**CITY PLANNING BOARD**

**BOARD AGENDA**

Planning Board Regular Meeting - Tuesday, February 9, 2016 - 6:00 p.m.
City Hall - City Commission Chambers, 100 North U.S. #1, Fort Pierce, Florida

1. **CALL TO ORDER**

2. **PLEDGE OF ALLEGIANCE**

3. **ROLL CALL**

4. **CONSIDERATION OF ABSENCES**

5. **CERTIFICATION OF ALTERNATE MEMBER VOTING STATUS**

6. **APPROVAL OF MINUTES**

   a. Minutes from the January 12, 2016 Meeting

   b. Minutes from the January 26, 2016 Special Meeting

7. **NEW BUSINESS**

   a. Annexation - 3255 S US Hwy 1

   b. Zoning Text Amendment - Sec. 22-22 and 22-89 - Dwelling Rentals

   c. Zoning Atlas Amendment, Planned Development Plan and Preliminary Plat - Village at Midway - 9850 Midway Road

   d. Conditional Use - Dwelling Rental - 1144 S Ocean Drive

   e. Conditional Use - Dwelling Rental - 1156 S Ocean Drive

   f. Site Plan & Design Review - O'Reilly Auto Parts - 4760 S US Highway 1

8. **BOARD COMMENTS**

9. **ADJOURNMENT**

Any person seeking to appeal any decision by the Planning Board with respect to any matter considered at this meeting is advised that a record of proceedings is required in any such appeal and that such person may need to insure that a verbatim record of the proceedings is made including the testimony and evidence upon which the appeal is to be based.
Persons who require special accommodations under the Americans with Disabilities Act (ADA) should contact (772) 467-3729, at least five (5) days prior to the meeting. Persons who are hearing or speech impaired may use the Florida Relay System by dialing 711.

**Planning Board** **6. a.**

Meeting Date: 02/09/2016

Information

REQUESTED ACTION

Minutes from the January 12, 2016 Meeting

LOCATION

RESPONSIBLE STAFF

RECOMMENDATION

Attachments

Planning Board Minutes 1/12/16

**Form Review**

Form Started By: Alicia Rosenthal Started On: 01/28/2016 11:22 AM

Final Approval Date: 01/29/2016

# D R A F T

# CITY OF FORT PIERCE
# PLANNING BOARD

**Planning Board Minutes**

**OF THE REGULAR MEETING OF THE FORT PIERCE CITY PLANNING BOARD HELD ON TUESDAY, JANUARY 12, 2016 , IN FORT PIERCE CITY HALL, COMMISSION CHAMBERS, 100 NORTH US HIGHWAY 1, FORT PIERCE, FLORIDA.**

**1. CALL TO ORDER**

**2. PLEDGE OF ALLEGIANCE**

**3. ROLL CALL**

Present: **Mike Dahan**; **John George**; **Brian Paul**; **Marcia Baker**; **Steve Weaver**; **Eduardo Mujica**; **Charles Hayek**; **Eloise Cumings**; **Tim O'Connell**; **Frank Creyaufmiller**; **Chairman Bob Burdge**

Absent: **Robert Poitier**

Staff Present: **James Walker**, **Assistant City Attorney**
**Rebecca Grohall, AICP**, **Planning Manager**
**Kori Benton**, **Senior Planner**
**Clarissa Davis**, **Planner**
**Vennis Gilmore**, **Planning Analyst**
**Alicia Rosenthal**, **Administrative Assistant**

**4. CONSIDERATION OF ABSENCES**

Mr. Walker stated when there is an absence without an explanation, it results in an unexcused absence. If their is an explanation, the member can request and receive an excuse for the absence at the next meeting.

Mr. Poitier absence is unexcused.

**5. CERTIFICATION OF ALTERNATE MEMBER VOTING STATUS**

All regular members were in attendance.

**6. APPROVAL OF MINUTES**

a. Minutes from the December 8, 2015 Meeting

**Motion was made by John George, and seconded by Marcia Baker to approve the minutes from the December 8, 2015 meeting.**

AYE: **Mike Dahan**, **John George**, **Brian Paul**, **Marcia Baker**, **Steve Weaver**, **Eduardo Mujica**, **Charles Hayek**, **Eloise Cumings**, **Tim O'Connell**, **Frank Creyaufmiller**, **Chairman Bob Burdge**

Passed

## 7. NEW BUSINESS

### a. Hearing of the Local Planning Agency
### Comprehensive Plan Amendment to Future Land Use Map - Hartman Road Properties - SW Corner of Hartman and White Way Dairy Roads

Mr. Benton gave an overview of the application. No questions were asked of staff and no one spoke regarding this application.

**Motion was made by John George, and seconded by Marcia Baker to approve the proposed amendment.**

AYE: **John George**, **Brian Paul**, **Marcia Baker**, **Steve Weaver**, **Eduardo Mujica**, **Charles Hayek**, **Eloise Cumings**, **Tim O'Connell**, **Frank Creyaufmiller**, **Mike Dahan**, **Chairman Bob Burdge**

Passed

### b. Zoning Map Amendment - Hartman Road Properties - SW Corner of Hartman and Whiteway Dairy Roads

Mr. Benton gave an overview of the application. Ms. Baker asked if the project is similar to the company's projects in South Florida. Mr. Benton stated the discussion with the applicant was projected to provide neighborhood commercial development centered around a grocery store. No one spoke for or against this item.

**Motion was made by John George, and seconded by Marcia Baker to forward a recommendation to approve the proposed amendment.**

AYE: **Steve Weaver**, **Eduardo Mujica**, **Charles Hayek**, **Eloise Cumings**, **Tim O'Connell**, **Mike Dahan**, **John George**, **Brian Paul**, **Marcia Baker**, **Chairman Bob Burdge**

Passed

### c. Zoning Atlas Amendment, Planned Development Plan Approval & Design Review - Indian River Commerce - 401 and 411 S. Indian River Drive

Ms Davis gave an overview of the application and answered questions from the Board. Ms. Davis spoke about working with the applicant to secure more parking spaces.

Joe Foglia, President of Foglia Contracting Corporation, made himself available for questions.

Jodah Bittle, from Schulke, Bittle and Stoddard, answered questions from the Board.

Mr. Walker asked staff if it is premature for the Board to be reviewing the design elements, if what is seen will be significantly changed as a result of the Historic Boards review. Ms. Davis said that within the Design Review guidelines it does state that when you are within in a Historic

District the Design Review Board is shifted to the Historic Preservation Board and the Planning Board is only looking at the Zoning Atlas Amendment and the Site Plan.

**Motion was made by Marcia Baker, and seconded by John George to forward a recommendation of approval to the City Commission to approve the Zoning Atlas Amendment, Planned Development Plan, Design Review and Minor Plat application, subject to the Historic Preservation Board having the final say as to the design.**

AYE: **Mike Dahan**, **John George**, **Brian Paul**, **Marcia Baker**, **Steve Weaver**, **Eduardo Mujica**, **Charles Hayek**, **Eloise Cumings**, **Tim O'Connell**, **Chairman Bob Burdge**

Passed

d. **Conditional Use - Adult Day Care - 2400 Rhode Island Avenue**

Mr. Gilmore gave an overview of the application and answered questions from the Board. Mr. Gilmore stated the applicant reduced the number of clients from 20 to 10.

Chairman Burdge asked if the two bathrooms are going to be adequate for an adult day care.

Roxanna Gutierrez, Applicant, answered questions from the Board and explained the Adult Day Care is looking for high functioning clients, not low functioning clients with special needs.

Mr. Dahan was surprised a washroom or mini kitchen is not required. Ms. Gutierrez stated the lunch utensils and containers will be disposable.

Mr. Weaver stated the bathrooms do not look like they are ADA accessible and a mop room or storage room for cleanup items may be needed.

Ms. Cummings questioned the number of employees to take care of 10 - 20 adults.

Ms. Grohall stated the applicant needs to hire a design professional to work with the building department on the change of occupancy of the building and making sure the bathrooms are ADA compliant.

**Motion was made by Brian Paul, and seconded by John George to forward a recommendation of approval to the City Commission with the following conditions:**

**1) Please update the site plan to reflect the required sidewalk improvements pursuant to City Code Section 22-62(b) (4)n and 22-62(d)(2) safe and efficient sidewalk linkages from building entrance to right-of-way.**

**2) Please re-stripe one parking space closest to the entrance of the building and install a curb ramp for handicap accessibility if the applicant chooses to locate facing Quincy Avenue. These improvements are pursuant to City Code Section 22-60(c)(3) (Amount of required spaces for the handicapped).**

AYE: **Marcia Baker**, **Steve Weaver**, **Eduardo Mujica**, **Charles Hayek**, **Tim O'Connell**, **John George**, **Brian Paul**, **Chairman Bob Burdge**

NAY: **Eloise Cumings**, **Mike Dahan**

Passed

e. **Site Plan & Conditional Use - Causeway Cove Marina & RV - 601 Seaway Drive**

Both Mr. Paul and Mr. Walker recused themselves.

Mr. Benton gave an overview of the application and answered questions from the Board.

Mr. O'Connell asked if there is a way to move the entrance further east with a turn off lane so a boat could pull off without causing a bottleneck.

Mr. Dahan asked about the maximum size boats allowed. Mr. Benton stated the boats would be no greater than 40 - 45 feet. The target audience is smaller boats due to the draft restrictions.

Mr. Dahan asked if the parking spaces are going to be paved or dirt. Mr. Benton explained the applicant is presenting a 50/50 ratio of improved parking spaces in the first phase.

Mr. Dahan asked about the public access. Mr. Benton explained the public access provided by the applicant includes the kayak launch, sidewalk amenities along the bank, and access to the marina and boat ramp with some restrictions, based on the user fee components.

William Stoddard, from Schulke, Bittle and Stoddard, provided additional information on the project. Mr. Stoddard stated the project on the uplands is seem as an interim project to generate revenue on the property and open up access for the public.

Harold Smyth gave an overview of the proposed project and answered questions from the Board.

John Coseo, Harbour Isle Resident, spoke against moving forward with the project at this time. Mr. Coseo asked the Board to table the item due to significant inconsistencies and contradictions from the applicant, that appear in the paperwork of the project. Mr. Coseo answered questions from the Board.

Carol Mushier, President of the South Beach Association, stated the South Beach Association does not oppose the plan but there are some serious questions and concerns with the project and they want to make sure it is done right.

Peggy Decina, Harbour Isle Resident, spoke against the application.

Rick Reed, Resident, spoke in favor of the application and the progress that is being made in the city.

Chairman Burdge asked if there would be any effect on the permitting of the docks for Phase II if only Phase I was approved.

Mr. Smyth stated because the traffic has to go through one phase to get to the other phase both phases have to be considered at the same time. He also stated that a permit cannot be received on one phase without analyzing the effect of the other phase. Mr. Smyth also stated the permits expire in 2017 so the docks have to built before 2017 and 2018.

**Motion was made by John George, and seconded by Marcia Baker to forward a recommendation to the City Commission for approval with the following conditions:**

**1) The applicant provides a Lighting Plan pursuant to City Code Sections 22-58, 22-59, 22-60, and 22-86 prior to scheduling of the application for review by the City Commission.**

**2) The applicant provides complete infrastructure and operational plans for the proposed RV spaces consistent with City Code Sections. 22-86. (5) & (6) and 22-85 (6), prior to**

**building permit issuance for construction of this component.**

**3) The presented access and traffic flow plan for both vehicular and pedestrian traffic presented in the Site Plan are approved by the City of Fort Pierce Engineering Department and FDOT, and implemented, prior to issuance of Certificate of Occupancy.**

**4) Sidewalks are integrated within, and adjacent to, the development pursuant to City Code Section 22-62. (b)(4) & (d) prior to issuance of a Certificate of Occupancy.**

**5) The applicant provides updated traffic, parking, and drainage plans associated with Phase II of the development prior to issuance of building permits for said phase of construction.**

AYE: **Tim O'Connell**, **Eloise Cumings**, **Charles Hayek**, **Eduardo Mujica**, **Marcia Baker**, **John George**, **Mike Dahan**, **Chairman Bob Burdge**

Other: **Steve Weaver** (RECUSE), **Brian Paul** (RECUSE)

Passed

f. **Site Plan & Design Review - Cumberland Farms - 2009 S. 35th Street**

Ms. Davis gave an overview of the application and answered questions from the Board. Michael Troxell from Thomas Engineering group, provided additional information on maintaining the canal in front of the property and answered questions from the Board.

**Motion was made by Marcia Baker, and seconded by John George to forward a recommendation of approval to the City Commission to approve the Site Plan and Design Review application.**

AYE: **Brian Paul**, **Marcia Baker**, **Steve Weaver**, **Eduardo Mujica**, **Charles Hayek**, **Eloise Cumings**, **Tim O'Connell**, **Mike Dahan**, **John George**, **Chairman Bob Burdge**

Passed

g. **Site Plan & Conditional Use Major Amendment - Mount Bethel Baptist Church - 4150 S. 25th Street**

Mr. Benton gave an overview of the application. David Baggett from Engineering, Design and Construction, made himself available for questions from the Board.

**Motion was made by Steve Weaver, and seconded by John George to forward a recommendation to the City Commission for approval with the following conditions:**

**1) The applicant shall complete all of the required off-site improvements, prior to the issuance of a Certificate of Occupancy (C.O.).**

**2) The applicant shall remove all listed exotic plant species from the project limits, in accordance with Section 22-187(1) e. of the City Code, prior to the issuance of a Certificate of Occupancy (C.O.).**

AYE: **Eduardo Mujica**, **Charles Hayek**, **Eloise Cumings**, **Tim O'Connell**, **Mike Dahan**, **John George**, **Brian Paul**, **Marcia Baker**, **Steve Weaver**, **Chairman Bob Burdge**

Passed

h. **Waiver of Distance – The Smoke Shop - 1001 S. US Highway 1**

Mr. Benton gave an overview of the application and answered questions from the Board. Melissa Mayer, Owner, asked questions of staff.

**Motion was made by John George, and seconded by Marcia Baker to forward a recommendation to the City Commission for approval of the requested Waiver of Distance for a 4COP Alcoholic Beverage License for the proposed establishment, with the following conditions:**

**1) The applicant provides a site lighting assessment to ensure the site lighting meets the minimum average of three (3) footcandles, as required by City Code, and upgrade the lighting if necessary, prior to release of the alcohol license; and**

**2) The applicant completes landscape improvements along the southern property line to bring the site landscaping into compliance, and improve the buffer between the site and abutting residential homes.**

AYE: **Charles Hayek**, **Eloise Cumings**, **Tim O'Connell**, **Mike Dahan**, **John George**, **Brian Paul**, **Marcia Baker**, **Steve Weaver**, **Eduardo Mujica**, **Chairman Bob Burdge**

Passed

i. **Replat - Indian River Commerce - 401 and 411 S. Indian River Drive**

This item was heard after 7c. Ms. Davis gave an overview of the application. No questions were asked of staff and no one spoke for or against this project.

**Motion was made by John George, and seconded by Marcia Baker to forward a recommendation of approval to the City Commission.**

AYE: **Eloise Cumings**, **Tim O'Connell**, **Mike Dahan**, **John George**, **Brian Paul**, **Marcia Baker**, **Steve Weaver**, **Eduardo Mujica**, **Charles Hayek**, **Chairman Bob Burdge**

Passed

## 8. BOARD COMMENTS

Chairman Burdge reminded Board members, whose terms are expiring in February, to turn in their reappointment forms.

Chairman Burdge asked for the Board's consideration to voice an opinion to the City Commission in retaining Mr. Walker for the Planning Board. Mr. Hayek and Ms. Baker stated they both sent a letter to the City Commission requesting Mr. Walker stay on as the Planning Board's attorney. The Board did not object to Chairman Burdge sending a letter to the City Commission on behalf of the Planning Board.

Ms. Grohall stated the City Commission terminated the contract with Mr. Schwerer's firm and Mr. Schwerer did submit his resignation, which covers all the members of his firm. Ms. Grohall explained the city is in a temporary contract position with the attorneys to stay on until a new attorney is designated. The City Commission has retained Colin Baenziger and Associates to do executive recruitment to hire a city attorney. The City Commission did discuss this issue as it regards to the Retirement Board and the City Commission decided not to consider any sort of motion for retaining counsel for the Retirement Board until the new City Attorney has been selected.

## 9. ADJOURNMENT

**Planning Board** **6. b.**

Meeting Date: 02/09/2016

Information

REQUESTED ACTION

Minutes from the January 26, 2016 Special Meeting

LOCATION

RESPONSIBLE STAFF

RECOMMENDATION

Attachments

Planning Board Minutes 1/26/16 Special Meeting

**Form Review**

Form Started By: Alicia Rosenthal Started On: 01/28/2016 08:45 AM

Final Approval Date: 01/28/2016

# D R A F T

# CITY OF FORT PIERCE
# PLANNING BOARD

**Special Planning Board Minutes**

**OF THE SPECIAL MEETING OF THE FORT PIERCE CITY PLANNING BOARD HELD ON TUESDAY, JANUARY 26, 2016, IN FORT PIERCE CITY HALL, COMMISSION CHAMBERS, 100 NORTH US HIGHWAY 1, FORT PIERCE, FLORIDA.**

**1. CALL TO ORDER**

**2. PLEDGE OF ALLEGIANCE**

**3. ROLL CALL**

Present: **Mike Dahan**; **John George**; **Brian Paul**; **Marcia Baker**; **Steve Weaver**; **Eduardo Mujica**; **Charles Hayek**; **Eloise Cumings**; **Tim O'Connell**; **Frank Creyaufmiller**; **Robert Poitier**; **Bob Burdge**, **Chairman**

Staff Present: **James Walker**, **Assistant City Attorney**
**Rebecca Grohall, AICP**, **Planning Manager**
**Clarissa Davis**, **Planner**
**Alicia Rosenthal**, **Administrative Assistant**

**4. CONSIDERATION OF ABSENCES**

All Board members were present. Mr. Poitier asked to be excused from the January 12, 2016 Planning Board meeting due to an emergency.

**Motion was made by Marcia Baker, and seconded by Tim O'Connell to excuse Mr. Poitier from the January 12, 2016 Planning Board meeting.**

AYE: **Marcia Baker**, **Steve Weaver**, **Eduardo Mujica**, **Charles Hayek**, **Eloise Cumings**, **Tim O'Connell**, **Mike Dahan**, **John George**, **Brian Paul**, **Chairman Bob Burdge**

Passed

**5. CERTIFICATION OF ALTERNATE MEMBER VOTING STATUS**

All regular members were present.

**6. NEW BUSINESS**

a. **Conditional Use - The Haven Detox - 4707 Oleander Avenue**

Ms. Davis gave an overview of the application and answered questions from the Board.

Noting all the questions regarding the floor plan, Mr. Walker restated the purpose of the Conditional Use approval.

Mr. Paul stated the detox facility does effect the welfare of the neighbors because a citizen in Stuart had a detox facility move next to him and he does not want his kids to play outside.

Robert J. Gorman, Applicant Representative, presented additional information on the facility.

Mr. Walker stated nothing in the Code of Ordinances describes licensure as one of the factors to be considered by the Board in determining whether it is or is not an appropriate Conditional Use.

Anderson Triggs, Operation Manager of The Haven Detox, answered questions from the Board. Kirill Vesselov, answered questions from the Board and provided additional information on the detox facility.

**Motion was made by Marcia Baker, and seconded by John George to forward a recommendation of approval to the City Commission to approve the Conditional Use without New Construction application with the following conditions:**

**1. Provide required parking to the site or pursue payment in lieu of program.**
**2. Install landscaping such as trees and shrubs as required per the code.**
**3. Install a wall around the facility with a gated entrance.**

AYE: **John George**, **Marcia Baker**, **Steve Weaver**, **Eduardo Mujica**, **Charles Hayek**, **Mike Dahan**, **Chairman Bob Burdge**

NAY: **Brian Paul**, **Eloise Cumings**, **Tim O'Connell**

Passed

b. **Conditional Use - Water's Edge Recovery - 912 Avenue I**

Ms. Davis gave an overview of the application and answered questions from the Board.

Ms. Baker asked about the licensing requirements for a healthcare facility. Ms. Davis stated that Planning is specific to the use and the type of use considered for a Conditional Use application and licenses are required when the applicant applies for a business tax.

Ms. Cummings asked if the detox facility is in the middle of a neighborhood. Ms. Davis stated the location is surrounded by single family homes and is directly east of a large graveyard.

Wanda Williams, Neighbor of 812 Avenue I, spoke against the application.

Robert Gorman, Applicant Representative, provided additional information on Water's Edge. Mr. Gorman stated the Stuart facility is accredited by the Joint Commission and his client would be willing to put up a fence. Mr. Gorman stated there will be a maximum of 16 patients not 14 patients.

Ms. Baker stated the facility has no medical licensing available and is not sure what kind of treatment will be available that would be considered the same as a hospital.

**Motion was made by Marcia Baker, and seconded by John George to forward a recommendation of denial to the City Commission to deny the Conditional Use without New Construction application.**

AYE: **Eduardo Mujica**, **Charles Hayek**, **Eloise Cumings**, **Tim O'Connell**, **John George**, **Brian Paul**, **Marcia Baker**

NAY: **Steve Weaver**, **Mike Dahan**, **Chairman Bob Burdge**

Passed

## 7. BOARD COMMENTS

Ms. Baker asked about the purpose of the Lawnwood's Homeowner's Association packets received at the last meeting. Ms. Grohall stated a letter was received in opposition to a proposed Plan Development plan for Mayfair at Lawnwood. In interest of giving out the information, the packets were disseminated  The site plan will be brought forward at a future meeting and hopefully by that point some of the concerns will be addressed.

## 8. ADJOURNMENT

**Planning Board** **7. a.**

Meeting Date: 02/09/2016

Information

REQUESTED ACTION
Annexation - 3255 S US Hwy 1

LOCATION
3255 S US Hwy 1

RESPONSIBLE STAFF
Clarissa Davis, Planner

RECOMMENDATION
Approval.

Attachments

Staff Report
Application
Deed
Survey

**Form Review**

Form Started By: Clarissa Davis Started On: 01/28/2016 04:47 PM
Final Approval Date: 02/01/2016

# CITY OF FORT PIERCE

## PLANNING DEPARTMENT

*REBECCA GROHALL, AICP, PLANNING MANAGER*
*COMPREHENSIVE PLANNING ◊ DEVELOPMENT REVIEW*
*HISTORIC PRESERVATION ◊ URBAN DESIGN ◊ URBAN FORESTRY ◊ ZONING*


**TO:** Members of the City of Fort Pierce Planning Board

**THROUGH:** Rebecca Grohall, AICP, Planning Manager

**FROM:** Clarissa Davis, Planner

**RE:** **3255 South US Hwy 1**

**DATE:** January 28th, 2015

**STAFF REPORT**

Staff is requesting the approval of a voluntary annexation application for a parcel located at 3255 S US Hwy 1. This property is currently zoned CG, General Commercial with a COM, Commercial future land use. Once annexed, this property will receive a C3, General Commercial and GC, General Commercial future land use.

It has been confirmed that the property is located within an unincorporated part of St. Lucie County (SLC) and that the parcel is contiguous to the municipal boundary.

***Comprehensive Plan***

Consistent with Objective 1.11and Policies, 1.11.5 and 1.11.6 of the City Comprehensive Plan, the City shall evaluate proposed annexations within the urban service boundary based upon the following criteria:

1. The ability of the City to provide public services at a level equal to or better than that available from the current service providers;
2. The ability of the City to provide public services at the City's adopted levels of service;
3. Whether the annexation would eliminate an unincorporated island or could be expanded to eliminate an unincorporated island; and
4. Whether the annexation would eliminate an irregularity or irregularities in the City's boundaries, thereby improving service delivery.

Properties annexed shall receive a Future Land Use designation compatible with the SLC future land use designation assigned, unless otherwise approved by the City Commission. In addition, general City policy is that annexed properties shall receive a zoning classification consistent with the SLC zoning classification; if the City Code does not provide such a classification, the SLC classification will remain until the request is made by the property owner for a zoning change to a City classification.

Pursuant to the Future Land Use Element of the Comprehensive Plan, annexations are reviewed for fiscal impacts, the effect upon adopted level of service standards for public facilities and the elimination of the municipal boundary irregularities to improve service delivery. With a millage rate of 6.5786%, taxable revenue for the property located on 3255 S US Hwy 1 is estimated at $3,008.

***Staff Recommendation***

Staff recommends that the Planning Board forward a recommendation of **approval** to the City Commission to annex these parcels into Fort Pierce City Limits as it furthers the goals, objectives and policies of the Comprehensive Plan.

# CITY OF FORT PIERCE

## PLANNING DEPARTMENT

*COMPREHENSIVE PLANNING ◊ DEVELOPMENT REVIEW*
*HISTORIC PRESERVATION ◊ URBAN DESIGN ◊ URBAN FORESTRY ◊ ZONING*

# APPLICATION FOR ANNEXATION

Annexation applications will require the adoption of an ordinance which will require a public meeting before the Planning Board and two public hearings before the City Commission.

**Application submission shall include the following:**

- **TRC** (*Initial Submission): One (1) original and (8) paper copies of the application and support documents and provide one (1) electronic copy of the application packet as described below.
- **Planning Board**: One (1) original and (16) paper copies of the application and support documents and provide one (1) electronic copy of the application packet as described below.
- **City Commission**: One (1) original and (11) paper copies of the application and support documents and provide one (1) electronic copy of the application packet as described below.

**In addition to a complete application, packets shall include:**

- Warranty Deed
- Current Survey (completed within the last 12 months)

1. Address: 3255 South U.S. Hwy 1
2. Legal description of real property for which annexation is being requested:
   Maravilla Gardens Unit 3 S 95' of E 400 Ft of N 210 Ft of Lot 180

   Property Tax ID: 2427.601.0055.010.5
3. Size of described property: .85 acre / 37,050 sq.ft.
4. Project description: MED OFFICE / OFFICE
5. Current St. Lucie County Future Land Use Designation: Com
6. Current St. Lucie County Zoning: CG
7. Is this a Historic property? NO
8. Appraised value: $ 457,300.00
9. Name of Owner(s): MOTI RAMGOPAL

   Signature of Owner(s): [signature]
   Mailing Address: 356 E. MIDWAY ROAD
   City Fort Pierce State FL Zip 34982
   Phone 772-464-9746 Fax 772464-9750

**10.** Name of Representative: DAVID CLEVELAND

Signature of representative: [signature]

Mailing Address: 100 AVE A SUITE 2E

City) Fort Pierce State FL Zip 34950

Phone 772.464.2010 Fax NA

E-mail: vidand12@yahoo.com

**OFFICE USE:**

**DATE RECEIVED:**_____ Signed:_____

File Number:_____ Check No: _____ Receipt No: _____

TRC Review:_____ Planning Board Review: _____ City Commission: _____

Ordinance No:_____ Date Approved: _____

EDWIN M. FRY, Jr., CLERK OF THE CIRCUIT COURT - SAINT LUCIE COUNTY
FILE # 3032965 OR BOOK 2788 PAGE 483, Recorded 03/29/2007 at 07:55 AM
Doc Tax: $5530.00

This Document Prepared by and Return to Box 76
Treasure Coast Abstract & Title Insurance Co.
500 Virginia Ave., Suite 200
Fort Pierce, FL 34982
Wendy Lounds/File No.07-1031

Parcel ID Number: 2427-601-0055-010/5

# Warranty Deed

COPY

This Indenture, Made this 12th day of March, 2007 A.D., Between Kenneth L. Delevante, Jr., Individually and as Trustee under Revocable Trust Agreement dated June 30, 2006 of the County of St. Lucie, State of Florida, grantor, and Moti N. Ramgopal, a single adult

whose address is: 1801 SE Hillmoor Drive, #C-207, Port St. Lucie, FL 34952

of the County of St. Lucie, State of Florida, grantee.

**Witnesseth** that the GRANTOR, for and in consideration of the sum of ----------TEN DOLLARS ($10)---------- DOLLARS, and other good and valuable consideration to GRANTOR in hand paid by GRANTEE, the receipt whereof is hereby acknowledged, has granted, bargained and sold to the said GRANTEE and GRANTEE'S heirs, successors and assigns forever, the following described land, situate, lying and being in the County of St. Lucie State of Florida to wit:

The South 95 feet of the North 210 feet of the East 400 feet of Lot 180, UNIT THREE, MARAVILLA GARDENS, according to the Plat thereof recorded in Plat Book 6, page 62, of the Public Records of St. Lucie County, Florida, LESS AND EXCEPTING THEREFROM that portion lying within road right of way.

Subject to: Restrictions, reservations and easements of record, if any, provided, however, that this reference shall not serve to reimpose the same; and taxes accruing subsequent to December 31, 2006

The property herein conveyed DOES NOT constitute the HOMESTEAD property of the Grantor. The Grantor's HOMESTEAD address is 1114 Trinidad Ave., Fort Pierce, FL 34982.

COPY

and the grantor does hereby fully warrant the title to said land, and will defend the same against lawful claims of all persons whomsoever.

**In Witness Whereof,** the grantor has hereunto set its hand and seal the day and year first above written.

**Signed, sealed and delivered in our presence:**

Kenneth L. Delevante, Jr., Individually and as Trustee under Revocable Trust Agreement dated June 30, 2006

Witness
Printed Name: FRANK H. FEE, IV

By: _____ (Seal)
Kenneth L. Delevante, Jr.
Individually and as Trustee
P.O. Address: 1114 Trinidad Ave., Fort Pierce, FL 34982

Witness
Printed Name: CAROLYN SIKORSKI

COPY

STATE OF Florida
COUNTY OF St. Lucie

The foregoing instrument was acknowledged before me this 12th day of March, 2007 by Kenneth L. Delevante, Jr., Individually and as Trustee on behalf of said Florida trust

he is personally known to me or he has produced his Florida driver's license as identification.

Carolyn Sikorski
Commission # DD374236
Expires November 22, 2008
Bonded Troy Fain - Insurance, Inc 800-385-7019

Printed Name:
Notary Public
My Commission Expires:

07-1031

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## LEGAL DESCRIPTION

THE SOUTH 95.00 FEET OF THE NORTH 21.00 FEET OF THE EAST 400.00 FEET OF LOT 180, MARAVELLA GARDENS - UNIT THREE, A SUBDIVISION, ACCORDING TO THE PLAT THEREOF, FILED AT PLAT BOOK 6, PAGE 62 OF THE PUBLIC RECORDS OF ST. LUCIE COUNTY, FLORIDA. LESS AND EXCEPTING THAT PORTION LYING WITHIN ROAD RIGHT-OF-WAY.

**PROPERTY ADDRESS**
3255 SOUTH US HIGHWAY 1
FORT PIERCE, FL 34982

**INVOICE NUMBER** 01-58144

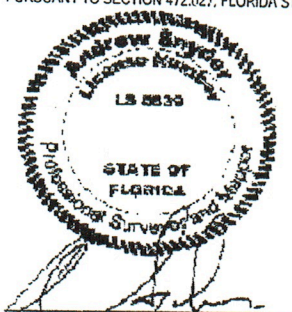
**DATE OF FIELD WORK** 04/07/2012

**CERTIFIED TO**
MOTI N. RAMGOPAL

**FLOOD ZONE** X - 120285 - 0189 - J
**BASE FLOOD ELEVATION OR DEPTH** N/A (NAVD 88)
**LOWEST FINISHED FLOOR ELEVATION** 17.41 (FRONT) / 18.33 (REAR)

General Notes:
1. THIS SURVEY IS BASED UPON RECORD INFORMATION PROVIDED BY CLIENT. NO SPECIFIC SEARCH OF THE PUBLIC RECORD HAS BEEN MADE BY THIS OFFICE UNLESS OTHERWISE NOTED.
2. IF THIS SURVEY HAS BEEN PREPARED FOR THE PURPOSES OF A MORTGAGE TRANSACTION, ITS SCOPE IS LIMITED TO THE DETERMINATION OF TITLE DEFICIENCIES. NO FUTURE CONSTRUCTION SHALL BE BASED UPON THIS SURVEY WITHOUT FIRST OBTAINING APPROVAL AND/OR UPDATES FROM LANDTECH SURVEYING. LANDTECH SURVEYING ASSUMES NO RESPONSIBILITY FOR ERRORS RESULTING FROM FAILURE TO ADHERE TO THIS CLAUSE.
3. ANY FENCES SHOWN HEREON ARE ILLUSTRATIVE OF THEIR GENERAL POSITION ONLY. FENCE TIES SHOWN ARE TO GENERAL CENTERLINE OF FENCE. THIS OFFICE WILL NOT BE RESPONSIBLE FOR DAMAGES RESULTING FROM THE REMOVAL OF, OR CHANGES MADE TO, ANY FENCES UNLESS WE HAVE PROVIDED A SURVEY SPECIFICALLY LOCATING SAID FENCES FOR SUCH PURPOSES. DETERMINATION OF FENCE POSITIONS SHOULD BE BASED SOLELY ON THEIR PHYSICAL RELATIONSHIP TO THE MONUMENTED BOUNDARY LINES.
4. GRAPHIC REPRESENTATIONS MAY HAVE BEEN EXAGGERATED TO MORE CLEARLY ILLUSTRATE MEASURED RELATIONSHIPS - DIMENSIONS SHALL HAVE PRECEDENCE OVER SCALED POSITIONS.
5. UNDERGROUND IMPROVEMENTS HAVE NOT BEEN LOCATED EXCEPT AS SPECIFICALLY SHOWN.
6. ELEVATIONS ARE BASED UPON NATIONAL GEODETIC VERTICAL DATUM (N.G.V.D. 1929) OR NORTH AMERICAN VERTICAL DATUM (N.A.V.D. 1988) AS SHOWN ABOVE.
7. ALL BOUNDARY AND CONTROL DIMENSIONS SHOWN ARE FIELD MEASURED AND CORRESPOND TO RECORD INFORMATION UNLESS SPECIFICALLY NOTED OTHERWISE.
8. CORNERS SHOWN AS "SET" ARE IDENTIFIED WITH A CAP MARKED LB (LICENSED BUSINESS) # 6799.

HEREBY CERTIFY THAT THIS BOUNDARY SURVEY MEETS THE MINIMUM TECHNICAL STANDARDS FOR SURVEYS, AS SET FORTH BY THE FLORIDA BOARD OF SURVEYORS AND MAPPERS IN CHAPTER 61G17-6 OF THE FLORIDA ADMINISTRATIVE CODE, PURSUANT TO SECTION 472.027, FLORIDA STATUTES.




Digitally signed by Andrew Snyder. PSM
DN: cn=Andrew Snyder. PSM, o=LandTech Surveying, Inc., ou, email=asnyder@landtechsurvey.com, c=US
Date: 2012.04.18 16:24:20 -04'00'

DATE: 4/7/2012

*ANDREW SNYDER - PROFESSIONAL SURVEYOR AND MAPPER*
FLORIDA REGISTRATION No. 5639 *(NOT VALID WITHOUT THE SIGNATURE AND THE ORIGINAL RAISED SEAL OR ELECTRONIC SEAL OF THE FLORIDA LICENSED SURVEYOR AND MAPPER SHOWN ABOVE)*

**Legend/Abbreviations:**
A = Arc Length
CA = Central Angle
C/L = Centerline
CF = Computed from Field Measure
CR = Computed from Record data
CATV = Cable TV Riser
DE = Drainage Easement
Ease = Easement
EOW = Edge of Water
FF = Finished Floor
FIP = Found Iron Pipe
FIR = Found Iron Rod
FN = Found Nail
L = Per Legal Description
M = Measured
OHC = Overhead Cable
ORB = Official Records Book
P = Per Plat
P/L = Property Line
PC = Point of Curvature
PCC = Point of Compound Curvature
PK = Parker Kalon Nail
POB = Point of Beginning
POC = Point of Commencement
PRC = Point of Reverse Curvature
R/W = Right-of-Way
TR = Telephone Riser
UE = Utility Easement
WM = Water Meter
UP = Utility Pole
CATV = Cable TV Riser
DE = Drainage Easement
Ease = Easement

FLORIDA BOARD OF PROFESSIONAL SURVEYORS AND MAPPERS

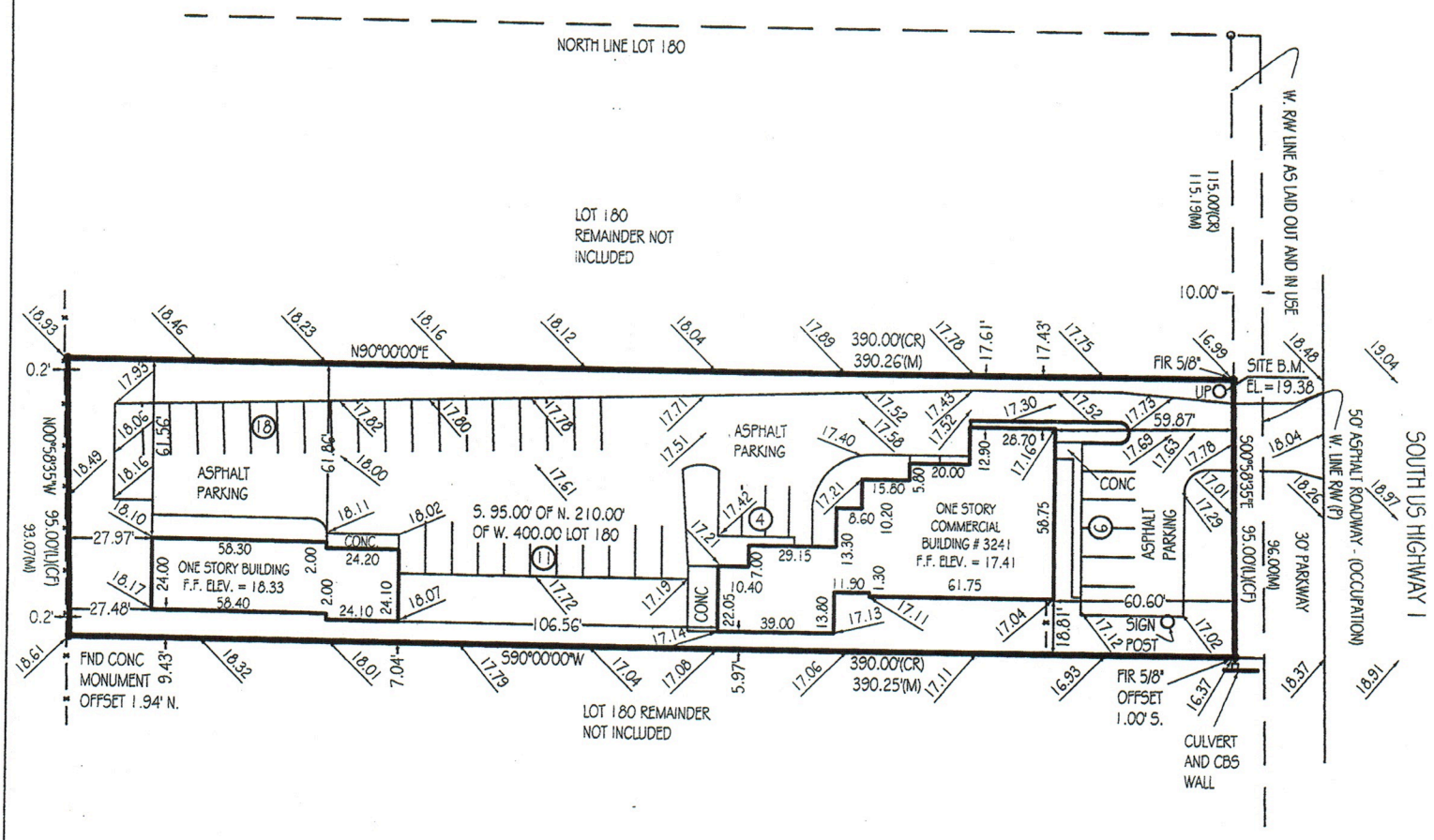
LANDTECH SURVEYING
Providing Fast & Accurate Land Surveying Services throughout Florida
*... measurably better!*

SCALE: 1"=30'

~~2427601005500002~~

2427601005501 05

cty




Moti N Ramgopal

3255 S. US 1

# 2427 601 0055 010 5

CG

XXXX = TOPOGRAPHIC ELEVATIONS

***FOR CONSTRUCTION PURPOSES***

**BENCHMARK:** NGS BM (AF7509)

**ELEVATION =** 18.07 N.G.V.D. 1929

***PLEASE NOTE:***
***SUBJECT PROPERTY IS SERVICED BY PUBLIC UTILITIES.***

***Adverse Conditions - Please note the following:***

- THIS SURVEY IS APPROVED FOR CONSTRUCTION BY LANDTECH SURVEYING.

Lantech Surveying offers services throughout the State of Florida. Please refer to our website at www.LandtechSurvey.com for up to date information about our locations and coverage area.
This survey has been issued by the following Landtech Surveying office:

1500 N.W. 62nd Street, Suite 511
Fort Lauderdale, Florida 33309
Office: (954) 776-6766 Fax: (954) 776-4660
www.LandtechSurvey.com

| | |
|---|---|
| Invoice Number : 01-58144 | |
| Drawn By : C. Ferrara | |
| Date of Field Work : 04/07/2012 | |
| Revision : Topo added - 4/7/12 - CF | |
| Revision : | |
| Revision : | |

LANDTECH
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Providing Fast & Accurate Land Surveying Services throughout Florida
... measurably better!

**Planning Board** **7. b.**

Meeting Date: 02/09/2016

Information

REQUESTED ACTION

Zoning Text Amendment - Sec. 22-22 and 22-89 - Dwelling Rentals

LOCATION

Multifamily Districts (R-4, R-4A, & R-5) with Condominium or Homeowner Associations

RESPONSIBLE STAFF

Kori Benton, Senior Planner

RECOMMENDATION

Approval

Attachments

Staff Report
Multifamily Districts with Condo Associations Overlaid
Existing Regulations - Dwelling Rentals
Dwelling Rentals - Progression & Ordinance History
SLC Tourist Development Tax
Example Dwelling Rental Guideline Brochure

**Form Review**

Form Started By: Kori Benton Started On: 02/02/2016 05:02 PM

Final Approval Date: 02/03/2016

# CITY OF FORT PIERCE

## PLANNING DEPARTMENT

*REBECCA GROHALL, AICP, PLANNING MANAGER*
*COMPREHENSIVE PLANNING ◊ DEVELOPMENT REVIEW*
*HISTORIC PRESERVATION ◊ URBAN DESIGN ◊ URBAN FORESTRY ◊ ZONING*


TO: Members of the City of Fort Pierce Planning Board

THROUGH: Rebecca Grohall, AICP, Planning Manager

FROM: Kori Benton, Senior Planner

SUBJECT: Proposed Zoning Text Amendment
Dwelling Rentals
Multifamily Districts with Condominium or Homeowner Associations

DATE: February 2, 2016

STAFF REPORT

Requested Action:

Advancement of a recommendation to the City Commission regarding proposed amendments to Chapter 22-Zoning to provide exemptions to Conditional Use approval requirements for entire condominium developments, controlled access, and deed restricted communities located within multifamily zoning districts (R-4, R-4A, & R-5).

Staff Analysis

*Local Regulation*

The City of Fort Pierce Commission in 2001 and 2002 adopted Ordinance K-114 and K-148, respectively, based upon citizen concerns over the rental of single-family homes as transient lodging on a short term basis. The action further sought to provide clarity and parameters for dwelling units, while allowing the capacity for property owners of various zoning districts to pursue Conditional Use approval to rent dwelling units for less than six (6) months. The amendments, collectively, required application and approval of a Conditional Use to rent dwelling units for less than six (6) months in the E-3, R-1, R-2, R-3, R-4, R-4A, and R-5 zoning districts.

In reviewing meeting minutes from both the Planning Board and City Commission, it is suggested that the intent of the regulations was not to require Conditional Use for short term rental of condominium units or multi-family structures, but specifically limit the short term rental of single-family homes. The regulations adopted, and further amended by the enactment of South Beach Overlay and "Use Table", did not provide exceptions or exclusions for condominiums, or multifamily properties. In many instances, vacation rentals exist within condominium developments which feature internal restrictions, management, and enforcement to minimize conflicts between transient lodging and non-transient residences. The implementation of appropriate guidelines for short-term rentals, in controlled segments of multifamily districts, limit and in many instances eliminate, complaints garnered by the City related to the use.

*Proposed Amendment*

Staff presented analysis to the City Commission at their December 14th, 2015 Conference Agenda meeting, and garnered direction for the proposed amendments before the Planning Board. The proposed amendments seek to account for special conditions and unique circumstances of collectively controlled communities. The amendment proposes a complete exemption, from Conditional Use approval, for condominiums and controlled communities, within multifamily zoning districts, which maintain collective regulations, safeguards, and internal enforcement of vacation rentals. The minimum standards to receive the exemption encompass the following provisions: controlled access, gated, or deed restricted community with a homeowner's or condominium association which expressly regulates or manages dwelling rentals.

Eligible condominium or homeowner associations which expressly regulate and manage dwelling rentals would be required to provide legal documentation of established policies and provisions, along with association liaisons for filing with the City. Each owner or agent of individual dwelling rentals within a comprehensively approved community would provide written consent by the association, and obtain applicable state, county, and city licenses to operate and report necessary taxes.

A map displaying the eligible R-4, R-4A, & R-5 multifamily district, and established condominium associations within, is presented in the agenda packet in order to provide a snapshot of the eligible communities, if the associations choose to opt-in. An individual association has the capacity to restrict dwelling rentals if desired.

Prospective dwelling rentals located in a multifamily district, but not within a controlled access, gated, or deed restricted community with a homeowner's or condominium association will be requirement to apply for an individual conditional use application to seek authorization for the subject location(s). Any such proposal will be reviewed for compliance with the City's Land Development Code, Comprehensive Plan, potential impacts to the surrounding neighborhood, and will be guided to incorporate within their proposal: 24-hour management, parking restrictions, and the provision of guidelines to ensure compliance with City Code.

The Planning Department is seeking the coordination of the St. Lucie County Realtors Association, Chamber of Commerce, Tourist Development Council, and other pertinent community organizations to garner input regarding the proposed changes to the City's regulation of short term rentals. The garnered input has been positive towards the proposed amendments.

Recommendation

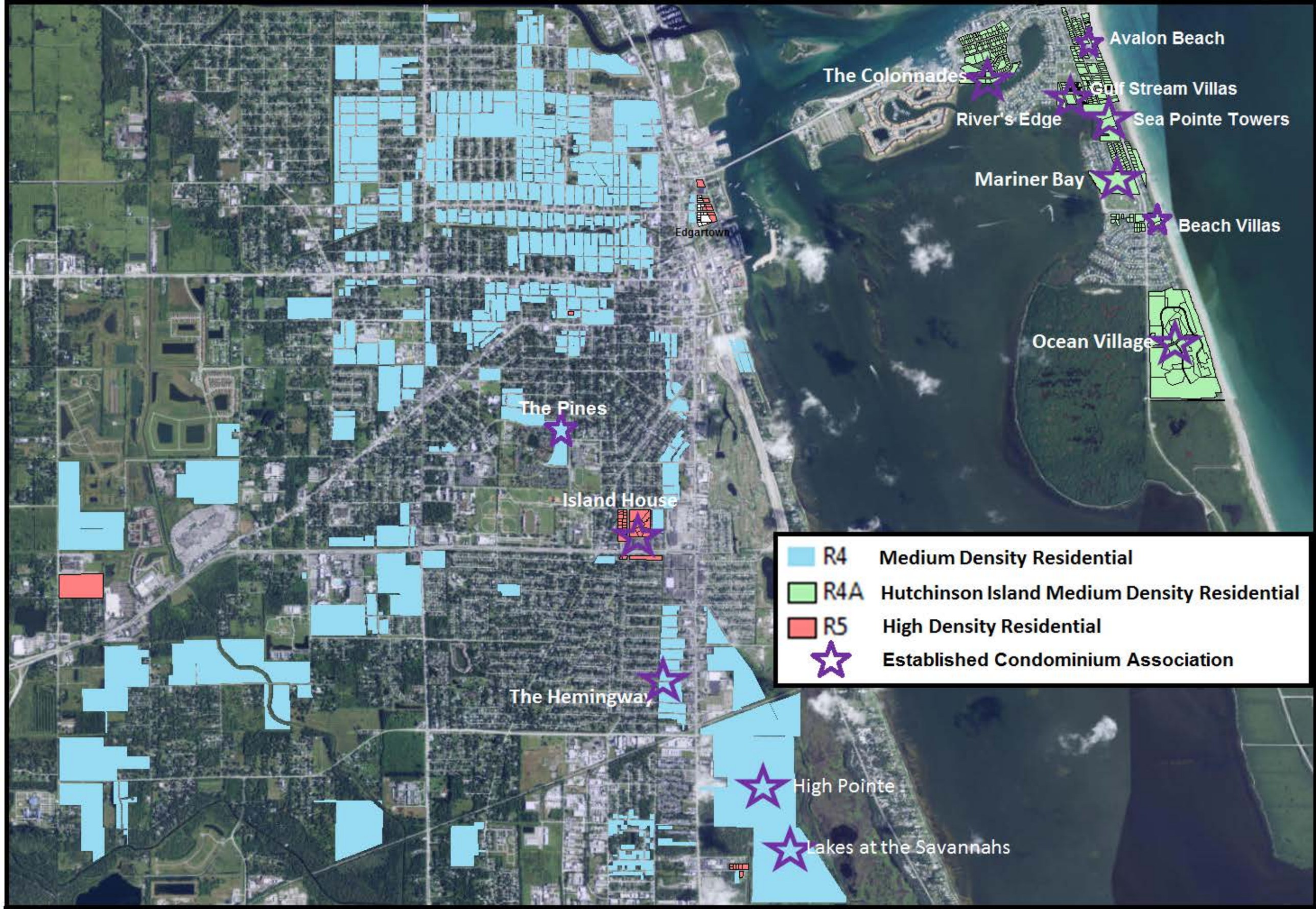
The proposed amendment to Chapter 22 provides exemption from Conditional Use approval and minimum standards for controlled access, gated, or deed restricted communities with a homeowner's or condominium association to permit dwelling rentals. The establishment of such limited commercial uses with management standards adopted and implemented by condominium associations promotes compatibility with the encompassing neighborhood and consistency with the City's Land Development Code and Comprehensive Plan restriction therefore; Staff recommends the Planning Board forward a recommendation to approve the amendment to complete the following:

1) Incorporate provisions into the Land Development Code which provide exemptions for an entire controlled access, gated, or deed restricted community with a homeowner's or condominium association, within a multifamily district (R-4, R-4A, & R-5), which expressly regulates or manages dwelling rentals.

2) Amend the Use Table codified to accurately reflect the classifications in place prior to the 2011 adoption of F.S.S. 509.032, which effectively limits the regulatory authority of municipalities with

regards to the subject use, providing acceptance of some longstanding restrictions in place, or adopted prior:

| ZONING DISTRICT | E1 | E2 | E3 | R1 | R2 | R3 | R4 | R4A | R5 | C1 | C2 | C3 | C4 | C5 | C6 | CP |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Overnight Accommodations** | | | | | | | | | | | | | | | | |
| –Bed & Breakfast | - | - | - | - | - | - | C | C | C | - | P | P | P | P | - | - |
| –Dwelling Rental | - | - | C | C | C | C | C | C | C | - | - | - | - | - | - | - |
| –Hotel/Motel | - | - | - | - | - | - | - | - | - | - | - | P | P | P | P | C |
| –Recreational Vehicle Park | - | - | - | - | - | - | - | - | - | - | - | C | - | C | - | - |
| –Resort Hotel | - | - | - | - | - | - | - | - | - | - | - | P | P | P | P | - |




# Multifamily Districts

## Established Condominium Associations Overlaid

# Dwelling Rentals—Existing Regulations

***Definition:*** **Dwelling rental:** One or more rooms connected together in a building, constituting a separate, independent housekeeping establishment, other than a motel/hotel, for purposes of rental on a daily, weekly or longer basis, though less than what is otherwise provided for a dwelling, physically separated from any other rooms or dwelling units which may be in the building, and containing sleeping and sanitary facilities and one kitchen.

| ZONING DISTRICT | E1 | E2 | E3 | R1 | R2 | R3 | R4 | R4A | R5 | C1 | C2 | C3 | C4 | C5 | C6 | CP |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Overnight Accommodations** | | | | | | | | | | | | | | | | |
| –Bed & Breakfast | - | - | - | - | - | - | C | C | C | - | P | P | P | P | - | - |
| –Dwelling Rental | - | - | - | C | C | C | C | C | C | - | - | - | - | - | - | - |
| –Hotel/Motel | - | - | - | - | - | - | - | - | - | - | - | P | P | P | P | C |
| –Recreational Vehicle Park | - | - | - | - | - | - | - | - | - | - | - | C | - | C | - | - |
| –Resort Hotel | - | - | - | - | - | - | - | - | - | - | - | P | P | P | P | - |

*Conditional Use:* The purpose of the conditional use process is to allow, when desirable, uses that would not be appropriate generally or without restriction throughout the particular zoning district, but which, if controlled as to number, area, location or relation to the neighborhood, would not adversely affect the public health, safety, comfort, good order, appearance, convenience and the general welfare.

## Downtown Business & Entertainment and Edgartown Settlement Districts

**Vacation Rentals are Permitted within these districts as follows:**

**Vacation rental:** A detached dwelling or apartment within a building of residential building typology which is rented out for the purposes of providing accommodations for less than six (6) months to tourists.

**Use standards.**

1. A separate entrance shall be provided for each unit to the exterior or to an interior, secure common area.

2. A business license shall be required for each vacation rental unit.

3. Such units shall be managed by either 1) a Florida-licensed property management agent or 2) the owner-occupant residing in another unit, and shall collect and pay all applicable taxes.

4. Current contact information for the management agency or owner-occupant shall be displayed in an accessible location outside the vacation rental.

ORDINANCE NO. K-114

AN ORDINANCE AMENDING THE CODE OF ORDINANCES OF THE CITY OF FORT PIERCE; AMENDING SECTION 22-3; AMENDING DEFINITION OF "DWELLING" SO AS TO EXCLUDE RENTALS FOR DESIGNATED PERIOD; PROVIDING DEFINITION FOR "**DWELLING RENTAL**"; AMENDING SECTION 22-24; PROVIDING FOR DWELLING RENTAL AS CONDITIONAL USE; AMENDING SECTION 22-25; PROVIDING FOR DWELLING RENTAL AS CONDITIONAL USE; REPEALING ALL ORDINANCES OR PARTS THEREOF IN CONFLICT HEREWITH; PROVIDING FOR AN EFFECTIVE DATE.

BE IT ORDAINED BY THE CITY COMMISSION OF THE CITY OF FORT PIERCE, FLORIDA, AS FOLLOWS:

**SECTION 1.** Section 22-3 is hereby amended as follows:

*Dwelling (Dwelling Unit)*: One or more rooms connected together in a building, constituting a separate, independent housekeeping establishment for a family, for owner occupancy or rental ~~on a weekly~~ for six months or longer in R-1 or R-2 residential zones, ~~or longer basis~~ physically separated from any other rooms or dwelling units which may be in the building, and containing sleeping and sanitary facilities and one kitchen.

*Dwelling Rental (Dwelling Unit)*: One or more rooms connected together in a building, constituting a separate, independent housekeeping establishment, other than a motel/hotel, for purposes of rental on a daily, weekly or longer basis, though less than what is otherwise provided for a dwelling, physically separated from any other rooms or dwelling units which may be in the building, and containing sleeping and sanitary facilities and one kitchen.

**SECTION 2.** Section 22-24 [single-family low density zone (R-1)] is hereby amended with the creation of Section 22-24(c)(5) as follows:

(c) Conditional uses permitted. The following uses and their accessory uses are permitted in an R-1 zone if the City Commission, after a public hearing, determines that the location and development plans comply with applicable standards referred to subsections (b) and (e) of this section, additional zoning ordinance provisions and other City laws:

(5) Dwelling rentals.

**SECTION 3.** Section 22-25 [single-family intermediate density zone (R-2)] is hereby amended with the creation of Section 22-25(c)(7) as follows:

> (c) Conditional uses permitted. The following uses and their accessory uses are permitted in an R-2 zone if the City Commission, after a public hearing, determines that the location and development plans comply with applicable standards referred to in subsections (d) and (e) of this section. Additional zoning ordinance provisions and other City laws:
>
> (7) Dwelling rentals.

**SECTION 4.** All ordinances and or parts thereof in conflict herewith are and the same shall be repealed and shall be of no further force or effect whatsoever.

**SECTION 5.** This ordinance is and the same shall become effective immediately upon final passage hereof.

STATE OF FLORIDA)
ST. LUCIE COUNTY) SS

WE, THE UNDERSIGNED, Mayor Commissioner and the City Clerk of the City of Fort Pierce, Florida, do hereby certify that the foregoing and above Ordinance No. K-114 was duly advertised by title only in the Fort Pierce Tribune on September 17, 2001 and by display ad in the Fort Pierce Tribune on September 24, 2001 and on October 8, 2001; copy of said ordinance was made available at the office of the City Clerk to the public upon request; said ordinance was duly introduced, read by title only, and passed on first reading by the City Commission of the City of Fort Pierce, Florida, on October 1, 2001; and was duly introduced, read by title only, and passed on second and final reading on October 15, 2001, by the City Commission of the City of Fort Pierce, Florida.

IN WITNESS HEREWITH, we hereunto set our hands and affix the Official Seal of the City of Fort Pierce, Florida, this the 16th day of October, 2001.

MAYOR COMMISSIONER

CITY CLERK

(CITY SEAL)

**MINUTES OF THE REGULAR MEETING OF THE FORT PIERCE CITY PLANNING BOARD HELD ON TUESDAY, MARCH 12, 2002 IN THE CITY HALL FIRST FLOOR CONFERENCE ROOM, 100 N. U.S. #1, FORT PIERCE, FLORIDA**

**Agenda Item #8 - Discussions/Reports**

**Ordinance K114 - "Dwelling Rentals"**

Ms. Gates stated that this Ordinance came before the Board at the last meeting and that it was tabled. Mr. Walker then stated that the Board originally adopted an ordinance providing that as to low density residential areas, single family residences could be rented out for less than six months only where that was approved as a conditional use. That particular ordinance did not address higher density residential areas such as medium and high density. This ordinance is intended to supplement that so as to provide essentially across the board in residential areas from low to high that houses cannot be rented for short term periods for less than 6 months unless approved as a conditional use.

Ms. Gates stated that this was discussed at the last meeting and these were the requests made by the Board, for Mr. Walker to redraft this, which he has done.

Mr. Becht apologized to Mr. Walker for not being up to speed on this matter. He thought that when this was discussed originally, we had people coming in and they were talking about the abuse of a single family residence in a single family residential neighborhood. Mr. Becht stated that at that time he had a problem with it being applied to the condominiums on the beach which are multi family, and they are rented and we need them to be rented for less than six months without the headache of conditional uses. Does this amendment capture the condominiums? Mr. Walker then stated that no it does not. This applies basically to houses, single family residences. Mr. Becht then asked if it would capture a duplex? Mr. Walker's answer was no. It has to a single family residence.

Mr. Knott's question concerning the ordinance was concerning number before each number of dwelling units, is that the section that is being modified in the ordinance? Mr. Walker stated that is the twelfth use which is designated as a conditional use for example. Mr. Knott then stated that even though it says high density residential areas, it doesn't pertain to any sort of multi-family housing, or rentals of this nature correct? Mr. Walker stated that is correct it refers only to single family.

Ms. Brenner's remarks were directed at Mr. Walker. She said that Mr. Walker stated at the last meeting that we may have adopted an anomaly. Mr. Walker stated that is correct. Ms. Brenner wanted to know how this amendment answer this anomaly. Mr. Walker stated that where the Board left off with the original ordinance was that short term rentals of houses was permissible in a low density area on a conditional use basis. But it was inadvertently omitted as a conditional use in the other higher density areas so that ironically, the rental would be permissible in a low

density area as a conditional use but not in a higher density area. Ms. Brenner stated that is what she understood.

There was no further discussion on this item.

MOTION WAS MADE BY MR. KNOTT TO APPROVE THE ORDINANCE AS SUBMITTED. Seconded by Mr. Poitier. Unanimously approved by roll call vote.

# MEMORANDUM

**TO** : Ramon Trias, Director of Planning

**FROM** : James T. Walker, Esquire, Assistant City Attorney

**SUBJECT** : **Amendments to Dwelling Rentals Ordinance**

**DATE** : February 14, 2002

---

At the Planning Board's request, a draft ordinance is prepared and is enclosed here so as to provide for dwelling rentals as an additional permitted conditional use in moderate, medium and high density residential areas as well as the Hutchinson Island medium density area. The purpose of this draft proposal is to finish work begun with Ordinance K-114. Please let me know of any staff comment. Otherwise, it is anticipated that this draft will be submitted to the Planning Board at its next meeting.

James T. Walker, Esquire
Assistant City Attorney

JTW/eml

cc: John T. Brennan, Esq., City Attorney
Robert V. Schwerer, Esq., Asst. City Attorney

**ORDINANCE NO.** K-148

AN ORDINANCE AMENDING THE CODE OF ORDINANCES OF THE CITY OF FORT PIERCE; FLORIDA; CREATING SECTIONS 22-26(c)(10), 22-27(c)(12), 22-27.1(c)(6), AND 22-28(c)(12); PROVIDING FOR DWELLING RENTALS AS CONDITIONAL USES IN MODERATE DENSITY, MEDIUM DENSITY, HIGH DENSITY RESIDENTIAL AREAS AND HUTCHINSON ISLAND MEDIUM DENSITY RESIDENTIAL AREAS; REPEALING ORDINANCES OR PARTS THEREOF IN CONFLICT; PROVIDING FOR AN EFFECTIVE DATE.

BE IT ORDAINED BY THE CITY COMMISSION OF THE CITY OF FORT PIERCE, FLORIDA, AS FOLLOWS:

**SECTION 1.** Section 22-26(c)(10) (Single family moderate density zone) is hereby created so as to provide for the following as an additional, permitted conditional use:

(10) Dwelling rentals.

**SECTION 2.** Section 22-27(c)(12) (medium density residential zone) is hereby created so as to provide for the following additional, permitted conditional use:

(12) Dwelling rentals.

**SECTION 3.** Section 22-27.1(c)(6) (Hutchinson Island medium density residential zone) is hereby created so as to provide for the following additional, permitted conditional use:

(6) Dwelling rentals.

**SECTION 4.** Section 22-28(c)(12) (high density residential zone) is hereby created so as to provide for the following additional, permitted conditional use:

(12) Dwelling rentals.

**SECTION 5.** All ordinances or parts of ordinances in conflict herewith are and the same shall be repealed and shall be of no further force or effect whatsoever.

**SECTION 6.** This Ordinance is and the same shall become effective immediately upon final passage hereof.

Approved as to Form and Correctness:

James T. Walker, Esquire
Assistant City Attorney

**Discussions/Reports**

Ordinance K-114 - "Dwelling Rentals"

Mr. Walker stated that the we may have adopted an anomaly. He wanted to bring it to the Board's attention and get some guidance from the Board on how to proceed in terms of conforming the code with the intent. "If the Board will recall, we had a concern come up some few months back where a single family house on the beach was being used for weekly even daily rentals. That was permissible under the code because a dwelling unit could be rented out for any period of time. So upon motion of Tom Knott, it was moved that the definition of a dwelling be changed to allow for rentals of periods of 6 months or longer but not less than 6 months. We split out a separate definition for rentals for lesser periods of time as conditional uses. That meant that if you wanted a short term rental situation you had to come to the Board for a Conditional Use. All of the attention at that time was focused on the zone that was at issue and that was single family low density. The ordinance that was adopted did not address the other zones, moderate density, medium density and high density. The definition of dwelling applies to all residential zones. What that means that in no residential zone can you rent a single family residence for less than 6 months. But the Conditional Use for a rental was only put in R-2, the low density zone. What that means that in the low density zone you can ask for a short term rental on a Conditional Use but you can't do that in a high density residential area. The rules for rentals ironically, for single family dwellings are much more restrictive for the high density, because you can't even ask for a Conditional Use approval for a short term rental that you can in a lower density R2 area. I need to know how this is to be handled if at all", stated Mr. Walker. Mr. Bergman wanted to know what would be an easy fix for this problem. Mr. Walker stated that there are policy questions about where you want to go with this. If the idea of a short term rental is not offensive in a higher density area then we could limit the six month requirement to the same as the lower density. Or we can make the Conditional Use process uniform across the board for all residential areas including high density so that no one can rent a single family residence for a week or two weeks or a month in any residential area without Conditional Use approval. There are several ways to go with this." Mr. Bergman wanted to know if the Conditional Use would keep them from renting it out for the short term. There are still going to be people who are going to do it regardless of whether there is Conditional Use or not. Mr. Walker stated that there are enforcement concerns over every part of the code. That is an enforcement issue. We are addressing a legislative issue. Mr. Nunn stated that he thought that issue had been addressed and that everyone agreed that would be a possibility. But usually what happens when someone is concerned with this is that it's a neighbor who is concerned. They bring it to the City's attention. That's the main way of enforcing it. Then Code Enforcement gets involved. Where before they could bring it to their attention but there wasn't much that could be done about it. This ordinance was supposed to make it so that the City could actually enforce this. Mr. Nunn felt the thing to do would be just to open the Conditional Use up to all residential zones. Then you won't be limiting them. He felt that this was limited accidentally, they just weren't considered when we discussed this before. Mr. Walker stated that there were one of two things that he could do. He can either draft an ordinance bringing it back to the

Planning Board next month, which adds short term rentals as Conditional Uses to each of the other higher density residential zones. Or, the Board can simply recommend that an ordinance to such effect be submitted to the Commission without further review. It all depends on whether you want to review the actual draft or not. Mr. Bergman stated that he thought it wouldn't be necessary to review because Mr. Walker himself brought up the inconsistency that was in this ordinance. He didn't think anyone else would have picked up on it. I don't necessarily think we need to review it. Ms. Brenner stated that she had read the ordinance several times through and that she still doesn't understand it. Section 22-3 it talks about the dwelling, dwelling unit. Then the next paragraph it has some things struck through and underlined. Then it has dwelling unit in the next paragraph, everything is underlined and she wasn't sure whether it all ran together or if one thing change for the other. If she wanted to rent a room of her house to someone, would that be included in this ordinance, like a bed and breakfast, or like a rooming house such as a college student? Mr. Walker stated that he wasn't sure if it would apply in that situation. The acid test would be whether or not the code enforcement people brought a charge, and what the Code Enforcement Board thought of it. That would be the acid test and in looking at the definition, it says one or more rooms, but there is a second requirement, that it constitute an independent housekeeping establishment for a family. It seems to him that in your hypothetical, you are not describing a situation where you have an independent housekeeping establishment with that room. Mr. Walker stated that he thought this definition might not apply to that one room rental situation described by Ms. Brenner. Ms. Brenner stated that there would be trouble with the Code Enforcement Board because code states that two or more unrelated people living in a single family dwelling is in code violation. Will this mesh with the Code Enforcement Board or will there be problems with it? Ms. Brenner stated that suppose she had 5 rooms and she rented each of those rooms out to individuals, then what. Mr. Walker stated that then you would have a boarding house situation. That might be a problem. Ms. Brenner stated that she finds the Ordinance confusing. She is concerned that it might conflict with the Code Enforcement Board. Mr. Walker stated that if the Board wants to see a draft Ordinance at the next meeting he would provide one. If they do not then he would solicit a motion instructing Staff to submit an Ordinance directly to the Commission amending the Code by adding dwelling units as permitted Conditional Uses to Sections 22-26, 22-27, and 22-28 as the recommendation of the Board.

**MOTION WAS MADE BY MS. BRENNER TO HAVE THE DRAFT BROUGHT BACK BEFORE THE BOARD FOR RECOMMENDATION TO THE COMMISSION.** **Seconded by Mr. Poitier**. Motion was approved by unanimous voice vote.

**Consideration of Absences**: Mr. Bergman asked what the Board wished to do concerning the absences. Board decided to wait until the next meeting and have the absent members explain their absences.

Ms. Brenner stated that she at the last meeting she raised the concern about why Congressman Graham did not address the Port issue for security. She stated that she spoke with someone

earlier today who was in a news conference that he conducted in which he talked about the Port extensively. But it didn't make any of the newspapers. Mr. Nunn stated that they had actually been talking about all of the Ports. He stated that he thought he thought they were letting the States handle things individually.

At this point Site Plan Review checklists were passed around to all members present. Mr. Nunn stated that he wanted the Board members to look it over and maybe put it in with their materials that they bring to each meeting. He stated that it gives the Board something to work with as far as what to look for when Site Plans are submitted. This is something that has been talked about for two years, what we should and shouldn't have according to Mr. Nunn. He stated that he didn't know if everyone knew exactly what is supposed to be included. He stated that there were things that he thought should be included, but he had been corrected on that were not supposed to be included at this point. He felt it would be a good thing if the Board members were to bring this with them to all of the meetings and start to use it.

Meeting was adjourned at 8:32 p.m.

Mayor Enns declared a Public Hearing on Ordinance No. K-114 in session and asked if anyone in the audience wished to be heard.

**Mr. Richard Bancroft,** 1667 Thumb Point Drive, said he has been there for 24 years. What happened next to him is probably the reason this is before them tonight. In October the house next to him sold, a private residence, to a couple who turned it into weekly rentals. They also bought another second home in the neighborhood and turned that into weekly rentals. He is opposed to this for several reasons. Number one, it changes the character of a private residence. The neighborhood was all single family dwelling. Now they don't know who is going to be next to them from one week to the next. There are people walking around they don't know if they belong there or not. The second reason is there is no regulation for health or proper business practices. A couple of weeks ago a renter came to his house asking if they knew how to get in touch with the owners. There were two different groups that had rented the same house for the same week, so they didn't know how to resolve the problem. The phone numbers they had been given were unanswered. She told him the pool is green, they have dirty linens, and the houses haven't been cleaned.

Mayor Enns said let him interrupt. Mr. Bancroft has stated he is opposed to it. He thinks what this ordinance is trying to do is to prevent what is happening.

Mr. Bancroft said yes. He is opposed to the practice of what is going on, but he is for the ordinance. He wants to be very clear about that because it has been a long fight.

Mayor Enns said they are glad to have someone here for something they are doing right.

Mr. Bancroft said the third reason is there are already areas that are zoned for motel and hotels that are regulated by the proper authorities which are paying their dues and taxes and whatever it covers. They don't need competition from operations like what is going on here now. His passed a petition throughout the neighborhood and it went throughout South Beach. Without exception, everybody they asked to sign it was against that type of operation. They brought it before the Code Enforcement Board. They were very good in handling it but they were limited by the zoning as it is. So the South Beach Property Association would urge them to pass this zoning change as it is being proposed.

**Mr. Clive Daem** said he is a board member of the South Beach Property Association; and speaking for them, they would like to see this amendment passed. As the owner of the Dockside Harborlight Inn Resort and as an owner and operator of a hotel, he reiterates the gentleman preceding him, his feeling about this competition. They pay taxes according to the use of their property. There is a sales tax question here. Any properties under six months are considered transient rentals and are obliged to pay sales tax as well as the bed tax. And he is pretty sure these rentals are not doing that.

Seeing no one further and hearing no one wishing to be heard, Mayor Enns declared the Public Hearing closed.

Motion was made by Commissioner Benton, seconded by Commissioner Bryan, that Ordinance No. K-114 be passed on first reading.

Ordinance No. K-114 entitled, "AN ORDINANCE AMENDING THE CODE OF ORDINANCES OF THE CITY OF FORT PIERCE; AMENDING SECTION 22-3; AMENDING DEFINITION OF "DWELLING" SO AS TO EXCLUDE RENTALS FOR DESIGNATED PERIOD; PROVIDING DEFINITION FOR "**DWELLING RENTAL**"; AMENDING SECTION 22-24; PROVIDING FOR DWELLING RENTAL AS CONDITIONAL USE; AMENDING SECTION 22-25; PROVIDING FOR DWELLING RENTAL AS CONDITIONAL USE; REPEALING ALL ORDINANCES OR PARTS THEREOF IN CONFLICT HEREWITH; PROVIDING FOR AN EFFECTIVE DATE." was placed on second and final reading and read by title only.

Mayor Enns declared a Public Hearing on Ordinance No. K-114 in session and asked if anyone in the audience wished to be heard.

Seeing no one and hearing no one wishing to be heard, Mayor Enns declared the Public Hearing closed.

Motion was made by Commissioner Sessions, seconded by Commissioner Bryan, that Ordinance No. K-114 be passed on second and final reading.

Those voting in favor of the passage of Ordinance No. K-114 on second and final reading were: Commissioners Benton, Bryan, Nelson, Sessions, and Enns. Those opposed: None.

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Ordinance No. K-115 entitled, "AN ORDINANCE OF THE CITY OF FORT PIERCE, FLORIDA, PROVIDING FOR AND CLARIFYING MINIMUM **FEES FOR BUILDING INSPECTIONS** INCIDENT TO THE ISSUANCE OF OCCUPATIONAL LICENSES; REPEALING ORDINANCES OR PARTS THEREOF IN CONFLICT; AND PROVIDING FOR AN EFFECTIVE DATE." was placed on second and final reading and read by title only.

Mayor Enns declared a Public Hearing on Ordinance No. K-115 in session and asked if anyone in the audience wished to be heard.

Seeing no one and hearing no one wishing to be heard, Mayor Enns declared the Public Hearing closed.

Motion was made by Commissioner Benton, seconded by Commissioner Bryan, that Ordinance No. K-115 be passed on second and final reading.

Those voting in favor of the passage of Ordinance No. K-115 on second and final reading were: Commissioners Benton, Bryan, Sessions, and Enns. Those opposed: Commissioner Nelson.

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Ordinance No. K-116 entitled, "AN ORDINANCE AMENDING THE CITY CHARTER, SECTION 14(2) ENTITLED "**BORROW MONEY**", PROVIDING FOR AN INCREASED DEBT LIMIT NOT EXCEEDING TWENTY-TWO MILLION DOLLARS ($22,000,000); REPEALING ALL ORDINANCES OR PARTS OF ORDINANCES IN CONFLICT HEREWITH; AND PROVIDING FOR AN EFFECTIVE DATE." was placed on second and final reading and read by title only.

Mayor Enns declared a Public Hearing on Ordinance No. K-116 in session and asked if anyone in the audience wished to be heard.

Seeing no one and hearing no one wishing to be heard, Mayor Enns declared the Public Hearing closed.

Commissioner Sessions asked someone mentioned it last meeting, but at any rate, what is the objective insofar as an increase? He thinks they had an objective in terms of acquiring bonds.

**ORDINANCE NO. K-148**

AN ORDINANCE AMENDING THE CODE OF ORDINANCES OF THE CITY OF FORT PIERCE; FLORIDA; CREATING SECTIONS 22-26(c)(10), 22-27(c)(12), 22-27.1(c)(6), AND 22-28(c)(12); PROVIDING FOR **DWELLING RENTALS** AS CONDITIONAL USES IN MODERATE DENSITY, MEDIUM DENSITY, HIGH DENSITY RESIDENTIAL AREAS AND HUTCHINSON ISLAND MEDIUM DENSITY RESIDENTIAL AREAS; REPEALING ORDINANCES OR PARTS THEREOF IN CONFLICT; PROVIDING FOR AN EFFECTIVE DATE.

BE IT ORDAINED BY THE CITY COMMISSION OF THE CITY OF FORT PIERCE, FLORIDA, AS FOLLOWS:

**SECTION 1.** Section 22-26(c)(10) (Single family moderate density zone) is hereby created so as to provide for the following as an additional, permitted conditional use:

(10) Dwelling rentals.

**SECTION 2.** Section 22-27(c)(12) (Medium density residential zone) is hereby created so as to provide for the following additional, permitted conditional use:

(12) Dwelling rentals.

**SECTION 3.** Section 22-27.1(c)(6) (Hutchinson Island medium density residential zone) is hereby created so as to provide for the following additional, permitted conditional use:

(6) Dwelling rentals.

**SECTION 4.** Section 22-28(c)(12) (High density residential zone) is hereby created so as to provide for the following additional, permitted conditional use:

(12) Dwelling rentals.

**SECTION 5.** All ordinances or parts of ordinances in conflict herewith are and the same shall be repealed and shall be of no further force or effect whatsoever.

**SECTION 6.** This Ordinance is and the same shall become effective immediately upon final passage hereof.

STATE OF FLORIDA)
ST. LUCIE COUNTY)SS

WE, THE UNDERSIGNED, Mayor Commissioner and the City Clerk of the City of Fort Pierce, Florida, do hereby certify that the foregoing and above Ordinance No. K-148 was duly advertised in accordance with F.S. 166.041(3)(c)(2) in the Fort Pierce Tribune on March 22, 2002 and on April 6, 2002; copy of said ordinance was made available at the office of the City Clerk to the public upon request; said ordinance was duly introduced, read by title only, and passed on first reading by the City Commission of the City of Fort Pierce, Florida, on April 1, 2002; and was duly introduced, read by title only, and passed on second and final reading on April 15, 2002, by the City Commission of the City of Fort Pierce, Florida.

IN WITNESS HEREWITH, we hereunto set our hands and affix the Official Seal of the City of Fort Pierce, Florida, this the 16th day of April, 2002.

MAYOR COMMISSIONER

CITY CLERK

(CITY SEAL)

Those voting in favor of the passage of Ordinance No. K-147 on second and final reading were: Commissioners Alexander, Benton, Nelson, and Enns. Those opposed: Commissioner Coke.

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Ordinance No. K-148 entitled, "AN ORDINANCE AMENDING THE CODE OF ORDINANCES OF THE CITY OF FORT PIERCE, FLORIDA; CREATING SECTIONS 22-26(c)(10), 22-27(c)(12), 22-27.1(c)(6), and 22-28(c)(12); PROVIDING FOR **DWELLING RENTALS** AS CONDITIONAL USES IN MODERATE DENSITY, MEDIUM DENSITY, HIGH DENSITY RESIDENTIAL AREAS AND HUTCHINSON ISLAND MEDIUM DENSITY RESIDENTIAL AREAS; REPEALING ORDINANCES OR PARTS THEREOF IN CONFLICT; PROVIDING FOR AN EFFECTIVE DATE." was placed on first reading and read by title only.

Mayor Enns declared a Public Hearing on Ordinance No. K-148 in session and asked if anyone in the audience wished to be heard.

Seeing no one and hearing no one wishing to be heard, Mayor Enns declared the Public Hearing closed.

Motion was made by Commissioner Benton, seconded by Commissioner Coke, that Ordinance No. K-148 be passed on first reading.

Those voting in favor of the passage of Ordinance No. K-148 on first reading were: Commissioners Alexander, Benton, Coke, Nelson, and Enns. Those opposed: None.

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Ordinance No. K-149 entitled, "AN ORDINANCE AMENDING THE CODE OF ORDINANCES OF THE CITY OF FORT PIERCE, FLORIDA; CREATING SECTION 22-31(c)(16); PROVIDING FOR CERTAIN **INDUSTRIAL USES** AS PERMITTED CONDITIONAL USES IN **GENERAL COMMERCIAL ZONE** (C-3); REPEALING ORDINANCES AND PARTS THEREOF IN CONFLICT; PROVIDING FOR AN EFFECTIVE DATE." was placed on first reading and read by title only.

Mayor Enns declared a Public Hearing on Ordinance No. K-149 in session and asked if anyone in the audience wished to be heard.

Seeing no one and hearing no one wishing to be heard, Mayor Enns declared the Public Hearing closed.

Mayor Enns asked do they have a staff recommendation on that?

Mr. Ramon Trias, Director of Development, said staff recommends approval and also the Planning Board recommended approval.

Commissioner Benton said he has some concerns in a couple of areas on this one. That would be Section 22-34(b)(6) allowing wholesale trade, warehouses and distribution establishments, including trucking and railroad terminals and also Section 22-34(b)(7) allowing bulk storage yards, including bulk storage of flammable liquids and other hazardous materials and so on. He would like to see those two left out. He doesn't feel it should be in a commercial area.

Mr. Trias said they can change and tailor the language as they choose. He thinks the intent of this amendment was to allow for some expanded use in C-3, but not for every possible industrial use. Clearly that was the intent. They thought the easiest way to address this was to say the uses allowed under light industrial could be a conditional use because the conditional use process allows the Commission to say "yes" or "no". However, if he feels it has to be more detail, they could definitely re-write it.

overall they will have at complete build out about 25,000 to 26,000 square feet.

Seeing no one further and hearing no one wishing to be heard, Mayor Enns declared the Public Hearing closed.

Mayor Enns asked what was the recommendation of Planning Board and staff?

Ms. Clark said the recommendation from Staff and Planning Board was for approval.

Motion was made by Commissioner Benton, seconded by Commissioner Alexander, to approve Site Plan submitted for St. Lucie Habitat for Humanity retail building on the north side of Okeechobee Road, east of South 31st Street.

Those voting in favor of the motion were: Commissioners Alexander, Benton, Coke, Nelson, and Enns. Those opposed: None.

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Ordinance No. K-148 entitled, "AN ORDINANCE AMENDING THE CODE OF ORDINANCES OF THE CITY OF FORT PIERCE, FLORIDA; CREATING SECTIONS 22-26(c)(10), 22-27(c)(12), 22-27.1(c)(6), and 22-28(c)(12); PROVIDING FOR **DWELLING RENTALS** AS CONDITIONAL USES IN MODERATE DENSITY, MEDIUM DENSITY, HIGH DENSITY RESIDENTIAL AREAS AND HUTCHINSON ISLAND MEDIUM DENSITY RESIDENTIAL AREAS; REPEALING ORDINANCES OR PARTS THEREOF IN CONFLICT; PROVIDING FOR AN EFFECTIVE DATE." was placed on second and final reading and read by title only.

Mayor Enns declared a Public Hearing on Ordinance No. K-148 in session and asked if anyone in the audience wished to be heard.

**Ms. Karen Bancroft** said she just wanted a more thorough explanation on this. She thought this was already approved in October that if somebody did want to rent they could go before - she does not know who they go before exactly - but get a conditional approval.

Mayor Enns said the first reading was two weeks ago and was passed. They have to have two readings. When this one is completed tonight then the ordinance will be in effect and it will require conditional use for rental.

Ms. Bancroft asked this is put before somebody and are the neighbors notified? What happens with this?

Mayor Enns asked can Ms. Clark answer the question of notification and who the conditional use goes before?

Ms. Wendy Clark, Planning Coordinator, said the conditional use is an application that would be filed through the Planning Department and that would require notification of surrounding property owners within 500 feet. The actual ordinance, it is her understanding there is no public notification other than an ad in the newspaper. Is that correct?

City Clerk Steele said there is a legal ad in the newspaper.

Ms. Bancroft said if two neighbors say they don't want this, then what happens?

Mayor Enns declared a Public Hearing on Ordinance No. K-114 in session and asked if anyone in the audience wished to be heard.

**Mr. Richard Bancroft,** 1667 Thumb Point Drive, said he has been there for 24 years. What happened next to him is probably the reason this is before them tonight. In October the house next to him sold, a private residence, to a couple who turned it into weekly rentals. They also bought another second home in the neighborhood and turned that into weekly rentals. He is opposed to this for several reasons. Number one, it changes the character of a private residence. The neighborhood was all single family dwelling. Now they don't know who is going to be next to them from one week to the next. There are people walking around they don't know if they belong there or not. The second reason is there is no regulation for health or proper business practices. A couple of weeks ago a renter came to his house asking if they knew how to get in touch with the owners. There were two different groups that had rented the same house for the same week, so they didn't know how to resolve the problem. The phone numbers they had been given were unanswered. She told him the pool is green, they have dirty linens, and the houses haven't been cleaned.

Mayor Enns said let him interrupt. Mr. Bancroft has stated he is opposed to it. He thinks what this ordinance is trying to do is to prevent what is happening.

Mr. Bancroft said yes. He is opposed to the practice of what is going on, but he is for the ordinance. He wants to be very clear about that because it has been a long fight.

Mayor Enns said they are glad to have someone here for something they are doing right.

Mr. Bancroft said the third reason is there are already areas that are zoned for motel and hotels that are regulated by the proper authorities which are paying their dues and taxes and whatever it covers. They don't need competition from operations like what is going on here now. His passed a petition throughout the neighborhood and it went throughout South Beach. Without exception, everybody they asked to sign it was against that type of operation. They brought it before the Code Enforcement Board. They were very good in handling it but they were limited by the zoning as it is. So the South Beach Property Association would urge them to pass this zoning change as it is being proposed.

**Mr. Clive Daem** said he is a board member of the South Beach Property Association; and speaking for them, they would like to see this amendment passed. As the owner of the Dockside Harborlight Inn Resort and as an owner and operator of a hotel, he reiterates the gentleman preceding him, his feeling about this competition. They pay taxes according to the use of their property. There is a sales tax question here. Any properties under six months are considered transient rentals and are obliged to pay sales tax as well as the bed tax. And he is pretty sure these rentals are not doing that.

Seeing no one further and hearing no one wishing to be heard, Mayor Enns declared the Public Hearing closed.

Motion was made by Commissioner Benton, seconded by Commissioner Bryan, that Ordinance No. K-114 be passed on first reading.

**ORDINANCE NO. K – 441**

**AN ORDINANCE BY THE CITY COMMISSION OF THE CITY OF FORT PIERCE, FLORIDA; AMENDING ARTICLE I, CHAPTER 22, IN GENERAL, AND ARTICLE II, CHAPTER 22, ESTABLISHMENT OF ZONES, TO AMEND SECTION 22-3 BY UPDATING DEFINITIONS, AND AMEND SECTION 22-16 BY DESIGNATING THE SOUTH BEACH OVERLAY ZONING DISTRICT; REPEALING ALL ORDINANCES OR PARTS OF ORDINANCES IN CONFLICT HEREWITH; PROVIDING FOR AN EFFECTIVE DATE.**

**WHEREAS,** it has been some time since the Zoning chapter has been revised; and

**WHEREAS,** recent proposed development in the South Beach area of the City of Fort Pierce necessitates this revisions; and

**WHEREAS,** this revision is found to be in compliance with the Comprehensive Plan of the City of Fort Pierce; and

**WHEREAS,** the Planning Board of the City of Fort Pierce reviewed this matter on October 10, 2006:

**NOW, THEREFORE, BE IT ORDAINED** by the City Commission of the City of Fort Pierce, Florida:

**Section 1.** Chapter 22, Zoning, of the Code of Ordinances, is hereby amended to read as follows:

Sec. 22-16. Designation of Overlay Districts.

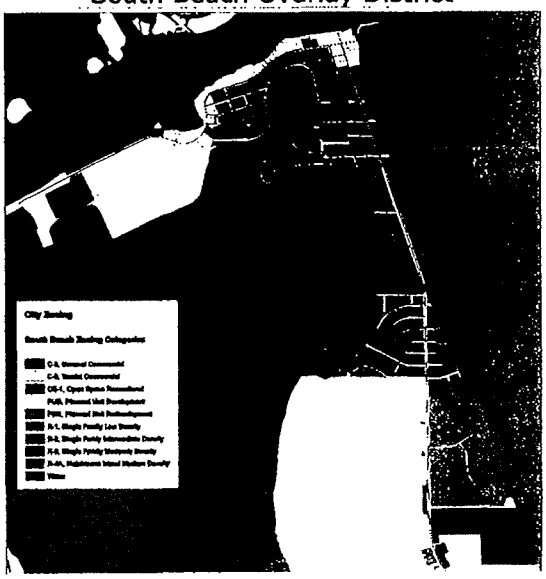
The City's overlay zoning districts stipulate special provisions that, along with the provisions of the basic zoning district and other ordinance regulations, govern the use of property within the City limits.

(a) South Beach Overlay District.

(1) Applicability and Purpose.

The purpose of the South Beach Overlay District is to promote good planning and site design that produces quality development that is functional, an asset to the community and in keeping with the general character of South Hutchinson Island. By way of this Overlay District, the City seeks to preserve, protect and enhance the unique barrier island environment through regulation of development and redevelopment of lots within the district.

South Beach Overlay District



The standards allow for and promote design integration of the man-made improvements to the land with the natural elements of the land. All new development and changes to existing development in the district that require site plan or building permit approval are subject to the overlay district requirements in addition to other applicable regulations in the City's Code of Ordinances.

Due to ever-accumulating knowledge about the dynamics of a barrier island community, and new and better information about site design, the City's land development regulations will be monitored and reviewed on an on-going basis in order to assess their reasonability and effectiveness in promoting these purposes.



**APPROVED**

(2) Delineation of the District.

The South Beach Overlay District includes all parcels designated in the shaded area as indicated in Figure 1. The boundary of the South Beach Overlay District shall be deemed to automatically adjust pursuant to any annexation approval on South Hutchinson Island.

(3) District Regulations.

a. Density.

1. Residential

Residential density shall be based on the requirements of the underlying zoning district except that in no instance shall residential density in the South Beach Overlay District exceed 8 units per acre.

2. Non- Residential

Non-residential density shall be based on the requirements of the underlying zoning district.

3. Mixed Use

The residential component of a Mixed Use development shall not exceed 8 units per acre. The non-residential component of a Mixed Use development shall be based on the requirements of the underlying zoning district while factoring the affect and impacts of the residential component on the site.

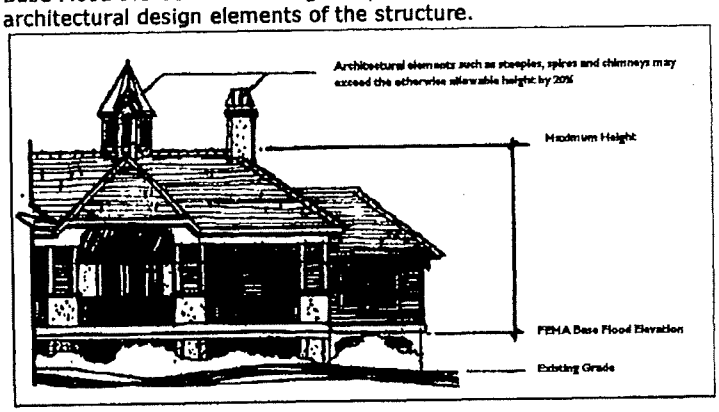
b. Height.

| | OS-1 | R-1 | R-2 | R-3 | R-4A | C-3 | C-5 |
|---|---|---|---|---|---|---|---|
| **Maximum Height** | | | | | | | |
| - Single family | - | 28′ | 28′ | 28′ | 45′ | - | - |
| - Duplex | - | - | - | 28′ | 45′ | - | - |
| - Triplex | - | - | - | - | 45′ | - | - |
| - Quadraplex | - | - | - | - | 45′ | - | - |
| - Multifamily | - | - | - | - | 45′ | 45′ | 45′ |
| - Other | 35′ | 28′ | 28′ | 28′ | 45′ | 45′ | 45′ |
| **Not to Exceed** | | | | | | | |
| - Single family | - | - | - | - | - | - | - |
| - Duplex | - | - | - | - | - | - | - |
| - Triplex | - | - | - | - | - | - | - |
| - Quadraplex | - | - | - | - | - | - | - |
| - Multifamily | - | - | - | - | 4 stories | 4 stories | 4 stories |
| - Other | - | - | - | - | 4 stories | 4 stories | 4 stories |

1. Maximum Height may be extended up to 35′ in the R-1, R-2 and R-3 zoning districts subject to Conditional Use approval.
2. No habitable space is permitted above the Maximum Height specified in the zoning district.

c. Calculation of Height.

1. Maximum structure height shall be calculated from the established FEMA Base Flood Elevation to the highest point of the roof excluding non-habitable architectural design elements of the structure.






**APPROVED**

2. The height of fences shall be measured from preconstruction grade.

d. Height in Excess of Maximum

1. Equipment including, but not limited to, satellite dishes and heating and air conditioning equipment may be installed on top of buildings provided that the equipment is screened from horizontal view.

2. Non-habitable architectural elements that contribute stylistically to the building including, but not limited to, bulkheads, parapet walls, false fronts, cupolas, steeples, spires, and chimneys may exceed the maximum height requirement by 20 percent.

e. Design Standards.

| | Standards |
|---|---|
| 1. Single-Family Residential | None. |
| 2. Multifamily and Non-Residential | a) Architectural integrity and compatibility with nearby existing buildings both on- and off-site shall be demonstrated. Architectural considerations shall include building siting, massing, proportion, scale, materials, colors, details, façade treatments, fenestration, parapets, site features, lighting and signage. The openness of ground floor facades and view corridors which face pedestrian utilized roadways, circulation routes or waterways shall be maximized to promote pedestrian activity and increase visibility of activity from the interior of the buildings. |
| | b) The form of buildings and its architectural details should be designed to create visual interest at the street level using techniques such as incorporating porches, staggering the frontage of the buildings, recessing doors and windows, providing display windows, providing awnings and canopies for weather protection and scale, and visually extending interior spaces outside through paving and glazing. |
| | c) Site and architectural design features shall substantially advance design standards reflected in local precedents or regional buildings. These may include traditional Mediterranean, Key West, Mission, Prairie, Streamlined Art Deco or Mid-Century Modern architecture or other appropriate architectural design compatible with the Florida tropical climate. Materials and colors should be selected to unify the building appearance and fit into the pedestrian realm. |
| | d) Development along the City's waterfront shall maximize opportunities for public access to the water and facilitate connectivity with adjoining waterfront properties to establish an improved public promenade. |


**APPROVED**

f. Nonconforming Situations.

Nonconforming uses and structures that have been damaged or destroyed by natural disaster or other catastrophic event, i.e., fire or other calamity, may be replaced or reconstructed provided that:

1. The significance of the property owner's hardship is more compelling than, and reasonably overbalances, the public benefit resulting from not allowing the use or structure to be reestablished.
2. Replacement or reconstruction of the use or structure is compatible with the character of the neighborhood and will not jeopardize future development of the area in compliance with the provisions and intent of the City's Land Development Regulations.
3. The value of properties in the vicinity of the replacement or reconstruction will not be adversely affected;
4. No expansion of gross floor area occurs;
5. The degree of nonconformity is not increased;
6. The replacement structure is in compliance with the City's adopted Building Code, Coastal Construction Control Line and FEMA regulations; and
7. A Building permit is issued within 24 months after the date of destruction and the construction is diligently pursued to completion.

g. Supplemental Use Regulations.

1. Condominium Hotels.

a. General Requirements.

i. Condo-hotel facilities shall be created, sold and maintained under documentation, including condominium declaration, bylaws, sales brochures, and pre-construction agreements, with form and content approved by the City Attorney, which adequately disclose and ensure that the condo-hotel facility will, in all respects, be permanently and exclusively operated as a transient accommodations facility and will not be occupied as a multi-family dwelling.

ii. Condo-hotel facilities must be permanently dedicated in their entirety to the complete control and management of a single hotel or resort hotel operator for operation as a transient accommodations facility.

iii. Condo-hotel facilities shall contain no dwelling units. Only individual sleeping units that are permanently dedicated for rental to the general public for transient occupancy for periods of less than 28 days on a fulltime basis by the hotel or resort hotel operator shall be permitted; provided, however, that an owner of an individual sleeping unit in a condo-hotel may be permitted to occupy the owned sleeping unit without rental charge for up to 28 days in any calendar year.

iv. Condo-hotel sleeping units shall not be used for homesteading purposes or home occupational licensing, time share or fractional interests.

v. Condo-hotel facilities shall be licensed by all applicable state and local agencies that license traditional motels, hotels and/or resort hotels prior to the issuance of any Certificate of Occupancy. All required licenses must be kept current.

vi. Rental of condo-hotel sleeping units shall be subject to all applicable state and local tourist tax collections.

vii. Condo-hotel facilities shall be served by singly metered utility services and with a central telephone system and central cable television system installed in all individual sleeping units.

viii. Individual sleeping units shall not contain any lockable storage closet or cabinet unless access to such closet or cabinet is automatically and uniformly provided to each member of the public who rents the sleeping unit.

ix. Condo-hotel facilities shall provide an internally-oriented lobby/front desk area.


**APPROVED**

x. Condo-hotel facilities shall utilize a uniform key entry system managed by the hotel or resort hotel operator to receive and disburse keys for each condo-hotel sleeping unit.

xi. All condo-hotel facilities shall offer daily maid service, concierge as well as other customary hospitality services.

xii. The City may require affidavits of compliance with the criteria from the developer, management entity, and/or each condo-hotel sleeping unit purchaser/owner concurrent with annual renewal of any required occupational license.

b. Conditions of Approval.

The City Commission may impose limitations on condo-hotel facilities, including but not limited to, the size and number of sleeping units and sleeping areas as well as the types of utility fixtures to ensure the viability of hospitality and transient accommodations and to limit impacts on local services including transportation, potable water, sanitary sewer and hurricane evacuation.

**Section 2.** Chapter 22, Zoning, of the Code of Ordinances, is further amended as follows:

**Existing Definitions to be Deleted and Replaced by New Definitions**

~~*Dwelling (dwelling unit)* – One or more rooms connected together in a building, constituting a separate, independent housekeeping establishment for a family, for owner occupancy or rental for 6 months or longer in R-1 or R-2 residential zones, physically separated from any other rooms or dwelling units which may be in the building, and containing sleeping and sanitary facilities and one kitchen.~~

~~*Motel/Hotel* – A building or group of buildings in which sleeping accommodations are offered to the public and intended primarily for rental to transients with a daily charge, as distinguished from dwellings, where rentals are for a period of a week or longer and occupancy is generally by residents rather than transients. Where more than twenty-five (25) percent of the units have cooking facilities, such living quarters shall be considered as dwellings and shall be subject to the regulations governing dwellings. This definition shall not include adult motels or adult hotels.~~

~~*Resort Hotel* – A place of lodging providing sleeping accommodations that are offered to the public in conjunction with the operation of marine or marina facilities or other tourist-related recreational amenities, and that are intended primarily for rental to transients with a daily or weekly charge, but in any event in which the maximum stay per transient/tenant is limited to thirty (30) days in any twelve month period. Limited kitchen facilities may be provided in the suite. Guest recreational amenities, such as marina facilities, swimming pools, tennis or recreation courts or similar facilities, are to be provided and located on site.~~

**New Definitions**

*Condo hotel* – A building constructed, maintained, operated and managed as a hotel or resort hotel in which each sleeping unit in the facility is individually owned and in which all sleeping units are available for transient occupancy, i.e., daily, weekly or monthly rent and where the structure, common areas and facilities are owned by all owners on a proportional individual basis.

*Sleeping unit* – One or more rooms designed, occupied, or intended for occupancy as transient lodging accommodations with one or more sleeping areas, limited cooking, and sanitary facilities provided within the sleeping unit for the exclusive use as transient lodging accommodations.

*Limited Cooking Facilities* – A collection of customary appliances which may include sinks, wet bar areas, refrigerators and microwave ovens provided in transient lodging accommodations for the use, enjoyment and convenience of transient occupants but specifically excluding dish washers, stoves and ovens.

*Dwelling unit* – One or more rooms, designed, occupied, or intended for owner occupancy, or rental for six months or longer in R-1 and R-2 residential zoning districts, used as a separate living quarter, with cooking, sleeping and sanitary facilities provided within the dwelling unit for the exclusive use of a single family maintaining a household.

*Hotel* – A facility offering transient lodging accommodations to the general public and providing additional services, such as restaurants, meeting spaces, entertainment, and recreational facilities.

*Motel* – A facility offering transient lodging accommodations to the general public with a majority of all rooms having direct access to the outside without the necessity of passing through the main lobby of the building.

*Resort Hotel* – A tourist-oriented destination resort facility offering transient lodging accommodations with sleeping units available to the general public in conjunction with marine, aquatic, golf or other recreational amenities including but not limited to organized programs, activities, camps and excursions for both adults and/or children, fitness and spa facilities, as well as other services and amenities including restaurants, meeting, conference and/or banquet facilities as well as entertainment where such sleeping units are intended for the exclusive use as transient lodging accommodations.

**Section 3.** Chapter 22, Zoning, of the Code of Ordinances, is further amended as follows:

**Other Amendments to the Land Development Regulations**

1) Add new parking standard for Motels, Hotels and Resort Hotels in Section 22-60(d)(2), Off-street Parking and Loading, to require 1.0 parking space for the first sleeping area within a sleeping unit plus .5 parking spaces for each additional sleeping area within a sleeping unit plus 1 parking space per 250 square feet of gross floor area for accessory uses open to the general public.

2) Add Motels, Hotels and Resort Hotels As Semi-restricted uses permitted in Section 22-33(b), C-5, Tourist Commercial, zoning district.

**Section 4.** Chapter 22, Zoning, of the Code of Ordinances, is hereby amended so that the following sections are renumbered as follows:

Section 22-~~16~~17. Location of Zoning Districts.

Section 22-~~17~~18. Zoning Atlas Generally.

Section 22-~~18~~19. Reserved

Section 22-~~19~~20. Comprehensive Plan.

**Section 5.** All Ordinances or parts of Ordinances in conflict herewith are and the same shall be repealed and shall be of no further force or effect whatsoever.

**Section 6.** This ordinance is and the same shall become effective immediately upon final passage hereof.

STATE OF FLORIDA)
ST. LUCIE COUNTY)[SS]

WE, THE UNDERSIGNED, Mayor Commissioner and the City Clerk of the City of Fort Pierce, Florida, do hereby certify that the foregoing and above Ordinance No. K-441 was duly advertised by Legal Advertising in the Fort Pierce Tribune on November 15, 2006 and on December 11, 2006; and was duly advertised by Display Advertising in the Fort Pierce Tribune on August 14 & August 30, 2006, and on September 11 & September 27, 2006, and on November 22 & December 11, 2006; copy of said ordinance was made available at the office of the City Clerk to the public upon request; Public Hearings were held on Ordinance No. K-441 on August 21, 2006, December 4, 2006, and December 18, 2006; said ordinance was duly introduced, read by title only, and passed on first reading by the City Commission of the City of Fort Pierce, Florida, on January 2, 2007; and was duly introduced, read by title only, and passed on second and final reading on January 16, 2007, by the City Commission of the City of Fort Pierce, Florida.

IN WITNESS HEREWITH, we hereunto set our hands and affix the Official Seal of the City of Fort Pierce, Florida, this the 17th day of January, 2007.

MAYOR COMMISSIONER

CITY CLERK

(CITY SEAL)

***Tourist Development Tax***

St. Lucie County, in 1991, authorized a Tourist Development Tax to be imposed on rentals or leases of accommodations in hotels, motels, apartments, rooming houses, mobile home parks, RV parks, condominiums, or timeshare resorts for terms of six months or less. The current tax rate is 5%, collected concurrently with the state sales tax of 6%, both of which are intended to be captured from any of the public accommodations noted.

St. Lucie County's Tourist Development Council (TDC) is represented by local elected officials, hospitality professionals and tourism-related community members. The tourist tax collected by St. Lucie County is presently allocated in the following manner:

- **First & Second Cents**- Operation and maintenance of Tradition Field
- **Third Cent**- Promote tourism
- **Fourth Cent**- Pay debt service on bonds used to finance the reconstruction and renovation of Tradition Field
- **Fifth Cent**- 67 percent of the 5th cent tax is allocated to pay debt service on bonds issued to finance the renovation and reconstruction of Tradition Field. The remaining 33 percent of the 5th cent tax is allocated for capital facilities that promote tourism located north of Midway Road.

DR-15TDT
R. 11/15

# COUNTY LOCAL OPTION TRANSIENT RENTAL TAX RATES GROUPED BY ADMINISTRATION

## (Tourist Development Tax Rates)

**State sales and use tax, discretionary sales surtax, and local option transient rental taxes are all imposed on rentals or leases of accommodations in hotels, motels, apartments, rooming houses, mobile home parks, RV parks, condominiums, or timeshare resorts for a term of six months or less. Counties may levy a new local option transient rental tax or change the local option tax rate at any time throughout the year.**

| COUNTY | ADMINISTERED BY | TOURIST DEVELOPMENT | TOURIST IMPACT | CONVENTION DEVELOPMENT | TOTAL TRANSIENT RENTAL RATE* | KNOWN FUTURE CHANGES |
|---|---|---|---|---|---|---|
| CALHOUN | N/A | NONE | NONE | NONE | NONE | |
| HARDEE | N/A | NONE | NONE | NONE | NONE | |
| LAFAYETTE | N/A | NONE | NONE | NONE | NONE | |
| LIBERTY | N/A | NONE | NONE | NONE | NONE | |
| UNION | N/A | NONE | NONE | NONE | NONE | |
| BRADFORD | Fl Dept of Revenue | 4.0% | 0.0% | 0.0% | 4.0% | |
| CITRUS | Fl Dept of Revenue | 3.0% | 0.0% | 0.0% | 3.0% | |
| COLUMBIA | Fl Dept of Revenue | 5.0% | 0.0% | 0.0% | 5.0% | |
| DESOTO | Fl Dept of Revenue | 3.0% | 0.0% | 0.0% | 3.0% | |
| DIXIE | Fl Dept of Revenue | 2.0% | 0.0% | 0.0% | 2.0% | |
| FLAGLER | Fl Dept of Revenue | 4.0% | 0.0% | 0.0% | 4.0% | |
| FRANKLIN | Fl Dept of Revenue | 2.0% | 0.0% | 0.0% | 2.0% | |
| GADSDEN | Fl Dept of Revenue | 2.0% | 0.0% | 0.0% | 2.0% | |
| GILCHRIST | Fl Dept of Revenue | 2.0% | 0.0% | 0.0% | 2.0% | |
| GLADES | Fl Dept of Revenue | 2.0% | 0.0% | 0.0% | 2.0% | |
| HAMILTON | Fl Dept of Revenue | 3.0% | 0.0% | 0.0% | 3.0% | |
| HENDRY | Fl Dept of Revenue | 3.0% | 0.0% | 0.0% | 3.0% | |
| HOLMES | Fl Dept of Revenue | 2.0% | 0.0% | 0.0% | 2.0% | |
| JACKSON | Fl Dept of Revenue | 4.0% | 0.0% | 0.0% | 4.0% | |
| JEFFERSON | Fl Dept of Revenue | 2.0% | 0.0% | 0.0% | 2.0% | |
| LEVY | Fl Dept of Revenue | 2.0% | 0.0% | 0.0% | 2.0% | |
| MADISON | Fl Dept of Revenue | 3.0% | 0.0% | 0.0% | 3.0% | |
| OKEECHOBEE | Fl Dept of Revenue | 3.0% | 0.0% | 0.0% | 3.0% | |
| PASCO | Fl Dept of Revenue | 2.0% | 0.0% | 0.0% | 2.0% | |
| SUMTER | Fl Dept of Revenue | 2.0% | 0.0% | 0.0% | 2.0% | |
| WAKULLA | Fl Dept of Revenue | 4.0% | 0.0% | 0.0% | 4.0% | |
| WASHINGTON | Fl Dept of Revenue | 3.0% | 0.0% | 0.0% | 3.0% | |
| ALACHUA | County Since 7/01 | 5.0% | 0.0% | 0.0% | 5.0% | |
| BAKER | County Since 5/00 | 3.0% | 0.0% | 0.0% | 3.0% | |
| BAY (1) | County Since 1/94 | 5.0% | 0.0% | 0.0% | 5.0% | |
| BREVARD | County Since 10/92 | 5.0% | 0.0% | 0.0% | 5.0% | |
| BROWARD ** | County Since 3/94 | 5.0% | 0.0% | 0.0% | 5.0% | |
| CHARLOTTE | County Since 9/90 | 5.0% | 0.0% | 0.0% | 5.0% | |
| CLAY | County Since 1/89 | 3.0% | 0.0% | 0.0% | 3.0% | |
| COLLIER | County Since 1/93 | 4.0% | 0.0% | 0.0% | 4.0% | |
| DUVAL | County Since 12/90 | 4.0% | 0.0% | 2.0% | 6.0% | |
| ESCAMBIA | County Since 6/89 | 4.0% | 0.0% | 0.0% | 4.0% | |
| GULF | County Since 6/01 | 5.0% | 0.0% | 0.0% | 5.0% | Rate will return to 4% on 1/01/20 |
| HERNANDO | County Since 1/93 | 5.0% | 0.0% | 0.0% | 5.0% | |
| HIGHLANDS | County Since 1/14 | 2.0% | 0.0% | 0.0% | 2.0% | |
| HILLSBOROUGH | County Since 1/92 | 5.0% | 0.0% | 0.0% | 5.0% | |
| INDIAN RIVER | County Since 10/00 | 4.0% | 0.0% | 0.0% | 4.0% | |
| LAKE | County Since 11/98 | 4.0% | 0.0% | 0.0% | 4.0% | |
| LEE | County Since 5/88 | 5.0% | 0.0% | 0.0% | 5.0% | |
| LEON | County Since 10/94 | 5.0% | 0.0% | 0.0% | 5.0% | |
| MANATEE | County Since 10/89 | 5.0% | 0.0% | 0.0% | 5.0% | |
| MARION | County Since 4/08 | 4.0% | 0.0% | 0.0% | 4.0% | |
| MARTIN | County Since 11/02 | 5.0% | 0.0% | 0.0% | 5.0% | |
| MIAMI-DADE ** (2) | County Since 4/88 | 3.0% | 0.0% | 3.0% | 6.0% | |
| MONROE | County Since 1/91 | 4.0% | 1.0% | 0.0% | 5.0% | |
| NASSAU (3) | County Since 5/89 | 4.0% | 0.0% | 0.0% | 4.0% | |
| OKALOOSA (4) | County Since 7/92 | 5.0% | 0.0% | 0.0% | 5.0% | |
| ORANGE | County Since 1/92 | 6.0% | 0.0% | 0.0% | 6.0% | |
| OSCEOLA | County Since 5/92 | 6.0% | 0.0% | 0.0% | 6.0% | |
| PALM BEACH | County Since 1/93 | 6.0% | 0.0% | 0.0% | 6.0% | |
| PINELLAS | County Since 10/90 | 5.0% | 0.0% | 0.0% | 5.0% | Rate will increase to 6% on 1/1/16 |
| POLK | County Since 1/94 | 5.0% | 0.0% | 0.0% | 5.0% | |
| PUTNAM | County Since 4/99 | 4.0% | 0.0% | 0.0% | 4.0% | |
| ST JOHNS | County Since 8/88 | 4.0% | 0.0% | 0.0% | 4.0% | |
| ST LUCIE | County Since 5/91 | 5.0% | 0.0% | 0.0% | 5.0% | Rate will return to 3% on 2/01/18 |
| SANTA ROSA | County Since 5/94 | 5.0% | 0.0% | 0.0% | 5.0% | |
| SARASOTA | County Since 6/92 | 5.0% | 0.0% | 0.0% | 5.0% | |
| SEMINOLE | County Since 9/93 | 5.0% | 0.0% | 0.0% | 5.0% | |
| SUWANNEE | County Since 11/01 | 3.0% | 0.0% | 0.0% | 3.0% | Rate will return to 2% on 7/01/21 |
| TAYLOR | County Since 7/06 | 3.0% | 0.0% | 0.0% | 3.0% | |
| VOLUSIA (5) | County Since 4/90 | 3.0% | 0.0% | 3.0% | 6.0% | |
| WALTON (6) | County Since 10/91 | 4.0% | 0.0% | 0.0% | 4.0% | |

***The total transient rental rate includes the local option taxes levied on**: tourist development tax authorized by section (s.) 125.0104, Florida Statutes (F.S.), tourist impact tax authorized by s. 125.0108, F.S., and convention development tax authorized by s. 212.0305, F.S.

**In addition to county-wide transient rental tax rates listed in this table, Florida law authorizes certain cities in Broward and Miami-Dade counties to impose a local option municipal resort tax on transient rental transactions and on the sale of food and beverages consumed in restaurants and bars. For complete information and definitions, see Chapter 67-930, Laws of Florida, as amended by Chapters 82-142, 83-363, 93-286, and 94-344, Laws of Florida.

These counties currently do not levy a local option transient rental tax.

Call 800-352-3671 if you have questions about local option transient rental rates administered by the Department of Revenue.

Contact your local county taxing authority to verify tax rates and to find information about collecting and paying locally administered taxes. Counties who self-administer the transient rental rate are not required by law to notify the Department of local tax rate changes; therefore, the tax rates in this chart may not be current. The tax rates for certain jurisdictions within a county may vary. See the information following this chart. The date in the "administered by" column is the date that the county began to administer the local transient rental tax (not the date that the tax was imposed).

(1) Bay: 11.5% rate only applies to Zip Codes 32401 (Panama City), 32404 (Panama City), 32405 (Panama City), 32407, 32408, 32410 (Mexico Beach), and Bay's part of 32413.

(2) Miami-Dade: Surfside & Bal Harbour Tax Rate is 11%; Miami Beach is 14% and the rest of Miami-Dade County is 13%.

(3) Nassau: 11% rate applies to Amelia Island only (zip code 32034).

(4) Okaloosa: 11% rate only applies to Voting Precincts 19, 20, 21, 22, 24, 27, 30, 33, 35, 38, 41, 42 and 44.

(5) Volusia: Halifax and West Volusia Advertising Districts, and Southeast Volusia Advertising District is 12.5%. All areas outside these Districts is 9.5%.

(6) Walton: 11.5% rate only applies to zip codes 32459, 32550, 32454, 32461 and Walton's part of 32413.

**Transient rentals** are leases or rentals of living accommodations, such as hotels, motels, single-family dwellings, multi-unit dwellings, apartments, rooming houses, condominiums, timeshare resorts, vacation houses, beach houses, mobile homes, recreational vehicle parks, or any other living, sleeping, or housekeeping accommodations for a term of six months or less. See Rule 12A-1.061, Florida Administrative Code, for more information on what constitutes a “rental charge” and which rental charges are specifically exempt.

**Counties may levy local option taxes on transient rentals by vote of the county’s governing body or by referendum. Local option taxes are collected in addition to the 6% state sales and use tax and any county discretionary sales surtax.** Generally, the taxes paid on transient rentals may be used by the county for capital construction of tourist-related facilities, tourist promotion, and beach and shoreline maintenance; however, the authorized uses vary according to the particular levy.

**Many counties self-administer their local option transient rental taxes. Contact your county taxing agency** to determine if your county imposes one or more of these taxes and if you are required to report and pay the taxes directly to your county taxing agency or to the Department of Revenue.

- **If your county self-administers the local option transient rental taxes, you will need to file two tax returns and make two separate tax payments**: (1) the local option transient rental taxes will be remitted to the county; and (2) the state 6% sales and use tax and the applicable discretionary sales surtax will be remitted to the Department using Form DR-15, *Sales and Use Tax Return* .
- **If the Department of Revenue administers the local option transient rental taxes, you will file one tax return and make one payment** including the state 6% sales and use tax, the applicable discretionary sales surtax, and the local option transient rental taxes to the Department using Form DR-15, *Sales and Use Tax Return* .

The Local Government Financial Information Handbook, posted online at: http://edr.state.fl.us includes detailed information about all of Florida's local option taxes.



Monroe County – The Florida Keys

http://www.monroecounty-fl.gov/

Upper Keys 305.453.8806

Middle Keys 305.289.2810

Lower Keys 305.292.4495

## Filing a Complaint?

**Follow the link to our online complaint form**

**http://www.monroecounty-fl.gov/forms.aspx?fid=74**

**Information that we may need:**

- **You may remain anonymous**
- **Physical Address or Parcel Number**
- **Owner Name of the Property**
- **When did renters arrive and/or depart?**
- **How often are renters seen at the property?**
- **Have you had any contact with the renters?**
- **Vehicle TAG#'s, Boat Registrations #'s for renters**

**Code Compliance Department**
**Division of Growth Management**

**2798 Overseas Hwy**
**Suite 330**
**Marathon, FL 33050**
**Phone: 305.289.2810**
**Fax: 305.289.2858**
**www.monroecounty-fl.gov**

# County of Monroe

*The Florida Keys*

## Vacation Rental Program

**Vacation RENTAL**



### Responsibilities

**The purpose of the Code Compliance Department is to promote, protect, and improve the health, safety, and welfare of the citizens of Monroe County and the environment by providing equitable, expeditious, and effective enforcement of all County Codes while establishing a working partnership with Monroe County neighborhoods.**

### Mission Statement

**The mission of the Code Compliance Department is to enhance and sustain the quality of life of citizens and the environment through effective, expeditious, and equitable enforcement and compliance with building, zoning, land development, environmental, and other codes and ordinances that protect public health, life, safety, welfare, and natural resources.**

# Information to know before you open your doors as a Vacation Rental



## Overview of Vacation Rental Codes

**Does your zoning and/or land use district allow vacation rentals?**
If your home is located in an Improved Subdivision (IS) or Urban Residential Mobile Home (URM) land use district:
It is unlawful to rent or use a home as a short term (less than 28 days) rental.

**Does your advertising comply with the county codes?**
All advertising should reflect 28 day minimum stay requirement and monthly rates for rental or lease. All rentals should be for 28+ consecutive days and to the same tenant.
** It is unlawful for any landlord, tenant, agent or other representative of a landowner to rent, lease, advertise or hold out (offer out) for rent any dwelling unit for vacation rental use in any district where a vacation rental use (less than 28 days) is prohibited.*

**Do you have a business tax license?**
All rentals (long-term and short-term, where allowed) require a business tax license. Call 305.295.5010 for more information or visit online at
http://www.monroetaxcollector.com/

## Working Together to Improve Our Lives.

**Vacation Rentals *may* be allowed in the following Land Use Districts and require a Special Vacation Rental Permit:**

SR (Suburban Residential)
MU (Mixed Use)
UR (Urban Residential)
IS-V (Improved Subdivision Vacation Rental)
OS (Offshore Islands)

**Vacation Rentals are not allowed in the following Land Use Districts:**
IS (Improved Subdivision)
URM (Urban Residential Mobile Home)
IS-M (Improved Subdivision Masonry)

*CALL BEFORE YOU RENT your home*

*Please call if you have any questions with regards to the allowable uses in your land use district/zoning district.*

***Upper Keys***

| | |
|---|---|
| Code Compliance | 305.453.8806 |
| Planning | 305.453.8800 |

***Middle Keys***

| | |
|---|---|
| Code Compliance | 305.289.2810 |
| Planning | 305.289.2500 |

***Lower Keys***

| | |
|---|---|
| Code Compliance | 305.292.4495 |
| Planning | 305.289.2500 |

***Noise/Disturbance Issues*** please contact the Sheriff's Office:

| | |
|---|---|
| Upper Keys | 305.853.3211 |
| Middle Keys | 305.289.2430 |
| Lower Keys | 305.745.3184 |

### *Special Vacation Rental Permit Information*

*You may obtain the information to apply for a Special Vacation Rental Permit by calling the Planning Department at 305.289.2500 or accessing the county website*
*http://www.monroecounty-fl.gov*

### *Helpful Hints*

*An Owner or Agent is required to obtain an annual special vacation rental permit for each dwelling unit prior to renting unit as a vacation rental.*

*A vacation rental permit is not required if a vacation rental of a dwelling unit located within a controlled access, gated community with a homeowner's or property owner's association that expressly regulates or manages vacation rental use.*

*Please Note: If your dwelling is in a gated community, it does not mean that you are exempt from the county codes. For example: licensing, noise, vacation rentals, etc.*

*Multifamily vacation rentals located in a multifamily district must have 24 hour on-site supervision that has received an exemption from the planning director. Please contact the Planning Department for specific requirements.*

**Planning Board** **7. c.**

Meeting Date: 02/09/2016

Information

REQUESTED ACTION

Zoning Atlas Amendment, Planned Development Plan and Preliminary Plat - Village at Midway - 9850 Midway Road

LOCATION

9850 Midway Road; 2334-340-0000-000-7; 2334-410-0000-000-1

RESPONSIBLE STAFF

Clarissa Davis, Planner

RECOMMENDATION

A recommendation of **approval** to the City Commission to approve the Zoning Atlas Amendment and Planned Development Plan with the following conditions:

1. That right-of-way dedications are provided along Access Tract A, also known as Arterial A, to provide future right-of-way expansions that follow St. Lucie County Roadway standards.

Attachments

Staff Report
Applications
Unified Control
Property Record Cards
Survey
Planned Development Plan
Planned Development Guidelines
Infrastructure Phasing Plan
Dedication of Easements
Easement Agreement
Environmental Assessment
Traffic Analysis
Trip Generation
Preliminary Plat
TRC Comments

**Form Review**

Form Started By: Clarissa Davis Started On: 02/02/2016 03:40 PM

Final Approval Date: 02/03/2016

# CITY OF FORT PIERCE
## PLANNING DEPARTMENT

*REBECCA GROHALL, AICP, PLANNING MANAGER*
*COMPREHENSIVE PLANNING ◊ DEVELOPMENT REVIEW*
*HISTORIC PRESERVATION ◊ URBAN DESIGN ◊ URBAN FORESTRY ◊ ZONING*

**TO:** Members of the City of Fort Pierce Planning Board

**THROUGH:** Rebecca Grohall, AICP, Planning Manager

**FROM:** Clarissa Davis, Planner

**SUBJECT:** Zoning Atlas Amendment, Planned Development Plan and Preliminary Plat Village at Midway – 9850 Midway Road

**DATE:** January 28th, 2016

## STAFF REPORT

| | |
|---|---|
| Owner/Applicant: | Walton Acquisitions FL, LLC<br>4800 North Scottsdale Road, Suite 4000<br>Scottsdale AZ, 85251 |
| Representative: | Mark E. Jacobson, P.E., LEED AP<br>Senior Planning and Development Manager – Florida<br>Walton Development and Management<br>8390 Champions Gate Blvd., Suite 315<br>Champions Gate, FL 33896 |
| Requested Action: | Approval of a Zoning Atlas Amendment, Planned Development Plan and Preliminary Plat application |
| Location: | 9850 Midway Road |
| Parcel IDs: | 2334-340-0000-000-7; 2334-410-0000-000-1 |
| Current Zoning: | AG 2.5, County Agriculture; AG-1, Agriculture, PUD, Planned Unit Development |
| Proposed Zoning: | PD, Planned Development |
| Current Future Land Use: | MXD, Mixed-Use Development |

Surrounding Zoning:

| North | East | South | West |
|---|---|---|---|
| AG-1; AG-2.5 (County) | I1; IL (County) | AG 2.5 (County) | AG 2.5 (County) |

| | |
|---|---|
| Parcel(s) Size: | 516.3 acres |
| Utility Provider: | FPL; St. Lucie County Water and Wastewater |

**Staff Analysis:**

The applicant, Walton Acquisitions FL, LLC, is proposing a zoning change from the current zoning districts to PD, Planned Development, a Planned Development Plan, as well as a Preliminary Plat located on 9850 Midway Road and a parcel to the northeast (2334-410-0000-000-1). The parcels are currently 516.3 acres. The largest parcel was annexed in 2010 and retained its County zoning AG 2.5, Agriculture, while the 116 acre parcel was the first annexation of 2015. The future land use designation is MXD, Mixed-Use Development.

The intent of this project is to become a commercial and industrial park with a separate residential component. This property is immediately off the Midway Road exit of I-95, an exit that shares industrial as well as commercial businesses. The proposal is to allow for many different uses that are briefly notated in Exhibit A, as well as their allocated square footage. Walton Acquisitions will provide the land for multiple developers to relocate or start their industrial or commercial industries.

Exhibit A
**USE AND INTENSITY ALLOCATION**

| General Use | Applicable Lot Type(s) | Intensity Allocation |
|---|---|---|
| Warehouse | Flex-Industrial/Warehouse; | 1,500,000 sf. |
| Multifamily Residential | Residential - Multifamily | 650 Units |
| Shopping Center | Commercial General; | 160,000 sf. |
| General Light Industrial | Flex Industrial/Warehouse;; | 1,200,000 sf. |
| Convenience Store | Commercial General; | 5,000 sf. |
| Fast Food Restaurant | Commercial General | 10,000 sf. |
| High Turnover Restaurant | Commercial General | 25,000 sf. |

Planned Development Plan

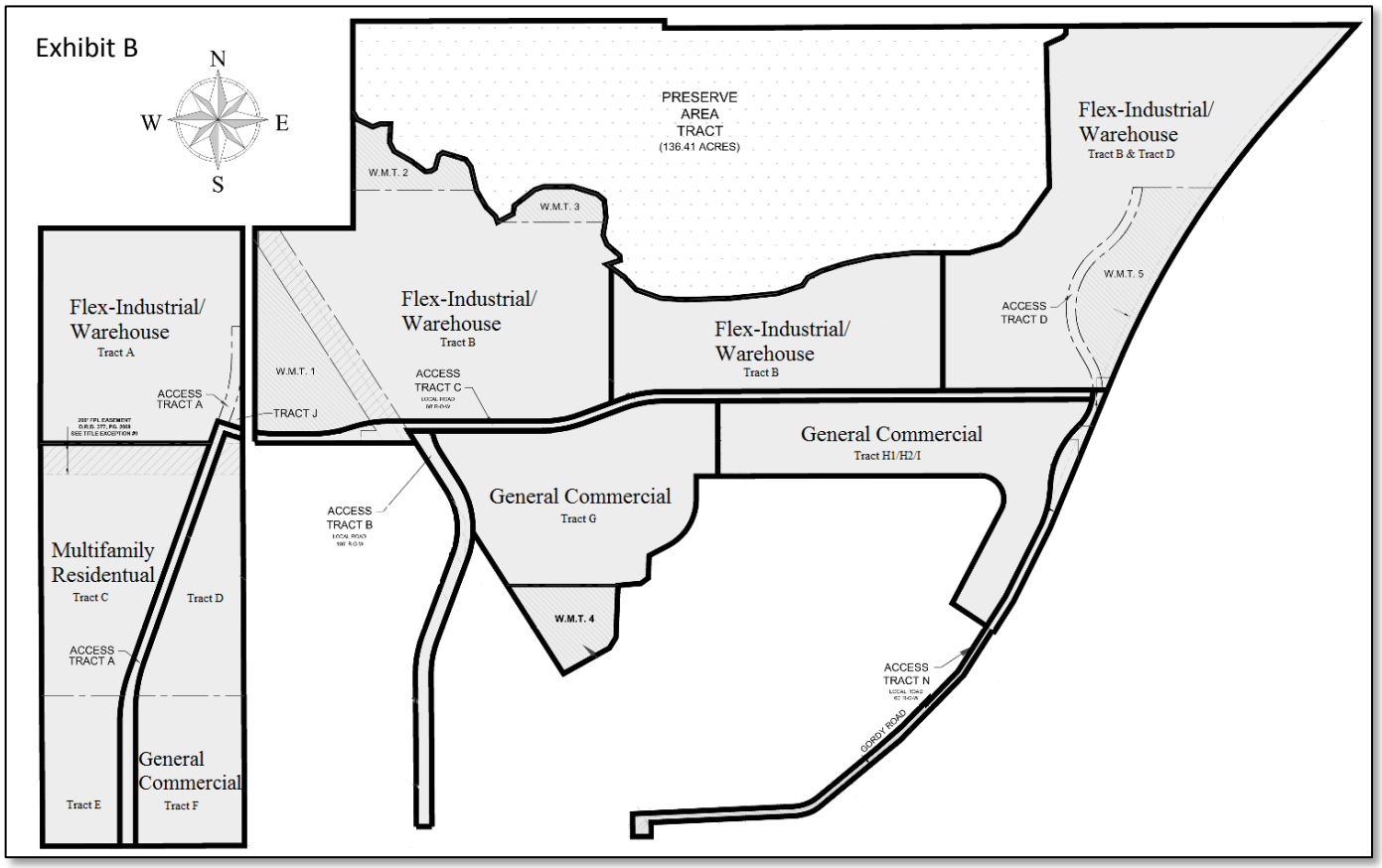
Walton Acquisitions is proposing development guidelines that divide certain uses by the lot type: Flex Industrial/Warehouse, General Commercial, and Multifamily Residential. Each lot type has a designated area within the property as shown in Exhibit B.

The lot type “Flex Industrial/Warehouse” allows light to heavy industrial uses, manufacturing, wholesale, etc. This lot type will support uses from communications, personal and business services and agriculture to manufacturing fabricated metal products, industrial/commercial machinery and electronics.

Lot type “Commercial – General” supports a variety of retail, service establishments and more. This lot type allows uses that are very similar to the City of Fort Pierce’s C3, General Commercial zoning district. It gives the opportunity to operate businesses such as general merchandise stores, florists, grocery stores, restaurants, and boutiques.

“Residential – Multifamily” lot type is specifically designated for the parcel to the west. This lot type allows multifamily developments at 15 dwelling units per acre with the cap at 650 dwelling units. The conservation area will be open to these residents for passive recreation.

Each lot type has permitted uses and restricted uses. The restricted uses are very similar to what the City of Fort Pierce calls “Conditional Uses”. If a developer desires to implement a restricted use, such applicant will seek approval from Walton Acquisitions where they will approve, approve with conditions or deny the application. You can find a list of permitted and restricted uses on page 13 of the Planned Development Guidelines.




Architectural Design Standards

The architectural aesthetic will be reviewed at the time of Site Plan and will conform to Fort Pierce Design Review standards.

Preliminary Plat and Infrastructure Plan

The Village at Midway Preliminary Plat is made up of 14 large tracts of land. Each tract has an approximate size notated. Developers will be able to purchase and shape their own lots to accommodate their businesses. When each tract is tapped into by a developer it triggers infrastructure to be built to access that parcel of land. For example, if a developer purchases and forms a lot in Tract B, Phase 1B is triggered where roadwork including storm water conveyance, sidewalks, street lighting, etc. is implemented. This Preliminary Plat that was provided and complied with the following: *Proposed name of the subdivision, Name and address of owner of record, Name, address and telephone number of subdivider , Scale, north arrow, and the date plat was drawn, Boundary lines of the tract indicated by a heavy line giving approximate dimensions, Approximate number of lots, and typical lot sizes, Divisions or state development, if any, proposed by the subdivider, Natural and manmade features within the proposed subdivision, including drainage, channels, bodies of water, or other significant features, Contour lines, having a one-foot interval, Development features such as rights-of-way and pavement widths, easements including their purpose and width, other dedications including their purpose, Names of adjacent platted subdivisions, Names of adjacent unplatted property owners, Location and size of nearest water, sewer and storm drainage lines that will serve the subdivision, Certificate of preliminary plat preparation, Vicinity sketch showing the relation of the proposed subdivision to adjoining property and the city, Name and address of the engineer*

*and/or surveyor who prepared the plat and design improvements be listed on the preliminary plat, Certification from the developer's engineer whether federal, state, or local agencies have jurisdiction over the proposed project.*

Final Plat

If the Preliminary Plat is approved, Walton Acquisitions themselves will not apply for Final Plat. Once a developer forms its own lot, the developer will submit a Final Plat application along with their Site Plan Application. Both applications will be reviewed concurrently.

**TRC Comments:**

The application was transmitted to the reviewing departments. TRC comments are attached to this staff report.

**Staff Recommendation:**

Staff recommends that the Preliminary Plat decision be decided in a separate motion. Staff also recommends that the Planning Board forward a recommendation of **approval** to the City Commission to approve the Zoning Atlas Amendment and Planned Development Plan with the following conditions:

1. That an additional right-of-way dedication of 30 feet on the right and left side is provided along Access Tract A, also known as Arterial A, to provide future right-of-way expansions that follow St. Lucie County Roadway standards.
2. Signed Proportionate Fair Share Agreement with SLC is provided.
3. A traffic analysis be submitted with each Site Plan application.

Staff recommends that the Planning Board forward a recommendation of approval to the City Commission to approve the Preliminary Plat with the following conditions:

1. That an additional right-of-way dedication of 30 feet on the right and left side is provided along Access Tract A, also known as Arterial A, to provide future right-of-way expansions that follow St. Lucie County Roadway standards.

# CITY OF FORT PIERCE

## PLANNING DEPARTMENT

*COMPREHENSIVE PLANNING ◊ DEVELOPMENT REVIEW*
*HISTORIC PRESERVATION ◊ URBAN DESIGN ◊ URBAN FORESTRY ◊ ZONING*


# Application for Zoning Atlas Map Amendment

**Application submission shall include the following:**

•**TRC** (*Initial Submission): One (1) original and (8) paper copies of the application and support documents and provide one (1) electronic copy of the application packet as described below.

•**Planning Board**: One (1) original and (16) paper copies of the application and support documents and provide one (1) electronic copy of the application packet as described below.

•**City Commission**: One (1) original and (11) paper copies of the application and support documents and provide one (1) electronic copy of the application packet as described below.

**In addition to a complete application, packets shall include:**

- ☐ Warranty Deed & Legal Description
- ☐ St. Lucie County Property Record Card
- ☐ Statement of why there is a need for the proposed future land use map amendment and how the amendment will result in an orderly and logical development pattern; statements how amendment(s) are consistent with Comprehensive Plan; how future land use designation is compatible with future land use designations and existing land uses surrounding the amended lands; identify future land use designations and existing land uses within a ½ mile of the subject property that have the same or greater type of proposed future land use designation; data and analysis to support conclusions.
- ☐ Current Survey
- ☐ Environmental Study
- ☐ Traffic Impact Report
- ☐ *** Capacity Analysis-Separate Form
- ☐ Drainage Analysis
- ☐ Historical Report
- ☐ 1 CD of all documents submitted in PDF
- ☐ Other_____

1. Property Address/Location: NW corner of the I-95/Midway Road interchange
2. Property Tax ID(s): 233441000000001; 233434000000007
3. Total Acreage: 516.32 ac.
4. Existing Future Land Use Designation: MXD
5. Existing Zoning Classification: AG-1; AG-2.5; PUD

6. Proposed Zoning Classification: Planned Development (PD)

7. Other applications being submitted concurrent with this application, if any: Preliminary Plat

8. Describe the existing uses, improvements and structures on the amendment lands: The subject parcels are currently vacant; there exist FPL transmission lines and billboards within the subject parcel

9. Are there any identified or possible historical structures on the amendment lands? N/A

10. The reason for making this request: Rezone subject parcels to PD to allow for the construction of a Mixed-Use development.

## 11. CAPACITY ANALYSIS

### I. Site Data:

| | Existing Use | Future Land Use | Zoning |
|---|---|---|---|
| **North** | Vacant | AG-2.5; MXD; SD (County) | AG-1; AG-2.5 (County) |
| **South** | Vacant; FPL Substation | ROI; CG;CH;CS (City of PSL) | TBD; U (City of PSL) |
| **East** | Tropicana facility; SLC Landfill | IND (County); INST (City of FP) | IL (County); I1 (City of FP) |
| **West** | Vacant | AG-2.5 | AG-2.5 (County) |

| | Future Land Use | Zoning Classification | Maximum Intensity Residential: Dwelling Units per Acre Other: Square Footage | Total Acreage | Flood Zone |
|---|---|---|---|---|---|
| **Current** | MXD | AG-1; AG-2.5; PUD | 571 units | 516.32 | Zone X |
| **Proposed** | No Change | Planned Development | Up To 650 Multifamily Units | 516.32 | N/A |

### II. Public Facilities Information:

| **A. Potable Water:** | |
|---|---|
| Average Use | Residential: 100 gallons per day per person (du x 2.6 = persons x 100 gpd = demand)<br>Other: 0.125 gallons per day per square foot |
| Demand Analysis | Maximum 694,000 gpd |
| Current Zoning | Total gallons per day 571 x 100 x 2.6 = 148,460 gpd |
| Proposed Zoning | Total gallons per day (650 x 100 x 2.6) + (4,200,000 x .125) = 694,000 gpd |

| | |
|---|---|
| **Change in Demand** | **Total gallons per day** 545,540 gpd |

| **B. Wastewater:** | |
|---|---|
| Average Use | Residential: 100 gallons per day per person<br>(du x 2.6= persons x 100 gpd = demand)<br>Other: 0.1 gallons per day per square foot |
| Demand Analysis | Maximum 589,000 gpd |
| Current Zoning | Total gallons per day 571 x 100 x 2.6 = 148,460 |
| Proposed Zoning | Total gallons per day (650 x 100 x 2.6 )+ (4,200,000 x 0.1) = 589,000 |
| **Change in Demand** | **Total gallons per day** 440,540 gpd |

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

| Park Type | LOS | Existing Population Park Demand | Proposed Population Park Demand | Change in Demand |
|---|---|---|---|---|
| **Regional** | 20 acres per 1,000 people | 914 ac. | 918 ac. | +4 ac. |
| **Urban District** | 5 acres per 1,000 people | 228 ac. | 229 ac. | +1 ac. |
| **Community** | 2.5 acres per 1,000 people | 114 ac. | 115 ac. | +1 ac. |
| **Neighborhood** | 1.36 acres per 1,000 people | 62 ac. | 62 ac. | No Change |

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

| Current: 571 SF Units / Proposed: 650 MF Units | K-8 | High |
|---|---|---|
| **School Name** | Samuel Gains Academy | Fort Pierce Central |
| **City** | Fort Pierce | Fort Pierce |
| **Distance** | 5 miles | 5 miles |
| **Current Zoning Enrollment Demand** | 162 Students | 69 Students |
| **Proposed Zoning Enrollment Demand** | 94 Students | 40 Students |
| **Change in Demand** | -68 Students | -29 Students |

**E. Solid Waste:**
2 yard serves 15 units, 4 yard serves 30 units, 6 yard serves 45 units, 8 yard serves 60 units

| | |
|---|---|
| **Demand Analysis** | Maximum |
| **Current Zoning** | 7.5 yds x 571 Units = 76 yds. |
| **Proposed Zoning** | 7.5 yds x 650 Units = 87 yds. |
| **Change in Demand** | +11 yds. |

| **F. Stormwater:** Potential increase in volume discharged due to increased impervious coverage, reduced groundwater seepage or loss of surface water storage impacting Adopted LOS of 25-year 3-day storm Pre vs. Post Runoff (Storm sewers to convey 5 year- 1 day storm event; Canals to convey 3 year – 1 day storm event) | |
|---|---|
| **Impact** | Increase in volume discharge is not anticipated for this site. Any increased in runoff will be contained on-site within a stormwater management system. |

## III. Transportation Analysis

| **G. Traffic** Most recent ITE Code for use; HCM Roadway Capacity | | |
|---|---|---|
| | **AADT** | **AM/PM Peak Hour Trips** |
| **Demand Analysis** | Maximum | Maximum |
| **Current Zoning** | | |
| **Proposed Zoning** | | |
| **Change in Demand** | Trips | Trips |
| **Impact to Capacity** | | |

**12.** Name of Owner(s): Walton Acquisitions FL, LLC
Mailing Address: 4800 North Scottsdale Rd., Suite 4000
City Scottsdale State AZ Zip 85251
Phone # _____
E-mail: mjacobson@walton.com

**13.** Name of Applicant: Mark E. Jacobson, Senior Planning and Development Manager, WDM
Mailing Address: 8309 ChampionsGate Blvd., Suite 315
City ChampionsGate State FL Zip 33896
Phone # 727.744.7283 Fax # _____
E-mail: mjacobson@walton.com

**14.** Name of Representative: Mark E. Jacobson, Senior Planning & Development Manager - Walton Development and Mgmt
Mailing Address: 8309 ChampionsGate Blvd. Suite 315
City ChampionsGate State FL Zip 33896
Phone # 727.744.7283 Fax # _____
E-mail: mjacobson@walton.com

**15. Applicant Acknowledgements** (Owner's signature must be notarized)

I certify that: (Check One)

_____ I (we) do hereby certify that I (we) own in fee simple the above referenced described property for which a change in Zoning Classification is requested.

✓ I (we) are not the owner of the above described property; however, the owners signature below authorizes the applicants the authority to act as agent for the owner(s) of record.

Applicant's Signature Date

8390 ChampionsGate Blvd., Suite 315 FL 33896

Address State Zip

727.744.7283 mjacobson@walton.com

Phone Fax E-mail Address

**16. Property Owners Acknowledgements:** - This application will not be considered complete without the signature of all property owners of record, which shall serve as an acknowledgement of the submission of this application for a change in zoning classification. The property owner's signature below shall also authorize the Applicant (if other than the property owner) and/or Agent to act in his/her behalf for the purposes of seeking this change to the City' Land Development Regulations for the property described herein.

Walton Acquisitions FL, LLC (800) 959 6048

Property Owner's Name (Please Print) Phone

4800 North Scottsdale Road, Suite 4000, Scottsdale Arizona 85251

Address State Zip

Please see attached signature page

Property Owner's Signature Date

STATE OF FLORIDA)
ST LUCIE COUNTY)

The foregoing instrument was acknowledged before me this ___ day of _____, 20_____, by _____ who is personally known to me or has produced as identification.

_____

Signature of Notary (seal)

**OFFICE USE:**

**DATE RECEIVED:**_____ Signed:_____

File Number:_____ Check No: _____ Receipt No: _____

TRC Review:_____ Planning Board Review: _____ City Commission: _____

Ordinance No:_____ Date Approved: _____

**16. Property Owners Acknowledgements: -** This application will not be considered complete without the signature of all property owners of record, which shall serve as an acknowledgment of the submission of the application for a change in zoning classification. The property owner's signature below shall also authorize the Applicant (if other than the property owner) and/or Agent to act on it's behalf for the purposes of seeking this change to the City Land Development Regulations for the property described herein.

**WALTON ACQUISITIONS FL, LLC**
a Florida limited liability company

By: **Walton International Group, Inc.,**
a Nevada Corporation,
Its Manager

By: C Herbert
Name: Carey Herbert
Its: Authorized Signatory

By: Gordon A Price
Name: GORDON A. PRICE
Its: AUTHORIZED SIGNATORY

STATE OF ARIZONA }
MARICOPA COUNTY }

The foregoing instrument was acknowledged before me this 9th day of July, 2015, by Carey Herbert and Gordon A Price, who are personally known to me.

Joy R Frerking
Signature of Notary

JOY R. FRERKING
NOTARY PUBLIC - ARIZONA
MARICOPA COUNTY
My commission Expires
July 23, 2017

SEAL

# CITY OF FORT PIERCE

## PLANNING DEPARTMENT

*COMPREHENSIVE PLANNING ◊ DEVELOPMENT REVIEW*
*HISTORIC PRESERVATION ◊ URBAN DESIGN ◊ URBAN FORESTRY ◊ ZONING*

# Subdivision

Property address or Location NW corner of the I-95/Midway Road interchange

Parcel ID #(s) 233441000000001; 233434000000007

Project description Mixed Use Development consisting of Flex-Industrial, Warehouse, Flex-Office, Commercial and Multifamily uses.

| | |
|---|---|
| Walton Acquisitions FL, LLC | Mark E. Jacobson - Walton Development and Management |
| **Property Owner(s)** | **Applicant/Representative, Title, Company** |
| 4800 North Scottsdale Rd., Suite 4000 | 8390 Championsgate Blvd., Suite 315 |
| Street Address | Street Address |
| Scottsdale AZ 85251 | Championsgate FL 33896 |
| City State Zip | City State Zip |
| | 727.744.7283 |
| Phone Number | Phone Number |
| mjacobson@walton.com | mjacobson@walton.com |
| Email Address | Email Address |

***Property Owner(s) Acknowledgements:*** *- This application will not be considered complete without the signature of all property owners of record, which shall serve as an acknowledgement of the submission of this application. The property owner's signature below shall also authorize the Applicant (if other than the property owner) and/or Representative to act in his/her behalf for the purposes of seeking approval for the application described herein.*

Please see attached signature page

*Property Owner(s) Signature(s)*

STATE OF FLORIDA -- COUNTY

The foregoing instrument was acknowledged before me this _____ day of _____, 20_____, by

_____ who is personally known to me or has produced

_____as identification.

Please see attached signature page

Signature of Notary (seal)

***INTAKE MEETINGS ARE REQUIRED FOR ALL SUBMITTALS. CALL (772) 467-3729***

**TO BE COMPLETED BY STAFF**

| Zoning | Future Land Use | Total Acres | Historic District | Historic Designation |
|---|---|---|---|---|
| | | | | Contributing Individual<br>Non-Contributing None |

Pre-Application Meeting Date_____

Intake Planner_____

Planner Assigned_____

Approved By_____Date _____

Comments_____

_____

_____

_____

Fees_____ Control #_____ B. Permit #_____

Intake Date Stamp

## ☐ SUBDIVISION: PRELIMINARY PLAT

*Please submit one (1) original and thirteen (13) hard copies and one (1) CD of the following:*

- ☐ Preliminary Plat prepared by a surveyor registered in the State of Florida meeting the requirements of Sections 18-5, & 18-10 (a) (1-3) & (c)
- ☐ A copy of the deed
- ☐ Concurrency application, complete
- ☐ Complete, notarized application

## ☐ SUBDIVISION: INFRASTRUCTURE PLAN REVIEW

*Please submit one (1) original and four (4) hard copies and one (1) CD of the following, stamped by a state of Florida registered engineer meeting the requirements of 18-10 (a) (4) :*

- ☐ Street construction plans
- ☐ Water & Sewer system construction plans
- ☐ Stormwater Retention plans
- ☐ Electric Infrastructure plans
- ☐ Gas Infrastructure plans
- ☐ Complete, notarized application

## ☐ SUBDIVISION: FINAL PLAT

*Please submit one (1) original and thirteen (13) hard copies and one (1) CD of the following:*

- ☐ A copy of the deed
- ☐ Final Plat stamped by a state of Florida registered surveyor meeting the requirements of 18-5, & 18-10 (b & c):
- ☐ Complete, notarized application

## ☐ SUBDIVISION: MINOR REPLAT

*Please submit one (1) original and thirteen (13) hard copies and one (1) CD of the following:*

- ☐ A copy of the deed
- ☐ As-built survey of original parcel stamped by a registered surveyor in the State of Florida
- ☐ Scaled drawing, stamped by a registered surveyor in the State of Florida, of surveyed parcel indicating
  - o proposed lots, including acreage, square footage, & dimensions.
  - o any & all easements, rights-of-way, or similar instruments found on or adjacent to the subject property
- ☐ Complete, notarized application

**Property Owner Acknowledgements: -** *This application will not be considered complete without the signature of all property owners of record, which shall serve as an acknowledgement of the submission of this application. The property owner's signature below shall also authorize the Applicant (if other than the property owner) and/or Representative to act in their behalf for the purposes of seeking approval for the application described herein.*

*Property Owner Signatures:*

**WALTON ACQUISITIONS FL, LLC**
a Florida limited liability company

By: **Walton International Group, Inc.,**
a Nevada Corporation,
Its Manager

By: _____
Name: Carey Herbert
Its: Authorized Signatory

By: _____
Name: GORDON A. PRICE
Its: AUTHORIZED SIGNATORY

STATE OF ARIZONA }
MARICOPA COUNTY }

The foregoing instrument was acknowledged before me this 9th day of July, 2015, by Carey Herbert and Gordon A. Price, who are personally known to me.

_____
Signature of Notary

(SEAL)

JOY R. FRERKING
NOTARY PUBLIC - ARIZONA
MARICOPA COUNTY
My commission Expires
July 23, 2017

Walton™
APPRECIATE THE LAND

November 21, 2014

Planning Department
City of Fort Pierce
100 N. US 1
Fort Pierce, FL 34954
Attn: Rebecca Grohall

Re: Technical Review – Annexation
Parcel ID#24334-340-0000-0007
Authority of Walton Acquisitions FL, LLC ("Walton") to submit annexation application to the City of Fort Pierce without the express written consent of all property owners of record of the real property subject to the above-referenced annexation application ("Property").

Dear Ms. Grohall:

This letter is in response to the Planning Department's request for additional clarification regarding Walton's authority to pursue the annexation of the Property without the express written consent of all owners of record. The Property, and all interests in the Property held by the owners of record, are subject to that certain Declaration of Covenants, Conditions and Restrictions Village at Midway, recorded in the Office of the Clerk of the Circuit Court, Saint Lucie County, Florida, OR Book 3594, Page 557-573 ("Declaration").

The Declaration designates the owners of the Property as "Cotenants" or "Unit Owners" (See Recital D of the Declaration) and Walton as the "Operator" of the Property (See Section A.1 of the Declaration). Section A.2 of the Declaration provides as follows:

> None of the Cotenants shall have the right to use, possess or occupy all or any portion of the Property either exclusively or in common with the other Cotenants, each such Cotenant having assigned (and each hereby assigns) to the Operator all such rights. Accordingly, **the Operator is and shall be fully authorized to operate the Property and may, but shall not be obligated to, enter into and make, sign, execute and deliver, in recordable or unrecordable form, on behalf of each and all Unit Owners, without the need to submit such matters to the Unit Owners for vote of approval, any and all** (i) leases, (ii) licenses, (iii) easements, (iv) rights-of-way, (v) conveyances of any interest in the Property to any city, county, town, state or other public or quasi-public authority or entity (collectively, "**Governmental Authorities**") for any public purpose (including any deed in lieu of condemnation or in lieu of the exercise of the right of eminent domain before or in response to a threat of condemnation) in order to facilitate the Unit Owners' cooperation with such Governmental Authorities, or any sale or exchange with any party of less than 10% of the entire Property in order to facilitate cooperation with neighboring property owners and to obviate contentions and risk-related liability to the Unit Owners, (vi) covenants, **(vii) inclusion of the Property or any portion thereof in a facilities, utility or improvement district** and the conveyance of less than 10% of the entire Property to any third party in order to facilitate the creation of a facilities, utility or

Walton™
APPRECIATE THE LAND

improvement district to benefit the Property, or **(viii) any arrangements benefiting or burdening all or any portion of the Property as the Operator shall, in its sole discretion, deem advisable.** (emphasis added).

In addition to the ability of Walton to act without approval consent or approval of the owners of record as provided in Section A.2, Walton also has the authority to pursue "Planning Activities" as provided in Section A.3(i)(b) of the Declaration. Section A.3(i)(b) states as follows:

> "**Planning Activities**": Any and all activities undertaken by or at the direction of the Operator in connection with planning the potential future development of the Property, including, without limitation, predevelopment concept planning, and/or application for rezoning and various development approvals by the Operator on behalf of the Unit Owners, and obtaining assurances from utility providers to provide utility services to the Property. **The Operator is hereby authorized to undertake any Planning Activities that the Operator deems desirable, in its discretion.** (emphasis added).

Based on these provisions of the Declaration, Walton, as the Operator, has ample authority to act on behalf of the property owners of record with regard to the matter submitted. Should you have any question, or require any additional documentation, please call me.

Very truly yours,

Andrew R. Devin
Vice President, Law – Development
Walton International Group (USA), Inc.

**Upon recording, please return to:**

Return to:
First American Title Insurance Co.
2425 E. Camelback Rd., Ste 300
Phoenix, AZ 85016

**Parcel Identification Nos.:**
2334-340-0000-000-7
3303-210-0000-000-4
2334-410-0000-000-1

JOSEPH E. SMITH, CLERK OF THE CIRCUIT COURT
SAINT LUCIE COUNTY
FILE # 3913748 01/08/2014 at 03:33 PM
OR BOOK 3594 PAGE 557 - 573 Doc Type: DEC
RECORDING: $146.00

635627 V1

# DECLARATION OF COVENANTS, CONDITIONS AND RESTRICTIONS

## VILLAGE AT MIDWAY

This Declaration of Covenants, Conditions and Restrictions (the "**CC&R**") is effective as of January 2, 2013 and is made and executed by **WALTON ACQUISITIONS FL, LLC**, a Florida limited liability company, whose address is c/o Walton International Group (USA), Inc., 4800 N. Scottsdale Road, Suite 4000, Scottsdale, Arizona 85251 ("**Walton**").

## RECITALS

A. Walton is the beneficial and record owner of that certain tract or parcel of real property located in St. Lucie County, Florida consisting of approximately 516.320 gross acres, more particularly described on **Schedule "A"** attached hereto and made a part hereof (the "**Property**");

B. Walton intends to sell undivided interests in the Property as tenancies-in-common with all other owners thereof, while retaining at least a five percent (5%) ownership interest in the Property as a Unit Owner (as defined in Recital D herein); and

C. This CC&R is to run with the title to the Property and with the title to each Unit (as hereinafter defined) and is imposed thereon for the purpose, among others, of providing for the effective operation, leasing, positioning, marketing, sale and conveyance of the Property;

D. This CC&R shall be binding upon each and every cotenant owning an undivided interest in and to the Property and their successors and assigns and is for the benefit of each such cotenant as well as his, her or its successors and assigns (with each such cotenant's undivided interest in the Property being herein referred to as a "**Unit**" and with the owners of Units being herein sometimes referred to as "**Cotenants**" or as "**Unit Owners**"); and

E. Title to each Unit is to be deeded to and held by the trustee of a revocable trust (each a "**Trust**") with the initial settlor being the initial trustee and sole beneficiary during such settlor's lifetime.

DECLARATION

NOW, THEREFORE, for and in consideration of the premises and the reliance of the Cotenants herein, Walton hereby imposes upon and subjects the title to the Property to this CC&R, and hereby declares as follows:

## ARTICLE A
## OPERATIONS

A.1. Walton shall be the initial operator of each Unit and of the Property as a whole, Walton having been or to be so appointed by the owner of each Unit under the terms of those certain Agreements of Purchase and Sale pursuant to which each of the Unit Owners acquired from Walton his, her or its Unit (hereinafter Walton and/or such other party as shall be appointed a successor operator is sometimes referred to as the "**Operator**").

A.2. None of the Cotenants shall have the right to use, possess or occupy all or any portion of the Property either exclusively or in common with the other Cotenants, each such Cotenant having assigned (and each hereby assigns) to the Operator all such rights. Accordingly, the Operator is and shall be fully authorized to operate the Property and may, but shall not be obligated to, enter into and make, sign, execute and deliver, in recordable or unrecordable form, on behalf of each and all Unit Owners, without the need to submit such matters to the Unit Owners for vote of approval, any and all (i) leases, (ii) licenses, (iii) easements, (iv) rights-of-way, (v) conveyances of any interest in the Property to any city, county, town, state or other public or quasi-public authority or entity (collectively, "**Governmental Authorities**") for any public purpose (including any deed in lieu of condemnation or in lieu of the exercise of the right of eminent domain before or in response to a threat of condemnation) in order to facilitate the Unit Owners' cooperation with such Governmental Authorities, or any sale or exchange with any party of less than 10% of the entire Property in order to facilitate cooperation with neighboring property owners and to obviate contentions and risk-related liability to the Unit Owners, (vi) covenants, (vii) inclusion of the Property or any portion thereof in a facilities, utility or improvement district and the conveyance of less than 10% of the entire Property to any third party in order to facilitate the creation of a facilities, utility or improvement district to benefit the Property, or (viii) any arrangements benefiting or burdening all or any portion of the Property as the Operator shall, in its sole discretion, deem advisable. If the Property is subject to a lease or other encumbrance at the time the title thereto is acquired by the Cotenants, then the Operator shall assume the Cotenants' obligations thereunder.

A.3. Income from and operating expenses of the Property shall be handled in accordance with this Section A.3.

(i) For purposes of this CC&R, the following terms shall be defined as set forth below:

(a) "**Property Expenses**": All costs and expenses of the Property, which are normally associated with the purchase, ownership and sale of real property, including, but not limited to, (a) real property taxes, insurance premiums, utilities, operating expenses and costs of maintenance and repair; (b) all costs, expenses and fees incurred in connection with the conveyance of the Units from Walton to the Unit Owners; (c) all real estate transfer and recording taxes due and owing in connection with the conveyance of the Units from Walton to the Unit Owners; and (d) all costs, fees, premiums and other expenses (including, without limitation, Walton's reasonable legal fees) associated with obtaining: (x) a new policy of title insurance in favor of each Unit Owner as a named insured with respect to its interest in its Unit upon such Unit Owner's purchase of its Unit from Walton, and (y) a policy of general liability or similar insurance, or any interest in a master policy of general liability insurance, which the Operator shall have the right, but not the obligation, to bind and procure with respect to the Property and the respective interest of the Owners therein.

(b) "**Planning Activities**": Any and all activities undertaken by or at the direction of the Operator in connection with planning the potential future development of the Property, including, without limitation, predevelopment concept planning, and/or application for rezoning and various development approvals by the Operator on behalf of the Unit Owners, and obtaining assurances from utility providers to provide utility services to the Property. The Operator is hereby authorized to undertake any Planning Activities that the Operator deems desirable, in its discretion.

(c) "**Planning Costs**": Any and all costs and expenses incurred by Operator in connection with any Planning Activities.

(ii) All rental or other income generated by or through the Property shall be paid to the Operator and shall be used by the Operator to pay the Property Expenses and/or the Planning Costs. To the extent that Property income in any calendar year or other appropriate period exceeds Property Expenses and Planning Costs, such excess may be held by the Operator to defer future Property Expenses and/or Planning Costs until such time as the Property may be sold, at which time any such surplus will be accounted for and distributed as provided in Section C.6 below.

(iii) If the Property Expenses and Planning Costs are in excess of any Property income received by the Operator in any calendar year or other appropriate period, Walton will make available to the Operator an amount equal to a minimum of 17.964% of the purchase price of each Unit of the Property (the "**Initial Amount**"), which may be utilized by the Operator for the payment of Property Expenses and/or Planning Costs. Any portion of the Initial Amount not used by the Operator for the payment of Property Expenses and/or Planning Costs shall be returned to the Unit Owners upon a sale of the

Property (or, if the Operator is entitled to reimbursement pursuant to Section A.3(vi) below, such unused portion may be credited against the Reimbursable Amount).

(iv) If the Property Expenses and Planning Costs are in excess of the sum of (A) any Property income received by the Operator in any calendar year or other appropriate period; and (B) the Initial Amount, then the Operator may, in its discretion, and without seeking any approval of the Unit Owners, make available an additional amount not to exceed the aggregate sum of (1) Property income; and (2) the Initial Amount; and (3) 10% of the Purchase Price of the Units of the Property (item (3) above being defined as the "**Discretionary Amount**"), all for the payment of Property Expenses and/or Planning Costs . The Operator shall provide written notice to the Unit Owners when it first advances any portion of the Discretionary Amount pursuant to this subsection, such notice to be provided within 120 days of such advance occurring. The Discretionary Amount shall be reimbursable to the Operator in accordance with Section A.3(vi) below.

(v) If the Property Expenses and Planning Costs are in excess of the sum of (A) any Property income received by the Operator in any calendar year or other appropriate period; and (B) the Initial Amount; and (C) the Discretionary Amount (such excess amount referred to herein as the "**Excess Costs and Expenses**"), then the Operator may, from time to time, upon a Unit Owners' Vote (defined in Section F.15) make available an amount equal to the Excess Costs and Expenses.

(vi) The Operator shall be entitled to withhold an amount from the proceeds of the sale of the Property to pay and reimburse itself for:

(a) The Discretionary Amount referred to in Section A.3(iv)

(b) The Excess Costs and Expenses, pursuant to Section A.3(v) above; and

(c) legal fees actually incurred by the Operator; and

(d) any other amounts expended by the Operator, not previously reimbursed and which are specifically stated to be reimbursable to it.

(such amounts, plus interest accruing thereon as set out below, collectively referred to as the "**Reimbursable Amount**"). The Reimbursable Amount is to be paid to the Operator by the Operator deducting it from the proceeds which would have been otherwise distributable to the Unit Owners upon sale of the Property. To the extent of each Unit Owner's respective prorata share of the Reimbursable Amount, each Unit Owner hereby irrevocably assigns, sets aside, transfers and sets over to the Operator, and further hereby irrevocably assigns and pledges as collateral to secure payment to the Operator of the Reimbursable Amount such Unit Owner's interest in the proceeds of any such sale for the purpose of fully repaying the Reimbursable Amount to the Operator. The Reimbursable Amount shall earn interest payable to the sole benefit of the Operator at the rate of Wells Fargo Prime, calculated monthly, in respect of each cost forming a part of the Reimbursable Amount paid by the Operator, from the date that each such cost is paid by the Operator on behalf of

the Unit Owners pursuant to this CC&R until sale of the Property. For the purposes of this paragraph, "**Wells Fargo Prime**" means, for any day, the prime rate expressed as a rate per annum which Wells Fargo Bank (or its successor) adopts and adjusts from time to time as the variable reference rate of interest in order to determine interest rates it will charge for commercial loans made in the U.S. in U.S. dollars as the same is in effect from time to time. Each Unit Owner hereby consents to the execution, acknowledgment and recordation by the Special Signatory Co-Trustee (as defined in each Trust), on behalf of each Unit Owner, of such documents and instruments authorized under Section A.2 above, and such documents and/or instruments necessary to perfect the Operator's lien associated with the Reimbursable Amount, notwithstanding such Unit Owner's election to vote against or failure to vote for any such expenditure, in accordance with Section A.3(vi) above.

A.4. The Operator's rights, authority and obligations concerning the sale of the Property and collection and distributions of sale proceeds are and shall be as set forth in this CC&R.

A.5. **Cotenants voting, in the aggregate, undivided cotenancy interests representing 60% or more of the undivided cotenancy interests in the Property in favor of termination of the Operator, shall have the right to terminate the appointment of the Operator and to appoint a new operator from time to time. Upon the delivery of such a notice of termination, the appointment of Walton as the Operator shall terminate on the first business day to occur thirty (30) days thereafter. Such termination of Walton as the Operator shall immediately release Walton from its obligations to make any payments by reason of the applicability of Section A.3(iv) and A.3(v) above, accruing from and after the time of termination.**

A.6. An Operator may resign from its obligations as the Operator by giving written notice of resignation to the Cotenants. The resignation of the Operator shall become effective upon the earlier of: (i) the appointment of a successor Operator, or (ii) the sixtieth ($60^{th}$) day following the notice of resignation. If the Operator shall provide notice of resignation, be removed or become incapable of acting, or if a vacancy shall occur in the office of the Operator for any reason, the Unit Owners shall promptly appoint a successor Operator and provide notice of such appointment to the prior Operator. A prior Operator shall have no further obligation hereunder except as set forth in Section A.7 below.

A.7. Upon termination or resignation of an Operator, such Operator shall cause to be made an accounting of the costs and expenses of the Operator in performance of its duties hereunder. Such accounting and any amounts owed by the Operator to the Cotenants (along with a copy of all books and records of the Operator relating to its performance hereunder) shall be promptly delivered to any successor Operator or to the Unit Owners. **Notwithstanding a termination or resignation of Walton as the Operator, Walton shall still be entitled to the Reimbursable Amount upon the sale or exchange of the Property or any portion thereof. The Reimbursable Amount constitutes funds advanced by Walton on the Unit Owners' behalf and is an indebtedness due to Walton secured by a lien on the title to the Property.**

A.8. Until such time as Walton concludes selling Units in the Property (in Walton's sole and absolute discretion), the allocation of all Property Expenses and Planning Costs shall be 95%

to the Unit Owners and 5% to Walton (the "**Initial Allocation**"). At such time as Walton concludes selling Units (in Walton's sole and absolute discretion), Walton shall determine the final allocation of ownership of the Property as between Walton and the Unit Owners (the "**Final Allocation**"). From and after such time, the allocation of all Property Expenses and Planning Costs shall be based upon the Final Allocation. If the Initial Allocation differs from the Final Allocation, then the party benefitting therefrom (either Walton on the one hand or the Unit Owners collectively on the other) shall be responsible for paying all Property Expenses and Planning Costs until the ratio of the amount expended by each such party is equal to the Final Allocation. Thereafter, all Property Expenses and Planning Costs shall be allocated based on the Final Allocation described above.

A.9. Notwithstanding anything herein to the contrary, it is the express intention and understanding of the Unit Owners and Walton that given the nature of the direct deeded, undivided ownership interest of each Unit Owner in and to the Property, management, by Walton, of the Property is not required and will not be undertaken.

## ARTICLE B
## RESTRICTIONS ON TRANSFER

B.1. Except in connection with an Accepted Purchase Offer (as hereinafter defined) or as a result of being a beneficiary of a Trust, no Unit or any portion thereof or interest therein may be owned by a person that is a U.S. Person, (as defined in Section F.5 below), and no Unit Owner, other than in connection with an Accepted Purchase Offer, shall sell or otherwise dispose (other than as a beneficiary of a Trust) of his, her or its Unit any portion thereof or any interest therein to any person that is a U.S. Person, with any such purported sale or disposition to be of no force or effect.

B.2. Other than in connection with an Accepted Purchase Offer, no person shall obtain an interest in the Unit or any portion thereof: (i) unless and until such person has expressly assumed in writing this CC&R and agreed in writing that it, and its successors and assigns are and shall be bound hereby, and (ii) unless such person has expressly in writing assumed and agrees to comply with all terms and agreements of the Agreement of Purchase and Sale pursuant to which the original Unit Owner purchased the Unit from Walton (the "**Purchase Agreement**"). Subject to Section D.2 below a Unit Owner may sell his, her or its Unit to a non-U.S. Person but only if the purchaser of such Unit complies with Section B.1 above and only so long as such sale would not violate Section B.1 above or Section B.3 below; provided, however if such purchaser is an entity and not a natural person, then such purchaser shall not be required to establish a revocable trust or contribute the Unit to a revocable trust and shall not be bound by provisions of Sections 2(h) or 2(i) of the Purchase Agreement.

B.3. It is acknowledged that Walton sold the Units without registration under any state or federal law relating to the registration of securities and the reliance on certain exemptions from registration under applicable state and federal laws. Other than in connection with an Accepted Purchase Offer, no Unit or any portion of or interest in a Unit can be offered for sale, sold or transferred in the United States or to a U.S. Person (unless such transfer is the result of such

transferee being named as a beneficiary of a Trust) unless the transfer of the Unit is registered under the Securities Act (as defined in Section F.5 below) or otherwise in compliance with the Securities Act.

## ARTICLE C
## SALE

C.1. The Operator is authorized to market the Property on such terms and conditions as it deems advisable, provided that the marketing materials contain a statement that any sale is conditioned upon a Unit Owners' Vote in approval of such sale. The Operator's marketing activities may include, without limitation, accepting nonbinding letters of intent or offers.

C.2. The Operator is authorized to enter into a contract for the sale of the Property on such terms and conditions as the Operator deems desirable; provided that such contract (unless it is a conveyance or sale to a city, county, town, state or other public or quasi-public entity for any public purpose or any sale or exchange with any party of less than 10% of the entire Property, which matters, pursuant to Section A.2 above, are within the power of the Operator to complete without obtaining the Unit Owners' Approval Procedure, as defined below) must contain a provision that the sale of the Property is conditioned upon (and the Operator is not authorized to sell the Property unless it first obtains) an affirmative vote to accept the contract for sale and the terms and conditions contained therein by Cotenants voting 60% or greater of the undivided cotenancy interests in the Property actually casting votes on the matter (pursuant to the "Unit Owners' Approval Procedure" described in Section C.4 below). A contract so approved is herein referred to as an "**Accepted Purchase Offer**". Any third party purchasing the Property pursuant to such contract shall be entitled to rely conclusively upon the Operator's written, signed certificate that it has received the necessary Unit Owners' approvals for such sale ("**Certificate of Approval**"). Upon Operator's receipt of an Accepted Purchase Offer, all Unit Owners whether or not they have approved the terms of such contract shall be bound by such contract and shall be bound to convey their Units pursuant to such contract. The Operator is authorized to sign deeds conveying all Units at a properly approved sale pursuant to the powers of attorney granted to it by the Unit Owners on their acquisition of the Units, or each Special Signatory Co-Trustee (as defined in Section E.3 below) is authorized to execute any and all such deeds and other documents necessary to consummate the sale pursuant to an Accepted Purchase Offer.

C.3. Any purchaser of the Property shall be entitled to pay the purchase price therefor directly to the Operator which is unconditionally and irrevocably authorized to accept the same on behalf of the Unit Owners; and no such purchaser shall have any responsibility or obligation with respect to the distribution of the net sales proceeds by the Operator to the Unit Owners.

C.4. The Operator shall submit the terms of any contract for sale of the Property (other than those within that specified in Section A.2 above) for approval by the Unit Owners by delivering a copy of such contract together with a form providing space for the Unit Owner to indicate its acceptance or rejection of the contract for sale, and for each Unit Owner owning more than one

undivided cotenancy interest in the Property, the ability for such Unit Owner to submit separate votes for each (or any subset of) undivided cotenancy interest that it owns (a "**Ballot**"). Such notice shall be mailed to the address of each Unit Owner in accordance with the terms of any separate agreement executed by the Unit Owner and the Operator or, if no such agreement exists, to the last address provided to the Operator by the Unit Owner. The Unit Owner shall return its Ballot indicating partial or complete acceptance or rejection of the contract to the Operator, and the Operator shall keep a record of such Ballots until the first to occur of: (i) the sale of the Property, or (ii) the contract for sale has been terminated. Any Unit Owner not returning its Ballot within the timeframe for submission of the Ballot specified thereon shall be deemed to have returned a Ballot rejecting the contract for sale of the Property. The Operator shall tabulate the total votes of the Unit Owners. If and only if the Ballots show an affirmative vote to accept the contract for sale by 60% or greater of the undivided cotenancy interests in the Property actually casting votes on the matter shall such Ballots be deemed the action of all of the Unit Owners and permit the Operator to proceed with the sale (an "**Accepted Purchase Offer**") of the Property. The foregoing process shall be referred to herein as the "**Unit Owners' Approval Procedure**".

C.5. Upon the closing of a sale of the Property with respect to which Operator issued to the purchaser its Certificate of Approval, no Unit Owner shall have any cause of action against or right to contest the sale or to bring any action against the purchaser at such sale for any reason which may be based upon or in any way connected with the Unit Owner's disapproval of such sale, the terms and conditions of such sale, the procedure followed by Operator in obtaining approval of such sale or for any other reason whatsoever in any way relating to the sale itself. In the event any Unit Owner believes that it has been wronged in some way related to the sale of such Property, any and all remedies such Unit Owner may have at law or equity may be sought only against the Operator and only then on the grounds that the Operator made a material misrepresentation as to the terms and conditions of such a sale or that the Operator did not have the requisite Unit Owners' Vote for such sale. It is hereby acknowledged and agreed that the purchaser at an approved sale and any title insurance company insuring the purchaser's title or the title of any lender financing purchaser's acquisition of the Property shall have the right to rely unconditionally upon this CC&R.

C.6. At the closing of the sale of the Property pursuant to an Accepted Purchase Offer, the sales price, after adjustments and prorations as provided for in the Accepted Purchase Offer, shall be paid to the Operator as agent for the Unit Owners. Upon receipt of such sales price, the Operator shall distribute to each Unit Owner a sum equal to such Unit Owner's allocable share of such sales price less: (i) any withholding of a portion of the sales proceeds required under applicable state or federal laws and regulations, and (ii) such Unit Owners allocable share of costs of closing and the Reimbursable Amount. The Operator shall provide each Unit Owner with an accounting of any withholding, the costs of closing and the Reimbursable Amount. Such distribution shall occur within a reasonable time after the closing of the sale of the Property and pursuant to such procedure as the Operator shall deem, in its reasonable business judgment, the most efficient after soliciting from the Unit Owners information such as identification of bank accounts, addresses, wire transfer instructions and the like.

C.7. In addition to the rights of Walton specified in Article D (below) and not in limitation or constriction thereof, Walton, or any one or more entities directly or indirectly affiliated with it, including any one or more principals, members, shareholders, partners (general or limited), officers or directors of any one or more of the foregoing, or Walton in combination with any one or more of the foregoing, shall have the right, but not the obligation, to tender and offer a contract to purchase all or any portion of the Property on such price, terms and conditions as such offeror may elect, in its sole discretion, provided, however, such offer to purchase shall, at all times, remain subject to and conditioned upon a Unit Owners' Vote as is provided for in Section F.15 hereof.

## ARTICLE D
## RIGHT OF FIRST REFUSAL

D.1. (i) Walton, in its personal capacity, shall have a right of first refusal ("**ROFR**") to purchase the Property or any part thereof at such purchase price and on such financial and other material terms as set out in the Accepted Purchase Offer, and Walton shall have ten (10) days from the Acceptance Date (as defined below) to exercise its ROFR to purchase the Property, or any part thereof, on the terms and conditions of the Accepted Purchase Offer, such right to be exercised by giving written notice to the Unit Owners;

(ii) If Walton fails to give the Unit Owners written notice of exercise of the ROFR within ten (10) days of the Acceptance Date, or otherwise waives its ROFR within such time, then the Operator shall on behalf of all of the Unit Owners conclude the sale on the terms set out in such Accepted Purchase Offer, provided, however, that if the Unit Owners: (A) do not sell the Property to the buyer identified in the Accepted Purchase Offer as specified in the Accepted Purchase Offer within 365 days of the Acceptance Date, or (B) agree to vary the sales price of the Property, or other financial terms, or (C) vary any other material term of the Accepted Purchase Offer, or (D) otherwise fail to sell the Property in accordance with the Accepted Purchase Offer, then Walton shall have a renewed ROFR in accordance with this Section D.1; and

(iii) If Walton notifies the Unit Owners of the exercise of such ROFR within the ten (10) day period provided in this Section D.1, then Walton shall purchase the Property or portion thereof subject to the terms and conditions of the Accepted Purchase Offer.

D.2. (i) No Unit Owner may sell its Unit or any interest therein without first providing Walton the right of first refusal as described below. Accordingly, any offer to purchase a Unit which that Unit's Owner wishes to accept (an "**Accepted Unit Purchase Offer**") must be transmitted to the Operator and cannot be accepted by the Unit Owner without first providing Walton its right of first refusal. Walton, in its personal capacity, shall have a ROFR to purchase the Unit or any portion thereof at such purchase price and on such financial and other material terms as set out in the Accepted Unit Purchase Offer, and Walton shall have ten (10) days from the Acceptance Date (as defined below) to exercise its ROFR to purchase the Unit, or any part thereof, on the terms and conditions of the Accepted Unit Purchase Offer, such right to be exercised by giving written notice to the Unit Owner;

(ii) If Walton fails to give the Unit Owner written notice of exercise of the ROFR within ten (10) days of the Acceptance Date, or otherwise waives its ROFR within such time, then the Operator shall on behalf of the Unit Owner conclude the terms of the purchase on the terms set out in such Accepted Unit Purchase Offer, provided, however, that if the Unit Owner: (A) does not sell the Property to the buyer identified in the Accepted Purchase Offer as specified in the Accepted Purchase Offer within 365 days of the Acceptance Date, or (B) agrees to vary the sales price of the Unit, or other financial terms, or (C) varies any other material term of the Accepted Unit Purchase Offer, or (D) otherwise fails to sell the Unit in accordance with the Accepted Unit Purchase Offer, then Walton shall have a renewed ROFR in accordance with this Section D.2; and

(iii) If Walton notifies the Unit Owner of the exercise of such ROFR within the ten (10) day period provided in this Section D.2 then Walton shall purchase the Unit or portion thereof subject to the terms and conditions of the Accepted Unit Purchase Offer;

D.3. "**Acceptance Date**" shall mean: (A) the date upon which Unit Owners pursuant to a Unit Owners' Vote have advised the Operator that they have accepted the Property offer as contemplated in Section C.2, or (B) the date upon which the Unit Owner has advised the Operator that he, she or it wishes to accept a Unit purchase offer as contemplated in Section D.2(i).

## ARTICLE E
## TRUSTS

E.1. Each Unit constitutes an undivided interest in the Property at least initially to be held by the trustee of a trust ("**Trust**") as a tenant in common with all other Unit Owners.

E.2. While each Trust is a revocable trust, by its terms and pursuant to these restrictions and requirements no purported revocation of the Trust shall be effective or shall be deemed in any way to have occurred unless and until the trustee of such Trust has executed and recorded in the real property records of St. Lucie County, Florida a deed conveying legal title to the Unit to the Trust settlor or beneficiary. Absent the execution and recordation of such a deed, Operator and all third parties may rely upon the continued existence of the Trust and upon authority of such Trust's trustee or its attorney in fact. The foregoing restriction as it is contained in each Trust, along with certain other provisions of such Trust, may not be modified since such provisions are intended to be for the common benefit of all of the Cotenants by providing, among other things, a system for the authorization and consummation of any sale of the Property which may be relied upon by the Operator and third parties.

E.3. Any purchaser of the Property or any interest therein shall be entitled to rely upon the Operator's written certificate as to the existence and status of each of the Trusts and as to the trustee or successor trustee therein and as to the authority of any Special Signatory Co-Trustee (as defined in each Trust Agreement) to execute deeds, documents of conveyance, and other documents necessary to consummate the sale of the Property and/or the conveyance of each

and all of the Units.

E.4. Each Trust instrument provides that certain of its provisions are not subject to amendment, which provisions include without limitation the appointment and method of appointment of the Special Signatory Co-Trustee (as that term is defined in each Trust Agreement).

E.5. Each Trust instrument provides that the Special Signatory Co-Trustee is irrevocably granted the authority to execute, acknowledge, deliver and record such documents and instruments authorized under Section A.2 above, and such documents and/or instruments as may be necessary to perfect the Operator's lien associated with the Reimbursable Amount.

## ARTICLE F
## GENERAL PROVISIONS

F.1. The provisions of this CC&R and the terms of each Trust including without limitation the provisions dealing with the Special Signatory Co-Trustee (as that term is defined in each Trust Agreement) are for the benefit of the Operator and each of the Cotenants, and are necessary for the orderly operation, marketing and disposition of the Property of which each Unit comprises a part. This CC&R runs with the title to the Property and each Unit.

F.2. Notwithstanding any law granting the Unit Owners, as tenants-in-common, a right to petition any court or governing authority to divide the Property among the Cotenants or to force a sale of the Property and the distribution of the proceeds of such sale among the unit holders, no Cotenant shall have any right to petition the court to grant or to receive such a division or disposition of the property; and each Cotenant hereby waives any and all rights of partition. This provision is for the benefit of the Operator and each of the Cotenants, and is necessary for the orderly operation, marketing and disposition of the Property of which each Unit comprises a part.

F.3. The costs and expenses of the Operator and its attorneys arising: (i) in connection with the performance of its duties as Operator, or (ii) from any lawsuit arising under this CC&R or relating to the Property shall be reimbursable to the Operator and shall be included in the Reimbursable Amount hereunder to the extent that they are not directly caused by the gross negligence or willful misconduct of the Operator.

F.4. In the event the Property or any Cotenant's interest in the Property is offered for sale pursuant to the United States Bankruptcy Code, Sections 363(h) and 363(i), or is offered under the bankruptcy, insolvency or similarly identified laws of a country other than the United States of America, then, each and all of the Cotenants do and hereby unconditionally transfer and assign to Operator any and all rights each may have to purchase the Property or any other Cotenant's interest therein.

F.5. For purposes of this CC&R, the term "**U.S. Person**" means (i) any natural person resident in the United States; (ii) any partnership or corporation organized or incorporated under the laws of the United States; (iii) any estate of which any executor or administrator is a U.S. Person;

(iv) any trust of which any trustee is a U.S. Person; (v) any agency or branch of a foreign entity located in the United States; (vi) any non-discretionary account or similar account (other than an estate or trust) held by a dealer or similar fiduciary for the benefit of or account of a U.S. Person; (vii) any discretionary account or similar account (other than an estate or trust) held by a dealer or other fiduciary organized, incorporated, or (if an individual) resident in the United States; and (viii) any partnership or corporation if (A) organized or incorporated under the laws of any foreign jurisdiction; and (B) formed by a U.S. Person principally for the purpose of investing in securities not registered under the Securities Act, unless it is organized or incorporated, and owned, by accredited investors (as defined in Rule 501(a) under the Securities Act) who are not natural persons, estates or trusts; all as further defined and pursuant to the rules contained in Regulation S of the *United States Securities Act of 1933*, as amended (the "**Securities Act**").

F.6. In no event shall the terms of this CC&R in any way related to (a) the Operator's right to be repaid the Reimbursable Amount; or (b) the lien created by this CC&R securing the Reimbursable Amount be modified, amended, waived or otherwise revised without Walton's prior, express, written and recorded consent, granted or withheld in Walton's sole and absolute discretion.

F.7 For purposes of any matter that requires a vote or approval by the Unit Owners hereunder, any particular Unit Owner whose Unit is composed of more than one undivided cotenancy interest in the Property, may, in its sole discretion, issue a separate vote or approval as to each of his, her or its undivided cotenancy interests in the Property, which vote or approval need not be the same as the vote or approval issued for any other undivided cotenancy interest owned by such Unit Owner. For example, if a Unit Owner's Unit is composed of ten (10) undivided cotenancy interests in the Property, the Unit Owner shall not be required to cast all of its undivided cotenancy interests for or against any matter requiring a vote or approval hereunder, but instead may elect to cast all or any part of its ten (10) undivided cotenancy interests for and the remainder of its (10) undivided cotenancy interests against the matter (e.g. seven (7) votes in favor of the matter and three (3) votes in opposition of the matter).

F.8. In addition to the specific amendment rights set forth elsewhere in this CC&R, Walton may unilaterally amend this CC&R or any portion thereof, on its own motion, to: (a) satisfy the requirements of any local, state or federal government agency; (b) correct typographical errors or to eliminate scrivener's errors; or (c) bring any provisions into compliance with any applicable governmental statute, rule, regulation, or judicial determination. As to other types of proposed amendments, except as otherwise specifically provided elsewhere herein, this CC&R may be amended only by an affirmative Unit Owners' Vote. All proposed amendments which are subject to the vote of Unit Owners shall be submitted to a vote to the Unit Owners in the same manner as the Unit Owner's Approved Procedure referenced above.

F.9. Walton reserves the right to assign, and/or delegate, any of its rights and obligations in this CC&R in whole or in part to affiliated or unaffiliated entities.

F.10. If any provision of this CC&R would violate the rule against perpetuities or any other

limitation on the duration of the provisions contained herein and imposed by law, then such provision shall be deemed to remain in effect only for the maximum period permitted by law or until twenty-one (21) years after the death of the last survivor of the now living descendants of former President George W. Bush and the original Owners of Units in the Property.

F.11. In all cases, the provisions of this CC&R shall be given that reasonable interpretation or construction which will best effect consummation of the general plan of effective administration of the Property, which will carry out the intent as expressed in the recitals of the CC&R.

F.12. Failure to enforce any provision of this CC&R shall not operate as a waiver of any such provision or of any other provisions of this CC&R.

F.13. In the event of the consummation of the sale of all or a portion of the subject Property pursuant to an Accepted Purchase Offer, Walton shall have the ability, in its sole discretion, to terminate this CC&R, in whole or in part, and reflect such termination of record in St. Lucie County.

F.14. Walton is not licensed to sell or otherwise deal in or with any real property located in Hong Kong. This transaction does not deal in or with any real property located in Hong Kong.

F.15. For all purposes of this CC&R and except where otherwise provided herein, whenever any matter is the subject of a vote of Unit Owners, then the affirmative vote of 60% or greater of the undivided cotenancy interests in the Property *actually casting votes* on the matter shall be deemed the action of all of the Unit Owners and shall be binding upon all Unit Owners (known herein as a "***Unit Owners' Vote***").

**[SIGNATURE PAGE COMMENCES ON FOLLOWING PAGE]**

IN WITNESS WHEREOF, Declarant has caused this document to be executed as of the day and year first above written.

Signed, Sealed and Delivered
in the presence of:

Yvette Ratliff
Print Name: Yvette Ratliff
First Witness

Christine Silver
Print Name: Christine Silver
First Witness

**WALTON ACQUISITIONS FL, LLC,**
a Florida limited liability company

By: Walton International Group, Inc.,
a Nevada corporation,
its Manager

By: Gordon A. Price
Name: GORDON A. PRICE
Title: AUTHORIZED SIGNATORY

By: Wayne G. Souza
Name: WAYNE G. SOUZA
Title: AUTHORIZED SIGNATORY

STATE OF ARIZONA

COUNTY OF MARICOPA

ACKNOWLEDGED and subscribed before me this 2nd day of January, 2014, by Gordon A. Price and Wayne G. Souza, each an Authorized Signatory of Walton International Group, Inc., a Nevada corporation, the Manager of Walton Acquisitions FL, LLC, a Florida limited liability company, on behalf of the company. Both such persons are personally known to me.

VANESSA CHIZMESHYA
NOTARY PUBLIC - ARIZONA
MARICOPA COUNTY
My commission Expires
June 20, 2017

[SEAL]

Notary Public, State of Arizona
Print Name: Vanessa Chizmeshya
Commission No.: 525394
My Commission Expires: June 20, 2017

**SCHEDULE "A"**

**PROPERTY DESCRIPTION – *VILLAGE AT MIDWAY***

**Parcel 1:**

**Parcel 1:**

A PARCEL OF LAND LYING IN SECTIONS 2, 3, 34, AND 35 TOWNSHIP 35 SOUTH AND 36 SOUTH, RANGE 39 EAST IN ST. LUCIE COUNTY, FLORIDA AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE NORTHEAST CORNER OF SAID SECTION 3, THENCE N89°46'35"W ALONG THE NORTH LINE OF SAID SECTION 3 A DISTANCE OF 2622.04 FEET TO A POINT ON THE EAST RIGHT-OF-WAY LINE OF N.S.L.R.W.C.D. CANAL NO. 93 (A 78 FEET WIDE RIGHT-OF-WAY) AND BEING THE POINT OF BEGINNING OF THE FOLLOWING DESCRIBED PARCEL; THENCE N00°20'10"E ALONG THE EAST RIGHT-OF-WAY LINE OF SAID N.S.L.R.W.C.D. CANAL NO. 93 A DISTANCE OF 1318.99 FEET TO A POINT ON THE SOUTH LINE OF THE WEST 1/2 OF THE NORTHWEST 1/4 OF THE SOUTHEAST 1/4 OF SECTION 34 A NOT INCLUDED PARCEL; THENCE S89°46'53"E ALONG THE SOUTH LINE OF SAID PARCEL NOT INCLUDED A DISTANCE OF 624.96 FEET TO A POINT ON THE EAST LINE OF SAID PARCEL NOT INCLUDED; THENCE N00°16'46"E ALONG THE EAST LINE OF SAID PARCEL NOT INCLUDED A DISTANCE OF 1319.04 FEET TO A POINT ON THE 1/4 SECTION LINE OF SECTION 34, TOWNSHIP 35 SOUTH, RANGE 39 EAST; THENCE S89°47'10"E ALONG THE 1/4 SECTION LINE OF SAID SECTION 34 A DISTANCE OF 1987.99 FEET TO A POINT ON THE EAST LINE OF SECTION 34, THENCE S00°06'37"W ALONG THE EAST LINE OF SAID SECTION 34 A DISTANCE OF 49.00 FEET TO A POINT ON THE SOUTH RIGHT-OF-WAY LINE OF N.S.L.R.W.C.D. CANAL NO. 101 (A 98.00 FEET WIDE CANAL RIGHT-OF-WAY); THENCE S89°59'09"E ALONG THE SOUTH RIGHT-OF-WAY LINE OF SAID N.S.L.R.W.C.D. CANAL NO. 101 A DISTANCE OF 2664.42 FEET TO A POINT ON THE 1/4 SECTION LINE OF SECTION 35, TOWNSHIP 35 SOUTH, RANGE 39 EAST; THENCE N00°12'25"E ALONG THE 1/4 SECTION OF SAID SECTION 35 A DISTANCE OF 2.00 FEET TO A POINT ON THE SOUTH RIGHT-OF-WAY LINE OF N.S.L.R.W.C.D. CANAL NO. 101 (A 94.00 FEET WIDE CANAL RIGHT-OFWAY); THENCE S89°52'23"E ALONG THE SOUTH RIGHT-OF-WAY OF SAID N.S.L.R.W.C.D. CANAL NO. 101 A DISTANCE OF 1331.59 FEET; THENCE CONTINUE S89°52'23"E ALONG THE SOUTH RIGHT-OF-WAY LINE OF N.S.L.R.W.C.D. CANAL NO. 101 A DISTANCE OF 418.59 FEET TO A POINT ON THE WEST RIGHT-OF-WAY LINE OF STATE ROAD NO. 9 (INTERSTATE HIGHWAY NO. 95) (WIDTH VARIES); THENCE S42°14'14"W ALONG THE WEST RIGHT-OF-WAY OF SAID STATE ROAD NO. 9 A DISTANCE OF 727.09 FEET TO THE BEGINNING OF A CURVE ALONG THE WEST RIGHT-OF-WAY OF SAID STATE ROAD NO. 9 CONCAVE TO THE SOUTHEAST HAVING A RADIUS OF 5903.58 FEET; THENCE SOUTHWESTERLY ALONG THE ARC OF SAID CURVE A DISTANCE OF 402.05 FEET THROUGH A CENTRAL ANGLE OF 03°54'07"; TO THE BEGINNING OF A COMPOUND CURVE ALONG THE WEST RIGHT-OF-WAY OF SAID STATE ROAD NO. 9 CONCAVE TO THE SOUTHEAST HAVING A RADIUS OF 5903.58 FEET; THENCE

SOUTHWESTERLY ALONG THE ARC OF SAID CURVE A DISTANCE OF 597.06 FEET THROUGH A CENTRAL ANGLE OF 05°47'41"; TO THE BEGINNING OF A COMPOUND CURVE ALONG THE WEST RIGHT-OF-WAY OF SAID STATE ROAD NO. 9 CONCAVE TO THE SOUTHEAST HAVING A RADIUS OF 5903.58 FEET; THENCE SOUTHWESTERLY ALONG THE ARC OF SAID CURVE A DISTANCE OF 999.10 FEET THROUGH A CENTRAL ANGLE OF 09°41'48"; THENCE CONTINUE ALONG SAID WEST RIGHT-OF-WAY LINE S22°50'38"W A DISTANCE OF 363.01 FEET TO THE NORTH RIGHT-OF-WAY LINE OF N.S.L.R.W.C.D. CANAL NO. 102 (A 85 FOOT WIDE CANAL RIGHT-OF-WAY); THENCE N89°48'50"W ALONG SAID NORTH RIGHT-OF-WAY LINE A DISTANCE OF 60.02 FEET; THENCE CONTINUE N89°53'51"W ALONG SAID NORTH RIGHT-OF-WAY LINE, A DISTANCE OF 900.00 FEET; THENCE CONTINUE ALONG SAID NORTH RIGHT-OF-WAY LINE N89°53'51"W A DISTANCE OF 430.07 FEET; THENCE CONTINUE ALONG SAID NORTH RIGHT-OF-WAY LINE N89°53'51"W A DISTANCE OF 1330.07 FEET TO THE WEST LINE OF THE SOUTHWEST 1/4 OF SAID SECTION 35; THENCE S00°06'37"W ALONG THE WEST LINE OF SAID SOUTHWEST 1/4 OF SECTION 35 A DISTANCE OF 42.50 FEET TO THE NORTHWEST CORNER OF THE NORTHWEST ¼ OF SAID SECTION 2; THENCE S00°06'35"W ALONG THE WEST LINE OF SAID NORTHWEST 1/4 OF SECTION 2, A DISTANCE OF 42.50 FEET TO THE SOUTH RIGHT-OF-WAY LINE OF SAID N.S.L.R.W.C.D. CANAL NO. 102; THENCE S89°53'51"E ALONG SAID SOUTH RIGHT-OF-WAY LINE A DISTANCE OF 1330.04 FEET; THENCE CONTINUE S89°53'51"E ALONG SAID SOUTH RIGHT-OF-WAY LINE A DISTANCE OF 1300.04 FEET TO THE WEST RIGHT-OF-WAY LINE OF A 30 FOOT ROAD RIGHT-OF-WAY AS RECORDED IN DEED BOOK 116, AT PAGE 379 OF THE PUBLIC RECORDS OF ST. LUCIE COUNTY, FLORIDA; THENCE S00°03'15"W ALONG SAID RIGHT-OF-WAY LINE A DISTANCE OF 129.69 FEET RETURNING TO THE WEST RIGHT-OF-WAY LINE OF SAID STATE ROAD 9 (INTERSTATE 1-95); THENCE S22°50'38"W ALONG SAID RIGHT-OF-WAY LINE A DISTANCE OF 470.73 FEET; THENCE CONTINUE S26°50'37"W ALONG SAID RIGHT-OF-WAY LINE A DISTANCE OF 519.99 FEET; THENCE CONTINUE S32°49'14"W ALONG SAID RIGHT-OF-WAY LINE A DISTANCE OF 229.66 FEET; THENCE DEPARTING SAID STATE ROAD NO. 9 N56°07'55"W A DISTANCE OF 323.65 FEET; THENCE N27°59'51"E A DISTANCE OF 671.72 FEET; TO THE BEGINNING OF A CURVE CONCAVE TO THE SOUTHWEST HAVING A RADIUS OF 150.00 FEET; THENCE NORTHWESTERLY ALONG THE ARC OF SAID CURVE A DISTANCE OF 308.52 FEET THROUGH A CENTRAL ANGLE OF 117°50'41"; THENCE N89°50'50"W A DISTANCE OF 1811.20 FEET; THENCE S00°00'00"E A DISTANCE OF 142.46 FEET TO THE BEGINNING OF A CURVE CONCAVE TO THE NORTHWEST HAVING A RADIUS OF 335.00 FEET; THENCE SOUTHWESTERLY ALONG THE ARC OF SAID CURVE A DISTANCE OF 365.79 FEET THROUGH A CENTRAL ANGLE OF 62°33'43"; THENCE S62°33'43"W A DISTANCE OF 139.15 FEET; THENCE S01°56'01"W A DISTANCE OF 142.19 FEET; THENCE S53°57'44"W A DISTANCE OF 58.71 FEET; THENCE S85°17'03"W A DISTANCE OF 146.97 FEET; THENCE S02°37'14"W A DISTANCE OF 332.85 FEET; THENCE S31°56'28"W A DISTANCE OF 78.35 FEET; THENCE S61°15'41"W A DISTANCE OF 335.42 FEET TO A POINT ON THE EAST RIGHT-OF-WAY LINE OF A 60 FEET WIDE FP&L EASEMENT AS RECORDED IN OFFICIAL RECORDS BOOK 119, PAGE 404; THENCE N32°18'17"W ALONG THE EAST RIGHT-OF-WAY LINE OF SAID 60 FEET WIDE FP&L EASEMENT A DISTANCE OF 1745.80 FEET TO A POINT ON THE NORTH RIGHT-OF-WAY

LINE OF A 200 FEET WIDE FP&L EASEMENT AS RECORDED IN OFFICIAL RECORDS BOOK 377, PAGES 2069-2076; THENCE N89°46'35"W ALONG THE NORTH RIGHT-OF-WAY LINE OF SAID 200 FEET WIDE FP&L EASEMENT AND BEING PARALLEL TO THE NORTH LINE OF SAID SECTION 3 A DISTANCE OF 1026.62 FEET TO A POINT ON THE EAST RIGHT-OF-WAY LINE OF N.S.L.R.W.C.D. CANAL NO. 93 (A 78 FEET WIDE RIGHT-OF-WAY); THENCE N00°02'49"E ALONG THE EAST RIGHT-OF-WAY LINE OF SAID N.S.L.R.W.C.D. CANAL NO. 93 A DISTANCE OF 52.50 FEET TO A POINT ON THE NORTH SECTION LINE OF SAID SECTION 3, TOWNSHIP 36 SOUTH, RANGE 39 EAST AND BEING THE POINT OF BEGINNING.

**Parcel 2:**

Parcel A:

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

Containing 1,701,018 square feet or 39.05 acres, more or less.

Parcel B:

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

Containing 3,378,514 square feet or 77.56 acres, more or less.

## Property Identification

**Site Address:** 9850 MIDWAY RD
**Sec/Town/Range:** 34/35S/39E
**Map ID:** 23/34S
**Zoning:** AG-2

**Parcel ID:** 2334-340-0000-000-7
**Account #:** 14561
**Use Type:** 6000
**Jurisdiction:** Saint Lucie County

## 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

| | |
|---|---|
| **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 |

**Taxes for this parcel:** SLC Tax Collector's Office

## Land Information

***Total Area: 5,079,532 SF / 116.61 acres***

| Sequence Number | Number/Type of Units | Depth for Front Feet |
|---|---|---|
| 1 | 116.61 Market Acres | 0 |
| **Sequence Number** | **Number/Type of Units** | **Depth for Front Feet** |
| 2 | 116.61 Class Acres | 0 |

## Special Features and Yard Items

| Type | Qty | Units | Year Blt |
|---|---|---|---|

## Permits

| Number | Date | Description | Amount | Fee |
|---|---|---|---|---|

**Notice:** This does not necessarily represent all the permits for this property.

## Property Identification

**Site Address:** TBD
**Sec/Town/Range:** 34/35S/39E
**Map ID:** 23/34S
**Zoning:** AG-2

**Parcel ID:** 2334-410-0000-000-1
**Account #:** 14562
**Use Type:** 6000
**Jurisdiction:** Fort Pierce




### Ownership

Juni Jusuf (TR)

% Walton International Group (USA) INC
4800 N Scottsdale Road Ste 4000
Scottsdale, AZ 85251

### Legal Description

34/35 35 39 AND 2/3 36 39 FROM NW COR OF SEC 3-36-39 RUN N 89 46 35 W ALG N LI OF SEC 2622.04 FT TO E R/W LI OF NSLRWCD CANAL NO. 93 AND POB,TH N 00 20 10 E ALG E R/W LI 1318.99 FT TO S LI OF W 1/2 OF NW 1/4 OF SE 1/4 OF SEC 34-35-39,TH S 89 46 53 E ALG S LI 624.96 FT,TH N 00 16 46 E 1319.04 FT TO 1/4 SEC LI OF SEC 34,TH S 89 47 10 E ALG 1/4 SEC LI 1987.99 FT TO E LI OF SEC,TH S 00 06 37 W ALG E LI 49 FT TO S R/W LI OF NSLRWCD CANAL NO. 101,TH S 89 59 09 E ALG S R/W LI 2664.42 FT TO 1/4 SEC LI OF SEC 35,TH N 00 12 25 E ALG 1/4 SEC LI 2.00 FT,TH S 89 52 23 E 1750.18 FT TO W R/W LI OF I-95,TH S 42 14 14 W ALG W R/W LI 727.09 FT TO CURVE CONC SE,R OF 5903.58 FT,TH SWLY ALG ARC 1998.21 FT,TH S 22 50 38 W 363.01 FT TO N R/W LI OF NSLRWCD CANAL NO. 102,TH N 89 48 50 W 60.02 FT,TH N 89 53 51 W 1760.14 FT TO W LI OF SW 1/4 OF SEC 35,TH S 00 04 39 W ALG W LI 42.50 FT TO NW COR OF NW 1/4 OF SEC 2-36-39,TH S 00 06 35 W ALG W LI 42.50 FT TO S R/W LI OF NSLRWCD CANAL NO. 102,TH S 89 53 51 ALG S R/W LI 2630.08 FT TO W R/W LI OF 30 FT RD R/W,TH S 00 03 15 W ALG R/W LI 129.69 FT,TH S 22 50 38 W 470.73 FT,TH S 26 50 37 W 519.99 FT,TH S 32 49 14 W 230.02 FT,TH N 56 07 55 W 323.59 FT,TH N 27 59 51E 671.72 FT TO CURVE CONC SW,R OF 150 FT,TH NWLY ALG ARC 308.52 FT,TH N 89 50 50 W 1811.20 FT,TH S 00 00 00 E 142.46 FT TO CURVE CONC NW,R OF 335 FT,TH SWLY ALG ARC 365.79 FT,TH S 62 33 43 W 139.15 FT,TH S 01 56 01 W 142.19 FT,TH S 53 57 44 W 58.71 FT,TH S 85 17 03 W 146.97 FT,TH S 02 37 14 W 332.85 FT,TH S 31 56 28 W 78.35 FT,TH S 61 15 41 W 335.12 FT TO E R/W LI OF 60 FT FP&L ESMT,TH N 32 18 17 W ALG E R/W LI 1746.02 FT TO N R/W LI OF 200 FT FP&L ESMT,TH N 89 46 35 W ALG N R/W LI 1026.62 FT TO E R/W LI OF NSLRWCD CANAL NO. 93 ,TH N 00 02 49 E ALG E R/W LI 52.50 FT TO N SEC LI OF SEC 3 AND POB-(402.69 AC) (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 2977; 3641- 899 thru 1205; 1605 thru 1887 ; 2092 thru 2392 ; 2577 thru 2859 ; 3642-2688 thru 2916 ; 3643- 77 thru 251; 3647-1347 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 ; 3064 - 916 thru 922,928 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

| | |
|---|---|
| **Land Size (acres):** | 402.69 |
| **Land Size (SF):** | 17,541,176 |

### Current Values

| | |
|---|---|
| **Just/Market Value:** | $3,543,672 |
| **Assessed Value:** | $110,740 |
| **Exemptions:** | $0 |
| **Taxable Value:** | $110,740 |

**Taxes for this parcel:** SLC Tax Collector's Office

## Land Information

***Total Area: 17,541,176 SF / 402.69 acres***

# ALTA/ACSM LAND TITLE SURVEY
# VILLAGE AT MIDWAY
## LYING IN A PORTION OF SECTIONS 34 AND 35, TOWNSHIP 35 SOUTH, RANGE 39 EAST AND SECTIONS 2 AND 3, TOWNSHIP 36 SOUTH, RANGE 39 EAST
## SAINT LUCIE COUNTY, FLORIDA

## LEGAL DESCRIPTION:

**WALTON PARCEL** (399.71 ACRES)

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

FEE PARCEL:

A PARCEL OF LAND LYING IN SECTIONS 2, 3, 34, AND 35 TOWNSHIP 35 SOUTH AND 36 SOUTH, RANGE 39 EAST IN ST. LUCIE COUNTY, FLORIDA AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE NORTHEAST CORNER OF SAID SECTION 3, THENCE N89°46'35"W ALONG THE NORTH LINE OF SAID SECTION 3 A DISTANCE OF 2622.04 FEET TO A POINT ON THE EAST RIGHT-OF-WAY LINE OF N.S.L.R.W.C.D. CANAL NO. 93 (A 78 FEET WIDE RIGHT-OF-WAY) AND BEING THE POINT OF BEGINNING OF THE FOLLOWING DESCRIBED PARCEL; THENCE N00°20'10"E ALONG THE EAST RIGHT-OF-WAY LINE OF SAID N.S.L.R.W.C.D. CANAL NO. 93 A DISTANCE OF 1318.99 FEET TO A POINT ON THE SOUTH LINE OF THE WEST 1/2 OF THE NORTHWEST 1/4 OF THE SOUTHEAST 1/4 OF SECTION 34 A NOT INCLUDED PARCEL; THENCE S89°46'53"E ALONG THE SOUTH LINE OF SAID PARCEL NOT INCLUDED A DISTANCE OF 624.96 FEET TO A POINT ON THE EAST LINE OF SAID PARCEL NOT INCLUDED; THENCE N00°16'46"E ALONG THE EAST LINE OF SAID PARCEL NOT INCLUDED A DISTANCE OF 1319.04 FEET TO A POINT ON THE 1/4 SECTION LINE OF SECTION 34, TOWNSHIP 35 SOUTH, RANGE 39 EAST; THENCE S89°47'10"E ALONG THE 1/4 SECTION LINE OF SAID SECTION 34 A DISTANCE OF 1987.99 FEET TO A POINT ON THE EAST LINE OF SECTION 34, THENCE S00°06'37"W ALONG THE EAST LINE OF SAID SECTION 34 A DISTANCE OF 49.00 FEET TO A POINT ON THE SOUTH RIGHT-OF-WAY LINE OF N.S.L.R.W.C.D. CANAL NO. 101 (A 98.00 FEET WIDE CANAL RIGHT-OF-WAY); THENCE S89°59'09"E ALONG THE SOUTH RIGHT-OF-WAY LINE OF SAID N.S.L.R.W.C.D. CANAL NO. 101 A DISTANCE OF 2664.42 FEET TO A POINT ON THE 1/4 SECTION LINE OF SECTION 35, TOWNSHIP 35 SOUTH, RANGE 39 EAST; THENCE N00°12'25"E ALONG THE 1/4 SECTION OF SAID SECTION 35 A DISTANCE OF 2.00 FEET TO A POINT ON THE SOUTH RIGHT-OF-WAY LINE OF N.S.L.R.W.C.D. CANAL NO. 101 (A 94.00 FEET WIDE CANAL RIGHT-OF-WAY); THENCE S89°52'23"E ALONG THE SOUTH RIGHT-OF-WAY OF SAID N.S.L.R.W.C.D. CANAL NO. 101 A DISTANCE OF 1331.59 FEET; THENCE CONTINUE S89°52'23"E ALONG THE SOUTH RIGHT-OF-WAY LINE OF N.S.L.R.W.C.D. CANAL NO. 101 A DISTANCE OF 418.59 FEET TO A POINT ON THE WEST RIGHT-OF-WAY LINE OF STATE ROAD NO. 9 (INTERSTATE HIGHWAY NO. 95) (WIDTH VARIES); THENCE S42°14'14"W ALONG THE WEST RIGHT-OF-WAY OF SAID STATE ROAD NO. 9 A DISTANCE OF 727.09 FEET TO THE BEGINNING OF A CURVE ALONG THE WEST RIGHT-OF-WAY OF SAID STATE ROAD NO. 9 CONCAVE TO THE SOUTHEAST HAVING A RADIUS OF 5903.58 FEET; THENCE SOUTHWESTERLY ALONG THE ARC OF SAID CURVE A DISTANCE OF 402.05 FEET THROUGH A CENTRAL ANGLE OF 03°54'07"; TO THE BEGINNING OF A COMPOUND CURVE ALONG THE WEST RIGHT-OF-WAY OF SAID STATE ROAD NO. 9 CONCAVE TO THE SOUTHEAST HAVING A RADIUS OF 5903.58 FEET; THENCE SOUTHWESTERLY ALONG THE ARC OF SAID CURVE A DISTANCE OF 597.06 FEET THROUGH A CENTRAL ANGLE OF 05°47'41"; TO THE BEGINNING OF A COMPOUND CURVE ALONG THE WEST RIGHT-OF-WAY OF SAID STATE ROAD NO. 9 CONCAVE TO THE SOUTHEAST HAVING A RADIUS OF 5903.58 FEET; THENCE SOUTHWESTERLY ALONG THE ARC OF SAID CURVE A DISTANCE OF 999.10 FEET THROUGH A CENTRAL ANGLE OF 09°41'48"; THENCE CONTINUE ALONG SAID WEST RIGHT-OF-WAY LINE S22°50'38"W A DISTANCE OF 363.01 FEET TO THE NORTH RIGHT-OF-WAY LINE OF N.S.L.R.W.C.D. CANAL NO. 102 (A 85 FOOT WIDE CANAL RIGHT-OF-WAY); THENCE N89°48'50"W ALONG SAID NORTH RIGHT-OF-WAY LINE A DISTANCE OF 60.02 FEET; THENCE CONTINUE N89°53'51"W ALONG SAID NORTH RIGHT-OF-WAY LINE, A DISTANCE OF 900.00 FEET; THENCE CONTINUE ALONG SAID NORTH RIGHT-OF-WAY LINE N89°53'51"W A DISTANCE OF 430.07 FEET; THENCE CONTINUE ALONG SAID NORTH RIGHT-OF-WAY LINE N89°53'51"W A DISTANCE OF 1330.07 FEET TO THE WEST LINE OF THE SOUTHWEST 1/4 OF SAID SECTION 35; THENCE S00°04'39"W ALONG THE WEST LINE OF SAID SOUTHWEST 1/4 OF SECTION 35 A DISTANCE OF 42.50 FEET TO THE NORTHWEST CORNER OF THE NORTHWEST 1/4 OF SAID SECTION 2; THENCE S00°06'37"W ALONG THE WEST LINE OF SAID NORTHWEST 1/4 OF SECTION 2, A DISTANCE OF 42.50 FEET TO THE SOUTH RIGHT-OF-WAY LINE OF SAID N.S.L.R.W.C.D. CANAL NO. 102; THENCE N89°53'51"E ALONG SAID SOUTH RIGHT-OF-WAY LINE A DISTANCE OF 1330.04 FEET TO THE WEST RIGHT-OF-WAY LINE OF A 30 FOOT ROAD RIGHT-OF-WAY AS RECORDED IN DEED BOOK 116, AT PAGE 379 OF THE PUBLIC RECORDS OF ST. LUCIE COUNTY, FLORIDA; THENCE S00°03'15"W ALONG SAID RIGHT-OF-WAY LINE A DISTANCE OF 1304.04 FEET; THENCE CONTINUE S89°53'51"E ALONG SAID SOUTH RIGHT-OF-WAY LINE A DISTANCE OF 1300.04 FEET TO THE WEST RIGHT-OF-WAY LINE OF A 30 FOOT ROAD RIGHT-OF-WAY AS RECORDED IN DEED BOOK 116, AT PAGE 379 OF THE PUBLIC RECORDS OF ST. LUCIE COUNTY, FLORIDA; THENCE S00°03'15"W ALONG SAID RIGHT-OF-WAY LINE A DISTANCE OF 129.69 FEET RETURNING TO THE WEST RIGHT-OF-WAY LINE OF SAID STATE ROAD NO. 9 (INTERSTATE 1-95); THENCE S22°50'38"W ALONG SAID RIGHT-OF-WAY LINE A DISTANCE OF 470.73 FEET; THENCE CONTINUE S26°50'37"W ALONG SAID RIGHT-OF-WAY LINE A DISTANCE OF 519.99 FEET; THENCE CONTINUE S32°49'14"W ALONG SAID RIGHT-OF-WAY LINE A DISTANCE OF 230.02 FEET; THENCE DEPARTING SAID STATE ROAD NO. 9 N56°07'55"W A DISTANCE OF 323.59 FEET; THENCE N27°59'51"E A DISTANCE OF 671.72 FEET; TO THE BEGINNING OF A CURVE CONCAVE TO THE SOUTHWEST HAVING A RADIUS OF 150.00 FEET; THENCE NORTHWESTERLY ALONG THE ARC OF SAID CURVE A DISTANCE OF 308.52 FEET THROUGH A CENTRAL ANGLE OF 117°50'41"; THENCE N89°50'50"W A DISTANCE OF 1811.20 FEET; THENCE S00°00'00"E A DISTANCE OF 142.46 FEET TO THE BEGINNING OF A CURVE CONCAVE TO THE NORTHWEST HAVING A RADIUS OF 335.00 FEET; THENCE SOUTHWESTERLY ALONG THE ARC OF SAID CURVE A DISTANCE OF 365.79 FEET THROUGH A CENTRAL ANGLE OF 62°33'43"; THENCE S62°33'43"W A DISTANCE OF 139.15 FEET; THENCE S01°56'01"W A DISTANCE OF 142.19 FEET; THENCE S53°57'44"W A DISTANCE OF 58.71 FEET; THENCE S85°17'03"W A DISTANCE OF 146.97 FEET; THENCE S02°37'14"W A DISTANCE OF 332.85 FEET; THENCE S31°56'28"W A DISTANCE OF 78.35 FEET; THENCE S61°15'41"W A DISTANCE OF 335.12 FEET TO A POINT ON THE EAST RIGHT-OF-WAY LINE OF A 60 FEET WIDE FP&L EASEMENT AS RECORDED IN OFFICIAL RECORDS BOOK 119, PAGE 404; THENCE N32°18'17"W ALONG THE EAST RIGHT-OF-WAY LINE OF SAID 60 FEET WIDE FP&L EASEMENT A DISTANCE OF 1746.02 FEET TO A POINT ON THE NORTH RIGHT-OF-WAY LINE OF A 200 FEET WIDE FP&L EASEMENT AS RECORDED IN OFFICIAL RECORDS BOOK 377, PAGES 2069-2076; THENCE N89°46'35"W ALONG THE NORTH RIGHT-OF-WAY LINE OF SAID 200 FEET WIDE FP&L EASEMENT AND BEING PARALLEL TO THE NORTH LINE OF SAID SECTION 3 A DISTANCE OF 1026.62 FEET TO A POINT ON THE EAST RIGHT-OF-WAY LINE OF N.S.L.R.W.C.D. CANAL NO. 93 (A 78 FEET WIDE RIGHT-OF-WAY); THENCE N00°02'49"E ALONG THE EAST RIGHT-OF-WAY LINE OF SAID N.S.L.R.W.C.D. CANAL NO. 93 A DISTANCE OF 52.50 FEET TO A POINT ON THE NORTH SECTION LINE OF SAID SECTION 3, TOWNSHIP 36 SOUTH, RANGE 39 EAST AND BEING THE POINT OF BEGINNING.

CONTAINING 17,412,284 SQUARE FEET OR 399.73 ACRES, MORE OR LESS.

BEING ALSO DESCRIBED AS FOLLOWS:
A PARCEL OF LAND LYING IN SECTIONS 2, 3, 34, AND 35 TOWNSHIP 35 SOUTH AND 36 SOUTH, RANGE 39 EAST IN ST. LUCIE COUNTY, FLORIDA AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE NORTHEAST CORNER OF SAID SECTION 3, THENCE N89°46'35"W ALONG THE NORTH LINE OF SAID SECTION 3 A DISTANCE OF 2622.04 FEET TO A POINT ON THE EAST RIGHT-OF-WAY LINE OF N.S.L.R.W.C.D. CANAL NO. 93 (A 78 FEET WIDE RIGHT-OF-WAY) AND BEING THE POINT OF BEGINNING OF THE FOLLOWING DESCRIBED PARCEL; THENCE N00°20'10"E ALONG THE EAST RIGHT-OF-WAY LINE OF SAID N.S.L.R.W.C.D. CANAL NO. 93 A DISTANCE OF 1318.99 FEET TO A POINT ON THE SOUTH LINE OF THE WEST 1/2 OF THE NORTHWEST 1/4 OF THE SOUTHEAST 1/4 OF SECTION 34 A NOT INCLUDED PARCEL; THENCE S89°46'53"E ALONG THE SOUTH LINE OF SAID PARCEL NOT INCLUDED A DISTANCE OF 624.96 FEET TO A POINT ON THE EAST LINE OF SAID PARCEL NOT INCLUDED; THENCE N00°16'46"E ALONG THE EAST LINE OF SAID PARCEL NOT INCLUDED A DISTANCE OF 1319.04 FEET TO A POINT ON THE 1/4 SECTION LINE OF SECTION 34, TOWNSHIP 35 SOUTH, RANGE 39 EAST; THENCE S89°47'10"E ALONG THE 1/4 SECTION LINE OF SAID SECTION 34 A DISTANCE OF 1987.99 FEET TO A POINT ON THE EAST LINE OF SECTION 34, THENCE S00°06'37"W ALONG THE EAST LINE OF SAID SECTION 34 A DISTANCE OF 49.00 FEET TO A POINT ON THE SOUTH RIGHT-OF-WAY LINE OF N.S.L.R.W.C.D. CANAL NO. 101 (A 98.00 FEET WIDE CANAL RIGHT-OF-WAY); THENCE S89°59'09"E ALONG THE SOUTH RIGHT-OF-WAY LINE OF SAID N.S.L.R.W.C.D. CANAL NO. 101 A DISTANCE OF 2664.42 FEET TO A POINT ON THE 1/4 SECTION LINE OF SECTION 35, TOWNSHIP 35 SOUTH, RANGE 39 EAST; THENCE N00°12'25"E ALONG THE 1/4 SECTION OF SAID SECTION 35 A DISTANCE OF 2.00 FEET TO A POINT ON THE SOUTH RIGHT-OF-WAY LINE OF N.S.L.R.W.C.D. CANAL NO. 101 (A 94.00 FEET WIDE CANAL RIGHT-OF-WAY); THENCE S89°52'23"E ALONG THE SOUTH RIGHT-OF-WAY OF SAID N.S.L.R.W.C.D. CANAL NO. 101 A DISTANCE OF 1331.59 FEET; THENCE CONTINUE S89°52'23"E ALONG THE SOUTH RIGHT-OF-WAY LINE OF N.S.L.R.W.C.D. CANAL NO. 101 A DISTANCE OF 418.59 FEET TO A POINT ON THE WEST RIGHT-OF-WAY LINE OF STATE ROAD NO. 9 (INTERSTATE HIGHWAY NO. 95) (WIDTH VARIES); THENCE S42°14'14"W ALONG THE WEST RIGHT-OF-WAY OF SAID STATE ROAD NO. 9 A DISTANCE OF 727.09 FEET TO THE BEGINNING OF A CURVE ALONG THE WEST RIGHT-OF-WAY OF SAID STATE ROAD NO. 9 CONCAVE TO THE SOUTHEAST HAVING A RADIUS OF 5903.58 FEET; THENCE SOUTHWESTERLY ALONG THE ARC OF SAID CURVE A DISTANCE OF 402.05 FEET THROUGH A CENTRAL ANGLE OF 03°54'07"; TO THE BEGINNING OF A COMPOUND CURVE ALONG THE WEST RIGHT-OF-WAY OF SAID STATE ROAD NO. 9 CONCAVE TO THE SOUTHEAST HAVING A RADIUS OF 5903.58 FEET; THENCE SOUTHWESTERLY ALONG THE ARC OF SAID CURVE A DISTANCE OF 597.06 FEET THROUGH A CENTRAL ANGLE OF 05°47'41"; TO THE BEGINNING OF A COMPOUND CURVE ALONG THE WEST RIGHT-OF-WAY OF SAID STATE ROAD NO. 9 CONCAVE TO THE SOUTHEAST HAVING A RADIUS OF 5903,58 FEET; THENCE SOUTHWESTERLY ALONG THE ARC OF SAID CURVE A DISTANCE OF 999,10 FEET THROUGH A CENTRAL ANGLE OF 09°41'48"; THENCE CONTINUE ALONG SAID WEST RIGHT-OF-WAY LINE S22°50'38"W A DISTANCE OF 363,01 FEET TO THE NORTH RIGHT-OF-WAY LINE OF N.S.L.R.W.C.D. CANAL NO. 102 (A 85 FOOT WIDE CANAL RIGHT-OF-WAY); THENCE N89°48'50"W ALONG SAID NORTH RIGHT-OF-WAY LINE A DISTANCE OF 60,02 FEET; THENCE CONTINUE N89°53'51"W ALONG SAID NORTH RIGHT-OF-WAY LINE, A DISTANCE OF 900,00 FEET; THENCE CONTINUE ALONG SAID NORTH RIGHT-OF-WAY LINE N89°53'51"W A DISTANCE OF 430,07 FEET;THENCE CONTINUE ALONG SAID NORTH RIGHT-OF-WAY LINE N89°53'51"W A DISTANCE OF 1330,07 FEET TO THE WEST LINE OF THE SOUTHWEST 1/4 OF SAID SECTION 35; THENCE S00°06,37"W ALONG THE WEST LINE OF SAID SOUTHWEST 1/4 OF SECTION 35 A DISTANCE OF 42,50 FEET TO THE NORTHWEST CORNER OF THE NORTHWEST ¼ OF SAID SECTION 2; THENCE S00°06'35"W ALONG THE WEST LINE OF SAID NORTHWEST 1/4 OF SECTION 2, A DISTANCE OF 42,50 FEET TO THE SOUTH RIGHT-OF-WAY LINE OF SAID N.S.L.R.W.C.D. CANAL NO. 102; THENCE S89°53'51"E ALONG SAID SOUTH RIGHT-OF-WAY LINE A DISTANCE OF 1330,04 FEET; THENCE CONTINUE S89°53'51"E ALONG SAID SOUTH RIGHT-OF-WAY LINE A DISTANCE OF 1300.04 FEET TO THE WEST RIGHT-OF-WAY LINE OF A 30 FOOT ROAD RIGHT-OF-WAY AS RECORDED IN DEED BOOK 116, AT PAGE 379 OF THE PUBLIC RECORDS OF ST. LUCIE COUNTY, FLORIDA; THENCE S00°03'15"W ALONG SAID RIGHT-OF-WAY LINE A DISTANCE OF 129,69 FEET RETURNING TO THE WEST RIGHT-OF-WAY LINE OF SAID STATE ROAD NO. 9 (INTERSTATE 1-95); THENCE S22°50'38"W ALONG SAID RIGHT-OF-WAY LINE A DISTANCE OF 470,73 FEET; THENCE CONTINUE S26°50'37"W ALONG SAID RIGHT-OF-WAY LINE A DISTANCE OF 519,99 FEET; THENCE CONTINUE S32°49'14"W ALONG SAID RIGHT-OF-WAY LINE A DISTANCE OF 229,66 FEET; THENCE DEPARTING SAID STATE ROAD NO. 9 N56°07'55"W A DISTANCE OF 323,65 FEET; THENCE N27°59'51"E A DISTANCE OF 671,72 FEET; TO THE BEGINNING OF A CURVE CONCAVE TO THE SOUTHWEST HAVING A RADIUS OF 150,00 FEET; THENCE NORTHWESTERLY ALONG THE ARC OF SAID CURVE A DISTANCE OF 308,52 FEET THROUGH A CENTRAL ANGLE OF 117°50,41"; THENCE N89°50'50"W A DISTANCE OF 1811,20 FEET; THENCE S00°00'00"E A DISTANCE OF 142,46 FEET TO THE BEGINNING OF A CURVE CONCAVE TO THE NORTHWEST HAVING A RADIUS OF 335,00 FEET; THENCE SOUTHWESTERLY ALONG THE ARC OF SAID CURVE A DISTANCE OF 365,79 FEET THROUGH A CENTRAL ANGLE OF 62°33'43"; THENCE S62°33'43"W A DISTANCE OF 139,15 FEET; THENCE S01°56'01"W A DISTANCE OF 142,19 FEET; THENCE S53°57'44"W A DISTANCE OF 58,71 FEET; THENCE S85°17'03"W A DISTANCE OF 146,97 FEET; THENCE S02°37'14"W A DISTANCE OF 332,85 FEET; THENCE S31°56'28"W A DISTANCE OF 78,35 FEET; THENCE S61°15'41"W A DISTANCE OF 335,42 FEET TO A POINT ON THE EAST RIGHT-OF-WAY LINE OF A 60 FEET WIDE FP&L EASEMENT AS RECORDED IN OFFICIAL RECORDS BOOK 119, PAGE 404; THENCE N32°18'17"W ALONG THE EAST RIGHT-OF-WAY LINE OF SAID 60 FEET WIDE FP&L EASEMENT A DISTANCE OF 1745,80 FEET TO A POINT ON THE NORTH RIGHT-OF-WAY LINE OF A 200 FEET WIDE FP&L EASEMENT AS RECORDED IN OFFICIAL RECORDS BOOK 377, PAGES 2069-2076; THENCE N89°46'35"W ALONG THE NORTH RIGHT-OF-WAY LINE OF SAID 200 FEET WIDE FP&L EASEMENT AND BEING PARALLEL TO THE NORTH LINE OF SAID SECTION 3 A DISTANCE OF 1026,62 FEET TO A POINT ON THE EAST RIGHT-OF-WAY LINE OF N.S.L.R.W.C.D. CANAL NO. 93 (A 78 FEET WIDE RIGHT-OF-WAY); THENCE N00°02'49"E ALONG THE EAST RIGHT-OF-WAY LINE OF SAID N.S.L.R.W.C.D. CANAL NO. 93 A DISTANCE OF 52.50 FEET TO A POINT ON THE NORTH SECTION LINE OF SAID SECTION 3, TOWNSHIP 36 SOUTH, RANGE 39 EAST AND BEING THE POINT OF BEGINNING.

CONTAINING 17,411,399 SQUARE FEET OR 399,71 ACRES, MORE OR LESS.

EASEMENT PARCELS:
EASEMENT 1:
TOGETHER WITH THE EASEMENT RIGHTS OF MIDWAY PROPERTIES, LLC, A FLORIDA LIMITED LIABILITY COMPANY, UPON, ACROSS AND OVER THE ,EASEMENT PROPERTY, AS SET FORTH IN THE TEMPORARY EASEMENT AGREEMENT DATED JULY 30, 2004, BY AND BETWEEN MIDWAY PROPERTIES, LLC, A FLORIDA LIMITED LIABILITY COMPANY, AND WILLOW LAKES, LLC, A FLORIDA LIMITED LIABILITY COMPANY, RECORDED IN OFFICIAL RECORDS BOOK 2035, PAGE 1456, OF THE PUBLIC RECORDS OF ST. LUCIE COUNTY, FLORIDA.

EASEMENT 2:
TOGETHER WITH THE EASEMENT RIGHTS IN FAVOR OF THE FEE PARCEL DESCRIBED ABOVE AS SET FORTH IN THAT CERTAIN EASEMENT AGREEMENT DATED JULY 30, 2004, BY AND AMONG MIDWAY PROPERTIES LLC, A FLORIDA LIMITED LIABILITY COMPANY, WILLOW LAKES, LLC, A FLORIDA LIMITED LIABILITY COMPANY, HYMAN B. HENDLER AND ALVIN D. SCHWARTZ, AS CO-TRUSTEES UNDER THE PROVISIONS OF AN UNRECORDED TRUST AGREEMENT KNOWN AS THE RESTATED AND AMENDED AND REVOCABLE LAND TRUST AGREEMENT FOR HHHP ASSOCIATES, DATED THE 2ND DAY OF JANUARY, 1995, AND REPECHAGE DEVELOPMENT, INC., A FLORIDA CORPORATION, RECORDED IN OFFICIAL RECORDS BOOK 2035, PAGE 1430, OF THE PUBLIC RECORDS OF ST. LUCIE COUNTY, FLORIDA.

TOGETHER WITH:

**IBERIA PARCEL:** (116.61 ACRES)

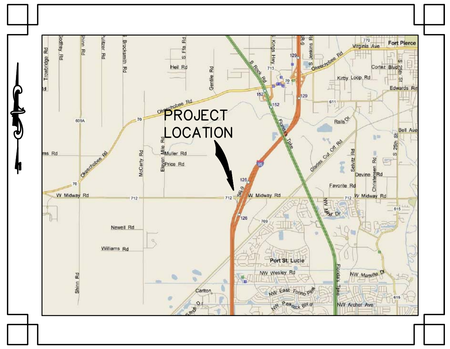
THE LAND REFERRED TO HEREIN BELOW IS SITUATED IN THE COUNTY OF ST. LUCIE, STATE OF FLORIDA, AND IS DESCRIBED AS FOLLOWS:

PARCEL 1:
THE SOUTHEAST ¼ OF THE SOUTHWEST ¼ OF SECTION 34, TOWNSHIP 35 SOUTH, RANGE 39 EAST, LESS AND EXCEPT THE EAST 39,00 FEET FOR CANAL RIGHT-OF-WAY; SAID LANDS SITUATE, LYING AND BEING IN ST. LUCIE COUNTY, FLORIDA.

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

PARCEL 2:
THE EAST ½ OF THE NORTHWEST ¼ OF SECTION 3, TOWNSHIP 36 SOUTH, RANGE 39 EAST, LESS AND EXCEPT THE EAST 39,00 FEET FOR CANAL RIGHT-OF-WAY AND LESS MIDWAY ROAD RIGHT-OF-WAY AS SET FORTH IN OFFICIAL RECORDS BOOK 44, PAGE 447, OF THE PUBLIC RECORDS OF ST. LUCIE COUNTY, FLORIDA; SAID LANDS SITUATE, LYING AND BEING IN ST. LUCIE COUNTY, FLORIDA.

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




**LOCATION MAP**
**NOT TO SCALE**

## LEGEND

| | |
|---|---|
| A | = ARC LENGTH |
| A.P.U. | = APPARENT PHYSICAL USE |
| ALTA | = AMERICAN LAND TITLE ASSOCIATION |
| ACSM | = AMERICAN CONGRESS ON SURVEYING AND MAPPING |
| (C) | = CALCULATED DATA |
| CCR | = CERTIFIED CORNER RECORD |
| C.R. | = COUNTY ROAD |
| (D) | = DEED DATA |
| D.B. | = DEED BOOK |
| F.D.O.T. | = FLORIDA DEPARTMENT OF TRANSPORTATION |
| FL. | = FLORIDA |
| FPL | = FLORIDA POWER AND LIGHT |
| FT. PIERCE | = FORT PIERCE |
| G.P.S. | = GLOBAL POSITIONING SYSTEM |
| I.D. | = IDENTIFICATION |
| INC. | = INCORPORATED |
| LB | = LICENSED BUSINESS |
| LTD | = LIMITED |
| NSPS | = NATIONAL SOCIETY OF PROFESSIONAL SURVEYORS |
| NO. | = NUMBER |
| # | = NUMBER |
| N.S.L.R.W.C.D. | = NORTH ST. LUCIE RIVER WATER MANAGEMENT DISTRICT |
| O.R.B. | = OFFICIAL RECORDS BOOK |
| PCN | = PARCEL CONTROL NUMBER |
| PG. | = PAGE |
| R | = RADIUS |
| R.T.K. | = REAL TIME KINEMATICS |
| R/W | = RIGHT-OF-WAY |
| SFWMD | = SOUTH FLORIDA WATER MANAGEMENT DISTRICT |
| U.S. | = UNITED STATES |
| 34-T35S-R39E | = SECTION-TOWNSHIP-RANGE |
| △ | = CENTRAL ANGLE |
| -x-x-x- | = FENCE |
| ○ | = BOLLARD |
| -10- | = CONTOUR ELEVATION |
| | = CONCRETE POWER POLE |
| | = FIRE HYDRANT |
| | = WATER VALVE |
| W | = WELL |
| | = WOOD POWER POLE |
| -OHUL- | = OVERHEAD UTILITY LINE |
| → | = GUY ANCHOR |
| ⊡ | = FOUND 4X4 CONCRETE MONUMENT |
| ○ | = FOUND IRON ROD |
| | = CABBAGE PALM TREE |
| | = OAK TREE |

## SHEET INDEX


| | |
|---|---|
| SHEET 1 | LEGAL DESCRIPTION, SURVEYOR'S NOTES AND LEGEND |
| SHEET 2 | TITLE COMMITMENTS |
| SHEET 3 | ALTA BOUNDARY SURVEY |
| SHEET 4 | WETLANDS AND CONTOURS |
| SHEETS 5-13 | TOPOGRAPHIC SURVEY |


## SURVEYOR'S NOTES:

1. THIS IS A BOUNDARY AND TOPOGRAPHIC SURVEY AS DEFINED IN CHAPTER 5J-17, FLORIDA ADMINISTRATIVE CODE. SAID SURVEY MEETS THE "STANDARDS OF PRACTICE" FOR SURVEYING AND MAPPING, AS SET FORTH BY THE FLORIDA BOARD OF PROFESSIONAL SURVEYORS AND MAPPERS IN CHAPTER 5J-17, FLORIDA ADMINISTRATIVE CODE, (F.A.C.) PURSUANT TO SECTION 472.027, FLORIDA STATUTES.

THE BOUNDARY SURVEY SHOWN ON SHEET 3 WAS PERFORMED IN ACCORDANCE WITH THE 2011 MINIMUM STANDARD DETAIL REQUIREMENTS FOR ALTA/ACSM LAND TITLE SURVEYS AND INCLUDES ITEMS 1, 3, 4, 6A, 11B, 13, 14, 19, 20A AND 21 OF TABLE "A" AND WAS PERFORMED IN ACCORDANCE WITH THE "MEASUREMENT STANDARDS FOR LAND TITLE SURVEYS", AS ADOPTED BY THE AMERICAN CONGRESS ON SURVEYING AND MAPPING, THE NATIONAL SOCIETY OF PROFESSIONAL SURVEYORS, AND THE AMERICAN LAND TITLE ASSOCIATION. SAID BOUNDARY SURVEY WAS PREPARED UTILIZING FIRST AMERICAN TITLE INSURANCE COMPANY COMMITMENT NO. 5011612-NCS-635627-PHX1, EFFECTIVE DATE OCTOBER 11, 2013, AMENDED DECEMBER 16, 2013, FOR THE WALTON PARCEL AND FIRST AMERICAN TITLE INSURANCE COMPANY COMMITMENT NO. 5011612-NCS-641890-PHX1, EFFECTIVE DATE DECEMBER 19, 2013, FOR THE IBERIA PARCEL. NO SEARCH OF THE PUBLIC RECORDS WAS PERFORMED BY THIS OFFICE.

2. THE BEARINGS SHOWN HEREON ARE DEED BEARINGS, RELATIVE TO THE NORTH LINE OF THE NORTHEAST 1/4 OF SECTION 3, TOWNSHIP 36 SOUTH, RANGE 39 EAST, BEING NORTH 89°46'35" WEST.

3. THIS SURVEY WAS PERFORMED UTILIZING G.P.S.-R.T.K. AND TRADITIONAL SURVEY PROCEDURES WITH REDUNDANT MEASUREMENTS, AND HAS A HORIZONTAL POSITIONAL TOLERANCE OF 0,10 FEET.

4. THE LANDS BOUND BY THIS SURVEY ARE LOCATED IN FLOOD ZONE "X", PER FLOOD INSURANCE RATE MAPS NUMBER 12111C0169J,AND 12111C0170J, BOTH DATED FEBRUARY 16, 2012.

5. THE EXPECTED USE OF THE LANDS BOUND BY THIS SURVEY, AS CLASSIFIED IN THE "MINIMUM STANDARD DETAIL REQUIREMENTS" IS "COMMERCIAL/HIGH RISK" WITH THE MINIMUM LINEAR CLOSURE FOR THIS TYPE OF BOUNDARY SURVEY TO BE 1 FOOT IN 10,000 FEET (1:10,000). THE ACCURACY OBTAINED BY MEASUREMENT, OBSERVATION AND CALCULATION OF THE CLOSED GEOMETRIC FIGURE FOR THIS SURVEY WAS DETERMINED TO MEET SAID REQUIREMENT.

6. SUBSURFACE OR UNDERGROUND UTILITIES AND FOUNDATIONS HAVE NOT BEEN LOCATED AND ARE NOT A PART OF THIS SURVEY.

7. THE ZONING OF THIS PROPERTY IS "AG", BUILDING SETBACKS PER ST. LUCIE COUNTY ARE:
FRONT : 50' FROM PROPERTY LINE
SIDE: 20' FROM PROPERTY LINE
REAR: 30' FROM PROPERTY LINE

8. ALL DISTANCES SHOWN HEREON ARE IN U.S. SURVEY FEET AND DECIMALS THEREOF.

9. APPARENT PHYSICAL USES:
ABOVE GROUND UTILITIES AND FENCES MEANDER THE PROPERTY LINE. FENCE OWNERSHIP IS NOT DETERMINED.

IBERIA PARCEL:
1) A) 4' BARBED WIRE FENCE MEANDERS 1.4' EAST OF PROPERTY LINE.
B) 4' BARBED WIRE FENCE MEANDERS 2.0' EAST OF PROPERTY LINE.
C) 4' BARBED WIRE FENCE MEANDERS 4.0' EAST OF PROPERTY LINE.
2) A) 8' WIDE TRAIL CENTERLINE 13' EAST OF PROPERTY LINE. APPEARS TO BE INGRESS/ EGRESS FOR SUBJECT PROPERTY.
B) 8' WIDE TRAIL CENTERLINE 13' WEST OF PROPERTY LINE. APPEARS TO BE INGRESS/ EGRESS FOR SUBJECT PROPERTY.

WALTON PARCEL:
3) DOWN GUY ANCHORS ALONG EAST RIGHT-OF-WAY LINE OF CANAL NO. 93 LIE OUTSIDE EASEMENT AREA.
4) RIGHTS OF OTHERS IN AND TO THE USE OF THE TRAILS TRAVERSING THROUGH OUT THE SUBJECT PROPERTY WITH NO APPARENT EASEMENT.
5) FENCES MEANDER THE PROPERTY LINE. FENCE OWNERSHIP IS NOT DETERMINED.
6) RIGHTS OF OTHERS IN AND TO THE USE OF THE LAKE ALONG THE SOUTHEAST PORTION OF THE SUBJECT PROPERTY WITH NO APPARENT EASEMENT.
7) CULVERTS LOCATED ALONG NORTHERN BOUNDARY LINE WITH NO APPARENT EASEMENT.

10. THE RIGHT-OF-WAY LINES SHOWN HEREON FOR STATE ROAD NO. 9 (INTERSTATE HIGHWAY NO, 95) ARE BASED UPON RIGHT-OF-WAY MAP SECTION 94001-2414 PROVIDED BY THE FLORIDA DEPARTMENT OF TRANSPORTATION DISTRICT 4, 3400 WEST COMMERCIAL BOULEVARD, FORT LAUDERDALE, FLORIDA 33309-3421.

11. ADDITIONS OR DELETIONS TO THIS SURVEY MAP OR REPORT BY OTHER THAN THE SIGNING PARTY OR PARTIES IS PROHIBITED WITHOUT WRITTEN CONSENT OF THE SIGNING PART OR PARTIES.

12. THE WETLANDS SHOWN HEREON ARE AS DEPICTED WITHIN THE SOUTH FLORIDA WATER MANAGEMENT DISTRICT ENVIRONMENTAL RESOURCE PERMIT, NO. 56-02538-P.

13. CANAL RIGHT-OF-WAYS SHOWN HEREON ARE BASED UPON THE LEGAL DESCRIPTION AND SUPPORTED BY THE "GENERALIZED CANAL ELEVATIONS MAP FOR THE NORTH ST. LUCIE RIVER WATER CONTROL DISTRICT" FOUND ON THE NORTH ST. LUCIE RIVER WATER MANAGEMENT DISTRICT WEBSITE: nslrwcd.org.

SURVEYOR'S CERTIFICATION:

TO: WALTON ACQUISITION FL, LLC, A FLORIDA LIMITED LIABILITY COMPANY
WALTON INTERNATIONAL GROUP (USA), INC., AN ARIZONA CORPORATION

THIS IS TO CERTIFY THAT THIS MAP OR PLAT AND THE SURVEY ON WHICH IT IS BASED WERE MADE IN ACCORDANCE WITH THE 2011 MINIMUM STANDARD DETAIL REQUIREMENTS FOR ALTA/ACSM LAND TITLE SURVEYS. JOINTLY ESTABLISHED AND ADOPTED BY ALTA AND NSPS AND INCLUDES 1, 3, 4, 6A, 11B, 13, 14, 19, 20A AND 21 THEREOF. PURSUANT TO THE MEASUREMENT STANDARDS AS ADOPTED BY ALTA AND NSPS AND IN EFFECT ON THE DATE OF THIS CERTIFICATION, UNDERSIGNED FURTHER CERTIFIES THAT PROPER FIELD PROCEDURES, INSTRUMENTATION AND ADEQUATE SURVEY PERSONNEL WERE EMPLOYED IN ORDER TO ACHIEVE RESULTS COMPARABLE TO THOSE OUTLINED.

ALSO

I FURTHER CERTIFY THAT THIS "ALTA/ACSM L

# ALTA/ACSM LAND TITLE SURVEY
# VILLAGE AT MIDWAY
## LYING IN A PORTION OF SECTIONS 34 AND 35, TOWNSHIP 35 SOUTH, RANGE 39 EAST AND SECTIONS 2 AND 3, TOWNSHIP 36 SOUTH, RANGE 39 EAST
## SAINT LUCIE COUNTY, FLORIDA

**ALTA COMMITMENT - WALTON PARCEL**
**FIRST AMERICAN TITLE INSURANCE COMPANY**
**SCHEDULE B - SECTION II**

**TITLE COMMITMENT: FILE NO. 5011612-NCS-635627-PHX1, EFFECTIVE DATE: OCTOBER 11TH, 2013, AMENDED DECEMBER 16, 2013.**

Schedule B of the policy or policies to be issued will contain exceptions to the following matters unless the same are disposed of to the satisfaction of the Company:

1. Defects, liens, encumbrances, adverse claims or other matters, if any, created, first appearing in the Public Records or attaching subsequent to the Effective Date but prior to the date the proposed Insured acquires for value of record the estate or interest or mortgage thereon covered by this Commitment.
**NOT A SURVEY ITEM.**

2. Any rights, interests, or claims of parties in possession of the land not shown by the public records.
**NONE APPARENT.**

3. Any encroachment, encumbrance, violation, variation or adverse circumstance affecting the Title that would be disclosed by an accurate and complete land survey of the land.
**SEE EXCEPTION #24.**

4. Any lien, for services, labor, or materials in connection with improvements, repairs or renovations provided before, on, or after Date of Policy, not shown by the public records.
**NOT A SURVEY ITEM.**

5. Any dispute as to the boundaries caused by a change in the location of any water body within or adjacent to the land prior to Date of Policy, and any adverse claim to all or part of the land that is, at Date of Policy, or was previously under water.
**THIS PARCEL DOES ABUT ANY NAVIGABLE RIVERS OR STREAMS. THERE ARE DRAINAGE CANALS ADJACENT TO THE PROPERTY BOUNDARY.**

6. Taxes or special assessments not shown as liens in the public records or in the records of the local tax collecting authority, at Date of Policy.
**NOT A SURVEY ITEM.**

7. This item has been intentionally deleted.

8. The lien of the taxes for the year 2013 and all subsequent years, which are not yet due and payable.
**NOT A SURVEY ITEM.**

9. 110' Right of Way Easement Agreement granted to Florida Power & Light Company recorded in Deed Book 234, Page 7; as affected by Modification of Right of Way Agreement increasing the width to 170' recorded in Deed Book 235, Page 356, as affected by Right of Way Agreements recorded in OR Book 119, Page 404, OR Book 119, Page 407, OR Book 119, Page 410, OR Book 119, Page 413, OR Book 119, Page 416, OR Book 119, page 419, OR Book 119, page 422, and OR Book 119, page 425; and further affected by Supplement to Right of Way Agreement recorded in OR Book 249, Page 389.
**AFFECTS PROPERTY AS SHOWN.**

10. 170' Right of Way Easement Agreements granted to Florida Power & Light Company recorded in OR Book 119, Page 405, OR Book 119, Page 408, OR Book 119, Page 411, OR Book 119, Page 414, OR Book 119, Page 417, OR Book 119, Page 420, OR Book 119, Page 423 and OR Book 119, page 426.
**AFFECTS PROPERTY AS SHOWN.**

11. Order of Taking granting an Easement to Florida Power & Light Company recorded in Official Records Book 377, Page 2069.
**THIS IS A FLORIDA POWER & LIGHT COMPANY EASEMENT - NO BUILDINGS OR STRUCTURES ALLOWED. AFFECTS PROPERTY AS SHOWN.**

12. 110' Right of Way Easement granted to Southern Bell and Telegraph Company recorded in Official Records Book 587, Page 235.
**THIS IS A 10 FOOT RIGHT OF WAY EASEMENT, ADJACENT TO THE WESTERLY RIGHT OF WAY OF I-95. AFFECTS THE PROPERTY AS SHOWN.**

13. Terms, conditions and other provisions contained in Ordinance No. 95-039 recorded in Official Records Book 981, Page 1615, and duplicate recorded in Official Records Book 992, Page 2862; as affected by Amended Ordinance No. 00-002 recorded in Official Records Book 1301, Page 2302.
**THESE ORDINANCES CREATE AND AMEND ST. LUCIE COUNTY LIBRARY IMPACT FEES. NOT A SURVEY ITEM.**

14. This item has been intentionally deleted.

15. The terms, provisions and conditions contained in that certain Easement Agreement recorded in Official Records Book 2035, Page 1430; Amending, Modifying and Restating the Easements Terms contained in Deed recorded in Official Records Book 1324, Page 936, as corrected by Deed recorded in Official Records Book 1330, Page 2972, Dedication of Easements recorded in Official Records Book 1333, Page 1940, as affected by Scrivener's Affidavit recorded in Official Records Book 1375, Page 1674.
**THIS IS AN EASEMENT AGREEMENT BETWEEN MIDWAY PROPERTIES, WILLOW LAKES, AND HHHP ASSOCIATES WHICH AMENDS THE EASEMENTS REFERENCED ABOVE, BUT SPECIFICALLY DOES NOT EXTINGUISH THEM. IT CREATES A 60 FOOT ACCESS, UTILITY, DRAINAGE, AND BILLBOARD EASEMENT ACROSS THIS PROPERTY AND THE PROPERTIES TO THE ABUTTING TO THE NORTH AND SOUTH. IN ADDITION, IT STATES THE OWNERSHIP OF THE INCOME FOR THE BILLBOARD LEASES AND THEIR CONTINUANCE IN THE EVENT OF LAND TITLE TRANSFER.**

16. This item has been intentionally deleted.

17. The terms, provisions and conditions contained in that certain Temporary Easement Agreement recorded in Official Records Book 2035, Page 1456.
**THIS IS A TEMPORARY INGRESS-EGRESS EASEMENT BETWEEN MIDWAY PROPERTIES, LLC AND WILLOW LAKES, LLC THAT RUNS FROM MIDWAY ROAD AND CONNECTS TO THE SOUTHERLY PROPERTY LINE OF THIS PARCEL, IT TERMINATES ONLY WHEN AN AN ALTERNATE LOCATION IS AGREED UPON BETWEEN THE TWO PARTIES AND RECORDED. AFFECTS PROPERTY AS SHOWN.**

18. The terms, provisions and conditions contained in that certain Provences Developer's Agreement recorded in Official Records Book 2956, Page 2462.
**THIS IS AN AGREEMENT BETWEEN MIDWAY PROPERTIES, RED RIVER, AND WILLOW LAKES WHICH DISCUSSES THE COSTS, DEDICATION OF LANDS AND ALSO CONVEYANCE OF ANY PROPERTIES.. HOWEVER, THE LEGAL DESCRIPTIONS ARE NOT COMPLETE AND THE LANDS IT AFFECTS CANNOT BE PLOTTED.**

19. Terms, provisions and other conditions contained in Ordinance No. L-127 by the City Commission of the City of Fort Pierce, Florida, recorded in Official Records Book 3214, Page 1254.
**THIS IS AN ORDINANCE THAT ANNEXES THIS PARCEL OF LAND INTO THE CITY OF FT. PIERCE.**

20. Terms and conditions of any existing unrecorded lease(s), and all rights of lessee(s) and any parties claiming through the lessee(s) under the lease(s).
**SEE EXCEPTION # 23 FOR UNRECORDED CATTLE GRAZING LEASE.**

21. 170' Right of Way Easement Agreement granted to Florida Power & Light Company recorded in OR Book 96, Page 58, re-recorded in OR Book 97, Page 174.
**AFFECTS THE PROPERTY AS SHOWN.**

22. 10' and 15' Easement granted to Florida Power & Light Company recorded in OR Book 547, Page 1431.
**AFFECTS THE PROPERTY AS SHOWN.**

23. An unrecorded Cattle Grazing Lease dated April 9, 2010, executed by City National Bank as lessor and Mr. Clyde Crouch as lessee, as disclosed to the Company.
**AFFECTS THE PROPERTY AS SHOWN.**

24. Any facts, rights, interests or claims that may exist or arise by reason of the following matters disclosed by an ALTA/ACSM survey made by Patrick B. Meeds of Creech Engineers, Inc. on November 7, 2013, designated Job Number 13184.00:
**SEE SURVEYOR'S NOTE #9.**

**ALTA COMMITMENT - IBERIA PARCEL**
**FIRST AMERICAN TITLE INSURANCE COMPANY**
**SCHEDULE B - SECTION II**
**TITLE COMMITMENT: FILE NO. 5011612-NCS-641890-PHX1, EFFECTIVE DATE: DECEMBER 19TH, 2013.**

Schedule B of the policy or policies to be issued will contain exceptions to the following matters unless the same are disposed of to the satisfaction of the Company:

1. Defects, liens, encumbrances, adverse claims or other matters, if any, created, first appearing in the Public Records or attaching subsequent to the Effective Date but prior to the date the proposed insured acquires for value of record the estate or interest or mortgage thereon covered by this Commitment.
**NOT A SURVEY ITEM.**

2. Any rights, interests, or claims of parties in possession of the land not shown by the public records.
**NONE APPARENT.**

3. Any encroachment, encumbrance, violation, variation or adverse circumstance affecting the Title that would be disclosed by an accurate and complete land survey of the land.
**SEE SURVEY NOTE #9.**

4. Any lien, for services, labor, or materials in connection with improvements, repairs or renovations provided before, on, or after Date of Policy, not shown by the public records.
**NOT A SURVEY ITEM.**

5. Any dispute as to the boundaries caused by a change in the location of any water body within or adjacent to the land prior to Date of Policy, and any adverse claim to all or part of the land that is, at Date of Policy, or was previously under water.
**THIS PARCEL OF LAND DOES NOT ABUT ANY NAVIGABLE RIVERS OR STREAMS. THERE ARE DRAINAGE CANALS ADJACENT TO THE PROPERTY BOUNDARY.**

6. Taxes or special assessments not shown as liens in the public records or in the records of the local tax collecting authority, at Date of Policy.
**NOT A SURVEY ITEM.**

7. Any minerals or mineral rights leased, granted or retained by current or prior owners.
**NOT A SURVEY ITEM.**

8. Taxes and assessments for the year 2013, which are not yet due and payable, but not yet delinquent.
**NOT A SURVEY ITEM.**

9. 200-foot easement in favor of Florida Power & Light Company as described in that certain Order of Taking recorded in Book 377, Page 2069 as affected by Book 564, Page 15 and Stipulated Judgment - Parcel 49 recorded in Book 582, Page 2901 and Book 616, Page 1590.
**THIS IS A FLORIDA POWER & LIGHT COMPANY EASEMENT - NO BUILDINGS OR STRUCTURES ALLOWED. AFFECTS THE PROPERTY AS SHOWN.**

10. The terms, provisions and conditions contained in that certain Ordinance No. 95-039 establishing a "Library Impact Fee" recorded in Book 981, Page 1615; Book 992, Page 2862, and as amended in Book 1301, Page 2302.
**THESE ORDINANCES CREATE AND AMEND ST. LUCIE COUNTY LIBRARY IMPACT FEES. THIS IS NOT A SURVEY MATTER.**

11. The terms, provisions and conditions contained in that certain Resolution 01-012 regarding granting a preliminary planned nonresidential development recorded in Book 1389, Page 1236, and amended in Book 1403, Page 2281.
**THIS IS A RESOLUTION GRANTING A PRELIMINARY PLANNED NONRESIDENTIAL DEVELOPMENT AND CHANGE OF ZONING. AFFECTS PARCEL 1 AND PARCEL 2 AS SHOWN.**

12. The terms, provisions and conditions contained in that certain Preliminary Development Agreement for the Provences Development of Regional Impact recorded in Book 2399, Page 1777.
**THIS IS AN AGREEMENT BETWEEN WILLOW LAKE LLC, RED RIVER PROPERTIES LLC AND THE DEPARTMENT OF COMMUNITY AFFAIRS (STATE OF FLORIDA) WHICH DISCUSSES DEVELOPMENT PLANS FOR PARCEL 2. AFFECTS PARCEL 2 AS SHOWN.**

13. The terms, provisions and conditions contained in that certain Provences Developer's Agreement recorded in Book 2956, Page 2462.
**THIS IS AN AGREEMENT BETWEEN MIDWAY PROPERTIES, RED RIVER, AND WILLOW LAKES WHICH DISCUSSES THE COSTS, DEDICATION OF LANDS, AND ALSO CONVEYANCE OF ANY PROPERTIES. HOWEVER, THE LEGAL DESCRIPTIONS ARE NOT COMPLETE AND THE LANDS IT AFFECTS CANNOT BE PLOTTED.**

14. The terms, provisions and conditions contained in that certain Lease as referenced by that certain Lease for Grazing of Cattle recorded in Book _____, Page _____.
**AFFECTS PARCEL 1 AND PARCEL 2 AS SHOWN.**

15. Terms and conditions of any existing unrecorded lease(s), and all rights of lessee(s) and any parties claiming through the lessee(s) under the lease(s).
**SEE TITLE EXCEPTION #14.**

16. Any facts, rights, interests or claims that may exist or arise by reason of the following matters disclosed by an ALTA/ACSM survey made by Creech Engineers, Inc. on December 4, 2013, designated Job Number 13184.00:
Overhead utilities along West boundary line without an apparent easement thereto.

THIS DOCUMENT, TOGETHER WITH THE CONCEPTS AND DESIGNS PRESENTED HEREIN, AS AN INSTRUMENT OF SERVICE, IS INTENDED ONLY FOR THE SPECIFIC PURPOSE AND CLIENT FOR WHICH IT WAS PREPARED.
REUSE OF AND IMPROPER RELIANCE ON THIS DOCUMENT WITHOUT WRITTEN AUTHORIZATION AND ADAPTATION BY BOWMAN CONSULTING GROUP, LTD SHALL BE WITHOUT LIABILITY TO BOWMAN CONSULTING GROUP, LTD.

Cad file name: P:\010230 – Village at Midway\010230-01-001 (SUR)\Survey\ALL POINTS CONTOURS 2014\010230 W-I BNDY TOPO 2015_.dwg 8/3/2015

Bowman CONSULTING
PROFESSIONAL SURVEYORS AND MAPPERS, CERTIFICATE NO. LB. 8050
BOARD OR PROFESSIONAL ENGINEERS, CERTIFICATE OF AUTHORIZATION NO. 30462

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www.bowmanconsulting.com
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VILLAGE AT MIDWAY
ALTA BOUNDARY & TOPOGRAPHIC SURVEY
ST. LUCIE COUNTY FLORIDA

PROJECT NO
010230-01-003

PLAN STATUS

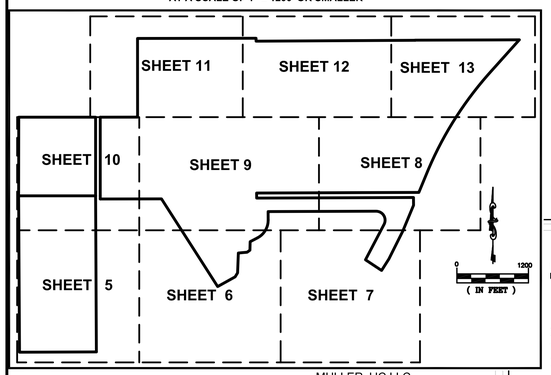
| DATE | DESCRIPTION |
|---|---|

| FIELD BOOK | PAGE |
|---|---|
| 13-115 | 19-28, 30-39, 47-48 |
| 13-116 | |
| 14-124,129,130 | |
| 15-131 | |

D.J.I., D.A.L. DRAWN | S.N.B. CHKD
SCALE H: N.T.S. V: N.T.S.
JOB No. 010230-01-003
DATE MARCH 2, 2015
FILE No. 010230 W-1 BNDY TOPO 2015

# ALTA/ACSM LAND TITLE SURVEY
# VILLAGE AT MIDWAY
## LYING IN A PORTION OF SECTIONS 34 AND 35, TOWNSHIP 35 SOUTH, RANGE 39 EAST AND SECTIONS 2 AND 3, TOWNSHIP 36 SOUTH, RANGE 39 EAST SAINT LUCIE COUNTY, FLORIDA

## KEY MAP
THIS MAP IS INTENDED TO BE DISPLAYED AT A SCALE OF 1" = 1200' OR SMALLER




GRAPHIC SCALE
300 0 150 300
( IN FEET )
1 inch = 300 ft.
THIS MAP IS INTENDED TO BE DISPLAYED AT A SCALE OF 1" = 300' OR SMALLER

SFWMD
PCN: 2326-231-0001-000-4

RESERVOIR

FOUND 5/8" IRON ROD AND CAP STAMPED "C & T LB 4286"

A.P.U. #7 CULVERT (SEE NOTE #9)

N.S.L.R.W.C.D. CANAL NO. 101 (63.00' R/W)

S89°47'10"E (D) 1987.99' (D)

A.P.U. #7 CULVERT (SEE NOTE #9)

FOUND 1" IRON PIPE (NO ID.)

S00°06'37"W (D) 49.00' (D)

49.00'

N.S.L.R.W.C.D. CANAL NO. 101 (98.00' R/W)

A.P.U. #5 4' BARBED WIRE FENCE (SEE NOTE #9)

N00°12'25"E (D) 2.00'(D)

FOUND 5/8" IRON ROD AND CAP STAMPED "C & T LB 4286"

N.S.L.R.W.C.D. CANAL NO. 101 (94.00' R/W)

NORTH LINE OF THE SE 1/4 OF SECTION 35

47.00'

FOUND 5/8" IRON ROD (NO ID.)

GATE (COMBINATION LOCK)

EAST LINE OF NOT INCLUDED PARCEL

1/4 SECTION LINE OF SECTION 34

FOUND 5/8" IRON ROD (NO ID.)

A.P.U. #5 4' BARBED WIRE FENCE (SEE NOTE #9)

S89°59'09"E (D) 2664.42' (D)

SOUTH R/W LINE OF N.S.L.R.W.C.D. CANAL NO. 101

NORTH LINE OF THE SW 1/4 OF SECTION 35

SEE DETAIL "A"

S89°52'23"E (D) 1331.59'(D)

47.00'

FOUND 5/8" IRON ROD AND CAP STAMPED "C & T LB 4286"

CULVERTS SEE WALTON TITLE EXCEPTION #24 F

BILLBOARD SEE WALTON TITLE EXCEPTION #15

S89°52'23"E (D) 418.59'(D)

FOUND 5/8" IRON ROD (NO ID.)

8' WIDE TRAIL SEE WALTON TITLE EXCEPTION #24 C

S42°14'14"W(D) 727.09'(D)

WEST R/W LINE OF STATE ROAD NO. 9 (INTERSTATE HIGHWAY NO. 95)

4' HOG WIRE FENCE

MULLER JJC LLC
PCN: 2334-311-0000-000-7

RONALD L. EVERLY, ETAL
TAMMY S. EVERLY
PCN: 2334-422-0000-000-8

A.P.U. #5 4' BARBED WIRE FENCE (SEE NOTE #9)

N00°16'46"E (D) 1319.04' (D)

A.P.U. #4 TRAILS BEING USED BY OTHERS (SEE NOTE #9)

8' WIDE TRAIL

WALTON ACQUISITIONS FL LLC, ETAL
PCN: 2334-410-0000-000-1

EAST LINE OF SECTION 34

CITY NATIONAL BANK OF FL
PCN: 2334-410-0000-000-1
399.71 ACRES, MORE OR LESS

1/4 SECTION LINE OF SECTION 35

**SEE SHEET 4 FOR WETLAND INFORMATION.**
**SEE SHEETS 5-13 FOR ADDITIONAL TOPOGRAPHIC INFORMATION, APPARENT PHYSICAL USE AND EASEMENT DETAILS**

10' S.B.T.&T. RIGHT OF WAY UTILITY EASEMENT O.R.B. 587, PG. 235 SEE WALTON TITLE EXCEPTION #12

R = 5903.58'
Δ = 03°54'07"
A = 402.05' (D)

OVERHEAD UTILITY LINE

MEANDERS PROPERTY LINE

FOUND 5/8" IRON ROD AND CAP STAMPED "C & T LB 4286"

R = 5903.58'
Δ = 05°47'41"
A = 597.06' (D)

STATE ROAD NO. 9 (INTERSTATE HIGHWAY NO. 95)
R/W WIDTH VARIES
PER F.D.O.T. RIGHT-OF-WAY MAP, SECTION 94001-2414

SE 1/4 OF SECTION 35-T35S-R39E

BILLBOARD SEE WALTON TITLE EXCEPTION #15

8' WIDE TRAIL

R = 5903.58'
Δ = 09°41'46"
A = 999.10' (D)

10' FPL EASEMENT O.R.B. 547, PAGE 1431 SEE WALTON TITLE EXCEPTION #22

170' FPL R/W O.R.B. 119, PAGES 405, 408, 411, 414, 417, 420, 423, AND 426 SEE WALTON TITLE EXCEPTION #10

FOUND 5/8" IRON ROD AND CAP STAMPED "C & T LB 4286"

N89°48'50"W 60.02'

SOUTH LINE OF THE SW 1/4 OF SECTION 35

GATE (NO LOCK)

FOUND 4" X 4" CONCRETE MONUMENT (NO I.D.)

N89°53'51"W (D) 430.07'(D)

N89°53'51"W(D) 900.00'(D)

GATE (NO LOCK)

S22°50'39"W (D) 363.01(D)

FOUND 1/2" IRON ROD (NO ID.)

POINT OF COMMENCEMENT 10' AND 15' FPL EASEMENT O.R.B. 547, PAGE 1431 INTERSECTION OF NORTH R/W OF CANAL 102 AND WESTERLY R/W OF I-95 (POINT "A") SEE WALTON TITLE EXCEPTION #22

POINT OF BEGINNING 10' FPL EASEMENT O.R.B. 547, PAGE 1431 SEE WALTON TITLE EXCEPTION #22

S00°03'15"W(D) 129.69'(D)

FOUND 5/8" IRON ROD AND CAP STAMPED "CREECH INC LB 6705"

S22°59'38"W (D) 470.73(D)

15' FPL EASEMENT O.R.B. 547, PG. 1431 SEE WALTON TITLE EXCEPTION #22

FOUND 1/2" IRON ROD (NO ID.)

WEST R/W LINE OF STATE ROAD NO. 9 (INTERSTATE HIGHWAY NO. 95)

EASEMENT 2: 60' ACCESS, UTILITY, DRAINAGE, & BILLBOARD EASEMENT O.R.B. 2035, PG. 1430 SEE WALTON TITLE EXCEPTION #15

S26°30'37"W (D) 519.99' (D)

FOUND 1/2" IRON ROD (NO ID.)

N27°39'51"E (D) 67.72' (D)

GATE (NO LOCK)

GATE (NO LOCK)

FOUND 5/8" IRON ROD (NO ID.)

N56°07'55"W (D) 323.59' (D) 323.65' (M)

S32°49'14"W (D) 230.02' (D) 229.66' (M)

FOUND 5/8" IRON ROD AND CAP STAMPED "C & T LB 4286"

4' HOG WIRE FENCE WITH BARBED WIRE

8' WIDE DIRT ROAD

SHELL ROCK ROAD

GATE (NO LOCK)

70' ACCESS R/W PER F.D.O.T. RIGHT-OF-WAY MAP, SECTION 94001-2414

15' FPL EASEMENT O.R.B. 547, PG. 1431 SEE WALTON TITLE EXCEPTION #22

ASPHALT ROAD (GORDY EXD)

NE 1/4 OF SECTION 2-T36S-R39E

DETAIL "A"
NOT TO SCALE

N.S.L.R.W.C.D. (98.00' R/W)

CANAL NO. 101 (94.00' R/W)

49'

47'

5.17'

2.75'

FOUND 5/8" IRON ROD AND CAP STAMPED "C & T LB 4286"

FOUND 4" X 4" CONCRETE MONUMENT (NO I.D.)

MULLER JJC LLC
PCN: 2334-322-0002-000-5

WEST TOP OF BANK MEANDERS WEST PROPERTY LINE

WEST LINE OF THE E 1/2 OF THE SW 1/4 OF SECTION 34-T35S-R39E

EAST LINE OF THE SE 1/4 OF THE SW 1/4 OF SECTION 34-T35S-R39E

FOUND 5/8" IRON ROD AND CAP STAMPED "C & T LB 4286" FOUND 4" X 4" CONCRETE MONUMENT (NO I.D.) N 0.20', E 0.20'

FOUND 5/8" IRON ROD AND CAP STAMPED "C & T LB 4286" FOUND 4" X 4" CONCRETE MONUMENT (NO I.D.) S 0.87', E 0.23'

FOUND 5/8" IRON ROD AND CAP STAMPED "C & T LB 4286"

S89°40'53"E (C) 1288.94' (C)

A.P.U. #1A GUY ANCHORS (SEE NOTE #9)

A.P.U. #1C 4' BARBED WIRE FENCE 4.0' EAST (SEE NOTE #9)

S89°46'53"E (D) 624.96'(D)

FOUND 5/8" IRON ROD AND CAP STAMPED "C & T LB 4286" FOUND 4" X 4" CONCRETE MONUMENT (NO I.D.) S 0.12', W 6.31'

4' BARBED WIRE FENCE

SOUTH LINE OF THE W 1/2 OF NW 1/4 OF SE 1/4 OF SECTION 34 AND NORTH LINE OF SW 1/4 OF SE 1/4

SE 1/4 OF SECTION 34-T35S-R39E

RESOLUTION 01-012 O.R.B. 1389, PG. 1236 SEE IBERIA TITLE EXCEPTION #11

LEASE FOR GRAZING OF CATTLE SEE IBERIA TITLE EXCEPTION #14

PARCEL 1
SE 1/4 OF THE SW 1/4 OF 34-T35S-R39E
WALTON ACQUISITIONS FL LLC, ETAL
PCN: 2334-340-0000-000-7
39.05 ACRES, MORE OR LESS

A.P.U. #3 GUY ANCHORS (SEE NOTE #9 AND SHEET 10)

4' BARBED WIRE FENCE

ACTIVE PASTURE

FOUND 5/8" IRON ROD AND CAP STAMPED "C & T LB 4286" FOUND 4" X 4" CONCRETE MONUMENT (NO I.D.) 15.33' NORTH AND 1.18' EAST OF SECTION LINE

POINT OF COMMENCEMENT WALTON PARCEL NW CORNER OF SECTION 3-T36S-R39E FOUND 1 1/4" IRON PIPE AND CAP STAMPED "CREECH INC LB 6705" COR 10513

S00°04'39"W (D) S00°06'37"W (M) 42.50' (D)

S00°06'35"W (D) 42.50' (D)

GATE (NO LOCK)

APPARENT N.S.L.R.W.C.D. CROSSING PERMIT TO FPL, NOT PROVIDED

N.S.L.R.W.C.D. CANAL NO. 102 (65.00' R/W)

FOUND 5/8" IRON ROD AND CAP STAMPED "C & T LB 4286"

4' BARBED WIRE FENCE

N89°53'51"W(D) 1330.07'(D)

42.50'

N89°53'51"W (D) 1330.04' (D)

NORTH R/W LINE OF N.S.L.R.W.C.D. CANAL NO. 102

SOUTH R/W LINE OF N.S.L.R.W.C.D. CANAL NO. 102

FOUND 5/8" IRON ROD (NO I.D.)

FOUND 5/8" IRON ROD AND CAP STAMPED "C & T LB 4286" FOUND 4" X 4" CONCRETE MONUMENT (NO I.D.) 43.13' SOUTH AND 37.24' EAST OF SECTION LINE

N89°53'51"E 1300.04' (D)

FOUND 4" X 4" CONCRETE MONUMENT (NO I.D.) S 0.16', E 0.17'

WEST R/W LINE OF 30' ROAD PER D.B. 116, PAGE 379

N89°46'35"W (M) (BEARING BASE) 2622.04' (M)

NORTH LINE OF SECTION 3

FOUND 5/8" IRON ROD AND CAP STAMPED "C & T LB 4286"

N89°46'35"W (D) 1026.62' (D)

PARCEL 49

PARCEL 50A

8' WIDE TRAIL

S00°00'00"E (D) 142.46' (D)

N89°50'50"W(D) 1811.20' (D)

A.P.U. #6 TOP OF BANK MEANDERS ALONG PROPERTY LINE (SEE NOTE #9)

R = 150.00'
Δ = 117°50'41"
A = 308.52' (D)

R = 335.00'
Δ = 62°33'43"
A = 365.79' (D)

S62°33'43"W (D) 139.15' (D)

FOUND 5/8" IRON ROD AND CAP STAMPED "C & T LB 4286"

FOUND 5/8" IRON ROD AND CAP STAMPED "C & T LB 4286"

GATE (NO LOCK)

GATE (NO LOCK)

FOUND 5/8" IRON ROD (NO ID.)

S01°56'01"W (D) 142.19' (D)

FOUND 5/8" IRON ROD AND CAP STAMPED "C & T LB 4286"

170' FPL EASEMENT O.R.B. 96, PG. 58, O.R.B. 97, PAGE 174 SEE WALTON TITLE EXCEPTION #21

LAKE A.P.U. #6 (SEE NOTE #9)

S85°17'03"W (D) 146.97' (D)

FOUND 5/8" IRON ROD AND CAP STAMPED "C & T LB 4286"

S53°57'44"W (D) 58.71' (D)

FOUND 5/8" IRON ROD AND CAP STAMPED "C & T LB 4286" N 0.33', E 0.14'

S02°37'14"W (D) 332.85' (D)

S31°56'28"W 78.35'

FOUND 5/8" IRON ROD AND CAP STAMPED "C & T LB 4286".

S61°15'41"W (D) 335.12' (D) 335.42' (M)

N22°18'17"W(D) 1745.02' (D) 1745.80' (M)

WILLOW LAKES LLC
PCN: 3302-212-0001-000-4

NW 1/4 OF SECTION 2-T36S-R39E

SOUTH LINE OF NORTH 1/2 OF NW 1/4 OF SECTION 2

NORTH LINE OF SW 1/4 OF NW 1/4 OF SECTION 2

WILLOW LAKES, LLC
PCN: 3302-212-0001-000-4

170' FPL EASEMENT O.R.B. 119, PAGES 405, 408, 411, 414, 417,420,423 AND 426 SEE WALTON TITLE EXCEPTION #10

WILLOW LAKES PARCEL 1

WEST LINE OF THE NW 1/4 OF SECTION 2

MULLER JJC LLC
PCN: 3303-221-0000-000-8

POINT OF BEGINNING O.R.B. 377, PAGE 2069

4' BARBED WIRE FENCE

NORTH LINE OF THE NW 1/4 OF SECTION 3-T36S-R39E

200' FPL EASEMENT O.R.B. 377, PG. 2069 SEE IBERIA TITLE EXCEPTION #9

200' FPL EASEMENT O.R.B. 377, PG. 2069 SEE WALTON TITLE EXCEPTION #11

APPARENT N.S.L.R.W.C.D. CROSSING PERMIT TO FPL, NOT PROVIDED

A.P.U. #1B 4' BARBED WIRE FENCE 2.0' EAST (SEE NOTE #9)

RESOLUTION 01-012 O.R.B. 1389, PG. 1236 SEE IBERIA TITLE EXCEPTION #11

PRELIMINARY DEVELOPER'S AGREEMENT O.R.B. 2399, PG. 1729 SEE IBERIA TITLE EXCEPTION #12

LEASE FOR GRAZING OF CATTLE SEE IBERIA TITLE EXCEPTION #14

APPROXIMATE PROPERTY LINE

WEST LINE OF THE E 1/2 OF THE NW 1/4 OF SECTION 3-T36S-R39E

EAST LINE OF THE E 1/2 OF THE NW 1/4 OF SECTION 3-T36S-R39E

CATTLE GATE (NO LOCK)

110' FPL R/W D.B. 234, PAGE 7, MODIFIED IN D.B. 249, PAGE 389, D.B. 235, PAGE 356 SEE WALTON TITLE EXCEPTION #9

200' FPL EASEMENT O.R.B. 377, PG. 2069 SEE WALTON TITLE EXCEPTION #11

60' FPL EASEMENT O.R.B. 119, PAGES 404, 407, 410, 413, 416, 419, 422, AND 425 SEE WALTON TITLE EXCEPTION #9

PARCEL 50A

CLYDE C THOMPSON JR
PCN: 3303-224-0006-000-9

POND

CATTLE GATE (NO LOCK)

PARCEL 2
E 1/2 OF NW 1/4 OF 3-T36S-R39E
WALTON ACQUISITIONS FL LLC, ETAL
PCN: 2334-340-0000-000-7
77.56 ACRES, MORE OR LESS

N00°00'33"E (C) 2622.25' (C)

N00°02'49"E (C) 2617.42' (C)

APPROXIMATE PROPERTY LINE

A.P.U. #2B 8' WIDE TRAIL (SEE NOTE #9)

UTILITIES SEE IBERIA TITLE EXCEPTION #16

A.P.U. #1A 4' BARBED WIRE FENCE 1.4' EAST (SEE NOTE #9)

A.P.U. #2A 8' WIDE TRAIL (SEE NOTE #9)

GATE (LOCKED)

SOUTH LINE OF THE NW 1/4 OF 3-T36S-R39E

N89°52'26"W (C) 1288.78' (C)

FOUND 5/8" IRON ROD AND CAP STAMPED "C & T LB 4286"

4' BARBED WIRE FENCE

NORTH EDGE OF PAVEMENT MIDWAY ROAD

LESS AND EXCEPT R/W (VARYING WIDTH) O.R.B. 44, PG. 447

70' R/W

1435.79'

EASEMENT 1: 100' TEMPORARY INGRESS & EGRESS EASEMENT O.R.B. 2035, PG. 1456 SEE WALTON TITLE EXCEPTION #17

N.S.L.R.W.C.D. CANAL NO. 93 (78.00' R/W)

N00°02'10"E (D) 1318.96' (D)

N00°24'17"E (C) 1318.47' (C)

EAST R/W LINE OF N.S.L.R.W.C.D. CANAL NO. 93

FOUND 5/8" IRON ROD AND CAP STAMPED "C & T LB 4286"

PARCEL 50C

PARCEL 50B

200'

8' WIDE TRAIL

EAST R/W OF 60' FPL O.R.B. 119 PAGES 404

CATTLE GATES (COMBINATION LOCK)

500'

ASPHALT ROAD

W. MIDWAY ROAD (C.R. 712)

R/W WIDTH VARIES

PER F.D.O.T. RIGHT-OF-WAY MAP, SECTION 94001-2414

POINT OF BEGINNING D.B. 249, PAGE 389 SEE WALTON TITLE EXCEPTION #9

82' 100'±(D)

S.E. CORNER OF NE 1/4 OF SECTION 3

DETAIL "B"

0 30
( IN FEET )
1 inch = 30 ft.
THIS MAP IS INTENDED TO BE DISPLAYED AT A SCALE OF 1" = 30' OR SMALLER

POINT OF COMMENCEMENT PARCELS AND O.R.B. 377, PAGE 2069 NW CORNER OF THE NE 1/4 OF SECTION 3-T36S-R39E

FOUND 5/8" IRON ROD AND CAP STAMPED "C & T LB 4286" 0.07' S., 0.25' E.

FOUND 5/8" IRON ROD AND CAP STAMPED "PLS 2391" 0.05' S., 0.3' E.

N.S.L.R.W.C.D. CANAL NO. 93 (78.00' R/W)

EAST LINE OF THE SE 1/4 OF THE SW 1/4 OF SECTION 34-T35S-R39

POINT OF BEGINNING WALTON PARCEL FOUND 4" X 4" CONCRETE MONUMENT (NO I.D.)

N89°46'35"W 39.00'

S89°46'35"E 39.00'

N89°46'35"W 2622.04' (M)

34 35 3 2

FOUND 5/8" IRON ROD AND CAP STAMPED "C & T LB 4286"

NW CORNER OF NW 1/4 OF SECTION 2-T36S-R39E FOUND 1 1/4" IRON PIPE AND CAP STAMPED "CREECH INC LB 6705" CCR 105131

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VILLAGE AT MIDWAY
ALTA BOUNDARY & TOPOGRAPHIC SURVEY
ST. LUCIE COUNTY FLORIDA

PROJECT NO 010230-01-003

PLAN STATUS

| DATE | DESCRIPTION |
|---|---|

| FIELD BOOK | PAGE |
|---|---|
| 13–115 | 19–28 |
| 13–116 | 30–39 |
| 14–124,129,130 | 47–48 |
| 15–131 | |

D.J.I., D.A.L. DRAWN | S.N.B. CHKD

SCALE H: 1" = 300' V: N/A

JOB No.010230-01-003

DATE MARCH 2, 2015

FILE No. 010230 W-I BNDY TOPO 2015

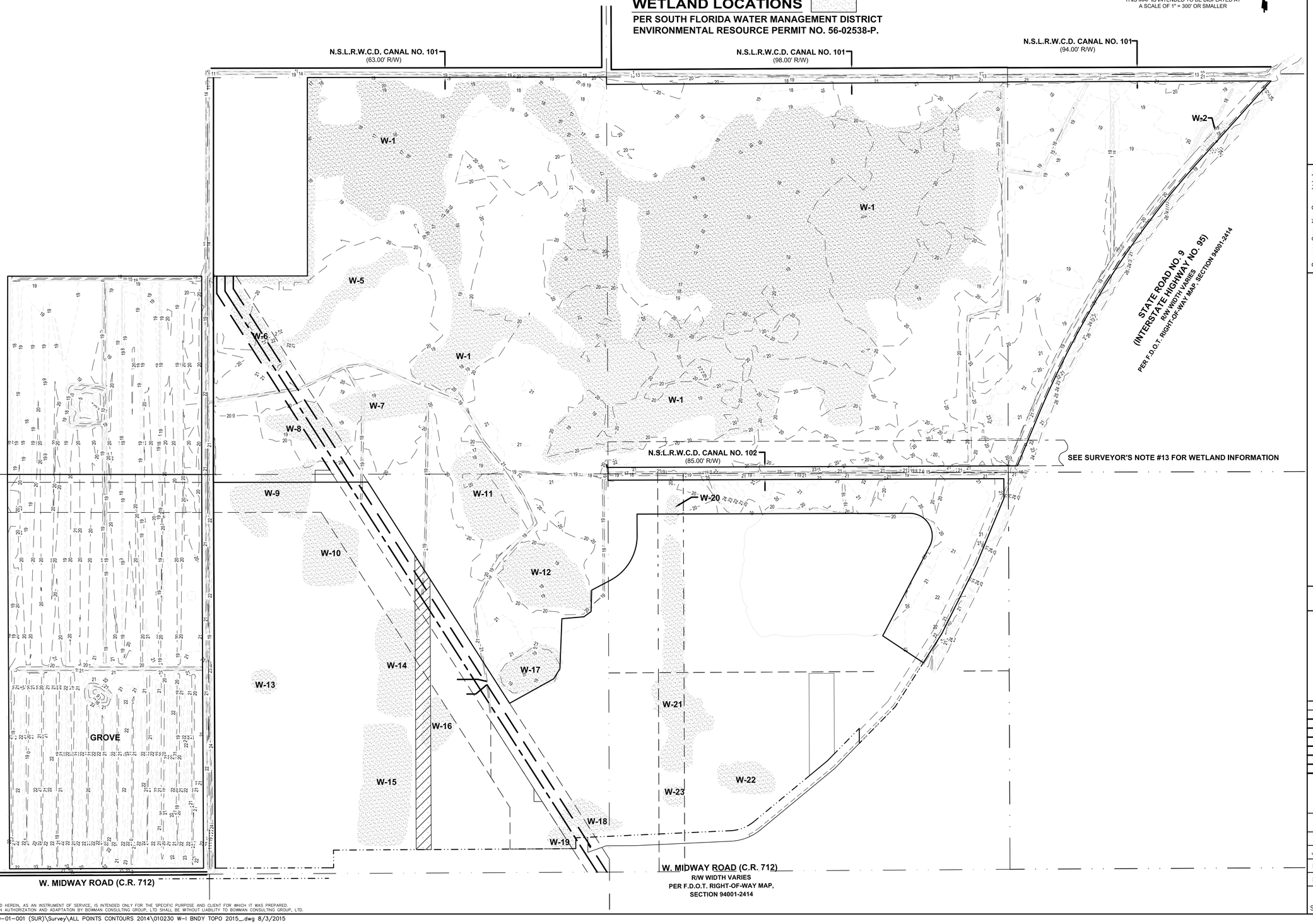
SHEET 3 OF 13

# ALTA/ACSM LAND TITLE SURVEY
# VILLAGE AT MIDWAY
## LYING IN A PORTION OF SECTIONS 34 AND 35, TOWNSHIP 35 SOUTH, RANGE 39 EAST AND SECTIONS 2 AND 3, TOWNSHIP 36 SOUTH, RANGE 39 EAST SAINT LUCIE COUNTY, FLORIDA

**WETLAND LOCATIONS**

PER SOUTH FLORIDA WATER MANAGEMENT DISTRICT
ENVIRONMENTAL RESOURCE PERMIT NO. 56-02538-P.

GRAPHIC SCALE
( IN FEET )
1 inch = 300 ft.
THIS MAP IS INTENDED TO BE DISPLAYED AT A SCALE OF 1" = 300' OR SMALLER




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FIELD BOOK: 13-115 (PAGE 19-28, 30-39, 47-48); 13-116; 14-124,129,130; 15-131

D.J.I., D.A.L. (DRAWN) | S.N.B. (CHKD)

SCALE H: 1" = 300' V: N/A

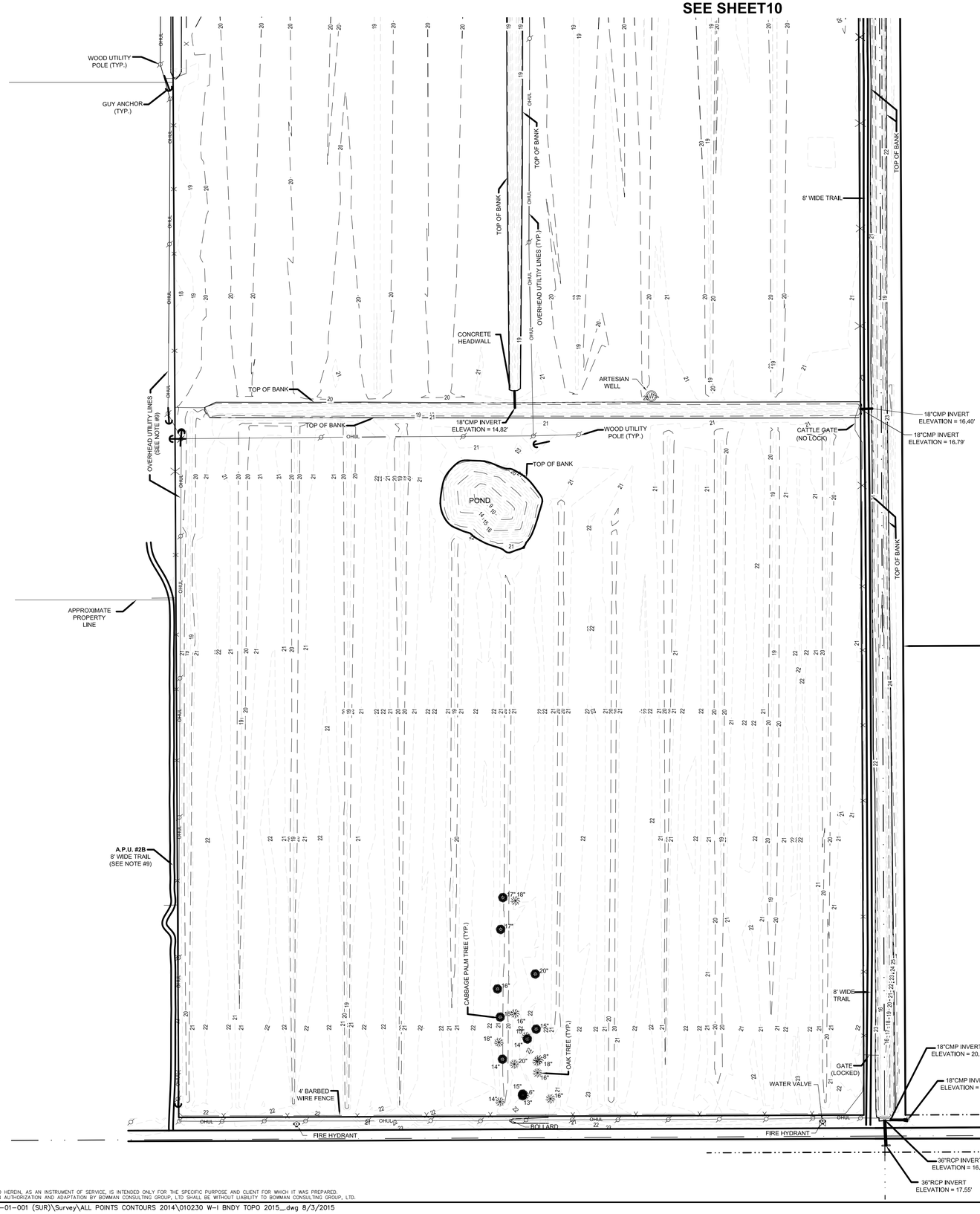
JOB No. 010230-01-003

DATE MARCH 2, 2015

FILE No. 010230 W-1 BNDY TOPO 2015

SHEET 4 OF 13

SEE SHEET10




SEE SHEET 6

NE 1/4 OF SECTION
3-T36S-R39E

GRAPHIC SCALE
10 0 50 100
( IN FEET )
1 inch = 100 ft.
THIS MAP IS INTENDED TO BE DISPLAYED AT A SCALE OF 1" = 100' OR SMALLER

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ST. LUCIE COUNTY FLORIDA

PROJECT NO
010230-01-003

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FIELD BOOK: 13-115; 13-116; 14-124,129,130; 15-131
PAGE: 19-28; 30-39; 47-48

D.J.I., D.A.L. DRAWN | S.N.B. CHKD

SCALE H: 1" = 100' V: N/A

JOB No. 010230-01-003

DATE MARCH 2, 2015

FILE No. 010230 W-1 BNDY TOPO 2015

SHEET 5 OF 13

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SEE SHEET 9

SEE SHEET 5

SEE SHEET 7

110' FPL R/W
D.B. 234, PAGE 7,
MODIFIED IN D.B. 249,
PAGE 389, D.B. 235, PAGE 356
SEE TITLE EXCEPTION #9

200' FPL EASEMENT
O.R.B. 377, PG. 2069
SEE TITLE EXCEPTION #11

8' WIDE TRAIL

PARCEL 50A
FPL EASEMENT
O.R.B. 377, PG. 2069
SEE TITLE EXCEPTION #11

BOUNDARY LIMITS

12"CMP INVERT
ELEVATION = 18.60'

12"CMP INVERT
ELEVATION = 18.51'

OVERHEAD UTILITY LINES (TYP.)

TREELINE
(TYP.)

18"CMP INVERT
ELEVATION = 18.22'

18"CMP INVERT
ELEVATION = 18.18'

FIBER OPTIC
MARKER

ACTIVE
PASTURE

TOP OF BANK

TOP OF BANK

TREELINE
(TYP.)

TOP OF BANK

TOP OF BANK

BOUNDARY LIMITS

170' FPL
EASEMENT
O.R.B. 96, PG. 58.
O.R.B. 97, PAGE 174
SEE TITLE
EXCEPTION #21

WEST 500' OF THE NORTH 1/2 OF
THE NW 1/4 OF SECTION 2

SOUTH LINE OF NORTH 1/2 OF
NW 1/4 OF SECTION 2

NORTH LINE OF SW 1/4 OF
NW 1/4 OF SECTION 2

NE 1/4 OF
SECTION
3-T36S-R39E

GRAPHIC SCALE
100 0 50 100
( IN FEET )
1 inch = 100 ft.

THIS MAP IS INTENDED TO BE DISPLAYED
AT A SCALE OF 1" = 100' OR SMALLER

EASEMENT 1:
100' TEMPORARY INGRESS
& EGRESS EASEMENT
O.R.B. 2035, PG. 1456
SEE TITLE EXCEPTION #17

60' FPL EASEMENT
O.R.B. 119, PAGES 404, 407, 410,
413, 416, 419, 422, 425, AND
O.R.B. 547, PAGE 1431
SEE TITLE EXCEPTION #9

170' FPL
EASEMENT
O.R.B. 119,
PAGES 405,
408, 411, 414,
417,420,423
AND 426
SEE TITLE
EXCEPTION #10

NW 1/4 OF
SECTION
2-T36S-R39E

WEST LINE OF THE NW 1/4 OF SECTION 2

WEST 1435.79'
PER O.R.B. 2035, PG. 1456

8' WIDE TRAIL

PARCEL 50A
FPL EASEMENT
O.R.B. 377, PG. 2069
SEE TITLE EXCEPTION #11

170'

UTILITY POLES AND
GUY ANCHORS (TYP.)

CENTERLINE OF D.B. 249, PAGE 389

200'

PARCEL 50B
FPL EASEMENT
O.R.B. 377, PG. 2069
SEE TITLE EXCEPTION #11

WEST 500' OF THE SW 1/4 OF THE
NW 1/4 OF SECTION 2

PARCEL 50C
FPL EASEMENT
O.R.B. 377, PG. 2069
SEE TITLE EXCEPTION #11

8' WIDE TRAIL

CATTLE
GATES

ASPHALT ROAD

W. MIDWAY ROAD (S.R. 712)

ASPHALT ROAD

POINT OF COMMENCEMENT
D.B. 249, PAGE 389
SEE TITLE EXCEPTION #9

82'
100'± (D)

S.E. CORNER OF NE 1/4 OF
SECTION 3

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ST. LUCIE COUNTY FLORIDA

PROJECT NO
010230-01-003

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| DATE | DESCRIPTION |
|---|---|

| FIELD BOOK | PAGE |
|---|---|
| 13-115 | 19-28 |
| | 30-39 |
| 13-116 | 47-48 |
| 14-124,129,130 | |
| 15-131 | |

D.J.I., D.A.L. DRAWN | S.N.B. CHKD

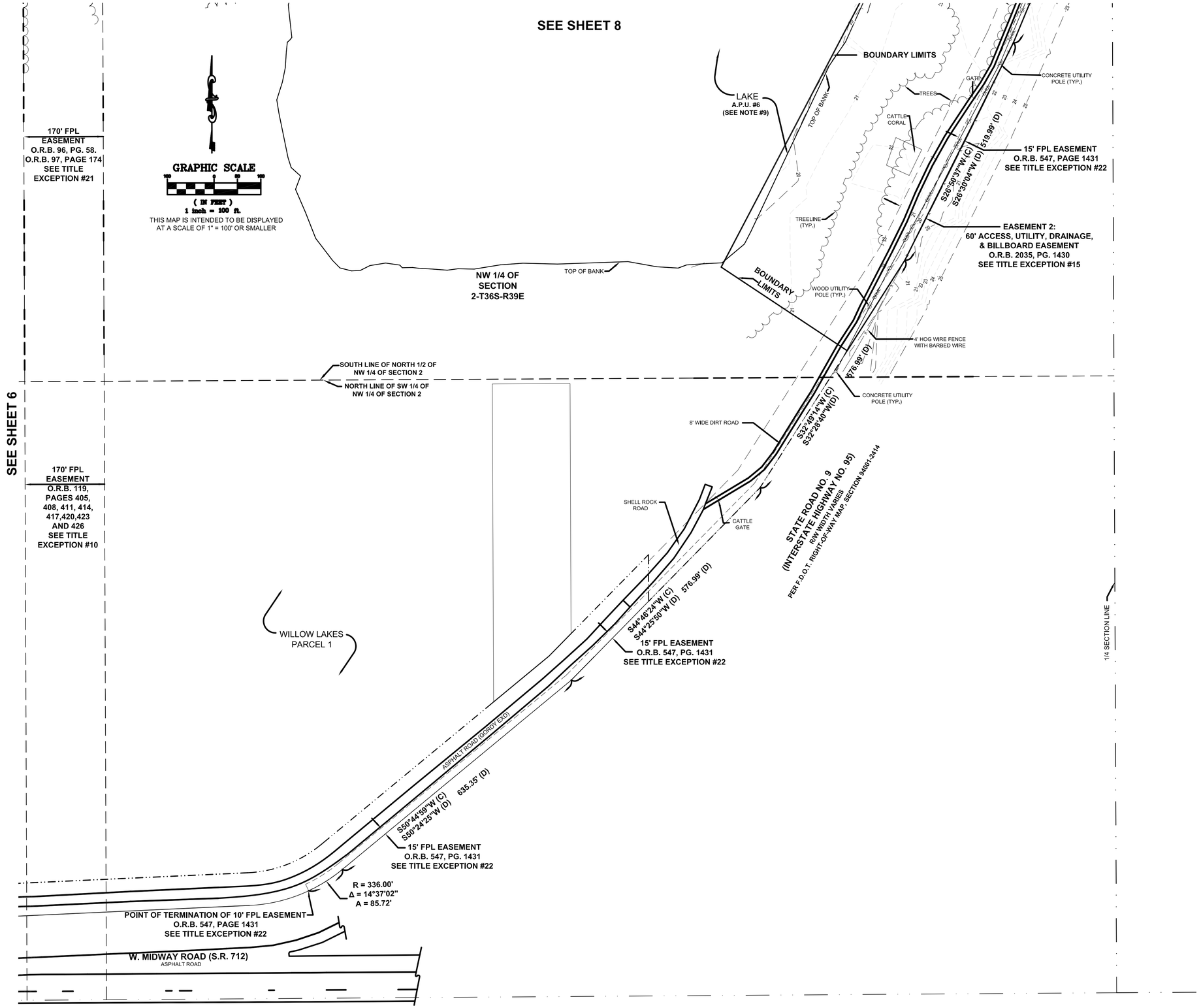
SCALE H: 1" = 100' V: N/A

JOB No. 010230-01-003

DATE MARCH 2, 2015

FILE No. 010230 W-1 BNDY TOPO 2015

SHEET 6 OF 13




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| 13-116 | 47-48 |
| 14-124,129,130 | |
| 15-131 | |

| D.J.I., D.A.L. | S.N.B. |
|---|---|
| DRAWN | CHKD |

SCALE H: 1" = 100'
V: N/A

JOB No. 010230-01-003

DATE MARCH 2, 2015

FILE No. 010230 W-I BNDY TOPO 2015

SHEET 7 OF 13

SEE SHEET 13

SW 1/4 OF
SECTION
35-T35S-R39E

ACTIVE PASTURE

SEE SHEET 9

170' FPL R/W
O.R.B. 119, PAGES 405, 408, 411,
414, 417, 420, 423, AND 426
SEE TITLE EXCEPTION #10

WELL

TREELINE (TYP.)

TOP OF BANK

OVERHEAD UTILITY LINE
MEANDERS PROPERTY LINE

WARNING
UNDERGROUND
CABLE SIGN

4' BARBED WIRE
FENCE MEANDERS
PROPERTY LINE

BILLBOARD
SEE TITLE
EXCEPTION #15

GUY ANCHOR
(TYP.)

WOOD UTILITY
POLE (TYP.)

USED COWS
FOR SALE SIGN

EASEMENT 2:
60' ACCESS, UTILITY, DRAINAGE,
& BILLBOARD EASEMENT
O.R.B. 2035, PG. 1436
SEE TITLE EXCEPTION #15

8' WIDE TRAIL

WARNING
UNDERGROUND
CABLE SIGN

SEE DETAIL "C"
AT RIGHT

STATE ROAD NO. 9
(INTERSTATE HIGHWAY NO. 95)
R/W WIDTH VARIES
PER F.D.O.T. RIGHT-OF-WAY MAP, SECTION 94001-2414

WESTERLY R/W
OF I-95

SE 1/4 OF
SECTION
35-T35S-R39E

4' BARBED WIRE FENCE
MEANDERS PROPERTY LINE

170'

212.5

BOUNDARY LIMITS

N.S.L.R.W.C.D. CANAL NO. 101

42.50'

42.50'

NORTH R/W LINE OF N.S.L.R.W.C.D. CANAL NO. 102

SOUTH LINE OF THE SW 1/4 OF SECTION 35

TOP OF BANK

6'X6' BOX CULVERT INVERT
ELEVATION = 13.51'

6'X6' BOX CULVERT INVERT
ELEVATION = 13.15'

SOUTH R/W LINE OF N.S.L.R.W.C.D. CANAL NO. 102

18" CMP INVERT
ELEVATION = 16.47'

18" CMP INVERT
ELEVATION = 17.25'

N.S.L.R.W.C.D. CANAL NO. 102
(85.00' R/W)

BOUNDARY LIMITS

WEST R/W LINE OF 30' ROAD
PER D.B. 116, PAGE 379

WOOD UTILITY
POLE (TYP.)

OVERHEAD UTILITY LINE
MEANDERS PROPERTY LINE

15' FPL EASEMENT
O.R.B. 547, PAGE 1431
SEE TITLE EXCEPTION #22

NE 1/4 OF
SECTION
2-T36S-R39E

TREES

BOUNDARY LIMITS

TOP OF CMP
ELEVATION = 19.67'
(COULD NOT DETERMINE
SIZE OR INVERT ELEVATION)

TOP OF CMP
ELEVATION = 18.88'
(COULD NOT DETERMINE
SIZE OR INVERT ELEVATION)

NW 1/4 OF
SECTION
2-T36S-R39E

LAKE
A.P.U. #6
(SEE NOTE #9)

8' WIDE TRAIL

S22°30'38"W (C)
S22°30'04"W (D)
608.76' (D)

TREES

SEE SHEET 7

GRAPHIC SCALE

THIS MAP IS INTENDED TO BE DISPLAYED
AT A SCALE OF 1" = 100' OR SMALLER

## DETAIL "C"

THIS MAP IS INTENDED TO BE DISPLAYED
AT A SCALE OF 1" = 200' OR SMALLER

POINT OF
TERMINATION
N00°05'07"E (C)
N00°14'14"W (D)
65.00' (D)

10' FPL EASEMENT
O.R.B. 547, PAGE 1431
SEE TITLE EXCEPTION #22

POINT OF
TERMINATION
25.00'

N89°53'51"W (C)
S89°45'46"W (D)
301.08'

TOP OF BANK

8' WIDE TRAIL

POINT "B"

10" PVC INVERT
ELEVATION = 18.51'

10" PVC INVERT
ELEVATION = 18.56'

S22°30'38"W (C)
N22°30'04"E (D)

POINT OF COMMENCEMENT
10' AND 15' FPL EASEMENT
O.R.B. 547, PAGE 1431
INTERSECTION OF NORTH R/W
OF CANAL 102 AND WESTERLY
R/W OF I-95 (POINT "A")
SEE TITLE EXCEPTION #22

WARNING
UNDERGROUND CABLE
SIGNS

6'X6' BOX CULVERT
INVERT
ELEVATION = 13.51'

S22°30'04"W 92.10' (D)
S22°50'38"W 94.67' (C)

48" CMP INVERT
ELEVATION = 15.94'

48" CMP INVERT
ELEVATION = 15.63'

POINT OF BEGINNING
10' FPL EASEMENT
O.R.B. 547, PAGE 1431
SEE TITLE EXCEPTION #22

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ALTA BOUNDARY & TOPOGRAPHIC SURVEY

ST. LUCIE COUNTY FLORIDA

PROJECT NO
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| 15-131 | |

| D.J.I., D.A.L. | S.N.B. |
|---|---|
| DRAWN | CHKD |

SCALE H: 1" = 100'
V: N/A

JOB No. 010230-01-003

DATE MARCH 2, 2015

FILE No. 010230 W-I BNDY TOPO 2015

SHEET 8 OF 13

SEE SHEET 11

SEE SHEET 12

GRAPHIC SCALE
100 0 50 100
( IN FEET )
1 inch = 100 ft.

THIS MAP IS INTENDED TO BE DISPLAYED AT A SCALE OF 1" = 100' OR SMALLER

SE 1/4 OF SECTION 34-T35S-R39E

SEE SHEET 10

TOP OF BANK

TOP OF BANK

TOP OF BANK

TOP OF BANK

ACTIVE PASTURE

200' FPL EASEMENT O.R.B. 377, PG. 2069 SEE TITLE EXCEPTION #11

FIBER OPTIC MARKER

12"CMP INVERT ELEVATION = 19.01'

12"CMP INVERT ELEVATION = 19.07'

60' FPL EASEMENT O.R.B. 119, PAGES 404, 407, 410, 413, 416, 419, 422, 425, AND O.R.B. 547, PAGE 1431 SEE TITLE EXCEPTION #9

8' WIDE TRAIL

UTILITY POLES AND GUY ANCHORS (TYP.)

NORTH LINE OF SECTION 3

NE 1/4 OF SECTION 3-T36S-R39E

ACTIVE PASTURE

TREELINE

SEE SHEET 6

WEST LINE OF THE SW 1/4 OF SECTION 35

SEE SHEET 8

170' FPL R/W O.R.B. 119, PAGES 405, 408, 411, 414, 417, 420, 423, AND 426 SEE TITLE EXCEPTION #10

TREELINE (TYP.)

4' BARBED WIRE FENCE MEANDERS PROPERTY LINE

170'

TOP OF BANK

12"CMP INVERT ELEVATION = 17.67'

34

35

3

2

TOP OF BANK

TOP OF BANK

TOP OF BANK

4' BARBED WIRE FENCE

12"CMP INVERT ELEVATION = 17.36'

TOP OF BANK

N.S.L.R.W.C.D. CANAL NO. 101 (85.00' R/W)

42.50'

42.50'

36"CMP INVERT ELEVATION = 15.76'

36"CMP INVERT ELEVATION = 15.79'

TOP OF BANK

BOUNDARY LIMITS

BOUNDARY LIMITS

170' FPL EASEMENT O.R.B. 96, PG. 58, O.R.B. 97, PAGE 174 SEE TITLE EXCEPTION #21

TOP OF BANK

LAKE
A.P.U. #6
(SEE NOTE #9)

SEE SHEET 7


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Stuart, FL 34994
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Fax: (772) 220-7881
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# VILLAGE AT MIDWAY

## ALTA BOUNDARY & TOPOGRAPHIC SURVEY

ST. LUCIE COUNTY

FLORIDA

PROJECT NO
010230-01-003

PLAN STATUS

| DATE | DESCRIPTION |
|---|---|

FIELD BOOK: 13-115; 13-116; 14-124,129,130; 15-131
PAGE: 19-28; 30-39; 47-48

D.J.I., D.A.L. DRAWN
S.N.B. CHKD

SCALE H: 1" = 100' V: N/A

JOB No. 010230-01-003

DATE MARCH 2, 2015

FILE No. 010230 W-1 BNDY TOPO 2015

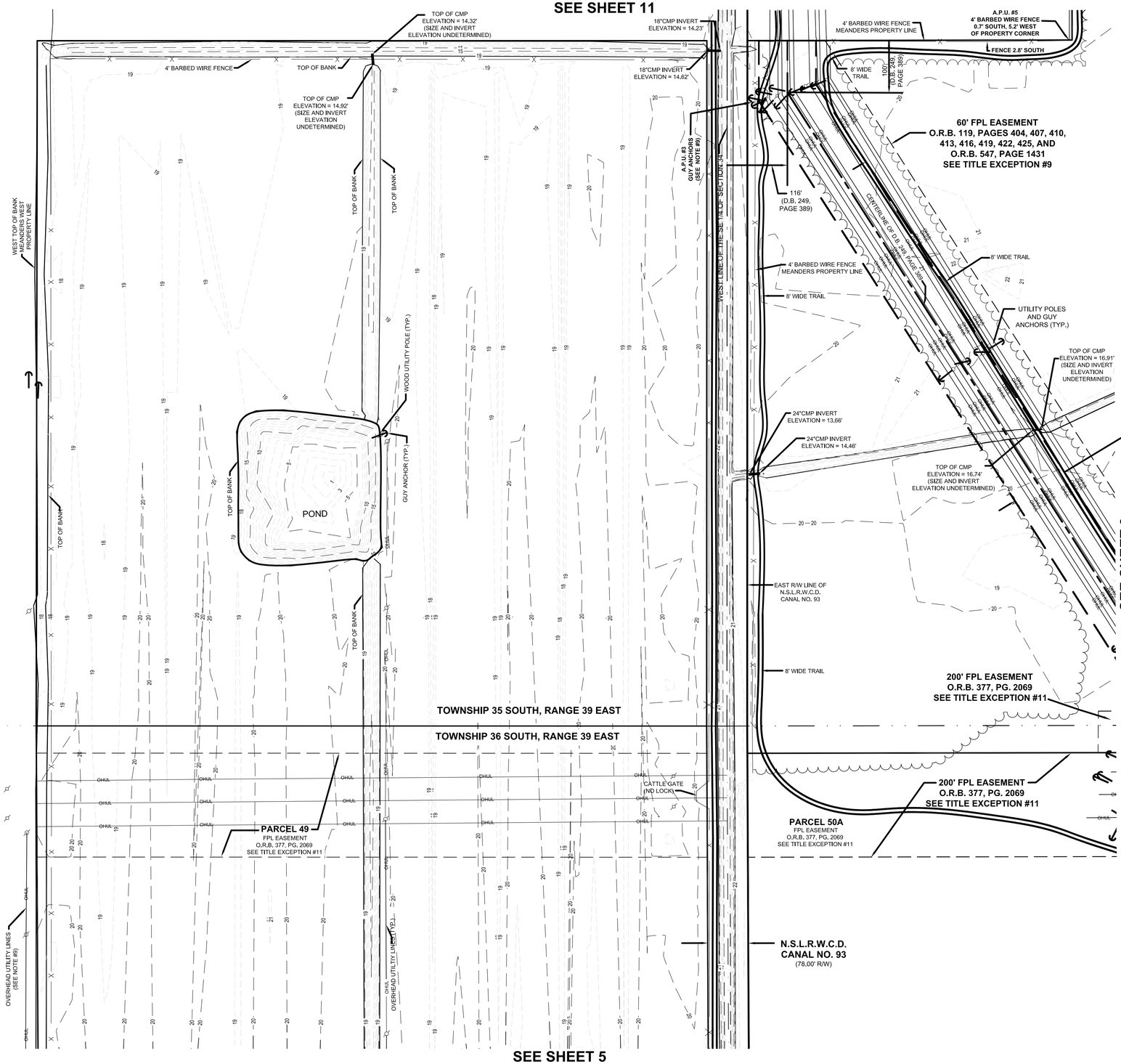
SHEET 9 OF 13


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GRAPHIC SCALE

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# VILLAGE AT MIDWAY

## ALTA BOUNDARY & TOPOGRAPHIC SURVEY

ST. LUCIE COUNTY FLORIDA

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| FIELD BOOK | PAGE |
|---|---|
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| 13-116, 14-124,129,130, 15-131 | |

D.J.I., D.A.L. DRAWN | S.N.B. CHKD

SCALE H: 1" = 100' V: N/A

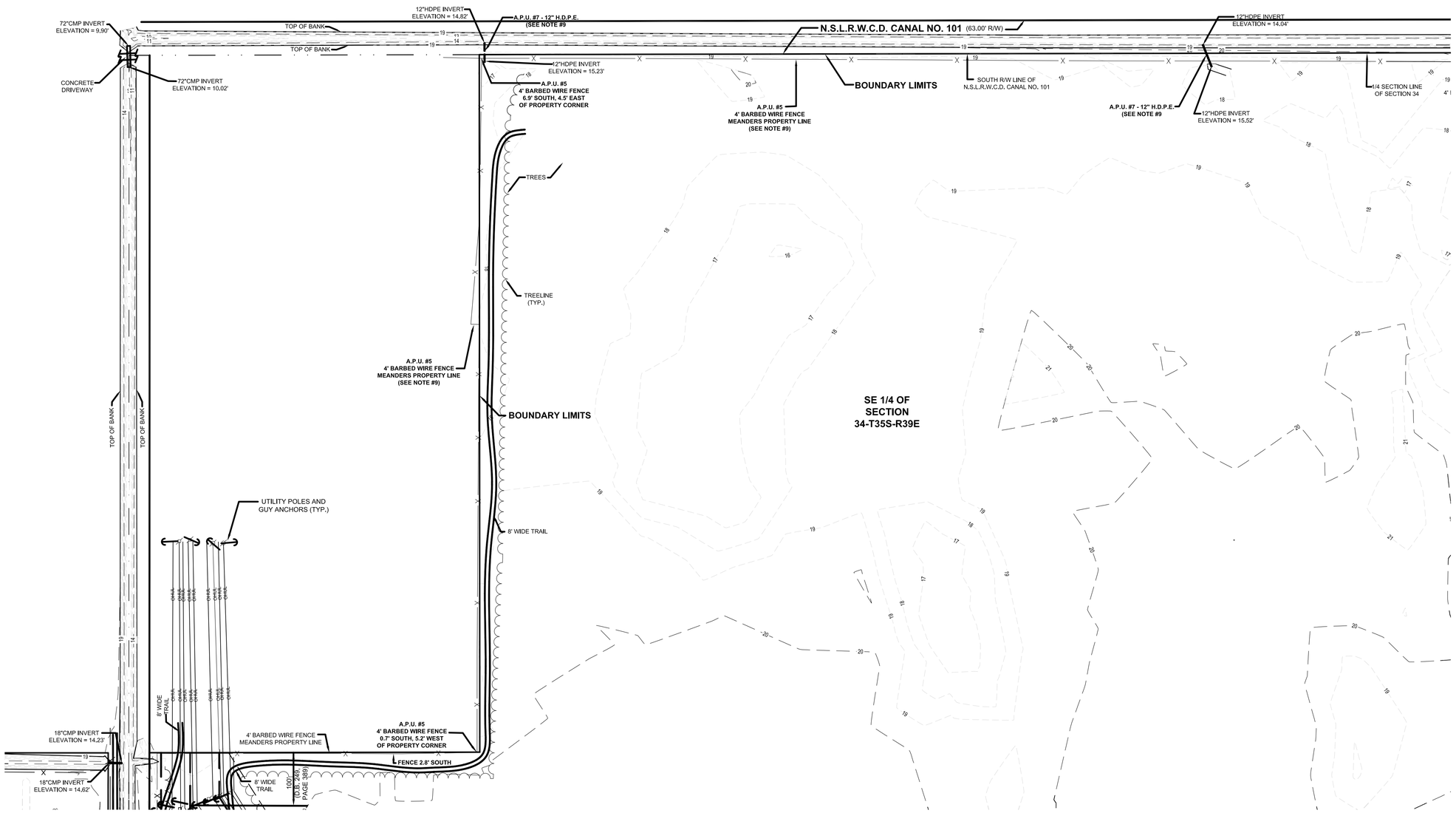
JOB No. 010230-01-003

DATE MARCH 2, 2015

FILE No. 010230 W-I BNDY TOPO 2015

SEE SHEET 11

GRAPHIC SCALE
100 0 50 100
( IN FEET )
1 inch = 100 ft.
THIS MAP IS INTENDED TO BE DISPLAYED AT A SCALE OF 1" = 100' OR SMALLER




SEE SHEET 12

SEE SHEET 10

SEE SHEET 9

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ST. LUCIE COUNTY
FLORIDA

PROJECT NO
010230-01-003

PLAN STATUS

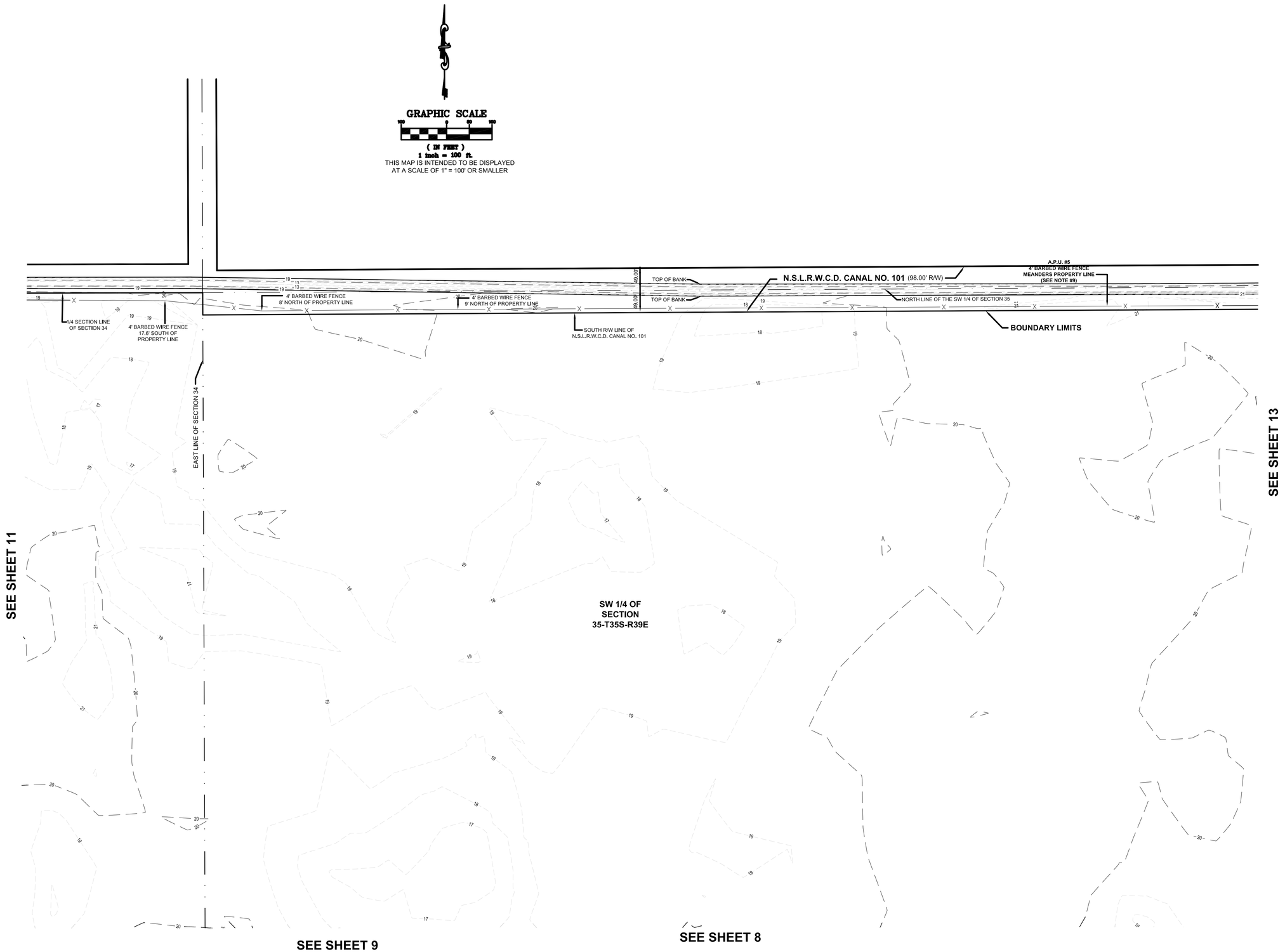
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|---|---|

| FIELD BOOK | PAGE |
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| | 30-39 |
| 13-116 | 47-48 |
| 14-124,129,130 | |
| 15-131 | |

| D.J.I., D.A.L. | S.N.B. |
|---|---|
| DRAWN | CHKD |

SCALE H: 1" = 100' V: N/A
JOB No. 010230-01-003
DATE MARCH 2, 2015
FILE No. 010230 W-1 BNDY TOPO 2015

SHEET 11 OF 13





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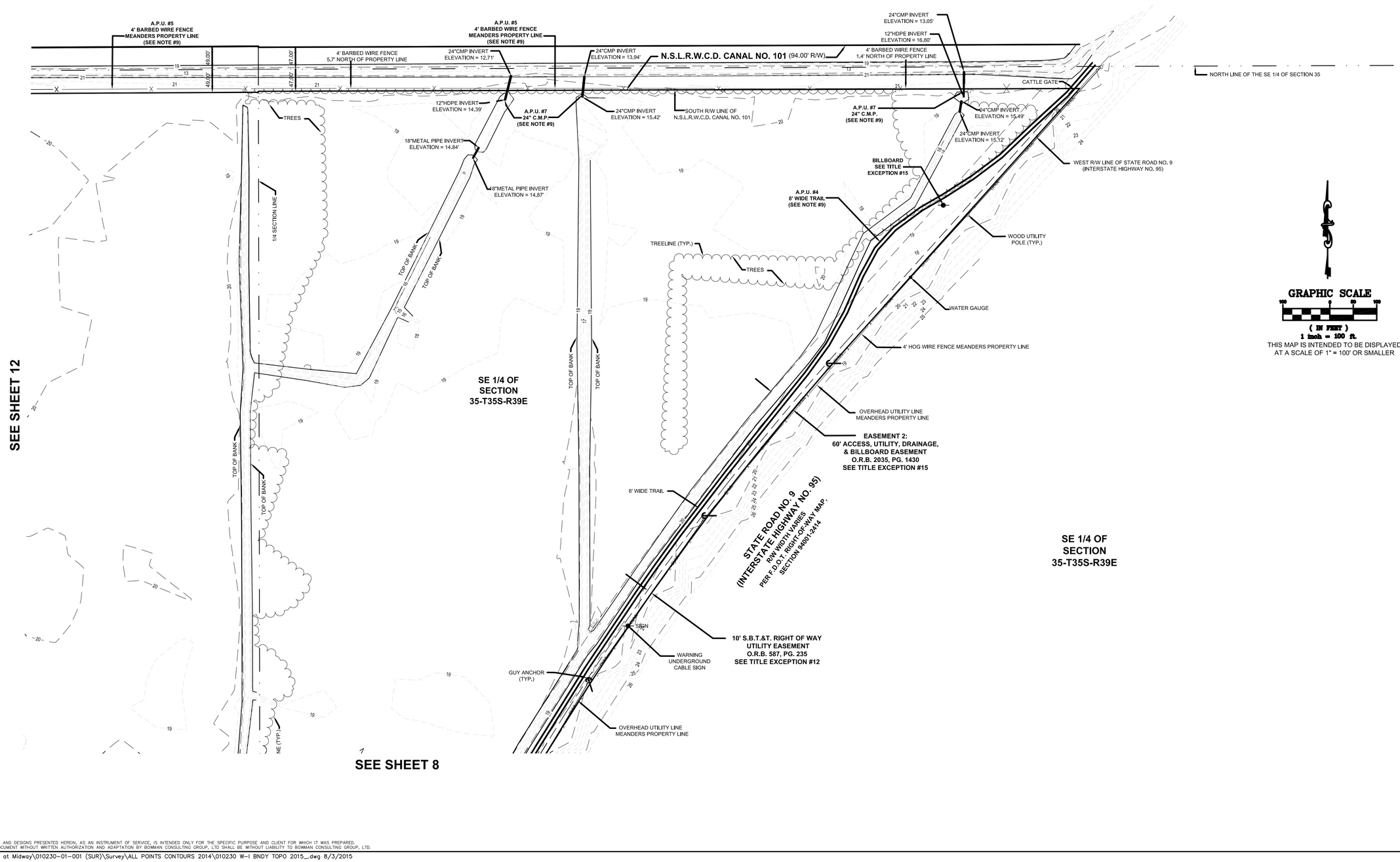
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GRAPHIC SCALE

100 0 50 100

( IN FEET )

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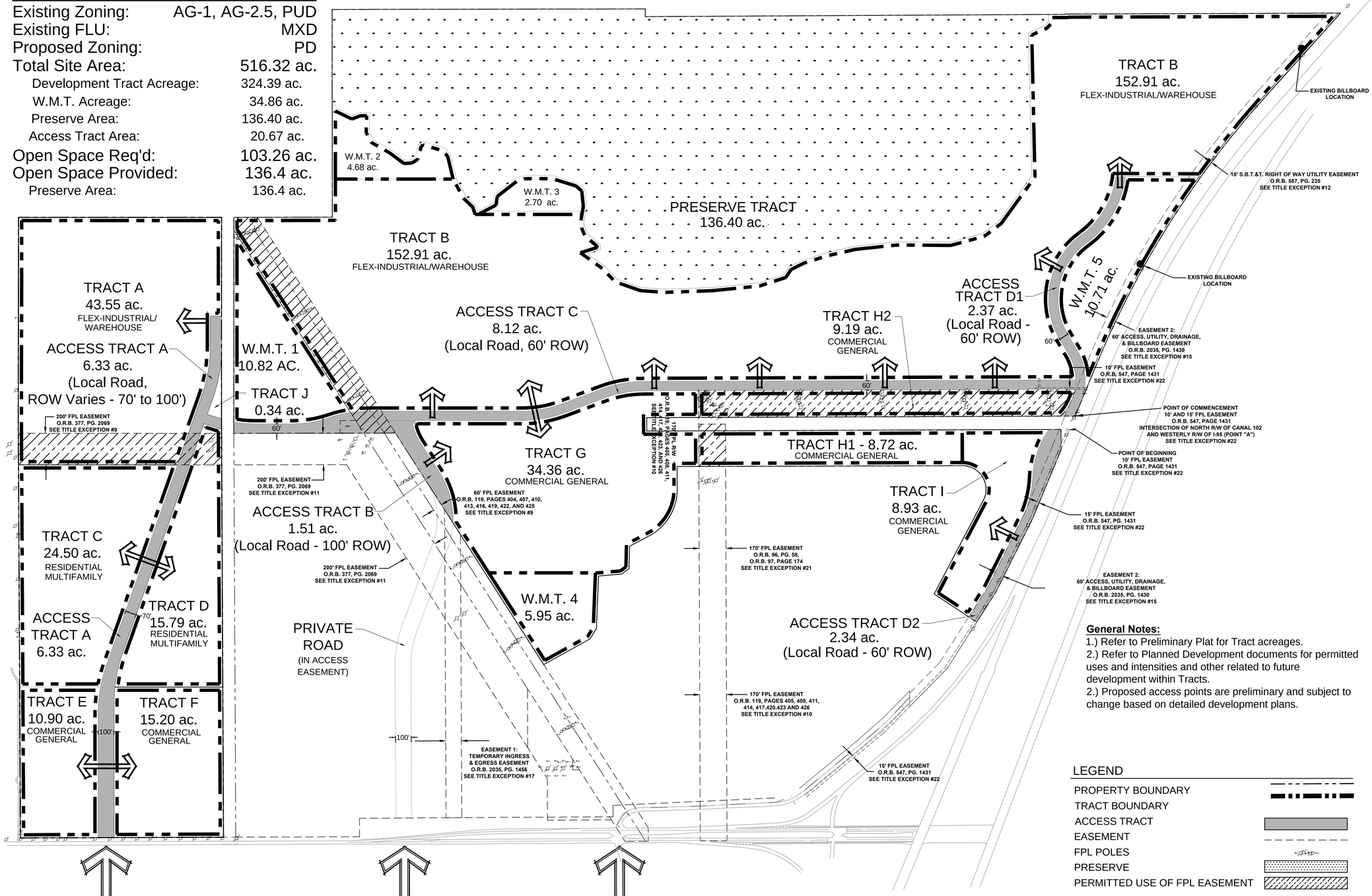
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## Site Data:

| | |
|---|---|
| Existing Zoning: | AG-1, AG-2.5, PUD |
| Existing FLU: | MXD |
| Proposed Zoning: | PD |
| Total Site Area: | 516.32 ac. |
| Development Tract Acreage: | 324.39 ac. |
| W.M.T. Acreage: | 34.86 ac. |
| Preserve Area: | 136.40 ac. |
| Access Tract Area: | 20.67 ac. |
| Open Space Req'd: | 103.26 ac. |
| Open Space Provided: | 136.4 ac. |
| Preserve Area: | 136.4 ac. |




**General Notes:**

1.) Refer to Preliminary Plat for Tract acreages.
2.) Refer to Planned Development documents for permitted uses and intensities and other related to future development within Tracts.
2.) Proposed access points are preliminary and subject to change based on detailed development plans.

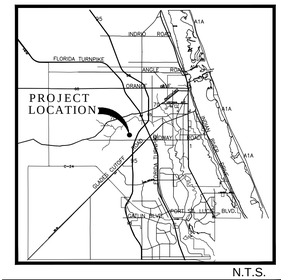
## LEGEND

- PROPERTY BOUNDARY
- TRACT BOUNDARY
- ACCESS TRACT
- EASEMENT
- FPL POLES
- PRESERVE
- PERMITTED USE OF FPL EASEMENT
- PROPOSED ACCESS POINT


lucido & associates

701 E Ocean Blvd., Stuart, Florida 34994 (772) 220-2100, Fax (772) 223-0220
100 Avenue A Suite 2A, Fort Pierce, Florida 34950 (772) 467-1301, Fax (772) 467-1303
827 North Thornton Avenue, Orlando, Florida 32803 (407) 898-9521, Fax (407) 898-9768


Key / Location:




N.T.S.

Project Team:

| | |
|---|---|
| **Client & Property Owner:** | Walton Acquisitions, LLC<br>4800 N Scottsdale Rd #4000<br>Scottsdale, AZ 85251 |
| **Planner/Landscape Architect:** | Lucido & Associates<br>Land Planners & Landscape Architects<br>701 East Ocean Boulevard Stuart,<br>Florida 34994 |
| **Civil Engineer & Surveyor:** | Bowman Consulting Group, Ltd<br>10 815 SW Tradition Square<br>Port St Lucie, Fl 34987 |
| **Environmental Consultant:** | Susan E. O'Rourke, P.E., Inc.<br>Traffic Engineering<br>and transportation Planning<br>969 SE Federal Highway<br>Suite 402<br>Stuart, Fl 34994 |
| **Environmental Consultant:** | EW Consultants, Inc<br>1000 SE Monterey Commons Blvd<br>Suite 208<br>Stuart, Fl 34996 |

Walton™

Village
at Midway

City of Fort Pierce

# Planned Development Site Plan

| Date | By | Description |
|---|---|---|
| 8.5.15 | TJ | Initial Submittal |
| 10.15.15 | BW | Revisions based on PD document revisions. |
| 1.5.16 | TJ | Revisions based on PD document revisions. |

NORTH

SCALE: 1" = 300'

0 150' 300' 600'

REG. # 1018
Thomas P. Lucido

| | |
|---|---|
| Designer | TJ |
| Manager | BN |
| Project Number | 15-130 |
| Municipal Number | --- |
| Computer File | VillageAtMidway_PD Plan2_REV-12.21.15.dwg |

Sheet **1 of 1**


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Drawing Name: J:\Projects Active\14-290 Midway Villages.Walton Management\Site Plan\ Jan 05, 2016 - 8:34am VillageAtMidway_PD Plan2_REV-12.21.15.dwg

# Village at Midway

**City of Fort Pierce, Florida**

## Planned Development Guidelines

*Prepared For:*

Walton™

*Prepared By:*

lucido & associates

August 5, 2015
Resubmittal: November 3, 2015
**Resubmittal #2: January 5, 2016**

# Consultant Team

**Owner/Applicant:**
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Scottsdale AZ, 85251

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P: 772-464-770

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Design and Development Guidelines ..... 12

Traffic Concurrency ..... 35

Zoning Ordinance Exceptions ..... 38

## List of Attachments

State Historic Preservation Office letter

Draft of Conservation Easement

Evidence of Unified Control

Property Identification Cards

Boundary and Topographic Survey (24”x36” format attached as a separate document)

Preliminary Plat (24”x36” format attached as a separate document)

Planned Development Master Plan (24”x36” format attached as a separate document)

Project Phasing Plan

Trip Generation Summary Tables (entire Traffic Impact Report is attached as a separate document)

Environmental Assessment

# PROJECT NARRATIVE

lucido & associates

Rebecca Grohall, AICP
Planning Manger
City of Fort Pierce
100 N. US Hwy. 1
Fort Pierce FL, 34950

**Re:** Village at Midway – Project Narrative
**Our Reference Number:** 15-130

Dear Ms. Grohall:

Village at Midway is a proposed mixed use project situated on approximately 516.32 ac. of land lying immediately north of Midway Road, west of I-95, within the City of Fort Pierce. The project is comprised of two parcels of land, one of which is approximately 116 ac. and was recently annexed into the City, while the second parcel is approximately 400 ac. and was annexed into the City on July 19, 2010.

The intent of the proposed project is to provide the potential for sustainable and flexible development options for a variety of uses by utilizing the Planned Development zoning district. Uses within the proposed development include flex industrial and warehouse, flex office and highway oriented commercial development along with neighborhood commercial, general commercial and limited multi-family residential uses on the western portion of the project site.

As proposed, approval of an overall Planned Development master plan and preliminary plat, along with Planned Development guidelines, which will provide for a cohesive project build-out, will provide the foundation for future tenants to submit detailed development plan proposals for review and approval by the City. This affords all involved, including the City, developer and potential tenants, a clear, agreed to path to provide for the most efficient and flexible development of the subject parcels.

As contained in the Planned Development Guidelines, design and development parameters by lot type, such as, but not limited to: permitted and prohibited uses, applicable setbacks; allowable building area; street cross sections; landscaping, irrigation and signage standards have been provided for. A master Property Owners Association (POA) will be created to provide for continued and long term maintenance of common areas, such as parks, open spaces and preserve areas, as well as the master stormwater system, master irrigation system, common area signage, street lighting, and other common improvements and services.

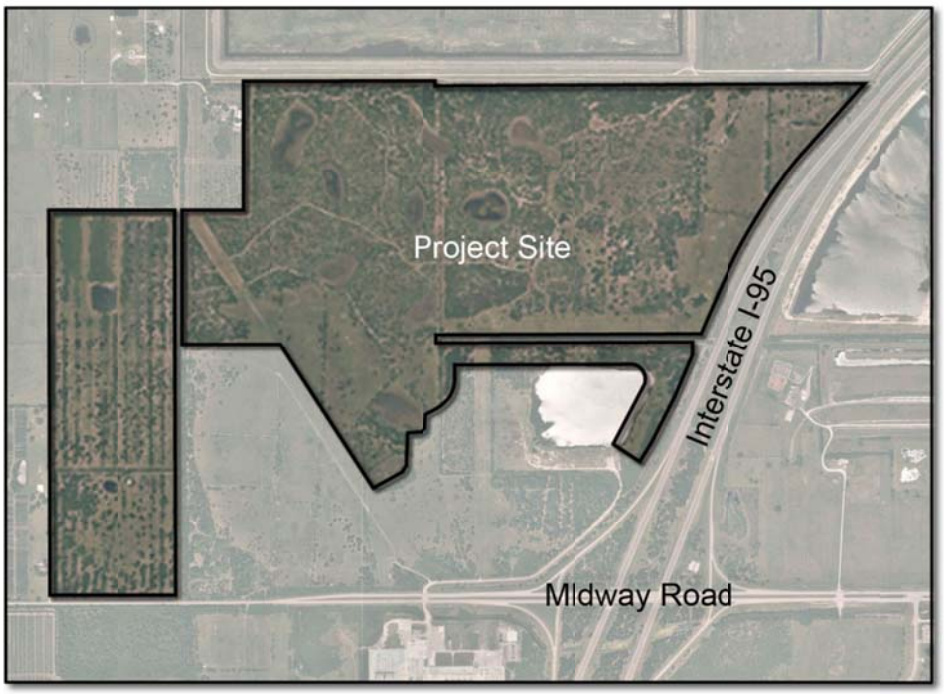
We appreciate the opportunity to work with you in making this project become a reality and encourage any feedback and constructive dialogue you may have to lend. Should you have any questions, please do not hesitate to contact me directly.

Respectfully,

Brian Nolan, ASLA, APA
Senior Project Manager

# LOCATION EXHIBIT



# LEGAL DESCRIPTIONS

**LEGAL DESCRIPITON: (MIDWAY PARCEL)**

THE LAND REFERRED TO HEREIN BELOW IS SITUATED IN THE COUNTY OF ST. LUCIE, STATE OF FLORIDA, AND IS DESCRIBED AS FOLLOWS:
FEE PARCEL:
A PARCEL OF LAND LYING IN SECTIONS 2, 3, 34, AND 35 TOWNSHIP 35 SOUTH AND 36 SOUTH, RANGE 39 EAST IN ST. LUCIE COUNTY, FLORIDA AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:
COMMENCING AT THE NORTHEAST CORNER OF SAID SECTION 3, THENCE N89°46'35"W ALONG THE NORTH LINE OF SAID SECTION 3 A DISTANCE OF 2622.04 FEET TO A POINT ON THE EAST RIGHT-OF-WAY LINE OF N.S.L.R.W.C.D. CANAL NO. 93 (A 78 FEET WIDE RIGHT-OF-WAY) AND BEING THE POINT OF BEGINNING OF THE FOLLOWING DESCRIBED PARCEL; THENCE N00°20'10"E ALONG THE EAST RIGHT-OF-WAY LINE OF SAID N.S.L.R.W.C.D. CANAL NO. 93 A DISTANCE OF 1318.99 FEET TO A POINT ON THE SOUTH LINE OF THE WEST 1/2 OF THE NORTHWEST 1/4 OF THE SOUTHEAST 1/4 OF SECTION 34 A NOT INCLUDED PARCEL; THENCE S89°46'53"E ALONG THE SOUTH LINE OF SAID PARCEL NOT INCLUDED A DISTANCE OF 624.96 FEET TO A POINT ON THE EAST LINE OF SAID PARCEL NOT INCLUDED; THENCE N00°16'46"E ALONG THE EAST LINE OF SAID PARCEL NOT INCLUDED A DISTANCE OF 1319.04 FEET TO A POINT ON THE 1/4 SECTION LINE OF SECTION 34, TOWNSHIP 35 SOUTH, RANGE 39 EAST; THENCE S89°47'10"E ALONG THE 1/4 SECTION LINE OF SAID SECTION 34 A DISTANCE OF 1987.99 FEET TO A POINT ON THE EAST LINE OF SECTION 34, THENCE S00°06'37"W ALONG THE EAST LINE OF SAID SECTION 34 A DISTANCE OF 49.00 FEET TO A POINT ON THE SOUTH RIGHT-OF-WAY LINE OF N.S.L.R.W.C.D. CANAL NO. 101 (A 98.00 FEET WIDE CANAL RIGHT-OF-WAY); THENCE S89°59'09"E ALONG THE SOUTH RIGHT-OF-WAY LINE OF SAID N.S.L.R.W.C.D. CANAL NO. 101 A DISTANCE OF 2664.42 FEET TO A POINT ON THE 1/4 SECTION LINE OF SECTION 35, TOWNSHIP 35 SOUTH, RANGE 39 EAST; THENCE N00°12'25"E ALONG THE 1/4 SECTION OF SAID SECTION 35 A DISTANCE OF 2.00 FEET TO A POINT ON THE SOUTH RIGHT-OF-WAY LINE OF N.S.L.R.W.C.D. CANAL NO. 101 (A 94.00 FEET WIDE CANAL RIGHT-OF-WAY); THENCE S89°52'23"E ALONG THE SOUTH RIGHT-OF-WAY OF SAID N.S.L.R.W.C.D. CANAL NO. 101 A DISTANCE OF 1331.59 FEET; THENCE CONTINUE S89°52'23"E ALONG THE SOUTH RIGHT-OF-WAY LINE OF N.S.L.R.W.C.D. CANAL NO. 101 A DISTANCE OF 418.59 FEET TO A POINT ON THE WEST RIGHT-OF-WAY LINE OF STATE ROAD NO. 9 (INTERSTATE HIGHWAY NO. 95) (WIDTH VARIES); THENCE S42°14'14"W ALONG THE WEST RIGHT-OF-WAY OF SAID STATE ROAD NO. 9 A DISTANCE OF 727.09 FEET TO THE BEGINNING OF A CURVE ALONG THE WEST RIGHT-OF-WAY OF SAID STATE ROAD NO. 9 CONCAVE TO THE SOUTHEAST HAVING A RADIUS OF 5903.58 FEET; THENCE SOUTHWESTERLY ALONG THE ARC OF SAID CURVE A DISTANCE OF 402.05 FEET THROUGH A CENTRAL ANGLE OF 03°54'07"; TO THE BEGINNING OF A COMPOUND CURVE ALONG THE WEST RIGHT-OF-WAY OF SAID STATE ROAD NO. 9 CONCAVE TO THE SOUTHEAST HAVING A RADIUS OF 5903.58 FEET; THENCE SOUTHWESTERLY ALONG THE ARC OF SAID CURVE A DISTANCE OF 597.06 FEET THROUGH A CENTRAL ANGLE OF 05°47'41"; TO THE BEGINNING OF A COMPOUND CURVE ALONG THE WEST RIGHT-OF-WAY OF SAID STATE ROAD NO. 9 CONCAVE TO THE SOUTHEAST HAVING A RADIUS OF 5903.58 FEET; THENCE SOUTHWESTERLY ALONG THE ARC OF SAID CURVE A DISTANCE OF 999.10 FEET THROUGH A CENTRAL ANGLE OF 09°41'48"; THENCE CONTINUE ALONG SAID WEST RIGHT-OF-WAY LINE S22°50'38"W A DISTANCE OF 363.01 FEET TO THE NORTH RIGHT-OF-WAY LINE OF N.S.L.R.W.C.D. CANAL NO. 102 (A 85 FOOT WIDE CANAL RIGHT-OF-WAY); THENCE N89°48'50"W ALONG SAID NORTH RIGHT-OF-WAY LINE A DISTANCE OF 60.02 FEET; THENCE CONTINUE N89°53'51"W ALONG SAID NORTH RIGHT-OF-WAY LINE, A DISTANCE OF 900.00 FEET; THENCE CONTINUE ALONG SAID NORTH RIGHT-OF-WAY LINE N89°53'51"W A DISTANCE OF 430.07 FEET; THENCE CONTINUE ALONG SAID NORTH RIGHT-OF-WAY LINE N89°53'51"W A DISTANCE OF 1330.07 FEET TO THE WEST LINE OF THE SOUTHWEST 1/4 OF SAID SECTION 35; THENCE S00°04'39"W ALONG THE WEST LINE OF SAID SOUTHWEST 1/4 OF

SECTION 35 A DISTANCE OF 42.50 FEET TO THE NORTHWEST CORNER OF THE NORTHWEST 1/4 OF SAID SECTION 2; THENCE S00°06'35"W ALONG THE WEST LINE OF SAID NORTHWEST 1/4 OF SECTION 2, A DISTANCE OF 42.50 FEET TO THE SOUTH RIGHT-OF-WAY LINE OF SAID N.S.L.R.W.C.D. CANAL NO. 102; THENCE S89°53'51"E ALONG SAID SOUTH RIGHT-OF-WAY LINE A DISTANCE OF 1330.04 FEET; THENCE CONTINUE S89°53'51"E ALONG SAID SOUTH RIGHT-OF-WAY LINE A DISTANCE OF 1300.04 FEET TO THE WEST RIGHT-OF-WAY LINE OF A 30 FOOT ROAD RIGHT-OF-WAY AS RECORDED IN DEED BOOK 116, AT PAGE 379 OF THE PUBLIC RECORDS OF ST. LUCIE COUNTY, FLORIDA; THENCE S00°03'15"W ALONG SAID RIGHT-OF-WAY LINE A DISTANCE OF 129.69 FEET RETURNING TO THE WEST RIGHT-OF-WAY LINE OF SAID STATE ROAD 9 (INTERSTATE 1-95); THENCE S22°50'38"W ALONG SAID RIGHT-OF-WAY LINE A DISTANCE OF 470.73 FEET; THENCE CONTINUE S26°50'37"W ALONG SAID RIGHT-OF-WAY LINE A DISTANCE OF 519.99 FEET; THENCE CONTINUE S32°49'14"W ALONG SAID RIGHT-OF-WAY LINE A DISTANCE OF 230.02 FEET; THENCE DEPARTING SAID STATE ROAD NO. 9 N56°07'55"W A DISTANCE OF 323.59 FEET; THENCE N27°59'51"E A DISTANCE OF 671.72 FEET; TO THE BEGINNING OF A CURVE CONCAVE TO THE SOUTHWEST HAVING A RADIUS OF 150.00 FEET; THENCE NORTHWESTERLY ALONG THE ARC OF SAID CURVE A DISTANCE OF 308.52 FEET THROUGH A CENTRAL ANGLE OF 117°50'41"; THENCE N89°50'50"W A DISTANCE OF 1811.20 FEET; THENCE S00°00'00"E A DISTANCE OF 142.46 FEET TO THE BEGINNING OF A CURVE CONCAVE TO THE NORTHWEST HAVING A RADIUS OF 335.00 FEET; THENCE SOUTHWESTERLY ALONG THE ARC OF SAID CURVE A DISTANCE OF 365.79 FEET THROUGH A CENTRAL ANGLE OF 62°33'43"; THENCE S62°33'43"W A DISTANCE OF 139.15 FEET; THENCE S01°56'01"W A DISTANCE OF 142.19 FEET; THENCE S53°57'44"W A DISTANCE OF 58.71 FEET; THENCE S85°17'03"W A DISTANCE OF 146.97 FEET; THENCE S02°37'14"W A DISTANCE OF 332.85 FEET; THENCE S31°56'28"W A DISTANCE OF 78.35 FEET; THENCE S61°15'41"W A DISTANCE OF 335.12 FEET TO A POINT ON THE EAST RIGHT-OF-WAY LINE OF A 60 FEET WIDE FP&L EASEMENT AS RECORDED IN OFFICIAL RECORDS BOOK 119, PAGE 404; THENCE N32°18'17"W ALONG THE EAST RIGHT-OF-WAY LINE OF SAID 60 FEET WIDE FP&L EASEMENT A DISTANCE OF 1746.02 FEET TO A POINT ON THE NORTH RIGHT-OF-WAY LINE OF A 200 FEET WIDE FP&L EASEMENT AS RECORDED IN OFFICIAL RECORDS BOOK 377, PAGES 2069-2076; THENCE N89°46'35"W ALONG THE NORTH RIGHT-OF-WAY LINE OF SAID 200 FEET WIDE FP&L EASEMENT AND BEING PARALLEL TO THE NORTH LINE OF SAID SECTION 3 A DISTANCE OF 1026.62 FEET TO A POINT ON THE EAST RIGHT-OF-WAY LINE OF N.S.L.R.W.C.D. CANAL NO. 93 (A 78 FEET WIDE RIGHT-OF-WAY); THENCE N00°02'49"E ALONG THE EAST RIGHT-OF-WAY LINE OF SAID N.S.L.R.W.C.D. CANAL NO. 93 A DISTANCE OF 52.50 FEET TO A POINT ON THE NORTH SECTION LINE OF SAID SECTION 3, TOWNSHIP 36 SOUTH, RANGE 39 EAST AND BEING THE POINT OF BEGINNING.
CONTAINING 17,412,284 SQUARE FEET OR 399.73 ACRES, MORE OR LESS.
BEING ALSO DESCRIBED AS FOLLOWS:
A PARCEL OF LAND LYING IN SECTIONS 2, 3, 34, AND 35 TOWNSHIP 35 SOUTH AND 36 SOUTH, RANGE 39 EAST IN ST. LUCIE COUNTY, FLORIDA AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE NORTHEAST CORNER OF SAID SECTION 3, THENCE N89°46'35"W ALONG THE NORTH LINE OF SAID SECTION 3 A DISTANCE OF 2622.04 FEET TO A POINT ON THE EAST RIGHT-OF-WAY LINE OF N.S.L.R.W.C.D. CANAL NO. 93 (A 78 FEET WIDE RIGHT-OF-WAY) AND BEING THE POINT OF BEGINNING OF THE FOLLOWING DESCRIBED PARCEL; THENCE N00°20'10"E ALONG THE EAST RIGHT-OF-WAY LINE OF SAID N.S.L.R.W.C.D. CANAL NO. 93 A DISTANCE OF 1318.99 FEET TO A POINT ON THE SOUTH LINE OF THE WEST 1/2 OF THE NORTHWEST 1/4 OF THE SOUTHEAST 1/4 OF SECTION 34 A NOT INCLUDED PARCEL; THENCE S89°46'53"E ALONG THE SOUTH LINE OF SAID PARCEL NOT INCLUDED A DISTANCE OF 624.96 FEET TO A POINT ON THE EAST LINE OF SAID PARCEL NOT INCLUDED; THENCE N00°16'46"E ALONG THE EAST LINE OF SAID PARCEL NOT INCLUDED A DISTANCE OF 1319.04 FEET TO A POINT ON THE 1/4 SECTION LINE OF SECTION 34, TOWNSHIP 35 SOUTH, RANGE 39 EAST; THENCE S89°47'10"E ALONG THE 1/4 SECTION LINE OF SAID SECTION 34 A DISTANCE OF 1987.99 FEET TO A POINT ON THE EAST LINE OF SECTION 34, THENCE S00°06'37"W ALONG THE EAST LINE OF SAID SECTION 34 A DISTANCE OF 49.00

FEET TO A POINT ON THE SOUTH RIGHT-OF-WAY LINE OF N.S.L.R.W.C.D. CANAL NO. 101 (A 98.00 FEET WIDE CANAL RIGHT-OF-WAY); THENCE S89°59'09"E ALONG THE SOUTH RIGHT-OF-WAY LINE OF SAID N.S.L.R.W.C.D. CANAL NO. 101 A DISTANCE OF 2664.42 FEET TO A POINT ON THE 1/4 SECTION LINE OF SECTION 35, TOWNSHIP 35 SOUTH, RANGE 39 EAST; THENCE N00°12'25"E ALONG THE 1/4 SECTION OF SAID SECTION 35 A DISTANCE OF 2.00 FEET TO A POINT ON THE SOUTH RIGHT-OF-WAY LINE OF N.S.L.R.W.C.D. CANAL NO. 101 (A 94.00 FEET WIDE CANAL RIGHT-OFWAY); THENCE S89°52'23"E ALONG THE SOUTH RIGHT-OF-WAY OF SAID N.S.L.R.W.C.D. CANAL NO. 101 A DISTANCE OF 1331.59 FEET; THENCE CONTINUE S89°52'23"E ALONG THE SOUTH RIGHT-OF-WAY LINE OF N.S.L.R.W.C.D. CANAL NO. 101 A DISTANCE OF 418.59 FEET TO A POINT ON THE WEST RIGHT-OF-WAY LINE OF STATE ROAD NO. 9 (INTERSTATE HIGHWAY NO. 95) (WIDTH VARIES); THENCE S42°14'14"W ALONG THE WEST RIGHT-OF-WAY OF SAID STATE ROAD NO. 9 A DISTANCE OF 727.09 FEET TO THE BEGINNING OF A CURVE ALONG THE WEST RIGHT-OF-WAY OF SAID STATE ROAD NO. 9 CONCAVE TO THE SOUTHEAST HAVING A RADIUS OF 5903.58 FEET; THENCE SOUTHWESTERLY ALONG THE ARC OF SAID CURVE A DISTANCE OF 402.05 FEET THROUGH A CENTRAL ANGLE OF 03°54'07"; TO THE BEGINNING OF A COMPOUND CURVE ALONG THE WEST RIGHT-OF-WAY OF SAID STATE ROAD NO. 9 CONCAVE TO THE SOUTHEAST HAVING A RADIUS OF 5903.58 FEET; THENCE SOUTHWESTERLY ALONG THE ARC OF SAID CURVE A DISTANCE OF 597.06 FEET THROUGH A CENTRAL ANGLE OF 05°47'41"; TO THE BEGINNING OF A COMPOUND CURVE ALONG THE WEST RIGHT-OF-WAY OF SAID STATE ROAD NO. 9 CONCAVE TO THE SOUTHEAST HAVING A RADIUS OF 5903.58 FEET; THENCE SOUTHWESTERLY ALONG THE ARC OF SAID CURVE A DISTANCE OF 999.10 FEET THROUGH A CENTRAL ANGLE OF 09°41'48"; THENCE CONTINUE ALONG SAID WEST RIGHT-OF-WAY LINE S22°50'38"W A DISTANCE OF 363.01 FEET TO THE NORTH RIGHT-OF-WAY LINE OF N.S.L.R.W.C.D. CANAL NO. 102 (A 85 FOOT WIDE CANAL RIGHT-OF-WAY); THENCE N89°48'50"W ALONG SAID NORTH RIGHT-OF-WAY LINE A DISTANCE OF 60.02 FEET; THENCE CONTINUE N89°53'51"W ALONG SAID NORTH RIGHT-OF-WAY LINE, A DISTANCE OF 900.00 FEET; THENCE CONTINUE ALONG SAID NORTH RIGHT-OF-WAY LINE N89°53'51"W A DISTANCE OF 430.07 FEET;THENCE CONTINUE ALONG SAID NORTH RIGHT-OF-WAY LINE N89°53'51"W A DISTANCE OF 1330.07 FEET TO THE WEST LINE OF THE SOUTHWEST 1/4 OF SAID SECTION 35; THENCE S00°06.37"W ALONG THE WEST LINE OF SAID SOUTHWEST 1/4 OF SECTION 35 A DISTANCE OF 42.50 FEET TO THE NORTHWEST CORNER OF THE NORTHWEST ¼ OF SAID SECTION 2; THENCE S00°06'35"W ALONG THE WEST LINE OF SAID NORTHWEST 1/4 OF SECTION 2, A DISTANCE OF 42.50 FEET TO THE SOUTH RIGHT-OF-WAY LINE OF SAID N.S.L.R.W.C.D. CANAL NO. 102; THENCE S89°53'51"E ALONG SAID SOUTH RIGHT-OF-WAY LINE A DISTANCE OF 1330.04 FEET; THENCE CONTINUE S89°53'51"E ALONG SAID SOUTH RIGHT-OF-WAY LINE A DISTANCE OF 1300.04 FEET TO THE WEST RIGHT-OF-WAY LINE OF A 30 FOOT ROAD RIGHT-OF-WAY AS RECORDED IN DEED BOOK 116, AT PAGE 379 OF THE PUBLIC RECORDS OF ST. LUCIE COUNTY, FLORIDA; THENCE S00°03'15"W ALONG SAID RIGHT-OF-WAY LINE A DISTANCE OF 129.69 FEET RETURNING TO THE WEST RIGHT-OF-WAY LINE OF SAID STATE ROAD 9 (INTERSTATE 1-95); THENCE S22°50'38"W ALONG SAID RIGHT-OF-WAY LINE A DISTANCE OF 470.73 FEET; THENCE CONTINUE S26°50'37"W ALONG SAID RIGHT-OF-WAY LINE A DISTANCE OF 519.99 FEET; THENCE CONTINUE S32°49'14"W ALONG SAID RIGHT-OF-WAY LINE A DISTANCE OF 229.66 FEET; THENCE DEPARTING SAID STATE ROAD NO. 9 N56°07'55"W A DISTANCE OF 323.65 FEET; THENCE N27°59'51"E A DISTANCE OF 671.72 FEET; TO THE BEGINNING OF A CURVE CONCAVE TO THE SOUTHWEST HAVING A RADIUS OF 150.00 FEET; THENCE NORTHWESTERLY ALONG THE ARC OF SAID CURVE A DISTANCE OF 308.52 FEET THROUGH A CENTRAL ANGLE OF 117°50.41"; THENCE N89°50'50"W A DISTANCE OF 1811.20 FEET; THENCE S00°00'00"E A DISTANCE OF 142.46 FEET TO THE BEGINNING OF A CURVE CONCAVE TO THE NORTHWEST HAVING A RADIUS OF 335.00 FEET; THENCE SOUTHWESTERLY ALONG THE ARC OF SAID CURVE A DISTANCE OF 365.79 FEET THROUGH A CENTRAL ANGLE OF 62°33'43"; THENCE S62°33'43"W A DISTANCE OF 139.15 FEET; THENCE S01°56'01"W A DISTANCE OF 142.19 FEET; THENCE S53°57'44"W A DISTANCE OF 58.71 FEET; THENCE S85°17'03"W A DISTANCE OF 146.97 FEET; THENCE S02°37'14"W A DISTANCE OF 332.85 FEET; THENCE S31°56'28"W A DISTANCE OF 78.35 FEET; THENCE S61°15'41"W A DISTANCE OF 335.42 FEET TO A POINT ON THE EAST RIGHT-OF-WAY

LINE OF A 60 FEET WIDE FP&L EASEMENT AS RECORDED IN OFFICIAL RECORDS BOOK 119, PAGE 404; THENCE N32°18'17"W ALONG THE EAST RIGHT-OF-WAY LINE OF SAID 60 FEET WIDE FP&L EASEMENT A DISTANCE OF 1745.80 FEET TO A POINT ON THE NORTH RIGHT-OF-WAY LINE OF A 200 FEET WIDE FP&L EASEMENT AS RECORDED IN OFFICIAL RECORDS BOOK 377, PAGES 2069-2076; THENCE N89°46'35"W ALONG THE NORTH RIGHT-OF-WAY LINE OF SAID 200 FEET WIDE FP&L EASEMENT AND BEING PARALLEL TO THE NORTH LINE OF SAID SECTION 3 A DISTANCE OF 1026.62 FEET TO A POINT ON THE EAST RIGHT-OF-WAY LINE OF N.S.L.R.W.C.D. CANAL NO. 93 (A 78 FEET WIDE RIGHT-OF-WAY); THENCE N00°02'49"E ALONG THE EAST RIGHT-OF-WAY LINE OF SAID N.S.L.R.W.C.D. CANAL NO. 93 A DISTANCE OF 52.50 FEET TO A POINT ON THE NORTH SECTION LINE OF SAID SECTION 3, TOWNSHIP 36 SOUTH, RANGE 39 EAST AND BEING THE POINT OF BEGINNING.

CONTAINING 17,411,399 SQUARE FEET OR 399.71 ACRES, MORE OR LESS.

EASEMENT PARCELS:
EASEMENT 1:
TOGETHER WITH THE EASEMENT RIGHTS OF MIDWAY PROPERTIES, LLC, A FLORIDA LIMITED LIABILITY COMPANY, UPON, ACROSS AND OVER THE .EASEMENT PROPERTY. AS SET FORTH IN THE TEMPORARY EASEMENT AGREEMENT DATED JULY 30, 2004, BY AND BETWEEN MIDWAY PROPERTIES, LLC, A FLORIDA LIMITED LIABILITY COMPANY, AND WILLOW LAKES, LLC, A FLORIDA LIMITED LIABILITY COMPANY, RECORDED IN OFFICIAL RECORDS BOOK 2035, PAGE 1456, OF THE PUBLIC RECORDS OF ST. LUCIE COUNTY, FLORIDA.

EASEMENT 2:
TOGETHER WITH THE EASEMENT RIGHTS IN FAVOR OF THE FEE PARCEL DESCRIBED ABOVE AS SET FORTH IN THAT CERTAIN EASEMENT AGREEMENT DATED JULY 30, 2004, BY AND AMONG MIDWAY PROPERTIES LLC, A FLORIDA LIMITED LIABILITY COMPANY, WILLOW LAKES, LLC, A FLORIDA LIMITED LIABILITY COMPANY, HYMAN B. HENDLER AND ALVIN D. SCHWARTZ, AS CO-TRUSTEES UNDER THE PROVISIONS OF AN UNRECORDED TRUST AGREEMENT KNOWN AS THE RESTATED AND AMENDED AND REVOCABLE LAND TRUST AGREEMENT FOR HHHP ASSOCIATES, DATED THE 2ND DAY OF JANUARY, 1995, AND REPECHAGE DEVELOPMENT, INC., A FLORIDA CORPORATION, RECORDED IN OFFICIAL RECORDS BOOK 2035, PAGE 1430, OF THE PUBLIC RECORDS OF ST. LUCIE COUNTY, FLORIDA.

**LEGAL DESCRIPTION: (IBERIA PARCEL)**

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

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

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

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

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

# GENERAL SITE DATA

**Parcel ID Numbers:** 233441000000001; 233434000000007

**General Location:** Northwest quadrant of the interchange of Midway Road and I-95 lying in Sections 2, 3, 34, and 35, Township 35 South and 36 South, Range 39 East

**Overall Site Area:** 516.32 ac.

**Existing Zoning:** St. Lucie County designations: AG-2.5, PNRD – Planned Non-residential Development, AG-1

**Proposed Zoning:** Planned Development (PD)

**Future Land Use:** MXD (Mixed-Use Development)

**Maximum Allowable Residential Density:** Not To Exceed 15 du's/ac.

**Maximum Allowable Floor Area Ratio:** 1.5 FAR

**Surrounding Zoning, Future Land Use and Existing Use:**

| | Zoning | Future Land Use | Existing Use |
|---|---|---|---|
| **North** | AG-1 / AG-2.5 | SD | Vacant/ACOE STA |
| **South** | TBD (Approved DRI – City of Port Saint Lucie) | CG/CS/TU (City of Port Saint Lucie | Vacant/LTC Ranch DRI |
| **East** | IL | IND | SLC Landfill |
| **West** | AG-2.5 | AG-2.5 | Vacant |

# PROJECT PHASING

As proposed, initial infrastructure improvements will be constructed by the developer, which include excavation of the lakes within the Water Management Tracts; clearing and rough grading development tracts; construction of certain roads or segments thereof. Installation of common utilities such as water and waste water lines, fiber optics and telecom among other general infrastructure improvements is yet to be determined. At this time, the developer will not be constructing any improvements on any tracts other than what is described above with regard to excavation, fill and utility installation. To provide for as much flexibility as possible in accommodating potential end-users, the developer reserves the right to implement construction on any one (1) or more phase at any such time it is deemed appropriate; i.e. based on market demand or other metrics utilized by the developer.

The Phase Schedule below provides for a general outline of the Phases of infrastructure construction.

| **PHASE SCHEDULE** | |
|---|---|
| Phase Identification | General Description of Improvements |
| Phase 1A | • Roadwork consisting of a full access signalized intersection at Midway Road and two lanes of pavement and a landscaped median for western access road from Midway Road north to the intersection of E-W access road through Tract A.<br>• Drainage associated with roadwork.<br>• Potable water and wastewater service mains and stub-outs for future phases.<br>• Electric and telecom services and stub outs for future phases.<br>• Reclaim water (IQ) service mains and stub outs for future phases.<br>• Sidewalks<br>• Street lighting |
| Phase 1B | • Roadwork, including stormwater conveyance, consisting of a full access signalized intersection at Midway Road and two lanes of pavement and a landscaped median for central access road from Midway Road north to the intersection of E-W Road through the Ingress/Egress Easement and Tract B.<br>• Sidewalks<br>• Street lighting |
| Phase 1C | • Roadwork consisting of two lanes of pavement for an east-west access road through Tract C.<br>• Drainage associated with roadwork.<br>• Potable water and wastewater service mains and stub-outs for future phases.<br>• Electric and telecom services and stub outs for future phases.<br>• Reclaim water (IQ) service mains and stub outs for future phases.<br>• Sidewalks<br>• Street lighting |

| | |
|---|---|
| Phase 1D | • Construction of a full-access signalized intersection at Midway Road and two lanes of pavement for Gordy Road from Midway Road north to the intersection of E-W Road.<br>• Drainage associated with roadwork.<br>• Potable water service main and stub outs for future phases.<br>• Electric and telecom services and stub outs for future phases.<br>• Reclaim water (IQ) service mains and stub outs for future phases.<br>• Sidewalks<br>• Street lighting |
| Phase 1E | • Rough site grading and excavation of water management area(s).<br>• Roadwork within the phase limits that extends the western access road north into the property through Tract A.<br>• Drainage associated with roadwork.<br>• Potable Water and Wastewater services mains and stub-outs along access road extension.<br>• Electric and telecom services and stub outs along access road extension.<br>• Reclaim water (IQ) service mains and stub outs along access road extension.<br>• Sidewalks along access road extension<br>• Street lighting along access road extension |
| Phase 1F | • Rough site grading and excavation of water management area(s). |
| Phase 1G | • Rough site grading and excavation of water management area(s). |
| Phase 1H | • Roadwork within the phase limits that extends Gordy Road north into the property through Tract D.<br>• Drainage associated with roadwork.<br>• Potable Water and Wastewater services mains and stub-outs along Gordy Road extension.<br>• Electric and telecom services and stub outs along Gordy Road extension.<br>• Reclaim water (IQ) service mains and stub outs along Gordy Road extension.<br>• Sidewalks along Gordy Road extension<br>• Street lighting along Gordy Road extension |
| Future Phases | • To Be Determined |

# QUANTITATIVE DEVELOPMENT DATA

**DEVELOPMENT DATA:**

See attached Planned Development master plan for development data relating to site area calculations.

**PROPOSED USES AND INTENSITY ALLOCATIONS:**

Please refer to *Table 1-1 – Use and Intensity Allocation* for a list of general uses along with applicable intensities:

**TABLE 1-1**
**USE AND INTENSITY ALLOCATION**

| General Use | Applicable Lot Type(s) | Intensity Allocation |
|---|---|---|
| Warehouse | Flex-Industrial/Warehouse; | 1,500,000 sf. |
| Multifamily Residential | Residential - Multifamily | 650 Units |
| Shopping Center | Commercial General; | 160,000 sf. |
| General Light Industrial | Flex Industrial/Warehouse;; | 1,200,000 sf. |
| Convenience Store | Commercial General; | 5,000 sf. |
| Fast Food Restaurant | Commercial General | 10,000 sf. |
| High Turnover Restaurant | Commercial General | 25,000 sf. |

Uses and Intensities listed above in Table 1-1 were derived from ITE Trip Generation Rates – Ninth Edition, which provides for a baseline intensity by which traffic impacts were analyzed and mitigated for, if applicable. The uses listed in the General Uses column above are general in nature and account for similar uses contained within each general use category, the subsets of which may have lower trip generation rates than those listed above in Table 1-1. Please refer to Table 1-2 for Lot Types accommodated by the Planned Development along with associated Lot and Dimensional Requirements and Permitted Uses allowed within each Lot Type.

To provide flexibility in the build-out of the proposed development, Intensity Allocations provided above in Table 1-1 may be increased or decreased based on the Land Use Conversion Matrix below.

**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 ( I 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 |

# DESIGN AND DEVELOPMENT GUIDELINES

The following section will govern overall design and development guidelines for development occurring within the Village at Midway Planned Development. Table 1-2 provides lot size and dimensional requirements by lot type followed by applicable development standards relating to permitted and restricted uses, landscaping, tree protection, irrigation, site lighting, signage and architectural design standards.

**TABLE 1-2**
**LOT SIZE AND DIMENSIONAL REQUIREMENTS**

| Lot Type | Maximum Gross Density (DU/Ac.) | Min. Size | Min. Lot Width[1] | Min. Road Frontage | Minimum Yard[2] | | | | Max. Bldg. Height[3] | Max. Lot Coverage By Bldg. |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | Front | Rear | Side | Side Corner | | |
| Flex Industrial/Warehouse, | N/A | 1 ac. | 100’ | 100’ | 25’ | 10’ | 0’ | 0’ | 60’ | 60% |
| Commercial - General | N/A | 10,000 sf. | 90’ | 70’ | 25’ | 10’ | 0’ | 0’ | 65’ | 60% |
| Residential – Multifamily | Up to 15 Units/Ac. | 10,000 sf. | 30’ | 30’ | 25’ | 10’ | 10’ | 15’ | 35’ | 60% |

*Where more than one lot, or parts of more than one lot, are owned by a single owner and subjected to a unity of title, the setbacks between such lots and any platted easements along the lot lines dividing such lots, shall be disregarded, and such lots or parts of lots may be developed pursuant to single unified site plan. In such event, the setbacks and platted lot line easements shall only apply to the outside boundaries of the property subjected to the unity of title, as if it were a single platted lot.*

1 – Minimum Lot Depth to equal Minimum Lot Width.
2- Minimum Yard requirements abutting a Preserve Area to be a minimum of twenty five (25) feet from Preserve Area boundary. Unless otherwise noted, the minimum yard depth (if not the front yard) for portions of the property abutting a public or private right-of-way or residential district shall be fifteen (15) feet.
Minimum Yard Requirements for Townhomes:

The minimum depth of the front yard for townhome developments will be ten (10) feet.
The minimum depth of the side yards on the periphery of the townhome developments shall be ten (10) feet, except on corner lots the minimum side yard depth on a street side will be fifteen (15) feet.
The minimum depth of the side yard between individual townhome units or lots shall be zero (0) feet.
The minimum depth of the rear yard for townhome lots that abut an alley shall be zero (0) feet. The minimum depth of the rear yard for townhome lots with all other conditions shall be fifteen (15) feet.
Townhome developments shall be subdivided into a minimum lot width of sixteen (16) feet and maximum lot width of twenty-four (24) feet and are not required to have public road frontage.

3 – Maximum height for Hotel/Lodging buildings shall be a maximum of one hundred (100) feet if adjacent to I-95. If not adjacent to I-95, the sixty-five (65) foot maximum height limit shall apply.

**Permitted and Restricted Uses by Lot Type:**

**Restricted Use:**
With respect to each Lot Type, the terms "Permitted Uses" and "Restricted Uses" shall be defined as follows:

Permitted Uses: Uses which are allowed within such lot type, subject to all applicable conditions and requirements set forth herein.

Restricted Uses: Uses which are allowed only if approved in writing by Walton Acquisitions FL, LLC ("Developer") as the developer of the Village at Midway Planned Development, subject to all applicable conditions and requirements set forth herein. The Declaration of Covenants and Restrictions for the Village at Midway shall address the procedures for (a) lot owners to apply for approval from Developer of a Restricted Use, (b) the Developer to approve or deny such applications, and (c) the Developer to assign its right to approve or deny Restricted Uses to a successor or assign. With respect to any application to use a lot for a Restricted Use, the Developer may approve such application, deny the application or approve the application with conditions.

In the event that the provisions of these Planned Development Guidelines contain any conflict or ambiguity as to whether a use is a Permitted Use or a Restricted Use, the use shall be deemed a Restricted Use.

**Agricultural Use:**
The following uses are permitted on all Lot Types within the Village at Midway Planned Development, at any time prior to the commencement of construction on such lots:
a. Agricultural production – crops (01)
b. Agricultural production – livestock & animal specialties (02)

Flex Industrial/Warehouse: The purpose of the Flex Industrial/Warehouse Lot Type is to provide and protect an environment suitable for light to heavy manufacturing, wholesale, and warehousing activities that generally may produce undesirable noise, vibration, odor, dust, or other offensive effects on the immediate area, together with such other uses as may be necessary to and compatible with industrial and warehouse surroundings. The number in "( )" following each identified use corresponds to the Standard Industrial Classification (SIC) Code, as maintained by the U.S. Department of Labor, as may be amended. The number 999 applies to a use not defined under the SIC Code. Office and/or retail uses that are ancillary to the principal use associated with and located on any Flex Industrial/Warehouse Lot Type may not exceed 1,500 sf. or 15% of the overall floor area, whichever is greater, of the principal use which the office and/or retail use(s) is serving. The following uses shall be permitted within the Flex Industrial/Warehouse Lot Type.

Permitted Uses:

a. Agricultural services. (07)
b. Business services. (73)
c. Communications. (48)
b. Construction services:

(1) Building construction - general contractor. (15)

(2) Other construction - general contractors. (16)

(3) Construction - special trade contractors. (17)

e. Docks and boathouses (private). (999)

f. Engineering services. (871)

g. Landscape and horticultural services. (078)

h. Local and suburban transit. (41)

i. Manufacturing:

(1) Food and kindred products. (20)

(2) Tobacco products. (21)

(3) Textile mill products. (22)

(4) Apparel and other finished products. (23)

(5) Lumber and wood products, except furniture. (24)

(6) Furniture and fixtures. (25)

(7) Printing and publishing and allied industries. (27)

(8) Chemicals and allied products:

(a) Drugs. (283)

(b) Soap, detergents and cleaning preparations; perfumes, cosmetics and other toilet preparations. (284)

(c) Agricultural chemicals. (287)

(9) Rubber and misc. plastic products. (30)

(10) Leather and leather products. (31)

(11) Glass:

(a) Flat glass. (321)

(b) Glass and glassware - pressed or blown. (322)

(c) Glass products - made of purchased glass. (323)

(12) Fabricated metal products (except ammunition and ordnance). (34)

(13) Industrial/commercial machinery and computer equipment. (35)

(14) Electronic and other electrical equipment and components, except computer equipment. (36)

(15) Transportation equipment. (37)

(16) Measuring, analyzing and controlling instruments. (38)

(17) Misc. manufacturing industries:

(a) Jewelry, silverware, and platedware. (391)

(b) Musical instruments and parts. (393)

(c) Dolls, toys, games and sporting goods. (394)

(d) Pens, pencils and other office and artists' materials. (395)

(e) Costume jewelry, costume novelties, and notions. (396)

(f) Brooms and brushes. (3991)

(g) Signs and advertising displays. (3993)

(h) Morticians goods. (3995)

(i) Manufacturing industries, NIC. (3999)

(18) Paper and allied products:

(a) Paperboard containers and boxes. (265)

(b) Converted paper and paperboard products. (267)

j. Mobile food vendors. (999)

k. Research, development, and testing services. (873)

l. Transportation services. (47)

m. Milwork and structural wood members. (243)

n. Motor freight transportation and warehousing. (42)

o. Motion pictures. (78)

p. Membership organizations. (86)

q. Personal and business services. (72)

r. Photographic, medical and optical goods. (38)

s. Plastic products – fabrication, molding, cutting, extrusion, and injection processing. (308)

t. Research, development, and testing services. (873)

u. Repair services:

(1) Automotive and automotive parking. (75)

(2) Electrical. (762)

(3) Watch, clock and jewelry repair. (763)

(4) Reupholstery and furniture repair. (764)

(5) Misc. repairs and services. (769)

v. Retail trade:

(1) Lumber and other building materials. (521)

(2) Paint, glass and wallpaper. (523)

(3) Hardware. (525)

(4) Nurseries, lawn and garden supplies. (526)

(5) Mobile home dealers. (527)

(6) Automotive/boat/RV/motorcycle dealers. (55)

(7) Gasoline service. (55)

(8) Furniture and furnishings. (57)

w. Ship, boat building and repairing – less than forty-five feet. (373)

x. Sorting, grading and packaging services – citrus/vegetables. (0723)

y. Telecommunication towers (999)

z. Vocational schools. (824)

aa. Watches and Clocks. (38)

bb. Water transportation. (44)

cc. Wholesale trade - durable goods:

(1) Motor vehicle and automotive equipment. (501)

(2) Furniture and home furnishings. (502)

(3) Lumber and other building materials. (503)

(4) Professional and commercial equipment/supplies. (504)

(5) Metals and minerals, except petroleum. (505)

(6) Electrical goods. (506)

(7) Hardware, plumbing and heating equipment, and supplies. (507)

(8) Machinery, equipment, and supplies. (508)

(9) Misc. durable goods:

(a) Sporting and recreational goods. (5091)

(b) Toys and hobby goods. (5092)

(c) Jewelry, watches, precious stones and metals. (5094)

(d) Durable goods NEC. (5099)

dd. Wholesale trade - nondurable goods:

(1) Paper and paper products. (511)

(2) Drugs. (512)

(3) Dry goods and apparel. (513)

(4) Groceries and related products. (514)

(5) Farm products - raw materials. (515)

(6) Chemicals, and allied products. (516)

(7) Beer, wine, and distilled alcoholic beverages. (518)

(8) Misc. nondurable goods:

(a) Farm supplies. (5191)

(b) Books, periodicals, and newspapers. (5192)

(c) Flowers, nursery stock and florists' supplies. (5193)

(d) Tobacco/tobacco products. (5194)

(e) Paints, varnishes and supplies. (5198)

(f) Nondurable goods, NEC. (5199)

Restricted Uses:

a. Airport, landing and takeoff fields - general aviation. (4581)

b. Kennels.

c. Laundry, cleaning and garment services (721)

d. Manufacturing:

(1) Paper and allied products. (26)

(2) Chemicals and allied products. (28)

(3) Petroleum refining and related products. (29)

(4) Stone, clay, glass and concrete products. (32)

(5) Primary metal industries. (33)

(6) Ammunition and ordinance. (348)

e. Natural or manufactured gas storage and distribution points. (492)

f. Scrap, waste and land clearing and yard trash recycling operations (999).

g. Telecommunication towers (999)

h. Warehousing and storage services - stockyards. (999)

i. Wholesale trade - nondurable goods:

(1) Petroleum and petroleum products. (999)

Commercial – General: The purpose of the Commercial General Lot Type is to provide and protect an environment suitable for a wide variety of commercial uses intended to serve a population over a large market area, which do not impose undesirable noise, vibration, odor, dust, or offensive effects on the surrounding area, together with such other uses as may be necessary to and compatible with general commercial surroundings. The number in "( )" following each identified use corresponds to the Standard Industrial Classification (SIC) Code, as maintained by the U.S. Department of Labor, as may be amended. The number 999 applies to a use not defined under the SIC Code.The following uses shall be permitted within the Commercial - General Lot Type:

Permitted Uses:

a. Adjustment/collection and credit reporting services. (732)

b. Advertising. (731)

c. Amusements and recreation services - except stadiums, arenas, race tracks, amusement parks. (79)

d. Apparel and accessory stores. (56)

e. Beauty and barber services. (723/724)

f. Building materials, hardware and garden supply. (52)

g. Cleaning services. (7349)

h. Commercial printing. (999)

i. Communications - except towers. (48)

j. Computer programming, data processing and other computer serv. (737)

k. Contract construction serv. (office and interior storage only). (15/16/17)

l. Cultural activities and nature exhibitions. (999)

m. Depository institutions. (60)

n. Duplicating, mailing, commercial art/photo. and stenog. serv. (733)

o. Eating places. (581)

p. Educational services - except public schools. (82)

q. Engineering, accounting, research, management and related services. (87)

r. Executive, legislative, and judicial functions. (91/92/93/94/95/96/97)

s. Farm labor and management services. (076)

t. Financial, insurance, and real estate. (60/61/62/63/64/65/67)

u. Food stores. (54)

v. General merchandise stores. (53)

w. Health services. (80)

x. Home furniture and furnishings. (57)

y. Membership organizations (86)

z. Miscellaneous retail (see SIC Code Major Group 59):

(1) Drug stores. (591)

(2) Sporting goods. (5941)

(3) Book and stationary. (5942/5943)

(4) Jewelry. (5944)

(5) Hobby, toy and games. (5945)

(6) Camera and photographic supplies. (5946)

(7) Luggage and leather goods. (5948)

(8) Florists. (5992)

(9) Optical goods. (5995)

(10) Misc. retail (See SIC Code for specific uses). (5999)

aa. Miscellaneous personal services (see SIC Code Major Group 72):

(1) Tax return services. (7291)

(2) Misc. retail (See SIC Code for specific uses). (7299)

bb. Mobile food vendors (eating places, fruits and vegetables-retail). (999)

cc. Motion pictures. (78)

dd. Motor vehicle parking-commercial parking and vehicle storage. (752)

ee. Museums, galleries and gardens. (84)

ff. Personnel supply services. (736)

gg. Postal services. (43)

hh. Real estate. (65)

ii. Repair services:

(1) Shoe repairs. (725)

(2) Watch, clock, jewelry, and musical instrument repair. (7631)

jj. Retail trade:

(1) Antiques. (5932)

(2) Apparel and accessories. (56)

(3) Books and stationery. (5942/5943)

(4) Cameras and photographic supplies. (5946)

(5) Drugs and proprietary. (5912)

(6) Eating places. (5812)

(7) Florists. (5992)

(8) Food stores. (54)

(9) Gifts, novelties, and souvenirs. (5947)

(10) Hobby, toy and game shops. (5945)

(11) Household appliances. (572)

(12) Jewelry. (5944)

(13) Newspapers and magazines. (5994)

(14) Optical goods. (5995)

(15) Nurseries, lawn and garden supplies. (526)

(16) Radios, TV's, consumer electronics and music supplies. (573)

(17) Sporting goods and bicycles. (5941)

(18) Tobacco products. (5993)

kk. Travel agencies. (4724)

Restricted Uses:

a. Amphitheaters. (999)

b. Automobile dealers. (55)

c. Automotive rental, repairs and serv. (except body repairs). (751, 753, 754)

d. Car washes (999)

e. Equipment rental and leasing services. (735)

f. Funeral and crematory services. (726)

g. Gasoline service stations. (5541)

h. Landscape and horticultural services. (078)

i. Laundry, cleaning and garment services. (721)

j. Miscellaneous Retail.

(1) Used merchandise stores. (593)

(2) Gifts, novelty and souvenir. (5947)

(3) Fabric and mill products. (5949)

(4) Catalog, mail order and direct selling. (5961/5963)

(5) Liquefied petroleum gas (propane). (5984)

(6) Tobacco. (5993)

(7) News dealers/newsstands. (5994)

k. Miscellaneous business services (see SIC Code Major Group 73):

(1) Detective, guard and armored car services. (7381)

(2) Security system services. (7382)

(3) News syndicate. (7383)

(4) Photofinishing laboratories. (7384)

(5) Business services - misc. (7389)

l. Mobile home dealers. (527)

m. Photo finishing services. (7384)

n. Photographic services. (722)

o. Recreation facilities. (999)

p. Repair services. (76)

q. Retail trade

(1) Nurseries, lawn and garden supplies. (526)

(2) Gasoline services - accessory to retail food stores under SIC-5411. (999)

(3) Undistilled alcoholic beverages accessory to retail sale of food. (5921-Except for liquor)

r. Social Services:

(1) Individual and family social services. (832/839)

(2) Child care services. (835)

(3) Job training and vocational rehabilitation services. (833)

s. Veterinary services. (074)

t. Drinking places (alcoholic beverages) - free-standing. (5813)

u. Disinfecting and pest control services. (7342)

v. Amusement parks. (7996)

w. Go-cart tracks. (7999)

x. Hotels and motels. (701)

y. Household goods warehousing and storage-mini-warehouses. (999)

z. Marina - recreational boats only. (4493)

aa. Motor vehicle repair services - body repair. (753)

bb. Sporting and recreational camps. (7032)

cc. Retail trade:

(1) Liquor stores. (592)

dd. Stadiums, arenas, and race tracks. (794)

ee. Telecommunication towers (999)

Residential – Multifamily: The purpose of the Residential – Multi-family Lot Type is to provide and protect an environment suitable for multiple-family dwellings at a maximum density of fifteen (15) dwelling units per acre, together with such other uses as may be necessary for and compatible with multiple-family developments. The number in "( )" following each identified use corresponds to the Standard Industrial Classification (SIC) Code, as maintained by the U.S. Department of Labor, as may be amended. The number 999 applies to a use not defined under the SIC Code. The following uses shall be permitted within the Residential Multi-family Lot Type:

Permitted Uses:

a. Multiple-family dwellings (three (3) or more units). (999)

Restricted Uses:

a. Community residential homes (999)

b. Family day care homes. (999)

c. Family residential homes provided that such homes shall not be located within a radius of one thousand (1,000) feet of another existing such family residential home and provided that the sponsoring agency or the Department of Health and Rehabilitative Services (HRS) notifies the City Commission at the time of home occupancy that the home is licensed by HRS. (999)

d. Single-family detached dwellings. (999)

e. Two-family dwellings. (999)

**Prohibited Uses:**

In addition to those prohibited uses described above, the following uses are not permitted within the Village at Midway Planned Development:

- Adult Establishments: No establishment engaged in the sale, purveying, showing or exhibition and the like of erotica is permitted.

- Any other use or uses not specifically listed herein.

**Open Space:**
Pursuant to Sec. 22-40(b)(3) of the City of Fort Pierce Code of Ordinances, a minimum of 20% of the site area of this development is required to be set aside as Open Space (516.32 ac. x .2 = 103.26 ac.). As part of Phase I of the proposed development, a Preserve Area totaling 136.40 ac. will be placed under a Conservation Easement; this area shall satisfy the required minimum Open Space requirement for the entire site.

**Site Plan Review:**
Development proposed on any one (1) or more lots within the Planned Development shall be reviewed in accordance with Sec. 22-58 – Site Plan Review.

**Landscaping, Tree Protection and Mitigation, and Irrigation:**

**General landscaping requirements:**

All landscape plans shall meet or exceed the following general landscaping requirements which shall be considered complimentary to landscaping provisions contained in the Village at Midway Covenants, Conditions and Restrictions. A certificate of occupancy shall not be issued on any permit for the use, construction, repair or renovation of any structure within the Planned Development, whether residential, commercial, industrial or accessory, unless application for any such permit is accompanied by a detailed landscape plan meeting all requirements of this article.

(1) Requirements for plant materials. Plant materials used for conformance with this section shall meet or exceed the standards for Florida No. 1 as set out in the most current edition of "Grades and Standards for Nursery Plants Part 1 and Part 2.", State of Florida, Department of Agriculture, Tallahassee. All trees required by this article (excluding palms that are exempt from the grades and standards) shall have a Florida No. 1 or better "Grades and Standards" certification tag attached at time of delivery through final inspection. Grass sod shall be clean and free of weeds, pests and diseases.

Trees:

a. Trees used to meet the requirements of this section shall be species which when planted have a height of at least twelve (12) feet and have trunks which can be maintained in a clean condition for over five (5) feet of clear wood. At planting, the trees shall have a diameter of at least two and one-half (2½) inches at a point four and one-half (4½) feet above ground level and a spread of at least five (5) feet (except for palms which shall have a minimum clear trunk of ten (10) feet).

b. Trees used to meet the requirements of this section shall also be species which in St. Lucie County normally grow in a manner such that at maturity they will have a minimum crown spread of fifteen (15) feet and a minimum height of fifteen (15) feet. Trees which can meet the height requirement at maturity but not the crown requirements may be grouped to form a wider crown, but will be counted as one tree. Three palms may be substituted for one tree provided that fifty (50) per cent of requirement shall be trees.

c. Fifty (50) per cent of the required trees shall be species other than palm trees (Palmaceae family) except when planted in accordance with an approved plan prepared by a Florida registered landscape architect.

d. Trees of species whose roots are known to cause damage to public roadways or other public works shall not be planted closer than twelve (12) feet to such public works, unless the tree root system is completely contained within a barrier for which the minimum interior containing dimensions shall be three (3) feet times five (5) feet and five (5) feet deep, and for which the construction requirements shall be six-inch thick concrete with fiber mesh and no wire mesh or by a root barrier product approved by the city engineer.

e. None of the following trees shall be planted within the Village at Midway Planned Development and where they presently exist when permit application is made, their removal shall be a condition of any final development order: Melaleuca, leucadendron (punk tree), Schinus terebinthifolius (Brazilian pepper) and Casuarina sbp. (Australian pine). Nor may any of the following trees be planted for purposes of complying with requirements of this article: any species designated as category I on the Exotic Plant Pest Council's current list of "Florida's Most Invasive Species", Cupaniopsis anacardioides (Carrotwood), Dalbergia sissoo (Rosewood), Albizzia lebbeck (Woman's tongue), Araucaria heterophylia (Norfolk Island pine), Grevillea robusta (Silk oak), Melia azadaracha (Chinaberry), Ficus spp. (non-native Ficus), Eucalyptus spp. (Eucalyptus).

f. Shrubs and hedges. Shrubs used to meet the requirements of this section shall be a minimum of twenty-four (24) inches in height when planted. Hedges, where required, shall be planted and maintained so as to form a thirty-six-inch or higher continuous, unbroken, solid, visual screen.

g. Ground covers. Ground covers used in lieu of grass, or in part, to meet the requirements of this section, shall be planted in such a manner as to present a finished appearance and reasonably complete coverage within three (12) months after planting.

h. Grass. Grass used to meet the requirements of this section shall be planted with species normally grown as permanent lawns in the county. Grass areas will be sodded, except that plugging, sprigging or seeding of grassy areas may be permissible with respect to expansive areas. As to all lots, solid sod shall be used in swales, detention or retention areas and other areas subject to erosion.

i. Existing plant material. When plant material exists on a site prior to the date application for a permit is made, credit may be allowed for such plant material provided that it is protected during construction and incorporated into the required landscaping in a manner which satisfies the requirements of this article.

(2) Landscaped areas. Each separate landscaped area shall have at least one tree, one or more shrubs, or one or more hedges, and ground cover. So as to support long term plant health, planting soil for all landscaped areas shall consist of existing soil mixed with fifty (50) per cent recycled top soil. Such planting soil shall be free of debris, roots, clay, stones, plants or other foreign materials. The planting soil meeting requirements of this subsection shall extend to an appropriate depth so as to eliminate any hindrance to planting operations or detriment to good plant growth. Compliance with these soil requirements shall be verified as part of the final inspection.

(3) Landscape strips. Between street rights-of-way and vehicular use, building and retention/detention areas, there shall be a landscaped strip of land, except where driveways are located, meeting these requirements:

a. The strip shall be at least six (6) feet wide for lots under ten thousand (10,000) square feet in size and at least ten (10) feet wide for lots ten thousand (10,000) square feet or larger;

b. The landscape strip shall include an average of at least one tree for each three hundred (300) square feet of required landscaped area. The remainder of the required landscaped area shall be completely covered with grass, ground cover or other landscaped treatment and shall additionally contain a screen of landscaping which shall be installed and maintained so as to form a thirty-six-inch or higher continuous, unbroken, solid, visual screen within a maximum of one year after the landscaping takes place, except in clear vision areas required in section 22-53.

(4) Other property. All property, other than the required landscape strip, located between street right-of-way and buildings, shall be completely covered with grass or other ground cover except to the extent there are permitted, impervious surface structure such as sidewalks, plazas and driveways.

(5) Vehicular use, building, retention/detention areas adjacent to other property. Landscape standards for these areas are as follows:

a. Where a vehicular use area does not abut a street right-of-way but abuts other property, there will be a landscaped strip of land which is at least ten (10) feet wide. When a property line abuts a building, another structure, a joint driveway or joint parking area, such landscaped strip shall not be required.

b. The landscaping strip required by the immediately foregoing subsection shall include an average of at least one tree for each two hundred (200) square feet of the required landscape area. The remainder of the required landscape area shall be landscaped with grass, ground cover or other landscape treatment. When the area to be screened abuts residentially zoned property, a site-obscuring fence or planted material which is not less than six (6) feet in height shall be included. If planted material is used, it shall be planted and maintained so as to form a three-foot or higher continuous, unbroken, solid visual screen within a maximum of one year after planting. The planted material shall be a species which in St. Lucie County normally grows to a height of six (6) feet or more.

(6) Interior vehicular use areas. The following are standards relating to landscaping of interior vehicular use areas:

a. Lots with vehicular use areas that are four thousand (4,000) or more square feet in size shall have at least one square foot of interior landscaping for each fifteen (15) square feet of vehicular use area, except that areas in a Flex Industrial/Warehouse Lot Type shall only be required to have at least one square foot of interior landscaping for each thirty (30) square feet of vehicular use area. Each separate landscaped area shall be curbed and contain a minimum of one hundred (100) square feet of area and shall be at least ten (10) feet wide and ten (10) feet deep exclusive of curbing in all locations. Progressive urban parking area designs may be used to provide adequate space for multiple tree plantings and allow for proper tree root development so shade trees can grow and develop large canopies to reduce parking lot heat islands.

b. Interior landscaping shall include an average of at least one tree for each one hundred (100) square feet of required landscaped area. The remainder of the required landscaped area shall be landscaped with grass, ground cover or other landscaped treatment. Such landscaped areas shall be located in such a manner as to divide and break up the expanse of paving and at strategic points to guide traffic flow and direction.

c. When trees exist on a site prior to site development, the amount of the required interior landscaped area may be reduced by the following amount for preserving existing trees, provided that the total amount of the interior landscaped area is not reduced by more than fifty (50) per cent.

| Diameter of tree | Reduction in interior |
|---|---|
| 4.5 feet above ground level | Landscaped areas |
| Over 12 inches | 500 square feet |
| 6 inches to 12 inches | 400 square feet |
| Under 6 inches but over 3 inches | 100 square feet |

These reductions in the interior landscaped areas shall only apply where the preserved tree is in a planting area which has dimensions not less than the radius of the crown spread measured from the trunk center and where no grade changes within the landscaped area may be anticipated.

(7) Lands adjacent to street right-of-way. Lands immediately adjacent to street right-of-way shall meet the following requirements:

a. Trees will be planted along the public right-of-way, but not in conflict with overhead or below ground utilities, to assure shading for sidewalks and to contribute to the streetscape design of the roadway;

(8) Other areas. When an area other than a vehicular use and retention/detention area of a developed lot in a Flex Industrial/Warehouse or Commercial- General Lot Type abuts a Multi-Family Lot Type, such area in a commercial or industrial zone shall have a site obscuring fence or planted material so as to provide a visual and noise buffer between such areas and the lot in the residential zone. Such fence will be constructed from wood, stone, brick or other suitable material and be a minimum of six (6) feet high. If planted material is used, it shall be planted and maintained so as to form a thirty-six-inch or higher continuous, unbroken solid screen. There shall be at least one shrub, bush or vine planted along the fence for each ten (10) feet of fence for the purpose of beautifying the fence. Slats shall not be put into chain-link fence to obscure the view. The planted material shall be a species which in the county normally grows to a height of six (6) feet or more.

(9) Screening of refuse collection areas. Refuse and recycling dumpsters utilized within any Lot Type shall be screened from view on all sides and shall be gated. Gates may be left open only on scheduled pick up days and must be closed following pick up. Such screening shall consist of a six-foot-high masonry wall or wooden fence. In addition, when feasible, one shrub or hedge shall be planted at two-foot centers along the outside perimeter of the screen. Dumpsters shall be located in an area that minimizes public view.

(10) Installation of landscaping. All landscaping required by this section shall be installed in compliance with these requirements:

a. Landscaping shall be installed in accordance with the approved landscape plan, including all specified conditions to a particular landscape approval, and inspected prior to issuance of a certificate of occupancy. Such inspection shall include verification that planting soil meets specified composition and depth requirements. In the event there are any changes to the approved landscape plan, such changes must be reviewed and approved by the City Planning Department and noted on the plan prior to notification for the final inspection for a certificate of occupancy.

b. Landscaped areas shall be covered in their entirety with shrubs, ground cover, turf, or three (3) inches of bulk organic mulch or other suitable material which permits percolation and is approved by the department. Where mulch is used, it must be protected from washing out of the planting bed. Inorganic mulch, such as gravel or rock, should only be used where washouts occur. The final inspection prior to issuance of certificate of occupancy, shall include verification that any mulch is installed at the requisite depth.

c. Trees which are balled and burlaped must have the burlap removed or folded down at the time of the planting. All twine or rope must be removed. If wire baskets are used, the upper rows must be cut before planting. Remove all soil from above the root flare and plant the tree so the top of the root ball is ten (10) per cent above the landscape soil. Do not place any soil or mulch over the root ball. If stakes or guide wires are used to support a tree, the wire must be covered with protective material where it is in contact with the tree and the stakes or guide wires must be removed after one year.

d. All landscaping required by this section must be protected from vehicular and pedestrian traffic by the installation of curbing, wheel stops or other protective devices along the perimeter of any landscaping which adjoins vehicular use areas or sidewalks. These protected devices shall have a minimum height of six (6) inches above grade.

e. No parking, display of vehicles or outside storage or display of merchandise is permitted in or over any required landscape area, nor are vehicles permitted to overhang any required landscaped area.

f. Soil, except for planting soil, in which required landscape is to be installed must be generally indigenous to the locale. Soil must be loose, friable, and free of limestone and other construction materials, road base material, rocks, weeds, grasses, hard pan, clay or other

debris. PH shall be adjusted where necessary to be compatible with the plant species being installed. Soil shall be slightly swaled to retain surface stormwater. Backfill soil material shall be thoroughly watered in and around plant root balls to prevent any air pockets. The use of amended and enriched soils may be required where necessary to increase the water retention capabilities of soil in order to reduce the amount of watering needed to meet the landscaping water requirement. Final inspection of required landscape prior to issuance of the certificate of occupancy shall include PH testing to verify compatibility with permitted plantings.

g. To minimize traffic hazards at street or driveway intersections, all landscaping installations must provide unobstructed views as required by applicable City of Fort Pierce Code of Ordinances.

h. Any irrigation system placed on city right-of-way will be the responsibility of the property owner who shall relocate, replace or repair the system as appropriate in the event it is damaged due to permitted construction in the right-of-way.

i. Prior to issuance of certificate of occupancy, final landscape installation shall be certified as complete and in conformance to the approved landscape plan by submission of a certification letter by a landscape architect.

(11) Maintenance of landscaping. Property owners shall maintain all required landscaping within their respective lot so that it continues to present a healthy, neat and orderly appearance free of refuse and debris, in conformity with the following requirements:

a. Vegetation required by this section shall be replaced with equivalent vegetation if it is not living. All trees for which credit is awarded and which subsequently die shall be replaced by the same number of living trees according to the standards established in this article.

b. Maintenance shall include sufficient weeding, watering, fertilizing, pruning, mowing, edging, mulching and other horticultural practices so as to assure that the landscaping continues to maintain a healthy, neat and orderly appearance.

(12) Landscape Plans:

(a) Refer to current City of Fort Pierce Code of Ordinances for applicable landscape plan submittal requirements.

(13) Irrigation plans:

(a) Refer to current City of Fort Pierce Code of Ordinances for applicable irrigation design and plan submittal requirements.

**Tree Protection and Mitigation:**

(a) Prior to the removal or grubbing of native vegetation for the purpose of implementing a final development order, the removal plan shall demonstrate that reasonable effort was made to micro-site impervious surfaces so as to protect such vegetation.

(b) Any native tree at least fourteen (14) inches in diameter at breast height (DBH), except for palms which have a minimum clear trunk of ten (10) feet, shall be preserved and protected in accordance with this article, unless the tree is determined to be a safety hazard, prevents the reasonable development of a site, is causing damage to structures or more desirable trees around it, is infected with disease or is infested with insects. A land clearing applicant shall demonstrate why the tree should not be protected or why it is not feasible to develop without removing the tree.

(c) When a native tree is at least fourteen (14) inches DBH, except for palms which shall have a minimum clear trunk of ten (10) feet, is to be removed pursuant to a tree removal permit, such permit shall not be issued unless or until there is additionally approved by the department a mitigation plan. Any

replacement trees which are the subject of such mitigation shall be planted, relocated, or preserved before issuance of the final development order.

(d) Mitigation shall be required for the loss of any native tree at least fourteen (14) inches DBH (except for palms which shall have a minimum clear trunk of ten (10) feet) and shall include the following:

(1) The replacement trees, either preserved, relocated or newly planted, shall be of the same or other native species as the tree(s) approved for removal;

(2) The quality and replacement of the replacement trees shall exceed the minimum landscape requirements otherwise set out in this article and shall be at least twelve (12) feet tall and two and one-half (2½) inches DBH except for palms which shall have a minimum clear trunk of ten (10) feet. Any tree which is the subject of a mitigation plan shall be replaced at a ratio of one inch DBH for each inch of DBH removed, except that each palm tree which is preserved through on-site protection or relocation will count towards any required palm tree mitigation requirement at a rate of one palm tree preserved/relocated equal to one palm tree removed. The following mitigation credit shall apply:

a. Trees preserved or relocated on-site, which exceed the minimum landscape requirements of this article shall count as equivalent replacement DBH;

b. Trees planted on-site which exceed the minimum landscape code shall count as half credit towards the mitigation requirements.

(3) The replanting design shall provide adequate space for root and crown development;

(4) The property owner shall be responsible for maintenance of the mitigation trees, such responsibility to include replacement of unhealthy and dead trees. The property owner shall submit to an on-site inspection of the planted/preserved vegetation twelve (12) months after the issuance of the final development order or permit approval. If it is determined that the planted vegetation is dead, diseased or otherwise not in compliance with provisions of this Code and the original approved mitigation plan, the property owner shall be provided notice and directed to correct any such deficiencies and replace all non-compliant materials within sixty (60) days.

(5) When the property being developed is not suitable for on-site mitigation, the applicant's plan, may, with city approval, provide for use of a site on city public lands providing that the applicant furnishes all necessary services incident to such mitigation on public property, including but not limited to funding of plant materials and labor. Alternatively, the applicant may contribute a fee established by the city commission by resolution per inch DBH required for mitigation to the city to be used by the city for acquisition, maintenance or planting of native trees on publicly owned lands. Any such monies contributed in satisfaction of the applicant's mitigation requirement shall be placed in a specially designated fund entitled the City of Fort Pierce Tree Preservation Funds, the use of which is limited as provided in this section.

(e) Tree protection as justification for variance relief from other land development regulations. Inasmuch as tree protection is determined to be a vital importance to the health, safety, aesthetics and well-being of the community, the interest in preserving a protected tree shall be considered prima facie a unique or special condition or circumstance peculiar to the land involved for the purpose of application for a variance from the literal requirements of a land development ordinance, or these design and development guidelines, such as building set backs, parking space requirements, or minor or residential street right-of-way widths, providing adjustments are made elsewhere on the site to preserve the maximum permitted lot coverage and the total minimum number of parking spaces, and provided safety precautions are taken to offset any hazard resulting from decreased right-of-way widths.

(f) Pruning and trimming. Trees shall be pruned only as necessary to promote uniform healthy growth. Trees shall be allowed to attain their natural size. Trees may be pruned to remove diseased or dying portions in areas where falling limbs may be a hazard to people or property. Lower limbs and suckers may be selectively removed to provide clearance for pedestrians. In addition, trees located in association with vehicular use areas shall also be pruned to allow for a clearance of seven (7) feet from ground level to avoid potential for damage or injury to vehicles and pedestrians. However, excessive pruning or pollarding of trees into round balls of crown or branches, which results in an unnecessary

reduction of leaf mass shall be prohibited. Severe cutting back of lateral branches and canopy or topping or hatracking trees is expressly prohibited. All pruning shall be accomplished in accordance with National Arborists Association standards for pruning. The City planning department shall maintain a stock of these written standards to give out to permit applicants, particularly though not exclusively to homeowners. Pruning restrictions shall not apply to trees under power lines except for Historic trees, Live oak trees (Quercus virginiana) and other valuable trees specified by the department that fall in the protected tree size range. In the event that any tree trimmer is found to be in violation of these guidelines, the director of development is authorized to direct that all tree trimming activities are halted until corrective measures are accomplished such as but not limited to installation of protective covers for electric wires that will eliminate the need for trimming specific trees.

**Signs (Not including Off-premises Signs/Billboards):**

(a) General. In addition to the requirements set forth herein below for Permitted Temporary Signs and Permitted Permanent Signs, this section shall apply to specific types of signs.

(b) On-premises signs.

(1) Wall signs:

a. Shall not extend more than eighteen (18) inches from the wall or facade of the building to which they are attached.

b. Shall not extend more than twenty-four (24) inches above the roof or parapet of a building, whichever is greater.

c. Shall be located on the main street wall face of the establishment or building they identify except that up to fifty (50) per cent of such permitted sign area may be located on other wall faces.

d. Shall be adequately constructed and securely anchored in accordance with the requirements of Chapter 23 of the Standard Building Code.

(2) Projecting signs:

a. Shall provide a vertical clearance of not less than nine (9) feet over any pedestrian walkway or fourteen (14) feet over any vehicular driveway.

b. Shall not extend closer (leading edge measured horizontally) than eighteen (18) inches to the curbface or, where no curb is installed, to the curblines as established by the city engineer, whichever is less.

c. Shall not extend more than twenty-four (24) inches above the roof or parapet of a building, whichever is greater.

d. Shall be adequately constructed and securely anchored in accordance with the requirements of Chapter 23 of the Standard Building Code.

(3) Ground signs:

a. Sites that are less than three (3) acres shall have a maximum height of ten (10) feet in height,

1. Sites that are greater than three (3) acres and less than five (5) acres shall have a maximum height of twelve (12) feet.

2. Sites that are greater than five (5) acres and less than ten (10) acres shall have a maximum height of fifteen (15) feet.

3. Sites that are greater than ten (10) acres and less than twenty (20) acres shall have a maximum height of eighteen (18) feet.

4. Sites that are greater than twenty (20) acres shall have a maximum height of twenty (20) feet.

b. Shall not be located less than five (5) feet from any public right of way line, adjacent property line, or structure.

c. Shall provide a vertical clearance of not less than nine (9) feet over any pedestrian walkway or fourteen (14) feet over any vehicular driveway.

d. Shall be adequately constructed and securely anchored in accordance with the requirements of Chapter 23 of the Standard Building Code.

e. Shall have a landscaped area around its base which extends a minimum distance of three (3) feet in all directions. Such landscaped area shall be completely covered by ground cover and shrubs, hedges or similar vegetative materials. Vegetation in the area surrounding said sign shall be maintained at a height of less than twelve (12) inches.

f. Shall conform to the clear vision areas of section 53 of the City of Fort Pierce Zoning Ordinance with support structures limited to a maximum two (2) feet in diameter.

**Permitted Temporary Signs:**

(a) General. The types and sizes or advertising structures in this section shall be permitted on a temporary basis subject to the following provisions.

(b) Real estate signs. Real estate signs:

(1) Shall be limited to one sign per parcel, establishment or dwelling unit.

(2) Shall not exceed the following maximum sign areas by Lot Type:

| District | Square Feet |
|---|---|
| Flex Industrial/Warehouse, Commercial – General, Multi-Family | 32 |

(3) Shall be removed within ten (10) days after the real estate transaction.

(4) Shall not be illuminated.

(c) Construction project signs. Construction project signs:

(1) Shall be limited to one sign per active construction project.

(2) Shall not exceed the following maximum sign areas by Lot Type:

| District | Square Feet |
|---|---|
| Flex Industrial/Warehouse, Commercial – General, Multi-Family | 32 |

(3) May contain the name of the project, contractor, subcontractor, architect, developer, supplier or financial institution.

(4) Shall not be erected prior to the issuance of a building permit and shall be removed prior to the issuance of a certificate of occupancy or certificate of completion.

(5) Shall not be illuminated.

(d) Political signs:

(1) Permitted to be located only on properties in the Flex Industrial/Warehouse and General Commercial Lot Types. Political signs may be no larger than four (4) square feet, excluding the freestanding supports. Said signs shall be freestanding on their own supports and not attached to utility poles, lampposts or other common area property. Said signs shall not have an aggregate height of the sign, including the support, exceeding three (3) feet, to be measured from the ground

to the top of the actual sign, so as not to impede vision of traffic at intersections or on streetways, and said signs shall be placed on residential property no closer than twenty (20) feet from the road right-of-way or from any intersection abutting or adjacent to the property where the sign is placed so as not to impede vision of traffic at intersections. There shall be no more than one sign per political candidate or political issue per lot, and every sign in residential districts shall contain a posting date showing the date it was erected, and that date may be no sooner than thirty (30) days prior to the election in which the candidate or issue will be first on the ballot, and the date of election and the name of the person or entity erecting or posting said sign. Each sign shall be removed by the person stated on the sign within seven (7) days after the election in which the candidate or issue was last on the ballot. The city may remove any sign posted on the property if the sign is not posted in a manner specified above or more than seven (7) days have passed since the election and/or ballot. If the city incurs costs and expenses for the removal of signs because they are posted in violation of any provisions of this subsection, the person or entity named on the sign as provided for above shall be billed by the city for the costs and/or expenses of said removal. In the event that litigation arises out of the enforcement of this subsection, the city shall be entitled to all litigation costs, including attorney's fees through the appellate level.

(2) May be erected no sooner than thirty (30) days prior to the election in which the candidate or issue will first be on the ballot.

(3) Shall be removed within seven (7) days after the election in which the candidate or issue was last on the ballot.

(e) Special event signs:

(1) May be permitted by the developer for a specific purpose and period of time.

(2) May be displayed up to fourteen (14) days prior to the special event, during the special event which shall not exceed sixty (60) days and shall be removed within seven (7) days after the event.

(3) Shall not exceed thirty-two (32) square feet in sign area, except that the combined area of all banners shall not exceed the sign area allowed for on-premises wall or projecting signs.

(4) Shall not be illuminated.

(f) Streamers, pennants and flags.

(1) Shall be maintained in good condition; torn, weathered or otherwise deteriorated streamers or flags shall be repaired, replaced or removed.

(g) Proposed development signs.

(1) Shall be limited to one sign per parcel or establishment or dwelling unit.

(2) Shall not exceed the following maximum sign area by Lot Type:

| Lot Type | Square Feet |
|---|---|
| Flex Industrial/Warehouse, Commercial – General, Multi-Family,, | 32 |

(3) Shall have the date of erection in the lower left-hand corner of sign in letters and/or numbers at least one inch high.

(4) Shall not remain on the premises more than two years.

**Permitted Permanent Signs:**

The following types and sizes of signs or advertising structures of a permanent nature shall be permitted within the following zoning districts:

(1) Multi-Family Lot Type

1. One nonilluminated nameplate per individual dwelling unit, which shall not exceed one square foot each in sign area.
2. One nonilluminated wall or ground sign per entrance identifying only the name and/or address of a permitted principal building or use, which shall not exceed eighteen (18) square feet in sign area. Ground signs shall not exceed six (6) feet in height.
3. Nonilluminated directional signs, which shall not exceed six (6) square feet in sign area, may be installed as needed to ensure adequate way-finding.

(2) Flex Industrial/Warehouse and Commercial – General Lot Types.

1. Off-premises signs.
2. One wall sign or one projecting sign per tenant, which shall not exceed a sign area equal to twenty (20) per cent of the total wall face area fronting on the main street.
3. Any establishment, or group of establishments, which has a main street lot frontage of sixty (60) linear feet or more, shall also be permitted one ground sign. Such sign shall not exceed a sign area equal to one square foot for every three (3) linear feet of main street of lot frontage, up to a maximum of two hundred (200) square feet except that one additional ground sign shall be permitted when the main street lot frontage exceeds five hundred (500) feet. The second ground sign shall not exceed a sign area equal to one square foot for every three (3) linear feet of main street lot frontage in excess of the first five hundred (500) feet of frontage, up to a maximum of two hundred (200) square feet. Structures on out parcels with a single tenant having sixty (60) feet of frontage or more shall also be permitted a separate ground sign subject to the restrictions above. The out parcel frontage shall not be subtracted in calculating the frontage for the group of establishments.
4. One pedestrian sign per tenant, which shall not exceed six (6) square feet in sign area.
5. One rear entrance wall sign per tenant, which shall not exceed six (6) square feet in sign area.
6. Window display signs per tenant, which shall not exceed twenty-five (25) per cent of such open window area.
7. Directional signs, which shall not exceed six (6) square feet in sign area may be installed as needed to ensure adequate way-finding.
8. In addition to the other signage set forth herein, buildings with frontage on I-95 may have wall signage with a sign face area not to exceed 20% of the building façade facing I-95 or projecting wall signage not to exceed 20% of the building façade facing I-95.

**Off-premises Signs/Billboards:**

There currently exist two (2) two-sided billboards along the I-95 frontage, which lie within the Planned Development project boundary. The billboards are located approximately where shown on the attached Planned Development Site Plan. Developer does not own the billboards and both billboards lie within a 60' Access, Utility, Drainage and Billboard Easement, which provides for the right of the billboard owner to keep and maintain the billboards. The existence of the two (2) existing billboards shall be disregarded for purposes of determining what signage may be constructed for any development within the Planned Development. The sign face area of the two (2) existing billboards shall not be included in calculating or otherwise determining allowable sign face area for any development occurring within the Planned Development. Additionally, the sign face area of the two (2) existing billboards shall not be included in calculating or otherwise used to determine allowable sign face area of tenants or users within the Planned Development should tenants or users utilize billboard signage on one (1) or both sides of the two (2) existing two-sided billboards.

**Lighting:**

In addition to requirements relating to the type and style of allowable lamps, lighting fixtures, and light poles, as contained in the Village at Midway POA documents, the following lighting standards shall apply to all development internal to the Village at Midway Planned Development:

Lighting standards for streets:

All interior streets shall be illuminated as follows:

a. At least one (1) average foot-candle for streets classified as local, collector, arterial or higher classification;
b. At least one half (0.5) average foot-candle for streets other than collector, arterial or higher classification;
c. At least one (1) average foot-candle for sidewalks, pedestrian pathways and other pedestrian areas, other than parks, preserve areas,

Lighting standards for vehicular use areas (i.e., drive ways, drive aisles, parking areas and the like), other than a street, internal to a lot or parcel:

a. Flex Industrial/Warehouse Lot Type: A minimum of one half (0.5) foot-candle / maximum foot candle of ten (10);
b. Commercial General: A minimum of two (2) foot-candles / maximum foot-candle of ten (10);
c. Residential Multi-family: A minimum of one half (0.5) foot-candle / maximum foot-candle of six (6);

So as to prevent light pollution or spill-over onto adjacent properties, the maximum foot-candle reading at the property/line shall not exceed 0.01 foot-candles.

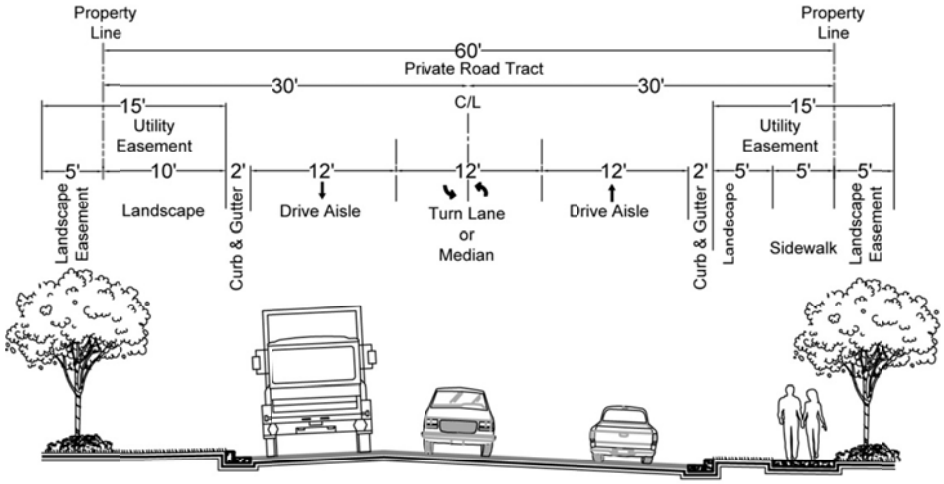
Lighting plan submittal requirements, along with applicable review and approval guidelines, shall be in accordance Section 22-59(g)(6) – Design Review, City of Fort Pierce Code of Ordinances.

**Design Review:**

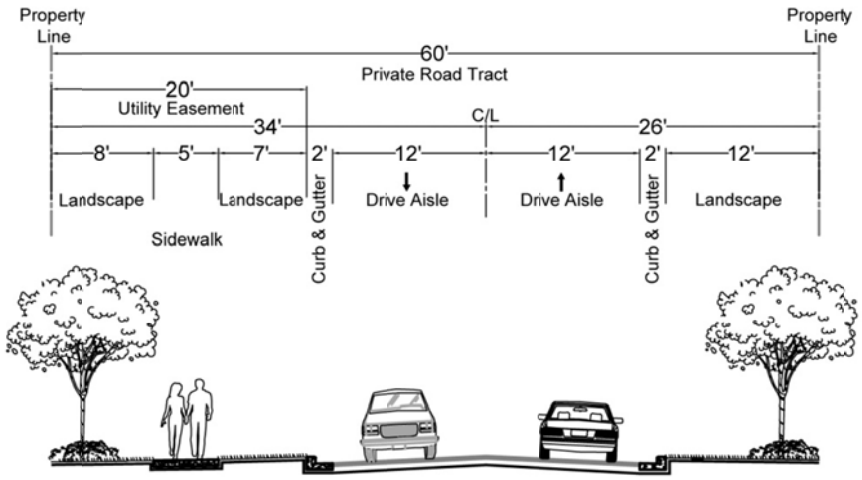
The Design Review Guidelines set forth in Section 22-59 of the City of Fort Pierce Code of Ordinances shall not apply to any development occurring within the boundary of the Village at Midway Planned Development; however, the City of Fort Pierce Building Code along with any applicable State or Federal building regulations shall apply. Design guidelines concerning roofs, entrances, windows, building elevations, streetscaping, walls and fences, awnings and renovations shall be addressed in the Declaration of Covenants and Restrictions governing the Planned Development.

**Private Access Tract Street Sections:**

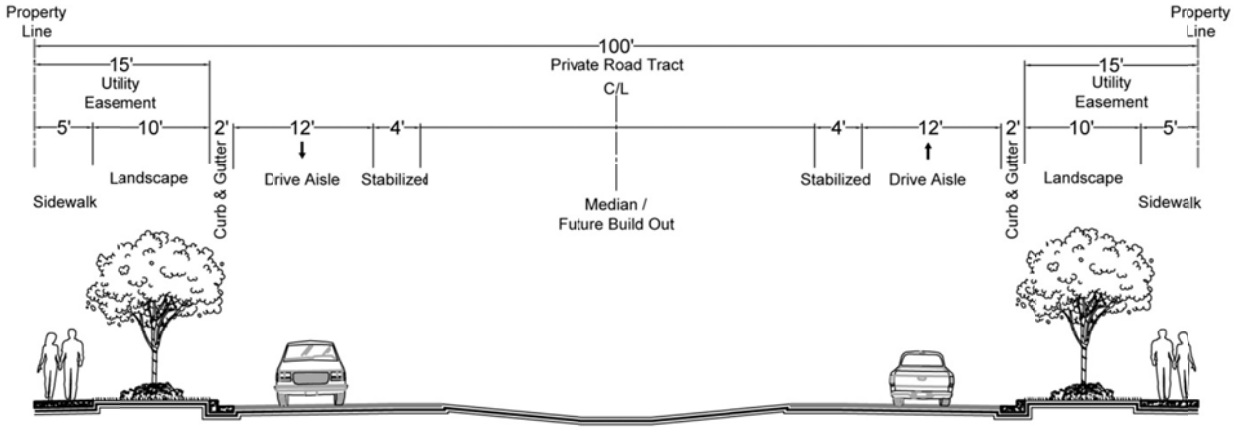
Please refer to the typical street sections below for dimensional requirements for the private internal streets proposed within the development:



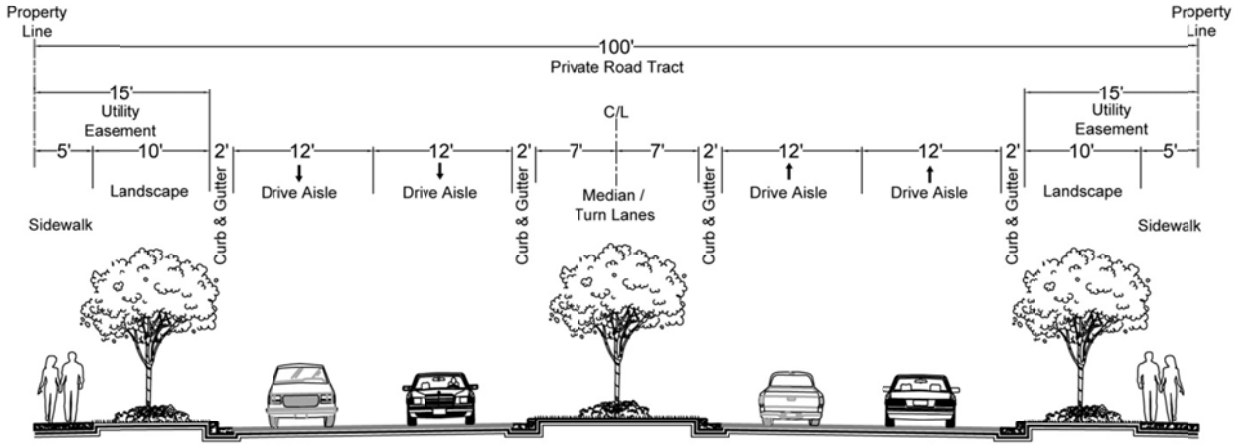

E - W ROAD
60' PRIVATE ROAD TRACT n.t.s.



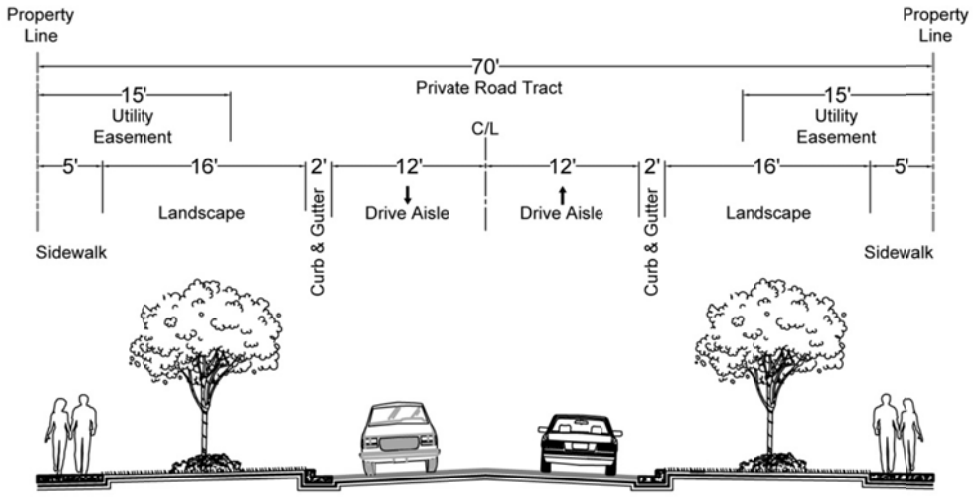

GORDY ROAD
60' PRIVATE ROAD TRACT n.t.s.



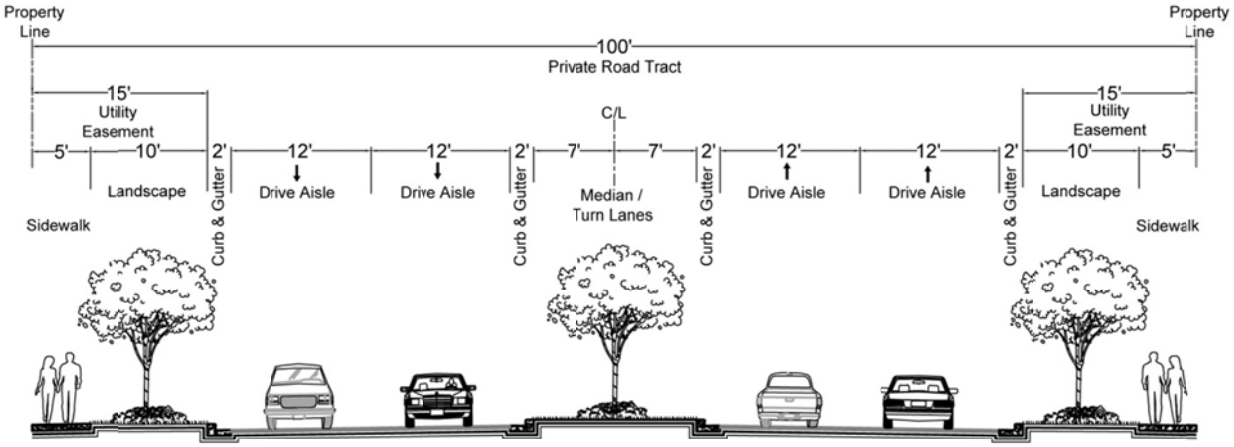

CENTER ROAD (PHASE 1)
100' PRIVATE ROAD TRACT n.t.s.




CENTER ROAD (PHASE 2)
100' PRIVATE ROAD TRACT n.t.s.




WESTERN ACCESS RD. (NORTHERN SECTION)
70' PRIVATE ROAD TRACT n.t.s.




WESTERN ACCESS RD. (SOUTHERN SECTION)
100' PRIVATE ROAD TRACT n.t.s.

# TRAFFIC CONCURRENCY

**Transportation Concurrency Condition**

**A. Tracking of Trips.** The Developer is responsible for its proportionate share of the cost of constructing improvements required to achieve the adopted level of service standard for the road improvements identified below, which proportionate share totals $6,163,166 in 2015 dollars and which shall be adjusted to account for inflation using the latest edition of the Florida Department of Transportation's "Work Program Highway Construction Cost Inflation Factors." The cost shown in the table below under "Total Improvement Cost" includes 100% of the total construction costs as well as engineering design, inspection and right of way costs. Tracking of Project trips shall be required in conjunction with each final construction plan application or final plat to determine if an improvement in the table below is warranted based on cumulative estimated trips. When the cumulative tracking of Project trips confirms that an improvement is warranted due to a Peak Hour Directional Project Trip Threshold shown in the table below being exceeded, then the Project Share for the improvement must be paid by the Developer before such final construction plan application or final plat shall be approved. The Total Improvement Cost and Project Share for that improvement (as set forth below) shall be adjusted to account for inflation through that year.

**B. Impact Fee Credits.** The City and County Transportation Impact Fee will generate significant revenue from the Project. Based on the fee schedules in effect in 2015, it is anticipated that Transportation Impact Fees payable by the Project may exceed the required total Project Share for the Project. Transportation Impact Fees paid for development within the Project shall be credited against the Project Share for each improvement in accordance with s.163.3180(5)(h)2.e. Florida Statutes (2015), which shall satisfy the Project Share for each improvement to the extent of the required credit. In the event that the Developer implements one of the three options below for one or more improvements, the Project Share for each improvement shall be credited against any Transportation Mobility Fee subsequently due for the Project.

**C. Table.** The Transportation Impact Study completed for the Project in accordance with the City-approved methodology confirms that the Project will result in the following transportation improvements set forth in the table below.

**Proportionate Share of Project**

| Segment | Improvement | Total Improvement Cost | Project Proportionate Share | Project Share | Peak Hour Directional Project |
|---|---|---|---|---|---|
| Midway Road from Arterial A to just west of I-95-Eastbound | Widen from 2L to 4L | $1,745,395 | 100.% | $1,745,395 | AM-549 outbound trips |

| | | | | | |
|---|---|---|---|---|---|
| Midway Road from Arterial A to just west of I-95-Westbound | Widen from 2L to 4L | $1,751,461 | 100% | $1,751,461 | PM-578 inbound trip |
| Midway Road from Arterial A to I-95-Eastbound | Widen from 4L to 6L<br>Add a WBL at I-95 (NB)<br>Add an EBL at I-95 (SB) | $2,167,042<br>$803,601<br>$803,601 | 70.2%<br>67.0%<br>75.5% | $1,521,179<br>$538,412<br>$606,719 | PM-1983 outbound trips |
| **Total Cost** | | $7,271,100 | | $6,163,166 | |

Note: The trip thresholds on this link refer to net trips plus 78% of pass-by trips which are "new" on this link.

For each required Project Share listed in the table, the Developer shall have the option of applying Transportation Impact Fee credits as described above or selecting one of the following options:

1) Pay the Project Share to the County when triggered based upon reaching the corresponding Peak Hour Directional Project Trip Threshold, as determined by the cumulative Project trip tracking.

2) Construct the improvement when triggered based upon reaching the corresponding Peak Hour Directional Project Trip Threshold, as determined by the cumulative Project trip tracking. If this option is selected, and the total cost to construct the improvement exceeds the Project Share for the improvement, then the Developer shall be credited for the difference between the total cost to construct the improvement and the Project Share for the improvement. This credit shall be applied against any remaining Project Share for other improvements listed in the table, pursuant to applicable laws.

3) Execute a Proportionate Share Agreement ("Agreement") with the City and County pursuant to s. 163.3180(5), Florida Statutes. The Agreement shall identify one or more improvements that the Developer, the City and County agree will benefit a regionally significant roadway and benefit the Project ("Alternative Improvement") and pool all or a portion of the Project Share toward the completion of the selected Alternative Improvement.

The Developer's selection of one of the three options above or use of credits from Transportation Mobility Fees or Transportation Impact Fees, or any combination of the foregoing options, shall fully satisfy transportation concurrency for the Project.

**D. <u>Application of Project Share to Improvements</u>**. Any payments made by the Developer to the County of a Project Share pursuant to this Agreement or any payment of Transportation Impact Fees or Mobility Fees credited against such Project Share, shall be applied by the County to the construction of

the applicable improvements described in the table above or the purchase of right-of-way for such improvements. In the event that an improvement required in the table above has already been constructed at the time that the Project reaches the Peak Hour Directional Project Trip Threshold corresponding to such improvement, then the Developer shall not be required to pay the Project Share corresponding to such improvement.

# ZONING ORDINANCE EXCEPTIONS

The following deviations from the current City of Fort Pierce Code of Ordinances are proposed within the Village at Midway Planned Development.

- **Sec. 18-12(e)(1):** ***Sidewalks shall be installed on both sides of all streets in the subdivision.***
  As proposed, the east/west street (referred to as Access Tract C on the PD master plan and Preliminary Plat) will have one (1) 5' wide sidewalk along the south side of the proposed street, as the north side of the proposed street will predominantly be developed with Flex-Industrial and Warehouse uses. Additionally, as Commercial uses are proposed along the west side of Gordy Road (referred to as Access Tracts D1 and D2), just south of the east/west street, one (1) 5' wide sidewalk along the west side of Gordy Road is proposed.

- **Chapter 22- Zoning:**
  - Hotels shall be permitted to be constructed to a height not to exceed one hundred (100) feet if constructed generally adjacent to the frontage of I-95. This 100' height allowance exceeds the sixty-five (65) foot height limit for Hotel uses found in Chapter 22 – Zoning, of the City of Fort Pierce Code of Ordinances.
  - A comprehensive list of permitted and semi-permitted uses has been included herein, which shall govern use allowances with the Planned Development; such permitted and semi-permitted uses included herein may or may not be found within Chapter 22 – Zoning.

- **Section 22-59 – Design Review:** The Village at Midway Planned Development shall not be subject to the City's Design Review Ordinance, but rather the project's Conditions, Covenants and Restrictions documents shall apply.

- **Chapter 15 – Signs and Billboards:** Excerpts of Chapter 15 of the City of Fort Pierce Code or Ordinances have been incorporated herein to address signage within the Village at Midway Planned Development. Under Permitted Permanent Signs, allowances for façade signage, for building facades within the Flex Industrial/Warehouse Lot Type facing I-95, have been provided for. Additionally, under Billboards/Off-premises signs, the existence of the two (2) existing double-faced billboards has been incorporated herein. Additional modifications to the City's Sign Code have been provided for to address the specific Lot Types within the Village at Midway Planned Development.

PRESERVE AREA TRACT (136.41 ACRES)

PHASE 1H

W.M.T. 2

W.M.T. 3

PHASING TO FLUCTUATE DEPENDING ON FILL NEEDED FROM LAKES

10' S.B.T.&T. RIGHT OF WAY UTILITY EASEMENT O.R.B. 587, PG. 235 SEE TITLE EXCEPTION #12

TRACT B FLEX-INDUSTRIAL / WAREHOUSE

INTERSTATE 95

W.M.T. 5

TRACT A FLEX-INDUSTRIAL / WAREHOUSE

PHASE 1F

TRACT B FLEX-INDUSTRIAL / WAREHOUSE

PHASE 1G

TRACT B FLEX-INDUSTRIAL / WAREHOUSE

ACCESS TRACT D LOCAL ROAD 60' R-O-W

EASEMENT 2: 60' ACCESS, UTILITY, DRAINAGE, & BILLBOARD EASEMENT O.R.B. 2035, PG. 1430 SEE TITLE EXCEPTION #15

PHASE 1E

W.M.T. 1

ACCESS TRACT C LOCAL ROAD 60' R-O-W

PHASE 1C

10' FPL EASEMENT O.R.B. 547, PAGE 1431 SEE TITLE EXCEPTION #22

ACCESS TRACT A

TRACT J

TRACT H2 COMMERCIAL GENERAL

200' FPL EASEMENT O.R.B. 377, PG. 2069 SEE TITLE EXCEPTION #9

CANAL 102

200' FPL EASEMENT O.R.B. 377, PG. 2069 SEE TITLE EXCEPTION #11

FUTURE PHASE

TRACT H1 COMMERCIAL GENERAL

TRACT I COMMERCIAL GENERAL

170' FPL R/W O.R.B. 119, PAGES 405, 408, 411, 414, 417, 420, 423, AND 426 SEE TITLE EXCEPTION #10

TRACT C MULTIFAMILY RESIDENTIAL

ACCESS TRACT B LOCAL ROAD 100' R-O-W

FUTURE PHASE

TRACT G COMMERCIAL GENERAL

15' FPL EASEMENT O.R.B. 547, PG. 1431 SEE TITLE EXCEPTION #22

200' FPL EASEMENT O.R.B. 377, PG. 2069 SEE TITLE EXCEPTION #11

170' FPL EASEMENT O.R.B. 96, PG. 58, O.R.B. 97, PAGE 174 SEE TITLE EXCEPTION #21

EASEMENT 2: 60' ACCESS, UTILITY, DRAINAGE, & BILLBOARD EASEMENT O.R.B. 2035, PG. 1430 SEE TITLE EXCEPTION #15

PHASE 1A

W.M.T. 4

PHASE 1D

ACCESS TRACT A

TRACT D MULTIFAMILY RESIDENTIAL

PHASE 1B

PHASE 1G

ACCESS TRACT N LOCAL ROAD 60' R-O-W

170' FPL EASEMENT O.R.B. 119, PAGES 405, 408, 411, 414, 417,420,423 AND 426 SEE TITLE EXCEPTION #10

60' FPL EASEMENT O.R.B. 119, PAGES 404, 407, 410, 413, 416, 419, 422, AND 425 SEE TITLE EXCEPTION #9

GORDY ROAD

SOUTH BOUND

NORTHBOUND

FUTURE PHASE

FUTURE PHASE

TRACT E COMMERCIAL GENERAL

TRACT F COMMERCIAL GENERAL

PRIVATE ROAD IN ACCESS EASEMENT

EASEMENT 1: TEMPORARY INGRESS & EGRESS EASEMENT O.R.B. 2035, PG. 1456 SEE TITLE EXCEPTION #17

15' FPL EASEMENT O.R.B. 547, PG. 1431 SEE TITLE EXCEPTION #22

N

W E

S

Graphic Scale

0 300 600

DECEMBER 17, 2015

SEE PD DOCS FOR PHASE DESCRIPTIONS

Full Access

Proposed Full - Access

Proposed Full - Access (Final location to be determined at construction plan level submittal)

Existing

# Walton™ VILLAGE AT MIDWAY INFRASTRUCTURE PHASING PLAN

Bowman CONSULTING
10815 SW Tradition Square, Port St Lucie, FL 34987 office: 772.249.0733

COPY

JOANNE HOLMAN, CLERK OF THE CIRCUIT COURT - SAINT LUCIE COUNTY
File Number: 1847812 OR BOOK 1333 PAGE 1940
Recorded:10/09/00 08:56

This instrument was prepared by:
W. Lee Dobbins, III, Esquire
Dean, Mead, Minton & Klein
1903 So. 25th Street, Suite 200
Fort Pierce, Florida 34954
(561) 464-7700
Return To: Box 47

# DEDICATION OF EASEMENTS

**WHEREAS,** HYMAN B. HENDLER and ALVIN D. SCHWARTZ, not individually, but solely as co-trustees under the provisions of an unrecorded trust agreement known as the RESTATED AND AMENDED REVOCABLE LAND TRUST AGREEMENT FOR HHHP ASSOCIATES, dated the 2nd day of January, 1995, as the same may, from time to time be amended ("HHHP Associates") own in fee simple title that certain real property located in St. Lucie County, Florida, more specifically described in **Exhibit "A"**, attached hereto and made a part hereof; and

**WHEREAS,** HYMAN B. HENDLER and ALVIN D. SCHWARTZ, not individually, but solely as co-trustees under the provisions of an unrecorded trust agreement known as the RESTATED AND AMENDED REVOCABLE LAND TRUST AGREEMENT FOR HHHP PROPERTIES, dated the 2nd day of January, 1995, as the same may, from time to time be amended ("HHHP Properties") own in fee simple title that certain real property located in St. Lucie County, Florida, more specifically described in **Exhibit "B"**, attached hereto and made a part hereof; and

**WHEREAS,** TJH, LTD., a Florida limited partnership ("TJH"), owns in fee simple title that certain real property located in St. Lucie County, Florida, more specifically described in **Exhibit "C"**, attached hereto and made a part hereof; and

**WHEREAS,** the real property described in **Exhibit "A"**, **Exhibit "B"** and **Exhibit "C"** shall hereinafter be collectively referred to as the "Property"; and

**WHEREAS,** TJH II, LTD., a Florida limited partnership ("TJH II"), leases from HHHP Associates that certain real property located in St. Lucie County, Florida, more specifically described in **Exhibit "D"**, attached hereto and made a part hereof (the real property described in **Exhibit "D"** is a portion of the real property in described in **Exhibit "A"**); and

**WHEREAS,** TJH II leases from HHHP Properties that certain real property more specifically described in **Exhibit "E"**, attached hereto and made a part hereof (the real property described in **Exhibit "E"** is a portion of the real property described in **Exhibit "B"**); and

**WHEREAS,** there exists on the Property a dirt road (the "Dirt Road") which runs along the southeast and east boundaries of the Property as more specifically depicted in **Exhibit "F"**, attached hereto and made a part hereof; and

* Doc Assump: $ 0.00
* Doc Tax : $ 0.70
* Int Tax : $ 0.00

COPY



**WHEREAS,** the Dirt Road provides access to and from the real property owned by HHHP Associates, more specifically described in **Exhibit "G"**, attached hereto and made a part hereof (the "Eleven-Acre Parcel"); and

**WHEREAS,** that certain Warranty Deed dated the 28th day of July, 2000, recorded in Official Records Book 1324, Page 936 (the "Warranty Deed"), and that certain Short Form Lease dated the 28th day of July, 2000, recorded in Official Records Book 1324, Page 984 (the "Short Form Lease"), both of the Public Records of St. Lucie County, Florida, establish an access and utility easement over certain portions of the east sixty (60) feet of the Property, as more specifically depicted in **Exhibit "H-1"**, attached hereto and made a part hereof and certain maintenance obligations with respect thereto; and

**WHEREAS,** HHHP Associates and HHHP Properties also desire to establish access and utility easements over that portion of the east sixty (60) feet of the Property more specifically depicted in **Exhibit "H-2"**, attached hereto and made a part hereof, and certain maintenance obligations with respect thereto (the portions of the Property on which the sixty (60) foot easements depicted in **Exhibit "H-1"** and **Exhibit "H-2"** are located shall hereinafter be collectively referred to as the "Southern Access Easement Area"); and

**WHEREAS,** pursuant to the Warranty Deed certain easements were also created over the Dirt Road where the Dirt Road departs from the Southern Access Easement Area as depicted in **Exhibit "G"**, and certain maintenance obligations were created with respect thereto; and

**WHEREAS,** HHHP Associates, HHHP Properties, TJH and TJH II (the "Declarants") desire to rededicate, restate and clarify the easement rights granted, and the maintenance and other obligations created, by the Warranty Deed and the Short Form Lease and establish (i) easements for pedestrian and vehicular ingress and egress and for utilities to benefit all of the Property, (ii) easements for billboards to benefit HHHP Associates, and their sublessors and assigns, and (iii) certain maintenance and other obligations with respect to such easements, as more specifically set forth in this Dedication of Easements ("Dedication").

**WHEREAS,** TJH also desires to establish ingress, egress and utility easements over the north eighty (80) feet of that portion of the Property located in Section 25, Township 35 South, Range 39 East of St. Lucie County, Florida, as more specifically depicted in **Exhibit "I"**, attached hereto and made a part hereof (the "Northern Access Easement Area"); and

**NOW THEREFORE,** in consideration of the foregoing and the mutual promises and covenants hereinafter set forth, and for good and valuable consideration, the receipt and sufficiency of which is hereby acknowledged, Declarants hereby agree as follows:

1. Recitals. The recitals set forth hereinabove are incorporated herein by this reference as fully as if set forth herein verbatim.

COPY



2. Access Easements. There are hereby declared, created and reserved for the benefit of the Property, and as an appurtenance thereto, perpetual, non-exclusive easements for (a) ingress and egress, and (b) the installation, operation, maintenance, repair and replacement of water, sewer, electrical, telecommunications and other utility equipment, in on, over and under (i) the Southern Access Easement Area (the "Southern Access Easement") (ii) the Dirt Road, where the Dirt Road departs from the Southern Access Easement Area (the "Road Easement"), and (iii) the Northern Access Easement Area (the "Northern Access Easement"). (The Southern Access Easement, the Road Easement and the Northern Access Easement shall hereinafter be collectively referred to as the "Access Easements" and the real property on which the Access Easements are located shall hereinafter be collectively referred to as the "Access Easement Parcels".) No person or entity owning any portion of the Access Easement Parcels shall use same in such a way as to impair the rights of other persons or entities having ownership or easement rights therein, thereon or thereunder, nor shall any such person or entity obstruct passage over or upon any portion of the Access Easements. Neither Declarants, nor their successors-in-title with respect to the Access Easement Parcels, shall have any liability or responsibility to the owner or owners of any part of the Property, or any agent, employee, independent contractor or invitee of, or any person or entity doing business with, the owner or owners of any part of the Property, who may utilize the Access Easements for ingress, egress or otherwise, except as otherwise specifically set forth herein.

3. Maintenance of Dirt Road. TJH and TJH II and/or their successors or assigns shall, at their sole cost and expense, construct, if necessary, and maintain roads over the Access Easement Parcels running from County Road 712 to the Eleven-Acre Parcel, and running, from the Eleven-Acre Parcel to the north boundary of the Property. Such maintenance shall include, but not be limited to, grading, maintaining, repairing and/or improving such roads as may be necessary for the exercise of the easement rights set forth hereinabove. All obligations and liabilities of TJH and TJH II arising pursuant to this Declaration of Easements shall be joint and several. HHHP Associates, HHHP Properties, and their successors-in-title with respect to the Access Easement Parcels shall have no obligation to grade, maintain, repair or improve the roadways now or hereafter existing upon any portion of the Access Easement Parcels.

4. Billboard Easement. There are hereby declared, created and reserved for the benefit of HHHP Associates, and its successors and assigns, lessees, beneficiaries, agents, contractors and invitees, non-exclusive and perpetual easements over and across the Southern Access Easement Area for the maintenance, repair and replacement of billboards, and for ingress and egress to and from the billboards, to and from a public road. HHHP Associates, and its successors and assigns, lessees, beneficiaries, agents, contractors, and invitees shall continue to receive all rent or other income from such billboards and shall have the right to renew or enter into new billboard leases for the existing billboard structures. No person or entity owning any portion of the real property on which the Southern Access Easement is located shall (i) use same in such way as to impair the easement rights set forth herein or (ii) charge HHHP Associates or its successors and assigns, lessees, beneficiaries, agents, contractors or invitees, any fee, cost or other sum for the exercise of its rights hereunder.

COPY



5. Insurance.

(a) TJH and TJH II, and/or their successors or assigns, shall maintain at their sole cost and expense, a policy of public liability insurance or other coverage satisfactory to HHHP Associates and HHHP Properties protecting all parties owning all or any part of the Access Easement Parcels against claims for personal injury, bodily injury, death or property damage on or in the Access Easement Parcels. Such policies of insurance shall have limits of not less than Three Million Dollars ($3,000,000.00) for bodily injury or death to one person, Five Million Dollars ($5,000,000.00) for bodily injury or death to more than one person, and One Million Dollars ($1,000,000.00) for property damage. The minimum policy limits referred to above shall be reviewed from time to time as inflation and prudent business circumstances require, by HHHP Associates and HHHP Properties and/or their successors or assigns owning any part of the Access Easement Parcels.

(b) All insurance provided for in this Paragraph 5 shall (i) be effected under valid and enforceable policies issued by insurers of recognized responsibility which are licensed to do business in the State of Florida, and which are acceptable to HHHP Associates and HHHP Properties, and/or their successors or assigns owning any part of the Access Easement Parcels, (ii) name such parties as insured and (iii) only be cancelable after thirty (30) days written notice to all such parties. TJH or TJH II shall upon request by HHHP Associates or HHHP Properties, or any of their successors or assigns owning any part of the Access Easement Parcels, deliver to such party certificates of insurance for all insurance required hereunder showing such party as an insured.

6. Covenants Running With the Land. This Dedication, and each of the easements established and created hereby, are hereby declared to be, and shall hereafter continue as, covenants running with the title to the Property. Such easements shall benefit and be appurtenant to the Property and shall be binding upon and burden the Access Easement Parcels. Accordingly, the Property shall hereafter be owned, held, transferred, sold, conveyed, demised, devised, assigned, leased, mortgaged, occupied, used and enjoyed subject to the benefits and burdens, as the case may be, of the easements established and created hereby. Following the recordation of this Dedication, each person or entity who or which shall acquire any right, title, interest, claim or lien in, to, or upon any portion of the Property shall be deemed in all respects to have acquired such right, title, interest, claim or lien subject to the benefits and burdens of the easements established and created hereby to the same extent as if (i) such person or entity had agreed and consented to such easements by its joinder in this Dedication, or (ii) such easements had been specifically agreed and consented to in the instrument or instruments pursuant to which such right, title, interest, claim or lien was acquired, created, imposed or granted.

7. Governing Law; Venue; Waiver of Jury Trial. This Dedication and the interpretation and enforcement of the same shall be governed by and construed in accordance with the laws of the State of Florida. Venue for any action arising under the terms of this Dedication shall lie exclusively in the circuit court of St. Lucie County, Florida and the parties

COPY



hereto do hereby waive any other jurisdiction or venue. The parties also hereby expressly waive all rights to trial by jury.

8. Construction. The provisions of this Dedication shall be liberally construed so as to effectuate and carry out the objectives and purposes specified in this Dedication. If any provision of this Dedication is held to be invalid, the remainder of this Dedication shall not be affected thereby.

9. Paragraph Headings. Section or paragraph headings contained in the Dedication are for convenience and reference only and in no way define, describe, expand or limit the intent, scope or content of the particular paragraphs or sections in which they are contained or to which they refer and, accordingly, the same shall not be considered or referred to in resolving questions of interpretation or construction.

10. Singular and Plural Usages. Whenever the context of this Dedication admits or requires, the singular shall include the plural, the plural shall include the singular, and the use of any gender shall include all genders.

11. Attorneys' Fees and Costs. In connection with any administrative, arbitration or judicial proceedings (including appellate and bankruptcy proceedings) arising out of or predicated upon this Dedication, the prevailing party shall be entitled to recover all costs incurred, including reasonable attorneys' fees, whether such proceedings arise before or after the entry of a final judgment.

12. Termination. The easements, restrictions and covenants set forth in this Dedication, relating to access only, shall automatically terminate without the recordation of any further instruments, when every part of the Property is benefitted by dedicated access to a public road, other than the access dedicated by this Dedication. The foregoing not withstanding, the provisions of this paragraph 12 shall not apply to easements relating to billboards as set forth in paragraph 4 hereof.

13. Counterparts. This Dedication may be executed in any number of identical counterparts each of which shall be deemed to be an original for all purposes but all of which shall constitute one and the same instrument, and a copy of such signature received through telefax transmission shall bind the party whose signature is so received as if such signature were an original. In making proof of this Dedication, it shall not be necessary to produce or account for more of such counterparts than are required to show that each party hereto executed at least one such counterpart.

COPY



**IN WITNESS WHEREOF**, the Declarant has caused this Dedication to be executed and delivered in its name and has intended the same to be and become effective as of the day and year first above written.

**WITNESSES:**

Jessica L. Hovland
Print Name: Jessica L. Hovland

Tracey A Spurr
Print Name: Tracey A Spurr

Jessica L. Hovland
Print Name: Jessica L. Hovland

Tracey A Spurr
Print Name: Tracey A Spurr

Jessica L. Hovland
Print Name: Jessica L. Hovland

Tracey A Spurr
Print Name: Tracey A Spurr

Jessica L. Hovland
Print Name: Jessica L. Hovland

Tracey A Spurr
Print Name: Tracey A Spurr

**DECLARANTS:**

**HHHP ASSOCIATES:**

By: H B Hendler IV

**HYMAN B. HENDLER, not individually, but solely as co-trustee under the provisions of an unrecorded trust agreement known as the Restated and Amended Revocable Land Trust Agreement for HHHP Associates, dated the 2nd day of January, 1995**

By: Alvin D. Schwartz

**ALVIN D. SCHWARTZ, not individually, but solely as co-trustee under the provisions of an unrecorded trust agreement known as the Restated and Amended Revocable Land Trust Agreement for HHHP Associates, dated the 2nd day of January, 1995**

**HHHP PROPERTIES:**

By: H B Hendler IV

**HYMAN B. HENDLER, not individually, but solely as co-trustee under the provisions of an unrecorded trust agreement known as the Restated and Amended Revocable Land Trust Agreement for HHHP Properties, dated the 2nd day of January, 1995**

By: Alvin D. Schwartz

**ALVIN D. SCHWARTZ, not individually, but solely as co-trustee under the provisions of an unrecorded trust agreement known as the Restated and Amended Revocable Land Trust Agreement for HHHP Properties, dated the 2nd day of January, 1995**

FL DL H534-522-09-346-0
FL DL J630-004-11-424-0

COPY



TJH:

TJH, LTD., a Florida limited partnership

BY: TJH, INC., a Florida corporation, its General Partner

BY: _____
James W. Hall, President

[CORPORATE SEAL]

_____
Print Name: _____

_____
Print Name: _____

TJH II:

TJH II, LTD., a Florida limited partnership

BY: TJH, INC., a Florida corporation, its General Partner

BY: _____
James W. Hall, President

[CORPORATE SEAL]

_____
Print Name: _____

_____
Print Name: _____

STATE OF FLORIDA
COUNTY OF _____

The foregoing instrument was acknowledged before me this __ day of _____, 2000, by HYMAN B. HENDLER, not individually, but solely as co-trustee under the provisions of an unrecorded trust agreement known as the Restated and Amended Revocable Land Trust Agreement for HHHP Associates, dated the 2nd day of January, 1995. Said person did not take an oath and (check one) ☐ is personally known to me, ☐ produced a driver's license issued by a state of the United States within the last five (5) years as identification, ☑ produced other identification, to wit _____.

_____
Print Name: _____
Notary Public - State of Florida
Commission No. _____
My Commission Expires: _____

COPY



**TJH:**

**TJH, LTD., a Florida limited partnership**

**BY: TJH, INC., a Florida corporation, its General Partner**

**BY:_____**
**James W. Hall, President**

**[CORPORATE SEAL]**

_____
**Print Name:_____**

_____
**Print Name:_____**

_____
**Print Name:_____**

_____
**Print Name:_____**

**TJH II:**

**TJH II, LTD., a Florida limited partnership**

**BY: TJH, INC., a Florida corporation, its General Partner**

**BY:_____**
**James W. Hall, President**

**[CORPORATE SEAL]**

**STATE OF FLORIDA**
**COUNTY OF** Palm Beach

**The foregoing instrument was acknowledged before me this** 7 **day of** September **2000, by HYMAN B. HENDLER, not individually, but solely as co-trustee under the provisions of an unrecorded trust agreement known as the Restated and Amended Revocable Land Trust Agreement for HHHP Associates, dated the 2nd day of January, 1995. Said person did not take an oath and (check one) ☐ is personally known to me, ☒ produced a driver's license issued by a state of the United States within the last five (5) years as identification, ☐ produced other identification, to wit _____.**

_____
**Print Name:** Tracey Spurlin
**Notary Public - State of Florida**
**Commission No._____**
**My Commission Expires:_____**

TRACEY A. SPURLIN
MY COMMISSION # CC 848145
EXPIRES June 21, 2003
Bonded Thru Notary Public Underwriters

COPY



STATE OF FLORIDA
COUNTY OF Palm Beach

The foregoing instrument was acknowledged before me this 7 day of Sept, 2000, by ALVIN D. SCHWARTZ, not individually, but solely as co-trustee under the provisions of an unrecorded trust agreement known as the Restated and Amended Revocable Land Trust Agreement for HHHP Associates, dated the 2nd day of January, 1995. Said person did not take an oath and (check one) ☐ is personally known to me, ☒ produced a driver's license issued by a state of the United States within the last five (5) years as identification, ☐ produced other identification, to wit _____.

COPY

Print Name: Tracey A Spurlin
Notary Public - State of Florida
Commission No. _____
My Commission Expires: _____

TRACEY A. SPURLIN
MY COMMISSION # CC
EXPIRES: June 21,
Bonded Thru Notary Public Underwriters

STATE OF FLORIDA
COUNTY OF Palm Beach

The foregoing instrument was acknowledged before me this 7 day of Sept, 2000, by HYMAN B. HENDLER, not individually, but solely as co-trustee under the provisions of an unrecorded trust agreement known as the Restated and Amended Revocable Land Trust Agreement for HHHP Properties, dated the 2nd day of January, 1995. Said person did not take an oath and (check one) ☐ is personally known to me, ☒ produced a driver's license issued by a state of the United States within the last five (5) years as identification, ☐ produced other identification, to wit _____.

COPY

Print Name: Tracey A Spurlin
Notary Public - State of Florida
Commission No. _____
My Commission Expires:

TRACEY A. SPURLIN
MY COMMISSION #
EXPIRES: June
Bonded Thru Notary Public

STATE OF FLORIDA
COUNTY OF Palm Beach

The foregoing instrument was acknowledged before me this 7 day of Sept, 2000, by ALVIN D. SCHWARTZ, not individually, but solely as co-trustee under the provisions of an unrecorded trust agreement known as the Restated and Amended Revocable Land Trust Agreement for HHHP Properties, dated the 2nd day of January, 1995. Said person did not take an oath and (check one) ☐ is personally known to me, ☒ produced a driver's license issued by a state of the United States within the last five (5) years as identification, ☐ produced other identification, to wit _____.

COPY



Print Name: Tracey A Spurr
Notary Public - State of Florida
Commission No. _____
My Commission Expires: _____

TRACEY A. SPURR
MY COMMISSION # [illegible]
EXPIRES: June 2 [illegible]
Bonded Thru Notary Public Underwriters

STATE OF FLORIDA
COUNTY OF _____

The foregoing instrument was acknowledged before me this __ day of _____, 2000, by JAMES W. HALL, as President of TJH, INC., a Florida corporation, General Partner of TJH, LTD., a Florida limited partnership. Said person did not take an oath and (check one) ☐ is personally known to me, ☐ produced a driver's license issued by a state of the United States within the last five (5) years as identification, ☐ produced other identification, to wit ___ _____.

Print Name: _____
Notary Public - State of Florida
Commission No. _____
My Commission Expires: _____

STATE OF FLORIDA
COUNTY OF _____

The foregoing instrument was acknowledged before me this __ day of _____, 2000, by JAMES W. HALL, as President of TJH, INC., a Florida corporation, General Partner of TJH II, LTD, a Florida limited partnership. Said person did not take an oath and (check one) ☑ is personally known to me, ☐ produced a driver's license issued by a state of the United States within the last five (5) years as identification, ☐ produced other identification, to wit _____.

Print Name: _____
Notary Public - State of Florida
Commission No. _____
My Commission Expires: _____

COPY



Print Name: _____
Notary Public - State of Florida
Commission No. _____
My Commission Expires: _____

STATE OF FLORIDA
COUNTY OF Miami - Dade

The foregoing instrument was acknowledged before me this 3 day of Dember, 2000, by JAMES W. HALL, as President of TJH, INC., a Florida corporation, General Partner of TJH, LTD., a Florida limited partnership. Said person did not take an oath and (check one) ☒ is personally known to me, ☐ produced a driver's license issued by a state of the United States within the last five (5) years as identification, ☐ produced other identification, to wit ____ _____.

OFFICIAL NOTARY SEAL
ELIANNE REGALADO
COMMISSION NUMBER
CC816822
MY COMMISSION EXPIRES
MAR. 7,2004
NOTARY PUBLIC STATE OF FLORIDA

Print Name: _____
Notary Public - State of Florida
Commission No. _____
My Commission Expires: _____

STATE OF FLORIDA
COUNTY OF Miami - Dade

The foregoing instrument was acknowledged before me this 3 day of Dember, 2000, by JAMES W. HALL, as President of TJH, INC., a Florida corporation, General Partner of TJH II, LTD, a Florida limited partnership. Said person did not take an oath and (check one) ☒ is personally known to me, ☐ produced a driver's license issued by a state of the United States within the last five (5) years as identification, ☐ produced other identification, to wit ____ _____.

OFFICIAL NOTARY SEAL
ELIANNE REGALADO
COMMISSION NUMBER
CC816822
MY COMMISSION EXPIRES
MAR. 7,2004
NOTARY PUBLIC STATE OF FLORIDA

Print Name: _____
Notary Public - State of Florida
Commission No. _____
My Commission Expires: _____

COPY



EXHIBIT "A"

That portion of the Southwest 1/4 of the Southwest 1/4 of Section 25, Township 35 South, Range 39 East, St. Lucie County, Florida, lying Westerly of the Sunshine State Parkway, LESS AND EXCEPT right-of-way for North St. Lucie River Water Control District Canal No. 96.

TOGETHER WITH;

That portion of the Northwest 1/4 of Section 36, Township 35 South, Range 39 East, St. Lucie County, Florida, lying Westerly of State Road No. 9 (Interstate 95) and Westerly of the Sunshine State Parkway, LESS AND EXCEPT right-of-way for North St. Lucie River Water Control District Canal No. 96.

COPY

TOGETHER WITH;

That portion of the Northeast 1/4 of Section 35, Township 35 South, Range 39 East, St. Lucie County, Florida, lying Westerly of State Road No. 9 (Interstate 95), LESS AND EXCEPT right-of-way for North St. Lucie River Water Control District Canals No. 96 and 101.

TOGETHER WITH;

That portion of the South 1/2 of Section 35, Township 35 South, Range 39 East, St. Lucie County, Florida, lying Westerly of State Road No. 9 (Interstate 95), LESS AND EXCEPT right-of-way for North St. Lucie River Water Control District Canals No. 101 and 102.

TOGETHER WITH;

The Southeast 1/4 of Section 34, Township 35 South, Range 39 East, St. Lucie County, Florida, LESS AND EXCEPT the West 1/2 of the Northwest 1/4 of the Southeast 1/4 of said Section 34 and LESS AND EXCEPT right-of-way for North St. Lucie River Water Control District Canal No. 93.

COPY

TOGETHER WITH;

That portion of the Northeast 1/4 of Section 3, Township 36 South, Range 39 East, St. Lucie County, Florida, lying Northerly of County Road 712 (Midway Road) and lying Northerly of Access Road No. 1 as shown in Plat Book 24, Pages 4J and 4K of the Public Records of St. Lucie County, Florida, LESS the Easterly 785.43 feet of said Northeast 1/4 and LESS AND EXCEPT right-of-way for North St. Lucie River Water Control District Canal No. 93.

COPY

EXHIBIT "B"

That portion of the East 785.43 feet of the Northeast 1/4 of Section 3, Township 36 South, Range 39 East, St. Lucie County, Florida, lying North of County Road 712 (Midway Road) and lying North of Access Road No. 1 as shown in Plat Book 24, Pages 4J and 4K of the Public Records of St. Lucie County, Florida.

TOGETHER WITH;

That portion of the Northwest 1/4 of Section 2,Township 36 South, Range 39 East, St. Lucie County, Florida, LESS the East 30 feet thereof, and LESS the West 1/2 of the West 1/2 of the West 1/2 of the Southeast 1/4 of the Northwest 1/4 of said Section 2 thereof, lying Northwesterly of State Road No. 9 (Interstate 95) and lying Northwesterly of Access Road No. 1 as shown in Plat Book 24, Pages 4J and 4K of the Public Records of St. Lucie County, Florida, LESS AND EXCEPT right-of-way for North St. Lucie River Water Control District Canal No. 102.

COPY

COPY

COPY

OR BOOK 1333 PAGE 1955

EXHIBIT "C"

**Legal Description**

**PARCEL 3: That part of the Southwest 1/4 of the Southwest 1/4 of Section 25, Township 35 South, Range 39 East, lying Westerly of the Sunshine State parkway, less and excepting right of way for North St. Lucie River Water Control District Canal No. 96;**

**ALSO LESS the following described Parcel:**
**Commence at the Southwest corner of said Section 25, Township 35 South, Range 39 East; thence North 89°45'07" East, along the South line of said Section 25, a distance of 824.95 feet to the Point of Beginning of the following described Parcel: thence continue North 89°45'07" East, along said South line of Section 25, a distance of 471.97 feet to the Westerly right of way line of the Sunshine State Parkway; thence North 23°41'09" West along said Westerly right of way line, a distance of 1165.23 feet; thence South 00°12'26" West a distance of 1069.13 feet to the Point of Beginning.**

**PARCEL 4: That part of the Northwest 1/4 of Section 36, Township 35 South, Range 39 East, lying Westerly of the Sunshine State Parkway and Northwesterly of State Road No.9 (Interstate Highway No.95). Less and excepting right of way for North St. Lucie River Water Control District Canal No.96;**

**ALSO LESS the following described Parcel:**
**Commence at the Northwest corner of said Section 36, Township 35 South, Range 39 East; thence North 89°45'07" East, along the North line of said Section 36, a distance of 824.95 feet to the Point of Beginning of the following described parcel; thence continue North 89°45'O7" East along said North line of said Section 36, a distance of 471.97 feet to the Westerly right of way line of the Sunshine State Parkway; thence South 23°41'09" East, along said Westerly right of way line a distance of 170.06 feet to the Northerly right of way line of State Road No.9 (Interstate Highway No.95); thence South 42°14'14" West along said Northerly right of way line a distance of 741.23 feet; thence North 47°45'46" West a distance of 60.00 feet; thence North 00°12'26" East a distance of 662.15 feet to the Point of Beginning.**

**PARCEL 5: Being that part of the Northeast 1/4 of Section 35, Township 35 South, Range 39 East, lying Northwesterly of State Road No.9 (Interstate Highway No.95). Less and excepting right of way for North St. Lucie River Water Control District Canals No.96 and 101.**

COPY



**PARCEL 7: Being the South 1/2 of Section 35, Township 35 South, Range 39 East, lying Northwesterly of State Road No.9 (Interstate Highway No.95); LESS the following described Parcels "A" and "B";**

**PARCEL A: Being the North 1706.00 feet of the South 1748.50 feet of the East 900.00 feet of the Southwest one-quarter of said Section 35.**

**PARCEL B: Being that portion of the Southeast one-quarter of said Section 35, lying Westerly of State Road No.9 (Interstate 95) and Southerly of the Easterly prolongation of the North line of the afore-described Parcel "A"; less the South 42.50 feet thereof.**

**TOGETHER WITH the following described parcel:**
**Being the Southeast 1/4 of Section 34, Township 35 South, Range 39 East, LESS AND EXCEPTING the West 1/2 of the Northwest 1/4 of the Southeast one-quarter of said Section 34.**

**All less and excepting the right of ways for North St. Lucie Water Control District and lying and being in St Lucie County, Florida.**

COPY

COPY



**EXHIBIT "D"**

**THAT PORTION OF THE NORTHEAST ¼ OF SECTION 3, TOWNSHIP 36 SOUTH, RANGE 39 EAST, ST. LUCIE COUNTY, FLORIDA, LYING NORTHERLY OF COUNTY ROAD 712 (MIDWAY ROAD) AND LYING NORTHERLY OF ACCESS ROAD NO. 1 AS SHOWN IN PLAT BOOK 24, PAGES 4J AND 4K OF THE PUBLIC RECORDS OF ST. LUCIE COUNTY, FLORIDA, LESS THE EASTERLY 785.43 FEET OF SAID NORTHEAST ¼ AND LESS AND EXCEPT RIGHT-OF-WAY FOR NORTH ST. LUCIE RIVER WATER CONTROL DISTRICT CANAL NO. 93.**

COPY



COPY

COPY



**EXHIBIT "E"**

**THAT PORTION OF THE EAST 785.43 FEET OF THE NORTHEAST ¼ OF SECTION 3, TOWNSHIP 36 SOUTH, RANGE 39 EAST, ST. LUCIE COUNTY, FLORIDA, LYING NORTH OF COUNTY ROAD 712 (MIDWAY ROAD) AND LYING NORTH OF ACCESS ROAD NO. 1 AS SHOWN IN PLAT BOOK 24 AT PAGES 4J AND 4K OF THE PUBLIC RECORDS OF ST. LUCIE COUNTY, FLORIDA.**

**TOGETHER WITH:**

**THAT PORTION OF THE NORTHWEST ¼ OF SECTION 2, TOWNSHIP 36 SOUTH, RANGE 39 EAST, ST. LUCIE COUNTY, FLORIDA, LESS THE EAST 30 FEET THEREOF, AND LESS THE WEST ½ OF THE WEST ½ OF THE WEST ½ OF THE SOUTHEAST ¼ OF THE NORTHWEST ¼ OF SAID SECTION 2 THEREOF, LYING NORTHWESTERLY OF STATE ROAD NO. 9 (INTERSTATE 95) AND LYING NORTHWESTERLY OF ACCESS ROAD NO. 1 AS SHOWN IN PLAT BOOK 24, PAGES 4J AND 4K OF THE PUBLIC RECORDS OF ST. LUCIE COUNTY, FLORIDA, LESS AND EXCEPT RIGHT-OF-WAY FOR NORTH ST. LUCIE RIVER WATER CONTROL DISTRICT CANAL NO. 102.**

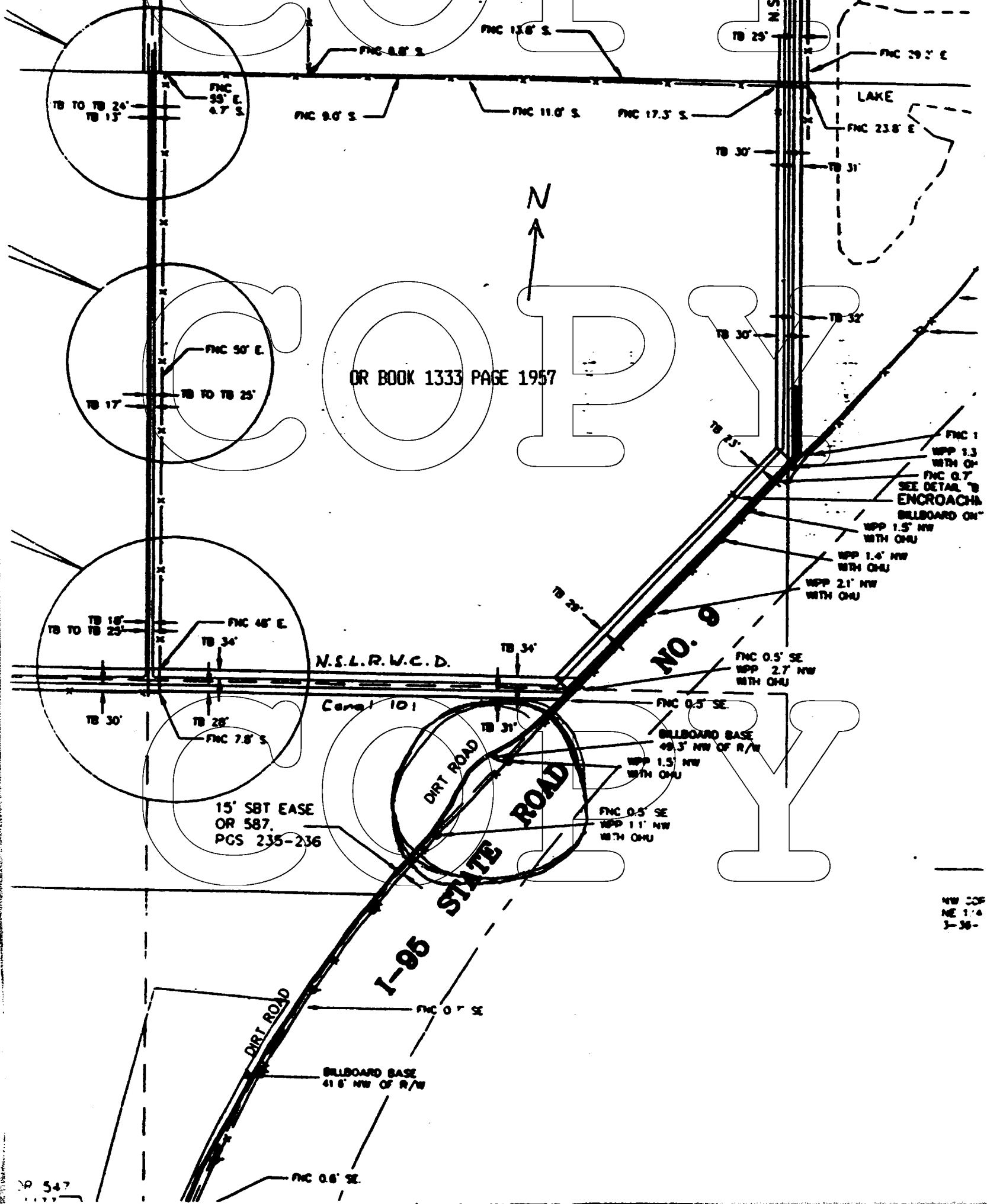
**LESS AND EXCEPT THE FOLLOWING DESCRIBED LAND:**

**THE NORTH ½ OF THE NORTHWEST ¼ OF SECTION 2, TOWNSHIP 36 SOUTH, RANGE 39 EAST, LYING WESTERLY OF THE WESTERLY RIGHT-OF-WAY LINE OF INTERSTATE HIGHWAY 95; LESS AND EXCEPT THE WEST 500 FEET OF THE NORTH ½ OF THE NORTHWEST ¼; AND, LESS AND EXCEPT THE RIGHT-OF-WAY FOR THE NORTH ST. LUCIE WATER CONTROL DISTRICT CANAL NO. 102; AND, LESS AND EXCEPT ANY PORTION OF THE EAST 30 FEET OF THE NORTH ½ OF THE NORTHWEST 1/4; SAID PARCEL LYING AND BEING IN ST. LUCIE COUNTY, FLORIDA.**

COPY

COPY

EXHIBIT "F"




COPY

OR BOOK 1333 PAGE 1957

COPY

OR 547

COPY



EXHIBIT "G"

# LEGAL DESCRIPTION

COPY

Being a portion of the Southwest 1/4 of the Southwest 1/4 of Section 25, Township 35 South, Range 39 East, lying Westerly of the Sunshine State Parkway, and being more particularly described as follows:

Commence at the Southwest corner of said Section 25, Township 35 South, Range 39 East; thence N 89°45'07" E, along the south line of said Section 25, a distance of 824.95 feet to the POINT OF BEGINNING of the following described Parcel:

Thence continue N 89°45'07" E, along said south line of Section 25, a distance of 471.97 feet to the westerly right-of-way line of the Sunshine State Parkway; thence N 23°41'09" W, along said westerly right-of-way line, a distance of 1165.23 feet; thence S00°12'26" W a distance of 1069.13 feet to the POINT OF BEGINNING.

Containing 5.79 acres, more or less.

COPY

I HEREBY CERTIFY THAT THIS DESCRIPTION AND ACCOMPANYING SKETCH COMPLIES WITH THE MINIMUM TECHNICAL STANDARDS AS SET FORTH IN CHAPTER 61G17-6, ADOPTED BY THE FLORIDA BOARD OF LAND SURVEYORS, PURSUANT TO FLORIDA STATUTE 472.027.
DATE: 6/6/2000 BY: Richard C. Laventure RICHARD C. LAVENTURE, P.L.S. 5209.

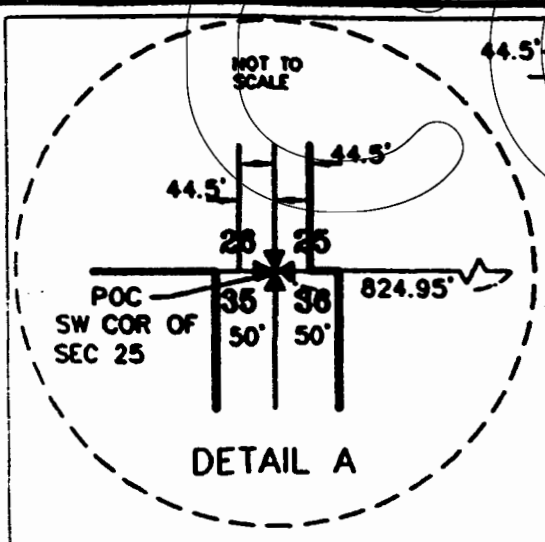
**SKETCH OF DESCRIPTION**
OF
**Parcel "1"**
Prepared For
**HHHP ASSOCIATES/PROPERTIES**

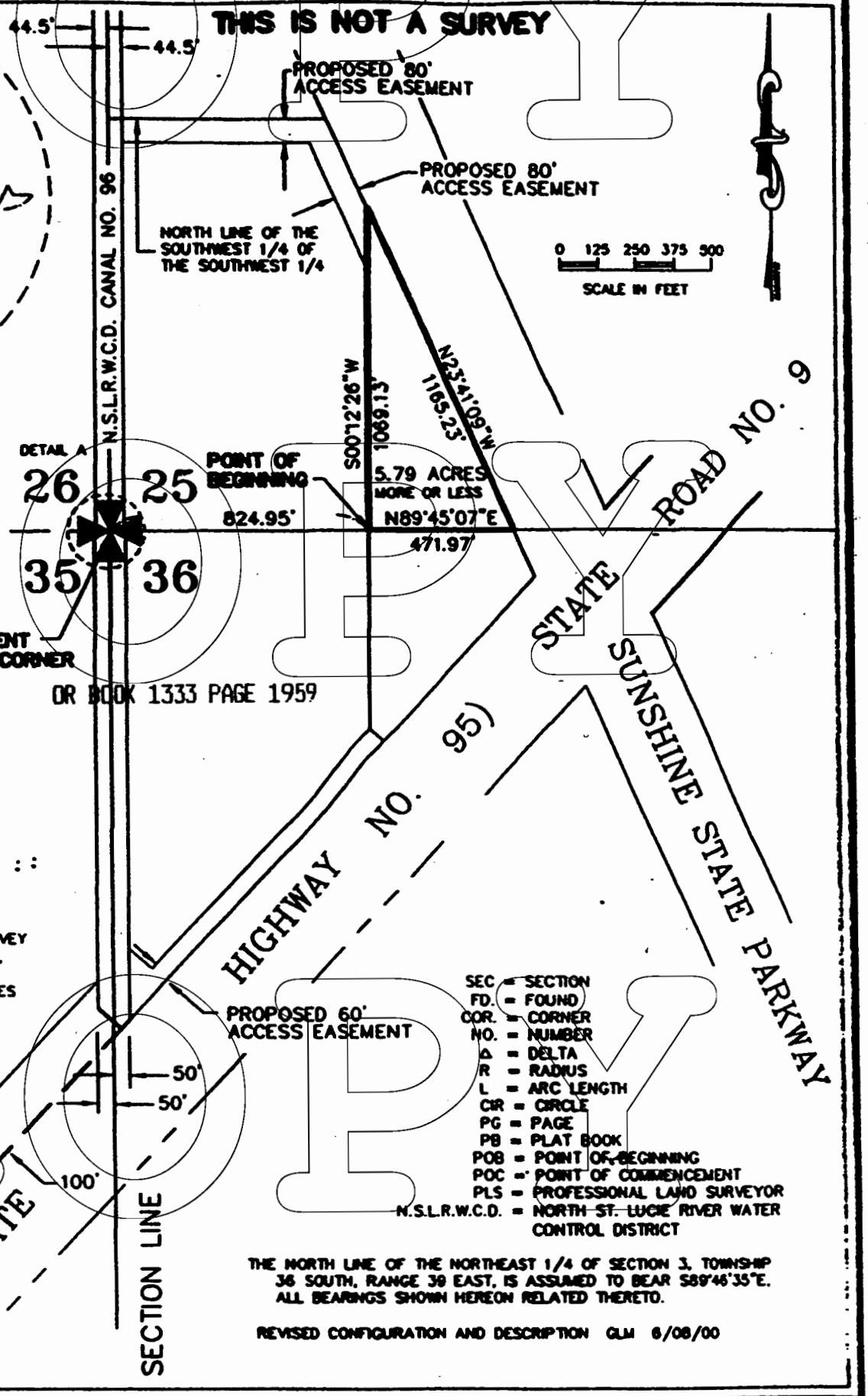
EXHIBIT "G"
PAGE 1 OF 4

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

COPY

THIS IS NOT A SURVEY




REFERENCE IS MADE TO BOUNDARY SURVEY PREPARED BY CULPEPPER & TERPENING, NUMBER 2023, DATED JUNE 17, 1994. ALL BEARINGS, DISTANCES AND ACREAGES SHOWN ARE DERIVED THEREFROM.

SEC = SECTION
FD. = FOUND
COR. = CORNER
NO. = NUMBER
Δ = DELTA
R = RADIUS
L = ARC LENGTH
CIR = CIRCLE
PG = PAGE
PB = PLAT BOOK
POB = POINT OF BEGINNING
POC = POINT OF COMMENCEMENT
PLS = PROFESSIONAL LAND SURVEYOR
N.S.L.R.W.C.D. = NORTH ST. LUCIE RIVER WATER CONTROL DISTRICT

THE NORTH LINE OF THE NORTHEAST 1/4 OF SECTION 3, TOWNSHIP 36 SOUTH, RANGE 39 EAST, IS ASSUMED TO BEAR S89°46'35"E. ALL BEARINGS SHOWN HEREON RELATED THERETO.

REVISED CONFIGURATION AND DESCRIPTION GLM 6/08/00

# SKETCH OF DESCRIPTION

OF

Parcel "1"

Prepared For

IHHHP ASSOCIATES/PROPERTIES

File: 2023sk.dwg
Date: 05-30-00
EXHIBIT "G"

PAGE 2 OF 4

CULPEPPER & TERPENING, Inc.
CONSULTING ENGINEERS & LAND SURVEYORS
2980 SOUTH 25th STREET
FORT PIERCE, FLORIDA 34982
(561) 464-3537

COPY



# LEGAL DESCRIPTION

COPY

Being a portion of the Northwest 1/4 of Section 36, Township 35 South, Range 39 East, lying Westerly of the Sunshine State Parkway and Northwesterly of State Road No. 9 (Interstate Highway No. 95), and being more particularly described as follows:

Commence at the Northwest corner of said Section 36, Township 35 South, Range 39 East; thence N 89°45'07" E, along the north line of said Section 36, a distance of 824.95 feet to the POINT OF BEGINNING of the following described parcel:

Thence continue N 89°45"07" E, along said north line of said Section 36, a distance of 471.97 feet to the westerly right-of-way line of the Sunshine State Parkway; thence S 23°41'09" E, along said westerly right-of-way line a distance of 170.06 feet to the Northerly right-of-way line of State Road No. 9 (Interstate Highway No. 95); thence S 42°14'14" W along said northerly right-of-way line a distance of 741.24 feet; thence N 47°45'46" W a distance of 60.00 feet; thence N 00°12'26" E a distance of 662.15 feet to the POINT OF BEGINNING.

Containing 5.47 acres, more or less.

COPY

I HEREBY CERTIFY THAT THIS DESCRIPTION AND ACCOMPANYING SKETCH COMPLIES WITH THE MINIMUM TECHNICAL STANDARDS AS SET FORTH IN CHAPTER 61G17-6 ADOPTED BY THE FLORIDA BOARD OF LAND SURVEYORS, PURSUANT TO FLORIDA STATUTE 472.027.
DATE: 6/11/2002 BY: Richard C. Laventure RICHARD C. LAVENTURE, P.L.S. 5209.

**SKETCH OF DESCRIPTION**
OF
**Parcel "2"**
Prepared For
**HHHP ASSOCIATES/PROPERTIES**

EXHIBIT "G"

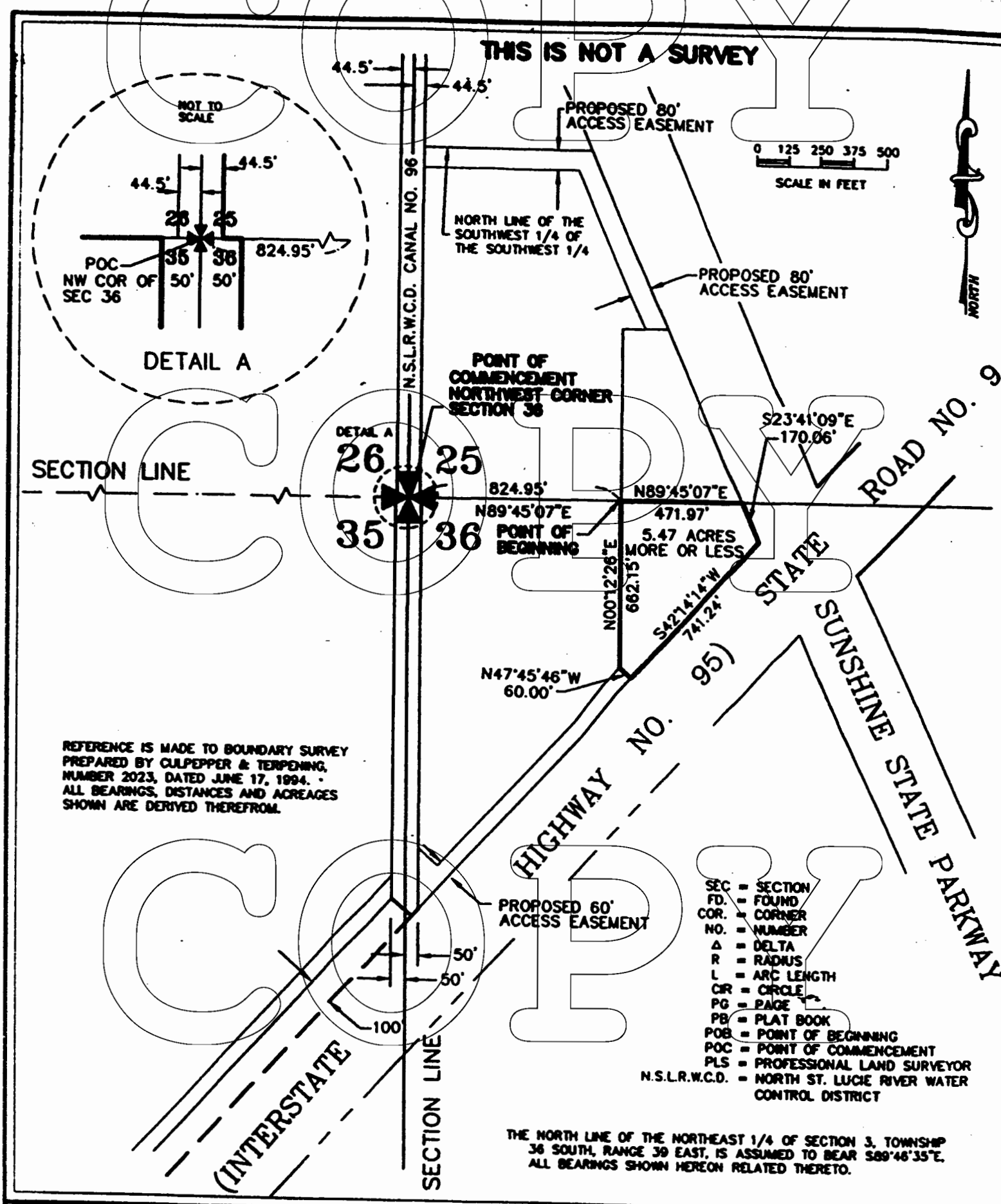


CULPEPPER & TERPENING, INC.
CONSULTING ENGINEERS
&
LAND SURVEYORS
2980 SOUTH 25th STREET
FORT PIERCE, FLORIDA 34982
(407) 464-3537

COPY

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N.S.L.R.W.C.D. = NORTH ST. LUCIE RIVER WATER CONTROL DISTRICT

THE NORTH LINE OF THE NORTHEAST 1/4 OF SECTION 3, TOWNSHIP 36 SOUTH, RANGE 39 EAST, IS ASSUMED TO BEAR S89°46'35"E. ALL BEARINGS SHOWN HEREON RELATED THERETO.

# SKETCH OF DESCRIPTION
OF
Parcel "2"
Prepared For
HHHP ASSOCIATES/PROPERTIES

File: 2023sk.dwg
Date: 05-31-00
EXHIBIT "G"



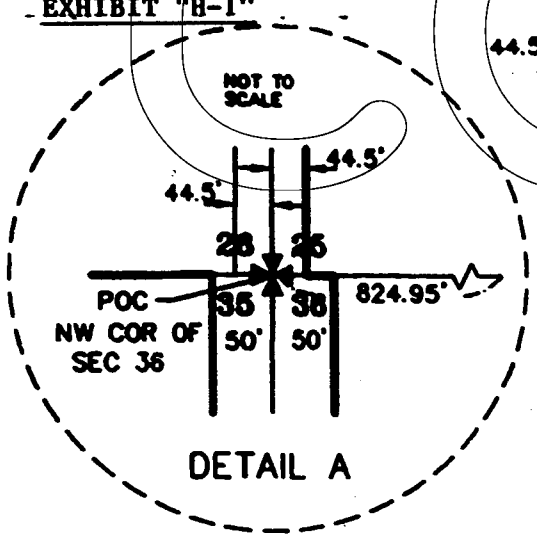
CULPEPPER & TERPENING, INC.
CONSULTING ENGINEERS & LAND SURVEYORS
2980 SOUTH 25th STREET
FORT PIERCE, FLORIDA 34982
(561) 464-3537

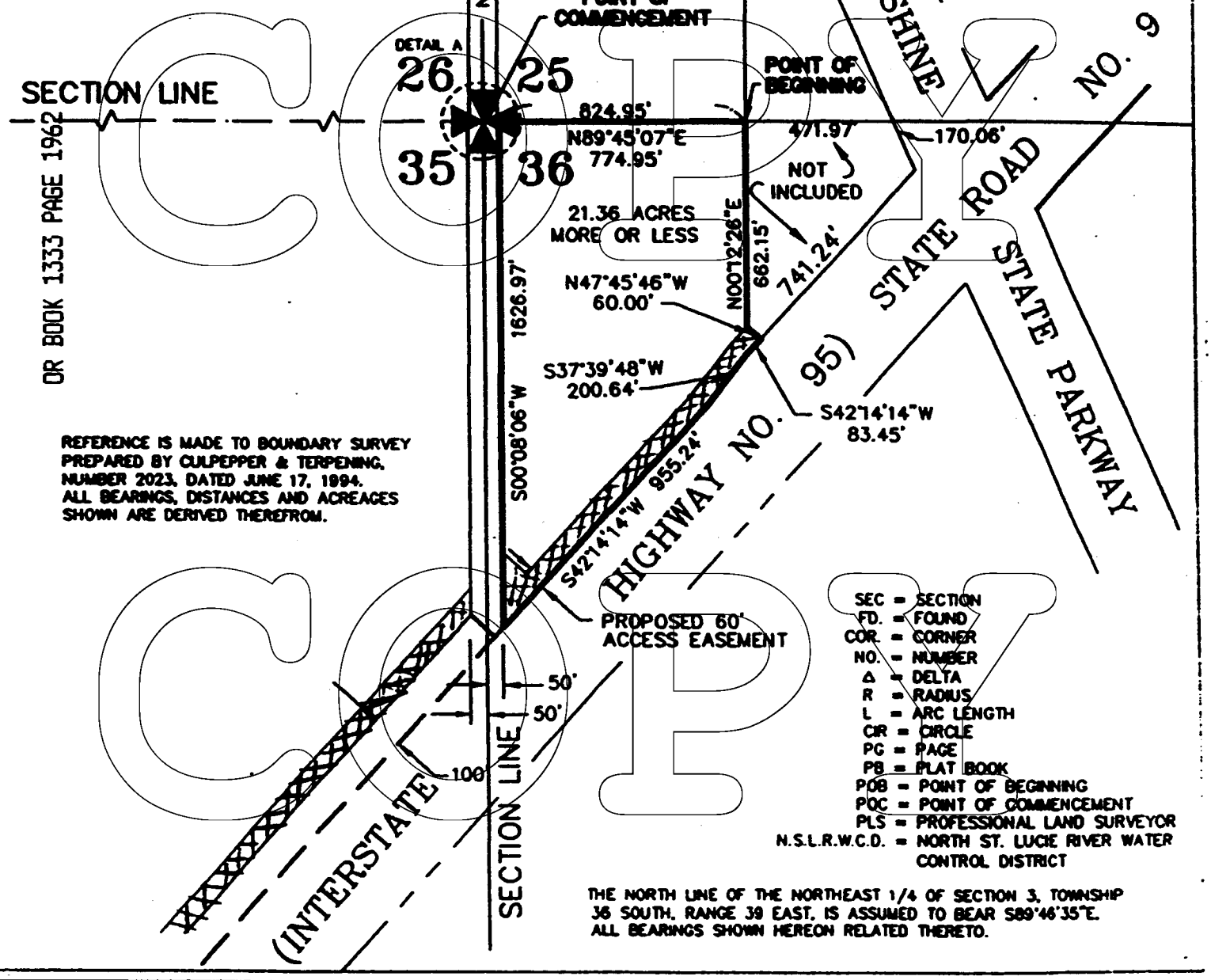
OR BOOK 1333 PAGE 1961

COPY

EXHIBIT "H-1"

THIS IS NOT A SURVEY




REFERENCE IS MADE TO BOUNDARY SURVEY PREPARED BY CULPEPPER & TERPENING, NUMBER 2023, DATED JUNE 17, 1994. ALL BEARINGS, DISTANCES AND ACREAGES SHOWN ARE DERIVED THEREFROM.

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N.S.L.R.W.C.D. = NORTH ST. LUCIE RIVER WATER CONTROL DISTRICT

THE NORTH LINE OF THE NORTHEAST 1/4 OF SECTION 3, TOWNSHIP 36 SOUTH, RANGE 39 EAST, IS ASSUMED TO BEAR S89°46'35"E. ALL BEARINGS SHOWN HEREON RELATED THERETO.

# SKETCH OF DESCRIPTION
OF
Parcel "4"
Prepared For
HHHP ASSOCIATES/PROPERTIES

File: 2023sk.dwg
Date: 05-31-00
EXHIBIT "H-1"
PAGE 1 OF 4
Tech: GLM

CULPEPPER & TERPENING INC.
CONSULTING ENGINEERS
&
LAND SURVEYORS
2980 SOUTH 25th STREET
FORT PIERCE, FLORIDA 34982
(561) 464-3537

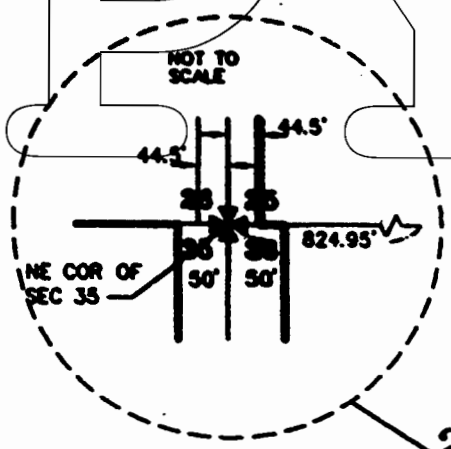
COPY

THIS IS NOT A SURVEY



0 300 600

GRAPHIC SCALE IN FEET




N89°44'30"E

2609.96'

SECTION LINE

26 25

35 36

144.64 ACRES MORE OR LESS

OR BOOK 1333 PAGE 1963

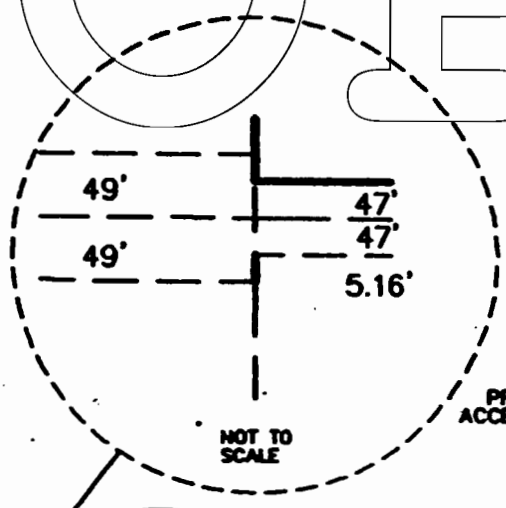
2580.39'

S00°12'25"W

CANAL NO. 96

N.S.L.R.W.C.D.

PROPOSED 60' ACCESS EASEMENT




1361.64'

50'

50'

100'

PROPOSED 60' ACCESS EASEMENT

N42°14'14"E

(INTERSTATE HIGHWAY NO. 95)

STATE ROAD NO. 9

1/4 SECTION LINE

S89°52'23"E

1700.22'

S89°52'23"E 1332.95'

N.S.L.R.W.C.D. CANAL NO. 101

1/4 SECTION LINE

REFERENCE IS MADE TO BOUNDARY SURVEY PREPARED BY CULPEPPER & TERPENING, NUMBER 2023, DATED JUNE 17, 1994. ALL BEARINGS, DISTANCES AND ACREAGES SHOWN ARE DERIVED THEREFROM.

THE NORTH LINE OF THE NORTHEAST 1/4 OF SECTION 3, TOWNSHIP 36 SOUTH, RANGE 39 EAST, IS ASSUMED TO BEAR S89°46'35"E. ALL BEARINGS SHOWN HEREON RELATED THERETO.

O.R. = OFFICAL RECORD
FPL = FLORIDA POWER & LIGHT
FD. = FOUND
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PLS = PROFESSIONAL LAND SURVEYOR
N.S.L.R.W.C.D. = NORTH ST. LUCIE RIVER WATER CONTROL DISTRICT

# SKETCH OF DESCRIPTION

OF

## Parcel "5"

Prepared For

## HHHP ASSOCIATES/PROPERTIES

File: 2023sk.dwg
Date: 05-31-00
EXHIBIT "H-1"
PAGE 2 OF 4
Tech: GLM

CULPEPPER & TERPENING, INC.
CONSULTING ENGINEERS & LAND SURVEYORS
2980 SOUTH 25th STREET
FORT PIERCE, FLORIDA 34982
(561) 464-3537

COPY

COPY

COPY

OR BOOK 1333 PAGE 1964

GRAPHIC SCALE IN FEET

SECTION LINE

N00°04'39"E
42.90'

S00°06'37"W
48.00'

SECTION LINE

3 34
2 35

288.76 ACRES
MORE OR LESS

1/4 SECTION LINE

NOT INCLUDED
PARCEL A

NOT INCLUDED
PARCEL B

1/4 SECTION LINE

S00°12'25"W
2.00'

S00°12'25"W
1708.00'

1748.50'

900.00'

PROPOSED 60'
ACCESS EASEMENT

STATE ROAD NO. 9

(INTERSTATE HIGHWAY)

Δ = 03°54'07"
R=5903.58'
L=402.05'

N42°14'14"E 727.06'

PROPOSED 60'
ACCESS EASEMENT

FPL EASE OR 847
PGS. 1432-1433

SFT EASE
OR 887,
PGS. 235-236

2 35
1 36

SECTION LINE

THE NORTH LINE OF THE NORTHEAST 1/4 OF SECTION 3, TOWNSHIP 36 SOUTH, RANGE 39 EAST, IS ASSUMED TO BEAR S89°46'35"E, ALL BEARINGS SHOWN HEREON RELATED THERETO.

NDARY SURVEY
TERPENING,
17, 1994.
ND ACREAGES
ROM.

SE
GE

TELEPHONE
CORD
VER & LIGHT

GINNING
OMMENCEMENT
L LAND SURVEYOR
UCIE RIVER WATER
TRICT

ESCRIPTION
"7"
For
S/PROPERITES

File: 2023sk.dwg
Date: 05-31-00

EXHIBIT "H-1"
PAGE 3 OF 4

Tech: GLM

CULPEPPER & TERPENING INC.
CONSULTING ENGINEERS
&
LAND SURVEYORS
2980 SOUTH 25th STREET
FORT PIERCE, FLORIDA 34982
(561) 464-3537

COPY



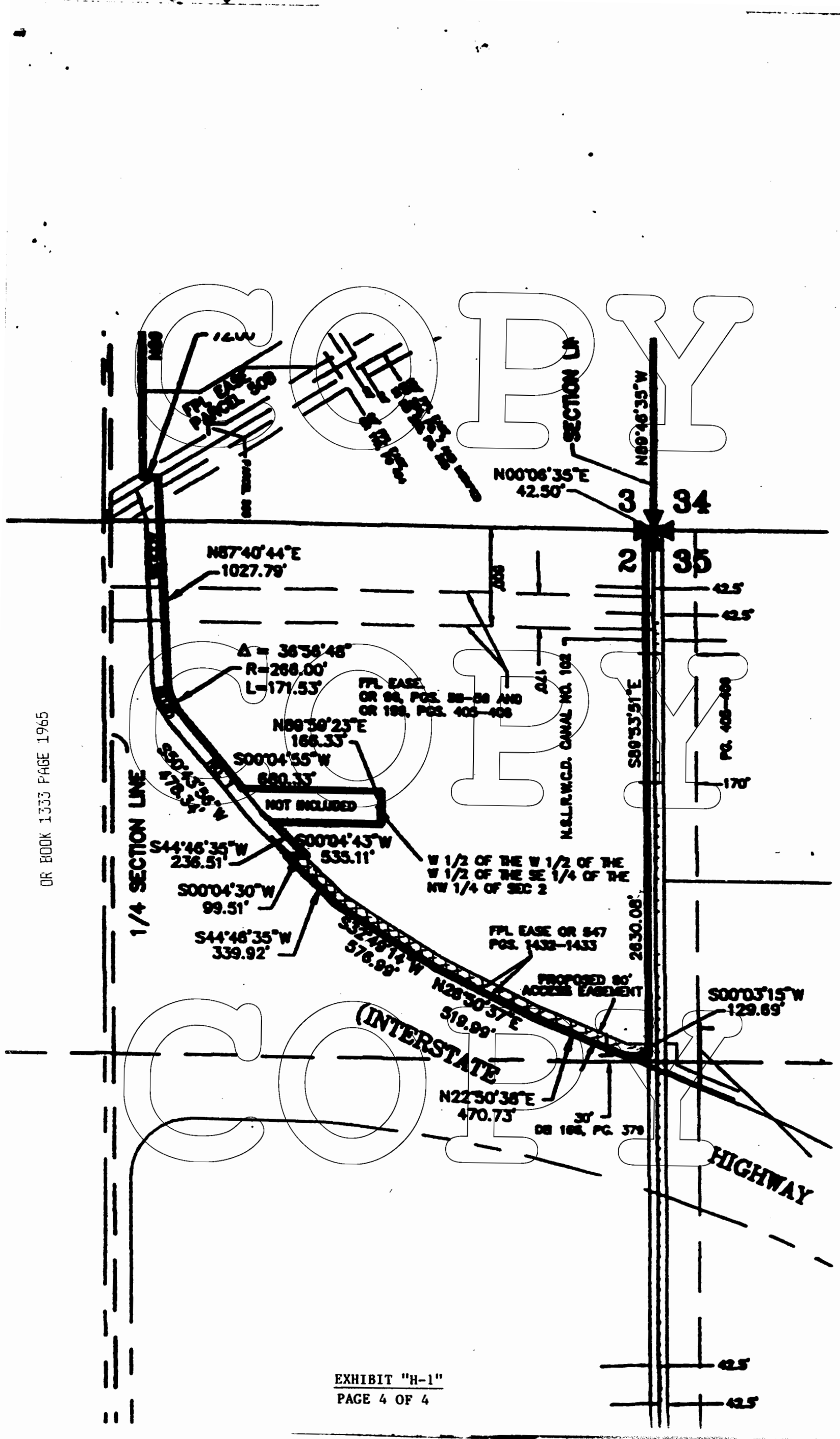
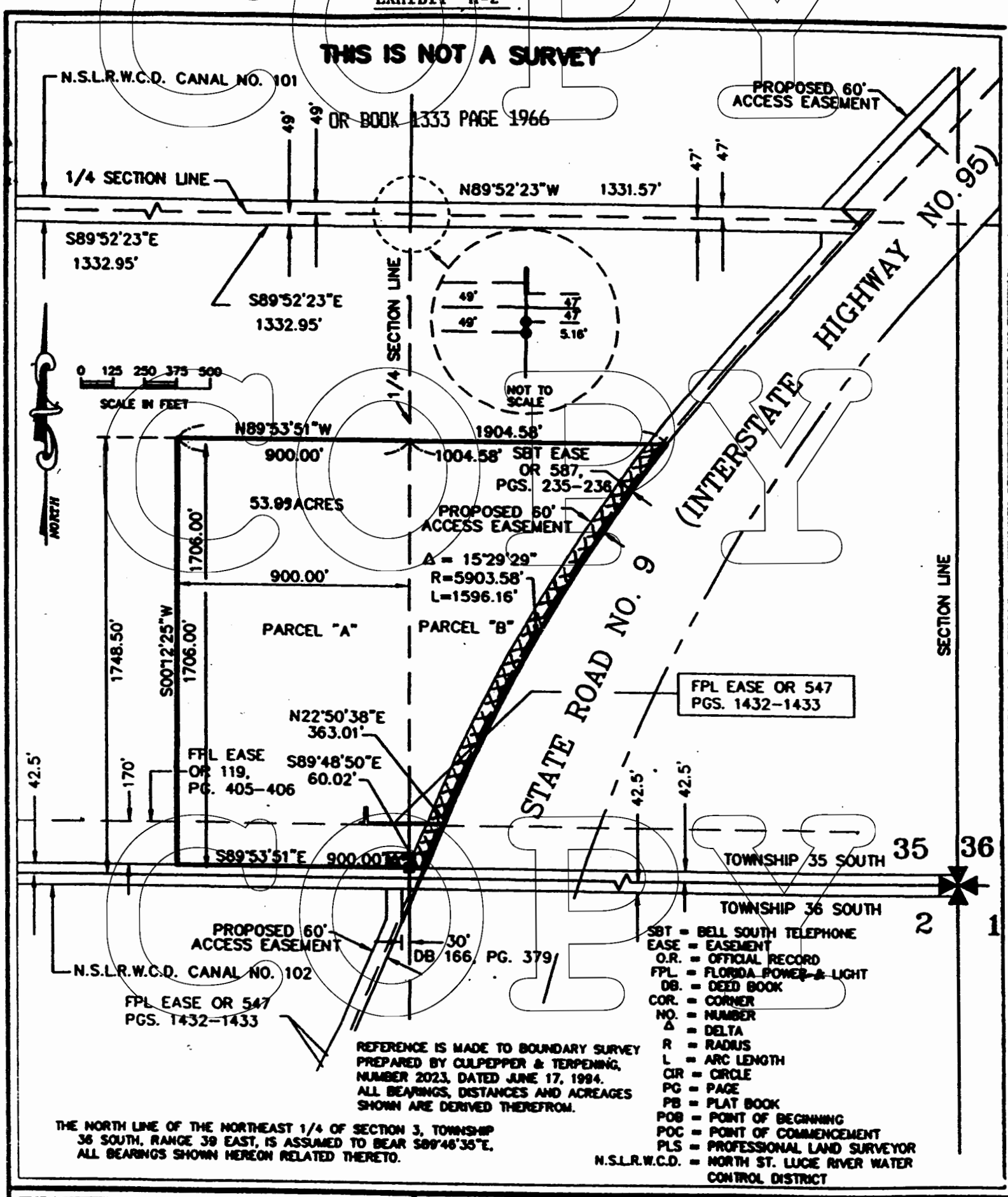



EXHIBIT "H-1"
PAGE 4 OF 4

COPY

EXHIBIT "H-2"

**THIS IS NOT A SURVEY**




REFERENCE IS MADE TO BOUNDARY SURVEY PREPARED BY CULPEPPER & TERPENING, NUMBER 2023, DATED JUNE 17, 1994. ALL BEARINGS, DISTANCES AND ACREAGES SHOWN ARE DERIVED THEREFROM.

THE NORTH LINE OF THE NORTHEAST 1/4 OF SECTION 3, TOWNSHIP 36 SOUTH, RANGE 39 EAST, IS ASSUMED TO BEAR S89°46'35"E, ALL BEARINGS SHOWN HEREON RELATED THERETO.

SBT = BELL SOUTH TELEPHONE
EASE = EASEMENT
O.R. = OFFICIAL RECORD
FPL = FLORIDA POWER & LIGHT
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N.S.L.R.W.C.D. = NORTH ST. LUCIE RIVER WATER CONTROL DISTRICT

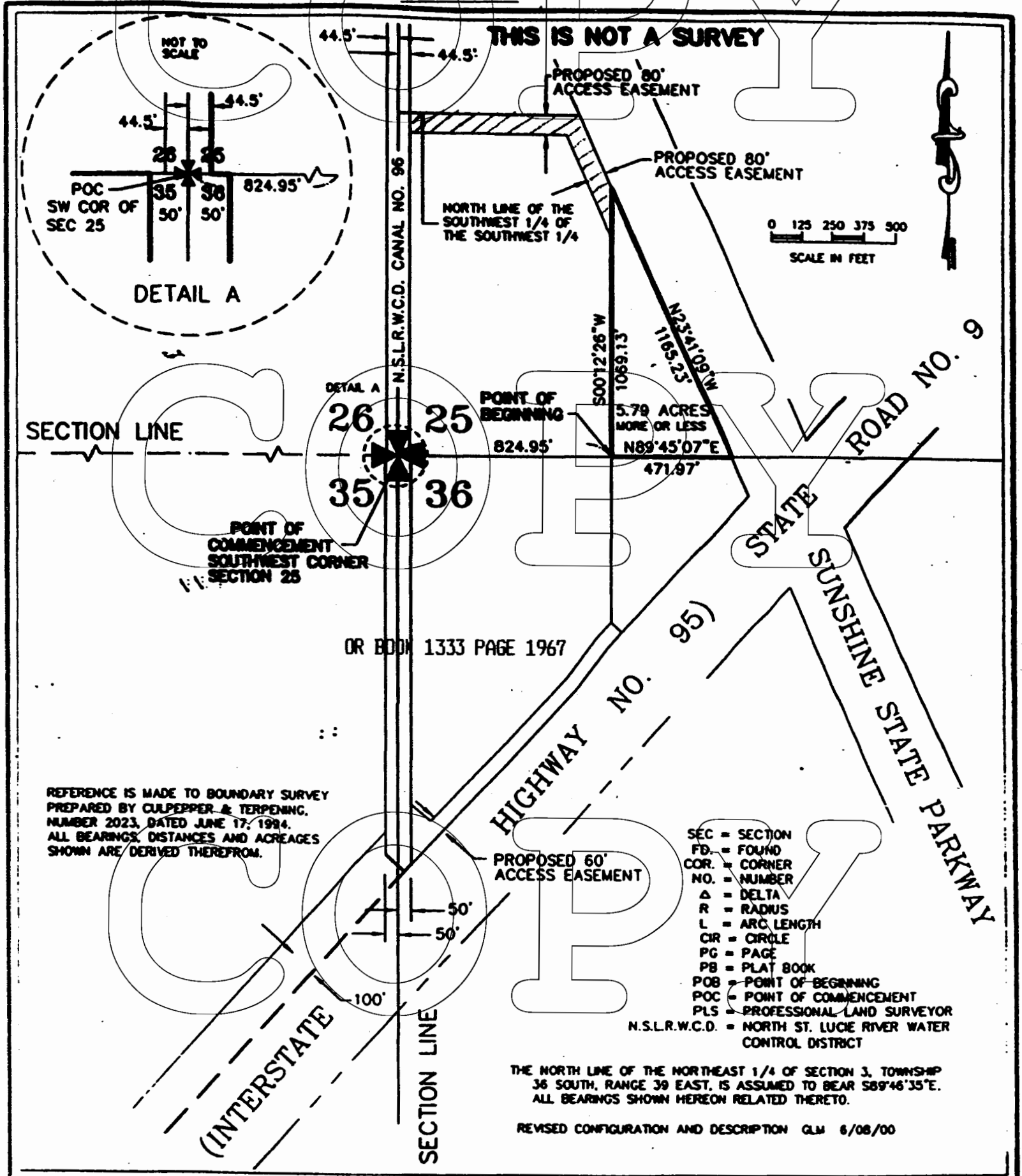
# SKETCH OF DESCRIPTION
OF
## Parcel "6"
Prepared For
## HHHP ASSOCIATES/PROPERTIES

File: 2023sk.dwg
Date: 05-31-00
Tech: GLM

CULPEPPER & TERPENING, INC.
CONSULTING ENGINEERS & LAND SURVEYORS
2980 SOUTH 25th STREET
FORT PIERCE, FLORIDA 34982
(561) 464-3537

COPY

EXHIBIT "I"




REFERENCE IS MADE TO BOUNDARY SURVEY PREPARED BY CULPEPPER & TERPENING, NUMBER 2023, DATED JUNE 17, 1994. ALL BEARINGS, DISTANCES AND ACREAGES SHOWN ARE DERIVED THEREFROM.

SEC = SECTION
FD. = FOUND
COR. = CORNER
NO. = NUMBER
Δ = DELTA
R = RADIUS
L = ARC LENGTH
CIR = CIRCLE
PG = PAGE
PB = PLAT BOOK
POB = POINT OF BEGINNING
POC = POINT OF COMMENCEMENT
PLS = PROFESSIONAL LAND SURVEYOR
N.S.L.R.W.C.D. = NORTH ST. LUCIE RIVER WATER CONTROL DISTRICT

THE NORTH LINE OF THE NORTHEAST 1/4 OF SECTION 3, TOWNSHIP 36 SOUTH, RANGE 39 EAST, IS ASSUMED TO BEAR S89°46'35"E. ALL BEARINGS SHOWN HEREON RELATED THERETO.

REVISED CONFIGURATION AND DESCRIPTION GLM 6/08/00

# SKETCH OF DESCRIPTION

OF

Parcel "1"

Prepared For

HHHP ASSOCIATES/PROPERTIES

File: 2023sk.dwg
Date: 05-30-00

Tech: GLM

CULPEPPER & TERPENING, INC.
CONSULTING ENGINEERS
&
LAND SURVEYORS
2960 SOUTH 25th STREET
FORT PIERCE, FLORIDA 34982
(561) 464-3537

JOANNE HOLMAN, CLERK OF THE CIRCUIT COURT - SAINT LUCIE COUNTY
File Number: 2454545 OR BOOK 2035 PAGE 1430
Recorded:08/04/04 14:05

This Instrument Prepared By:
Lawrence C. Griffin, Esquire
Haile, Shaw & Pfaffenberger, P.A.
249 Royal Palm Way, Suite 501
Palm Beach, Florida 33480

Mail

| | | |
|---|---|---|
| * Doc Assump: | $ | 0.00 |
| * Doc Tax | : $ | 0.70 |
| * Int Tax | : $ | 0.00 |

COPY

# EASEMENT AGREEMENT

THIS EASEMENT AGREEMENT (" Agreement") is made this 30th day of July, 2004 by and among Midway Properties LLC, a Florida limited liability company ("Midway"), Willow Lakes LLC, a Florida limited liability company ("Willow Lakes"), Hyman B. Hendler and Alvin D. Schwartz as Co-Trustees under the provisions of an unrecorded trust agreement known as the Restated and Amended Revocable Land Trust Agreement for HHHP Associates, dated the 2nd day of January, 1995 ("Associates Trust") and Repechage Development, Inc., a Florida corporation ("Repechage").

COPY

## RECITALS:

Midway is the owner of that certain real property, as a successor in title to TJH I, Ltd., a Florida limited partnership, and/or TJH II, Ltd., a Florida limited partnership, and/or HIP Properties and/or HHHP Associates, described in the attached Exhibit "A" ("Midway Parcel").

Willow Lakes is the owner of that certain real property, as a successor in title to TJH I, Ltd., a Florida limited partnership, and/or TJH II, Ltd., a Florida limited partnership, and/or HHHP Properties and/or HHHP Associates described in the attached Exhibit "B" ("Willow Lakes Parcel").

Associates Trust is the fee simple owner of that certain real property as described in the attached Exhibit "C" ("11 Acre Parcel"), which property is subject to a long term lease between Associates Trust, as Lessor, and Repechage, as Lessee, dated October 1, 2003.

COPY

Pursuant to a deed recorded in Official Records Book 1324, Page 936, and corrected by that deed recorded in Official Records Book 1330, Page 2972 of the Public Records of St. Lucie County, Florida (collectively "Prior Deed") and Dedication of Easements recorded in Official Records Book 1333, Page 1940 of the Public Records of St. Lucie County, Florida ("Prior Dedication"), the parties hereto and/or their predecessors in title to the Midway Parcel, the Willow Lakes Parcel and the 11 Acre Parcel, created certain access easements, maintenance obligations and billboard easements over, across and affecting that property described therein..

The parties hereto intend for this Agreement to amend, modify and restate the easement terms of the Prior Deed and the Prior Dedication, but expressly confirm that they do not intend to extinguish or terminate the easement terms of the Prior Deed and the Prior Dedication.

NOW, THEREFORE, in consideration of the mutual provisions hereinafter set forth and other good and valuable consideration, receipt of which is hereby acknowledged, the parties hereto covenant, agree and dedicate as follows:

1. Recitals. The above recitals are ratified and incorporated herein.

2. Easement Benefitting Midway Parcel. Willow Lakes hereby grants and conveys to Midway, in perpetuity, its licensees, beneficiaries, agents, contractors, invitees, successors and assigns, as an appurtenance to the Midway Parcel, a non-exclusive access and utility easement over, under and across that portion of the property more particularly described in Exhibit "D" as attached hereto ("Access Easement Parcel") lying within the Willow Lakes Parcel for the purpose of: (a) providing ingress and egress to the Midway Parcel, including construction operation maintenance, repair, replacement, relocation and maintenance of required swales, culverts, piping and drainage structures and drainage system components necessary or desirable for the present use and future development of the Midway Parcel; and (b) construction, installation, operation, maintenance, repair, replacement and relocation of water, sewer, natural gas, electrical, telecommunication and similar utility equipment distribution facilities, and lines to service the future development of the Midway Parcel.

3. Easements Benefitting the 11 Acre Parcel. Willow Lakes and Midway hereby grant and convey to Associates Trust in perpetuity and to Repechage for the duration that its leasehold interest in the 11 Acre Parcel exists and not beyond, their lessees, beneficiaries, agents, licensees, contractors, invitees, successors and assigns, as an appurtenance to their respective fee simple and leasehold interests in the 11 Acre Parcel, a non-exclusive access and utility easement over, under and across that portion of the Access Easement Parcel lying within the Midway Parcel and Willow Lakes Parcel for the purpose of: (a) providing ingress and egress to the 11 Acre Parcel, (b) construction, installation, operation, maintenance, repair, replacement and relocation of swales, culverts, piping and drainage structures and drainage system components necessary or desirable for the present use and future development of the 11 Acre Parcel; and (c) construction, installation, operation, maintenance, repair, replacement and relocation of water, reuse irrigation quality water, sewer, natural gas, electrical, telecommunications and other utility equipment, distribution facilities and lines necessary or desirable for the present use and future development of the 11 Acre Parcel.

4. Easement Benefitting the Willow Lakes Parcel. Midway hereby grants and conveys to Willow Lakes, its licensees and invitees, and successors and assigns, as an appurtenance to the Willow Lakes Parcel, a non-exclusive access and utility

COPY

easement over, under and across that portion of the Access Easement Parcel lying with the Midway Parcel for the purpose of: (a) providing ingress and egress to the Willow Lakes Parcel, including construction and maintenance of required swales, culverts and drainage; and (b) construction, installation, operation, maintenance, repair and replacement of water, sewer, natural gas, electrical, telecommunications and similar utility equipment and lines to service the Willow Lakes Parcel.

5. Maintenance of Easements and Culverts. Midway and Willow Lakes and their successors and assigns shall, at their sole cost and expense: (a) maintain and repair in their current condition, all existing roads, including but not limited to that road identified as the "Dirt Road" which is depicted in that Boundary Survey prepared by Culpepper & Terpening, Inc. for Willow Lakes bearing Job No. 03-090 and denominated as Sheet 4 of 4 with a last revision date of July 20, 2004 which Dirt Road meanders in and along and outside of the Access Easement Parcel, which provide ingress or egress to the 11 Acre Parcel and (b) maintain, repair and when necessary, replace all culverts lying in their respective parcels which are located within the Access Easement Parcel. Midway and Willow Lakes shall be obligated, at their sole cost and expense, to apply for, obtain and thereafter maintain in good standing all required permits authorizing existing or replacement culverts over all of said District's canals for all portions of the road(s) now or hereafter lying within the Access Easement Parcel, from the North St.Lucie River Water Control District. Neither Associates Trust or Repechage, their successors and assigns, lessees, beneficiaries, agents, contractors or invitees shall be responsible for any obligation or expense specified or required under this Section 5. In the event Midway and Willow Lakes fail refuse or neglect to fulfill their obligations under this Section 5 as to their respective parcels they shall indemnify and hold Associates Trust harmless from all losses, damages, claims, costs, expenses and fees including attorneys, engineers and other professional fees which Associates Trust may suffer, sustain or incur (including any diminution in the value of the 11 Acre Parcel) resulting from or caused by such failure, refusal or neglect.

6. Billboard Easement. Willow Lakes and Midway hereby grant and convey to Associates Trust, and its successors and assigns, lessees, beneficiaries, agents, licensees, contractors and invitees, non-exclusive and perpetual easements over, under and across those portions of the Access Easement Parcels lying within the Midway Parcel and the Willow Lakes Parcel, for the maintenance, repair, upgrading, demolition, replacement and relocation of existing billboards and any accessories now or hereafter used in connection with such billboards , and for ingress and egress to and from the billboards, to and from a publicly dedicated road. Associates Trust and its successors and assigns, lessees, beneficiaries, agents, licensees, contractors, and invitees shall continue to receive all rent or other income from such billboards and shall have the right to renew, extend, modify, replace and enter into new billboard leases, licensing agreements and instruments of any kind for the billboard structures and any accessories now or

COPY

hereafter used in connection with such billboards. No person or entity owning any portion of the real property on which the Access Easement Parcel is located shall (a) use same in such a way to impair the easement rights set forth herein; or (ii) charge Associates Trust, its successors and assigns, lessees, beneficiaries, agents, licensees, contractors or invitees, any fee, cost or other sum for the exercise of the rights hereunder.

7. Prior Deed and Prior Dedications Modified but not Extinguished. The terms of this Agreement shall amend, modify and restate in its entirety all easements, covenants and maintenance responsibilities provided for in the Prior Deed and Prior Dedication and this Agreement is not intended to and shall not be construed to terminate or extinguish the Prior Deed's easement provisions and the Prior Dedication, and the assumption of obligations by the parties hereto as successors in interest to the parties under the Prior Deed and Prior Dedication shall not constitute a novation resulting in the extinguishment or termination of the Prior Deed or Prior Dedication.

8. Governing Law; Venue; Waiver of Jury Trial. This Agreement and the interpretation and enforcement of same shall be governed by and construed in accordance with the laws of the State of Florida. Venue for any action arising under the terms of this Agreement shall lie exclusively in St. Lucie County, Florida and the parties hereto do hereby waive any other jurisdiction or venue. The parties hereby expressly waive all rights to a trial by jury.

9. Construction. The provisions of this Agreement shall be liberally construed so as to effectuate and carry out the objectives and purposes specified in this Agreement. If any provision of the Agreement is held to be invalid, the remainder of this Agreement shall not be affected thereby.

10. Paragraph Headings. Section or paragraph headings contained in this Agreement are for convenience and reference only and in no way define, describe, expand or limited the intent, scope or content of the particular paragraphs or sections in which they are contained or to which they refer and, accordingly, the same shall not be considered or referred to in resolving questions or interpretation or construction.

11. Attorneys' Fees and Costs. In connection with any administrative, arbitration or judicial proceedings (including appellate and bankruptcy proceedings) arising out of or predicated upon this Agreement, the prevailing party shall be entitled to recover all costs incurred, including reasonable attorneys' fees, whether such proceedings arise before or after the entry of a final judgment.

12. Counterparts. This Agreement may be executed in any number of identical counterparts each of which shall be deemed to be an original for all purposes but all of which shall constitute on and the same instrument, and a copy of such

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signature received through telefax transmission shall bind the party whose signature is so received as if such signature were an original. In making proof of this Agreement, it shall not be necessary to produce or account for more of such counterparts than are required to show that each party hereto executed at least one such counterpart.

COPY

[SIGNATURE PAGES FOLLOW]

COPY

COPY

IN WITNESS WHEREOF, the parties hereto have caused this Agreement to be executed and delivered in their name and have intended the same to be and become effective as of the day and year first above written.

WITNESSES:

Print Name: Douglas E. Gronard

Print Name: Julie N. Krauss

HHHP ASSOCIATES

By: _____

HYMAN B. HENDLER, not individually, but solely as co-trustee under the provisions of an unrecorded trust agreement known as the Restated and Amended Revocable Land Trust Agreement for HHHP Associates, dated the 2nd day of January, 1995

Print Name: Douglas E. Gronard

Print Name: Julie N. Krauss

By: _____

ALVIN D. SCHWARTZ, not individually, but solely as co-trustee under the provisions of an unrecorded trust agreement known as the Restated and Amended Revocable Land Trust Agreement for HHHP Associates, dated the 2nd day of January, 1995

WILLOW LAKES, LLC, a Florida limited liability company

Print Name: Douglas E. Gronard

Print Name: Julie N. Krauss

By: DEVCON WILLOW LAKES, LLC, a Florida limited liability company, Manager

By: _____

Name: Chad P. LaBonte

Its: Manager

By: WL ENTERPRISES, LLC, a Florida limited liability company, Manager

By: _____
Name: Richard P. Bellinger
Its: Manager

Print Name: _____

Print Name: _____

MIDWAY PROPERTIES, LLC, a Florida limited liability company

By: _____
Name: Ronald M. Hyman
Its: Authorized Managing Member

Print Name: _____

Print Name: _____

REPECHAGE DEVELOPMENT INC., a Florida corporation

By: _____
Name: James W. Hall
Its: President

Print Name: _____

Print Name: _____

STATE OF FLORIDA
COUNTY OF PALM BEACH

The foregoing instrument was acknowledged before me this 30th day of July, 2004 by HYMAN B. HENDLER, as Co-Trustee under the provisions of an unrecorded trust agreement known as the Restated and Amended Revocable Land Trust for HHHP Associates, dated the 2nd day of January, 1995, on behalf of said Trust. He is personally known to me or presented a driver's license as identification.

_____
Notary Public

Official Seal:

JULIE N. KRAUSS
Commission # DD0028324
Expires 6/3/2005
Bonded through
Florida Notary Assn., Inc.
(800-432-4254)

STATE OF FLORIDA
COUNTY OF PALM BEACH

The foregoing instrument was acknowledged before me this 30th day of July, 2004 by ALVIN D. SCHWARTZ, as Co-Trustee under the provisions of an unrecorded trust agreement known as the Restated and Amended Revocable Land Trust for HHHP Associates, dated the 2nd day of January, 1995, on behalf of said Trust. He is personally known to me or presented a driver's license as identification.

Julie N Krauss
Notary Public

Official Seal:

JULIE N. KRAUSS
Commission # DD0028324
Expires 6/3/2005
Bonded through
(800-432-4254) Florida Notary Assn., Inc.

STATE OF FLORIDA
COUNTY OF Palm Beach

The foregoing instrument was acknowledged before me this 30th day of July, 2004 by Chad P. LaBonte, as Manager of DevCon Willow Lakes, LLC, a Florida limited liability company, as Manager of WILLOW LAKES, LLC, a Florida limited liability company, on behalf of said limited liability company. He is personally known to me or presented a driver's license as identification.

Julie N Krauss
Notary Public

Official Seal:

JULIE N. KRAUSS
Commission # DD0028324
Expires 6/3/2005
Bonded through
(800-432-4254) Florida Notary Assn., Inc.

STATE OF FLORIDA
COUNTY OF Palm Beach

James W. Hall

The foregoing instrument was acknowledged before me this 30th day of July, 2004 by Richard P. Bellinger, as Manager of WL Enterprises, LLC, a Florida limited liability company, as Manager of WILLOW LAKES, LLC, a Florida limited liability company, on behalf of said limited liability company. He is personally known to me or presented a driver's license as identification.

Julie N Krauss
Notary Public

Official Seal:

STATE OF FLORIDA
COUNTY OF Palm Beach

The foregoing instrument was acknowledged before me this 30th day of July 2004 by Ronald M. Hyman, as Authorized Managing Member of MIDWAY PROPERTIES, LLC, a Florida limited liability company, on behalf of said limited liability company. He is personally known to me or presented a driver's license as identification.

Julie N. Krauss
Notary Public

Official Seal:

JULIE N. KRAUSS
Commission # DD0028324
Expires 6/3/2005
Bonded through
(800-432-4254) Florida Notary Assn., Inc.

STATE OF FLORIDA
COUNTY OF Palm Beach

The foregoing instrument was acknowledged before me this 30th day of July, 2004 by James W. Hall, as President of REPECHAGE DEVELOPMENT, INC., a Florida corporation, on behalf of said corporation. He is personally known to me or presented a driver's license as identification.

Julie N. Krauss
Notary Public

Official Seal:

JULIE N. KRAUSS
Commission # DD0028324
Expires 6/3/2005
Bonded through
(800-432-4254) Florida Notary Assn., Inc.

COPY

# EXHIBIT "A"

## LEGAL DESCRIPTION

A PARCEL OF LAND LYING IN SECTIONS 2, 3, 34, AND 35 TOWNSHIP 35 SOUTH AND 36 SOUTH, RANGE 39 EAST IN ST. LUCIE COUNTY, FLORIDA AND BEING MORE PARTICULLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE NORTHEAST CORNER OF SAID SECTION 3, THENCE N89°46'35"W ALONG THE NORTH LINE OF SAID SECTION 3 A DISTANCE OF 2622.04 FEET TO A POINT ON THE EAST RIGHT-OF-WAY LINE OF N.S.L.R.W.C.D. CANAL NO. 93 (A 78 FEET WIDE RIGHT-OF-WAY) AND BEING THE POINT OF BEGINNING OF THE FOLLOWING DESCRIBED PARCEL; THENCE N00°20'10"E ALONG THE EAST RIGHT-OF-WAY LINE OF SAID N.S.L.R.W.C.D. CANAL NO. 93 A DISTANCE OF 1318.99 FEET TO A POINT ON THE SOUTH LINE OF THE WEST 1/2 OF THE NORTHWEST 1/4 OF THE SOUTHEAST 1/4 OF SECTION 34 A NOT INCLUDED PARCEL; THENCE S89°46'53"E ALONG THE SOUTH LINE OF SAID PARCEL NOT INCLUDED A DISTANCE OF 624.96 FEET TO A POINT ON THE EAST LINE OF SAID PARCEL NOT INCLUDED; THENCE N00°16'46"E ALONG THE EAST LINE OF SAID PARCEL NOT INCLUDED A DISTANCE OF 1319.04 FEET TO A POINT ON THE 1/4 SECTION LINE OF SECTION 34, TOWNSHIP 35 SOUTH, RANGE 39 EAST; THENCE S89°47'10"E ALONG THE 1/4 SECTION LINE OF SAID SECTION 34 A DISTANCE OF 1987.99 FEET TO A POINT ON THE EAST LINE OF SECTION 34, THENCE S00°06'37"W ALONG THE EAST LINE OF SAID SECTION 34 A DISTANCE OF 49.00 FEET TO A POINT ON THE SOUTH RIGHT-OF-WAY LINE OF N.S.L.R.W.C.D. CANAL NO. 101 (A 98.00 FEET WIDE CANAL RIGHT-OF-WAY); THENCE S89°59'09"E ALONG THE SOUTH RIGHT-OF-WAY LINE OF SAID N.S.L.R.W.C.D. CANAL NO. 101 A DISTANCE OF 2664.42 FEET TO A POINT ON THE 1/4 SECTION LINE OF SECTION 35, TOWNSHIP 35 SOUTH, RANGE 39 EAST; THENCE N00°12'25"E ALONG THE 1/4 SECTION LINE OF SAID SECTION 35 A DISTANCE OF 2.00 FEET TO A POINT ON THE SOUTH RIGHT-OF-WAY LINE OF N.S.L.R.W.C.D. CANAL NO. 101 (A 94.00 FEET WIDE CANAL RIGHT-OF-WAY); THENCE S89°52'23"E ALONG THE SOUTH RIGHT-OF-WAY OF SAID N.S.L.R.W.C.D. CANAL NO. 101 A DISTANCE OF 1331.59 FEET; THENCE CONTINUE S89°52'23" E ALONG THE SOUTH RIGHT-OF-WAY LINE OF N.S.L.R.W.C.D. CANAL NO. 101 A DISTANCE OF 418.59 FEET TO A POINT ON THE WEST RIGHT-OF-WAY LINE OF STATE ROAD NO. 9 (INTERSTATE HIGHWAY NO. 95) (WIDTH VARIES); THENCE S42°14'14"W ALONG THE WEST RIGHT-OF-WAY OF SAID STATE ROAD NO. 9 A DISTANCE OF 727.09 FEET TO THE BEGINNING OF A CURVE ALONG THE WEST RIGHT-OF-WAY OF SAID STATE ROAD NO. 9 CONCAVE TO THE SOUTHEAST HAVING A RADIUS OF 5903.58 FEET; THENCE SOUTHWESTERLY ALONG THE ARC OF SAID CURVE A DISTANCE OF 402.05 FEET THROUGH A CENTRAL ANGLE OF 03°54'07"; TO THE BEGINNING OF A COMPOUND CURVE ALONG THE WEST RIGHT-OF-WAY OF SAID STATE ROAD NO. 9 CONCAVE TO THE SOUTHEAST HAVING A RADIUS OF 5903.58 FEET; THENCE SOUTHWESTERLY ALONG THE ARC OF SAID CURVE A DISTANCE OF 597.06 FEET THROUGH A CENTRAL ANGLE OF 05°47'41"; TO THE BEGINNING OF A COMPOUND CURVE ALONG THE WEST RIGHT-OF-WAY OF SAID STATE ROAD NO. 9 CONCAVE TO THE SOUTHEAST HAVING A RADIUS OF 5903.58 FEET; THENCE SOUTHWESTERLY ALONG THE ARC OF SAID CURVE A DISTANCE OF 999.10 FEET THROUGH A CENTRAL ANGLE OF 09°41'48"; THENCE CONTINUE ALONG SAID WEST RIGHT-OF-WAY LINE S22°50'38"W A DISTANCE OF 363.01 FEET TO THE NORTH RIGHT-OF-WAY LINE OF N.S.L.R.W.C.D. CANAL NO. 102 (A 85 FOOT WIDE CANAL RIGHT-OF-WAY); THENCE

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N89°48'50"W ALONG SAID NORTH RIGHT-OF-WAY LINE A DISTANCE OF 60.02 FEET; THENCE CONTINUE N89°53'51"W ALONG SAID NORTH RIGHT-OF-WAY LINE, A DISTANCE OF 900.00 FEET; THENCE CONTINUE ALONG SAID NORTH RIGHT-OF-WAY LINE N89°53'51"W A DISTANCE OF 430.07 FEET; THENCE CONTINUE ALONG SAID NORTH RIGHT-OF-WAY LINE N89°53'51"W A DISTANCE OF 1330.07 FEET TO THE WEST LINE OF THE SOUTHWEST 1/4 OF SAID SECTION 35; THENCE S00°04'39"W ALONG THE WEST LINE OF SAID SOUTHWEST 1/4 OF SECTION 35 A DISTANCE OF 42.50 FEET TO THE NORTHWEST CORNER OF THE NORTHWEST 1/4 OF SAID SECTION 2; THENCE S00°06'35"W ALONG THE WEST LINE OF SAID NORTHWEST 1/4 OF SECTION 2, A DISTANCE OF 42.50 FEET TO THE SOUTH RIGHT-OF-WAY LINE OF SAID N.S.L.R.W.C.D. CANAL NO. 102; THENCE S89°53'51"E ALONG SAID SOUTH RIGHT-OF-WAY LINE A DISTANCE OF 1330.04 FEET; THENCE CONTINUE S89°53'51"E ALONG SAID SOUTH RIGHT-OF-WAY LINE A DISTANCE OF 1300.04 FEET TO THE WEST RIGHT-OF-WAY LINE OF A 30 FOOT ROAD RIGHT-OF-WAY AS RECORDED IN DEED BOOK 116, AT PAGE 379 OF THE PUBLIC RECORDS OF ST. LUCIE COUNTY, FLORIDA; THENCE S00°03'15"W ALONG SAID RIGHT-OF-WAY LINE A DISTANCE OF 129.69 FEET RETURNING TO THE WEST RIGHT-OF-WAY LINE OF SAID STATE ROAD 9 (INTERSTATE I-95); THENCE S22°50'38"W ALONG SAID RIGHT-OF-WAY LINE A DISTANCE OF 470.73 FEET; THENCE CONTINUE S26°50'37"W ALONG SAID RIGHT-OF-WAY LINE A DISTANCE OF 519.99 FEET; THENCE CONTINUE S32°49'14"W ALONG SAID RIGHT-OF-WAY LINE A DISTANCE OF 230.02 FEET; THENCE DEPARTING SAID STATE ROAD NO. 9 N56°07'55"W A DISTANCE OF 323.59 FEET; THENCE N27°59'51"E A DISTANCE OF 671.72 FEET; TO THE BEGINNING OF A CURVE CONCAVE TO THE SOUTHWEST HAVING A RADIUS OF 150.00 FEET; THENCE NORTHWESTERLY ALONG THE ARC OF SAID CURVE A DISTANCE OF 308.52 FEET THROUGH A CENTRAL ANGLE OF 117°50'41"; THENCE N89°50'50"W A DISTANCE OF 1811.20 FEET; THENCE S00°00'00"E A DISTANCE OF 142.46 FEET TO THE BEGINNING OF A CURVE CONCAVE TO THE NORTHWEST HAVING A RADIUS OF 335.00 FEET; THENCE SOUTHWESTERLY ALONG THE ARC OF SAID CURVE A DISTANCE OF 365.79 FEET THROUGH A CENTRAL ANGLE OF 62°33'43"; THENCE S62°33'43"W A DISTANCE OF 139.15 FEET; THENCE S01°56'01"W A DISTANCE OF 142.19 FEET; THENCE S53°57'44"W A DISTANCE OF 58.71 FEET; THENCE S85°17'03"W A DISTANCE OF 146.97 FEET; THENCE S02°37'14"W A DISTANCE OF 332.85 FEET; THENCE S31°56'28"W A DISTANCE OF 78.35 FEET; THENCE S61°15'41"W A DISTANCE OF 335.12 FEET TO A POINT ON THE EAST RIGHT-OF-WAY LINE OF A 60 FEET WIDE FP&L EASEMENT AS RECORDED IN OFFICIAL RECORDS BOOK 119, PAGE 404; THENCE N32°18'17"W ALONG THE EAST RIGHT-OF-WAY LINE OF SAID 60 FEET WIDE FP&L EASEMENT A DISTANCE OF 1746.02 FEET TO A POINT ON THE NORTH RIGHT-OF-WAY LINE OF A 200 FEET WIDE FP&L EASEMENT AS RECORDED IN OFFICIAL RECORDS BOOK 377, PAGES 2069-2076; THENCE N89°46'35"W ALONG THE NORTH RIGHT-OF-WAY LINE OF SAID 200 FEET WIDE FP&L EASEMENT AND BEING PARALLEL TO THE NORTH LINE OF SAID SECTION 3 A DISTANCE OF 1026.62 FEET TO A POINT ON THE EAST RIGHT-OF-WAY LINE OF N.S.L.R.W.C.D. CANAL NO. 93 (A 78 FEET WIDE RIGHT-OF-WAY); THENCE N00°02'49"E ALONG THE EAST RIGHT-OF-WAY LINE OF SAID N.S.L.R.W.C.D. CANAL NO. 93 A DISTANCE OF 52.50 FEET TO A POINT ON THE NORTH SECTION LINE OF SAID SECTION 3, TOWNSHIP 36 SOUTH, RANGE 39 EAST AND BEING THE POINT OF BEGINNING.

CONTAINING 399.73 ACRES MORE OR LESS.

OR BOOK 2035 PAGE 1440

**EXHIBIT "B"**

WILLOW LAKES PARCEL

COPY

Parcel 1

A PARCEL OF LAND LYING IN SECTIONS 2 AND 3, TOWNSHIP 36 SOUTH, RANGE 39 EAST IN ST. LUCIE COUNTY, FLORIDA AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE NORTHEAST CORNER OF SAID SECTION 3; THENCE N89°46'35"W ALONG THE NORTH LINE OF SAID SECTION 3 A DISTANCE OF 2622.04 FEET TO A POINT ON THE EAST RIGHT-OF-WAY LINE OF N.S.L.R.W.C.D. CANAL NO. 93 (A 78 FEET WIDE RIGHT-OF-WAY); THENCE S00°02'49"W ALONG THE EAST RIGHT-OF-WAY LINE OF SAID N.S.L.R.W.C.D. CANAL NO. 93 A DISTANCE OF 52.50 FEET TO A POINT ON THE NORTH RIGHT-OF-WAY LINE OF A 200 FEET WIDE FP&L EASEMENT AS RECORDED IN OR 377, PG. 2069-2076 AND BEING THE POINT OF BEGINNING OF THE FOLLOWING DESCRIBED PARCEL; THENCE S89°46'35"E ALONG THE NORTH RIGHT-OF-WAY LINE OF SAID 200 FEET WIDE FP&L EASEMENT AND BEING PARALLEL TO THE NORTH LINE OF SAID SECTION 3 A DISTANCE OF 1,026.62 FEET TO A POINT ON THE EAST RIGHT-OF-WAY LINE OF A 60 FEET WIDE FP&L EASEMENT AS RECORDED IN OR 119, PG. 404; THENCE S32°18'17"E ALONG THE EAST RIGHT-OF-WAY LINE OF SAID 60 FEET WIDE FP&L EASEMENT A DISTANCE OF 1,746.02 FEET; THENCE N61°15'41"E A DISTANCE OF 335.12 FEET; THENCE N31°56'28"E A DISTANCE OF 78.35 FEET; THENCE N02°37'14"E A DISTANCE OF 332.85 FEET; THENCE N85°17'03"E A DISTANCE OF 146.97 FEET; THENCE N53°57'44"E A DISTANCE OF 58.71 FEET; THENCE N01°56'01"E A DISTANCE OF 142.19 FEET; THENCE N62°33'43"E A DISTANCE OF 139.15 FEET TO THE BEGINNING OF A CURVE CONCAVE TO THE NORTHWEST HAVING A RADIUS OF 335.00 FEET; THENCE NORTHEASTERLY ALONG THE ARC OF SAID CURVE A DISTANCE OF 365.79 FEET THROUGH A CENTRAL ANGLE OF 62°33'43"; THENCE N00°00'00"W A DISTANCE OF 142.46 FEET; THENCE S89°50'50"E A DISTANCE OF 1,811.20 FEET TO THE BEGINNING OF A CURVE CONCAVE TO THE SOUTHWEST HAVING A RADIUS OF 150.00 FEET; THENCE SOUTHEASTERLY ALONG THE ARC OF SAID CURVE A DISTANCE OF 308.52 FEET THROUGH A CENTRAL ANGLE OF 117°50'41"; THENCE S27°59'51"W A DISTANCE OF 671.72 FEET; THENCE S56°07'55"E A DISTANCE OF 323.59 FEET TO A POINT ON THE WEST RIGHT-OF-WAY LINE OF STATE ROAD NO. 9 (INTERSTATE HIGHWAY NO. 95) (WIDTH VARIES); THENCE S32°49'14"W ALONG THE WEST RIGHT-OF-WAY OF SAID STATE ROAD NO. 9 A DISTANCE OF 346.97 FEET; THENCE S44°46'35"W ALONG THE WEST RIGHT-OF-WAY LINE OF SAID STATE ROAD NO. 9 A DISTANCE OF 339.92 FEET TO A POINT ON THE SOUTH RIGHT-OF-WAY LINE OF A ACCESS ROAD NO. 1 AS RECORDED IN PB 24, PG. 4J&K; THENCE N00°04'30"E A

DISTANCE OF 99.51 FEET TO A POINT ON THE NORTH RIGHT-OF-WAY LINE OF SAID ACCESS ROAD NO. 1; THENCE S44°46'35"W ALONG THE NORTH RIGHT-OF-WAY LINE OF SAID ACCESS ROAD NO. 1 A DISTANCE OF 236.51 FEET; THENCE DEPARTING SAID ACCESS ROAD NO. 1 N00°04'43"E A DISTANCE OF 535.11 FEET; THENCE S89°59'23"W A DISTANCE OF 166.33 FEET; THENCE S00°04'55"W A DISTANCE OF 680.33 FEET TO A POINT ON THE NORTH RIGHT-OF-WAY LINE OF SAID ACCESS ROAD NO. 1; THENCE S50°43'56"W ALONG THE NORTH RIGHT-OF-WAY LINE OF SAID ACCESS ROAD NO. 1 A DISTANCE OF 478.34 FEET TO THE BEGINNING OF A CURVE CONCAVE TO THE NORTH HAVING A RADIUS OF 266.00 FEET; THENCE WESTERLY ALONG THE ARC OF SAID CURVE A DISTANCE OF 171.53 FEET THROUGH A CENTRAL ANGLE OF 36°56'48"; THENCE S87°40'44"W ALONG THE NORTH RIGHT-OF-WAY LINE OF SAID ACCESS ROAD NO. 1 A DISTANCE OF 1,027.79 FEET; THENCE S00°01'50"E A DISTANCE OF 72.00 FEET; THENCE S89°58'10"W A DISTANCE OF 1,610.26 FEET; THENCE S00°01'50"E A DISTANCE OF 117.14 FEET TO A POINT ON THE NORTH RIGHT-OF-WAY LINE OF WHITE CITY ROAD (COUNTY ROAD 712) (A 70 FEET WIDE RIGHT-OF-WAY); THENCE N89°52'26"W ALONG THE NORTH RIGHT-OF-WAY OF SAID WHITE CITY ROAD (COUNTY ROAD 712) A DISTANCE OF 786.28 FEET TO A POINT ON THE EAST RIGHT-OF-WAY LINE OF SAID N.S.L.R.W.C.D. CANAL NO. 93; THENCE N00°02'49"E ALONG THE EAST RIGHT-OF-WAY LINE OF SAID N.S.L.R.W.C.D. CANAL NO. 93 A DISTANCE OF 2,564.70 FEET TO A POINT ON THE NORTH RIGHT-OF-WAY LINE OF SAID 200 FEET WIDE FP&L EASEMENT AND BEING THE POINT OF BEGINNING.

CONTAINING 197.90 ACRES, MORE OR LESS

Parcel 2

A PARCEL OF LAND 60.00 FEET IN WIDTH LYING IN THE NE ¼ OF SECTION 35, TOWNSHIP 35 SOUTH, RANGE 39 EAST AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

A PORTION OF THE NE ¼ OF SAID SECTION 35 LYING 60.00 FEET WEST OF (AS MEASURED AT RIGHT ANGLES) THE WEST RIGHT-OF-WAY LINE OF THE NORTH ST. LUCIE RIVER WATER CONTROL DISTRICT CANAL NO. 96 AS RECORDED IN OFFICIAL RECORDS BOOK 396, PAGE 2511, LYING WEST OF THE WEST RIGHT-OF-WAY LINE OF INTERSTATE 95 (STATE ROAD 9)

Parcel 3

A PARCEL OF LAND 60.00 FEET IN WIDTH LYING IN THE NW ¼ OF SECTION 36 TOWNSHIP 35 SOUTH, RANGE 39 EAST AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COPY

COPY

COMMENCE AT THE NORTHWEST CORNER OF SAID SECTION 36, TOWNSHIP 35 SOUTH, RANGE 39 EAST, THENCE N89°45'07"E, ALONG THE NORTH LINE OF SAID SECTION 36, A DISTANCE OF 824.95 FEET; THENCE S00°12'26"W A DISTANCE OF 662.15 FEET TO THE POINT OF BEGINNING OF THE FOLLOWING DESCRIBED PARCEL:

THENCE S47°45'46'E A DISTANCE OF 60.00 FEET THE NORTHWESTERLY RIGHT-OF-WAY LINE OF STATE ROAD 9 (INTERSTATE ROAD 95); THENCE ALONG SAID NORTHWESTERLY RIGHT-OF-WAY LINE THE FOLLOWING THREE COURSES AND DISTANCES, S42°14'14"W A DISTANCE OF 83.45 FEET; THENCE S37°39'48"W A DISTANCE OF 200.64 FEET; THENCE S42°14'14"W A DISTANCE OF 955.24 FEET TO THE EAST RIGHT-OF-WAY LINE OF CANAL NO. 96; THENCE N00°08'06"E ALONG SAID EAST RIGHT-OF-WAY LINE A DISTANCE OF 89.49 FEET; TO A POINT 60.00 FEET NORTHWESTERLY OF (AS MEASURED AT RIGHT ANGLES) THE NORTHWESTERLY RIGHT-OF-WAY LINE OF INTERSTATE-95; THENCE N42°14'14"E PARALLEL WITH SAID NW RIGHT-OF-WAY LINE A DISTANCE OF 886.45 FEET; THENCE N37°39'48"E A DISTANCE OF 200.54 FEET; THENCE N42°14'14"E A DISTANCE OF 85.85 FEET TO THE POINT OF BEGINNING.

Parcel 4

A PARCEL OF LAND 80.00 FEET IN WIDTH LYING IN SW ¼ OF SECTION 25, TOWNSHIP 35 SOUTH, RANGE 39 EAST AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCE AT THE SOUTHWEST CORNER OF SECTION 25, TOWNSHIP 35 SOUTH, RANGE 39 EAST, THENCE NORTH 89°45'07"EAST, ALONG THE SOUTH LINE OF SAID SECTION 25, A DISTANCE OF 824.95 FEET; THENCE N00°12'26"E A DISTANCE OF 871.61 FEET TO THE POINT OF BEGINNING OF THE FOLLOWING DESCRIBED PARCEL:

THENCE CONTINUE N00°12'26"E A DISTANCE OF 197.52 FEET TO THE WESTERLY RIGHT-OF-WAY LINE OF THE SUNSHINE STATE PARKWAY; THENCE N23°41'09"W ALONG SAID WESTERLY RIGHT-OF-WAY LINE A DISTANCE OF 320.73 FEET TO THE NORTH LINE OF THE SW ¼ OF THE SW ¼ OF SAID SECTION 25; THENCE N89°51'53"W ALONG SAID NORTH LINE A DISTANCE OF 650.74 FEET TO THE EAST RIGHT-OF-WAY LINE OF NORTH ST. LUCIE RIVER WATER CONTROL DISTRICT CANAL NO. 96; THENCE S00°11'53"W ALONG SAID EAST RIGHT-OF-WAY LINE A DISTANCE OF 80.00 FEET; THENCE S89°51'53"E PARALLEL WITH SAID NORTH LINE A DISTANCE OF 598.70 FEET TO A POINT 80.00 FEET (AS MEASURED AT RIGHT ANGLES) SOUTHWEST OF THE WESTERLY RIGHT-OF-WAY OF THE SUNSHINE STATE PARKWAY; THENCE S23°41'09"E PARALLEL WITH SAID WESTERLY RIGHT-OF-WAY LINE A DISTANCE OF 449.19 FEET TO THE POINT OF BEGINNING.

COPY

**EXHIBIT "C"**

**11 Acre Parcel**

Parcel 1:

Being a portion of the Southwest ¼ of the Southwest ¼ of Section 25, Township 35 South, Range 39 East, lying Westerly of the Sunshine State Parkway, and being more particularly described as follows:

Commence at the Southwest corner of said Section 25, Township 35 South, Range 39 East; thence N 89°45'07" E, along the south line of said Section 25, a distance of 824.95 feet to the POINT OF BEGINNING of the following described parcel:

Thence continue N 89°45'07" E, along said south line of Section 25, a distance of 471.97 feet to the westerly right-of-way line of the Sunshine State Parkway, thence N 23°41'09" W, along said westerly right-of-way line, a distance of 1165.23 feet; thence S 00°12'26" W a distance of 1069.13 feet to the POINT OF BEGINNING.

Containing 5.79 acres, more or less

Parcel 2

Being a portion of the Northwest ¼ of Section 36, Township 35 South, Range 39 East, lying Westerly of the Sunshine State Parkway and Northwesterly of State Road No. 9 (Interstate No. 95), and being more particularly described as follows:

Commence at the Northwest corner of said Section 36, Township 35 South, Range 39 East; thence N 89°45'07" E, along the north line of said Section 36, a distance of 824.95 feet to the POINT OF BEGINNING of the following described parcel:

Thence continue N 89°45'07" E, along said north line of said Section 36, a distance of 471.97 feet to the westerly right-of-way line of the Sunshine State Parkway, thence S 23°41'09" E, along said westerly right-of-way line a distance of 170.06 feet to the Northerly right-of-way line of State Road 9 (Interstate Highway No. 95); thence S 42°14'14" W along said northerly right-of-way line a distance of 741.24 feet; thence N 47°45'46" W a distance of 60.00 feet; thence N 00°12'26" E a distance of 662.15 feet to the POINT OF BEGINNING.

Containing 5.47 acres, more or less

COPY

EXHIBIT "D" TO EASEMENT AGREEMENT
(ACCESS EASEMENT PARCEL)

The Easterly 60 feet of Parcel 1 of the Willow Lakes Parcel, and the Easterly 60 feet of the Midway Parcel, as said Parcels are described in Exhibits "A" and "B" of this Easement Agreement, lying adjacent to Interstate I-95 (State Road No. 9), and lying northeast of the Northerly Terminus of County Access Road No. 1 as recorded in Plat Book 24, at Pages 4J through 4K;

together with

The Southeasterly 60 feet of that part of the Northeast ¼ of Section 35, Township 35 South, Range 39 East, lying Northwesterly of Interstate I-95 (State Road No. 9) less and excepting right-of-way for North St. Lucie River Water Control District Canals 96 and 101;

together with

The Southerly 60 feet of Parcel 2 of the Willow Lakes Parcel described in Exhibit "B" of this Easement Agreement;

together with

All of Parcels 3 and 4 of the Willow Lakes Parcel described in Exhibit "B" of this Easement Agreement.

Sketch to Accompany Description consisting of two pages is attached

COPY



COPY

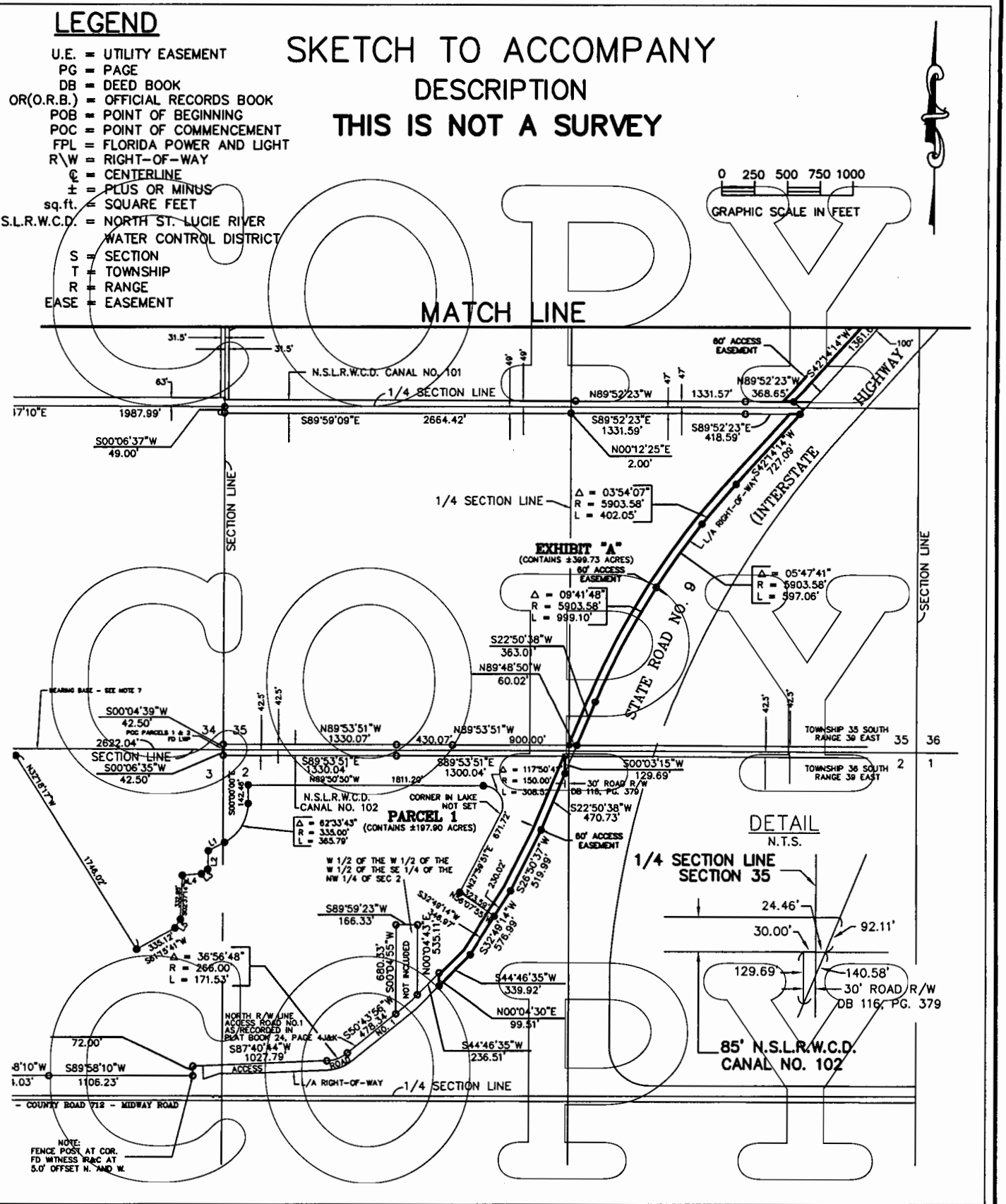
OR BOOK 2035 PAGE 1445

# SKETCH TO ACCOMPANY DESCRIPTION

## THIS IS NOT A SURVEY

## LEGEND

U.E. = UTILITY EASEMENT
PG = PAGE
DB = DEED BOOK
OR(O.R.B.) = OFFICIAL RECORDS BOOK
POB = POINT OF BEGINNING
POC = POINT OF COMMENCEMENT
FPL = FLORIDA POWER AND LIGHT
R\W = RIGHT-OF-WAY
℄ = CENTERLINE
± = PLUS OR MINUS
sq.ft. = SQUARE FEET
N.S.L.R.W.C.D. = NORTH ST. LUCIE RIVER WATER CONTROL DISTRICT
S = SECTION
T = TOWNSHIP
R = RANGE
EASE = EASEMENT




COPY

| | | |
|---|---|---|
| SKETCH OF DESCRIPTION<br>Prepared For<br>MIDWAY PROPERTIES L.L.C.<br>And<br>WILLOW LAKES L.L.C. | File: 04-186-60Foot -Easement.dwg<br>Date: 08/02/04<br>Tech: BCS | CULPEPPER & TERPENING, INC.<br>CONSULTING ENGINEERS & LAND SURVEYORS<br>2980 SOUTH 25th STREET<br>FORT PIERCE, FLORIDA 34981<br>(772)-464-3537 |

OR BOOK 2035 PAGE 1446

P:\Proj-2004\04-186 Willow Lakes Boundary Survey\Sur Dwgs\04-186-60foot easement.dwg, P6, 8/3/2004 5:30:22 PM

# SKETCH TO ACCOMPANY DESCRIPTION

## THIS IS NOT A SURVEY

**LEGEND**

U.E. = UTILITY EASEMENT
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N.S.L.R.W.C.D. = NORTH ST. LUCIE RIVER WATER CONTROL DISTRICT
S = SECTION
T = TOWNSHIP
R = RANGE
EASE = EASEMENT

0 250 500 750 1000
GRAPHIC SCALE IN FEET

COPY

NORTH LINE OF THE SOUTHWEST 1/4 OF THE SOUTHWEST 1/4
PARCEL 4
80' ACCESS EASEMENT
N89°51'53"W 650.74'
N89°51'53"W 598.70'
S23°41'09"E 449.19'
197.52'
POB
N23°41'09"W 1350.00'
1165.23'
N23°41'09"W 135.96'
N23°41'09"W 170.06'
N00°11'53"E 1287.76'
N00°12'26"E 871.61'
1069.13'
S89°45'07"W 5.50'
N89°45'07"E 471.97'
824.95'
N89°44'30"E 1329.98'
N89°44'30"E 1279.98'
SECTION LINE
26 35 25 36
N00°12'26"E 662.15'
1322.80'
PARCEL 2
(CONTAINS ±2.23 ACRES)
POB
N42°14'14"E 85.86'
83.45'
N37°39'48"E 200.64'
S00°08'06"W 1322.47'
S00°08'06"W 1653.97'
N00°08'06"E 304.17'
S00°08'06"W 265.33'
N47°45'46"W 60.00'
741.23'
S42°14'14"W 824.68'
SUNSHINE STATE PARKWAY
(200' R/W NO. 95)
S42°14'14"W 886.45'
S42°14'14"W 855.24'
PARCEL 3
60' ACCESS EASEMENT
N00°08'06"E 89.49'
S42°14'14"W 89.49'
50'
50'
1272.15'
1361.64'
100'
HIGHWAY
60' ACCESS EASEMENT
N89°52'23"W 368.65'
N89°52'23"W 1331.57'
S89°52'23"E 1331.59'
S89°52'23"E 418.59'
N00°12'26"E 2.00'
2664.42'
1/4 SECTION LINE
49' 49'
47' 47'
N.S.L.R.W.C.D. CANAL NO. 95
N.S.L.R.W.C.D. CANAL NO. 96
N.S.L.R.W.C.D. CANAL NO. 101
UNPLATTED ACREAGE
TED ACREAGE
DETAIL
NTS
44.5'
44.5'
FD IR&C N89°44'30"E
FD 4"x4" CM FD IR&C
FD IR&C
824.95'
60'
50' 50'
NE COR OF SEC 35 POC (SW COR OF SEC 25
33.5'
33.5'
FD WITNESS IR&C N89°36'04"E 33.5' FROM BOUNDARY POINT.
SHOWN ON TRICT MAPS
MATCH LINE

COPY

COPY

OR BOOK 2035 PAGE 1447

## SKETCH OF DESCRIPTION

Prepared For

MIDWAY PROPERTIES L.L.C.

And

WILLOW LAKES L.L.C.

File: 04-186-60Foot -Easement.dwg
Date: 08/02/04

Tech: BCS

CULPEPPER & TERPENING, INC.
CONSULTING ENGINEERS & LAND SURVEYORS
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(772)-464-3537

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EW Consultants, Inc.
Natural Resource Management, Wetland, and Environmental Permitting Services

# VILLAGE AT MIDWAY

## Environmental Assessment

**Prepared For:**
**Walton Development and Management**

**Prepared By:**
**EW Consultants, Inc.**

July 2015
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1000 SE Monterey Commons Boulevard, Suite 208 • Stuart, FL 34996 772-287-8771 • Fax 772-287-2988
www.ewconsultants.com

## I. INTRODUCTION -

This Environmental Assessment documents and summarizes the various natural resources present on a piece of land referred to as The Village at Midway within the City of Fort Pierce, St. Lucie County, Florida. The project site, as shown on Figure 1 in Appendix A, is 516.3± acres, and is located south of and adjacent to the Ten-Mile Creek Stormwater Treatment Area, west of and adjacent to I-95, and north of (with the western portion adjacent to) Midway Road. Figure 2 in Appendix A is a 2014 aerial photo of the subject property and immediate surroundings.

## II. GENERAL PROPERTY DESCRIPTION –

The property is comprised of two distinct areas; native upland and wetland habitats and pasture land east of the North St. Lucie Water Control District's (NSLWCD) Canal Number 93, and abandoned citrus groves west of the Canal Number 93. Electrical transmission lines run west-to-east on both pieces, as well as northwest-to-southeast on the piece of land east of the canal. While the western piece is abandoned groves with associated ponds and ditches, the eastern portion of the project site remains in native upland and wetland habitats, as well as improved pasture which is currently active. Detailed discussions of land cover types are described in subsequent sections of this report.

Surrounding land uses include the Corps of Engineers'/SFWMD Ten-Mile Creek Stormwater Treatment Area to the north, I -95 to the east, improved pasture and Midway Road to the south, and nursery and remnant citrus groves to the west.

## III. SOIL TYPES –

A Soils Report produced by the United States Department of Agriculture/Natural Resources Conservation Service is provided in Appendix B of this report. The soils report identifies mainly sand-based and poorly drained soils throughout the project site.

## IV. EXISTING LAND COVER TYPES –

Figure 3 in Appendix A provides an aerial view and nomenclature for the various types of land covers/FLUCCS which currently exist on-site.

The land cover types found on the project include:

**Upland Inventory**

***211 Improved Pasture – ±90.3 Ac.***

The southern and eastern portions of the project site consist of improved pasture, which is currently being used for cattle and horse grazing. The livestock is roaming free throughout a majority of the site and, as a result, the property shows signs of impact such as numerous trails. Some areas in the eastern portion of the property include composting piles consisting of discarded citrus. Vegetation consists primarily of pasture grasses. This category includes ditches associated with the agricultural practice.

***211/832 Improved Pasture/Electrical Transmission Lines – ±2.6 Ac.***

The eastern piece of land contains an east-west and northwest-southeast alignment of electrical power transmission lines. The underlying land use is improved pasture with similar characteristics to 211 described above.

***224 Abandoned Groves – ±108.4 Ac.***

The western parcel, west of Canal Number 93, consists largely of abandoned groves that have become overgrown with exotic plant species such as Brazilian pepper, as well as native species such as laurel oak and cabbage palm. No active management is apparent.

***224/832 Abandoned Groves/Electrical Transmission Lines – ±15.4 Ac.***

The western piece of land contains an east-west alignment of electrical power transmission lines. The underlying land use is abandoned groves with similar characteristics to 224 described above.

***411 Pine Flatwoods – ±119.7 Ac.***

This is a sub-category of the FLUCCS Upland Forests classification and includes areas where the tree canopy is dominated by slash pine (*Pinus elliottii*). The soil is typically poorly to moderately well-drained with occasional organic layers associated with the primarily sandy layers. The native areas of pine flatwoods are generally found in the northern half of the property, with scattered areas in the southern and southeastern portions of the site. While this area is in fairly good ecological condition and shows little signs of stress or invasive vegetation, the grazing and anthropogenic

activities have impacted the area somewhat. Slash pine (*Pinus elliottii* var. *densa*), saw palmetto (*Serenoa repens*), and gallberry (*Ilex glabra*) are the dominant plants species within this land cover category.

***422 Brazilian Pepper – ±3.6 Ac.***

Thickets of the exotic Brazilian pepper tree exist along I-95 in the eastern portion of the site. These trees typically dominate a landscape preventing desirable native plant species from establishing.

***437 Australian Pine – ±1.1 Ac.***

Tall stands of the exotic Australian pine tree exists in the north-central and northwestern portions of the site. These trees typically dominate a landscape preventing desirable native plant species from establishing.

***740 Disturbed Land – ±15.4 Ac.***

The area surrounding the large off-site barrow pit is comprised of disturbed land. The area includes scattered native trees such as slash pines and laurel oaks, along with Brazilian pepper.

***740/832 Disturbed Lands/Electrical Transmission Lines – ±0.4 Ac.***

Just northwest of the large off-site barrow pit exists this land cover type. The underlying land use is disturbed lands with similar characteristics to 740 described above.

**Other Surface Waters**

***524 Lakes Less than Ten Acres – ±2.5 Ac.***

Two man-made lakes occur within the western piece of land that were likely used as part of the remnant citrus operation. One small pond exists in the south-central portion of the eastern piece. All are in fair to poor ecological condition due to the long-term agricultural impacts.

**Wetland Inventory**

***617 Mixed Wetland Hardwoods – ±0.4 Ac.***

A wetland located near the site's northeastern corner of property is somewhat degraded. Vegetation present includes Carolina willow (*Salix caroliniana*), Brazilian pepper (*Schinus terebinthifolius*), Primrose willow (*Ludwigia peruviana*), torpedo grass (*Panicum repens*), pickerelweed (*Pontederia cordata*), duck potato (*Sagittaria graminea*), swamp fern (*Blechnum serrulatum*), and water hyssops (*Bacopa* spp.).

***625 Hydric Pine Flatwoods – ±115.8 Ac.***

The northern half of the property is dominated by an ecosystem containing wetlands, hydric pine flatwoods, and pine flatwoods. This ecosystem is in good condition, but has been impacted by anthropogenic impacts, including historic logging, understory vegetation removal, and frequent off-road vehicle traffic. Within the hydric pine flatwoods habitat, the canopy consists of slash pines (*Pinus elliotti*) with an understory of gallberry (*Ilex glabra*), milkworts (*Polygala rugelii*), yellow-eyed grass (*Xyris* spp.), beakrush (*Rhynchospora* spp.), hat pins (*Eriocaulon* spp.), bog buttons (*Eriocaulon* spp.), bluestem grasses (*Andropogon* spp.), flat sedges (*Cyperus* spp.), wax myrtle (*Myrica cerifera*), and saw palmetto (*Serenoa repens*).

***625/832 Hydric Pine Flatwoods/Electrical Transmission Lines – ±0.2 Ac.***

The northeastern corner of the eastern piece of land contains this land cover type. The underlying land use is hydric pine flatwoods with similar characteristics to 625 described above.

***641 Freshwater Marsh – ±21.1 Ac.***

This is a sub-category of the FLUCCS wetlands classification and includes long-hydroperiod aquatic vegetation generally associated with depressional wetlands. These wetlands may contain water throughout the year and provide resident wildlife with water as well as foraging and nesting opportunities. The marsh wetlands primarily occur within the hydric pine flatwoods and pasture areas and are generally in fair-to-good condition. The vegetation in these marshes predominantly includes the following species as well as others that may not be specifically noted: wax myrtle (*Myrica cerifera*), chestnut sedge (*Fimbristylis spadicea*), seedbox (*Ludwigia alternifolia*), chalky bluestem (*Andropogon virginicus var. glaucus*), St. John's wort (*Hypericum brachyphyllum*), pickerelweed (*Pontederia cordata*), bladderwort (*Utricularia* spp.), maidencane (*Panicum hemitomon*), blue maidencane (*Amphicarpum muhlenbergianum*), Tracy's beakrush (*Rhynchospora tracy*), redroot (*Lachnanthes caroliana*), spatterdock (*Nuphar* spp.), corkwood (*Stillingia aquatica*), and duck potato (*Sagittaria graminea*).

***643 Wet Prairie – ±15.4 Ac.***

This is a sub-category of the FLUCCS wetlands classification and includes short-hydroperiod aquatic vegetation generally associated with shallow depressional wetlands. Wet prairies usually hold several inches to a foot or more of water during the wet season, but may dry out completely (water table recedes below ground surface) for a majority of the year. The wet prairies on-site occur within the improved pastures and pine flatwood areas. Their ecological condition ranges from very poor (due to agricultural influences) to very good where surrounded by pine flatwoods or hydric pine flatwoods. Some of the plant species observed on the subject property that are typical within this classification include Tracy's beakrush (*Rhynchospora tracy*), redroot (*Lachnanthes caroliana*), yellow-eyed grass (*Xyris* spp.), pickerelweed (*Pontederia cordata*), Wax Myrtle (*Myrica cerifera*), St. John's Wort (*Hypericum cistifolium*), water hyssops (*Bacopa* spp.), primrose willow (*Ludwigia peruviana*), panic grass (*Panicum* spp.), Juncus rush (*Juncus* spp.), and blue maidencane (*Amphicarpum muhlenbergianum*).

***643/832 Abandoned Groves/Electrical Transmission Lines – ±3.3 Ac.***

The northwest-to-southeast transmission line alignment contains wetland areas. The underlying land use is wet prairie with similar characteristics to 643 described above.

## V. PRESERVE AREA AND WETLAND IMPACT/MITIGATION –

The limits of the wetland areas are based on SFWMD (South Florida Water Management District) Environmental Resource Permit (ERP) No. 56-02538-P for the Provences DRI. This active ERP provides for the preservation, impact, and subsequent mitigation of wetland areas on-site. Mitigation for proposed impacts to on-site wetlands have been addressed with the SFWMD through the preservation of 136.4 acres of land located in the northern portion of the property. This preservation area consists of a mosaic of upland pine flatwoods, hydric pine flatwoods, wet prairies and freshwater marshes. This preserve area will be placed in conservation easement in favor of the SFWMD, which provides for the perpetual management of the preserve area.

## VI. WILDLIFE AND LISTED SPECIES EVALUATION

The data and field observations indicate that the property hosts a variety of wildlife species. The table below lists the species that were directly observed, photographed, or evidence of their presence was noted through indirect means, such as scat or prints. In general, the southern half of the property is dominated by active pastures that host both cattle and horses. The cattle and horses have free reign over the entire property and, as such, the whole site exhibits impacts to a greater or lesser degree, with the greatest impact in the southern portion. I-95's constant noise is

noticeable, and presumably disruptive, throughout the eastern portion of the property. The pine flatwoods host a number of hunting stations and the well-established paths indicating that trucks or similar vehicles go through the flatwoods on a regular basis. Given the anthropogenic disturbances, the site does not provide the habitat suitable to host a large number of listed species.

| Common Name | Scientific Name | On-Site Locations | Legal Status | Occurrence |
|---|---|---|---|---|
| Raccoon | *Procyon lotor* | Throughout site | Not listed | Indirectly observed |
| Hog | *Sus scrofa* | Throughout site | Not listed | Indirectly observed |
| Coyote | *Canis latrans* | Eastern portion of site | Not listed | Indirectly observed |
| Black Racer | *Coluber constrictor* | Throughout site | Not listed | Directly observed |
| Double-Breasted Cormorant | *Phalacrocorax auritus* | Lake | Not listed | Directly observed |
| Florida Sandhill Crane | *Grus canadensis pratensis* | In/around wetlands and lake | State – Threatened | Directly observed |
| Great Egret | *Ardea alba* | In/around wetlands and lake | Not listed | Directly observed |
| White Ibis | *Eudocimus albus* | Near lake | Species of Special Concern – State | Directly observed |
| Cattle Egret | *Bubulcus ibis* | In/around ditches and in open pasture areas | Not listed | Directly observed |
| Mourning Dove | *Zanaida macroura* | Throughout site | Not listed | Directly observed |
| Northern Mockingbird | *Mimus polyglottus* | Throughout site | Not listed | Directly observed |
| Brown Thrasher | *Toxostoma rufum* | Pine flatwoods | Not listed | Directly observed |
| Northern Cardinal | *Cardinalis cardinalis* | Pine flatwoods | Not listed | Directly observed |
| Blue Jay | *Cyanocitta cristata* | Throughout site | Not listed | Directly observed |
| Yellowthroat | *Geothlypis trichas* | Pine flatwoods | Not listed | Directly observed |
| Red-Tailed Hawk | *Buteo jamiacensis* | Throughout site | Not listed | Directly observed |
| Black Vulture | *Coragyps atratus* | Throughout site | Not listed | Directly observed |
| Turkey Vulture | *Cathartes aura* | Throughout site | Not listed | Directly observed |
| Gopher Tortoise | Gopherus polyphemus | Pine flatwoods, disturbed lands | Threatened – State | Directly observed |

While their presence was not detected either directly or indirectly, a number of other species may occur due to the site's habitats. In particular, the pine flatwoods, ditches, and wetlands may provide habitat for a number of listed species, which are outlined in the below table.

| Common Name | Latin Name | Likely Location | Legal Status | Occurrence |
|---|---|---|---|---|
| Roseate Spoonbill | *Ajaia ajaja* | In/around wetlands and lake | Species of Special Concern – State | Not directly observed, but suitable habitat is present |
| Snowy Egret | *Egretta thula* | In/around wetlands and lake | Species of Special Concern – State | Not directly observed, but suitable habitat is present |
| Reddish Egret | *Egretta rufescens* | In/around wetlands and lake | Species of Special Concern – State | Not directly observed, but suitable habitat is present |
| Little Blue Heron | *Egretta caerulea* | In/around wetlands and lake | Species of Special Concern – State | Not directly observed, but suitable habitat is present |
| Tricolored Heron | *Egretta tricolor* | In/around wetlands and lake | Species of Special Concern – State | Not directly observed, but suitable habitat is present |
| Southeastern American Kestrel | *Falco sparverius paulus* | In/around open areas | Threatened – State | Not directly observed, but suitable habitat is present |
| Eastern Indigo Snake | *Drymarchon corais couperi* | In pine flatwoods; gopher tortoise commensal | Threatened – State and Federal | Not directly observed, but suitable habitat is present |
| Gopher Frog | *Rana capito* | In pine flatwoods; gopher tortoise commensal | Species of Special Concern – State | Not directly observed, but suitable habitat is present |
| American Alligator | *Alligator mississippiensis* | In ditches and lakes | State – Species of Special Concern, Federal – Threatened | Not directly observed, but suitable habitat is present |

A majority of the listed species observed on-site were foraging within the waterbodies, wetlands, and citrus composting piles. However, species observed and/or likely to occur demonstrate a propensity to take advantage of the forage opportunities in areas of relatively high human alteration and activity and are therefore able to adapt to any potential impacts the result from the proposed project.

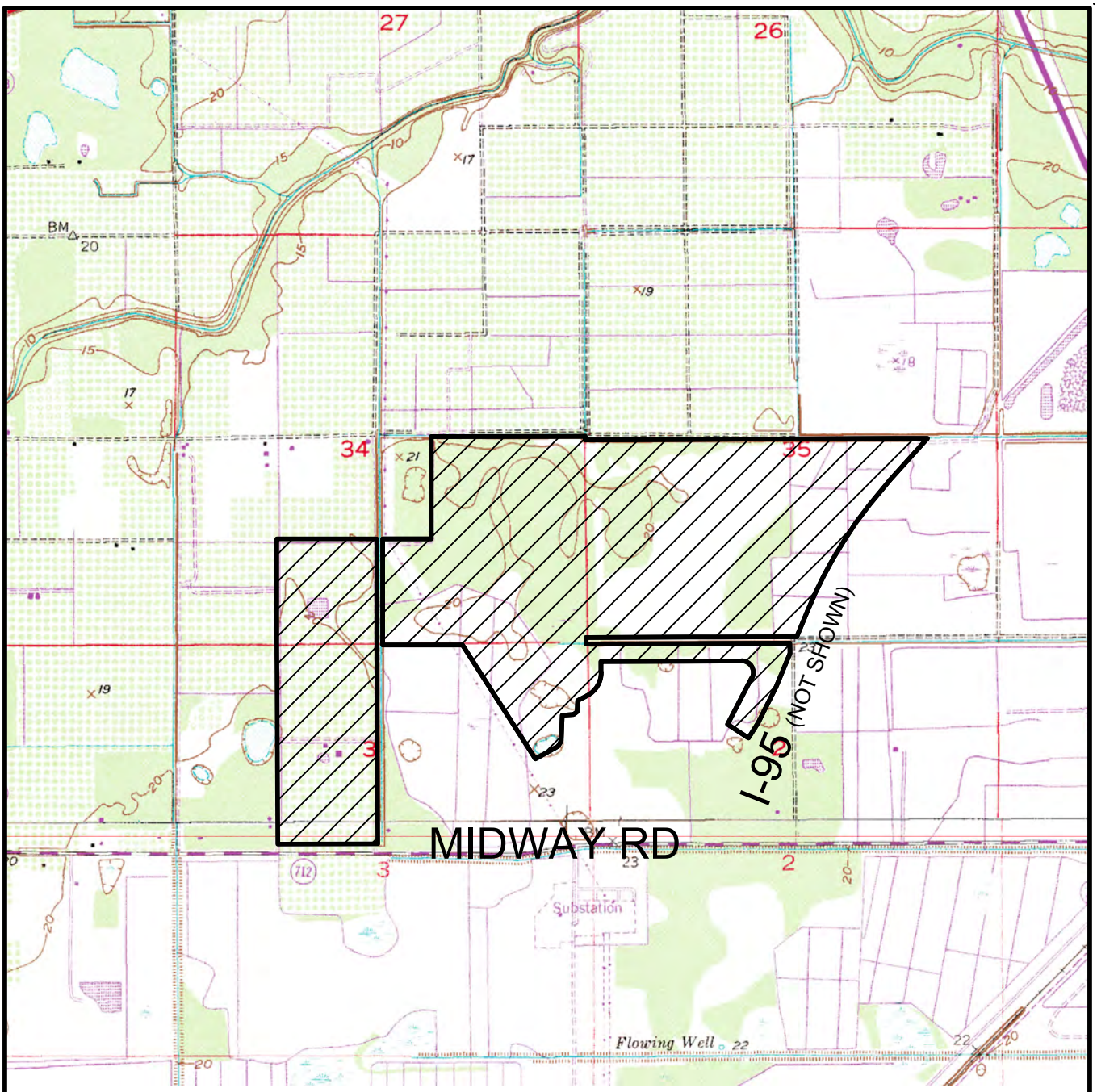
The Florida Fish and Wildlife Conservation Commission waterbird colony locator and bald eagle nest databases have no records of nests occurring on the subject property (please see Figure 4 in Appendix A). However, the site is within core foraging area for the protected wood stork, which is typically recognized as being 18.6 miles from their rookery sites.

# APPENDIX A

Figure 1: Location Map

Figure 2: Aerial photograph

Figure 3: FLUCCS Map




USGS QUAD MAP "FORT PIERCE NW" SECTIONS 34 & 35, TOWNSHIP 35 SOUTH, RANGE 39 EAST, SECTIONS 2 & 3, TOWNSHIP 36 SOUTH, RANGE 39 EAST, CITY OF FORT PIERCE, ST. LUCIE COUNTY, FLORIDA, LATITUDE 27°23'04" LONGITUDE −80°24'55"

## LEGEND

▨ - SITE (516.3± AC)

0 2000

SCALE IN FEET

# VILLAGE AT MIDWAY

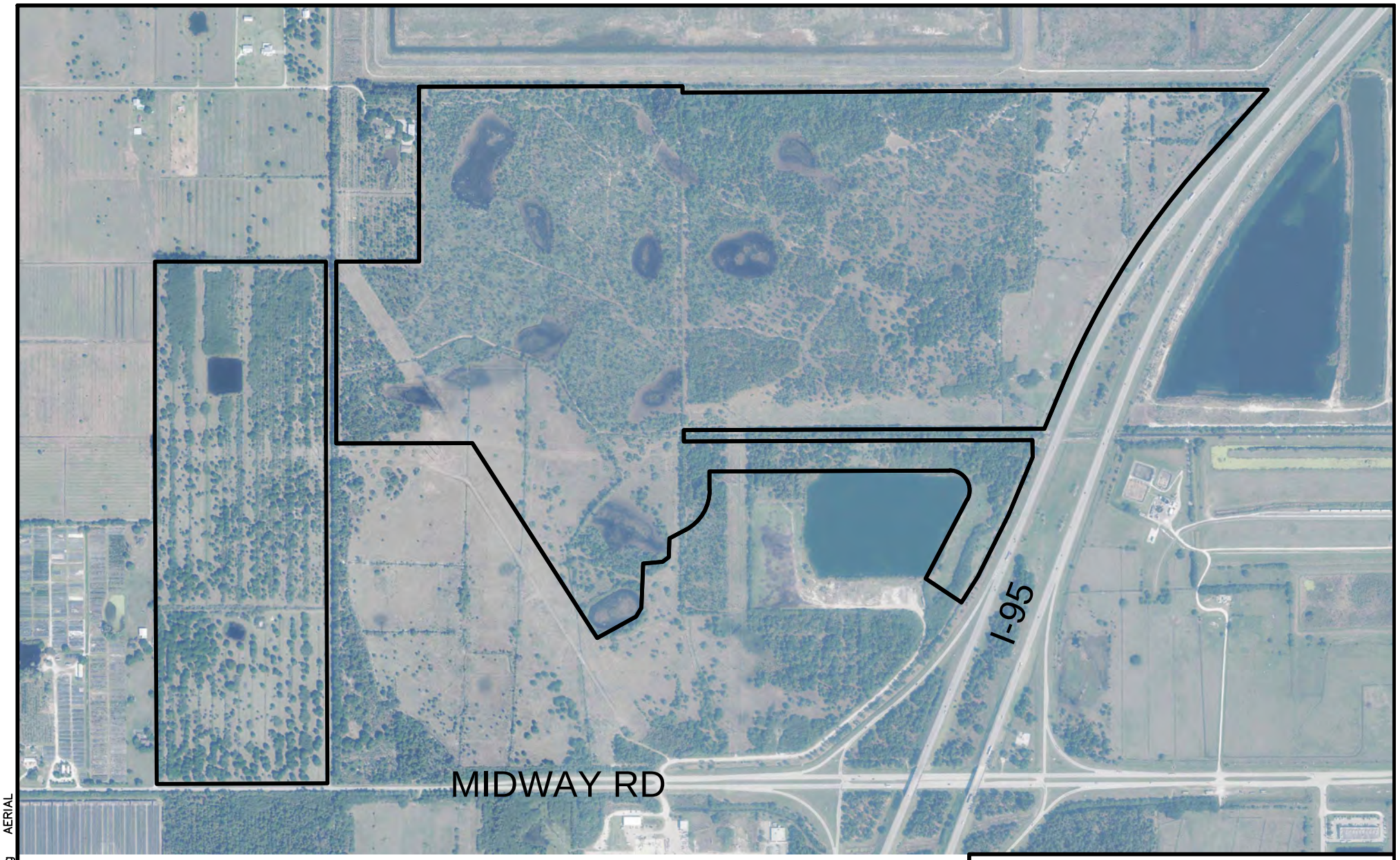
# LOCATION MAP

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1000 SE MONTEREY COMMONS BLVD., SUITE 208
STUART, FL 34996
772-287-8771 FAX 772-287-2988
WWW.EWCONSULTANTS.COM

JULY 2015

FIGURE 1

VILLAGES AT MIDWAY.dwg LOCATION




ST LUCIE COUNTY AERIALS DATED 2014

0 1000
SCALE IN FEET

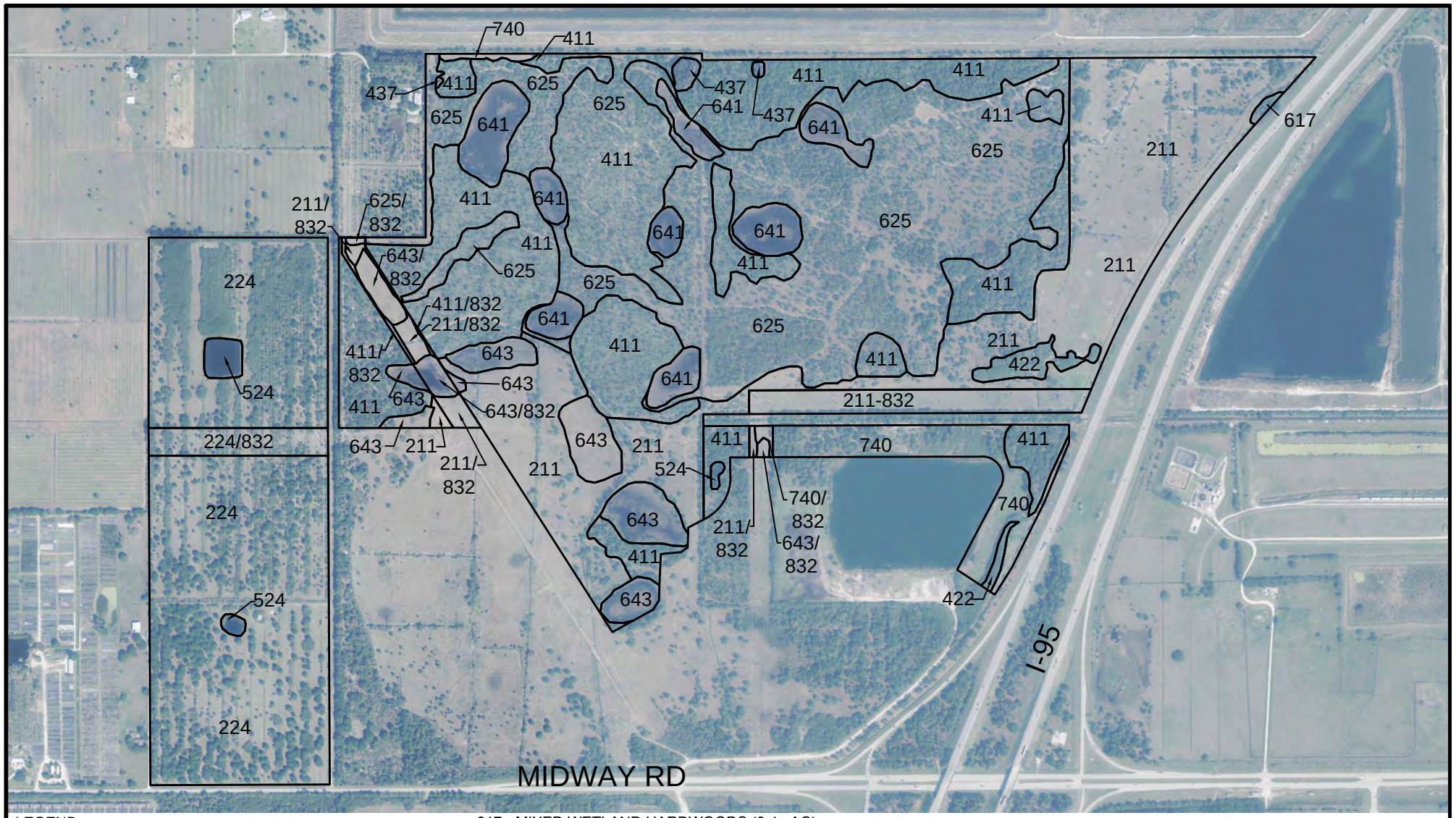
# VILLAGE AT MIDWAY AERIAL

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FIGURE 2

VILLAGES AT MIDWAY.dwg AERIAL




LEGEND

211 - IMPROVED PASTURE (90.3± AC)
211/832 - IMPROVED PASTURE/ELECTRICAL POWER TRANSMISSION LINES (2.6± AC)
224 - ABANDONED GROVES (108.4± AC)
224/832 - - ABANDONED GROVES/ELECTRICAL POWER TRANSMISSION LINES (15.4± AC)
411 - PINE FLATWOODS (119.7± AC)
411-832 - PINE FLATWOODS/ELECTRICAL POWER TRANSMISSION LINES (0.7± AC)
422 - BRAZILIAN PEPPER (3.6± AC)
437 - AUSTRALIAN PINE (1.1± AC)
524 - LAKES LESS THAN 10 ACRES (2.5± AC)
617 - MIXED WETLAND HARDWOODS (0.4± AC)
625 - HYDRIC PINE FLATWOODS (115.8± AC)
625-832 - HYDRIC PINE FLATWOODS/ELECTRICAL POWER TRANSMISSION LINES (0.2± AC)
641 - FRESHWATER MARSHES (21.1± AC)
643 - WET PRAIRIE (15.4± AC)
643-832 - WET PRAIRIE/ELECTRICAL POWER TRANSMISSION LINES (3.3± AC)
740 - DISTURBED LANDS (15.4± AC)
740-832 - DISTURBED LANDS/ELECTRICAL POWER TRANSMISSION LINES (0.4± AC)
TOTAL SITE (516.3± AC)

0 1000
SCALE IN FEET

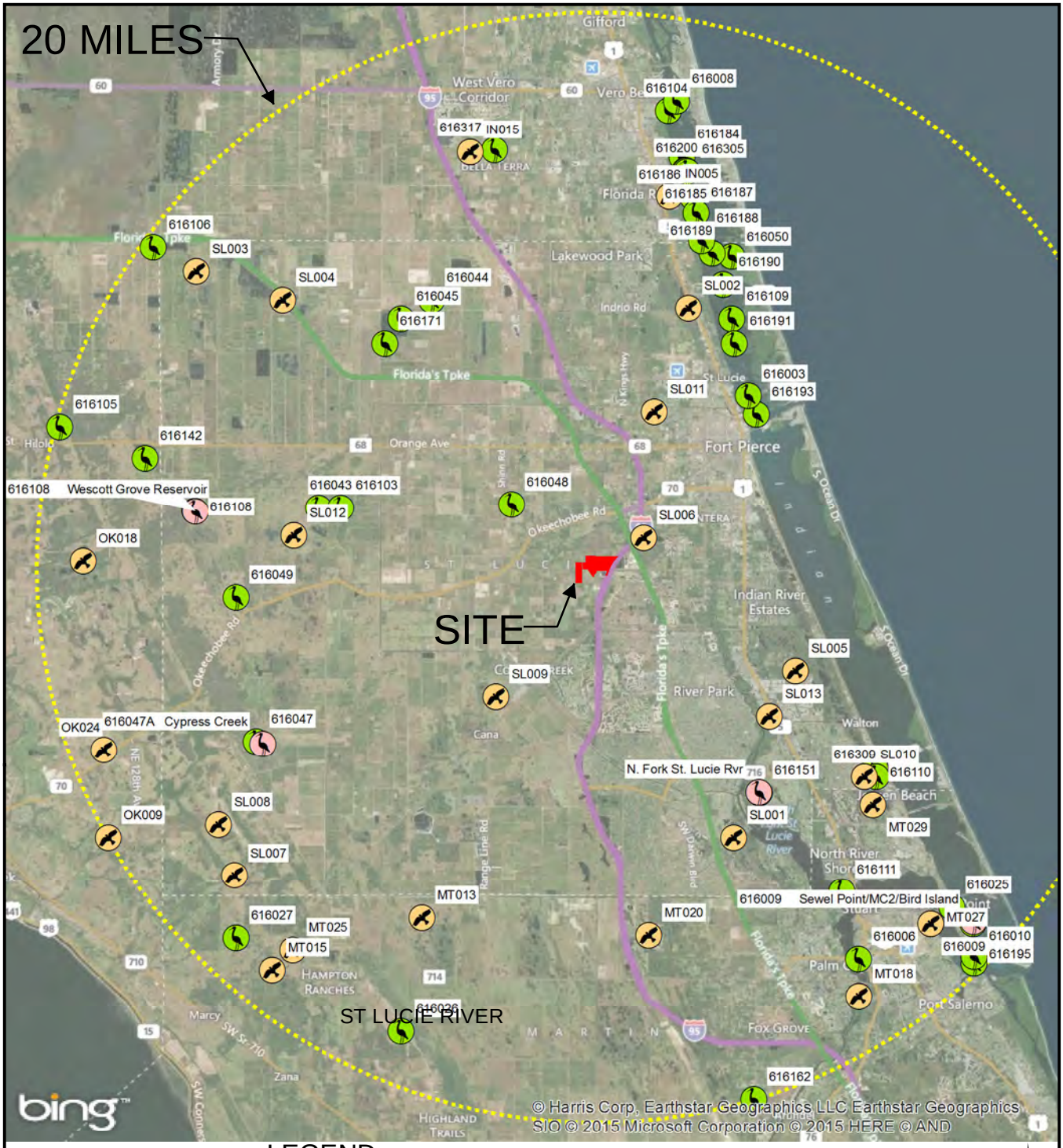
ST LUCIE COUNTY AERIALS DATED 2014

# VILLAGE AT MIDWAY FLUCCS

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JULY 2015
FIGURE
3

VILLAGES AT MIDWAY.dwg FLUCCS




LEGEND

- FFWCC WOODSTORK NESTING COLONIES 1999
- FFWCC EAGLE NESTING
- FFWCC WADING BIRD ROOKERY

0 6 Miles N

# VILLAGE AT MIDWAY

# EAGLES & WADING BIRDS MAP


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JULY 2015

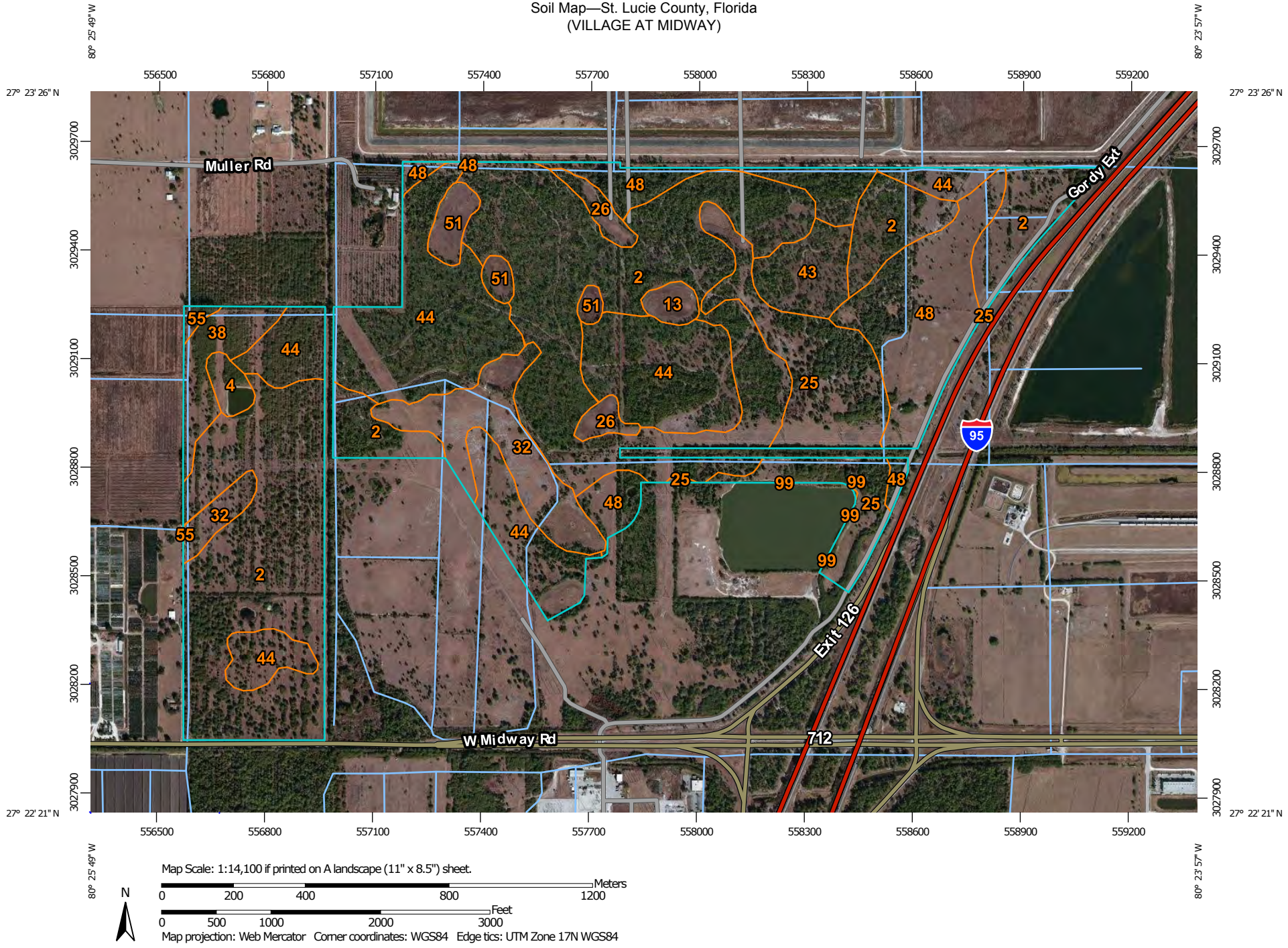
FIGURE

4

# APPENDIX B

USDA Soils Report

Soil Map—St. Lucie County, Florida
(VILLAGE AT MIDWAY)



## MAP LEGEND

**Area of Interest (AOI)**
- Area of Interest (AOI)

**Soils**
- Soil Map Unit Polygons
- Soil Map Unit Lines
- Soil Map Unit Points

**Special Point Features**
- Blowout
- Borrow Pit
- Clay Spot
- Closed Depression
- Gravel Pit
- Gravelly Spot
- Landfill
- Lava Flow
- Marsh or swamp
- Mine or Quarry
- Miscellaneous Water
- Perennial Water
- Rock Outcrop
- Saline Spot
- Sandy Spot
- Severely Eroded Spot
- Sinkhole
- Slide or Slip
- Sodic Spot
- Spoil Area
- Stony Spot
- Very Stony Spot
- Wet Spot
- Other
- Special Line Features

**Water Features**
- Streams and Canals

**Transportation**
- Rails
- Interstate Highways
- US Routes
- Major Roads
- Local Roads

**Background**
- Aerial Photography

## MAP INFORMATION

The soil surveys that comprise your AOI were mapped at 1:24,000.

Warning: Soil Map may not be valid at this scale.

Enlargement of maps beyond the scale of mapping can cause misunderstanding of the detail of mapping and accuracy of soil line placement. The maps do not show the small areas of contrasting soils that could have been shown at a more detailed scale.

Please rely on the bar scale on each map sheet for map measurements.

Source of Map: Natural Resources Conservation Service
Web Soil Survey URL: http://websoilsurvey.nrcs.usda.gov
Coordinate System: Web Mercator (EPSG:3857)

Maps from the Web Soil Survey are based on the Web Mercator projection, which preserves direction and shape but distorts distance and area. A projection that preserves area, such as the Albers equal-area conic projection, should be used if more accurate calculations of distance or area are required.

This product is generated from the USDA-NRCS certified data as of the version date(s) listed below.

Soil Survey Area: St. Lucie County, Florida
Survey Area Data: Version 6, Sep 9, 2014

Soil map units are labeled (as space allows) for map scales 1:50,000 or larger.

Date(s) aerial images were photographed: Dec 15, 2010—Mar 13, 2011

The orthophoto or other base map on which the soil lines were compiled and digitized probably differs from the background imagery displayed on these maps. As a result, some minor shifting of map unit boundaries may be evident.

# Map Unit Legend

| St. Lucie County, Florida (FL111) | | | |
|---|---|---|---|
| **Map Unit Symbol** | **Map Unit Name** | **Acres in AOI** | **Percent of AOI** |
| 2 | Ankona and Farmton sands | 218.8 | 42.4% |
| 4 | Arents, 0 to 5 percent slopes | 3.8 | 0.7% |
| 13 | Floridana sand, depressional | 3.6 | 0.7% |
| 25 | Nettles and Oldsmar sands | 45.9 | 8.9% |
| 26 | Oldsmar sand, depressional | 6.8 | 1.3% |
| 32 | Pineda sand | 31.6 | 6.1% |
| 38 | Riviera fine sand, 0 to 2 percent slopes | 11.8 | 2.3% |
| 43 | Susanna and Wauchula sands | 13.2 | 2.6% |
| 44 | Tantile and Pomona sands | 109.7 | 21.2% |
| 48 | Wabasso sand, 0 to 2 percent slopes | 61.4 | 11.9% |
| 51 | Waveland-Lawnwood complex, depressional | 8.6 | 1.7% |
| 55 | Winder loamy sand | 1.2 | 0.2% |
| 99 | Water | 0.1 | 0.0% |
| **Totals for Area of Interest** | | **516.4** | **100.0%** |

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

Traffic Engineering, Transportation Planning

# TRAFFIC ANALYSIS

# FOR

# Village at Midway

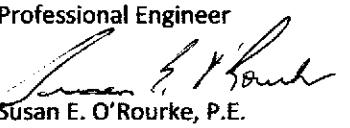
Prepared for:

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
Revised December 18, 2015
SR14071.0

| | |
|---|---|
| Prepared by:<br>Susan E. O'Rourke, P.E., Inc.<br>Certificate of Authorization: #26869<br>969 SE Federal Highway, Suite 402<br>Stuart, Florida 34994<br>772-781-7918 | Professional Engineer<br>  <br>Susan E. O'Rourke, P.E.<br>Date signed and sealed: 12/18/15<br>License #: 42684 |

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# 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

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SEORourke@comcast.net

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# APPENDIX

**APPENDIX A: Existing Traffic Counts and Network Data**
**APENDIX B: Trip Generation AM and PM.**
**APPENDIX C: Model Assignment**
**APPENDIX D: 2035 Traffic Volumes and Roadway Network Data**
**APPENDIX E: Intersection Data**

## 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.




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FIGURE 1

PROJECT LOCATION

VILLAGE AT MIDWAY

MAY 2015

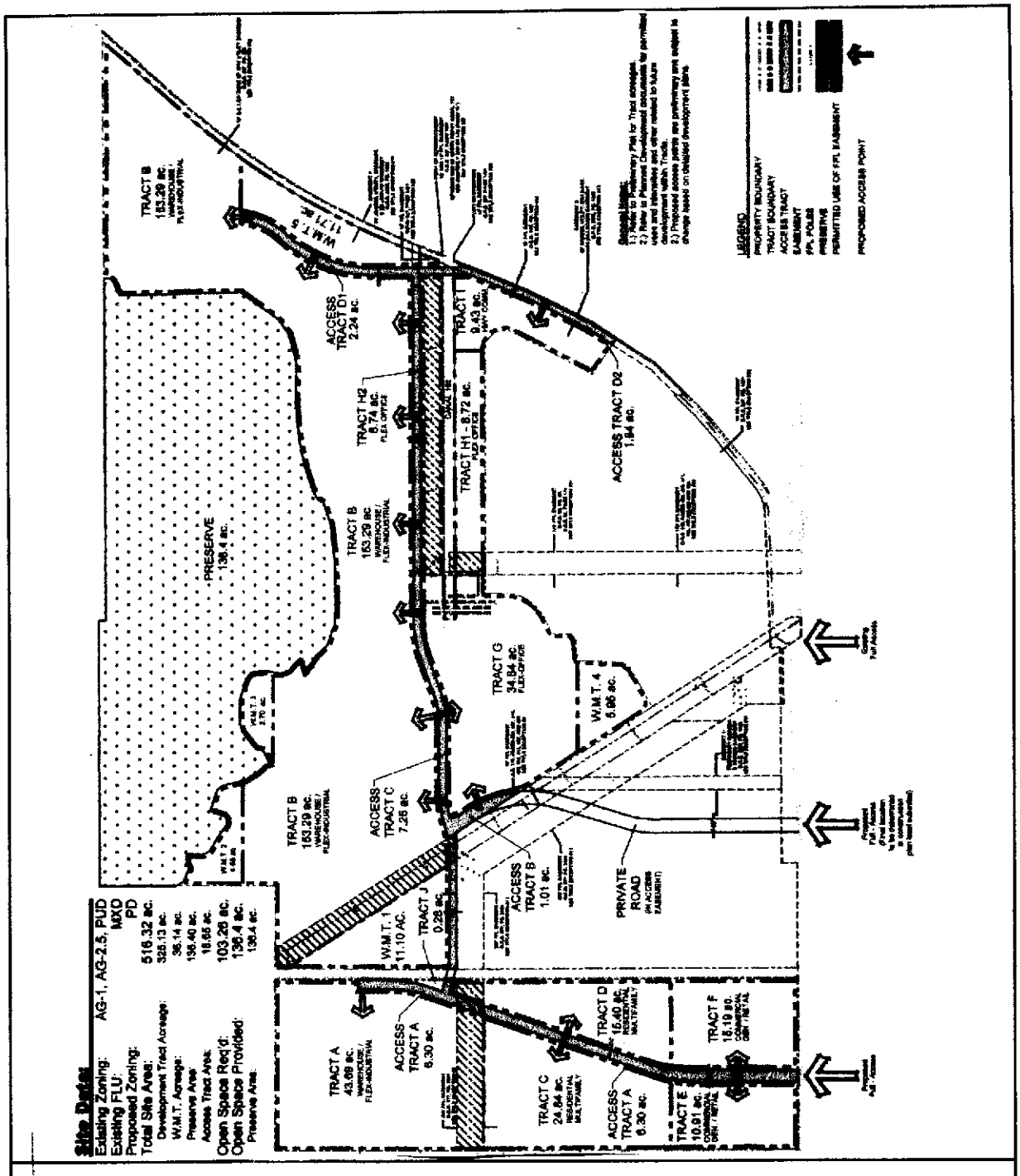



**FIGURE 2**

**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.

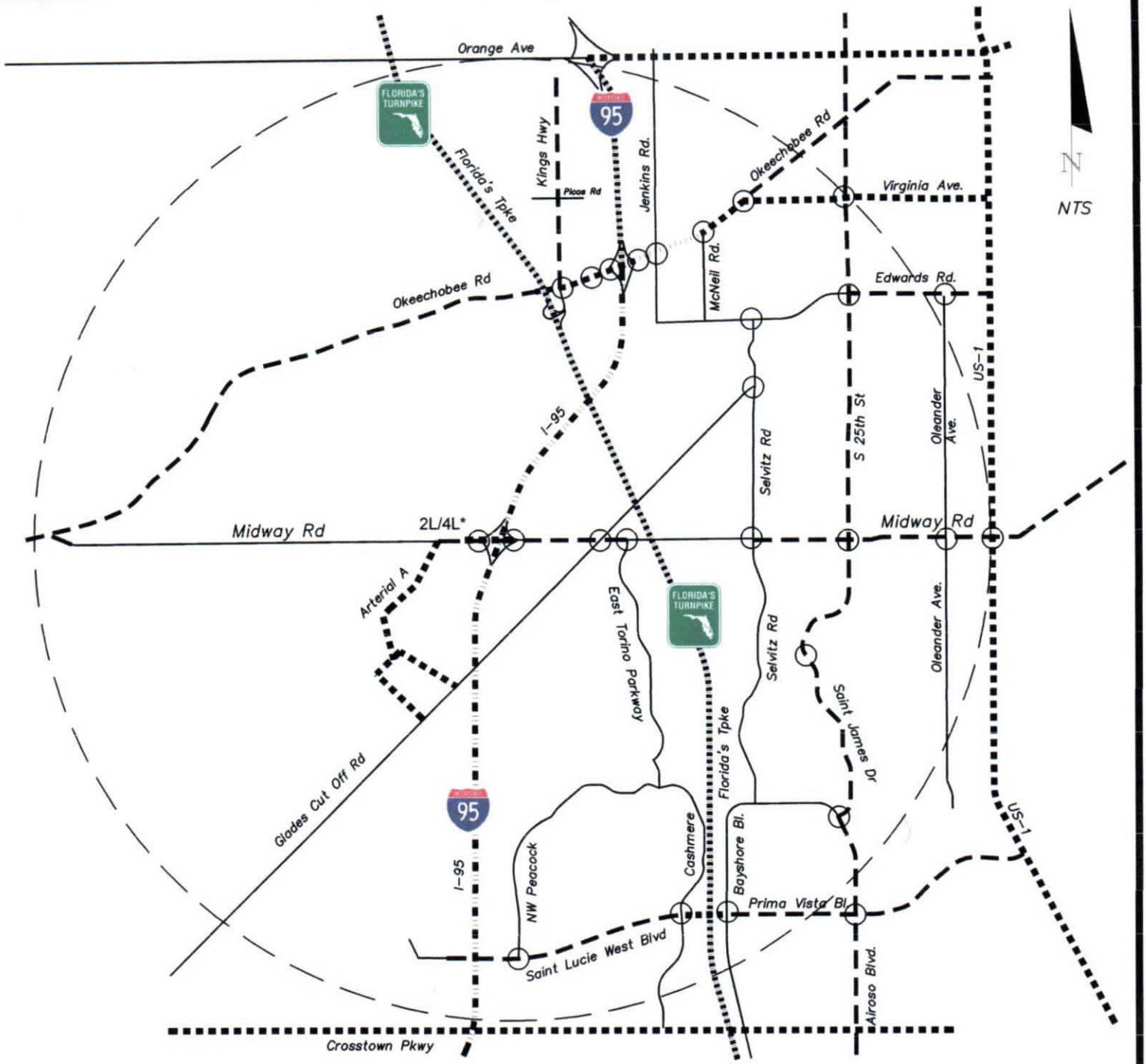
Glades Cut-Off Road is two lane arterial with a general northeast to southwest alignment.

**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


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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% |




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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

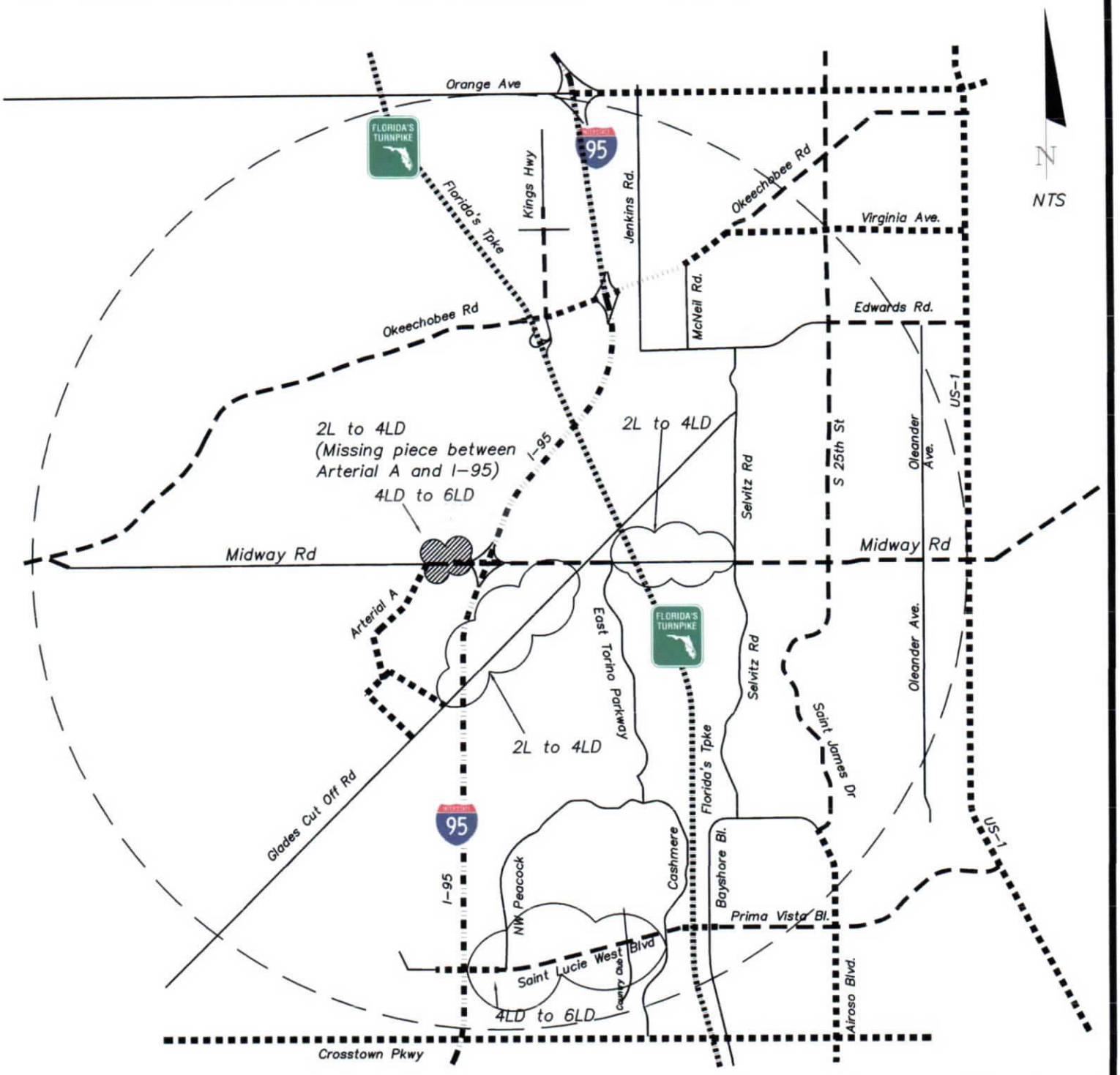
- Mid-Entrance

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


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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

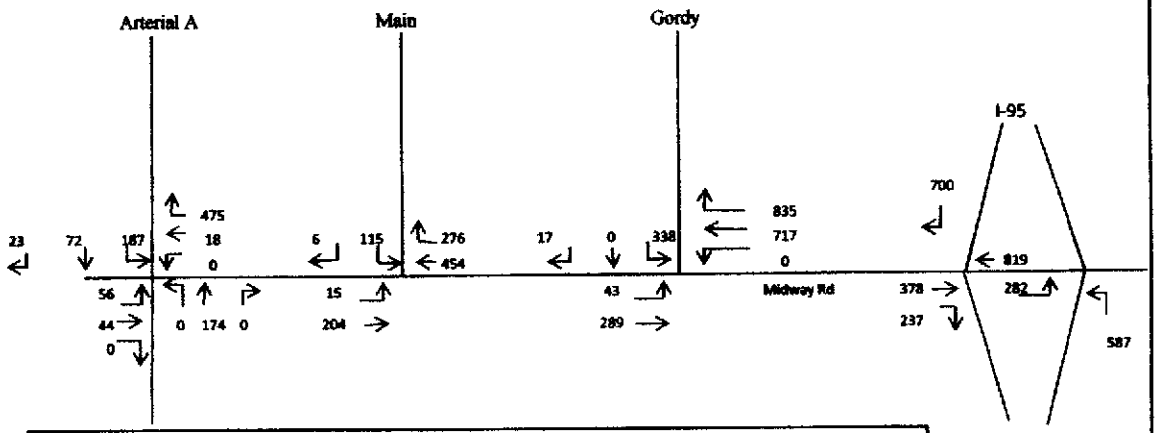
(2b) 160 feet to 200 feet
2,100 linear feet North side 20 feet of Walton = 0.96 acres at $11,880/acre = $11,405
864 linear feet North side 20 feet of Willow Lakes = 0.40 acres at $10,553/acre = $4,221
2,100 linear feet South side 20 feet of LTC Ranch = 0.96 acre at $8580/acre = $8,272

(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 |

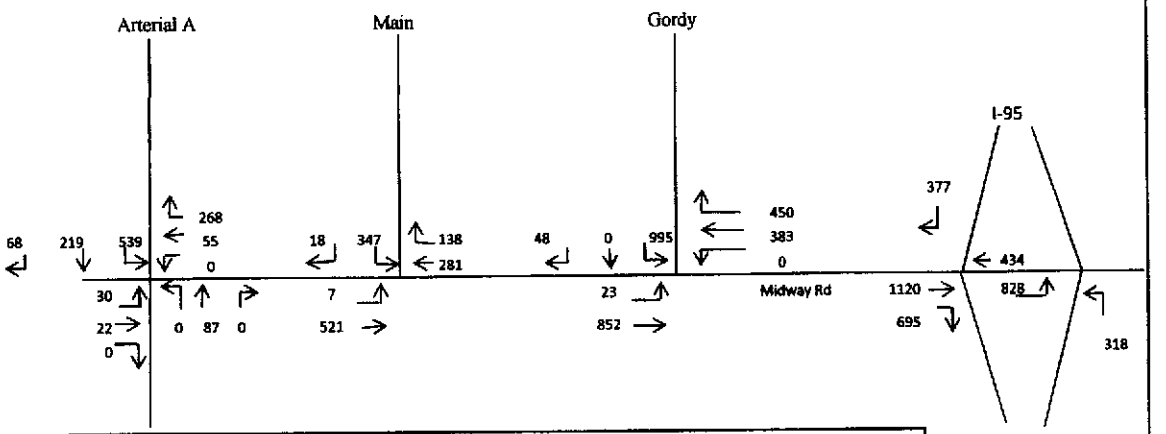
| Midway/I-95 | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Net Trips In: 1451 | | | Net Trips Out: 603 | | | Pass By Trips In: 423 | | | Pass By Trips Out: 155 | | | |
| | N/A | N/A | SBR (I-95 SB) | NBL | N/A | N/A | EBL (To I-95 NB) | N/A | EBR (I-95 SB) | N/A | 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

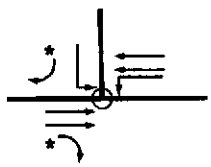
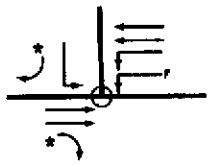
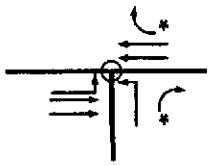
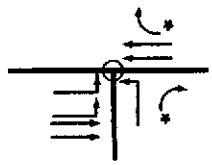
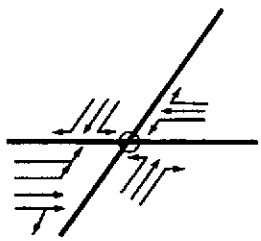
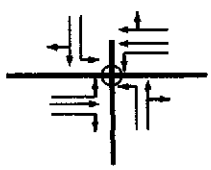
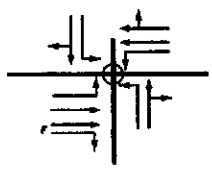
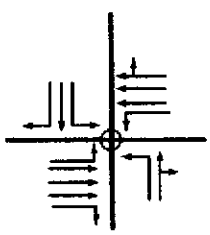
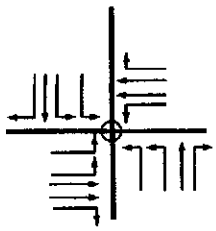
## CONCLUSION

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 |

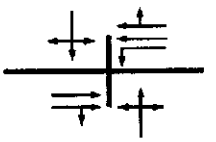
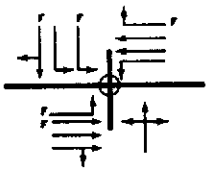
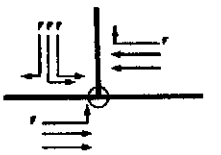
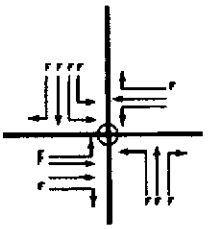
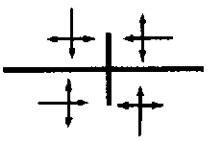
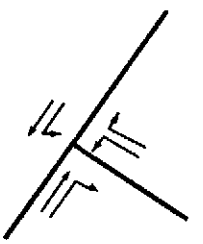
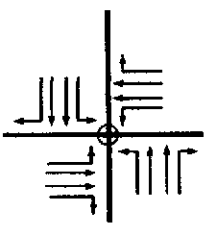
Figure 7 - Intersection Geometrics

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

F = Future Improvement

○ =Signalized

Figure 7 - Intersection Geometrics

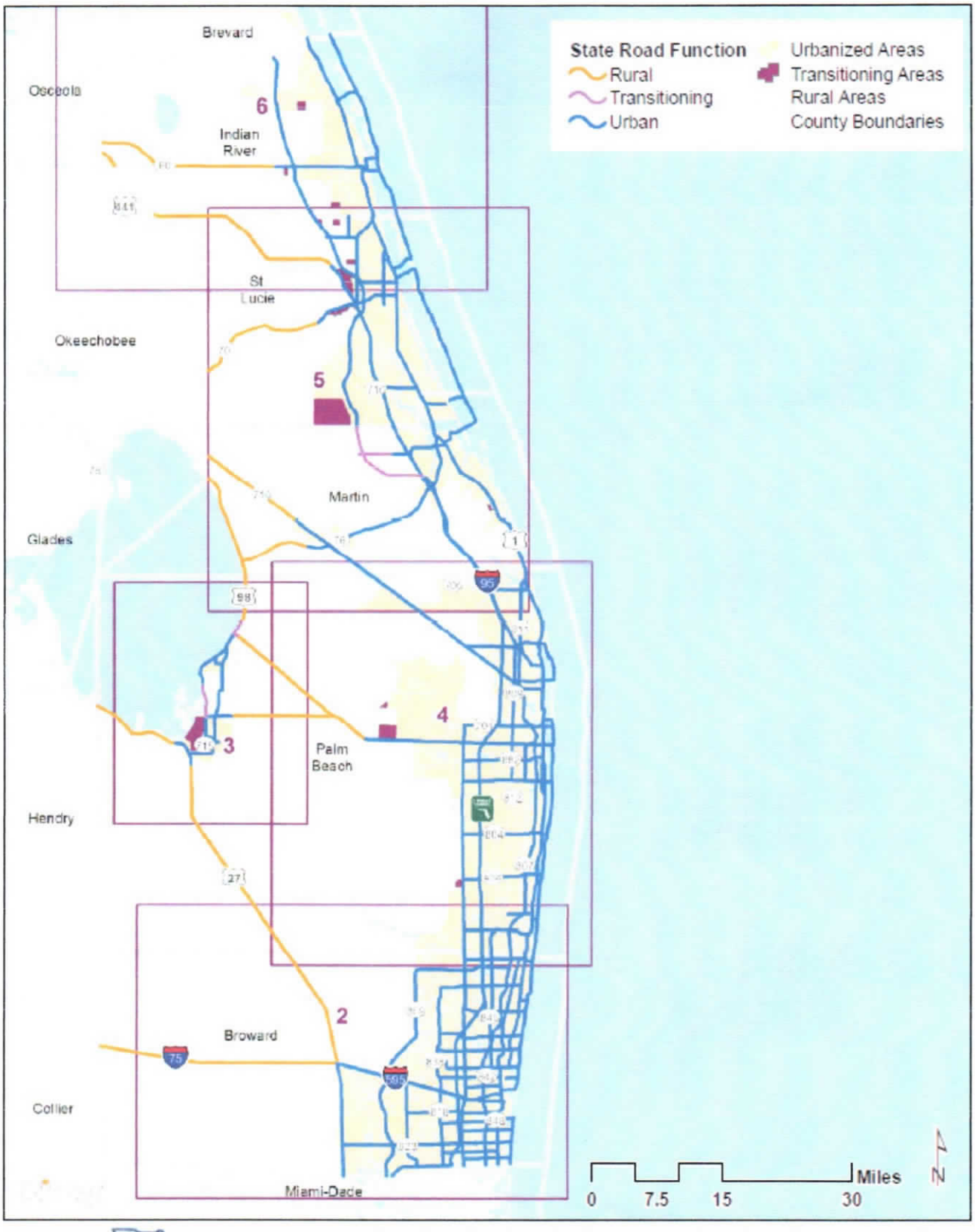
| Intersection | Existing | Proposed |
|---|---|---|
| 7<br>Midway Rd/ Gordy Rd Entrance |  |  |
| 8<br>Midway Rd/ Mid-Entrance | N/A |  |
| 9<br>Midway Rd/ Arterial A | N/A |  |
| 10<br>Midway Rd/ Shinn Rd |  | N/A |
| 11<br>Glades Cut-off Rd/ Reserve blvd |  | N/A |
| 12<br>St Lucie West Blvd/ California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

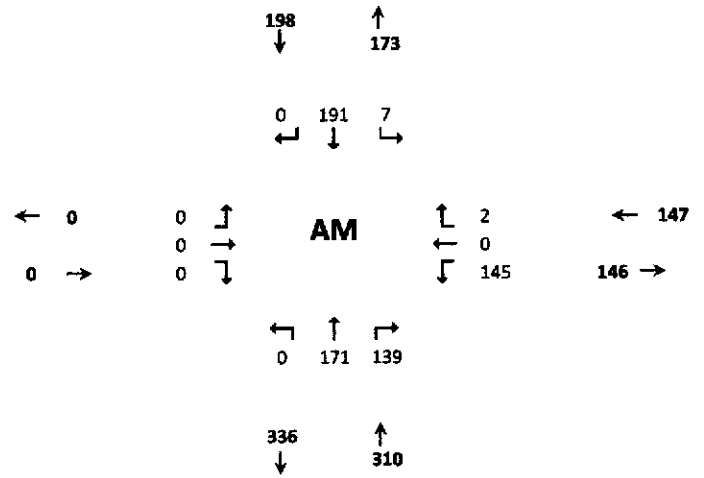
**COUNT DATE:** 3/4/2015 **DAY:** Wednesday **CITY:** Fort Pierce

**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 | |

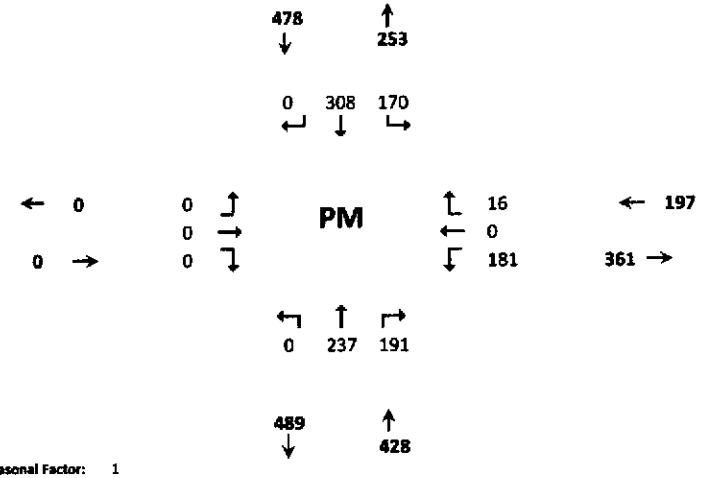
Seasonal Factor: 1
Growth Rate: 1
Years Grown: 0




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 | |

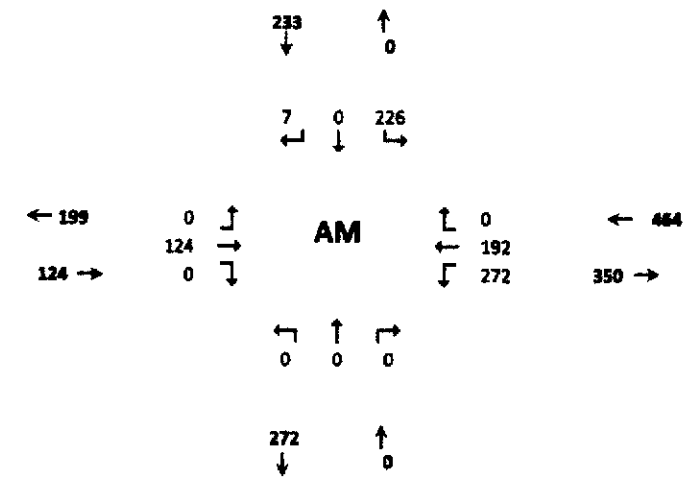
Seasonal Factor: 1
Growth Rate: 1
Years Grown: 0



# TURNING MOVEMENT VOLUME COUNTS

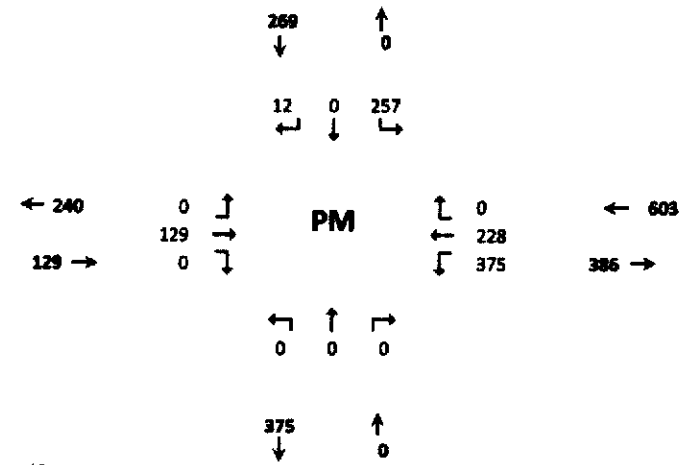
N/S STREET: I-95 South
FILENAME: Village og Midway
COUNT DATE: 2/26/2015
REPORT DATE: 2/26/2015
DAY: Thursday
ANALYSIS YEAR: 2015
E/W STREET: Midway Rd
CITY: Fort Pierce
CONTROL:

| 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 | |



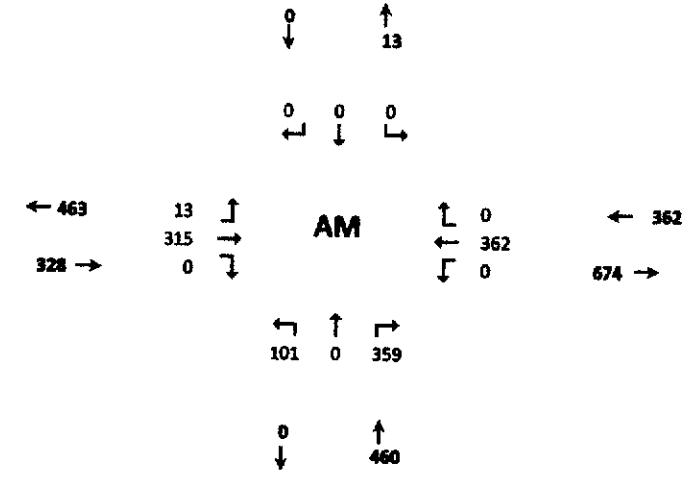

Seasonal Factor: 1
Growth Rate: 1
Years Grown: 0

A4

# TURNING MOVEMENT VOLUME COUNTS

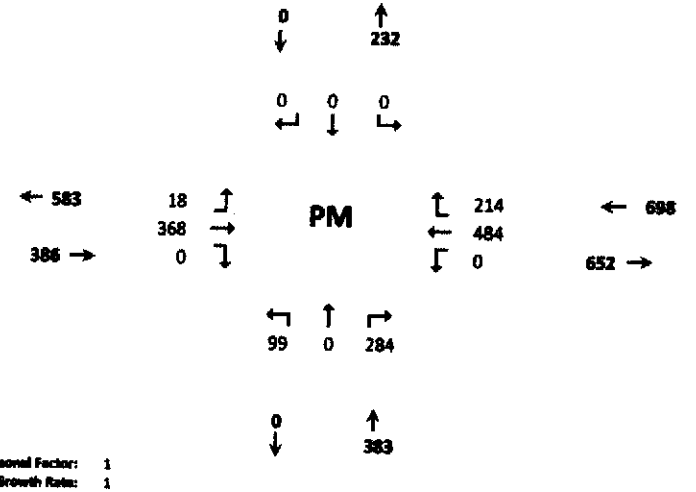
**N/S STREET:** I-95 North
**E/W STREET:** Midway Road
**CONTROL:**
**FILENAME:** Villages of Midway
**COUNT DATE:** 2/26/2015
**DAY:** Thursday
**CITY:** Fort Pierce
**REPORT DATE:** 2/26/2015
**ANALYSIS YEAR** 2017

| 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 | |



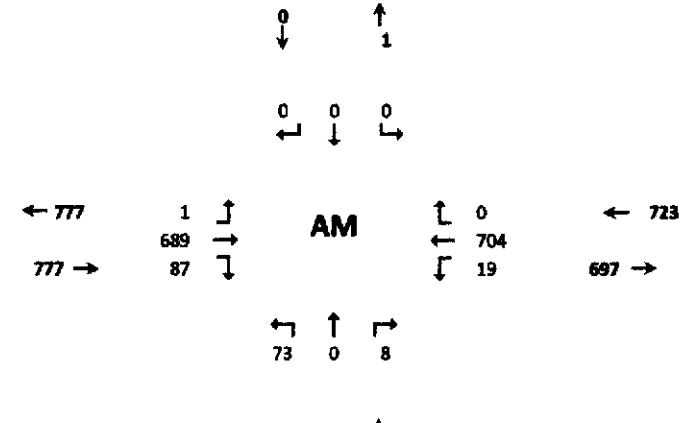

**Seasonal Factor:** 1
**Growth Rate:** 1
**Years Grown:** 0

A5

# TURNING MOVEMENT VOLUME COUNTS

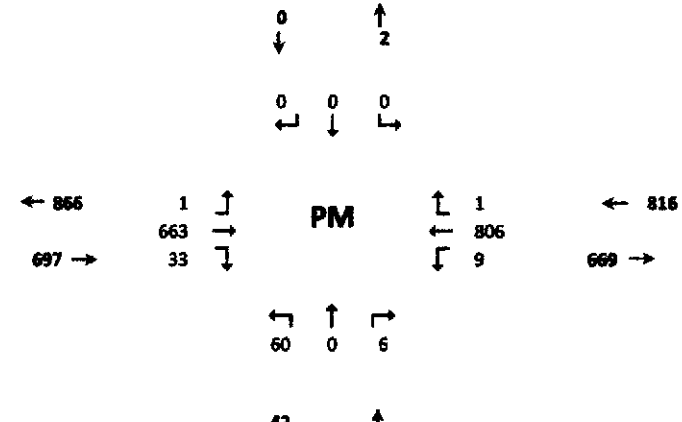
**N/S STREET:** LTC Ranch **E/W STREET:** Midway Road **CONTROL:**
**FILENAME:** Villages of Midway
**COUNT DATE:** 3/3/2015 **DAY:** Tuesday **CITY:** Fort Pierce
**REPORT DATE:** 3/3/2015 **ANALYSIS YEAR:** 2015

| 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

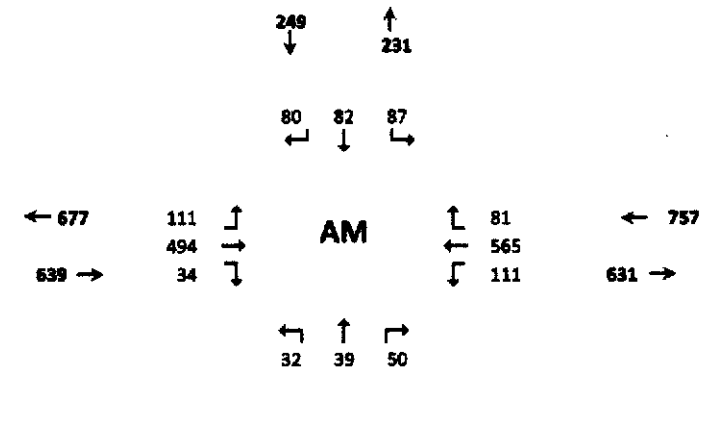
**N/S STREET:** Glades Cut Off **E/W STREET:** Midway **CONTROL:**

**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

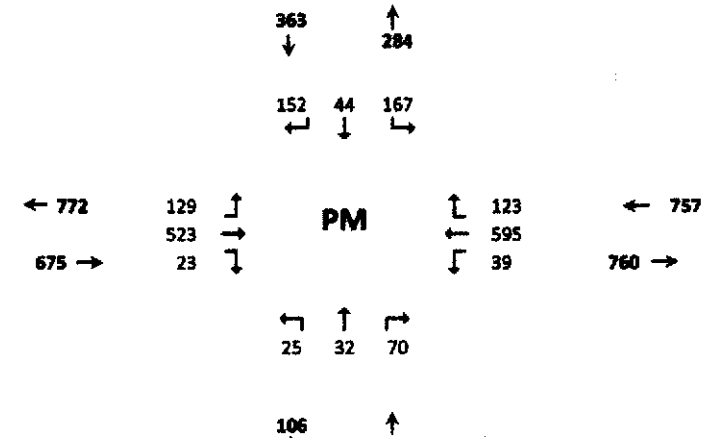
| | Northbound | | | Southbound | | | Eastbound | | | Westbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 15 Min Period | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | TOTAL | ONE HOUR SUM |
| 7:00-7:15 | 5 | 5 | 2 | 15 | 17 | 20 | 27 | 109 | 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 | |

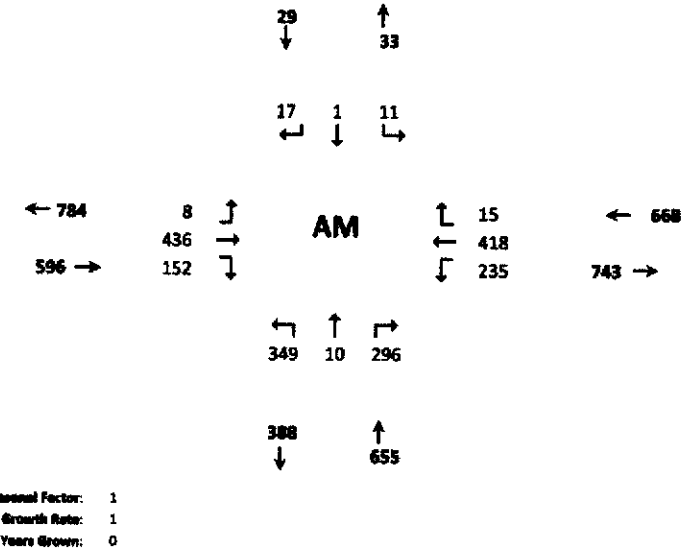



Seasonal Factor: 1
Growth Rate: 1
Years Grown: 0

# TURNING MOVEMENT VOLUME COUNTS

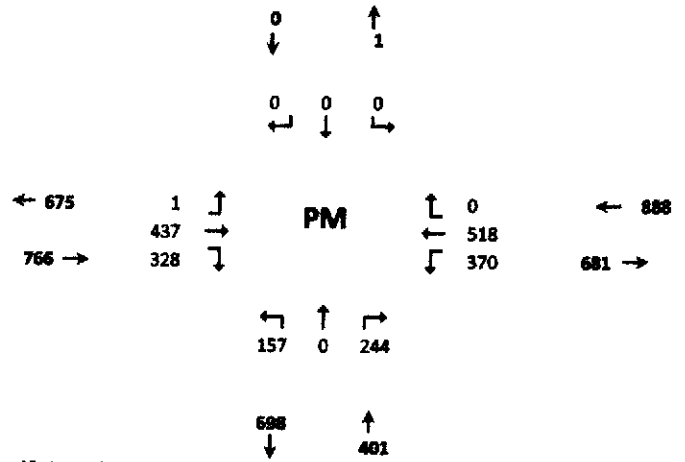
**N/S STREET:** East Torino
**FILENAME:** Villages of Midway
**COUNT DATE:** 3/3/2015
**REPORT DATE:** 3/3/2015
**DAY:** Tuesday
**ANALYSIS YEAR:** 2015
**E/W STREET:** Midway Road
**CITY:** Fort Pierce
**CONTROL:**

| 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 | |



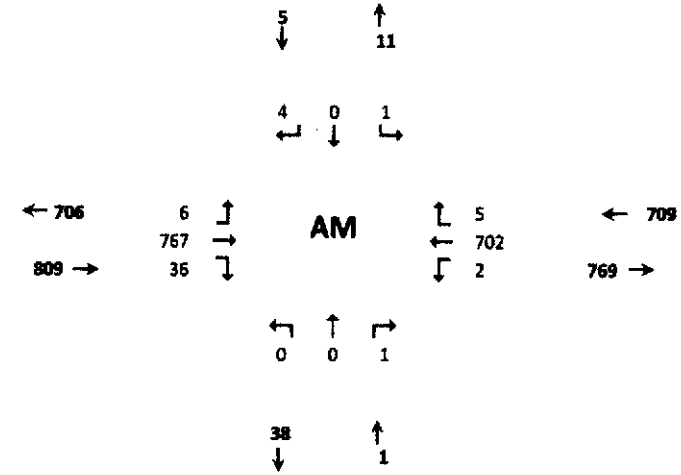

Seasonal Factor: 1
Growth Rate: 1
Years Grown: 0

A8

# TURNING MOVEMENT VOLUME COUNTS

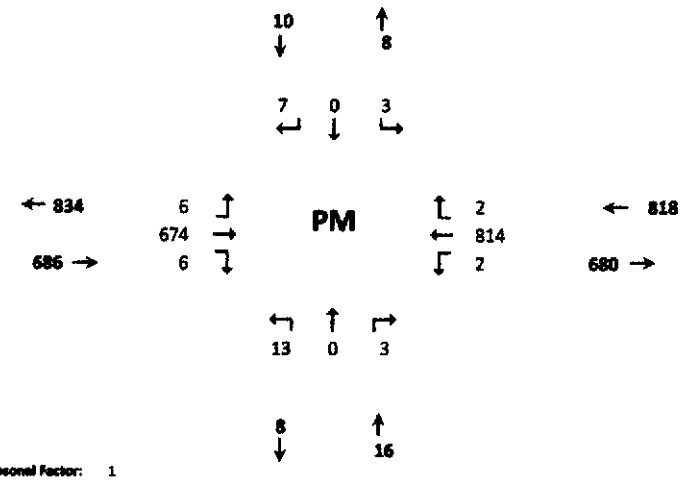
**N/S STREET:** Corporate **E/W STREET:** Midway **CONTROL:**
**FILENAME:** Midway and Corporate
**COUNT DATE:** 3/11/2015 **DAY:** Wednesday **CITY:** Fort Pierce
**REPORT DATE:** 3/11/2015 **ANALYSIS YEAR:** 2015

| 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 | |

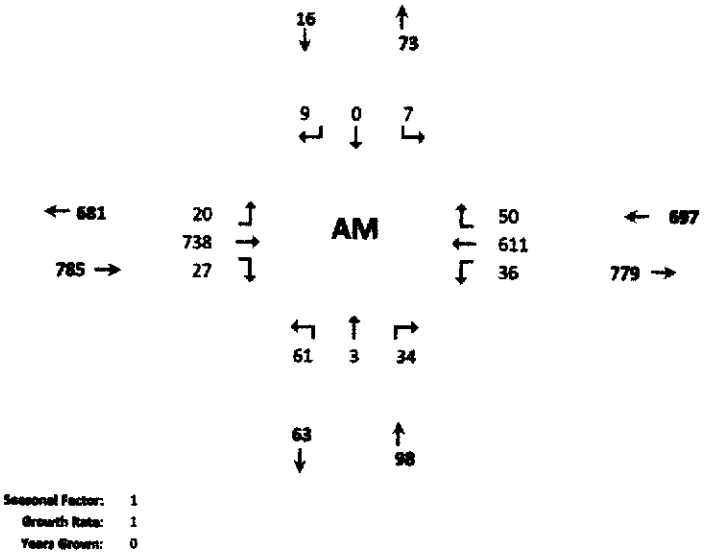



Seasonal Factor: 1
Growth Rate: 1
Years Grown: 0

# TURNING MOVEMENT VOLUME COUNTS

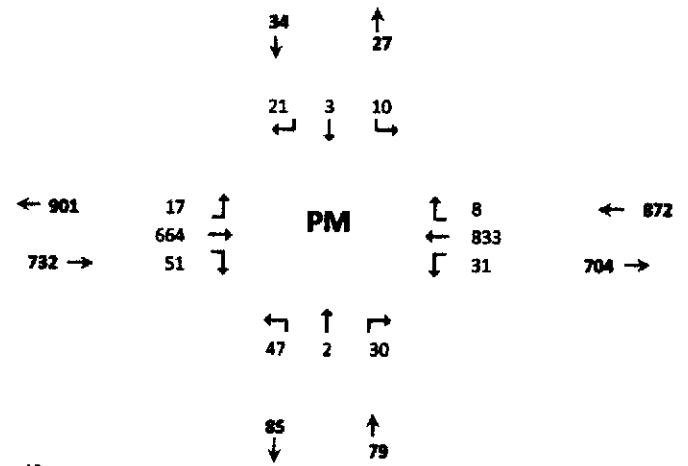
**N/S STREET:** Jenkins Rd
**E/W STREET:** Midway Rd
**CONTROL:**
**FILENAME:** Villages at Midway
**COUNT DATE:** 3/5/2015
**DAY:** Thursday
**CITY:** Fort Pierce
**REPORT DATE:** 3/5/2015
**ANALYSIS YEAR:** 2015

| 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 | |

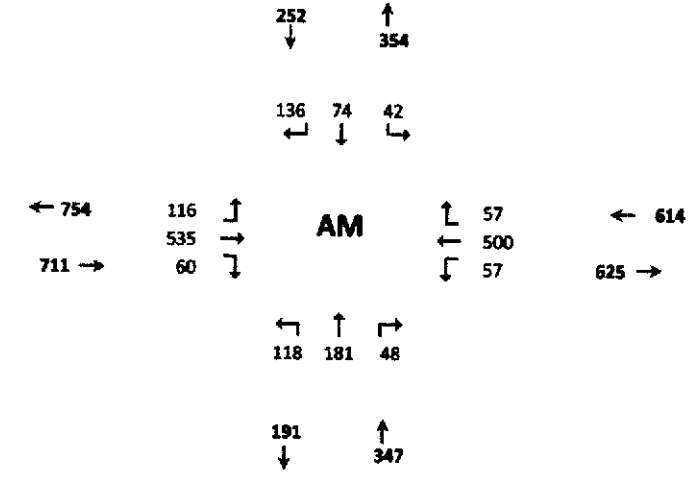



Seasonal Factor: 1
Growth Rate: 1
Years Grown: 0

# TURNING MOVEMENT VOLUME COUNTS

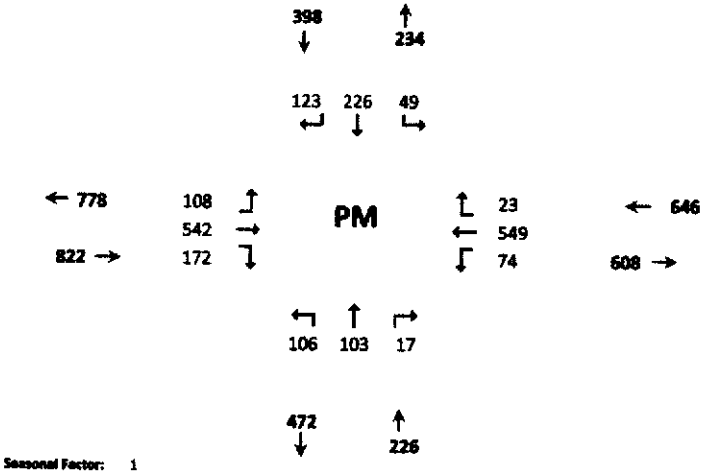
**N/S STREET:** Selvitz
**E/W STREET:** Midway
**CONTROL:**
**FILENAME:** Villages at Midway
**COUNT DATE:** 3/10/2015
**DAY:** Tuesday
**CITY:** Fort Pierce
**REPORT DATE:** 3/10/2015
**ANALYSIS YEAR:** 2015

| 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

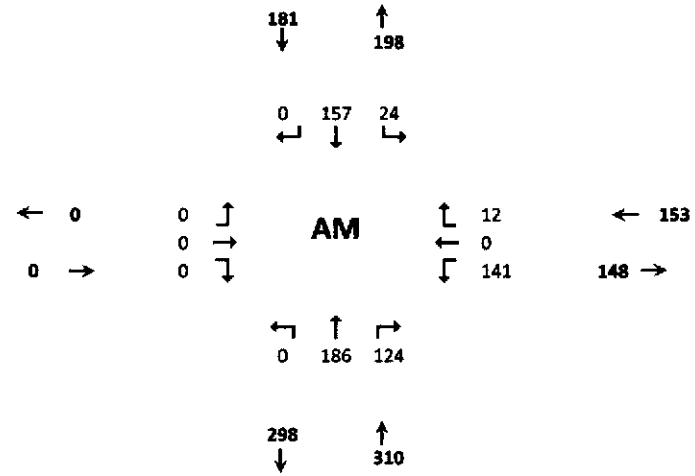
**N/S STREET:** Glades Cut Off **E/W STREET:** Reserve Blvd **CONTROL:**

**FILENAME:** Glades Cut Off and Reserve Blvd

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

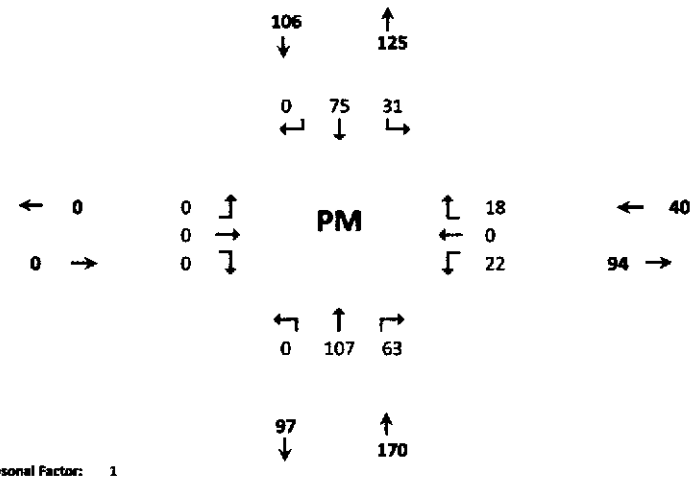
**REPORT DATE:** 3/18/2015 **ANALYSIS YEAR:** 2015

| 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

A12

# TURNING MOVEMENT VOLUME COUNTS

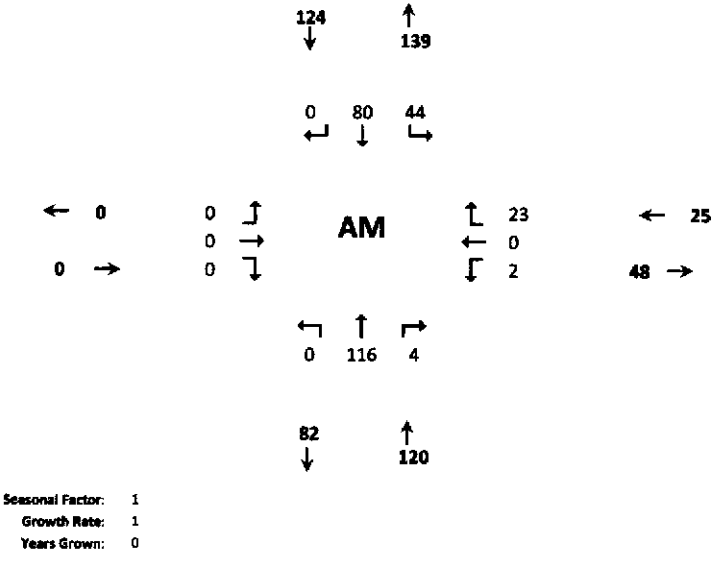
**N/S STREET:** Glades Cut Off **E/W STREET:** Commerce Ctr **CONTROL:**

**FILENAME:** Glades Cut Off and Commerce Ctr.

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

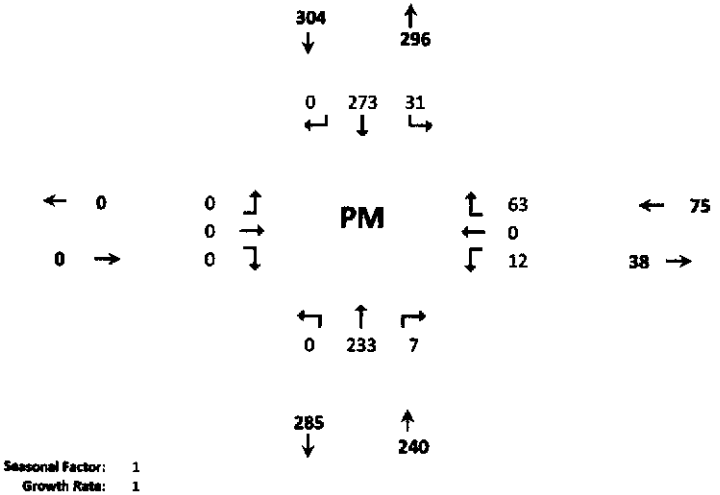
**REPORT DATE:** 3/17/2015 **ANALYSIS YEAR:** 2017

| 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

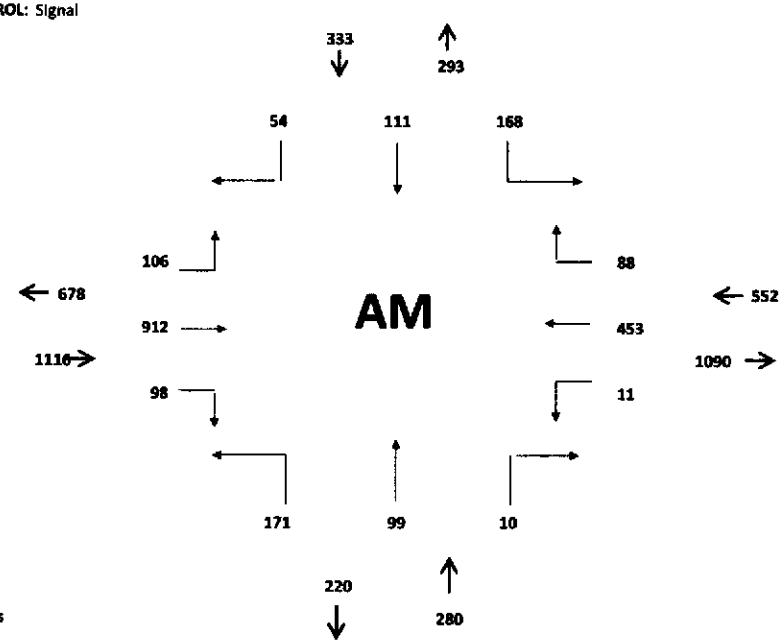
**N/S STREET:** Jenkins **E/W STREET:** Ockeechobee **CONTROL:** Signal

**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

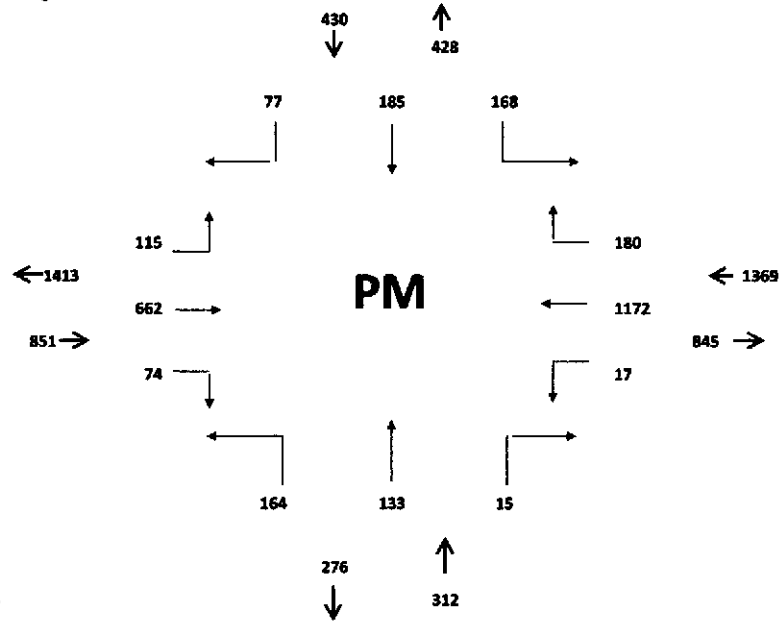
**N/S STREET:** Jenkins **E/W STREET:** Okeechobee **CONTROL:** Signal

**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

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 |
| 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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# 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 |
| 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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# Traffic Counts and Level of Service Report
## Fall 2014

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

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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 |
| 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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| 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 |
| 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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|---|---|---|---|---|---|---|---|---|---|
| | | | | Volume | LOS | V/C | Volume | LOS | V/C |
| 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 |

* 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 |
| 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

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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 |
| 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 |

* Volumes shown were adjusted using FDOT Seasonal Factors
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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 |

* Volumes shown were adjusted using FDOT Seasonal Factors
* 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<br>(Updated: 7/5/2015-19:15:01)<br>Category:Highways | 2016-2020 AD<br>St Lucie County<br>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

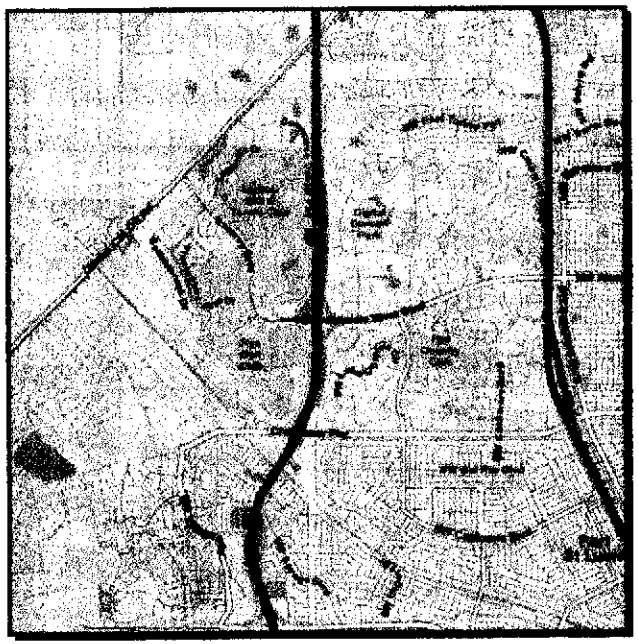
## MPO Priority Projects

| 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

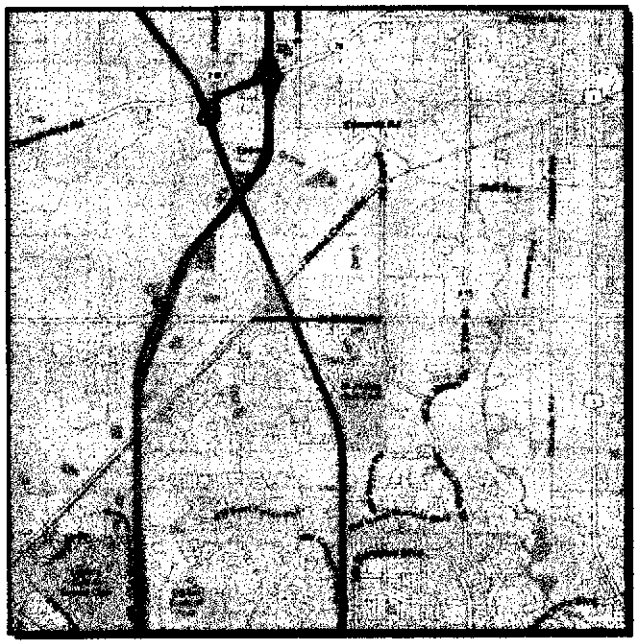
| Phase | Fund Source | 2015/16 | 2016/17 | 2017/18 | 2018/19 | 2019/20 | Total |
|---|---|---|---|---|---|---|---|
| CST | DIH | 0 | 0 | 0 | 11,060 | 0 | **11,060** |
| CST | DDR | 0 | 0 | 0 | 1,191,126 | 0 | **1,191,126** |
| CST | TRIP | 0 | 0 | 0 | 3,099,615 | 0 | **3,099,615** |
| CST | LF | 0 |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

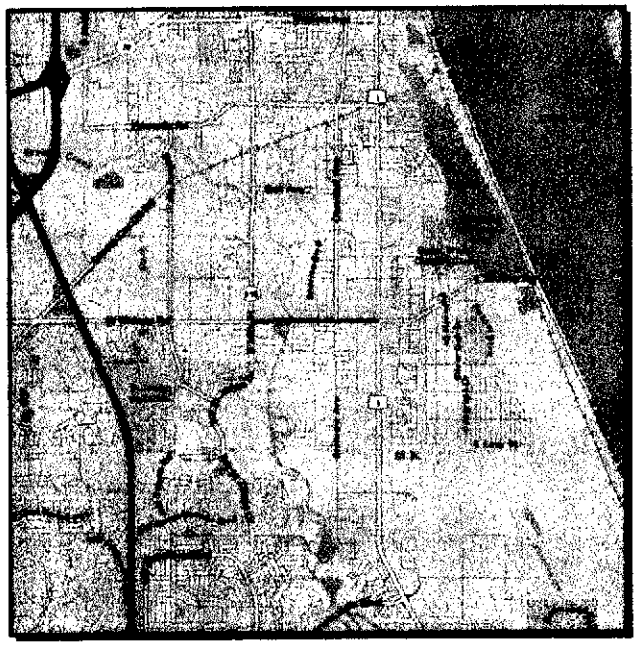
| Phase | Fund Source | 2015/16 | 2016/17 | 2017/18 | 2018/19 | 2019/20 | Total |
|---|---|---|---|---|---|---|---|
| PE | LFP | 0 | 2,150,000 | 0 | 0 | 0 | 2,150,000 |
| **Total** | | **0** | **2,150,000** | **0** | **0** | **0** | **2,150,000** |

**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

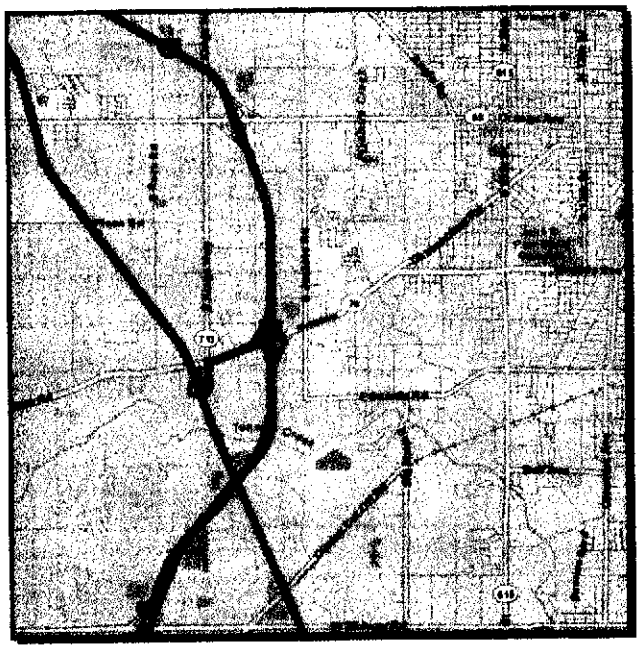
| Phase | Fund Source | 2015/16 | 2016/17 | 2017/18 | 2018/19 | 2019/20 | Total |
|---|---|---|---|---|---|---|---|
| CST | CM | 1,926,623 | 0 | 0 | 0 | 0 | **1,926,623** |
| CST | SA | 30,475,832 | 0 | 0 | 0 | 0 | **30,475,832** |
| RRU | SA | 100,000 | 0 | 0 | 0 | 0 | **100,000** |
| ROW | SU | 1,987,193 | 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

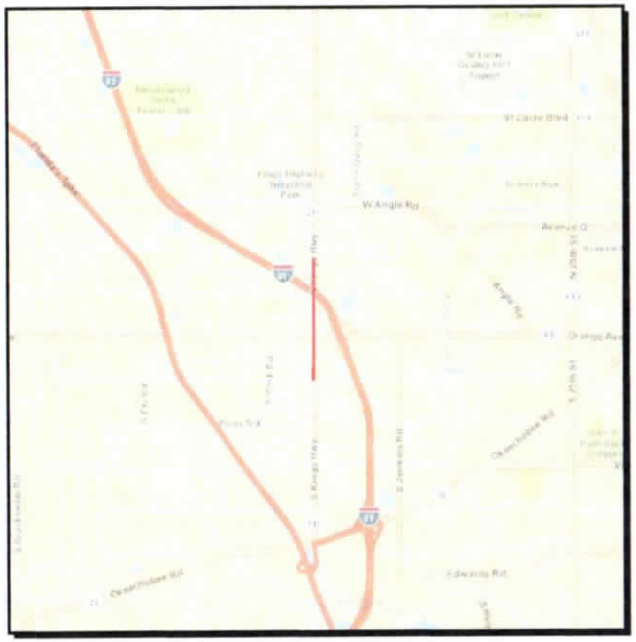
| Phase | Fund Source | 2015/16 | 2016/17 | 2017/18 | 2018/19 | 2019/20 | Total |
|---|---|---|---|---|---|---|---|
| ROW | DDR | 684,452 | 1,306,474 | 455,898 | 0 | 0 | **2,446,824** |
| ROW | DS | 8,227,000 | 3,731,639 | 0 | 0 | 0 | **11,958,639** |
| ROW | DIH | 163,591 | 46,031 | 36,962 | 0 | 0 | **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

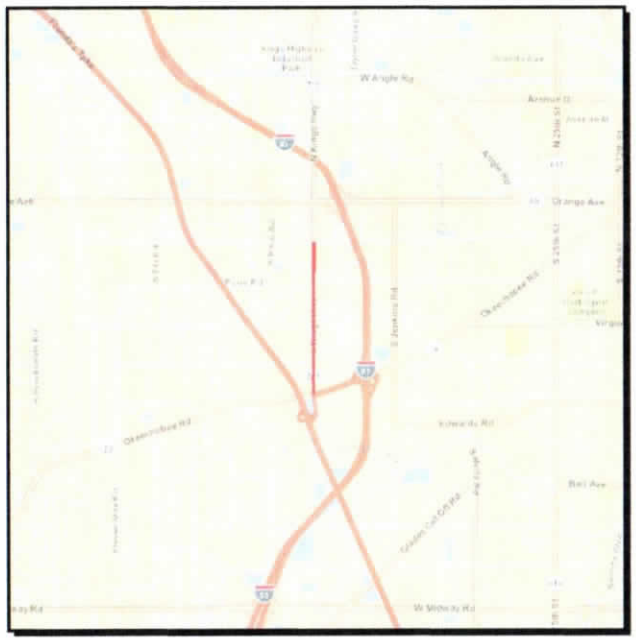
**Lead Agency:** FDOT

**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
"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 |
|---|---|---|---|---|---|---|---|---|
| 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

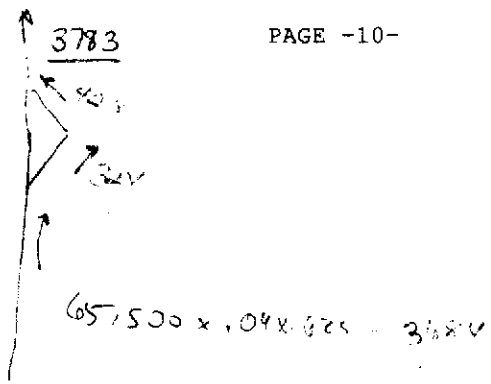
COUNTY: 94 ST.LUCIE

| 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** |

Print this window. Close this window.

| 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** |

Print this window. Close this window.

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

09-MAR-2015 16:07:54 830UPD 4_9401_PKSEASON.TXT

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

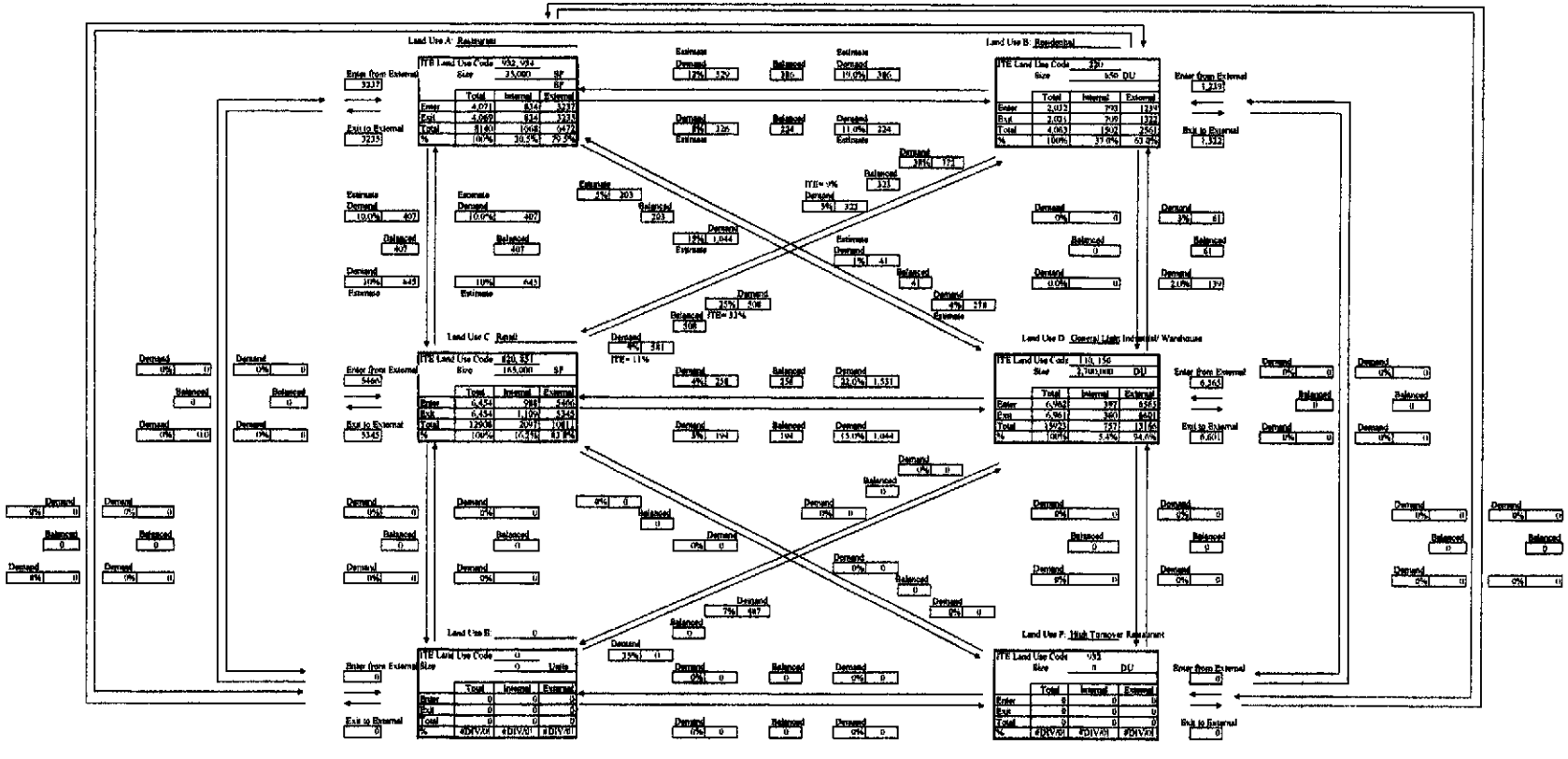
## AM and PM Trip Generation
## Proposed Future Land Use

**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 |

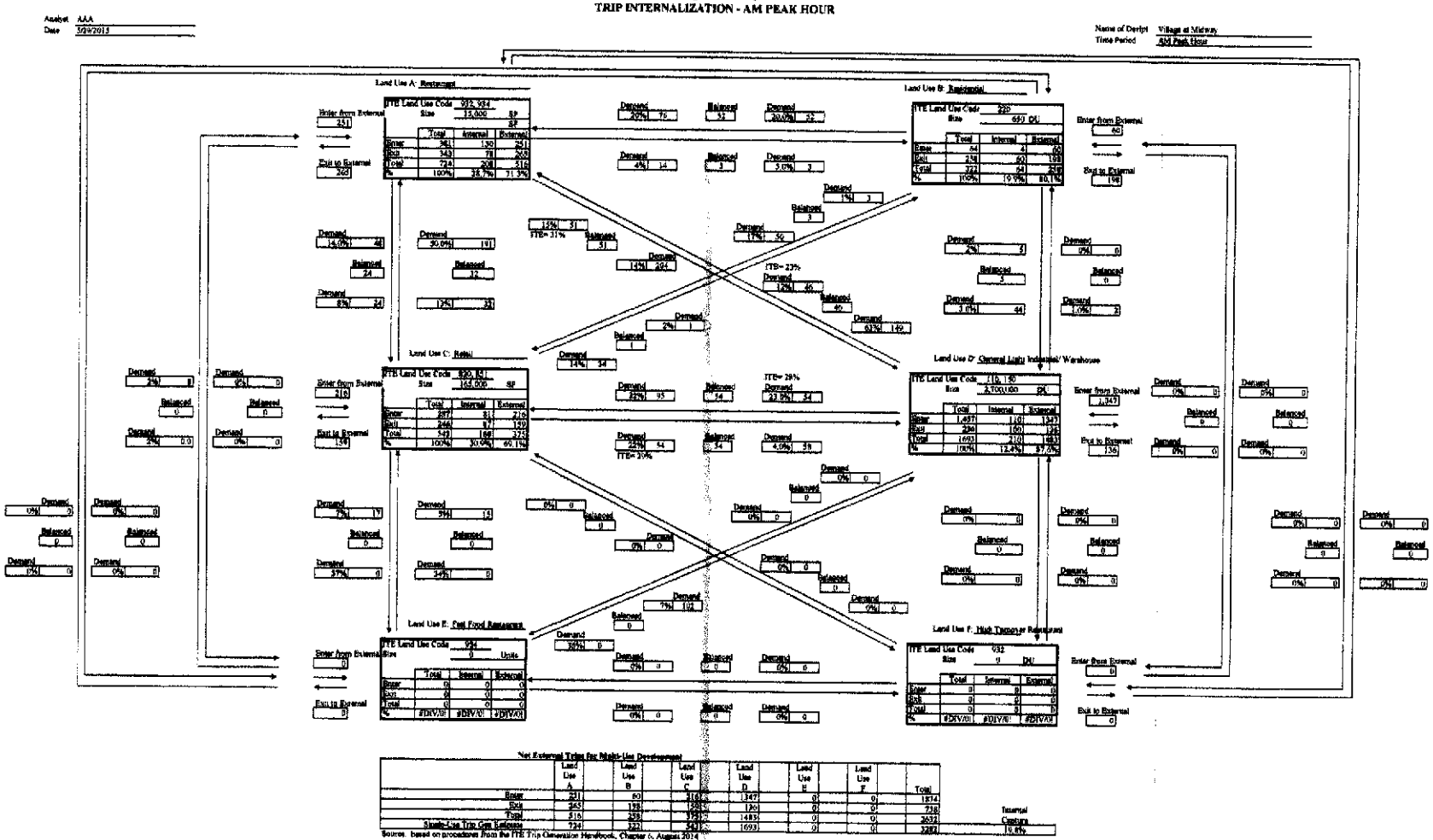
Internal Capture 14.4%

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**

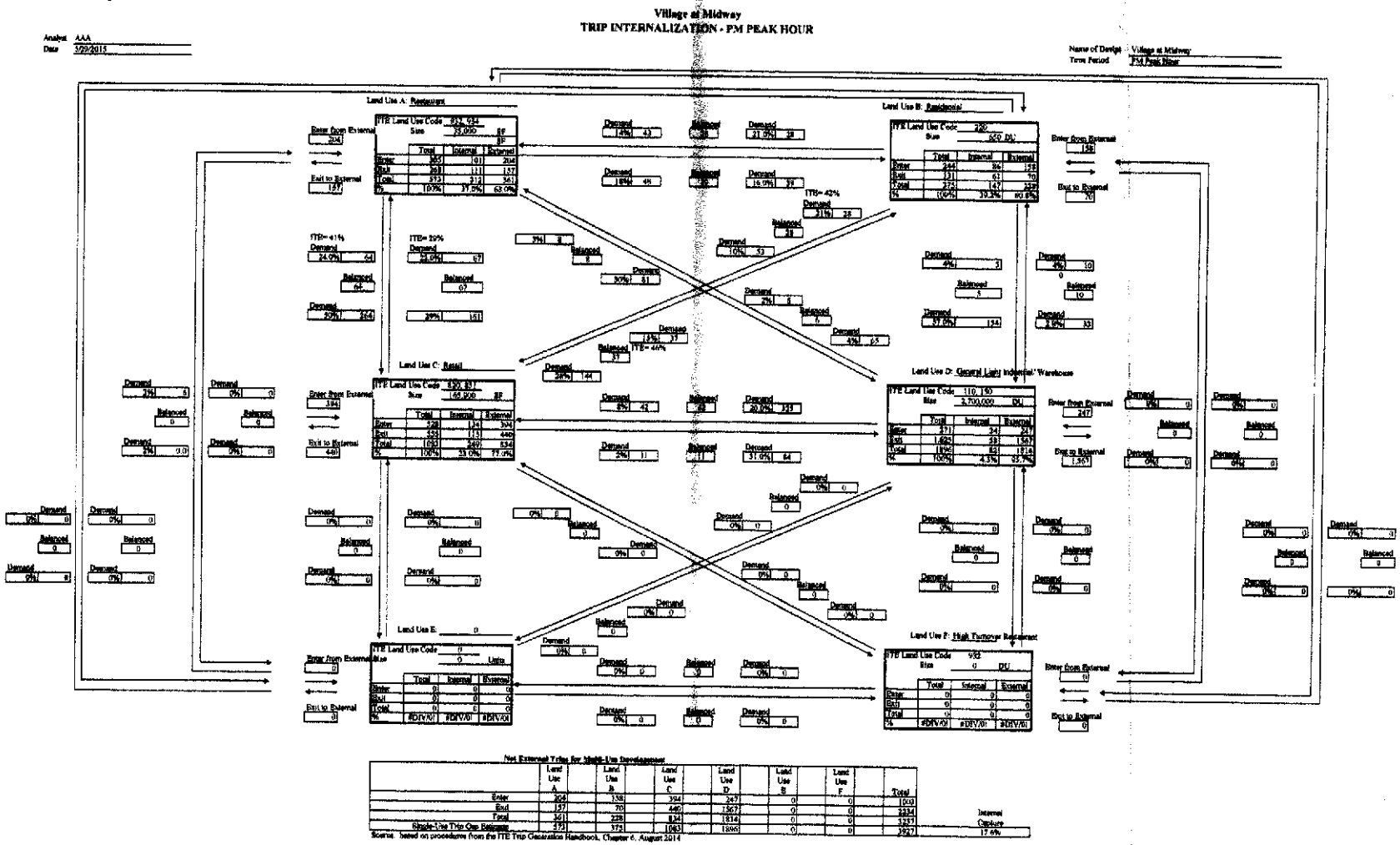
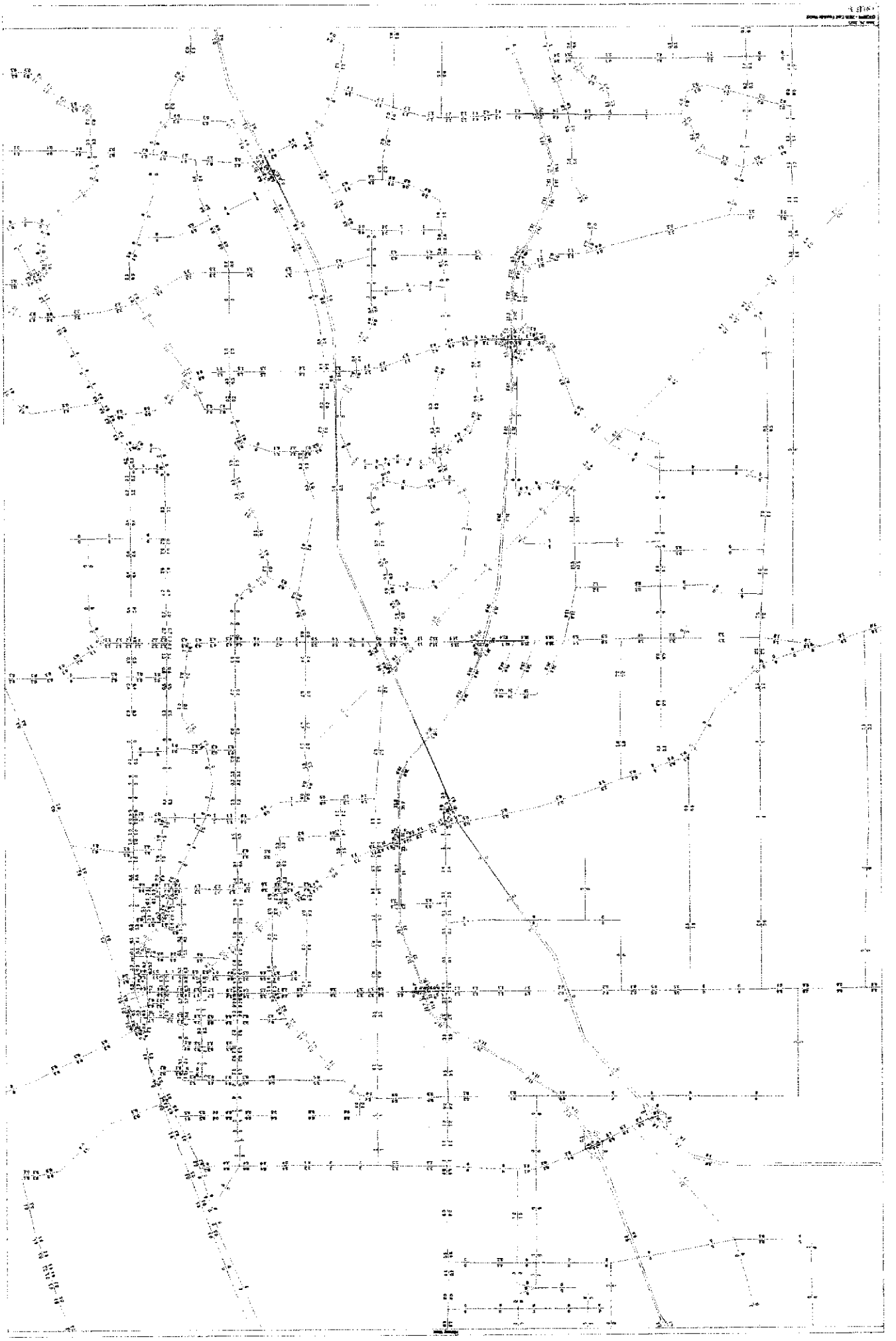


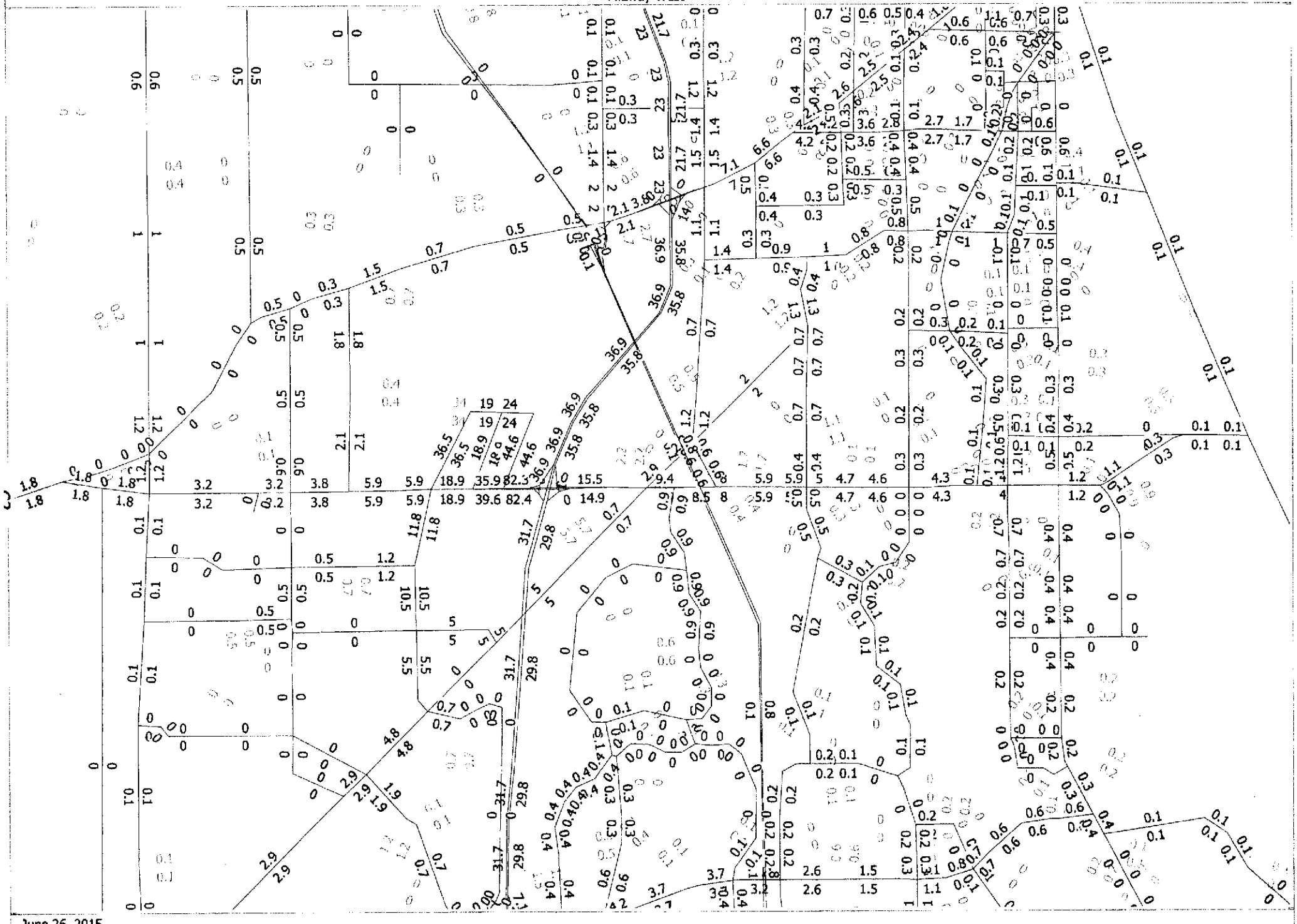
**Table 6: Villages at Midway Land Use Conversion Matrix**

| | 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 |

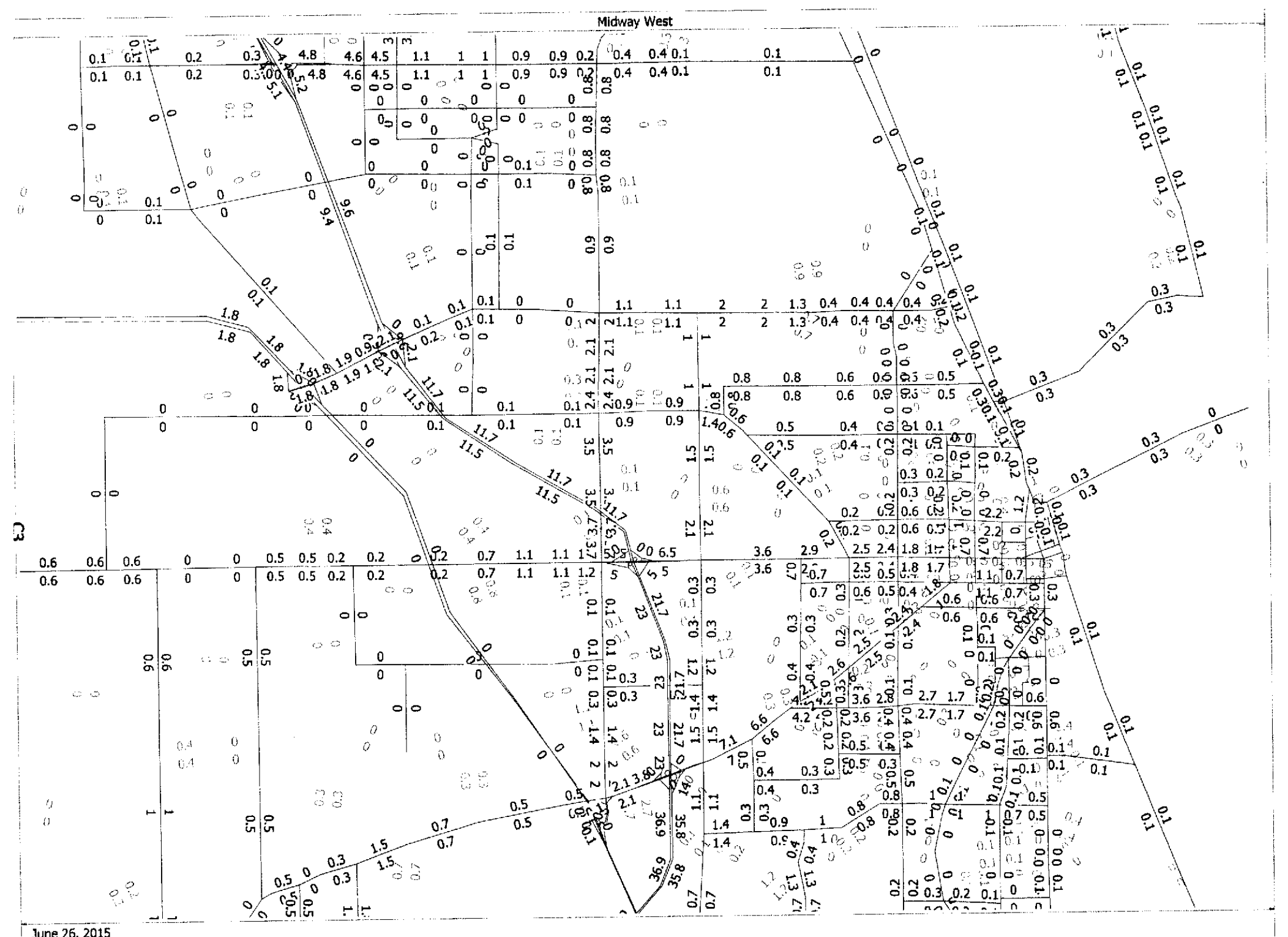
# APPENDIX C

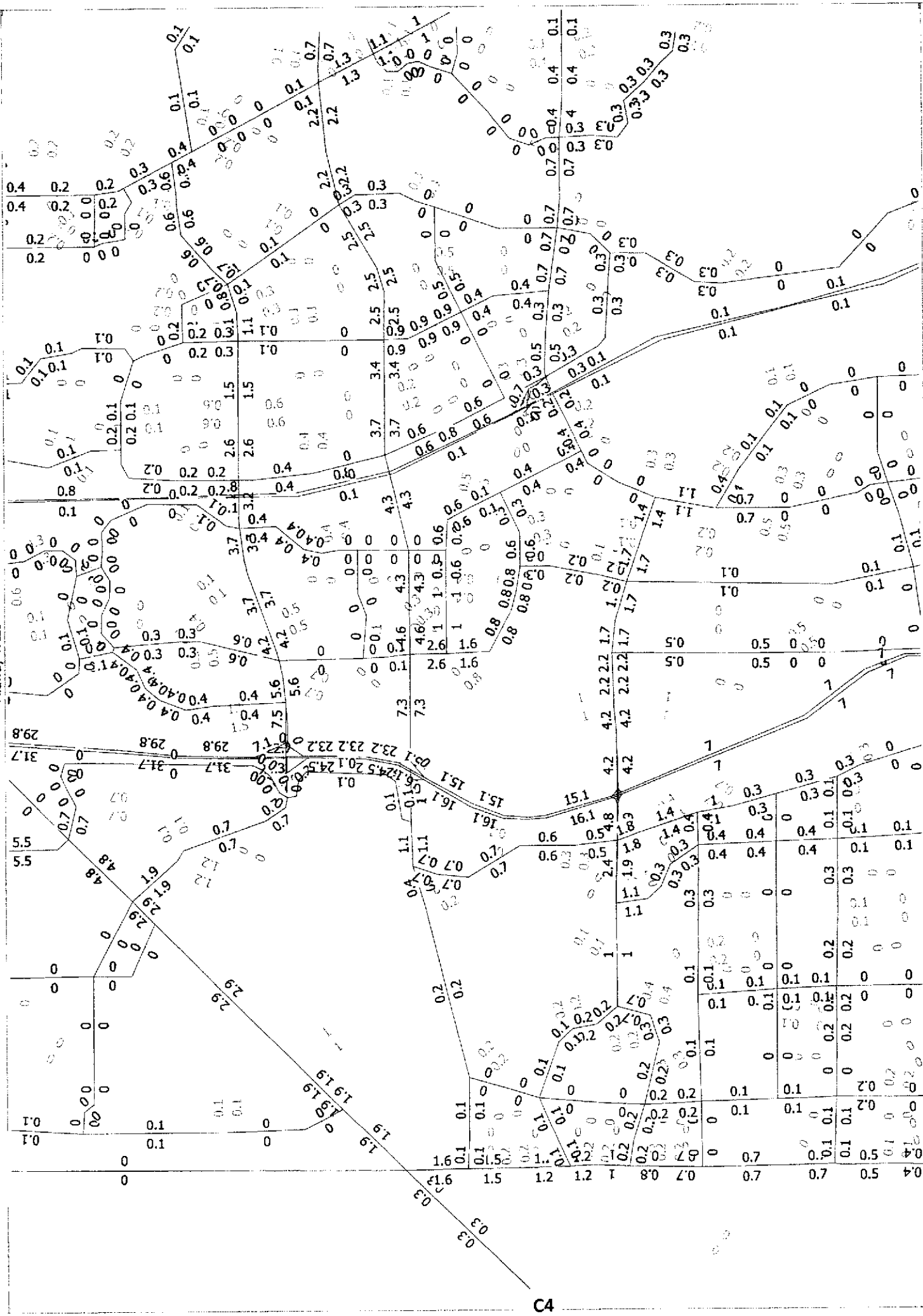
## Model Assignment






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 | | | | | | | | |

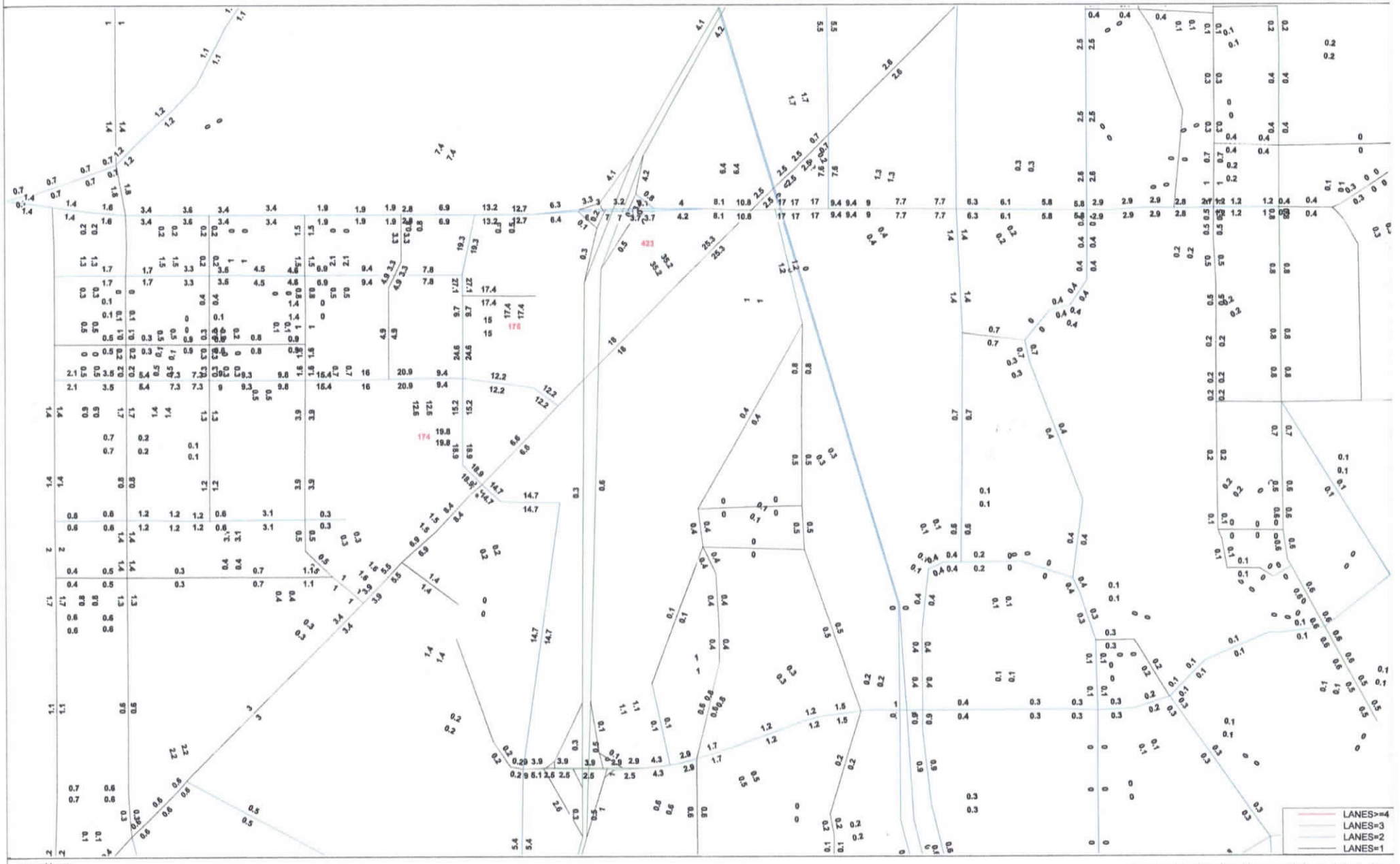
| PM APPROVED PROJECTS | | | Southern Grove DRI | | | | | | Western Grove DRI | | | | | | Wilson Groves DRI | | | | | | Riverland DRI | | | | | | LTC Ranch | | | | | | Creekside | | | | | | Palm Breezes Club | | | | | | 10 Village of Sunset Lakes | | | | | | 36 Rio Lago | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 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<br>700 Island Landing Drive<br>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<br>1,505,500 SF Office<br>725,000 SF Retail<br>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

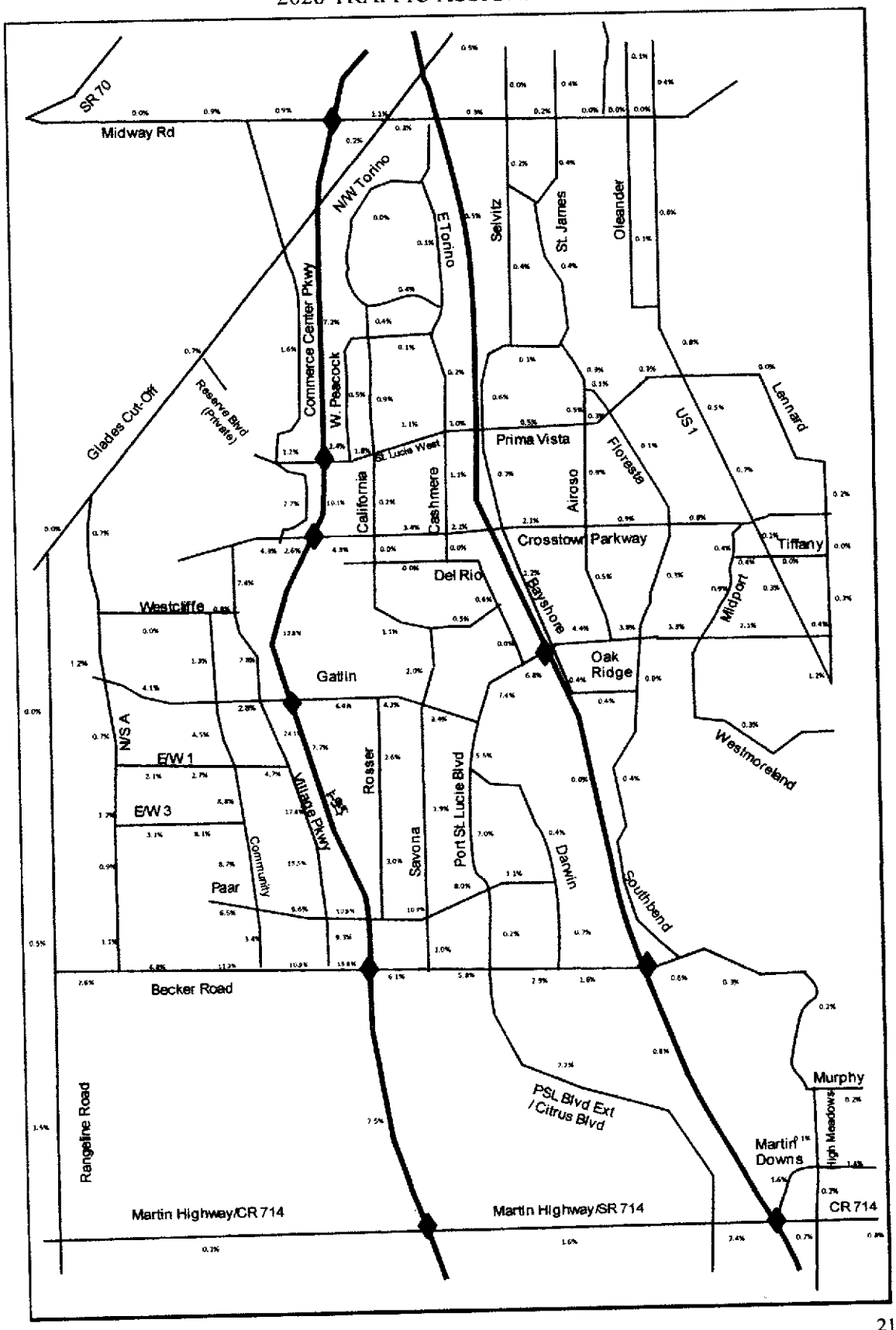


TABLE 21 B-4a
DAILY TRIP GENERATION (2028 - PHASE 4 LAND USE)

| 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 |

D13

| 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;

D21

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

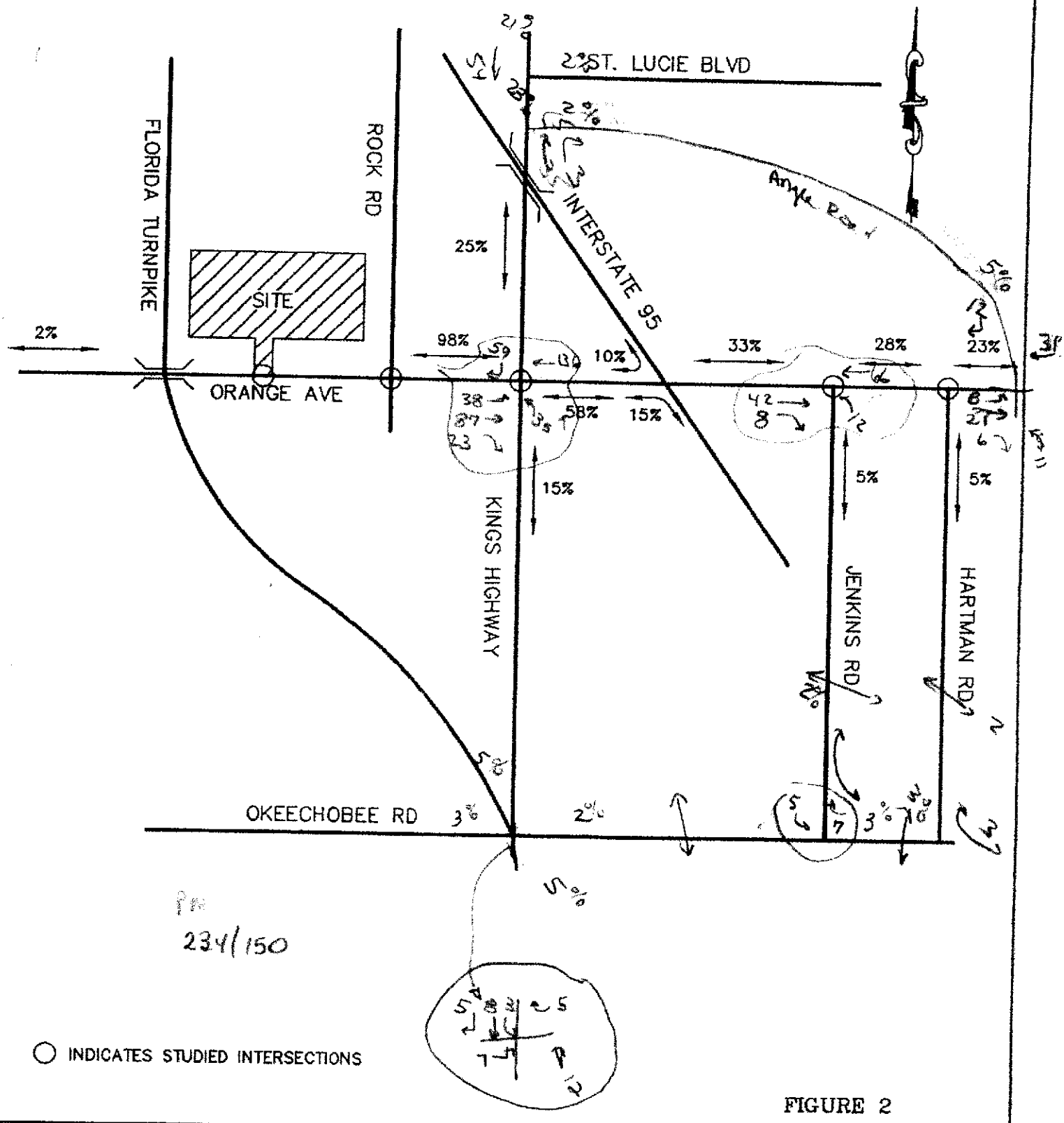



FIGURE 2

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

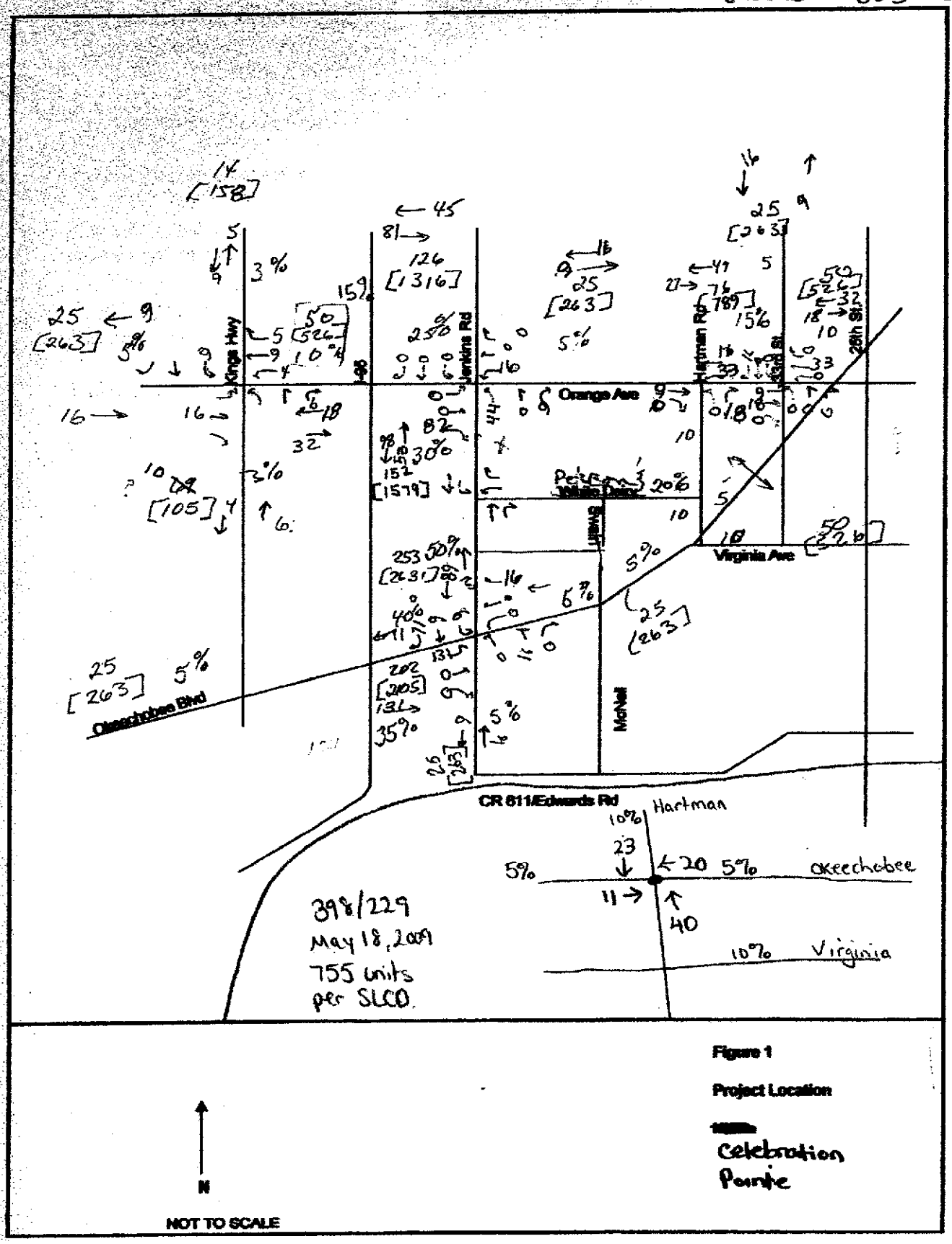



**Figure 1**

**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.

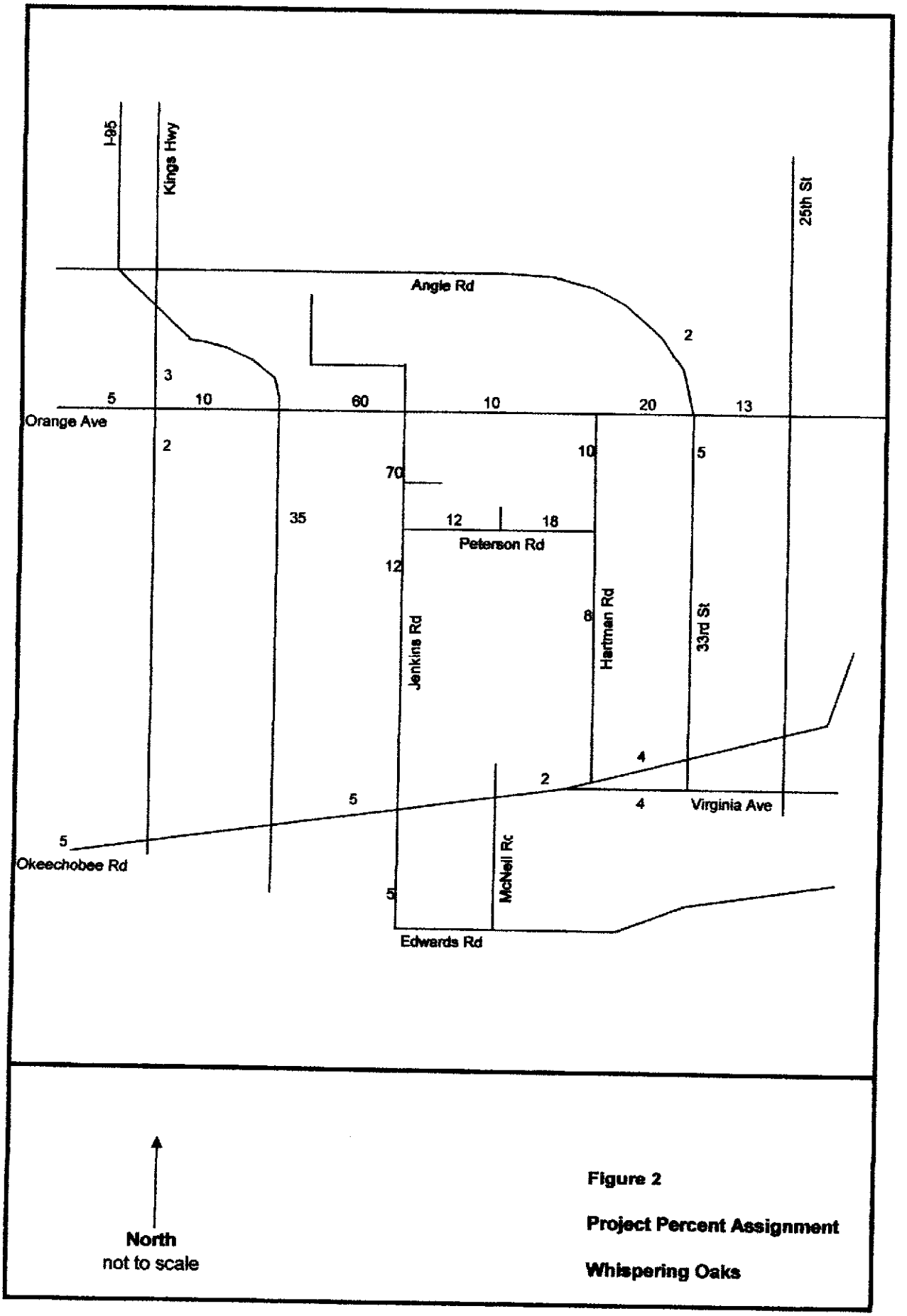
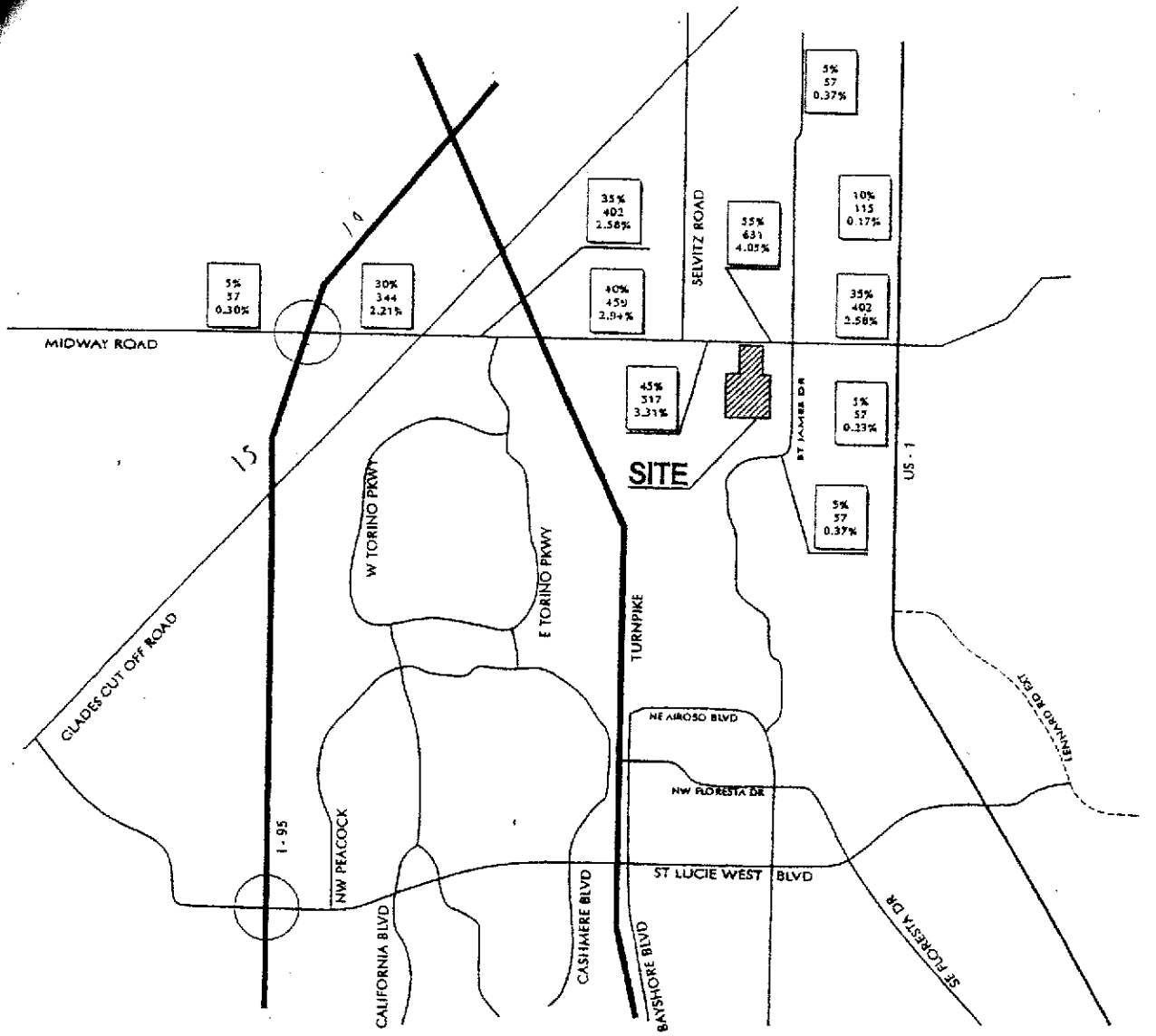



**Figure 2**

**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 |

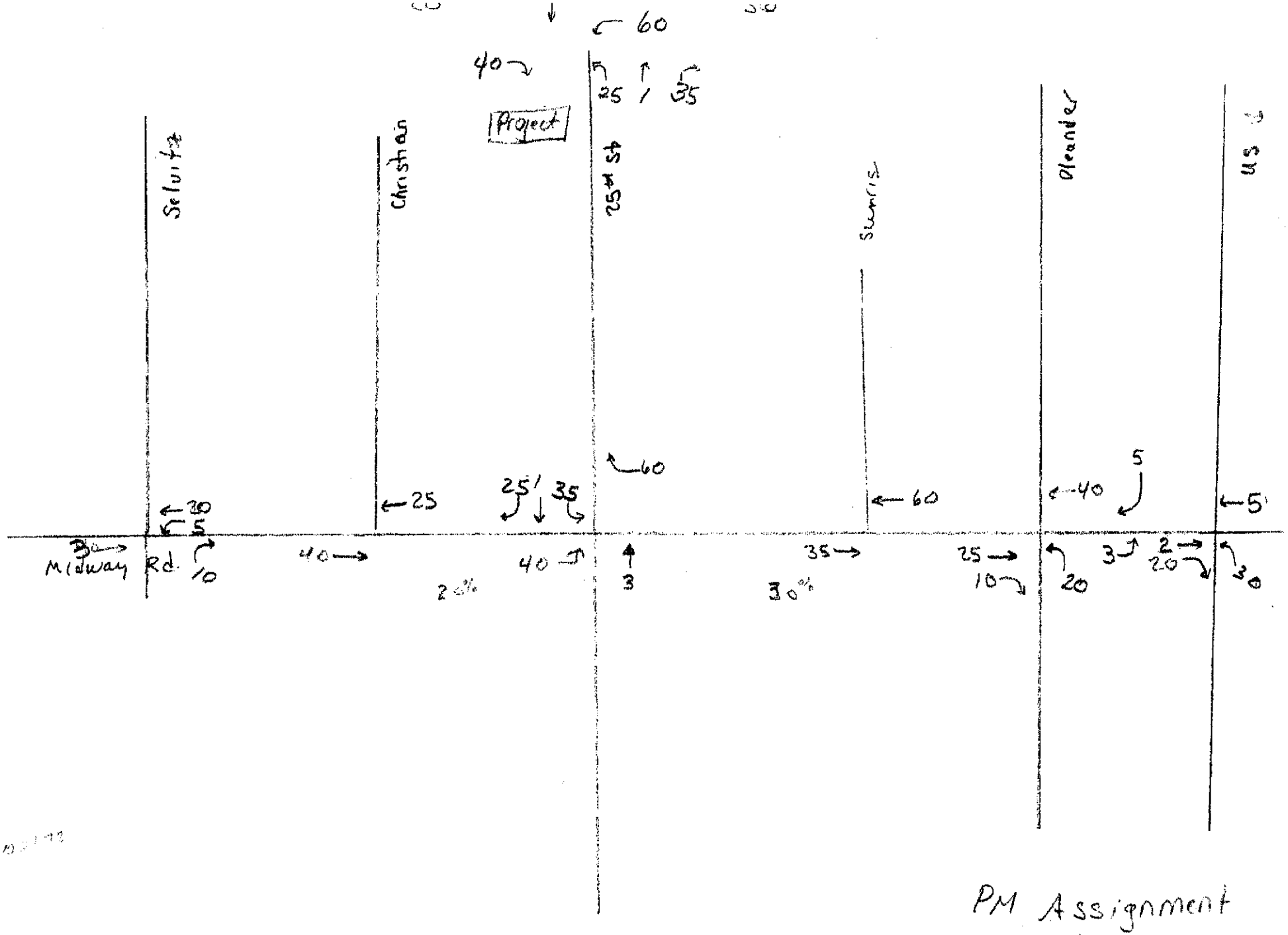
AM Peak Hour

| 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.



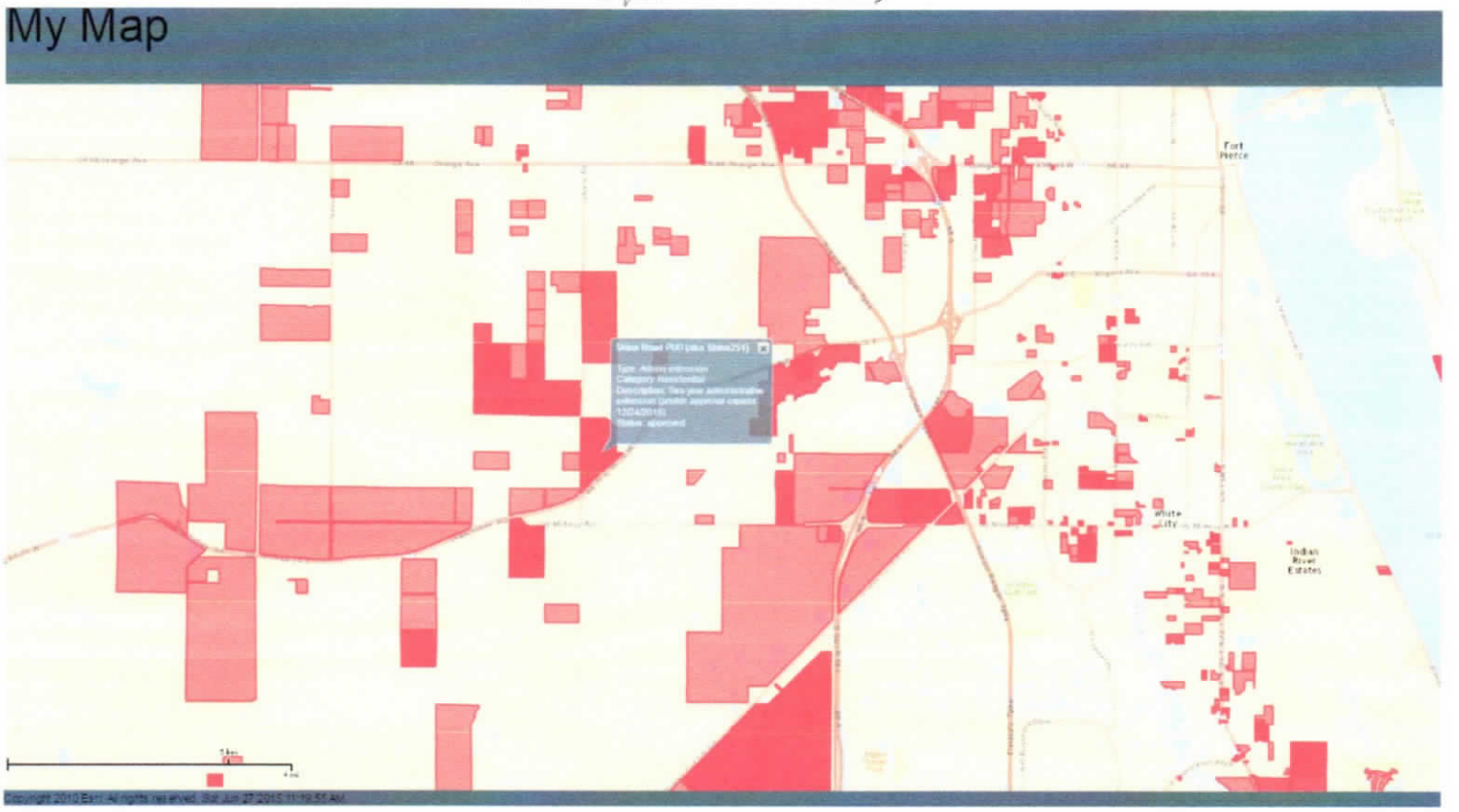

PM Assignment
Frontera
207/122

Shinn Rd Equestrian Staging




D44

Shinn Rd Equestrian Estates



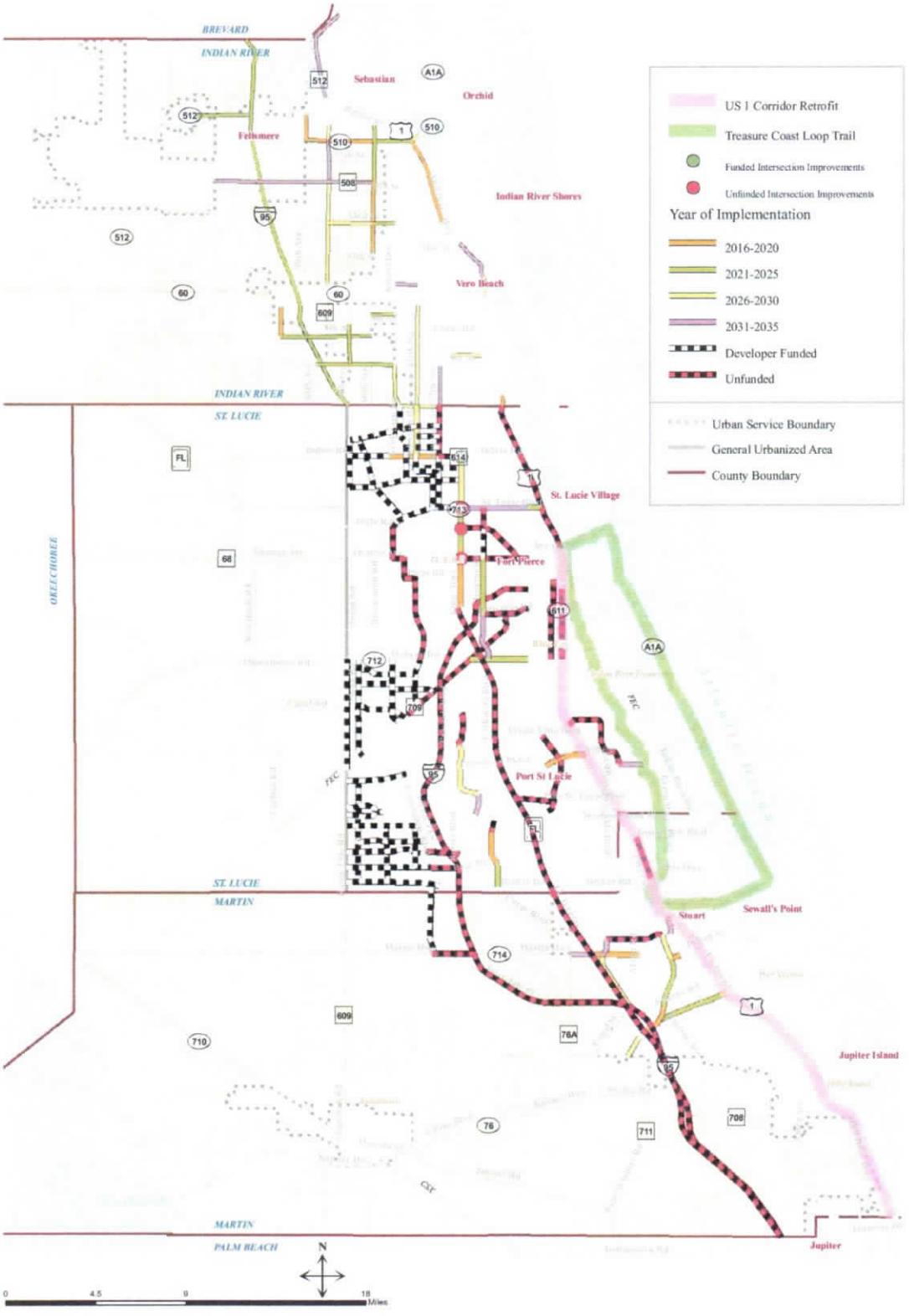

T= .7(x) +9.74 106 SF Dw's

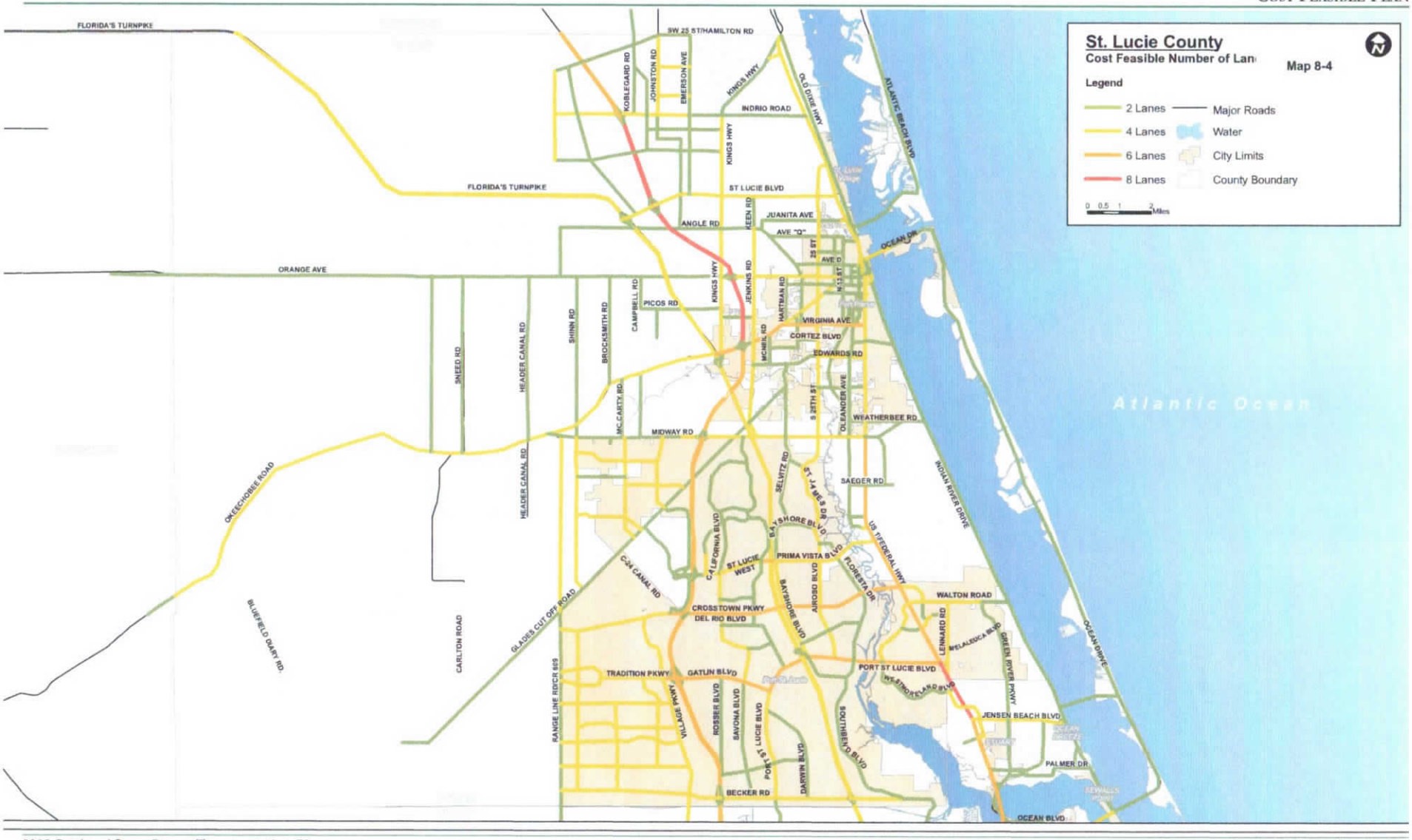
AM 25/75
In/Out

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

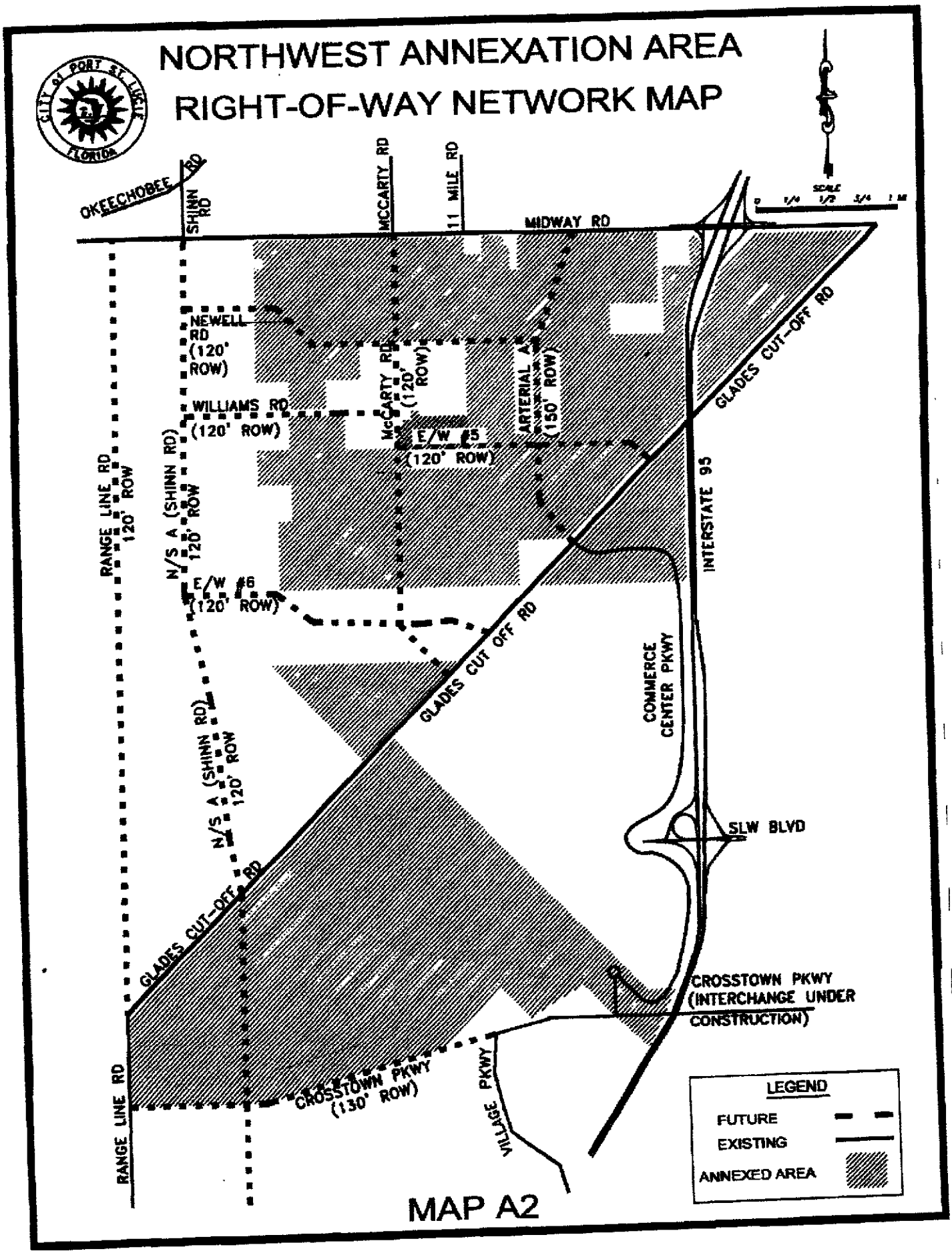

NORTHWEST ANNEXATION AREA
RIGHT-OF-WAY NETWORK MAP
CITY OF PORT ST. LUCIE FLORIDA
OKEECHOBEE RD
SHINN RD
McCARTY RD
11 MILE RD
MIDWAY RD
SCALE
0 1/4 1/2 3/4 1 MI
NEWELL RD (120' ROW)
WILLIAMS RD (120' ROW)
McCARTY RD (120' ROW)
E/W #5 (120' ROW)
ARTERIAL A (150' ROW)
GLADES CUT-OFF RD
INTERSTATE 95
RANGE 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

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: | 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 |

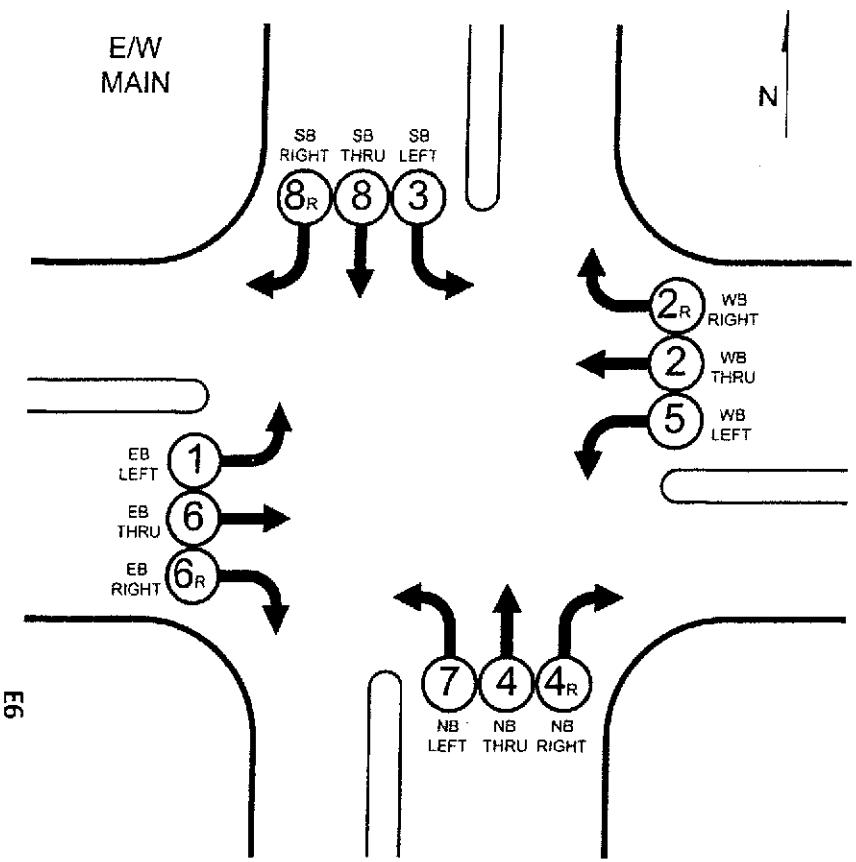
By-Phase Timing Data

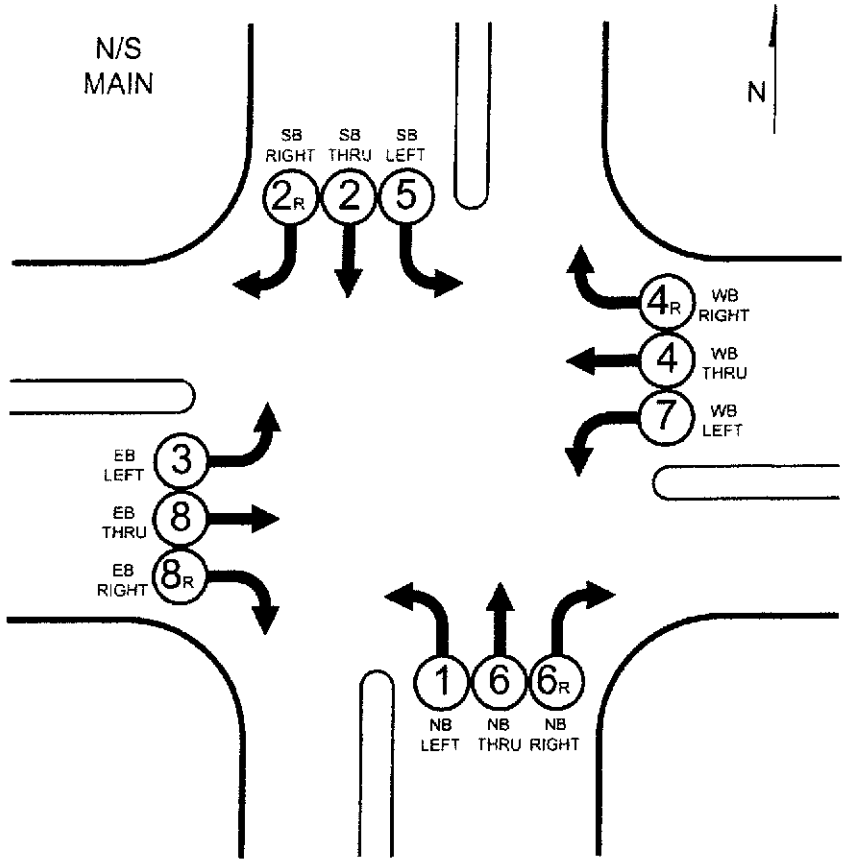
| | Phase | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 |
| Direction | FBL | W/B | S/BL | N/B | W/BL | E/B | N/BL | S/B | | | | |
| Minimum Green | 7 | 7 | 7 | 7 | 7 | 7 | 7 | 7 | 5 | 5 | 5 | 5 |
| Bike Min Green | 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 |

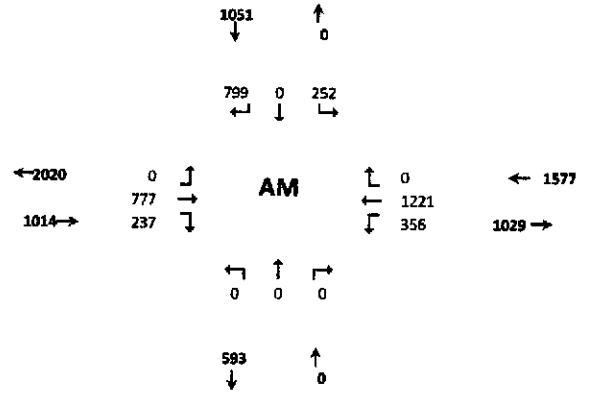
Coordination, Pattern 17-32 [2.1]

| 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

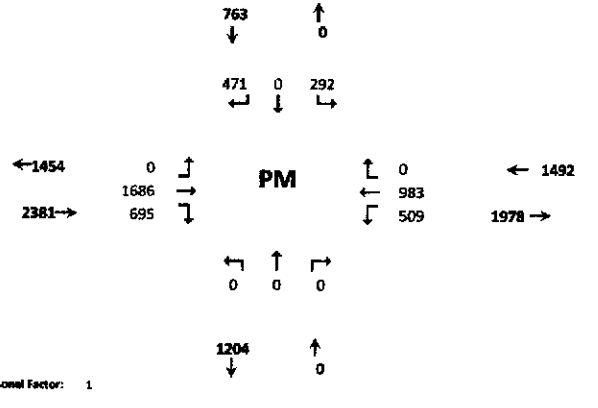
**N/S STREET:** I-95 South
**E/W STREET:** Midway Road
**CONTROL:**
**FILENAME:** Villages of Midway
**COUNT DATE:** 2/26/2015
**DAY:** Thursday
**CITY:** Fort Pierce
**REPORT DATE:** 2/26/2015
**ANALYSIS YEAR:** 2035

| 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 | |

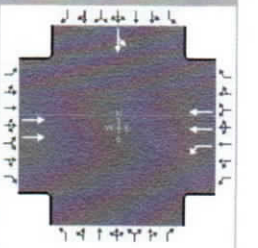



**Seasonal Factor:** 1
**Growth Rate:** 1.005
**Trips In:** 726
**Trips Out:** 1824
**Years Grown:** 20

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 |

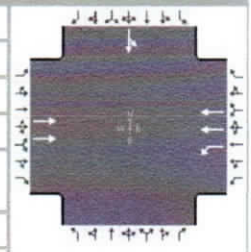
| Movement Group Results | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Assigned Movement | | 2 | | 1 | 6 | | | | | 7 | 4 | |
| Adjusted Flow Rate ( *v* ), veh/h | | 818 | | 375 | 1285 | | | | | | 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 | |

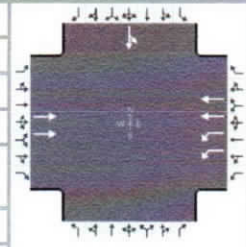
| Phase Information | EBL | EBT | WBL | WBT | NBL | NBT | SBL | SBT |
|---|---|---|---|---|---|---|---|---|
| Maximum Green ($G_{max}$) or Phase Split, s | | 55.0 | 35.0 | 90.0 | | | | 30.0 |
| Yellow Change Interval (*Y*), s | | 3.0 | 3.0 | 3.0 | | | | 3.0 |
| Red Clearance Interval ( $R_c$), s | | 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

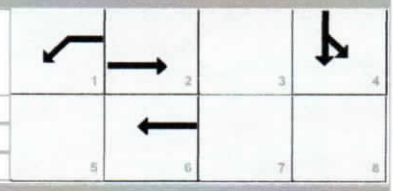
| General Information | | | | Intersection Information | |
|---|---|---|---|---|---|
| Agency | SOR | | | Duration, h | 0.25 |
| Analyst | AAA | Analysis Date | Nov 2, 2015 | Area Type | Other |
| Jurisdiction | St Lucie | Time Period | PM | PHF | 0.95 |
| Urban Street | Midway Rd | Analysis Year | 2035/ 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 |

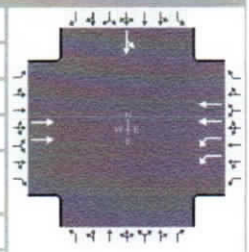
| Movement Group Results | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Assigned Movement | | 2 | | 1 | 6 | | | | | 7 | 4 | |
| Adjusted Flow Rate ( *v* ), veh/h | | 1775 | | 536 | 1035 | | | | | | 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

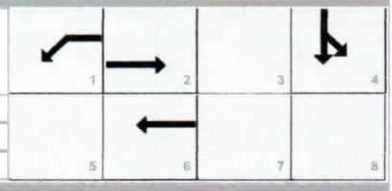
| General Information | | | | Intersection Information | |
|---|---|---|---|---|---|
| Agency | SOR | | | Duration, h | 0.25 |
| Analyst | AAA | Analysis Date | Nov 2, 2015 | Area Type | Other |
| Jurisdiction | St Lucie | Time Period | PM | PHF | 0.95 |
| Urban Street | Midway Rd | Analysis Year | 2035/ 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 |

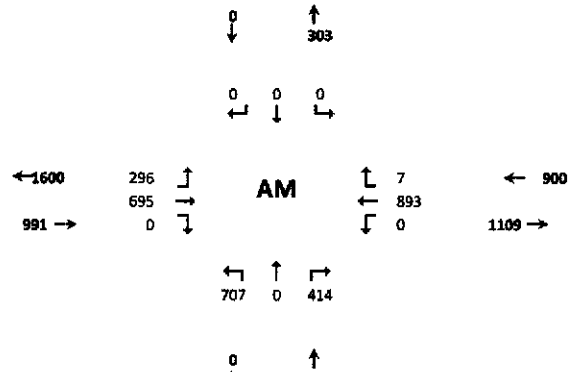
| Multimodal Information | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 85th % Speed / Rest in Walk / Corner Radius | 0 | No | 25 | 0 | No | 25 | | | | 0 | No | 25 |
| Walkway / Crosswalk Width / Length, ft | 9.0 | 12 | 0 | 9.0 | 12 | 0 | | | | 9.0 | 12 | 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

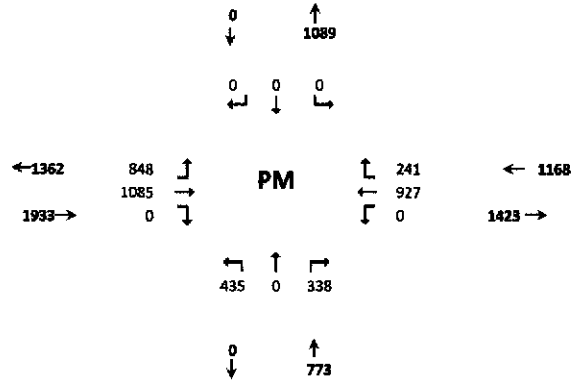
**N/S STREET:** I-95 North **E/W STREET:** Midway Road **CONTROL:**
**FILENAME:** Villages of Midway
**COUNT DATE:** 2/26/2015 **DAY:** Thursday **CITY:** Fort Pierce
**REPORT DATE:** 2/26/2015 **ANALYSIS YEAR:** 2035

| 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

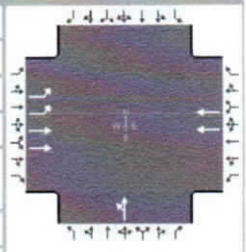
| 15 Min Period lanes | Northbound NBL | NBT | NBR | Southbound SBL | SBT | SBR | Eastbound EBL | EBT | EBR | Westbound WBL | WBT | WBR | TOTAL | ONE HOUR SUM |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 4:00-4:15 | 12 | 0 | 81 | 0 | 0 | 0 | 2 | 86 | 0 | 0 | 149 | 60 | 390 | 1466 |
| 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

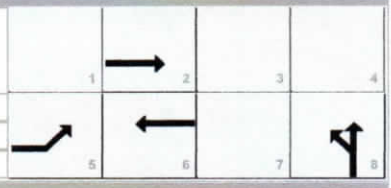
| General Information | | | | Intersection Information | |
|---|---|---|---|---|---|
| Agency | SOR | | | Duration, h | 0.25 |
| Analyst | AAA | Analysis Date | Nov 2, 2015 | Area Type | Other |
| Jurisdiction | St Lucie | Time Period | AM | PHF | 0.95 |
| Urban Street | Midway Rd | Analysis Year | 2035/ 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 | | |

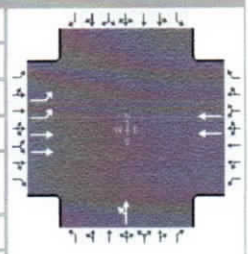
| Movement Group Results | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Assigned Movement | 5 | 2 | | | 6 | | 3 | 8 | | | | |
| Adjusted Flow Rate ( *v* ), veh/h | 312 | 732 | | | 940 | | | 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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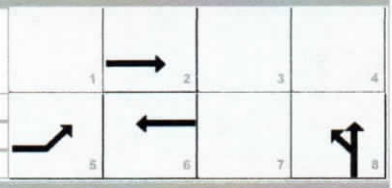
# HCS 2010 Signalized Intersection Input Data

| 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 | | | | |

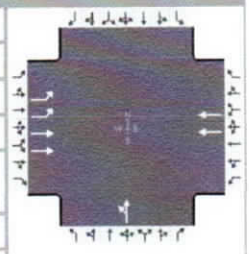
| Phase Information | EBL | EBT | WBL | WBT | NBL | NBT | SBL | SBT |
|---|---|---|---|---|---|---|---|---|
| Maximum Green ($G_{max}$) or Phase Split, s | 20.0 | 62.0 | | 42.0 | | 58.0 | | |
| Yellow Change Interval (*Y*), s | 3.0 | 3.0 | | 3.0 | | 3.0 | | |
| Red Clearance Interval ( $R_c$), s | 2.0 | 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 | | |

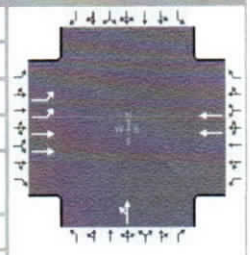
| Movement Group Results | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Assigned Movement | 5 | 2 | | | 6 | | 3 | 8 | | | | |
| Adjusted Flow Rate ( $v$ ), veh/h | 893 | 1142 | | | 976 | | | 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

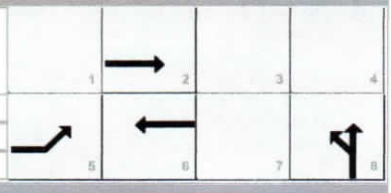
| General Information | | | | Intersection Information | |
|---|---|---|---|---|---|
| Agency | SOR | | | Duration, h | 0.25 |
| Analyst | AAA | Analysis Date | Nov 2, 2015 | Area Type | Other |
| Jurisdiction | St Lucie | Time Period | PM | PHF | 0.95 |
| Urban Street | Midway Rd | Analysis Year | 2035/ 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 | | |

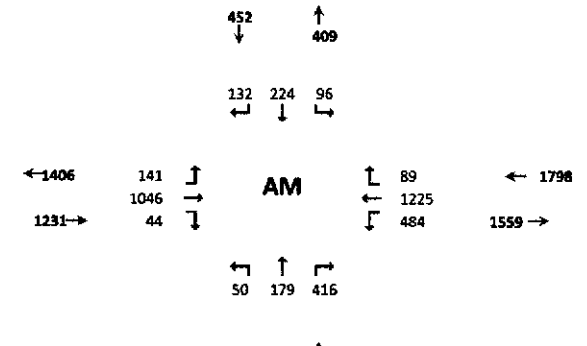
| Multimodal Information | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 85th % Speed / Rest in Walk / Corner Radius | 0 | No | 25 | 0 | No | 25 | 0 | No | 25 | | | |
| Walkway / Crosswalk Width / Length, ft | 9.0 | 12 | 0 | 9.0 | 12 | 0 | 9.0 | 12 | 0 | | | |
| 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

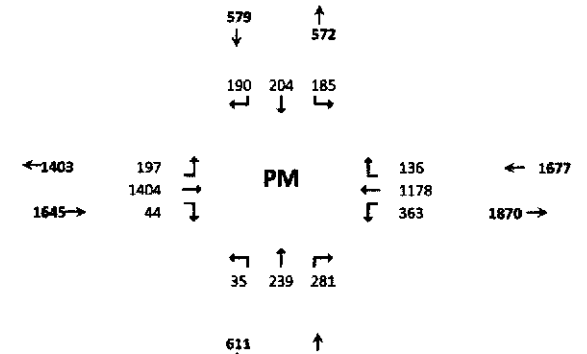
**N/S STREET:** Glades Cut Off **E/W STREET:** Midway Road **CONTROL:**
**FILENAME:** Villages of Midway
**COUNT DATE:** 3/17/2015 **DAY:** Tuesday **CITY:** Fort Pierce
**REPORT DATE:** 3/17/2015 **ANALYSIS YEAR:** 2035

| 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 | |

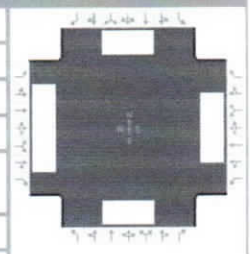



Seasonal Factor: 1
Growth Rate: 1.005
Trips In: 726
Trips Out: 1824
Years Grown: 20

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 | | | | |

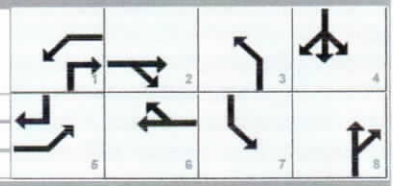


| Demand Information | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Demand (*v*), veh/h | 141 | 1046 | 44 | 484 | 1225 | 89 | 50 | 179 | 416 | 96 | 224 | 132 |

| 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 |

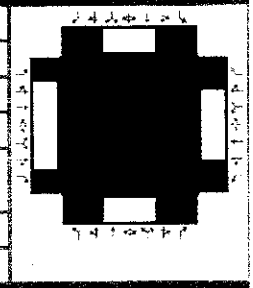
| Phase Information | EBL | EBT | WBL | WBT | NBL | NBT | SBL | SBT |
|---|---|---|---|---|---|---|---|---|
| Maximum Green ($G_{max}$) or Phase Split, s | 20.0 | 56.0 | 45.0 | 81.0 | 14.0 | 25.0 | 14.0 | 25.0 |
| Yellow Change Interval (*Y*), s | 4.0 | 4.3 | 4.0 | 4.3 | 4.0 | 4.0 | 4.0 | 4.0 |
| Red 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

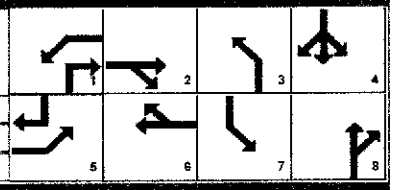
| General Information | | | | Intersection Information | |
|---|---|---|---|---|---|
| Agency | SOR | | | Duration, h | 0.25 |
| Analyst | AAA | Analysis Date | 6/29/2015 | Area Type | Other |
| Jurisdiction | St Lucie | Time Period | AM | PHF | 0.95 |
| Intersection | Midway/Glades Cut Off | Analysis 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 |

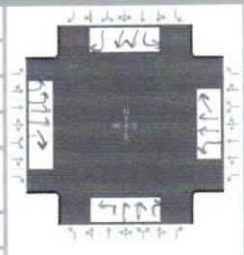
| Movement Group Results | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Assigned Movement | 5 | 2 | 12 | 1 | 6 | 16 | 3 | 8 | 18 | 7 | 4 | 14 |
| Adjusted Flow Rate (*v*), veh/h | 148 | 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 | | | | |

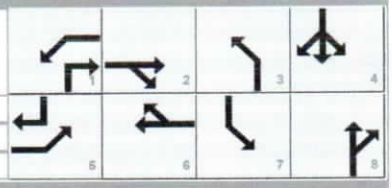


| Demand Information | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Demand (*v*), veh/h | 197 | 1404 | 44 | 363 | 1178 | 136 | 35 | 239 | 281 | 185 | 204 | 190 |

| 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 |

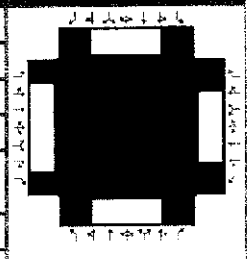
| Phase Information | EBL | EBT | WBL | WBT | NBL | NBT | SBL | SBT |
|---|---|---|---|---|---|---|---|---|
| Maximum Green ($G_{max}$) or Phase Split, s | 17.0 | 66.0 | 37.0 | 86.0 | 17.0 | 20.0 | 17.0 | 20.0 |
| Yellow Change Interval (*Y*), s | 4.0 | 4.3 | 4.0 | 4.3 | 4.0 | 4.0 | 4.0 | 4.0 |
| Red 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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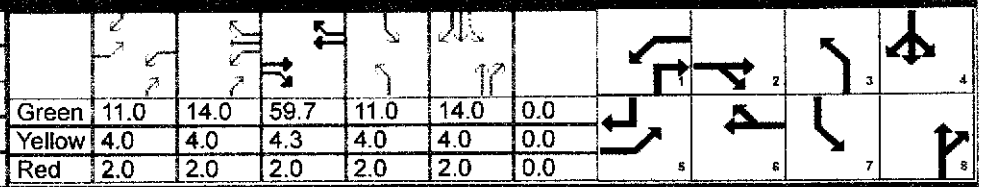
# HCS 2010 Signalized Intersection Results Summary

| 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 | | | | | |

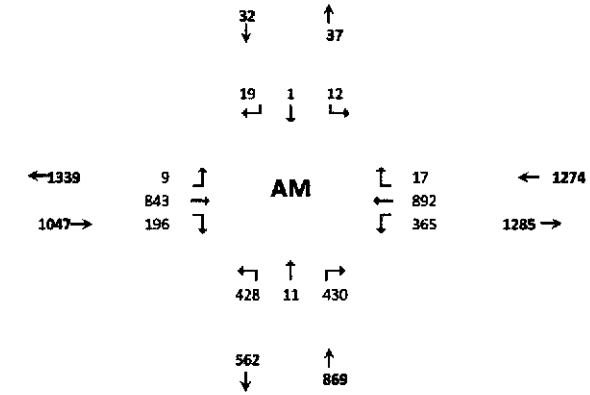
| Multimodal Results | EB | | WB | | NB | | SB | |
|---|---|---|---|---|---|---|---|---|
| Pedestrian LOS Score / LOS | 3.0 | C | 3.0 | C | 3.0 | C | 3.1 | C |
| Bicycle LOS Score / LOS | 1.9 | A | 1.9 | A | 0.9 | A | 0.9 | A |

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# TURNING MOVEMENT VOLUME COUNTS

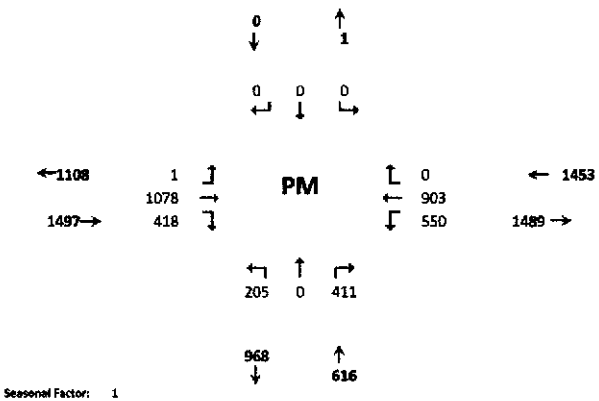
**N/S STREET:** East Torino **E/W STREET:** Midway Road **CONTROL:**
**FILENAME:** Villages of Midway
**COUNT DATE:** 3/3/2015 **DAY:** Tuesday **CITY:** Fort Pierce
**REPORT DATE:** 3/3/2015 **ANALYSIS YEAR:** 2035

| 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 | |

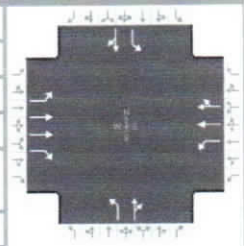



Seasonal Factor: 1
Growth Rate: 1.005
Trips In: 726
Trips Out: 1824
Years Grown: 20

E25

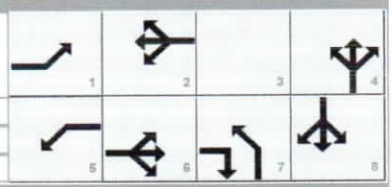
# HCS 2010 Signalized Intersection Results Summary

| 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 |

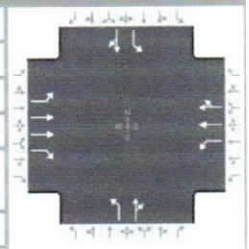
| Movement Group Results | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Assigned Movement | 1 | 6 | 16 | 5 | 2 | 12 | 7 | 4 | 14 | 3 | 8 | 18 |
| Adjusted Flow Rate (*v*), veh/h | 9 | 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

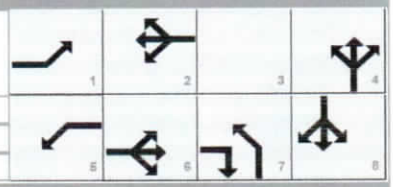
| General Information | | | | Intersection Information | |
|---|---|---|---|---|---|
| Agency | SOR | | | Duration, h | 0.25 |
| Analyst | AAA | Analysis Date | 6/29/2015 | Area Type | Other |
| Jurisdiction | St Lucie | Time Period | AM | PHF | 0.95 |
| Intersection | Midway/East Torino Pkwy | Analysis 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 |

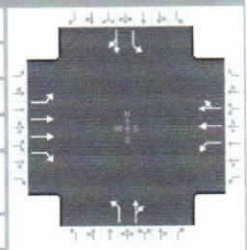
| Movement Group Results | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Assigned Movement | 1 | 6 | 16 | 5 | 2 | 12 | 7 | 4 | 14 | 3 | 8 | 18 |
| Adjusted Flow Rate (*v*), veh/h | 9 | 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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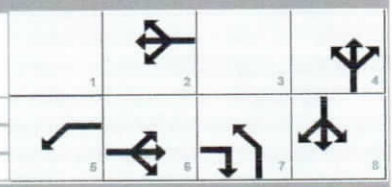
# HCS 2010 Signalized Intersection Input Data

| 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 |

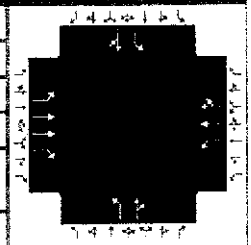
| Phase Information | EBL | EBT | WBL | WBT | NBL | NBT | SBL | SBT |
|---|---|---|---|---|---|---|---|---|
| Maximum Green ($G_{max}$) or Phase Split, s | | 49.0 | 39.0 | 88.0 | 32.0 | 42.0 | | 10.0 |
| Yellow Change Interval (*Y*), s | | 4.0 | 0.0 | 4.0 | 0.0 | 4.0 | | 4.0 |
| Red Clearance Interval ( $R_c$), 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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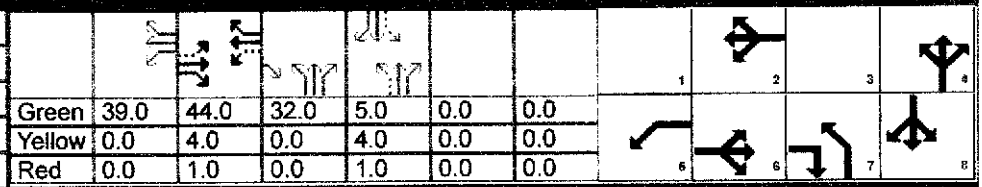
# HCS 2010 Signalized Intersection Results Summary

| 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

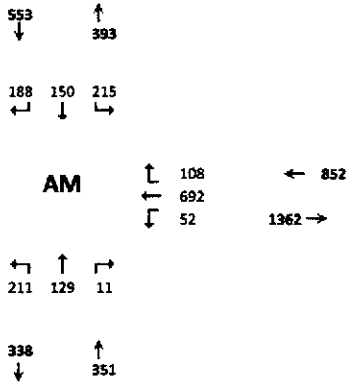
**N/S STREET:** Jenkins **E/W STREET:** Okeechobee **CONTROL:**

**FILENAME:** Village at Midway

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

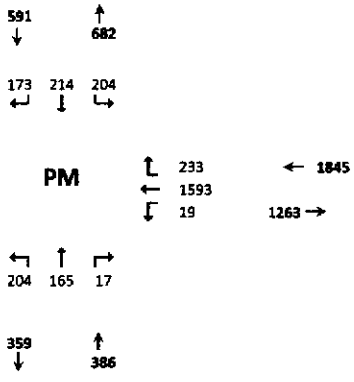
**REPORT DATE:** **ANALYSIS YEAR:** 2035 with project -AM

| 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 | |

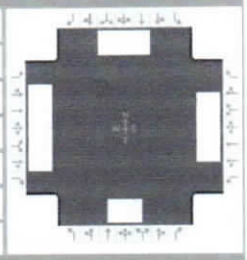



Seasonal Factor: 1
Growth Rate: 1.005
Trips In: 726
Trips Out: 1824
Years Grown: 21

E30

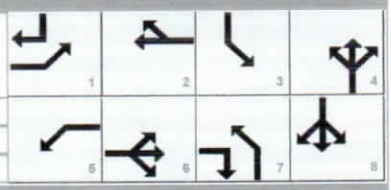
# HCS 2010 Signalized Intersection Input Data

| 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 |

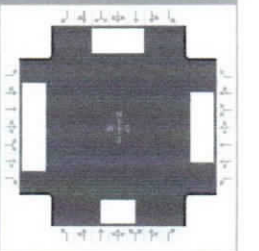
| Phase Information | EBL | EBT | WBL | WBT | NBL | NBT | SBL | SBT |
|---|---|---|---|---|---|---|---|---|
| Maximum Green ($G_{max}$) or Phase Split, s | 16.0 | 59.0 | 16.0 | 59.0 | 25.0 | 20.0 | 25.0 | 20.0 |
| Yellow Change Interval (*Y*), s | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Red 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

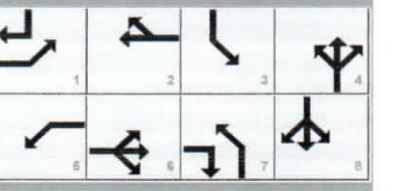
| General Information | | | | Intersection Information | |
|---|---|---|---|---|---|
| Agency | SOR | | | Duration, h | 0.25 |
| Analyst | AAA | Analysis Date | 6/29/2015 | Area Type | Other |
| Jurisdiction | St Lucie | Time Period | AM | PHF | 0.95 |
| Intersection | Okeechobee/Jenkins | Analysis Year | 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 |

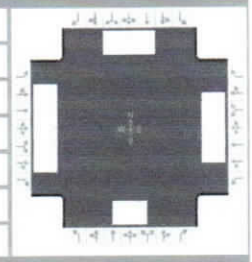
| Movement Group Results | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Assigned Movement | 1 | 6 | 16 | 5 | 2 | 12 | 7 | 4 | 14 | 3 | 8 | 18 |
| Adjusted Flow Rate (*v*), veh/h | 165 | 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 |

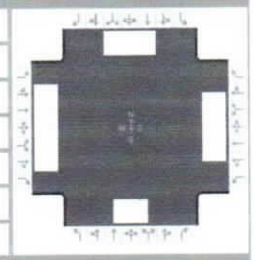
| Phase Information | EBL | EBT | WBL | WBT | NBL | NBT | SBL | SBT |
|---|---|---|---|---|---|---|---|---|
| Maximum Green ($G_{max}$) or Phase Split, s | 21.0 | 54.0 | 16.0 | 49.0 | 25.0 | 25.0 | 25.0 | 25.0 |
| Yellow Change Interval (*Y*), s | 0.0 | 0.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Red 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

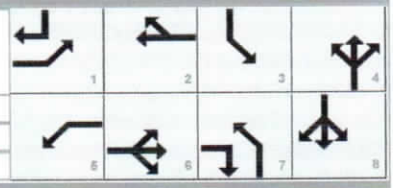
| General Information | | | | Intersection Information | |
|---|---|---|---|---|---|
| Agency | SOR | | | Duration, h | 0.25 |
| Analyst | AAA | Analysis Date | 6/29/2015 | Area Type | Other |
| Jurisdiction | St Lucie | Time Period | PM | PHF | 0.95 |
| Intersection | Okeechobee/Jenkins | Analysis Year | 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

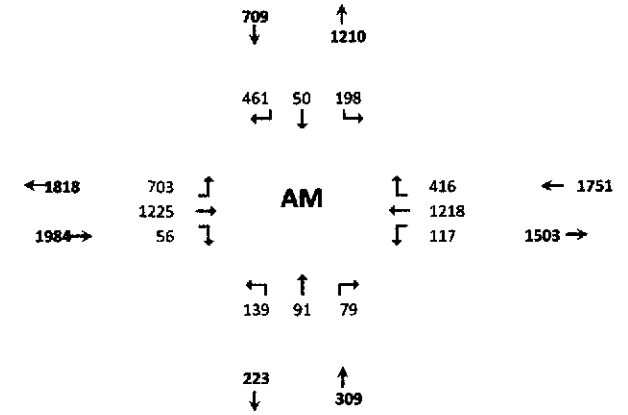
**N/S STREET:** Peacock Blvd **E/W STREET:** St Lucie W **CONTROL:**

**FILENAME:** Village at Midway

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

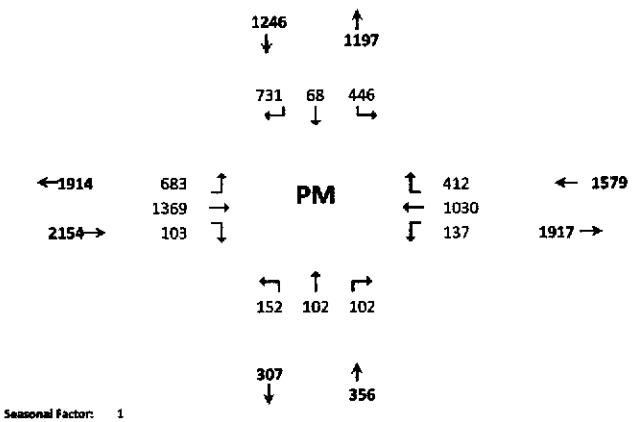
**REPORT DATE:** **ANALYSIS YEAR:** 2035 with project -AM

| 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

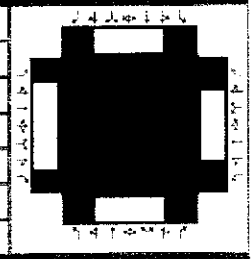
| 15 Min Period lanes | Northbound NBL | NBT | NBR | Southbound SBL | SBT | SBR | Eastbound EBL | EBT | EBR | Westbound WBL | WBT | WBR | TOTAL | ONE HOUR SUM |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 4:00-4:15 | | | | | | | | | | | | | 0 | 0 |
| 4:15-4:30 | | | | | | | | | | | | | 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

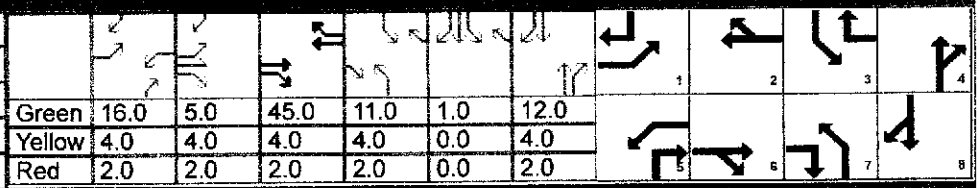
# HCS 2010 Signalized Intersection Input Data

| 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 |

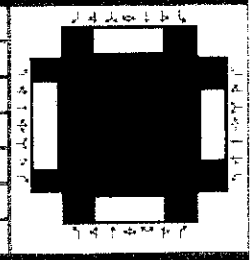
| Phase Information | EBL | EBT | WBL | WBT | NBL | NBT | SBL | SBT |
|---|---|---|---|---|---|---|---|---|
| Maximum Green ($G_{max}$) or Phase Split, s | 33.0 | 62.0 | 22.0 | 51.0 | 17.0 | 18.0 | 18.0 | 19.0 |
| Yellow Change Interval (Y), s | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Red Clearance 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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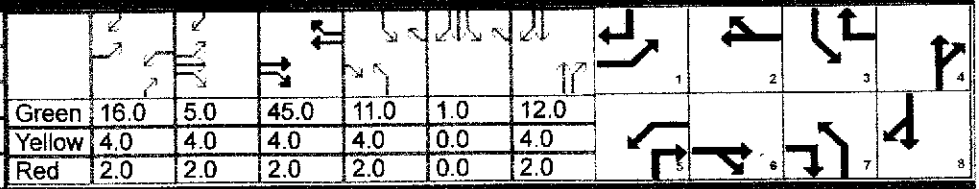
# HCS 2010 Signalized Intersection Results Summary

| 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 |

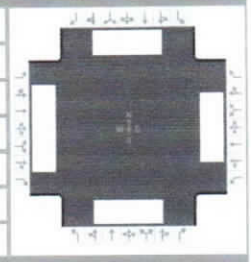
| Movement Group Results | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Assigned Movement | 1 | 6 | 16 | 5 | 2 | 12 | 7 | 4 | 14 | 3 | 8 | 18 |
| Adjusted Flow Rate (*v*), veh/h | 740 | 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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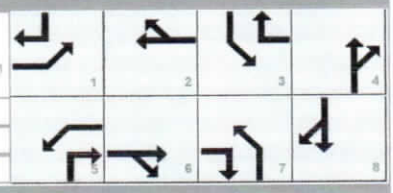
# HCS 2010 Signalized Intersection Input Data

| 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 |

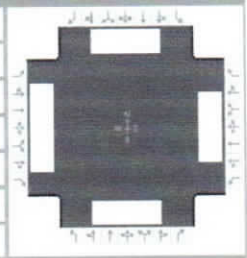
| Phase Information | EBL | EBT | WBL | WBT | NBL | NBT | SBL | SBT |
|---|---|---|---|---|---|---|---|---|
| Maximum Green ($G_{max}$) or Phase Split, s | 31.5 | 51.0 | 23.0 | 42.5 | 13.0 | 13.0 | 33.0 | 33.0 |
| Yellow Change Interval (*Y*), s | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 0.0 | 4.0 |
| Red 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 | | | | |

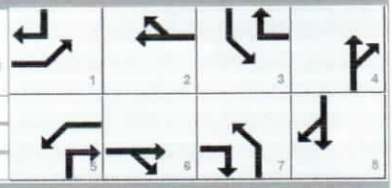


| Demand Information | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Demand (*v*), veh/h | 683 | 1369 | 103 | 137 | 1030 | 412 | 152 | 102 | 102 | 446 | 68 | 731 |

| 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 | | | | | |

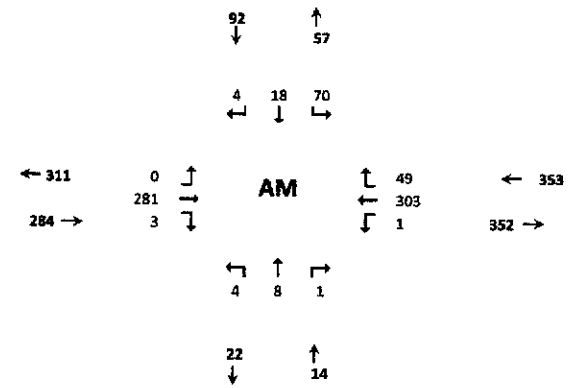
| Multimodal Results | EB | | WB | | NB | | SB | |
|---|---|---|---|---|---|---|---|---|
| Pedestrian LOS Score / LOS | 2.7 | B | 3.9 | D | 3.6 | D | 3.2 | C |
| Bicycle LOS Score / LOS | 2.3 | B | 1.5 | A | 0.9 | A | 1.5 | A |

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# TURNING MOVEMENT VOLUME COUNTS

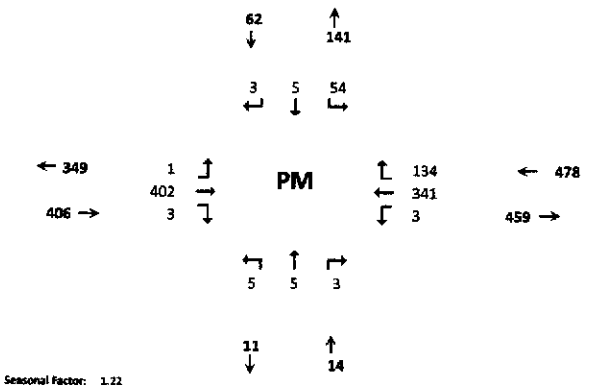
**N/S STREET:** Midway Rd
**E/W STREET:** Shinn Rd
**CONTROL:** TWSC
**FILENAME:** Villages of Midway
**COUNT DATE:** 10/30/2015
**DAY:** Friday
**CITY:** Fort Pierce
**REPORT DATE:**
**ANALYSIS YEAR:** 2035

| 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 |

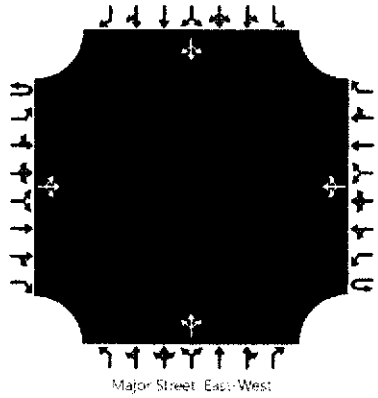
* PEAK SEASON

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

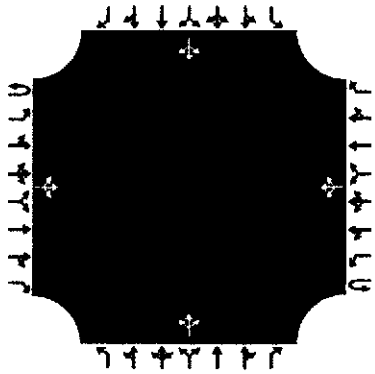
## General Information

| | |
|---|---|
| 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

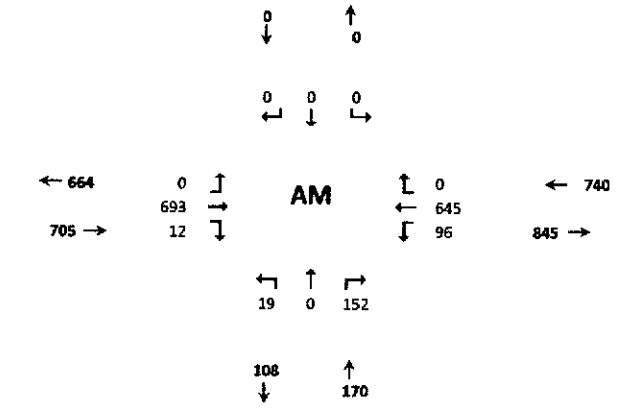
| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Flow Rate (veh/h) | | 3 | | | | 1 | | | | | 13 | | | | 67 | |
| Capacity | | 1079 | | | | 1009 | | | | | 298 | | | | 254 | |
| v/c Ratio | | 0.00 | | | | 0.00 | | | | | 0.04 | | | | 0.26 | |
| 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

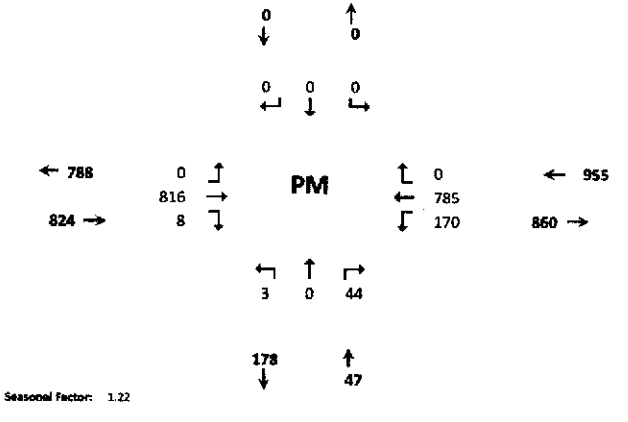
**N/S STREET:** Reserve Blvd **E/W STREET:** Glades Cut Off **CONTROL:**
**FILENAME:** Villages of Midway
**COUNT DATE:** 3/17/2015 **DAY:** Thurs **CITY:**
**REPORT DATE:** 3/17/2015 **ANALYSIS YEAR:** 2035

| 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 | |

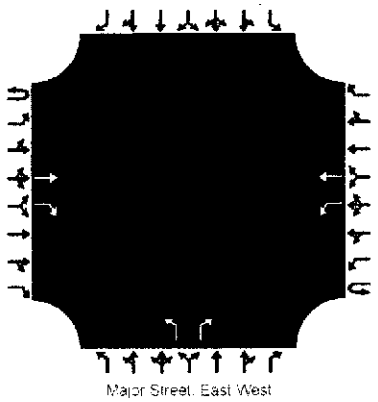



**Seasonal Factor:** 1.22
**Growth Rate:** 1.005
**Trips In:** 726
**Trips Out:** 1824
**Years Grown:** 20

# 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

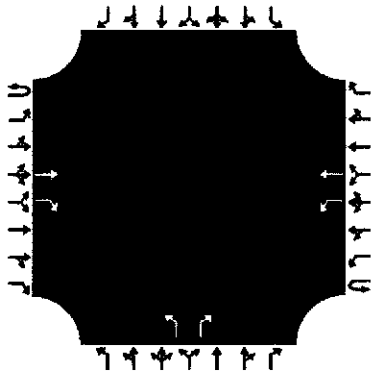
| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Flow Rate (veh/h) | | | | | | 104 | | | | 21 | | 165 | | | | |
| Capacity | | | | | | 847 | | | | 94 | | 410 | | | | |
| v/c Ratio | | | | | | 0.12 | | | | 0.22 | | 0.40 | | | | |
| 95% Queue Length | | | | | | 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

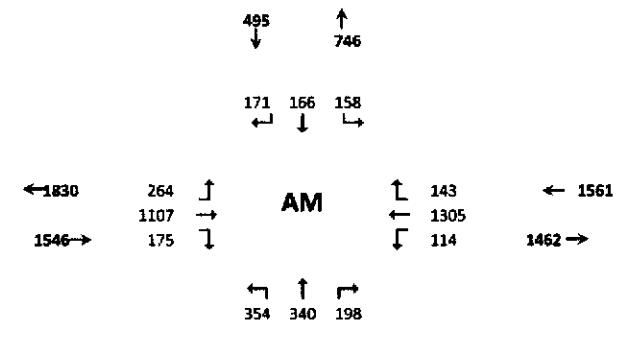
| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Flow Rate (veh/h) | | | | | | 185 | | | | 3 | | 48 | | | | |
| Capacity | | | | | | 757 | | | | 42 | | 343 | | | | |
| v/c Ratio | | | | | | 0.24 | | | | 0.07 | | 0.14 | | | | |
| 95% Queue Length | | | | | | 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

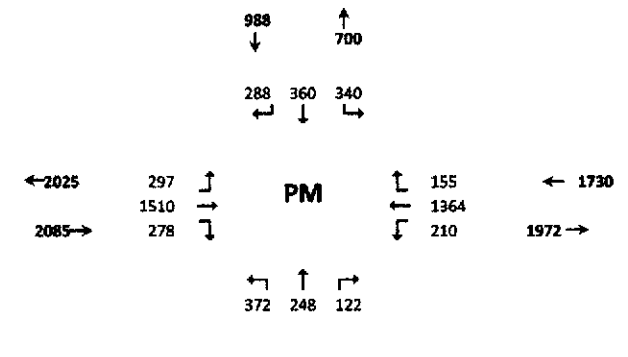
**N/S STREET:** California **E/W STREET:** St Lucie West **CONTROL:** Signalized
**FILENAME:** Village at Midway
**COUNT DATE:** 10/29/15 - 10/30/2015 **DAY:** Thurs/ Fri **CITY:** St.Luice
**REPORT DATE:** **ANALYSIS YEAR:** 2035 with project -AM

| 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 |

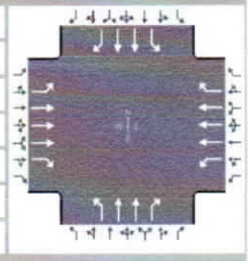
Revision Date:

| | 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

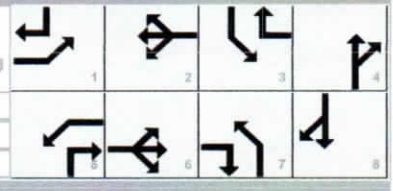
| General Information | | | | Intersection Information | |
|---|---|---|---|---|---|
| Agency | SOR | | | Duration, h | 0.25 |
| Analyst | AAA | Analysis Date | 6/29/2015 | Area Type | Other |
| Jurisdiction | St Lucie | Time Period | AM | PHF | 0.95 |
| Urban Street | St Lucie West | Analysis Year | 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 |

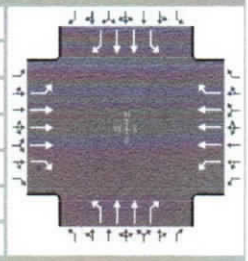
| Movement Group Results | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Assigned Movement | 1 | 6 | 16 | 5 | 2 | 12 | 7 | 4 | 14 | 3 | 8 | 18 |
| Adjusted Flow Rate ( $v$ ), veh/h | 278 | 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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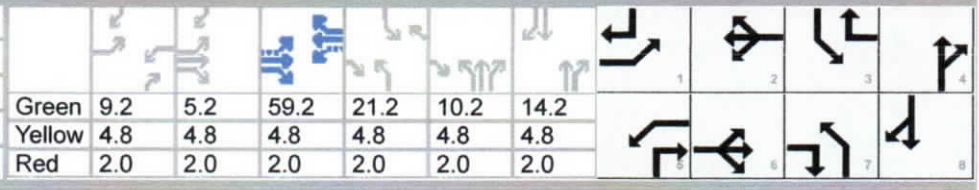
# HCS 2010 Signalized Intersection Input Data

| 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 |

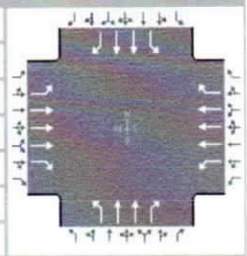
| Phase Information | EBL | EBT | WBL | WBT | NBL | NBT | SBL | SBT |
|---|---|---|---|---|---|---|---|---|
| Maximum Green ($G_{max}$) or Phase Split, s | 28.0 | 78.0 | 16.0 | 66.0 | 45.0 | 38.0 | 28.0 | 21.0 |
| Yellow Change Interval (Y), s | 4.8 | 4.8 | 4.8 | 4.8 | 4.8 | 4.8 | 4.8 | 4.8 |
| Red Clearance 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

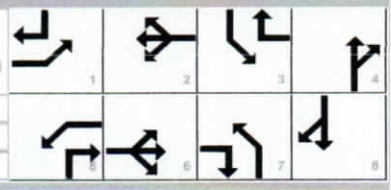
| General Information | | | | Intersection Information | |
|---|---|---|---|---|---|
| Agency | SOR | | | Duration, h | 0.25 |
| Analyst | AAA | Analysis Date | 6/29/2015 | Area Type | Other |
| Jurisdiction | St Lucie | Time Period | PM | PHF | 0.95 |
| Urban Street | St Lucie West | Analysis Year | 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 |

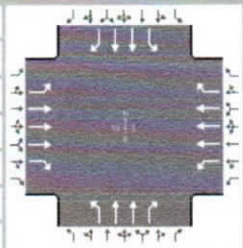
| Movement Group Results | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Assigned Movement | 1 | 6 | 16 | 5 | 2 | 12 | 7 | 4 | 14 | 3 | 8 | 18 |
| Adjusted Flow Rate ( $v$ ), veh/h | 313 | 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

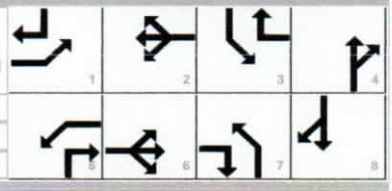
| General Information | | | | Intersection Information | |
|---|---|---|---|---|---|
| Agency | SOR | | | Duration, h | 0.25 |
| Analyst | AAA | Analysis Date | 6/29/2015 | Area Type | Other |
| Jurisdiction | St Lucie | Time Period | PM | PHF | 0.95 |
| Urban Street | St Lucie West | Analysis Year | 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 |

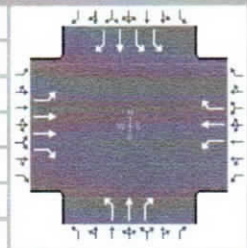
| Phase Information | EBL | EBT | WBL | WBT | NBL | NBT | SBL | SBT |
|---|---|---|---|---|---|---|---|---|
| Maximum Green ($G_{max}$) or Phase Split, s | 30.0 | 69.0 | 21.0 | 60.0 | 44.0 | 28.0 | 42.0 | 26.0 |
| Yellow Change Interval (Y), s | 4.8 | 4.8 | 4.8 | 4.8 | 4.8 | 4.8 | 4.8 | 4.8 |
| Red Clearance 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

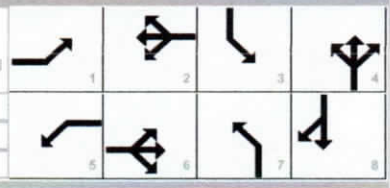
| General Information | | | | Intersection Information | |
|---|---|---|---|---|---|
| Agency | SOR | | | Duration, h | 0.25 |
| Analyst | AAA | Analysis Date | Nov 2, 2015 | Area Type | Other |
| Jurisdiction | St Lucie | Time Period | AM | PHF | 0.95 |
| Urban Street | Midway Rd | Analysis Year | 2035 | 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 |

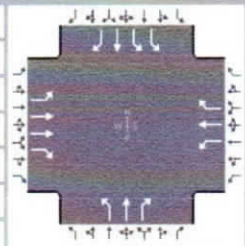
| Movement Group Results | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Assigned Movement | 1 | 6 | 16 | 5 | 2 | 12 | 7 | 4 | 14 | 3 | 8 | 18 |
| Adjusted Flow Rate ( $v$ ), veh/h | 59 | 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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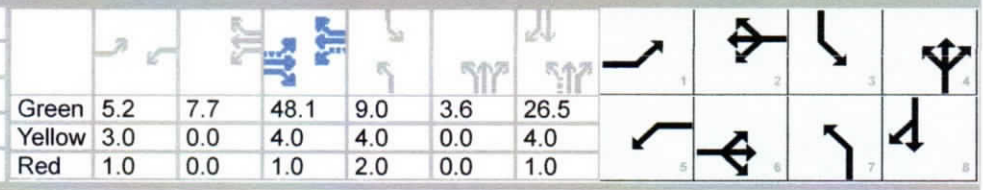
# HCS 2010 Signalized Intersection Input Data

| 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 |

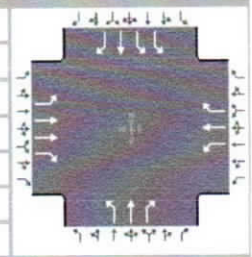
| Phase Information | EBL | EBT | WBL | WBT | NBL | NBT | SBL | SBT |
|---|---|---|---|---|---|---|---|---|
| Maximum Green ($G_{max}$) or Phase Split, s | 19.0 | 26.0 | 19.0 | 26.0 | 35.0 | 40.0 | 35.0 | 40.0 |
| Yellow Change Interval (Y), s | 3.0 | 4.0 | 0.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Red Clearance 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

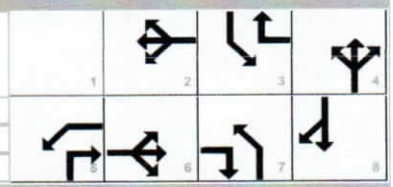
| General Information | | | | Intersection Information | |
|---|---|---|---|---|---|
| Agency | SOR | | | Duration, h | 0.25 |
| Analyst | AAA | Analysis Date | Nov 2, 2015 | Area Type | Other |
| Jurisdiction | St Lucie | Time Period | PM | PHF | 0.95 |
| Urban Street | Midway Rd | Analysis Year | 2035 | 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 |

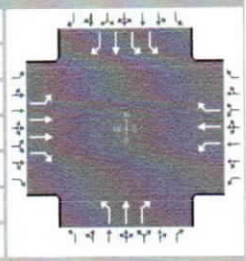
| Movement Group Results | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Assigned Movement | 1 | 6 | 16 | 5 | 2 | 12 | 7 | 4 | 14 | 3 | 8 | 18 |
| Adjusted Flow Rate ( *v* ), veh/h | 46 | 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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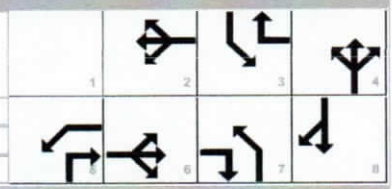
# HCS 2010 Signalized Intersection Input Data

| 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 |

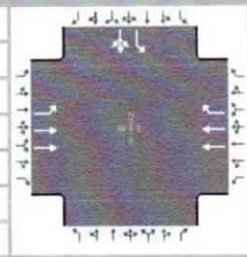
| Phase Information | EBL | EBT | WBL | WBT | NBL | NBT | SBL | SBT |
|---|---|---|---|---|---|---|---|---|
| Maximum Green ($G_{max}$) or Phase Split, s | | 49.0 | 18.0 | 67.0 | 19.0 | 27.0 | 26.0 | 34.0 |
| Yellow Change Interval (*Y*), s | | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Red Clearance 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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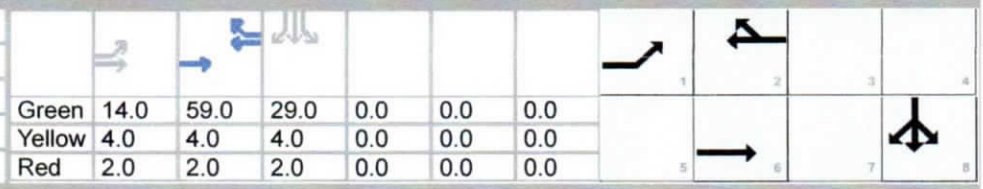
# HCS 2010 Signalized Intersection Results Summary

| 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 |

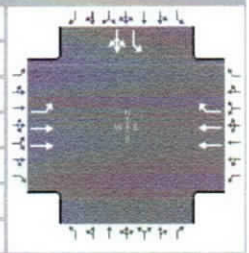
| Movement Group Results | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Assigned Movement | 1 | 6 | | | 2 | 12 | | | | 3 | 8 | 18 |
| Adjusted Flow Rate ( *v* ), veh/h | 16 | 1111 | | | 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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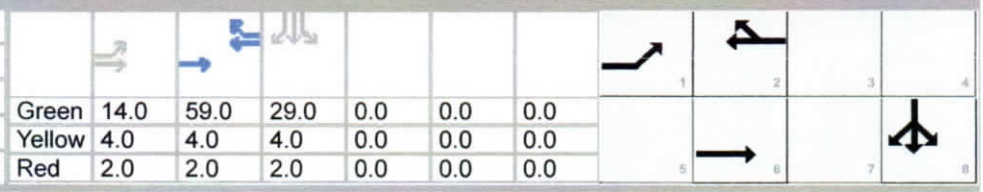
# HCS 2010 Signalized Intersection Input Data

| 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 |

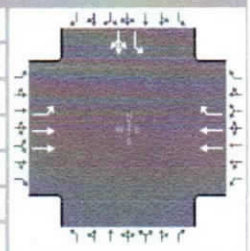
| Phase Information | EBL | EBT | WBL | WBT | NBL | NBT | SBL | SBT |
|---|---|---|---|---|---|---|---|---|
| Maximum Green ($G_{max}$) or Phase Split, s | 20.0 | 85.0 | | 65.0 | | | | 35.0 |
| Yellow Change Interval (*Y*), s | 4.0 | 4.0 | | 4.0 | | | | 4.0 |
| Red Clearance Interval ( $R_c$), s | 2.0 | 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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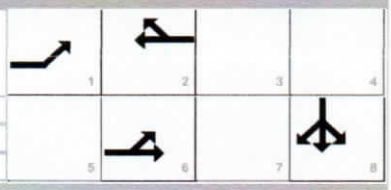
# HCS 2010 Signalized Intersection Results Summary

| 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 |

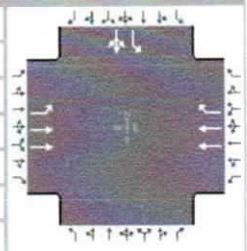
| Movement Group Results | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Assigned Movement | 1 | 6 | | | 2 | 12 | | | | 3 | 8 | 18 |
| Adjusted Flow Rate ( *v* ), veh/h | 7 | 1499 | | | 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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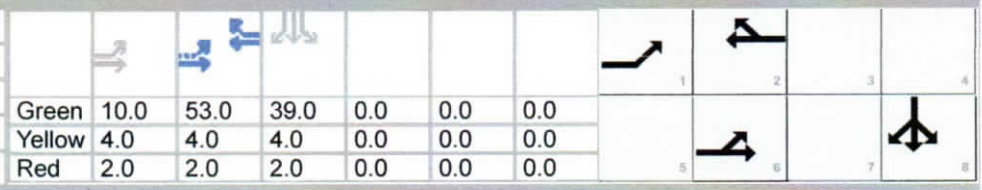
# HCS 2010 Signalized Intersection Input Data

| 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 |

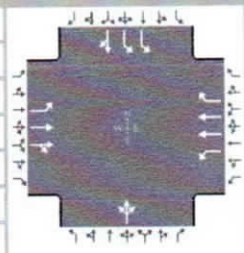
| Phase Information | EBL | EBT | WBL | WBT | NBL | NBT | SBL | SBT |
|---|---|---|---|---|---|---|---|---|
| Maximum Green ($G_{max}$) or Phase Split, s | 16.0 | 75.0 | | 59.0 | | | | 45.0 |
| Yellow Change Interval (*Y*), s | 4.0 | 4.0 | | 4.0 | | | | 4.0 |
| Red Clearance Interval ( $R_c$), s | 2.0 | 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

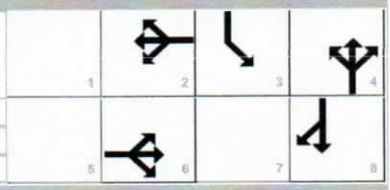
| General Information | | | | Intersection Information | |
|---|---|---|---|---|---|
| Agency | SOR | | | Duration, h | 0.25 |
| Analyst | AAA | Analysis Date | Nov 2, 2015 | Area Type | Other |
| Jurisdiction | St Lucie | Time Period | AM | PHF | 0.95 |
| Urban Street | Midway Rd | Analysis Year | 2035 | 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 |

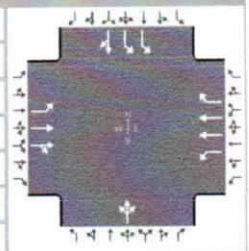
| Movement Group Results | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Assigned Movement | 1 | 6 | 16 | 5 | 2 | 12 | 7 | 4 | 14 | 3 | 8 | 18 |
| Adjusted Flow Rate ( *v* ), veh/h | 45 | 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 |

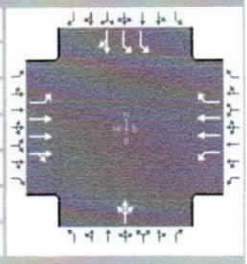
| Phase Information | EBL | EBT | WBL | WBT | NBL | NBT | SBL | SBT |
|---|---|---|---|---|---|---|---|---|
| Maximum Green ($G_{max}$) or Phase Split, s | | 95.0 | | 95.0 | | 10.0 | 25.0 | 35.0 |
| Yellow Change Interval (*Y*), s | | 4.0 | | 4.0 | | 4.0 | 4.0 | 4.0 |
| Red Clearance Interval ( $R_c$), 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

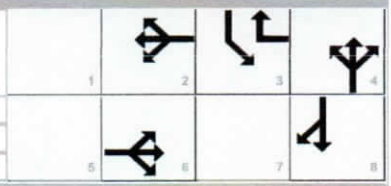
| General Information | | | | Intersection Information | |
|---|---|---|---|---|---|
| Agency | SOR | | | Duration, h | 0.25 |
| Analyst | AAA | Analysis Date | Nov 2, 2015 | Area Type | Other |
| Jurisdiction | St Lucie | Time Period | PM | PHF | 0.95 |
| Urban Street | Midway Rd | Analysis Year | 2035 | 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 |

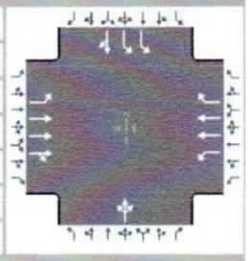
| Movement Group Results | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Assigned Movement | 1 | 6 | 16 | 5 | 2 | 12 | 7 | 4 | 14 | 3 | 8 | 18 |
| Adjusted Flow Rate ( *v* ), veh/h | 24 | 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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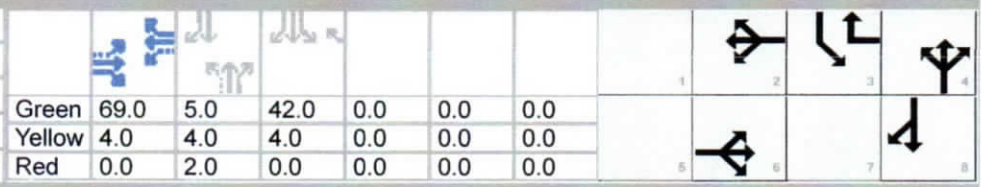
# HCS 2010 Signalized Intersection Input Data

| 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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**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** |

**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% |

*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 uses will be allowed by conversion

# VILLAGE AT MIDWAY

## BEING A PORTION OF SECTIONS 34 AND 35, TOWNSHIP 35 SOUTH, RANGE 39 EAST AND SECTIONS 2 AND 3, TOWNSHIP 36 SOUTH, RANGE 39 EAST CITY OF FORT PIERCE, SAINT LUCIE COUNTY, FLORIDA PRELIMINARY PLAT DECEMBER, 2015

PLAT BOOK _____

PAGE _____

**WALTON PARCEL**: (399.71 ACRES)

A PARCEL OF LAND LYING IN SECTIONS 2, 3, 34, AND 35 TOWNSHIP 35 SOUTH AND 36 SOUTH, RANGE 39 EAST IN ST. LUCIE COUNTY, FLORIDA AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE NORTHEAST CORNER OF SAID SECTION 3, THENCE N89°46'35"W ALONG THE NORTH LINE OF SAID SECTION 3 A DISTANCE OF 2622.04 FEET TO A POINT ON THE EAST RIGHT-OF-WAY LINE OF N.S.L.R.W.C.D. CANAL NO. 93 (A 78 FEET WIDE RIGHT-OF-WAY) AND BEING THE POINT OF BEGINNING OF THE FOLLOWING DESCRIBED PARCEL; THENCE N00°20'10"E ALONG THE EAST RIGHT-OF-WAY LINE OF SAID N.S.L.R.W.C.D. CANAL NO. 93 A DISTANCE OF 1318.99 FEET TO A POINT ON THE SOUTH LINE OF THE WEST 1/2 OF THE NORTHWEST 1/4 OF THE SOUTHEAST 1/4 OF SECTION 34 A NOT INCLUDED PARCEL; THENCE S89°46'53"E ALONG THE SOUTH LINE OF SAID PARCEL NOT INCLUDED A DISTANCE OF 624.96 FEET TO A POINT ON THE EAST LINE OF SAID PARCEL NOT INCLUDED; THENCE N00°16'46"E ALONG THE EAST LINE OF SAID PARCEL NOT INCLUDED A DISTANCE OF 1319.04 FEET TO A POINT ON THE 1/4 SECTION LINE OF SECTION 34, TOWNSHIP 35 SOUTH, RANGE 39 EAST; THENCE S89°47'10"E ALONG THE 1/4 SECTION LINE OF SAID SECTION 34 A DISTANCE OF 1987.99 FEET TO A POINT ON THE EAST LINE OF SECTION 34, THENCE S00°06'37"W ALONG THE EAST LINE OF SAID SECTION 34 A DISTANCE OF 49.00 FEET TO A POINT ON THE SOUTH RIGHT-OF-WAY LINE OF N.S.L.R.W.C.D. CANAL NO. 101 (A 98.00 FEET WIDE CANAL RIGHT-OF-WAY); THENCE S89°59'09"E ALONG THE SOUTH RIGHT-OF-WAY LINE OF SAID N.S.L.R.W.C.D. CANAL NO. 101 A DISTANCE OF 2664.42 FEET TO A POINT ON THE 1/4 SECTION LINE OF SECTION 35, TOWNSHIP 35 SOUTH, RANGE 39 EAST; THENCE N00°12'25"E ALONG THE 1/4 SECTION OF SAID SECTION 35 A DISTANCE OF 2.00 FEET TO A POINT ON THE SOUTH RIGHT-OF-WAY LINE OF N.S.L.R.W.C.D. CANAL NO. 101 (A 94.00 FEET WIDE CANAL RIGHT-OF-WAY); THENCE S89°52'23"E ALONG THE SOUTH RIGHT-OF-WAY OF SAID N.S.L.R.W.C.D. CANAL NO. 101 A DISTANCE OF 1331.59 FEET; THENCE CONTINUE S89°52'23"E ALONG THE SOUTH RIGHT-OF-WAY LINE OF N.S.L.R.W.C.D. CANAL NO. 101 A DISTANCE OF 418.59 FEET TO A POINT ON THE WEST RIGHT-OF-WAY LINE OF STATE ROAD NO. 9 (INTERSTATE HIGHWAY NO. 95) (WIDTH VARIES); THENCE S42°14'14"W ALONG THE WEST RIGHT-OFWAY OF SAID STATE ROAD NO. 9 A DISTANCE OF 727.09 FEET TO THE BEGINNING OF A CURVE ALONG THE WEST RIGHT-OF-WAY OF SAID STATE ROAD NO. 9 CONCAVE TO THE SOUTHEAST HAVING A RADIUS OF 5903.58 FEET; THENCE SOUTHWESTERLY ALONG THE ARC OF SAID CURVE A DISTANCE OF 402.05 FEET THROUGH A CENTRAL ANGLE OF 03°54'07"; TO THE BEGINNING OF A COMPOUND CURVE ALONG THE WEST RIGHT-OF-WAY OF SAID STATE ROAD NO. 9 CONCAVE TO THE SOUTHEAST HAVING A RADIUS OF 5903.58 FEET; THENCE SOUTHWESTERLY ALONG THE ARC OF SAID CURVE A DISTANCE OF 597.06 FEET THROUGH A CENTRAL ANGLE OF 05°47'41"; TO THE BEGINNING OF A COMPOUND CURVE ALONG THE WEST RIGHT-OF-WAY OF SAID STATE ROAD NO. 9 CONCAVE TO THE SOUTHEAST HAVING A RADIUS OF 5903.58 FEET; THENCE SOUTHWESTERLY ALONG THE ARC OF SAID CURVE A DISTANCE OF 999.10 FEET THROUGH A CENTRAL ANGLE OF 09°41'48"; THENCE CONTINUE ALONG SAID WEST RIGHT-OF-WAY LINE S22°50'38"W A DISTANCE OF 363.01 FEET TO THE NORTH RIGHT-OF-WAY LINE OF N.S.L.R.W.C.D. CANAL NO. 102 (A 85 FOOT WIDE CANAL RIGHT-OF-WAY); THENCE N89°48'50"W ALONG SAID NORTH RIGHT-OF-WAY LINE A DISTANCE OF 60.02 FEET; THENCE CONTINUE N89°53'51"W ALONG SAID NORTH RIGHT-OF-WAY LINE, A DISTANCE OF 900.00 FEET; THENCE CONTINUE ALONG SAID NORTH RIGHT-OF-WAY LINE N89°53'51"W A DISTANCE OF 430.07 FEET;THENCE CONTINUE ALONG SAID NORTH RIGHT-OF-WAY LINE N89°53'51"W A DISTANCE OF 1330.07 FEET TO THE WEST LINE OF THE SOUTHWEST 1/4 OF SAID SECTION 35; THENCE S00°06.37"W ALONG THE WEST LINE OF SAID SOUTHWEST 1/4 OF SECTION 35 A DISTANCE OF 42.50 FEET TO THE NORTHWEST CORNER OF THE NORTHWEST ¼ OF SAID SECTION 2; THENCE S00°06'35"W ALONG THE WEST LINE OF SAID NORTHWEST 1/4 OF SECTION 2, A DISTANCE OF 42.50 FEET TO THE SOUTH RIGHT-OF-WAY LINE OF SAID N.S.L.R.W.C.D. CANAL NO. 102; THENCE S89°53'51"E ALONG SAID SOUTH RIGHT-OF-WAY LINE A DISTANCE OF 1330.04 FEET; THENCE CONTINUE S89°53'51"E ALONG SAID SOUTH RIGHT-OF-WAY LINE A DISTANCE OF 1300.04 FEET TO THE WEST RIGHT-OF-WAY LINE OF A 30 FOOT ROAD RIGHT-OF-WAY AS RECORDED IN DEED BOOK 116, AT PAGE 379 OF THE PUBLIC RECORDS OF ST. LUCIE COUNTY, FLORIDA; THENCE S00°03'15"W ALONG SAID RIGHT-OF-WAY LINE A DISTANCE OF 129.69 FEET RETURNING TO THE WEST RIGHT-OF-WAY LINE OF SAID STATE ROAD 9 (INTERSTATE 1-95); THENCE S22°50'38"W ALONG SAID RIGHT-OF-WAY LINE A DISTANCE OF 470.73 FEET; THENCE CONTINUE S26°50'37"W ALONG SAID RIGHT-OF-WAY LINE A DISTANCE OF 519.99 FEET; THENCE CONTINUE S32°49'14"W ALONG SAID RIGHT-OF-WAY LINE A DISTANCE OF 229.66 FEET; THENCE DEPARTING SAID STATE ROAD NO. 9 N56°07'55"W A DISTANCE OF 323.65 FEET; THENCE N27°59'51"E A DISTANCE OF 671.72 FEET; TO THE BEGINNING OF A CURVE CONCAVE TO THE SOUTHWEST HAVING A RADIUS OF 150.00 FEET; THENCE NORTHWESTERLY ALONG THE ARC OF SAID CURVE A DISTANCE OF 308.52 FEET THROUGH A CENTRAL ANGLE OF 117°50,41"; THENCE N89°50'50"W A DISTANCE OF 1811.20 FEET; THENCE S00°00'00"E A DISTANCE OF 142,46 FEET TO THE BEGINNING OF A CURVE CONCAVE TO THE NORTHWEST HAVING A RADIUS OF 335.00 FEET; THENCE SOUTHWESTERLY ALONG THE ARC OF SAID CURVE A DISTANCE OF 365.79 FEET THROUGH A CENTRAL ANGLE OF 62°33'43"; THENCE S62°33'43"W A DISTANCE OF 139.15 FEET; THENCE S01°56'01"W A DISTANCE OF 142.19 FEET; THENCE S53°57'44"W A DISTANCE OF 58.71 FEET; THENCE S85°17'03"W A DISTANCE OF 146.97 FEET; THENCE S02°37'14"W A DISTANCE OF 332.85 FEET; THENCE S31°56'28"W A DISTANCE OF 78.35 FEET; THENCE S61°15'41"W A DISTANCE OF 335.42 FEET TO A POINT ON THE EAST RIGHT-OF-WAY LINE OF A 60 FEET WIDE FP&L EASEMENT AS RECORDED IN OFFICIAL RECORDS BOOK 119, PAGE 404; THENCE N32°18'17"W ALONG THE EAST RIGHT-OF-WAY LINE OF SAID 60 FEET WIDE FP&L EASEMENT A DISTANCE OF 1745.80 FEET TO A POINT ON THE NORTH RIGHT-OF-WAY LINE OF A 200 FEET WIDE FP&L EASEMENT AS RECORDED IN OFFICIAL RECORDS BOOK 377, PAGES 2069-2076; THENCE N89°46'35"W ALONG THE NORTH RIGHT-OF-WAY LINE OF SAID 200 FEET WIDE FP&L EASEMENT AND BEING PARALLEL TO THE NORTH LINE OF SAID SECTION 3 A DISTANCE OF 1026.62 FEET TO A POINT ON THE EAST RIGHT-OF-WAY LINE OF N.S.L.R.W.C.D. CANAL NO. 93 (A 78 FEET WIDE RIGHT-OF-WAY); THENCE N00°02'49"E ALONG THE EAST RIGHT-OF-WAY LINE OF SAID N.S.L.R.W.C.D. CANAL NO. 93 A DISTANCE OF 52.50 FEET TO A POINT ON THE NORTH SECTION LINE OF SAID SECTION 3, TOWNSHIP 36 SOUTH, RANGE 39 EAST AND BEING THE POINT OF BEGINNING.

CONTAINING 17,411,399 SQUARE FEET OR 399.71 ACRES, MORE OR LESS.

EASEMENT PARCELS:

EASEMENT 1:

TOGETHER WITH THE EASEMENT RIGHTS OF MIDWAY PROPERTIES, LLC, A FLORIDA LIMITED LIABILITY COMPANY, UPON, ACROSS AND OVER THE EASEMENT PROPERTY AS SET FORTH IN THE TEMPORARY EASEMENT AGREEMENT DATED JULY 30, 2004, BY AND BETWEEN MIDWAY PROPERTIES, LLC, A FLORIDA LIMITED LIABILITY COMPANY, AND WILLOW LAKES, LLC, A FLORIDA LIMITED LIABILITY COMPANY, RECORDED IN OFFICIAL RECORDS BOOK 2035, PAGE 1456, OF THE PUBLIC RECORDS OF ST. LUCIE COUNTY, FLORIDA.

EASEMENT 2:

TOGETHER WITH THE EASEMENT RIGHTS IN FAVOR OF THE FEE PARCEL DESCRIBED ABOVE AS SET FORTH IN THAT CERTAIN EASEMENT AGREEMENT DATED JULY 30, 2004, BY AND AMONG MIDWAY PROPERTIES LLC, A FLORIDA LIMITED LIABILITY COMPANY, WILLOW LAKES, LLC, A FLORIDA LIMITED LIABILITY COMPANY, HYMAN B. HENDLER AND ALVIN D. SCHWARTZ, AS CO-TRUSTEES UNDER THE PROVISIONS OF AN UNRECORDED TRUST AGREEMENT KNOWN AS THE RESTATED AND AMENDED AND REVOCABLE LAND TRUST AGREEMENT FOR HHHP ASSOCIATES, DATED THE 2ND DAY OF JANUARY, 1995, AND REPECHAGE DEVELOPMENT, INC., A FLORIDA CORPORATION, RECORDED IN OFFICIAL RECORDS BOOK 2035, PAGE 1430, OF THE PUBLIC RECORDS OF ST. LUCIE COUNTY, FLORIDA.

TOGETHER WITH:

**IBERIA PARCEL**: (116.61 ACRES)

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

PARCEL 1:

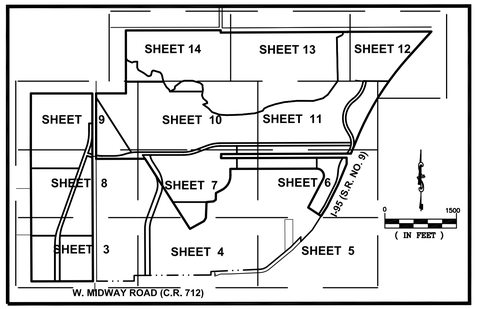
THE SOUTHEAST ¼ OF THE SOUTHWEST ¼ OF SECTION 34, TOWNSHIP 35 SOUTH, RANGE 39 EAST, LESS AND EXCEPT THE EAST 39.00 FEET FOR CANAL RIGHT-OF-WAY; SAID LANDS SITUATE, LYING AND BEING IN ST. LUCIE COUNTY, FLORIDA.

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

PARCEL 2:

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

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




**SHEET INDEX**

THIS MAP IS INTENDED TO BE DISPLAYED AT A SCALE OF 1" = 1500' OR SMALLER

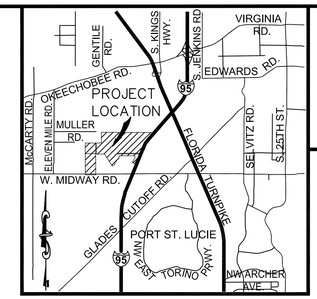
**SUBDIVIDER:**

WALTON ACQUISITIONS FL LLC
C/O WALTON INTERNATIONAL GROUP (USA), (INC.,
4800 NORTH SCOTTSDALE ROAD, SUITE 4000
SCOTTSDALE, ARIZONA 85251

**CITY COMMISSION CERTIFICATE:**

PURSUANT TO THE PROVISIONS OF THE FORT PIERCE CITY COMMISSION THIS PLAT WAS GIVEN PRELIMINARY APPROVAL BY THE CITY COMMISSION AT A MEETING HELD ON _____/_____/_____.

_____
CITY CLERK




**LOCATION MAP**
NOT TO SCALE

**CERTIFICATE OF OWNERSHIP & DEDICATION**

STATE OF _____
COUNTY OF _____

KNOWN ALL MEN BY THESE PRESENTS THAT WALTON ACQUISITIONS FL, LLC, A FLORIDA LIMITED LIABILITY COMPANY, OWNER OF THE LANDS DESCRIBED HEREON AS BEING INCLUDED IN THIS PLAT, HAS CAUSED SAID LANDS TO BE SURVEYED AND PLATTED IN THE MANNER SHOWN HEREON, SAID PLAT TO BE KNOWN AS "VILLAGE AT MIDWAY", DOES HEREBY DEDICATE THE FOLLOWING:

1. THE UTILITY EASEMENT, AS SHOWN HEREON, IS HEREBY DEDICATED TO FLORIDA POWER AND LIGHT COMPANY, BELL SOUTH, AND ALL OTHER PUBLIC UTILITIES, INCLUDING C.A.T.V. FOR UTILITY PURPOSES AND IS THE MAINTENANCE RESPONSIBILITY OF EACH UTILITY WITHIN SAID EASEMENT. SAID EASEMENT AS SHOWN HEREON IS ALSO DEDICATED IN FAVOR OF ST. LUCIE COUNTY WATER AND WASTEWATER UTILITY DISTRICT, ITS SUCCESSORS AND/OR ASSIGNS, FOR ACCESS TO, INSTALLATION AND MAINTENANCE OF PUBLIC UTILITIES AND FACILITIES INCLUDING, BUT NOT LIMITED TO, WATER AND WASTEWATER LINES AND APPURTENANT FACILITIES. ST. LUCIE COUNTY WATER AND WASTEWATER UTILITY DISTRICT SHALL NOT BE RESPONSIBLE FOR ANY MAINTENANCE OBLIGATIONS FOR SAID EASEMENT EXCEPT AS SHALL RELATE TO THE SERVICING OF SUCH PUBLIC UTILITIES BY ST. LUCIE COUNTY WATER AND WASTEWATER UTILITY DISTRICT.

2. THE ACCESS TRACTS, AS SHOWN HEREON ARE HEREBY DEDICATED TO THE VILLAGE AT MIDWAY COMMERCIAL ASSOCIATION, ITS SUCCESSORS AND/OR ASSIGNS, FOR PEDESTRIAN AND VEHICULAR ACCESS TO THE LAND DESCRIBED ON THIS PLAT, AND FOR THE CONSTRUCTION, OPERATION AND MAINTENANCE OF ROAD, UTILITY AND DRAINAGE IMPROVEMENTS, AND ARE THE MAINTENANCE RESPONSIBILITY OF SAID ASSOCIATION.

3. THE WATER MANAGEMENT TRACTS (W.M.T.'S), AS SHOWN HEREON ARE HEREBY DEDICATED TO THE VILLAGE AT MIDWAY COMMERCIAL ASSOCIATION, ITS SUCCESSORS AND/OR ASSIGNS, FOR THE CONSTRUCTION, OPERATION AND MAINTENANCE OF STORMWATER MANAGEMENT FACILITIES AND ARE THE MAINTENANCE RESPONSIBILITY OF SAID ASSOCIATION.

4. THE PRESERVE TRACT SHOWN HEREON IS HEREBY DEDICATED TO THE VILLAGE AT MIDWAY COMMERCIAL ASSOCIATION, ITS SUCCESSORS AND/OR ASSIGNS AND SHALL BE SUBJECT TO A CONSERVATION EASEMENT RECORDED IN THE PUBLIC RECORDS OF ST. LUCIE COUNTY, FLORIDA. THE VILLAGE AT MIDWAY COMMERCIAL ASSOCIATION SHALL MAINTAIN THE NATIVE PLANTINGS AND CONSTRUCT AND MAINTAIN ANY IMPROVEMENTS LOCATED WITHIN THE PRESERVE TRACT IN ACCORDANCE WITH ANY REQUIREMENTS OF THE RECORDED CONSERVATION EASEMENT AND ANY APPLICABLE SOUTH FLORIDA WATER MANAGEMENT DISTRICT PERMIT.

IN WITNESS WHEREOF, THE ABOVE-NAMED WALTON ACQUISITIONS FL, LLC, HAS CAUSED THESE PRESENTS TO BE SIGNED THIS _____ DAY OF _____, 20___.

WALTON ACQUISITIONS FL, LLC,
A FLORIDA LIMITED LIABILITY COMPANY

BY: _____
NAME: _____
TITLE: _____

WITNESS: _____
PRINT NAME: _____
DATE: _____

WITNESS: _____
PRINT NAME: _____
DATE: _____

**ACKNOWLEDGMENT**

STATE OF _____
COUNTY OF _____

BEFORE ME, PERSONALLY APPEARED _____, WHO [ ___ ] IS PERSONALLY KNOWN TO ME, OR [ ___ ] HAS PRODUCED _____ AS IDENTIFICATION, AND WHO EXECUTED THE FOREGOING INSTRUMENT AS MANAGER OF WALTON ACQUISITIONS FL, LLC, AND SEVERALLY ACKNOWLEDGED TO AND BEFORE ME THAT SHE EXECUTED SUCH INSTRUMENT AS SUCH OFFICER OF SAID CORPORATION, AND THAT SAID INSTRUMENT IS THE FREE ACT AND DEED OF SAID CORPORATION.

WITNESS MY HAND AND OFFICIAL SEAL THIS _____ DAY OF _____, 20___.

MY COMMISSION EXPIRES:_____

NOTARY PUBLIC: _____
PRINT NAME: _____
PRINT NUMBER _____

**TITLE CERTIFICATION**

STATE OF FLORIDA
COUNTY OF _____

WE,_____, MEMBERS OF THE_____ BAR, IN RELIANCE UPON THAT CERTAIN TITLE SEARCH REPORT DATED _____, 20____, ISSUED BY _____ HEREBY CERTIFY THAT AS OF _____, 20____, AT ____ (A.M.):

1) APPARENT RECORD TITLE TO THE LAND DESCRIBED AND SHOWN ON THIS PLAT OF VILLAGE AT MIDWAY IS IN THE NAME OF THE ENTITIES AND/OR PERSONS EXECUTING THE DEDICATION HEREON.

2) ALL RECORDED MORTGAGES, NOT SATISFIED OR RELEASED OF RECORD, ENCUMBERING THE LAND DESCRIBED HEREON ARE LISTED AS FOLLOWS: NONE

3) PURSUANT TO FLORIDA STATUTE 197.192, ALL TAXES HAVE BEEN PAID THROUGH THE YEAR 20____.

DATED THIS _____ DAY OF _____, 20___

_____

BY:_____
_____
_____
_____

**SURVEYOR'S NOTES**

1. THE BEARINGS SHOWN HEREON ARE DEED BEARINGS, RELATIVE TO THE NORTH LINE OF THE NORTHEAST 1/4 OF SECTION 3, TOWNSHIP 36 SOUTH, RANGE 39 EAST, BEING NORTH 89°46'35" WEST.
2. ALL LINES INTERSECTING CIRCULAR CURVES ARE RADIAL UNLESS OTHERWISE NOTED.
3. NOTICE: THERE MAY BE ADDITIONAL RESTRICTIONS THAT ARE NOT RECORDED ON THIS PLAT THAT MAY BE FOUND IN THE PUBLIC RECORDS OF ST. LUCIE COUNTY, FLORIDA.
4. NOTICE: THIS PLAT, AS RECORDED IN ITS GRAPHIC FORM, IS THE OFFICIAL DEPICTION OF THE SUBDIVIDED LANDS DESCRIBED HEREIN AND WILL IN NO CIRCUMSTANCES BE SUPPLANTED IN AUTHORITY BY ANY OTHER GRAPHIC OR DIGITAL FORM OF THE PLAT.
5. NO BUILDING OR ANY KIND OF OBSTRUCTION SHALL BE PLACED ON UTILITY OR DRAINAGE EASEMENTS.
6. LOT CORNERS, PCP'S AND PERMANENT REFERENCE MONUMENTS HAVE BEEN OR WILL BE SET AT POINT OF INTERSECTIONS AND/OR CHANGE IN DIRECTION AS REQUIRED BY CHAPTER 177.
7. PLATTED UTILITY EASEMENTS ARE ALSO EASEMENTS FOR THE CONSTRUCTION, INSTALLATION, MAINTENANCE, AND OPERATION OF CABLE TELEVISION SERVICES, PROVIDED HOWEVER NO SUCH CONSTRUCTION, INSTALLATION, MAINTENANCE, AND OPERATION OF CABLE TELEVISION SERVICES SHALL INTERFERE WITH THE FACILITIES AND SERVICES OF AN ELECTRIC, TELEPHONE, GAS, OR OTHER PUBLIC UTILITY. IN THE EVENT A CABLE TELEVISION COMPANY DAMAGES THE FACILITIES OF A PUBLIC UTILITY, IT SHALL BE SOLELY RESPONSIBLE FOR THE DAMAGES. THIS NOTE DOES NOT APPLY TO PRIVATE EASEMENTS GRANTED TO OR OBTAINED BY A PARTICULAR ELECTRIC, TELEPHONE, GAS, OR OTHER PUBLIC UTILITY. SUCH CONSTRUCTION, INSTALLATION, MAINTENANCE, AND OPERATION SHALL COMPLY WITH THE NATIONAL ELECTRIC SAFETY CODE AS ADOPTED BY THE FLORIDA PUBLIC SERVICE COMMISSION.
8. ALL DISTANCES SHOWN HEREON ARE IN U.S. SURVEY FEET AND DECIMALS THEREOF.

**CERTIFICATION:**

THIS IS TO CERTIFY THAT THE PRELIMINARY PLAT SHOWN HEREON MEETS THE CITY OF FORT PIERCE'S SUBDIVISION REGULATIONS AS OUTLINED IN SUBDIVISION CODE SECTION 18-10.

DATE _____

BY: _____
STEVEN N. BRICKLEY
PROFESSIONAL SURVEYOR AND MAPPER
FLORIDA LICENSE No. LS - 6841


Bowman CONSULTING
PROFESSIONAL SURVEYORS AND MAPPERS, CERTIFICATE NO. LB. 8030
BOARD OF PROFESSIONAL ENGINEERS, CERTIFICATE OF AUTHORIZATION NO. 30462
BOWMAN CONSULTING GROUP, LTD., INC.
301 S.E. OCEAN BLVD., SUITE 301, STUART, FL 34994 PHONE: (772) 283-1413 FAX: (772) 220-7881
www.bowmanconsulting.com © Bowman Consulting Group, Ltd.

# VILLAGE AT MIDWAY

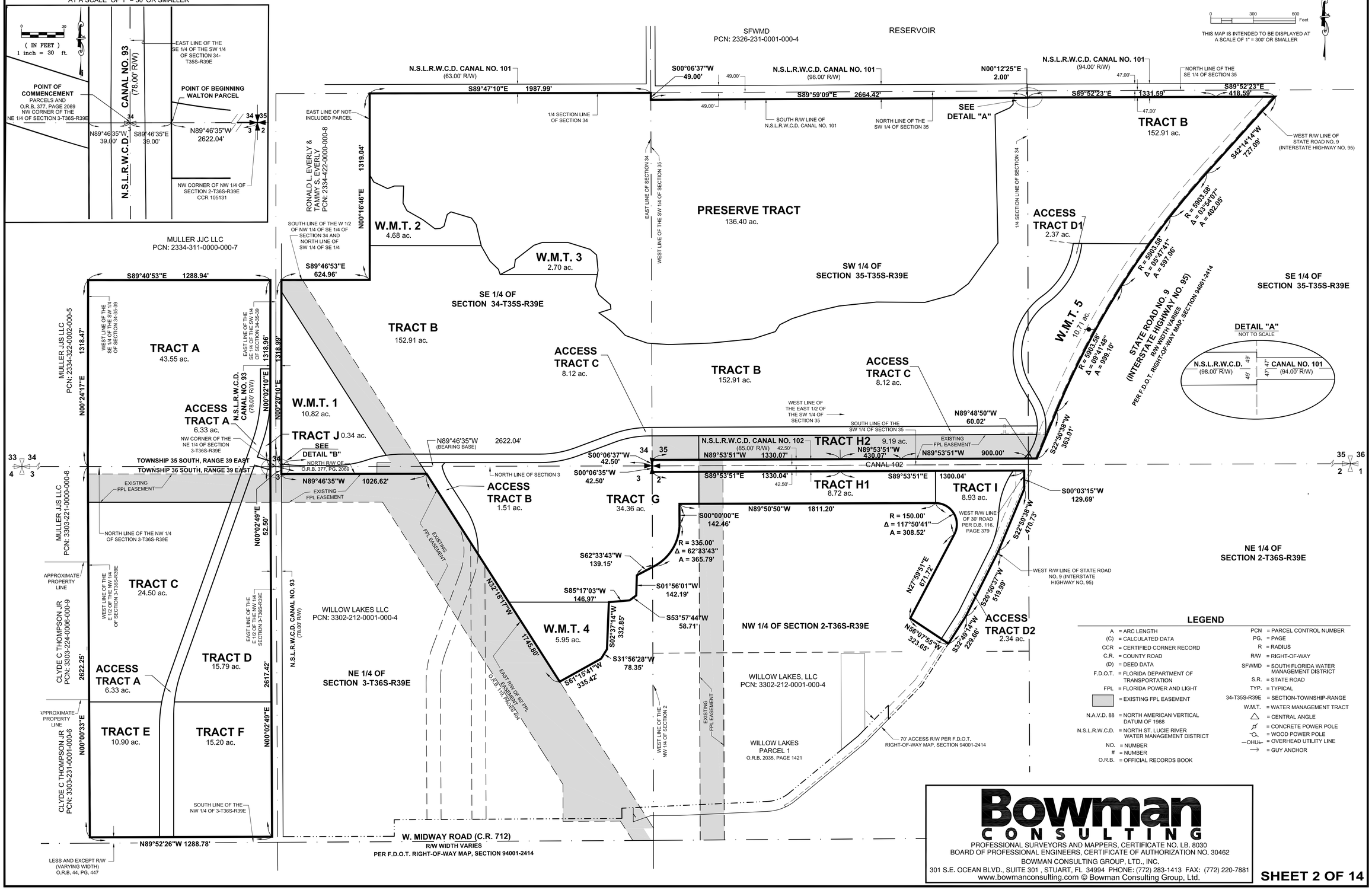
## BEING A PORTION OF SECTIONS 34 AND 35, TOWNSHIP 35 SOUTH, RANGE 39 EAST AND SECTIONS 2 AND 3, TOWNSHIP 36 SOUTH, RANGE 39 EAST
## CITY OF FORT PIERCE, SAINT LUCIE COUNTY, FLORIDA
## PRELIMINARY PLAT DECEMBER, 2015

PLAT BOOK _____

PAGE _____

### DETAIL "B"
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### LEGEND

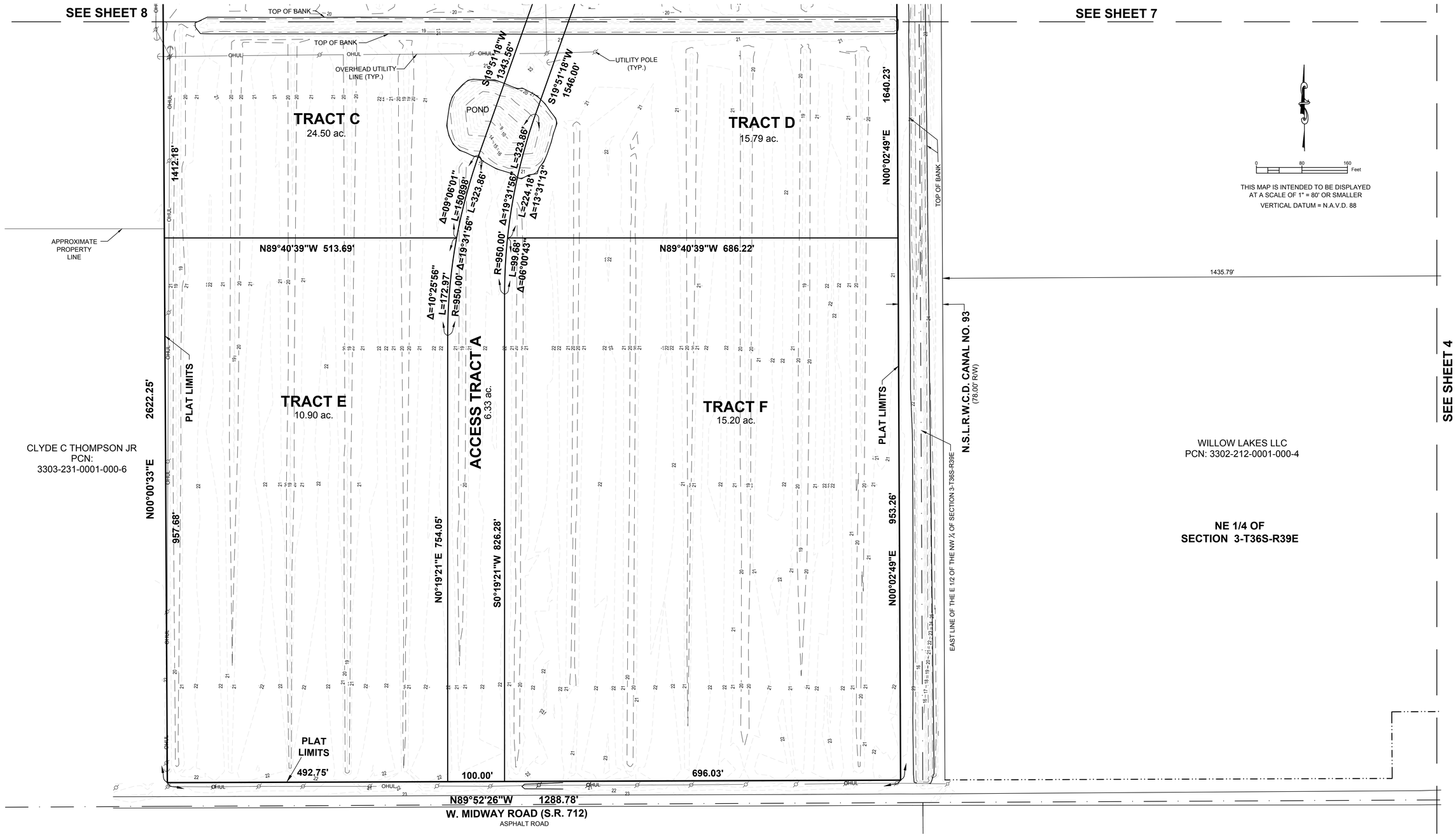
| | | | |
|---|---|---|---|
| A | = ARC LENGTH | PCN | = PARCEL CONTROL NUMBER |
| (C) | = CALCULATED DATA | PG. | = PAGE |
| CCR | = CERTIFIED CORNER RECORD | R | = RADIUS |
| C.R. | = COUNTY ROAD | R/W | = RIGHT-OF-WAY |
| (D) | = DEED DATA | SFWMD | = SOUTH FLORIDA WATER MANAGEMENT DISTRICT |
| F.D.O.T. | = FLORIDA DEPARTMENT OF TRANSPORTATION | S.R. | = STATE ROAD |
| FPL | = FLORIDA POWER AND LIGHT | TYP. | = TYPICAL |
| | = EXISTING FPL EASEMENT | 34-T35S-R39E | = SECTION-TOWNSHIP-RANGE |
| N.A.V.D. 88 | = NORTH AMERICAN VERTICAL DATUM OF 1988 | W.M.T. | = WATER MANAGEMENT TRACT |
| N.S.L.R.W.C.D. | = NORTH ST. LUCIE RIVER WATER MANAGEMENT DISTRICT | △ | = CENTRAL ANGLE |
| NO. | = NUMBER | | = CONCRETE POWER POLE |
| # | = NUMBER | | = WOOD POWER POLE |
| O.R.B. | = OFFICIAL RECORDS BOOK | —OHUL— | = OVERHEAD UTILITY LINE |
| | | → | = GUY ANCHOR |


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# VILLAGE AT MIDWAY

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**CITY OF FORT PIERCE, SAINT LUCIE COUNTY, FLORIDA**
**PRELIMINARY PLAT DECEMBER, 2015**

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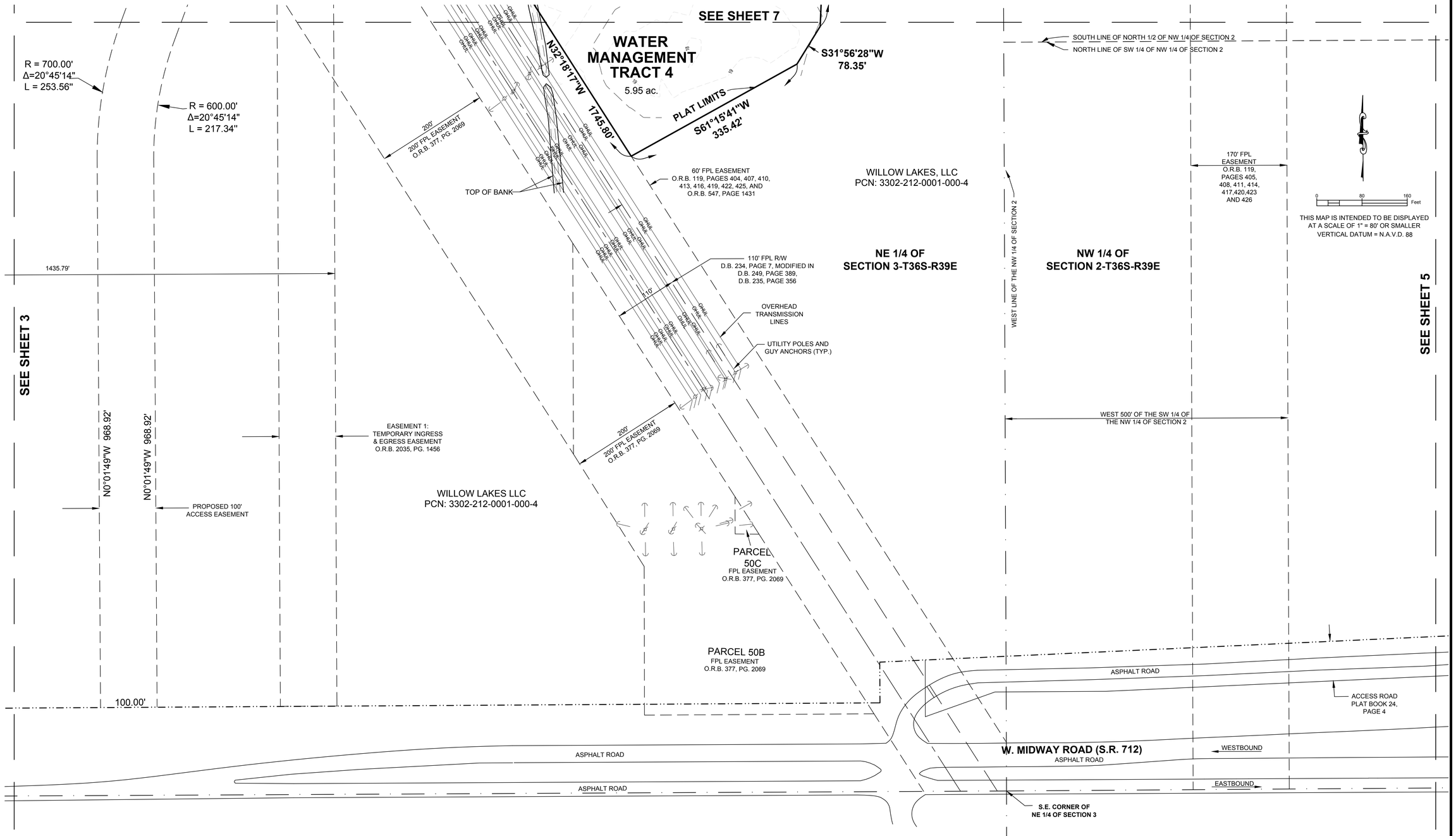


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**CITY OF FORT PIERCE, SAINT LUCIE COUNTY, FLORIDA**
**PRELIMINARY PLAT DECEMBER, 2015**

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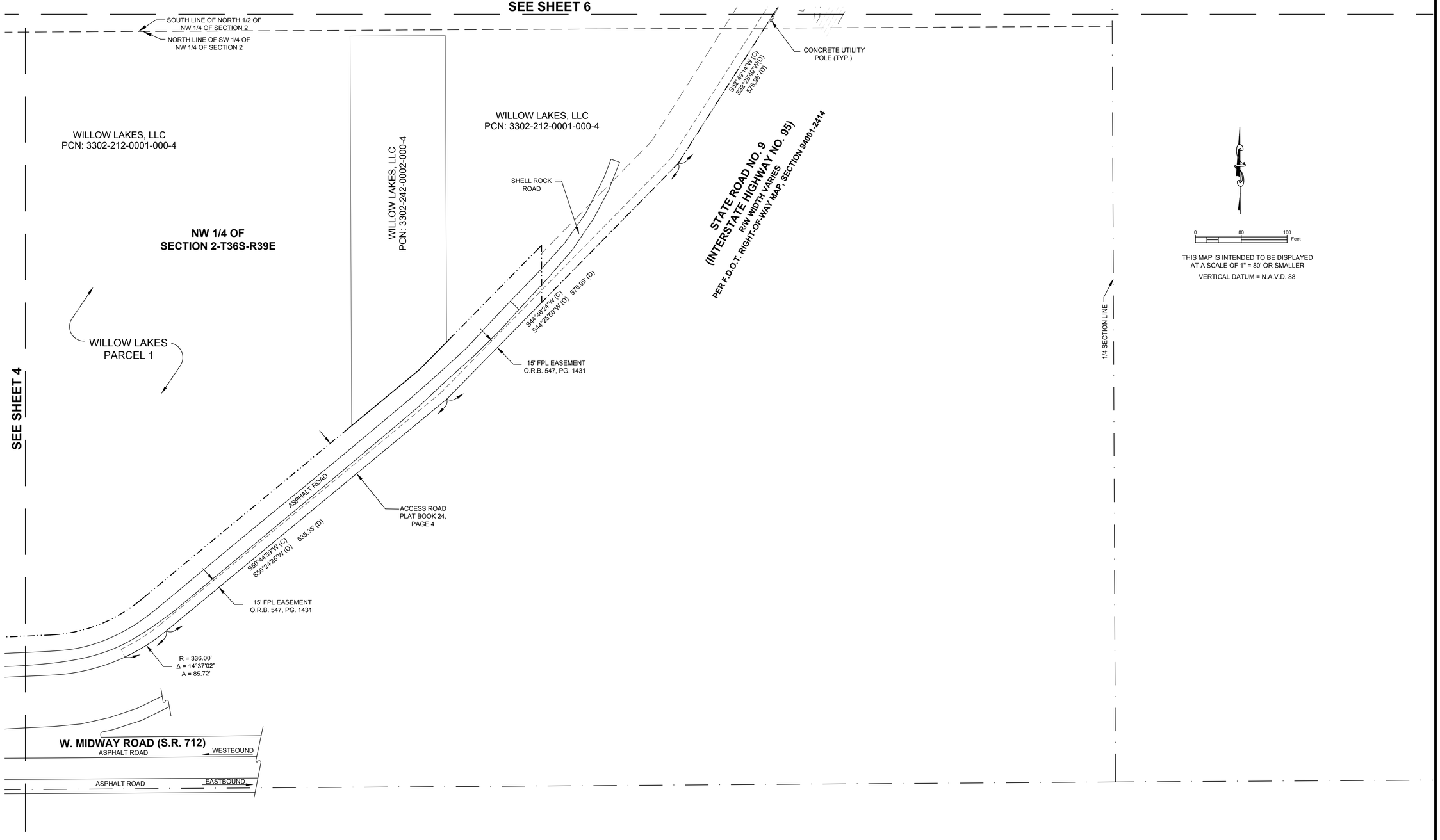
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**CITY OF FORT PIERCE, SAINT LUCIE COUNTY, FLORIDA**
**PRELIMINARY PLAT DECEMBER, 2015**

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SEE SHEET 6



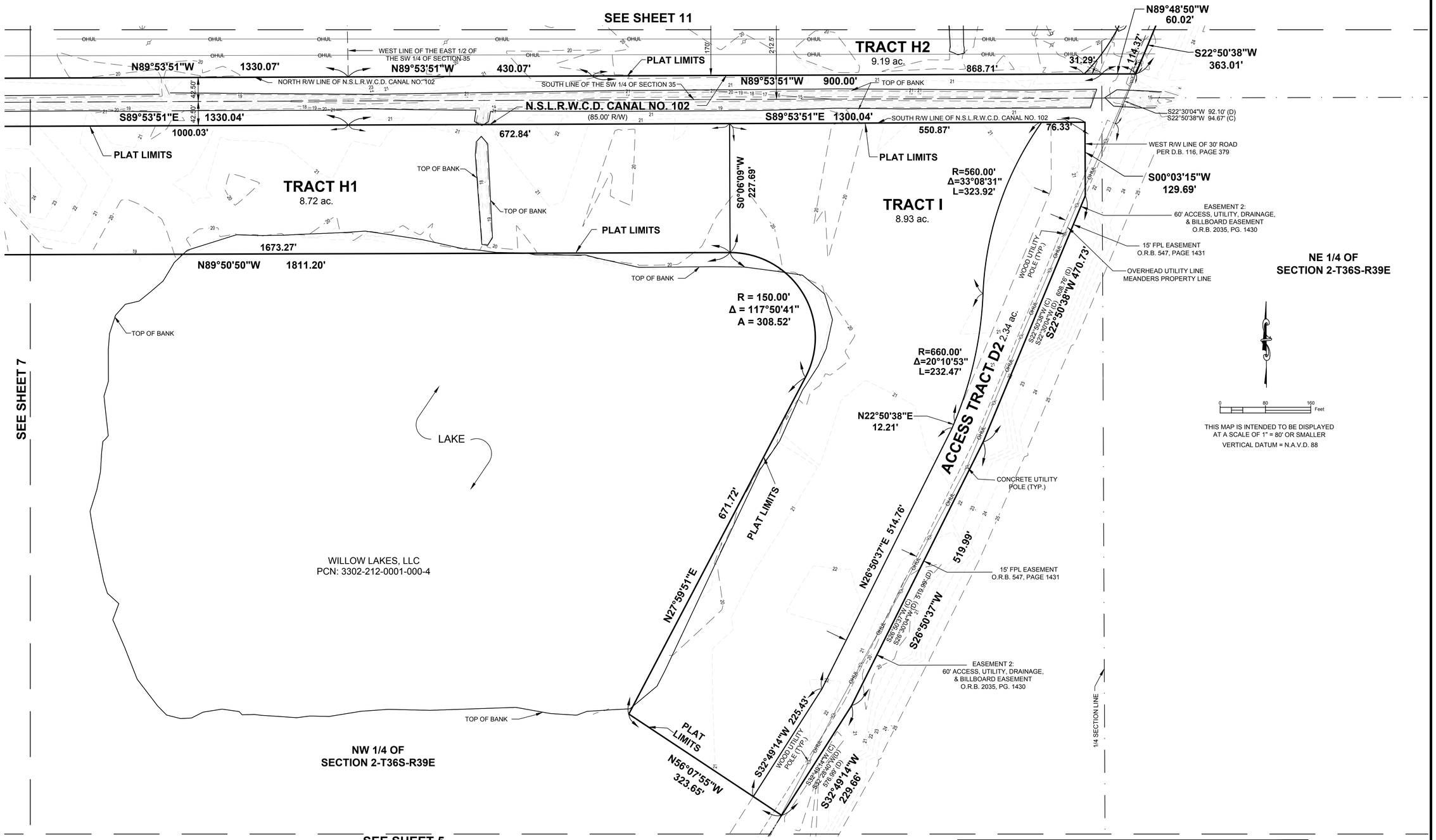

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**CITY OF FORT PIERCE, SAINT LUCIE COUNTY, FLORIDA**
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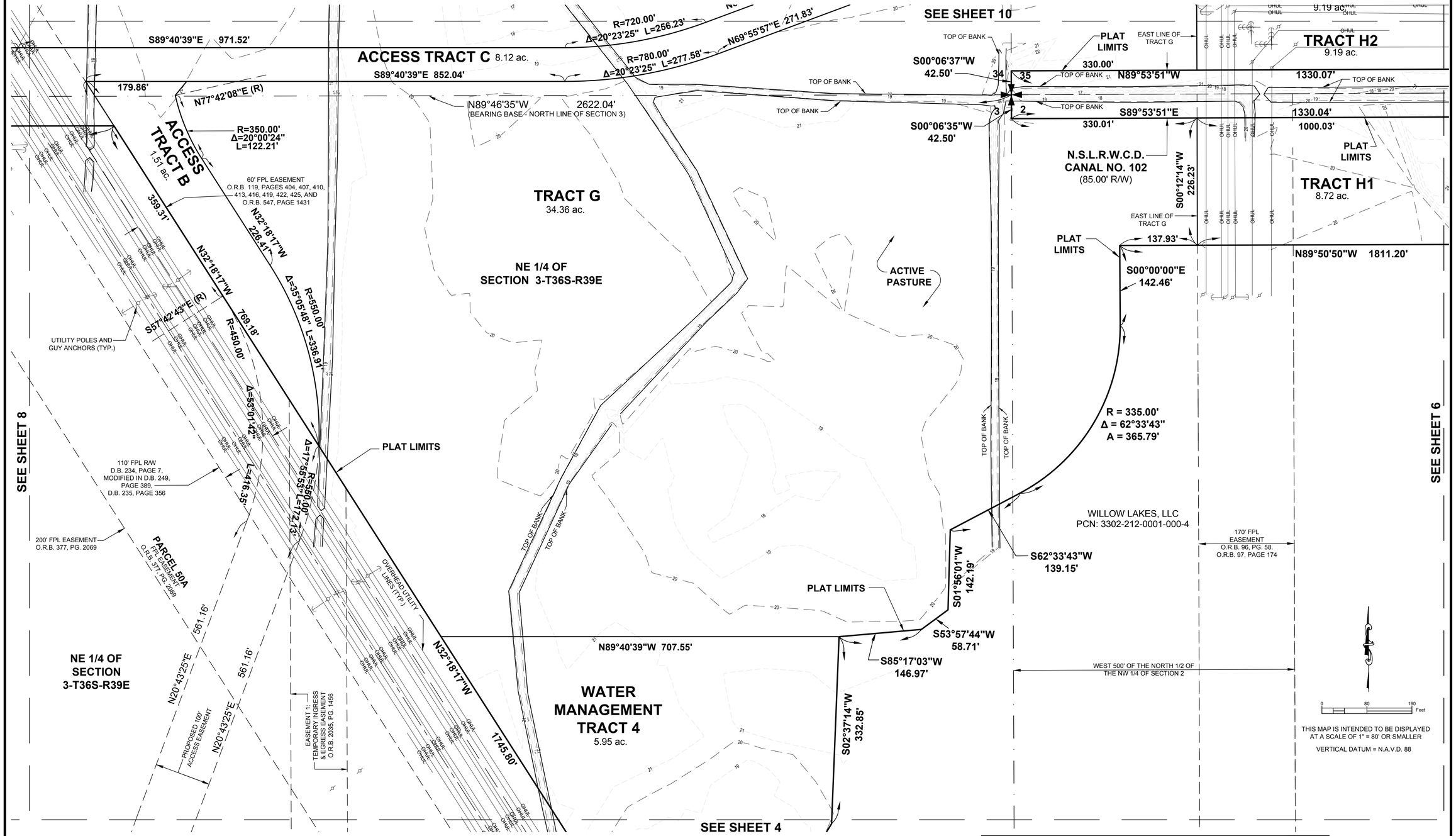


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**CITY OF FORT PIERCE, SAINT LUCIE COUNTY, FLORIDA**
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**CITY OF FORT PIERCE, SAINT LUCIE COUNTY, FLORIDA**
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SEE SHEET 9

N00°24'17"E 1318.47'

52.38'

385.78'

TOWNSHIP 35 SOUTH, RANGE 39 EAST
TOWNSHIP 36 SOUTH, RANGE 39 EAST

**TRACT A**
43.55 ac.

PARCEL 49
200' FPL EASEMENT
O.R.B. 377, PG. 2069

S89°39'34"E 1009.58'

S19°51'18"W 96.80'

TRACT J
0.34 ac.

SEE DETAIL "C"

1217.87'

**WATER MANAGEMENT TRACT 1**
10.82 ac.

R=720.00'
Δ=10°18'28"
L=129.53'

R=720.00'
Δ=18°49'30"
L=236.56'

Δ=10°19'28"
L=140.55'

R=780.00'
Δ=18°49'30"
L=256.27'

Δ=8°30'02"
L=115.72'

200' FPL EASEMENT
O.R.B. 377, PG. 2069

19.61'

S89°40'39"E 243.99'

N89°46'35"W 2622.04'
(BEARING BASE - NORTH LINE OF SECTION 3)

**ACCESS TRACT C**
8.12 ac.

N89°46'35"W 1026.62'

PLAT LIMITS

N00°02' 49"E
52.50'

200' FPL EASEMENT
O.R.B. 377, PG. 2069

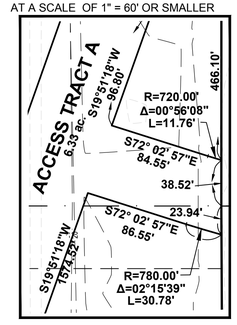
PARCEL 50A
FPL EASEMENT
O.R.B. 377, PG. 2069

S19°51'18"W 461.05'

**ACCESS TRACT A**
6.33 ac.

MULLER JJS LLC
PCN:
3303-221-0000-000-8

**DETAIL "C"**
THIS MAP IS INTENDED TO BE DISPLAYED
AT A SCALE OF 1" = 60' OR SMALLER




N.S.L.R.W.C.D. CANAL NO. 93
(78.00' R/W)

1412.18'

PLAT LIMITS

2622.25'

N00°00'33"E

**TRACT C**
24.50 ac.

S19°51'18"W 1343.56'

S19°51'18"W 1804.83'

S19°51'18"W 1546.00'

70.00'

OVERHEAD UTILITY LINES (TYP.)

**TRACT D**
15.79 ac.

PLAT LIMITS

1640.23'

N00°02'49"E

TOP OF BANK

TOP OF BANK

CLYDE C THOMPSON JR
PCN:
3303-224-0006-000-9

WILLOW LAKES LLC
PCN: 3302-212-0001-000-4

**NE 1/4 OF**
**SECTION 3-T36S-R39E**

0 80 160 Feet

THIS MAP IS INTENDED TO BE DISPLAYED
AT A SCALE OF 1" = 80' OR SMALLER
VERTICAL DATUM = N.A.V.D. 88

SEE SHEET 3

SEE SHEET 7

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# VILLAGE AT MIDWAY

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**CITY OF FORT PIERCE, SAINT LUCIE COUNTY, FLORIDA**
**PRELIMINARY PLAT DECEMBER, 2015**

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SEE SHEET 14

MULLER JJC LLC
PCN: 2334-311-0000-000-7

RONALD L. EVERLY, ETAL
PCN: 2334-422-0000-000-8

S89°40'53"E 1288.94'
1128.97'
159.97'
PLAT LIMITS

S89°46'53"E 624.96'
N89° 36' 37"W 172.39'

81.48'
10' (D.B. 249, PAGE 389)
60' FPL EASEMENT O.R.B. 119, PAGES 404, 407, 410, 413, 416, 419, 422, 425, AND O.R.B. 547, PAGE 1431
116' (D.B. 249, PAGE 389)
CENTERLINE OF D.B. 249, PAGE 389

TRACT B
152.91ac

TOP OF BANK
TOP OF BANK

N.S.L.R.W.C.D. CANAL NO. 93
(78.00' R/W)
S0°20'10"W 628.01'
WEST LINE OF THE SE 1/4 OF SECTION 34
S0°20'10"E 1318.99'
N00°20'10"E

UTILITY POLES AND GUY ANCHORS (TYP.)

TRACT A
43.55 ac.

ACCESS TRACT A
6.33 ac.

PLAT LIMITS
S89°39'50"W 70.00'

WATER MANAGEMENT TRACT 1
10.82 ac.

MULLER JJS LLC
PCN: 2334-322-0002-000-5

N00°24'17"E 1318.47'
PLAT LIMITS

WOOD UTILITY POLE (TYP.)
GUY ANCHOR (TYP.)
TOP OF BANK
POND
TOP OF BANK
TOP OF BANK
TOP OF BANK

S0°20'10"W 186.33'
S0°20'10"W 186.33'
1217.87'
S32°18'17"E 1374.77'

R=965.00' Δ=19°31'08" L=328.75'
R=1035.00' Δ=19°31'08" L=328.59'
466.10'
S19°51'18"W 461.05'

EAST R/W LINE OF N.S.L.R.W.C.D. CANAL NO. 93

SEE SHEET 8

TRACT J
0.34 ac.

SEE SHEET 10

0 80 160 Feet

THIS MAP IS INTENDED TO BE DISPLAYED AT A SCALE OF 1" = 80' OR SMALLER

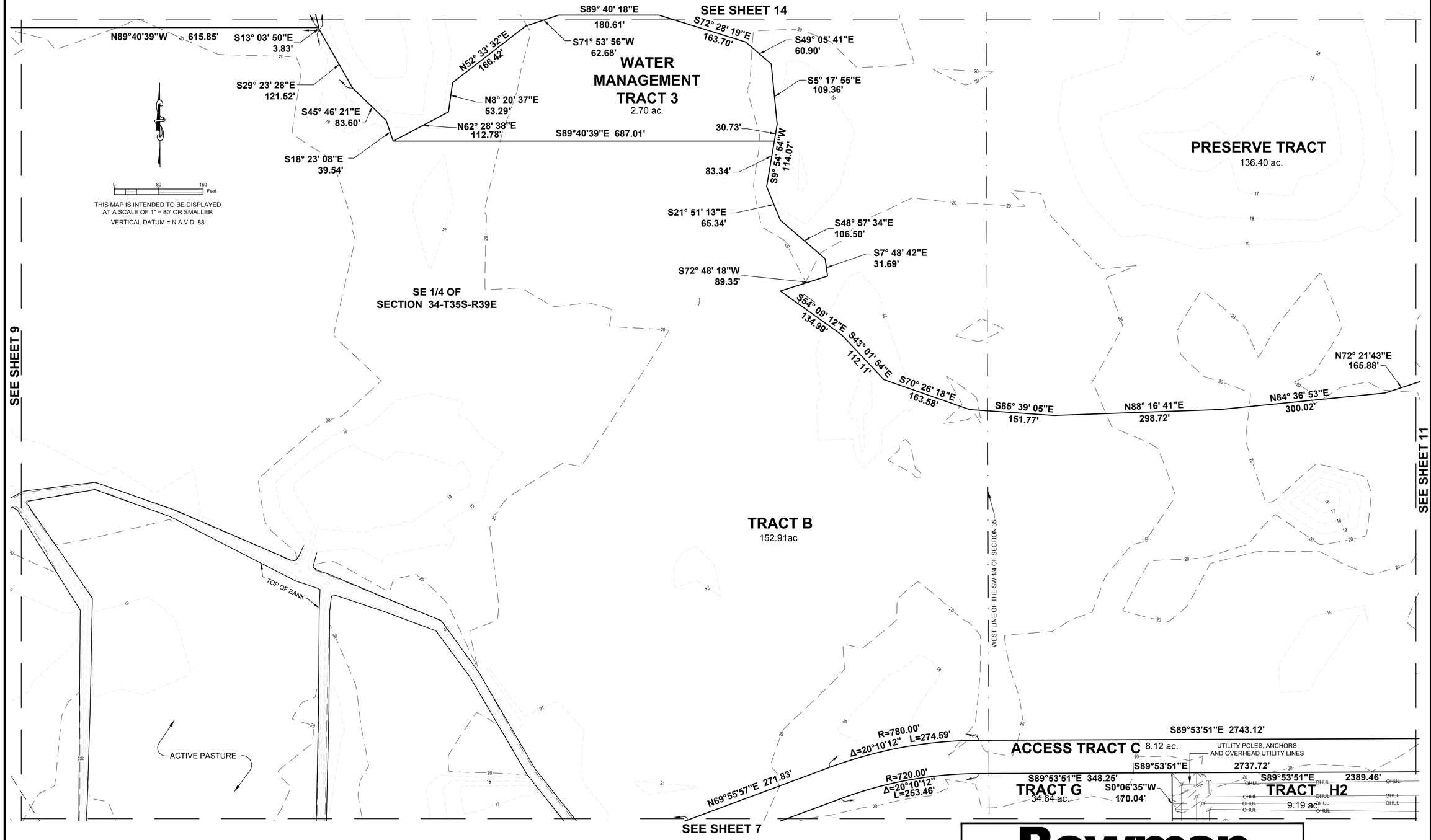
VERTICAL DATUM = N.A.V.D. 88

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**CITY OF FORT PIERCE, SAINT LUCIE COUNTY, FLORIDA**
**PRELIMINARY PLAT DECEMBER, 2015**

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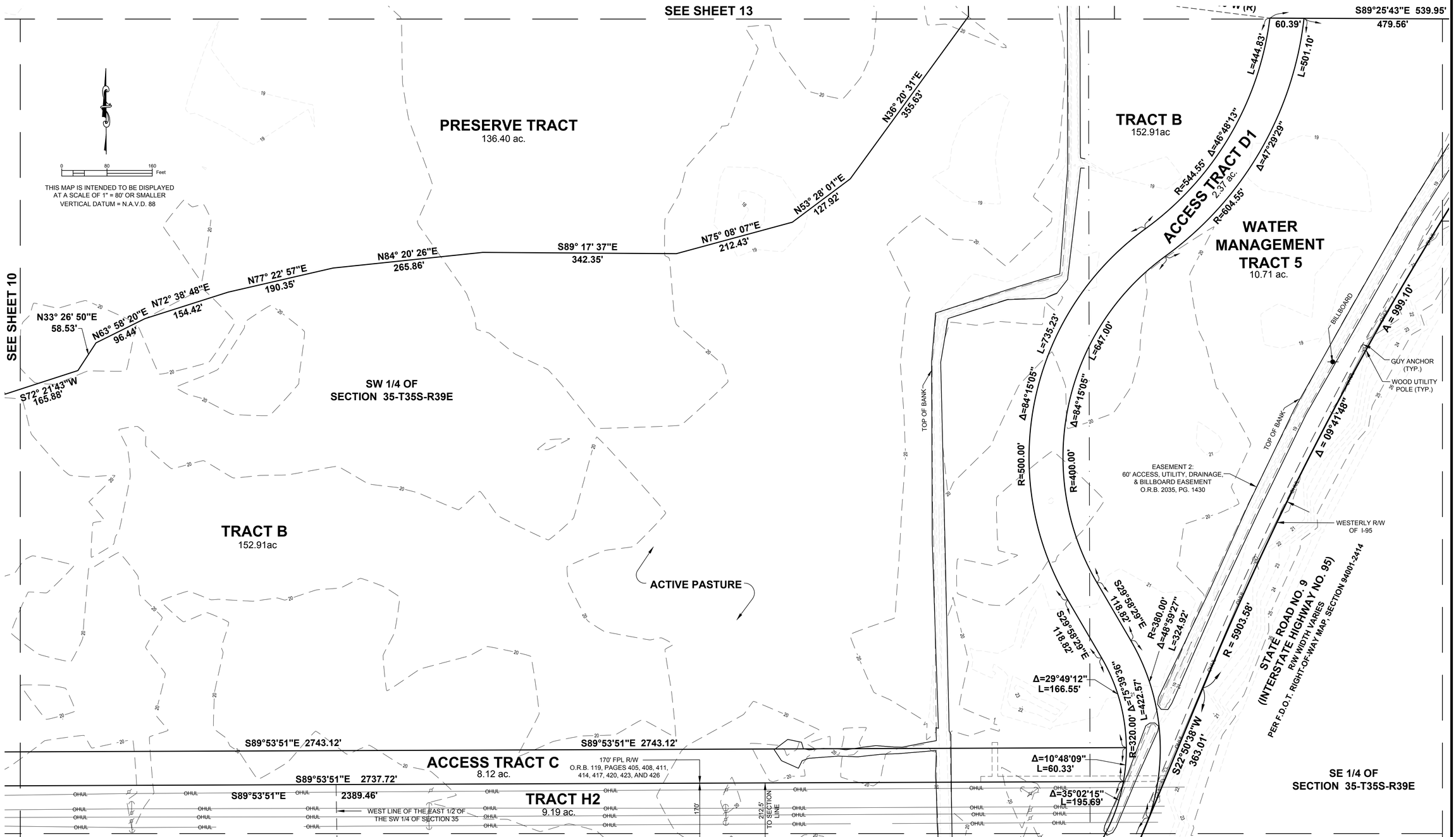
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**CITY OF FORT PIERCE, SAINT LUCIE COUNTY, FLORIDA**
**PRELIMINARY PLAT DECEMBER, 2015**

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SEE SHEET 13




SEE SHEET 6

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**CITY OF FORT PIERCE, SAINT LUCIE COUNTY, FLORIDA**
**PRELIMINARY PLAT DECEMBER, 2015**

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0 80 160 Feet

THIS MAP IS INTENDED TO BE DISPLAYED AT A SCALE OF 1" = 80' OR SMALLER

VERTICAL DATUM = N.A.V.D. 88

N.S.L.R.W.C.D. CANAL NO. 101
(94.00' R/W)

47.00'
47.00'

S89°52'23"E 1331.59'

S89°52'23"E 418.59'

N00°12'25"E
2.00'

PLAT LIMITS

SOUTH R/W LINE OF
N.S.L.R.W.C.D. CANAL NO. 101

NORTH LINE
OF THE SE 1/4
OF SECTION 35

WEST R/W LINE OF STATE ROAD NO. 9
(INTERSTATE HIGHWAY NO. 95)

1/4 SECTION LINE

SEE SHEET 13

TOP OF BANK

BILLBOARD

727.09'
S42°14'14"W

WOOD UTILITY
POLE (TYP.)

WATER GAUGE

TRACT B
152.91ac

SE 1/4 OF
SECTION 35-T35S-R39E

PLAT LIMITS

TOP OF BANK

OVERHEAD UTILITY LINE
MEANDERS PROPERTY LINE

EASEMENT 2:
60' ACCESS, UTILITY, DRAINAGE,
& BILLBOARD EASEMENT
O.R.B. 2035, PG. 1430

R = 5903.58'
Δ = 03°54'07"
A = 402.05'

STATE ROAD NO. 9
(INTERSTATE HIGHWAY NO. 95)
R/W WIDTH VARIES
PER F.D.O.T. RIGHT-OF-WAY MAP,
SECTION 94001-2414

SE 1/4 OF
SECTION 35-T35S-R39E

N82°31'36"W (R)

S89°25'43"E 539.95'
479.56'

60.39'

L=444.83'

ACCESS
TRACT D1
2.37 ac.

L=501.10'

SEE SHEET 11

TRACT B
152.91 ac.

WATER
MANAGEMENT
TRACT 5
10.71 ac.

SEE SHEET 11

R = 5903.58'
Δ = 05°47'41"
A = 597.06'

10' S.B.T.&T. RIGHT OF WAY
UTILITY EASEMENT
O.R.B. 587, PG. 235

GUY ANCHOR
(TYP.)

OVERHEAD UTILITY LINE
MEANDERS PROPERTY LINE


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**CITY OF FORT PIERCE, SAINT LUCIE COUNTY, FLORIDA**
**PRELIMINARY PLAT DECEMBER, 2015**

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0 80 160 Feet

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VERTICAL DATUM = N.A.V.D. 88

SFWMD
PCN: 2326-231-0001-000-4

RESERVOIR

N.S.L.R.W.C.D. CANAL NO. 101
(98.00' R/W)

49.00'

49.00'

NORTH LINE OF THE SW 1/4 OF SECTION 35

S89°59'09"E 2664.42'

2561.42'

PLAT LIMITS

SOUTH R/W LINE OF
N.S.L.R.W.C.D. CANAL NO. 101

N00°12'25"E
2.00'

103.00'

N0° 00' 46"E 45.89'

N43° 12' 56"E 33.68'

N66° 02' 54"E
114.69'

TOP OF BANK

1/4 SECTION LINE

N0° 57' 37"W
909.04'

**PRESERVE TRACT**
136.40 ac.

**SW 1/4 OF SECTION 35-T35S-R39E**

**TRACT B**
152.91ac

SEE SHEET 14

SEE SHEET 12

SEE SHEET 10

SEE SHEET 11

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**CITY OF FORT PIERCE, SAINT LUCIE COUNTY, FLORIDA**
**PRELIMINARY PLAT DECEMBER, 2015**

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PAGE _____

0 80 160 Feet

THIS MAP IS INTENDED TO BE DISPLAYED AT A SCALE OF 1" = 80' OR SMALLER

VERTICAL DATUM = N.A.V.D. 88

**N.S.L.R.W.C.D. CANAL NO. 101**
(63.00' R/W)

**S89°47'10"E 1987.99'**

**S00°06'37"W 49.00'**

PLAT LIMITS

SOUTH R/W LINE OF N.S.L.R.W.C.D. CANAL NO. 101

TOP OF BANK

1/4 SECTION LINE OF SECTION 34

EAST LINE OF SECTION 34

**SEE SHEET 13**

**576.08'**

**1319.04'**

**N00°16'46"E**

RONALD L. EVERLY &
TAMMY S. EVERLY
PCN: 2334-422-0000-000-8

**S29° 14' 52"E 58.32'**
**S64° 07' 36"E 108.36'**
**S89° 40' 39"E 65.02'**
**N69° 16' 16"E 51.54'**
**121.22'**
**S2° 06' 59"W**

PLAT LIMITS

**S26° 53' 14"E 60.17'**
**S60° 06' 09"E 127.41'**
**S53° 03' 25"E 108.95'**
**N54° 47' 54"E 31.98'**
**S73° 00' 27"E 151.66'**
**S35° 48' 11"E 56.95'**
**N15° 42' 03"E 85.98'**
**N59° 04' 02"E 30.74'**
**N86° 51' 03"E 37.53'**
**153.55'**
**S13° 03' 50"E 157.38'**

**WATER MANAGEMENT TRACT 2**
4.68 ac.

**SE 1/4 OF SECTION 34-T35S-R39E**

**PRESERVE TRACT**
136.40 ac.

**SW 1/4 OF SECTION 35-T35S-R39E**

**S71° 53' 56"W 62.68'**
**S89° 40' 39"E 180.61'**
**S72° 28' 19"E 163.70'**

**TRACT B**
153.29 ac.

**N89° 36' 37"W 172.39'**
**N89°40'39"W 615.85'**
**3.91'**

**SEE SHEET 9** | **SEE SHEET 10**


**Bowman CONSULTING**
PROFESSIONAL SURVEYORS AND MAPPERS, CERTIFICATE NO. LB. 8030
BOARD OF PROFESSIONAL ENGINEERS, CERTIFICATE OF AUTHORIZATION NO. 30462
BOWMAN CONSULTING GROUP, LTD., INC.
301 S.E. OCEAN BLVD., SUITE 301 , STUART, FL 34994 PHONE: (772) 283-1413 FAX: (772) 220-7881
www.bowmanconsulting.com © Bowman Consulting Group, Ltd.

# CITY OF FORT PIERCE
# DEPARTMENT OF ENGINEERING

*Roadway Design, Engineering Reviews, Stormwater Utility Management, Project Management, Traffic Control and Maintenance*

## INTEROFFICE MEMORANDUM

**TO:** Clarissa Davis, Planner

**FROM:** John R. Andrews, P.E., City Engineer

**DATE:** January 15, 2016

RECEIVED
JAN 20 2016
CITY OF FORT PIERCE
PLANNING & ZONING

**PROJECT:** **Village at Midway - I-95 and Midway Road**
**Planned Development and Preliminary Plat**
**TRC Project No. 15-439000002 & 15-09000001**

**cc:**

**Attachment(s):** None

This is to advise you that we have completed the review of the following documents:

- ☑ Application Package
- ☐ Test Reports & Related Documents
- ☐ Record Drawings
- ☐ Clearances from all applicable Local, State and Federal Agencies
- ☐ P/D Drawings & Approved Site Plan
- ☐ Certificate of Completion
- ☐ Permits from applicable Local, State & Federal Agencies

Based on our reviews and appropriate site final inspection, we ☑ Recommend; ☐ Do Not Recommend

☑ Approval ☐ Building Permit ☐ C/O

Developer, Owner, Engineer, Contractor and other members of the Development Team must be aware, the above recommendation is based only on the construction requirements of the engineering plans and other engineering documentation approved by this department. The Development Team shall be responsible for the compliance with other City department requirements and all approved documents, as well as Local, State and Federal regulations. The development requirements for this project may necessitate additional construction requirements that are not subject to this department's review for approval.

☑ See attached for advisory comments



P.O. BOX 1480 ◊ FORT PIERCE, FL 34954-1480 ◊ 772-467-3774

1. **Advisory Note:** An updated Environmental Assessment shall be provided prior to issuance of a Land Clearing Permit. This assessment shall identify the number of Gopher Tortoises observed along with the location of any burrows. If burrows are discovered outside the boundaries of the preserve area then the appropriate relocation permits shall be obtained from the FFWCC. The Environmental Assessment shall also include documentation regarding protected flora.
2. **Advisory Note:** The applicant shall verify that the utility providers identified in the plat's dedication are the actual providers. Specifically, St. Lucie County Utilities as I was under the impression that FPUA would supply water and wastewater services. Also, revise the dedication from Bell South to AT&T.

JRA/tst

Village at Midway
Preliminary Plat
January 21, 2016

St. Lucie County Public Works/Engineering Comments

1. Sheet 2 of 14; It is noted that the bearing indicated along the east line of Tract A is in conflict with the bearing indicated for the west line of WMT 1.
2. Sheet 2 of 14; It is noted that the ¼ section line located within Tract B indicates section 34. It should be section 35.
3. Sheet 2 of 14; Legend; N.S.L.R.W.C.D. = North St. Lucie River Water Control District. Information within legend Management District.
4. Sheet 2 of 14; Review Chapter 117.091 (16) Florida Statute with regards to all existing and proposed easements. Please add the necessary information.
5. Sheet 2 of 14; the westerly line of Access Tract D1 should be indicated with a solid line.
6. Sheet 1 of 14; it is noted that the reviewing surveyor's certification has not been indicated.
7. Sheet 1 of 14; it is noted that the surveyor's certification does not comply with Chapter 177.061, Florida Statutes.

Ron Harris
County Surveyor
772 462-1721

ST. LUCIE COUNTY FIRE DISTRICT
FIRE PREVENTION BUREAU
Office of the Fire Marshal

Telephone: (772) 621-3322
Fax: (772) 621-3604

## BUREAU OF FIRE PREVENTION

## SITE PLAN REVIEW

**TO: Site Plan Applicant**

**SITE PLAN: Village at Midway – Zoning Atlas Amendment (Planned Development) & Preliminary Plat TRC Project #15-43900002 & 15-09000001**

**REVIEW DATE: 11/18/2015**

**PLANNER: CLARISSA DAVIS**

**REVIEWED BY: Lieutenant Richard Williams**

**Site Plan Approved: _____**

**Site Plan Approved with conditions: __X___**

**Site Plan Approval withheld pending written acknowledgement of conditions: _____**

**Site Plan Rejected: _____**

**The Following Revisions Are Necessary:**

1. **Please submit a completed application for Development/Site Plan Review (St. Lucie County Fire District Development & Site Plan Review Application). This form is available on-line at http://www.slcfd.com/documents/app2.pdf.**
2. **Fire District review fees are due at the time of submittal. An abbreviated fee schedule is included on the application form.**
3. **Please provide an electronic copy of the Site Plan (.dwg or .pdf format)**

TRC submissions - Meeting 11/19/15 <Watchdog: Virus checked>
Martha Kerr
to:
'Clarissa Davis'
11/16/2015 08:36 AM
Hide Details
From: Martha Kerr <mkerr@fpua.com>
To: 'Clarissa Davis' <CDavis@City-FtPierce.Com>

Good Morning,

Below are FPUA comments regarding the submission for the upcoming TRC meeting on Nov. 19th.

A. **Zoning Text Amendment (PD) & Preliminary Plat** – Village at Midway – 9850 Midway Road (Clarissa Davis)
   - W/WW Engineering: Approved
   - Electric and Gas Engineering: Electric is not available. Fiber is available please contact Don Landin (772)466-1600x3307. Gas is available please contact Ted Cook for details (772)466-1600x4705

D. **Final Plat** – Inlet Palms – 1502 Seaway Drive - (Clarissa Davis)
   - W/WW Engineering: No Objection
   - Electric and Gas Engineering Department: We have no objection. Approved as noted

G. **Conditional Use** – RG Towers – 2551 Jenkins Road – (Clarissa Davis)
   - W/WW Engineering: Approved
   - Electric and Gas Engineering: No Comment

H. **Site Plan** – Indian River Villas (Resubmittal) – 401 S. Indian River Drive – (Clarissa Davis)
   - W/WW Engineering: No Objection
   - Electric and Gas Engineering:. Again, FPUA electric has facilities within the Citrus Avenue right of way (East of S. Indian Drive). This may require a design modification or relocation of facilities (Switchgear and underground lines) at developers cost. Electrical plans (load calculation and riser schedule) was not provided. A utility easement will be required for all FPUA facilities within the site. We have no objection. Approved as noted

I. **Indian River Commerce** – PD and Minor Plat – 401 S. Indian River Drive – (Clarissa Davis)
   - W/WW Engineering: No Objection
   - Electric and Gas Engineering: FPUA has electric facilities along S. Indian Drive and S. 2nd Street. FPUA gas facilities are located along S. 2nd Street. Electrical plans will be needed, along with a utility easement for all propose FPUA facilities within the site. We have no objection. Approved as noted

J. **ROW Abandonment** – Indian River Villas – 401 S. Indian River Drive - (Clarissa Davis)

- W/WW Engineering: No Objection
- Electric and Gas Engineering: Utility easement may be required if the existing electric distribution lines is within the propose R/W abandonment area. We have no objection. Approved as noted

Regards,
*Martha Kerr*

***FPUA***
*Staff Assistant*
*W/WW Engineering Department*
*1701 S. 37th Street*
*Fort Pierce, FL 34947*
*Telephone: (772) 466-1600, Ext. 3473*
*Fax: (772) 468-2414*
*mkerr@fpua.com*

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Please note: Florida has a very broad public records law. Most written communications to or from Fort Pierce Utilities Authority employees regarding government business are public records, available to the public and media upon request. Your e-mail communications may be subject to public disclosure.

(For additional information, go to http://www.fpua.com/important_information/privacy.php)

St. Lucie Transportation Planning Organization

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

November 18, 2015

Ms. Rebecca Grohall
Planning Manager
City of Fort Pierce
P.O. Box 1480
100 North U.S. Highway 1
Fort Pierce, Florida 34950

**RE: Follow-up Development Review**
**Village at Midway Planned Development**
**Midway Road and Interstate 95**
**Fort Pierce, Florida**

Dear Ms. Grohall:

As a member of the City of Fort Pierce Technical Review Committee (TRC), the St. Lucie Transportation Planning Organization (St. Lucie TPO) has completed a follow-up review of the above-referenced proposed development. The following comments are provided based on the review of the Planned Development application materials received by the St. Lucie TPO on November 12th:

## Traffic Analysis

The Traffic Analysis (TA), dated August 3, 2015, and revised November 2, 2015, that was conducted by Susan E. O'Rourke, P.E. for the proposed Village of Midway contains several inconsistencies, outdated data and information, and unsubstantiated assumptions including:

- Page 4 of the TA indicates that existing traffic counts from the St. Lucie TPO were used as well as "counts made in Spring 2015". The "counts made in Spring 2015" appear to be the turning movement counts contained in Appendix A. Table 4a contains existing directional volumes, the source of which varies among the St. Lucie TPO, the turning movement counts, and the Florida Department of Transportation (FDOT). However, no substantiation was provided with regard to the use of one source over the other and why turning movement counts could replace segment counts. In addition, the date of the FDOT counts was not provided. In the absence of an acceptable methodology, the latest traffic counts from the St. Lucie TPO should be used for the existing directional volumes.

- The project traffic was distributed using the 2035 Greater Treasure Coast Regional Planning Model (also known as GTCRPM Version 3) which is considered invalid and obsolete since the 2040 GTCRPM Version 4 was

adopted by the St. Lucie TPO for use in the TPO area. The GTCRPM Version 3 is a four-step, trip-based travel demand model, and the GTCRPM Version 4 is an activity-based travel demand model. Therefore, any results, such as project assignment, based on the use of the GTCRPM Version 3 may be considered inaccurate and invalid. The GTCRPM Version 4 should be used for project assignment. It should be noted that this comment previously was provided at the Village at Midway Traffic Methodology Meeting conducted at the City of Fort Pierce on May 26th.

- Page 7 of the TA indicates that "existing 2013 traffic volumes", a "0.5% growth rate", and traffic from "approved and pending developments" were used to estimate the 2035 traffic volumes. However, Table 4a indicates the use of 2014 traffic volumes. In addition to this inconsistency, no substantiation was provided for the assumed growth rate, and the "approved and pending developments" and the traffic volumes generated by each development were not identified. Growth rate assumptions, such as a two to three percent growth rate, that are consistent with historical trends and/or from industry-accepted sources, such as the Florida Bureau of Economic and Business Research (BEBR), should be used to estimate the 2035 traffic volumes. It should be noted that this comment previously was provided at the Village at Midway Traffic Methodology Meeting conducted at the City of Fort Pierce on May 26th.

**Planned Development Guidelines**

The Planned Development (PD) Guidelines that are proposed for the Village at Midway are inconsistent with St. Lucie TPO area plans as follows:

- The Planned Development Site Plan, dated August 5, 2015, identifies the width of the westernmost access tract (Western Access Road) to be 100 feet wide at the south end and narrowing to 70 feet wide where it terminates halfway through Tract A. These widths are inconsistent with the 150-foot right-of-way width of Arterial A which is identified in the City of Port Lucie Northwest Annexation Area Right-of-Way Network Map and which connects to the Western Access Road to the south of Midway Road. In addition, the termination of the Western Access Road halfway through Tract A is inconsistent with the North/Mid-County Project identified in the Cost Feasible Plan of the St. Lucie TPO's 2035 Long Range Transportation Plan (LRTP) and the North Mid-County Connector identified in the recently-adopted Needs Plan of the St. Lucie TPO's 2040 LRTP that is under development. The Western Access Road should extend through the north property boundary and have a minimum right-of-way width of 150 feet. It should be noted that this comment previously was provided at the Village at Midway Traffic Methodology Meeting conducted at the City of Fort Pierce on May 26th.

- The access tract street sections depicted in the PD Guidelines do not include bicycle or transit facilities, and the access tract street sections for the E-W Road and Gordy Road do not contain sidewalks on both sides of the streets. Therefore, the access tract street sections are inconsistent with the

goals, objectives, and policies of the St. Lucie TPO's 2035 LRTP and the recently-adopted Vision, Goals, and Objectives of the St. Lucie TPO's 2040 LRTP. The access tract street sections should be revised to be complete streets which include bicycle, transit, and pedestrian facilities on both sides of the streets

Because the aforementioned comments have not been addressed, the St. Lucie TPO objects to the Village at Midway Planned Development and cannot recommend it for review by the City of Fort Pierce Planning Board. However, the St. Lucie TPO looks forward to continuing to work with the developer and its representatives in addressing the transportation needs of the proposed development and the communities of the St. Lucie TPO area. Please contact me should any additional information or clarification be required with regard to this follow-up development review.

Sincerely,



Peter Buchwald
Executive Director

# CITY OF FORT PIERCE

## PLANNING DEPARTMENT

*REBECCA GROHALL, AICP, PLANNING MANAGER*
*COMPREHENSIVE PLANNING ◊ DEVELOPMENT REVIEW*
*HISTORIC PRESERVATION ◊ URBAN DESIGN ◊ URBAN FORESTRY ◊ ZONING*


**TO:** Brian Nolan, ASLA, APA

**FROM:** Clarissa Davis, Planner

**RE:** Zoning Atlas Amendment, Planned Development, Preliminary Plat – Village at Midway

**DATE:** November 18, 2015

Mr. Nolan,

I have reviewed the proposed Planned Development associated with the Zoning Atlas Amendment, as well as the Preliminary Plat application and have produced the following comments in no particular order:

1. St. Lucie Transportation Planning Organization comments need to be addressed.

2. Comments from Kimley-Horn have yet to be transmitted. I meeting will be scheduled to review said comments at a later date.

3. Though the right-of-way width of 60 feet will accommodate commercial like vehicles for proposed industrial uses, please make sure that turn aprons are wide enough to also accommodate such vehicles to deter the destruction of infrastructure.

4. Lighting is discussed for rights-of-way, however, not for the each individual type of use. Please insert desired lighting requirements or defer to the City code. The following is an excerpt from the City of Fort Pierce Code of Ordinances regarding lighting for specific uses.
***"For commercial, industrial and governmental uses, a minimum average of two (2) footcandles; For multistructure residential complexes, educational facilities, churches or other uses other than as set forth in the other immediately preceding subsection, a minimum average of one footcandle; In a multilevel parking structure a minimum average of five (5) footcandles except that the top level, if open to the sky, shall be the same as for an open parking lot; For a use involving on premises consumption of alcoholic beverages, as provided in Section 3-7, a minimum of three (3) footcandles."***

5. Difficult to process application as Preliminary Plat, as no lots are defined due to the nature of the project. A meeting with staff will be scheduled at a later time to discuss this concern further.

This review is merely preliminary. If you have any questions about the review above please feel free to contact me.

Sincerely,

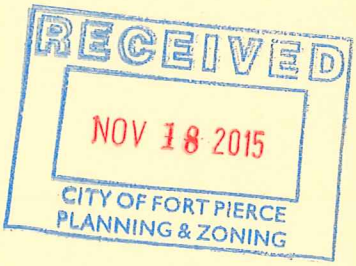


Clarissa Davis, Planner
(772) 467-3742
CDavis@City-FortPerice.com

# CITY OF FORT PIERCE
# DEPARTMENT OF ENGINEERING

*Roadway Design, Engineering Reviews, Stormwater Utility Management, Project Management, Traffic Control and Maintenance*

## INTEROFFICE MEMORANDUM




**TO:** Clarissa Davis, Planner

**FROM:** John R. Andrews, P.E., City Engineer

**DATE:** November 18, 2015

**PROJECT:** **Village at Midway - I-95 and Midway Road**
**Planned Development and Preliminary Plat**
**TRC Project No. 15-439000002 & 15-09000001**

**cc:**

**Attachment(s):** None

This is to advise you that we have completed the review of the following documents:

- ☑ Application Package
- ☐ Test Reports & Related Documents
- ☐ Record Drawings
- ☐ Clearances from all applicable Local, State and Federal Agencies
- ☐ P/D Drawings & Approved Site Plan
- ☐ Certificate of Completion
- ☐ Permits from applicable Local, State & Federal Agencies

Based on our reviews and appropriate site final inspection, we ☐ Recommend; ☑ Do Not Recommend

☑ Approval ☐ Building Permit ☐ C/O

Developer, Owner, Engineer, Contractor and other members of the Development Team must be aware, the above recommendation is based only on the construction requirements of the engineering plans and other engineering documentation approved by this department. The Development Team shall be responsible for the compliance with other City department requirements and all approved documents, as well as Local, State and Federal regulations. The development requirements for this project may necessitate additional construction requirements that are not subject to this department's review for approval.

☑ See attached for engineering comments



P.O. BOX 1480 ◊ FORT PIERCE, FL 34954-1480 ◊ 772-467-3774

1. Advisory Note: An updated Environmental Assessment shall be provided prior to issuance of a Land Clearing Permit. This assessment shall identify the number of Gopher Tortoises observed along with the location of any burrows. If burrows are discovered outside the boundaries of the preserve area then the appropriate relocation permits shall be obtained from the FFWCC. The Environmental Assessment shall also include documentation regarding protected flora.
2. The following comments pertain to the Preliminary Plat:
    a. The submitted Preliminary Plat does not contain the required information as stipulated in the City of Fort Pierce Code of Ordinances Section 18-10. At a minimum the plat shall include the required signature page, dedications, the overall plat limits, individual tract descriptions, along with all proposed/existing improvements as noted in Sections 18-9 and 18-10 of the City of Fort Pierce Code of Ordinances.
    b. The applicant's consultant provided a response to questions pertaining to the designated Access Tracts. According to the consultant's response Access Tract A is to be classified as Local Road. Please verify with SLC that this R/W is not required to be classified as a County road and that it is agreeable to have this road identified as a Local road which will be operated and maintained by the property owners association.
    c. Please note; city staff will conduct the review of the Preliminary Plat at no cost to the applicant while the Final Plat will be reviewed by a registered land surveyor. All associated review fees by the surveyor will be forwarded to the applicant for payment.
    d. Please remove all reference regarding the existing 8' trail from the plat if this is not to be dedicated and remain in use.
    e. As previously requested please add a north arrow and a bar scale to Sheet 14 of 14.

JRA/tst

Village at Midway
Midway Road
Text Amendment/Planned Development
Re-submittal
November 18, 2015

St. Lucie County Public Works/Engineering Comments

1. No objection to the zoning amendment.
2. It is noted that Midway Road is under the jurisdiction of St. Lucie County. The applicant is advised that additional right of way will be required at time of site plan submittal. The applicant's contribution of additional right of way for Midway Road shall be 42.5'. Please be advised that this dimension is based on the applicant's proportional share of the deficient right of way. The ultimate right of way for Midway Road is 160'.
3. The applicant is advised that all construction activities within County road right of ways shall require a right of way permit. Please contact Selena Griffett, Senior Project Engineer at 462-2097. Please be advised of the new contact information.
4. The applicant is advised that based on the provided traffic analysis off-site improvements (turn lanes) will be required for the proposed development. The applicant is advised that a Road Improvement Agreement together with the appropriate surety shall be required. A County right of way permit shall not be issued until the developer executes the RIA and provides the required surety. Please contact Ron Harris, County Surveyor at 462-1721. Applicant's response is acceptable.
5. The applicant is advised that the subject parcel is located within the St. Lucie County Utility service area. Advisory comment.
6. All residential developments required to obtain site plan approval located within the Urban Service Boundary and all non-residential development above 6,000 square feet located within the unincorporated area of St. Lucie County and within the Urban Service Boundary are required to design and construct sidewalks within the right-of-way of all streets and roadways that abut or lie within the perimeter of the property. Please contact Ron Harris, County Surveyor at 462-1721. The applicant shall be required to construct sidewalks along the parcels frontage on Midway Road. The sidewalk shall be constructed at the ultimate right of way line.
7. The applicant is advised that the subject parcel is located within the St. Lucie County Utility service area. Advisory comment.

New Comment

1. Page 1 of the preliminary plat did not include all required information pursuant to Chapter 177, Florida Statutes.

Ron Harris
County Surveyor
772 462-1721

Village at Midway
Midway Road
Text Amendment/Planned Development
August 17, 2015

St. Lucie County Public Works/Engineering Comments

1. No objection to the zoning amendment.
2. It is noted that Midway Road is under the jurisdiction of St. Lucie County. The applicant is advised that additional right of way will be required at time of site plan submittal.
3. The applicant is advised that all construction activities within County road right of ways shall require a right of way permit. Please contact John Frank, Senior Project Engineer at 462-2097.
4. The applicant is advised that based on the provided traffic analysis off-site improvements (turn lanes) will be required for the proposed development. The applicant is advised that a Road Improvement Agreement together with the appropriate surety shall be required. A County right of way permit shall not be issued until the developer executes the RIA and provides the required surety. Please contact Ron Harris, County Surveyor at 462-1721.
5. The applicant is advised that the subject parcel is located within the St. Lucie County Utility service area.
6. All residential developments required to obtain site plan approval located within the Urban Service Boundary and all non-residential development above 6,000 square feet located within the unincorporated area of St. Lucie County and within the Urban Service Boundary are required to design and construct sidewalks within the right-of-way of all streets and roadways that abut or lie within the perimeter of the property. Please contact Ron Harris, County Surveyor at 462-1721.
7. The applicant is advised that the subject parcel is located within the St. Lucie County Utility service area.

Ron Harris
County Surveyor
772 462-1721

# CITY OF FORT PIERCE
# DEPARTMENT OF ENGINEERING

*Roadway Design, Engineering Reviews, Stormwater Utility Management, Project Management, Traffic Control and Maintenance*

## INTEROFFICE MEMORANDUM

RECEIVED
AUG 20 2015
CITY OF FORT PIERCE
PLANNING & ZONING

**TO:** Clarissa Davis, Planner

**FROM:** John R. Andrews, P.E., City Engineer

**DATE:** August 20, 2015

**PROJECT:** **Village at Midway - I-95 and Midway Road**
**Zoning Atlas Amendment and Preliminary Plat**
**TRC Project No. 15-439000002 & 15-09000001**

**cc:**

**Attachment(s):** None

This is to advise you that we have completed the review of the following documents:

- ☑ Application Package
- ☐ Test Reports & Related Documents
- ☐ Record Drawings
- ☐ Clearances from all applicable Local, State and Federal Agencies
- ☐ P/D Drawings & Approved Site Plan
- ☐ Certificate of Completion
- ☐ Permits from applicable Local, State & Federal Agencies

Based on our reviews and appropriate site final inspection, we ☐ Recommend; ☑ Do Not Recommend

☑ Approval ☐ Building Permit ☐ C/O

Developer, Owner, Engineer, Contractor and other members of the Development Team must be aware, the above recommendation is based only on the construction requirements of the engineering plans and other engineering documentation approved by this department. The Development Team shall be responsible for the compliance with other City department requirements and all approved documents, as well as Local, State and Federal regulations. The development requirements for this project may necessitate additional construction requirements that are not subject to this department's review for approval.

☑ See attached for engineering comments



P.O. BOX 1480 ◊ FORT PIERCE, FL 34954-1480 ◊ 772-467-3774

1. The Environmental Assessment failed to identify how may Gopher Tortoises were observed or the location of their burrows. Were there any burrows observed outside the limits of the preserve area? If so the applicant shall be made aware that prior to any land clearing operations the appropriate relocation permit shall be obtained from the FFWCC. The Environmental Assessment did not include any documentation regarding protected flora nor was there reference to any archaeological or historical reviews conducted. The report shall offer a summation or conclusion of the findings.
2. The following comments pertain to the Preliminary Plat:
    a. The Preliminary Plat as submitted does not contain the required information as stipulated in the City of Fort Pierce Code of Ordinances Section 18-10. At a minimum the plat shall include the required signature page, dedications, the overall plat limits, individual tract descriptions, along with all proposed/existing improvements as noted in Sections 18-9 and 18-10 of the City of Fort Pierce Code of Ordinances.
    b. Provide additional information pertaining to the designated Access Tracts. Access Tract A has a narrowing right-of-way width the starts with a width of 100' at Midway Road and then narrows down to a width of 70'. Is this an arterial road or a collector road? Is this going to be a designated St. Lucie County right-of-way or is to be private? Why does this access tract terminate at the north end in the middle of Tract A and not into a designated right-of-way?
    c. Please note; city staff will conduct the review of the Preliminary Plat at no cost to the applicant while the Final Plat will be reviewed by a registered land surveyor. All associated review fees by the surveyor will be forwarded to the applicant for payment.
    d. Please provide information of the noted 8' trail as depicted on Sheets 4 thru 8 of 14. Is this existing or proposed? Being as it lies within either a dedicated FPL Easement or the NSLRWCD Canal R/W, will FPL and NSLRWCD authorize access if it is for the use of the general public?
    e. The areas of the trail that fall outside the limits of a dedicated easement may be required to have their own easement dependent on the purpose of the trail.
    f. Add a north arrow and a bar scale to Sheet 14 of 14.

JRA/tst

# CITY OF FORT PIERCE

## PLANNING DEPARTMENT

*REBECCA GROHALL, AICP, PLANNING MANAGER*
*COMPREHENSIVE PLANNING ◊ DEVELOPMENT REVIEW*
*HISTORIC PRESERVATION ◊ URBAN DESIGN ◊ URBAN FORESTRY ◊ ZONING*


**TO:** Brian Nolan, ASLA, APA

**FROM:** Clarissa Davis, Planner

**RE:** Zoning Atlas Amendment, Planned Development, Preliminary Plat – Village at Midway

**DATE:** August 18th, 2015

Mr. Nolan,

I have reviewed the proposed Planned Development associated with the Zoning Atlas Amendment, as well as the Preliminary Plat application and have produced the following comments in no particular order:

1. Phasing of the project should have a comprehensive and approximate timeline associated with each milestone.

2. Phases do not appear to be in a clear order ("If Phase 1B is completed prior to Phase 1D…"; "If Phase 1D precedes Phase 1B…"). Please clarify.

3. Hotel height listed within Design and Development Guidelines should not reference number of floors. Concerns raised over 100' height maximum for structures adjacent I-95.

4. Specific uses within each lot type should be displayed in a "use chart" like document along with the general description of each lot type; each building associated with a use.

5. Design and Development Guidelines do not address Conditional Uses.

6. Applicant should make own architectural guidelines along with city of Fort Pierce Design Review Guidelines to provide aesthetics for development.

7. Site Plan shows widths of ROW, however, please label each ROW with phase and type.

8. Proportionate Fair Share will be reviewed separately and in coordination with the County.

9. A full list displaying various areas where the proposed Planned Development deviated from the code is needed.

10. Traffic study has been transmitted and will be reviewed by Kimley-Horn.

11. Tree survey is needed to properly review mitigation needs.

12. Warrants must be met for proposed traffic light to be located at Arterial "A".

13. Arterial "A" proposed within the development should conform to width of Arterial "A" south of Midway Road.

14. FDOT lease documentation needed in regards to Gordy Road.

15. South Florida Water Management District should include public access/recreation language within its easement dedication.

16. Areas where the Declaration of Covenants is referenced, needs to be replaced with actual regulation.

17. Preserve Area needs to be classified as its own tract.

18. Proper permits shall be acquired to remove animals classified as "Threatened" or "Species of Special Concern".

This review is merely preliminary. If you have any questions about the review above please feel free to contact me.

Sincerely,



Clarissa Davis, Planner
(772) 467-3742
CDavis@City-FortPerice.com

Kimley»Horn

To: Rebecca Grohall, AICP – Planning Manager
City of Fort Pierce

From: Nicholas J. Mora, P.E.
Kimley-Horn and Associates, Inc.

Cc: Leslie Olson, AICP – Director
St. Lucie County Planning and Development Services

Date: September 11, 2015

Re: **Village at Midway**
**Review of Traffic Impact Analysis**

---

Kimley-Horn has performed a review of the traffic impact analysis (dated August 3, 2015) prepared for the above-mentioned project by Susan E. O'Rourke, P.E., Inc. The subject project is generally located on the northwest quadrant of Interstate 95 and Midway Road and consists of a mix of uses including warehouse, flex office/light industrial, retail, and multifamily (apartment) residential units. Please find below our review comments pertaining to the impacts to transportation facilities:

1. Page 4 – the section discussing Midway Road states that this facility is a four lane roadway from just west of I-95 to Selvitz Road. Please revise this to state that the segment between East Torino Parkway and Selvitz Road is currently two lanes and that a PD&E is underway for this portion. Additionally, please revise this section to state that 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.

2. Page 4 – the section discussing I-95 can be deleted as the 8-Laning north of Okeechobee Road is complete.

3. The following items are related to Figure 3 (E+C Road Network):

    - The entire 'Airoso Boulevard / St. James Drive / 25th Street' north-south corridor should be identified as 4-Lanes rather than 6-Lanes.
    - Okeechobee Road northeast of Virginia Avenue should be identified as 4-Lanes rather than 6-Lanes.
    - I-95 north of Okeechobee Road should be identified as 8-Lanes rather than 6-Lanes
    - The St. Lucie West Boulevard bridge over I-95 should be identified as 4-Lanes to be consistent with the text on Page 4 of the report.
    - Confirm that the future roadways between Midway Road and Glades Cut-Off Road just south of the subject project and west of I-95 are committed 6-Lane improvements and identify the funding source.

4. Table 1 – it was discussed and agreed to during the methodology meeting on May 26, 2015 that a 10% reduction would be applied to the service volume for non-state roadways,

consistent with guidance published in the 2013 FDOT Quality/Level of Service Handbook. It was further discussed at the methodology meeting that should a roadway exceed its service volume, arterial analysis would be allowable to develop a more refined service volume than what is provided in FDOT's generalized tables. The 10% service volume reduction should be applied to the following roadway segments in Table 1:

- Midway Road from I-95 to Oleander Avenue
- Glades Cut-Off Road from Commerce Center Drive to Selvitz Road
- St. Lucie West Boulevard – all segments
- Jenkins Road – all segments
- 25th Street – all segments
- St. James Drive – all segments
- McNeil Road – all segments
- Prima Vista Boulevard – all segments
- California Boulevard – all segments
- Airoso Boulevard – all segments
- East Torino Parkway – all segments

5. Table 1 – Glades Cut-Off Road from Midway Road to FL Turnpike is 2-Lanes. Revise accordingly.

6. Table 1 – Remove the 5% service volume increase applied to Hartman Road as right-turn lanes are not prevalent at most of this corridor's cross streets.

7. Were pass-by reductions limited to 10% of adjacent street traffic?

8. Clarify if diverted trips from I-95 are reflected on Midway Road. While these trips are not 'net new' trips, they must be accounted for on Midway Road and the project driveways. This was discussed at the methodology meeting.

9. What is the purpose of Table 2D? Is this for trip equivalency purposes? If so, will a trip equivalency matrix be provided?

10. Figure 4 – why are two separate traffic distributions presented (with and without Arterial A)? The analysis is only based on the scenario with Arterial A. If Arterial A is not constructed, the subject project will utilize Midway Road to a greater extent and a re-analysis will be necessary (notably the proportionate share calculations).

11. Table 3b – the percent project traffic assignment for Glades Cut-Off Road between Commerce Center Drive and I-95 is shown as 0% and should be 3%. Please revise.

12. Tables 4a and 4b – a 0.5% annual growth rate was applied while Page 7 of the report states that a 1% annual growth rate was applied. Please adjust growth calculations to account for 1% growth per year.

13. Table 5 (Proportionate Share Analysis) – why was the eastbound direction of Midway Road broken into two separate analyses?

14. Table 5 (Proportionate Share Analysis) – please explain further how the improvement costs per mile per direction were computed at the bottom of the table. Were the FDOT cost per mile values divided by two (to get to a 'per direction' cost) and then adjusted upwards by 20%? Scratch calculations could not confirm this.

15. In addition to considering CEI costs in the proportionate share calculations, design costs and ROW costs should also be considered.

16. Figure 7 indicates that all three project driveways along Midway Road will require traffic signalization. What is the distance between these three intersections? Note that there is also a traffic signal at the I-95 southbound ramps.

17. Is this project responsible for 100% of the 'Future Improvements' identified in Figure 7?

18. Figure 7 – for intersection #8, there appears to be an additional arrow on the southbound approach. Please revise.

19. The current version of the St. Lucie TPO's TIS Methodology and Procedures document states that all signalized intersections and major unsignalized intersections within the study area shall be analyzed. Please explain how the list of intersections requiring operational analysis was developed?

20. Please confirm that the following items discussed during the May 26, 2015 methodology meeting were included in this analysis:

    - Specific Midway Road truck percentages should be applied in the forthcoming report's intersection analysis.
    - Specific background growth rates for I-95 and Midway Road should be coordinated with FDOT and applied in the forthcoming traffic analysis.

Thank you for the opportunity to assist the City of Fort Pierce in reviewing this project. We are available to discuss these comments in detail with you and/or the applicant at any time. Please contact us if you have any questions or need additional information.

**Planning Board** **7. d.**

Meeting Date: 02/09/2016

Information

REQUESTED ACTION

Conditional Use - Dwelling Rental - 1144 S Ocean Drive

LOCATION

1144 S Ocean Drive

RESPONSIBLE STAFF

Kori Benton, Senior Planner

RECOMMENDATION

Approval with the following conditions: 1) Maximum occupancy of each unit by one (1) family, or four (4) guests based upon City Code Section 8.5-43. - Required space in dwelling units and the size of each unit;
2) Limitation of two passenger vehicles per unit;
3) Registration of a property manager accessible at all times, to resolve complaints or violations of City Code;
4) Issuance of guide booklets for renters regarding local rules and resources to minimize conflicts;
5) Installation of a sidewalk connection from the building entrance to the S. Ocean Drive Sidewalk;
6) Installation of a bicycle rack for guests;
7) Implementation of 3 additional vehicular parking spaces, included a handicap parking space; and
8) Infill of landscaping in compliance with City Code.

Attachments

Staff Report
Aerial & Zoning Map
Application
Survey & Floor Plan
TRC Comments

**Form Review**

Form Started By: Kori Benton Started On: 02/02/2016 12:46 PM
Final Approval Date: 02/03/2016

# CITY OF FORT PIERCE

## PLANNING DEPARTMENT

*REBECCA GROHALL, AICP, PLANNING MANAGER*
*COMPREHENSIVE PLANNING ◊ DEVELOPMENT REVIEW*
*HISTORIC PRESERVATION ◊ URBAN DESIGN ◊ URBAN FORESTRY ◊ ZONING*


TO: Members of the City of Fort Pierce Planning Board

THROUGH: Rebecca Grohall, AICP, Planning Manager

FROM: Kori Benton, Senior Planner

SUBJECT: Application for Conditional Use
Dwelling Rental
1144 S Ocean Drive

DATE: February 1, 2016

STAFF REPORT

Owner: Landmark Real Estate Solutions LLC
11501 Ellison Wilson Rd
North Palm Beach, FL 33408

Applicant: Mark Frederick
1156D S Ocean Drive
Fort Pierce, FL 34949

Applicant's Request: Approval of a Conditional Use to operate a Dwelling Rental, offering lodging for less than six months.

Location: 1144 S Ocean Drive

Parcel ID: 2401-810-0006-000-6

Current Zoning: Hutchinson Island Medium Density Residential Zone (R-4A)

Future Land Use: Hutchinson Island Residential (HIR)

Surrounding Zoning:

| North | East | South | West |
|---|---|---|---|
| R-4A | Beach/A-2 | R-4A | R-4A |

Site Size: .29 acres

Utilities: FPUA

Staff Analysis:

*Request*

In accordance with Sections 22-22, and 22-76 of the City Code, the applicant is requesting the review and approval of a Conditional Use to operate a Dwelling Rental at 1144 South Ocean Drive, offering transient lodging with minimum stays of one (1) week. The subject two-story structure contains four (4) units, with an overall finished floor area of 3,968 square feet. The property is zoned Hutchinson Island Medium Density Residential Zone (R-4A).

The property is located on the east side of South Ocean Drive, a few hundred feet north of Kimberly Bergalis Park. A single unit structure is situated to the north, the beach to the east, a mix of residential structures across S. Ocean Drive to the west, and a quadraplex, owned by the applicant, to the south. This site features a concrete driveway and three (3) denoted parking spaces.

A broad sidewalk runs along S. Ocean Drive in front of the complex; however a connection to the building entrance is required. A bicycle rack is required to facilitate multimodal options for guests.

The application presents operational guidelines such as screening of potential renters, a designated manager, and minimum stays of one (1) week. The application does not detail specific limits on the maximum vehicles permitted on-site, or limitations on boats or similar recreational vehicles, or pets.

*Dwelling Rentals*

Pursuant to City Code Section 22-3. - Definitions—Generally, the rental of any dwelling unit for less than six (6) months, is classified as a "Dwelling rental (dwelling unit)", and defined as follows: One or more rooms connected together in a building, constituting a separate, independent housekeeping establishment, other than a motel/hotel, for purposes of rental on a daily, weekly or longer basis, though less than what is otherwise provided for a dwelling, physically separated from any other rooms or dwelling units which may be in the building, and containing sleeping and sanitary facilities and one kitchen.

The State of Florida provides further classification if a dwelling is rented for periods of less than thirty (30) days, declaring the use a "Vacation rental", and defined such use as any unit or group of units in a condominium or cooperative or any individually or collectively owned single-family, two-family, three-family, or four-family house or dwelling unit that is also a transient public lodging establishment but that is not a timeshare project, which is rented to guests more than three times in a calendar year for periods of less than 30 days or 1 calendar month, whichever is less, or which is advertised or held out to the public as a place regularly rented to guests.

A dwelling rental, as locally defined, is also a Vacation Rental if the duration of stays is less than thirty (30) days. The rental of a dwelling for periods greater than thirty (30) days, but less than six (6) months is a dwelling rental, but not a Vacation Rental.

Table 1, below, presents general characteristics to clarify Dwelling Rentals, and the transitioning threshold for Vacation Rentals.

Table 1 – Dwelling & Vacation Rentals

| | Dwelling Rental | Vacation Rental |
|---|---|---|
| *Length of Stay* | Less than 6 months | 30 days or less |
| *Lodging Type(s)* | Non-Transient (more than 30 days) & Transient Lodging (Vacation Rental) | Transient Lodging |
| *State License Requirement* | If rented 30 days or less (Vacation Rental) | Division of Hotels & Restaurants – Vacation Rental License |
| *Public lodging establishment (ADA & Misc. Regulations)* | If rented 30 days or less (Vacation Rental) | Public lodging establishment |

The rental of residential properties for short-term occupancy by tourists is a rapidly expanding sector of the hospitality industry. Short-term vacation rentals offer an alternative to traditional hotel or bed and breakfast accommodations, generally offering unique amenities, and a higher capacity to accommodate families or more guests than a single hotel room. The benefits of increased tourism and economic activity related to short term rentals are discernable; however the necessity to regulate and guide the location for this use is well documented.

Vacation rentals have the capacity result in incompatible adverse impacts on neighborhoods including, but not limited to, increased noise, litter, traffic, and the uncertainty or instability of the identity of occupants of neighboring properties. The short-term vacation rental use and longer term residential use may be incompatible, due to the rapid turnover associated with short-term vacation rental use, therefore provisions such as maximum guests, parking restrictions, property manager registration, and guide booklets for renters regarding local rules and resources should be considered to minimize conflicts.

*Zoning & Land Use*

The subject site is located within the Hutchinson Island Medium Density Residential Zone (R-4A) which is designed to facilitate residential and compatible development on Hutchinson which account for the unique characteristics of Hutchinson Island and concerns of environmental fragility, beach erosion, and hurricane evacuation. Furthermore, the site has a land use designation of Hutchinson Island Residential (HlR).

The Hutchinson Island Residential (HlR) designation is intended for parcels that are best suited for residential development on Hutchinson Island. This future land use category allows single-family detached and attached units, duplexes and multifamily residences at densities ranging up to 8 dwelling units per acre. Limited public uses and commercial uses that are *compatible* with the surrounding development shall also be allowed.

The presented use of the property represents a limited commercial use, with some undefined parameters of intensity or impact. The absence of guest capacity for each unit may present numerous

vehicles, and generate additional traffic and noise. The use is limited in comparison to a typical commercial use, or hotel/motel, however specific parameters are necessary to ensure continued compatibility with the neighborhood.

Traffic & Parking

The traffic generation from the proposed use is undetermined based upon numerous variables present, and the absence of complete data by the Institute of Transportation Engineers (ITE) Trip Generation Manuel. Review of similar uses of this scale, in comparison to impacts of traditional residential units suggest an insignificant effect overall evaluation; however the absence of maximum occupancy present a variable that increase trips due to a specific guest.

Pursuant to City Code Section 22-60 (d), b. Motels, hotels and resort hotels shall provide 1.6 spaces for each unit 500 square feet or larger. The specific use is not delineated by our parking requirements for specific levels; however implementation of 3-4 additional vehicular parking spaces, including a handicap parking space is requested based upon comparable use and scale.

Technical Review Committee

All affected departments have reviewed the proposed Conditional Use with regards requirements of the City Code, and conditionally approved the request. The Building Official affirmed the request will require a change in occupancy from Florid Building Code classification R-2 to R-1, necessitating fire sprinklers, fire alarms, and compliance with Florida Accessibility Code. Findings from the review by corresponding departments are provided for viewing by the Planning Board.

Staff Recommendation:

The proposed use presents the provision of limited transient lodging accommodations to the general public, representing a limited commercial use that is compatible with the surrounding neighborhood of this location, and is generally consistent with the City's Land Development Code and Comprehensive Plan with appropriate restriction therefore; Staff recommends the Planning Board forward a recommendation to approve the request with the following conditions:

1) Maximum occupancy of each unit by one (1) family, or four (4) guests based upon City Code Section 8.5-43. - Required space in dwelling units, and the size of each unit;

2) Limitation of two passenger vehicles per unit;

3) Registration of a property manager accessible at all times, to resolve complaints or violations of City Code;

4) Issuance of guide booklets for renters regarding local rules and public service resources to minimize conflicts;

5) Installation of a sidewalk connection from the building entrance to the S. Ocean Drive Sidewalk;

6) Installation of a bicycle rack for guests;

7) Implementation of 3 additional vehicular parking spaces, including a handicap parking space;

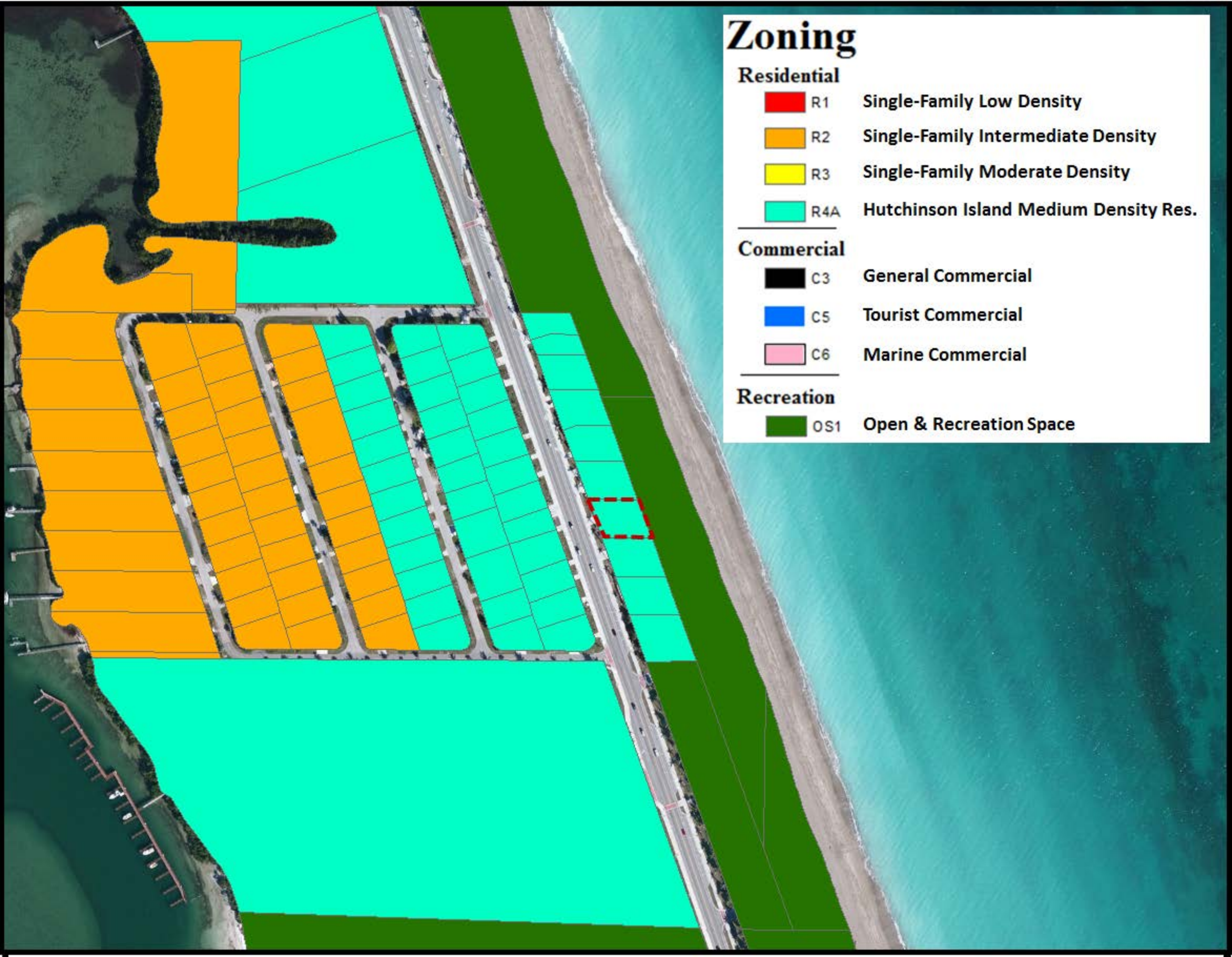
8) Infill of landscaping in compliance with City Code; and

9) The applicant files for and obtains St. Lucie County & City of Fort Pierce Business Tax Licenses within fourteen (14) days of Conditional Use approval.



# 1144 S Ocean Drive

## Site Aerial




FORT PIERCE
THE SUNRISE CITY

# 1144 S Ocean Drive

## Zoning Map

N
NW
NE
W
E
SW
SE
S

Re: 1144 south Ocean dr.
Fort Pierce, FL 34949

1/12/16

PROJECT OBJECTIVE
To offer weekly rentals to qualified vacation renters

This is an existing 4 unit apartment building on a main street, on the ocean side of Ocean dr.. It is not located in a residential subdivision. It has been extensively remodeled in the last 12 months & attracts high quality tenants.

I see a great need in the growth & popularity of Hutchinson Island & believe it would benefit the City of Fort Pierce to allow this building to offer weekly rentals.
In addition to an increase in taxes would be my marketing to high quality vacationers spreading the good word about Hutchinson Island & Fort Pierce.

1) The apartments would be offered for rent at a minimum of 1 week only. No daily rentals would be offered.

2) The tenants will be carefully screened by a professional management company. This will minimize most issues created by undesirable tenants.

3) All City ordinances & laws will be upheld & enforced by the manager. i.e.: noise, etc.

4) There is plenty of off street parking available. 1.5 spaces/ unit.

Thank you,

Mark Frederick
LandMark Real Estate Solutions
1156 D south Ocean Dr.
Fort Pierce, FL 34949
858.504.0864

ORIGINAL

# CITY OF FORT PIERCE

## PLANNING DEPARTMENT

Rebecca Grohall, AICP, Planning Manager
COMPREHENSIVE PLANNING ◊ DEVELOPMENT REVIEW
HISTORIC PRESERVATION ◊ URBAN DESIGN ◊ URBAN FORESTRY ◊ ZONING

# Conditional Use – No New Construction

Property address or Location 1144 SOUTH OCEAN DR., FT. PIERCE, FL 34949

Parcel ID #(s) 2401-810-0006-000-6

Project description REQUEST FOR WEEKLY RENTALS - SHOULD BE GRANDFATHERED

LANDMARK R.E. SOL.
**Property Owner(s)**
1156 D SOUTH OCEAN DR
Street Address
FT. PIERCE FL 34949
City State Zip
858 504 0864
Phone Number
LandMarkFrederick@gmail.com
Email Address

MARK FREDERICK / LANDMARK GEN. MGR.
**Applicant/Representative, Title, Company**
1156 D SOUTH OCEAN DR.
Street Address
FT. PIERCE FL 34949
City State Zip
858 504 0864
Phone Number
LandMarkFrederick@gmail.com
Email Address

***Property Owner(s) Acknowledgements:*** *- This application will not be considered complete without the signature of all property owners of record, which shall serve as an acknowledgement of the submission of this application. The property owner's signature below shall also authorize the Applicant (if other than the property owner) and/or Representative to act in his/her behalf for the purposes of seeking approval for the application described herein.*

*Property Owner(s) Signature(s)*

STATE OF FLORIDA -- COUNTY

The foregoing instrument was acknowledged before me this 12 day of January, 2016, by Mark Frederick who is personally known to me or has produced Florida Drivers License as identification.

Signature of Notary (seal)

NOTARY PUBLIC
**PATRICIA MAZONE**
Notary Public, State of Florida
Commission# FF 161247
My comm. expires Oct. 19, 2018

***INTAKE MEETINGS ARE REQUIRED FOR ALL SUBMITTALS. CALL (772) 467-3729***

**TO BE COMPLETED BY STAFF**

| Zoning | Future Land Use | Total Acres | Historic District | Historic Designation |
|---|---|---|---|---|
| | | | | Contributing Individual<br>Non-Contributing None |

Pre-Application Meeting Date_____
Intake Planner_____
Planner Assigned_____
Approved By_____ Date _____
Comments_____

Fees_____ Control #_____ B. Permit #_____

Intake Date Stamp

## Property Identification

Site Address: 1144 S OCEAN DR
Sec/Town/Range: 01/35S/40E
Map ID: 24/01H
Zoning: R4A

Parcel ID: 2401-810-0006-000-6
Account #: 15597
Use Type: 0800
Jurisdiction: Fort Pierce

### Ownership

Landmark Real Estate Solutions LLC
11501 Ellison Wilson Rd
North Palm Beach, FL 33408

### Legal Description

TROPICAL BEACH BLK 1 LOT 6-LESS THAT PT LYG E OF LI DESC IN OR 178-1743- (OR 3663-1001)

### Current Values

| | |
|---|---|
| Just/Market Value: | $367,300 |
| Assessed Value: | $367,300 |
| Exemptions: | $0 |
| Taxable Value: | $367,300 |

Taxes for this parcel: SLC Tax Collector's Office
Download TRIM for this parcel: Download PDF




### Total Areas

| | |
|---|---|
| Finished/Under Air (SF): | 3,968 |
| Gross Area (SF): | 4,624 |
| Land Size (acres): | 0.29 |
| Land Size (SF): | 12,632 |

This information is believed to be correct at this time but it is subject to change and is not warranted.
© Copyright 2016 Saint Lucie County Property Appraiser. All rights reserved.

| 2401 | 810 | 0006 | 000 | 6 | 1 of 1 | High |
|---|---|---|---|---|---|---|
| Subd No. | ParcelID 2 | ParcelID 3 | ParcelID 4 | ParcelID 5 | CARD | |

TOTAL ASSESSED: **497,200**
!15597!

***Saint Lucie***

Patriot Properties Inc.

## PROPERTY LOCATION

| No | Alt No | Direction/Street/City |
|---|---|---|
| 1144 | | S OCEAN DR, Fort Pierce |

## OWNERSHIP

Unit #:

| | |
|---|---|
| Owner 1: | Landmark Real Estate Solutions LLC |
| Owner 2: | |
| Owner 3: | |
| Street 1: | 11501 Ellison Wilson Rd |
| Street 2: | |
| Twn/City: | North Palm Beach |
| St/Prov: | FL |
| Cntry: | |
| Own Occ: | |
| Postal: | 33408 |
| Type: | |

## PREVIOUS OWNER

| | |
|---|---|
| Owner 1: | Federal National Mortgage Assoc - |
| Owner 2: | - |
| Street 1: | P O Box 650043 |
| Twn/City: | Dallas |
| St/Prov: | TX |
| Cntry: | |
| Postal: | 75265-0043 |

## NARRATIVE DESCRIPTION

This Parcel contains . Acres of land mainly classified as M-F < 10U with a(n) M.F. LOW RIS Building Built about 1973, Having Primarily CB Stucco Exterior and Fibrglss Shg Roof Cover, with 4 Units, 4 Baths, 0 HalfBaths, 0 3/4 Baths, 8 Rooms, and 4 Bdrms.

## OTHER ASSESSMENTS

| Code | Descrip/No | Amount | Com. Int |
|---|---|---|---|
| 0041 | FP Strmwtr | 129.6 | |

## IN PROCESS APPRAISAL SUMMARY

| Use Code | Land Size | Building Value | Yard Items | Land Value | Total Value |
|---|---|---|---|---|---|
| 0800 | 0.000 | 71,400 | | 425,800 | 497,200 |
| Total Card | 0.000 | 71,400 | | 425,800 | 497,200 |
| Total Parcel | 0.000 | 71,400 | | 425,800 | 497,200 |

Source: Market Adj Cost | Total Value per SQ unit /Card: 125.30 | /Parcel: 125.30

**Legal Description**
TROPICAL BEACH BLK 1 LOT 6-LESS THAT PT LYG E OF LI DESC IN OR 178-1743- (OR 3663-1001)

Entered Lot Size
Total Land: 12632
Land Unit Type: SqFt

| User Acct | GIS Ref | GIS Ref | Insp Date |
|---|---|---|---|
| 1 | 24 | | 11/21/13 |

## PREVIOUS ASSESSMENT

Parcel ID 2401-810-0006-000-6

| Tax Yr | Use | Cat | Bldg Value | Yrd Items | Land Size | Land Value | Total Value | Asses'd Value | Notes | Date |
|---|---|---|---|---|---|---|---|---|---|---|
| 2014 | 0800 | FV | 71,400 | 0 | . | 425,800 | 497,200 | 497,200 | Year End RollSa | 9/13/2014 |
| 2013 | 0800 | FV2 | 64,400 | 2100 | . | 430,000 | 496,500 | 496,500 | Year End Roll C | 2/18/2014 |
| 2012 | 0800 | FV2 | 65,800 | 2200 | . | 430,000 | 498,000 | 498,000 | Year End Roll | 4/18/2013 |
| 2011 | 0800 | FV2 | 66,800 | 2200 | . | 430,000 | 499,000 | 499,000 | Year End Roll | 3/21/2012 |
| 2010 | 0800 | FV2 | 81,800 | 2300 | . | 483,700 | 567,800 | 567,800 | Year End Roll | 7/17/2011 |
| 2009 | 0800 | FV | 125,400 | 2300 | . | 537,500 | 665,200 | 665,200 | Year End Roll | 9/19/2009 |
| 2008 | 0800 | PATR | 139,700 | 3000 | . | 636,700 | 779,400 | 779,400 | TEST ROW FOR 20 | 6/17/2009 |
| 2007 | 0800 | EI | 73,300 | 1900 | . | 884,200 | 959,400 | 959,400 | | 3/5/2008 |

**PRINT**

| Date | Time |
|---|---|
| 09/23/14 | 16:47:36 |

**LAST REV**

| Date | Time |
|---|---|
| 09/05/14 | 12:38:26 |
| miruckil | |
| 15597 | |

## SALES INFORMATION

TAX DISTRICT: 9022 - FCRA | PAT ACCT.

| Grantor | Legal Ref | Type | Date | Sale Code | Sale Price | V | Tst | Verif | Assoc PCL Value | Notes |
|---|---|---|---|---|---|---|---|---|---|---|
| Federal Nationa | 3663-1001 | SP | 8/6/2014 | Dis-Financal | 405000 | No | No | 5 | | |
| Schulte,Joseph | 3584-0717 | CT | 12/3/2013 | Dis-Financal | 0 | No | No | 5 | | |
| Bost,Janet J | 1331-2573 | WD | 9/27/2000 | Qual-1 ID | 200000 | No | No | 4 | | |
| | 04872378 | CV | 12/1/1985 | Qual-2 + IDs | 0 | No | No | | | |
| | 02292730 | CV | 6/1/1974 | Qual-1 ID | 109000 | No | No | | | |

## USER DEFINED

| | |
|---|---|
| Prior Id # 1: | 35S |
| Prior Id # 2: | 40E |
| Prior Id # 3: | 01 |
| Prior Id # 1: | 2401810 |
| Prior Id # 2: | 1 |
| Prior Id # 3: | 6 |
| Prior Id # 1: | |
| Prior Id # 2: | 0057 |
| Prior Id # 3: | |
| ASR Map: | 24/01H |
| Fact Dist: | |
| Reval Dist: | |
| Year: | |
| LandReason: | |
| BldReason: | |

## BUILDING PERMITS

| Date | Number | Descrip | Amount | C/O | Last Visit | Fed Code | F. Descrip | Comment |
|---|---|---|---|---|---|---|---|---|
| 2/17/2005 | MC200562 | Air Cond | 2,350 | C | 8/3/2005 | MFAM | Multi Family | |
| 2/17/2005 | MC200560 | Air Cond | 2,350 | C | 8/3/2005 | MFAM | Multi Family | |
| 2/17/2005 | MC200563 | Air Cond | 2,350 | C | 8/3/2005 | MFAM | Multi Family | |
| 2/17/2005 | MC200561 | Air Cond | 2,350 | C | 8/3/2005 | MFAM | Multi Family | |
| 10/6/2004 | RF2004563 | Roof | 13,500 | C | 8/3/2005 | FTP | Ft Pierce | |
| 5/25/2000 | F00-000527 | Alterati | 2,400 | C | 8/9/2000 | | | |
| 1/25/1995 | F94-000102 | Roof | 5,000 | C | 1/1/1900 | | | |
| 7/6/1992 | F92-000813 | Roof | 600 | C | 1/1/1900 | | | |

## ACTIVITY INFORMATION

| Date | Result | By | Name |
|---|---|---|---|
| 11/21/2013 | 5 YR REVU CH | KB01 | K Buchanon |
| 10/6/2008 | 5 YR REVU NC | JT | J Thomas |
| 4/19/2005 | 5 YR REVU CH | DF | D Fogal |
| 9/26/2000 | FIELD CK NC | JAW | J Wethington |

Sign: NOTIFICATION OF VISIT OF DATE __/__/__

## PROPERTY FACTORS

| Item | Code | Descip | % | Item | Code | Descrip |
|---|---|---|---|---|---|---|
| Z | R4A | R4A | 100 | U | | |
| o | | | | t | | |
| n | | | | l | | |
| Census: | 121113813002 | | | Exmpt | | |
| Flood Haz: | | | | | | |
| D | CP05 | Co Parks | 100 | Topo | | |
| s | CS64 | Children Srv | 100 | Street | RES1 | Mick |
| t | CT06 | Cty Transit | 100 | Traffic | | |

## LAND SECTION (First 7 lines only)

| Use Code | Description | LUC Fact | No of Units | Depth / PriceUnits | Unit Type | Land Type | LT Factor | Base Value | Unit Price | Adj | Neigh | Neigh Influ | Neigh Mod | Infl 1 | % | Infl 2 | % | Infl 3 | % | Appraised Value | Alt Class | % | Spec Land | J Code | Fact | Use Value | Notes |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0800 | M-F < 10U | | 100.25 | 124 | Front Ft | Ocean Frntge | | 0 | 4,200. | 1.011 | SI01 | | 20 | | | | | | | 425,804 | | | | 0580 | | 425,800 | |

| Total AC/HA: | 0.00000 | Total SF/SM: | 0.00 | Parcel LUC: | 0800 | M-F < 10U | Prime NB Desc | So.ISLAND 01 | Total: | 425,804 | Spl Credit | | Total: | 425,800 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|

Disclaimer: This Information is believed to be correct but is subject to change and is not warranteed. Database: AssessPro

liliab

2014

## EXTERIOR INFORMATION

| | | | |
|---|---|---|---|
| Type: | MFH - M.F. LOW RIS | | |
| Sty Ht: | 0020 - 2 Story | | |
| (Liv) Units: | 4 | Total: | 4 |
| Foundation: | SL - Conc Slab | | |
| Frame: | | | |
| Prime Wall: | BS - CB Stucco | | |
| Sec Wall: | | | % |
| Roof Struct: | MD - Mansard | | |
| Roof Cover: | FS - Fibrglss Shg | | |
| Color: | | | |
| View / Desir: | | | |

## GENERAL INFORMATION

| | | | |
|---|---|---|---|
| Grade: | MFAQ - MFAQ | | |
| Year Blt: | 1973 | Eff Yr Blt: | 1973 |
| Alt LUC: | | Alt %: | |
| Jurisdict: | 0580 | Fact: | . |
| Const Mod: | | | |
| Lump Sum Adj: | | | |

## INTERIOR INFORMATION

| | | | |
|---|---|---|---|
| Avg Ht/FL: | | | |
| Prim Int Wal | DW - Drywall | | |
| Sec Int Wall: | | | % |
| Partition: | | | |
| Prim Floors: | CU - Carpet | | |
| Sec Floors: | CT - Tile-Cerami | 30 | % |
| Bsmnt Flr: | | | |
| Subfloor: | | | |
| Bsmnt Gar: | | | |
| Electric: | MX - MAXIMUM | | |
| Insulation: | 2 - Typical | | |
| Int vs Ext: | | | |
| Heat Fuel: | ELEC - Electric | | |
| Heat Type: | FHA - FrcdHotAir | | |
| # Heat Sys: | 100 | | 100 |
| % Heated: | | % AC: | |
| Solar HW: | NO | Central Vac: | NO |
| % Com Wal | | % Sprinkled | |

## BATH FEATURES

| | | | |
|---|---|---|---|
| Full Bath | 4 | Rating: | Good |
| A Bath: | | Rating: | |
| 3/4 Bath: | | Rating: | |
| A 3QBth | | Rating: | |
| 1/2 Bath: | | Rating: | |
| A HBth: | | Rating: | |
| OthrFix: | | Rating: | |

## OTHER FEATURES

| | | | |
|---|---|---|---|
| Kits: | | Rating: | |
| A Kits: | | Rating: | |
| Frpl: | | Rating: | |
| WSFlue: | | Rating: | |

## CONDO INFORMATION

| | |
|---|---|
| Location: | |
| Total Units: | |
| Floor: | |
| % Own: | |
| Name: | |

## DEPRECIATION

| | | | |
|---|---|---|---|
| Phys Cond: | AV - Average | 36. | % |
| Functional: | | | % |
| Economic: | | | % |
| Special: | | | % |
| Override: | | | % |
| | Total: | 36 | % |

## CALC SUMMARY

| | |
|---|---|
| Basic $ / SQ: | 20.00 |
| Size Adj.: | 0.95646173 |
| Const Adj.: | 1.03540146 |
| Adj $ / SQ: | 19.806 |
| Other Features: | 24428 |
| Grade Factor: | 1.10 |
| Neighborhood Inf: | 1.01999998 |
| LUC Factor: | |
| Adj Total: | 111638 |
| Depreciation: | 40190 |
| Depreciated Total: | 71448 |

## COMMENTS

SUN of the BEACH APARTMENTS.

## RESIDENTIAL GRID

| 1st Res Grid | Desc: | quadplex | # Units | 4 |
|---|---|---|---|---|

| Level | FY | LR | DR | D | K | FR | RR | BR | FB | HB | L | O |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Other | | | | | | | | | | | | |
| Upper | | | | | | | | | | | | |
| Lvl 2 | | | | | | | | | | | | |
| Lvl 1 | | | | | | | | | | | | |
| Lower | | | | | | | | | | | | |

| Totals | RMs: | 8 | BRs: | 4 | Baths: | 4 | HB |
|---|---|---|---|---|---|---|---|

## REMODELING

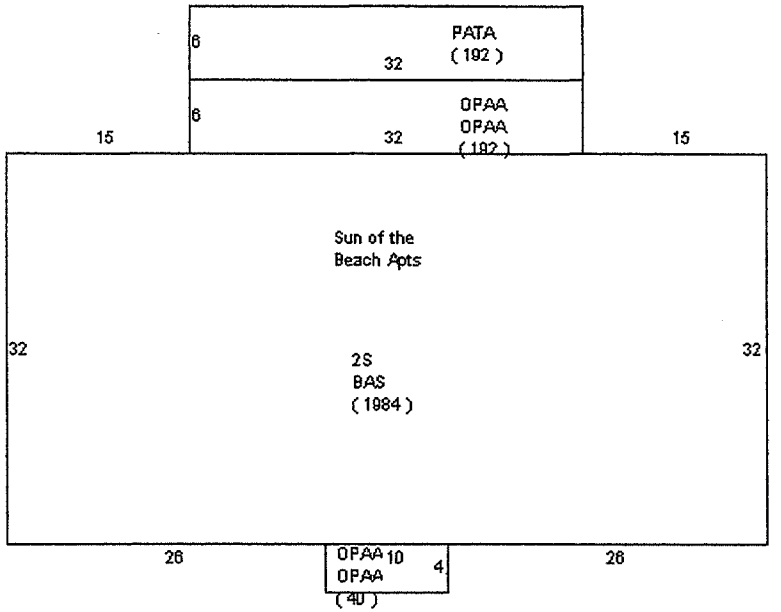
| | |
|---|---|
| Exterior: | |
| Interior: | |
| Additions: | |
| Kitchen: | |
| Baths: | |
| Plumbing: | |
| Electric: | |
| Heating: | |
| General: | |

## RES BREAKDOWN

| No Unit | RMS | BRS | FL |
|---|---|---|---|
| 4 | 2 | 1 | 2 |

| Totals | | |
|---|---|---|
| 4 | 8 | 4 |

## SKETCH




## COMPARABLE SALES

| Rate | Parcel ID | Typ | Date | Sale Price |
|---|---|---|---|---|

| WtAv$/SQ: | | AvRate: | | Ind.Val | |
|---|---|---|---|---|---|

| Juris. Factor: | 1.00 | Val/Su Fin: | 17.99 |
|---|---|---|---|
| Special Features: | 0 | Val/Su Net: | 15.44 |
| Final Total: | 71400 | Val/Su SzAd | 17.99 |

## SUB AREA

| Code | Description | Area - SQ | Rate - AV | Undepr Value |
|---|---|---|---|---|
| 2S | 1 OVER BASE | 1,984 | 15.850 | 31,437 |
| BAS | BASE AREA | 1,984 | 19.810 | 39,296 |
| OPAA | OpnPrchAttAv | 464 | 7.920 | 3,676 |
| PATA | PatioAvg | 192 | 3.450 | 662 |

| Net Sketched Area: | 4,624 | Total: | 75,071 |
|---|---|---|---|
| Size Ad | 3968 | Gross Area | 4624 | FinArea | 3968 |
|---|---|---|---|---|---|

## SUB AREA DETAIL

| Sub Area | % Usbl | Descrip | % Type | Qu | # Ten |
|---|---|---|---|---|---|

## SPEC FEATURES/YARD ITEMS

PARCEL ID 2401-810-0006-000-6

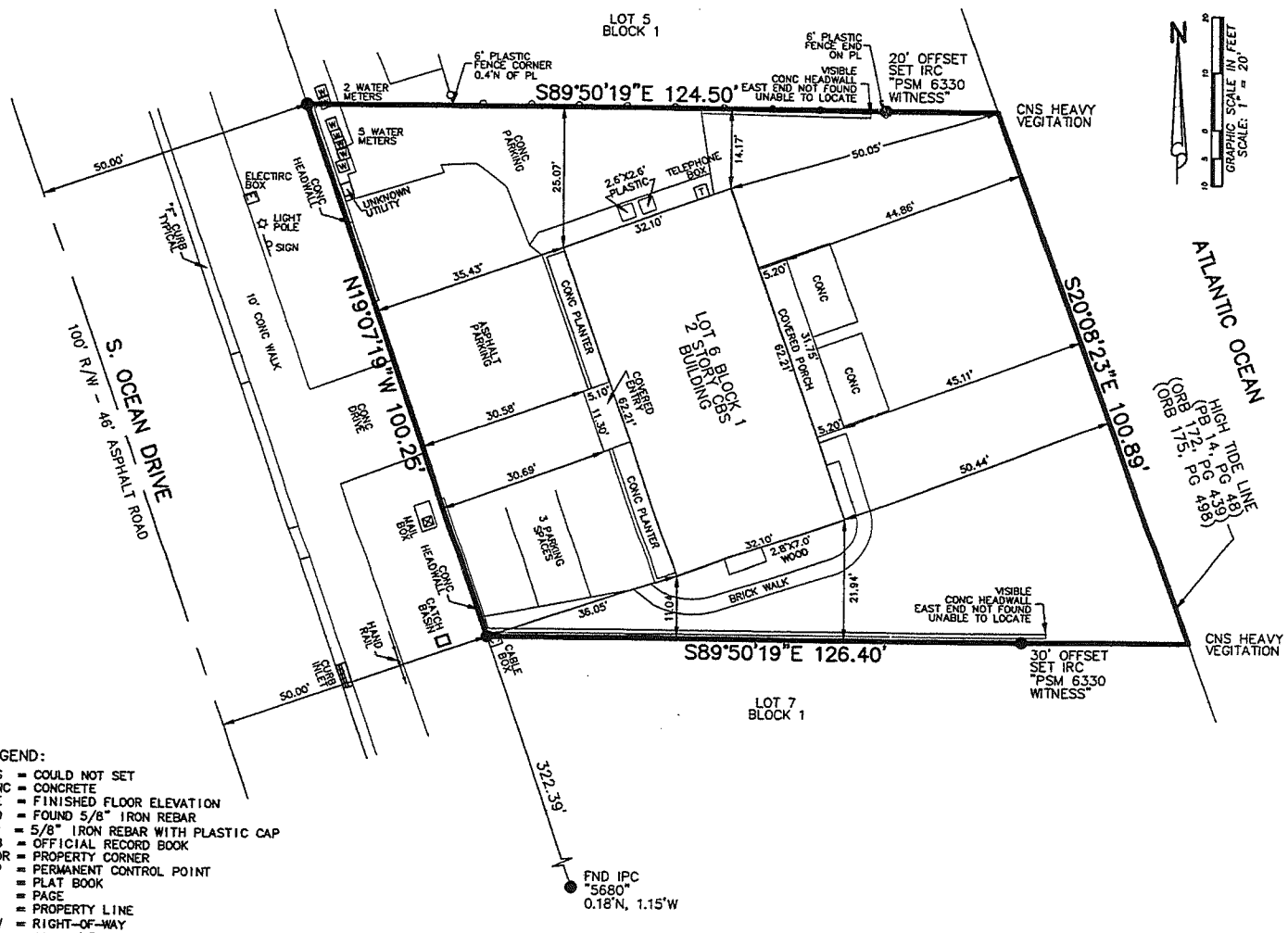
| Code | Description | A | Y/S | Qty | Size/Dim | Qual | Con | Year | Unit Price | D/S | Dep | LUC | Fact | NB Fa | Appr Value | JCodJFact | Juris. Value |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| DWC | Driv-Concret | A | Y | 1 | 3500 | AV | AV | 1973 | | B | 36 | 0800 | | | | | |

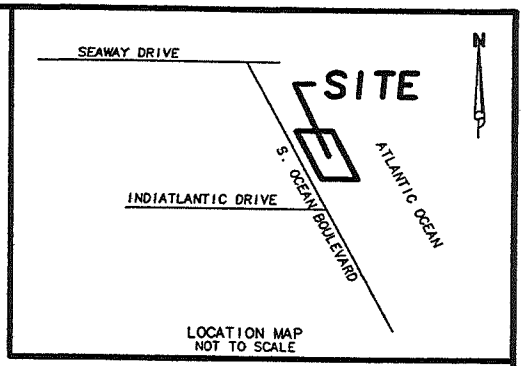
## IMAGE

*AssessPro* Patriot Properties, Inc



More: N | Total Yard Items: | Total Special Features: | Total:




LEGEND:

CNS = COULD NOT SET
CONC = CONCRETE
FE = FINISHED FLOOR ELEVATION
FND = FOUND 5/8" IRON REBAR
IRC = 5/8" IRON REBAR WITH PLASTIC CAP
ORB = OFFICIAL RECORD BOOK
PCOR = PROPERTY CORNER
PCP = PERMANENT CONTROL POINT
PB = PLAT BOOK
PG = PAGE
PL = PROPERTY LINE
R/W = RIGHT-OF-WAY
● = SET 5/8" IRON REBAR WITH PLASTIC CAP "AJP PSM 6330"

## LEGAL DESCRIPTION:

LOT 6 IN BLOCK 1, OF TROPICAL BEACH, A SUBDIVISION, ACCORDING TO THE PLAT THEREOF AS RECORDED IN PLAT BOOK 9, PAGE 26, THE PUBLIC RECORDS OF ST. LUCIE COUNTY, FLORIDA. LESS AND EXCEPTING THAT PORTION LYING EAST OF A LINE AS DESIGNATED IN OFFICIAL RECORD BOOK 172, PAGE 439, AND OFFICIAL RECORD BOOK 175, PAGE 498, OF THE PUBLIC RECORDS OF ST. LUCIE COUNTY, FLORIDA.

CONTAINING: 11,871 SQUARE FEET OR 0.273 ACRES MORE OR LESS.

## SURVEYORS NOTES

1. UNLESS OTHERWISE NOTED ONLY PLATTED EASEMENTS ARE SHOWN HEREON.
2. NO UNDERGROUND UTILITIES OR IMPROVEMENTS WERE LOCATED UNLESS OTHERWISE SHOWN.
3. THIS SITE LIES WITHIN FLOOD ZONE "X", "AO" DEPTH=1, & "VE" ELEV= 10.0, ACCORDING TO THE FLOOD INSURANCE RATE MAP, COMMUNITY PANEL NO. 12111C0183 J, EFFECTIVE DATE FEBRUARY 16, 2012.
4. FLOOD ZONE SHOWN HEREON IS AN INTERPRETATION BY THE SURVEYOR AND IS PROVIDED AS A COURTESY. THE FLOOD ZONE SHOULD BE VERIFIED BY A DETERMINATION AGENCY.
5. BEARINGS SHOWN HEREON ARE BASED ON THE EAST LINE OF LOT 6 AS BEING S20°08'23"E ACCORDING TO THE PLAT DESCRIBED HEREON.
6. ALL LOT DIMENSIONS SHOWN ARE PER PLAT UNLESS OTHERWISE NOTED.
7. SURVEY MAP AND REPORT OR THE COPIES THEREOF ARE NOT VALID WITHOUT THE SIGNATURE AND ORIGINAL RAISED SEAL OF A FLORIDA LISCENSED SURVEYOR AND MAPPER.
8. ADDITIONS OR DELETIONS TO THE SURVEY MAP OR REPORT BY OTHER THAN THE SIGNING PARTY OR PARTIES IS PROHIBITED WITHOUT CONSENT OF THE SIGNING PARTY OR PARTIES.

1144 S. OCEAN DRIVE

| TYPE OF SURVEY: | BOUNDARY | PLOT PLAN | U/C TIE IN | FINAL | TOPOGRAPHIC |
|---|---|---|---|---|---|
| COMPLETED ON: | 7-23-14 | | | | |

LAST FIELD DATE: 7-23-14

CERTIFIED TO:

FANNIE MAE
LANDMARK REAL ESTATE SOLUTIONS
REALTY MOGUL CO.
FIDELITY NATIONAL TITLE INSURANCE COMPANY
FIRST INTERNATIONAL TITLE, INC.

| DATE: | REVISIONS: | BY: |
|---|---|---|
| | | |


**ALEXANDER J. PIAZZA PSM, INC.**
Surveying · Mapping · Consulting
619 SW Biltmore Street
Port St. Lucie, Florida 34983
Phone: (772) 340-7770
Fax: (772) 340-2250
LB#7280

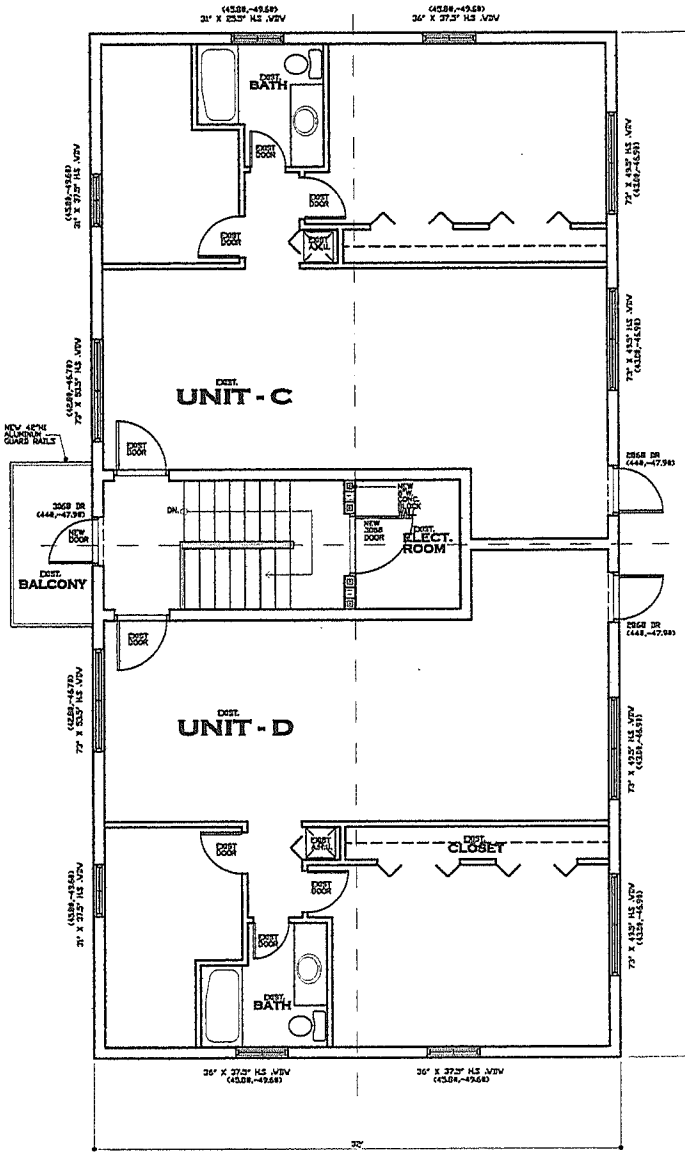

| | | | | | |
|---|---|---|---|---|---|
| CAD | K:\REALTIME\OCEAN BLVD\DWG\14-1809.DWG | | | | |
| REF | K:\ | | | | |
| FLD | CJM / AJP | FB. 43 | PG. 69 | JOB | 14-1809 |
| OFF | CJM | | | DATE | 7-23-14 |
| CKD | AJP | SHEET 1 | OF 1 | DWG | C-344 |

ALEXANDER J. PIAZZA
Professional Surveyor & Mapper
Florida Certificate No.: 6330

K:\REALTIME\OCEAN BLVD\DWG\14-1809.dwg, 7/23/2014 5:52:37 PM

**PROPERTY ADDRESS:**

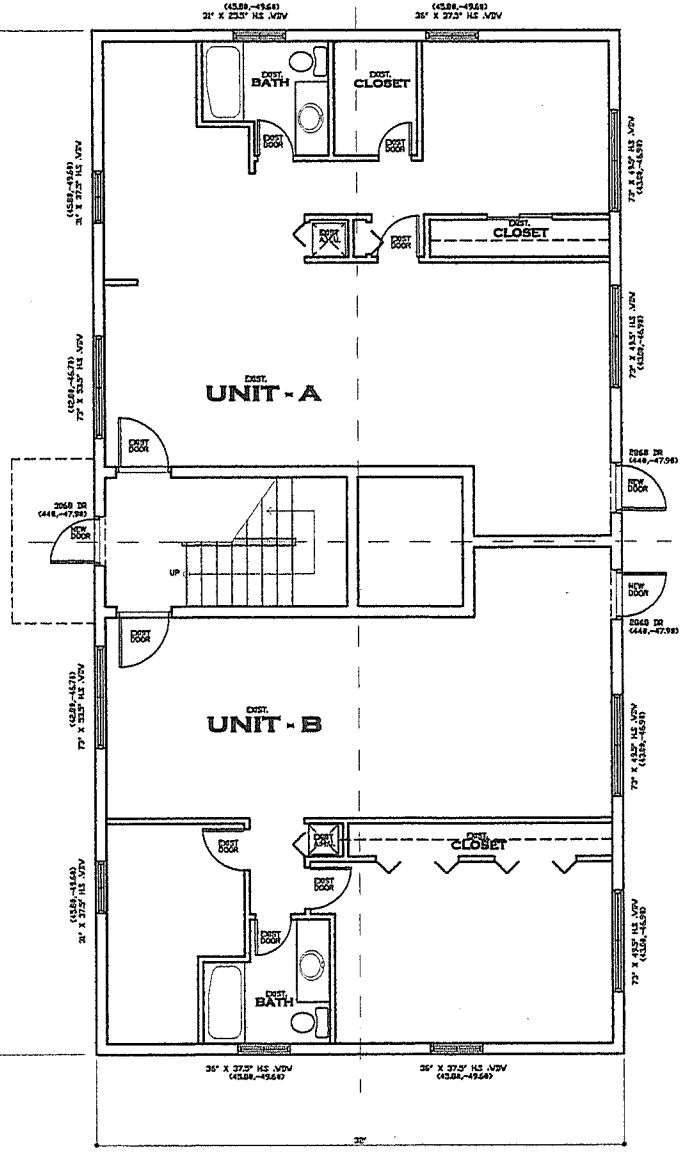
1144 SOUTH OCEAN DRIVE, FORT PIERCE, FLORIDA




## SECOND FLOOR LEVEL ARCHITECTURAL FLOOR PLAN

NORTH

SCALE: 1/4" = 1'-0"




## FIRST FLOOR LEVEL ARCHITECTURAL FLOOR PLAN

NORTH

SCALE: 1/4" = 1'-0"

***From the Desk of***
**Marc Meyers, C.B.O.**
**Building Official**
**City of Fort Pierce**
**100 North U.S. 1**
**Post Office Box 1480**
**Fort Pierce, Florida 34954**
**T: 772-467-3187**
**F: 772-467-3849**
**mmeyers@city-ftpierce.com**

RECEIVED
FEB 02 2016
CITY OF FORT PIERCE
PLANNING & ZONING

TO: Kori Benton, Senior Planner

DATE: February 1, 2016

RE: TRC Comments for 1-21-16 Meeting

---

1. Annexation, 3255 US Hwy 1
   No Comments

2. Dwelling Rental, 1144 S. Ocean Drive, Conditional Use
   Less than 30 days
   Change of use/occupancy
   R-2 to R-1 (sprinklers, fire alarm, accessibility)
   Remaining open permits (Stop Work Order/Irrigation)

3. Dwelling Rental, 1156 S. Ocean Drive, Conditional Use
   Less than 30 days?
   Change of use, R-2 to R-1 (sprinklers, fire alarm, accessibility)
   Remaining open permits (Stop Work Order/Irrigation)

4. Zoning Text Amendment – Dwelling Rentals in Multi-Family Districts
   No Comments

LandMark Real Estate
1156D S Ocean Drive
Fort Pierce, FL 34949

***Re: Planning Department Review Comments***
***Conditional Use – Dwelling Rental***
***1144 & 1156 S Ocean Drive***

Dear Mr. Frederick,

The following are advisory comments from the Planning Department's review of the application for Conditional Use to operate a Vacation Rental within the R-4A district:



**1)** Please provide a site lighting assessment to ensure the site lighting meets the minimum average of one (1) footcandle, as required by City Code Section 22-60 (j). Lighting must further be compliant with local, state, and federal regulations as the site is adjacent to turtle nesting areas. If the site lighting is deficient, please provide a site lighting plan to detail the proposed lighting improvements.

**2)** Please provide a plan to integrate one (1) handicap parking space within the parking area, to meet the requirements of City Code Section 22-60 – Off-street Parking

**3)** Please provide a landscape improvement plan to present the infill of landscape shrubs and/or trees to meet the minimum standards of the City Code. It's noted that landscape improvements were recently made to the property, therefore the planting of some of the required components may have been addressed.

**4)** Please provide a sidewalk connection and bicycle rack per City Code Sections 22-62 & 22-50

**5)** The property owner is encouraged to consider designating a Vacation Rental agent who is customarily present at a business location within the City of Fort Peirce in order to:

-Be available at the listed phone number 24 hours a day, seven days a week to handle any problems arising from the Vacation Rental use; and

-Be able and willing to come to the Vacation Rental dwelling unit within three hours following notification from the Code Enforcement Department of issues related to the Vacation Rental; and

- Monitor the Vacation Rentals to assure continued compliance with the requirements of this section.

**6)** The applicant is encouraged to review and ensure capacity to comply with Chapters 212 (Florida Tax and Revenue Act) and 509 (Public Lodging Establishments), Florida Statutes, and Rules 69A-43 (Uniform Fire Safety Standards for Transient Public Lodging Establishments) and 69A-60 (the Florida Fire Prevention Code), Florida Administrative Code, where applicable;

If deemed necessary, please provide a written response to each comment in order to expedite the review of any subsequent submittals. Please contact me should you have any questions regarding the project at (772) 467-3739 or by e-mail: kbenton@city-ftpierce.com.

Sincerely,



Kori Benton
Senior Planner

**Planning Board** **7. e.**

Meeting Date: 02/09/2016

Information

REQUESTED ACTION

Conditional Use - Dwelling Rental - 1156 S Ocean Drive

LOCATION

1156 S Ocean Drive

RESPONSIBLE STAFF

Kori Benton, Senior Planner

RECOMMENDATION

Approval with the following conditions: 1) Maximum occupancy of each unit by one (1) family, or five (5) guests based upon City Code Section 8.5-43. - Required space in dwelling units and the size of each unit;
2) Limitation of two passenger vehicles per unit;
3) Registration of a property manager accessible at all times, to resolve complaints or violations of City Code;
4) Issuance of guide booklets for renters regarding local rules and resources to minimize conflicts;
5) Installation of a sidewalk connection from the building entrance to the S. Ocean Drive Sidewalk;
6) Installation of a bicycle rack for guests;
7) Implementation of 3 additional vehicular parking spaces, included a handicap parking space; and
8) Infill of landscaping in compliance with City Code.

Attachments

Staff Report
Aerial & Zoning Map
Application
Survey & Floor Plan
TRC Comments

**Form Review**

Form Started By: Kori Benton Started On: 02/02/2016 03:36 PM
Final Approval Date: 02/03/2016

# CITY OF FORT PIERCE

## PLANNING DEPARTMENT

*REBECCA GROHALL, AICP, PLANNING MANAGER*
*COMPREHENSIVE PLANNING ◊ DEVELOPMENT REVIEW*
*HISTORIC PRESERVATION ◊ URBAN DESIGN ◊ URBAN FORESTRY ◊ ZONING*


TO: Members of the City of Fort Pierce Planning Board

THROUGH: Rebecca Grohall, AICP, Planning Manager

FROM: Kori Benton, Senior Planner

SUBJECT: Application for Conditional Use
Dwelling Rental
1156 S Ocean Drive

DATE: February 1, 2016

STAFF REPORT

Owner: Landmark Real Estate Solutions LLC
7115 Leicester St
San Diego, CA 92120

Applicant: Mark Frederick
1156D S Ocean Drive
Fort Pierce, FL 34949

Applicant's Request: Approval of a Conditional Use to operate a Dwelling Rental, offering lodging for less than six months.

Location: 1156 S Ocean Drive

Parcel ID: 2401-810-0007-000-3

Current Zoning: Hutchinson Island Medium Density Residential Zone (R-4A)

Future Land Use: Hutchinson Island Residential (HIR)

Surrounding Zoning:

| North | East | South | West |
|---|---|---|---|
| R-4A | Beach/A-2 | R-4A | R-4A |

Site Size: .29 acres

Utilities: FPUA

Staff Analysis:

*Request*

In accordance with Sections 22-22, and 22-76 of the City Code, the applicant is requesting the review and approval of a Conditional Use to operate a Dwelling Rental at 1156 South Ocean Drive, offering transient lodging with minimum stays of one (1) week. The subject two-story structure contains four (4) units, with an overall finished floor area of 4,648 square feet. The property is zoned Hutchinson Island Medium Density Residential Zone (R-4A).

The property is located on the east side of South Ocean Drive, a couple hundred feet north of Kimberly Bergalis Park. A quadraplex, owned by the applicant, is situated to the north, the beach to the east, a mix of residential structures across S. Ocean Drive to the west, and vacant property to the south. This site features a concrete driveway and an unstriped parking area.

A broad sidewalk runs along S. Ocean Drive in front of the complex; however a connection to the building entrance is required. A bicycle rack is required to facilitate multimodal options for guests.

The application presents operational guidelines such as screening of potential renters, a designated manager, and minimum stays of one (1) week. The application does not detail specific limits on the maximum vehicles permitted on-site, or limitations on boats or similar recreational vehicles, or pets.

*Dwelling Rentals*

Pursuant to City Code Section 22-3. - Definitions—Generally, the rental of any dwelling unit for less than six (6) months, is classified as a "Dwelling rental (dwelling unit)", and defined as follows: One or more rooms connected together in a building, constituting a separate, independent housekeeping establishment, other than a motel/hotel, for purposes of rental on a daily, weekly or longer basis, though less than what is otherwise provided for a dwelling, physically separated from any other rooms or dwelling units which may be in the building, and containing sleeping and sanitary facilities and one kitchen.

The State of Florida provides further classification if a dwelling is rented for periods of less than thirty (30) days, declaring the use a "Vacation rental", and defined such use as any unit or group of units in a condominium or cooperative or any individually or collectively owned single-family, two-family, three-family, or four-family house or dwelling unit that is also a transient public lodging establishment but that is not a timeshare project, which is rented to guests more than three times in a calendar year for periods of less than 30 days or 1 calendar month, whichever is less, or which is advertised or held out to the public as a place regularly rented to guests.

A dwelling rental, as locally defined, is also a Vacation Rental if the duration of stays is less than thirty (30) days. The rental of a dwelling for periods greater than thirty (30) days, but less than six (6) months is a dwelling rental, but not a Vacation Rental.

Table 1, below, presents general characteristics to clarify Dwelling Rentals, and the transitioning threshold for Vacation Rentals.

Table 1 – Dwelling & Vacation Rentals

| | Dwelling Rental | Vacation Rental |
|---|---|---|
| *Length of Stay* | Less than 6 months | 30 days or less |
| *Lodging Type(s)* | Non-Transient (more than 30 days) & Transient Lodging (Vacation Rental) | Transient Lodging |
| *State License Requirement* | If rented 30 days or less (Vacation Rental) | Division of Hotels & Restaurants – Vacation Rental License |
| *Public lodging establishment (ADA & Misc. Regulations)* | If rented 30 days or less (Vacation Rental) | Public lodging establishment |

The rental of residential properties for short-term occupancy by tourists is a rapidly expanding sector of the hospitality industry. Short-term vacation rentals offer an alternative to traditional hotel or bed and breakfast accommodations, generally offering unique amenities, and a higher capacity to accommodate families or more guests than a single hotel room. The benefits of increased tourism and economic activity related to short term rentals are discernable; however the necessity to regulate and guide the location for this use is well documented.

Vacation rentals have the capacity result in incompatible adverse impacts on neighborhoods including, but not limited to, increased noise, litter, traffic, and the uncertainty or instability of the identity of occupants of neighboring properties. The short-term vacation rental use and longer term residential use may be incompatible, due to the rapid turnover associated with short-term vacation rental use, therefore provisions such as maximum guests, parking restrictions, property manager registration, and guide booklets for renters regarding local rules and resources should be considered to minimize conflicts.

*Zoning & Land Use*

The subject site is located within the Hutchinson Island Medium Density Residential Zone (R-4A) which is designed to facilitate residential and compatible development on Hutchinson which account for the unique characteristics of Hutchinson Island and concerns of environmental fragility, beach erosion, and hurricane evacuation. Furthermore, the site has a land use designation of Hutchinson Island Residential (HlR).

The Hutchinson Island Residential (HlR) designation is intended for parcels that are best suited for residential development on Hutchinson Island. This future land use category allows single-family detached and attached units, duplexes and multifamily residences at densities ranging up to 8 dwelling units per acre. Limited public uses and commercial uses that are *compatible* with the surrounding development shall also be allowed.

The presented use of the property represents a limited commercial use, with some undefined parameters of intensity or impact. The absence of guest capacity for each unit may present numerous vehicles, and generate additional traffic and noise. The use is limited in comparison to a typical

commercial use, or hotel/motel, however specific parameters are necessary to ensure continued compatibility with the neighborhood.

Traffic & Parking

The traffic generation from the proposed use is undetermined based upon numerous variables present, and the absence of complete data by the Institute of Transportation Engineers (ITE) Trip Generation Manuel. Review of similar uses of this scale, in comparison to impacts of traditional residential units suggest an insignificant effect overall evaluation; however the absence of maximum occupancy present a variable that increase trips due to a specific guest.

Pursuant to City Code Section 22-60 (d), b. Motels, hotels and resort hotels shall provide 1.6 spaces for each unit 500 square feet or larger. The specific use is not delineated by our parking requirements for specific levels, however implementation of 3-4 vehicular parking spaces, including a handicap parking space is requested based upon the scale of each.

Technical Review Committee

All affected departments have reviewed the proposed Conditional Use with regards requirements of the City Code, and conditionally approved the request. The Building Official affirmed the request will require a change in occupancy from Florid Building Code classification R-2 to R-1, necessitating fire sprinklers, fire alarms, and compliance with Florida Accessibility Code. Findings from the review by corresponding departments are provided for viewing by the Planning Board.

Staff Recommendation:

The proposed use presents the provision of limited transient lodging accommodations to the general public, representing a limited commercial use that is compatible with the surrounding neighborhood of this location, and is generally consistent with the City's Land Development Code and Comprehensive Plan with appropriate restriction therefore; Staff recommends the Planning Board forward a recommendation to approve the request with the following conditions:

1) Maximum occupancy of each unit by one (1) family, or five (5) guests based upon City Code Section 8.5-43. - Required space in dwelling units and the size of each unit;

2) Limitation of two passenger vehicles per unit;

3) Registration of a property manager accessible at all times, to resolve complaints or violations of City Code;

4) Issuance of guide booklets for renters regarding local rules and resources to minimize conflicts;

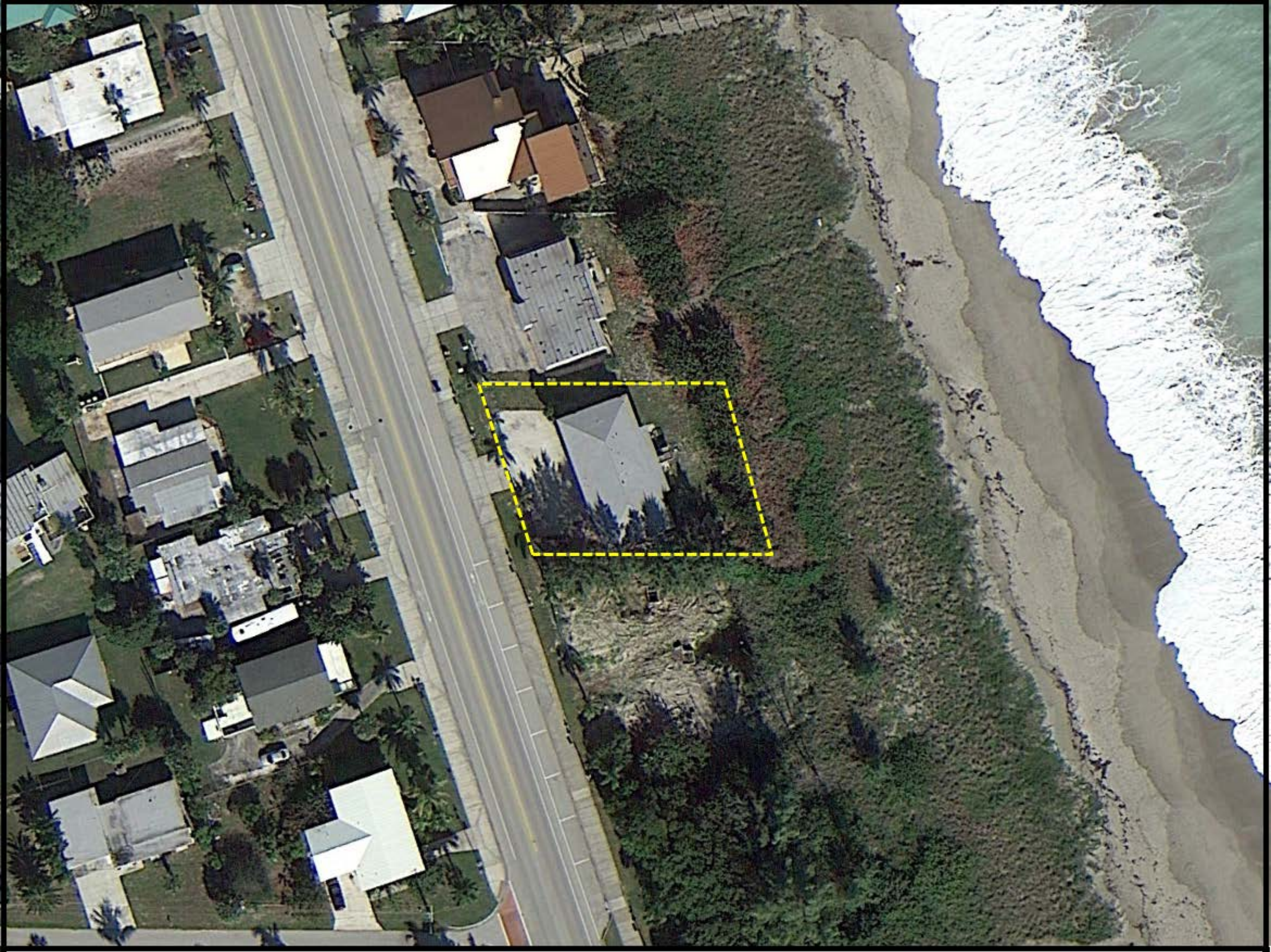
5) Installation of a sidewalk connection from the building entrance to the S. Ocean Drive Sidewalk;

6) Installation of a bicycle rack for guests;

7) Implementation of 3 additional vehicular parking spaces including a handicap parking space;

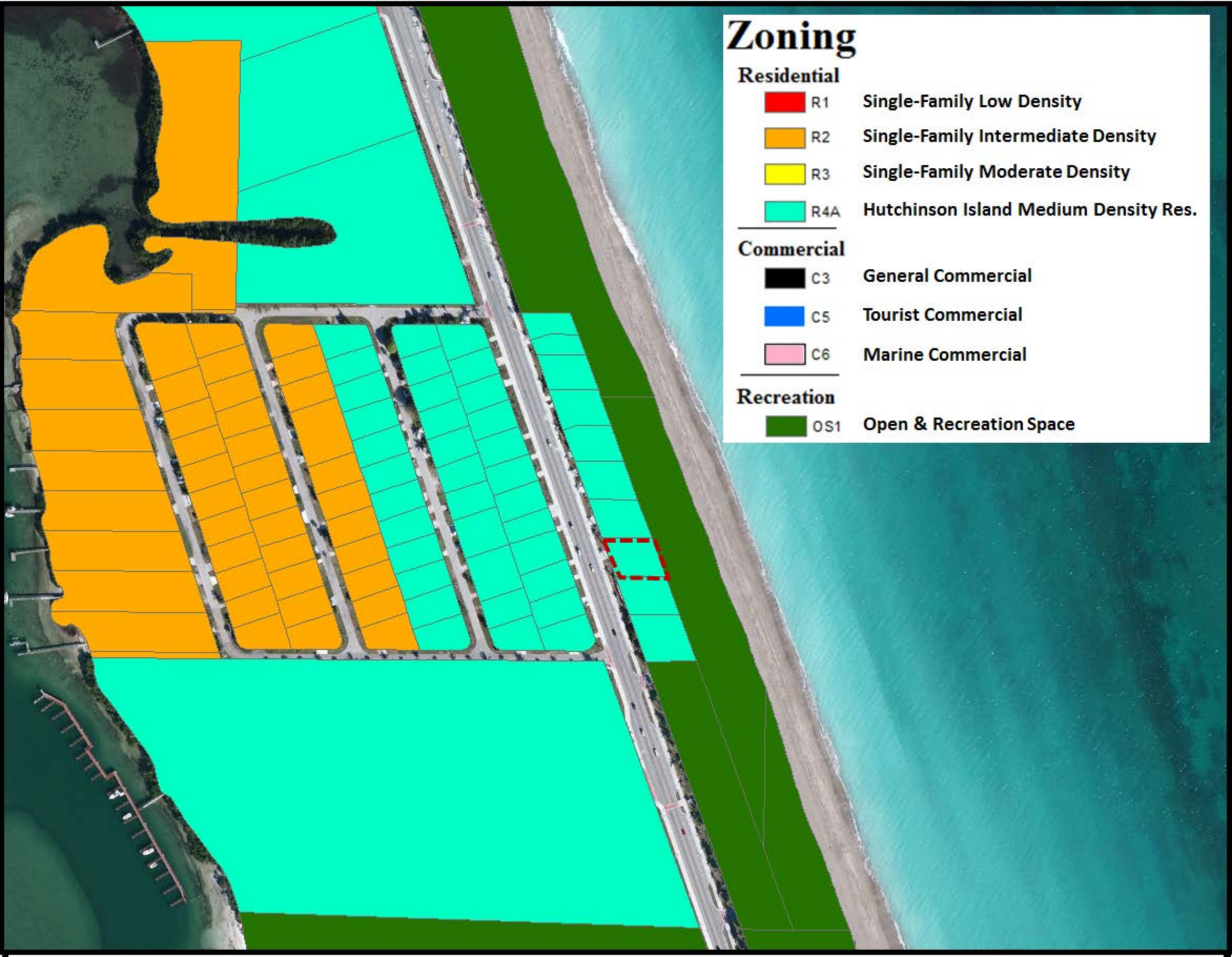
8) Infill of landscaping in compliance with City Code; and

9) The applicant files for and obtains St. Lucie County & City of Fort Pierce Business Tax Licenses within fourteen (14) days of Conditional Use approval.



# 1156 S Ocean Drive

## Site Aerial

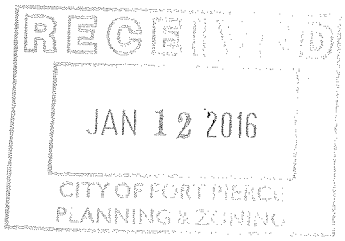



# 1156 S Ocean Drive

## Zoning Map

N
NW
NE
W
E
SW
SE
S

Re: 1156 south Ocean dr.
Fort Pierce, FL 34949




1/12/16

PROJECT OBJECTIVE
To offer weekly rentals to qualified vacation renters

This is an existing 4 unit apartment building on a main street, on the ocean side of Ocean dr.. It is not located in a residential subdivision. It has been extensively remodeled in the last 12 months & attracts high quality tenants.

I see a great need in the growth & popularity of Hutchinson Island & believe it would benefit the City of Fort Pierce to allow this building to offer weekly rentals.
In addition to an increase in taxes would be my marketing to high quality vacationers spreading the good word about Hutchinson Island & Fort Pierce.

1) The apartments would be offered for rent at a minimum of 1 week only. No daily rentals would be offered.

2) The tenants will be carefully screened by a professional management company. This will minimize most issues created by undesirable tenants.

3) All City ordinances & laws will be upheld & enforced by the manager. i.e.: noise, etc.

4) There is plenty of off street parking available. 1.5 spaces/ unit.

Thank you,

Mark Frederick
LandMark Real Estate Solutions
1156 D south Ocean Dr.
Fort Pierce, FL 34949
858.504.0864

# CITY OF FORT PIERCE

## PLANNING DEPARTMENT

*Rebecca Grohall, AICP, Planning Manager*
*COMPREHENSIVE PLANNING ◊ DEVELOPMENT REVIEW*
*HISTORIC PRESERVATION ◊ URBAN DESIGN ◊ URBAN FORESTRY ◊ ZONING*

# Conditional Use – No New Construction

Property address or Location 1156 SOUTH OCEAN DR., FT. PIERCE, FL 34949

Parcel ID #(s) 2401-810-0007-000-3

Project description REQUEST FOR WEEKLY RENTALS — SHOULD BE GRANDFATHERED

| | |
|---|---|
| ~~HE~~ LANDMARK R.E. SOL | MARK FREDERICK / GEN-MGR. LANDMARK |
| **Property Owner(s)** | **Applicant/Representative, Title, Company** |
| 1156 D SOUTH OCEAN DR | 1156 D SOUTH OCEAN DR. |
| Street Address | Street Address |
| FT. PIERCE FL 34949 | FT. PIERCE FL 34949 |
| City State Zip | City State Zip |
| 858 504 0864 | 858 504 0864 |
| Phone Number | Phone Number |
| LandMarkFrederick @gmail.com | LandMarkFrederick @gmail.com |
| Email Address | Email Address |

***Property Owner(s) Acknowledgements:** - This application will not be considered complete without the signature of all property owners of record, which shall serve as an acknowledgement of the submission of this application. The property owner's signature below shall also authorize the Applicant (if other than the property owner) and/or Representative to act in his/her behalf for the purposes of seeking approval for the application described herein.*

*Property Owner(s) Signature(s)*

STATE OF FLORIDA -- COUNTY

The foregoing instrument was acknowledged before me this 16 day of January, 20 16, by Mark Frederick, who is personally known to me or has produced Florida Drivers License as identification.

Signature of Notary

(seal)

PATRICIA MAZONE
Notary Public, State of Florida
Commission# FF 161247
My comm. expires Oct. 19, 2018

**INTAKE MEETINGS ARE REQUIRED FOR ALL SUBMITTALS. CALL (772) 467-3729**

**TO BE COMPLETED BY STAFF**

| Zoning | Future Land Use | Total Acres | Historic District | Historic Designation |
|---|---|---|---|---|
| | | | | Contributing Individual<br>Non-Contributing None |

Pre-Application Meeting Date_____ Fees_____ Control #_____ B. Permit #_____

Intake Planner_____

Planner Assigned_____

Approved By_____ Date _____

Comments_____

Intake Date Stamp

# ☐ CONDITIONAL USE: NO NEW CONSTRUCTION

***Submit one original, seven (7) hard copies and one (1) CD of the following for initial submittal, subsequent submittals will be required:***

- ☐ *If no site improvements are required:*
  - ☐ As-built survey
  - ☐ Floor plan of existing building(s)
- ☐ *If parking and drainage improvements are required:*
  - ☐ As-built survey;
  - ☐ Site plan, to scale, including existing improvements and proposed parking, driveways, landscaping & storm drainage;
  - ☐ Lighting plan
- ☐ Complete, notarized application

*Application Type:*

☑ Conditional Use: No new construction with no site improvements

☐ Conditional Use: No new construction with parking and drainage improvements

***Site Information:***

Building Size _____ Parking Spaces: 6

Surrounding Uses: *(i.e. single family home, retail, industrial, etc.)*

| North | South | East | West |
|---|---|---|---|
| ~~REST~~ MULTI FAM. | MULTI FAM. | OCEAN | RES./MULTI FAM |

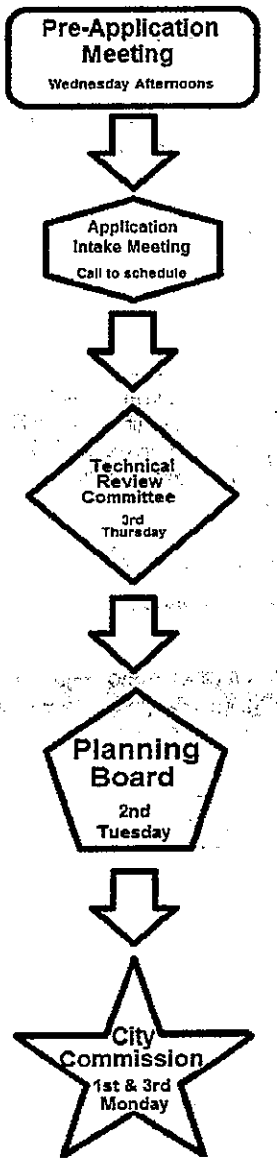
The application for conditional use with the application for site plan review, when not exempt in accordance with the requirements of section 22-75, shall be reviewed as a unit in accordance with the requirements of section 22-58 except that:

(1) The city commission shall hold a public hearing in accordance with the provisions of section 22-143 prior to acting on the application for conditional use.

(2) In the event the city planning board disapproved the application for conditional use or in case of a protest against said application signed by twenty (20) per cent of the owners within five hundred (500) feet of the area included in said application, such application shall not be approved except by a four-fifths vote by the city commission.

(3) In permitting a conditional use or the modification of an existing conditional use, the city commission may impose, in addition to those standards and requirements expressly specified in this chapter, any condition which it finds to be necessary to protect the best interest of the surrounding property of the city.

Application Outlook



## Property Identification

Site Address: 1156 S OCEAN DR
Sec/Town/Range: 01/35S/40E
Map ID: 24/01H
Zoning: R4A

Parcel ID: 2401-810-0007-000-3
Account #: 15598
Use Type: 0800
Jurisdiction: Fort Pierce

### Ownership

Landmark Real Estate Solutions LLC

7115 Leicester St
San Diego, CA 92120

### Legal Description

TROPICAL BEACH BLK 1 LOT 7-LESS THAT PART LYG E OF LI IN PL BK 14-48- (OR 3669-218)



### Current Values

| | |
|---|---|
| Just/Market Value: | $397,700 |
| Assessed Value: | $397,700 |
| Exemptions: | $0 |
| Taxable Value: | $397,700 |

Taxes for this parcel: SLC Tax Collector's Office

Download TRIM for this parcel: Download PDF

### Total Areas

| | |
|---|---|
| Finished/Under Air (SF): | 4,648 |
| Gross Area (SF): | 5,096 |
| Land Size (acres): | 0.29 |
| Land Size (SF): | 12,732 |

This information is believed to be correct at this time but it is subject to change and is not warranted.
© Copyright 2016 Saint Lucie County Property Appraiser. All rights reserved.

| 2401 | 810 | 0007 | 000 | 3 | 1 of 1 | High |
|---|---|---|---|---|---|---|
| Subd No. | ParcelID 2 | ParcelID 3 | ParcelID 4 | ParcelID 5 | CARD | |

**Saint Lucie**

TOTAL ASSESSED: **501,600**
!15598!

Patriot Properties Inc.

## PROPERTY LOCATION

| No | Alt No | Direction/Street/City |
|---|---|---|
| 1156 | | S OCEAN DR, Fort Pierce |

## OWNERSHIP

Unit #:

| | |
|---|---|
| Owner 1: | Federal National Mortgage Assoc |
| Owner 2: | |
| Owner 3: | |
| Street 1: | P O Box 650043 |
| Street 2: | |
| Twn/City: | Dallas |
| St/Prov: | TX |
| Cntry: | |
| Own Occ: | |
| Postal: | 75265-0043 |
| Type: | |

## PREVIOUS OWNER

| | |
|---|---|
| Owner 1: | Schulte - Joseph G |
| Owner 2: | - |
| Street 1: | 3695 S 25th St |
| Twn/City: | Fort Pierce |
| St/Prov: | FL |
| Cntry: | |
| Postal: | 34981-5107 |

## NARRATIVE DESCRIPTION

This Parcel contains . Acres of land mainly classified as M-F < 10U with a(n) M.F. LOW RIS Building Built about 1975, Having Primarily CB Stucco Exterior and Dim Shingle Roof Cover, with 4 Units, 4 Baths, 0 HalfBaths, 0 3/4 Baths, 8 Rooms, and 4 Bdrms.

## OTHER ASSESSMENTS

| Code | Descrip/No | Amount | Com. Int |
|---|---|---|---|
| 0041 | FP Stmwtr | 129.6 | |

## IN PROCESS APPRAISAL SUMMARY

| Use Code | Land Size | Building Value | Yard Items | Land Value | Total Value |
|---|---|---|---|---|---|
| 0800 | 0.000 | 72,600 | 3,200 | 425,800 | 501,600 |
| Total Card | 0.000 | 72,600 | 3,200 | 425,800 | 501,600 |
| Total Parcel | 0.000 | 72,600 | 3,200 | 425,800 | 501,600 |

Source: Market Adj Cost | Total Value per SQ unit /Card: 107.92 | /Parcel: 107.92

**Legal Description**
TROPICAL BEACH BLK 1 LOT 7-LESS THAT PART LYG E OF LI IN PL BK 14-48-(OR 3584-769)

| | |
|---|---|
| Entered Lot Size | |
| Total Land: | 12732 |
| Land Unit Type: | SqFt |

| | |
|---|---|
| User Acct | 1 |
| GIS Ref | 24 |
| GIS Ref | |
| Insp Date | 11/21/13 |

## PREVIOUS ASSESSMENT

Parcel ID: 2401-810-0007-000-3

| Tax Yr | Use | Cat | Bldg Value | Yrd Items | Land Size | Land Value | Total Value | Asses'd Value | Notes | Date |
|---|---|---|---|---|---|---|---|---|---|---|
| 2014 | 0800 | FV | 72,600 | 3200 | . | 425,800 | 501,600 | 501,600 | Year End RollSa | 9/13/2014 |
| 2013 | 0800 | FV2 | 72,300 | 3300 | . | 430,800 | 506,400 | 506,400 | Year End Roll C | 2/18/2014 |
| 2012 | 0800 | FV2 | 73,800 | 3400 | . | 430,800 | 508,000 | 508,000 | Year End Roll | 4/18/2013 |
| 2011 | 0800 | FV2 | 76,500 | 3400 | . | 430,800 | 510,700 | 510,700 | Year End Roll | 3/21/2012 |
| 2010 | 0800 | FV2 | 93,900 | 3500 | . | 484,700 | 582,100 | 582,100 | Year End Roll | 7/17/2011 |
| 2009 | 0800 | FV | 143,400 | 3500 | . | 538,500 | 685,400 | 685,400 | Year End Roll | 9/19/2009 |
| 2008 | 0800 | PATR | 168,400 | 3600 | . | 641,700 | 813,700 | 813,700 | TEST ROW FOR 20 | 6/17/2009 |
| 2007 | 0800 | FV | 113,900 | 3000 | . | 985,900 | 1,102,800 | 1,102,800 | Year End Roll | 9/18/2007 |

**PRINT**

| Date | Time |
|---|---|
| 09/23/14 | 16:54:27 |

**LAST REV**

| Date | Time |
|---|---|
| 05/06/14 | 09:35:24 |
| mcguirej | |
| 15598 | |

## USER DEFINED

| | |
|---|---|
| Prior Id # 1: | 35S |
| Prior Id # 2: | 40E |
| Prior Id # 3: | 01 |
| Prior Id # 1: | 2401810 |
| Prior Id # 2: | 1 |
| Prior Id # 3: | 7 |
| Prior Id # 1: | |
| Prior Id # 2: | 0057 |
| Prior Id # 3: | |
| ASR Map: | 24/01H |
| Fact Dist: | |
| Reval Dist: | |
| Year: | |
| LandReason: | |
| BldReason: | |

## SALES INFORMATION

TAX DISTRICT: 9022 - FCRA | PAT ACCT.

| Grantor | Legal Ref | Type | Date | Sale Code | Sale Price | V | Tst | Verif | Assoc PCL Value | Notes |
|---|---|---|---|---|---|---|---|---|---|---|
| Schulte,Joseph | 3584-0769 | CT | 12/3/2013 | Dis-Financal | 0 | No | No | 5 | | |
| Gaul,John F | 1291-2788 | WD | 3/28/2000 | Qual-1 ID | 310000 | No | No | 4 | | |
| John F Gaul | 09782196 | WD | 10/5/1995 | Qual-2 + IDs | 100 | No | No | | | |
| | 05412194 | CV | 4/1/1987 | Qual-1 ID | 200000 | No | No | | | |
| | 04910575 | CV | 1/1/1986 | Disq Sale | 0 | No | No | | | |
| | 02132307 | CV | 5/1/1973 | Disq Sale | 30000 | Yes | No | | | |

## BUILDING PERMITS

| Date | Number | Descrip | Amount | C/O | Last Visit | Fed Code | F. Descrip | Comment |
|---|---|---|---|---|---|---|---|---|
| 10/2/2008 | 0800001389 | Deck | 4,000 | C | 11/21/2013 | MFAM | Multi Family | |
| 2/17/2005 | MC200555 | Air Cond | 2,350 | C | 8/3/2005 | MFAM | Multi Family | |
| 2/17/2005 | MC200556 | Air Cond | 2,350 | C | 8/3/2005 | MFAM | Multi Family | |
| 2/17/2005 | MC200552 | Air Cond | 2,350 | C | 8/3/2005 | MFAM | Multi Family | |
| 2/17/2005 | MC200553 | Air Cond | 2,350 | C | 8/3/2005 | MFAM | Multi Family | |
| 10/6/2004 | RF2004561 | Roof | 13,000 | C | 8/3/2005 | MFAM | Multi Family | |
| 6/20/1991 | F91000837 | Roof | 1,575 | C | 11/19/1991 | | | |

## ACTIVITY INFORMATION

| Date | Result | By | Name |
|---|---|---|---|
| 11/21/2013 | 5 YR REVU CH | KB01 | K Buchanon |
| 10/6/2008 | 5 YR REVU CH | JT | J Thomas |
| 4/19/2005 | 5 YR REVU CH | DF | D Fogal |

## PROPERTY FACTORS

| Item | Code | Descip | % | Item | Code | Descrip |
|---|---|---|---|---|---|---|
| Z | R4A | R4A | 100 | U | | |
| o | | | | t | | |
| n | | | | l | | |
| Census: | 121113813002 | | | Exmpt | | |
| Flood Haz: | | | | | | |
| D | CP05 | Co Parks | 100 | Topo | | |
| s | CS64 | Children Srv | 100 | Street | RES1 | Mick |
| t | CT06 | City Transit | 100 | Traffic | | |

Sign: _____ __/__/__

## LAND SECTION (First 7 lines only)

| Use Code | Description | LUC Fact | No of Units | Depth / PriceUnits | Unit Type | Land Type | LT Factor | Base Value | Unit Price | Adj | Neigh | Neigh Influ | Neigh Mod | Infl 1 | % | Infl 2 | % | Infl 3 | % | Appraised Value | Alt Class | % | Spec Land | J Code | Fact | Use Value | Notes |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0800 | M-F < 10U | | 100.25 | 124 | Front Ft | Ocean Frntge | | 0 | 4,200. | 1.011 | SI01 | | 20 | | | | | | | 425,804 | | | | 0580 | | 425,800 | |

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Total AC/HA: | 0.00000 | Total SF/SM: | 0.00 | Parcel LUC: | 0800 | M-F < 10U | Prime NB Desc | So.ISLAND 01 | Total: | 425,804 | Spl Credit | | Total: | 425,800 |

Disclaimer: This Information is believed to be correct but is subject to change and is not warranteed.

## EXTERIOR INFORMATION

| | | | |
|---|---|---|---|
| Type: | MFH - M.F. LOW RIS | | |
| Sty Ht: | 0020 - 2 Story | | |
| (Liv) Units: | 4 | Total: | 4 |
| Foundation: | SL - Conc Slab | | |
| Frame: | | | |
| Prime Wall: | BS - CB Stucco | | |
| Sec Wall: | WS - Wood/She | 50 | % |
| Roof Struct: | HP - Hip | | |
| Roof Cover: | SD - Dim Shingle | | |
| Color: | | | |
| View / Desir: | | | |

## GENERAL INFORMATION

| | | | |
|---|---|---|---|
| Grade: | MFFQ - MFFQ | | |
| Year Blt: | 1975 | Eff Yr Blt: | 1975 |
| Alt LUC: | | Alt %: | |
| Jurisdict: | 0580 | Fact: | |
| Const Mod: | | | |
| Lump Sum Adj: | | | |

## INTERIOR INFORMATION

| | | | |
|---|---|---|---|
| Avg Ht/FL: | | | |
| Prim Int Wal | DW - Drywall | | |
| Sec Int Wall: | PB - PANEL BO | 50 | % |
| Partition: | | | |
| Prim Floors: | CU - Carpet | | |
| Sec Floors: | CT - Tile-Cerami | 30 | % |
| Bsmnt Flr: | | | |
| Subfloor: | | | |
| Bsmnt Gar: | | | |
| Electric: | MX - MAXIMUM | | |
| Insulation: | 2 - Typical | | |
| Int vs Ext: | | | |
| Heat Fuel: | ELEC - Electric | | |
| Heat Type: | FHA - FrcdHotAir | | |
| # Heat Sys: | 100 | 100 | |
| % Heated: | | % AC: | |
| Solar HW: | NO | Central Vac: | NO |
| % Com Wal | | % Sprinkled | 0 |

## BATH FEATURES

| | | | |
|---|---|---|---|
| Full Bath | 4 | Rating: | Average |
| A Bath: | | Rating: | |
| 3/4 Bath: | | Rating: | |
| A 3QBth | | Rating: | |
| 1/2 Bath: | | Rating: | |
| A HBth: | | Rating: | |
| OthrFix: | | Rating: | |

## OTHER FEATURES

| | | | |
|---|---|---|---|
| Kits: | | Rating: | |
| A Kits: | | Rating: | |
| Frpl: | | Rating: | |
| WSFlue: | | Rating: | |

## CONDO INFORMATION

| | |
|---|---|
| Location: | |
| Total Units: | |
| Floor: | |
| % Own: | |
| Name: | 9999 - Hurr |

## DEPRECIATION

| | | | |
|---|---|---|---|
| Phys Cond: | AV - Average | 33. | % |
| Functional: | | | % |
| Economic: | | | % |
| Special: | | | % |
| Override: | | | % |
| Total: | | 33 | % |

## CALC SUMMARY

| | |
|---|---|
| Basic $ / SQ: | 20.00 |
| Size Adj.: | 0.95259035 |
| Const Adj.: | 0.96456367 |
| Adj $ / SQ: | 18.377 |
| Other Features: | 25492 |
| Grade Factor: | 1.00 |
| Neighborhood Inf: | 1.01999998 |
| LUC Factor: | |
| Adj Total: | 108405 |
| Depreciation: | 35774 |
| Depreciated Total: | 72631 |

## COMMENTS

1156 OCEAN DR.

## RESIDENTIAL GRID

| | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1st Res Grid | Desc: | quadplex | | | | | | # Units | 4 | | | | |
| Level | FY | LR | DR | D | K | FR | RR | BR | FB | HB | L | O | |
| Other | | | | | | | | | | | | | |
| Upper | | | | | | | | | | | | | |
| Lvl 2 | | | | | | | | | | | | | |
| Lvl 1 | | | | | | | | | | | | | |
| Lower | | | | | | | | | | | | | |
| Totals | RMs: | 8 | BRs: | 4 | Baths: | 4 | HB | | | | | | |

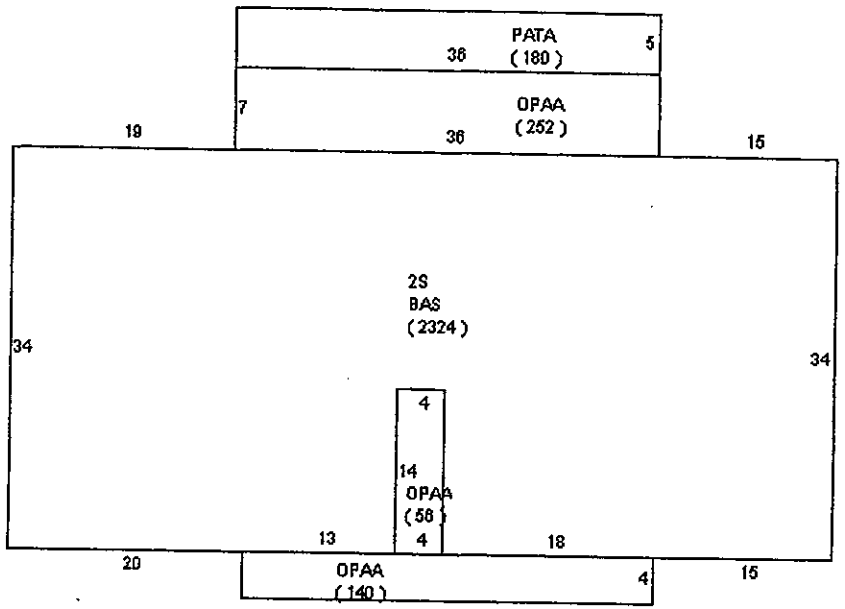
## REMODELING

| | |
|---|---|
| Exterior: | |
| Interior: | |
| Additions: | |
| Kitchen: | |
| Baths: | |
| Plumbing: | |
| Electric: | |
| Heating: | |
| General: | |

## RES BREAKDOWN

| No Unit | RMS | BRS | FL |
|---|---|---|---|
| 4 | 2 | 1 | 2 |
| Totals | | | |
| 4 | 8 | 4 | |

## SKETCH




## COMPARABLE SALES

| Rate | Parcel ID | Typ | Date | Sale Price |
|---|---|---|---|---|

| | | | | | |
|---|---|---|---|---|---|
| WtAv$/SQ: | | AvRate: | | Ind.Val | |
| Juris. Factor: | 1.00 | | Val/Su Fin: | 15.62 | |
| Special Features: | 0 | | Val/Su Net: | 13.76 | |
| Final Total: | 72600 | | Val/Su SzAd | 15.62 | |

## SUB AREA

| Code | Description | Area - SQ | Rate - AV | Undepr Value |
|---|---|---|---|---|
| 2S | 1 OVER BASE | 2,324 | 14.700 | 34,166 |
| BAS | BASE AREA | 2,324 | 18.380 | 42,707 |
| OPAA | OpnPrchAttAv | 448 | 7.350 | 3,293 |
| PATA | PatioAvg | 180 | 3.450 | 621 |

| | | | | | |
|---|---|---|---|---|---|
| Net Sketched Area: | 5,276 | | Total: | 80,787 | |
| Size Ad | 4648 | Gross Area | 5276 | FinArea | 4648 |

## SUB AREA DETAIL

| Sub Area | % Usbl | Descrip | % Type | Qu | # Ten |
|---|---|---|---|---|---|

## SPEC FEATURES/YARD ITEMS

| Code | Description | A | Y/S | Qty | Size/Dim | Qual | Con | Year | Unit Price | D/S | Dep | LUC | Fact | NB | Fa | Appr Value | JCod | JFact | Juris. Value |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| CNC2 | CONCRETE LO' | D | Y | 1 | 2400 | AV | AV | 1980 | 2.00 | B | 33 | 0800 | | | | 3,200 | | | 3,200 |

More: N

Total Yard Items: 3,200

Total Special Featues:

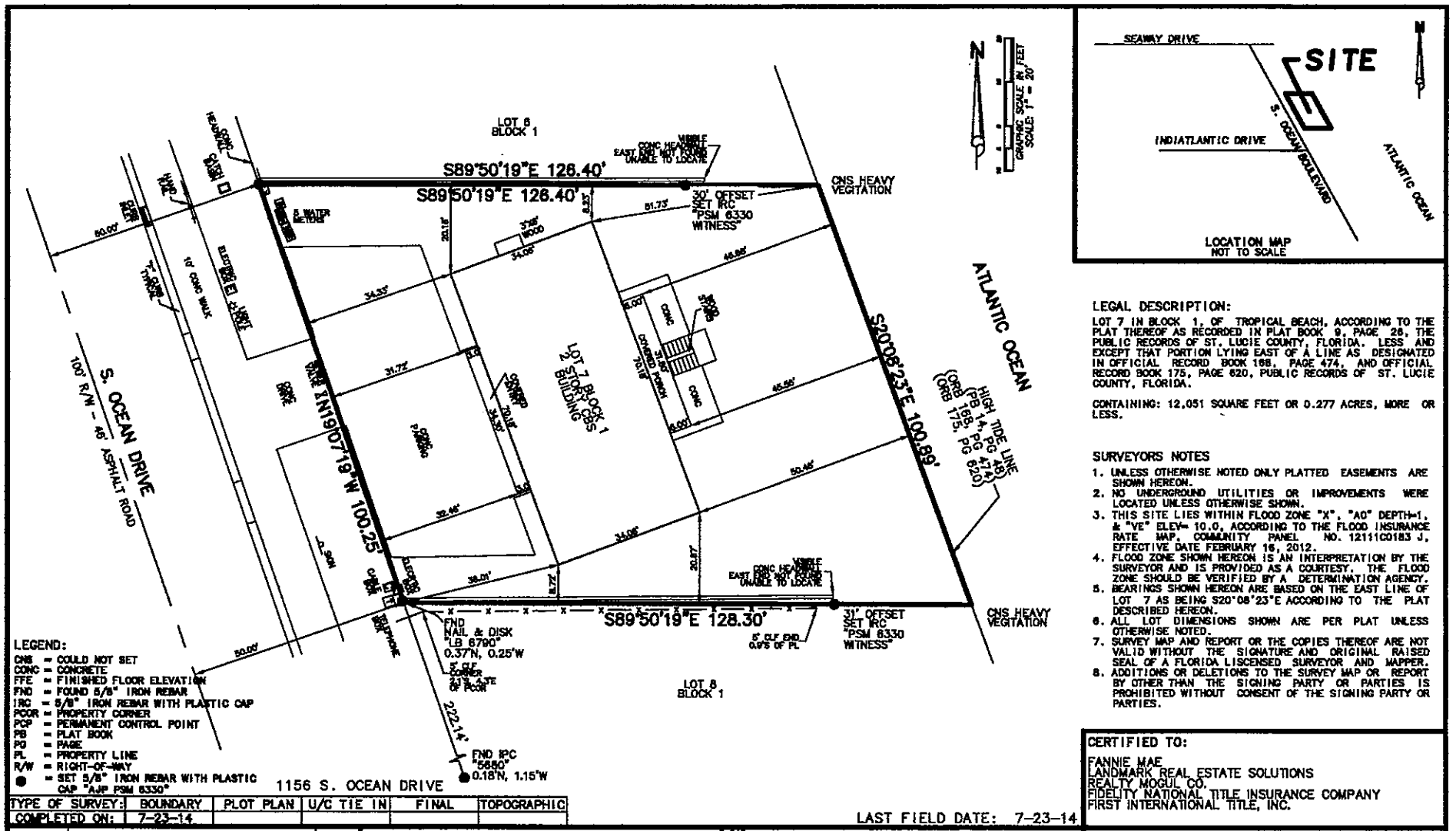
Total: 3,200

PARCEL ID 2401-810-0007-000-3

IMAGE

AssessPro Patriot Properties, Inc






LEGEND:

CNS = COULD NOT SET
CONC = CONCRETE
FFE = FINISHED FLOOR ELEVATION
FND = FOUND 5/8" IRON REBAR
IRC = 5/8" IRON REBAR WITH PLASTIC CAP
PCOR = PROPERTY CORNER
PCP = PERMANENT CONTROL POINT
PB = PLAT BOOK
PG = PAGE
PL = PROPERTY LINE
R/W = RIGHT-OF-WAY
● = SET 5/8" IRON REBAR WITH PLASTIC CAP "AJP PSM 6330"

LEGAL DESCRIPTION:

LOT 7 IN BLOCK 1, OF TROPICAL BEACH, ACCORDING TO THE PLAT THEREOF AS RECORDED IN PLAT BOOK 9, PAGE 26, THE PUBLIC RECORDS OF ST. LUCIE COUNTY, FLORIDA. LESS AND EXCEPT THAT PORTION LYING EAST OF A LINE AS DESIGNATED IN OFFICIAL RECORD BOOK 168, PAGE 474, AND OFFICIAL RECORD BOOK 175, PAGE 620, PUBLIC RECORDS OF ST. LUCIE COUNTY, FLORIDA.

CONTAINING: 12,051 SQUARE FEET OR 0.277 ACRES, MORE OR LESS.

SURVEYORS NOTES

1. UNLESS OTHERWISE NOTED ONLY PLATTED EASEMENTS ARE SHOWN HEREON.
2. NO UNDERGROUND UTILITIES OR IMPROVEMENTS WERE LOCATED UNLESS OTHERWISE SHOWN.
3. THIS SITE LIES WITHIN FLOOD ZONE "X", "AO" DEPTH=1, & "VE" ELEV= 10.0, ACCORDING TO THE FLOOD INSURANCE RATE MAP, COMMUNITY PANEL NO. 12111C0183 J, EFFECTIVE DATE FEBRUARY 16, 2012.
4. FLOOD ZONE SHOWN HEREON IS AN INTERPRETATION BY THE SURVEYOR AND IS PROVIDED AS A COURTESY. THE FLOOD ZONE SHOULD BE VERIFIED BY A DETERMINATION AGENCY.
5. BEARINGS SHOWN HEREON ARE BASED ON THE EAST LINE OF LOT 7 AS BEING S20°08'23"E ACCORDING TO THE PLAT DESCRIBED HEREON.
6. ALL LOT DIMENSIONS SHOWN ARE PER PLAT UNLESS OTHERWISE NOTED.
7. SURVEY MAP AND REPORT OR THE COPIES THEREOF ARE NOT VALID WITHOUT THE SIGNATURE AND ORIGINAL RAISED SEAL OF A FLORIDA LISCENSED SURVEYOR AND MAPPER.
8. ADDITIONS OR DELETIONS TO THE SURVEY MAP OR REPORT BY OTHER THAN THE SIGNING PARTY OR PARTIES IS PROHIBITED WITHOUT CONSENT OF THE SIGNING PARTY OR PARTIES.

CERTIFIED TO:

FANNIE MAE
LANDMARK REAL ESTATE SOLUTIONS
REALTY MOGUL CO.
FIDELITY NATIONAL TITLE INSURANCE COMPANY
FIRST INTERNATIONAL TITLE, INC.

| TYPE OF SURVEY: | BOUNDARY | PLOT PLAN | U/C TIE IN | FINAL | TOPOGRAPHIC |
|---|---|---|---|---|---|
| COMPLETED ON: | 7-23-14 | | | | |

LAST FIELD DATE: 7-23-14

| DATE | REVISIONS | BY |
|---|---|---|
| | | |


ALEXANDER J. PIAZZA PSM, INC.
Surveying • Mapping • Consulting
619 SW Biltmore Street
Port St. Lucie, Florida 34983
Phone: (772) 340-7770
Fax: (772) 340-2250
LB#6790


| | | | | | |
|---|---|---|---|---|---|
| CAD | K:\REALTIME\OCEAN BLVD\DWG\14-1810.DWG | | | | |
| REF | K:\ | | | | |
| FLD | CJM / AJP | FB. 43 | PG. 69 | JOB | 14-1810 |
| OFF | CJM | | | DATE | 7-23-14 |
| CKD | AJP | SHEET 1 | OF 1 | DWG | C-345 |

ALEXANDER J. PIAZZA
Professional Surveyor & Mapper
Florida Certificate No.: 6330

K:\REALTIME\OCEAN BLVD\DWG\14-1810.dwg, 7/23/2014 5:56:07 PM

| 2401 | 810 | 0007 | 000 | 3 | 1 of 1 | High |
|---|---|---|---|---|---|---|
| Subd No. | ParcelID 2 | ParcelID 3 | ParcelID 4 | ParcelID 5 | CARD | |

**Saint Lucie**

TOTAL ASSESSED: **501,600**
!15598!

Patriot Properties Inc.

## PROPERTY LOCATION

| No | Alt No | Direction/Street/City |
|---|---|---|
| 1156 | | S OCEAN DR, Fort Pierce |

## OWNERSHIP

Unit #:

| | |
|---|---|
| Owner 1: | Federal National Mortgage Assoc |
| Owner 2: | |
| Owner 3: | |
| Street 1: | P O Box 650043 |
| Street 2: | |
| Twn/City: | Dallas |
| St/Prov: | TX |
| Cntry: | |
| Own Occ: | |
| Postal: | 75265-0043 |
| Type: | |

## PREVIOUS OWNER

| | |
|---|---|
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| Owner 2: | - |
| Street 1: | 3695 S 25th St |
| Twn/City: | Fort Pierce |
| St/Prov: | FL |
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|---|---|---|---|---|---|
| 0800 | 0.000 | 72,600 | 3,200 | 425,800 | 501,600 |
| Total Card | 0.000 | 72,600 | 3,200 | 425,800 | 501,600 |
| Total Parcel | 0.000 | 72,600 | 3,200 | 425,800 | 501,600 |

Source: Market Adj Cost | Total Value per SQ unit /Card: 107.92 | /Parcel: 107.92

**Legal Description**
TROPICAL BEACH BLK 1 LOT 7-LESS THAT PART LYG E OF LI IN PL BK 14-48-(OR 3584-769)

| | |
|---|---|
| Entered Lot Size | |
| Total Land: | 12732 |
| Land Unit Type: | SqFt |

| | |
|---|---|
| User Acct | 1 |
| GIS Ref | 24 |
| GIS Ref | |
| Insp Date | 11/21/13 |

## PREVIOUS ASSESSMENT

Parcel ID: 2401-810-0007-000-3

| Tax Yr | Use | Cat | Bldg Value | Yrd Items | Land Size | Land Value | Total Value | Asses'd Value | Notes | Date |
|---|---|---|---|---|---|---|---|---|---|---|
| 2014 | 0800 | FV | 72,600 | 3200 | . | 425,800 | 501,600 | 501,600 | Year End RollSa | 9/13/2014 |
| 2013 | 0800 | FV2 | 72,300 | 3300 | . | 430,800 | 506,400 | 506,400 | Year End Roll C | 2/18/2014 |
| 2012 | 0800 | FV2 | 73,800 | 3400 | . | 430,800 | 508,000 | 508,000 | Year End Roll | 4/18/2013 |
| 2011 | 0800 | FV2 | 76,500 | 3400 | . | 430,800 | 510,700 | 510,700 | Year End Roll | 3/21/2012 |
| 2010 | 0800 | FV2 | 93,900 | 3500 | . | 484,700 | 582,100 | 582,100 | Year End Roll | 7/17/2011 |
| 2009 | 0800 | FV | 143,400 | 3500 | . | 538,500 | 685,400 | 685,400 | Year End Roll | 9/19/2009 |
| 2008 | 0800 | PATR | 168,400 | 3600 | . | 641,700 | 813,700 | 813,700 | TEST ROW FOR 20 | 6/17/2009 |
| 2007 | 0800 | FV | 113,900 | 3000 | . | 985,900 | 1,102,800 | 1,102,800 | Year End Roll | 9/18/2007 |

**PRINT**

| Date | Time |
|---|---|
| 09/23/14 | 16:54:27 |

**LAST REV**

| Date | Time |
|---|---|
| 05/06/14 | 09:35:24 |
| mcguirej | |
| 15598 | |

## USER DEFINED

| | |
|---|---|
| Prior Id # 1: | 35S |
| Prior Id # 2: | 40E |
| Prior Id # 3: | 01 |
| Prior Id # 1: | 2401810 |
| Prior Id # 2: | 1 |
| Prior Id # 3: | 7 |
| Prior Id # 1: | |
| Prior Id # 2: | 0057 |
| Prior Id # 3: | |
| ASR Map: | 24/01H |
| Fact Dist: | |
| Reval Dist: | |
| Year: | |
| LandReason: | |
| BldReason: | |

## SALES INFORMATION

TAX DISTRICT: 9022 - FCRA | PAT ACCT.

| Grantor | Legal Ref | Type | Date | Sale Code | Sale Price | V | Tst | Verif | Assoc PCL Value | Notes |
|---|---|---|---|---|---|---|---|---|---|---|
| Schulte,Joseph | 3584-0769 | CT | 12/3/2013 | Dis-Financal | 0 | No | No | 5 | | |
| Gaul,John F | 1291-2788 | WD | 3/28/2000 | Qual-1 ID | 310000 | No | No | 4 | | |
| John F Gaul | 09782196 | WD | 10/5/1995 | Qual-2 + IDs | 100 | No | No | | | |
| | 05412194 | CV | 4/1/1987 | Qual-1 ID | 200000 | No | No | | | |
| | 04910575 | CV | 1/1/1986 | Disq Sale | 0 | No | No | | | |
| | 02132307 | CV | 5/1/1973 | Disq Sale | 30000 | Yes | No | | | |

## BUILDING PERMITS

| Date | Number | Descrip | Amount | C/O | Last Visit | Fed Code | F. Descrip | Comment |
|---|---|---|---|---|---|---|---|---|
| 10/2/2008 | 0800001389 | Deck | 4,000 | C | 11/21/2013 | MFAM | Multi Family | |
| 2/17/2005 | MC200555 | Air Cond | 2,350 | C | 8/3/2005 | MFAM | Multi Family | |
| 2/17/2005 | MC200556 | Air Cond | 2,350 | C | 8/3/2005 | MFAM | Multi Family | |
| 2/17/2005 | MC200552 | Air Cond | 2,350 | C | 8/3/2005 | MFAM | Multi Family | |
| 2/17/2005 | MC200553 | Air Cond | 2,350 | C | 8/3/2005 | MFAM | Multi Family | |
| 10/6/2004 | RF2004561 | Roof | 13,000 | C | 8/3/2005 | MFAM | Multi Family | |
| 6/20/1991 | F91000837 | Roof | 1,575 | C | 11/19/1991 | | | |

## ACTIVITY INFORMATION

| Date | Result | By | Name |
|---|---|---|---|
| 11/21/2013 | 5 YR REVU CH | KB01 | K Buchanon |
| 10/6/2008 | 5 YR REVU CH | JT | J Thomas |
| 4/19/2005 | 5 YR REVU CH | DF | D Fogal |

## PROPERTY FACTORS

| Item | Code | Descip | % | Item | Code | Descrip |
|---|---|---|---|---|---|---|
| Z | R4A | R4A | 100 | U | | |
| o | | | | t | | |
| n | | | | l | | |
| Census: | 121113813002 | | | Exmpt | | |
| Flood Haz: | | | | | | |
| D | CP05 | Co Parks | 100 | Topo | | |
| s | CS64 | Children Srv | 100 | Street | RES1 | Mick |
| t | CT06 | Cty Transit | 100 | Traffic | | |

Sign: _____ __/__/__

## LAND SECTION (First 7 lines only)

| Use Code | Description | LUC Fact | No of Units | Depth / PriceUnits | Unit Type | Land Type | LT Factor | Base Value | Unit Price | Adj | Neigh | Neigh Influ | Neigh Mod | Infl 1 | % | Infl 2 | % | Infl 3 | % | Appraised Value | Alt Class | % | Spec Land | J Code | Fact | Use Value | Notes |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0800 | M-F < 10U | | 100.25 | 124 | Front Ft | Ocean Frntge | | 0 | 4,200. | 1.011 | SI01 | | 20 | | | | | | | 425,804 | | | | 0580 | | 425,800 | |

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Total AC/HA: | 0.00000 | Total SF/SM: | 0.00 | Parcel LUC: | 0800 | M-F < 10U | Prime NB Desc | So.ISLAND 01 | Total: | 425,804 | Spl Credit | | Total: | 425,800 |

Disclaimer: This Information is believed to be correct but is subject to change and is not warranteed.

## EXTERIOR INFORMATION

| | | | |
|---|---|---|---|
| Type: | MFH - M.F. LOW RIS | | |
| Sty Ht: | 0020 - 2 Story | | |
| (Liv) Units: | 4 | Total: | 4 |
| Foundation: | SL - Conc Slab | | |
| Frame: | | | |
| Prime Wall: | BS - CB Stucco | | |
| Sec Wall: | WS - Wood/She | 50 | % |
| Roof Struct: | HP - Hip | | |
| Roof Cover: | SD - Dim Shingle | | |
| Color: | | | |
| View / Desir: | | | |

## GENERAL INFORMATION

| | | | |
|---|---|---|---|
| Grade: | MFFQ - MFFQ | | |
| Year Blt: | 1975 | Eff Yr Blt: | 1975 |
| Alt LUC: | | Alt %: | |
| Jurisdict: | 0580 | Fact: | |
| Const Mod: | | | |
| Lump Sum Adj: | | | |

## INTERIOR INFORMATION

| | | | |
|---|---|---|---|
| Avg Ht/FL: | | | |
| Prim Int Wal | DW - Drywall | | |
| Sec Int Wall: | PB - PANEL BO | 50 | % |
| Partition: | | | |
| Prim Floors: | CU - Carpet | | |
| Sec Floors: | CT - Tile-Cerami | 30 | % |
| Bsmnt Flr: | | | |
| Subfloor: | | | |
| Bsmnt Gar: | | | |
| Electric: | MX - MAXIMUM | | |
| Insulation: | 2 - Typical | | |
| Int vs Ext: | | | |
| Heat Fuel: | ELEC - Electric | | |
| Heat Type: | FHA - FrcdHotAir | | |
| # Heat Sys: | 100 | 100 | |
| % Heated: | | % AC: | |
| Solar HW: | NO | Central Vac: | NO |
| % Com Wal | | % Sprinkled | 0 |

## BATH FEATURES

| | | | |
|---|---|---|---|
| Full Bath | 4 | Rating: | Average |
| A Bath: | | Rating: | |
| 3/4 Bath: | | Rating: | |
| A 3QBth | | Rating: | |
| 1/2 Bath: | | Rating: | |
| A HBth: | | Rating: | |
| OthrFix: | | Rating: | |

## OTHER FEATURES

| | | | |
|---|---|---|---|
| Kits: | | Rating: | |
| A Kits: | | Rating: | |
| Frpl: | | Rating: | |
| WSFlue: | | Rating: | |

## CONDO INFORMATION

| | |
|---|---|
| Location: | |
| Total Units: | |
| Floor: | |
| % Own: | |
| Name: | 9999 - Hurr |

## DEPRECIATION

| | | | |
|---|---|---|---|
| Phys Cond: | AV - Average | 33. | % |
| Functional: | | | % |
| Economic: | | | % |
| Special: | | | % |
| Override: | | | % |
| Total: | | 33 | % |

## CALC SUMMARY

| | |
|---|---|
| Basic $ / SQ: | 20.00 |
| Size Adj.: | 0.95259035 |
| Const Adj.: | 0.96456367 |
| Adj $ / SQ: | 18.377 |
| Other Features: | 25492 |
| Grade Factor: | 1.00 |
| Neighborhood Inf: | 1.01999998 |
| LUC Factor: | |
| Adj Total: | 108405 |
| Depreciation: | 35774 |
| Depreciated Total: | 72631 |

## COMMENTS

1156 OCEAN DR.

## RESIDENTIAL GRID

| | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1st Res Grid | Desc: | quadplex | | | | | | # Units | 4 | | | | |
| Level | FY | LR | DR | D | K | FR | RR | BR | FB | HB | L | O | |
| Other | | | | | | | | | | | | | |
| Upper | | | | | | | | | | | | | |
| Lvl 2 | | | | | | | | | | | | | |
| Lvl 1 | | | | | | | | | | | | | |
| Lower | | | | | | | | | | | | | |
| Totals | RMs: | 8 | BRs: | 4 | Baths: | 4 | HB | | | | | | |

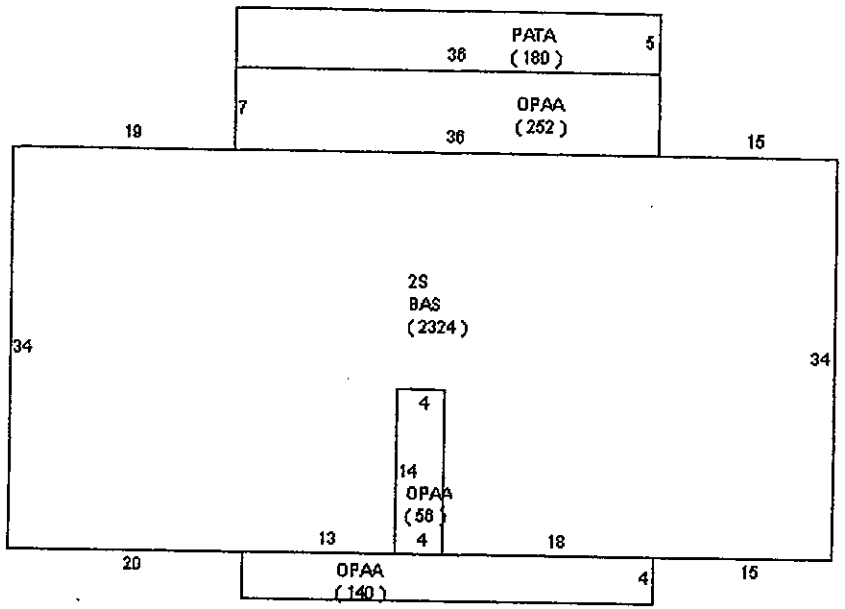
## REMODELING

| | |
|---|---|
| Exterior: | |
| Interior: | |
| Additions: | |
| Kitchen: | |
| Baths: | |
| Plumbing: | |
| Electric: | |
| Heating: | |
| General: | |

## RES BREAKDOWN

| No Unit | RMS | BRS | FL |
|---|---|---|---|
| 4 | 2 | 1 | 2 |
| Totals | | | |
| 4 | 8 | 4 | |

## SKETCH




## COMPARABLE SALES

| Rate | Parcel ID | Typ | Date | Sale Price |
|---|---|---|---|---|

| | | | | | |
|---|---|---|---|---|---|
| WtAv$/SQ: | | AvRate: | | Ind.Val | |
| Juris. Factor: | 1.00 | | Val/Su Fin: | 15.62 | |
| Special Features: | 0 | | Val/Su Net: | 13.76 | |
| Final Total: | 72600 | | Val/Su SzAd | 15.62 | |

## SUB AREA

| Code | Description | Area - SQ | Rate - AV | Undepr Value |
|---|---|---|---|---|
| 2S | 1 OVER BASE | 2,324 | 14.700 | 34,166 |
| BAS | BASE AREA | 2,324 | 18.380 | 42,707 |
| OPAA | OpnPrchAttAv | 448 | 7.350 | 3,293 |
| PATA | PatioAvg | 180 | 3.450 | 621 |

| | | | | | |
|---|---|---|---|---|---|
| Net Sketched Area: | 5,276 | | Total: | 80,787 | |
| Size Ad | 4648 | Gross Area | 5276 | FinArea | 4648 |

## SUB AREA DETAIL

| Sub Area | % Usbl | Descrip | % Type | Qu | # Ten |
|---|---|---|---|---|---|

## SPEC FEATURES/YARD ITEMS

| Code | Description | A | Y/S | Qty | Size/Dim | Qual | Con | Year | Unit Price | D/S | Dep | LUC | Fact | NB | Fa | Appr Value | JCod | JFact | Juris. Value |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| CNC2 | CONCRETE LO' | D | Y | 1 | 2400 | AV | AV | 1980 | 2.00 | B | 33 | 0800 | | | | 3,200 | | | 3,200 |

More: N

Total Yard Items: 3,200

Total Special Featues:

Total: 3,200

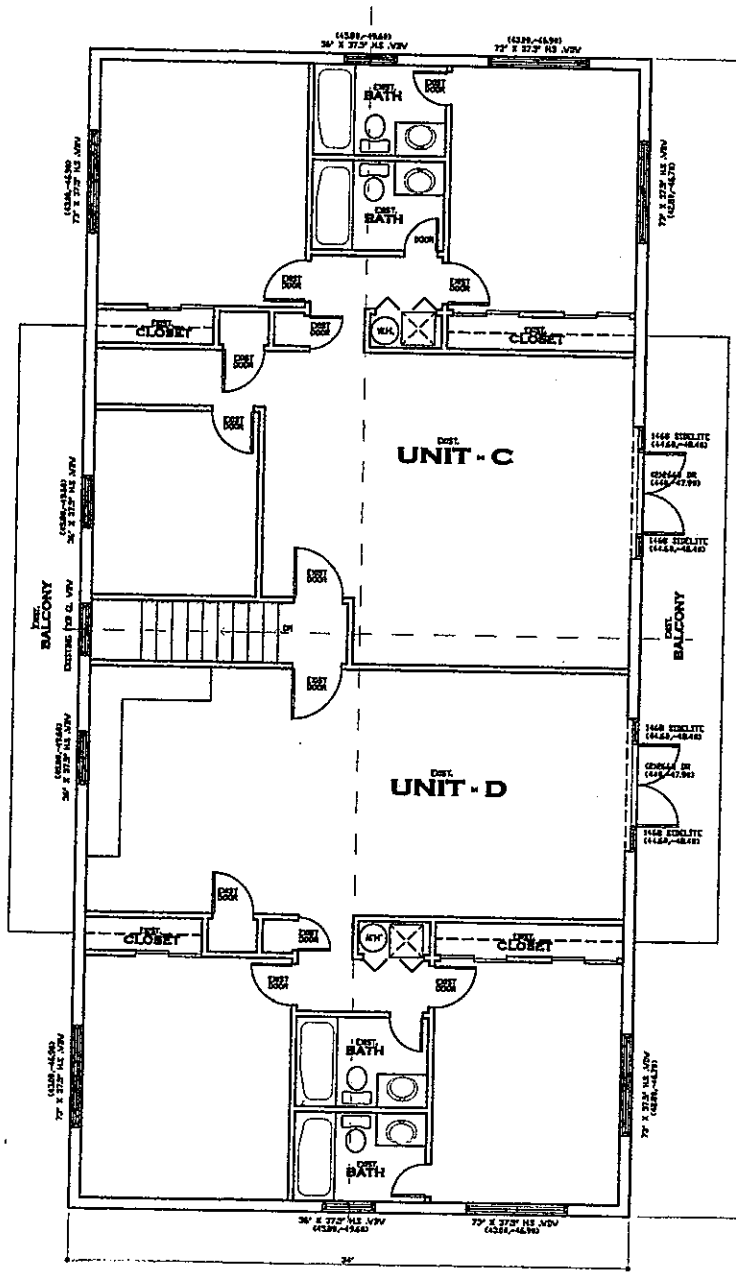
PARCEL ID 2401-810-0007-000-3

IMAGE

AssessPro Patriot Properties, Inc



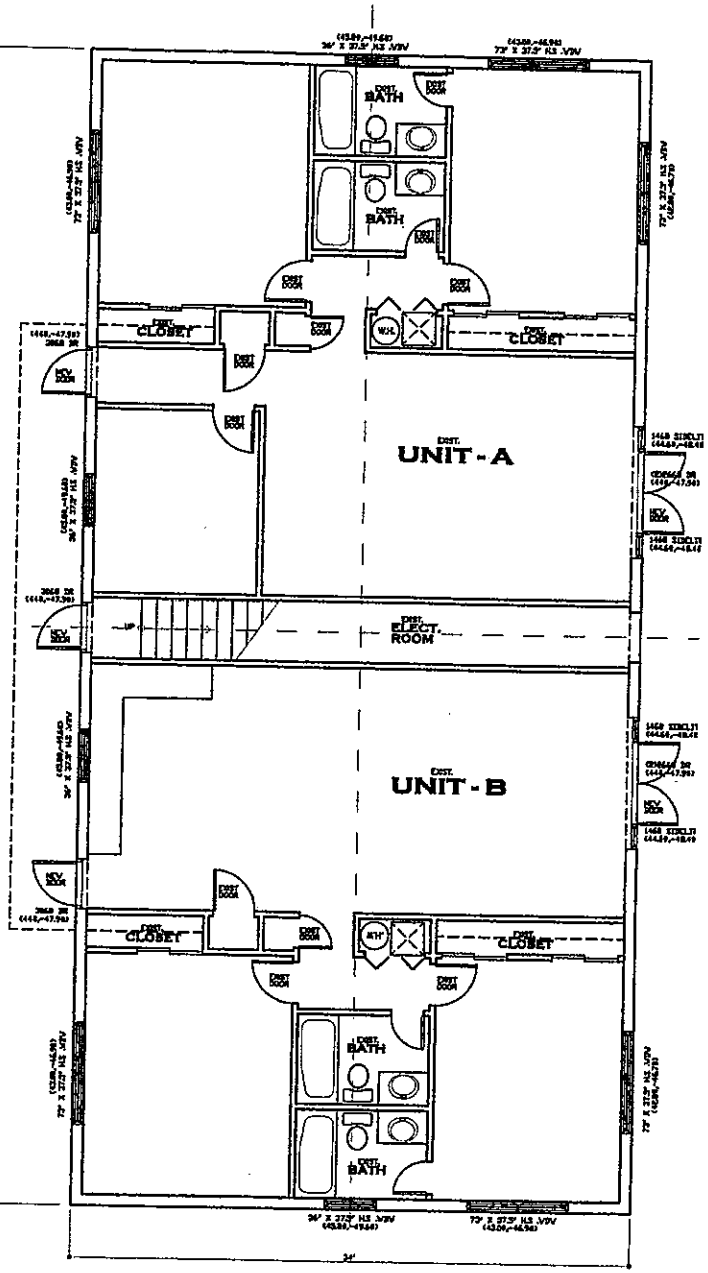
**PROPERTY ADDRESS:**
1156 SOUTH OCEAN DRIVE, FORT PIERCE, FLORIDA




## SECOND FLOOR LEVEL ARCHITECTURAL FLOOR PLAN

SCALE: 1/4" = 1'-0"

NORTH




## FIRST FLOOR LEVEL ARCHITECTURAL FLOOR PLAN

SCALE: 1/4" = 1'-0"

NORTH

***From the Desk of***
**Marc Meyers, C.B.O.**
**Building Official**
**City of Fort Pierce**
**100 North U.S. 1**
**Post Office Box 1480**
**Fort Pierce, Florida 34954**
**T: 772-467-3187**
**F: 772-467-3849**
**mmeyers@city-ftpierce.com**

RECEIVED
FEB 02 2016
CITY OF FORT PIERCE
PLANNING & ZONING

TO: Kori Benton, Senior Planner

DATE: February 1, 2016

RE: TRC Comments for 1-21-16 Meeting

---

1. Annexation, 3255 US Hwy 1
   No Comments

2. Dwelling Rental, 1144 S. Ocean Drive, Conditional Use
   Less than 30 days
   Change of use/occupancy
   R-2 to R-1 (sprinklers, fire alarm, accessibility)
   Remaining open permits (Stop Work Order/Irrigation)

3. Dwelling Rental, 1156 S. Ocean Drive, Conditional Use
   Less than 30 days?
   Change of use, R-2 to R-1 (sprinklers, fire alarm, accessibility)
   Remaining open permits (Stop Work Order/Irrigation)

4. Zoning Text Amendment – Dwelling Rentals in Multi-Family Districts
   No Comments

LandMark Real Estate
1156D S Ocean Drive
Fort Pierce, FL 34949

***Re: Planning Department Review Comments***
***Conditional Use – Dwelling Rental***
***1144 & 1156 S Ocean Drive***

Dear Mr. Frederick,

The following are advisory comments from the Planning Department's review of the application for Conditional Use to operate a Vacation Rental within the R-4A district:



**1)** Please provide a site lighting assessment to ensure the site lighting meets the minimum average of one (1) footcandle, as required by City Code Section 22-60 (j). Lighting must further be compliant with local, state, and federal regulations as the site is adjacent to turtle nesting areas. If the site lighting is deficient, please provide a site lighting plan to detail the proposed lighting improvements.

**2)** Please provide a plan to integrate one (1) handicap parking space within the parking area, to meet the requirements of City Code Section 22-60 – Off-street Parking

**3)** Please provide a landscape improvement plan to present the infill of landscape shrubs and/or trees to meet the minimum standards of the City Code. It's noted that landscape improvements were recently made to the property, therefore the planting of some of the required components may have been addressed.

**4)** Please provide a sidewalk connection and bicycle rack per City Code Sections 22-62 & 22-50

**5)** The property owner is encouraged to consider designating a Vacation Rental agent who is customarily present at a business location within the City of Fort Peirce in order to:

-Be available at the listed phone number 24 hours a day, seven days a week to handle any problems arising from the Vacation Rental use; and

-Be able and willing to come to the Vacation Rental dwelling unit within three hours following notification from the Code Enforcement Department of issues related to the Vacation Rental; and

- Monitor the Vacation Rentals to assure continued compliance with the requirements of this section.

**6)** The applicant is encouraged to review and ensure capacity to comply with Chapters 212 (Florida Tax and Revenue Act) and 509 (Public Lodging Establishments), Florida Statutes, and Rules 69A-43 (Uniform Fire Safety Standards for Transient Public Lodging Establishments) and 69A-60 (the Florida Fire Prevention Code), Florida Administrative Code, where applicable;

If deemed necessary, please provide a written response to each comment in order to expedite the review of any subsequent submittals. Please contact me should you have any questions regarding the project at (772) 467-3739 or by e-mail: kbenton@city-ftpierce.com.

Sincerely,



Kori Benton
Senior Planner

**Planning Board** **7. f.**

Meeting Date: 02/09/2016

Information

REQUESTED ACTION

Site Plan & Design Review - O'Reilly Auto Parts - 4760 S US Highway 1

LOCATION

4760 S US Highway 1

RESPONSIBLE STAFF

Kori Benton, Senior Planner

RECOMMENDATION

Approval with the condition the applicant provides a 5 ft. walkway to the future FDOT sidewalk when completed.

Attachments

Staff Report
Elevations & Floor Plan
Site Plan
Landscape Plan
Project Application & Misc Documents
TRC Comments

**Form Review**

Form Started By: Kori Benton Started On: 02/01/2016 04:19 PM

Final Approval Date: 02/02/2016

# CITY OF FORT PIERCE

## PLANNING DEPARTMENT

*REBECCA GROHALL, AICP, PLANNING MANAGER*
*COMPREHENSIVE PLANNING ◊ DEVELOPMENT REVIEW*
*HISTORIC PRESERVATION ◊ URBAN DESIGN ◊ URBAN FORESTRY ◊ ZONING*


TO: Members of the City of Fort Pierce Planning Board

THROUGH: Rebecca Grohall, AICP, Planning Manager

FROM: Kori Benton, Senior Planner

SUBJECT: Application for Site Plan
O'Reilly Auto Parts
4760 S US Highway 1

DATE: January 1st, 2016

STAFF REPORT

Owner/Applicant: O`Reilly Automotive Stores Inc
PO Box 06116
Chicago, IL 60606

Representatives: Emerald Coast Permitting, Inc.
534 Driftwood Point Rd
Santa Rosa Beach, FL 32459

Bryan L. Zarlenga PE
CARDNO
380 Park Place Boulevard,
Suite 300, Clearwater, FL

Requested Action: Approval of a Site Plan to construct a retail auto parts store

Location: 4760 S US Highway 1

Parcel IDs: 3403-123-0000-000-4

Current Zoning: C-3, General Commercial

Future Land Use: General Commercial (GC)

Surrounding Zoning:

| North | East | South | West |
|---|---|---|---|
| C-3 | C-3 | C-3 | C-3 |

Site Size: 0.85 acres

Utilities: Located within the FPUA Retail Service Area

Staff Analysis:

In accordance with Sections 22-31 and 22-58 of the City Code, the applicant is requesting the review and approval of a Site Plan, and corresponding Design Review request, to construct a 7,248 sq. ft. retail auto parts store. The subject site is vacant, with the previous structure demolished in 2010.

The proposed site plan proposes construction of a retail auto parts store with support parking, lighting, landscaping, and storm water retention facilities on the east side of US Highway 1.

The proposed structure will have a standing seam metal roof with a minor slope concealed with the use of parapets and cornice treatments. The overall height of the structure is twenty-one feet and four inches (21'-4") ft. Architectural enhancements include projecting canopies, and covered entry at the US Highway 1 entrance, retail windows, and metal shutters to punctuate the presented elevations. The building style is characterized by use of subtle building materials such as Split Face Block, finished in earth tones and accent colors. The use of vertically articulated parapets and horizontal façade schemes, as well as the integration of crisp angles and corners, broken by variations in material, height, and girth, provide a contemporary concept to blend with more modern architecture established along the corridor.

The landscape plan accents the development through compliance with all requirements of the City landscape requirements. The plan preserves a handful of existing cabbage palms on-site, planting 36 new trees, and various species of shrubs to accent and buffer the site. A conceptual irrigation plan has been provided to present the capacity to establish and maintain the proposed landscape. The existing Tanglewood Mobile Home Park to the east will be buffered by the installation of several Florida Elm canopy trees.

Vehicular access to the site is provided via a single two-way driveways located on US Highway 1, designed and permitted through FDOT. Parking demands for the store are accommodated via twenty-eight (28) parking spaces (two of which is handicapped-accessible), and a bicycle rack adjacent to the building entrance. The applicant proposes to submit a payment to the City of $6,000 to the City of Fort Pierce, in-lieu of providing the remaining three (3) spaces required by City Code. The applicant has provided justification to alleviate concerns of the presented reduction of spaces, based upon prospective customer volume.

An off-street loading space is provided towards the north east corner of the structure to accommodate product deliveries and staging on-site.

Pedestrian connections are being deferred based upon a FDOT work plan for this corridor, at which time a five (5) ft. walkway will be implemented to the building entrance.

Site lighting will be provided for the parking area and the perimeter of the proposed structure in accordance with City Code requirements, as presented in the provided lighting plan.

The traffic impact statement provided indicates a total of 435 daily trips may be generated by the project. Of these trips, 16 AM peak hour, and 42 PM peak hour trips are presented for the surrounding roadway network. This US Highway 1 roadway segment is expected to operate at their current adopted level of service (LOS) with the additional trips; however a designated turn lane into the site may be contemplated at the time of roadway enhancement. At which time, staff supports shared driveway, or cross access connections with adjoining sites.

Technical Review Committee

All affected departments have reviewed and approved the Site Plan based on compliance with the requirements of the City Code.

Staff Recommendation:

The proposed Site Plan meets the requirements of the City Code, and is found to be consistent with the City's Comprehensive Plan; therefore Staff recommends that the Planning Board forward a recommendation to the City Commission for approval of the Site Plan, and corresponding Design Review request, with the condition that applicant provides a 5 ft. walkway to the future FDOT sidewalk when completed.




## 1 CE1 WEST ELEVATION

SCALE: 1/8" = 1'-0"

63" O'Reilly and 29" AUTO PARTS (Stacked)




## 2 CE1 NORTH ELEVATION

SCALE: 1/8" = 1'-0"



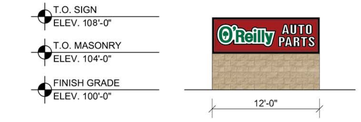

## 3 CE1 EAST ELEVATION

SCALE: 1/8" = 1'-0"




## 4 CE1 SOUTH ELEVATION

SCALE: 1/8" = 1'-0"

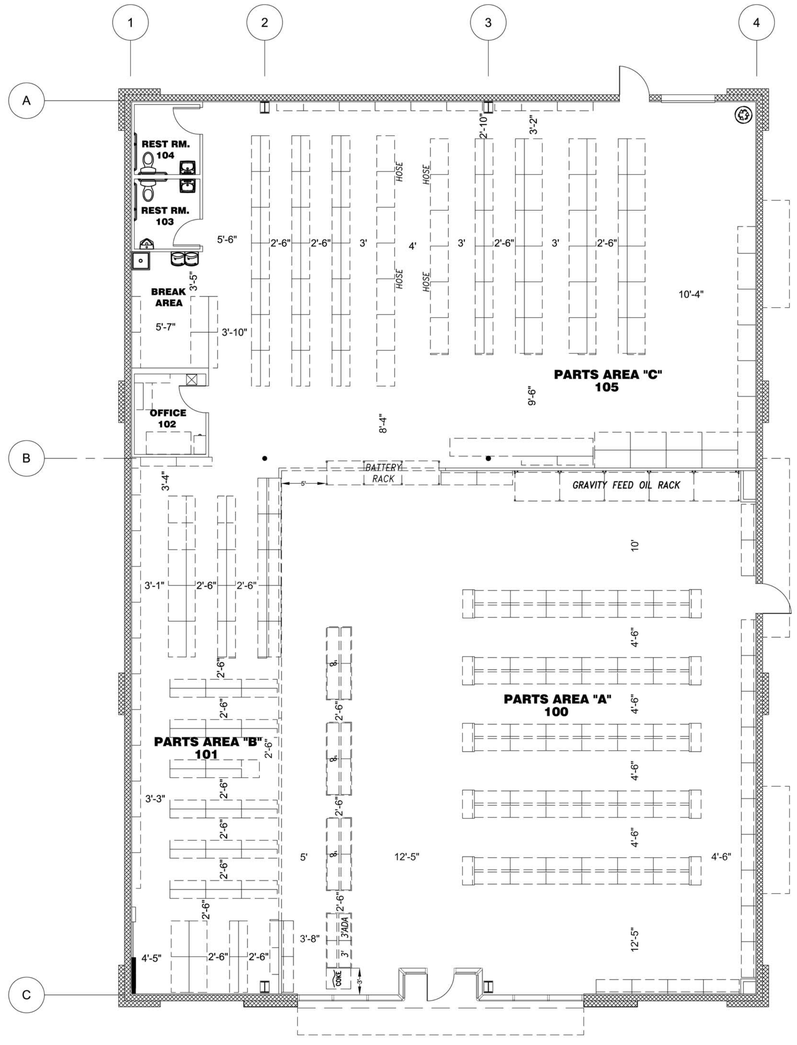



## 6 CE1 PROPOSED SITE SIGN

SCALE: 1/4" = 1'-0"

### FINISH LEGEND:

| | |
|---|---|
| FIELD BLOCK - | PAINTED SPLIT FACE C.M.U. COLOR: SHERWIN WILLIAMS "LATTE" SW6108 |
| ACCENT BLOCK - | PAINTED SPLIT FACE C.M.U. COLOR: SHERWIN WILLIAMS "SOFTER TAN" SW6141 |
| EIFS AROUND SIGN - | CUSTOM RED MIX BY DRYVIT ORAP011030S WITH DRYVIT STRATOTONE HIGH PERFORMANCE COLORANT (FACTORY MIXED ONLY) |
| CURTAIN WALL - | KAWNEER "DARK IVY" |




## 5 CE1 FLOOR PLAN

SCALE: 1/8" = 1'-0"

N

NOT FOR CONSTRUCTION

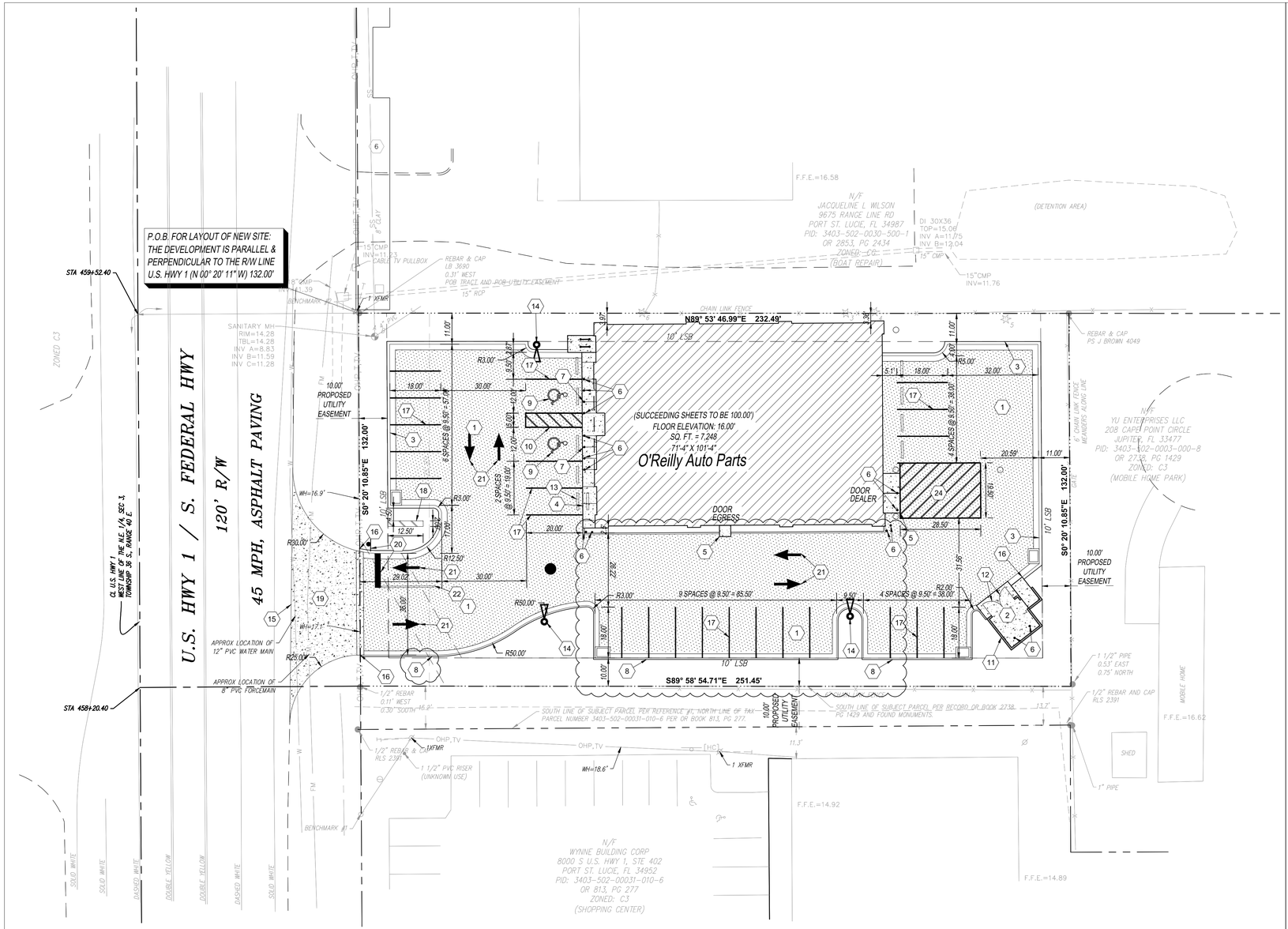

CRAIG A. SCHNEIDER, AIA
ARCHITECT
1736 East Sunshine, Suite 417
Springfield, Missouri 65804
417.862.0558
Fax: 417.862.3265
e-mail: architect@estheryschneider.com


New O'Reilly Auto Parts Store:
S. U.S. HWY 1
FORT PIERCE, FL
(FORT PIERCE #1)

O'Reilly AUTO PARTS
233 SOUTH PATTERSON
SPRINGFIELD, MISSOURI 65802
417-862-2674 PHONE

COMM #

| | |
|---|---|
| DATE: | 10-14-14 |
| REVISION DATE: | 2-11-15 |
| | 10-15-15 |
| | 10-21-15 |
| | 10-30-15 |
| | 2-1-16 |




# KEY NOTES:

1. CONCRETE PAVING:
REFER TO DETAILS 2/C8 & 6/C8.
2. CONCRETE DUMPSTER PAD:
REFER TO DETAIL 2/C8.
3. CONCRETE CURB:
REFER TO DETAIL 13/C8.
4. CONCRETE SIDEWALK:
REFER TO DETAILS 5/C8,10/C8.
5. CONCRETE DOOR LANDING:
REFER TO DETAIL AND STRUCTURAL DETAILS. RAMP PAVING AS INDICATED. LANDING CAN BE POURED MONOLITHIC IF CONCRETE PAVING IS USED.
6. STEEL BOLLARD:
PROVIDE ( 2 ) AT TRASH PAD AND OVERHEAD DOOR, PROVIDE ( 8 ) AT FRONT ENTRANCE AND ( 4 ) AT BUILDING CORNERS.
REFER TO STRUCTURAL PLAN FOR LOCATION. REFER TO DETAIL 12/C8.
7. HANDICAP PARKING SIGN:
REFER TO DETAIL 8/C8.
8. CONCRETE CURB:
INSTALL FDOT 'F' CURB. REFER TO INDEX 300.
9. HANDICAP PARKING SYMBOL:
REFER TO DETAIL 4/C8.
10. HANDICAP ACCESS UNLOADING ZONE:
SLOPE 2% MAX. EACH WAY AND STRIPE ADA COMPLIANT.
11. DUMPSTER ENCLOSURE:
PER DETAILS 1/C9 & 2/C9.
12. SCREEN FENCE GATE:
REFER TO DETAIL 1/C9.
13. CONCRETE BUMPER BLOCK:
8"w x 6"h x 6'-0" LONG CONCRETE. ANCHOR TO PAVING WITH ( 2 )
1'-6" LONG #4 REBAR (TO SIT LEVEL WITH PAVING).
REFER TO DETAIL 7/C8.
14. PARKING LOT LIGHTING:
REFER TO SITE ELECTRICAL PLAN FOR LOCATION AND TYPE.
15. LIMITS OF NEW PAVING:
MATCH EXISTING PER FDOT STANDARDS. REFER TO FDOT DETAILS FOR MIN. REQ.
16. ROLL DOWN CURB:
TERMINATE AND ROLL DOWN NEW CURB WHERE INDICATED. ROLL DOWN AT 1:2.
17. STRIPING:
PROVIDE 4" WIDE PARKING LOT STRIPING AS SHOWN. USE HIGHWAY MARKING PAINT - WHITE ( 2 COATS )
18. SIGN LOCATION:
SIGN FURNISHED AND INSTALLED BY OWNER. REFER TO STRUCTURAL & ELECTRICAL PLAN FOR DETAILS.
19. CONCRETE DRIVE APRON:
DRIVEWAY TO BE INSTALLED PER FDOT INDEX NO. 515. REFER TO DETAILS 2/C8 AND FDOT DETAILS.
20. STOP SIGN AND PAVEMENT MARKING:
(SEE FDOT INDEX 17346 SIGN R1-1)
RIGHT TURN ONLY SIGN UNDER STOP SIGN (PER MUTCD R3-5R)
21. DIRECTIONAL ARROW/STRIPING:
REFER TO DETAIL 3/C8.
22. DOUBLE YELLOW STRIPING
20' DOUBLE YELLOW STRIPING FROM STOP BAR. PER FDOT INDEX 17346. REFER TO FDOT DETAILS.
23. BIKE RACK
5 SPACE (GSA I116-1002 OR APPROVED EQUAL); PAINT SHERWIN WILLIAMS "HUNT CLUB" SW6468 SEMI-GLOSS.
24. LOADING ZONE
19.5'x29' LOADING AREA

# SITE DATA TABLE:

1. SITE ADDRESS: 4760 U.S. HWY 1

2. GROSS SITE AREA: 33,191 SF (0.762 AC)

3. EXISTING LAND USE: CG GENERAL COMMERCIAL
FUTURE LAND USE: COMMERCIAL

| 4. BUILDING SETBACKS | LANDSCAPE BUFFERS |
|---|---|
| REQUIRED | REQUIRED |
| FRONT - 25 FT | FRONT - 10 FT |
| SIDE - 0 FT | SIDES - 10 FT |
| REAR - 0 FT | REAR - 10 FT |
| STREET SIDE - NONE | |

| 5. SITE AREA (EXISTING): | |
|---|---|
| PAVING AND CONCRETE | 4,665.41 SF (14.06%) |
| TOTAL IMPERVIOUS AREA | 4,665.41 SF (14.06%) |
| PERVIOUS AREA | 28,525.59 SF (85.94%) |
| GROSS SITE AREA | 33,191 SF (100%) |

| 6. SITE AREA (PROPOSED): | |
|---|---|
| PAVING AND CURB | 17,577 SF (52.96%) |
| BUILDING AREA | 7,248 SF (21.84%) |
| CONCRETE | 810 SF (2.44%) |
| TOTAL IMPERVIOUS AREA | 25,634 SF (77.23%) |
| PERVIOUS AREA | 7,556 SF (22.77%) |
| GROSS SITE AREA | 33,191 SF (100%) |
| FLOOR AREA RATIO | 7,248/33,191 = 0.2184 (21.84%) |

| RIGHT-OF-WAY | |
|---|---|
| PAVING/CONCRETE | 1,163 SF |

7. PARKING REQUIREMENTS:
1 SPACE PER 200 SF OF GROSS FLOOR AREA
PARKING SPACES REQUIRED: 37 SPACES

PARKING SPACES PROVIDED:
REGULAR PARKING 26 SPACES
HANDICAP 2 SPACES
TOTAL PARKING SPACES PROVIDED 28 SPACES

PER CITY OF FT. PIERCE SECTION 22-60 (a)(5). A PAYMENT IN-LIEU OF WILL BE SUBMITTED TO MEET A PORTION (9 SPACES) OF THE REQUIRED PARKING

8. FLOOD ZONE:
THIS PROPERTY LIES WITHIN FLOOD ZONE "X" AS DEPICTED ON FLOOD INSURANCE RATE MAP NO. 12111C0189J, EFFECTIVE DATE FEBRUARY 16, 2012.

9. THERE ARE NO ENVIRONMENTALLY SENSITIVE AREAS ON THIS SITE.

10. ALL MECHANICAL EQUIPMENT SHALL BE SCREENED IN ACCORDANCE WITH ALL APPLICABLE FORT PIERCE REQUIREMENTS.

11. BUILDING HEIGHT: 24 FT 3 IN

# GENERAL NOTES:

A. REFER TO PROJECT MANUAL FOR ADDITIONAL REQUIREMENTS.

B. ALL SITE DIMENSIONS TO THE GUTTER LINE OF CURB, CONCRETE OR PROPERTY LINE UNLESS OTHERWISE NOTED. CONTRACTOR TO FIELD VERIFY EXISTING CONDITIONS BY DETAILED INSPECTION PRIOR TO SUBMITTING BID AND STARTING CONSTRUCTION.

C. COORDINATE WORK WITH OTHER SITE RELATED DEVELOPMENT DRAWINGS.

D. REFER TO STRUCTURAL PLANS FOR DEVELOPMENT OF SIDEWALKS ADJACENT TO FOUNDATIONS.

E. ANY EXISTING SIDEWALK IN DISREPAIR TO BE REPLACED.

F. CONTRACTOR TO REPAIR / REPLACE DAMAGED SIDEWALK PER DETAIL 10/C8.

G. SITE IMPROVEMENTS SHALL BE INSTALLED IN ACCORDANCE WITH FORT PIERCE AND O'REILLY CONSTRUCTION SPECIFICATIONS.

H. PRIOR TO INSTALLATION, GENERAL CONTRACTOR TO CONFIRM THAT LIGHT POLES, LANDSCAPING AND UTILITIES DO NOT CONFLICT WITH SIGN LOCATION SHOWN. IF ANY POTENTIAL CONFLICT IS DISCOVERED, GENERAL CONTRACTOR TO CONTACT THE O'REILLY PROJECT ADMINISTRATOR BEFORE PROCEEDING.

I. O'REILLY WILL PAY INTO FUND IN LIEU OF INSTALLING SIDEWALK ON US HWY 1.

J. ALL CONSTRUCTION WILL COMPLY WITH SECTIONS 17 & 22 OF CITY OF FORT PIERCE CODE OF ORDINANCES.

K. O'REILLY WILL PAY INTO TRANSPORTATION FUND FOR PARKING DEFICIENCY.

# SYMBOLS LEGEND

**REFER TO SURVEY FOR EXISTING CONDITION SYMBOLS LEGEND**

- NEW BUILDING CONSTRUCTION
- AREA OF CONCRETE
- AREA OF PAVING
- NEW MONUMENT SIGN LOCATION
- NEW CONCRETE WHEELSTOP
- NEW LIGHT POLE LOCATION
- NEW FENCE CONSTRUCTION
- PROPERTY LINE
- CENTER LINE
- RIGHT-OF-WAY

# SITE DEVELOPMENT PLAN

SCALE: 1" = 20'

0 20' 40'

N

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STATE OF FLORIDA REGISTERED ENGINEER LICENSE No. 52167

BRYAN L. ZARLENGA, PE
FL LICENSE NO. 52167

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CRAIG A. SCHNEIDER, AIA
ARCHITECT
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417.862.0558
Fax: 417.862.3265
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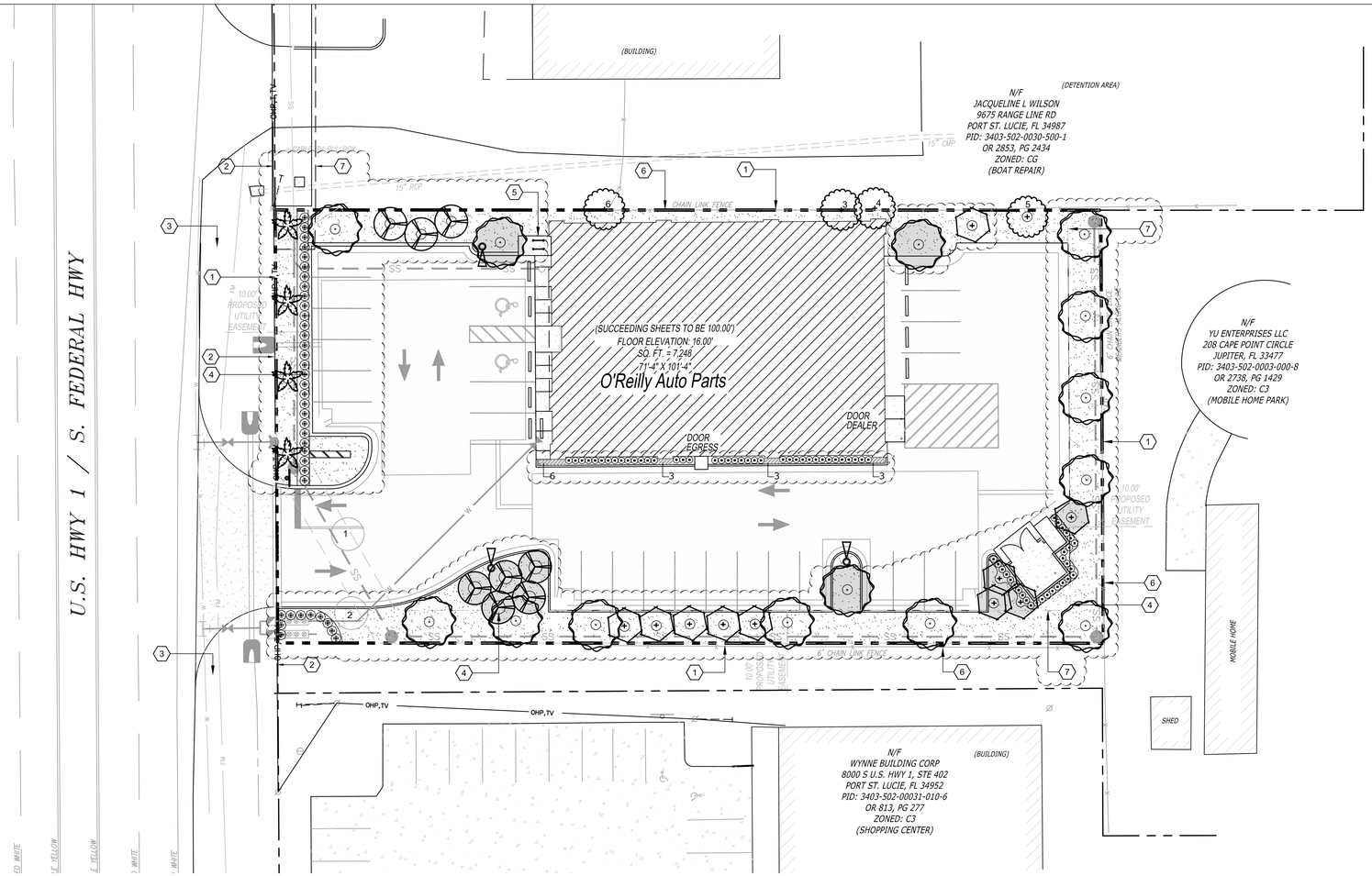

New O'Reilly Auto Parts Store:
S. U.S. HWY 1
FORT PIERCE, FL
(FORT PIERCE #1)

O'Reilly AUTO PARTS
239 SOUTH PATTERSON
SPRINGFIELD, MISSOURI 65802
417-862-6674 PHONE

| | |
|---|---|
| COMM # | 3625 |
| DATE: | 10-24-14 |
| REVISION DATE: | 07-28-15 |
| | 10-27-15 |
| | 01-28-16 |



Plot Stamp: 1/28/2016 4:30:23 PM - Joann Rubio
File: J:\00334\00334001.44\acad\dwg\CS-SITE.dwg, Tab: Layout1




## SYMBOLS LEGEND

**REFER TO SURVEY FOR EXISTING CONDITION SYMBOLS LEGEND**

- PROPERTY LINE
- LANDSCAPE BUFFER
- AREA OF CONCRETE
- SIGN
- NEW LIGHT POLE LOCATION
- NEW SIGN LOCATION

## KEY NOTES

1. PROPERTY LINE
2. EXISTING OVERHEAD POWER/UTILITY LINES
3. ALL DISTURBED AREAS WITHIN THE FDOT RIGHT OF WAY SHALL BE RE-GRADED AND SODDED WITH ARGENTINE BAHIA SOD.
4. 10' LANDSCAPE BUFFER
5. BIKE RACK
6. EXISTING CHAIN LINK FENCE
7. UTILITY ACCESS EASEMENT

## EXISTING TREE CHART

(#) TREE TO BE REMOVED - NUMBER IN SYMBOL CORRELATES WITH BELOW EXISTING TREE CHART

(+#) TREE TO BE RETAINED - NUMBER IN SYMBOL CORRELATES WITH BELOW EXISTING TREE CHART

| | | |
|---|---|---|
| 1 | 10" | PALM |
| 2 | 10" | PALM |
| 3 | 20" | PALM |
| 4 | 18" | PALM |
| 5 | 14" | PALM |
| 6 | 6" | PALM |

TREES TO BE REMOVED: 1-2
TREES TO REMAIN: 3-6

NOTE: CONTRACTOR SHALL REMOVE ALL INVASIVE SPECIES, AS LISTED ON THE FLORIDA EXOTIC PEST PLANT COUNCIL'S INVASIVE PLANT SPECIES LIST, FROM PROPERTY.

## LANDSCAPE ORDINANCE REQUIREMENTS

| | |
|---|---|
| MINIMUM INTERIOR LANDSCAPED AREA FOR VEHICULAR USE AREA: | |
| VEHICULAR USE AREA | = 17,577 SF |
| REQUIRED LANDSCAPE AREA | = 1,172 SF (1 SF PER 15 SF OF TOTAL VUA) |
| PROPOSED LANDSCAPE AREA | = 1,418 SF |
| REQUIRED TREES | = 12 (1 TREE PER 100 SF OF LANDSCAPE AREA) |
| PROPOSED TREES | = 12 |
| REQUIRED LANDSCAPE ADJACENT TO RIGHT OF WAY & PERIMETER | |
| US HWY 1/ S. FEDERAL HWY: | |
| BUFFER WIDTH | = 10' |
| REQUIRED LANDSCAPE AREA | = 936 SF |
| TREES REQUIRED | = 4 CANOPY TREES (1 PER 300 SF OF REQUIRED LANDSCAPE AREA = 3.12 TREES) |
| TREES PROPOSED | = 4 PALM TREES |
| SHRUBS | = HEDGE (24" HEIGHT) |
| SIDE YARD AND REAR YARD: | |
| BUFFER WIDTH | = 10' |
| NORTH: | |
| REQUIRED LANDSCAPE AREA | = 1,268 SF |
| TREES REQUIRED | = 7 TREES (1 PER 200 SF OF REQUIRED LANDSCAPE AREA) |
| TREES PROPOSED | = 7 (1 EXISTING) |
| WEST: | |
| REQUIRED LANDSCAPE AREA | = 789 SF |
| TREES REQUIRED | = 4 TREES (1 PER 200 SF OF REQUIRED LANDSCAPE AREA) |
| TREES PROPOSED | = 4 |
| SOUTH: | |
| REQUIRED LANDSCAPE AREA | = 2,138 SF |
| TREES REQUIRED | = 11 TREES (1 PER 200 SF OF REQUIRED LANDSCAPE AREA) |
| TREES PROPOSED | = 11 |

## PLANT MATERIALS SCHEDULE

| SYMBOLS | COMMON NAME | BOTANICAL NAME | SIZE | SPACING | MIN SIZE | QTY |
|---|---|---|---|---|---|---|
| | TREES | | | | | |
| | FLORIDA ELM | ULMUS AMERICANA V. FLORIDANA | 2.5" CAL. | AS SHOWN | 12' HT. | 14 |
| | 'NATCHEZ' CRAPE MYRTLE -MULTI-TRUNK | LAGERSTROEMIA INDICA 'NATCHEZ' | 2.5" CAL. | AS SHOWN | 12' HT. | 10 |
| | BOTTLEBRUSH TREE | CALLISTEMON RIGIDUS | 3" CAL. | AS SHOWN | 12' HT. | 8 |
| | CABBAGE PALM -10' CLEAR TRUNK | SABAL PALMETTO | 15' OV. HT. | AS SHOWN | 10' CLT. | 4 |
| | SHADED TREES REPRESENT TREES FOR VEHICULAR USE AREA | | | | | |
| | SHRUBS | | | | | |
| | MRS. SCHILLERS DELIGHT VIBURNUM | V. OBOVATUM 'MRS. SCHILLERS DELIGHT' | 7 GAL. | 3'-0" O.C. | 24" HT. | 38 |
| | PODOCARPUS | PODOCARPUS MACROPHYLLA | 7 GAL. | 2'-0" O.C. | 24" HT. | 68 |
| | GROUNDCOVER | | | | | |
| 15 | EVERGREEN GIANT LIRIOPE | LIRIOPE MUSCARI 'EVERGREEN GIANT' | 1 GAL. | 1'-8" O.C. | | 15 |
| | NUMBER INDICATED ON HATCH THROUGHOUT THE DRAWING RELFECTS THE NUMBER OF GRASSES IN THAT PARTICULAR AREA. | | | | | |
| | ARGENTINE BAHIA | PASPALUM NOTATUM 'ARGENTINE' | SOD | | | 6,900 SF |

MULCH NOTE: ALL PLANT BEDS SHALL CONTAIN A 4" LAYER OF PINE NEEDLES (TYP.)
ALL TREES IN SOD SHALL RECEIVE A 4' DIAMETER MULCH RING (TYP.)

SOD NOTE: DROUGHT TOLERANT BAHIA, AS SPECIFIED ABOVE, TO BE USED TO COVER ALL AREAS DISTURBED DURING CONSTRUCTION. CONTRACTOR SHALL REPAIR AND REPLACE ANY DAMAGE TO THE SITE OUTSIDE OF PROPERTY LINES DUE TO ON-SITE CONSTRUCTION ACTIVITY.

# PLANTING PLAN

SCALE: 1" = 20'

0 20' 40'

N

REGISTERED LANDSCAPE ARCHITECT ANDREW T. HILL LA 6667073 FLORIDA

ANDREW HILL, R.L.A.
FL LICENSE NO. LA6667073

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1736 East Sunshine, Suite 417
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New O'Reilly Auto Parts Store:
S. U.S. HWY 1
FORT PIERCE, FL

O'Reilly AUTO PARTS
233 SOUTH PATTERSON
SPRINGFIELD, MISSOURI 65802
417-862-2674 PHONE

COMM # 3625

DATE: 10-24-14
REVISION DATE: 07-28-15
10-27-15
01-28-16

# CITY OF FORT PIERCE

## PLANNING DEPARTMENT

REBECCA GROHALL, AICP, PLANNING MANAGER
COMPREHENSIVE PLANNING ◊ DEVELOPMENT REVIEW
HISTORIC PRESERVATION ◊ URBAN DESIGN ◊ URBAN FORESTRY ◊ ZONING

Property address or Location 4760 SOUTH U.S. HIGHWAY 1

Parcel ID #(s) 3403-123-0000-0004

Project description CONSTRUCTION OF A NEW COMMERCIAL BUILDING FOR THE PURPOSE OF THE RETAIL SALE OF AUTO PARTS.

O'REILLY AUTOMOTIVE STORES, INC.
**Property Owner(s)**
233 S. PATTERSON AVE.
Street Address
SPRINGFIELD, MO 65802
City State Zip
(417) 862-2674
Phone Number
ptasset@oreillyauto.com
Email Address

EMERALD COAST PERMITTING, INC.
**Applicant/Representative, Title, Company**
534 DRIFTWOOD POINT ROAD
Street Address
SANTA ROSA BEACH, FL 32459
City State Zip
(850) 837-7444
Phone Number
emeraldcoastpermitting@cox.net
Email Address

***Property Owner(s) Acknowledgements:*** *- This application will not be considered complete without the signature of all property owners of record, which shall serve as an acknowledgement of the submission of this application. The property owner's signature below shall also authorize the Applicant (if other than the property owner) and/or Representative to act in his/her behalf for the purposes of seeking approval for the application described herein.*

*Property Owner(s) Signature(s)*

STATE OF ~~FLORIDA~~ Missouri COUNTY Greene
The foregoing instrument was acknowledged before me this 1st day of December, 20 14, by
Scott Kraus who is personally known to me ~~or has produced~~
_____ as identification.

Becky Piland
Signature of Notary (seal)

BECKY PILAND
Notary Public – Notary Seal
STATE OF MISSOURI
Greene County
My Commission Expires June 5, 2017
Commission #13488017

***INTAKE MEETINGS ARE REQUIRED FOR ALL SUBMITTALS. CALL (772) 467-3729***

**TO BE COMPLETED BY STAFF**

| Zoning | Future Land Use | Total Acres | Historic District | Historic Designation |
|---|---|---|---|---|
| | | | | Contributing Individual<br>Non-Contributing None |

Pre-Application Meeting Date _____
Intake Planner _____
Planner Assigned _____
Approved By _____ Date _____
Comments _____

Fees _____ Control # _____ B. Permit # _____

Intake Date Stamp

# ☐ DEVELOPMENT REVIEW

***General Information***

- ☒ Incomplete application packets cannot be accepted.
- ☒ Site Plan approval is valid for one (1) year following City Commission approval. In order to maintain site plan approval, vertical improvements, permitted by the Building Department must commence prior to the 12-month expiration date, and building permits must be maintained until site plan is completed, per plans, or approval shall lapse.

*Choose Application Type:*

| Application Type | | |
|---|---|---|
| ☒ Site Plan | ☐ Conditional Use with New Const. | ☐ Major Amendment |
| ☐ Conceptual Development Plan | | ☐ Minor Amendment |

*Site Information:*

Non-Residential: Proposed Sq. Ft.: 7,228 Residential: Proposed Units: N/A

Surrounding Uses: *(i.e. single family home, retail, industrial, etc.)*

| North | South | East | West |
|---|---|---|---|
| CG | C3 | C3 | C3 |

**Application Outlook**




## *Site Plan submittal requirements:*

***Submit one (1) original & thirteen (13) hard copies and one (1) CD of the following. Additional copies will be required of subsequent submittals.***

- ☐ Complete notarized application
- ☐ Warranty Deed
- ☐ SLC Property Record Card
- ☐ Statements of ownership & control of proposed development. Statement describing in detail: character & intended use.
- ☐ General location map (see Section 22-58.d.2)
- ☐ Survey (see Section 22-58.d.3)
- ☐ Site Plan (see Section 22-58.d.4)
- ☐ Landscaping Plan (see Section 22-187)
- ☐ Storm Drainage Plan (see Section 22-58.d.6)
- ☐ Environmental Impact Report
- ☐ Beach/Dune System protection plan, if applicable (see Section 22-58.d.7)
- ☐ Lighting Plan (see Section 22-58.d.8)
- ☐ Design Review submittals (see Design Review application)
- ☐ Traffic Impact Report
- ☐ Concurrency Review submittals (see Concurrency Review application)

# CITY OF FORT PIERCE
## COMMUNITY DEVELOPMENT DEPARTMENT
### PLANNING DIVISION

*COMPREHENSIVE PLANNING ◊ DEVELOPMENT REVIEW*
*HISTORIC PRESERVATION ◊ URBAN DESIGN ◊ URBAN FORESTRY ◊ ZONING*

# CERTIFICATE OF CONCURRENCY APPLICATION

**Project Name:** NEW O'REILLY AUTO PARTS STORE

1. Name of owner(s):
O'REILLY AUTOMOTIVE STORES, INC.
Mailing Address: (Street) 233 SOUTH PATTERSON
(City) SPRINGFIELD (State) MO (Zip) 65802
Phone # (417) 862-2674

2. Name of Applicant:
O'REILLY AUTOMOTIVE STORES, INC.
Mailing Address: (Street) 233 SOUTH PATTERSON
(City) SPRINGFIELD (State) MO (Zip) 65802
Phone # (417) 862-2674

3. Name of Representative:
EMERALD COAST PERMITTING, INC.
Mailing Address: (Street) 534 DRIFTWOOD POINT ROAD
(City) SANTA ROSA BEACH (State) FL (Zip) 32459
Phone # (850) 837-7444 Fax # (850) 837-7677
E-mail: emeraldcoastpermitting@cox.net

4. Is this concurrency application related to a specific project? (Please circle one)
Yes No
If yes, list the corresponding site plan or subdivision name:

---

**To be completed by the City**
Date Received _____ By _____
Fee: _____ Receipt# _____

**5. Capacity Analysis:** (SEE ATTACHED)

**I. Site Data:**

| | Existing Use | Future Land Use | Zoning |
|---|---|---|---|
| **North** | | | |
| **South** | | | |
| **East** | | | |
| **West** | | | |

| | Future Land Use | Zoning Classification | Maximum Intensity<br>Residential: Dwelling Units per Acre<br>Other: Square Footage | Total Acreage | Flood Zone |
|---|---|---|---|---|---|
| **Current** | | | | | |
| **Proposed** | | | | | N/A |

**II. Public Facilities Information:**

| **A. Potable Water:** | |
|---|---|
| Average Use | Residential: 100 gallons per day per person (du x 2.6 = persons x 100 gpd = demand)<br>Other: 0.125 gallons per day per square foot |
| Demand Analysis | Maximum |
| Current Zoning | Total gallons per day |
| Proposed Zoning | Total gallons per day |
| **Change in Demand** | **Total gallons per day** |

| **B. Wastewater:** | |
|---|---|
| Average Use | Residential: 100 gallons per day per person (du x 2.6= persons x 100 gpd = demand)<br>Other: 0.1 gallons per day per square foot |
| Demand Analysis | Maximum |
| Current Zoning | Total gallons per day |
| Proposed Zoning | Total gallons per day |
| **Change in Demand** | **Total gallons per day** |

| **C. Parks and Recreation (Residential Classifications Only):**<br>(Du x 2.6 = persons + 44,227 = population /LOS) |
|---|

| Park Type | LOS | Existing Population Park Demand | Proposed Population Park Demand | Change in Demand |
|---|---|---|---|---|
| **Regional** | 20 acres per 1,000 people | | | |
| **Urban District** | 5 acres per 1,000 people | | | |
| **Community** | 2.5 acres per 1,000 people | | | |
| **Neighborhood** | 1.36 acres per 1,000 people | | | |

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

| | K-8 | High |
|---|---|---|
| **School Name** | | |
| **City** | | |
| **Distance** | | |
| **Current Zoning Enrollment Demand** | | |
| **Proposed Zoning Enrollment Demand** | | |
| **Change in Demand** | | |

**E. Solid Waste:**
2 yard serves 15 units, 4 yard serves 30 units, 6 yard serves 45 units, 8 yard serves 60 units

| | |
|---|---|
| **Demand Analysis** | Maximum |
| **Current Zoning** | |
| **Proposed Zoning** | |
| **Change in Demand** | |

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

| | |
|---|---|
| **Impact** | |

## III. Transportation Analysis

**G. Traffic**
Most recent ITE Code for use; HCM Roadway Capacity

| | AADT | AM/PM Peak Hour Trips |
|---|---|---|
| **Demand Analysis** | Maximum | Maximum |
| **Current Zoning** | | |
| **Proposed Zoning** | | |
| **Change in Demand** | Trips | Trips |
| **Impact to Capacity** | | |

**6. Project Description**

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

**RESIDENTIAL DATA**

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

**NON-RESIDENTIAL DATA**

| Type(s) specify | Phase | Square footage | Acres | Expecting beginning date | Expected completion date |
|---|---|---|---|---|---|
| | | | | | |
| | | | | | |
| | | | | | |
| | | | | | |
| | | | | | |

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

**8.** **a.** Does this application involve demolition or re-use of any structure(s)? [ ] Yes [ ] No
If yes, what is the size of the structure(s) to be demolished or re-used? _____

**b.** What is the current use of the structure to be demolished or re-used? _____

**c.** Are you claiming trip credits for the demolition or re-use of a structure(s) at the site? [ ] Yes [ ] No
If yes, provide estimates of credits for each previous use at the site. (Attach sheet with calculations)

**9.** Exemptions Requested:

**Applicant Acknowledgements** (Owner's signature must be notarized)

I certify that: (Check One)

__X__ I (we) do hereby certify that I (we) own in fee simple the above referenced described property for which a certificate of concurrency is requested, and that the application is true, correct, and complete to the best of my knowledge.

_____ I (we) are not the owner of the above described property; however, the owners signature below authorizes the applicants the authority to act as agent for the owner(s) of record and that the application is true, correct, and complete to the best of my knowledge.

Applicants Signature Date

233 South Patterson | Springfield | Mo | 65802
Address | City | State | Zip

(417) 862-2674 | (417) 829-5715 | ptasset@oreillyauto.com
Phone | Fax | E-mail Address

**Property Owners Acknowledgements:** (please print) - This application will not be considered complete without the signature of all property owners of record, which shall serve as an acknowledgement of the submission of this application for a change in future land use. The property owner's signature below shall also authorize the applicant (if other than the property owner) and/or Agent to act in his/her behalf for the purpose of seeking a certificate of concurrency.

Scott Kraus Phone: (417) 862-2674
Property Owner's Name (Please Print)

233 South Patterson | Springfield | Mo | 65802
Address | City | State | Zip

Property Owner's Signature Date

STATE OF ~~FLORIDA, CITY OF FORT PIERCE~~ Missouri, County of Greene

The foregoing instrument was acknowledged before me this 1st day of December, 2014, by Scott Kraus who is personally known to me ~~or has produced~~ ~~as identification.~~

Becky Piland
Signature of Notary

Becky Piland
Type or Print Name of Notary

(seal)

BECKY PILAND
Notary Public – Notary Seal
STATE OF MISSOURI
Greene County
My Commission Expires June 5, 2017
Commission #13488017

# CAPACITY ANALYSIS

## I. Site Data:

| | Existing Use | Future Land Use | Zoning |
|---|---|---|---|
| **North** | COMMERCIAL | GENERAL COMMERCIAL | CG |
| **South** | COMMERCIAL | GENERAL COMMERCIAL | C3 |
| **East** | RIGHT OF WAY | RIGHT OF WAY | N/A |
| **West** | COMMERCIAL | GENERAL COMMERCIAL | C3 |

| | Future Land Use | Zoning Classification | Maximum Intensity<br>Residential: Dwelling Units per Acre<br>Other: Square Footage | Total Acreage | Flood Zone |
|---|---|---|---|---|---|
| **Current** | GENERAL CCOMERCIAL | C3 | | 0.762 AC | ZONE X |
| ****Proposed** | GENERAL COMMERCIAL | C3 | 7,228 SF | 0.762 AC | N/A |

## II. Public Facilities Information:

| **A. Potable Water:** | |
|---|---|
| Average Use | Residential: 100 gallons per day per person (du x 2.6= persons x 100 gpd = demand)<br>Other: 0.125 gallons per day per square foot |
| Demand Analysis | Maximum |
| Current Zoning/FLU | 0 Total gallons per day |
| **Proposed Zoning/FLU | 904 Total gallons per day |
| **Change in Demand | 904 Total gallons per day |

| **B. Wastewater:** | |
|---|---|
| Average Use | Residential: 100 gallons per day per person (du x 2.6= persons x 100 gpd = demand)<br>Other: 0.1 gallons per day per square foot |
| Demand Analysis | Maximum |
| Current Zoning/FLU | 0 Total gallons per day |
| **Proposed Zoning/FLU | 723 Total gallons per day |
| **Change in Demand | 723 Total gallons per day |

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

| Park Type | LOS | Existing Population Park Demand | Proposed Population Park Demand | Change in Demand |
|---|---|---|---|---|
| **Regional** | 20 acres per 1,000 people | N/A | N/A | N/A |
| **Urban District** | 5 acres per 1,000 people | N/A | N/A | N/A |
| **Community** | 2.5 acres per 1,000 people | N/A | N/A | N/A |
| **Neighborhood** | 1.36 acres per 1,000 people | N/A | N/A | N/A |

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

| | K-8 | High |
|---|---|---|
| **School Name** | N/A | N/A |
| **City** | N/A | N/A |
| **Distance** | N/A | N/A |
| **Current Zoning/FLU Enrollment Demand** | N/A | N/A |
| ****Proposed Zoning/FLU Enrollment Demand** | N/A | N/A |
| ****Change in Demand** | N/A | N/A |

| **E. Solid Waste: Residential** (2 yard serves 15 units, 4 yard serves 30 units, 6 yard serves 45 units, 8 yard serves 60 units) | |
|---|---|
| **Demand Analysis** | Maximum |
| **Current Zoning/FLU** | 0 |
| ****Proposed Zoning/FLU** | 6 YD |
| ***Change in Demand** | 6 YD |

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

| | |
|---|---|
| **Impact** | STORMWATER MANAGEMENT FACILITIES WILL INCLUDE A CHAMBER SYSTEM, PIPES, INLETS AND CONTROL STRUCTURE DESIGNED TO CITY AND SFWMD REQUIREMENTS. POST-DEVELOPMENT RATE WILL BE LESS THAN THE PRE-DEVELOPMENT RATE FOR THE 25-YEAR 3-DAY STORM. |

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

| **G. Transportation Analysis: Complete ITE Trip Generation Data Form**<br>Most recent ITE Code for use; HCM Roadway Capacity | | |
|---|---|---|
| | **AADT** | **AM/PM Peak Hour Trips** |
| **Demand Analysis** | Maximum | Maximum |
| **Current Zoning/FLU** | C3 | C3 |
| ****Proposed Zoning/FLU** | C3 | C3 |
| ***Change in Demand** | 29,941 Trips | 435 Trips |
| **Impact to Capacity** | ADDITION OF 435 DAILY TRIP (42 PM PEAK TRIPS) | |

## IV. Project Description

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

**RESIDENTIAL DATA** N/A

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

| NON-RESIDENTIAL DATA | | | | | |
|---|---|---|---|---|---|
| **Type(s) specify** | **Phase** | **Square footage** | **Acres** | **Expecting beginning date** | **Expected completion date** |
| COMMERCIAL (AUTO PARTS RETAIL)- PHASE 1 | 1 | 7,228 | 0.762 | 10/01/2015 | 04/30/2016 |
| | | | | | |
| | | | | | |
| | | | | | |
| | | | | | |

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

B. 1. Does this application involve demolition or re-use of any structure(s)? [ ] Yes [x] No
If yes, what is the size of the structure(s) to be demolished or re-used? N/A

2. What is the current use of the structure to be demolished or re-used? N/A

3. Are you claiming trip credits for the demolition or re-use of a structure(s) at the site? [ ] Yes [x] No
If yes, provide estimates of credits for each previous use at the site. (Attach sheet with calculations)

C. Exemptions Requested: N/A

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

November 24, 2014

Cardno

12481 Telecom Drive
Tampa, FL 33637
USA

**Phone: +1 813 221 0048**

**www.cardno.com**

Mr. Steve Peterie
O'Reilly Automotive Stores, Inc.
233 S. Patterson
Springfield, MO 65802

RE: Fort Pierce Traffic Analysis – 4760 US Highway 1

Dear Mr. Peterie:

Cardno has completed the traffic analysis for the O'Reilly Auto Parts store proposed at 4760 US highway 1in Ft. Pierce, Florida. The 7,228 square foot store has a build-out year of 2015. The traffic analysis based on the site plan that includes one driveway on US 1 is as follows:

**TRIP GENERATION ANALYSIS**

The trip generation analysis was conducted utilizing the equations found in the Institute of Transportation Engineers (ITE) *Trip Generation*, 9th Edition for land use code (LUC) 843: Automobile Parts Sales. It is anticipated that 435 daily trips, 16 AM peak-hour trips (8 inbound, 8 outbound) and 42 PM peak-hour trips (21 inbound, 21 outbound) will be generated by the project. A summary of the daily, AM and PM peak-hour trip generation is included in **Table 1**. The ITE Trip Generation information is provided in **Appendix A**.

**Table 1**
**O'Reilly Auto Parts Trip Generation**

| LUC | Land Use Type | Size | Units | Daily | AM Peak Hour | | | PM Peak Hour | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | Total | Enter | Exit | Total | Enter | Exit |
| **843** | **Automobile Parts Sales** | **7,228** | **SF** | 435 | 16 | 8 | 8 | 42 | 21 | 21 |

## SITE ACCESS

Access/egress for the site is proposed via one full-access driveway on US Highway 1.

## PROJECT TRIP DISTRIBUTION AND ASSIGNMENT

The trip distribution and project assignment utilized in the study were determined based upon the existing travel patterns within the study area. A review of available existing annual average daily traffic (AADT) information from FDOT Florida Traffic Online and the St. Lucie Transportation Planning Organization *Traffic Counts and Level of Service (LOS) Report for Fall 2013* provided data for US 1, north of Midway Road. The proposed trip distribution and project trips assigned to the driveway for the AM and PM peak periods are shown in **Figure 1**. The traffic data is included in **Appendix B**.

## ROADWAY CAPACITY ANALYSIS

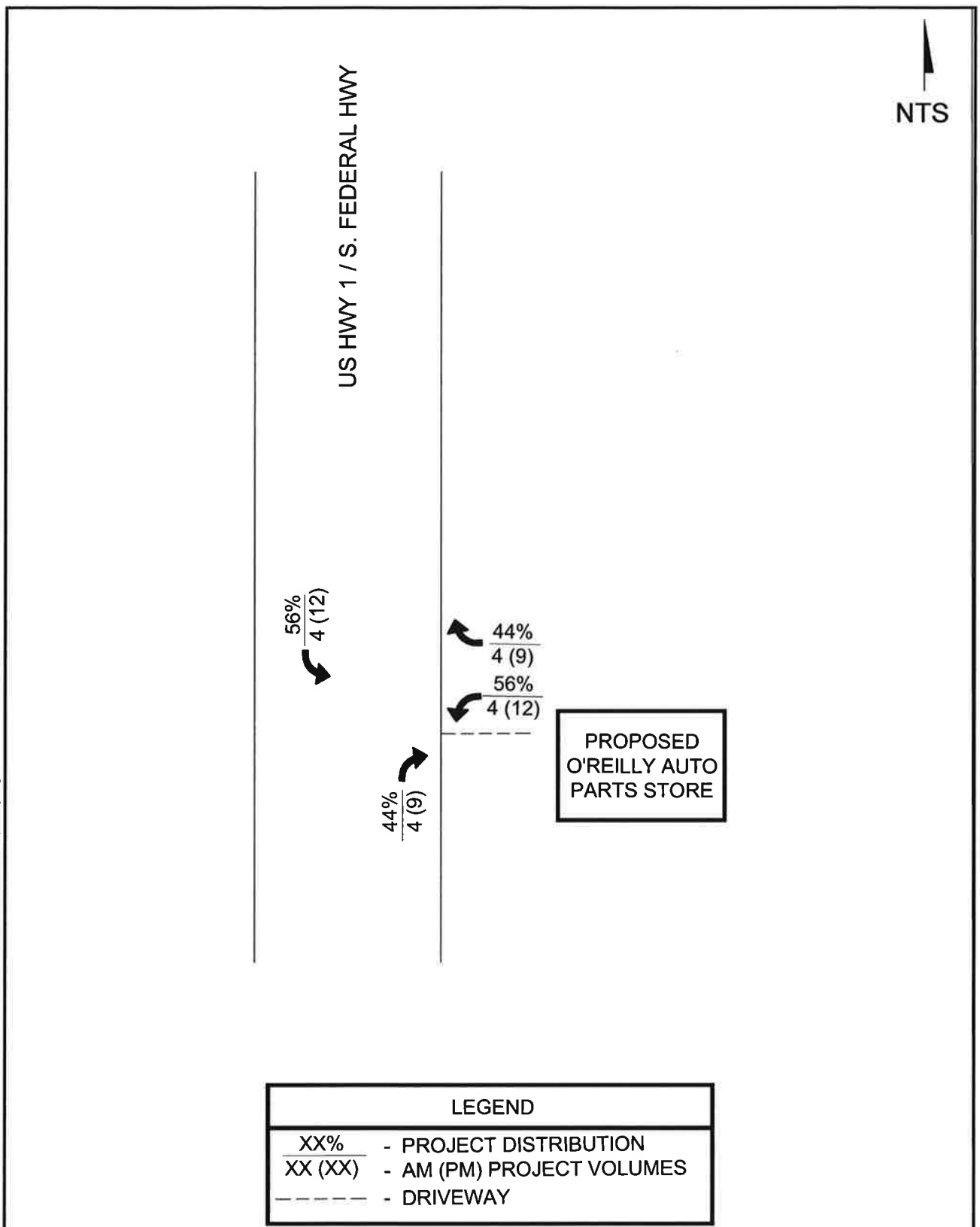
US Highway 1 is a five-lane roadway (4-lane plus two-way-left-turn lane) in the vicinity of the project site and currently operates at LOS D during both the AM and PM peak hours based on the latest traffic counts provided by St. Lucie County Transportation Planning Organization. It has a peak hour/peak direction service capacity of 1,860 vehicles and a PM peak hour directional volume of 1,424 vehicles. With the additional 16 AM peak hour trips and 42 PM peak hour trips added to this roadway, the LOS is expected to remain within the service capacity of the roadway.

## CONCLUSION

Based on the data collected and analysis, the proposed development is expected to result in minimal impact to the surrounding roadway network.

Sincerely,

Susan C. Joel, PE, PTOE
Senior Traffic Engineer
For Cardno TBE
Direct Line 727.519.4170




DATE: 11/2014 TIME: SCALE: 1 FILENAME: O:\JOB\00334\00334-001-44\ACAD\Vicinity.dwg

Cardno

**PROJECT:** O'REILLY AUTO PARTS (4760 US HIGHWAY 1)

**CITY, COUNTY:** FT. PIERCE, ST. LUCIE COUNTY

**TITLE:** PROJECT DISTRIBUTION AND DRIVEWAY VOLUMES **FIGURE:** 1

# APPENDIX A
# TRIP GENERATION

O'Reilly Auto Parts
Location: 4760 US Highway 1
Fort Pierce, Florida

ITE Trip Generation (9th edition)

LUC 843 pg. 1604

Auto Parts Sales
Size: 7228 SF

Average Vehicle Trip Ends per 1,000 SF Gross Floor Area (ITE 9th Edition)
LUC 843 Daily :

| | | |
|---|---|---|
| Avg. Rate = 61.91 | 447.4855 Trips | |
| Eqn: T=81.02(X)-150.75 | 434.8626 Trips | 435 |

AM Peak Hour:

| | | |
|---|---|---|
| Avg. Rate = 2.21 | 15.97388 Trips | |
| Eqn: T=2.76(X)-4.34 | 15.60928 Trips | 16 |

PM Peak Hour:

| | | |
|---|---|---|
| Avg. Rate = 5.98 | 43.22344 Trips | |
| Eqn: T=7.87(X)-14.86 | 42.02436 Trips | 42 |

| PM Peak Hour : | | |
|---|---|---|
| 49% Entering | 20.58 | 21 |
| 51% Exiting | 21.42 | 21 |
| | 42 | 42 |

| AM Peak Hour : | | |
|---|---|---|
| 51% Entering | 8.16 | 8 |
| 49% Entering | 7.84 | 8 |
| | 16 | 16 |

# APPENDIX B
# TRAFFIC COUNT DATA

FLORIDA DEPARTMENT OF TRANSPORTATION
2013 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 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 0001 | | SEMINOLE RD- SOUTH OF?PENNY LN | 0E | | 0E | | 80 | F | 9.0 | 50.8F | 11.9F |
| 0003 | | CR 707/INDIAN RIVER DR - N OF ORANGE AVE (COUNTY | N | 2600 | S | 2700 | 5300 | C | 9.0 | 55.9F | 21.0A |
| 0004 | | INDIAN RIVER DR - 707 S OF A1A/BRIDGE (COUNTY 4) | N | 3400 | S | 2800 | 6200 | C | 9.0 | 55.9F | 1.2P |
| 0006 | | SR 713/KINGS HWY - S OF SR 614/INDRO RD (COUNTY | N | 5800 | S | 6000 | 11800 | C | 9.0 | 50.8F | 7.3P |
| 0009 | | SR 5/US 1 - S OF INDRIO RD (COUNTY 9) | N | 8000 | S | 7800 | 15800 | C | 9.0 | 55.9F | 3.5P |
| 0010 | | SR 5/US 1 - S OF 608/ST LUCIE BLVD (COUNTY 10) | N | 7700 | S | 7700 | 15400 | C | 9.0 | 55.9F | 3.3P |
| 0011 | | SR 615/25 ST - S OF SR 608/ST LUCIE BLVD (COUNTY | N | 3900 | S | 3600 | 7500 | C | 9.0 | 50.8F | 5.0P |
| 0012 | | SR 5/US 1 - S OF CR 611/EDWARDS RD (COUNTY 12) | N | 15000 | S | 15000 | 30000 | C | 9.0 | 55.9F | 5.5P |
| 0014 | | SR 615/25 ST - S OF SR 68/ORANGE AVE (COUNTY 14) | N | 9200 | S | 8900 | 18100 | C | 9.0 | 50.8F | 3.1P |
| 0015 | | SR 615/25 ST - N OF SR 70/VIRGINIA AVE (COUNTY 1 | N | 10500 | S | 10000 | 20500 | C | 9.0 | 50.8F | 4.2P |
| 0016 | | CR 615/25 ST S - N OF CR 712/MIDWAY RD (COUNTY 1 | N | 7800E | S | 8100E | 15900 | T | 9.0 | 50.8F | 8.5F |
| 0019 | | CR 615/AIROSA BLVD - N OF CR 716/PORT ST LUCIE B | N | 7200E | S | 8200E | 15400 | S | 9.0 | 50.8F | 2.9P |
| 0020 | | SR 5 / US 1 - N OF CR 712/MIDWAY RD (COUNTY 20) | N | 14000 | S | 14500 | 28500 | C | 9.0 | 55.9F | 2.8P |
| 0021 | | SR 615 / 25 ST - S OF CORTEZ BLVD-N OF EDWARDS R | N | 10500 | S | 10500 | 21000 | C | 9.0 | 50.8F | 3.6P |
| 0022 | | HARTMAN RD - N. OF OKEECHOBEE RD. | 0E | | 0E | | 4600 | F | 9.0 | 50.8F | 11.9F |
| 0023 | | CR 712/MIDWAY RD - W OF SR 5/US1 (COUNTY 126) | E | 1800E | W | 1800E | 3600 | F | 9.0 | 50.8F | 5.0P |

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

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 2013

| 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 |
| TULIP BLVD | PAAR DR to DARWIN BLVD | 3,300 | 550 | 227 | C | 0.597 | 217 | C | 0.571 |
| US 1 | MARTIN COUNTY LINE to LENNARD RD | 48,802 | 3,770 | 2,222 | C | 0.748 | 2,613 | C | 0.880 |
| US 1 | LENNARD RD to PORT ST LUCIE BLVD | 48,802 | 3,590 | 2,222 | C | 0.785 | 2,613 | C | 0.923 |
| US 1 | MARIPOSA AVE to JENNINGS RD | 33,607 | 2,940 | 1,613 | B | 0.672 | 1,712 | B | 0.713 |
| US 1 | JENNINGS RD to TIFFANY AVE | 33,607 | 2,940 | 1,613 | B | 0.672 | 1,712 | B | 0.713 |
| US 1 | TIFFANY AVE to WALTON RD | 33,607 | 2,940 | 1,613 | B | 0.672 | 1,712 | B | 0.713 |
| US 1 | WALTON RD to VILLAGE GREEN DR | 43,377 | 2,940 | 2,350 | B | 0.979 | 2,107 | B | 0.878 |
| US 1 | VILLAGE GREEN DR to SPANISH LAKES BLVD | 52,770 | 3,090 | 2,803 | C | 0.934 | 2,625 | C | 0.875 |
| US 1 | SPANISH LAKES BLVD to PRIMA VISTA BLVD | 52,770 | 2,810 | 2,803 | D | 0.998 | 2,625 | D | 0.934 |
| US 1 | PRIMA VISTA BLVD to RIO MAR DR | 35,436 | 3,090 | 1,639 | B | 0.650 | 1,613 | B | 0.640 |
| US 1 | RIO MAR DR to KITTERMAN RD | 29,505 | 2,810 | 1,442 | C | 0.661 | 1,306 | C | 0.599 |
| US 1 | KITTERMAN RD to SAEGER AVE | 29,505 | 2,940 | 1,442 | B | 0.601 | 1,306 | B | 0.544 |
| US 1 | SAEGER AVE to EASY ST | 29,505 | 2,450 | 1,442 | D | 0.589 | 1,306 | D | 0.533 |
| US 1 | EASY ST to MIDWAY RD | 27,709 | 3,090 | 1,292 | B | 0.513 | 1,255 | B | 0.498 |
| US 1 | MIDWAY RD to WEATHERBEE RD | 29,941 | 1,860 | 1,407 | D | 0.756 | 1,424 | D | 0.766 |
| US 1 | MIDWAY RD to FARMER'S MARKET RD | 29,941 | 1,960 | 1,407 | B | 0.902 | 1,424 | B | 0.913 |
| US 1 | FARMER'S MARKET RD to EDWARDS RD | 29,941 | 1,960 | 1,407 | B | 0.902 | 1,424 | B | 0.913 |
| US 1 | EDWARDS RD to SAVANNAH RD | 31,459 | 1,770 | 1,441 | D | 0.814 | 1,413 | D | 0.798 |
| US 1 | GARDENIA AVE to VIRGINIA AVE | 31,459 | 1,770 | 1,441 | D | 0.814 | 1,413 | D | 0.798 |
| US 1 | SAVANNAH RD to GARDENIA AVE | 31,459 | 1,500 | 1,441 | D | 0.961 | 1,413 | D | 0.942 |
| US 1 | VIRGINIA AVE to OHIO AVE | 30,672 | 1,770 | 1,477 | D | 0.834 | 1,489 | D | 0.841 |
| US 1 | OHIO AVE to GEORGIA AVE | 30,672 | 1,770 | 1,477 | D | 0.834 | 1,489 | D | 0.841 |
| US 1 | GEORGIA AVE to DELAWARE AVE | 25,426 | 1,770 | 1,311 | C | 0.986 | 1,253 | C | 0.942 |
| US 1 | DELAWARE AVE to CITRUS AVE | 27,451 | 1,500 | 1,391 | D | 0.927 | 1,355 | D | 0.903 |
| US 1 | CITRUS AVE to ORANGE AVE | 22,239 | 1,500 | 1,107 | D | 0.738 | 998 | D | 0.665 |
| US 1 | ORANGE AVE to AVENUE A | 27,451 | 1,500 | 1,391 | D | 0.927 | 1,355 | D | 0.903 |
| US 1 | AVENUE A to AVENUE C | 27,451 | 1,500 | 1,391 | D | 0.927 | 1,355 | D | 0.903 |
| US 1 | AVENUE C to AVENUE D | 27,451 | 1,500 | 1,391 | D | 0.927 | 1,355 | D | 0.903 |
| US 1 | AVENUE D to SEAWAY DR | 27,451 | 1,500 | 1,391 | D | 0.927 | 1,355 | D | 0.903 |

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

# CITY OF FORT PIERCE

## PLANNING DEPARTMENT

COMPREHENSIVE PLANNING ◊ DEVELOPMENT REVIEW
HISTORIC PRESERVATION ◊ URBAN DESIGN ◊ URBAN FORESTRY ◊ ZONING

# APPLICATION FOR DESIGN REVIEW

Project Name: NEW O'REILLY AUTO PARTS STORE

1. Project description for which design review approval is requested: CONSTRUCTION OF A NEW COMMERCIAL BUILDING FOR THE PURPOSE OF THE RETAIL SALE OF AUTO PARTS.

2. Property Tax I.D. #: 3403-123-0000-0004

3. Property Address: 4760 SOUTH US HIGHWAY 1

4. Zoning District: C3 **5.** Future Land Use: GC (GENERAL COMMERCIAL)

6. Historic District Y/N NO if yes, which District: N/A

7. Total Acreage: 0.762 ACRES

8. Name of Owner(s): O'REILLY AUTOMOTIVE STORES, INC.
Signature of Owner(s):
Mailing Address: (street) 233 SOUTH PATTERSON
(City) SPRINGFIELD (State) MO (zip) 65802
Phone # (417) 862-2674

9. Name of Applicant: O'REILLY AUTOMOTIVE STORES, INC.
Signature of Applicant:
Mailing Address: (street) 233 SOUTH PATTERSON
(City) SPRINGFIELD (State) MO (zip) 65802
Phone # (417) 862-2674

10. Name of Representative: EMERALD COAST PERMITTING, INC.
Signature of Representative:
Mailing Address: (street) 534 DRIFTWOOD POINT ROAD
(City) SANTA ROSA BEACH (State) FL (zip) 32459
Phone # (850) 837-7444 Fax (850) 837-7677
E-mail: emeraldcoastpermitting@cox.net

**11. Property Owners Acknowledgements:** - This application will not be considered complete without the signature of all property owners of record, which shall serve as an acknowledgement of the submission of this application. The property owner's signature below shall also authorize the Applicant (if other than the property owner) and/or Representative to act in his/her behalf for the purposes of seeking approval for the site plan as described herein.

Property Owner's Name (Please Print) | (417) 862-2674 Phone

233 South Patterson | Springfield | Mo | 65802
Address | State | Zip

Property Owner's Signature | Date

STATE OF ~~FLORIDA~~ Missouri
~~ST LUCIE~~ COUNTY) Greene

The foregoing instrument was acknowledged before me this 15th day of December, 2014, by Scott Kraus who is personally known to me ~~or has produced~~ ~~as identification~~.

Becky Piland
Signature of ~~Notary~~ (seal)

BECKY PILAND
Notary Public – Notary Seal
STATE OF MISSOURI
Greene County
My Commission Expires June 5, 2017
Commission # 13461017

**A complete Administrative Review packet is required upon application submittal.**

**To be completed by the City**

Date Received _____ By _____

Fee: _____ Receipt# _____

**All required application information must be provided at time of submittal.**
**Packets must be folded to 8 ½ x 11 and collated.**

**APPLICATION REQUIREMENTS:**

a. **Application fee**

b. **Application submission shall include the following:**

- TRC (Initial Submission): One (1) original and (13) paper copies of the application and support documents and provide one (1) electronic copy of the application packet as described below.
- Planning Board: One (1) original and (16) paper copies of the application and support documents and provide one (1) electronic copy of the application packet as described below.
- City Commission: One (1) original and (11) paper copies of the application and support documents and provide one (1) electronic copy of the application packet as described below.

## DESIGN REVIEW APPLICATION CHECKLIST

(City Code of Ordinances 22-59)

1. Submittal for Administrative Review:
    1. A survey (1"=30' minimum scale) of property lines, existing topography and the location of trees meeting the tree protection regulations of Sec. 22-194, location of bordering streets and, if applicable, wetlands and beaches.
    2. A Site Analysis Study to include a discussion of specimen trees and other natural vegetation, access, significant topography, wetlands, buffers, setbacks, views, orientation, the surrounding built environment and other site features that may influence design elements.
    3. A draft written narrative describing the design intent of the project, its goals and objectives and how it reflects the Site Analysis Study results.
    4. Context photographs of neighboring uses and architectural styles.
    5. Photographs and/or drawings of architectural buildings or objects that serve as a precedent for the proposed building design. Models should be taken from local exemplary buildings, either existing or demolished. Documentation of such buildings is available in the City's Planning Department.
    6. Photographs of all existing structures located on the property. If existing structures on the property are more than fifty years of age, documentation of these structures with data from the Florida Master Site File form is also required.
    7. Conceptual site plan (to scale) showing proposed location of all buildings, structures, parking areas, signs and landscaping.
    8. Landscape plan, at the same scale as the site plan. The planning director or designee may request enlarged plans of detailed planting areas. Planting schedule with sizes of proposed plantings must be included.
    9. Accurate color rendering of proposed signs showing dimensions, type of lettering, materials and actual color samples that demonstrates cohesiveness with the project design.
    10. Exterior elevations showing architectural character, external architectural features and streetscape of the proposed development, including materials, colors, shadow lines and landscaping. The street elevation shall encompass the entire proposed project and generally identify the major elements of the adjacent two properties on either side of the site. If the adjacent properties are vacant or underutilized, a diagram shall be provided that identifies the mass and form that is allowable under current zoning. If the street elevation must be drawn at such a scale as to render architectural details of the building unreadable, drawings of individual buildings at a larger scale should be provided as well.

2. Submittal for Final Review:
    1. A Written Narrative describing how the project conforms to Administrative Approval and Design Review Guidelines of this section.
    2. A final site plan meeting the requirements of Section 22-58.
    3. A final site lighting plan that meets the requirements of Section 22-58(d)(8).
    4. A final landscape plan that meets the requirements of Article XII, Landscaping and Trees.
    5. Final floor plans and elevation drawings (1/8"=1'-0" minimum scale), as detailed under Administrative Approval, showing exterior building materials and colors with architectural sections and details to adequately describe the project.
    6. A color board (11"x17" maximum) containing actual color samples of all exterior finishes, keyed to the elevations, and indicating the manufacturer's name and color designation.

November 4, 2015

New O'Reilly Auto Parts Store
4760 S. US Hwy 1,
Fort Pierce, FL #1 (FP1)




SITE

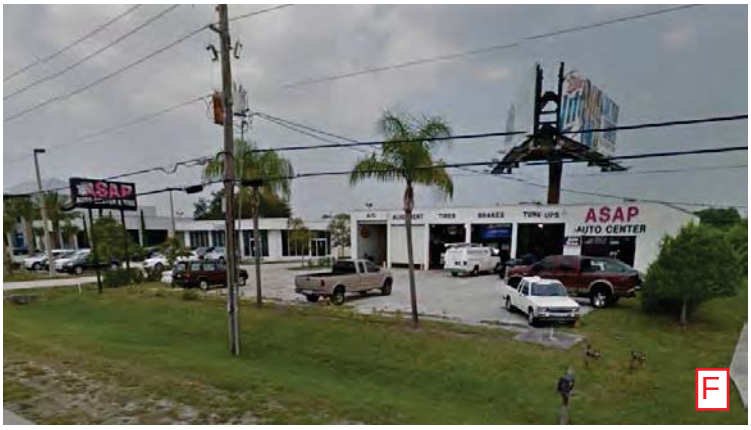

FOR SALE
A


B


GRAINGER
GRAINGER
C


D


OIL
EXCHANGE
E


ASAP
AUTO CENTER
F


G

RECEIVED
OCT 27 2015
1736 E SUNSHINE ST. SUITE 417
SPRINGFIELD, MO

Cameron K. Collins, P.E. #62665
3330 E. Battlefield Road, Suite 1000
Springfield, Missouri 65804
phone 417.881.0020
fax 417.881.0353
mfec.com
mfec Engineering Solutions
CORPORATE CERTIFICATE OF AUTHORITY 2007026629

CRAIG A. SCHNEIDER, AIA
ARCHITECT
1736 East Sunshine, Suite 417
Springfield, Missouri 65804
417.862.0658
Fax: 417.862.3265
e-mail: architect@esterlyschneider.com

CRAIG A. SCHNEIDER
No. 02665
STATE OF MISSOURI
REGISTERED ARCHITECT
10-27-15

New O'Reilly Auto Parts Store:
S. U.S. HWY 1
FORT PIERCE, FL
(FORT PIERCE #1)

O'Reilly AUTO PARTS
233 SOUTH PATTERSON
SPRINGFIELD, MISSOURI 65802
417-862-2674 PHONE

COMM # 3625

DATE: 10-27-15

REVISION DATE:

SL2 of 2

## Ordering Number Logic
Evolve™ LED Scalable Area Light (EASC)



EAS C _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ _

| FIXTURE ID | PHOTOMETRIC TYPE | VOLTAGE | OPTICAL DISTRIBUTION CODE | DRIVE CURRENT | LED COLOR TEMP | PE FUNCTION | MOUNTING | COLOR | OPTIONS |
|---|---|---|---|---|---|---|---|---|---|
| E = Evolve<br>A = Area<br>S = Scalable | C = Photometric Series | 0 = 120 - 277<br>1 = 120*<br>2 = 208*<br>3 = 240*<br>4 = 277*<br>5 = 480*<br>9 = 347-480<br>H = 347-480<br>*Specify single voltage if Field option is selected | F = Fitted<br>L = Left<br>R = Right<br>N = Not Applicable | S = 525mA (4x512W only) | 40 = 4000K<br>50 = 5000K | 1 = None<br>2 = PE Rec<br>4 = PE Rec with "Shorting Cap"<br>5= PE Rec with Control**<br>A = ANSI C136.41 7-pin dimming PE Receptacle (a)<br>D = ANSI C136.41 7-pin dimming PE Receptacle with "Shorting Cap (a)<br>** PE control not available for 347-480V. Must be a discrete voltage (347V or 480V).<br>† When ordering PE function code 4 or D, a dimming driver must also be ordered using the "OPTIONS" code "DMG".<br># Using Dimming/Control PE as a separate item. | A = 10' Arm for Square Pole supplied with leads<br>B = 10' Arm for Round Pole supplied with leads<br>C = 6x9 Slip Fitter 2" Pipe (7.37 in. OD) supplied with leads<br>S = Knuckle Slipfitter for 2.3in. - 3.0in. OD Tenon. 0-45° (vertical) aiming angles achievable. | BLCK = Black<br>DKBZ = Dark Bronze<br>Contact manufacturer for other colors. | C = IEC<br>D = Dimming (0-10 V) Input† (For 120-277V)<br>F = Fusing<br>H = Motion Sensor**#<br>J = cULus Listed<br>R = 10kV Extra Surge Protection<br>XXX = Special Options<br>† Dimming leads will be provided through the back of the parts unless specified with A or D PE function.<br>** When ordering Motion Sensing (option H) "A" or "B" Mounting Arm must be selected. Fixture power increases of 1W reported, with motion on.<br># Dimming & shorting cap will be applied to fixture if not otherwise specified (D option not compatible with PE receptacle option A, or D. |

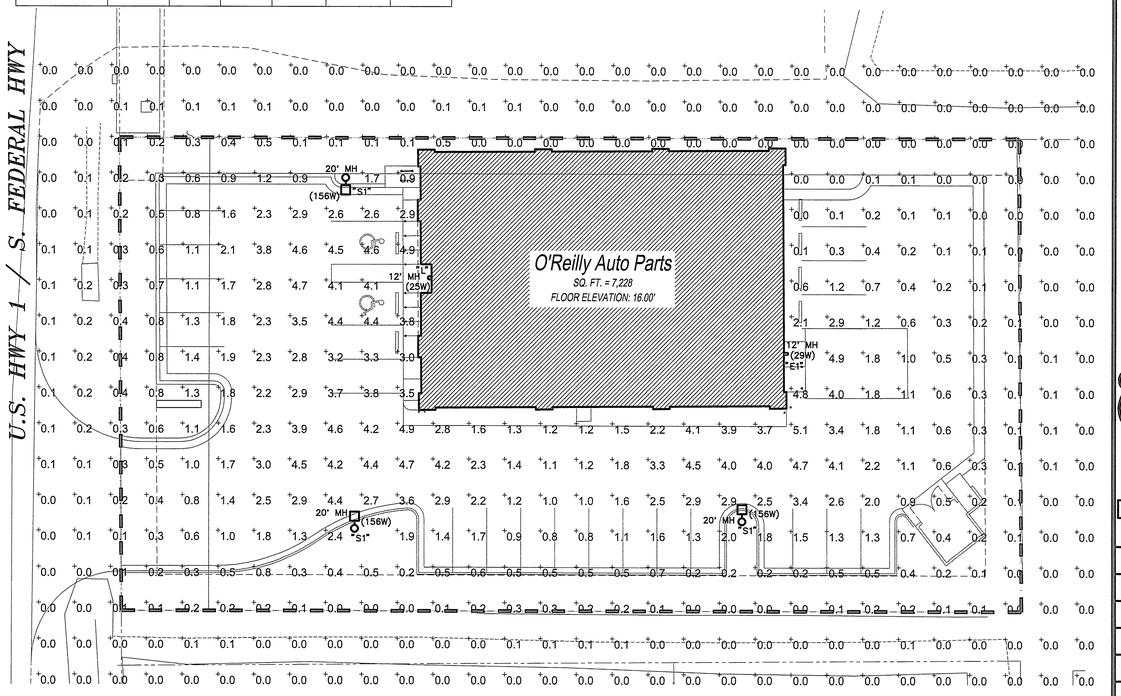
Light pattern thrown in direction specified in relation to Pole and Fixture.

| CATALOG NUMBER | TYPE | TYPICAL INITIAL LUMENS 4000K & 5000K | TYPICAL SYSTEM WATTAGE 120-277V & 347-480V | DISTRIBUTION CLASSIFICATION AVAILABLE | B | U | G | IES FILE NUMBERS 4000K | IES FILE NUMBERS 5000K | IESNA RATING |
|---|---|---|---|---|---|---|---|---|---|---|
| | Z5 Symmetric Medium | 8200 | 82 | N | 3 | 0 | 2 | EASC_Z5SN540 | EASC_Z5SN550 | IES |
| | E5 Symmetric Medium | 12700 | 118 | N | 4 | 0 | 2 | EASC_E5SN540 | EASC_E5SN550 | IES |
| | F5 Symmetric Medium | 15000 | 137 | N | 4 | 0 | 2 | EASC_F5SN540 | EASC_F5SN550 | IES |
| | G5 Symmetric Medium | 17100 | 156 | N | 4 | 0 | 2 | EASC_G5SN540 | EASC_G5SN550 | IES |
| | H5 Symmetric Medium | 21200 | 190 | N | 4 | 0 | 2 | EASC_H5SN540 | EASC_H5SN550 | IES |
| | J5 Symmetric Medium | 25200 | 235 | N | 5 | 0 | 3 | EASC_J5SN540 | EASC_J5SN550 | IES |
| | K5 Symmetric Medium | 30000 | 283 | N | 5 | 0 | 3 | EASC_K5SN540 | EASC_K5SN550 | IES |
| | N5 Symmetric Short | 9200 | 82 | N | 3 | 0 | 1 | EASC_N5SN540 | EASC_N5SN550 | IES |
| | P5 Symmetric Short | 13800 | 119 | N | 3 | 0 | 2 | EASC_P5SN540 | EASC_P5SN550 | IES |
| | Q5 Symmetric Short | 16400 | 137 | N | 4 | 0 | 2 | EASC_Q5SN540 | EASC_Q5SN550 | IES |
| | R5 Symmetric Short | 18700 | 156 | N | 4 | 0 | 2 | EASC_R5SN540 | EASC_R5SN550 | IES |
| | S5 Symmetric Short | 23100 | 190 | N | 4 | 0 | 2 | EASC_S5SN540 | EASC_S5SN550 | IES |
| | T5 Symmetric Short | 27400 | 235 | N | 4 | 0 | 2 | EASC_T5SN540 | EASC_T5SN550 | IES |
| | U5 Symmetric Short | 29200 | 283 | N | 5 | 0 | 2 | EASC_U5SN540 | EASC_U5SN550 | IES |
| | A4 Asymmetric Forward | 4200 | 46 | F, L, R | 1 | 0 | 1 | EASC_A4F540 | EASC_A4F550 | IES |
| | B4 Asymmetric Forward | 6500 | 82 | F, L, R | 1 | 0 | 2 | EASC_B4F540 | EASC_B4F550 | IES |
| | C4 Asymmetric Forward | 7650 | 92 | F, L, R | 1 | 0 | 2 | EASC_C4F540 | EASC_C4F550 | IES |
| | D4 Asymmetric Forward | 8700 | 82 | F, L, R | 1 | 0 | 2 | EASC_D4F540 | EASC_D4F550 | IES |
| | E4 Asymmetric Forward | 12900 | 119 | F, L, R | 2 | 0 | 3 | EASC_E4F540 | EASC_E4F550 | IES |
| | F4 Asymmetric Forward | 15200 | 144 | F, L, R | 2 | 0 | 3 | EASC_F4F540 | EASC_F4F550 | IES |
| | G4 Asymmetric Forward | 17100 | 156 | F, L, R | 2 | 0 | 3 | EASC_G4F540 | EASC_G4F550 | IES |
| | H4 Asymmetric Forward | 21200 | 190 | F, L, R | 3 | 0 | 4 | EASC_H4F540 | EASC_H4F550 | IES |
| | J4 Asymmetric Forward | 25200 | 235 | F, L, R | 3 | 0 | 4 | EASC_J4F540 | EASC_J4F550 | IES |
| | K4 Asymmetric Forward | 30000 | 283 | F, L, R | 3 | 0 | 5 | EASC_K4F540 | EASC_K4F550 | IES |
| | A3 Asymmetric Wide | 4100 | 46 | F, L, R | 1 | 0 | 1 | EASC_A3F540 | EASC_A3F550 | IES |
| | B3 Asymmetric Wide | 7200 | 82 | F, L, R | 1 | 0 | 1 | EASC_B3F540 | EASC_B3F550 | IES |
| | C3 Asymmetric Wide | 8300 | 92 | F, L, R | 1 | 0 | 2 | EASC_C3F540 | EASC_C3F550 | IES |
| | D3 Asymmetric Wide | 9600 | 92 | F, L, R | 2 | 0 | 2 | EASC_D3F540 | EASC_D3F550 | IES |
| | E3 Asymmetric Wide | 13900 | 119 | F, L, R | 2 | 0 | 2 | EASC_E3F540 | EASC_E3F550 | IES |
| | F3 Asymmetric Wide | 16800 | 144 | F, L, R | 2 | 0 | 2 | EASC_F3F540 | EASC_F3F550 | IES |
| | G3 Asymmetric Wide | 18700 | 156 | F, L, R | 2 | 0 | 2 | EASC_G3F540 | EASC_G3F550 | IES |
| | H3 Asymmetric Wide | 23100 | 190 | F, L, R | 3 | 0 | 3 | EASC_H3F540 | EASC_H3F550 | IES |
| | J3 Asymmetric Wide | 27400 | 235 | F, L, R | 3 | 0 | 3 | EASC_J3F540 | EASC_J3F550 | IES |
| | K3 Asymmetric Wide | 33000 | 283 | F, L, R | 3 | 0 | 4 | EASC_K3F540 | EASC_K3F550 | IES |
| | A2 Asymmetric Narrow | 4600 | 46 | F, L, R | 1 | 0 | 1 | EASC_A2F540 | EASC_A2F550 | IES |
| | B2 Asymmetric Narrow | 6800 | 82 | F, L, R | 1 | 0 | 1 | EASC_B2F540 | EASC_B2F550 | IES |
| | C2 Asymmetric Narrow | 8000 | 92 | F, L, R | 2 | 0 | 2 | EASC_C2F540 | EASC_C2F550 | IES |
| | D2 Asymmetric Narrow | 9100 | 82 | F, L, R | 2 | 0 | 2 | EASC_D2F540 | EASC_D2F550 | IES |
| | E2 Asymmetric Narrow | 13400 | 119 | F, L, R | 2 | 0 | 2 | EASC_E2F540 | EASC_E2F550 | IES |
| | F2 Asymmetric Narrow | 16200 | 144 | F, L, R | 3 | 0 | 3 | EASC_F2F540 | EASC_F2F550 | IES |
| | G2 Asymmetric Narrow | 18000 | 156 | F, L, R | 3 | 0 | 3 | EASC_G2F540 | EASC_G2F550 | IES |
| | H2 Asymmetric Narrow | 22300 | 199 | F, L, R | 3 | 0 | 3 | EASC_H2F540 | EASC_H2F550 | IES |
| | J2 Asymmetric Narrow | 26550 | 235 | F, L, R | 3 | 0 | 3 | EASC_J2F540 | EASC_J2F550 | IES |
| | K2 Asymmetric Narrow | 31900 | 283 | F, L, R | 3 | 0 | 4 | EASC_K2F540 | EASC_K2F550 | IES |
| | KA Asymmetric 100° Wide Auto | 35900 | 283 | F, L, R | 4 | 0 | 3 | EASC_KAF540 | EASC_KAF550 | IES |

†Rating values for B and G are based on rated lumens and may vary due to flux tolerances.

# TYPE "S1" LIGHT FIXTURE

| STATISTICS | | | | | | |
|---|---|---|---|---|---|---|
| Description | Symbol | Avg | Max | Min | Max/Min | Avg/Min |
| PARKING AREA | + | 2.2 fc | 6.1 fc | 0.1 fc | 61.0:1 | 22.0:1 |
| PROPERTY LINE | + | 0.1 fc | 0.5 fc | 0.0 fc | N / A | N / A |




1 SL2 SITE LIGHTING PLAN
SCALE: 1"=20'
NORTH

## PORTFOLIO™

| Catalog # | Type |
|---|---|
| Project | |
| Comments | Date |
| Prepared by | |

**DESCRIPTION**

6 inch LED recessed narrow beam downlight specially designed for LED technology. Two-stage reflector system produces smooth distribution with excellent light control and low aperture brightness. Lumen packages include 1000 and 1500 delivered lumens with color temperatures of 2700K, 3000K, 3500K, 4000K. Suitable for commercial construction and exceeds high efficacy requirements (with designated trims) for Title 24-2008 and IECC-2009.

**SPECIFICATION FEATURES**

**Lower Shielding Reflector**
Self-flanged, spun .050" thick aluminum lower reflector in combination with a lensed upper optical chamber provides superior lumen output with minimal source brightness. Available in all Portfolio Alzak® finishes.

**Trim Retention**
Lower reflector is retained with two torsion springs holding the flange tightly to the finished ceiling surface.

**Plaster Frame / Collar**
New Construction housing: Die cast aluminum 1-1/2" deep collar accommodates ceiling materials up to 2". Remodel Housing: Galvanized steel plaster ring adjusts to accept up to 1" ceiling thickness.

**Universal Mounting Bracket**
Accepts 1/2" EMT, C channel and bar hangers and adjusts 5" vertically from above and below the ceiling (new construction housing only).

**Junction Box**
(4) 1/2" and (2) 3/4" trade size pry outs positioned to allow straight conduit runs. Listed for (8) #12 AWG (four in, four out) 90°C conductors and feed thru branch wiring.

**Thermal**
Extruded aluminum heat sink conducts heat away from the LED module for improved performance and longer life.

**LED**
LED system contains a plurality of high brightness white LED's combined with a high reflectance upper reflector and convex transitional lens producing even distribution with no pixelation. Rated for 50,000 hours at 70% lumen maintenance. Auto resetting, thermally protected, LED's are turned off when safe operating temperatures are exceeded. Color variation within 3-step MacAdam ellipses. Flexible disconnect allows for tool-less replacement of LED engine from below ceiling.

**Driver**
Driver can be serviced from above or through the aperture.

**Environmental**
Fixture is/could not be operated in ambient temperature above 40° C.

**Code Compliance**
Thermally protected and cULus listed for protected wet locations. IP54 Certified. Optional City of Chicago environmental air (CCEA) marking for plenum applications. EMI/RFI emissions per FCC 47CFR Part 18 Class B consumer limits. Non-IC rated - insulation must be kept 3" from top and sides of housing. RoHS Compliant. Title 24-2008 Compliant with designated trims. ARRA Compliant. Photometric testing completed in accordance with IES LM 79 standards. LED life testing completed in accordance with LM 80 standards.

**Warranty**
5 year warranty.

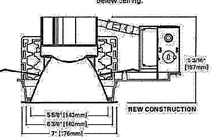


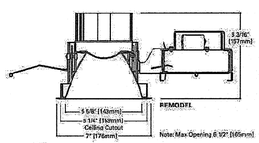
LD610
LD615
LD6R10
LD6R15

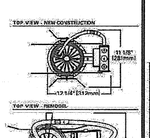
6LN

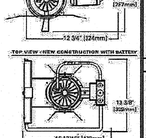
LED

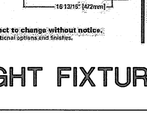
6 Inch
Narrow Downlight




| Energy Data |
|---|
| Rated Rating Class & Amperage: |
| Operating Temperature: 40°C (104°F) |
| **1500 Lumen** |
| (Values at non-dimming line voltage) |
| Maximum Starting Temp: -30°C (-22°F) |
| ON/OFF/FCC Title 47 CFR, Part 18, Class B (Consumer) |
| Input Voltage: 120V (60Hz) - 277V |
| Power Factor: >0.90 (at nominal input 120/208/240/277 VAC & 100% of Rated Lumen Power) |
| Input Power: 24.8W | THD: <20% |
| 120V Input Current: 215A | 277V Input Current: 94A |
| Maximum Non-DC Ambient Continuous |
| Input Frequency: 47-63Hz |
| Rated Distance: 34.8M |
| **1000 Lumen D120 / D010** |
| (Values at non-dimming line voltage) |
| Maximum Starting Temp: -30°C (-22°F) |
| ON/OFF/FCC Title 47 CFR, Part 18, Class B (Consumer) |
| Input Voltage: 120/ 20-277V |
| Power Factor: >0.90 |
| Input Power: 14.2W | THD: <20% |
| Input Frequency: 50/60Hz |
| Rated Distance: 34.8M/277.5W |

Qualified & Documented with designated LED modules and trims.

**COOPER Lighting**
www.cooperlighting.com

Specifications and dimensions subject to change without notice.
Contact your representative for additional options and finishes.

ATM 113796
2011-05-02

# TYPE "L" LIGHT FIXTURE

## Ordering Number Logic
Scalable Wall Pack (EWS2)



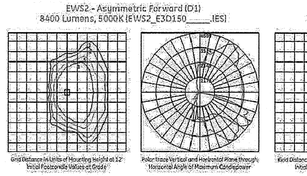
EWS2 _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ _

| PRODUCT ID | VOLTAGE | POWER LEVEL | PHOTOMETRIC TYPE | LED COLOR TEMP | PE FUNCTION | COLOR | OPTIONS |
|---|---|---|---|---|---|---|---|
| E = Evolve<br>W = Wallpack<br>S = Scalable<br>2 = Product Generation | 0 = 120-277*<br>H = 347-480<br>1 = 120*<br>2 = 208*<br>3 = 240*<br>4 = 277*<br>5 = 480*<br>D = 347*<br>*Specify single voltage only if field option is selected* | 01 = Asymmetric Forward<br>E1 = Asymmetric Medium | 40 = 4000K<br>50 = 5000K | 1 = None<br>4 = PE Rec<br>* Supplied as factory sensor. Only available in 120-277V. Must also order with H motion sensor option. | BLCK = Black<br>DKBZ = Dark Bronze<br>Contact manufacturer for other colors. | F = Fusing<br>H = Motion Sensor*<br>J = cULus Listed<br>XXX = Special Options<br>* Option H only available in 120-277V. |

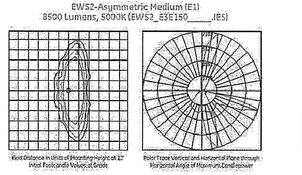
| POWER LEVEL | PHOTOMETRIC TYPE | TYPICAL INITIAL LUMENS 4000K & 5000K | TYPICAL SYSTEM WATTAGE 120-277V | TYPICAL SYSTEM WATTAGE 347-480V | IES FILE NUMBERS 4000K 120-277V | IES FILE NUMBERS 4000K 347-480V | IES FILE NUMBERS 5000K 120-277V | IES FILE NUMBERS 5000K 347-480V | IESNA RATING |
|---|---|---|---|---|---|---|---|---|---|
| 07 | D1 | 3,155 | 3,155 | 29 | EWS2_AT01540 | EWS2_AT01540_347-480V.IES | EWS2_AT01550 | EWS2_AT01550_347-480V.IES | 1-0-1 |
| | E1 | 3,200 | 3,200 | 29 | EWS2_AT01540 | EWS2_AT01540_347-480V.IES | EWS2_AT01550 | EWS2_AT01550_347-480V.IES | 1-0-1 |
| 07 | D1 | 3,550 | 3,550 | 39 | EWS2_AT01540 | EWS2_AT01540_347-480V.IES | EWS2_AT01550 | EWS2_AT01550_347-480V.IES | 1-0-1 |
| | E1 | 4,000 | 4,000 | 39 | EWS2_AT01540 | EWS2_AT01540_347-480V.IES | EWS2_AT01550 | EWS2_AT01550_347-480V.IES | 1-0-1 |
| C1 | D1 | 6,850 | 6,800 | 55 | EWS2_CT0140 | EWS2_CT0140_347-480V.IES | EWS2_CT0150 | EWS2_CT0150_347-480V.IES | 1-0-1 |
| | E1 | 6,900 | 6,900 | 55 | EWS2_CT0140 | EWS2_CT0140_347-480V.IES | EWS2_CT0150 | EWS2_CT0150_347-480V.IES | 1-0-1 |
| D1 | D1 | 6,700 | 6,700 | 70 | EWS2_D10140 | IES | EWS2_D10150 | IES | 2-0-1 |
| | E1 | 7,600 | 7,000 | 70 | EWS2_D10140 | IES | EWS2_D10150 | IES | 2-0-1 |
| E1 | D1 | 8,400 | 8,400 | 95 | EWS2_E10140 | IES | EWS2_E10150 | IES | 2-0-2 |
| | E1 | 8,500 | 8,500 | 95 | EWS2_E10140 | IES | EWS2_E10150 | IES | 2-0-1 |

## Photometrics

EWS2 - Asymmetric Forward (D1)
8400 Lumens, 5000K (EWS2_E3D150_____.IES)




EWS2 - Asymmetric Medium (E1)
8500 Lumens, 5000K (EWS2_E3E150_____.IES)




# TYPE "E1" LIGHT FIXTURE

H:\ORE_0724\D\0724SL2 27 Oct 2015 - 2:32 pm

November 4, 2015

Design Guidelines Written Narrative:

New O'Reilly Auto Parts Store
4760 South US Highway 1
Fort Pierce, FL #1 (FP1)

The following is provided as a draft written narrative describing the design intent of the project, its goals and objectives and how it reflects the site analysis study results.

Construction of a new O'Reilly Auto Parts Store is being planned at 4760 South US Highway 1 in Fort Pierce.

The new commercial retail auto parts store is proposed to be 7,248 S.F. and shall be Architectural split face block with architectural features. Architectural elements include roof articulation, decorative cornice, accent projection at the main entrance, projecting custom metal canopies and projecting pilasters to add articulation to blank facades. The property is currently a vacant lot and is zoned C-3 (General Commercial). Site improvements include 28 on-site parking spaces, landscaping, utilities and stormwater management. The store will be owned by O'Reilly Automotive Stores, Inc. and is a business for the purpose of the retail sale of auto parts.

Products stored in the building are automotive parts and related vehicle accessories. A semi-truck will make deliveries to the store five days of the week. The delivery door is located on the East side of the building and shall be accessed from the parking lot outside of regular business hours.

Typical operating hours are Monday through Saturday 7:30 AM to 9:00 PM and Sunday 9:00 AM to 7:00 PM. O'Reilly Auto Parts stores typically employ approximately 12 people, regularly, with 4 to 8 employees in the store at all times and expects to host 1 to 15 customers at any given time.

**d. Context photographs of neighboring uses and architectural styles.**

Please see the attached context photographs of the neighboring architectural styles for your reference.

**e. Photographs and/or drawings of architectural buildings or objects that serve as a precedent for the proposed building design. Models should be taken from local exemplary buildings, either existing or demolished. Documentation of such buildings is available in the city's planning department.**

Please see the attached context photographs and revised color elevations for your reference and approval.

**Sec. 22-59. - Design review.- (g) Design Guidelines, (2) Entrance**

**a. Buildings shall have architectural features such as porches or roof overhangs that delineate or emphasize entrances. Covered entrances shall be proportioned to human scale and follow logic of design relative to the building. This entrance shall face the public right-of-way, be well-defined architecturally and readily visible to pedestrian and vehicular traffic.**

The building entrance is proposed to be emphasized with a "raised portal" that projects over and out from the curtain wall entrance on the West elevation along with a custom metal canopy. Canopies have also been added to the South elevation to create additional shade and shadow in addition to the pilasters and decorative cornice.

**b. To provide for consistent spatial order of streets, and to accommodate a human scale and pedestrian activity, the inside line of the front yard (setback) shall be considered a frontage line. Exceptions to this requirement may**

**be granted for development in the following zoning districts: OS-1 (Open Space Recreation), OS-2 (Open Space Conservation), I-1 (Light Industrial), CP-1 (Commercial Parkway), C-6 (Marine Commercial), and C-3 (General Commercial) on properties backing onto a highway and fronting an internal access road.**

The frontage line has been designed with additional plantings and architectural features to accommodate a human scale and pedestrian activity. Access to the public way has been provided along with bike racks to encourage pedestrian activity.

**c. Doors shall have detail appropriate to the architectural character of the proposed building and may be defined with sidelights, transoms or wooden or metal shutters.**

The main entrance door has been provided, recessed and with sidelights including transom which faces the public right of way to enhance the architectural character of the building and be consistent in architectural style.

**d. Porches shall have a minimum depth of six (6) feet and may encroach up to six (6) feet into the front yard (setback), or into a side yard that abuts a public right-of-way or public space.**

The main entrance has been designed with a projecting "raised portal", custom metal canopy and recessed feature to enhance and meet the intent of a "front porch" like area for encouraging a human scale and pedestrian activity. This feature is consistent in architectural style with the proposed building and surrounding commercial development.

**Sec. 22-59. - Design review.- (g) Design Guidelines, (3) Windows**

**d. Windows must be placed on elevations that face the public right-of-way and must be in scale and compatible with the architectural style of the building. The bottom of the window (knee wall) shall not be lower than twenty-four (24) inches in residential or office buildings, or higher than forty-eight (48) inches from grade or sidewalk in retail buildings.**

A curtain wall has been provided at the main entrance which faces the public right of way and is in scale and compatible with the architectural style of the building.

**e. Large expanses of wall without windows or detail that face the public right-of-way are prohibited. Retail buildings shall have fenestration that reveals interior activity and encourages interest in the products or services provided.**

A curtain wall has been provided at the main entrance which faces the public right of way that reveals interior activity and encourages interest in the products and services provided.

**Sec. 22-59. - Design review.- (g) Design Guidelines, (4) Elevations**

**b. Elevations adjacent to a public right-of-way shall be considered as a building front and treated as such with appropriate entrances, fenestrations, or detailing.**

The West elevation is adjacent to a public right of way and is considered the building front. This elevation has been treated with a curtain wall, projecting "raised portal", custom metal canopy, pilasters, architectural trim detail, bike racks and plantings.

**c. Articulation in the facade should give visual relief and be of sufficient depth to provide shade and shadow on adjacent building surfaces. Colors of wall surfaces shall be chosen to complement this facade articulation and colors shall be in keeping with the chosen architectural style and character.**

The building is proposed to have pilasters on each facade to provide articulations along blank walls and provide variations in roof lines and heights with raised pilasters and decorative cornice. The building entrance has been designed with a projecting “raised portal”, curtain wall, custom metal canopy and recessed “front porch” like area. The South elevation side, which will be minimally visible from the public right of way has been designed with projecting pilasters and additional custom metal canopies to bring visual relief and are sufficient depth to provide shade and shadow on the adjacent building surfaces. The proposed wall surface colors are complimenting earth tones and are consistent with the architectural style and character of the building and complements adjacent commercial development.

**k. Blank walls are discouraged. Walls shall be punctuated with windows, doors or architectural elements. New construction that includes long dimensions of continuous wall shall employ the use of site breaks to punctuate the streetscape.**

The building has been designed with architectural elements including roofline articulation, decorative cornices, a projecting “raised portal” at the main entrance, projecting pilasters, custom metal canopies and utilizes new and existing plantings and vegetation to aid in bring visual relief and adding interest and articulation to blank walls. This is consistent with the architectural style and character of the building and complements adjacent commercial developments in the area.

# CITY OF FORT PIERCE

## PLANNING DEPARTMENT

*REBECCA GROHALL, AICP, PLANNING MANAGER*
*COMPREHENSIVE PLANNING ◊ DEVELOPMENT REVIEW*
*HISTORIC PRESERVATION ◊ URBAN DESIGN ◊ URBAN FORESTRY ◊ ZONING*

December 3, 2015

Bryan L. Zarlenga PE
PRACTICE LEADER, SITE DEVELOPMENT -Cardno
380 Park Place Blvd. #300
Clearwater, FL 33759

***Re: Technical Review – O'Reilly Autoparts Store***
***S. US Highway 1***

Dear Mr. Zarlenga, PE,

The following are comments from the Planning Department's review of the application for Site Plan & Design Review:

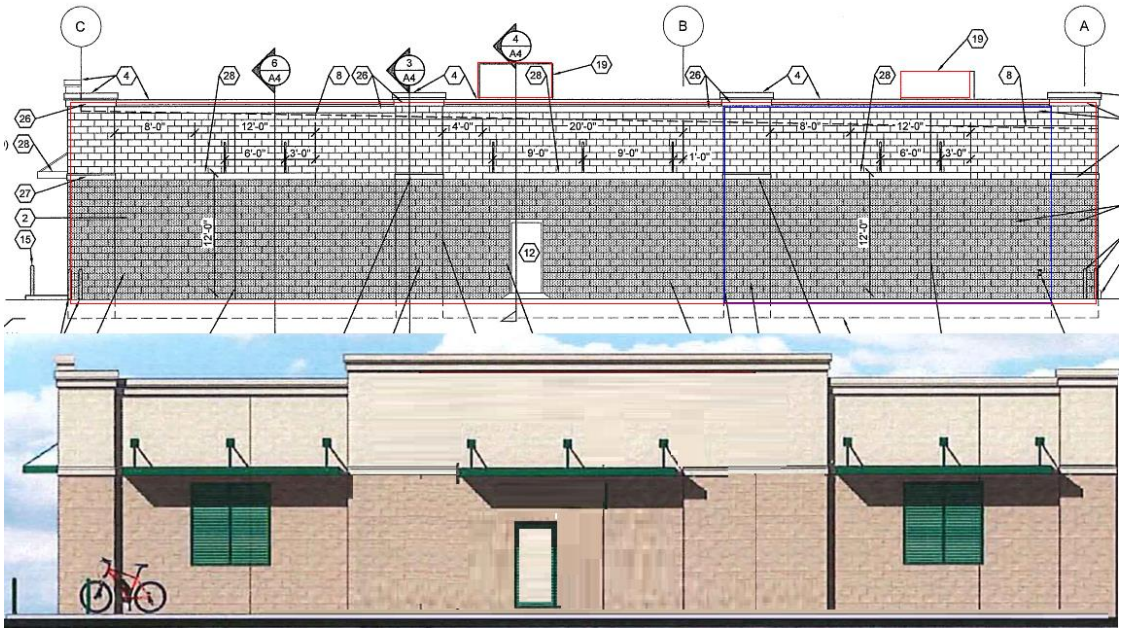
**1)** Pursuant to City Code Section 22-59(g)(4), please update the elevations to comply with the following guidelines:

c. Articulation in the facade should give visual relief and be of sufficient depth to provide shade and shadow on adjacent building surfaces. Colors of wall surfaces shall be chosen to complement this facade articulation and colors shall be in keeping with the chosen architectural style and character.

k. Blank walls are discouraged. Walls shall be punctuated with windows, doors or architectural elements. New construction that includes long dimensions of continuous wall shall employ the use of site breaks to punctuate the streetscape.

**A conceptual mark-up of the façade(s) are presented below to provide guidance for some of the prospective enhancements:**





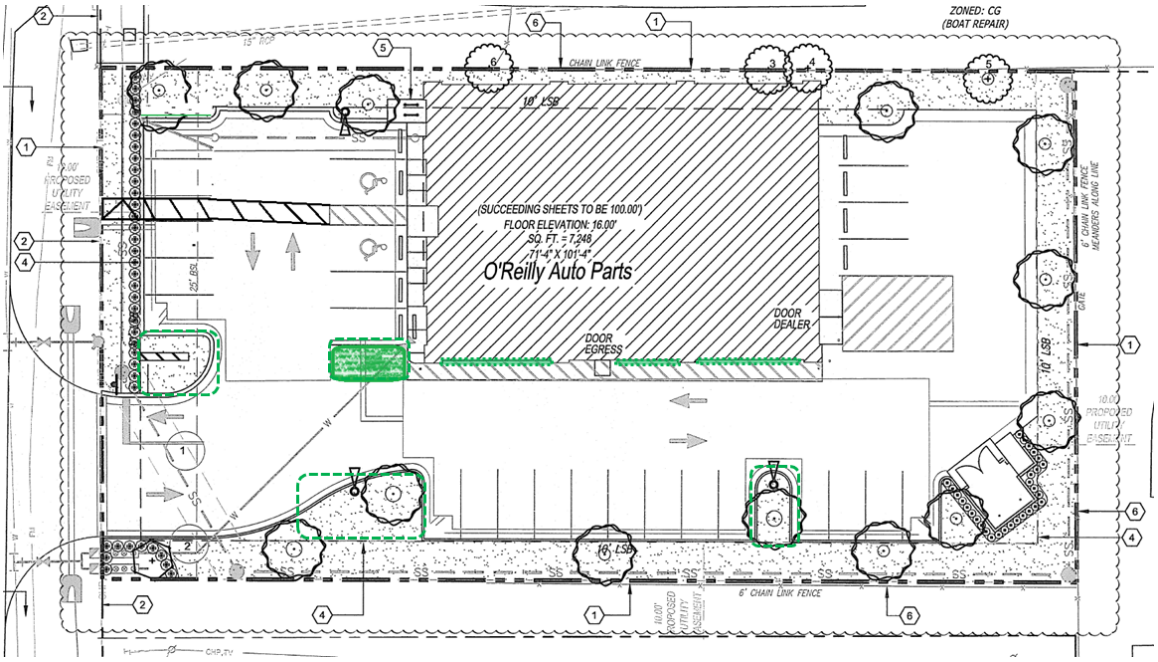

**2)** Pursuant to City Code Section 22-187 *(7) Interior vehicular use areas.* a. Lots with vehicular use areas that are four thousand (4,000) or more square feet in size shall have at least one square foot of interior landscaping for each fifteen (15) square feet of vehicular use area. Each separate landscaped area shall be curbed and contain a minimum of one hundred (100) square feet of area and shall be at least ten (10) feet wide and ten (10) feet deep exclusive of curbing in all locations.

Furthermore, per subpart b. Interior landscaping shall include an average of at least one tree for each one hundred (100) square feet of required landscaped area. The remainder of the required landscaped area shall be landscaped with grass, ground cover or other landscaped treatment. Such landscaped areas shall be located in such a manner as to divide and break up the expanse of paving and at strategic points to guide traffic flow and direction

| MINIMUM INTERIOR LANDSCAPED AREA FOR VEHICULAR USE AREA: | |
|---|---|
| VEHICULAR USE AREA | (= 17,577 SF |
| REQUIRED LANDSCAPE AREA | (= 471 SF (1 SF PER 15 SF OF TOTAL VUA = 1,171 SF - 700 SF (1,400 SF FOR THREE EXISTING TREES / 2 (50% REDUCTION)) |
| PROPOSED LANDSCAPE AREA | (= 1,200 SF |
| REQUIRED TREES | (= 5 (1 TREE PER 100 SF OF LANDSCAPE AREA) |
| PROPOSED TREES | (= 5 |

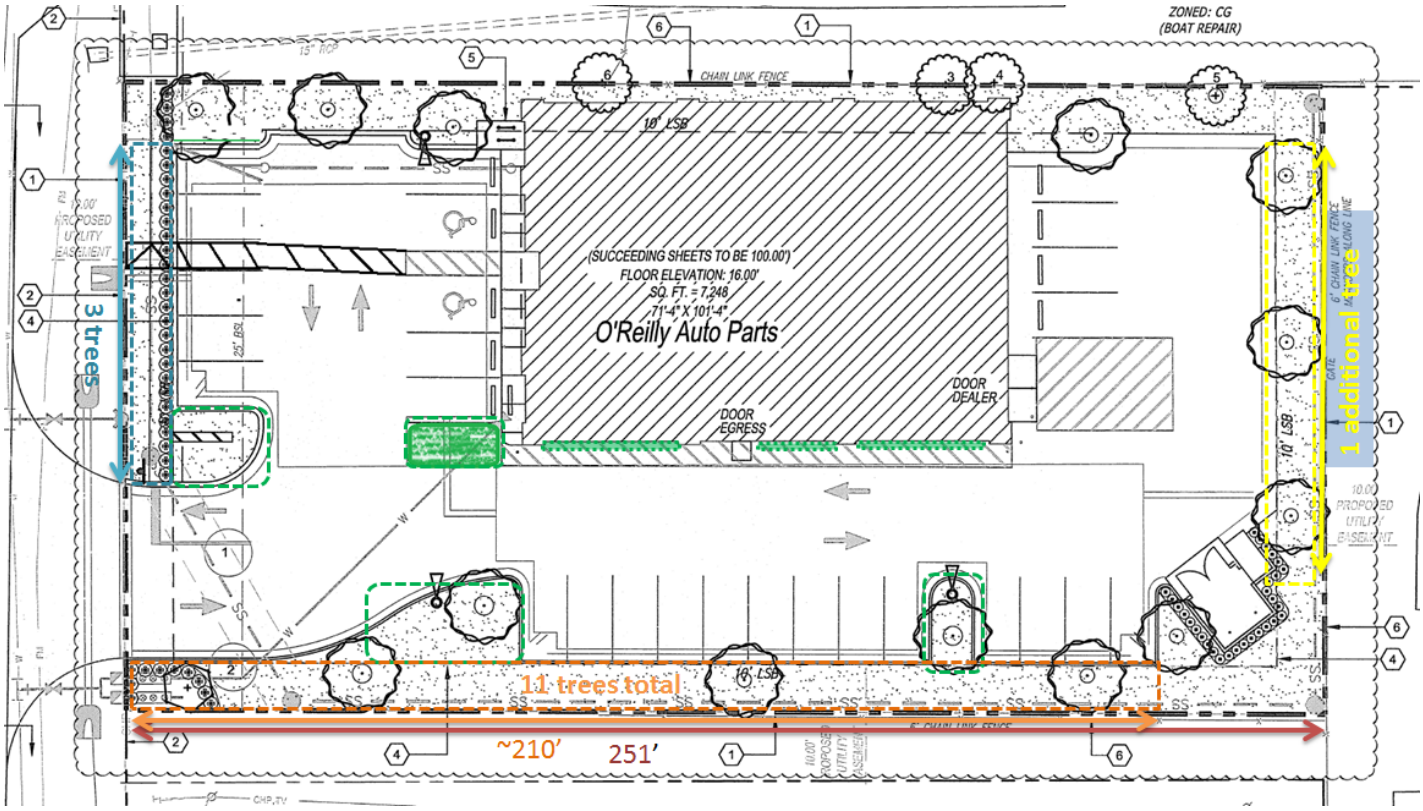
In order to utilize the exemptions to Interior landscaping area offered, the preserved trees must be located within the vehicular use area. It's further noted that "the total amount of the interior landscaped area is (may) not (be) reduced by more than fifty (50) per cent." A 700 exemption is not applicable due to 1) The preserved trees being along the northern property line, not within the interior vehicular use area, and 2) The requested exemption is more than a 50% reduction in the overall required amount of 1,171 sq. ft

**Please revise the landscape accordingly. A few potential options are presented below:**




**3)** Pursuant to City Code Section 22-62. - Sidewalks. (d) (2) and Florida Accessibility Code, a sidewalk connection from the building entrance to the adjacent US Highway 1 ROW is required. As discussed, payment in-lieu of providing the sidewalk along US Highway 1 will be required.

**4)** Pursuant to City Code Section 22-187 (4) & (6) additional trees are required between the vehicular use areas and US Highway 1 & adjacent properties.



**4)** Pursuant to City Code Section 22-60 (c)(5) The southern drive aisle shall be a minimum width of 26'.

(5) *Combined aisle and stall width.* All off-street parking areas shall be constructed with the following minimum dimensions based upon the angle of the parking stall:

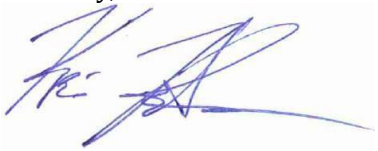
| | | | Parallel | 30° | 45° | 60° | 90° |
|---|---|---|---|---|---|---|---|
| b. | Two-way traffic | | | | | | |
| | 1. | Stalls one side | 28 | 40 | 42 | 44 | 45 |

**Advisory note:**

- The applicant is still encouraged to coordinate with the abutting property owners to pursue internal access, or a joint driveway.

If deemed necessary, please provide a written response to each comment in order to expedite the review of any subsequent submittals. Please contact me should you have any questions regarding the project at (772) 467-3739 or by e-mail: kbenton@city-ftpierce.com.

Sincerely,



Kori Benton
Senior Planner

# CITY OF FORT PIERCE
# DEPARTMENT OF ENGINEERING

*Roadway Design, Engineering Reviews, Stormwater Utility Management, Project Management, Traffic Control and Maintenance*

## INTEROFFICE MEMORANDUM

**TO:** Kori Benton, Senior Planner

**FROM:** John R. Andrews, P.E., City Engineer

**DATE:** November 25, 2015

**PROJECT:** **O'Reilly Auto Parts Revised Site Plan**
**4760 US Highway One**
**Technical Review Project No. 14-07000006**

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PLANNING & ZONING

**cc:**

**Attachment(s):** None

This is to advise you that we have completed the review of the following documents:

- ☑ Site Plan Application Package
- ☐ Test Reports & Related Documents
- ☐ Record Drawings
- ☐ Clearances from all applicable Local, State and Federal Agencies
- ☐ P/D Drawings & Approved Site Plan
- ☐ Certificate of Completion
- ☐ Permits from applicable Local, State & Federal Agencies

Based on our reviews and appropriate site final inspection, we ☑ Recommend ☐ Do Not Recommend

☑ Site Plan Approval ☐ Building Permit ☐ C/O

Developer, Owner, Engineer, Contractor and other members of the Development Team must be aware, the above recommendation is based only on the construction requirements of the engineering plans and other engineering documentation approved by this department. The Development Team shall be responsible for the compliance with other City department requirements and all approved documents, as well as Local, State and Federal regulations. The development requirements for this project may necessitate additional construction requirements that are not subject to this department's review for approval.

☑ See attached for conditions of approval



P.O. BOX 1480 ◊ FORT PIERCE, FL 34954-1480 ◊ 772-467-3774

ENGINEERING COMMENTS:

1. Provide a signed and sealed boundary and topographic survey in accordance with City of Fort Pierce Code of Ordinances Section 17-27(a)(7).
2. The submitted Paving, Grading and Drainage Plan was reviewed for conceptual compliance only and will be thoroughly reviewed at time of Building Permit submittal. The applicant shall be made aware that all on-site drainage pipe shall adhere to the requirements specified in the City of Fort Pierce Code of Ordinances Section 17-8(b).
3. The applicant shall modify the 23' wide access aisle located at the south end of the site does to meet the minimum requirement of 26'.
4. The building setback from the north property line is proposed to be 3.36' at the east building corner. Detailed information shall be provided at the time of Building Permit submittal to ensure impacts to the property to the north will not occur.

JRA/tst