

TRAFFIC ANALYSIS

FOR

Mariner Cove

Prepared for:

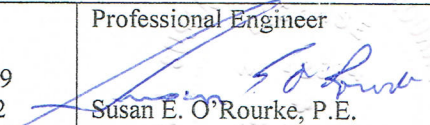
**Mr. Stanley Markofsky
Mariner Cove Builders, LLC
1400 East Oakland Park Boulevard, Ste. 103
Ft. Lauderdale, FL 33334**

Prepared by:

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

June 2, 2015

SR15014.0

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: June 2, 2015 License #: 42684
---	--

969 SE Federal Highway
Suite 402
Stuart, FL 34994

772.781.7918

SEORourke@comcast.net

Traffic Engineering, Transportation Planning

June 2, 2015

Mr. Stanley Markofsky
Mariner Cove Builders, LLC
1400 East Oakland Park Boulevard, Ste. 103
Ft. Lauderdale, FL 33334

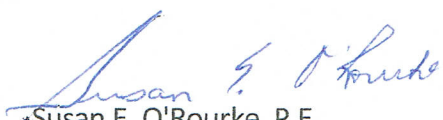
Re: Mariner Cove

Dear Mr. Markofsky:

Susan E. O'Rourke, P.E., Inc. has completed the analysis of the residential development to be located in the city of Fort 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

c2.s.Mariner Cove

969 SE Federal Highway
Suite 402
Stuart, FL 34994

772.781.7918

SEORourke@comcast.net

TABLE OF CONTENTS

INTRODUCTION	1
PROJECT DESCRIPTION	1
EXISTING CONDITIONS	3
PROJECT TRAFFIC	4
PROJECT DISTRIBUTION / ASSIGNMENT/IMPACT	4
OTHER TRAFFIC-BACKGROUND TRAFFIC	7
TOTAL TRAFFIC CONCURRENCY REVIEW	7
INTERSECTION ANALYSIS	9
CONCLUSION	9

TABLES

TABLE 1: Project Trip Generation	4
TABLE 2: Project Significance	6
TABLE 3: 2017 Link Analysis	8
TABLE 4: Intersection Level of Service	9

FIGURES

FIGURE 1: Site Plan/ Project Location	2
FIGURE 2: Project Assignment	5

APPENDICES

APPENDIX A: Site Plan
APPENDIX B: Traffic Counts
APPENDIX C: Other Project Data
APPENDIX D: Intersection Analysis
APPENDIX E: Driveway Analysis

INTRODUCTION

Susan E. O'Rourke, P.E., Inc. was retained to prepare a traffic analysis for the proposed Mariner Cove development located on the southeast corner of Jenkins Road and Edwards Road in Fort Pierce. The purpose of this report is to determine the project's impact on the surrounding roadway system and its compliance with concurrency requirements.

In order to make the determination, the following analytical steps were taken:

- summary of the project,
- summary of existing lane geometries,
- summary of the existing traffic volumes,
- assessment of project traffic,
- determination of study area
- assignment other traffic plus growth
- evaluation of total traffic

Each of these steps is outlined herein.

DESCRIPTION

The Mariner Cove development proposes 216 rental town homes. The project is expected to be complete in 2017. The projects general location is shown in **Figure 1**. The site plan is located in **Appendix A**.



↑
NORTH
 Not to Scale

FIGURE 1

Project Location

Mariner Cove

EXISTING CONDITIONS

The study area roadways were defined in terms of existing lane geometries, existing traffic volumes and existing peak hour service volumes.

Existing Lane Geometrics and Traffic Control

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

- Orange Avenue is an east/west arterial providing one lane in each direction west of Kings Highway and two lanes in each direction east of Kings Highway.
- Jenkins Road is a two -lane, collector Roadway.
- Okeechobee Road is a six-lane divided arterial from Kings Highway to Virginia Avenue.
- Virginia Avenue is a six- lane divided arterial with an east/west alignment.
- Edwards Road is a two-lane arterial with a general east/west alignment.

Existing Traffic Volumes/ Service Volume

Traffic volumes were obtained from the St. Lucie County Fall 2014 traffic counts and level of service report for the purpose of establishing a base data set. The service volumes were taken from the FDOT 2012 Quality/Level of Service handbook. Traffic volumes and the LOS handbook table are included in **Appendix B**.

PROJECT TRAFFIC

To estimate traffic generated by the Mariner Cove Development, the ITE Trip Generation, 9th Edition trip rates were applied. These calculations provide an estimate of the typical generation. Trip generation for the project is shown in **Table 1**.

TABLE 1: Project Trip Generation

Land Use	Units	ITE Land Use Code	Daily Trip Equation	AM Peak Hour Trip Equation	%In/ %Out (trips in/trip out)	PM Peak Hour Trip Equation	%In/ %Out
Town Home	216	230	$\ln(T) = 0.87\ln(x) + 2.96$	$\ln(T) = 0.8\ln(x) + 0.26$	17% 83%	$\ln(T) = 0.82\ln(x) + 0.32$	67% 33%
Total			2072	96	16/ 80	113	75/ 38

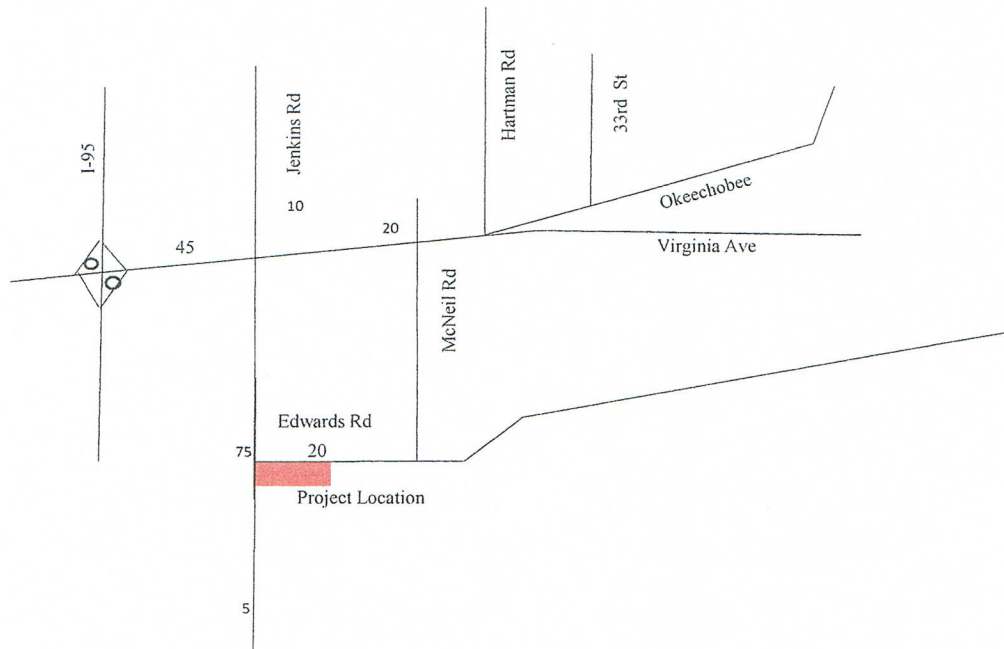
The AM peak hour total trips would be 96 with 16 entering and 80 exiting the project. The PM peak hour total trips would be 113 with 75 entering and 38 exiting the project.

PROJECT DISTRIBUTION / ASSIGNMENT IMPACT

The project traffic was distributed by general geographic direction and then assigned to the roadway network.

Distribution -- The project general geographic traffic led to the detached assignments as shown in **Figure 2**.

Impact — This general distribution led to an assignment of external, new trips to the roadway network. **Tables 2a and 2b** summarize the project impact as it related to the percent of the service volume capacity or maximum allowable service volume for the project. The project is deemed significant based on 1% of LOS D capacity of the adjacent link and 3% on all the links.



↑
NORTH
 Not to Scale

FIGURE 2
 Project Percent Assignment
 Mariner Cove

Table 2a: Project Significance- AM Peak Hour

Segment	From	To	Direction	Lanes	In/Out	Roadway Classification	LOS D Directional Peak Hour ⁽¹⁾	Directional Peak Project Volume	Project Percent Assignment	Directional Percent Project of Capacity	Is Project Traffic More than 3% of Capacity?
Jenkins Rd	Orange Ave	Okeechobee Rd	2	NB	Out	State Interrupted Flow Class I	792	8	10%	1.01%	no
	Orange Ave	Okeechobee Rd	2	SB	In	State Interrupted Flow Class I	792	2	10%	0.20%	no
	Okeechobee Rd	Edwards	2	NB	Out	State Interrupted Flow Class I	792	60	75%	7.58%	yes
	Okeechobee Rd	Edwards	2	SB	In	State Interrupted Flow Class I	792	12	75%	1.52%	no
	Edwards	Altman	2	NB	In	State Interrupted Flow Class I	792	1	5%	0.10%	no
	Edwards	Altman	2	SB	Out	State Interrupted Flow Class I	792	4	5%	0.51%	no
Edwards Rd	Jenkins	Mcneil	2	EB	Out	State Interrupted Flow Class I	792	16	20%	2.02%	no
	Jenkins	Mcneil	2	WB	In	State Interrupted Flow Class I	792	3	20%	0.40%	no
Okeechobee	I-95	Jenkins Rd	6	EB	In	State Interrupted Flow Class I	3020	7	45%	0.24%	no
	I-95	Jenkins Rd	6	WB	Out	State Interrupted Flow Class I	3020	36	45%	1.19%	no
	Jenkins Rd	McNeil	6	EB	Out	State Interrupted Flow Class I	3020	16	20%	0.53%	no
	Jenkins Rd	McNeil	6	WB	In	State Interrupted Flow Class I	3020	3	20%	0.11%	no

(1) 2012 FDOT Quality LOS Tables

In: 16
 Out: 80
 AM Total: 96

Table 2b: Project Significance- PM Peak Hour

Segment	From	To	Direction	Lanes	In/Out	Roadway Classification	LOS D Directional Peak Hour ⁽¹⁾	Directional Peak Project Volume	Project Percent Assignment	Directional Percent Project of Capacity	Is Project Traffic More than 3% of Capacity?
Jenkins Rd	Orange Ave	Okeechobee Rd	2	NB	Out	State Interrupted Flow Class I	792	4	10%	0.48%	no
	Orange Ave	Okeechobee Rd	2	SB	In	State Interrupted Flow Class I	792	8	10%	0.95%	no
	Okeechobee Rd	Edwards	2	NB	Out	State Interrupted Flow Class I	792	29	75%	3.60%	yes
	Okeechobee Rd	Edwards	2	SB	In	State Interrupted Flow Class I	792	56	75%	7.10%	yes
	Edwards	Altman	2	NB	In	State Interrupted Flow Class I	792	4	5%	0.47%	no
	Edwards	Altman	2	SB	Out	State Interrupted Flow Class I	792	2	5%	0.24%	no
Edwards Rd	Jenkins	Mcneil	2	EB	Out	State Interrupted Flow Class I	792	8	20%	0.96%	no
	Jenkins	Mcneil	2	WB	In	State Interrupted Flow Class I	792	15	20%	1.89%	no
Okeechobee	I-95	Jenkins Rd	6	EB	In	State Interrupted Flow Class I	3020	34	45%	1.12%	no
	I-95	Jenkins Rd	6	WB	Out	State Interrupted Flow Class I	3020	17	45%	0.57%	no
	Jenkins Rd	McNeil	6	EB	Out	State Interrupted Flow Class I	3020	8	20%	0.25%	no
	Jenkins Rd	McNeil	6	WB	In	State Interrupted Flow Class I	3020	15	20%	0.50%	no

In: 75
 Out: 38
 PM Total: 113

OTHER TRAFFIC- BACKGROUND TRAFFIC

Growth from other projects was accounted for in the study area. The following projects were included as background traffic in the analysis:

- Celebration Point
- Bent Creek
- Creekside
- Love's Travel Stop
- Kings Center
- Whispering Oaks
- Village of Sunset Lakes
- St. Lucie Commerce Center

Assignment Tables for the study area links are in **Appendix C**.

A growth rate of .5% per year was applied to the existing counts in addition to the specific traffic from other projects. This rate was used to account for through traffic and other growth in the area.

TOTAL TRAFFIC / CONCURRENCY REVIEW

Tables 3a and 3b summarize the traffic from existing, growth and project traffic for the AM and PM peak hour. The total traffic was then compared to the available capacity to determine if the project causes the capacity to be exceeded. All links are expected to operate at acceptable levels of service. The existing counts were taken from the Fall 2014 St Lucie county TPO counts.

TABLE 3a: AM 2017 Link Analysis

Segment	From	To	(3) Lanes	Direction	In/Out	(3) Roadway Classification	3% or Greater	(4) LOS D Capacity	(1) AM Existing Volume	AM 2017 Volume	AM Project Volume	AM Approved Projects	2017 AM Total Traffic w/o Project	2017 AM Total Traffic w/ Project	% Project of Capacity Peak Direction	Does AM Project Meet Concurrency?	Project Percent Assignment
Jenkins Rd	Okeechobee Rd	Edwards	2	NB	Out	(3) Roadway Classification State Interrupted Flow Class I	Yes	792	360	365	60	12	377	437	7.58%	YES	75%

Trips In: 16
 Trips Out: 80
 Growth: 1.005
 Years Grown: 3

TABLE 3b: PM 2017 Link Analysis

Segment	From	To	(3) Lanes	Direction	In/Out	(3) Roadway Classification	3% or Greater	(4) LOS D Capacity	(1) PM Existing Volume	PM 2017 Volume	PM Project Volume	PM Approved Projects	2017 PM Total Traffic w/o Project	2017 PM Total Traffic w/ Project	% Project of Capacity Peak Direction	Does PM Project Meet Concurrency?	Project Percent Assignment
Jenkins Rd	Okeechobee Rd	Edwards	2	NB	Out	(3) Roadway Classification State Interrupted Flow Class I	Yes	792	367	373	29	40	413	441	3.60%	YES	75%
	Okeechobee Rd	Edwards	2	SB	In	(3) Roadway Classification State Interrupted Flow Class I	Yes	792	367	373	56	22	395	451	7.10%	YES	75%

Trips In: 75
 Trips Out: 38
 Growth: 1.005
 Years Grown: 3

INTERSECTION ANALYSIS

Two intersections were analyzed using the HCS analysis. The intersections were analyzed for the project buildout condition of 2017. Turning movement counts were conducted in January 2014 and April 2015. The intersections were grown by a rate of .5% per year

Table 4 summarizes the resultant levels of services. As noted, all intersections will operate at acceptable levels of service. **Appendix D** provides the intersection counts and HCS worksheets.

Table 4: Intersection Level of Service- Year 2017 Total Traffic

Intersection	Delay	Level of Service
Okeechobee/Jenkins- AM	38.5	D
Okeechobee/Jenkins- PM	48.7	D
Edwards/ Jenkins- AM	10.9	B
Edwards/ Jenkins- PM	10.6	B

DRIVEWAY ANALYSIS

There are two driveways serving the project; one on Edwards and one on Jenkins. The driveway volumes are included in **Appendix E**. Based on the turn volumes a left turn lane on Jenkins Road is recommended.

CONCLUSION

The Mariner Cove development has a traffic impact of 2,072 daily trips, 96 AM peak hour trips and 113 PM peak hour trips. These trips would not cause the capacity of the roadway to be exceeded. Furthermore, the intersections and the links function at acceptable levels of service during the peak hours.

Based on the calculations and findings presented here, the project does not require additional analysis and is deemed to be consistent with transportation concurrency requirements.

APPENDIX A – Site Plan

SITE DATA

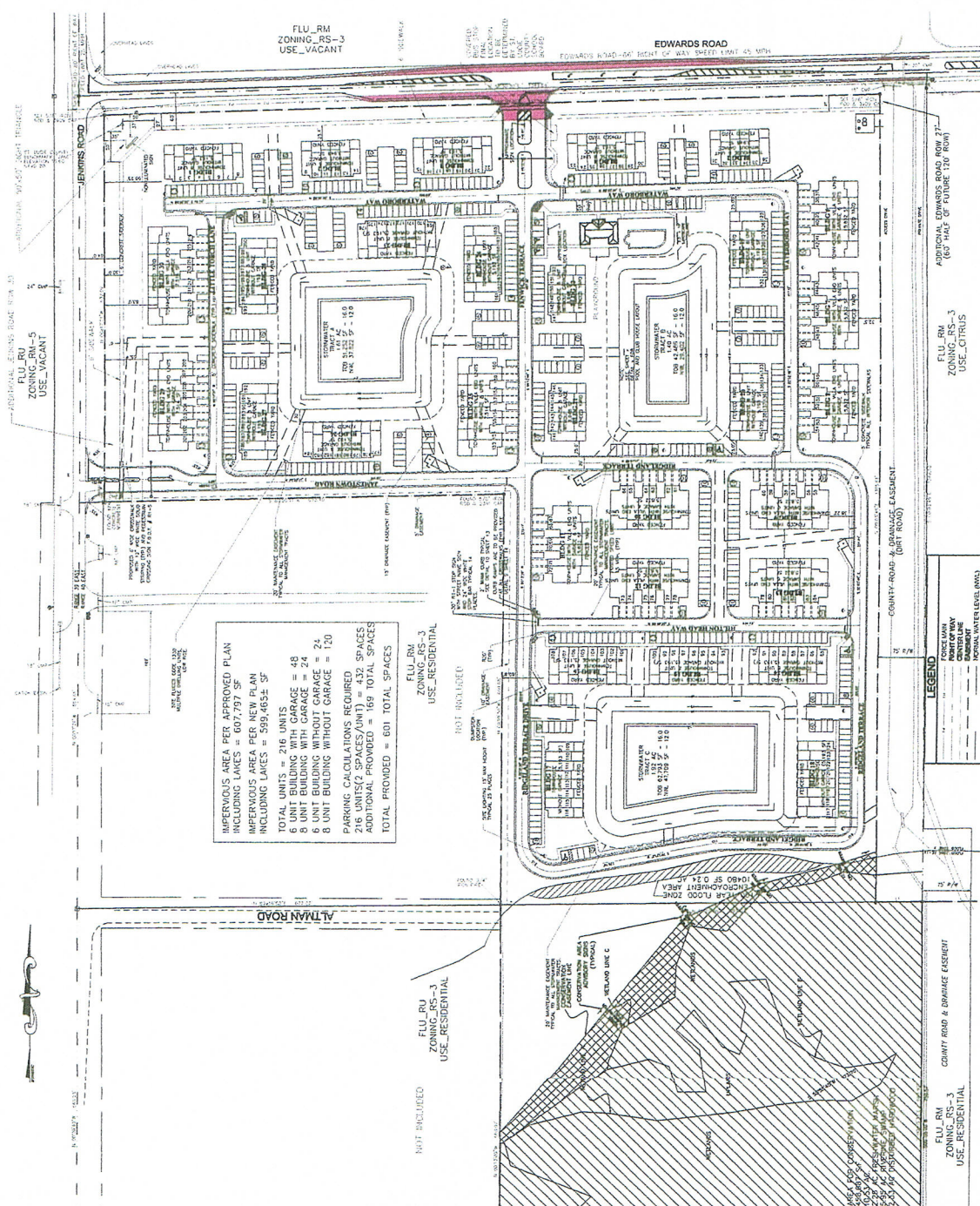
OWNER: W. F. MCCAIN & ASSOCIATES, INC.
1171 19TH STREET
VENO BEACH, FLORIDA 32080
PHONE (904) 318-1000
FAX: 772-776-1000

APPLICANT: W. F. MCCAIN & ASSOCIATES, INC.
1171 19TH STREET
VENO BEACH, FLORIDA 32080
PHONE (904) 318-1000
FAX: 772-776-1000

PROPOSED DENSITY: 216 UNITS/600 ACRES = 0.36 UNITS/ACRE
ALLOWED DENSITY: 1 UNITS PER ACRE
TOTAL UNITS: 216 UNITS
TOTAL GARAGES: 48 GARAGES
TOTAL SPACES: 264 SPACES

PERMITTED:
- 1.5% MAXIMUM GRADE
- 10% MAXIMUM SLOPE
- 10% MAXIMUM DISTANCE BETWEEN STRUCTURES
- 10% MAXIMUM DISTANCE BETWEEN DRIVEWAYS
- 10% MAXIMUM DISTANCE BETWEEN DRIVEWAYS

PROHIBITED:
- 1.5% MAXIMUM GRADE
- 10% MAXIMUM SLOPE
- 10% MAXIMUM DISTANCE BETWEEN STRUCTURES
- 10% MAXIMUM DISTANCE BETWEEN DRIVEWAYS
- 10% MAXIMUM DISTANCE BETWEEN DRIVEWAYS



IMPERVIOUS AREA PER APPROVED PLAN
INCLUDING LAKES = 607,797 SF
IMPERVIOUS AREA PER NEW PLAN
INCLUDING LAKES = 599,465 SF

TOTAL UNITS = 216 UNITS
6 UNIT BUILDING WITH GARAGE = 48
6 UNIT BUILDING WITHOUT GARAGE = 74
8 UNIT BUILDING WITHOUT GARAGE = 120

PARKING CALCULATIONS REQUIRED SPACES
216 UNITS/2 SPACES = 432 SPACES
ADDITIONAL PROVIDED = 168 TOTAL SPACES
TOTAL PROVIDED = 600 TOTAL SPACES

NOT REQUIRED
FLU_RM
ZONING_RS-3
USE_RESIDENTIAL

LEGEND

- PROPOSED IMPROVEMENTS
- EXISTING UTILITIES
- PROPOSED IMPROVEMENTS
- EXISTING UTILITIES

DESIGNED BY: W. F. MCCAIN & ASSOCIATES, INC.
DATE: AUG 2003
SCALE: 1"=40'

MASTER SITE PLAN

W. F. MCCAIN & ASSOCIATES, INC.
ENGINEERING, ARCHITECTURE, AND ENVIRONMENTAL ENGINEERING SERVICES
1171 19TH STREET
VENO BEACH, FLORIDA 32080
PHONE (904) 318-1000
FAX (904) 318-1000

MARINER COVE
FLORIDA
CITY OF FT. PIERCE

REVISIONS:

NO.	DATE	DESCRIPTION
1	08/20/03	PRELIMINARY PLAN
2	08/20/03	REVISED PLAN
3	08/20/03	REVISED PLAN
4	08/20/03	REVISED PLAN
5	08/20/03	REVISED PLAN
6	08/20/03	REVISED PLAN
7	08/20/03	REVISED PLAN
8	08/20/03	REVISED PLAN
9	08/20/03	REVISED PLAN
10	08/20/03	REVISED PLAN

APPENDIX B – Traffic Counts

Traffic Counts and Level of Service Report Fall 2014

Roadway Name	Location	AADT	Pk Hr Service Capacity	AM Pk Hr Pk Dir			PM Pk Hr Pk Dir		
				Volume	LOS	V/C	Volume	LOS	V/C
OKEECHOBEE RD	KINGS HWY to CROSSROADS PKWY	21,378	4,170	966	C	0.232	1,019	C	0.244
OKEECHOBEE RD	CROSSROADS PKWY to I-95	20,245	4,170	875	C	0.210	894	C	0.214
OKEECHOBEE RD	I-95 to JENKINS RD	29,342	4,240	1,917	C	0.460	1,658	C	0.398
OKEECHOBEE RD	JENKINS RD to MCNEIL RD	29,342	4,040	1,917	C	0.483	1,658	C	0.418
OKEECHOBEE RD	MCNEIL RD to VIRGINIA AVE	31,097	3,170	1,702	C	0.551	1,776	C	0.575
OKEECHOBEE RD	VIRGINIA AVE to HARTMAN RD	10,167	1,890	547	C	0.304	604	C	0.336
OKEECHOBEE RD	HARTMAN RD to 35TH ST	10,167	1,470	547	C	0.829	604	C	0.915
OKEECHOBEE RD	35TH ST to 33RD ST	9,667	1,470	520	C	0.788	540	C	0.818
OKEECHOBEE RD	33RD ST to 25TH ST	9,667	1,470	520	C	0.788	540	C	0.818
OKEECHOBEE RD	25TH ST to GEORGIA AVE	11,667	1,470	720	D	0.490	653	C	0.989
OKEECHOBEE RD	GEORGIA AVE to DELAWARE AVE	11,667	1,540	720	D	0.468	653	C	0.946
OLD DIXIE HWY	US 1 to SR A1A NORTH	4,500	710	337	C	0.963	340	C	0.971
OLD DIXIE HWY	SR A1A NORTH to ST LUCIE BLVD	2,700	640	0	B	0.000	0	B	0.000
OLD DIXIE HWY	ST LUCIE BLVD to INDRIO RD	1,842	710	137	C	0.391	101	C	0.289
OLEANDER AVE	INDRIO RD to INDIAN RIVER C.L.	1,400	780	0	B	0.000	0	B	0.000
OLEANDER AVE	BEACH AVE to KITTERMAN RD	2,600	510	134	C	0.536	167	C	0.668
OLEANDER AVE	KITTERMAN RD to MIDWAY RD	5,200	640	379	D	0.592	341	D	0.533
OLEANDER AVE	MIDWAY RD to WEATHERBEE RD	7,689	640	460	D	0.719	464	D	0.725
OLEANDER AVE	WEATHERBEE RD to BELL AVE	7,689	510	460	D	0.902	464	D	0.910
OLEANDER AVE	BELL AVE to FARMER'S MARKET RD	6,713	510	338	D	0.663	351	D	0.688
OLEANDER AVE	FARMER'S MARKET RD to EDWARDS RD	6,713	640	338	D	0.528	351	D	0.548
OLEANDER AVE	EDWARDS RD to WISTERIA AVE	9,378	640	512	D	0.800	465	D	0.727
OLEANDER AVE	WISTERIA AVE to GARDENIA AVE	9,378	510	512	E	0.948	465	D	0.912
OLEANDER AVE	GARDENIA AVE to VIRGINIA AVE	9,378	710	512	D	0.721	465	D	0.655
ORANGE AVE	VIRGINIA AVE to SUNRISE BLVD	3,864	510	215	C	0.860	218	C	0.872
ORANGE AVE	OKEECHOBEE C.L. to SNEED RD	4,637	290	280	C	0.966	266	C	0.917
ORANGE AVE	SNEED RD to HEADER CANAL RD	4,637	290	280	C	0.966	266	C	0.917
ORANGE AVE	SHINN RD to CAMPBELL RD	2,297	280	0	B	0.000	0	B	0.000
ORANGE AVE	CAMPBELL RD to KINGS HWY	2,297	1,020	0	B	0.000	0	B	0.000

* Volumes shown were adjusted using FDOT Seasonal Factors
* AADT = Annual Average Daily Traffic

Traffic Counts and Level of Service Report Fall 2014

Roadway Name	Location	AADT	Pk Hr Service Capacity	AM Pk Hr Pk Dir			PM Pk Hr Pk Dir		
				Volume	LOS	V/C	Volume	LOS	V/C
DELAWARE AVE	HARTMAN RD to 33RD ST	1,367	510	294	D	0.576	207	C	0.828
DELAWARE AVE	33RD ST to 25TH ST	3,700	1,540	272	C	0.394	277	C	0.401
DELAWARE AVE	25TH ST to OKEECHOBEE RD	4,600	1,100	0	B	0.000	0	B	0.000
DELAWARE AVE	OKEECHOBEE RD to 13TH ST	9,267	710	476	D	0.670	507	D	0.714
DELAWARE AVE	13TH ST to 10TH ST	7,600	640	424	D	0.663	403	D	0.630
DELAWARE AVE	10TH ST to 7TH ST	7,600	510	424	D	0.831	403	D	0.790
DELAWARE AVE	7TH ST to US 1	7,600	640	425	D	0.664	408	D	0.638
EAST TORINO PKWY	CASHMERE BLVD to TORINO PKWY	6,600	830	455	C	0.583	380	C	0.487
EAST TORINO PKWY	TORINO PKWY to MIDWAY RD	11,000	750	720	D	0.960	710	C	1.000
EASY ST	US 1 to BUCHANAN DR	10,397	640	869	F	1.278	683	F	1.004
EASY ST	BUCHANAN DR to YUCCA DR	10,397	510	869	F	1.609	683	F	1.265
EDWARDS RD	JENKINS RD to MCNEIL RD	9,000	590	485	C	0.866	469	C	0.838
EDWARDS RD	MCNEIL RD to SELVITZ RD	9,000	590	485	C	0.866	469	C	0.838
EDWARDS RD	SELVITZ RD to 25TH ST	11,500	750	690	C	0.972	694	C	0.977
EDWARDS RD	25TH ST to SUNRISE BLVD	17,039	1,470	901	D	0.613	884	D	0.601
EDWARDS RD	SUNRISE BLVD to OLEANDER AVE	14,634	1,470	718	D	0.488	700	D	0.476
EDWARDS RD	OLEANDER AVE to US 1	8,848	1,470	448	C	0.679	460	C	0.697
FARMER'S MARKET RD	OLEANDER AVE to US 1	1,943	640	113	C	0.353	116	C	0.363
FLORESTA DR	OAKLYN ST to PORT ST LUCIE BLVD	11,500	830	789	D	0.951	715	C	0.917
FLORESTA DR	THORNHILL DR to CROSSTOWN PKWY	16,500	750	1,209	F	1.612	1,029	F	1.372
FLORESTA DR	PORT ST LUCIE BLVD to THORNHILL DR	16,500	750	1,209	F	1.612	1,029	F	1.372
FLORESTA DR	CROSSTOWN PKWY to PRIMA VISTA BLVD	11,500	830	813	D	0.980	703	C	0.901
FLORESTA DR	PRIMA VISTA BLVD to AIROSO BLVD	9,100	830	512	C	0.656	571	C	0.732
FLORESTA DR	SELVITZ RD to BAYSHORE BLVD	4,057	590	349	C	0.623	300	C	0.536
FLORESTA DR	AIROSO BLVD to SELVITZ RD	4,057	750	349	C	0.492	300	C	0.423
FT PIERCE BLVD	INDRIO RD to EMERSON AVE	3,041	510	224	C	0.896	196	C	0.784
GARDENIA AVE	OLEANDER AVE to US 1	2,600	640	195	C	0.609	184	C	0.575
GATLIN BLVD	W OF I-95 to E OF I-95	39,000	2,850	2,935	F	1.030	2,392	C	0.860
GATLIN BLVD	E OF I-95 to SAVAGE BLVD	39,000	2,850	2,935	F	1.030	2,392	C	0.860

* Volumes shown were adjusted using FDOT Seasonal Factors
* AADT = Annual Average Daily Traffic

Traffic Counts and Level of Service Report Fall 2014

Roadway Name	Location	AADT	Pk Hr Service Capacity	AM Pk Hr Pk Dir			PM Pk Hr Pk Dir		
				Volume	LOS	V/C	Volume	LOS	V/C
I-95	ORANGE AVE to INDRIIO RD	40,869	7,320	1,966	B	0.437	1,809	B	0.402
INDIAN RIVER DR	CITRUS AVE to ORANGE AVE	4,524	640	269	C	0.841	308	C	0.963
INDIAN RIVER DR	ORANGE AVE to AVENUE A	4,680	640	273	C	0.853	266	C	0.831
INDIAN RIVER DR	AVENUE D to SEAWAY DR	5,792	710	338	C	0.966	398	D	0.561
INDIAN RIVER DR	AVENUE A to AVENUE D	5,792	510	338	D	0.663	398	D	0.780
INDRIO RD	PRIVATE RD to I-95 W RAMP	1,056	810	77	B	0.257	83	B	0.277
INDRIO RD	I-95 W RAMP to I-95 E RAMP	1,056	3,240	77	B	0.043	83	B	0.046
INDRIO RD	I-95 E RAMP to KOBLEGARD RD	9,713	3,240	555	B	0.307	584	B	0.323
INDRIO RD	KOBLEGARD RD to JOHNSTON RD	9,713	660	555	C	0.895	584	C	0.942
INDRIO RD	JOHNSTON RD to EMERSON AVE	9,713	840	555	C	0.703	584	C	0.739
INDRIO RD	EMERSON RD to SEMINOLE RD	9,247	920	557	C	0.640	469	C	0.539
INDRIO RD	SEMINOLE RD to KINGS HWY	9,247	790	557	D	0.705	469	D	0.594
INDRIO RD	KINGS HWY to SLASH PINE TRL	5,525	710	377	D	0.531	357	D	0.503
INDRIO RD	SLASH PINE TRL to US 1	5,525	830	377	C	0.483	357	C	0.458
INDRIO RD	US 1 to OLD DIXIE HWY	900	640	61	C	0.191	76	C	0.238
JENNINGS RD	US 1 to LENNARD RD	3,833	1,890	308	C	0.171	221	C	0.123
JENKINS RD	EDWARDS RD to OKEECHOBEE RD	7,179	750	360	C	0.507	367	C	0.517
JENKINS RD	OKEECHOBEE RD to GRAHAM RD	9,848	830	592	C	0.759	521	C	0.668
JENKINS RD	GRAHAM RD to PETERSON RD	9,848	590	592	F	1.003	521	C	0.930
JENKINS RD	PETERSON RD to ORANGE AVE	9,848	830	592	C	0.759	521	C	0.668
JOHNSTON RD	ANGLE RD to L20	2,100	800	151	B	0.539	122	B	0.436
JOHNSTON RD	L20 to MEADOWOOD DR	1,800	1,020	123	B	0.342	116	B	0.322
JOHNSTON RD	MEADOWOOD DR to OLD JOHNSTON RD	1,800	800	123	B	0.439	116	B	0.414
JOHNSTON RD	OLD JOHNSTON RD to INDRIIO RD	1,800	800	123	B	0.439	116	B	0.414
JOHNSTON RD	INDRIIO RD to RUSSOS RD	6,674	800	428	C	0.751	432	C	0.758
JOHNSTON RD	RUSSOS RD to INDIAN RIVER C.L.	6,674	800	428	C	0.751	432	C	0.758
JUANITA AVE	53RD ST to 25TH ST	2,200	640	127	C	0.397	135	C	0.422
JUANITA AVE	25TH ST to US 1	3,300	640	223	C	0.697	202	C	0.631
KEEN RD	ANGLE RD to JUANITA AVE	2,566	590	220	C	0.393	225	C	0.402

* Volumes shown were adjusted using FDOT Seasonal Factors

* AADT = Annual Average Daily Traffic

Generalized **Peak Hour Directional** Volumes for Florida's
Urbanized Areas¹

TABLE 7

12/18/12

INTERRUPTED FLOW FACILITIES						UNINTERRUPTED FLOW FACILITIES						
STATE SIGNALIZED ARTERIALS						FREEWAYS						
Class I (40 mph or higher posted speed limit)						Lanes	B	C	D	E		
Lanes	Median	B	C	D	E	2	2,260	3,020	3,660	3,940		
1	Undivided	*	830	880	**	3	3,360	4,580	5,500	6,080		
2	Divided	*	1,910	2,000	**	4	4,500	6,080	7,320	8,220		
3	Divided	*	2,940	3,020	**	5	5,660	7,680	9,220	10,360		
4	Divided	*	3,970	4,040	**	6	7,900	10,320	12,060	12,500		
Class II (35 mph or slower posted speed limit)						Freeway Adjustments						
Lanes	Median	B	C	D	E	Auxiliary Lane		Ramp Metering				
1	Undivided	*	370	750	800	+ 1,000		+ 5%				
2	Divided	*	730	1,630	1,700							
3	Divided	*	1,170	2,520	2,560							
4	Divided	*	1,610	3,390	3,420							
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								
1	Divided	Yes	No	+5%								
1	Undivided	No	No	-20%								
Multi	Undivided	Yes	No	-5%								
Multi	Undivided	No	No	-25%								
-	-	-	Yes	+ 5%								
One-Way Facility Adjustment Multiply the corresponding directional volumes in this table by 1.2												
BICYCLE MODE² (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%	*	150	390	1,000								
50-84%	110	340	1,000	>1,000								
85-100%	470	1,000	>1,000	**								
PEDESTRIAN MODE² (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%	*	*	140	480								
50-84%	*	80	440	800								
85-100%	200	540	880	>1,000								
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 peak hour directional 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/ks/default.shtm						

APPENDIX C – OTHER PROJECT DATA

Route Name	From		To		Creekside					Love's Travel Stop					9 Kings Center St. Lucie County								
	From	To	%	Daily	Two-Way Trips	Directional N/E	Directional S/W	%	Daily	Two-Way Trips	Directional N/E	Directional S/W	%	Daily	Two-Way Trips	Directional N/E	Directional S/W	%	Daily	Two-Way Trips	Directional N/E	Directional S/W	
Angie	Tumpike Kings Hwy	Kings Hwy (E/W) Orange Ave (N/S)	0%	0	0	0	0	0%	609	20	10	10	12%	609	20	10	10	2%	37	4	1	3	
			0%	0	0	0	0	0	2%	102	3	2	2	18%	332	34	28	6	18%	332	34	28	6
Jenkins Rd	Orange Angle	St Lucie Peterson Okeechobee Edwards	0%	0	0	0	0	0%	0	0	0	0	0%	0	0	0	0	0%	0	0	0	0	0
			0%	0	0	0	0	0	0%	0	0	0	0	0%	0	0	0	0	1%	18	2	2	0
			5%	401	28	7	21	21	5%	254	8	4	4	1%	18	2	2	0	1%	18	2	2	0
			5%	401	28	7	21	21	0%	0	0	0	0	0%	0	0	0	0	0%	0	0	0	0
Orange Ave	Rock Rd Kings Hwy I-95	Kings Hwy I-95 Jenkins Rd Hartman Angle Rd 25th St	0%	0	0	0	0	0%	102	3	2	2	2%	102	3	2	2	10%	184	19	16	3	
			0%	0	0	0	0	90%	4,370	149	73	77	30%	553	57	10	47	30%	553	57	10	47	
			0%	0	0	0	0	5%	254	8	4	4	5%	254	8	4	2	5%	254	8	4	2	
			2%	160	11	3	3	5%	254	8	4	4	0%	0	0	0	0%	0	0	0	0	0	0
Kings Hwy	Picos Rd Orange Ave Angle St. Lucie	Orange Ave Angle Rd (CR603) St. Lucie Lucie Rd	5%	401	28	21	21	3%	152	5	3	2	3%	152	5	3	2	20%	368	38	31	7	
			5%	401	28	21	21	3%	152	5	2	2	3%	152	5	2	3	60%	1,105	114	94	20	
			5%	401	28	21	21	7	3%	152	5	2	2	3%	152	5	2	3	20%	368	38	7	31
			0%	0	0	0	0	0	0%	0	0	0	0	0%	0	0	0	0	10%	184	19	3	16
St. Lucie Blvd	Kings Hwy Keen Rd	Keen Rd N 25th St	0%	0	0	0	0	0%	0	0	0	0	0%	0	0	0	0	10%	184	19	3	3	
			0%	0	0	0	0	0	0%	0	0	0	0	0%	0	0	0	5%	97	10	2	2	
			8,014	564	143	421		5,078	166	85	81		1,892	190	156	34							
			In	Out	In	Out		In	Out	In	Out		In	Out	In	Out							

AM APPROVED PROJECTS		SUM Daily		SUM 2 Way		SUM Directional N/E		SUM Directional S/W		Two Way		Directional N/E		Directional S/W	
From	To	Residential	Non-Residential	Residential	Non-Residential	Residential	Non-Residential	Residential	Non-Residential	Double Count	Net 2 Way	Double Count	Net	Double Count	Net
Angle	Kings Hwy (E/W)	0	714	209	34	239	18	60	15	-7	326	-4	254	-3	72
	Orange Ave (N/S)	189	433	135	47	107	38	28	10	-9	173	-8	137	-2	36
Jenkins Rd	Angle	150	18	11	2	9	2	2	-1	0	12	0	10	0	2
	St Lucie	150	0	11	0	9	0	2	-1	0	11	0	9	0	2
Orange Ave	Orange	2,105	18	166	52	39	12	126	41	-10	207	-2	49	-8	150
	Peterson	3,373	0	267	50	64	10	203	40	-10	307	-2	72	-8	236
	Okeechobee	363	0	28	0	7	0	22	0	0	25	0	7	0	22
	Rock Rd	318	286	37	916	8	204	29	711	-9	944	-2	211	-7	732
Kings Hwy	I-95	791	5,123	108	703	51	187	57	515	-27	784	-13	225	-14	558
	Jenkins Rd	2,209	346	179	117	45	27	134	90	-23	273	-5	66	-18	206
	Northman Rd	1,689	254	90	58	24	14	66	42	-12	136	-3	36	-8	100
	Hartman	2,034	254	162	58	123	15	40	42	-12	209	-3	135	-9	75
	Angle	1,654	254	112	58	100	15	33	43	-12	178	-3	112	-8	68
	Picos Rd	621	521	108	341	37	96	68	244	-26	420	-9	124	-17	296
St. Lucie Blvd	Orange Ave	653	1,258	168	218	60	174	108	44	-42	344	-15	220	-9	143
	Angle	653	521	108	342	84	88	24	55	-27	223	-18	154	-6	73
	St. Lucie	0	184	48	69	38	43	10	26	-12	105	-9	72	-2	33
	Keen Rd	0	184	6	10	1	3	5	3	-1	23	0	4	-1	8
	Keen Rd	0	92	3	10	1	2	2	2	-1	12	0	2	0	4

PMI APPROVED PROJECTS		Crestside						Love's Travle Stop						9 Kings Center St. Lucie County					
Road Name	From	To	%	Daily	Two-Way Trips	Directional N/E	Directional S/W	%	Daily	Two-Way Trips	Directional N/E	Directional S/W	%	Daily	Two-Way Trips	Directional N/E	Directional S/W		
Angie	Turnpike	Kings Hwy (E/W)	0%	0	0	0	0	12%	659	19	9	10	2%	37	4	3	1		
	Kings Hwy	Orange Ave (N/S)	0%	0	0	0	0	2%	102	3	2	2	18%	332	40	8	31		
Jenkins Rd	Orange	Angie	0%	0	0	0	0	0%	0	0	0	0	1%	48	2	0	2		
	Angie	St. Lucie	0%	0	0	0	0	0%	0	0	0	0	0%	0	0	0	0		
	Orange	Peterson	5%	401	40	25	16	5%	254	8	4	4	1%	48	7	0	2		
	Peterson	Okeechobee	5%	401	40	25	16	0%	0	0	0	0	0%	0	0	0	0		
Orange Ave	Okeechobee	Edwards	0%	0	0	0	0	0%	0	0	0	0	0%	0	0	0	0		
	Rock Rd	Kings Hwy	0%	0	0	0	0	2%	102	3	2	2	10%	184	22	5	17		
	Kings Hwy	I-95	0%	0	0	0	0	90%	4,570	145	71	75	30%	553	66	52	14		
	I-95	Jenkins Rd	0%	0	0	0	0	5%	254	8	4	4	5%	92	11	9	2		
	Jenkins Rd	Hartman Rd	2%	160	16	6	10	10%	508	16	8	8	0%	0	0	0	0		
	Hartman	Angie Rd	2%	160	16	6	10	7%	395	11	6	6	0%	0	0	0	0		
Kings Hwy	Angie	25th St	2%	160	16	6	10	5%	254	8	4	4	0%	0	0	0	0		
	Picos Rd	Orange Ave	5%	401	40	16	25	3%	152	5	2	2	20%	368	44	9	35		
	Orange Ave	Angie Rd (CR603)	5%	401	40	16	25	3%	152	5	2	2	60%	1,105	137	28	104		
	Angie	St. Lucie	5%	401	40	16	25	3%	152	5	2	2	20%	368	44	35	9		
	St. Lucie	Indrio Rd																	
St. Lucie Blvd	Kings Hwy	Keen Rd	0%	0	0	0	0	0%	0	0	0	0	10%	184	22	17	17		
	Keen Rd	N 23th St	0%	0	0	0	0	0%	0	0	0	0	5%	92	11	9	9		
				8,014	809	In	498		5,078	162	In	83		1,242	220	In	46		
						Out	311				Out	79				Out	174		

P.M. APPROVED PROJECTS	10 Village of Sunset Lakes St. Lucie County				43 Bunt Creek @ 50% Complete City of Fort Pierce				44 Celebration Pointe City of Fort Pierce				St. Lucie Commerce Center									
	From	To	%	Daily	Two-Way Trips	Directional N/E	Directional S/W	%	Daily	Two-Way Trips	Directional N/E	Directional S/W	%	Daily	Two-Way Trips	Directional N/E	Directional S/W					
Angie	Turnpike Orange Hwy	Kings Hwy (E/W)	100%	0	405	137	268	0%	0	0	0	0	0%	0	10	0	2					
		Orange Ave (N/S)	40%	162	55	107	4	4	2%	137	13	5	0	1%	0	10	0	7				
Jonahs Rd	Orange Angie	Angie	2%	88	8	5	2	2%	62	8	2	4	0%	0	50	39	9					
		St. Lucie	2%	88	3	5	2	4	0%	0	0	0	0%	0	50	39	9					
		Peterson	3%	132	8	4	2	4	30%	1,911	188	119	69	30%	0	298	62	236				
		Okeechobee	3%	132	8	4	2	4	50%	3,185	314	199	115	30%	0	298	62	236				
Orange Ave	Track Rd Kings Hwy 1-95	Edwards	1%	44	4	1	0	0%	0	0	0	0	0%	0	0	0	0					
		Kings Hwy	4%	0	16	11	5	0%	0	0	0	0	0%	0	894	187	706					
		1-95	15%	0	61	21	40	6	10%	637	63	40	23	0%	0	497	104	392				
		Jenkins Rd	1%	0	4	1	3	20%	616	61	39	23	25%	1,592	100	57	10%	0	49	21	78	
Kings Hwy	Hartman Angie	Hartman Rd	1%	0	4	1	3	35%	711	76	48	28	5%	0	50	10	38					
		Angie Rd	0%	0	0	0	0	0	0	0	0	0	0	0	50	10	38					
		25th St	0%	0	0	0	0	0	35%	1,079	107	40	67	15%	0	50	10	38				
		Orange Ave	20%	0	81	54	27	3%	92	0	6	3	2%	127	13	8	5	50%	0	298	62	236
St. Lucie Blvd	Orange Ave Angie St. Lucie Tudho Rd	Orange Ave	40%	0	162	107	55	2%	62	6	2	4	3%	191	10	7	12	10%	0	98	78	21
		St. Lucie	20%	0	81	27	54	2%	62	6	2	4	3%	191	10	7	12	10%	0	98	78	21
		Tudho Rd	16%	0	65	22	43	0%	0	0	0	0	0	0%	0	50	39	9				
		Keen Rd	2%	0	8	5	3	0%	0	0	0	0	0	0%	0	0	0	0	0			
St. Lucie Blvd	Kings Hwy Keen Rd	Keen Rd	1%	0	4	3	1	0%	0	0	0	0	0%	0	0	0	0					
		N. 25th St	1%	0	4	3	1	0%	0	0	0	0	0	0%	0	0	0	0				
				4,407	405	268	137		3,082	306	193	113		6,369	627	368	229		6,781	993	784	
				In	Out	In	Out		In	Out	In	Out		In	Out	In	Out		In	Out	In	Out

PM APPROVED PROJECTS		To		SUM Daily		SUM 2 Way		SUM Directional N/E		SUM Directional S/W		Two Way		Directional N/E		Directional S/W	
Road Name	From	Residential	Non-Residential	Residential	Non-Residential	Residential	Non-Residential	Residential	Non-Residential	Residential	Non-Residential	Double Count	Net	Double Count	Net	Double Count	Net
Angle	Tombike	0	714	0	34	137	21	268	13	7	432	-4	154	-3	278		
	Kings Hwy	189	433	181	53	62	16	119	35	-11	223	-4	76	-7	147		
Jenkins Rd	Angle	150	18	14	52	5	40	9	11	-4	63	-1	43	-2	18		
	St Lucie	150	0	14	50	5	39	9	9	-4	60	-1	43	-2	17		
Orange Ave	Orange	2,105	18	206	300	131	63	75	238	-52	485	-13	182	-19	294		
	Peterson	3,378	0	332	298	211	62	123	236	-60	570	-12	261	-30	327		
Orange Ave	Okeechobee	363	0	35	0	23	0	13	0	0	35	0	23	0	13		
	Rock Rd	318	286	48	919	31	193	17	725	-12	965	-8	216	-4	737		
Orange Ave	Kings Hwy	791	5,123	139	708	70	227	69	481	-35	812	-17	280	-17	532		
	L-95	2,209	346	222	118	139	33	83	95	-24	317	-7	166	-17	150		
Rt 95 Hwy	Jenkins Rd	1,089	0	112	50	69	10	42	38	-10	151	-2	78	-8	73		
	Hartman Rd	2,094	0	201	50	74	11	127	39	-10	241	-2	83	-8	158		
Rt 95 Hwy	Angle	1,654	0	164	50	60	11	103	39	-10	203	-2	69	-8	135		
	Picos Rd	621	521	143	347	83	71	60	272	-36	456	-15	142	-15	318		
St. Lucie Blvd	Orange Ave	653	1,258	227	236	132	108	95	128	-47	416	-22	219	-24	199		
	Angle	653	521	146	148	52	116	94	32	-30	265	-13	155	-6	120		
St. Lucie Blvd	St. Lucie	0	184	65	72	22	57	43	15	-14	122	-5	73	-3	55		
	Indrio Rd	0	184	65	72	22	57	43	15	-14	122	-5	73	-3	55		
St. Lucie Blvd	Keen Rd	0	184	8	22	5	17	3	17	-2	28	-1	21	-1	19		
	W 25th St	0	92	4	11	3	9	1	9	-1	14	-1	11	0	10		

TABLE 2a: AM Project Percent Impact

Segment	To	Lanes	Direction	In/Out	(1) Roadway Classification	3% or Greater	(2) LOS D Capacity	AM Project Volume	% Project of Capacity Peak Direction	Project Percent Assignment	
Angle	Kings Hwy	2	EB	Out	State Interrupted Flow Class I	NO	792	3	0.42%	2.0%	
	Turnpike	2	WB	In	State Interrupted Flow Class I	NO	792	1	0.11%	2.0%	
	Kings Hwy	2	NB	In	State Interrupted Flow Class I	NO	792	1	0.11%	2.0%	
	Orange Ave	2	SB	Out	State Interrupted Flow Class I	NO	792	3	0.42%	2.0%	
Orange Ave	Kings Hwy	2	EB	In	State Interrupted Flow Class I	NO	880	2	0.26%	5%	
	Rock Rd	2	WB	Out	State Interrupted Flow Class I	NO	880	8	0.95%	5%	
	Kings Hwy	4LD+	EB	In	State Interrupted Flow Class I	NO	2000	5	0.23%	10%	
	Kings Hwy	4LD+	WB	Out	State Interrupted Flow Class I	NO	2000	17	0.84%	10%	
	I-95	4LD	EB	In	State Interrupted Flow Class I	NO	2000	16	0.79%	35%	
	I-95	4LD	WB	Out	State Interrupted Flow Class I	NO	2000	58	2.92%	35%	
	Jenkins Road	4LD	EB	Out	State Interrupted Flow Class I	NO	2000	40	2.00%	24%	
	Jenkins Road	4LD	WB	In	State Interrupted Flow Class I	NO	2000	11	0.54%	24%	
	Hartman Road	4LD	EB	Out	State Interrupted Flow Class I	NO	2000	40	2.00%	24%	
	Hartman Road	4LD	WB	In	State Interrupted Flow Class I	NO	2000	11	0.54%	24%	
	Kings Hwy	Okeechobee Rd	2L	NB	In	State Interrupted Flow Class I	NO	880	1	0.10%	2%
		Okeechobee Rd	2L	SB	Out	State Interrupted Flow Class I	NO	880	3	0.38%	2%
Picos Rd		2L	NB	In	State Interrupted Flow Class I	NO	880	1	0.10%	2%	
Picos Rd		2L	SB	Out	State Interrupted Flow Class I	NO	880	3	0.38%	2%	
Orange Ave		2L	NB	Out	State Interrupted Flow Class I	NO	880	5	0.57%	3%	
Orange Ave		2L	SB	In	State Interrupted Flow Class I	NO	880	1	0.15%	3%	
Angle Rd		2L	NB	Out	State Interrupted Flow Class I	NO	880	5	0.57%	3%	
Angle Rd		2L	SB	In	State Interrupted Flow Class I	NO	880	1	0.15%	3%	
Okeechobee		Jenkins	6LD	EB	In	State Interrupted Flow Class II	NO	2520	9	0.38%	21%
		Jenkins	6LD	WB	Out	State Interrupted Flow Class II	NO	2520	35	1.39%	21%
		Driveway	2L	NB	Out	State Interrupted Flow Class I	Yes	792	99	12.44%	59%
		Driveway	2L	SB	In	State Interrupted Flow Class I	Yes	792	27	3.35%	59%
Jenkins	Driveway	2L	NB	In	State Interrupted Flow Class I	NO	792	18	2.33%	41%	
	Driveway	2L	SB	Out	State Interrupted Flow Class I	Yes	792	68	8.65%	41%	
	Edwards Rd	2L	NB	In	State Interrupted Flow Class I	NO	792	5	0.57%	10%	
	Edwards Rd	2L	SB	Out	State Interrupted Flow Class I	NO	792	17	2.11%	10%	

1) St. Lucie County Comprehensive Plan Classification

2) IDOT 2012 Corresponding LOS

Project Trips In 45
 Project Trips Out 167
 Growth Rate 1.005
 Years Grown 5

TABLE 2b: PM Project Percent Impact

Segment	From	To	Lanes	Direction	In/Out	(1) Roadway Classification	3% or Greater	(2) LOS D Capacity	PM Project Volume	% Project of Capacity Peak Direction	Project Percent Assignment
Angle	Turnpike	Kings Hwy	2	EB	Out	State Interrupted Flow Class I	NO	792	2	0.24%	2.0%
	Turnpike	Kings Hwy	2	WB	In	State Interrupted Flow Class I	NO	792	3	0.43%	2.0%
	Kings Hwy	Orange Ave	2	NB	In	State Interrupted Flow Class I	NO	792	3	0.43%	2.0%
	Kings Hwy	Orange Ave	2	SB	Out	State Interrupted Flow Class I	NO	792	2	0.24%	2.0%
Orange Ave	Rock Rd	Kings Hwy	2	EB	in	State Interrupted Flow Class I	NO	880	9	0.98%	5%
	Rock Rd	Kings Hwy	2	WB	out	State Interrupted Flow Class I	NO	880	5	0.53%	5%
	Kings Hwy	I-95	4LD+	EB	in	State Interrupted Flow Class I	NO	2000	17	0.86%	10%
	Kings Hwy	I-95	4LD+	WB	out	State Interrupted Flow Class I	NO	2000	9	0.47%	10%
	I-95	Jenkins Road	4LD	EB	In	State Interrupted Flow Class I	Yes	2000	60	3.01%	35%
	I-95	Jenkins Road	4LD	WB	Out	State Interrupted Flow Class I	NO	2000	33	1.65%	35%
	Jenkins Road	Hartman Road	4LD	EB	Out	State Interrupted Flow Class I	NO	2000	23	1.13%	24%
	Jenkins Road	Hartman Road	4LD	WB	In	State Interrupted Flow Class I	NO	2000	41	2.06%	24%
	Hartman Road	Angle Rd	4LD	EB	Out	State Interrupted Flow Class I	NO	2000	23	1.13%	24%
	Hartman Road	Angle Rd	4LD	WB	In	State Interrupted Flow Class I	NO	2000	41	2.06%	24%
Kings Hwy	Okeechobee Rd	Picos Rd	2L	NB	In	State Interrupted Flow Class I	NO	880	3	0.39%	2%
	Okeechobee Rd	Picos Rd	2L	SB	Out	State Interrupted Flow Class I	NO	880	2	0.21%	2%
	Picos Rd	Orange	2L	NB	In	State Interrupted Flow Class I	NO	880	3	0.39%	2%
	Picos Rd	Orange	2L	SB	Out	State Interrupted Flow Class I	NO	880	2	0.21%	2%
	Orange Ave	Angle Rd	2L	NB	Out	State Interrupted Flow Class I	NO	880	3	0.32%	3%
	Orange Ave	Angle Rd	2L	SB	In	State Interrupted Flow Class I	NO	880	5	0.59%	3%
	Angle Rd	St. Lucie Blvd	2L	NB	Out	State Interrupted Flow Class I	NO	880	3	0.32%	3%
	Angle Rd	St. Lucie Blvd	2L	SB	In	State Interrupted Flow Class I	NO	880	5	0.59%	3%
	I-95	Jenkins	6LD	EB	In	State Interrupted Flow Class II	NO	2520	36	1.43%	21%
	I-95	Jenkins	6LD	WB	Out	State Interrupted Flow Class II	NO	2520	20	0.78%	21%
Jenkins	Orange Ave	Driveway	2L	NB	Out	State Interrupted Flow Class I	Yes	792	55	7.00%	59%
	Orange Ave	Driveway	2L	SB	In	State Interrupted Flow Class I	Yes	792	101	12.81%	59%
	Driveway	Okeechobee Rd	2L	NB	In	State Interrupted Flow Class I	Yes	792	71	8.90%	41%
	Driveway	Okeechobee Rd	2L	SB	Out	State Interrupted Flow Class I	Yes	792	39	4.87%	41%
Okeechobee	Okeechobee	Picos Rd	2L	NB	In	State Interrupted Flow Class I	NO	792	17	2.17%	10%
	Okeechobee	Picos Rd	2L	SB	Out	State Interrupted Flow Class I	NO	792	9	1.19%	10%

1) St. Lucie County Comprehensive Plan Classification

2) FDOT 2012 Corresponding LOS

Project Trips In 172
 Project Trips Out 94
 Growth Rate 1.005
 Years Growth 5

APPENDIX D – INTERSECTION DATA

TURNING MOVEMENT VOLUME COUNTS

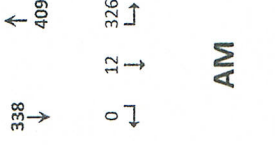
N/S STREET: Jenkins
 FILENAME: Jenkins and Edwards
 COUNT DATE: 4/7/2015
 REPORT DATE: 4/24/2015
 E/W STREET: Edwards
 CITY: Fort Pierce
 DAY: Tuesday
 ANALYSIS YEAR: 2017
 CONTROL:

15 Min Period	Northbound			Southbound			Eastbound			Westbound			ONE HOUR SUM	
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR		TOTAL
7:007:15	0	0	2	68	3	0	0	0	0	1	0	72	146	635
7:157:30	0	0	5	71	0	0	0	0	0	2	0	96	174	620
7:307:45	0	1	0	80	0	0	0	0	0	1	0	78	160	580
7:458:00	0	5	2	60	2	0	0	0	0	4	0	82	155	556
8:008:15	0	1	0	58	1	0	0	0	0	1	0	70	131	543
8:158:30	0	2	2	47	2	0	0	0	0	3	0	78	134	
8:308:45	0	0	2	56	2	0	0	0	0	1	0	75	136	
8:459:00	0	3	2	49	5	0	0	0	0	4	0	79	142	

AM PEAK HOUR IS FROM: 7:00AM TO 8:00AM

Volumes: 0 6 9 279 5 0 0 0 0 0 8 0 328 635
 Season Factor: 0 6 9 279 5 0 0 0 0 0 8 0 328 635
 Growth: 0 6 9 282 5 0 0 0 0 0 8 0 331 641
 Approved Projects: 0 0 0 39 0 0 0 0 0 0 0 0 12
 PROJECT: 0 36 0 5 7 0 0 0 0 0 0 0 24 0
 Total: 0 42 9 326 12 0 0 0 0 0 8 0 367 641

Seasonal Factor: 1
 Growth Rate: 1.005
 Years Grown: 2

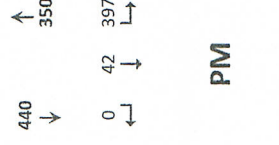


15 Min Period lanes	Northbound			Southbound			Eastbound			Westbound			ONE HOUR SUM	
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR		TOTAL
4:004:15	0	0	0	93	4	0	0	0	0	2	0	89	188	647
4:154:30	0	0	0	93	0	0	0	0	0	2	0	56	151	615
4:304:45	0	0	2	103	3	0	0	0	0	3	0	71	182	625
4:455:00	0	4	1	60	1	0	0	0	0	1	0	59	126	569
5:005:15	0	0	5	77	0	0	0	0	0	0	0	74	156	562
5:155:30	0	0	0	79	0	0	0	0	0	2	0	80	161	
5:305:45	0	0	1	56	1	0	0	0	0	3	0	65	126	
5:456:00	0	3	0	61	2	0	0	0	0	1	0	52	119	

PM PEAK HOUR IS FROM: 4:00PM TO 5:00PM

Volumes: 0 4 3 349 8 0 0 0 0 0 8 0 275 647
 Season Factor: 0 4 3 349 8 0 0 0 0 0 8 0 275 647
 Growth: 0 4 3 352 8 0 0 0 0 0 8 0 278 653
 Approved Projects: 0 0 0 22 0 0 0 0 0 0 0 0 40
 PROJECT: 0 17 0 23 34 0 0 0 0 0 0 0 11 0
 Total: 0 21 3 397 42 0 0 0 0 0 8 0 329 653

Seasonal Factor: 1
 Growth Rate: 1.005
 Years Grown: 2



TWO-WAY STOP CONTROL SUMMARY

General Information				Site Information			
Analyst:	AAA	Intersection:	Jenkins and Edwards				
Agency/Co.:	SOR	Jurisdiction:	St. Lucie County				
Date Performed:	4/24/2015	Analysis Year:	2017				
Analysis Time Period:	AM	Peak Hour Factor:					

Project Description:	
East/West Street: <i>Edwards</i>	North/South Street: <i>Jenkins</i>
Intersection Orientation: <i>North-South</i>	Study Period (hrs): <i>0.25</i>

Vehicle Volumes and Adjustments

Major Street	Northbound				Southbound			
	1U	1	2	3	4U	4	5	6
Movement	U	L	T	R	U	L	T	R
Volume (veh/h)		0	42	9		326	12	0
Percent Heavy Vehicles		0	0	0		0	0	0
Median Type	<i>Undivided</i>							
Storage	<i>1</i>							
RT Channelized				0				0
Lanes	0	1	0	0	0	1	0	0
Configuration	<i>LTR</i>				<i>LTR</i>			
Proportion Time Blocked								

Minor Street	Eastbound			Westbound		
	7	8	9	10	11	12
Movement	L	T	R	L	T	R
Volume (veh/h)				8	0	367
Percent Heavy Vehicles	0			0	0	0
Left-Turn Lane Storage						
Percent Grade (%)	<i>0</i>			<i>0</i>		
Flared Approach			<i>N</i>			<i>N</i>
Storage			0			0
Lanes	0	0	0	0	1	0
Configuration					<i>LTR</i>	
Proportion Time Blocked						

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
	1	4	7	8	9	10	11	12
Movement								
Lane Configuration	<i>LTR</i>	<i>LTR</i>		<i>LTR</i>				
v (veh/h)	0	326		375				
C (m) (veh/h)	1620	1568		982				
v/c Ratio	0.00	0.21		0.38				
95% Queue Length	0.00	0.78		1.81				
Control Delay (s/veh)	7.2	7.9		10.9				
Movement LOS	A	A		B				
Approach Delay (s/veh)				10.9				
Approach LOS				B				

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst:	AAA	Intersection:	Jenkins and Edwards
Agency/Co.:	SOR	Jurisdiction:	St. Lucie County
Date Performed:	4/24/2015	Analysis Year:	2017
Analysis Time Period:	PM	Peak Hour Factor:	

Project Description:

East/West Street: <i>Edwards</i>	North/South Street: <i>Jenkins</i>
Intersection Orientation: <i>North-South</i>	Study Period (hrs): <i>0.25</i>

Vehicle Volumes and Adjustments

Major Street	Northbound				Southbound			
	1U	1	2	3	4U	4	5	6
Movement	U	L	T	R	U	L	T	R
Volume (veh/h)		0	21	3		397	42	0
Percent Heavy Vehicles		0	0	0		0	0	0
Median Type	<i>Undivided</i>							
Storage	<i>1</i>							
RT Channelized				0				0
Lanes	0	1	0	0	0	1	0	0
Configuration	<i>LTR</i>				<i>LTR</i>			
Proportion Time Blocked								

Minor Street	Eastbound			Westbound		
	7	8	9	10	11	12
Movement	L	T	R	L	T	R
Volume (veh/h)				8	0	329
Percent Heavy Vehicles	0			0	0	0
Left-Turn Lane Storage						
Percent Grade (%)	<i>0</i>			<i>0</i>		
Flared Approach			<i>N</i>			<i>N</i>
Storage			0			0
Lanes	0	0	0	0	1	0
Configuration					<i>LTR</i>	
Proportion Time Blocked						

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
	1	4	7	8	9	10	11	12
Movement								
Lane Configuration	<i>LTR</i>	<i>LTR</i>	<i>LTR</i>					
v (veh/h)	0	397	337					
C (m) (veh/h)	1580	1604	984					
v/c Ratio	0.00	0.25	0.34					
95% Queue Length	0.00	0.98	1.53					
Control Delay (s/veh)	7.3	8.0	10.6					
Movement LOS	A	A	B					
Approach Delay (s/veh)			10.6					
Approach LOS			B					

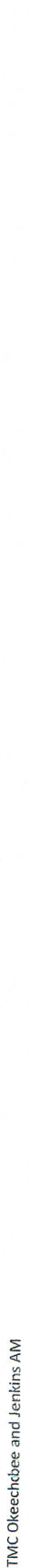
TURNING MOVEMENT VOLUME COUNTS

N/S STREET: Jenkins
PROJECT: Mariner Cove
CONTROL: Signal
E/W STREET: Okeechobee
CITY: St.Luice
DAY: Tuesday
ANALYSIS YEAR: 2017 with project -AM
COUNT DATE: 1/7/2014
REPORT DATE: 4/24/2015

15 Min Period	Northbound			Southbound			Eastbound			Westbound			ONE HOUR SUM	
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR		TOTAL
7:00-7:15	25	14	2	13	31	14	13	81	16	2	65	7	283	1948
7:15-7:30	36	17	2	28	28	6	22	193	32	0	107	16	487	2209
7:30-7:45	50	30	1	41	30	15	20	180	25	4	104	12	512	2281
7:45-8:00	38	22	2	50	30	10	22	307	30	2	139	14	666	2256
8:00-8:15	43	26	4	45	27	20	29	202	22	1	92	33	544	2086
8:15-8:30	40	21	3	32	24	9	35	223	21	4	118	29	559	
8:30-8:45	41	22	1	35	34	18	24	153	20	4	106	29	487	
8:45-9:00	36	23	3	32	23	8	24	186	17	6	106	32	496	

AM PEAK HOUR IS FROM:	7:00 to 8:30													
	Volumes	Season Factor	Growth	Project	Whispering Oaks	SLCC	Love's	Creekside	Kings Center	Villages of Sunset Lakes	(1)Bent Creek	Celebration Printe	Subtotal	Total
	171	99	10	168	111	54	106	912	98	11	453	88	2281	
	171	99	10	168	111	54	106	912	98	11	453	88	2281	Total Trips
	175	101	10	172	114	55	109	935	100	11	464	90	2339	
	36	8	16	0	2	0	0	0	7	3	0	0	72	
	0	5	0	17	17	35	9	0	0	0	0	5	88	
	0	28	0	5	5	0	0	5	0	0	28	28	99	
	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7	0	0	0	0	7	0	12	21	21	43	0	111	
	0	2	0	0	0	0	0	0	0	0	0	0	2	
	0	0	0	0	0	0	0	0	0	0	0	0	0	
	0	0	0	0	0	36	12	0	0	0	0	0	48	
	0	0	0	0	0	72	24	0	0	0	0	0	96	
	7	30	0	5	5	115	36	17	21	21	71	28	356	
	218	139	26	177	121	170	145	952	128	35	535	118	2794	

Seasonal Factor: 1
Growth Rate: 1.005
Years Grown: 3



(1) At 50% complete

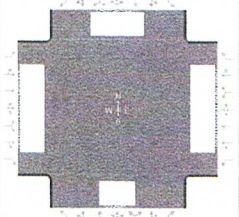
HCS 2010 Signalized Intersection Results Summary

General Information

Agency	Susan E O'Rourke P.E., Inc.		
Analyst	SOR	Analysis Date	Apr 24, 2015
Jurisdiction	St. Lucie County	Time Period	AM
Intersection	Okeechobee and Jenkins	Analysis Year	2017 with project
File Name	c5.s.okeechobee jenkins 2017 am.xus		
Project Description	HCS Export		

Intersection Information

Duration, h	0.25
Area Type	Other
PHF	0.95
Analysis Period	1> 7:00



Demand Information

Approach Movement	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	145	952	128	35	535	118	218	139	26	177	121	170

Signal Information

Cycle, s	120.0	Reference Phase	2									
Offset, s	0	Reference Point	End									
Uncoordinated	No	Simult. Gap E/W	On									
Force Mode	Fixed	Simult. Gap N/S	On									
		Green	20.0	21.0	20.0	35.0	0.0	0.0				
		Yellow	4.0	4.0	4.0	4.0	0.0	0.0				
		Red	2.0	2.0	2.0	2.0	0.0	0.0				

Timer Results

	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	2.0	3.0	2.0	3.0	2.0	4.0	2.0	3.0
Phase Duration, s	26.0	41.0	26.0	41.0	26.0	27.0	26.0	27.0
Change Period, (Y+R _c), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Allow Headway (MAH), s	2.8	3.1	2.8	3.1	2.8	0.0	2.8	0.0
Queue Clearance Time (g _s), s	11.4	21.7	4.1	11.6	16.9		13.7	
Green Extension Time (g _e), s	0.1	4.4	0.0	5.1	0.1	0.0	0.1	0.0
Phase Call Probability	1.00	1.00	1.00	1.00	1.00		1.00	
Max Out Probability	0.00	0.15	0.00	0.02	0.69		0.02	

Movement Group Results

Approach Movement	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (v), veh/h	153	1002	124	37	563	114	229	163		186	127	168
Adjusted Saturation Flow Rate (s), veh/h/ln	1774	1691	1579	1774	1691	1579	1774	1829		1774	1863	1548
Queue Service Time (g _s), s	9.4	19.7	5.6	2.1	9.6	5.0	14.9	9.7		11.7	7.3	9.6
Cycle Queue Clearance Time (g _c), s	9.4	19.7	5.6	2.1	9.6	5.0	14.9	9.7		11.7	7.3	9.6
Green Ratio (g/C)	0.17	0.29	0.46	0.17	0.29	0.46	0.17	0.18		0.17	0.18	0.34
Capacity (c), veh/h	296	1480	724	296	1480	724	296	320		296	326	529
Volume-to-Capacity Ratio (X)	0.516	0.677	0.172	0.125	0.381	0.157	0.776	0.510		0.630	0.391	0.318
Available Capacity (c _a), veh/h	296	1480	724	296	1480	724	296	320		296	326	529
Back of Queue (Q), veh/ln (50th percentile)	4.7	7.8	2.1	1.0	3.8	1.9	8.0	4.9		6.0	3.7	3.8
Queue Storage Ratio (RQ) (50th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00	0.00	0.00
Uniform Delay (d ₁), s/veh	45.6	32.0	19.1	42.6	28.9	19.0	47.9	44.8		46.6	43.8	29.2
Incremental Delay (d ₂), s/veh	6.3	2.5	0.5	0.9	0.7	0.5	17.9	5.7		9.8	3.5	1.6
Initial Queue Delay (d ₃), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Control Delay (d), s/veh	51.9	34.5	19.6	43.4	29.6	19.4	65.8	50.5		56.4	47.3	30.8
Level of Service (LOS)	D	C	B	D	C	B	E	D		E	D	C
Approach Delay, s/veh / LOS	35.1		D	28.7		C	59.4		E	45.0		D
Intersection Delay, s/veh / LOS	38.5						D					

Multimodal Results

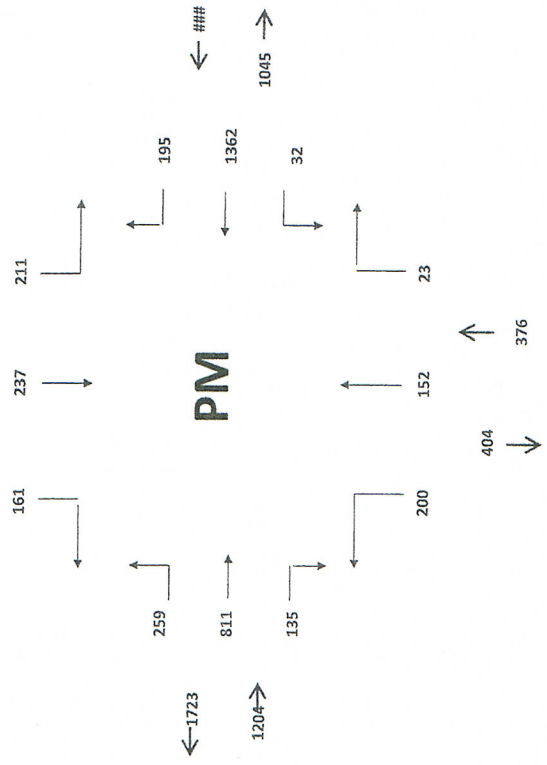
	EB			WB			NB			SB		
Pedestrian LOS Score / LOS	2.3		B	2.5		B	3.4		C	3.4		C
Bicycle LOS Score / LOS	1.2		A	0.9		A	1.1		A	1.3		A

TURNING MOVEMENT VOLUME COUNTS

I/N/S STREET: Jenkins
PROJECT: Mariner Cove
COUNT DATE: 1/7/2014
REPORT DATE: 4/24/2015

E/W STREET: Okeechobee
CITY: St. Luice
DAY: Tuesday
ANALYSIS YEAR: 2017 with project-PM

CONTROL: Signal



15 Min Period	Northbound			Southbound			Eastbound			Westbound			ONE HOUR SUM	
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR		TOTAL
4:00-4:15	39	31	3	71	33	11	26	156	23	6	197	38	634	2618
4:15-4:30	33	37	2	75	56	21	41	135	16	6	189	36	647	2778
4:30-4:45	30	14	3	49	29	16	22	166	26	7	240	51	653	2962
4:45-5:00	37	36	4	37	43	18	25	161	15	2	254	52	684	2890
5:00-5:15	44	33	6	48	41	17	36	164	19	2	343	41	794	2814
5:15-5:30	53	50	2	34	72	26	32	171	14	6	335	36	831	
5:30-5:45	31	18	4	45	25	14	31	127	16	3	235	32	581	
5:45-6:00	31	25	3	36	38	20	29	143	14	5	236	28	608	

PM PEAK HOUR IS FROM: 4:30 PM TO 5:30 PM

Volumes	164	133	15	168	185	77	115	662	74	17	1172	180	2962
Season Factor	164	133	15	168	185	77	115	662	74	17	1172	180	2962
Growth	168	136	15	172	190	79	118	679	76	17	1202	185	3037
Project	17	4	8	0	8	0	0	0	34	15	0	0	86
Whispering Oaks	0	17	0	9	9	20	36	0	0	0	0	17	108
SLCC	0	10	0	39	39	0	0	39	0	0	10	10	147
Love's	0	0	0	0	0	0	0	0	0	0	0	0	0
Creekside	15	0	0	0	0	15	25	93	25	0	150	0	323
Kings Center	0	2	0	0	0	0	0	0	0	0	0	0	2
Villages of Sunset Lakes	0	0	0	0	0	0	0	0	0	0	0	0	0
⁽¹⁾ Bent Creek	0	0	0	0	0	22	38	0	0	0	0	0	60
Celebration Pointe	0	0	0	0	0	45	78	0	0	0	0	0	123
Subtotal	15	12	0	39	39	82	141	132	25	0	160	10	655
Total	200	152	23	211	237	161	259	811	135	32	1362	195	3839

Seasonal Factor: 1
Growth Rate: 1.005
Years Grown: 3

⁽¹⁾At 50% complete

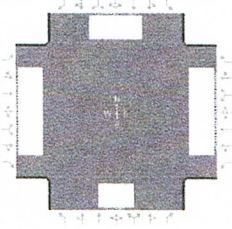
HCS 2010 Signalized Intersection Results Summary

General Information

Agency	Susan E O'Rourke P.E., Inc.		
Analyst	SOR	Analysis Date	Apr 24, 2015
Jurisdiction	St. Lucie County	Time Period	PM
Intersection	S. Jenkins Rd.	Analysis Year	2017 with project
File Name	okeechobee jenkins 2017 pm.xus		
Project Description	HCS Export		

Intersection Information

Duration, h	0.25
Area Type	Other
PHF	0.95
Analysis Period	1 > 7:00



Demand Information

Approach Movement	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	259	811	135	32	1362	195	200	152	23	211	237	161

Signal Information

Cycle, s	120.0	Reference Phase	2													
Offset, s	0	Reference Point	End	Green	20.0	21.0	20.0	35.0	0.0	0.0						
Uncoordinated	No	Simult. Gap E/W	On	Yellow	4.0	4.0	4.0	4.0	0.0	0.0						
Force Mode	Fixed	Simult. Gap N/S	On	Red	2.0	2.0	2.0	2.0	0.0	0.0						

Timer Results

	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	2.0	3.0	2.0	3.0	2.0	4.0	2.0	3.0
Phase Duration, s	26.0	41.0	26.0	41.0	26.0	27.0	26.0	27.0
Change Period, (Y+R _c), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Allow Headway (MAH), s	2.8	3.1	2.8	3.1	2.8	0.0	2.8	0.0
Queue Clearance Time (g _s), s	20.2	17.9	3.9	35.2	15.5		16.3	
Green Extension Time (g _e), s	0.0	7.6	0.0	0.0	0.1	0.0	0.1	0.0
Phase Call Probability	1.00	1.00	1.00	1.00	1.00		1.00	
Max Out Probability	1.00	0.26	0.00	1.00	0.14		0.38	

Movement Group Results

Approach Movement	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (v), veh/h	273	854	132	34	1434	195	211	174		222	249	159
Adjusted Saturation Flow Rate (s), veh/h/ln	1774	1691	1579	1774	1691	1579	1774	1837		1774	1863	1548
Queue Service Time (g _s), s	18.2	15.9	5.9	1.9	33.2	9.1	13.5	10.3		14.3	15.3	9.0
Cycle Queue Clearance Time (g _c), s	18.2	15.9	5.9	1.9	33.2	9.1	13.5	10.3		14.3	15.3	9.0
Green Ratio (g/C)	0.17	0.29	0.46	0.17	0.29	0.46	0.17	0.18		0.17	0.18	0.34
Capacity (c), veh/h	296	1480	724	296	1480	724	296	321		296	326	529
Volume-to-Capacity Ratio (X)	0.922	0.577	0.182	0.114	0.969	0.269	0.712	0.540		0.751	0.765	0.300
Available Capacity (c _a), veh/h	296	1480	724	296	1480	724	296	321		296	326	529
Back of Queue (Q), veh/ln (50th percentile)	10.9	6.3	2.3	0.9	15.0	3.5	7.1	5.3		7.6	8.5	3.6
Queue Storage Ratio (RQ) (50th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00	0.00	0.00
Uniform Delay (d ₁), s/veh	49.2	30.8	19.2	42.5	36.1	20.1	47.3	45.1		47.6	47.2	29.0
Incremental Delay (d ₂), s/veh	35.7	1.6	0.6	0.8	17.0	0.9	13.6	6.4		16.1	15.7	1.5
Initial Queue Delay (d ₃), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Control Delay (d), s/veh	84.9	32.5	19.8	43.3	53.2	21.0	60.9	51.5		63.7	62.8	30.4
Level of Service (LOS)	F	C	B	D	D	C	E	D		E	E	C
Approach Delay, s/veh / LOS	42.5		D	49.2		D	56.6		E	55.0		D
Intersection Delay, s/veh / LOS	48.7						D					

Multimodal Results

	EB			WB			NB			SB		
Pedestrian LOS Score / LOS	2.3		B	2.5		B	3.4		C	3.4		C
Bicycle LOS Score / LOS	1.2		A	1.4		A	1.1		A	1.5		A

APPENDIX E – DRIVEWAY VOLUMES

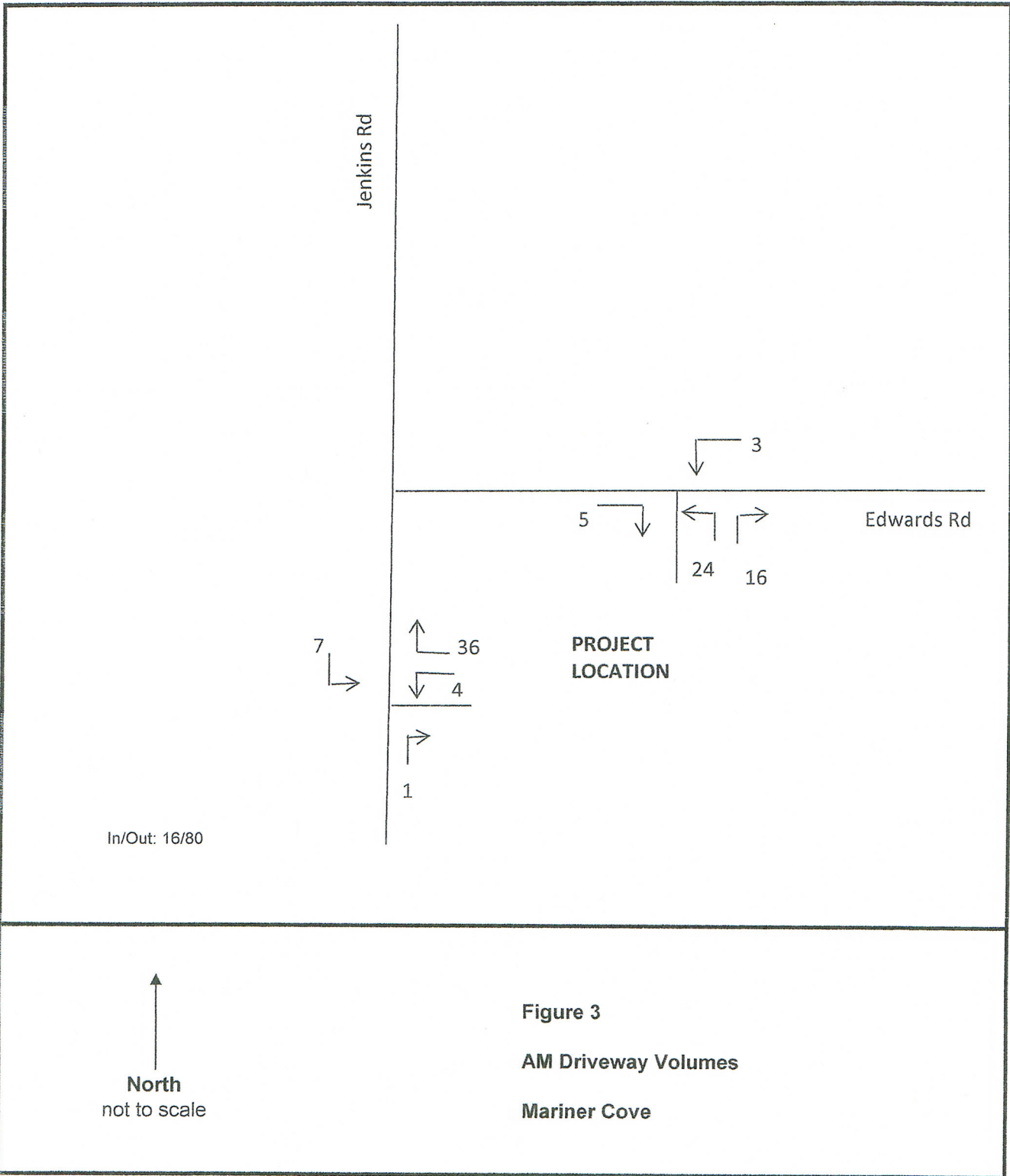


Figure 3
 AM Driveway Volumes
 Mariner Cove