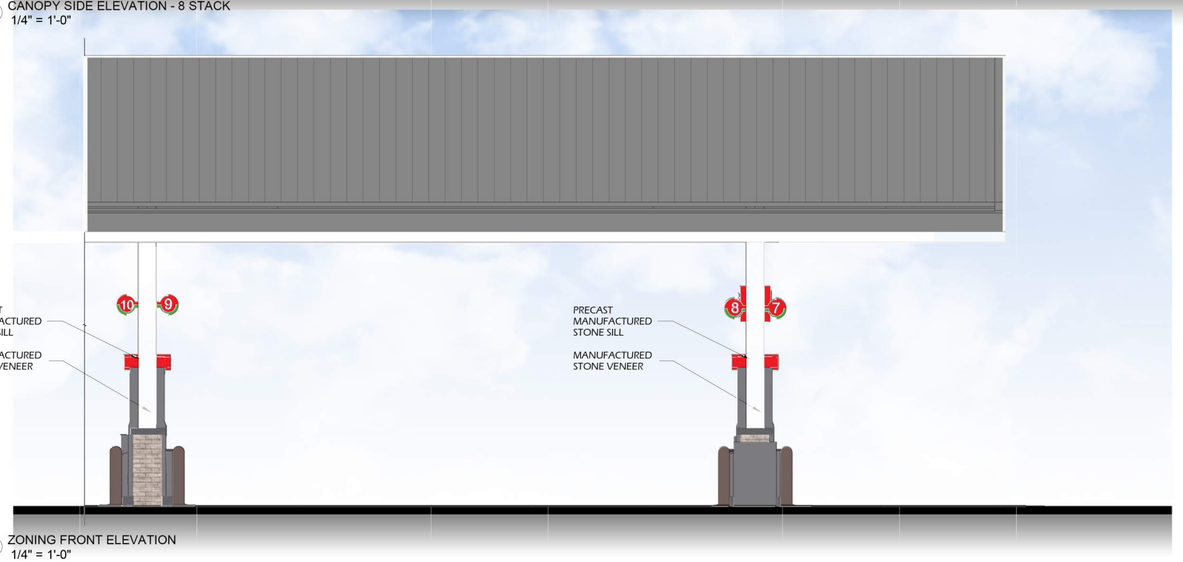
AECOM
300 BROADACRES, SUITE 250
BLOOMFIELD, NJ 07003
973.883.8500 FAX 973.883.8601
http://www.aecom.com

U63-L - STORE 5513 - C-03916

SR80 & MAIN STREET, LABELLE, FL 33935 • U63-L • 11/17/23



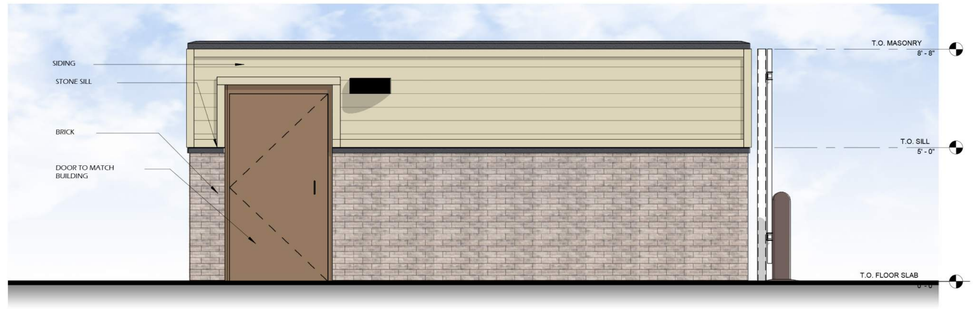
3 CANOPY SIDE ELEVATION - 8 STACK
1/4" = 1'-0"



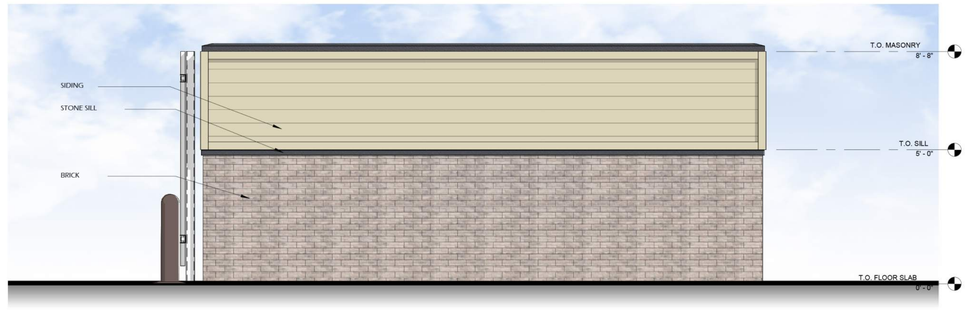
2 ZONING FRONT ELEVATION
1/4" = 1'-0"



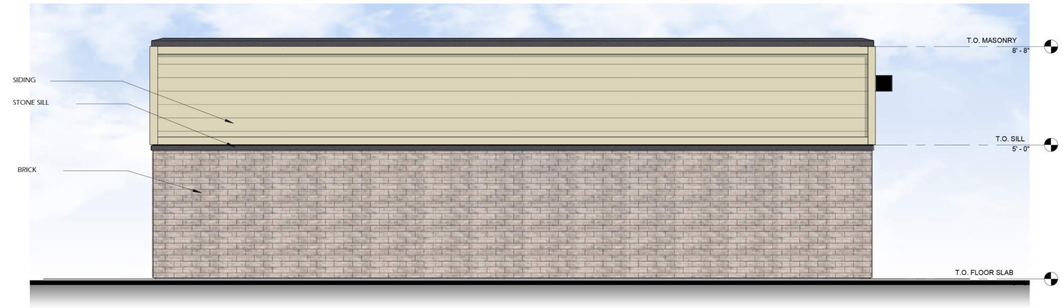
1 PERSPECTIVE (FOR REFERENCE ONLY)



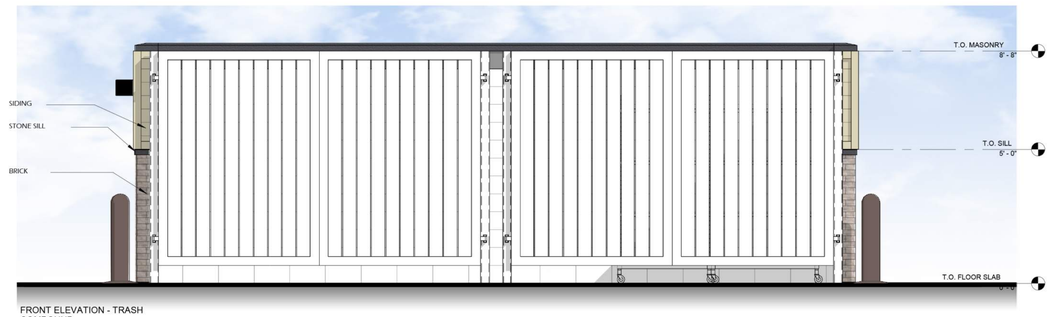
4 SIDE ELEVATION 1 - TRASH COMPOUND
3/8" = 1'-0"



5 SIDE ELEVATION 2 - TRASH COMPOUND
3/8" = 1'-0"



6 REAR ELEVATION - TRASH COMPOUND
3/8" = 1'-0"



8 FRONT ELEVATION - TRASH COMPOUND
3/8" = 1'-0"

AECOM
AECOM ARCHITECTS & ENGINEERS (NJ), INC.
300 BROADACRES DRIVE, SUITE 250
BLOOMFIELD, NJ 07003-3167
973.883.8500 FAX 973.883.8601
http://www.aecom.com

Wawa Store - 5513 - STACKED 6 GAS CANOPY -

SR80 & MAIN ST
LABELLE, FL 33935 • 01/26/26

Patty Kulak

From: Zane Mungillo <zmungillo@citylabelle.com>
Sent: Thursday, May 14, 2026 11:16 AM
To: Patty Kulak; Alma Salas; Anthony Busin; Brent Stevens; Daniel Schoeder - AIM Civil Manager; Justin Christensen; Josh Rimes; Kim Barselou; Mark Lynch; Mitch Wills; MSE Laura Constantino - Four Waters Engineering; Troy Kepley; jasmgreene@axiscompanies.com; jerika@downtownlabelle.com
Cc: Alexis Crespo; Julie Wilkins; Derek.Rooney@gray-robinson.com; Tia Warner
Subject: Re: City of LaBelle Planning Review Wawa - Comments Due

Code Enforcement currently has an active case on the property regarding violations related to mobile food vending and outdoor/roadside sales. The case has not yet been heard before the Special Magistrate and is proposed for August hearing. All prior Code Enforcement cases concerning the property have been closed, and any previously assessed code liens have been satisfied.

Zane Mungillo
Code Enforcement /Safety/Emergency Operations
City of LaBelle
863-675-6355o
863-673-1191c

From: Patty Kulak <pkulak@rviplanning.com>
Sent: Thursday, May 14, 2026 10:30:30 AM
To: Alma Salas <asalas@citylabelle.com>; Anthony Busin <busina@hendry-schools.net>; Brent Stevens <bstevens@citylabelle.com>; Daniel Schoeder - AIM Civil Manager <dschroeder@aimengr.com>; Justin Christensen <jchristensen@aimengr.com>; Josh Rimes <joshrimes@citylabelle.com>; Kim Barselou <kimbarselou@citylabelle.com>; Mark Lynch <mlynch@citylabelle.com>; Mitch Wills <mwills@citylabelle.com>; MSE Laura Constantino - Four Waters Engineering <Lconstantino@4weng.com>; Troy Kepley <tkepley@woodardcurran.com>; Zane Mungillo <zmungillo@citylabelle.com>; jasmgreene@axiscompanies.com <jasmgreene@axiscompanies.com>; jerika@downtownlabelle.com <jerika@downtownlabelle.com>
Cc: acrespo@rviplanning.com <acrespo@rviplanning.com>; Julie Wilkins <juliewilkins@citylabelle.com>; Derek.Rooney@gray-robinson.com <Derek.Rooney@gray-robinson.com>; Tia Warner <tiawarner@citylabelle.com>
Subject: RE: City of LaBelle Planning Review Wawa - Comments Due

Good morning,
Reminder comments are due back to me today for the revisions to the Wawa site plan. The submittal reflects substantial site changes along the north portion of the site and the removal of the drive -thru element. These comments will be included in my staff report at the June LPA meeting.

The only reply as of this email is from Fire stating they are sufficient.

ShareFile: https://rviplanning.sharefile.com/public/share/web-s4995a2816a2749f6a67868c8c5d989a1

Thank you,
Patty Kulak
Senior Project Manager

RVi Planning + Landscape Architecture

28100 Bonita Grande Drive | Suite 305 • Bonita Springs, FL 34135
609.477.8465 Mobile • 239.908.3408 Direct • 239.405.7777 Main
www.rviplanning.com

From: Patty Kulak <pkulak@rviplanning.com>
Sent: Monday, April 27, 2026 1:23 PM
To: Alma Salas <asalas@citylabelle.com>; Anthony Busin <busina@hendry-schools.net>; Brent Stevens <bstevens@citylabelle.com>; Daniel Schoeder - AIM Civil Manager <dschroeder@aimengr.com>; Justin Christensen <jchristensen@aimengr.com>; Josh Rimes <joshrimes@citylabelle.com>; Kim Barselou <kimbarselou@citylabelle.com>; Mark Lynch <mlynch@citylabelle.com>; Mitch Wills <mwills@citylabelle.com>; MSE Laura Constantino - Four Waters Engineering <Lconstantino@4weng.com>; Troy Kepley <tkepley@woodardcurran.com>; Zane Mungillo <zmungillo@citylabelle.com>; jasmgreene@axiscompanies.com
Cc: Alexis Crespo <acrespo@rviplanning.com>; Julie Wilkins <juliewilkins@citylabelle.com>; Derek Rooney <derek.rooney@gray-robinson.com>; Tia Warner <tiawarner@citylabelle.com>
Subject: City of LaBelle Planning Review Wawa - Comments Due 5/14

Good Afternoon,
Please see the below link for the Wawa Rezone to Planned Unit Development petition. The submittal reflects substantial site changes along the north portion of the site and the removal of the drive -thru element.

ShareFile: https://rviplanning.sharefile.com/public/share/web-s4995a2816a2749f6a67868c8c5d989a1
Please provide comments or a statement of no comments by May 14, 2026. These comments will be included in my staff report at the June LPA meeting.
Thank you,
Patty Kulak
Senior Project Manager

RVi Planning + Landscape Architecture
28100 Bonita Grande Drive | Suite 305 • Bonita Springs, FL 34135
609.477.8465 Mobile • 239.908.3408 Direct • 239.405.7777 Main
www.rviplanning.com

Links contained in this email have been replaced. If you click on a link in the email above, the link will be analyzed for known threats. If a known threat is found, you will not be able to proceed to the destination. If suspicious content is detected, you will see a warning.
External Email: Do not click any links or open any attachments unless you trust the sender and know the content is safe.

Patty Kulak

From: Josh Rimes <joshrimes@citylabelle.com>
Sent: Tuesday, April 28, 2026 8:48 AM
To: Patty Kulak; Alma Salas; Anthony Busin; Brent Stevens; Daniel Schoeder - AIM Civil Manager; Justin Christensen; Kim Barselou; Mark Lynch; Mitch Wills; MSE Laura Constantino - Four Waters Engineering; Troy Kepley; Zane Mungillo; jasmgreene@axiscompanies.com
Cc: Alexis Crespo; Julie Wilkins; Derek.Rooney@gray-robinson.com; Tia Warner
Subject: Re: City of LaBelle Planning Review Wawa - Comments Due 5/14

No fire code issues.
Truck turning plan is acceptable.
Fire Hydrant location and GPM flow can be addressed during site plan submittal.

Joshua L Rimes
Fire Marshal
City of LaBelle, Clewiston and Hendry County
863-673-0468

From: Patty Kulak <pkulak@rviplanning.com>
Sent: Monday, April 27, 2026 1:22 PM
To: Alma Salas <asalas@citylabelle.com>; Anthony Busin <busina@hendry-schools.net>; Brent Stevens <bstevens@citylabelle.com>; Daniel Schoeder - AIM Civil Manager <dschroeder@aimengr.com>; Justin Christensen <jchristensen@aimengr.com>; Josh Rimes <joshrimes@citylabelle.com>; Kim Barselou <kimbarselou@citylabelle.com>; Mark Lynch <mlynch@citylabelle.com>; Mitch Wills <mwills@citylabelle.com>; MSE Laura Constantino - Four Waters Engineering <Lconstantino@4weng.com>; Troy Kepley <tkepley@woodardcurran.com>; Zane Mungillo <zmungillo@citylabelle.com>; jasmgreene@axiscompanies.com <jasmgreene@axiscompanies.com>
Cc: acrespo@rviplanning.com <acrespo@rviplanning.com>; Julie Wilkins <juliewilkins@citylabelle.com>; Derek.Rooney@gray-robinson.com <Derek.Rooney@gray-robinson.com>; Tia Warner <tiawarner@citylabelle.com>
Subject: City of LaBelle Planning Review Wawa - Comments Due 5/14

Good Afternoon,
Please see the below link for the Wawa Rezone to Planned Unit Development petition. The submittal reflects substantial site changes along the north portion of the site and the removal of the drive -thru element.

ShareFile: https://rviplanning.sharefile.com/public/share/web-s4995a2816a2749f6a67868c8c5d989a1
Please provide comments or a statement of no comments by May 14, 2026. These comments will be included in my staff report at the June LPA meeting.
Thank you,

Patty Kulak
Senior Project Manager

RVi Planning + Landscape Architecture
28100 Bonita Grande Drive | Suite 305 • Bonita Springs, FL 34135
609.477.8465 Mobile • 239.908.3408 Direct • 239.405.7777 Main
www.rviplanning.com

Links contained in this email have been replaced. If you click on a link in the email above, the link will be analyzed for known threats. If a known threat is found, you will not be able to proceed to the destination. If suspicious content is detected, you will see a warning.

External Email: Do not click any links or open any attachments unless you trust the sender and know the content is safe.

AIM Engineering & Surveying, Inc.
Corporate Office
2161 Fowler Street
Suite 100
Fort Myers, FL 33901
239-332-4569
800-226-4569
www.aimengr.com

Successfully providing our clients and the community with quality planning, engineering and surveying since 1980.

May 14, 2026

Mitchell Wills
City of LaBelle
P.O. Box 458
Labelle, Florida 33975

Wawa PUD & Comp Plan Review – Traffic Impact Statement Review

Dear Mr. Wills,

The Wawa PUD & Comp Plan Traffic Impact Statement (TIS) submitted by Simmons & White Civil and Traffic Engineering on April 27, 2026, in response to our comment letter dated November 14, 2025, has been reviewed. Please consider the following advisory statements regarding project traffic concerns listed below.

Advisory Traffic Statements

1. While the overall intersection operates at a Level of Service (LOS) D, the southbound movement remains at LOS E even after implementing signal timing adjustments. Further evaluate whether additional signal optimization measures, such as revised phasing, cycle length adjustments, or coordination improvements, can enhance operational efficiency at this location. Additionally, consider the installation of a four-section flashing yellow arrow signal head, consistent with the northbound approach, to improve operational safety. See images below:



Northbound Main Street



Southbound Main Street

AIM Engineering & Surveying, Inc.

Matthew Hebert, E.I.
mhebert@aimengr.com

C: Daniel Schroeder, PE, MSE, PMP – AIM
Justin Christensen, PE – AIM
Scott Bickar, PE – AIM