



**O'ROURKE**  
ENGINEERING & PLANNING

**TRAFFIC ANALYSIS**

**FOR**

**Camping World Concurrency**

**Prepared for:**

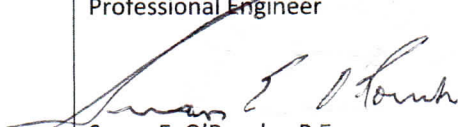
**Mr. Brad Currie  
EDC  
469 NW Prima Vista Boulevard  
Port St. Lucie, FL 34983**

**Prepared by:**

**O'Rourke Engineering & Planning  
969 SE Federal Highway, Suite 402  
Stuart, Florida 34994  
772-781-7918**

**March 6, 2018**

**SR18021.0**

<p>Prepared by: O'Rourke Engineering &amp; Planning Certificate of Authorization: #26869 969 SE Federal Highway, Ste. 402 Stuart, Florida 34994 772-781-7918</p>	<p>Professional Engineer  Susan E. O'Rourke, P.E. Date signed and sealed: 3/06/2018 License #: 42684</p>
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**O'ROURKE**  
ENGINEERING & PLANNING

March 6, 2018

Mr. Brad Currie  
EDC  
469 NW Prima Vista Boulevard  
Port St. Lucie, FL 34983

**Re: Camping World**

Dear Mr. Currie:

O'Rourke Engineering & Planning has completed the analysis of the proposed Camping World and Gander Mountain located west of Jenkins Road and south of Graham Road in Ft. Pierce, 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,

**O'Rourke Engineering & Planning**

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

*C6 – Camping World – Concurrency Report 3.5.18*

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## **INTRODUCTION**

O'Rourke Engineering & Planning was retained to prepare a traffic analysis for the proposed development consisting of a Camping World and Gander Mountain located west of Jenkins Road and south of Graham Road in Ft. Pierce, St. Lucie County, Florida. The purpose of this report is to determine the projects impact on the surrounding roadway system.

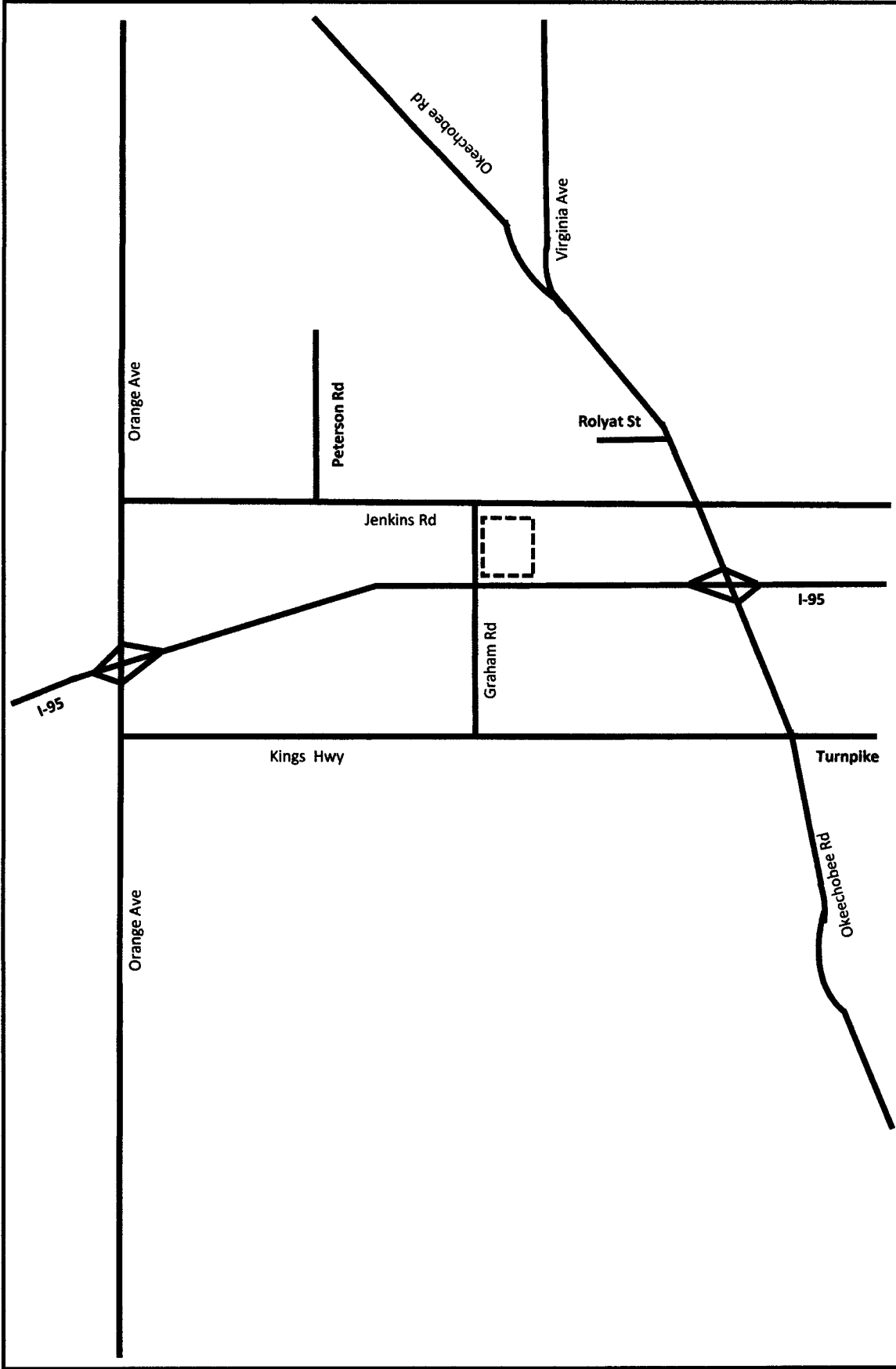
In order to make the determination that the project complies with County Concurrency Guidelines, the following analytical steps were taken:

- summary of the project
- summary of existing lane geometries
- summary of the existing traffic volumes
- assessment of project traffic
- determination of impact area
- summary of buildout cumulative traffic volumes
- summary of levels of service with the project traffic added


Each of these steps is outlined herein.



## **PROJECT DESCRIPTION**

The proposed development located west of Jenkins Road and south of Graham Road located in Ft. Pierce, St. Lucie County, Florida, will consist of a 48,867 square feet of Gander Mountain retail store; a 17,750 square feet Camping World RV retail and sales center; and 15,035 square feet of Camping World service center. The site is currently vacant. The project location is shown in **Figure 1**.



**Figure 1**  
**Project Location**  
 Camping World Concurrency

**Legend**  
 = Project Location

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	969 SE Federal Hwy, Suite 402 Stuart, FL 34994	
	NTS	Date: 2/20/18
Job Number: SK18021.0		

## EXISTING CONDITIONS

The study area is defined as the roadways upon which the project has an impact of 3% of the level of service capacity of the roadway and 1% on the adjacent link. 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 lane geometrics and existing traffic volumes.

### Existing Lane Geometrics and Traffic Control

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

- S Jenkins Road is a two-lane minor arterial with a north/ south alignment
- Graham Road is a two-lane local roadway with a north/south alignment
- Okeechobee Road is a multi-lane divided arterial roadway with an east/west alignment. It is four-lane divided west of Kings Highway and east of Virginia Avenue. It is six-lane divided from Rolyat Street to Virginia Avenue and from Kings Highway to I-95. There is an eight-lane divided section from east of I-95 to Rolyat Street. There are numerous extended turn lanes and freeway auxiliary lanes.
- Orange Avenue is a four-lane divided principal arterial with an east/west alignment
- Kings Highway is a two-lane principal arterial with a north/south alignment it is included in the 5-year TIP to be widened to a four-lane divided roadway

### Existing Traffic Volumes/ Service Volume

Traffic volumes were obtained from the St. Lucie County TPO and FDOT. The count data along with the number of lanes and the associated peak hour/peak direction service volumes will be summarized in the upcoming sections of the report. The service volumes were developed based on the functional classification contained in the County Comprehensive Plan and the St. Lucie County Traffic Counts and Level of Service Report. The 2012 FDOT Quality Level of Service and St. Lucie TPO 2016 Level of Service Report were used to establish capacity. These documents are included in **Appendix B**.

## PROJECT TRAFFIC

To estimate future traffic generated by the development, the ITE Trip Generation, 10th Edition trip rates for Sporting Goods Superstore (Land Use Code 861), Recreational Vehicle Sales (Land Use Code 842), and Automobile Care Center (Land Use Code 942) were applied to estimate the trips generated by the proposed development. These calculations are shown in **Tables 1a, 1b, and 1c**.

As shown, the project will generate 1,739 new daily trips. There will be 54 AM peak hour trips with 42 entering the project and 12 trips exiting the project. The project will generate 147 new PM peak hour trips. There will be 66 trips entering the project and 81 trips exiting the project in the PM peak hour.

**Table 1 - Trip Generation**

**Table 1a- Daily**

Description	Land Use Code	Intensity	Units	Daily Trip Generation	Directional Split		Gross Trips			Daily Net Trips		
					In	Out	In	Out	Total	In	Out	Total
Sporting Goods Superstore	861	48,867	SF	T = 28.75(X)	50%		703	702	1405	703	702	1405
Automobile Care Center	942	15,035	SF	T = 16.28(X)	50%		123	122	245	123	122	245
Recreational Vehicle Sales	842	17,750	SF	T = 5.00(X)	50%		45	45	89	45	44	89
<b>Total</b>										<b>871</b>	<b>868</b>	<b>1739</b>

Source: ITE 10th Edition Trip Generation Rates

**Table 1b- AM**

Description	Land Use Code	Intensity	Units	AM Trip Generation	Directional Split		Gross Trips			Net AM Trips		
					In	Out	In	Out	Total	In	Out	Total
Sporting Goods Superstore	861	48,867	SF	T = 0.34(X)	80%		14	3	17	14	3	17
Automobile Care Center	942	15,035	SF	T = 1.96(X)	73%		21	8	29	21	8	29
Recreational Vehicle Sales	842	17,750	SF	T = 0.46(X)	85%		7	1	8	7	1	8
<b>Total</b>										<b>42</b>	<b>12</b>	<b>54</b>

Source: ITE 10th Edition Trip Generation Rates

**Table 1c- PM**

Description	Land Use Code	Intensity	Units	PM Trip Generation	Directional Split		Gross Trips			Net PM Trips		
					In	Out	In	Out	Total	In	Out	Total
Sporting Goods Superstore	861	48,867	SF	T = 2.02(X)	48%		48	51	99	48	51	99
Automobile Care Center	942	15,035	SF	T = 2.26(X)	40%		14	20	34	14	20	34
Recreational Vehicle Sales	842	17,750	SF	T = 0.77(X)	31%		4	10	14	4	10	14
<b>Total</b>										<b>66</b>	<b>81</b>	<b>147</b>

Source: ITE 10th Edition Trip Generation Rates

## **PROJECT DISTRIBUTION/ ASSIGNMENT/IMPACT**

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

**Distribution/ Assignment** – This general distribution led to an assignment of trips based on the anticipated ultimate destinations and the roadway paths used to reach those destinations. The project assignment is shown in **Figure 2**.

**Impact** – **Tables 2a and 2b** summarize the project impact as a percent of service volume capacity. Significant is defined as 1% or more on an adjacent link and 3% or more on all other links. As shown, the project is significant on S. Jenkins Road.

## **OTHER PROJECT TRAFFIC/GROWTH RATE**

Existing traffic volumes were grown using an area wide historical growth rate. Other project data includes committed traffic from 39 Acre Residential Development, Kings Center, Village of Sunset Lakes, Mariner Cove, Bent Creek, Celebration Pointe, Whispering Oaks, St. Lucie Commerce Center and Wawa.

Details of the background traffic are included in **Appendix C**.

## **LINK ANALYSIS / REVIEW**

These links were analyzed further to ensure they will meet concurrency. **Table 3a and 3b** summarizes the results of the link analysis. As shown, all roadways will operate at acceptable levels of service in the 5-year analysis.

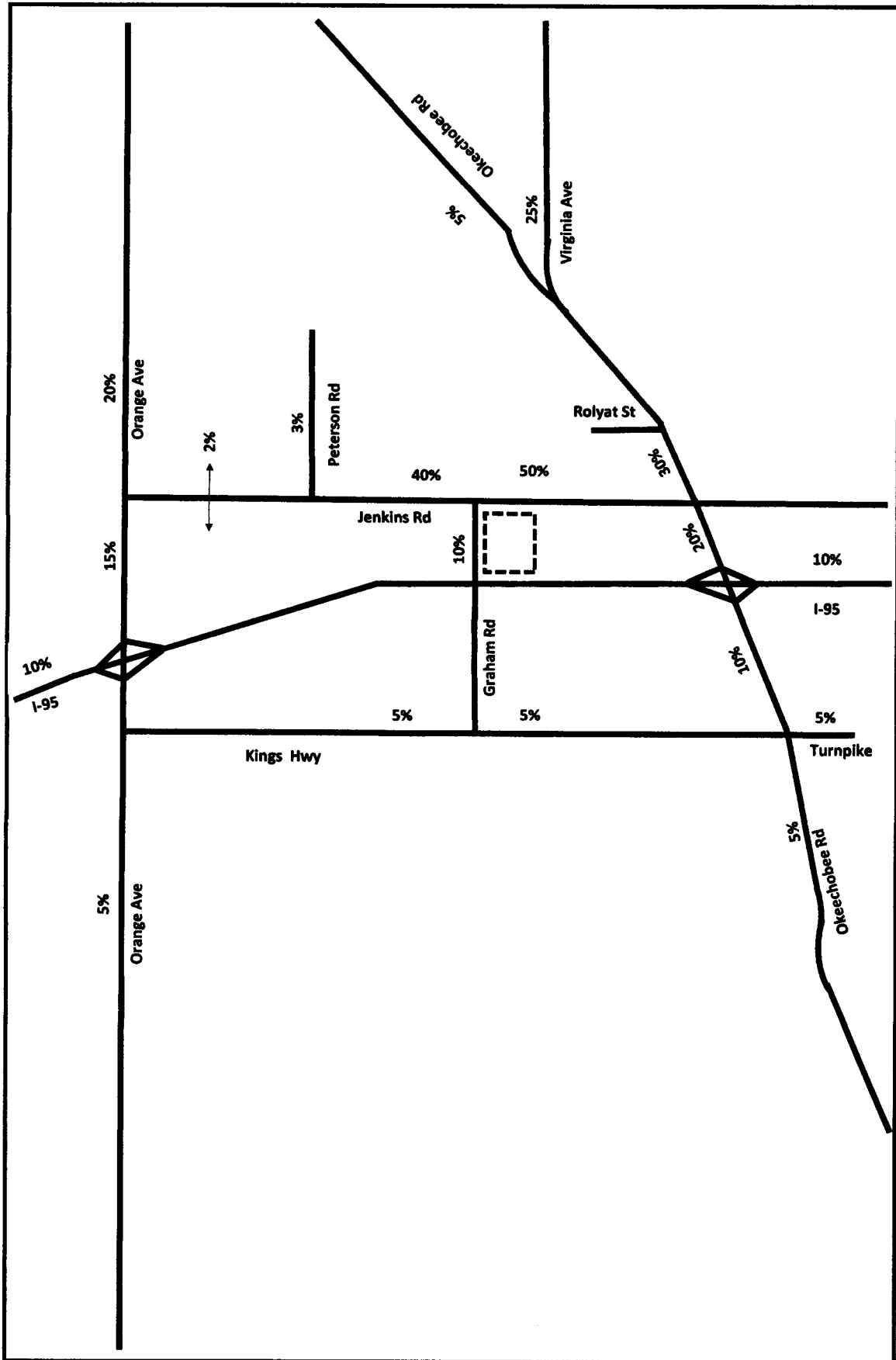
## **INTERSECTION ANALYSIS**

The intersections of South Jenkins Road at Okeechobee Road, South Jenkins Road at Orange Avenue and South Jenkins Road at Graham Road were analyzed for the AM and PM peak hours at project buildout. All intersections will operate at an acceptable level of service at project build out.

The intersection data is included in **Appendix D**.

## **CONCLUSION**

With 54 net new AM peak hour trips and 147 net new PM peak hour trips, all links and intersections operate at acceptable levels of service with the existing roadway network. Therefore, the project meets the requirements for concurrency.



**Figure 2**  
Percent Assignment  
Camping World Concurrency

**Legend**

 = Project Location

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969 SE Federal Hwy, Suite 402  
Stuart, FL 34994

NTS  
Job Number: SR18021.0

Date: 2/20/18

TABLE 2a - 5-Year Project Percent Impact - AM

Segment	From	To	Direction	IN/OUT	Greater than 3% (1% on Adjacent Links) <sup>(2)</sup>	Peak Hour Service Capacity (E+C) <sup>(1)</sup>	Project Volume Peak Direction	% Project of Capacity-Peak Hour	Project Percent Assignment
Kings Hwy	Okeechobee Rd	Crossroads Pkwy	NB	IN	NO	1800	2	0.11%	5%
	Okeechobee Rd	Crossroads Pkwy	SB	OUT	NO	1800	1	0.06%	5%
	Crossroads Pkwy	Graham Rd	NB	IN	NO	1800	2	0.11%	5%
	Crossroads Pkwy	Graham Rd	SB	OUT	NO	1800	1	0.06%	5%
	Graham Rd	Picos Rd	NB	OUT	NO	1800	1	0.06%	5%
	Graham Rd	Picos Rd	SB	IN	NO	1800	2	0.11%	5%
	Picos Rd	Orange Ave	NB	OUT	NO	1800	1	0.06%	5%
Picos Rd	Orange Ave	SB	IN	NO	1800	2	0.11%	5%	
Graham Rd	Kings Hwy	Jenkins Rd	EB	IN	NO	630	4	0.63%	10%
	Kings Hwy	Jenkins Rd	WB	OUT	NO	630	1	0.16%	10%
Virginia Ave	Okeechobee Rd	Hartman Rd	EB	OUT	NO	3020	3	0.10%	25%
	Okeechobee Rd	Hartman Rd	WB	IN	NO	3020	11	0.36%	25%
Orange Ave	Jenkins Rd	Hartman Rd	EB	OUT	YES	2000	2	0.10%	20%
	Jenkins Rd	Hartman Rd	WB	IN	YES	2000	8	0.40%	20%
	I-95	Jenkins Rd	EB	IN	YES	2000	6	0.30%	15%
	I-95	Jenkins Rd	WB	OUT	YES	2000	2	0.10%	15%
	Campbell Rd	Kings Hwy	EB	IN	YES	1070	2	0.19%	5%
Campbell Rd	Kings Hwy	WB	OUT	YES	1070	1	0.09%	5%	
Jenkins Rd	Okeechobee Rd	Graham Rd	NB	IN	NO	920	21	2.28%	50%
	Okeechobee Rd	Graham Rd	SB	OUT	NO	920	6	0.65%	50%
	Graham Rd	Peterson Rd	NB	OUT	NO	920	5	0.54%	40%
	Graham Rd	Peterson Rd	SB	IN	NO	920	17	1.85%	40%
	Peterson Rd	Orange Ave	NB	OUT	NO	920	4	0.43%	35%
Peterson Rd	Orange Ave	SB	IN	NO	920	15	1.63%	35%	
Okeechobee Rd	McCarty Rd	Florida Turnpike	EB	IN	NO	1810	2	0.11%	5%
	McCarty Rd	Florida Turnpike	WB	OUT	NO	1810	1	0.06%	5%
	Florida Turnpike	Kings Hwy	EB	IN	NO	2010	2	0.10%	5%
	Florida Turnpike	Kings Hwy	WB	OUT	NO	2010	1	0.05%	5%
	Kings Hwy	I - 95	EB	IN	NO	4170	4	0.10%	10%
	Kings Hwy	I - 95	WB	OUT	NO	4170	1	0.02%	10%
	I - 95	Jenkins Rd	EB	IN	NO	4240	8	0.19%	20%
	I - 95	Jenkins Rd	WB	OUT	NO	4240	2	0.05%	20%
	Jenkins Rd	McNeil Ave	EB	OUT	NO	4040	4	0.10%	30%
	Jenkins Rd	McNeil Ave	WB	IN	NO	4040	13	0.32%	30%
I-95	Midway Rd	Okeechobee Rd	NB	IN	NO	7320	4	0.05%	10%
	Midway Rd	Okeechobee Rd	SB	OUT	NO	7320	1	0.01%	10%
	Orange Ave	Indrio Rd	NB	OUT	NO	7320	1	0.01%	10%
	Orange Ave	Indrio Rd	SB	IN	NO	7320	4	0.05%	10%

(1) FDOT 2012 Service Capacity Tables & St. Lucie TPO

(2) According to the Guidelines prepared by the TPO and modified by the City and County

Two-Way: 54  
 Net In: 42  
 Net Out: 12

TABLE 2b - Project Percent Impact - PM

Segment	From	To	Direction	IN/OUT	Greater than 3% (1% on Adjacent Links) <sup>(2)</sup>	Peak Hour Service Capacity (E+C) <sup>(1)</sup>	Project Volume Peak Direction	% Project of Capacity-Peak Hour	Project Percent Assignment
Kings Hwy	Okeechobee Rd	Crossroads Pkwy	NB	IN	NO	1800	3	0.17%	5%
	Okeechobee Rd	Crossroads Pkwy	SB	OUT	NO	1800	4	0.22%	5%
	Crossroads Pkwy	Graham Rd	NB	IN	NO	1800	3	0.17%	5%
	Crossroads Pkwy	Graham Rd	SB	OUT	NO	1800	4	0.22%	5%
	Graham Rd	Picos Rd	NB	OUT	NO	1800	4	0.22%	5%
	Graham Rd	Picos Rd	SB	IN	NO	1800	3	0.17%	5%
	Picos Rd	Orange Ave	NB	OUT	NO	1800	4	0.22%	5%
Picos Rd	Orange Ave	SB	IN	NO	1800	3	0.17%	5%	
Graham Rd	Kings Hwy	Jenkins Rd	EB	IN	NO	630	7	1.11%	10%
	Kings Hwy	Jenkins Rd	WB	OUT	NO	630	8	1.27%	10%
Virginia Ave	Okeechobee Rd	Hartman Rd	EB	OUT	NO	3020	20	0.66%	25%
	Okeechobee Rd	Hartman Rd	WB	IN	NO	3020	17	0.56%	25%
Orange Ave	Jenkins Rd	Hartman Rd	EB	OUT	YES	2000	2	0.10%	20%
	Jenkins Rd	Hartman Rd	WB	IN	YES	2000	8	0.40%	20%
	I-95	Jenkins Rd	EB	IN	YES	2000	6	0.30%	15%
	I-95	Jenkins Rd	WB	OUT	YES	2000	2	0.10%	15%
	Campbell Rd	Kings Hwy	EB	IN	YES	1070	2	0.19%	5%
Campbell Rd	Kings Hwy	WB	OUT	YES	1070	1	0.09%	5%	
Jenkins Rd	Okeechobee Rd	Graham Rd	NB	IN	YES	920	33	3.59%	50%
	Okeechobee Rd	Graham Rd	SB	OUT	YES	920	41	4.46%	50%
	Graham Rd	Peterson Rd	NB	OUT	YES	920	32	3.48%	40%
	Graham Rd	Peterson Rd	SB	IN	NO	920	26	2.83%	40%
	Peterson Rd	Orange Ave	NB	OUT	YES	920	28	3.04%	35%
Peterson Rd	Orange Ave	SB	IN	NO	920	23	2.50%	35%	
Okeechobee Rd	McCarty Rd	Florida Turnpike	EB	IN	NO	1810	3	0.17%	5%
	McCarty Rd	Florida Turnpike	WB	OUT	NO	1810	4	0.22%	5%
	Florida Turnpike	Kings Hwy	EB	IN	NO	2010	3	0.15%	5%
	Florida Turnpike	Kings Hwy	WB	OUT	NO	2010	4	0.20%	5%
	Kings Hwy	I - 95	EB	IN	NO	4170	7	0.17%	10%
	Kings Hwy	I - 95	WB	OUT	NO	4170	8	0.19%	10%
	I - 95	Jenkins Rd	EB	IN	NO	4240	13	0.31%	20%
	I - 95	Jenkins Rd	WB	OUT	NO	4240	16	0.38%	20%
	Jenkins Rd	Virginia Ave	EB	OUT	NO	4040	24	0.59%	30%
	Jenkins Rd	Virginia Ave	WB	IN	NO	4040	20	0.50%	30%
I-95	Midway Rd	Okeechobee Rd	NB	IN	NO	7320	4	0.05%	10%
	Midway Rd	Okeechobee Rd	SB	OUT	NO	7320	1	0.01%	10%
	Orange Ave	Indrio Rd	NB	OUT	NO	7320	1	0.01%	10%
	Orange Ave	Indrio Rd	SB	IN	NO	7320	4	0.05%	10%

(1) FDOT 2012 Service Capacity Tables & St. Lucie TPO

(2) According to the Guidelines prepared by the TPO and modified by the City and County

Two-Way: 147  
 Net In: 66  
 Net Out: 81

TABLE 3a - Link Analysis - AM

Segment	From	To	Direction	IN/OUT	Greater than 3% (1% on Adjacent Links)	AADT 2016	K Factor	D Factor	2016 Peak Hour Directional Volumes	Growth Rate (2)	2023 AM Peak Hour + Growth	AM Peak Hour Committed Projects Directional	2023 Growth + Committed Peak Direction	Peak Hour Service Capacity (1)	Project Volume Peak Direction	Total Traffic % Project of Capacity- Peak Hour (Peak Direction)	Does Project Meet Concurrency?	Project Percent Assignment	
Jenkins Rd	Oleechobee Rd	Graham Rd	NB	IN	YES	10048	0.09	0.428	538	0.81%	569	93	662	920	21	683	2.28%	YES	50%

(1) St. Lucie County 2016 Traffic Counts and LOS Report

(2) Area wide growth rate calculated from FDOT Historical AADT

Two-Way: 54  
 Net In: 42  
 Net Out: 12  
 Years Grown: 7

TABLE 3b - Link Analysis - PM

Segment	From	To	Direction	IN/OUT	Greater than 3% (1% on Adjacent Links)	AADT 2016	K Factor	D Factor	2016 Peak Hour Directional Volumes	Growth Rate (2)	2023 PM Peak Hour + Growth	PM Peak Hour Committed Projects Directional	2023 Growth + Committed Peak Direction	Peak Hour Service Capacity (1)	Project Volume Peak Direction	Total Traffic % Project of Capacity- Peak Hour (Peak Direction)	Does Project Meet Concurrency?	Project Percent Assignment	
Jenkins Rd	Oleechobee Rd	Graham Rd	NB	IN	YES	10048	0.09	0.428	538	0.81%	569	95	664	920	33	697	3.59%	YES	50%
	Oleechobee Rd	Graham Rd	SB	OUT	YES	10048	0.09	0.572	538	0.81%	569	141	710	920	41	751	4.46%	YES	50%
	Graham Rd	Peterson Rd	NB	OUT	YES	10048	0.09	0.491	538	0.81%	569	95	664	920	32	696	3.48%	YES	40%
	Peterson Rd	Orange Ave	NB	OUT	YES	10048	0.09	0.509	538	0.81%	569	178	747	920	28	775	3.04%	YES	35%

(1) St. Lucie County 2016 Traffic Counts and LOS Report

(2) Area wide growth rate calculated from FDOT Historical AADT

Two-Way: 147  
 Net In: 66  
 Net Out: 81  
 Years Grown: 7

**APPENDIX A**

**SITE PLAN**



**APPENDIX B**

**ST. LUCIE COUNTY 2016 LEVEL OF SERVICE REPORT  
&  
FDOT 2012 QUALITY LEVEL OF SERVICE**



### Traffic Counts and Level of Service Report Fall 2016

Roadway Name	Location	STATION ID	EST. Annual Volume	AM Peak Hour		PM Peak Hour					
				Volume	LOS	Volume	LOS				
GEORGIA AVE	7TH ST to US 1	504	1,896	2015	600	137	C	0.457	127	C	0.473
GILSON RD	MARTIN C.L. to BECKER RD	111	10,289	2015	710	902	F	1.187	880	F	1.158
GILSON RD	BECKER RD to LAKERIDGE DR	111	10,289	2015	540	902	F	1.555	880	F	1.517
GLADES CUT-OFF RD	RANGE LINE RD to RESERVE BLVD	668	2,300	2014	1,070	193	B	0.508	214	B	0.563
GLADES CUT-OFF RD	RESERVE BLVD to COMMERCE CENTER DR	119	4,500	2016	1,070	416	C	0.547	416	C	0.547
GLADES CUT-OFF RD	CARLTON RD to RANGE LINE RD	668	2,300	2014	390	193	B	0.877	214	B	0.973
GLADES CUT-OFF RD	COMMERCE CENTER DR to MIDWAY RD	940279	2,600	2015	920	-	-	-	-	-	-
GLADES CUT-OFF RD	MIDWAY RD to JENKINS RD	115	10,500	2016	790	655	D	0.829	629	D	0.796
GLADES CUT-OFF RD	JENKINS RD to SELVITZ RD	113	7,700	2016	830	489	C	0.627	470	C	0.603
GRAHAM RD	KINGS HWY to JENKINS RD	669	3,967	2014	630	274	C	0.457	238	C	0.397
GREEN RIVER PKWY	MARTIN C.L. to CHARLESTON DR	319	4,145	2015	1,070	313	B	0.824	313	B	0.824
GREEN RIVER PKWY	CHARLESTON DR to MELALEUCA BLVD	319	4,145	2015	1,070	313	B	0.824	313	B	0.824
GREEN RIVER PKWY	MELALEUCA BLVD to WALTON RD	319	4,145	2015	1,070	313	B	0.824	313	B	0.824
HARTMAN RD	OKEECHOBEE RD to PETERSON RD	670	6,633	2014	750	486	D	0.648	420	D	0.560
HARTMAN RD	PETERSON RD to DELAWARE AVE	670	6,633	2014	540	486	D	0.900	420	D	0.778
HARTMAN RD	DELAWARE AVE to ORANGE AVE	670	6,633	2014	790	486	D	0.615	420	D	0.532
HEADER CANAL RD	OKEECHOBEE RD to ORANGE AVE	121	478	2015	670	28	B	0.127	27	B	0.123
HILLMOOR DR	US 1 to LENNARD RD	671	7,200	2016	790	410	D	0.519	351	C	0.900
I-95	GATLIN BLVD to ST LUCIE WEST BLVD	941901	73,287	2015	4,580	-	-	-	-	-	-
I-95	ST LUCIE WEST BLVD to MIDWAY RD	941904	57,884	2015	4,580	-	-	-	-	-	-
I-95	MIDWAY RD to OKEECHOBEE RD	941902	68,954	2015	4,580	-	-	-	-	-	-
I-95	OKEECHOBEE RD to ORANGE AVE	941903	45,500	2009	7,320	-	-	-	-	-	-
I-95	ORANGE AVE to INDRIO RD	941905	42,768	2015	7,320	-	-	-	-	-	-
INDIAN RIVER DR	CITRUS AVE to ORANGE AVE	945029	4,826	2015	750	-	-	-	-	-	-
INDIAN RIVER DR	ORANGE AVE to AVENUE A	940003	5,515	2015	750	-	-	-	-	-	-

\* Note: A six digit number in the "STATION ID" column identifies segment counted by FDOT  
 \* Volumes shown were adjusted using FDOT Seasonal Factors  
 \* AADT = Annual Average Daily Traffic (volumes for both directions where applicable)  
 \* Volumes, LOS and V/C values with "-" designation are associated with FDOT Count Stations and will need to have current FDOT volume data supplied before values can be generated properly.

### Traffic Counts and Level of Service Report Fall 2016

Roadway Name	Location	STATION ID	AADT Year	EST Count Year	PKT/HR Service Capacity	ANALYSIS PERIOD		PERFORMANCE	
						Volume	LOS	Volume	LOS
INDIAN RIVER DR	AVENUE D to SEAWAY DR	940004	5,622	2015	790	-	-	-	-
INDIAN RIVER DR	AVENUE A to AVENUE D	940004	5,622	2015	540	-	-	-	-
INDRIO RD	PRIVATE RD to I-95 W RAMP	940128	905	2015	1,080	-	-	-	-
INDRIO RD	I-95 W RAMP to I-95 E RAMP	940128	905	2015	3,240	-	-	-	-
INDRIO RD	I-95 E RAMP to KOBLEGARD RD	940038	9,712	2015	3,240	-	-	-	-
INDRIO RD	KOBLEGARD RD to JOHNSTON RD	940038	9,712	2015	700	-	-	-	-
INDRIO RD	JOHNSTON RD to EMERSON AVE	940038	9,712	2015	880	-	-	-	-
INDRIO RD	EMERSON RD to SEMINOLE RD	940281	9,567	2015	920	-	-	-	-
INDRIO RD	SEMINOLE RD to KINGS HWY	940281	9,567	2015	790	-	-	-	-
INDRIO RD	KINGS HWY to SLASH PINE TRL	114	5,800	2016	790	375	C	0.962	C
INDRIO RD	SLASH PINE TRL to US 1	114	5,800	2016	920	375	C	0.431	C
INDRIO RD	US 1 to OLD DIXIE HWY	672	1,000	2016	750	70	C	0.189	C
JENNINGS RD	US 1 to LENNARD RD	673	4,700	2016	2,100	311	C	0.155	C
JENKINS RD	EDWARDS RD to OKEECHOBEE RD	133	8,100	2016	880	459	C	0.553	C
JENKINS RD	OKEECHOBEE RD to GRAHAM RD	131	10,048	2015	920	538	C	0.618	C
JENKINS RD	GRAHAM RD to PETERSON RD	131	10,048	2015	630	538	C	0.897	C
JENKINS RD	PETERSON RD to ORANGE AVE	131	10,048	2015	920	538	C	0.618	C
JOHNSTON RD	ANGLE RD to L20	674	2,300	2016	1,070	156	B	0.411	B
JOHNSTON RD	L20 to MEADOWOOD DR	675	2,067	2014	1,070	141	B	0.371	B
JOHNSTON RD	MEADOWOOD DR to OLD JOHNSTON RD	675	2,067	2014	1,070	141	B	0.371	B
JOHNSTON RD	OLD JOHNSTON RD to INDRIO RD	675	2,067	2014	1,070	141	B	0.371	B
JOHNSTON RD	INDRIO RD to RUSSOS RD	135	7,500	2016	1,070	453	C	0.596	C
JOHNSTON RD	RUSSOS RD to INDIAN RIVER C.L.	135	7,500	2016	1,070	453	C	0.596	C
JUANITA AVE	53RD ST to 25TH ST	122	3,289	2014	750	190	C	0.514	C
JUANITA AVE	25TH ST to US 1	120	3,308	2014	750	223	C	0.603	C

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Traffic Counts and Level of Service Report  
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Roadway Name	Location	STATION ID	AADT	Last Count Year	PKWT Service Capacity	Volume	LOS	V/C	Volume	LOS	V/C
KEEN RD	ANGLE RD to JUANITA AVE	129	2,628	2015	630	182	C	0.303	210	C	0.350
KEEN RD	JUANITA AVE to ST LUCIE BLVD	129	2,628	2015	630	182	C	0.303	210	C	0.350
KINGS HWY	OKEECHOBEE RD to CROSSROADS PKWY	940757	7,286	2015	830	-	-	-	-	-	-
KINGS HWY	CROSSROADS PKWY to GRAHAM RD	940757	7,286	2015	660	-	-	-	-	-	-
KINGS HWY	GRAHAM RD to PICOS RD	940076	7,728	2015	660	-	-	-	-	-	-
KINGS HWY	PICOS RD to ORANGE AVE	940076	7,728	2015	830	-	-	-	-	-	-
KINGS HWY	ORANGE AVE to ANGLE RD	940077	14,274	2015	870	-	-	-	-	-	-
KINGS HWY	ANGLE RD to ST LUCIE BLVD	940751	11,032	2015	830	-	-	-	-	-	-
KINGS HWY	ST LUCIE BLVD to INDRIO RD	940006	12,789	2015	830	-	-	-	-	-	-
KITTERMAN RD	OLEANDER AVE to US 1	124	3,115	2015	750	223	C	0.603	177	C	0.478
KITTERMAN RD	US 1 to LENNARD EXT	678	1,833	2014	750	127	C	0.343	112	C	0.303
KIRBY LOOP RD	EDWARDS RD to 35TH ST	677	4,000	2016	630	264	C	0.440	324	C	0.540
LENNARD RD	US 1 to MARIPOSA AVE	325	18,232	2015	1,710	1,101	D	0.644	1,029	D	0.602
LENNARD RD	MARIPOSA AVE to MELALEUCA BLVD	325	18,232	2015	1,710	1,101	D	0.644	1,029	D	0.602
LENNARD RD	MELALEUCA BLVD to JENNINGS RD	325	18,232	2015	1,630	1,101	D	0.675	1,029	D	0.631
LENNARD RD	JENNINGS RD to HILLMOOR DR	325	18,232	2015	1,710	1,101	D	0.644	1,029	D	0.602
LENNARD RD	HILLMOOR DR to TIFFANY AVE	325	18,232	2015	1,710	1,101	D	0.644	1,029	D	0.602
LENNARD RD	TIFFANY AVE to WALTON RD	323	7,500	2016	1,710	392	C	0.509	397	C	0.516
LENNARD RD	WALTON RD to S. OF SAVANNA CLUB BLVD	679	4,300	2016	790	377	C	0.967	368	C	0.944
LYNGATE DR	VETERANS MEMORIAL PKWY to MORNINGSIDE BLVD	306	9,900	2016	920	626	C	0.720	563	C	0.647
LYNGATE DR	MORNINGSIDE BLVD to US 1	306	9,900	2016	920	626	C	0.720	563	C	0.647
MARIPOSA AVE	LENNARD RD to HALLAHAN ST	166	6,300	2016	880	432	C	0.520	379	C	0.457
MCNEIL RD	OKEECHOBEE RD to KIRBY LOOP RD	682	4,600	2014	790	268	C	0.687	289	C	0.741
MCNEIL RD	KIRBY LOOP RD to EDWARDS RD	682	4,600	2014	540	268	C	0.993	289	D	0.535
MCCARTY RD	WILLIAMS RD to MIDWAY RD	680	383	2014	540	35	C	0.130	29	C	0.107

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### Traffic Counts and Level of Service Report Fall 2016

Roadway Name	Location	STATION ID	AADT	Last Count Year	P.K. Hr. Service Capacity	ANALYSIS		VOLUME		LOS	V/C
						Volume	%	Volume	LOS		
OKEECHOBEE RD	BLUEFIELD RD to CARLTON RD	687	7,023	2015	1,270	392	B	391	B	0.309	0.308
OKEECHOBEE RD	CARLTON RD to SNEED RD	940039	6,354	2015	1,340	-	-	-	-	-	-
OKEECHOBEE RD	IDEAL HOLDING RD to HEADER CANAL RD	940039	6,354	2015	1,340	-	-	-	-	-	-
OKEECHOBEE RD	SNEED RD to IDEAL HOLDING RD	940039	6,354	2015	1,340	-	-	-	-	-	-
OKEECHOBEE RD	HEADER CANAL RD to MIDWAY RD	940039	6,354	2015	1,740	-	-	-	-	-	-
OKEECHOBEE RD	MIDWAY RD to SHINN RD	940039	6,354	2015	1,740	-	-	-	-	-	-
OKEECHOBEE RD	SHINN RD to MCCARTY RD	940195	4,950	2015	1,810	-	-	-	-	-	-
OKEECHOBEE RD	MCCARTY RD to FLORIDA'S TURNPIKE	940025	6,106	2015	1,810	-	-	-	-	-	-
OKEECHOBEE RD	FLORIDA'S TURNPIKE to KINGS HWY	940025	6,106	2015	2,010	-	-	-	-	-	-
OKEECHOBEE RD	KINGS HWY to CROSSROADS PKWY	940748	20,215	2015	4,170	-	-	-	-	-	-
OKEECHOBEE RD	CROSSROADS PKWY to I-95	940106	20,908	2015	4,170	-	-	-	-	-	-
OKEECHOBEE RD	I-95 to JENKINS RD	940029	28,517	2015	4,240	-	-	-	-	-	-
OKEECHOBEE RD	JENKINS RD to MCNEIL RD	940029	28,517	2015	4,040	-	-	-	-	-	-
OKEECHOBEE RD	MCNEIL RD to VIRGINIA AVE	940747	29,383	2015	3,170	-	-	-	-	-	-
OKEECHOBEE RD	VIRGINIA AVE to HARTMAN RD	688	12,500	2016	2,100	686	C	686	C	0.341	0.341
OKEECHOBEE RD	HARTMAN RD to 35TH ST	688	12,500	2016	1,630	686	C	686	C	0.940	0.940
OKEECHOBEE RD	35TH ST to 33RD ST	689	14,500	2016	1,630	802	D	802	D	0.492	0.494
OKEECHOBEE RD	33RD ST to 25TH ST	689	14,500	2016	1,630	802	D	802	D	0.492	0.494
OKEECHOBEE RD	25TH ST to GEORGIA AVE	690	12,500	2016	1,630	743	D	743	D	0.456	0.956
OKEECHOBEE RD	GEORGIA AVE to DELAWARE AVE	690	12,500	2016	1,710	743	C	743	C	0.965	0.906
OLD DIXIE HWY	US 1 to SR A1A NORTH	691	4,433	2014	790	332	C	332	C	0.851	0.859
OLD DIXIE HWY	SR A1A NORTH to ST LUCIE BLVD	948521	1,850	2015	750	-	-	-	-	-	-
OLD DIXIE HWY	ST LUCIE BLVD to INDRIO RD	227	2,300	2016	790	169	C	169	C	0.433	0.336
OLD DIXIE HWY	INDRIO RD to INDIAN RIVER C.L.	948523	1,175	2015	870	-	-	-	-	-	-
OLEANDER AVE	BEACH AVE to KITTERMAN RD	692	2,533	2014	540	131	C	131	C	0.485	0.604

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### Traffic Counts and Level of Service Report Fall 2016

Roadway Name	Location	STATION ID	AADT	Last Count Year	P/H Service Capacity	AMPER HOUR P/D			AMPER HOUR P/D		
						Volume	LOS	V/C	Volume	LOS	V/C
OLEANDER AVE	KITTERMAN RD to MIDWAY RD	141	6,701	2014	750	488	D	0.651	439	D	0.585
OLEANDER AVE	MIDWAY RD to WEATHERBEE RD	139	8,200	2016	750	466	D	0.621	462	D	0.616
OLEANDER AVE	WEATHERBEE RD to BELL AVE	139	8,200	2016	540	466	D	0.863	462	D	0.856
OLEANDER AVE	BELL AVE to FARMER'S MARKET RD	240	12,500	2016	540	653	F	1.126	623	F	1.074
OLEANDER AVE	FARMER'S MARKET RD to EDWARDS RD	240	12,500	2016	750	653	D	0.871	623	D	0.831
OLEANDER AVE	EDWARDS RD to WISTERIA AVE	505	10,500	2016	750	681	D	0.908	626	D	0.835
OLEANDER AVE	WISTERIA AVE to GARDENIA AVE	505	10,500	2016	540	681	F	1.174	626	F	1.079
OLEANDER AVE	GARDENIA AVE to VIRGINIA AVE	505	10,500	2016	790	681	D	0.862	626	D	0.792
OLEANDER AVE	VIRGINIA AVE to SUNRISE BLVD	503	4,257	2015	600	243	C	0.810	241	C	0.803
ORANGE AVE	OKEECHOBEE C.L. to SNEED RD	144	4,563	2015	390	289	C	0.741	286	C	0.733
ORANGE AVE	SNEED RD to HEADER CANAL RD	144	4,563	2015	390	289	C	0.741	286	C	0.733
ORANGE AVE	SHINN RD to CAMPBELL RD	940144	2,411	2015	380	-	-	-	-	-	-
ORANGE AVE	CAMPBELL RD to KINGS HWY	940144	2,411	2015	1,070	-	-	-	-	-	-
ORANGE AVE	KINGS HWY to I-95	940041	17,189	2015	0	-	-	-	-	-	-
ORANGE AVE	I-95 to JENKINS RD	940035	13,277	2015	0	-	-	-	-	-	-
ORANGE AVE	JENKINS RD to HARTMAN RD	940028	13,327	2015	0	-	-	-	-	-	-
ORANGE AVE	HARTMAN RD to ANGLE RD	940028	13,327	2015	0	-	-	-	-	-	-
ORANGE AVE	ANGLE RD to 25TH ST	940151	11,651	2013	1,710	-	-	-	-	-	-
ORANGE AVE	25TH ST to 17TH ST	945040	12,960	2015	1,630	-	-	-	-	-	-
ORANGE AVE	17TH ST to 13TH ST	945040	12,960	2015	1,710	-	-	-	-	-	-
ORANGE AVE	13TH ST to 10TH ST	945040	12,960	2015	370	-	-	-	-	-	-
ORANGE AVE	10TH ST to 7TH ST	940155	7,829	2015	300	-	-	-	-	-	-
ORANGE AVE	7TH ST to US 1	945134	6,721	2015	300	-	-	-	-	-	-
ORANGE AVE	US 1 to 2ND ST	945133	3,274	2015	300	-	-	-	-	-	-
ORANGE AVE	2ND ST to INDIAN RIVER DR	945133	3,274	2015	370	-	-	-	-	-	-

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 \* AADT = Annual Average Daily Traffic (volumes for both directions where applicable)  
 \* Volumes, LOS and V/C values with "-" designation are associated with FDOT Count Stations and will need to have current FDOT volume data supplied before values can be generated properly.

## Traffic Counts and Level of Service Report Fall 2016

Roadway Name	Location	STATION ID	AADT	Last Count Year	Peak Service Capacity	AM Peak Period		PM Peak Period	
						Volume	LOS	Volume	LOS
US 1	SR A1A NORTH to JUANITA AVE	940010	16,561	2015	2,100	-	-	-	-
US 1	JUANITA AVE to ST LUCIE BLVD	940010	16,561	2015	2,100	-	-	-	-
US 1	ST LUCIE BLVD to 25TH ST	940009	16,610	2015	2,100	-	-	-	-
US 1	25TH ST to INDRIIO RD	940009	16,610	2015	2,100	-	-	-	-
US 1	INDRIIO RD to TURNPIKE FEEDER RD	940107	19,467	2015	2,100	-	-	-	-
US 1	TURNPIKE FEEDER RD to INDIAN RIVER C.L.	940107	19,467	2015	2,100	-	-	-	-
VETERANS MEMORIAL PKWY	PORT ST LUCIE BLVD to LYNNGATE DR	329	16,601	2014	2,100	1,086	C	0.540	1,033
VETERANS MEMORIAL PKWY	LYNGATE DR to US 1	327	12,718	2014	2,100	758	C	0.377	735
VILLAGE GREEN DR	US 1 to WALTON RD	716	10,433	2014	2,100	555	C	0.276	607
VILLAGE GREEN DR	WALTON RD to TIFFANY AVE	717	5,267	2014	920	295	C	0.339	291
VIRGINIA AVE	35TH ST to 25TH ST	940032	22,304	2015	3,020	-	-	-	-
VIRGINIA AVE	OKEECHOBEE RD to HARTMAN RD	940030	21,826	2015	3,020	-	-	-	-
VIRGINIA AVE	HARTMAN RD to 35TH ST	940030	21,826	2015	3,020	-	-	-	-
VIRGINIA AVE	25TH ST to 13TH ST	940033	21,507	2015	3,020	-	-	-	-
VIRGINIA AVE	13TH ST to 11TH ST	940794	23,321	2015	3,020	-	-	-	-
VIRGINIA AVE	11TH ST to SUNRISE BLVD	940794	23,321	2015	3,170	-	-	-	-
VIRGINIA AVE	SUNRISE BLVD to OLEANDER AVE	940792	21,008	2015	3,020	-	-	-	-
VIRGINIA AVE	OLEANDER AVE to COLONIAL RD	940034	20,395	2015	3,170	-	-	-	-
VIRGINIA AVE	COLONIAL RD to US 1	940034	20,395	2015	3,020	-	-	-	-
VILLAGE PKWY	DISCOVERY WAY to TRADITION PKWY	718	6,633	2014	2,650	406	C	0.330	366
VILLAGE PKWY	BECKER RD to DISCOVERY WAY	718	6,633	2014	1,710	406	C	0.527	366
VILLAGE PKWY	TRADITION PKWY to WESTCLIFFE LN	719	16,868	2015	1,710	947	D	0.554	968
VILLAGE PKWY	WESTCLIFFE LN to CROSSROADS PKWY	720	10,500	2016	1,540	615	C	0.891	612
WALTON RD	US 1 to VILLAGE GREEN DR	330	14,093	2015	1,710	719	C	0.934	797
WALTON RD	VILLAGE GREEN DR to LENNARD RD	328	16,000	2016	1,710	935	D	0.547	858

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**Generalized Peak Hour Directional Volumes for Florida's  
Urbanized Areas<sup>1</sup>**

**TABLE 7**

12/18/12

INTERRUPTED FLOW FACILITIES						UNINTERRUPTED FLOW FACILITIES						
<b>STATE SIGNALIZED ARTERIALS</b>						<b>FREEWAYS</b>						
<b>Class I (40 mph or higher posted speed limit)</b>						Lanes	B	C	D	E		
Lanes	Median	B	C	D	E	2	2,260	3,020	3,660	3,940		
1	Undivided	*	830	880	**	3	3,360	4,580	5,500	6,080		
2	Divided	*	1,910	2,000	**	4	4,500	6,080	7,320	8,220		
3	Divided	*	2,940	3,020	**	5	5,660	7,680	9,220	10,360		
4	Divided	*	3,970	4,040	**	6	7,900	10,320	12,060	12,500		
<b>Class II (35 mph or slower posted speed limit)</b>						<b>Freeway Adjustments</b>						
Lanes	Median	B	C	D	E	Auxiliary Lane	Ramp Metering					
1	Undivided	*	370	750	800	+ 1,000	+ 5%					
2	Divided	*	730	1,630	1,700							
3	Divided	*	1,170	2,520	2,560							
4	Divided	*	1,610	3,390	3,420							
<b>Non-State Signalized Roadway Adjustments</b> (Alter corresponding state volumes by the indicated percent.) Non-State Signalized Roadways - 10%												
<b>Median &amp; Turn Lane Adjustments</b>												
Lanes	Median	Exclusive Left Lanes	Exclusive Right Lanes	Adjustment Factors								
1	Divided	Yes	No	+5%								
1	Undivided	No	No	-20%								
Multi	Undivided	Yes	No	-5%								
Multi	Undivided	No	No	-25%								
-	-	-	Yes	+ 5%								
<b>One-Way Facility Adjustment</b> Multiply the corresponding directional volumes in this table by 1.2												
<b>BICYCLE MODE<sup>2</sup></b> (Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)												
<b>Paved Shoulder/Bicycle</b>												
Lane Coverage	B	C	D	E								
0-49%	*	150	390	1,000								
50-84%	110	340	1,000	>1,000								
85-100%	470	1,000	>1,000	**								
<b>PEDESTRIAN MODE<sup>2</sup></b> (Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)												
Sidewalk Coverage	B	C	D	E								
0-49%	*	*	140	480								
50-84%	*	80	440	800								
85-100%	200	540	880	>1,000								
<b>BUS MODE (Scheduled Fixed Route)<sup>3</sup></b> (Buses in peak hour in peak direction)												
Sidewalk Coverage	B	C	D	E								
0-84%	> 5	≥ 4	≥ 3	≥ 2								
85-100%	> 4	≥ 3	≥ 2	≥ 1								
						<b>UNINTERRUPTED FLOW HIGHWAYS</b>						
Lanes	Median	B	C	D	E							
1	Undivided	420	840	1,190	1,640							
2	Divided	1,810	2,560	3,240	3,590							
3	Divided	2,720	3,840	4,860	5,380							
						<b>Uninterrupted Flow Highway Adjustments</b>						
Lanes	Median	Exclusive left lanes		Adjustment factors								
1	Divided	Yes		+5%								
Multi	Undivided	Yes		-5%								
Multi	Undivided	No		-25%								
						<sup>1</sup> Values shown are presented as peak hour directional volumes for levels of service and are for the automobile/truck modes unless specifically stated. This table does not constitute a standard and should be used only for general planning applications. The computer models from which this table is derived should be used for more specific planning applications. The table and deriving computer models should not be used for corridor or intersection design, where more refined techniques exist. Calculations are based on planning applications of the Highway Capacity Manual and the Transit Capacity and Quality of Service Manual.						
						<sup>2</sup> Level of service for the bicycle and pedestrian modes in this table is based on number of motorized vehicles, not number of bicyclists or pedestrians using the facility.						
						<sup>3</sup> Buses per hour shown are only for the peak hour in the single direction of the higher traffic flow.						
						* Cannot be achieved using table input value defaults.						
						** Not applicable for that level of service letter grade. For the automobile mode, volumes greater than level of service D become F because intersection capacities have been reached. For the bicycle mode, the level of service letter grade (including F) is not achievable because there is no maximum vehicle volume threshold using table input value defaults.						
						Source: Florida Department of Transportation Systems Planning Office <a href="http://www.dot.state.fl.us/planning/systems/sm/ls/default.shtm">www.dot.state.fl.us/planning/systems/sm/ls/default.shtm</a>						

**APPENDIX C**

**OTHER PROJECT DATA/GROWTH RATE**





Historical Growth Rate Calculation

Segment	From	To	2012 AADT	2016 AADT	4 Year Historical Growth Rate
Okeechobee Blvd	I-95	McNeil Rd	28,000	28,500	0.44%
	McNeil Rd	Virginia Ave	33,000	26,000	-5.79%
Jenkins Rd	Okeechobee Blvd	Orange Ave	7,100	9,700	8.11%
Kings Hwy	Okeechobee Blvd	Graham Rd	5,400	6,400	4.34%
	Graham Rd	Orange Ave	7,100	9,600	7.83%
Orange Ave	Jenkins Rd	Angle Rd	13,700	13,900	0.36%
	I-95	Jenkins Rd	12,700	15,600	5.28%
Virginia Ave	Okeechobee Blvd	35th St	21,000	22,500	1.74%
Total			128,000	132,200	0.81%

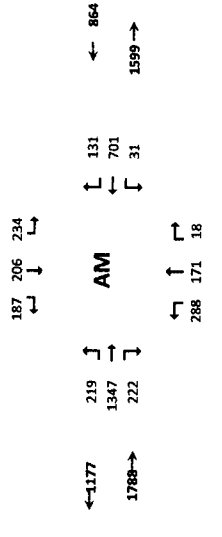
\*Source FDOT Historical Traffic Counts

## **APPENDIX D**

### **INTERSECTION ANALYSIS**

TURNING MOVEMENT VOLUME COUNTS

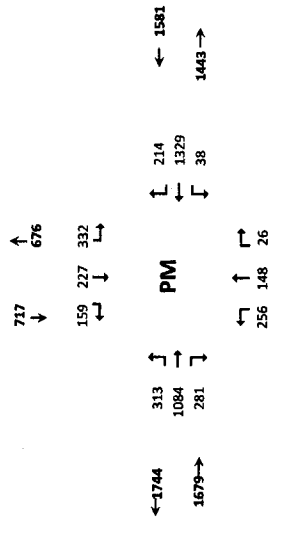
N/S STREET: Jenife Rd. CONTROL: Signal  
 E/W STREET: Chesapeake Rd.  
 CITY: Ft. Pierce  
 DAY: Wednesday  
 ANALYSIS YEAR: 2023



15 Min Period	Northbound				Southbound				Eastbound				Westbound				ONE HOUR SUM	
	NBL	NBT	NBR	NBL	SBL	SBT	SBR	SBL	EBL	EBT	EBR	WBL	WBT	WBR	WBL	WBT		WBR
7:00-7:15	36	19	1	23	25	6	20	154	47	2	107	5	445	2349				
7:15-7:30	40	22	6	31	25	8	22	254	28	4	132	18	580	2524				
7:30-7:45	48	25	1	54	41	7	53	224	29	3	115	14	614	2568				
7:45-8:00	48	31	5	36	43	8	25	306	37	6	141	14	700	2533				
8:00-8:15	48	29	2	46	31	6	24	244	49	5	113	23	670	2410				
8:15-8:30	26	16	5	39	38	9	22	253	40	6	161	19	634					
8:30-8:45	43	24	8	34	31	3	16	218	43	8	130	21	579					
8:45-9:00	37	21	12	31	17	6	22	226	55	15	138	7	577					

AM PEAK HOUR IS FROM:  
 Volumes 170 101 13 175 153 30 124 1027 155 20 530 70 2588  
 Season Factor 189 112 14 194 170 33 138 1140 172 22 588 78 2850  
 Growth 198 118 15 204 178 35 145 1198 181 23 618 82 2995  
 In/Out - - - Out - - - In - - -  
 Percentage 0% 0% 0% 30% 20% 0% 0% 0% 0% 0% 0% 0% 30% 0%  
 PROJECT 0 0 0 4 0 2 8 0 0 0 0 0 0 13 0  
 Mariner Cove 36 8 16 0 2 0 0 0 0 0 7 3 0 0 0  
 39 Acre Residential 36 7 3 0 1 0 0 0 8 1 0 0 0 0 0  
 Whispering Oaks 0 5 0 0 17 17 35 9 0 0 0 0 0 5 0  
 SLCC 0 28 0 5 4 3 0 0 5 0 0 28 28 0 0  
 WA/Wa 11 3 0 4 3 0 0 0 18 5 4 12 4 4 0  
 Kings Center 0 2 0 0 0 0 0 0 0 0 0 0 0 0 0  
 Celebration Pointe 0 0 0 0 0 0 0 72 24 0 0 0 0 0 0  
 Bent Creek 0 0 0 0 0 0 0 36 12 0 0 0 0 0 0  
 Chick-FR/A 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0  
 Creekside 7 0 0 0 0 0 7 21 12 6 21 0 49 0 0  
 Total 288 171 18 234 206 187 219 1347 222 31 701 131 3756

Seasonal Factor: 1.11  
 Trips In: 42  
 Trips Out: 13  
 Growth Rate: 1.008  
 Years Grown: 6



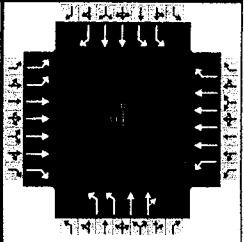
15 Min Period lanes	Northbound				Southbound				Eastbound				Westbound				ONE HOUR SUM	
	NBL	NBT	NBR	NBL	SBL	SBT	SBR	SBL	EBL	EBT	EBR	WBL	WBT	WBR	WBL	WBT		WBR
6:00-6:15	45	19	3	57	31	11	20	180	30	6	210	35	647	2753				
6:15-6:30	37	24	3	62	34	12	33	182	30	3	208	35	663	2870				
6:30-6:45	35	23	0	50	32	10	36	228	52	8	240	28	742	2940				
6:45-7:00	46	19	4	68	37	7	31	200	34	4	213	38	701	2940				
7:00-7:15	41	18	6	54	45	8	22	223	49	5	264	29	764	2859				
7:15-7:30	45	28	2	54	31	3	32	184	45	4	271	34	733					
7:30-7:45	38	24	2	65	28	8	37	195	35	3	268	39	742					
7:45-8:00	34	23	4	46	34	7	23	188	33	2	188	38	620					

PM PEAK HOUR IS FROM:  
 Volumes 158 91 14 219 138 26 114 790 162 14 991 140 2659  
 Season Factor 175 103 16 243 153 29 127 180 160 16 1100 155 3173  
 Growth 184 108 16 255 161 30 133 921 189 16 1156 163 3335  
 In/Out - - - Out - - - In - - -  
 Percentage 0% 0% 0% 30% 20% 0% 0% 0% 0% 0% 0% 0% 30% 0%  
 PROJECT 0 0 0 24 0 6 0 0 0 0 0 0 0 0 0  
 Mariner Cove 17 3 2 0 0 0 0 0 0 0 0 0 0 0  
 39 Acre Residential 17 3 2 0 0 0 0 0 0 0 0 0 0 0  
 Whispering Oaks 0 17 0 9 9 9 20 36 0 0 0 0 17 0  
 SLCC 0 10 0 39 39 0 0 0 39 0 0 10 10 4 0  
 WA/Wa 13 4 0 4 4 4 4 13 4 4 0 13 4 4 0  
 Creekside 25 0 0 0 0 0 25 15 93 15 0 150 0 0 0  
 King's Center 0 2 0 0 0 0 0 0 0 0 0 0 0 0 0  
 Chick-FR/A 0 0 0 0 0 0 0 42 38 0 0 0 0 0 0  
 Bent Creek 0 0 0 0 0 0 0 42 38 0 0 0 0 0 0  
 Celebration Pointe 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0  
 Total 256 148 26 332 227 159 313 1084 281 38 1329 214 4408

Seasonal Factor: 1.11  
 Growth Rate: 1.008  
 Trips In: 66  
 Trips Out: 81  
 Years Grown: 6

# HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	O'Rourke Engineering & Planning			Duration, h	1.00
Analyst	Thomas Ferris	Analysis Date	2/26/2018	Area Type	Other
Jurisdiction	St. Lucie County	Time Period	AM	PHF	1.00
Urban Street	Okeechobee Road	Analysis Year	2023	Analysis Period	1 > 7:00
Intersection	Okeechobee & Jenkins	File Name	C3 Okeechobee & Jenkins - Conc - AM - 3.5.18.xus		
Project Description	5-Year 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	219	1347	222	31	701	131	288	171	18	234	206	187

Signal Information				Signal Timing Diagrams									
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		6.4	3.8	55.5	10.0	0.2	17.8				
		Yellow		4.3	0.0	4.3	4.3	0.0	4.3				
		Red		2.0	0.0	2.0	2.5	0.0	2.5				

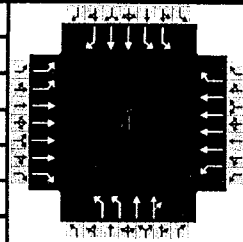
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6	3	8	7	4
Case Number	2.0	3.0	2.0	3.0	2.0	4.0	2.0	3.0
Phase Duration, s	16.6	65.6	12.7	61.8	17.0	24.8	16.8	24.6
Change Period, ( Y+R <sub>c</sub> ), s	6.3	6.3	6.3	6.3	6.8	6.8	6.8	6.8
Max Allow Headway ( MAH ), s	4.0	0.0	4.0	0.0	4.0	4.0	4.0	4.0
Queue Clearance Time ( g <sub>s</sub> ), s	9.4		4.0		11.9	7.6	9.9	15.7
Green Extension Time ( g <sub>e</sub> ), s	0.8	0.0	0.1	0.0	0.0	2.2	0.0	2.2
Phase Call Probability	1.00		0.64		1.00	1.00	1.00	1.00
Max Out Probability	0.00		0.00		1.00	0.00	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	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate ( v ), veh/h	219	1347	222	31	701	131	288	95	94	234	206	187
Adjusted Saturation Flow Rate ( s ), veh/h/ln	1730	1698	1585	1781	1698	1585	1730	1870	1808	1730	1781	1585
Queue Service Time ( g <sub>s</sub> ), s	7.4	15.0	9.9	2.0	7.4	5.8	9.9	5.5	5.6	7.9	6.3	13.7
Cycle Queue Clearance Time ( g <sub>c</sub> ), s	7.4	15.0	9.9	2.0	7.4	5.8	9.9	5.5	5.6	7.9	6.3	13.7
Green Ratio ( g/C )	0.09	0.49	0.49	0.05	0.46	0.46	0.09	0.15	0.15	0.09	0.15	0.15
Capacity ( c ), veh/h	296	3359	784	96	3143	733	323	281	272	317	529	235
Volume-to-Capacity Ratio ( X )	0.741	0.401	0.283	0.324	0.223	0.179	0.892	0.338	0.346	0.738	0.390	0.794
Back of Queue ( Q ), ft/ln ( 95 th percentile )	150.9	242.8	165.7	42.7	129.8	98.5	242.6	115.8	112.9	171.2	125.6	243.3
Back of Queue ( Q ), veh/ln ( 95 th percentile )	5.9	9.6	6.5	1.7	5.1	3.9	9.6	4.6	4.5	6.7	4.9	9.6
Queue Storage Ratio ( RQ ) ( 95 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 <sub>1</sub> ), s/veh	53.6	19.1	17.8	54.7	19.3	18.9	53.8	45.6	45.7	53.1	46.2	49.3
Incremental Delay ( d <sub>2</sub> ), s/veh	3.7	0.4	0.9	1.9	0.2	0.5	32.7	0.7	0.8	8.9	0.5	6.3
Initial Queue Delay ( d <sub>3</sub> ), 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	57.3	19.5	18.7	56.6	19.5	19.4	86.5	46.4	46.5	62.0	46.6	55.6
Level of Service ( LOS )	E	B	B	E	B	B	F	D	D	E	D	E
Approach Delay, s/veh / LOS	24.0			C			20.8			C		
Intersection Delay, s/veh / LOS	34.4						C					

Multimodal Results	EB			WB			NB			SB		
Pedestrian LOS Score / LOS	2.9	C		3.0	C		3.8	D		3.8	D	
Bicycle LOS Score / LOS	1.2	A		0.8	A		0.9	A		1.0	A	

# HCS7 Signalized Intersection Results Summary

General Information				Intersection Information			
Agency	O'Rourke Engineering & Planning			Duration, h	1.00		
Analyst	Thomas Ferris	Analysis Date	2/26/2018	Area Type	Other		
Jurisdiction	St. Lucie County	Time Period	PM	PHF	1.00		
Urban Street	Okeechobee Road	Analysis Year	2023	Analysis Period	1> 4:00		
Intersection	Okeechobee & Jenkins	File Name	C3 Okeechobee & Jenkins - Conc - PM - 3.5.18.xus				
Project Description	5-Year Analysis						



Demand Information	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Demand (v), veh/h	313	1084	281	38	1329	214	256	148	26	332	227	159

Signal Information				Timing Diagram						Signal Phases				
Cycle, s	120.0	Reference Phase	2											
Offset, s	0	Reference Point	End											
Uncoordinated	No	Simult. Gap E/W	On	Green	7.2	0.3	51.0	11.3	2.6	15.0				
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	4.3	4.3	4.3	4.3	0.0	4.3				
				Red	2.0	2.0	2.0	2.5	0.0	2.5				

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	4.0	2.0	3.0
Phase Duration, s	20.1	64.0	13.5	57.3	18.1	21.8	20.7	24.4
Change Period, (Y+R <sub>c</sub> ), s	6.3	6.3	6.3	6.3	6.8	6.8	6.8	6.8
Max Allow Headway (MAH), s	4.0	0.0	4.0	0.0	4.0	4.0	4.0	4.0
Queue Clearance Time (g <sub>s</sub> ), s	12.6		4.5		10.7	7.4	13.3	13.4
Green Extension Time (g <sub>e</sub> ), s	1.3	0.0	0.1	0.0	0.6	2.1	0.7	2.1
Phase Call Probability	1.00		0.72		1.00	1.00	1.00	1.00
Max Out Probability	0.00		0.00		0.04	0.00	0.32	0.00

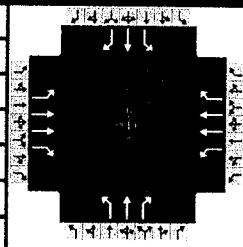
Movement Group Results	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (v), veh/h	313	1084	281	38	1329	214	256	88	86	332	227	159
Adjusted Saturation Flow Rate (s), veh/h/ln	1730	1698	1585	1781	1698	1585	1730	1870	1774	1730	1781	1585
Queue Service Time (g <sub>s</sub> ), s	10.6	11.8	13.4	2.5	16.8	10.8	8.7	5.2	5.4	11.3	7.0	11.4
Cycle Queue Clearance Time (g <sub>c</sub> ), s	10.6	11.8	13.4	2.5	16.8	10.8	8.7	5.2	5.4	11.3	7.0	11.4
Green Ratio (g/C)	0.12	0.48	0.48	0.06	0.43	0.43	0.09	0.13	0.13	0.12	0.15	0.15
Capacity (c), veh/h	399	3266	762	107	2889	674	326	234	222	402	523	233
Volume-to-Capacity Ratio (X)	0.785	0.332	0.369	0.356	0.460	0.317	0.786	0.375	0.389	0.827	0.434	0.683
Back of Queue (Q), ft/ln (95 th percentile)	208	202.8	219.6	52.1	272.9	186.9	177.4	110.6	107.5	226.8	139.8	207
Back of Queue (Q), veh/ln (95 th percentile)	8.2	8.0	8.6	2.0	10.7	7.4	7.0	4.4	4.3	8.9	5.5	8.2
Queue Storage Ratio (RQ) (95 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 <sub>1</sub> ), s/veh	51.6	19.3	19.7	54.2	24.6	22.9	53.2	48.2	48.3	51.9	46.6	48.5
Incremental Delay (d <sub>2</sub> ), s/veh	3.5	0.3	1.4	2.0	0.5	1.2	4.3	1.0	1.1	7.8	0.6	3.6
Initial Queue Delay (d <sub>3</sub> ), 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	55.2	19.5	21.0	56.2	25.2	24.2	57.5	49.2	49.4	59.6	47.2	52.1
Level of Service (LOS)	E	B	C	E	C	C	E	D	D	E	D	D
Approach Delay, s/veh / LOS	26.4	C		25.8	C		54.2	D		54.0	D	
Intersection Delay, s/veh / LOS	33.4						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.9	C	3.1	C	3.8	D	3.8	D
Bicycle LOS Score / LOS	1.2	A	1.1	A	0.8	A	1.1	A



# HCS7 Signalized Intersection Results Summary

General Information				Intersection Information			
Agency	O'Rourke Engineering & Planning			Duration, h	1.00		
Analyst	Thomas Ferris	Analysis Date	2/26/2018	Area Type	Other		
Jurisdiction	St. Lucie County	Time Period	AM	PHF	1.00		
Urban Street	Orange Avenue	Analysis Year	2023	Analysis Period	1> 7:00		
Intersection	Orange & Jenkins	File Name	C3 Orange & Jenkins - Conc - AM - 3.5.18.xus				
Project Description	5 Yr Analysis						



Demand Information	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Demand (v), veh/h	103	731	132	94	473	52	168	63	95	28	31	169

Signal Information				EB				WB				NB				SB								
Cycle, s	120.0	Reference Phase	2	Green	6.7	65.5	4.2	2.0	15.1	0.0	Green	6.7	65.5	4.2	2.0	15.1	0.0	Green	6.7	65.5	4.2	2.0	15.1	0.0
Offset, s	0	Reference Point	End	Yellow	4.3	4.3	4.3	4.3	4.3	4.3	Yellow	4.3	4.3	4.3	4.3	4.3	4.3	Yellow	4.3	4.3	4.3	4.3	4.3	4.3
Uncoordinated	No	Simult. Gap E/W	On	Red	1.0	1.0	1.0	1.0	1.0	1.0	Red	1.0	1.0	1.0	1.0	1.0	1.0	Red	1.0	1.0	1.0	1.0	1.0	1.0
Force Mode	Fixed	Simult. Gap N/S	On																					

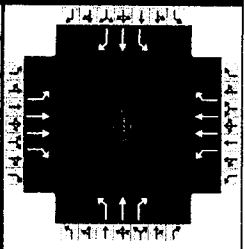
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6	3	8	7	4
Case Number	1.1	3.0	1.1	3.0	1.1	3.0	1.1	3.0
Phase Duration, s	12.1	70.8	12.0	70.7	16.8	27.7	9.5	20.4
Change Period, (Y+R <sub>c</sub> ), s	5.3	5.3	5.3	5.3	5.3	5.3	5.3	5.3
Max Allow Headway (MAH), s	3.0	0.0	3.0	0.0	3.0	3.2	3.0	3.2
Queue Clearance Time (g <sub>s</sub> ), s	4.9		4.7		11.5	8.2	3.6	14.5
Green Extension Time (g <sub>e</sub> ), s	0.1	0.0	0.1	0.0	0.1	0.7	0.0	0.6
Phase Call Probability	0.97		0.96		1.00	1.00	0.61	1.00
Max Out Probability	0.00		0.00		0.83	0.00	0.00	0.00

Movement Group Results	EB			WB			NB			SB			
	L	T	R	L	T	R	L	T	R	L	T	R	
Approach Movement													
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14	
Adjusted Flow Rate (v), veh/h	103	731	132	94	473	52	168	63	95	28	31	169	
Adjusted Saturation Flow Rate (s), veh/h/ln	1781	1781	1585	1781	1781	1585	1781	1870	1585	1781	1870	1585	
Queue Service Time (g <sub>s</sub> ), s	2.9	14.1	5.0	2.7	8.4	1.9	9.5	3.4	6.2	1.6	1.8	12.5	
Cycle Queue Clearance Time (g <sub>c</sub> ), s	2.9	14.1	5.0	2.7	8.4	1.9	9.5	3.4	6.2	1.6	1.8	12.5	
Green Ratio (g/C)	0.60	0.55	0.55	0.60	0.54	0.54	0.24	0.19	0.19	0.16	0.13	0.13	
Capacity (c), veh/h	598	1942	865	458	1940	863	385	349	296	292	235	200	
Volume-to-Capacity Ratio (X)	0.172	0.376	0.153	0.205	0.244	0.060	0.437	0.180	0.321	0.096	0.132	0.847	
Back of Queue (Q), ft/ln (95 th percentile)	48.9	236.7	80.2	44.6	148.8	30	186	70.5	109.6	31.9	37.1	222	
Back of Queue (Q), veh/ln (95 th percentile)	1.9	9.3	3.2	1.8	5.9	1.2	7.3	2.8	4.3	1.3	1.5	8.7	
Queue Storage Ratio (RQ) (95 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 <sub>1</sub> ), s/veh	10.5	15.6	13.5	11.3	14.3	12.9	38.5	41.1	42.2	42.9	46.6	51.3	
Incremental Delay (d <sub>2</sub> ), s/veh	0.1	0.6	0.4	0.1	0.3	0.1	0.3	0.1	0.2	0.1	0.1	4.0	
Initial Queue Delay (d <sub>3</sub> ), 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	10.5	16.2	13.9	11.4	14.6	13.0	38.7	41.2	42.4	42.9	46.7	55.3	
Level of Service (LOS)	B	B	B	B	B	B	D	D	D	D	D	E	
Approach Delay, s/veh / LOS	15.2	B		14.0	B		40.3	D			52.6	D	
Intersection Delay, s/veh / LOS	22.7						C						

Multimodal Results	EB			WB			NB			SB			
	Pedestrian LOS Score / LOS	2.4	B		2.4	B		3.0	C			3.0	C
Bicycle LOS Score / LOS	1.3	A		1.0	A		1.0	A			0.9	A	

# HCS7 Signalized Intersection Results Summary

General Information				Intersection Information			
Agency	O'Rourke Engineering & Planning			Duration, h	1.00		
Analyst	Thomas Ferris	Analysis Date	2/26/2018	Area Type	Other		
Jurisdiction	St. Lucie County	Time Period	PM	PHF	1.00		
Urban Street	Orange Avenue	Analysis Year	2023	Analysis Period	1> 4:00		
Intersection	Orange & Jenkins	File Name	C3 Orange & Jenkins - Conc - PM - 3.5.18.xus				
Project Description	5 Yr Analysis						



Demand Information	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Demand (v), veh/h	179	498	203	179	616	37	217	40	153	63	72	118

Signal Information				EB				WB				NB				SB															
Cycle, s	120.0	Reference Phase	2																												
Offset, s	0	Reference Point	End	Green	7.6	64.5	6.1	3.2	12.0	0.0	Green	7.6	64.5	6.1	3.2	12.0	0.0	Green	7.6	64.5	6.1	3.2	12.0	0.0	Green	7.6	64.5	6.1	3.2	12.0	0.0
Uncoordinated	No	Simult. Gap E/W	On	Yellow	4.3	4.3	4.3	4.3	4.3	0.0	Yellow	4.3	4.3	4.3	4.3	4.3	0.0	Yellow	4.3	4.3	4.3	4.3	4.3	0.0	Yellow	4.3	4.3	4.3	4.3	4.3	0.0
Force Mode	Fixed	Simult. Gap N/S	On	Red	1.0	1.0	1.0	1.0	1.0	0.0	Red	1.0	1.0	1.0	1.0	1.0	0.0	Red	1.0	1.0	1.0	1.0	1.0	0.0	Red	1.0	1.0	1.0	1.0	1.0	0.0

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6	3	8	7	4
Case Number	1.1	3.0	1.1	3.0	1.1	3.0	1.1	3.0
Phase Duration, s	12.9	69.8	12.9	69.8	20.0	25.8	11.4	17.3
Change Period, (Y+R <sub>c</sub> ), s	5.3	5.3	5.3	5.3	5.3	5.3	5.3	5.3
Max Allow Headway (MAH), s	3.0	0.0	3.0	0.0	3.0	3.2	3.0	3.2
Queue Clearance Time (g <sub>s</sub> ), s	7.3		7.3		14.7	12.6	5.7	10.7
Green Extension Time (g <sub>e</sub> ), s	0.3	0.0	0.3	0.0	0.0	0.7	0.0	0.6
Phase Call Probability	1.00		1.00		1.00	1.00	0.88	1.00
Max Out Probability	0.00		0.00		1.00	0.00	0.00	0.00

Movement Group Results	EB			WB			NB			SB			
	L	T	R	L	T	R	L	T	R	L	T	R	
Approach Movement													
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14	
Adjusted Flow Rate (v), veh/h	179	498	203	179	616	37	217	40	153	63	72	118	
Adjusted Saturation Flow Rate (s), veh/h/ln	1781	1781	1585	1781	1781	1585	1781	1870	1585	1781	1870	1585	
Queue Service Time (g <sub>s</sub> ), s	5.3	9.0	8.1	5.3	11.6	1.3	12.7	2.2	10.6	3.7	4.3	8.7	
Cycle Queue Clearance Time (g <sub>c</sub> ), s	5.3	9.0	8.1	5.3	11.6	1.3	12.7	2.2	10.6	3.7	4.3	8.7	
Green Ratio (g/C)	0.60	0.54	0.54	0.60	0.54	0.54	0.24	0.17	0.17	0.15	0.10	0.10	
Capacity (c), veh/h	515	1915	853	574	1915	853	363	320	271	288	187	159	
Volume-to-Capacity Ratio (X)	0.347	0.260	0.238	0.312	0.322	0.043	0.598	0.125	0.565	0.219	0.385	0.744	
Back of Queue (Q), ft/ln (95 th percentile)	89.4	160.5	133	89.3	203.5	21.5	239.8	45.2	188.7	74.2	91.6	159.4	
Back of Queue (Q), veh/ln (95 th percentile)	3.5	6.3	5.2	3.5	8.0	0.8	9.4	1.8	7.4	2.9	3.6	6.3	
Queue Storage Ratio (RQ) (95 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 <sub>1</sub> ), s/veh	11.6	14.9	14.7	11.2	15.5	13.1	39.8	42.1	45.6	44.8	50.5	52.5	
Incremental Delay (d <sub>2</sub> ), s/veh	0.1	0.3	0.7	0.1	0.4	0.1	1.9	0.1	0.7	0.1	0.5	2.6	
Initial Queue Delay (d <sub>3</sub> ), 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	11.8	15.2	15.4	11.4	15.9	13.2	41.7	42.2	46.3	45.0	51.0	55.1	
Level of Service (LOS)	B	B	B	B	B	B	D	D	D	D	D	E	
Approach Delay, s/veh / LOS	14.6	B		14.8	B		43.5	D			51.4	D	
Intersection Delay, s/veh / LOS	23.6						C						

Multimodal Results	EB			WB			NB			SB			
Pedestrian LOS Score / LOS	2.4	B		2.4	B		3.0	C			3.0	C	
Bicycle LOS Score / LOS	1.2	A		1.2	A		1.2	A			0.9	A	

TURNING MOVEMENT VOLUME COUNTS

N/S STREET: Jenkins Road  
 FILENAME: Campine World  
 COUNTY DATE: 2/27/2018  
 REPORT DATE: 2/28/2018  
 DAY: Tuesday  
 ANALYSIS YEAR: 2023  
 INTERSECTION: Graham Road  
 CITY: Ft. Pierce  
 CONTROL:

15 Min Period	Northbound				Southbound				Eastbound				Westbound					
	NBL	NBT	NRR	NRL	SBL	SBT	SBR	SRL	EBL	EBT	EBR	EBL	WBL	WBT	WBR	WBL	TOTAL	ONE HOUR SUM
7:00-7:15	13	22	0	0	0	27	4	13	0	25	0	0	0	0	0	0	104	581
7:15-7:30	16	35	0	0	32	14	5	13	0	31	0	0	0	0	0	0	133	592
7:30-7:45	27	38	0	0	36	9	16	0	42	0	0	0	0	0	0	0	168	592
7:45-8:00	17	36	0	0	50	12	14	0	47	0	0	0	0	0	0	0	176	575
8:00-8:15	18	27	0	0	35	3	6	0	26	0	0	0	0	0	0	0	115	566
8:15-8:30	24	35	0	0	38	5	1	0	30	0	0	0	0	0	0	0	133	
8:30-8:45	18	32	0	0	58	5	9	0	29	0	0	0	0	0	0	0	151	
8:45-9:00	18	37	0	0	60	5	6	0	41	0	0	0	0	0	0	0	167	

AM PEAK HOUR IS FROM: 8:00AM TO 9:00AM

Volume	Season Factor	Growth	In/Out	Percentage	PROJECT	Winter Cone	29 Acre Residential	Whispering Oaks	SCCC	WaWa	King Center	Celebration Pointe	Bent Creek	Chick-PIA	Creekside	Total	
78	131	0	0	0	191	18	22	0	126	0	0	0	0	0	0	0	566
78	131	0	0	0	199	19	23	0	131	0	0	0	0	0	0	0	590
81	137	0	0	0	191	18	22	0	126	0	0	0	0	0	0	0	566
10%	40%	0%	0%	40%	0%	0%	0%	0%	10%	0%	0%	0%	0%	0%	0%	0%	0%
1	5	0	0	0	17	0	0	0	4	0	0	0	0	0	0	0	0
0	2	0	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0
0	20	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0
0	16	0	0	0	59	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0
0	48	0	0	0	15	0	0	0	0	0	0	0	0	0	0	0	0
0	1	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
82	237	0	0	0	320	19	23	0	136	0	0	0	0	0	0	0	817

Seasonal Factor: 1  
 Trips In: 42  
 Trips Out: 12  
 Growth Rate: 1.008  
 Years Growth: 5

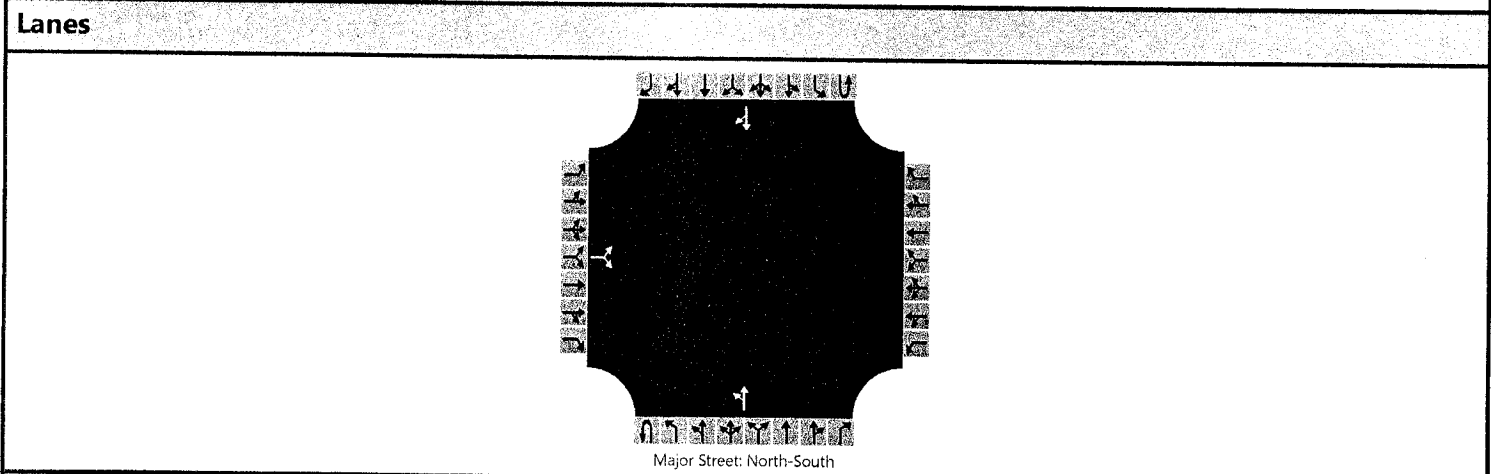
PM PEAK HOUR IS FROM: 4:15PM TO 5:15PM

Volume	Season Factor	Growth	In/Out	Percentage	PROJECT	Winter Cone	29 Acre Residential	Whispering Oaks	SCCC	WaWa	King Center	Celebration Pointe	Bent Creek	Chick-PIA	Creekside	Total	
112	229	0	0	0	199	45	47	0	149	0	0	0	0	0	0	0	781
112	229	0	0	0	199	45	47	0	149	0	0	0	0	0	0	0	781
10%	40%	0%	0%	40%	0%	0%	0%	0%	10%	0%	0%	0%	0%	0%	0%	0%	0%
8	32	0	0	0	26	0	0	0	7	0	0	0	0	0	0	0	0
0	4	0	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0
0	12	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0
0	18	0	0	0	59	0	0	0	0	0	0	0	0	0	0	0	0
0	8	0	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	4	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0
125	364	0	0	0	42	5	6	0	31	0	0	0	0	0	0	0	1131

Seasonal Factor: 1  
 Trips In: 56  
 Trips Out: 81  
 Growth Rate: 1.008  
 Years Growth: 5

# HCS7 Two-Way Stop-Control Report

General Information				Site Information			
Analyst	Thomas Ferris			Intersection	Jenkins & Graham		
Agency/Co.	O'Rourke Engineering & PI			Jurisdiction	St. Lucie County		
Date Performed	3/1/2018			East/West Street	Graham Rd		
Analysis Year	2023			North/South Street	Jenkins Rd		
Time Analyzed	AM			Peak Hour Factor	0.95		
Intersection Orientation	North-South			Analysis Time Period (hrs)	0.25		
Project Description	Camping World						



**Vehicle Volumes and Adjustments**

Approach	Eastbound				Westbound				Northbound				Southbound				
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	
Movement																	
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6	
Number of Lanes		0	1	0		0	0	0	0	0	1	0	0	0	1	0	
Configuration			LR							LT						TR	
Volume, V (veh/h)		23		136						82	237				320	19	
Percent Heavy Vehicles (%)		3		3						3							
Proportion Time Blocked																	
Percent Grade (%)	0																
Right Turn Channelized	No				No				No				No				
Median Type/Storage	Undivided																

**Critical and Follow-up Headways**

Base Critical Headway (sec)																	
Critical Headway (sec)																	
Base Follow-Up Headway (sec)																	
Follow-Up Headway (sec)																	

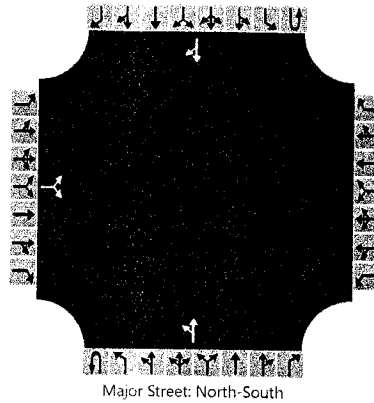
**Delay, Queue Length, and Level of Service**

Flow Rate, v (veh/h)			167							86							
Capacity, c (veh/h)			604							1195							
v/c Ratio			0.28							0.07							
95% Queue Length, Q <sub>95</sub> (veh)			1.1							0.2							
Control Delay (s/veh)			13.2							8.2							
Level of Service, LOS			B							A							
Approach Delay (s/veh)	13.2								2.6								
Approach LOS	B																

# HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst	Thomas Ferris	Intersection	Jenkins & Graham
Agency/Co.	O'Rourke Engineering & PI	Jurisdiction	St. Lucie County
Date Performed	3/1/2018	East/West Street	Graham Rd
Analysis Year	2023	North/South Street	Jenkins Rd
Time Analyzed	PM	Peak Hour Factor	0.95
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	Camping World		

## Lanes



## Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Priority																
Number of Lanes		0	1	0		0	0	0	0	0	1	0	0	0	1	0
Configuration			LR							LT						TR
Volume, V (veh/h)		49		162						125	364				385	47
Percent Heavy Vehicles (%)		3		3						3						
Proportion Time Blocked																
Percent Grade (%)	0															
Right Turn Channelized	No				No				No				No			
Median Type/Storage	Undivided															

## Critical and Follow-up Headways

Base Critical Headway (sec)																
Critical Headway (sec)																
Base Follow-Up Headway (sec)																
Follow-Up Headway (sec)																

## Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		223							132							
Capacity, c (veh/h)		430							1100							
v/c Ratio		0.52							0.12							
95% Queue Length, Q <sub>95</sub> (veh)		2.9							0.4							
Control Delay (s/veh)		22.1							8.7							
Level of Service, LOS		C							A							
Approach Delay (s/veh)	22.1								3.2							
Approach LOS	C															