lucido & associates

November 5, 2014

Clarissa Davis, Planner
Planning Department
City of Fort Pierce
PO Box 1480
Fort Pierce, FL 34954

Re: Village At Midway – Annexation Capacity Analysis
Our Reference Number: 14-290

Dear Clarissa,

At your request, please find enclosed herewith one (1) original and eight (8) hardcopies of the completed Capacity Analysis worksheet and supporting Traffic Impact Report, along with water/waste water capacity letters from St. Lucie County Water and Waste Water Utility District and Fort Pierce Utilities Authority. Additionally, you have also been copied on emails with regard to the public school capacity and solid waste capacity; at your request, hard copies of said correspondence can be provided to you should you require it.

Please do not hesitate contact me directly with any questions, comments or concerns that you may have regarding the documents provided herein.

Respectfully,

Brian Nolan, ASLA, APA
Senior Project Manager
Lucido & Associates

C/c:
Rebecca Grohall – Planning Manager
Mark Jacobson – Walton Development (Applicant)
Chris Forbes – Walton Development (Applicant)
Lee Dobbins – Dean Mead
Howard Erhsam – Bowman Consulting
Susan O'Rourke – Susan E. O'Rourke, P.E., Inc.

CAPACITY ANALYSIS

I. Site Data:

	Existing Use	Future Land Use	Zoning
North	Vacant	AG-2.5	AG-2.5
South	Vacant	MXD	PNRD
East	Vacant	MXD	AG-2.5
West	Vacant	AG-2.5	AG-2.5

	Future Land Use	Zoning Classification	Maximum Intensity Residential: Dwelling Units per Acre Other: Square Footage	Total Acreage	Flood Zone
Current	AG-2.5	AG-2.5	16 DU's / 850,509 sf. (aquaculture)	39.05 ac.	X
****Proposed**	MXD	PD	425 DU's (10.8 DU's/ac.) / 750,000 sf.	39.05 ac.	N/A

II. Public Facilities Information:

A. Potable Water:	
Average Use	Residential: 100 gallons per day per person (du x 2.6= persons x 100 gpd = demand) 425 x 2.6 x 100 = 110,500 gpd / 750,000 x 0.125 = 93,750 gpd Other: 0.125 gallons per day per square foot 110,500 + 93,750 = 204,250 gpd
Demand Analysis	Maximum ADF x 1.5 = 204,250 gpd x 1.5 = 306,375 gpd
Current Zoning/FLU	Total gallons per day 16 x 2.6 x 100 = 4,160 + 850,509 x 0.125 = 110,474 gpd
**Proposed Zoning/FLU	Total gallons per day 204,250 gpd
**Change in Demand	Total gallons per day +93,776 gpd

B. Wastewater:	
Average Use	Residential: 100 gallons per day per person (du x 2.6= persons x 100 gpd = demand) 425 x 2.6 x 100 = 110,500 gpd 750,000 x 0.10 = 75,000 gpd Other: 0.1 gallons per day per square foot 110,500 + 75,000 = 185,500 gpd
Demand Analysis	Maximum ADF x 1.5 = 185,500 x 1.5 = 278,250 gpd
Current Zoning/FLU	Total gallons per day 16 x 2.6 x 100 = 4,160 + 850,509 x 0.10 = 89,211 gpd
**Proposed Zoning/FLU	Total gallons per day 185,500 gpd
**Change in Demand	Total gallons per day +96,289 gpd

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

Park Type	LOS	Existing Population Park Demand	Proposed Population Park Demand	Change in Demand
Regional	20 acres per 1,000 people	885 ac.	907 ac.	+22 ac.
Urban District	5 acres per 1,000 people	221 ac.	226 ac.	+5 ac.
Community	2.5 acres per 1,000 people	111 ac.	113 ac.	+2 ac.
Neighborhood	1.36 acres per 1,000 people	60 ac.	62 ac.	+2 ac.

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

	K-8	High
School Name	Samuel Gains Academy (TBD)	Fort Pierce Central (TBD)
City	Fort Pierce	Fort Pierce
Distance	5 miles	5 miles
Current Zoning/FLU Enrollment Demand	5 Students	2 Students
****Proposed Zoning/FLU Enrollment Demand**	225 SF = 64 Students 200 MF = 29 Students	225 SF = 27 Students 200 MF = 12 Students
****Change in Demand**	+88 Students	+37 Students

E. Solid Waste: Residential (2 yard serves 15 units, 4 yard serves 30 units, 6 yard serves 45 units, 8 yard serves 60 units)	
Demand Analysis	Maximum
Current Zoning/FLU	16 Units: 4 yds.
****Proposed Zoning/FLU**	425 Units: 56 yds. (8 yds./60 Units = X yds./425 Units = 56 yds.)
***Change in Demand**	+ 52 yds.

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

Impact	Pre-development Runoff: 25.10 ac. ft. Post-development Runoff: 27.31 ac. ft. Difference in Pre/Post-development: +1.6 ac. ft.

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

G. Transportation Analysis: Complete ITE Trip Generation Data Form Most recent ITE Code for use; HCM Roadway Capacity		
	AADT	**AM/PM Peak Hour Trips**
Demand Analysis	Maximum	Maximum
Current Zoning/FLU	3,107	268/234
****Proposed Zoning/FLU**	9,375	749/938
***Change in Demand**	6,268 Trips	Trips 481/704
Impact to Capacity	Capacity available within LRTP; see attached Traffic Impact Report.	

IV. Project Description

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

RESIDENTIAL DATA

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

NON-RESIDENTIAL DATA					
Type(s) specify	**Phase**	**Square footage**	**Acres**	**Expecting beginning date**	**Expected completion date**

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

B. 1. Does this application involve demolition or re-use of any structure(s)? [ ] Yes [X] No
If yes, what is the size of the structure(s) to be demolished or re-used? _____
2. What is the current use of the structure to be demolished or re-used? _____
3. Are you claiming trip credits for the demolition or re-use of a structure(s) at the site? [ ] Yes [ ] No
If yes, provide estimates of credits for each previous use at the site. (Attach sheet with calculations)

C. Exemptions Requested:

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

BOARD OF COUNTY COMMISSIONERS

ST. LUCIE COUNTY FLORIDA

UTILITIES

October 30, 2014

Walton Acquisitions FL, LLC
c/o W. Lee Dobbins, Esq.
Dean, Mead, Minton & Zwemer
1903 South 25th Street, Suite 200
Fort Pierce, Florida 34947

Dear Mr. Dobbins:

RE: Utility Service Availability Letter – Village of Midway

You have requested the St. Lucie County Water and Wastewater Utility District (the "District"), provide you a utility service availability status letter regarding the District's water and wastewater utility system. You own, control or represent property as generally described on Attachment A to this letter (the "Property"). This Property lies within the areas of St. Lucie County that will be served by the District. Please note that the provision and availability of utility service by the District is governed by the District's Utility Policies and Procedures, including the Utility Service and Extension Policies and Rate Resolutions, (the "Utility Governing Documents"). The Utility Governing Documents are incorporated in and made a part of this letter and shall control any inconsistencies between this letter and the Utility Governing Documents. Please read the Utility Governing Documents carefully with your legal adviser to understand the process for obtaining a utility service commitment from the District.

This utility service availability letter is intended to provide a non-binding generic statement of the current status of utility service availability in the areas of St. Lucie County that will be served by the District. [If applicable: The District currently has a Bulk Service Agreement with the Fort Pierce Utility Authority (the "FPUA") to provide water supply and treatment and/or wastewater treatment and disposal utility capacity to the District, as available as determined by the FPUA. The terms of the Bulk Service Agreement are incorporated in and made a part of this letter.] The District will determine the best way to serve the Property.

The District currently has utility lines in the vicinity of your Property; at the current time, these utility lines have available capacity. Additional infrastructure needs will be finalized when demand projections for the property are provided to the District and the standard development agreement executed.

This letter is not a reservation of utility capacity and may not be relied upon by you as a representation from the District to you as to the availability of utility service to your Property. In order to reserve capacity to serve your Property, you will need to execute a standard development agreement with the District in accordance with the Utility Governing Documents.

Please let me know if you require additional information regarding this matter.

Sincerely,

Laurie Waldie

Laurie Waldie
Utility Director

cc: Raymond Murankus, SLCU Project Manager
Mark Satterlee, Planning & Development Services Director

2300 Virginia Avenue • Fort Pierce, FL 34982 • Phone (772) 462-1150 • FAX (772) 462-1153
web site: www.stlucieco.gov

Attachment "A"

THE LAND REFERRED TO HEREIN BELOW IS SITUATED IN THE COUNTY OF ST. LUCIE, STATE OF FLORIDA, AND IS DESCRIBED AS FOLLOWS:

PARCEL 1:
THE SOUTHEAST ¼ OF THE SOUTHWEST ¼ OF SECTION 34, TOWNSHIP 35 SOUTH, RANGE 39 EAST, LESS AND EXCEPT THE EAST 39.00 FEET FOR CANAL RIGHT-OF-WAY; SAID LANDS SITUATE, LYING AND BEING IN ST. LUCIE COUNTY, FLORIDA.

CONTAINING: 1,701,018 SQUARE FEET OR 39.05 ACRES, MORE OR LESS.

PARCEL 2:
THE EAST ½ OF THE NORTHWEST ¼ OF SECTION 3, TOWNSHIP 36 SOUTH, RANGE 39 EAST, LESS AND EXCEPT THE EAST 39.00 FEET FOR CANAL RIGHT-OF-WAY AND LESS MIDWAY ROAD RIGHT-OF-WAY AS SET FORTH IN OFFICIAL RECORDS BOOK 44, PAGE 447, OF THE PUBLIC RECORDS OF ST. LUCIE COUNTY, FLORIDA; SAID LANDS SITUATE, LYING AND BEING IN ST. LUCIE COUNTY, FLORIDA.

CONTAINING: 3,378,514 SQUARE FEET OR 77.56 ACRES, MORE OR LESS.

715 South 25th Street (34947)
PO Box 3191 (34948)

Phone: 772.466.1600, Ext. 3475
Fax: 772.468.2411

Director of Water/Wastewater Systems
"Committed to Quality"

November 3, 2014

tperkins@fpua.com

Howard Ehrsam, P.E.
Bowman Consulting
10815 SW Tradition Square
Port St. Lucie, FL 34987

Subject: The northern 39.05 acres of Parcel No. 2334-340-0000-000-7
Villages of Midway

Dear Mr. Ehrsam:

As requested, FPUA has water treatment capacity and wastewater treatment capacity available for the above referenced project. We can make no statement regarding water or wastewater transmission capacity as this project is located in the St. Lucie County Water and Wastewater Bulk Service Area and they are responsible for all transmission capacity improvements required to serve the proposed project.

Should you have additional questions, please contact me at 772-466-1600 Ext. 3475.

Sincerely,

Timothy E. Perkins, P.E.
Director W/WW Systems

ec: Bill Thiess, Director of Utilities
Valerie Schulte, Supervising Engineer
Laurie Waldie, SLC Utilities Director

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

Traffic Engineering, Transportation Planning

TRAFFIC ANALYSIS

FOR

Villages at Midway LUPA

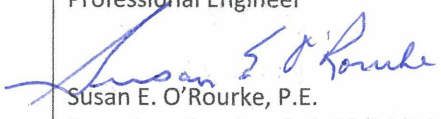
Prepared for:

Walton Development and Management

Prepared by

Susan E. O'Rourke, P.E., Inc.
969 SE Federal Highway, Suite 402
Stuart, Florida 34994
772-781-7918

SR14091.0

Prepared by: Susan E. O'Rourke, P.E., Inc. Certificate of Authorization: #26869 969 SE Federal Highway, Suite 402 Stuart, Florida 34994 772-781-7918	Professional Engineer  Susan E. O'Rourke, P.E. Date signed and sealed: 10/31/14 License #: 42684

428 SW Akron Avenue
Suite 1A
Stuart, Florida 34994

772.781.7918
772.781.9261 fax

SEORourke@comcast.net

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

Traffic Engineering, Transportation Planning

October 31, 2014

Mr. Mark Jacobson

Walton Development and Management
8390 ChampionsGate Bloulevard
Suite 315
Champions Gate, FL 33896

Re: Village at Midway

Dear Mr. Jacobson:

Susan E. O'Rourke, P.E., Inc. has completed the analysis of the proposed land use plan amendment from AG 2.5 to MXD. The land use amendment affects a parcel with a total of 39.05 acres generally north of Midway Road in St. Lucie County, Florida. The parcel is the subject of an Annexation into the City of Ft. Pierce. The steps in the analysis and the ensuing results are presented herein.

It has been a pleasure working with you. If you have any questions or comments, please give me a call.

Respectfully submitted,
Susan E. O'Rourke, P.E., Inc.

Susan E. O'Rourke, P.E.
Registered Civil Engineer - Traffic

969 SE Federal Highway
Suite 402
Stuart, FL 34994
772 781 7918

428 SW Akron Avenue
Suite 1A
Stuart, Florida 34994

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SEORourke@comcast.net

INTRODUCTION

Susan E. O'Rourke, P.E., Inc. was retained to prepare a traffic analysis for the proposed land use amendment of 39.05 acres of land with a land use category of AG-2.5 allowing up to 16 dwelling units or 850,509 square feet of Aquaculture. The proposal is to change the land use to MXD which is a flexible mixed use land use category that is implemented via the adoption of a Planned Development (PD) Agreement. However, the development cannot exceed an FAR of 1.5 and the residential portion must comprise 40% of the total square footage of development. To that end, the proposal is to develop a maximum of: 500,000 square feet of warehouse; 150,000 square feet of general office; 100,000 square feet of retail; 225 single family units and 200 multi- family units. The purpose of this report is to determine the impact on the surrounding roadway system associated with the change in land use. The following analytical steps were taken:

- summary of the project description; existing land use and proposed land use
- summary of existing/ 2035 lane geometrics
- assessment of the change in trip generation
- summary of 2035 traffic volumes

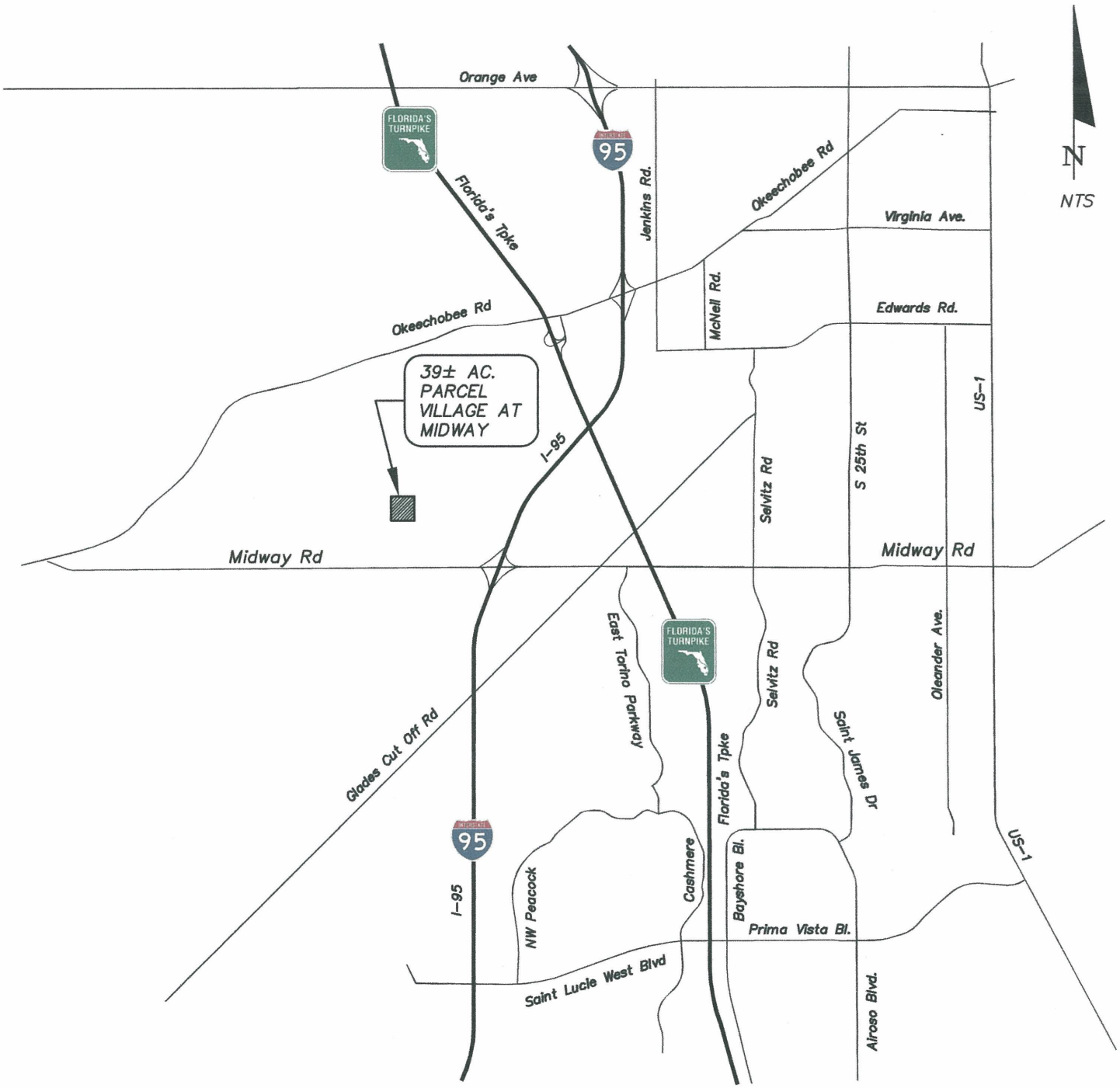
Each of these steps is outlined herein.

PROJECT DESCRIPTION

The proposed land use amendment involves a parcel of land located generally north of Midway Road. **Figure 1** shows the project's location.

The existing land use designation for the site is AG-2.5 allowing up to 16 dwelling units or 850,509 square feet of Aquaculture. The proposal is to change the land use to MXD which is a flexible, mixed use land use category that is implemented via the adoption of a Planned Development (PD) Agreement. However, the development cannot exceed an FAR of 1.5 and the residential portion must comprise 40% of the total square footage of development. To that end, the proposal is to develop a maximum of: 500,000 square feet of warehouse; 150,000 square feet of general office; 100,000 square feet of retail; 225 single family units and 200 multi- family units.

The analysis of the project impacts in the long range scenario, 2035 are discussed herein.



Susan E. O'Rourke, P.E., Inc.
Traffic Engineering, Transportation Planning

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Stuart, Florida 34994

FIGURE 1

PROJECT LOCATION

THE VILLAGE AT MIDWAY

OCT 2014

TRIP GENERATION

To estimate the trips generated by the existing future land use the land use the existing zoning of Agriculture was considered. Two scenarios could be implemented, residential at 1 unit per 2.5 acres resulting in 16 dwelling units or agriculture uses such as Aquaculture. The aquaculture use could allow up to 850,509 square feet of use. Warehouse trip rates were applied for this use. The aquaculture would result in a higher trip generation so it was used in the analysis. The trip generation for the land use under the existing future land use category is shown in **Table 1**.

For the proposed future land use, given the parameters within the MXD land use, a land development program was created that will be memorialized in the PD agreement at a later date. The program of : warehouse- 500,000 square feet,; general office – 150,000 square feet, retail- 100,000 square feet; single family dwelling units – 225; multi family dwelling units l 200 were analyzed/ **Table 2a** summarizes the trip generation associated with the proposed future land use. **Table 2b** shows the internal capture. **Appendix A** includes trip generation and internal capture for the AM and PM peak hours.

The change in land use is the subject of the land use plan amendment. As shown in **Table 3**, there will be a potential increase of 6268 daily trips, 483 AM peak hour trips and 704 PM peak hour trips.

LANE GEOMETRICS

The study area was reviewed to determine the existing number and type of lanes along the roadway. Each roadway is described below.

Midway Road is a two lane arterial with an east/west alignment in the vicinity of the project. It is a four lane roadway from just west of I-95 to Selvitz Road. The roadway is included in the Cost Feasible Long Range Plan to be widened to 4 lanes from SR 70 to just west of I-95. From Selvitz to US 1, the FDOT is in the processing of constructing the entire roadway as a four lane section.

I-95 is a 6 lane interstate highway with a north/south alignment. The road is included in the cost feasible plan as an 8 lane interstate highway north of Okeechobee Road.

Figure 2 illustrates the existing roadway conditions.

Table 1 Warehouse Existing Future Land Use Trip Generation

	ITE Code	Intensity		Trip Generation Rate	Directional Split		Gross Trips		
					% In	% Out	In	Out	Total
Daily	850	406000	SF	Ln(t)=0.86ln(x)+2.24					1645
AM	850	406000	SF	Ln(t)=0.55Ln(x)+1.88	79%	21%	141	37	178
PM	850	406000	SF	Ln(t)=0.64Ln(x)+1.14	25%	75%	37	109	146

TABLE 2a Trip Generation - Daily

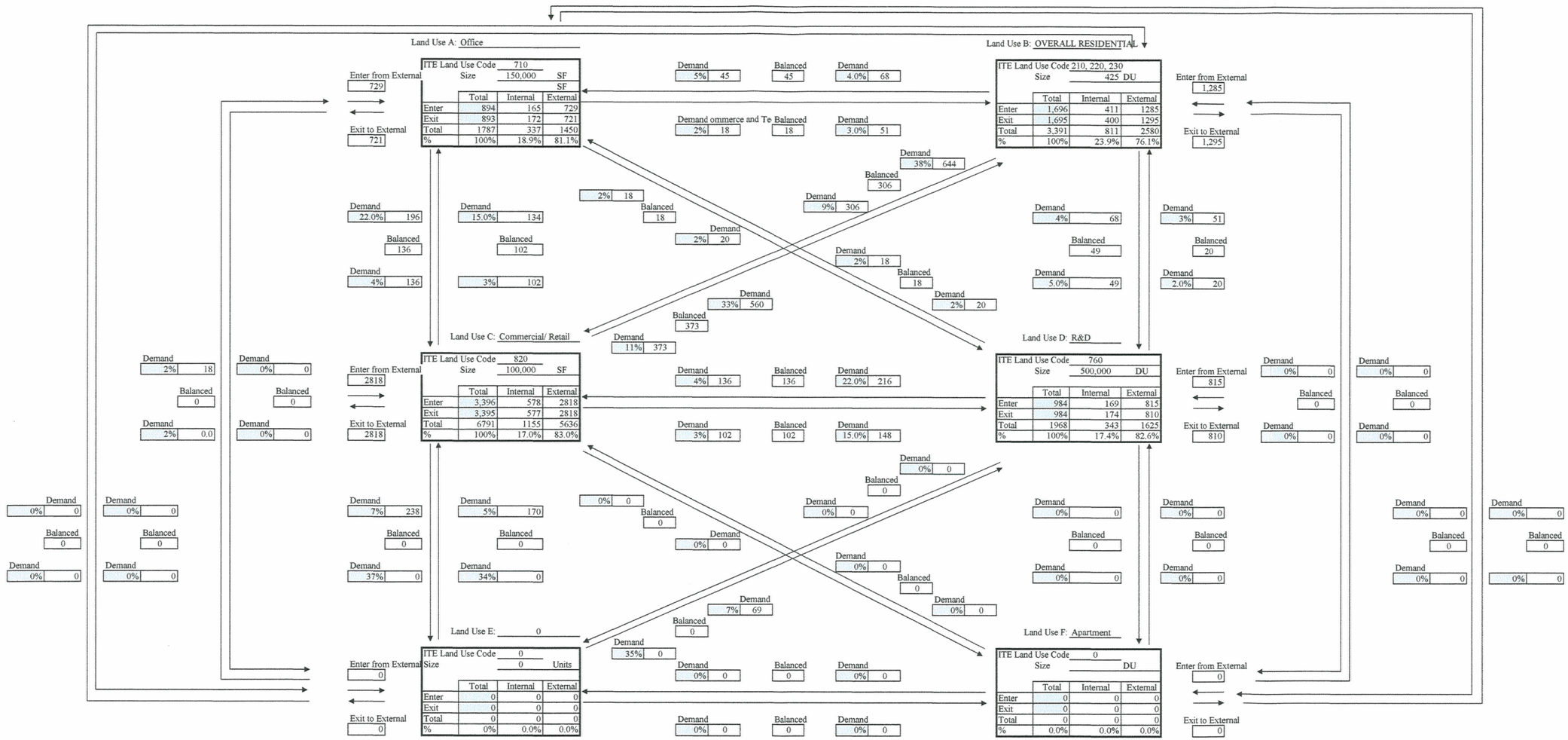
Land Use	ITE Code	Intensity	Trip Generation Rate	Directional Split		Gross Trips			Internalization Trips				Net External Trips			Pass-by Trips		Net New Trips		
				% In	% Out	In	Out	Total	In	Out	Total	%	In	Out	Total			In	Out	Total
Residential Single-Family	210	225 DU	Ln(T)=0.92(x)+2.72	50%	50%	1,108	1,107	2,215	268	261	529	23.9%	840	846	1,686	0	0.0%	840	846	1,686
Residential Multi-Family	230	200 DU	Ln(T)=0.87ln(x)+2.46	50%	50%	588	588	1,176	143	139	282	24.0%	445	449	894	0	0.0%	445	449	894
Commercial/ Retail	820	100,000 SF	Ln(T)=0.65ln(x)+5.83	50%	50%	3,396	3,395	6,791	578	577	1,155	17.0%	2,818	2,818	5,636	1916	34.0%	1,860	1,860	3,720
Warehouse	150	500,000 SF	Ln(T)=0.86Ln(x)+2.24	50%	50%	984	984	1,968	169	174	343	17.4%	815	810	1,625	0	0.0%	815	810	1,625
Office	710	150,000 SF	Ln(T)=0.76Ln(x)+3.68	50%	50%	894	893	1,787	165	172	337	18.9%	729	721	1,450	0	0.0%	729	721	1,450
TOTAL						**6,971**	**6,968**	**13,938**	**1,323**	**1,323**	**2,646**	**19.0%**	**5,647**	**5,644**	**11,291**	**1916**	**17.0%**	**4,689**	**4,686**	**9,375**

Table 2b Trip Generation: Daily

Village at Midway 39.05 acres LUPA
TRIP INTERNALIZATION - Daily

Analyst AAA
Date Nov-14

Name of Devlpt Village at Midway 39.05 acres LUPA
Time Period Daily

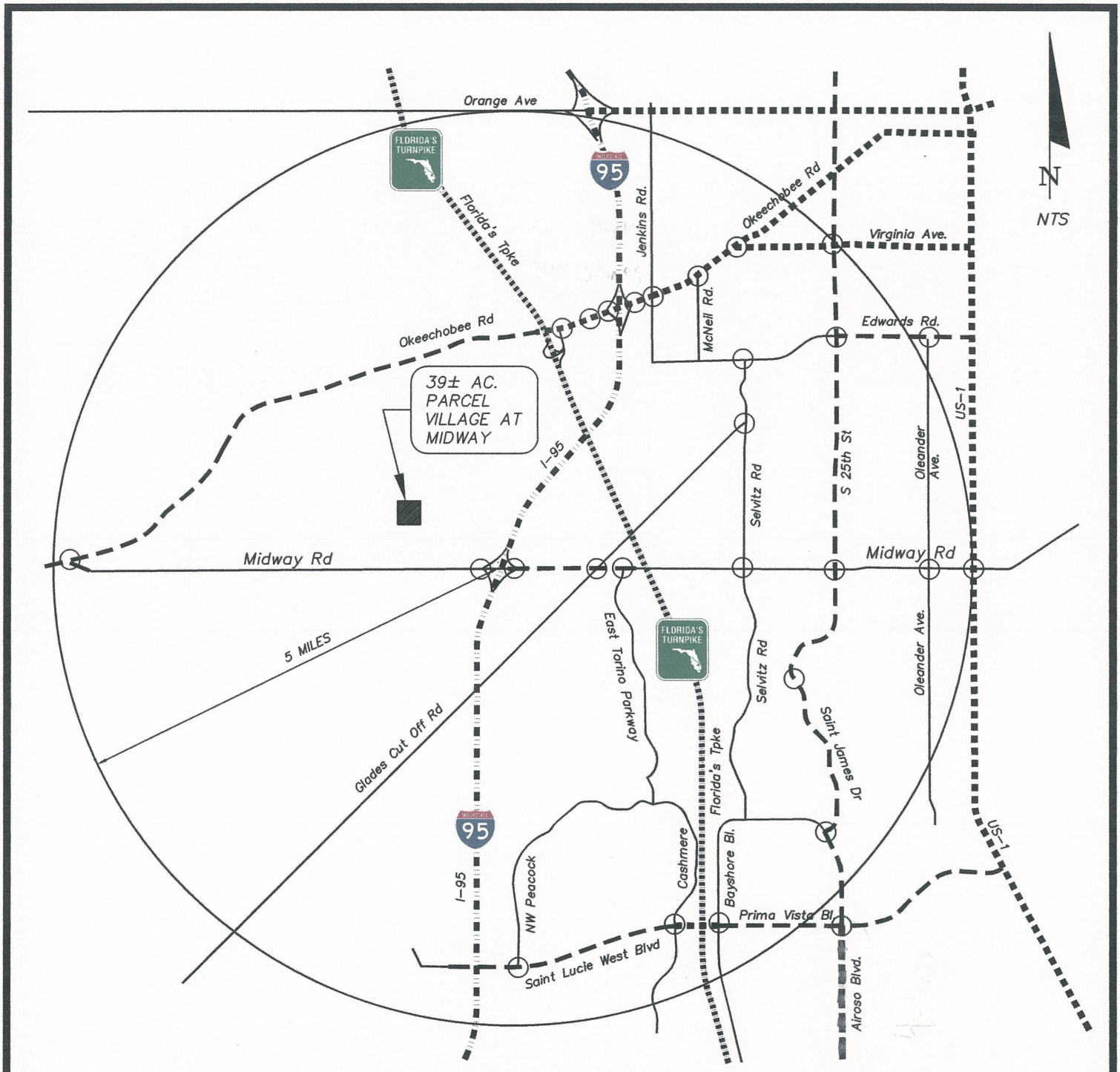


Net External Trips for Multi-Use Development

	Land Use A	Land Use B	Land Use C	Land Use D	Land Use E	Land Use F	Total	
Enter	729	1285	2818	815	0	0	5647	
Exit	721	1295	2818	810	0	0	5644	Internal
Total	1450	2580	5636	1625	0	0	11291	Capture
Single-Use Trip Gen Estimate	1787	3391	6791	1968	0	0	13937	19.0%

Source: based on procedures from the ITE Trip Generation Handbook, Chapter 7, March 2001

Table 3: Net Trip Generation			
	Existing	Proposed	Net Increase
Daily	3107	9375	6268
AM- Total	268	751	483
AM-In	212	295	83
AM-Out	56	458	402
PM- Total	234	938	704
PM- In	59	461	402
PM - Out	175	477	302



LEGEND

= 2 LANE ARTERIAL
= 4 LANE ARTERIAL
= 6 LANE ARTERIAL
= 4 LANE EXPRESSWAY
= 6 LANE EXPRESSWAY
= SIGNALIZED INTERSECTION

Susan E. O'Rourke, P.E., Inc.
Traffic Engineering, Transportation Planning

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FIGURE 2

EXISTING ROADWAY NETWORK

THE VILLAGE AT MIDWAY

OCT 2014

PROJECT ASSIGNMENT

The project traffic was distributed using the TCRPC Model. The resultant assignment is shown in **Appendix B**. The project percent assignment is shown in **Figure 3**.

STUDY AREA/ PROJECT IMPACT

Based on the project assignment and the impact to the network, the study area was determined. The study area is defined to include the roadways where the project has an impact of 5% or greater of project volume to capacity. The adjacent street is required to be addressed when the impact is 1% or greater.

Table 4 summarizes the project impact on the area network

As shown, the project study area includes just 1 link based on the 5%/1% criteria.

FUTURE TRAFFIC VOLUMES

The links along Midway Road were analyzed in the study, although only LTC Ranch to I-95 is required. The links were analyzed for the long term conditions. The long term analysis coincides with the Long Range Transportation Plan which is 2035. For the 2035 horizon, the network includes the components that are included in the cost feasible roadway network.

2035 Horizon

The proposals to amend the comprehensive plan must demonstrate that the impacts created by the new project can be accommodated on the long range circulation plan that has been adopted for the existing future land use.

To determine the impact created by the change in land use, the traffic volumes from the 2035 Long Range Transportation Plan were used. **Table 5** summarizes the 2035 volumes with the project traffic added. The total traffic volumes were compared to the capacity of the roadway under the 2035 conditions. All roadways will operate at acceptable levels of service with the proposed future land use amendment in place.

Appendix C contains the 2035 volumes and network data.

CONCLUSION

The proposed land use will result in an increase in trips of 6268 daily trips, 483 AM peak hour trips and 704 PM peak hour trips. The proposed land use amendments will not adversely impair the surrounding network.

Susan E. O'Rourke, P.E., Inc.
Traffic Engineering, Transportation Planning

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Stuart, Florida 34994

FIGURE 3

PROJECT % ASSIGNMENT

THE VILLAGE AT MIDWAY

OCT 2014

Table 4: Project Percent Impact

Segment	From	To	Existing Lanes	2035 Lanes	Functional Classification	Existing LOS D/E (Daily)(1)	2035 LOS D/E (Daily) (1)	Project % Assignment	Project Traffic	Project % of Existing Capacity	Is project % of Existing Capacity > 5%	Project % of 2035 Capacity	Is project % of 2035 Capacity > 5%	Is total traffic less than capacity?
Midway Road	Okeechobee Rd	Shinn Rd	2L	4LD	Rural Principal Arterial- uninterrupted	14300	39800	6.0%	376	2.6%	NO	0.9%	NO	YES
	Shinn Rd	McCarty Rd	2L	4LD	Rural Principal Arterial- uninterrupted	14300	39800	8.0%	501	3.5%	NO	1.3%	NO	YES
	McCarty Rd	Arterial A	2L	4LD	Urban Principal Arterial	17700	39800	8.0%	501	2.8%	NO	1.3%	NO	YES
	Arterial A	I95	2L	4LD	Urban Principal Arterial	17700	39800	78.0%	4889	27.6%	Yes	12.3%	Yes	YES
	I95	Glades Cut off Rd	4LD	4LD	Urban Minor Arterial	32400	32400	16.0%	1003	3.1%	NO	3.1%	NO	YES
	Glades Cut off Rd	NW East Torino Pkwy	4LD	4LD	Urban Minor Arterial	32400	32400	11.0%	689	2.1%	NO	2.1%	NO	YES
	NW East Torino Pkwy	Florida's Turnpike	2L	4LD	Urban Minor Arterial	14800	32400	10.0%	627	4.2%	NO	1.9%	NO	YES
	Florida's Turnpike	S. Jenkins Rd	2L	4LD	Urban Minor Arterial	14800	32400	9.0%	564	3.8%	NO	1.7%	NO	YES
	S Jenkins Rd	Selvitz Rd	2L	4LD	Urban Minor Arterial	14800	32400	6.0%	376	2.5%	NO	1.2%	NO	YES
	Selvitz Rd	S 25th St	2L	4LD	Urban Minor Arterial	14800	32400	5.0%	313	2.1%	NO	1.0%	NO	YES
									0					
Okeechobee Rd	Midway Rd	Shinn Rd	4LD	4LD	Rural Principal Arterial- uninterrupted	51000	51000	0.0%	0	0.0%	NO	0.0%	NO	YES
	Shinn Rd	McCarty Rd	4LD	4LD	Rural Principal Arterial- uninterrupted	51000	51000	0.0%	0	0.0%	NO	0.0%	NO	YES
	McCarty Rd	Florida's Turnpike	4LD	4LD	Urban Principal Arterial	39800	39800	2.0%	125	0.3%	NO	0.3%	NO	YES
	Florida's Turnpike	S King's Hwy	4LD	4LD	Urban Principal Arterial	39800	39800	1.0%	63	0.2%	NO	0.2%	NO	YES
	S King's Hwy	Crossroads Pkwy	4LD	4LD	Urban Principal Arterial	39800	39800	1.0%	63	0.2%	NO	0.2%	NO	YES
	Crossroads Pkwy	I95	4LD	4LD	Urban Principal Arterial	39800	39800	3.0%	188	0.5%	NO	0.5%	NO	YES
	I95	Jenkins Rd	6LD	6LD	Urban Principal Arterial	59900	59900	9.0%	564	0.9%	NO	0.9%	NO	YES
	Jenkins Rd	McNeil Rd	6LD	6LD	Urban Principal Arterial	59900	59900	7.0%	439	0.7%	NO	0.7%	NO	YES
	McNeil Rd	Virginia Ave	6LD	6LD	Urban Principal Arterial	59900	59900		0	0.0%	NO	0.0%	NO	YES
									0					
Florida's Turnpike	North	Okeechobee Rd	4LD	4LD	Urban Principal Arterial	74400	74400	0.0%	0	0.0%	NO	0.0%	NO	YES
	Okeechobee Rd	South	4LD	4LD	Urban Principal Arterial	74400	74400	0.0%	0	0.0%	NO	0.0%	NO	YES
									0					
I95	Orange Ave	Okeechobee Rd	4LD	8LD	Urban Principal Arterial	74400	148700	19.0%	1191	1.6%	NO	0.8%	NO	YES
	Okeechobee Rd	W. Midway Rd	4LD	6LD		74400	111800	33.0%	2068	2.8%	NO			
	W Midway Rd	St Lucie West Blvd	4LD	6LD	Rural Principal Arterial	74400	111800	29.0%	1818	2.4%	NO	1.6%	NO	YES
									0					
									0					
Glades Cut off Rd	Range Line Rd	Reserve Blvd	2L	2L	Urban Minor Arterial	17700	17700	5.0%	313	1.8%	NO	1.8%	NO	YES
	Reserve Blvd	LTC Parkway	2L	2L	Urban Minor Arterial	17700	17700	5.0%	313	1.8%	NO	1.8%	NO	YES
	LTC Parkway	W. Midway Rd	2L	2L	Urban Minor Arterial	17700	17700	7.0%	439	2.5%	NO	2.5%	NO	YES
	W Midway Rd	Florida's Turnpike	2L	2L	Urban Minor Arterial	17700	17700	3.0%	188	1.1%	NO	1.1%	NO	YES

Note: The Tables for LRTP show Glades cut-off as 4LD but unfunded. Midway was shown as funded in 2021.

Daily Trips
6,268

Table 5: Link Analysis - 2035 W/ Proposed Future Land Use

Segment	From	To	Existing Lanes	2035 Lanes	Functional Classification	Existing LOS D/E (Daily)(1)	2035 LOS D/E (Daily) (1)	2035 Volume without Project	Project % Assignment	Project Traffic	2035 with Project	Project % of Existing Capacity	Is project % of Existing Capacity > 5%	Project % of 2035 Capacity	Is project % of 2035 Capacity > 5%	Is total traffic less than capacity?
Midway Road	Okeechobee Rd	Shinn Rd	2L	4LD	Rural Principal Arterial- uninterrupted	14300	39800	5060	6.0%	376	5436	2.6%	NO	0.9%	NO	YES
	Shinn Rd	McCarty Rd	2L	4LD	Rural Principal Arterial- uninterrupted	14300	39800	5531	8.0%	501	6032	3.5%	NO	1.3%	NO	YES
	McCarty Rd	Arterial A	2L	4LD	Urban Principal Arterial	17700	39800	8077	8.0%	501	8578	2.8%	NO	1.3%	NO	YES
	Arterial A	I95	2L	4LD	Urban Principal Arterial	17700	39800	23180	78.0%	4889	28069	27.6%	Yes	12.3%	Yes	YES
	I95	Glades Cut off Rd	4LD	4LD	Urban Minor Arterial	32400	32400	12545	16.0%	1003	13548	3.1%	NO	3.1%	NO	YES
	Glades Cut off Rd	NW East Torino Pkwy	4LD	4LD	Urban Minor Arterial	32400	32400	15775	11.0%	689	16464	2.1%	NO	2.1%	NO	YES
	NW East Torino Pkwy	Florida's Turnpike	2L	4LD	Urban Minor Arterial	14800	32400	28396	10.0%	627	29023	4.2%	NO	1.9%	NO	YES
	Florida's Turnpike	S. Jenkins Rd	2L	4LD	Urban Minor Arterial	14800	32400	28396	9.0%	564	28960	3.8%	NO	1.7%	NO	YES

	Daily Trips
Incremental Inc.	6,268

APPENDIX A
AM and PM Trip Generation
Proposed Future Land Use

TABLE 1a Trip Generation - AM Peak Hour

Land Use	ITE Code	Intensity	Trip Generation Rate	Directional Split		Gross Trips			Internalization Trips				Net External Trips			Pass-by Trips		Net New Trips		
				% In	% Out	In	Out	Total	In	Out	Total	%	In	Out	Total			In	Out	Total
Residential Single-Family	210	225 DU	T=0.70(x)+9.74	25%	75%	42	125	167	6	10	16	9.6%	36	115	151	0	0.0%	36	115	151
Residential Multi-Family	230	200 DU	Ln(T)=0.80Ln(x)+0.26	17%	83%	15	75	90	3	5	8	8.9%	12	70	82	0	0.0%	12	70	82
Commercial/ Retail	820	100,000 SF	Ln(T)=0.61Ln(x)+2.24	62%	38%	97	59	156	9	7	16	10.3%	88	52	140	57	41.02%	60	23	83
Warehouse	150	500,000 SF	Ln(T)=0.55Ln(x)+1.88	79%	21%	158	42	200	13	3	16	8.0%	145	39	184	0	0.0%	145	39	184
Office	710	150,000 SF	Ln(T)=0.80Ln(x)+1.57	17%	83%	45	220	265	5	11	16	6.0%	40	209	249	0	0.0%	40	209	249
TOTAL						**357**	**521**	**878**	**36**	**36**	**72**	**8.2%**	**321**	**485**	**806**	**57**	**7.1%**	**293**	**456**	**749**

Pass-by Calculation (3)

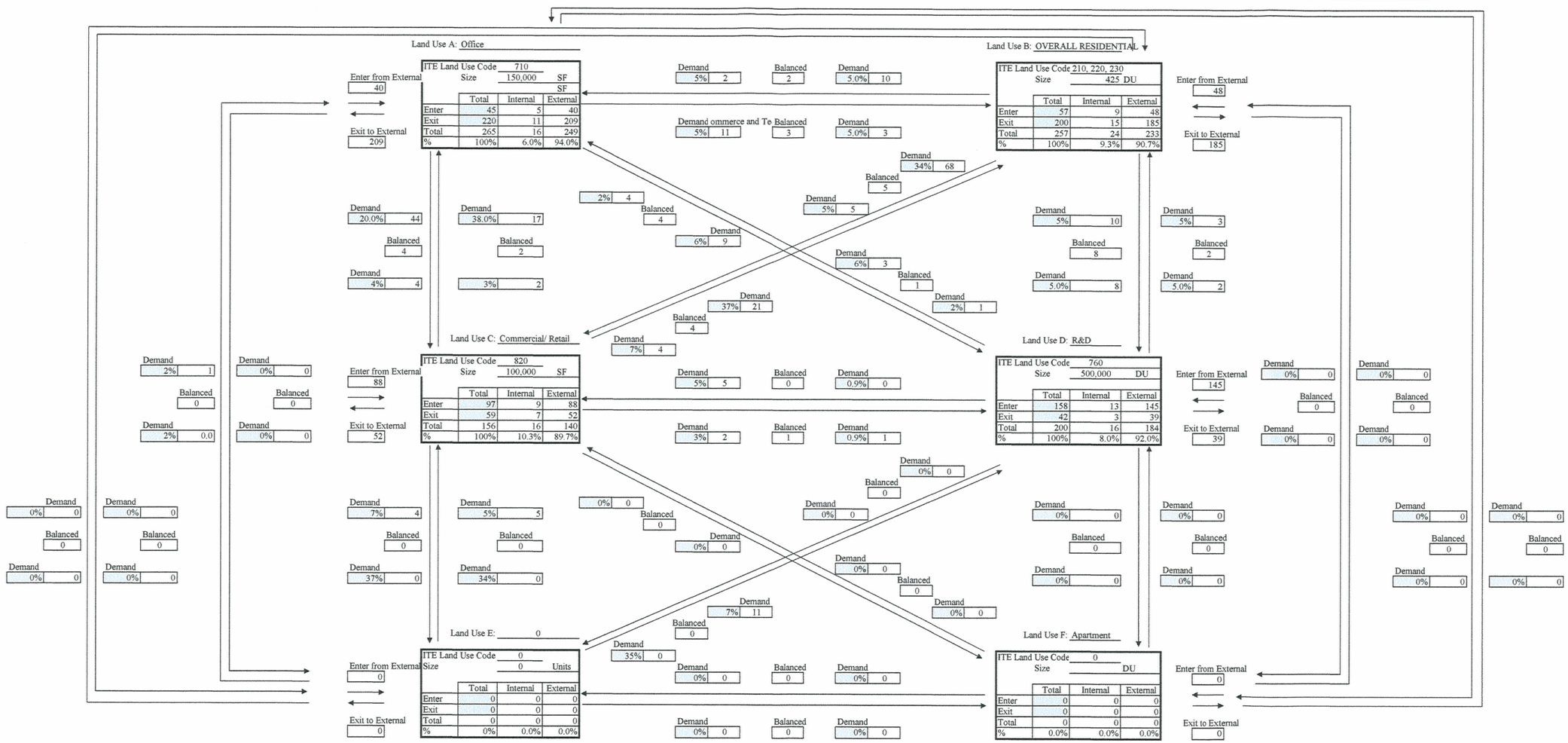
Description	ITE Code	Intensity	Pass-by Equation	Pass-by %
General Commercial Pass-by	820	100,000 SF	T=94.49-11.61 Ln(A)	41.02

Table 1b Trip Generation: AM Internal Traffic

Village at Midway 39.05 acres LUPA
TRIP INTERNALIZATION - AM PEAK HOUR- East

Analyst AAA
Date Nov-14

Name of Devlpt Village at Midway 39.05 acres LUPA
Time Period AM Peak Hour



Net External Trips for Multi-Use Development

	Land Use A	Land Use B	Land Use C	Land Use D	Land Use E	Land Use F	Total	
Enter	40	48	88	145	0	0	321	
Exit	209	185	52	39	0	0	485	Internal
Total	249	233	140	184	0	0	806	Capture
Single-Use Trip Gen Estimate	265	257	156	200	0	0	878	8.2%

Source: based on procedures from the ITE Trip Generation Handbook, Chapter 7, March 2001

Table 3a Trip Generation - PM Peak Hour

Land Use	ITE Code	Intensity	Trip Generation Rate	Directional Split		Gross Trips			Internalization Trips				Net External Trips			Pass-by Trips		Net New Trips		
				In	Out	In	Out	Total	In	Out	Total	%	In	Out	Total			In	Out	Total
Residential Single-Family	210	225 DU	Ln(T)=0.90Ln(x)+0.51	63%	37%	137	81	218	28	17	45	20.6%	109	64	173	0	0.0%	109	64	173
Residential Multi-Family	230	200 DU	Ln(T)=0.82Ln(x)+0.32	67%	33%	71	35	106	14	9	23	21.7%	57	26	83	0	0.0%	57	26	83
Commercial/ Retail	820	100,000 SF	Ln(T)=0.67Ln(x)+3.31	48%	52%	288	311	599	39	48	87	14.5%	249	263	512	210	41.02%	143	159	302
Warehouse	150	500,000 SF	Ln(T)=0.64Ln(x)+1.14	25%	75%	42	125	167	3	11	14	8.4%	39	114	153	0	0.0%	39	114	153
Office	710	150,000 SF	T=1.12(x)+78.45	17%	83%	123	123	246	10	9	19	7.7%	113	114	227	0	0.0%	113	114	227
TOTAL						**661**	**675**	**1,336**	**94**	**94**	**188**	**14.1%**	**567**	**581**	**1,148**	**210**	**18.3%**	**461**	**477**	**938**

Pass-by Calculation

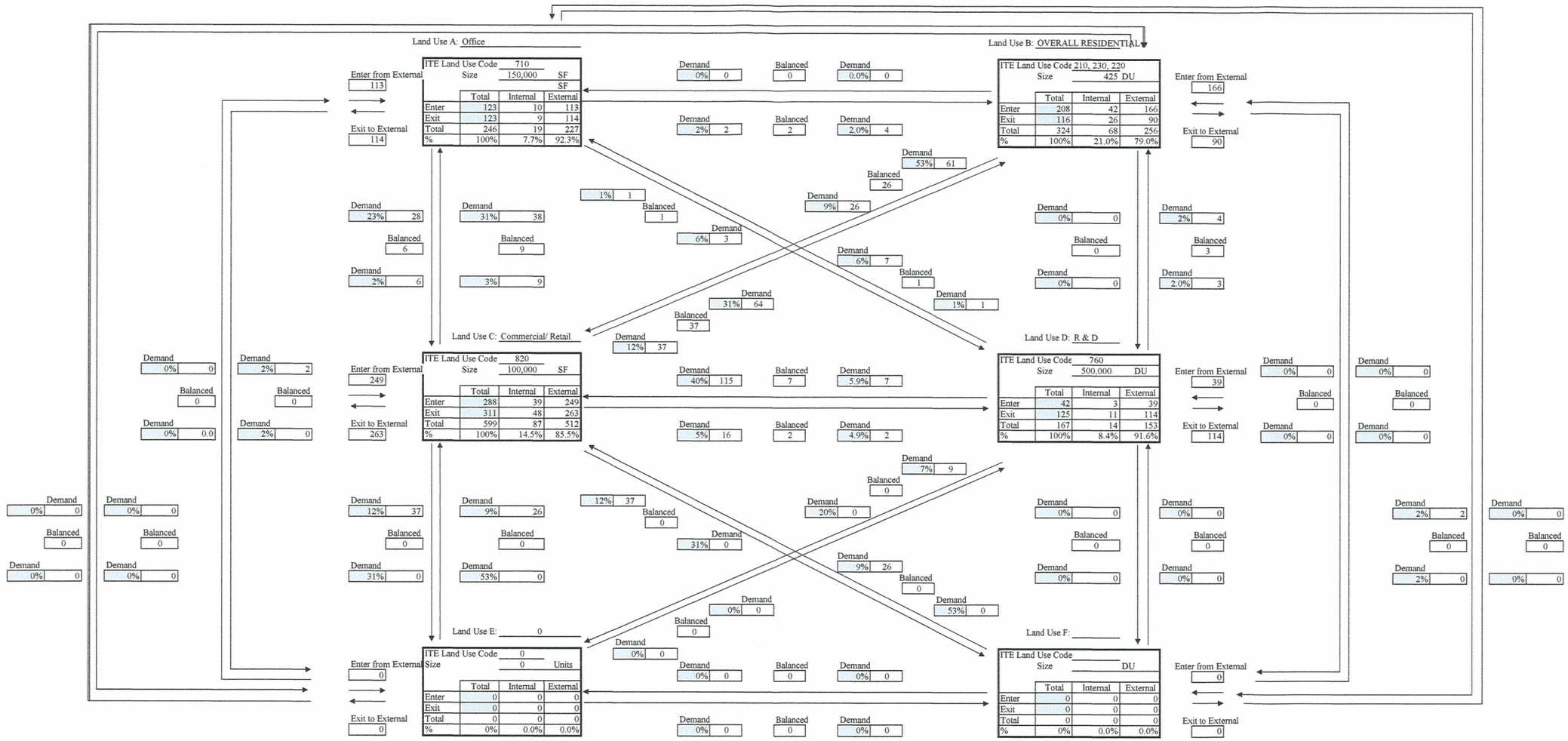
Description	ITE Code	Intensity	Equation	Pass-by %[3]
General Commercial Pass-by	820	100,000 SF	T=94.49-11.61 Ln(A)	41.02

Table 3b Trip Generation: PM Internal Traffic

Village at Midway 39.05 acres LUPA
TRIP INTERNALIZATION - PM

Analyst AAA
Date Nov-14

Name of Devlpt Village at Midway 39.05 acres LUPA
Time Period PM Peak Hour



Net External Trips for Multi-Use Development

	Land Use A	Land Use B	Land Use C	Land Use D	Land Use E	Land Use F	Total	
Enter	113	166	249	39	0	0	567	
Exit	114	90	263	114	0	0	581	Internal
Total	227	256	512	153	0	0	1148	Capture
Single-Use Trip Gen Estimate	246	324	599	167	0	0	1336	14.1%

Source: based on procedures from the ITE Trip Generation Handbook, Chapter 7, March 2001

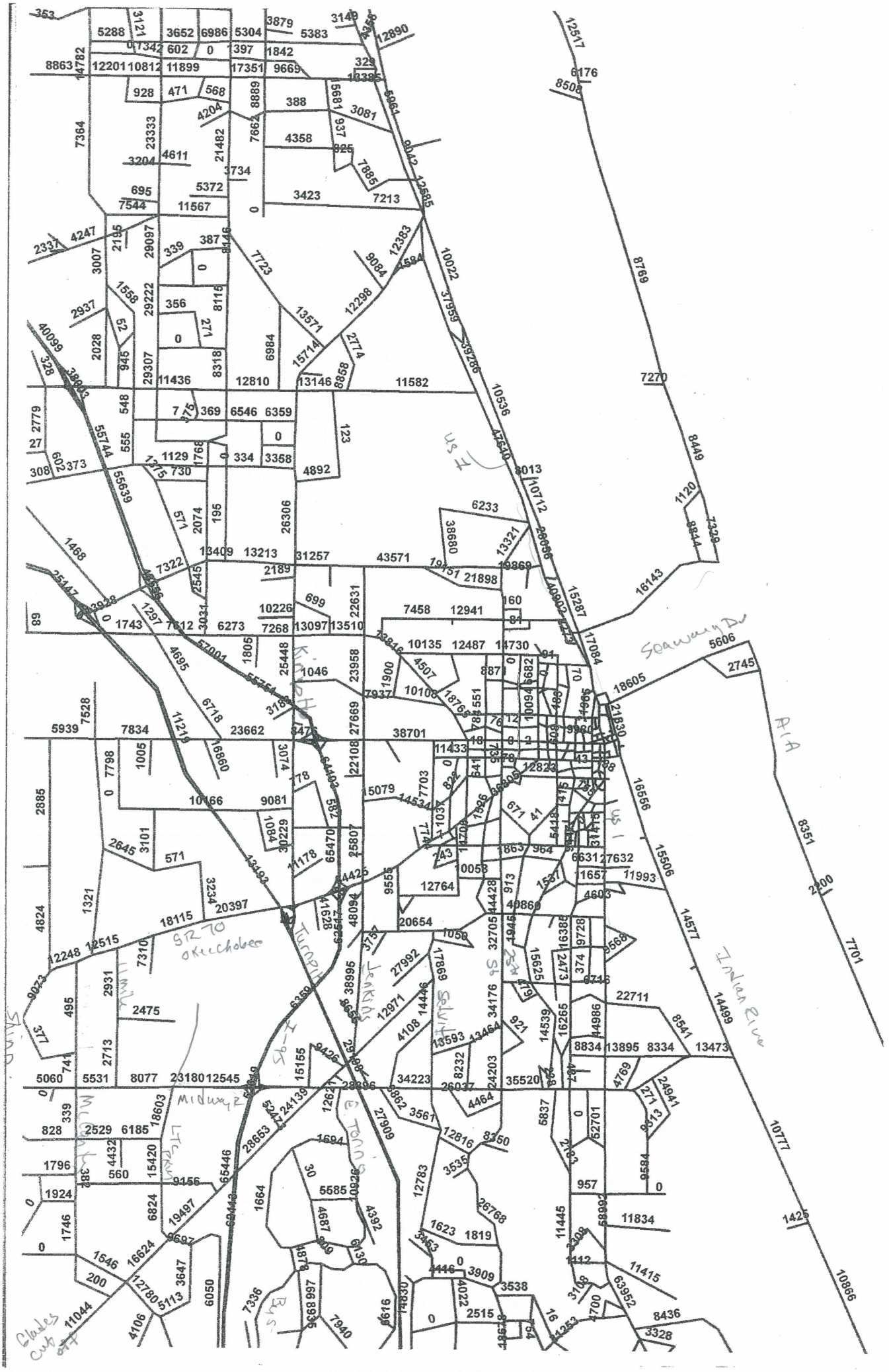
APPENDIX B

Model Assignment

Cube

Licensed to MacKenzie Engineering & Planning, Inc.

APPENDIX C
2035 TRAFFIC VOLUME and NETWORK DATA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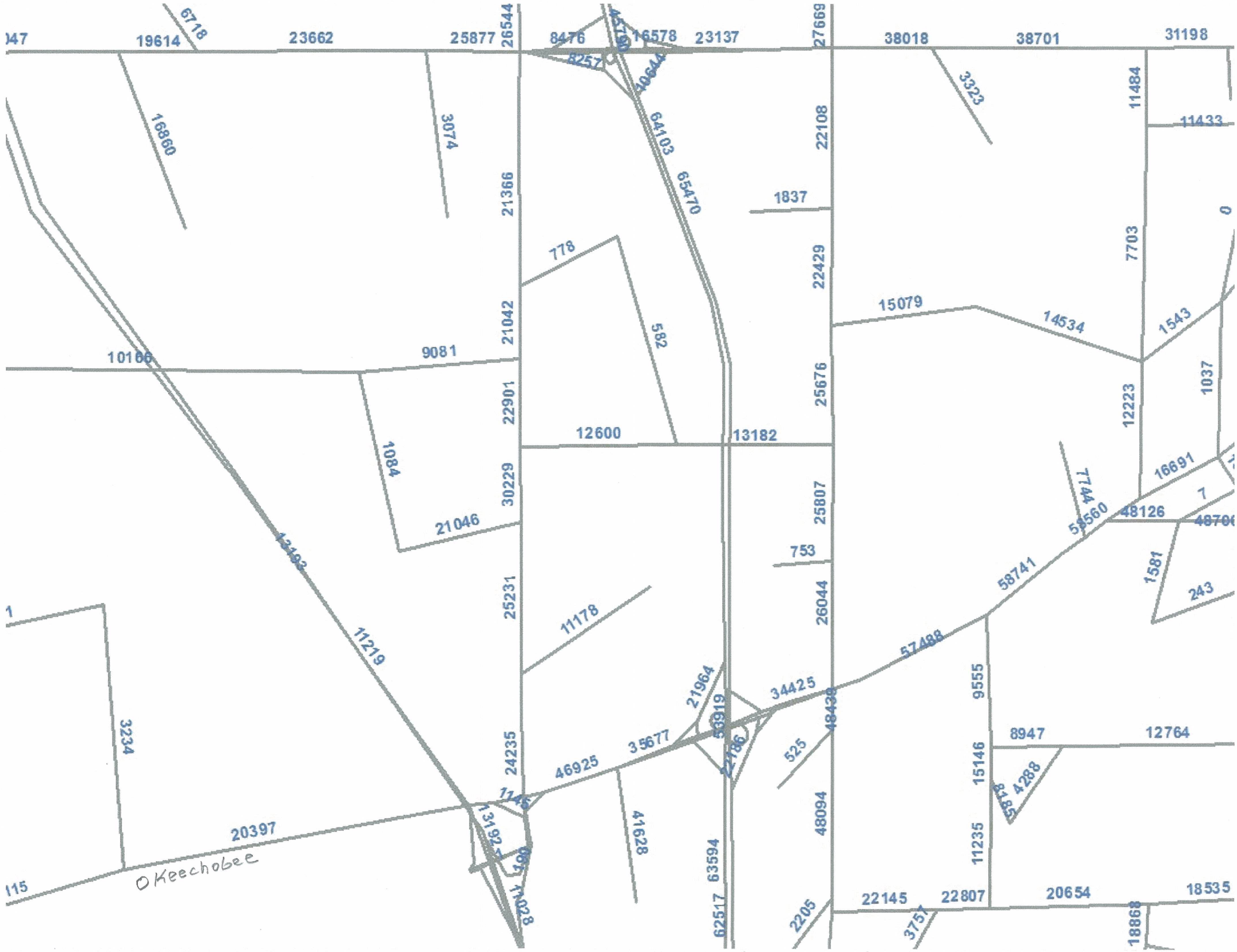
A1A
Indian River
SR 70
Okeechobee
Midway Rd
Kings Hwy
Turpin
Jenkins
Selvitz
Edwards
Glades Cut Off
US 1
I-95



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38701
31198
8257
40644
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3323
16860
3074
64103
65470
22108
1837
21366
778
582
22429
15079
14534
1543
7703
0
10166
9081
21042
1037
22901
12600
13182
25676
12223
1084
30229
25807
16691
7744
21046
58560
48126
7
753
1581
243
58741
25231
11178
26044
11219
57488
9555
21964
34425
53919
12764
8947
3234
35677
22186
525
48438
24235
46925
15146
4288
8185
13192
41628
48094
20397
11235
Okeechobee
63594
22145
22807
20654
18535
62517
2205
3757
18868
11028

Table 2-1 Local Roadway System

Local Name	Location	Federal Functional Classification
7th Street South		Urban Collector
13th Street South		Urban Collector
13th Street North		Urban Collector
25th Street North		Urban Principal Arterial
25th Street South		Urban Principal Arterial
25th Street South /		Urban Principal Arterial
Airoso Blvd		Urban Principal Arterial
Angle Rd	W. of Johnston Rd	Urban Collector
	W. of Kings Hwy	Urban Local
	E. of Kings Hwy	Urban Minor Arterial
Avenue D	E. of 25th St	Urban Collector
	W. of 25th St	Urban Collector
Bayshore Blvd		Urban Minor Arterial
Becker Rd	E. of Florida's Turnpike	Urban Minor Arterial
	W. of Florida's Turnpike	Urban Principle Arterial
Bell Ave		Urban Collector
California Blvd	W. of Savona Blvd	Urban Minor Arterial
	E. of Savona Blvd	Urban Collector
Cashmere Blvd		Urban Collector
Citrus Ave		Urban Collector
Darwin Blvd		Urban Collector
Del Rio Blvd		Urban Collector
Delaware Ave		Urban Collector
East Torino Pkwy	N. of N. Torino Pkwy	Urban Minor Arterial
	S. of N. Torino Pkwy	Urban Collector
Edwards Rd		Urban Minor Arterial
Emerson Ave	N. of Indrio Rd	Urban Minor Arterial
	S. of Indrio Rd	Urban Local
Farmer's Market Rd		Urban Collector
Floresta Dr	W. of Airoso Blvd	Urban Collector
	E. of Airoso Blvd	Urban Minor Arterial
Florida's Turnpike		Urban Principal Arterial - Freeway

Local Name	Location	Federal Functional Classification
Fort Pierce Blvd		Urban Collector
Gatlin Blvd		Urban Principal Arterial
Georgia Ave		Urban Collector
Glades Cut-Off Rd	E. of Rangeline Rd	Urban Minor Arterial
	W. of Rangeline Rd	Rural Major Collector
Green River Pkwy		Urban Collector
Header Canal Rd		Rural Major Collector
Indian River Dr	N. of Citrus Ave	Urban Collector
	S. of Citrus Ave	Urban Minor Arterial
Indrio Rd	W. of Kings Hwy	Urban Principal Arterial
	E. of Kings Hwy	Urban Minor Arterial
Interstate 95		Urban Principal Arterial - Interstate
Jenkins Rd South		Urban Minor Arterial
Johnston Rd		Urban Collector
Juanita Ave		Urban Collector
Keen Rd		Urban Collector
Kings Hwy North	N. of Indrio Rd	Urban Collector
	S. of Indrio Rd	Urban Principal Arterial
Kings Hwy South		Urban Principal Arterial
Lennard Rd		Urban Minor Arterial
Mariposa Ave		Urban Collector
Midport Rd		Urban Minor Arterial
Midway Rd East		Urban Minor Arterial
Midway Rd West	W. of McCarty Rd	Rural Principal Arterial
	E. of McCarty Rd	Urban Principal Arterial
Morningside Blvd	E. of Westmoreland Blvd	Urban Collector
	W. of Westmoreland Blvd	Urban Local
Okeechobee Rd	W. of McCarty Rd	Rural Principal Arterial
	E. of McCarty Rd	Urban Principal Arterial
	N. of Virgina Ave	Urban Minor Arterial
Old Dixie Hwy		Urban Minor Arterial
Oleander Ave	N. of Kitterman	Urban Minor Arterial
	S. of Kitterman Rd	Urban Collector
Orange Ave	W. of Keen Rd	Urban Minor Arterial
	E. of Keen Rd	Urban Principal Arterial
	E. of US 1 North	Urban Collector
Paar Drive	E. of Darwin Blvd	Urban Local
	W. of Darwin Blvd	Urban Collector
Port St Lucie Blvd		Urban Principal Arterial
Prima Vista Blvd		Urban Principal Arterial

Local Name	Location	Federal Functional Classification
Range Line Rd		Urban Minor Arterial
Rio Mar Dr		Urban Collector
SR A1A North		Urban Minor Arterial
SR A1A South		Urban Minor Arterial
Savage Blvd		Urban Collector
Savannah Rd		Urban Collector
Savona Blvd		Urban Minor Arterial
Shinn Rd		Rural Major Collector
Sneed Rd		Rural Major Collector
Southbend Blvd	S. of Floresta Dr	Urban Minor Arterial
St Lucie Blvd	W. of US-1	Urban Minor Arterial
	E. of US-1	Urban Collector
St Lucie West Blvd		Urban Principal Arterial
St. James Dr		Urban Principal Arterial
Sunrise Blvd	N. of Oleander Ave	Urban Minor Arterial
	S. of Oleander Ave	Urban Collector
Tiffany Ave		Urban Collector
US 1 North		Urban Principal Arterial
US 1 South		Urban Principal Arterial
Virginia Ave		Urban Principal Arterial
Walton Rd		Urban Minor Arterial
Weatherbee Rd		Urban Collector
West Torino Pkwy		Urban Minor Arterial
Westmoreland Blvd		Urban Collector

Strategic Intermodal System (SIS) Facilities

In 2003, the Strategic Intermodal System was established through Florida legislation. The state sets level of service standards for the SIS facilities. It is strongly recommended by the Florida Department of Transportation (FDOT) that local governments involve the FDOT in development review process at an early stage if the proposed development impacts any SIS facility.

A list of all designated and emerging SIS facilities in St. Lucie County are shown in Table 2-2.

TABLE 1

Generalized **Annual Average Daily** Volumes for Florida's **Urbanized Areas**

12/18/12

INTERRUPTED FLOW FACILITIES

STATE SIGNALIZED ARTERIALS

Class I (40 mph or higher posted speed limit)

Lanes	Median	B	C	D	E
2	Undivided	*	16,800	17,700	**
4	Divided	*	37,900	39,800	**
6	Divided	*	58,400	59,900	**
8	Divided	*	78,800	80,100	**

Class II (35 mph or slower posted speed limit)

Lanes	Median	B	C	D	E
2	Undivided	*	7,300	14,800	15,600
4	Divided	*	14,500	32,400	33,800
6	Divided	*	23,300	50,000	50,900
8	Divided	*	32,000	67,300	68,100

Non-State Signalized Roadway Adjustments

(Alter corresponding state volumes by the indicated percent.)

Non-State Signalized Roadways - 10%

Median & Turn Lane Adjustments

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

One-Way Facility Adjustment

Multiply the corresponding two-directional volumes in this table by 0.6

UNINTERRUPTED FLOW FACILITIES

FREEWAYS

Core Urbanized

Lanes	B	C	D	E
4	47,400	64,000	77,900	84,600
6	69,900	95,200	116,600	130,600
8	92,500	126,400	154,300	176,600
10	115,100	159,700	194,500	222,700
12	162,400	216,700	256,600	268,900

Urbanized

Lanes	B	C	D	E
4	45,800	61,500	74,400	79,900
6	68,100	93,000	111,800	123,300
8	91,500	123,500	148,700	166,800
10	114,800	156,000	187,100	210,300

Freeway Adjustments

Auxiliary Lanes Present in Both Directions	Ramp Metering
+ 20,000	+ 5%

UNINTERRUPTED FLOW HIGHWAYS

Lanes	Median	B	C	D	E
2	Undivided	8,600	17,000	24,200	33,300
4	Divided	36,700	51,800	65,600	72,600
6	Divided	55,000	77,700	98,300	108,800

Uninterrupted Flow Highway Adjustments

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

BICYCLE MODE[2]

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

Paved Shoulder/Bicycle Lane Coverage	B	C	D	E
0-49%	*	2,900	7,600	19,700
50-84%	2,100	6,700	19,700	>19,700
85-100%	9,300	19,700	>19,700	**

PEDESTRIAN MODE[2]

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

Sidewalk Coverage	B	C	D	E
0-49%	*	*	2,800	9,500
50-84%	*	1,600	8,700	15,800
85-100%	3,800	10,700	17,400	>19,700

BUS MODE (Scheduled Fixed Route)[3]

(Buses in peak hour in peak direction)

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

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

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

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

* Cannot be achieved using table input value defaults.

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

Source:
Florida Department of Transportation
Systems Planning Office
www.dot.state.fl.us/planning/systems/sm/los/default.shtm

TABLE 3

Generalized **Annual Average Daily** Volumes for Florida's **Rural Undeveloped Areas** and **Developed Areas Less Than 5,000 Population**[1]

12/18/12

INTERRUPTED FLOW FACILITIES

STATE SIGNALIZED ARTERIALS

Lanes	Median	B	C	D	E
2	Undivided	*	12,900	14,200	**
4	Divided	*	29,300	30,400	**
6	Divided	*	45,200	45,800	**

Non-State Signalized Roadway Adjustments

(Alter corresponding state volumes by the indicated percent.)

Non-State Signalized Roadways - 10%

Median & Turn Lane Adjustments

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

One-Way Facility Adjustment

Multiply the corresponding two-directional volumes in this table by 0.6

BICYCLE MODE[2]

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

Rural Undeveloped

Paved Shoulder/Bicycle Lane Coverage	B	C	D	E
0-49%	*	1,300	2,000	3,200
50-84%	1,000	2,100	3,200	10,600
85-100%	2,600	3,900	18,500	>18,500

Developed Areas

Paved Shoulder/Bicycle Lane Coverage	B	C	D	E
0-49%	*	2,300	4,900	15,600
50-84%	1,700	4,500	13,300	18,500
85-100%	5,900	18,500	>18,500	**

PEDESTRIAN MODE[2]

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

Sidewalk Coverage	B	C	D	E
0-49%	*	*	2,700	9,200
50-84%	*	1,500	8,400	14,900
85-100%	3,600	10,200	16,700	>19,200

UNINTERRUPTED FLOW FACILITIES

FREEWAYS

Lanes	B	C	D	E
4	28,800	43,000	52,300	60,000
6	43,000	64,000	78,300	92,500
8	57,500	85,400	104,400	123,500

Freeway Adjustments

Auxiliary Lanes Present in Both Directions + 20,000

UNINTERRUPTED FLOW HIGHWAYS

Rural Undeveloped

Lanes	Median	B	C	D	E
2	Undivided	4,700	8,400	14,300	28,600
4	Divided	25,700	40,300	51,000	57,900
6	Divided	38,800	60,400	76,700	86,800

Developed Areas

Lanes	Median	B	C	D	E
2	Undivided	8,700	16,400	23,100	31,500
4	Divided	25,900	40,700	52,400	59,600
6	Divided	38,800	61,000	78,400	89,500

Passing Lane Adjustments

Alter LOS B-D volumes in proportion to the passing lane length to the highway segment length

Uninterrupted Flow Highway Adjustments

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

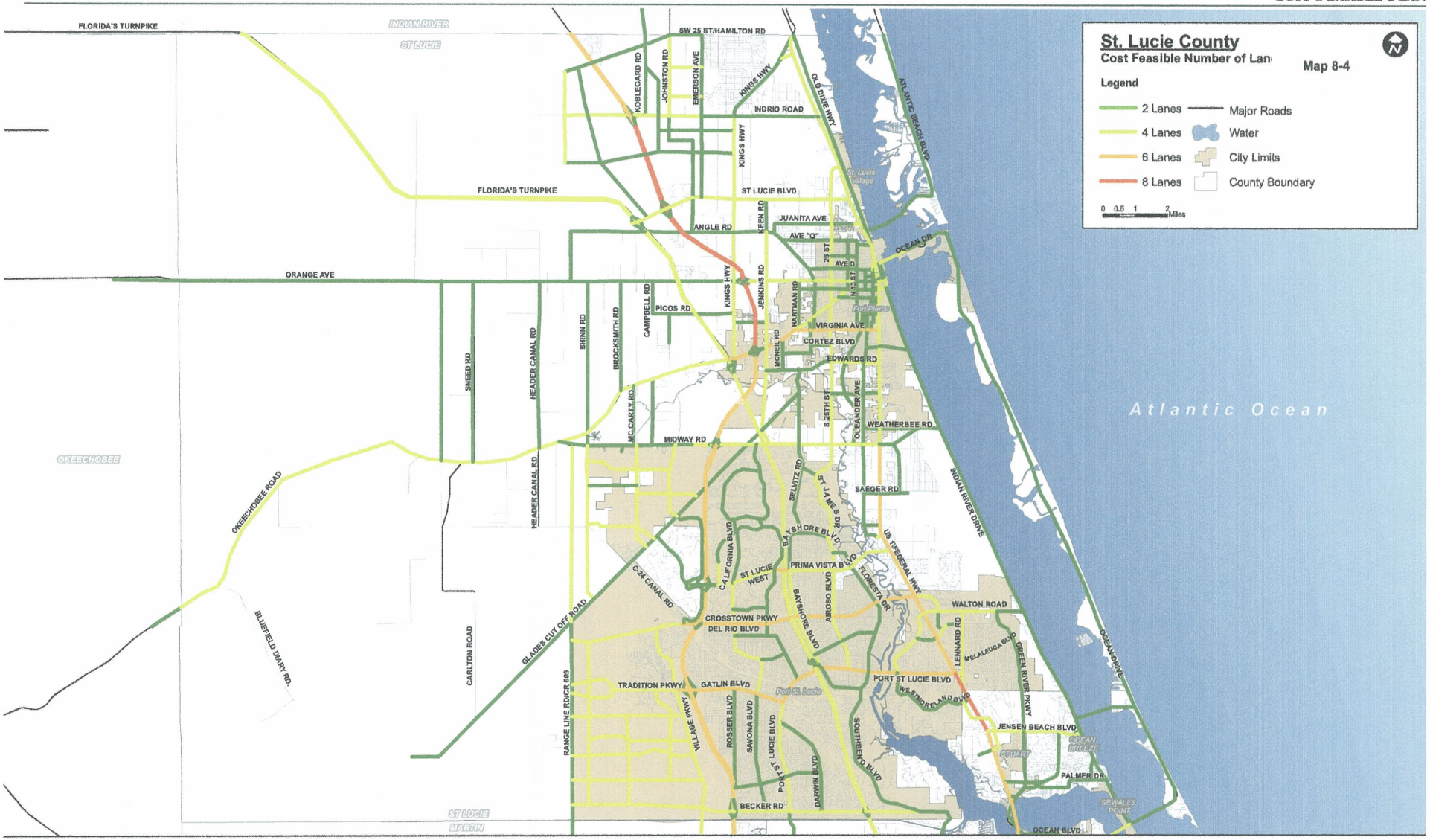
[1] Values shown are presented as two-way annual average daily volumes for levels of service and are for the automobile/truck modes unless specifically stated. This table does not constitute a standard and should be used only for general planning applications. The computer models from which this table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

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

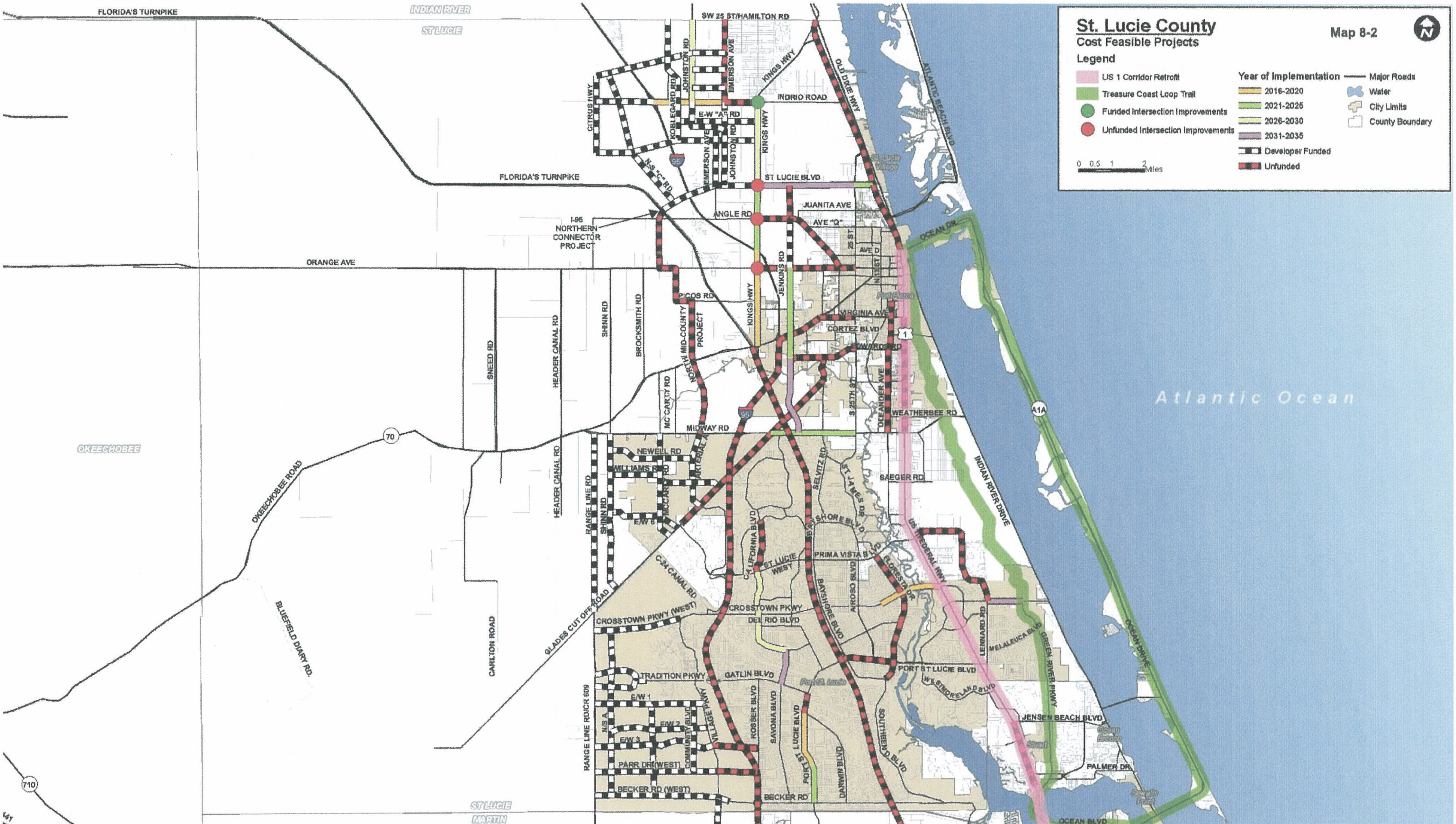
* Cannot be achieved using table input value defaults.

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

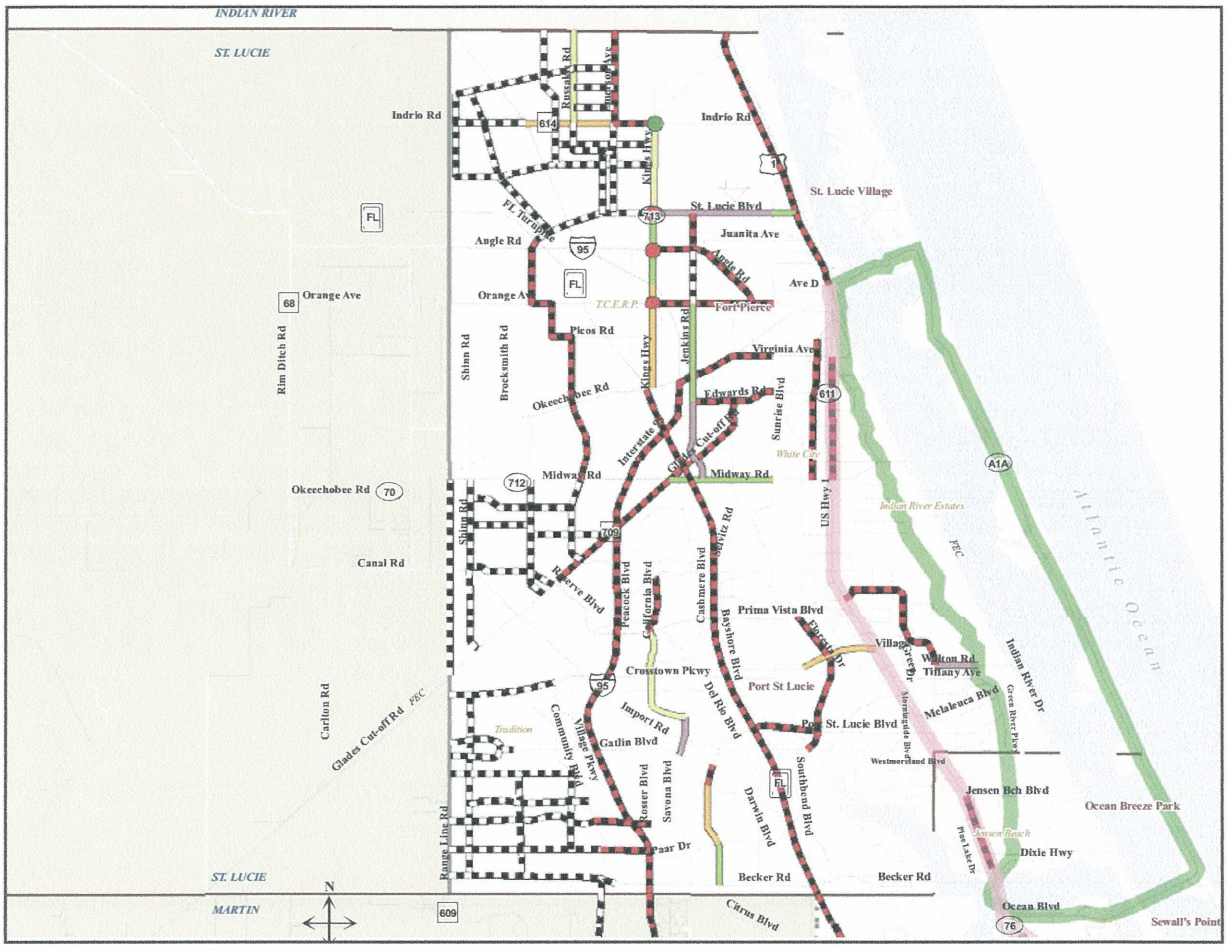
Source:
Florida Department of Transportation
Systems Planning Office
www.dot.state.fl.us/planning/systems/sm/los/default.shtm



* This section should be 4LD. per table 8-4 and Tentative work Program.


St. Lucie County
Cost Feasible Projects
Map 8-2
Legend
US 1 Corridor Retrofit
Treasure Coast Loop Trail
Funded Intersection Improvements
Unfunded Intersection Improvements
Year of Implementation
2016-2020
2021-2025
2026-2030
2031-2035
Developer Funded
Unfunded
Major Roads
Water
City Limits
County Boundary
0 0.5 1 2 Miles
Atlantic Ocean
FLORIDA'S TURNPIKE
INDIAN RIVER
ST LUCIE
OKEECHOBEE
MARTIN
ORANGE AVE
OKEECHOBEE ROAD
BLUEFIELD DIARY RD.
CARLTON ROAD
SNEED RD
HEADER CANAL RD
SHINN RD
BROCKSMITH RD
MC CARTY RD
MIDWAY RD
I-95 NORTHERN CONNECTOR PROJECT
NORTH MID-COUNTY PROJECT
PICOS RD
ANGLE RD
ST LUCIE BLVD
INDRIO ROAD
KINGS HWY
CITRUS HWY
SW 25 ST/HAMILTON RD
EMERSON AVE
JOHNSTON RD
KOBLEGARD RD
E-W "A" RD
N-S "C" RD
OLD DIXIE HWY
ATLANTIC BEACH BLVD
JUANITA AVE
AVE "Q"
25 ST
AVE D
N 13ST
JENKINS RD
VIRGINIA AVE
CORTEZ BLVD
EDWARDS RD
OLEANDER AVE
S 25TH ST
WEATHERBEE RD
OCEAN DR
INDIAN RIVER DRIVE
A1A
SAEGER RD
SELVITZ RD
ST JAMES DR
BAYSHORE BLVD
PRIMA VISTA BLVD
FLORESTA DR
US 1 FEDERAL HWY
CALIFORNIA BLVD
ST LUCIE WEST
CROSSTOWN PKWY
DEL RIO BLVD
AIROSO BLVD
LENNARD RD
MELALEUCA BLVD
GREEN RIVER PKWY
OCEAN DRIVE
PORT ST LUCIE BLVD
WESTMORELAND BLVD
JENSEN BEACH BLVD
PALMER DR
OCEAN BLVD
NEWELL RD
WILLIAMS RD
MCCARTY RD
RANGE LINE RD
C-24 CANAL RD
GLADES CUT OFF ROAD
CROSSTOWN PKWY (WEST)
TRADITION PKWY
GATLIN BLVD
E/W 1
E/W 2
E/W 3
N/S A
COMMUNITY BLVD
VILLAGE PKWY
PARR DR (WEST)
BECKER RD (WEST)
ROSSER BLVD
SAVONA BLVD
PORT ST LUCIE BLVD
DARWIN BLVD
SOUTHBEND BLVD
BECKER RD
RANGE LINE RD/CR 609
70
710

2035
Cost Feasible Plan



2035 Regional Long Range Transportation Plan

Martin Metropolitan Planning Organization and

St. Lucie Transportation Planning Organization

Chapter 8

Table 8-4
St. Lucie TPO Cost Feasible Plan

Non-SIS State Highways

Project	Description	2016-2020	2021-2025	2026-2030	2031-2035	Developer Funded	Unfunded
Emerson Rd from Indrio Rd to Indian River Co Line	Widen 2 lanes to 4 lanes						X
Indrio Rd from I-95 Overpass to Emerson Ave	Widen 2 lanes to 4 lanes	X					
Indrio Rd from Emerson Ave to Kings Hwy	Widen 2 lanes to 4 lanes						X
Kings Hwy from Okeechobee Rd to I-95 Overpass	Widen 2 lanes to 4 lanes	X					
Kings Hwy from I-95 Overpass to St. Lucie Blvd.	Widen 2 lanes to 4 lanes		X				
Kings Hwy from St. Lucie Blvd. to Indrio Rd	Widen 2 lanes to 4 lanes			X			
St. Lucie Blvd from Kings Hwy to 25th St	Widen 2 lanes to 4 lanes				X		
St. Lucie Blvd from 25th St to Old Dixie Hwy	Widen 2 lanes to 4 lanes		X				
Orange Ave from Jenkins Rd to 25th Rd	Widen 4 lanes to 6 lanes						X
Orange Ave from Kings Hwy to Jenkins Rd	Widen 4 lanes to 6 lanes						X
US 1 from Midway Rd to Virginia Ave	Widen 4 lanes to 6 lanes						X
US 1	Corridor Retrofit Project	X	X	X	X		
US 1 from Indian River Co Line to Indrio Rd	Widen 4 lanes to 6 lanes						X
US 1 from Indrio Rd to St Lucie Blvd	Widen 4 lanes to 6 lanes						X
US 1 from St Lucie Blvd to Ocean Dr	Widen 4 lanes to 6 lanes						X
Okeechobee Rd from I-95 to Virginia Ave	Widen 6 lanes to 8 lanes						X
Port St. Lucie Blvd from FL Turnpike to Floresta Dr	Widen 6 lanes to 8 lanes						X
Virginia Ave from Okeechobee Rd to 25th St	Widen 6 lanes to 8 lanes						X
Kings Hwy at Indrio Rd	Intersection Improvements	X					

County and Municipal Roadways

Project	Description	2016-2020	2021-2025	2026-2030	2031-2035	Developer Funded	Unfunded
Emerson Ave from Immokolee Rd to Indrio Rd	New 2 lane road					X	
Koblegard Rd from E-W Koblegard Rd to SW 25th St/Hamilton Rd	New 2 lane road					X	
New E-W "A" Rd from Koblegard Rd to Kings Hwy	New 2 lane road					X	
New E-W "D" Rd from Citrus Hwy to New N-S "C" Rd	New 2 lane road					X	
New E-W "E" Rd from Citrus Hwy to New N-S "C" Rd	New 2 lane road					X	
New E-W "Koblegard" Rd from Citrus Rd to New N-S "C" Rd	New 2 lane road					X	
New E-W "Russos" Rd from Johnston Rd to Emerson Ave	New 2 lane road					X	
New North Fly-Over from New N-S "C" Rd to Johnston Rd	New 2 lane road					X	
New N-S "C" Rd from I-95 Northern Connector to North Fly-Over	New 2 lane road					X	
South Fly-Over from New N-S "C" Rd to New E-W Koblegard Rd	New 2 lane road					X	
Johnston Rd from Immokolee Rd to Indrio Rd	New 4 lane road					X	
Becker Rd (West) from Range Line Rd to Becker Rd	New 4 lane road					X	

Table 8-4 [Continued]

County and Municipal Roadways

Project	Description	2016-2020	2021-2025	2026-2030	2031-2035	Developer Funded	Unfunded
Citrus Hwy from New N-W "D" Rd to New E-W "E" Rd	New 4 lane road					X	
Community Blvd (West) from Parr Dr (West) to Community Blvd	New 4 lane road					X	
Crosstown Pkwy (West) from Range Line Rd to Existing Crosstown	New 4 lane road					X	
E/W 1 from Range Line Rd to Village Pkwy	New 4 lane road					X	
E/W 2 from N/S A to Village Pkwy	New 4 lane road					X	
E/W 3 (West) from Range Line Rd to Village Pkwy	New 4 lane road					X	
E/W 3 (West) from Village Pkwy to Rosser Blvd	New 4 lane road						X
I-95 Northern Connector from Florida Turnpike to Emerson Ave	New 4 lane road					X	
Immokolee Rd from Emerson Ave to Seminole Rd	New 4 lane road					X	
Indrio Rd from Citrus Hwy to I-95	New 4 lane road					X	
Jenkins Rd from Midway Rd to Edwards Rd	New 4 lane road				X		
Jenkins Rd from Orange Ave to Angle Rd	New 4 lane road					X	
N/S A from Becker Rd (West) to Crosstown Pkwy (West)	New 4 lane road					X	
N/S B from Becker Rd (West) to E/W 1	New 4 lane road					X	
New E-W "Sebastian" Rd from Johnston Rd to Emerson Ave	New 4 lane road					X	
New E-W "Tobias" Rd from Johnston Rd to Emerson Ave	New 4 lane road					X	
Parr Dr (West) from Range Line Rd to Village Pkwy	New 4 lane road					X	
Parr Dr (West) from Village Pkwy to Rosser Blvd	New 4 lane road						X
Tradition Pkwy Loop A from Range Line Rd to Tradition Pkwy	New 4 lane road					X	
Tradition Pkwy Loop B from Range Line Rd to Tradition Pkwy	New 4 lane road					X	
Angle Rd from Keen Rd to Orange Ave	Widen 2 lanes to 4 lanes						X
Angle Rd from Kings Hwy to Keen Rd	Widen 2 lanes to 4 lanes						X
California Blvd from St. Lucie West Blvd to Peacock Blvd	Widen 2 lanes to 4 lanes						X
California Blvd from Del Rio Blvd to St. Lucie West Blvd	Widen 2 lanes to 4 lanes			X			
California Blvd from Savona Blvd to Del Rio Blvd	Widen 2 lanes to 4 lanes			X			
Edwards Rd from Jenkins Rd to 25th St	Widen 2 lanes to 4 lanes						X
Floresta Dr from Oakridge Dr to Thornhill Dr	Widen 2 lanes to 4 lanes						X
Floresta Dr from Thornhill Dr to Crosstown Pkwy	Widen 2 lanes to 4 lanes						X
Floresta Dr from Crosstown Pkwy to Prima Vista Blvd	Widen 2 lanes to 4 lanes						X
Glades Cut-Off Rd from Reserve Blvd to Selvitz Rd	Widen 2 lanes to 4 lanes						X
Immokolee Rd from Seminole Rd to Kings Hwy	Widen 2 lanes to 4 lanes					X	
Jenkins Rd from Edwards Rd to Orange Ave	Widen 2 lanes to 4 lanes		X				
Johnston Rd from Indrio Rd to Indian River Co Line	Widen 2 lanes to 4 lanes			X			
Keen Rd from Angle Rd to St. Lucie Blvd	Widen 2 lanes to 4 lanes						X
Midway Rd from Glades Cut-Off Rd to Selvitz Rd	Widen 2 lanes to 4 lanes		X				

Table 8-4 [Continued]

County and Municipal Roadways

Project	Description	2016-2020	2021-2025	2026-2030	2031-2035	Developer Funded	Unfunded
Oleander Ave from Midway Rd to Sunrise Blvd	Widen 2 lanes to 4 lanes						X
Port St. Lucie Blvd from Paar Dr to Darwin Blvd	Widen 2 lanes to 4 lanes	X					
Port St. Lucie Blvd from Darwin Blvd to Gatlin Blvd	Widen 4 lanes to 6 lanes						X
Savona Blvd from Gatlin Blvd to California Blvd	Widen 2 lanes to 4 lanes				X		
Selvitz Rd from Glades Cut-Off Rd to Edwards Rd	Widen 2 lanes to 4 lanes						X
Walton Rd from Lennard Rd to Green River Pkwy	Widen 2 lanes to 4 lanes				X		
Crosstown Parkway from Manth Lane to US 1	New 6 lane bridge	X					
North/Mid-County Project from Midway Rd to I-95 Northern Connector	New 4 lane road						X
Arterial A from Glades Cut Off Rd to Midway Rd	New 4 lane road					X	
E/W 5 from McCarty Rd to Glades Cut Off Rd	New 4 lane road					X	
E/W 6 From Shinn Rd to Glades Cut-Off Rd	New 4 lane road					X	
McCarty Rd from Glades Cut Off Rd to Midway Rd	New 4 lane road					X	
Newell Rd from Shinn Rd to Arterial A	New 4 lane road					X	
Range Line Rd from Glades Cut Off Rd to Midway Rd	New 4 lane road					X	
Shinn Rd from Glades Cut Off Rd to Midway Rd	New 4 lane road					X	
Williams Rd from Shinn Rd to McCarty Rd	New 2 lane road					X	
Village Pkwy Extension from Martin Co Line to Becker Rd	New 4 lane road					X	
Port St. Lucie Blvd from Becker Rd to Parr Dr	Widen 2 lanes to 4 lanes		X				
Kings Hwy at Indrio Rd	Intersection Improvements	X					
Kings Hwy at St. Lucie Blvd	Intersection Improvements						X
Kings Hwy at Angle Rd	Intersection Improvements						X
Kings Hwy at Orange Ave	Intersection Improvements						X
Lennard Road from Walton Rd to Savanna Club Blvd	New 4 lane road						X
Lennard Road from Savanna Club Blvd to US 1	New 2 lane road						X

TMA Funded Roadways

Project	Description	2016-2020	2021-2025	2026-2030	2031-2035	Developer Funded	Unfunded
US 1	Corridor Retrofit Project	X	X	X	X		
Johnston Rd from Indrio Rd to Indian River Co Line	Widen 2 lanes to 4 lanes			X			
Indrio Rd from I-95 Overpass to Emerson Ave	Widen 2 lanes to 4 lanes	X					
Congestion Management Strategies	CMP Funds	X	X	X	X		
Livable Communities Initiative	LCI Projects	X	X	X	X		
Midway Rd from Selvitz Rd to 25th St	Widen 2 lanes to 4 lanes		X				
Treasure Coast Loop Trail Project	Bicycle and Pedestrian Trail				X		
Kings Hwy at Indrio Rd	Intersection Improvements	X					
Savona Blvd from Gatlin Blvd to California Blvd	Widen 2 lanes to 4 lanes				X		