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

Traffic Engineering, Transportation Planning

TRAFFIC ANALYSIS

FOR

Village at Midway

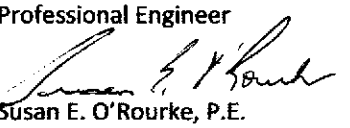
Prepared for:

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

Prepared by

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

August 3, 2015
Revised November 2, 2015
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SR14071.0

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: 12/18/15 License #: 42684

969 SE Federal Highway
Suite 402
Stuart, FL 34994

772.781.7918

SEORourke@comcast.net

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

Traffic Engineering, Transportation Planning

August 3, 2015

Mr. Mark Jacobson
Walton Development and Management
8390 ChampionsGate Boulevard, 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 project located generally north of Midway Road and west of the Interstate 95 freeway in St. Lucie County, Florida. 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 village of midway report revised 11 2 15

969 SE Federal Highway
Suite 402
Stuart, FL 34994

772.781.7918

SEORourke@comcast.net

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INTRODUCTION

Susan E. O'Rourke, P.E., Inc. was retained to prepare a traffic analysis for the proposed development of 516.35 acres located west of I-95 and north of Midway Road in Ft. Pierce, Florida. The proposal is to develop: 1,500,000 square feet of warehouse; 1,200,000 square feet of flex office/light industrial; 160,000 square feet of retail; 26,000 square feet of freeway oriented restaurants; 14,000 square feet of convenience store and fast food restaurant and 650 multi-family/apartment units.

The purpose of this report is to determine the impact of the proposed project on the surrounding roadway system in accordance with the City of Ft. Pierce Transportation Element comprehensive plan policies and F.S. 163.3180(5)(b)4. To that end, the following analytical steps were taken:

- summary of the project,
- summary of existing lane geometrics-links,
- summary of network and service volumes,
- assessment of project traffic,
- determination of study area ,
- summary of cumulative traffic volumes-links,
- comparison of volumes to allowable levels of service,
- development of future intersection volume,
- development of project related improvements
- analysis of intersections

Each of these steps is outlined herein.

PROJECT DESCRIPTION

The proposed development involves a parcel of land located generally north of Midway Road and west of I-95 in Ft. Pierce, Florida. **Figure 1** shows the project location.

As noted above, the proposal is to develop 1,500,000 square feet of warehouse; 1,200,000 square feet of flex office/light industrial; 160,000 square feet of retail; 26,000 square feet of freeway oriented restaurants, 14,000 square feet of convenience and fast food restaurant and 650 multi-family/apartment units. The project has an expected buildout date of 2035. **Figure 2** illustrates the project site plan.



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

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

FIGURE 1

PROJECT LOCATION

VILLAGE AT MIDWAY

MAY 2015

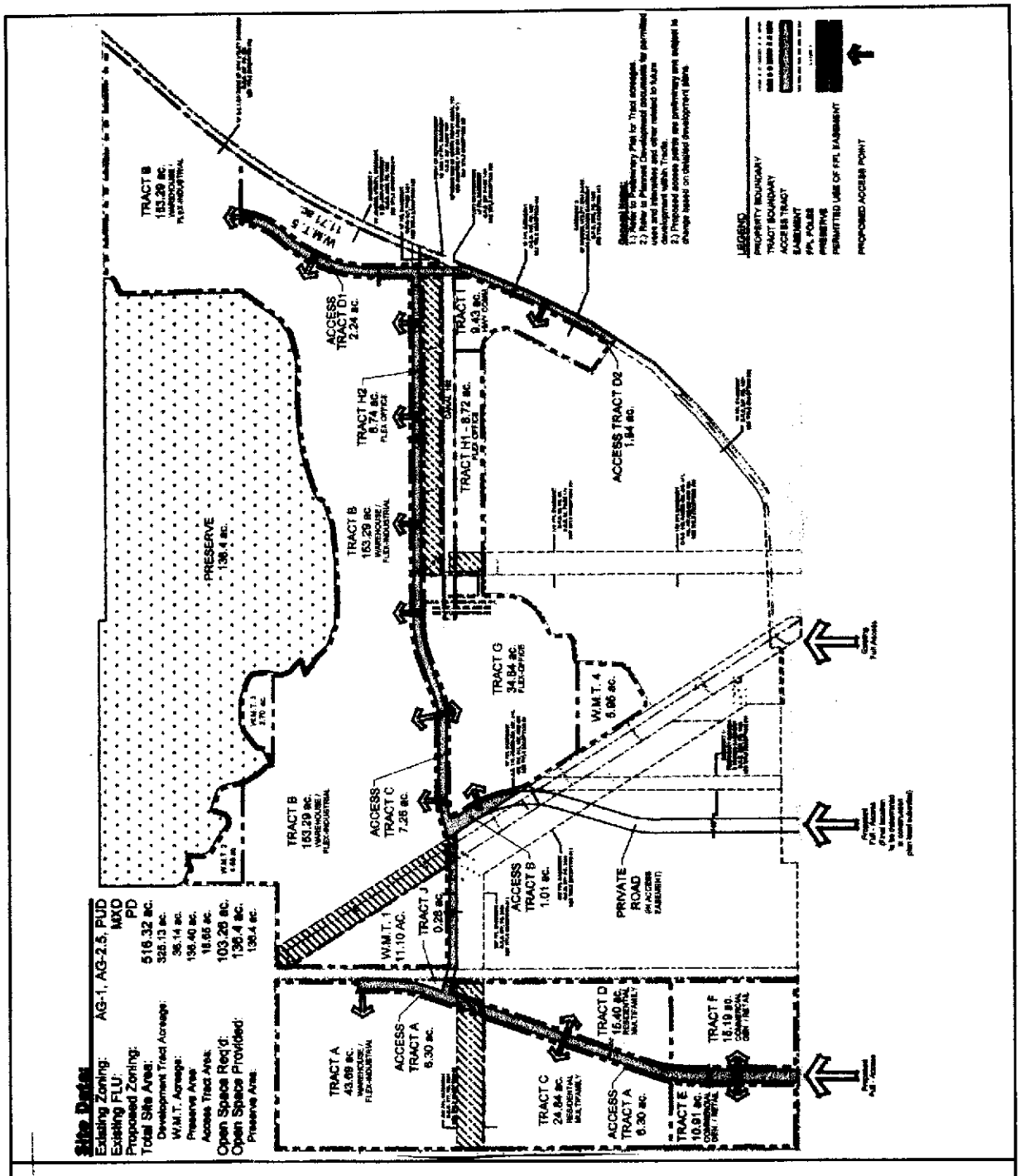


FIGURE 2

North

Not to Scale

Source: Lucido and Associates

Project Site Plan

Village at Midway

EXISTING ROADWAY CONDITIONS

The study area is defined as the roadways upon which the project has an impact of 1% of the level of service capacity of the adjacent roadway link, 3% on the balance of the arterial and collector roadways and 5% on highway links. Once the project traffic was assigned, the study area was refined based on the impact percentages.

The study area roadways were defined in terms of existing plus committed lane geometrics and existing traffic volumes.

Lane Geometrics

The study area was reviewed to determine the existing number and type of lanes along the roadway. In addition, improvements outlined in City, County or FDOT Five Year Programs were included. Roadway Improvements included in the 5 year Road Program are:

- Midway Road from Selvitz Road to 25th Street, 2L to 4LD, Under Construction
- Midway Road from 25th Street to US 1, 2L to 4LD, FY 2019
- Okeechobee Road from Jenkins Rd to McNeil Rd, 6LD to 8LD, FY 2018
- Kings Highway from south of Okeechobee Road to north of Picos Road, 2L to 4LD, FY 2018
- Kings Highway from north of Picos Road to north of I-95 overpass, 2L to 4LD, FY 2019
- St Lucie West Boulevard from I-95 southbound exit to I-95 northbound exit, 2L to 4LD, FY 2019

Key roadways are described below. Details of the committed improvements are including in **Appendix A.**

Midway Road is a two lane arterial with an east/west alignment west of the project. It is a four lane roadway from just west of I-95 to Selvitz Road. The segment between East Torino Parkway and Selvitz Road is currently two lanes. A PD&E is underway for this portion. The portion from Selvitz Road to 25th Street is currently under construction and the portion from 25th Street to US-1 will begin construction in mid-2016.

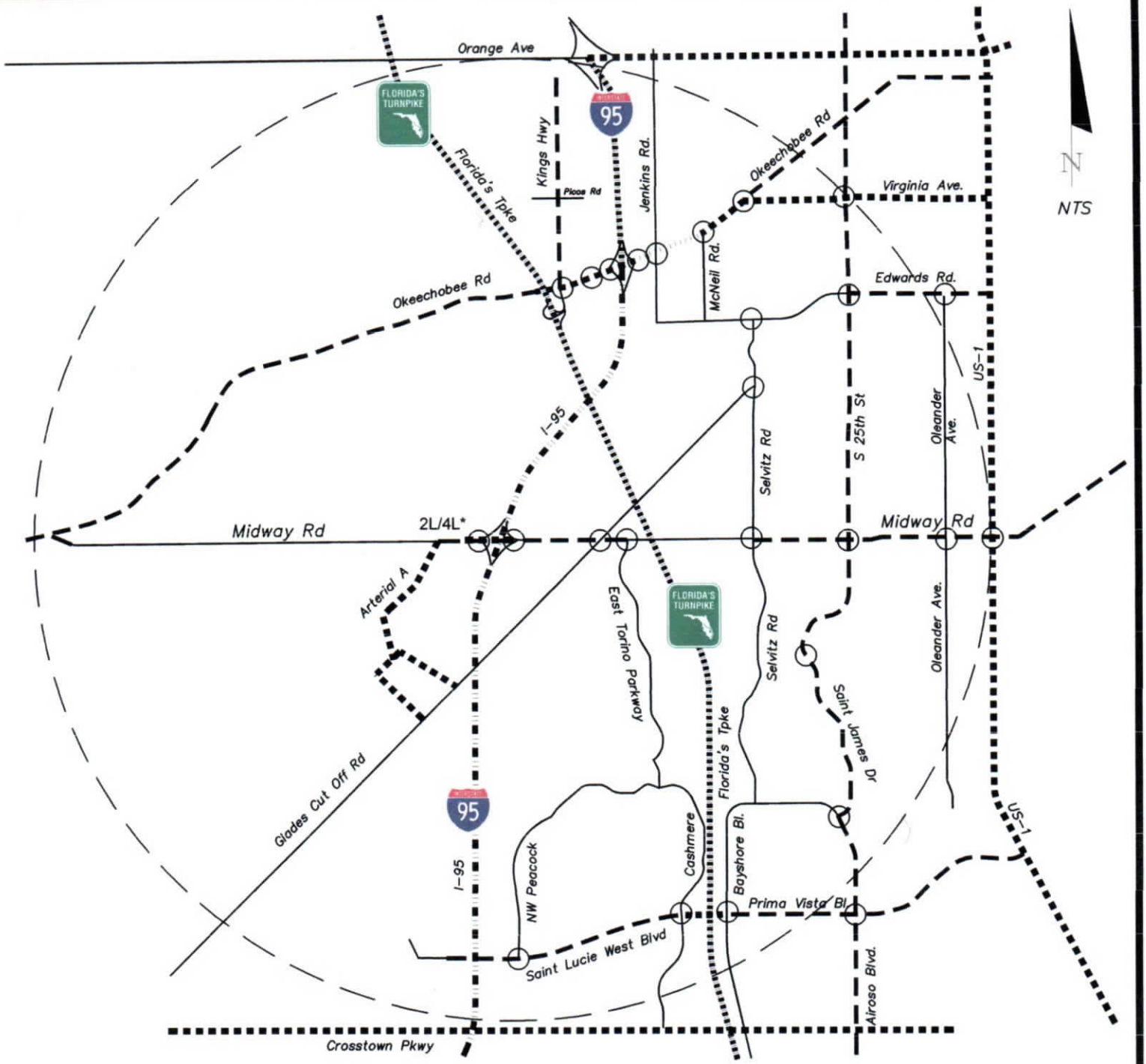
Glades Cut-Off Road is two lane arterial with a general northeast to southwest alignment.

Figure 3 illustrates the existing lanes plus committed roadway network and signalized intersections within the general study area.

Existing Traffic Counts/Service Volumes

Existing traffic counts/service volumes were taken from the St. Lucie County Transportation Planning Organization (TPO) and from counts made in Spring 2015.

Table 1 Summarizes the existing lanes and the relationship to the standardized capacity for each roadway link in the initial study area. Existing count data and network data are provided in **Appendix A.**



LEGEND

= 2 LANE ARTERIAL
= 4 LANE ARTERIAL
= 6 LANE ARTERIAL
= 8 LANE ARTERIAL
= 6 LANE EXPRESSWAY
= 8 LANE EXPRESSWAY
= SIGNALIZED INTERSECTION
= 5 Mile Radius

*2L from Arterial A for $\frac{1}{4}$ mile East

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

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

FIGURE 3

EXISTING + COMMITTED ROADWAY NETWORK

VILLAGE AT MIDWAY

NOVEMBER 2015

Table 1: Existing Service Volumes

Segment	From	To	Existing + Committed (C) Lanes	Direction	Speed Limit	Federal Functional Classification	Existing/ Committed Capacity (2012 FDOT Directional LOS D)
Midway Rd	Okeechobee Rd	Shinn Rd	2	EB	50	Rural Principle Arterial-uf	740
	Okeechobee Rd	Shinn Rd	2	WB	50	Rural Principle Arterial-uf	740
	Shinn Rd	McCarty Rd	2	EB	50	Rural Principle Arterial-uf	740
	Shinn Rd	McCarty Rd	2	WB	50	Rural Principle Arterial-uf	740
	McCarty Rd	11 Mile Rd	2	EB	50	Urban Principle Arterial-uf	1190
	McCarty Rd	11 Mile Rd	2	WB	50	Urban Principle Arterial-uf	1190
	11 Mile Rd	Arterial A	2	EB	50	Urban Principle Arterial-uf	1190
	11 Mile Rd	Arterial A	2	WB	50	Urban Principle Arterial-uf	1190
	Arterial A	I95	2L	EB	45	Urban Principle Arterial-uf	1190
	Arterial A	I95	2L	WB	45	Urban Principle Arterial-uf	1190
	I95	Glades Cut off Rd	4D	EB	45	Urban Principle Arterial-CI	2000
	I95	Glades Cut off Rd	4D	WB	45	Urban Principle Arterial-CI	2000
	Glades Cut off Rd	NW East Torino Pkwy	4D	EB	45	Urban Principle Arterial-CI	2000
	Glades Cut off Rd	NW East Torino Pkwy	4D	WB	45	Urban Principle Arterial-CI	2000
	NW East Torino Pkwy	Florida's Turnpike	2	EB	45	Urban Principle Arterial-CI	880
	NW East Torino Pkwy	Florida's Turnpike	2	WB	45	Urban Principle Arterial-CI	880
	Florida's Turnpike	NW Corporate Way	2	EB	45	Urban Principle Arterial-CI	880
	Florida's Turnpike	NW Corporate Way	2	WB	45	Urban Principle Arterial-CI	880
	NW Corporate Way	S Jenkins Rd	2	EB	45	Urban Principle Arterial-CI	880
	NW Corporate Way	S Jenkins Rd	2	WB	45	Urban Principle Arterial-CI	880
	S Jenkins Rd	Selvitz Rd	2	EB	45	Urban Principle Arterial-CI	880
	S Jenkins Rd	Selvitz Rd	2	WB	45	Urban Principle Arterial-CI	880
	Selvitz Rd	S 25th St	4D(C)	EB	45	Urban Principle Arterial-CI	2000
	Selvitz Rd	S 25th St	4D(C)	WB	45	Urban Principle Arterial-CI	2000
	S 25th St	Oleander	4D(C)	EB	45	Urban Principle Arterial-CI	2000
	S 25th St	Oleander	4D(C)	WB	45	Urban Principle Arterial-CI	2000
Okeechobee Rd	McCarty Rd	Florida's Turnpike	4LD	EB	45	Urban Principle Arterial-CI	2000
	McCarty Rd	Florida's Turnpike	4LD	WB	45	Urban Principle Arterial-CI	2000
	Florida's Turnpike	S King's Hwy	4LD	EB	45	Urban Principle Arterial-CI	2000
	Florida's Turnpike	S King's Hwy	4LD	WB	45	Urban Principle Arterial-CI	2000
	S King's Hwy	Crossroads Pkwy	6LD	EB	45	Urban Principle Arterial-CI	3020
	S King's Hwy	Crossroads Pkwy	6LD	WB	45	Urban Principle Arterial-CI	3020
	Crossroads Pkwy	I95	6LD	EB	45	Urban Principle Arterial-CI	3020
	Crossroads Pkwy	I95	6LD	WB	45	Urban Principle Arterial-CI	3020
	I95	Jenkins Rd	6LD	EB	45	Urban Principle Arterial-CI	3020
	I95	Jenkins Rd	6LD	WB	45	Urban Principle Arterial-CI	3020
	Jenkins Rd	McNeil Rd	8LD(C)	EB	45	Urban Principle Arterial-CI	4040
	Jenkins Rd	McNeil Rd	8LD(C)	WB	45	Urban Principle Arterial-CI	4040
	McNeil Rd	Virginia Ave	6LD	EB	45	Urban Principle Arterial-CI	3020
	McNeil Rd	Virginia Ave	6LD	WB	45	Urban Principle Arterial-CI	3020
	Virginia Ave	35th St	6LD	EB	45	Urban Principle Arterial-CI	3020
	Virginia Ave	35th St	6LD	WB	45	Urban Principle Arterial-CI	3020
I-95	Orange Ave	Okeechobee Rd	8LD	NB	70	Urban Principle Arterial-Interstate	7320
	Orange Ave	Okeechobee Rd	8LD	SB	70	Urban Principle Arterial-Interstate	7320
	Okeechobee Rd	Midway Rd	6LD	NB	70	Urban Principle Arterial-Interstate	5500
	Okeechobee Rd	Midway Rd	6LD	SB	70	Urban Principle Arterial-Interstate	5500
	W Midway Rd	St Lucie West Blvd	6LD	NB	70	Urban Principle Arterial-Interstate	5500
	W Midway Rd	St Lucie West Blvd	6LD	SB	70	Urban Principle Arterial-Interstate	5500
	St Lucie West Blvd	Crosstown Pkwy	6LD	NB	70	Urban Principle Arterial-Interstate	5500
	St Lucie West Blvd	Crosstown Pkwy	6LD	SB	70	Urban Principle Arterial-Interstate	5500
Glades Cut off Rd	Range Line Rd	Reserve Blvd	2	NB	50	Urban Minor Arterial-UF	1190
	Range Line Rd	Reserve Blvd	2	SB	50	Urban Minor Arterial-UF	1190
	Reserve Blvd	Commerce Centre Dr	2	NB	50	Urban Minor Arterial-UF	1190
	Reserve Blvd	Commerce Centre Dr	2	SB	50	Urban Minor Arterial-UF	1190
	Commerce Centre Dr	I95	2	NB	50	Urban Minor Arterial-UF	1190
	Commerce Centre Dr	I95	2	SB	50	Urban Minor Arterial-UF	1190
	Commerce Centre Dr	W Midway Rd	2	NB	50	Urban Minor Arterial-CI	880
	Commerce Centre Dr	W Midway Rd	2	SB	50	Urban Minor Arterial-CI	880
	W Midway Rd	Florida's Turnpike	2	NB	30	Urban Minor Arterial-CII	750
	W Midway Rd	Florida's Turnpike	2	SB	30	Urban Minor Arterial-CII	750
	Florida's Turnpike	S Jenkins Rd	2	NB	30	Urban Minor Arterial-CII	750
	Florida's Turnpike	S Jenkins Rd	2	SB	30	Urban Minor Arterial-CII	750
	S Jenkins Rd	Selvitz Rd	2	NB	30	Urban Minor Arterial-CII	750
	S Jenkins Rd	Selvitz Rd	2	SB	30	Urban Minor Arterial-CII	750

Source of Functional Classification: St. Lucie County Comprehensive Plan

Segment	From	To	Existing + Committed (C) Lanes	Direction	Speed Limit	Federal Functional Classification	Existing/ Committed Capacity (2012 FDOT Directional LOS D)
SW Saint Lucie West Blvd	Commerce Centre Dr	I95	4LD	EB	40	Urban Minor Arterial-CI	2000
	Commerce Centre Dr	I95	4LD	WB	40	Urban Minor Arterial-CI	2000
	I95	California Blvd	4LD	EB	40	Urban Minor Arterial-CI	2000
	I95	California Blvd	4LD	WB	40	Urban Minor Arterial-CI	2000
	California Blvd	Country Club Dr	4LD	EB	40	Urban Minor Arterial-CI	2000
	California Blvd	Country Club Dr	4LD	WB	40	Urban Minor Arterial-CI	2000
	Country Club Dr	Cashmere Blvd	4LD	EB	40	Urban Minor Arterial-CI	2000
	Country Club Dr	Cashmere Blvd	4LD	WB	40	Urban Minor Arterial-CI	2000
	Cashmere Blvd	Florida's Turnpike	6LD	EB	40	Urban Minor Arterial-CI	3020
	Cashmere Blvd	Florida's Turnpike	6LD	WB	40	Urban Minor Arterial-CI	3020
	Florida's Turnpike	Bayshore Blvd	6LD	EB	40	Urban Minor Arterial-CI	3020
	Florida's Turnpike	Bayshore Blvd	6LD	WB	40	Urban Minor Arterial-CI	3020
Crosstown Parkway	I95	SW California Blvd	6LD	EB	45	Urban Principle Arterial-CI	3020
	I95	SW California Blvd	6LD	WB	45	Urban Principle Arterial-CI	3020
	SW California Blvd	Cashmere Blvd	6LD	EB	45	Urban Principle Arterial-CI	3020
	SW California Blvd	Cashmere Blvd	6LD	WB	45	Urban Principle Arterial-CI	3020
Kings Hwy	Okeechobee Rd	Picos Rd	4LD(C)	NB	50	Urban Principle Arterial-Unint	3240
	Okeechobee Rd	Picos Rd	4LD(C)	SB	50	Urban Principle Arterial-Unint	3240
	Picos Rd	Orange Ave	4LD (C)	NB	50	Urban Principle Arterial-Unint	3240
	Picos Rd	Orange Ave	4LD (C)	SB	50	Urban Principle Arterial-Unint	3240
Jenkins Rd	Edwards Rd	Okeechobee Rd	2L	NB	45	Urban Minor Arterial- CI (880*0.9)	792
	Edwards Rd	Okeechobee Rd	2L	SB	45	Urban Minor Arterial-CI (880*0.9)	792
	Okeechobee Rd	Orange Ave	2L	NB	45	Urban Minor Arterial-CI (880*0.9)	792
	Okeechobee Rd	Orange Ave	2L	SB	45	Urban Minor Arterial- CI (880*0.9)	792
25th St	Midway Rd	Edwards Rd	4LD	NB	45	Urban Principle Arterial-CI	2000
	Midway Rd	Edwards Rd	4LD	SB	45	Urban Principle Arterial-CI	2000
St James	Bayshore Blvd	Midway Rd	4LD	NB	45	Urban Principle Arterial-CI (2000*0.9)	1800
	Bayshore Blvd	Midway Rd	4LD	SB	45	Urban Principle Arterial-CI (2000*0.9)	1800
Virginia Ave	Okeechobee Rd	25th St	6LD	EB	45	Urban Principle Arterial-CI	3020
	Okeechobee Rd	25th St	6LD	WB	45	Urban Principle Arterial-CI	3020
McNeil Rd	Edwards Rd	Okeechobee Rd	2	NB	30	Urban Minor Arterial-CI (750*.9)	675
	Edwards Rd	Okeechobee Rd	2	SB	30	Urban Minor Arterial-CI (750*.9)	675
Prima Vista Blvd	Bayshore Blvd	Airoso Blvd	4LD	EB	40	Urban Principle Arterial-CI	2000
	Bayshore Blvd	Airoso Blvd	4LD	WB	40	Urban Principle Arterial-CI	2000
	Airoso Blvd	US 1	4LD	EB	40	Urban Principle Arterial-CI	2000
	Airoso Blvd	US 1	4LD	WB	40	Urban Principle Arterial-CI	2000
Hartman Rd	Okeechobee Rd	Whiteway Dairy Rd	2	NB	30	Urban Collector-Non-State (750*0.9)	675
	Okeechobee Rd	Whiteway Dairy Rd	2	SB	30	Urban Collector-Non-State (750*0.9)	675
Commerce Center	Glades Cut off Rd	St Lucie West Blvd	2LD	EB	35	2 Lane Divided (750*1.05)-CII	788
	Glades Cut off Rd	St Lucie West Blvd	2LD	WB	35	2 Lane Divided (750*1.05)-CII	788
Reserve	Glades Cut off Rd	St Lucie West Blvd	2LD	EB	25	2 Lane Divided-Non State (750*1.05*0.9)-CII	709
	Glades Cut off Rd	St Lucie West Blvd	2LD	WB	25	2 Lane Divided Non State (750*1.05*0.9)-CII	709
California Blvd	Crosstown Pkwy	Del Rio Blvd	2	NB	40	Urban Minor Arterial-CI (880*0.9)	792
	Crosstown Pkwy	Del Rio Blvd	2	SB	40	Urban Minor Arterial-CI (880*0.9)	792
Airoso Blvd	Prima Vista Blvd	Crosstown Pkwy	4LD	NB	40	Urban Principle Arterial-CI (2000*.9)	1800
	Prima Vista Blvd	Crosstown Pkwy	4LD	SB	40	Urban Principle Arterial-CI (2000*.9)	1800
Selvitz Rd	Bayshore Blvd	Midway Rd	2	NB	30	Urban Collector-Non-State (750*0.9)-CII	675
	Bayshore Blvd	Midway Rd	2	SB	30	Urban Collector-Non-State (750*0.9)-CII	675
	Midway Rd	Glades Cut Off Rd	2	NB	40	Urban Collector-Non-State (750*0.9)-CII	675
	Midway Rd	Glades Cut off Rd	2	SB	40	Urban Collector-Non-State (750*0.9)-CII	675
East Torino Pkwy	Midway Rd	Turtle Dove Ln	2	NB	40	Urban Minor Arterial-CI (880*0.9)	792
	Midway Rd	Turtle Dove Ln	2	SB	40	Urban Minor Arterial-CI (880*0.9)	792
Shinn Rd	Midway Rd	Okeechobee Rd	2	NB	30	Urban Collector-Non-State (750*0.9)-CII	675
	Midway Rd	Okeechobee Rd	2	SB	30	Urban Collector-Non-State (750*0.9)-CII	675
LTC Parkway aka Arterial A (D.N.E)	Midway Rd	EW 5	6LD	NB	N/A	Urban Major Arterial - CI	3020
	Midway Rd	EW 5	6LD	SB	N/A	Urban Major Arterial - CI	3020
	EW 5	Glades Cut off Rd	6LD	NB	N/A	Urban Major Arterial - CI	3020
	EW 5	Glades Cut off Rd	6LD	SB	N/A	Urban Major Arterial - CI	3020

UF= Uninterrupted Flow
(C)= Committed Improvement
CI= Class I
CII= Class II

TRIP GENERATION

To estimate the project traffic for this project various ITE Trip Generation, 9th edition rates were applied. **Tables 2a, 2b, and 2c** provide the daily, AM, and PM trip generation for the proposed development. **Appendix B** includes the details of the trip generation and internal capture for the Daily, AM and PM peak hours.

PROJECT ASSIGNMENT

The project traffic was distributed using a select zone run from the 2035 Greater Treasure Coast Model. The resultant assignment from the 2035 Model is shown in **Appendix C**. The project percent assignment derived from that model assignment is shown in **Figure 4**.

STUDY AREA/ PROJECT IMPACT

Based on the project assignment and the impact to the network, the study area was refined.

Tables 3a and 3b summarize the project impact on the area network for the AM and PM Peak hour; respectively. As shown several links are significantly impacted by the project and required analysis.

FUTURE TRAFFIC LINKS

The project is expected to build out in 2035. To estimate future 2035 volumes the existing (2013) traffic volumes were increased by a 0.5% growth rate. Traffic from approved and pending developments was also added to create 2035 volumes without project. The project traffic was then added to estimate the 2035 Total Traffic volumes with project. The Total Traffic volumes were then compared to the acceptable threshold on each link. **Tables 4a and 4b** show the volumes and the relationship to adopted thresholds for the AM and PM Peak hours, respectively. **Appendix D** includes the details regarding other approved projects.

Table 2a Trip Generation - Daily

Land Use	ITE Code	Intensity	Trip Generation Rate (1)	Directional Split		Gross Trips			Internalization Trips (2)				Net External Trips			Pass-by Trips		Net New Trips		
				% In	% Out	In	Out	Total	In	Out	Total	%	In	Out	Total			In	Out	Total
Warehouse	150	1,500,000 SF	Ln(T)=0.86ln(x)+2.24	50%	50%	2,531	2,530	5,061	144	131	275	5.4%	2,387	2,399	4,786	479	10.0%	2,154	2,153	4,307
Apartment	220	650 DU	T=6.06(x)+123.56	50%	50%	2,032	2,031	4,063	793	709	1,502	37.0%	1,239	1,322	2,561	0	0.0%	1,281	1,280	2,561
Shopping Center	820	160,000 SF	Ln(T)=0.65ln(x)+5.83	50%	50%	4,609	4,609	9,218	706	792	1,498	16.3%	3,903	3,817	7,720	2625	34.00%	2,548	2,547	5,095
General Light Industrial *	110	1,200,000 SF	T=7.47(x)-101.92	50%	50%	4,431	4,431	8,862	253	229	482	5.4%	4,178	4,202	8,380	838	10.0%	3,771	3,771	7,542
Convience Store	851	5,000 SF	T=737.99(x)	50%	50%	1,845	1,845	3,690	282	317	599	16.2%	1,563	1,528	3,091	1886	61.0%	603	602	1,205
Fast Food Restaurant	934	10,000 SF	T=496.12(x)	50%	50%	2,481	2,480	4,961	508	508	1,016	20.5%	1,973	1,972	3,945	1933	49.0%	1,006	1,006	2,012
High Turnover Restaurant	932	25,000 SF	T=127.15(x)	50%	50%	1,590	1,589	3,179	326	326	652	20.5%	1,264	1,263	2,527	1087	43.0%	720	720	1,440
TOTAL						19,519	19,515	39,034	3,012	3,012	6,024	15.4%	16,507	16,503	33,010	8848	26.8%	12,083	12,079	24,162

Table 2b Trip Generation - AM

Land Use	ITE Code	Intensity	Trip Generation Rate (1)	Directional Split		Gross Trips			Internalization Trips (2)				Net External Trips			Pass-by Trips		Net New Trips		
				% In	% Out	In	Out	Total	In	Out	Total	%	In	Out	Total			In	Out	Total
Warehouse	150	1,500,000 SF	Ln(T)=0.55Ln(x)+1.88	79%	21%	289	77	366	24	22	46	12.6%	265	55	320	32	10.0%	228	60	288
Apartment	220	650 DU	T=0.49Ln(x)+3.73	20%	80%	64	258	322	4	60	64	19.9%	60	198	258	0	0.0%	52	206	258
Shopping Center	820	160,000 SF	Ln(T)=0.61Ln(x)+2.24	62%	38%	129	79	208	35	28	63	30.3%	94	51	145	49	34.00%	60	36	96
General Light Industrial *	110	1,200,000 SF	T=1.18(x)-89.28	88%	12%	1,168	159	1,327	86	78	164	12.4%	1,082	81	1,163	116	10.0%	921	126	1,047
Convience Store	851	5,000 SF	T=67.03(x)	50%	50%	168	167	335	46	59	105	31.3%	122	108	230	140	61.0%	45	45	90
Fast Food Restaurant	934	10,000 SF	T=45.42(x)	51%	49%	232	222	454	82	49	131	28.9%	150	173	323	158	49.0%	84	81	165
High Turnover Restaurant	932	25,000 SF	T=10.81(x)	55%	45%	149	121	270	48	29	77	28.5%	101	92	193	83	43.0%	61	49	110
TOTAL						2,199	1,083	3,282	325	325	650	19.8%	1,874	758	2,632	578	22.0%	1,451	603	2,054

Table 2c Trip Generation - PM

Land Use	ITE Code	Intensity	Trip Generation Rate (1)	Directional Split		Gross Trips			Internalization Trips (2)				Net External Trips			Pass-by Trips		Net New Trips		
				% In	% Out	In	Out	Total	In	Out	Total	%	In	Out	Total			In	Out	Total
Warehouse	150	1,500,000 SF	Ln(T)=0.64Ln(x)+1.14	25%	75%	84	253	337	4	10	14	4.2%	80	243	323	32	10.0%	73	218	291
Apartment	220	650 DU	T=0.55Ln(x)+17.65	65%	35%	244	131	375	86	61	147	39.2%	158	70	228	0	0.0%	148	80	228
Shopping Center	820	160,000 SF	Ln(T)=0.67Ln(x)+3.31	48%	52%	394	427	821	100	88	188	22.9%	294	339	633	215	34.00%	201	217	418
General Light Industrial *	110	1,200,000 SF	T=1.43(x)-157.36	12%	88%	187	1,372	1,559	20	48	68	4.4%	167	1,324	1,491	149	10.0%	161	1,181	1,342
Convience Store	851	5,000 SF	T=52.41(x)	51%	49%	134	128	262	34	27	61	23.3%	100	101	201	123	61.0%	40	38	78
Fast Food Restaurant	934	10,000 SF	T=32.65(x)	52%	48%	170	157	327	58	63	121	37.0%	112	94	206	101	49.0%	55	50	105
High Turnover Restaurant	932	25,000 SF	T=9.85(x)	55%	45%	135	111	246	43	48	91	37.0%	92	63	155	67	43.0%	48	40	88
TOTAL						1,348	2,579	3,927	345	345	690	17.6%	1,003	2,234	3,237	687	21.2%	726	1,824	2,550

*PD allows stand alone office building within the Flex Office/ General Light Industrial Area
Office has similar distribution and assignment but a higher rate
Similarly Hotel is allowed as a commercial use. These used will be allowed by conversion

Table 2d Trip Generation - Other Allowed Uses

		ITE Code	Units	Rate	In	Out
Daily	Hotel	310	Occupied Rooms	T= 8.92(x)	50%	50%
AM	Hotel	310	Occupied Rooms	T= 67(x)	58%	42%
PM	Hotel	310	Occupied Rooms	T= 70(x)	51%	49%
Daily	Office	710	SF	Ln(T)=.76Ln(x) + 3.68, T=11.03(x)	50%	50%
AM	Office	710	SF	Ln(T)=.8Ln(x) + 1.57, T=1.39(x)	88%	12%
PM	Office	710	SF	T=1.49(x)	17%	83%



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

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

FIGURE 4

PROJECT % ASSIGNMENT

VILLAGE AT MIDWAY

NOVEMBER 2015

Table 3a AM Project Significance

Segment	From	To	Existing + Committed (C) Lanes	Direction	Federal Functional Classification	Existing / Committed Capacity (2012 Directional FDOT LOS D)	In/Out	Project Volume Peak Direction	%Project of Capacity Peak Direction	Project Percent Assignment	3% or Greater
Midway Rd	Okeechobee Rd	Shinn Rd	2	EB	Rural Principle Arterial-uf	740	In	44	5.88%	3%	YES
	Okeechobee Rd	Shinn Rd	2	WB	Rural Principle Arterial-uf	740	Out	18	2.44%	3%	NO
	Shinn Rd	McCarty Rd	2	EB	Rural Principle Arterial-uf	740	In	87	11.76%	6%	YES
	Shinn Rd	McCarty Rd	2	WB	Rural Principle Arterial-uf	740	Out	36	4.89%	6%	YES
	McCarty Rd	11 Mile Rd	2	EB	Urban Principle Arterial-uf	1190	In	87	7.32%	6%	YES
	McCarty Rd	11 Mile Rd	2	WB	Urban Principle Arterial-uf	1190	Out	36	3.04%	6%	YES
	11 Mile Rd	Arterial A	2	EB	Urban Principle Arterial-uf	1190	In	87	7.32%	6%	YES
	11 Mile Rd	Arterial A	2	WB	Urban Principle Arterial-uf	1190	Out	36	3.04%	6%	YES
	Arterial A	I95	2L	EB	Urban Principle Arterial-uf	1190	Out	605	50.84%	82%	YES
	Arterial A	I95	2L	WB	Urban Principle Arterial-uf	1190	In	1519	127.65%	82%	YES
	I95	Glades Cut off Rd	4D	EB	Urban Principle Arterial-CI	2000	Out	96	4.82%	16%	YES
	I95	Glades Cut off Rd	4D	WB	Urban Principle Arterial-CI	2000	In	232	11.61%	16%	YES
	Glades Cut off Rd	NW East Torino Pkwy	4D	EB	Urban Principle Arterial-CI	2000	Out	60	3.02%	10%	YES
	Glades Cut off Rd	NW East Torino Pkwy	4D	WB	Urban Principle Arterial-CI	2000	In	145	7.26%	10%	YES
	NW East Torino Pkwy	Florida's Turnpike	2	EB	Urban Principle Arterial-CI	880	Out	54	6.17%	9%	YES
	NW East Torino Pkwy	Florida's Turnpike	2	WB	Urban Principle Arterial-CI	880	In	131	14.84%	9%	YES
	Florida's Turnpike	NW Corporate Way	2	EB	Urban Principle Arterial-CI	880	Out	54	6.17%	9%	YES
	Florida's Turnpike	NW Corporate Way	2	WB	Urban Principle Arterial-CI	880	In	131	14.84%	9%	YES
	NW Corporate Way	S Jenkins Rd	2	EB	Urban Principle Arterial-CI	880	Out	48	5.48%	8%	YES
	NW Corporate Way	S Jenkins Rd	2	WB	Urban Principle Arterial-CI	880	In	116	13.19%	8%	YES
	S Jenkins Rd	Selvitz Rd	2	EB	Urban Principle Arterial-CI	880	Out	42	4.80%	7%	YES
	S Jenkins Rd	Selvitz Rd	2	WB	Urban Principle Arterial-CI	880	In	102	11.54%	7%	YES
	Selvitz Rd	S 25th St	4D(C)	EB	Urban Principle Arterial-CI	2000	Out	30	1.51%	5%	NO
	Selvitz Rd	S 25th St	4D(C)	WB	Urban Principle Arterial-CI	2000	In	73	3.63%	5%	YES
	S 25th St	Oleander	4D(C)	EB	Urban Principle Arterial-CI	2000	Out	18	0.90%	3%	NO
	S 25th St	Oleander	4D(C)	WB	Urban Principle Arterial-CI	2000	In	44	2.18%	3%	NO
Okeechobee Rd	McCarty Rd	Florida's Turnpike	4LD	EB	Urban Principle Arterial-CI	2000	In	15	0.73%	1%	NO
	McCarty Rd	Florida's Turnpike	4LD	WB	Urban Principle Arterial-CI	2000	Out	6	0.30%	1%	NO
	Florida's Turnpike	S King's Hwy	4LD	EB	Urban Principle Arterial-CI	2000	In	15	0.73%	1%	NO
	Florida's Turnpike	S King's Hwy	4LD	WB	Urban Principle Arterial-CI	2000	Out	6	0.30%	1%	NO
	S King's Hwy	Crossroads Pkwy	6LD	EB	Urban Principle Arterial-CI	3020	In	73	2.40%	5%	NO
	S King's Hwy	Crossroads Pkwy	6LD	WB	Urban Principle Arterial-CI	3020	Out	30	1.00%	5%	NO
	Crossroads Pkwy	I95	6LD	EB	Urban Principle Arterial-CI	3020	In	73	2.40%	5%	NO
	Crossroads Pkwy	I95	6LD	WB	Urban Principle Arterial-CI	3020	Out	30	1.00%	5%	NO
	I95	Jenkins Rd	6LD	EB	Urban Principle Arterial-CI	3020	Out	54	1.80%	9%	NO
	I95	Jenkins Rd	6LD	WB	Urban Principle Arterial-CI	3020	In	131	4.32%	9%	YES
	Jenkins Rd	McNeil Rd	8LD(C)	EB	Urban Principle Arterial-CI	4040	Out	42	1.04%	7%	NO
	Jenkins Rd	McNeil Rd	8LD(C)	WB	Urban Principle Arterial-CI	4040	In	102	2.51%	7%	NO
	McNeil Rd	Virginia Ave	6LD	EB	Urban Principle Arterial-CI	3020	Out	36	1.20%	6%	NO
	McNeil Rd	Virginia Ave	6LD	WB	Urban Principle Arterial-CI	3020	In	87	2.88%	6%	NO
	Virginia Ave	35th St	6LD	EB	Urban Principle Arterial-CI	3020	Out	12	0.40%	2%	NO
	Virginia Ave	35th St	6LD	WB	Urban Principle Arterial-CI	3020	In	29	0.96%	2%	NO

Table 3a: AM Project Significance (Continued)

Segment	From	To	Existing + Committed (C) Lanes	Direction	Federal Functional Classification	Existing / Committed Capacity (2012 Directional FDOT LOS D)	In/Out	Project Volume Peak Direction	%Project of Capacity Peak Direction	Project Percent Assignment	3% or Greater
I-95	Orange Ave	Okeechobee Rd	8LD	NB	Urban Principle Arterial-Interstate	7320	Out	133	1.81%	22%	NO
	Orange Ave	Okeechobee Rd	8LD	SB	Urban Principle Arterial-Interstate	7320	In	319	4.36%	22%	YES
	Okeechobee Rd	Midway Rd	6LD	NB	Urban Principle Arterial-Interstate	5500	Out	217	3.95%	36%	YES
	Okeechobee Rd	Midway Rd	6LD	SB	Urban Principle Arterial-Interstate	5500	In	522	9.50%	36%	YES
	W Midway Rd	St Lucie West Blvd	6LD	NB	Urban Principle Arterial-Interstate	5500	In	435	7.91%	30%	YES
	W Midway Rd	St Lucie West Blvd	6LD	SB	Urban Principle Arterial-Interstate	5500	Out	181	3.29%	30%	YES
	St Lucie West Blvd	Crosstown Pkwy	6LD	NB	Urban Principle Arterial-Interstate	5500	In	319	5.80%	22%	YES
	St Lucie West Blvd	Crosstown Pkwy	6LD	SB	Urban Principle Arterial-Interstate	5500	Out	133	2.41%	22%	NO
Glades Cut off Rd	Range Line Rd	Reserve Blvd	2	NB	Urban Minor Arterial-UF	1190	In	44	3.66%	3%	YES
	Range Line Rd	Reserve Blvd	2	SB	Urban Minor Arterial-UF	1190	Out	18	1.52%	3%	NO
	Reserve Blvd	Commerce Centre Dr	2	NB	Urban Minor Arterial-UF	1190	In	73	6.10%	5%	YES
	Reserve Blvd	Commerce Centre Dr	2	SB	Urban Minor Arterial-UF	1190	Out	30	2.53%	5%	NO
	Commerce Centre Dr	W Midway Rd	2	NB	Urban Minor Arterial-CI	880	In	44	4.95%	3%	YES
	Commerce Centre Dr	W Midway Rd	2	SB	Urban Minor Arterial-CI	880	Out	18	2.06%	3%	NO
	W Midway Rd	Florida's Turnpike	2	NB	Urban Minor Arterial-CII	750	Out	18	2.41%	3%	NO
	W Midway Rd	Florida's Turnpike	2	SB	Urban Minor Arterial-CII	750	In	44	5.80%	3%	YES
	Florida's Turnpike	S Jenkins Rd	2	NB	Urban Minor Arterial-CII	750	Out	12	1.61%	2%	NO
	Florida's Turnpike	S Jenkins Rd	2	SB	Urban Minor Arterial-CII	750	In	29	3.87%	2%	YES
	S Jenkins Rd	Selvitz Rd	2	NB	Urban Minor Arterial-CII	750	Out	12	1.61%	2%	NO
	S Jenkins Rd	Selvitz Rd	2	SB	Urban Minor Arterial-CII	750	In	29	3.87%	2%	YES
SW Saint Lucie West Blvd	I95	California Blvd	4LD	EB	Urban Minor Arterial-CI	2000	Out	48	2.41%	8%	NO
	I95	California Blvd	4LD	WB	Urban Minor Arterial-CI	2000	In	116	5.80%	8%	YES
	California Blvd	Country Club Dr	4LD	EB	Urban Minor Arterial-CI	2000	Out	30	1.51%	5%	NO
	California Blvd	Country Club Dr	4LD	WB	Urban Minor Arterial-CI	2000	In	73	3.63%	5%	YES
	Country Club Dr	Cashmere Blvd	4LD	EB	Urban Minor Arterial-CI	2000	Out	30	1.51%	5%	NO
	Country Club Dr	Cashmere Blvd	4LD	WB	Urban Minor Arterial-CI	2000	In	73	3.63%	5%	YES
	Cashmere Blvd	Florida's Turnpike	6LD	EB	Urban Minor Arterial-CI	3020	Out	24	0.80%	4%	NO
	Cashmere Blvd	Florida's Turnpike	6LD	WB	Urban Minor Arterial-CI	3020	In	58	1.92%	4%	NO
	Florida's Turnpike	Bayshore Blvd	6LD	EB	Urban Minor Arterial-CI	3020	Out	24	0.80%	4%	NO
	Florida's Turnpike	Bayshore Blvd	6LD	WB	Urban Minor Arterial-CI	3020	In	58	1.92%	4%	NO
Crosstown Parkway	I95	SW California Blvd	6LD	EB	Urban Principle Arterial-CI	3020	Out	42	1.40%	7%	NO
	I95	SW California Blvd	6LD	WB	Urban Principle Arterial-CI	3020	In	102	3.36%	7%	YES
	SW California Blvd	Cashmere Blvd	6LD	EB	Urban Principle Arterial-CI	3020	Out	30	1.00%	5%	NO
	SW California Blvd	Cashmere Blvd	6LD	WB	Urban Principle Arterial-CI	3020	In	73	2.40%	5%	NO
Kings Hwy	Okeechobee Rd	Picos Rd	4LD(C)	NB	Urban Principle Arterial-Unint	3240	Out	12	0.37%	2%	NO
	Okeechobee Rd	Picos Rd	4LD(C)	SB	Urban Principle Arterial-Unint	3240	In	29	0.90%	2%	NO
	Picos Rd	Orange Ave	4LD (C)	NB	Urban Principle Arterial-Unint	3240	Out	6	0.19%	1%	NO
	Picos Rd	Orange Ave	4LD (C)	SB	Urban Principle Arterial-Unint	3240	In	15	0.45%	1%	NO

Table 3a: AM Project Significance (Continued)

Segment	From	To	Existing + Committed (C) Lanes	Direction	Federal Functional Classification	Existing / Committed Capacity (2012 Directional FDOT LOS D)	In/Out	Project Volume Peak Direction	%Project of Capacity Peak Direction	Project Percent Assignment	3% or Greater
Jenkins Rd	Edwards Rd	Okeechobee Rd	2L	NB	Urban Minor Arterial- CI (880*0.9)	792	In	15	1.83%	1%	NO
	Edwards Rd	Okeechobee Rd	2L	SB	Urban Minor Arterial-CI (880*0.9)	792	Out	6	0.76%	1%	NO
	Okeechobee Rd	Orange Ave	2L	NB	Urban Minor Arterial-CI (880*0.9)	792	Out	6	0.76%	1%	NO
	Okeechobee Rd	Orange Ave	2L	SB	Urban Minor Arterial- CI (880*0.9)	792	In	15	1.83%	1%	NO
25th St	Midway Rd	Edwards Rd	4LD	NB	Urban Principle Arterial-CI	2000	Out	6	0.30%	1%	NO
	Midway Rd	Edwards Rd	4LD	SB	Urban Principle Arterial-CI	2000	In	15	0.73%	1%	NO
St James	Bayshore Blvd	Midway Rd	4LD	NB	Urban Principle Arterial-CI (2000*0.9)	1800	In	15	0.81%	1%	NO
	Bayshore Blvd	Midway Rd	4LD	SB	Urban Principle Arterial-CI (2000*0.9)	1800	Out	6	0.34%	1%	NO
Virginia Ave	Okeechobee Rd	25th St	6LD	EB	Urban Principle Arterial-CI	3020	Out	18	0.60%	3%	NO
	Okeechobee Rd	25th St	6LD	WB	Urban Principle Arterial-CI	3020	In	44	1.44%	3%	NO
McNeil Rd	Edwards Rd	Okeechobee Rd	2	NB	Urban Minor Arterial-CI (750*.9)	675	Out	6	0.89%	1%	NO
	Edwards Rd	Okeechobee Rd	2	SB	Urban Minor Arterial-CI (750*.9)	675	In	15	2.15%	1%	NO
Prima Vista Blvd	Bayshore Blvd	Airoso Blvd	4LD	EB	Urban Principle Arterial-CI	2000	Out	18	0.90%	3%	NO
	Bayshore Blvd	Airoso Blvd	4LD	WB	Urban Principle Arterial-CI	2000	In	44	2.18%	3%	NO
	Airoso Blvd	US 1	4LD	EB	Urban Principle Arterial-CI	2000	Out	6	0.30%	1%	NO
	Airoso Blvd	US 1	4LD	WB	Urban Principle Arterial-CI	2000	In	15	0.73%	1%	NO
Hartman Rd	Okeechobee Rd	Whiteway Dairy Rd	2	NB	Urban Collector-Non-State (750*0.9)	675	Out	6	0.89%	1%	NO
	Okeechobee Rd	Whiteway Dairy Rd	2	SB	Urban Collector-Non-State (750*0.9)	675	In	15	2.15%	1%	NO
Commerce Center	Glades Cut off Rd	St Lucie West Blvd	2LD	EB	2 Lane Divided (750*1.05)-CII	788	Out	6	0.77%	1%	NO
	Glades Cut off Rd	St Lucie West Blvd	2LD	WB	2 Lane Divided (750*1.05)-CII	788	In	15	1.84%	1%	NO
Reserve	Glades Cut off Rd	St Lucie West Blvd	2LD	EB	2 Lane Divided-Non State (750*1.05*0.9)-CII	709	Out	12	1.70%	2%	NO
	Glades Cut off Rd	St Lucie West Blvd	2LD	WB	2 Lane Divided Non State (750*1.05*0.9)-CII	709	In	29	4.09%	2%	YES
California Blvd	Crosstown Pkwy	Del Rio Blvd	2	NB	Urban Minor Arterial-CI (880*0.9)	792	In	29	3.66%	2%	YES
	Crosstown Pkwy	Del Rio Blvd	2	SB	Urban Minor Arterial-CI (880*0.9)	792	Out	12	1.52%	2%	NO
Airoso Blvd	Prima Vista Blvd	Crosstown Pkwy	4LD	NB	Urban Principle Arterial-CI (2000*.9)	1800	In	15	0.81%	1%	NO
	Prima Vista Blvd	Crosstown Pkwy	4LD	SB	Urban Principle Arterial-CI (2000*.9)	1800	Out	6	0.34%	1%	NO
Selvitz Rd	Bayshore Blvd	Midway Rd	2	NB	Urban Collector-Non-State (750*0.9)-CII	675	In	15	2.15%	1%	NO
	Bayshore Blvd	Midway Rd	2	SB	Urban Collector-Non-State (750*0.9)-CII	675	Out	6	0.89%	1%	NO
	Midway Rd	Glades Cut Off Rd	2	NB	Urban Collector-Non-State (750*0.9)-CII	675	Out	6	0.89%	1%	NO
	Midway Rd	Glades Cut off Rd	2	SB	Urban Collector-Non-State (750*0.9)-CII	675	In	15	2.15%	1%	NO
East Torino Pkwy	Midway Rd	Turtle Dove Ln	2	NB	Urban Minor Arterial-CI (880*0.9)	792	In	15	1.83%	1%	NO
	Midway Rd	Turtle Dove Ln	2	SB	Urban Minor Arterial-CI (880*0.9)	792	Out	6	0.76%	1%	NO
Shinn Rd	Midway Rd	Okeechobee Rd	2	NB	Urban Collector-Non-State (750*0.9)-CII	675	Out	18	2.68%	3%	NO
	Midway Rd	Okeechobee Rd	2	SB	Urban Collector-Non-State (750*0.9)-CII	675	In	44	6.45%	3%	YES
Arterial A	Midway Rd	EW 5	6LD	NB	Urban Major Arterial - CI	3020	In	174	5.77%	12%	YES
	Midway Rd	EW 5	6LD	SB	Urban Major Arterial - CI	3020	Out	72	2.40%	12%	NO
	EW 5	Glades Cut off Rd	6LD	NB	Urban Major Arterial - CI	3020	In	73	2.40%	5%	NO
	EW 5	Glades Cut off Rd	6LD	SB	Urban Major Arterial - CI	3020	Out	30	1.00%	5%	NO

Source of Functional Classification: St. Lucie County Comprehensive Plan

Trips In	1451
Trips Out	603
Total	2054

Table 3b: PM Project Significance

Segment	From	To	Existing + Committed (C) Lanes	Direction	Federal Functional Classification	Existing/ Committed Capacity (2012 Directional FDOT LOS D)	In/Out	Project Volume Peak Direction	%Project of Capacity Peak Direction	Project Percent Assignment	3% or Greater
Midway Rd	Okeechobee Rd	Shinn Rd	2	EB	Rural Principle Arterial-uf	740	In	22	2.94%	3%	NO
	Okeechobee Rd	Shinn Rd	2	WB	Rural Principle Arterial-uf	740	Out	55	7.39%	3%	YES
	Shinn Rd	McCarty Rd	2	EB	Rural Principle Arterial-uf	740	In	44	5.89%	6%	YES
	Shinn Rd	McCarty Rd	2	WB	Rural Principle Arterial-uf	740	Out	109	14.79%	6%	YES
	McCarty Rd	11 Mile Rd	2	EB	Urban Principle Arterial-uf	1190	In	44	3.66%	6%	YES
	McCarty Rd	11 Mile Rd	2	WB	Urban Principle Arterial-uf	1190	Out	109	9.20%	6%	YES
	11 Mile Rd	Arterial A	2	EB	Urban Principle Arterial-uf	1190	In	44	3.66%	6%	YES
	11 Mile Rd	Arterial A	2	WB	Urban Principle Arterial-uf	1190	Out	109	9.20%	6%	YES
	Arterial A	I95	2L	EB	Urban Principle Arterial-uf	1190	Out	1815	152.52%	82%	YES
	Arterial A	I95	2L	WB	Urban Principle Arterial-uf	1190	In	811	68.15%	82%	YES
	I95	Glades Cut off Rd	4D	EB	Urban Principle Arterial-CI	2000	Out	292	14.59%	16%	YES
	I95	Glades Cut off Rd	4D	WB	Urban Principle Arterial-CI	2000	In	116	5.81%	16%	YES
	Glades Cut off Rd	NW East Torino Pkwy	4D	EB	Urban Principle Arterial-CI	2000	Out	182	9.12%	10%	YES
	Glades Cut off Rd	NW East Torino Pkwy	4D	WB	Urban Principle Arterial-CI	2000	In	73	3.63%	10%	YES
	NW East Torino Pkwy	Florida's Turnpike	2	EB	Urban Principle Arterial-CI	880	Out	164	18.65%	9%	YES
	NW East Torino Pkwy	Florida's Turnpike	2	WB	Urban Principle Arterial-CI	880	In	65	7.43%	9%	YES
	Florida's Turnpike	NW Corporate Way	2	EB	Urban Principle Arterial-CI	880	Out	164	18.65%	9%	YES
	Florida's Turnpike	NW Corporate Way	2	WB	Urban Principle Arterial-CI	880	In	65	7.43%	9%	YES
	NW Corporate Way	S Jenkins Rd	2	EB	Urban Principle Arterial-CI	880	Out	146	16.58%	8%	YES
	NW Corporate Way	S Jenkins Rd	2	WB	Urban Principle Arterial-CI	880	In	58	6.60%	8%	YES
	S Jenkins Rd	Selvitz Rd	2	EB	Urban Principle Arterial-CI	880	Out	128	14.51%	7%	YES
	S Jenkins Rd	Selvitz Rd	2	WB	Urban Principle Arterial-CI	880	In	51	5.78%	7%	YES
	Selvitz Rd	S 25th St	4D(C)	EB	Urban Principle Arterial-CI	2000	Out	91	4.56%	5%	YES
	Selvitz Rd	S 25th St	4D(C)	WB	Urban Principle Arterial-CI	2000	In	36	1.82%	5%	NO
	S 25th St	Oleander	4D(C)	EB	Urban Principle Arterial-CI	2000	Out	55	2.74%	3%	NO
	S 25th St	Oleander	4D(C)	WB	Urban Principle Arterial-CI	2000	In	22	1.09%	3%	NO
Okeechobee Rd	McCarty Rd	Florida's Turnpike	4LD	EB	Urban Principle Arterial-CI	2000	In	7	0.36%	1%	NO
	McCarty Rd	Florida's Turnpike	4LD	WB	Urban Principle Arterial-CI	2000	Out	18	0.91%	1%	NO
	Florida's Turnpike	S King's Hwy	4LD	EB	Urban Principle Arterial-CI	2000	In	7	0.36%	1%	NO
	Florida's Turnpike	S King's Hwy	4LD	WB	Urban Principle Arterial-CI	2000	Out	18	0.91%	1%	NO
	S King's Hwy	Crossroads Pkwy	6LD	EB	Urban Principle Arterial-CI	3020	In	36	1.20%	5%	NO
	S King's Hwy	Crossroads Pkwy	6LD	WB	Urban Principle Arterial-CI	3020	Out	91	3.02%	5%	YES
	Crossroads Pkwy	I95	6LD	EB	Urban Principle Arterial-CI	3020	In	36	1.20%	5%	NO
	Crossroads Pkwy	I95	6LD	WB	Urban Principle Arterial-CI	3020	Out	91	3.02%	5%	YES
	I95	Jenkins Rd	6LD	EB	Urban Principle Arterial-CI	3020	Out	164	5.44%	9%	YES
	I95	Jenkins Rd	6LD	WB	Urban Principle Arterial-CI	3020	In	65	2.16%	9%	NO
	Jenkins Rd	McNeil Rd	8LD(C)	EB	Urban Principle Arterial-CI	4040	Out	128	3.16%	7%	YES
	Jenkins Rd	McNeil Rd	8LD(C)	WB	Urban Principle Arterial-CI	4040	In	51	1.26%	7%	NO
	McNeil Rd	Virginia Ave	6LD	EB	Urban Principle Arterial-CI	3020	Out	109	3.62%	6%	YES
	McNeil Rd	Virginia Ave	6LD	WB	Urban Principle Arterial-CI	3020	In	44	1.44%	6%	NO
	Virginia Ave	35th St	6LD	EB	Urban Principle Arterial-CI	3020	Out	36	1.21%	2%	NO
	Virginia Ave	35th St	6LD	WB	Urban Principle Arterial-CI	3020	In	15	0.48%	2%	NO

Table 3b: PM Project Significance (Continued)

Segment	From	To	Existing + Committed (C) Lanes	Direction	Federal Functional Classification	Existing/ Committed Capacity (2012 Directional FDOT LOS D)	In/Out	Project Volume Peak Direction	%Project of Capacity Peak Direction	Project Percent Assignment	3% or Greater
I-95	Orange Ave	Okeechobee Rd	8LD	NB	Urban Principle Arterial-Interstate	7320	Out	401	5.48%	22%	YES
	Orange Ave	Okeechobee Rd	8LD	SB	Urban Principle Arterial-Interstate	7320	In	160	2.18%	22%	NO
	Okeechobee Rd	Midway Rd	6LD	NB	Urban Principle Arterial-Interstate	5500	Out	657	11.94%	36%	YES
	Okeechobee Rd	Midway Rd	6LD	SB	Urban Principle Arterial-Interstate	5500	In	261	4.75%	36%	YES
	W Midway Rd	St Lucie West Blvd	6LD	NB	Urban Principle Arterial-Interstate	5500	In	218	3.96%	30%	YES
	W Midway Rd	St Lucie West Blvd	6LD	SB	Urban Principle Arterial-Interstate	5500	Out	547	9.95%	30%	YES
	St Lucie West Blvd	Crosstown Pkwy	6LD	NB	Urban Principle Arterial-Interstate	5500	In	160	2.90%	22%	NO
	St Lucie West Blvd	Crosstown Pkwy	6LD	SB	Urban Principle Arterial-Interstate	5500	Out	401	7.30%	22%	YES
Glades Cut off Rd	Range Line Rd	Reserve Blvd	2	NB	Urban Minor Arterial-UF	1190	In	22	1.83%	3%	NO
	Range Line Rd	Reserve Blvd	2	SB	Urban Minor Arterial-UF	1190	Out	55	4.60%	3%	YES
	Reserve Blvd	Commerce Centre Dr	2	NB	Urban Minor Arterial-UF	1190	In	36	3.05%	5%	YES
	Reserve Blvd	Commerce Centre Dr	2	SB	Urban Minor Arterial-UF	1190	Out	91	7.66%	5%	YES
	Commerce Centre Dr	I95	2	NB	Urban Minor Arterial-UF	1190	In	0	0.00%	0%	NO
	Commerce Centre Dr	I95	2	SB	Urban Minor Arterial-UF	1190	Out	0	0.00%	0%	NO
	Commerce Centre Dr	W Midway Rd	2	NB	Urban Minor Arterial-CI	880	In	22	2.48%	3%	NO
	Commerce Centre Dr	W Midway Rd	2	SB	Urban Minor Arterial-CI	880	Out	55	6.22%	3%	YES
	W Midway Rd	Florida's Turnpike	2	NB	Urban Minor Arterial-CII	750	Out	55	7.30%	3%	YES
	W Midway Rd	Florida's Turnpike	2	SB	Urban Minor Arterial-CII	750	In	22	2.90%	3%	NO
	Florida's Turnpike	S Jenkins Rd	2	NB	Urban Minor Arterial-CII	750	Out	36	4.86%	2%	YES
	Florida's Turnpike	S Jenkins Rd	2	SB	Urban Minor Arterial-CII	750	In	15	1.94%	2%	NO
	S Jenkins Rd	Selvitz Rd	2	NB	Urban Minor Arterial-CII	750	Out	36	4.86%	2%	YES
	S Jenkins Rd	Selvitz Rd	2	SB	Urban Minor Arterial-CII	750	In	15	1.94%	2%	NO
SW Saint Lucie West Blvd	I95	California Blvd	4LD	EB	Urban Minor Arterial-CI	2000	Out	146	7.30%	8%	YES
	I95	California Blvd	4LD	WB	Urban Minor Arterial-CI	2000	In	58	2.90%	8%	NO
	California Blvd	Country Club Dr	4LD	EB	Urban Minor Arterial-CI	2000	Out	91	4.56%	5%	YES
	California Blvd	Country Club Dr	4LD	WB	Urban Minor Arterial-CI	2000	In	36	1.82%	5%	NO
	Country Club Dr	Cashmere Blvd	4LD	EB	Urban Minor Arterial-CI	2000	Out	91	4.56%	5%	YES
	Country Club Dr	Cashmere Blvd	4LD	WB	Urban Minor Arterial-CI	2000	In	36	1.82%	5%	NO
	Cashmere Blvd	Florida's Turnpike	6LD	EB	Urban Minor Arterial-CI	3020	Out	73	2.42%	4%	NO
	Cashmere Blvd	Florida's Turnpike	6LD	WB	Urban Minor Arterial-CI	3020	In	29	0.96%	4%	NO
	Florida's Turnpike	Bayshore Blvd	6LD	EB	Urban Minor Arterial-CI	3020	Out	73	2.42%	4%	NO
	Florida's Turnpike	Bayshore Blvd	6LD	WB	Urban Minor Arterial-CI	3020	In	29	0.96%	4%	NO
Crosstown Parkway	I95	SW California Blvd	6LD	EB	Urban Principle Arterial-CI	3020	Out	128	4.23%	7%	YES
	I95	SW California Blvd	6LD	WB	Urban Principle Arterial-CI	3020	In	51	1.68%	7%	NO
	SW California Blvd	Cashmere Blvd	6LD	EB	Urban Principle Arterial-CI	3020	Out	91	3.02%	5%	YES
	SW California Blvd	Cashmere Blvd	6LD	WB	Urban Principle Arterial-CI	3020	In	36	1.20%	5%	NO
Kings Hwy	Okeechobee Rd	Picos Rd	4LD(C)	NB	Urban Principle Arterial-Unint	3240	Out	36	1.13%	2%	NO
	Okeechobee Rd	Picos Rd	4LD(C)	SB	Urban Principle Arterial-Unint	3240	In	15	0.45%	2%	NO
	Picos Rd	Orange Ave	4LD (C)	NB	Urban Principle Arterial-Unint	3240	Out	18	0.56%	1%	NO
	Picos Rd	Orange Ave	4LD (C)	SB	Urban Principle Arterial-Unint	3240	In	7	0.22%	1%	NO

Table 3b: PM Project Significance (Continued)

Segment	From	To	Existing + Committed (C) Lanes	Direction	Federal Functional Classification	Existing/ Committed Capacity (2012 Directional FDOT LOS D)	In/Out	Project Volume Peak Direction	%Project of Capacity Peak Direction	Project Percent Assignment	3% or Greater
Jenkins Rd	Edwards Rd	Okeechobee Rd	2L	NB	Urban Minor Arterial- CI (880*0.9)	792	In	7	0.92%	1%	NO
	Edwards Rd	Okeechobee Rd	2L	SB	Urban Minor Arterial-CI (880*0.9)	792	Out	18	2.30%	1%	NO
	Okeechobee Rd	Orange Ave	2L	NB	Urban Minor Arterial-CI (880*0.9)	792	Out	18	2.30%	1%	NO
	Okeechobee Rd	Orange Ave	2L	SB	Urban Minor Arterial- CI (880*0.9)	792	In	7	0.92%	1%	NO
25th St	Midway Rd	Edwards Rd	4LD	NB	Urban Principle Arterial-CI	2000	Out	18	0.91%	1%	NO
	Midway Rd	Edwards Rd	4LD	SB	Urban Principle Arterial-CI	2000	In	7	0.36%	1%	NO
St James	Bayshore Blvd	Midway Rd	4LD	NB	Urban Principle Arterial-CI (2000*0.9)	1800	In	7	0.40%	1%	NO
	Bayshore Blvd	Midway Rd	4LD	SB	Urban Principle Arterial-CI (2000*0.9)	1800	Out	18	1.01%	1%	NO
Virginia Ave	Okeechobee Rd	25th St	6LD	EB	Urban Principle Arterial-CI	3020	Out	55	1.81%	3%	NO
	Okeechobee Rd	25th St	6LD	WB	Urban Principle Arterial-CI	3020	In	22	0.72%	3%	NO
McNeil Rd	Edwards Rd	Okeechobee Rd	2	NB	Urban Minor Arterial-CI (750*.9)	675	Out	18	2.70%	1%	NO
	Edwards Rd	Okeechobee Rd	2	SB	Urban Minor Arterial-CI (750*.9)	675	In	7	1.08%	1%	NO
Prima Vista Blvd	Bayshore Blvd	Airoso Blvd	4LD	EB	Urban Principle Arterial-CI	2000	Out	55	2.74%	3%	NO
	Bayshore Blvd	Airoso Blvd	4LD	WB	Urban Principle Arterial-CI	2000	In	22	1.09%	3%	NO
	Airoso Blvd	US 1	4LD	EB	Urban Principle Arterial-CI	2000	Out	18	0.91%	1%	NO
	Airoso Blvd	US 1	4LD	WB	Urban Principle Arterial-CI	2000	In	7	0.36%	1%	NO
Hartman Rd	Okeechobee Rd	Whiteway Dairy Rd	2	NB	Urban Collector-Non-State (750*0.9)	675	Out	18	2.70%	1%	NO
	Okeechobee Rd	Whiteway Dairy Rd	2	SB	Urban Collector-Non-State (750*0.9)	675	In	7	1.08%	1%	NO
Commerce Center	Glades Cut off Rd	St Lucie West Blvd	2LD	EB	2 Lane Divided (750*1.05)-CII	788	Out	18	2.32%	1%	NO
	Glades Cut off Rd	St Lucie West Blvd	2LD	WB	2 Lane Divided (750*1.05)-CII	788	In	7	0.92%	1%	NO
Reserve	Glades Cut off Rd	St Lucie West Blvd	2LD	EB	2 Lane Divided-Non State (750*1.05*0.9)-CII	709	Out	36	5.15%	2%	YES
	Glades Cut off Rd	St Lucie West Blvd	2LD	WB	2 Lane Divided Non State (750*1.05*0.9)-CII	709	In	15	2.05%	2%	NO
California Blvd	Crosstown Pkwy	Del Rio Blvd	2	NB	Urban Minor Arterial-CI (880*0.9)	792	In	15	1.83%	2%	NO
	Crosstown Pkwy	Del Rio Blvd	2	SB	Urban Minor Arterial-CI (880*0.9)	792	Out	36	4.61%	2%	YES
Airoso Blvd	Prima Vista Blvd	Crosstown Pkwy	4LD	NB	Urban Principle Arterial-CI (2000*.9)	1800	In	7	0.40%	1%	NO
	Prima Vista Blvd	Crosstown Pkwy	4LD	SB	Urban Principle Arterial-CI (2000*.9)	1800	Out	18	1.01%	1%	NO
Selvitz Rd	Bayshore Blvd	Midway Rd	2	NB	Urban Collector-Non-State (750*0.9)-CII	675	In	7	1.08%	1%	NO
	Bayshore Blvd	Midway Rd	2	SB	Urban Collector-Non-State (750*0.9)-CII	675	Out	18	2.70%	1%	NO
	Midway Rd	Glades Cut Off Rd	2	NB	Urban Collector-Non-State (750*0.9)-CII	675	Out	18	2.70%	1%	NO
	Midway Rd	Glades Cut off Rd	2	SB	Urban Collector-Non-State (750*0.9)-CII	675	In	7	1.08%	1%	NO
East Torino Pkwy	Midway Rd	Turtle Dove Ln	2	NB	Urban Minor Arterial-CI (880*0.9)	792	In	7	0.92%	1%	NO
	Midway Rd	Turtle Dove Ln	2	SB	Urban Minor Arterial-CI (880*0.9)	792	Out	18	2.30%	1%	NO
Shinn Rd	Midway Rd	Okeechobee Rd	2	NB	Urban Collector-Non-State (750*0.9)-CII	675	Out	55	8.11%	3%	YES
	Midway Rd	Okeechobee Rd	2	SB	Urban Collector-Non-State (750*0.9)-CII	675	In	22	3.23%	3%	YES
Arterial A	Midway Rd	EW 5	6LD	NB	Urban Major Arterial - CI	3020	In	87	2.88%	12%	NO
	Midway Rd	EW 5	6LD	SB	Urban Major Arterial - CI	3020	Out	219	7.25%	12%	YES
	EW 5	Glades Cut off Rd	6LD	NB	Urban Major Arterial - CI	3020	In	36	1.20%	5%	NO
	EW 5	Glades Cut off Rd	6LD	SB	Urban Major Arterial - CI	3020	Out	91	3.02%	5%	YES

Source of Functional Classification: St. Lucie County Comprehensive Plan

Trips In	726
Trips Out	1824
Total	2550

Table 4a: 2035 AM Link Analysis

Segment	From	To	Existing + Committed (C) Lanes	Direction	Speed Limit	Federal Functional Classification	Existing Directional Volume AM	Source	Existing/ Committed Capacity (2012 Directional FDOT LOS D)	.5% Growth	AM Approved Projects	2035 AM Total Traffic w/o Project	2035 AM Total Traffic w/ Project	In/Out	Project Volume Peak Direction	%Project of Capacity Peak Direction	Project Percent Assignment	3% or Greater	Satisfies Criteria w/o Project	Satisfies Criteria w/ Project	Improvement	Proposed Capacity	Satisfies Criteria with Expanded Capacity
Midway Rd	Okeechobee Rd	Shinn Rd	2	EB	50	Rural Principle Arterial-uf	361	TMC- A3	740	38	44	443	487	In	44	5.88%	3%	YES	Yes	Yes	N/A		Yes
	Shinn Rd	McCarty Rd	2	EB	50	Rural Principle Arterial-uf	361	TMC- A3	740	38	85	484	571	In	87	11.76%	6%	YES	Yes	Yes	N/A		Yes
	Shinn Rd	McCarty Rd	2	WB	50	Rural Principle Arterial-uf	199	TMC-A4	740	21	84	304	340	Out	36	4.89%	6%	YES	Yes	Yes	N/A		Yes
	McCarty Rd	11 Mile Rd	2	EB	50	Urban Principle Arterial-uf	361	TMC- A3	1190	38	143	542	629	In	87	7.32%	6%	YES	Yes	Yes	N/A		Yes
	McCarty Rd	11 Mile Rd	2	WB	50	Urban Principle Arterial-uf	199	TMC- A4	1190	21	140	360	396	Out	36	3.04%	6%	YES	Yes	Yes	N/A		Yes
	11 Mile Rd	Arterial A	2	EB	50	Urban Principle Arterial-uf	361	TMC-A3	1190	38	262	661	748	In	87	7.32%	6%	YES	Yes	Yes	N/A		Yes
	11 Mile Rd	Arterial A	2	WB	50	Urban Principle Arterial-uf	199	TMC-A4	1190	21	257	477	513	Out	36	3.04%	6%	YES	Yes	Yes	N/A		Yes
	Arterial A	I95	2L	EB	45	Urban Principle Arterial-uf	361	TMC-A3	1190	38	450	849	1454	Out	605	50.84%	82%	YES	Yes	No	4LD	2000	Yes
	Arterial A	I95	2L	WB	45	Urban Principle Arterial-uf	199	TMC-A4	1190	21	462	682	2201	In	1519	127.65%	82%	YES	Yes	No	4LD (2)	2000	Yes
	I95	Glades Cut off Rd	4D	EB	45	Urban Principle Arterial-CI	777	TMC-A6	2000	82	373	1232	1328	Out	96	4.82%	16%	YES	Yes	Yes	N/A		Yes
	I95	Glades Cut off Rd	4D	WB	45	Urban Principle Arterial-CI	777	TMC-A6	2000	82	389	1248	1480	In	232	11.61%	16%	YES	Yes	Yes	N/A		Yes
	Glades Cut off Rd	NW East Torino Pkwy	4D	EB	45	Urban Principle Arterial-CI	631	TMC-A7	2000	66	620	1317	1377	Out	60	3.02%	10%	YES	Yes	Yes	N/A		Yes
	Glades Cut off Rd	NW East Torino Pkwy	4D	WB	45	Urban Principle Arterial-CI	784	TMC-A8	2000	82	600	1466	1611	In	145	7.26%	10%	YES	Yes	Yes	N/A		Yes
	NW East Torino Pkwy	Florida's Turnpike	2	EB	45	Urban Principle Arterial-CI	809	TMC-A9	880	85	620	1514	1568	Out	54	6.17%	9%	YES	No	No	4LD	2000	Yes
	NW East Torino Pkwy	Florida's Turnpike	2	WB	45	Urban Principle Arterial-CI	706	TMC-A9	880	74	600	1380	1511	In	131	14.84%	9%	YES	No	No	4LD	2000	Yes
	Florida's Turnpike	NW Corporate Way	2	EB	45	Urban Principle Arterial-CI	809	TMC-A9	880	85	620	1514	1568	Out	54	6.17%	9%	YES	No	No	4LD	2000	Yes
	Florida's Turnpike	NW Corporate Way	2	WB	45	Urban Principle Arterial-CI	706	TMC-A9	880	74	600	1380	1511	In	131	14.84%	9%	YES	No	No	4LD	2000	Yes
	NW Corporate Way	S Jenkins Rd	2	EB	45	Urban Principle Arterial-CI	785	TMC-A10	880	82	409	1276	1324	Out	48	5.48%	8%	YES	No	No	4LD	2000	Yes
	NW Corporate Way	S Jenkins Rd	2	WB	45	Urban Principle Arterial-CI	709	TMC-A9	880	74	389	1172	1288	In	116	13.19%	8%	YES	No	No	4LD	2000	Yes
	S Jenkins Rd	Selvitz Rd	2	EB	45	Urban Principle Arterial-CI	779	TMC-A10	880	82	404	1265	1307	Out	42	4.80%	7%	YES	No	No	4LD	2000	Yes
	S Jenkins Rd	Selvitz Rd	2	WB	45	Urban Principle Arterial-CI	754	TMC-A9	880	79	382	1215	1317	In	102	11.54%	7%	YES	No	No	4LD	2000	Yes
	Selvitz Rd	S 25th St	4D(C)	WB	45	Urban Principle Arterial-CI	614	TMC-A7	2000	64	297	975	1048	In	73	3.63%	5%	YES	Yes	Yes	N/A		Yes
Okeechobee Rd	I95	Jenkins Rd	6LD	WB	45	Urban Principle Arterial-CI	678	TMC-A14	3020	71	26	775	906	In	131	4.32%	9%	YES	Yes	Yes	N/A		Yes
I-95	Orange Ave	Okeechobee Rd	8LD	SB	70	Urban Principle Arterial-Interstate	2965	FDOT	7320	327	0	3292	3611	In	319	4.36%	22%	YES	Yes	Yes	N/A		Yes
	Okeechobee Rd	Midway Rd	6LD	NB	70	Urban Principle Arterial-Interstate	3769	FDOT	5500	416	114	4299	4516	Out	217	3.95%	36%	YES	Yes	Yes	N/A		Yes
	Okeechobee Rd	Midway Rd	6LD	SB	70	Urban Principle Arterial-Interstate	3769		5500	416	114	4299	4821	In	522	9.50%	36%	YES	Yes	Yes	N/A		Yes
	W Midway Rd	St Lucie West Blvd	6LD	NB	70	Urban Principle Arterial-Interstate	3262	FDOT	5500	360	467	4089	4524	In	435	7.91%	30%	YES	Yes	Yes	N/A		Yes
	W Midway Rd	St Lucie West Blvd	6LD	SB	70	Urban Principle Arterial-Interstate	3262		5500	360	463	4085	4266	Out	181	3.29%	30%	YES	Yes	Yes	N/A		Yes
	St Lucie West Blvd	Crosstown Pkwy	6LD	NB	70	Urban Principle Arterial-Interstate	3737	TPO	5500	413	467	4617	4936	In	319	5.80%	22%	YES	Yes	Yes	N/A		Yes
Glades Cut off Rd	Range Line Rd	Reserve Blvd	2	NB	50	Urban Minor Arterial-UF	310	TMC-A12	1190	34	70	414	458	In	44	3.66%	3%	YES	Yes	Yes	N/A		Yes
	Reserve Blvd	Commerce Centre Dr	2	NB	50	Urban Minor Arterial-UF	198	TMC-A12	1190	22	446	666	739	In	73	6.10%	5%	YES	Yes	Yes	N/A		Yes
	Commerce Centre Dr	W Midway Rd	2	NB	50	Urban Minor Arterial-CI	139	TMC-A13	880	15	767	921	965	In	44	4.95%	3%	YES	No	No	4LD	2000	Yes
	W Midway Rd	Florida's Turnpike	2	SB	30	Urban Minor Arterial-CII	249	TMC	750	27	135	411	455	In	44	5.80%	3%	YES	Yes	Yes	N/A		Yes
	Florida's Turnpike	S Jenkins Rd	2	SB	30	Urban Minor Arterial-CII	445	TPO	750	49	129	623	652	In	29	3.87%	2%	YES	Yes	Yes	N/A		Yes
	S Jenkins Rd	Selvitz Rd	2	SB	30	Urban Minor Arterial-CII	301	TPO	750	33	116	450	479	In	29	3.87%	2%	YES	Yes	Yes	N/A		Yes
St Lucie West	I95	California Blvd	4LD	WB	40	Urban Minor Arterial-CI	1679	TPO	2000	185	400	2264	2380	In	116	5.80%	8%	YES	No	No	6LD	3020	Yes
	California Blvd	Country Club Dr	4LD	WB	40	Urban Minor Arterial-CI	1679	TPO	2000	185	197	2061	2134	In	73	3.63%	5%	YES	No	No	6LD	3020	Yes
	Country Club Dr	Cashmere Blvd	4LD	WB	40	Urban Minor Arterial-CI	1679	TPO	2000	185	150	2014	2087	In	73	3.63%	5%	YES	No	No	6LD	3020	Yes
Crosstown	I95	SW California Blvd	6LD	WB	45	Urban Principle Arterial-CI	589	TPO	3020	65	745	1399	1501	In	102	3.36%	7%	YES	Yes	Yes	N/A		Yes
Reserve	Glades Cut off Rd	St Lucie West Blvd	2LD	WB	0	2 Lane Divided Non State (750*1.05*0.9)-CII	153	TMC-A12	709	17	39	209	238	In	29	4.09%	2%	YES	Yes	Yes	N/A		Yes
California Blvd	Crosstown Pkwy	Del Rio Blvd	2	NB	40	Urban Minor Arterial-CI (880*0.9)	634	TPO	792	70	23	727	756	In	29	3.66%	2%	YES	Yes	Yes	N/A		Yes
Shinn Rd	Midway Rd	Okeechobee Rd	2	SB	30	Urban Collector-Non-State (750*0.9)-CII	47	TPO	675	5	52	104	148	In	44	6.45%	3%	YES	Yes	Yes	N/A		Yes
Arterial A	Midway Rd	EW 5	6LD	NB	N/A	Urban Major Arterial - CI	0	N/A	3020	0	527	527	701	In	174	5.77%	12%	YES	Yes	Yes	N/A		Yes

Source of Functional Classification: St. Lucie County Comprehensive Plan

TMC= 2015 Traffic Volumes

TPO= 2014 Traffic Volumes

(1) Shaded Areas indicate project traffic triggered, not needed for background

(2) 6LD demand not needed based on detailed intersection analysis

Trips In	1451
Trips Out	603
Total	2054

Table 4b: 2035 PM Link Analysis

Segment	From	To	Existing + Committed (C) Lanes	Direction	Speed Limit	Federal Functional Classification	2014 Counts PM	Source	Existing/ Committed Capacity (2012 Directional FDOT LOS D)	.5% Growth	PM Approved Projects	2035 PM Total Traffic w/o Project	2035 PM Total Traffic w/ Project	In/Out	Project Volume Peak Direction	%Project of Capacity Peak Direction	Project Percent Assignment	3% or Greater	Satisfies Criteria w/o Project	Satisfies Criteria w/ Project	Improvement	Proposed Capacity	Satisfies Criteria with Expanded Capacity
Midway Rd	Okeechobee Rd	Shinn Rd	2	WB	50	Rural Principle Arterial-uf	197	TMC-A3	740	21	60	278	333	Out	55	7.39%	3%	YES	Yes	Yes	N/A		Yes
	Shinn Rd	McCarty Rd	2	EB	50	Rural Principle Arterial-uf	361	TMC-A3	740	38	110	509	553	In	44	5.89%	6%	YES	Yes	Yes	N/A		Yes
	Shinn Rd	McCarty Rd	2	WB	50	Rural Principle Arterial-uf	197	TMC-A3	740	21	139	357	466	Out	109	14.79%	6%	YES	Yes	Yes	N/A		Yes
	McCarty Rd	11 Mile Rd	2	EB	50	Urban Principle Arterial-uf	361	TMC-A3	1190	38	164	563	607	In	44	3.66%	6%	YES	Yes	Yes	N/A		Yes
	McCarty Rd	11 Mile Rd	2	WB	50	Urban Principle Arterial-uf	197	TMC-A3	1190	21	222	440	549	Out	109	9.20%	6%	YES	Yes	Yes	N/A		Yes
	11 Mile Rd	Arterial A	2	EB	50	Urban Principle Arterial-uf	361	TMC-A3	1190	38	326	725	769	In	44	3.66%	6%	YES	Yes	Yes	N/A		Yes
	11 Mile Rd	Arterial A	2	WB	50	Urban Principle Arterial-uf	240	TMC-A4	1190	25	461	726	835	Out	109	9.20%	6%	YES	Yes	Yes	N/A		Yes
	Arterial A	I95	2L	EB	45	Urban Principle Arterial-uf	361	TMC-A3	1190	38	502	901	2716	Out	1815	152.52%	82%	YES	Yes	No	6LD	3020	Yes
	Arterial A	I95	2L	WB	45	Urban Principle Arterial-uf	240	TMC-A4	1190	25	711	976	1787	In	811	68.15%	82%	YES	Yes	No	4LD	2000	Yes
	I95	Glades Cut off Rd	4D	EB	45	Urban Principle Arterial-CI	697	TMC-A6	2000	73	451	1221	1513	Out	292	14.59%	16%	YES	Yes	Yes	N/A		Yes
	I95	Glades Cut off Rd	4D	WB	45	Urban Principle Arterial-CI	866	TMC-A6	2000	91	511	1468	1584	In	116	5.81%	16%	YES	Yes	Yes	N/A		Yes
	Glades Cut off Rd	NW East Torino Pkwy	4D	EB	45	Urban Principle Arterial-CI	766	TMC-A8	2000	80	833	1679	1861	Out	182	9.12%	10%	YES	Yes	Yes	N/A		Yes
	Glades Cut off Rd	NW East Torino Pkwy	4D	WB	45	Urban Principle Arterial-CI	757	TMC-A7	2000	79	627	1463	1536	In	73	3.63%	10%	YES	Yes	Yes	N/A		Yes
	NW East Torino Pkwy	Florida's Turnpike	2	EB	45	Urban Principle Arterial-CI	686	TMC-A9	880	72	833	1591	1755	Out	164	18.65%	9%	YES	No	No	4LD	2000	Yes
	NW East Torino Pkwy	Florida's Turnpike	2	WB	45	Urban Principle Arterial-CI	888	TMC-A8	880	93	629	1610	1675	In	65	7.43%	9%	YES	No	No	4LD	2000	Yes
	Florida's Turnpike	NW Corporate Way	2	EB	45	Urban Principle Arterial-CI	686	TMC-A9	880	72	833	1591	1755	Out	164	18.65%	9%	YES	No	No	4LD	2000	Yes
	Florida's Turnpike	NW Corporate Way	2	WB	45	Urban Principle Arterial-CI	888	TMC-A8	880	93	629	1610	1675	In	65	7.43%	9%	YES	No	No	4LD	2000	Yes
	NW Corporate Way	S Jenkins Rd	2	EB	45	Urban Principle Arterial-CI	732	TMC-A10	880	77	546	1355	1501	Out	146	16.58%	8%	YES	No	No	4LD	2000	Yes
	NW Corporate Way	S Jenkins Rd	2	WB	45	Urban Principle Arterial-CI	901	TMC-A10	880	95	442	1438	1496	In	58	6.60%	8%	YES	No	No	4LD	2000	Yes
	S Jenkins Rd	Selvitz Rd	2	EB	45	Urban Principle Arterial-CI	822	TMC-A11	880	86	534	1442	1570	Out	128	14.51%	7%	YES	No	No	4LD	2000	Yes
	S Jenkins Rd	Selvitz Rd	2	WB	45	Urban Principle Arterial-CI	872	TMC-A10	880	91	436	1399	1450	In	51	5.78%	7%	YES	No	No	4LD	2000	Yes
	Selvitz Rd	S 25th St	4D(C)	EB	45	Urban Principle Arterial-CI	608	TMC-A11	2000	64	416	1088	1179	Out	91	4.56%	5%	YES	Yes	Yes	N/A		Yes
Okeechobee Rd	S King's Hwy	Crossroads Pkwy	6LD	WB	45	Urban Principle Arterial-CI	1019	TPO	3020	113	119	1251	1342	Out	91	3.02%	5%	YES	Yes	Yes	N/A		Yes
	Crossroads Pkwy	I95	6LD	WB	45	Urban Principle Arterial-CI	894	TPO	3020	99	19	1012	1103	Out	91	3.02%	5%	YES	Yes	Yes	N/A		Yes
	I95	Jenkins Rd	6LD	EB	45	Urban Principle Arterial-CI	851	TMC-A13	3020	94	29	974	1138	Out	164	5.44%	9%	YES	Yes	Yes	N/A		Yes
	Jenkins Rd	McNeil Rd	8LD(C)	EB	45	Urban Principle Arterial-CI	845	TMC-A13	4040	93	29	967	1095	Out	128	3.16%	7%	YES	Yes	Yes	N/A		Yes
	McNeil Rd	Virginia Ave	6LD	EB	45	Urban Principle Arterial-CI	1776	TPO	3020	196	81	2053	2162	Out	109	3.62%	6%	YES	Yes	Yes	N/A		Yes
I-95	Orange Ave	Okeechobee Rd	8LD	NB	70	Urban Principle Arterial-Interstate	2965	FDOT	7320	327	318	3610	4011	Out	401	5.48%	22%	YES	Yes	Yes	N/A		Yes
	Okeechobee Rd	Midway Rd	6LD	NB	70	Urban Principle Arterial-Interstate	3769	FDOT	5500	416	617	4802	5459	Out	657	11.94%	36%	YES	Yes	Yes	N/A		Yes
	Okeechobee Rd	Midway Rd	6LD	SB	70	Urban Principle Arterial-Interstate	3769		5500	416	347	4532	4793	In	261	4.75%	36%	YES	Yes	Yes	N/A		Yes
	W Midway Rd	St Lucie West Blvd	6LD	NB	70	Urban Principle Arterial-Interstate	3262	FDOT	5500	360	1,150	4772	4990	In	218	3.96%	30%	YES	Yes	Yes	N/A		Yes
	W Midway Rd	St Lucie West Blvd	6LD	SB	70	Urban Principle Arterial-Interstate	3262		5500	360	769	4391	4938	Out	547	9.95%	30%	YES	Yes	Yes	N/A		Yes
	St Lucie West Blvd	Crosstown Pkwy	6LD	SB	70	Urban Principle Arterial-Interstate	3376	TPO	5500	373	769	4518	4919	Out	401	7.30%	22%	YES	Yes	Yes	N/A		Yes
Glades Cut off Rd	Range Line Rd	Reserve Blvd	2	SB	50	Urban Minor Arterial-UF	97	TMC-A12	1190	10	272	379	434	Out	55	4.60%	3%	YES	Yes	Yes	N/A		Yes
	Reserve Blvd	Commerce Centre Dr	2	NB	50	Urban Minor Arterial-UF	240	TMC-A13	1190	25	611	876	912	In	36	3.05%	5%	YES	Yes	Yes	N/A		Yes
	Reserve Blvd	Commerce Centre Dr	2	SB	50	Urban Minor Arterial-UF	285	TMC-A13	1190	30	670	985	1076	Out	91	7.66%	5%	YES	Yes	Yes	N/A		Yes
	Commerce Centre Dr	W Midway Rd	2	SB	50	Urban Minor Arterial-CI	304	TMC-A13	880	32	710	1046	1101	Out	55	6.22%	3%	YES	No	No	4LD	2000	Yes
	W Midway Rd	Florida's Turnpike	2	NB	30	Urban Minor Arterial-CII	284	TMC-A7	750	30	214	528	583	Out	55	7.30%	3%	YES	Yes	Yes	N/A		Yes
	Florida's Turnpike	S Jenkins Rd	2	NB	30	Urban Minor Arterial-CII	397	TPO	750	44	214	655	691	Out	36	4.86%	2%	YES	Yes	Yes	N/A		Yes
	S Jenkins Rd	Selvitz Rd	2	NB	30	Urban Minor Arterial-CII	272	TPO	750	30	214	516	552	Out	36	4.86%	2%	YES	Yes	Yes	N/A		Yes
SW Saint Lucie West Blvd	I95	California Blvd	4LD	EB	40	Urban Minor Arterial-CI	1542	TPO	2000	170	509	2221	2367	Out	146	7.30%	8%	YES	No	No	6LD	3020	Yes
	California Blvd	Country Club Dr	4LD	EB	40	Urban Minor Arterial-CI	1542	TPO	2000	170	467	2179	2270	Out	91	4.56%	5%	YES	No	No	6LD	3020	Yes
	Country Club Dr	Cashmere Blvd	4LD	EB	40	Urban Minor Arterial-CI	1542	TPO	2000	170	333	2045	2136	Out	91	4.56%	5%	YES	No	No	6LD	3020	Yes
Crosstown Parkway	I95	SW California Blvd	6LD	EB	45	Urban Principle Arterial-CI	559	TPO	3020	62	1219	1840	1968	Out	128	4.23%	7%	YES	Yes	Yes	N/A		Yes
	SW California Blvd	Cashmere Blvd	6LD	EB	45	Urban Principle Arterial-CI	868	TPO	3020	96	1219	2183	2274	Out	91	3.02%	5%	YES	Yes	Yes	N/A		Yes
Reserve	Glades Cut off Rd	St Lucie West Blvd	2LD	EB	0	2 Lane Divided-Non State (750*1.05*0.9)-CII	94	TMC-A12	709	10	53	157	193	Out	36	5.15%	2%	YES	Yes	Yes	N/A		Yes
California Blvd	Crosstown Pkwy	Del Rio Blvd	2	SB	40	Urban Minor Arterial-CI (880*0.9)	585	TPO	792	61	30	676	712	Out	36	4.61%	2%	YES	Yes	Yes	N/A		Yes
Shinn Rd	Midway Rd	Okeechobee Rd	2	NB	30	Urban Collector-Non-State (750*0.9)-CII	44	TPO	675	5	49	98	153	Out	55	8.11%	3%	YES	Yes	Yes	N/A		Yes
	Midway Rd	Okeechobee Rd	2	SB	30	Urban Collector-Non-State (750*0.9)-CII	44		675	5	71	120	142	In	22	3.23%	3%	YES	Yes	Yes	N/A		Yes
Arterial A	Midway Rd	EW 5	6LD	SB	N/A	Urban Major Arterial - CI	0	0	3020	0	467	467	686	Out	219	7.25%	12%	YES	Yes	Yes	N/A		Yes
	EW 5	Glades Cut off Rd	6LD	SB	N/A	Urban Major Arterial - CI	0	0	3020	0	566	566	657	Out	91	3.02%	5%	YES	Yes	Yes	N/A		Yes

Source of Functional Classification: St. Lucie County Comprehensive Plan
TMC=2015
TPO=2014
(1) Shaded Areas Indicate project triggered, not need for background

Trips In	726
Trips Out	1824
Total	2550

ROADWAY NEEDS - LINKS

Based on the total traffic volumes, several roadways exceed capacity. **Figure 5** illustrates the roadway improvements necessary to maintain levels of service.

The project proposes to mitigate its impact by use of proportionate share. Florida Statutes states that if any road is determined to be transportation deficient without the project traffic under review, the costs of correcting that deficiency shall be removed from the project's proportionate-share calculation and the necessary transportation improvements to correct that deficiency shall be considered to be in place for purposes of the proportionate-share calculation. **Table 5** summarizes the proportionate share by improvement for those improvements not needed by background traffic and provides a total contribution. The roadway costs are based on FDOT long term planning costs. **Appendix D** includes details on roadway and right-of-way costs.

DRIVEWAY ANALYSIS

There are three project driveways on Midway Road; one aligns with the future Arterial A, one aligns with Gordy Road and one located between the two driveways. All three are proposed as full access or directional access pending approval by maintaining agencies.

The driveway volumes are included in **FIGURE 6.** The driveways were analyzed to determine the need for turn lanes. Based on volumes and analysis the following driveway lanes are proposed.

- Arterial A Driveway

Southbound- Provide two left-turn lanes, one through lane and one right turn lane
Westbound- Provide one right turn lane
Eastbound- Provide one left turn lane

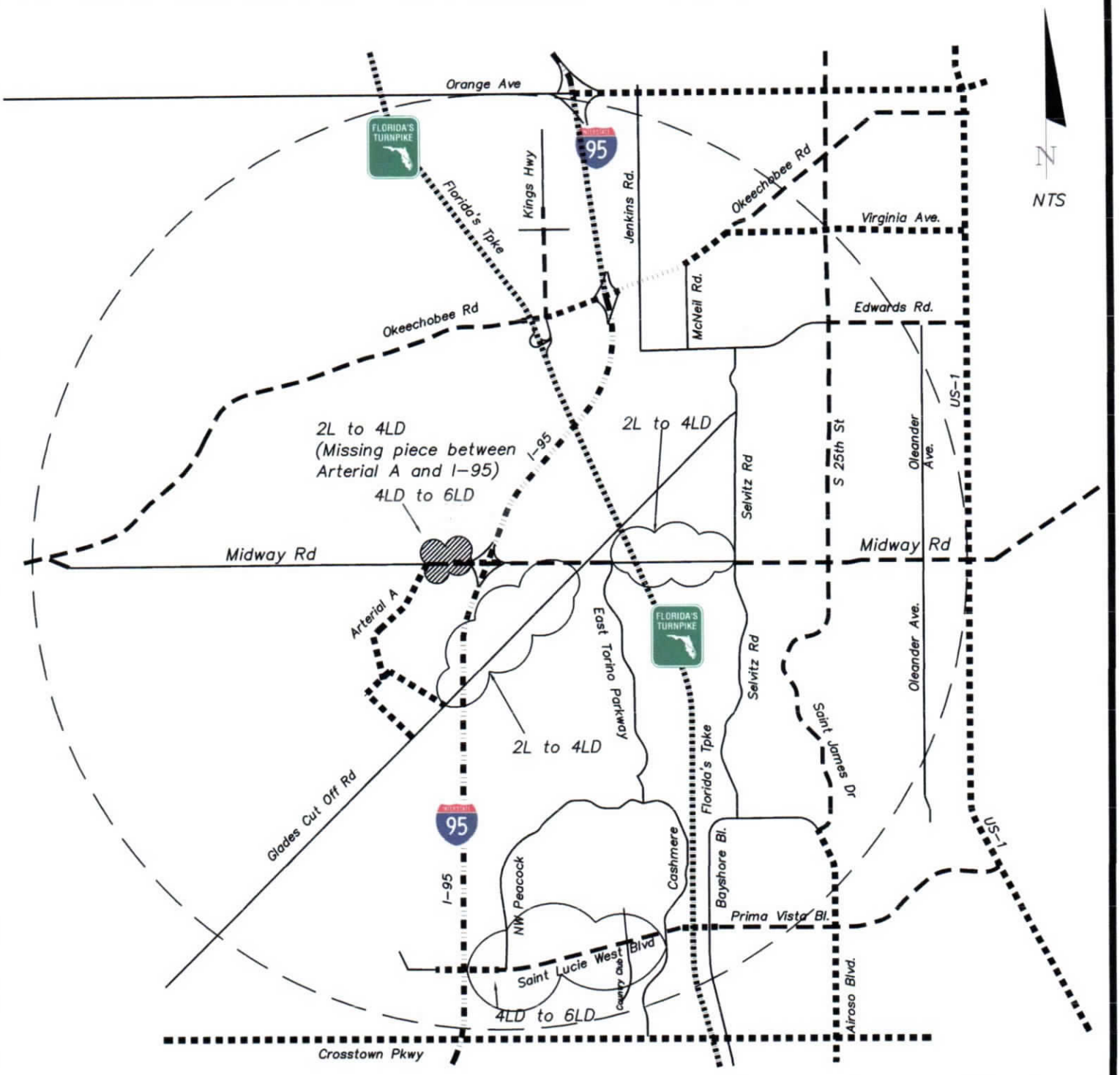
- Mid-Entrance

Southbound- Provide two left-turn lanes and one right turn lane
Westbound- Provide one right turn lane
Eastbound- Provide one left turn lane

- Gordy Road

Southbound- Provide two left-turn lanes and one through/right turn lane
Westbound- Provide one right turn lane
Eastbound- Provide one left turn lane

All driveways will be signalized by the Project when signal warrants are met or otherwise approved by maintaining agencies.



LEGEND

= 2 LANE ARTERIAL
= 4 LANE ARTERIAL
= 6 LANE ARTERIAL
= 8 LANE ARTERIAL
= 6 LANE EXPRESSWAY
= 8 LANE EXPRESSWAY

= 5 Mile Radius
= Area of Need
= Needed beyond background

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

FIGURE 5

ROADWAY IMPROVEMENTS

VILLAGES AT MIDWAY

NOVEMBER 2015

Table 5: Proportionate Share Analysis

Segment	From	To	Existing + Committed (C) Lanes	Direction	Speed Limit	Federal Functional Classification	2012 Directional FDOT LOS D	Proposed Lanes	Future Capacity	Length in Miles	Cost of Improvement (1)	Right of Way Cost (2)	Total Construction + ROW	AM Total Background	PM Total Background	AM Total Traffic	PM Total Traffic	In/Out	AM Project Volume Peak Direction (3)	PM Project Volume Peak Direction (4)	Project Percent Assignment	Project % Impact	Project Porportionate Share
Midway Rd	Arterial A	I95 (total traffic reflects capacity)	2L	EB	45	Urban Principle Arterial-uf	1190	4L	2000	0.52	$1,726,519	$18,876	$1,745,395	849	901	1454	2000	Out	605	810	82%	100.00%	$1,745,395
	Arterial A	I95	2L	WB	45	Urban Principle Arterial-uf	1190	4L	2000	0.52	$1,726,519	$24,942	$1,751,461	682	976	2000	1787	In	810	595	82%	100.00%	$1,751,461
	Arterial A	I95 (E+C shows 4l improvement)	4L	EB	45	Urban Principle Arterial-uf	2000	6L	3020	0.72	$2,151,416	$15,626	$2,167,042	849	901	1454	2399	Out	Na	716	82%	70.20%	$1,521,179
																							$5,018,035

Source of Functional Classification: St. Lucie County Comprehensive Plan

(1) FDOT costs include stripes, signs, contigency, conduit; 20% added to account for design, inspection.

(2a) 2,100 linear feet to be widened from 70 feet to 160 feet; 1100 feet already has R/W
1,236 linear feet North side 45 feet of Walton = 1.3 acres at 11,880/acre = $15,444
864 linear feet North side of Willow Lakes = 0.9 acres at $10,553/acre = $9,498
2,100 linear feet South side of LTC Ranch = 2.2 acres at $8,580/acre = $18,876

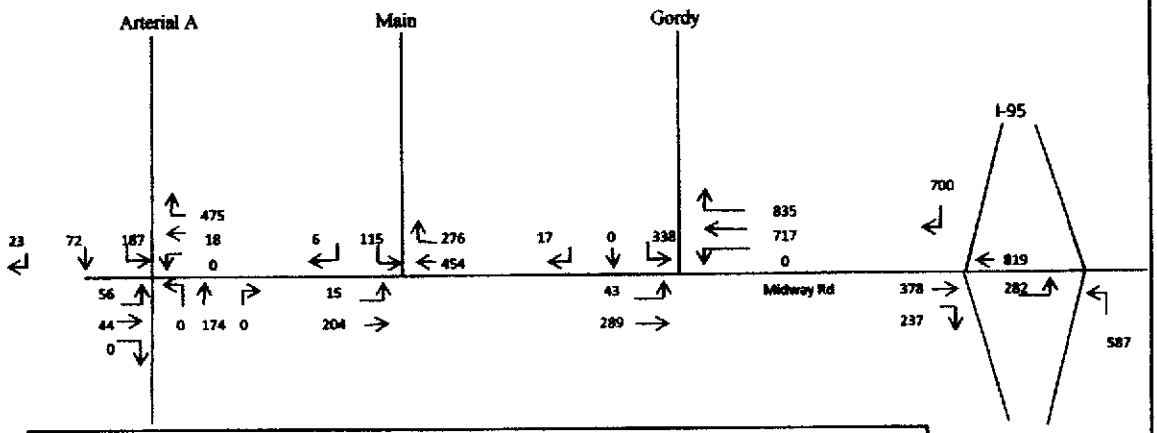
(2b) 160 feet to 200 feet
2,100 linear feet North side 20 feet of Walton = 0.96 acres at $11,880/acre = $11,405
864 linear feet North side 20 feet of Willow Lakes = 0.40 acres at $10,553/acre = $4,221
2,100 linear feet South side 20 feet of LTC Ranch = 0.96 acre at $8580/acre = $8,272

(3) Project Traffic = 1519 - 508 (available capacity after background) = 1011 WB AM
Split 810 4LD, 201 6LD

(4) Project Traffic = 1815 - 289 (available capacity after background) = 1526 EB PM
Split 810 4LD, 716 6LD

	AM	PM
Trips In	1451	726
Trips Out	603	1824
Total	2054	2550

FDOT per mile Costs		Cost per direction plus 45% for CEI, Design and Contingency
$4,579,627	Add 2l to create 4L	$3,320,250
$4,121,487	Widen 4l to 6L	$2,988,078
$4,722,342	Widen 6L to 8L	$3,423,698
$11,706,962		$8,487,547



Arterial A/Midway												
Net Trips In: 1451			Net Trips Out: 603			Pass By Trips In: 423			Pass By Trips Out: 155			
	SBL	SBT	SBR	NBL	NBT	NBR	EBL	EBT	EBR	WBL	WBT	WBR
Net %	19%	12%	3%		12%		3%	3%			3%	19%
In/Out	Out	Out	Out	-	In	-	In	In	-	-	Out	In
Net Trips	115	72	18	0	174	0	44	44	0	0	18	276
Pass-by %	47%		3%				3%					47%
Pass-by Trips	73	0	5	0	0	0	13		0	0		199

Main/Midway												
Net Trips In: 1451			Net Trips Out: 603			Pass By Trips In: 423			Pass By Trips Out: 155			
	SBL	N/A	SBR	N/A	N/A	N/A	EBL	N/A	N/A	N/A	N/A	WBR
Net %	19%		1%				1.0%					19%
In/Out	Out	N/A	N/A	N/A	N/A	N/A	In	N/A	N/A	N/A	N/A	In
Net Trips	115	0	6	0	0	0	15	144	0	0	0	276
Pass-by %												
Pass-by Trips	0	0	0	0	0	0	0	0	0	0		0

Gordy/Midway												
Net Trips In: 1451			Net Trips Out: 603			Pass By Trips In: 423			Pass By Trips Out: 155			
	SBL	SBT	SBR	N/A	N/A	N/A	EBL	N/A	N/A	WBL	N/A	WBR
Net %	44%		2%				2.0%					44%
In/Out	Out	N/A	N/A	N/A	N/A	N/A	In		N/A	N/A	N/A	In
Net Trips	265	0	12	0	0	0	30		0	0	0	638
Pass-by %	47%		3%				3%					47%
Pass-by Trips	73	0	5	0	0	0	13		0	0	0	197

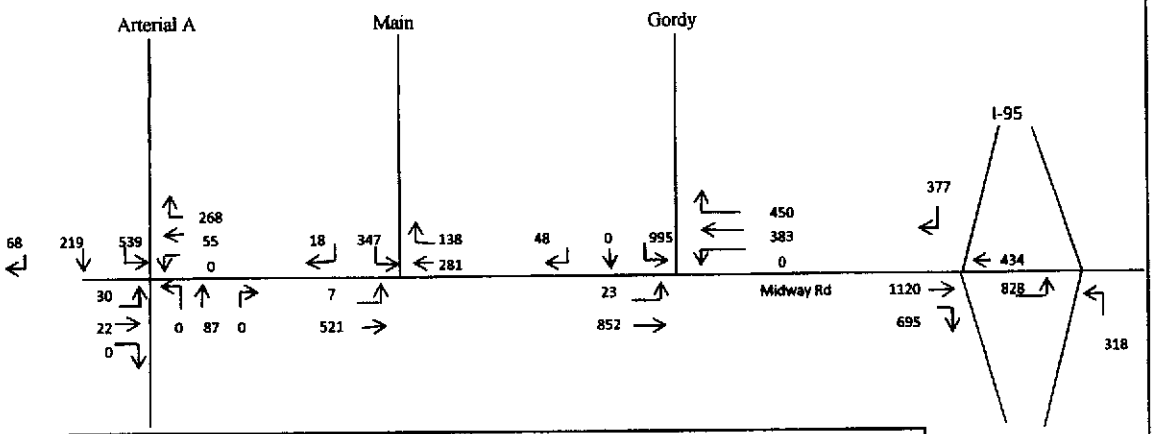
Midway/I-95												
Net Trips In: 1451			Net Trips Out: 603			Pass By Trips In: 423			Pass By Trips Out: 155			
	N/A	N/A	SBR (I-95 SB)	NBL	N/A	N/A	EBL (To I-95 NB)	N/A	EBR (I-95 SB)	N/A	N/A	N/A
Net %			36%	30%			36%		30%			
In/Out			In	In			Out		Out			
Net Trips	0	0	522	435	0	0	217	0	181	0	0	0
Pass-by %			42%	36%			42%		36%			
Pass-by Trips	0	0	178	152	0	0	65	0	56	0	0	0

North

Not to Scale

FIGURE 6a
AM Driveway Volumes
Villages at Midway

*6% to the west Pass-by
*16% to the east Pass-by
*78% Diverted Pass-by from I-95



Arterial A/Midway												
Net Trips In: 726			Net Trips Out: 1824			Pass By Trips In: 277			Pass By Trips Out: 410			
	SBL	SBT	SBR	NBL	NBT	NBR	EBL	EBT	EBR	WBL	WBT	WBR
Net %	19%	12%	3%		12%		3%	3%			3%	19%
In/Out	Out	Out	Out	-	In	-	In	In	-	-	Out	In
Net Trips	347	219	56	0	87	0	22	22	0	0	55	138
Pass-by %	47%		3%				3%					47%
Pass-by Trips	193	0	12	0	0	0	8		0	0		130

Main/Midway												
Net Trips In: 726			Net Trips Out: 1824			Pass By Trips In: 277			Pass By Trips Out: 410			
	SBL	N/A	SBR	N/A	N/A	N/A	EBL	N/A	N/A	N/A	N/A	WBR
Net %	19%		1%				1.0%					19%
In/Out	Out	N/A	N/A	N/A	N/A	N/A	In	N/A	N/A	N/A	N/A	In
Net Trips	347	0	18	0	0	0	7	361	0	0	0	138
Pass-by %												
Pass-by Trips	0	0	0	0	0	0	0	0	0	0		0

Gordy/Midway												
Net Trips In: 726			Net Trips Out: 1824			Pass By Trips In: 277			Pass By Trips Out: 410			
	SBL	SBT	SBR	N/A	N/A	N/A	EBL	N/A	N/A	WBL	N/A	WBR
Net %	44%		2%				2.0%					44%
In/Out	Out	N/A	N/A	N/A	N/A	N/A	In		N/A	N/A	N/A	In
Net Trips	803	0	36	0	0	0	15		0	0	0	319
Pass-by %	47%		3%				3%					47%
Pass-by Trips	193	0	12	0	0	0	8		0	0	0	130

Midway/I-95												
Net Trips In: 726			Net Trips Out: 1824			Pass By Trips In: 277			Pass By Trips Out: 410			
	N/A	N/A	SBR (I-95 SB)	NBL	N/A	N/A	EBL (To I-95 NB)	N/A	EBR (I-95 SB)	N/A	N/A	N/A
Net %			36%	30%			36%		30%			
In/Out			In	In			Out		Out			
Net Trips	0	0	261	218	0	0	656	0	547	0	0	0
Pass-by %			42%	36%			42%		36%			
Pass-by Trips	0	0	116	100	0	0	172	0	148	0	0	0

North

Not to Scale

FIGURE 6b
PM Driveway Volumes
Villages at Midway

*6% to the west Pass-by
*16% to the east Pass-by
*78% Diverted Pass-by from I-95

INTERSECTION ANALYSIS

Intersections were analyzed to determine their operating level of service. The intersections were analyzed for the AM and PM peak hour using HCS based software as appropriate. **TABLE 6** summarizes the results of the intersection analysis. **APPENDIX E** includes the intersection analyses, signal timing worksheet and resultant data.

FIGURE 7 shows the existing and proposed lanes for the subject intersections.

INTERSECTION IMPROVEMENTS

Twelve intersections were analyzed including the three project driveways. The driveway improvements were listed in detail on page 18. Of the 9 remaining intersections improvements will be needed at Midway Road and I-95 southbound, Midway Road at I-95 northbound and Midway Road at East Torino Parkway. Proportionate Share was calculated for each intersection using the sum of the saturation flow rates as the denominator and project traffic at the intersection as the numerator. The cost was calculated as 600 feet of new roadway for the turn lane plus 1,000 feet on the ramp side for receiving lanes using FDOT costs.

- I-95 Southbound/Midway Road
  Construct an additional WBL for $\frac{1,600}{5,280}$ x 1,828,886 x 1.45 = $803,601
  Improved capacity = sum of saturation flow existing lanes subtracted from the sum of saturation flow future lanes (critical movements) = 8,544 – 6,872 = 1,672

  Project Traffic, in critical movements = 1,120 (PM)
  Project Share = $538,412
  Project % = 67.0%

- I-95 Northbound/Midway Road
  Construct an additional EBL for $\frac{1,600}{5,280}$ x 1,828,886 x 1.45 = $803,601
  Improved capacity = sum of saturation flow existing lanes subtracted from the sum of saturation flow future lanes (critical movements) = 8,508 – 6,836 = 1,672

  Project Traffic, in critical movements = 1,262 (PM)
  Project Share=$606,719
  Project % = 75.5%

- Midway/Tornio – Backlogged no share

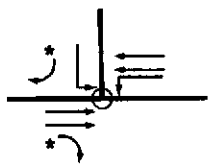
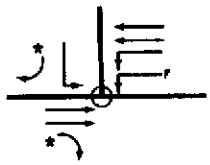
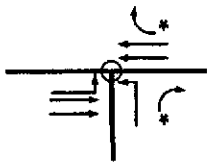
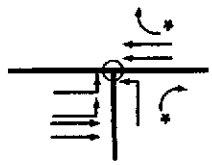
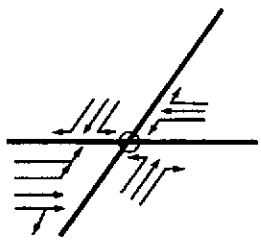
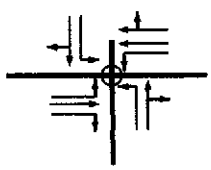
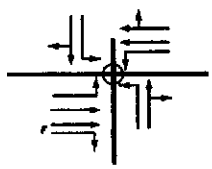
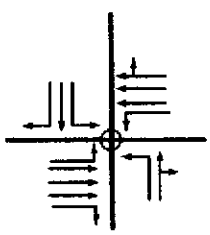
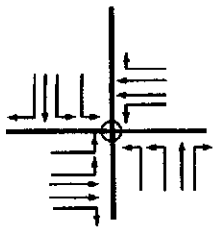
CONCLUSION

The Village of Midway will generate 24,162 daily trips; 2,054 AM Peak Hour trips and 2,550 PM Peak Hour trips. The project will provide sufficient access to the site and make proportionate share payments to mitigate offsite improvements.

Table 6: Intersection Delay

		2035 AM		2035 PM	
	Intersection	Delay	v/c	Delay	v/c
1	Midway Rd and I-95 South	20	B	38.2	D
2	Midway Rd and I-95 North	41.9	D	38.5	D
3	Midway Rd and Glades Cut Off Rd	49.4	D	52.6	D
4	Midway Rd and NW East Torino Pkwy	36.7	D	45.7	D
5	Okeechobee Rd and Jenkins Rd	26.4	C	41.6	D
6	St Lucie West Blvd and Peacock Blvd	42.6	D	34.5	C
7	Midway Rd and Gordy Rd Entrance	11.5	B	25.8	C
8	Midway Rd and Mid Entrance	13.8	B	23.9	C
9	Midway Rd and Arterial A	29.2	C	46.8	D
10	Midway Rd at Shinn	18.6	C	24.1	C
11	Glades Cutoff/ Reserve	23.3	C	21.8	C
12	St. Lucie West Blvd and California Ave	41.1	D	54.8	D

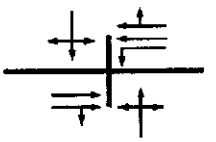
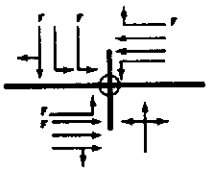
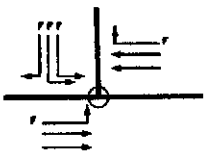
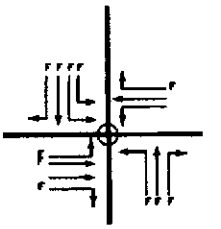
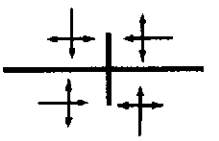
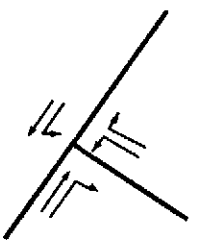
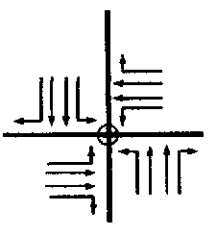
Figure 7 - Intersection Geometrics

Intersection	Existing	Proposed
1 Midway Rd/ I 95 SB Exit	 * Free Flow	
2 Midway Rd/ I 95 NB Exit	 * Free Flow	
3 Midway Rd/ Glades Cut Off Rd		N/A
4 Midway Rd/ East Torino Pkwy		
5 Okeechobee Rd/ Jenkins Rd		N/A
6 St Lucie West Blvd/ Peacock Blvd		N/A

F = Future Improvement

○ =Signalized

Figure 7 - Intersection Geometrics

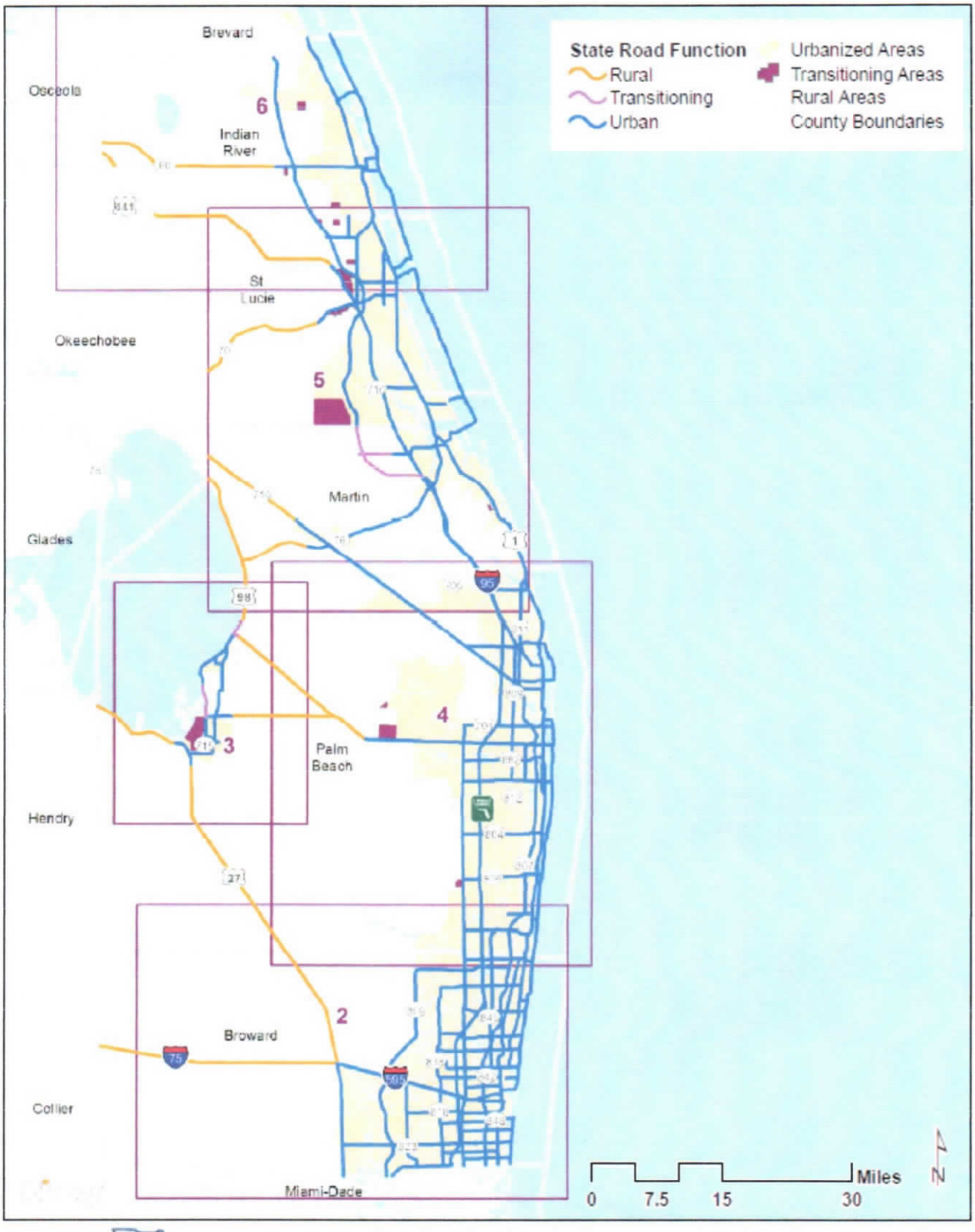
Intersection	Existing	Proposed
7 Midway Rd/ Gordy Rd Entrance		
8 Midway Rd/ Mid-Entrance	N/A	
9 Midway Rd/ Arterial A	N/A	
10 Midway Rd/ Shinn Rd		N/A
11 Glades Cut-off Rd/ Reserve blvd		N/A
12 St Lucie West Blvd/ California Blvd		N/A

F = Future Improvement

○ = Signalized

APPENDIX A

Existing Traffic Counts and Network Data



FDOT District 4 Transitioning Areas Index
2035 Transitioning Areas

Figure 1

Service Layer Credits: © Harris Corp, Earthstar Geographics LLC © 2014 Microsoft Corporation

Coordinate System: NAD 1983 StatePlane Florida East FIPS 0901 Feet

Chon Wong

AJ Anastopoulo

From: Wong, Chon <Chon.Wong@dot.state.fl.us>
Sent: Thursday, June 25, 2015 1:49 PM
To: AJ Anastopoulo
Subject: RE: I-95 Classification

AJ:

I spoke too fast. I-95 is all "urban" except for the segment (pink color) between SR-76 and Martin/St Lucie County line, which is "transitioning".

-Chon

From: AJ Anastopoulo [mailto:AJ.sor5@comcast.net]
Sent: Thursday, June 25, 2015 9:22 AM
To: Wong, Chon
Subject: RE: I-95 Classification

Thank you for your help, Chon.

AJ Anastopoulo

From: Wong, Chon [mailto:Chon.Wong@dot.state.fl.us]
Sent: Wednesday, June 24, 2015 2:22 PM
To: AJ Anastopoulo
Subject: RE: I-95 Classification

AJ:

I-95 is classified as "Urban" in all District 4 counties for the purpose of LOS analysis.

TURNING MOVEMENT VOLUME COUNTS

E/W STREET: Midway Rd **N/S STREET:** Okeechobee **CONTROL:**

FILENAME: Villages at Midway

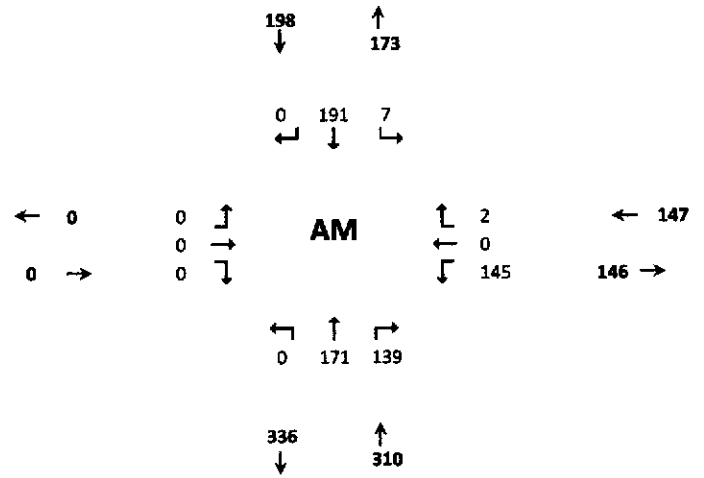
COUNT DATE: 3/4/2015 **DAY:** Wednesday **CITY:** Fort Pierce

REPORT DATE: 3/4/2015 **ANALYSIS YEAR:** 2015

Note: St. Lucie County Fair traffic came through area during PM counts

15 Min Period	Northbound NBL	NBT	NBR	Southbound SBL	SBT	SBR	Eastbound EBL	EBT	EBR	Westbound WBL	WBT	WBR	TOTAL	ONE HOUR SUM
7:00-7:15	0	37	19	0	26	0	0	0	0	37	0	0	119	646
7:15-7:30	0	47	42	0	43	0	0	0	0	34	0	1	167	655
7:30-7:45	0	45	42	2	45	0	0	0	0	48	0	0	182	635
7:45-8:00	0	45	32	3	60	0	0	0	0	38	0	0	178	615
8:00-8:15	0	34	23	2	43	0	0	0	0	25	0	1	128	579
8:15-8:30	0	42	27	0	46	0	0	0	0	31	0	1	147	
8:30-8:45	0	43	26	3	52	0	0	0	0	35	0	3	162	
8:45-9:00	0	50	14	1	46	0	0	0	0	29	0	2	142	
AM PEAK HOUR IS FROM:			7:15AM TO 8:15AM											
Volumes	0	171	139	7	191	0	0	0	0	145	0	2	655	
Season Factor	0	171	139	7	191	0	0	0	0	145	0	2	655	
Growth	0	171	139	7	191	0	0	0	0	145	0	2	655	
PROJECT	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	0	171	139	7	191	0	0	0	0	145	0	2	655	

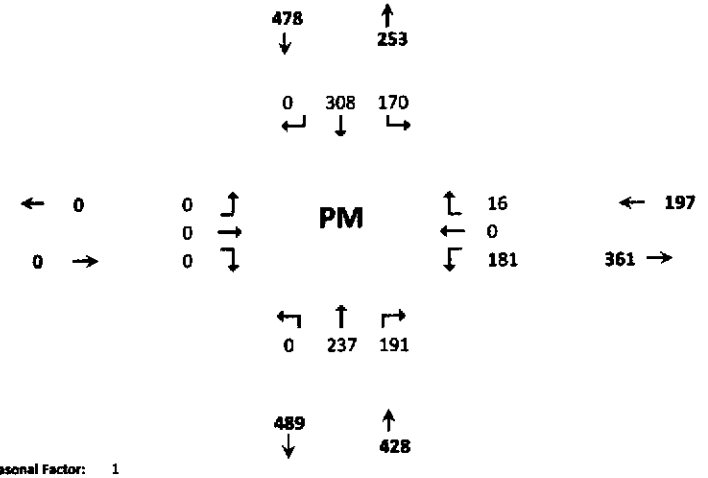
Seasonal Factor: 1
Growth Rate: 1
Years Grown: 0



A3

15 Min Period lanes	Northbound NBL	NBT	NBR	Southbound SBL	SBT	SBR	Eastbound EBL	EBT	EBR	Westbound WBL	WBT	WBR	TOTAL	ONE HOUR SUM
4:00-4:15	0	46	30	11	62	0	0	0	0	47	0	2	198	950
4:15-4:30	0	51	39	25	76	0	0	0	0	65	0	2	258	1016
4:30-4:45	0	60	41	27	62	0	0	0	0	42	0	1	233	1019
4:45-5:00	0	63	50	31	74	0	0	0	0	40	0	3	261	1068
5:00-5:15	0	58	43	40	68	0	0	0	0	46	0	9	264	1103
5:15-5:30	0	59	53	34	62	0	0	0	0	53	0	0	261	
5:30-5:45	0	57	55	41	87	0	0	0	0	41	0	1	282	
5:45-6:00	0	63	40	55	91	0	0	0	0	41	0	6	296	
PM PEAK HOUR IS FROM:			5:00PM TO 6:00PM											
Volumes	0	237	191	170	308	0	0	0	0	181	0	16	1103	
Season Factor	0	237	191	170	308	0	0	0	0	181	0	16	1103	
Growth	0	237	191	170	308	0	0	0	0	181	0	16	1103	
Project	0		0	0			0	0	0	0	0	0	0	
Total	0	237	191	170	308	0	0	0	0	181	0	16	1103	

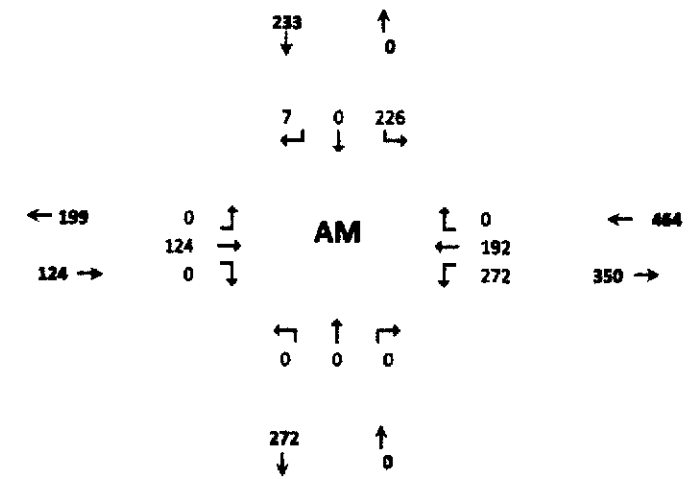
Seasonal Factor: 1
Growth Rate: 1
Years Grown: 0



TURNING MOVEMENT VOLUME COUNTS

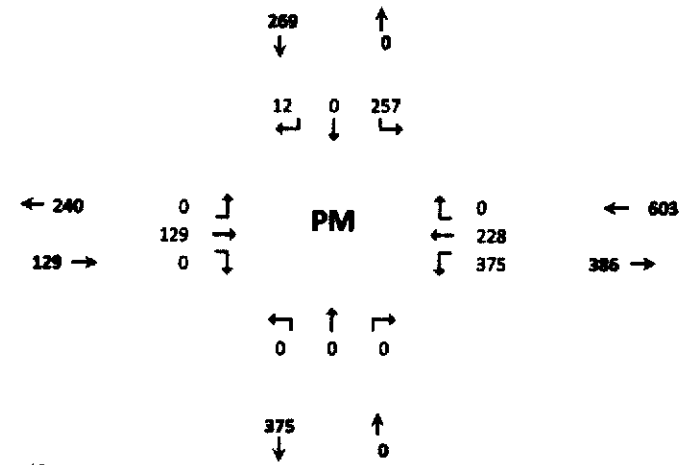
N/S STREET: I-95 South
FILENAME: Village og Midway
COUNT DATE: 2/26/2015
REPORT DATE: 2/26/2015
DAY: Thursday
ANALYSIS YEAR: 2015
E/W STREET: Midway Rd
CITY: Fort Pierce
CONTROL:

15 Min Period	Northbound NBL	NBT	NBR	Southbound SBL	SBT	SBR	Eastbound EBL	EBT	EBR	Westbound WBL	WBT	WBR	TOTAL	ONE HOUR SUM
7:00-7:15	0	0	0	38	0	1	0	30	0	66	33	0	168	810
7:15-7:30	0	0	0	59	0	2	0	26	0	72	50	0	209	821
7:30-7:45	0	0	0	50	0	0	0	34	0	79	54	0	217	766
7:45-8:00	0	0	0	73	0	3	0	32	0	63	45	0	216	722
8:00-8:15	0	0	0	44	0	2	0	32	0	58	49	0	179	685
8:15-8:30	0	0	0	51	0	1	0	21	0	38	43	0	154	
8:30-8:45	0	0	0	40	0	5	0	30	0	51	47	0	173	
8:45-9:00	0	0	0	50	0	1	0	21	0	71	36	0	179	
AM PEAK HOUR IS FROM:				7:15AM TO 8:15AM										
Volumes	0	0	0	226	0	7	0	124	0	272	192	0	821	
Season Factor	0	0	0	226	0	7	0	124	0	272	192	0	821	
Growth	0	0	0	226	0	7	0	124	0	272	192	0	821	
PROJECT	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	0	0	0	226	0	7	0	124	0	272	192	0	821	



Seasonal Factor: 1
Growth Rate: 1
Years Grown: 0

15 Min Period lanes	Northbound NBL	NBT	NBR	Southbound SBL	SBT	SBR	Eastbound EBL	EBT	EBR	Westbound WBL	WBT	WBR	TOTAL	ONE HOUR SUM
4:00-4:15	0	0	0	54	0	1	0	37	0	116	41	0	249	1000
4:15-4:30	0	0	0	79	0	3	0	30	0	88	55	0	255	1001
4:30-4:45	0	0	0	46	0	2	0	26	0	100	75	0	249	985
4:45-5:00	0	0	0	70	0	2	0	31	0	88	56	0	247	967
5:00-5:15	0	0	0	62	0	5	0	42	0	99	42	0	250	905
5:15-5:30	0	0	0	58	0	1	0	36	0	86	58	0	239	
5:30-5:45	0	0	0	62	0	5	0	35	0	74	55	0	231	
5:45-6:00	0	0	0	52	0	3	0	35	0	63	32	0	185	
PM PEAK HOUR IS FROM:				4:15PM TO 5:15PM										
Volumes	0	0	0	257	0	12	0	129	0	375	228	0	1001	
Season Factor	0	0	0	257	0	12	0	129	0	375	228	0	1001	
Growth	0	0	0	257	0	12	0	129	0	375	228	0	1001	
Project	0		0	0			0	0	0	0	0	0	0	
Total	0	0	0	257	0	12	0	129	0	375	228	0	1001	



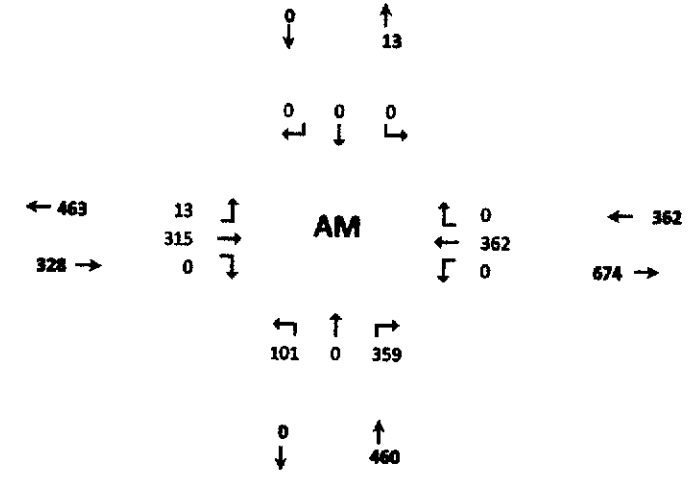
Seasonal Factor: 1
Growth Rate: 1
Years Grown: 0

A4

TURNING MOVEMENT VOLUME COUNTS

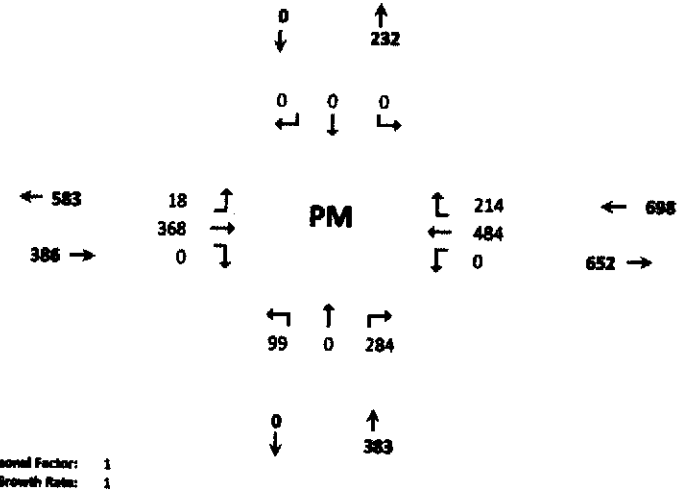
N/S STREET: I-95 North
E/W STREET: Midway Road
CONTROL:
FILENAME: Villages of Midway
COUNT DATE: 2/26/2015
DAY: Thursday
CITY: Fort Pierce
REPORT DATE: 2/26/2015
ANALYSIS YEAR 2017

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	17	0	71	0	0	0	0	65	0	0	70	0	223	1108
7:15-7:30	27	0	100	0	0	0	1	76	0	0	98	0	302	1150
7:30-7:45	33	0	78	0	0	0	3	81	0	0	95	0	290	1088
7:45-8:00	18	0	88	0	0	0	6	90	0	0	91	0	293	1032
8:00-8:15	23	0	93	0	0	0	3	68	0	0	78	0	265	986
8:15-8:30	20	0	78	0	0	0	2	73	0	0	67	0	240	
8:30-8:45	15	0	69	0	0	0	3	71	0	0	76	0	234	
8:45-9:00	19	0	63	0	0	0	2	78	0	0	85	0	247	
AM PEAK HOUR IS FROM:			7:15AM TO 8:15AM											
Volumes	101	0	359	0	0	0	13	315	0	0	362	0	1150	
Season Factor	101	0	359	0	0	0	13	315	0	0	362	0	1150	
Growth	101	0	359	0	0	0	13	315	0	0	362	0	1150	
PROJECT	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	101	0	359	0	0	0	13	315	0	0	362	0	1150	



Seasonal Factor: 1
Growth Rate: 1
Years Grown: 0

15 Min Period lanes	Northbound			Southbound			Eastbound			Westbound				ONE HOUR SUM
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL	
4:00-4:15	12	0	81	0	0	0	2	86	0	0	149	60	390	1466
4:15-4:30	20	0	72	0	0	0	1	113	0	0	126	51	383	1467
4:30-4:45	34	0	69	0	0	0	7	66	0	0	116	47	339	1452
4:45-5:00	28	0	77	0	0	0	4	88	0	0	116	40	354	1448
5:00-5:15	17	0	66	0	0	0	6	100	0	0	126	76	391	1396
5:15-5:30	18	0	80	0	0	0	2	95	0	0	105	68	368	
5:30-5:45	15	0	67	0	0	0	5	94	0	0	101	53	335	
5:45-6:00	13	0	67	0	0	0	4	82	0	0	84	52	302	
PM PEAK HOUR IS FROM:			4:15PM TO 5:15PM											
Volumes	99	0	284	0	0	0	18	368	0	0	484	214	1467	
Season Factor	99	0	284	0	0	0	18	368	0	0	484	214	1467	
Growth	99	0	284	0	0	0	18	368	0	0	484	214	1467	
Project	0		0	0			0	0	0	0	0	0	0	
Total	99	0	284	0	0	0	18	368	0	0	484	214	1467	



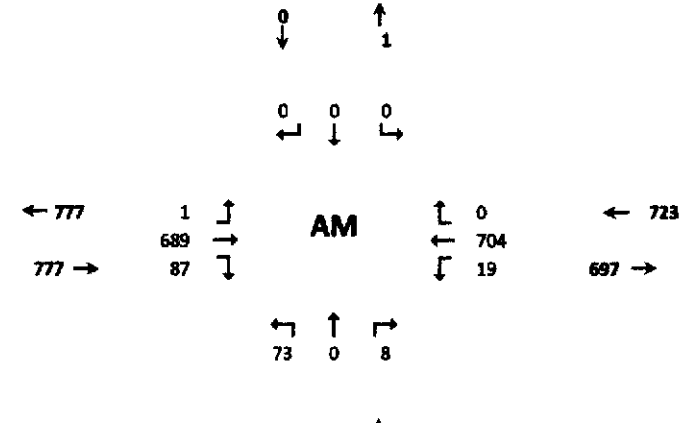
Seasonal Factor: 1
Growth Rate: 1
Years Grown: 0

A5

TURNING MOVEMENT VOLUME COUNTS

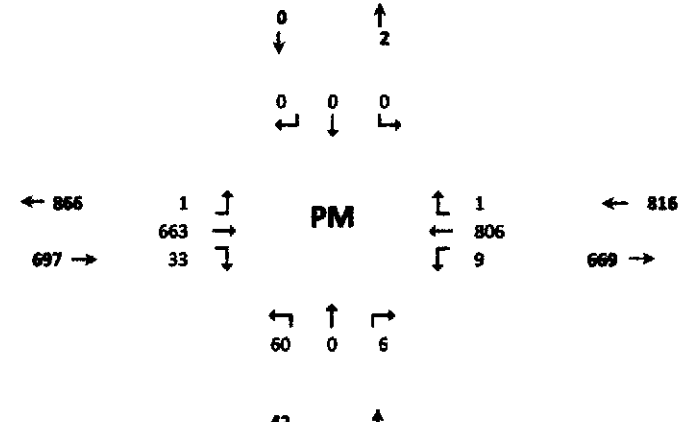
N/S STREET: LTC Ranch **E/W STREET:** Midway Road **CONTROL:**
FILENAME: Villages of Midway
COUNT DATE: 3/3/2015 **DAY:** Tuesday **CITY:** Fort Pierce
REPORT DATE: 3/3/2015 **ANALYSIS YEAR:** 2015

15 Min Period	Northbound NBL	NBT	NBR	Southbound SBL	SBT	SBR	Eastbound EBL	EBT	EBR	Westbound WBL	WBT	WBR	TOTAL	ONE HOUR SUM
7:00-7:15	12	0	0	0	0	0	0	102	13	8	124	0	259	1470
7:15-7:30	11	0	1	0	0	0	0	161	21	6	198	0	398	1581
7:30-7:45	24	0	0	0	0	0	0	171	28	2	197	0	422	1487
7:45-8:00	20	0	4	0	0	0	1	170	22	10	164	0	391	1348
8:00-8:15	18	0	3	0	0	0	0	187	16	1	145	0	370	1248
8:15-8:30	13	0	2	0	0	0	1	155	13	2	118	0	304	
8:30-8:45	4	0	0	0	0	0	0	137	14	2	126	0	283	
8:45-9:00	14	0	1	0	0	0	0	129	9	1	137	0	291	
AM PEAK HOUR IS FROM:	7:15AM TO 8:15AM													
Volumes	73	0	8	0	0	0	1	689	87	19	704	0	1581	
Season Factor	73	0	8	0	0	0	1	689	87	19	704	0	1581	
Growth	73	0	8	0	0	0	1	689	87	19	704	0	1581	
PROJECT	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	73	0	8	0	0	0	1	689	87	19	704	0	1581	



Seasonal Factor: 1
Growth Rate: 1
Years Grown: 0

15 Min Period lanes	Northbound NBL	NBT	NBR	Southbound SBL	SBT	SBR	Eastbound EBL	EBT	EBR	Westbound WBL	WBT	WBR	TOTAL	ONE HOUR SUM
4:00-4:15	10	0	7	0	0	0	0	142	9	1	177	0	346	1534
4:15-4:30	15	0	0	0	0	0	0	175	4	3	220	0	417	1579
4:30-4:45	18	0	3	0	0	0	0	162	4	1	196	0	394	1557
4:45-5:00	10	0	0	0	0	0	1	169	11	3	192	1	387	1559
5:00-5:15	17	0	3	0	0	0	0	157	14	2	198	0	391	1548
5:15-5:30	15	0	4	0	0	0	0	173	10	0	193	0	395	
5:30-5:45	19	0	2	0	0	0	0	164	9	0	192	0	386	
5:45-6:00	15	0	3	0	0	0	0	163	7	0	188	0	376	
PM PEAK HOUR IS FROM:	4:15PM TO 5:15PM													
Volumes	60	0	6	0	0	0	1	663	33	9	806	1	1579	
Season Factor	60	0	6	0	0	0	1	663	33	9	806	1	1579	
Growth	60	0	6	0	0	0	1	663	33	9	806	1	1579	
Project	0		0	0			0	0	0	0	0	0	0	
Total	60	0	6	0	0	0	1	663	33	9	806	1	1579	



Seasonal Factor: 1
Growth Rate: 1
Years Grown: 0

TURNING MOVEMENT VOLUME COUNTS

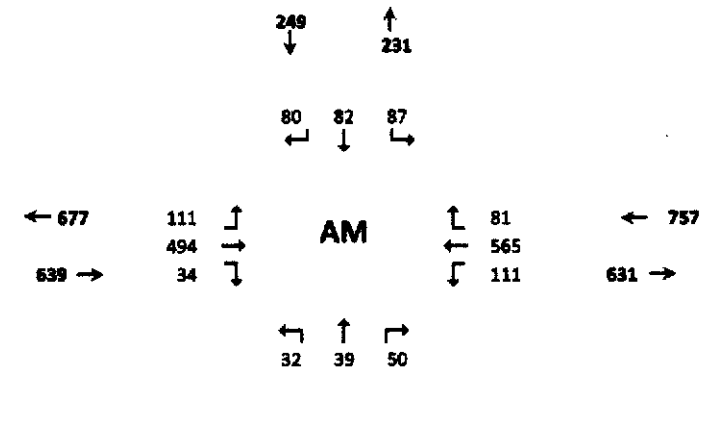
N/S STREET: Glades Cut Off **E/W STREET:** Midway **CONTROL:**

FILENAME: Midway Rd and Glades Cut Off

COUNT DATE: 3/17/2015 **DAY:** Tuesday **CITY:** Fort Pierce

REPORT DATE: 3/17/2015 **ANALYSIS YEAR:** 2015

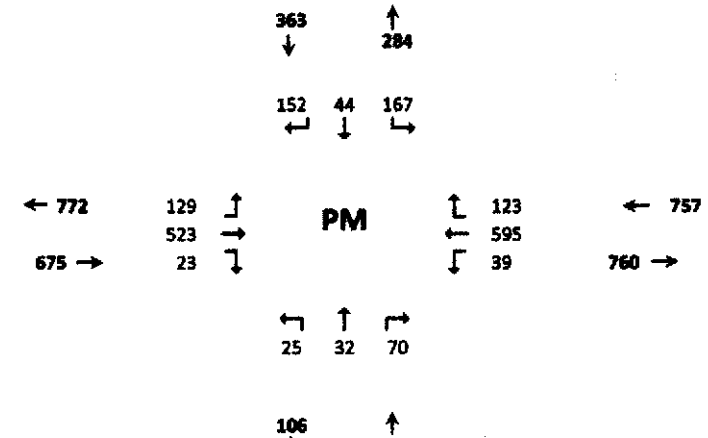
	Northbound			Southbound			Eastbound			Westbound				
15 Min Period	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL	ONE HOUR SUM
7:00-7:15	5	5	2	15	17	20	27	109	6	28	143	15	382	1766
7:15-7:30	10	14	5	26	35	17	25	105	18	31	140	24	450	1752
7:30-7:45	10	8	26	23	15	24	26	142	6	33	146	20	479	1678
7:45-8:00	7	12	17	23	15	19	33	138	4	19	136	22	445	1508
8:00-8:15	6	8	5	27	10	18	22	93	7	13	147	22	378	1394
8:15-8:30	8	4	10	21	7	18	21	115	5	15	135	17	376	
8:30-8:45	7	6	9	13	7	21	21	102	3	8	93	19	309	
8:45-9:00	4	8	7	12	11	30	19	102	4	7	115	12	331	
AM PEAK HOUR IS FROM:			7:00AM TO 8:00AM											
Volumes	32	39	50	87	82	80	111	494	34	111	565	81	1766	
Season Factor	32	39	50	87	82	80	111	494	34	111	565	81	1766	
Growth	32	39	50	87	82	80	111	494	34	111	565	81	1766	
PROJECT	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	32	39	50	87	82	80	111	494	34	111	565	81	1766	



Seasonal Factor: 1
Growth Rate: 1
Years Grown: 0

A7

	Northbound			Southbound			Eastbound			Westbound				
15 Min Period lanes	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL	ONE HOUR SUM
4:00-4:15	5	3	20	66	14	52	31	125	4	8	152	26	506	1922
4:15-4:30	10	10	8	42	7	56	39	109	9	13	167	53	523	1855
4:30-4:45	5	7	28	30	11	25	25	133	7	13	144	27	455	1739
4:45-5:00	5	12	14	29	12	19	34	156	3	5	132	17	438	1665
5:00-5:15	7	10	22	32	11	34	22	102	1	7	172	19	439	1564
5:15-5:30	2	15	9	39	10	14	24	148	3	13	117	13	407	
5:30-5:45	5	9	15	32	8	13	21	142	1	8	110	17	381	
5:45-6:00	4	10	3	24	10	12	24	130	4	6	95	15	337	
PM PEAK HOUR IS FROM:			4:00PM TO 5:00PM											
Volumes	25	32	70	167	44	152	129	523	23	39	595	123	1922	
Season Factor	25	32	70	167	44	152	129	523	23	39	595	123	1922	
Growth	25	32	70	167	44	152	129	523	23	39	595	123	1922	
Project	0		0	0			0	0	0	0	0	0	0	
Total	25	32	70	167	44	152	129	523	23	39	595	123	1922	

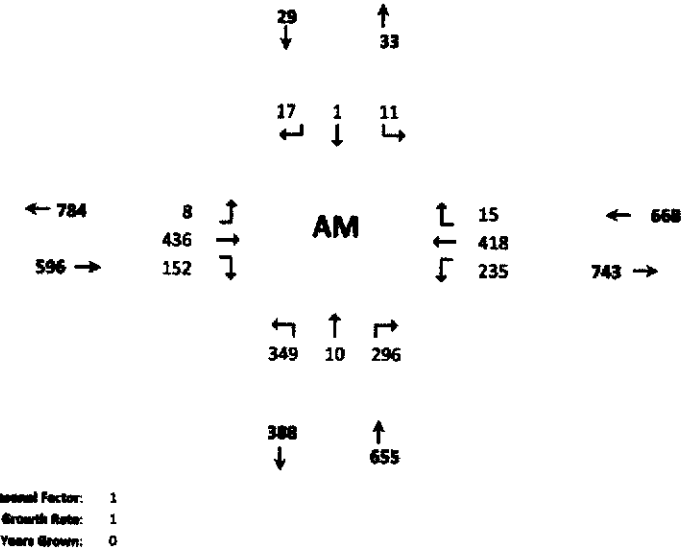


Seasonal Factor: 1
Growth Rate: 1
Years Grown: 0

TURNING MOVEMENT VOLUME COUNTS

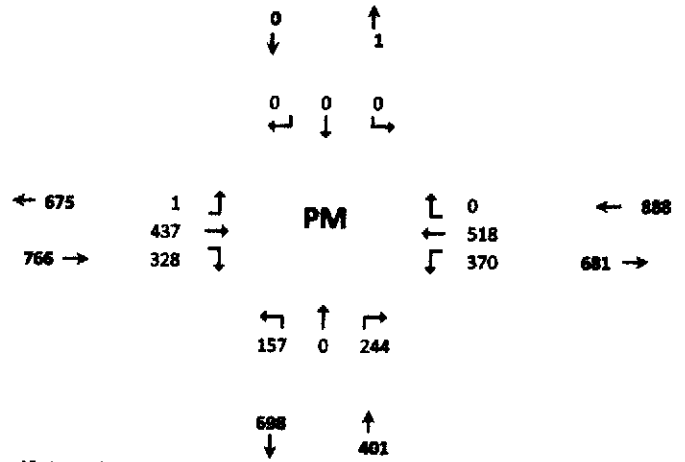
N/S STREET: East Torino
FILENAME: Villages of Midway
COUNT DATE: 3/3/2015
REPORT DATE: 3/3/2015
DAY: Tuesday
ANALYSIS YEAR: 2015
E/W STREET: Midway Road
CITY: Fort Pierce
CONTROL:

15 Min Period	Northbound			Southbound			Eastbound			Westbound				ONE HOUR SUM
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL	
7:00-7:15	82	1	98	1	0	5	2	83	17	34	94	0	417	1948
7:15-7:30	106	0	84	2	0	2	2	115	39	66	121	6	543	1941
7:30-7:45	83	4	61	3	0	3	1	120	56	86	138	1	556	1822
7:45-8:00	78	5	53	5	1	7	3	118	40	49	65	8	432	1672
8:00-8:15	76	0	68	3	0	2	3	123	37	29	66	3	410	1636
8:15-8:30	65	0	69	2	1	4	4	131	30	46	71	1	424	
8:30-8:45	42	0	73	3	0	1	1	105	36	45	99	1	406	
8:45-9:00	44	0	44	0	0	2	0	124	25	64	89	4	396	
AM PEAK HOUR IS FROM:	7:00AM TO 8:00AM													
Volumes	349	10	296	11	1	17	8	436	152	235	418	15	1948	
Season Factor	349	10	296	11	1	17	8	436	152	235	418	15	1948	
Growth	349	10	296	11	1	17	8	436	152	235	418	15	1948	
PROJECT	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	349	10	296	11	1	17	8	436	152	235	418	15	1948	



Seasonal Factor: 1
Growth Rate: 1
Years Grown: 0

15 Min Period lanes	Northbound			Southbound			Eastbound			Westbound				ONE HOUR SUM
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL	
4:00-4:15	29	0	56	0	0	0	0	114	62	72	118	0	451	1878
4:15-4:30	46	0	66	0	0	0	0	112	51	90	117	0	482	1928
4:30-4:45	45	0	59	0	0	0	0	121	90	57	146	0	478	1953
4:45-5:00	40	0	39	0	0	0	0	106	84	73	125	0	467	2002
5:00-5:15	33	0	49	0	0	0	0	106	87	87	139	0	501	2055
5:15-5:30	41	0	49	0	0	0	0	98	79	106	134	0	507	
5:30-5:45	51	0	77	0	0	0	1	108	90	91	108	0	527	
5:45-6:00	32	0	69	0	0	0	0	125	72	86	136	0	520	
PM PEAK HOUR IS FROM:	5:00PM TO 6:00PM													
Volumes	157	0	244	0	0	0	1	437	328	370	518	0	2055	
Season Factor	157	0	244	0	0	0	1	437	328	370	518	0	2055	
Growth	157	0	244	0	0	0	1	437	328	370	518	0	2055	
Project	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	157	0	244	0	0	0	1	437	328	370	518	0	2055	



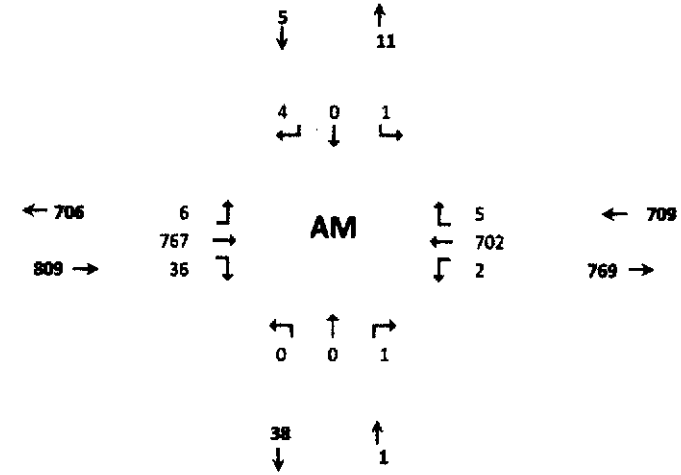
Seasonal Factor: 1
Growth Rate: 1
Years Grown: 0

A8

TURNING MOVEMENT VOLUME COUNTS

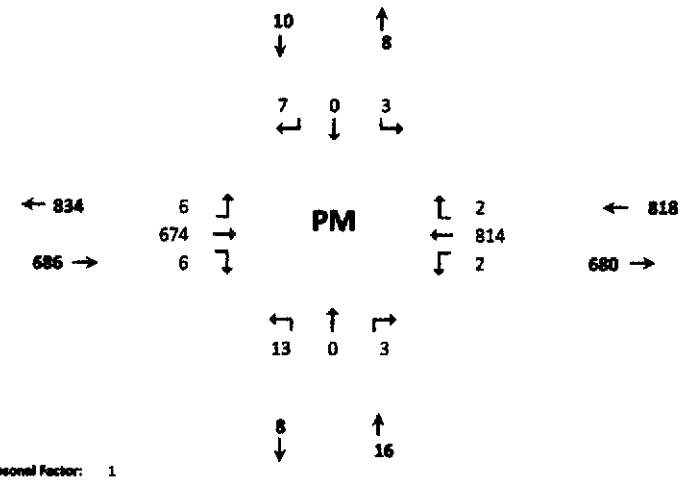
N/S STREET: Corporate **E/W STREET:** Midway **CONTROL:**
FILENAME: Midway and Corporate
COUNT DATE: 3/11/2015 **DAY:** Wednesday **CITY:** Fort Pierce
REPORT DATE: 3/11/2015 **ANALYSIS YEAR:** 2015

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	0	0	0	0	0	0	3	189	1	2	131	3	329	1482
7:15-7:30	0	0	0	0	0	1	2	197	5	0	168	2	375	1524
7:30-7:45	0	0	0	0	0	2	2	177	4	0	190	3	378	1465
7:45-8:00	0	0	1	1	0	1	2	211	11	1	172	0	400	1392
8:00-8:15	0	0	0	0	0	0	0	182	16	1	172	0	371	1270
8:15-8:30	0	0	0	0	0	0	0	192	2	1	120	1	316	
8:30-8:45	0	0	0	0	0	0	2	174	0	0	128	1	305	
8:45-9:00	2	0	2	0	0	0	1	138	4	2	129	0	278	
AM PEAK HOUR IS FROM:			7:15AM TO 8:15AM											
Volumes	0	0	1	1	0	4	6	767	36	2	702	5	1524	
Season Factor	0	0	1	1	0	4	6	767	36	2	702	5	1524	
Growth	0	0	1	1	0	4	6	767	36	2	702	5	1524	
PROJECT	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	0	0	1	1	0	4	6	767	36	2	702	5	1524	



Seasonal Factor: 1
Growth Rate: 1
Years Grown: 0

15 Min Period lanes	Northbound			Southbound			Eastbound			Westbound				ONE HOUR SUM
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL	
4:00-4:15	0	0	1	0	0	0	1	174	1	2	193	1	373	1526
4:15-4:30	3	0	0	0	0	2	4	192	1	1	190	1	394	1530
4:30-4:45	6	0	0	1	0	2	1	168	1	1	226	1	407	1510
4:45-5:00	1	0	1	1	0	1	1	163	4	0	180	0	352	1439
5:00-5:15	3	0	2	1	0	2	0	151	0	0	218	0	377	1412
5:15-5:30	3	0	0	2	0	1	1	188	2	0	177	0	374	
5:30-5:45	0	0	0	0	0	0	0	150	2	0	184	0	336	
5:45-6:00	0	0	1	0	0	0	0	175	1	1	147	0	325	
PM PEAK HOUR IS FROM:			4:15PM TO 5:15PM											
Volumes	13	0	3	3	0	7	6	674	6	2	814	2	1530	
Season Factor	13	0	3	3	0	7	6	674	6	2	814	2	1530	
Growth	13	0	3	3	0	7	6	674	6	2	814	2	1530	
Project	0		0	0			0	0	0	0	0	0	0	
Total	13	0	3	3	0	7	6	674	6	2	814	2	1530	

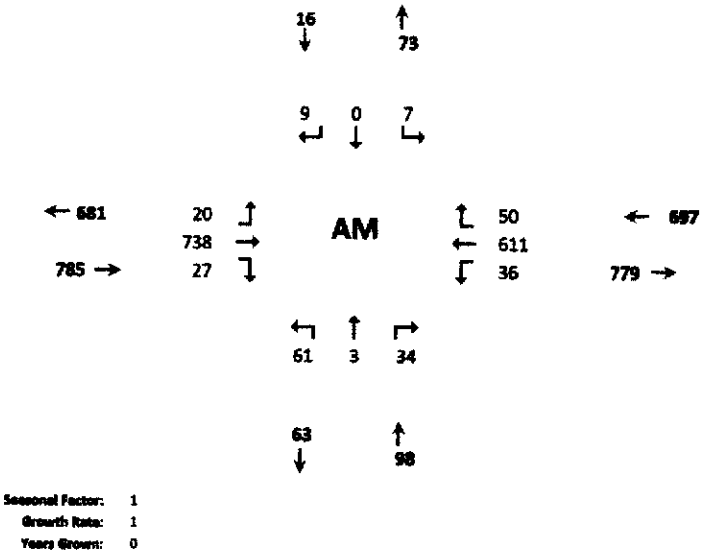


Seasonal Factor: 1
Growth Rate: 1
Years Grown: 0

TURNING MOVEMENT VOLUME COUNTS

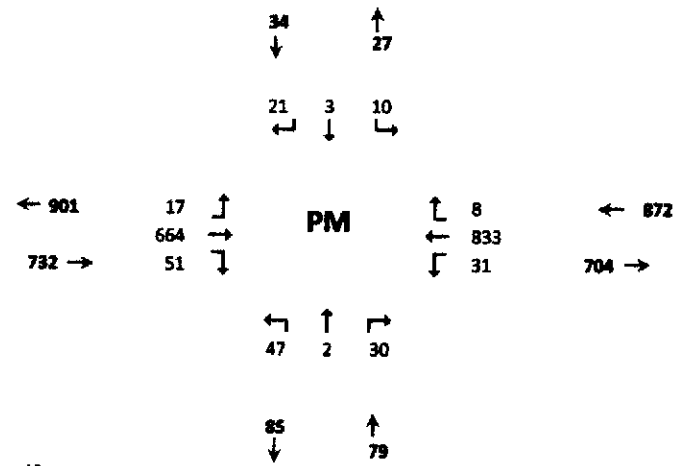
N/S STREET: Jenkins Rd
E/W STREET: Midway Rd
CONTROL:
FILENAME: Villages at Midway
COUNT DATE: 3/5/2015
DAY: Thursday
CITY: Fort Pierce
REPORT DATE: 3/5/2015
ANALYSIS YEAR: 2015

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	9	0	6	2	0	4	3	187	3	5	122	7	348	1595
7:15-7:30	15	1	4	0	0	4	7	189	1	5	169	19	414	1596
7:30-7:45	23	1	9	3	0	2	4	202	10	6	169	15	444	1501
7:45-8:00	13	1	11	2	0	2	8	186	9	11	134	12	389	1368
8:00-8:15	10	0	10	2	0	1	1	161	7	14	139	4	349	1271
8:15-8:30	1	0	10	1	0	2	1	181	4	2	115	2	319	
8:30-8:45	4	0	3	2	0	1	6	147	5	8	131	4	311	
8:45-9:00	6	0	3	1	0	2	1	141	3	5	130	0	292	
AM PEAK HOUR IS FROM:			7:15AM TO 8:15AM											
Volumes	61	3	34	7	0	9	20	738	27	36	611	50	1596	
Season Factor	61	3	34	7	0	9	20	738	27	36	611	50	1596	
Growth	61	3	34	7	0	9	20	738	27	36	611	50	1596	
PROJECT	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	61	3	34	7	0	9	20	738	27	36	611	50	1596	



Seasonal Factor: 1
Growth Rate: 1
Years Grown: 0

15 Min Period	Northbound			Southbound			Eastbound			Westbound				ONE HOUR SUM
lanes	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL	
4:00-4:15	5	0	9	0	0	3	1	196	11	7	201	2	435	1716
4:15-4:30	6	0	3	1	1	4	1	189	12	12	186	4	419	1712
4:30-4:45	13	2	16	0	0	9	3	174	14	6	205	0	442	1717
4:45-5:00	18	0	6	1	1	5	5	149	11	10	209	5	420	1700
5:00-5:15	11	0	5	7	1	4	3	161	12	7	218	2	431	1691
5:15-5:30	5	0	3	2	1	3	6	180	14	8	201	1	424	
5:30-5:45	7	0	1	7	2	7	6	175	13	5	201	1	425	
5:45-6:00	5	0	8	0	0	4	3	161	10	2	217	1	411	
PM PEAK HOUR IS FROM:			4:30 PM TO 5:30PM											
Volumes	47	2	30	10	3	21	17	664	51	31	833	8	1717	
Season Factor	47	2	30	10	3	21	17	664	51	31	833	8	1717	
Growth	47	2	30	10	3	21	17	664	51	31	833	8	1717	
Project	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	47	2	30	10	3	21	17	664	51	31	833	8	1717	

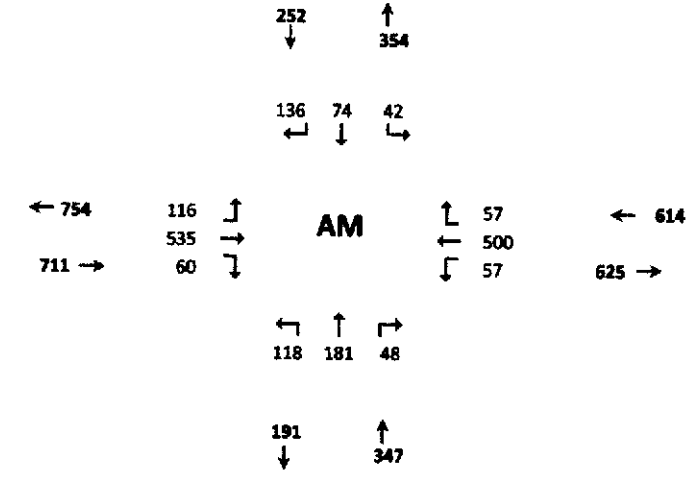


Seasonal Factor: 1
Growth Rate: 1
Years Grown: 0

TURNING MOVEMENT VOLUME COUNTS

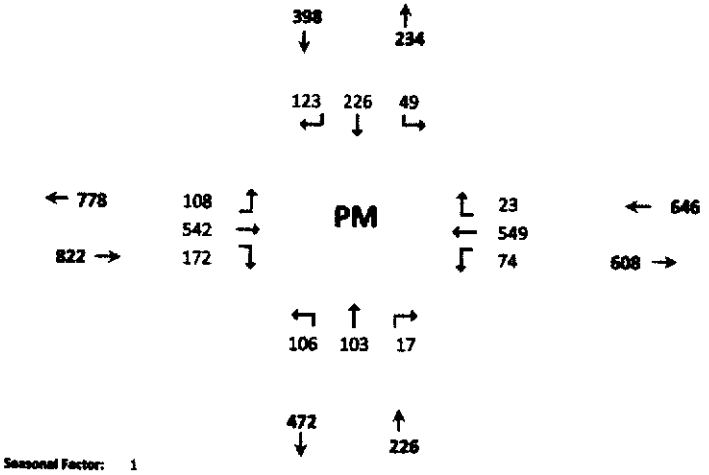
N/S STREET: Selvitz **E/W STREET:** Midway **CONTROL:**
FILENAME: Villages at Midway
COUNT DATE: 3/10/2015 **DAY:** Tuesday **CITY:** Fort Pierce
REPORT DATE: 3/10/2015 **ANALYSIS YEAR:** 2015

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	20	45	7	3	16	20	21	149	12	5	100	11	409	1874
7:15-7:30	30	47	9	12	14	40	24	130	18	13	116	10	463	1924
7:30-7:45	38	36	16	10	17	29	29	157	11	15	132	15	505	1910
7:45-8:00	30	65	14	8	29	36	28	131	10	18	103	24	497	1807
8:00-8:15	20	33	9	12	14	31	34	117	21	11	149	8	459	1737
8:15-8:30	31	54	7	14	9	24	30	134	14	5	118	9	449	
8:30-8:45	35	33	10	2	17	21	25	118	23	14	96	8	402	
8:45-9:00	24	40	11	10	21	14	33	120	25	8	114	7	427	
AM PEAK HOUR IS FROM:			7:15AM TO 8:15AM											
Volumes	118	181	48	42	74	136	116	535	60	57	500	57	1924	
Season Factor	118	181	48	42	74	136	116	535	60	57	500	57	1924	
Growth	118	181	48	42	74	136	116	535	60	57	500	57	1924	
PROJECT	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	118	181	48	42	74	136	116	535	60	57	500	57	1924	



Seasonal Factor: 1
Growth Rate: 1
Years Grown: 0

15 Min Period lanes	Northbound			Southbound			Eastbound			Westbound				ONE HOUR SUM
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL	
4:00-4:15	26	29	6	16	34	23	24	124	42	11	128	14	477	2014
4:15-4:30	26	28	9	11	52	17	9	152	40	23	140	9	516	2048
4:30-4:45	23	36	4	19	42	22	31	122	42	18	132	5	496	2089
4:45-5:00	31	25	2	12	50	36	22	140	38	16	151	2	525	2092
5:00-5:15	24	27	0	17	58	16	33	147	37	13	133	6	511	1993
5:15-5:30	20	28	8	9	67	46	36	106	53	26	131	7	537	
5:30-5:45	31	23	7	11	51	25	17	149	44	19	134	8	519	
5:45-6:00	25	33	8	12	34	9	15	121	33	11	119	6	426	
PM PEAK HOUR IS FROM:			4:45PM TO 5:45PM											
Volumes	106	103	17	49	226	123	108	542	172	74	549	23	2092	
Season Factor	106	103	17	49	226	123	108	542	172	74	549	23	2092	
Growth	106	103	17	49	226	123	108	542	172	74	549	23	2092	
Project	0		0	0			0	0	0	0	0	0	0	
Total	106	103	17	49	226	123	108	542	172	74	549	23	2092	



Seasonal Factor: 1
Growth Rate: 1
Years Grown: 0

c5.s.tmc worksheet midway rd and selvitz

TURNING MOVEMENT VOLUME COUNTS

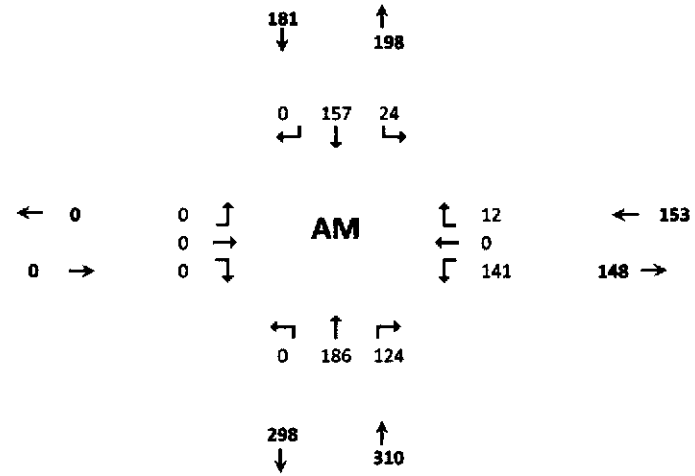
N/S STREET: Glades Cut Off **E/W STREET:** Reserve Blvd **CONTROL:**

FILENAME: Glades Cut Off and Reserve Blvd

COUNT DATE: 3/18/2015 **DAY:** Wednesday **CITY:** Fort Pierce

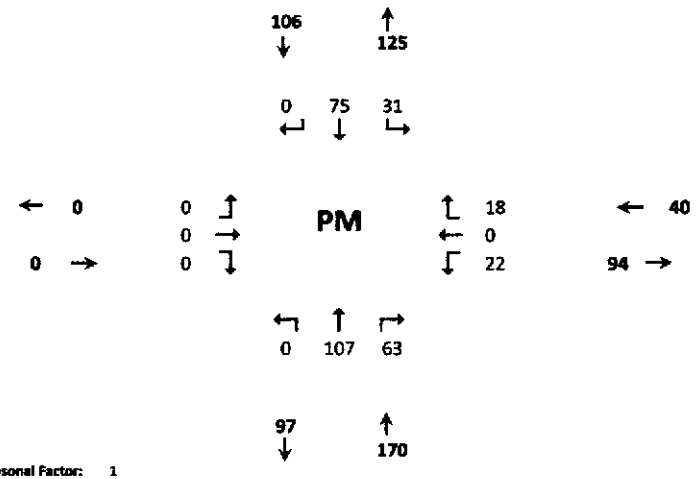
REPORT DATE: 3/18/2015 **ANALYSIS YEAR:** 2015

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	0	42	34	8	51	0	0	0	0	52	0	2	189	644
7:15-7:30	0	50	50	3	56	0	0	0	0	47	0	7	213	544
7:30-7:45	0	56	27	4	31	0	0	0	0	18	0	2	138	407
7:45-8:00	0	38	13	9	19	0	0	0	0	24	0	1	104	339
8:00-8:15	0	30	8	7	20	0	0	0	0	22	0	2	89	305
8:15-8:30	0	11	10	6	26	0	0	0	0	20	0	3	76	
8:30-8:45	0	18	9	10	18	0	0	0	0	11	0	4	70	
8:45-9:00	0	22	7	3	20	0	0	0	0	14	0	4	70	
AM PEAK HOUR IS FROM:			7:00AM TO 8:00AM											
Volumes	0	186	124	24	157	0	0	0	0	141	0	12	644	
Season Factor	0	186	124	24	157	0	0	0	0	141	0	12	644	
Growth	0	186	124	24	157	0	0	0	0	141	0	12	644	
PROJECT	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	0	186	124	24	157	0	0	0	0	141	0	12	644	



Seasonal Factor: 1
Growth Rate: 1
Years Grown: 0

15 Min Period lanes	Northbound			Southbound			Eastbound			Westbound				ONE HOUR SUM
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL	
4:00-4:15	0	35	23	5	11	0	0	0	0	9	0	1	84	316
4:15-4:30	0	24	10	12	19	0	0	0	0	1	0	3	69	296
4:30-4:45	0	21	14	5	20	0	0	0	0	6	0	8	74	297
4:45-5:00	0	27	16	9	25	0	0	0	0	6	0	6	89	292
5:00-5:15	0	22	9	4	14	0	0	0	0	8	0	7	64	267
5:15-5:30	0	24	9	4	22	0	0	0	0	5	0	6	70	
5:30-5:45	0	22	6	4	28	0	0	0	0	6	0	3	69	
5:45-6:00	0	21	7	3	18	0	0	0	0	9	0	6	64	
PM PEAK HOUR IS FROM:			4:00PM TO 5:00PM											
Volumes	0	107	63	31	75	0	0	0	0	22	0	18	316	
Season Factor	0	107	63	31	75	0	0	0	0	22	0	18	316	
Growth	0	107	63	31	75	0	0	0	0	22	0	18	316	
Project	0		0	0			0	0	0	0	0	0	0	
Total	0	107	63	31	75	0	0	0	0	22	0	18	316	



Seasonal Factor: 1
Growth Rate: 1
Years Grown: 0

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TURNING MOVEMENT VOLUME COUNTS

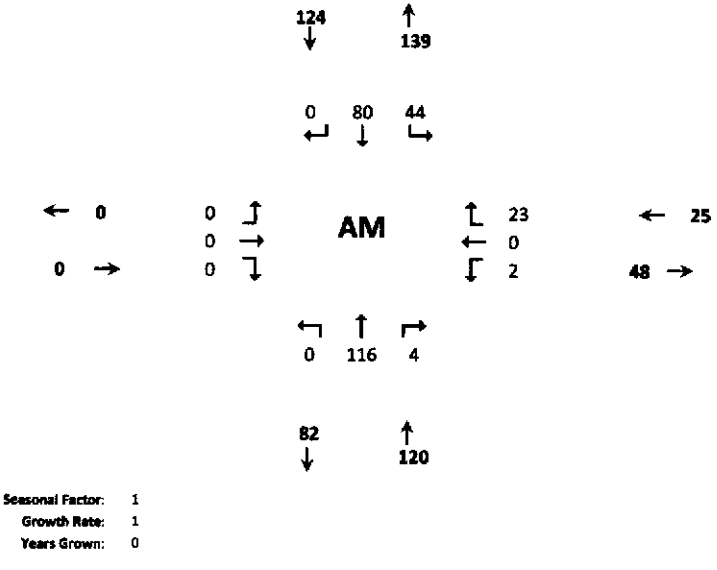
N/S STREET: Glades Cut Off **E/W STREET:** Commerce Ctr **CONTROL:**

FILENAME: Glades Cut Off and Commerce Ctr.

COUNT DATE: 3/17/2015 **DAY:** Tuesday **CITY:** Fort Pierce

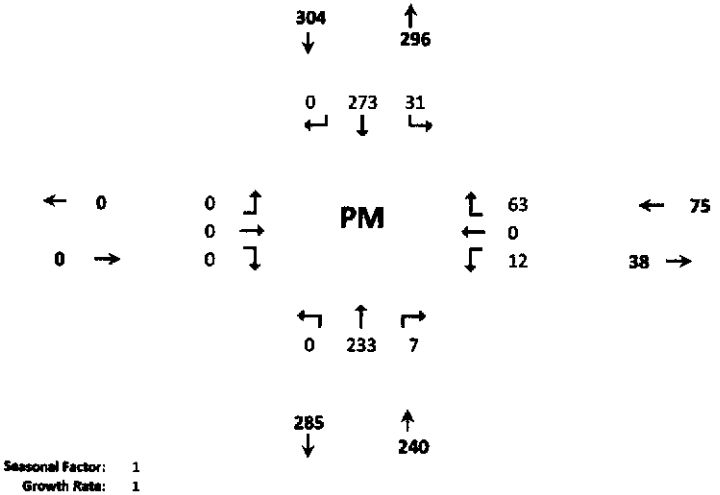
REPORT DATE: 3/17/2015 **ANALYSIS YEAR:** 2017

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	0	32	1	12	19	0	0	0	0	1	0	10	75	269
7:15-7:30	0	33	1	10	17	0	0	0	0	0	0	1	62	251
7:30-7:45	0	30	1	6	30	0	0	0	0	0	0	7	74	256
7:45-8:00	0	21	1	16	14	0	0	0	0	1	0	5	58	225
8:00-8:15	0	25	0	17	11	0	0	0	0	0	0	4	57	209
8:15-8:30	2	34	1	14	14	0	0	0	0	0	0	2	67	
8:30-8:45	0	18	0	9	13	0	0	0	0	0	0	3	43	
8:45-9:00	0	19	2	5	12	0	0	0	0	0	0	4	42	
AM PEAK HOUR IS FROM:			7:00AM TO 8:00AM											
Volumes	0	116	4	44	80	0	0	0	0	2	0	23	269	
Season Factor	0	116	4	44	80	0	0	0	0	2	0	23	269	
Growth	0	116	4	44	80	0	0	0	0	2	0	23	269	
PROJECT	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	0	116	4	44	80	0	0	0	0	2	0	23	269	



Seasonal Factor: 1
Growth Rate: 1
Years Grown: 0

15 Min Period lanes	Northbound			Southbound			Eastbound			Westbound				ONE HOUR SUM
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL	
4:00-4:15	0	58	1	5	108	0	0	0	0	3	0	12	187	619
4:15-4:30	0	90	4	5	80	0	0	0	0	5	0	19	203	505
4:30-4:45	0	63	2	9	49	0	0	0	0	3	0	16	142	360
4:45-5:00	0	22	0	12	36	0	0	0	0	1	0	16	87	279
5:00-5:15	0	16	0	15	30	0	0	0	0	0	0	12	73	255
5:15-5:30	0	15	4	8	16	0	0	0	0	1	0	14	58	
5:30-5:45	0	12	4	17	17	0	0	0	0	0	0	11	61	
5:45-6:00	0	22	1	10	18	0	0	0	0	2	0	10	63	
PM PEAK HOUR IS FROM:			4:00PM TO 5:00PM											
Volumes	0	233	7	31	273	0	0	0	0	12	0	63	619	
Season Factor	0	233	7	31	273	0	0	0	0	12	0	63	619	
Growth	0	233	7	31	273	0	0	0	0	12	0	63	619	
Project	0		0	0			0	0	0	0	0	0	0	
Total	0	233	7	31	273	0	0	0	0	12	0	63	619	



Seasonal Factor: 1
Growth Rate: 1
Years Grown: 0

TURNING MOVEMENT VOLUME COUNTS

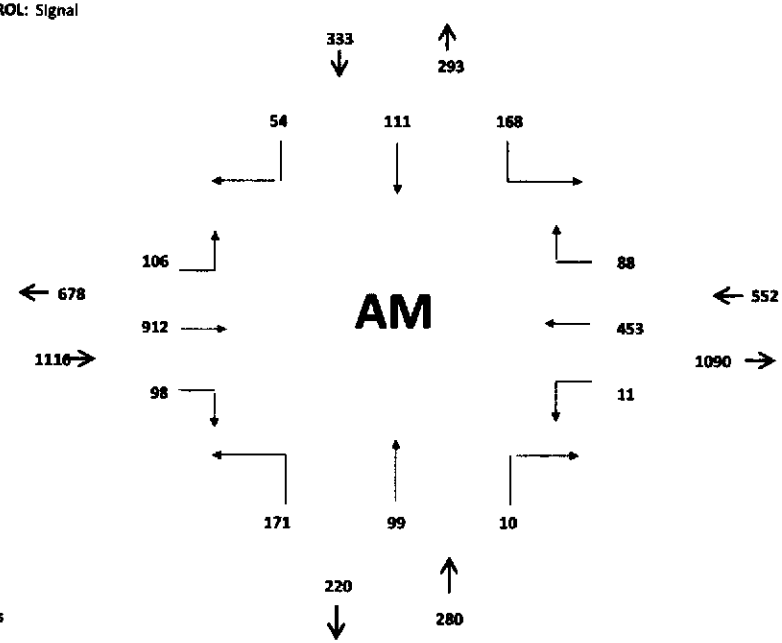
N/S STREET: Jenkins **E/W STREET:** Ockeechobee **CONTROL:** Signal

PROJECT: Oaks

COUNT DATE: 1/7/2014 **DAY:** Tuesday **CITY:** St.Luice

REPORT DATE: 1/13/2014 **ANALYSIS YEAR:** 2018 with project -AM

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	



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

Volumes	171	99	10	168	111	54	106	912	98	11	453	88	2281	
Season Factor	171	99	10	168	111	54	106	912	98	11	453	88	2281	**Total Trips**
Growth	171	99	10	168	111	54	106	912	98	11	453	88	2281	
Project		**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	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	0	0	0	0	0	0	0	
	0	0	0	0	0	0	0	0	0	0	0	0	0	
Subtotal	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	**171**	**99**	**10**	**168**	**111**	**54**	**106**	**912**	**98**	**11**	**453**	**88**	**2281**	

Seasonal Factor: 1

Growth Rate: 1

Years Grown: 0

[1] At 50% complete

TURNING MOVEMENT VOLUME COUNTS

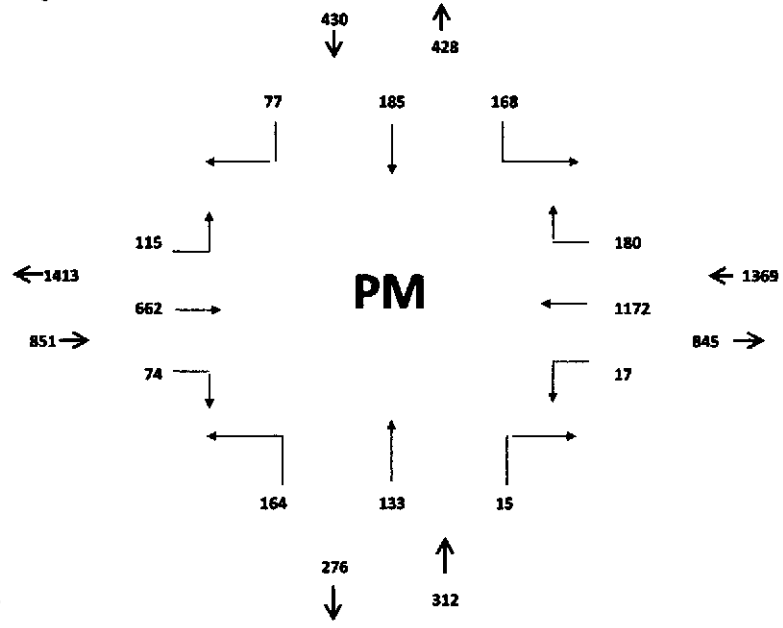
N/S STREET: Jenkins **E/W STREET:** Okeechobee **CONTROL:** Signal

PROJECT:

COUNT DATE: 1/7/2014 **DAY:** Tuesday **CITY:** St.Luice

REPORT DATE: 1/13/2014 **ANALYSIS YEAR:** 2018 With Project - PM

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 5:30PM**

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	164	133	15	168	185	77	115	662	74	17	1172	180	2962
Project		**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	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	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0
Subtotal	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	**164**	**133**	**15**	**168**	**185**	**77**	**115**	**662**	**74**	**17**	**1172**	**180**	**2962**

Total Trips

Seasonal Factor: 1

Growth Rate: 1

Years Grown: 0

[1] At 50% complete

A15

St. Lucie Transportation Planning Organization

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

Traffic Counts and Level of Service Report
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
25TH ST	BELL AVE to EDWARDS RD	19,518	2,100	1,152	C	0.573	1,078	C	0.536
25TH ST	EDWARDS RD to CORTEZ BLVD	21,685	2,000	1,382	C	0.724	1,378	C	0.721
25TH ST	CORTEZ BLVD to VIRGINIA AVE	21,500	2,000	1,193	C	0.625	1,332	C	0.697
25TH ST	VIRIGINIA AVE to NEBRASKA AVE	21,603	2,000	1,239	C	0.649	1,110	C	0.581
25TH ST	NEBRASKA AVE to OKEECHOBEE RD	21,603	2,000	1,239	C	0.649	1,110	C	0.581
25TH ST	OKEECHOBEE RD to GEORGIA AVE	19,500	1,630	972	D	0.596	952	D	0.584
25TH ST	GEORGIA AVE to DELAWARE AVE	19,500	1,630	972	D	0.596	952	D	0.584
25TH ST	DELAWARE AVE to ORANGE AVE	19,013	1,630	990	D	0.607	984	D	0.604
25TH ST	ORANGE AVE to AVENUE D	15,000	1,630	701	C	0.960	682	C	0.934
25TH ST	AVENUE D to AVENUE Q	14,989	1,630	789	D	0.484	767	D	0.471
25TH ST	AVENUE Q to JUANITA AVE	13,026	2,000	736	C	0.385	674	C	0.353
25TH ST	JUANITA AVE to ST LUCIE BLVD	12,563	2,100	681	C	0.339	639	C	0.318
25TH ST	ST LUCIE BLVD to US 1	5,382	2,100	309	C	0.154	345	C	0.172
33RD ST	OKEECHOBEE RD to DELAWARE AVE	5,467	710	351	D	0.494	293	C	0.837
33RD ST	DELAWARE AVE to ORANGE AVE	8,000	790	0	B	0.000	0	B	0.000
35TH ST	KIRBY LOOP RD to CORTEZ BLVD	6,600	510	370	D	0.725	399	D	0.782
35TH ST	CORTEZ BLVD to VIRGINIA AVE	6,600	790	370	C	0.949	399	D	0.505
35TH ST	VIRGINIA AVE to OKEECHOBEE RD	4,267	710	274	C	0.783	278	C	0.794
53RD ST	ANGLE RD to JUANITA AVE	2,333	510	131	C	0.524	134	C	0.536
AE BACKUS AVE	7TH ST to US 1	800	710	61	C	0.174	72	C	0.206
AIROSO BLVD	PORT ST LUCIE BLVD to THORNHILL DR	16,500	2,100	874	C	0.435	824	C	0.410
AIROSO BLVD	THORNHILL DR to CROSSTOWN PKWY	16,500	2,100	874	C	0.435	824	C	0.410
AIROSO BLVD	CROSSTOWN PKWY to PRIMA VISTA BLVD	14,000	2,100	710	C	0.353	707	C	0.352
AIROSO BLVD	PRIMA VISTA BLVD to FLORESTA DR	12,000	2,000	648	C	0.339	699	C	0.366
AIROSO BLVD	FLORESTA DR to ST JAMES DR	17,000	2,100	1,045	C	0.520	929	C	0.462
ANGLE RD	ORANGE AVE to AVENUE D	8,300	790	482	D	0.610	442	D	0.559
ANGLE RD	AVENUE D to AVENUE Q	8,300	510	482	D	0.945	442	D	0.867
ANGLE RD	AVENUE Q to 53RD ST	6,200	560	410	D	0.732	337	D	0.602
ANGLE RD	53RD ST to KEEN RD	4,033	590	264	C	0.471	237	C	0.423

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

St. Lucie Transportation Planning Organization

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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
ANGLE RD	KEEN RD to KINGS HWY	4,033	840	264	C	0.334	237	C	0.300
ANGLE RD	KINGS HWY to JOHNSTON RD	2,833	1,020	196	B	0.544	160	B	0.444
ANGLE RD	JOHNSTON RD to FLORIDA'S TURNPIKE	3,150	800	0	B	0.000	0	B	0.000
AVENUE A	7TH ST to US 1	1,310	790	150	C	0.385	150	C	0.385
AVENUE A	US 1 to INDIAN RIVER DR	1,694	560	113	C	0.404	105	C	0.375
AVENUE D	ANGLE RD to 29TH ST	3,868	560	184	C	0.657	182	C	0.650
AVENUE D	29TH ST to 25TH ST	3,868	790	184	C	0.472	182	C	0.467
AVENUE D	25TH ST to 17TH ST	4,911	710	222	C	0.634	221	C	0.631
AVENUE D	17TH ST to 13TH ST	4,134	710	196	C	0.560	212	C	0.606
AVENUE D	13TH ST to 10TH ST	3,614	710	165	C	0.471	189	C	0.540
AVENUE D	10TH ST to 7TH ST	2,840	710	177	C	0.506	179	C	0.511
AVENUE D	7TH ST to US 1	2,840	710	177	C	0.506	179	C	0.511
AVENUE I	25TH ST to 17TH ST	3,033	710	210	C	0.600	241	C	0.689
AVENUE I	17TH ST to 13TH ST	3,033	710	210	C	0.600	241	C	0.689
AVENUE H	13TH ST to 7TH ST	1,600	510	89	C	0.356	88	C	0.352
AVENUE H	7TH ST to US 1	950	710	60	C	0.171	57	C	0.163
AVENUE Q	ANGLE RD to 25TH ST	4,900	710	274	C	0.783	271	C	0.774
AVENUE Q	25TH ST to 17TH ST	2,800	710	191	C	0.546	216	C	0.617
AVENUE Q	17TH ST to 13TH ST	2,800	510	191	C	0.764	216	C	0.864
AVENUE Q	13TH ST to US 1	1,800	510	93	C	0.372	93	C	0.372
AVENUE C	10TH ST to 7TH ST	350	510	30	C	0.120	30	C	0.120
BAYSHORE BLVD	MOUNTWELL ST to PORT ST LUCIE BLVD	4,100	830	244	C	0.313	215	C	0.276
BAYSHORE BLVD	PORT ST LUCIE BLVD to THORNHILL DR	28,500	2,100	1,458	C	0.725	1,410	C	0.701
BAYSHORE BLVD	THORNHILL DR to CROSSTOWN PKWY	19,700	2,100	0	B	0.000	0	B	0.000
BAYSHORE BLVD	CROSSTOWN PKWY to PRIMA VISTA BLVD	22,500	2,100	1,166	C	0.580	1,115	C	0.555
BAYSHORE BLVD	PRIMA VISTA BLVD to FLORESTA DR	15,212	920	842	C	0.968	726	C	0.834
BAYSHORE BLVD	FLORESTA DR to SELVITZ RD	11,000	750	609	C	0.858	578	C	0.814
BAYSHORE BLVD	SELVITZ RD to 25TH ST	11,000	710	609	D	0.858	578	D	0.814
BEACH AVE	OLEANDER AVE to RIO MAR DR	3,100	510	200	C	0.800	184	C	0.736

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				Volume	LOS	V/C	Volume	LOS	V/C
BECKER RD	VILLAGE PKWY to I-95	11,500	3,170	1,142	C	0.370	1,024	C	0.331
BECKER RD	I-95 to SAVONA BLVD	12,500	2,000	1,287	C	0.674	1,213	C	0.635
BECKER RD	SAVONA BLVD to PORT ST LUCIE BLVD	11,000	2,100	718	C	0.357	714	C	0.355
BECKER RD	ALBACORE ST to DARWIN BLVD	8,300	1,500	550	C	0.385	517	C	0.362
BECKER RD	PORT ST LUCIE BLVD to ALBACORE ST	8,300	2,100	550	C	0.274	517	C	0.257
BECKER RD	ATHENA DR to FLORIDA'S TURNPIKE	12,500	1,500	1,253	C	0.876	1,114	C	0.779
BECKER RD	DARWIN BLVD to ATHENA DR	12,500	2,000	1,253	C	0.656	1,114	C	0.583
BECKER RD	FLORIDA'S TURNPIKE to SOUTHBEND BLVD	12,000	2,100	1,000	C	0.498	1,129	C	0.562
BECKER RD	SOUTHBEND BLVD to GILSON RD	5,800	920	533	C	0.613	494	C	0.568
BELL AVE	25TH ST to SUNRISE BLVD	2,656	790	157	C	0.403	178	C	0.456
BELL AVE	SUNRISE BLVD to OLEANDER AVE	2,973	560	171	C	0.611	168	C	0.600
CASHMERE BLVD	PEACOCK BLVD to TORINO PKWY	8,433	590	521	C	0.930	482	C	0.861
CALIFORNIA BLVD	CAMEO BLVD to DEL RIO BLVD	6,167	710	417	D	0.587	351	D	0.494
CALIFORNIA BLVD	DEL RIO BLVD to SAVONA BLVD	11,000	920	603	C	0.693	589	C	0.677
CALIFORNIA BLVD	SAVONA BLVD to DEL RIO BLVD	10,000	920	661	C	0.760	631	C	0.725
CALIFORNIA BLVD	DEL RIO BLVD to CROSSTOWN PKWY	13,000	920	908	D	0.987	736	C	0.846
CALIFORNIA BLVD	CROSSTOWN PKWY to HEATHERWOOD BLVD	16,500	920	883	D	0.960	978	F	1.063
CALIFORNIA BLVD	HEATHERWOOD BLVD to ST LUCIE WEST BLVD	16,500	920	883	D	0.960	978	F	1.063
CALIFORNIA BLVD	ST LUCIE WEST BLVD to COUNTRY CLUB DR	8,500	920	457	C	0.525	448	C	0.515
CALIFORNIA BLVD	COUNTRY CLUB DR to UNIVERSITY BLVD	11,450	750	712	D	0.949	699	C	0.985
CALIFORNIA BLVD	UNIVERSITY BLVD to PEACOCK BLVD	11,450	590	712	F	1.207	699	F	1.185
CALIFORNIA BLVD	PEACOCK BLVD to TORINO PKWY	9,767	590	753	F	1.276	630	F	1.068
CASHMERE BLVD	DEL RIO BLVD to CROSSTOWN PKWY	8,900	920	634	C	0.729	585	C	0.672
CASHMERE BLVD	CROSSTOWN PKWY to HEATHERWOOD BLVD	11,000	920	684	C	0.786	555	C	0.638
CASHMERE BLVD	CROSSTOWN PKWY to HEATHERWOOD BLVD	11,000	920	684	C	0.786	555	C	0.638
CASHMERE BLVD	HEATHERWOOD BLVD to ST LUCIE WEST BLVD	11,000	920	684	C	0.786	555	C	0.638
CASHMERE BLVD	HEATHERWOOD BLVD to ST LUCIE WEST BLVD	11,000	920	684	C	0.786	555	C	0.638
CASHMERE BLVD	ST LUCIE WEST BLVD to PEACOCK BLVD	10,000	920	823	C	0.946	850	C	0.977
CARLTON RD	CARLTON RD (S) to OKEECHOBEE RD	400	290	29	B	0.181	33	B	0.206

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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

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GATLIN BLVD	SAVAGE BLVD to ROSSER BLVD	39,000	2,850	2,935	F	1.030	2,392	C	0.860
GATLIN BLVD	ROSSER BLVD to SAVONA BLVD	39,000	2,850	2,935	F	1.030	2,392	C	0.860
GATLIN BLVD	SAVONA BLVD to PORT ST LUCIE BLVD	39,000	2,850	2,935	F	1.030	2,392	C	0.860
GEORGIA AVE	25TH ST to OKEECHOBEE RD	4,167	510	230	C	0.920	228	C	0.912
GEORGIA AVE	OKEECHOBEE RD to 17TH ST	4,167	640	230	C	0.719	228	C	0.713
GEORGIA AVE	17TH ST to 13TH ST	4,350	510	257	D	0.504	242	C	0.968
GEORGIA AVE	13TH ST to 7TH ST	1,825	510	106	C	0.424	119	C	0.476
GEORGIA AVE	7TH ST to US 1	1,964	510	119	C	0.476	123	C	0.492
GILSON RD	MARTIN C.L. to BECKER RD	9,200	640	833	F	1.225	849	F	1.249
GILSON RD	BECKER RD to LAKERIDGE DR	9,200	510	833	F	1.543	849	F	1.572
GLADES CUT-OFF RD	RANGE LINE RD to RESERVE BLVD	2,100	800	176	B	0.629	195	B	0.696
GLADES CUT-OFF RD	RESERVE BLVD to COMMERCE CENTER DR	2,768	1,020	375	C	0.521	325	B	0.903
GLADES CUT-OFF RD	CARLTON RD to RANGE LINE RD	2,100	290	176	C	0.607	195	C	0.672
GLADES CUT-OFF RD	COMMERCE CENTER DR to MIDWAY RD	2,290	830	174	C	0.223	159	C	0.204
GLADES CUT-OFF RD	MIDWAY RD to JENKINS RD	6,652	710	445	D	0.627	397	D	0.559
GLADES CUT-OFF RD	JENKINS RD to SELVITZ RD	4,913	830	301	C	0.386	272	C	0.349
GRAHAM RD	KINGS HWY to JENKINS RD	3,500	590	241	C	0.430	210	C	0.375
GREEN RIVER PKWY	MARTIN C.L. to CHARLESTON DR	3,635	800	253	B	0.904	231	B	0.825
GREEN RIVER PKWY	CHARLESTON DR to MELALEUCA BLVD	3,635	800	253	B	0.904	231	B	0.825
GREEN RIVER PKWY	MELALEUCA BLVD to WALTON RD	3,635	800	253	B	0.904	231	B	0.825
HARTMAN RD	OKEECHOBEE RD to PETERSON RD	5,900	640	433	D	0.677	374	D	0.584
HARTMAN RD	PETERSON RD to DELAWARE AVE	5,900	510	433	D	0.849	374	D	0.733
HARTMAN RD	DELAWARE AVE to ORANGE AVE	5,900	710	433	D	0.610	374	D	0.527
HEADER CANAL RD	OKEECHOBEE RD to ORANGE AVE	450	500	32	B	0.200	30	B	0.188
HILLMOOR DR	US 1 to LENNARD RD	3,350	710	213	C	0.609	250	C	0.714
I-95	GATLIN BLVD to ST LUCIE WEST BLVD	72,983	4,580	3,737	C	0.816	3,376	C	0.737
I-95	ST LUCIE WEST BLVD to MIDWAY RD	54,912	4,580	3,088	B	0.919	2,663	B	0.793
I-95	MIDWAY RD to OKEECHOBEE RD	65,849	4,580	3,975	C	0.868	3,227	B	0.960
I-95	OKEECHOBEE RD to ORANGE AVE	45,500	7,320	1,822	B	0.405	1,894	B	0.421

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KEEN RD	JUANITA AVE to ST LUCIE BLVD	2,566	590	220	C	0.393	225	C	0.402
KINGS HWY	OKEECHOBEE RD to CROSSROADS PKWY	7,321	790	321	C	0.406	328	C	0.415
KINGS HWY	CROSSROADS PKWY to GRAHAM RD	7,321	620	321	C	0.518	328	C	0.529
KINGS HWY	GRAHAM RD to PICOS RD	7,852	620	387	C	0.624	372	C	0.600
KINGS HWY	PICOS RD to ORANGE AVE	7,852	790	387	C	0.490	372	C	0.471
KINGS HWY	ORANGE AVE to ANGLE RD	14,224	870	749	C	0.861	754	C	0.867
KINGS HWY	ANGLE RD to ST LUCIE BLVD	11,141	790	613	C	0.776	616	C	0.780
KINGS HWY	ST LUCIE BLVD to INDRIO RD	13,000	790	806	D	0.960	758	C	0.959
KITTERMAN RD	OLEANDER AVE to US 1	3,162	640	225	C	0.703	200	C	0.625
KITTERMAN RD	US 1 to LENNARD EXT	2,100	640	146	C	0.456	128	C	0.400
KIRBY LOOP RD	EDWARDS RD to 35TH ST	4,200	590	271	C	0.484	280	C	0.500
LENNARD RD	US 1 to MARIPOSA AVE	17,579	1,540	905	D	0.588	1,024	D	0.665
LENNARD RD	MARIPOSA AVE to MELALEUCA BLVD	17,579	1,540	905	D	0.588	1,024	D	0.665
LENNARD RD	MELALEUCA BLVD to JENNINGS RD	17,579	1,470	905	D	0.616	1,024	D	0.697
LENNARD RD	JENNINGS RD to HILLMOOR DR	17,579	1,540	905	D	0.588	1,024	D	0.665
LENNARD RD	HILLMOOR DR to TIFFANY AVE	17,579	1,540	905	D	0.588	1,024	D	0.665
LENNARD RD	TIFFANY AVE to WALTON RD	4,845	1,540	300	C	0.435	278	C	0.403
LENNARD RD	WALTON RD to S OF SAVANNA CLUB BLVD	3,450	710	510	D	0.718	541	D	0.762
LYNGATE DR	VETERANS MEMORIAL PKWY to MORNINGSIDE BLVD	10,110	830	691	C	0.886	625	C	0.801
LYNGATE DR	MORNINGSIDE BLVD to US 1	10,110	830	691	C	0.886	625	C	0.801
MARIPOSA AVE	LENNARD RD to HALLAHAN ST	6,997	750	601	C	0.846	610	C	0.859
MCNEIL RD	OKEECHOBEE RD to KIRBY LOOP RD	4,400	710	256	C	0.731	276	C	0.789
MCNEIL RD	KIRBY LOOP RD to EDWARDS RD	4,400	510	256	D	0.502	276	D	0.541
MCCARTY RD	WILLIAMS RD to MIDWAY RD	350	510	32	C	0.128	27	C	0.108
MCCARTY RD	MIDWAY RD to OKEECHOBEE RD	300	510	30	C	0.120	31	C	0.124
MELALEUCA BLVD	LENNARD RD to GREEN RIVER PKWY	9,100	830	598	C	0.767	541	C	0.694
MIDWAY RD	EAST TORINO PKWY to MILNER DR	19,000	750	950	F	1.267	985	F	1.313
MIDWAY RD	MILNER DR to W OF SELVITZ RD	19,000	750	950	F	1.267	985	F	1.313
MIDWAY RD	OKEECHOBEE RD to SHINN RD	4,802	760	277	C	0.413	352	C	0.525

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MIDWAY RD	SHINN RD to MCCARTY RD	4,802	590	277	C	0.495	352	C	0.629
MIDWAY RD	MCCARTY RD to I-95	4,802	590	277	C	0.495	352	C	0.629
MIDWAY RD	I-95 to GLADES CUT-OFF RD	15,369	1,890	854	C	0.474	947	C	0.526
MIDWAY RD	GLADES CUT-OFF RD to EAST TORINO PKWY	16,000	1,890	983	C	0.546	954	C	0.530
MIDWAY RD	W OF SELVITZ RD to SELVITZ RD	19,000	830	950	F	1.145	985	F	1.187
MIDWAY RD	SELVITZ RD to CHRISTENSEN RD	17,000	830	899	F	1.083	891	F	1.073
MIDWAY RD	CHRISTENSEN RD to 25TH ST	17,000	710	899	F	1.183	891	F	1.172
MIDWAY RD	25TH ST to SUNRISE BLVD	18,500	710	992	F	1.305	1,010	F	1.329
MIDWAY RD	SUNRISE BLVD to OLEANDER AVE	18,500	710	992	F	1.305	1,010	F	1.329
MIDWAY RD	OLEANDER AVE to US 1	16,500	710	853	F	1.122	862	F	1.134
MIDWAY RD	US 1 to WALLACE ST	3,600	710	279	C	0.797	308	C	0.880
MIDWAY RD	WALLACE ST to WEATHERBEE RD	3,600	830	279	C	0.358	308	C	0.395
MIDWAY RD	WEATHERBEE RD to INDIAN RIVER DR	3,600	590	279	C	0.498	308	C	0.550
MORNINGSIDE BLVD	WESTMORELAND BLVD to PORT ST LUCIE BLVD	2,300	830	127	C	0.163	135	C	0.173
MORNINGSIDE BLVD	PORT ST LUCIE BLVD to LYNGATE DR	4,970	790	429	C	0.572	415	C	0.553
NEBRASKA AVE	25TH ST to 13TH ST	3,800	1,540	260	C	0.377	201	C	0.291
OAKRIDGE DR	MOUNTWELL ST to OAKLYN ST	4,100	590	244	C	0.436	215	C	0.384
OHIO AVE	SUNRISE BLVD to COLONIAL RD	3,400	510	209	C	0.836	225	C	0.900
OHIO AVE	COLONIAL RD to US 1	3,400	640	209	C	0.653	225	C	0.703
OKEECHOBEE RD	OKEECHOBEE C.L. to BLUEFIELD RD	4,900	1,010	250	B	0.248	248	B	0.246
OKEECHOBEE RD	BLUEFIELD RD to CARLTON RD	4,900	1,270	250	B	0.197	248	B	0.195
OKEECHOBEE RD	CARLTON RD to SNEED RD	6,208	1,340	331	B	0.247	323	B	0.241
OKEECHOBEE RD	IDEAL HOLDING RD to HEADER CANAL RD	6,208	1,340	331	B	0.247	323	B	0.241
OKEECHOBEE RD	SNEED RD to IDEAL HOLDING RD	6,208	1,340	331	B	0.247	323	B	0.241
OKEECHOBEE RD	HEADER CANAL RD to MIDWAY RD	6,208	1,740	331	B	0.190	323	B	0.186
OKEECHOBEE RD	MIDWAY RD to SHINN RD	6,208	1,740	331	B	0.190	323	B	0.186
OKEECHOBEE RD	SHINN RD to MCCARTY RD	4,303	1,810	0	B	0.000	0	B	0.000
OKEECHOBEE RD	MCCARTY RD to FLORIDA'S TURNPIKE	5,933	1,810	297	B	0.164	307	B	0.170
OKEECHOBEE RD	FLORIDA'S TURNPIKE to KINGS HWY	5,933	2,010	297	C	0.148	307	C	0.153

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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
OLD DIXIE HWY	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
OLEANDER 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

St. Lucie Transportation Planning Organization

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

Traffic Counts and Level of Service Report
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
PORT ST LUCIE BLVD	FLORIDA'S TURNPIKE to BAYSHORE BLVD	48,065	3,170	3,214	F	1.014	2,917	C	0.944
PORT ST LUCIE BLVD	BAYSHORE BLVD to AIROSO BLVD	47,160	3,020	2,981	D	0.987	2,953	D	0.978
PORT ST LUCIE BLVD	AIROSO BLVD to FLORESTA DR	48,285	3,020	2,972	D	0.984	2,605	C	0.886
PORT ST LUCIE BLVD	FLORESTA DR to VETERANS MEMORIAL PKWY	63,123	3,020	4,523	F	1.498	3,374	F	1.117
PORT ST LUCIE BLVD	VETERANS MEMORIAL PKWY to MORNINGSIDE BLVD	42,168	3,020	2,538	C	0.863	2,252	C	0.766
PORT ST LUCIE BLVD	MORNINGSIDE BLVD to US 1	40,985	3,170	3,112	D	0.982	1,941	C	0.628
PRIMA VISTA BLVD	BAYSHORE BLVD to AIROSO BLVD	19,000	1,890	868	C	0.482	858	C	0.477
PRIMA VISTA BLVD	AIROSO BLVD to FLORESTA DR	24,500	1,890	1,252	C	0.696	1,220	C	0.678
PRIMA VISTA BLVD	FLORESTA DR to NARANJA AVE	37,000	1,890	2,426	F	1.284	2,302	F	1.218
PRIMA VISTA BLVD	NARANJA AVE to RIO MAR DR	37,000	1,800	2,426	F	1.348	2,302	F	1.279
PRIMA VISTA BLVD	RIO MAR DR to US 1	24,500	1,890	1,317	C	0.732	1,102	C	0.612
PRIMA VISTA BLVD	US 1 to LENNARD RD	3,800	1,540	257	C	0.372	232	C	0.336
RANGE LINE RD	MARTIN C.L. to BECKER RD	1,388	810	113	B	0.377	116	B	0.387
RANGE LINE RD	BECKER RD to 2 MI S OF GLADES CUT-OFF RD	1,388	810	113	B	0.377	116	B	0.387
RANGE LINE RD	2 MI S OF GLADES CUT-OFF RD to GLADES CUT-OF...	1,388	810	113	B	0.377	116	B	0.387
RIO MAR DR	PRIMA VISTA BLVD to BEACH AVE	5,494	640	335	D	0.523	380	D	0.594
RIO MAR DR	BEACH AVE to US 1	5,494	710	335	C	0.957	380	D	0.535
ROSSER BLVD	APRICOT RD to GATLIN BLVD	7,900	830	0	B	0.000	0	B	0.000
ROSSER BLVD	PAAR DR to APRICOT RD	7,900	800	0	B	0.000	0	B	0.000
SAVONA BLVD	BECKER RD to PAAR DR	6,008	710	604	D	0.851	526	D	0.741
SAVONA BLVD	PAAR DR to GATLIN BLVD	6,008	640	604	D	0.944	526	D	0.822
SAVONA BLVD	GATLIN BLVD to CALIFORNIA BLVD	13,500	710	740	E	0.974	744	E	0.979
SAVAGE BLVD	GATLIN BLVD to GALIANO RD	3,903	830	234	C	0.300	255	C	0.327
SAVANNAH RD	US 1 to INDIAN RIVER DR	2,317	510	169	C	0.676	160	C	0.640
SELVITZ RD	BAYSHORE BLVD to ST JAMES BLVD	7,400	640	0	B	0.000	0	B	0.000
SELVITZ RD	ST JAMES BLVD to MIDWAY RD	7,400	640	0	B	0.000	0	B	0.000
SELVITZ RD	MIDWAY RD to GLADES CUT-OFF RD	7,800	590	471	C	0.841	508	C	0.907
SELVITZ RD	GLADES CUT-OFF RD to EDWARDS RD	12,500	710	799	F	1.051	684	D	0.963
SHINN RD	MIDWAY RD to OKEECHOBEE RD	600	540	47	C	0.098	44	C	0.092

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* AADT = Annual Average Daily Traffic

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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
SHINN RD	OKEECHOBEE RD to ORANGE AVE	824	1,030	57	B	0.150	66	B	0.174
SNEED RD	OKEECHOBEE RD to ORANGE AVE	1,592	500	116	B	0.725	111	B	0.694
SOUTHBEND BLVD	BECKER RD to FLORESTA DR	12,000	710	726	E	0.955	651	D	0.917
SR A1A NORTH	US 1 to OLD DIXIE HWY	5,607	920	378	C	0.434	379	C	0.436
SR A1A NORTH	OLD DIXIE HWY to N HWY A1A	6,400	0	355	C	0.408	333	C	0.383
SR A1A NORTH	SHOREWINDS DR to INDIAN RIVER C.L.	6,876	920	370	C	0.425	406	C	0.467
SR A1A SOUTH	NETTLES ISLAND to FPL PLANT	7,055	920	432	C	0.497	387	C	0.445
SR A1A SOUTH	FPL PLANT to BLUE HERON BLVD	3,413	660	408	C	0.658	327	C	0.527
SR A1A SOUTH	BLUE HERON BLVD to SEAWAY DR	6,926	560	374	D	0.668	447	D	0.798
SR A1A SOUTH	OCEAN DR to BINNEY DR	11,338	560	564	E	0.940	590	E	0.983
SR A1A SOUTH	BINNEY DR to S CAUSEWAY PARK	11,338	790	564	D	0.714	590	D	0.747
SR A1A SOUTH	S CAUSEWAY PARK to INDIAN RIVER DR	9,799	1,550	539	C	0.781	487	C	0.706
SR A1A SOUTH	INDIAN RIVER DR to US 1	9,799	1,710	539	C	0.700	487	C	0.632
ST JAMES DR	AIROSO BLVD to ST JAMES BLVD	17,000	1,890	1,254	C	0.697	1,216	C	0.676
ST JAMES DR	ST JAMES BLVD to PEACHTREE BLVD	19,000	1,890	1,518	C	0.843	1,208	C	0.671
ST JAMES DR	PEACHTREE BLVD to TELFORD AVE	17,000	1,800	1,254	C	0.729	1,216	C	0.707
ST JAMES DR	TELFORD AVE to MIDWAY RD	21,000	1,890	1,163	C	0.646	1,414	C	0.786
ST JAMES BLVD	SELVITZ RD to ST JAMES DR	4,300	680	318	C	0.964	243	C	0.736
ST LUCIE BLVD	KINGS HWY to KEEN RD	4,821	750	384	C	0.541	364	C	0.513
ST LUCIE BLVD	KEEN RD to 25TH ST	4,821	750	384	C	0.541	364	C	0.513
ST LUCIE BLVD	25TH ST to SENECA AVE	3,784	710	194	C	0.554	197	C	0.563
ST LUCIE BLVD	SENECA AVE to US 1	3,784	790	194	C	0.497	197	C	0.505
ST LUCIE WEST BLVD	COMMERCE CENTER DR to W OF I-95	10,500	590	492	C	0.879	506	C	0.904
ST LUCIE WEST BLVD	I-95 to CALIFORNIA BLVD	35,000	1,890	1,679	C	0.933	1,542	C	0.857
ST LUCIE WEST BLVD	CALIFORNIA BLVD to COUNTRY CLUB DR	35,000	1,890	1,679	C	0.933	1,542	C	0.857
ST LUCIE WEST BLVD	COUNTRY CLUB DR to CASHMERE BLVD	35,000	1,890	1,679	C	0.933	1,542	C	0.857
ST LUCIE WEST BLVD	CASHMERE BLVD to BAYSHORE BLVD	44,000	2,850	2,285	C	0.822	2,125	C	0.764
SUNRISE BLVD	MIDWAY RD to BELL AVE	3,709	510	283	D	0.555	237	C	0.948
SUNRISE BLVD	BELL AVE to EDWARDS RD	4,016	640	254	C	0.794	265	C	0.828

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* AADT = Annual Average Daily Traffic

Florida Department of TRANSPORTATION

Web Application

Office of Work Program and Budget Lisa Saliba - Director

Five Year Work Program

Selection Criteria	
District 04 (Updated: 7/5/2015-19:15:01) Category:Highways	2016-2020 AD St Lucie County Item Number:230256-6

Display current records in a Report Style
Display current records in an Excel Document

Project Summary

Transportation System: INTRASTATE STATE HIGHWAY
Description: SR-713/KINGS HWY FR 500' S OF SR-70 TO NORTH OF PICOS ROAD
Type of Work: ADD LANES & RECONSTRUCT - Concrete
Item Number: 230256-6
Length: 2.200

District 04 - St Lucie County

View Scheduled Activities
SIS
View Map of Item

Project Detail

Fiscal Year:	2016	2017	2018	2019	2020
Highways/Right of Way					
Amount:	$9,270,783	$5,468,548	$492,860		
Highways/Construction					
Amount:			$25,657,641		
Item Total:	$9,270,783	$5,468,548	$26,150,501		

This site is maintained by the Office of Work Program and Budget, located at 605 Suwannee Street, MS 21, Tallahassee, Florida 32399. For additional information please e-mail questions or comments to:
(Lisa Saliba: Lisa.Saliba@dot.state.fl.us or call 850-414-4622)
View Contact Information for Office of Work Program and Budget

Application Home: Work Program
Office Home: Office of Work Program and Budget

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Florida Department of Transportation
Consistent, Predictable, Repeatable

FDOT DRAFT TENTATIVE WORK PROGRAM

FISCAL YEAR 2015-2019

STATUS OF KEY PROJECTS

IN

ST. LUCIE

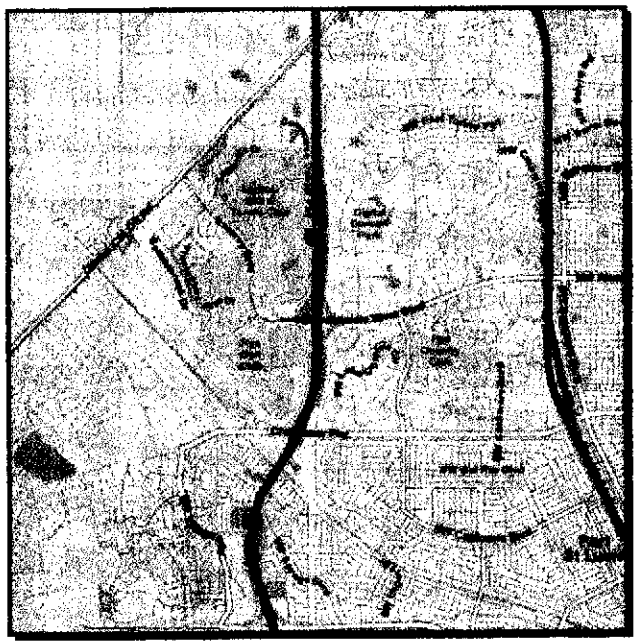
MPO Priority Projects

MPO#	FM	PROJECT DESCRIPTION	PHASE	ADOPTED	TENTATIVE
	230256.6	SR-713/KINGS HWY FR 800' S OF SR-70 TO N OF PICOS ROAD	ROW	Underway through 17/18	Underway through 17/18
			CST	16/17	16/17
1	230256.7	SR-713/KINGS HWY FROM NORTH OF PICOS RD TO NORTH OF I-95 OVERPASS	ROW	Underway through 17/18	Underway through 16/17
			CST	--	18/19
2	230338.4	SR-614/INDRIO ROAD FROM WEST OF SR-9/I-95 TO EAST OF SR-670/EMERSONAV	ROW	Underway through 16/17	Underway through 16/17
	231440.2	W. MIDWAY RD/CR-712 FROM S. 25TH ST/SR-615 TO SR-5/US-1	ROW	Underway through 17/18	Underway through 17/18
			CST	14/15	14/15
5	231440.3	W. MIDWAY RD/CR-712 FROM GLADES CUT OFF ROAD TO SELVITZ ROAD	PD&E	--	14/15
			PE	--	16/17
	410844.4	CROSSTOWN PARKWAY FROM MANTH LANE TO SR-5/US-1	ROW	Underway through 18/19	Underway through 18/19
6	422681.4	SR-9/I-95 PARK AND RIDE LOT	PE	--	14/15
4	424143.1	SR-713 @ SR-614	ROW	Underway through 17/18	Underway through 17/18
4	424143.2	SR-713 @ SR-614	CST	16/17	15/16 through 16/17
3	431752.2	PORT ST LUCIE BLVD FROM PAAR DRIVE TO DARWIN BLVD	PE	14/15	14/15
CMP-1	435135.1	PORT ST. LUCIE BLVD. AT GATLIN BLVD	PE	--	15/16
			CST	--	17/18

SIS Projects

MPO#	FM	PROJECT DESCRIPTION	PHASE	ADOPTED	TENTATIVE
	422681.3	I-95/SR-9 FROM N. OF GLADES C/O RD TO S. OF SR-70	PE	Underway	--
	433963.1	SR9/I-95 REST AREAS NORTH AND SOUTHBOUND IN ST.LUCIE COUNTY	CST	--	14/15
	435337.1	SR-9/I-95 AT ST. LUCIE WEST BLVD.	PE	--	14/15
	435340.1	SR-9/I-95 AT ST. LUCIE WEST BLVD. RESERVE	CST	--	17/18

SR-9/I-95 AT ST. LUCIE WEST BLVD. INTERCHANGE 4353371 Non-SIS



Project Description: Add Lanes and Reconstruct St. Lucie West Blvd. Bridge over I-95

Work Summary:

From:

To:

Lead Agency: Managed by FDOT

Length: 2.743 MI

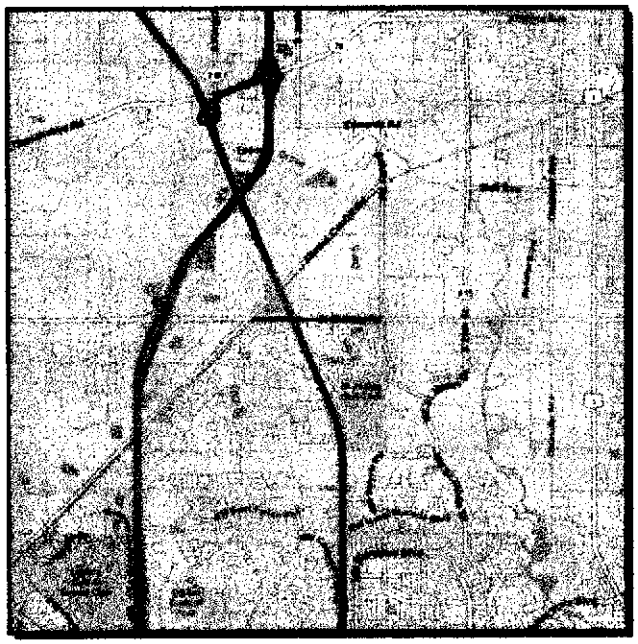
Phase	Fund Source	2015/16	2016/17	2017/18	2018/19	2019/20	Total
CST	DIH	0	0	0	11,060	0	**11,060**
CST	DDR	0	0	0	1,191,126	0	**1,191,126**
CST	TRIP	0	0	0	3,099,615	0	**3,099,615**
CST	LF	0	0	0	3,100,000	0	**3,100,000**
Total		**0**	**0**	**0**	**7,401,801**	**0**	**7,401,801**

Prior Year Cost: 485,568
Future Year Cost: 0
Total Project Cost: 7,887,369
LRTP: Page 8-19

MIDWAY ROAD / CR-712

2314403

Non-SIS



Project Description: W. MIDWAY RD/CR-712 FROM GLADES CUT OFF ROAD TO SELVITZ ROAD

Work Summary: PD&E/EMO STUDY

From: GLADES CUT OFF ROAD

To: SELVITZ ROAD

Lead Agency: Managed by FDOT

Length: 1.592 MI

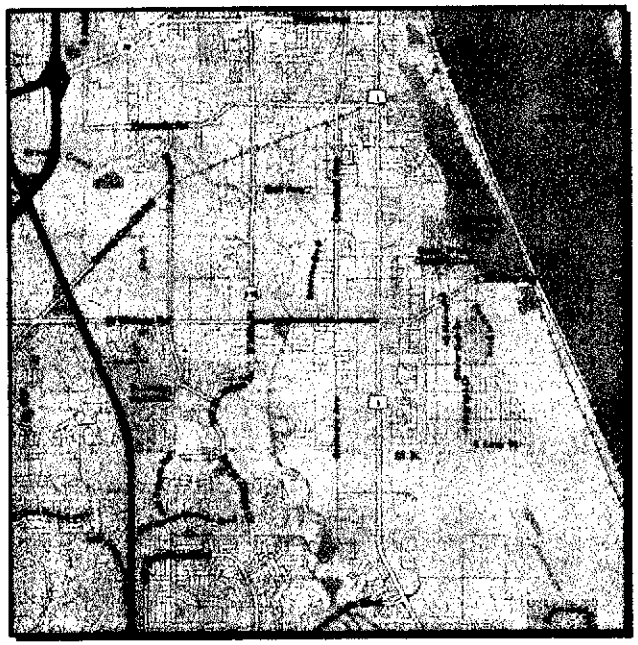
Phase	Fund Source	2015/16	2016/17	2017/18	2018/19	2019/20	Total
PE	LFP	0	2,150,000	0	0	0	2,150,000
Total		**0**	**2,150,000**	**0**	**0**	**0**	**2,150,000**

Prior Year Cost: 1,650,000
Future Year Cost: 0
Total Project Cost: 3,800,000
LRTP: Page 4-7

MIDWAY ROAD / CR-712

2314402

Non-SIS



Project Description: Details: Construction to widen road from 25th St/SR-615 to SR-5/US 1 from 2 to 4 lanes with bike lanes,

Work Summary: ADD LANES & RECONSTRUCT

From: S. 25TH ST/SR-615

To: SR-5/US-1

Lead Agency: FDOT

Length: 1.647 mi

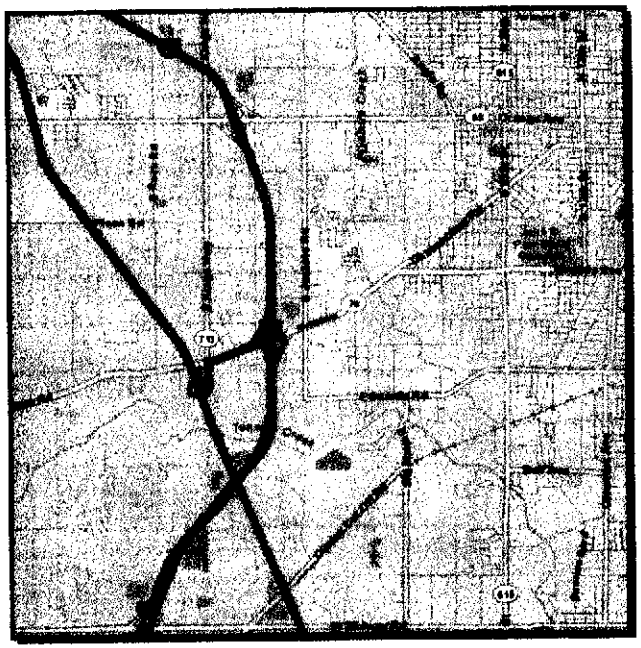
Phase	Fund Source	2015/16	2016/17	2017/18	2018/19	2019/20	Total
CST	CM	1,926,623	0	0	0	0	**1,926,623**
CST	SA	30,475,832	0	0	0	0	**30,475,832**
RRU	SA	100,000	0	0	0	0	**100,000**
ROW	SU	1,987,193	2,262,968	3,764,027	2,165,552	0	**10,179,740**
ROW	SA	1,777,420	5,000	1,488,768	0	0	**3,271,188**
CST	SU	854,210	0	0	0	0	**854,210**
Total		**37,121,278**	**2,267,968**	**5,252,795**	**2,165,552**	**0**	**46,807,593**

Prior Year Cost: 21,675,751
Future Year Cost: 0
Total Project Cost: 68,483,344
LRTP: Page 4-7

OKEECHOBEE ROAD / SR-70

4289841

Non-SIS



Project Description: The proposed improvements along SR 70 /Okeechobee Road entail to mill, resurface and widen 0.549 miles, providing four through lanes, a right turn

Work Summary: ADD LANES & REHABILITATE PVMNT

From: 900' W OF JENKINS RD

To: 2700' E OF JENKINS RD

Lead Agency: FDOT

Length: 1.486 mi

Phase	Fund Source	2015/16	2016/17	2017/18	2018/19	2019/20	Total
ROW	DDR	265,000	73,731	145,046	0	0	**483,777**
ROW	DS	0	14,020	747,868	0	0	**761,888**
Total		**265,000**	**87,751**	**892,914**	**0**	**0**	**1,245,665**

Prior Year Cost: 10,281,255
Future Year Cost: 0
Total Project Cost: 11,526,920
LRTP: Page 4-7

KING'S HIGHWAY / SR-713

2302566

Non-SIS



Project Description: ADD LANES & RECONSTRUCT SR-713/KINGS HWY FR 800' S OF SR-70 TO N OF PICOS ROAD

Work Summary: ADD LANES & RECONSTRUCT

From: 800' S OF SR-70

To: NORTH OF PICOS ROAD

Lead Agency: FDOT

Length: 2.273 MI

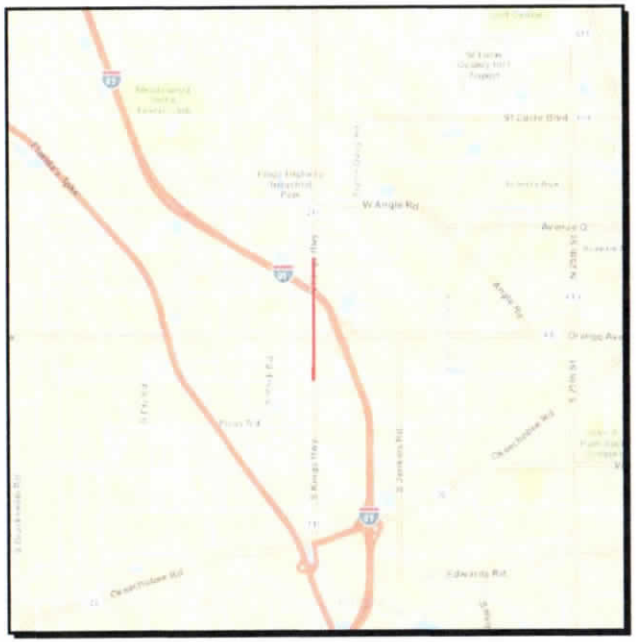
Phase	Fund Source	2015/16	2016/17	2017/18	2018/19	2019/20	Total
ROW	DDR	684,452	1,306,474	455,898	0	0	**2,446,824**
ROW	DS	8,227,000	3,731,639	0	0	0	**11,958,639**
ROW	DIH	163,591	46,031	36,962	0	0	**246,584**
CST	DIH	0	0	137,596	0	0	**137,596**
CST	DDR	0	0	17,876,636	0	0	**17,876,636**
CST	DS	0	0	8,276,931	0	0	**8,276,931**
Total		**9,075,043**	**5,084,144**	**26,784,023**	**0**	**0**	**40,943,210**

Prior Year Cost: 2,311,825
Future Year Cost: 0
Total Project Cost: 43,255,035
LRTP: Page 8-19

KING'S HIGHWAY / SR-713

2302567

Non-SIS



Project Description: ADD LANES & RECONSTRUCT SR-713/KINGS HWY FROM NORTH OF PICOS RD TO NORTH OF I-95 OVERPASS

Work Summary: ADD LANES & RECONSTRUCT

From: NORTH OPF PICOS ROAD

To: NORTH OF I-95 OVERPASS

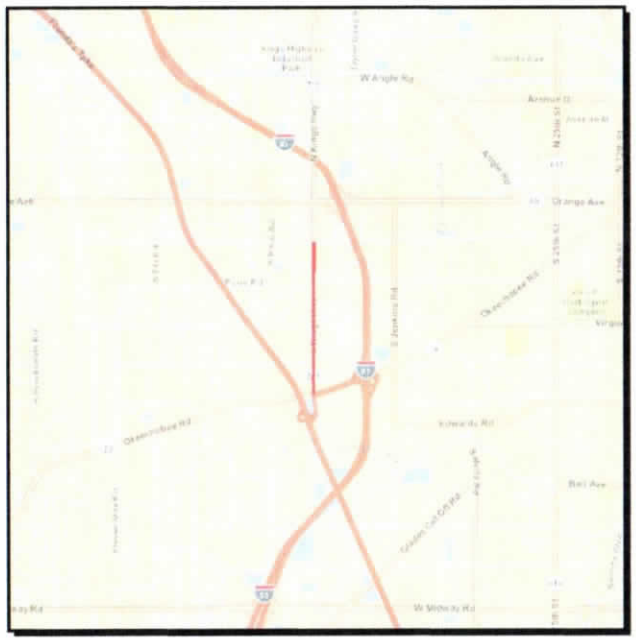
Lead Agency: FDOT

Length: 1.410 MI

Phase	Fund Source	2015/16	2016/17	2017/18	2018/19	2019/20	Total
ROW	DDR	1,395,413	700,000	682,770	0	0	**2,778,183**
ROW	DS	0	16,795	0	0	0	**16,795**
ROW	SU	0	1,364,513	0	0	0	**1,364,513**
CST	DIH	0	0	0	104,050	0	**104,050**
CST	DDR	0	0	0	16,526,668	0	**16,526,668**
Total		**1,395,413**	**2,081,308**	**682,770**	**16,630,718**	**0**	**20,790,209**

Prior Year Cost: 824,411
Future Year Cost: 0
Total Project Cost: 21,614,620
LRTP: Page 8-19

KING'S HIGHWAY / SR-713 — 2302568 — Non-SIS



Project Description: SR-713/KING'S HWY FR 800' S OF SR-70 TO N OF PICOS RD

Work Summary: LANDSCAPING **From:** 800' S OF SR-70

To: N OF PICOS RD

Lead Agency: Managed by FDOT **Length:** 1.890 MI

Phase	Fund Source	2015/16	2016/17	2017/18	2018/19	2019/20	Total
PE	DDR	0	0	0	126,500	0	**126,500**
PE	SA	0	0	0	10,000	0	**10,000**
Total		**0**	**0**	**0**	**136,500**	**0**	**136,500**

Prior Year Cost: 0
Future Year Cost: 0
Total Project Cost: 136,500
LRTP: Page 7-4

KING'S HIGHWAY / SR-713

4241431

Non-SIS



Project Description: Details: Right-of-way acquisition for construction of turn lanes at intersection

Work Summary: ADD TURN LANE(S) **From:** @ SR-614

To: @SR-713

Lead Agency: FDOT **Length:** 1.084 mi

Phase	Fund Source	2015/16	2016/17	2017/18	2018/19	2019/20	Total
ROW	LFP	1,155,129	525,139	443,854	1,621,637	0	**3,745,759**
ROW	CIGP	867,361	325,139	443,854	1,621,637	0	**3,257,991**
Total		**2,022,490**	**850,278**	**887,708**	**3,243,274**	**0**	**7,003,750**

Prior Year Cost: 5,631,029
Future Year Cost: 0
Total Project Cost: 12,634,779
LRTP: Page 8-19

KING'S HIGHWAY / SR-713 — 4241432 — Non-SIS



Project Description: Construction
SR-713 @ SR-614 INTERSECTION

Work Summary:

From: INTERSECTION

To: INTERSECTION

Lead Agency: Managed by FDOT

Length: .000

Phase	Fund Source	2015/16	2016/17	2017/18	2018/19	2019/20	Total
CST	LFP	5,493,980	2,374,410	0	0	0	**7,868,390**
CST	CIGP	1,832,553	0	0	0	0	**1,832,553**
CST	TRIP	2,815,711	2,374,410	0	0	0	**5,190,121**
Total		**10,142,244**	**4,748,820**	**0**	**0**	**0**	**14,891,064**

Prior Year Cost: 0
Future Year Cost: 0
Total Project Cost: 14,891,064
LRTP: Page 8-19

MIDWAY ROAD / CR-712

2314402

Non-SIS



Project Description: Details: Construction to widen road from 25th St/SR-615 to SR-5/US 1 from 2 to 4 lanes with bike lanes,

Work Summary: ADD LANES & RECONSTRUCT

From: S. 25TH ST/SR-615

To: SR-5/US-1

Lead Agency: FDOT

Length: 1.647 mi

Phase	Fund Source	2015/16	2016/17	2017/18	2018/19	2019/20	Total
CST	CM	1,926,623	0	0	0	0	**1,926,623**
CST	SA	30,475,832	0	0	0	0	**30,475,832**
RRU	SA	100,000	0	0	0	0	**100,000**
ROW	SU	1,987,193	2,262,968	3,764,027	2,165,552	0	**10,179,740**
ROW	SA	1,777,420	5,000	1,488,768	0	0	**3,271,188**
CST	SU	854,210	0	0	0	0	**854,210**
Total		**37,121,278**	**2,267,968**	**5,252,795**	**2,165,552**	**0**	**46,807,593**

Prior Year Cost: 21,675,751
Future Year Cost: 0
Total Project Cost: 68,483,344
LRTP: Page 4-7

FLORIDA DEPARTMENT OF TRANSPORTATION
2014 ANNUAL AVERAGE DAILY TRAFFIC REPORT - REPORT TYPE: ALL

COUNTY: 94 ST.LUCIE

SITE	SITE TYPE	DESCRIPTION	DIRECTION 1		DIRECTION 2		AADT TWO-WAY	"K" FCTR	"D" FCTR	"T" FCTR
0712		DELAWARE AVE 200'W OF S 18TH STREET (COUNTY 500)	E	900E	W	750E	1650 S	9.0	50.8F	2.4P
0718		SAVAGE BLVD - NW OF IMPORT DR	E	1400E	W	1300E	2700 S	9.0	50.8F	3.7P
0719		SR A1A / S - S OF FPL POWER PLANT (COUNTY 719)	N	2200	S	2200	4400 C	9.0	52.5F	4.9P
0732		CR 712/MIDWAY RD - W OF SR 9/I-95 (COUNTY 732)	E	2200	W	2200	4400 C	9.0	54.7F	19.7A
0742		SR 70/OKEECHOBEE RD - SW OF SR 70/VIRGINIA AVE (	E	15000	W	15000	30000 C	9.0	50.8F	6.1A
0745		SR 713/KINGS HWY - N OF SR 614/INDRIO RD (COUNTY	N	6400	S	5700	12100 C	9.0	50.8F	8.0A
0748		SR 70/OKEECHOBEE RD - E OF SR 713/KINGS HWY (COU	E	9900	W	10500	20400 C	9.0	54.7F	17.6A
0749		SR 713/KINGS HWY - N OF ST LUCIE BLVD (COUNTY 74	N	5900	S	6200	12100 C	9.0	50.8F	6.1P
0751		SR 713/KINGS HWY - S OF ST LUCIE BLVD (COUNTY 75	N	5600	S	6300	11900 C	9.0	50.8F	10.3A
0757		SR 713 / KINGS HWY - N OF SR 70/OKEECHOBEE RD (C	N	3900	S	5200	9100 C	9.0	54.7F	46.5A
0776		SR 716/PORT ST LUCIE BLVD - E OF MIDPORT RD (COU	E	17000	W	19500	36500 C	9.0	50.8F	3.7P
0778		PORT ST LUCIE BLVD - E OF FLORESTA DR (COUNTY 77	E	30500	W	29500	60000 C	9.0	50.8F	4.5A
0780		PORT ST LUCIE BLVD - W OF FLORESTA DR (COUNTY 78	E	23500	W	22500	46000 C	9.0	50.8F	2.8P
0792		SR 70/VIRGINIA AVE - E OF SUNRISE BLVD (COUNTY 7	E	10500	W	9400	19900 C	9.0	50.8F	5.4A
0794		SR 70/VIRGINIA AVE - E OF S 13 ST (COUNTY 194)	E	11500	W	11000	22500 C	9.0	50.8F	6.3A
1901		SR 9/I-95 - N OF GATLIN BLVD,2 CABINETS (COUNTY	N	33000	S	32500	65500 C	9.0	62.5F	6.7A

SITE TYPE : BLANK= PORTABLE; T= TELEMETERED
"K" FACTOR : DEPARTMENT ADOPTED STANDARD K FACTOR BEGINING WITH COUNT YEAR 2011
AADT FLAGS : C= COMPUTED; E= MANUAL EST; F= FIRST YEAR EST; S= SECOND YEAR EST; T= THIRD YEAR EST; X= UNKNOWN
"D/T" FLAGS : A= ACTUAL; F= FACTOR CATG; D= DIST FUNCL; P= PRIOR YEAR; S= STATEWIDE DEFAULT; W= ONE-WAY ROAD; X= CROSS REF

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0106	SR 70/OKEECHOBEE RD - W OF SR 9\I-95	E	12000E	W	11000E	23000 F	9.0	54.7F	21.6P	←
0029	SR 70 / OKEECHOBEE RD - E OF SR 9/I-95 (COUNTY	E	14000E	W	11500E	25500 F	9.0	50.8F	4.9P	←

Midway Road Existing truck factor = 19.7% west of I-95; 21.64% east of I-95

In 2035—Growth doubles such that applying a 2% onto the future growth yields an approximate 10%
Truck factor on the 2035 volumes.

FLORIDA DEPARTMENT OF TRANSPORTATION
2014 ANNUAL AVERAGE DAILY TRAFFIC REPORT - REPORT TYPE: ALL

COUNTY: 94 ST.LUCIE

SITE	SITE TYPE	DESCRIPTION	DIRECTION 1	DIRECTION 2	AADT TWO-WAY	"K" FCTR	"D" FCTR	"T" FCTR
1902		SR 9/I-95 - N OF CR 712/MIDWAY RD,2 CABINETS (CO	N 40000	S 27000	67000 C	9.0	62.5F	9.6A
1904		SR 9/I-95 - N OF ST LUCIE W BLVD,2 CABINETS (COU	N 29500	S 28500	58000 C	9.0	62.5F	9.2A
1905		SR 9 / I-95 - N OF SR 68/ORANGE AVE (COUNTY 1905	N 21000E	S 20000E	41000 S	9.0	62.5F	10.8F
4000		I-95 NB OFF RAMP TO GATLIN BLVD.	E	E	5400 F	9.0	99.9W	11.6F
4001		I-95 NB ON RAMP FROM GATLIN BLVD.	E	E	10500 F	9.0	99.9W	11.6F
4002		I-95 SB OFF RAMP TO GATLIN BLVD.	E	E	9500 F	9.0	99.9W	11.6F
4003		I-95 SB ON RAMP FROM GATLIN BLVD.	E	E	4700 F	9.0	99.9W	11.6F
4004		I-95 NB OFF RAMP TO ST. LUCIE WEST BLVD.	E	E	10500 F	9.0	99.9W	49.5F
4005		I-95 NB ON RAMP FROM ST. LUCIE WEST BLVD.	E	E	6700 F	9.0	99.9W	49.5F
4006		I-95 SB OFF RAMP TO ST.LUCIE WEST BLVD.	E	E	5500 F	9.0	99.9W	49.5F
4007		I-95 SB ON RAMP FROM EB ST. LUCIE WEST BLVD	E	E	1300 F	9.0	99.9W	49.5F
4008		I-95 NB OFF RAMP TO OKEECHOBEE RD.	E	E	10000 F	9.0	99.9W	16.0F
4009		I-95 NB ON RAMP FROM EB OKEECHOBEE RD	E	E	5200 F	9.0	99.9W	16.0F
4010		I-95 SB OFF RAMP TO OKEECHOBEE RD.	E	E	6400 F	9.0	99.9W	16.0F
4011		I-95 SB ON RAMP FROM EB OKEECHOBEE RD	E	E	4300 F	9.0	99.9W	16.0F
4012		I-95 SB ON RAMP FROM CR 712/MIDWAY ROAD.	E	E	4800 F	9.0	99.9W	49.5F

A39

SITE TYPE : BLANK= PORTABLE; T= TELEMETERED
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"D/T" FLAGS : A= ACTUAL; F= FACTOR CATG; D= DIST FUNCL; P= PRIOR YEAR; S= STATEWIDE DEFAULT; W= ONE-WAY ROAD; X= CROSS REF

FLORIDA DEPARTMENT OF TRANSPORTATION
2014 ANNUAL AVERAGE DAILY TRAFFIC REPORT - REPORT TYPE: ALL

COUNTY: 94 ST.LUCIE

SITE	SITE TYPE	DESCRIPTION	DIRECTION 1	DIRECTION 2	AADT TWO-WAY	"K" FCTR	"D" FCTR	"T" FCTR
4013		I-95 SB OFF RAMP TO CR 712/MIDWAY ROAD	E	E	3400 F	9.0	99.9W	49.5F
4014		I-95 NB OFF RAMP TO CR 712/MIDWAY ROAD	E	E	4900 F	9.0	99.9W	49.5F
4015		I-95 NB ON RAMP FROM CR712/MIDWAY ROAD.	E	E	3600 F	9.0	99.9W	49.5F
4016		I-95 NB OFF RAMP TO EB SR 68/ORANGE AVE	E	E	2100 F	9.0	99.9W	8.1F
4017		I-95 NB ON RAMP FROM SR 68/ORANGE AVE.	E	E	2900 F	9.0	99.9W	8.1F
4018		I-95 SB OFF RAMP TO EB SR-68/ORANGE AVE	E	E	850 F	9.0	99.9W	8.1F
4019		I-95 SB ON RAMP FROM SR68/ORANGE AVE.	E	E	5900 F	9.0	99.9W	8.1F
4020		I-95 NB OFF RAMP TO SR614/INDRIO ROAD.	E	E	3700 F	9.0	99.9W	9.4F
4021		I-95 NB ON RAMP FROM SR 614/INDRIO ROAD.	E	E	1400 F	9.0	99.9W	9.4F
4022		I-95 SB OFF RAMP TO SR 614/INDRIO ROAD.	E	E	1100 F	9.0	99.9W	9.4F
4023		I-95 SB ON RAMP FROM SR 614/INDRIO ROAD.	E	E	3400 F	9.0	99.9W	9.4F
4026		I-95 SB OFF RAMP TO CROSSTOWN EXPWY	E	E	4600 F	9.0	99.9W	49.5F
4027		I-95 SB ON RAMP FROM CROSSTOWN EXPWY	E	E	3100 F	9.0	99.9W	49.5F
4028		I-95 NB OFF RAMP TO BECKER RD.	E	E	3300 F	9.0	99.9W	49.5F
4029		I-95 NB ON RAMP FROM BECKER RD.	E	E	2700 F	9.0	99.9W	49.5F
4030		I-95 SB OFF RAMP TO BECKER RD	E	E	2100 F	9.0	99.9W	49.5F

A40

SITE TYPE : BLANK= PORTABLE; T= TELEMETERED
"K" FACTOR : DEPARTMENT ADOPTED STANDARD K FACTOR BEGINING WITH COUNT YEAR 2011
AADT FLAGS : C= COMPUTED; E= MANUAL EST; F= FIRST YEAR EST; S= SECOND YEAR EST; T= THIRD YEAR EST; X= UNKNOWN
"D/T" FLAGS : A= ACTUAL; F= FACTOR CATG; D= DIST FUNCL; P= PRIOR YEAR; S= STATEWIDE DEFAULT; W= ONE-WAY ROAD; X= CROSS REF

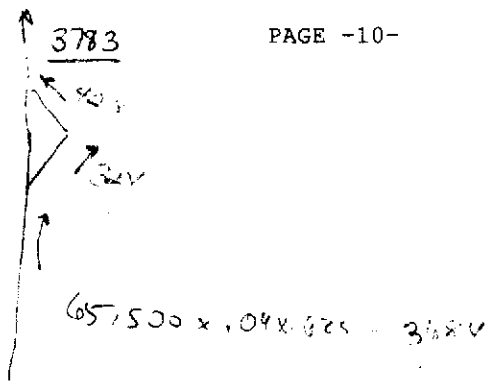
FLORIDA DEPARTMENT OF TRANSPORTATION
2014 ANNUAL AVERAGE DAILY TRAFFIC REPORT - REPORT TYPE: ALL

COUNTY: 94 ST.LUCIE

SITE	SITE TYPE	DESCRIPTION	DIRECTION 1		DIRECTION 2		AADT TWO-WAY	"K" FCTR	"D" FCTR	"T" FCTR
4031		I-95 SB ON RAMP FROM BECKER RD.	E		E		2200 F	9.0	99.9W	49.5F
4032		I-95 NB OFF RAMP TO CROSSTOWN EXPWY.	E		E		3600 F	9.0	99.9W	49.5F
4033		I-95 NB ON RAMP FROM CROSSTOWN EXPWY	E		E		4700 F	9.0	99.9W	49.5F
4507		I-95 SB ON RAMP FROM WB ST. LUCIE WEST BLVD	E		E		8700 F	9.0	99.9W	49.5F
4509		I-95 NB ON RAMP FROM WB OKEECHOBEE RD	E		E		2100 F	9.0	99.9W	16.0F
4511		I-95 SB ON RAMP FROM WB OKEECHOBEE RD	E		E		5100 F	9.0	99.9W	16.0F
4516		I-95 NB OFF RAMP TO WB SR 68/ORANGE AVE	E		E		3600 F	9.0	99.9W	8.1F
4518		I-95 SB OFF RAMP TO WB SR-68/ORANGE AVE	E		E		1900 F	9.0	99.9W	8.1F
5002		SR 5/US 1 - S OF SR 70/VIRGINIA AVE (COUNTY 5002	N	13000	S	13000	26000 C	9.0	52.5F	5.4A
5003		SR 5/US 1 - N OF SR 70/VIRGINIA AVE (COUNTY 5003	N	13500	S	13000	26500 C	9.0	52.5F	5.6A
5008		SR 5/US 1 - S OF DELAWARE AVE (COUNTY 5008)	N	11000	S	10500	21500 C	9.0	52.5F	5.4A
5014		SR 5/US 1 - S OF SR A1A/S (COUNTY 5014)	N	12000	S	12500	24500 C	9.0	52.5F	5.9P
5016		SR A1A/S - S OF SEAWAY DR (COUNTY 5016)	N	3900	S	3900	7800 C	9.0	52.5F	5.6F
5029		SR 707/INDIAN RIVER DR - N OF CITRUS AVE (COUNTY	N	3100	S	2700	5800 C	9.0	52.5F	43.1P
5033		SR 68/AVE 'A' - E OF US 1 (COUNTY 5033)	E	1200	W	1400	2600 C	9.0	52.5F	9.9P
5034		AVE 'A' - W OF US 1 /ONE-WAY W BOUND (COUNTY 503	W	1500			1500 C	9.0	99.9W	17.7A

SITE TYPE : BLANK= PORTABLE; T= TELEMETERED
"K" FACTOR : DEPARTMENT ADOPTED STANDARD K FACTOR BEGINING WITH COUNT YEAR 2011
AADT FLAGS : C= COMPUTED; E= MANUAL EST; F= FIRST YEAR EST; S= SECOND YEAR EST; T= THIRD YEAR EST; X= UNKNOWN
"D/T" FLAGS : A= ACTUAL; F= FACTOR CATG; D= DIST FUNCL; P= PRIOR YEAR; S= STATEWIDE DEFAULT; W= ONE-WAY ROAD; X= CROSS REF

A41



Feature	1
Site	941901
Description	SR 9/I-95 - N OF GATLIN BLVD,2 CABINET S (COUNTY 1901)
Section	94001000
Milepoint	5.383
AADT	**65500**
Site Type	Portable
Class Data	Yes
K Factor	9
D Factor	62.5
T Factor	6.7
TRAFFIC REPORTS (provided in PDF format)	
St. Lucie County	**Annual Average Daily Traffic**
	Annual Vehicle Classification
	Historical AADT Data
	Synopsis 941901CL-20140304
	Vehicle Class History

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Feature	1
Site	940260
Description	SR 9/I-95-0.6 MI S OF SR 68/ORANGE AV,S T LUCIE CO
Section	94001000
Milepoint	17.071
AADT	**52710**
Site Type	Telemetered
Class Data	No
K Factor	9
D Factor	62.5
T Factor	10.8
TRAFFIC REPORTS (provided in PDF format)	
St. Lucie County	**Annual Average Daily Traffic**
SITE 940260	**Directional AADTs**
	Highest 200 Hours
	Historical AADT Data
	Hourly Continuous Counts

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2014 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL

CATEGORY: 9401 CEN.-W OF US1 TO I95

MOCF: 0.93

WEEK	DATES	SF	PSCF
1	01/01/2014 - 01/04/2014	0.99	1.06
2	01/05/2014 - 01/11/2014	0.99	1.06
3	01/12/2014 - 01/18/2014	0.98	1.05
4	01/19/2014 - 01/25/2014	0.97	1.04
* 5	01/26/2014 - 02/01/2014	0.95	1.02
* 6	02/02/2014 - 02/08/2014	0.94	1.01
* 7	02/09/2014 - 02/15/2014	0.92	0.99
* 8	02/16/2014 - 02/22/2014	0.91	0.98
* 9	02/23/2014 - 03/01/2014	0.91	0.98
*10	03/02/2014 - 03/08/2014	0.92	0.99
*11	03/09/2014 - 03/15/2014	0.92	0.99
*12	03/16/2014 - 03/22/2014	0.92	0.99
*13	03/23/2014 - 03/29/2014	0.93	1.00
*14	03/30/2014 - 04/05/2014	0.94	1.01
*15	04/06/2014 - 04/12/2014	0.95	1.02
*16	04/13/2014 - 04/19/2014	0.96	1.03
*17	04/20/2014 - 04/26/2014	0.97	1.04
18	04/27/2014 - 05/03/2014	0.98	1.05
19	05/04/2014 - 05/10/2014	1.00	1.08
20	05/11/2014 - 05/17/2014	1.01	1.09
21	05/18/2014 - 05/24/2014	1.02	1.10
22	05/25/2014 - 05/31/2014	1.03	1.11
23	06/01/2014 - 06/07/2014	1.03	1.11
24	06/08/2014 - 06/14/2014	1.04	1.12
25	06/15/2014 - 06/21/2014	1.04	1.12
26	06/22/2014 - 06/28/2014	1.05	1.13
27	06/29/2014 - 07/05/2014	1.06	1.14
28	07/06/2014 - 07/12/2014	1.06	1.14
29	07/13/2014 - 07/19/2014	1.07	1.15
30	07/20/2014 - 07/26/2014	1.07	1.15
31	07/27/2014 - 08/02/2014	1.06	1.14
32	08/03/2014 - 08/09/2014	1.06	1.14
33	08/10/2014 - 08/16/2014	1.05	1.13
34	08/17/2014 - 08/23/2014	1.05	1.13
35	08/24/2014 - 08/30/2014	1.06	1.14
36	08/31/2014 - 09/06/2014	1.07	1.15
37	09/07/2014 - 09/13/2014	1.08	1.16
38	09/14/2014 - 09/20/2014	1.09	1.17
39	09/21/2014 - 09/27/2014	1.07	1.15
40	09/28/2014 - 10/04/2014	1.06	1.14
41	10/05/2014 - 10/11/2014	1.04	1.12
42	10/12/2014 - 10/18/2014	1.02	1.10
43	10/19/2014 - 10/25/2014	1.02	1.10
44	10/26/2014 - 11/01/2014	1.02	1.10
45	11/02/2014 - 11/08/2014	1.02	1.10
46	11/09/2014 - 11/15/2014	1.02	1.10
47	11/16/2014 - 11/22/2014	1.02	1.10
48	11/23/2014 - 11/29/2014	1.01	1.09
49	11/30/2014 - 12/06/2014	1.01	1.09
50	12/07/2014 - 12/13/2014	1.00	1.08
51	12/14/2014 - 12/20/2014	0.99	1.06
52	12/21/2014 - 12/27/2014	0.99	1.06
53	12/28/2014 - 12/31/2014	0.98	1.05

* PEAK SEASON

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2014 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
CATEGORY: 9402 WEST-W OF I95

MOCF: 0.87

WEEK	DATES	SF	PSCF
1	01/01/2014 - 01/04/2014	0.99	1.14
2	01/05/2014 - 01/11/2014	0.97	1.11
3	01/12/2014 - 01/18/2014	0.96	1.10
* 4	01/19/2014 - 01/25/2014	0.93	1.07
* 5	01/26/2014 - 02/01/2014	0.90	1.03
* 6	02/02/2014 - 02/08/2014	0.88	1.01
* 7	02/09/2014 - 02/15/2014	0.85	0.98
* 8	02/16/2014 - 02/22/2014	0.83	0.95
* 9	02/23/2014 - 03/01/2014	0.83	0.95
*10	03/02/2014 - 03/08/2014	0.83	0.95
*11	03/09/2014 - 03/15/2014	0.83	0.95
*12	03/16/2014 - 03/22/2014	0.83	0.95
*13	03/23/2014 - 03/29/2014	0.86	0.99
*14	03/30/2014 - 04/05/2014	0.89	1.02
*15	04/06/2014 - 04/12/2014	0.92	1.06
*16	04/13/2014 - 04/19/2014	0.95	1.09
17	04/20/2014 - 04/26/2014	0.96	1.10
18	04/27/2014 - 05/03/2014	0.97	1.11
19	05/04/2014 - 05/10/2014	0.98	1.13
20	05/11/2014 - 05/17/2014	0.99	1.14
21	05/18/2014 - 05/24/2014	1.00	1.15
22	05/25/2014 - 05/31/2014	1.02	1.17
23	06/01/2014 - 06/07/2014	1.04	1.20
24	06/08/2014 - 06/14/2014	1.06	1.22
25	06/15/2014 - 06/21/2014	1.08	1.24
26	06/22/2014 - 06/28/2014	1.10	1.26
27	06/29/2014 - 07/05/2014	1.13	1.30
28	07/06/2014 - 07/12/2014	1.15	1.32
29	07/13/2014 - 07/19/2014	1.17	1.34
30	07/20/2014 - 07/26/2014	1.16	1.33
31	07/27/2014 - 08/02/2014	1.16	1.33
32	08/03/2014 - 08/09/2014	1.15	1.32
33	08/10/2014 - 08/16/2014	1.15	1.32
34	08/17/2014 - 08/23/2014	1.14	1.31
35	08/24/2014 - 08/30/2014	1.15	1.32
36	08/31/2014 - 09/06/2014	1.15	1.32
37	09/07/2014 - 09/13/2014	1.16	1.33
38	09/14/2014 - 09/20/2014	1.17	1.34
39	09/21/2014 - 09/27/2014	1.15	1.32
40	09/28/2014 - 10/04/2014	1.13	1.30
41	10/05/2014 - 10/11/2014	1.11	1.28
42	10/12/2014 - 10/18/2014	1.09	1.25
43	10/19/2014 - 10/25/2014	1.07	1.23
44	10/26/2014 - 11/01/2014	1.06	1.22
45	11/02/2014 - 11/08/2014	1.05	1.21
46	11/09/2014 - 11/15/2014	1.03	1.18
47	11/16/2014 - 11/22/2014	1.02	1.17
48	11/23/2014 - 11/29/2014	1.01	1.16
49	11/30/2014 - 12/06/2014	1.01	1.16
50	12/07/2014 - 12/13/2014	1.00	1.15
51	12/14/2014 - 12/20/2014	0.99	1.14
52	12/21/2014 - 12/27/2014	0.97	1.11
53	12/28/2014 - 12/31/2014	0.96	1.10

* PEAK SEASON

09-MAR-2015 16:07:54 830UPD 4_9402_PKSEASON.TXT

APPENDIX B

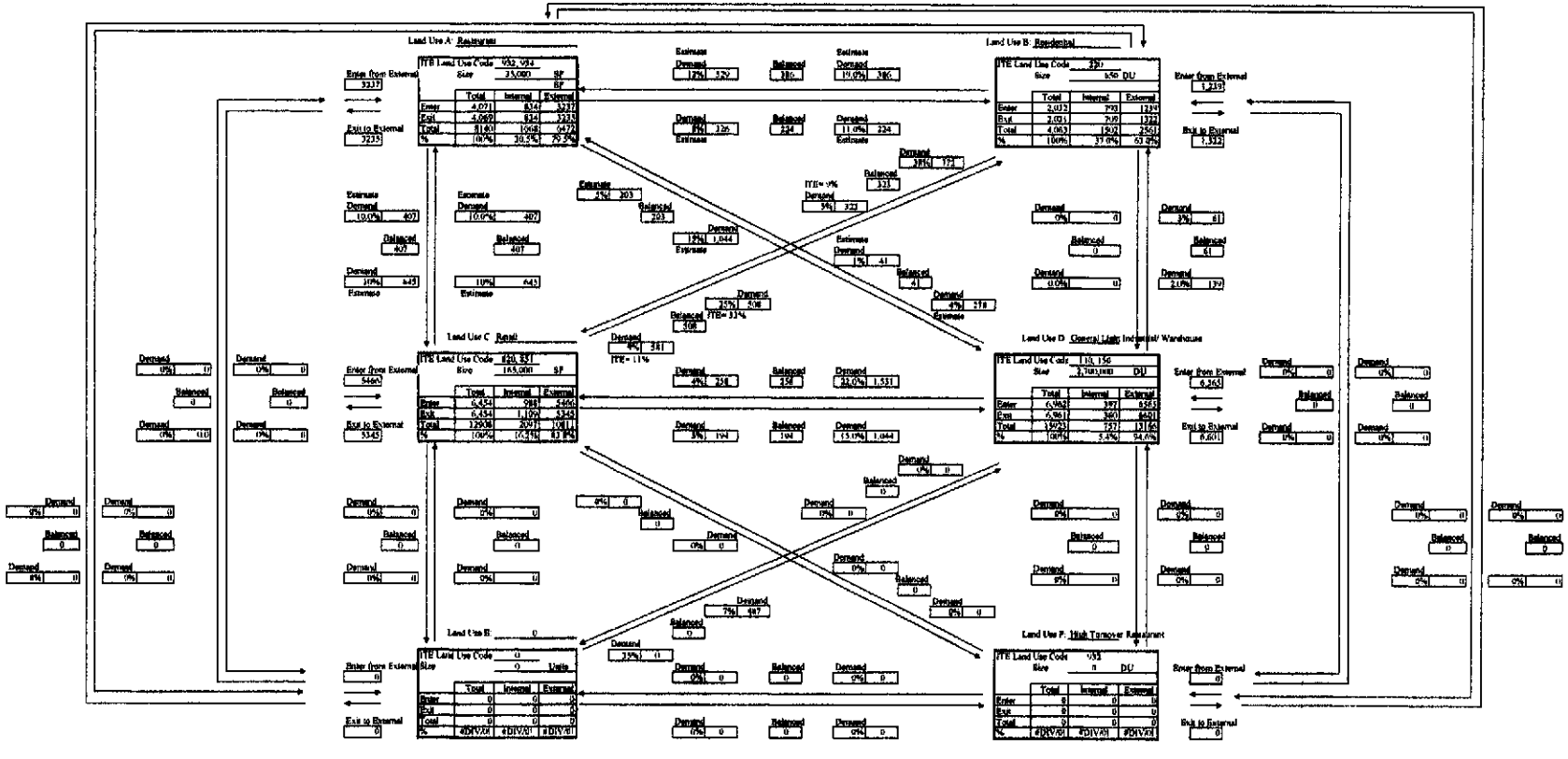
AM and PM Trip Generation
Proposed Future Land Use

Trip Generation: Daily Internal Traffic

Village at Midway
TRIP INTERNALIZATION - Daily

Analyst AAA
Date 6/3/2015

Name of Develpt Village at Midway
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	3237	1239	5466	6865	0	0	16807
Exit	3235	1532	5345	6601	0	0	16713
Total	6472	2771	10811	13166	0	0	33520
Single-Use Trip Gen Estimate	8140	4063	12908	13923	0	0	39034

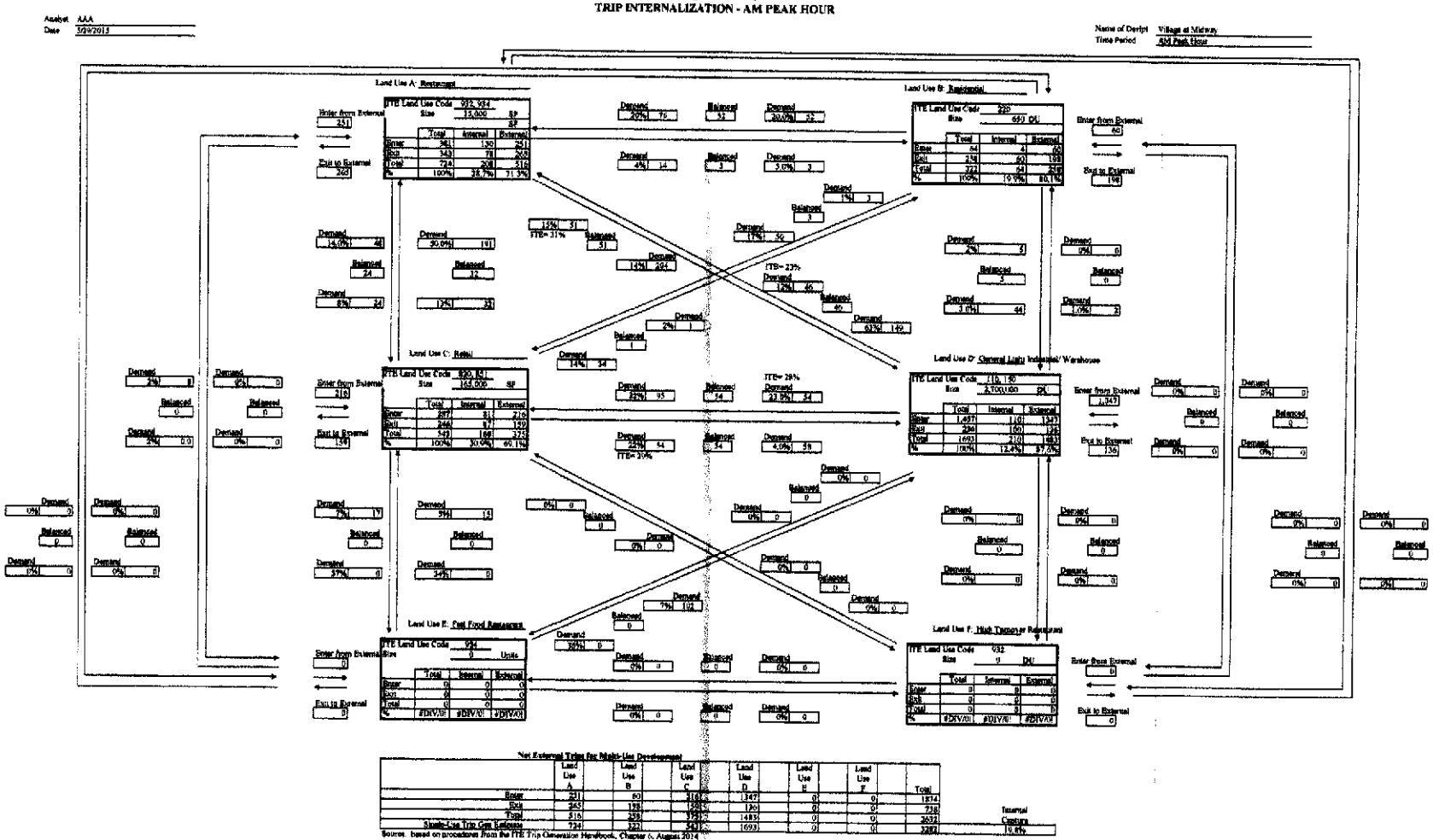
Internal Capture 14.4%

Source: based on procedures from the ITE Trip Generation User's Guide Handbook, 2nd Edition, Chapter 7
* Values for Restaurant Internalization Derived

B1

Trip Generation: AM Internal Traffic

Village at Midway
TRIP ENTERNALIZATION - AM PEAK HOUR



Attachment C Trip Generation: PM Internal Traffic

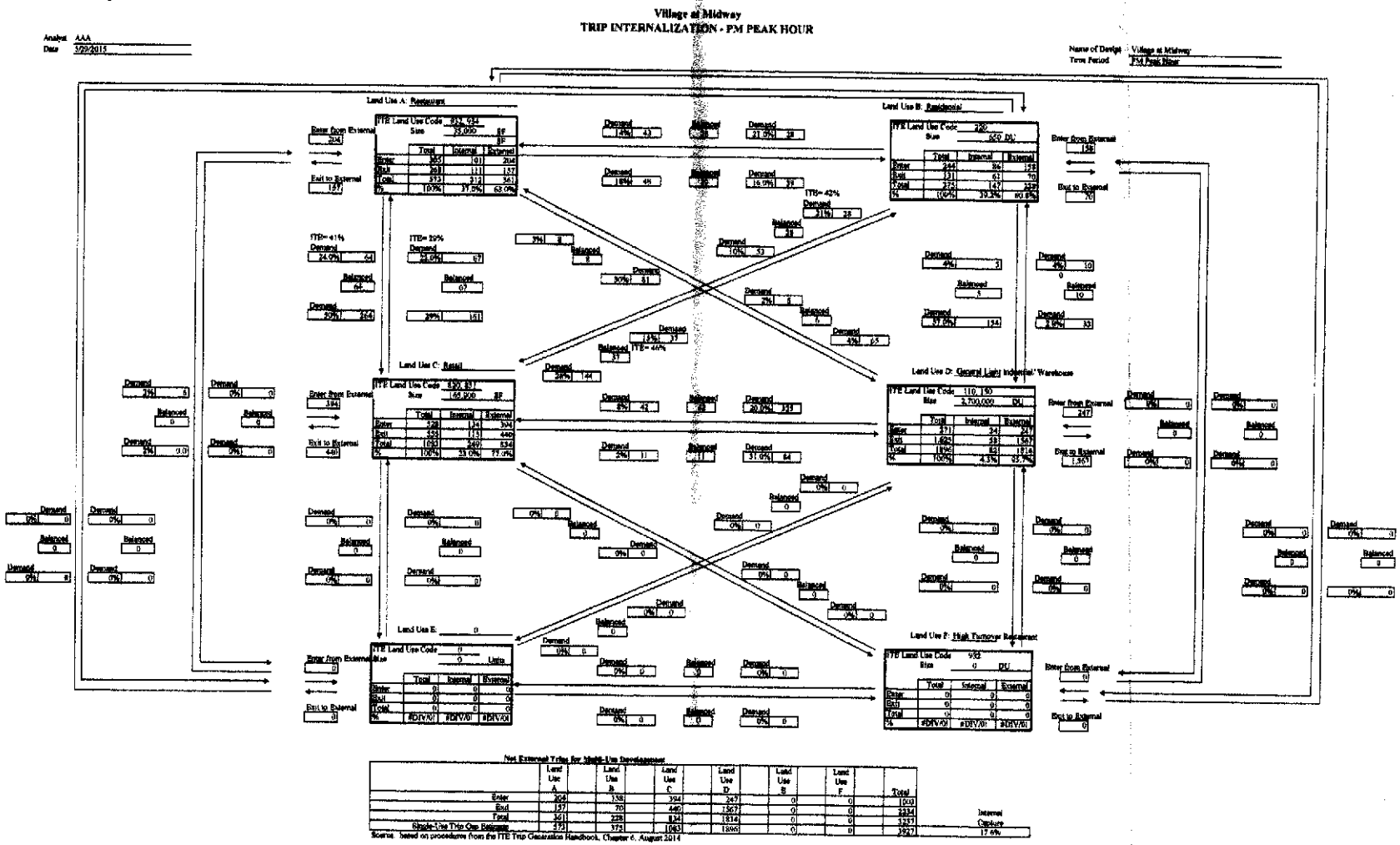
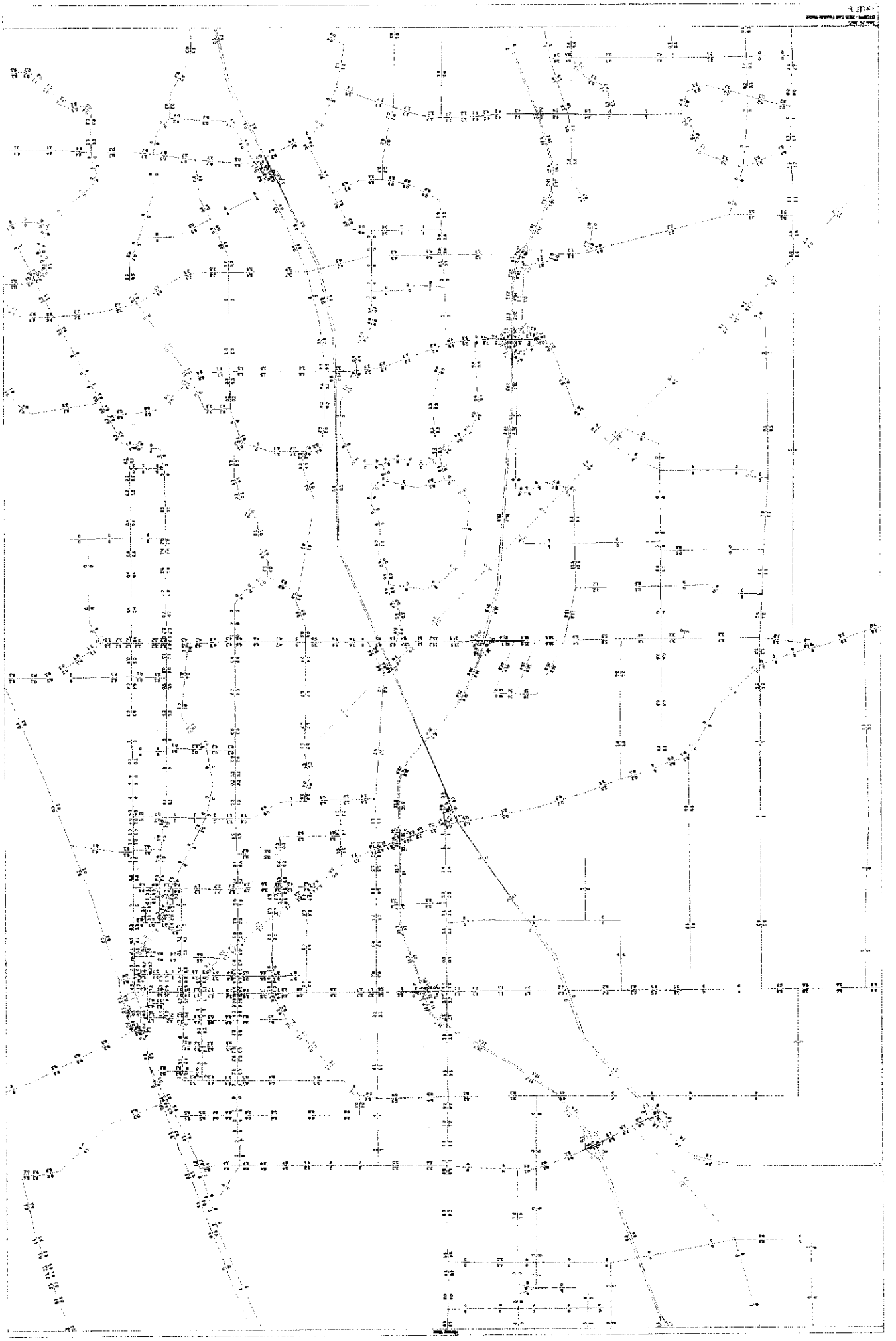


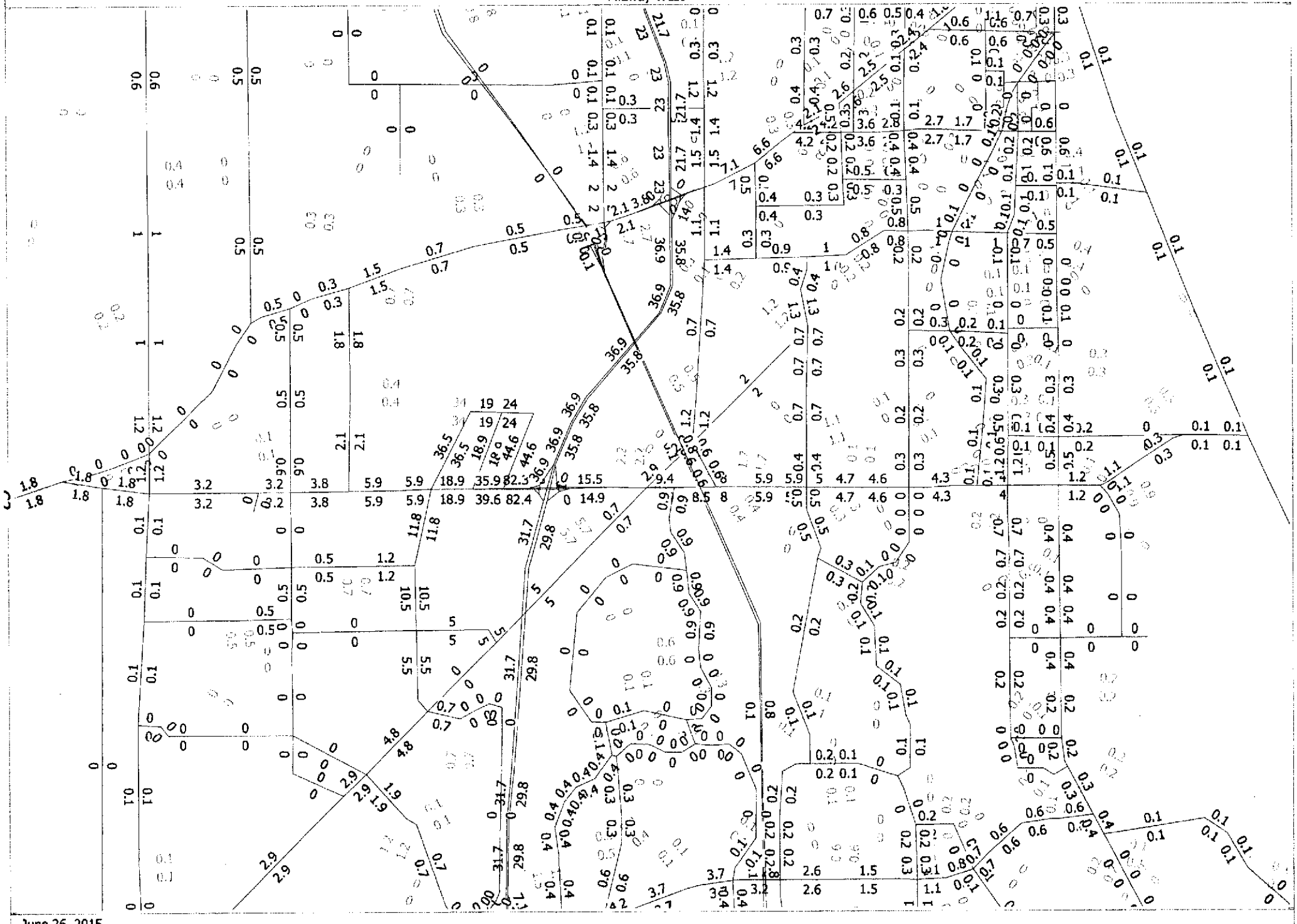
Table 6: Villages at Midway Land Use Conversion Matrix

	Land Use	Equivalent Square feet/Units						
		Warehouse Equivalent	Apartment Equivalent	Shopping enter Equivalent	General Light Industrial	Convenience Store Equivalent	Fast Food Equivalent	High Turnover Equivalent
Land Use to Increase	Warehouse (1,000 SF)	1,000	0.48	112	154	17	18	62
	Apartment (1 unit)	2086	1.00	234	322	35	38	130
	Shopping Center (1,000 SF)	8921	4.28	1,000	1,378	151	161	556
	General Light Industrial (1,000 SF)	6474	3.10	726	1,000	109	117	403
	Convenience Store (1,000 SF)	59211	28.39	6,637	9,146	1,000	1,071	3,689
	Fast Food Restaurant (1,000 SF)	55263	26.50	6,195	8,537	933	1,000	3,443
	High Turnover Restaurant (1,000 SF)	16053	7.70	1,799	2,480	271	290	1,000
	Hotel (1 room)	2559	1.23	287	395	43	46	159
	Office (1,000 SF)	9,013	4.32	1,010	1,392	152	163	561

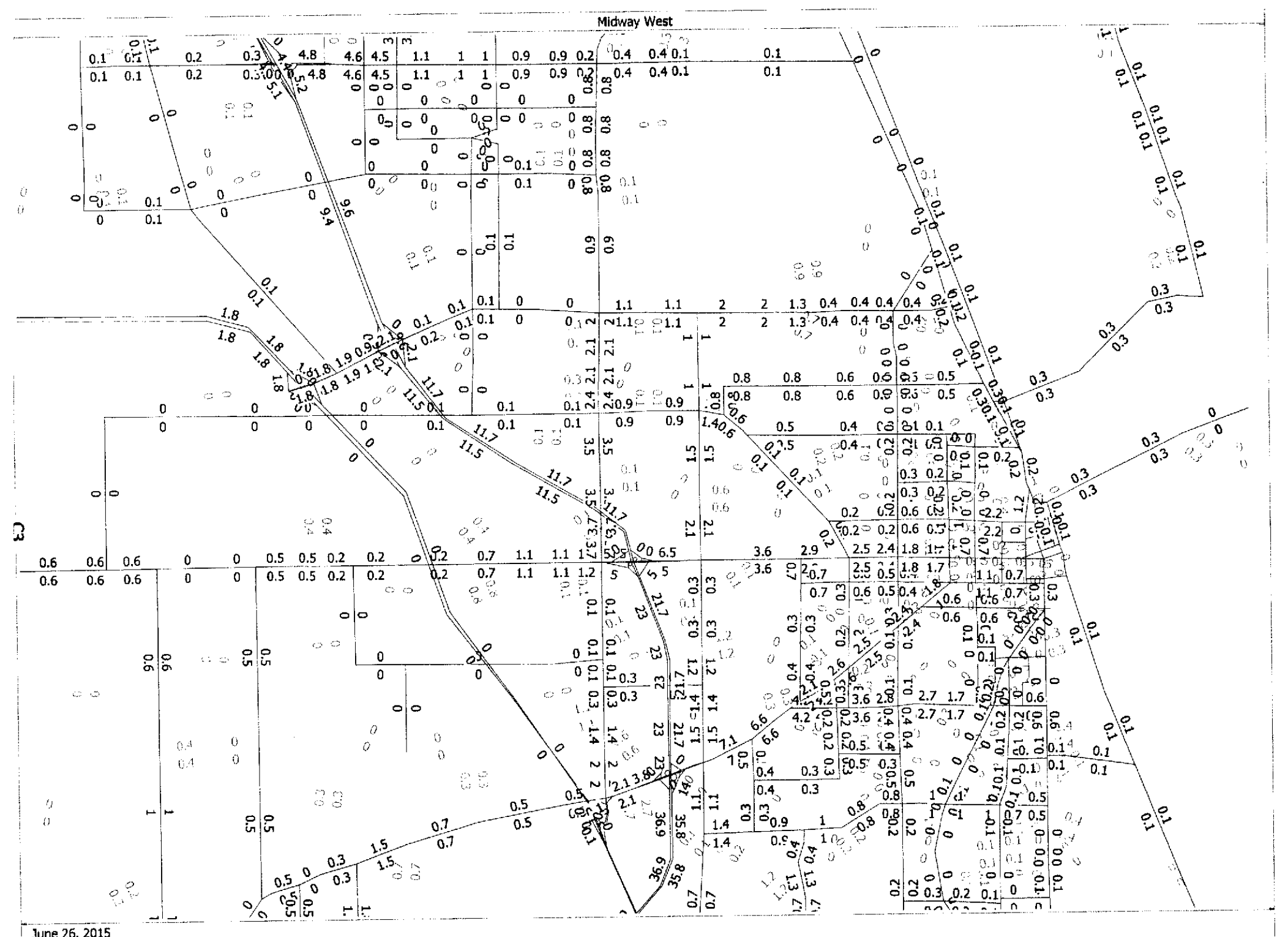
APPENDIX C

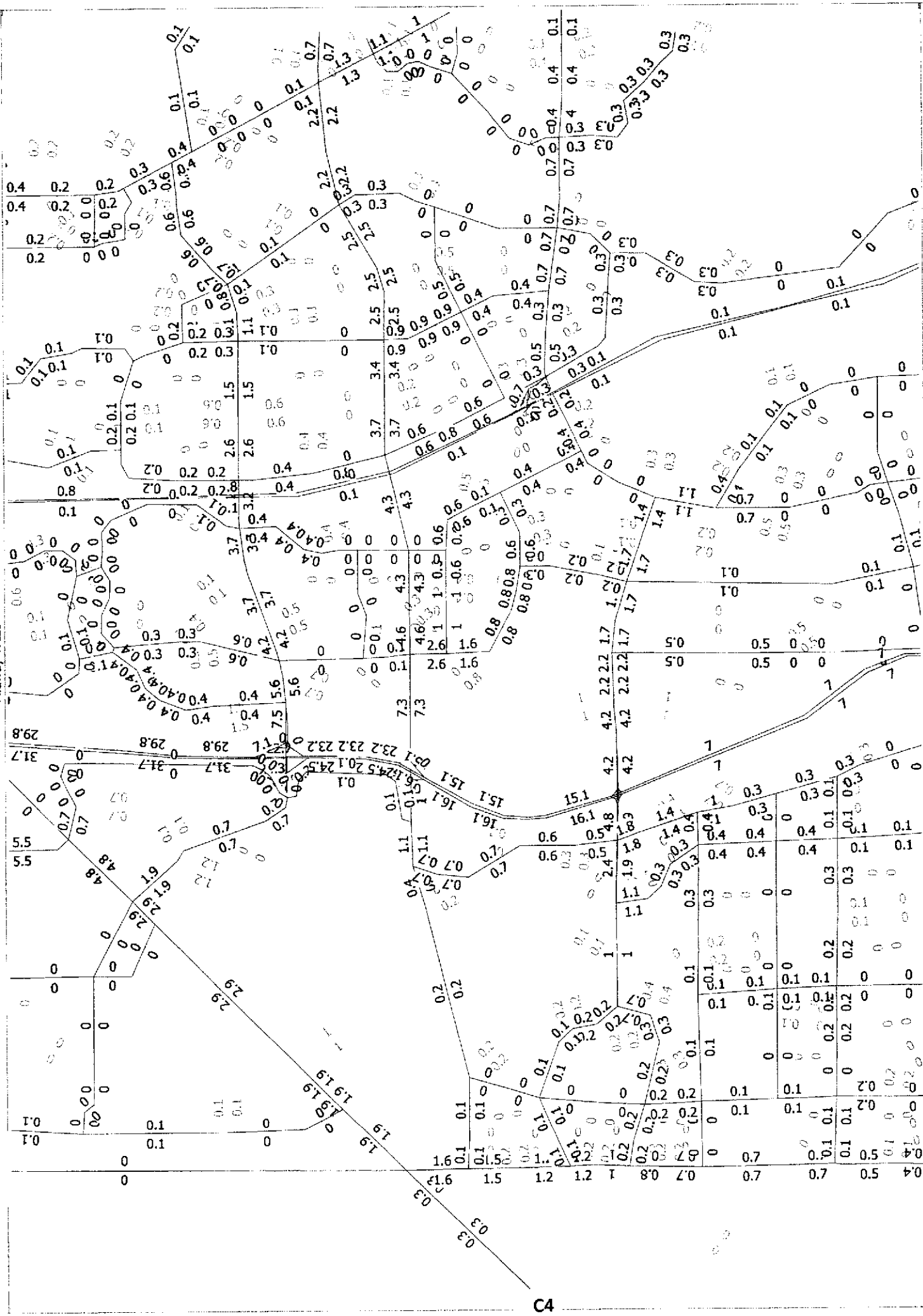
Model Assignment





June 26, 2015
GTCRPM - 2035 Cost Feasbile Model
cube


Midway West
June 26, 2015
GTCRPM - 2035 Cost Feasbile Model
cube


Midway West
C4
June 26, 2015
GTCRPM - 2035 Cost Feasbile Model

APPENDIX D

2035 Background Traffic Volume and Network Data

Other Projects

LTC Ranch DRI
Southern Grove DRI
Wilson Groves DRI
Riverland/Kennedy DRI
Western Grove DRI
Palm Breezes
Celebration Pointe
Whispering Oaks
Ravinia
Frontera
Shinn Rd. Equestrian Estates

AM APPROVED PROJECTS			Southern Grove DRI				Western Grove DRI				Wilson Groves DRI				Riverland DRI				LTC Ranch				Creekside				Palm Breezes Club				10 Village of Sunset Lakes St. Lucie County				36 Rio Lago St. Lucie County			
Road Name	**From**	**To**	%	Is N/E In or Out	Directional N/E	Directional S/W	%	Is N/E In or Out	Directional N/E	Directional S/W	%	Is N/E In or Out	Directional N/E	Directional S/W	%	Is N/E In or Out	Directional N/E	Directional S/W	%	Is N/E In or Out	Directional N/E	Directional S/W	%	Is N/E In or Out	Directional N/E	Directional S/W	%	Is N/E In or Out	Directional N/E	Directional S/W	%	Is N/E In or Out	Directional N/E	Directional S/W	%	Is N/E In or Out	Directional N/E	Directional S/W
Jenkins Rd	Orange	Angle	0%	-	0	0	0%	-	0	0	0%	-	0	0	0%	-	0	0	0.0%	-	0	0	0%	-	0	0	0%	-	0	0	2%	Out	5	1	0%	-	0	0
	Angle	St Lucie	0%	-	0	0	0%	-	0	0	0%	-	0	0	0%	-	0	0	0.0%	-	0	0	0%	-	0	0	0%	-	0	0	2%	Out	5	1	20%	Out	10	6
	Orange	Peterson	0%	-	0	0	0%	-	0	0	0%	-	0	0	0%	-	0	0	0.0%	-	0	0	5%	In	7	21	5%	In	4	11	3%	In	2	7	5%	In	2	3
	Peterson	Okeechobee	0%	-	0	0	0%	-	0	0	0%	-	0	0	0%	-	0	0	0.0%	-	0	0	5%	In	7	21	5%	In	4	11	3%	In	2	7	5%	In	2	3
	Okeechobee	Edwards	0%	-	0	0	0%	-	0	0	0%	-	0	0	0%	-	0	0	0.0%	-	0	0	0%	-	0	0	0%	-	0	0	1%	In	1	2	0%	-	0	0
			0%	-	0	0	0%	-	0	0	0%	-	0	0	0%	-	0	0	0.0%	-	0	0		-	0	0		-	0	0		-	0	0		-	0	0
Orange Ave	Rock Rd	Kings Hwy	0%	-	0	0	0%	-	0	0	0%	-	0	0	0%	-	0	0	0.0%	-	0	0	0%	-	0	0	0%	-	0	0	4%	In	2	10	3%	Out	2	1
	Kings Hwy	I-95	0%	-	0	0	0%	-	0	0	0%	-	0	0	0%	-	0	0	0.0%	-	0	0	0%	-	0	0	58%	Out	128	45	15%	Out	36	9	12%	Out	6	4
	I-95	Jenkins Rd	0%	-	0	0	0%	-	0	0	0%	-	0	0	0%	-	0	0	0.0%	-	0	0	0%	-	0	0	33%	Out	73	26	1%	Out	2	1	4%	Out	2	1
	Jenkins Rd	Hartman Rd	0%	-	0	0	0%	-	0	0	0%	-	0	0	0%	-	0	0	0.0%	-	0	0	2%	Out	8	3	28%	Out	62	22	1%	Out	2	1	3%	Out	2	1
	Hartman	Angle Rd	0%	-	0	0	0%	-	0	0	0%	-	0	0	0%	-	0	0	0.0%	-	0	0	2%	Out	8	3	23%	Out	51	18	0%	-	0	0	8%	Out	4	2
	Angle	25th St	0%	-	0	0	0%	-	0	0	0%	-	0	0	0%	-	0	0	0.0%	-	0	0	2%	Out	8	3	0%	-	0	0	0%	-	0	0	20%	Out	10	6
			0%	-	0	0	0%	-	0	0	0%	-	0	0	0%	-	0	0	0.0%	-	0	0		-	0	0		-	0	0		-	0	0			0	0
Kings Hwy	Okeechobee Rd	Picos Rd	0%	-	0	0	0%	-	0	0	0%	-	0	0	0%	-	0	0	0.0%	-	0	0	15%		63	21	15%	-	33	12	8%	-	19	5	5%		3	2
Kings Hwy	Picos Rd	Orange Ave	0%	-	0	0	0%	-	0	0	0%	-	0	0	0%	-	0	0	0.0%	-	0	0	5%		21	7	5%	-	11	4	20%	-	48	12	5%		3	2
	Orange Ave	Angle Rd (CR603)	0%	-	0	0	0%	-	0	0	0%	-	0	0	0%	-	0	0	0.0%	-	0	0	5%		21	7	5%	-	11	4	40%	-	96	24	22%		11	7
	Angle	St. Lucie	0%	-	0	0	0%	-	0	0	0%	-	0	0	0%	-	0	0	0.0%	-	0	0	5%		21	7	5%	-	11	4	20%	-	48	12	7%		4	2
	St. Lucie	Indrio Rd	0%	-	0	0	0%	-	0	0	0%	-	0	0	0%	-	0	0	0.0%	-	0	0			0	0		-	0	0	16%	-	38	10	7%		4	2
			0%	-	0	0	0%	-	0	0	0%	-	0	0	0%	-	0	0	0.0%	-	0	0		-	0	0		-	0	0		-	0	0		-	0	0
Midway Rd	Okeechobee Rd	Shinn Rd	0%	-	0	0	0%	-	0	0	0%	-	0	0	0%	-	0	0	1.6%	In	44	44	0%	-	0	0	0%	-	0	0	0%	-	0	0	0%	-	0	0
	Shinn Rd	McCarty Rd	0.2%	In	13	10	0.4%	In	5	9	0.2%	In	8	8	0.2%	In	10	11	1.6%	In	44	44	0%	-	0	0	0%	-	0	0	0%	-	0	0	0%	-	0	0
	McCarty Rd	11 Mile Rd	0.2%	In	13	10	0.4%	In	5	9	0.2%	In	8	8	0.2%	In	10	11	3.6%	In	100	100	0%	-	0	0	0%	-	0	0	0%	-	0	0	0%	-	0	0
	11 Mile Rd	Arterial A	0.6%	In	40	31	0.5%	In	7	11	0.3%	In	12	11	0.2%	In	10	11	6.9%	In	192	192	0%	-	0	0	0%	-	0	0	0%	-	0	0	0%	-	0	0
	Arterial A	I-95	0.9%	-	47	60	0.0%	-	0	0	0.8%	-	30	31	0.1%	-	6	5	13.2%	In	367	366	0%	-	0	0	0%	-	0	0	0%	-	0	0	0%	-	0	0
	I-95	Glades Cut Off Rd	1.1%	Out	58	73	0.4%	Out	9	5	0.7%	Out	27	27	0.9%	Out	50	43	8.1%	In	225	225	0%	-	0	0	0%	-	0	0	0%	-	0	0	0%	-	0	0
	Glades Cut Off Rd	East Torino Pkwy	0.3%	Out	16	20	1.0%	Out	21	14	0.7%	Out	27	27	0.7%	Out	39	34	17.0%	Out	472	472	0%	-	0	0	0%	-	0	0	0%	-	0	0	0%	-	0	0
	East Torino Pkwy	Florida's Turnpike	0.3%	Out	16	20	1.0%	Out	21	14	0.7%	Out	27	27	0.7%	Out	39	34	17.0%	Out	472	472	0%	-	0	0	0%	-	0	0	0%	-	0	0	0%	-	0	0
	Florida's Turnpike	Corporate Way	0.3%	Out	16	20	1.0%	Out	21	14	0.7%	Out	27	27	0.7%	Out	39	34	17.0%	Out	472	472	0%	-	0	0	0%	-	0	0	0%	-	0	0	0%	-	0	0
	Corporate Way	Jenkins Rd	0.3%	Out	16	20	1.0%	Out	21	14	0.7%	Out	27	27	0.7%	Out	39	34	9.4%	Out	261	261	0%	-	0	0	0%	-	0	0	0%	-	0	0	0%	-	0	0
	Jenkins Rd	Selvitz Rd	0.2%	Out	10	13	1.0%	Out	21	14	0.7%	Out	27	27	0.7%	Out	39	34	9.4%	Out	261	261	0%	-	0	0	0%	-	0	0	0%	-	0	0	0%	-	0	0
	Selvitz Rd	25th St	0.2%	Out	10	13	0.8%	Out	17	11	0.6%	Out	23	23	0.6%	Out	33	29	6.3%	Out	175	175	0%	-	0	0	0%	-	0	0	0%	-	0	0	0%	-	0	0
Glades Cut Off Rd	Range Line Rd	Reserve Blvd	0.7%	Out	37	47	0.1%	Out	2	1	0.1%	Out	4	4	0.2%	Out	11	10	0.6%	In	17	17	0%	-	0	0	0%	-	0	0	0%	-	0	0	0%	-	0	0
	Reserve Blvd	Commerce Centre Dr	0.7%	Out	37	47	4.7%	Out	100	64	2.2%	Out	84	85	1.3%	Out	72	62	5.5%	In	153	153	0%	-	0	0	0%	-	0	0	0%	-	0	0	0%	-	0	0
	Commerce Centre Dr	I-95	0.7%	Out	37	47	1.2%	Out	26	16	0.3%	Out	11	12	0.2%	Out	11	10	6.9%	Out	192	192	0%	-	0	0	0%	-	0	0	0%	-	0	0	0%	-	0	0
	I-95	Midway Rd	0.2%	Out	10	13	1.2%	Out	26	16	0.3%	Out	11	12	0.3%	Out	17	14	25.3%	Out	702	703	0%	-	0	0	0%	-	0	0	0%	-	0	0	0%	-	0	0
	Midway Rd	Florida's Turnpike	0.5%	Out	26	33	0.5%	Out	11	7	0.3%	Out	11	12	0.3%	Out	17	14	2.5%	Out	69	69	0%	-	0	0	0%	-	0	0	0%	-	0	0	0%	-	0	0
	Florida's Turnpike	Jenkins Rd	0.4%	Out	21	27	0.5%	Out	11	7	0.3%	Out	11	12	0.3%	Out	17	14	2.5%	Out	69	69	0%	-	0	0	0%	-	0	0	0%	-	0	0	0%	-	0	0
	Jenkins Rd	Selvitz Rd	0.2%	Out	10	13	0.5%	Out	11	7	0.3%	Out	11	12	0.3%	-	17	14	2.5%	Out	69	69	0%	-	0	0	0%	-	0	0	0%	-	0	0	0%	-	0	0
Selvitz Rd	Bayshore Blvd	Midway Rd	0.2%	Out	10	13	0.0%	Out	0	0	0.0%	Out	0	0	0.0%	Out	0	0	1.4%	In	39	39	0%	-	0	0	0%	-	0	0	0%	-	0	0	0%	-	0	0
	Midway Rd	Glades Cut Off Rd	0.1%	Out	5	7	0.0%	Out	0	0	0.0%	Out	0	0	0.0%	Out	0	0	0.0%	Out	0	0	0%	-	0	0	0%	-	0	0	0%	-	0	0	0%	-	0	0
25th St	Midway Rd	Edwards	0.1%	Out	5	7	0.0%	Out	0	0	0.0%	Out	0	0	0.1%	Out	6	5	2.6%	Out	72	72	0%	-	0	0	0%	-	0	0	0%	-	0	0	0%	-	0	0
St. Lucie West Blvd.	I-95	California	0%	-	0	0	3.0%	Out	64	41	2.3%	Out	88	89	2.7%	Out	129	150	4.3%	Out	119	119	0%	-	0	0	0%	-	0	0	0%	-	0	0	0%	-	0	0
	California	Country Club					1.2%	Out	26	16	1.0%	Out	38	39	1.1%	Out	53	61	2.9%	Out	81	81																
	Country Club	Cashmere					1.2%	Out	26	16	1.0%	Out	38	39	1.1%	Out	53	61	1.2%	Out	33	33																
	Cashmere	Florida's Turnpike	0%	-	0	0	0.4%	Out	9	5	0.4%	Out	15	16	0.0%	Out	0	0	1.0%	Out	28	28	0%	-	0	0	0%	-	0	0	0%	-	0	0	0%	-	0	0
	Florida's Turnpike	Bayshore Blvd					0.4%	Out	9	5	0.4%	Out	15	16	0.0%	Out	0	0	0.4%	Out	11	11																
Okeechobee Rd	McCarty Rd	Florida's Turnpike	0%	-	0	0	0.0%	-	0	0	0.0%	-	0	0	0.0%	-	0	0	0.0%	-	0	0	0%	-	0	0	3%	In	2	7	0%	-	0	0	0%	-	0	0
	Florida's Turnpike	Kings Hwy	0%	-	0	0	0.0%	-	0	0	0.0%	-	0	0	0.0%	-	0	0	0.0%	-	0	0	0%	-	0	0	2%	In	2	4	0%	-	0	0	0%	-	0	0
	Kings Hwy	Crossroads Pkwy	0%	-	0	0	0.0%	-	0	0	0.0%	-	0	0	0.0%	-	0	0	0.0%	-	0	0	0%	-	0	0	2%	In	2	4	0%	-	0	0	0%	-	0	0
	Crossroads Pkwy	I95	0%	-	0	0	0.0%	-	0	0	0.0%	-	0	0	0.0%	-	0	0	0.0%	-	0	0	0%	-	0	0	2%	In	2	4	0%	-	0	0	0%	-	0	0
	I95	Jenkins Rd	0%	-	0	0	0.0%	-	0	0	0.0%	-	0	0	0.0%	-	0	0	0.0%	-	0	0	0%	-	0	0	3%	In	2	7	0%	-	0	0	0%	-	0	0
	Jenkins Rd	McNeil Rd	0%	-	0	0	0.0%	-	0	0	0.0%	-	0	0	0.0%	-	0	0	0.0%	-	0	0	0%	-	0	0	3%	In	2	7	0%	-	0	0	0%	-	0	0
	McNeil Rd	Virginia Ave	0%	-	0	0	0.0%	-	0	0	0.0%	-	0	0	0.0%	-	0	0	0.0%	-	0	0	0%	-	0	0	3%	In	2	7	0%	-	0	0	0%	-	0	0
					0	0		0	0	0								0		-	0	0															
I-95	Crosstown	Prima Vista			0	0	5.8%	Out	124	78	6.1%	Out	232	236	6.9%	Out	331	384	0.5%	In	14	14																
	Prima Vista	Midway			0	0	4.1%	Out	88	55	4.0%	Out	152	155	4.3%	Out	206	239	0.6%	In	17	17																
	Midway	Okeechobee																	4.1%	Out	114	114															
	Okeechobee	Orange Ave																		Out																	
Arterial A	Midway	EW 5			0	0			0	0			0	0			0	0	19.0%	Out	527	528															
	EW 5	Glades Cut Off			0	0			0	0			0	0			0	0		In	0	0															
Crosstown Pkwy	Commerce Centre	I 95	2.6%	in	173	136	17.2%	In	233	367	2.7%	In	105	103	2.5%	In	120	139																			
Shinn Rd	Midway	Okeechobee																	1.8%	In	50	50															
California Blvd	Crosstown	Del Rio	0.1%	in	7	5	0.6%	In	8	13	0.1%	In	4	4	0.1%	In	5	6																			
Reserve Blvd	Glades Cut Off	St Lucie West																	1.4%	Out	39	39															
																		0																			
					In	6,650			In	1,352			In	3,875			In	4,791			In	2,779			In	143			In	78			In	60			In	30
					Out	5,233			Out	2,135			Out	3,807			Out	5,568			Out	2,776			Out	421			Out	221			Out	239			Out	50

AM APPROVED PROJECTS			44 Celebration Pointe City of Fort Pierce				Shinn Road Equestrian Estates				Sedona fka Frontera				37 Whispering Oaks				Ravinia				St. Lucie Commerce Center				SUM Directional N/E		SUM Directional S/W		Directional N/E		Directional S/W	
Road Name	From	To	%	Is N/E In or Out	Directional N/E	Directional S/W	%	Is N/E In or Out	Directional N/E	Directional S/W	%	Is N/E In or Out	Directional N/E	Directional S/W	%	Is N/E In or Out	Directional N/E	Directional S/W	%	Is N/E In or Out	Directional N/E	Directional S/W	%	Is N/E In or Out	Directional N/E	Directional S/W	Residential	Non-Residential	Residential	Non-Residential	Double Count	Net	Double Count	Net
Jenkins Rd	Orange	Angle	0%	-	0	0	0%	-	0	0	0%	-	0	0	0%	-	0	0	0%	-	0	0	5%	Out	6	28	5	6	1	28	-1	10	0	29
	Angle	St Lucie	0%	-	0	0	0%	-	0	0	0%	-	0	0	0%	-	0	0	0%	-	0	0	5%	Out	6	28	15	6	7	28	-1	20	-2	34
	Orange	Peterson	30%	In	36	116	0%	-	0	0	5%	Out	9	3	70%	Out	117	32	0%	-	0	0	30%	In	169	37	176	169	192	37	-34	311	-7	221
	Peterson	Okeechobee	50%	Out	193	61	0%	-	0	0	5%	Out	9	3	12%	Out	20	5	0%	-	0	0	30%	In	169	37	236	169	111	37	-34	371	-7	140
	Okeechobee	Edwards	5%	Out	19	6	0%	-	0	0	30%	Out	52	17	5%	Out	8	2	0%	-	0	0	0%	-	0	0	80	0	28	0	0	80	0	28
				-	0	0		-	0	0		-	0	0		-	0	0		-	0	0		-	0	0	0	0	0	0				
Orange Ave	Rock Rd	Kings Hwy	5%	Out	19	6	0%	-	0	0	0%	-	0	0	5%	Out	8	2	0%	-	0	0	90%	In	507	112	32	507	19	112	-8	530	-5	126
	Kings Hwy	I-95	10%	Out	39	12	0%	-	0	0	0%	-	0	0	10%	Out	17	5	0%	-	0	0	50%	In	282	62	225	282	74	62	-56	450	-12	124
	I-95	Jenkins Rd	25%	Out	96	30	0%	-	0	0	0%	-	0	0	60%	Out	100	27	0%	-	0	0	10%	In	56	12	274	56	85	12	-11	319	-2	95
	Jenkins Rd	Hartman Rd	5%	Out	19	6	0%	-	0	0	0%	-	0	0	10%	Out	17	5	0%	-	0	0	5%	In	28	6	110	28	37	6	-6	133	-1	42
	Hartman	Angle Rd	15%	In	18	58	0%	-	0	0	0%	-	0	0	20%	Out	33	9	0%	-	0	0	5%	In	28	6	115	28	90	6	-6	137	-1	95
	Angle	25th St	10%	In	12	39	0%	-	0	0	0%	-	0	0	13%	Out	22	6	0%	-	0	0	5%	In	28	6	52	28	53	6	-6	75	-1	58
					0	0			0	0		-	0	0			0	0		-	0	0			0	0	0	0	0	0				
Kings Hwy	Okeechobee Rd	Picos Rd	2%		8	2	2%		1	0	2%	-	3	1	2%		3	1	2%	-	1	0	0%		0	0	134	0	45	0	0	134	0	45
Kings Hwy	Picos Rd	Orange Ave	2%		8	2	2%		1	0	2%	-	3	1	2%		3	1	2%	-	1	0	30%		37	169	98	37	30	169	-7	128	-7	191
	Orange Ave	Angle Rd (CR603)	3%		12	4	3%		2	1	3%	-	5	2	3%		5	1	3%	-	2	1	10%		12	56	162	12	50	56	-2	172	-11	95
	Angle	St. Lucie	3%		12	4	3%		2	1	3%	-	5	2	3%		5	1	3%	-	2	1	10%		12	56	107	12	33	56	-2	117	-8	81
	St. Lucie	Indrio Rd	0%		0	0	0%		0	0	0%	-	0	0			0	0	0%	-	0	0	5%		6	28	42	6	12	28	-1	47	-3	37
				-	0	0			0	0		-	0	0		-	0	0		-	0	0		-	0	0	0	0	0	0				
Midway Rd	Okeechobee Rd	Shinn Rd	0%	-	0	0	0%	-	0	0	0%	-	0	0	0%	-	0	0	0%	-	0	0	0%	-	0	0	0	44	0	44	0	44	0	44
	Shinn Rd	McCarty Rd	0%	-	0	0	10%	Out	6	2	0%	-	0	0	0%	-	0	0	0%	-	0	0	0%	-	0	0	6	81	2	82	-2	85	-1	84
	McCarty Rd	11 Mile Rd	0%	-	0	0	10%	Out	6	2	0%	-	0	0	0%	-	0	0	5%	-	3	1	0%	-	0	0	10	136	3	138	-2	143	-1	140
	11 Mile Rd	Arterial A	0%	-	0	0	0%	-	0	0	0%	-	0	0	0%	-	0	0	5%	-	3	1	0%	-	0	0	3	260	1	256	-1	262	0	257
	Arterial A	I-95	0%	-	0	0	0%	-	0	0	0%	-	0	0	0%	-	0	0	0%	-	0	0	0%	-	0	0	0	450	0	462	0	450	0	462
	I-95	Glades Cut Off Rd	0%	-	0	0	0%	-	0	0	0%	-	0	0	0%	-	0	0	30%	In	7	20	0%	-	0	0	7	368	20	374	-2	373	-5	389
	Glades Cut Off Rd	East Torino Pkwy	0%	-	0	0	0%	-	0	0	30%	-	52	17	0%	-	0	0	40%	In	9	27	0%	-	0	0	61	575	45	567	-15	620	-11	600
	East Torino Pkwy	Florida's Turnpike	0%	-	0	0	0%	-	0	0	30%	-	52	17	0%	-	0	0	40%	In	9	27	0%	-	0	0	61	575	45	567	-15	620	-11	600
	Florida's Turnpike	Corporate Way	0%	-	0	0	0%	-	0	0	30%	-	52	17	0%	-	0	0	40%	In	9	27	0%	-	0	0	61	575	45	567	-15	620	-11	600
	Corporate Way	Jenkins Rd	0%	-	0	0	0%	-	0	0	30%	-	52	17	0%	-	0	0	40%	In	9	27	0%	-	0	0	61	364	45	355	-15	409	-11	389
	Jenkins Rd	Selvitz Rd	0%	-	0	0	0%	-	0	0	30%	-	52	17	0%	-	0	0	40%	In	9	27	0%	-	0	0	61	358	45	349	-15	404	-11	382
	Selvitz Rd	25th St	0%	-	0	0	0%	-	0	0	40%	-	70	23	0%	-	0	0	55%	In	12	37	0%	-	0	0	82	259	61	251	-20	320	-15	297
Glades Cut Off Rd	Range Line Rd	Reserve Blvd	0%	-	0	0	0%	-	0	0	0%	-	0	0	0%	-	0	0	0%	-	0	0	0%	-	0	0	0	70	0	78	0	70	0	78
	Reserve Blvd	Commerce Centre Dr	0%	-	0	0	0%	-	0	0	0%	-	0	0	0%	-	0	0	0%	-	0	0	0%	-	0	0	0	446	0	410	0	446	0	410
	Commerce Centre Dr	I-95	0%	-	0	0	0%	-	0	0	0%	-	0	0	0%	-	0	0	0%	-	0	0	0%	-	0	0	0	276	0	276	0	276	0	276
	I-95	Midway Rd	0%	-	0	0	0%	-	0	0	0%	-	0	0	0%	-	0	0	0%	-	0	0	0%	-	0	0	0	767	0	759	0	767	0	759
	Midway Rd	Florida's Turnpike	0%	-	0	0	0%	-	0	0	0%	-	0	0	0%	-	0	0	0%	-	0	0	0%	-	0	0	0	134	0	135	0	134	0	135
	Florida's Turnpike	Jenkins Rd	0%	-	0	0	0%	-	0	0	0%	-	0	0	0%	-	0	0	0%	-	0	0	0%	-	0	0	0	129	0	129	0	129	0	129
	Jenkins Rd	Selvitz Rd	0%	-	0	0	0%	-	0	0	0%	-	0	0	0%	-	0	0	0%	-	0	0	0%	-	0	0	0	119	0	116	0	119	0	116
Selvitz Rd	Bayshore Blvd	Midway Rd	0%	-	0	0	0%	-	0	0	0%	-	0	0	0%	-	0	0	0%	-	0	0	0%	-	0	0	0	49	0	52	0	49	0	52
	Midway Rd	Glades Cut Off Rd	0%	-	0	0	0%	-	0	0	0%	-	0	0	0%	-	0	0	0%	-	0	0	0%	-	0	0	0	5	0	7	0	5	0	7
25th St	Midway Rd	Edwards	0%	-	0	0	0%	-	0	0	0%	-	0	0	0%	-	0	0	10%	Out	7	2	0%	-	0	0	7	83	2	84	-2	88	-1	85
St. Lucie West Blvd.	I-95	California	0%	-	0	0	0%	-	0	0	0%	-	0	0	0%	-	0	0	0%	-	0	0	0%	-	0	0	0	400	0	400	0	400	0	400
	California	Country Club																									0	197	0	197	0	197	0	197
	Country Club	Cashmere																									0	150	0	150	0	150	0	150
	Cashmere	Florida's Turnpike	0%	-	0	0	0%	-	0	0	0%	-	0	0	0%	-	0	0	0%	-	0	0	0%	-	0	0	0	52	0	49	0	52	0	49
	Florida's Turnpike	Bayshore Blvd																									0	35	0	32	0	35	0	32
Okeechobee Rd	McCarty Rd	Florida's Turnpike	5%	In	6	19	0%	-	0	0	0%	-	0	0	5%	Out	8	2	0%	-	0	0	0%	-	0	0	17	0	28	0	0	17	0	28
	Florida's Turnpike	Kings Hwy	5%	In	6	19	0%	-	0	0	0%	-	0	0	5%	Out	8	2	0%	-	0	0	0%	-	0	0	16	0	26	0	0	16	0	26
	Kings Hwy	Crossroads Pkwy	5%	In	6	19	0%	-	0	0	0%	-	0	0	5%	Out	8	2	0%	-	0	0	0%	-	0	0	16	0	26	0	0	16	0	26
	Crossroads Pkwy	I95	5%	In	6	19	0%	-	0	0	25%	In	15	44	5%	Out	8	2	0%	-	0	0	0%	-	0	0	30	0	69	0	0	30	0	69
	I95	Jenkins Rd	5%	In	6	19	85%	Out	54	18	25%	In	15	44	5%	Out	8	2	0%	-	0	0	0%	-	0	0	84	0	87	0	0	84	0	87
	Jenkins Rd	McNeil Rd	5%	In	6	19	85%	Out	54	18	0%	-	0	0	2%	Out	3	1	0%	-	0	0	0%	-	0	0	65	0	45	0	0	65	0	45
	McNeil Rd	Virginia Ave	0%	-	0	0	85%	Out	54	18	0%	-	0	0	2%	Out	3	1	0%	-	0	0	0%	-	0	0	59	0	25	0	0	59	0	25
																											0	0	0	0	0	0	0	0
I-95	Crosstown	Prima Vista																									0	701	0	713	0	701	0	713
	Prima Vista	Midway																									0	463	0	467	0	463	0	467
	Midway	Okeechobee																									0	114	0	114	0	114	0	114
	Okeechobee	Orange Ave																									0	0	0	0	0	0	0	0
Arterial A	Midway	EW 5																									0	527	0	528	0	527	0	528
	EW 5	Glades Cut Off																									0	0	0	0	0	0	0	0
Crosstown Pkwy	Commerce Centre	I 95																									0	630	0	745	0	630	0	745
Shinn Rd	Midway	Okeechobee					10%	In	2	6																	2	50	6	50	-1	52	-2	55
California Blvd	Crosstown	Del Rio																									0	23	0	27	0	23	0	27
Reserve Blvd	Glades Cut Off	St Lucie West																									0	39	0	39	0	39	0	39
																											0	0	0	0	0	0	0	0
																							0%	-										
					In	121			In	21			In	58			In	45			In	22			In	563								
					Out	385			Out	63			Out	174			Out	167			Out	68			Out	124								

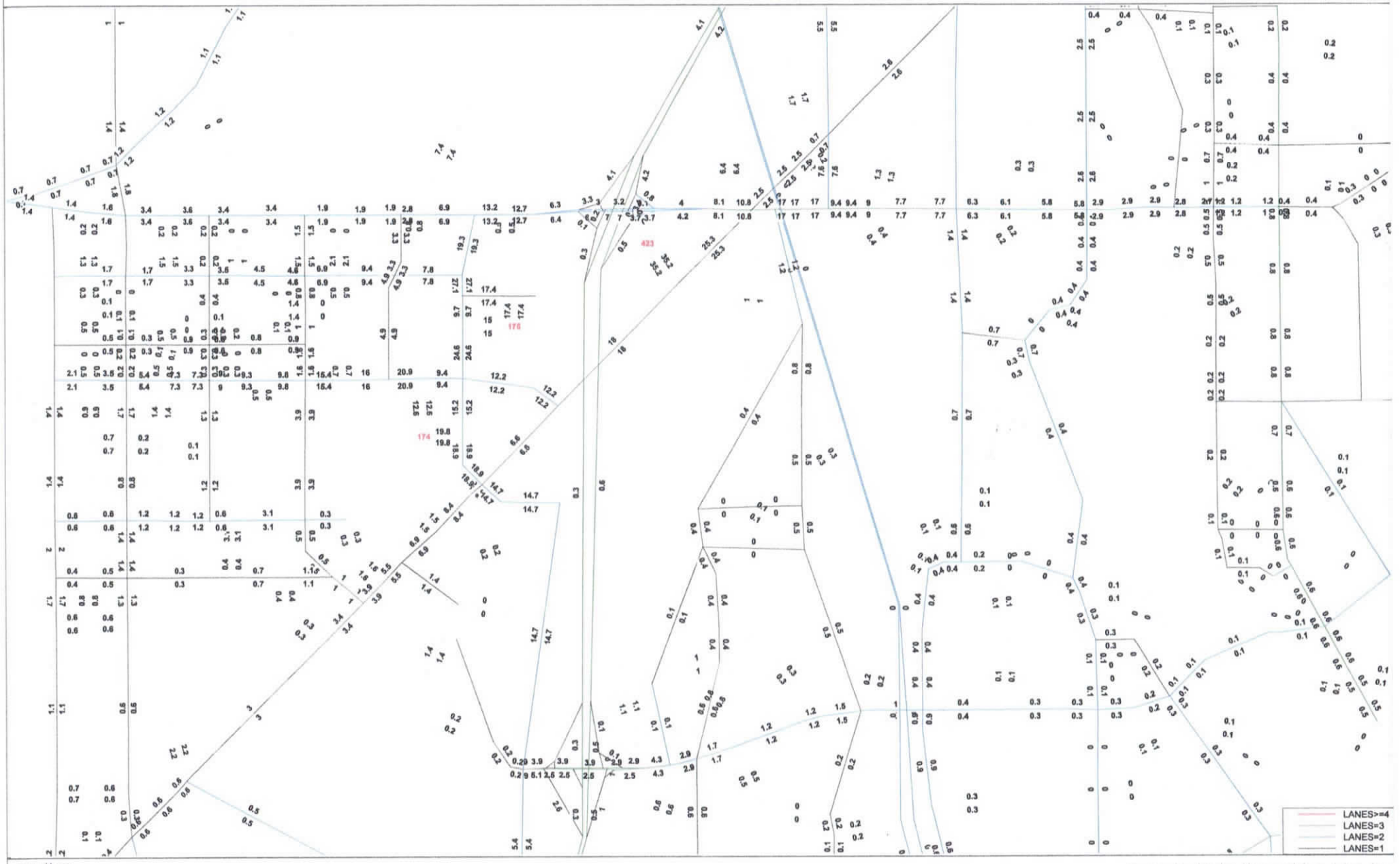
PM APPROVED PROJECTS			Southern Grove DRI						Western Grove DRI						Wilson Groves DRI						Riverland DRI						LTC Ranch						Creekside						Palm Breezes Club						10 Village of Sunset Lakes						36 Rio Lago			
Road Name	From	To	Is N/E In or Out	Directional	N/E	Directional	S/W	%	Is N/E In or Out	Directional	N/E	Directional	S/W	%	Is N/E In or Out	Directional	N/E	Directional	S/W	%	Is N/E In or Out	Directional	N/E	Directional	S/W	%	Is N/E In or Out	Directional	N/E	Directional	S/W	%	Is N/E In or Out	Directional	N/E	Directional	S/W	%	Is N/E In or Out	Directional	N/E	Directional	S/W	%	Is N/E In or Out	Directional	N/E	Directional	S/W	%
Jenkins Rd	Orange	Angle	-	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	0.0%	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%
	Angle	St Lucie	-	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	0.0%	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%
	Orange	Peterson	-	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	0.0%	0.0%	In	5	0.0%	Out	3	2.0%	Out	20	0.0%	Out	6	0.0%	Out	10	0.0%	Out	30	0.0%
	Peterson	Okeechobee	-	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	0.0%	0.0%	In	25	5.0%	In	12	3.4%	In	8	4.5%	In	3	2.0%	In	2	0.0%	In	50	0.0%
	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	0.0%	0.0%	In	16	5.0%	In	8	3.4%	In	4	5.0%	In	1	0.0%	-	0	0.0%	-	0	0.0%
Orange Ave			-	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	0.0%	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%
	Rock Rd	Kings Hwy	-	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	0.0%	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%
	Kings Hwy	I-95	-	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	0.0%	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%
	I-95	Jenkins Rd	-	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	0.0%	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%
	Jenkins Rd	Hartman Rd	-	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	0.0%	0.0%	Out	6	2.0%	Out	42	1.0%	Out	1	3.0%	Out	1	4.0%	Out	1	2.0%	Out	2	0.0%
	Hartman	Angle Rd	-	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	0.0%	0.0%	Out	6	2.0%	Out	35	0.0%	-	0	0.0%	-	0	0.0%	Out	2	8.0%	Out	4	0.0%
	Angle	25th St	-	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	0.0%	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%
Kings Hwy	Okeechobee Rd	Picos Rd	-	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	0.0%	0.0%	Out	47	15.0%	Out	23	8.0%	-	11	5.0%	-	0	0.0%	-	0	0.0%	-	0	0.0%
	Picos Rd	Orange Ave	-	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	0.0%	0.0%	Out	16	5.0%	Out	8	2.0%	-	27	5.0%	-	0	0.0%	-	0	0.0%	-	0	0.0%
	Orange Ave	Angle Rd (CR603	-	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	0.0%	0.0%	Out	25	5.0%	Out	12	4.0%	-	55	10.0%	-	0	0.0%	-	0	0.0%	-	0	0.0%
	Angle	St. Lucie	-	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	0.0%	0.0%	Out	16	5.0%	Out	8	2.0%	-	27	5.0%	-	0	0.0%	-	0	0.0%	-	0	0.0%
	St. Lucie	Indio Rd	-	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	0.0%	0.0%	Out	22	16.0%	-	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	0.0%	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%
Midway Rd	Okeechobee Rd	Shinn Rd	-	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%	1.6%	In	39	60	0.0%	-	0	0.0%	-	0	0.0%	-	0	0.0%	-	0	0.0%	-	0	0.0%	-	0	0.0%	-	0	0.0%
	Shinn Rd	McCarty Rd	In	13	24	0.4%	-	31	25	0.2%	In	9	11	0.2%	In	14	11	0.2%	In	14	14	1.6%	In	39	60	-	0	0.0%	-	0	0.0%	-	0	0.0%	-	0	0.0%	-	0	0.0%	-	0	0.0%	-	0	0.0%	-	0	0.0%
	McCarty Rd	11 Mile Rd	In	13	24	0.4%	-	31	25	0.2%	In	14	11	0.2%	In	14	14	3.6%	In	88	136	-	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%
	11 Mile Rd	Arterial A	In	59	106	0.5%	-	31	25	0.3%	In	14	16	0.2%	In	48	46	6.9%	In	170	261	-	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%
	Arterial A	I-95	In	59	106	0.0%	-	29	24	0.8%	-	43	37	0.1%	-	47	46	13.2%	In	324	498	-	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%
	I-95	Glades Cut Off Rd	Out	12	14	0.7%	Out	38	33	0.9%	Out	57	59	8.1%	In	199	306	-	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%
	Glades Cut Off Rd	East Torino Pkwy	Out	20	25	0.7%	Out	38	33	0.7%	Out	49	50	17.0%	Out	642	418	-	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%
	East Torino Pkwy	Florida's Turnpik	Out	20	25	0.7%	Out	38	33	0.7%	Out	49	50	17.0%	Out	642	418	-	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%
	Florida's Turnpike	Corporate Way	Out	20	25	0.7%	Out	38	33	0.7%	Out	49	50	17.0%	Out	642	418	-	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%
	Corporate Way	Jenkins Rd	Out	20	25	0.7%	Out	38	33	0.7%	Out	49	50	9.4%	Out	355	231	-	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%
	Jenkins Rd	Selvitz Rd	Out	25	20	0.7%	Out	38	33	0.7%	Out	49	50	9.4%	Out	355	231	-	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%
	Selvitz Rd	25th St	Out	20	12	0.8%	Out	32	28	0.6%	Out	42	43	6.3%	Out	238	155	-	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%
Glades Cut Off Rd	Range Line Rd	Reserve Blvd	Out	150	186	0.1%	Out	5	5	0.2%	Out	14	14	0.6%	In	15	23	0.6%	In	135	208	-	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%
	Reserve Blvd	Commerce Centr	Out	150	186	2.2%	Out	144	125	1.3%	Out	104	107	5.5%	In	135	208	-	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%
	Commerce Centre Dr	I-95	Out	24	30	0.3%	Out	16	14	0.2%	Out	14	14	6.9%	Out	261	170	-	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%
	I-95	Midway Rd	Out	24	30	0.3%	Out	16	14	0.3%	Out	28	29	25.3%	Out	955	622	-	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%
	Midway Rd	Florida's Turnpik	Out	16	19	0.3%	-	28	29	2.5%	Out	94	61	-	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%
	Florida's Turnpik	Jenkins Rd	Out	16	19	0.3%	Out	18	15	0.3%	Out	28	29	2.5%	Out	94	61	-	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%
	Jenkins Rd	Selvitz Rd	Out	16	19	0.3%	Out	18	15	0.3%	Out	28	29	2.5%	Out	94	61	-	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%
	Selvitz Rd	25th St	Out	16	20	0.6%	Out	16	15	0.3%	Out	28	29	2.5%	Out	94	61	-	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%
25th St	Midway Rd	Edwards	Out	0	0	0.0%	Out	0	0	0.0%	Out	0	0	0.0%	Out	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	0
	Midway Rd	Glades Cut Off R	Out	5	3	0.0%	Out	0	0	0.0%	Out	0	0	0.0%	Out	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	0
	Glades Cut Off R	Okeechobee	Out	0	0	0.0%	Out	0	0	0.0%	Out	0	0	0.0%	Out	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	0
Selvitz Rd	Jenkins Rd	Midway Rd	Out	51	28	0.0%	Out	0	0	0.0%	Out	0	0	0.0%	Out	0	0	1.4%	In	34	53	-	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%
	Midway Rd	Glades Cut Off R	Out	5	3	0.0%	Out	0	0	0.0%	Out	0	0	0.0%	Out	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	0
	Glades Cut Off Rd	St Lucie West																1.4%	Out	53	34																																
Reserve Blvd																																																		
						0.0%								0.0%				0.0%																																

PM APPROVED PROJECTS			44 Celebration Pointe				Shinn Road Equestrian Estates				Sedona fka Frontera				37 Whispering Oaks				Ravinia				St. Lucie Commerce Center				SUM Directional		SUM Directional		Directional N/E		Directional S/W	
Road Name	**From**	**To**	%	Is N/E In or Out	Directional N/E	Directional S/W	%	Is N/E In or Out	Directional N/E	Directional S/W	%	Is N/E In or Out	Directional N/E	Directional S/W	%	Is N/E In or Out	Directional N/E	Directional S/W	%	Is N/E In or Out	Directional N/E	Directional S/W	%	Is N/E In or Out	Directional N/E	Directional S/W	Residential	Non-Residential	Residential	Non-Residential	Double Count	Net	Double Count	Net
Jenkins Rd	Orange	Angle	0.0%	-	0	0	0.0%	-	0	0	0.0%	-	0	0	0.0%	-	0	0	0.0%	-	0	0	5.0%	Out	39	10	3	39	5	10	-1	41	-1	14
	Angle	St Lucie	0.0%	-	0	0	0.0%	-	0	0	0.0%	-	0	0	0.0%	-	0	0	0.0%	-	0	0	5.0%	Out	39	10	9	39	15	10	-2	46	-2	24
	Orange	Peterson	30.0%	In	119	34	0.0%	-	0	0	5.0%	Out	6	10	70.0%	Out	67	122	0.0%	-	0	0	30.0%	In	62	235	239	62	195	235	-12	289	-47	383
	Peterson	Okeechobee	50.0%	Out	57	199	0.0%	-	0	0	5.0%	Out	6	10	12.0%	Out	11	21	0.0%	-	0	0	30.0%	In	62	235	121	62	259	235	-12	171	-47	447
	Okeechobee	Edwards	5.0%	Out	6	20	0.0%	-	0	0	30.0%	Out	37	62	5.0%	Out	5	9	0.0%	-	0	0	0.0%	-	0	0	50	0	92	0	0	50	0	92
			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				
Orange Ave	Rock Rd	Kings Hwy	5.0%	Out	6	20	0.0%	-	0	0	0.0%	-	0	0	5.0%	Out	5	9	0.0%	-	0	0	90.0%	In	187	706	22	187	36	706	-6	204	-9	732
	Kings Hwy	I-95	10.0%	Out	11	40	0.0%	-	0	0	0.0%	-	0	0	10.0%	Out	10	17	0.0%	-	0	0	50.0%	In	104	392	132	104	239	392	-21	215	-60	571
	I-95	Jenkins Rd	25.0%	Out	28	100	0.0%	-	0	0	0.0%	-	0	0	60.0%	Out	57	104	0.0%	-	0	0	10.0%	In	21	78	137	21	286	78	-4	154	-16	349
	Jenkins Rd	Hartman Rd	5.0%	Out	6	20	0.0%	-	0	0	0.0%	-	0	0	10.0%	Out	10	17	0.0%	-	0	0	5.0%	In	10	39	66	10	117	39	-2	74	-8	148
	Hartman	Angle Rd	15.0%	In	60	17	0.0%	-	0	0	0.0%	-	0	0	20.0%	Out	19	35	0.0%	-	0	0	5.0%	In	10	39	122	10	120	39	-2	130	-8	151
	Angle	25th St	10.0%	In	40	11	0.0%	-	0	0	0.0%	-	0	0	13.0%	Out	12	23	0.0%	-	0	0	5.0%	In	10	39	64	10	54	39	-2	73	-8	85
Kings Hwy	Okeechobee Rd	Picos Rd	2.0%	0.0%	2	8	2.0%	0.0%	1	1	2.0%	-	2	4	2.0%	0.0%	2	3	2.0%	-	2	4	0.0%	0.0%	0	0	91	0	155	0	0	91	0	155
Kings Hwy	Picos Rd	Orange Ave	2.0%	0.0%	2	8	2.0%	0.0%	1	1	2.0%	-	2	4	2.0%	0.0%	2	3	2.0%	-	2	4	30.0%	0.0%	235	62	62	235	114	62	-15	282	-12	164
	Orange Ave	Angle Rd (CR603	3.0%	0.0%	3	12	3.0%	0.0%	1	2	3.0%	-	4	6	3.0%	0.0%	3	5	3.0%	-	4	6	10.0%	0.0%	78	21	99	78	186	21	-16	162	-4	203
	Angle	St. Lucie	3.0%	0.0%	3	12	3.0%	0.0%	1	2	3.0%	-	4	6	3.0%	0.0%	3	5	3.0%	-	4	6	10.0%	0.0%	78	21	67	78	125	21	-16	130	-4	142
	St. Lucie	Indrio Rd	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	5.0%	0.0%	39	10	24	39	46	10	-6	57	-2	55
			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				
Midway Rd	Okeechobee Rd	Shinn Rd	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	39	0	60	0	39	0	60
	Shinn Rd	McCarty Rd	0.0%	-	0	0	10.0%	Out	4	7	0.0%	-	0	0	0.0%	-	0	0	0.0%	-	0	0	0.0%	-	0	0	4	107	7	134	-1	110	-2	139
	McCarty Rd	11 Mile Rd	0.0%	-	0	0	10.0%	Out	4	7	0.0%	-	0	0	0.0%	-	0	0	5.0%	-	6	10	0.0%	-	0	0	10	156	17	209	-3	164	-4	222
	11 Mile Rd	Arterial A	0.0%	-	0	0	0.0%	-	0	0	0.0%	-	0	0	0.0%	-	0	0	5.0%	-	6	10	0.0%	-	0	0	6	321	10	453	-2	326	-3	461
	Arterial A	I-95	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	502	0	711	0	502	0	711
	I-95	Glades Cut Off R	0.0%	-	0	0	0.0%	-	0	0	0.0%	-	0	0	0.0%	-	0	0	30.0%	In	23	37	0.0%	-	0	0	23	434	37	484	-6	451	-9	511
	Glades Cut Off Rd	East Torino Pkw	0.0%	-	0	0	0.0%	-	0	0	30.0%	-	37	62	0.0%	-	0	0	40.0%	In	31	49	0.0%	-	0	0	67	782	111	544	-17	833	-28	627
	East Torino Pkwy	Florida's Turnpik	0.0%	-	0	0	0.0%	-	0	0	30.0%	-	37	62	0.0%	-	0	0	40.0%	In	31	49	0.0%	-	0	0	67	782	111	546	-17	833	-28	629
	Florida's Turnpike	Corporate Way	0.0%	-	0	0	0.0%	-	0	0	30.0%	-	37	62	0.0%	-	0	0	40.0%	In	31	49	0.0%	-	0	0	67	782	111	546	-17	833	-28	629
	Corporate Way	Jenkins Rd	0.0%	-	0	0	0.0%	-	0	0	30.0%	-	37	62	0.0%	-	0	0	40.0%	In	31	49	0.0%	-	0	0	67	495	111	359	-17	546	-28	442
	Jenkins Rd	Selvitz Rd	0.0%	-	0	0	0.0%	-	0	0	30.0%	-	37	62	0.0%	-	0	0	40.0%	In	31	49	0.0%	-	0	0	67	483	111	353	-17	534	-28	436
	Selvitz Rd	25th St	0.0%	-	0	0	0.0%	-	0	0	40.0%	-	49	83	0.0%	-	0	0	55.0%	In	42	67	0.0%	-	0	0	91	348	150	259	-23	416	-37	371
Glades Cut Off R	Range Line Rd	Reserve Blvd	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	262	0	272	0	262	0	272
	Reserve Blvd	Commerce Cent	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	611	0	670	0	611	0	670
	Commerce Centre Dr	I-95	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	342	0	243	0	342	0	243
	I-95	Midway Rd	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	1051	0	710	0	1,051	0	710
	Midway Rd	Florida's Turnpik	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	214	0	156	0	214	0	156
	Florida's Turnpike	Jenkins Rd	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	214	0	156	0	214	0	156
	Jenkins Rd	Selvitz Rd	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	214	0	156	0	214	0	156
Selvitz Rd	Bayshore Blvd	Midway Rd	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	85	0	81	0	85	0	81
	Midway Rd	Glades Cut Off R	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	5	0	3	0	5	0	3
25th St	Midway Rd	Edwards	0.0%	-	0	0	0.0%	-	0	0	0.0%	-	0	0	0.0%	-	0	0	10.0%	Out	12	21	0.0%	-	0	0	12	117	21	78	-3	126	-5	93
St Lucie West	I-95	California																									0	509	0	392	0	509	0	392
	California	Country Club	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	467	0	317	0	467	0	317
	Country Club	Cashmere																									0	333	0	236	0	333	0	236
	Cashmere	Florida's Turnpik																									0	197	0	130	0	197	0	130
	Florida's Turnpike	Bayshore Blvd	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	183	0	119	0	183	0	119
Okeechobee Rd	McCarty Rd	Florida's Turnpik	5.0%	In	20	6	0.0%	-	0	0	0.0%	-	0	0	5.0%	Out	5	9	0.0%	-	0	0	0.0%	-	0	0	32	0	19	0	0	32	0	19
	Florida's Turnpike	Kings Hwy	5.0%	In	20	6	0.0%	-	0	0	0.0%	-	0	0	5.0%	Out	5	9	0.0%	-	0	0	0.0%	-	0	0	29	0	17	0	0	29	0	17
	Kings Hwy	Crossroads Pkwy	5.0%	In	20	6	0.0%	-	0	0	0.0%	-	0	0	5.0%	Out	5	9	0.0%	-	0	0	0.0%	-	0	0	29	0	17	0	0	29	0	17
	Crossroads Pkwy	I95	5.0%	In	20	6	0.0%	-	0	0	25.0%	In	52	31	5.0%	Out	5	9	0.0%	-	0	0	0.0%	-	0	0	81	0	48	0	0	81	0	48
	I95	Jenkins Rd	5.0%	In	20	6	85.0%	Out	35	60	25.0%	In	52	31	5.0%	Out	5	9	0.0%	-	0	0	0.0%	-	0	0	116	0	107	0	0	116	0	107
	Jenkins Rd	McNeil Rd	5.0%	In	20	6	85.0%	Out	35	60	0.0%	-	0	0	2.0%	Out	2	3	0.0%	-	0	0	0.0%	-	0	0	64	0	73	0	0	64	0	73
	McNeil Rd	Virginia Ave	0.0%	-	0	0	85.0%	Out	35	60	0.0%	-	0	0	2.0%	Out	2	3	0.0%	-	0	0	0.0%	-	0	0	44	0	67	0	0	44	0	67
I-95	Crosstown	Prima Vista																									0	1641	0	1103	0	1,641	0	1,103
	Prima Vista	Midway																									0	1150	0	769	0	1,150	0	769
	Midway	Okeechobee																									0	617	0	347	0	617	0	347
	Okeechobee	Orange Ave																									0	318	0	178	0	318	0	178
Arterial A	Midway Rd	EW 5																									0	717	0	467	0	717	0	467
	EW 5	Glades Cut Off R																									0	369	0	566	0	369	0	566
Crosstown Pkwy	Commerce Centre Dr	I 95																									0	1397	0	1349	0	1,397	0	1,349
	I 95	California Blvd																									0	1219	0	1044	0	1,219	0	1,044
Shinn Rd	Midway	Okeechobee					10.0%	In	7	4																	7	44	4	68	-2	49	-1	71
California Blvd	Crosstown	Del Rio																									0	30	0	23	0	30	0	23
Reserve Blvd	Glades Cut Off Rd	St Lucie West																									0	53	0	34	0	53	0	34
																											0	0	0	0	0	0	0	0
				0.0%				0.0%				0.0%				0.0%				0.0%			0.0%	0.0%										
*Note; Projects in Red=Residential DC					In	398			In	70			In	207			In	174			In	77				In	208						
factor applied					Out	113			Out	41			Out	122			Out	95			Out	44				Out	784						

Div

DRI Name	LTC RANCH
ADA No	1993-004
Name of DRI Applicant	LTC Ranch
Address	c/o LTC Joint Venture 700 Island Landing Drive St. Augustine, FL 32095
County	St. Lucie
DCA Project #	93-004
Effective Date of Development Order	5/6/1997
Expiration Date	12/30/2020
Buildout Date	
Type/Size of Approved Development	4,000 DU's 1,505,500 SF Office 725,000 SF Retail 1,960,200 SF Industrial
Local Government	St. Lucie
General Location	East & West of I-95, & South of Midway Road
Acres	2,455

LTC Ranch Zones-Percent Distribution



D1a

Licensed to Finley Horn and Associates, Inc.

LTC Ranch DRI Trip Generation - AM Peak Hour

Land Use	ITE Code	Intensity	Trip Generation Rate (1)	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
Office	710	1,508,500 SF	Ln(T)=.8Ln(X)+1.57	88%	12%	1,477	201	1,678	70	80	150	8.9%	1,407	121	1,528	153	10.0%	1,210	165	1,375
Residential Single-Family	210	4,000 DU	T=.75(x)	17%	83%	510	2,490	3,000	12	121	133	4.4%	498	2,369	2,867	0	0.0%	487	2,380	2,867
Shopping Center	820	725,000 SF	Ln(T)=0.61Ln(x)+2.24	62%	38%	324	198	522	126	93	219	42.0%	198	105	303	103	34.00%	124	76	200
General Light Industrial	110	980,100 SF	T=1.18(x)-89.28	88%	12%	939	128	1,067	44	51	95	8.9%	895	77	972	97	10.0%	770	105	875
Warehouse	150	980,100 SF	Ln(T)=.55Ln(X)+1.88	79%	21%	229	61	290	12	14	26	9.0%	217	47	264	26	10.0%	188	50	238
TOTAL						**3,479**	**3,078**	**6,557**	**264**	**359**	**623**	**9.5%**	**3,215**	**2,719**	**5,934**	**379**	**6.4%**	**2,779**	**2,776**	**5,555**

(1) ITE, 9th Edition

D19

LTC Ranch DRI Trip Generation - PM Peak Hour

Land Use	ITE Code	Intensity	Trip Generation Rate (1)	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
Office	710	1,508,500 SF	T=1.12(X)+78.45	17%	83%	301	1,467	1,768	41	77	118	6.7%	260	1,390	1,650	165	10.0%	252	1,233	1,485
Single Family	210	4,000 DU	Ln(T)=0.9Ln(x)+0.51	63%	37%	1,831	1,075	2,906	407	158	565	19.4%	1,424	917	2,341	0	0.0%	1,475	866	2,341
Shopping Center	820	725,000 SF	Ln(T)=0.67Ln(x)+3.31	48%	52%	1,084	1,175	2,259	195	329	524	23.2%	889	846	1,735	590	34.0%	550	595	1,145
General Light Industrial	110	980,100 SF	T=1.43(x)-157.36	12%	88%	149	1,095	1,244	27	54	81	6.5%	122	1,041	1,163	116	10.0%	126	921	1,047
Warehouse	150	980,100 SF	Ln(T)=0.64Ln(x)+1.14	25%	75%	64	193	257	7	11	18	7.0%	57	182	239	24	10.0%	54	161	215
TOTAL						**3,429**	**5,005**	**8,434**	**677**	**629**	**1,306**	**15.5%**	**2,752**	**4,376**	**7,128**	**895**	**12.6%**	**2,457**	**3,776**	**6,233**

[1] ITE, 9th Edition

D1C

FIGURE 21 E-4a
2028 TRAFFIC ASSIGNMENT

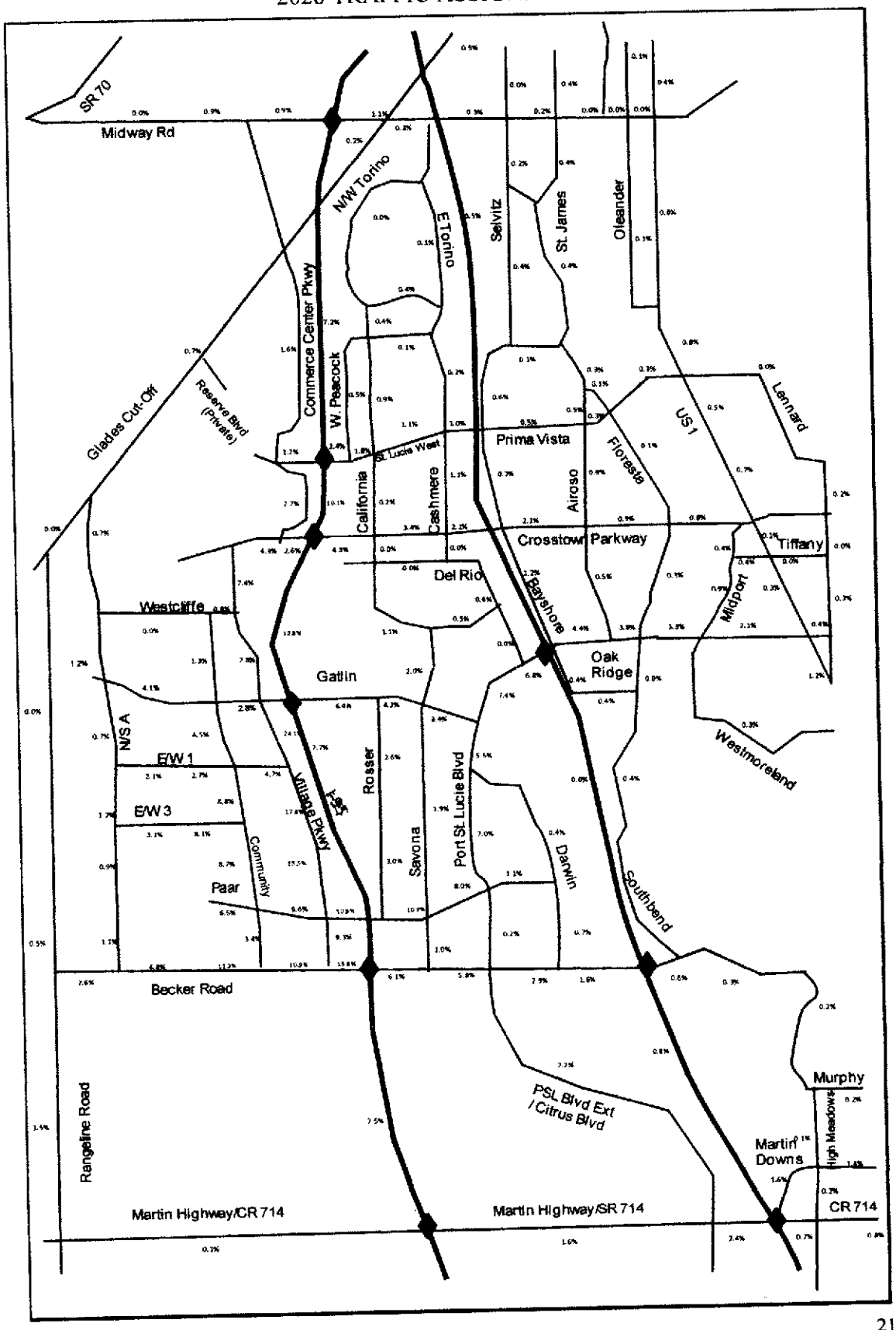


TABLE 21 B-4a
DAILY TRIP GENERATION (2028 - PHASE 4 LAND USE)

DRI	Gross Daily Trip Generation	TAZ Internal Capture Trips	External TAZ Trips	Pass-by Trips	External Daily Trip Generation	DRI Internal Capture Trips	External DRI Trips
Southern Grove	274,960	37,540	237,420	9,727	227,693	55,557	172,136
Western Grove	62,512	9,322	53,190	2,347	50,843	3,762	47,081
Wilson Groves	142,098	13,786	128,312	3,814	124,498	28,137	96,361
Riverland	182,515	14,724	167,791	5,253	162,538	22,430	140,108

TABLE 21 B-4b
PM PEAK HOUR TRIP GENERATION (2028 - PHASE 4 LAND USE)

DRI	Gross PM Peak Hour Trip Generation		TAZ Internal Capture Trips		Pass-by Trips		Net External TAZ Trips		Internal Capture % among DRI*	Internal Capture Trips among DRI		Net External DRI Trips	
	in	out	in	out	in	out	in	out		in	out	in	out
Southern Grove	11,809	17,009	1,700	1,700	473	473	9,636	14,836	24.4%	2,986	2,986	6,650	11,850
Western Grove	3,259	2,762	432	432	111	111	2,716	2,219	7.4%	183	183	2,533	2,036
Wilson Groves	6,931	7,628	614	614	181	181	6,136	6,833	22.6%	1,465	1,465	4,671	5,368
Riverland	9,241	9,014	664	664	249	249	8,328	8,101	13.8%	1,134	1,134	7,194	6,967

* These internal capture percentages (with the exception of Southern Grove) were obtained from the WATS. The Southern Grove internal capture percentage was obtained from the TCRPM III (per the agreed upon methodology).

TABLE 21 F-5a
2028 PM PEAK HOUR TOTAL TRAFFIC
(ONLY SIGNIFICANTLY IMPACTED EXTERNAL LINKS SHOWN)

Roadway	From	To	Lanes	Service Capacity	2028 Background PM Peak Hour Traffic		Southern Grove DRI Trips		Western Grove DRI Trips		Wilson Groves DRI Trips		Riverland DRI Trips		WAA DRI Trips (TOTAL)		2028 Total Peak Hour Traffic	
					NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB
Rangeline Road	South of Martin Hwy		2	1,120	104	77	66	117	38	31	174	201	144	140	423	489	527	566
	Martin Highway	Becker Road	2	1,100	145	87	101	181	81	49	330	380	230	223	722	833	867	920
	Becker Road	Paar Drive	2	790	145	87	36	64	35	28	212	244	92	89	375	425	520	512
	Crosstown Pkwy	Glades Cut-Off Road	2	790	145	87	63	35	118	147	111	86	54	55	346	333	491	420
Glades Cut-Off Road	NS Road A	Commerce Center Pkwy	2	790	242	158	78	44	150	186	144	125	104	107	476	462	718	620
	North of Midway Road		2	790	317	371	58	32	18	19	18	15	28	29	120	95	437	466
Commerce Center Pkwy	Crosstown Pkwy	St. Lucie West Blvd	4	1,760	963	1,177	319	179	50	62	40	35	113	116	522	392	1,485	1,569
	St. Lucie West Blvd	Glades Cut-Off Road	2	790	201	228	184	104	1	0	2	2	28	28	215	134	416	362
Rosser Boulevard	Paar Drive	Open View	2	790	224	308	350	196	3	2	86	75	87	90	526	363	750	671
	Open View	Gatlin Blvd	2	790	224	308	308	173	43	35	76	66	73	75	500	349	724	657
South Torino Pkwy	California Blvd	Cashmere Blvd	2	790	0	0	47	26	9	11	10	9	16	17	82	63	82	63
California Boulevard	Del Rio Blvd	Savona Blvd	2	790	524	675	65	36	2	2	10	9	17	18	94	65	618	740
	Savona Blvd	Del Rio Blvd	4	1,760	505	699	126	71	10	13	14	12	25	25	175	121	680	820
	St. Lucie West Blvd	Peacock Blvd	2	790	419	378	106	59	31	39	30	27	54	56	221	181	640	559
	Peacock Blvd	West Torino Pkwy	2	790	482	443	48	28	9	12	10	9	17	18	84	67	566	510
Savona Boulevard	Becker Road	Paar Drive	2	790	390	354	115	65	1	0	3	2	5	4	124	71	514	425
	Paar Drive	Gatlin Blvd	4	1,760	749	1,064	224	126	0	1	38	34	39	40	301	201	1,050	1,265
	Gatlin Blvd	California Blvd	4	1,760	756	887	233	131	7	6	30	25	51	53	321	215	1,077	902
Cashmere Boulevard	Crosstown Pkwy	St. Lucie West Blvd	4	1,760	724	530	134	74	43	52	39	33	63	66	279	225	1,003	755
Del Rio Boulevard	California Blvd	Cashmere Blvd	2	790	421	472	67	38	7	9	10	9	17	18	101	74	522	546
Port St. Lucie Boulevard	Martin Highway	Becker Road	2	1,120	629	515	149	285	7	6	85	98	140	136	381	505	1,010	1,020
	Paar Drive	Darwin Blvd	6	2,650	1,081	1,498	830	466	35	28	168	144	159	164	1,190	802	2,271	2,300
	Darwin Blvd	Gatlin Blvd	6	2,650	1,647	2,574	648	364	42	34	117	102	124	128	931	628	2,578	3,202
	Gatlin Blvd	Del Rio Blvd	6	2,940	1,491	2,037	871	490	37	46	155	136	269	279	1,332	951	2,823	2,988
	Del Rio Blvd	Bayshore Blvd	6	2,940	1,511	2,407	804	452	32	41	146	128	255	264	1,237	885	2,748	3,292
	Bayshore Blvd	Airoso Blvd	6	2,940	1,574	2,373	520	292	30	37	117	102	198	204	865	635	2,439	3,008
	Airoso Blvd	Floresta Drive	6	2,940	1,714	2,606	447	250	24	31	103	89	175	180	749	550	2,463	3,156
	Floresta Drive	Midport Road	6	2,940	2,340	2,486	391	220	23	29	94	83	162	168	670	500	3,010	2,986
	Midport Road	US Highway 1	6	2,940	1,492	2,513	250	141	17	21	66	58	113	117	446	337	1,938	2,850
Darwin Boulevard	Becker Road	Paar Drive	2	790	567	165	45	80	5	4	8	10	13	13	71	107	638	272
Bayshore Boulevard	Port St. Lucie Blvd	Crosstown Pkwy	4	1,760	1,304	1,152	142	79	13	16	11	10	18	18	184	123	1,488	1,275
Selvitz Road	Bayshore Blvd	E/W Road # 5	2	790	317	885	51	28	11	13	13	10	25	27	100	78	417	763
Airoso Boulevard	Crosstown Pkwy	Prima Vista Blvd	4	1,760	903	905	108	61	26	31	27	23	44	45	205	160	1,108	1,065
Southbend Boulevard	Becker Road	Oakridge Drive	2	790	548	434	49	28	5	7	6	6	11	12	71	53	619	487
Midport Road	Port St. Lucie Blvd	Lyngate Drive	4	1,760	1,326	698	109	62	2	2	20	18	36	37	167	119	1,493	817
Martin Highway (SR 714)	Interstate 95	PSL Blvd Extension	2	1,120	573	621	192	108	26	33	97	85	92	96	407	322	980	943
	PSL Blvd Extension	Florida's Turnpike	4	1,960	764	1,194	289	162	16	20	129	113	145	150	579	445	1,343	1,539

TABLE 21 F-5a (CONTINUED)
2028 PM PEAK HOUR TOTAL TRAFFIC
(ONLY SIGNIFICANTLY IMPACTED EXTERNAL LINKS SHOWN)

Roadway	From	To	Lanes	Service Capacity	2028 Background PM Peak Hour Traffic		Southern Grove DRI Trips		Western Grove DRI Trips		Wilson Groves DRI Trips		Riverland DRI Trips		WAA DRI Trips (TOTAL)		2028 Total Peak Hour Traffic	
					NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB
Martin Downs Boulevard (SR 714)	North of Turnpike Entrance	High Meadows Ave	4	1,960	976	1,101	192	107	9	12	85	75	96	98	382	292	1,358	1,393
	East of High Meadows Ave		4	1,960	1,325	1,830	162	91	7	8	75	65	83	86	327	250	1,652	2,080
County Road 714	Florida's Turnpike	High Meadows Ave	2	880	610	954	79	44	4	4	37	31	42	43	162	122	772	1,076
	High Meadows Ave	Berry Ave	2	880	565	749	96	55	9	11	41	35	50	51	196	152	761	901
Becker Road	Interstate 95	Savona Blvd	6	2,690	1,087	316	728	408	18	23	251	218	321	332	1,318	981	2,405	1,297
	Savona Blvd	Port St. Lucie Blvd	6	2,790	1,250	364	682	383	12	16	219	191	282	292	1,195	882	2,445	1,246
	Port St. Lucie Blvd	Darwin Blvd	4	1,860	351	1,288	343	192	15	20	99	87	119	123	576	422	927	1,711
	Darwin Blvd	Florida's Turnpike	4	1,860	316	1,161	194	109	11	13	65	56	78	81	348	259	664	1,420
	Florida's Turnpike	Southbend Blvd	4	1,780	460	798	100	56	4	6	30	26	33	35	167	123	627	921
Paar Drive	Rosser Blvd	Savona Blvd	4	1,860	214	315	1,289	724	0	1	225	196	225	232	1,739	1,153	1,953	1,468
	Savona Blvd	Port St. Lucie Blvd	4	1,860	474	518	950	533	0	0	185	160	182	188	1,317	881	1,791	1,399
Gatlin Boulevard	Interstate 95	Rosser Blvd	6	2,790	2,053	1,364	756	424	132	165	76	66	303	312	1,267	967	3,320	2,331
	Rosser Blvd	Savona Blvd	6	2,790	1,741	2,090	500	280	80	100	50	43	216	222	846	645	2,587	2,735
	Savona Blvd	Port St. Lucie Blvd	6	2,790	1,620	1,809	409	228	74	92	43	38	186	193	712	552	2,332	2,161
Oakridge Drive	Mountwell Street	Southbend Blvd	2	790	194	159	51	28	6	7	4	4	12	12	73	51	267	210
Lyngate Drive	Midport Road	US Highway 1	2	790	334	556	47	27	1	1	12	10	20	21	80	59	414	615
Crosstown Pkwy	Rangeline Rd	NS A	2	880	130	159	35	63	463	372	43	50	36	35	577	520	707	879
	NS A	Village Pkwy	4	1,960	95	116	209	372	617	768	367	319	234	227	1,427	1,686	1,522	1,802
	Village Pkwy	Commerce Center Pkwy	6	3,348	845	1,032	511	287	498	619	306	266	479	495	1,794	1,667	2,639	2,699
	Commerce Center Pkwy	I-95 Interchange	6	3,348	1,185	1,448	312	175	447	557	266	232	372	385	1,397	1,349	2,582	2,797
	I-95 Interchange	California Blvd	6	3,348	1,807	1,315	512	287	260	323	170	148	277	286	1,219	1,044	2,826	2,359
	California Blvd	Cashmere Blvd	6	3,348	1,592	1,302	406	228	213	264	141	123	230	238	990	853	2,582	2,155
	Cashmere Blvd	Bayshore Blvd	6	3,348	1,917	1,569	250	140	163	204	98	85	159	163	670	582	2,587	2,161
	Bayshore Blvd	Airoso Blvd	6	3,348	1,740	1,424	245	137	147	182	94	82	152	157	638	558	2,378	1,982
St. Lucie West Boulevard	Commerce Center Pkwy	Interstate 95	2	820	521	532	142	80	49	61	39	34	73	74	303	249	824	781
	Interstate 95	Peacock Blvd	6	2,690	1,573	1,498	281	157	50	62	63	55	115	118	509	392	2,082	1,890
	Peacock Blvd	California Blvd	6	2,690	1,450	1,259	218	123	38	47	50	43	93	95	399	308	1,849	1,567
	California Blvd	Cashmere Blvd	6	2,690	1,795	1,808	136	77	14	16	25	22	48	50	223	165	2,018	1,773
Midway Road	Eleven Mile Road	Commerce Center Pkwy	2	790	297	243	59	106	31	25	26	29	46	46	164	206	461	449
	Commerce Center Pkwy	Interstate 95	2	790	439	359	59	106	29	24	25	29	47	46	160	205	599	564
	Interstate 95	Glades Cut-Off Road	4	1,760	998	1,219	128	72	12	14	20	17	57	59	217	162	1,215	1,381

TABLE 21 F-5a (CONTINUED)
2028 PM PEAK HOUR TOTAL TRAFFIC – INTERSTATE 95
(ONLY SIGNIFICANTLY IMPACTED LINKS SHOWN)

I-95 Segment Location		AADT Calculation	Significant	2028	K-factor	D-factor	2028 peak hour volumes		WAA DRI Traffic	WAA DRI Traffic		SG SD	Additional traffic from Southern Grove SD		2028 Total Peak Hour Volumes	
From	To	Method	in 2028?	AADT			NB	SB	needed?	Total NB	Total SB	% Assign	NB	SB	NB	SB
Orange Avenue	Okeechobee Road	[1]	Yes	88,400	9.0%	54.2%	3,640	4,310	No	-	-	2.7%	48	0	3,688	4,310
Okeechobee Road	Midway Road	[1]	Yes	113,700	9.0%	54.2%	4,690	5,550	No	-	-	5.2%	93	0	4,783	5,550
Midway Road	St. Lucie West Blvd	[1]	Yes	107,300	9.0%	54.2%	4,420	5,230	No	-	-	7.2%	128	0	4,548	5,230
St. Lucie West Blvd	Crosstown Pkwy	[1]	Yes	117,700	9.0%	54.2%	4,850	5,740	No	-	-	10.1%	179	0	5,029	5,740
Crosstown Pkwy	Gatlin Blvd	[1]	Yes	107,900	9.0%	54.2%	4,450	5,260	No	-	-	12.8%	228	0	4,678	5,260
Gatlin Blvd	Becker Road	[1]	Yes	111,200	9.0%	54.2%	5,420	4,580	No	-	-	7.7%	0	136	5,420	4,716
Becker Road	Martin Highway	[1]	Yes	111,200	9.0%	54.2%	5,420	4,580	No	-	-	7.5%	0	134	5,420	4,714
Martin Highway	High Meadows Avenue	[2]	Yes	59,807	9.0%	54.2%	2,920	2,470	Yes	1,030	1,339	-	-	-	3,950	3,809
High Meadows Avenue	Kanner Highway	[2]	Yes	72,965	9.0%	54.2%	3,560	3,010	Yes	973	1,265	-	-	-	4,533	4,275
Kanner Highway	Bridge Road	[2]	Yes	79,544	9.0%	54.2%	3,880	3,280	Yes	508	660	-	-	-	4,388	3,940
Bridge Road	Indiantown Road	[2]	Yes	78,946	9.0%	54.2%	3,850	3,250	Yes	509	661	-	-	-	4,359	3,911

[1] AADT obtained from 3R Report (consistent with methodology). AADT is inclusive of the WAA DRI traffic. Only the additional traffic from the proposed Southern Grove Substantial Deviation (SD) is added.

[2] AADT obtained from 2010 FDOT Florida Traffic Information CD because 3R Report did not cover this segment. This AADT is not inclusive of WAA DRI traffic. Therefore, all WAA DRI traffic is added.

TABLE 21 F-5b
2028 PM PEAK HOUR TOTAL TRAFFIC
(ALL SOUTHWEST ANNEXATION AREA LINKS SHOWN)

Roadway	From	To	Model Traffic	Peak Hour	NB/EB	SB/WB	Required Service Capacity		Meets Capacity ???
Becker Road	Rangeline	N/S A	25,346	2,281	1,026	1,255	1,860	4-Lanes	YES
	N/S A	N/S B	31,905	2,871	1,579	1,292	1,860	4-Lanes	YES
	N/S B	N/S BC	39,316	3,538	1,592	1,946	2,790	6-Lanes	YES
	N/S BC	Community Blvd	45,835	4,125	1,856	2,269	2,790	6-Lanes	YES
	Community Blvd	Village Parkway	46,089	4,148	2,281	1,867	2,790	6-Lanes	YES
	Village Parkway	I-95 Interchange	55,691	5,012	2,757	2,255	3,590	8-Lanes	YES
N/S A	Becker Rd	Paar Drive	21,599	1,944	875	1,069	1,860	4-Lanes	YES
	Paar Drive	Open View	22,183	1,996	1,098	898	1,860	4-Lanes	YES
	Open View	E/W 1	27,475	2,473	1,360	1,113	1,860	4-Lanes	YES
	E/W 1	Gatlin Blvd	29,153	2,624	1,443	1,181	1,860	4-Lanes	YES
	Gatlin Blvd	Westcliffe Ln	27,410	2,467	1,357	1,110	1,860	4-Lanes	YES
	Westcliffe Ln	Crosstown Pkwy	26,615	2,395	1,317	1,078	1,860	4-Lanes	YES
N/S B	Becker Rd	Paar Drive	13,216	1,189	535	654	840	2-Lanes	YES
	Paar Drive	Open View	10,921	983	442	541	840	2-Lanes	YES
	Open View	E/W 1	10,684	962	529	433	840	2-Lanes	YES
N/S BC	Becker Rd	Paar Drive	9,674	871	392	479	840	2-Lanes	YES
Community Blvd	Becker Rd	Paar Drive	12,573	1,132	510	622	840	2-Lanes	YES
	Paar Drive	Open View	23,708	2,134	960	1,174	1,860	4-Lanes	YES
	Open View	E/W 1	31,243	2,812	1,265	1,547	1,860	4-Lanes	YES
	E/W 1	Gatlin Blvd	25,372	2,283	1,027	1,256	1,860	4-Lanes	YES
	Gatlin Blvd	Westcliffe Ln	13,021	1,172	645	527	840	2-Lanes	YES
Village Parkway	Becker Rd	Paar Drive	27,167	2,445	1,100	1,345	1,860	4-Lanes	YES
	Paar Drive	Open View	31,809	2,863	1,288	1,575	1,860	4-Lanes	YES
	Open View	E/W 1	30,575	2,752	1,513	1,239	1,860	4-Lanes	YES
	E/W 1	Gatlin Blvd	51,390	4,625	2,544	2,081	2,790	6-Lanes	YES
	Gatlin Blvd	Westcliffe Ln	23,490	2,114	1,163	951	1,860	4-Lanes	YES
	Westcliffe Ln	Crosstown Pkwy	32,159	2,894	1,592	1,302	1,860	4-Lanes	YES
E/W 4 (Paar Drive)	N/S A	N/S B	16,693	1,502	676	826	840	2-Lanes	YES
	N/S B	N/S BC	18,596	1,674	753	921	1,860	4-Lanes	YES
	N/S BC	Community Blvd	22,524	2,027	912	1,115	1,860	4-Lanes	YES
	Community Blvd	Village Parkway	24,927	2,243	1,009	1,234	1,860	4-Lanes	YES
	Village Parkway	Rosser Blvd	31,190	2,807	1,263	1,544	1,860	4-Lanes	YES
E/W 3 (Open View)	N/S A	N/S B	14,591	1,313	591	722	840	2-Lanes	YES
	N/S B	Community Blvd	24,970	2,247	1,011	1,236	1,860	4-Lanes	YES
	Community Blvd	Village Parkway	20,043	1,804	812	992	1,860	4-Lanes	YES
E/W 1	N/S A	N/S B	9,678	871	392	479	840	2-Lanes	YES
	N/S B	Community Blvd	14,576	1,312	590	722	840	2-Lanes	YES
	Community Blvd	Village Parkway	17,676	1,591	716	875	1,860	4-Lanes	YES
Gatlin Blvd / Tradition Pkwy	N/S A	Community Blvd	18,844	1,696	763	933	1,860	4-Lanes	YES
	Community Blvd	Village Parkway	21,946	1,975	889	1,086	1,860	4-Lanes	YES
	Village Parkway	I-95 Interchange	56,419	5,078	2,793	2,285	3,740	8-Lanes	YES
Westcliffe Lane	N/S A	Community Blvd	3,254	293	161	132	840	2-Lanes	YES
	Community Blvd	Village Parkway	14,066	1,266	696	570	840	2-Lanes	YES

TABLE 21 E-4
2028 SIGNIFICANCE (BASED ON PM PEAK HOUR)

Roadway	From	To	Trip Assignment	PM Peak Hour Trips			Service Capacity	% Impact		Significant Impact???	
				Total	NB/EB	SB/WB		NB/EB	SB/WB	NB/EB	SB/WB
Rangeline Road	South of Martin Hwy		1.0%	183	66	117	1,120	5.9%	10.5%	YES	YES
	Martin Highway	Becker Road	1.5%	282	101	181	1,100	9.2%	16.5%	YES	YES
	Becker Road	Paar Drive	0.5%	100	36	64	790	4.6%	8.1%	NO	YES
	Paar Drive	Open View	0.0%	0	0	0	790	0.0%	0.0%	NO	NO
	Open View	E/W Road # 1	0.0%	0	0	0	790	0.0%	0.0%	NO	NO
	E/W Road # 1	Gatlin Blvd	0.0%	0	0	0	790	0.0%	0.0%	NO	NO
	Gatlin Blvd	Crosstown Pkwy	0.0%	0	0	0	790	0.0%	0.0%	NO	NO
	Crosstown Pkwy	Glades Cut-Off Road	0.5%	98	63	35	790	8.0%	4.4%	YES	NO
Glades Cut-Off Road	Rangeline Road	N/S Road A	0.0%	1	1	0	790	0.1%	0.0%	NO	NO
	N/S Road A	Commerce Center Pkwy	0.7%	122	78	44	790	9.9%	5.6%	YES	YES
	Commerce Center Pkwy	Midway Road	0.2%	42	27	15	790	3.4%	1.9%	NO	NO
	North of Midway Road		0.5%	90	58	32	790	7.3%	4.1%	YES	NO
Commerce Center Pkwy	Crosstown Pkwy	St. Lucie West Blvd	2.7%	498	319	179	1,760	18.1%	10.2%	YES	YES
	St. Lucie West Blvd	Glades Cut-Off Road	1.6%	288	184	104	790	23.3%	13.2%	YES	YES
Interstate 95	Donald Ross Road	Indiantown Road	2.0%	370	237	133	9,320	2.5%	1.4%	NO	NO
	Indiantown Road	Bridge Road	2.9%	530	191	339	5,580	3.4%	6.1%	NO	YES
	Bridge Road	Kanner Highway	2.9%	530	190	340	5,580	3.4%	6.1%	NO	YES
	Kanner Highway	High Meadow Ave	5.6%	1,023	368	655	5,580	6.6%	11.7%	YES	YES
	High Meadow Ave	Martin Highway	5.8%	1,082	389	693	4,580	8.5%	15.1%	YES	YES
	Martin Highway	Becker Road	7.5%	1,393	501	892	5,580	9.0%	16.0%	YES	YES
	Becker Road	Gatlin Blvd	7.7%	1,416	509	907	5,580	9.1%	16.3%	YES	YES
	Gatlin Blvd	Crosstown Pkwy	12.8%	2,376	1,522	854	5,580	27.3%	15.3%	YES	YES
	Crosstown Pkwy	St. Lucie West Blvd	10.1%	1,866	1,195	671	6,580	18.2%	10.2%	YES	YES
	St. Lucie West Blvd	Midway Road	7.2%	1,330	852	478	5,580	15.3%	8.6%	YES	YES
	Midway Road	Okeechobee Road	5.2%	964	617	347	4,580	13.5%	7.6%	YES	YES
	Okeechobee Road	Orange Avenue	2.7%	496	318	178	3,020	10.5%	5.9%	YES	YES
	Orange Avenue	Indio Road	1.2%	218	139	79	5,580	2.5%	1.4%	NO	NO
Peacock Boulevard	St. Lucie West Blvd	California Blvd	0.5%	98	62	36	1,760	3.5%	2.1%	NO	NO
	California Blvd	Cashmere Blvd	0.1%	21	13	8	790	1.7%	1.0%	NO	NO
Rosser Boulevard	Paar Drive	Open View	3.0%	546	350	196	790	44.3%	24.8%	YES	YES
	Open View	Gatlin Blvd	2.6%	481	308	173	790	38.0%	21.9%	YES	YES
North/West Torino Pkwy	East Torino Pkwy	California Blvd	0.0%	3	2	1	790	0.3%	0.1%	NO	NO
South Torino Pkwy	California Blvd	Cashmere Blvd	0.4%	73	47	26	790	6.0%	3.3%	YES	NO
East Torino Pkwy	Cashmere Blvd	Midway Road	0.1%	21	13	8	790	1.7%	1.0%	NO	NO
California Boulevard	Del Rio Blvd	Savona Blvd	0.5%	101	65	36	790	8.2%	4.6%	YES	NO
	Savona Blvd	Del Rio Blvd	1.1%	197	126	71	1,760	7.2%	4.0%	YES	NO
	Del Rio Blvd	Crosstown Pkwy	0.0%	7	5	2	790	0.6%	0.3%	NO	NO
	Crosstown Pkwy	St. Lucie West Blvd	0.2%	38	24	14	790	3.0%	1.8%	NO	NO
	St. Lucie West Blvd	Peacock Blvd	0.9%	165	106	59	790	13.4%	7.5%	YES	YES
	Peacock Blvd	West Torino Pkwy	0.4%	76	48	28	790	6.1%	3.5%	YES	NO
Savona Boulevard	Becker Road	Paar Drive	1.0%	180	115	65	790	14.6%	8.2%	YES	YES
	Paar Drive	Gatlin Blvd	1.9%	350	224	126	1,760	12.7%	7.2%	YES	YES
	Gatlin Blvd	California Blvd	2.0%	364	233	131	1,760	13.2%	7.4%	YES	YES
Cashmere Boulevard	Del Rio Blvd	Crosstown Pkwy	0.0%	8	5	3	790	0.6%	0.4%	NO	NO
	Crosstown Pkwy	St. Lucie West Blvd	1.1%	208	134	74	1,760	7.6%	4.2%	YES	NO
	St. Lucie West Blvd	Peacock Blvd	0.2%	32	21	11	790	2.7%	1.4%	NO	NO
Del Rio Boulevard	Port St. Lucie Blvd	California Blvd	0.0%	4	2	2	790	0.3%	0.3%	NO	NO
	California Blvd	Cashmere Blvd	0.6%	105	67	38	790	8.5%	4.8%	YES	NO
	Cashmere Blvd	California Blvd	0.0%	6	4	2	790	0.5%	0.3%	NO	NO

TABLE 21 E-4 (CONTINUED)
2028 SIGNIFICANCE (BASED ON PM PEAK HOUR)

Roadway	From	To	Trip Assignment	PM Peak Hour Trips			Service Capacity	% Impact		Significant Impact???	
				Total	NB/EB	SB/WB		NB/EB	SB/WB	NB/EB	SB/WB
Port St. Lucie Boulevard	Martin Highway	Becker Road	2.2%	414	149	265	1,120	13.3%	23.7%	YES	YES
	Becker Road	Paar Drive	0.2%	33	12	21	790	1.5%	2.7%	NO	NO
	Paar Drive	Darwin Blvd	7.0%	1,296	830	466	2,650	31.3%	17.6%	YES	YES
	Darwin Blvd	Gatlin Blvd	5.5%	1,012	648	364	2,650	24.5%	13.7%	YES	YES
	Gatlin Blvd	Del Rio Blvd	7.4%	1,361	871	490	2,940	29.6%	16.7%	YES	YES
	Del Rio Blvd	Bayshore Blvd	6.8%	1,256	804	452	2,940	27.4%	15.4%	YES	YES
	Bayshore Blvd	Airoso Blvd	4.4%	812	520	292	2,940	17.7%	9.9%	YES	YES
	Airoso Blvd	Floresta Drive	3.8%	697	447	250	2,940	15.2%	8.5%	YES	YES
	Floresta Drive	Midport Road	3.3%	611	391	220	2,940	13.3%	7.5%	YES	YES
	Midport Road	US Highway 1	2.1%	391	250	141	2,940	8.5%	4.8%	YES	NO
	US Highway 1	Lennard Road	0.4%	82	53	29	1,960	2.7%	1.5%	NO	NO
Darwin Boulevard	Becker Road	Paar Drive	0.7%	125	45	80	790	5.7%	10.1%	YES	YES
	Paar Drive	Port St. Lucie Blvd	0.4%	81	52	29	1,760	3.0%	1.7%	NO	NO
Florida's Turnpike	Martin Highway	Becker Road	0.8%	147	53	94	3,020	1.8%	3.1%	NO	NO
	Becker Road	Port St. Lucie Blvd	0.0%	0	0	0	3,020	0.0%	0.0%	NO	NO
	Port St. Lucie Blvd	SR 70	0.5%	94	60	34	3,020	2.0%	1.1%	NO	NO
Bayshore Boulevard	Oakridge Drive	Port St. Lucie Blvd	0.4%	79	51	28	1,760	2.9%	1.6%	NO	NO
	Port St. Lucie Blvd	Crosstown Pkwy	1.2%	221	142	79	1,760	8.1%	4.5%	YES	NO
	Crosstown Pkwy	Prima Vista Blvd	0.2%	32	20	12	1,760	1.1%	0.7%	NO	NO
	Prima Vista Blvd	Selvitz Road	0.6%	119	76	43	1,760	4.3%	2.4%	NO	NO
	Selvitz Road	St. James Drive	0.1%	21	13	8	790	1.7%	1.0%	NO	NO
Selvitz Road	Bayshore Blvd	St. James Blvd	0.4%	79	51	28	790	6.5%	3.5%	YES	NO
	St. James Blvd	Midway Road	0.2%	46	30	16	790	3.8%	2.0%	NO	NO
	North of Midway Road		0.0%	8	5	3	790	0.6%	0.4%	NO	NO
St. James Drive	Bayshore Blvd	St. James Blvd	0.4%	72	46	26	1,760	2.6%	1.5%	NO	NO
	St. James Blvd	Midway Road	0.4%	81	52	29	1,760	3.0%	1.7%	NO	NO
25th Street	North of Midway Road		0.4%	82	52	30	1,960	2.7%	1.5%	NO	NO
Airoso Boulevard	Port St. Lucie Blvd	Crosstown Pkwy	0.5%	84	54	30	1,760	3.1%	1.7%	NO	NO
	Crosstown Pkwy	Prima Vista Blvd	0.9%	169	108	61	1,760	6.1%	3.5%	YES	NO
	Prima Vista Blvd	Floresta Drive	0.5%	87	56	31	1,760	3.2%	1.8%	NO	NO
	Floresta Drive	St. James Drive	0.3%	58	37	21	1,760	2.1%	1.2%	NO	NO
Southbend Boulevard	Becker Road	Oakridge Drive	0.4%	77	49	28	790	6.2%	3.5%	YES	NO
	Oakridge Drive	Port St. Lucie Blvd	0.0%	2	1	1	790	0.1%	0.1%	NO	NO
Floresta Boulevard	Port St. Lucie Blvd	Crosstown Pkwy	0.3%	52	33	19	790	4.2%	2.4%	NO	NO
	Crosstown Pkwy	Prima Vista Blvd	0.1%	22	14	8	790	1.8%	1.0%	NO	NO
	Prima Vista Blvd	Airoso Blvd	0.1%	19	12	7	790	1.5%	0.9%	NO	NO
Oleander Ave	Kitterman Road	Midway Road	0.1%	12	8	4	790	1.0%	0.5%	NO	NO
	North of Midway Road		0.1%	13	8	5	790	1.0%	0.6%	NO	NO
Midport Road	Port St. Lucie Blvd	Lyngate Drive	0.9%	171	109	62	1,760	6.2%	3.5%	YES	NO
	Lyngate Drive	Crosstown Pkwy	0.4%	79	51	28	1,760	2.9%	1.6%	NO	NO
High Meadows Ave	Martin Highway	Martin Downs Blvd	0.2%	31	11	20	880	1.3%	2.3%	NO	NO
	Martin Downs Blvd	Murphy Road	0.1%	17	6	11	1,140	0.5%	1.0%	NO	NO
Gilson Road	Murphy Road	Becker Road	0.2%	33	12	21	790	1.5%	2.7%	NO	NO

TABLE 21 E-4 (CONTINUED)
2028 SIGNIFICANCE (BASED ON PM PEAK HOUR)

Roadway	From	To	Trip Assignment	PM Peak Hour Trips			Service Capacity	% Impact		Significant Impact???	
				Total	NB/EB	SB/WB		NB/EB	SB/WB	NB/EB	SB/WB
Crosstown Pkwy	Rangeline Rd	N/S A	0.5%	98	35	63	880	4.0%	7.2%	NO	YES
	N/S A	Village Pkwy	3.1%	581	209	372	1,960	10.7%	19.0%	YES	YES
	Village Pkwy	Commerce Center Pkwy	4.3%	798	511	287	3,348	15.3%	8.6%	YES	YES
	Commerce Center Pkwy	I-95 Interchange	2.6%	487	312	175	3,348	9.3%	5.2%	YES	YES
	I-95 Interchange	California Blvd	4.3%	799	512	287	3,348	15.3%	8.6%	YES	YES
	California Blvd	Cashmere Blvd	3.4%	634	406	228	3,348	12.1%	6.8%	YES	YES
	Cashmere Blvd	Bayshore Blvd	2.1%	390	250	140	3,348	7.5%	4.2%	YES	NO
	Bayshore Blvd	Airoso Blvd	2.1%	382	245	137	3,348	7.3%	4.1%	YES	NO
	Airoso Blvd	Floresta Blvd	0.9%	169	108	61	2,790	3.9%	2.2%	NO	NO
	Floresta Blvd	US Highway 1	0.8%	151	97	54	2,790	3.5%	1.9%	NO	NO
St. Lucie West Boulevard/Prima Vista Boulevard	Commerce Center Pkwy	Interstate 95	1.2%	222	142	80	820	17.3%	9.8%	YES	YES
	Interstate 95	Peacock Blvd	2.4%	438	281	157	2,690	10.5%	5.8%	YES	YES
	Peacock Blvd	California Blvd	1.8%	341	218	123	2,690	8.1%	4.6%	YES	NO
	California Blvd	Cashmere Blvd	1.1%	213	136	77	2,690	5.1%	2.9%	YES	NO
	Cashmere Blvd	Bayshore Blvd	1.0%	182	116	66	2,690	4.3%	2.5%	NO	NO
	Bayshore Blvd	Airoso Blvd	0.5%	95	61	34	1,860	3.3%	1.8%	NO	NO
	Airoso Blvd	Floresta Drive	0.3%	64	41	23	1,860	2.2%	1.2%	NO	NO
	Floresta Drive	US Highway 1	0.3%	64	41	23	1,860	2.2%	1.2%	NO	NO
Midway Road	West of Eleven Mile Road		0.0%	5	2	3	790	0.3%	0.4%	NO	NO
	Eleven Mile Road	Commerce Center Pkwy	0.9%	165	59	106	790	7.5%	13.4%	YES	YES
	Commerce Center Pkwy	Interstate 95	0.9%	165	59	106	790	7.5%	13.4%	YES	YES
	Interstate 95	Glades Cut-Off Road	1.1%	200	128	72	1,760	7.3%	4.1%	YES	NO
	Glades Cut-Off Road	East Torino Pkwy	0.3%	52	34	18	1,760	1.9%	1.0%	NO	NO
	East Torino Pkwy	Selvitz Road	0.3%	54	34	20	790	4.3%	2.5%	NO	NO
	Selvitz Road	25th Street	0.2%	32	20	12	790	2.5%	1.5%	NO	NO
	25th Street	Sunrise Blvd	0.0%	7	4	3	790	0.5%	0.4%	NO	NO
	Sunrise Blvd	Oleander Ave	0.0%	5	3	2	790	0.4%	0.3%	NO	NO
	Oleander Ave	US Highway 1	0.0%	6	4	2	790	0.5%	0.3%	NO	NO

TABLE 21 E-4 (CONTINUED)
2028 SIGNIFICANCE (BASED ON PM PEAK HOUR)

Roadway	From	To	Trip Assignment	PM Peak Hour Trips			Service Capacity	% Impact		Significant Impact???	
				Total	NB/EB	SB/WB		NB/EB	SB/WB	NB/EB	SB/WB
US Highway 1	Lennard Road	Port St. Lucie Blvd	1.2%	223	80	143	3,940	2.0%	3.6%	NO	NO
	Port St. Lucie Blvd	Lyngate Drive/Tiffany Ave	0.3%	60	38	22	2,940	1.3%	0.8%	NO	NO
	Lyngate Drive/Tiffany Ave	Crosstown Pkwy	0.1%	17	11	6	2,940	0.4%	0.2%	NO	NO
	Crosstown Pkwy	Village Green Drive	0.7%	125	80	45	2,940	2.7%	1.5%	NO	NO
	Village Green Drive	Savanna Club Blvd	0.6%	110	71	39	2,940	2.4%	1.3%	NO	NO
	Savanna Club Blvd	Prima Vista Blvd	0.5%	96	62	34	2,940	2.1%	1.2%	NO	NO
	Prima Vista Blvd	Kitterman Road	0.8%	157	101	56	2,940	3.4%	1.9%	NO	NO
	Kitterman Road	Midway Road	0.6%	119	76	43	2,940	2.6%	1.5%	NO	NO
Lennard Road	US Highway 1	Lyngate Drive/Tiffany Ave	0.3%	64	23	41	1,760	1.3%	2.3%	NO	NO
	Lyngate Drive/Tiffany Ave	Crosstown Pkwy	0.0%	0	0	0	1,760	0.0%	0.0%	NO	NO
Martin Highway (SR 714)	Rangeline Road	Interstate 95	0.1%	22	14	8	1,100	1.3%	0.7%	NO	NO
	Interstate 95	PSL Blvd Extension	1.6%	300	192	108	1,120	17.1%	9.6%	YES	YES
	PSL Blvd Extension	Florida's Turnpike	2.4%	451	289	162	1,960	14.7%	8.3%	YES	YES
Martin Downs Boulevard (SR 714)	North of Turnpike Entrance	High Meadows Ave	1.6%	299	192	107	1,960	9.8%	5.5%	YES	YES
	East of High Meadows Ave		1.4%	253	162	91	1,960	8.3%	4.6%	YES	NO
County Road 714	Florida's Turnpike	High Meadows Ave	0.7%	123	79	44	880	9.0%	5.0%	YES	YES
	High Meadows Ave	Berry Ave	0.8%	151	96	55	880	10.9%	6.3%	YES	YES
Murphy Road	East of High Meadows Ave		0.2%	28	18	10	792	2.3%	1.3%	NO	NO
Becker Road	Interstate 95	Rosser Blvd	6.1%	1,136	728	408	2,690	27.1%	15.2%	YES	YES
	Savona Blvd	Port St. Lucie Blvd	5.8%	1,065	682	383	2,790	24.4%	13.7%	YES	YES
	Port St. Lucie Blvd	Darwin Blvd	2.9%	535	343	192	1,860	18.4%	10.3%	YES	YES
	Darwin Blvd	Florida's Turnpike	1.6%	303	194	109	1,860	10.4%	5.9%	YES	YES
	Florida's Turnpike	Southbend Blvd	0.8%	156	100	56	1,760	5.6%	3.2%	YES	NO
	Southbend Blvd	Gilson Road	0.3%	62	39	23	790	4.9%	2.9%	NO	NO
Paar Drive	Rosser Blvd	Savona Blvd	10.9%	2,013	1,289	724	1,860	69.3%	38.9%	YES	YES
	Savona Blvd	Port St. Lucie Blvd	8.0%	1,483	950	533	1,860	51.1%	28.7%	YES	YES
Gatlin Boulevard	Interstate 95	Rosser Blvd	6.4%	1,180	756	424	2,790	27.1%	15.2%	YES	YES
	Rosser Blvd	Savona Blvd	4.2%	780	500	280	2,790	17.9%	10.0%	YES	YES
	Savona Blvd	Port St. Lucie Blvd	3.4%	638	409	229	2,790	14.7%	8.2%	YES	YES
Westmoreland Boulevard	Port St. Lucie Blvd	US Highway 1	0.3%	50	18	32	790	2.3%	4.1%	NO	NO
Oakridge Drive	Mountwell Street	Southbend Blvd	0.4%	79	51	28	790	6.5%	3.5%	YES	NO
Lyngate Drive/Tiffany Ave	Midport Road	US Highway 1	0.4%	74	47	27	790	6.0%	3.4%	YES	NO
	US Highway 1	Village Green Drive	0.0%	9	6	3	790	0.8%	0.4%	NO	NO
	Village Green Drive	Lennard Road	0.0%	9	6	3	790	0.8%	0.4%	NO	NO

Transportation Methodology
Southern Grove

Southern Grove DRI is a proposed mixed-use development to be located south of Gatlin Boulevard, west of I-95, and north of the C-23 Canal Basin in the western area of the City of Port St. Lucie. The project is to be built in four phases with buildout in the year 2025. The following table summarizes cumulative development for each phase:

Land Use	Phase 1 (2010)	Phase 2 (2015)	Phase 3 (2020)	Phase 4 (2025)
Single-Family – d.u.	944	3,630	5,217	5,833
Multi-Family – d.u.	56	320	1,190	1,555
Hotel - rooms	-	100	400	500
Industrial – s.f.	-	525,334	1,129,076	1,999,404
Commercial – s.f.	78,408	523,591	1,276,308	2,164,061
Office/Service – s.f.	36,590	539,926	1,203,780	2,073,238
Civic – s.f.	-	8,385	25,157	41,927
Institutional – s.f.	-	41,456	163,519	276,369
Schools - students	-	3,220	8,220	8,220
Parks - acres	10	45	80	80

d.u. – dwelling units
s.f. – square feet

Traffic Study

The Southern Grove DRI traffic impact was evaluated as part of the Western Annexation Traffic Study (WATS). The *WATS Final Report* for this study is included as Appendix I. Information included here is specific to the Southern Grove DRI and is not described in any detail in the *WATS Final Report*.

In order to perform the traffic study, the project was divided into Traffic Analysis Zones (TAZs). Figure TR-1 includes all TAZs within the Western Annexation Area. TAZs 381 through 388 correspond to Southern Grove. Land uses associated with each TAZ are presented in detail in Exhibit TR-1. It is imperative that the project develops consistent with the land uses allocated within the TAZs as presented in the exhibit.

Trip Generation, distribution and Assignment

Trip generation characteristics of the proposed development were determined using rates and equations included in the *Institute of Transportation Engineers (ITE) Trip Generation Report, 7th Edition*. The following table summarizes the daily and p.m. peak hour gross trip generation for each development phase:

Table 1b Trip Generation - AM Peak Hour Southern Groves

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	5,833 DU	(T)=0.70(x)+9.74	25%	75%	1,023	3,070	4,093	205	614	819	20.0%	818	2,456	3,274	0	0.0%	818	2,456	3,274
Residential Multi-Family	230	1,555 DU	Ln(T)=0.8Ln(x)+0.26	17%	83%	97	473	570	19	95	114	20.0%	78	378	456	0	0.0%	78	378	456
Hotel	310	500 Rooms	T=.53(x)	59%	41%	156	109	265	31	22	53	20.0%	125	87	212	0	0.0%	125	87	212
Commercial/ Retail	820	2,164,061 SF	Ln(T)=0.6!Ln(x)+2.24	62%	38%	631	386	1,017	126	77	203	20.0%	505	309	814	43	5.33%	483	288	771
Gen Light Industrial	110	1,999,404 SF	(T)=1.18(x)-89.28	88%	12%	1,998	272	2,270	400	54	454	20.0%	1,598	218	1,816	0	0.0%	1,598	218	1,816
Office	710	2,073,283 SF	Ln(T)=.8Ln(x)+1.57	88%	12%	1,143	156	1,299	229	31	260	20.0%	914	125	1,039	0	0.0%	914	125	1,039
Parks	417	80 Acres	T=.15	57%	43%	7	5	12	1	1	2	20.0%	6	4	10	0	0.0%	6	4	10
Institutional	560	276,369 SF	T=.56	62%	38%	96	59	155	19	12	31	20.0%	77	47	124	0	0.0%	77	47	124
School	522	8,220 Students	T=.54(x)	55%	45%	2,441	1,998	4,439	488	400	888	20.0%	1,953	1,598	3,551	0	0.0%	1,953	1,598	3,551
Civic	730	41,927 SF	T=5.88(x)	84%	16%	207	40	247	41	8	49	20.0%	166	32	198	0	0.0%	166	32	198
TOTAL						7,799	6,568	14,367	1,559	1,314	2,873	20.0%	6,240	5,254	11,494	43	0.4%	6,218	5,233	11,451

Pass-by Calculation

Description	ITE Code	Intensity	Equation	Pass-by %[3]
General Commercial Pass-by	820	2,164,061 SF	T=94.49-11.61 Ln(A)	5.33

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Gross Trip Generation	Phase 1 (2010)	Phase 2 (2015)	Phase 3 (2020)	Phase 4 (2025)
Daily				
Total	15,497	86,014	164,908	214,401
In	7,748	43,007	82,454	107,200
Out	7,749	43,007	82,454	107,201
PM Peak Hour				
Total	1,492	8,468	16,378	22,011
In	836	4,078	7,403	9,467
Out	656	4,390	8,975	12,544

Given the mixed use nature of the development, a portion of the identified gross trips generated have the potential to be satisfied on site, and will have no impact to the external roadway network. These trips are referred to as internal capture. Internal capture was estimated within each TAZ and among all TAZs. In addition, reductions for pass-by were applied to the retail portion of the development based on methodology developed for the WATS. The following table presents the daily and p.m. peak hour net trip generation for each development phase:

Net Trip Generation	Phase 1 (2010)	Phase 2 (2015)	Phase 3 (2020)	Phase 4 (2025)
Daily				
Total	13,292	66,403	117,010	163,121
In	6,646	33,201	58,505	81,560
Out	6,646	33,202	58,505	81,561
PM Peak Hour				
Total	1,289	6,626	11,820	17,061
In	734	3,157	5,123	6,990
Out	555	3,469	6,697	10,071

The Florida Standard Urban Transportation Model Structure (FSUTMS) was used for the WATS. This model was used to evaluate future traffic along roadways west of I-95 as well as to determine traffic distribution and assignment for each of the developments.

Significant Impact

Roadway improvements were determined based on the Department of Community Affair's Transportation Standard Rule for DRI's (Rule 9J-2.045, F.A.C.). Based on the rule, roadway improvements are recommended for roadway sections significantly impacted by project traffic which meet the following two criteria:

- Project traffic is five percent (5%) or more of the adopted peak-hour/peak direction level of service, and
- Total traffic exceeds the adopted level of service.

Tables TR-1 through TR-4 present project traffic assignment as well as the determination of significant impact for each development phase.

TABLE TR-4
Western Annexation Study
2025 Wilson Groves Significant Impact
External Network

Roadway	Link	Lanes	% External	Daily Traffic	Project Traffic		Service Volume	Impact		Significant Impact	
					NB/EB	SB/WB		NB/EB	SB/WB	NB/EB	SB/WB
Range Line	Martin Hwy. to Becker Rd.	2	5.9%	5,675	268	333	810	33%	41%	Y	Y
	Becker Rd. to E/W 4 (Paar Dr.)	2	1.2%	1,154	68	55	810	8%	7%	Y	Y
	E/W 4 (Paar Dr.) to E/W 3	2	1.9%	1,828	86	107	810	11%	13%	Y	Y
	E/W 3 to E/W 1	2	2.5%	2,405	141	114	810	17%	14%	Y	Y
	E/W 1 to Gatlin Blvd.	2	1.9%	1,828	107	86	810	13%	11%	Y	Y
	Gatlin Blvd. to West Virginia Blvd.	2	1.2%	1,154	68	55	810	8%	7%	Y	Y
	West Virginia Blvd. to Glades Cut-Off Rd.	2	1.0%	962	56	45	810	7%	6%	Y	Y
Glades Cut-Off Rd.	Range Line / CR 609 to N/S A	2	0.4%	385	23	18	760	3%	2%	N	N
	N/S A to Commerce Center Pkwy.	2	2.2%	2,116	124	100	760	16%	13%	Y	Y
	Commerce Center Pkwy to Midway Rd.	2	0.3%	289	17	14	760	2%	2%	N	N
	N. of Midway Rd.	2	0.3%	289	17	14	760	2%	2%	N	N
N/S A	Gatlin Blvd. to E/W XY	4	7.2%	6,926	406	327	1860	22%	18%	Y	Y
	E/W XY to West Virginia Blvd.	4	7.0%	6,733	395	318	1860	21%	17%	Y	Y
	West Virginia Blvd. to Glades Cut-Off Rd.	2	1.8%	1,731	102	82	860	12%	10%	Y	Y
Community Blvd.	Gatlin Blvd. to E/W XY	2	1.5%	1,443	85	68	860	10%	8%	Y	Y
Commerce Center Pkwy.	West Virginia Blvd. to St. Lucie West Blvd.	4	0.4%	385	23	18	1860	1%	1%	N	N
	St. Lucie West Blvd. to Glades Cut-Off Rd.	2	0.1%	96	6	5	860	1%	1%	N	N
Village Pkwy.	Gatlin Blvd. to E/W XY	6	1.7%	1,635	96	77	2790	3%	3%	N	N
	E/W XY to West Virginia Blvd.	4	0.5%	481	28	23	1860	2%	1%	N	N
I-95	Martin Hwy. to Becker Rd.	6	5.7%	5,483	259	321	5410	5%	6%	N	Y
	Becker Rd. to E/W 3	6	1.7%	1,635	96	77	5410	2%	1%	N	N
	E/W 3 to Gatlin Blvd.	6	5.7%	5,483	321	259	5410	6%	5%	Y	N
	Gatlin Blvd. to West Virginia Blvd.	6	6.4%	6,156	361	291	5410	7%	5%	Y	Y
	West Virginia Blvd. to St. Lucie West Blvd.	6	6.1%	5,867	344	277	5410	6%	5%	Y	Y
	St. Lucie West Blvd. to Midway Rd.	6	4.0%	3,848	226	182	5410	4%	3%	N	N
NW Peacock Blvd. Loop	St. Lucie West Blvd. to California Blvd.	2	1.1%	1,058	62	50	760	8%	7%	Y	Y
	California Blvd. to Cashmere Blvd.	2	0.0%	0	0	0	760	0%	0%	N	N
Rosser Blvd.	Becker Rd. to Paar Dr.	4	2.9%	2,789	164	132	1620	10%	8%	Y	Y
	Paar Dr. to E/W 3	4	1.7%	1,635	96	77	1620	6%	5%	Y	N
	E/W 3 to Gatlin Blvd.	4	2.4%	2,309	135	109	1620	8%	7%	Y	Y
W. Torino Pkwy.	California Blvd. to E. Torino Pkwy.	2	0.0%	0	0	0	760	0%	0%	N	N
E Torino Pkwy.	NW Peacock Blvd. to Midway Rd.	2	0.1%	96	6	5	760	1%	1%	N	N
S Torino Pkwy.	California Blvd. to Cashmere Blvd.	2	0.2%	192	11	9	760	1%	1%	N	N
California Blvd.	Del Rio Blvd. to Savonna Blvd.	2	0.0%	0	0	0	760	0%	0%	N	N
	Savonna Blvd. to Del Rio Blvd.	2	0.1%	96	6	5	760	1%	1%	N	N
	Del Rio Blvd. to West Virginia Blvd.	2	0.1%	96	6	5	760	1%	1%	N	N
	West Virginia Blvd. to St. Lucie West Blvd.	4	0.7%	673	39	32	1620	2%	2%	N	N
	St. Lucie West Blvd. to NW Peacock Blvd.	2	0.1%	96	6	5	760	1%	1%	N	N
	NW Peacock Blvd. Loop to W. Torino Pkwy.	2	0.2%	192	11	9	760	1%	1%	N	N
Savona Blvd.	Becker Rd. to Paar Dr.	2	0.1%	96	6	5	760	1%	1%	N	N
	Paar Dr. to Gatlin Blvd.	2	0.5%	481	28	23	760	4%	3%	N	N
	Gatlin Blvd. to California Blvd.	2	0.6%	577	34	27	760	4%	4%	N	N
Cashmere Blvd.	Del Rio Blvd. to West Virginia Blvd.	2	0.0%	0	0	0	760	0%	0%	N	N
	West Virginia Blvd. to St. Lucie West Blvd.	2	0.2%	192	11	9	760	1%	1%	N	N
	St. Lucie West Blvd. to NW Peacock Blvd.	2	0.0%	0	0	0	760	0%	0%	N	N

TABLE TR-4
Western Annexation Study
2025 Wilson Groves Significant Impact
External Network

Roadway	Link	Lanes	% External	Daily Traffic	Project Traffic		Service Volume	Impact		Significant Impact	
					NB/EB	SB/WB		NB/EB	SB/WB	NB/EB	SB/WB
US-1	Lennard Rd. to Port St. Lucie Blvd.	8	0.7%	673	39	32	3540	1%	1%	N	N
	Port. St. Lucie Blvd. to Tiffany Dr./Lyngate D	6	0.0%	0	0	0	2790	0%	0%	N	N
	Tiffany Dr./Lyngate Dr. to West Virginia Dr.	6	0.0%	0	0	0	2790	0%	0%	N	N
	West Virginia Dr. to Village Green Dr.	8	0.2%	192	11	9	2790	0%	0%	N	N
	Village Green Dr. to Savannah Club Blvd.	6	0.2%	192	11	9	2790	0%	0%	N	N
	Savannah Club Blvd. to St. Lucie West Blvd.	8	0.0%	0	0	0	2790	0%	0%	N	N
	St. Lucie West Blvd. to E/W 6	6	0.1%	96	6	5	2790	0%	0%	N	N
	E/W 6 to Midway Rd.	6	0.1%	96	6	5	2790	0%	0%	N	N
	N. of Midway	6	0.1%	96	6	5	2790	0%	0%	N	N
Lennard Rd.	US-1 to Tiffany Dr./Lyngate Dr.	4	0.3%	289	17	14	1620	1%	1%	N	N
	Tiffany Dr./Lyngate Dr. to West Virginia Dr.	4	0.2%	192	11	9	1620	1%	1%	N	N
	West Virginia Dr. to Savannah Club Blvd.	4	0.1%	96	6	5	1620	0%	0%	N	N
	Savannah Club Blvd. to US-1	2	0.0%	0	0	0	760	0%	0%	N	N
SR 714/Martin Hwy	Range Line Rd. to I-95	2	0.1%	96	6	5	860	1%	1%	N	N
	I-95 to Port St. Lucie Blvd.	2	1.3%	1,250	73	59	860	8%	7%	Y	Y
	Port St. Lucie Blvd. to Turnpike	4	0.9%	866	51	41	1860	3%	2%	N	N
SR 714/Martin Downs Blvd.	N. of FL. TPK Entrance to High Meadows Av	4	0.7%	673	39	32	1860	2%	2%	N	N
	E. of High Meadows Ave.	4	0.6%	577	34	27	1860	2%	1%	N	N
CR 714	Turnpike to High Meadows Ave.	4	1.7%	1,635	96	77	1620	6%	5%	Y	N
	High Meadows Ave. to Berry Ave.	4	1.4%	1,347	79	64	1620	5%	4%	N	N
Mapp Rd/Murphy Rd.	E. of High Meadows Ave.	2	0.3%	289	17	14	760	2%	2%	N	N
Becker Rd.	I-95 to Rosser Rd.	6	8.5%	8,176	479	386	2790	17%	14%	Y	Y
	Rosser Blvd. to Savona Blvd.	4	5.6%	5,387	316	254	1860	17%	14%	Y	Y
	Savona Blvd. to Port St. Lucie Blvd.	4	5.5%	5,290	310	250	1860	17%	13%	Y	Y
	Port St. Lucie Blvd. to Darwin Blvd.	4	4.9%	4,713	276	223	1860	15%	12%	Y	Y
	Darwin Blvd. to Turnpike	4	4.9%	4,713	276	223	1860	15%	12%	Y	Y
	Turnpike to Southbend Blvd.	4	3.1%	2,982	175	141	1860	9%	8%	Y	Y
	Southbend Blvd. to Gilson Rd.	4	0.8%	770	45	36	1860	2%	2%	N	N
Paar Dr.	Rosser Blvd. to Savona Blvd.	4	7.2%	6,926	406	327	1860	22%	18%	Y	Y
	Savona Blvd. to Port St. Lucie Blvd.	4	6.7%	6,445	378	304	1860	20%	16%	Y	Y
Gatlin Blvd.	Range Line Rd. to N/S A	4	0.8%	770	36	45	1860	2%	2%	N	N
	N/S A to Community Blvd.	4	0.4%	385	18	23	1860	1%	1%	N	N
	Community Blvd. to Village Pkwy.	4	0.0%	0	0	0	1860	0%	0%	N	N
	Village Pkwy. to I-95	8	1.6%	1,539	90	73	3540	3%	2%	N	N
	I-95 to Rosser Blvd.	6	1.0%	962	56	45	2790	2%	2%	N	N
	Rosser Blvd. to Savona Blvd.	6	1.8%	1,731	102	82	2790	4%	3%	N	N
	Savona Blvd. to Port St. Lucie Blvd.	6	1.3%	1,250	73	59	2790	3%	2%	N	N
Westmoreland Blvd.	Port St. Lucie Blvd. to US-1	2	0.3%	289	17	14	760	2%	2%	N	N
Oakridge Blvd.	Bayshore Blvd. to Southbend Blvd.	4	0.3%	289	17	14	1620	1%	1%	N	N
Tiffany Dr/Lyngate Dr.	Midport Rd. to US-1	2	0.2%	192	11	9	760	1%	1%	N	N
	US-1 to Villagegreen Dr.	2	0.0%	0	0	0	760	0%	0%	N	N
	Villagegreen Dr. to Lennard Rd.	2	0.0%	0	0	0	760	0%	0%	N	N
E/W XY	N/S A to Community Blvd.	2	0.1%	96	6	5	760	1%	1%	N	N
	Commerce Center Parkway to Village Pkwy	4	0.3%	289	17	14	1620	1%	1%	N	N

TABLE TR-4
Western Annexation Study
2025 Wilson Groves Significant Impact
External Network

Roadway	Link	Lanes	% External	Daily Traffic	Project Traffic NB/EB	Project Traffic SB/WB	Service Volume	Impact NB/EB	Impact SB/WB	Significant Impact NB/EB	Significant Impact SB/WB
West Virginia Dr.	Range Line Rd. to N/S A	4	0.2%	192	9	11	1620	1%	1%	N	N
	N/S A to Village Pkwy.	4	5.4%	5,194	245	305	1860	13%	16%	Y	Y
	Village Pkwy. to Commerce Center Pkwy.	6	3.1%	2,982	175	141	2790	6%	5%	Y	Y
	Commerce Center Pkwy. to I-95	6	2.7%	2,597	152	123	2790	5%	4%	Y	N
	I-95 to California Blvd.	6	3.1%	2,982	175	141	2790	6%	5%	Y	Y
	California Blvd. to Cashmere Rd.	6	2.3%	2,212	130	104	2790	5%	4%	N	N
	Cashmere Rd. to Bayshore Blvd.	6	2.0%	1,924	113	91	2790	4%	3%	N	N
	Bayshore Blvd. to Airoso Blvd.	6	1.6%	1,539	90	73	2790	3%	3%	N	N
	Airoso Blvd. to Floresta Dr.	6	0.7%	673	39	32	2790	1%	1%	N	N
	Floresta Dr. to Midport Rd.	6	0.6%	577	34	27	2790	1%	1%	N	N
	Midport Rd. to US-1	6	0.6%	577	34	27	2790	1%	1%	N	N
	US-1 to Villagegreen Dr.	4	0.2%	192	11	9	1860	1%	0%	N	N
	Villagegreen Dr. to Lennard Rd.	4	0.2%	192	11	9	1860	1%	0%	N	N
St. Lucie W/ Prima Vista Blvd.	Commerce Center Pkwy. to I-95	4	0.4%	385	18	23	1800	1%	1%	N	N
	I-95 to NW Peacock Blvd.	6	2.3%	2,212	130	104	2710	5%	4%	N	N
	NW Peacock Blvd. to California Blvd.	6	0.7%	673	39	32	2710	1%	1%	N	N
	California Blvd. to Cashmere Rd.	4	1.0%	962	56	45	1800	3%	3%	N	N
	Cashmere Rd. to Bayshore Blvd.	6	0.4%	385	23	18	2710	1%	1%	N	N
	Bayshore Blvd. to Airoso Blvd.	4	0.1%	96	6	5	1800	0%	0%	N	N
	Airoso Blvd. to Floresta Dr.	4	0.4%	385	23	18	1800	1%	1%	N	N
	Floresta Dr. to US-1	4	0.3%	289	17	14	1800	1%	1%	N	N
Midway Rd.	W. of Eleven Mile Rd.	2	0.2%	192	9	11	860	1%	1%	N	N
	Eleven Mile Rd. to Commerce Center Pkwy.	2	0.3%	289	14	17	860	2%	2%	N	N
	Commerce Center Pkwy. to I-95	2	0.8%	770	36	45	860	4%	5%	N	Y
	I-95 to Glades Cut-Off Rd.	4	0.7%	673	32	39	1860	2%	2%	N	N
	Glades Cut-Off Rd to Torino Pkwy	4	0.7%	673	39	32	1860	2%	2%	N	N
	Torino Pkwy to Selvitz Rd.	4	0.7%	673	39	32	1860	2%	2%	N	N
	Selvitz Rd. to S. 25th St.	4	0.6%	577	34	27	1860	2%	1%	N	N
	S. 25th St. to Sunrise Blvd.	2	0.5%	481	28	23	860	3%	3%	N	N
	Sunrise Blvd. to Oleander Ave.	2	0.5%	481	28	23	860	3%	3%	N	N
	Oleander Ave. to US-1	2	0.3%	289	17	14	860	2%	2%	N	N
	E. of US-1	2	0.1%	96	6	5	860	1%	1%	N	N

External Traffic	
IN	4,543
OUT	5,639
Daily	96,188

TABLE TR-4
Western Annexation Study
2025 Wilson Groves Significant Impact
External Network

Roadway	Link	Lanes	% External	Daily Traffic	Project Traffic NB/EB	Project Traffic SB/WB	Service Volume	Impact NB/EB	Impact SB/WB	Significant Impact NB/EB	Significant Impact SB/WB
Del Rio Blvd.	Port St. Lucie Blvd. to California Blvd.	2	0.0%	0	0	0	760	0%	0%	N	N
	California Blvd. to Cashmere Blvd.	2	0.0%	0	0	0	760	0%	0%	N	N
	Cashmere Blvd. to California Blvd.	2	0.0%	0	0	0	760	0%	0%	N	N
Port St. Lucie Blvd.	Martin Hwy. to Becker Rd.	4	1.8%	1,731	82	102	1860	4%	5%	N	Y
	Becker Rd. to Paar Dr.	2	1.7%	1,636	96	77	890	11%	9%	Y	Y
	Paar Dr. to Darwin Blvd.	2	4.9%	4,713	276	223	890	31%	25%	Y	Y
	Darwin Blvd. to Gatlin Blvd.	4	4.0%	3,848	226	182	1860	12%	10%	Y	Y
	Gatlin Blvd. to Del Rio Blvd.	6	5.2%	5,002	293	236	2790	11%	8%	Y	Y
	Del Rio Blvd. to Bayshore Blvd.	6	4.5%	4,328	254	204	2790	9%	7%	Y	Y
	Bayshore Blvd. to Airoso Blvd.	6	3.7%	3,559	209	168	2790	7%	6%	Y	Y
	Airoso Blvd. to Southbend Blvd./Floresta Dr.	6	2.9%	2,789	164	132	2790	6%	5%	Y	N
	Southbend Blvd./Floresta Dr. to Midport Rd.	6	2.4%	2,309	135	109	2790	5%	4%	N	N
	Midport Rd. to US-1	6	1.4%	1,347	79	64	2790	3%	2%	N	N
	US-1 to Lennard Rd.	4	0.5%	481	28	23	1860	2%	1%	N	N
Darwin Blvd.	Becker Rd. to Port St. Lucie Blvd.	2	0.0%	0	0	0	760	0%	0%	N	N
Turnpike	Martin Hwy. to Becker Rd.	4	1.0%	962	45	56	2940	2%	2%	N	N
	Becker Rd. to Port St. Lucie Blvd.	4	0.0%	0	0	0	2940	0%	0%	N	N
	Port St. Lucie Blvd. to Ft. Pierce (SR 70)	4	0.0%	0	0	0	2940	0%	0%	N	N
Bayshore Blvd.	Oakridge Blvd. to Port. St. Lucie Blvd.	4	0.3%	289	14	17	1860	1%	1%	N	N
	Port. St. Lucie Blvd. to West Virginia Dr.	4	0.2%	192	11	9	1860	1%	0%	N	N
	West Virginia Dr. to Prima Vista Blvd.	4	0.4%	385	23	18	1860	1%	1%	N	N
	Prima Vista Blvd. to Selvitz Rd.	2	0.4%	385	23	18	760	3%	2%	N	N
	Selvitz Rd. to St. James Dr.	2	0.0%	0	0	0	760	0%	0%	N	N
Selvitz Rd.	Bayshore Blvd. to E/W 5	2	0.0%	0	0	0	760	0%	0%	N	N
	E/W 5 to Midway Rd.	2	0.0%	0	0	0	760	0%	0%	N	N
	N. of Midway	2	0.0%	0	0	0	760	0%	0%	N	N
St. James Dr.	Bayshore Blvd. to E/W 5	4	0.3%	289	17	14	1860	1%	1%	N	N
	E/W 5 to Midway Rd.	4	0.0%	0	0	0	1860	0%	0%	N	N
25 th Street	N. of Midway	4	0.1%	96	6	5	1860	0%	0%	N	N
Airoso Blvd.	Port. St. Lucie Blvd. to West Virginia Dr.	4	0.5%	481	28	23	1860	2%	1%	N	N
	West Virginia Dr. to Prima Vista Blvd.	4	0.9%	866	51	41	1860	3%	2%	N	N
	Prima Vista Blvd. to Floresta Dr.	4	0.3%	289	17	14	1860	1%	1%	N	N
	Floresta Dr. to St. James Blvd.	4	0.3%	289	17	14	1860	1%	1%	N	N
Southbend Blvd.	Becker Rd. to Oakridge Blvd.	2	0.8%	770	45	36	760	6%	5%	Y	N
	Oakridge Blvd. to Port St. Lucie Blvd.	2	0.0%	0	0	0	760	0%	0%	N	N
Floresta Dr.	Port. St. Lucie Blvd. to West Virginia Dr.	4	0.3%	289	17	14	1860	1%	1%	N	N
	West Virginia Dr. to Prima Vista Blvd.	4	0.1%	96	6	5	1860	0%	0%	N	N
	Prima Vista Blvd. to Airoso Blvd.	4	0.0%	0	0	0	1860	0%	0%	N	N
Oleander Ave.	E/W 6 to Midway Rd.	2	0.0%	0	0	0	760	0%	0%	N	N
	N. of Midway Rd.	2	0.0%	0	0	0	760	0%	0%	N	N
Midport Rd.	Port St. Lucie Blvd. to Lyngate Dr.	4	0.6%	577	34	27	1860	2%	1%	N	N
	Lyngate Dr. to West Virginia Dr.	4	0.1%	96	6	5	1860	0%	0%	N	N
High Meadows Ave.	CR 714 to Martin Downs Blvd.	2	0.3%	289	14	17	760	2%	2%	N	N
	Martin Downs Blvd. to Mapp Rd/Murphy Rd.	2	0.0%	0	0	0	760	0%	0%	N	N
Gilson Rd.	Mapp Rd/Murphy Rd. to Becker Rd.	2	0.8%	770	36	45	760	5%	6%	N	Y

Transportation Methodology
Wilson Groves DRI

Wilson Groves DRI is a proposed mixed-use development to be located within the western portion of the City of Port St. Lucie. The property is located east of and adjacent to Range Line Road north of the C-23 canal, immediately southwest of and contiguous to the Riverland/Kennedy DRI property. The project is to be built in four phases with buildout in the year 2025. The following table summarizes cumulative development for each phase:

Land Use	Phase 1 (2010)	Phase 2 (2015)	Phase 3 (2020)	Phase 4 (2025)
Single-Family – d.u.	2,000	5,075	5,775	5,775
Multi-Family – d.u.	200	1,219	1,925	1,925
Industrial – s.f.	136,125	544,500	952,875	1,361,249
Commercial – s.f.	210,000	330,000	590,000	765,000
Office/Service – s.f.	136,125	606,500	1,094,875	1,583,249
Civic – s.f.	0	0	40,347	80,695
Institutional – s.f.	0	50,638	185,727	302,177
Schools - students	0	820	2,220	2,220
Parks - acres	50	58	93	130

d.u. – dwelling units
s.f. – square feet

Traffic Study

The Wilson Groves DRI traffic impact was evaluated as part of the Western Annexation Traffic Study (WATS). The *WATS Final Report* for this study is included as Appendix I. Information included here is specific to the Wilson Groves DRI and is not described in any detail in the *WATS Final Report*.

In order to perform the traffic study, the project was divided into Traffic Analysis Zones (TAZs). Figure TR-1 includes all TAZs within the Western Annexation Area. TAZs 389 through 395 correspond to Wilson Groves. Land uses associated with each TAZ are presented in detail in Exhibit TR-1. It is imperative that the project develops consistent with the land uses allocated within the TAZs as presented in the exhibit.

Trip Generation, distribution and Assignment

Trip generation characteristics of the proposed development were determined using rates and equations included in the *Institute of Transportation Engineers (ITE) Trip Generation Report, 7th Edition*. The following table summarizes the daily and p.m. peak hour gross trip generation for each development phase:

Gross Trip Generation	Phase 1 (2010)	Phase 2 (2015)	Phase 3 (2020)	Phase 4 (2025)
Daily				
Total	37,619	86,186	124,233	141,794
In	18,809	43,093	62,116	70,897
Out	18,810	43,093	62,117	70,897
PM Peak Hour				
Total	3,704	8,651	12,613	14,711
In	1,946	4,464	6,142	6,802
Out	1,758	4,187	6,471	7,909

Given the mixed use nature of the development, a portion of the identified gross trips generated have the potential to be satisfied on site, and will have no impact to the external roadway network. These trips are referred to as internal capture. Internal capture was estimated within each TAZ and among all TAZs. In addition, reductions for pass-by were applied to the retail portion of the development based on methodology developed for the WATS. The following table presents the daily and p.m. peak hour net trip generation for each development phase:

Net Trip Generation	Phase 1 (2010)	Phase 2 (2015)	Phase 3 (2020)	Phase 4 (2025)
Daily				
Total	25,833	61,492	83,762	96,188
In	12,941	30,746	41,881	48,094
Out	12,942	30,746	41,881	48,094
PM Peak Hour				
Total	2,573	6,247	8,650	10,182
In	1,380	3,261	4,166	4,543
Out	1,193	2,986	4,484	5,639

The Florida Standard Urban Transportation Model Structure (FSUTMS) was used for the WATS. This model was used to evaluate future traffic along roadways west of I-95 as well as to determine traffic distribution and assignment for each of the developments.

Significant Impact

Roadway improvements were determined based on the Department of Community Affair's Transportation Standard Rule for DRI's (Rule 9J-2.045, F.A.C.). Based on the rule, roadway improvements are recommended for roadway sections significantly impacted by project traffic which meet the following two criteria:

- Project traffic is five percent (5%) or more of the adopted peak-hour/peak direction level of service, and
- Total traffic exceeds the adopted level of service.

Tables TR-1 through TR-4 present project traffic assignment as well as the determination of significant impact for each development phase.

Table 1b Trip Generation - AM Peak Hour Wilson Groves

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	5,775 DU	(T)=0.70(x)+9.74	25%	75%	1,013	3,039	4,052	203	608	811	20.0%	810	2,431	3,241	0	0.0%	810	2,431	3,241
Residential Multi-Family	230	1,925 DU	Ln(T)=0.8Ln(x)+0.26	17%	83%	116	564	680	23	113	136	20.0%	93	451	544	0	0.0%	93	451	544
Commercial/ Retail	820	765,000 SF	Ln(T)=0.61Ln(x)+2.24	62%	38%	334	205	539	67	41	108	20.0%	267	164	431	75	17.40%	229	127	356
Gen Light Industrial	110	1,361,249 SF	(T)=1.18(x)-89.28	88%	12%	1,335	182	1,517	267	36	303	20.0%	1,068	146	1,214	0	0.0%	1,068	146	1,214
Office	710	1,583,249 SF	Ln(T)=.8Ln(x)+1.57	88%	12%	921	126	1,047	184	25	209	20.0%	737	101	838	0	0.0%	737	101	838
Parks	417	130 Acres	T=.15	57%	43%	11	9	20	2	2	4	20.0%	9	7	16	0	0.0%	9	7	16
Institutional	560	302,177 SF	T=.56	62%	38%	105	64	169	21	13	34	20.0%	84	51	135	0	0.0%	84	51	135
School	522	2,220 Students	T=.54(x)	55%	45%	659	540	1,199	132	108	240	20.0%	527	432	959	0	0.0%	527	432	959
Civic	730	80,695 SF	T=5.88(x)	84%	16%	398	76	474	80	15	95	20.0%	318	61	379	0	0.0%	318	61	379
TOTAL						4,892	4,805	9,697	979	961	1,940	20.0%	3,913	3,844	7,757	75	1.0%	3,875	3,807	7,682

Pass-by Calculation

Description	ITE Code	Intensity	Equation	Pass-by %[1]
General Commercial Pass-by	820	765,000 SF	T=94.49-11.61 Ln(A)	17.40

Source; Palm Beach County June 2006 Trip Generation Report

[1]ITE, 9th Edition;

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Table TR-4
Western Annexation Study
2025 Riverland/Kennedy Significant Impact
External Network

Roadway	Link	Lanes	% External	Daily Traffic	Project Traffic		Service Volume	Impact		Significant Impact?	
					NB/EB	SB/WB		NB/EB	SB/WB	NB/EB	SB/WB
Range Line	Martin Hwy. to Becker Rd.	2	3.4%	4,763	241	247	810	30%	30%	Y	Y
	Becker Rd. to E/W 4 (Paar Dr.)	2	0.6%	840	44	43	810	5%	5%	Y	Y
	E/W 4 (Paar Dr.) to E/W 3	2	0.9%	1,261	65	64	810	8%	8%	Y	Y
	E/W 3 to E/W 1	2	0.9%	1,261	65	64	810	8%	8%	Y	Y
	E/W 1 to Gatlin Blvd.	2	1.2%	1,681	87	85	810	11%	10%	Y	Y
	Gatlin Blvd. to West Virginia Blvd.	2	0.9%	1,261	65	84	810	8%	8%	Y	Y
	West Virginia Blvd. to Glades Cut-Off Rd.	2	0.7%	981	51	50	810	6%	6%	Y	Y
Glades Cut-Off Rd.	Range Line / CR 809 to N/S A	2	0.2%	280	15	14	760	2%	2%	N	N
	N/S A to Commerce Center Pkwy.	2	1.3%	1,821	95	92	760	13%	12%	Y	Y
	Commerce Center Pkwy to Midway Rd.	2	0.2%	280	15	14	760	2%	2%	N	N
	N. of Midway Rd.	2	0.3%	420	22	21	760	3%	3%	N	N
N/S A	Gatlin Blvd. to E/W XY	4	4.4%	6,164	320	312	1860	17%	17%	Y	Y
	E/W XY to West Virginia Blvd.	4	4.2%	5,883	306	298	1860	16%	16%	Y	Y
	West Virginia Blvd. to Glades Cut-Off Rd.	2	1.1%	1,541	80	78	860	9%	9%	Y	Y
Community Blvd.	Gatlin Blvd. to E/W XY	2	2.4%	3,362	175	170	860	20%	20%	Y	Y
Commerce Center Pkwy.	West Virginia Blvd. to St. Lucie West Blvd.	4	0.8%	1,121	58	57	1860	3%	3%	N	N
	St. Lucie West Blvd. to Glades Cut-Off Rd.	2	0.1%	140	7	7	860	1%	1%	N	N
Village Pkwy.	Gatlin Blvd. to E/W XY	6	3.9%	5,463	284	277	2790	10%	10%	Y	Y
	E/W XY to West Virginia Blvd.	4	2.6%	3,642	189	184	1860	10%	10%	Y	Y
I-95	Martin Hwy. to Becker Rd.	6	8.5%	11,907	603	619	5410	11%	11%	Y	Y
	Becker Rd. to E/W 3	6	5.2%	7,284	369	378	5410	7%	7%	Y	Y
	E/W 3 to Gatlin Blvd.	6	4.5%	6,304	327	319	5410	6%	6%	Y	Y
	Gatlin Blvd. to West Virginia Blvd.	6	7.7%	10,786	560	546	5410	10%	10%	Y	Y
	West Virginia Blvd. to St. Lucie West Blvd.	6	6.9%	9,666	502	490	5410	9%	9%	Y	Y
	St. Lucie West Blvd. to Midway Rd.	6	4.3%	6,024	313	305	5410	6%	6%	Y	Y
NW Peacock Blvd. Loop	St. Lucie West Blvd. to California Blvd.	2	1.4%	1,961	102	99	760	13%	13%	Y	Y
	California Blvd. to Cashmere Blvd.	2	0.1%	140	7	7	760	1%	1%	N	N
Rosser Blvd.	Becker Rd. to Paar Dr.	4	2.4%	3,362	175	170	1620	11%	10%	Y	Y
	Paar Dr. to E/W 3	4	1.2%	1,681	87	85	1620	5%	5%	Y	Y
	E/W 3 to Gatlin Blvd.	4	1.7%	2,381	124	121	1620	8%	7%	Y	Y
W. Torino Pkwy.	California Blvd. to E. Torino Pkwy.	2	0.0%	0	0	0	760	0%	0%	N	N
E Torino Pkwy.	NW Peacock Blvd. to Midway Rd.	2	0.1%	140	7	7	760	1%	1%	N	N
S Torino Pkwy.	California Blvd. to Cashmere Blvd.	2	0.2%	280	15	14	760	2%	2%	N	N
California Blvd.	Del Rio Blvd. to Savonna Blvd.	2	0.0%	0	0	0	760	0%	0%	N	N
	Savonna Blvd. to Del Rio Blvd.	2	0.1%	140	7	7	760	1%	1%	N	N
	Del Rio Blvd. to West Virginia Blvd.	2	0.1%	140	7	7	760	1%	1%	N	N
	West Virginia Blvd. to St. Lucie West Blvd.	4	0.8%	1,121	58	57	1620	4%	4%	N	N
	St. Lucie West Blvd. to NW Peacock Blvd.	2	0.1%	140	7	7	760	1%	1%	N	N
	NW Peacock Blvd. Loop to W. Torino Pkwy.	2	0.2%	280	15	14	760	2%	2%	N	N
Savona Blvd.	Becker Rd. to Paar Dr.	2	0.0%	0	0	0	760	0%	0%	N	N
	Paar Dr. to Gatlin Blvd.	2	0.4%	560	28	29	760	4%	4%	N	N
	Gatlin Blvd. to California Blvd.	2	0.6%	840	44	43	760	6%	6%	Y	Y
Cashmere Blvd.	Del Rio Blvd. to West Virginia Blvd.	2	0.0%	0	0	0	760	0%	0%	N	N
	West Virginia Blvd. to St. Lucie West Blvd.	2	0.3%	420	22	21	760	3%	3%	N	N
	St. Lucie West Blvd. to NW Peacock Blvd.	2	0.0%	0	0	0	760	0%	0%	N	N
Del Rio Blvd.	Port St. Lucie Blvd. to California Blvd.	2	0.0%	0	0	0	760	0%	0%	N	N
	California Blvd. to Cashmere Blvd.	2	0.0%	0	0	0	760	0%	0%	N	N
	Cashmere Blvd. to California Blvd.	2	0.0%	0	0	0	760	0%	0%	N	N

Table TR-4
Western Annexation Study
2025 Riverland/Kennedy Significant Impact
External Network

Roadway	Link	Lanes	% External	Daily Traffic	Project Traffic NB/EB	Project Traffic SB/WB	Service Volume	Impact NB/EB	Impact SB/WB	Significant Impact? NB/EB	Significant Impact? SB/WB
Port St. Lucie Blvd.	Martin Hwy. to Becker Rd.	4	1.4%	1,961	99	102	1860	5%	5%	Y	Y
	Becker Rd. to Paar Dr.	2	2.3%	3,222	163	167	890	18%	19%	Y	Y
	Paar Dr. to Darwin Blvd.	2	3.1%	4,343	220	226	890	25%	25%	Y	Y
	Darwin Blvd. to Gatlin Blvd.	4	2.6%	3,642	184	189	1860	10%	10%	Y	Y
	Gatlin Blvd. to Del Rio Blvd.	6	4.7%	6,584	342	333	2790	12%	12%	Y	Y
	Del Rio Blvd. to Bayshore Blvd.	6	4.4%	6,164	320	312	2790	11%	11%	Y	Y
	Bayshore Blvd. to Airoso Blvd.	6	3.5%	4,903	255	248	2790	9%	9%	Y	Y
	Airoso Blvd. to Southbend Blvd./Floresta Dr.	6	2.8%	3,922	204	199	2790	7%	7%	Y	Y
	Southbend Blvd./Floresta Dr. to Midport Rd.	6	2.3%	3,222	167	163	2790	6%	6%	Y	Y
	Midport Rd. to US-1	6	1.5%	2,101	109	106	2790	4%	4%	N	N
	US-1 to Lennard Rd.	4	0.4%	560	29	28	1860	2%	2%	N	N
Darwin Blvd.	Becker Rd. to Port St. Lucie Blvd.	2	0.0%	0	0	0	760	0%	0%	N	N
Turnpike	Martin Hwy. to Becker Rd.	4	0.9%	1,261	64	65	2940	2%	2%	N	N
	Becker Rd. to Port St. Lucie Blvd.	4	0.0%	0	0	0	2940	0%	0%	N	N
	Port St. Lucie Blvd. to Ft. Pierce (SR 70)	4	0.0%	0	0	0	2940	0%	0%	N	N
Bayshore Blvd.	Oakridge Blvd. to Port. St. Lucie Blvd.	4	0.4%	560	28	29	1860	2%	2%	N	N
	Port. St. Lucie Blvd. to West Virginia Dr.	4	0.2%	280	15	14	1860	1%	1%	N	N
	West Virginia Dr. to Prima Vista Blvd.	4	0.3%	420	22	21	1860	1%	1%	N	N
	Prima Vista Blvd. to Selvitz Rd.	2	0.4%	560	29	28	760	4%	4%	N	N
	Selvitz Rd. to St. James Dr.	2	0.0%	0	0	0	760	0%	0%	N	N
Selvitz Rd.	Bayshore Blvd. to E/W 5	2	0.0%	0	0	0	760	0%	0%	N	N
	E/W 5 to Midway Rd.	2	0.0%	0	0	0	760	0%	0%	N	N
	N. of Midway	2	0.0%	0	0	0	760	0%	0%	N	N
St. James Dr.	Bayshore Blvd. to E/W 5	4	0.4%	560	29	28	1860	2%	2%	N	N
	E/W 5 to Midway Rd.	4	0.0%	0	0	0	1860	0%	0%	N	N
25 th Street	N. of Midway	4	0.1%	140	7	7	1860	0%	0%	N	N
Airoso Blvd.	Port. St. Lucie Blvd. to West Virginia Dr.	4	0.4%	560	29	28	1860	2%	2%	N	N
	West Virginia Dr. to Prima Vista Blvd.	4	0.9%	1,261	65	64	1860	3%	3%	N	N
	Prima Vista Blvd. to Floresta Dr.	4	0.3%	420	22	21	1860	1%	1%	N	N
	Floresta Dr. to St. James Blvd.	4	0.3%	420	22	21	1860	1%	1%	N	N
Southbend Blvd.	Becker Rd. to Oakridge Blvd.	2	0.5%	700	35	36	760	5%	5%	N	N
	Oakridge Blvd. to Port St. Lucie Blvd.	2	0.0%	0	0	0	760	0%	0%	N	N
Floresta Dr.	Port. St. Lucie Blvd. to West Virginia Dr.	4	0.3%	420	22	21	1860	1%	1%	N	N
	West Virginia Dr. to Prima Vista Blvd.	4	0.1%	140	7	7	1860	0%	0%	N	N
	Prima Vista Blvd. to Airoso Blvd.	4	0.0%	0	0	0	1860	0%	0%	N	N
Oleander Ave.	E/W 6 to Midway Rd.	2	0.0%	0	0	0	760	0%	0%	N	N
	N. of Midway Rd.	2	0.0%	0	0	0	760	0%	0%	N	N
Midport Rd.	Port St. Lucie Blvd. to Lyngate Dr.	4	0.4%	560	29	28	1860	2%	2%	N	N
	Lyngate Dr. to West Virginia Dr.	4	0.1%	140	7	7	1860	0%	0%	N	N
High Meadows Ave.	CR 714 to Martin Downs Blvd.	2	0.2%	280	14	15	760	2%	2%	N	N
	Martin Downs Blvd. to Mapp Rd/Murphy Rd.	2	0.0%	0	0	0	760	0%	0%	N	N
Gilson Rd.	Mapp Rd/Murphy Rd. to Becker Rd.	2	0.7%	981	50	51	760	7%	7%	Y	Y
US-1	Lennard Rd. to Port St. Lucie Blvd.	8	0.0%	0	0	0	3540	0%	0%	N	N
	Port. St. Lucie Blvd. to Tiffany Dr./Lyngate Dr	6	0.3%	420	22	21	2790	1%	1%	N	N
	Tiffany Dr./Lyngate Dr. to West Virginia Dr.	6	0.0%	0	0	0	2790	0%	0%	N	N
	West Virginia Dr. to Village Green Dr.	6	0.1%	140	7	7	2790	0%	0%	N	N
	Village Green Dr. to Savannah Club Blvd.	6	0.1%	140	7	7	2790	0%	0%	N	N
	Savannah Club Blvd. to St. Lucie West Blvd.	6	0.1%	140	7	7	2790	0%	0%	N	N
	St. Lucie West Blvd. to E/W 6	6	0.1%	140	7	7	2790	0%	0%	N	N
	E/W 6 to Midway Rd.	6	0.1%	140	7	7	2790	0%	0%	N	N
	N. of Midway	6	0.1%	140	7	7	2790	0%	0%	N	N

Table TR-4
Western Annexation Study
2025 Riverland/Kennedy Significant Impact
External Network

Roadway	Link	Lanes	% External	Daily Traffic	Project Traffic		Service Volume	Impact		Significant Impact?	
					NB/EB	SB/WB		NB/EB	SB/WB	NB/EB	SB/WB
Lennard Rd.	US-1 to Tiffany Dr./Lyngate Dr.	4	0.2%	280	15	14	1620	1%	1%	N	N
	Tiffany Dr./Lyngate Dr. to West Virginia Dr.	4	0.0%	0	0	0	1620	0%	0%	N	N
	West Virginia Dr. to Savannah Club Blvd.	4	0.0%	0	0	0	1620	0%	0%	N	N
	Savannah Club Blvd. to US-1	2	0.0%	0	0	0	760	0%	0%	N	N
SR 714/Martin Hwy	Range Line Rd. to I-95	2	0.1%	140	7	7	860	1%	1%	N	N
	I-95 to Port St. Lucie Blvd.	2	1.3%	1,821	95	92	860	11%	11%	Y	Y
	Port St. Lucie Blvd. to Turnpike	4	0.7%	981	51	50	1860	3%	3%	N	N
SR 714/Martin Downs Blvd.	N. of FL. TPK Entrance to High Meadows Av	4	0.5%	700	36	35	1860	2%	2%	N	N
	E. of High Meadows Ave.	4	0.4%	560	29	28	1860	2%	2%	N	N
CR 714	Turnpike to High Meadows Ave.	4	1.4%	1,961	102	99	1620	6%	6%	Y	Y
	High Meadows Ave. to Berry Ave.	4	1.1%	1,541	80	78	1620	5%	5%	N	N
Mapp Rd/Murphy Rd.	E. of High Meadows Ave.	2	0.2%	280	15	14	760	2%	2%	N	N
Becker Rd.	I-95 to Rosser Rd.	6	5.8%	8,125	422	412	2790	15%	15%	Y	Y
	Rosser Blvd. to Savona Blvd.	4	3.4%	4,763	247	241	1860	13%	13%	Y	Y
	Savona Blvd. to Port St. Lucie Blvd.	4	3.4%	4,763	247	241	1860	13%	13%	Y	Y
	Port St. Lucie Blvd. to Darwin Blvd.	4	3.9%	5,463	284	277	1860	15%	15%	Y	Y
	Darwin Blvd. to Turnpike	4	3.9%	5,463	284	277	1860	15%	15%	Y	Y
	Turnpike to Southbend Blvd.	4	2.5%	3,502	182	177	1860	10%	10%	Y	Y
	Southbend Blvd. to Gilson Rd.	4	0.7%	981	51	50	1860	3%	3%	N	N
Paar Dr.	Rosser Blvd. to Savona Blvd.	4	6.0%	8,405	437	426	1860	23%	23%	Y	Y
	Savona Blvd. to Port St. Lucie Blvd.	4	5.6%	7,845	408	397	1860	22%	21%	Y	Y
Gatlin Blvd.	Range Line Rd. to N/S A	4	1.2%	1,681	85	87	1860	5%	5%	N	N
	N/S A to Community Blvd.	4	3.1%	4,343	220	226	1860	12%	12%	Y	Y
	Community Blvd. to Village Pkwy.	4	1.4%	1,961	102	99	1860	5%	5%	Y	Y
	Village Pkwy. to I-95	8	6.9%	9,666	502	490	3540	14%	14%	Y	Y
	I-95 to Rosser Blvd.	6	3.7%	5,183	269	263	2790	10%	9%	Y	Y
	Rosser Blvd. to Savona Blvd.	6	3.5%	4,903	255	248	2790	9%	9%	Y	Y
	Savona Blvd. to Port St. Lucie Blvd.	6	2.8%	3,922	204	199	2790	7%	7%	Y	Y
Westmoreland Blvd.	Port St. Lucie Blvd. to US-1	2	0.3%	420	22	21	760	3%	3%	N	N
Oakridge Blvd.	Bayshore Blvd. to Southbend Blvd.	4	0.4%	560	29	28	1620	2%	2%	N	N
Tiffany Dr/Lyngate Dr.	Midport Rd. to US-1	2	0.2%	280	15	14	760	2%	2%	N	N
	US-1 to Villagegreen Dr.	2	0.0%	0	0	0	760	0%	0%	N	N
	Villagegreen Dr. to Lennard Rd.	2	0.0%	0	0	0	760	0%	0%	N	N
E/W XY	N/S A to Community Blvd.	2	0.1%	140	7	7	760	1%	1%	N	N
	Commerce Center Parkway to Village Pkwy.	4	0.7%	981	51	50	1620	3%	3%	N	N

Table TR-4
Western Annexation Study
2025 Riverland/Kennedy Significant Impact
External Network

Roadway	Link	Lanes	% External	Daily Traffic	Project Traffic		Service Volume	Impact		Significant Impact?	
					NB/EB	SB/WB		NB/EB	SB/WB	NB/EB	SB/WB
West Virginia Dr.	Range Line Rd. to N/S A	4	0.4%	560	28	29	1620	2%	2%	N	N
	N/S A to Village Pkwy.	4	3.8%	5,323	270	277	1860	15%	15%	Y	Y
	Village Pkwy. to Commerce Center Pkwy.	6	3.3%	4,623	240	234	2790	9%	8%	Y	Y
	Commerce Center Pkwy. to I-95	6	2.5%	3,502	182	177	2790	7%	6%	Y	Y
	I-95 to California Blvd.	6	3.3%	4,623	240	234	2790	9%	8%	Y	Y
	California Blvd. to Cashmere Rd.	6	2.4%	3,362	175	170	2790	6%	6%	Y	Y
	Cashmere Rd. to Bayshore Blvd.	6	2.2%	3,082	160	156	2790	6%	6%	Y	Y
	Bayshore Blvd. to Airoso Blvd.	6	1.8%	2,521	131	128	2790	5%	5%	N	N
	Airoso Blvd. to Floresta Dr.	6	0.9%	1,261	65	64	2790	2%	2%	N	N
	Floresta Dr. to Midport Rd.	6	0.8%	1,121	58	57	2790	2%	2%	N	N
	Midport Rd. to US-1	6	0.8%	1,121	58	57	2790	2%	2%	N	N
	US-1 to Villagegreen Dr.	4	0.4%	560	29	28	1860	2%	2%	N	N
	Villagegreen Dr. to Lennard Rd.	4	0.3%	420	22	21	1860	1%	1%	N	N
St. Lucie W/ Prima Vista Blvd.	Commerce Center Pkwy. to I-95	4	0.9%	1,261	64	65	1800	4%	4%	N	N
	I-95 to NW Peacock Blvd.	6	2.7%	3,782	196	192	2710	7%	7%	Y	Y
	NW Peacock Blvd. to California Blvd.	6	0.9%	1,261	65	64	2710	2%	2%	N	N
	California Blvd. to Cashmere Rd.	4	1.1%	1,541	80	78	1800	4%	4%	N	N
	Cashmere Rd. to Bayshore Blvd.	6	0.0%	0	0	0	2710	0%	0%	N	N
	Bayshore Blvd. to Airoso Blvd.	4	0.1%	140	7	7	1800	0%	0%	N	N
	Airoso Blvd. to Floresta Dr.	4	0.4%	560	29	28	1800	2%	2%	N	N
	Floresta Dr. to US-1	4	0.4%	560	29	28	1800	2%	2%	N	N
Midway Rd.	W. of Eleven Mile Rd.	2	0.2%	280	14	15	860	2%	2%	N	N
	Eleven Mile Rd. to Commerce Center Pkwy.	2	0.2%	280	14	15	860	2%	2%	N	N
	Commerce Center Pkwy. to I-95	2	0.1%	140	7	7	860	1%	1%	N	N
	I-95 to Glades Cut-Off Rd.	4	0.9%	1,261	64	65	1860	3%	3%	N	N
	Glades Cut-Off Rd to Torino Pkwy	4	0.7%	981	51	50	1860	3%	3%	N	N
	Torino Pkwy to Selvitz Rd.	4	0.7%	981	51	50	1860	3%	3%	N	N
	Selvitz Rd. to S. 25th St.	4	0.6%	840	44	43	1860	2%	2%	N	N
	S. 25th St. to Sunrise Blvd.	2	0.5%	700	36	35	860	4%	4%	N	N
	Sunrise Blvd. to Oleander Ave.	2	0.5%	700	36	35	860	4%	4%	N	N
	Oleander Ave. to US-1	2	0.3%	420	22	21	860	3%	2%	N	N
	E. of US-1	2	0.1%	140	7	7	860	1%	1%	N	N

External Traffic

IN	7,095
OUT	7,277
Daily	140,083

D25

Transportation Methodology
Riverland/Kennedy DRI

Riverland/Kennedy DRI is a proposed mixed-use development to be located within the western portion of the City of Port St. Lucie. The property is located east of Range Line Road and west of I-95, immediately west of and contiguous to the Southern Groves DRI property. The project is to be built in four phases with buildout in the year 2025. The following table summarizes cumulative development for each phase:

Land Use	Phase 1 (2010)	Phase 2 (2015)	Phase 3 (2020)	Phase 4 (2025)
Single-Family – d.u.	2,025	8,195	8,424	8,424
Multi-Family – d.u.	475	2,206	3,276	3,276
Industrial – s.f.	136,125	544,500	952,875	1,361,250
Commercial – s.f.	192,000	732,668	892,668	892,668
Office/Service – s.f.	136,125	544,500	952,875	1,361,250
Civic – s.f.	25,000	101,781	101,781	101,781
Institutional – s.f.	25,000	240,327	327,327	327,327
Schools - students	820	4,140	4,140	4,140
Parks - acres	39	148	172	172

d.u. – dwelling units
s.f. – square feet

Traffic Study

The Riverland/Kennedy DRI traffic impact was evaluated as part of the Western Annexation Traffic Study (WATS). The *WATS Final Report* for this study is included as Appendix I. Information included here is specific to the Riverland/Kennedy DRI and is not described in any detail in the *WATS Final Report.*

In order to perform the traffic study, the project was divided into Traffic Analysis Zones (TAZs). Figure TR-1 includes all TAZs within the Western Annexation Area. TAZs 374 through 380 and 396 through 400 correspond to Riverland/Kennedy. Land uses associated with each TAZ are presented in detail in Exhibit TR-1. It is imperative that the project develops consistent with the land uses allocated within the TAZs as presented in the exhibit.

Trip Generation, distribution and Assignment

Trip generation characteristics of the proposed development were determined using rates and equations included in the *Institute of Transportation Engineers (ITE) Trip Generation Report, 7th Edition.* The following table summarizes the daily and p.m. peak hour gross trip generation for each development phase:

Gross Trip Generation	Phase 1 (2010)	Phase 2 (2015)	Phase 3 (2020)	Phase 4 (2025)
Daily				
Total	39,979	153,981	177,241	182,479
In	19,989	76,990	88,620	91,239
Out	19,990	76,991	88,621	91,240
PM Peak Hour				
Total	3,982	15,123	17,613	18,470
In	2,109	8,039	9,019	9,145
Out	1,873	7,084	8,594	9,325

Given the mixed use nature of the development, a portion of the identified gross trips generated have the potential to be satisfied on site, and will have no impact to the external roadway network. These trips are referred to as internal capture. Internal capture was estimated within each TAZ and among all TAZs. In addition, reductions for pass-by were applied to the retail portion of the development based on methodology developed for the WATS. The following table presents the daily and p.m. peak hour net trip generation for each development phase:

Net Trip Generation	Phase 1 (2010)	Phase 2 (2015)	Phase 3 (2020)	Phase 4 (2025)
Daily				
Total	32,007	110,332	134,672	140,083
In	16,003	55,166	67,336	70,041
Out	16,004	55,166	67,336	70,042
PM Peak Hour				
Total	3,219	10,935	13,461	14,372
In	1,728	5,944	6,942	7,095
Out	1,491	4,991	6,519	7,277

The Florida Standard Urban Transportation Model Structure (FSUTMS) was used for the WATS. This model was used to evaluate future traffic along roadways west of I-95 as well as to determine traffic distribution and assignment for each of the developments.

Significant Impact

Roadway improvements were determined based on the Department of Community Affair's Transportation Standard Rule for DRI's (Rule 9J-2.045, F.A.C.). Based on the rule, roadway improvements are recommended for roadway sections significantly impacted by project traffic which meet the following two criteria:

- Project traffic is five percent (5%) or more of the adopted peak-hour/peak direction level of service, and
- Total traffic exceeds the adopted level of service.

Tables TR-1 through TR-4 present project traffic assignment as well as the determination of significant impact for each development phase.

Table 1b Trip Generation - AM Peak Hour Riverland

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	8,424 DU	(T)=0.70(x)+9.74	25%	75%	1,477	4,430	5,907	295	886	1,181	20.0%	1,182	3,544	4,726	0	0.0%	1,182	3,544	4,726
Residential Multi-Family	230	3,276 DU	Ln(T)=0.8Ln(x)+0.26	17%	83%	179	872	1,051	36	174	210	20.0%	143	698	841	0	0.0%	143	698	841
Commercial/ Retail	820	892,668 SF	Ln(T)=0.61Ln(x)+2.24	62%	38%	368	225	593	74	45	119	20.0%	294	180	474	74	15.61%	256	144	400
Gen Light Industrial	110	1,361,250 SF	(T)=1.18(x)-89.28	88%	12%	1,335	182	1,517	267	36	303	20.0%	1,068	146	1,214	0	0.0%	1,068	146	1,214
Office	710	1,361,250 SF	Ln(T)=.8Ln(x)+1.57	88%	12%	817	111	928	163	22	185	20.0%	654	89	743	0	0.0%	654	89	743
Parks	417	172 Acres	T= 15	57%	43%	15	11	26	3	2	5	20.0%	12	9	21	0	0.0%	12	9	21
Institutional	560	327,327 SF	T=.56	62%	38%	113	70	183	23	14	37	20.0%	90	56	146	0	0.0%	90	56	146
School	522	4,140 Students	T=.54(x)	55%	45%	1,230	1,006	2,236	246	201	447	20.0%	984	805	1,789	0	0.0%	984	805	1,789
Civic	730	101,781 SF	T=5.88(x)	84%	16%	502	96	598	100	19	119	20.0%	402	77	479	0	0.0%	402	77	479
TOTAL						6,036	7,003	13,039	1,207	1,399	2,606	20.0%	4,829	5,604	10,433	74	0.7%	4,791	5,568	10,359

Pass-by Calculation

Description	ITE Code	Intensity	Equation	Pass-by %[3]
General Commercial Pass-by	820	892,668 SF	T=94.49-11.61 Ln(A)	15.61

D28

TABLE TR-4

Western Annexation Study

2025 Western Grove Significant Impact

External Network

Roadway	Link	Lanes	% External	Daily Traffic	Project Traffic		Service Volume	Impact		Significant Impact	
					NB/EB	SB/WB		NB/EB	SB/WB	NB/EB	SB/WB
Range Line	Martin Hwy. to Becker Rd.	2	2.8%	1,315	128	70	810	16%	9%	Y	Y
	Becker Rd. to E/W 4 (Paar Dr.)	2	2.3%	1,080	105	58	810	13%	7%	Y	Y
	E/W 4 (Paar Dr.) to E/W 3	2	2.7%	1,266	123	68	810	15%	8%	Y	Y
	E/W 3 to E/W 1	2	3.3%	1,550	151	83	810	19%	10%	Y	Y
	E/W 1 to Gatlin Blvd.	2	3.6%	1,691	165	90	810	20%	11%	Y	Y
	Gatlin Blvd. to West Virginia Blvd.	2	0.5%	235	13	23	810	2%	3%	N	N
	West Virginia Blvd. to Glades Cut-Off Rd.	2	1.1%	517	50	28	810	6%	3%	Y	N
Glades Cut-Off Rd.	Range Line / CR 609 to N/S A	2	0.1%	47	3	5	760	0%	1%	N	N
	N/S A to Commerce Center Pkwy.	2	4.7%	2,208	118	215	760	16%	28%	Y	Y
	Commerce Center Pkwy to Midway Rd.	2	1.2%	564	30	55	760	4%	7%	N	Y
	N. of Midway Rd.	2	0.5%	235	13	23	760	2%	3%	N	N
N/S A	Gatlin Blvd. to E/W XY	4	16.0%	7,516	402	731	1860	22%	39%	Y	Y
	E/W XY to West Virginia Blvd.	4	13.5%	6,342	339	617	1860	18%	33%	Y	Y
	West Virginia Blvd. to Glades Cut-Off Rd.	2	4.7%	2,208	118	215	860	14%	25%	Y	Y
Community Blvd.	Gatlin Blvd. to E/W XY	2	0.9%	423	41	23	860	5%	3%	N	N
Commerce Center Pkwy.	West Virginia Blvd. to St. Lucie West Blvd.	4	1.4%	658	35	64	1860	2%	3%	N	N
	St. Lucie West Blvd. to Glades Cut-Off Rd.	2	0.1%	47	3	5	860	0%	1%	N	N
Village Pkwy.	Gatlin Blvd. to E/W XY	6	1.1%	517	50	28	2790	2%	1%	N	N
	E/W XY to West Virginia Blvd.	4	0.0%	0	0	0	1860	0%	0%	N	N
I-95	Martin Hwy. to Becker Rd.	6	9.5%	4,463	434	238	5410	8%	4%	Y	N
	Becker Rd. to E/W 3	6	9.6%	4,510	439	241	5410	8%	4%	Y	N
	E/W 3 to Gatlin Blvd.	6	7.6%	3,570	347	191	5410	6%	4%	Y	N
	Gatlin Blvd. to West Virginia Blvd.	6	0.0%	0	0	0	5410	0%	0%	N	N
	West Virginia Blvd. to St. Lucie West Blvd.	6	5.8%	2,725	148	265	5410	3%	5%	N	N
	St. Lucie West Blvd. to Midway Rd.	6	4.1%	1,926	103	187	5410	2%	3%	N	N
NW Peacock Blvd. Loop	St. Lucie West Blvd. to California Blvd.	2	1.9%	893	48	87	760	6%	11%	Y	Y
	California Blvd. to Cashmere Blvd.	2	0.0%	0	0	0	760	0%	0%	N	N
Rosser Blvd.	Becker Rd. to Paar Dr.	4	0.2%	94	9	5	1620	1%	0%	N	N
	Paar Dr. to E/W 3	4	0.0%	0	0	0	1620	0%	0%	N	N
	E/W 3 to Gatlin Blvd.	4	0.0%	0	0	0	1620	0%	0%	N	N
W. Torino Pkwy.	California Blvd. to E. Torino Pkwy.	2	0.0%	0	0	0	760	0%	0%	N	N
E Torino Pkwy.	NW Peacock Blvd. to Midway Rd.	2	0.2%	94	5	9	760	1%	1%	N	N
S Torino Pkwy.	California Blvd. to Cashmere Blvd.	2	0.3%	141	8	14	760	1%	2%	N	N
California Blvd.	Del Rio Blvd. to Savonna Blvd.	2	0.0%	0	0	0	760	0%	0%	N	N
	Savonna Blvd. to Del Rio Blvd.	2	0.5%	235	23	13	760	3%	2%	N	N
	Del Rio Blvd. to West Virginia Blvd.	2	0.6%	282	27	15	760	4%	2%	N	N
	West Virginia Blvd. to St. Lucie West Blvd.	4	1.9%	893	48	87	1620	3%	5%	N	Y
	St. Lucie West Blvd. to NW Peacock Blvd.	2	0.3%	141	8	14	760	1%	2%	N	N
	NW Peacock Blvd. Loop to W. Torino Pkwy.	2	0.3%	141	8	14	760	1%	2%	N	N
Savona Blvd.	Becker Rd. to Paar Dr.	2	0.0%	0	0	0	760	0%	0%	N	N
	Paar Dr. to Gatlin Blvd.	2	0.8%	376	37	20	760	5%	3%	N	N
	Gatlin Blvd. to California Blvd.	2	0.2%	94	5	9	760	1%	1%	N	N
Cashmere Blvd.	Del Rio Blvd. to West Virginia Blvd.	2	0.1%	47	3	5	760	0%	1%	N	N
	West Virginia Blvd. to St. Lucie West Blvd.	2	0.5%	235	13	23	760	2%	3%	N	N
	St. Lucie West Blvd. to NW Peacock Blvd.	2	0.0%	0	0	0	760	0%	0%	N	N

TABLE TR-4

Western Annexation Study

2025 Western Grove Significant Impact

External Network

Roadway	Link	Lanes	% External	Daily Traffic	Project Traffic		Service Volume	Impact		Significant Impact	
					NB/EB	SB/WB		NB/EB	SB/WB	NB/EB	SB/WB
Del Rio Blvd.	Port St. Lucie Blvd. to California Blvd.	2	0.1%	47	3	5	760	0%	1%	N	N
	California Blvd. to Cashmere Blvd.	2	0.1%	47	3	5	760	0%	1%	N	N
	Cashmere Blvd. to California Blvd.	2	0.1%	47	3	5	760	0%	1%	N	N
Port St. Lucie Blvd.	Martin Hwy. to Becker Rd.	4	1.2%	564	55	30	1860	3%	2%	N	N
	Becker Rd. to Paar Dr.	2	2.2%	1,033	101	55	890	11%	6%	Y	Y
	Paar Dr. to Darwin Blvd.	2	0.6%	282	27	15	890	3%	2%	N	N
	Darwin Blvd. to Gatlin Blvd.	4	0.7%	329	32	18	1860	2%	1%	N	N
	Gatlin Blvd. to Del Rio Blvd.	6	3.0%	1,409	137	75	2790	5%	3%	N	N
	Del Rio Blvd. to Bayshore Blvd.	6	2.3%	1,080	58	105	2790	2%	4%	N	N
	Bayshore Blvd. to Airoso Blvd.	6	1.6%	752	40	73	2790	1%	3%	N	N
	Airoso Blvd. to Southbend Blvd./Floresta Dr.	6	1.6%	752	40	73	2790	1%	3%	N	N
	Southbend Blvd./Floresta Dr. to Midport Rd.	6	1.3%	611	33	59	2790	1%	2%	N	N
	Midport Rd. to US-1	6	0.9%	423	23	41	2790	1%	1%	N	N
	US-1 to Lennard Rd.	4	0.5%	235	13	23	1860	1%	1%	N	N
Darwin Blvd.	Becker Rd. to Port St. Lucie Blvd.	2	0.2%	94	5	9	760	1%	1%	N	N
Turnpike	Martin Hwy. to Becker Rd.	4	0.5%	235	23	13	2940	1%	0%	N	N
	Becker Rd. to Port St. Lucie Blvd.	4	0.0%	0	0	0	2940	0%	0%	N	N
	Port St. Lucie Blvd. to Ft. Pierce (SR 70)	4	0.0%	0	0	0	2940	0%	0%	N	N
Bayshore Blvd.	Oakridge Blvd. to Port St. Lucie Blvd.	4	0.7%	329	32	18	1860	2%	1%	N	N
	Port St. Lucie Blvd. to West Virginia Dr.	4	0.6%	282	15	27	1860	1%	1%	N	N
	West Virginia Dr. to Prima Vista Blvd.	4	0.7%	329	18	32	1860	1%	2%	N	N
	Prima Vista Blvd. to Selvitz Rd.	2	0.5%	235	13	23	760	2%	3%	N	N
	Selvitz Rd. to St. James Dr.	2	0.0%	0	0	0	760	0%	0%	N	N
Selvitz Rd.	Bayshore Blvd. to E/W 5	2	0.0%	0	0	0	760	0%	0%	N	N
	E/W 5 to Midway Rd.	2	0.0%	0	0	0	760	0%	0%	N	N
	N. of Midway	2	0.0%	0	0	0	760	0%	0%	N	N
St. James Dr.	Bayshore Blvd. to E/W 5	4	0.5%	235	13	23	1860	1%	1%	N	N
	E/W 5 to Midway Rd.	4	0.0%	0	0	0	1860	0%	0%	N	N
25 th Street	N. of Midway	4	0.0%	0	0	0	1860	0%	0%	N	N
Airoso Blvd.	Port St. Lucie Blvd. to West Virginia Dr.	4	0.6%	282	15	27	1860	1%	1%	N	N
	West Virginia Dr. to Prima Vista Blvd.	4	1.3%	611	33	59	1860	2%	3%	N	N
	Prima Vista Blvd. to Floresta Dr.	4	0.5%	235	13	23	1860	1%	1%	N	N
	Floresta Dr. to St. James Blvd.	4	0.5%	235	13	23	1860	1%	1%	N	N
Southbend Blvd.	Becker Rd. to Oakridge Blvd.	2	0.7%	329	32	18	760	4%	2%	N	N
	Oakridge Blvd. to Port St. Lucie Blvd.	2	0.0%	0	0	0	760	0%	0%	N	N
Floresta Dr.	Port St. Lucie Blvd. to West Virginia Dr.	4	0.3%	141	8	14	1860	0%	1%	N	N
	West Virginia Dr. to Prima Vista Blvd.	4	0.1%	47	3	5	1860	0%	0%	N	N
	Prima Vista Blvd. to Airoso Blvd.	4	0.0%	0	0	0	1860	0%	0%	N	N
Oleander Ave.	E/W 6 to Midway Rd.	2	0.0%	0	0	0	760	0%	0%	N	N
	N. of Midway Rd.	2	0.0%	0	0	0	760	0%	0%	N	N
Midport Rd.	Port St. Lucie Blvd. to Lyngate Dr.	4	0.2%	94	5	9	1860	0%	0%	N	N
	Lyngate Dr. to West Virginia Dr.	4	0.2%	94	5	9	1860	0%	0%	N	N
High Meadows Ave.	CR 714 to Martin Downs Blvd.	2	0.3%	141	14	8	760	2%	1%	N	N
	Martin Downs Blvd. to Mapp Rd/Murphy Rd.	2	0.0%	0	0	0	760	0%	0%	N	N
Gilson Rd.	Mapp Rd/Murphy Rd. to Becker Rd.	2	0.6%	282	27	15	760	4%	2%	N	N

TABLE TR-4

Western Annexation Study

2025 Western Grove Significant Impact

External Network

Roadway	Link	Lanes	% External	Daily Traffic	Project Traffic		Service Volume	Impact		Significant Impact	
					NB/EB	SB/WB		NB/EB	SB/WB	NB/EB	SB/WB
US-1	Lennard Rd. to Port St. Lucie Blvd.	6	2.4%	1,127	60	110	3540	2%	3%	N	N
	Port. St. Lucie Blvd. to Tiffany Dr./Lyngate Dr.	6	2.6%	1,221	65	119	2790	2%	4%	N	N
	Tiffany Dr./Lyngate Dr. to West Virginia Dr.	6	2.6%	1,221	65	119	2790	2%	4%	N	N
	West Virginia Dr. to Village Green Dr.	6	0.2%	94	5	9	2790	0%	0%	N	N
	Village Green Dr. to Savannah Club Blvd.	6	0.1%	47	3	5	2790	0%	0%	N	N
	Savannah Club Blvd. to St. Lucie West Blvd.	6	0.1%	47	3	5	2790	0%	0%	N	N
	St. Lucie West Blvd. to E/W 6	6	0.1%	47	3	5	2790	0%	0%	N	N
	E/W 6 to Midway Rd.	6	0.1%	47	3	5	2790	0%	0%	N	N
	N. of Midway	6	0.1%	47	3	5	2790	0%	0%	N	N
Lennard Rd.	US-1 to Tiffany Dr./Lyngate Dr.	4	0.1%	47	3	5	1620	0%	0%	N	N
	Tiffany Dr./Lyngate Dr. to West Virginia Dr.	4	0.1%	47	3	5	1620	0%	0%	N	N
	West Virginia Dr. to Savannah Club Blvd.	4	0.0%	0	0	0	1620	0%	0%	N	N
	Savannah Club Blvd. to US-1	2	0.0%	0	0	0	760	0%	0%	N	N
SR 714/Martin Hwy	Range Line Rd. to I-95	2	0.0%	0	0	0	860	0%	0%	N	N
	I-95 to Port St. Lucie Blvd.	2	1.8%	846	45	82	860	5%	10%	Y	Y
	Port St. Lucie Blvd. to Turnpike	4	0.8%	376	20	37	1860	1%	2%	N	N
SR 714/Martin Downs Blvd.	N. of FL. TPK Entrance to High Meadows Ave.	4	0.3%	141	8	14	1860	0%	1%	N	N
	E. of High Meadows Ave.	4	0.2%	94	5	9	1860	0%	0%	N	N
CR 714	Turnpike to High Meadows Ave.	4	1.1%	517	28	50	1620	2%	3%	N	N
	High Meadows Ave. to Berry Ave.	4	0.8%	376	20	37	1620	1%	2%	N	N
Mapp Rd/Murphy Rd.	E. of High Meadows Ave.	2	0.2%	94	5	9	760	1%	1%	N	N
Becker Rd.	I-95 to Rosser Rd.	6	1.4%	658	35	64	2790	1%	2%	N	N
	Rosser Blvd. to Savona Blvd.	4	1.1%	517	28	50	1860	2%	3%	N	N
	Savona Blvd. to Port St. Lucie Blvd.	4	1.1%	517	28	50	1860	2%	3%	N	N
	Port St. Lucie Blvd. to Darwin Blvd.	4	2.1%	986	53	96	1860	3%	5%	N	Y
	Darwin Blvd. to Turnpike	4	2.1%	986	53	96	1860	3%	5%	N	Y
	Turnpike to Southbend Blvd.	4	1.3%	611	33	59	1860	2%	3%	N	N
	Southbend Blvd. to Gilson Rd.	4	0.9%	423	23	41	1860	1%	2%	N	N
Paar Dr.	Rosser Blvd. to Savona Blvd.	4	2.4%	1,127	60	110	1860	3%	6%	N	Y
	Savona Blvd. to Port St. Lucie Blvd.	4	2.3%	1,080	58	105	1860	3%	6%	N	Y
Gatlin Blvd.	Range Line Rd. to N/S A	4	24.7%	11,603	1,129	620	1860	61%	33%	Y	Y
	N/S A to Community Blvd.	4	31.0%	14,562	778	1,417	1860	42%	76%	Y	Y
	Community Blvd. to Village Pkwy.	4	22.2%	10,428	557	1,015	1860	30%	55%	Y	Y
	Village Pkwy. to I-95	8	14.4%	8,764	361	658	3540	10%	19%	Y	Y
	I-95 to Rosser Blvd.	6	6.9%	3,241	173	315	2790	6%	11%	Y	Y
	Rosser Blvd. to Savona Blvd.	6	4.7%	2,208	118	215	2790	4%	8%	N	Y
	Savona Blvd. to Port St. Lucie Blvd.	6	3.7%	1,738	93	169	2790	3%	6%	N	Y
Westmoreland Blvd.	Port St. Lucie Blvd. to US-1	2	0.3%	141	8	14	760	1%	2%	N	N
Oakridge Blvd.	Bayshore Blvd. to Southbend Blvd.	4	0.7%	329	18	32	1620	1%	2%	N	N
Tiffany Dr/Lyngate Dr.	Midport Rd. to US-1	2	0.0%	0	0	0	760	0%	0%	N	N
	US-1 to Villagegreen Dr.	2	0.0%	0	0	0	760	0%	0%	N	N
	Villagegreen Dr. to Lennard Rd.	2	0.0%	0	0	0	760	0%	0%	N	N
E/W XY	N/S A to Community Blvd.	2	4.9%	2,302	123	224	760	16%	29%	Y	Y
	Commerce Center Parkway to Village Pkwy.	4	2.5%	1,174	63	114	1620	4%	7%	N	Y

TABLE TR-4

Western Annexation Study

2025 Western Grove Significant Impact

External Network

Roadway	Link	Lanes	% External	Daily Traffic	Project Traffic		Service Volume	Impact		Significant Impact	
					NB/EB	SB/WB		NB/EB	SB/WB	NB/EB	SB/WB
West Virginia Dr.	Range Line Rd. to N/S A	4	16.8%	7,892	768	422	1620	47%	26%	Y	Y
	N/S A to Village Pkwy.	4	25.4%	11,932	1,161	838	1860	62%	34%	Y	Y
	Village Pkwy. to Commerce Center Pkwy.	6	18.6%	8,737	467	850	2790	17%	30%	Y	Y
	Commerce Center Pkwy. to I-95	6	17.2%	8,080	432	786	2790	15%	28%	Y	Y
	I-95 to California Blvd.	6	11.5%	5,402	289	526	2790	10%	19%	Y	Y
	California Blvd. to Cashmere Rd.	6	8.9%	4,181	223	407	2790	8%	15%	Y	Y
	Cashmere Rd. to Bayshore Blvd.	6	8.4%	3,946	211	384	2790	8%	14%	Y	Y
	Bayshore Blvd. to Alroso Blvd.	6	7.0%	3,288	176	320	2790	6%	11%	Y	Y
	Alroso Blvd. to Floresta Dr.	6	5.1%	2,396	128	233	2790	5%	8%	N	Y
	Floresta Dr. to Midport Rd.	6	4.7%	2,208	118	215	2790	4%	8%	N	Y
	Midport Rd. to US-1	6	4.3%	2,020	108	197	2790	4%	7%	N	Y
	US-1 to Villagegreen Dr.	4	1.2%	564	30	55	1860	2%	3%	N	N
	Villagegreen Dr. to Lennard Rd.	4	1.1%	517	28	50	1860	2%	3%	N	N
St. Lucie W/ Prima Vista Blvd.	Commerce Center Pkwy. to I-95	4	1.5%	705	38	69	1800	2%	4%	N	N
	I-95 to NW Peacock Blvd.	6	3.0%	1,409	75	137	2710	3%	5%	N	Y
	NW Peacock Blvd. to California Blvd.	6	1.0%	470	25	46	2710	1%	2%	N	N
	California Blvd. to Cashmere Rd.	4	1.2%	564	30	55	1800	2%	3%	N	N
	Cashmere Rd. to Bayshore Blvd.	6	0.4%	188	10	18	2710	0%	1%	N	N
	Bayshore Blvd. to Alroso Blvd.	4	0.0%	0	0	0	1800	0%	0%	N	N
	Alroso Blvd. to Floresta Dr.	4	0.9%	423	23	41	1800	1%	2%	N	N
	Floresta Dr. to US-1	4	0.5%	235	13	23	1800	1%	1%	N	N
Midway Rd.	W. of Eleven Mile Rd.	2	0.4%	188	18	10	860	2%	1%	N	N
	Eleven Mile Rd. to Commerce Center Pkwy.	2	0.5%	235	23	13	860	3%	2%	N	N
	Commerce Center Pkwy. to I-95	2	0.0%	0	0	0	860	0%	0%	N	N
	I-95 to Glades Cut-Off Rd.	4	0.4%	188	18	10	1860	1%	1%	N	N
	Glades Cut-Off Rd to Torino Pkwy	4	1.0%	470	25	46	1860	1%	2%	N	N
	Torino Pkwy to Selvitz Rd.	4	1.0%	470	25	46	1860	1%	2%	N	N
	Selvitz Rd. to S. 25th St.	4	0.8%	376	20	37	1860	1%	2%	N	N
	S. 25th St. to Sunrise Blvd.	2	0.7%	329	18	32	860	2%	4%	N	N
	Sunrise Blvd. to Oleander Ave.	2	0.9%	423	23	41	860	3%	5%	N	N
	Oleander Ave. to US-1	2	0.4%	188	10	18	860	1%	2%	N	N
	E. of US-1	2	0.2%	94	5	9	860	1%	1%	N	N

External Traffic	
IN	4,571
OUT	2,510
Daily	46,975

Transportation Methodology
Western Grove

Western Grove DRI is a proposed mixed-use development to be located north and south of Gatlin Boulevard east of Range Line Road in the western area of the City of Port St. Lucie. The project is to be built in three phases with buildout in the year 2020. The following table summarizes cumulative development for each phase:

Land Use	Phase 1 (2010)	Phase 2 (2015)	Phase 3 (2020)
Single-Family	846 d.u.	1,901 d.u.	3,268 d.u.
Multi-Family	-	392 d.u.	812 d.u.
Commercial	-	125,453 s.f.	365,904 s.f.
Office/Service	-	69,696 s.f.	250,906 s.f.
Institutional	12,100 s.f.	35,040 s.f.	54,450 s.f.
Parks	10 acres	20 acres	20 acres
School	-	2,220 students	2,220 students

d.u. – dwelling units
s.f. – square feet

Traffic Study

The Western Grove DRI traffic impact was evaluated as part of the Western Annexation Traffic Study (WATS) (Appendix I). Since the WATS includes four phases with buildout in 2025, the analysis presented here as well as the recommended conditions of development have been prepared for buildout of the WATS. Should Western Grove DRI be complete in the year 2020, additional conditions would not apply.

Information included here is specific to the Western Grove DRI and is not described in any detail in the *WATS Final Report*.

In order to perform the traffic study, the project was divided into Traffic Analysis Zones (TAZs). Figure TR-1 includes all TAZs within the Western Annexation Area. TAZs 371, 372 and 373 correspond to Western Grove. Land uses associated with each TAZ are described in detail in the following tables:

Phase 1 (Year 2010)

Land Use	TAZ 371	TAZ 372	TAZ 373	Total
Single-Family	498 d.u.	348 d.u.	-	846 d.u.
Multi-Family	-	-	-	-
Commercial	-	-	-	-
Office/Service	-	-	-	-
Institutional	7,260 s.f.	4,840 s.f.	-	12,100 s.f.
Parks	5 acres	5 acres	-	10 acres
School	-	-	-	-

Phase 2 (Year 2015)

Land Use	TAZ 371	TAZ 372	TAZ 373	Total
Single-Family	832 d.u.	651 d.u.	418 d.u.	1,901 d.u.
Multi-Family	392 d.u.	-	-	392 d.u.
Commercial	108,725 s.f.	16,728 s.f.	-	125,453 s.f.
Office/Service	60,413 s.f.	9,283 s.f.	-	69,696 s.f.
Institutional	14,520 s.f.	14,520 s.f.	6,000 s.f.	35,040 s.f.
Parks	10 acres	10 acres	-	20 acres
School	1,400 students	820 students	-	2,200 students

Phase 3 (Year 2020)

Land Use	TAZ 371	TAZ 372	TAZ 373	Total
Single-Family	1,103 d.u.	1,443 d.u.	722 d.u.	3,268 d.u.
Multi-Family	600 d.u.	212 d.u.	-	812 d.u.
Commercial	240,451 s.f.	41,819 s.f.	83,634 s.f.	365,904 s.f.
Office/Service	181,210 s.f.	23,232 s.f.	46,464 s.f.	250,906 s.f.
Institutional	18,150 s.f.	24,200 s.f.	12,100 s.f.	54,450 s.f.
Parks	10 acres	10 acres	-	20 acres
School	1,400 students	820 students	-	2,200 students

d.u. – dwelling units
s.f. – square feet

It is imperative that the project develops consistent with the land uses allocated within the TAZs as presented above.

Trip Generation, distribution and Assignment

Trip generation characteristics of the proposed development were determined using rates and equations included in the *Institute of Transportation Engineers (ITE) Trip Generation Report, 7th Edition*. The following table summarizes the daily and p.m. peak hour gross trip generation for each development phase:

Gross Trip Generation	Phase 1 (2010)	Phase 2 (2015)	Phase 3 (2020)
Daily			
Total	8,220	33,910	62,378
In	4,110	16,955	31,189
Out	4,110	16,955	31,189
PM Peak Hour			
Total	821	3,264	6,013
In	509	1,804	3,231
Out	312	1,460	2,782

Given the mixed use nature of the development, a portion of the identified gross trips generated have the potential to be satisfied on site, and will have no impact to the external roadway network. These trips are referred to as internal capture. Internal capture was estimated within each TAZ and among all TAZs. In addition, reductions for pass-by

Table 1b Trip Generation - AM Peak Hour Western Grove

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	3,268 DU	(T)=0.70(x)+9.74	25%	75%	574	1,723	2,297	115	345	460	20.0%	459	1,378	1,837	0	0.0%	459	1,378	1,837
Residential Multi-Family	230	812 DU	Ln(T)=0.8Ln(x)+0.26	17%	83%	57	278	335	11	56	67	20.0%	46	222	268	0	0.0%	46	222	268
Commercial/ Retail	820	365,904 SF	Ln(T)=0.61Ln(x)+2.24	62%	38%	213	131	344	43	26	69	20.0%	170	105	275	71	25.96%	134	70	204
Office	710	250,906 SF	Ln(T)=.8Ln(x)+1.57	88%	12%	211	29	240	42	6	48	20.0%	169	23	192	0	0.0%	169	23	192
Parks	417	20 Acres	T=.15	57%	43%	2	1	3	-	-	-	20.0%	2	1	3	0	0.0%	2	1	3
Institutional	560	54,450 SF	T=.56	62%	38%	19	11	30	4	2	6	20.0%	15	9	24	0	0.0%	15	9	24
School	522	2,220 Students	T=.54(x)	55%	45%	659	540	1,199	132	108	240	20.0%	527	432	959	0	0.0%	527	432	959
TOTAL						1,735	2,713	4,448	347	543	890	20.0%	1,388	2,170	3,558	71	2.0%	1,352	2,135	3,487

Pass-by Calculation

Description	ITE Code	Intensity	Equation	Pass-by %[5]
General Commercial Pass-by	820	365,904 SF	T=94.49-11.61 Ln(A)	25.96

D35

~~Palm~~ Breezes

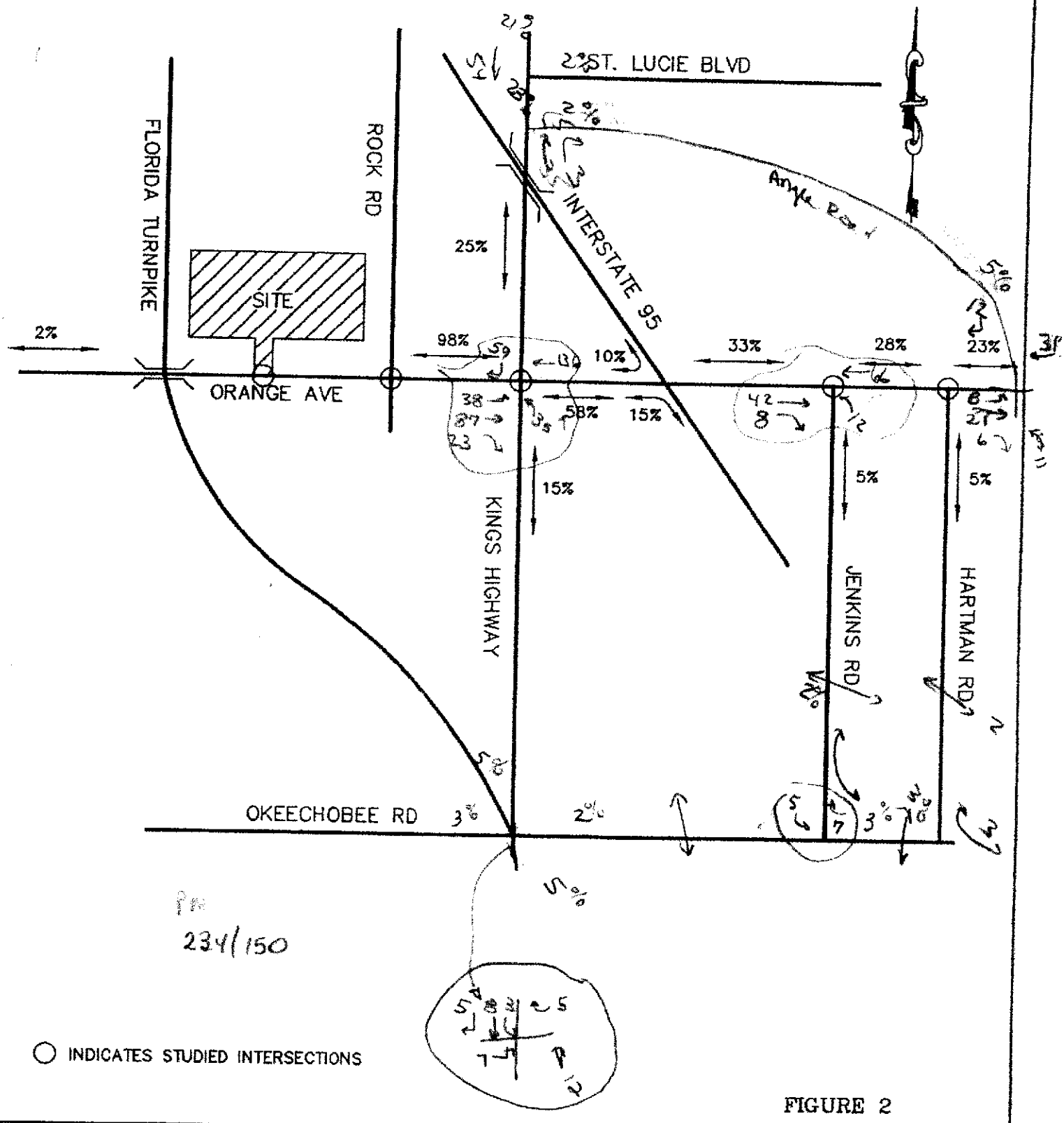


FIGURE 2

CULPEPPER & TERPENING, INC.
CONSULTING ENGINEERS
&
LAND SURVEYORS
2980 SOUTH 25th STREET
FORT PIERCE, FLORIDA 34982
(407) 464-3537

TRIP DISTRIBUTION BY PERCENT

TRIP GENERATION

e Trip Generation for the proposed Palm Breeze Club was developed by utilizing the St. Lucie ounty Standards which established Trip Generation Rates for the proposed facility.

In developing the Trip Generation Rates, the St. Lucie County Standards were utilized for both the AADT volumes and the A.M. & P.M. Peak Hour Movements. The following tables have been provided to depict the Trip Generation Rates for this development; Table I depicts the 24-Hour Daily Volumes, Table II depicts the A.M. Peak Hour Volumes, and Table III depicts the P.M. Peak Hour Volumes.

TABLE I

TRIP GENERATION

Average Annual Daily Volume

Land Use	Units	Rate	Volume
Adult Community	650	4.8T/Unit	3,120

TABLE II

A.M. PEAK HOUR VOLUMES

Land Use	Units	Rate	Distribution	Volumes Enter	Exit
Adult Community	650	0.46T/Unit	26/74	78	221

TABLE II

P.M.

A.M. PEAK HOUR VOLUMES

Land Use	Units	Rate	Distribution	Volumes Enter	Exit
Adult Community	650	0.59T/Unit	61/39	234	150

CELEBRATION POINTE

5262 505 327/178

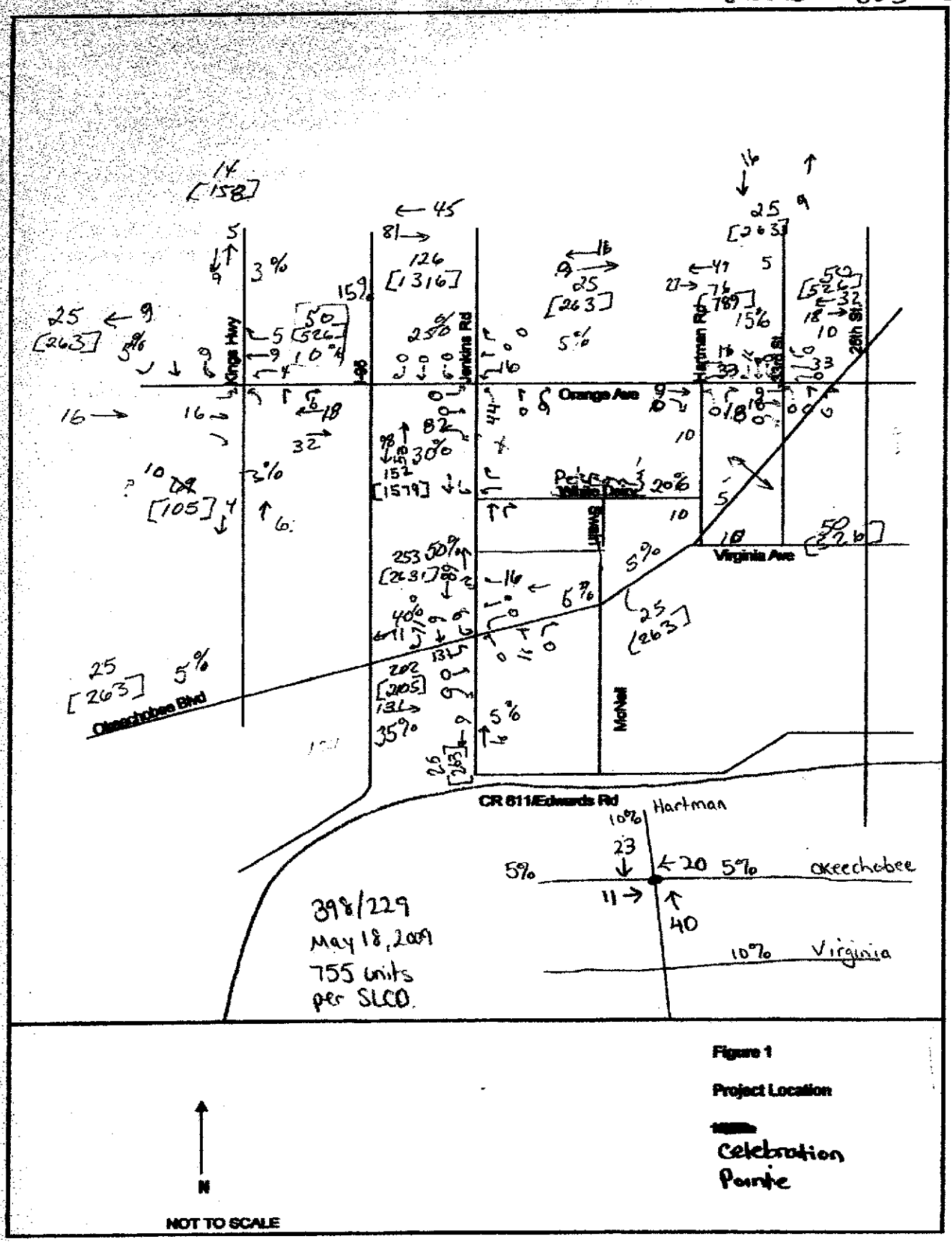


Figure 1

Project Location

Celebration Pointe

PROJECT TRAFFIC

To estimate traffic generated by the Whispering Oaks Development, the ITE Trip Generation, 7th Edition trip rates were applied. These calculations provide an estimate of the typical generation. Trip generation for the project is shown in Table 2.

TABLE 2: Project Trip Generation

Land Use	Units	ITE Land Use Code	Daily Trip Equation (Trips)	PM Peak Hour Trip Equation (Trips)	%In/ %Out (trips in/trip out)
Town Home	231	230	Ln(T)= 0.85Ln(x) + 2.55(1308)	Ln(T) = 0.82Ln(x)+ 0.32 (119)	67%/ 33% (80/39)
Single Family	145	210	Ln(T)=0.92Ln(x)+2.71 (1464)	Ln(T)=0.90Ln(x)+ 0.53 (150)	63/37 (94/55)
	376		2772	269	174/ 95

The PM peak hour total trips would be 269 with 174 entering and 95 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 distribution was estimated as 15% north, 45% south, 25% east and 15% west.

Assignment – This general distribution led to an assignment of external, new trips to the roadway network. Figure 2 illustrates the trip assignment and resultant trips.

The project provided a connection to Peterson Road to enhance the distribution of traffic. Additionally, the project will provide right-of-way on Jenkins Road for possible future widening.

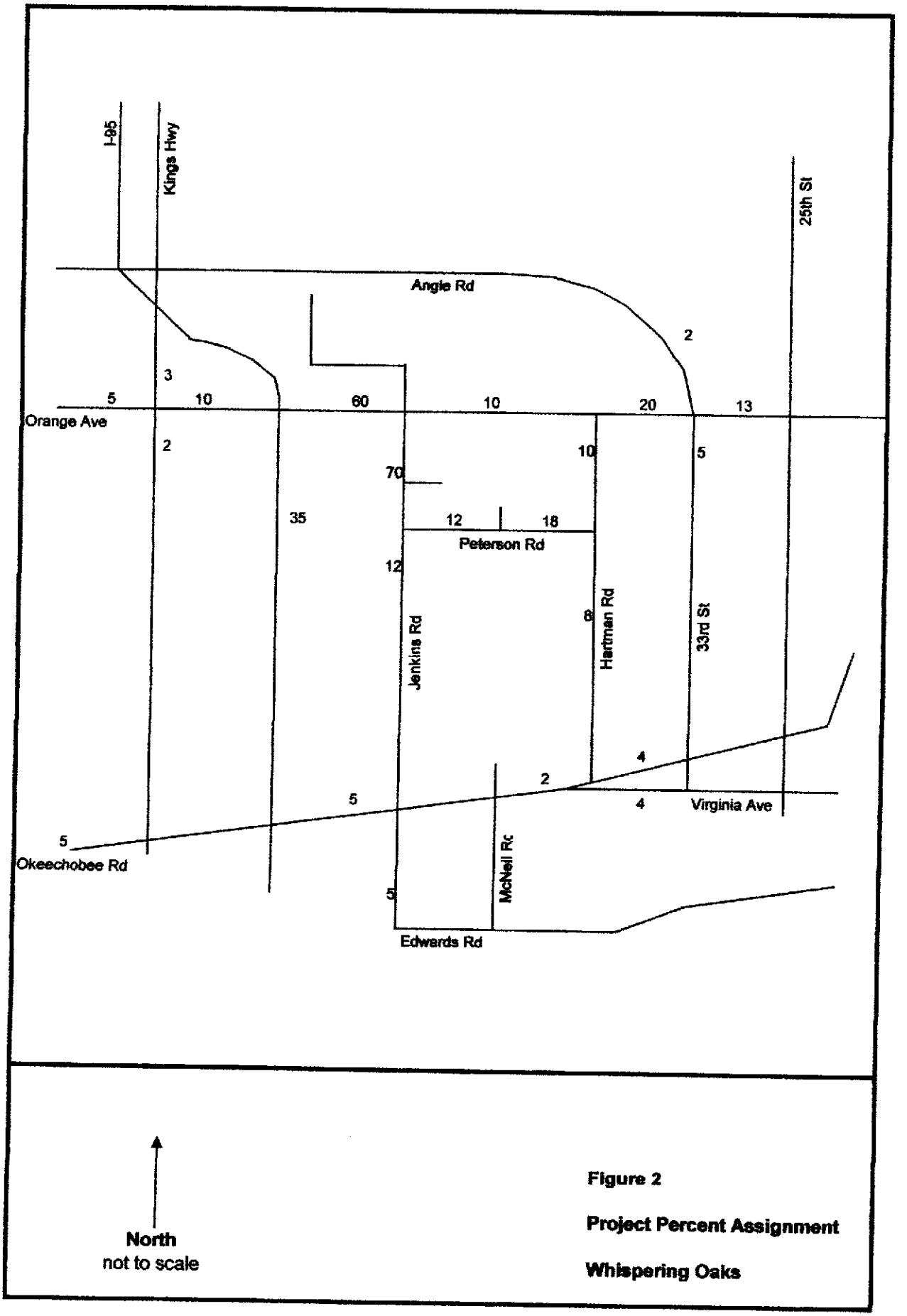
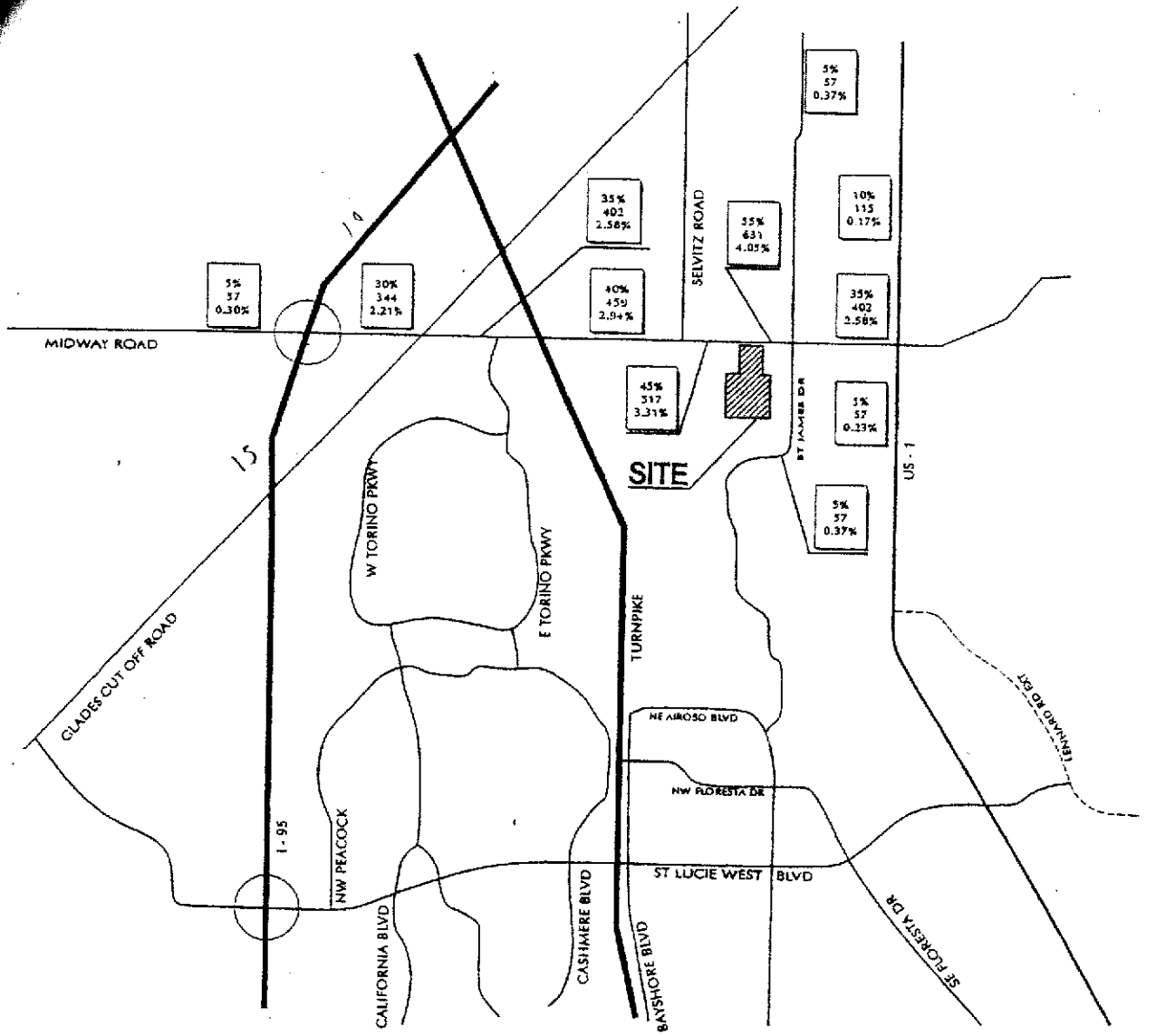


Figure 2

Project Percent Assignment

Whispering Oaks

N.T.S.



LEGEND

30% - PROJECT DISTRIBUTION
344 - DAILY PROJECT TRAFFIC
2.21% - DAILY SERVICE VOLUME

08/12/05
04-225

RAVINIA

EXHIBIT 4
PROJECT TRAFFIC ASSIGNMENT

PTC

Exhibit 3
Ravinia
Trip Generation

DAILY

Land Use	ITE Code	Intensity	Trip Generation Rate (1)	Total Trips
Residential-Single	210	120 Dus	9.57 /DU	1,148
TOTALS		120 Dus		1,148

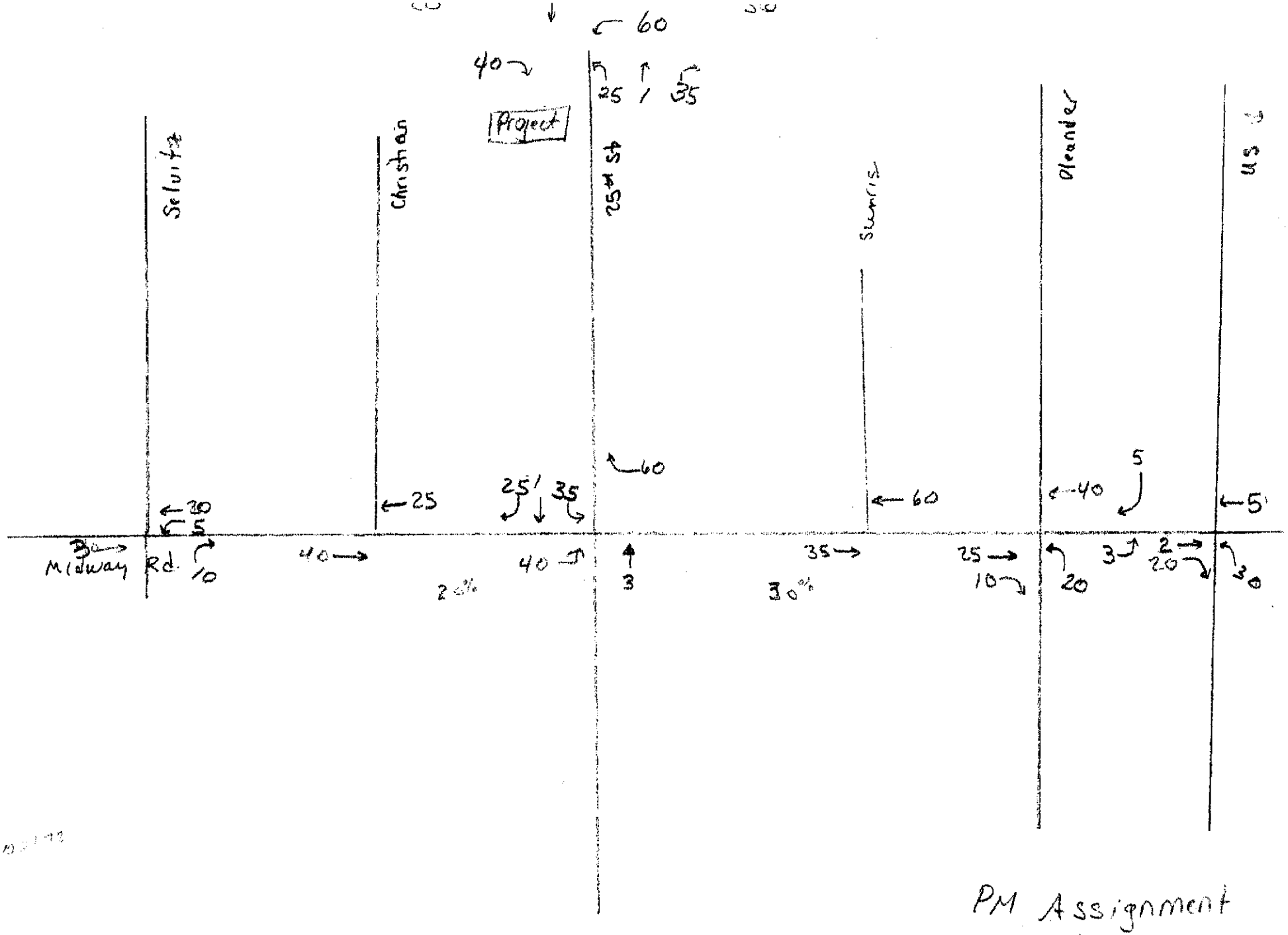
AM Peak Hour

Land Use	ITE Code	Intensity	Trip Generation Rate (2)	Total Trips		
				In	Out	Total
Residential-Single	210	120 Dus	0.75 /DU (25/75)	22	68	90
TOTALS		120 Dus		22	68	90

PM Peak Hour

Land Use	ITE Code	Intensity	Trip Generation Rate (2)	Total Trips		
				In	Out	Total
Residential-Single	210	120 Dus	1.01 /DU (64/36)	77	44	121
TOTALS		120 Dus		77	44	121

(1) Source: Institute of Transportation Engineers (ITE), Trip Generation, 7th Edition.



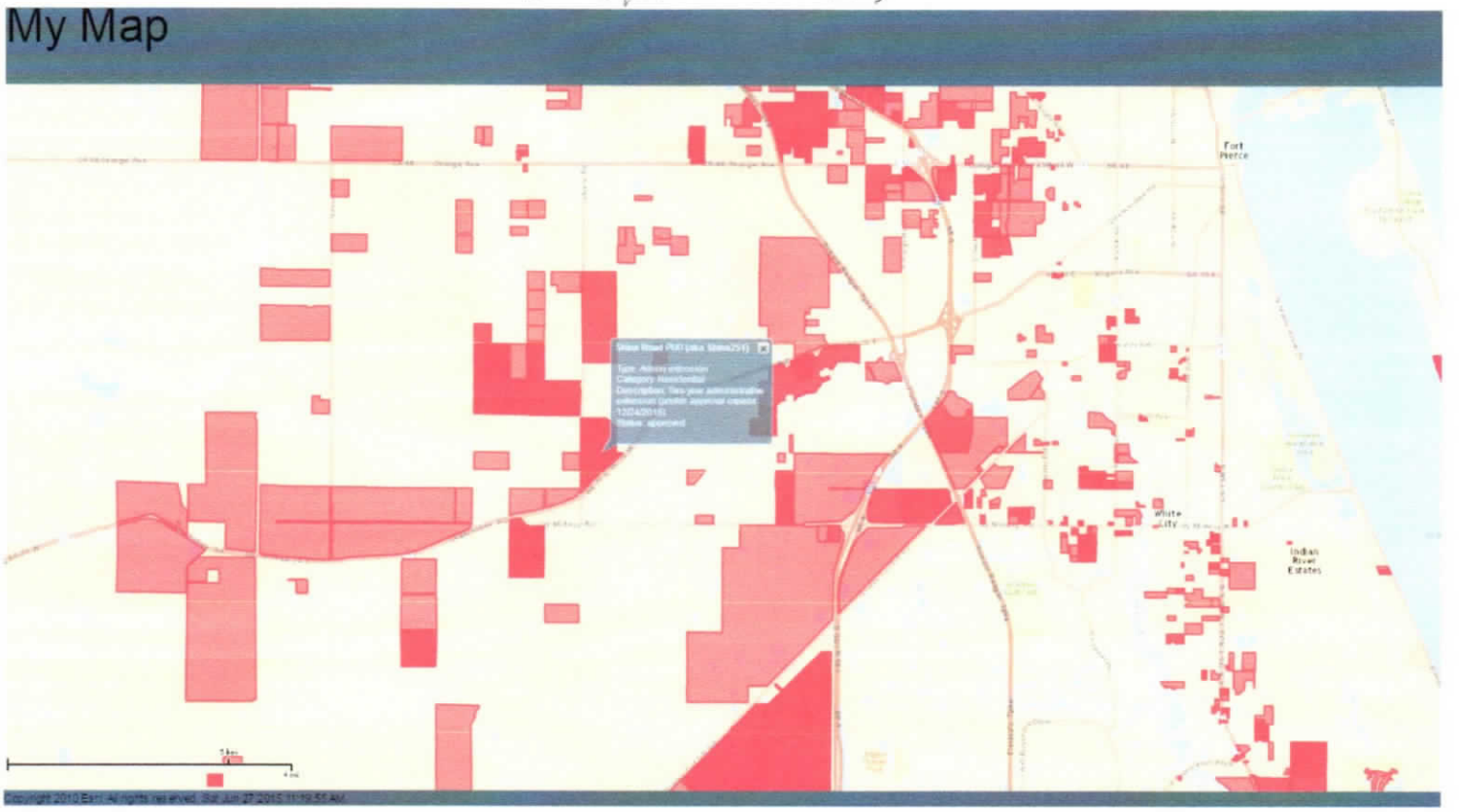
PM Assignment
Frontera
207/122

Shinn Rd Equestrian Staging



D44

Shinn Rd Equestrian Estates



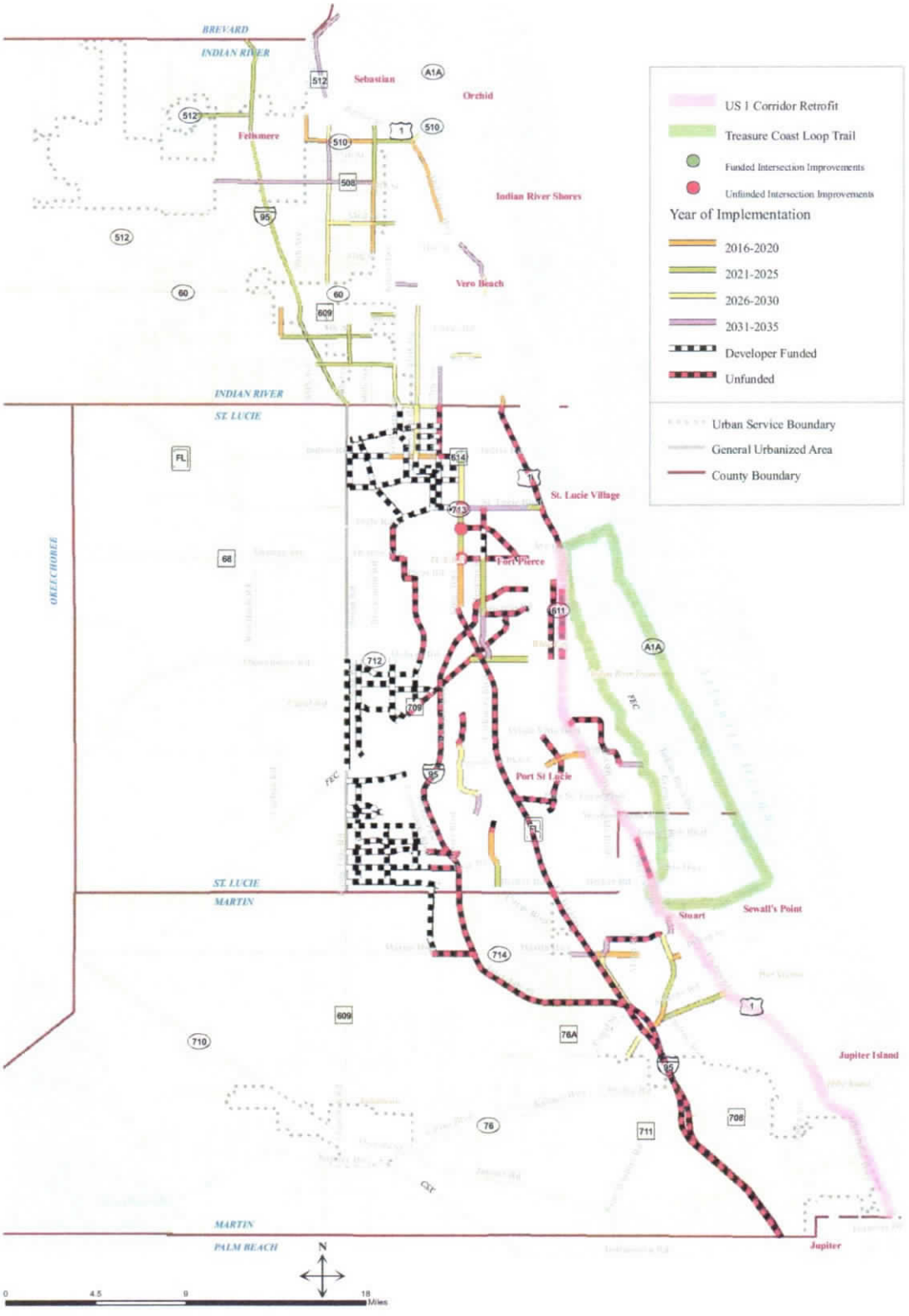
T= .7(x) +9.74 106 SF Dw's

AM 25/75
In/Out

In: 21 AM
Out: 63 AM

PM Ln(T): .9Ln(x) + .51
63/37
In/Out
In: 70 PM
Out: 41 PM

Map C-1
Regional Cost Feasible Plan



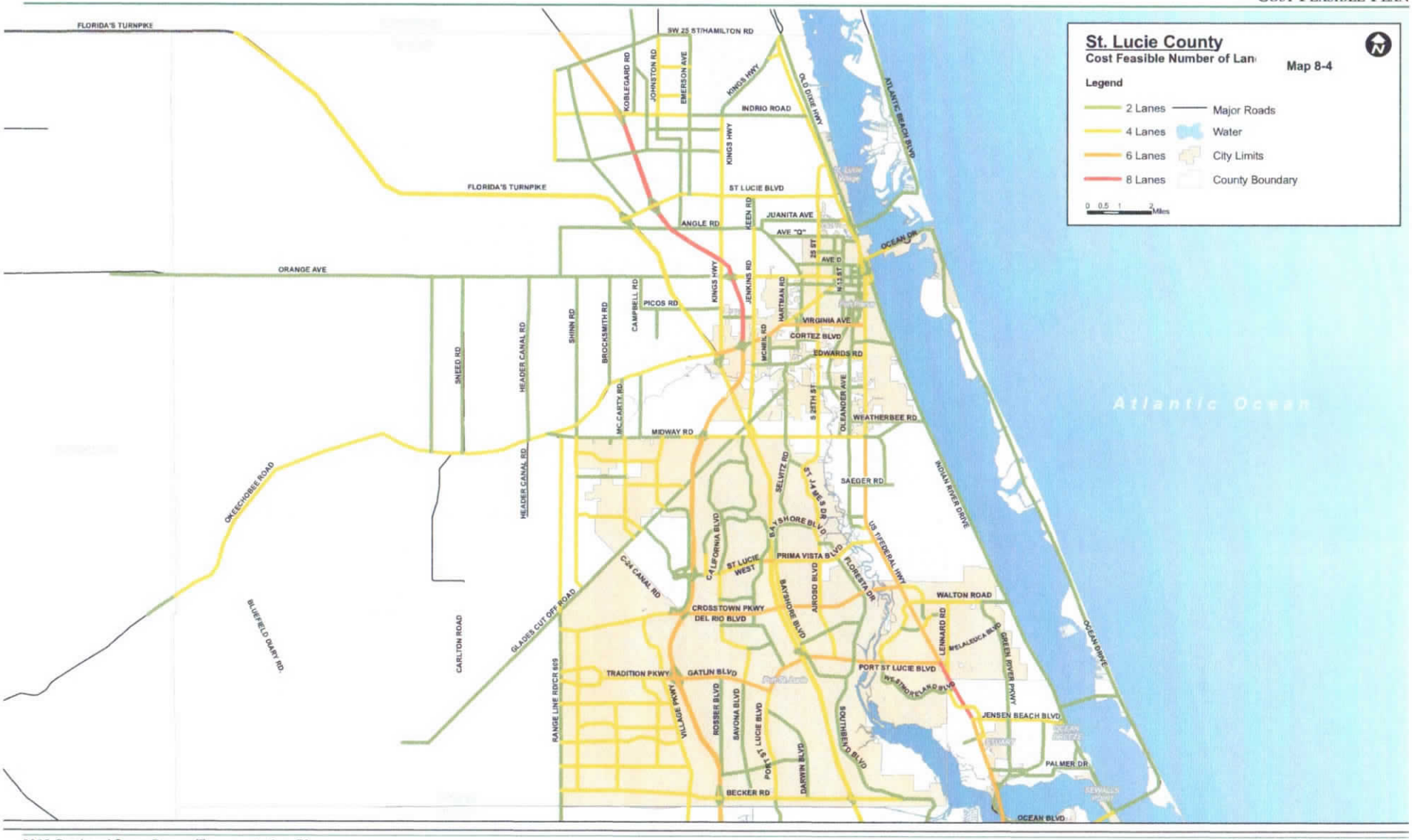

St. Lucie County
Cost Feasible Number of Lan
Map 8-4
Legend
2 Lanes
4 Lanes
6 Lanes
8 Lanes
Major Roads
Water
City Limits
County Boundary
0 0.5 1 2 Miles
FLORIDA'S TURNPIKE
SW 25 ST/HAMILTON RD
KOBLEGARD RD
JOHNSTON RD
EMERSON AVE
KINGS HWY
INDRIO ROAD
OLD DIXIE HWY
ATLANTIC BEACH BLVD
ST LUCIE BLVD
ANGLE RD
KEEN RD
JUANITA AVE
AVE "Q"
OCEAN DR
35 ST
AVE D
N 13 ST
ORANGE AVE
JENKINS RD
HARTMAN RD
PICOS RD
CAMPBELL RD
BROCKSMITH RD
SHINN RD
VIRGINIA AVE
CORTEZ BLVD
MCNEIL RD
EDWARDS RD
SNEED RD
HEADER CANAL RD
S 25TH ST
OLEANDER AVE
WEATHERBEE RD
MC CARTY RD
MIDWAY RD
SAEGER RD
SELVITZ RD
ST JAMES DR
INDIAN RIVER DRIVE
OKEECHOBEE ROAD
BAYSHORE BLVD
US 1/FEDERAL HWY
CALIFORNIA BLVD
ST LUCIE WEST
PRIMA VISTA BLVD
FLORESTA DR
C-24 CANAL RD
AURORA BLVD
WALTON ROAD
CROSSTOWN PKWY
DEL RIO BLVD
LENNARD RD
OCEAN DRIVE
BLUEFIELD DIARY RD
GLADES CUT OFF ROAD
CARLTON ROAD
WELAKEUCA BLVD
GREEN RIVER PKWY
TRADITION PKWY
GATLIN BLVD
PORT ST LUCIE BLVD
NW SHORTLAND BLVD
RANGE LINE RD/CR 609
VILLAGE PKWY
ROSSER BLVD
SAVONA BLVD
PORT ST LUCIE BLVD
SOUTHBEND BLVD
JENSEN BEACH BLVD
DARWIN BLVD
PALMER DR
BECKER RD
OCEAN BLVD
Atlantic Ocean

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		

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 Principle Arterial
25th Street South		Urban Principle Arterial
25th Street South /		Urban Principle Arterial
Airoso Blvd		Urban Principle 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 Principle Arterial - Freeway

Local Name	Location	Federal Functional Classification
Fort Pierce Blvd		Urban Collector
Gatlin Blvd		Urban Principle 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 Principle Arterial
	E. of Kings Hwy	Urban Minor Arterial
Interstate 95		Urban Principle 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 Principle Arterial
Kings Hwy South		Urban Principle 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 Principle Arterial
	E. of McCarty Rd	Urban Principle Arterial
Morningside Blvd	E. of Westmoreland Blvd	Urban Collector
	W. of Westmoreland Blvd	Urban Local
Okeechobee Rd	W. of McCarty Rd	Rural Principle Arterial
	E. of McCarty Rd	Urban Principle 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 Principle 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 Principle Arterial
Prima Vista Blvd		Urban Principle 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 Principle Arterial
St. James Dr		Urban Principle Arterial
Sunrise Blvd	N. of Oleander Ave	Urban Minor Arterial
	S. of Oleander Ave	Urban Collector
Tiffany Ave		Urban Collector
US 1 North		Urban Principle Arterial
US 1 South		Urban Principle Arterial
Virginia Ave		Urban Principle 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 5
City of Port St. Lucie Roadways
2025 Classification

Roadway	From	To	Functional Classification	Existing Lanes	Proposed Lanes
Airoso Boulevard	St. James Drive	Prima Vista Boulevard	U-PA	4	-
Airoso Boulevard	Prima Vista Boulevard	Port St. Lucie Boulevard	U-PA	4	-
Alcantarra Boulevard	Savona Boulevard	Port St. Lucie Boulevard	U-COLL	2	-
Bayshore Boulevard	St. James Drive	Selvitz Road	U-PA	2	-
Bayshore Boulevard	Selvitz Road	Prima Vista Boulevard	U-PA	2	-
Bayshore Boulevard	Prima Vista Boulevard	Port St. Lucie Boulevard	U-PA	4	-
Bayshore Boulevard	Port St. Lucie Boulevard	Oakridge Boulevard	U-MA	2	4
Bayshore Boulevard	St. Lucie West Boulevard	Selvitz Road	U-PA	2	4
Becker Road	Range Line Road	N/S A	U-PA	-	2
Becker Road	Range Line Road	N/S A	U-PA	2	4
Becker Road	N/S A	I-95	U-PA	-	4
Becker Road	I-95	Florida Turnpike	U-PA	2	4
Becker Road	N/S AB	Rosser Boulevard	U-PA	4	6
Becker Road	Florida Turnpike	Via Tesoro	U-PA	4	-
Becker Road	Via Tesoro	Gilson Road	U-PA	2	4
Becker Road/I-95 Interchange	-	-	FHS	-	-
Biltmore Street	S. Macedo Boulevard	Thornhill Drive	U-COLL	2	-
California Boulevard	West Torino Parkway	St. Lucie West Boulevard	U-MA	2	-
California Boulevard	St. Lucie West Boulevard	Crosstown Parkway	U-PA	2	4
Cameo Boulevard	Crosstown Parkway	Port St. Lucie Boulevard	U-COLL	2	-
Cane Slough Road	U.S. 1	Lennard Road	U-PA	4	-
Cashmere Boulevard	East Torino Parkway	St. Lucie West Boulevard	U-PA	2	-
Cashmere Boulevard	St. Lucie West Boulevard	Crosstown Parkway	U-PA	2	4
Cashmere Boulevard	Crosstown Parkway	Del Rio Boulevard	U-MA	2	-
Commerce Center Parkway	North City Limit	Crosstown Parkway	U-PA	4	-
Community Boulevard	Westcliffe Lane	Tradition Parkway	U-PA	4	-
Community Boulevard	Tradition Parkway	E/W 1 (WATS)	U-PA	-	4
Community Boulevard	E/W 1 (WATS)	Becker Road	U-PA	-	2
Community Boulevard	E/W 1 (WATS)	Becker Road	U-PA	2	4
Crosstown Parkway	Range Line Road	N/S A	U-PA	-	4
Crosstown Parkway	N/S A	Village Parkway	U-PA	-	4
Crosstown Parkway	Village Parkway	I-95	U-PA	-	6
Crosstown Parkway/I-95 Interchange	-	-	FHS	-	-
Crosstown Parkway	I-95	Cashmere Boulevard	U-PA	-	6
Crosstown Parkway	Cashmere Boulevard	Bayshore Boulevard	U-PA	6	-
Crosstown Parkway	Bayshore Boulevard	Manth Lane	U-PA	-	6
Crosstown Parkway	Manth Lane	U.S. 1	U-PA	-	6
Darwin Boulevard	Becker Road	Port St. Lucie Boulevard	U-PA	2	-
Del Rio Boulevard	McKenzie Street	California Boulevard	U-MA	2	-
Del Rio Boulevard	California Boulevard	Port St. Lucie Boulevard	U-PA	2	-
E/W 1 (WATS)	Range Line Road	Community Boulevard	U-PA	-	2
E/W 1 (WATS)	Community Boulevard	Village Parkway	U-PA	-	4
E/W 1 (WATS)	N/S B	Community Boulevard	U-PA	2	4
E/W 2 (WATS)	N/S A (WATS)	Village Parkway	U-COLL	-	2
E/W 3 (WATS)	Range Line Road	N/S A (WATS)	U-PA	-	2
E/W 3 (WATS)	Community Boulevard	Rosser Boulevard	U-PA	-	2
E/W 3 (WATS)	N/S A (WATS)	Community Boulevard	U-PA	-	2
E/W 3 (WATS)	N/S A (WATS)	Rosser Boulevard	U-PA	2	4
E/W 3 (WATS)	Village Parkway	Rosser Boulevard	U-PA	4	6
E/W 5 (WATS)	McCarty Road	Glades Cut-Off Road	U-COLL*	-	2-4*
E/W 6 (WATS)	N/S A	Glades Cut-Off Road	U-PA/U-COLL*	-	2*
Fern Lake Avenue	Crosstown Parkway	Westcliffe Lane	U-COLL	-	2
Fern Lake Avenue	Westcliffe Lane	Tradition Parkway	U-COLL	-	2
Floresta Drive	Bayshore Boulevard	Prima Vista Boulevard	U-COLL	2	-
Floresta Drive	Prima Vista Boulevard	Port St. Lucie Boulevard	U-PA	2	-
Floresta Drive	Port St. Lucie Boulevard	Southbend Boulevard	U-PA	2	-

Table 5
City of Port St. Lucie Roadways
2025 Classification

Roadway	From	To	Functional Classification	Existing Lanes	Proposed Lanes
Florida Turnpike	North City Limit	St. Lucie/Martin County Line	FIHS	4	-
Gatlin Boulevard	I-95	Port St. Lucie Boulevard	U-PA	6	-
Glades Cut-Off Road	Midway Road	Range Line Road	U-PA	2	-
Gowin Drive	Port St. Lucie Boulevard	Westmoreland Boulevard	U-COLL	2	-
Grand Drive	Jennings Road	Walton Road	U-COLL	2	-
Green River Parkway	Walton Road	Martin County Line	U-MA	2	-
Heatherwood Boulevard	California Boulevard	Cashmere Boulevard	U-MA	2	-
Hillmoor Drive	Tiffany Avenue	Lennard Road	U-COLL	2	-
I-95	North City Limit	St. Lucie/Martin County Line	FIHS	6	-
Import Drive	Salvatalma Boulevard	Gatlin Boulevard	U-COLL	2	-
Indian River Drive	North City Limit	Walton Road	U-MA	2	-
Jennings Road	U.S. 1	Lennard Road	U-MA	4	-
Lennard Road	Walton Road	U.S. 1	U-PA	4	-
Lennard Road	North City Limit	Walton Road	U-MA	2	-
LTC Parkway	Midway Road	Glades Cut-Off Road	U-PA	-	4-6*
Lyngate Drive	Midport Road	U.S. 1	U-MA	2	-
Manville Drive	Selvitz Road	St. James Drive	U-COLL	2	-
Mariposa Avenue	Lennard Road	Calais Street	U-COLL	2	-
McCarty Road (SLC)	Midway Road	Glades Cut-Off Road	U-PA/U-COLL*	-	2-4*
Melaleuca Boulevard	Lennard Road	Green River Parkway	U-PA	2	-
Morningside Boulevard	Lyngate Drive	River Vista Drive	U-COLL	2	-
N/S A (WATS)	E/W 3 (WATS)	Becker Road	U-PA	-	2
N/S A (WATS)	Tradition Parkway	E/W 1 (WATS)	U-PA	-	4
N/S A (WATS)	E/W 1 (WATS)	E/W 3 (WATS)	U-PA	-	2
N/S A (WATS)	E/W 1 (WATS)	Becker Road	U-PA	-	4
N/S A (WATS)	Midway Road	Glades Cut-Off Road	U-PA	-	2-4*
N/S A (WATS)	Glades Cut-Off Road	Crosstown Parkway	U-PA	-	2-4*
N/S A (WATS)	Crosstown Parkway	Tradition Parkway	U-PA	-	2-4*
N/S AB (WATS)	Paar Drive	Becker Road	U-MA	-	4
N/S B (WATS)	Paar Drive	Becker Road	U-COLL	-	2
N/S B (WATS)	E/W 1 (WATS)	Paar Drive	U-PA	-	4
N/S BC (WATS)	Becker Road	Paar Dr.	U-MA	-	4
Newell Road (SLC)	N/S A	LTC Parkway	U-PA/U-COLL*	-	2-4*
North Macedo Boulevard	Selvitz Road	Bayshore Boulevard	U-COLL	2	-
Oakridge Boulevard	Bayshore Boulevard	Southbend Boulevard	U-MA	2	4
Paar Drive	Range Line Road	N/S A (WATS)	U-PA	-	2
Paar Drive	N/S A (WATS)	Village Parkway	U-PA	-	4
Paar Drive	Village Parkway	Rosser Boulevard	U-PA	-	6
Paar Drive	Rosser Boulevard	Savona Boulevard	U-PA	2	4
Paar Drive	Savona Boulevard	Port St. Lucie Boulevard	U-PA	2	4
Peacock Boulevard	Cashmere Boulevard	University Boulevard	U-PA	2	-
Peacock Boulevard	University Boulevard	St. Lucie West Boulevard	U-PA	4	-
PGA Roadway System (PGA DRI)	Glades Cut-Off Road	Crosstown Parkway	U-PA	-	2-4*
Port St. Lucie Boulevard	Turnpike Overpass	Gatlin Boulevard	U-PA	6	-
Port St. Lucie Boulevard	Gatlin Boulevard	Darwin Boulevard	U-PA	6	-
Port St. Lucie Boulevard	Darwin Boulevard	Paar Drive	U-PA	2	4
Port St. Lucie Boulevard	Darwin Boulevard	Tradition Parkway (Gatlin Blvd.)	U-PA	2	6
Port St. Lucie Boulevard	Paar Drive	Becker Road	U-PA	2	-
Port St. Lucie Boulevard	Becker Road	St Lucie County/Martin County Line	U-PA	4	2-4
Port St. Lucie Boulevard	Turnpike Overpass	U.S. 1	U-PA	6	-
Prima Vista Boulevard	Turnpike Overpass	Airoso Boulevard	U-PA	4	-
Prima Vista Boulevard	Airoso Boulevard	Floresta Drive	U-PA	6	-
Prima Vista Boulevard	Floresta Drive	U.S. 1	U-PA	4	-
Range Line Road (SLC)	Midway Road	St. Lucie County/Martin Line	U-PA	2	4
Rosser Boulevard	Gatlin Boulevard	Andalusia Road	U-COLL	2	4
Rosser Boulevard	Andalusia Road	Becker Road	U-COLL	2	4
Savage Boulevard	Import Drive	Gatlin Boulevard	U-COLL	2	-

Table 5
City of Port St. Lucie Roadways
2025 Classification

Roadway	From	To	Functional Classification	Existing Lanes	Proposed Lanes
Savona Boulevard	Becker Road	California Boulevard	U-PA	2	-
Selvitz Road	Midway Road	Menville Drive	U-PA	2	-
South Macedo Boulevard	Bayshore Boulevard	Thornhill Drive	U-COLL	2	-
Southbend Boulevard	Floresta Drive	Becker Road	U-PA	2	-
St. James Drive	North City Limit	Airoso Boulevard	U-PA	4	-
St. Lucie West Boulevard/I-95 Interchange	-	-	FIHS	2	8
St. Lucie West Boulevard	Peacock Boulevard	California Boulevard	U-PA	4	6
St. Lucie West Boulevard	Cashmere Boulevard	Turnpike Overpass	U-PA	6	-
St. Lucie West Boulevard	California Boulevard	Cashmere Boulevard	U-PA	4	6
Thornhill Drive	Bayshore Boulevard	Floresta Drive	U-MA	2	-
Tiffany Avenue	U.S. 1	Burning Lane	U-COLL	4	-
Tiffany Avenue	Burning Lane	Grand Drive	U-COLL	2	-
Torino Parkway	Torino Parkway	Midway Road	U-MA	2	-
Tradition Parkway	Range Line Road	N/S A	U-PA	-	4
Tradition Parkway	N/S A	Community Boulevard	U-PA	-	4
Tradition Parkway	Community Boulevard	I-95	U-PA	4	-
Tradition Parkway	Village Parkway	I-95	U-PA	4	6
Tulip Boulevard	Port St. Lucie Boulevard	Port St. Lucie Boulevard	U-MA	2	-
U.S. 1	North City Limit	Port St. Lucie Boulevard	U-PA	6	-
U.S. 1	Port St. Lucie Boulevard	St. Lucie/Martin County Line	U-PA	8	-
Veterans Memorial Parkway	U.S. 1	Port St. Lucie Boulevard	U-PA	4	-
Village Green Drive	U.S. 1	Walton Road	U-PA	4	-
Village Green Drive	Walton Road	Tiffany Avenue	U-PA	2	-
Village Parkway	Westcliffe Lane	Tradition Parkway	U-PA	4	6
Village Parkway	Crosstown Parkway	Westcliffe Lane	U-PA	-	4
Village Parkway	Crosstown Parkway	Westcliffe Lane	U-PA	4	6
Village Parkway	Tradition Parkway	E/W 1 (WATS)	U-PA	4	6
Village Parkway	Westcliffe Lane	Tradition Parkway	U-PA	4	-
Village Parkway	Tradition Parkway	Becker Road	U-PA	-	4
Village Parkway	E/W 1 (WATS)	Becker Road	U-PA	4	6
Walton Road	U.S. 1	Village Green Drive	U-PA	2	4
Walton Road	Village Green Drive	Lennard Road	U-PA	2	-
Walton Road	Lennard Road	Green River Parkway	U-PA	2	-
Walton Road	Green River Parkway	Indian River Drive	PSL	2	-
Westcliffe Lane	N/S A (WATS)	Fern Lake Avenue	U-PA	-	2
Westcliffe Lane	Fern Lake Avenue	Village Parkway	U-PA	4	-
Westmoreland Boulevard	U.S. 1	River Park Entrance	U-MA	2	-
Westmoreland Boulevard	River Park Entrance	Port St. Lucie Boulevard	U-MA	2	4
Williams Road (SLC)	Range Line Road	McCarty Road	U-COLL	-	2-4*

Midway Road is a St. Lucie County road located just north of the City of Port St. Lucie boundaries.
The City's adopted Level of Service is 'D' for Collector Roadways and 'E' for minor and major arterial roadways.
*To be determined upon completion of a detailed traffic study.
***All lanes are through lanes.

PSL = City of Port St. Lucie
SLC = St. Lucie County
PRV = Private
FDOT= Florida Department of Transportation
TA = Turnpike Authority
WATS= Western Area Traffic Study
U-PA = Urban Primary Arterial
U-MA = Urban Minor Arterial
U-COLL= Urban Collector
FIHS = Florida Interstate Highway System (limited Access)

Revised: 9/25/2008

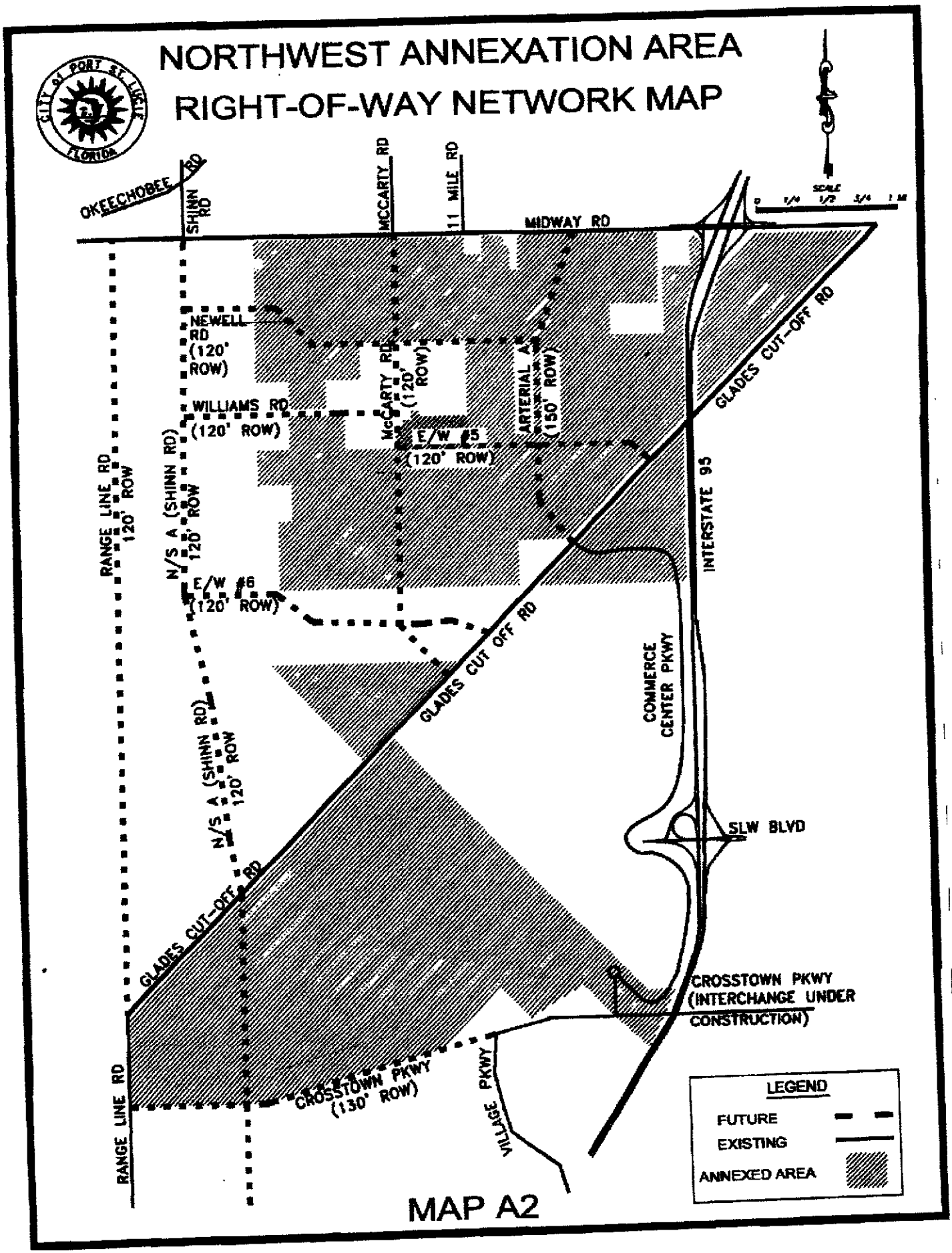

NORTHWEST ANNEXATION AREA
RIGHT-OF-WAY NETWORK MAP
CITY OF PORT ST. LUCIE FLORIDA
OKEECHOBEE RD
SHINN RD
McCARTY RD
11 MILE RD
MIDWAY RD
SCALE
0 1/4 1/2 3/4 1 MI
NEWELL RD (120' ROW)
WILLIAMS RD (120' ROW)
McCARTY RD (120' ROW)
E/W #5 (120' ROW)
ARTERIAL A (150' ROW)
GLADES CUT-OFF RD
INTERSTATE 95
RANGE LINE RD 120' ROW
N/S A (SHINN RD) 120' ROW
E/W #6 (120' ROW)
GLADES CUT OFF RD
COMMERCE CENTER PKWY
SLW BLVD
N/S A (SHINN RD) 120' ROW
GLADES CUT-OFF RD
CROSSTOWN PKWY (INTERCHANGE UNDER CONSTRUCTION)
RANGE LINE RD
CROSSTOWN PKWY (130' ROW)
VILLAGE PKWY
LEGEND
FUTURE
EXISTING
ANNEXED AREA
MAP A2

Table A2

City of Port St. Lucie Roadways
(Western Study Area)

2025 Classification

ROADWAY	FROM	TO	FUNCTIONAL CLASSIFICATION	LOS *	RESPONSIBLE AGENCY
Becker Road	Gilson Road	Rosser Boulevard	U-PA	E	PSL
Paar Rd. (E/W #4)	Range Line Road	Rosser Boulevard	U-PA	E	PSL
E/W #3	Range Line Road	Rosser Boulevard.	U-PA	E	PSL
E/W #2	E/W #3	Village Parkway	U-COLL	D	PSL
E/W #1	Range Line Road	Village Parkway	U-PA	E	PSL
Tradition Parkway	Range Line Road	I-95	U-PA	E	PSL
Crosstown Parkway	Range Line Road	I-95	U-PA	E	PSL
Glades Cut-Off Road	Range Line Road	I-95	U-PA	E	PSL
Range Line Road	Becker Road	Glades Cut-Off Road	U-PA	E	PSL
N/S "A"	Becker Road	Glades Cut-Off Road	U-PA	E	PSL
N/S "B"	Becker Road	E/W #1	U-PA	E	PSL
Commerce Center Parkway	St. Lucie West Blvd.	Glades Cut-Off Road	U-PA	E	PSL
Commerce Center Parkway	Crosstown Parkway	St. Lucie West Boulevard	U-PA	E	PSL
Village Parkway	Becker Road	Crosstown Parkway	U-PA	E	PSL
Rosser Boulevard	Becker Road	Gatlin Boulevard	U-PA	E	PSL

*LOS based on current adopted 2002 standards
**Existing operating LOS provided by MPO, FDOT, and PSL Engineering Department (MPO TIP dated June 2004).
***All Lanes are through lanes

SLC = St. Lucie County
PSL = City of Port St. Lucie

U-PA = Urban Primary Arterial
U-COLL = Urban Collector

FDOT = Florida Department of Transportation

Property Identification

Site Address:	Glades Cut-Off
Parcel ID:	3302-702-0001-000-8
Account #:	174117
Map ID:	33/02S
Use Type:	6000
Zoning:	
City/County:	Port Saint Lucie



Ownership

Centex Homes

24311 Walden Center Dr Ste 300
Bonita Springs, FL 34134

Legal Description

LTC RANCH RESIDENTIAL PLAT 1 (PB 58-37) TRACT A (2055.14 AC) (OR 2507-2834: 2507-2837)

Current Values

Just/Market Value:	$14,694,256
Assessed Value:	$3,251,817
Exemptions:	$0
Taxable Value:	$3,251,817

7150/acre
x 20%
8580/acre

Taxes for this parcel: SLC Tax Collector's Office

Download TRIM for this parcel: Download PDF

Total Areas

Finished/Under Air (SF):	0
Gross Area (SF):	0
Land Size (acres):	2055.14
Land Size (SF):	89,521,681

This information is believed to be correct at this time but it is subject to change and is not warranted.
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Property Identification

Site Address:	TBD
Parcel ID:	3302-212-0001-000-4
Account #:	156019
Map ID:	33/02N
Use Type:	6000
Zoning:	PNRD - CO
City/County:	Fort Pierce



Ownership

Willow Lakes Llc

433 South Main St Ste 300
West Hartford, CT 06110

Legal Description

2/3 36 39 FROM NW COR OF SEC 3-36-39 RUN N 89 46 35 W ALG N LI OF SEC 3 2622 FT TO E R/W LI OF NSLRWCD CANAL NO. 93, TH S 00 02 49 W ALG E R/W LI 52.50 FT TO N R/W LI OF 200 FT FP&L ESMT AND POB,TH S 89 46 35 ALG N R/W LI 1026.62 FT TO E R/W LI OF 60 FT FP&L ESMT,TH S 32 18 17 E ALG E R/W LI 1746.02 FT,TH N 61 15 41 E 335.12 FT,TH N 31 56 28 E 78.35 FT,TH N 02 37 14 E 332.85 FT,TH N 85 17 03 E 146.97 FT,TH N 53 57 44 E 58.71 FT,TH N 01 56 01 E 142.19 FT,TH N 62 33 43 E 139.15 FT TO CURVE CONC NW,R OF 335 FT,TH NELY ALG ARC 365.79 FT,TH N 00 00 00 W 142.46 FT,TH S 89 50 50 E 1811.20 FT TO CURVE CONC SW,R OF 150 FT,TH SELY ALG ARC 308.52 FT,TH S 27 59 51 W 671.72 FT,TH S 56 07 55 E 323.59 FT TO W R/W LI OF I-95,TH S 32 49 14 W ALG W R/W LI 346.97 FT,TH S 44 46 35 W 339.92 FT,TH N 00 04 30 E 99.51 FT,TH S 44 46 35 W 236.51 FT, TH N 00 04 43 E 535.111 FT, TH S 89 59 23 W 166.33 FT, TH S 00 04 55 W 680.33 FT TO N R/W LI OF ACCESS RD,TH S 50 43 56 W ALG N R/W LI 478.34 FT TO CURVE CONC N,R OF 266 FT,TH WLY ALG ARC 171.53 FT,TH S 87 40 44 W 1027.79 FT,TH S 00 01 50 E 72 FT,TH S 89 58 10 W 1610.26 FT,TH S 00 01 50 E 117.14 FT TO N R/W LI OF MIDWAY RD,TH N 89 52 26 W ALG N R/W LI 786.26 FT TO E R/W LI OF NSLRWCD CANAL NO. 93,TH N 00 02 49 E ALG E R/W LI 2564.70 FT TO N R/W LI OF FP&L ESMT AND POB- (197.90 AC) (OR 2035-1421)

Total Areas

Finished/Under Air (SF):	0
Gross Area (SF):	0
Land Size (acres):	198.04
Land Size (SF):	8,626,461

Current Values

Just/Market Value:	$1,741,520
Assessed Value:	$54,422
Exemptions:	$0
Taxable Value:	$54,422

8,714 acre
X 20%
10,553/acre

Taxes for this parcel: SLC Tax Collector's Office

Download TRIM for this parcel: Download PDF

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Property Identification

Site Address:	9850 MIDWAY RD
Parcel ID:	2334-340-0000-000-7
Account #:	14561
Map ID:	23/34S
Use Type:	6000
Zoning:	AG-2.5
City/County:	Fort Pierce



Ownership

Walton Acquisitions FL LLC
Maki Asai (TR)
Tan H Ngan (TR)

PO Box 2249
Cumming, GA 30028

Legal Description

34 35 39 SE 1/4 OF SW 1/4-LESS E 39 FT FOR CANAL R/W- AND E 1/2 OF NW 1/4 OF 3 36 39- LESS RD R/W AS IN OR 44-447 AND LESS E 39 FT FOR CANAL R/W- (116.61 AC - 5,079,532 SF) (OR 3589-1086: 3629- 630 thru 750, 858 thru 1164, 1904 thru 2270: 2345 thru 2997; 3630-1 thru 235, 317 thru 479; 485 thru 587; 593 thru 695; 701 thru 1206; 1212 thru 1452; 1500 thru 1590; 3633-2001thru 2295; 3634-614 thru 956; OR 3640 954 thru 1470; 2509 thru 2581; 2593 thru 2977 ; 3641- 899 thru 1205; 1605 thru 2859; 3642-2688 thru 2916; 3643-77 thru 251; 3645-1347 thru 1485; 1768 thru 1876 ; 2132 thru 2396 ; 3647-2082, thru 2196 ; 3648 - 360 thru 456 ; 3655-808 thru 910 ; 1000 thru 1072 ; 1168 thru 1174,1180 thru 1288 ; 1302 thru 1344 ; 1490 thru 1616 ; 3661-1515 thru 1605 ; 3664-916 thru 922 thru 988 ; 1032 thru 1122 ; 3670-2079 thru 2163 ; 3672 - 962 thru 1016 ; 3672 - 1037 ; 3681-1069 thru 1081: 3730-35 : 3730-42 ; 3730-49)

Total Areas

Finished/Under Air (SF):	0
Gross Area (SF):	0
Land Size (acres):	116.61
Land Size (SF):	5,079,532

Current Values

Just/Market Value:	$1,154,439
Assessed Value:	$32,068
Exemptions:	$0
Taxable Value:	$32,068

9900/acre
~~20~~ 10% - 11,880 /acre

Taxes for this parcel: SLC Tax Collector's Office

Download TRIM for this parcel: Download PDF

This information is believed to be correct at this time but it is subject to change and is not warranted.
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FDOT Long Range Estimation System - Production
Project Details Composite Report
By Version

Project: WDUA24-U-20-BB **Letting Date:** 01/2055
Description: Widen 2 Lane Urban Arterial to 4 Lane Divided with 22' Median & 4' Bike Lanes
District: 09 **County:** 99 DISTRICT/STATE WIDE
Project Manager: Cost Model

Version 1-P Project Grand Total: **$4,579,627.25**
Description:

Pay Items	Description	Total Quantity	Unit	Weighted Avg. Unit Price	Total Amount
0101 1	MOBILIZATION	10.00		-$99,989.98	$411,784.30
0102 1	**MAINTENANCE OF TRAFFIC**	**10.00**		**-$99,989.98**	**$374,349.36**
0104 10 3	SEDIMENT BARRIER	10,560.00	LF	$1.01	$10,665.60
0104 11	**FLOATING TURBIDITY BARRIER**	**250.00**	**LF**	**$8.22**	**$2,055.00**
0104 12	STAKED TURBIDITY BARRIER- NYLON REINFORCED PVC	250.00	LF	$5.03	$1,257.50
0104 15	**SOIL TRACKING PREVENTION DEVICE**	**1.00**	**EA**	**$1,879.93**	**$1,879.93**
0104 18	INLET PROTECTION SYSTEM	53.00	EA	$80.47	$4,264.91
0107 1	**LITTER REMOVAL**	**1.20**	**AC**	**$24.50**	**$29.40**
0107 2	MOWING	1.20	AC	$38.09	$45.71
0110 1 1	**CLEARING & GRUBBING**	**7.06**	**AC**	**$11,687.51**	**$82,513.82**
0120 1	REGULAR EXCAVATION	9,680.00	CY	$5.49	$53,143.20
0120 6	**EMBANKMENT**	**81,040.18**	**CY**	**$8.47**	**$686,410.32**
0160 4	TYPE B STABILIZATION	21,800.53	SY	$3.57	$77,827.89
0285709	**OPTIONAL BASE, BASE GROUP 09**	**18,773.33**	**SY**	**$15.50**	**$290,986.62**
0327 70 8	MILLING EXIST ASPH PAVT, 2 1/2" AVG DEPTH	18,773.33	SY	$2.13	$39,987.19
0334 1 24	**SUPERPAVE ASPH CONC, TRAFFIC D, PG76-22, PMA**	**3,097.60**	**TN**	**$99.68**	**$308,768.77**
0337 7 41	ASPHALT CONCRETE FRICTION COURSE,TRAFFIC B, FC-12.5, PG 76-22, PMA	3,003.74	TN	$93.70	$281,450.44
0400 2 2	**CONCRETE CLASS II, ENDWALLS**	**36.00**	**CY**	**$1,322.03**	**$47,593.08**
0425 1351	INLETS, CURB, TYPE P-5, <10'	36.00	EA	$3,723.68	$134,052.48
0425 1451	**INLETS, CURB, TYPE J-5, <10'**	**10.00**	**EA**	**$5,732.63**	**$57,326.30**
0425 1521	INLETS, DT BOT, TYPE C,<10'	5.00	EA	$2,393.30	$11,966.50
0425 1541	**INLETS, DT BOT, TYPE D, <10'**	**1.00**	**EA**	**$2,729.68**	**$2,729.68**
0425 2 41	MANHOLES, P-7, <10'	5.00	EA	$3,248.41	$16,242.05
0425 2 71	**MANHOLES, J-7, <10'**	**1.00**	**EA**	**$5,576.14**	**$5,576.14**
0430 94 1	DESILTING PIPE, 0 - 24"	800.00	LF	$3.87	$3,096.00
0430 94 2	**DESILTING PIPE, 25 - 36"**	**168.00**	**LF**	**$5.47**	**$918.96**
0430175112	PIPE CULVERT,OPTIONAL MATERIAL,ROUND, 12"S/CD	2,328.00	LF	$94.56	$220,135.68
0430175130	**PIPE CULVERT, OPT MATERIAL, ROUND, 30"S/CD**	**208.00**	**LF**	**$77.17**	**$16,051.36**
0430175142	PIPE CULVERT, OPT MATERIAL, ROUND, 42"S/CD	5,056.00	LF	$118.30	$598,124.80
0430175154	**PIPE CULVERT, OPT MATERIAL, ROUND, 54"S/CD**	**200.00**	**LF**	**$166.58**	**$33,316.00**
0520 1 10	CONCRETE CURB & GUTTER, TYPE F	10,560.00	LF	$16.19	$170,966.40
0522 1	**CONCRETE SIDEWALK AND DRIVEWAYS, 4" THICK**	**2,933.33**	**SY**	**$29.39**	**$86,210.57**
0550 10220	FENCING, TYPE B, 5.1-6.0', STANDARD	840.00	LF	$11.35	$9,534.00
0550 60234	**FENCE GATE, TYPE B, SLIDING/CANTILEVER, 18.1-20.0' OPENING**	**1.00**	**EA**	**$2,671.64**	**$2,671.64**
0570 1 2	PERFORMANCE TURF, SOD	16,490.13	SY	$2.29	$37,762.40

FDOT Long Range Estimation System - Production
Project Details Composite Report
By Version

Project: WDUA24-U-20-BB **Letting Date:** 01/2055
Description: Widen 2 Lane Urban Arterial to 4 Lane Divided with 22' Median & 4' Bike Lanes
District: 09 **County:** 99 DISTRICT/STATE WIDE
Project Manager: Cost Model

Version 1-P Project Grand Total: **$4,579,627.25**
Description:

Pay Items	Description	Total Quantity	Unit	Weighted Avg. Unit Price	Total Amount
0630 2 11	**CONDUIT, FURNISH & INSTALL, OPEN TRENCH**	**5,280.00**	**LF**	**$5.41**	**$28,564.80**
0630 2 12	CONDUIT, FURNISH & INSTALL, DIRECTIONAL BORE	1,048.00	LF	$14.77	$15,478.96
0635 2 11	**PULL & SPLICE BOX, F&I, 13" x 24" COVER SIZE**	**35.00**	**EA**	**$494.73**	**$17,315.55**
0700 1 11	SINGLE POST SIGN, F&I GROUND MOUNT, UP TO 12 SF	30.00	AS	$264.54	$7,936.20
0700 1 12	**SINGLE POST SIGN, F&I GROUND MOUNT, 12-20 SF**	**16.00**	**AS**	**$264.54**	**$4,232.64**
0700 1 50	SINGLE POST SIGN, RELOCATE	2.00	AS	$18.38	$36.76
0700 1 60	**SINGLE POST SIGN, REMOVE**	**12.00**	**AS**	**$18.38**	**$220.56**
0700 2 14	MULTI- POST SIGN, F&I GROUND MOUNT, 31-50 SF	4.00	AS	$3,230.31	$12,921.24
0700 2 60	**MULTI- POST SIGN, F&I GROUND MOUNT, REMOVE**	**2.00**	**AS**	**$3,230.31**	**$6,460.62**
0706 3	RETRO-REFLECTIVE PAVEMENT MARKERS	270.00	EA	$3.13	$845.10
0710 11111	**PAINTED PAVEMENT MARKINGS, STANDARD, WHITE, SOLID, 6"**	**4.00**	**NM**	**$849.86**	**$3,399.44**
0710 11131	PAINTED PAVEMENT MARKINGS, STANDARD, WHITE, SKIP, 6", 10-30 OR 3-9 SKIP	2.00	GM	$347.12	$694.24
0711 15111	**THERMOPLASTIC, STANDARD-OPEN GRADED ASPHALT SURFACES WHITE, SOLID, 6"**	**4.00**	**NM**	**$3,713.11**	**$14,852.44**
0711 15131	THERMOPLASTIC, STANDARD-OPEN GRADED ASPHALT SURFACES, WHITE, SKIP, 6",10-30 SKIP OR 3-9 LANE DROP	2.00	GM	$1,016.46	$2,032.92
0715 1 13	**LIGHTING CONDUCTORS, F&I, INSULATED, NO 4 TO NO 2**	**19,284.00**	**LF**	**$2.02**	**$38,953.68**
0715500 1	POLE CABLE DISTRIBUTION SYSTEM, CONVENTIONAL	35.00	EA	$477.23	$16,703.05
0715511140	**LIGHT POLE COMPLETE- SPECIAL DESIGN, F&I, SINGLE ARM SHOULDER MOUNT, ALUMINUM, 40'**	**35.00**	**EA**	**$7,922.43**	**$277,285.05**
0999 25	INITIAL CONTINGENCY AMOUNT (DO NOT BID)	1.00	LS	$50,000.00	$50,000.00
	Project Unknowns	**.00**	**%**	**-$99,989.98**	**$.00**

Version 1-P Grand Total **$4,579,627.25**

FDOT Long Range Estimation System - Production
Project Details Composite Report
By Version

Project: NDRAXL-U-10-BB **Letting Date:** 01/2055
Description: New Construction Extra Cost for Additional Lane on Urban Arterial
District: 09 **County:** 99 DISTRICT/STATE WIDE
Project Manager: Cost Model

Version 1-P Project Grand Total: **$1,828,886.23**
Description:

Pay Items	Description	Total Quantity	Unit	Weighted Avg. Unit Price	Total Amount
0101 1	MOBILIZATION	10.00		-$99,989.98	$161,716.93
0102 1	MAINTENANCE OF TRAFFIC	10.00		-$99,989.98	$147,015.39
0110 1 1	CLEARING & GRUBBING	24.24	AC	$11,687.51	$283,305.24
0120 6	EMBANKMENT	20,417.62	CY	$8.47	$172,937.24
0160 4	TYPE B STABILIZATION	7,040.00	SY	$3.57	$25,132.80
0285709	OPTIONAL BASE, BASE GROUP 09	7,427.20	SY	$15.50	$115,121.60
0334 1 24	SUPERPAVE ASPH CONC, TRAFFIC D, PG76-22, PMA	1,161.60	TN	$99.68	$115,788.29
0337 7 41	ASPHALT CONCRETE FRICTION COURSE,TRAFFIC B, FC-12.5, PG 76-22, PMA	563.20	TN	$93.70	$52,771.84
0430175124	PIPE CULVERT,OPTIONAL MATERIAL,ROUND, 24"S/CD	216.00	LF	$66.41	$14,344.56
0521 1	MEDIAN CONCRETE BARRIER WALL	5,280.00	LF	$130.32	$688,089.60
0546 72 51	RUMBLE STRIPS, GROUND-IN, 16" MIN. WIDTH	2.00	PM	$1,124.79	$2,249.58
0706 3	RETRO-REFLECTIVE PAVEMENT MARKERS	132.00	EA	$3.13	$413.16
0999 25	INITIAL CONTINGENCY AMOUNT (DO NOT BID)	1.00	LS	$50,000.00	$50,000.00
	Project Unknowns	.00	%	-$99,989.98	$.00

Version 1-P Grand Total **$1,828,886.23**

APPENDIX E

2035 Intersection Data

2035 Intersection Worksheet
HCS
Timing Sheets

By-Phase Timing Data I-95 at [illegible] SB Ramp

Direction	Phase 1	2 NB	3	4	5 WB/L	6 EBT	7	8 SB	9	10	11	12
Minimum Green	5	8	5	5	5	8	5	8	5	5	5	5
Bike Min Green	0	0	0	0	0	0	0	0	0	0	0	0
Cond Serv Min Grn	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clearance	0	7	0	16	0	16	0	16	0	16	0	16
Veh Extension	5.0	4.0	3.0	5.0	5.0	4.0	5.0	6.0	5.0	5.0	5.0	5.0
Alt Veh Exten	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Extension	0	0	0	0	0	0	0	0	0	0	0	0
Max 1	0	45	0	0	15	45	0	25	35	35	35	35
Max 2	0	0	0	0	0	0	0	0	40	40	40	40
Max 3	0	0	0	0	0	0	0	0	0	0	0	0
Det. Fail Max	0	0	0	0	0	0	0	0	0	0	0	0
Yellow Change	3.0	4.0	4.0	4.5	4.0	4.5	3.0	4.5	3.0	3.0	3.0	3.0
Red Clearance	1.0	2.0	2.0	1.0	2.0	2.0	1.0	2.0	1.0	1.0	1.0	1.0
Red Revert	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Act. B4 Init	0	0	0	0	0	0	0	0	0	0	0	0
Sec/Actuation	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Initial	30	30	30	30	30	30	30	30	30	30	30	30
Time B4 Reduction	0	0	0	0	0	0	0	0	0	0	0	0
Cars Waiting	0	0	0	0	0	0	0	0	0	0	0	0
Time To Reduce	0	0	0	0	0	0	0	0	0	0	0	0
Minimum Gap	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

By-Phase Timing Data

Direction	Phase 1	2	3	4	5	6	7	8	9	10	11	12
Minimum Green	5	5	5	5	5	5	5	5	5	5	5	5
Bike Min Green	0	0	0	0	0	0	0	0	0	0	0	0
Cond Serv Min Grn	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	10	0	10	0	10	0	10	0	10	0	10
Ped Clearance	0	16	0	16	0	16	0	16	0	16	0	16
Veh Extension	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Alt Veh Exten	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Extension	0	0	0	0	0	0	0	0	0	0	0	0
Max 1	35	35	35	35	35	35	35	35	35	35	35	35
Max 2	40	40	40	40	40	40	40	40	40	40	40	40
Max 3	0	0	0	0	0	0	0	0	0	0	0	0
Det. Fail Max	0	0	0	0	0	0	0	0	0	0	0	0
Yellow Change	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Red Clearance	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Red Revert	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Act. B4 Init	0	0	0	0	0	0	0	0	0	0	0	0
Sec/Actuation	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Initial	30	30	30	30	30	30	30	30	30	30	30	30
Time B4 Reduction	0	0	0	0	0	0	0	0	0	0	0	0
Cars Waiting	0	0	0	0	0	0	0	0	0	0	0	0
Time To Reduce	0	0	0	0	0	0	0	0	0	0	0	0
Minimum Gap	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

By-Phase Timing Data

	Phase											
	1	2	3	4	5	6	7	8	9	10	11	12
Direction	E/L	W	SB/L	NB	WB/L	ET	NB/L	SB				
Minimum Green	10	10	7	7	10	10	7	7	0	0	0	0
Bike Min Green	0	0	0	0	0	0	0	0	0	0	0	0
Cond Serv Min Grn	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	7	0	0	0	0	0	7	0	0	0	0
Ped Clearance	0	20	0	10	0	10	0	20	0	10	0	10
Veh Extension	2.5	2.0	2.5	3.0	5.0	2.0	2.5	3.0	0.0	0.0	0.0	0.0
Alt Veh Exten	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Extension	5	5	5	5	5	5	5	5	0	0	0	0
Max 1	15	60	10	25	20	60	10	25	0	0	0	0
Max 2	20	80	20	15	20	80	20	15	0	0	0	0
Max 3	25	85	25	20	25	85	25	20	0	0	0	0
Det. Fail Max	0	0	0	0	0	0	0	0	0	0	0	0
Yellow Change	4.0	4.3	4.0	4.0	4.0	4.3	4.0	4.0	3.0	3.0	3.0	3.0
Red Clearance	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	0.0	0.0	0.0	0.0
Red Revert	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	0.0	0.0	0.0	0.0
Act. B4 Init	0	0	0	0	0	0	0	0	0	0	0	0
Sec/Actuation	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Initial	30	30	30	30	30	30	30	30	30	30	30	30
Time B4 Reduction	0	0	0	0	0	0	0	0	0	0	0	0
Cars Waiting	0	0	0	0	0	0	0	0	0	0	0	0
Time To Reduce	0	0	0	0	0	0	0	0	0	0	0	0
Minimum Gap	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

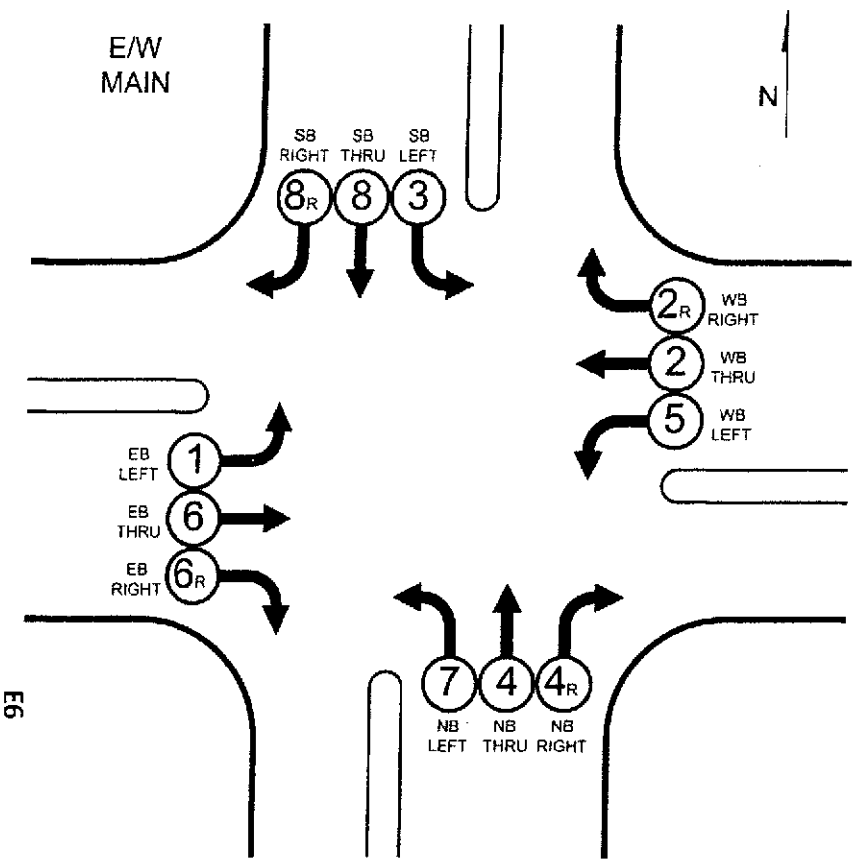
By-Phase Timing Data

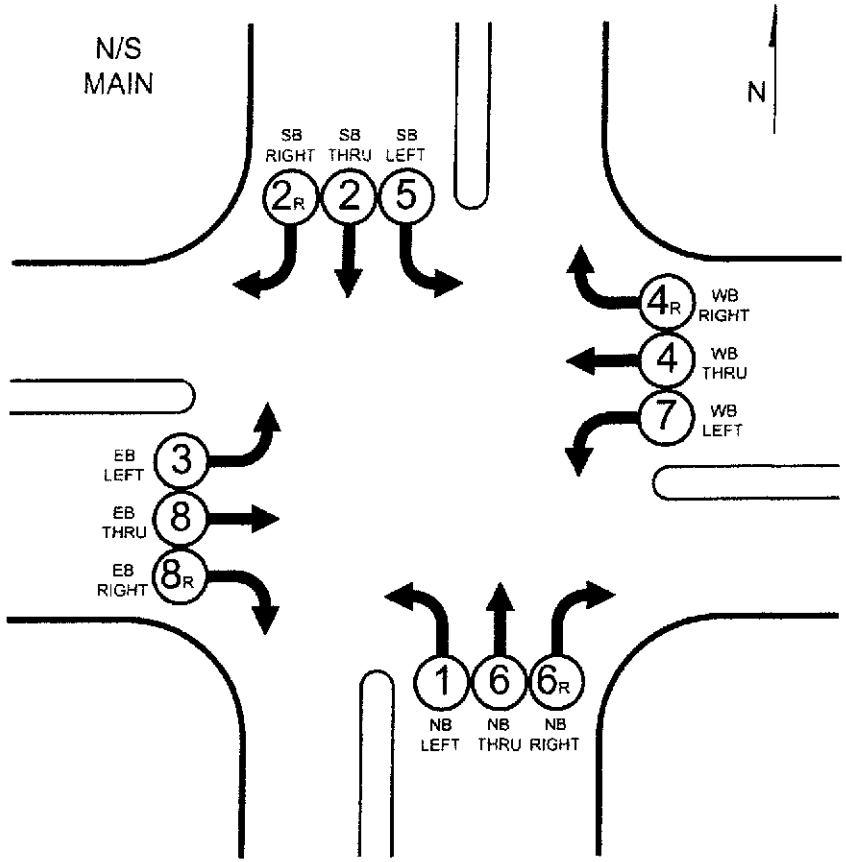
	Phase											
	1	2	3	4	5	6	7	8	9	10	11	12
Direction	FBL	W/B	S/BL	N/B	W/BL	E/B	N/BL	S/B				
Minimum Green	7	7	7	7	7	7	7	7	5	5	5	5
Bike Min Green	0	0	0	0	0	0	0	0	0	0	0	0
Cond Serv Min Grn	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	0	0	0	0	0	0	0	0	10	0	10
Ped Clearance	0	16	0	16	0	16	0	16	0	16	0	16
Veh Extension	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Alt Veh Exten	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Extension	0	0	0	25	0	0	0	0	0	0	0	0
Max 1	15	60	15	40	35	60	40	35	35	35	35	35
Max 2	40	40	40	40	40	40	40	40	40	40	40	40
Max 3	0	0	0	50	0	0	0	0	0	0	0	0
Det. Fail Max	0	0	0	0	0	0	0	0	0	0	0	0
Yellow Change	3.0	4.0	3.0	4.0	3.0	4.0	3.0	4.0	3.0	3.0	3.0	3.0
Red Clearance	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Red Revert	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Act. B4 Init	0	0	0	0	0	0	0	0	0	0	0	0
Sec/Actuation	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Initial	30	30	30	30	30	30	30	30	30	30	30	30
Time B4 Reduction	0	0	0	0	0	0	0	0	0	0	0	0
Cars Waiting	0	0	0	0	0	0	0	0	0	0	0	0
Time To Reduce	0	0	0	0	0	0	0	0	0	0	0	0
Minimum Gap	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

By-Phase Timing Data

	Phase											
	1	2	3	4	5	6	7	8	9	10	11	12
Direction	N/BL	S/B	E/BL	W/B	S/BL	N/B	W/BL	E/B				
Minimum Green	7	7	7	7	7	7	7	7	0	0	0	0
Bike Min Green	0	0	0	0	0	0	0	0	0	0	0	0
Cond Serv Min Grn	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	7	0	7	0	7	0	7	0	0	0	0
Ped Clearance	0	25	0	30	7	25	0	30	0	7	0	7
Veh Extension	4.0	4.0	4.0	6.0	4.0	4.0	4.0	6.0	0.0	0.0	0.0	0.0
Alt Veh Exten	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Extension	4	5	4	5	4	5	4	5	0	0	0	0
Max 1	12	80	14	45	12	80	14	45	0	0	0	0
Max 2	17	80	20	65	17	80	20	65	0	0	0	0
Max 3	20	90	24	70	20	90	24	70	0	0	0	0
Det. Fail Max	0	0	0	0	0	0	0	0	0	0	0	0
Yellow Change	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	3.0	3.0	3.0	3.0
Red Clearance	1.0	1.5	1.0	1.0	1.0	1.5	1.0	1.0	0.0	0.0	0.0	0.0
Red Revert	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Act. B4 Init	0	0	0	0	0	0	0	0	0	0	0	0
Sec/Actuation	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Initial	30	30	30	30	30	30	30	30	30	30	30	30
Time B4 Reduction	0	0	0	0	0	0	0	0	0	0	0	0
Cars Waiting	0	0	0	0	0	0	0	0	0	0	0	0
Time To Reduce	0	0	0	0	0	0	0	0	0	0	0	0
Minimum Gap	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

CPSL PHASING PLAN DIAGRAM





Intersection: ST LUCIE WEST & PEACOCK

Date: 2015 MAY

	1	2	3	4	5	6	7	8
Walk	0	7	0	7	0	7	0	7
Ped Clearance	0	30	0	35	0	25	0	26
Min Green	7	7	7	7	7	7	7	7
Passage	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Max1	25	40	25	25	25	40	25	25
Max2	25	40	25	25	25	40	25	25
Yellow	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8
Red	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0

Revision Date:

	1	2	3	4	5	6	7	8
Walk								
Ped Clearance								
Min Green								
Passage								
Max1								
Max2								
Yellow								
Red								

basic

Intersection: ST LUCIE WEST & PEACOCK

Date: 2015 MAY

	1	2	3	4	5	6	7	8
Walk								
Ped Clearance								
Min Green								
Passage								
AM Plan Max 1	43	48	29	40	18	73	20	49
Max2								
Yellow								
Red								
Midday Plan	38	49	34	49	26	61	23	60
PM Plan	39	45	27	49	25	59	24	52

Revision Date:

	1	2	3	4	5	6	7	8
Walk								
Ped Clearance								
Min Green								
Passage								
AM Plan Max 1								
Max2								
Yellow								
Red								
Midday Plan								
PM Plan								

coord

Port St. Lucie | Timing Sheet | 11/21/2011 12:16:05 PM

Station : 92 - PSL026 - SLW Blvd & Peacock Blvd (Standard File)

Phase [1.1.1]

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Walk		7		7		7		7								
Ped Clearance		30		35		25		26								
Min Green	7	7	7	7	7	7	7	7	5	5	5	5	5	5	5	5
Passage	3	4	3	3	3	4	3	3	1	1	1	1	1	1	1	1
Max1	25	40	25	25	25	40	25	25	25	25	25	25	25	25	25	25
Max2	25	40	25	25	25	40	25	25	50	50	50	50	50	50	50	50
Yellow	4	4	4	4	4	4	4	4	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Red	2	2	2	2	2	2	2	2	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Red Revert																
Added Initial																
Max Initial																
Time Before Reduce																
Cars Before Reduce																
Time To Reduce																
Reduce By																
Min Gap																
Dynamic Max Limit																
Dynamic Max Step																
Auto Exit		ON				ON										
Rest In Walk																

Phase Option [1.1.2]

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Enable	ON	ON	ON	ON	ON	ON	ON	ON								
Auto Entry				ON				ON								
Non Act1																
Non Act2																
Lock Call		ON				ON			ON	ON	ON	ON	ON	ON	ON	ON
Min Recall		ON				ON										
Max Recall																
Ped Recall																
Soft Recall																
Dual Entry		ON		ON		ON		ON								
Sim Gap Enable									ON	ON	ON	ON	ON	ON	ON	ON
Guar Passage																
Cond Service																
Add Init Calc																

Alternate Phase Program 1, Calls and Redirection [1.1.6.3]

Entry	Call Phases	From	To	From	To	From	To	From	To	Assigned Ph
1										
2										
3										
4										
5										
6										
7										
8										

Alternate Phase Program 2, Calls and Redirection [1.1.6.3]

Entry	Call Phases	From	To	From	To	From	To	From	To	Assigned Ph
1										
2										
3										
4										
5										
6										
7										
8										

Alternate Phase Program 1, Interval Times [1.1.6.1]

Phase	Walk	Ped Clear	Min Green	Passage	Max1	Max2	Yellow	Red Clear	Assign Ph	Bike Clear
1										
2										
3										
4										
5										
6										
7										
8										

Alternate Phase Program 2, Interval Times [1.1.6.1]

Phase	Walk	Ped Clear	Min Green	Passage	Max1	Max2	Yellow	Red Clear	Assign Ph	Bike Clear
1										
2										
3										
4										
5										
6										
7										
8										

Prepared By	Date Implemented	Reviewed By	Traffic Engineer

Port St. Lucie | Timing Sheet | 11/21/2011 12:16:05 PM

Station : 92 - PSL026 - SLW Blvd & Peacock Blvd (Standard File)

Preemption Times+[3.4]/Overlaps+[3.5]/Options+[3.6]

Preempt	1	2	3	4	5	6
Enable	ON	ON	ON	ON	ON	ON
Type	EMERG	EMERG	EMERG	EMERG	EMERG	EMERG
Skip Track						
Volt Mon Flash						
Coord in Preempt						
Max2						
Return Max/Min	MAX	MAX	MAX	MAX	MAX	MAX
Extend Dwell						
Pattern						
Output Mode	TS2	TS2	TS2	TS2	TS2	TS2
Track Over 1						
Track Over 2						
Track Over 3						
Track Over 4						
Track Over 5						
Track Over 6						
Track Over 7						
Track Over 8						
Track Over 9						
Track Over 10						
Track Over 11						
Track Over 12						
Dwell Over 1						
Dwell Over 2						
Dwell Over 3						
Dwell Over 4						
Dwell Over 5						
Dwell Over 6						
Dwell Over 7						
Dwell Over 8						
Dwell Over 9						
Dwell Over 10						
Dwell Over 11						
Dwell Over 12						
Ped Clear						
Yellow						
Red						
Return Min/Max						
Delay Inh						
Exit Time						
All Red B4						

Coordination, Modes,+ [2.1]

Modes

Operational	Correct	Maximum	Force-Off
	SHRT/LNG	MAX INH	FLOAT

Modes+

Mode	Leave Before	Leave After	Recycle	Stop In Walk	External	Auto Reset	Latch Sec Foff	Coord Easy Float	Yield Value	Coord NTCIP Yield Sign	Closed Loop Active	
FRC	TIMED	TIMED	P3478_INH	ON	OFF	OFF	OFF	OFF	0	+	OFF	OFF

Coordination, Pattern 1-16 [2.1]

Pattern	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Cycle Time	150	140	170													
Offset Time																
Split Number	1	2	3													
Seq Number	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Offset	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	beggrn	beggrn	beggrn	beggrn	beggrn	beggrn	beggrn	beggrn

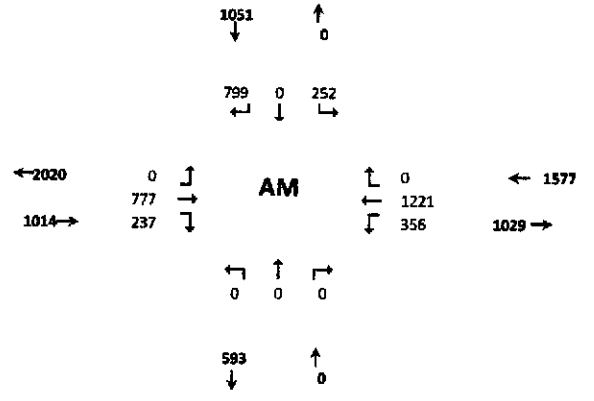
Coordination, Pattern 17-32 [2.1]

Pattern	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Cycle Time																
Offset Time																
Split Number																
Seq Number	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Offset	beggrn	beggrn	beggrn	beggrn	beggrn	beggrn	beggrn	beggrn	beggrn	beggrn	beggrn	beggrn	beggrn	beggrn	beggrn	beggrn

TURNING MOVEMENT VOLUME COUNTS

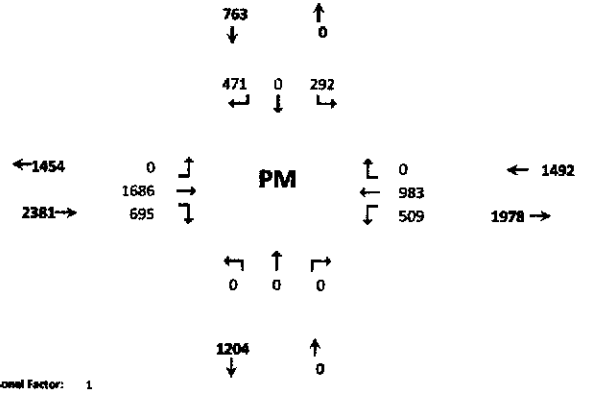
N/S STREET: I-95 South
E/W STREET: Midway Road
CONTROL:
FILENAME: Villages of Midway
COUNT DATE: 2/26/2015
DAY: Thursday
CITY: Fort Pierce
REPORT DATE: 2/26/2015
ANALYSIS YEAR: 2035

15 Min Period	Northbound NBL	NBT	NBR	Southbound SBL	SBT	SBR	Eastbound EBL	EBT	EBR	Westbound WBL	WBT	WBR	TOTAL	ONE HOUR SUM
7:00-7:15	0	0	0	38	0	1	0	30	0	66	33	0	168	810
7:15-7:30	0	0	0	59	0	2	0	26	0	72	50	0	209	821
7:30-7:45	0	0	0	50	0	0	0	34	0	79	54	0	217	768
7:45-8:00	0	0	0	73	0	3	0	32	0	63	45	0	216	722
8:00-8:15	0	0	0	44	0	2	0	32	0	58	43	0	179	685
8:15-8:30	0	0	0	51	0	1	0	21	0	38	43	0	154	
8:30-8:45	0	0	0	40	0	5	0	30	0	51	47	0	173	
8:45-9:00	0	0	0	50	0	1	0	21	0	71	36	0	179	
AM PEAK HOUR IS FROM:			7:15AM TO 8:15AM											
Volumes	0	0	0	226	0	7	0	124	0	272	192	0	821	
Season Factor	0	0	0	226	0	7	0	124	0	272	192	0	821	
Growth	0	0	0	250	0	8	0	137	0	301	212	0	907	
In/Out	-	-	-	-	-	In	-	Out	Out	-	In	-	-	
Percentage	0%	0%	0%	0%	0%	36% + pass by	0%	52% + pass by	30% + pass by	0%	52% + pass by	0%	0%	
PROJECT	0	0	0	0	0	700	0	378	237	0	819	0	0	
Southern Grove								47			60			
Western Grove														
Wilson Groves								30			31			
Riverland								6			5			
Ravinia				2				1			10			
LTC Ranch						92		178		56	83			
Total	0	0	0	252	0	799	0	777	237	356	1221	0	3642	



Seasonal Factor: 1
Trips In 1451
Trips Out 603
Growth Rate: 1.005
Years Grown: 20

15 Min Period lanes	Northbound NBL	NBT	NBR	Southbound SBL	SBT	SBR	Eastbound EBL	EBT	EBR	Westbound WBL	WBT	WBR	TOTAL	ONE HOUR SUM
4:00-4:15	0	0	0	54	0	1	0	37	0	116	41	0	249	1000
4:15-4:30	0	0	0	79	0	3	0	30	0	88	55	0	255	1001
4:30-4:45	0	0	0	46	0	2	0	26	0	100	75	0	249	985
4:45-5:00	0	0	0	70	0	2	0	31	0	88	56	0	247	967
5:00-5:15	0	0	0	62	0	5	0	42	0	99	42	0	250	905
5:15-5:30	0	0	0	58	0	1	0	36	0	86	58	0	239	
5:30-5:45	0	0	0	62	0	5	0	35	0	74	55	0	231	
5:45-6:00	0	0	0	52	0	3	0	35	0	63	32	0	185	
PM PEAK HOUR IS FROM:			4:15PM TO 5:15PM											
Volumes	0	0	0	257	0	12	0	129	0	375	228	0	1001	
Season Factor	0	0	0	257	0	12	0	129	0	375	228	0	1001	
Growth	0	0	0	284	0	13	0	143	0	414	252	0	1106	
In/Out	-	-	-	-	-	In	-	Out	Cut	-	In	-	-	
Percentage	0%	0%	0%	0%	0%	36% + pass by	0%	52% + pass by	30% + pass by	0%	52% + pass by	0%	0%	
Project	0	0	0	0	0	377	0	1120	695	0	434	0	0	
Southern Grove								59			106			
Western Grove								29			24			
Wilson Groves								43			37			
Riverland								47			46			
Ravinia				8				4			7			
LTC Ranch						81		242		94	77			
Total	0	0	0	292	0	471	0	1686	695	509	983	0	4636	

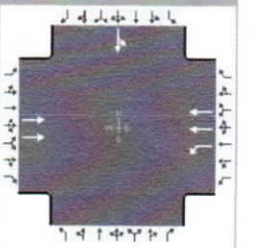


Seasonal Factor: 1
Growth Rate: 1.005
Trips In: 726
Trips Out: 1824
Years Grown: 20

E11

HCS 2010 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	SOR			Duration, h	0.25
Analyst	AAA	Analysis Date	Nov 2, 2015	Area Type	Other
Jurisdiction	St Lucie	Time Period	AM	PHF	0.95
Urban Street	Midway Rd	Analysis Year	2035/ Existing Timing	Analysis Period	1> 7:00
Intersection	Midway/I-95 SB Exit	File Name	c5 s Midway_I95 SB AM October.xus		
Project Description	2035 Analysis				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h		777		356	1221					252	0	

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	30.0	50.0	25.0	0.0	0.0	0.0	1	2	3	4
Yellow	3.0	3.0	3.0	0.0	0.0	0.0	5	6	7	8
Red	2.0	2.0	2.0	0.0	0.0	0.0				

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		2	1	6				4
Case Number		8.3	2.0	4.0				12.0
Phase Duration, s		55.0	35.0	90.0				30.0
Change Period, ($Y+R_c$), s		5.0	5.0	5.0				5.0
Max Allow Headway (*MAH*), s		0.0	3.1	0.0				3.1
Queue Clearance Time (g_s), s			26.1					18.7
Green Extension Time (g_e), s		0.0	0.3	0.0				0.3
Phase Call Probability			1.00					1.00
Max Out Probability			0.57					0.06

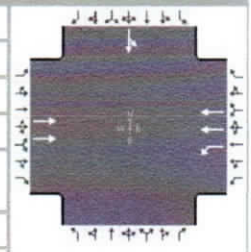
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement		2		1	6					7	4	
Adjusted Flow Rate (*v*), veh/h		818		375	1285						265	
Adjusted Saturation Flow Rate (*s*), veh/h/ln		1644		1774	1644						1774	
Queue Service Time (g_s), s		19.8		24.1	5.4						16.7	
Cycle Queue Clearance Time (g_c), s		19.8		24.1	5.4						16.7	
Green Ratio (*g/C*)		0.42		0.25	0.71						0.21	
Capacity (*c*), veh/h		1370		444	2330						370	
Volume-to-Capacity Ratio (*X*)		0.597		0.845	0.552						0.718	
Available Capacity (c_a), veh/h		1370		444	2330						370	
Back of Queue (Q), veh/ln (50 th percentile)		6.9		12.0	1.2						7.8	
Queue Storage Ratio (*RQ*) (50 th percentile)		0.00		0.00	0.00						0.00	
Uniform Delay (d_1), s/veh		20.0		42.8	1.1						44.2	
Incremental Delay (d_2), s/veh		1.9		13.3	0.9						5.7	
Initial Queue Delay (d_3), s/veh		0.0		0.0	0.0						0.0	
Control Delay (*d*), s/veh		21.9		56.1	2.1						49.9	
Level of Service (LOS)		C		E	A						D	
Approach Delay, s/veh / LOS	21.9	C		14.3	B		0.0			49.9	D	
Intersection Delay, s/veh / LOS	20.0						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.9	A	1.3	A	2.9	C	2.8	C
Bicycle LOS Score / LOS	1.2	A	1.9	A			0.9	A

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HCS 2010 Signalized Intersection Input Data

General Information				Intersection Information	
Agency	SOR			Duration, h	0.25
Analyst	AAA	Analysis Date	Nov 2, 2015	Area Type	Other
Jurisdiction	St Lucie	Time Period	AM	PHF	0.95
Urban Street	Midway Rd	Analysis Year	2035/ Existing Timing	Analysis Period	1> 7:00
Intersection	Midway/I-95 SB Exit	File Name	c5 s Midway_I95 SB AM October.xus		
Project Description	2035 Analysis				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h		777		356	1221					252	0	

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	30.0	50.0	25.0	0.0	0.0	0.0	1	2	3	4		
Yellow	3.0	3.0	3.0	0.0	0.0	0.0						
Red	2.0	2.0	2.0	0.0	0.0	0.0	5	6	7	8		

Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h		777		356	1221					252	0	
Initial Queue (Q_b), veh/h		0		0	0					0	0	
Base Saturation Flow Rate (s_o), veh/h		1900		1900	1900					1900	1900	
Parking (N_m), man/h		None			None						None	
Heavy Vehicles (P_{HV}), %		10		2	10						2	
Ped / Bike / RTOR, /h	0	0		0	0					0	0	
Buses (N_b), buses/h		0		0	0					0	0	
Arrival Type (*AT*)		4		3	4					3	3	
Upstream Filtering (*I*)		1.00		1.00	1.00					1.00	1.00	
Lane Width (*W*), ft		12.0		12.0	12.0						12.0	
Turn Bay Length, ft		0		0	0						0	
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h		35		35	35					35	35	

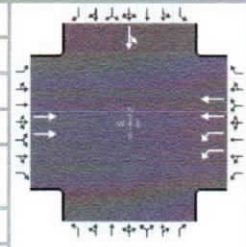
Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s		55.0	35.0	90.0				30.0
Yellow Change Interval (*Y*), s		3.0	3.0	3.0				3.0
Red Clearance Interval (R_c), s		2.0	2.0	2.0				2.0
Minimum Green (G_{min}), s		6	6	6			6	6
Start-Up Lost Time (*l*t), s		2.0	2.0	2.0			2.0	2.0
Extension of Effective Green (*e*), s		2.0	2.0	2.0			2.0	2.0
Passage (*PT*), s		2.0	2.0	2.0			2.0	2.0
Recall Mode		Min	Off	Min			Off	Off
Dual Entry		Yes	No	Yes			No	Yes
Walk (*Walk*), s		0.0	0.0	0.0			0.0	0.0
Pedestrian Clearance Time (*PC*), s		0.0	0.0	0.0			0.0	0.0

Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius	0	No	25	0	No	25				0	No	25
Walkway / Crosswalk Width / Length, ft	9.0	12	0	9.0	12	0				9.0	12	0
Street Width / Island / Curb	0	0	No	0	0	No				0	0	No
Width Outside / Bike Lane / Shoulder, ft	12	5.0	2.0	12	5.0	2.0				12	5.0	2.0
Pedestrian Signal / Occupied Parking	No		0.50	No		0.50				No		0.50

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HCS 2010 Signalized Intersection Results Summary

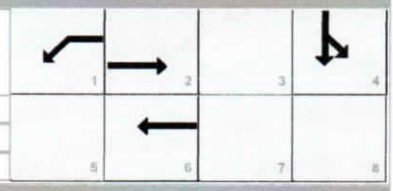
General Information				Intersection Information	
Agency	SOR			Duration, h	0.25
Analyst	AAA	Analysis Date	Nov 2, 2015	Area Type	Other
Jurisdiction	St Lucie	Time Period	PM	PHF	0.95
Urban Street	Midway Rd	Analysis Year	2035/ Adjusted Timing	Analysis Period	1> 7:00
Intersection	Midway/I-95 SB Exit	File Name	c5 s Midway_I95 SB PM October Edit.xus		
Project Description	2035 Analysis				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h		1686		509	983					292	0	

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	19.0	65.0	21.0	0.0	0.0	0.0						
Yellow	3.0	3.0	3.0	0.0	0.0	0.0						
Red	2.0	2.0	2.0	0.0	0.0	0.0						



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		2	1	6				4
Case Number		8.3	2.0	4.0				12.0
Phase Duration, s		70.0	24.0	94.0				26.0
Change Period, (*Y+R c*), s		5.0	5.0	5.0				5.0
Max Allow Headway (*MAH*), s		0.0	3.1	0.0				3.1
Queue Clearance Time (*g s*), s			20.6					22.3
Green Extension Time (*g e*), s		0.0	0.0	0.0				0.0
Phase Call Probability			1.00					1.00
Max Out Probability			1.00					1.00

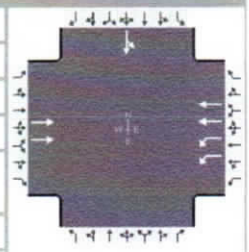
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement		2		1	6					7	4	
Adjusted Flow Rate (*v*), veh/h		1775		536	1035						307	
Adjusted Saturation Flow Rate (*s*), veh/h/ln		1644		1723	1644						1810	
Queue Service Time (*g s*), s		64.1		18.6	0.7						20.3	
Cycle Queue Clearance Time (*g c*), s		64.1		18.6	0.7						20.3	
Green Ratio (*g/C*)		0.54		0.16	0.74						0.18	
Capacity (*c*), veh/h		1781		545	2439						317	
Volume-to-Capacity Ratio (*X*)		0.996		0.982	0.424						0.971	
Available Capacity (*c a*), veh/h		1781		545	2439						317	
Back of Queue (*Q*), veh/ln (50 th percentile)		21.2		10.5	0.3						12.7	
Queue Storage Ratio (*RQ*) (50 th percentile)		0.00		0.00	0.00						0.00	
Uniform Delay (*d 1*), s/veh		16.5		50.3	0.2						49.2	
Incremental Delay (*d 2*), s/veh		20.5		33.8	0.5						42.3	
Initial Queue Delay (*d 3*), s/veh		0.0		0.0	0.0						0.0	
Control Delay (*d*), s/veh		37.0		84.1	0.7						91.5	
Level of Service (LOS)		D		F	A						F	
Approach Delay, s/veh / LOS	37.0	D		29.2	C		0.0			91.5	F	
Intersection Delay, s/veh / LOS	38.2						D					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.4	B	1.3	A	3.0	C	2.8	C
Bicycle LOS Score / LOS	2.0	A	1.8	A			1.0	A

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HCS 2010 Signalized Intersection Input Data

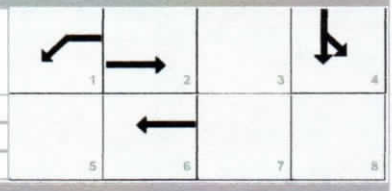
General Information				Intersection Information	
Agency	SOR			Duration, h	0.25
Analyst	AAA	Analysis Date	Nov 2, 2015	Area Type	Other
Jurisdiction	St Lucie	Time Period	PM	PHF	0.95
Urban Street	Midway Rd	Analysis Year	2035/ Adjusted Timing	Analysis Period	1> 7:00
Intersection	Midway/I-95 SB Exit	File Name	c5 s Midway_I95 SB PM October Edit.xus		
Project Description	2035 Analysis				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h		1686		509	983					292	0	

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	19.0	65.0	21.0	0.0	0.0	0.0	
Yellow	3.0	3.0	3.0	0.0	0.0	0.0	
Red	2.0	2.0	2.0	0.0	0.0	0.0	



Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h		1686		509	983					292	0	
Initial Queue (Q_b), veh/h		0		0	0					0	0	
Base Saturation Flow Rate (s_o), veh/h		1900		1900	1900					1900	1900	
Parking (N_m), man/h		None			None						None	
Heavy Vehicles (P_{HV}), %		10		2	10						0	
Ped / Bike / RTOR, /h	0	0		0	0					0	0	
Buses (N_b), buses/h		0		0	0					0	0	
Arrival Type (*AT*)		4		3	4					3	3	
Upstream Filtering (*I*)		1.00		1.00	1.00					1.00	1.00	
Lane Width (*W*), ft		12.0		12.0	12.0						12.0	
Turn Bay Length, ft		0		0	0						0	
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h		35		35	35					35	35	

Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s		70.0	24.0	94.0				26.0
Yellow Change Interval (*Y*), s		3.0	3.0	3.0				3.0
Red Clearance Interval (R_c), s		2.0	2.0	2.0				2.0
Minimum Green (G_{min}), s		6	6	6			6	6
Start-Up Lost Time (*l*f), s		2.0	2.0	2.0			2.0	2.0
Extension of Effective Green (*e*), s		2.0	2.0	2.0			2.0	2.0
Passage (*PT*), s		2.0	2.0	2.0			2.0	2.0
Recall Mode		Min	Off	Min			Off	Off
Dual Entry		Yes	No	Yes			No	Yes
Walk (*Walk*), s		0.0	0.0	0.0			0.0	0.0
Pedestrian Clearance Time (*PC*), s		0.0	0.0	0.0			0.0	0.0

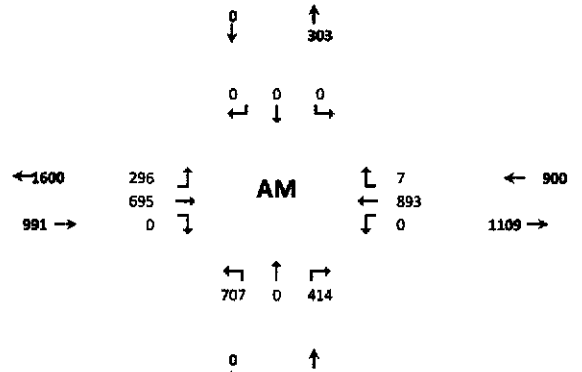
Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius	0	No	25	0	No	25				0	No	25
Walkway / Crosswalk Width / Length, ft	9.0	12	0	9.0	12	0				9.0	12	0
Street Width / Island / Curb	0	0	No	0	0	No				0	0	No
Width Outside / Bike Lane / Shoulder, ft	12	5.0	2.0	12	5.0	2.0				12	5.0	2.0
Pedestrian Signal / Occupied Parking	No		0.50	No		0.50				No		0.50

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TURNING MOVEMENT VOLUME COUNTS

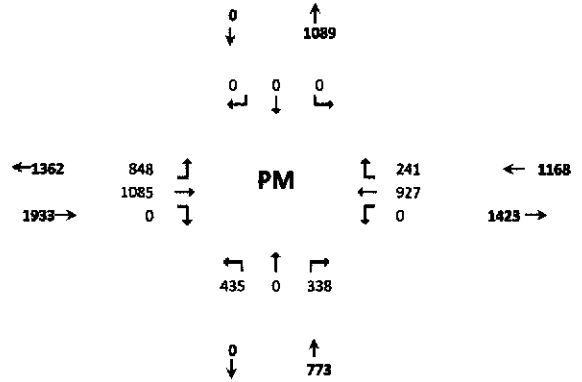
N/S STREET: I-95 North **E/W STREET:** Midway Road **CONTROL:**
FILENAME: Villages of Midway
COUNT DATE: 2/26/2015 **DAY:** Thursday **CITY:** Fort Pierce
REPORT DATE: 2/26/2015 **ANALYSIS YEAR:** 2035

15 Min Period	Northbound NBL	NBT	NBR	Southbound SBL	SBT	SBR	Eastbound EBL	EBT	EBR	Westbound WBL	WBT	WBR	TOTAL	ONE HOUR SUM
7:00-7:15	17	0	71	0	0	0	0	65	0	0	70	0	223	1108
7:15-7:30	27	0	100	0	0	0	1	76	0	0	98	0	301	1150
7:30-7:45	33	0	78	0	0	0	3	81	0	0	95	0	290	1088
7:45-8:00	18	0	88	0	0	0	6	90	0	0	91	0	293	1032
8:00-8:15	23	0	93	0	0	0	3	68	0	0	78	0	265	986
8:15-8:30	20	0	78	0	0	0	2	73	0	0	67	0	240	
8:30-8:45	15	0	69	0	0	0	3	71	0	0	76	0	234	
8:45-9:00	19	0	63	0	0	0	2	78	0	0	85	0	247	
AM PEAK HOUR IS FROM:			7:15AM TO 8:15AM											
Volumes	101	0	359	0	0	0	13	315	0	0	362	0	1150	
Season Factor	101	0	359	0	0	0	13	315	0	0	362	0	1150	
Growth	112	0	397	0	0	0	14	348	0	0	400	0	1271	
In/Out	In	-	-	-	-	-	Out	Out	-	-	In	-	-	
Percentage	30% + pass by	0%	0%	0%	0%	0%	36% + pass by	16%	0%	0%	16%	0%	0%	
PROJECT	587	0	0	0	0	0	282	96	0	0	232	0	0	
Southern Grove								58			73			
Western Grove								9			5			
Wilson Groves								27			27			
Riverland								50			43			
Ravinia			3					3			10	7		
LTC Ranch	8		14					103			103			
Total	707	0	414	0	0	0	296	695	0	0	893	7	3012	



Seasonal Factor: 1
Trips In 1451
Trips Out 603
Growth Rate: 1.005
Years Grown: 20

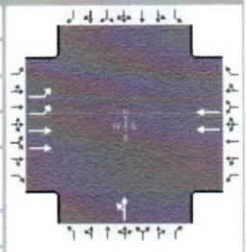
15 Min Period lanes	Northbound NBL	NBT	NBR	Southbound SBL	SBT	SBR	Eastbound EBL	EBT	EBR	Westbound WBL	WBT	WBR	TOTAL	ONE HOUR SUM
4:00-4:15	12	0	81	0	0	0	2	86	0	0	149	60	390	1466
4:15-4:30	20	0	72	0	0	0	1	113	0	0	126	51	383	1467
4:30-4:45	34	0	69	0	0	0	7	66	0	0	116	47	339	1452
4:45-5:00	28	0	77	0	0	0	4	89	0	0	116	40	354	1448
5:00-5:15	17	0	66	0	0	0	6	100	0	0	126	76	391	1396
5:15-5:30	18	0	80	0	0	0	2	95	0	0	105	68	368	
5:30-5:45	15	0	67	0	0	0	5	94	0	0	101	53	335	
5:45-6:00	13	0	67	0	0	0	4	82	0	0	84	52	302	
PM PEAK HOUR IS FROM:			4:15PM TO 5:15PM											
Volumes	99	0	284	0	0	0	18	368	0	0	484	214	1467	
Season Factor	99	0	284	0	0	0	18	368	0	0	484	214	1467	
Growth	109	0	314	0	0	0	20	407	0	0	535	236	1621	
In/Out	In	-	-	-	-	-	Out	Out	-	-	In	-	-	
Percentage	30% + pass by	0%	0%	0%	0%	0%	36% + pass by	16%	0%	0%	16%	0%	0%	
Project	318	0	0	0	0	0	828	292	0	0	116	0	0	
Southern Grove								128			72			
Western Grove								12			14			
Wilson Groves								38			33			
Riverland								57			59			
Ravinia			12					12			7	4		
LTC Ranch	7		12					140			91			
Total	435	0	338	0	0	0	848	1085	0	0	927	241	3874	



Seasonal Factor: 1
Growth Rate: 1.005
Trips In: 726
Trips Out: 1824
Years Grown: 20

HCS 2010 Signalized Intersection Results Summary

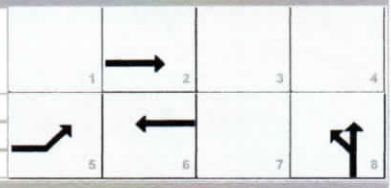
General Information				Intersection Information	
Agency	SOR			Duration, h	0.25
Analyst	AAA	Analysis Date	Nov 2, 2015	Area Type	Other
Jurisdiction	St Lucie	Time Period	AM	PHF	0.95
Urban Street	Midway Rd	Analysis Year	2035/ Existing Timing	Analysis Period	1> 7:00
Intersection	Midway/I-95 NB Exit	File Name	c5 s Midway_I95 NB AM October.xus		
Project Description	2035 Analysis				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	296	695			893		707	0				

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	15.0	37.0	53.0	0.0	0.0	0.0	
Yellow	3.0	3.0	3.0	0.0	0.0	0.0	
Red	2.0	2.0	2.0	0.0	0.0	0.0	



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2		6		8		
Case Number	2.0	4.0		8.3		12.0		
Phase Duration, s	20.0	62.0		42.0		58.0		
Change Period, ($Y+R_c$), s	5.0	5.0		5.0		5.0		
Max Allow Headway (*MAH*), s	3.1	0.0		0.0		3.1		
Queue Clearance Time (g_s), s	12.4					50.4		
Green Extension Time (g_e), s	0.2	0.0		0.0		0.6		
Phase Call Probability	1.00					1.00		
Max Out Probability	1.00					1.00		

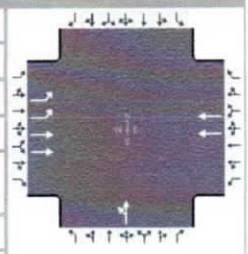
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2			6		3	8				
Adjusted Flow Rate (*v*), veh/h	312	732			940			744				
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1723	1644			1644			1774				
Queue Service Time (g_s), s	10.4	13.9			32.6			48.4				
Cycle Queue Clearance Time (g_c), s	10.4	13.9			32.6			48.4				
Green Ratio (*g/C*)	0.12	0.48			0.31			0.44				
Capacity (*c*), veh/h	431	1562			1014			784				
Volume-to-Capacity Ratio (*X*)	0.724	0.468			0.927			0.950				
Available Capacity (c_a), veh/h	431	1562			1014			784				
Back of Queue (*Q*), veh/ln (50 th percentile)	4.8	4.6			13.9			24.4				
Queue Storage Ratio (*RQ*) (50 th percentile)	0.00	0.00			0.00			0.00				
Uniform Delay (d_1), s/veh	50.5	14.1			34.0			32.2				
Incremental Delay (d_2), s/veh	5.2	1.0			15.4			20.6				
Initial Queue Delay (d_3), s/veh	0.0	0.0			0.0			0.0				
Control Delay (*d*), s/veh	55.7	15.1			49.4			52.8				
Level of Service (LOS)	E	B			D			D				
Approach Delay, s/veh / LOS	27.2	C		49.4	D		52.8	D		0.0		
Intersection Delay, s/veh / LOS	41.9						D					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.4	A	2.4	B	2.8	C	3.0	C
Bicycle LOS Score / LOS	1.3	A	1.3	A	1.7	A		

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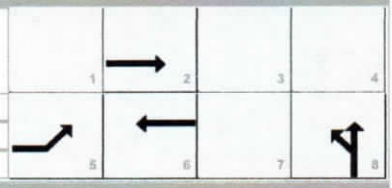
HCS 2010 Signalized Intersection Input Data

General Information				Intersection Information	
Agency	SOR			Duration, h	0.25
Analyst	AAA	Analysis Date	Nov 2, 2015	Area Type	Other
Jurisdiction	St Lucie	Time Period	AM	PHF	0.95
Urban Street	Midway Rd	Analysis Year	2035/ Existing Timing	Analysis Period	1> 7:00
Intersection	Midway/I-95 NB Exit	File Name	c5 s Midway_I95 NB AM October.xus		
Project Description	2035 Analysis				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	296	695			893		707	0				

Signal Information					EB			WB			NB		
Cycle, s	120.0	Reference Phase	2									
Offset, s	0	Reference Point	End	Green	15.0	37.0		53.0	0.0	0.0	0.0		
Uncoordinated	No	Simult. Gap E/W	On	Yellow	3.0	3.0		3.0	0.0	0.0	0.0		
Force Mode	Fixed	Simult. Gap N/S	On	Red	2.0	2.0		2.0	0.0	0.0	0.0		



Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	296	695			893		707	0				
Initial Queue (Q_b), veh/h	0	0			0		0	0				
Base Saturation Flow Rate (s_o), veh/h	1900	1900			1900		1900	1900				
Parking (N_m), man/h		None			None			None				
Heavy Vehicles (P_{HV}), %	2	10			10			2				
Ped / Bike / RTOR, /h	0	0		0	0		0	0				
Buses (N_b), buses/h	0	0			0		0	0				
Arrival Type (*AT*)	3	4			4		3	3				
Upstream Filtering (*I*)	1.00	1.00			1.00		1.00	1.00				
Lane Width (*W*), ft	12.0	12.0			12.0			12.0				
Turn Bay Length, ft	0	0			0			0				
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h	35	35			35		35	35				

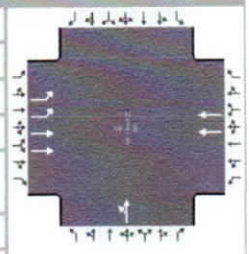
Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s	20.0	62.0		42.0		58.0		
Yellow Change Interval (*Y*), s	3.0	3.0		3.0		3.0		
Red Clearance Interval (R_c), s	2.0	2.0		2.0		2.0		
Minimum Green (G_{min}), s	6	6		6	6	6		
Start-Up Lost Time (*l1*), s	2.0	2.0		2.0	2.0	2.0		
Extension of Effective Green (*e*), s	2.0	2.0		2.0	2.0	2.0		
Passage (*PT*), s	2.0	2.0		2.0	2.0	2.0		
Recall Mode	Off	Min		Min	Off	Off		
Dual Entry	No	Yes		Yes	No	Yes		
Walk (*Walk*), s	0.0	0.0		0.0	0.0	0.0		
Pedestrian Clearance Time (*PC*), s	0.0	0.0		0.0	0.0	0.0		

Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius	0	No	25	0	No	25	0	No	25			
Walkway / Crosswalk Width / Length, ft	9.0	12	0	9.0	12	0	9.0	12	0			
Street Width / Island / Curb	0	0	No	0	0	No	0	0	No			
Width Outside / Bike Lane / Shoulder, ft	12	5.0	2.0	12	5.0	2.0	12	5.0	2.0			
Pedestrian Signal / Occupied Parking	No		0.50	No		0.50	No		0.50			

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HCS 2010 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	SOR			Duration, h	0.25
Analyst	AAA	Analysis Date	Nov 2, 2015	Area Type	Other
Jurisdiction	St Lucie	Time Period	PM	PHF	0.95
Urban Street	Midway Rd	Analysis Year	2035/ Adjusted Timing	Analysis Period	1> 7:00
Intersection	Midway/I-95 NB Exit	File Name	c5 s Midway_I95 NB PM October.xus		
Project Description	2035 Analysis				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	848	1085			927		435	0				

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

								1	2	3	4	
Green	35.0	38.0	32.0	0.0	0.0	0.0						
Yellow	3.0	3.0	3.0	0.0	0.0	0.0						
Red	2.0	2.0	2.0	0.0	0.0	0.0	5	6	7	8		

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2		6		8		
Case Number	2.0	4.0		8.3		12.0		
Phase Duration, s	40.0	83.0		43.0		37.0		
Change Period, ($Y+R_c$), s	5.0	5.0		5.0		5.0		
Max Allow Headway (MAH), s	3.1	0.0		0.0		3.1		
Queue Clearance Time (g_s), s	31.7					32.6		
Green Extension Time (g_e), s	1.0	0.0		0.0		0.0		
Phase Call Probability	1.00					1.00		
Max Out Probability	0.94					1.00		

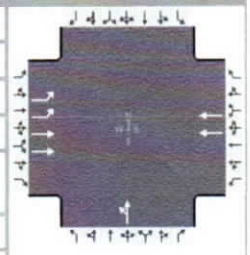
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2			6		3	8				
Adjusted Flow Rate (v), veh/h	893	1142			976			458				
Adjusted Saturation Flow Rate (s), veh/h/ln	1723	1644			1644			1774				
Queue Service Time (g_s), s	29.7	10.3			34.0			30.6				
Cycle Queue Clearance Time (g_c), s	29.7	10.3			34.0			30.6				
Green Ratio (g/C)	0.94	0.65			0.32			0.27				
Capacity (c), veh/h	1005	2138			1041			473				
Volume-to-Capacity Ratio (X)	0.888	0.534			0.937			0.968				
Available Capacity (c_a), veh/h	1005	2138			1041			473				
Back of Queue (Q), veh/ln (50 th percentile)	13.7	2.4			14.6			17.5				
Queue Storage Ratio (RQ) (50 th percentile)	0.00	0.00			0.00			0.00				
Uniform Delay (d_1), s/veh	40.6	3.5			33.5			43.5				
Incremental Delay (d_2), s/veh	9.5	1.0			16.3			32.9				
Initial Queue Delay (d_3), s/veh	0.0	0.0			0.0			0.0				
Control Delay (d), s/veh	50.2	4.5			49.8			76.4				
Level of Service (LOS)	D	A			D			E				
Approach Delay, s/veh / LOS	24.5		C	49.8		D	76.4		E	0.0		
Intersection Delay, s/veh / LOS	38.5						D					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.4	A	2.4	B	2.8	C	3.0	C
Bicycle LOS Score / LOS	2.2	B	1.3	A	1.2	A		

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HCS 2010 Signalized Intersection Input Data

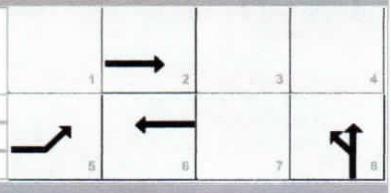
General Information				Intersection Information	
Agency	SOR			Duration, h	0.25
Analyst	AAA	Analysis Date	Nov 2, 2015	Area Type	Other
Jurisdiction	St Lucie	Time Period	PM	PHF	0.95
Urban Street	Midway Rd	Analysis Year	2035/ Adjusted Timing	Analysis Period	1> 7:00
Intersection	Midway/I-95 NB Exit	File Name	c5 s Midway_I95 NB PM October.xus		
Project Description	2035 Analysis				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	848	1085			927		435	0				

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	35.0	38.0	32.0	0.0	0.0	0.0						
Yellow	3.0	3.0	3.0	0.0	0.0	0.0						
Red	2.0	2.0	2.0	0.0	0.0	0.0						



Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	848	1085			927		435	0				
Initial Queue (Q_b), veh/h	0	0			0		0	0				
Base Saturation Flow Rate (s_o), veh/h	1900	1900			1900		1900	1900				
Parking (N_m), man/h		None			None			None				
Heavy Vehicles (P_{HV}), %	2	10			10			2				
Ped / Bike / RTOR, /h	0	0		0	0		0	0				
Buses (N_b), buses/h	0	0			0		0	0				
Arrival Type (*AT*)	3	4			4		3	3				
Upstream Filtering (*I*)	1.00	1.00			1.00		1.00	1.00				
Lane Width (*W*), ft	12.0	12.0			12.0			12.0				
Turn Bay Length, ft	0	0			0			0				
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h	35	35			35		35	35				

Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s	40.0	83.0		43.0		37.0		
Yellow Change Interval (*Y*), s	3.0	3.0		3.0		3.0		
Red Clearance Interval (R_c), s	2.0	2.0		2.0		2.0		
Minimum Green (G_{min}), s	6	6		6	6	6		
Start-Up Lost Time (*lt*), s	2.0	2.0		2.0	2.0	2.0		
Extension of Effective Green (*e*), s	2.0	2.0		2.0	2.0	2.0		
Passage (*PT*), s	2.0	2.0		2.0	2.0	2.0		
Recall Mode	Off	Min		Min	Off	Off		
Dual Entry	No	Yes		Yes	No	Yes		
Walk (*Walk*), s	0.0	0.0		0.0	0.0	0.0		
Pedestrian Clearance Time (*PC*), s	0.0	0.0		0.0	0.0	0.0		

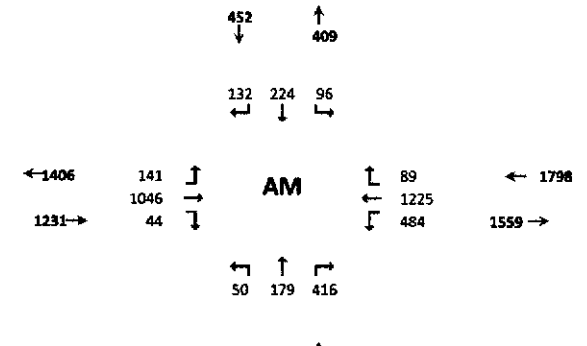
Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius	0	No	25	0	No	25	0	No	25			
Walkway / Crosswalk Width / Length, ft	9.0	12	0	9.0	12	0	9.0	12	0			
Street Width / Island / Curb	0	0	No	0	0	No	0	0	No			
Width Outside / Bike Lane / Shoulder, ft	12	5.0	2.0	12	5.0	2.0	12	5.0	2.0			
Pedestrian Signal / Occupied Parking	No		0.50	No		0.50	No		0.50			

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TURNING MOVEMENT VOLUME COUNTS

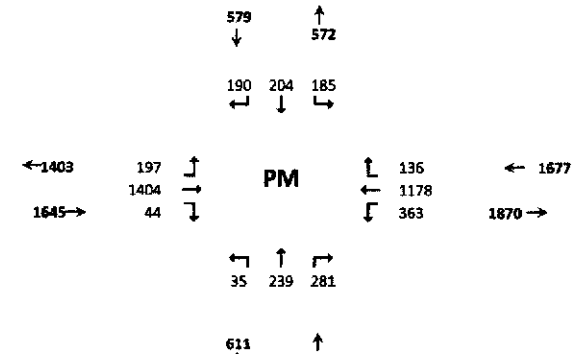
N/S STREET: Glades Cut Off **E/W STREET:** Midway Road **CONTROL:**
FILENAME: Villages of Midway
COUNT DATE: 3/17/2015 **DAY:** Tuesday **CITY:** Fort Pierce
REPORT DATE: 3/17/2015 **ANALYSIS YEAR:** 2035

15 Min Period	Northbound NBL	NBT	NBR	Southbound SBL	SBT	SBR	Eastbound EBL	EBT	EBR	Westbound WBL	WBT	WBR	TOTAL	ONE HOUR SUM
7:00-7:15	5	5	2	15	17	20	27	109	6	28	143	15	392	1766
7:15-7:30	10	14	5	26	35	17	25	105	18	31	140	24	450	1752
7:30-7:45	10	8	26	23	15	24	26	142	6	33	146	20	479	1678
7:45-8:00	7	12	17	23	15	19	33	138	4	19	136	22	445	1508
8:00-8:15	6	8	5	27	10	18	22	93	7	13	147	22	378	1394
8:15-8:30	8	4	10	21	7	18	21	115	5	15	135	17	376	
8:30-8:45	7	6	9	13	7	21	21	102	3	8	93	19	309	
8:45-9:00	4	8	7	12	11	30	19	102	4	7	115	12	331	
AM PEAK HOUR IS FROM:			7:00AM TO 8:00AM											
Volumes	32	39	50	87	82	80	111	494	34	113	565	81	1766	
Season Factor	32	39	50	87	82	80	111	494	34	111	565	81	1766	
Growth	35	43	55	96	91	88	123	546	38	123	624	89	1951	
In/Out	In	-	-	-	-	In	Out	Out	Out	-	In	-	-	
Percentage	1%	0%	0%	0%	0%	3%	3%	10%	1%	0%	10%	0%	0%	
PROJECT	15	0	0	0	0	44	18	60	6	0	145	0	0	
Southern Grove		26			36			58			73			
Western Grove		26			16			21			14			
Wilson Groves		11			12			27			27			
Riverland		17			14			50			43			
Ravinia								7			20			
LTC Ranch		56	361		56			278		361	278			
Total	50	179	416	96	224	132	141	1046	44	484	1225	89	4126	



Seasonal Factor: 1
Trips In 1451
Trips Out 603
Growth Rate: 1.005
Years Grown: 20

15 Min Period lanes	Northbound NBL	NBT	NBR	Southbound SBL	SBT	SBR	Eastbound EBL	EBT	EBR	Westbound WBL	WBT	WBR	TOTAL	ONE HOUR SUM
4:00-4:15	5	3	20	66	14	32	31	125	4	8	152	26	506	1922
4:15-4:30	10	10	8	42	7	56	39	109	9	13	167	53	523	1855
4:30-4:45	5	7	28	30	11	25	25	133	7	23	144	27	455	1739
4:45-5:00	5	12	14	29	12	19	34	156	3	5	132	17	438	1665
5:00-5:15	7	10	22	32	11	34	22	102	1	7	172	19	439	1564
5:15-5:30	2	15	9	39	10	14	24	148	3	13	117	13	407	
5:30-5:45	5	9	15	32	8	13	21	142	1	8	110	17	381	
5:45-6:00	4	10	3	24	10	12	24	130	4	6	95	15	337	
PM PEAK HOUR IS FROM:			4:00PM TO 5:00PM											
Volumes	25	32	70	167	44	152	129	523	23	39	595	123	1922	
Season Factor	25	32	70	167	44	152	129	523	23	39	595	123	1922	
Growth	28	35	77	185	49	168	143	578	25	43	657	136	2124	
In/Out	In	-	-	-	-	In	Out	Out	Out	-	In	-	-	
Percentage	1%	0%	0%	0%	0%	3%	3%	10%	1%	0%	10%	0%	0%	
Project	7	0	0	0	0	22	55	182	18	0	73	0	0	
Southern Grove		58			32			128			72			
Western Grove		24			30			20			25			
Wilson Groves		18			15			38			33			
Riverland		28			29			57			59			
Ravinia								23			13			
LTC Ranch		76	491		49			378		319	246			
Total	35	239	281	185	204	190	197	1404	44	363	1178	136	4456	

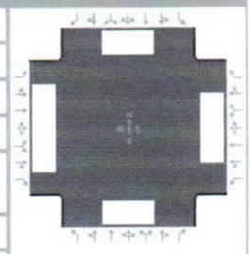


Seasonal Factor: 1
Growth Rate: 1.005
Trips In: 726
Trips Out: 1824
Years Grown: 20

E20

HCS 2010 Signalized Intersection Input Data

General Information				Intersection Information	
Agency	SOR			Duration, h	0.25
Analyst	AAA	Analysis Date	6/29/2015	Area Type	Other
Jurisdiction	St Lucie	Time Period	AM	PHF	0.95
Intersection	Midway/Glades Cut Off	Analysis Year	2035/ Existing Timing	Analysis Period	1> 7:00
File Name	c5.s.Midway_Glades Cut Off AM.1.xus				
Project Description	2035 Analysis				

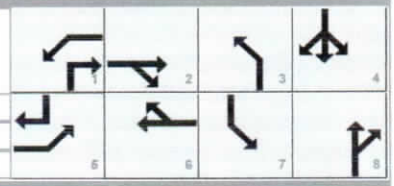


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	141	1046	44	484	1225	89	50	179	416	96	224	132

Signal Information			
Cycle, s	140.0	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	14.0	19.0	49.7	8.0	19.0	0.0						
Yellow	4.0	4.0	4.3	4.0	4.0	0.0						
Red	2.0	2.0	2.0	2.0	2.0	0.0						



Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	141	1046	44	484	1225	89	50	179	416	96	224	132
Initial Queue (Q_b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N_m), man/h		None			None			None			None	
Heavy Vehicles (P_{HV}), %	2	10	0	2	10	0	2	2	2	2	2	2
Ped / Bike / RTOR, /h	0	0	10	0	0	10	0	0	416	0	0	132
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)	3	4	3	3	4	3	3	3	3	3	3	3
Upstream Filtering (*I*)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (*W*), ft	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
Turn Bay Length, ft	0	0	0	0	0	0	0	0	0	0	0	0
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h	35	35	35	35	35	35	35	35	35	35	35	35

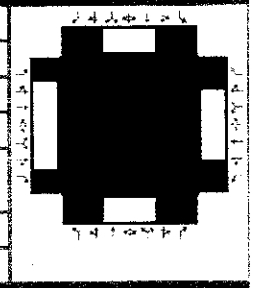
Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s	20.0	56.0	45.0	81.0	14.0	25.0	14.0	25.0
Yellow Change Interval (*Y*), s	4.0	4.3	4.0	4.3	4.0	4.0	4.0	4.0
Red Clearance Interval (R_c), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Minimum Green (G_{min}), s	6	6	6	6	6	6	6	6
Start-Up Lost Time (*lt*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (*e*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (*PT*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Recall Mode	Off	Min	Off	Min	Off	Off	Off	Off
Dual Entry	No	Yes	No	Yes	No	Yes	No	Yes
Walk (*Walk*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Clearance Time (*PC*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius	0	No	25	0	No	25	0	No	25	0	No	25
Walkway / Crosswalk Width / Length, ft	9.0	12	0	9.0	12	0	9.0	12	0	9.0	12	0
Street Width / Island / Curb	0	0	No	0	0	No	0	0	No	0	0	No
Width Outside / Bike Lane / Shoulder, ft	12	5.0	2.0	12	5.0	2.0	12	5.0	2.0	12	5.0	2.0
Pedestrian Signal / Occupied Parking	No	0.50		No	0.50		No	0.50		No	0.50	

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HCS 2010 Signalized Intersection Results Summary

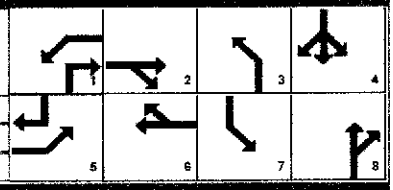
General Information				Intersection Information	
Agency	SOR			Duration, h	0.25
Analyst	AAA	Analysis Date	6/29/2015	Area Type	Other
Jurisdiction	St Lucie	Time Period	AM	PHF	0.95
Intersection	Midway/Glades Cut Off	Analysis Year	2035/ Existing Timing	Analysis Period	1> 7:00
File Name	c5.s.Midway_Glades Cut Off AM.1.xus				
Project Description	2035 Analysis				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	141	1046	44	484	1225	89	50	179	416	96	224	132

Signal Information			
Cycle, s	140.0	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	14.0	19.0	49.7	8.0	19.0	0.0
Yellow	4.0	4.0	4.3	4.0	4.0	0.0
Red	2.0	2.0	2.0	2.0	2.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6	3	8	7	4
Case Number	2.0	3.0	2.0	3.0	2.0	3.0	1.1	3.0
Phase Duration, s	20.0	56.0	45.0	81.0	14.0	25.0	14.0	25.0
Change Period, ($Y+R_c$), s	6.0	6.3	6.0	6.3	6.0	6.0	6.0	6.0
Max Allow Headway (*MAH*), s	3.1	0.0	3.1	0.0	3.1	3.0	3.1	3.0
Queue Clearance Time (g_s), s	7.7		41.0		6.0	15.6	8.8	19.5
Green Extension Time (g_e), s	0.2	0.0	0.0	0.0	0.0	0.3	0.0	0.0
Phase Call Probability	1.00		1.00		1.00	1.00	1.00	1.00
Max Out Probability	0.02		1.00		1.00	0.78	1.00	1.00

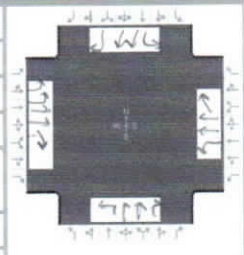
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	148	1101	36	509	1289	83	53	188	0	101	236	0
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1723	1644	1610	1774	1644	1610	1774	1863	1579	1774	1863	1579
Queue Service Time (g_s), s	5.7	44.6	2.1	39.0	33.2	3.6	4.0	13.6	0.0	6.8	17.5	0.0
Cycle Queue Clearance Time (g_c), s	5.7	44.6	2.1	39.0	33.2	3.6	4.0	13.6	0.0	6.8	17.5	0.0
Green Ratio (*g/C*)	0.45	0.36	0.36	0.78	0.53	0.53	0.24	0.14	0.41	0.19	0.14	0.24
Capacity (*c*), veh/h	345	1167	572	494	1755	859	101	253	654	182	253	372
Volume-to-Capacity Ratio (*X*)	0.431	0.943	0.063	1.031	0.735	0.097	0.519	0.745	0.000	0.557	0.933	0.000
Available Capacity (c_a), veh/h	345	1167	572	494	1755	859	101	253	654	182	253	372
Back of Queue (*Q*), veh/ln (50th percentile)	2.5	18.8	0.8	23.8	10.2	1.4	1.9	7.1	0.0	3.1	10.9	0.0
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	0.00
Uniform Delay (d_1), s/veh	59.3	35.5	29.8	50.5	14.2	16.1	64.1	58.2	0.0	49.3	59.9	0.0
Incremental Delay (d_2), s/veh	0.3	15.8	0.2	48.6	2.8	0.2	2.2	10.2	0.0	2.3	38.2	0.0
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	0.0
Control Delay (*d*), s/veh	59.6	51.3	30.0	99.1	17.0	16.3	66.3	68.3	0.0	51.6	98.1	0.0
Level of Service (LOS)	E	D	C	F	B	B	E	E		D	F	
Approach Delay, s/veh / LOS	51.7	D		39.2	D		67.9	E		84.1	F	
Intersection Delay, s/veh / LOS	49.4						D					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	3.0	C	3.0	C	3.0	C	3.1	C
Bicycle LOS Score / LOS	1.5	A	2.0	B	0.9	A	1.0	A

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HCS 2010 Signalized Intersection Input Data

General Information				Intersection Information	
Agency	SOR			Duration, h	0.25
Analyst	AAA	Analysis Date	6/29/2015	Area Type	Other
Jurisdiction	St Lucie	Time Period	PM	PHF	0.95
Intersection	Midway/Glades Cut Off	Analysis Year	2035/ Existing Timing	Analysis Period	1> 7:00
File Name	c5.s.Midway_Glades Cut Off PM.1.xus	w/improvement NBT/SBT			
Project Description	2035 Analysis				

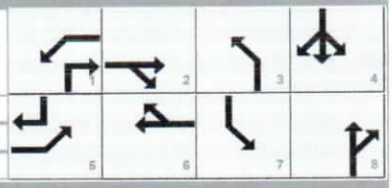


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	197	1404	44	363	1178	136	35	239	281	185	204	190

Signal Information			
Cycle, s	140.0	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	11.0	14.0	59.7	11.0	14.0	0.0
Yellow	4.0	4.0	4.3	4.0	4.0	0.0
Red	2.0	2.0	2.0	2.0	2.0	0.0



Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	197	1404	44	363	1178	136	35	239	281	185	204	190
Initial Queue (Q_b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N_m), man/h		None			None			None			None	
Heavy Vehicles (P_{HV}), %	2	10	0	2	10	0	2	2	2	2	2	2
Ped / Bike / RTOR, /h	0	0	10	0	0	10	0	0	60	0	0	60
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)	3	4	3	3	4	3	3	3	3	3	3	3
Upstream Filtering (*I*)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (*W*), ft	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
Turn Bay Length, ft	0	0	0	0	0	0	0	0	0	0	0	0
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h	35	35	35	35	35	35	35	35	35	35	35	35

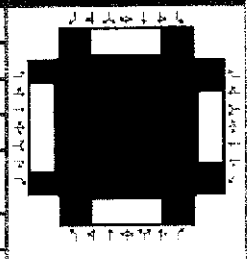
Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s	17.0	66.0	37.0	86.0	17.0	20.0	17.0	20.0
Yellow Change Interval (*Y*), s	4.0	4.3	4.0	4.3	4.0	4.0	4.0	4.0
Red Clearance Interval (R_c), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Minimum Green (G_{min}), s	6	6	6	6	6	6	6	6
Start-Up Lost Time (*l1*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (*e*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (*PT*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Recall Mode	Off	Min	Off	Min	Off	Off	Off	Off
Dual Entry	No	Yes	No	Yes	No	Yes	No	Yes
Walk (*Walk*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Clearance Time (*PC*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius	0	No	25	0	No	25	0	No	25	0	No	25
Walkway / Crosswalk Width / Length, ft	9.0	12	0	9.0	12	0	9.0	12	0	9.0	12	0
Street Width / Island / Curb	0	0	No	0	0	No	0	0	No	0	0	No
Width Outside / Bike Lane / Shoulder, ft	12	5.0	2.0	12	5.0	2.0	12	5.0	2.0	12	5.0	2.0
Pedestrian Signal / Occupied Parking	No	0.50		No	0.50		No	0.50		No	0.50	

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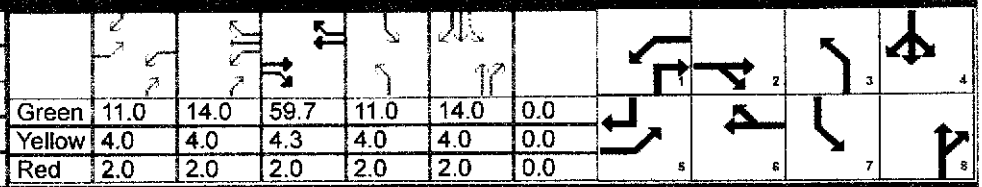
HCS 2010 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	SOR			Duration, h	0.25
Analyst	AAA	Analysis Date	6/29/2015	Area Type	Other
Jurisdiction	St Lucie	Time Period	PM	PHF	0.95
Intersection	Midway/Glades Cut Off	Analysis Year	2035/ Existing Timing	Analysis Period	1> 7:00
File Name	c5.s.Midway_Glades Cut Off PM.1.xus				
Project Description	2035 Analysis				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	197	1404	44	363	1178	136	35	239	281	185	204	190

Signal Information			
Cycle, s	140.0	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	11.0	14.0	59.7	11.0	14.0	0.0
Yellow	4.0	4.0	4.3	4.0	4.0	0.0
Red	2.0	2.0	2.0	2.0	2.0	0.0

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6	3	8	7	4
Case Number	2.0	3.0	2.0	3.0	2.0	3.0	1.1	3.0
Phase Duration, s	17.0	66.0	37.0	86.0	17.0	20.0	17.0	20.0
Change Period, ($Y+R_c$), s	6.0	6.3	6.0	6.3	6.0	6.0	6.0	6.0
Max Allow Headway (*MAH*), s	3.1	0.0	3.1	0.0	3.1	3.2	3.1	3.2
Queue Clearance Time (g_s), s	10.3		31.9		4.7	16.0	13.0	12.9
Green Extension Time (g_e), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.3
Phase Call Probability	1.00		1.00		1.00	1.00	1.00	1.00
Max Out Probability	1.00		1.00		0.00	1.00	1.00	1.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	207	1478	36	382	1240	133	37	252	233	195	215	137
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1723	1644	1610	1774	1644	1610	1774	1773	1579	1774	1773	1579
Queue Service Time (g_s), s	8.3	59.7	1.8	29.9	25.6	5.4	2.7	9.6	14.0	11.0	8.1	10.9
Cycle Queue Clearance Time (g_c), s	8.3	59.7	1.8	29.9	25.6	5.4	2.7	9.6	14.0	11.0	8.1	10.9
Green Ratio (*g/C*)	0.47	0.43	0.43	0.75	0.57	0.57	0.26	0.10	0.32	0.18	0.10	0.18
Capacity (*c*), veh/h	271	1402	687	393	1872	917	139	355	507	210	355	282
Volume-to-Capacity Ratio (*X*)	0.766	1.054	0.052	0.973	0.662	0.145	0.264	0.709	0.458	0.928	0.605	0.485
Available Capacity (c_a), veh/h	271	1402	687	393	1872	917	139	355	507	210	355	282
Back of Queue (*Q*), veh/ln (50th percentile)	4.0	28.2	0.7	17.4	7.0	2.1	1.2	4.6	6.4	4.0	3.7	4.4
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	0.00
Uniform Delay (d_1), s/veh	63.2	30.2	23.6	54.1	10.3	14.2	60.7	61.0	37.8	55.9	60.4	51.7
Incremental Delay (d_2), s/veh	11.2	39.6	0.1	37.9	1.9	0.3	0.4	5.5	0.2	41.8	2.1	0.5
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	0.0
Control Delay (*d*), s/veh	74.4	69.8	23.7	92.0	12.2	14.5	61.1	66.6	38.0	97.7	62.5	52.2
Level of Service (LOS)	E	F	C	F	B	B	E	E	D	F	E	D
Approach Delay, s/veh / LOS	69.4	E		29.8	C		53.4	D		72.4	E	
Intersection Delay, s/veh / LOS	52.6						D					

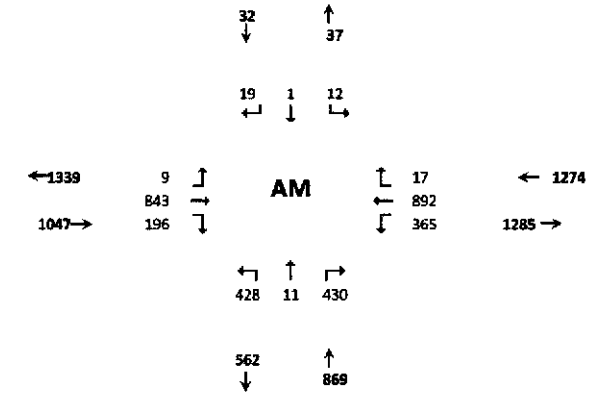
Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	3.0	C	3.0	C	3.0	C	3.1	C
Bicycle LOS Score / LOS	1.9	A	1.9	A	0.9	A	0.9	A

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TURNING MOVEMENT VOLUME COUNTS

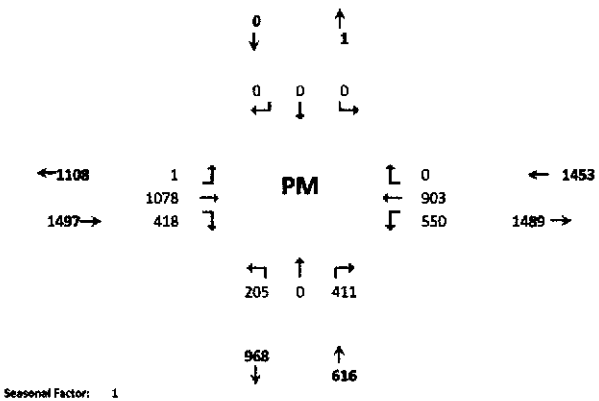
N/S STREET: East Torino **E/W STREET:** Midway Road **CONTROL:**
FILENAME: Villages of Midway
COUNT DATE: 3/3/2015 **DAY:** Tuesday **CITY:** Fort Pierce
REPORT DATE: 3/3/2015 **ANALYSIS YEAR:** 2035

15 Min Period	Northbound NBL	NBT	NBR	Southbound SBL	SBT	SBR	Eastbound EBL	EBT	EBR	Westbound WBL	WBT	WBR	TOTAL	ONE HOUR SUM
7:00-7:15	82	1	98	1	0	5	2	83	17	34	94	0	417	1948
7:15-7:30	106	0	84	2	0	2	2	115	39	66	121	6	543	1941
7:30-7:45	83	4	61	3	0	3	1	120	56	86	138	1	556	1822
7:45-8:00	78	5	53	5	1	7	3	118	40	49	65	8	432	1672
8:00-8:15	76	0	68	3	0	2	3	123	37	29	66	3	410	1636
8:15-8:30	65	0	69	2	1	4	4	131	30	46	71	1	424	
8:30-8:45	42	0	73	3	0	1	1	105	36	45	99	1	406	
8:45-9:00	44	0	44	0	0	2	0	124	25	64	89	4	396	
AM PEAK HOUR IS FROM:			7:00AM TO 8:00AM											
Volumes	349	10	296	11	1	17	8	436	152	235	418	15	1948	
Season Factor	349	10	296	11	1	17	8	436	152	235	418	15	1948	
Growth	386	11	327	12	1	19	9	482	168	260	462	17	2152	
In/Out	In	-	-	-	-	-	-	Out	-	-	In	-	-	
Percentage	1%	0%	0%	0%	0%	0%	0%	9%	0%	0%	9%	0%	0%	
PROJECT	15	0	0	0	0	0	0	54	0	0	131	0	0	
Southern Grove			16							20				
Western Grove			21							14				
Wilson Groves			27							27				
Riverland			39							24				
Ravinia								7		20				
LTC Ranch	28							300	28		300			
Total	428	11	430	12	1	19	9	843	196	365	892	17	3223	



Seasonal Factor: 1
Trips In: 1451
Trips Out: 603
Growth Rate: 1.005
Years Grown: 20

15 Min Period lanes	Northbound NBL	NBT	NBR	Southbound SBL	SBT	SBR	Eastbound EBL	EBT	EBR	Westbound WBL	WBT	WBR	TOTAL	ONE HOUR SUM
4:00-4:15	29	0	56	0	0	0	0	114	62	72	118	0	451	1878
4:15-4:30	46	0	66	0	0	0	0	112	51	90	117	0	482	1928
4:30-4:45	45	0	59	0	0	0	0	121	50	57	146	0	478	1953
4:45-5:00	40	0	39	0	0	0	0	106	84	73	125	0	467	2002
5:00-5:15	33	0	49	0	0	0	0	106	87	87	139	0	501	2055
5:15-5:30	41	0	49	0	0	0	0	98	79	106	134	0	507	
5:30-5:45	51	0	77	0	0	0	1	108	90	91	109	0	527	
5:45-6:00	32	0	69	0	0	0	0	125	72	86	136	0	520	
PM PEAK HOUR IS FROM:			5:00PM TO 6:00PM											
Volumes	157	0	244	0	0	0	1	437	328	370	518	0	2055	
Season Factor	157	0	244	0	0	0	1	437	328	370	518	0	2055	
Growth	173	0	270	0	0	0	1	483	362	409	572	0	2271	
In/Out	In	-	-	-	-	-	-	Out	Out	-	In	-	-	
Percentage	1%	0%	0%	0%	0%	0%	0%	9%	1%	0%	9%	0%	0%	
Project	7	0	0	0	0	0	0	164	18	0	65	0	0	
Southern Grove			34							20				
Western Grove			20							25				
Wilson Groves			38							33				
Riverland			49							50				
Ravinia								23		13				
LTC Ranch	25							408	38		265			
Total	205	0	411	0	0	0	1	1078	418	550	903	0	3566	

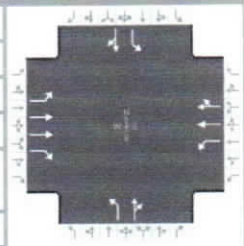


Seasonal Factor: 1
Growth Rate: 1.005
Trips In: 726
Trips Out: 1824
Years Grown: 20

E25

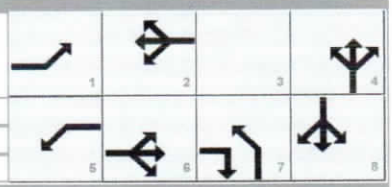
HCS 2010 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	SOR			Duration, h	0.25
Analyst	AAA	Analysis Date	6/29/2015	Area Type	Other
Jurisdiction	St Lucie	Time Period	AM	PHF	0.95
Intersection	Midway/East Torino Pkwy	Analysis Year	2035/ Adjusted Timing	Analysis Period	1> 7:00
File Name	c5.s.Midway_East Torino Pkwy AM improvements.1.xus				
Project Description	2035 Analysis				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	9	843	196	365	892	17	428	11	430	12	1	19

Signal Information					EB			WB			NB		
Cycle, s	130.0	Reference Phase	2										
Offset, s	0	Reference Point	End	Green	16.0	5.0		42.0	38.0		15.0	0.0	
Uncoordinated	No	Simult. Gap E/W	On	Yellow	3.0	0.0		4.0	0.0		4.0	0.0	
Force Mode	Fixed	Simult. Gap N/S	On	Red	1.0	0.0		1.0	0.0		1.0	0.0	



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6	5	2	7	4		8
Case Number	1.1	3.0	1.1	4.0	1.0	4.0		6.3
Phase Duration, s	20.0	47.0	25.0	52.0	38.0	58.0		20.0
Change Period, ($Y+R_c$), s	4.0	5.0	0.0	5.0	0.0	5.0		5.0
Max Allow Headway (*MAH*), s	3.1	0.0	3.1	0.0	3.1	3.4		3.4
Queue Clearance Time (g_s), s	2.4		21.0		27.5	32.9		3.6
Green Extension Time (g_e), s	0.0	0.0	0.3	0.0	0.7	1.1		1.0
Phase Call Probability	1.00		1.00		1.00	1.00		1.00
Max Out Probability	0.00		0.54		0.01	0.00		0.01

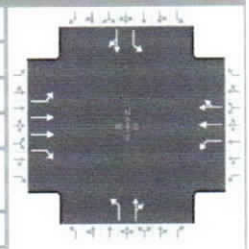
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	7	4	14	3	8	18
Adjusted Flow Rate (*v*), veh/h	9	887	206	384	480	477	451	454		13	11	
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1774	1644	1579	1774	1727	1716	1774	1585		933	1603	
Queue Service Time (g_s), s	0.4	31.2	7.5	19.0	29.7	29.8	25.5	30.9		1.6	0.8	
Cycle Queue Clearance Time (g_c), s	0.4	31.2	7.5	19.0	29.7	29.8	25.5	30.9		1.6	0.8	
Green Ratio (*g/C*)	0.45	0.32	0.62	0.53	0.36	0.36	0.42	0.41		0.12	0.12	
Capacity (*c*), veh/h	342	1063	971	448	624	620	727	646		163	185	
Volume-to-Capacity Ratio (*X*)	0.028	0.835	0.212	0.857	0.769	0.769	0.620	0.702		0.077	0.057	
Available Capacity (c_a), veh/h	342	1063	971	448	624	620	727	646		163	185	
Back of Queue (*Q*), veh/ln (50th percentile)	0.2	12.5	2.7	8.6	12.6	12.6	10.9	12.1		0.4	0.3	
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	
Uniform Delay (d_1), s/veh	22.9	33.9	11.1	29.7	29.2	29.5	29.0	32.0		51.6	51.2	
Incremental Delay (d_2), s/veh	0.0	7.8	0.5	14.4	8.8	8.9	1.2	2.9		0.1	0.0	
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	
Control Delay (*d*), s/veh	22.9	41.7	11.6	44.1	38.0	38.4	30.2	34.9		51.6	51.2	
Level of Service (LOS)	C	D	B	D	D	D	C	C		D	D	
Approach Delay, s/veh / LOS	35.9	D		39.9	D		32.6	C		51.5	D	
Intersection Delay, s/veh / LOS	36.7						D					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.3	B	2.3	B	2.8	C	3.0	C
Bicycle LOS Score / LOS	1.4	A	1.6	A	2.0	A	0.5	A

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HCS 2010 Signalized Intersection Results Summary

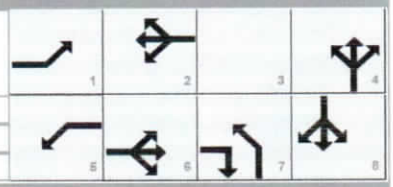
General Information				Intersection Information	
Agency	SOR			Duration, h	0.25
Analyst	AAA	Analysis Date	6/29/2015	Area Type	Other
Jurisdiction	St Lucie	Time Period	AM	PHF	0.95
Intersection	Midway/East Torino Pkwy	Analysis Year	2035/ Adjusted Timing	Analysis Period	1> 7:00
File Name	c5.s.Midway_East Torino Pkwy AM improvements.1.xus				
Project Description	2035 Analysis				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	9	843	196	365	892	17	428	11	430	12	1	19

Signal Information			
Cycle, s	130.0	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	16.0	5.0	42.0	38.0	15.0	0.0	
Yellow	3.0	0.0	4.0	0.0	4.0	0.0	
Red	1.0	0.0	1.0	0.0	1.0	0.0	



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6	5	2	7	4		8
Case Number	1.1	3.0	1.1	4.0	1.0	4.0		6.3
Phase Duration, s	20.0	47.0	25.0	52.0	38.0	58.0		20.0
Change Period, ($Y+R_c$), s	4.0	5.0	0.0	5.0	0.0	5.0		5.0
Max Allow Headway (*MAH*), s	3.1	0.0	3.1	0.0	3.1	3.4		3.4
Queue Clearance Time (g_s), s	2.4		21.0		27.5	32.9		3.6
Green Extension Time (g_e), s	0.0	0.0	0.3	0.0	0.7	1.1		1.0
Phase Call Probability	1.00		1.00		1.00	1.00		1.00
Max Out Probability	0.00		0.54		0.01	0.00		0.01

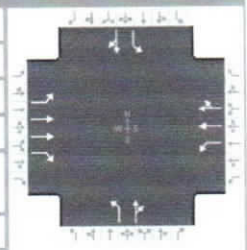
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	7	4	14	3	8	18
Adjusted Flow Rate (*v*), veh/h	9	887	206	384	480	477	451	454		13	11	
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1774	1644	1579	1774	1727	1716	1774	1585		933	1603	
Queue Service Time (g_s), s	0.4	31.2	7.5	19.0	29.7	29.8	25.5	30.9		1.6	0.8	
Cycle Queue Clearance Time (g_c), s	0.4	31.2	7.5	19.0	29.7	29.8	25.5	30.9		1.6	0.8	
Green Ratio (*g/C*)	0.45	0.32	0.62	0.53	0.36	0.36	0.42	0.41		0.12	0.12	
Capacity (*c*), veh/h	342	1063	971	448	624	620	727	646		163	185	
Volume-to-Capacity Ratio (*X*)	0.028	0.835	0.212	0.857	0.769	0.769	0.620	0.702		0.077	0.057	
Available Capacity (c_a), veh/h	342	1063	971	448	624	620	727	646		163	185	
Back of Queue (*Q*), veh/ln (50th percentile)	0.2	12.5	2.7	8.6	12.6	12.6	10.9	12.1		0.4	0.3	
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	
Uniform Delay (d_1), s/veh	22.9	33.9	11.1	29.7	29.2	29.5	29.0	32.0		51.6	51.2	
Incremental Delay (d_2), s/veh	0.0	7.8	0.5	14.4	8.8	8.9	1.2	2.9		0.1	0.0	
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	
Control Delay (*d*), s/veh	22.9	41.7	11.6	44.1	38.0	38.4	30.2	34.9		51.6	51.2	
Level of Service (LOS)	C	D	B	D	D	D	C	C		D	D	
Approach Delay, s/veh / LOS	35.9	D		39.9	D		32.6	C		51.5	D	
Intersection Delay, s/veh / LOS	36.7						D					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.3	B	2.3	B	2.8	C	3.0	C
Bicycle LOS Score / LOS	1.4	A	1.6	A	2.0	A	0.5	A

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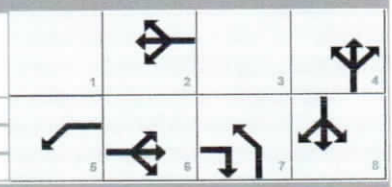
HCS 2010 Signalized Intersection Input Data

General Information				Intersection Information	
Agency	SOR			Duration, h	0.25
Analyst	AAA	Analysis Date	6/29/2015	Area Type	Other
Jurisdiction	St Lucie	Time Period	PM	PHF	0.95
Intersection	Midway/East Torino Pkwy	Analysis Year	2035/ Adjusted Timing E Bf	Analysis Period	1> 7:00
File Name	c5.s.Midway_East Torino Pkwy PM Improvements.1.xus				
Project Description	2035 Analysis				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	1	1078	418	550	903	0	205	0	411	5	5	5

Signal Information					EB		WB			NB	
Cycle, s	130.0	Reference Phase	2								
Offset, s	0	Reference Point	End	Green	39.0	44.0	32.0	5.0	0.0	0.0	
Uncoordinated	No	Simult. Gap E/W	On	Yellow	0.0	4.0	0.0	4.0	0.0	0.0	
Force Mode	Fixed	Simult. Gap N/S	On	Red	0.0	1.0	0.0	1.0	0.0	0.0	



Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	1	1078	418	550	903	0	205	0	411	5	5	5
Initial Queue (Q_b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N_m), man/h		None			None			None			None	
Heavy Vehicles (P_{HV}), %	25	10	2	2	10		2	2		25	25	
Ped / Bike / RTOR, /h	0	0	60	0	0		0	0	10	0	0	0
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)	3	4	3	3	4	3	3	3	3	3	3	3
Upstream Filtering (*I*)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (*W*), ft	12.0	12.0	12.0	12.0	12.0		12.0	12.0		12.0	12.0	
Turn Bay Length, ft	0	0	0	0	0		0	0		0	0	
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h	35	35	35	35	35	35	35	35	35	35	35	35

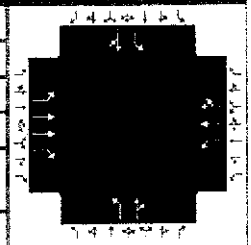
Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s		49.0	39.0	88.0	32.0	42.0		10.0
Yellow Change Interval (*Y*), s		4.0	0.0	4.0	0.0	4.0		4.0
Red Clearance Interval (R_c), s		1.0	0.0	1.0	0.0	1.0		1.0
Minimum Green (G_{min}), s	6	6	6	6	6	6	6	2
Start-Up Lost Time (*l1*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (*e*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (*PT*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Recall Mode	Off	Min	Off	Min	Off	Off	Off	Off
Dual Entry	No	Yes	No	Yes	No	Yes	No	Yes
Walk (*Walk*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Clearance Time (*PC*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius	0	No	25	0	No	25	0	No	25	0	No	25
Walkway / Crosswalk Width / Length, ft	9.0	12	0	9.0	12	0	9.0	12	0	9.0	12	0
Street Width / Island / Curb	0	0	No	0	0	No	0	0	No	0	0	No
Width Outside / Bike Lane / Shoulder, ft	12	5.0	2.0	12	5.0	2.0	12	5.0	2.0	12	5.0	2.0
Pedestrian Signal / Occupied Parking	No	0.50		No	0.50		No	0.50		No	0.50	

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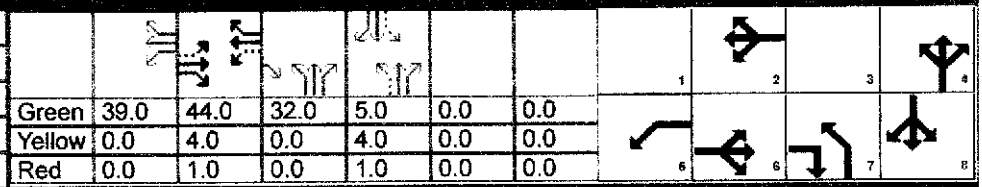
HCS 2010 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	SOR			Duration, h	0.25
Analyst	AAA	Analysis Date	6/29/2015	Area Type	Other
Jurisdiction	St Lucie	Time Period	PM	PHF	0.95
Intersection	Midway/East Torino Pkwy	Analysis Year	2035/ Adjusted Timing	Analysis Period	1> 7:00
File Name	c5.s.Midway_East Torino Pkwy PM Improvements.1.xus + EBT				
Project Description	2035 Analysis				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	1	1078	418	550	903	0	205	0	411	5	5	5

Signal Information			
Cycle, s	130.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



	EB			WB			NB			SB		
Green	39.0	44.0		32.0	5.0	0.0	0.0					
Yellow	0.0	4.0		0.0	4.0	0.0	0.0					
Red	0.0	1.0		0.0	1.0	0.0	0.0					

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		6	5	2	7	4		8
Case Number		5.3	1.0	4.0	1.0	4.0		6.3
Phase Duration, s		49.0	39.0	88.0	32.0	42.0		10.0
Change Period, (Y+R_c), s		5.0	0.0	5.0	0.0	5.0		5.0
Max Allow Headway (*MAH*), s		0.0	3.1	0.0	3.1	3.4		3.4
Queue Clearance Time (g_s), s			40.1		14.6	35.9		4.8
Green Extension Time (g_e), s		0.0	0.0	0.0	0.3	0.2		0.0
Phase Call Probability			1.00		1.00	1.00		1.00
Max Out Probability			1.00		0.00	1.00		1.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	7	4	14	3	8	18
Adjusted Flow Rate (*v*), veh/h	1	1135	377	579	951	0	216	422		5	11	
Adjusted Saturation Flow Rate (*s*), veh/h/ln	480	1644	1579	1774	1727	0	1774	1579		784	1394	
Queue Service Time (g_s), s	0.2	44.0	16.9	38.1	8.4	0.0	12.6	33.9		0.9	1.0	
Cycle Queue Clearance Time (g_c), s	0.2	44.0	16.9	38.1	8.4	0.0	12.6	33.9		2.8	1.0	
Green Ratio (*g*/*C*)	0.34	0.34	0.58	0.65	0.64		0.30	0.28		0.04	0.04	
Capacity (*c*), veh/h	218	1113	923	588	2206		536	449		74	54	
Volume-to-Capacity Ratio (*X*)	0.005	1.019	0.408	0.985	0.431	0.000	0.403	0.939		0.071	0.196	
Available Capacity (c_a), veh/h	218	1113	923	588	2206		536	449		74	54	
Back of Queue (*Q*), veh/ln (50th percentile)	0.0	20.8	6.2	22.5	2.4	0.0	5.5	16.5		0.2	0.3	
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	
Uniform Delay (d_1), s/veh	28.5	35.7	14.7	39.0	4.1		36.3	45.4		62.4	60.6	
Incremental Delay (d_2), s/veh	0.0	32.0	1.3	33.2	0.6	0.0	0.2	27.5		0.2	0.7	
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	
Control Delay (*d*), s/veh	28.5	67.6	16.1	72.2	4.7		36.5	72.9		62.5	61.2	
Level of Service (LOS)	C	F	B	E	A		D	E		E	E	
Approach Delay, s/veh / LOS	54.8	D		30.3	C		60.6	E		61.7	E	
Intersection Delay, s/veh / LOS	45.7						D					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.3	B	2.2	B	2.8	C	3.1	C
Bicycle LOS Score / LOS	1.7	A	1.7	A	1.5	A	0.5	A

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TURNING MOVEMENT VOLUME COUNTS

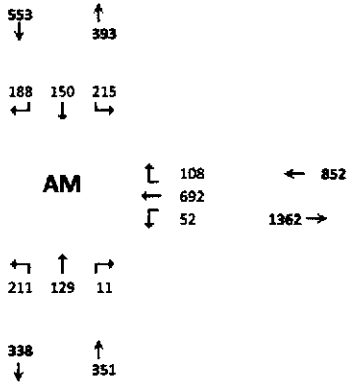
N/S STREET: Jenkins **E/W STREET:** Okeechobee **CONTROL:**

FILENAME: Village at Midway

COUNT DATE: 1/7/2014 **DAY:** Tuesday **CITY:** St.Lucie

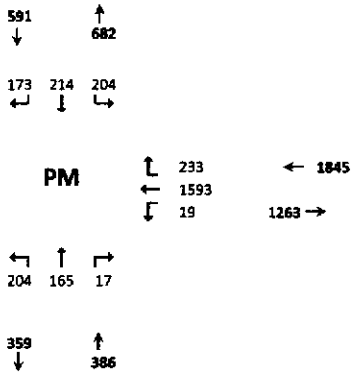
REPORT DATE: **ANALYSIS YEAR:** 2035 with project -AM

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:				7:30 AM TO 8:30AM										
Volumes	171	99	10	168	111	54	106	912	98	11	453	88	2281	
Season Factor	171	99	10	168	111	54	106	912	98	11	453	88	2281	
Growth	190	110	11	187	123	60	118	1013	109	12	503	98	2533	
In/Out	In	-	-	-	-	In	Out	Out	Out	-	In	-	-	
Percentage	1%					1%	1%	7%	1%		7%			
PROJECT	15	0	0	0	0	15	6	42	6	0	102	0	0	
Sedona								15			44			
Celebration Point						72	24							
Village @ Sunset Lakes		14	0	0	10	0	0	0	0	1				
Shinn Rd Equestrian Estates								54		18				
Creekside	7					7		12	21	21	43			
Whispering Oaks		5		17	17	35	9					5		
Palm Breezes Club				11								5		
Total	211	129	11	215	150	188	157	1136	136	52	692	108	3185	



Seasonal Factor: 1
Trips In 1451
Trips Out 603
Growth Rate: 1.005
Years Grown: 21

15 Min Period lanes	Northbound			Southbound			Eastbound			Westbound				ONE HOUR SUM
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL	
4:00-4:15	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	185	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 5:30PM										
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	182	148	17	187	205	86	128	735	82	19	1301	200	3289	
In/Out	In	-	-	-	-	In	Out	Out	Out	-	In	-	-	
Percentage	1%	0%	0%	0%	0%	1%	1%	7%	1%	0%	7%	0%	0%	
Project	7	0	0	0	0	7	18	128	18	0	51	0	0	
Sedona								52			31			
Celebration Point						45	78							
Village @ Sunset Lakes														
Shinn Rd Equestrian Estates								35			60			
Creekside	15					15	25	93	25		150			
Whispering Oaks		17		9	9	20	36					17		
Palm Breezes Club				8								16		
Total	204	165	17	204	214	173	285	1043	125	19	1593	233	4275	

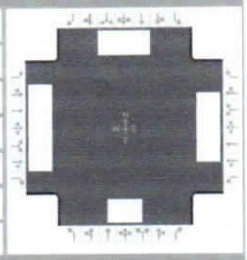


Seasonal Factor: 1
Growth Rate: 1.005
Trips In: 726
Trips Out: 1824
Years Grown: 21

E30

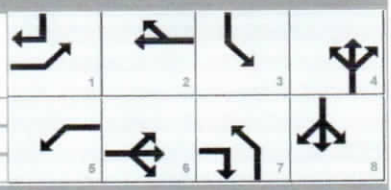
HCS 2010 Signalized Intersection Input Data

General Information				Intersection Information	
Agency	SOR			Duration, h	0.25
Analyst	AAA	Analysis Date	6/29/2015	Area Type	Other
Jurisdiction	St Lucie	Time Period	AM	PHF	0.95
Intersection	Okeechobee/Jenkins	Analysis Year	2035	Analysis Period	1> 7:00
File Name	c5.s.Okeechobee_Jenkins AM.1.xus				
Project Description	2035 Analysis				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	157	1136	136	52	692	108	211	129	11	215	150	188

Signal Information					EB			WB			NB			SB		
Cycle, s	120.0	Reference Phase	2													
Offset, s	0	Reference Point	End	Green	10.0	53.0		19.0	16.0	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	0.0	0.0	0.0					



Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	157	1136	136	52	692	108	211	129	11	215	150	188
Initial Queue (Q_b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N_m), man/h		None			None			None			None	
Heavy Vehicles (P_{HV}), %	2	5	2	2	5		2	2		2	2	2
Ped / Bike / RTOR, /h	0	0	0	0	0	60	0	0	0	0	0	10
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)	3	4	3	3	4	3	3	3	3	3	3	3
Upstream Filtering (*I*)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (*W*), ft	12.0	12.0	12.0	12.0	12.0		12.0	12.0		12.0	12.0	12.0
Turn Bay Length, ft	0	0	0	0	0		0	0		0	0	0
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h	35	35	35	35	35	35	35	35	35	35	35	35

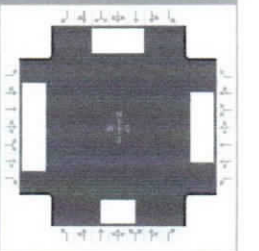
Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s	16.0	59.0	16.0	59.0	25.0	20.0	25.0	20.0
Yellow Change Interval (*Y*), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Red Clearance Interval (R_c), s	2.0	2.0	2.0	2.0	2.0	0.0	2.0	2.0
Minimum Green (G_{min}), s	6	6	6	6	6	6	6	6
Start-Up Lost Time (*lt*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (*e*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (*PT*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Recall Mode	Off	Min	Off	Min	Off	Off	Off	Off
Dual Entry	No	Yes	No	Yes	No	Yes	No	Yes
Walk (*Walk*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Clearance Time (*PC*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius	0	No	25	0	No	25	0	No	25	0	No	25
Walkway / Crosswalk Width / Length, ft	9.0	12	0	9.0	12	0	9.0	12	0	9.0	12	0
Street Width / Island / Curb	0	0	No	0	0	No	0	0	No	0	0	No
Width Outside / Bike Lane / Shoulder, ft	12	5.0	2.0	12	5.0	2.0	12	5.0	2.0	12	5.0	2.0
Pedestrian Signal / Occupied Parking	No		0.50	No		0.50	No		0.50	No		0.50

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HCS 2010 Signalized Intersection Results Summary

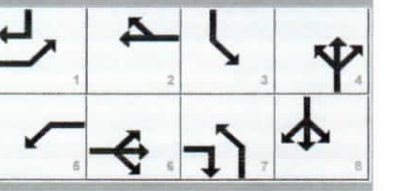
General Information				Intersection Information	
Agency	SOR			Duration, h	0.25
Analyst	AAA	Analysis Date	6/29/2015	Area Type	Other
Jurisdiction	St Lucie	Time Period	AM	PHF	0.95
Intersection	Okeechobee/Jenkins	Analysis Year	2035	Analysis Period	1> 7:00
File Name	c5.s.Okeechobee_Jenkins AM.1.xus				
Project Description	2035 Analysis				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	157	1136	136	52	692	108	211	129	11	215	150	188

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	10.0	53.0	19.0	16.0	0.0	0.0	
Yellow	4.0	4.0	4.0	4.0	0.0	0.0	
Red	2.0	2.0	2.0	0.0	0.0	0.0	



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6	5	2	7	4	3	8
Case Number	1.1	3.0	2.0	4.0	1.1	4.0	1.1	3.0
Phase Duration, s	16.0	59.0	16.0	59.0	25.0	20.0	25.0	20.0
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	3.1	0.0	3.1	0.0	3.1	3.2	3.1	3.2
Queue Clearance Time (g_s), s	7.9		5.5		14.5	11.2	14.7	14.9
Green Extension Time (g_e), s	0.1	0.0	0.0	0.0	0.2	0.3	0.2	0.0
Phase Call Probability	1.00		1.00		1.00	1.00	1.00	1.00
Max Out Probability	1.00		0.11		0.26	1.00	0.34	1.00

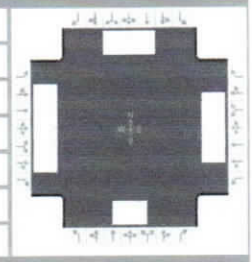
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	7	4	14	3	8	18
Adjusted Flow Rate (*v*), veh/h	165	1196	143	55	524	255	222	147		226	158	187
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1774	1643	1579	1774	1810	1747	1774	1837		1774	1863	1579
Queue Service Time (g_s), s	5.9	17.7	4.8	3.5	8.9	9.5	12.5	9.2		12.7	9.8	12.9
Cycle Queue Clearance Time (g_c), s	5.9	17.7	4.8	3.5	8.9	9.5	12.5	9.2		12.7	9.8	12.9
Green Ratio (*g/C*)	0.52	0.44	0.60	0.08	0.44	0.44	0.28	0.12		0.28	0.12	0.20
Capacity (*c*), veh/h	447	2177	947	148	1598	772	363	214		369	217	316
Volume-to-Capacity Ratio (*X*)	0.370	0.549	0.151	0.370	0.328	0.330	0.612	0.688		0.613	0.727	0.593
Available Capacity (c_a), veh/h	447	2177	947	148	1598	772	363	214		369	217	316
Back of Queue (*Q*), veh/ln (50th percentile)	2.3	5.8	1.7	1.6	3.5	3.8	5.6	4.7		5.7	5.1	5.2
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	15.6	17.4	10.6	52.0	15.6	16.8	36.8	50.9		36.8	51.2	43.6
Incremental Delay (d_2), s/veh	0.2	1.0	0.3	0.6	0.5	1.1	2.2	7.5		2.2	10.1	2.1
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	15.8	18.4	10.9	52.6	16.1	18.0	39.0	58.4		39.0	61.3	45.6
Level of Service (LOS)	B	B	B	D	B	B	D	E		D	E	D
Approach Delay, s/veh / LOS	17.4	B		19.1	B		46.7	D		47.3	D	
Intersection Delay, s/veh / LOS	26.4						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.3	B	2.4	B	3.4	C	3.4	C
Bicycle LOS Score / LOS	1.3	A	0.9	A	1.1	A	1.4	A

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HCS 2010 Signalized Intersection Input Data

General Information				Intersection Information	
Agency	SOR			Duration, h	0.25
Analyst	AAA	Analysis Date	6/29/2015	Area Type	Other
Jurisdiction	St Lucie	Time Period	PM	PHF	0.95
Intersection	Okeechobee/Jenkins	Analysis Year	2035	Analysis Period	1> 7:00
File Name	c5.s.Okeechobee_Jenkins PM.1.xus				
Project Description	2035 Analysis				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	285	1043	125	19	1593	233	204	165	17	204	214	173

Signal Information					EB			WB				NB				SB			
Cycle, s	120.0	Reference Phase	2																
Offset, s	0	Reference Point	End																
Uncoordinated	No	Simult. Gap E/W	On	Green	10.0	5.0		43.0	19.0	21.0	0.0								
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	4.0	0.0		4.0	4.0	4.0	0.0								
				Red	2.0	0.0		2.0	2.0	0.0	0.0								

Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	285	1043	125	19	1593	233	204	165	17	204	214	173
Initial Queue (Q_b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N_m), man/h		None			None			None			None	
Heavy Vehicles (P_{HV}), %	2	5	2	2	5		2	2		2	2	2
Ped / Bike / RTOR, /h	0	0	0	0	0	60	0	0	0	0	0	10
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)	3	4	3	3	4	3	3	3	3	3	3	3
Upstream Filtering (*I*)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (*W*), ft	12.0	12.0	12.0	12.0	12.0		12.0	12.0		12.0	12.0	12.0
Turn Bay Length, ft	0	0	0	0	0		0	0		0	0	0
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h	35	35	35	35	35	35	35	35	35	35	35	35

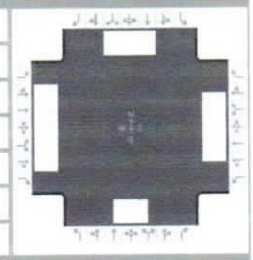
Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s	21.0	54.0	16.0	49.0	25.0	25.0	25.0	25.0
Yellow Change Interval (*Y*), s	0.0	0.0	4.0	4.0	4.0	4.0	4.0	4.0
Red Clearance Interval (R_c), s	0.0	0.0	2.0	2.0	2.0	0.0	2.0	2.0
Minimum Green (G_{min}), s	6	6	6	6	6	6	6	6
Start-Up Lost Time (*lt*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (*e*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (*PT*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Recall Mode	Off	Min	Off	Min	Off	Off	Off	Off
Dual Entry	No	Yes	No	Yes	No	Yes	No	Yes
Walk (*Walk*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Clearance Time (*PC*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius	0	No	25	0	No	25	0	No	25	0	No	25
Walkway / Crosswalk Width / Length, ft	9.0	12	0	9.0	12	0	9.0	12	0	9.0	12	0
Street Width / Island / Curb	0	0	No	0	0	No	0	0	No	0	0	No
Width Outside / Bike Lane / Shoulder, ft	12	5.0	2.0	12	5.0	2.0	12	5.0	2.0	12	5.0	2.0
Pedestrian Signal / Occupied Parking	No		0.50	No		0.50	No		0.50	No		0.50

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HCS 2010 Signalized Intersection Results Summary

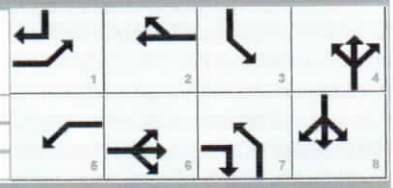
General Information				Intersection Information	
Agency	SOR			Duration, h	0.25
Analyst	AAA	Analysis Date	6/29/2015	Area Type	Other
Jurisdiction	St Lucie	Time Period	PM	PHF	0.95
Intersection	Okeechobee/Jenkins	Analysis Year	2035	Analysis Period	1> 7:00
File Name	c5.s.Okeechobee_Jenkins PM.1.xus				
Project Description	2035 Analysis				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	285	1043	125	19	1593	233	204	165	17	204	214	173

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	10.0	5.0	43.0	19.0	21.0	0.0	
Yellow	4.0	0.0	4.0	4.0	4.0	0.0	
Red	2.0	0.0	2.0	2.0	0.0	0.0	



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6	5	2	7	4	3	8
Case Number	1.1	3.0	2.0	4.0	1.1	4.0	1.1	3.0
Phase Duration, s	21.0	54.0	16.0	49.0	25.0	25.0	25.0	25.0
Change Period, ($Y+R_c$), s	0.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Allow Headway (*MAH*), s	3.1	0.0	3.1	0.0	3.1	3.1	3.1	3.1
Queue Clearance Time (g_s), s	16.9		3.3		13.3	13.8	13.3	15.9
Green Extension Time (g_e), s	0.2	0.0	0.0	0.0	0.2	0.7	0.2	0.5
Phase Call Probability	1.00		1.00		1.00	1.00	1.00	1.00
Max Out Probability	0.47		0.00		0.08	0.33	0.08	1.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	7	4	14	3	8	18
Adjusted Flow Rate (*v*), veh/h	300	1098	132	20	1260	599	215	192		215	225	172
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1774	1643	1579	1774	1810	1716	1774	1832		1774	1863	1579
Queue Service Time (g_s), s	14.9	17.7	4.8	1.3	40.7	41.1	11.3	11.8		11.3	13.9	9.8
Cycle Queue Clearance Time (g_c), s	14.9	17.7	4.8	1.3	40.7	41.1	11.3	11.8		11.3	13.9	9.8
Green Ratio (*g/C*)	0.55	0.40	0.56	0.08	0.36	0.36	0.32	0.16		0.32	0.16	0.33
Capacity (*c*), veh/h	374	1972	881	148	1297	615	371	290		392	295	526
Volume-to-Capacity Ratio (*X*)	0.801	0.557	0.149	0.135	0.971	0.975	0.579	0.660		0.547	0.764	0.326
Available Capacity (c_a), veh/h	374	1972	881	148	1297	615	371	290		392	295	526
Back of Queue (Q), veh/ln (50th percentile)	5.4	6.1	1.8	0.6	19.0	20.8	5.0	5.7		4.9	7.2	3.7
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	33.9	20.9	12.8	51.0	30.7	33.0	33.2	47.5		32.8	48.4	29.9
Incremental Delay (d_2), s/veh	11.0	1.1	0.4	0.2	19.0	30.7	1.5	4.4		0.9	10.2	0.1
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	44.9	22.1	13.1	51.1	49.7	63.6	34.7	51.9		33.8	58.5	30.1
Level of Service (LOS)	D	C	B	D	D	E	C	D		C	E	C
Approach Delay, s/veh / LOS	25.8	C		54.2	D		42.8	D		41.8	D	
Intersection Delay, s/veh / LOS	41.6						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	1.3	A	1.5	A	1.2	A	1.5	A

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FLORIDA DEPARTMENT OF TRANSPORTATION
2014 ANNUAL AVERAGE DAILY TRAFFIC REPORT - REPORT TYPE: ALL

COUNTY: 94 ST.LUCIE

SITE	SITE TYPE	DESCRIPTION	DIRECTION 1		DIRECTION 2		AADT TWO-WAY		"K" FCTR	"D" FCTR	"T" FCTR	
0025		SR 70/OKEECHOBEE RD - W OF SR 91/TPK (COUNTY 25)	E	3100	W	3000	6100	C	9.0	54.7F	13.6A	
0026		CR 611/EDWARDS RD - E OF MCNEIL RD (COUNTY 110)	E	5100E	W	5000E	10100	S	9.0	50.8F	6.7P	
0027		CR 611-B/EDWARDS RD - W OF SR 5/US1 (COUNTY 173)	E	4100E	W	4200E	8300	F	9.0	50.8F	49.5F	
0028		SR 68/ORANGE AVE - E OF CR 611/B JENKINS RD (COU	E	6400	W	6400	12800	C	9.0	50.8F	9.2A	
0029		SR 70 / OKEECHOBEE RD - E OF SR 9/I-95 (COUNTY	E	14000E	W	11500E	25500	F	9.0	50.8F	4.9P	←
0030		SR 70/VIRGINIA AVE - E OF OKEECHOBEE RD (COUNTY	E	10500	W	9900	20400	C	9.0	50.8F	3.9A	
0032		SR 70/VIRGINIA AVE - W OF SR 615/25 ST	E	11000	W	10000	21000	C	9.0	50.8F	4.2A	
0033		SR 70/VIRGINIA AVE - E OF SR 615/25 ST (COUNTY 3	E	10500	W	11000	21500	C	9.0	50.8F	6.9A	
0034		SR 70/VIRGINIA AVE - W OF SR 5/US 1 (COUNTY 34)	E	9900	W	9000	18900	C	9.0	50.8F	5.3A	
0035		SR 68 / ORANGE AVE - E OF SR 9/I-95 (COUNTY 35)	E	6200E	W	6400E	12600	F	9.0	50.8F	10.4P	
0038	E35	SR 614/INDRIO RD - E OF SR 9/I-95 (COUNTY 38)	E	4800	W	4500	9300	C	9.0	50.8F	11.0A	
0039		SR 70/OKEECHOBEE RD - W OF CR 609, HEADER CANAL	E	3300	W	3300	6600	C	9.5	54.7F	18.2A	
0041		SR 68 / ORANGE AVE - W OF SR 9/I-95 (COUNTY 41)	E	8000E	W	7700E	15700	S	9.0	54.7F	16.4P	
0043		FORT PIERCE BLVD- SOUTH OF?WINTER GARDEN PKWY		E		E	2400	S	9.0	50.8F	49.5F	
0044		BEACH AVE- NORTH OF ?W ARBOR DR		E		E	700	S	9.0	50.8F	49.5F	
0045		S 17 ST- NORTH OF?EMERALD TER		E		E	2300	S	9.0	50.8F	49.5F	

SITE TYPE : BLANK= PORTABLE; T= TELEMETERED
"K" FACTOR : DEPARTMENT ADOPTED STANDARD K FACTOR BEGINING WITH COUNT YEAR 2011
AADT FLAGS : C= COMPUTED; E= MANUAL EST; F= FIRST YEAR EST; S= SECOND YEAR EST; T= THIRD YEAR EST; X= UNKNOWN
"D/T" FLAGS : A= ACTUAL; F= FACTOR CATG; D= DIST FUNCL; P= PRIOR YEAR; S= STATEWIDE DEFAULT; W= ONE-WAY ROAD; X= CROSS REF

FLORIDA DEPARTMENT OF TRANSPORTATION
2014 ANNUAL AVERAGE DAILY TRAFFIC REPORT - REPORT TYPE: ALL

COUNTY: 94 ST.LUCIE

SITE	SITE TYPE	DESCRIPTION	DIRECTION 1		DIRECTION 2		AADT TWO-WAY		"K" FCTR	"D" FCTR	"T" FCTR	
0085		JOHNSTON RD- NORTH OF?MEADOWOODS DR		E		E	1400	S	9.5	50.8F	49.5F	
0086		MCCARTY RD- SOUTH OF?TWIN CREEKS DR		E		E	200	S	9.5	99.9W	49.5F	
0088		C-24 CANAL RD, 0.87 MI N OF GLADES CUT OFF RD		E		E	400	S	9.5	54.7F	8.3F	
0089		MCNEIL RD- NORTH OF?GARNER ST		E		E	2900	S	9.0	50.8F	49.5F	
0090		KIRBY LOOP RD- EAST OF?ROGERS RD		E		E	3000	S	9.0	50.8F	49.5F	
0106		SR 70/OKEECHOBEE RD - W OF SR 9\I-95	E	12000E	W	11000E	23000	F	9.0	54.7F	21.6P	←
0107		SR 5/US 1 - ST LUCIE/IRC LINE (COUNTY 107)	N	11000	S	10500	21500	C	9.0	52.5F	8.4P	
0114		SR A1A / N - E END OF ICWW BR,ST LUCIE CO	E	4000	W	4000	8000	C	9.0	52.5F	3.4A	
0115		SR A1A/S - E END OF S BRIDGE	E	6400	W	6500	12900	C	9.0	52.5F	4.7A	
0116		SR A1A/S - S OF BLUE HERON BLVD,FT PIERCE (COUNT	N	2000	S	2000	4000	C	9.0	52.5F	5.6A	
0118	E36	SR 5/US 1 - S OF SR 68/ORANGE AVE	N	9700	S	7900	17600	C	9.0	52.5F	5.5A	
0123		SR 5/US 1 - S END OF TAYLOR CREEK BRIDGE (COUNTY	N	10500	S	10500	21000	C	9.0	52.5F	9.2P	
0128		SR 614 / INDRIO RD - W OF SR 9/I-95	E	450	W	450	900	C	9.0	54.7F	49.5A	
0144	T	CR 68/ORANGE AVE .4 MI E OF JCT SR 609,ST LUCIE	E	1158	W	1163	2321	C	9.5	63.0P	23.7P	
0155		SR 68 / ORANGE AVE - W OF 7 ST (COUNTY 155)	E	3900	W	4100	8000	C	9.0	50.8F	6.5A	
0160		SR 707 / CITRUS AVE - E OF SR 5	E	2800	W	2700	5500	C	9.0	52.5F	2.2A	

SITE TYPE : BLANK= PORTABLE; T= TELEMETERED
"K" FACTOR : DEPARTMENT ADOPTED STANDARD K FACTOR BEGINING WITH COUNT YEAR 2011
AADT FLAGS : C= COMPUTED; E= MANUAL EST; F= FIRST YEAR EST; S= SECOND YEAR EST; T= THIRD YEAR EST; X= UNKNOWN
"D/T" FLAGS : A= ACTUAL; F= FACTOR CATG; D= DIST FUNCL; P= PRIOR YEAR; S= STATEWIDE DEFAULT; W= ONE-WAY ROAD; X= CROSS REF

TURNING MOVEMENT VOLUME COUNTS

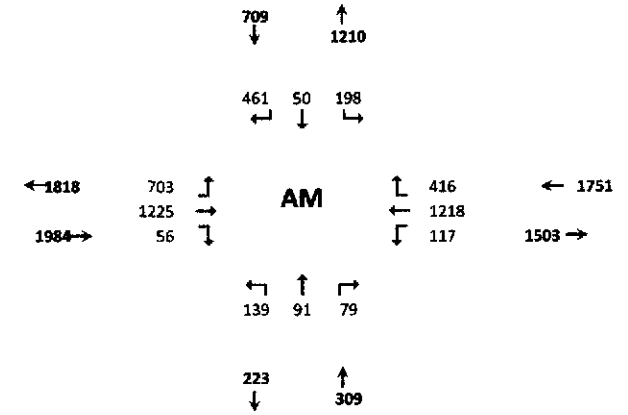
N/S STREET: Peacock Blvd **E/W STREET:** St Lucie W **CONTROL:**

FILENAME: Village at Midway

COUNT DATE: 12/13/2011 **DAY:** Tuesday **CITY:** St.Luice

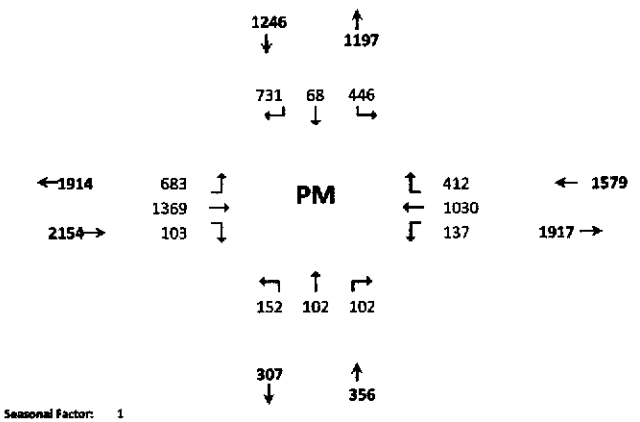
REPORT DATE: **ANALYSIS YEAR:** 2035 with project -AM

15 Min Period	Northbound NBL	NBT	NBR	Southbound SBL	SBT	SBR	Eastbound EBL	EBT	EBR	Westbound WBL	WBT	WBR	TOTAL	ONE HOUR SUM
7:00-7:15													0	0
7:15-7:30													0	0
7:30-7:45													0	0
7:45-8:00													0	0
8:00-8:15													0	0
8:15-8:30													0	
8:30-8:45													0	
8:45-9:00													0	
AM PEAK HOUR IS FROM:			8:00AM TO 9:00AM											
Volumes	114	75	65	163	41	240	424	765	46	96	656	342	0	
Season Factor	123	81	70	176	44	259	458	826	50	104	708	369	3269	
Growth	139	91	79	198	50	292	516	931	56	117	799	416	3685	
In/Out	In	-	-	-	-	In	Out	Out	Out	-	In	-	-	
Percentage								8%			8%			
PROJECT	0	0	0	0	0	0	0	48	0	0	116	0	0	
Southern Grove						33	26	126			160			
Western Grove						26	41	23			15			
Wilson Grove						43	42	46			46			
Riverland						67	78	51			83			
Total	139	91	79	198	50	461	703	1225	56	117	1218	416	4753	



Seasonal Factor: 1.08
Trips In 1451
Trips Out 603
Growth Rate: 1.005
Years Grown: 24

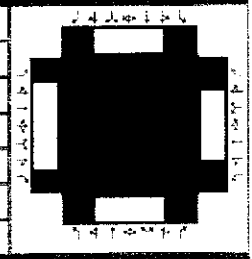
15 Min Period lanes	Northbound NBL	NBT	NBR	Southbound SBL	SBT	SBR	Eastbound EBL	EBT	EBR	Westbound WBL	WBT	WBR	TOTAL	ONE HOUR SUM
4:00-4:15													0	0
4:15-4:30													0	0
4:30-4:45													0	0
4:45-5:00													0	0
5:00-5:15													0	0
5:15-5:30													0	
5:30-5:45													0	
5:45-6:00													0	
PM PEAK HOUR IS FROM:			5:00PM TO 6:00PM											
Volumes	137	92	92	402	61	446	383	875	76	123	735	371	0	
Season Factor	137	92	92	402	61	446	383	875	76	123	735	371	3793	
Growth	152	102	102	446	68	495	425	972	84	137	816	412	4212	
In/Out	In	-	-	-	-	In	Out	Out	Out	-	In	-	-	
Percentage	0%	0%	0%	0%	0%	0%	0%	8%	1%	0%	8%	0%	0%	
Project	0	0	0	0	0	0	0	146	18	0	58	0	0	
Southern Grove						36	62	219			121			
Western Grove						48	39	11			14			
Wilson Grove						51	59	4			4			
Riverland						101	98	17			17			
Total	152	102	102	446	68	731	683	1369	103	137	1030	412	5335	



Seasonal Factor: 1
Growth Rate: 1.005
Trips In: 726
Trips Out: 1824
Years Grown: 21

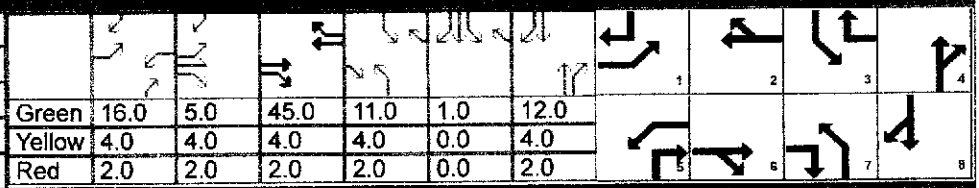
HCS 2010 Signalized Intersection Input Data

General Information				Intersection Information	
Agency	SOR			Duration, h	0.25
Analyst	AAA	Analysis Date	6/29/2015	Area Type	Other
Jurisdiction	St Lucie	Time Period	AM	PHF	0.95
Intersection	St Lucie West/Peacock	Analysis Year	2035	Analysis Period	1> 7:00
File Name	c5.s.St Lucie W_Peacock AM.1.xus				
Project Description	2035 Analysis				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	703	1225	56	117	1218	416	139	91	79	198	50	461

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



	EB			WB			NB			SB		
Green	16.0	5.0		45.0	11.0	1.0	12.0					
Yellow	4.0	4.0		4.0	4.0	0.0	4.0					
Red	2.0	2.0		2.0	2.0	0.0	2.0					

Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	703	1225	56	117	1218	416	139	91	79	198	50	461
Initial Queue (Q_b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N_m), man/h		None			None			None			None	
Heavy Vehicles (P_{HV}), %	2	2	2	2	2	2	2	2	2	2	2	2
Ped / Bike / RTOR, /h	0	0	0	0	0	60	0	0	0	0	0	10
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)	3	4	3	3	4	3	3	3	3	3	3	3
Upstream Filtering (*I*)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (*W*), ft	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
Turn Bay Length, ft	0	0	0	0	0	0	0	0	0	0	0	0
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h	35	35	35	35	35	35	35	35	35	35	35	35

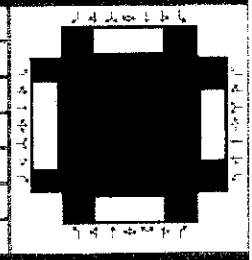
Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s	33.0	62.0	22.0	51.0	17.0	18.0	18.0	19.0
Yellow Change Interval (Y), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Red Clearance Interval (R_c), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Minimum Green (G_{min}), s	6	6	6	6	6	6	6	6
Start-Up Lost Time (*l1*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (*e*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (*PT*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Recall Mode	Off	Min	Off	Min	Off	Off	Off	Off
Dual Entry	No	Yes	No	Yes	No	Yes	No	Yes
Walk (*Walk*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Clearance Time (*PC*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius	0	No	25	0	No	25	0	No	25	0	No	25
Walkway / Crosswalk Width / Length, ft	9.0	12	0	9.0	12	0	9.0	12	0	9.0	12	0
Street Width / Island / Curb	0	0	No	0	0	No	0	0	No	0	0	No
Width Outside / Bike Lane / Shoulder, ft	12	5.0	2.0	12	5.0	2.0	12	5.0	2.0	12	5.0	2.0
Pedestrian Signal / Occupied Parking	No	0.50		No	0.50		No	0.50		No	0.50	

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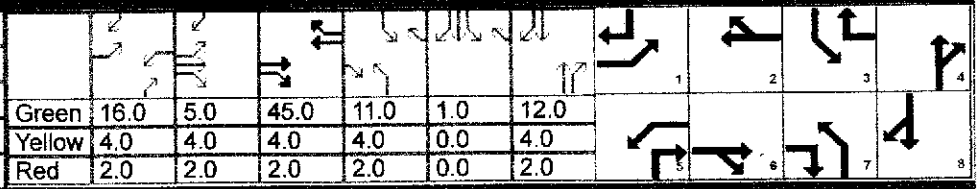
HCS 2010 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	SOR			Duration, h	0.25
Analyst	AAA	Analysis Date	6/29/2015	Area Type	Other
Jurisdiction	St Lucie	Time Period	AM	PHF	0.95
Intersection	St Lucie West/Peacock	Analysis Year	2035	Analysis Period	1> 7:00
File Name	c5.s.St Lucie W_Peacock AM.1.xus				
Project Description	2035 Analysis				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	703	1225	56	117	1218	416	139	91	79	198	50	461

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



	EB		WB			NB			SB		
Green	16.0	5.0	45.0	11.0	1.0	12.0					
Yellow	4.0	4.0	4.0	4.0	0.0	4.0					
Red	2.0	2.0	2.0	2.0	0.0	2.0					

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6	5	2	7	4	3	8
Case Number	2.0	3.0	2.0	3.0	2.0	3.0	2.0	3.0
Phase Duration, s	33.0	62.0	22.0	51.0	17.0	18.0	18.0	19.0
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	3.1	0.0	3.1	0.0	3.1	3.3	3.1	3.3
Queue Clearance Time (g_s), s	27.4		9.8		6.8	7.9	9.0	15.0
Green Extension Time (g_e), s	0.0	0.0	0.1	0.0	0.1	0.8	0.1	0.0
Phase Call Probability	1.00		1.00		1.00	1.00	1.00	1.00
Max Out Probability	1.00		0.02		0.25	0.70	1.00	1.00

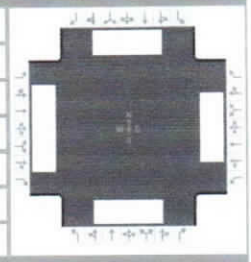
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	7	4	14	3	8	18
Adjusted Flow Rate (*v*), veh/h	740	1289	59	123	1282	375	146	96	83	208	53	475
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1723	1773	1579	1774	1773	1579	1723	1863	1579	1723	1863	1579
Queue Service Time (g_s), s	25.4	32.0	2.1	7.8	41.9	19.6	4.8	5.9	5.1	7.0	3.1	13.0
Cycle Queue Clearance Time (g_c), s	25.4	32.0	2.1	7.8	41.9	19.6	4.8	5.9	5.1	7.0	3.1	13.0
Green Ratio (*g/C*)	0.62	0.47	0.56	0.13	0.38	0.48	0.21	0.10	0.23	0.23	0.11	0.33
Capacity (*c*), veh/h	775	1655	881	237	1330	750	316	186	368	345	202	526
Volume-to-Capacity Ratio (*X*)	0.955	0.779	0.067	0.521	0.964	0.500	0.463	0.514	0.226	0.605	0.261	0.902
Available Capacity (c_a), veh/h	775	1655	881	237	1330	750	316	186	368	345	202	526
Back of Queue (*Q*), veh/ln (50th percentile)	13.0	11.4	0.7	3.5	18.7	7.6	2.1	2.8	2.0	3.1	1.5	15.6
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	0.00
Uniform Delay (d_1), s/veh	45.9	18.1	12.2	48.4	29.2	21.7	51.7	51.2	37.2	51.7	49.1	38.1
Incremental Delay (d_2), s/veh	21.7	3.7	0.1	1.0	17.4	2.4	0.4	1.1	0.1	2.2	0.3	18.3
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	0.0
Control Delay (*d*), s/veh	67.6	21.8	12.3	49.4	46.7	24.1	52.1	52.3	37.3	53.9	49.3	56.4
Level of Service (LOS)	E	C	B	D	D	C	D	D	D	D	D	E
Approach Delay, s/veh / LOS	37.8	D		42.1	D		48.4	D		55.2	E	
Intersection Delay, s/veh / LOS	42.6						D					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.6	B	3.0	C	3.1	C	3.1	C
Bicycle LOS Score / LOS	2.2	B	2.0	A	1.0	A	1.7	A

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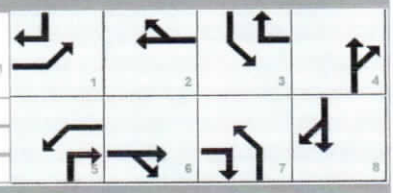
HCS 2010 Signalized Intersection Input Data

General Information				Intersection Information	
Agency	SOR			Duration, h	0.25
Analyst	AAA	Analysis Date	6/29/2015	Area Type	Other
Jurisdiction	St Lucie	Time Period	PM	PHF	0.95
Intersection	St Lucie West/Peacock	Analysis Year	2035	Analysis Period	1> 7:00
File Name	c5.s.St Lucie W_Peacock PM.1.xus				
Project Description	2035 Analysis				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	683	1369	103	137	1030	412	152	102	102	446	68	731

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	11.6	10.0		46.3	7.0	6.0	9.1					
Yellow	4.0	4.0		4.0	4.0	0.0	4.0					
Red	2.0	2.0		2.0	2.0	0.0	2.0					

Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	683	1369	103	137	1030	412	152	102	102	446	68	731
Initial Queue (Q_b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N_m), man/h		None			None			None			None	
Heavy Vehicles (P_{HV}), %	2	2	2	2	2	2	2	2	2	2	2	2
Ped / Bike / RTOR, /h	0	0	103	0	0	412	0	0	102	0	0	683
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)	4	4	4	4	4	4	3	3	3	3	3	3
Upstream Filtering (*I*)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (*W*), ft	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
Turn Bay Length, ft	0	0	0	0	0	0	0	0	0	0	0	0
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h	35	35	35	35	35	35	35	35	35	35	35	35

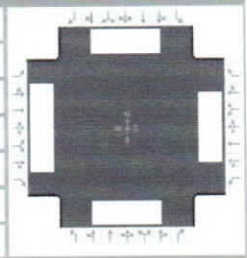
Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s	31.5	51.0	23.0	42.5	13.0	13.0	33.0	33.0
Yellow Change Interval (*Y*), s	4.0	4.0	4.0	4.0	4.0	4.0	0.0	4.0
Red Clearance Interval (R_c), s	2.0	2.0	2.0	2.0	2.0	2.0	0.0	2.0
Minimum Green (G_{min}), s	6	6	6	6	4	4	4	4
Start-Up Lost Time (*lt*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (*e*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (*PT*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Recall Mode	Off	Min	Off	Min	Off	Off	Off	Off
Dual Entry	No	Yes	No	Yes	No	Yes	No	Yes
Walk (*Walk*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Clearance Time (*PC*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius	0	No	25	0	No	25	0	No	25	0	No	25
Walkway / Crosswalk Width / Length, ft	9.0	12	0	9.0	12	0	9.0	12	0	9.0	12	0
Street Width / Island / Curb	0	0	No	0	0	No	0	0	No	0	0	No
Width Outside / Bike Lane / Shoulder, ft	12	5.0	2.0	12	5.0	2.0	12	5.0	2.0	12	5.0	2.0
Pedestrian Signal / Occupied Parking	No	0.50		No	0.50		No	0.50		No	0.50	

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HCS 2010 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	SOR			Duration, h	0.25
Analyst	AAA	Analysis Date	6/29/2015	Area Type	Other
Jurisdiction	St Lucie	Time Period	PM	PHF	0.95
Intersection	St Lucie West/Peacock	Analysis Year	2035	Analysis Period	1> 7:00
File Name	c5.s.St Lucie W_Peacock PM.1.xus				
Project Description	2035 Analysis				

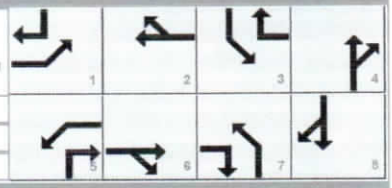


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	683	1369	103	137	1030	412	152	102	102	446	68	731

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	11.6	10.0	46.3	7.0	6.0	9.1	
Yellow	4.0	4.0	4.0	4.0	0.0	4.0	
Red	2.0	2.0	2.0	2.0	0.0	2.0	



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6	5	2	7	4	3	8
Case Number	2.0	3.0	2.0	3.0	2.0	3.0	2.0	3.0
Phase Duration, s	33.6	68.3	17.6	52.3	13.0	15.1	19.0	21.1
Change Period, ($Y+R_c$), s	6.0	6.0	6.0	6.0	6.0	6.0	0.0	6.0
Max Allow Headway (*MAH*), s	3.1	0.0	3.1	0.0	3.1	3.1	3.1	3.1
Queue Clearance Time (g_s), s	26.0		11.5		7.5	8.8	17.9	6.2
Green Extension Time (g_e), s	1.6	0.0	0.2	0.0	0.0	0.3	1.0	0.4
Phase Call Probability	1.00		0.99		1.00	1.00	1.00	1.00
Max Out Probability	0.02		0.00		1.00	0.00	0.00	0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	7	4	14	3	8	18
Adjusted Flow Rate (*v*), veh/h	719	1441	0	144	1084	0	160	107	0	469	72	51
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1723	1773	1579	1774	1773	1579	1723	1863	1579	1723	1863	1579
Queue Service Time (g_s), s	24.0	32.8	0.0	9.5	30.1	0.0	5.5	6.8	0.0	15.9	4.2	2.6
Cycle Queue Clearance Time (g_c), s	24.0	32.8	0.0	9.5	30.1	0.0	5.5	6.8	0.0	15.9	4.2	2.6
Green Ratio (*g/C*)	0.57	0.52	0.58	0.40	0.39	0.54	0.12	0.08	0.17	0.34	0.13	0.36
Capacity (*c*), veh/h	793	1841	911	172	1369	859	201	141	273	545	234	562
Volume-to-Capacity Ratio (*X*)	0.907	0.783	0.000	0.838	0.792	0.000	0.796	0.760	0.000	0.862	0.306	0.090
Available Capacity (c_a), veh/h	1075	1841	911	428	1369	859	201	326	430	947	419	718
Back of Queue (*Q*), veh/ln (50th percentile)	10.2	10.5	0.0	4.3	11.9	0.0	2.9	3.3	0.0	6.9	2.0	1.0
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	0.00
Uniform Delay (d_1), s/veh	40.4	13.9	0.0	51.3	25.2	0.0	55.8	54.4	0.0	49.2	47.7	25.7
Incremental Delay (d_2), s/veh	7.4	3.4	0.0	4.1	4.8	0.0	18.2	3.2	0.0	1.6	0.3	0.0
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	0.0
Control Delay (*d*), s/veh	47.7	17.3	0.0	55.4	30.0	0.0	74.0	57.5	0.0	50.8	48.0	25.8
Level of Service (LOS)	D	B		E	C		E	E		D	D	C
Approach Delay, s/veh / LOS	27.4	C		32.9	C		67.4	E		48.4	D	
Intersection Delay, s/veh / LOS	34.5						C					

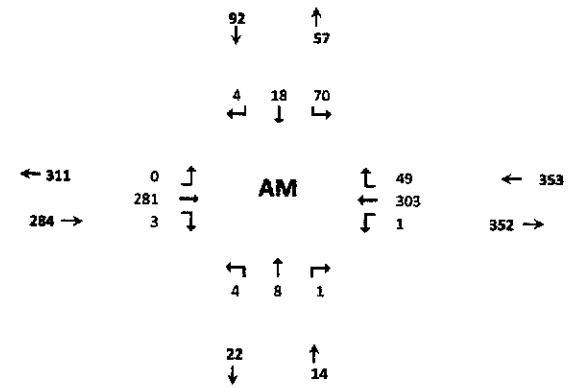
Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.7	B	3.9	D	3.6	D	3.2	C
Bicycle LOS Score / LOS	2.3	B	1.5	A	0.9	A	1.5	A

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TURNING MOVEMENT VOLUME COUNTS

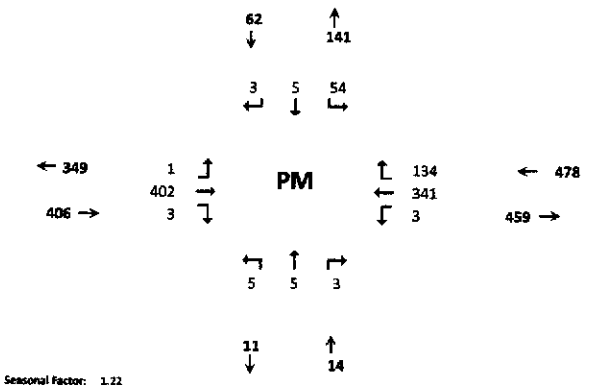
N/S STREET: Midway Rd
E/W STREET: Shinn Rd
CONTROL: TWSC
FILENAME: Villages of Midway
COUNT DATE: 10/30/2015
DAY: Friday
CITY: Fort Pierce
REPORT DATE:
ANALYSIS YEAR: 2035

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	1	0	0	6	3	0	0	27	1	0	21	4	63	315
7:15-7:30	0	0	0	7	2	0	0	29	1	1	38	7	85	328
7:30-7:45	2	0	0	6	3	1	0	26	0	0	41	5	84	316
7:45-8:00	0	2	1	1	7	2	0	29	1	0	34	6	83	295
8:00-8:15	1	4	0	1	1	0	0	30	0	0	36	3	76	259
8:15-8:30	0	1	0	3	0	0	0	25	0	0	42	2	73	
8:30-8:45	0	2	0	1	2	0	0	19	0	0	36	3	63	
8:45-9:00	1	3	0	0	0	1	0	16	2	0	20	4	47	
AM PEAK HOUR IS FROM:				7:15AM TO 8:15AM										
Volumes	3	8	1	15	13	3	0	114	2	1	149	21	328	
Season Factor	4	7	1	18	16	4	0	139	2	1	182	26	400	
Growth	4	8	1	20	18	4	0	154	3	1	202	28	644	
In/Out	-	-	-	In	-		-	In		-	Out	Out	-	
Percentage	0%	0%	0%	3%	0%	0%	0%	3%	0%	0%	3%	3%	0%	
PROJECT	0	0	0	44	0	0	0	44	0	0	18	18	0	
Southern Grove								13			10			
Western Grove								5			9			
Wilson Groves								8			8			
Riverland								10			11			
Ravinia								3			1			
Equestrian Estates				6								2		
LTC Ranch								44			44			
Total	4	8	1	70	18	4	0	281	3	1	303	49	742	



Seasonal Factor: 1.22
Trips In: 1451
Trips Out: 603
Growth Rate: 1.005
Years Grown: 21

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	0	1	0	5	1	0	0	31	1	0	22	2	63	296
4:15-4:30	0	1	0	1	1	0	0	31	0	0	36	1	71	319
4:30-4:45	0	1	0	4	0	0	0	41	0	0	30	4	80	366
4:45-5:00	0	2	0	3	0	0	0	39	0	0	35	3	82	382
5:00-5:15	1	1	0	3	1	0	1	53	0	0	26	0	86	398
5:15-5:30	2	2	0	14	0	2	0	47	0	0	48	3	118	
5:30-5:45	1	1	1	1	1	0	0	46	2	2	36	5	96	
5:45-6:00	0	0	1	3	2	0	0	52	0	0	39	1	98	
PM PEAK HOUR IS FROM:				5:00PM TO 6:00PM										
Volumes	4	4	2	21	4	2	1	198	2	2	149	9	398	
Season Factor	5	5	2	26	5	2	1	242	2	2	182	11	486	
Growth	5	5	3	28	5	3	1	268	3	3	202	12	539	
In/Out	-	-	-	In	-	0	-	In	0	-	Out	Out	-	
Percentage	0%	0%	0%	3%	0%	0%	0%	3%	0%	0%	3%	3%	0%	
Project	0	0	0	22	0	0	0	22	0	0	55	55	0	
Southern Grove								13			24			
Western Grove								31			25			
Wilson Groves								9			11			
Riverland								14			14			
Ravinia								6			10			
Equestrian Estates				4								7		
LTC Ranch								39				60		
Total	5	5	3	54	5	3	1	402	3	3	341	134	960	



Seasonal Factor: 1.22
Growth Rate: 1.005
Trips In: 726
Trips Out: 1824
Years Grown: 21

E41b

2014 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
CATEGORY: 9402 WEST-W OF I95

WEEK	DATES	SF	MOCF: 0.87 PSCF
1	01/01/2014 - 01/04/2014	0.99	1.14
2	01/05/2014 - 01/11/2014	0.97	1.11
3	01/12/2014 - 01/18/2014	0.96	1.10
* 4	01/19/2014 - 01/25/2014	0.93	1.07
* 5	01/26/2014 - 02/01/2014	0.90	1.03
* 6	02/02/2014 - 02/08/2014	0.88	1.01
* 7	02/09/2014 - 02/15/2014	0.85	0.98
* 8	02/16/2014 - 02/22/2014	0.83	0.95
* 9	02/23/2014 - 03/01/2014	0.83	0.95
*10	03/02/2014 - 03/08/2014	0.83	0.95
*11	03/09/2014 - 03/15/2014	0.83	0.95
*12	03/16/2014 - 03/22/2014	0.83	0.95
*13	03/23/2014 - 03/29/2014	0.86	0.99
*14	03/30/2014 - 04/05/2014	0.89	1.02
*15	04/06/2014 - 04/12/2014	0.92	1.06
*16	04/13/2014 - 04/19/2014	0.95	1.09
17	04/20/2014 - 04/26/2014	0.96	1.10
18	04/27/2014 - 05/03/2014	0.97	1.11
19	05/04/2014 - 05/10/2014	0.98	1.13
20	05/11/2014 - 05/17/2014	0.99	1.14
21	05/18/2014 - 05/24/2014	1.00	1.15
22	05/25/2014 - 05/31/2014	1.02	1.17
23	06/01/2014 - 06/07/2014	1.04	1.20
24	06/08/2014 - 06/14/2014	1.06	1.22
25	06/15/2014 - 06/21/2014	1.08	1.24
26	06/22/2014 - 06/28/2014	1.10	1.26
27	06/29/2014 - 07/05/2014	1.13	1.30
28	07/06/2014 - 07/12/2014	1.15	1.32
29	07/13/2014 - 07/19/2014	1.17	1.34
30	07/20/2014 - 07/26/2014	1.16	1.33
31	07/27/2014 - 08/02/2014	1.16	1.33
32	08/03/2014 - 08/09/2014	1.15	1.32
33	08/10/2014 - 08/16/2014	1.15	1.32
34	08/17/2014 - 08/23/2014	1.14	1.31
35	08/24/2014 - 08/30/2014	1.15	1.32
36	08/31/2014 - 09/06/2014	1.15	1.32
37	09/07/2014 - 09/13/2014	1.16	1.33
38	09/14/2014 - 09/20/2014	1.17	1.34
39	09/21/2014 - 09/27/2014	1.15	1.32
40	09/28/2014 - 10/04/2014	1.13	1.30
41	10/05/2014 - 10/11/2014	1.11	1.28
42	10/12/2014 - 10/18/2014	1.09	1.25
43	10/19/2014 - 10/25/2014	1.07	1.23
44	10/26/2014 - 11/01/2014	1.06	1.22
45	11/02/2014 - 11/08/2014	1.05	1.21
46	11/09/2014 - 11/15/2014	1.03	1.18
47	11/16/2014 - 11/22/2014	1.02	1.17
48	11/23/2014 - 11/29/2014	1.01	1.16
49	11/30/2014 - 12/06/2014	1.01	1.16
50	12/07/2014 - 12/13/2014	1.00	1.15
51	12/14/2014 - 12/20/2014	0.99	1.14
52	12/21/2014 - 12/27/2014	0.97	1.11
53	12/28/2014 - 12/31/2014	0.96	1.10

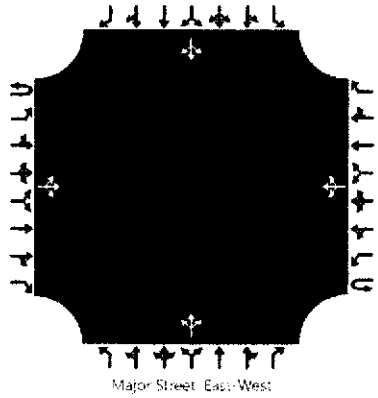
* PEAK SEASON

09-MAR-2015 16:07:54 830UPD 4_9402_PKSEASON.TXT

HCS 2010 Two-Way Stop Control Summary Report

General Information		Site Information	
Analyst	AAA	Intersection	MIDWAY RD AND SHINN RD
Agency/Co.	SUSAN E. O'ROURKE P.E. IN	Jurisdiction	ST. LUCIE COUNTY
Date Performed	10/30/2015	East/West Street	MIDWAY RD
Analysis Year	2015	North/South Street	SHINN RD
Time Analyzed	AM	Peak Hour Factor	0.92
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	VILLAGE AT MIDWAY		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		0	281	3		1	303	49		4	8	1		70	18	4
Percent Heavy Vehicles		10				10				10	10	10		10	10	10
Proportion Time Blocked																
Right Turn Channelized	No				No				No				No			
Median Type	Undivided															
Median Storage																

Delay, Queue Length, and Level of Service

Flow Rate (veh/h)						1					14				100	
Capacity		1134				1209					365				363	
v/c Ratio						0.00					0.04				0.28	
95% Queue Length						0.0					0.1				1.1	
Control Delay (s/veh)		8.2				8.0					15.2				18.6	
Level of Service (LOS)		A				A					C				C	
Approach Delay (s/veh)					0.0				15.2				18.6			
Approach LOS					A				C				C			

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HCS 2010 Two-Way Stop Control Summary Report

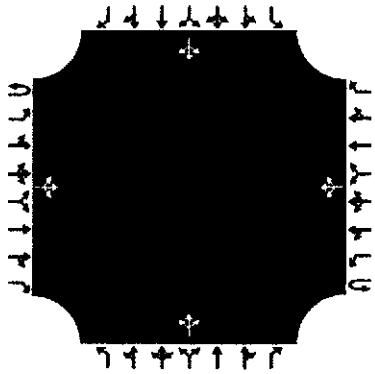
General Information

Analyst	AAA
Agency/Co.	SUSAN E. O'ROURKE P.E. IN
Date Performed	10/30/2015
Analysis Year	2015
Time Analyzed	PM
Intersection Orientation	East-West
Project Description	VILLAGE AT MIDWAY

Site Information

Intersection	MIDWAY RD AND SHINN RD
Jurisdiction	ST. LUCIE COUNTY
East/West Street	MIDWAY RD
North/South Street	SHINN RD
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		3	341	134		1	402	3		5	5	3		54	5	3
Percent Heavy Vehicles		10				10				10	10	10		10	10	10
Proportion Time Blocked																
Right Turn Channelized	No				No				No				No			
Median Type	Undivided															
Median Storage																

Delay, Queue Length, and Level of Service

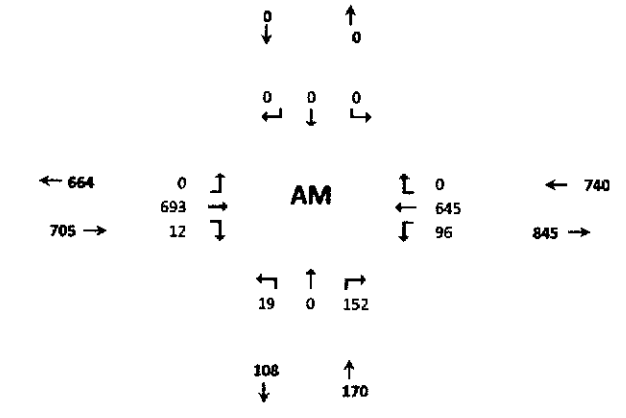
Flow Rate (veh/h)		3				1					13				67	
Capacity		1079				1009					298				254	
v/c Ratio		0.00				0.00					0.04				0.26	
95% Queue Length		0.0				0.0					0.1				1.0	
Control Delay (s/veh)		8.3				8.6					17.6				24.1	
Level of Service (LOS)		A				A					C				C	
Approach Delay (s/veh)	0.1				0.0				17.6				24.1			
Approach LOS	A				A				C				C			

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TURNING MOVEMENT VOLUME COUNTS

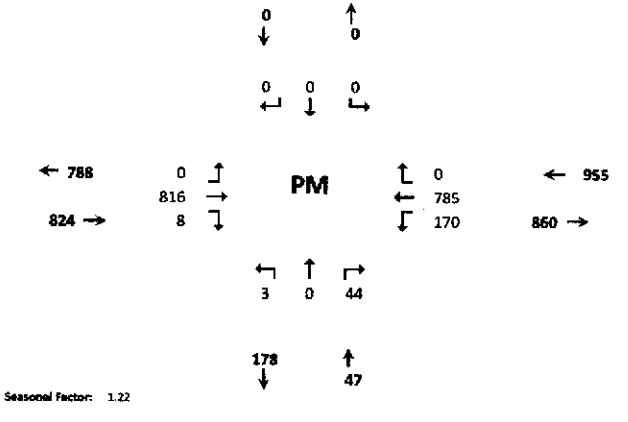
N/S STREET: Reserve Blvd **E/W STREET:** Glades Cut Off **CONTROL:**
FILENAME: Villages of Midway
COUNT DATE: 3/17/2015 **DAY:** Thurs **CITY:**
REPORT DATE: 3/17/2015 **ANALYSIS YEAR:** 2035

15 Min Period	Northbound NBL	NBT	NBR	Southbound SBL	SBT	SBR	Eastbound EBL	EBT	EBR	Westbound WBL	WBT	WBR	TOTAL	ONE HOUR SUM
7:00-7:15	5		16					72	1	2	98		194	631
7:15-7:30	5		18					105	6	9	81		224	523
7:30-7:45	4		22					44	0	8	39		117	357
7:45-8:00	0		6					31	2	14	43		96	294
8:00-8:15	12		1					23	3	13	34		86	267
8:15-8:30	9		0					18	1	14	16		58	
8:30-8:45	9		1					19	1	10	14		54	
8:45-9:00	8		0					24	2	19	16		69	
AM PEAK HOUR IS FROM:			7:00AM TO 8:00AM											
Volumes	14	0	62	0	0	0	0	252	9	33	261	0	631	
Season Factor	17	0	76	0	0	0	0	307	11	40	318	0	770	
Growth	19	0	84	0	0	0	0	340	12	44	352	0	851	
In/Out	-	-	In	-	-	-	-	In	-	Out	Out	-	-	
Percentage	0%	0%	2%	0%	0%	0%	0%	3%	0%	2%	3%	0%	0%	
PROJECT	0	0	29	0	0	0	0	44	0	12	18	0	0	
Southern Grove								37			47			
Western Grove								100			64			
Wilson Groves								84			85			
Riverland								72			62			
LTC Ranch			39					17		39	17			
Total	19	0	152	0	0	0	0	693	12	96	645	0	1616	



Seasonal Factor: 1.22
Trips In 1451
Trips Out 603
Growth Rate: 1.005
Years Grown: 20

15 Min Period lanes	Northbound NBL	NBT	NBR	Southbound SBL	SBT	SBR	Eastbound EBL	EBT	EBR	Westbound WBL	WBT	WBR	TOTAL	ONE HOUR SUM
4:00-4:15	0		8					52	2	18	14		94	271
4:15-4:30	1		6					30	1	14	12		64	236
4:30-4:45	1		2					28	2	14	11		58	228
4:45-5:00	0		6					26	1	14	8		55	226
5:00-5:15	0		6					27	1	13	12		59	200
5:15-5:30	0		6					23	0	19	8		56	
5:30-5:45	0		10					29	0	12	5		56	
5:45-6:00	0		3					15	0	5	6		29	
PM PEAK HOUR IS FROM:			4:00PM TO 5:00PM											
Volumes	2	0	22	0	0	0	0	136	6	60	45	0	271	
Season Factor	2	0	27	0	0	0	0	166	7	73	55	0	331	
Growth	3	0	30	0	0	0	0	183	8	81	61	0	365	
In/Out	-	-	In	-	-	-	-	In	-	Out	Out	-	-	
Percentage	0%	0%	2%	0%	0%	0%	0%	3%	0%	2%	3%	0%	0%	
Project	0	0	15	0	0	0	0	22	0	36	55	0	0	
Southern Grove								78			44			
Western Grove								150			186			
Wilson Groves								144			125			
Riverland								104			107			
LTC Ranch			34					135		53	208			
Total	3	0	44	0	0	0	0	816	8	170	785	0	1826	

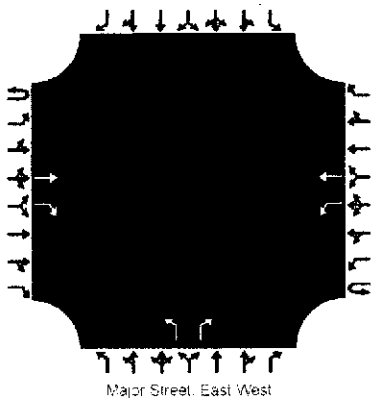


Seasonal Factor: 1.22
Growth Rate: 1.005
Trips In: 726
Trips Out: 1824
Years Grown: 20

HCS 2010 Two-Way Stop Control Summary Report

General Information		Site Information	
Analyst	AAA	Intersection	
Agency/Co.	Susan E. O'Rourke, P.E.	Jurisdiction	St Lucie County
Date Performed	11/2/2015	East/West Street	Glades Cut Off
Analysis Year	2035	North/South Street	Reserve Blvd
Time Analyzed	AM	Peak Hour Factor	0.92
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description			

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	1	0	1	1	0		1	0	1		0	0	0
Configuration			T	R		L	T			L		R				
Volume (veh/h)			693	12		96	645			19		152				
Percent Heavy Vehicles						2				2		2				
Proportion Time Blocked																
Right Turn Channelized	No				No				No				No			
Median Type	Undivided															
Median Storage																

Delay, Queue Length, and Level of Service

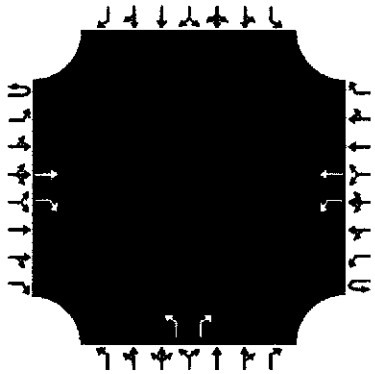
Flow Rate (veh/h)						104				21		165				
Capacity						847				94		410				
v/c Ratio						0.12				0.22		0.40				
95% Queue Length						0.4				0.8		1.9				
Control Delay (s/veh)						9.8				54.2		19.6				
Level of Service (LOS)						A				F		C				
Approach Delay (s/veh)					1.3				23.5							
Approach LOS					A				C							

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HCS 2010 Two-Way Stop Control Summary Report

General Information		Site Information	
Analyst	AAA	Intersection	
Agency/Co.	Susan E. O'Rourke, P.E.	Jurisdiction	St Lucie County
Date Performed	11/2/2015	East/West Street	Glades Cut Off
Analysis Year	2035	North/South Street	Reserve Blvd
Time Analyzed	PM	Peak Hour Factor	0.92
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description			

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	1	0	1	1	0		1	0	1		0	0	0
Configuration			T	R		L	T			L		R				
Volume (veh/h)			816	8		170	785			3		44				
Percent Heavy Vehicles						2				2		2				
Proportion Time Blocked																
Right Turn Channelized	No				No				No				No			
Median Type	Undivided															
Median Storage																

Delay, Queue Length, and Level of Service

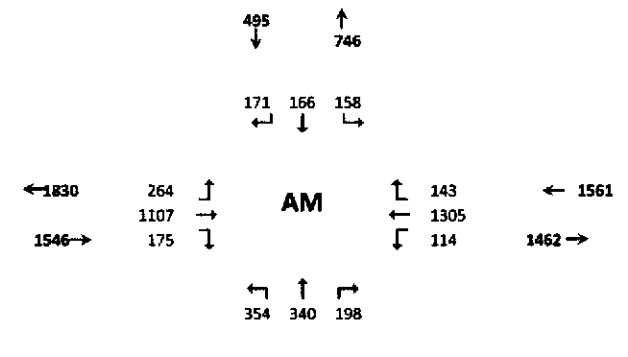
Flow Rate (veh/h)						185				3		48				
Capacity						757				42		343				
v/c Ratio						0.24				0.07		0.14				
95% Queue Length						1.0				0.2		0.5				
Control Delay (s/veh)						11.3				96.2		17.2				
Level of Service (LOS)						B				F		C				
Approach Delay (s/veh)					2.0				21.8							
Approach LOS					A				C							

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TURNING MOVEMENT VOLUME COUNTS

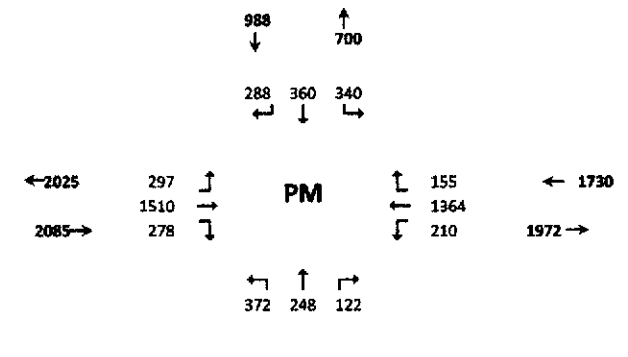
N/S STREET: California **E/W STREET:** St Lucie West **CONTROL:** Signalized
FILENAME: Village at Midway
COUNT DATE: 10/29/15 - 10/30/2015 **DAY:** Thurs/ Fri **CITY:** St.Luice
REPORT DATE: **ANALYSIS YEAR:** 2035 with project -AM

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	42	31	20	12	16	16	7	107	10	13	183	23	480	2446
7:15-7:30	50	39	14	31	14	17	17	131	25	22	185	14	559	2713
7:30-7:45	65	51	30	20	14	17	21	161	26	13	216	40	684	2880
7:45-8:00	73	49	22	18	32	16	30	196	20	19	220	28	723	2958
8:00-8:15	56	65	36	31	28	15	22	201	35	24	203	31	747	3048
8:15-8:30	58	53	33	32	35	18	25	167	33	23	219	30	726	
8:30-8:45	79	79	53	28	39	20	37	163	24	25	194	21	762	
8:45-9:00	73	81	40	38	34	15	23	205	33	21	215	35	813	
AM PEAK HOUR IS FROM:			8:00AM TO 9:00AM											
Volumes	266	278	162	129	136	68	107	736	125	93	831	117	3048	
Season Factor	293	306	178	142	150	75	118	810	138	102	914	129	3353	
Growth	325	340	198	158	166	83	131	899	153	114	1015	143	3723	
In/Out	In	-	-	-	-	In	Out	Out	Out	-	In	-	-	
Percentage	2%							5%	2%		5%			
PROJECT	29	0	0	0	0	0	0	30	12	0	73	0	0	
Southern Grove						13	47	58	10		73			
Western Grove						9	15	23			15			
Wilson Grove						27	27	46			46			
Riverland						38	45	51			83			
Total	354	340	198	158	166	171	264	1107	175	114	1305	143	4493	



Seasonal Factor: 1.1
Trips In 1451
Trips Out 603
Growth Rate: 1.005
Years Grown: 21

15 Min Period lanes	Northbound			Southbound			Eastbound			Westbound				ONE HOUR SUM
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL	
4:00-4:15	61	53	18	50	65	23	35	228	53	47	229	44	906	3754
4:15-4:30	94	69	30	66	68	26	17	280	39	41	270	47	1047	3839
4:30-4:45	59	34	19	66	62	19	25	261	57	35	262	27	926	3727
4:45-5:00	80	52	28	73	78	21	21	195	44	43	210	30	875	3747
5:00-5:15	60	48	23	73	87	27	21	271	58	53	247	23	991	3742
5:15-5:30	58	66	30	54	65	24	23	254	69	46	227	19	935	
5:30-5:45	79	58	38	83	83	20	23	251	44	34	215	18	946	
5:45-6:00	60	49	29	59	47	16	20	282	48	40	202	20	870	
PM PEAK HOUR IS FROM:			4:15PM TO 5:15PM											
Volumes	293	203	100	278	295	93	84	1007	198	172	989	127	3839	
Season Factor	322	223	110	306	325	102	92	1108	218	189	1088	140	4223	
Growth	358	248	122	340	360	114	103	1230	242	210	1208	155	4689	
In/Out	In	-	-	-	-	In	Out	Out	Out	-	In	-	-	
Percentage	2%	0%	0%	0%	0%	0%	0%	5%	2%	0%	5%	0%	0%	
Project	15	0	0	0	0	0	0	91	36	0	36	0	0	
Southern Grove						36	62	157			85			
Western Grove						48	39	11			14			
Wilson Grove						33	38	4			4			
Riverland						58	56	17			17			
Total	372	248	122	340	360	288	297	1510	278	210	1364	155	5545	



Seasonal Factor: 1.1
Growth Rate: 1.005
Trips In: 726
Trips Out: 1824
Years Grown: 21

Intersection: ST LUCIE WEST & CALIFORNIA

Date: 2015 MAY

	1	2	3	4	5	6	7	8
Walk								
Ped Clearance								
Min Green								
Passage								
AM Plan Max 1	16	62	21	61	16	62	43	39
Max2								
Yellow								
Red								
Midday Plan	16	72	33	49	18	70	41	41
PM Plan	17	67	35	41	24	60	35	41

Revision Date:

	1	2	3	4	5	6	7	8
Walk								
Ped Clearance								
Min Green								
Passage								
AM Plan Max 1								
Max2								
Yellow								
Red								
Midday Plan								
PM Plan								

coord

Intersection: ST LUCIE WEST & CALIFORNIA

Date: 2015 MAY

	1	2	3	4	5	6	7	8
Walk	0	7	0	7	0	7	0	7
Ped Clearance	0	25	0	30	0	25	0	30
Min Green	7	7	7	7	7	7	7	7
Passage	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Max1	25	45	25	25	25	45	25	25
Max2	25	45	25	25	25	45	25	25
Yellow	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8
Red	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0

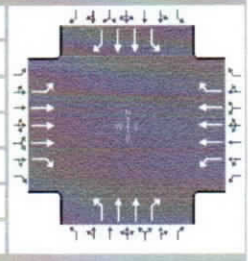
Revision Date:

	1	2	3	4	5	6	7	8
Walk								
Ped Clearance								
Min Green								
Passage								
Max1								
Max2								
Yellow								
Red								

basic

HCS 2010 Signalized Intersection Results Summary

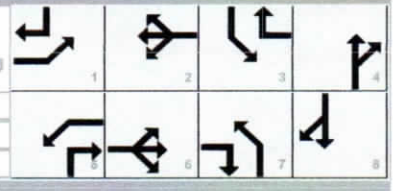
General Information				Intersection Information	
Agency	SOR			Duration, h	0.25
Analyst	AAA	Analysis Date	6/29/2015	Area Type	Other
Jurisdiction	St Lucie	Time Period	AM	PHF	0.95
Urban Street	St Lucie West	Analysis Year	2035	Analysis Period	1> 7:00
Intersection	St Lucie West/California	File Name	c5.s.St Lucie W_California AM.xus		
Project Description	2035 Analysis				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	264	1107	175	114	1305	143	354	340	198	158	166	171

Signal Information			
Cycle, s	160.0	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	9.2	5.2	59.2	21.2	10.2	14.2	
Yellow	4.8	4.8	4.8	4.8	4.8	4.8	
Red	2.0	2.0	2.0	2.0	2.0	2.0	



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6	5	2	7	4	3	8
Case Number	1.1	3.0	1.1	3.0	2.0	3.0	2.0	3.0
Phase Duration, s	28.0	78.0	16.0	66.0	45.0	38.0	28.0	21.0
Change Period, ($Y+R_c$), s	6.8	6.8	6.8	6.8	6.8	6.8	6.8	6.8
Max Allow Headway (MAH), s	3.1	0.0	3.1	0.0	3.1	3.1	3.1	3.1
Queue Clearance Time (g_s), s	16.4		8.6		34.4	16.5	16.4	12.0
Green Extension Time (g_e), s	0.2	0.0	0.0	0.0	0.3	1.7	0.1	0.6
Phase Call Probability	1.00		1.00		1.00	1.00	1.00	1.00
Max Out Probability	0.25		1.00		0.61	0.00	0.15	1.00

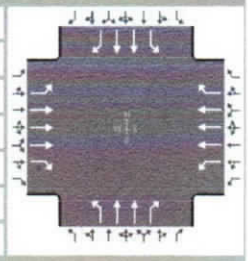
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	7	4	14	3	8	18
Adjusted Flow Rate (v), veh/h	278	1165	121	120	1374	87	373	358	145	166	175	117
Adjusted Saturation Flow Rate (s), veh/h/ln	1774	1691	1579	1774	1691	1579	1774	1773	1579	1774	1773	1579
Queue Service Time (g_s), s	14.4	21.5	4.2	6.6	34.3	4.7	32.4	14.5	12.1	14.4	7.6	10.0
Cycle Queue Clearance Time (g_c), s	14.4	21.5	4.2	6.6	34.3	4.7	32.4	14.5	12.1	14.4	7.6	10.0
Green Ratio (g/C)	0.52	0.44	0.68	0.43	0.37	0.50	0.24	0.20	0.25	0.13	0.09	0.22
Capacity (c), veh/h	341	2258	1079	290	1877	793	424	692	399	235	315	349
Volume-to-Capacity Ratio (X)	0.815	0.516	0.112	0.414	0.732	0.110	0.880	0.517	0.364	0.708	0.555	0.335
Available Capacity (c_a), veh/h	341	2258	1079	290	1877	793	424	692	399	235	315	349
Back of Queue (Q), veh/ln (50 th percentile)	7.3	8.0	1.5	2.9	13.6	1.8	16.6	6.5	4.8	7.0	3.5	4.0
Queue Storage Ratio (RQ) (50 th percentile)	0.00	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	31.3	22.4	8.7	28.7	34.2	21.0	58.7	57.7	49.2	66.4	69.9	52.4
Incremental Delay (d_2), s/veh	13.2	0.8	0.2	0.4	2.6	0.3	18.1	0.3	0.2	8.1	1.3	0.2
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	0.0
Control Delay (d), s/veh	44.5	23.3	8.9	29.0	36.8	21.2	76.8	58.0	49.4	74.5	71.2	52.6
Level of Service (LOS)	D	C	A	C	D	C	E	E	D	E	E	D
Approach Delay, s/veh / LOS	25.9	C		35.3	D		64.6	E		67.6	E	
Intersection Delay, s/veh / LOS	41.1						D					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	3.0	C	3.0	C	3.5	C	3.5	C
Bicycle LOS Score / LOS	1.3	A	1.4	A	1.2	A	0.9	A

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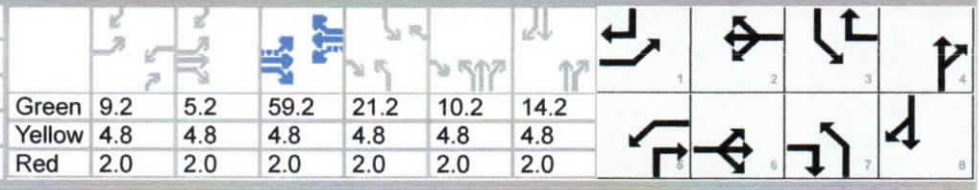
HCS 2010 Signalized Intersection Input Data

General Information				Intersection Information	
Agency	SOR			Duration, h	0.25
Analyst	AAA	Analysis Date	6/29/2015	Area Type	Other
Jurisdiction	St Lucie	Time Period	AM	PHF	0.95
Urban Street	St Lucie West	Analysis Year	2035	Analysis Period	1> 7:00
Intersection	St Lucie West/California	File Name	c5.s.St Lucie W_California AM.xus		
Project Description	2035 Analysis				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	264	1107	175	114	1305	143	354	340	198	158	166	171

Signal Information			
Cycle, s	160.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



	EB		WB			NB
Green	9.2	5.2	59.2	21.2	10.2	14.2
Yellow	4.8	4.8	4.8	4.8	4.8	4.8
Red	2.0	2.0	2.0	2.0	2.0	2.0

Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	264	1107	175	114	1305	143	354	340	198	158	166	171
Initial Queue (Q_b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N_m), man/h		None			None			None			None	
Heavy Vehicles (P_{HV}), %	2	2	2	2	2	2	2	2	2	2	2	2
Ped / Bike / RTOR, /h	0	0	60	0	0	60	0	0	60	0	0	60
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (AT)	3	4	3	3	4	3	3	3	3	3	3	3
Upstream Filtering (I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (W), ft	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
Turn Bay Length, ft	0	0	0	0	0	0	0	0	0	0	0	0
Grade (Pg), %		0			0			0			0	
Speed Limit, mi/h	35	35	35	35	35	35	35	35	35	35	35	35

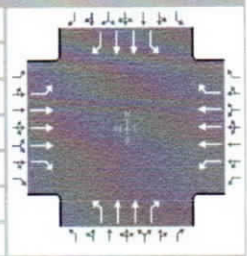
Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s	28.0	78.0	16.0	66.0	45.0	38.0	28.0	21.0
Yellow Change Interval (Y), s	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8
Red Clearance Interval (R_c), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Minimum Green (G_{min}), s	6	6	6	6	6	6	6	6
Start-Up Lost Time (l_1), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (e), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (PT), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Recall Mode	Off	Min	Off	Min	Off	Off	Off	Off
Dual Entry	No	Yes	No	Yes	No	Yes	No	Yes
Walk (Walk), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Clearance Time (PC), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius	0	No	25	0	No	25	0	No	25	0	No	25
Walkway / Crosswalk Width / Length, ft	9.0	12	0	9.0	12	0	9.0	12	0	9.0	12	0
Street Width / Island / Curb	0	0	No	0	0	No	0	0	No	0	0	No
Width Outside / Bike Lane / Shoulder, ft	12	5.0	2.0	12	5.0	2.0	12	5.0	2.0	12	5.0	2.0
Pedestrian Signal / Occupied Parking	No	0.50		No	0.50		No	0.50		No	0.50	

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HCS 2010 Signalized Intersection Results Summary

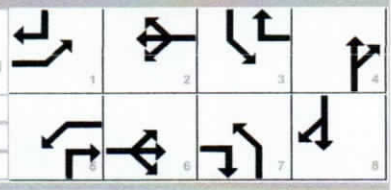
General Information				Intersection Information	
Agency	SOR			Duration, h	0.25
Analyst	AAA	Analysis Date	6/29/2015	Area Type	Other
Jurisdiction	St Lucie	Time Period	PM	PHF	0.95
Urban Street	St Lucie West	Analysis Year	2035	Analysis Period	1> 7:00
Intersection	St Lucie West/California	File Name	c5.s.St Lucie W_California PM.xus		
Project Description	2035 Analysis				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	297	1510	278	210	1364	155	372	248	122	340	360	288

Signal Information			
Cycle, s	160.0	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	14.2	2.2	53.2	35.2	2.0	19.2	
Yellow	4.8	4.8	4.8	4.8	0.0	4.8	
Red	2.0	2.0	2.0	2.0	0.0	2.0	



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6	5	2	7	4	3	8
Case Number	1.1	3.0	1.1	3.0	2.0	3.0	2.0	3.0
Phase Duration, s	30.0	69.0	21.0	60.0	44.0	28.0	42.0	26.0
Change Period, ($Y+R_c$), s	6.8	6.8	6.8	6.8	6.8	6.8	6.8	6.8
Max Allow Headway (MAH), s	3.1	0.0	3.1	0.0	3.1	3.1	3.1	3.1
Queue Clearance Time (g_s), s	23.1		15.2		36.8	13.0	33.5	21.2
Green Extension Time (g_e), s	0.0	0.0	0.0	0.0	0.0	1.7	0.1	0.0
Phase Call Probability	1.00		1.00		1.00	1.00	1.00	1.00
Max Out Probability	1.00		1.00		1.00	0.14	1.00	1.00

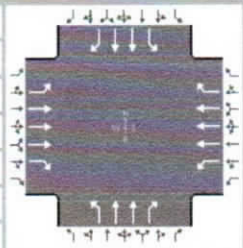
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	7	4	14	3	8	18
Adjusted Flow Rate (v), veh/h	313	1589	229	221	1436	100	392	261	65	358	379	240
Adjusted Saturation Flow Rate (s), veh/h/ln	1774	1691	1579	1774	1691	1579	1774	1773	1579	1774	1773	1579
Queue Service Time (g_s), s	21.1	41.5	10.3	13.2	40.5	4.8	34.8	11.0	5.4	31.5	16.8	19.2
Cycle Queue Clearance Time (g_c), s	21.1	41.5	10.3	13.2	40.5	4.8	34.8	11.0	5.4	31.5	16.8	19.2
Green Ratio (g/C)	0.49	0.39	0.62	0.42	0.33	0.55	0.23	0.13	0.22	0.22	0.12	0.27
Capacity (c), veh/h	332	1973	981	240	1687	872	412	470	349	390	426	418
Volume-to-Capacity Ratio (X)	0.942	0.806	0.234	0.921	0.851	0.115	0.949	0.556	0.187	0.917	0.890	0.574
Available Capacity (c_a), veh/h	332	1973	981	240	1687	872	412	470	349	390	426	418
Back of Queue (Q), veh/ln (50 th percentile)	10.6	16.4	3.8	8.1	16.7	1.9	19.2	5.0	2.2	16.9	8.8	8.5
Queue Storage Ratio (RQ) (50 th percentile)	0.00	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	44.9	33.5	13.4	37.9	41.0	17.1	60.5	65.0	50.6	61.0	69.4	51.0
Incremental Delay (d_2), s/veh	34.2	3.6	0.6	36.9	5.6	0.3	31.3	0.9	0.1	25.6	19.6	1.2
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	0.0
Control Delay (d), s/veh	79.2	37.2	14.0	74.7	46.6	17.4	91.7	65.9	50.7	86.6	89.0	52.2
Level of Service (LOS)	E	D	B	E	D	B	F	E	D	F	F	D
Approach Delay, s/veh / LOS	40.8	D		48.5	D		78.6	E		79.1	E	
Intersection Delay, s/veh / LOS	54.8						D					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	3.0	C	3.1	C	3.5	C	3.5	C
Bicycle LOS Score / LOS	1.7	A	1.5	A	1.1	A	1.3	A

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HCS 2010 Signalized Intersection Input Data

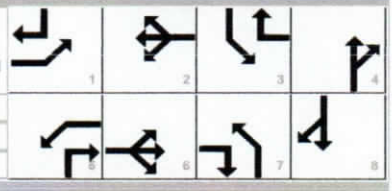
General Information				Intersection Information	
Agency	SOR			Duration, h	0.25
Analyst	AAA	Analysis Date	6/29/2015	Area Type	Other
Jurisdiction	St Lucie	Time Period	PM	PHF	0.95
Urban Street	St Lucie West	Analysis Year	2035	Analysis Period	1> 7:00
Intersection	St Lucie West/California	File Name	c5.s.St Lucie W_California PM.xus		
Project Description	2035 Analysis				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	297	1510	278	210	1364	155	372	248	122	340	360	288

Signal Information			
Cycle, s	160.0	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	14.2	2.2	53.2	35.2	2.0	19.2	
Yellow	4.8	4.8	4.8	4.8	0.0	4.8	
Red	2.0	2.0	2.0	2.0	0.0	2.0	



Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	297	1510	278	210	1364	155	372	248	122	340	360	288
Initial Queue (Q_b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N_m), man/h		None			None			None			None	
Heavy Vehicles (P_{HV}), %	2	2	2	2	2	2	2	2	2	2	2	2
Ped / Bike / RTOR, /h	0	0	60	0	0	60	0	0	60	0	0	60
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)	3	4	3	3	4	3	3	3	3	3	3	3
Upstream Filtering (*I*)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (*W*), ft	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
Turn Bay Length, ft	0	0	0	0	0	0	0	0	0	0	0	0
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h	35	35	35	35	35	35	35	35	35	35	35	35

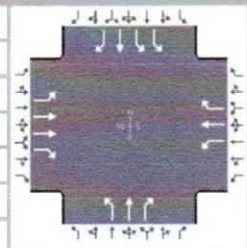
Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s	30.0	69.0	21.0	60.0	44.0	28.0	42.0	26.0
Yellow Change Interval (Y), s	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8
Red Clearance Interval (R_c), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Minimum Green (G_{min}), s	6	6	6	6	6	6	6	6
Start-Up Lost Time (*l1*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (*e*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (*PT*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Recall Mode	Off	Min	Off	Min	Off	Off	Off	Off
Dual Entry	No	Yes	No	Yes	No	Yes	No	Yes
Walk (*Walk*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Clearance Time (*PC*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius	0	No	25	0	No	25	0	No	25	0	No	25
Walkway / Crosswalk Width / Length, ft	9.0	12	0	9.0	12	0	9.0	12	0	9.0	12	0
Street Width / Island / Curb	0	0	No	0	0	No	0	0	No	0	0	No
Width Outside / Bike Lane / Shoulder, ft	12	5.0	2.0	12	5.0	2.0	12	5.0	2.0	12	5.0	2.0
Pedestrian Signal / Occupied Parking	No		0.50	No		0.50	No		0.50	No		0.50

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HCS 2010 Signalized Intersection Results Summary

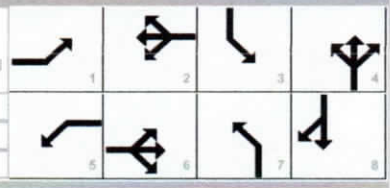
General Information				Intersection Information	
Agency	SOR			Duration, h	0.25
Analyst	AAA	Analysis Date	Nov 2, 2015	Area Type	Other
Jurisdiction	St Lucie	Time Period	AM	PHF	0.95
Urban Street	Midway Rd	Analysis Year	2035	Analysis Period	1> 7:00
Intersection	Midway/Arterial A	File Name	c5.s.Midway_Arterial A AM October.xus		
Project Description	2035 Analysis				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	56	528	276	361	335	475	194	174	361	187	72	23

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	5.2	7.7	48.1	9.0	3.6	26.5	
Yellow	3.0	0.0	4.0	4.0	0.0	4.0	
Red	1.0	0.0	1.0	2.0	0.0	1.0	



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6	5	2	7	4	3	8
Case Number	1.1	3.0	1.1	3.0	1.1	3.0	2.0	3.0
Phase Duration, s	9.2	53.1	16.9	60.7	18.6	35.1	15.0	31.5
Change Period, ($Y+R_c$), s	4.0	5.0	0.0	5.0	6.0	5.0	6.0	5.0
Max Allow Headway (MAH), s	3.1	0.0	3.1	0.0	3.1	3.2	3.1	3.2
Queue Clearance Time (g_s), s	4.2		16.1		12.3	28.8	8.6	5.9
Green Extension Time (g_e), s	0.1	0.0	0.7	0.0	0.3	1.3	0.4	1.4
Phase Call Probability	0.86		1.00		1.00	1.00	1.00	1.00
Max Out Probability	0.00		0.00		0.00	0.00	0.00	0.00

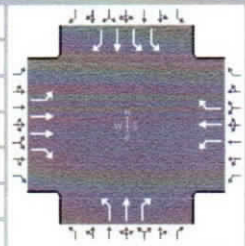
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	7	4	14	3	8	18
Adjusted Flow Rate (v), veh/h	59	556	291	380	353	500	204	183	369	197	76	14
Adjusted Saturation Flow Rate (s), veh/h/ln	1810	1644	1610	1810	1727	1610	1810	1900	1610	1757	1900	1610
Queue Service Time (g_s), s	2.2	12.2	15.8	14.1	12.8	28.9	10.3	9.6	26.8	6.6	3.9	0.8
Cycle Queue Clearance Time (g_c), s	2.2	12.2	15.8	14.1	12.8	28.9	10.3	9.6	26.8	6.6	3.9	0.8
Green Ratio (g/C)	0.44	0.40	0.40	0.56	0.46	0.46	0.33	0.25	0.25	0.07	0.22	0.22
Capacity (c), veh/h	494	1317	645	573	802	748	503	477	404	263	420	356
Volume-to-Capacity Ratio (X)	0.119	0.422	0.451	0.663	0.439	0.668	0.406	0.384	0.914	0.748	0.181	0.038
Available Capacity (c_a), veh/h	1018	1317	645	981	802	748	751	871	738	849	814	690
Back of Queue (Q), veh/ln (50 th percentile)	0.9	4.4	6.4	5.7	4.7	11.7	4.5	4.5	10.9	3.0	1.8	0.3
Queue Storage Ratio (RQ) (50 th percentile)	0.00	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	19.4	19.6	26.3	16.4	14.7	25.0	30.8	37.3	43.7	54.4	37.9	36.7
Incremental Delay (d_2), s/veh	0.0	1.0	2.3	0.5	1.7	4.7	0.2	0.2	3.5	1.6	0.1	0.0
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	0.0
Control Delay (d), s/veh	19.5	20.6	28.6	16.9	16.4	29.7	31.0	37.4	47.2	56.0	38.0	36.8
Level of Service (LOS)	B	C	C	B	B	C	C	D	D	E	D	D
Approach Delay, s/veh / LOS	23.1	C		21.9	C		40.5	D		50.3	D	
Intersection Delay, s/veh / LOS	29.2						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.4	B	2.6	B	2.8	C	2.6	B
Bicycle LOS Score / LOS	1.2	A	2.5	B	1.7	A	1.0	A

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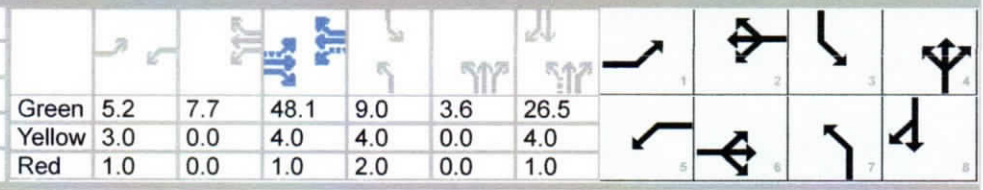
HCS 2010 Signalized Intersection Input Data

General Information				Intersection Information	
Agency	SOR			Duration, h	0.25
Analyst	AAA	Analysis Date	Nov 2, 2015	Area Type	Other
Jurisdiction	St Lucie	Time Period	AM	PHF	0.95
Urban Street	Midway Rd	Analysis Year	2035	Analysis Period	1> 7:00
Intersection	Midway/Arterial A	File Name	c5.s.Midway_Arterial A AM October.xus		
Project Description	2035 Analysis				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	56	528	276	361	335	475	194	174	361	187	72	23

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	5.2	7.7		48.1	9.0	3.6	26.5					
Yellow	3.0	0.0		4.0	4.0	0.0	4.0					
Red	1.0	0.0		1.0	2.0	0.0	1.0					

Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	56	528	276	361	335	475	194	174	361	187	72	23
Initial Queue (Q_b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N_m), man/h		None			None			None			None	
Heavy Vehicles (P_{HV}), %	0	10	0	0	10	0	0	0	0	0	0	0
Ped / Bike / RTOR, /h	0	0	0	0	0	0	0	0	10	0	0	10
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (AT)	3	4	3	3	4	3	3	3	3	3	3	3
Upstream Filtering (I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (W), ft	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
Turn Bay Length, ft	0	0	0	0	0	0	0	0	0	0	0	0
Grade (Pg), %		0			0			0			0	
Speed Limit, mi/h	35	35	35	35	35	35	35	35	35	35	35	35

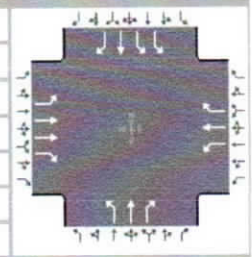
Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s	19.0	26.0	19.0	26.0	35.0	40.0	35.0	40.0
Yellow Change Interval (Y), s	3.0	4.0	0.0	4.0	4.0	4.0	4.0	4.0
Red Clearance Interval (R_c), s	1.0	1.0	0.0	1.0	2.0	1.0	2.0	1.0
Minimum Green (G_{min}), s	6	6	6	6	6	6	6	6
Start-Up Lost Time (l_t), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (e), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (PT), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Recall Mode	Off	Min	Off	Min	Off	Off	Off	Off
Dual Entry	No	Yes	No	Yes	No	Yes	No	Yes
Walk (Walk), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Clearance Time (PC), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius	0	No	25	0	No	25	0	No	25	0	No	25
Walkway / Crosswalk Width / Length, ft	9.0	12	0	9.0	12	0	9.0	12	0	9.0	12	0
Street Width / Island / Curb	0	0	No	0	0	No	0	0	No	0	0	No
Width Outside / Bike Lane / Shoulder, ft	12	5.0	2.0	12	5.0	2.0	12	5.0	2.0	12	5.0	2.0
Pedestrian Signal / Occupied Parking	No		0.50	No		0.50	No		0.50	No		0.50

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HCS 2010 Signalized Intersection Results Summary

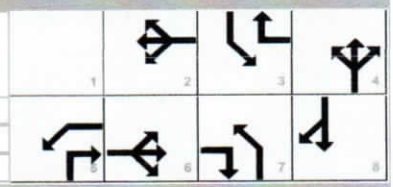
General Information				Intersection Information	
Agency	SOR			Duration, h	0.25
Analyst	AAA	Analysis Date	Nov 2, 2015	Area Type	Other
Jurisdiction	St Lucie	Time Period	PM	PHF	0.95
Urban Street	Midway Rd	Analysis Year	2035	Analysis Period	1> 7:00
Intersection	Midway/Arterial A	File Name	c5.s.Midway_Arterial A PM October.xus		
Project Description	2035 Analysis				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	44	747	172	264	820	268	319	87	491	539	219	68

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	12.0	44.0	13.0	1.0	22.0	0.0	
Yellow	4.0	4.0	4.0	4.0	4.0	0.0	
Red	2.0	1.0	2.0	2.0	1.0	0.0	



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		6	5	2	7	4	3	8
Case Number		5.3	1.0	3.0	1.1	3.0	2.0	3.0
Phase Duration, s		49.0	18.0	67.0	19.0	27.0	26.0	34.0
Change Period, ($Y+R_c$), s		5.0	6.0	5.0	6.0	5.0	6.0	5.0
Max Allow Headway (*MAH*), s		0.0	3.1	0.0	3.1	3.2	3.1	3.2
Queue Clearance Time (g_s), s			13.2		15.0	24.0	21.3	14.6
Green Extension Time (g_e), s		0.0	0.0	0.0	0.0	0.0	0.0	1.6
Phase Call Probability			1.00		1.00	1.00	1.00	1.00
Max Out Probability			1.00		1.00	1.00	1.00	0.01

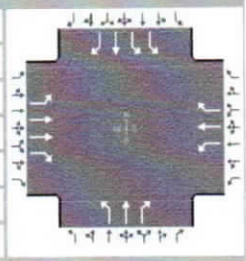
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	7	4	14	3	8	18
Adjusted Flow Rate (*v*), veh/h	46	786	118	278	863	219	336	92	454	567	231	8
Adjusted Saturation Flow Rate (*s*), veh/h/ln	651	1644	1610	1810	1727	1610	1810	1900	1610	1757	1900	1610
Queue Service Time (g_s), s	6.1	21.5	5.0	11.2	55.9	6.0	13.0	5.0	22.0	19.3	12.6	0.5
Cycle Queue Clearance Time (g_c), s	44.0	21.5	5.0	11.2	55.9	6.0	13.0	5.0	22.0	19.3	12.6	0.5
Green Ratio (*g/C*)	0.37	0.37	0.48	0.48	0.52	0.68	0.29	0.18	0.28	0.17	0.24	0.24
Capacity (*c*), veh/h	93	1206	765	372	892	1100	397	348	456	586	459	389
Volume-to-Capacity Ratio (*X*)	0.498	0.652	0.154	0.747	0.967	0.199	0.847	0.263	0.994	0.969	0.502	0.022
Available Capacity (c_a), veh/h	93	1206	765	372	892	1100	397	348	456	586	459	389
Back of Queue (*Q*), veh/ln (50 th percentile)	1.9	7.9	1.9	5.4	21.8	2.0	4.8	2.3	18.3	10.7	5.9	0.2
Queue Storage Ratio (*RQ*) (50 th percentile)	0.00	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	57.8	24.9	17.8	22.7	17.7	7.0	40.3	42.0	42.9	49.7	39.3	34.7
Incremental Delay (d_2), s/veh	17.8	2.7	0.4	7.2	23.2	0.4	14.8	0.1	40.6	29.2	0.3	0.0
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	0.0
Control Delay (*d*), s/veh	75.6	27.7	18.3	29.9	40.9	7.4	55.2	42.2	83.5	78.9	39.6	34.7
Level of Service (LOS)	E	C	B	C	D	A	E	D	F	E	D	C
Approach Delay, s/veh / LOS	28.8	C		33.2	C		68.4	E		67.2	E	
Intersection Delay, s/veh / LOS	46.8						D					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.5	B	2.6	B	2.9	C	2.7	B
Bicycle LOS Score / LOS	1.3	A	2.7	B	1.9	A	1.8	A

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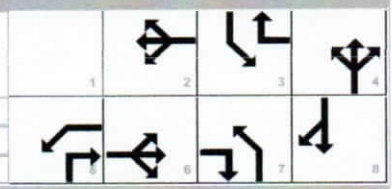
HCS 2010 Signalized Intersection Input Data

General Information				Intersection Information	
Agency	SOR			Duration, h	0.25
Analyst	AAA	Analysis Date	Nov 2, 2015	Area Type	Other
Jurisdiction	St Lucie	Time Period	PM	PHF	0.95
Urban Street	Midway Rd	Analysis Year	2035	Analysis Period	1> 7:00
Intersection	Midway/Arterial A	File Name	c5.s.Midway_Arterial A PM October.xus		
Project Description	2035 Analysis				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	44	747	172	264	820	268	319	87	491	539	219	68

Signal Information					EB			WB			NB			SB		
Cycle, s	120.0	Reference Phase	2													
Offset, s	0	Reference Point	End	Green	12.0	44.0		13.0	1.0	22.0	0.0					
Uncoordinated	No	Simult. Gap E/W	On	Yellow	4.0	4.0		4.0	4.0	4.0	0.0					
Force Mode	Fixed	Simult. Gap N/S	On	Red	2.0	1.0		2.0	2.0	1.0	0.0					



Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	44	747	172	264	820	268	319	87	491	539	219	68
Initial Queue (Q_b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N_m), man/h		None			None			None			None	
Heavy Vehicles (P_{HV}), %	0	10	0	0	10	0	0	0	0	0	0	0
Ped / Bike / RTOR, /h	0	0	60	0	0	60	0	0	60	0	0	60
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)	3	4	3	3	4	3	3	3	3	3	3	3
Upstream Filtering (*I*)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (*W*), ft	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
Turn Bay Length, ft	0	0	0	0	0	0	0	0	0	0	0	0
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h	35	35	35	35	35	35	35	35	35	35	35	35

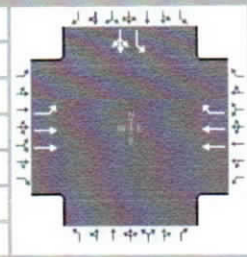
Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s		49.0	18.0	67.0	19.0	27.0	26.0	34.0
Yellow Change Interval (*Y*), s		4.0	4.0	4.0	4.0	4.0	4.0	4.0
Red Clearance Interval (R_c), s		1.0	2.0	1.0	2.0	1.0	2.0	0.0
Minimum Green (G_{min}), s	6	6	6	6	6	6	6	6
Start-Up Lost Time (*l1*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (*e*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (*PT*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Recall Mode	Off	Min	Off	Min	Off	Off	Off	Off
Dual Entry	No	Yes	No	Yes	No	Yes	No	Yes
Walk (*Walk*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Clearance Time (*PC*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius	0	No	25	0	No	25	0	No	25	0	No	25
Walkway / Crosswalk Width / Length, ft	9.0	12	0	9.0	12	0	9.0	12	0	9.0	12	0
Street Width / Island / Curb	0	0	No	0	0	No	0	0	No	0	0	No
Width Outside / Bike Lane / Shoulder, ft	12	5.0	2.0	12	5.0	2.0	12	5.0	2.0	12	5.0	2.0
Pedestrian Signal / Occupied Parking	No		0.50	No		0.50	No		0.50	No		0.50

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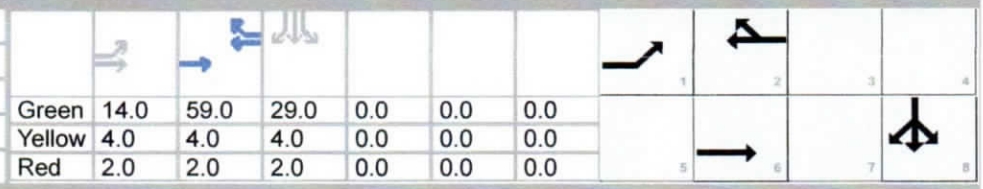
HCS 2010 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	SOR			Duration, h	0.25
Analyst	AAA	Analysis Date	Nov 2, 2015	Area Type	Other
Jurisdiction	St Lucie	Time Period	AM	PHF	0.95
Urban Street	Midway Rd	Analysis Year	2035	Analysis Period	1> 7:00
Intersection	Midway/Mid Driveway	File Name	c5.s.Midway_Mid Driveway AM October.xus		
Project Description	2035 Analysis				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	15	1055			1137	276				115	0	6

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	14.0	59.0	29.0	0.0	0.0	0.0						
Yellow	4.0	4.0	4.0	0.0	0.0	0.0						
Red	2.0	2.0	2.0	0.0	0.0	0.0						

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6		2				8
Case Number	2.0	4.0		7.3				10.0
Phase Duration, s	20.0	85.0		65.0				35.0
Change Period, (*Y+R c*), s	6.0	6.0		6.0				6.0
Max Allow Headway (*MAH*), s	3.1	0.0		0.0				3.1
Queue Clearance Time (*g s*), s	2.9							8.5
Green Extension Time (*g e*), s	0.0	0.0		0.0				0.2
Phase Call Probability	1.00							1.00
Max Out Probability	0.00							0.00

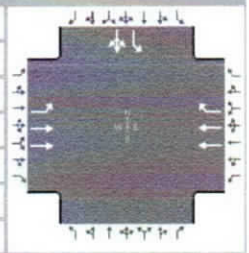
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6			2	12				3	8	18
Adjusted Flow Rate (*v*), veh/h	16	1111			1197	280				121	0	
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1810	1644			1644	1610				1810	0	
Queue Service Time (*g s*), s	0.9	9.0			29.2	12.8				6.5	0.0	
Cycle Queue Clearance Time (*g c*), s	0.9	9.0			29.2	12.8				6.5	0.0	
Green Ratio (*g/C*)	0.12	0.66			0.49	0.49				0.24		
Capacity (*c*), veh/h	211	2165			1617	792				437		
Volume-to-Capacity Ratio (*X*)	0.075	0.513			0.740	0.354				0.277	0.000	
Available Capacity (*c a*), veh/h	211	2165			1617	792				437		
Back of Queue (*Q*), veh/ln (50 th percentile)	0.4	2.1			9.2	5.0				2.9	0.0	
Queue Storage Ratio (*RQ*) (50 th percentile)	0.00	0.00			0.00	0.00				0.00	0.00	
Uniform Delay (*d 1*), s/veh	47.2	3.1			15.5	18.8				37.0		
Incremental Delay (*d 2*), s/veh	0.1	0.9			3.1	1.2				0.1	0.0	
Initial Queue Delay (*d 3*), s/veh	0.0	0.0			0.0	0.0				0.0	0.0	
Control Delay (*d*), s/veh	47.3	3.9			18.6	20.0				37.1		
Level of Service (LOS)	D	A			B	C				D		
Approach Delay, s/veh / LOS	4.5	A		18.9	B		0.0			37.1	D	
Intersection Delay, s/veh / LOS	13.8						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.9	A	2.3	B	2.9	C	2.9	C
Bicycle LOS Score / LOS	1.4	A	1.7	A			0.7	A

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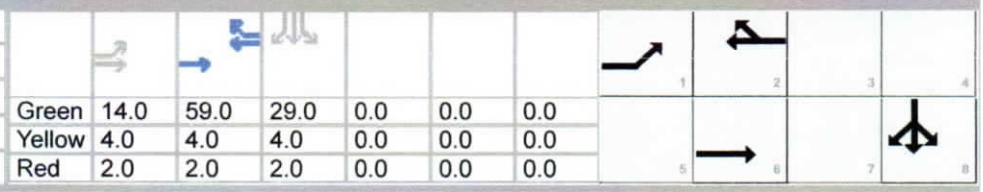
HCS 2010 Signalized Intersection Input Data

General Information				Intersection Information	
Agency	SOR			Duration, h	0.25
Analyst	AAA	Analysis Date	Nov 2, 2015	Area Type	Other
Jurisdiction	St Lucie	Time Period	AM	PHF	0.95
Urban Street	Midway Rd	Analysis Year	2035	Analysis Period	1> 7:00
Intersection	Midway/Mid Driveway	File Name	c5.s.Midway_Mid Driveway AM October.xus		
Project Description	2035 Analysis				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	15	1055			1137	276				115	0	6

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	14.0	59.0	29.0	0.0	0.0	0.0						
Yellow	4.0	4.0	4.0	0.0	0.0	0.0						
Red	2.0	2.0	2.0	0.0	0.0	0.0						

Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	15	1055			1137	276				115	0	6
Initial Queue (Q_b), veh/h	0	0			0	0				0	0	0
Base Saturation Flow Rate (s_o), veh/h	1900	1900			1900	1900				1900	1900	1900
Parking (N_m), man/h		None			None						None	
Heavy Vehicles (P_{HV}), %	0	10			10	0				0	0	
Ped / Bike / RTOR, /h	0	0		0	0	10				0	0	6
Buses (N_b), buses/h	0	0			0	0				0	0	0
Arrival Type (*AT*)	3	4			4	3				3	3	3
Upstream Filtering (*I*)	1.00	1.00			1.00	1.00				1.00	1.00	1.00
Lane Width (*W*), ft	12.0	12.0			12.0	12.0				12.0	12.0	
Turn Bay Length, ft	0	0			0	0				0	0	
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h	35	35			35	35				35	35	35

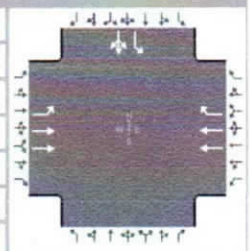
Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s	20.0	85.0		65.0				35.0
Yellow Change Interval (*Y*), s	4.0	4.0		4.0				4.0
Red Clearance Interval (R_c), s	2.0	2.0		2.0				2.0
Minimum Green (G_{min}), s	6	6		6			6	6
Start-Up Lost Time (*l*), s	2.0	2.0		2.0			2.0	2.0
Extension of Effective Green (*e*), s	2.0	2.0		2.0			2.0	2.0
Passage (*PT*), s	2.0	2.0		2.0			2.0	2.0
Recall Mode	Off	Min		Min			Off	Off
Dual Entry	No	Yes		Yes			No	Yes
Walk (*Walk*), s	0.0	0.0		0.0			0.0	0.0
Pedestrian Clearance Time (*PC*), s	0.0	0.0		0.0			0.0	0.0

Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius	0	No	25	0	No	25				0	No	25
Walkway / Crosswalk Width / Length, ft	9.0	12	0	9.0	12	0				9.0	12	0
Street Width / Island / Curb	0	0	No	0	0	No				0	0	No
Width Outside / Bike Lane / Shoulder, ft	12	5.0	2.0	12	5.0	2.0				12	5.0	2.0
Pedestrian Signal / Occupied Parking	No		0.50	No		0.50				No		0.50

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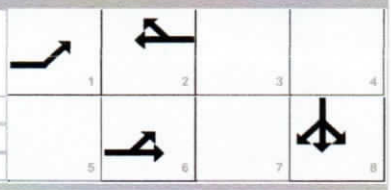
HCS 2010 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	SOR			Duration, h	0.25
Analyst	AAA	Analysis Date	Nov 2, 2015	Area Type	Other
Jurisdiction	St Lucie	Time Period	PM	PHF	0.95
Urban Street	Midway Rd	Analysis Year	2035	Analysis Period	1> 7:00
Intersection	Midway/Mid Driveway	File Name	c5.s.Midway_Mid Driveway PM October.xus		
Project Description	2035 Analysis				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	7	1424			1259	138				347	0	18

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	10.0	53.0	39.0	0.0	0.0	0.0		
Yellow	4.0	4.0	4.0	0.0	0.0	0.0		
Red	2.0	2.0	2.0	0.0	0.0	0.0		

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6		2				8
Case Number	1.0	4.0		7.3				10.0
Phase Duration, s	16.0	75.0		59.0				45.0
Change Period, ($Y+R_c$), s	6.0	6.0		6.0				6.0
Max Allow Headway (*MAH*), s	3.1	0.0		0.0				3.1
Queue Clearance Time (g_s), s	2.2							22.5
Green Extension Time (g_e), s	0.0	0.0		0.0				0.7
Phase Call Probability	1.00							1.00
Max Out Probability	0.00							0.00

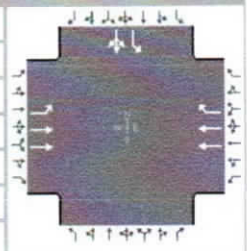
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6			2	12				3	8	18
Adjusted Flow Rate (*v*), veh/h	7	1499			1325	135				365	19	
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1810	1644			1644	1610				1810	1610	
Queue Service Time (g_s), s	0.2	32.5			43.0	6.1				20.5	1.0	
Cycle Queue Clearance Time (g_c), s	0.2	32.5			43.0	6.1				20.5	1.0	
Green Ratio (*g/C*)	0.54	0.57			0.44	0.44				0.32	0.32	
Capacity (*c*), veh/h	246	1891			1453	711				588	523	
Volume-to-Capacity Ratio (*X*)	0.030	0.793			0.912	0.189				0.621	0.036	
Available Capacity (c_a), veh/h	246	1891			1453	711				588	523	
Back of Queue (*Q*), veh/ln (50 th percentile)	0.1	7.8			15.7	2.4				9.1	0.4	
Queue Storage Ratio (*RQ*) (50 th percentile)	0.00	0.00			0.00	0.00				0.00	0.00	
Uniform Delay (d_1), s/veh	21.2	9.7			22.6	20.4				34.3	27.7	
Incremental Delay (d_2), s/veh	0.0	3.5			10.2	0.6				1.5	0.0	
Initial Queue Delay (d_3), s/veh	0.0	0.0			0.0	0.0				0.0	0.0	
Control Delay (*d*), s/veh	21.2	13.3			32.8	21.0				35.8	27.7	
Level of Service (LOS)	C	B			C	C				D	C	
Approach Delay, s/veh / LOS	13.3	B		31.8	C		0.0			35.4	D	
Intersection Delay, s/veh / LOS	23.9						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.9	A	2.3	B	2.9	C	2.9	C
Bicycle LOS Score / LOS	1.7	A	1.7	A			1.1	A

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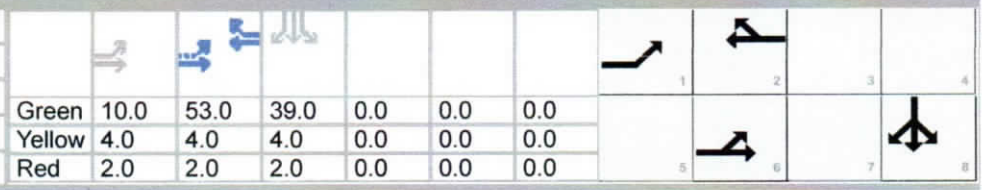
HCS 2010 Signalized Intersection Input Data

General Information				Intersection Information	
Agency	SOR			Duration, h	0.25
Analyst	AAA	Analysis Date	Nov 2, 2015	Area Type	Other
Jurisdiction	St Lucie	Time Period	PM	PHF	0.95
Urban Street	Midway Rd	Analysis Year	2035	Analysis Period	1> 7:00
Intersection	Midway/Mid Driveway	File Name	c5.s.Midway_Mid Driveway PM October.xus		
Project Description	2035 Analysis				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	7	1424			1259	138				347	0	18

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	10.0	53.0	39.0	0.0	0.0	0.0						
Yellow	4.0	4.0	4.0	0.0	0.0	0.0						
Red	2.0	2.0	2.0	0.0	0.0	0.0						

Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	7	1424			1259	138				347	0	18
Initial Queue (Q_b), veh/h	0	0			0	0				0	0	0
Base Saturation Flow Rate (s_o), veh/h	1900	1900			1900	1900				1900	1900	1900
Parking (N_m), man/h		None			None						None	
Heavy Vehicles (P_{HV}), %	0	10			10	0				0	0	
Ped / Bike / RTOR, /h	0	0		0	0	10				0	0	0
Buses (N_b), buses/h	0	0			0	0				0	0	0
Arrival Type (*AT*)	3	4			4	3				3	3	3
Upstream Filtering (*I*)	1.00	1.00			1.00	1.00				1.00	1.00	1.00
Lane Width (*W*), ft	12.0	12.0			12.0	12.0				12.0	12.0	
Turn Bay Length, ft	0	0			0	0				0	0	
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h	35	35			35	35				35	35	35

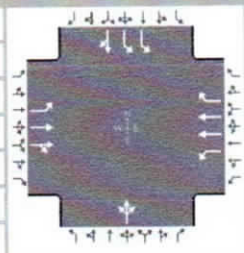
Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s	16.0	75.0		59.0				45.0
Yellow Change Interval (*Y*), s	4.0	4.0		4.0				4.0
Red Clearance Interval (R_c), s	2.0	2.0		2.0				2.0
Minimum Green (G_{min}), s	6	6		6			6	6
Start-Up Lost Time (*lt*), s	2.0	2.0		2.0			2.0	2.0
Extension of Effective Green (*e*), s	2.0	2.0		2.0			2.0	2.0
Passage (*PT*), s	2.0	2.0		2.0			2.0	2.0
Recall Mode	Off	Min		Min			Off	Off
Dual Entry	No	Yes		Yes			No	Yes
Walk (*Walk*), s	0.0	0.0		0.0			0.0	0.0
Pedestrian Clearance Time (*PC*), s	0.0	0.0		0.0			0.0	0.0

Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius	0	No	25	0	No	25				0	No	25
Walkway / Crosswalk Width / Length, ft	9.0	12	0	9.0	12	0				9.0	12	0
Street Width / Island / Curb	0	0	No	0	0	No				0	0	No
Width Outside / Bike Lane / Shoulder, ft	12	5.0	2.0	12	5.0	2.0				12	5.0	2.0
Pedestrian Signal / Occupied Parking	No		0.50	No		0.50				No		0.50

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HCS 2010 Signalized Intersection Results Summary

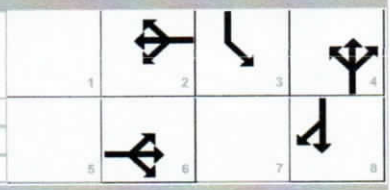
General Information				Intersection Information	
Agency	SOR			Duration, h	0.25
Analyst	AAA	Analysis Date	Nov 2, 2015	Area Type	Other
Jurisdiction	St Lucie	Time Period	AM	PHF	0.95
Urban Street	Midway Rd	Analysis Year	2035	Analysis Period	1> 7:00
Intersection	Midway/Gordy Driveway	File Name	c5.s.Midway_Gordy Driveway AM October.xus		
Project Description	2035 Analysis				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	43	1140	5	10	1400	835	5	0	5	338	0	17

Signal Information			
Cycle, s	130.0	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	89.0	6.0	21.0	0.0	0.0	0.0	
Yellow	4.0	4.0	4.0	0.0	0.0	0.0	
Red	2.0	0.0	0.0	0.0	0.0	0.0	



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		6		2		4	3	8
Case Number		6.0		5.0		8.3	2.0	4.0
Phase Duration, s		95.0		95.0		10.0	25.0	35.0
Change Period, ($Y+R_c$), s		6.0		6.0		4.0	6.0	6.0
Max Allow Headway (*MAH*), s		0.0		0.0		3.2	3.1	3.1
Queue Clearance Time (g_s), s						2.8	14.5	2.5
Green Extension Time (g_e), s		0.0		0.0		0.0	0.4	0.9
Phase Call Probability						1.00	1.00	1.00
Max Out Probability						0.91	0.32	0.00

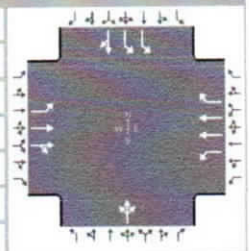
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	7	4	14	3	8	18
Adjusted Flow Rate (*v*), veh/h	45	1200	0	11	1474	816		11		356	7	
Adjusted Saturation Flow Rate (*s*), veh/h/ln	365	1727	0	474	1644	1610		1582		1757	1610	
Queue Service Time (g_s), s	7.6	7.3	0.0	1.1	12.6	42.1		0.0		12.5	0.5	
Cycle Queue Clearance Time (g_c), s	20.2	7.3	0.0	8.4	12.6	42.1		0.8		12.5	0.5	
Green Ratio (*g/C*)	0.68	0.68		0.68	0.68	0.68		0.05		0.15	0.22	
Capacity (*c*), veh/h	270	2365		353	2252	1102		115		514	359	
Volume-to-Capacity Ratio (*X*)	0.168	0.507	0.000	0.030	0.655	0.740		0.092		0.693	0.021	
Available Capacity (c_a), veh/h	270	2365		353	2252	1102		115		514	359	
Back of Queue (*Q*), veh/ln (50 th percentile)	0.7	1.8	0.0	0.1	2.4	15.1		0.3		5.7	0.2	
Queue Storage Ratio (*RQ*) (50 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00	0.00	
Uniform Delay (d_1), s/veh	12.6	2.1		9.2	2.3	13.1		59.5		52.7	39.4	
Incremental Delay (d_2), s/veh	1.3	0.8	0.0	0.2	1.5	4.5		0.1		3.4	0.0	
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	
Control Delay (*d*), s/veh	14.0	2.9		9.3	3.8	17.6		59.6		56.1	39.4	
Level of Service (LOS)	B	A		A	A	B		E		E	D	
Approach Delay, s/veh / LOS	3.3	A		8.7	A		59.6	E		55.7	E	
Intersection Delay, s/veh / LOS	11.5						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.1	B	2.4	B	3.1	C	2.9	C
Bicycle LOS Score / LOS	1.5	A	2.4	B	0.5	A	1.1	A

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HCS 2010 Signalized Intersection Input Data

General Information				Intersection Information	
Agency	SOR			Duration, h	0.25
Analyst	AAA	Analysis Date	Nov 2, 2015	Area Type	Other
Jurisdiction	St Lucie	Time Period	AM	PHF	0.95
Urban Street	Midway Rd	Analysis Year	2035	Analysis Period	1> 7:00
Intersection	Midway/Gordy Driveway	File Name	c5.s.Midway_Gordy Driveway AM October.xus		
Project Description	2035 Analysis				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	43	1140	5	10	1400	835	5	0	5	338	0	17

Signal Information					EB			WB			NB			SB		
Cycle, s	130.0	Reference Phase	2													
Offset, s	0	Reference Point	End	Green	89.0	6.0		21.0	0.0	0.0	0.0					
Uncoordinated	No	Simult. Gap E/W	On	Yellow	4.0	4.0		4.0	0.0	0.0	0.0					
Force Mode	Fixed	Simult. Gap N/S	On	Red	2.0	0.0		0.0	0.0	0.0	0.0					

Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	43	1140	5	10	1400	835	5	0	5	338	0	17
Initial Queue (Q_b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N_m), man/h		None			None			None			None	
Heavy Vehicles (P_{HV}), %	0	10		0	10	0		0		0	0	
Ped / Bike / RTOR, /h	0	0	5	0	0	60	0	0	0	0	0	10
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)	3	4	3	3	4	3	3	3	3	3	3	3
Upstream Filtering (*I*)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (*W*), ft	12.0	12.0		12.0	12.0	12.0		12.0		12.0	12.0	
Turn Bay Length, ft	0	0		0	0	0		0		0	0	
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h	35	35	35	35	35	35	35	35	35	35	35	35

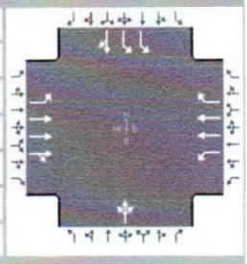
Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s		95.0		95.0		10.0	25.0	35.0
Yellow Change Interval (*Y*), s		4.0		4.0		4.0	4.0	4.0
Red Clearance Interval (R_c), s		2.0		2.0		0.0	0.0	2.0
Minimum Green (G_{min}), s	6	6	6	6	6	6	6	6
Start-Up Lost Time (*l1*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (*e*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (*PT*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Recall Mode	Off	Min	Off	Min	Off	Off	Off	Off
Dual Entry	No	Yes	No	Yes	No	Yes	No	Yes
Walk (*Walk*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Clearance Time (*PC*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius	0	No	25	0	No	25	0	No	25	0	No	25
Walkway / Crosswalk Width / Length, ft	9.0	12	0	9.0	12	0	9.0	12	0	9.0	12	0
Street Width / Island / Curb	0	0	No	0	0	No	0	0	No	0	0	No
Width Outside / Bike Lane / Shoulder, ft	12	5.0	2.0	12	5.0	2.0	12	5.0	2.0	12	5.0	2.0
Pedestrian Signal / Occupied Parking	No	0.50		No	0.50		No	0.50		No	0.50	

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HCS 2010 Signalized Intersection Results Summary

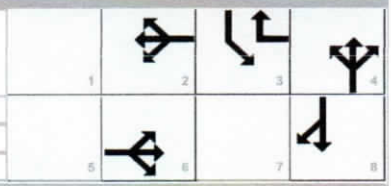
General Information				Intersection Information	
Agency	SOR			Duration, h	0.25
Analyst	AAA	Analysis Date	Nov 2, 2015	Area Type	Other
Jurisdiction	St Lucie	Time Period	PM	PHF	0.95
Urban Street	Midway Rd	Analysis Year	2035	Analysis Period	1> 7:00
Intersection	Midway/Gordy Driveway	File Name	c5.s.Midway_Gordy Driveway PM October.xus		
Project Description	2035 Analysis				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	23	1755	5	5	1361	450	5	0	10	995	0	36

Signal Information			
Cycle, s	130.0	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	69.0	5.0	42.0	0.0	0.0	0.0	
Yellow	4.0	4.0	4.0	0.0	0.0	0.0	
Red	0.0	2.0	0.0	0.0	0.0	0.0	



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		6		2		4	3	8
Case Number		6.0		5.0		8.3	2.0	4.0
Phase Duration, s		73.0		73.0		11.0	46.0	57.0
Change Period, ($Y+R_c$), s		4.0		4.0		6.0	6.0	6.0
Max Allow Headway (*MAH*), s		0.0		0.0		3.3	3.1	3.1
Queue Clearance Time (g_s), s						3.2	40.2	3.4
Green Extension Time (g_e), s		0.0		0.0		0.0	0.0	3.1
Phase Call Probability						1.00	1.00	1.00
Max Out Probability						1.00	1.00	0.00

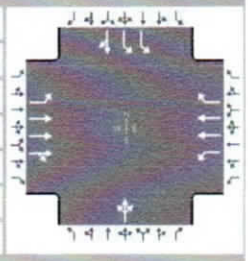
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	7	4	14	3	8	18
Adjusted Flow Rate (*v*), veh/h	24	1847	0	5	1433	411		16		1047	27	
Adjusted Saturation Flow Rate (*s*), veh/h/ln	379	1727	0	254	1644	1610		1590		1757	1610	
Queue Service Time (g_s), s	4.4	25.8	0.0	1.8	39.5	5.1		0.0		38.2	1.4	
Cycle Queue Clearance Time (g_c), s	45.8	25.8	0.0	27.7	39.5	5.1		1.2		38.2	1.4	
Green Ratio (*g/C*)	0.53	0.53		0.53	0.53	0.84		0.04		0.31	0.39	
Capacity (*c*), veh/h	141	2750		140	1746	1350		98		1081	632	
Volume-to-Capacity Ratio (*X*)	0.171	0.672	0.000	0.038	0.821	0.304		0.161		0.969	0.043	
Available Capacity (c_a), veh/h	141	2750		140	1746	1350		98		1081	632	
Back of Queue (*Q*), veh/ln (50 th percentile)	0.7	7.8	0.0	0.1	12.0	1.0		0.5		19.3	0.5	
Queue Storage Ratio (*RQ*) (50 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00	0.00	
Uniform Delay (d_1), s/veh	30.7	12.7		29.6	14.7	1.3		60.7		44.4	24.4	
Incremental Delay (d_2), s/veh	2.6	1.3	0.0	0.5	4.5	0.6		0.3		20.0	0.0	
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	
Control Delay (*d*), s/veh	33.3	14.0		30.1	19.2	1.8		60.9		64.4	24.4	
Level of Service (LOS)	C	B		C	B	A		E		E	C	
Approach Delay, s/veh / LOS	14.3	B		15.3	B		60.9	E		63.4	E	
Intersection Delay, s/veh / LOS	25.8						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.1	B	2.4	B	3.4	C	3.0	C
Bicycle LOS Score / LOS	1.5	A	2.0	B	0.5	A	2.3	B

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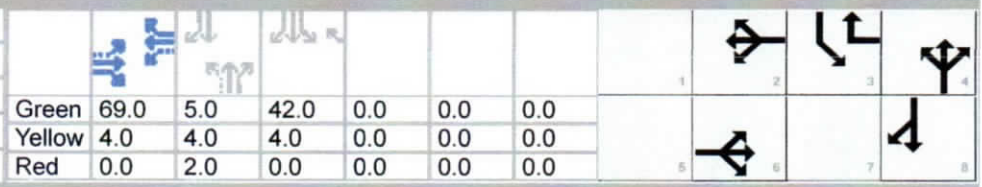
HCS 2010 Signalized Intersection Input Data

General Information				Intersection Information	
Agency	SOR			Duration, h	0.25
Analyst	AAA	Analysis Date	Nov 2, 2015	Area Type	Other
Jurisdiction	St Lucie	Time Period	PM	PHF	0.95
Urban Street	Midway Rd	Analysis Year	2035	Analysis Period	1> 7:00
Intersection	Midway/Gordy Driveway	File Name	c5.s.Midway_Gordy Driveway PM October.xus		
Project Description	2035 Analysis				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	23	1755	5	5	1361	450	5	0	10	995	0	36

Signal Information			
Cycle, s	130.0	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	69.0	5.0	42.0	0.0	0.0	0.0						
Yellow	4.0	4.0	4.0	0.0	0.0	0.0						
Red	0.0	2.0	0.0	0.0	0.0	0.0						

Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	23	1755	5	5	1361	450	5	0	10	995	0	36
Initial Queue (Q_b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N_m), man/h		None			None			None			None	
Heavy Vehicles (P_{HV}), %	0	10		0	10	0		0		0	0	
Ped / Bike / RTOR, /h	0	0	5	0	0	60	0	0	0	0	0	10
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)	4	4	3	3	4	4	3	3	3	3	3	3
Upstream Filtering (*I*)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (*W*), ft	12.0	12.0		12.0	12.0	12.0		12.0		12.0	12.0	
Turn Bay Length, ft	0	0		0	0	0		0		0	0	
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h	35	35	35	35	35	35	35	35	35	35	35	35

Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s		73.0		73.0		11.0	46.0	57.0
Yellow Change Interval (*Y*), s		4.0		4.0		4.0	4.0	4.0
Red Clearance Interval (R_c), s		0.0		0.0		2.0	0.0	2.0
Minimum Green (G_{min}), s	4	6	6	6	6	5	5	5
Start-Up Lost Time (*l1*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (*e*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (*PT*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Recall Mode	Off	Min	Off	Min	Off	Off	Off	Off
Dual Entry	No	Yes	No	Yes	No	Yes	No	Yes
Walk (*Walk*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Clearance Time (*PC*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius	0	No	25	0	No	25	0	No	25	0	No	25
Walkway / Crosswalk Width / Length, ft	9.0	12	0	9.0	12	0	9.0	12	0	9.0	12	0
Street Width / Island / Curb	0	0	No	0	0	No	0	0	No	0	0	No
Width Outside / Bike Lane / Shoulder, ft	12	5.0	2.0	12	5.0	2.0	12	5.0	2.0	12	5.0	2.0
Pedestrian Signal / Occupied Parking	No	0.50		No	0.50		No	0.50		No	0.50	

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