TRAFFIC IMPACT REPORT

For

THE MANOR ADULT LIVING FACILITY

In

The City of Fort Pierce
St. Lucie County

Prepared for

Red Lion Construction, Inc.
7548 South U.S. Highway #1
Port St. Lucie, Florida 34952
727-463-3800

Prepared By

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4400 Belle Grove Drive
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772-530-8261

August 2018

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PROJECT DESCRIPTION

The proposed residential development known as THE MANOR ADULT LIVING FACILITY is located on the west side of South 25th Street approximately 3/4 mile north of Midway Road (See Figure No. 1, Location Map). The property is approximately 1.43 acres in size and is proposed to consist of a 32 room senior living facility and is located in Section 29, Township 35 South, Range 41 East, City of Fort Pierce, St. Lucie County, Florida.

The construction of the project is anticipated to commence in 2019 and is anticipated for buildout in 2020.

This report has been prepared to study the traffic generated by the proposed development. In developing the scope and methodology of the report, data from the Institute of Transportation Engineers Trip Generation Manual, 9th Edition, St. Lucie Urban Area Metropolitan Planning Organization, Fall 2015 and Fall 2017 Traffic Counts and Level of Service Report, and the Florida Department of Transportation were used to determine the appropriate traffic values.

The project's traffic assignment and net external trips were utilized to determine the number of project trips on each segment. 2018 FDOT's Q/LOS Manual adopted level of Service (E) was used to develop the roadway capacities.

Figure 1

STUDY METHODOLOGY

SECTION A: DEFINITION OF STUDY AREA

The study area, as defined by the St. Lucie County Land Development Code, Section 11.02.09.9B shall be a 2 mile radius of the site which includes all major roadways and intersections within the zone of influence. The study area was reviewed with St. Lucie County Planning Staff and will not require the study of any major intersections.

SECTION B: INVENTORY OF EXISTING FACILITIES

Roadways:

South 25th Street

South 25th Street is classified as a County two-way, Arterial Uninterrupted Flow roadway. The portion of South 25th Street, which is located within the study area, is primarily a 4-lane divided rural roadway with right and left turn lanes both north and south of the subject property. All of the travel lanes are 12' in width, including the right and left turn lanes located along the roadway. The existing South 25th Street right-of-way for this section of roadway is 120' in width.

South 25th Street is maintained by the St. Lucie County. South 25th Street currently operates at LOS C. The LOS is based on the Annual Average Daily Traffic volumes as established in the "St. Lucie Urban Area Metropolitan Planning Organization Fall, 2017 Traffic Counts" and applied to the 2013 FDOT Generalized Daily Level of Service, Table 3, Uninterrupted Flow Highway, Rural Development.

Bell Avenue

Bell Avenue is classified as a County two-way, Collector Uninterrupted Flow roadway. The portion of Bell Avenue which is located within the study area, is primarily a 2-lane un-divided rural roadway with no turn lanes within the study area. All of the travel lanes are 12' in width, including the right and left turn lanes located along the roadway. The existing South 25th Street right-of-way for this section of roadway is 60' in width.

Bell Avenue is maintained by the St. Lucie County. Bell Avenue currently operates at LOS C. The LOS is based on the Annual Average Daily Traffic volumes as established in the "St. Lucie Urban Area Metropolitan Planning Organization Fall, 2017 Traffic Counts" and applied to the 2013 FDOT Generalized Daily Level of Service, Table 3, Uninterrupted Flow Highway, Rural Development.

Midway Road

Midway Road is currently classified as a County Class II, two-way Arterial Uninterrupted Flow roadway. The portion of Midway Road, which is located within the study area, is currently a non-state, signalized, 2-lane undivided urban roadway with residential streets located on the north and south sides, both east and west of the subject property and with a posted speed limit of 35 m.p.h. or less and exclusive left turn lanes at intersections.

Midway Road is maintained by St. Lucie County. Midway Road currently operates at LOS "F". The LOS is based on the Annual Average Daily Traffic volumes as established in the "St. Lucie Urban Area Metropolitan Planning Organization Fall 2016 Traffic Counts" and applied to the FDOT Generalized Daily Level of Service tables.

Based upon the initial review of the traffic impact report by St. Lucie County, their consultant has asked that the section of Midway road in question be analyzed as a 4-lane, divided section based upon it's Spring 2020 anticipated completion date.

This request will classify the Roadway under the 2018 Level of Service Handbook as a Non-State, Interrupted Flow, Minor (1 signal per ¼ mile), divided roadway with exclusive left and right turn lanes.

EXISTING TRAFFIC CONDITIONS

The Annual Average Daily Traffic volumes for the roadways located within the study area were obtained from the "St. Lucie Urban Area Metropolitan Planning Organization Fall, 2016 Traffic Counts" and AM and M Peak Volumes were obtained from the Fall 2015 Report.:

AVERAGE DAILY TRIPS

Roadway	Link	LOS(C) Capacity	AADT	Available Capacity
South 25th St.	Midway Rd. to Bell Ave.	26,370	19,423	6,947
South 25th St.	Bell Ave. to Edwards Rd.	26,370	16,637	9,733
Bell Avenue	South 25th St. to Sunrise Blvd.	14,600	3,411	11,189
Midway Road	S. 25th St. to Christensen	26,370	17,500	8,870
Midway Road	S. 25th St. to Sunrise	26,370	16,663	9,707

AM PEAK HOUR TRIPS

Roadway	Link	LOS(E) Capacity	AM Peak Directional	Available Capacity
South 25th St.	Midway Rd. to Bell Ave.	1,870	1,184	686
South 25th St.	Bell Ave. to Edwards Rd.	1,870	1,075	795
Bell Avenue	S. 25th St. to Sunrise Blvd	837	207	630
Midway Road	S. 25th St. to . Christensen	1,870	912	912
Midway Road	S. 25th St. to Sunrise Blvd.	1,870	1,018	852

PM PEAK HOUR TRIPS

Roadway	Link	LOS(E) Capacity	PM Peak Directional	Available Capacity
South 25th St.	Midway Rd. to Bell Ave.	1,870	1,105	765
South 25th St.	Bell Ave. to Edwards Rd.	1,870	1,092	778
Bell Avenue	S. 25th St. to Sunrise Blvd	837	250	587
Midway Road	S. 25th St. to . Christensen	1,870	896	974
Midway Road	S. 25th St. to Sunrise Blvd.	1,870	935	935

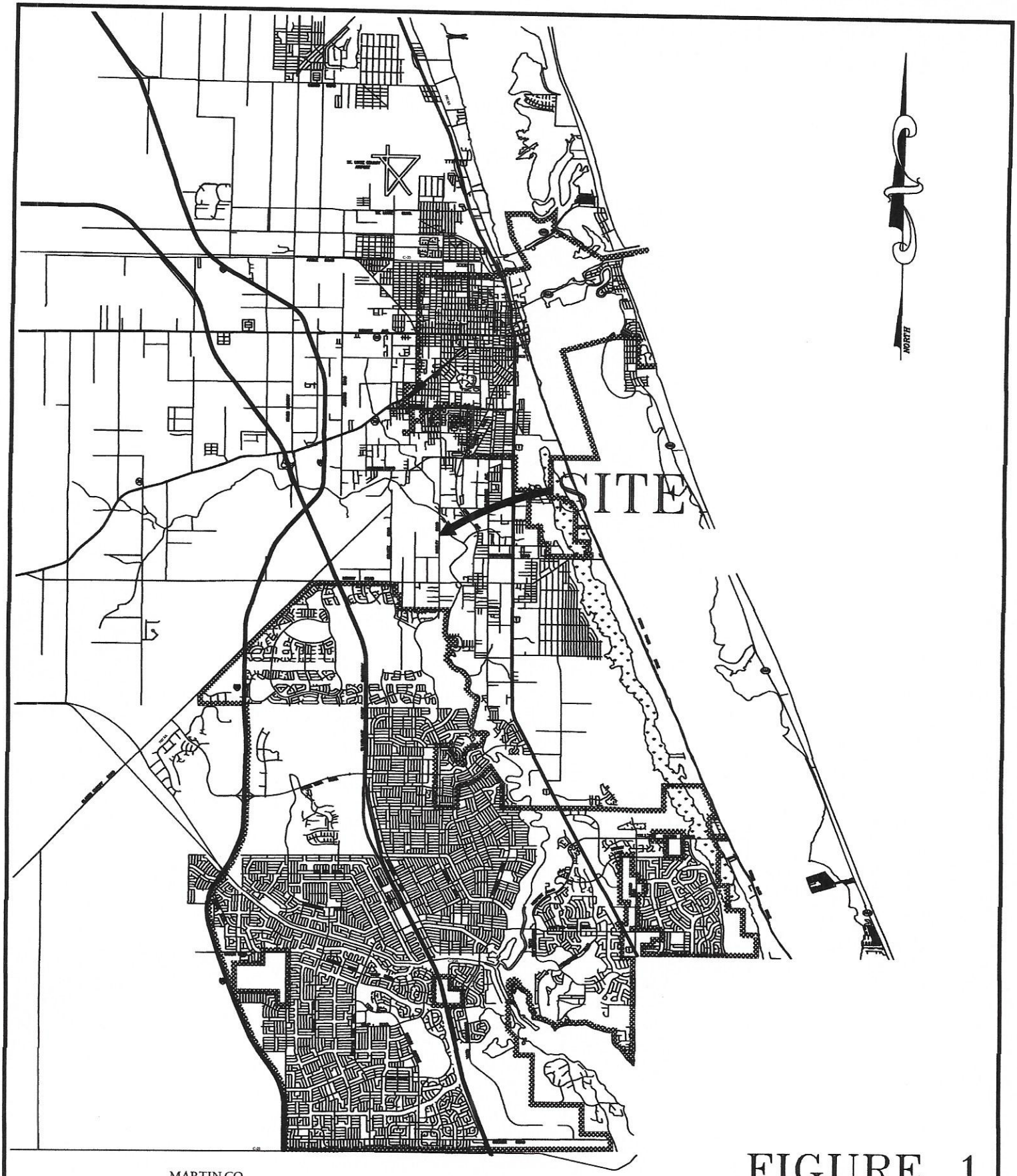

FIGURE 1

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THE MANOR ADULT LIVING FACILITY
4201 SOUTH 25TH STREET

LOCATION MAP

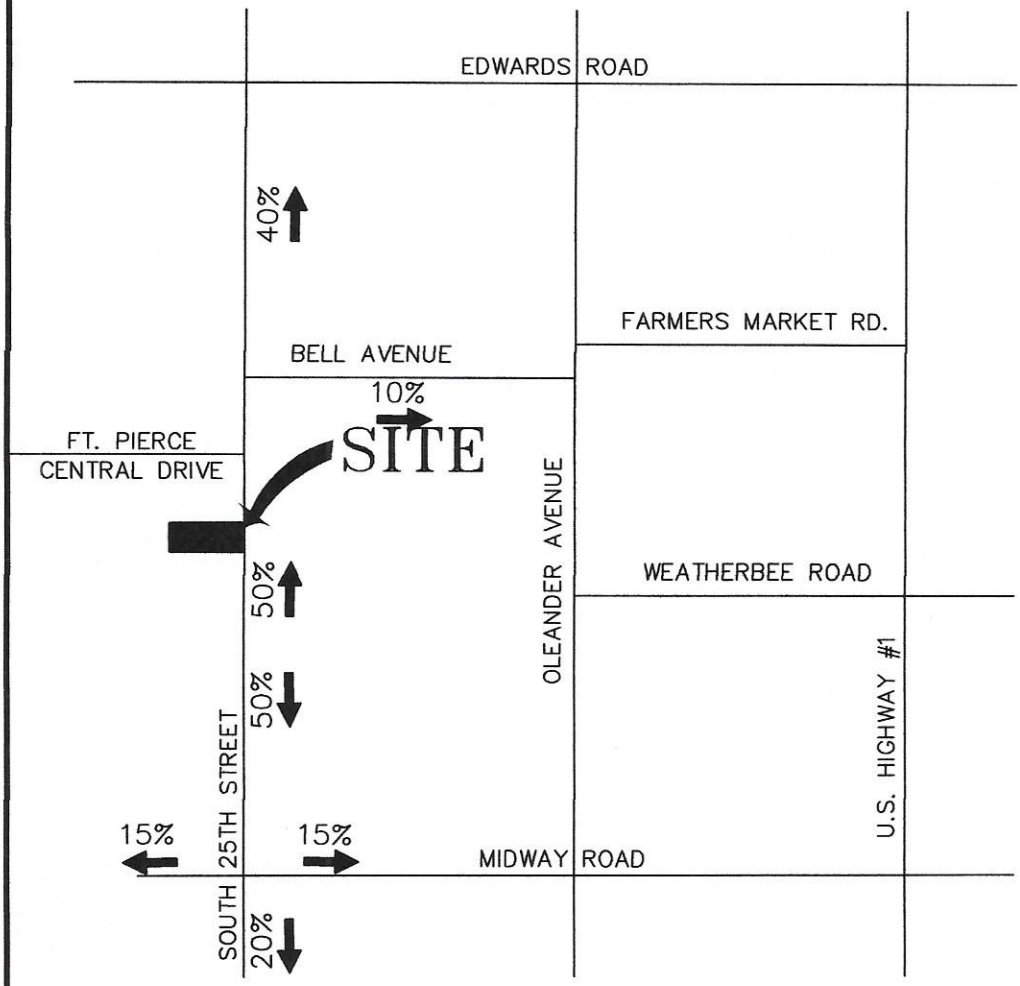

FIGURE 2

LDadyko Design Group, LLC
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TRIP DISTRIBUTION BY PERCENT

TRIP GENERATION

The Trip Generation for the proposed THE MANOR ADULT LIVING FACILITY development was developed by utilizing the Institute of Transportation Engineers Trip Generation Manual, 9th Edition. The project will consist of 32 room senior living facility and be analyzed as such.

In developing the Trip Generation Rates, ITE Code 253 "ADULT CONGREGATE LIVING FACILITY" was reviewed for the ADT volume generations. The facility will contain 32 living units and will be constructed in two phases. The first phase will consist of 16 units and the full development of the site and the second phase will include the remaining 16 units. Peak Hour movements were analyzed in the AM and the PM as well.

Table I has been provided to depict the Trip Generation Rates for this development as follows:

TRIP GENERATION
Table I

Average Daily Traffic

Land Use	Units	Rate	Volume
Adult Congregate Living (ITE 253)	32 Units	2.15 trips/unit	69 vpd

AM Peak Hour

Land Use	Units	Rate	Volume
Adult Congregate Living (ITE 253)	32 Units	0.06 trips/room	2 vph 34% In – 1 vph 66% Out – 1 vph

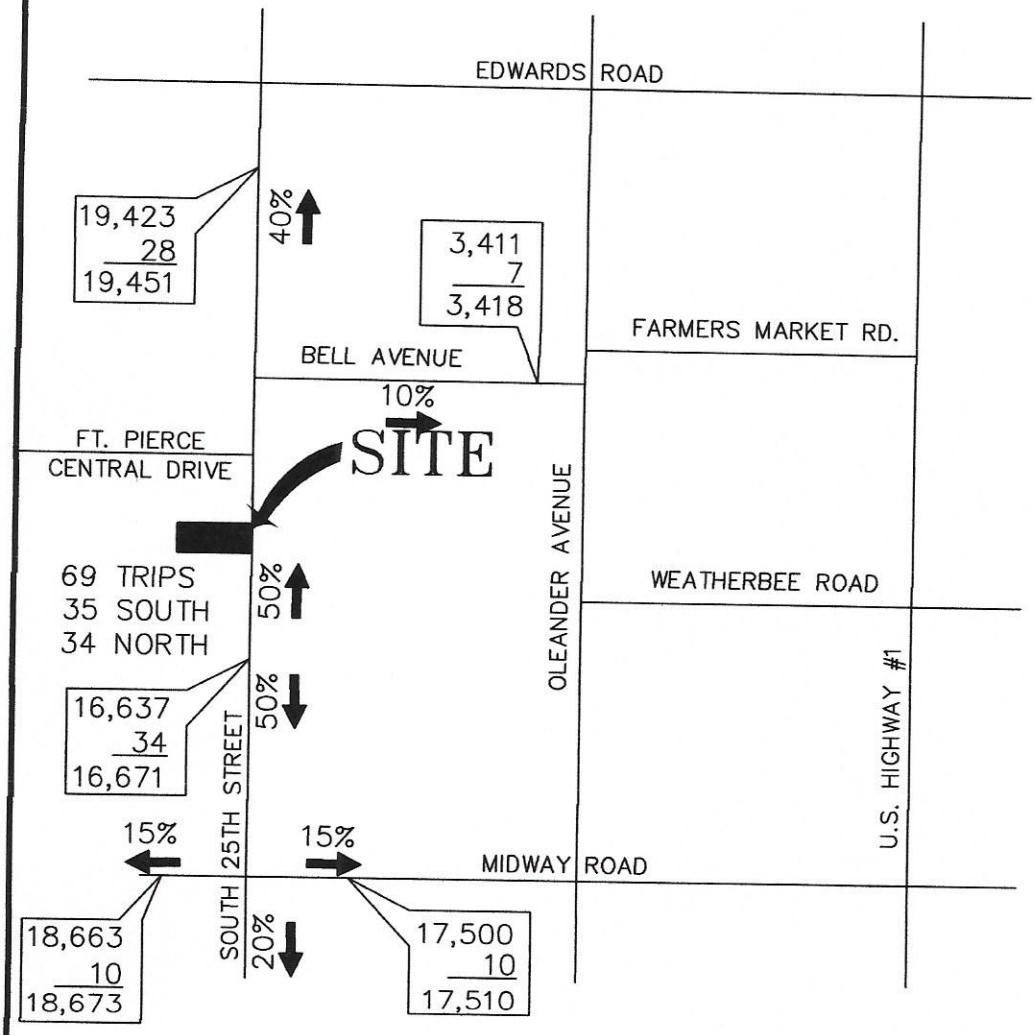
PM Peak Hour

Land Use	Units	Rate	Volume
Adult Congregate Living (ITE 253)	32 Units	0.17 trips/room	6 vph 54% In – 4 vph 46% Out – 2 vph

TRIP DISTRIBUTION

The distribution of trips to and from the site was based on the majority of traffic coming from the north. A summary of the major trip assignments are estimated as follows:

Roadway Link	Percentage	AADT Trips	AM Peak Hour Directional Trips	PM Peak Hour Directional Trips
South 25th St. South	50%	35 vpd	1 vph	3 vph
South 25th St. North	50%	34 vpd	1 vph	3 vph



LEGEND

341	EXISTING TRIPS (A.A.D.T.)
175	ADDITIONAL TRIPS ADDED BY PROJECT
516	TOTAL TRIPS (A.A.D.T.)

FIGURE 3

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TRIP DISTRIBUTION
BY PERCENT AND AADT

CAPACITY ANALYSIS

Link Analysis:

Average Daily Traffic Volumes

The Pre-Development Volumes used herein reflect the rates for year 2020, the buildout of the facility.

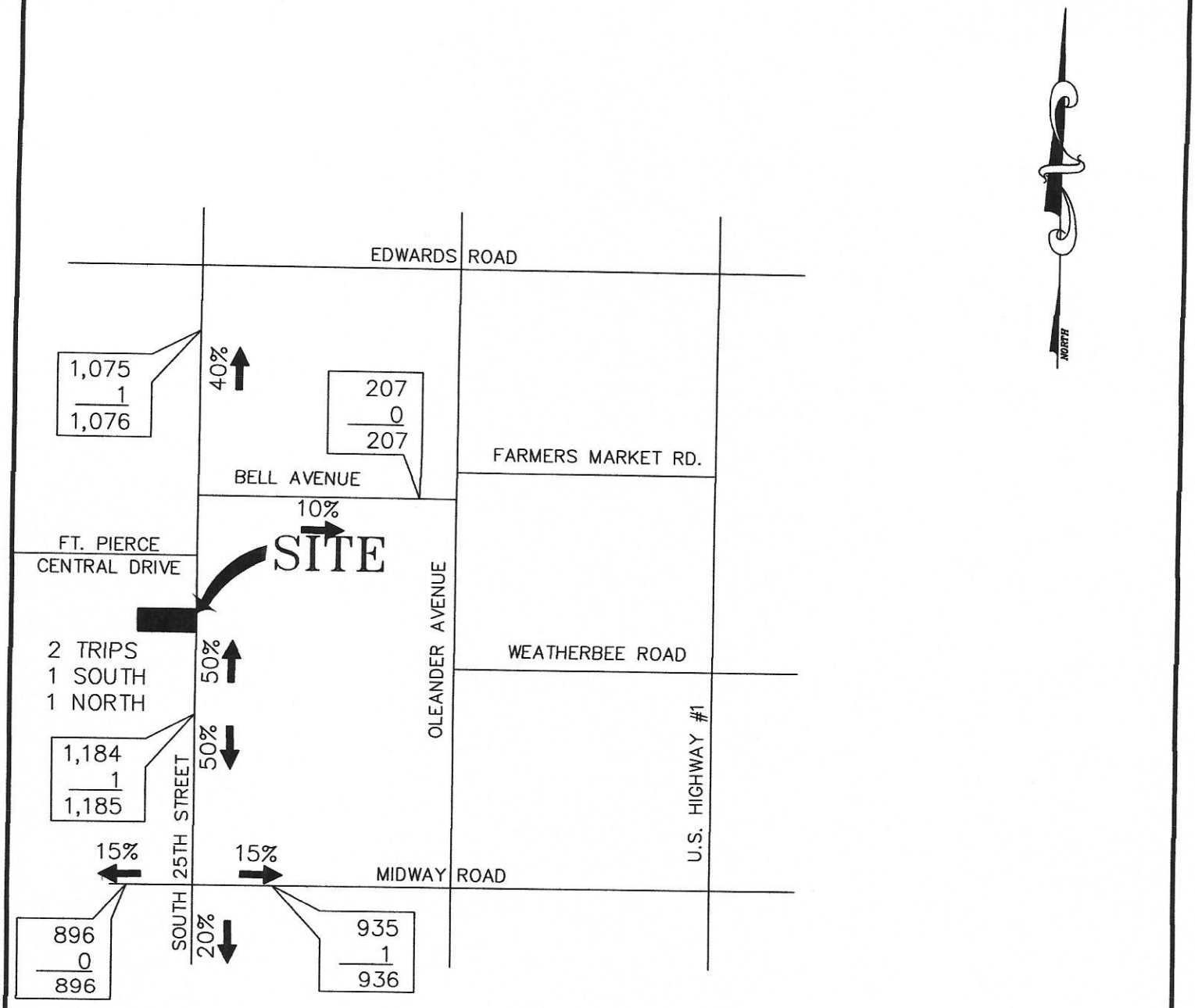
Roadway	Link	LOS (C) Capacity	Volume/LOS Pre-Development	Volume/LOS Post-Development
South 25th St.	Midway Rd. to Bell Ave.	26,370	19,423(C)	19,451(C)
South 25th St.	Bell Ave. to Edwards Rd.	26,370	16,637(C)	16,671(C)
Bell Avenue	South 25th St. to Sunrise Blvd.	14,600	3,411(C)	3,418(C)
Midway Road	S. 25th St. to Christensen	26,370	18,663(C)	18,673(C)
Midway Road	S. 25th St. to Sunrise	26,370	17,500(C)	17,510(C)

AM Peak Hour Directional Volumes

Roadway	Link	LOS (C) Capacity	Volume/LOS Pre-Development	Volume/LOS Post-Development
South 25th St.	Midway Rd. to Bell Ave.	1,870	1,184(C)	1,185(C)
South 25th St.	Bell Ave. to Edwards Rd.	1,870	1,075(C)	1,076(C)
Bell Avenue	S. 25th St. to Sunrise Blvd	837	207(C)	207(C)
Midway Road	S. 25th St. to . Christensen	1,870	896(C)	896(C)
Midway Road	S. 25th St. to Sunrise Blvd.	1,870	935(C)	936(C)

PM Peak Hour Directional Volumes

Roadway	Link	LOS(C) Capacity	Volume/LOS Pre-Development	Volume/LOS Post-Development
South 25th St.	Midway Rd. to Bell Ave.	1,870	1,105(C)	1,108(C)
South 25th St.	Bell Ave. to Edwards Rd.	1,870	1,092(C)	1,094(C)
Bell Avenue	S. 25th St. to Sunrise Blvd	837	250(C)	251(C)
Midway Road	S. 25th St. to . Christensen	1,870	896(C)	897(C)
Midway Road	S. 25th St. to Sunrise Blvd.	1,870	912(C)	913(C)



LEGEND

341	EXISTING TRIPS (A.M. PEAK HOUR)
36	ADDITIONAL TRIPS ADDED BY PROJECT
368	TOTAL TRIPS (A.M. PEAK HOUR)

FIGURE 4

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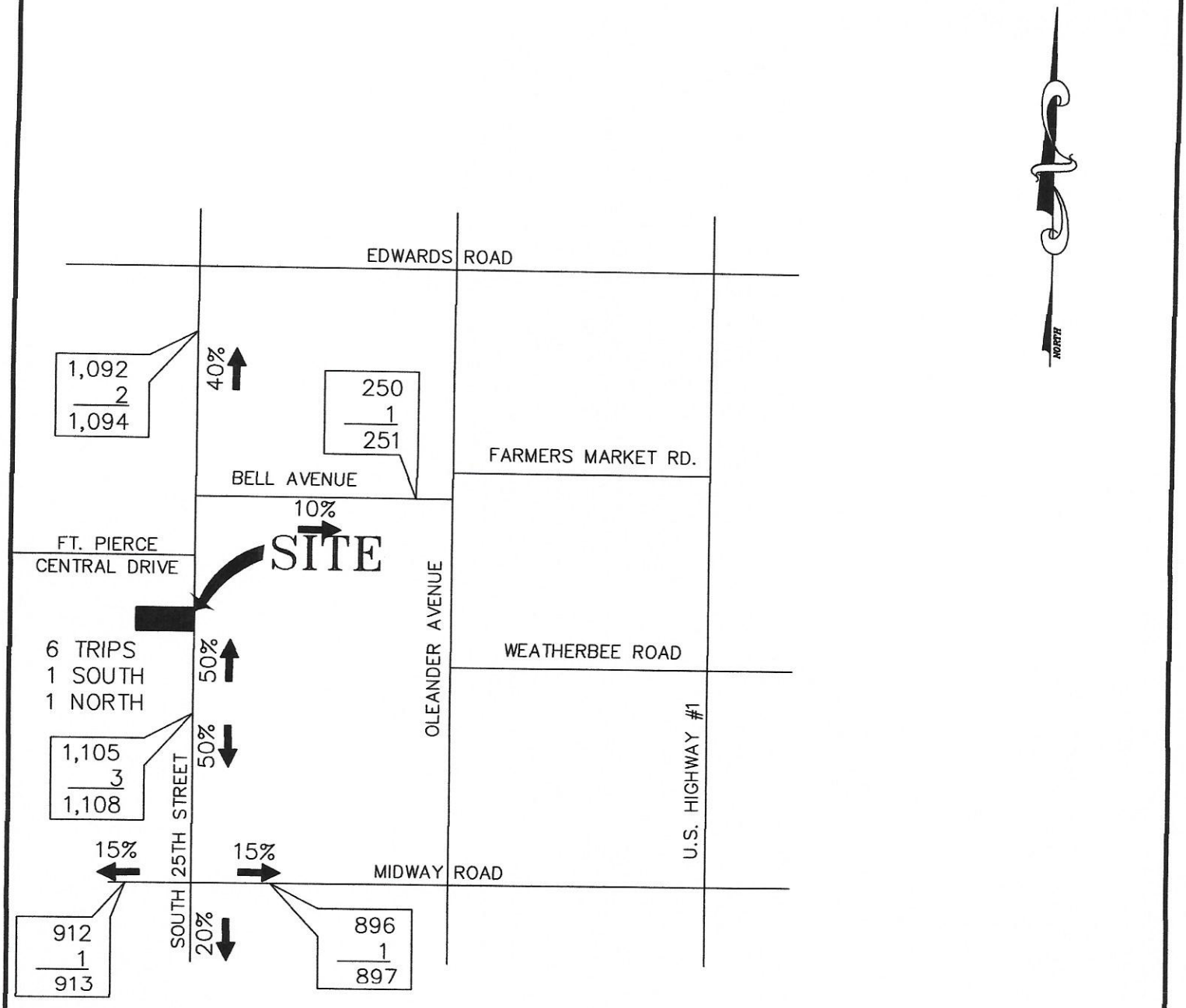
4201 SOUTH 25TH STREET

TRIP DISTRIBUTION
BY PERCENT AND A.M. PEAK HOUR



LEGEND

341	EXISTING TRIPS (A.M. PEAK HOUR)
36	ADDITIONAL TRIPS ADDED BY PROJECT
368	TOTAL TRIPS (A.M. PEAK HOUR)

FIGURE 5

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THE MANOR ADULT LIVING FACILITY
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TRIP DISTRIBUTION
BY PERCENT AND P.M. PEAK HOUR

Figure 3

CONCLUSION

The results of the report prepared for the proposed THE MANOR ADULT LIVING FACILITY indicate that the traffic impacts of the project will not decrease the capacity of any roadway link on the roadway network of St. Lucie County and the F.D.O.T. to an unacceptable level within the study area and no capacity related roadway improvements would be required.

In keeping with the standards required by the Florida Department of Transportation it is no recommended that a left turn lane southbound into the project be constructed as the number of trips does not warrant the need. Additionally, 25th Street is a four lane divided roadway with existing turn lanes currently in place. North bound traffic wishing to enter the facility will need to make a U-turn at the left turn lane at the Fort Pierce Central School facility and then proceed south.

Submitted By

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President
Florida Registration No. 34288

REFERENCES

1. F.D.O.T. – St. Lucie County Fall 2015 and Fall 2017 Traffic Counts & Level of Service Report
2. State of Florida Department of Transportation, Quality/Level of Service Handbook, 2018.
3. Institute of Transportation Engineers, Trip Generation Manual, 9th Edition.

APPENDIX A
TRAFFIC DATA

TABLE 7

Generalized **Peak Hour Directional** Volumes for Florida's **Urbanized Areas**[1]

03/14/2018

INTERRUPTED FLOW FACILITIES

STATE SIGNALIZED ARTERIALS

Principal (1 signal per half mile)

Lanes	Median	B	C	D	E
1	Undivided	*	200	690	930
2	Divided	50	1,350	1,790	1,870
3	Divided	80	2,040	2,690	2,820

Minor (1 signal per quarter mile)

Lanes	Median	B	C	D	E
1	Undivided	*	*	210	710
2	Divided	*	470	1,390	1,840
3	Divided	*	880	2,190	2,780

930 minus 10% = 837

Non-State Signalized Roadway Adjustments

(Alter corresponding state volumes by the indicated percent.)

Non-State Signalized Roadways - 10%

Median & Turn Lane Adjustments

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

One-Way Facility Adjustment

Multiply the corresponding directional volumes in this table by 1.2

UNINTERRUPTED FLOW FACILITIES

FREEWAYS

Lanes	B	C	D	E
2	2,510	3,410	4,230	4,330
3	3,660	5,030	6,240	6,500
4	4,820	6,670	8,310	8,670
5	6,580	9,240	10,840	**
6	8,150	10,990	13,000	**

Freeway Adjustments

Auxiliary Lane	Ramp Metering
+ 1,000	+ 5%

UNINTERRUPTED FLOW HIGHWAYS

Lanes	Median	B	C	D	E
1	Undivided	610	930	1,260	1,690
2	Divided	1,840	2,660	3,350	3,760
3	Divided	2,770	3,990	5,020	5,640

Uninterrupted Flow Highway Adjustments

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

BICYCLE MODE[2]

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

Paved Shoulder/Bicycle Lane Coverage	B	C	D	E
0-49%	*	150	390	1,000
50-84%	110	340	1,000	>1,000
85-100%	470	1,000	>1,000	**

PEDESTRIAN MODE[2]

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

Sidewalk Coverage	B	C	D	E
0-49%	*	*	140	480
50-84%	*	80	440	800
85-100%	200	540	880	>1,000

BUS MODE (Scheduled Fixed Route)[3]

(Buses in peak hour in peak direction)

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

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

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

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

* Cannot be achieved using table input value defaults.

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

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

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 2017

Roadway Name	Location	STATION ID	AADT	Last Count Year	Pk Hr Service Capacity	AM Pk Hr Pk Dir			PM Pk Hr Pk Dir		
						Volume	LOS	V/C	Volume	LOS	V/C
AVENUE Q	17TH ST to 13TH ST	701	3,747	2016	540	267	C	0.989	299	D	0.554
AVENUE O	13TH ST to US 1	685	1,900	2017	540	107	C	0.396	110	C	0.407
AVENUE C	10TH ST to 7TH ST	631	350	2017	540	20	C	0.074	21	C	0.078
BAYSHORE BLVD	MOUNTWELL ST to PORT ST LUCIE BLVD	621	6,900	2016	830	368	C	0.472	321	C	0.412
BAYSHORE BLVD	PORT ST LUCIE BLVD to THORNHILL DR	309	28,500	2017	2,100	1,406	C	0.700	1,325	C	0.659
BAYSHORE BLVD	THORNHILL DR to CROSSTOWN PKWY	948508	21,610	2015	2,100	-	-	-	-	-	-
BAYSHORE BLVD	CROSSTOWN PKWY to PRIMA VISTA BLVD	307	24,500	2017	2,100	1,197	C	0.596	1,166	C	0.580
BAYSHORE BLVD	PRIMA VISTA BLVD to FLORESTA DR	305	16,648	2016	920	931	F	1.012	828	C	0.952
BAYSHORE BLVD	FLORESTA DR to SELVITZ RD	622	13,500	2017	790	680	C	0.907	679	C	0.905
BAYSHORE BLVD	SELVITZ RD to 25TH ST	622	13,500	2017	750	680	D	0.907	679	D	0.905
BEACH AVE	OLEANDER AVE to RIO MAR DR	623	3,400	2017	540	240	C	0.889	205	C	0.759
BECKER RD	VILLAGE PKWY to I-95	624	2,500	2017	3,170	196	C	0.063	178	C	0.058
BECKER RD	I-95 to SAVONA BLVD	625	17,000	2017	2,000	1,556	C	0.815	1,408	C	0.737
BECKER RD	SAVONA BLVD to PORT ST LUCIE BLVD	626	15,000	2017	2,100	1,006	C	0.500	1,008	C	0.501
BECKER RD	ALBACORE ST to DARWIN BLVD	302	11,500	2017	1,500	746	C	0.522	685	C	0.479
BECKER RD	PORT ST LUCIE BLVD to ALBACORE ST	302	11,500	2017	2,100	746	C	0.371	685	C	0.341
BECKER RD	ATHENA DR to FLORIDA'S TURNPIKE	627	14,500	2017	1,500	1,246	C	0.871	1,157	C	0.809
BECKER RD	DARWIN BLVD to ATHENA DR	627	14,500	2017	2,000	1,246	C	0.652	1,157	C	0.606
BECKER RD	FLORIDA'S TURNPIKE to SOUTHBEND BLVD	628	16,000	2017	2,100	1,074	C	0.534	1,386	C	0.690
BECKER RD	SOUTHBEND BLVD to GILSON RD	629	13,000	2017	920	1,064	F	1.157	1,099	F	1.195
BELL AVE	25TH ST to SUNRISE BLVD	104	3,411	2015	790	207	C	0.531	250	C	0.641
BELL AVE	SUNRISE BLVD to OLEANDER AVE	102	3,309	2015	600	217	C	0.723	213	C	0.710
CASHMERE BLVD	PEACOCK BLVD to TORINO PKWY	676	9,900	2017	630	678	F	1.076	576	C	0.960
CALIFORNIA BLVD	CAMEO BLVD to DEL RIO BLVD	633	7,800	2015	750	547	D	0.729	448	D	0.597
CALIFORNIA BLVD	DEL RIO BLVD to SAVONA BLVD	634	13,500	2017	920	668	C	0.768	677	C	0.778

* 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.**

St. Lucie Transportation Planning Organization

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Fall 2017

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						Volume	LOS	V/C	Volume	LOS	V/C
17TH ST	ORANGE AVE to AVENUE D	608	3,967	2016	750	232	C	0.627	222	C	0.600
17TH ST	AVENUE D to AVENUE Q	608	3,967	2016	750	232	C	0.627	222	C	0.600
25TH ST	MIDWAY RD to BELL AVE	940016	16,637	2015	2,100	-	-	-	-	-	-
25TH ST	BELL AVE to EDWARDS RD	159	19,423	2016	2,100	1,075	C	0.535	1,092	C	0.543
25TH ST	EDWARDS RD to CORTEZ BLVD	940021	21,613	2015	2,000	-	-	-	-	-	-
25TH ST	CORTEZ BLVD to VIRGINIA AVE	529	22,000	2017	2,000	1,150	C	0.602	1,204	C	0.630
25TH ST	VIRIGINIA AVE to NEBRASKA AVE	940015	21,031	2015	2,000	-	-	-	-	-	-
25TH ST	NEBRASKA AVE to OKEECHOBEE RD	940015	21,031	2015	2,000	-	-	-	-	-	-
25TH ST	OKEECHOBEE RD to GEORGIA AVE	609	21,500	2017	1,630	1,104	D	0.677	1,049	D	0.644
25TH ST	GEORGIA AVE to DELAWARE AVE	609	21,500	2017	1,630	1,104	D	0.677	1,049	D	0.644
25TH ST	DELAWARE AVE to ORANGE AVE	940014	18,928	2015	1,630	-	-	-	-	-	-
25TH ST	ORANGE AVE to AVENUE D	610	14,000	2016	1,630	606	C	0.830	595	C	0.815
25TH ST	AVENUE D to AVENUE Q	940050	14,241	2015	1,630	-	-	-	-	-	-
25TH ST	AVENUE Q to JUANITA AVE	945152	13,061	2015	2,000	-	-	-	-	-	-
25TH ST	JUANITA AVE to ST LUCIE BLVD	940791	13,814	2013	2,100	-	-	-	-	-	-
25TH ST	ST LUCIE BLVD to US 1	945165	5,210	2015	2,100	-	-	-	-	-	-
33RD ST	OKEECHOBEE RD to DELAWARE AVE	611	5,767	2016	750	337	C	0.911	277	C	0.749
33RD ST	DELAWARE AVE to ORANGE AVE	948507	5,850	2015	790	-	-	-	-	-	-
35TH ST	KIRBY LOOP RD to CORTEZ BLVD	612	6,800	2016	540	542	E	0.934	406	D	0.752
35TH ST	CORTEZ BLVD to VIRGINIA AVE	612	6,800	2016	790	542	D	0.686	406	D	0.514
35TH ST	VIRGINIA AVE to OKEECHOBEE RD	613	4,467	2016	750	270	C	0.730	272	C	0.735
53RD ST	ANGLE RD to JUANITA AVE	614	2,633	2016	540	140	C	0.519	155	C	0.574
AE BACKUS AVE	7TH ST to US 1	632	1,000	2017	750	68	C	0.184	78	C	0.211
AIROSO BLVD	PORT ST LUCIE BLVD to THORNHILL DR	303	17,500	2017	2,100	1,141	C	0.568	947	C	0.471
AIROSO BLVD	THORNHILL DR to CROSSTOWN PKWY	303	17,500	2017	2,100	1,141	C	0.568	947	C	0.471

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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.**

St. Lucie Transportation Planning Organization

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Traffic Counts and Level of Service Report
Fall 2017

Roadway Name	Location	STATION ID	AADT	Last Count Year	Pk Hr Service Capacity	AM Pk Hr Pk Dir			PM Pk Hr Pk Dir		
						Volume	LOS	V/C	Volume	LOS	V/C
MCNEIL RD	OKEECHOBEE RD to KIRBY LOOP RD	682	9,100	2017	790	480	D	0.608	499	D	0.632
MCNEIL RD	KIRBY LOOP RD to EDWARDS RD	682	9,100	2017	540	480	D	0.889	499	D	0.924
MCCARTY RD	WILLIAMS RD to MIDWAY RD	680	350	2017	540	30	C	0.111	32	C	0.119
MCCARTY RD	MIDWAY RD to OKEECHOBEE RD	681	300	2015	540	29	C	0.107	22	C	0.081
MELALEUCA BLVD	LENNARD RD to GREEN RIVER PKWY	683	10,500	2017	920	684	C	0.786	630	C	0.724
MIDWAY RD	EAST TORINO PKWY to MILNER DR	134	20,500	2017	880	1,084	F	1.232	1,085	F	1.233
MIDWAY RD	MILNER DR to W OF SELVITZ RD	134	20,500	2017	790	1,084	F	1.372	1,085	F	1.373
MIDWAY RD	OKEECHOBEE RD to SHINN RD	940732	4,742	2015	760	-	-	-	-	-	-
MIDWAY RD	SHINN RD to MCCARTY RD	940732	4,742	2015	630	-	-	-	-	-	-
MIDWAY RD	MCCARTY RD to I-95	940732	4,742	2015	700	-	-	-	-	-	-
MIDWAY RD	I-95 to GLADES CUT-OFF RD	945140	16,293	2015	2,100	-	-	-	-	-	-
MIDWAY RD	GLADES CUT-OFF RD to EAST TORINO PKWY	228	18,000	2017	2,100	1,105	C	0.550	1,037	C	0.516
MIDWAY RD	W OF SELVITZ RD to SELVITZ RD	134	20,500	2017	920	1,084	F	1.178	1,085	F	1.179
MIDWAY RD	SELVITZ RD to CHRISTENSEN RD	132	17,500	2017	920	912	D	0.991	896	D	0.974
MIDWAY RD	CHRISTENSEN RD to 25TH ST	132	17,500	2017	790	912	F	1.086	896	F	1.067
MIDWAY RD	25TH ST to SUNRISE BLVD	130	18,663	2016	790	1,018	F	1.212	935	F	1.113
MIDWAY RD	SUNRISE BLVD to OLEANDER AVE	130	18,663	2016	790	1,018	F	1.212	935	F	1.113
MIDWAY RD	OLEANDER AVE to US 1	242	15,533	2016	790	820	E	0.976	811	E	0.965
MIDWAY RD	US 1 to WALLACE ST	940023	3,600	2015	790	-	-	-	-	-	-
MIDWAY RD	WALLACE ST to WEATHERBEE RD	940023	3,600	2015	920	-	-	-	-	-	-
MIDWAY RD	WEATHERBEE RD to INDIAN RIVER DR	940023	3,600	2015	630	-	-	-	-	-	-
MORNINGSIDE BLVD	WESTMORELAND BLVD to PORT ST LUCIE BLVD	333	2,700	2017	920	162	C	0.186	155	C	0.178
MORNINGSIDE BLVD	PORT ST LUCIE BLVD to LYNGATE DR	331	4,637	2016	880	315	C	0.380	303	C	0.365
NEBRASKA AVE	25TH ST to 13TH ST	684	3,900	2017	1,710	242	C	0.314	204	C	0.265
OAKRIDGE DR	MOUNTWELL ST to OAKLYN ST	621	6,900	2016	700	368	C	0.558	321	C	0.486

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