THE SUNRISE CITY
FORT PIERCE
PLANNING DEPARTMENT
Florida

DEVELOPMENT REVIEW

Property address or Location West of I95, East of Turnpike--south of Crossroads parkway

Parcel ID #(s) 2325-122-0002-000-3

Project description Crossroads Industrial

FLF Crossroads Industrial I LLC
Property Owner(s)
601 Heritage Drive, Suite 227
Street Address
Jupiter FL 33458
City State Zip
561-575-6454
Phone Number
JoshSimon@FLFHoldings.com
Email Address

Josh Nichols & Christen Hutton, Schmidt Nichols
Applicant/Representative, Title, Company
1551 N. Flagler Dr., Suite 102
Street Address
West Palm Beach FL 33401
City State Zip
561-684-6141
Phone Number
JNICHOLS@SNLANDPLAN.COM & CHUTTON@SNLANDPLAN.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. The undersigned consents to inspection and photographing of the subject property by the Planning staff for purposes of consideration of this Application and/or presentation to the Planning Board and City Commission.*

Property Owner(s) Signature(s) Josh Simon, Manager

STATE OF FLORIDA -- COUNTY Palm Beach

The foregoing instrument was acknowledged before me this 22 day of October, 2020, by Josh Simon who is personally known to me or has produced _____ as identification.

Alexia Sacka
Signature of Notary

(seal)

ALEXIA SACKA
Notary Public - State of Florida
Commission # GG 916324
My Comm. Expires Sep 24, 2023
Bonded through National Notary Assn.

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 Non-Contributing None

Pre-Application Meeting Date_____ Fees_____ Control #_____ B. Permit #_____
Intake Planner_____
Planner Assigned_____
Approved By_____ Date _____
Comments_____

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:

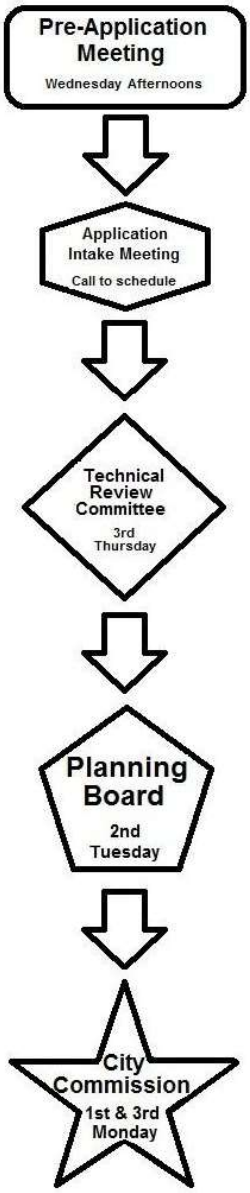
Non-Residential: Proposed Sq. Ft.: 1,133,000 s.f.

Residential: Proposed Units: N/A

Surrounding Uses: *(i.e. single family home, retail, industrial, etc.)*

North	South	East	West
Industrial	Vacant/Industrial Warehouse	Place of Worship	Turnpike/Vacant

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)

Design Review Application Checklist
(City Code of Ordinances 22-59)

Submittal for Administrative Approval

a. A survey (1" = 30' minimum scale) of property lines, existing topography and the location of trees meeting the tree protection regulations of section 22-194, location of bordering streets and, if applicable, wetlands and beaches.
b. 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.
c. A draft written narrative describing the design intent of the project, its goals and objectives and how it reflects the site analysis study results.
d. Context photographs of neighboring uses and architectural styles.
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.
f. Photographs of all existing structures located on the property. If existing structures on the property are more than fifty (50) years of age, documentation of these structures with data from the Florida Master Site File form is also required.
g. Conceptual site plan (to scale) showing proposed location of all buildings, structures, parking areas, signs and landscaping.
h. 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.
i. Accurate color rendering of proposed signs showing dimensions, type of lettering, materials and actual color samples that demonstrates cohesiveness with the project design.
j. 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 (2) 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.
k. Design review concurrent with conceptual development plan procedure according to subsection 22-58(e) is also available.

Submittal for Board Approval

a. A written narrative describing how the project conforms to administrative approval and design review guidelines of this section.
b. A final site plan meeting the requirements of section 22-58
c. A final site lighting plan that meets the requirements of subsection 22-58(d)(8).
d. A final landscape plan that meets the requirements of Article XII, Landscaping and Trees.
e. 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.
f. 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.

THE SUNRISE CITY
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PLANNING DEPARTMENT
Florida

Design Review

Property address or Location: West of I95, East of Turnpike--south of Crossroads parkway

Parcel ID #(s): 2325-122-0002-000-3

Project Description: Crossroads Industrial

FLF Crossroads Industrial I LLC	Josh Nichols & Christen Hutton, Schmidt Nichols
Property Owner(s)	Applicant/Representative, Title, Company
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Phone Number	Phone Number
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Property Owner(s) Signature(s) Josh Simon, Manager

STATE OF FLORIDA -- COUNTY Palm Beach

The foregoing instrument was acknowledged before me this 22 day of October, 2020, by

Josh Simon who is personally known to me or has produced

as identification.

Alyssa Jacka

Signature of Notary

ALEXIA [illegible]
Notary Public - State of Florida
Commission # GG 916324
My Comm. Expires Sep 24, 2023
Bonded through National Notary Assn.

(Seal)

TO BE COMPLETED BY STAFF

Zoning	Future Land Use	Total Acres	Historic Districts	Historic Designation

Pre-Application Meeting Date _____ Fees _____ Control # _____ B. Permit _____

Intake Planner _____

Planner Assigned _____

Approved _____ Date _____

Comments _____

Intake Date Stamp

THE SUNRISE CITY
FORT PIERCE
PLANNING DEPARTMENT
Florida

CONCURRENCY
CAPACITY ANALYSIS

I. Site Data:

	Existing Use	Future Land Use	Zoning
North	Industrial/ Undeveloped property	Commercial General	Commercial Parkway
South	Storm water detention	R/C	IX
East	Wooded undeveloped property/ Interstate-95	MXD	RM-5
West	Florida Turnpike	T/U	I

	Future Land Use	Zoning Classification	Maximum Intensity Residential: Dwelling Units per Acre Other: Square Footage	Total Acreage	Flood Zone
Current	General Commercial	Commercial Parkway	60% building lot coverage, no residential	129.52	
****Proposed**	General Commercial	Commercial Parkway	20% building lot coverage, no residential	129.52	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) Other: 0.125 gallons per day per square foot
Demand Analysis	Maximum
Current Zoning/FLU	Total gallons per day 0 GPD
**Proposed Zoning/FLU	Total gallons per day 1,133,000 SF * .125 GPD = 141,625 GPD
**Change in Demand	Total gallons per day 141,625 GPD

B. Wastewater:	
Average Use	Residential: 100 gallons per day per person (du x 2.6= persons x 100 gpd = demand) Other: 0.1 gallons per day per square foot
Demand Analysis	Maximum
Current Zoning/FLU	Total gallons per day 0 GPD
**Proposed Zoning/FLU	Total gallons per day 1,133,000 SF * .10 GPD = 113,300 GPD
**Change in Demand	Total gallons per day 113,300 GPD

C. Parks and Recreation (Residential Classifications Only): N/A
(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): N/A
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/FLU Enrollment Demand		
****Proposed Zoning/FLU Enrollment Demand**		
****Change in Demand**		

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	N/A
****Proposed Zoning/FLU**	
***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	Additional stormwater runoff caused by building/impervious area will be treated via onsite inlets, dry detention and lake area to provide attenuation and water quality. All storm event elevation requirements will be met as per the previous South Florida Water Management District Permit.

III. Transportation Analysis: *Complete ITE Trip Generation Form (Attached)*

G. Transportation Analysis: Complete ITE Trip Generation Data Form Most recent ITE Code for use; HCM Roadway Capacity		
	AADT	**AM/PM Peak Hour Trips**
Demand Analysis	Maximum	Maximum
Current Zoning/FLU		
****Proposed Zoning/FLU**	2275 AADT	244 AM & 247 PM
***Change in Demand**	2275 Trips	Trips 244 AM & 247 PM
Impact to Capacity	Meets capacity requirements	

IV. 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): 1,133,000 SF total
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					
Single-family, attached					
Multi-family					
Other (specify)					

NON-RESIDENTIAL DATA					
Type(s) specify	**Phase**	**Square footage**	**Acres**	**Expecting beginning date**	**Expected completion date**
Warehouse		1,133,000	129.52		

A. Indicate whether the proposed project will be eliminating any existing recreational facilities. If yes, detail the number and type being eliminated. ☐ Yes ☑ No

B. 1. 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? _____

2. What is the current use of the structure to be demolished or re-used? _____

3. 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)

C. Exemptions Requested:

** Complete section if requesting a change in zoning, future land use, or expanding

SCHMIDT NICHOLS
LANDSCAPE ARCHITECTURE AND URBAN PLANNING

December 21, 2020

Re-Submittal TRC Response To Comments

Brandon C. Creagan, MCRP, LEED Green Associate
Planner
City of Fort Pierce Planning Department
100 North US 1
Fort Pierce, FL 34950

RE: Technical Review Project: #20-07000018 Crossroads Industrial Comments

We have received your review comments on the above-referenced project and will submit the following response to comments:

ZONING – PLANNING

1. A Landscape Bond pursuant to City Code 123-6 shall be submitted at the time of the Certificate of Occupancy for the building. This also includes all common area landscaping.

   RESPONSE: A landscape bond will be provided prior to issuance of the C.O. according to the City Code 123-6.

2. The back of the Development Review application needs to be filled out.

   RESPONSE: The back of the development review application has been revised.

3. Provide a detailed site plan to scale that contains parking dimensions, building setbacks, lake setbacks from right-of-way, drive aisle widths, signage, and striping locations.

   RESPONSE: The site plan has been reduced to a 1" = 60' scale with added dimensions for ease of review.

4. Along with the Tree Survey, provide a document that lists all the trees that will require mitigation pursuant to City Code 123-66. Also list the DBH for each tree that will require mitigation. If it is found that there are no trees that will require mitigation, then provide a letter from a Florida Registered Landscape Architect that certifies this.

   RESPONSE: A list of all trees that will require mitigation has been provided along with the applicable calculations.

5. On the aerial that was provided that has the structure and two lakes, add the lake in the rear of the property as shown on the site plan so there is a complete visual of the fully developed property.

   RESPONSE: The renderings have been coordinated with the site plan and civil plans to create a complete visual of the developed property.

6. Provide a colored rendering of the landscape plan so that it may be added to the presentation to the Planning Board & City Commission. This can be of the overall site.

RESPONSE: Color rendering has been updated to include landscaping as proposed.

7. Are there any plans to add LED lighting to the outside of the building so that the building can be illuminated at night? This is something that staff would suggest being incorporated into the design. See TAMCO at Tradition in Port St. Lucie for an example. This is a similar project that is also located along the I-95 corridor.

RESPONSE: The building will have accent uplighting to provide visual queues at night. This will likely be at the corners of the building.

8. Bicycle parking shall be provided pursuant to City Code 125-315 (f)(1)(A).

RESPONSE: The site plan has been updated to provide the code required bike parking spaces.

9. Add water features to the two lakes at the front of the development.

RESPONSE: Each lake has been modified to include a fountain for aesthetics as well as for water quality purposes.

10. The City would like to discuss the possibility of having the conservation easement dedicated to the City for the use of park space. Currently the Airborne Mountain Bike Club uses the trials in the conservation easement for their club and they have been using them for over 20 years. The conservation easement is noted as 47.75 acres according to the overall site plan document. A dedication would also further help to satisfy any required tree mitigation requirements.

RESPONSE: Our office has spoken with the SFWMD as well as the President of the Airborne Mountain Bike Club. The applicant is in full support of the Club's use of the easement as long as it is in keeping with the rules and regulations of SFWMD. I've received the contact for the Section Leader which handles conservation easements, Gary Priest, P.E. (863) 462-5260 Ext. 3016. We are happy to set up a conference call to engage the discussion. At this point in time we are unsure if the District will allow for the dedication of the easement.

11. It is noted that the Traffic Study and Methodology is currently being reviewed by SLC's third party reviewer. Additional comments may be forthcoming based on the result of those reviews.

RESPONSE: Comment acknowledged. An updated traffic study has been prepared and will be submitted with the formal resubmittal package.

City Engineer – John R. Andrews, P.E.

1. The site plan was prepared at a scale of 1" = 150' and was void of detailed information. Please submit site plan to a scale which would allow provisions for specific design information.

   RESPONSE: The site plan and supporting plans have been modified to a maximum of 1" = 60'.

2. The conceptual drainage plan reflects different lake sizes and locations from what is shown on the site plan. Please revised accordingly.

   RESPONSE: The site plan has been revised to reflect the proposed drainage plans in terms of applicable drainage lakes, dry detention areas.

3. The drainage plan indicates a dry detention area proposed to be located adjacent ot the eastern Crossroads Parkway; please relocate this detention area to comply with the requirements specified in the City of Fort Pierce Code of Ordinances Section 119-9(c)(1) or revise the system to a wet retension system.

   RESPONSE: The conceptual drrianage plan has been modified to reflect the requested changes for the dry detention areas.

Fort Pierce Police Department – Officer Damian Spotts

No comments.

Building Department –

No comments.

Public Works Department – David Hays

Methodology and traffic report being sent out for review by an outside consultant.

Fort Pierce Fire District – Chief Paul Langel, Captain Wayne Boyer

Site Plan Approved with conditions.

Fort Pierce Utilities Authority – Sal Scimeca

Continue to work with FPUA Engineering re: utility design for the project.

SIMMONS & WHITE

ENGINEERING | PLANNING | CONSULTING | SINCE 1982

January 26, 2021

St. Lucie County
Traffic Division
2300 Virginia Avenue
Fort Pierce, FL 34982

Attention: Mr. Xavier Falconi, P.E.

Reference: Crossroads Industrial Park
Palm Beach County, Florida

Dear Mr. Falconi:

We are in receipt of your comments on January 14, 2021 via email for the above referenced project and offer the following responses to your comments:

1. **Please specify how the distribution percentages were calculated and provide supporting documentation in the appendix and a description in the report. Were AADTs, turning movement counts, or a regional planning model used?**

   Response: The trip distribution was based on the engineering judgment that approximately 25% of trips would come from the Florida Turnpike, 25% of trips would come from I-95, and the remaining 50% would utilize the local roadway network. The tenant of the property is not known at the time which could impact the eventual trip assignment. However, due to its location on SR 70 between the Florida Turnpike and I-95, it is anticipated that the property will attract a tenant due to its proximity to these two major freeways. Additional text has been added to the report.

2. **Please provide the intersection timing sheet for SR-70 & S Kings Hwy / Turnpike.**

   Response: The signal timing was requested but the City responded that the intersection is under construction and existing signal timing is not available. The signal timing was estimated based on the cycle lengths of the adjacent intersection and optimized phase times. Correspondence with the City of Fort Pierce is now included in Appendix F verifying the signal timing.

3. **At I-95 West & SR-70, please correct the splits in the Synchro models to reflect the City of Fort Pierce Timing Sheet in the AM Peak Hour.**

   Response: The splits have been corrected for the existing AM peak hour analysis for the intersection of SR 70 at I-95 West.

4. **There is a traffic circle included at the west entrance to the project site from Crossroads Parkway. A STOP sign and bar are included on the west side of the traffic circle. Please revise/update this design since the placement of the stop bar could conflict with the operation of the service road provided for trucks to circulate internally to the site. Also, additional traffic control maybe needed on the other legs of the traffic circle to account for traffic on the other legs of the traffic circle.**

   Response: Additional stop bars and signs have been added to the traffic circle and other locations throughout the Site and are shown on the Autoturn exhibit. Note the exact locations are preliminary and will be determined during final design.

5. **Auto-Turn drawings should be provided to verify adequacy of turning movements for the trucks maneuvering around the traffic circle.**

   Response: An autoturn exhibit has now been provided to show the adequacy of the traffic circle.

6. **STOP signs should be included for exiting vehicular traffic from the employees parking area located on the west side of the warehouse. This same comment applies to the employees parking area located on the east side of the warehouse.**

   Response: Stop signs and bars have been added and are shown on the Autoturn exhibit.

7. **Please provide a description of the vehicular site circulation. It appears from looking at the site plan that most of the truck traffic will be utilizing the west side entrance from Crossroads Parkway by the traffic circle. On the other hand, employees maybe using the east side Crossroads Parkway connector to access the site.**

Response: It is anticipated that the majority of both truck and employee traffic will utilize the western driveway due to it's more direct path to Okeechobee Road. However, some employees will use the eastern driveway depending on intended parking location. The precise site circulation will be determined once the tenant is known. It is expected that employees will use either the western or eastern parking lots and trucks will use the perimeter road and the designated truck parking and drive aisles.

8. **The east side connector to the site from Crossroads Parkway appears to be designed as a turnaround or cul-de-sac. Please explain the proposed design of this connector to the site. This driveway should include STOP signs for trucks utilizing the perimeter road and allow vehicular traffic to continue entering the site from Crossroads Parkway.**

Response: The cul-de-sac is existing and the road will be a secondary access to the site. Stop signs have been added to assign traffic control.

If you have any questions or require any additional information, please contact our office. Thank you for your help with this matter.

Sincerely,

SIMMONS & WHITE, INC.

Bryan G. Kelley, P.E.

BGK/al x:/docs/miscltr/Kelley/20021falconicmnts

SCHMIDT NICHOLS
LANDSCAPE ARCHITECTURE AND URBAN PLANNING

PLANNING & ZONING

Design & Development Review Justification

Crossroads Industrial

City of Fort Pierce, FL

PREPARED BY:

Schmidt Nichols
1551 N. Flagler Dr. Suite 102
West Palm Beach, FL 33401

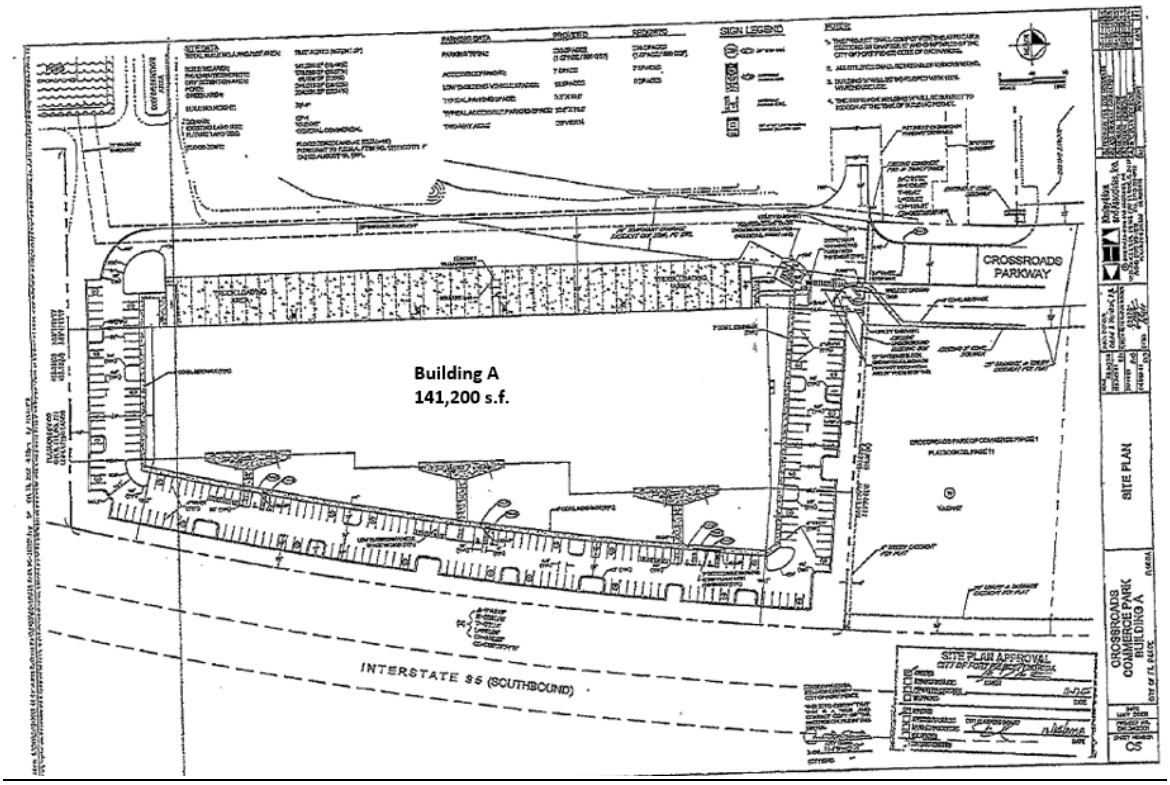
Original Submittal October 30, 2020
Resubmittal December 23, 2020

REQUEST

The purpose of this application is to request 1,133,000 SF of Warehouse use via the Design and Development Review entitlement process through the City of Fort Pierce.

PRIOR ENTITLEMENTS

We have confirmed there is a prior site plan that was approved in November 7, 2008 by the City Commission on 11/07/2008 to construct a 141,200 square-foot industrial warehouse located in the southeast corner of the Crossroads Industrial Park adjacent to I-95, but has since expired. A copy of the previous site plan is shown below.



LOCATION

The subject parcel is located south of Okeechobee Road, east of the Florida Turnpike and west of Interstate 95 in the City of Fort Pierce, Florida as shown on the Location Map. We have also confirmed the street address for this vacant parcel has not yet been assigned and according to the St. Lucie County Property Appraiser's website, this parcel is approximately 129.52 acres**.**

PROPOSED DEVELOPMENT

The proposed development is a 1,133,000 sf warehouse and 3% of total building area dedicated to accessory office use, that will be operational 24 hours per day, seven days per week. Typical employee counts on site will be 3 per 1,000 sf of office and 1 per 10,000 sf of warehouse use. The use is being marketed toward ecommerce warehouse storage and distribution specific usage. We have a two phase approach for the actual building with the first phase or option being a single building as indicated in Phase I. Phase II or option II includes two buildings within the same building envelope as Phase I both structures approximately 550,000 s.f. each. Site plans for both phases/options have been provided with the submittal package.

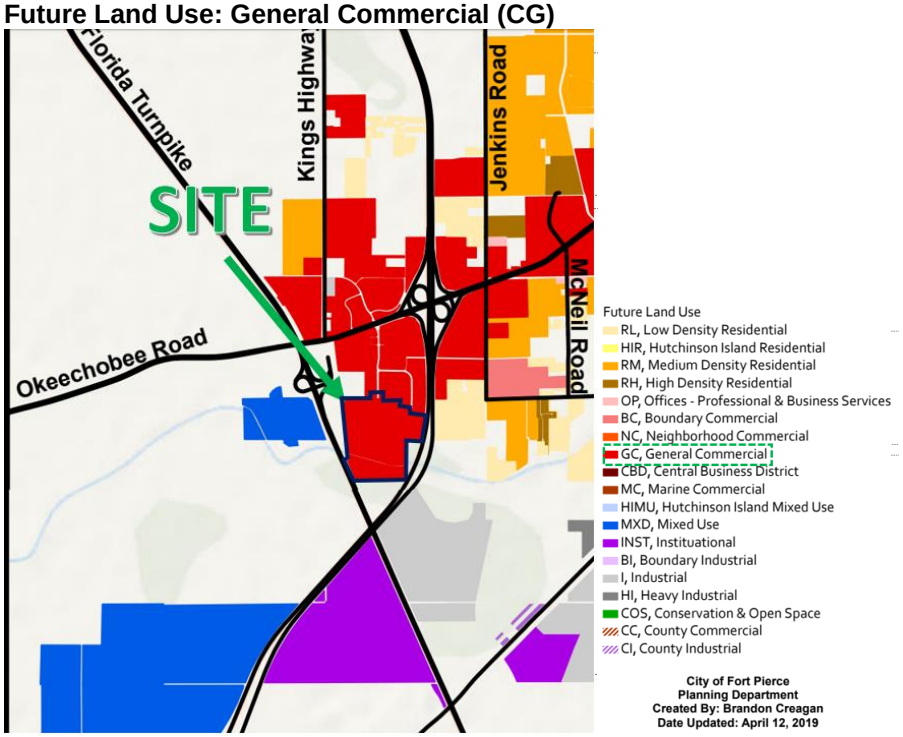
Color renderings of the proposed building, illustrating the scale and economic opportunity this project presents have been submitted in this application. Additionally, the site plan and landscape plans also depict how the proposed traffic circulation, parking, and landscaping comply with the CP1 zoning requirements set forth in the City of Fort Pierce zoning Code.

As shown in the site photos submitted, the site is vacant and undeveloped, but located in a developed industrial park, where the proposed development and according architecture is compatible and suitable for the community location, in close proximity to two major state highways, Interstate 95 and Florida Turnpike.

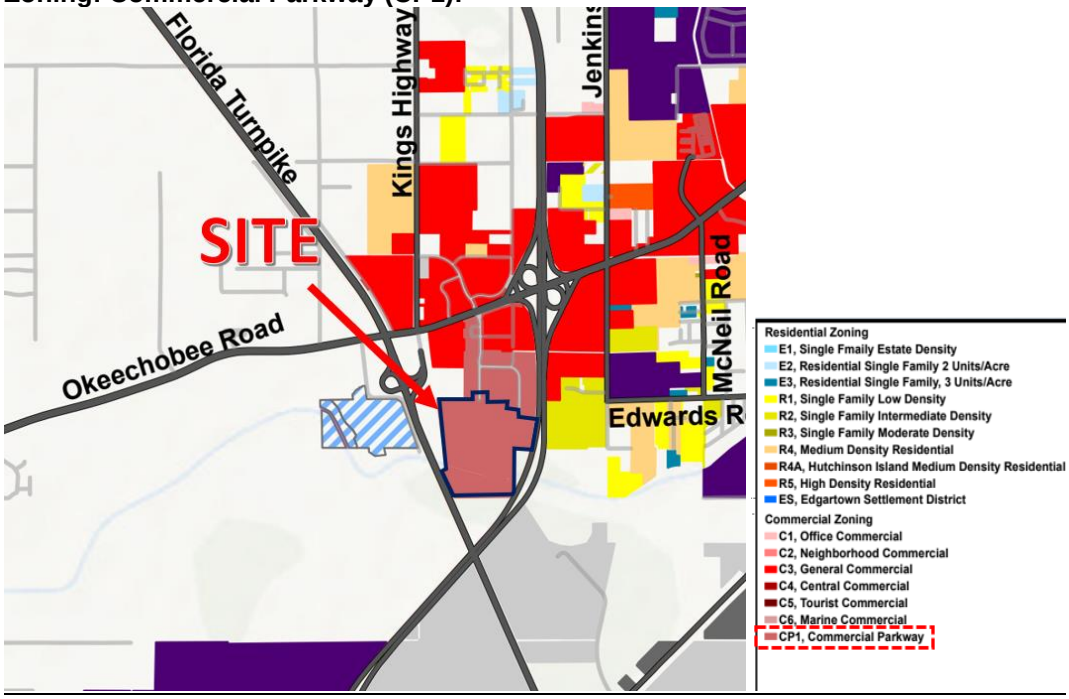
FUTURE LAND USE AND ZONING

Using the City of Fort Pierce planning maps website, we have confirmed the Future Land Use designation for this parcel is General Commercial (CG) and the current Zoning designation is Commercial Parkway (CP-1). We also have confirmed this CP-1 Zoning designation allows for office commercial and industrial operations which are typically characterized by a business park setting.

Future Land Use: General Commercial (CG)



Zoning: Commercial Parkway (CP1):



Basic Use Standards in CP-1 Zoning City Code Section 125-207

Lot Size:

a. The minimum lot area shall be twenty thousand (20,000) square feet.
b. The minimum lot width shall be one hundred (100) feet.
c. The minimum lot depth shall be one hundred (100) feet.

This parcel meets the above minimum requirements as shown on the site plan Property Development Regulations table and the site data on the proposed site plan.

Minimum Yards:

a. The minimum depth of the front yard shall be twenty-five (25) feet.
b. The minimum depth of the rear yard shall be twenty (20) feet.
c. The minimum depth of the side yard shall be ten (10) feet, except corner lots the minimum side yard depth on a street side will be twenty (20) feet.

This parcel meets the above minimum requirements as shown on the site plan Property Development Regulations table and the site data on the proposed site plan.

Lot Coverage:

Buildings not allowed to cover more than sixty (60) percent of the lot area. The parcel is approximately 129.52 acres. Maximum building coverage cannot exceed 3,385,483 sf as allowed per the CP-1 Zoning designation.

This parcel meets the above minimum requirements as shown on the site plan Property Development Regulations table and the site data on the proposed site plan.

Building Height:

No building shall exceed a height of sixty-five (65) feet above grade.
This parcel meets the above minimum requirements as shown on the site plan Property Development Regulations table and the site data on the proposed site plan.

Open Space Standards:
A minimum of twenty (20) percent of the gross area of land to be devoted to a commercial parkway development must be reserved for use as parks, recreation areas, marinas, open space, plantings or other public purposes other than rights-of-way, utility easements and parking areas. Areas that are natural or man-made floodways, lakes and stormwater retention areas may also be used to satisfy the total open space requirements.
This parcel meets the above minimum requirements as shown on the site plan Property Development Regulations table and the site data on the proposed site plan.

Design Standards City Code Section 125-314

(2) The design review board shall review the application and make a recommendation to the commission for approval or disapproval. If the board recommends disapproval, the reasons shall be stated. The board shall consider the following standards:

a. The design, including landscape features, is architecturally compatible with surrounding structures so as to be reasonably harmonious in landscaping, style, and color;

b. If the property is located within a historic preservation district, the design features are reasonably consistent with the historic character of the predominant architectural style within the district;

c. The design features will enhance or preserve the quality of the surrounding area so as not to detract from existing property values or impact adversely on existing scenic, natural, or historic beauty;

d. The design avoids undue monotony in structural design features.

Response: The proposed structure and use is compatible with the surrounding industrial and warehouse oriented uses, and will not detract or decrease property values of neighboring properties. Further, the property is not located within a historic district. Moreover, the structure's design avoids monotony, but provides an efficient use of building materials for a sustainable use and warehouse operation.

(g) *Design review guidelines.*

(1) *Roofs.*

a. Principal pitched roofs of wood vernacular styles shall be a symmetrical hip with a slope of 6:12 to 10:12. Pitched roofs of designs reflecting Mediterranean, Mission, Spanish Eclectic, Craftsman and Prairie styles may have slopes of 3:12 to 6:12. A broken pitch roof (a roof which becomes shallower in slope at one-third of the distance from the eave to the peak) is encouraged. Also allowed are gabled hips, flared hips and, where appropriate to mark an architectural feature or civic gesture, gable ends.

Response: The proposed roof will comply with this standard.

b. Rooflines may be punctuated with dormers, windows or ventilation louvers that add detail and interest to the facade. Dormers shall light habitable spaces and have shed roofs with a minimum slope of 3:12 or pitched roofs with a slope to match the principal structure. Eyebrow dormers are also encouraged.

Response: The proposed roof will comply with this standard.

c. The use of deep (32 inches to 40 inches) overhangs and, where appropriate, detailed eave brackets, are strongly encouraged. Variation in roof heights or articulation of a flat roof overhang along the facade is encouraged to add visual interest to a streetscape and delineation of activity within a structure.

Response: The proposed roof will comply with this standard.

d. Ancillary roofs (attached to walls or roofs) may be sheds sloped no less than 3:12. Roofs on towers shall be flat or have a slope which matches the primary structure.

Response: The proposed roof will comply with this standard.

e. The finished roofing material for visible pitched roofs shall be one of the following:

1. Cedar shingles with factory treated class B finish;
2. Steel, copper, or factory painted aluminum standing seam, batten seam, or Bermuda roofing;
3. Galvanized steel 5-V crimp roofing panels or pre-finished steel;
4. Galvanized metal or copper shingles of Victorian or diamond shape or pattern;
5. Asphalt dimensional shingles for residential buildings only;
6. Built-up or membrane roof behind parapets;
7. Flat concrete tile;
8. Clay or cement barrel, s-shaped or mission tiles.

Response: The proposed roof will comply with this standard.

f. The fascias around the eaves shall have limited simple detail that complements the fenestration, porch overhangs or entrances.

Response: The proposed roof will comply with this standard.

g. Exposed rafters with simple detailed ends may be substituted for fascia type arrangements.

Response: The proposed building will support a flat roof with a parapet which will be designed with some undulation for visual interest.

(2) *Entrances.*

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.

Response: The proposed entrance will comply with this standard while appropriately located for pedestrian safety and standard vehicle parking, in conjunction with truck traffic on site.

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.

Response: The proposed development is exempt from this standard as its in CP-1 zoning.

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.

Response: The proposed doors will comply with this standard.

d. Porches shall have a minimum depth of six feet and may encroach up to six feet into the front yard (setback), or into a side yard that abuts a public right-of-way or public space.

Response: N/A

(3) *Windows.*

a. Windows shall have well-defined frames, transoms or sills, and should be accentuated with shutters or Bahamas awnings where appropriate. Material of frames, shutters and awnings shall be painted or stained wood, aluminum or vinyl-clad wood, steel or aluminum.

Response: The proposed windows will comply with this standard. The corners of the building have been designed as the office spaces with ample glazing.

b. Reflective or mirrored glass is not permitted, however on side and rear elevations, translucent glass may be used. Minimal tinting to meet energy code requirements may be permitted. Glass block may be used where appropriate to the architectural style.

Response: The proposed windows will comply with this standard.

c. Storefront glass shall be clear and unobstructed from signs and the backs of counters, display racks and merchandise.

Response: N/A

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 24 inches in residential or office buildings, or higher than 48 inches from grade or sidewalk in retail buildings.

Response: The proposed windows will comply with this standard.

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.

Response: The proposed windows will comply with this standard.

(4) *Elevations.*

a. Building designs shall reflect traditional proportions and architectural vocabularies demonstrated in local precedents or regional building types and styles. Wood vernacular styles include Cracker, Classical Revival and Victorian. Masonry vernacular buildings demonstrate details of Mediterranean styles including Mission and Spanish Eclectic. Streamlined Art Deco and Mid-Century Modern buildings in masonry systems are also imbedded in local and regional vernacular. Elements borrowed and interpreted from Colonial, Prairie and Craftsman styles can be found in wood and masonry systems, or a combination of the two.

Response: The proposed architecture is industrial, thus is not applicable with the intent of this standard.

b. Elevations adjacent to a public right-of-way shall be considered as a building front and treated as such with appropriate entrances, fenestration or detailing.

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.

Response: The proposed architecture will comply with this standard.

d. Materials for facades shall be of stucco, wood clapboard, wood shingles, cement siding in clapboard style boards, modular unit masonry, coral or keystone. Brick coursework should use traditional methods that enhance elevations and frame fenestration and door openings. Metal or vinyl siding, and simulated stonework on expanses of building walls shall not be permitted. Two-dimensional stucco details that mimic three-dimensional articulation or structure shall not be permitted.

Response: The proposed architecture will comply with this standard.

e. Proportion and composition of fenestration on new construction shall be compatible with architectural style. Vertical proportions are generally encouraged in all wall openings, especially for traditional architectural vocabulary. Stylistically modern buildings may utilize horizontally proportioned openings where appropriate.

Response: The proposed architecture will comply with this standard.

f. Storefronts and their entrances are to follow logic of design and be contained within structural bays of the building.

Response: The proposed architecture will comply with this standard.

g. Infill storefront design shall be compatible with the existing architecture of the building and block. Details and architectural features should relate to the entire building and block.

Response: The proposed architecture is industrial, thus not intended to apply to this standard.

h. Roll down gates, security shutters and bars that are visible from any public right-of-way should be avoided.

Response: The proposed architecture is industrial, thus not intended to apply to this standard.

i. Storm shutters shall be deployed only upon the issuance of a storm warning from the governing agency authorized to issue such warning.

Response: The proposed architecture will comply with this standard.

j. Exterior building components and all proposed elements of the streetscape shall be painted with a color compatible with the architectural character and style of the proposed development as well as the surrounding buildings.

Response: The proposed architecture will comply with this standard.

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.

Response: The proposed architecture will comply with this standard.

l. To ensure compatible site design and elevations as seen from the water, development adjacent to or visible from waterways may be expected to meet specific requests from the design review board beyond what is outlined in this section.

Response: The proposed architecture will comply with this standard.

(5) *Streetscape improvement guidelines.* Streetscape improvements include those architectural or functional facilities or structures which occur on site but are not part of the building and which contribute to the overall appearance of the development and encourage and facilitate human interaction with the environment. Examples include, but are not limited to, decorative light fixtures, fountains, sculpture and other civic art, benches and tables, planters, retaining walls, pedestrian and bicycle paths, bicycle parking structures, trash receptacles and enclosures, vendor areas, bollards and fences. These improvements shall be designed to be consistent with all guidelines of this section, and shall be reviewed for aesthetic functionality and compatibility with the city's design expectations.

Response: The proposed entry will provide safe vehicular and pedestrian circulation, thus will comply with this standard.

(6) *Lighting.*

a. Decorative, low-level intensity, non-concealed source lighting which defines vehicular and/or pedestrian ways may be acceptable if not used as general lighting for a development.

b. Exterior architectural, display and decorative lighting visible from all public rights-of-way shall be generated from concealed light source, low-level light fixtures. Color lamps shall not be used.

c. Site lighting shall conform to the provisions of section 125-313(d)(8).

Response: Please see the proposed photometric plans submitted with this application.

(7) *Landscaping.*

a. All landscape designs and drawings shall conform to chapter 123, article I.

b. Landscaping for the proposed development shall provide visually harmonious and compatible settings for structures on the same lot as well as adjoining or nearby lots and shall blend with the surrounding landscape. The scale of the proposed landscaping shall be in proportion to the building and to the human scale of the streetscape.

c. Screening shall be provided by appropriately designed walls and mature plant materials rather than the construction of berms.

Response: Please see the proposed landscape plans submitted with this application.

(8) *Walls and fences.*

a. Walls and fences shall be considered as an integral part of the design proposal, and shall generally be constructed of the same material as the first floor of the primary building.

b. Concrete walls shall be faced with stuccoed or stone, or shall incorporate some perforated pattern cohesive with the design intent. Gates and fences shall be wood, an appropriate composition of iron, metal or aluminum, or masonry piers with wood pickets.

Response: All walls or fences will comply with this standard.

(9) *Signs.*

a. Signs will be reviewed for compliance with the guidelines of this section, section 117-6, and for compatibility with the city's developing character.

b. Signage shall be considered as an external architectural feature consistent with and in proportion to the overall design scheme for new construction and renovation.

Response: All signage will comply with this standard.

(10) *Awnings.*

a. Awnings shall only be used where architecturally compatible with the building. The shape of the awning and related hardware should be consistent with the architecture of the building as well as proportionate with the scale of the facade and its surroundings regarding design, color, scale and fabric.

b. Where a single building has several storefronts and tenants, or within a single center, they should all have a consistent design, scale, color scheme, and fabric throughout.

c. Awning fabric shall be made of non-glossy material, such as treated cotton for durability, and ribbing (seams) should run vertically.

d. Awnings shall not be used as an attention-getting device, and should contain only minimal signage on the awning fabric. Awnings should not be backlit; simple down-lighting to illuminate the window, door or sidewalk should be used.

Response: All awnings will comply with this standard.

(11) *Renovations, alterations and/or additions.*

a. Renovations, alterations and/or additions to existing structures shall be reviewed as minor applications.

b. Such alterations shall be compatible with the city's existing and developing character regarding scale, massing, materials and architectural design referenced in the above sections. Primary elevations of the facade shall be reconstructed, as appropriate, according to the design review guidelines for new development.

c. Renovation projects shall encompass, where appropriate, the entire site.

Response: N/A

TRAFFIC

A traffic study has been completed by Simmons & White and submitted in this application package for the City’s review.

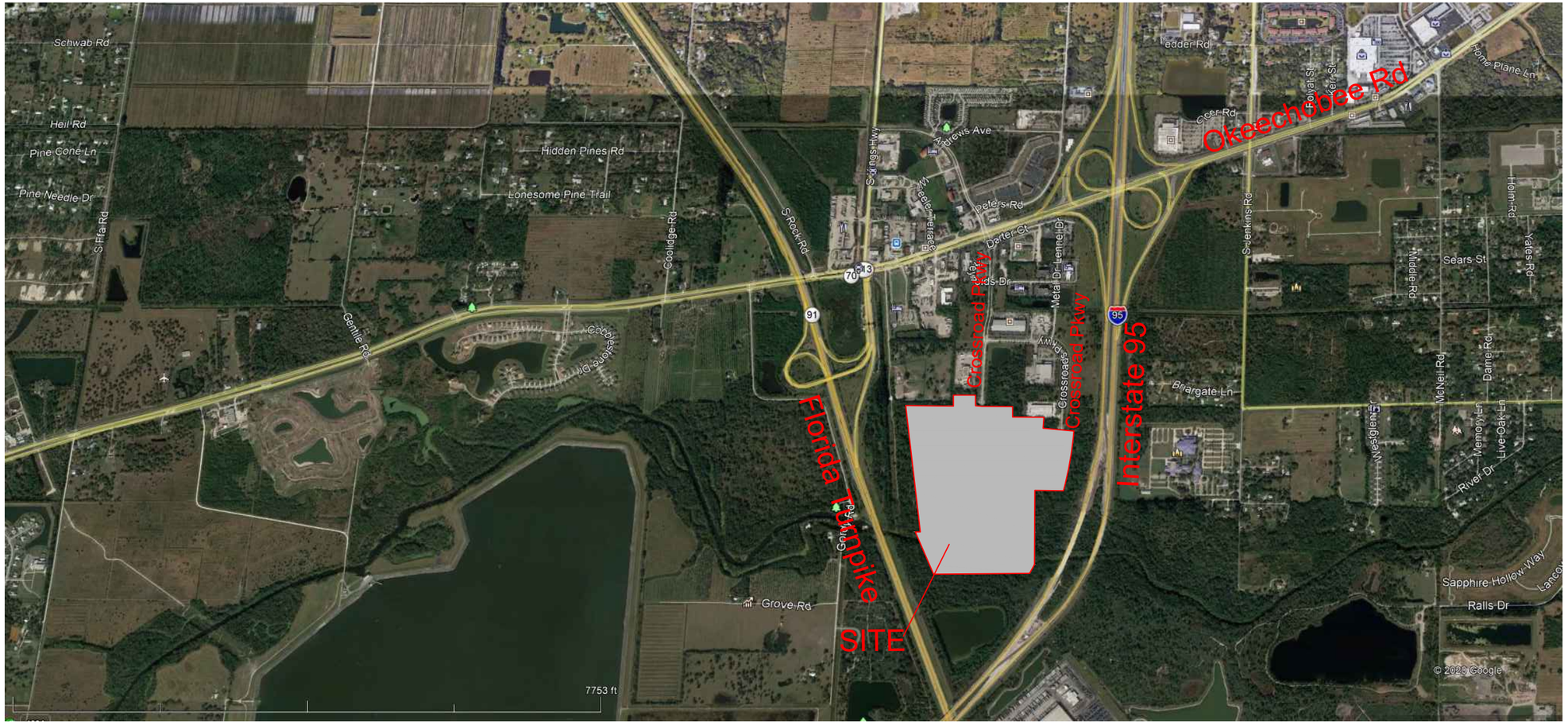
PARKING

In accordance with the provisions of Section 125-315 of the City's LDR's, entitled "Off-street parking and loading" 1,883 parking spaces are required for the Project. A total of 434 vehicle parking spaces have been provided in the proposed site plan for Phase I with the single building. A total of 536 parking spaces have been provided for the two building option as it includes a double row of parking in between the buildings. The parking provided equates to .33 spaces per 1,000 s.f.

CONSERVATION EASEMENT

We understand the City is interested in seeking an interest in the SFWMD conservation easement which encumbers the south portion of the subject site. The goal would be to transfer this easement over to the City to bring into their parks system. The applicant is happy to assist in this effort and has no objection to the continuation of the Airborne Mountain Bike Club utilizing the easement area for their trail system. We are continuing to discuss the ability to transfer the easement from SFWMD to the City and will loop in the City as this discussion with the District progresses.

LOCATION MAP



North

Michelle Franklin, CFA -- Saint Lucie County Property Appraiser -- All rights reserved.

Property Identification

Site Address: CROSSROADS PKWY
Sec/Town/Range: 25/35S/39E
Map ID: 23/25N
Zoning: Comm Parkw

Parcel ID: 2325-122-0002-000-3
Account #: 14302
Use Type: 6700
Jurisdiction: Fort Pierce

Ownership

FLF Crossroads Industrial I LLC
601 Heritage DR Ste 227
Jupiter, FL 33458



Legal Description

25 35 39 FROM NW COR OF SEC RUN S 88 DEG 24 MIN 15 SEC E 1326.36FT TO NE COR OF NW 1/4 OF NW 1/4, TH S 00 DEG 17 MIN 00 SEC W 1180 FT FOR POB, TH S 89 DEG 43 MIN E 360 FT, TH S 00 DEG 17 MIN W 179.14 FT TO PC OF CURVE CONC WLY, R OF 300 FT, CA OF 06 DEG 10 MIN 11 SEC, TH SLY ALG ARC 32.30 FT, TH S 83 DEG 32 MIN 49 SEC E 100 FT, TH S 89 DEG 43 MIN E 502.32 FT.TJ S 00 DEG 17 MIN W 170 FT, TH S 89 DEG 43 MIN E 506.20 FT TO PT ON NON-TANG CURVE CONC WLY, R OF 5135.58 FT, CA OF 02 DEG 01 MIN 42 SEC, THSLY ALG ARC 181.80 FT, TH S 84 DEG 51 MIN 20 SEC E 500 FT TO WLY R/W I-95, TH SLY ALG NON-TANGCURVE CONC WLY, CB S 07 DEG 59 MIN 05 SEC W, CA 09 DEG 40 MIN 34SEC, R OF 5635.58 FT 951.74 FT TO1/4 SEC LI, TH N 89 DEG 14 MIN 57SEC W ON SD 1/4 SEC LI 463.23 FTTO INT 1/4 SEC COR, TH S 00 DEG 13 MIN 25 SEC W ON N/S 1/4 SEC LI 1202.20 FT TO WLY R/W I-95 AND PC OF CURVE CONC NW, TH RUN SWLY ON R/W AND SD CURVE, R OF 5635.58 FT, CA OF 01 DEG 43 MIN 31 SEC 169.70 FT TO PT ON S 1/4 1/4 SECLI, TH N 89 DEG 37 MIN 30 SEC W 1556.08 FT TO ELY R/W TRNPK, TH N23 DEG 27 MIN 14 SEC W ON R/W 745.65 FT, TH S 89 DEG 26 MIN 14 SEC E 80.91 FT, TH N 06 DEG 33 MIN 35 SEC W 2063.36 FT TO N 1/41/4 SEC LI, TH S 88 DEG 49 MIN 38SEC E 772.11 FT TO SE COR OF NW 1/4 OF NW 1/4, TH N 00 DEG 17 MINE 178.44 FT TO POB (129.52 AC) (OR 2928-451; 453)

Total Areas

Finished/Under Air (SF):	0
Gross Sketched Area (SF):	0
Land Size (acres):	129.52
Land Size (SF):	5,641,891.2

Current Values

Just/Market Value:	$4,172,860
Assessed Value:	$87,750
Exemptions:	$0
Taxable Value:	$87,750

Property taxes are subject to change upon change of ownership.

- **Past taxes are not a reliable projection of future taxes.**
- **The sale of a property will prompt the removal of all exemptions, assessment caps, and special classifications.**

Taxes for this parcel: SLC Tax Collector's Office
Download TRIM for this parcel: Download PDF

Sale History

Date	Book/Page	Sale Code	Deed	Grantor	Price
Nov 26, 2019	4352 / 2747	0001	SP	Industrial Developments International Inc	$3,515,000
Jan 15, 2008	2928 / 0453	XX01	SP	St Andrews Episcopal Church	$17,000,000
Jun 28, 2002	1631 / 0946	XX01	WD	Industrial Developments Inc	$900,000
Oct 26, 1989	0660 / 2164	XX02	WD	HARBOR FED SAV AND LOAN ASSN	$7,250,000
Aug 1, 1988	0602 / 0237	XX00	CV		$4,359,000

Jan 1, 1986	0492 / 0329	XX01	CV	$250,000

Building Information (1 of 1)

Finished Area: 0 SF

Gross Sketched Area: 0 SF

Exterior Data

View:	Roof Cover:	Roof Structure:
Building Type:	Year Built: N/A	Frame:
Grade:	Effective Year: N/A	Primary Wall:
Story Height:	No. Units: 0	Secondary Wall:

Interior Data

Bedrooms: 0	Electric:	Primary Int Wall:
Full Baths: 0	Heat Type:	Avg Hgt/Floor: 0
Half Baths: 0	Heat Fuel:	Primary Floors:
A/C %: 0%	Heated %: N/A%	Sprinkled %: 0%



Image or Sketch unavailable for display

Sketch Area Legend

Sub Area	Description	Area	Fin. Area	Perimeter

Special Features and Yard Items

Type	Qty	Units	Year Blt
BARB WIRE	1	108	2010
CHAINLINK 6'	1	108	2010

Current Year Values

Current Values Breakdown

Building:	$800
Land:	$4,172,060
Just/Market:	$4,172,860
Ag Credit:	$4,085,110
Save Our Homes or 10% Cap:	$0
Assessed:	$87,750
Exemption(s):	$0
Taxable:	$87,750

Current Year Exemption Value Breakdown

Tax Year	Grant Year	Code	Description	Amount

Current Year Special Assessment Breakdown

Start Year	AssessCode	Units	Description	Amount
2009	0041	355	Fort Pierce Stormwater Charge	$24,495.00
2013	0054	129.52	North St. Lucie Water Management District	$2,331.36

Historical Values

Year	Just/Market	Assessed	Exemptions	Taxable
2019	$4,172,860	$87,750	$0	$87,750
2018	$4,173,000	$87,650	$0	$87,650
2017	$4,752,100	$1,998,000	$0	$1,998,000

Permits

Number	Issue Date	Description	Amount	Fee
0700001801	Jan 11, 2008	Chainlink Fence	$5,700	$132

Notice: This does not necessarily represent all the permits for this property.
Click the following link to check for additional permit data in Fort Pierce

All information is believed to be correct at this time, but is subject to change and is provided without any warranty.
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Detail by Entity Name

Florida Limited Liability Company
FLF CROSSROADS INDUSTRIAL I LLC

Filing Information

Document Number	L19000275905
FEI/EIN Number	APPLIED FOR
Date Filed	11/14/2019
Effective Date	11/13/2019
State	FL
Status	ACTIVE

Principal Address

601 HERITAGE DRIVE
STE 227
JUPITER, FL 33458

Mailing Address

601 HERITAGE DRIVE
STE 227
JUPITER, FL 33458

Registered Agent Name & Address

SIMON, JOSHUA
601 HERITAGE DRIVE
STE 227
JUPITER, FL 33458

Authorized Person(s) Detail

Name & Address

Title MGR

SIMON, JOSHUA
601 HERITAGE DRIVE, STE 227
JUPITER, FL 33458

Title MGR

NORTMAN, MICHAEL
1300 E. WOODFIELD ROAD, SUITE 150
SCHAUMBURG, IL 60173

Annual Reports

Report Year	Filed Date
2020	03/19/2020

Document Images

03/19/2020 -- ANNUAL REPORT	View image in PDF format
11/14/2019 -- Florida Limited Liability	View image in PDF format

JOSEPH E. SMITH, CLERK OF THE CIRCUIT COURT - SAINT LUCIE COUNTY
FILE # 4647695 OR BOOK 4352 PAGE 2747, Recorded 12/02/2019 12:49:55 PM Doc
Tax: $24605.00

INSTRUMENT PREPARED BY AND
WHEN RECORDED ~~RETURN TO:~~

Alston & Bird LLP
1201 W. Peachtree St.
Atlanta, GA 303039
Attn: Randy H. Luffman, Esq.

When Recorded Return To:
Heather Townsend
First American Title Insurance Company
National Commercial Services
Six Concourse Parkway, Ste. 2000
Atlanta, GA 30328
File No: NCS 974123

Tax Parcel: 2325-122-0002-000-3

SPECIAL WARRANTY DEED

THIS INDENTURE, made this 27 day of November, 2019, by IDI LOGISTICS, LLC, a Delaware limited liability company, herein called the Grantor, as successor by name change from Industrial Developments International, LLC ("**IDI, LLC**"), as evidenced by that certain certificate of name change, a copy of which is attached hereto as **Exhibit B**, and as IDI, LLC is successor by conversion from Industrial Developments International, Inc. ("**IDI, Inc.**"), as evidenced by that certain certificate of conversion, a copy of which is attached hereto as **Exhibit C**, to FLF CROSSROADS INDUSTRIAL I LLC, a Florida limited liability company, whose address is 601 Heritage Drive, Suite 227, Jupiter, FL 33458, herein called the Grantee.

The Grantor, for and in consideration of the sum of Ten Dollars ($10.00), to it in hand paid by the Grantee, the receipt whereof is hereby acknowledged, has granted, bargained and sold to the Grantee, its successors and assigns forever, the land, situate, lying and being in St. Lucie County, Florida, more particularly described on Exhibit "A" attached hereto and made a part hereof.

Together with all the tenements, hereditaments, easements and appurtenances thereto belonging or in anywise appertaining.

To have and to hold the same in fee simple forever.

Grantor hereby covenants with said Grantee that it is lawfully seized of said land in fee simple; that it has good right and lawful authority to sell and convey said land; that it hereby fully warrants the title to said land and will defend the same against the lawful claims of all persons claiming by, through or under Grantor, but against none other, subject to all matters of public record and such state of facts as would be disclosed by a current accurate survey of the property.

(When used herein the terms "Grantor" and "Grantee" shall be construed to include, masculine, feminine, singular or plural as the context permits or requires, and shall include heirs, personal representatives, successors or assigns.)

Grantor and Grantee acknowledge that: (i) the Property was transferred to IDI Logistics Services Group, LLC, a Georgia limited liability company (f/k/a IDI Services Group, LLC, a Georgia limited liability company), ("**IDILSG**"), via a contribution of capital pursuant to that Written Consent dated as of December 17, 2014 (the "**Internal Transfer**") and that IDILSG is the owner of the Property; and (ii) as the administrative step of recording such contribution via deed was not previously completed, the Grantor remains the "owner of record" of the Property. IDILSG, for an inconsideration of the sum of Ten Dollars ($10.00), to it in hand paid by the Grantee, the receipt whereof is hereby acknowledged, hereby grants, bargains, sells, aliens, remises, releases, and quitclaims unto Grantee the Property, to have and to hold the same, together with all and singular the appurtenances thereunto belonging or in anywise appertaining, and all the estate, right, title, interest, and claim whatsoever of the said IDILSG, either in law or equity, to the only proper use, benefit, and behoof of the said Grantee.

[remainder of page left intentionally blank]

IN WITNESS WHEREOF, the Grantor has caused this Indenture to be executed in its name and caused its seal to be affixed as of the day and year first above written.

GRANTOR:

IDI LOGISTICS, LLC, a Delaware limited liability company

Witness (print name): ISHA RAYAMAJHI

Name: G. Bryan Blasingame
Title: EVP and Chief Investment Officer

Witness (print name): BEN FALADE

STATE OF GEORGIA)
)
COUNTY OF FULTON)

The foregoing instrument was acknowledged before me this 26th day of November, 2019 by G. Bryan Blasingame, the EVP and Chief Investment Officer of Grantor. He/She personally appeared before me, is personally known to me or produced _____ as identification.

Notary: Antoinette Pennant
Print Name: ANTOINETTE PENNANT
Notary Public, State of GEORGIA
My commission expires: 1/14/2021

ANTOINETTE PENNANT NOTARY PUBLIC ROCKDALE COUNTY EXPIRES GEORGIA January 14, 2021

The undersigned hereby joins in this Deed for the purpose of quitclaiming all right, title and interest of IDILSG in and to the Property by virtue of the Internal Transfer.

IDI LOGISTICS SERVICES GROUP, LLC, a Georgia limited liability company (f/k/a IDI Services Group, LLC, a Georgia limited liability company)

Witness (print name): ISHA RAYAMAJHI

Witness (print name): BEN FALANT

Name: G. Bryan Blasingame
Title: EVP and Chief Investment Officer

STATE OF GEORGIA)
)
COUNTY OF FULTON)

The foregoing instrument was acknowledged before me this 26th day of November, 2019 by G. Bryan Blasingame, the EVP and Chief Investment Officer of IDI Logistics Services Group, LLC. He/She personally appeared before me, is personally known to me or produced _____ as identification.

ANTOINETTE PENNANT NOTARY PUBLIC ROCKDALE COUNTY GEORGIA EXPIRES January 14, 2021

Notary: _____
Print Name: ANTOINETTE PENNANT
Notary Public, State of GEORGIA
My commission expires: 1/14/2021

EXHIBIT A
Legal Description

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

COMMENCE AT THE NORTHWEST CORNER OF SECTION 25, TOWNSHIP 35 SOUTH, RANGE 39 EAST; THENCE RUN SOUTH 88° 24' 15" EAST, ALONG THE NORTH LINE OF SAID SECTION 25, A DISTANCE OF 1326.36 FEET, TO THE SOUTHEAST CORNER OF THE SOUTHWEST 1/4 OF THE SOUTHWEST 1/4 OF SECTION 24, TOWNSHIP 35 SOUTH, RANGE 39 EAST AND THE POINT OF BEGINNING; THENCE RUN NORTH 00° 25' 52" EAST, ALONG THE WEST 1/4-1/4 SECTION LINE OF SAID SECTION 24, A DISTANCE OF 863.92 FEET, TO THE SOUTHERLY RIGHT-OF-WAY LINE OF OKEECHOBEE ROAD; THENCE RUN NORTH 70° 36' 10" EAST, ALONG SAID SOUTHERLY RIGHT-OF-WAY LINE, A DISTANCE OF 315.25 FEET; THENCE RUN SOUTH 19° 23' 50" EAST, ALONG SAID RIGHT-OF-WAY LINE, A DISTANCE OF 55.00 FEET; THENCE RUN NORTH 70° 36' 10" EAST, ALONG SAID RIGHT-OF-WAY LINE, A DISTANCE OF 219.93 FEET; THENCE RUN SOUTH 00° 26' 24" WEST, A DISTANCE OF 1004.32 FEET, TO THE NORTH LINE OF AFORESAID SECTION 25; THENCE RUN SOUTH 88° 24' 15" EAST, ALONG SAID NORTH LINE OF SECTION 25, DISTANCE OF 804.31 FEET, TO THE NORTH 1/4 SECTION CORNER OF SAID SECTION 25; THENCE RUN SOUTH 00° 13' 25" WEST, ALONG THE NORTH-SOUTH 1/4 SECTION LINE OF SAID SECTION 25 AND THE RIGHT-OF-WAY LINE OF THE NORTH ST. LUCIE RIVER WATER MANAGEMENT DISTRICT CANAL NO. 39, A DISTANCE OF 40.51 FEET; THENCE RUN SOUTH 88° 24' 08" EAST, ALONG THE SOUTHERLY RIGHT-OF-WAY LINE OF SAID CANAL NO. 39 AND PARALLEL WITH THE NORTH LINE OF SAID SECTION 25, A DISTANCE OF 630.24 FEET, TO A POINT ON THE WESTERLY RIGHT OF WAY LINE OF INTERSTATE 95; THENCE MEANDERING ALONG SAID INTERSTATE 95 RIGHT-OF-WAY LINE, RUN SOUTH 03° 22' 54" EAST, A DISTANCE OF 29.28 FEET; THENCE RUN SOUTH 00° 41' 46" EAST, A DISTANCE OF 899.24 FEET; THENCE RUN SOUTH 00° 26' 58" WEST, A DISTANCE OF 320.99 FEET, TO A POINT OF CURVATURE OF A CURVE CONCAVE TO THE NORTHWEST; THENCE RUN SOUTHWESTERLY ALONG SAID CURVE, HAVING A RADIUS OF 5635.58 FEET, A CENTRAL ANGLE OF 14° 22' 16", AND AN ARC LENGTH OF 1413.53 FEET, TO THE INTERSECTION OF SAID RIGHT-OF-WAY LINE WITH THE EAST-WEST 1/4 SECTION LINE OF SAID SECTION 25; THENCE RUN NORTH 89° 14' 57" WEST, ALONG SAID 1/4 SECTION LINE, A DISTANCE OF 463.23 FEET, TO THE INTERIOR 1/4 SECTION CORNER OF SAID SECTION 25; THENCE RUN SOUTH 00° 13' 25" WEST, ALONG THE NORTH-SOUTH 1/4 SECTION LINE OF SAID SECTION 25, A DISTANCE OF 1202.20 FEET, TO THE WESTERLY RIGHT-OF-WAY LINE OF INTERSTATE 95 AND A POINT OF CURVATURE OF A CURVE CONCAVE TO THE NORTHWEST; THENCE RUN SOUTHWESTERLY ALONG THE SAID WESTERLY RIGHT-OF-WAY LINE AND ALONG SAID CURVE HAVING A RADIUS OF 5635.58 FEET, A CENTRAL ANGLE OF 01° 43' 31" AND AN ARC LENGTH OF 169.70 FEET, TO A POINT ON THE SOUTH 1/4-1/4 SECTION LINE OF SAID SECTION 25; THENCE RUN NORTH 89° 37' 30" WEST, ALONG SAID SOUTH 1/4-1/4 SECTION LINE, A DISTANCE OF 1556.08 FEET, TO THE EASTERLY RIGHT-OF-WAY LINE OF THE FLORIDA SUNSHINE STATE PARKWAY; THENCE RUN NORTH 23° 27' 14" WEST, ALONG SAID EASTERLY RIGHT-OF-WAY LINE OF THE FLORIDA TURNPIKE, A DISTANCE OF 745.65 FEET; THENCE RUN SOUTH 89° 26' 14" EAST, A DISTANCE OF 80.91 FEET, TO A POINT ON THE EASTERLY LINE OF THE FLORIDA TURNPIKE ACCESS ROAD; THENCE RUN NORTH 06° 33' 35" WEST, ALONG THE SAID EASTERLY LINE OF ACCESS ROAD, A DISTANCE OF 2063.36 FEET, TO THE NORTH 1/4-1/4 SECTION LINE OF SAID SECTION 25; THENCE RUN SOUTH 88° 49' 38" EAST, ALONG SAID 1/4-1/4 SECTION LINE, A DISTANCE OF 772.11 FEET, TO THE SOUTHEAST CORNER OF THE NORTHWEST 1/4 OF THE NORTHWEST 1/4 OF SAID SECTION 25; THENCE RUN NORTH 00° 17' 00" EAST, ALONG THE WEST 1/4-1/4 SECTION LINE OF SAID SECTION 25, A DISTANCE OF 1359.14 FEET, TO THE POINT OF BEGINNING, ALL LYING AND BEING IN ST. LUCIE COUNTY, FLORIDA.

LESS AND EXCEPT

CROSSROADS PARK OF COMMERCE PHASE I AS RECORDED IN PLAT BOOK 30, PAGE 11, PUBLIC RECORDS OF ST. LUCIE COUNTY, FLORIDA.

EXHIBIT B
CERTIFICATE OF NAME CHANGE

Delaware

The First State

I, JEFFREY W. BULLOCK, SECRETARY OF STATE OF THE STATE OF DELAWARE, DO HEREBY CERTIFY THE ATTACHED IS A TRUE AND CORRECT COPY OF THE RESTATED CERTIFICATE OF "INDUSTRIAL DEVELOPMENTS INTERNATIONAL, LLC", CHANGING ITS NAME FROM "INDUSTRIAL DEVELOPMENTS INTERNATIONAL, LLC" TO "IDI LOGISTICS, LLC", FILED IN THIS OFFICE ON THE FIRST DAY OF NOVEMBER, A.D. 2017, AT 6:40 O`CLOCK P.M.

Jeffrey W. Bullock, Secretary of State

2193224 8100
SR# 20176893791

Authentication: 203522156
Date: 11-06-17

You may verify this certificate online at corp.delaware.gov/authver.shtml

State of Delaware
Secretary of State
Division of Corporations
Delivered 06:40 PM 11/01/2017
FILED 06:40 PM 11/01/2017
SR 20176893791 - File Number 2193224

AMENDED AND RESTATED CERTIFICATE OF FORMATION OF INDUSTRIAL DEVELOPMENTS INTERNATIONAL, LLC

Pursuant to Section 18-208 of the Delaware Limited Liability Company Act, the Certificate of Formation of Industrial Developments International, LLC that was filed with the Secretary of State of Delaware on September 30, 2013 is amended and restated in its entirety as follows:

1. The name of the limited liability company is IDI Logistics, LLC.

2. The address of its registered office in the State of Delaware is Corporation Trust Center, 1209 Orange Street, Wilmington, Delaware 19801. The name of its registered agent at such address is The Corporation Trust Company.

IN WITNESS WHEREOF, the undersigned has executed this Amended and Restated Certificate of Formation this 1st day of November, 2017.

INDUSTRIAL DEVELOPMENTS INTERNATIONAL, LLC

By: _____
David Laibstain
Secretary

EXHIBIT C
CERTIFICATE OF CONVERSION

Delaware

The First State

I, JEFFREY W. BULLOCK, SECRETARY OF STATE OF THE STATE OF DELAWARE DO HEREBY CERTIFY THAT THE CERTIFICATE OF CONVERSION OF A DELAWARE CORPORATION "INDUSTRIAL DEVELOPMENTS INTERNATIONAL, INC." TO A DELAWARE LIMITED LIABILITY COMPANY OF "INDUSTRIAL DEVELOPMENTS INTERNATIONAL, LLC", WAS FILED IN THIS OFFICE ON THE THIRTIETH DAY OF SEPTEMBER, A.D. 2013, AT 12:57 O'CLOCK P.M.

AND I DO HEREBY FURTHER CERTIFY THAT THE EFFECTIVE DATE OF THE AFORESAID CERTIFICATE OF CONVERSION IS THE THIRTIETH DAY OF SEPTEMBER, A.D. 2013, AT 5:07 O'CLOCK P.M.

AND I DO HEREBY FURTHER CERTIFY THAT THE AFORESAID LIMITED LIABILITY COMPANY IS DULY FORMED UNDER THE LAWS OF THE STATE OF DELAWARE AND IS IN GOOD STANDING AND HAS A LEGAL EXISTENCE NOT HAVING BEEN CANCELLED OR DISSOLVED SO FAR AS THE RECORDS OF THIS OFFICE SHOW AND IS DULY AUTHORIZED TO TRANSACT BUSINESS.

Jeffrey W. Bullock, Secretary of State

2193224 8317

131231305

AUTHENTICATION: 0839319

DATE: 10-24-13

You may verify this certificate online at corp.delaware.gov/authver.shtml

JoAnne Holman, Clerk of the Circuit Court - St. Lucie County
File Number:1597273 OR BOOK 1114 PAGE 0667
Recorded: 12-09-97 01:24 P.M.

standard form – July 14, 1997

DEED OF CONSERVATION EASEMENT

THIS DEED OF CONSERVATION EASEMENT is given this 15th day of October, 19 97, by Reynolds Metals Development Company, (address) 1095 A Shotgun Road, Sunrise, Florida 33326 (mailing P. O. Box 551346 Fort Lauderdale, Florida 33355-1346 ("Grantor") to the South Florida Water Management District ("Grantee"). As used herein, the term Grantor shall include any and all heirs, successors or assigns of the Grantor, and all subsequent owners of the "Property" (as hereinafter defined) and the term Grantee shall include any successor or assignee of Grantee.

0.00
0.70
0.00

* Doc Assump: $
* Doc Tax : $
* Int Tax : $

WITNESSETH

WHEREAS, the Grantor is the owner of certain lands situated in St. Lucie County, Florida, and more specifically described in Exhibit A attached hereto and incorporated herein ("Property"); and

WHEREAS, the Grantor desires to construct (name of project) Crossroads Park of Commerce ("Project") at a site in St. Lucie County, which is subject to the regulatory jurisdiction of South Florida Water Management District ("District"); and

WHEREAS, District Permit No. 56-01012-S ("Permit") authorizes certain activities which affect surface waters in or of the State of Florida; and

WHEREAS, this Permit requires that the Grantor preserve and/or mitigate wetlands and/or uplands under the District's jurisdiction; and

WHEREAS, the Grantor has developed and proposed as part of the permit conditions a conservation tract and maintenance buffer involving preservation of certain wetland and/or upland systems on the Property; and

WHEREAS, the Grantor, in consideration of the consent granted by the Permit, is agreeable to granting and securing to the Grantee a perpetual conservation easement as defined in Section 704.06, Florida Statutes (1995), over the Property.

NOW, THEREFORE, in consideration of the issuance of the Permit to construct and operate the permitted activity, and as an inducement to Grantee in issuing the Permit, together with other good and valuable consideration, the adequacy and receipt of which is hereby acknowledged, Grantor hereby grants, creates, and establishes a perpetual conservation easement for and in favor of the Grantee upon the Property which

Ret: South Florida Water
3301 Gun Club Rd.
WPB, Fl. 33406

shall run with the land and be binding upon the Grantor, and shall remain in full force and effect forever.

The scope, nature, and character of this conservation easement shall be as follows:

1. It is the purpose of this conservation easement to retain land or water areas in their natural, vegetative, hydrologic, scenic, open, agricultural or wooded condition and to retain such areas as suitable habitat for fish, plants or wildlife. Those wetland and/or upland areas included in the conservation easement which are to be enhanced or created pursuant to the Permit shall be retained and maintained in the enhanced or created conditions required by the Permit.

To carry out this purpose, the following rights are conveyed to Grantee by this easement:

a. To enter upon the Property at reasonable times with any necessary equipment or vehicles to enforce the rights herein granted in a manner that will not unreasonably interfere with the use and quiet enjoyment of the Property by Grantor at the time of such entry; and

b. To enjoin any activity on or use of the Property that is inconsistent with this conservation easement and to enforce the restoration of such areas or features of the Property that may be damaged by any inconsistent activity or use.

2. Except for restoration, creation, enhancement, maintenance and monitoring activities, or surface water management improvements, which are permitted or required by the Permit, the following activities are prohibited in or on the Property:

a. Construction or placing of buildings, roads, signs, billboards or other advertising, utilities, or other structures on or above the ground;

b. Dumping or placing of soil or other substance or material as landfill, or dumping or placing of trash, waste, or unsightly or offensive materials;

c. Removal or destruction of trees, shrubs, or other vegetation, except for the removal of exotic or nuisance vegetation in accordance with a District approved maintenance plan;

d. Excavation, dredging, or removal of loam, peat, gravel, soil, rock, or other material substance in such manner as to affect the surface;

e. Surface use except for purposes that permit the land or water area to remain in its natural condition;

f. Activities detrimental to drainage, flood control, water conservation, erosion control, soil conservation, or fish and wildlife habitat preservation including, but not limited to, ditching, diking and fencing;

g. Acts or uses detrimental to such aforementioned retention of land or water areas;

h. Acts or uses which are detrimental to the preservation of any features or aspects of the Property having historical or archaeological significance.

3. Grantor reserves all rights as owner of the Property, including the right to engage in uses of the Property that are not prohibited herein and which are not inconsistent with any District rule, criteria, permit and the intent and purposes of this Conservation Easement.

4. No right of access by the general public to any portion of the Property is conveyed by this conservation easement.

5. Grantee shall not be responsible for any costs or liabilities related to the operation, upkeep or maintenance of the Property.

6. Grantor shall pay any and all real property taxes and assessments levied by competent authority on the Property.

7. Any costs incurred in enforcing, judicially or otherwise, the terms, provisions and restrictions of this conservation easement shall be borne by and recoverable against the nonprevailing party in such proceedings.

8. Enforcement of the terms, provisions and restrictions of this conservation easement shall be at the reasonable discretion of Grantee, and any forbearance on behalf of Grantee to exercise its rights hereunder in the event of any breach hereof by Grantor, shall not be deemed or construed to be a waiver of Grantee's rights hereunder.

9. Grantee will hold this conservation easement exclusively for conservation purposes. Grantee will not assign its rights and obligations under this conservation easement except to another organization qualified to hold such interests under the applicable state laws.

10. If any provision of this conservation easement or the application thereof to any person or circumstances is found to be invalid, the remainder of the provisions of this

conservation easement shall not be affected thereby, as long as the purpose of the conservation easement is preserved.

11. Grantor shall insert the terms and restrictions of this conservation easement in any subsequent deed or other legal instrument by which Grantor divests itself of any interest in the Property.

12. All notices, consents, approvals or other communications hereunder shall be in writing and shall be deemed properly given if sent by United States certified mail, return receipt requested, addressed to the appropriate party or successor-in-interest.

13. This conservation easement may be amended, altered, released or revoked only by written agreement between the parties hereto or their heirs, assigns or successors-in-interest, which shall be filed in the public records in St. Lucie County.

TO HAVE AND TO HOLD unto Grantee forever. The covenants, terms, conditions, restrictions and purpose imposed with this conservation easement shall be binding upon Grantor, and shall continue as a servitude running in perpetuity with the Property.

Grantor hereby covenants with said Grantee that Grantor is lawfully seized of said Property in fee simple; that the Property is free and clear of all encumbrances that are inconsistent with the terms of this conservation easement and all mortgages have been joined or subordinated; that Grantor has good right and lawful authority to convey this conservation easement; and that it hereby fully warrants and defends the title to the conservation easement hereby conveyed against the lawful claims of all persons whomsoever.

IN WITNESS WHEREOF, Reynolds Metals Dev. Co. has hereunto set its authorized hand this 15th day of October 1997.

Signed, sealed and delivered
in our presence as witnesses:

W.S. Wasilewski

Print Name: W.S. WASILEWSKI

Claretha Mass

Print Name: CLARETHA MASS

Reynolds Metals Development Company
A ~~Florida~~ Delaware corporation

By: L. Daniel Libutti

Print Name: L. Daniel Libutti

Title: Vice President

STATE OF ~~FLORIDA~~ VIRGINIA

) ss:

COUNTY OF HENRICO

On this 15th day of October, 1997 before me, the undersigned notary public, personally appeared L. Daniel Libutti, personally known to me to be the person who subscribed to the foregoing instrument and did not take an oath, as the (position) Vice President, of (corporation) ~~Agricultural Reality Development Co.~~ Lykes, a ~~Florida~~ Delaware corporation, and acknowledged that he executed the same on behalf of said corporation and that he was duly authorized to do so.

IN WITNESS WHEREOF, I hereunto set my hand and official seal.

NOTARY PUBLIC, STATE OF FLORIDA

Delano J. Rutledge

Print Name: DELANO J. RUTLEDGE

My Commission Expires: July 31, 2001

South Florida Water Management District
Legal Form Approved: SFWMD – July 14, 1997

c:\data\conserv.eas\formsld.797.doc

EXHIBIT "A"

SKETCH AND DESCRIPTION

PRESERVE AREA

SECTION 25-35-39

Daly and Way, Inc.

FLORIDA TURNPIKE
(SUNSHINE STATE PARKWAY)

FLORIDA STATE TURNPIKE AUTHORITY ACCESS ROAD

N.S.H.W.C.D. CANAL No 40

STATE ROAD No.9

INTERSTATE 95

ACHI-ACIC

P.O.B.

P.O.C.

N

SEC. 25, TWP. 35 S, RNG. 39 E

NOTE:
THE SUBJECT PARCEL LIES WITHIN THE CITY LIMITS OF FT. PIERCE, FLORIDA.

No.	REVISIONS	DATE	BY
1	UPDATE ALTA SURVEY PER COMMITMENT DATED JULY 24, 2020	9/10/20	DFD
2	UPDATE ALTA SURVEY PER COMMITMENT DATED JULY 29, 2019	9/25/19	DFD
3	UPDATE SURVEY TO 2016 ALTA	9/12/18	DFD
4	PER ATTORNEY COMMENTS & AMENDED TITLE (8-5-07)	12/13/07	PCS

LINE TABLE (M)		
LINE	LENGTH	BEARING
L1	863.92	N00°05'53"W
L2	315.25	N70°04'25"E
L3	55.00	S19°55'35"E
L4	219.93	N70°04'25"E
L5	1004.32	S00°05'21"E
L6	40.28	S00°18'38"E
L7	179.14	S00°17'16"E
L8	100.00	S84°07'05"E

LINE TABLE (D)		
LINE	LENGTH	BEARING
L1	863.92	N00°25'52"E(D)(P)
L2	315.25	N70°36'10"E(D)(P)
L3	55.00	S19°23'50"E(D)(P)
L4	219.93	N70°36'10"E(D)(P)
L5	1004.32	S00°26'24"W(D)(P)
L6	40.51	S00°13'25"W(D)(P)
L7	179.14	N00°17'00"E(P)
L8	100.00	N83°32'49"W(P)

CURVE TABLE (M)						
CURVE	LENGTH	RADIUS	TANGENT	CHORD	BEARING	DELTA
C1	32.30	300.00	16.17	32.29	S02°47'50"W	6°10'11"
C2	180.82	5136.03	90.42	180.81	S03°35'56"W	2°01'02"

CURVE TABLE (P)			
CURVE	LENGTH	RADIUS	DELTA
C1	32.30	300.00	6°10'11"
C2	181.80	5135.58	2°01'42"

ADJACENT PROPERTY OWNERS

LOT 7 – ALCAT FT. PIERCE, LLC
LOT 22 – BRONE CROSSROADS PARK OF COMMERCE, LLC
LOT 17 – TED GLASRUD ASSOCIATES FL, LLC
LOT 16 – JEFFERY LEFKOVITS

GRAPHIC SCALE
200 0 100 200
(IN FEET)
1 inch = 200 ft.

Kimley»Horn
© 2018 KIMLEY-HORN AND ASSOCIATES, INC.
445 24TH STREET, SUITE 200, VERO BEACH, FL 32960
PHONE: 772-794-4100 LB 696
WWW.KIMLEY-HORN.COM

SCALE	1"=200
DESIGNED BY	PCS
DRAWN BY	PCS
CHECKED BY	ECD

SL CROSSROADS
BUSINESS CENTER LLC
CROSSROADS PARK OF COMMERCE

2016 ALTA/NSPS LAND TITLE SURVEY

ST. LUCIE COUNTY FLORIDA

DATE
10/1/07
PROJECT NO.
047383000
041342000
147757000
SHEET NUMBER
1

SHEET INDEX

1 – 2016 ALTA/ACSM LAND TITLE SURVEY
2 – LEGAL DESCRIPTION, SURVEYOR'S NOTES, LEGEND AND ABBREVIATIONS
3 – EASEMENT DETAILS

TO: First American Title Insurance Company
SL Crossroads Business Center LLC, a Florida Limited Liability Company

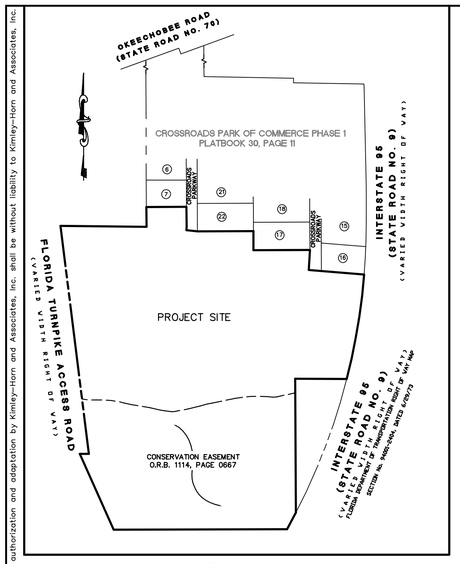
This is to certify that this map or plat and the survey on which it is based were made in accordance with the 2016 Minimum Standard Detail Requirements for ALTA/NSPS Land Title Surveys, jointly established and adopted by ALTA and NSPS, and includes Items 1–4, 6(b), 8, 9, 11 and 13 of Table A thereof. The fieldwork was completed on September 10, 2020.

E.C. DEMETER, PSM No. 5179

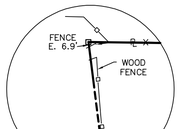
Date of Plat or Map: _____
NOT VALID WITHOUT THE ORIGINAL SIGNATURE AND SEAL OF A FLORIDA LICENSED SURVEYOR AND MAPPER.

E.C. DEMETER License Number 5179 STATE OF FLORIDA Professional Surveyor and Mapper

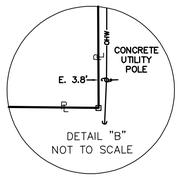
VICINITY MAP
(NOT TO SCALE)



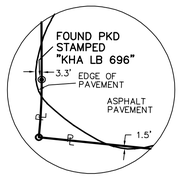
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NOT TO SCALE



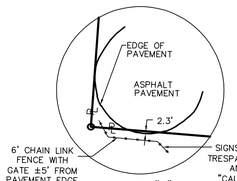
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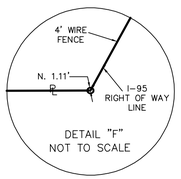
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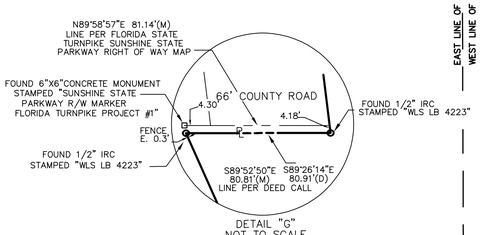
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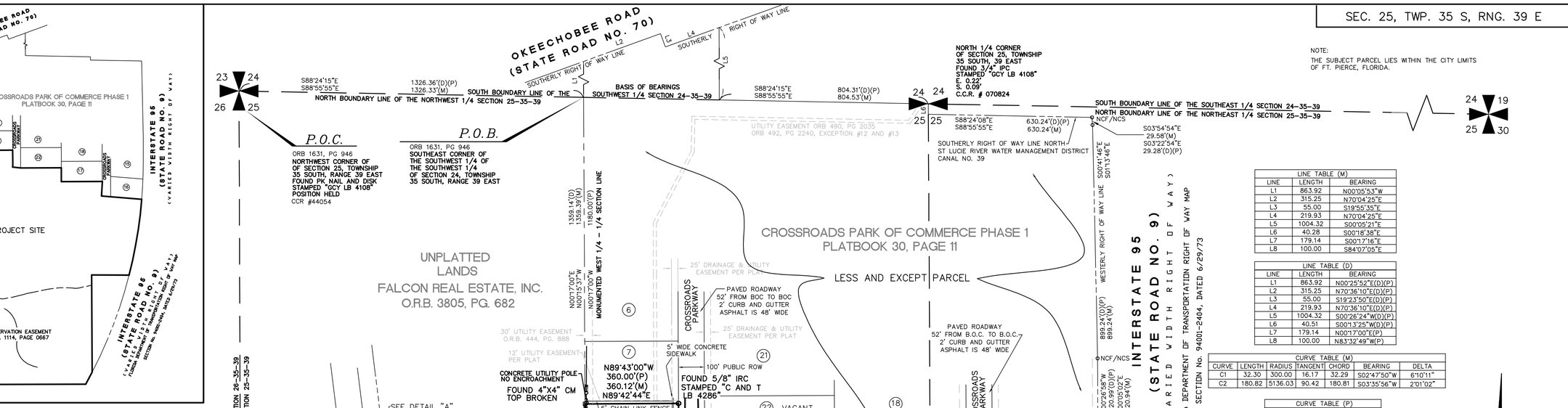
DETAIL "F"
NOT TO SCALE



DETAIL "G"
NOT TO SCALE



DETAIL "C"
NOT TO SCALE



REFERENCE DRAWINGS

1. ST. LUCIE AERIAL IMAGERY MAPS SOUTH 1/2 OF SECTIONS 25, 24 AND 23, TOWNSHIP 35 SOUTH, RANGE 39 EAST MAP NUMBERS 102 A, 101 D, AND 101 C, RESPECTIVELY, AND THE NORTH 1/2 OF SAID SECTION MAP NUMBER 102 A.
2. SKETCH AND DESCRIPTION OF PRESERVE AREA PORTION OF SW 1/4, SECTION 25-35-39 PREPARED BY DARBY AND WAY, INC. FILE NUMBER F054R, DATED JANUARY 20, 1992.
3. CROSSROADS PARK OF COMMERCE PHASE 1 PREPARED BY DARBY AND WAY, INC. SHEETS 1-3 AS RECORDED IN PLAT BOOK 30, PAGE 11 OF THE PUBLIC RECORDS OF ST. LUCIE COUNTY, FLORIDA.
4. STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION STATE ROAD NO. 9 (I-95) RIGHT OF WAY MAP ST. LUCIE COUNTY, SECTION 94001-2404, APPROVED 6-29-73.
5. FLORIDA STATE PARKWAY FLORIDA STATE TURNPIKE AUTHORITY, SECTION 6 RIGHT OF WAY MAP ST. LUCIE COUNTY, CONTRACT No 6.3, DATED 12/9/55.
6. ST. LUCIE COUNTY ASSESSMENT MAP OF THE SOUTH 1/2 OF SECTION 25, TOWNSHIP 35 SOUTH, RANGE 39 EAST, SHEET 23/25S.
7. ST. LUCIE COUNTY ASSESSMENT MAP OF THE NORTH 1/2 OF SECTION 25, TOWNSHIP 35 SOUTH, RANGE 39 EAST, SHEET 23/25N.

SURVEYOR'S NOTES

1. THE LEGAL DESCRIPTIONS USED IN THE PREPARATION OF THIS BOUNDARY SURVEY ARE THOSE DESCRIBED AS THE SCHEDULE "A" LANDS AS PROVIDED BY FIRST AMERICAN TITLE INSURANCE COMPANY COMMITMENT NUMBER 1062-4899651 COMMITMENT DATE JULY 24, 2020.
2. THE EXPECTED USE OF THE LAND, AS CLASSIFIED IN THE MINIMUM TECHNICAL STANDARDS (61G17-6 F.A.C.), IS "COMMERCIAL/HIGH RISK." THE MINIMUM RELATIVE DISTANCE ACCURACY FOR THIS TYPE OF BOUNDARY SURVEY IS 1 FOOT IN 10,000 FEET. THIS SURVEY EXCEEDS THE REQUIRED DISTANCE ACCURACY.
3. THIS BOUNDARY SURVEY HAS BEEN REFERENCED TO THE FLORIDA STATE PLANE COORDINATE SYSTEM-EAST ZONE, NAD 83 (1990). THE EXISTING CONTROL UTILIZED TO ESTABLISH SAID REFERENCE ARE AS FOLLOWS:
   1) STATION NAME "BOUFFORD"
   2) STATION NAME "DUCK"
   3) STATION NAME "I95 85 A31"
   4) STATION NAME "I95 85 A33"
   5) STATION NAME "I95 85 A34"

   THE BEARING BASE FOR THIS SURVEY IS STATE PLANE GRID NORTH, AS ESTABLISHED BY GPS OBSERVATIONS ON THE PRECEDING CONTROL STATIONS.
4. THE PROPERTY WHICH IS THE SUBJECT OF THIS SURVEY APPEARS TO BE SITUATE IN FLOOD ZONE X AND AE AT THIS TIME PURSUANT TO F.E.M.A. FIRM NO. 12111C016J DATED FEBRUARY 16, 2012 AND FIRM NO. 12111C0169J DATED FEBRUARY 16, 2012. FOR APPROXIMATE DELINEATION OF THE FLOOD ZONE LIMITS REFER TO AFOREMENTIONED FIRM PANELS.
5. THIS SURVEY WAS PERFORMED IN THE FIELD FROM MAY 21, 2002 THROUGH MAY 31, 2002. A FIELD UPDATE TO THE BOUNDARY SURVEY WAS PERFORMED ON FEBRUARY 22 AND 23, 2006. KIMLEY-HORN AND ASSOCIATES FILE NO. 047383001, FIELD BOOK 212, PAGE 1-24. AN ALTA SURVEY WAS PERFORMED ON SEPTEMBER 24, 2007 THROUGH OCTOBER 3, 2007, KIMLEY-HORN FILE NO. 047342000. AN ALTA SURVEY UPDATE WAS PERFORMED SEPTEMBER 4, 2018, KIMLEY-HORN FILE NO. 047463017 AND ON SEPTEMBER 25, 2019, KIMLEY-HORN FILE NO. 147757000.
6. NO TITLE OPINION IS HEREBY EXPRESSED OR IMPLIED.
7. THIS SURVEY HAS BEEN PREPARED FOR THE EXCLUSIVE BENEFIT AND USE OF THE PERSON OR PERSONS NAMED HEREON, AND IS NOT SUITABLE NOR INTENDED FOR ANY REUSE WITHOUT THE EXPRESS WRITTEN VERIFICATION OR ADAPTATION BY THIS SURVEYOR FOR THE SPECIFIC PURPOSE INTENDED. THIS SURVEY IS NOT VALID UNLESS SIGNED, DATED, AND STAMPED WITH THIS SURVEYOR'S EMBOSSED SEAL.
8. THIS SURVEY IS NOT INTENDED TO LOCATE ANY UNDERGROUND FOUNDATIONS, UNDERGROUND ENCROACHMENTS OR UNDERGROUND UTILITIES, EXCEPT AS OTHERWISE SHOWN HEREON.
9. SHOWN ANYWHERE ON THIS SURVEY, THE WORD "CERTIFY" IS UNDERSTOOD TO BE AN EXPRESSION OF A PROFESSIONAL OPINION BASED UPON THE SURVEYOR'S BEST KNOWLEDGE, INFORMATION AND BELIEF, AND THAT IT THUS CONSTITUTES NEITHER A GUARANTEE NOR A WARRANTY.
10. THE PREMISES SHOWN HEREON MAY BE SUBJECT TO ANY EXISTING EASEMENTS, RIGHTS-OF-WAY, RESTRICTIONS, AND SETBACK LINES WHETHER OR NOT THEY MAY BE SHOWN HEREON OR WHETHER OR NOT RECORDED IN THE PUBLIC RECORDS.

FIRST AMERICAN TITLE INSURANCE COMPANY
COMMITMENT NUMBER 1062-4899651
COMMITMENT DATE: JULY 24, 2020

SCHEDULE A LANDS

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

COMMENCE AT THE NORTHWEST CORNER OF SECTION 25, TOWNSHIP 35 SOUTH, RANGE 39 EAST; THENCE RUN SOUTH 88°24'15" EAST, ALONG THE NORTH LINE OF SAID SECTION 25, A DISTANCE OF 1326.36 FEET, TO THE SOUTHEAST CORNER OF THE SOUTHWEST 1/4 OF THE SOUTHWEST 1/4 OF SECTION 24, TOWNSHIP 35 SOUTH, RANGE 39 EAST AND THE POINT OF BEGINNING; THENCE RUN NORTH 00°25'52" EAST, ALONG THE WEST 1/4-1/4 SECTION LINE OF SAID SECTION 24, A DISTANCE OF 863.92 FEET, TO THE SOUTHERLY RIGHT-OF-WAY LINE OF OKEECHOBEE ROAD; THENCE RUN NORTH 70°36'10" EAST, ALONG SAID SOUTHERLY RIGHT-OF-WAY LINE, A DISTANCE OF 315.25 FEET; THENCE RUN SOUTH 19°23'50" EAST, ALONG SAID RIGHT-OF-WAY LINE, A DISTANCE OF 55.00 FEET; THENCE RUN NORTH 70°36'10" EAST, ALONG SAID RIGHT-OF-WAY LINE, A DISTANCE OF 219.93 FEET; THENCE RUN SOUTH 00°26'24" WEST, A DISTANCE OF 1004.32 FEET, TO THE NORTH LINE OF AFORESAID SECTION 25; THENCE RUN SOUTH 88°24'15" EAST, ALONG THE SAID NORTH LINE OF SECTION 25, A DISTANCE OF 804.31 FEET, TO THE NORTH 1/4 SECTION CORNER OF SAID SECTION 25; THENCE RUN SOUTH 00°13'25" WEST, ALONG THE NORTH-SOUTH 1/4 SECTION LINE OF SAID SECTION 25 AND THE RIGHT-OF-WAY LINE OF THE NORTH ST. LUCIE RIVER WATER MANAGEMENT DISTRICT CANAL NO. 39, A DISTANCE OF 40.51 FEET; THENCE RUN SOUTH 88°24'08" EAST, ALONG THE SOUTHERLY RIGHT-OF-WAY LINE OF SAID CANAL NO. 39 AND PARALLEL WITH THE NORTH LINE OF SAID SECTION 25, A DISTANCE OF 630.24 FEET, TO A POINT ON THE WESTERLY RIGHT-OF-WAY LINE OF INTERSTATE 95; THENCE MEANDERING ALONG SAID INTERSTATE 95 RIGHT-OF-WAY LINE, RUN SOUTH 03°22'54" EAST, A DISTANCE OF 29.28 FEET; THENCE RUN SOUTH 00°41'46" EAST, A DISTANCE OF 899.24 FEET; THENCE RUN SOUTH 00°26'58" WEST, A DISTANCE OF 320.99 FEET, TO A POINT OF CURVATURE OF A CURVE CONCAVE TO THE NORTHWEST; THENCE RUN SOUTHWESTERLY ALONG SAID CURVE, HAVING A RADIUS OF 5635.58 FEET, A CENTRAL ANGLE OF 14°22'16", AND AN ARC LENGTH OF 1413.53 FEET, TO THE INTERSECTION OF SAID RIGHT-OF-WAY LINE WITH THE EAST-WEST 1/4 SECTION LINE OF SAID SECTION 25; THENCE RUN NORTH 89°14'57" WEST, ALONG SAID 1/4 SECTION LINE, A DISTANCE OF 463.23 FEET, TO THE INTERIOR 1/4 SECTION CORNER OF SAID SECTION 25; THENCE RUN SOUTH 00°13'25" WEST, ALONG THE NORTH-SOUTH 1/4 SECTION LINE OF SAID SECTION 25, A DISTANCE OF 1202.20 FEET, TO THE WESTERLY RIGHT-OF-WAY LINE OF INTERSTATE 95 AND A POINT OF CURVATURE OF A CURVE CONCAVE TO THE NORTHWEST; THENCE RUN SOUTHWESTERLY ALONG THE SAID WESTERLY RIGHT-OF-WAY LINE AND ALONG SAID CURVE HAVING A RADIUS OF 5635.58 FEET, A CENTRAL ANGLE OF 01°43'31" AND AN ARC LENGTH OF 169.70 FEET, TO A POINT ON THE SOUTH 1/4-1/4 SECTION LINE OF SAID SECTION 25; THENCE RUN NORTH 89°37'30" WEST, ALONG SAID SOUTH 1/4-1/4 SECTION LINE, A DISTANCE OF 1556.08 FEET, TO THE EASTERLY RIGHT-OF-WAY LINE OF THE FLORIDA SUNSHINE STATE PARKWAY; THENCE RUN NORTH 23°27'14" WEST, ALONG SAID EASTERLY RIGHT-OF WAY LINE OF THE FLORIDA TURNPIKE, A DISTANCE OF 745.65 FEET; THENCE RUN SOUTH 89°26'14" EAST, A DISTANCE OF 80.91 FEET, TO A POINT ON THE EASTERLY LINE OF THE FLORIDA TURNPIKE ACCESS ROAD; THENCE RUN NORTH 06°33'35" WEST, ALONG THE SAID EASTERLY LINE OF ACCESS ROAD, A DISTANCE OF 2063.36 FEET, TO THE NORTH 1/4-1/4 SECTION LINE OF SAID SECTION 25; THENCE RUN SOUTH 88°49'38" EAST, ALONG SAID 1/4-1/4 SECTION LINE, A DISTANCE OF 772.11 FEET, TO THE SOUTHEAST CORNER OF THE NORTHWEST 1/4 OF THE NORTHWEST 1/4 OF SAID SECTION 25; THENCE RUN NORTH 00°17'00" EAST, ALONG THE WEST 1/4-1/4 SECTION LINE OF SAID SECTION 25, A DISTANCE OF 1359.14 FEET, TO THE POINT OF BEGINNING, ALL LYING AND BEING IN ST. LUCIE COUNTY, FLORIDA.

LESS AND EXCEPT:

CROSSROADS PARK OF COMMERCE PHASE 1 AS RECORDED IN PLATBOOK 30, PAGE 11, PUBLIC RECORDS OF ST. LUCIE COUNTY, FLORIDA.

LESS AND EXCEPT:

CROSSROADS PARK OF COMMERCE PHASE 1 AS RECORDED IN PLATBOOK 30, PAGE 11, PUBLIC RECORDS OF ST. LUCIE COUNTY, FLORIDA.

SCHEDULE B-2 EXCEPTIONS

1. – 10. **NO SURVEY COMMENT**

11. THE TERMS, PROVISIONS, AND CONDITIONS CONTAINED IN THAT CERTAIN ANNEXATION AGREEMENT, RECORDED IN OFFICIAL RECORDS BOOK 425, PAGE 2049. **(INCLUDES THE PROPERTY, BLANKET IN NATURE)**

12. EASEMENT, GRANTED FROM HERMAN GLAZER AND MOLLIE AKA MOLLY GLAZER TO FORT PIERCE UTILITIES AUTHORITY OF THE CITY OF FORT PIERCE, FLORIDA, A MUNICIPAL CORPORATION UNDER THE LAWS OF THE STATE OF FLORIDA, RECORDED IN OFFICIAL RECORDS BOOK 490, PAGE 2035. **(THE EASEMENT IS SHOWN HEREON)**

13. EASEMENT, GRANTED FROM AUDUBON ESTATES LIMITED PARTNERSHIP, A FLORIDA LIMITED PARTNERSHIP TO FORT PIERCE UTILITIES AUTHORITY OF THE CITY OF FORT PIERCE, FLORIDA, A MUNICIPAL CORPORATION UNDER THE LAWS OF THE STATE OF FLORIDA, RECORDED IN OFFICIAL RECORDS BOOK 492, PAGE 2240. **(THE EASEMENT IS SHOWN HEREON)**

14. NOTE: RESOLUTION 90-191 RECORDED IN OFFICIAL RECORDS BOOK 705, PAGE 219 BY ITS EXPRESSED PROVISIONS PROVIDES IN SECTION D THEREOF THAT "IF THE DEVELOPER HAS NOT OBTAINED A FINAL DEVELOPMENT PLAN APPROVAL BY AUGUST 7, 1991, FOR ANY PORTION OF THE AREA IDENTIFIED IN SECTION B, PURSUANT TO SECTION 11.02.06 ST. LUCIE COUNTY LAND DEVELOPMENT CODE, THE PRELIMINARY DEVELOPMENT PLAN APPROVAL GRANTED THROUGH THIS RESOLUTION SHALL BECOME NULL AND VOID. NO SUCH APPROVAL WAS OBTAINED BY SUCH DATE AS TO THAT PORTION OF THE PROPERTY THAT CONSTITUTES THE PROPERTY TO BE INSURED IN THIS POLICY. **(INCLUDES THE PROPERTY AND IS BLANKET IN NATURE)**

15. TERMS AND CONDITIONS OF THE ANNEXATION AGREEMENT CORPORATION BETWEEN REYNOLDS METALS DEVELOPMENT COMPANY AND FORT PIERCE UTILITIES AUTHORITY RECORDED IN OFFICIAL RECORDS BOOK 737, PAGE 562. **(INCLUDES THE PROPERTY AND IS BLANKET IN NATURE)**

16. NOTE: SINCE THE PROPERTY TO BE INSURED IN THE POLICY, HAS NEVER BEEN PLATTED, THE INSURED PROPERTY IS NOT A "SITE" AS DEFINED BY THE TERMS OF THE DECLARATION OF PROTECTIVE COVENANTS, RECORDED IN OFFICIAL RECORDS BOOK 804, PAGE 2435 AND ITS SUBSEQUENT AMENDMENTS, AT OFFICIAL RECORDS BOOK 744, PAGE 931, AND OFFICIAL RECORDS BOOK 1232, PAGE 846. **(INCLUDES PROPERTY AND IS BLANKET IN NATURE)**

17. DEED OF CONSERVATION EASEMENT, GRANTED FROM REYNOLDS METALS DEVELOPMENT COMPANY TO SOUTH FLORIDA WATER MANAGEMENT DISTRICT, RECORDED IN OFFICIAL RECORDS BOOK 1114, PAGE 667. **(THE EASEMENT IS SHOWN HEREON)**

18. EASEMENT, GRANTED FROM ST. ANDREWS EPISCOPAL CHURCH, INC., A FLORIDA NOT FOR PROFIT CORPORATION TO CROSSROADS PARK OF COMMERCE PROPERTY OWNERS' ASSOCIATION, INC., A FLORIDA NOT FOR PROFIT CORPORATION, RECORDED IN OFFICIAL RECORDS BOOK 2796, PAGE 1506. **(THE EASEMENT IS SHOWN HEREON)**

19. GRANT OF TEMPORARY DRAINAGE EASEMENT, GRANTED FROM ST. ANDREWS EPISCOPAL CHURCH, INC., A FLORIDA NOT FOR PROFIT CORPORATION TO CROSSROADS PARK OF COMMERCE PROPERTY OWNERS' ASSOCIATION, INC., A FLORIDA NOT FOR PROFIT CORPORATION, RECORDED IN OFFICIAL RECORDS BOOK 2796, PAGE 1511. **(THE EASEMENT IS SHOWN HEREON)**

20. EASEMENT, GRANTED FROM ST. ANDREWS EPISCOPAL CHURCH, INC., A FLORIDA NOT FOR PROFIT CORPORATION TO CROSSROADS PARK OF COMMERCE PROPERTY OWNERS' ASSOCIATION, INC., A FLORIDA NOT FOR PROFIT CORPORATION, RECORDED IN OFFICIAL RECORDS BOOK 2796, PAGE 1516. **(THE EASEMENT IS SHOWN HEREON)**

21. TERMS AND CONDITIONS OF THE MODIFIED AND RESTATED DEVELOPMENT AGREEMENT BETWEEN INDUSTRIAL DEVELOPMENTS INTERNATIONAL, INC. AND THE CITY OF FORT PIERCE, A POLITICAL SUBDIVISION OF THE STATE OF FLORIDA RECORDED IN OFFICIAL RECORDS BOOK 3207, PAGE 733. **(INCLUDES THE PROPERTY AND IS BLANKET IN NATURE)**

22. THE TERMS, PROVISIONS, AND CONDITIONS CONTAINED IN THAT CERTAIN NOTICE OF ENVIRONMENTAL RESOURCE OR SURFACE WATER MANAGEMENT PERMIT BY SOUTH FLORIDA WATER MANAGEMENT DISTRICT, RECORDED IN OFFICIAL RECORDS BOOK 3277, PAGE 2590. **(INCLUDES THE PROPERTY AND IS BLANKET IN NATURE)**

23. RIPARIAN RIGHTS ARE NOT GUARANTEED OR INSURED. TITLE TO NO PORTION OF THE HEREIN DESCRIBED LAND LYING BELOW ORDINARY HIGH WATER MARK IS HEREBY INSURED.

LEGEND OF SYMBOLS

- = FIRE HYDRANT
- = CONCRETE MONUMENT as NOTED
- = IRON PIPE or IRON ROD as NOTED
- = PK NAIL & DISK
- = VALVE (AS NOTED)
- = SANITARY SEWER MANHOLE
- = UTILITY POLES
- = CATCH BASIN
- = SIGN
- = PROPERTY LINE
- = RIGHT-OF-WAY LINE
- = EASEMENT LINE
- = STORMWATER PIPE as NOTED
- = BARBED WIRE FENCE
- = WOOD FENCE

ABBREVIATIONS

BOC	BACK OF CURB	NCF/NCS	NO CORNER FOUND/NO CORNER SET
CCR	CERTIFIED CORNER RECORD	No	NUMBER
CH	CHORD	NTS	NOT TO SCALE
CH BRG	CHORD BEARING	ORB	OFFICIAL RECORD BOOK
CM	CONCRETE MONUMENT	(P)	PLATTED COURSE
CMP	CORRUGATED METAL PIPE	PB	PLAT BOOK
(D)	DEED AND RECORD COURSE	PG	PAGE
Δ	DELTA ANGLE	PK	PARKER KALON
DWG	DRAWING	PSM	PROFESSIONAL SURVEYOR AND MAPPER
E	EAST	POB	POINT OF BEGINNING
ELEV	ELEVATION	POC	POINT OF COMMENCEMENT
INC	INCORPORATED	R	RADIUS
IP	IRON PIPE	RLS	REGISTERED LAND SURVEYOR
IR	IRON ROD	ROW	RIGHT OF WAY
IRC	IRON ROD with CAP	RNG	RANGE
KHA	KIMLEY-HORN & ASSOCIATES, INC.	S	SOUTH
L	LENGTH	SEC	SECTION
LB	LICENSED BUSINESS	T	TANGENT
(M)	MEASURED COURSE	TWP	TOWNSHIP
N	NORTH	TYP	TYPICAL
N/A	NOT APPLICABLE	W	WEST

No.	REVISIONS	DATE	BY
4	UPDATE ALTA SURVEY PER COMMITMENT DATED JULY 24, 2020	9/10/20	DFD
3	UPDATE ALTA SURVEY PER COMMITMENT DATED JULY 29, 2019	9/25/19	DFD
2	UPDATE SURVEY TO 2016 ALTA	9/12/18	DFD
1	PER ATTORNEY COMMENTS & AMENDED TITLE (8-5-07)	12/13/07	PCS

Kimley»Horn
© 2018 KIMLEY-HORN AND ASSOCIATES, INC.
445 24TH STREET, SUITE 200, VERO BEACH, FL 32960
PHONE: 772-794-4100 FAX: 772-794-4130
WWW.KIMLEY-HORN.COM LB 696

SCALE N/A
DESIGNED BY PCS
DRAWN BY PCS
CHECKED BY ECD

SL CROSSROADS
BUSINESS CENTER LLC
CROSSROADS PARK OF COMMERCE

LEGAL DESCRIPTION, SURVEYOR'S NOTES, LEGEND & ABBREVIATIONS
FLORIDA
ST. LUCIE COUNTY

DATE
10/01/07

PROJECT NO.
047383000
041342000
147757000

SHEET NUMBER
2

Drawing name: K:\VRB_Survey\047383000-St. Andrews (DD)\Survey\02 - FLF HOLDINGS LLC - LEGAL - UPDATE.dwg Layout1 Sep 10, 2020 4:56pm by: Domenic.Durr
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 Kimley-Horn and Associates, Inc. shall be without liability to Kimley-Horn and Associates, Inc.

Drawing name: K:\VRB_Survey\047383000-St. Andrews (ID)\Survey\03 - FLF HOLDINGS LLC - ESMT - UPDATE.dwg Layout1 Sep 10, 2020 4:58pm by: Domenic.Durr
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SEC. 25, TWP. 35 S, RNG. 39 E

NOTE:
THE SUBJECT PARCEL LIES WITHIN THE CITY LIMITS OF FT. PIERCE, FLORIDA.

OKEECHOBEE ROAD (STATE ROAD NO. 70)
SOUTHERLY RIGHT OF WAY LINE
L2 S.E. 14 SOUTHERLY RIGHT OF WAY LINE
L5

S88°24'15"E 1326.36'(D)(P) 1326.33'(M) — NORTH BOUNDARY LINE OF THE NORTHWEST 1/4 SECTION 25-35-39 — SOUTH BOUNDARY LINE OF THE

P.O.C.
ORB 1631, PG 946
NORTHWEST CORNER OF SECTION 25, TOWNSHIP 35 SOUTH, RANGE 39 EAST
FOUND PK NAIL AND DISK STAMPED "GCY LB 4108"
POSITION HELD
CCR #44054

P.O.B.
ORB 1631, PG 946
SOUTHEAST CORNER OF THE SOUTHWEST 1/4 OF THE SOUTHWEST 1/4 OF SECTION 24, TOWNSHIP 35 SOUTH, RANGE 39 EAST

BASIS OF BEARINGS
SOUTHWEST 1/4 SECTION 24-35-39
S88°24'15"E S88°55'55"E 804.31'(D)(P) 804.53'(M)

NORTH 1/4 CORNER OF SECTION 25, TOWNSHIP 35 SOUTH, 39 EAST
FOUND 3/4" IPC STAMPED "GCY LB 4108"
E. 0.22'
S. 0.09'
C.C.R. # 070824

SOUTH BOUNDARY LINE OF THE SOUTHEAST 1/4 SECTION 24-35-39
NORTH BOUNDARY LINE OF THE NORTHEAST 1/4 SECTION 25-35-39
NCF/NCS

S88°24'08"E S88°55'55"E 630.24'(D)(P) 630.24'(M)
S03°54'54"E 29.58'(M) S03°22'54"E 29.28'(D)(P)
SOUTHERLY RIGHT OF WAY LINE NORTH ST LUCIE RIVER WATER MANAGEMENT DISTRICT CANAL NO. 39

UTILITY EASEMENT ORB 490, PG 2035
ORB 492, PG 2240, EXCEPTION #12 AND #13

CROSSROADS PARK OF COMMERCE PHASE 1
PLATBOOK 30, PAGE 11

LESS AND EXCEPT PARCEL

UNPLATTED LANDS
FALCON REAL ESTATE, INC.
O.R.B. 3805, PG. 682

25' DRAINAGE & UTILITY EASEMENT PER PLAT
PAVED ROADWAY 52' FROM BOC TO BOC 2' CURB AND GUTTER ASPHALT IS 48' WIDE
CROSSROADS PARKWAY
30' UTILITY EASEMENT O.R.B. 444, PG. 888
12' UTILITY EASEMENT PER PLAT
CONCRETE UTILITY POLE NO ENCROACHMENT
FOUND 4"X4" CM TOP BROKEN
5' WIDE CONCRETE SIDEWALK
50' PUBLIC ROW
N00°17'00"E 1359.14'(D) 1359.39'(M)
N00°15'37"W 1180.00'(P) MONUMENTED WEST 1/4 - 1/4 SECTION LINE
N89°43'00"W 360.00'(P) 360.12'(M)
N89°42'44"E
FOUND 5/8" IRC STAMPED "C AND T LB 4286"
N00°15'37"W 178.89'(M)
PASTURE
772.11'(D) 772.21'(M)
6' CHAIN LINK FENCE 10' N. OF PL
SANITARY SEWER MANHOLE, (TYP.)
15" CMP
EDGE OF PAVEMENT
N89°43'00"W 502.32'(P) 502.31'(M)
N89°45'33"E
SET 5/8" IRC STAMPED "LB 696 KIMLEY-HORN"
FIRE HYDRANT/ VALVES S. 6.9'
ONLINE S88°49'38"E S89°21'36"E
FOUND 4"X4" CM
MONUMENTED NORTH 1/4 - 1/4 SECTION LINE
WOOD FENCE/ CORRAL
FOUND 4"X4" CM SOUTHEAST CORNER OF THE NW 1/4 OF THE NW 1/4 SECTION 25
WASTEWATER PUMP AREA
FENCE GATE
WOODEN LIGHT POLE (TYP.) 30'X30' 8' HIGH CHAIN LINK FENCE
15' WIDE DIRT TRAIL CONTINUES THROUGHOUT PROPERTY
SET 5/8" IRC STAMPED "LB 696 KIMLEY-HORN"
6' HIGH CHAIN LINK FENCE ±5' OFF PAVEMENT
UTILITY EASEMENT ORB 490, PG 2035 ORB 492, PG 2240, EXCEPTION #12 AND #13
N00°17'00"E 170.00'(P) S00°10'06"E 169.86'(M)
FOUND 4"X4" CMD STAMPED "2787"
EDGE OF PAVEMENT
FENCE
CONCRETE PAD & TRANSFORMER
FOUND 5/8" IRC STAMPED "C AND T LB 4286"
PARKING 10'± N. OF R WAREHOUSES
N89°43'00"W 506.20'(P) N89°49'54"E 506.62'(M)
15.22'
FOUND 5/8" IR
VACANT
5' WIDE CONCRETE SIDEWALK
N84°51'20"W 500.00'(P) 499.55'(M) S85°22'44"E
20' UTILITY & DRAINAGE EASEMENT PER PLAT
6' UTILITY EASEMENT PER PLAT
FENCE E. 1.0'
FOUND 4"X4" CMD STAMPED "PRM 2787"
P: 0.17'
S: 0.01'
FOUND 1/2" IRC STAMPED "LB 6790"
P: 0.30'
N. 0.46'
UNDERGROUND ELECTRIC BOX

25' DRAINAGE & UTILITY EASEMENT PER PLAT
PAVED ROADWAY 52' FROM B.O.C. TO B.O.C. 2' CURB AND GUTTER ASPHALT IS 48' WIDE
CROSSROADS PARKWAY
25' DRAINAGE & UTILITY EASEMENT PER PLAT
50' PUBLIC ROW
5' WIDE CONCRETE SIDEWALK
VACANT
NCF/NCS
899.24'(D)(P) 899.24'(M)
S00°41'46"E S01°13'46"E
S00°05'52"W 320.99'(D)(P) 320.94'(M) S00°05'02"E

INTERSTATE 95 (STATE ROAD NO. 9)
(VARIED WIDTH RIGHT OF WAY)
FLORIDA DEPARTMENT OF TRANSPORTATION RIGHT OF WAY MAP
SECTION No. 94001-2404, DATED 6/29/73
WESTERLY RIGHT OF WAY LINE

(M) Δ=4°41'33" R=5635.58' T=230.91' L=461.55' CH=461.43' CB=S02°15'44"W
(D) Δ=4°42'19" R=5635.58' T=710.54' L=1413.61' CH=1409.91' CB=S07°06'07"W
OVERALL
(M) Δ=14°22'16" R=5635.58' L=1413.53'
(D) OVERALL

EAST LINE OF THE NORTHEAST 1/4 OF SECTION 26-35-39
WEST LINE OF THE NORTHWEST 1/4 OF SECTION 25-35-39

RELOCATED CANAL No. 40
UNIMPROVED COUNTY ROAD
FENCE W. 6.8'
2063.33'(M) 2063.36'(D)
FLORIDA TURNPIKE (SUNSHINE STATE PARKWAY)
(VARIED WIDTH RIGHT OF WAY)

MANY TRAILS MEANDER THROUGH THIS SITE THAT HAVE NOT BEEN LOCATED.

VACANT LAND
"NO BUILDINGS"

TEMPORARY DRAINAGE EASEMENT ORB 2796, PG 1511, EXCEPTION #19
70'
DITCH AND ACCESS ROAD
DRAINAGE MANHOLE
PERMANENT DRAINAGE EASEMENT ORB 2796, PG 1516, EXCEPTION #20
10' WIDE DIRT TRAIL
FENCE W. 1.6'
N07°01'59"W 1068.53'(M) 1068.54'(D)
FENCE W. 0.6'
SOUTH BOUNDARY LINE OF THE NORTHWEST 1/4 SECTION 25-35-39
NORTH BOUNDARY LINE OF THE SOUTHWEST 1/4 SECTION 25-35-39
S89°44'56"E
CENTER OF SECTION 25 FOUND 4"X4" CM POSITION HELD
463.23'(D) N89°14'57"W 463.19'(M) N89°47'03"W
FENCE 5' WIDE AND BARB
FENCE 1.4' W.
EAST/WEST 1/4 SECTION LINE
FOUND 4"X4" CM E. 0.17' S. 0.04'
WEST 1/4 CORNER FOUND 3/4" IPC STAMPED "GCY LB 4108" CCR # 070827

(M) Δ=14°15'32" R=540.00' L=134.38'
(M) Δ=6°47'24" R=510.00' L=60.44'
(D) Δ=6°57'03" R=480.00' L=58.27'
(M) Δ=18°26'47" R=100.00' L=32.20'
(D) Δ=5°19'09" R=70.00' L=6.50'
CATCH BASIN
N79°23'13"E 214.64'(D) 214.64'(M)
(M) Δ=18°59'58" R=750.00' L=248.70'
S80°51'58"E 168.00'(M) S80°20'17"E 168.00'(D)
(D) Δ=8°59'18" R=480.00' L=75.30'
S82°54'11"E 70.14'(M) S82°22'26"E 70.14'(D)
N78°39'02"E 124.73'(M) N79°10'47"E 124.73'(D)
(M) Δ=15°59'38" R=1020.00' L=284.73'
(D) Δ=5°06'39" R=1200.00' L=107.04'
S85°08'54"E 45.17'(M) S84°37'08"E 45.17'(D)
(M) Δ=16°51'28" R=150.00' L=44.13'
CATCH BASIN
N77°59'38"E 167.10'(M) N78°31'24"E 166.61'(D)
FECI PROPERTY LLC O.R.B. 4012, PG. 2488
S00°13'25"W S00°19'02"E
1202.26'(D) 1201.77'(M)
UNPLATTED LANDS
INTERSTATE 95 (STATE ROAD NO. 9)
(VARIED WIDTH RIGHT OF WAY)
FLORIDA DEPARTMENT OF TRANSPORTATION RIGHT OF WAY MAP
SECTION No. 94001-2404, DATED 6/29/73
WESTERLY RIGHT OF WAY LINE

(M) Δ=9°40'46" R=5635.58' T=477.16' L=952.06' CH=950.93' CB=S09°26'54"W

EAST LINE OF THE NORTHWEST 1/4 OF SECTION 25-35-39

FENCE 5' WIDE AND BARB
FENCE 1.4' W.
FOUND 4"X4" CM E. 0.17' S. 0.04'

FOUND 1/2" IRC STAMPED "WLS LB 4223"
FOUND 6"X6" CONCRETE MONUMENT STAMPED "SUNSHINE STATE PARKWAY R/W MARKER FLORIDA TURNPIKE PROJECT #1" W. 0.90' N. 3.97'
N89°58'57"E 81.14'(M) LINE PER FLORIDA STATE TURNPIKE SUNSHINE STATE PARKWAY RIGHT OF WAY MAP
FENCE E. 0.3'
S89°52'50"E 80.81'(M) S89°26'14"E 80.91'(D) LINE PER DEED CALL
EASTERLY ROW LINE
FLORIDA TURNPIKE (SUNSHINE STATE PARKWAY)
(VARIED WIDTH RIGHT OF WAY)
4" WIRE FENCE ON LINE
N23°27'14"W 745.23'(M) 745.65'(D)

CONSERVATION EASEMENT
O.R.B. 1114, PAGE 0667
EXCEPTION #17
AND
FLOWAGE EASEMENT O.R.B. 2796, PAGE 1506
EXCEPTION #18
2,080,284± SQUARE FEET
47.75± ACRES

NOTE:
PORTIONS OF THIS PROPERTY ARE BEING USED FOR PUBLIC RECREATION (BICYCLE TRAILS)

TEN MILE CREEK AND NORTH ST LUCIE RIVER WATER MANAGEMENT DISTRICT CANAL No. 97 LIE WITHIN THE CONSERVATION EASEMENT AREA AND WERE NOT LOCATED AS PART OF THIS SURVEY.

THERE MAY BE RIGHTS OF OTHERS ASSOCIATED WITH TEN MILE CREEK AND CANAL NO. 97 THAT HAVE NOT BEEN ADDRESSED AS PART OF THIS SURVEY.

THIS SURVEY DOES NOT LOCATE, IDENTIFY OR MAP ANY NATURAL OR MAN-MADE FEATURES WITHIN THE CONSERVATION EASEMENT.

FOUND 1/2" IRC PARTIAL CAP STAMPED "W LB 3" W. 0.32'
FENCE E. 0.4'
FOUND 1/2" IRC STAMPED "WLS B 422" P: 0.10' S. 0.06'
4" WIRE FENCE ON LINE
FOUND 1/2" IR S. 0.23'
1555.24'(M) 1556.08'(D)
SOUTH 1/4 - 1/4 SECTION LINE
S89°50'10"W N89°37'30"W
(M) Δ=1°43'39" R=5635.58' T=84.96' L=169.91' CH=169.91' CB=S28°14'00"W
(D) Δ=1°43'31" R=5635.58' L=169.70'

JOHN R KING JR ROBERT W SUMMERHAYS JR O.R.B. 1337, PG. 2012

LINE TABLE (M)

LINE	LENGTH	BEARING
L1	863.92	N00°05'53"W
L2	315.25	N70°04'25"E
L3	55.00	S19°55'35"E
L4	219.93	N70°04'25"E
L5	1004.32	S00°05'21"E
L6	40.28	S00°18'38"E
L7	179.14	S00°17'16"E
L8	100.00	S84°07'05"E

LINE TABLE (D)

LINE	LENGTH	BEARING
L1	863.92	N00°25'52"E(D)(P)
L2	315.25	N70°36'10"E(D)(P)
L3	55.00	S19°23'50"E(D)(P)
L4	219.93	N70°36'10"E(D)(P)
L5	1004.32	S00°26'24"W(D)(P)
L6	40.51	S00°13'25"W(D)(P)
L7	179.14	N00°17'00"E(P)
L8	100.00	N83°32'49"W(P)

CURVE TABLE (M)

CURVE	LENGTH	RADIUS	TANGENT	CHORD	BEARING	DELTA
C1	32.30	300.00	16.17	32.29	S02°47'50"W	6°10'11"
C2	180.82	5136.03	90.42	180.81	S03°35'56"W	2°01'02"

CURVE TABLE (P)

CURVE	LENGTH	RADIUS	DELTA
C1	32.30	300.00	6°10'11"
C2	181.80	5135.58	2°01'42"

NORTH

GRAPHIC SCALE
200 0 100 200
(IN FEET)
1 inch = 200 ft.

No.	REVISIONS	DATE	BY
1	UPDATE ALTA SURVEY PER COMMITMENT DATED JULY 24, 2020	9/10/20	DFD
2	UPDATE ALTA SURVEY PER COMMITMENT DATED JULY 29, 2019	9/25/19	DFD
3	UPDATE SURVEY TO 2016 ALTA	9/12/18	DFD
4	PER ATTORNEY COMMENTS & AMENDED TITLE (8-5-07)	12/13/07	PCS

Kimley»Horn
© 2018 KIMLEY-HORN AND ASSOCIATES, INC.
445 24TH STREET, SUITE 200, VERO BEACH, FL 32960
PHONE: 772-794-4100 FAX: 772-794-4130
WWW.KIMLEY-HORN.COM LB 696

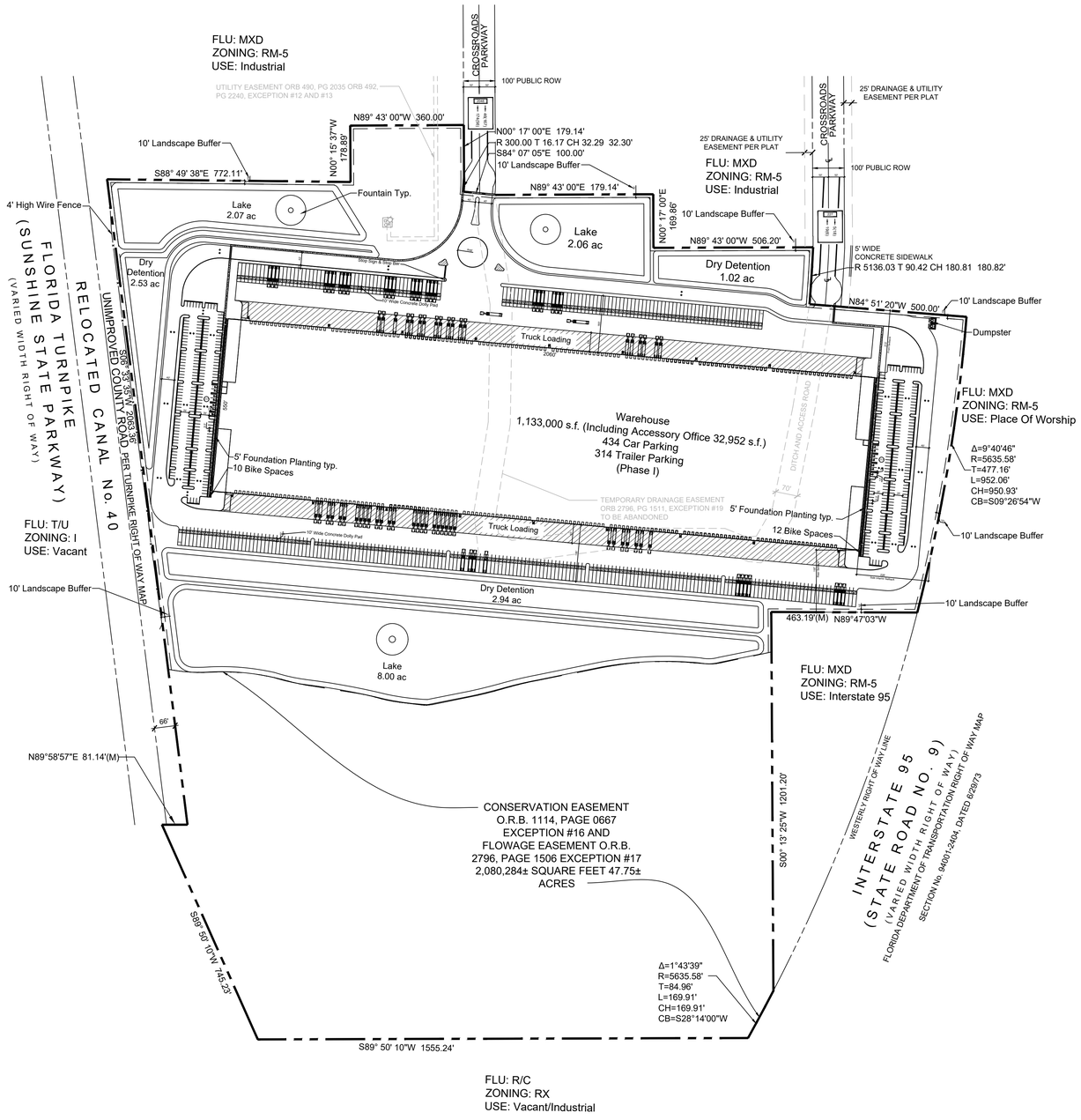
SCALE 1"=200'
DESIGNED BY PCS
DRAWN BY PCS
CHECKED BY ECD

SL CROSSROADS
BUSINESS CENTER LLC
CROSSROADS PARK OF COMMERCE

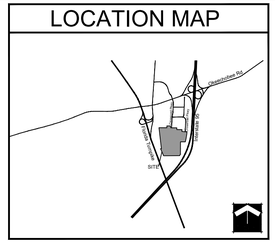
EASEMENT DETAILS

FLORIDA
ST. LUCIE COUNTY

DATE 10/1/07
PROJECT NO. 047383000 041342000 147757000
SHEET NUMBER 3



LOCATION MAP



SITE TABULAR DATA	
Application Name	Crossroads Industrial
Petition Number	TBD
Parcel Control Number	23 25 12 20 0020 003
Flood Control Panel	169
Existing Future Land Use Designation	CG
Existing Zoning District	CP1
Total Gross Floor Area	1,133,000 s.f.
Existing Use	Vacant
Proposed Use	Warehouse
Total Gross Site Area	129.52 AC. (5,641,891.20 s.f.)
Total Gross Floor Area	1,133,000 s.f.
Total Proposed Building Coverage (Max 60%)	20% (1,133,000 s.f.)
Total Proposed Floor Area Ratio	0.2 (1,133,000 s.f.)
Total Proposed Open Space (Min 20%)	80% (4,508,891 s.f.)
Building Height (Max 65')	40'
Number of Stories	1-Story
Proposed Detention Tract	856,291 s.f. (15%)
Parking Required	1,888 SPACES
Warehouse - 1 space/600 s.f. @1,133,000 s.f. = 1,888	
Proposed Parking	448 SPACES*
Handicap Spaces Required	9
Handicap Spaces Proposed	14
Loading Required (15' x 55' Min.)	38
Loading Provided	282
Total Proposed Landscape Buffers	(65,726.17 sf) 1.50 ac.
Conservation Area	(2,080,284 sf) 47.75 ac.

* Parking Reduction Based On Similar Uses As Well As Parking Reduction Analysis

PROPERTY DEVELOPMENT REQUIREMENTS

	ZONING DISTRICT	MINIMUM LOT DIMENSIONS				DENSITY/ GFA (CLR)	MAX BLDG COVER	SETBACKS/SEPARATIONS			
		SIZE	WIDTH	FRONTAGE	DEPTH			FRONT	SIDE INTERIOR	SIDE STREET	REAR
CODE	IND	20,000 sf	100'	100'	100'	n/a	60%	25'	10'	20'	20'
PROP	IND	129.52 AC.	2,417.45'	2,417.45'	2997.48'	n/a	20%	215'	228'	N/A	197'

DEVELOPMENT TEAM	
DEVELOPER:	FLF CROSSROADS INDUSTRIAL I LLC
	601 HERITAGE DRIVE, SUITE 227
	JUPITER, FL 33458
CIVIL/TRAFFIC ENGINEER:	SIMMONS & WHITE
	2581 METROCENTRE BLVD, SUITE 3
	WEST PALM BEACH, FL 33407
	561-478-7848
PLANNER:	SCHMIDT NICHOLS
	1551 N FLAGLER DRIVE, SUITE 102
	WEST PALM BEACH, FL 33401
	(561) 684-6141
SURVEYOR:	KIMLEY-HORN AND ASSOCIATES, INC.
	445 24TH STREET, SUITE 200
	VERO BEACH, FL 32960
	772-794-4100

NOTES
BASE INFORMATION FOR THIS PROJECT WAS OBTAINED FROM A SURVEY PREPARED BY CAUFIELD & WHEELER, INC. DATED 09/11/18
DECORATIVE STREET LIGHTS WILL BE PROVIDED AT THE DEVELOPMENT ENTRANCE
D/R DUMPSTER WITH ENCLOSURES
CENTERLINE IS BASED ON NORTH SOUTH 1/4 SECTION LINE OF SECTION 3-44-42

LEGAL DESCRIPTION

ALL THAT CERTAIN PIECE, PARCEL OR TRACT OF LAND SITUATE, LYING IN AND BEING A PORTION OF SECTION 25, TOWNSHIP 35 SOUTH, RANGE 39 EAST OF THE TALLAHASSEE BASE MERIDIAN, ST. LUCIE COUNTY, FLORIDA. SAID LANDS BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS, TO WIT:

;BEGINNING AT THE SOUTHEAST CORNER OF LOT 16, CROSSROADS PARK OF COMMERCE PHASE 1, ACCORDING TO THE PLAT THEREOF, AS RECORDED IN PLAT BOOK 30, PAGE 11, PUBLIC RECORDS OF ST. LUCIE COUNTY, FLORIDA, SAID POINT LYING ON THE WESTERLY RIGHT OF WAY LINE OF INTERSTATE 95 (STATE ROAD 9);

SAID POINT BEING THE BEGINNING OF A CURVE CONCAVE WESTERLY, HAVING A RADIUS OF 5,635.58 FEET, A CENTRAL ANGLE OF 09°40'46", A CHORD LENGTH OF 950.93 FEET BEARING SOUTH 09°25'54" WEST;

THENCE, SOUTHERLY ALONG THE ARC OF SAID CURVE AND SAID WESTERLY RIGHT OF WAY LINE, A DISTANCE OF 952.06 FEET TO A POINT;

THENCE, LEAVING SAID WESTERLY RIGHT OF WAY LINE, BEARING NORTH 89°47'03" WEST, A DISTANCE OF 463.19 FEET TO A POINT;

THENCE, BEARING SOUTH 00°19'02" EAST, A DISTANCE OF 1,201.77 FEET TO A POINT ON THE AFOREMENTIONED WESTERLY RIGHT OF WAY LINE OF INTERSTATE 95 (STATE ROAD 9);

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THENCE, BEARING SOUTH 85°22'44" EAST, A DISTANCE OF 499.55 FEET TO THE POINT OF BEGINNING.

THE ABOVE DESCRIBED PREMISES CONTAIN AN AREA OF 5,767,803 SQUARE FEET OR 132.41 ACRES, MORE OR LESS. SUBJECT TO ALL EASEMENTS, CONDITIONS AND RESTRICTIONS AS CONTAINED WITHIN THE CHAIN OF TITLE.

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West Palm Beach, FL 33401
Phone: 561.684.6141
Email: info@snlandplan.com
Website: www.snlandplan.com
License No: LC26000232

Crossroads Industrial

Fort Pierce, Florida

Date:	10/30/20
Scale:	1" = 200'-0"
Design By:	JN
Drawn By:	AH
Checked By:	JN
File No.	743.01
Job No.	20-66

REVISIONS / SUBMISSIONS
10/30/20 Submittal
12/23/20 Resubmittal

Overall Phase I Site Plan

SP-1 of 7

FLU: MXD
ZONING: RM-5
USE: Industrial

UTILITY EASEMENT ORB 490, PG 2035 ORB 492, PG 2240, EXCEPTION #12 AND #13

Match Line

N89° 43' 00"W 360.00'

N00° 15' 37"W 178.89'

10' Landscape Buffer

S88° 49' 38"E 772.11'

Fountain Typ.

4' High Wire Fence

Lake
2.07 ac

Dry
Detention
2.53 ac

Stop Sign & Stop Bar

10' Wide Concrete Dolly Pad

FLORIDA TURNPIKE
(SUNSHINE STATE PARKWAY)
(VARIED WIDTH)

RELOCATED

UNIMPROVED

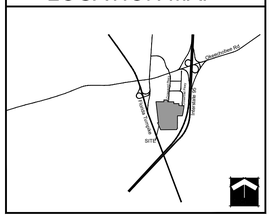
S06° 3

Match Line

0 30' 60' 120' 180'
Scale 1"= 60'-0"

North

LOCATION MAP



SITE TABULAR DATA

Application Name	Crossroads Industrial
Petition Number	TBD
Parcel Control Number	23 25 12 20 0020 003
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Existing Future Land Use Designation	CG
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Warehouse - 1 space/600 s.f. @1,133,000 s.f. = 1,888	
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Handicap Spaces Proposed	14
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	JUPITER, FL 33458
CIVIL/TRAFFIC ENGINEER:	SIMMONS & WHITE
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NOTES

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Crossroads Industrial

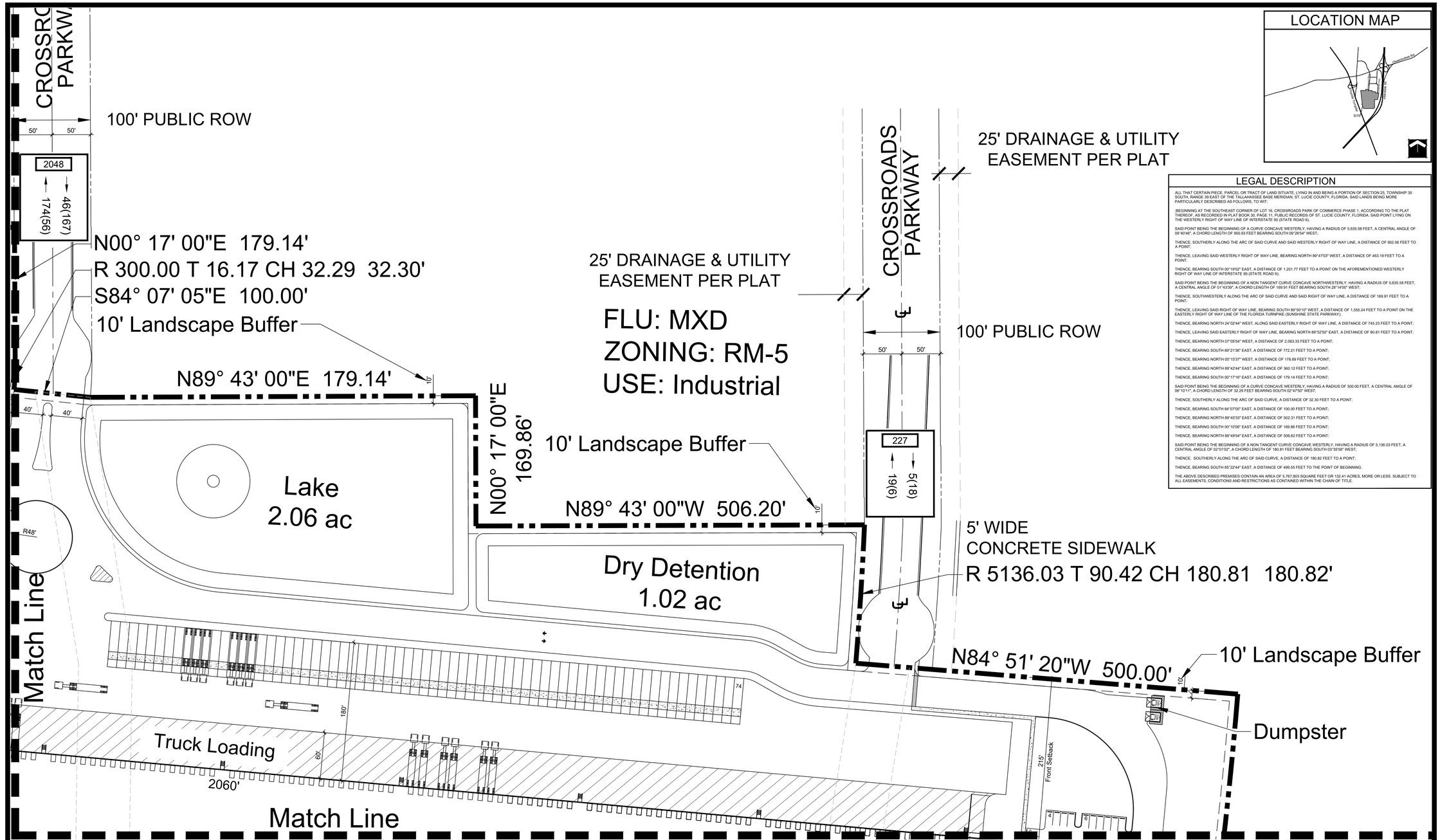
Fort Pierce, Florida

Date:	10/30/20
Scale:	1" = 60'-0"
Design By:	JN
Drawn By:	AH
Checked By:	JN
File No.	743.01
Job No.	20-66

REVISIONS / SUBMISSIONS
10/30/20 Submittal
12/23/20 Resubmittal

Phase I Site Plan

SP-2 of 7



LOCATION MAP

LEGAL DESCRIPTION

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Scale 1"= 60'-0"

0 30' 60' 120' 180'

North

NOTES

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DECORATIVE STREET LIGHTS WILL BE PROVIDED AT THE DEVELOPMENT ENTRANCE

D/R DUMPSTER WITH ENCLOSURES

CENTERLINE IS BASED ON NORTH SOUTH 1/4 SECTION LINE OF SECTION 3-44-42

DEVELOPMENT TEAM

DEVELOPER:	FLF CROSSROADS INDUSTRIAL I LLC
	601 HERITAGE DRIVE, SUITE 227
	JUPITER, FL 33458
CIVIL/TRAFFIC ENGINEER:	SIMMONS & WHITE
	2581 METROCENTRE BLVD, SUITE 3
	WEST PALM BEACH, FL 33407
	561-478-7848
PLANNER:	SCHMIDT NICHOLS
	1551 N FLAGLER DRIVE, SUITE 102
	WEST PALM BEACH, FL 33401
	(561) 684-6141
SURVEYOR:	KIMLEY-HORN AND ASSOCIATES, INC.
	445 24TH STREET, SUITE 200
	VERO BEACH, FL 32960
	772-794-4100

PROPERTY DEVELOPMENT REQUIREMENTS

	ZONING DISTRICT	MINIMUM LOT DIMENSIONS				DENSITY/ GFA (CLR)	MAX BLDG COVER	SETBACKS/SEPARATIONS			
		SIZE	WIDTH	FRONTAGE	DEPTH			FRONT	SIDE INTERIOR	SIDE STREET	REAR
CODE	IND	20,000 sf / 120.82 AC.	100'	100'	100'	n/a	60%	25'	10'	25'	25'
PROP	IND	5,417.48'	5,417.48'	2907.48'	n/a	20%	215'	639'	N/A	197'	

* Parking Reduction Based On Similar Uses As Well As Parking Reduction Analysis

SITE TABULAR DATA

Application Name	Crossroads Industrial
Petition Number	TBD
Parcel Control Number	23 25 12 20 0020 003
Flood Control Panel	169
Existing Future Land Use Designation	CG
Existing Zoning District	CP1
Total Gross Floor Area	1,133,000 s.f.
Existing Use	Vacant
Proposed Use	Warehouse
Total Gross Site Area	129.52 AC. (5,641,891.20 s.f.)
Total Gross Floor Area	1,133,000 s.f.
Total Proposed Building Coverage (Max 60%)	20% (1,133,000 s.f.)
Total Proposed Floor Area Ratio	0.2 (1,133,000 s.f.)
Total Proposed Open Space (Min 20%)	80% (4,508,891 s.f.)
Building Height (Max 65')	40'
Number of Stories	1-Story
Proposed Detention Tract	856,291 s.f. (15%)
Parking Required	1,888 SPACES
Warehouse - 1 space/600 s.f. @1,133,000 s.f. = 1,888	
Proposed Parking	448 SPACES*
Handicap Spaces Required	9
Handicap Spaces Proposed	14
Loading Required (15' x 55' Min.)	38
Loading Provided	282
Total Proposed Landscape Buffers	(65,726.17 sf) 1.50 Ac.
Conservation Area	(2,080,284 sf) 47.75 ac.

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Crossroads Industrial

Fort Pierce, Florida

Date:	10/30/20
Scale:	1" = 60'-0"
Design By:	JN
Drawn By:	AH
Checked By:	JN
File No.	743.01
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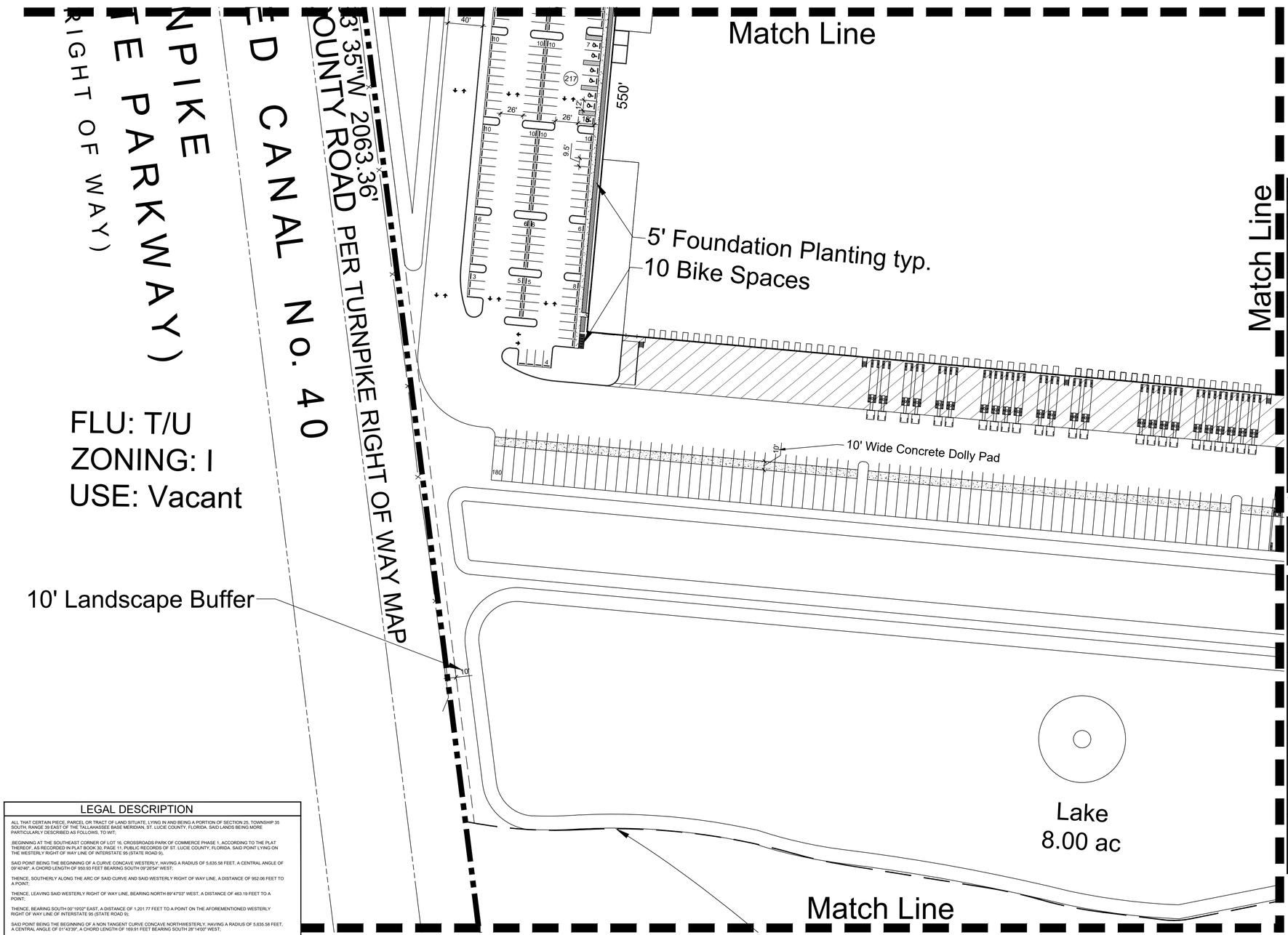
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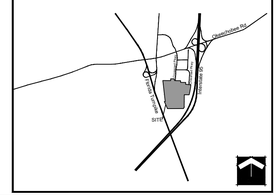
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Phase I Site Plan

SP-3 of 7



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0 30' 60' 120' 180'

Scale 1"= 60'-0"

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Crossroads Industrial

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REVISIONS / SUBMISSIONS

10/30/20 Submittal

12/23/20 Resubmittal

Phase I Site Plan

SP-4 of 7

Match Line

Warehouse
1,133,000 s.f. (Including Accessory Office 32,952 s.f.)
434 Car Parking
314 Trailer Parking
(Phase I)

Match Line

DITCH AND ACCESS ROAD

70'

TEMPORARY DRAINAGE EASEMENT
ORB 2796, PG 1511, EXCEPTION #19
TO BE ABANDONED

5' Foundation Planting typ.

12 Bike Spaces

Truck Loading

60'

180'

197'
Rear Setback

228'
Side Interior Setback

40'

FLU: MXD
ZONING: RM-5
USE: Place Of W

Δ=9°40'46"
R=5635.58'
T=477.16'
L=952.06'
CH=950.93'
CB=S09°26'54"W

10'

10' Landscape Buffer

Dry Detention
2.94 ac

10'

10' Landscape Buffer

463.19'(M) N89°47'03"W

0 30' 60' 120' 180'
Scale 1"= 60'-0"
North

FLU: MXD
ZONING: RM-5
USE: Interstate 95

Match Line

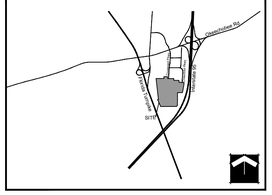
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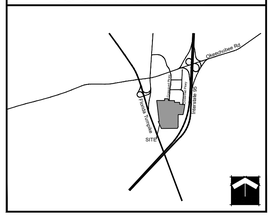
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PROP	IND	129.52 AC.	2,417.45'	2,417.45'	2987.48'	n/a	20%	215'	228'	N/A	197'

DEVELOPMENT TEAM	
DEVELOPER:	FLF CROSSROADS INDUSTRIAL I LLC
	601 HERITAGE DRIVE, SUITE 227
	JUPITER, FL 33458
CIVIL/TRAFFIC ENGINEER:	SIMMONS & WHITE
	2581 METROCENTRE BLVD, SUITE 3
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	1551 N FLAGLER DRIVE, SUITE 102
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	(561) 684-6141
SURVEYOR:	KIMLEY-HORN AND ASSOCIATES, INC.
	445 24TH STREET, SUITE 200
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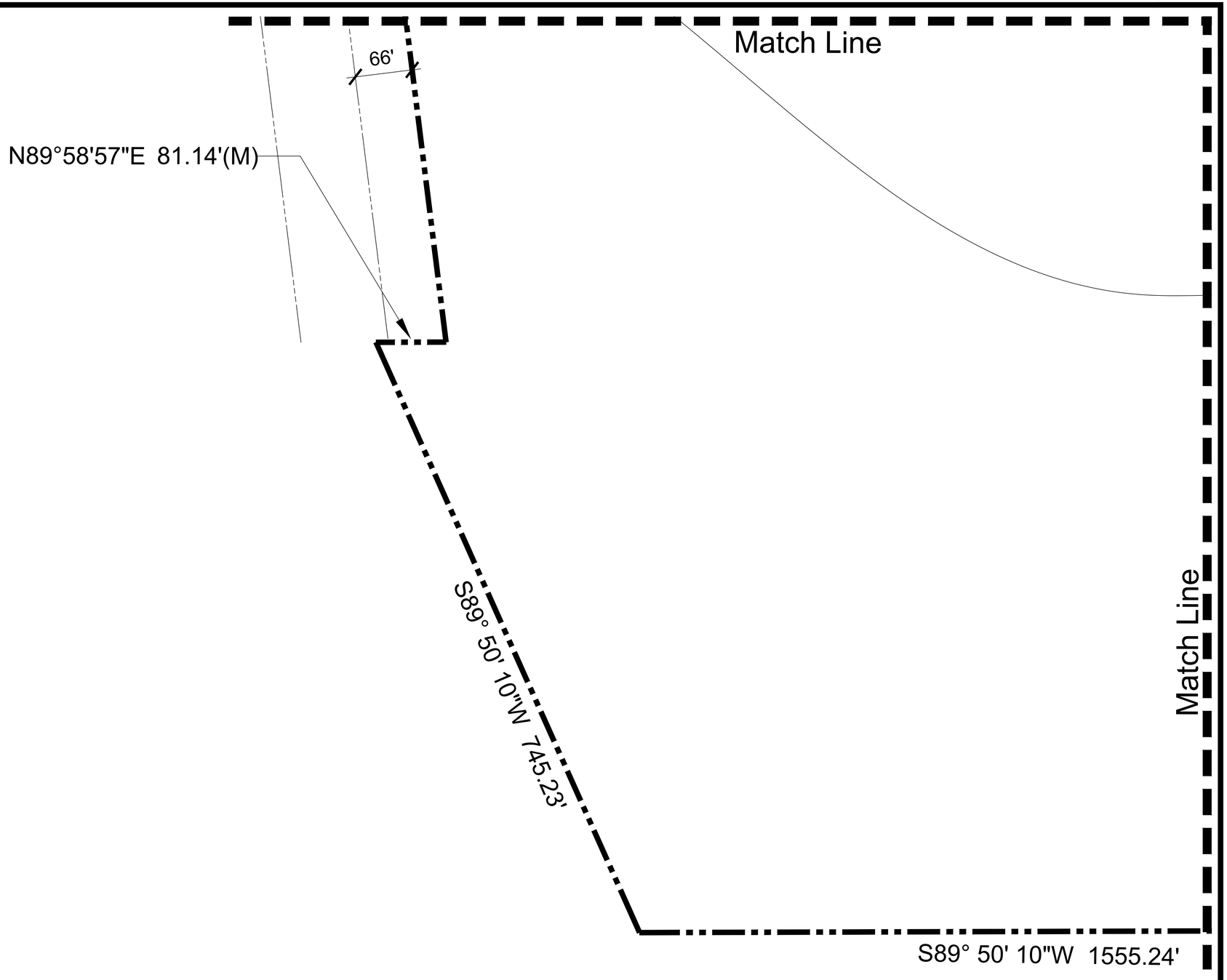
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THE ABOVE DESCRIBED PREMISES CONTAIN AN AREA OF 5,767,803 SQUARE FEET OR 132.41 ACRES, MORE OR LESS. SUBJECT TO ALL EASEMENTS, CONDITIONS AND RESTRICTIONS AS CONTAINED WITHIN THE CHAIN OF TITLE.

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D/R DUMPSTER WITH ENCLOSURES
CENTERLINE IS BASED ON NORTH SOUTH 1/4 SECTION LINE OF SECTION 3-44-42



0 30' 60' 120' 180'

Scale 1"= 60'-0"

North

SCHMIDT NICHOLS
LANDSCAPE ARCHITECTURE AND URBAN PLANNING
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West Palm Beach, FL 33401
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Email: info@snlandplan.com
Website: www.snlandplan.com
License No: LC26000232

Crossroads Industrial

Fort Pierce, Florida

Date:	10/30/20
Scale:	1" = 60'-0"
Design By:	JN
Drawn By:	AH
Checked By:	JN
File No.	743.01
Job No.	20-66

REVISIONS / SUBMISSIONS

10/30/20 Submittal

12/23/20 Resubmittal

Phase I Site Plan

SP-6 of 7

Match Line

CONSERVATION EASEMENT
O.R.B. 1114, PAGE 0667
EXCEPTION #16 AND
FLOWAGE EASEMENT O.R.B.
2796, PAGE 1506 EXCEPTION #17
2,080,284± SQUARE FEET 47.75±
ACRES

Match Line

S00° 13' 25"W 1201.20'

WESTERLY RIGHT OF WAY LINE

(STATE ROAD NO. 9)
INTERSTATE 95
(VARIED WIDTH RIGHT OF WAY)
FLORIDA DEPARTMENT OF TRANSPORTATION RIGHT OF WAY MAP
SECTION No. 94001-2404, DATED 6/29/73

Δ=1°43'39"
R=5635.58'
T=84.96'
L=169.91'
CH=169.91'
CB=S28°14'00"W

FLU: R/C
ZONING: RX
USE: Vacant/Industrial

0 30' 60' 120' 180'
Scale 1"= 60'-0"
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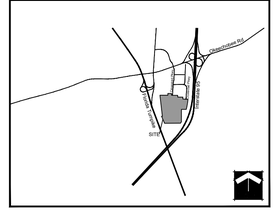
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LOCATION MAP



SITE TABULAR DATA

Application Name	Crossroads Industrial
Petition Number	TBD
Parcel Control Number	23 25 12 20 0020 003
Flood Control Panel	169
Existing Future Land Use Designation	CG
Existing Zoning District	CP1
Total Gross Floor Area	1,133,000 s.f.
Existing Use	Vacant
Proposed Use	Warehouse
Total Gross Site Area	129.52 AC. (5,641,891.20 s.f.)
Total Gross Floor Area	1,133,000 s.f.
Total Proposed Building Coverage (Max 60%)	20% (1,133,000 s.f.)
Total Proposed Floor Area Ratio	0.2 (1,133,000 s.f.)
Total Proposed Open Space (Min 20%)	80% (4,508,891 s.f.)
Building Height (Max 65')	40'
Number of Stories	1-Story
Proposed Detention Tract	856,291 s.f. (15%)
Parking Required	1,888 SPACES
Warehouse - 1 space/600 s.f. @1,133,000 s.f. = 1,888	
Proposed Parking	448 SPACES*
Handicap Spaces Required	9
Handicap Spaces Proposed	14
Loading Required (15' x 55' Min.)	38
Loading Provided	282
Total Proposed Landscape Buffers	(65,726.17 sf) 1.50 ac.
Conservation Area	(2,080,284 sf) 47.75 ac.

* Parking Reduction Based On Similar Uses As Well As Parking Reduction Analysis

PROPERTY DEVELOPMENT REQUIREMENTS

	ZONING DISTRICT	MINIMUM LOT DIMENSIONS				DENSITY/ GFA (CLR)	MAX BLDG COVER	SETBACKS/SEPARATIONS			
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Crossroads Industrial

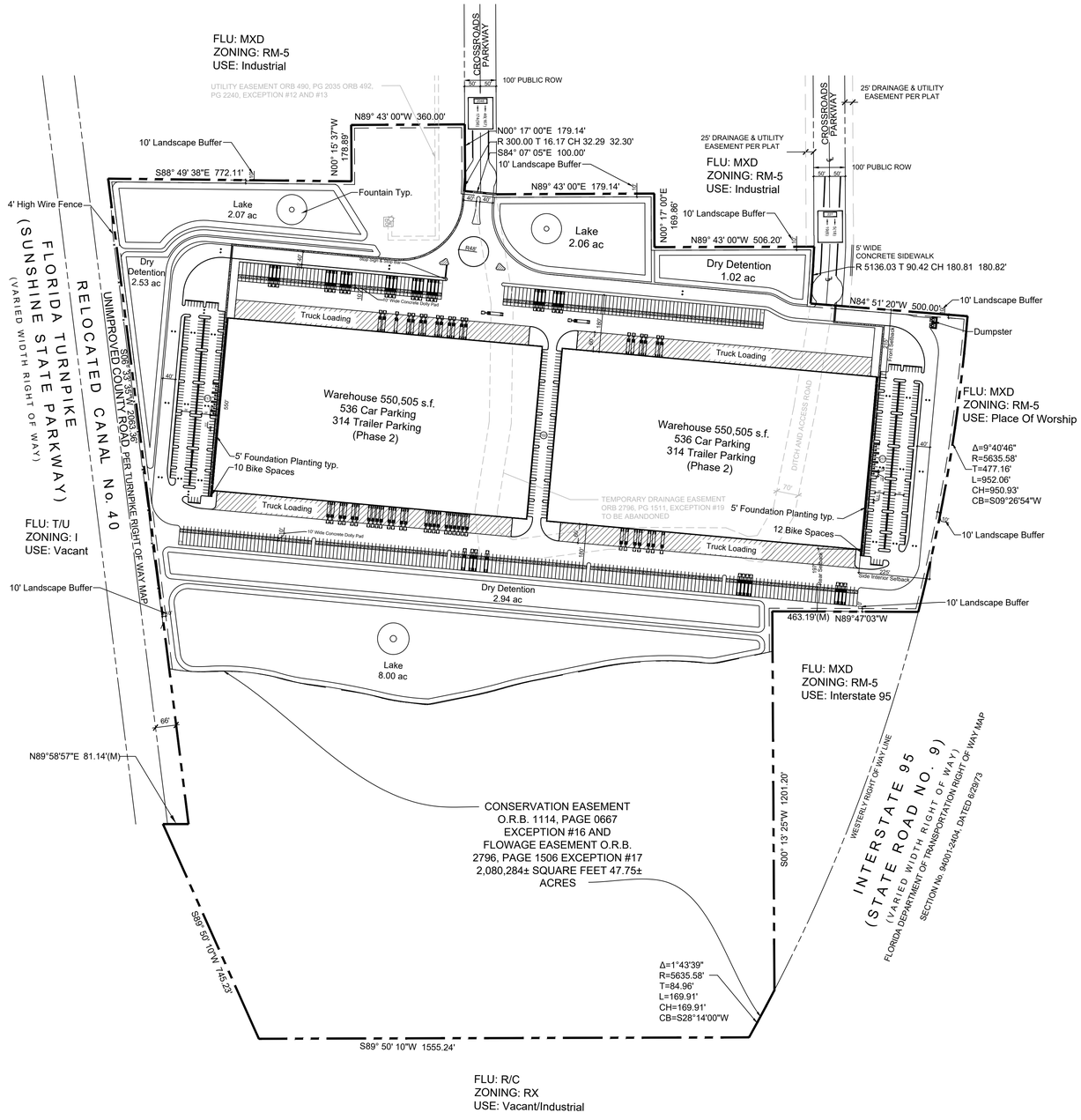
Fort Pierce, Florida

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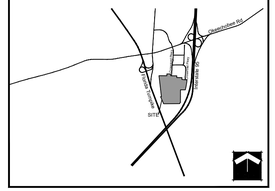
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Phase I Site Plan

SP-7 of 7



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10/30/20 Submittal

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Overall Phase II Site Plan

SP-1 of 7

FLU: MXD
ZONING: RM-5
USE: Industrial

UTILITY EASEMENT ORB 490, PG 2035 ORB 492, PG 2240, EXCEPTION #12 AND #13

Match Line

N89° 43' 00"W 360.00'

N00° 15' 37"W 178.89'

10' Landscape Buffer

S88° 49' 38"E 772.11'

10'

Fountain Typ.

4' High Wire Fence

Lake
2.07 ac

Dry
Detention
2.53 ac

10' 40'

Stop Sign & Stop Bar

10'

10' Wide Concrete Dolly Pad

Truck Loading

FLORIDA TURNPIKE
(SUNSHINE STATE PARKWAY)
(VARIED WIDTH)

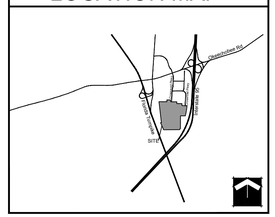
RELOCATED

UNIMPROVED

S06° 3

Match Line

LOCATION MAP



SITE TABULAR DATA

Application Name	Crossroads Industrial
Petition Number	TBD
Parcel Control Number	23 25 12 20 0020 003
Flood Control Panel	169
Existing Future Land Use Designation	CG
Existing Zoning District	CP1
Total Gross Floor Area	1,133,000 s.f.
Existing Use	Vacant
Proposed Use	Warehouse
Total Gross Site Area	129.52 AC. (5,641,891.20 s.f.)
Total Gross Floor Area	1,133,000 s.f.
Total Proposed Building Coverage (Max 60%)	20% (1,133,000 s.f.)
Total Proposed Floor Area Ratio	0.2 (1,133,000 s.f.)
Total Proposed Open Space (Min 20%)	80% (4,508,891 s.f.)
Building Height (Max 65')	40'
Number of Stories	1-Story
Proposed Detention Tract	856,291 s.f. (15%)
Parking Required	1,888 SPACES
Warehouse - 1 space/600 s.f. @1,133,000 s.f. = 1,888	
Proposed Parking	448 SPACES*
Handicap Spaces Required	9
Handicap Spaces Proposed	14
Loading Required (15' x 55' Min.)	38
Loading Provided	282
Total Proposed Landscape Buffers	(65,726.17 sf) 1.50 ac.
Conservation Area	(2,080,284 sf) 47.75 ac.

* Parking Reduction Based On Similar Uses As Well As Parking Reduction Analysis

PROPERTY DEVELOPMENT REQUIREMENTS

	ZONING DISTRICT	MINIMUM LOT DIMENSIONS				DENSITY/ GFA (CLR)	MAX BLDG COVER	SETBACKS/SEPARATIONS			
		SIZE	WIDTH	FRONTAGE	DEPTH			FRONT	SIDE INTERIOR	SIDE STREET	REAR
CODE	IND	20,000 sf	100'	100'	100'	n/a	60%	25'	10'	20'	20'
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DEVELOPMENT TEAM

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	JUPITER, FL 33458
CIVIL/TRAFFIC ENGINEER:	SIMMONS & WHITE
	2581 METROCENTRE BLVD, SUITE 3
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	561-478-7848
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LEGAL DESCRIPTION

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;BEGINNING AT THE SOUTHEAST CORNER OF LOT 16, CROSSROADS PARK OF COMMERCE PHASE 1, ACCORDING TO THE PLAT THEREOF, AS RECORDED IN PLAT BOOK 30, PAGE 11, PUBLIC RECORDS OF ST. LUCIE COUNTY, FLORIDA. SAID POINT LYING ON THE WESTERLY RIGHT OF WAY LINE OF INTERSTATE 95 (STATE ROAD 9);

SAID POINT BEING THE BEGINNING OF A CURVE CONCAVE WESTERLY, HAVING A RADIUS OF 5,635.58 FEET, A CENTRAL ANGLE OF 09°40'46", A CHORD LENGTH OF 950.93 FEET BEARING SOUTH 09°26'54" WEST;

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THE ABOVE DESCRIBED PREMISES CONTAIN AN AREA OF 5,767,803 SQUARE FEET OR 132.41 ACRES, MORE OR LESS. SUBJECT TO ALL EASEMENTS, CONDITIONS AND RESTRICTIONS AS CONTAINED WITHIN THE CHAIN OF TITLE.

NOTES

- BASE INFORMATION FOR THIS PROJECT WAS OBTAINED FROM A SURVEY PREPARED BY CAUFIELD & WHEELER, INC. DATED 09/11/18
- DECORATIVE STREET LIGHTS WILL BE PROVIDED AT THE DEVELOPMENT ENTRANCE
- D/R DUMPSTER WITH ENCLOSURES
- CENTERLINE IS BASED ON NORTH SOUTH 1/4 SECTION LINE OF SECTION 3-44-42

0 30' 60' 120' 180'

Scale 1"= 60'-0"

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Crossroads Industrial

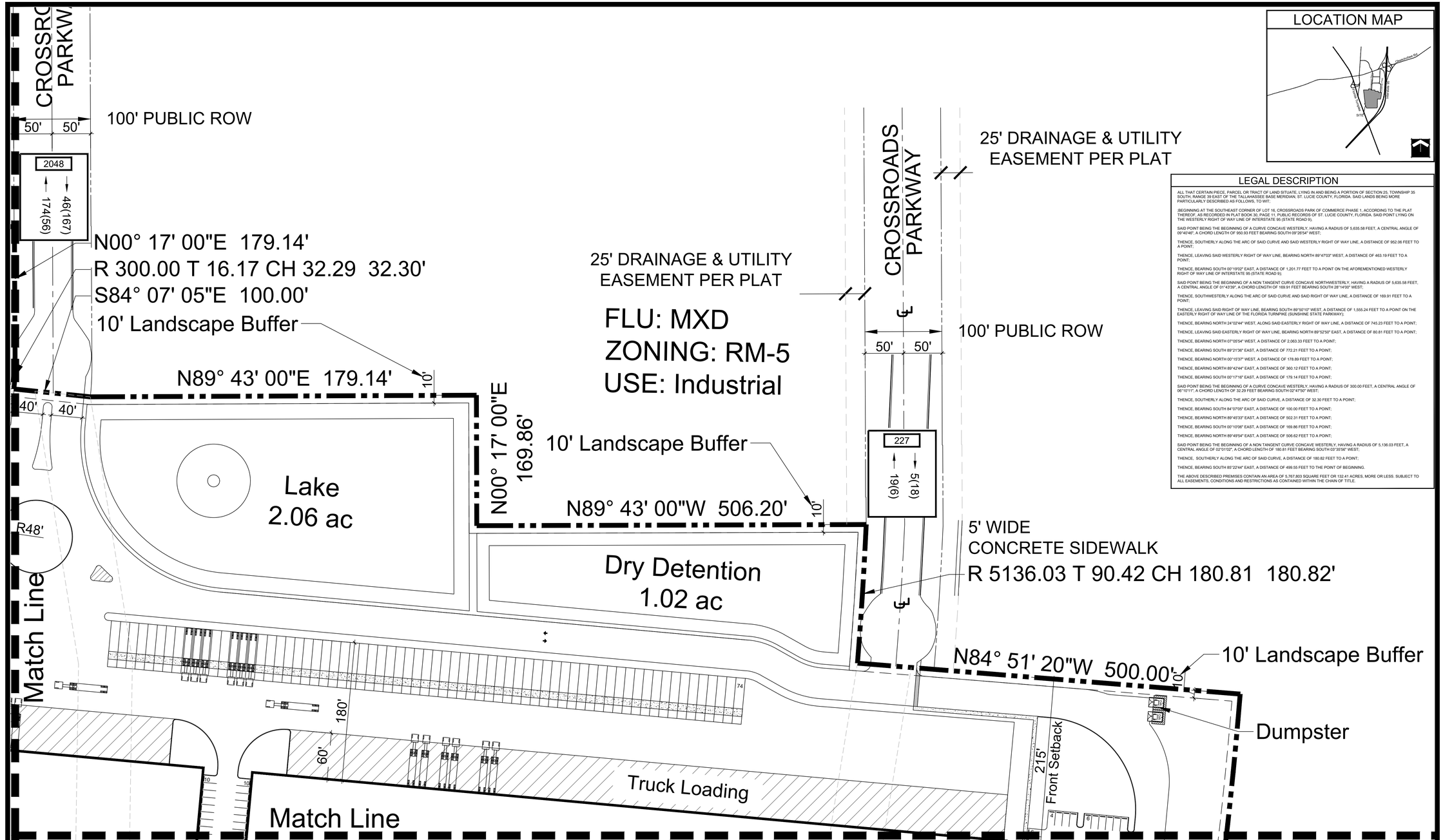
Fort Pierce, Florida

Date:	10/30/20
Scale:	1" = 60'-0"
Design By:	JN
Drawn By:	AH
Checked By:	JN
File No.	743.01
Job No.	20-66

REVISIONS / SUBMISSIONS
10/30/20 Submittal
12/23/20 Resubmittal

Phase II Site Plan

SP-2 of 7



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North

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PROPERTY DEVELOPMENT REQUIREMENTS

	ZONING DISTRICT	MINIMUM LOT DIMENSIONS SIZE	WIDTH	FRONTAGE	DEPTH	DENSITY/ GFA (CLR)	BUILDING COVER	SETBACKS/SEPARATIONS FRONT	SIDE (EACH)	SIDE (TOTAL)	REAR
CODE	IND	20,000 sf	100'	100'	150'	n/a	60%	25'	15'	25'	25'
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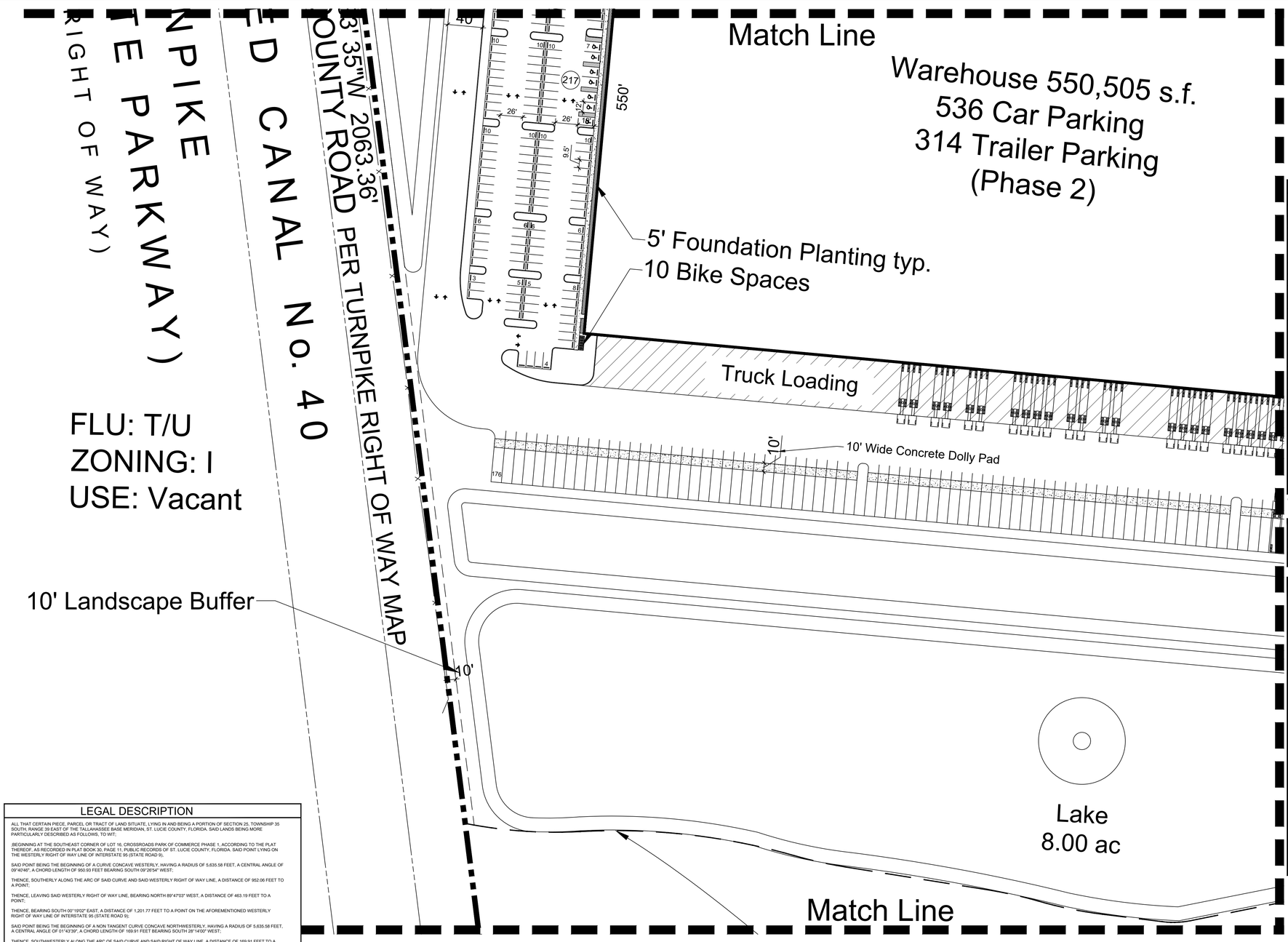
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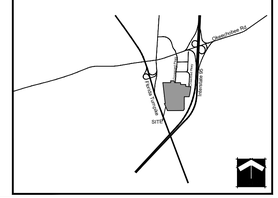
12/23/20 Resubmittal

Phase II Site Plan

SP-3 of 7



LOCATION MAP



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License No: LC26000232

Crossroads Industrial

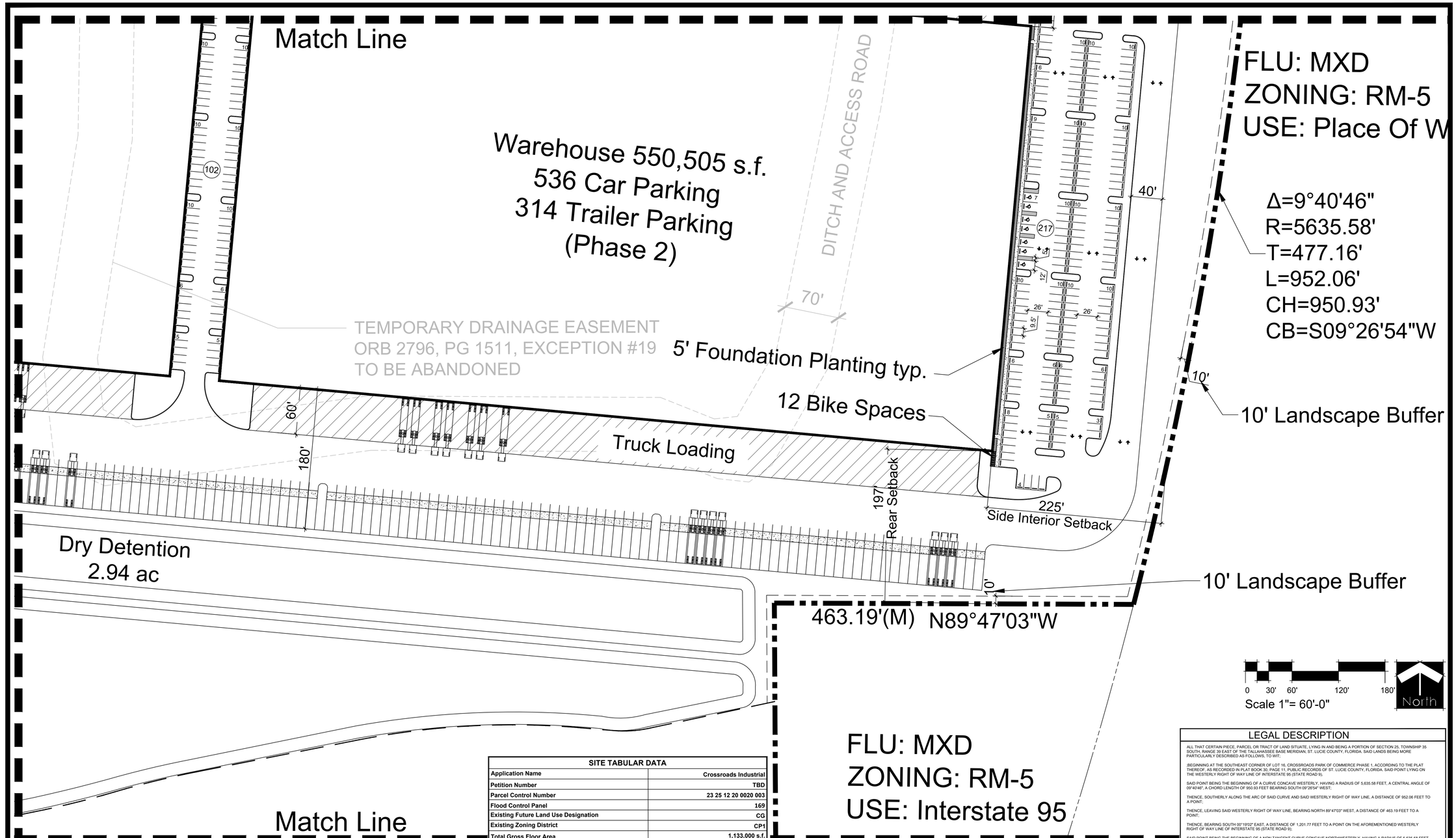
Fort Pierce, Florida

Date:	10/30/20
Scale:	1" = 60'-0"
Design By:	JN
Drawn By:	AH
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File No.	743.01
Job No.	20-66

REVISIONS / SUBMISSIONS
10/30/20 Submittal
12/23/20 Resubmittal

Phase II Site Plan

SP-4 of 7



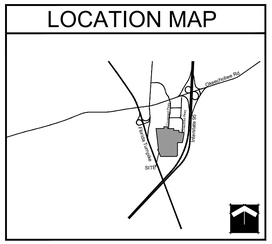
SITE TABULAR DATA	
Application Name	Crossroads Industrial
Petition Number	TBD
Parcel Control Number	23 25 12 20 0020 003
Flood Control Panel	169
Existing Future Land Use Designation	CG
Existing Zoning District	CP1
Total Gross Floor Area	1,133,000 s.f.
Existing Use	Vacant
Proposed Use	Warehouse
Total Gross Site Area	129.52 AC. (5,641,891.20 s.f.)
Total Gross Floor Area	1,133,000 s.f.
Total Proposed Building Coverage (Max 60%)	20% (1,133,000 s.f.)
Total Proposed Floor Area Ratio	0.2 (1,133,000 s.f.)
Total Proposed Open Space (Min 20%)	80% (4,508,891 s.f.)
Building Height (Max 65')	40'
Number of Stories	1-Story
Proposed Detention Tract	856,291 s.f. (15%)
Parking Required	1,888 SPACES
Warehouse - 1 space/600 s.f. @1,133,000 s.f. = 1,888	
Proposed Parking	448 SPACES*
Handicap Spaces Required	9
Handicap Spaces Proposed	14
Loading Required (15' x 55' Min.)	38
Loading Provided	282
Total Proposed Landscape Buffers	(65,726.17 sf) 1.50 ac.
Conservation Area	(2,080,284 sf) 47.75 ac.

* Parking Reduction Based On Similar Uses As Well As Parking Reduction Analysis

NOTES
BASE INFORMATION FOR THIS PROJECT WAS OBTAINED FROM A SURVEY PREPARED BY CAUFIELD & WHEELER, INC. DATED 09/11/18
DECORATIVE STREET LIGHTS WILL BE PROVIDED AT THE DEVELOPMENT ENTRANCE
D/R DUMPSTER WITH ENCLOSURES
CENTERLINE IS BASED ON NORTH SOUTH 1/4 SECTION LINE OF SECTION 3-44-42

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		SIZE	WIDTH	FRONTAGE	DEPTH			FRONT	SIDE INTERIOR	SIDE STREET	REAR
CODE	IND	20,000 sf	100'	100'	100'	n/a	60%	25'	10'	20'	20'
PROP	IND	129.52 AC.	2,417.49'	2,417.49'	2997.48'	n/a	20%	215'	228'	N/A	197'

LOCATION MAP



DEVELOPMENT TEAM	
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	2581 METROCENTRE BLVD, SUITE 3
	WEST PALM BEACH, FL 33407
	561-478-7848
PLANNER:	SCHMIDT NICHOLS
	1551 N FLAGLER DRIVE, SUITE 102
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Crossroads Industrial

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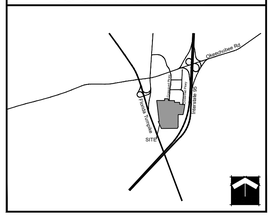
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Phase II Site Plan

SP-5 of 7

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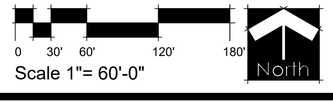
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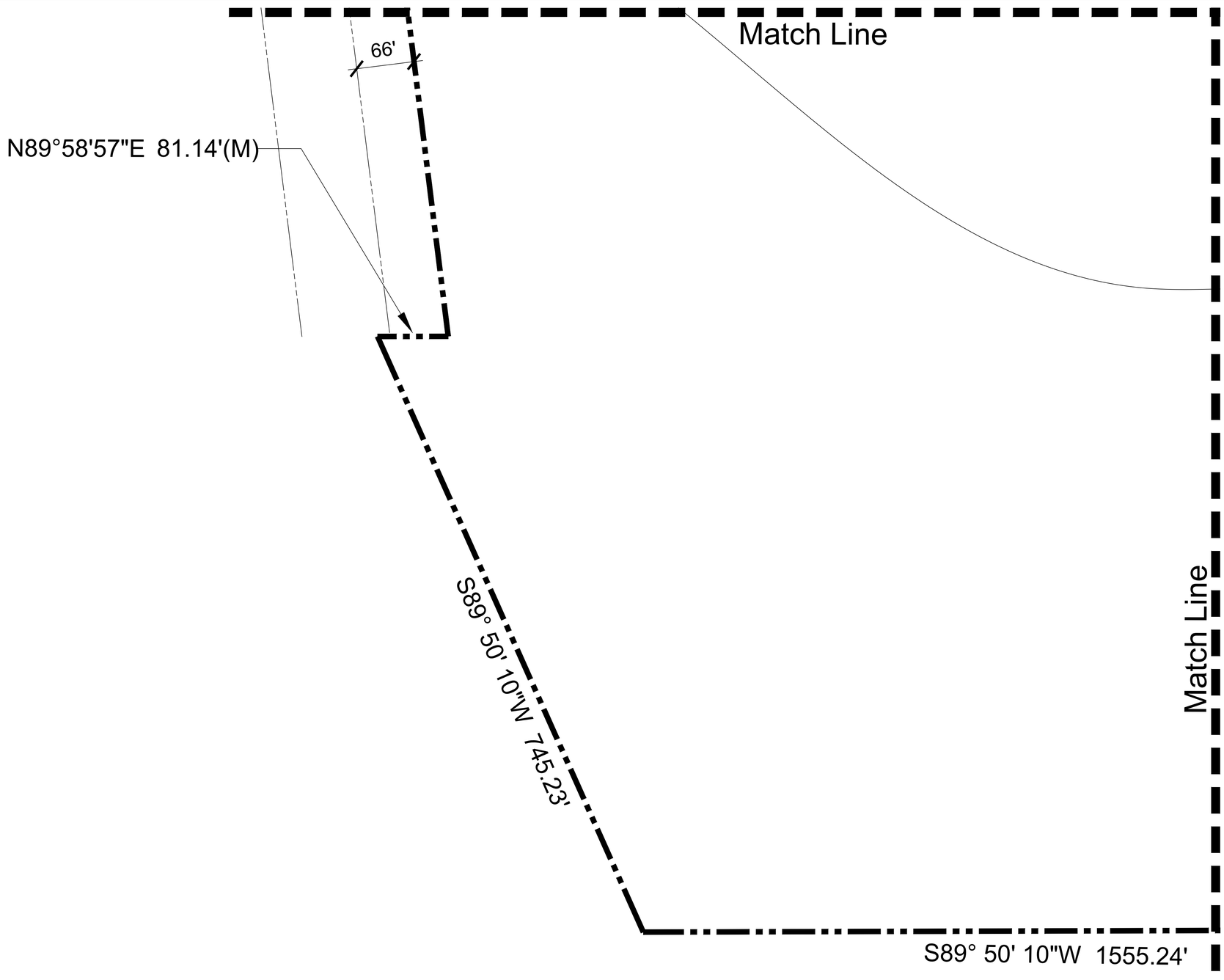
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REVISIONS / SUBMISSIONS

10/30/20 Submittal

12/23/20 Resubmittal

Phase II Site Plan

SP-6 of 7

Match Line

CONSERVATION EASEMENT
O.R.B. 1114, PAGE 0667
EXCEPTION #16 AND
FLOWAGE EASEMENT O.R.B.
2796, PAGE 1506 EXCEPTION #17
2,080,284± SQUARE FEET 47.75±
ACRES

Match Line

S00° 13' 25"W 1201.20'

WESTERLY RIGHT OF WAY LINE

(STATE ROAD NO. 9)
INTERSTATE 95
(VARIED WIDTH RIGHT OF WAY)
FLORIDA DEPARTMENT OF TRANSPORTATION RIGHT OF WAY MAP
SECTION No. 94001-2404, DATED 6/29/73

Δ=1°43'39"
R=5635.58'
T=84.96'
L=169.91'
CH=169.91'
CB=S28°14'00"W

FLU: R/C
ZONING: RX
USE: Vacant/Industrial

0 30' 60' 120' 180'
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North

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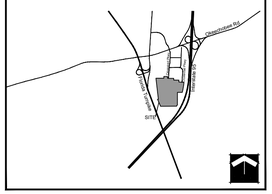
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Number of Stories	1-Story
Proposed Detention Tract	856,291 s.f. (15%)
Parking Required	1,888 SPACES
Warehouse - 1 space/600 s.f. @1,133,000 s.f. = 1,888	
Proposed Parking	448 SPACES*
Handicap Spaces Required	9
Handicap Spaces Proposed	14
Loading Required (15' x 55' Min.)	38
Loading Provided	282
Total Proposed Landscape Buffers	(65,726.17 sf) 1.50 ac.
Conservation Area	(2,080,284 sf) 47.75 ac.

* Parking Reduction Based On Similar Uses As Well As Parking Reduction Analysis

PROPERTY DEVELOPMENT REQUIREMENTS

	ZONING DISTRICT	MINIMUM LOT DIMENSIONS				DENSITY/ GFA (CLR)	MAX BLDG COVER	SETBACKS/SEPARATIONS			
		SIZE	WIDTH	FRONTAGE	DEPTH			FRONT	SIDE INTERIOR	SIDE STREET	REAR
CODE	IND	20,000 sf	100'	100'	100'	n/a	60%	25'	10'	20'	20'
PROP	IND	129.52 AC.	2,417.45'	2,417.45'	2997.48'	n/a	20%	215'	228'	N/A	197'

SCHMIDT NICHOLS
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West Palm Beach, FL 33401
Phone: 561.684.6141
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Website: www.snlandplan.com
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Crossroads Industrial

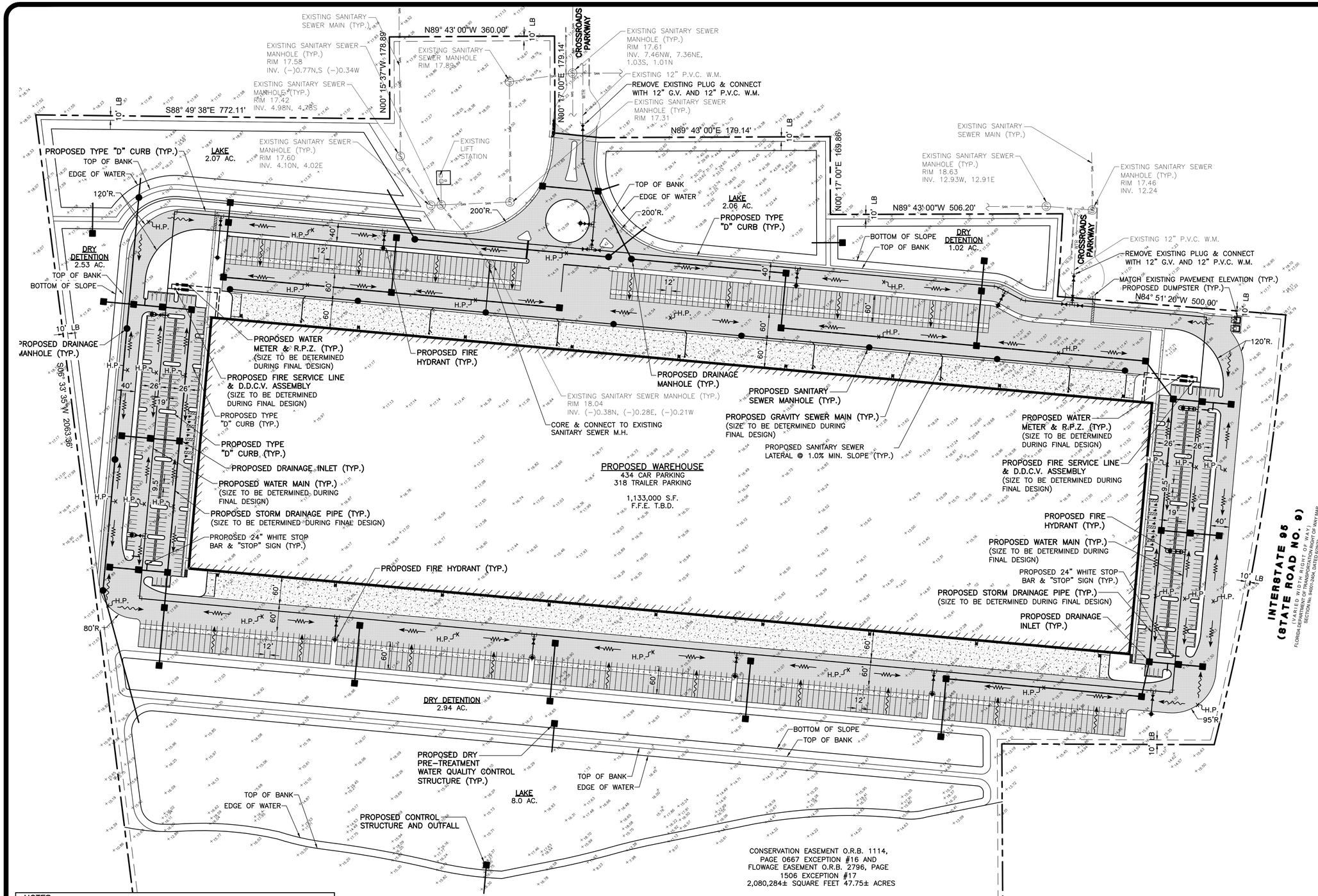
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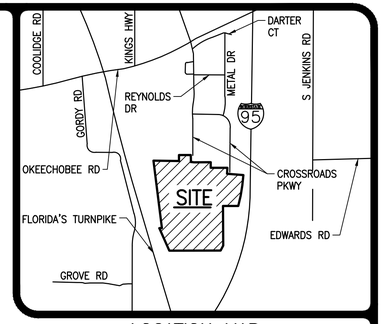
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Drawn By:	AH
Checked By:	JN
File No.	743.01
Job No.	20-66

REVISIONS / SUBMISSIONS
10/30/20 Submittal
12/23/20 Resubmittal

Phase II Site Plan

SP-7 of 7





LOCATION MAP
NOT TO SCALE

N

100 50 0 100 200
SCALE IN FEET
1"=100'

LEGEND

- PROPOSED STORM SEWER AND CATCH BASIN
- DIRECTION OF FLOW
- DIRECTION OF SWALE
- H.P. PROPOSED HIGH POINT
- 13.96 EXISTING GRADE ELEVATION
- PROPOSED ASPHALT OR CONCRETE
- PROPOSED CONCRETE
- PROPOSED DETECTABLE WARNING SURFACE
- SAWCUT & REMOVE EXISTING PAVEMENT, CONCRETE, CURB, ETC.
- SEWER SERVICE W/ CLEAN-OUT
- FIRE HYDRANT W/ GATE VALVE
- PROPOSED SANITARY SEWER LINE, MANHOLE & FLOW DIRECTION
- WATER SERVICE & R.P.Z. (REFER TO POTABLE WATER SERVICE SINGLE METER INSTALLATION DETAIL.)
- PROPOSED LIGHT POLE (BY OTHERS)
- PROPOSED DIRECTIONAL ARROW
- PROPOSED 24" WHITE STOP BAR, "STOP" SIGN & 6" DOUBLE YELLOW STRIPE
- EXISTING OVERHEAD POWER LINE & POWER POLE
- STM EXISTING STORM DRAINAGE PIPE
- WTR EXISTING WATER MAIN
- SAN EXISTING SEWER MAIN
- FM EXISTING FORCE MAIN

NOTES:

1.) THIS DESIGN IS CONCEPTUAL AND SUBJECT TO CHANGE BASED ON FINAL DESIGN.

2.) ALL WATER AND WASTEWATER CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE CITY OF FORT PIERCE AND FORT PIERCE UTILITIES AUTHORITY.

3.) LOCATIONS OF WATER AND SANITARY SEWER SERVICES, DRAINAGE STRUCTURES AND PIPES AND OTHER STRUCTURES TO BE COORDINATED WITH LANDSCAPE DESIGN DURING PREPARATION OF FINAL CIVIL ENGINEERING PLANS.

4.) CONSTRUCTION AND DEMOLITION TO COMPLY WITH N.F.P.A. 241.

5.) FIRE DEPARTMENT LOCKING CAPS WILL BE REQUIRED ON THE FIRE DEPARTMENT CONNECTION.

6.) LOCATION OF FIRE DEPARTMENT CONNECTIONS TO BE DETERMINED DURING FINAL DESIGN.

GREGORY FRANKLIN BOLEN LICENSE No 56729 STATE OF FLORIDA PROFESSIONAL ENGINEER

GREGORY F. BOLEN, P.E., STATE OF FLORIDA, PROFESSIONAL ENGINEER, LICENSE NO. 56729

THIS ITEM HAS BEEN ELECTRONICALLY SIGNED AND SEALED BY GREGORY F. BOLEN, P.E. ON 12/23/2020 USING A SHA-1 AUTHENTICATION CODE.

PRINTED COPIES OF THIS DOCUMENT ARE NOT CONSIDERED SIGNED AND SEALED AND THE SHA-1 AUTHENTICATION CODE MUST BE VERIFIED ON ANY ELECTRONIC COPIES.

REVISIONS

SIMMONS & WHITE
ENGINEERING | PLANNING | CONSULTING | SINCE 1982
Authorization No. 3452
2581 Metrocentre Blvd West ● Suite 3 ● West Palm Beach, Florida 33407 ● (561) 478-7848

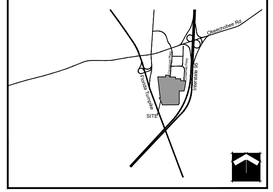
DESIGN	DRAWN	CHECKED	APPROVED	DATE
G.B.	R.S.			

CROSSROADS COMMERCE PARK
SECTION 25, TOWNSHIP 35S., RANGE 39E.
CITY OF FORT PIERCE, FLORIDA
CONCEPTUAL PAVING, DRAINAGE, WATER AND WASTEWATER PLAN

JOB NO.	DRAWING NO.	SHEET	OF
20-121	20121C01	1	1

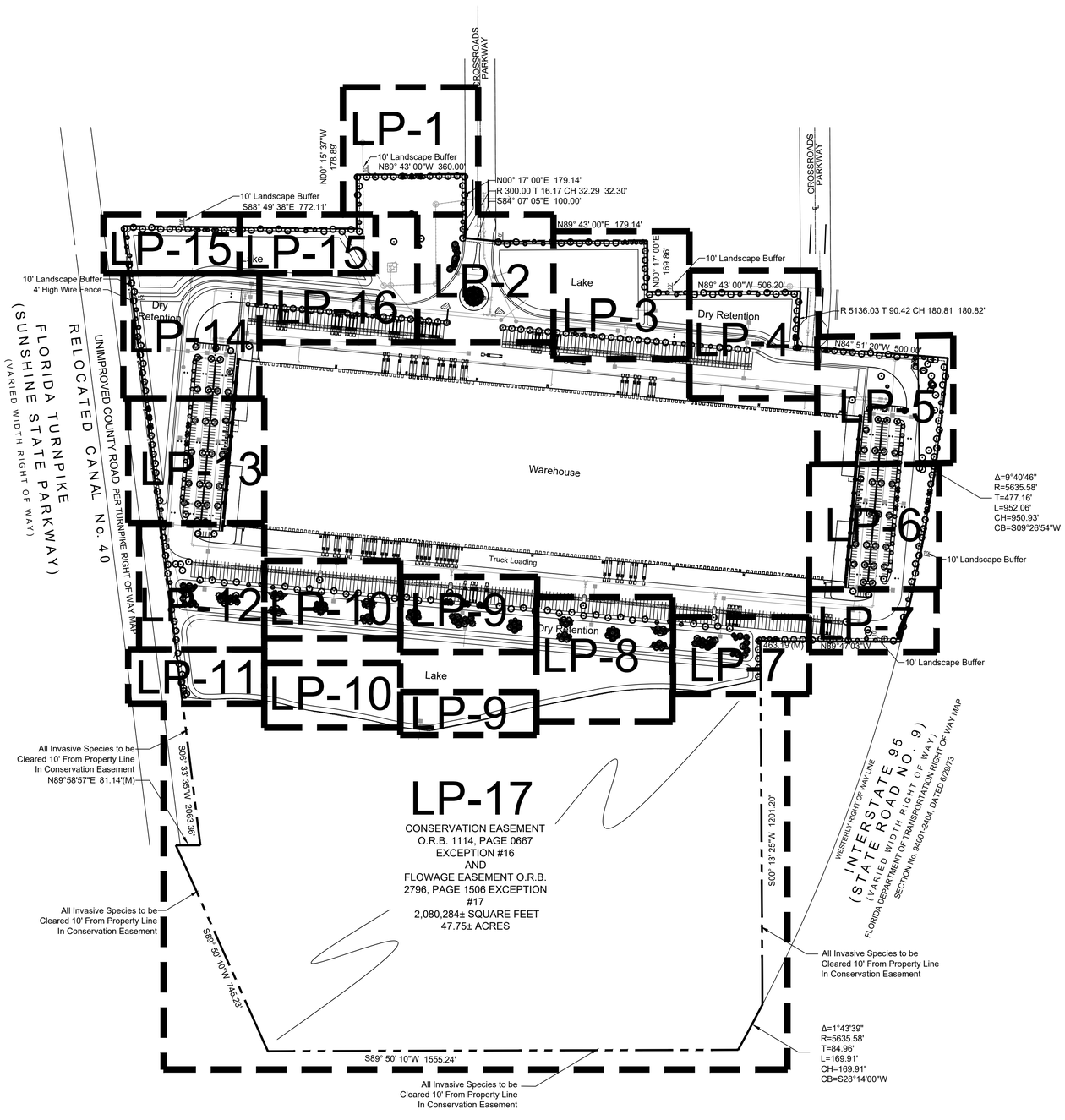
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LOCATION MAP



CROSSROADS INDUSTRIAL

LI-1 Landscape Index Sheet
LP-2 Landscape Plan
LP-3 Landscape Plan
LP-4 Landscape Plan
LP-5 Landscape Plan
LP-6 Landscape Plan
LP-7 Landscape Plan
LP-8 Landscape Plan
LP-9 Landscape Plan
LP-10 Landscape Plan
LP-11 Landscape Plan
LP-12 Landscape Plan
LP-13 Landscape Plan
LP-14 Landscape Plan
LP-15 Landscape Plan
LP-16 Landscape Plan
LP-17 Landscape Plan
LP-18 Landscape Notes
LP-19 Landscape Specifications
TD-1 Tree Disposition
TD-2 Tree Disposition
TD-3 Tree Disposition
TD-4 Tree Disposition



811 Know what's below. Call before you dig.

0 100' 200' 400' 600'

Scale 1"= 200'-0"

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10/30/20 - Submittal

12/23/20 Resubmittal

NOT VALID WITHOUT THE SIGNATURE AND ORIGINAL RAISED SEAL OF A FLORIDA LICENSED LANDSCAPE ARCHITECT.

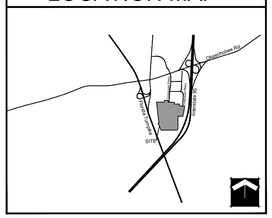
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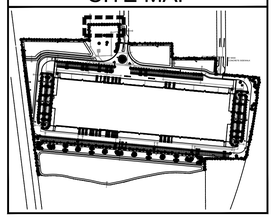
Landscape Index

LI-1 of 1

LOCATION MAP



SITE MAP



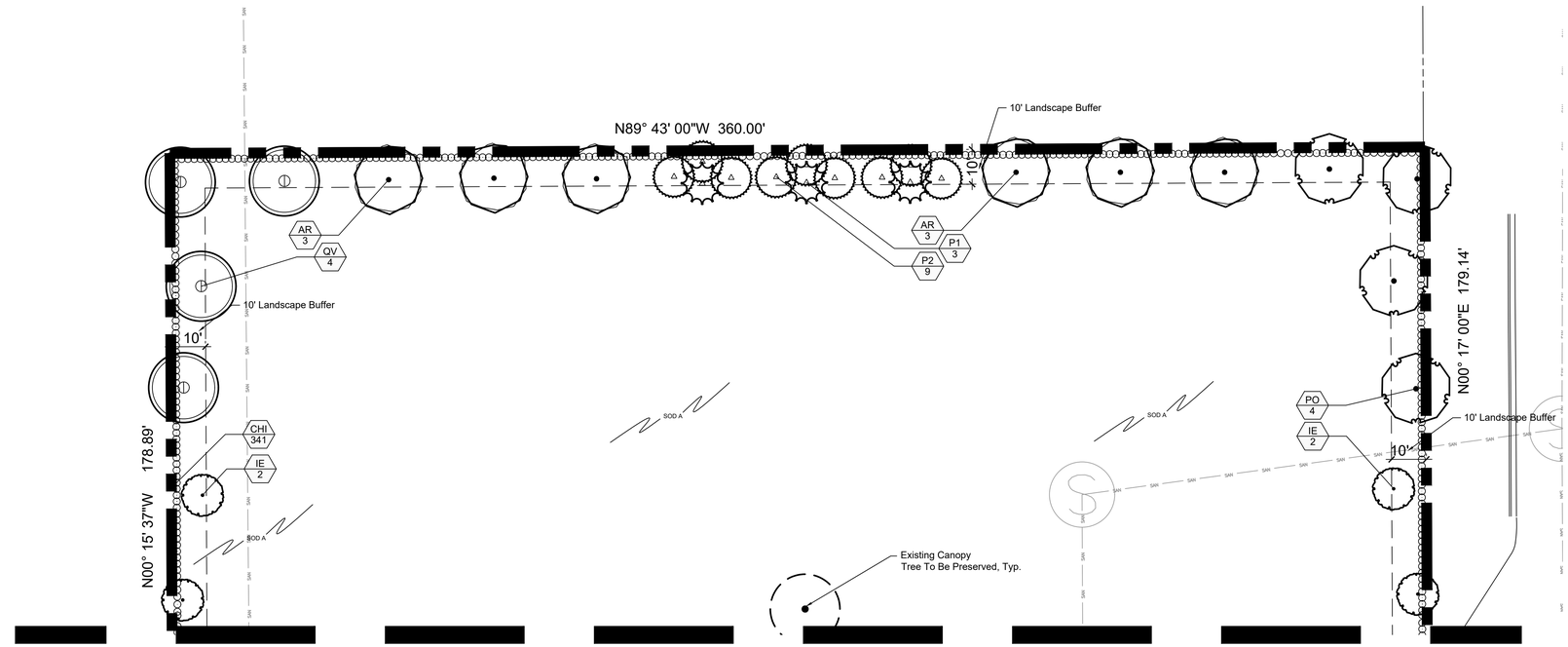
PLANT LIST

TREES	CODE	QTY	BOTANICAL / COMMON NAME
	AR	82	Acer rubrum / Red Maple*+ Single Straight Trunk, Min. 5` CT. No Low Crotch
	IE	74	Ilex x attenuata `East Palatka` / East Palatka Holly
	LI	14	Lagerstroemia indica `Natchez` / Natchez Crape Myrtle+ Single Straight Trunk, Min 5` CT
	MG	16	Magnolia grandiflora `Braken`s Brown Beauty` / Brown Beauty Magnolia Full, Matched
	P1	16	Pinus elliotti var. Densa / South Florida Slash Pine Single Straight Trunk, 1:1 Credit for Canopy Tree
	P2	45	Pinus elliotti var. Densa / South Florida Slash Pine Single Straight Trunk, 3:1 Credit for Canopy Tree, One 6`, 8`, and 10` Pine per Grouping for a Total of 24` Ht
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	SP	96	Sabal palmetto / Sabal Palm Slick Trunks, Hurricane Cut, Stagger Heights 4` in Groups
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	CHI	3,295	Chrysobalanus icaco / Coco Plum*+ Full To Base
	CU	46	Coccoloba uvifera / Sea Grape Full to Base, Large Shrubs
	MYF2	57	Myrcianthes fragrans / Simpson`s Stopper Full to Base, Screening

SHRUB AREAS	CODE	QTY	BOTANICAL / COMMON NAME
	HPC	1,325	Hamelia patens `Compacta` / Dwarf Firebush Full, Small Shrubs
	MUC	784	Muhlenbergia capillaris / Pink Muhly Grass*+ Full
	SER	44	Serenoa repens / Saw Palmetto Full, Medium Shrubs
	SPB	1,224	Spartina bakeri / Sand Cordgrass Full, Medium Shrubs
	TRD	230	Tripsacum dactyloides / Fakahatchee Grass Full, Medium Shrubs

GROUND COVERS	CODE	QTY	BOTANICAL / COMMON NAME
	FMG	2,548	Ficus microcarpa `Green Island` / Green Island Ficus Full to Base
	SOD B	321,108 sf	Paspalum notatum / Bahia Grass Solid Sod, Stagger Seams, Field Verify Sod Areas Prior To Bid, Sod All Disturbed Areas
	SOD A	547,719 sf	Stenotaphrum secundatum / St. Augustine Grass Solid Sod, Stagger Seams, Field Verify Sod Areas Prior To Bid, Sod All Disturbed Areas



MATCHLINE A-A SHEET LP-2

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North

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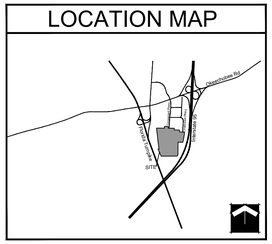
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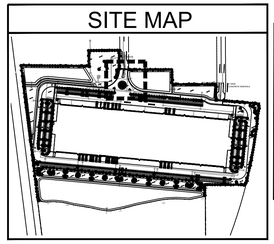
Landscape Plan

LP-1 of 19

LOCATION MAP



SITE MAP



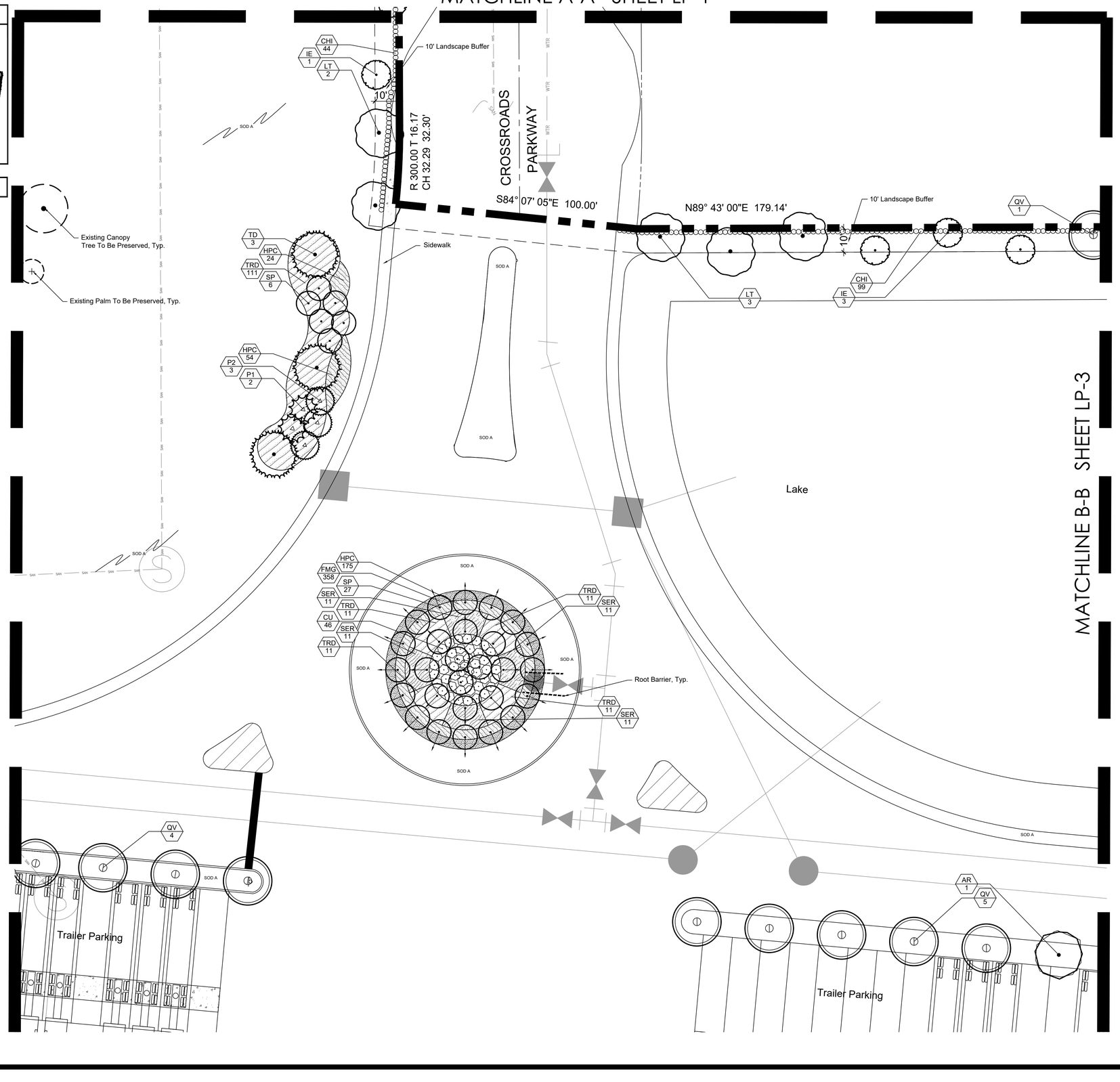
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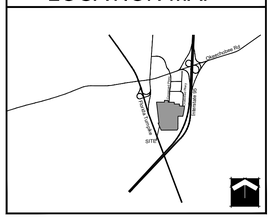
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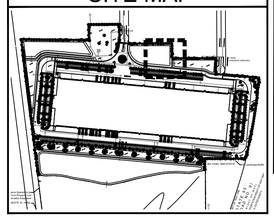
Landscape Plan

LP-2 of 19

LOCATION MAP



SITE MAP



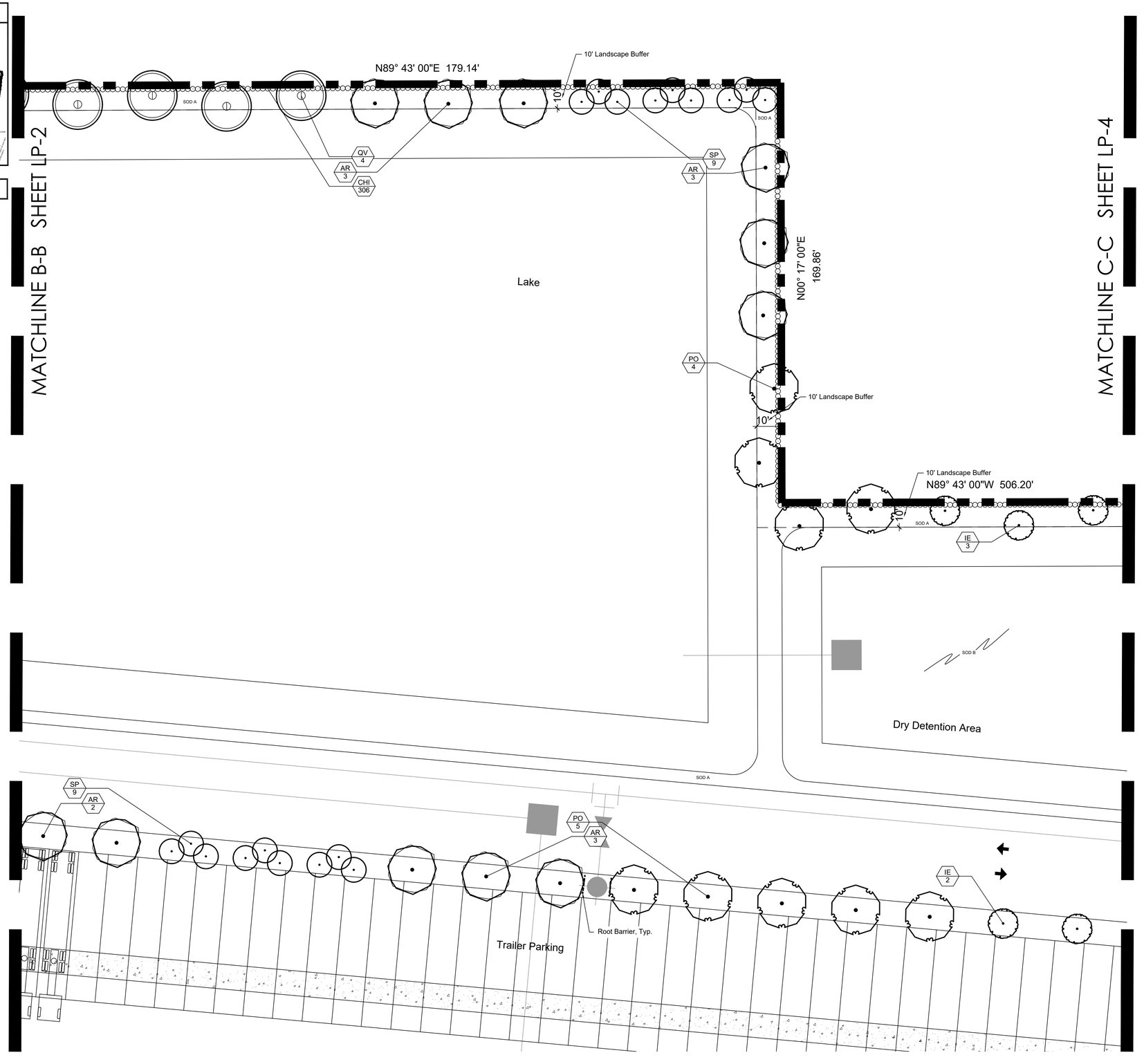
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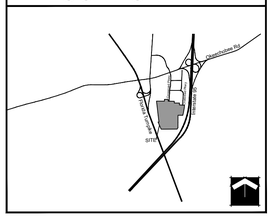
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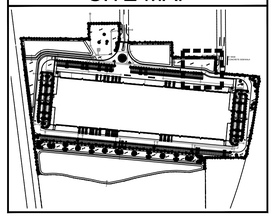
Landscape Plan

LP-3 of 19

LOCATION MAP



SITE MAP



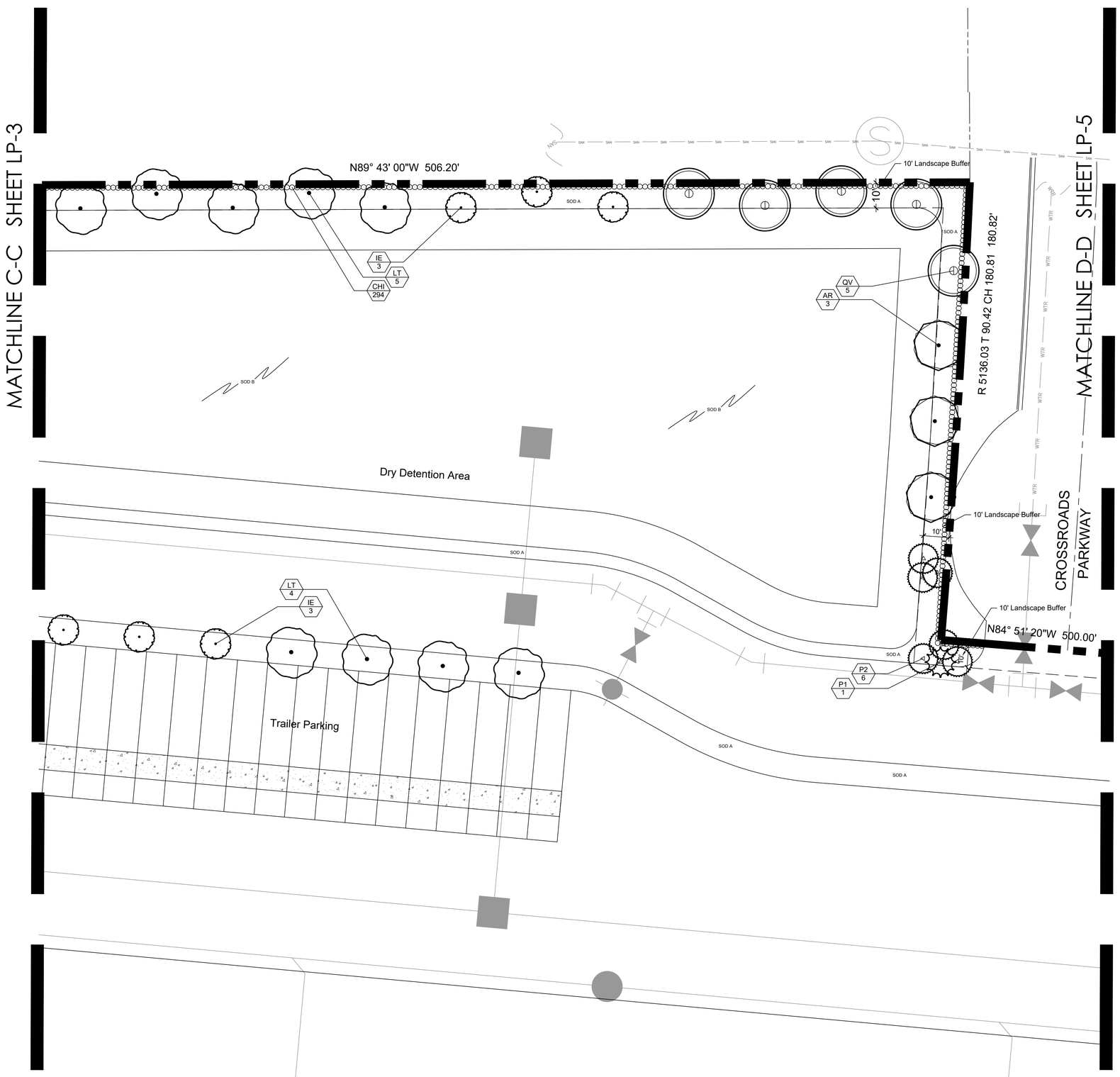
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	SP	96	Sabal palmetto / Sabal Palm Slick Trunks, Hurricane Cut, Stagger Heights 4` in Groups
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	TD	37	Taxodium distichum / Bald Cypress Single Straight Trunk, Min. 5` CT. No Low Crotch
	TD3	41	Taxodium distichum / Bald Cypress Single Straight Trunk, Min. 5` CT. No Low Crotch
	LT	67	Tulip Tree / Liriodendron tulipefera Single Straight Trunk, Min. 5` CT. No Low Crotch

SHRUBS	CODE	QTY	BOTANICAL / COMMON NAME
	CHI	3,295	Chrysobalanus icaco / Coco Plum*+ Full To Base
	CU	46	Coccoloba uvifera / Sea Grape Full to Base, Large Shrubs
	MYF2	57	Myrcianthes fragrans / Simpson`s Stopper Full to Base, Screening

SHRUB AREAS	CODE	QTY	BOTANICAL / COMMON NAME
	HPC	1,325	Hamelia patens `Compacta` / Dwarf Firebush Full, Small Shrubs
	MUC	784	Muhlenbergia capillaris / Pink Muhly Grass*+ Full
	SER	44	Serenoa repens / Saw Palmetto Full, Medium Shrubs
	SPB	1,224	Spartina bakeri / Sand Cordgrass Full, Medium Shrubs
	TRD	230	Tripsacum dactyloides / Fakahatchee Grass Full, Medium Shrubs

GROUND COVERS	CODE	QTY	BOTANICAL / COMMON NAME
	FMG	2,548	Ficus microcarpa `Green Island` / Green Island Ficus Full to Base
	SOD B	321,108 sf	Paspalum notatum / Bahia Grass Solid Sod, Stagger Seams, Field Verify Sod Areas Prior To Bid, Sod All Disturbed Areas
	SOD A	547,719 sf	Stenotaphrum secundatum / St. Augustine Grass Solid Sod, Stagger Seams, Field Verify Sod Areas Prior To Bid, Sod All Disturbed Areas



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0 10' 20' 40' 60'

Scale 1"= 20'-0"

North

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Website: www.snlandplan.com
License No: LC26000232

Crossroads Industrial

Fort Pierce, Florida

Date:	10/30/20
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Design By:	AM
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REVISIONS / SUBMISSIONS

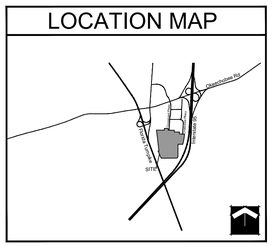
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12/23/20 Resubmittal

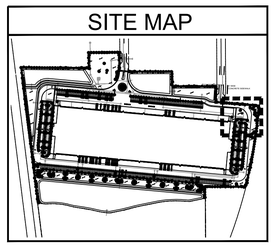
Landscape Plan

LP-4 of 19

LOCATION MAP



SITE MAP



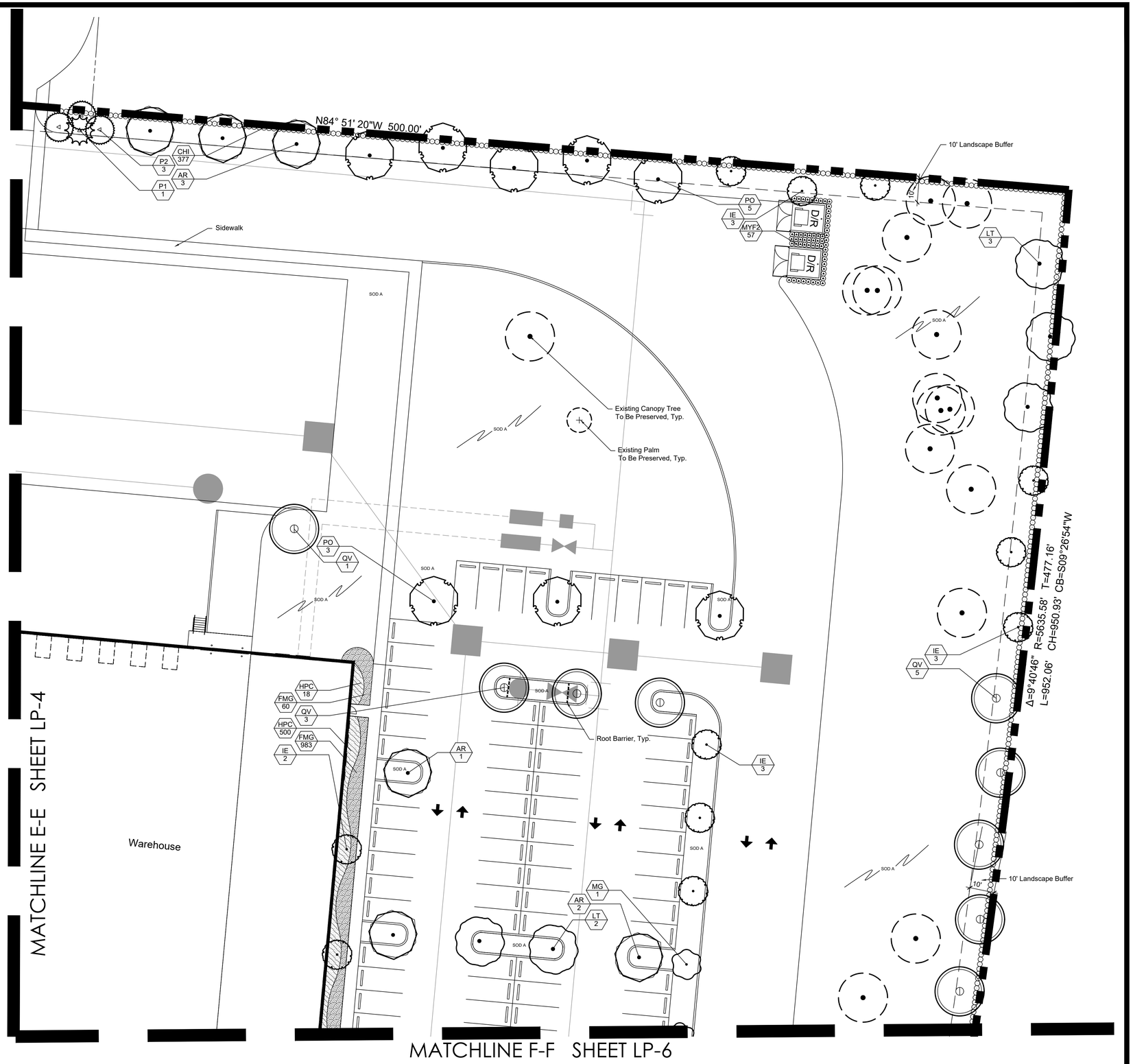
PLANT LIST

TREES	CODE	QTY	BOTANICAL / COMMON NAME
	AR	82	Acer rubrum / Red Maple*+ Single Straight Trunk, Min. 5` CT. No Low Crotch
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	LI	14	Lagerstroemia indica `Natchez` / Natchez Crape Myrtle+ Single Straight Trunk, Min 5` CT
	MG	16	Magnolia grandiflora `Braken`s Brown Beauty` / Brown Beauty Magnolia Full, Matched
	P1	16	Pinus elliotti var. Densa / South Florida Slash Pine Single Straight Trunk, 1:1 Credit for Canopy Tree
	P2	45	Pinus elliotti var. Densa / South Florida Slash Pine Single Straight Trunk, 3:1 Credit for Canopy Tree, One 6`, 8`, and 10` Pine per Grouping for a Total of 24` Ht
	PO	62	Platanus Occidentalis / American Sycamore Single Straight Trunk, Min. 5` CT. No Low Crotch
	QV	73	Quercus virginiana / Southern Live Oak*+ Single Straight Trunk, Min. 5` CT. No Low Crotch
	SP	96	Sabal palmetto / Sabal Palm Slick Trunks, Hurricane Cut, Stagger Heights 4` in Groups
	TD2	45	Taxodium distichum / Bald Cypress Single Straight Trunk, Min. 5` CT. No Low Crotch. 2:1 Credit for Canopy Tree
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	MYF2	57	Myrcianthes fragrans / Simpson`s Stopper Full to Base, Screening

SHRUB AREAS	CODE	QTY	BOTANICAL / COMMON NAME
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	SER	44	Serenoa repens / Saw Palmetto Full, Medium Shrubs
	SPB	1,224	Spartina bakeri / Sand Cordgrass Full, Medium Shrubs
	TRD	230	Tripsacum dactyloides / Fakahatchee Grass Full, Medium Shrubs

GROUND COVERS	CODE	QTY	BOTANICAL / COMMON NAME
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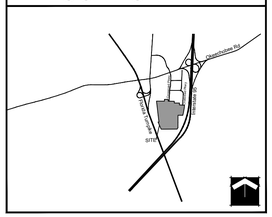
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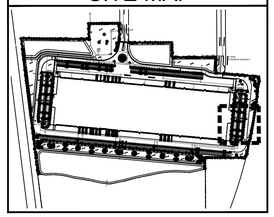
Landscape Plan

LP-5 of 19

LOCATION MAP



SITE MAP



PLANT LIST

TREES	CODE	QTY	BOTANICAL / COMMON NAME
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	QV	73	Quercus virginiana / Southern Live Oak*+ Single Straight Trunk, Min. 5` CT. No Low Crotch
	SP	96	Sabal palmetto / Sabal Palm Slick Trunks, Hurricane Cut, Stagger Heights 4` in Groups
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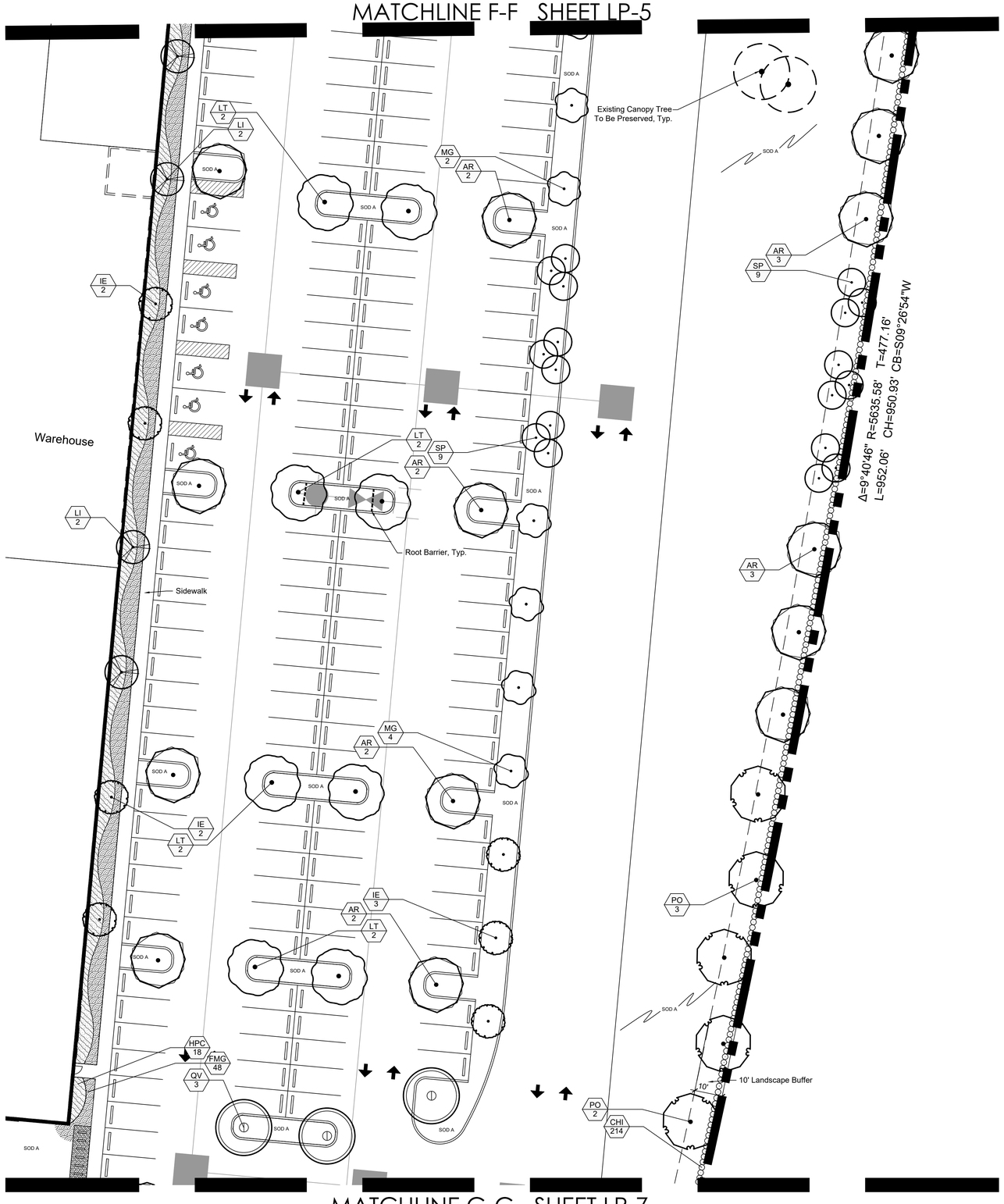
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MATCHLINE F-F SHEET LP-5



MATCHLINE G-G SHEET LP-7

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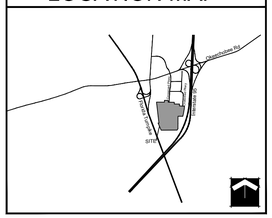
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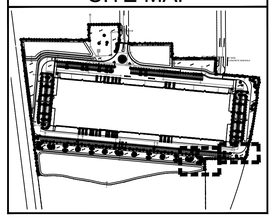
Landscape Plan

LP- 6 of 19

LOCATION MAP



SITE MAP



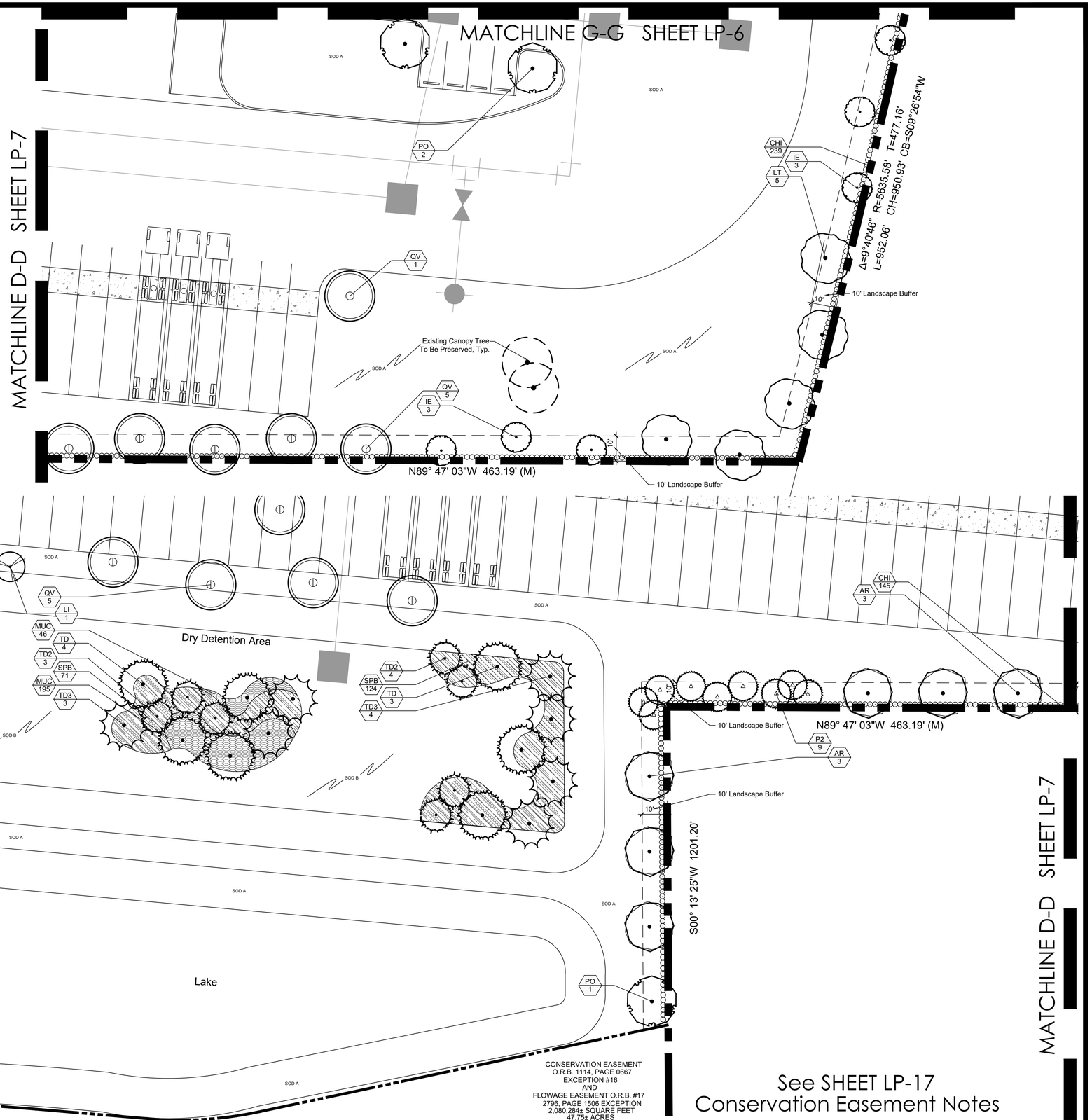
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Conservation Easement Notes

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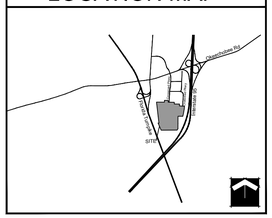
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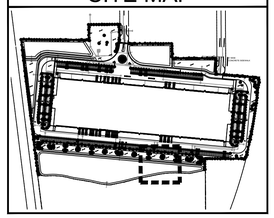
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Landscape Plan

LOCATION MAP



SITE MAP



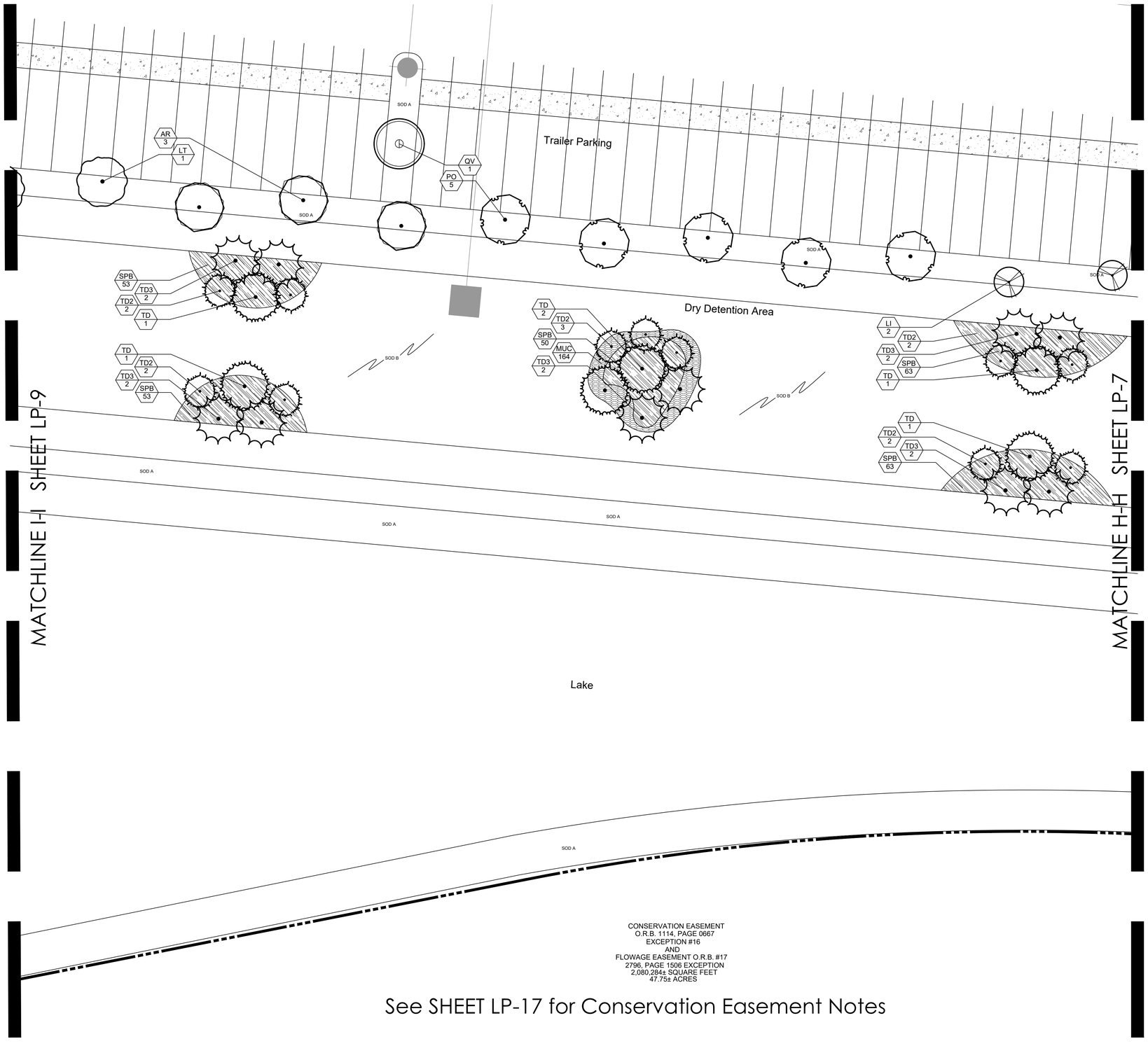
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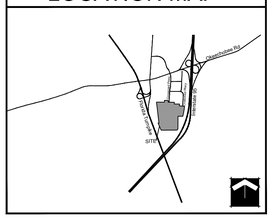
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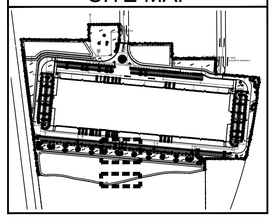
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Landscape Plan

LOCATION MAP



SITE MAP



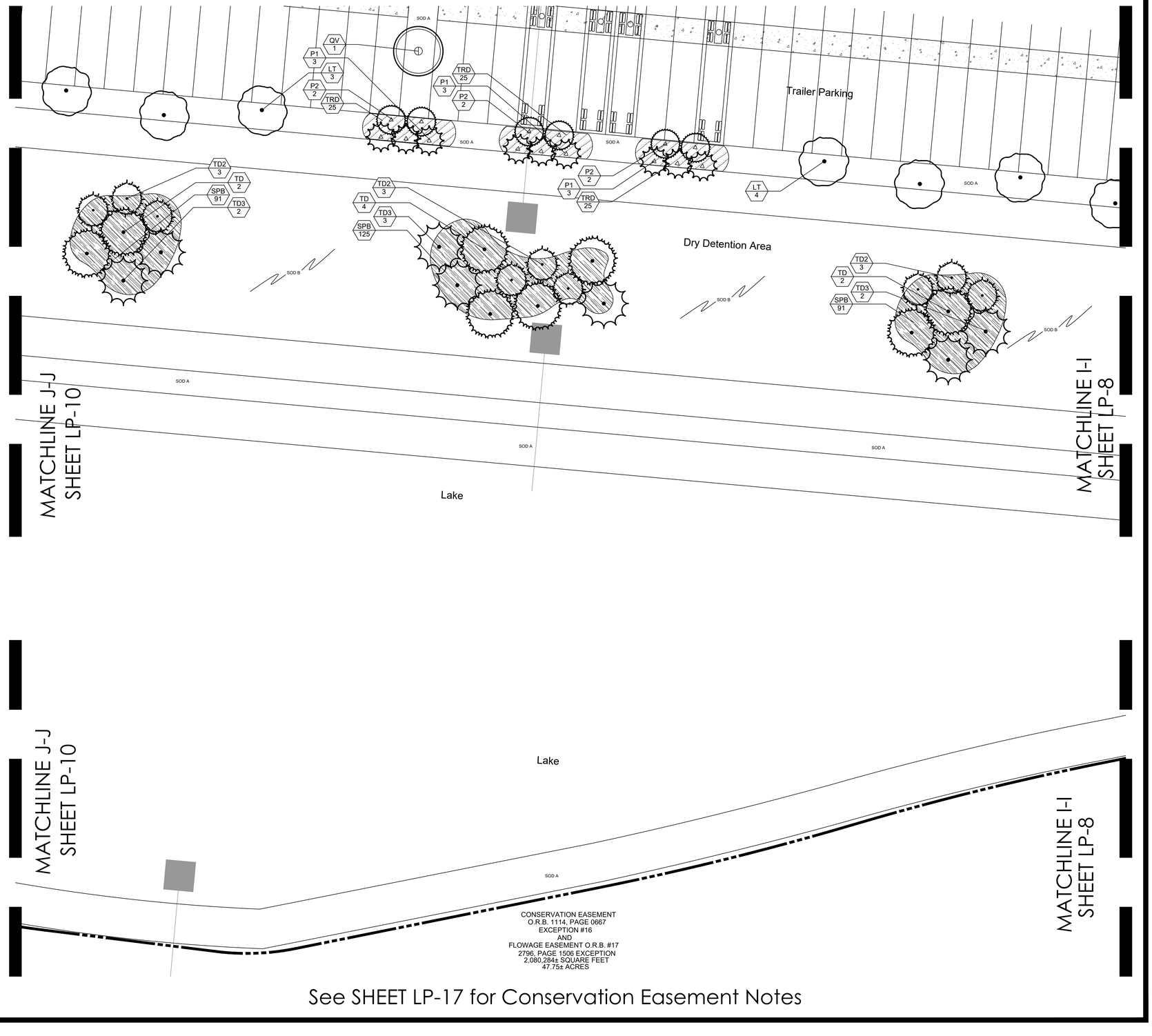
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	HPC	1,325	Hamelia patens `Compacta` / Dwarf Firebush Full, Small Shrubs
	MUC	784	Muhlenbergia capillaris / Pink Muhly Grass*+ Full
	SER	44	Serenoa repens / Saw Palmetto Full, Medium Shrubs
	SPB	1,224	Spartina bakeri / Sand Cordgrass Full, Medium Shrubs
	TRD	230	Tripsacum dactyloides / Fakahatchee Grass Full, Medium Shrubs

GROUND COVERS	CODE	QTY	BOTANICAL / COMMON NAME
	FMG	2,548	Ficus microcarpa `Green Island` / Green Island Ficus Full to Base
	SOD B	321,108 sf	Paspalum notatum / Bahia Grass Solid Sod, Stagger Seams, Field Verify Sod Areas Prior To Bid, Sod All Disturbed Areas
	SOD A	547,719 sf	Stenotaphrum secundatum / St. Augustine Grass Solid Sod, Stagger Seams, Field Verify Sod Areas Prior To Bid, Sod All Disturbed Areas



Know what's **below.** **Call** before you dig.

0 10' 20' 40' 60'

Scale 1"= 20'-0"

North

See SHEET LP-17 for Conservation Easement Notes

SCHMIDT NICHOLS
LANDSCAPE ARCHITECTURE AND URBAN PLANNING
1551 N. Flagler Dr, Ste 102
West Palm Beach, FL 33401
Phone: 561.684.6141
Email: info@snlandplan.com
Website: www.snlandplan.com
License No: LC26000232

Crossroads Industrial

Fort Pierce, Florida

Date:	10/30/20
Scale:	1" = 20'-0"
Design By:	AM
Drawn By:	AM
Checked By:	JES
File No.	743.01
Job No.	20-66

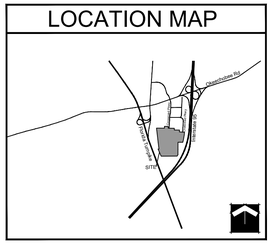
REVISIONS / SUBMISSIONS

10/30/20 Submittal

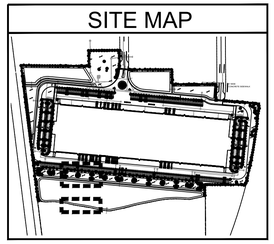
12/23/20 Resubmittal

Landscape Plan

LOCATION MAP



SITE MAP



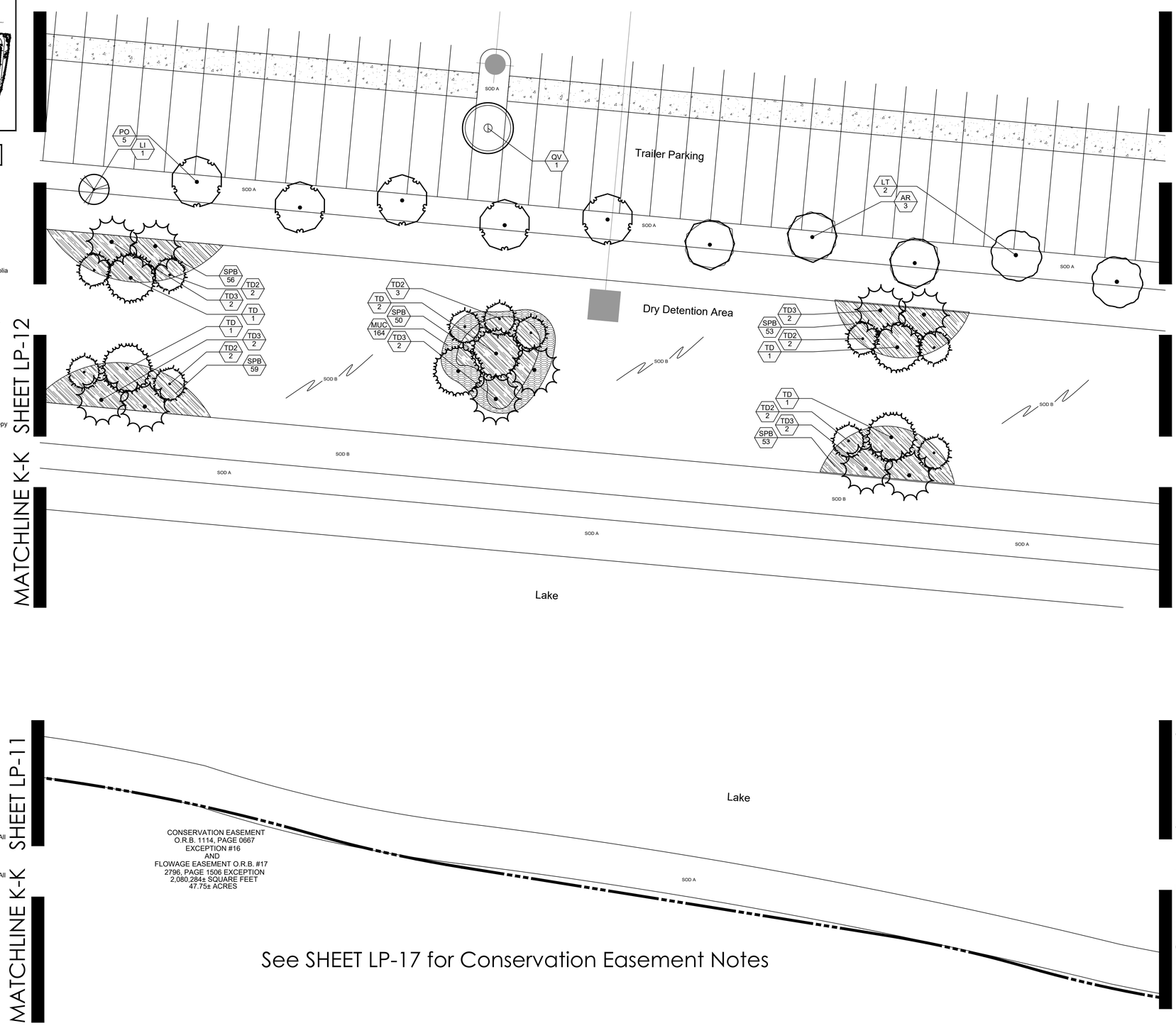
PLANT LIST

TREES	CODE	QTY	BOTANICAL / COMMON NAME
	AR	82	Acer rubrum / Red Maple*+ Single Straight Trunk, Min. 5` CT. No Low Crotch
	IE	74	Ilex x attenuata `East Palatka` / East Palatka Holly
	LI	14	Lagerstroemia indica `Natchez` / Natchez Crape Myrtle+ Single Straight Trunk, Min 5` CT
	MG	16	Magnolia grandiflora `Braken`s Brown Beauty` / Brown Beauty Magnolia Full, Matched
	P1	16	Pinus elliotti var. Densa / South Florida Slash Pine Single Straight Trunk, 1:1 Credit for Canopy Tree
	P2	45	Pinus elliotti var. Densa / South Florida Slash Pine Single Straight Trunk, 3:1 Credit for Canopy Tree, One 6`, 8`, and 10` Pine per Grouping for a Total of 24` Ht
	PO	62	Platanus Occidentalis / American Sycamore Single Straight Trunk, Min. 5` CT. No Low Crotch
	QV	73	Quercus virginiana / Southern Live Oak*+ Single Straight Trunk, Min. 5` CT. No Low Crotch
	SP	96	Sabal palmetto / Sabal Palm Slick Trunks, Hurricane Cut, Stagger Heights 4` in Groups
	TD2	45	Taxodium distichum / Bald Cypress Single Straight Trunk, Min. 5` CT. No Low Crotch. 2:1 Credit for Canopy Tree
	TD	37	Taxodium distichum / Bald Cypress Single Straight Trunk, Min. 5` CT. No Low Crotch
	TD3	41	Taxodium distichum / Bald Cypress Single Straight Trunk, Min. 5` CT. No Low Crotch
	LT	67	Tulip Tree / Liriodendron tulipefera Single Straight Trunk, Min. 5` CT. No Low Crotch

SHRUBS	CODE	QTY	BOTANICAL / COMMON NAME
	CHI	3,295	Chrysobalanus icaco / Coco Plum*+ Full To Base
	CU	46	Coccoloba uvifera / Sea Grape Full to Base, Large Shrubs
	MYF2	57	Myrcianthes fragrans / Simpson`s Stopper Full to Base, Screening

SHRUB AREAS	CODE	QTY	BOTANICAL / COMMON NAME
	HPC	1,325	Hamelia patens `Compacta` / Dwarf Firebush Full, Small Shrubs
	MUC	784	Muhlenbergia capillaris / Pink Muhly Grass*+ Full
	SER	44	Serenoa repens / Saw Palmetto Full, Medium Shrubs
	SPB	1,224	Spartina bakeri / Sand Cordgrass Full, Medium Shrubs
	TRD	230	Tripsacum dactyloides / Fakahatchee Grass Full, Medium Shrubs

GROUND COVERS	CODE	QTY	BOTANICAL / COMMON NAME
	FMG	2,548	Ficus microcarpa `Green Island` / Green Island Ficus Full to Base
	SOD B	321,108 sf	Paspalum notatum / Bahia Grass Solid Sod, Stagger Seams, Field Verify Sod Areas Prior To Bid, Sod All Disturbed Areas
	SOD A	547,719 sf	Stenotaphrum secundatum / St. Augustine Grass Solid Sod, Stagger Seams, Field Verify Sod Areas Prior To Bid, Sod All Disturbed Areas



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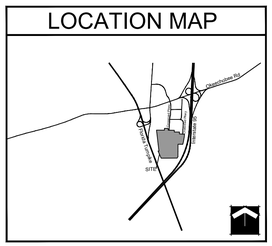
REVISIONS / SUBMISSIONS

10/30/20 Submittal

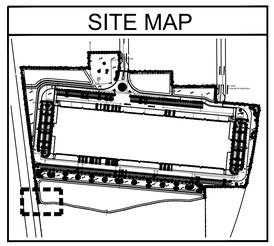
12/23/20 Resubmittal

Landscape Plan

LOCATION MAP



SITE MAP



PLANT LIST

TREES	CODE	QTY	BOTANICAL / COMMON NAME
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	LI	14	Lagerstroemia indica `Natchez` / Natchez Crape Myrtle+ Single Straight Trunk, Min 5` CT
	MG	16	Magnolia grandiflora `Braken`s Brown Beauty` / Brown Beauty Magnolia Full, Matched
	P1	16	Pinus elliotti var. Densa / South Florida Slash Pine Single Straight Trunk, 1:1 Credit for Canopy Tree
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	PO	62	Platanus Occidentalis / American Sycamore Single Straight Trunk, Min. 5` CT. No Low Crotch
	QV	73	Quercus virginiana / Southern Live Oak*+ Single Straight Trunk, Min. 5` CT. No Low Crotch
	SP	96	Sabal palmetto / Sabal Palm Slick Trunks, Hurricane Cut, Stagger Heights 4` in Groups
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SHRUBS	CODE	QTY	BOTANICAL / COMMON NAME
	CHI	3,295	Chrysobalanus icaco / Coco Plum*+ Full To Base
	CU	46	Coccoloba uvifera / Sea Grape Full to Base, Large Shrubs
	MYF2	57	Myrcianthes fragrans / Simpson`s Stopper Full to Base, Screening

SHRUB AREAS	CODE	QTY	BOTANICAL / COMMON NAME
	HPC	1,325	Hamelia patens `Compacta` / Dwarf Firebush Full, Small Shrubs
	MUC	784	Muhlenbergia capillaris / Pink Muhly Grass*+ Full
	SER	44	Serenoa repens / Saw Palmetto Full, Medium Shrubs
	SPB	1,224	Spartina bakeri / Sand Cordgrass Full, Medium Shrubs
	TRD	230	Tripsacum dactyloides / Fakahatchee Grass Full, Medium Shrubs

GROUND COVERS	CODE	QTY	BOTANICAL / COMMON NAME
	FMG	2,548	Ficus microcarpa `Green Island` / Green Island Ficus Full to Base
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MATCHLINE L-L SHEET LP-12



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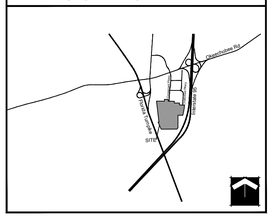
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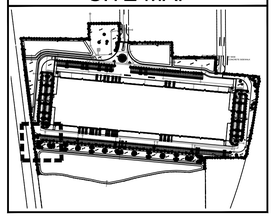
Landscape Plan

LP-11 of 19

LOCATION MAP



SITE MAP



PLANT LIST

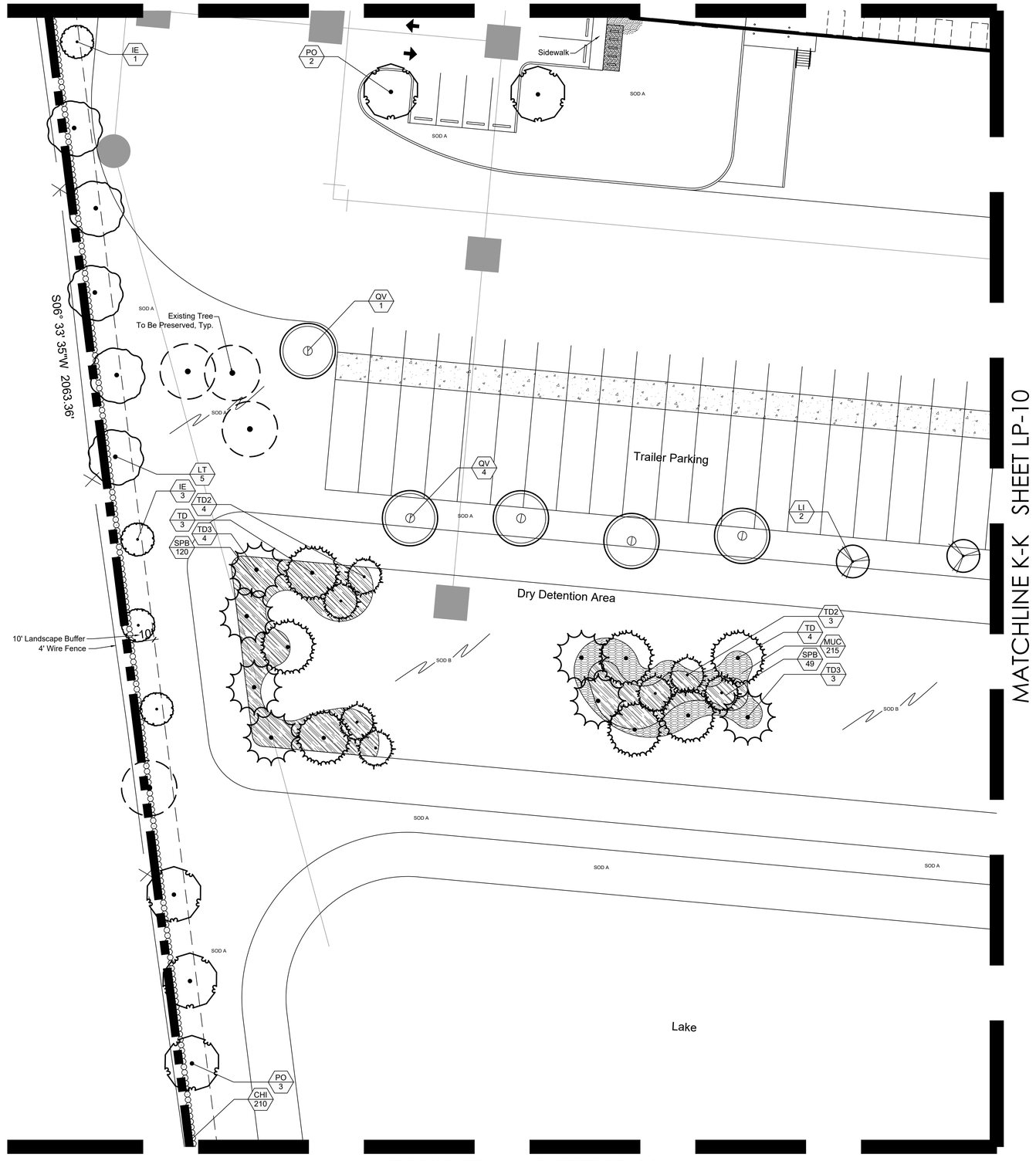
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GROUND COVERS	CODE	QTY	BOTANICAL / COMMON NAME
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MATCHLINE M-M SHEET LP-13



MATCHLINE K-K SHEET LP-10

MATCHLINE L-L SHEET LP-11

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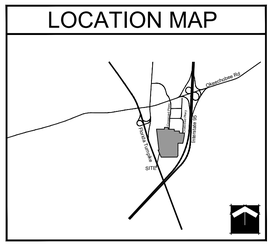
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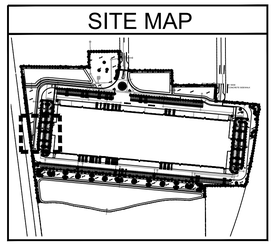
12/23/20 Resubmittal

Landscape Plan

LOCATION MAP



SITE MAP



PLANT LIST

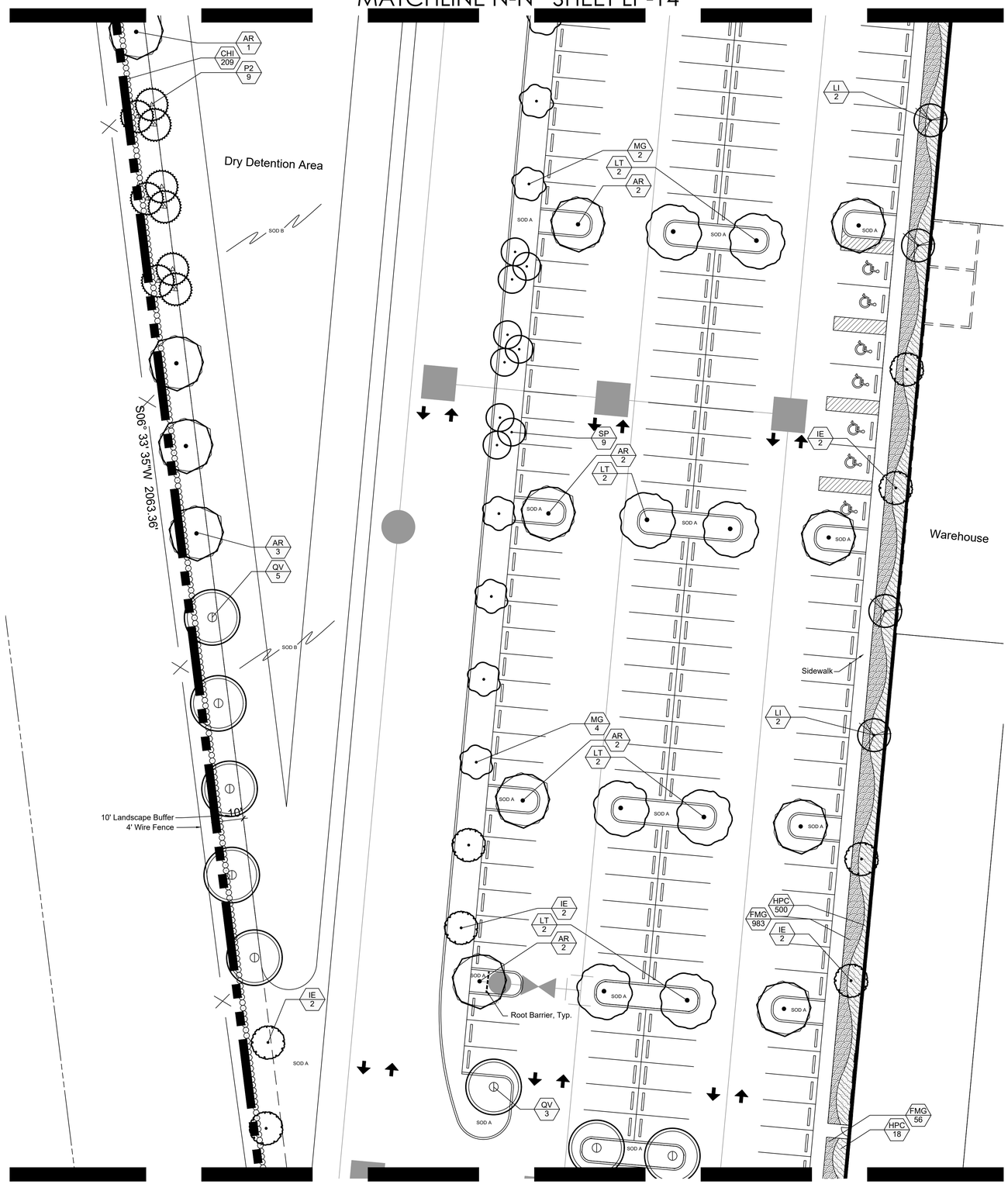
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SHRUBS	CODE	QTY	BOTANICAL / COMMON NAME
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MATCHLINE N-N SHEET LP-14



MATCHLINE M-M SHEET LP-12

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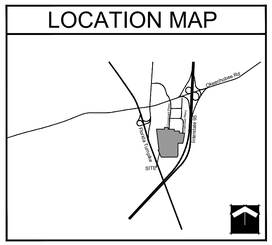
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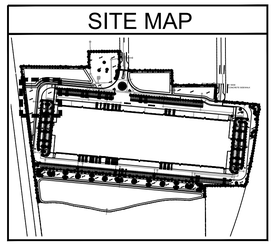
Landscape Plan

LP-13 of 19

LOCATION MAP



SITE MAP



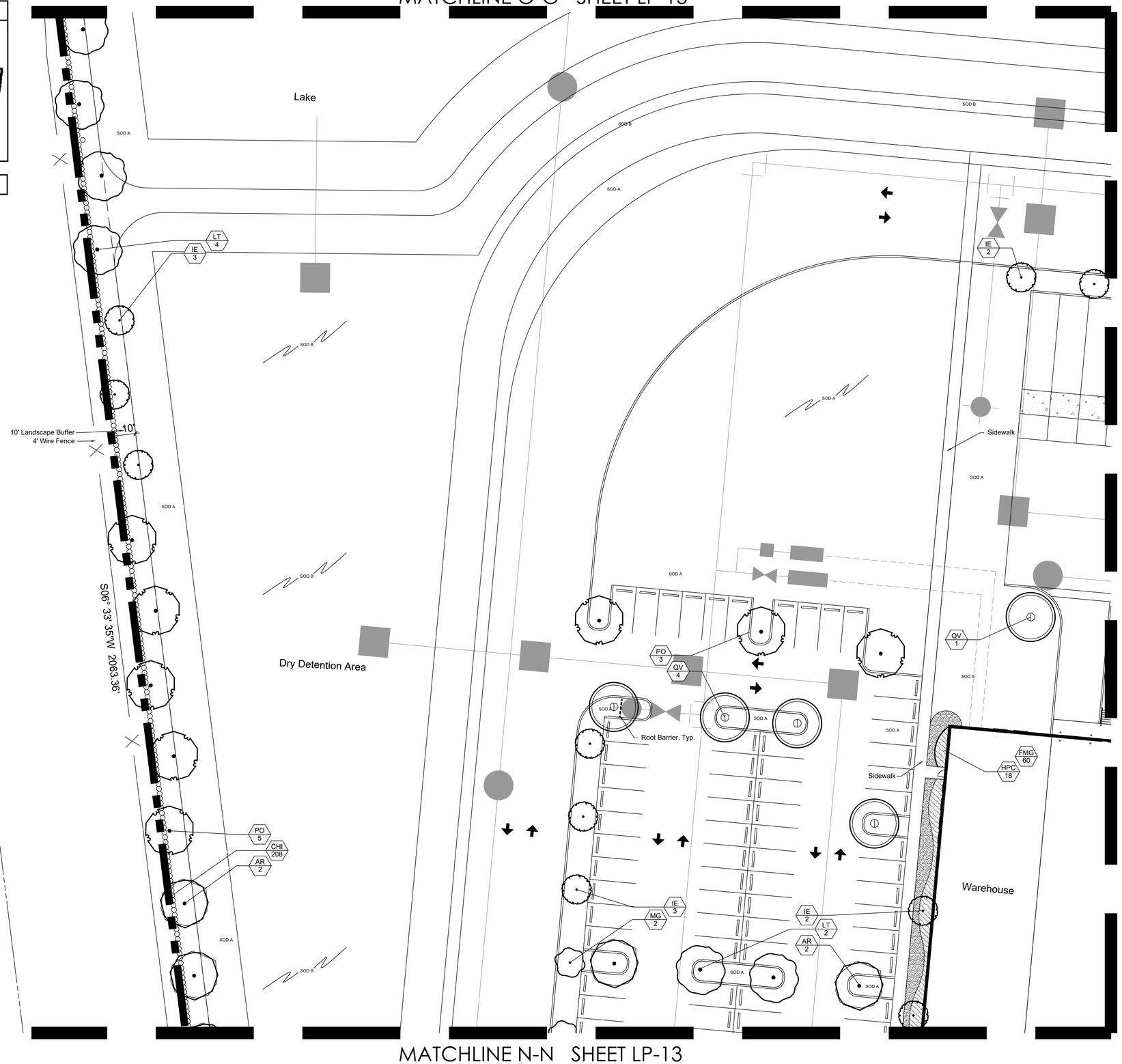
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Email: info@snlandplan.com
Website: www.snlandplan.com
License No: LC26000232

Crossroads Industrial

Fort Pierce, Florida

Date:	10/30/20
Scale:	1" = 20'-0"
Design By:	AM
Drawn By:	AM
Checked By:	JES
File No.	743.01
Job No.	20-66

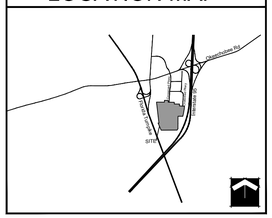
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10/30/20 Submittal

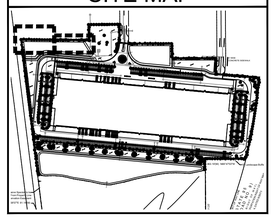
12/23/20 Resubmittal

Landscape Plan

LOCATION MAP



SITE MAP



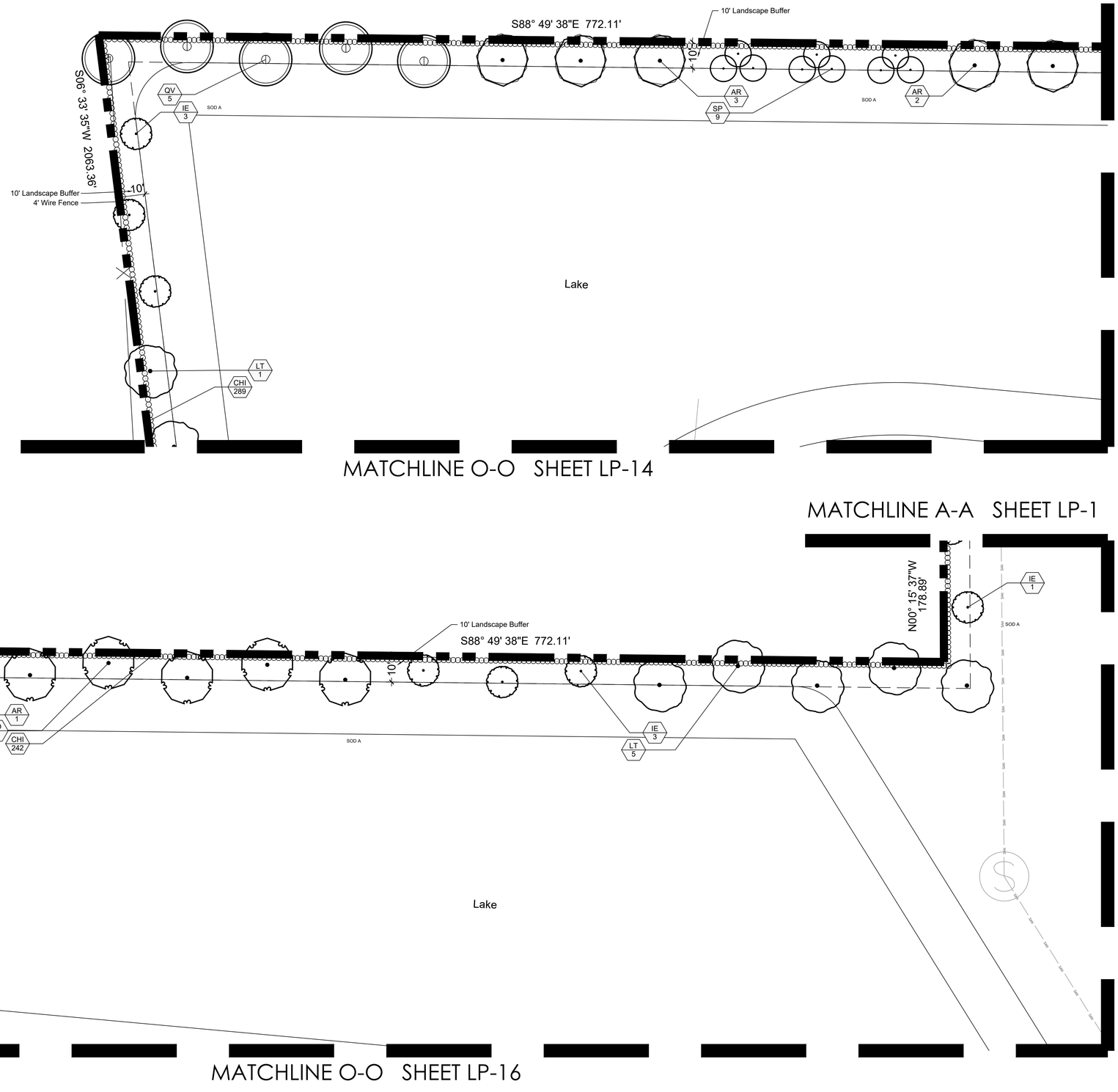
PLANT LIST

TREES	CODE	QTY	BOTANICAL / COMMON NAME
	AR	82	Acer rubrum / Red Maple*+ Single Straight Trunk, Min. 5` CT. No Low Crotch
	IE	74	Ilex x attenuata `East Palatka` / East Palatka Holly
	LI	14	Lagerstroemia indica `Natchez` / Natchez Crape Myrtle+ Single Straight Trunk, Min 5` CT
	MG	16	Magnolia grandiflora `Braken`s Brown Beauty` / Brown Beauty Magnolia Full, Matched
	P1	16	Pinus elliotti var. Densa / South Florida Slash Pine Single Straight Trunk, 1:1 Credit for Canopy Tree
	P2	45	Pinus elliotti var. Densa / South Florida Slash Pine Single Straight Trunk, 3:1 Credit for Canopy Tree, One 6`, 8`, and 10` Pine per Grouping for a Total of 24` Ht
	PO	62	Platanus Occidentalis / American Sycamore Single Straight Trunk, Min. 5` CT. No Low Crotch
	QV	73	Quercus virginiana / Southern Live Oak*+ Single Straight Trunk, Min. 5` CT. No Low Crotch
	SP	96	Sabal palmetto / Sabal Palm Slick Trunks, Hurricane Cut, Stagger Heights 4` in Groups
	TD2	45	Taxodium distichum / Bald Cypress Single Straight Trunk, Min. 5` CT. No Low Crotch. 2:1 Credit for Canopy Tree
	TD	37	Taxodium distichum / Bald Cypress Single Straight Trunk, Min. 5` CT. No Low Crotch
	TD3	41	Taxodium distichum / Bald Cypress Single Straight Trunk, Min. 5` CT. No Low Crotch
	LT	67	Tulip Tree / Liriodendron tulipefera Single Straight Trunk, Min. 5` CT. No Low Crotch

SHRUBS	CODE	QTY	BOTANICAL / COMMON NAME
	CHI	3,295	Chrysobalanus icaco / Coco Plum*+ Full To Base
	CU	46	Coccoloba uvifera / Sea Grape Full to Base, Large Shrubs
	MYF2	57	Myrcianthes fragrans / Simpson`s Stopper Full to Base, Screening

SHRUB AREAS	CODE	QTY	BOTANICAL / COMMON NAME
	HPC	1,325	Hamelia patens `Compacta` / Dwarf Firebush Full, Small Shrubs
	MUC	784	Muhlenbergia capillaris / Pink Muhly Grass*+ Full
	SER	44	Serenoa repens / Saw Palmetto Full, Medium Shrubs
	SPB	1,224	Spartina bakeri / Sand Cordgrass Full, Medium Shrubs
	TRD	230	Tripsacum dactyloides / Fakahatchee Grass Full, Medium Shrubs

GROUND COVERS	CODE	QTY	BOTANICAL / COMMON NAME
	FMG	2,548	Ficus microcarpa `Green Island` / Green Island Ficus Full to Base
	SOD B	321,108 sf	Paspalum notatum / Bahia Grass Solid Sod, Stagger Seams, Field Verify Sod Areas Prior To Bid, Sod All Disturbed Areas
	SOD A	547,719 sf	Stenotaphrum secundatum / St. Augustine Grass Solid Sod, Stagger Seams, Field Verify Sod Areas Prior To Bid, Sod All Disturbed Areas



811 Know what's below. Call before you dig.

0 10' 20' 40' 60'

Scale 1"= 20'-0"

North

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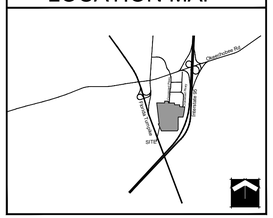
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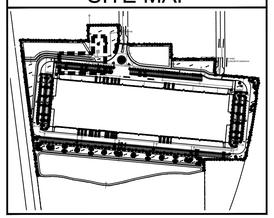
Landscape Plan

LP-15 of 19

LOCATION MAP



SITE MAP



PLANT LIST

TREES	CODE	QTY	BOTANICAL / COMMON NAME
	AR	82	Acer rubrum / Red Maple*+ Single Straight Trunk, Min. 5` CT. No Low Crotch
	IE	74	Ilex x attenuata `East Palatka` / East Palatka Holly
	LI	14	Lagerstroemia indica `Natchez` / Natchez Crape Myrtle+ Single Straight Trunk, Min 5` CT
	MG	16	Magnolia grandiflora `Braken`s Brown Beauty` / Brown Beauty Magnolia Full, Matched
	P1	16	Pinus elliotti var. Densa / South Florida Slash Pine Single Straight Trunk, 1:1 Credit for Canopy Tree
	P2	45	Pinus elliotti var. Densa / South Florida Slash Pine Single Straight Trunk, 3:1 Credit for Canopy Tree, One 6`, 8`, and 10` Pine per Grouping for a Total of 24` Ht
	PO	62	Platanus Occidentalis / American Sycamore Single Straight Trunk, Min. 5` CT. No Low Crotch
	QV	73	Quercus virginiana / Southern Live Oak*+ Single Straight Trunk, Min. 5` CT. No Low Crotch
	SP	96	Sabal palmetto / Sabal Palm Slick Trunks, Hurricane Cut, Stagger Heights 4` in Groups
	TD2	45	Taxodium distichum / Bald Cypress Single Straight Trunk, Min. 5` CT. No Low Crotch. 2:1 Credit for Canopy Tree
	TD	37	Taxodium distichum / Bald Cypress Single Straight Trunk, Min. 5` CT. No Low Crotch
	TD3	41	Taxodium distichum / Bald Cypress Single Straight Trunk, Min. 5` CT. No Low Crotch
	LT	67	Tulip Tree / Liriodendron tulipefera Single Straight Trunk, Min. 5` CT. No Low Crotch

PLANT LIST

SHRUBS	CODE	QTY	BOTANICAL / COMMON NAME
	CHI	3,295	Chrysobalanus icaco / Coco Plum*+ Full To Base
	CU	46	Coccoloba uvifera / Sea Grape Full to Base, Large Shrubs
	MYF2	57	Myrcianthes fragrans / Simpson`s Stopper Full to Base, Screening

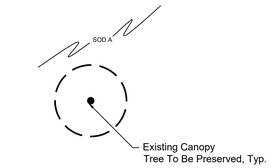
SHRUB AREAS	CODE	QTY	BOTANICAL / COMMON NAME
	HPC	1,325	Hamelia patens `Compacta` / Dwarf Firebush Full, Small Shrubs
	MUC	784	Muhlenbergia capillaris / Pink Muhly Grass*+ Full
	SER	44	Serenoa repens / Saw Palmetto Full, Medium Shrubs
	SPB	1,224	Spartina bakeri / Sand Cordgrass Full, Medium Shrubs
	TRD	230	Tripsacum dactyloides / Fakahatchee Grass Full, Medium Shrubs

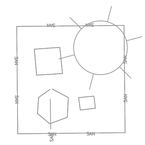
GROUND COVERS	CODE	QTY	BOTANICAL / COMMON NAME
	FMG	2,548	Ficus microcarpa `Green Island` / Green Island Ficus Full to Base
	SOD B	321,108 sf	Paspalum notatum / Bahia Grass Solid Sod, Stagger Seams, Field Verify Sod Areas Prior To Bid, Sod All Disturbed Areas
	SOD A	547,719 sf	Stenotaphrum secundatum / St. Augustine Grass Solid Sod, Stagger Seams, Field Verify Sod Areas Prior To Bid, Sod All Disturbed Areas

MATCHLINE A-A SHEET LP-1

MATCHLINE P-P SHEET LP-5

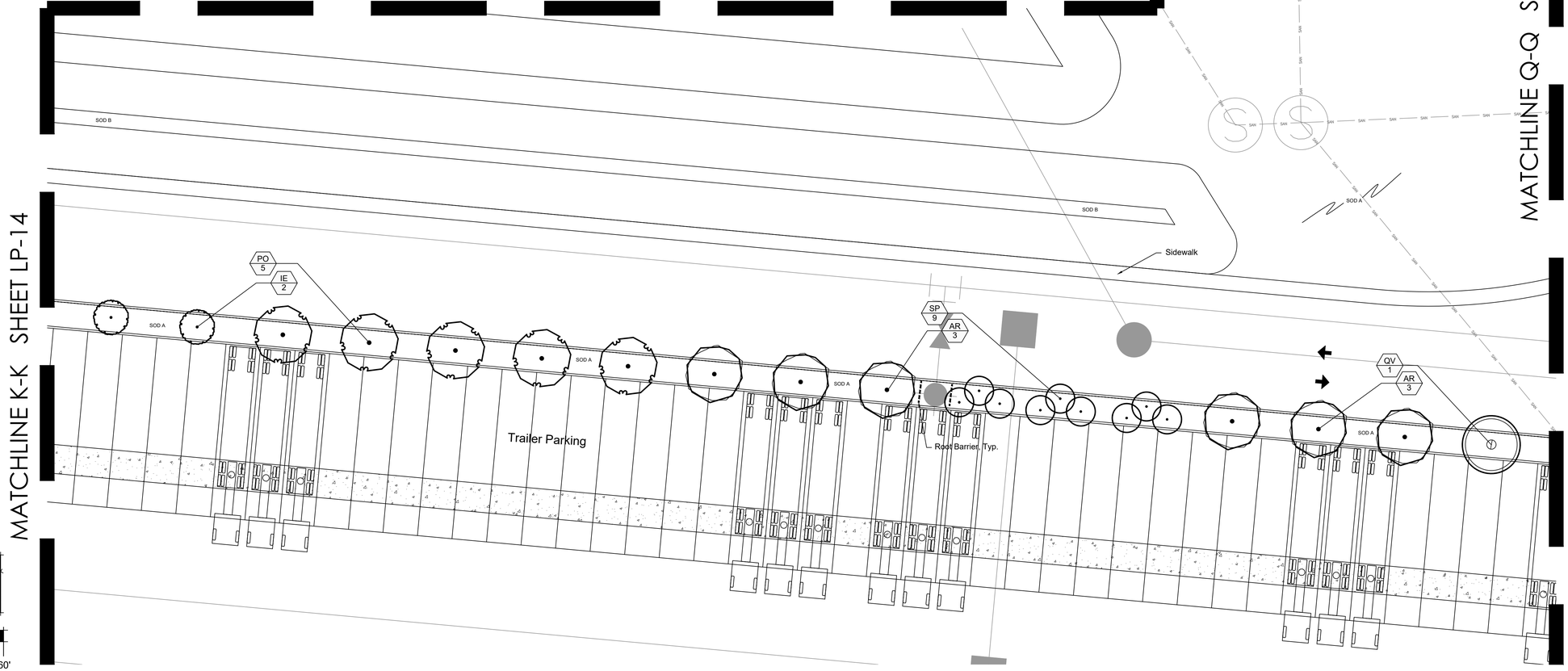
MATCHLINE Q-Q SHEET LP-2





MATCHLINE O-O SHEET LP-15

MATCHLINE K-K SHEET LP-14



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North

0 10' 20' 40' 60'

Scale 1"= 20'-0"

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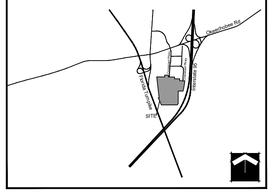
10/30/20 Submittal

12/23/20 Resubmittal

Landscape Plan

LP-16 of 19

LOCATION MAP



SHEET LP-11 | SHEET LP-10 | SHEET LP-9 | SHEET LP-8 | SHEET LP-7

All Invasive Species to be Cleared 10' From Property Line In Conservation Easement

N89°58'57"E 81.14'(M)

CONSERVATION EASEMENT
O.R.B. 1114, PAGE 0667
EXCEPTION #16
AND
FLOWAGE EASEMENT O.R.B. 2796,
PAGE 1506 EXCEPTION #17
2,080,284± SQUARE FEET 47.75±
ACRES

All Invasive Species to be Cleared 10' From Property Line In Conservation Easement

S89° 50' 10"W 745.23'

S89° 50' 10"W 1555.24'

All Invasive Species to be Cleared 10' From Property Line In Conservation Easement

S00° 13' 25"W 1201.20'

All Invasive Species to be Cleared 10' From Property Line In Conservation Easement

Δ=1°43'39"
R=5635.58'
T=84.96'
L=169.91'
CH=169.91'
CB=S28°14'00"W

WESTERLY RIGHT OF WAY LINE
INTERSTATE 95
(STATE ROAD NO. 9)
(VARIED WIDTH RIGHT OF WAY)
FLORIDA DEPARTMENT OF TRANSPORTATION RIGHT OF WAY MAP
SECTION No. 94001-2404, DATED 6/29/73

811 Know what's below. Call before you dig.

North

0 50' 100' 200' 400'

Scale 1"= 100'-0"

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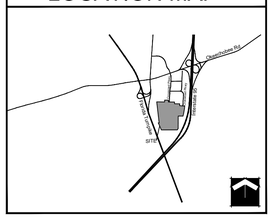
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Landscape Plan

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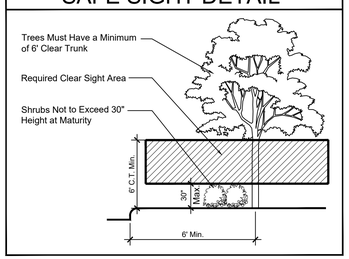
LOCATION MAP



LANDSCAPE NOTES

1. Easements shall not encroach landscape buffers more than 5 feet.
2. Landscaping in right-of-way buffers shall be installed on the exterior side of walls or fences.
3. FDOT Type D or F curb shall be provided along the perimeter of all landscape, open space, drainage and grassed areas adjacent to paved vehicular use areas, except where wheel stops are provided.
4. Safe sight triangles shall be maintained clear of vegetation to provide unobstructed visibility between 30" and 8' above crown of road.
5. Light poles, fire hydrants, electrical/mechanical equipment, signs, drainage structures, etc. shall not interfere with landscaping in terminal islands, parking islands, medians, buffers or other landscaped areas.
6. All plant material is to be installed a the height, spread and DBH/Caliper shown in the Plant List, container sizes are given as a suggestion only.
7. No muck-grown sod shall be utilized in detention areas.
8. All landscape areas (including sod) shall be irrigated with an underground automatic sprinkler system providing min. 150% coverage.
9. Trees shown on this plan are for graphic representation only. Tree spacing is based on design requirements and the trees shown on these plans attempt to accomplish that spacing while maintaining the required setbacks from utilities. Trees may be field adjusted to avoid conflicts with driveways and underground utilities. In any case the trees shall be located in the field in accordance with the planting details shown hereon.
10. Trees are to be installed with a ten foot (10') separation from any water or sewer main and/ or service, hydrants, and lift stations. If a ten foot (10') separation cannot be achieved, the tree can be installed with a root barrier system. Refer to the "Root Barrier" detail for installation requirements. However, in no case shall a tree encroach into a PBCUE without prior PBCWUD approval and only sod can be installed within 7.5' of a fire hydrant unless otherwise approved by the Fire Marshal.
11. All planters shall be excavated to a minimum depth of the native soil on site and back-filled with a suitable soil consisting of fifty percent (50%) composted organic matter, well-mixed with native soil. Backfill material shall be free from rock, construction debris, or other extraneous material.
12. All substitutions or modifications from the approved Landscape Plan must be submitted and approved by the Landscape Architect in writing.
13. All ground-mounted equipment shall be screened from view.
14. Prior to C.O., the site must have 100% sod coverage, including greenspace in the directly adjacent ROW. All disturbed areas must be sodded including all areas used for staging and maneuvering that may not be indicated on the Landscape Plan.

SAFE SIGHT DETAIL



PLANT LIST

TREES	CODE	QTY	BOTANICAL / COMMON NAME	CALIPER	HEIGHT	SPREAD	CLEAR TRUNK	WATER USAGE	STATUS
	AR	82	Acer rubrum / Red Maple*+ Single Straight Trunk, Min. 5` CT. No Low Crotch	2.5" DBH	12`	5`	5` Min.	Low	Native
	IE	74	Ilex x attenuata `East Palatka` / East Palatka Holly	2.5" DBH	12`	5`	5` Min.	Low	Native
	LI	14	Lagerstroemia indica `Natchez` / Natchez Crape Myrtle+ Single Straight Trunk, Min 5` CT	2.5" DBH	12`	5`	5` Min.	Low	Non-Native
	MG	16	Magnolia grandiflora ``Braken`s Brown Beauty` / Brown Beauty Magnolia Full, Matched	2.5" DBH	12`	5`	5` Min.	Low	Native
△	P1	16	Pinus elliotti var. Densa / South Florida Slash Pine Single Straight Trunk, 1:1 Credit for Canopy Tree	2.5" DBH	12`	4`	5` Min.	Low	Native
△	P2	45	Pinus elliotti var. Densa / South Florida Slash Pine Single Straight Trunk, 3:1 Credit for Canopy Tree, One 6`, 8`, and 10` Pine per Grouping for a Total of 24` Ht	Varies	6`-10` OA	4` Min.	4` Min	Low	Native
	PO	62	Platanus Occidentalis / American Sycamore Single Straight Trunk, Min. 5` CT. No Low Crotch	2.5" DBH	12`	5`	5` Min.	Low	Native
Φ	QV	73	Quercus virginiana / Southern Live Oak*+ Single Straight Trunk, Min. 5` CT. No Low Crotch	2.5" DBH	12`	5`	5` Min.	Low	Native
	SP	96	Sabal palmetto / Sabal Palm Slick Trunks, Hurricane Cut, Stagger Heights 4` in Groups	N/A	10`-14` CT	N/A	10`-16` CT	Low	Native
	TD2	45	Taxodium distichum / Bald Cypress Single Straight Trunk, Min. 5` CT. No Low Crotch. 2:1 Credit for Canopy Tree	1" DBH	8`	3`	3`	Low	Native
	TD	37	Taxodium distichum / Bald Cypress Single Straight Trunk, Min. 5` CT. No Low Crotch	2" DBH	12`	5`	5` Min.	Low	Native
	TD3	41	Taxodium distichum / Bald Cypress Single Straight Trunk, Min. 5` CT. No Low Crotch	2.5" DBH	14`	5`	5` Min.	Low	Native
	LT	67	Tulip Tree / Liriodendron tulipefera Single Straight Trunk, Min. 5` CT. No Low Crotch	2.5" DBH	12`	5`	5` Min.	Low	Native

SHRUBS	CODE	QTY	BOTANICAL / COMMON NAME	HEIGHT	SPREAD	SPACING	WATER USAGE	STATUS
○	CHI	3,295	Chrysobalanus icaco / Coco Plum*+ Full To Base	24"	24"	24" O.C.	Low	Native
⬡	CU	46	Coccoloba uvifera / Sea Grape Full to Base, Large Shrubs	24"	24"	48" O.C.	Low	Native
▲	MYF2	57	Myrcianthes fragrans / Simpson`s Stopper Full to Base, Screening	36"	24"	24" O.C.	Low	Native

SHRUB AREAS	CODE	QTY	BOTANICAL / COMMON NAME	HEIGHT	SPREAD	SPACING	WATER USAGE	STATUS
	HPC	1,325	Hamelia patens `Compacta` / Dwarf Firebush Full, Small Shrubs	18"	18"	24" O.C.	Low	Native
	MUC	784	Muhlenbergia capillaris / Pink Muhly Grass*+ Full	18"	18"	24" O.C.	Low	Non-Native
	SER	44	Serenoa repens / Saw Palmetto Full, Medium Shrubs	18"	18"	48" O.C.	Low	Native
	SPB	1,224	Spartina bakeri / Sand Cordgrass Full, Medium Shrubs	24"	24"	48" O.C.	Low	Native
	TRD	230	Tripsacum dactyloides / Fakahatchee Grass Full, Medium Shrubs	24"	24"	48" O.C.	Low	Native

GROUND COVERS	CODE	QTY	BOTANICAL / COMMON NAME	HEIGHT	SPREAD	SPACING	WATER USAGE	STATUS
	FMG	2,548	Ficus microcarpa `Green Island` / Green Island Ficus Full to Base	12"	12"	18" O.C.	Medium	Non-Native
	SOD B	321,108 sf	Paspalum notatum / Bahia Grass Solid Sod, Stagger Seams, Field Verify Sod Areas Prior To Bid, Sod All Disturbed Areas	N/A	N/A	N/A	Low	Non-Native
	SOD A	547,719 sf	Stenotaphrum secundatum / St. Augustine Grass Solid Sod, Stagger Seams, Field Verify Sod Areas Prior To Bid, Sod All Disturbed Areas	N/A	N/A	N/A	High	Non-Native

LANDSCAPE REQUIREMENTS CHART

BUFFERS				
TREES:		REQUIREMENT	NO. REQUIRED	NO. PROVIDED
North Property Line	3,482 L.F.	30' O.C.	116	116 (2 Ex,)
East Property Line*	1,542 L.F.	30' O.C.	51	51
West Property Line**	1,566 L.F.	30' O.C.	52	52 (7 Ex.)
		TOTAL TREES:	**219**	**219**
SHRUBS:		REQUIREMENT	NO. REQUIRED	NO. PROVIDED
North Property Line	3,482 L.F.	2' O.C.	1,741	1,741
East Property Line*	1,542 L.F.	2' O.C.	771	771
West Property Line**	1,566 L.F.	2' O.C.	783	783
		TOTAL SHRUBS:	**3,295**	**3,295**
INTERIOR				
VUA AREA		REQUIREMENT	NO. REQUIRED	NO. PROVIDED
Interior Landscape Area	1,102,826 S.F.	1 / 30 S.F	36,761	37,077
Interior Trees	36,761 S.F.	1 / 100 S.F	368	368 (27 Ex.)

OVERALL	REQUIREMENT	NO. REQUIRED	NO. PROVIDED
Native Plants	N/A	N/A	6,837
Drought Tolerant Plants	N/A	N/A	7,635
Canopy Trees Required	50% Min.	294	554

TOTAL TREES	**587**	**587**
TOTAL SHRUBS	**3,295**	**3,295**

*2,787' (Total Length) - 1,245' (Preserve Area) = 1,542'
**2,890' (Total Length) - 1,324' (Preserve Area) = 1,566'

FLORIDA FRIENDLY CHART

Design Options:		Points	Proposed Plan
(1)	Utilization of moisture sensing controller other than rainswitch, alternate source of water such as a cistern, or highly efficient system that promotes water conservation	10	
(2)	Plan submitted with low, moderate, and high water use\age zones indicated.	5	
(3)	Groundcover or Grass:		
	(a) 25-50% of the groundcover or grass areas are made up of natural drought tolerant species from the list*.	5	
	(b) 51% or more of the groundcover or grass area are made up of natural drought tolerant species from the list*.	10	
	(c) 25-50% of the groundcover or grass areas are made up of Florida native plants.	10	
	(d) 51% or more of the groundcover or grass areas are made up of Florida native plants.	15	15
(4)	Shrubs:		
	(a) 25-50% of the required shrubs are made up of natural drought tolerant species from the list*.	5	
	(b) 51% or more of the required shrubs are made up of natural drought tolerant species from the list*.	10	
	(c) 25-50% of the required shrubs are made up of Florida native plants.	10	
	(d) 51% or more of the required shrubs are made up of Florida native plants.	15	15
(5)	Trees:		
	(a) 25-50% of the required trees are made up of natural drought tolerant species from the list*.	5	
	(b) 51% or more of the required trees are made up of natural drought tolerant species from the list*.	10	
	(c) 25-50% of the required trees are made up of Florida native plants.	10	
	(d) 51% or more of the required trees are made up of Florida native plants.	15	15
(6)	Extra Shade Trees in Vehicular Use Areas:		
	(a) 25% more than the required shade trees planted in the vehicular use areas.	5	
	(b) 50% more than the required shade trees planted in the vehicular use areas.	10	
(7)	Natural sod area less than 50 percent of provided landscape area.	10	
(8)	Utilization of compacted mulched planting beds at least three inches in depth in all planted areas except ground covers.	5	5
TOTAL POINTS		50	50

Know what's below. Call before you dig.

0 10' 20' 40' 60'
Scale 1"= 20'-0"
North

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Landscape Notes

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PART 1 GENERAL

1.01 WORK INCLUDED

A. The scope of the work for the landscape contractor for the project shall include the provision of all labor, materials and equipment required to complete all tasks associated with the landscape and irrigation installation as shown on the drawings or noted herein. The landscape contractor is responsible for coordinating with the general contractor reasonable access to power and potable water sources as required to ensure plant survivability and delivery of a completed project that meets all the required specifications.
B. Subgrade Elevations: Excavation, filling and grading required to establish elevations 4" lower than elevations and contours shown on drawings are not specified in this Section.
C. Finish Grade Elevations: 1 inch below top of pathway edging.

1.02 QUALITY ASSURANCE

A. Subcontract landscape work to a single firm specializing in landscape work.
B. The landscape contractor shall be responsible for ensuring all work (including delivery, storage and disposal of their materials) is performed in compliance with applicable jurisdictional codes.
C. The landscape contractor shall be responsible for familiarizing themselves with project plans and scopes of work related to associated trades to be performed by others in order to identify key coordination items including, but not limited to, site access, material storage, and scheduling and sequencing of work. The landscape contractor is responsible for coordinating all site issues with the general contractor.
D. The plant quantities shown on the landscape contract documents are for the convenience of the landscape contractor. The landscape contractor is responsible for verifying all quantities and reporting any discrepancies to the Landscape Architect for clarification prior to contract award and at commencement of work. Contractor is responsible for confirming sod quantities and certifying such to the Owner or his representative.
E. The landscape contractor shall be responsible for the protection of all adjacent work, materials and equipment from damage due to their activities. The landscape contractor shall be solely responsible for any damage or injury to person or property that may occur as a result of the execution of their work.
F. Landscape Contractor to notify the Owner or his representative, or Landscape Architect at least three (3) working days prior to beginning any stage of work.
G. Owner or Landscape Architect to be immediately notified of any discrepancies found in field.
H. The Owner or his representative, or Landscape Architect reserve the right to field adjust plant material on-site to avoid conflicts or discrepancies not anticipated in the planning process.
I. Source Quality Control:
   1. Ship landscape materials with certificates of inspection required by governing authorities. Comply with regulations applicable to landscape materials.
   2. Do not make substitutions. If specified landscape material is not obtainable, submit to Landscape Architect proof of non-availability and proposal for use of equivalent material. When authorized, adjustment of contract amount will be made. The contractor is responsible for exhausting all means possible to obtain the materials as specified prior to requesting substitution.
   3. Analysis and Standards: Package standard products with manufacturer's certified analysis. For other materials, provide analysis by recognized laboratory made in accordance with methods established by the Association of Official Agricultural Chemists, wherever applicable.
   4. Trees, Palms and Shrubs: Provide trees, palms and shrubs grown in a recognized nursery in accordance with good horticultural practice. Provide healthy, vigorous stock free of disease, insects, eggs, larvae, and defects such as decay, knots, sun-scald, injuries, abrasions, and disfigurement. Root systems shall be vigorous and fibrous, filling the container but shall not be root bound or exhibit spiraling roots. Verification of the health and vigor of all plant material is the sole responsibility of the landscape contractor.
A. Provide trees, palms and shrubs for grade Florida No. 1 as outlined under the current edition of the Grades and Standards for Nursery Plants, Florida Department of Agriculture, unless otherwise noted.
i. Sizes: Provide trees and shrubs of sizes shown or specified. Trees, palms and shrubs of larger size may be used if acceptable to Landscape Architect, and if sizes of roots or balls are increased proportionately.
B. Inspection: Landscape Architect reserves right to inspect trees, palms and shrubs either at place of growth or at site before planting, for compliance with requirements for name, variety, size and quality.

1.03 SUBMITTALS

A. Certification: Submit certificates of inspections as required by governmental authorities, and manufacturer's or vendor's certified analysis for soil amendments and fertilizer materials. Submit other data substantiating that materials comply with specified requirements.
B. Submit seed vendor's certified statement for each grass seed mixture required, stating botanical and common name, percentage by weight, and percentage of purity, germination, and weed seed for each grass seed species.
C. Planting Schedule: Submit planting schedule showing schedule dates for each type of planting in each area of site.
D. Maintenance Instructions: Submit procedures for maintenance of landscape work.

1.04 DELIVERY, STORAGE AND HANDLING

A. Packaged Materials: Deliver packaged materials in original containers showing weight analysis and name of manufacturer. Protect materials from deterioration during delivery, and while stored at site.
B. Sod: Time delivery so that sod will be placed within 24 hours after stripping. Protect sod against drying and breaking of rolled strips.
C. Trees, palms and shrubs: Provide freshly dug trees, palms and shrubs. Do not prune prior to delivery. Do not bend or bind-tie trees or shrubs in such a manner to damage bark, break branches or destroy natural shape. Provide protective covering during delivery.
D. Deliver trees, palms and shrubs after preparations for planting have been completed and plant immediately. If planting is delayed more than 6 hours after delivery, set trees and shrubs in shade, protect from weather and mechanical damage, and keep roots moist.
E. Do not remove container grown stock from containers until planting time.

1.05 JOB CONDITIONS

A. Proceed with and complete landscape work as rapidly as portions of site become available.
B. Utilities: Determine location of underground utilities and perform work in a manner which will avoid possible damage. Hand excavate, as required. Maintain grade stakes set by others until removal is mutually agreed upon by parties concerned.
C. Excavation: When conditions detrimental to plant growth are encountered, such as rubble fill, adverse drainage conditions, or obstructions, notify Landscape Architect before planting.
D. Planting Schedule: Where applicable, prepare a proposed planting schedule. Schedule dates to establish a logical sequence for completing each type of landscape work to avoid damage to other landscape work and work performed by other discipline. Correlate with specified maintenance periods to provide maintenance from date of substantial completion. Once accepted, revise dates only as approved in writing, after documentation of reasons for delay.
E. Coordination with Lawns: Plant trees, palms and shrubs after final grades are established and prior to planting of lawns, unless otherwise acceptable to Landscape Architect. If planting of trees, palms and shrubs occurs after lawn work, protect lawn areas and promptly repair damage to lawns resulting from planting operations.

1.06 SPECIAL PROJECT WARRANTY

A. Warrant lawns through specified maintenance period, and until final acceptance. The required period is for one full year following installation of lawn areas.
B. Warrant trees for a period of one year after date of substantial completion against defects death and unsatisfactory growth, except for defects resulting from neglect by Owner, abuse or damage by others, or unusual phenomena or incidents which are beyond Landscape Contractor's control.
C. Warrant shrubs for 1 full year after date of substantial completion.
D. It is understood that the warranty is to be inclusive of all labor, materials and equipment necessary for the replacement of any plant materials required.
E. Should the landscape contractor be required to replace any damaged, diseased, dying or dead plant material it is understood that the replacement material is to be of the same species, size and quality as that originally specified on the Landscape Plan. The contractor will be responsible for the removal of all materials and leaving the impacted area clean following any remedial action.
F. Remove and replace trees, shrubs or other plants found to be dead or in unhealthy condition during warranty period. Make replacements during growth season following end of warranty period. Replace trees and shrubs which are in doubtful condition at end of warranty period; unless, in opinion of the Landscape Architect, it is advisable to extend warranty period for a full growing season or for one full year.
   1. Another inspection will be conducted at end of extended warranty period to determine acceptance or rejection. Only one replacement will be required at end of warranty period, except for losses or replacements due to failure to comply with specified requirements.

PART 2 PRODUCTS

2.01 TOPSOIL

A. If topsoil is not available on site it must be furnished as specified. Throughout all parts of site where finish grades and contour lines differ from existing contour lines, bring to finish grade contours shown on "Grading Plan."
B. Topsoil shall be friable fertile soil with representative characteristics of area soils. It should be free of heavy clay, silt, stone, extraneous lime, plant roots and other foreign matter greater than 1 1/2" diameter. It shall not contain noxious plant growth (such as bermuda or nut grass). It shall test in neutral Ph range of 5.0 to 6.75 and contain no toxic substances that can be deemed to impede plant growth. The contractor shall be prepared to have soil lab-tested at his expense by the Landscape Architect or Owner. Topsoil shall comply with the following quantitative analysis.

COMPONENTS	VOLUME MEASURE	PARTICLE SIZE
Organic Matter	3 - 5%	
Silt	10 - 30%	0.05 to 0.002 MM
Sand	25 - 75%	0.2 to 0.05 MM
Clay	5 - 25%	0.002 MM and below

2.02 SOIL AMENDMENTS

A. If necessary to bring soil into above specified limits:
B. Lime: Natural limestone (Dolomite) containing not less than 85% of total carbonates, ground so that not less than 90% passes a 10-mesh sieve and not less than 50% passes a 100-mesh sieve.
C. Peat Humus or Peat Moss: Texture, moisture and pH range suitable for intended use.
D. Humus Soil Conditioner: Consisting of yard trimmings and biosolids co-compost.
E. Commercial Fertilizer: Complete fertilizer of neutral character, with 40% - 50% of the total nitrogen in a water insoluble form. It shall be uniform in composition, dry and free flowing.
   1. For trees, palms and shrubs, provide fertilizer with not less than 6% available phosphoric acid, 6% nitrogen and 6% soluble potash.
   2. For lawns, provide fertilizer with not less than 6% phosphoric acid, and 6% potassium, and percentage of nitrogen required to provide not less than 1 lb. of actual nitrogen per 1000 square feet of lawn area. Provide nitrogen in a form that will be available to lawn during initial period of growth.

2.03 PLANT MATERIAL

A. Plant list/schedule is part of this specification section.
B. Quality: Trees, palms, shrubs and other plants shall conform to the standards for Florida No. 1 or better as given in the latest edition of Grades and Standards for Nursery Plants, Florida Department of Agriculture.
C. Deciduous Trees: Provide trees of height, spread, and caliper listed or shown and with branching configuration for Florida No. 1 graded trees in Grades and Standard for Nursery Plants for type and species required. Provide single stem trees except where special forms are shown or listed. Ball condition variable.
D. Balled and burlap trees should be dug and prepared for shipment in a manner that will not damage roots, branches, shape and future development after planting. The product received on-site should have a firm ball with natural soils. Dried, cracked or broken rootballs will not be accepted.
E. Coniferous and Broad-leafed Evergreens: Provide evergreens of size shown or listed Dimensions indicate minimum height, spread, and caliper. Provide specified quality evergreens with well-balanced form complying with requirements for other size relationships to the primary dimension shown and branching configuration for Florida No. 1 graded trees in Grades and Standard for Nursery Plants for type and species required.
F. The landscape contractor is responsible for confirming the availability of all the specified plant materials within four (4) weeks of project award. All requests for substitution due to lack of availability must be made to the Landscape Architect in writing within this period. No substitution shall be permitted without prior written approval from the Landscape Architect. The contractor is responsible for exhausting all means possible to obtain the materials as specified prior to requesting substitution.
G. Root suckers on Live Oaks are not acceptable.
H. No double or multi-trunk trees unless otherwise specified.

2.04 GRASS MATERIALS

A. Grass Seed: Provide fresh, clean, new-crop seed complying with established tolerance for purity and germination. Provide seed of grass species, proportions and minimum percentages of purity, germination, and maximum percentage of weed seed, as specified. Attach a schedule of requirements.
B. Sod: Provide strongly rooted sod free of weeds and undesirable native grasses, capable of growth and development when planted.
C. No muck-grown sod shall be utilized in detention areas.

2.05 MISCELLANEOUS LANDSCAPE MATERIALS

A. Ground Cover: Provide plants established and well-rooted in removable containers or internal peat pots and with not less than minimum number and length of runners specified.
B. Anti-Erosion Mulch: Provide clean, dry, mulching hay or straw of coastal bermuda, pangola or bahia grass. Only undeteriorated mulch which can be readily cut into the soil shall be used.
C. Mulch: Melaleuca or equal. The use of cypress mulch is prohibited.
D. Stakes and Guys: When required provide stakes and deadmen of sound new hardwood or treated softwood free of knot holes and other defects. Provide wire ties and guys of 2-strand, twisted, pliable galvanized iron wire not lighter than 12 ga. with zinc-coated turnbuckles. Provide not less than 1/2" hose, cut to required lengths to protect tree trunks from damage by wires.

PART 3 EXECUTION

3.01 LAYOUT

A. Layout individual trees and shrub locations and areas for multiple plantings. Stake locations and outline areas and secure Landscape Architect's acceptance before start of planting work. Make adjustments as maybe required.

3.02 PREPARATION OF PLANTING SOIL

A. The landscape contractor is responsible for the preparation of soils within all planting areas inclusive of providing all imported soil materials, soil amendments, soil conditioners and fertilizers as required.
B. Before mixing, clean topsoil of roots, plants, sods, stones, clay lumps, and other extraneous materials harmful or toxic to plant growth.
C. Mix specified soil amendments and fertilizers with topsoil at rates specified. Delay mixing of fertilizer if planting will not follow placing of planting soil within a few days.
D. For planting beds, mix planting soil either prior to planting or apply on surface of topsoil and mix thoroughly before planting.
   1. Mix lime with dry soil prior to mixing of fertilizer.
   2. Prevent lime from contacting roots of acid-loving plants.
E. Remove all shellrock encountered and backfill with clean sand or sand/soil mix.

3.03 PREPARATION FOR ALL PLANTING AREAS

A. Eradicate weeds within the limits of all planting areas prior to beginning landscape installation. Perennial weeds and grasses to be removed include, but are not limited to, nut grass, puncture vine, morning glory, dog fennel, torpedo grass, Bermuda grass, Bahia grass, kikuyu grass, crab grass, carpet grass, sedge and other noxious and/or invasive weeds. The site is to be maintained weed free throughout planting operations.
B. Existing plant material to be removed, except where noted on the Landscape or Tree Disposition Plans.
C. Pre--till to scarify soils in all planting areas to a minimum depth of 4". Densely compacted areas between 85% and 90% are to be cross ripped to a minimum of 8" depth. In the process of tilling remove unacceptable materials including, but not limited to, foreign debris, construction waste, roots, concrete, asphalt and rocks greater than ½" diameter on average. In areas to receive sod till in fertilizer to a depth of 2" at a rate of 12 pounds per cubic ft.
D. All planters shall be excavated to a minimum depth to reach native soil and back-filled with a suitable soil consisting of fifty percent (50%) composted organic matter, well-mixed with native soil. Backfill material shall be free from rock, construction debris, or other extraneous material.
E. All road rock, concrete, asphalt and other non-natural material to be removed from all planting areas prior to landscape installation.
F. Spread a layer of 2 to 3 inches of humus soil conditioner over the entire planting areas Planting areas shall include all new sod areas, shrub areas and tree areas. These areas shall be as large as 3 times the diameter of the beds of the plants, except where confined by hardscape features such as paved parking areas, paved walk ways, structures, etc. Overlapping areas shall be considered to be one large planting area for the entire mass. The humus soil conditioner shall then be uniformly disked, tilled or aerified into the existing soil to a depth of 6 to 8 inches with the following exception: no rototilling shall occur closer to the trunks of established plants than one half the distance to the dripline of the existing plant canopy. All plants, including hedges and ground cover shall be planted in individually dug holes and the material dug from the holes shall then be further mixed with the prepared site soil prior to backfilling of the planting holes around the rootballs.
G. All landscape beds, including sod areas, shall be leveled and raked smooth prior to any planting.

3.04 PREPARATION FOR PLANTING LAWNS

A. Preparation of Unchanged Grades: Where lawns are to be planted in areas that have not been altered or disturbed by excavating, grading, or stripping operations, prepare soil for lawn planting as follows: Till to a depth of not less than 6", apply soil amendments and initial fertilizers; remove high areas and fill in depressions; till soil to a homogenous mixture of fine texture, free of lumps, clods, stones, roots, and other extraneous matter.
   1. Prior to preparation of unchanged areas, remove existing grass, vegetation and turf. Dispose of such material outside of Owner's property; do not turn over into soil being prepared for lawns.
B. Elsewhere: Loosen subgrade of lawn areas to a minimum depth of 4". Remove stones over 1 1/2" in any dimension and sticks, roots, rubbish and other extraneous matter. Limit preparation to areas which will be planted promptly after preparation.
C. Spread planting soil mixture to minimum depth required to meet lines, grades and elevations shown, after light rolling and natural settlement.
D. Place approximately 1/2 of total amount of planting soil required. Work into top of loosened subgrade to create a transition layer and then place remainder of planting soil.
E. Allow for sod thickness in areas to be sodded.
F. Grade lawn areas to smooth, even surface with loose, uniformly fine texture. Roll and rake and remove ridges and fill depressions, as required to meet finish grades. Limit fine grading to areas which can be planted immediately after grading.
G. Moisten prepared lawn areas before planting if soil is dry. Water thoroughly and allow surface moisture to dry before planting lawns. Do not create a muddy soil condition.
H. Restore lawn areas to specified condition if eroded or otherwise disturbed after fine grading and prior to planting.

3.05 PREPARATION OF PLANTING BEDS

A. Loosen subgrade of planting bed areas to a minimum depth of 12" using a cultimulcher or similar equipment\ Remove stones over 1 1/2" in any dimension, and sticks, stones, rubbish and other extraneous matter. Spread planting soil mixture to minimum depth required to meet lines, grades and elevations shown, after light rolling and natural settlement. Place approximately 1/2 of total amount of planting soil required. Work into top of loosened subgrade to create a transition layer, then place remainder of the planting soil. Add soil amendment.
B. Excavation for Trees and Shrubs: Excavate pits, beds and trenched with vertical sides and with bottom of excavation slightly raised at center to provide proper drainage. Loosen hard subsoil in bottom of excavation.
   1. For balled and burlapped (B & B trees and shrubs), make excavations at least half again as wide as the ball diameter and equal to the ball depth.
   2. For container grown stocks, excavate as specified for balled and burlapped stock, adjusted to size of container width and depth.
C. Dispose of subsoil removed from landscape excavations. Do not mix with planting soil or use as backfill. Fill excavations for trees and shrubs with water and allow to percolate out before planting.

3.06 PLANTING TREES, PALMS AND SHRUBS

A. Lay out individual trees, palm and shrub locations and areas for multiple plantings where required. Stake locations and outline areas and secure Landscape Architect's acceptance before start of planting work. Make adjustments as may be required upon approval.
B. Set balled and burlapped (B&B) stock on layer of compacted planting soil mixture, plumb and center of pit or trench with top of ball at same elevation as adjacent finished landscape grades. Remove burlap from sides of balls; retain on bottoms. When set, place additional backfill free from rocks and debris around base and sides of ball and work each layer to settle backfill and eliminate voids and air pockets. When excavation is approximately 2/3 full, water thoroughly before placing remainder of backfill. Repeat watering until no more is absorbed. Water again after placing final layer of backfill.
C. Balled and burlapped trees with natural burlap back or remove at a minimum, the top 1/3 of the burlap from the root ball. Synthetic/plastic burlap and all other non-biodegradable materials must be removed completely from the root ball and disposed of.
D. Trees in baskets: Remove wire baskets to a depth of 18" min. All synthetic strapping and other non-biodegradable materials must be completely removed and disposed of. Any burlap must be pulled back or removed from the top of the rootball.
E. If trees are to be containerized, root ball will be shaved at the periphery to remove all circling roots.
F. Set container grown stock as specified for balled and burlapped stock, except cut cans on 2 sides with an approved can cutter; remove bottoms of wooden boxes after partial backfilling so as not to damage root balls.
G. Top-most root shall be visible within the top 2" of the root ball.
H. All proposed trees shall be installed either entirely in or entirely out of planting beds. Planting bed outlines shall not be obstructed and shall be smooth and flowing. If trees are located outside planting beds in grass areas, maintain a minimum three feet 3' wide offset to allow for mowers to maneuver.
I. Face of trees and palms to be located a minimum of 2'-0" off all sidewalks/bike paths or other paved surfaces, unless otherwise notated on plans.
J. Groundcover and shrubs to be laid out in a uniform and consistent pattern.
K. Dish top of backfill to allow for mulching.
L. Mulch pits, trenches and planting areas. Provide not less than 3" thickness of mulch and work into top of backfill and finish level with adjacent finish grades. Not more than 2" mulch shall be placed over the rootball of the trees. At the base of the plant, 2" must be maintained free of mulch.
M. Guy and stake trees immediately after planting, as indicated.
N. The landscape contractor shall install plant materials using the best horticultural practices:
   1. Protect plant material from damage during delivery, staging and installation. Do not begin installation of shrub and groundcover materials prior to completion of irrigation installation and finish grading.
   2. Do not install plant materials in winds in excess of 30 miles per hour.
   3. Do not install plant material if deemed site conditions will impede the ability of plant material to thrive without notifying the Landscape Architect of concerns prior to installation.
   4. Perform all work in accordance with all applicable laws, codes and regulations inclusive of all permits and inspections required by federal, state and local jurisdictions.
   5. The use of cables and chains for the lifting of trees is prohibited. Trees are to be lifted using nylon straps a minimum of 4" in width. Wrap trunks to protect from scraping and scarring.
   6. The 'choke' strapping method for lifting trees is prohibited.
   7. Do not drop plant material.
   8. Limit the amount of plants to be installed per day to those that can adequately be watered in the same day.
   9. Carefully remove containerized plants from their cans to avoid breaking the rootball. Containers should only be removed immediately prior to installation and plants should be immediately watered after placement.
   10. Remove burlap and cut steel baskets from at least the top third of the rootball for all B&B material. Remove wire baskets to a minimum depth of 18".
   11. Plant material must be installed at correct elevation in relation to finish grade as indicated on the planting details after settling. Plants set at incorrect elevations will need to be raised or lowered accordingly at no additional cost to the owner.
   12. Planting pits for trees and shrubs must be excavated to the dimensions specified on the planting details. Following planting area immediately surrounding plant is to be tamped firm and use water jet technique to remove all air pockets repeating as required.
   13. Apply re-wetting agent to the surface of all plant pits for trees and shrubs per manufacturer's recommendations.
   14. Apply shredded hardwood mulch in even layer to a 3" depth. Mulch must be pulled off the base of all plant material.
   15. Continuously monitor status of installed materials and make modifications, clean-ups and replacements as required.

3.07 PRESERVED PLANT MATERIALS

A. The contractor is responsible for protecting and maintaining all plant material to remain within the limits of construction as indicated on the plans. Existing trees to remain shall be undisturbed and protected by barricades. Barricades are to be installed prior to any construction or earthwork takes place on the site. Barricades shall remain in place through the duration of all construction activity and not removed until authorization has been received by the Landscape Architect and governing municipality.
B. No vehicle shall traverse this area nor shall any storage of materials or equipment be permitted within this protected area.
C. The contractor shall bear the sole responsibility of replacement for any damage to protected materials caused by construction activity without additional costs to the owner.

3.08 TRANSPLANTED PLANT MATERIALS

A. Root prune all large canopy trees to be relocated prior relocation one half of the root system at a time and allow of adequate harden off time.
B. Transplanted Sabal Palms shall be hurricane cut and rootballs shall be wrapped in burlap or plastic if not being planted within a 24 hour period.
C. Palms of other species shall have their fronds tied together to prevent leaf damage and facilitate handling.
D. Planting hole for transplanted material should measure two times the diameter of the root ball.
E. Trees shall be planted at the same depth as it was in the field.
F. The landscape contractor shall be responsible for providing supplemental irrigation through hand watering or other means (including temporary drip, water wands and soaker hoses) to help establish all transplanted trees. The contractor should continue to monitor the moisture content for all transplanted trees and adjust supplemental irrigation as needed.
G. All relocated trees shall be staked accordingly.
H. The contractor shall bear the sole responsibility of replacement for any damage to transplanted materials caused by construction activity, deficient irrigation, or poor transplant procedure without additional costs to the owner.

3.09 PRUNING

A. All pruning shall be done on the site before planting as directed by Landscape Architect. Pruning shall follow modern horticultural practices (Grades and Standards for Nursery Plants) and shall be done with approved tools designed for the purpose intended. Lopping, topping, or shearing of trees or shrubs will be grounds for rejecting the plants as unsuitable and not meeting requirements. Damaged, scarred, frayed, split, or skinned branches, limbs or roots shall be pruned back to line wood nearest to the wood outside lateral bud, branch, limb or root. The terminal leader or bud in all trees or shrubs shall be left intact and not removed unless damaged.
B. Prune, thin out and shape trees and shrubs. Prune trees to retain required height and spread. Unless otherwise directed by Landscape Architect, do not cut tree leaders, and remove only injured or dead branches from flowering trees, if any. Prune shrubs to retain natural character.

3.10 SODDING NEW LAWNS

A. Lay sod within 24 hours from time of stripping.
B. Lay sod to form a solid mass with tightly fitted joints. Butt ends and sides of sod strips; do not overlap. Stagger strips to offset joints in adjacent courses. Work from boards to avoid damage to subgrade or sod. Tamp or roll lightly to ensure contact with subgrade. Work sifted soil into minor cracks between pieces to sod; remove excess to avoid smothering of adjacent grass.
C. There shall be no gaps greater than ½" between pieces of sod.
D. Water sod thoroughly with a fine spray immediately after planting. Newly sodded areas shall be kept moist for the first week after planting after which a minimum watering rate of 2" per week, including rainfall shall be applied.
E. No muck-grown sod shall be utilized in detention areas.
F. Landscape Contractor is responsible for replacing any damaged sod.

3.11 MAINTENANCE

A. The landscape contractor shall be responsible for the maintenance of all plant materials and the planting areas immediately after planting and until final acceptance but the owner, Landscape Architect, and governing municipality.
B. Maintain trees, palms, shrubs and other plants until final acceptance but in no case less than following period: 30 days after substantial completion of planting.
C. Maintain trees, palms, shrubs and other plants by pruning, cultivating and weeding as required for healthy growth. Restore planting saucers. Tighten and repair stake and guy supports and reset trees and shrubs to proper grades or vertical position as required. Restore or replace damaged wrappings. Spray as required to keep trees and shrubs free of insects and diseases.
D. Remove and replace excessively pruned or malformed stock resulting from improper pruning.
E. Maintain lawns for not less than the period stated below, and longer as required to establish an acceptable lawn.
   1. Sodded lawns, not less than 30 days after substantial completion.
   2. Seeded lawns, not less than 60 days after substantial completion.
F. Maintain lawns by watering fertilizing, weeding, mowing, trimming, and other operations such as rolling, regrading and replanting as required to establish a smooth, acceptable lawn, free of eroded or bare areas.
G. Landscape Contractor is responsible for watering all sod and plant materials from day of installation through final acceptance even if irrigation is not in place, unless this responsibility is assumed in writing by another party.
H. Contractor is responsible for returning to the site after a period of (1) one year to remove the staking from the trees and palms.

3.12 CLEANUP AND PROTECTION

A. During landscape work, keep pavement clean and work area in an orderly condition.
B. Protect landscape work and materials from damage due to landscape operations, operations by other contractors and trades and trespassers. Maintain protection during installation and maintenance periods. Treat, repair or replace damaged landscape work as directed.

3.13 INSPECTION AND ACCEPTANCE

A. When landscape work is completed, including maintenance, Landscape Architect wil, upon request, make an inspection to determine acceptability. Landscape work may be inspected for acceptance in parts agreeable to Landscape Architect, provided work offered for inspection is complete, including maintenance.
B. Seeded lawns will be acceptable provided requirements, including maintenance, have been complied with, and healthy, uniform close stand of specified grass established, free of weeds, bare spots and surface irregularities (95% coverage required for acceptance).
C. Sodded lawns will be acceptable provided requirements, including maintenance, have been complied with, and healthy, well-rooted, even-colored, viable lawn is established, free of weeds, open joints and bare areas (95% coverage required for acceptance). Where inspected landscape work does not comply with requirements, replace rejected work and continue specified maintenance until re-inspected by Landscape Architect and found to be acceptable. Remove rejected plants and materials promptly from project site.

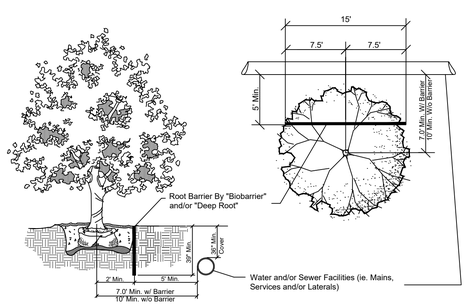
3.14 IRRIGATION

A. An automatic irrigation system providing 100% coverage with 50% minimum overlap is to be designed and installed to maintain an established landscape.
B. Bubblers shall be provided on all trees.
C. The landscape contractor shall be responsible for providing supplemental irrigation through hand watering or other means (including temporary drip, water wands and soaker hoses) to help establish the new and salvaged material. The contractor should continue to monitor the moisture content for all trees and shrubs.
D. The landscape contractor is responsible for obtaining all necessary permits prior to installation.
E. Provide an as built drawing of the irrigation system to the Landscape Architect.
F. A rain sensor is required on all irrigation systems.

LANDSCAPE AND ROOT BARRIER NOTE:

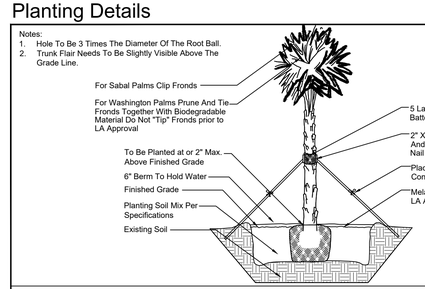
Trees shown on this plan are for graphic reprsentation only. Tree spacing is based on design requirements and the trees shown on this plans attempt to accomplish that spacing while maintaining the required setbacks from utilities. Trees may be field adjusted to avoid conflicts with driveways and underground utilities. In any case the trees shall be located in the filed in accordance with the planting details shown hereon.

Additionally, trees are to be installed with a ten foot (10') separation from any water or sewer main and/or service, hydrants, and lift stations. If a ten foot (10') separation cannot be achieved, the tree can be installed with a root barrier system. Refer to the "Root Barrier" detail for installation requirements.

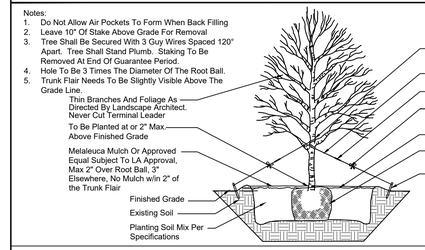


ROOT BARRIER DETAIL

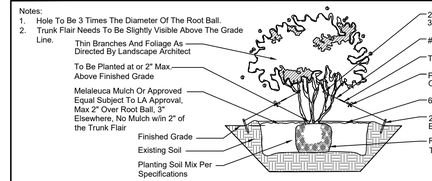
Planting Details



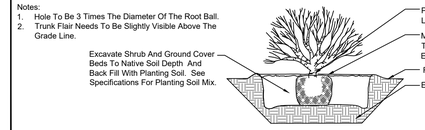
PALM PLANTING DETAIL



LARGE TREE (OVER 8' HEIGHT) PLANTING DETAIL

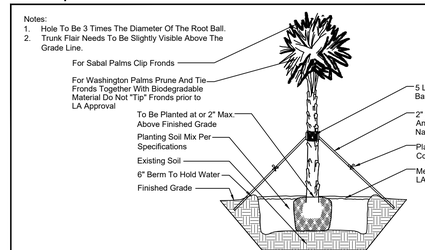


MULTI-TRUNK TREE PLANTING DETAIL

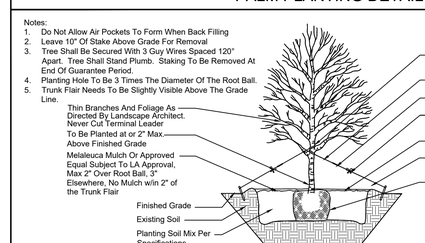


SHRUB AND GROUNDCOVER PLANTING DETAIL

Transplant Details



PALM PLANTING DETAIL



PALM PLANTING DETAIL

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Crossroads Industrial

Fort Pierce, Florida

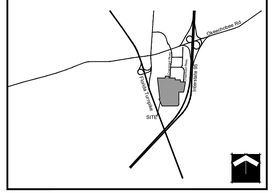
Date:	10/30/20
Scale:	NTS
Design By:	AM
Drawn By:	AM
Checked By:	JES
File No.	743.01
Job No.	20-66

REVISIONS / SUBMISSIONS
10/30/20 Submittal
12/23/20 Resubmittal

Landscape Specs

LP-19 of 19

LOCATION MAP



Know what's below. Call before you dig.

North

70' 140' 280' 420'

Scale 1"= 140'-0"

TREE KEY

Trees To Be Preserved

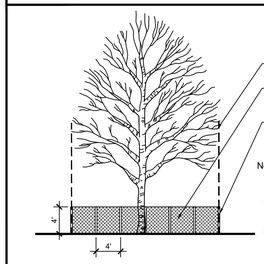
TREE SUMMARY

Category	Total Trees
Preserved Trees	36
Removed Trees	928
Transplanted Trees	0

VEGETATION NOTES

1. Tree protection barriers shall be installed and in place prior to any other construction activity on site. Tree protection barriers shall remain in place throughout the construction of the project until removal is approved by governing agency.
2. During land altering and construction, protective barriers shall be maintained around all trees / palms or groups of trees / palms to be protected. The movement of equipment or the storage of equipment, materials, and placement of debris or fill within protective barriers is prohibited.
3. A permit to remove trees / palms must be applied for with the governing agency prior to and tree removal.
4. All relocated trees and palms shall be staked and guyed as indicated in the details.
5. Hurricane cut all Sabals prior to transplant.
6. All transplanted trees must be transplanted using best industry standards.
7. Provide irrigation to transplanted trees or trees within holding areas to ensure survivorship.

TREE PROTECTION DETAIL



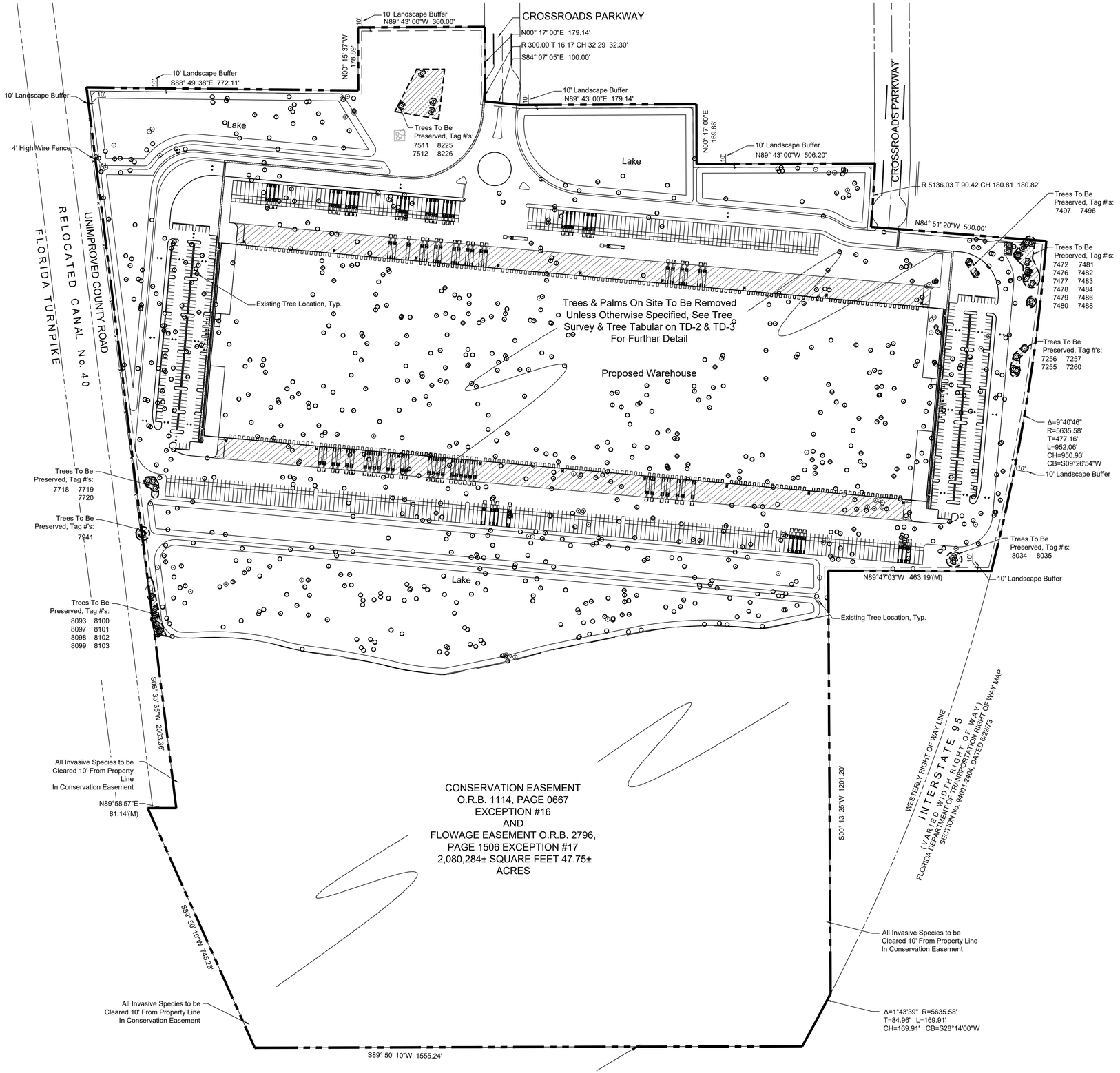
Drip Line of Tree Canopy

Construction Fence (Color: Orange)

Staking 4' O.C. (Pressure treated wood or metal)

Notes:
1. Barricade required at drip line of all existing trees where construction activity is to take place.
2. Adjustment of Barricades is allowed to Barricade off Larger Areas, All Barricades Must be Placed at a minimum at the Dripline of the Tree
3. Tree protection barriers shall be installed and in place prior to any other construction activity on site.
4. Tree protection barriers shall remain in place throughout the construction of the project until removal is approved by governing agency.

N.T.S



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License No: LC26000232

Crossroads Industrial

Fort Pierce, Florida

Date:	10/30/20
Scale:	1" = 140'-0"
Design By:	AM
Drawn By:	AM
Checked By:	JES
File No.	743.04
Job No.	20-66

REVISIONS / SUBMISSIONS

Submittal 12/23/20

Tree Disposition Plan

TD-1 of 4

TAG #	TREE SPECIES (COMMON)	TREE SPECIES (BOTANICAL)	SIZE	DISPOSITION
7175	Slash Pine	*Pinus elliottii*	17"	Remove
7176	Slash Pine	*Pinus elliottii*	14"	Remove
7177	Slash Pine	*Pinus elliottii*	14"	Remove
7178	Slash Pine	*Pinus elliottii*	15"	Remove
7179	Slash Pine	*Pinus elliottii*	15"	Remove
7180	Slash Pine	*Pinus elliottii*	15"	Remove
7181	Slash Pine	*Pinus elliottii*	15"	Remove
7182	Slash Pine	*Pinus elliottii*	14"	Remove
7186	Slash Pine	*Pinus elliottii*	14"	Remove
7187	Slash Pine	*Pinus elliottii*	15"	Remove
7188	Slash Pine	*Pinus elliottii*	15"	Remove
7189	Slash Pine	*Pinus elliottii*	16"	Remove
7190	Slash Pine	*Pinus elliottii*	16"	Remove
7192	Slash Pine	*Pinus elliottii*	16"	Remove
7193	Slash Pine	*Pinus elliottii*	14"	Remove
7194	Slash Pine	*Pinus elliottii*	15"	Remove
7195	Slash Pine	*Pinus elliottii*	18"	Remove
7196	Slash Pine	*Pinus elliottii*	14"	Remove
7197	Slash Pine	*Pinus elliottii*	14"	Remove
7198	Slash Pine	*Pinus elliottii*	14"	Remove
7199	Slash Pine	*Pinus elliottii*	22"	Remove
7200	Slash Pine	*Pinus elliottii*	15"	Remove
7201	Slash Pine	*Pinus elliottii*	15"	Remove
7202	Slash Pine	*Pinus elliottii*	17"	Remove
7203	Slash Pine	*Pinus elliottii*	17"	Remove
7204	Slash Pine	*Pinus elliottii*	14"	Remove
7205	Slash Pine	*Pinus elliottii*	15"	Remove
7206	Slash Pine	*Pinus elliottii*	16"	Remove
7207	Slash Pine	*Pinus elliottii*	15"	Remove
7208	Slash Pine	*Pinus elliottii*	16"	Remove
7209	Slash Pine	*Pinus elliottii*	17"	Remove
7212	Slash Pine	*Pinus elliottii*	18"	Remove
7213	Slash Pine	*Pinus elliottii*	14"	Remove
7214	Slash Pine	*Pinus elliottii*	16"	Remove
7215	Slash Pine	*Pinus elliottii*	15"	Remove
7216	Slash Pine	*Pinus elliottii*	14"	Remove
7218	Slash Pine	*Pinus elliottii*	18"	Remove
7219	Slash Pine	*Pinus elliottii*	17"	Remove
7220	Slash Pine	*Pinus elliottii*	20"	Remove
7221	Slash Pine	*Pinus elliottii*	21"	Remove
7222	Slash Pine	*Pinus elliottii*	16"	Remove
7223	Sabal Palm	*Sabal palmetto*	16"	Remove
7224	Sabal Palm	*Sabal palmetto*	16"	Remove
7225	Slash Pine	*Pinus elliottii*	14"	Remove
7226	Slash Pine	*Pinus elliottii*	14"	Remove
7227	Slash Pine	*Pinus elliottii*	18"	Remove
7228	Slash Pine	*Pinus elliottii*	14"	Remove
7229	Slash Pine	*Pinus elliottii*	14"	Remove
7230	Slash Pine	*Pinus elliottii*	15"	Remove
7231	Slash Pine	*Pinus elliottii*	14"	Remove
7233	Slash Pine	*Pinus elliottii*	18"	Remove
7234	Slash Pine	*Pinus elliottii*	14"	Remove
7235	Slash Pine	*Pinus elliottii*	16"	Remove
7236	Slash Pine	*Pinus elliottii*	15"	Remove
7237	Slash Pine	*Pinus elliottii*	15"	Remove
7238	Slash Pine	*Pinus elliottii*	18"	Remove
7239	Slash Pine	*Pinus elliottii*	14"	Remove
7240	Slash Pine	*Pinus elliottii*	15"	Remove
7241	Slash Pine	*Pinus elliottii*	15"	Remove
7242	Slash Pine	*Pinus elliottii*	18"	Remove
7245	Slash Pine	*Pinus elliottii*	20"	Remove
7246	Sabal Palm	*Sabal palmetto*	12"	Remove
7247	Live Oak	*Quercus virginiana*	15"	Remove
7248	Slash Pine	*Pinus elliottii*	18"	Remove
7249	Slash Pine	*Pinus elliottii*	14"	Remove
7250	Slash Pine	*Pinus elliottii*	14"	Remove
7251	Slash Pine	*Pinus elliottii*	15"	Remove
7252	Sabal Palm	*Sabal palmetto*	10"	Remove
7253	Slash Pine	*Pinus elliottii*	20"	Remove
7254	Slash Pine	*Pinus elliottii*	15"	Remove
7255	Slash Pine	*Pinus elliottii*	14"	Preserve
7256	Slash Pine	*Pinus elliottii*	15"	Preserve
7257	Slash Pine	*Pinus elliottii*	15"	Preserve
7258	Live Oak	*Quercus virginiana*	18"	Remove
7259	Slash Pine	*Pinus elliottii*	14"	Remove
7260	Sabal Palm	*Sabal palmetto*	18"	Preserve
7261	Slash Pine	*Pinus elliottii*	18"	Remove
7262	Slash Pine	*Pinus elliottii*	15"	Remove
7263	Slash Pine	*Pinus elliottii*	15"	Remove
7264	Slash Pine	*Pinus elliottii*	14"	Remove
7265	Slash Pine	*Pinus elliottii*	14"	Remove
7266	Slash Pine	*Pinus elliottii*	15"	Remove
7267	Slash Pine	*Pinus elliottii*	15"	Remove
7268	Slash Pine	*Pinus elliottii*	15"	Remove
7269	Slash Pine	*Pinus elliottii*	15"	Remove
7270	Sabal Palm	*Sabal palmetto*	18"	Remove
7271	Sabal Palm	*Sabal palmetto*	18"	Remove
7272	Sabal Palm	*Sabal palmetto*	10"	Remove
7274	Slash Pine	*Pinus elliottii*	24"	Remove

TAG #	TREE SPECIES (COMMON)	TREE SPECIES (BOTANICAL)	SIZE	DISPOSITION
7275	Slash Pine	*Pinus elliottii*	24"	Remove
7276	Slash Pine	*Pinus elliottii*	24"	Remove
7277	Slash Pine	*Pinus elliottii*	16"	Remove
7278	Sabal Palm	*Sabal palmetto*	12"	Remove
7279	Sabal Palm	*Sabal palmetto*	12"	Remove
7280	Sabal Palm	*Sabal palmetto*	14"	Remove
7281	Sabal Palm	*Sabal palmetto*	14"	Remove
7282	Slash Pine	*Pinus elliottii*	15"	Remove
7283	Slash Pine	*Pinus elliottii*	28"	Remove
7284	Slash Pine	*Pinus elliottii*	18"	Remove
7285	Slash Pine	*Pinus elliottii*	17"	Remove
7286	Slash Pine	*Pinus elliottii*	14"	Remove
7287	Slash Pine	*Pinus elliottii*	14"	Remove
7288	Slash Pine	*Pinus elliottii*	14"	Remove
7289	Slash Pine	*Pinus elliottii*	18"	Remove
7290	Slash Pine	*Pinus elliottii*	18"	Remove
7291	Slash Pine	*Pinus elliottii*	18"	Remove
7292	Slash Pine	*Pinus elliottii*	18"	Remove
7293	Slash Pine	*Pinus elliottii*	17"	Remove
7294	Slash Pine	*Pinus elliottii*	18"	Remove
7295	Slash Pine	*Pinus elliottii*	16"	Remove
7296	Slash Pine	*Pinus elliottii*	16"	Remove
7297	Slash Pine	*Pinus elliottii*	18"	Remove
7298	Slash Pine	*Pinus elliottii*	30"	Remove
7299	Slash Pine	*Pinus elliottii*	30"	Remove
7300	Slash Pine	*Pinus elliottii*	18"	Remove
7306	Slash Pine	*Pinus elliottii*	15"	Remove
7307	Sabal Palm	*Sabal palmetto*	18"	Remove
7308	Slash Pine	*Pinus elliottii*	14"	Remove
7309	Slash Pine	*Pinus elliottii*	18"	Remove
7310	Slash Pine	*Pinus elliottii*	15"	Remove
7311	Slash Pine	*Pinus elliottii*	17"	Remove
7312	Slash Pine	*Pinus elliottii*	15"	Remove
7313	Slash Pine	*Pinus elliottii*	14"	Remove
7314	Slash Pine	*Pinus elliottii*	14"	Remove
7315	Slash Pine	*Pinus elliottii*	16"	Remove
7316	Sabal Palm	*Sabal palmetto*	14"	Remove
7317	Sabal Palm	*Sabal palmetto*	14"	Remove
7318	Slash Pine	*Pinus elliottii*	14"	Remove
7319	Slash Pine	*Pinus elliottii*	15"	Remove
7320	Slash Pine	*Pinus elliottii*	18"	Remove
7321	Slash Pine	*Pinus elliottii*	17"	Remove
7322	Slash Pine	*Pinus elliottii*	15"	Remove
7323	Slash Pine	*Pinus elliottii*	18"	Remove
7324	Sabal Palm	*Sabal palmetto*	16"	Remove
7325	Sabal Palm	*Sabal palmetto*	14"	Remove
7326	Slash Pine	*Pinus elliottii*	18"	Remove
7327	Slash Pine	*Pinus elliottii*	18"	Remove
7328	Slash Pine	*Pinus elliottii*	15"	Remove
7329	Live Oak	*Quercus virginiana*	17"	Remove
7330	Slash Pine	*Pinus elliottii*	14"	Remove
7331	Slash Pine	*Pinus elliottii*	14"	Remove
7332	Slash Pine	*Pinus elliottii*	18"	Remove
7333	Sabal Palm	*Sabal palmetto*	16"	Remove
7334	Slash Pine	*Pinus elliottii*	15"	Remove
7335	Live Oak	*Quercus virginiana*	14"	Remove
7336	Live Oak	*Quercus virginiana*	14"	Remove
7337	Live Oak	*Quercus virginiana*	14"	Remove
7338	Live Oak	*Quercus virginiana*	20"	Remove
7339	Sabal Palm	*Sabal palmetto*	12"	Remove
7340	Sabal Palm	*Sabal palmetto*	12"	Remove
7341	Live Oak	*Quercus virginiana*	22"	Remove
7342	Slash Pine	*Pinus elliottii*	16"	Remove
7343	Slash Pine	*Pinus elliottii*	14"	Remove
7344	Slash Pine	*Pinus elliottii*	18"	Remove
7345	Slash Pine	*Pinus elliottii*	14"	Remove
7346	Slash Pine	*Pinus elliottii*	14"	Remove
7347	Slash Pine	*Pinus elliottii*	15"	Remove
7348	Slash Pine	*Pinus elliottii*	18"	Remove
7349	Slash Pine	*Pinus elliottii*	16"	Remove
7350	Slash Pine	*Pinus elliottii*	17"	Remove
7351	Slash Pine	*Pinus elliottii*	14"	Remove
7352	Live Oak	*Quercus virginiana*	20"	Remove
7353	Slash Pine	*Pinus elliottii*	18"	Remove
7354	Slash Pine	*Pinus elliottii*	17"	Remove
7355	Slash Pine	*Pinus elliottii*	17"	Remove
7356	Slash Pine	*Pinus elliottii*	18"	Remove
7357	Slash Pine	*Pinus elliottii*	20"	Remove
7358	Slash Pine	*Pinus elliottii*	16"	Remove
7359	Slash Pine	*Pinus elliottii*	17"	Remove
7360	Slash Pine	*Pinus elliottii*	20"	Remove
7361	Live Oak	*Quercus virginiana*	14"	Remove
7362	Live Oak	*Quercus virginiana*	15"	Remove
7363	Slash Pine	*Pinus elliottii*	-	Remove
7373	Slash Pine	*Pinus elliottii*	18"	Remove
7374	Slash Pine	*Pinus elliottii*	18"	Remove
7375	Slash Pine	*Pinus elliottii*	20"	Remove
7376	Slash Pine	*Pinus elliottii*	14"	Remove
7377	Slash Pine	*Pinus elliottii*	14"	Remove
7378	Slash Pine	*Pinus elliottii*	18"	Remove

TAG #	TREE SPECIES (COMMON)	TREE SPECIES (BOTANICAL)	SIZE	DISPOSITION
7379	Slash Pine	*Pinus elliottii*	21"	Remove
7380	Slash Pine	*Pinus elliottii*	15"	Remove
7381	Live Oak	*Quercus virginiana*	18"	Remove
7382	Slash Pine	*Pinus elliottii*	16"	Remove
7383	Live Oak	*Quercus virginiana*	14"	Remove
7385	Slash Pine	*Pinus elliottii*	17"	Remove
7386	Slash Pine	*Pinus elliottii*	16"	Remove
7387	Slash Pine	*Pinus elliottii*	15"	Remove
7388	Slash Pine	*Pinus elliottii*	18"	Remove
7389	Slash Pine	*Pinus elliottii*	16"	Remove
7390	Slash Pine	*Pinus elliottii*	14"	Remove
7391	Slash Pine	*Pinus elliottii*	18"	Remove
7392	Slash Pine	*Pinus elliottii*	18"	Remove
7393	Slash Pine	*Pinus elliottii*	18"	Remove
7394	Sabal Palm	*Sabal palmetto*	16"	Remove
7395	Slash Pine	*Pinus elliottii*	14"	Remove
7396	Slash Pine	*Pinus elliottii*	14"	Remove
7397	Slash Pine	*Pinus elliottii*	14"	Remove
7398	Slash Pine	*Pinus elliottii*	15"	Remove
7401	Slash Pine	*Pinus elliottii*	16"	Remove
7402	Slash Pine	*Pinus elliottii*	18"	Remove
7403	Slash Pine	*Pinus elliottii*	14"	Remove
7404	Slash Pine	*Pinus elliottii*	24"	Remove
7405	Slash Pine	*Pinus elliottii*	16"	Remove
7406	Slash Pine	*Pinus elliottii*	16"	Remove
7407	Slash Pine	*Pinus elliottii*	24"	Remove
7408	Slash Pine	*Pinus elliottii*	14"	Remove
7409	Slash Pine	*Pinus elliottii*	15"	Remove
7410	Slash Pine	*Pinus elliottii*	14"	Remove
7411	Slash Pine	*Pinus elliottii*	20"	Remove
7412	Slash Pine	*Pinus elliottii*	15"	Remove
7413	Slash Pine	*Pinus elliottii*	14"	Remove
7414	Slash Pine	*Pinus elliottii*	18"	Remove
7415	Slash Pine	*Pinus elliottii*	14"	Remove
7416	Slash Pine	*Pinus elliottii*	26"	Remove
7417	Slash Pine	*Pinus elliottii*	14"	Remove
7418	Slash Pine	*Pinus elliottii*	24"	Remove
7419	Slash Pine	*Pinus elliottii*	18"	Remove
7420	Slash Pine	*Pinus elliottii*	18"	Remove
7421	Slash Pine	*Pinus elliottii*	14"	Remove
7422	Slash Pine	*Pinus elliottii*	15"	Remove
7424	Slash Pine	*Pinus elliottii*	15"	Remove
7425	Slash Pine	*Pinus elliottii*	15"	Remove
7426	Slash Pine	*Pinus elliottii*	18"	Remove
7427	Live Oak	*Quercus virginiana*	15"	Remove
7428	Live Oak	*Quercus virginiana*	14"	Remove
7429	Slash Pine	*Pinus elliottii*	22"	Remove
7430	Slash Pine	*Pinus elliottii*	15"	Remove
7431	Slash Pine	*Pinus elliottii*	18"	Remove
7432	Sabal Palm	*Sabal palmetto*	13"	Remove
7433	Sabal Palm	*Sabal palmetto*	10"	Remove
7434	Slash Pine	*Pinus elliottii*	20"	Remove
7435	Slash Pine	*Pinus elliottii*	16"	Remove
7436	Slash Pine	*Pinus elliottii*	17"	Remove
7437	Live Oak	*Quercus virginiana*	22"	Remove
7438	Sabal Palm	*Sabal palmetto*	12"	Remove
7439	Sabal Palm	*Sabal palmetto*	14"	Remove
7440	Sabal Palm	*Sabal palmetto*	14"	Remove
7441	Sabal Palm	*Sabal palmetto*	14"	Remove
7447	Sabal Palm	*Sabal palmetto*	16"	Remove
7448	Slash Pine	*Pinus elliottii*	29"	Remove
7449	Live Oak	*Quercus virginiana*	15"	Remove
7450	Sabal Palm	*Sabal palmetto*	14"	Remove
7451	Live Oak	*Quercus virginiana*	18"	Remove
7452	Live Oak	*Quercus virginiana*	30"	Remove
7453	Live Oak	*Quercus virginiana*	24"	Remove
7454	Live Oak	*Quercus virginiana*	18"	Remove
7455	Live Oak	*Quercus virginiana*	16"	Remove
7456	Sabal Palm	*Sabal palmetto*	14"	Remove
7457	Slash Pine	*Pinus elliottii*	15"	Remove
7466	Slash Pine	*Pinus elliottii*	14"	Remove
7467	Slash Pine	*Pinus elliottii*	20"	Remove
7468	Slash Pine	*Pinus elliottii*	15"	Remove
7469	Slash Pine	*Pinus elliottii*	20"	Remove
7470	Slash Pine	*Pinus elliottii*	16"	Remove
7471	Slash Pine	*Pinus elliottii*	16"	Remove
7472	Slash Pine	*Pinus elliottii*	15"	Preserve
7474	Slash Pine	*Pinus elliottii*	14"	Remove
7475	Slash Pine	*Pinus elliottii*	15"	Remove
7476	Slash Pine	*Pinus elliottii*	20"	Preserve
7477	Slash Pine	*Pinus elliottii*	14"	Preserve
7478	Slash Pine	*Pinus elliottii*	16"	Preserve
7479	Slash Pine	*Pinus elliottii*	14"	Preserve
7480	Slash Pine	*Pinus elliottii*	18"	Preserve
7481	Slash Pine	*Pinus elliottii*	20"	Preserve
7482	Slash Pine	*Pinus elliottii*	14"	Preserve
7483	Slash Pine	*Pinus elliottii*	15"	Preserve
7484	Slash Pine	*Pinus elliottii*	18"	Preserve
7485	Slash Pine	*Pinus elliottii*	15"	Remove

TAG #	TREE SPECIES (COMMON)	TREE SPECIES (BOTANICAL)	SIZE	DISPOSITION
7486	Slash Pine	*Pinus elliottii*	17"	Preserve
7487	Slash Pine	*Pinus elliottii*	18"	Remove
7488	Slash Pine	*Pinus elliottii*	14"	Preserve
7489	Slash Pine	*Pinus elliottii*	14"	Remove
7490	Slash Pine	*Pinus elliottii*	14"	Remove
7491	Slash Pine	*Pinus elliottii*	15"	Remove
7492	Slash Pine	*Pinus elliottii*	14"	Remove
7493	Slash Pine	*Pinus elliottii*	16"	Remove
7494	Slash Pine	*Pinus elliottii*	20"	Remove
7495	Slash Pine	*Pinus elliottii*	16"	Remove
7496	Sabal Palm	*Sabal palmetto*	12"	Preserve
7497	Slash Pine	*Pinus elliottii*	14"	Preserve
7498	Slash Pine	*Pinus elliottii*	14"	Remove
7499	Slash Pine	*Pinus elliottii*	14"	Remove
7500	Slash Pine	*Pinus elliottii*	14"	Remove
7501	Slash Pine	*Pinus elliottii*	14"	Remove
7502	Sabal Palm	*Sabal palmetto*	18"	Remove
7503	Slash Pine	*Pinus elliottii*	14"	Remove
7504	Sabal Palm	*Sabal palmetto*	18"	Remove
7505	Slash Pine	*Pinus elliottii*	14"	Remove
7506	Slash Pine	*Pinus elliottii*	14"	Remove
7507	Slash Pine	*Pinus elliottii*	14"	Remove
7508	Slash Pine	*Pinus elliottii*	14"	Remove
7509	Slash Pine	*Pinus elliottii*	14"	Remove
7510	Slash Pine	*Pinus elliottii*	18"	Remove
7511	Slash Pine	*Pinus elliottii*	18"	Preserve
7512	Slash Pine	*Pinus elliottii*	18"	Preserve
7514	Slash Pine	*Pinus elliottii*	16"	Remove
7515	Slash Pine	*Pinus elliottii*	15"	Remove
7516	Slash Pine	*Pinus elliottii*	18"	Remove
7517	Slash Pine	*Pinus elliottii*	16"	Remove
7520	Slash Pine	*Pinus elliottii*	14"	Remove
7521	Slash Pine	*Pinus elliottii*	14"	Remove
7522	Slash Pine	*Pinus elliottii*	14"	Remove
7523	Slash Pine	*Pinus elliottii*	15"	Remove
7525	Slash Pine	*Pinus elliottii*	14"	Remove
7526	Slash Pine	*Pinus elliottii*	14"	Remove
7528	Slash Pine	*Pinus elliottii*	15"	Remove
7529	Slash Pine	*Pinus elliottii*	14"	Remove
7530	Live Oak	*Quercus virginiana*	16"	Remove
7531	Live Oak	*Quercus virginiana*	18"	Remove
7532	Slash Pine	*Pinus elliottii*	15"	Remove
7533	Slash Pine	*Pinus elliottii*	15"	Remove
7534	Slash Pine	*Pinus elliottii*	14"	Remove
7536	Slash Pine	*Pinus elliottii*	15"	Remove
7537	Slash Pine	*Pinus elliottii*	16"	Remove
7538	Slash Pine	*Pinus elliottii*	14"	Remove
7539	Slash Pine	*Pinus elliottii*	14"	Remove
7540	Slash Pine	*Pinus elliottii*	14"	Remove
7541	Slash Pine	*Pinus elliottii*	15"	Remove
7542	Slash Pine	*Pinus elliottii*	14"	Remove
7543	Slash Pine	*Pinus elliottii*	18"	Remove
7544	Slash Pine	*Pinus elliottii*	15"	Remove
7545	Slash Pine	*Pinus elliottii*	14"	Remove
7546	Live Oak	*Quercus virginiana*	14"	Remove
7549	Slash Pine	*Pinus elliottii*	14"	Remove
7550	Slash Pine	*Pinus elliottii*	18"	Remove
7551	Slash Pine	*Pinus elliottii*	14"	Remove
7552	Slash Pine	*Pinus elliottii*	14"	Remove
7553	Live Oak	*Quercus virginiana*	28"	Remove
7554	Slash Pine	*Pinus elliottii*	14"	Remove
7555	Slash Pine	*Pinus elliottii*	14"	Remove
7557	Slash Pine	*Pinus elliottii*	14"	Remove
7558	Slash Pine	*Pinus elliottii*	14"	Remove
7559	Slash Pine	*Pinus elliottii*	16"	Remove
7560	Slash Pine	*Pinus elliottii*	16"	Remove
7561	Slash Pine	*Pinus elliottii*	14"	Remove
7562	Slash Pine	*Pinus elliottii*	16"	Remove
7563	Slash Pine	*Pinus elliottii*	14"	Remove
7564	Slash Pine	*Pinus elliottii*	15"	Remove
7565	Slash Pine	*Pinus elliottii*	18"	Remove
7566	Slash Pine	*Pinus elliottii*	18"	Remove
7567	Slash Pine	*Pinus elliottii*	18"	Remove
7570	Slash Pine	*Pinus elliottii*	14"	Remove
7571	Slash Pine	*Pinus elliottii*	14"	Remove
7572	Slash Pine	*Pinus elliottii*	14"	Remove
7573	Slash Pine	*Pinus elliottii*	16"	Remove
7574	Live Oak	*Quercus virginiana*	15"	Remove
7575	Slash Pine	*Pinus elliottii*	15"	Remove
7576	Slash Pine	*Pinus elliottii*	14"	Remove
7577	Slash Pine	*Pinus elliottii*	16"	Remove
7578	Slash Pine	*Pinus elliottii*	15"	Remove
7579	Slash Pine	*Pinus elliottii*	24"	Remove
7580	Slash Pine	*Pinus elliottii*	14"	Remove
7581	Slash Pine	*Pinus elliottii*	15"	Remove
7582	Slash Pine	*Pinus elliottii*	14"	Remove
7585	Slash Pine	*Pinus elliottii*	14"	Remove
7586	Slash Pine	*Pinus elliottii*	14"	Remove
7587	Slash Pine	*Pinus elliottii*	14"	Remove

Know what's **below.**
Call before you dig.

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Crossroads Industrial

Fort Pierce, Florida

Date:	10/30/20
Scale:	N.A.
Design By:	AM
Drawn By:	AM
Checked By:	JES
File No.	743.04
Job No.	20-66

REVISIONS / SUBMISSIONS
Submittal 12/23/20

Tree Disposition Plan

TD-2 of 4

TAG #	TREE SPECIES (COMMON)	TREE SPECIES (BOTANICAL)	SIZE	DISPOSITION
7588	Slash Pine	*Pinus elliottii*	14"	Remove
7589	Slash Pine	*Pinus elliottii*	14"	Remove
7590	Slash Pine	*Pinus elliottii*	16"	Remove
7591	Slash Pine	*Pinus elliottii*	16"	Remove
7592	Slash Pine	*Pinus elliottii*	15"	Remove
7593	Slash Pine	*Pinus elliottii*	14"	Remove
7594	Slash Pine	*Pinus elliottii*	14"	Remove
7595	Slash Pine	*Pinus elliottii*	14"	Remove
7596	Slash Pine	*Pinus elliottii*	14"	Remove
7597	Slash Pine	*Pinus elliottii*	14"	Remove
7598	Slash Pine	*Pinus elliottii*	14"	Remove
7599	Slash Pine	*Pinus elliottii*	16"	Remove
7600	Slash Pine	*Pinus elliottii*	14"	Remove
7601	Slash Pine	*Pinus elliottii*	15"	Remove
7602	Slash Pine	*Pinus elliottii*	14"	Remove
7603	Slash Pine	*Pinus elliottii*	14"	Remove
7604	Slash Pine	*Pinus elliottii*	14"	Remove
7605	Slash Pine	*Pinus elliottii*	14"	Remove
7606	Slash Pine	*Pinus elliottii*	15"	Remove
7607	Slash Pine	*Pinus elliottii*	18"	Remove
7608	Slash Pine	*Pinus elliottii*	16"	Remove
7609	Slash Pine	*Pinus elliottii*	14"	Remove
7612	Live Oak	*Quercus virginiana*	14"	Remove
7613	Slash Pine	*Pinus elliottii*	14"	Remove
7614	Slash Pine	*Pinus elliottii*	14"	Remove
7615	Slash Pine	*Pinus elliottii*	14"	Remove
7616	Slash Pine	*Pinus elliottii*	14"	Remove
7617	Slash Pine	*Pinus elliottii*	15"	Remove
7618	Slash Pine	*Pinus elliottii*	14"	Remove
7619	Sabal Palm	*Sabal palmetto*	18"	Remove
7622	Slash Pine	*Pinus elliottii*	15"	Remove
7623	Slash Pine	*Pinus elliottii*	15"	Remove
7624	Slash Pine	*Pinus elliottii*	14"	Remove
7625	Slash Pine	*Pinus elliottii*	14"	Remove
7626	Live Oak	*Quercus virginiana*	14"	Remove
7627	Slash Pine	*Pinus elliottii*	14"	Remove
7628	Slash Pine	*Pinus elliottii*	16"	Remove
7629	Slash Pine	*Pinus elliottii*	14"	Remove
7630	Slash Pine	*Pinus elliottii*	15"	Remove
7631	Slash Pine	*Pinus elliottii*	14"	Remove
7632	Slash Pine	*Pinus elliottii*	14"	Remove
7641	Slash Pine	*Pinus elliottii*	15"	Remove
7642	Slash Pine	*Pinus elliottii*	20"	Remove
7643	Slash Pine	*Pinus elliottii*	14"	Remove
7644	Slash Pine	*Pinus elliottii*	15"	Remove
7645	Slash Pine	*Pinus elliottii*	14"	Remove
7646	Slash Pine	*Pinus elliottii*	15"	Remove
7647	Slash Pine	*Pinus elliottii*	16"	Remove
7648	Slash Pine	*Pinus elliottii*	15"	Remove
7649	Slash Pine	*Pinus elliottii*	22"	Remove
7650	Slash Pine	*Pinus elliottii*	14"	Remove
7651	Slash Pine	*Pinus elliottii*	14"	Remove
7652	Slash Pine	*Pinus elliottii*	14"	Remove
7653	Slash Pine	*Pinus elliottii*	14"	Remove
7654	Slash Pine	*Pinus elliottii*	18"	Remove
7655	Slash Pine	*Pinus elliottii*	15"	Remove
7656	Slash Pine	*Pinus elliottii*	14"	Remove
7657	Slash Pine	*Pinus elliottii*	14"	Remove
7658	Slash Pine	*Pinus elliottii*	14"	Remove
7659	Slash Pine	*Pinus elliottii*	14"	Remove
7660	Slash Pine	*Pinus elliottii*	15"	Remove
7661	Slash Pine	*Pinus elliottii*	15"	Remove
7662	Slash Pine	*Pinus elliottii*	14"	Remove
7663	Slash Pine	*Pinus elliottii*	16"	Remove
7664	Slash Pine	*Pinus elliottii*	14"	Remove
7665	Slash Pine	*Pinus elliottii*	14"	Remove
7666	Slash Pine	*Pinus elliottii*	14"	Remove
7667	Slash Pine	*Pinus elliottii*	18"	Remove
7668	Slash Pine	*Pinus elliottii*	18"	Remove
7669	Slash Pine	*Pinus elliottii*	15"	Remove
7670	Slash Pine	*Pinus elliottii*	16"	Remove
7671	Slash Pine	*Pinus elliottii*	14"	Remove
7672	Slash Pine	*Pinus elliottii*	14"	Remove
7673	Slash Pine	*Pinus elliottii*	14"	Remove
7674	Slash Pine	*Pinus elliottii*	16"	Remove
7675	Slash Pine	*Pinus elliottii*	14"	Remove
7676	Slash Pine	*Pinus elliottii*	15"	Remove
7677	Slash Pine	*Pinus elliottii*	14"	Remove
7678	Slash Pine	*Pinus elliottii*	18"	Remove
7679	Slash Pine	*Pinus elliottii*	16"	Remove
7680	Slash Pine	*Pinus elliottii*	14"	Remove
7681	Slash Pine	*Pinus elliottii*	14"	Remove
7682	Slash Pine	*Pinus elliottii*	18"	Remove
7683	Slash Pine	*Pinus elliottii*	16"	Remove
7684	Slash Pine	*Pinus elliottii*	14"	Remove
7685	Slash Pine	*Pinus elliottii*	15"	Remove
7686	Live Oak	*Quercus virginiana*	14"	Remove
7687	Slash Pine	*Pinus elliottii*	16"	Remove
7688	Slash Pine	*Pinus elliottii*	15"	Remove

TAG #	TREE SPECIES (COMMON)	TREE SPECIES (BOTANICAL)	SIZE	DISPOSITION
7689	Slash Pine	*Pinus elliottii*	21"	Remove
7690	Slash Pine	*Pinus elliottii*	16"	Remove
7691	Live Oak	*Quercus virginiana*	24"	Remove
7692	Live Oak	*Quercus virginiana*	24"	Remove
7693	Live Oak	*Quercus virginiana*	24"	Remove
7694	Live Oak	*Quercus virginiana*	14"	Remove
7695	Slash Pine	*Pinus elliottii*	14"	Remove
7696	Slash Pine	*Pinus elliottii*	17"	Remove
7697	Slash Pine	*Pinus elliottii*	15"	Remove
7698	Sabal Palm	*Sabal palmetto*	15"	Remove
7699	Slash Pine	*Pinus elliottii*	22"	Remove
7700	Sabal Palm	*Sabal palmetto*	14"	Remove
7701	Slash Pine	*Pinus elliottii*	16"	Remove
7702	Slash Pine	*Pinus elliottii*	15"	Remove
7703	Slash Pine	*Pinus elliottii*	15"	Remove
7704	Slash Pine	*Pinus elliottii*	14"	Remove
7705	Slash Pine	*Pinus elliottii*	18"	Remove
7706	Slash Pine	*Pinus elliottii*	16"	Remove
7707	Slash Pine	*Pinus elliottii*	14"	Remove
7708	Slash Pine	*Pinus elliottii*	16"	Remove
7709	Slash Pine	*Pinus elliottii*	15"	Remove
7710	Slash Pine	*Pinus elliottii*	15"	Remove
7711	Slash Pine	*Pinus elliottii*	14"	Remove
7712	Slash Pine	*Pinus elliottii*	14"	Remove
7713	Slash Pine	*Pinus elliottii*	14"	Remove
7714	Slash Pine	*Pinus elliottii*	14"	Remove
7715	Slash Pine	*Pinus elliottii*	18"	Remove
7716	Slash Pine	*Pinus elliottii*	14"	Remove
7717	Slash Pine	*Pinus elliottii*	16"	Remove
7718	Slash Pine	*Pinus elliottii*	15"	Preserve
7719	Slash Pine	*Pinus elliottii*	16"	Preserve
7720	Slash Pine	*Pinus elliottii*	15"	Preserve
7721	Slash Pine	*Pinus elliottii*	18"	Remove
7722	Slash Pine	*Pinus elliottii*	15"	Remove
7723	Live Oak	*Quercus virginiana*	20"	Remove
7724	Slash Pine	*Pinus elliottii*	15"	Remove
7725	Slash Pine	*Pinus elliottii*	15"	Remove
7726	Slash Pine	*Pinus elliottii*	16"	Remove
7727	Slash Pine	*Pinus elliottii*	18"	Remove
7728	Slash Pine	*Pinus elliottii*	14"	Remove
7729	Slash Pine	*Pinus elliottii*	18"	Remove
7730	Slash Pine	*Pinus elliottii*	16"	Remove
7731	Slash Pine	*Pinus elliottii*	18"	Remove
7732	Slash Pine	*Pinus elliottii*	18"	Remove
7733	Slash Pine	*Pinus elliottii*	18"	Remove
7734	Slash Pine	*Pinus elliottii*	15"	Remove
7735	Slash Pine	*Pinus elliottii*	15"	Remove
7736	Slash Pine	*Pinus elliottii*	22"	Remove
7737	Slash Pine	*Pinus elliottii*	18"	Remove
7738	Slash Pine	*Pinus elliottii*	14"	Remove
7739	Slash Pine	*Pinus elliottii*	14"	Remove
7740	Slash Pine	*Pinus elliottii*	14"	Remove
7741	Slash Pine	*Pinus elliottii*	18"	Remove
7742	Slash Pine	*Pinus elliottii*	18"	Remove
7743	Slash Pine	*Pinus elliottii*	16"	Remove
7744	Slash Pine	*Pinus elliottii*	14"	Remove
7745	Slash Pine	*Pinus elliottii*	15"	Remove
7746	Slash Pine	*Pinus elliottii*	14"	Remove
7747	Slash Pine	*Pinus elliottii*	14"	Remove
7748	Slash Pine	*Pinus elliottii*	16"	Remove
7749	Slash Pine	*Pinus elliottii*	14"	Remove
7750	Slash Pine	*Pinus elliottii*	16"	Remove
7751	Slash Pine	*Pinus elliottii*	18"	Remove
7752	Slash Pine	*Pinus elliottii*	20"	Remove
7753	Slash Pine	*Pinus elliottii*	16"	Remove
7754	Slash Pine	*Pinus elliottii*	18"	Remove
7755	Sabal Palm	*Sabal palmetto*	12"	Remove
7756	Sabal Palm	*Sabal palmetto*	12"	Remove
7757	Slash Pine	*Pinus elliottii*	14"	Remove
7758	Slash Pine	*Pinus elliottii*	20"	Remove
7759	Slash Pine	*Pinus elliottii*	14"	Remove
7760	Slash Pine	*Pinus elliottii*	15"	Remove
7761	Slash Pine	*Pinus elliottii*	15"	Remove
7762	Slash Pine	*Pinus elliottii*	17"	Remove
7763	Slash Pine	*Pinus elliottii*	18"	Remove
7764	Slash Pine	*Pinus elliottii*	15"	Remove
7765	Slash Pine	*Pinus elliottii*	15"	Remove
7766	Live Oak	*Quercus virginiana*	15"	Remove
7767	Slash Pine	*Pinus elliottii*	16"	Remove
7768	Sabal Palm	*Sabal palmetto*	14"	Remove
7769	Slash Pine	*Pinus elliottii*	16"	Remove
7770	Slash Pine	*Pinus elliottii*	20"	Remove
7771	Slash Pine	*Pinus elliottii*	18"	Remove
7772	Slash Pine	*Pinus elliottii*	20"	Remove
7773	Slash Pine	*Pinus elliottii*	20"	Remove
7774	Slash Pine	*Pinus elliottii*	18"	Remove
7775	Slash Pine	*Pinus elliottii*	14"	Remove
7776	Slash Pine	*Pinus elliottii*	14"	Remove
7777	Slash Pine	*Pinus elliottii*	15"	Remove

TAG #	TREE SPECIES (COMMON)	TREE SPECIES (BOTANICAL)	SIZE	DISPOSITION
7778	Live Oak	*Quercus virginiana*	20"	Remove
7779	Slash Pine	*Pinus elliottii*	16"	Remove
7780	Slash Pine	*Pinus elliottii*	15"	Remove
7781	Slash Pine	*Pinus elliottii*	16"	Remove
7782	Slash Pine	*Pinus elliottii*	20"	Remove
7783	Slash Pine	*Pinus elliottii*	16"	Remove
7784	Slash Pine	*Pinus elliottii*	14"	Remove
7785	Slash Pine	*Pinus elliottii*	15"	Remove
7786	Slash Pine	*Pinus elliottii*	18"	Remove
7787	Slash Pine	*Pinus elliottii*	16"	Remove
7788	Sabal Palm	*Sabal palmetto*	14"	Remove
7789	Slash Pine	*Pinus elliottii*	14"	Remove
7790	Slash Pine	*Pinus elliottii*	16"	Remove
7791	Slash Pine	*Pinus elliottii*	17"	Remove
7792	Slash Pine	*Pinus elliottii*	17"	Remove
7793	Slash Pine	*Pinus elliottii*	15"	Remove
7794	Slash Pine	*Pinus elliottii*	14"	Remove
7795	Slash Pine	*Pinus elliottii*	14"	Remove
7796	Slash Pine	*Pinus elliottii*	15"	Remove
7797	Slash Pine	*Pinus elliottii*	15"	Remove
7798	Slash Pine	*Pinus elliottii*	14"	Remove
7799	Slash Pine	*Pinus elliottii*	16"	Remove
7800	Slash Pine	*Pinus elliottii*	15"	Remove
7801	Slash Pine	*Pinus elliottii*	18"	Remove
7802	Slash Pine	*Pinus elliottii*	15"	Remove
7803	Slash Pine	*Pinus elliottii*	15"	Remove
7804	Slash Pine	*Pinus elliottii*	20"	Remove
7805	Slash Pine	*Pinus elliottii*	15"	Remove
7806	Sabal Palm	*Sabal palmetto*	18"	Remove
7807	Sabal Palm	*Sabal palmetto*	14"	Remove
7808	Live Oak	*Quercus virginiana*	20"	Remove
7809	Slash Pine	*Pinus elliottii*	14"	Remove
7810	Slash Pine	*Pinus elliottii*	16"	Remove
7811	Slash Pine	*Pinus elliottii*	18"	Remove
7812	Slash Pine	*Pinus elliottii*	14"	Remove
7813	Slash Pine	*Pinus elliottii*	16"	Remove
7814	Slash Pine	*Pinus elliottii*	14"	Remove
7815	Slash Pine	*Pinus elliottii*	17"	Remove
7816	Slash Pine	*Pinus elliottii*	20"	Remove
7817	Live Oak	*Quercus virginiana*	16"	Remove
7818	Slash Pine	*Pinus elliottii*	22"	Remove
7819	Slash Pine	*Pinus elliottii*	15"	Remove
7820	Slash Pine	*Pinus elliottii*	14"	Remove
7823	Live Oak	*Quercus virginiana*	14"	Remove
7824	Slash Pine	*Pinus elliottii*	14"	Remove
7825	Slash Pine	*Pinus elliottii*	20"	Remove
7826	Slash Pine	*Pinus elliottii*	16"	Remove
7827	Slash Pine	*Pinus elliottii*	15"	Remove
7828	Slash Pine	*Pinus elliottii*	18"	Remove
7829	Slash Pine	*Pinus elliottii*	15"	Remove
7830	Slash Pine	*Pinus elliottii*	14"	Remove
7831	Slash Pine	*Pinus elliottii*	14"	Remove
7832	Slash Pine	*Pinus elliottii*	17"	Remove
7833	Slash Pine	*Pinus elliottii*	14"	Remove
7834	Slash Pine	*Pinus elliottii*	20"	Remove
7835	Slash Pine	*Pinus elliottii*	18"	Remove
7836	Slash Pine	*Pinus elliottii*	17"	Remove
7837	Slash Pine	*Pinus elliottii*	14"	Remove
7838	Slash Pine	*Pinus elliottii*	18"	Remove
7839	Slash Pine	*Pinus elliottii*	18"	Remove
7840	Slash Pine	*Pinus elliottii*	14"	Remove
7841	Slash Pine	*Pinus elliottii*	16"	Remove
7842	Slash Pine	*Pinus elliottii*	14"	Remove
7843	Slash Pine	*Pinus elliottii*	18"	Remove
7844	Slash Pine	*Pinus elliottii*	14"	Remove
7845	Slash Pine	*Pinus elliottii*	14"	Remove
7846	Slash Pine	*Pinus elliottii*	15"	Remove
7847	Slash Pine	*Pinus elliottii*	15"	Remove
7848	Slash Pine	*Pinus elliottii*	15"	Remove
7849	Slash Pine	*Pinus elliottii*	14"	Remove
7850	Slash Pine	*Pinus elliottii*	17"	Remove
7851	Slash Pine	*Pinus elliottii*	14"	Remove
7852	Slash Pine	*Pinus elliottii*	15"	Remove
7853	Slash Pine	*Pinus elliottii*	15"	Remove
7854	Slash Pine	*Pinus elliottii*	14"	Remove
7855	Slash Pine	*Pinus elliottii*	15"	Remove
7856	Slash Pine	*Pinus elliottii*	14"	Remove
7857	Slash Pine	*Pinus elliottii*	15"	Remove
7858	Slash Pine	*Pinus elliottii*	15"	Remove
7859	Slash Pine	*Pinus elliottii*	18"	Remove
7860	Slash Pine	*Pinus elliottii*	16"	Remove
7861	Slash Pine	*Pinus elliottii*	14"	Remove
7862	Slash Pine	*Pinus elliottii*	18"	Remove
7863	Slash Pine	*Pinus elliottii*	14"	Remove
7864	Slash Pine	*Pinus elliottii*	14"	Remove
7865	Slash Pine	*Pinus elliottii*	15"	Remove
7866	Slash Pine	*Pinus elliottii*	15"	Remove
7867	Slash Pine	*Pinus elliottii*	14"	Remove
7868	Slash Pine	*Pinus elliottii*	18"	Remove

TAG #	TREE SPECIES (COMMON)	TREE SPECIES (BOTANICAL)	SIZE	DISPOSITION
7869	Slash Pine	*Pinus elliottii*	14"	Remove
7870	Slash Pine	*Pinus elliottii*	16"	Remove
7871	Slash Pine	*Pinus elliottii*	16"	Remove
7872	Slash Pine	*Pinus elliottii*	14"	Remove
7873	Slash Pine	*Pinus elliottii*	14"	Remove
7874	Slash Pine	*Pinus elliottii*	14"	Remove
7875	Slash Pine	*Pinus elliottii*	15"	Remove
7876	Slash Pine	*Pinus elliottii*	16"	Remove
7877	Slash Pine	*Pinus elliottii*	18"	Remove
7878	Slash Pine	*Pinus elliottii*	14"	Remove
7879	Slash Pine	*Pinus elliottii*	15"	Remove
7880	Slash Pine	*Pinus elliottii*	18"	Remove
7881	Slash Pine	*Pinus elliottii*	15"	Remove
7882	Slash Pine	*Pinus elliottii*	15"	Remove
7883	Slash Pine	*Pinus elliottii*	17"	Remove
7884	Slash Pine	*Pinus elliottii*	14"	Remove
7885	Slash Pine	*Pinus elliottii*	17"	Remove
7886	Slash Pine	*Pinus elliottii*	15"	Remove
7887	Slash Pine	*Pinus elliottii*	16"	Remove
7888	Slash Pine	*Pinus elliottii*	15"	Remove
7889	Slash Pine	*Pinus elliottii*	14"	Remove
7890	Slash Pine	*Pinus elliottii*	17"	Remove
7891	Slash Pine	*Pinus elliottii*	16"	Remove
7892	Slash Pine	*Pinus elliottii*	14"	Remove
7893	Slash Pine	*Pinus elliottii*	14"	Remove
7894	Slash Pine	*Pinus elliottii*	15"	Remove
7895	Slash Pine	*Pinus elliottii*	15"	Remove
7896	Slash Pine	*Pinus elliottii*	14"	Remove
7897	Slash Pine	*Pinus elliottii*	14"	Remove
7898	Slash Pine	*Pinus elliottii*	14"	Remove
7899	Slash Pine	*Pinus elliottii*	14"	Remove
7900	Slash Pine	*Pinus elliottii*	14"	Remove
7901	Slash Pine	*Pinus elliottii*	14"	Remove
7902	Slash Pine	*Pinus elliottii*	15"	Remove
7903	Slash Pine	*Pinus elliottii*	16"	Remove
7904	Slash Pine	*Pinus elliottii*	15"	Remove
7905	Slash Pine	*Pinus elliottii*	14"	Remove
7906	Slash Pine	*Pinus elliottii*	18"	Remove
7907	Slash Pine	*Pinus elliottii*	18"	Remove
7908	Slash Pine	*Pinus elliottii*	14"	Remove
7909	Slash Pine	*Pinus elliottii*	24"	Remove
7910	Slash Pine	*Pinus elliottii*	24"	Remove
7911	Slash Pine	*Pinus elliottii*	15"	Remove
7912	Slash Pine	*Pinus elliottii*	16"	Remove
7913	Slash Pine	*Pinus elliottii*	20"	Remove
7914	Slash Pine	*Pinus elliottii*	14"	Remove
7915	Slash Pine	*Pinus elliottii*	16"	Remove
7916	Slash Pine	*Pinus elliottii*	15"	Remove
7917	Slash Pine	*Pinus elliottii*	15"	Remove
7918	Slash Pine	*Pinus elliottii*	15"	Remove
7919	Slash Pine	*Pinus elliottii*	15"	Remove
7920	Slash Pine	*Pinus elliottii*	14"	Remove
7921	Slash Pine	*Pinus elliottii*	15"	Remove
7922	Slash Pine	*Pinus elliottii*	14"	Remove
7923	Slash Pine	*Pinus elliottii*	15"	Remove
7924	Slash Pine	*Pinus elliottii*	14"	Remove
7925	Slash Pine	*Pinus elliottii*	15"	Remove
7926	Slash Pine	*Pinus elliottii*	17"	Remove
7927	Slash Pine	*Pinus elliottii*	14"	Remove
7928	Slash Pine	*Pinus elliottii*	14"	Remove
7929	Slash Pine	*Pinus elliottii*	15"	Remove
7930	Slash Pine	*Pinus elliottii*	14"	Remove
7931	Slash Pine	*Pinus elliottii*	14"	Remove
7932	Live Oak	*Quercus virginiana*	15"	Remove
7933	Slash Pine	*Pinus elliottii*	18"	Remove
7934	Slash Pine	*Pinus elliottii*	17"	Remove
7935	Slash Pine	*Pinus elliottii*	14"	Remove
7936	Slash Pine	*Pinus elliottii*	22"	Remove
7937	Live Oak	*Quercus virginiana*	24"	Offsite
7938	Slash Pine	*Pinus elliottii*	16"	Offsite
7939	Live Oak	*Quercus virginiana*	18"	Offsite
7940	Live Oak	*Quercus virginiana*	14"	Offsite
7941	Slash Pine	*Pinus elliottii*	24"	Preserve
7942	Slash Pine	*Pinus elliottii*	20"	Offsite
7943	Slash Pine	*Pinus elliottii*	20"	Offsite
7944	Slash Pine	*Pinus elliottii*	14"	Offsite
7945	Slash Pine	*Pinus elliottii*	24"	Offsite
7946	Slash Pine	*Pinus elliottii*	24"	Offsite
7947	Slash Pine	*Pinus elliottii*	17"	Offsite
7948	Slash Pine	*Pinus elliottii*	16"	Remove
7949	Slash Pine	*Pinus elliottii*	15"	Remove
7950	Slash Pine	*Pinus elliottii*	14"	Offsite
7951	Slash Pine	*Pinus elliottii*	14"	Offsite
7952	Slash Pine	*Pinus elliottii*	14"	Offsite
7953	Slash Pine	*Pinus elliottii*	17"	Remove
7954	Slash Pine	*Pinus elliottii*	17"	Remove
7955	Slash Pine	*Pinus elliottii*	14"	Remove
7956	Slash Pine	*Pinus elliottii*	18"	Remove
7957	Slash Pine	*Pinus elliottii*	18"	Remove

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Crossroads Industrial

Fort Pierce, Florida

Date:	10/30/20
Scale:	N.A.
Design By:	AM
Drawn By:	AM
Checked By:	JES
File No.	743.04
Job No.	20-66

REVISIONS / SUBMISSIONS

Submittal 12/23/20

Tree Disposition Plan

811 Know what's below. Call before you dig.

TAG #	TREE SPECIES (COMMON)	TREE SPECIES (BOTANICAL)	SIZE	DISPOSITION
7958	Slash Pine	*Pinus elliottii*	18"	Remove
7959	Slash Pine	*Pinus elliottii*	20"	Remove
7960	Slash Pine	*Pinus elliottii*	14"	Remove
7961	Slash Pine	*Pinus elliottii*	18"	Remove
7962	Slash Pine	*Pinus elliottii*	14"	Remove
7963	Slash Pine	*Pinus elliottii*	14"	Remove
7964	Slash Pine	*Pinus elliottii*	14"	Remove
7965	Slash Pine	*Pinus elliottii*	15"	Remove
7966	Slash Pine	*Pinus elliottii*	14"	Remove
7967	Slash Pine	*Pinus elliottii*	15"	Remove
7968	Slash Pine	*Pinus elliottii*	14"	Remove
7969	Slash Pine	*Pinus elliottii*	20"	Remove
7970	Slash Pine	*Pinus elliottii*	14"	Remove
7971	Slash Pine	*Pinus elliottii*	15"	Remove
7972	Slash Pine	*Pinus elliottii*	15"	Remove
7973	Slash Pine	*Pinus elliottii*	18"	Remove
7974	Slash Pine	*Pinus elliottii*	15"	Remove
7975	Slash Pine	*Pinus elliottii*	14"	Remove
7976	Slash Pine	*Pinus elliottii*	15"	Remove
7977	Slash Pine	*Pinus elliottii*	14"	Remove
7978	Live Oak	*Quercus virginiana*	18"	Remove
7979	Live Oak	*Quercus virginiana*	22"	Remove
7980	Live Oak	*Quercus virginiana*	18"	Remove
7981	Live Oak	*Quercus virginiana*	26"	Remove
7982	Slash Pine	*Pinus elliottii*	16"	Remove
7983	Slash Pine	*Pinus elliottii*	16"	Remove
7984	Live Oak	*Quercus virginiana*	24"	Remove
7985	Live Oak	*Quercus virginiana*	18"	Remove
7986	Live Oak	*Quercus virginiana*	18"	Remove
7988	Sabal Palm	*Sabal palmetto*	8"	Remove
7989	Slash Pine	*Pinus elliottii*	16"	Remove
7990	Live Oak	*Quercus virginiana*	27"	Remove
7991	Live Oak	*Quercus virginiana*	16"	Remove
7992	Live Oak	*Quercus virginiana*	22"	Remove
7993	Slash Pine	*Pinus elliottii*	14"	Remove
7994	Slash Pine	*Pinus elliottii*	18"	Remove
7995	Slash Pine	*Pinus elliottii*	16"	Remove
7996	Slash Pine	*Pinus elliottii*	18"	Remove
7997	Slash Pine	*Pinus elliottii*	18"	Remove
7998	Slash Pine	*Pinus elliottii*	18"	Remove
7999	Slash Pine	*Pinus elliottii*	20"	Remove
8000	Slash Pine	*Pinus elliottii*	15"	Remove
8001	Live Oak	*Quercus virginiana*	18"	Remove
8002	Live Oak	*Quercus virginiana*	16"	Remove
8004	Slash Pine	*Pinus elliottii*	18"	Remove
8005	Slash Pine	*Pinus elliottii*	22"	Remove
8006	Slash Pine	*Pinus elliottii*	21"	Remove
8007	Slash Pine	*Pinus elliottii*	14"	Remove
8008	Live Oak	*Quercus virginiana*	14"	Remove
8009	Slash Pine	*Pinus elliottii*	16"	Remove
8010	Slash Pine	*Pinus elliottii*	16"	Remove
8011	Slash Pine	*Pinus elliottii*	14"	Remove
8012	Slash Pine	*Pinus elliottii*	16"	Remove
8013	Slash Pine	*Pinus elliottii*	18"	Remove
8014	Slash Pine	*Pinus elliottii*	16"	Remove
8017	Slash Pine	*Pinus elliottii*	15"	Remove
8018	Slash Pine	*Pinus elliottii*	18"	Remove
8019	Slash Pine	*Pinus elliottii*	18"	Remove
8020	Slash Pine	*Pinus elliottii*	20"	Remove
8021	Slash Pine	*Pinus elliottii*	15"	Remove
8022	Slash Pine	*Pinus elliottii*	14"	Remove
8023	Slash Pine	*Pinus elliottii*	16"	Offsite
8024	Live Oak	*Quercus virginiana*	16"	Offsite
8025	Live Oak	*Quercus virginiana*	14"	Offsite
8026	Slash Pine	*Pinus elliottii*	15"	Remove
8027	Slash Pine	*Pinus elliottii*	20"	Remove
8028	Slash Pine	*Pinus elliottii*	22"	Remove
8029	Slash Pine	*Pinus elliottii*	17"	Remove
8030	Slash Pine	*Pinus elliottii*	14"	Remove
8031	Slash Pine	*Pinus elliottii*	20"	Remove
8032	Slash Pine	*Pinus elliottii*	21"	Remove
8033	Live Oak	*Quercus virginiana*	14"	Remove
8034	Live Oak	*Quercus virginiana*	14"	Preserve
8035	Slash Pine	*Pinus elliottii*	24"	Preserve
8036	Slash Pine	*Pinus elliottii*	15"	Offsite
8037	Live Oak	*Quercus virginiana*	14"	Offsite
8038	Live Oak	*Quercus virginiana*	16"	Offsite
8039	Slash Pine	*Pinus elliottii*	22"	Remove
8040	Sabal Palm	*Sabal palmetto*	16"	Remove
8041	Slash Pine	*Pinus elliottii*	14"	Remove
8042	Slash Pine	*Pinus elliottii*	15"	Remove
8043	Slash Pine	*Pinus elliottii*	14"	Remove
8044	Slash Pine	*Pinus elliottii*	14"	Remove
8045	Sabal Palm	*Sabal palmetto*	14"	Remove
8046	Slash Pine	*Pinus elliottii*	26"	Remove
8047	Slash Pine	*Pinus elliottii*	20"	Remove
8048	Slash Pine	*Pinus elliottii*	15"	Remove
8049	Slash Pine	*Pinus elliottii*	18"	Remove
8050	Slash Pine	*Pinus elliottii*	24"	Remove

TAG #	TREE SPECIES (COMMON)	TREE SPECIES (BOTANICAL)	SIZE	DISPOSITION
8051	Live Oak	*Quercus virginiana*	15"	Remove
8052	Live Oak	*Quercus virginiana*	20"	Remove
8053	Slash Pine	*Pinus elliottii*	20"	Remove
8054	Slash Pine	*Pinus elliottii*	16"	Remove
8055	Slash Pine	*Pinus elliottii*	20"	Remove
8056	Sabal Palm	*Sabal palmetto*	10"	Remove
8057	Live Oak	*Quercus virginiana*	18"	Remove
8058	Live Oak	*Quercus virginiana*	15"	Remove
8059	Sabal Palm	*Sabal palmetto*	8"	Remove
8060	Live Oak	*Quercus virginiana*	26"	Remove
8061	Live Oak	*Quercus virginiana*	15"	Remove
8062	Live Oak	*Quercus virginiana*	15"	Remove
8063	Sabal Palm	*Sabal palmetto*	8"	Remove
8064	Live Oak	*Quercus virginiana*	14"	Remove
8065	Live Oak	*Quercus virginiana*	15"	Remove
8066	Live Oak	*Quercus virginiana*	15"	Remove
8067	Live Oak	*Quercus virginiana*	14"	Remove
8068	Live Oak	*Quercus virginiana*	22"	Remove
8069	Live Oak	*Quercus virginiana*	22"	Remove
8070	Live Oak	*Quercus virginiana*	16"	Remove
8072	Sabal Palm	*Sabal palmetto*	18"	Remove
8073	Sabal Palm	*Sabal palmetto*	18"	Remove
8074	Slash Pine	*Pinus elliottii*	16"	Remove
8075	Slash Pine	*Pinus elliottii*	16"	Remove
8076	Live Oak	*Quercus virginiana*	20"	Remove
8077	Slash Pine	*Pinus elliottii*	18"	Remove
8078	Live Oak	*Quercus virginiana*	24"	Remove
8079	Sabal Palm	*Sabal palmetto*	13"	Remove
8080	Slash Pine	*Pinus elliottii*	15"	Remove
8081	Slash Pine	*Pinus elliottii*	14"	Remove
8082	Live Oak	*Quercus virginiana*	18"	Remove
8083	Live Oak	*Quercus virginiana*	28"	Remove
8084	Slash Pine	*Pinus elliottii*	14"	Remove
8086	Live Oak	*Quercus virginiana*	14"	Remove
8087	Uknown	*#N/A*	18"	Remove
8088	Sabal Palm	*Sabal palmetto*	16"	Remove
8089	Sabal Palm	*Sabal palmetto*	16"	Remove
8090	Sabal Palm	*Sabal palmetto*	14"	Remove
8093	Live Oak	*Quercus virginiana*	14"	Preserve
8094	Live Oak	*Quercus virginiana*	30"	Offsite
8095	Live Oak	*Quercus virginiana*	18"	Offsite
8096	Sabal Palm	*Sabal palmetto*	14"	Offsite
8097	Live Oak	*Quercus virginiana*	14"	Preserve
8098	Live Oak	*Quercus virginiana*	15"	Preserve
8099	Live Oak	*Quercus virginiana*	15"	Preserve
8100	Live Oak	*Quercus virginiana*	14"	Preserve
8101	Live Oak	*Quercus virginiana*	15"	Preserve
8102	Live Oak	*Quercus virginiana*	18"	Preserve
8103	Live Oak	*Quercus virginiana*	14"	Preserve
8104	Live Oak	*Quercus virginiana*	15"	Remove
8105	Live Oak	*Quercus virginiana*	18"	Remove
8106	Live Oak	*Quercus virginiana*	15"	Remove
8107	Slash Pine	*Pinus elliottii*	15"	Remove
8108	Slash Pine	*Pinus elliottii*	15"	Remove
8109	Slash Pine	*Pinus elliottii*	14"	Remove
8110	Slash Pine	*Pinus elliottii*	15"	Remove
8111	Slash Pine	*Pinus elliottii*	14"	Remove
8112	Sabal Palm	*Sabal palmetto*	12"	Remove
8113	Live Oak	*Quercus virginiana*	15"	Remove
8114	Live Oak	*Quercus virginiana*	14"	Remove
8115	Live Oak	*Quercus virginiana*	14"	Remove
8116	Live Oak	*Quercus virginiana*	15"	Remove
8117	Live Oak	*Quercus virginiana*	14"	Remove
8118	Live Oak	*Quercus virginiana*	18"	Remove
8119	Live Oak	*Quercus virginiana*	22"	Remove
8120	Live Oak	*Quercus virginiana*	21"	Remove
8121	Live Oak	*Quercus virginiana*	20"	Remove
8122	Sabal Palm	*Sabal palmetto*	8"	Remove
8123	Sabal Palm	*Sabal palmetto*	8"	Remove
8124	Sabal Palm	*Sabal palmetto*	8"	Remove
8125	Sabal Palm	*Sabal palmetto*	8"	Remove
8126	Slash Pine	*Pinus elliottii*	15"	Remove
8127	Slash Pine	*Pinus elliottii*	15"	Remove
8128	Slash Pine	*Pinus elliottii*	18"	Remove
8129	Slash Pine	*Pinus elliottii*	14"	Remove
8130	Slash Pine	*Pinus elliottii*	14"	Remove
8131	Slash Pine	*Pinus elliottii*	18"	Remove
8132	Slash Pine	*Pinus elliottii*	18"	Remove
8133	Slash Pine	*Pinus elliottii*	14"	Remove
8134	Slash Pine	*Pinus elliottii*	14"	Remove
8135	Slash Pine	*Pinus elliottii*	15"	Remove
8136	Slash Pine	*Pinus elliottii*	15"	Remove
8137	Slash Pine	*Pinus elliottii*	15"	Remove
8138	Slash Pine	*Pinus elliottii*	15"	Remove
8139	Slash Pine	*Pinus elliottii*	14"	Remove
8140	Slash Pine	*Pinus elliottii*	14"	Remove
8141	Slash Pine	*Pinus elliottii*	15"	Remove
8142	Sabal Palm	*Sabal palmetto*	14"	Remove
8143	Slash Pine	*Pinus elliottii*	19"	Remove

TAG #	TREE SPECIES (COMMON)	TREE SPECIES (BOTANICAL)	SIZE	DISPOSITION
8144	Live Oak	*Quercus virginiana*	16"	Remove
8145	Slash Pine	*Pinus elliottii*	14"	Remove
8146	Sabal Palm	*Sabal palmetto*	14"	Remove
8147	Sabal Palm	*Sabal palmetto*	16"	Remove
8148	Sabal Palm	*Sabal palmetto*	16"	Remove
8150	Live Oak	*Quercus virginiana*	16"	Remove
8151	Slash Pine	*Pinus elliottii*	14"	Remove
8152	Slash Pine	*Pinus elliottii*	18"	Remove
8153	Slash Pine	*Pinus elliottii*	18"	Remove
8154	Slash Pine	*Pinus elliottii*	14"	Remove
8155	Slash Pine	*Pinus elliottii*	14"	Remove
8156	Sabal Palm	*Sabal palmetto*	14"	Remove
8157	Slash Pine	*Pinus elliottii*	14"	Remove
8158	Slash Pine	*Pinus elliottii*	18"	Remove
8159	Slash Pine	*Pinus elliottii*	15"	Remove
8160	Slash Pine	*Pinus elliottii*	14"	Remove
8161	Slash Pine	*Pinus elliottii*	18"	Remove
8162	Slash Pine	*Pinus elliottii*	15"	Remove
8163	Slash Pine	*Pinus elliottii*	14"	Remove
8164	Slash Pine	*Pinus elliottii*	15"	Remove
8165	Slash Pine	*Pinus elliottii*	14"	Remove
8166	Slash Pine	*Pinus elliottii*	16"	Remove
8167	Slash Pine	*Pinus elliottii*	15"	Remove
8168	Slash Pine	*Pinus elliottii*	15"	Remove
8169	Slash Pine	*Pinus elliottii*	14"	Remove
8170	Slash Pine	*Pinus elliottii*	14"	Remove
8171	Slash Pine	*Pinus elliottii*	26"	Remove
8172	Slash Pine	*Pinus elliottii*	14"	Remove
8173	Slash Pine	*Pinus elliottii*	14"	Remove
8174	Slash Pine	*Pinus elliottii*	16"	Remove
8175	Slash Pine	*Pinus elliottii*	14"	Remove
8176	Slash Pine	*Pinus elliottii*	14"	Remove
8177	Slash Pine	*Pinus elliottii*	14"	Remove
8178	Slash Pine	*Pinus elliottii*	14"	Remove
8179	Slash Pine	*Pinus elliottii*	15"	Remove
8180	Slash Pine	*Pinus elliottii*	18"	Remove
8181	Slash Pine	*Pinus elliottii*	14"	Remove
8182	Slash Pine	*Pinus elliottii*	16"	Remove
8183	Slash Pine	*Pinus elliottii*	16"	Remove
8184	Slash Pine	*Pinus elliottii*	14"	Remove
8185	Slash Pine	*Pinus elliottii*	14"	Remove
8186	Sabal Palm	*Sabal palmetto*	14"	Remove
8187	Live Oak	*Quercus virginiana*	16"	Remove
8188	Sabal Palm	*Sabal palmetto*	14"	Remove
8189	Sabal Palm	*Sabal palmetto*	12"	Remove
8190	Sabal Palm	*Sabal palmetto*	12"	Remove
8191	Sabal Palm	*Sabal palmetto*	16"	Remove
8193	Slash Pine	*Pinus elliottii*	22"	Remove
8194	Sabal Palm	*Sabal palmetto*	16"	Remove
8195	Slash Pine	*Pinus elliottii*	18"	Remove
8196	Slash Pine	*Pinus elliottii*	18"	Remove
8197	Slash Pine	*Pinus elliottii*	14"	Remove
8198	Slash Pine	*Pinus elliottii*	16"	Remove
8199	Slash Pine	*Pinus elliottii*	18"	Remove
8200	Sabal Palm	*Sabal palmetto*	14"	Remove
8201	Slash Pine	*Pinus elliottii*	18"	Remove
8202	Slash Pine	*Pinus elliottii*	14"	Remove
8203	Slash Pine	*Pinus elliottii*	22"	Remove
8204	Slash Pine	*Pinus elliottii*	15"	Remove
8205	Slash Pine	*Pinus elliottii*	20"	Remove
8206	Slash Pine	*Pinus elliottii*	16"	Remove
8207	Sabal Palm	*Sabal palmetto*	10"	Remove
8208	Slash Pine	*Pinus elliottii*	18"	Remove
8209	Sabal Palm	*Sabal palmetto*	12"	Remove
8210	Slash Pine	*Pinus elliottii*	15"	Remove
8211	Sabal Palm	*Sabal palmetto*	14"	Remove
8212	Slash Pine	*Pinus elliottii*	18"	Remove
8213	Slash Pine	*Pinus elliottii*	14"	Remove
8214	Slash Pine	*Pinus elliottii*	17"	Remove
8215	Sabal Palm	*Sabal palmetto*	12"	Remove
8216	Slash Pine	*Pinus elliottii*	16"	Remove
8217	Sabal Palm	*Sabal palmetto*	12"	Remove
8218	Slash Pine	*Pinus elliottii*	20"	Remove
8219	Sabal Palm	*Sabal palmetto*	12"	Remove
8220	Slash Pine	*Pinus elliottii*	14"	Remove
8221	Slash Pine	*Pinus elliottii*	15"	Remove
8222	Sabal Palm	*Sabal palmetto*	12"	Remove
8223	Sabal Palm	*Sabal palmetto*	14"	Remove
8224	Sabal Palm	*Sabal palmetto*	12"	Remove
8225	Slash Pine	*Pinus elliottii*	20"	Preserve
8226	Sabal Palm	*Sabal palmetto*	12"	Preserve
8227	Sabal Palm	*Sabal palmetto*	14"	Remove
8228	Slash Pine	*Pinus elliottii*	14"	Remove
8229	Live Oak	*Quercus virginiana*	26"	Offsite
8230	Slash Pine	*Pinus elliottii*	14"	Remove
8231	Slash Pine	*Pinus elliottii*	14"	Remove
8232	Live Oak	*Quercus virginiana*	15"	Remove
8233	Sabal Palm	*Sabal palmetto*	8"	Remove
8234	Slash Pine	*Pinus elliottii*	20"	Remove

TAG #	TREE SPECIES (COMMON)	TREE SPECIES (BOTANICAL)	SIZE	DISPOSITION
8235	Sabal Palm	*Sabal palmetto*	15"	Remove
8236	Sabal Palm	*Sabal palmetto*	14"	Remove
8237	Sabal Palm	*Sabal palmetto*	14"	Remove
8238	Live Oak	*Quercus virginiana*	15"	Remove
8239	Live Oak	*Quercus virginiana*	15"	Remove
8240	Live Oak	*Quercus virginiana*	17"	Remove

SCHMIDT NICHOLS
LANDSCAPE ARCHITECTURE AND URBAN PLANNING
1551 N. Flagler Dr, Ste 102
West Palm Beach, FL 33401
Phone: 561.684.6141
Email: info@snlandplan.com
Website: www.snlandplan.com
License No: LC26000232

Crossroads Industrial

Fort Pierce, Florida

Date:	10/30/20
Scale:	N.A.
Design By:	AM
Drawn By:	AM
Checked By:	JES
File No.	743.04
Job No.	20-66

REVISIONS / SUBMISSIONS
Submittal 12/23/20

Tree Disposition Plan

811 Know what's below. Call before you dig.

TD-4 of 4

EW Consultants, Inc.
Natural Resource Management, Wetland, and Environmental Permitting Services

SL CROSSROADS BUSINESS CENTER

Environmental Assessment

Prepared For:

Silverman Group

Prepared By:

EW Consultants, Inc.

October 2020

1000 SE Monterey Commons Blvd, Suite 208 Stuart, FL 34996 • Phone 772-287-8771 • Fax 772-287-2988
www.ewconsultants.com

I. INTRODUCTION –

This Environmental Assessment documents and summarizes the natural resource characteristics of the SL Crossroads Business Center Property. The 132.4 +/- acre subject property is located within Section 25, Township 35 South, Range 40 East, in Fort Pierce, Florida. The property is more precisely located south of Okeechobee Road (SR 70) and the Crossroads Park of Commerce, west of I-95, and east of the Florida's Turnpike. A portion of the site is bisected by Ten Mile Creek. A Location Map (Figure 1), USGS Quadrangle Map (Figure 2), and Aerial Photo (Figure 3) depicting the parcel boundaries and the immediate surrounding area are provided in the Appendix.

The property contains a 47.75 +/- acre recorded conservation easement that is located in the southern portion of the property. The easement includes the section of Ten Mile Creek that traverses the property. No development activities or impacts resulting from development activities are proposed within the limits of the existing conservation easement area. As such, the focus of this environmental assessment report is on the 84.65 +/- acre development portion of the property.

II. GENERAL PROPERTY DESCRIPTION –

The development portion of the property, which is the subject of this environmental assessment report, is bounded on the north by developed and undeveloped lands that are part of the first phase of the Crossroads Park of Commerce; to the east by I-95, to the west by Florida's Turnpike, and to the south by a recorded conservation easement and undeveloped lands. The property is generally vacant and forested and contains one freshwater marsh wetland and a man-made temporary storm-water management system.

An informal jurisdictional wetland determination was conducted with the South Florida Water Management District (SFWMD) on July 29, 2020. A Wetland Map depicting the results of this determination as well as a copy of the approved informal determination from SFWMD is provided in the Appendix. The informal determination verified the presence, size and location of the wetland and storm-water management system that are described in this report. Detailed discussions of the land cover types are described in subsequent sections of this report.

III. SOIL TYPES –

A Custom Soil Resource Report for the subject property is provided in the Appendix. This report, prepared by the United States Department of Agriculture (USDA) Natural Resource Conservation Service (NRCS) provides descriptions of the soil types within the subject property along with acreage summaries for each soil type.

IV. EXISTING LAND COVER TYPES

The following is a summary of the land cover types and vegetative communities found on the subject site. Land cover and vegetative community classifications are mapped based on the Florida Land Use, Cover and Forms Classification System (FLUCFCS) developed by the Florida Department of Transportation. Field reconnaissance and aerial imagery interpretation were employed in the mapping of the vegetative communities on the subject property. The vegetative community descriptions include discussions of potential wildlife habitat provided by the various resources present in those communities. Detailed observations and occurrences of wildlife are discussed in subsequent sections.

The FLUCFCS classifications observed on the site are described below. A land cover map of the observed vegetative community types is included as Figure 4 in the Appendix of this report. The land cover types observed on the property are described as follows:

Uplands

411 – Pine Flatwoods –

These forested portions of the property consist of a canopy that is dominated by slash pine and contains occasional live oak, laurel oak, and cabbage palm to a lesser extent. The dominant understory and groundcover vegetation consists of saw palmetto, gallberry, fetterbush, rusty lyonia, wiregrass, and other native shrubs and grasses. Non-native invasive species of vegetation are also present including Brazilian pepper, earleaf acacia, and downy rose myrtle.

740/422 – Disturbed Land/Brazilian Pepper –

These upland areas have been disturbed by previous land alterations and/or clearing and have repopulated with a dominance of invasive non-native Brazilian pepper. This species typically established into a monoculture which thereby reduces the quality of wildlife habitat.

Waterbodies

643 – Wet Prairie –

The small isolated wetland is dominated by native wetland groundcover plant species including jointed spikerush, St. John's wort, maidencane, and swamp fern. Non-native species including Peruvian primrose willow and torpedo grass are also present to a lesser extent.

510/534 – Ditches and Reservoirs Less Than 10 Acres

These man-made excavated storm-water retention features and conveyance ditches were constructed to provide temporary drainage outfall for the commerce park located to the north of the subject property. Portions of this surface water management system contain vegetation that predominantly consists of non-native and nuisance species including torpedo grass, cattails, and Carolina willow.

V. WILDLIFE AND LISTED SPECIES EVALUATION –

Non-listed Wildlife

Observations for wildlife presence and signs of utilization were made from October 2019 through October 2020. Several common avian species were observed within the property and several others are likely to occur on a foraging or migratory basis. The non-listed avian species that have been observed during site reconnaissance of the property include mourning dove, northern cardinal, boat-tailed grackle, red-shouldered hawk, black vulture, osprey, and great egret.

Direct observations and signs of utilization by mammals indicate the presence of raccoons, armadillos, opossums, marsh rabbits, feral hogs, and coyotes.

Reptile and amphibian observations included gopher tortoise, black racers, glass snake, southern leopard frogs, barking tree frogs, Cuban tree frogs, and green anole.

Listed Species Inventory and Evaluation –

The survey methodologies used for determining the status of state and/or federally listed wildlife occurrence on the site followed generally accepted protocols as specified in state and Federal guidance documents. The geographic range of the property and its associated habitats, vegetative cover types, and natural or disturbed status were the primary considerations in assessing potential occurrence of listed species.

Pedestrian and vehicular surveys were employed to assess the relative quality and wildlife utilization of the property. In addition, the protected species evaluations and survey methodologies have been, and will continue to be, addressed on a species-specific basis in accordance with the Florida Fish and Wildlife Conservation Commission (FFWCC) and U.S. Fish and Wildlife Service (USFWS) protocols and techniques relative to the species under consideration.

The state and/or federally listed wildlife species with potential to occur on the subject site are summarized in the following table. Likelihood of occurrence has been indicated based on species-specific evaluations and best professional judgement and noted as either observed during site review or likelihood of occurrence as high, medium, or low.

Common Name	**Scientific Name**	**Preferred Habitat**	**Occurrence***	**Listed Status**
				State/Federal
American alligator	*Alligator mississippiensis*	Wetland and aquatic habitat	L	FT/SA
Bald eagle	*Haliaeetus leucocephalus*	Nest in tall trees (usually pine) near coasts, rivers, lakes and wetlands	L	No longer listed Nest trees protected
Florida burrowing owl	*Athene cunicularia*	Sandhills, ruderal communities, dry prairies	L	ST/-
Florida bonneted bat	*Eumops floridanus*	A diversity of forested habitats	L	FE
Eastern indigo snake	*Drymarchon corais couperi*	A diversity of upland/low land habitat	M	FT
Florida pine snake	*Pituophis melanoleucus mugitus*	Well drained sandy soils, moderate to open pine canopy	M	ST
Florida sandhill crane	*Grus canadensis pratensis*	Breed in emergent palustrine wetlands; forage in pastures/prairies	L	ST/-
Gopher tortoise	*Gopherus polyphemus*	Sandhills, xeric oak scrub, sand pine scrub, scrubby flatwoods; agricultural lands	O[2]	ST/-
Audubon's crested caracara	*Polyborus plancus audbonii*	Nest in cabbage palms, dry prairie and pastures	L	FT
Little blue heron	*Egretta caerulea*	Breeding: marshes, swamps, ponds, estuaries, rivers; nest in shrubs and small trees	M	ST/-
Red-cockaded woodpecker	*Picoides borealis*	Mature pine woodlands	L	FE
Roseate spoonbill	*Ajaia ajaja*	Breeding: marshes, swamps, ponds, estuaries, rivers; nest in shrubs and small trees	L	ST/-

Common Name	Scientific Name	Preferred Habitat	Occurrence*	Listed Status
Reddish egret	*Egretta rufescens*	Breeding: marshes, swamps, ponds, estuaries, rivers; nest in shrubs and small trees	L	ST/-
Southeast American kestrel	*Falco sparverius paulus*	Sandhill and open rangeland nest in cavities of dead trees and abandoned woodpecker nests	L	ST/-
Tricolored heron	*Egretta tricolor*	Breeding: marshes, swamps, ponds, nest in shrubs and small trees	M	ST/-
Wood stork	*Mycteria americana*	Estuarine or freshwater wetlands; nest in tops of trees in cypress or mangrove swamps	M	FT

[1] Observed transient
[2] Observed nesting and/or resident
[3] Observed utilization
*O= Observed; H= High probability; M= Medium probability; L= Low probability; FE = Federal Endangered; FT = Federal Threatened; FT/SA = Federal Threatened due to similarity of appearance; ST = State Threatened

The preferred nesting habitat for Florida sandhill cranes is native freshwater marsh habitat, which does occur on the property. The on-site marsh would not however be well suited for sandhill crane nesting as the marsh is less than one half acre in size and only seasonally inundated. Sandhill cranes prefer larger marsh systems with longer hydroperiods. No sandhill cranes or sandhill crane nests were observed on the subject property during site reconnaissance.

Bald eagles, while no longer listed, remain protected under the Bald and Golden Eagle Protection Act. No bald eagles or bald eagle nests were observed on site. According to the FFWCC database there is a documented bald eagle nest located approximately 0.4 mile southeast of the site, on the eastern side of I-95 and south of Ten Mile Creek. This nest was last reported to be active in 2016.

The subject site is within the U.S. Fish and Wildlife Service (USFWS) designated consultation area for Audubon's crested caracara. The lack of open prairie and rangeland on the site as well as lack of typical nest tree opportunities indicates little if any potential habitat for foraging or nesting by Audubon's crested caracara.

The wood stork is a federally listed threatened species. The development portion of the property does not provide suitable nesting habitat due to the absence of naturally forested wetlands. The site is, however within the 18.6-mile core forage area of wood stork rookeries as per USFWS, thus forage maintenance measures will be taken to support this species.

The occurrence of a wetland and surface water management features indicates that there is potential for several species of wading birds that are listed as State Threatened to utilize the site for foraging opportunities. These species would include the little blue heron, tricolored heron, and roseate spoonbill. None of these wading bird species have been observed on site during field reconnaissance. Their occurrence would likely be limited to transient foraging as no evidence of nesting or habitat conducive to nesting was observed on the site.

Florida burrowing owls are a state listed, ground dwelling species that is often found in open, treeless fields where it spends most of its time on the ground or perched on posts, fences, and short shrubs. The lack of dry prairie habitat with generally low vegetative cover indicates that this species has low potential to occur on the subject site. There were no burrowing owls or potentially occupied owl burrows observed on the site during field reconnaissance.

The gopher tortoise is listed as a threatened species by the state of Florida through the Florida Fish and Wildlife Conservation Commission (FFWCC). The general habitat characteristics and site observations confirm the occurrence of gopher tortoises on the site. The observed gopher tortoises and gopher tortoise burrows were located within the pine flatwoods portion of the property.

A listed reptile species that was not observed but has potential to occur on the site is the Federally threatened eastern indigo snake. The eastern indigo snake ranges widely over a diversity of upland and wetland habitats, and is known to occur in the region. The presence of native pine flatwoods habitat and a population of gopher tortoises on site is such that indigo snakes are moderately likely to occur on the subject property.

Another reptile species that was not observed but has a potential to occur on the site is the State-designated Threatened Florida pine snake. The Florida pine snake inhabits areas that feature well-drained sandy soils with moderate to open canopy. According to the FFWCC publicly available database, the subject site is located within the distribution area for this species.

The American alligator is listed as Federally Threatened due to similarity of appearance with the American crocodile. Alligators are relatively common throughout the region in wetland and aquatic systems. The small isolated wetland and surface water management system would not however be adequate to attract or support alligators.

The Florida bonneted bat is listed as endangered by the U.S. Fish and Wildlife Service (USFWS). This species preferred habitat for roosting and nesting includes a variety of forested habitats and man-made structures. The property is located outside of the designated consultation area for this species, thus its potential for occurrence is considered low.

APPENDIX



LEGEND

- SITE (132.4+/- AC)

0 2,000 Feet

N

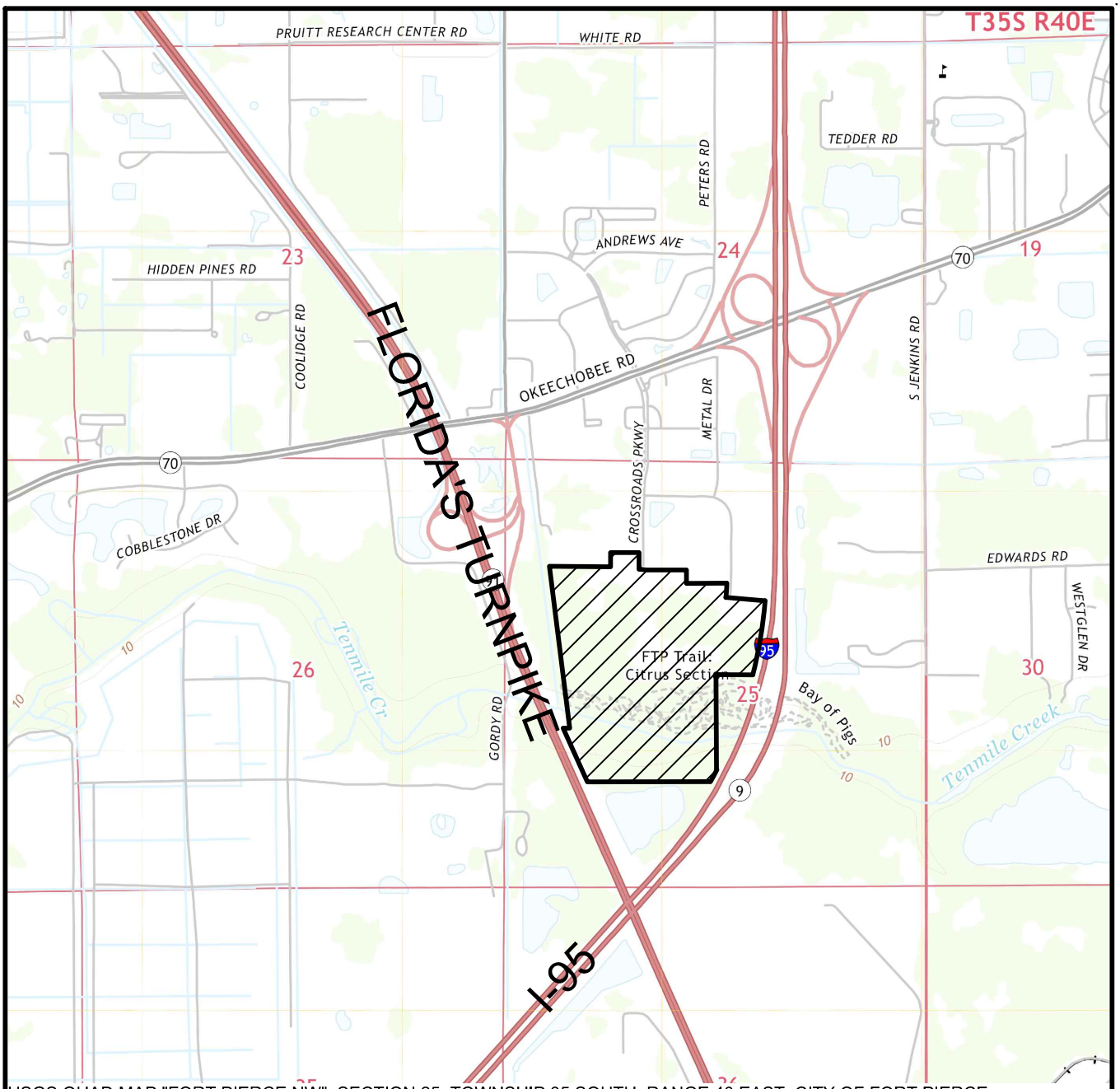
SL CROSSROADS BUSINESS CENTER
LOCATION

EW CONSULTANTS, INC.
1000 SE MONTEREY COMMONS BLVD., SUITE 208
STUART, FL 34996
772-287-8771 FAX 772-287-2988
WWW.EWCONSULTANTS.COM

OCT 2020

FIGURE

1



USGS QUAD MAP "FORT PIERCE NW", SECTION 25, TOWNSHIP 35 SOUTH, RANGE 40 EAST, CITY OF FORT PIERCE, ST LUCIE COUNTY, FLORIDA, LATITUDE 27°24'15" LONGITUDE -80°23'37"

0 2000
SCALE IN FEET

LEGEND

- SITE (132.4± AC)

SL CROSSROADS BUSINESS CENTER

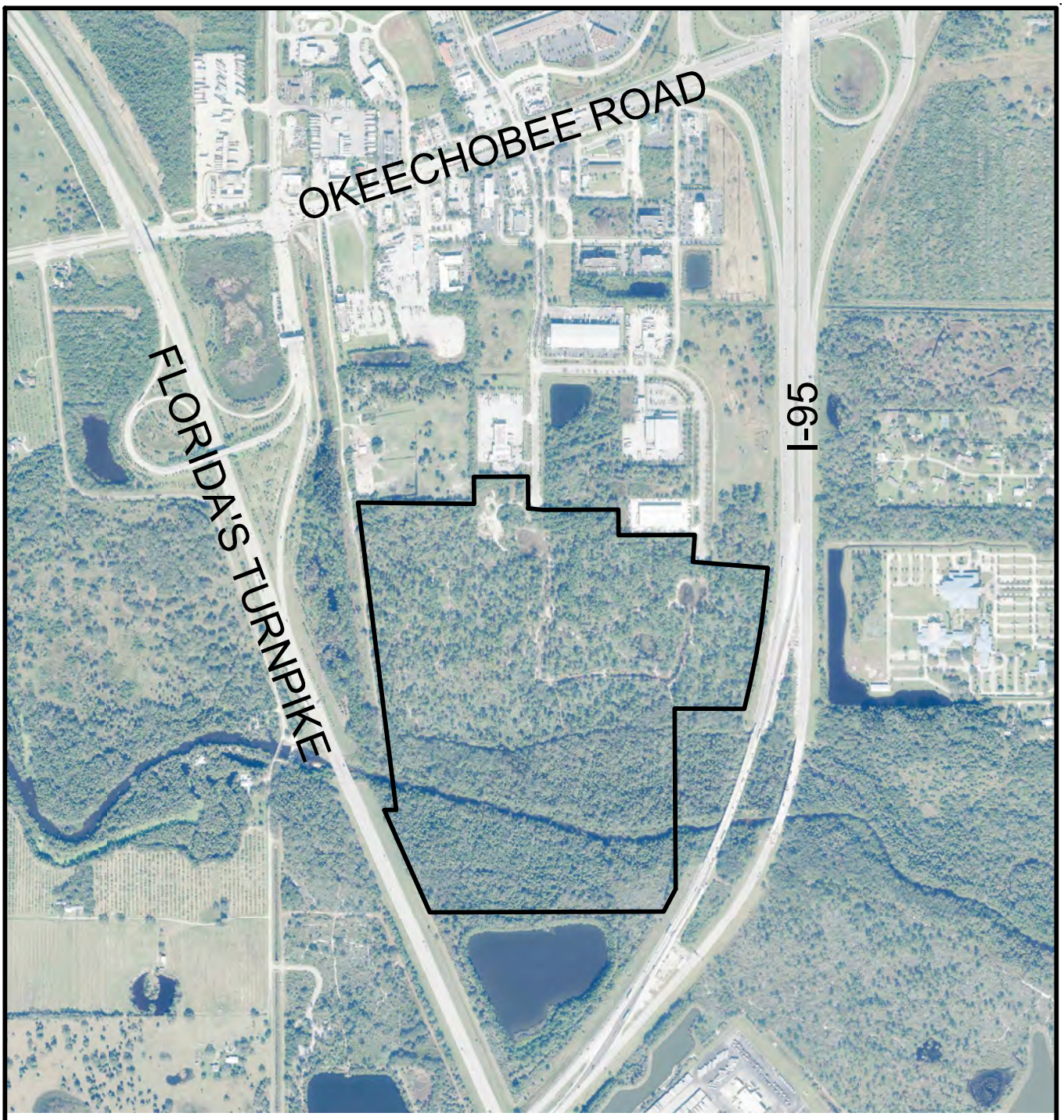
QUAD

EW CONSULTANTS, INC.
1000 SE MONTEREY COMMONS BLVD., SUITE 208
STUART, FL 34996
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FIGURE 2

SL Crossroads Business Center.dwg QUAD



FDOT AERIALS DATED 2018

0 1000
SCALE IN FEET

SL CROSSROADS BUSINESS CENTER

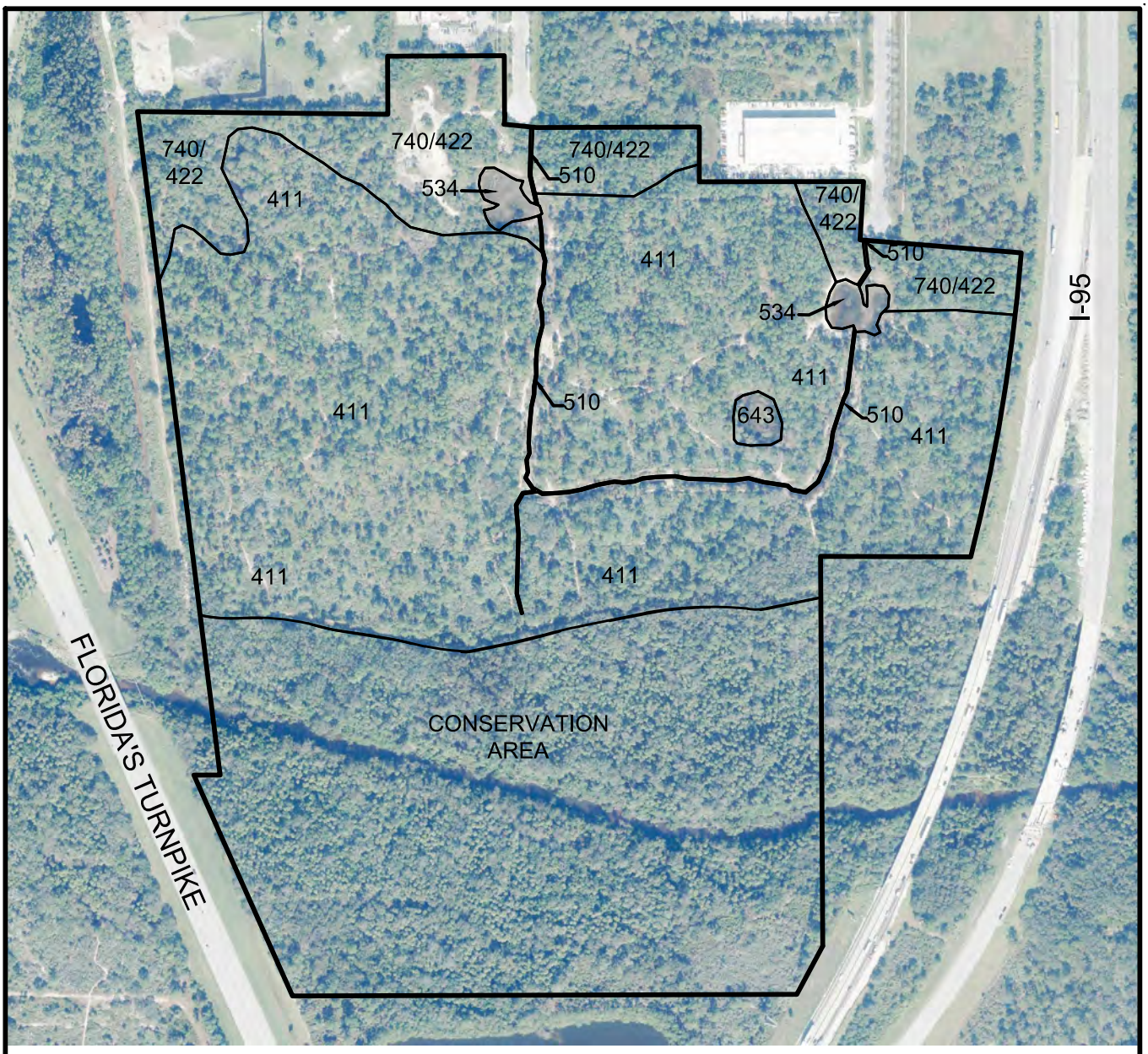
AERIAL

EW CONSULTANTS, INC.
1000 SE MONTEREY COMMONS BLVD., SUITE 208
STUART, FL 34996
772-287-8771 FAX 772-287-2988
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OCT 2020

FIGURE
3

SL Crossroads Business Center.dwg AERIAL



FDOT AERIALS
DATED 2018

LEGEND

411 - PINE FLATWOODS (68.6± AC)
510 - DITCHES (0.4± AC)
534 - RESERVOIRS LESS THAN 10ACS (1.0± AC)
643 - WETLAND PRAIRIE (0.5± AC)
740/422 - DISTURBED LANDS/BRAZILIAN PEPPER (14.1± AC)
CONSERVATION AREA (47.8± AC)
TOTAL SITE (132.4± AC)

0 500
SCALE IN FEET

SL CROSSROADS BUSINESS CENTER

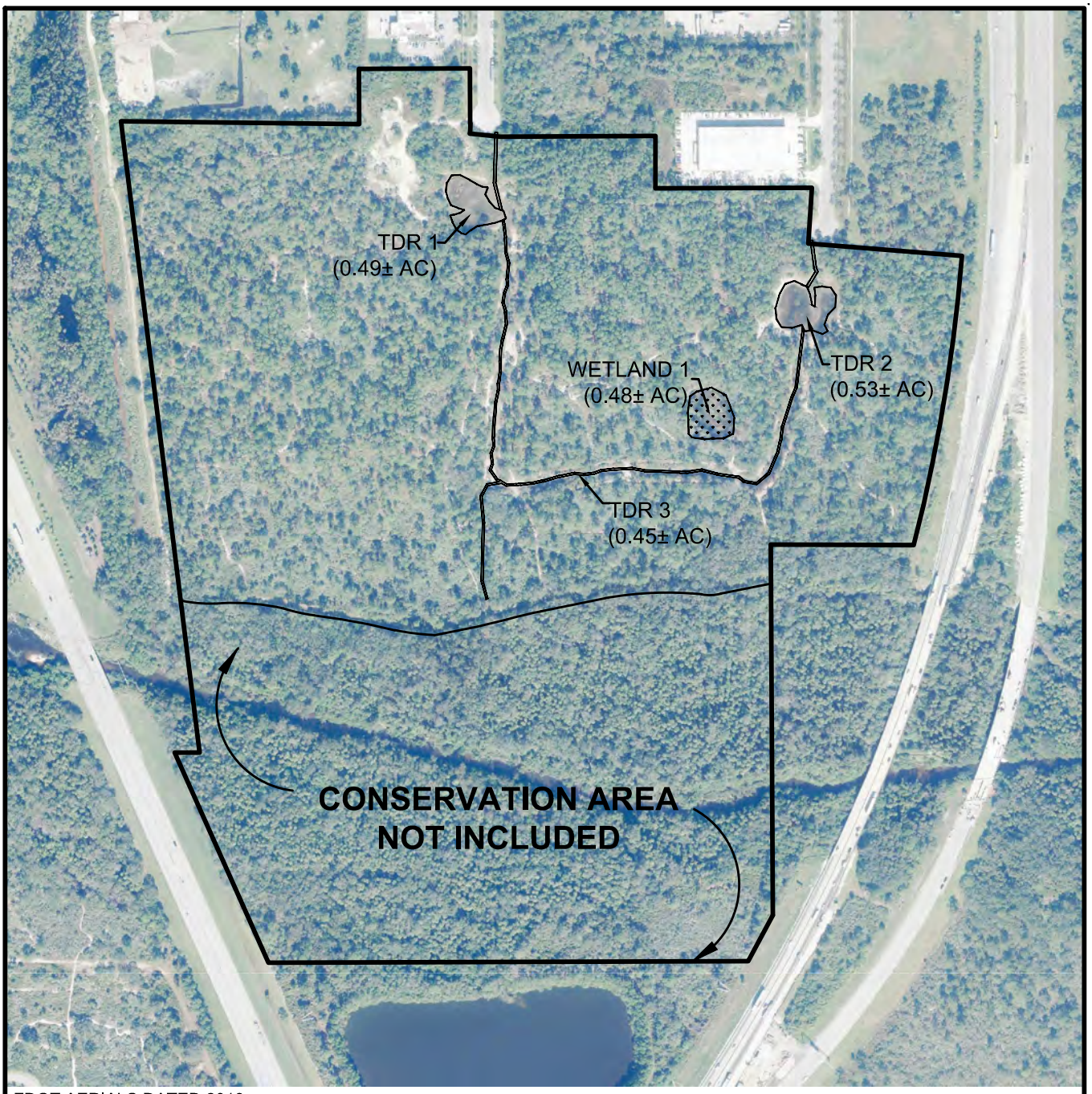
FLUCFCS

EW CONSULTANTS, INC.
1000 SE MONTEREY COMMONS BLVD., SUITE 208
STUART, FL 34996
772-287-8771 FAX 772-287-2988
WWW.EWCONSULTANTS.COM

OCT 2020

FIGURE
4

SL Crossroads Business Center.dwg FLUCFCS



FDOT AERIALS DATED 2018

LEGEND

- PRELIMINARY WETLAND (0.48± AC)
- TEMPORARY DRY RETENTION (1.47± AC)
  PERMIT 56-02931-P

0 500
SCALE IN FEET

SL CROSSROADS BUSINESS CENTER

WETLAND MAP

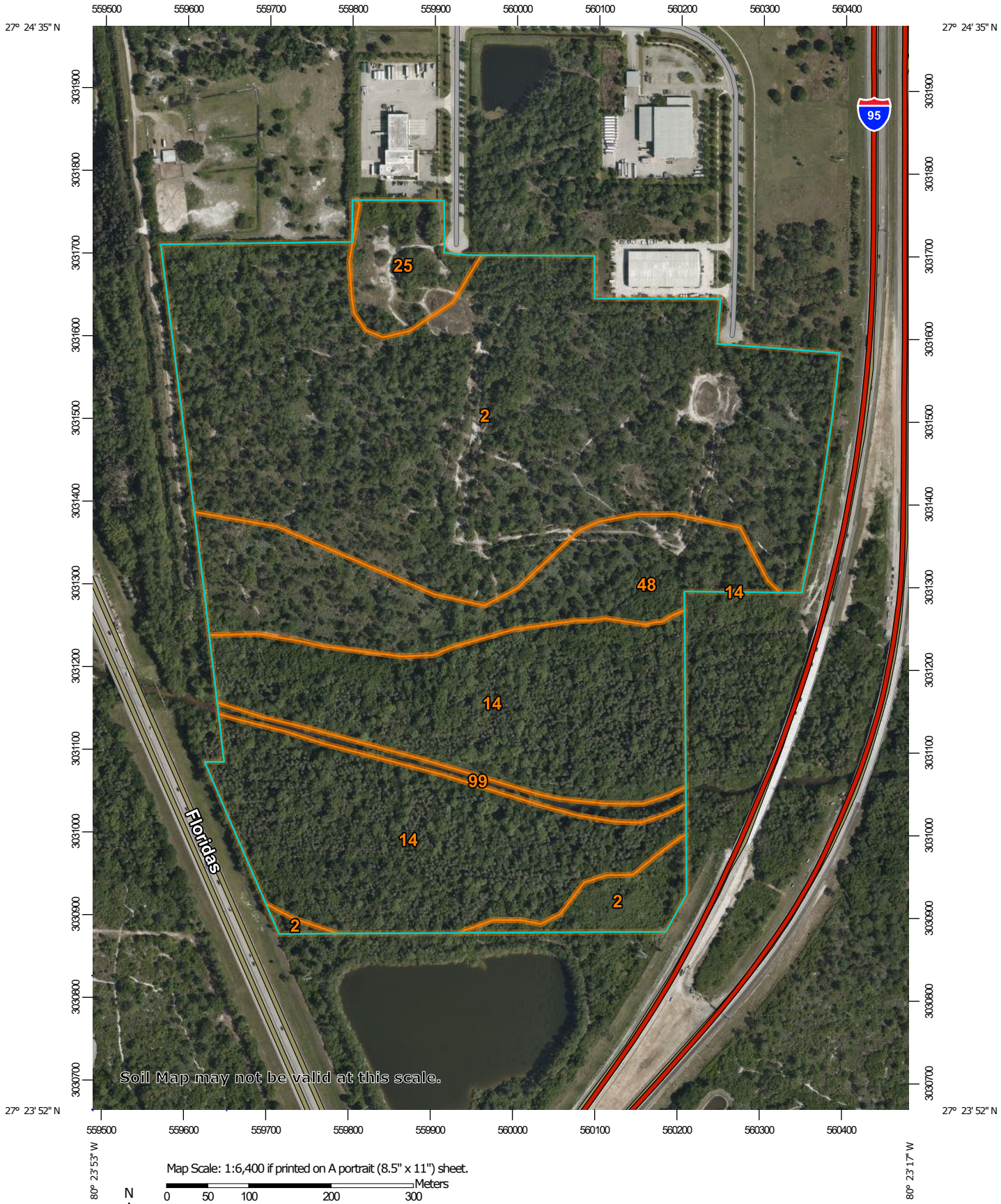
EW CONSULTANTS, INC.
1000 SE MONTEREY COMMONS BLVD., SUITE 208
STUART, FL 34996
772-287-8771 FAX 772-287-2988
WWW.EWCONSULTANTS.COM

OCT 2020

FIGURE
5

'SL Crossroads Business Center.dwg WETLAND

Soil Map—St. Lucie County, Florida
(SL CROSSROADS BUSINESS CENTER)



Map Scale: 1:6,400 if printed on A portrait (8.5" x 11") sheet.

N

Meters
0 50 100 200 300

Feet
0 300 600 1200 1800

Map projection: Web Mercator Corner coordinates: WGS84 Edge tics: UTM Zone 17N WGS84

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

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:
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 14, Jun 9, 2020

Soil map units are labeled (as space allows) for map scales 1:50,000 or larger.

Date(s) aerial images were photographed: Mar 6, 2019—Mar 23, 2019

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

Map Unit Symbol	Map Unit Name	Acres in AOI	Percent of AOI
2	Ankona and Farmton sands	65.4	49.4%
14	Fluvaquents, frequently flooded	43.7	33.0%
25	Nettles and Oldsmar sands	4.6	3.5%
48	Wabasso sand, 0 to 2 percent slopes	16.7	12.6%
99	Water	2.0	1.5%
Totals for Area of Interest		**132.5**	**100.0%**

SOUTH FLORIDA WATER MANAGEMENT DISTRICT

August 3, 2020

** Delivered via email*

FLF Crossroads Industrial I, LLC
601 Heritage Drive Suite 227
Jupiter, FL 33458

Subject: Crossroads Park Of Commerce Phase Ii
Application No. 200717-3897
Informal Wetland Determination No. 56-103738-P
St Lucie County

Dear Applicant:

The District reviewed your request for an informal determination of the jurisdictional wetland and other surface water boundaries within the subject property, which is located as shown on the attached Exhibit No. 1.0. A joint site inspection was conducted on July 29, 2020.

Based on the information provided and the results of the site inspection, one jurisdictional wetland as defined in Chapter 62-340, Florida Administrative Code (F.A.C.), exists on the property. Additionally, the property contains two existing stormwater management lakes authorized by Permit No. 56-02931-P; however, in accordance with subsection 62-340.700 F.A.C., these features are exempt from delineation as other surface waters. Exhibit No. 2.0, attached, identifies the boundaries of the property inspected and the approximate landward limits of the features.

This correspondence is an informal jurisdictional wetland determination pursuant to Section 373.421(6), Florida Statutes, and Section 7.3 of Environmental Resource Permit Applicant's Handbook Volume I. It does not bind the District, its agents or employees, nor does it convey any legal rights, expressed or implied. Persons obtaining this informal jurisdictional determination are not entitled to rely upon it for purposes of compliance with provision of law or District rules.

Sincerely,

Barbara Conmy
Section Leader

c: Jason Hahner, EW Consultants, Inc *

Exhibits

The following exhibits to this permit are incorporated by reference. The exhibits can be viewed by clicking on the links below or by visiting the District's ePermitting website (http://my.sfwmd.gov/ePermitting) and searching under this application number 200717-3897 .

Exhibit No. 1.0 Location Map

Exhibit No. 2.0 Wetland/OSW Map

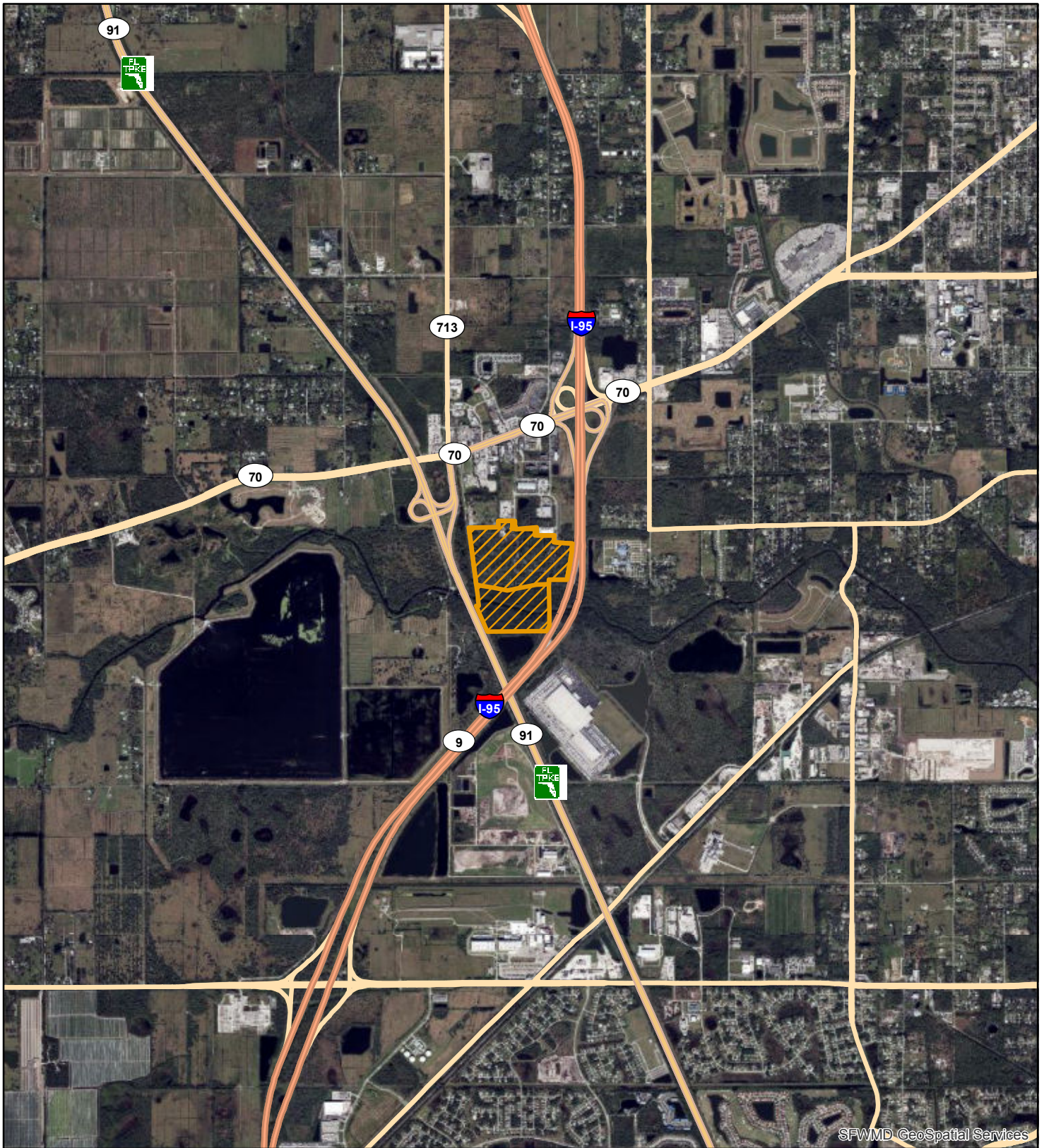


Exhibit No:1.0	Exhibit Created On: 2020-08-03	ST. LUCIE COUNTY, FL

REGULATION DIVISION

Project Name: Crossroads Park Of Commerce Phase Ii

0 3,200 6,400 Feet

N

Application

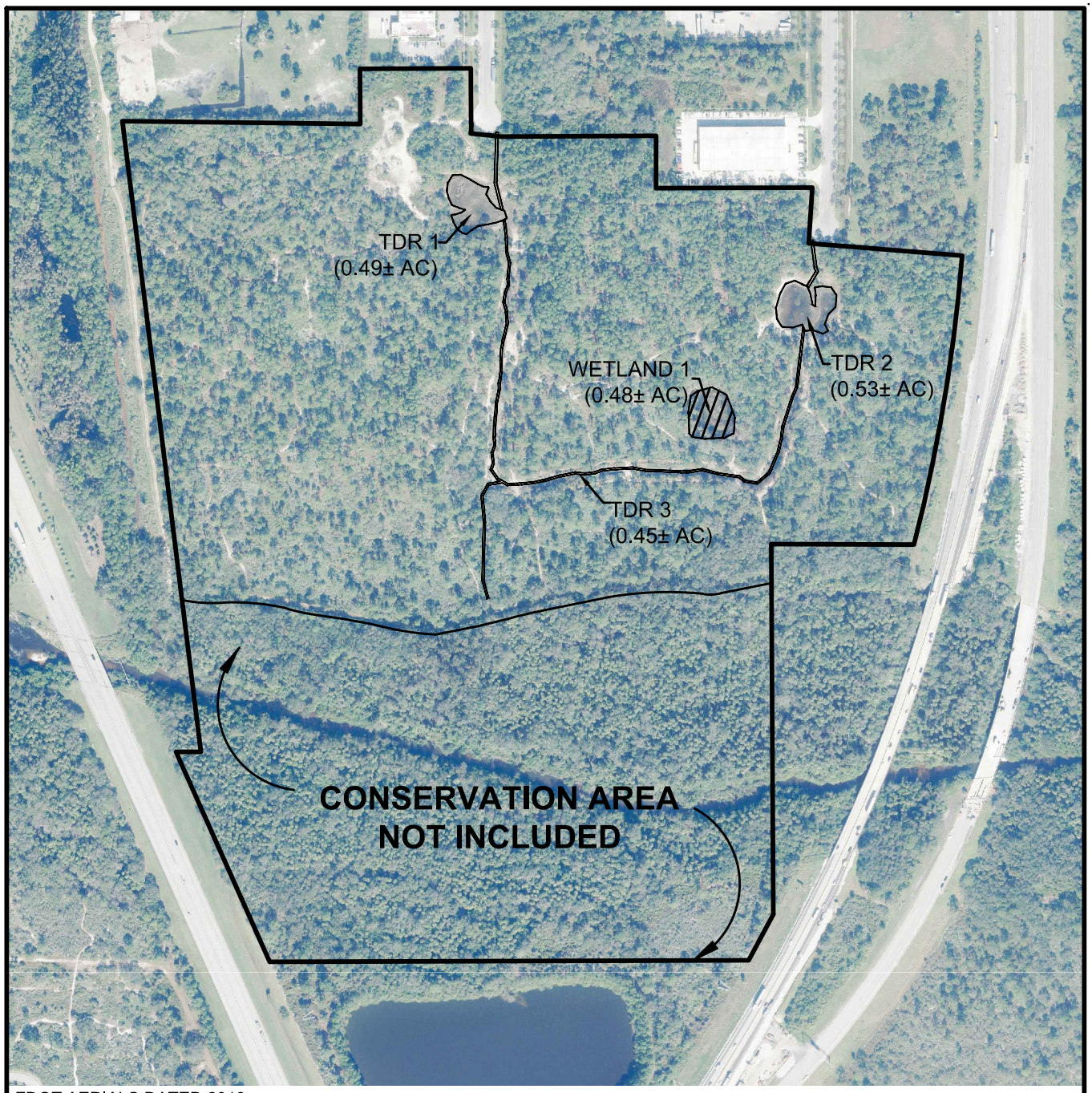
Permit No: 56-103738-P

Application Number: 200717-3897

sfwmd.gov

Created by IT GIS Section

South Florida Water Management District



FDOT AERIALS DATED 2018

LEGEND

- PRELIMINARY WETLAND (0.48± AC)
- TEMPORARY DRY RETENTION (1.47± AC)
  PERMIT 56-02931-P

0 500
SCALE IN FEET

FLF CROSSROADS COMMERCE

WETLAND MAP

EW CONSULTANTS, INC.
1000 SE MONTEREY COMMONS BLVD., SUITE 208
STUART, FL 34996
772-287-8771 FAX 772-287-2988
WWW.EWCONSULTANTS.COM

JULY 2020

FIGURE
A

FLF Crossroads Commerce.dwg WETLAND

SIMMONS & WHITE
2581 Metrocentre Blvd West, Suite 3, West Palm Beach, Florida 33407
O 561.478.7848 | F 561.478.3738 www.simmonsandwhite.com
Certificate of Authorization Number 3452

SIMMONS & WHITE
ENGINEERING | PLANNING | CONSULTING | SINCE 1982

TRAFFIC IMPACT STATEMENT

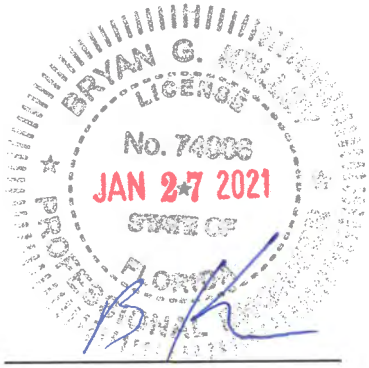
CROSSROADS INDUSTRIAL
FORT PIERCE, FLORIDA

Prepared for:

SL Crossroads Business Center, LLC
195 Morristown Road
Basking Ridge, New Jersey 07920

Job No. 20-121

Date: October 30, 2020
Revised: December 22, 2020
Revised: January 26, 2021



Bryan G. Kelley, P.E.
FL Reg. No. 74006

SIMMONS & WHITE
2581 Metrocentre Blvd West, Suite 3, West Palm Beach, Florida 33407
O 561.478.7848 | F 561.478.3738 www.simmonsandwhite.com
Certificate of Authorization Number 3452

SIMMONS & WHITE
ENGINEERING | PLANNING | CONSULTING | SINCE 1982

TRAFFIC IMPACT STATEMENT

CROSSROADS INDUSTRIAL
FORT PIERCE, FLORIDA

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Bryan G. Kelley, P.E.
FL Reg. No. 74006

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2.0 TRAFFIC GENERATION 3

3.0 TRAFFIC ANALYSIS 4

4.0 CONCLUSION 8

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FDOT TRAFFIC DATA .....APPENDIX B
GROWTH RATES.....APPENDIX C
TRAFFIC METHODOLOGY LETTER .....APPENDIX D
TRAFFIC COUNTS & FDOT PSCF .....APPENDIX E
SIGNAL TIMING SHEETS .....APPENDIX F
EXISTING CONDITIONS SYNCHRO PRINTOUTS .....APPENDIX G
COMMITTED PROJECTS .....APPENDIX H
INTERSECTION TRAFFIC DEVELOPMENT SHEETS .....APPENDIX I
BACKGROUND CONDITIONS SYNCHRO PRINTOUTS.....APPENDIX J
TOTAL TRAFFIC CONDITIONS SYNCHRO PRINTOUTS .....APPENDIX K

1.0 SITE DATA

The subject parcel is located at the southern terminus of Crossroads Parkway, south of Okeechobee Road and between the Florida Turnpike and I-95 in the City of Fort Pierce, Florida and contains approximately 84.6 acres. The proposed plan of development includes 1,133,000 S.F. of warehouse of which 32,952 S.F. is to be office space with an estimate build out year of 2025. The purpose of this traffic impact statement is to address the traffic impacts of the proposed development plan. Access to the site is proposed via driveway connections to Crossroads Parkway. Crossroads Parkway connects to Okeechobee Road via a signalized intersection. A site location map depicting the location of the project is attached to the report. For more information concerning site layout and geometry, please refer to the Site Plan prepared by Schmidt Nichols.

2.0 TRAFFIC GENERATION

The traffic to be generated by the proposed development is calculated in accordance with the rates provided in the ITE Trip Generation Manual, 10th Edition as shown on Table 1, Table 2, and Table 3 attached with this report. Table 1 shows the daily traffic generation associated with the vested use. Tables 2 and 3 show the A.M. and P.M. peak hour traffic generation, respectively. The traffic generation associated with the proposed 1,100,048 S.F. warehouse and 32,952 S.F. office development may be summarized as follows:

Proposed Development

Daily Traffic Generation	=	2275 tpd
A.M. Peak Hour Traffic Generation	=	244 pht (193 In/51 Out)
P.M. Peak Hour Traffic Generation	=	247 pht (62 In/185 Out)

Since the end user is not known at this time, an estimate of the truck traffic was prepared using the ITE Trip Generation Manual, 10th Edition. The ITE estimates 0.60 daily trucks and 0.03 P.M. peak hour trucks per 1,000 S.F. of warehouse. Therefore, the project is estimated to generate 606 daily trucks and 33 P.M. peak hour trucks. The remaining balance of trips will be standard passenger vehicles.

3.0 TRAFFIC ANALYSIS

Roadway Link Analysis

Figure 1 attached to the report depicts the estimated trip distribution for the proposed development. Based on City Code Section 105-5 and the trip generation of 247 peak hour trips, the radius of development shall be 2 miles.

The trip distribution was based on the engineering judgment that approximately 25% of trips would come from the Florida Turnpike, 25% of trips would come from I-95, and the remaining 50% would utilize the local roadway network. The tenant of the property is not known at this time which could impact the eventual trip assignment. However, due to its location on SR 70 between the Florida Turnpike and I-95, it is anticipated that the property will attract a tenant due to its proximity to these two major freeways. Existing turning movement counts and AADT's were reviewed but the trip distribution was ultimately determined by engineering judgement given the proposed use and location.

Table 4 calculates the area wide growth rate. The data used for the calculations were based on the average of the individual roadway segments growth rate derived from the St. Lucie TPO Data Management System. The area wide growth rate was calculated at 0.45%.

Tables 5 and 6 calculate the project's significance for each of the roadway segments within the radius of influence for the A.M. and P.M. peak hours, respectively. The project was considered to have an insignificant impact if the project trips represented less than 1.0% of the LOS D volume threshold for each roadway segment. All roadway links for which the project had a significant impact, were further analyzed.

Tables 7 and 8 provide the link segment analysis for all significant roadway segments for the A.M. and P.M. peak hour, respectively. The existing counts were generally taken from the St. Lucie TPO Traffic Counts and Level of Service Report (Fall/Winter 2019/2020). The counts for I-95 and the Florida Turnpike were taken from the FDOT Traffic Information Online website. As shown in Tables 7 and 8, all roadway links will meet applicable Level of Service requirements.

In addition to the roadway link analysis, analysis of six intersections were also included in the study. The approved traffic methodology letter is provided in Appendix "D" attached to this report. The six study intersections include the following:

1. Okeechobee Road at Kings Highway/Florida Turnpike
2. Okeechobee Road at Crossroads Parkway
3. Okeechobee Road at I-95 (west intersection)
4. Okeechobee Road at I-95 (east intersection)
5. Okeechobee Road at Jenkins Road
6. Jenkins Road at Edwards Road (unsignalized)

3.0 TRAFFIC ANALYSIS (CONTINUED)

Data Collection

Traffic counts were collected at the study intersections on Thursday, December 10, 2020 from 7:00-9:00 A.M. and from 4:00-6:00 P.M. A peak season correction factor (PSCF) taken from the FDOT Traffic Information website was applied to the existing counts. Additionally, the turning movement counts were compared to recent roadway link counts from the St. Lucie TPO to determine if adjustments should be made due to current coronavirus pandemic. The comparison showed the new collected counts were higher than the historical volumes. Therefore, no adjustment other than the PSCF was used. The existing traffic counts and FDOT PSCF are included in Appendix "E". Due to the high truck volume in the area and to be conservative, a heavy vehicle factor of 10% was used for the intersections on Okeechobee Road between the Florida Turnpike and I-95 and 5% for the intersections east of I-95.

Existing Conditions Analysis

The study intersections were analyzed using Synchro software with HCM 6th Edition methodologies. The existing signal timing was also used and provided by St. Lucie County. The signal timing sheets are included in Appendix "F". The results of the existing conditions analysis are provided below in Table 9 and included in Appendix "G".

Table 9
Existing Conditions Operational Analysis

Intersection	Peak Hour	Average Delay (sec/veh)	LOS
Okeechobee Rd at FL Turnpike/Kings Hwy	AM	43.3	D
	PM	48.1	D
Okeechobee Rd at Crossroads Pkwy	AM	15.1	B
	PM	19.5	B
Okeechobee Rd at I-95 West	AM	15.6	B
	PM	20.7	C
Okeechobee Rd at I-95 East	AM	49.3	D
	PM	38.5	D
Okeechobee Rd at Jenkins Rd	AM	27.7	C
	PM	30.7	C
Jenkins Rd at Edwards Rd (Westbound Right)	AM	11.3	B
	PM	12.3	B

As shown above, all study intersections currently operate at LOS D or better for both peak hours.

3.0 TRAFFIC ANALYSIS (CONTINUED)

Background Conditions

The 2025 background traffic volumes were determined by utilizing the calculated historical growth rate of 0.45% plus trips associated with approved but unbuilt projects. The City of Fort Pierce provided the following three traffic studies to incorporate into the background analysis:

- Home2 Suites
- Ft. Pierce Independence
- 53 Acre KOA Campground

Relevant pages from each of the above traffic studies are included in Appendix "H" and the intersection traffic development sheets are included in Appendix "I". Note that some assumptions were made for the background trip assignments if the provided traffic study did not include a trip distribution at the study intersection. For the background conditions operational analysis, the signal timing was optimized as applicable for each of the study signalized intersections. However, the cycle length was not modified from the existing signal timing. The results of the background conditions analysis are provided below in Table 10 and included in Appendix "J".

Table 10
Background Conditions Operational Analysis

Intersection	Peak Hour	Average Delay (sec/veh)	LOS
Okeechobee Rd at FL Turnpike/Kings Hwy	AM	45.2	D
	PM	49.4	D
Okeechobee Rd at Crossroads Pkwy	AM	15.9	B
	PM	19.2	B
Okeechobee Rd at I-95 West	AM	15.4	B
	PM	20.4	C
Okeechobee Rd at I-95 East	AM	31.1	C
	PM	29.4	C
Okeechobee Rd at Jenkins Rd	AM	41.6	D
	PM	30.9	C
Jenkins Rd at Edwards Rd (Westbound Right)	AM	13.7	B
	PM	13.3	B

As shown above, all study intersections will continue to operate at LOS D or better for both peak hours.

3.0 TRAFFIC ANALYSIS (CONTINUED)

Total Traffic Conditions

The project trips were added to the background conditions based on the trip distribution/assignment to determine the projected 2025 total traffic conditions. The intersection development sheets are included in Appendix "I". Similar to the background conditions analysis, the signal timing was optimized as applicable for each of the study signalized intersections. The results of the total traffic conditions analysis are provided below in Table 11 and included in Appendix "K".

Table 11
Total Traffic Conditions Operational Analysis

Intersection	Peak Hour	Average Delay (sec/veh)	LOS
Okeechobee Rd at FL Turnpike/Kings Hwy	AM	48.2	D
	PM	50.4	D
Okeechobee Rd at Crossroads Pkwy	AM	19.7	B
	PM	26.9	C
Okeechobee Rd at I-95 West	AM	15.2	B
	PM	19.9	C
Okeechobee Rd at I-95 East	AM	30.6	C
	PM	29.0	C
Okeechobee Rd at Jenkins Rd	AM	41.6	D
	PM	30.7	C
Jenkins Rd at Edwards Rd (Westbound Right)	AM	13.9	B
	PM	13.4	B

As shown above, all study intersections will continue to operate at LOS D or better for both peak hours. Additionally, the 95th percentile queues were also evaluated for the Okeechobee Road at Crossroads Parkway intersection and are summarized below in Table 12.

Table 12
Okeechobee Road at Crossroads Parkway 95th Percentile Queue

Turn Lane	Peak Hour	95th Queue (feet)	Turn Lane Length (feet)
Westbound Left	AM	150	420
	PM	200	420
Eastbound Right	AM	100	230
	PM	100	230

Note: 95th percentile queues rounded up and assumed one vehicle per 25 feet.

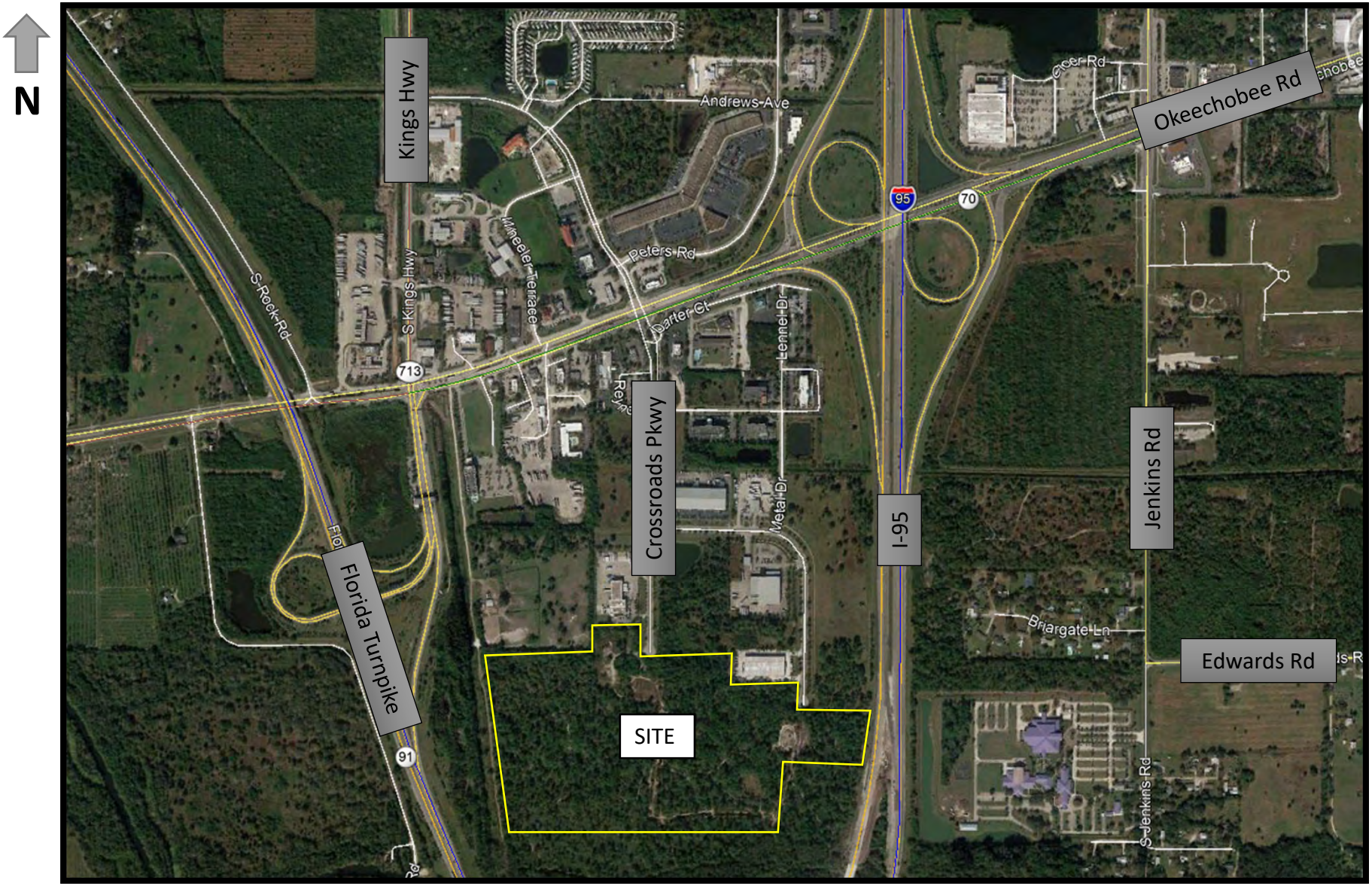
As shown above, the Okeechobee Road at Crossroads Parkway turn lanes will have sufficient vehicle storage.

4.0 SITE CIRCULATION

Access to the site is proposed via two driveway connections to Crossroads Parkway. Crossroads Parkway connects to Okeechobee Road via a signalized intersection. It is anticipated that all trucks and most employees will utilize the western entrance due to it's more direct path to Okeechobee Road. However, some employees will utilize the eastern driveway particularly those using the parking spaces on the eastern side of the building. Upon entering the site, employees will use the perimeter road to access the designated parking lots on either side of the building. Trucks entering the site will use the perimeter road as needed to access the designated truck parking and loading areas on the north and south sides of the building.

5.0 CONCLUSION

The proposed plan of development will result in an increase of 2,275 trips per day, 244 AM peak hour trips, and 247 PM peak hour trips at project build out in 2025. A review of the traffic data revealed that the surrounding roadway network will continue to function at an acceptable Level of Service and meet the requirements outlined in City Code Section 105-5 (Management and monitoring program).



Site Location Map
Crossroads Industrial
Project # 20-121

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CROSSROADS INDUSTRIAL

10/30/2020
Revised: 12/22/2020

PROPOSED DEVELOPMENT

TABLE 1 - Daily Traffic Generation

Landuse	ITE Code	Intensity		Rate/Equation	Dir Split In	Dir Split Out	Gross Trips	Internalization %	Internalization Total	External Trips	Pass-by %	Pass-by Trips	Net Trips
Warehouse	150	1,100,048	S.F.	1.74			1,914		0	1,914	0%	0	1,914
General Office (>5,000 SF GFA)	710	32,952	S.F.	Ln(T) = 0.97 Ln(X) + 2.50			361		0	361	0%	0	361
			Grand Totals:				**2,275**	**0.0%**	**0**	**2,275**	**0%**	**0**	**2,275**

TABLE 2 - AM Peak Hour Traffic Generation

Landuse	ITE Code	Intensity		Rate/Equation	Dir Split In	Dir Split Out	Gross Trips In	Gross Trips Out	Gross Trips Total	Internalization %	Internalization In	Internalization Out	Internalization Total	External Trips In	External Trips Out	External Trips Total	Pass-by %	Pass-by Trips	Net Trips In	Net Trips Out	Net Trips Total
Warehouse	150	1,100,048	S.F.	0.17	0.77	0.23	144	43	187	0.0%	0	0	0	144	43	187	0%	0	144	43	187
General Office (>5,000 SF GFA)	710	32,952	S.F.	T = 0.94(X) + 26.49	0.86	0.14	49	8	57	0.0%	0	0	0	49	8	57	0%	0	49	8	57
			Grand Totals:				**193**	**51**	**244**	**0.0%**	**0**	**0**	**0**	**193**	**51**	**244**	**0%**	**0**	**193**	**51**	**244**

TABLE 3 - PM Peak Hour Traffic Generation

Landuse	ITE Code	Intensity		Rate/Equation	Dir Split In	Dir Split Out	Gross Trips In	Gross Trips Out	Gross Trips Total	Internalization %	Internalization In	Internalization Out	Internalization Total	External Trips In	External Trips Out	External Trips Total	Pass-by %	Pass-by Trips	Net Trips In	Net Trips Out	Net Trips Total
Warehouse	150	1,100,048	S.F.	0.19	0.27	0.73	56	153	209	0.0%	0	0	0	56	153	209	0%	0	56	153	209
General Office (>5,000 SF GFA)	710	32,952	S.F.	1.15	0.16	0.84	6	32	38	0.0%	0	0	0	6	32	38	0%	0	6	32	38
			Grand Totals:				**62**	**185**	**247**	**0.0%**	**0**	**0**	**0**	**62**	**185**	**247**	**0%**	**0**	**62**	**185**	**247**

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TABLE 4
AREA WIDE GROWTH RATE CALCULATION

STATION	ROADWAY	FROM	TO	EXPONENTIAL GROWTH RATE (%)
940025	OKEECHOBEE ROAD	MCCARTY ROAD	FLORIDA TURNPIKE	0.50%
940748	OKEECHOBEE ROAD	KINGS HIGHWAY	CROSSROADS PARKWAY	-1.34%
940106	OKEECHOBEE ROAD	CROSSROADS PARKWAY	I-95	-0.79%
940029	OKEECHOBEE ROAD	I-95	MCNEIL ROAD	0.66%
940742	OKEECHOBEE ROAD	MCNEIL ROAD	VIRGINIA AVENUE	-0.38%
688	OKEECHOBEE ROAD	VIRGINIA AVENUE	25TH STREET	-0.26%
940030	VIRGINIA AVENUE	OKEECHOBEE ROAD	25TH STREET	0.65%
940033	VIRGINIA AVENUE	25TH STREET	13TH STREET	-1.33%
940757	KINGS HIGHWAY	OKEECHOBEE ROAD	ORANGE AVENUE	-0.35%
940077	KINGS HIGHWAY	ORANGE AVENUE	ANGLE ROAD	1.32%
529	25TH STREET	VIRGINIA AVENUE	EDWARDS ROAD	1.22%
159	25TH STREET	EDWARDS ROAD	BELL AVENUE	1.04%
108	EDWARDS ROAD	25TH STREET	SUNRISE BOULEVARD	1.35%
940035	ORANGE AVENUE	I-95	JENKINS ROAD	0.54%
941902	I-95	MIDWAY ROAD	OKEECHOBEE ROAD	2.24%
941903	I-95	OKEECHOBEE ROAD	ORANGE AVENUE	2.28%
941905	I-95	ORANGE AVENUE	INDRIO ROAD	0.36%

AREA WIDE GROWTH RATE = 0.45%

Area wide growth rate calculated using the averages of the individual exponential growth rates derived from the St. Lucio TPO Data Management System

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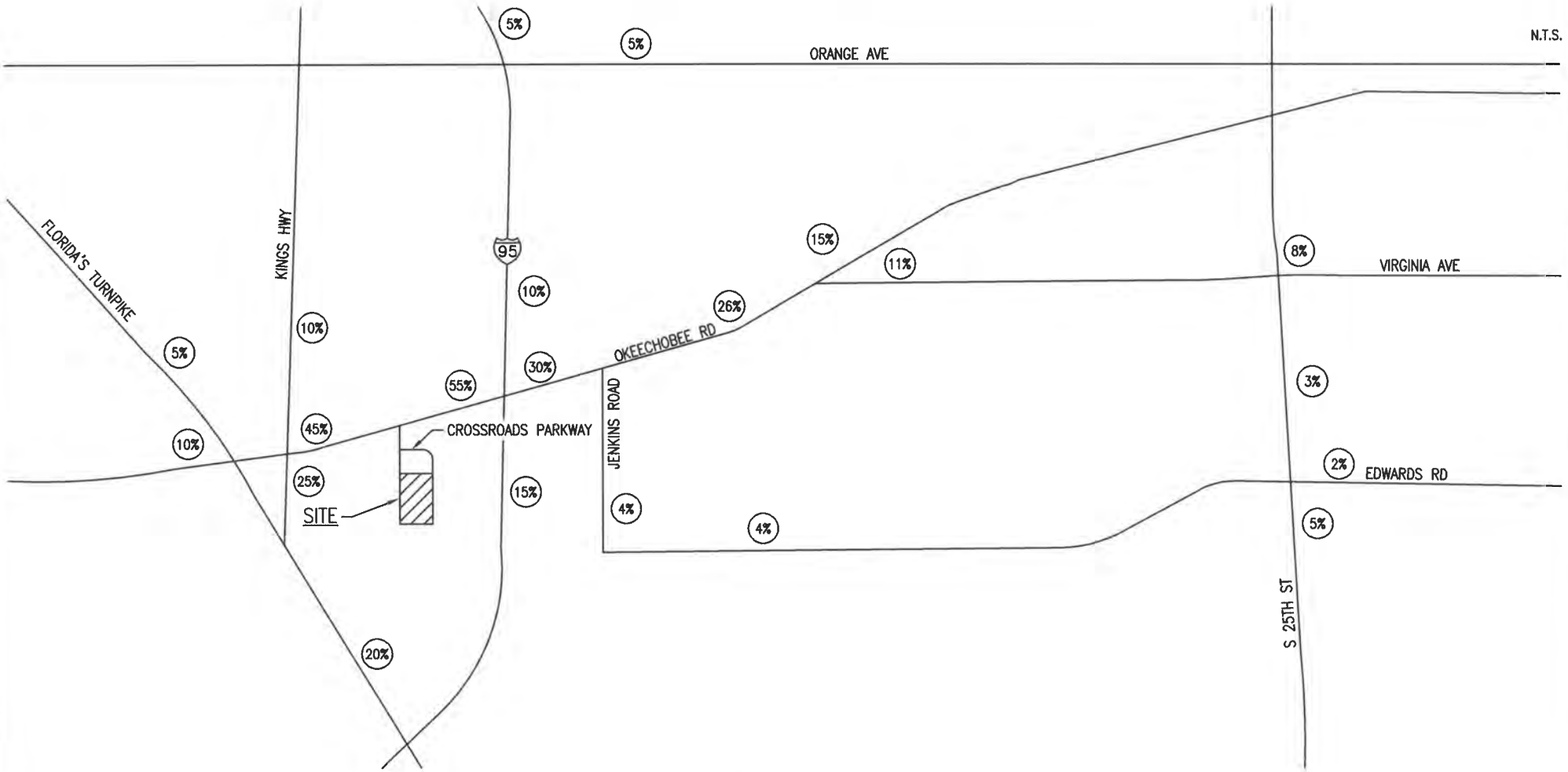


FIGURE 1
PROJECT DISTRIBUTION

LEGEND

(15%) PROJECT DISTRIBUTION

CROSSROADS INDUSTRIAL

20-072 BK 07/20/20
REV 12/22/20

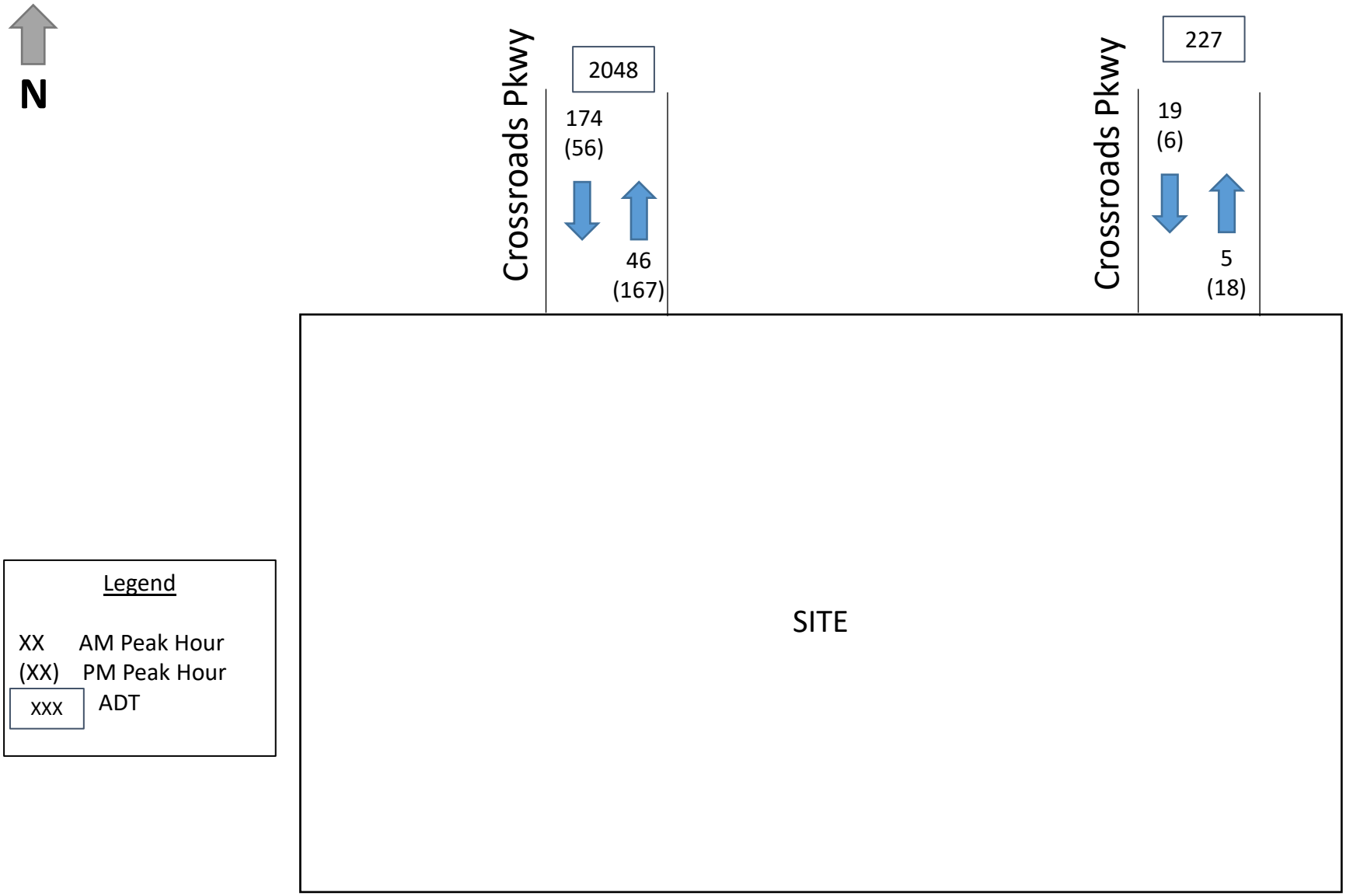


Figure 2 – Driveway Volumes
Crossroads Industrial
Project # 20-121

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TABLE 5
PROJECT SIGNIFICANCE CALCULATION
AM PEAK HOUR

2025 BUILD OUT
3 MILE RADIUS OF DEVELOPMENT INFLUENCE
TOTAL AM PEAK HOUR PROJECT TRIPS (ENTERING) = 193
TOTAL AM PEAK HOUR PROJECT TRIPS (EXITING) = 51

STATION	ROADWAY	FROM	TO	PROJECT DISTRIBUTION	AM PEAK HOUR DIRECTIONAL PROJECT TRIPS	EXISTING LANES	LOS D STANDARD	TOTAL PROJECT IMPACT	PROJECT SIGNIFICANT
940025	OKEECHOBEE ROAD	MCCARTY ROAD	FLORIDA TURNPIKE	10%	19	4D	1810	1.05%	YES
940025	OKEECHOBEE ROAD	FLORIDA TURNPIKE	KINGS HIGHWAY	10%	19	4D	2010	0.95%	NO
940748	OKEECHOBEE ROAD	KINGS HIGHWAY	CROSSROADS PARKWAY	45%	87	6D	4170	2.09%	YES
940106	OKEECHOBEE ROAD	CROSSROADS PARKWAY	I-95	55%	106	6D	4170	2.54%	YES
940029	OKEECHOBEE ROAD	I-95	MCNEIL ROAD	30%	58	6D	4240	1.37%	YES
940742	OKEECHOBEE ROAD	MCNEIL ROAD	VIRGINIA AVENUE	26%	50	4D	3170	1.58%	YES
688	OKEECHOBEE ROAD	VIRGINIA AVENUE	25TH STREET	15%	29	4D	1630	1.78%	YES
940030	VIRGINIA AVENUE	OKEECHOBEE ROAD	25TH STREET	11%	21	6D	3020	0.70%	NO
940030	VIRGINIA AVENUE	25TH STREET	13TH STREET	8%	15	6D	3020	0.50%	NO
940757	KINGS HIGHWAY	OKEECHOBEE ROAD	ORANGE AVENUE	10%	19	2	830	2.29%	YES
940077	KINGS HIGHWAY	ORANGE AVENUE	ANGLE ROAD	10%	19	2	870	2.18%	YES
940021	25TH STREET	VIRGINIA AVENUE	EDWARDS ROAD	3%	6	4D	2000	0.30%	NO
159	25TH STREET	EDWARDS ROAD	BELL AVENUE	7%	14	4D	2100	0.67%	NO
133	JENKINS ROAD	OKEECHOBEE ROAD	EDWARDS ROAD	4%	8	2	880	0.91%	NO
110	EDWARDS ROAD	JENKINS ROAD	25TH STREET	4%	8	2	880	0.91%	NO
108	EDWARDS ROAD	25TH STREET	SUNRISE BOULEVARD	5%	10	4D	1630	0.61%	NO
940035	ORANGE AVENUE	I-95	JENKINS ROAD	5%	10	4D	2000	0.50%	NO
941902	I-95	MIDWAY ROAD	OKEECHOBEE ROAD	15%	29	6X	4580	0.63%	NO
941903	I-95	OKEECHOBEE ROAD	ORANGE AVENUE	10%	19	8X	7320	0.26%	NO
941905	I-95	ORANGE AVENUE	INDRIO ROAD	5%	10	8X	7320	0.14%	NO
N/A	FLORIDA TURNPIKE	NORTH COUNTY LINE	OKEECHOBEE ROAD	5%	10	4X	3020	0.33%	NO
N/A	FLORIDA TURNPIKE	OKEECHOBEE ROAD	PORT ST. LUCIE BOULEVARD	20%	39	4X	3020	1.29%	YES

TABLE 6
PROJECT SIGNIFICANCE CALCULATION
PM PEAK HOUR

2025 BUILD OUT
3 MILE RADIUS OF DEVELOPMENT INFLUENCE
TOTAL PM PEAK HOUR PROJECT TRIPS (ENTERING) = 62
TOTAL PM PEAK HOUR PROJECT TRIPS (EXITING) = 185

STATION	ROADWAY	FROM	TO	PROJECT DISTRIBUTION	PM PEAK HOUR DIRECTIONAL PROJECT TRIPS	EXISTING LANES	LOS D STANDARD	TOTAL PROJECT IMPACT	PROJECT SIGNIFICANT
940025	OKEECHOBEE ROAD	MCCARTY ROAD	FLORIDA TURNPIKE	10%	19	4D	1810	1.05%	YES
940025	OKEECHOBEE ROAD	FLORIDA TURNPIKE	KINGS HIGHWAY	10%	19	4D	2010	0.95%	NO
940748	OKEECHOBEE ROAD	KINGS HIGHWAY	CROSSROADS PARKWAY	45%	83	6D	4170	1.99%	YES
940106	OKEECHOBEE ROAD	CROSSROADS PARKWAY	I-95	55%	102	6D	4170	2.45%	YES
940029	OKEECHOBEE ROAD	I-95	MCNEIL ROAD	30%	56	6D	4240	1.32%	YES
940742	OKEECHOBEE ROAD	MCNEIL ROAD	VIRGINIA AVENUE	26%	48	4D	3170	1.51%	YES
688	OKEECHOBEE ROAD	VIRGINIA AVENUE	25TH STREET	15%	28	4D	1630	1.72%	YES
940030	VIRGINIA AVENUE	OKEECHOBEE ROAD	25TH STREET	11%	20	6D	3020	0.66%	NO
940030	VIRGINIA AVENUE	25TH STREET	13TH STREET	8%	15	6D	3020	0.50%	NO
940757	KINGS HIGHWAY	OKEECHOBEE ROAD	ORANGE AVENUE	10%	19	2	830	2.29%	YES
940077	KINGS HIGHWAY	ORANGE AVENUE	ANGLE ROAD	10%	19	2	870	2.18%	YES
940021	25TH STREET	VIRGINIA AVENUE	EDWARDS ROAD	3%	6	4D	2000	0.30%	NO
159	25TH STREET	EDWARDS ROAD	BELL AVENUE	7%	13	4D	2100	0.62%	NO
133	JENKINS ROAD	OKEECHOBEE ROAD	EDWARDS ROAD	4%	7	2	880	0.80%	NO
110	EDWARDS ROAD	JENKINS ROAD	25TH STREET	4%	7	2	880	0.80%	NO
108	EDWARDS ROAD	25TH STREET	SUNRISE BOULEVARD	5%	9	4D	1630	0.55%	NO
940035	ORANGE AVENUE	I-95	JENKINS ROAD	5%	9	4D	2000	0.45%	NO
941902	I-95	MIDWAY ROAD	OKEECHOBEE ROAD	15%	28	6X	4580	0.61%	NO
941903	I-95	OKEECHOBEE ROAD	ORANGE AVENUE	10%	19	8X	7320	0.26%	NO
941905	I-95	ORANGE AVENUE	INDRIO ROAD	5%	9	8X	7320	0.12%	NO
N/A	FLORIDA TURNPIKE	NORTH COUNTY LINE	OKEECHOBEE ROAD	5%	9	4X	3020	0.30%	NO
N/A	FLORIDA TURNPIKE	OKEECHOBEE ROAD	PORT ST. LUCIE BOULEVARD	20%	37	4X	3020	1.23%	YES

TABLE 7
AM PEAK HOUR - TEST 1

2025 BUILD OUT
3 MILE RADIUS OF DEVELOPMENT INFLUENCE
AREA WIDE GROWTH RATE = 0.45%
TOTAL AM PEAK HOUR PROJECT TRIPS (ENTERING) = 193
TOTAL AM PEAK HOUR PROJECT TRIPS (EXITING) = 51

ROADWAY	FROM	TO	Traffic Count Year	AM PEAK HOUR TRAFFIC	PROJECT DISTRIBUTION	AM PEAK HOUR PROJECT TRIPS	AREA WIDE GROWTH	COMMITTED PROJECTS	TOTAL BACKGROUNI TRAFFIC USED	2025 TRAFFIC WITHOUT PROJECT	2025 TOTAL TRAFFIC	ASSURED LANES	LOS D	MEETS LOS STD.
OKEECHOBEE ROAD	MCCARTY ROAD	FLORIDA TURNPIKE	2017	378	10%	19	14	19	33	411	430	4D	1810	YES
OKEECHOBEE ROAD	KINGS HIGHWAY	CROSSROADS PARKWAY	2017	960	45%	87	35	53	88	1048	1135	6D	4170	YES
OKEECHOBEE ROAD	CROSSROADS PARKWAY	I-95	2017	1063	55%	106	39	38	77	1140	1246	6D	4170	YES
OKEECHOBEE ROAD	I-95	MCNEIL ROAD	2017	1976	30%	58	73	53	126	2102	2160	6D	4240	YES
OKEECHOBEE ROAD	MCNEIL ROAD	VIRGINIA AVENUE	2017	1580	26%	50	58	187	245	1825	1875	4D	3170	YES
OKEECHOBEE ROAD	VIRGINIA AVENUE	25TH STREET	2020	922	15%	29	34	187	221	1143	1172	4D	1630	YES
KINGS HIGHWAY	OKEECHOBEE ROAD	ORANGE AVENUE	2017	361	10%	19	13	20	33	394	413	4D	2000	YES
KINGS HIGHWAY	ORANGE AVENUE	ANGLE ROAD	2017	885	10%	19	33	20	53	938	957	4D	2000	YES
FLORIDA TURNPIKE(1)	OKEECHOBEE ROAD	PORT ST. LUCIE BOULEVARD	2019	2300	20%	39	85	14	99	2399	2438	4X	3890	YES

Notes:
(1) Florida Turnpike taken from FDOT AADT traffic data and applying the reported K and D factors.
(2) Kings Highway to be widened to 4 lanes as part of FDOT 5-Year Work Program

TABLE 8

PM PEAK HOUR - TEST 1

2025 BUILD OUT
3 MILE RADIUS OF DEVELOPMENT INFLUENCE
AREA WIDE GROWTH RATE = 0.45%
TOTAL PM PEAK HOUR PROJECT TRIPS (ENTERING) = 62
TOTAL PM PEAK HOUR PROJECT TRIPS (EXITING) = 185

ROADWAY	FROM	TO	Traffic Count Year	PM PEAK HOUR TRAFFIC	PROJECT DISTRIBUTION	PM PEAK HOUR PROJECT TRIPS	AREA WIDE GROWTH	COMMITTED PROJECTS	TOTAL BACKGROUNI TRAFFIC USED	2025 TRAFFIC WITHOUT PROJECT	2025 TOTAL TRAFFIC	ASSURED LANES	LOS D	MEETS LOS STD.
OKEECHOBEE ROAD	MCCARTY ROAD	FLORIDA TURNPIKE	2017	391	10%	19	14	6	20	411	430	4D	1810	YES
OKEECHOBEE ROAD	KINGS HIGHWAY	CROSSROADS PARKWAY	2017	1013	45%	83	37	34	71	1084	1167	6D	4170	YES
OKEECHOBEE ROAD	CROSSROADS PARKWAY	I-95	2017	1086	55%	102	40	33	73	1159	1261	6D	4170	YES
OKEECHOBEE ROAD	I-95	MCNEIL ROAD	2017	1709	30%	56	63	56	119	1828	1884	6D	4240	YES
OKEECHOBEE ROAD	MCNEIL ROAD	VIRGINIA AVENUE	2017	1649	26%	48	61	41	102	1751	1799	4D	3170	YES
OKEECHOBEE ROAD	VIRGINIA AVENUE	25TH STREET	2020	902	15%	28	33	41	74	976	1004	4D	1630	YES
KINGS HIGHWAY	OKEECHOBEE ROAD	ORANGE AVENUE	2017	369	10%	19	14	7	21	390	409	4D	2000	YES
KINGS HIGHWAY	ORANGE AVENUE	ANGLE ROAD	2017	890	10%	19	33	7	40	930	949	4D	2000	YES
FLORIDA TURNPIKE	OKEECHOBEE ROAD	PORT ST. LUCIE BOULEVARD	2019	2300	20%	37	85	21	106	2406	2443	4X	3890	YES

Notes:
(1) Florida Turnpike volume taken from FDOT AADT traffic data and applying the reported K and D factors.
(2) Kings Highway to be widened to 4 lanes as part of FDOT 5-Year Work Program

APPENDIX A

ST. LUCIE TPO TRAFFIC COUNTS AND LEVEL OF SERVICE REPORTS

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/Winter 2019/2020

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
17TH ST	ORANGE AVE to AVENUE D	608	4,033	2016	750	236	C	0.638	225	C	0.608
17TH ST	AVENUE D to AVENUE Q	608	4,033	2016	750	236	C	0.638	225	C	0.608
25TH ST	MIDWAY RD to BELL AVE	940016	18,275	2017	2,100	1,310	C	0.652	1,222	C	0.608
25TH ST	BELL AVE to EDWARDS RD	159	19,040	2019	2,100	1,056	C	0.525	1,053	C	0.524
25TH ST	EDWARDS RD to CORTEZ BLVD	940021	22,049	2017	2,000	1,405	C	0.736	1,401	C	0.734
25TH ST	CORTEZ BLVD to VIRGINIA AVE	529	21,000	2020	2,000	1,182	C	0.619	1,261	C	0.660
25TH ST	VIRIGINIA AVE to NEBRASKA AVE	940015	20,801	2017	2,000	1,193	C	0.625	1,069	C	0.560
25TH ST	NEBRASKA AVE to OKEECHOBEE RD	940015	20,801	2017	2,000	1,193	C	0.625	1,069	C	0.560
25TH ST	OKEECHOBEE RD to GEORGIA AVE	609	23,000	2020	1,630	1,196	D	0.734	1,159	D	0.711
25TH ST	GEORGIA AVE to DELAWARE AVE	609	23,000	2020	1,630	1,196	D	0.734	1,159	D	0.711
25TH ST	DELAWARE AVE to ORANGE AVE	940014	19,612	2017	1,630	1,021	D	0.626	1,015	D	0.623
25TH ST	ORANGE AVE to AVENUE D	610	19,000	2020	1,630	877	D	0.538	904	D	0.555
25TH ST	AVENUE D to AVENUE Q	940050	15,331	2017	1,630	807	D	0.495	784	D	0.481
25TH ST	AVENUE Q to JUANITA AVE	945152	13,301	2017	2,000	752	C	0.394	689	C	0.361
25TH ST	JUANITA AVE to ST LUCIE BLVD	940791	14,647	2013	2,100	794	C	0.395	745	C	0.371
25TH ST	ST LUCIE BLVD to US 1	945165	5,924	2017	2,100	340	C	0.169	380	C	0.189
33RD ST	OKEECHOBEE RD to DELAWARE AVE	611	7,000	2020	750	419	D	0.559	368	C	0.995
33RD ST	DELAWARE AVE to ORANGE AVE	948507	4,991	2017	790	230	C	0.622	230	C	0.622
35TH ST	KIRBY LOOP RD to CORTEZ BLVD	612	6,300	2020	540	497	D	0.920	406	D	0.752
35TH ST	CORTEZ BLVD to VIRGINIA AVE	612	6,300	2020	790	497	D	0.629	406	D	0.514
35TH ST	VIRGINIA AVE to OKEECHOBEE RD	613	4,600	2016	750	279	C	0.754	280	C	0.757
53RD ST	ANGLE RD to JUANITA AVE	614	2,767	2016	540	148	C	0.548	163	C	0.604
AE BACKUS AVE	7TH ST to US 1	632	1,033	2017	750	70	C	0.189	81	C	0.219
AIROSO BLVD	PORT ST LUCIE BLVD to THORNHILL DR	303	15,500	2019	2,100	1,011	C	0.503	851	C	0.423
AIROSO BLVD	THORNHILL DR to CROSSTOWN PKWY	303	15,500	2019	2,100	1,011	C	0.503	851	C	0.423

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						Volume	LOS	V/C	Volume	LOS	V/C
EAST TORINO PKWY	TORINO PKWY to MIDWAY RD	237	14,500	2020	880	1,030	F	1.170	978	F	1.111
EASY ST	US 1 to BUCHANAN DR	106	8,029	2018	750	601	D	0.801	483	D	0.644
EASY ST	BUCHANAN DR to YUCCA DR	106	8,029	2018	540	601	F	1.036	483	D	0.894
EDWARDS RD	JENKINS RD to MCNEIL RD	174	11,500	2020	630	573	C	0.955	594	C	0.990
EDWARDS RD	MCNEIL RD to SELVITZ RD	174	11,500	2020	700	573	C	0.868	594	C	0.900
EDWARDS RD	SELVITZ RD to 25TH ST	110	15,000	2020	880	755	C	0.910	771	C	0.929
EDWARDS RD	25TH ST to SUNRISE BLVD	108	16,697	2019	1,630	877	D	0.538	867	D	0.532
EDWARDS RD	SUNRISE BLVD to OLEANDER AVE	502	15,207	2019	1,630	754	D	0.463	735	D	0.451
EDWARDS RD	OLEANDER AVE to US 1	173	9,581	2019	1,630	527	C	0.722	460	C	0.630
FARMER'S MARKET RD	OLEANDER AVE to US 1	112	1,876	2019	750	130	C	0.351	127	C	0.343
FLORESTA DR	OAKLYN ST to PORT ST LUCIE BLVD	317	13,000	2019	920	900	D	0.978	687	C	0.790
FLORESTA DR	THORNHILL DR to CROSSTOWN PKWY	315	12,500	2019	880	810	C	0.976	738	C	0.889
FLORESTA DR	PORT ST LUCIE BLVD to THORNHILL DR	315	12,500	2019	880	810	C	0.976	738	C	0.889
FLORESTA DR	CROSSTOWN PKWY to PRIMA VISTA BLVD	109	11,000	2019	920	671	C	0.771	576	C	0.662
FLORESTA DR	PRIMA VISTA BLVD to AIROSO BLVD	107	9,600	2019	920	559	C	0.643	601	C	0.691
FLORESTA DR	SELVITZ RD to BAYSHORE BLVD	313	4,467	2018	630	349	C	0.582	365	C	0.608
FLORESTA DR	AIROSO BLVD to SELVITZ RD	313	4,467	2018	880	349	C	0.420	365	C	0.440
FT PIERCE BLVD	INDRIO RD to EMERSON AVE	226	3,555	2019	540	267	C	0.989	273	D	0.506
GARDENIA AVE	OLEANDER AVE to US 1	666	2,817	2017	750	188	C	0.508	200	C	0.541
GATLIN BLVD	W OF I-95 to E OF I-95	945075	40,641	2017	3,170	3,058	C	0.990	2,493	C	0.807
GATLIN BLVD	E OF I-95 to SAVAGE BLVD	945075	40,641	2017	3,170	3,058	C	0.990	2,493	C	0.807
GATLIN BLVD	SAVAGE BLVD to ROSSER BLVD	945075	40,641	2017	3,170	3,058	C	0.990	2,493	C	0.807
GATLIN BLVD	ROSSER BLVD to SAVONA BLVD	945075	40,641	2017	3,170	3,058	C	0.990	2,493	C	0.807
GATLIN BLVD	SAVONA BLVD to PORT ST LUCIE BLVD	945075	40,641	2017	3,170	3,058	C	0.990	2,493	C	0.807
GEORGIA AVE	25TH ST to OKEECHOBEE RD	667	4,700	2020	600	290	C	0.967	262	C	0.873

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JOHNSTON RD	RUSSOS RD to INDIAN RIVER C.L.	135	9,600	2020	1,070	544	C	0.716	545	C	0.717
JUANITA AVE	53RD ST to 25TH ST	122	2,432	2017	750	157	C	0.424	143	C	0.386
JUANITA AVE	25TH ST to US 1	120	3,321	2017	750	185	C	0.500	182	C	0.492
KEEN RD	ANGLE RD to JUANITA AVE	129	2,885	2019	630	174	C	0.290	203	C	0.338
KEEN RD	JUANITA AVE to ST LUCIE BLVD	129	2,885	2019	630	174	C	0.290	203	C	0.338
KINGS HWY	OKEECHOBEE RD to CROSSROADS PKWY	940757	8,234	2017	830	361	C	0.435	369	C	0.445
KINGS HWY	CROSSROADS PKWY to GRAHAM RD	940757	8,234	2017	660	361	C	0.547	369	C	0.559
KINGS HWY	GRAHAM RD to PICOS RD	940076	8,216	2017	660	405	C	0.614	389	C	0.589
KINGS HWY	PICOS RD to ORANGE AVE	940076	8,216	2017	830	405	C	0.488	389	C	0.469
KINGS HWY	ORANGE AVE to ANGLE RD	940077	16,792	2017	870	885	D	0.962	890	D	0.967
KINGS HWY	ANGLE RD to ST LUCIE BLVD	940751	11,394	2017	830	627	C	0.755	630	C	0.759
KINGS HWY	ST LUCIE BLVD to INDRIO RD	940006	13,481	2017	830	836	D	0.950	786	C	0.947
KITTERMAN RD	OLEANDER AVE to US 1	124	3,402	2018	750	224	C	0.605	203	C	0.549
KITTERMAN RD	US 1 to LENNARD EXT	678	2,250	2017	750	128	C	0.346	130	C	0.351
KIRBY LOOP RD	EDWARDS RD to 35TH ST	677	4,479	2016	630	296	C	0.493	362	C	0.603
LENNARD RD	US 1 to MARIPOSA AVE	325	18,500	2019	1,710	953	D	0.557	984	D	0.575
LENNARD RD	MARIPOSA AVE to MELALEUCA BLVD	325	18,500	2019	1,710	953	D	0.557	984	D	0.575
LENNARD RD	MELALEUCA BLVD to JENNINGS RD	325	18,500	2019	1,630	953	D	0.585	984	D	0.604
LENNARD RD	JENNINGS RD to HILLMOOR DR	325	18,500	2019	1,710	953	D	0.557	984	D	0.575
LENNARD RD	HILLMOOR DR to TIFFANY AVE	325	18,500	2019	1,710	953	D	0.557	984	D	0.575
LENNARD RD	TIFFANY AVE to WALTON RD	323	5,765	2016	1,710	301	C	0.391	305	C	0.396
LENNARD RD	WALTON RD to S OF SAVANNA CLUB BLVD	679	4,455	2016	790	390	C	10	381	C	0.977
LYNGATE DR	VETERANS MEMORIAL PKWY to MORNINGSIDE BLVD	306	9,400	2020	920	588	C	0.676	626	C	0.720
LYNGATE DR	MORNINGSIDE BLVD to US 1	306	9,400	2020	920	588	C	0.676	626	C	0.720
MARIPOSA AVE	LENNARD RD to HALLAHAN ST	166	6,400	2019	880	485	C	0.584	686	C	0.827

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						Volume	LOS	V/C	Volume	LOS	V/C
OHIO AVE	SUNRISE BLVD to COLONIAL RD	686	4,250	2017	540	252	C	0.933	246	C	0.911
OHIO AVE	COLONIAL RD to US 1	686	4,250	2017	750	252	C	0.681	246	C	0.665
OKEECHOBEE RD	OKEECHOBEE C.L. to BLUEFIELD RD	687	10,500	2020	1,010	540	B	0.535	528	B	0.523
OKEECHOBEE RD	BLUEFIELD RD to CARLTON RD	687	10,500	2020	1,270	540	B	0.425	528	B	0.416
OKEECHOBEE RD	CARLTON RD to SNEED RD	940039	6,541	2017	1,340	348	B	0.260	340	B	0.254
OKEECHOBEE RD	IDEAL HOLDING RD to HEADER CANAL RD	940039	6,541	2017	1,340	348	B	0.260	340	B	0.254
OKEECHOBEE RD	SNEED RD to IDEAL HOLDING RD	940039	6,541	2017	1,340	348	B	0.260	340	B	0.254
OKEECHOBEE RD	HEADER CANAL RD to MIDWAY RD	940039	6,541	2017	1,740	348	B	0.200	340	B	0.195
OKEECHOBEE RD	MIDWAY RD to SHINN RD	940039	6,541	2017	1,740	348	B	0.200	340	B	0.195
OKEECHOBEE RD	SHINN RD to MCCARTY RD	940195	6,025	2017	1,810	327	B	0.181	327	B	0.181
OKEECHOBEE RD	MCCARTY RD to FLORIDA'S TURNPIKE	940025	7,551	2017	1,810	378	B	0.209	391	B	0.216
OKEECHOBEE RD	FLORIDA'S TURNPIKE to KINGS HWY	940025	7,551	2017	2,010	378	C	0.188	391	C	0.195
OKEECHOBEE RD	KINGS HWY to CROSSROADS PKWY	940748	21,250	2017	4,170	960	C	0.230	1,013	C	0.243
OKEECHOBEE RD	CROSSROADS PKWY to I-95	940106	24,585	2017	4,170	1,063	C	0.255	1,086	C	0.260
OKEECHOBEE RD	I-95 to JENKINS RD	940029	30,244	2017	4,240	1,976	C	0.474	1,709	C	0.410
OKEECHOBEE RD	JENKINS RD to MCNEIL RD	940029	30,244	2017	4,040	1,976	C	0.498	1,709	C	0.430
OKEECHOBEE RD	MCNEIL RD to VIRGINIA AVE	940742	28,870	2017	3,170	1,580	C	0.511	1,649	C	0.534
OKEECHOBEE RD	VIRGINIA AVE to HARTMAN RD	688	12,500	2020	2,100	687	C	0.342	727	C	0.362
OKEECHOBEE RD	HARTMAN RD to 35TH ST	688	12,500	2020	1,630	687	C	0.941	727	C	0.996
OKEECHOBEE RD	35TH ST to 33RD ST	689	17,000	2020	1,630	922	D	0.566	902	D	0.553
OKEECHOBEE RD	33RD ST to 25TH ST	689	17,000	2020	1,630	922	D	0.566	902	D	0.553
OKEECHOBEE RD	25TH ST to GEORGIA AVE	690	13,500	2020	1,630	777	D	0.477	738	D	0.453
OKEECHOBEE RD	GEORGIA AVE to DELAWARE AVE	690	13,500	2020	1,710	777	D	0.454	738	C	0.958
OLD DIXIE HWY	US 1 to SR A1A NORTH	691	5,150	2017	790	400	D	0.506	363	C	0.931
OLD DIXIE HWY	SR A1A NORTH to ST LUCIE BLVD	948521	1,383	2017	750	65	C	0.176	65	C	0.176

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OLD DIXIE HWY	ST LUCIE BLVD to INDRIO RD	227	2,041	2016	790	150	C	0.385	116	C	0.297
OLD DIXIE HWY	INDRIO RD to INDIAN RIVER C.L.	948523	1,227	2017	870	57	C	0.069	57	C	0.069
OLEANDER AVE	BEACH AVE to KITTERMAN RD	692	2,900	2017	540	175	C	0.648	193	C	0.715
OLEANDER AVE	KITTERMAN RD to MIDWAY RD	141	6,498	2017	750	406	D	0.541	426	D	0.568
OLEANDER AVE	MIDWAY RD to WEATHERBEE RD	139	7,100	2020	750	388	D	0.517	421	D	0.561
OLEANDER AVE	WEATHERBEE RD to BELL AVE	139	7,100	2020	540	388	D	0.719	421	D	0.780
OLEANDER AVE	BELL AVE to FARMER'S MARKET RD	240	12,500	2020	540	671	F	1.157	647	F	1.116
OLEANDER AVE	FARMER'S MARKET RD to EDWARDS RD	240	12,500	2020	750	671	D	0.895	647	D	0.863
OLEANDER AVE	EDWARDS RD to WISTERIA AVE	505	10,000	2020	750	611	D	0.815	554	D	0.739
OLEANDER AVE	WISTERIA AVE to GARDENIA AVE	505	10,000	2020	540	611	F	1.053	554	E	0.955
OLEANDER AVE	GARDENIA AVE to VIRGINIA AVE	505	10,000	2020	790	611	D	0.773	554	D	0.701
OLEANDER AVE	VIRGINIA AVE to SUNRISE BLVD	503	4,561	2019	600	259	C	0.863	270	C	0.900
ORANGE AVE	OKEECHOBEE C.L. to SNEED RD	144	4,780	2019	390	300	C	0.769	293	C	0.751
ORANGE AVE	SNEED RD to HEADER CANAL RD	144	4,780	2019	390	300	C	0.769	293	C	0.751
ORANGE AVE	SHINN RD to CAMPBELL RD	940144	2,722	2017	380	149	B	0.355	149	B	0.355
ORANGE AVE	CAMPBELL RD to KINGS HWY	940144	2,722	2017	1,070	149	B	0.355	149	B	0.355
ORANGE AVE	KINGS HWY to I-95	940041	18,112	2017	2,000	780	C	0.388	786	C	0.391
ORANGE AVE	I-95 to JENKINS RD	940035	14,009	2017	2,000	962	C	0.479	905	C	0.450
ORANGE AVE	JENKINS RD to HARTMAN RD	940028	14,189	2017	2,000	764	C	0.380	710	C	0.353
ORANGE AVE	HARTMAN RD to ANGLE RD	940028	14,189	2017	2,000	764	C	0.380	710	C	0.353
ORANGE AVE	ANGLE RD to 25TH ST	940151	10,749	2013	1,710	847	D	0.495	985	D	0.576
ORANGE AVE	25TH ST to 17TH ST	945040	13,196	2017	1,630	690	C	0.945	757	D	0.464
ORANGE AVE	17TH ST to 13TH ST	945040	13,196	2017	1,710	690	C	0.896	757	C	0.983
ORANGE AVE	13TH ST to 10TH ST	945040	13,196	2017	370	690	D	0.920	757	E	0.946
ORANGE AVE	10TH ST to 7TH ST	940155	8,760	2017	300	443	D	0.738	509	D	0.848

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US 1	AVENUE H to OLD DIXIE HWY	715	33,500	2020	2,000	1,766	C	0.925	1,742	C	0.912
US 1	OLD DIXIE HWY to AVENUE O	940123	22,051	2017	2,000	1,530	C	0.801	1,196	C	0.626
US 1	AVENUE O to SR A1A NORTH	940123	22,051	2017	2,100	1,530	C	0.761	1,196	C	0.595
US 1	SR A1A NORTH to JUANITA AVE	940010	17,583	2017	2,100	1,055	C	0.525	845	C	0.420
US 1	JUANITA AVE to ST LUCIE BLVD	940010	17,583	2017	2,100	1,055	C	0.525	845	C	0.420
US 1	ST LUCIE BLVD to 25TH ST	940009	17,126	2017	2,100	1,020	C	0.507	978	C	0.487
US 1	25TH ST to INDRIO RD	940009	17,126	2017	2,100	1,020	C	0.507	978	C	0.487
US 1	INDRIO RD to TURNPIKE FEEDER RD	940107	20,188	2017	2,100	1,099	C	0.547	1,092	C	0.543
US 1	TURNPIKE FEEDER RD to INDIAN RIVER C.L.	940107	20,188	2017	2,100	1,099	C	0.547	1,092	C	0.543
VETERANS MEMORIAL PKWY	PORT ST LUCIE BLVD to LYNGATE DR	329	14,500	2019	2,100	779	C	0.388	817	C	0.406
VETERANS MEMORIAL PKWY	LYNGATE DR to US 1	327	14,911	2017	2,100	756	C	0.376	804	C	0.400
VILLAGE GREEN DR	US 1 to WALTON RD	716	9,600	2017	2,100	619	C	0.308	575	C	0.286
VILLAGE GREEN DR	WALTON RD to TIFFANY AVE	717	4,633	2017	920	249	C	0.286	235	C	0.270
VIRGINIA AVE	35TH ST to 25TH ST	940032	21,557	2017	3,020	1,111	C	0.378	1,083	C	0.368
VIRGINIA AVE	OKEECHOBEE RD to HARTMAN RD	940030	22,011	2017	3,020	1,169	C	0.398	1,126	C	0.383
VIRGINIA AVE	HARTMAN RD to 35TH ST	940030	22,011	2017	3,020	1,169	C	0.398	1,126	C	0.383
VIRGINIA AVE	25TH ST to 13TH ST	940033	20,913	2017	3,020	1,093	C	0.372	1,164	C	0.396
VIRGINIA AVE	13TH ST to 11TH ST	940794	22,873	2017	3,020	1,101	C	0.374	1,101	C	0.374
VIRGINIA AVE	11TH ST to SUNRISE BLVD	940794	22,873	2017	3,170	1,101	C	0.356	1,101	C	0.356
VIRGINIA AVE	SUNRISE BLVD to OLEANDER AVE	940792	19,519	2017	3,020	1,063	C	0.362	992	C	0.337
VIRGINIA AVE	OLEANDER AVE to COLONIAL RD	940034	18,483	2017	3,170	1,043	C	0.338	1,020	C	0.330
VIRGINIA AVE	COLONIAL RD to US 1	940034	18,483	2017	3,020	1,043	C	0.355	1,020	C	0.347
VILLAGE PKWY	DISCOVERY WAY to TRADITION PKWY	718	14,000	2019	2,650	732	C	0.595	797	C	0.648
VILLAGE PKWY	BECKER RD to DISCOVERY WAY	718	14,000	2019	1,710	732	C	0.951	797	D	0.466
VILLAGE PKWY	TRADITION PKWY to WESTCLIFFE LN	719	23,000	2019	1,710	1,208	D	0.706	1,265	D	0.740

* 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)
*** Counts with an ID format of 6 digits have data extracted from FDOT count stations.**

APPENDIX B

FDOT TRAFFIC DATA

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2019 HISTORICAL AADT REPORT

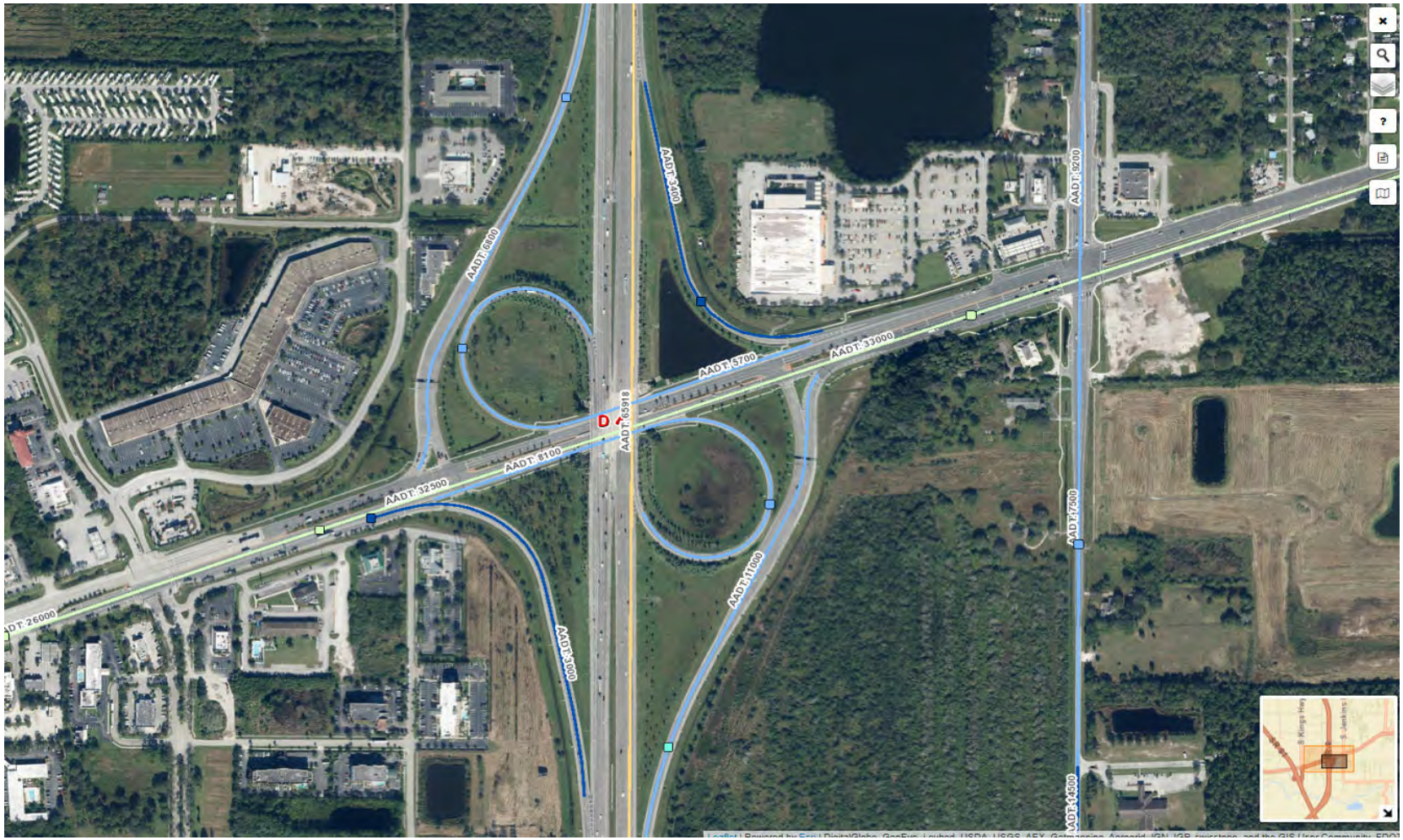
COUNTY: 97 - FL. TURNPIKE

SITE: 1964 - SR-91 M/L, BTWN MM 152 & TEN MILE CREEK BRIDGE

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2019	46800 C	N 23400	S 23400	9.00	54.60	15.70
2018	43300 C	N 21650	S 21650	9.00	54.40	15.50
2017	42000 C	N 21000	S 21000	9.00	54.80	14.30
2016	40300 C	N 20150	S 20150	10.50	55.50	13.70
2015	36000 C	N 18000	S 18000	10.50	54.90	12.60
2014	33000 C	N 16500	S 16500	10.50	55.40	12.30
2013	30000 C	N 15000	S 15000	10.50	54.90	12.60
2012	32000 E	N 16000	S 16000	10.50	55.70	12.30
2011	32000 E	N 16000	S 16000	10.50	56.20	11.30
2010	32300 C	N 16150	S 16150	10.73	58.04	10.30
2009	31000 C	N 15500	S 15500	10.67	56.97	10.00
2008	34400 C	N 18550	S 15850	10.56	56.04	10.00
2007	33200 C	N 16600	S 16600	9.35	52.58	8.40
2006	32700 C	N 16350	S 16350	9.38	54.04	10.80
2005	32100 C	N	S	10.40	57.60	10.50
2004	28100 C	N	S	11.20	57.80	9.50

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

FDOT TRAFFIC INFORMATION ONLINE - AADT



SIMMONS & WHITE

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2019 HISTORICAL AADT REPORT

COUNTY: 94 - ST.LUCIE

SITE: 0260 - SR 9/I-95-0.6 MI S OF SR 68/ORANGE AV,ST LUCIE CO

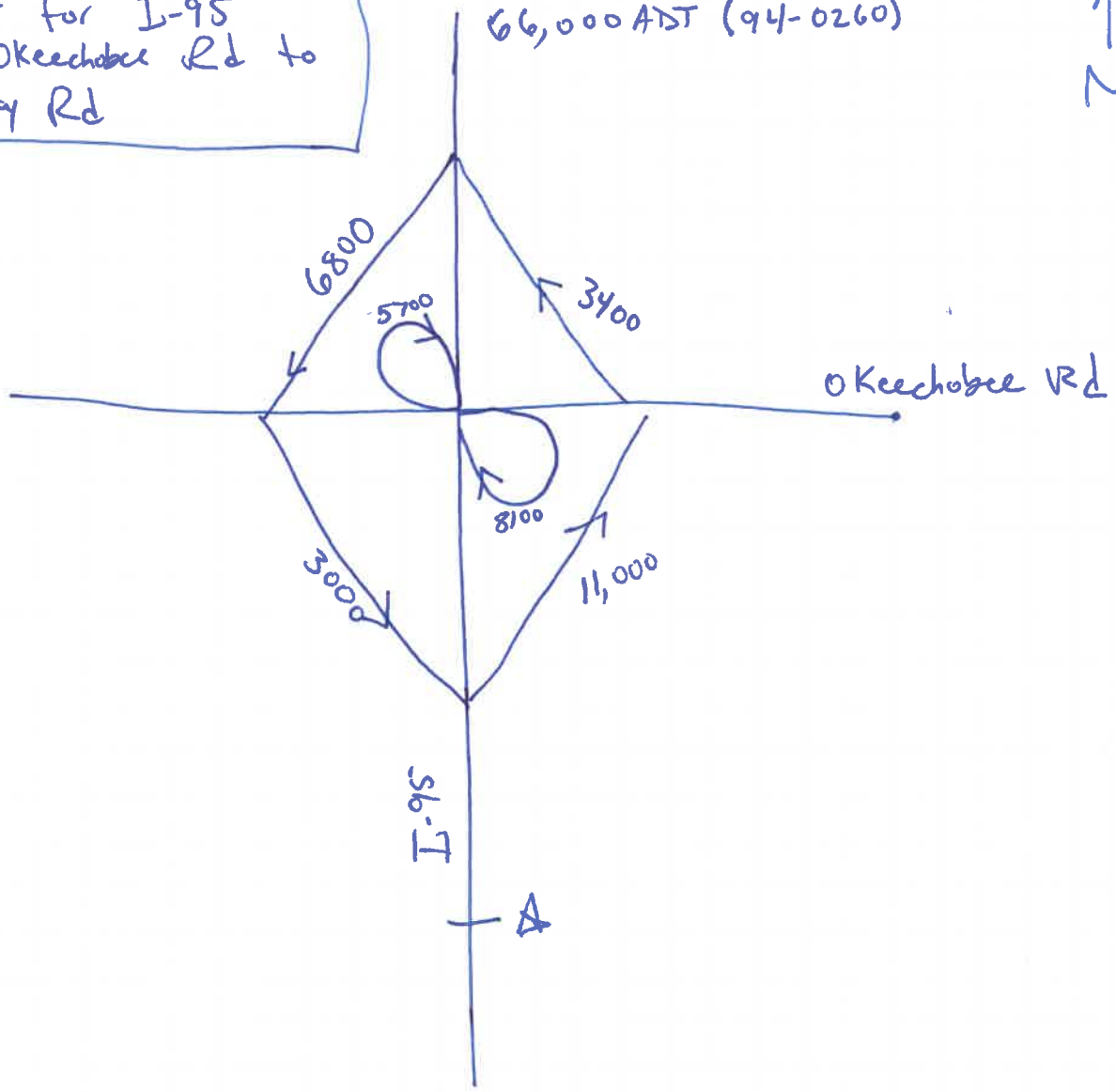
YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2019	65918 C	N 33019	S 32899	9.00	52.00	14.40
2018	63766 C	N 31740	S 32026	9.00	51.80	14.20
2017	61831 C	N 30751	S 31080	9.00	52.10	14.20
2016	58614 C	N 29114	S 29500	9.00	52.40	14.20
2015	54502 C	N 27027	S 27475	9.00	52.60	14.20
2014	52710 C	N 25089	S 27621	9.00	62.50	10.80
2013	47000 S	0	0	9.00	53.00	11.30
2012	46500 F	N 0	S 0	9.00	53.00	15.20
2011	46278 C	N 23032	S 23246	9.00	53.00	15.20
2010	48017 C	N 24027	S 23990	9.72	52.71	15.20
2009	47834 C	N 23971	S 23863	9.69	55.38	15.80
2008	47343 C	N 23829	S 23514	9.84	54.82	17.10
2007	52289 C	N 26271	S 26018	9.17	53.41	17.10
2006	53177 C	N 26770	S 26407	9.26	54.46	18.10
2005	52085 C	N 26259	S 25826	9.50	53.00	19.80
2004	47594 C	N 23936	S 23658	8.30	54.80	10.40

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

SIMMONS & WHITE
ENGINEERING | PLANNING | CONSULTING | SINCE 1982
2581 Metrocentre Blvd. W., #3
West Palm Beach, FL 33407
Ph: (561) 478-7848 Fax: (561) 478-3738
Website: simmonsandwhite.com

JOB NAME: _____
JOB NO: _____
BY: _____
DATE: _____
SHEET NO: _____ OF: _____

Volumes for I-95 from Okeechobee Rd to Midway Rd



A =

66,000 − 6800 − 3400 − 8100 + 5700 + 3000 + 11,000

= 67,400 K = 9% D = 55%

Peak Direction, Peak Hour = 3336

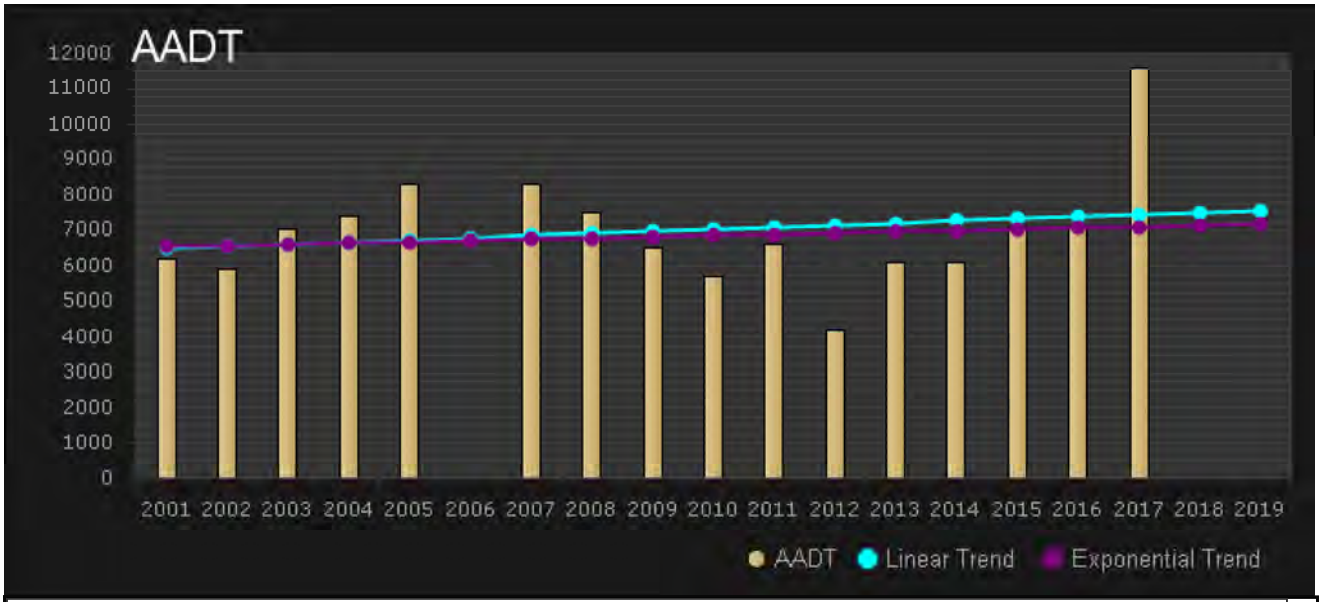
DELUXE FOR BUSINESS 1-800-888-6327
Ref. No: G 249859366

APPENDIX C

GROWTH RATES

Station 940025
SR 70/OKEECHOBEE RD - W OF SR 91/TPK (COUNTY 25)

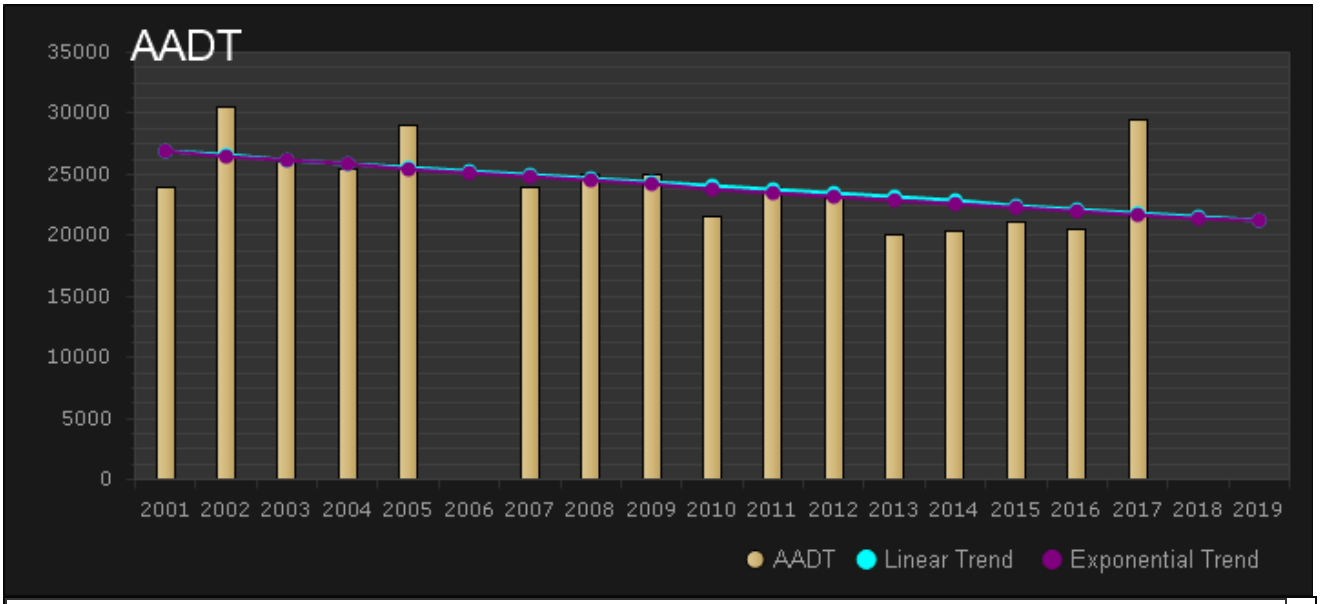
Linear Growth = 0.78%
Exponential Growth = 0.50%



Year	Station	AADT	K100	Avg DFactor	Heavy Vehicle %	AM Peak Vol	PM Peak Vol
Location: Station 940025-SR 70/OKEECHOBEE RD - W OF SR 91/TPK (COUNTY 25)							
2017	940025	11600		56.2			
2016	940025	7100		57.1			
2015	940025	7100		56.3	5.9		
2014	940025	6100		54.7	6.81		
2013	940025	6100		57.2	5.51		
2012	940025	4200		57			
2011	940025	6600			0		
2010	940025	5700			0	633	671
2009	940025	6500			0	667	687
2008	940025	7500			0	798	844

Station 940748
SR 70/OKEECHOBEE RD - E OF SR 713/KINGS HWY (COUNTY 742)

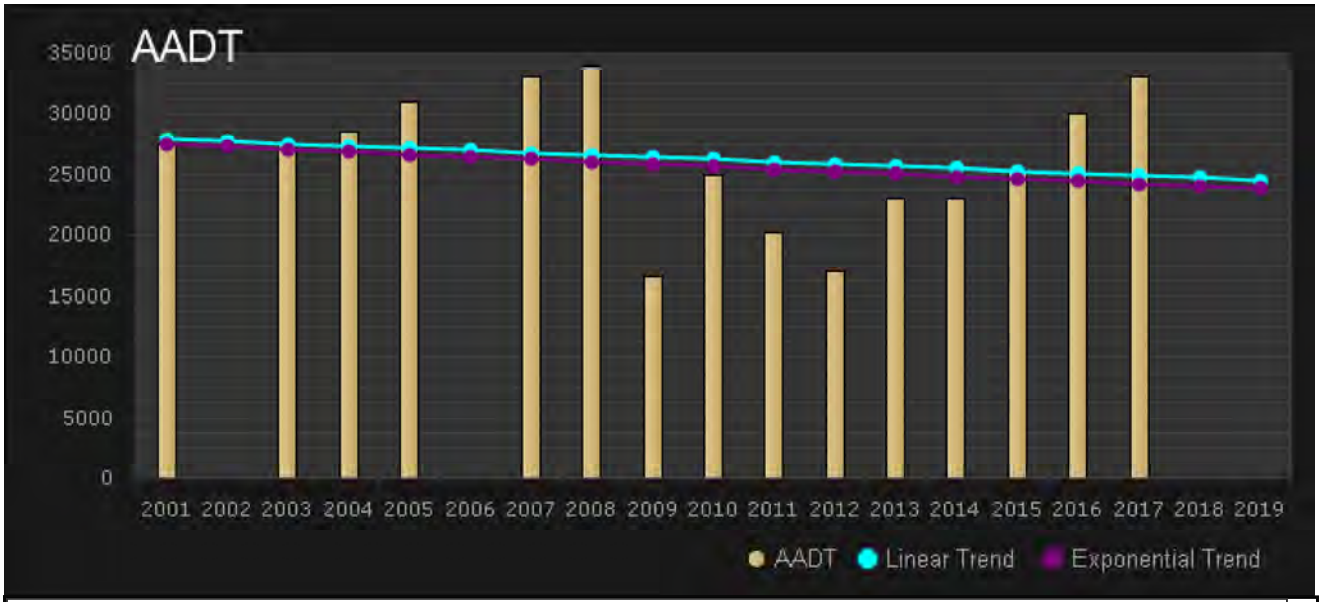
Linear Growth = -1.47%
Exponential Growth = -1.34%



Year	Station	AADT	K100	Avg DFactor	Heavy Vehicle %	AM Peak Vol	PM Peak Vol
Location: Station 940748-SR 70/OKEECHOBEE RD - E OF SR 713/KINGS HWY (COUNTY 742)							
2017	940748	29500		56.2			
2016	940748	20500		57.1			
2015	940748	21100		56.3	13.71		
2014	940748	20400		54.7	12.69		
2013	940748	20000		57.2	13.97		
2012	940748	23000		57			
2011	940748	24000			0		
2010	940748	21500			0	1737	1898
2009	940748	25000			0	3967	3893
2008	940748	25000			0	2233	2450

Station 940106
SR 70/OKEECHOBEE RD - W OF SR 9\I-95 (COUNTY 0106)

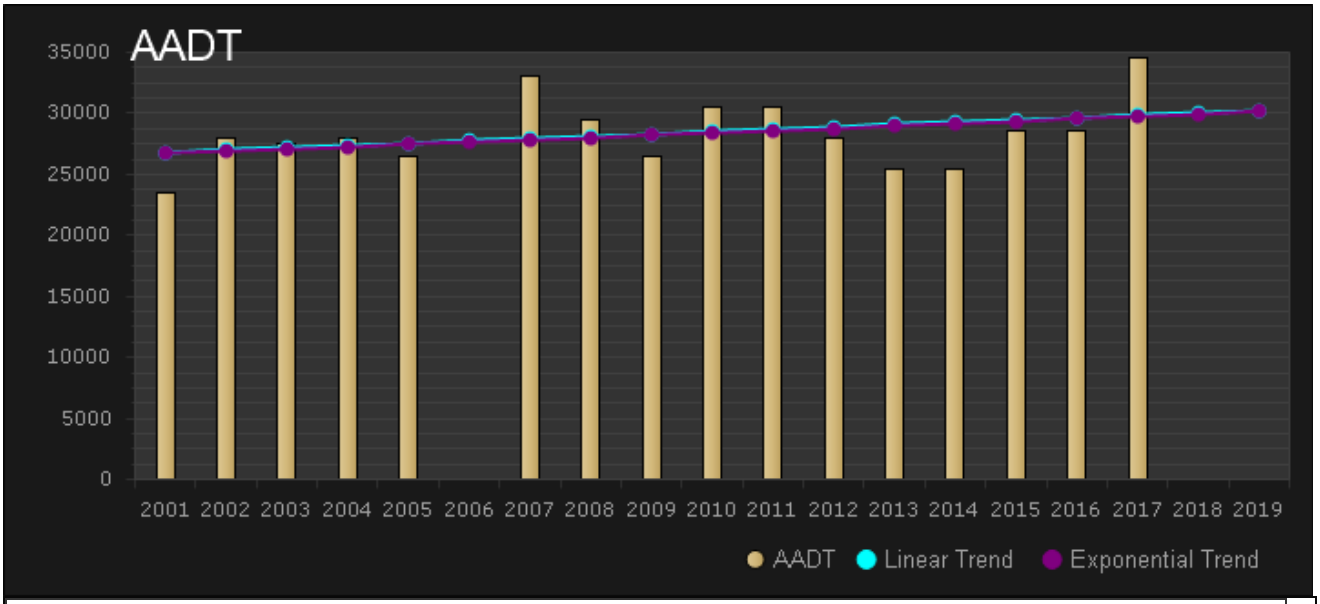
Linear Growth = -0.76%
Exponential Growth = -0.79%



Year	Station	AADT	K100	Avg DFactor	Heavy Vehicle %	AM Peak Vol	PM Peak Vol
Location: Station 940106-SR 70/OKEECHOBEE RD - W OF SR 9\I-95 (COUNTY 0106)							
2017	940106	33000		56.2			
2016	940106	30000		57.1			
2015	940106	25500		56.3	5.92		
2014	940106	23000		54.7			
2013	940106	23000		57.2	15.64		
2012	940106	17100		57			
2011	940106	20200			0		
2010	940106	25000			0	2148	2155
2009	940106	16600			0	2569	2563
2008	940106	34000			0	2806	2869

Station 940029
SR 70 / OKEECHOBEE RD - E OF SR 9/I-95 (COUNTY 29)

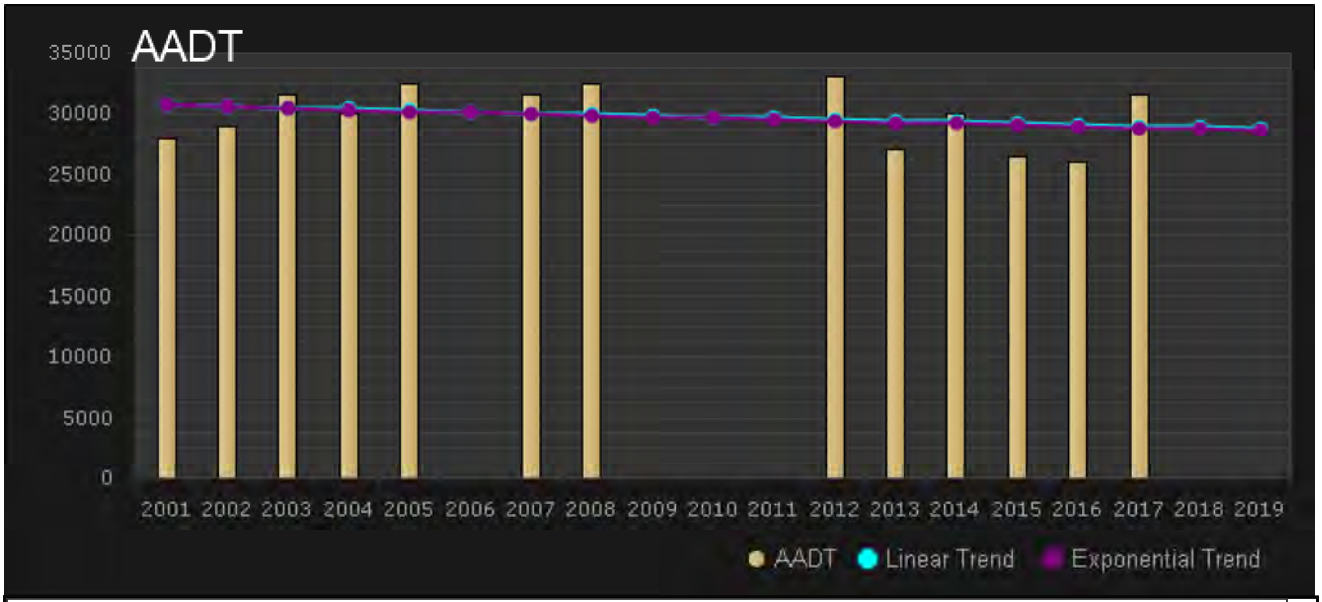
Linear Growth = 0.63%
Exponential Growth = 0.66%



Year	Station	AADT	K100	Avg DFactor	Heavy Vehicle %	AM Peak Vol	PM Peak Vol
Location: Station 940029-SR 70 / OKEECHOBEE RD - E OF SR 9/I-95 (COUNTY 29)							
2017	940029	34500		50.9			
2016	940029	28500		50.9			
2015	940029	28500		51	8.22		
2014	940029	25500		50.8			
2013	940029	25500		50.8			
2012	940029	28000		56.8	2.78		
2011	940029	30500			0		
2010	940029	30500			0	2708	2712
2009	940029	26500			0	3949	4468
2008	940029	29500			0	2660	2471

Station 940742
SR 70/OKEECHOBEE RD - SW OF SR 70/VIRGINIA AVE (COUNTY 742)

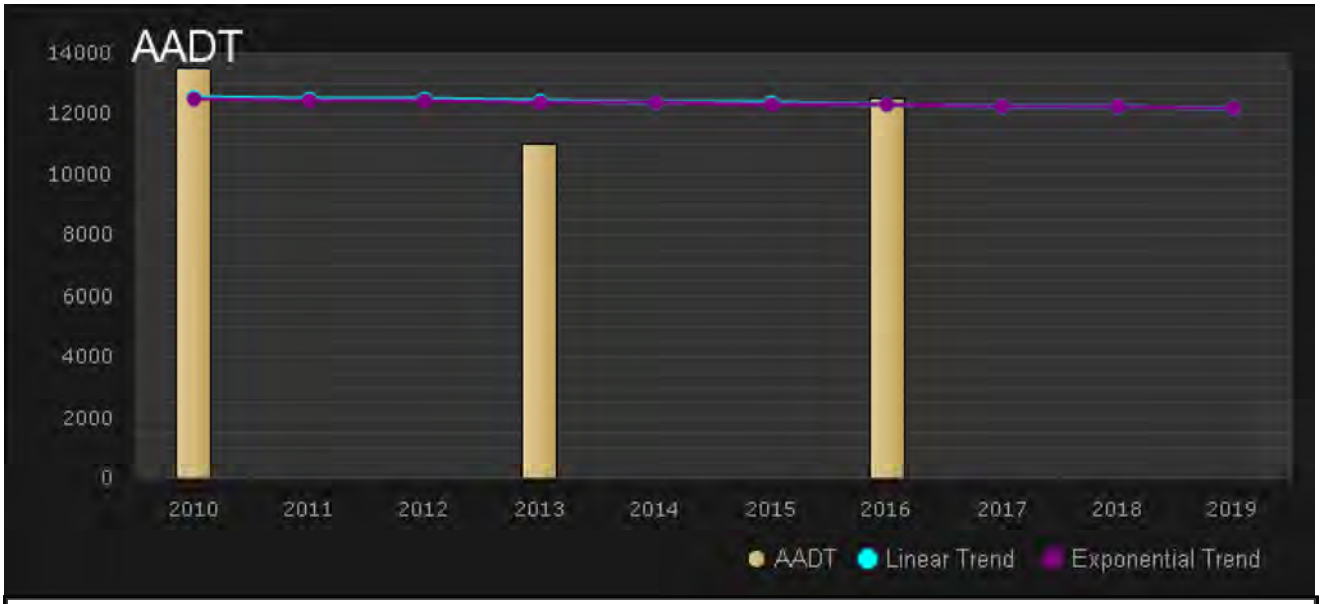
Linear Growth = -0.36%
Exponential Growth = -0.38%



Year	Station	AADT	K100	Avg DFactor	Heavy Vehicle %	AM Peak Vol	PM Peak Vol
Location: Station 940742-SR 70/OKEECHOBEE RD - SW OF SR 70/VIRGINIA AVE (COUNTY 742)							
2017	940742	31500		50.9			
2016	940742	26000		50.9			
2015	940742	26500		51	7.3		
2014	940742	30000		50.8	1		
2013	940742	27000		50.8			
2012	940742	33000		56.8	1.58		
2008	940742	32500			0	2522	3068
2007	940742	31500			0	2277	2799
2005	940742	32500			0	2352	2780
2004	940742	30000			0	2567	2784

Station 688
OKEECHOBEE RD NE. OF VIRGINIA AVE

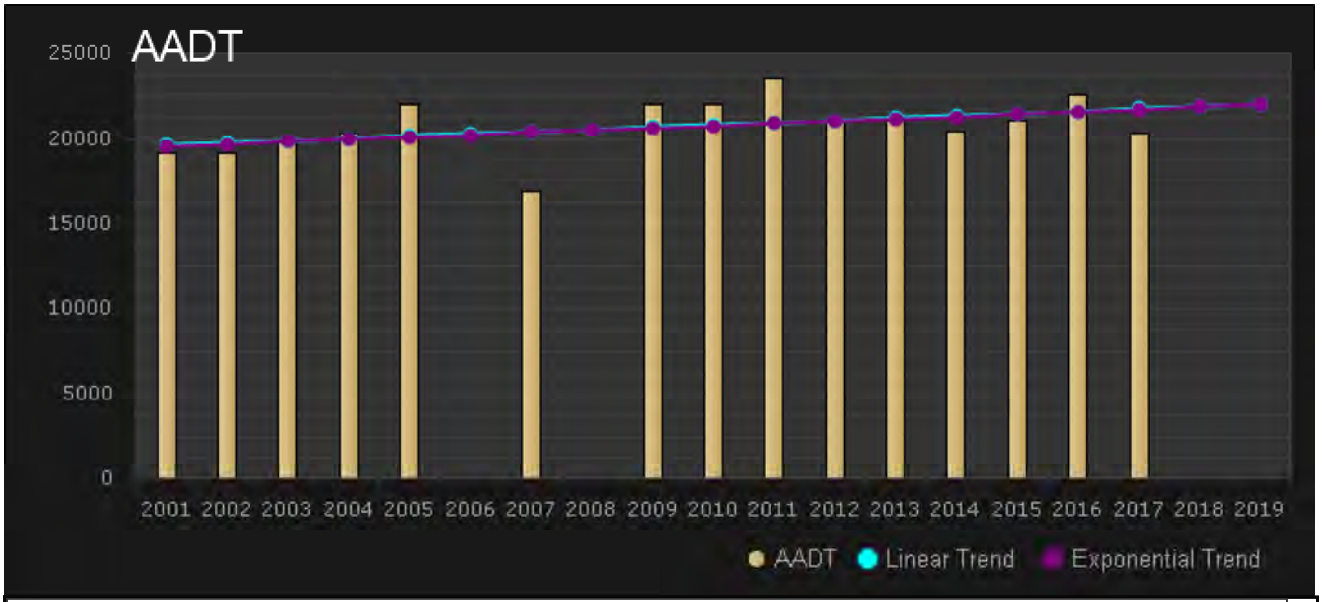
Linear Growth = -0.32%
Exponential Growth = -0.26%



Year	Station	AADT	K100	Avg DFactor	Heavy Vehicle %	AM Peak Vol	PM Peak Vol
Location: Station 688-OKEECHOBEE RD NE. OF VIRGINIA AVE							
2020	688	12500	0.105	0.5545	0		
2016	688	12500	0.107	0.5135	0	950	1249
2013	688	11000			0	840	1046
2010	688	13500	0.096	0.558	0	1016	1167

Station 940030
SR 70 / VIRGINIA AVE - E OF OKEECHOBEE RD (COUNTY 30)

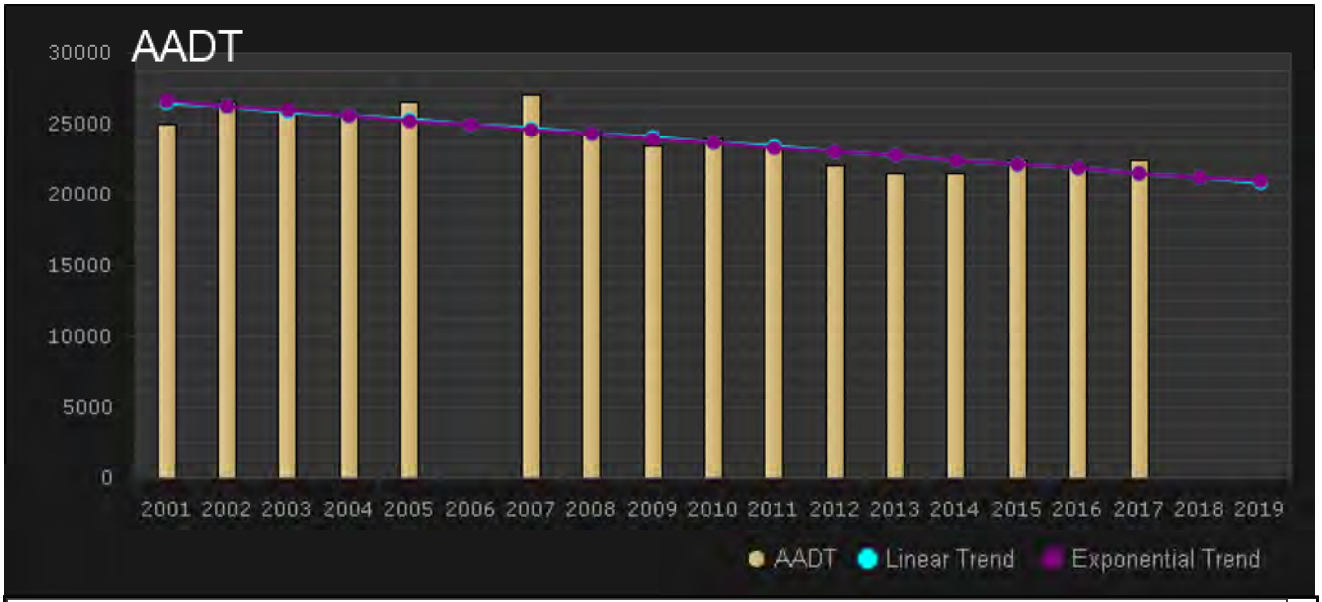
Linear Growth = 0.60%
Exponential Growth = 0.65%



Year	Station	AADT	K100	Avg DFactor	Heavy Vehicle %	AM Peak Vol	PM Peak Vol
Location: Station 940030-SR 70 / VIRGINIA AVE - E OF OKEECHOBEE RD (COUNTY 30)							
2017	940030	20300		50.9			
2016	940030	22500		50.9			
2015	940030	21000		51	1.06		
2014	940030	20400		50.8	1.54		
2013	940030	21000		50.8	1.41		
2012	940030	21000		56.8			
2011	940030	23500			0		
2010	940030	22000			0	1713	1984
2009	940030	22000			0	1743	1948
2007	940030	16900			0	1976	2332

Station 940033
SR 70 / VIRGINIA AVE - E OF SR 615/25 ST (COUNTY 33)

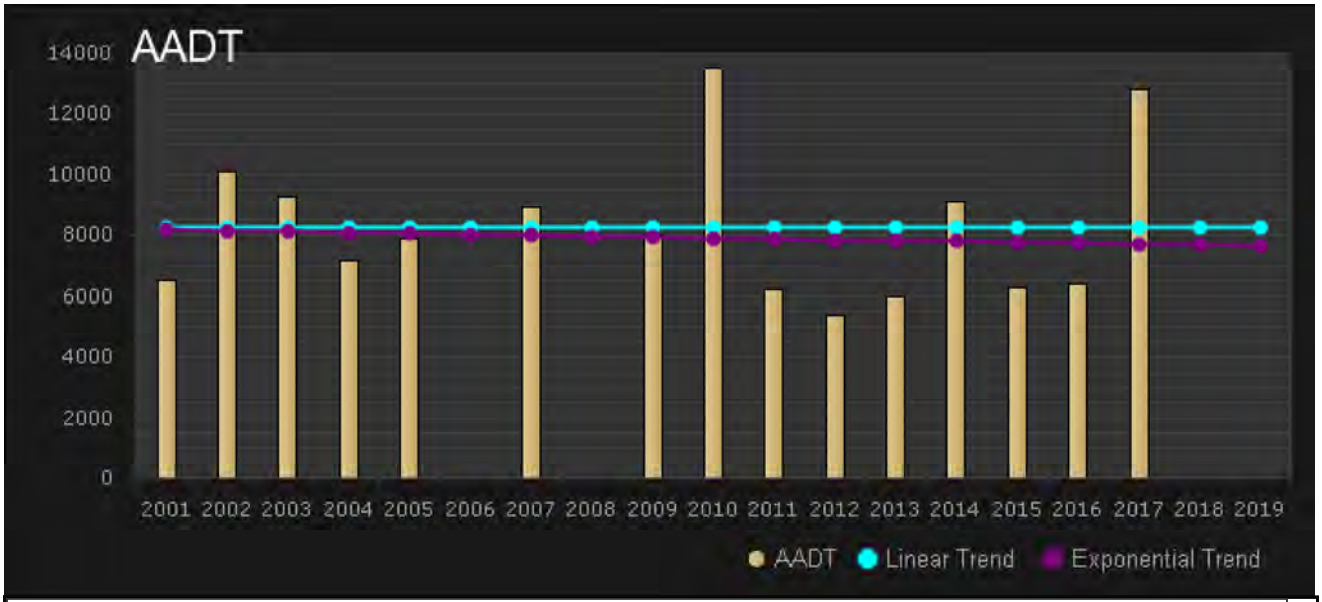
Linear Growth = -1.51%
Exponential Growth = -1.33%



Year	Station	AADT	K100	Avg DFactor	Heavy Vehicle %	AM Peak Vol	PM Peak Vol
Location: Station 940033-SR 70 / VIRGINIA AVE - E OF SR 615/25 ST (COUNTY 33)							
2017	940033	22500		50.9			
2016	940033	22000		50.9			
2015	940033	22500		51	2.7		
2014	940033	21500		50.8	0.99		
2013	940033	21600		50.8			
2012	940033	22000		56.8			
2011	940033	23500			0		
2010	940033	24000			0	1958	2239
2009	940033	23500			0	1998	2083
2008	940033	24500			0	1980	2223

Station 940757
SR 713 / KINGS HWY - N OF SR 70/OKEECHOBEE RD (COUNTY 757)

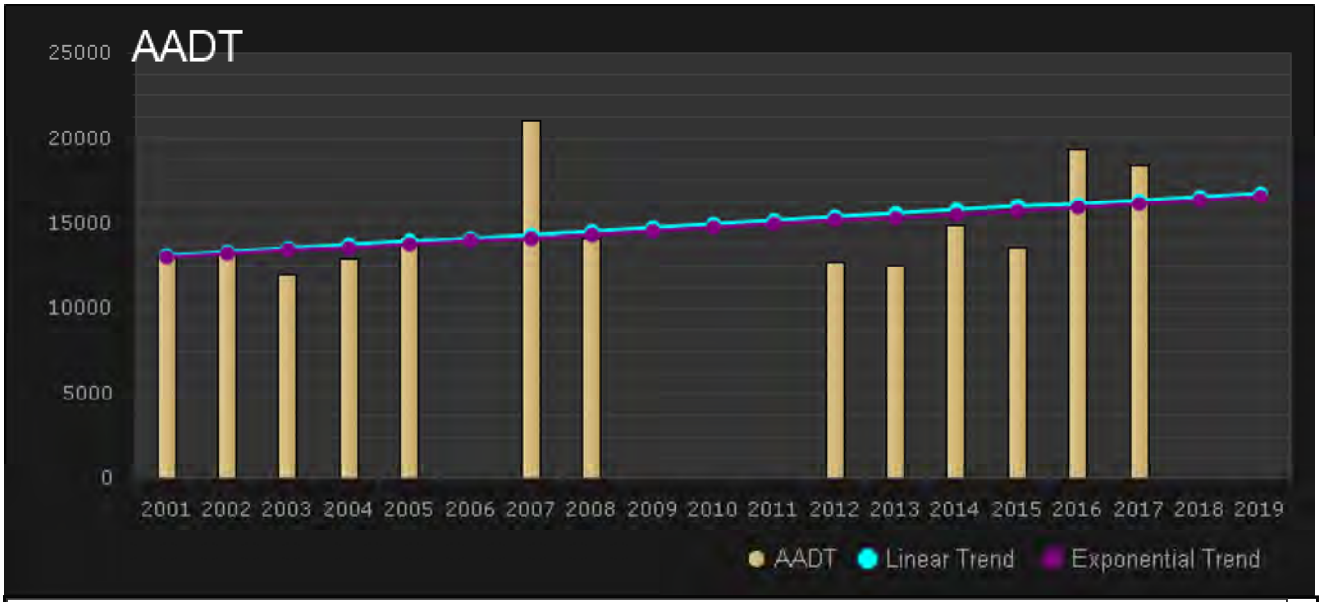
Linear Growth = -0.01%
Exponential Growth = -0.35%



Year	Station	AADT	K100	Avg DFactor	Heavy Vehicle %	AM Peak Vol	PM Peak Vol
Location: Station 940757-SR 713 / KINGS HWY - N OF SR 70/OKEECHOBEE RD (COUNTY 757)							
2017	940757	12800		56.2			
2016	940757	6400		57.1			
2015	940757	6300		56.3	18.77		
2014	940757	9100		54.7	37.44		
2013	940757	6000		57.2			
2012	940757	5400		57	14.23		
2011	940757	6200			0		
2010	940757	13500			0	1083	1247
2009	940757	8000			0	1264	1318
2007	940757	8900			0	672	696

Station 940077
SR 713 / KINGS HWY - N OF SR 68/ORANGE AVE (COUNTY 77)

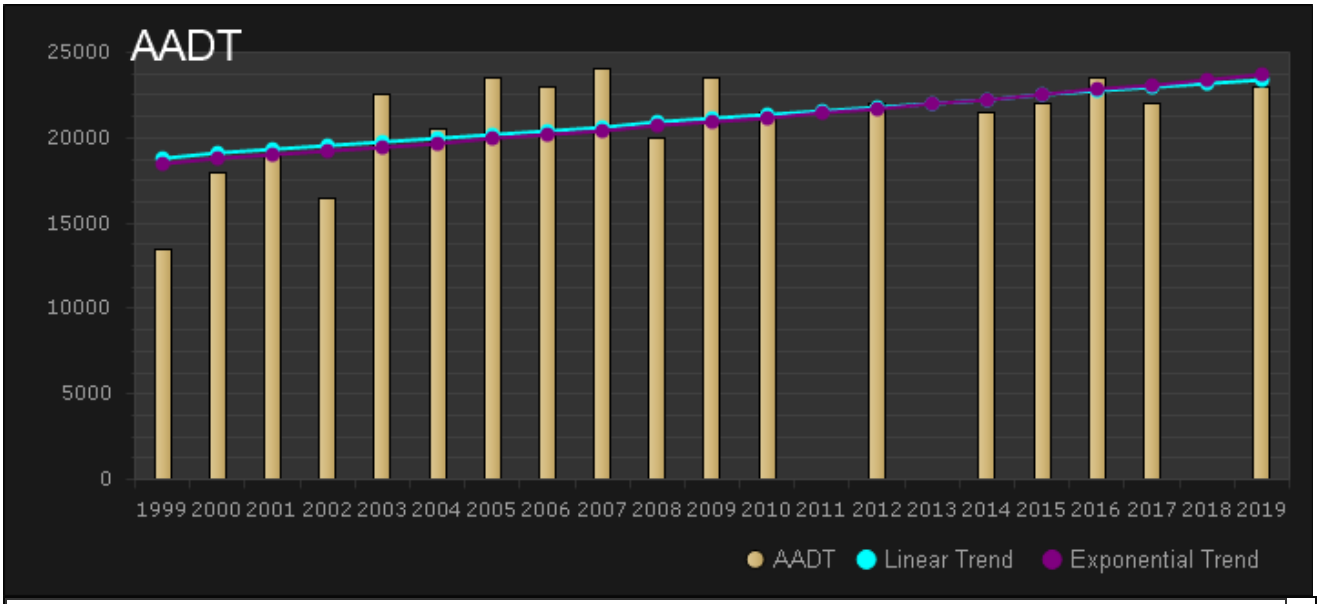
Linear Growth = 1.21%
Exponential Growth = 1.32%



Year	Station	AADT	K100	Avg DFactor	Heavy Vehicle %	AM Peak Vol	PM Peak Vol
Location: Station 940077-SR 713 / KINGS HWY - N OF SR 68/ORANGE AVE (COUNTY 77)							
2017	940077	18400		56.2			
2016	940077	19300		57.1			
2015	940077	13600		56.3	15.82		
2014	940077	14900		54.7	12.52		
2013	940077	12500		57.2			
2012	940077	12700		57	3.21		
2008	940077	14100			0	1543	1618
2007	940077	21000			0	1554	1783
2005	940077	14200			0	1297	1308
2004	940077	12900			0	1398	1550

Station 529
25TH ST 310 FEET SOUTH OF VIRGINIA AVE

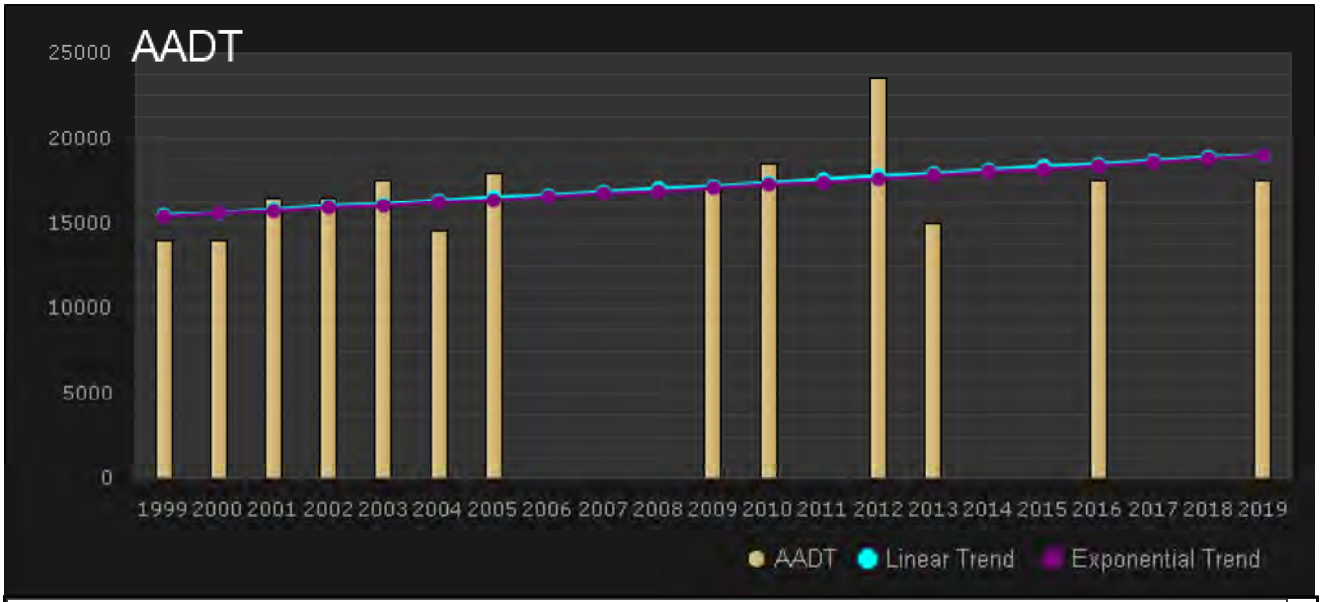
Linear Growth = 0.97%
Exponential Growth = 1.22%



Year	Station	AADT	K100	Avg DFactor	Heavy Vehicle %	AM Peak Vol	PM Peak Vol
Location: Station 529-25TH ST 310 FEET SOUTH OF VIRGINIA AVE							
2020	529	21000	0.098	0.613	0		
2019	529	23000	0.101	0.607	0	1986	2108
2017	529	22000	0.095	0.5765	0	1821	1899
2016	529	23500	0.099	0.6045	0	2136	2094
2015	529	22000	0.098	0.6235	0	2004	1962
2014	529	21500	0.099	0.626	0	1946	1966
2012	529	22000	0.105	0.6135	0	2017	2115
2010	529	21500	0.103	0.579	0	2025	1901
2009	529	23500	0.105	0.628		2259	2126
2008	529	20000	0.101	0.605		1792	1882

Station 159
25TH ST 315 FEET SOUTH OF EDWARDS RD

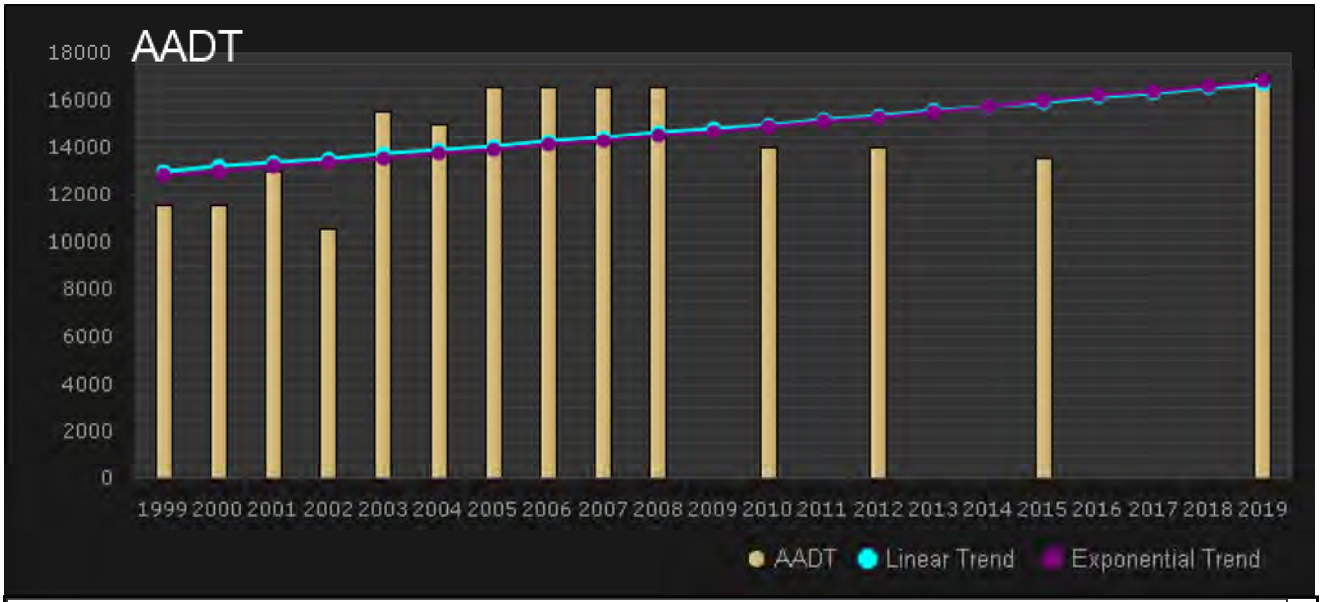
Linear Growth = 0.94%
Exponential Growth = 1.04%



Year	Station	AADT	K100	Avg DFactor	Heavy Vehicle %	AM Peak Vol	PM Peak Vol
Location: Station 159-25TH ST 315 FEET SOUTH OF EDWARDS RD							
2019	159	17500	0.097	0.5705	10.87	1553	1488
2016	159	17500	0.097	0.58	6.85	1578	1519
2013	159	15000			8.05	1371	1269
2012	159	23500	0.107	0.538	0	2227	2312
2010	159	18500	0.103	0.581	0	1737	1777
2009	159	17000	0.102	0.619		1575	1571
2005	159	18000	0.114	0.562		1780	1923
2004	159	14500	0.107	0.573		1319	1414
2003	159	17500	0.106	0.512		1535	1677
2002	159	16500	0.109	0.546		1469	1615

Station 108
EDWARDS RD 200 FEET WEST OF SUNRISE BLVD

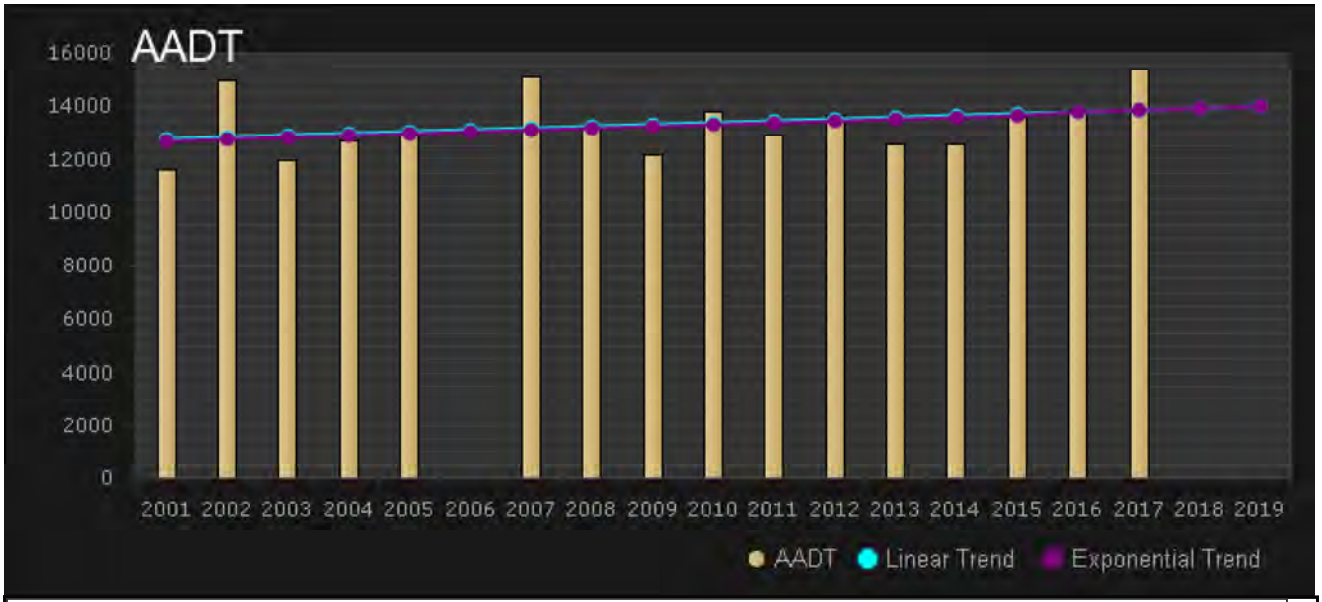
Linear Growth = 1.10%
Exponential Growth = 1.35%



Year	Station	AADT	K100	Avg DFactor	Heavy Vehicle %	AM Peak Vol	PM Peak Vol
Location: Station 108-EDWARDS RD 200 FEET WEST OF SUNRISE BLVD							
2019	108	17000	0.102	0.5095	0	1425	1573
2015	108	13500	0.099	0.764	0	1049	1238
2012	108	14000	0.102	0.509	0	1160	1282
2010	108	14000	0.103	0.516	0	1222	1346
2008	108	16500	0.102	0.519		1553	1519
2007	108	16500	0.106	0.521		1564	1612
2006	108	16500	0.098	0.544		1411	1406
2005	108	16500	0.098	0.522		1398	1465
2004	108	15000	0.1	0.523		1286	1371
2003	108	15500	0.103	0.515		1328	1466

Station 940035
SR 68 / ORANGE AVE - E OF SR 9/I-95 (COUNTY 35)

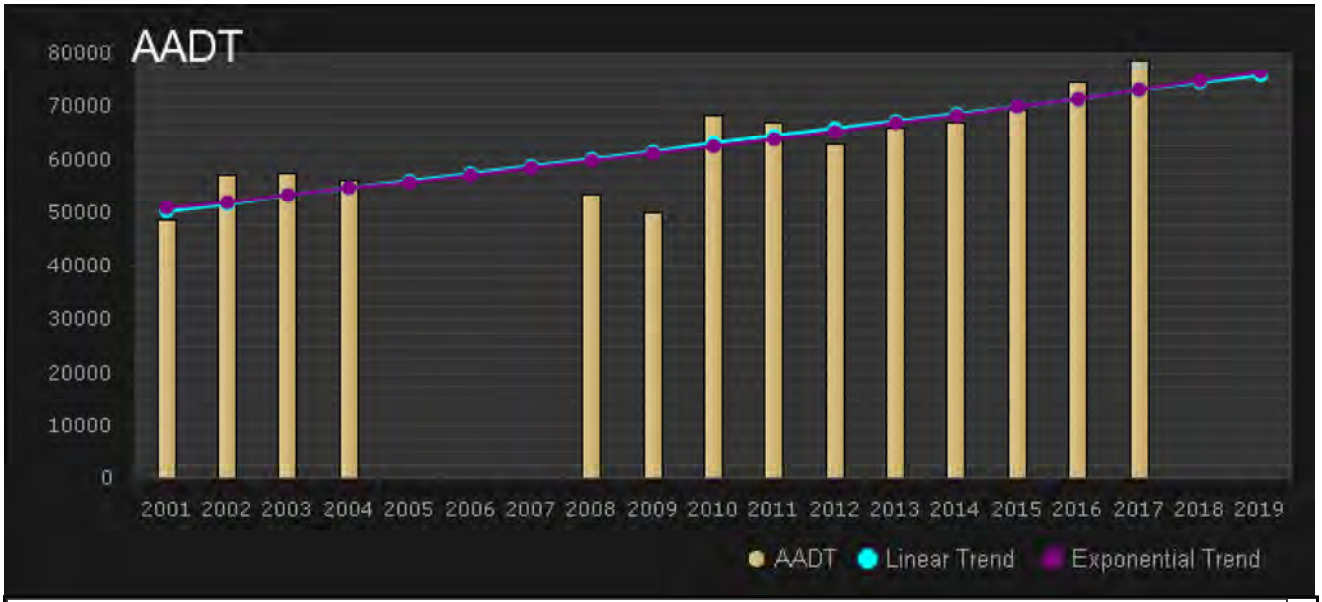
Linear Growth = 0.49%
Exponential Growth = 0.54%



Year	Station	AADT	K100	Avg DFactor	Heavy Vehicle %	AM Peak Vol	PM Peak Vol
Location: Station 940035-SR 68 / ORANGE AVE - E OF SR 9/I-95 (COUNTY 35)							
2017	940035	15400		50.9			
2016	940035	13900		50.9			
2015	940035	13600		51	4.31		
2014	940035	12600		50.8			
2013	940035	12600		50.8			
2012	940035	13700		56.8	3.94		
2011	940035	12900			0		
2010	940035	13800			0	1502	1290
2009	940035	12200			0	2036	2030
2008	940035	13200			0	1182	1256

Station 941902
SR 9/I-95 - N OF CR 712/MIDWAY RD,2 CABINETS (COUNTY 1902)

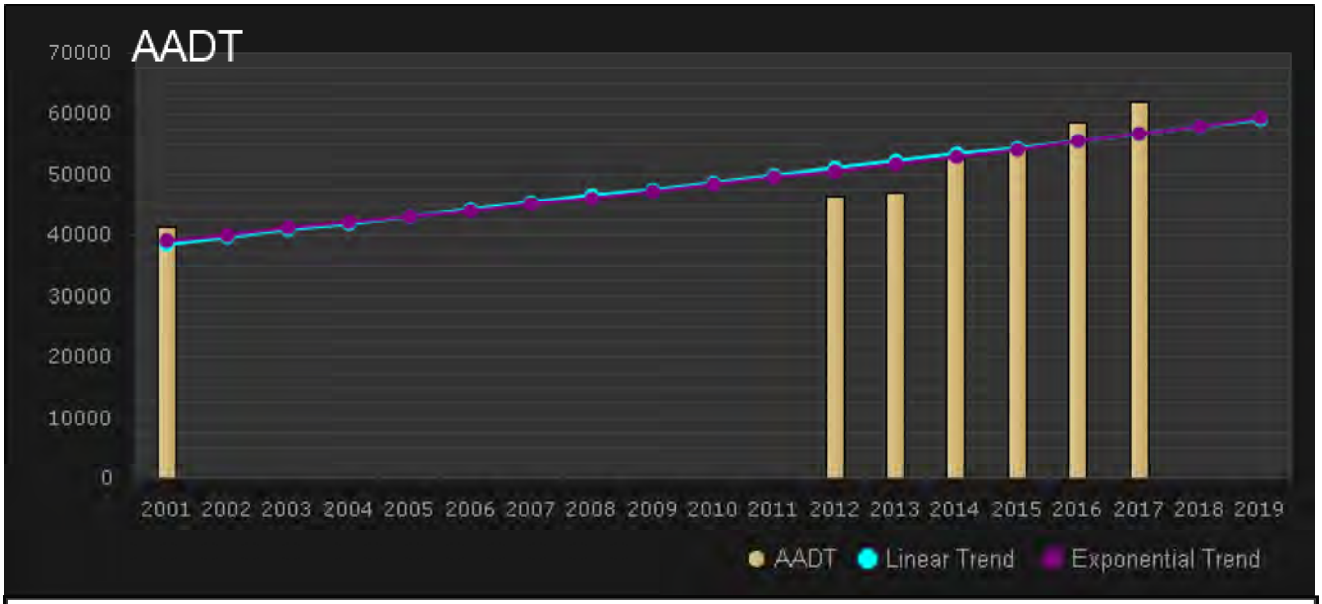
Linear Growth = 1.87%
Exponential Growth = 2.24%



Year	Station	AADT	K100	Avg DFactor	Heavy Vehicle %	AM Peak Vol	PM Peak Vol
Location: Station 941902-SR 9/I-95 - N OF CR 712/MIDWAY RD,2 CABINETS (COUNTY 1902)							
2017	941902	78500		61.8			
2016	941902	74500		63.1			
2015	941902	69500		62.8	8.01		
2014	941902	67000		62.5	7.51		
2013	941902	66000		63.1	8.73		
2012	941902	63000		62.6	8.15		
2011	941902	67000			0		
2010	941902	68500			0	5219	5447
2009	941902	50000			0	4436	4390
2008	941902	53500			0	4243	4527

Station 940260
SR 9/I-95-0.6 MI S OF SR 68/ORANGE AV,ST LUCIE CO

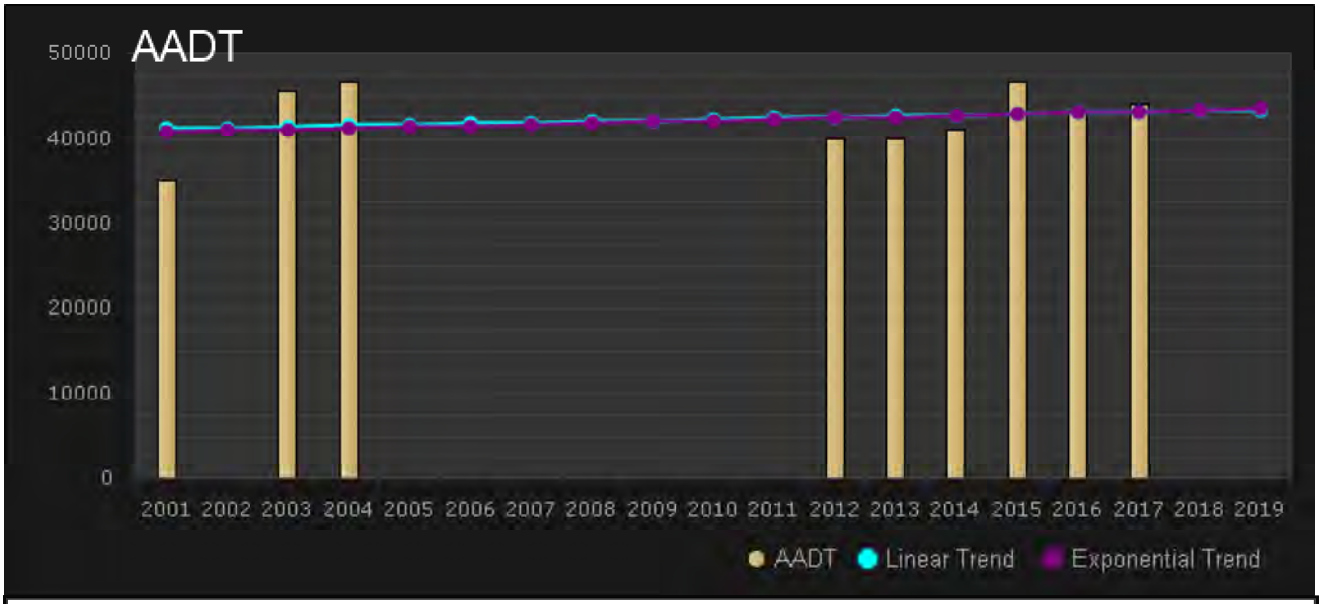
Linear Growth = 1.93%
Exponential Growth = 2.28%



Year	Station	AADT	K100	Avg DFactor	Heavy Vehicle %	AM Peak Vol	PM Peak Vol
Location: Station 940260-SR 9/I-95-0.6 MI S OF SR 68/ORANGE AV,ST LUCIE CO							
2017	940260	61831		52.1			
2016	940260	58614		52.4			
2015	940260	54502		52.6	11.09		
2014	940260	52710		62.5	0		
2013	940260	47000		53			
2012	940260	46500		53			
2001	940260	41283			0	2707	3126

Station 941905
SR 9 / I-95 - N OF SR 68/ORANGE AVE (COUNTY 1905)

Linear Growth = 0.29%
Exponential Growth = 0.36%



Year	Station	AADT	K100	Avg DFactor	Heavy Vehicle %	AM Peak Vol	PM Peak Vol
Location: Station 941905-SR 9 / I-95 - N OF SR 68/ORANGE AVE (COUNTY 1905)							
2017	941905	44000		61.8			
2016	941905	43000		63.1			
2015	941905	46500		62.8	15.3		
2014	941905	41000		62.5			
2013	941905	40000		63.1			
2012	941905	40000		62.6			
2004	941905	46500			0	3115	2882
2003	941905	45500			0	2710	2786
2001	941905	35000			0	2438	2443

APPENDIX D

TRAFFIC METHODOLOGY LETTER

SIMMONS & WHITE

ENGINEERING | PLANNING | CONSULTING | SINCE 1982

October 20, 2020
Revised: December 1, 2020

St. Lucie County
2300 Virginia Avenue
Fort Pierce, Florida 34982

Attention: Mr. Kori Benton, AICP

Reference: Crossroads Industrial Traffic Study Methodology
City of Fort Pierce, Florida

Dear Mr. Benton:

Please accept this letter as the proposed traffic methodology to be used for the traffic analysis for the Crossroads Industrial project being proposed on Crossroads Parkway south of Okeechobee Road in the City of Fort Pierce. The proposed development on the currently unimproved parcel is to consist of ± 1,133,000 S.F. of warehouse.

Trip Generation
Trip generation for the proposed development will be based on the Institute of Transportation Engineer's (ITE) *Trip Generation Manual*, 10th Edition. The Land Use code will be determined based on a review of the proposed use.

Project Distribution
Project trip distribution will be based on a review of existing travel patterns in the vicinity of the project site and previous traffic studies.

Study Intersections
The study area for the project will include the following intersections:

1. Okeechobee Road at Kings Highway/Florida Turnpike
2. Okeechobee Road at Crossroads Parkway
3. Okeechobee Road at I-95
4. Okeechobee Road at Jenkins Road
5. Jenkins Road at Edwards Road

2581 Metrocentre Boulevard West Suite 3 West Palm Beach Florida 33407
T: 561.478.7848 F: 561.478.3738 www.simmonsandwhite.com
Certificate of Authorization Number 3458

Analysis Scenarios
The analysis scenarios for this study area will include existing (2020), background (2025), and total (2025) traffic conditions.

Background Traffic
Background traffic will be determined by reviewing historical traffic counts and applying a historical growth rate and/or adding traffic anticipated from recently approved projects. Simmons & White, Inc. will coordinate with the City of Fort Pierce and St. Lucie County to obtain the necessary traffic studies for the projects to be included in the analysis.

Intersection Analysis
Intersection capacity analysis will be performed for the study intersections using the Highway Capacity Manual (HCM) methodology. The analysis will be performed for A.M. peak hour conditions from 7:00 to 9:00 A.M and P.M. peak hour conditions from 4:00 to 6:00 P.M. Analyses will be performed using Synchro Software with HCM printouts.

Traffic Data Collection
The applicant will utilize existing intersection turning movement counts collected in 2017 or after where able to be obtained. For intersections requiring new counts, an adjustment factor will be applied as applicable to account for traffic demand changes during the current pandemic. The adjustment factor will be based on current roadway link counts in comparison to historical link counts. Additionally, a peak season correction (PSCF) will also be applied as applicable.

Link Analysis
The radius of influence and roadway link analysis will in accordance with City Code Section 22-217. The project will be considered to have an insignificant impact (and no analysis required) on all roadway segments in which the project's peak hour traffic is anticipated to represent less than 1% of the LOS D service volume threshold. For significant roadway segments, existing traffic counts will be taken from the most recent St. Lucie TPO Traffic Counts publication and/or the FDOT Traffic Information website.

Report
The study methodology and findings will be summarized in a report. A location map will also be provided within the report document. Any roadway failures will be identified in the report and mitigation measures will be reviewed as applicable.

If you have any questions or require any additional information, please contact our office. Thank you for your help with this matter.

Sincerely,

SIMMONS & WHITE, INC.



Bryan G. Kelley, P.E.

BGK/sa x:/docs/miscltr/Kelley/20121.Benton.rev

APPENDIX E

TRAFFIC COUNTS & FDOT PSCF

KMF Traffic Group, LLC
www.kmftraffic.net
772-221-7971

Manual Traffic Count - All Traffic
Okeechobee Rd and Kings Hwy/TPK Entrance
Fort Pierce, FL

File Name : KOAMPM
Site Code : SW2018
Start Date : 12/9/2020
Page No : 1

Groups Printed- ALL TRAFFIC

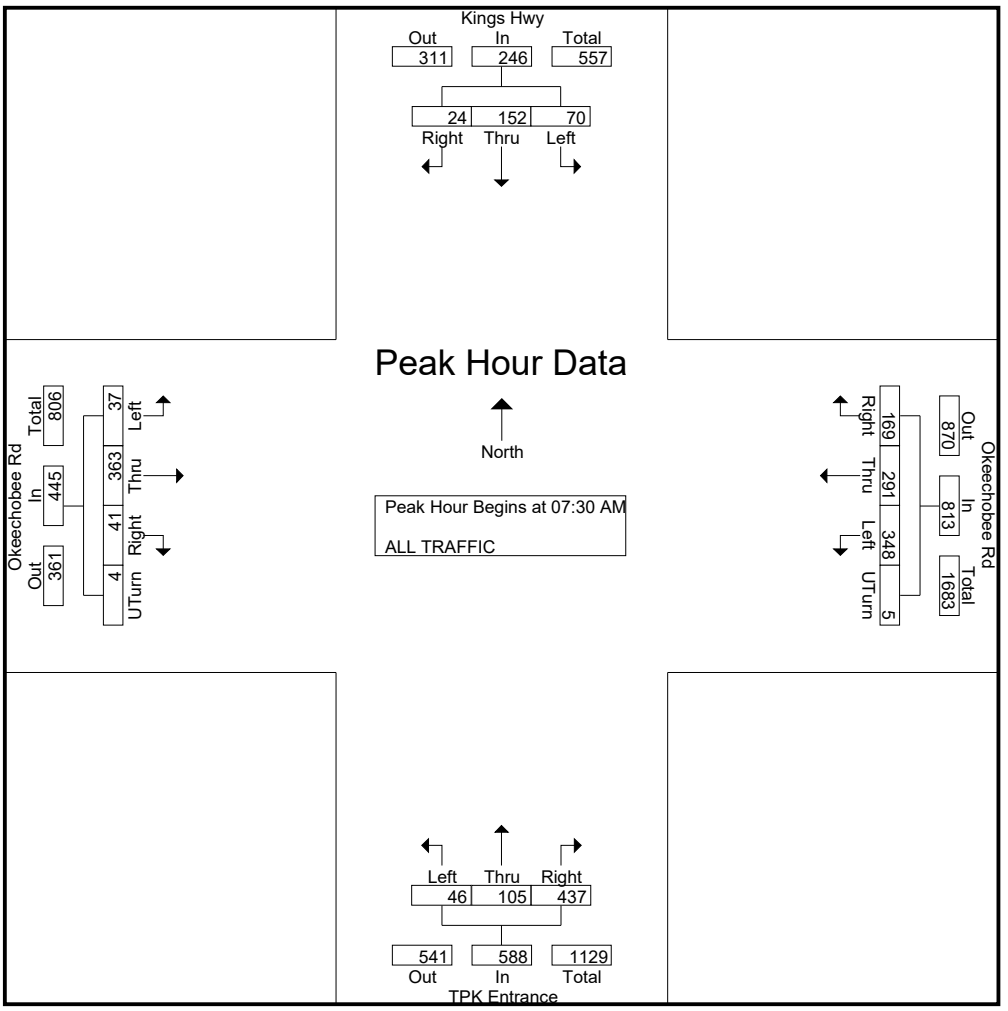
	TPK Entrance NB			Kings Hwy SB			Okeechobee Rd EB				Okeechobee Rd WB				
Start Time	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	UTurn	Right	Thru	Left	UTurn	Int. Total
07:00 AM	77	28	14	5	38	25	8	85	13	4	25	32	65	0	419
07:15 AM	73	33	14	2	41	17	8	94	9	2	40	52	36	2	423
07:30 AM	104	40	18	4	35	11	8	66	7	2	36	83	82	1	497
07:45 AM	120	21	11	2	34	20	17	98	9	1	38	78	87	0	536
Total	374	122	57	13	148	73	41	343	38	9	139	245	270	3	1875
08:00 AM	102	23	5	5	42	16	9	101	12	0	41	70	86	1	513
08:15 AM	111	21	12	13	41	23	7	98	9	1	54	60	93	3	546
08:30 AM	104	16	11	7	47	23	4	60	12	0	40	84	72	2	482
08:45 AM	77	14	10	6	20	11	4	55	9	2	26	41	64	0	339
Total	394	74	38	31	150	73	24	314	42	3	161	255	315	6	1880
09:00 AM	68	12	8	2	15	9	1	47	10	0	23	39	53	2	289
*** BREAK ***															
Total	68	12	8	2	15	9	1	47	10	0	23	39	53	2	289
*** BREAK ***															
04:00 PM	95	31	14	5	40	38	6	72	17	0	15	80	93	6	512
04:15 PM	101	42	13	2	39	26	10	67	11	1	46	83	73	7	521
04:30 PM	134	24	10	6	37	37	2	79	9	3	50	98	101	7	597
04:45 PM	108	25	14	14	43	46	9	65	8	1	35	92	101	7	568
Total	438	122	51	27	159	147	27	283	45	5	146	353	368	27	2198
05:00 PM	114	32	24	8	49	44	8	80	12	1	31	112	80	9	604
05:15 PM	109	27	18	8	43	57	7	77	9	1	32	131	90	14	623
05:30 PM	85	26	12	13	46	50	8	87	8	1	32	104	104	15	591
05:45 PM	81	30	12	3	27	33	4	107	7	2	50	99	89	9	553
Total	389	115	66	32	165	184	27	351	36	5	145	446	363	47	2371
Grand Total	1663	445	220	105	637	486	120	1338	171	22	614	1338	1369	85	8613
Apprch %	71.4	19.1	9.5	8.6	51.9	39.6	7.3	81	10.4	1.3	18	39.3	40.2	2.5	
Total %	19.3	5.2	2.6	1.2	7.4	5.6	1.4	15.5	2	0.3	7.1	15.5	15.9	1	

KMF Traffic Group, LLC
www.kmftraffic.net
772-221-7971

Manual Traffic Count - All Traffic
Okeechobee Rd and Kings Hwy/TPK Entrance
Fort Pierce, FL

File Name : KOAMPM
Site Code : SW2018
Start Date : 12/9/2020
Page No : 2

	TPK Entrance NB				Kings Hwy SB				Okeechobee Rd EB					Okeechobee Rd WB					
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	UTurn	App. Total	Right	Thru	Left	UTurn	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																			
Peak Hour for Entire Intersection Begins at 07:30 AM																			
07:30 AM	104	40	18	162	4	35	11	50	8	66	7	2	83	36	83	82	1	202	497
07:45 AM	120	21	11	152	2	34	20	56	17	98	9	1	125	38	78	87	0	203	536
08:00 AM	102	23	5	130	5	42	16	63	9	101	12	0	122	41	70	86	1	198	513
08:15 AM	111	21	12	144	13	41	23	77	7	98	9	1	115	54	60	93	3	210	546
Total Volume	437	105	46	588	24	152	70	246	41	363	37	4	445	169	291	348	5	813	2092
% App. Total	74.3	17.9	7.8		9.8	61.8	28.5		9.2	81.6	8.3	0.9		20.8	35.8	42.8	0.6		
PHF	.910	.656	.639	.907	.462	.905	.761	.799	.603	.899	.771	.500	.890	.782	.877	.935	.417	.968	.958

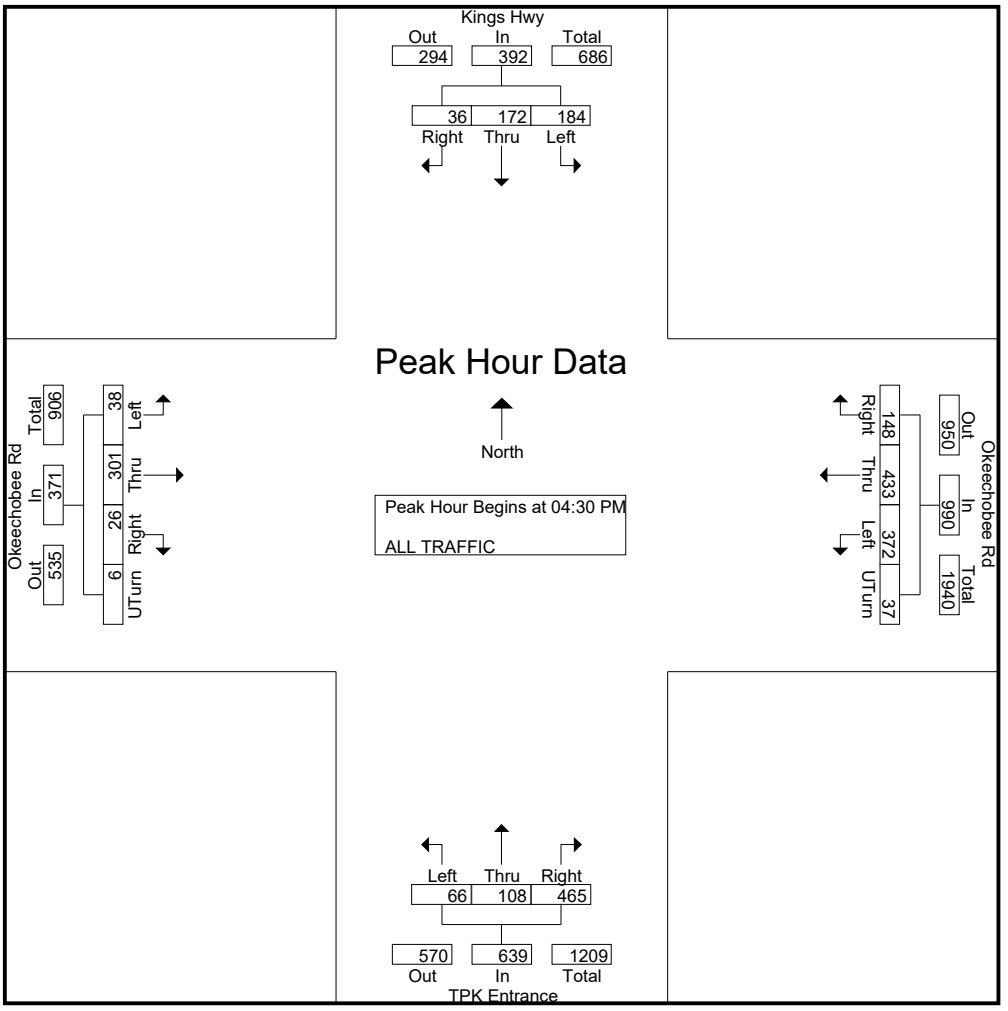


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772-221-7971

Manual Traffic Count - All Traffic
Okeechobee Rd and Kings Hwy/TPK Entrance
Fort Pierce, FL

File Name : KOAMPM
Site Code : SW2018
Start Date : 12/9/2020
Page No : 3

	TPK Entrance NB				Kings Hwy SB				Okeechobee Rd EB					Okeechobee Rd WB					
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	UTurn	App. Total	Right	Thru	Left	UTurn	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																			
Peak Hour for Entire Intersection Begins at 04:30 PM																			
04:30 PM	134	24	10	168	6	37	37	80	2	79	9	3	93	50	98	101	7	256	597
04:45 PM	108	25	14	147	14	43	46	103	9	65	8	1	83	35	92	101	7	235	568
05:00 PM	114	32	24	170	8	49	44	101	8	80	12	1	101	31	112	80	9	232	604
05:15 PM	109	27	18	154	8	43	57	108	7	77	9	1	94	32	131	90	14	267	623
Total Volume	465	108	66	639	36	172	184	392	26	301	38	6	371	148	433	372	37	990	2392
% App. Total	72.8	16.9	10.3		9.2	43.9	46.9		7	81.1	10.2	1.6		14.9	43.7	37.6	3.7		
PHF	.868	.844	.688	.940	.643	.878	.807	.907	.722	.941	.792	.500	.918	.740	.826	.921	.661	.927	.960



KMF Traffic Group, LLC

www.kmftraffic.net

Manual Traffic Count - All Traffic
Okeechobee Rd and Crossroad/Peters Rd
Fort Pierce, FL

File Name : OKCRAMPM
Site Code : SW2018
Start Date : 12/10/2020
Page No : 1

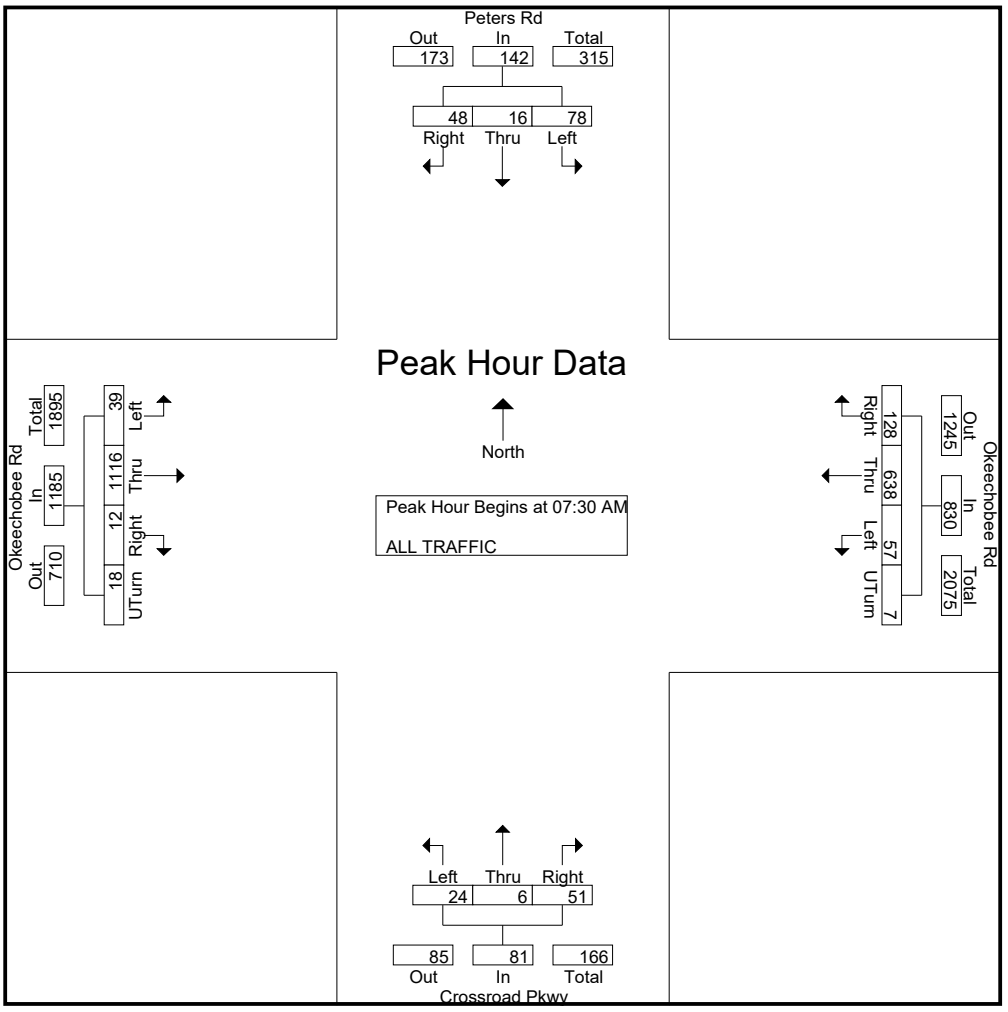
Groups Printed- ALL TRAFFIC

	Crossroad Pkwy NB			Peters Rd SB			Okeechobee Rd EB				Okeechobee Rd WB				
Start Time	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	UTurn	Right	Thru	Left	UTurn	Int. Total
07:00 AM	19	2	7	8	0	13	4	217	8	3	25	95	18	2	421
07:15 AM	18	0	2	7	4	10	7	209	23	6	26	120	14	4	450
07:30 AM	13	2	7	8	4	20	4	320	15	3	38	164	17	2	617
07:45 AM	19	1	6	16	3	21	5	270	12	9	46	138	20	2	568
Total	69	5	22	39	11	64	20	1016	58	21	135	517	69	10	2056
08:00 AM	9	1	8	15	4	21	1	268	3	2	26	148	9	0	515
08:15 AM	10	2	3	9	5	16	2	258	9	4	18	188	11	3	538
08:30 AM	21	0	12	17	3	21	3	236	2	3	20	170	9	2	519
08:45 AM	20	2	6	5	4	10	5	225	7	7	26	167	14	4	502
Total	60	5	29	46	16	68	11	987	21	16	90	673	43	9	2074
*** BREAK ***															
04:00 PM	16	2	4	13	0	23	6	235	8	4	37	237	18	4	607
04:15 PM	27	1	7	8	1	34	14	226	6	5	26	261	23	4	643
04:30 PM	26	2	6	11	2	21	11	252	5	7	26	285	22	9	685
04:45 PM	19	0	14	12	2	27	13	264	7	7	25	259	30	2	681
Total	88	5	31	44	5	105	44	977	26	23	114	1042	93	19	2616
05:00 PM	42	4	8	10	2	42	15	239	8	7	35	269	29	3	713
05:15 PM	19	2	4	10	2	36	5	248	10	10	35	279	34	7	701
05:30 PM	18	1	10	12	3	31	4	235	9	11	33	272	45	10	694
05:45 PM	24	2	7	2	2	38	18	269	23	2	29	208	28	5	657
Total	103	9	29	34	9	147	42	991	50	30	132	1028	136	25	2765
Grand Total	320	24	111	163	41	384	117	3971	155	90	471	3260	341	63	9511
Apprch %	70.3	5.3	24.4	27.7	7	65.3	2.7	91.6	3.6	2.1	11.4	78.8	8.2	1.5	
Total %	3.4	0.3	1.2	1.7	0.4	4	1.2	41.8	1.6	0.9	5	34.3	3.6	0.7	

Manual Traffic Count - All Traffic
Okeechobee Rd and Crossroad/Peters Rd
Fort Pierce, FL

File Name : OKCRAMPM
Site Code : SW2018
Start Date : 12/10/2020
Page No : 2

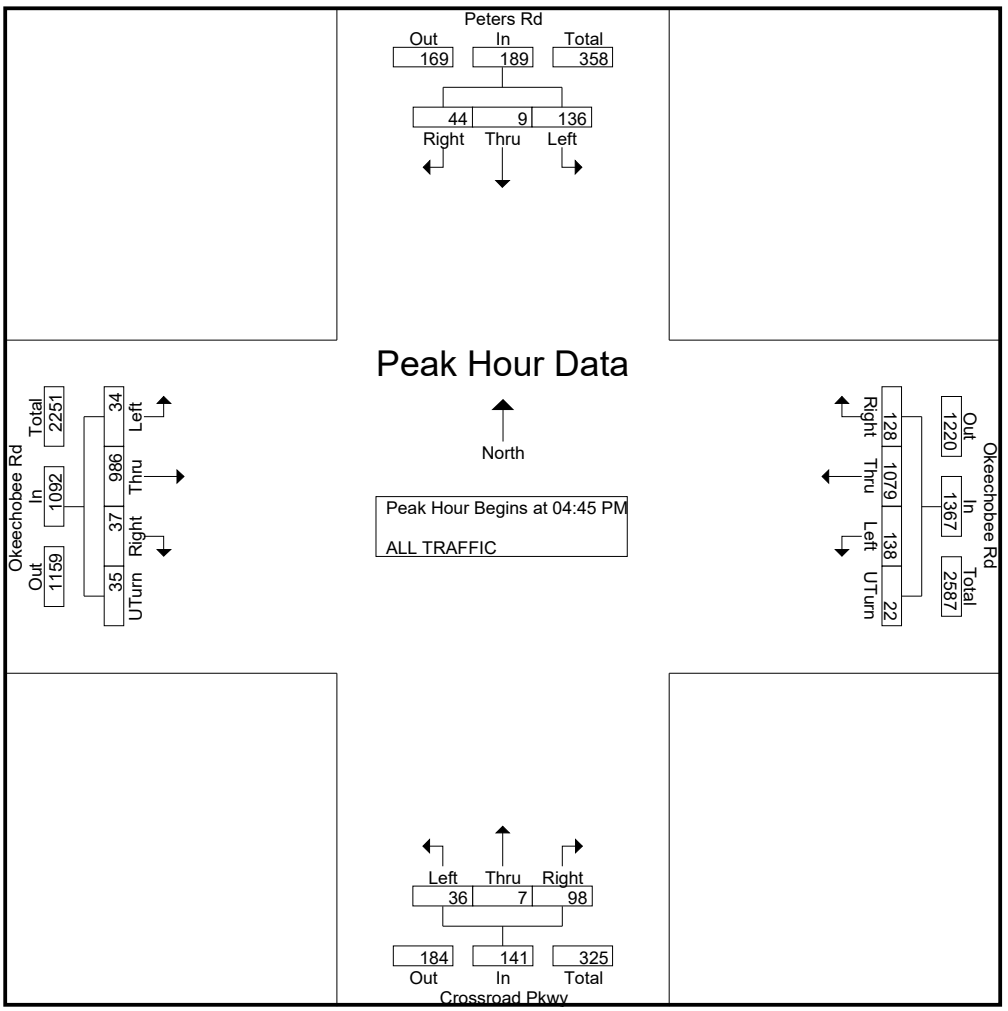
	Crossroad Pkwy NB				Peters Rd SB				Okeechobee Rd EB					Okeechobee Rd WB					
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	UTurn	App. Total	Right	Thru	Left	UTurn	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																			
Peak Hour for Entire Intersection Begins at 07:30 AM																			
07:30 AM	13	2	7	22	8	4	20	32	4	320	15	3	342	38	164	17	2	221	617
07:45 AM	19	1	6	26	16	3	21	40	5	270	12	9	296	46	138	20	2	206	568
08:00 AM	9	1	8	18	15	4	21	40	1	268	3	2	274	26	148	9	0	183	515
08:15 AM	10	2	3	15	9	5	16	30	2	258	9	4	273	18	188	11	3	220	538
Total Volume	51	6	24	81	48	16	78	142	12	1116	39	18	1185	128	638	57	7	830	2238
% App. Total	63	7.4	29.6		33.8	11.3	54.9		1	94.2	3.3	1.5		15.4	76.9	6.9	0.8		
PHF	.671	.750	.750	.779	.750	.800	.929	.888	.600	.872	.650	.500	.866	.696	.848	.713	.583	.939	.907



Manual Traffic Count - All Traffic
Okeechobee Rd and Crossroad/Peters Rd
Fort Pierce, FL

File Name : OKCRAMPM
Site Code : SW2018
Start Date : 12/10/2020
Page No : 3

	Crossroad Pkwy NB				Peters Rd SB				Okeechobee Rd EB					Okeechobee Rd WB					
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	UTurn	App. Total	Right	Thru	Left	UTurn	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																			
Peak Hour for Entire Intersection Begins at 04:45 PM																			
04:45 PM	19	0	14	33	12	2	27	41	13	264	7	7	291	25	259	30	2	316	681
05:00 PM	42	4	8	54	10	2	42	54	15	239	8	7	269	35	269	29	3	336	713
05:15 PM	19	2	4	25	10	2	36	48	5	248	10	10	273	35	279	34	7	355	701
05:30 PM	18	1	10	29	12	3	31	46	4	235	9	11	259	33	272	45	10	360	694
Total Volume	98	7	36	141	44	9	136	189	37	986	34	35	1092	128	1079	138	22	1367	2789
% App. Total	69.5	5	25.5		23.3	4.8	72		3.4	90.3	3.1	3.2		9.4	78.9	10.1	1.6		
PHF	.583	.438	.643	.653	.917	.750	.810	.875	.617	.934	.850	.795	.938	.914	.967	.767	.550	.949	.978



KMF Traffic Group, LLC

www.kmftraffic.net

Manual Traffic Count - All Traffic
Okeechobee Rd and I-95 SB
Fort Pierce, FL

File Name : OKI95EB
Site Code : SW2018
Start Date : 12/10/2020
Page No : 1

Groups Printed- All Traffic

	I-95 SB OFF ramp SB		Okeechobee Rd EB			Okeechobee Rd WB	
Start Time	Right	Left	I-95 NB ON ramp	I-95 SB ON ramp	Thru	Thru	Int. Total
07:00 AM	30	37	63	49	137	108	424
07:15 AM	39	65	70	43	124	121	462
07:30 AM	55	77	95	31	237	164	659
07:45 AM	52	65	69	43	310	152	691
Total	176	244	297	166	808	545	2236
08:00 AM	55	56	83	43	172	128	537
08:15 AM	98	47	61	25	198	119	548
08:30 AM	83	33	87	38	153	116	510
08:45 AM	71	41	78	32	145	136	503
Total	307	177	309	138	668	499	2098
*** BREAK ***							
04:00 PM	76	57	132	50	92	216	623
04:15 PM	96	68	108	51	128	214	665
04:30 PM	109	65	125	58	116	224	697
04:45 PM	112	57	130	58	122	202	681
Total	393	247	495	217	458	856	2666
05:00 PM	120	79	117	67	139	213	735
05:15 PM	105	61	129	73	101	243	712
05:30 PM	104	70	140	53	91	246	704
05:45 PM	72	41	143	50	138	193	637
Total	401	251	529	243	469	895	2788
Grand Total	1277	919	1630	764	2403	2795	9788
Apprch %	58.2	41.8	34	15.9	50.1	100	
Total %	13	9.4	16.7	7.8	24.6	28.6	

Manual Traffic Count - All Traffic
Okeechobee Rd and I-95 SB
Fort Pierce, FL

File Name : OKI95EB
Site Code : SW2018
Start Date : 12/10/2020
Page No : 2

	I-95 SB OFF ramp SB			Okeechobee Rd EB				Okeechobee Rd WB		
Start Time	Right	Left	App. Total	I-95 NB ON ramp	I-95 SB ON ramp	Thru	App. Total	Thru	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:30 AM										
07:30 AM	55	77	132	95	31	237	363	164	164	659
07:45 AM	52	65	117	69	43	310	422	152	152	691
08:00 AM	55	56	111	83	43	172	298	128	128	537
08:15 AM	98	47	145	61	25	198	284	119	119	548
Total Volume	260	245	505	308	142	917	1367	563	563	2435
% App. Total	51.5	48.5		22.5	10.4	67.1		100		
PHF	.663	.795	.871	.811	.826	.740	.810	.858	.858	.881

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Manual Traffic Count - All Traffic
Okeechobee Rd and I-95 SB
Fort Pierce, FL

File Name : OKI95EB
Site Code : SW2018
Start Date : 12/10/2020
Page No : 3

	I-95 SB OFF ramp SB			Okeechobee Rd EB				Okeechobee Rd WB		
Start Time	Right	Left	App. Total	I-95 NB ON ramp	I-95 SB ON ramp	Thru	App. Total	Thru	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:45 PM										
04:45 PM	112	57	169	130	58	122	310	202	202	681
05:00 PM	120	79	199	117	67	139	323	213	213	735
05:15 PM	105	61	166	129	73	101	303	243	243	712
05:30 PM	104	70	174	140	53	91	284	246	246	704
Total Volume	441	267	708	516	251	453	1220	904	904	2832
% App. Total	62.3	37.7		42.3	20.6	37.1		100		
PHF	.919	.845	.889	.921	.860	.815	.944	.919	.919	.963

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Manual Traffic Count - All Traffic
Okeechobee Rd and I-95 NB Ramps
Fort Pierce, FL

File Name : OKWB I95
Site Code : SW2018
Start Date : 12/10/2020
Page No : 1

Groups Printed- ALL TRAFFIC

	NB OFF RAMP NB		Okeechobee Rd EB	Okeechobe Rd WB			
Start Time	Right	Left	Thru	NB on-ramp	SB on-ramp	Thru	Int. Total
07:00 AM	102	41	138	44	107	63	495
07:15 AM	248	39	160	58	122	103	730
07:30 AM	229	56	219	70	109	114	797
07:45 AM	312	55	204	68	137	104	880
Total	891	191	721	240	475	384	2902
08:00 AM	140	39	183	54	114	100	630
08:15 AM	115	38	217	48	109	101	628
08:30 AM	50	34	199	55	84	97	519
08:45 AM	55	35	207	76	75	96	544
Total	360	146	806	233	382	394	2321
*** BREAK ***							
04:00 PM	181	21	149	74	131	126	682
04:15 PM	172	41	196	66	151	133	759
04:30 PM	182	52	181	55	132	100	702
04:45 PM	145	66	179	58	165	129	742
Total	680	180	705	253	579	488	2885
05:00 PM	169	51	218	58	157	134	787
05:15 PM	222	30	162	54	187	145	800
05:30 PM	233	31	161	46	156	132	759
05:45 PM	189	28	179	43	161	128	728
Total	813	140	720	201	661	539	3074
Grand Total	2744	657	2952	927	2097	1805	11182
Apprch %	80.7	19.3	100	19.2	43.4	37.4	
Total %	24.5	5.9	26.4	8.3	18.8	16.1	

Manual Traffic Count - All Traffic
Okeechobee Rd and I-95 NB Ramps
Fort Pierce, FL

File Name : OKWB I95
Site Code : SW2018
Start Date : 12/10/2020
Page No : 2

	NB OFF RAMP NB			Okeechobee Rd EB		Okeechobe Rd WB				
Start Time	Right	Left	App. Total	Thru	App. Total	NB on-ramp	SB on-ramp	Thru	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:15 AM										
07:15 AM	248	39	287	160	160	58	122	103	283	730
07:30 AM	229	56	285	219	219	70	109	114	293	797
07:45 AM	312	55	367	204	204	68	137	104	309	880
08:00 AM	140	39	179	183	183	54	114	100	268	630
Total Volume	929	189	1118	766	766	250	482	421	1153	3037
% App. Total	83.1	16.9		100		21.7	41.8	36.5		
PHF	.744	.844	.762	.874	.874	.893	.880	.923	.933	.863

Manual Traffic Count - All Traffic
Okeechobee Rd and I-95 NB Ramps
Fort Pierce, FL

File Name : OKWB I95
Site Code : SW2018
Start Date : 12/10/2020

	NB OFF RAMP NB			Okeechobee Rd EB		Okeechobe Rd WB				
Start Time	Right	Left	App. Total	Thru	App. Total	NB on-ramp	SB on-ramp	Thru	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:45 PM										
04:45 PM	145	66	211	179	179	58	165	129	352	742
05:00 PM	169	51	220	218	218	58	157	134	349	787
05:15 PM	222	30	252	162	162	54	187	145	386	800
05:30 PM	233	31	264	161	161	46	156	132	334	759
Total Volume	769	178	947	720	720	216	665	540	1421	3088
% App. Total	81.2	18.8		100		15.2	46.8	38		
PHF	.825	.674	.897	.826	.826	.931	.889	.931	.920	.965

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Manual Traffic Count - All Traffic
Okeechobee Rd and Jenkins Rd
Fort Pierce, FL

File Name : OKJE
Site Code : SW2018
Start Date : 12/10/2020
Page No : 1

Groups Printed- ALL TRAFFIC

	Jenkins Rd NB			Jenkins Rd SB				Okeechobee Rd EB				Okeechobee Rd WB				
Start Time	Right	Thru	Left	Right	Thru	Left	UTurn	Right	Thru	Left	UTurn	Right	Thru	Left	UTurn	Int. Total
07:00 AM	2	31	65	19	45	26	3	66	215	11	10	31	127	11	7	669
07:15 AM	23	40	87	16	42	29	1	73	326	27	16	15	186	11	12	904
07:30 AM	36	39	102	26	61	66	6	100	388	48	15	14	201	14	17	1133
07:45 AM	16	28	78	25	32	60	5	81	434	40	24	19	196	13	11	1062
Total	77	138	332	86	180	181	15	320	1363	126	65	79	710	49	47	3768
08:00 AM	7	46	63	17	34	49	9	65	266	36	28	25	153	14	15	827
08:15 AM	9	32	66	12	29	76	13	50	277	22	25	34	165	8	20	838
08:30 AM	10	36	57	14	37	71	7	41	165	24	9	24	143	3	20	661
08:45 AM	4	27	51	18	30	40	5	42	178	33	25	32	175	7	15	682
Total	30	141	237	61	130	236	34	198	886	115	87	115	636	32	70	3008
*** BREAK ***																
04:00 PM	4	37	63	32	45	91	8	59	231	18	22	35	260	8	19	932
04:15 PM	19	39	95	38	48	87	7	97	230	27	14	27	240	8	17	993
04:30 PM	10	17	79	21	51	74	7	68	251	29	15	86	199	8	21	936
04:45 PM	7	26	69	17	35	71	8	60	206	32	26	41	279	3	17	897
Total	40	119	306	108	179	323	30	284	918	106	77	189	978	27	74	3758
05:00 PM	5	38	92	30	44	54	6	65	281	27	14	31	307	12	11	1017
05:15 PM	6	33	73	24	47	75	6	78	253	32	21	37	366	6	17	1074
05:30 PM	8	23	67	25	31	72	18	79	252	38	25	46	271	4	17	976
05:45 PM	6	24	57	18	38	74	17	57	271	31	9	36	264	8	18	928
Total	25	118	289	97	160	275	47	279	1057	128	69	150	1208	30	63	3995
Grand Total	172	516	1164	352	649	1015	126	1081	4224	475	298	533	3532	138	254	14529
Apprch %	9.3	27.9	62.9	16.4	30.3	47.4	5.9	17.8	69.5	7.8	4.9	12	79.2	3.1	5.7	
Total %	1.2	3.6	8	2.4	4.5	7	0.9	7.4	29.1	3.3	2.1	3.7	24.3	0.9	1.7	

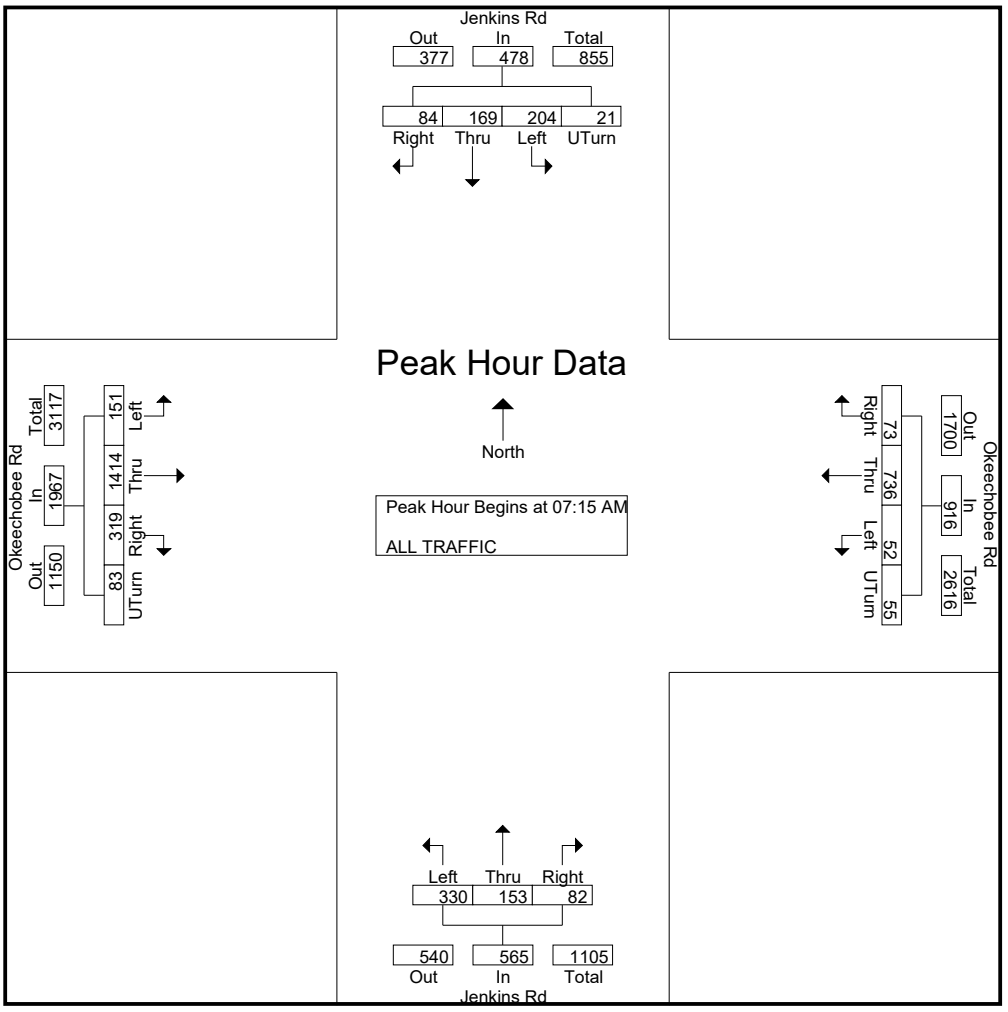
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Manual Traffic Count - All Traffic
Okeechobee Rd and Jenkins Rd
Fort Pierce, FL

File Name : OKJE
Site Code : SW2018
Start Date : 12/10/2020
Page No : 2

	Jenkins Rd NB				Jenkins Rd SB					Okeechobee Rd EB					Okeechobee Rd WB					
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	UTurn	App. Total	Right	Thru	Left	UTurn	App. Total	Right	Thru	Left	UTurn	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																				
Peak Hour for Entire Intersection Begins at 07:15 AM																				
07:15 AM	23	40	87	150	16	42	29	1	88	73	326	27	16	442	15	186	11	12	224	904
07:30 AM	36	39	102	177	26	61	66	6	159	100	388	48	15	551	14	201	14	17	246	1133
07:45 AM	16	28	78	122	25	32	60	5	122	81	434	40	24	579	19	196	13	11	239	1062
08:00 AM	7	46	63	116	17	34	49	9	109	65	266	36	28	395	25	153	14	15	207	827
Total Volume	82	153	330	565	84	169	204	21	478	319	1414	151	83	1967	73	736	52	55	916	3926
% App. Total	14.5	27.1	58.4		17.6	35.4	42.7	4.4		16.2	71.9	7.7	4.2		8	80.3	5.7	6		
PHF	.569	.832	.809	.798	.808	.693	.773	.583	.752	.798	.815	.786	.741	.849	.730	.915	.929	.809	.931	.866



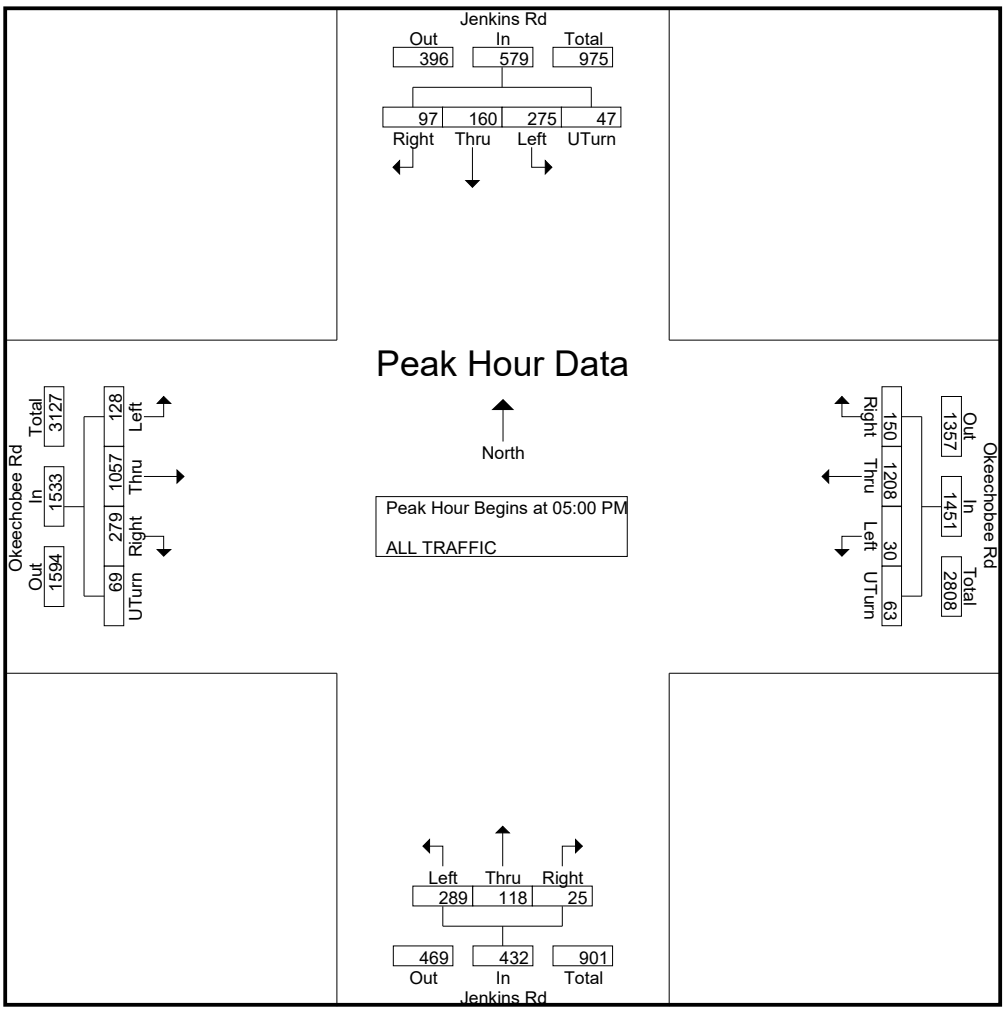
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Manual Traffic Count - All Traffic
Okeechobee Rd and Jenkins Rd
Fort Pierce, FL

File Name : OKJE
Site Code : SW2018
Start Date : 12/10/2020
Page No : 3

	Jenkins Rd NB				Jenkins Rd SB					Okeechobee Rd EB					Okeechobee Rd WB					
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	UTurn	App. Total	Right	Thru	Left	UTurn	App. Total	Right	Thru	Left	UTurn	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																				
Peak Hour for Entire Intersection Begins at 05:00 PM																				
05:00 PM	5	38	92	135	30	44	54	6	134	65	281	27	14	387	31	307	12	11	361	1017
05:15 PM	6	33	73	112	24	47	75	6	152	78	253	32	21	384	37	366	6	17	426	1074
05:30 PM	8	23	67	98	25	31	72	18	146	79	252	38	25	394	46	271	4	17	338	976
05:45 PM	6	24	57	87	18	38	74	17	147	57	271	31	9	368	36	264	8	18	326	928
Total Volume	25	118	289	432	97	160	275	47	579	279	1057	128	69	1533	150	1208	30	63	1451	3995
% App. Total	5.8	27.3	66.9		16.8	27.6	47.5	8.1		18.2	68.9	8.3	4.5		10.3	83.3	2.1	4.3		
PHF	.781	.776	.785	.800	.808	.851	.917	.653	.952	.883	.940	.842	.690	.973	.815	.825	.625	.875	.852	.930



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Manual Traffic Count - All Traffic
Jenkins Rd and Edwards Rd.
Fort Pierce, FL

File Name : EDJK
Site Code : SW2018
Start Date : 12/10/2020
Page No : 1

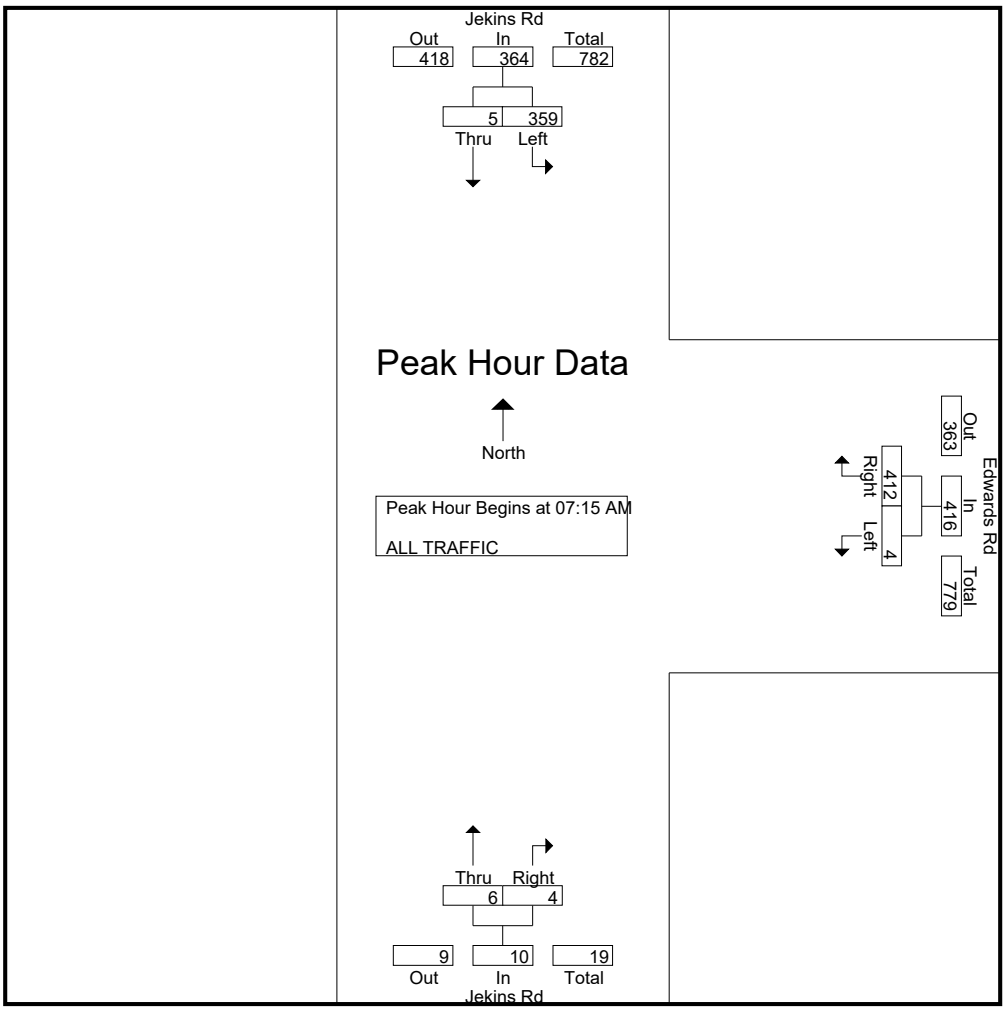
Groups Printed- ALL TRAFFIC

	Jekins Rd NB		Jekins Rd SB		Edwards Rd WB		
Start Time	Right	Thru	Thru	Left	Right	Left	Int. Total
07:00 AM	3	0	3	76	81	1	164
07:15 AM	2	1	1	89	108	1	202
07:30 AM	0	2	1	83	125	1	212
07:45 AM	0	2	3	98	99	1	203
Total	5	5	8	346	413	4	781
08:00 AM	2	1	0	89	80	1	173
08:15 AM	0	1	2	87	72	0	162
08:30 AM	4	0	3	111	91	4	213
08:45 AM	1	1	0	89	87	1	179
Total	7	3	5	376	330	6	727
*** BREAK ***							
04:00 PM	2	4	4	93	98	4	205
04:15 PM	1	6	0	122	97	2	228
04:30 PM	1	2	7	90	127	3	230
04:45 PM	3	3	6	99	74	2	187
Total	7	15	17	404	396	11	850
05:00 PM	4	2	8	109	110	1	234
05:15 PM	0	1	4	97	96	0	198
05:30 PM	1	0	6	84	80	3	174
05:45 PM	0	0	1	78	76	1	156
Total	5	3	19	368	362	5	762
Grand Total	24	26	49	1494	1501	26	3120
Apprch %	48	52	3.2	96.8	98.3	1.7	
Total %	0.8	0.8	1.6	47.9	48.1	0.8	

Manual Traffic Count - All Traffic
Jenkins Rd and Edwards Rd.
Fort Pierce, FL

File Name : EDJK
Site Code : SW2018
Start Date : 12/10/2020
Page No : 2

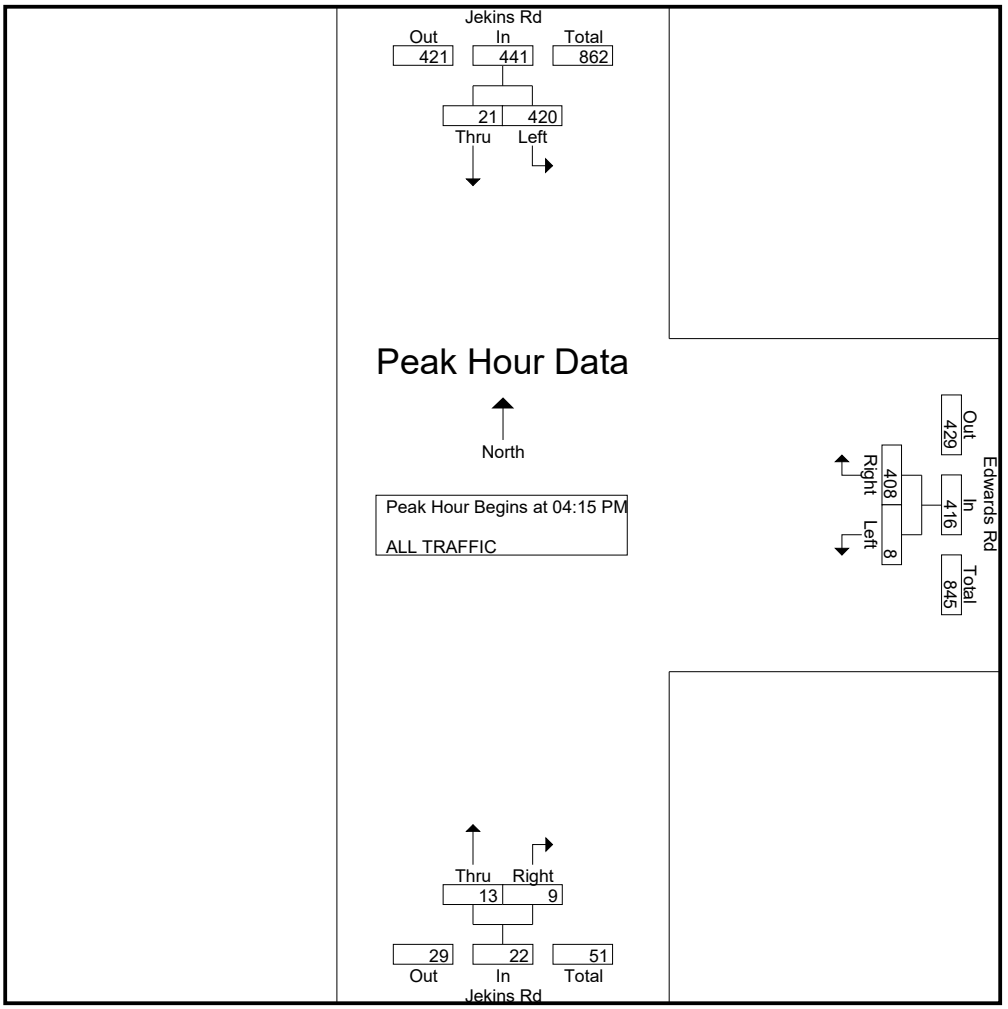
	Jekins Rd NB			Jekins Rd SB			Edwards Rd WB			
Start Time	Right	Thru	App. Total	Thru	Left	App. Total	Right	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:15 AM										
07:15 AM	2	1	3	1	89	90	108	1	109	202
07:30 AM	0	2	2	1	83	84	125	1	126	212
07:45 AM	0	2	2	3	98	101	99	1	100	203
08:00 AM	2	1	3	0	89	89	80	1	81	173
Total Volume	4	6	10	5	359	364	412	4	416	790
% App. Total	40	60		1.4	98.6		99	1		
PHF	.500	.750	.833	.417	.916	.901	.824	1.00	.825	.932



Manual Traffic Count - All Traffic
Jenkins Rd and Edwards Rd.
Fort Pierce, FL

File Name : EDJK
Site Code : SW2018
Start Date : 12/10/2020
Page No : 3

	Jekins Rd NB			Jekins Rd SB			Edwards Rd WB			
Start Time	Right	Thru	App. Total	Thru	Left	App. Total	Right	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:15 PM										
04:15 PM	1	6	7	0	122	122	97	2	99	228
04:30 PM	1	2	3	7	90	97	127	3	130	230
04:45 PM	3	3	6	6	99	105	74	2	76	187
05:00 PM	4	2	6	8	109	117	110	1	111	234
Total Volume	9	13	22	21	420	441	408	8	416	879
% App. Total	40.9	59.1		4.8	95.2		98.1	1.9		
PHF	.563	.542	.786	.656	.861	.904	.803	.667	.800	.939



2019 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
CATEGORY: 9401 CEN.-W OF US1 TO I95

MOCF: 0.94

WEEK	DATES	SF	PSCF
1	01/01/2019 - 01/05/2019	1.01	1.07
2	01/06/2019 - 01/12/2019	0.99	1.05
3	01/13/2019 - 01/19/2019	0.96	1.02
* 4	01/20/2019 - 01/26/2019	0.95	1.01
* 5	01/27/2019 - 02/02/2019	0.94	1.00
* 6	02/03/2019 - 02/09/2019	0.93	0.99
* 7	02/10/2019 - 02/16/2019	0.92	0.98
* 8	02/17/2019 - 02/23/2019	0.92	0.98
* 9	02/24/2019 - 03/02/2019	0.93	0.99
*10	03/03/2019 - 03/09/2019	0.93	0.99
*11	03/10/2019 - 03/16/2019	0.93	0.99
*12	03/17/2019 - 03/23/2019	0.94	1.00
*13	03/24/2019 - 03/30/2019	0.94	1.00
*14	03/31/2019 - 04/06/2019	0.95	1.01
*15	04/07/2019 - 04/13/2019	0.95	1.01
*16	04/14/2019 - 04/20/2019	0.96	1.02
17	04/21/2019 - 04/27/2019	0.97	1.03
18	04/28/2019 - 05/04/2019	0.98	1.04
19	05/05/2019 - 05/11/2019	0.99	1.05
20	05/12/2019 - 05/18/2019	1.00	1.06
21	05/19/2019 - 05/25/2019	1.01	1.07
22	05/26/2019 - 06/01/2019	1.02	1.09
23	06/02/2019 - 06/08/2019	1.02	1.09
24	06/09/2019 - 06/15/2019	1.03	1.10
25	06/16/2019 - 06/22/2019	1.04	1.11
26	06/23/2019 - 06/29/2019	1.05	1.12
27	06/30/2019 - 07/06/2019	1.05	1.12
28	07/07/2019 - 07/13/2019	1.06	1.13
29	07/14/2019 - 07/20/2019	1.07	1.14
30	07/21/2019 - 07/27/2019	1.06	1.13
31	07/28/2019 - 08/03/2019	1.06	1.13
32	08/04/2019 - 08/10/2019	1.05	1.12
33	08/11/2019 - 08/17/2019	1.04	1.11
34	08/18/2019 - 08/24/2019	1.05	1.12
35	08/25/2019 - 08/31/2019	1.07	1.14
36	09/01/2019 - 09/07/2019	1.08	1.15
37	09/08/2019 - 09/14/2019	1.10	1.17
38	09/15/2019 - 09/21/2019	1.11	1.18
39	09/22/2019 - 09/28/2019	1.09	1.16
40	09/29/2019 - 10/05/2019	1.07	1.14
41	10/06/2019 - 10/12/2019	1.04	1.11
42	10/13/2019 - 10/19/2019	1.02	1.09
43	10/20/2019 - 10/26/2019	1.02	1.09
44	10/27/2019 - 11/02/2019	1.02	1.09
45	11/03/2019 - 11/09/2019	1.01	1.07
46	11/10/2019 - 11/16/2019	1.01	1.07
47	11/17/2019 - 11/23/2019	1.01	1.07
48	11/24/2019 - 11/30/2019	1.01	1.07
49	12/01/2019 - 12/07/2019	1.01	1.07
50	12/08/2019 - 12/14/2019	1.01	1.07
51	12/15/2019 - 12/21/2019	1.01	1.07
52	12/22/2019 - 12/28/2019	0.99	1.05
53	12/29/2019 - 12/31/2019	0.96	1.02

* PEAK SEASON

2019 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
CATEGORY: 9402 WEST-W OF I95

MOCF: 0.92

WEEK	DATES	SF	PSCF
1	01/01/2019 - 01/05/2019	1.05	1.14
2	01/06/2019 - 01/12/2019	1.03	1.12
3	01/13/2019 - 01/19/2019	1.00	1.09
* 4	01/20/2019 - 01/26/2019	0.97	1.05
* 5	01/27/2019 - 02/02/2019	0.93	1.01
* 6	02/03/2019 - 02/09/2019	0.90	0.98
* 7	02/10/2019 - 02/16/2019	0.86	0.93
* 8	02/17/2019 - 02/23/2019	0.87	0.95
* 9	02/24/2019 - 03/02/2019	0.88	0.96
*10	03/03/2019 - 03/09/2019	0.89	0.97
*11	03/10/2019 - 03/16/2019	0.90	0.98
*12	03/17/2019 - 03/23/2019	0.91	0.99
*13	03/24/2019 - 03/30/2019	0.93	1.01
*14	03/31/2019 - 04/06/2019	0.94	1.02
*15	04/07/2019 - 04/13/2019	0.95	1.03
*16	04/14/2019 - 04/20/2019	0.97	1.05
17	04/21/2019 - 04/27/2019	0.99	1.08
18	04/28/2019 - 05/04/2019	1.00	1.09
19	05/05/2019 - 05/11/2019	1.02	1.11
20	05/12/2019 - 05/18/2019	1.04	1.13
21	05/19/2019 - 05/25/2019	1.06	1.15
22	05/26/2019 - 06/01/2019	1.07	1.16
23	06/02/2019 - 06/08/2019	1.09	1.18
24	06/09/2019 - 06/15/2019	1.10	1.20
25	06/16/2019 - 06/22/2019	1.11	1.21
26	06/23/2019 - 06/29/2019	1.12	1.22
27	06/30/2019 - 07/06/2019	1.12	1.22
28	07/07/2019 - 07/13/2019	1.13	1.23
29	07/14/2019 - 07/20/2019	1.14	1.24
30	07/21/2019 - 07/27/2019	1.13	1.23
31	07/28/2019 - 08/03/2019	1.13	1.23
32	08/04/2019 - 08/10/2019	1.12	1.22
33	08/11/2019 - 08/17/2019	1.12	1.22
34	08/18/2019 - 08/24/2019	1.11	1.21
35	08/25/2019 - 08/31/2019	1.10	1.20
36	09/01/2019 - 09/07/2019	1.09	1.18
37	09/08/2019 - 09/14/2019	1.08	1.17
38	09/15/2019 - 09/21/2019	1.08	1.17
39	09/22/2019 - 09/28/2019	1.05	1.14
40	09/29/2019 - 10/05/2019	1.03	1.12
41	10/06/2019 - 10/12/2019	1.00	1.09
42	10/13/2019 - 10/19/2019	0.98	1.07
43	10/20/2019 - 10/26/2019	0.97	1.05
44	10/27/2019 - 11/02/2019	0.96	1.04
45	11/03/2019 - 11/09/2019	0.94	1.02
46	11/10/2019 - 11/16/2019	0.93	1.01
47	11/17/2019 - 11/23/2019	0.95	1.03
48	11/24/2019 - 11/30/2019	0.98	1.07
49	12/01/2019 - 12/07/2019	1.00	1.09
50	12/08/2019 - 12/14/2019	1.02	1.11
51	12/15/2019 - 12/21/2019	1.05	1.14
52	12/22/2019 - 12/28/2019	1.03	1.12
53	12/29/2019 - 12/31/2019	1.00	1.09

* PEAK SEASON

APPENDIX F

SIGNAL TIMING SHEETS

From:	Ed Seissiger
To:	Bryan Kelley
Subject:	Timing sheets for Okeechobee Corridor
Date:	Monday, November 2, 2020 10:10:09 AM
Attachments:	image004.png image006.png image007.png image008.png image010.png image001.png SR70 Corridor-Oleander to Peters.pdf

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Bryon,
Please find attached timing sheets for the Okeechobee Corridor. I do not have anything current for the Turnpike and Okeechobee, this intersection has been under construction for 2 years and will be completely reconfigured when completed. Thus the timing and movements I currently have are invalid.
Regards,
Ed Seissiger

Edward Seissiger| Project Manager | City of Fort Pierce
Engineering Department
100 N. US Hwy 1
Fort Pierce, FL 34950
Phone: 772.467.3780 Fax: 772.460-6847
Website | Facebook | Survey

THE SUNRISE CITY FORT PIERCE Florida

From: John Andrews <jandrews@cityoffortpierce.com>
Sent: Tuesday, October 27, 2020 1:53 PM
To: Ed Seissiger <eseissiger@cityoffortpierce.com>
Subject: FW: SLC Signal Timing Contact

Ed,

Please provide the requested information.

John "Jack" R. Andrews, II, P.E.| City Engineer | City of Fort Pierce
Engineering Department
Phone: 772.467.3773 Fax: 772.460-6847 100 North U.S. 1 Fort Pierce, FL 34950

Website | Facebook | Survey

City of Fort Pierce Engineering Department

Intersection Timing Sheet

Name **SR-70 at Crossroads Parkway**

Part I — Actuated Timing Information

Non-coordinated Operation

Phase	1	2	3	4	5	6	7	8		
Approach	EBLT	WBT	SBLT	NB	WBLT	EBT	NBLT	SB		
Initial	5	12	5	8	5	12	5	8		
Passage	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		
Max1	20.0	60.0	20.0	30.0	20.0	60.0	20.0	30.0		
Yellow	4.8	4.8	3.7	3.7	4.8	4.8	3.7	3.7		
Red	2.0	2.2	3.5	3.5	2.0	2.2	3.5	3.5		
Walk		5.0		5.0		5.0		5.0		
Ped Clear		22.0		39.0		33.0		39.0		
Recall		Min				Min				
LT Type	Prot		Prot+Perm		Prot		Prot+Perm			

Part II — Coordinated Timing Information

Pattern Tables

PHASE	1	2	3	4	5	6	7	8	Cycle	Offset
Split Pattern 1	22	55	18	35	22	55	18	35	130	84
Split Pattern 2	17	57	20	36	17	57	20	36	130	33
Split Pattern 3	15	68	17	30	17	66	17	30	130	110
Split Pattern 4	15	45	15	25	15	45	15	25	100	6
Split Pattern 5	17	61	17	25	17	61	17	25	120	96

Schedule Implementation

Schedule Notes

Day Plan 1 (WEEKDAYS)			Day Plan 2 (WEEKENDS)			Day Plan 3 (Special)		
Start	End	Pattern	Start	End	Pattern			
0:00	6:30	Free	0:00	7:00	Free			
6:30	10:00	1	7:00	10:00	4			
10:00	15:00	2	10:00	18:00	5			
15:00	19:00	3	18:00	21:00	4			
19:00	21:00	4	21:00	0:00	Free			
21:00	0:00	Free						

Part III — Notes and Comments

1. Installed new system and signal timing by AECOM (FDOT Retiming Contract C9O28; FM 230017 7 32 01)

City of Fort Pierce Engineering Department

Intersection Timing Sheet

Name **SR-70 at I-95 SB Off-ramp**

Part I — Actuated Timing Information

Non-coordinated Operation

Phase	1	2	3	4	5	6	7	8		
Approach		WBT				EBT		SB Off-ramp		
Initial		5				5		7		
Passage		3.0				3.0		5.0		
Max1		40.0				40.0		40.0		
Yellow		4.8				4.8		4.0		
Red		2.0				2.0		2.8		
Walk		5.0								
Ped Clear		13.0								
Recall		Min				Min				
LT Type								Prot		

Part II — Coordinated Timing Information

Pattern Tables

PHASE	1	2	3	4	5	6	7	8	Cycle	Offset
Split Pattern 1		90				90		40	130	71
Split Pattern 2		90				90		40	130	30
Split Pattern 3		90				90		40	130	105
Split Pattern 4		70				70		30	100	5
Split Pattern 5		80				80		40	120	54

Schedule Implementation

Schedule Notes	Day Plan 1 (WEEKDAYS)			Day Plan 2 (WEEKENDS)			Day Plan 3 (Special)		
	Start	End	Pattern	Start	End	Pattern			
	0:00	6:30	Free	0:00	7:00	Free			
	6:30	10:00	1	7:00	10:00	4			
	10:00	15:00	2	10:00	18:00	5			
	15:00	19:00	3	18:00	21:00	4			
	19:00	21:00	4	21:00	0:00	Free			
	21:00	0:00	Free						

Part III — Notes and Comments

1. Installed new system and signal timing by AECOM (FDOT Retiming Contract C9O28; FM 230017 7 32 01)

FORT PIERCE

City of Fort Pierce Engineering Department

Intersection Timing Sheet

Name **SR-70 at I-95 NB Off-ramp**

Part I — Actuated Timing Information

Non-coordinated Operation

Phase	1	2	3	4	5	6	7	8		
Approach		WBT		NB Off-ramp		EBT				
Initial		12		7		12				
Passage		3.0		5.0		3.0				
Max1		40.0		40.0		40.0				
Yellow		4.8		4.0		4.8				
Red		2.0		3.0		2.0				
Walk						5.0				
Ped Clear						16.0				
Recall		Min				Min				
LT Type				Prot						

Part II — Coordinated Timing Information

Pattern Tables

PHASE	1	2	3	4	5	6	7	8	Cycle	Offset
Split Pattern 1		85		45		85			130	118
Split Pattern 2		90		40		90			130	80
Split Pattern 3		90		40		90			130	19
Split Pattern 4		65		35		65			100	35
Split Pattern 5		85		35		85			120	10

Schedule Implementation

Schedule Notes	Day Plan 1 (WEEKDAYS)			Day Plan 2 (WEEKENDS)			Day Plan 3 (Special)		
	Start	End	Pattern	Start	End	Pattern			
	0:00	6:30	Free	0:00	7:00	Free			
	6:30	9:00	1	7:00	10:00	4			
	9:00	15:00	2	10:00	18:00	5			
	15:00	19:00	3	18:00	21:00	4			
	19:00	21:00	4	21:00	0:00	Free			
	21:00	0:00	Free						

Part III — Notes and Comments

1. Installed new system and signal timing by AECOM (FDOT Retiming Contract C9O28; FM 230017 7 32 01)

City of Fort Pierce Engineering Department

Intersection Timing Sheet

Name **SR-70 at Jenkins Road**

Part I — *Actuated Timing Information*

Non-coordinated Operation

Phase	*1*	*2*	*3*	*4*	*5*	*6*	*7*	*8*		
Approach	EBLT	WBT	SBLT	NBT	WBLT	EBT	NBLT	SBT		
Initial	7	12	7	7	7	12	7	7		
Passage	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		
Max1	25.0	50.0	25.0	25.0	25.0	50.0	25.0	25.0		
Yellow	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8		
Red	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5		
Walk		5.0		5.0		5.0				
Ped Clear		34.0		47.0		26.0				
Recall		Min				Min				
LT Type	Prot		Prot		Prot		Prot			

Part II — *Coordinated Timing Information*

Pattern Tables

PHASE	*1*	*2*	*3*	*4*	*5*	*6*	*7*	*8*	*Cycle*	*Offset*
Split Pattern 1	21	46	32	31	21	46	32	31	130	12
Split Pattern 2	23	57	25	25	23	57	25	25	130	93
Split Pattern 3	25	52	28	25	15	62	28	25	130	36
Split Pattern 4	18	42	18	22	15	45	18	22	100	48
Split Pattern 5	18	57	20	25	18	57	20	25	120	38

Schedule Implementation

Schedule Notes	Day Plan 1 (WEEKDAYS)			Day Plan 2 (WEEKENDS)			Day Plan 3 (Special)		
	Start	End	Pattern	Start	End	Pattern			
	0:00	6:30	Free	0:00	7:00	Free			
	6:30	10:00	1	7:00	10:00	4			
	10:00	15:00	2	10:00	18:00	5			
	15:00	19:00	3	18:00	21:00	4			
	19:00	21:00	4	21:00	0:00	Free			
	21:00	0:00	Free						

Part III — *Notes and Comments*

1. Installed new system and signal timing by AECOM (FDOT Retiming Contract C9O28; FM 230017 7 32 01)

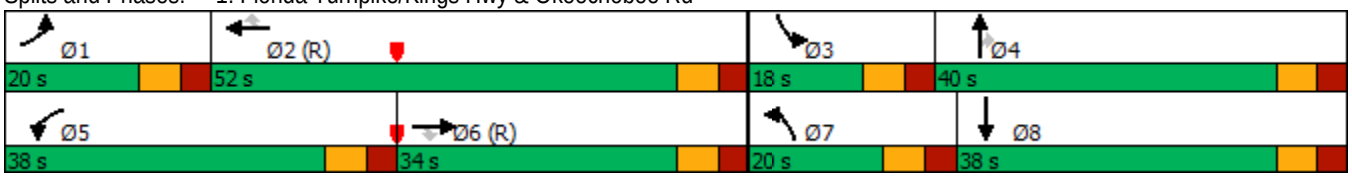
APPENDIX G

EXISTING CONDITIONS SYNCHRO PRINTOUTS

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations											
Traffic Volume (vph)	46	403	46	392	323	188	51	117	485	78	169
Future Volume (vph)	46	403	46	392	323	188	51	117	485	78	169
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA
Protected Phases	1	6		5	2		7	4		3	8
Permitted Phases			6			2			4		
Detector Phase	1	6	6	5	2	2	7	4	4	3	8
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
Total Split (s)	20.0	34.0	34.0	38.0	52.0	52.0	20.0	40.0	40.0	18.0	38.0
Total Split (%)	15.4%	26.2%	26.2%	29.2%	40.0%	40.0%	15.4%	30.8%	30.8%	13.8%	29.2%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	Max	Max	None	None
Act Effct Green (s)	9.2	35.9	35.9	22.1	51.3	51.3	9.5	35.3	35.3	8.7	37.0
Actuated g/C Ratio	0.07	0.28	0.28	0.17	0.39	0.39	0.07	0.27	0.27	0.07	0.28
v/c Ratio	0.42	0.33	0.09	0.76	0.26	0.28	0.45	0.26	0.48	0.39	0.42
Control Delay	67.8	39.1	0.3	54.0	12.8	4.3	68.6	39.6	4.7	62.9	41.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	67.8	39.1	0.3	54.0	12.8	4.3	68.6	39.6	4.7	62.9	41.9
LOS	E	D	A	D	B	A	E	D	A	E	D
Approach Delay		38.2			28.9			16.0			47.9
Approach LOS		D			C			B			D

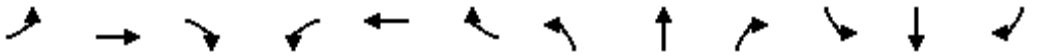
Intersection Summary	
Cycle Length: 130	
Actuated Cycle Length: 130	
Offset: 0 (0%), Referenced to phase 2:WBT and 6:EBT, Start of Green	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.76	
Intersection Signal Delay: 29.5	Intersection LOS: C
Intersection Capacity Utilization 57.0%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 1: Florida Turnpike/Kings Hwy & Okeechobee Rd



HCM 6th Signalized Intersection Summary
1: Florida Turnpike/Kings Hwy & Okeechobee Rd

01/25/2021



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	46	403	46	392	323	188	51	117	485	78	169	27
Future Volume (veh/h)	46	403	46	392	323	188	51	117	485	78	169	27
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1752	1752	1752	1752	1752	1752	1752	1752	1752	1752	1752	1752
Adj Flow Rate, veh/h	48	424	48	413	340	198	54	123	511	82	178	28
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	10	10	10	10	10	10	10	10	10	10	10	10
Cap, veh/h	61	1638	508	484	1516	676	68	445	663	126	372	59
Arrive On Green	0.04	0.34	0.34	0.15	0.46	0.46	0.04	0.25	0.25	0.04	0.25	0.25
Sat Flow, veh/h	1668	4782	1485	3237	3328	1485	1668	1752	2613	3237	1478	232
Grp Volume(v), veh/h	48	424	48	413	340	198	54	123	511	82	0	206
Grp Sat Flow(s),veh/h/ln	1668	1594	1485	1618	1664	1485	1668	1752	1306	1618	0	1710
Q Serve(g_s), s	3.7	8.3	2.9	16.2	8.1	10.9	4.2	7.3	23.6	3.2	0.0	13.3
Cycle Q Clear(g_c), s	3.7	8.3	2.9	16.2	8.1	10.9	4.2	7.3	23.6	3.2	0.0	13.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.14
Lane Grp Cap(c), veh/h	61	1638	508	484	1516	676	68	445	663	126	0	430
V/C Ratio(X)	0.79	0.26	0.09	0.85	0.22	0.29	0.79	0.28	0.77	0.65	0.00	0.48
Avail Cap(c_a), veh/h	167	1638	508	772	1516	676	167	445	663	274	0	430
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	62.1	30.8	29.0	53.9	21.5	22.2	61.8	38.9	45.0	61.6	0.0	41.4
Incr Delay (d2), s/veh	19.9	0.4	0.4	5.4	0.3	1.1	17.9	1.5	8.4	5.6	0.0	0.8
Initial Q Delay(d3),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
%ile BackOfQ(95%),veh/ln	3.4	5.9	2.0	11.3	5.8	7.3	3.8	6.1	13.2	2.6	0.0	9.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	82.1	31.2	29.4	59.3	21.8	23.3	79.7	40.5	53.4	67.2	0.0	42.2
LnGrp LOS	F	C	C	E	C	C	E	D	D	E	A	D
Approach Vol, veh/h		520			951			688			288	
Approach Delay, s/veh		35.7			38.4			53.2			49.3	
Approach LOS		D			D			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.7	66.2	12.1	40.0	26.4	51.5	12.3	39.7
Change Period (Y+Rc), s	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Max Green Setting (Gmax), s	13.0	45.0	11.0	33.0	31.0	27.0	13.0	31.0
Max Q Clear Time (g_c+I1), s	5.7	12.9	5.2	25.6	18.2	10.3	6.2	15.3
Green Ext Time (p_c), s	0.0	3.1	0.1	1.8	1.3	2.8	0.0	1.0

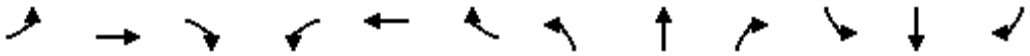
Intersection Summary	
HCM 6th Ctrl Delay	43.3
HCM 6th LOS	D

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations											
Traffic Volume (vph)	63	1239	13	71	914	142	27	7	57	87	18
Future Volume (vph)	63	1239	13	71	914	142	27	7	57	87	18
Turn Type	Prot	NA	Perm	Prot	NA	Perm	pm+pt	NA	Perm	pm+pt	NA
Protected Phases	1	6		5	2		7	4		3	8
Permitted Phases			6			2	4		4	8	
Detector Phase	1	6	6	5	2	2	7	4	4	3	8
Switch Phase											
Minimum Initial (s)	5.0	12.0	12.0	5.0	12.0	12.0	5.0	8.0	8.0	5.0	8.0
Minimum Split (s)	11.8	19.0	19.0	11.8	19.0	19.0	12.2	15.2	15.2	12.2	15.2
Total Split (s)	22.0	55.0	55.0	22.0	55.0	55.0	18.0	35.0	35.0	18.0	35.0
Total Split (%)	16.9%	42.3%	42.3%	16.9%	42.3%	42.3%	13.8%	26.9%	26.9%	13.8%	26.9%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.8	4.8	3.7	3.7	3.7	3.7	3.7
All-Red Time (s)	2.0	2.2	2.2	2.0	2.2	2.2	3.5	3.5	3.5	3.5	3.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.8	7.0	7.0	6.8	7.0	7.0	7.2	7.2	7.2	7.2	7.2
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None	None	None	None
Act Effct Green (s)	10.6	80.9	80.9	8.4	78.8	78.8	13.8	8.0	8.0	19.3	12.9
Actuated g/C Ratio	0.08	0.62	0.62	0.06	0.61	0.61	0.11	0.06	0.06	0.15	0.10
v/c Ratio	0.50	0.44	0.01	0.36	0.34	0.16	0.18	0.07	0.26	0.51	0.22
Control Delay	60.6	18.7	0.0	59.8	17.7	5.0	45.9	59.0	2.7	55.5	22.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	60.6	18.7	0.0	59.8	17.7	5.0	45.9	59.0	2.7	55.5	22.5
LOS	E	B	A	E	B	A	D	E	A	E	C
Approach Delay		20.5			18.8			19.6			40.7
Approach LOS		C			B			B			D

Intersection Summary	
Cycle Length: 130	
Actuated Cycle Length: 130	
Offset: 84 (65%), Referenced to phase 2:WBT and 6:EBT, Start of Green	
Natural Cycle: 65	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.51	
Intersection Signal Delay: 21.0	Intersection LOS: C
Intersection Capacity Utilization 57.1%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 2: Crossroads Pkwy & Okeechobee Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	63	1239	13	71	914	142	27	7	57	87	18	53
Future Volume (veh/h)	63	1239	13	71	914	142	27	7	57	87	18	53
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1752	1752	1752	1752	1752	1752	1752	1752	1752	1752	1752	1752
Adj Flow Rate, veh/h	66	1304	14	75	962	149	28	7	60	92	19	56
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	10	10	10	10	10	10	10	10	10	10	10	10
Cap, veh/h	83	2971	922	117	2905	902	172	108	91	235	168	150
Arrive On Green	0.05	0.62	0.62	0.07	1.00	1.00	0.02	0.06	0.06	0.06	0.10	0.10
Sat Flow, veh/h	1668	4782	1485	3237	4782	1485	1668	1752	1485	1668	1664	1485
Grp Volume(v), veh/h	66	1304	14	75	962	149	28	7	60	92	19	56
Grp Sat Flow(s),veh/h/ln	1668	1594	1485	1618	1594	1485	1668	1752	1485	1668	1664	1485
Q Serve(g_s), s	5.1	18.5	0.5	2.9	0.0	0.0	2.0	0.5	5.1	6.6	1.3	4.6
Cycle Q Clear(g_c), s	5.1	18.5	0.5	2.9	0.0	0.0	2.0	0.5	5.1	6.6	1.3	4.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	83	2971	922	117	2905	902	172	108	91	235	168	150
V/C Ratio(X)	0.79	0.44	0.02	0.64	0.33	0.17	0.16	0.07	0.66	0.39	0.11	0.37
Avail Cap(c_a), veh/h	195	2971	922	378	2905	902	270	375	317	266	356	317
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.99	0.99	0.99	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	61.1	12.8	9.4	59.5	0.0	0.0	55.2	57.5	59.7	52.6	53.1	54.6
Incr Delay (d2), s/veh	15.3	0.5	0.0	5.6	0.3	0.4	0.4	0.3	7.8	1.1	0.3	1.5
Initial Q Delay(d3),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
%ile BackOfQ(95%),veh/ln	4.5	10.8	0.3	2.3	0.1	0.2	1.6	0.4	3.8	5.1	1.0	3.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	76.3	13.3	9.4	65.1	0.3	0.4	55.7	57.7	67.5	53.7	53.4	56.1
LnGrp LOS	E	B	A	E	A	A	E	E	E	D	D	E
Approach Vol, veh/h		1384			1186			95			167	
Approach Delay, s/veh		16.3			4.4			63.3			54.4	
Approach LOS		B			A			E			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.3	86.0	15.6	15.2	11.5	87.8	10.4	20.4
Change Period (Y+Rc), s	6.8	* 7	* 7.2	* 7.2	6.8	* 7	* 7.2	* 7.2
Max Green Setting (Gmax), s	15.2	* 48	* 11	* 28	15.2	* 48	* 11	* 28
Max Q Clear Time (g_c+I1), s	7.1	2.0	8.6	7.1	4.9	20.5	4.0	6.6
Green Ext Time (p_c), s	0.1	9.5	0.0	0.2	0.1	11.5	0.0	0.3

Intersection Summary	
HCM 6th Ctrl Delay	15.1
HCM 6th LOS	B

Notes

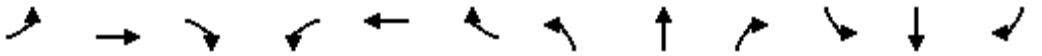
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBT	EBR	WBT	SBL	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	1018	500	625	272	0	289
Future Volume (vph)	1018	500	625	272	0	289
Turn Type	NA	Free	NA	Perm	NA	Perm
Protected Phases	6		2		4	
Permitted Phases		Free		4		4
Detector Phase	6		2	4	4	4
Switch Phase						
Minimum Initial (s)	5.0		5.0	7.0	7.0	7.0
Minimum Split (s)	11.8		11.8	13.8	13.8	13.8
Total Split (s)	90.0		90.0	40.0	40.0	40.0
Total Split (%)	69.2%		69.2%	30.8%	30.8%	30.8%
Yellow Time (s)	4.8		4.8	4.0	4.0	4.0
All-Red Time (s)	2.0		2.0	2.8	2.8	2.8
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	6.8		6.8	6.8	6.8	6.8
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	None		C-Max	None	None	None
Act Effct Green (s)	101.7	130.0	101.7	14.7	14.7	14.7
Actuated g/C Ratio	0.78	1.00	0.78	0.11	0.11	0.11
v/c Ratio	0.29	0.36	0.18	0.55	0.25	0.27
Control Delay	1.9	2.0	2.1	58.1	1.5	0.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	1.9	2.0	2.1	58.1	1.5	0.9
LOS	A	A	A	E	A	A
Approach Delay	2.0		2.1		28.7	
Approach LOS	A		A		C	

Intersection Summary	
Cycle Length: 130	
Actuated Cycle Length: 130	
Offset: 71 (55%), Referenced to phase 2:WBT, Start of Green	
Natural Cycle: 40	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.55	
Intersection Signal Delay: 7.5	Intersection LOS: A
Intersection Capacity Utilization 52.0%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 3: I-95 West & Okeechobee Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1018	500	0	625	0	0	0	0	272	0	289
Future Volume (veh/h)	0	1018	500	0	625	0	0	0	0	272	0	289
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1752	1752	0	1752	0				1752	1752	1752
Adj Flow Rate, veh/h	0	1072	0	0	658	0				286	0	304
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95				0.95	0.95	0.95
Percent Heavy Veh, %	0	10	10	0	10	0				10	10	10
Cap, veh/h	0	3804		0	3804	0				500	0	445
Arrive On Green	0.00	1.00	0.00	0.00	0.80	0.00				0.10	0.00	0.10
Sat Flow, veh/h	0	4940	1485	0	5098	0				5005	0	4454
Grp Volume(v), veh/h	0	1072	0	0	658	0				286	0	304
Grp Sat Flow(s),veh/h/ln	0	1594	1485	0	1594	0				1668	0	1485
Q Serve(g_s), s	0.0	0.0	0.0	0.0	4.2	0.0				7.1	0.0	8.6
Cycle Q Clear(g_c), s	0.0	0.0	0.0	0.0	4.2	0.0				7.1	0.0	8.6
Prop In Lane	0.00		1.00	0.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	3804		0	3804	0				500	0	445
V/C Ratio(X)	0.00	0.28		0.00	0.17	0.00				0.57	0.00	0.68
Avail Cap(c_a), veh/h	0	3804		0	3804	0				1278	0	1137
HCM Platoon Ratio	1.00	2.00	2.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.90	0.00	0.00	0.99	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	0.0	3.2	0.0				55.9	0.0	56.5
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.1	0.0				1.0	0.0	1.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.0	0.0	0.0	0.0	2.1	0.0				5.5	0.0	5.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.0	0.0	0.0	3.3	0.0				56.9	0.0	58.4
LnGrp LOS	A	A		A	A	A				E	A	E
Approach Vol, veh/h		1072	A		658						590	
Approach Delay, s/veh		0.0			3.3						57.7	
Approach LOS		A			A						E	

Timer - Assigned Phs		2		4		6						
Phs Duration (G+Y+Rc), s		110.2		19.8		110.2						
Change Period (Y+Rc), s		6.8		* 6.8		6.8						
Max Green Setting (Gmax), s		83.2		* 33		83.2						
Max Q Clear Time (g_c+I1), s		6.2		10.6		2.0						
Green Ext Time (p_c), s		5.5		2.4		10.6						

Intersection Summary	
HCM 6th Ctrl Delay	15.6
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

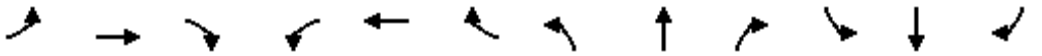
Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBT	WBT	WBR	NBL	NBR
Lane Configurations					
Traffic Volume (vph)	850	467	813	210	1031
Future Volume (vph)	850	467	813	210	1031
Turn Type	NA	NA	Free	Prot	Prot
Protected Phases	6	2		4	4
Permitted Phases			Free		
Detector Phase	6	2		4	4
Switch Phase					
Minimum Initial (s)	12.0	12.0		7.0	7.0
Minimum Split (s)	18.8	18.8		14.0	14.0
Total Split (s)	85.0	85.0		45.0	45.0
Total Split (%)	65.4%	65.4%		34.6%	34.6%
Yellow Time (s)	4.8	4.8		4.0	4.0
All-Red Time (s)	2.0	2.0		3.0	3.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0
Total Lost Time (s)	6.8	6.8		7.0	7.0
Lead/Lag					
Lead-Lag Optimize?					
Recall Mode	C-Max	None		None	None
Act Effct Green (s)	80.3	80.3	130.0	35.9	35.9
Actuated g/C Ratio	0.62	0.62	1.00	0.28	0.28
v/c Ratio	0.31	0.17	0.58	0.17	0.92
Control Delay	11.3	11.6	11.0	35.6	43.7
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	11.3	11.6	11.0	35.6	43.7
LOS	B	B	B	D	D
Approach Delay	11.3	11.2			
Approach LOS	B	B			

Intersection Summary	
Cycle Length: 130	
Actuated Cycle Length: 130	
Offset: 118 (91%), Referenced to phase 6:EBT, Start of Green	
Natural Cycle: 50	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.92	
Intersection Signal Delay: 22.7	Intersection LOS: C
Intersection Capacity Utilization 52.0%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 4: I-95 East & Okeechobee Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑			↑↑↑	↱	↰↰↰		↱↱↱			
Traffic Volume (veh/h)	0	850	0	0	467	813	210	0	1031	0	0	0
Future Volume (veh/h)	0	850	0	0	467	813	210	0	1031	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	0	1752	0	0	1752	1752	1752	0	1752			
Adj Flow Rate, veh/h	0	895	0	0	492	0	221	0	1085			
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95			
Percent Heavy Veh, %	0	10	0	0	10	10	10	0	10			
Cap, veh/h	0	2877	0	0	2877		1375	0	989			
Arrive On Green	0.00	0.60	0.00	0.00	1.00	0.00	0.29	0.00	0.29			
Sat Flow, veh/h	0	5098	0	0	4940	1485	4705	0	3385			
Grp Volume(v), veh/h	0	895	0	0	492	0	221	0	1085			
Grp Sat Flow(s),veh/h/ln	0	1594	0	0	1594	1485	1568	0	1128			
Q Serve(g_s), s	0.0	11.9	0.0	0.0	0.0	0.0	4.5	0.0	38.0			
Cycle Q Clear(g_c), s	0.0	11.9	0.0	0.0	0.0	0.0	4.5	0.0	38.0			
Prop In Lane	0.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	0	2877	0	0	2877		1375	0	989			
V/C Ratio(X)	0.00	0.31	0.00	0.00	0.17		0.16	0.00	1.10			
Avail Cap(c_a), veh/h	0	2877	0	0	2877		1375	0	989			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.67	1.67	1.00	1.00	1.00			
Upstream Filter(I)	0.00	0.95	0.00	0.00	0.90	0.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	0.0	12.7	0.0	0.0	0.0	0.0	34.2	0.0	46.0			
Incr Delay (d2), s/veh	0.0	0.3	0.0	0.0	0.0	0.0	0.1	0.0	58.8			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(95%),veh/ln	0.0	7.6	0.0	0.0	0.0	0.0	3.2	0.0	23.8			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	13.0	0.0	0.0	0.0	0.0	34.2	0.0	104.8			
LnGrp LOS	A	B	A	A	A		C	A	F			
Approach Vol, veh/h		895			492	A		1306				
Approach Delay, s/veh		13.0			0.0			92.8				
Approach LOS		B			A			F				

Timer - Assigned Phs		2		4		6						
Phs Duration (G+Y+Rc), s		85.0		45.0		85.0						
Change Period (Y+Rc), s		6.8		7.0		6.8						
Max Green Setting (Gmax), s		78.2		38.0		78.2						
Max Q Clear Time (g_c+I1), s		2.0		40.0		13.9						
Green Ext Time (p_c), s		3.9		0.0		8.1						

Intersection Summary		
HCM 6th Ctrl Delay		49.3
HCM 6th LOS		D

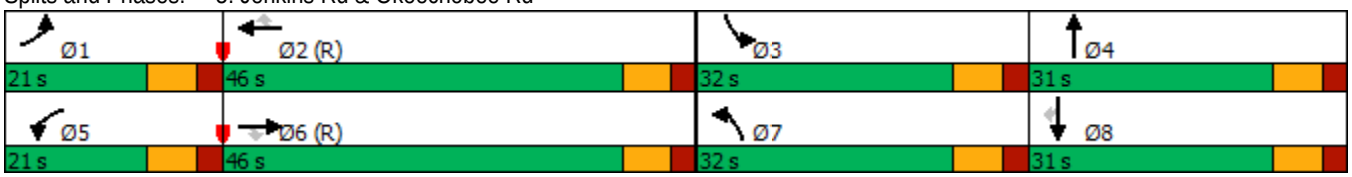
Notes

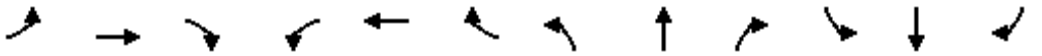
Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	250	1513	341	114	788	78	353	164	241	181	90
Future Volume (vph)	250	1513	341	114	788	78	353	164	241	181	90
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Prot	NA	Perm
Protected Phases	1	6		5	2		7	4	3	8	
Permitted Phases			6			2					8
Detector Phase	1	6	6	5	2	2	7	4	3	8	8
Switch Phase											
Minimum Initial (s)	7.0	12.0	12.0	7.0	12.0	12.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	14.3	19.3	19.3	14.3	19.3	19.3	14.3	14.3	14.3	14.3	14.3
Total Split (s)	21.0	46.0	46.0	21.0	46.0	46.0	32.0	31.0	32.0	31.0	31.0
Total Split (%)	16.2%	35.4%	35.4%	16.2%	35.4%	35.4%	24.6%	23.8%	24.6%	23.8%	23.8%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8
All-Red Time (s)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.3	7.3	7.3	7.3	7.3	7.3	7.3	7.3	7.3	7.3	7.3
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None	None	None	None
Act Effct Green (s)	15.6	54.1	54.1	14.5	53.0	53.0	19.7	17.0	15.2	12.5	12.5
Actuated g/C Ratio	0.12	0.42	0.42	0.11	0.41	0.41	0.15	0.13	0.12	0.10	0.10
v/c Ratio	0.66	0.62	0.42	0.62	0.33	0.11	0.74	0.55	0.65	0.58	0.33
Control Delay	70.9	21.2	2.7	68.9	28.2	0.3	61.6	43.2	62.7	62.9	3.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	70.9	21.2	2.7	68.9	28.2	0.3	61.6	43.2	62.7	62.9	3.2
LOS	E	C	A	E	C	A	E	D	E	E	A
Approach Delay		24.1			30.7			53.9		52.3	
Approach LOS		C			C			D		D	

Intersection Summary	
Cycle Length: 130	
Actuated Cycle Length: 130	
Offset: 0 (0%), Referenced to phase 2:WBT and 6:EBT, Start of Green	
Natural Cycle: 80	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.74	
Intersection Signal Delay: 33.4	Intersection LOS: C
Intersection Capacity Utilization 68.5%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 5: Jenkins Rd & Okeechobee Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	250	1513	341	114	788	78	353	164	88	241	181	90
Future Volume (veh/h)	250	1513	341	114	788	78	353	164	88	241	181	90
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1826	1826	1826	1826	1826	1826	1826	1826	1826	1826	1826	1826
Adj Flow Rate, veh/h	263	1593	359	120	829	82	372	173	93	254	191	95
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	5	5	5	5	5	5	5	5	5	5	5	5
Cap, veh/h	311	3001	739	144	2943	725	439	267	137	319	294	131
Arrive On Green	0.18	0.96	0.96	0.08	0.47	0.47	0.13	0.12	0.12	0.09	0.08	0.08
Sat Flow, veh/h	3374	6281	1547	1739	6281	1547	3374	2218	1137	3374	3469	1547
Grp Volume(v), veh/h	263	1593	359	120	829	82	372	133	133	254	191	95
Grp Sat Flow(s),veh/h/ln	1687	1570	1547	1739	1570	1547	1687	1735	1621	1687	1735	1547
Q Serve(g_s), s	9.8	3.0	2.5	8.8	10.5	3.9	14.0	9.5	10.2	9.6	6.9	7.8
Cycle Q Clear(g_c), s	9.8	3.0	2.5	8.8	10.5	3.9	14.0	9.5	10.2	9.6	6.9	7.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.70	1.00		1.00
Lane Grp Cap(c), veh/h	311	3001	739	144	2943	725	439	209	195	319	294	131
V/C Ratio(X)	0.85	0.53	0.49	0.83	0.28	0.11	0.85	0.64	0.68	0.80	0.65	0.73
Avail Cap(c_a), veh/h	356	3001	739	183	2943	725	641	316	296	641	632	282
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.72	0.72	0.72	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	52.1	1.6	1.6	58.7	21.2	19.4	55.3	54.5	54.8	57.6	57.6	58.0
Incr Delay (d2), s/veh	11.7	0.5	1.6	22.1	0.2	0.3	7.1	3.2	4.1	4.6	2.4	7.4
Initial Q Delay(d3),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
%ile BackOfQ(95%),veh/ln	7.2	1.2	1.5	8.4	7.1	2.6	10.5	7.8	7.8	7.7	5.7	6.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	63.8	2.1	3.2	80.9	21.4	19.7	62.3	57.7	58.9	62.2	60.1	65.4
LnGrp LOS	E	A	A	F	C	B	E	E	E	E	E	E
Approach Vol, veh/h		2215			1031			638			540	
Approach Delay, s/veh		9.6			28.2			60.7			62.0	
Approach LOS		A			C			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	19.3	68.2	19.6	22.9	18.1	69.4	24.2	18.3
Change Period (Y+Rc), s	7.3	7.3	7.3	7.3	7.3	7.3	7.3	7.3
Max Green Setting (Gmax), s	13.7	38.7	24.7	23.7	13.7	38.7	24.7	23.7
Max Q Clear Time (g_c+I1), s	11.8	12.5	11.6	12.2	10.8	5.0	16.0	9.8
Green Ext Time (p_c), s	0.2	6.7	0.7	1.1	0.1	18.3	0.9	1.2

Intersection Summary	
HCM 6th Ctrl Delay	27.7
HCM 6th LOS	C

Intersection	
Int Delay, s/veh	9.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	4	441	7	4	384	5
Future Vol, veh/h	4	441	7	4	384	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	5	5	5	5	5	5
Mvmt Flow	4	464	7	4	404	5

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	822	9	0	0	11	0
Stage 1	9	-	-	-	-	-
Stage 2	813	-	-	-	-	-
Critical Hdwy	6.45	6.25	-	-	4.15	-
Critical Hdwy Stg 1	5.45	-	-	-	-	-
Critical Hdwy Stg 2	5.45	-	-	-	-	-
Follow-up Hdwy	3.545	3.345	-	-	2.245	-
Pot Cap-1 Maneuver	340	1064	-	-	1589	-
Stage 1	1006	-	-	-	-	-
Stage 2	431	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	253	1064	-	-	1589	-
Mov Cap-2 Maneuver	253	-	-	-	-	-
Stage 1	749	-	-	-	-	-
Stage 2	431	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11.3	0	7.9
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	1034	1589	-
HCM Lane V/C Ratio	-	-	0.453	0.254	-
HCM Control Delay (s)	-	-	11.3	8	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	2.4	1	-

Timings
1: Florida Turnpike/Kings Hwy & Okeechobee Rd

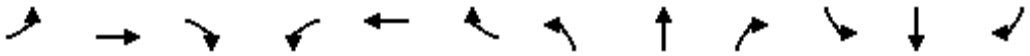
12/22/2020

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations											
Traffic Volume (vph)	49	334	29	454	481	164	73	120	516	204	191
Future Volume (vph)	49	334	29	454	481	164	73	120	516	204	191
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA
Protected Phases	1	6		5	2		7	4		3	8
Permitted Phases			6			2			4		
Detector Phase	1	6	6	5	2	2	7	4	4	3	8
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
Total Split (s)	19.0	29.0	29.0	39.0	49.0	49.0	22.0	39.0	39.0	23.0	40.0
Total Split (%)	14.6%	22.3%	22.3%	30.0%	37.7%	37.7%	16.9%	30.0%	30.0%	17.7%	30.8%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None	None	None	None
Act Effct Green (s)	9.5	43.2	43.2	24.7	61.0	61.0	11.2	20.5	20.5	13.6	25.6
Actuated g/C Ratio	0.07	0.33	0.33	0.19	0.47	0.47	0.09	0.16	0.16	0.10	0.20
v/c Ratio	0.44	0.22	0.05	0.79	0.33	0.22	0.55	0.46	0.63	0.65	0.72
Control Delay	68.1	35.0	0.1	63.9	40.8	19.6	70.6	53.4	6.9	64.9	59.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	68.1	35.0	0.1	63.9	40.8	19.6	70.6	53.4	6.9	64.9	59.7
LOS	E	D	A	E	D	B	E	D	A	E	E
Approach Delay		36.5			47.1			21.3			62.1
Approach LOS		D			D			C			E

Intersection Summary	
Cycle Length: 130	
Actuated Cycle Length: 130	
Offset: 0 (0%), Referenced to phase 2:WBT and 6:EBT, Start of Green	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.79	
Intersection Signal Delay: 41.1	Intersection LOS: D
Intersection Capacity Utilization 59.4%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 1: Florida Turnpike/Kings Hwy & Okeechobee Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	49	334	29	454	481	164	73	120	516	204	191	40
Future Volume (veh/h)	49	334	29	454	481	164	73	120	516	204	191	40
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1752	1752	1752	1752	1752	1752	1752	1752	1752	1752	1752	1752
Adj Flow Rate, veh/h	52	352	31	478	506	173	77	126	543	215	201	42
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	10	10	10	10	10	10	10	10	10	10	10	10
Cap, veh/h	66	1456	452	550	1448	646	96	398	593	269	355	74
Arrive On Green	0.04	0.30	0.30	0.17	0.44	0.44	0.06	0.23	0.23	0.08	0.25	0.25
Sat Flow, veh/h	1668	4782	1485	3237	3328	1485	1668	1752	2613	3237	1405	294
Grp Volume(v), veh/h	52	352	31	478	506	173	77	126	543	215	0	243
Grp Sat Flow(s),veh/h/ln	1668	1594	1485	1618	1664	1485	1668	1752	1306	1618	0	1699
Q Serve(g_s), s	4.0	7.2	1.9	18.7	13.2	9.7	5.9	7.8	26.4	8.5	0.0	16.2
Cycle Q Clear(g_c), s	4.0	7.2	1.9	18.7	13.2	9.7	5.9	7.8	26.4	8.5	0.0	16.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.17
Lane Grp Cap(c), veh/h	66	1456	452	550	1448	646	96	398	593	269	0	429
V/C Ratio(X)	0.79	0.24	0.07	0.87	0.35	0.27	0.80	0.32	0.92	0.80	0.00	0.57
Avail Cap(c_a), veh/h	154	1456	452	797	1448	646	193	431	643	398	0	431
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	61.9	33.9	32.1	52.5	24.5	23.5	60.5	41.9	49.0	58.5	0.0	42.4
Incr Delay (d2), s/veh	18.6	0.4	0.3	7.2	0.7	1.0	13.9	0.5	17.1	6.9	0.0	1.7
Initial Q Delay(d3),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
%ile BackOfQ(95%),veh/ln	3.7	5.2	1.3	12.8	9.2	6.5	5.2	6.2	15.2	6.7	0.0	11.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	80.5	34.3	32.4	59.7	25.1	24.5	74.4	42.3	66.2	65.4	0.0	44.1
LnGrp LOS	F	C	C	E	C	C	E	D	E	E	A	D
Approach Vol, veh/h		435			1157			746			458	
Approach Delay, s/veh		39.7			39.3			63.0			54.1	
Approach LOS		D			D			E			D	

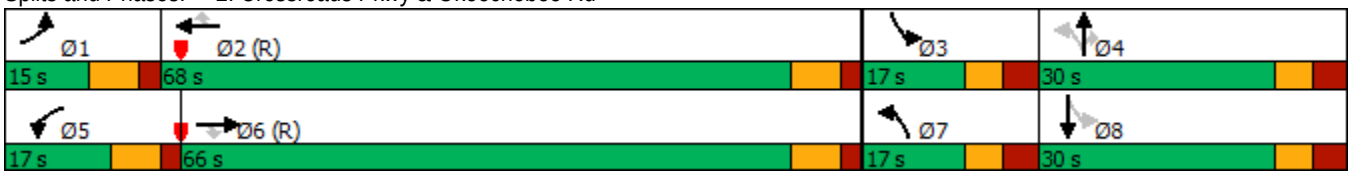
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.1	63.6	17.8	36.5	29.1	46.6	14.5	39.8
Change Period (Y+Rc), s	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Max Green Setting (Gmax), s	12.0	42.0	16.0	32.0	32.0	22.0	15.0	33.0
Max Q Clear Time (g_c+I1), s	6.0	15.2	10.5	28.4	20.7	9.2	7.9	18.2
Green Ext Time (p_c), s	0.0	4.3	0.3	1.1	1.4	2.0	0.1	1.2

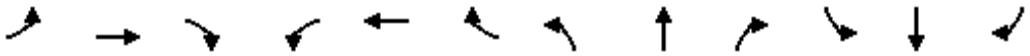
Intersection Summary	
HCM 6th Ctrl Delay	48.1
HCM 6th LOS	D

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations											
Traffic Volume (vph)	89	1100	47	179	1493	147	32	10	114	163	10
Future Volume (vph)	89	1100	47	179	1493	147	32	10	114	163	10
Turn Type	Prot	NA	Perm	Prot	NA	Perm	pm+pt	NA	Perm	pm+pt	NA
Protected Phases	1	6		5	2		7	4		3	8
Permitted Phases			6			2	4		4	8	
Detector Phase	1	6	6	5	2	2	7	4	4	3	8
Switch Phase											
Minimum Initial (s)	5.0	12.0	12.0	5.0	12.0	12.0	5.0	8.0	8.0	5.0	8.0
Minimum Split (s)	11.8	19.0	19.0	11.8	19.0	19.0	12.2	15.2	15.2	12.2	15.2
Total Split (s)	15.0	66.0	66.0	17.0	68.0	68.0	17.0	30.0	30.0	17.0	30.0
Total Split (%)	11.5%	50.8%	50.8%	13.1%	52.3%	52.3%	13.1%	23.1%	23.1%	13.1%	23.1%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.8	4.8	3.7	3.7	3.7	3.7	3.7
All-Red Time (s)	2.0	2.2	2.2	2.0	2.2	2.2	3.5	3.5	3.5	3.5	3.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.8	7.0	7.0	6.8	7.0	7.0	7.2	7.2	7.2	7.2	7.2
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None	None	None	None
Act Effct Green (s)	14.3	70.5	70.5	13.2	69.3	69.3	16.0	8.3	8.3	21.6	15.8
Actuated g/C Ratio	0.11	0.54	0.54	0.10	0.53	0.53	0.12	0.06	0.06	0.17	0.12
v/c Ratio	0.52	0.45	0.06	0.58	0.63	0.18	0.19	0.10	0.51	0.83	0.13
Control Delay	54.9	22.0	0.7	68.0	22.2	3.0	46.0	59.1	11.8	79.9	23.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	54.9	22.0	0.7	68.0	22.2	3.0	46.0	59.1	11.8	79.9	23.2
LOS	D	C	A	E	C	A	D	E	B	E	C
Approach Delay		23.6			25.2			22.0			66.9
Approach LOS		C			C			C			E

Intersection Summary	
Cycle Length: 130	
Actuated Cycle Length: 130	
Offset: 110 (85%), Referenced to phase 2:WBT and 6:EBT, Start of Green	
Natural Cycle: 80	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.83	
Intersection Signal Delay: 27.0	Intersection LOS: C
Intersection Capacity Utilization 67.0%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 2: Crossroads Pkwy & Okeechobee Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	89	1100	47	179	1493	147	32	10	114	163	10	38
Future Volume (veh/h)	89	1100	47	179	1493	147	32	10	114	163	10	38
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1752	1752	1752	1752	1752	1752	1752	1752	1752	1752	1752	1752
Adj Flow Rate, veh/h	94	1158	49	188	1572	155	34	11	120	172	11	40
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	10	10	10	10	10	10	10	10	10	10	10	10
Cap, veh/h	105	2577	800	233	2620	813	223	170	144	289	241	215
Arrive On Green	0.06	0.54	0.54	0.14	1.00	1.00	0.03	0.10	0.10	0.08	0.14	0.14
Sat Flow, veh/h	1668	4782	1485	3237	4782	1485	1668	1752	1485	1668	1664	1485
Grp Volume(v), veh/h	94	1158	49	188	1572	155	34	11	120	172	11	40
Grp Sat Flow(s),veh/h/ln	1668	1594	1485	1618	1594	1485	1668	1752	1485	1668	1664	1485
Q Serve(g_s), s	7.3	19.2	2.0	7.3	0.0	0.0	2.4	0.7	10.3	9.8	0.7	3.1
Cycle Q Clear(g_c), s	7.3	19.2	2.0	7.3	0.0	0.0	2.4	0.7	10.3	9.8	0.7	3.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	105	2577	800	233	2620	813	223	170	144	289	241	215
V/C Ratio(X)	0.89	0.45	0.06	0.81	0.60	0.19	0.15	0.06	0.83	0.60	0.05	0.19
Avail Cap(c_a), veh/h	105	2577	800	254	2620	813	304	307	260	289	292	260
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.93	0.93	0.93	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	60.5	18.2	14.3	54.8	0.0	0.0	50.9	53.4	57.7	49.1	47.8	48.8
Incr Delay (d2), s/veh	55.4	0.6	0.1	15.2	1.0	0.5	0.3	0.2	11.8	3.3	0.1	0.4
Initial Q Delay(d3),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
%ile BackOfQ(95%),veh/ln	8.3	11.5	1.3	5.9	0.4	0.2	1.8	0.6	7.8	9.4	0.6	2.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	115.8	18.8	14.4	69.9	1.0	0.5	51.2	53.5	69.5	52.5	47.9	49.2
LnGrp LOS	F	B	B	E	A	A	D	D	E	D	D	D
Approach Vol, veh/h		1301			1915			165			223	
Approach Delay, s/veh		25.6			7.7			64.7			51.7	
Approach LOS		C			A			E			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.0	78.2	17.0	19.8	16.2	77.1	10.7	26.0
Change Period (Y+Rc), s	6.8	* 7	* 7.2	* 7.2	6.8	* 7	* 7.2	* 7.2
Max Green Setting (Gmax), s	8.2	* 61	* 9.8	* 23	10.2	* 59	* 9.8	* 23
Max Q Clear Time (g_c+I1), s	9.3	2.0	11.8	12.3	9.3	21.2	4.4	5.1
Green Ext Time (p_c), s	0.0	20.7	0.0	0.3	0.1	11.1	0.0	0.2

Intersection Summary	
HCM 6th Ctrl Delay	19.5
HCM 6th LOS	B

Notes

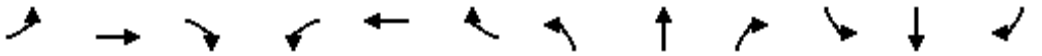
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBT	EBR	WBT	SBL	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	503	851	1003	296	0	490
Future Volume (vph)	503	851	1003	296	0	490
Turn Type	NA	Free	NA	Perm	NA	Perm
Protected Phases	6		2		4	
Permitted Phases		Free		4		4
Detector Phase	6		2	4	4	4
Switch Phase						
Minimum Initial (s)	5.0		5.0	7.0	7.0	7.0
Minimum Split (s)	11.8		11.8	13.8	13.8	13.8
Total Split (s)	90.0		90.0	40.0	40.0	40.0
Total Split (%)	69.2%		69.2%	30.8%	30.8%	30.8%
Yellow Time (s)	4.8		4.8	4.0	4.0	4.0
All-Red Time (s)	2.0		2.0	2.8	2.8	2.8
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	6.8		6.8	6.8	6.8	6.8
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	None		C-Max	None	None	None
Act Effct Green (s)	98.9	130.0	98.9	17.5	17.5	17.5
Actuated g/C Ratio	0.76	1.00	0.76	0.13	0.13	0.13
v/c Ratio	0.15	0.61	0.29	0.50	0.59	0.62
Control Delay	3.8	9.3	2.2	54.3	24.8	22.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	3.8	9.3	2.2	54.3	24.8	22.7
LOS	A	A	A	D	C	C
Approach Delay	7.3		2.2		35.1	
Approach LOS	A		A		D	

Intersection Summary	
Cycle Length: 130	
Actuated Cycle Length: 130	
Offset: 105 (81%), Referenced to phase 2:WBT, Start of Green	
Natural Cycle: 40	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.62	
Intersection Signal Delay: 12.6	Intersection LOS: B
Intersection Capacity Utilization 46.9%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 3: I-95 West & Okeechobee Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	503	851	0	1003	0	0	0	0	296	0	490
Future Volume (veh/h)	0	503	851	0	1003	0	0	0	0	296	0	490
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1752	1752	0	1752	0				1752	1752	1752
Adj Flow Rate, veh/h	0	529	0	0	1056	0				312	0	516
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95				0.95	0.95	0.95
Percent Heavy Veh, %	0	10	10	0	10	0				10	10	10
Cap, veh/h	0	3555		0	3555	0				761	0	677
Arrive On Green	0.00	1.00	0.00	0.00	0.74	0.00				0.15	0.00	0.15
Sat Flow, veh/h	0	4940	1485	0	5098	0				5005	0	4454
Grp Volume(v), veh/h	0	529	0	0	1056	0				312	0	516
Grp Sat Flow(s),veh/h/ln	0	1594	1485	0	1594	0				1668	0	1485
Q Serve(g_s), s	0.0	0.0	0.0	0.0	9.5	0.0				7.3	0.0	14.4
Cycle Q Clear(g_c), s	0.0	0.0	0.0	0.0	9.5	0.0				7.3	0.0	14.4
Prop In Lane	0.00		1.00	0.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	3555		0	3555	0				761	0	677
V/C Ratio(X)	0.00	0.15		0.00	0.30	0.00				0.41	0.00	0.76
Avail Cap(c_a), veh/h	0	3555		0	3555	0				1278	0	1137
HCM Platoon Ratio	1.00	1.67	1.67	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.86	0.00	0.00	0.99	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	0.0	5.5	0.0				49.9	0.0	52.9
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.2	0.0				0.4	0.0	1.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.0	0.0	0.0	0.0	5.3	0.0				5.6	0.0	9.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.0	0.0	0.0	5.7	0.0				50.2	0.0	54.7
LnGrp LOS	A	A		A	A	A				D	A	D
Approach Vol, veh/h		529	A		1056						828	
Approach Delay, s/veh		0.0			5.7						53.0	
Approach LOS		A			A						D	

Timer - Assigned Phs		2		4		6						
Phs Duration (G+Y+Rc), s		103.4		26.6		103.4						
Change Period (Y+Rc), s		6.8		* 6.8		6.8						
Max Green Setting (Gmax), s		83.2		* 33		83.2						
Max Q Clear Time (g_c+I1), s		11.5		16.4		2.0						
Green Ext Time (p_c), s		10.3		3.3		4.3						

Intersection Summary		
HCM 6th Ctrl Delay		20.7
HCM 6th LOS		C

Notes

User approved volume balancing among the lanes for turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

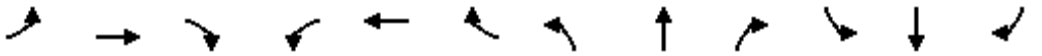
Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBT	WBT	WBR	NBL	NBR
Lane Configurations					
Traffic Volume (vph)	799	599	978	198	854
Future Volume (vph)	799	599	978	198	854
Turn Type	NA	NA	Free	Prot	Prot
Protected Phases	6	2		4	4
Permitted Phases			Free		
Detector Phase	6	2		4	4
Switch Phase					
Minimum Initial (s)	12.0	12.0		7.0	7.0
Minimum Split (s)	18.8	18.8		14.0	14.0
Total Split (s)	90.0	90.0		40.0	40.0
Total Split (%)	69.2%	69.2%		30.8%	30.8%
Yellow Time (s)	4.8	4.8		4.0	4.0
All-Red Time (s)	2.0	2.0		3.0	3.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0
Total Lost Time (s)	6.8	6.8		7.0	7.0
Lead/Lag					
Lead-Lag Optimize?					
Recall Mode	C-Max	None		None	None
Act Effct Green (s)	89.6	89.6	130.0	26.6	26.6
Actuated g/C Ratio	0.69	0.69	1.00	0.20	0.20
v/c Ratio	0.26	0.19	0.70	0.22	0.87
Control Delay	9.8	6.3	19.4	42.4	34.0
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	9.8	6.3	19.4	42.4	34.0
LOS	A	A	B	D	C
Approach Delay	9.8	14.4			
Approach LOS	A	B			

Intersection Summary	
Cycle Length: 130	
Actuated Cycle Length: 130	
Offset: 19 (15%), Referenced to phase 6:EBT, Start of Green	
Natural Cycle: 40	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.87	
Intersection Signal Delay: 19.8	Intersection LOS: B
Intersection Capacity Utilization 46.9%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 4: I-95 East & Okeechobee Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	799	0	0	599	978	198	0	854	0	0	0
Future Volume (veh/h)	0	799	0	0	599	978	198	0	854	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	0	1752	0	0	1752	1752	1752	0	1752			
Adj Flow Rate, veh/h	0	841	0	0	631	0	208	0	899			
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95			
Percent Heavy Veh, %	0	10	0	0	10	10	10	0	10			
Cap, veh/h	0	3061	0	0	3061		1194	0	859			
Arrive On Green	0.00	0.64	0.00	0.00	1.00	0.00	0.25	0.00	0.25			
Sat Flow, veh/h	0	5098	0	0	4940	1485	4705	0	3385			
Grp Volume(v), veh/h	0	841	0	0	631	0	208	0	899			
Grp Sat Flow(s),veh/h/ln	0	1594	0	0	1594	1485	1568	0	1128			
Q Serve(g_s), s	0.0	10.0	0.0	0.0	0.0	0.0	4.5	0.0	33.0			
Cycle Q Clear(g_c), s	0.0	10.0	0.0	0.0	0.0	0.0	4.5	0.0	33.0			
Prop In Lane	0.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	0	3061	0	0	3061		1194	0	859			
V/C Ratio(X)	0.00	0.27	0.00	0.00	0.21		0.17	0.00	1.05			
Avail Cap(c_a), veh/h	0	3061	0	0	3061		1194	0	859			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.67	1.67	1.00	1.00	1.00			
Upstream Filter(I)	0.00	0.97	0.00	0.00	0.84	0.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	0.0	10.2	0.0	0.0	0.0	0.0	37.9	0.0	48.5			
Incr Delay (d2), s/veh	0.0	0.2	0.0	0.0	0.0	0.0	0.1	0.0	43.5			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(95%),veh/ln	0.0	6.3	0.0	0.0	0.0	0.0	3.2	0.0	19.0			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	10.4	0.0	0.0	0.0	0.0	37.9	0.0	92.0			
LnGrp LOS	A	B	A	A	A		D	A	F			
Approach Vol, veh/h		841			631	A		1107				
Approach Delay, s/veh		10.4			0.0			81.8				
Approach LOS		B			A			F				

Timer - Assigned Phs		2		4		6						
Phs Duration (G+Y+Rc), s		90.0		40.0		90.0						
Change Period (Y+Rc), s		6.8		7.0		6.8						
Max Green Setting (Gmax), s		83.2		33.0		83.2						
Max Q Clear Time (g_c+I1), s		2.0		35.0		12.0						
Green Ext Time (p_c), s		5.2		0.0		7.5						

Intersection Summary												
HCM 6th Ctrl Delay			38.5									
HCM 6th LOS			D									

Notes

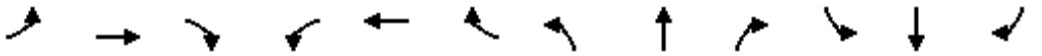
Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	211	1131	299	100	1293	161	309	126	345	171	104
Future Volume (vph)	211	1131	299	100	1293	161	309	126	345	171	104
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Prot	NA	Perm
Protected Phases	1	6		5	2		7	4	3	8	
Permitted Phases			6			2					8
Detector Phase	1	6	6	5	2	2	7	4	3	8	8
Switch Phase											
Minimum Initial (s)	7.0	12.0	12.0	7.0	12.0	12.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	14.3	19.3	19.3	14.3	19.3	19.3	14.3	14.3	14.3	14.3	14.3
Total Split (s)	25.0	62.0	62.0	15.0	52.0	52.0	28.0	25.0	28.0	25.0	25.0
Total Split (%)	19.2%	47.7%	47.7%	11.5%	40.0%	40.0%	21.5%	19.2%	21.5%	19.2%	19.2%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8
All-Red Time (s)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.3	7.3	7.3	7.3	7.3	7.3	7.3	7.3	7.3	7.3	7.3
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None	None	None	None
Act Effct Green (s)	13.9	57.4	57.4	13.6	57.1	57.1	17.5	11.3	18.5	12.3	12.3
Actuated g/C Ratio	0.11	0.44	0.44	0.10	0.44	0.44	0.13	0.09	0.14	0.09	0.09
v/c Ratio	0.62	0.43	0.37	0.58	0.50	0.21	0.72	0.53	0.77	0.56	0.32
Control Delay	63.6	19.9	4.0	69.6	28.1	1.8	63.4	56.9	64.8	62.6	2.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	63.6	19.9	4.0	69.6	28.1	1.8	63.4	56.9	64.8	62.6	2.4
LOS	E	B	A	E	C	A	E	E	E	E	A
Approach Delay		22.6			28.0			61.2		53.8	
Approach LOS		C			C			E		D	

Intersection Summary	
Cycle Length: 130	
Actuated Cycle Length: 130	
Offset: 36 (28%), Referenced to phase 2:WBT and 6:EBT, Start of Green	
Natural Cycle: 70	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.77	
Intersection Signal Delay: 33.3	Intersection LOS: C
Intersection Capacity Utilization 64.8%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 5: Jenkins Rd & Okeechobee Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	211	1131	299	100	1293	161	309	126	27	345	171	104
Future Volume (veh/h)	211	1131	299	100	1293	161	309	126	27	345	171	104
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1826	1826	1826	1826	1826	1826	1826	1826	1826	1826	1826	1826
Adj Flow Rate, veh/h	222	1191	315	105	1361	169	325	133	28	363	180	109
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	5	5	5	5	5	5	5	5	5	5	5	5
Cap, veh/h	277	3211	791	103	3068	756	387	228	47	423	313	140
Arrive On Green	0.16	1.00	1.00	0.06	0.49	0.49	0.11	0.08	0.08	0.13	0.09	0.09
Sat Flow, veh/h	3374	6281	1547	1739	6281	1547	3374	2866	589	3374	3469	1547
Grp Volume(v), veh/h	222	1191	315	105	1361	169	325	79	82	363	180	109
Grp Sat Flow(s),veh/h/ln	1687	1570	1547	1739	1570	1547	1687	1735	1720	1687	1735	1547
Q Serve(g_s), s	8.2	0.0	0.0	7.7	18.4	8.2	12.3	5.7	6.0	13.7	6.5	9.0
Cycle Q Clear(g_c), s	8.2	0.0	0.0	7.7	18.4	8.2	12.3	5.7	6.0	13.7	6.5	9.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.34	1.00		1.00
Lane Grp Cap(c), veh/h	277	3211	791	103	3068	756	387	138	137	423	313	140
V/C Ratio(X)	0.80	0.37	0.40	1.02	0.44	0.22	0.84	0.57	0.60	0.86	0.57	0.78
Avail Cap(c_a), veh/h	459	3211	791	103	3068	756	537	236	234	537	472	211
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.80	0.80	0.80	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	53.3	0.0	0.0	61.2	21.7	19.1	56.4	57.7	57.8	55.7	56.7	57.9
Incr Delay (d2), s/veh	4.4	0.3	1.2	94.0	0.5	0.7	8.4	3.7	4.2	10.8	1.7	10.1
Initial Q Delay(d3),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
%ile BackOfQ(95%),veh/ln	6.1	0.1	0.5	10.2	11.2	5.6	9.6	4.8	5.0	10.6	5.3	7.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	57.7	0.3	1.2	155.2	22.2	19.8	64.7	61.5	62.0	66.5	58.4	68.0
LnGrp LOS	E	A	A	F	C	B	E	E	E	E	E	E
Approach Vol, veh/h		1728			1635			486			652	
Approach Delay, s/veh		7.8			30.5			63.7			64.5	
Approach LOS		A			C			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	18.0	70.8	23.6	17.6	15.0	73.8	22.2	19.0
Change Period (Y+Rc), s	7.3	7.3	7.3	7.3	7.3	7.3	7.3	7.3
Max Green Setting (Gmax), s	17.7	44.7	20.7	17.7	7.7	54.7	20.7	17.7
Max Q Clear Time (g_c+I1), s	10.2	20.4	15.7	8.0	9.7	2.0	14.3	11.0
Green Ext Time (p_c), s	0.4	12.0	0.6	0.5	0.0	14.2	0.6	0.8

Intersection Summary	
HCM 6th Ctrl Delay	30.3
HCM 6th LOS	C

Intersection	
Int Delay, s/veh	9.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	9	437	14	10	449	22
Future Vol, veh/h	9	437	14	10	449	22
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	5	5	5	5	5	5
Mvmt Flow	9	460	15	11	473	23

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	990	21	0	0	26	0
Stage 1	21	-	-	-	-	-
Stage 2	969	-	-	-	-	-
Critical Hdwy	6.45	6.25	-	-	4.15	-
Critical Hdwy Stg 1	5.45	-	-	-	-	-
Critical Hdwy Stg 2	5.45	-	-	-	-	-
Follow-up Hdwy	3.545	3.345	-	-	2.245	-
Pot Cap-1 Maneuver	270	1048	-	-	1569	-
Stage 1	994	-	-	-	-	-
Stage 2	363	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	188	1048	-	-	1569	-
Mov Cap-2 Maneuver	188	-	-	-	-	-
Stage 1	691	-	-	-	-	-
Stage 2	363	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	12.3	0	7.9
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	959	1569	-
HCM Lane V/C Ratio	-	-	0.49	0.301	-
HCM Control Delay (s)	-	-	12.3	8.3	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	2.8	1.3	-

APPENDIX H

COMMITTED PROJECTS

Home2 Suites

Trip Generation Analysis

Using trip generation information obtained from the Institute of Transportation Engineers (ITE), *Trip Generation Manual*, 10th Edition, trip generation estimates were developed for the proposed development. Excerpts from ITE are attached in **Appendix B**. Results of the analysis, summarized in **Table 1**, indicate that the proposed development is expected to generate 646 daily trips, 42 AM peak hour trips, and 45 PM peak hour trips.

Table 1 – Trip Generation Analysis

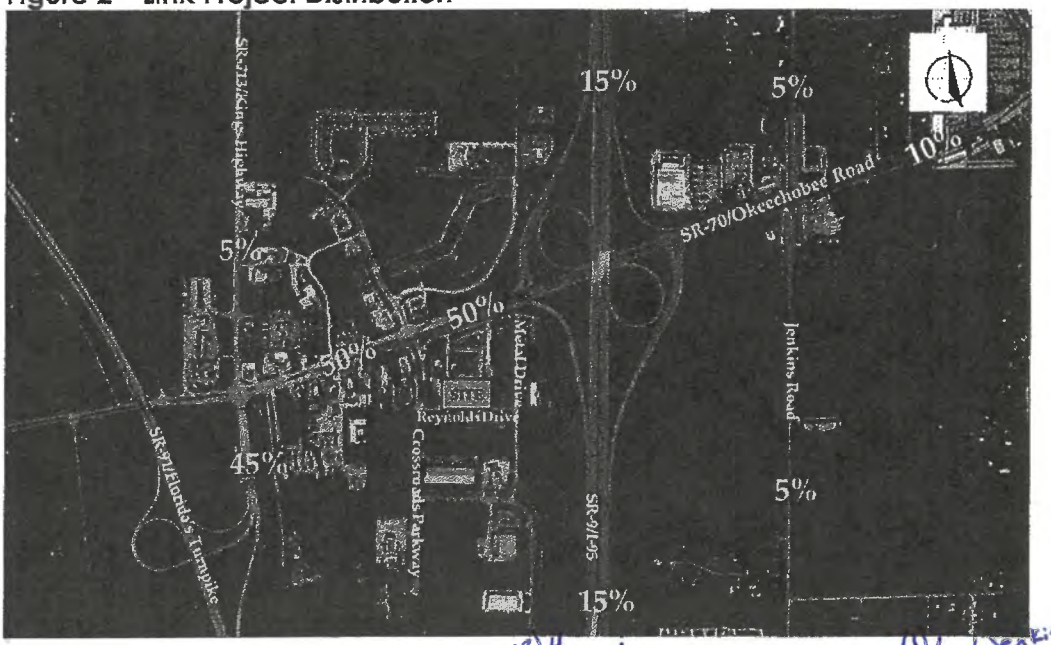
LAND USE	ITE CODE	INTENSITY	TRIP GENERATION RATE [1]	IN	OUT	TOTAL TRIPS IN	TOTAL TRIPS OUT	TOTAL TRIPS TOTAL
Daily								
Hotel	310	95 ROOMS	T= 11.29 (X)- 426.97	50%	50%	323	323	646
AM Peak Hour								
Hotel	310	95 ROOMS	T= 0.50 (X)- 5.34	59%	41%	25	17	42
PM Peak Hour								
Hotel	310	95 ROOMS	T= 0.75 (X)- 26.02	51%	49%	23	22	45

(1) Source: Institute of Transportation Engineers' Trip Generation Manual, 10th Edition.

Project Distribution and Assignment

The assignment of trips onto the surrounding roadway network was based on a review of travel volumes and characteristics for the roadways located near the project site. SR-9/I-95 is located just east of the project site, and SR-91/Florida's Turnpike is located just west of the project site. Per the City Code Section 22-217, the proposed development is a Minimal Scale and has a 1.0-mile radius of impact based on Table A. The link project distribution is graphically depicted on **Figure 2**.

Figure 2 – Link Project Distribution



Project Access

Access to the site will be shared with the existing full access of the St. Peter Ministry Center driveway on S. Jenkins Road.

Trip Generation

The trip generation analysis was conducted using information published by the Institute of Transportation Engineers (ITE) in the *Trip Generation Manual, 10th Edition*. **Table 1** summarizes the trip generation analysis, and the detailed ITE sheets are included in the **Attachments**.

Table 1
Trip Generation

ITE Code	Land Use	Size	Daily		AM Peak Hour				PM Peak Hour			
			Rate	Trips	Rate	Total	Enter	Exit	Rate	Total	Enter	Exit
536	Private School (K-12)	750 ST	2.48	1,860	0.80	600	366	234	0.17	128	55	73

Trip Generation analysis based on ITE Trip Generation Manual, 10th Edition.
Average rates were used R^2>.75

The proposed development will generate 1,860 new daily trips, of which 600 trips occur during the AM peak hour and 128 trips occur during the PM peak hour.

Trip Distribution

The proposed trip distribution pattern was estimated based on the nature of the proposed land use, site location, the surrounding transportation network, and surrounding residential neighborhoods. The proposed project's trip distribution pattern is illustrated in **Figure 2.**

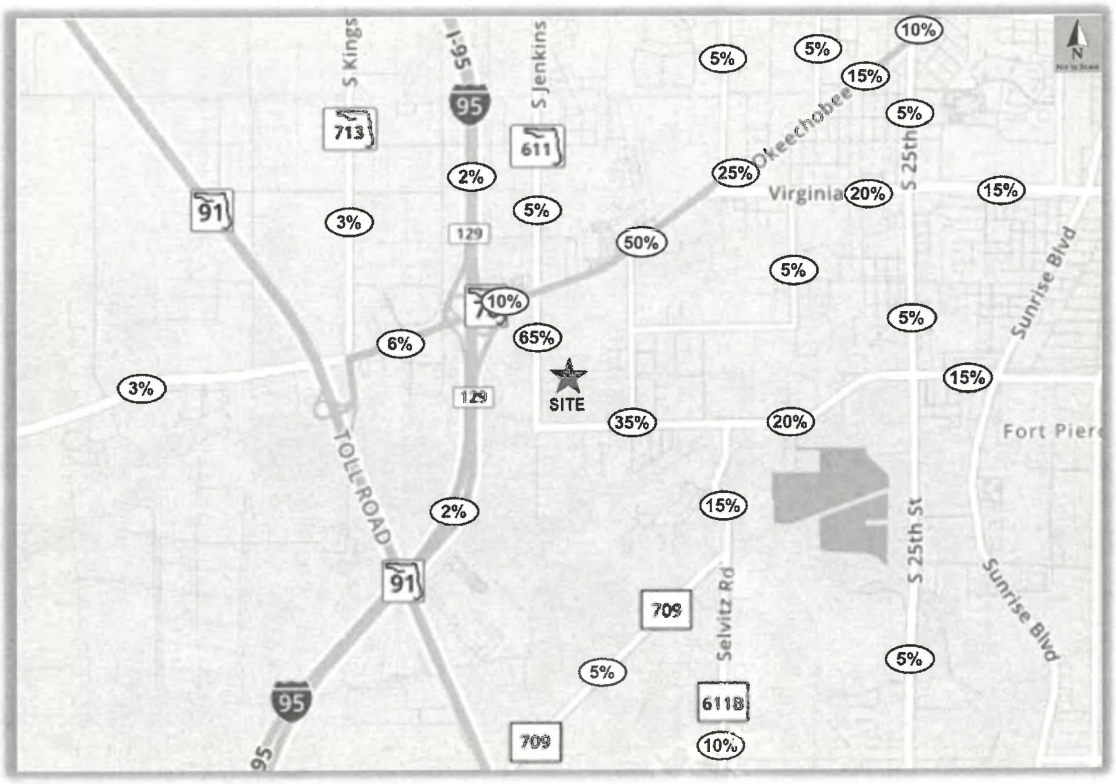


Figure 2 – Project Trip Distribution

Study Area

In accordance with the requirements of a TIS methodology, the study area will encompass major roadway segments and intersections where development is expected to consume 5% or more of their adopted peak hour Level of Service (LOS) capacities and 1% of the adopted LOS capacity of the road directly accessed by the project. Study area data was obtained from the St. Lucie TPO *Traffic Counts and Level of Service Report, Fall 2018* and Florida Department of Transportation (FDOT) *2013 Quality/Level of Service (Q/LOS) Manual.* Excerpts from the traffic count report and the Q/LOS tables are included in the **Attachments**. **Table 2** provides the calculations for determining the study area of the project.

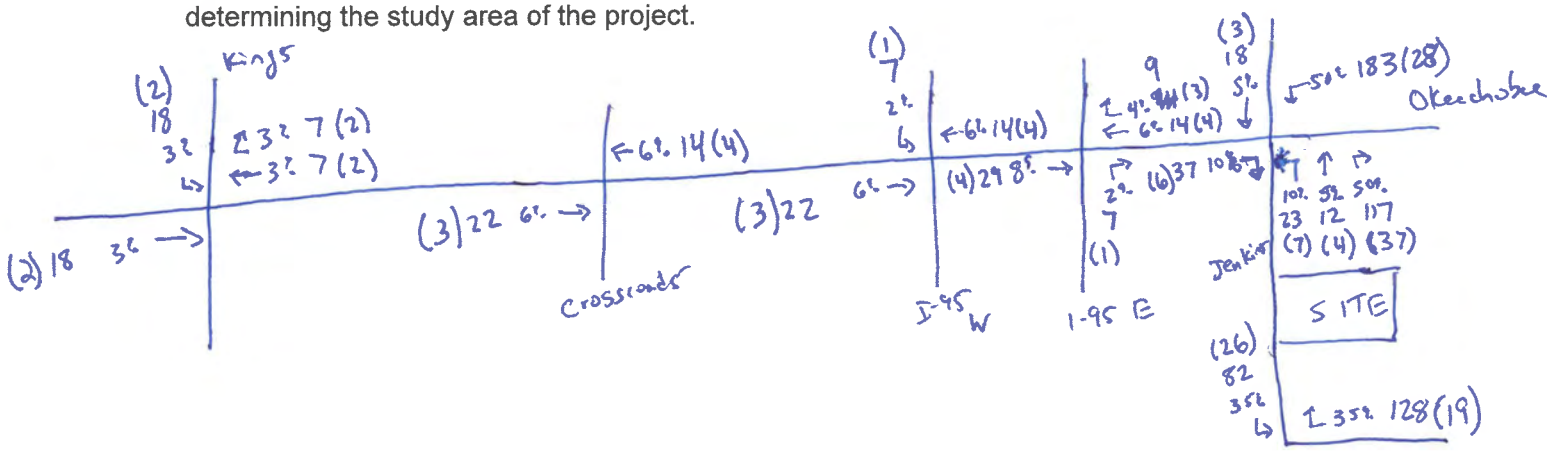


Table 1: Project Trip Generation

KOA

Daily

Land Use	ITE Code	Intensity	Daily Trip Generation	Directional Split		Gross Trips		
				In	Out	In	Out	Total
Campground/Recreational Vehicle Park	260*	399 Occupied Sites	T = 3.16(X)	50%	50%	631	630	1261
TOTAL						**631**	**630**	**1,261**

* LU Code for Recreational Homes used in absence of daily data for LU Code 416

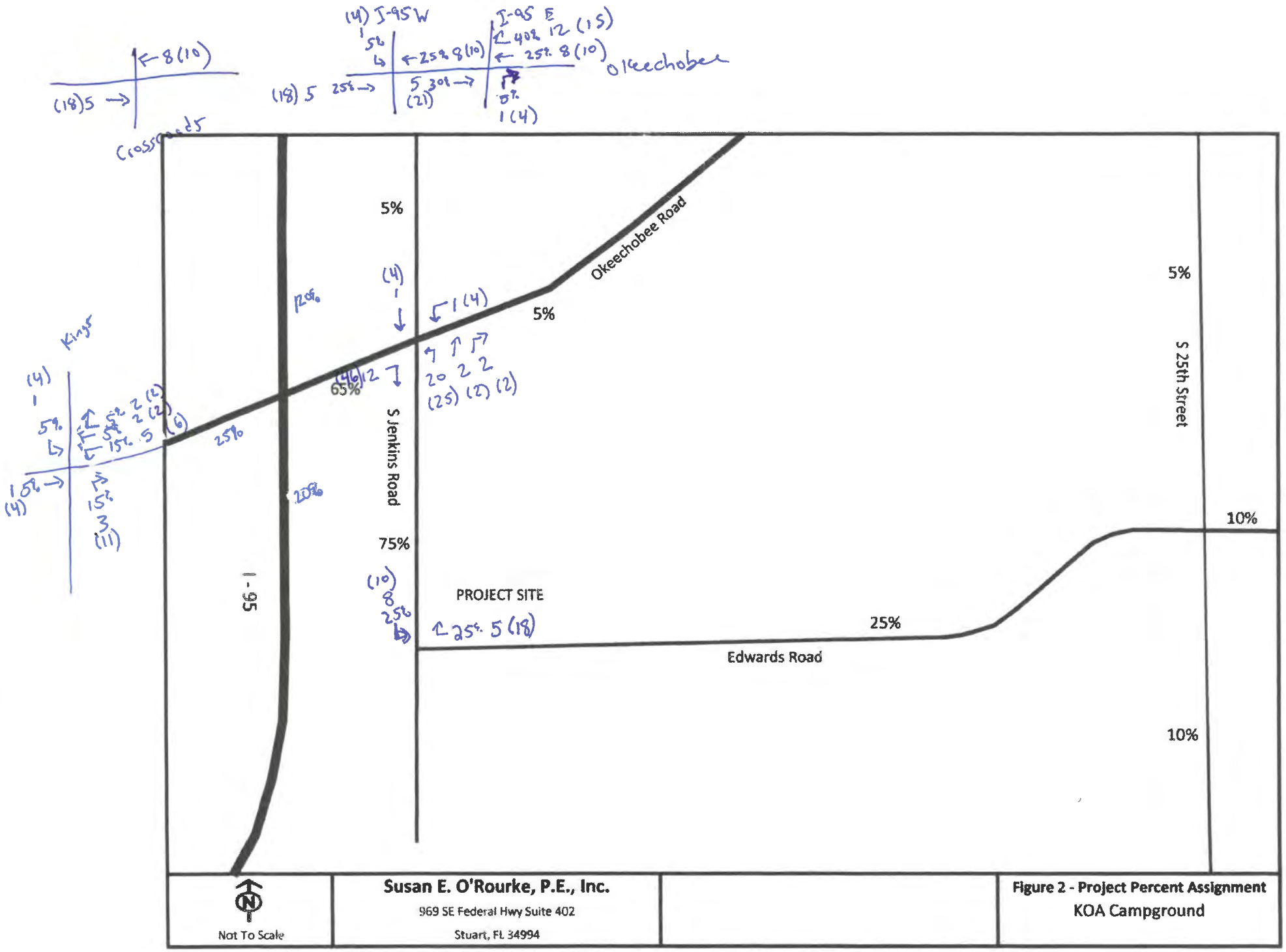
AM

Land Use	ITE Code	Intensity	AM Trip Generation	Directional Split		Gross Trips		
				In	Out	In	Out	Total
Campground/Recreational Vehicle Park	416	399 Occupied Sites	Ln(T) = 0.16 Ln(X) + 2.93	36%	64%	18	31	49
TOTAL						**18**	**31**	**49**

PM

Land Use	ITE Code	Intensity	PM Trip Generation	Directional Split		Gross Trips		
				In	Out	In	Out	Total
Campground/Recreational Vehicle Park	416	399 Occupied Sites	T = .27(X)	65%	35%	70	38	108
TOTAL						**70**	**38**	**108**

Source: ITE Trip Generation 9th Edition


Okeechobee Road
S Jenkins Road
S 25th Street
I - 95
PROJECT SITE
Edwards Road
5%
5%
25%
75%
25%
10%
10%
Kings
Susan E. O'Rourke, P.E., Inc.
969 SE Federal Hwy Suite 402
Stuart, FL 34994
Not To Scale
Figure 2 - Project Percent Assignment
KOA Campground

APPENDIX I

INTERSECTION TRAFFIC DEVELOPMENT SHEETS

CMA INTERSECTION ANALYSIS

CROSSROADS INDUSTRIAL

OKEECHOBEE ROAD AT KINGS HIGHWAY/FLORIDA TURNPIKE

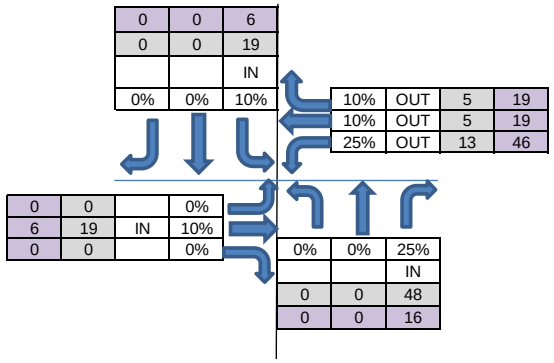
TRIPS

	IN	OUT
AM	**193**	**51**
PM	**62**	**185**

INPUT DATA

Comments:

Area Wide Growth Rate = 0.45% Peak Season = 1.11 Current Year = 2020 Buildout Year = 2025



AM Peak Hour

INTERSECTION VOLUME DEVELOPMENT

	Northbound			Southbound			Eastbound			Westbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volume (2020)	46	105	437	70	152	24	41	363	41	353	291	169
Peak Season Adjustment	5	12	48	8	17	3	5	40	5	39	32	19
Adjusted Existing Volume (2020)	51	117	485	78	169	27	46	403	46	392	323	188
Background Traffic Growth	1	3	11	2	4	1	1	9	1	9	7	4
Major Projects Traffic	0	0	14	20	0	0	0	19	0	12	9	10
2025 Background Traffic	52	119	510	99	173	27	47	431	47	413	339	202
Project Traffic	0	0	48	19	0	0	0	19	0	13	5	5
Total 2025 Traffic	**52**	**119**	**558**	**118**	**173**	**27**	**47**	**450**	**47**	**426**	**344**	**207**
Approach Total		**730**			**318**			**543**			**977**	

PM Peak Hour

INTERSECTION VOLUME DEVELOPMENT

	Northbound			Southbound			Eastbound			Westbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volume (2020)	66	108	465	184	172	36	44	301	26	409	433	148
Peak Season Adjustment	7	12	51	20	19	4	5	33	3	45	48	16
Adjusted Existing Volume (2020)	73	120	516	204	191	40	49	334	29	454	481	164
Background Traffic Growth	2	3	12	5	4	1	1	8	1	10	11	4
Major Projects Traffic	0	0	21	7	0	0	0	6	0	16	4	5
2025 Background Traffic	75	123	549	216	195	41	50	348	30	480	496	173
Project Traffic	0	0	16	6	0	0	0	6	0	46	19	19
Total	**75**	**123**	**565**	**222**	**195**	**41**	**50**	**354**	**30**	**526**	**515**	**192**
Approach Total		**763**			**458**			**433**			**1,233**	

CMA INTERSECTION ANALYSIS

CROSSROADS INDUSTRIAL

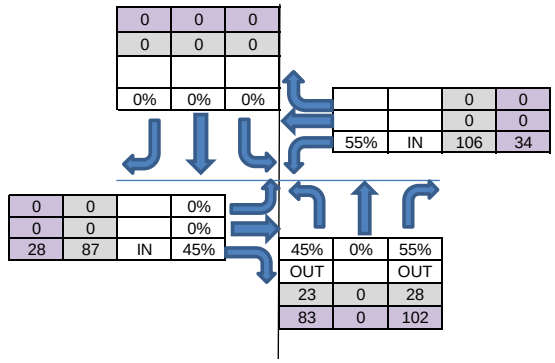
OKEECHOBEE ROAD AT CROSSROADS PARKWAY

TRIPS		
	IN	OUT
AM	193	51
PM	62	185

INPUT DATA

Comments:

Area Wide Growth Rate = 0.45% Peak Season = 1.11 Current Year = 2020 Buildout Year = 2025



AM Peak Hour

INTERSECTION VOLUME DEVELOPMENT

	Northbound			Southbound			Eastbound			Westbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volume (2020)	24	6	51	78	16	48	57	1116	12	64	823	128
Peak Season Adjustment	3	1	6	9	2	5	6	123	1	7	91	14
Adjusted Existing Volume (2020)	27	7	57	87	18	53	63	1239	13	71	914	142
Background Traffic Growth	1	0	1	2	0	1	1	28	0	2	21	3
Major Projects Traffic	9	0	8	0	0	0	0	27	12	13	22	0
2025 Background Traffic	36	7	66	89	18	54	65	1294	26	86	956	145
Project Traffic	23	0	28	0	0	0	0	0	87	106	0	0
Total 2025 Traffic	**59**	**7**	**94**	**89**	**18**	**54**	**65**	**1294**	**113**	**192**	**956**	**145**
Approach Total		**160**			**161**			**1,471**			**1,293**	

PM Peak Hour

INTERSECTION VOLUME DEVELOPMENT

	Northbound			Southbound			Eastbound			Westbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volume (2020)	29	9	103	147	9	34	80	991	42	161	1345	132
Peak Season Adjustment	3	1	11	16	1	4	9	109	5	18	148	15
Adjusted Existing Volume (2020)	32	10	114	163	10	38	89	1100	47	179	1493	147
Background Traffic Growth	1	0	3	4	0	1	2	25	1	4	34	3
Major Projects Traffic	11	0	11	0	0	0	0	21	11	12	14	0
2025 Background Traffic	44	10	128	167	10	39	91	1146	59	195	1541	150
Project Traffic	83	0	102	0	0	0	0	0	28	34	0	0
Total	**127**	**10**	**230**	**167**	**10**	**39**	**91**	**1146**	**87**	**229**	**1541**	**150**
Approach Total		**367**			**216**			**1,324**			**1,920**	

Note:
Westbound through volume derived from Okeechobee Road at I-95 turning movement counts (WBT + SBR of adjacent I-95 intersection)

CMA INTERSECTION ANALYSIS

CROSSROADS INDUSTRIAL

OKEECHOBEE ROAD AT I-95 WEST INTERSECTION

TRIPS

	IN	OUT
AM	193	51
PM	62	185

INPUT DATA

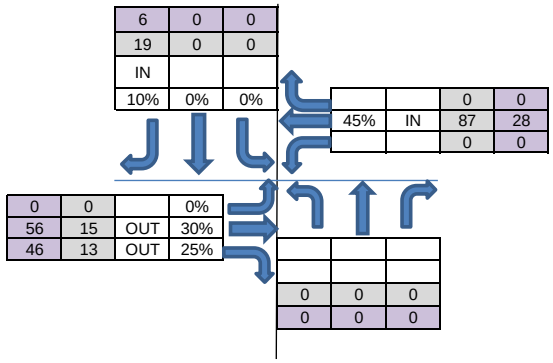
Comments:

Area Wide Growth Rate = 0.45% Peak Season = 1.11 Current Year = 2020 Buildout Year = 2025

AM Peak Hour

INTERSECTION VOLUME DEVELOPMENT

	Northbound			Southbound			Eastbound			Westbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volume (2020)	0	0	0	245	0	260	0	917	450	0	563	0
Peak Season Adjustment	0	0	0	27	0	29	0	101	50	0	62	0
Adjusted Existing Volume (2020)	0	0	0	272	0	289	0	1018	500	0	625	0
Background Traffic Growth	0	0	0	6	0	7	0	23	11	0	14	0
Major Projects Traffic	0	0	0	8	0	4	0	30	5	0	31	0
2025 Background Traffic	0	0	0	286	0	299	0	1071	516	0	670	0
Project Traffic	0	0	0	0	0	19	0	15	13	0	87	0
Total 2025 Traffic	**0**	**0**	**0**	**286**	**0**	**318**	**0**	**1086**	**529**	**0**	**757**	**0**
Approach Total		**0**			**604**			**1,615**			**757**	



PM Peak Hour

INTERSECTION VOLUME DEVELOPMENT

	Northbound			Southbound			Eastbound			Westbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volume (2020)	0	0	0	267	0	441	0	453	767	0	904	0
Peak Season Adjustment	0	0	0	29	0	49	0	50	84	0	99	0
Adjusted Existing Volume (2020)	0	0	0	296	0	490	0	503	851	0	1003	0
Background Traffic Growth	0	0	0	7	0	11	0	12	19	0	23	0
Major Projects Traffic	0	0	0	5	0	3	0	28	7	0	22	0
2025 Background Traffic	0	0	0	308	0	504	0	542	878	0	1048	0
Project Traffic	0	0	0	0	0	6	0	56	46	0	28	0
Total	**0**	**0**	**0**	**308**	**0**	**510**	**0**	**598**	**924**	**0**	**1076**	**0**
Approach Total		**0**			**818**			**1,522**			**1,076**	

Note: I-95 eastbound on ramp to both NB and SB I-95 included in Easbound Right volumes due to dedicated and seperated turn lane for both on-ramps.

CMA INTERSECTION ANALYSIS

CROSSROADS INDUSTRIAL

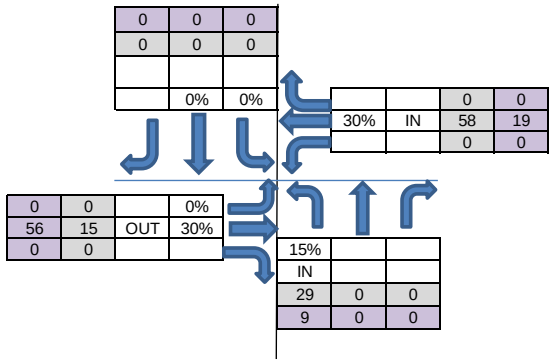
OKEECHOBEE ROAD AT I-95 EAST INTERSECTION

TRIPS		
	IN	OUT
AM	193	51
PM	62	185

INPUT DATA

Comments:

Area Wide Growth Rate = 0.45% Peak Season = 1.11 Current Year = 2020 Buildout Year = 2025



AM Peak Hour

INTERSECTION VOLUME DEVELOPMENT

	Northbound			Southbound			Eastbound			Westbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volume (2020)	189	0	929	0	0	0	0	766	0	0	421	732
Peak Season Adjustment	21	0	102	0	0	0	0	84	0	0	46	81
Adjusted Existing Volume (2020)	210	0	1031	0	0	0	0	850	0	0	467	813
Background Traffic Growth	5	0	24	0	0	0	0	19	0	0	11	19
Major Projects Traffic	4	0	8	0	0	0	0	37	0	0	27	21
2025 Background Traffic	219	0	1063	0	0	0	0	907	0	0	505	852
Project Traffic	29	0	0	0	0	0	0	15	0	0	58	0
Total 2025 Traffic	**248**	**0**	**1063**	**0**	**0**	**0**	**0**	**922**	**0**	**0**	**563**	**852**
Approach Total		**1,310**			**0**			**922**			**1,415**	

PM Peak Hour

INTERSECTION VOLUME DEVELOPMENT

	Northbound			Southbound			Eastbound			Westbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volume (2020)	178	0	769	0	0	0	0	720	0	0	540	881
Peak Season Adjustment	20	0	85	0	0	0	0	79	0	0	59	97
Adjusted Existing Volume (2020)	198	0	854	0	0	0	0	799	0	0	599	978
Background Traffic Growth	5	0	20	0	0	0	0	18	0	0	14	22
Major Projects Traffic	3	0	5	0	0	0	0	29	0	0	19	18
2025 Background Traffic	205	0	878	0	0	0	0	846	0	0	632	1018
Project Traffic	9	0	0	0	0	0	0	56	0	0	19	0
Total	**214**	**0**	**878**	**0**	**0**	**0**	**0**	**902**	**0**	**0**	**651**	**1018**
Approach Total		**1,092**			**0**			**902**			**1,669**	

Note: I-95 westbound on ramp to both NB and SB I-95 included in Westbound Right volumes due to dedicated and seperated turn lane for both on-ramps.

CMA INTERSECTION ANALYSIS

CROSSROADS INDUSTRIAL

OKEECHOBEE ROAD AT JENKINS ROAD

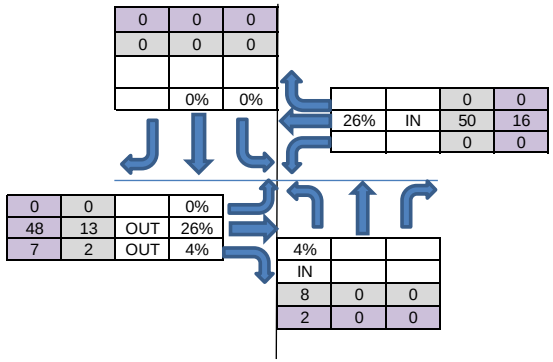
TRIPS

	IN	OUT
AM	193	51
PM	62	185

INPUT DATA

Comments:

Area Wide Growth Rate = 0.45% Peak Season = 1.07 Current Year = 2020 Buildout Year = 2025



AM Peak Hour

INTERSECTION VOLUME DEVELOPMENT

	Northbound			Southbound			Eastbound			Westbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volume (2020)	330	153	82	225	169	84	234	1414	319	107	736	73
Peak Season Adjustment	23	11	6	16	12	6	16	99	22	7	52	5
Adjusted Existing Volume (2020)	353	164	88	241	181	90	250	1513	341	114	788	78
Background Traffic Growth	8	4	2	6	4	2	6	35	8	3	18	2
Major Projects Traffic	44	14	119	0	19	1	1	2	50	184	3	0
2025 Background Traffic	405	181	209	246	204	93	257	1550	399	301	809	80
Project Traffic	8	0	0	0	0	0	0	13	2	0	50	0
Total 2025 Traffic	**413**	**181**	**209**	**246**	**204**	**93**	**257**	**1563**	**401**	**301**	**859**	**80**
Approach Total		**803**			**543**			**2,221**			**1,240**	

PM Peak Hour

INTERSECTION VOLUME DEVELOPMENT

	Northbound			Southbound			Eastbound			Westbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volume (2020)	289	118	25	322	160	97	197	1057	279	93	1208	150
Peak Season Adjustment	20	8	2	23	11	7	14	74	20	7	85	11
Adjusted Existing Volume (2020)	309	126	27	345	171	104	211	1131	299	100	1293	161
Background Traffic Growth	7	3	1	8	4	2	5	26	7	2	30	4
Major Projects Traffic	33	6	39	0	7	1	1	2	53	32	3	0
2025 Background Traffic	349	135	66	352	182	107	217	1159	358	134	1325	164
Project Traffic	2	0	0	0	0	0	0	48	7	0	16	0
Total	**351**	**135**	**66**	**352**	**182**	**107**	**217**	**1207**	**365**	**134**	**1341**	**164**
Approach Total		**553**			**642**			**1,789**			**1,639**	

CMA INTERSECTION ANALYSIS

CROSSROADS INDUSTRIAL

EDWARDS ROAD AT JENKINS ROAD

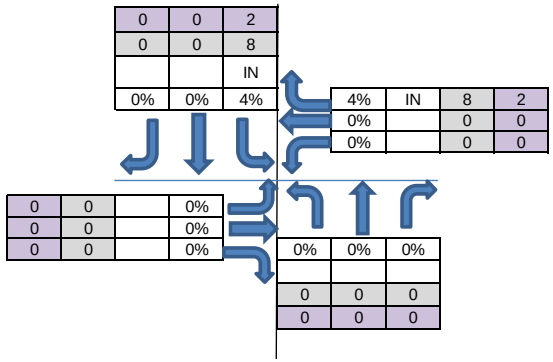
TRIPS

	IN	OUT
AM	193	51
PM	62	185

INPUT DATA

Comments:

Area Wide Growth Rate = 0.45% Peak Season = 1.07 Current Year = 2020 Buildout Year = 2025



AM Peak Hour

INTERSECTION VOLUME DEVELOPMENT

	Northbound			Southbound			Eastbound			Westbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volume (2020)	0	6	4	359	5	0	0	0	0	4	0	412
Peak Season Adjustment	0	0	0	25	0	0	0	0	0	0	0	29
Adjusted Existing Volume (2020)	0	6	4	384	5	0	0	0	0	4	0	441
Background Traffic Growth	0	0	0	9	0	0	0	0	0	0	0	10
Major Projects Traffic	0	0	0	91	0	0	0	0	0	0	0	134
2025 Background Traffic	0	7	4	484	5	0	0	0	0	4	0	585
Project Traffic	0	0	0	8	0	0	0	0	0	0	0	8
Total 2025 Traffic	**0**	**7**	**4**	**492**	**5**	**0**	**0**	**0**	**0**	**4**	**0**	**593**
Approach Total		**11**			**497**			**0**			**597**	

PM Peak Hour

INTERSECTION VOLUME DEVELOPMENT

	Northbound			Southbound			Eastbound			Westbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volume (2020)	0	13	9	420	21	0	0	0	0	8	0	408
Peak Season Adjustment	0	1	1	29	1	0	0	0	0	1	0	29
Adjusted Existing Volume (2020)	0	14	10	449	22	0	0	0	0	9	0	437
Background Traffic Growth	0	0	0	10	1	0	0	0	0	0	0	10
Major Projects Traffic	0	0	0	37	0	0	0	0	0	0	0	38
2025 Background Traffic	0	14	10	497	23	0	0	0	0	9	0	485
Project Traffic	0	0	0	2	0	0	0	0	0	0	0	2
Total	**0**	**14**	**10**	**499**	**23**	**0**	**0**	**0**	**0**	**9**	**0**	**487**
Approach Total		**24**			**522**			**0**			**495**	

APPENDIX J

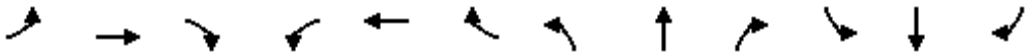
BACKGROUND CONDITIONS SYNCHRO PRINTOUTS

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations											
Traffic Volume (vph)	47	431	47	413	339	202	52	119	510	99	173
Future Volume (vph)	47	431	47	413	339	202	52	119	510	99	173
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA
Protected Phases	1	6		5	2		7	4		3	8
Permitted Phases			6			2			4		
Detector Phase	1	6	6	5	2	2	7	4	4	3	8
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
Total Split (s)	18.0	35.0	35.0	39.0	56.0	56.0	19.0	38.0	38.0	18.0	37.0
Total Split (%)	13.8%	26.9%	26.9%	30.0%	43.1%	43.1%	14.6%	29.2%	29.2%	13.8%	28.5%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	Max	Max	None	None
Act Effct Green (s)	8.9	37.0	37.0	23.0	53.7	53.7	9.4	32.7	32.7	9.3	35.2
Actuated g/C Ratio	0.07	0.28	0.28	0.18	0.41	0.41	0.07	0.25	0.25	0.07	0.27
v/c Ratio	0.44	0.34	0.09	0.77	0.26	0.29	0.47	0.29	0.51	0.46	0.45
Control Delay	69.8	38.5	0.3	60.0	17.3	4.1	69.9	42.0	5.1	64.1	44.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	69.8	38.5	0.3	60.0	17.3	4.1	69.9	42.0	5.1	64.1	44.0
LOS	E	D	A	E	B	A	E	D	A	E	D
Approach Delay		37.9			33.0			16.5			50.6
Approach LOS		D			C			B			D

Intersection Summary	
Cycle Length: 130	
Actuated Cycle Length: 130	
Offset: 0 (0%), Referenced to phase 2:WBT and 6:EBT, Start of Green	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.77	
Intersection Signal Delay: 31.6	Intersection LOS: C
Intersection Capacity Utilization 58.4%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 1: Florida Turnpike/Kings Hwy & Okeechobee Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	47	431	47	413	339	202	52	119	510	99	173	27
Future Volume (veh/h)	47	431	47	413	339	202	52	119	510	99	173	27
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1752	1752	1752	1752	1752	1752	1752	1752	1752	1752	1752	1752
Adj Flow Rate, veh/h	49	454	49	435	357	213	55	125	537	104	182	28
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	10	10	10	10	10	10	10	10	10	10	10	10
Cap, veh/h	62	1639	509	507	1539	686	70	418	623	151	361	56
Arrive On Green	0.04	0.34	0.34	0.16	0.46	0.46	0.04	0.24	0.24	0.05	0.24	0.24
Sat Flow, veh/h	1668	4782	1485	3237	3328	1485	1668	1752	2613	3237	1483	228
Grp Volume(v), veh/h	49	454	49	435	357	213	55	125	537	104	0	210
Grp Sat Flow(s),veh/h/ln	1668	1594	1485	1618	1664	1485	1668	1752	1306	1618	0	1711
Q Serve(g_s), s	3.8	9.0	2.9	17.0	8.4	11.7	4.2	7.6	25.6	4.1	0.0	13.8
Cycle Q Clear(g_c), s	3.8	9.0	2.9	17.0	8.4	11.7	4.2	7.6	25.6	4.1	0.0	13.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.13
Lane Grp Cap(c), veh/h	62	1639	509	507	1539	686	70	418	623	151	0	417
V/C Ratio(X)	0.79	0.28	0.10	0.86	0.23	0.31	0.79	0.30	0.86	0.69	0.00	0.50
Avail Cap(c_a), veh/h	141	1639	509	797	1539	686	154	418	623	274	0	417
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	62.1	31.0	29.0	53.4	21.0	21.9	61.7	40.6	47.4	61.0	0.0	42.4
Incr Delay (d2), s/veh	19.7	0.4	0.4	5.7	0.4	1.2	17.7	1.8	14.6	5.5	0.0	1.0
Initial Q Delay(d3),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
%ile BackOfQ(95%),veh/ln	3.5	6.4	2.0	11.8	6.1	7.7	3.9	6.3	14.7	3.3	0.0	10.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	81.8	31.4	29.4	59.1	21.4	23.1	79.5	42.4	62.0	66.5	0.0	43.4
LnGrp LOS	F	C	C	E	C	C	E	D	E	E	A	D
Approach Vol, veh/h		552			1005			717			314	
Approach Delay, s/veh		35.7			38.1			60.0			51.0	
Approach LOS		D			D			E			D	

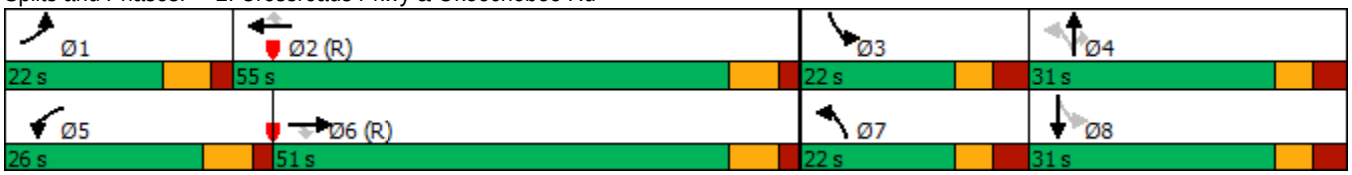
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.8	67.1	13.1	38.0	27.4	51.6	12.4	38.7
Change Period (Y+Rc), s	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Max Green Setting (Gmax), s	11.0	49.0	11.0	31.0	32.0	28.0	12.0	30.0
Max Q Clear Time (g_c+I1), s	5.8	13.7	6.1	27.6	19.0	11.0	6.2	15.8
Green Ext Time (p_c), s	0.0	3.4	0.1	1.1	1.3	3.0	0.0	1.0

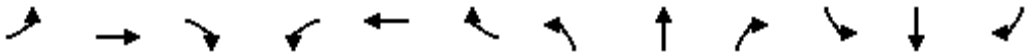
Intersection Summary	
HCM 6th Ctrl Delay	45.2
HCM 6th LOS	D

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations											
Traffic Volume (vph)	65	1294	26	86	956	145	36	7	66	89	18
Future Volume (vph)	65	1294	26	86	956	145	36	7	66	89	18
Turn Type	Prot	NA	Perm	Prot	NA	Perm	pm+pt	NA	Perm	pm+pt	NA
Protected Phases	1	6		5	2		7	4		3	8
Permitted Phases			6			2	4		4	8	
Detector Phase	1	6	6	5	2	2	7	4	4	3	8
Switch Phase											
Minimum Initial (s)	5.0	12.0	12.0	5.0	12.0	12.0	5.0	8.0	8.0	5.0	8.0
Minimum Split (s)	11.8	19.0	19.0	11.8	19.0	19.0	12.2	15.2	15.2	12.2	15.2
Total Split (s)	22.0	51.0	51.0	26.0	55.0	55.0	22.0	31.0	31.0	22.0	31.0
Total Split (%)	16.9%	39.2%	39.2%	20.0%	42.3%	42.3%	16.9%	23.8%	23.8%	16.9%	23.8%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.8	4.8	3.7	3.7	3.7	3.7	3.7
All-Red Time (s)	2.0	2.2	2.2	2.0	2.2	2.2	3.5	3.5	3.5	3.5	3.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.8	7.0	7.0	6.8	7.0	7.0	7.2	7.2	7.2	7.2	7.2
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None	None	None	None
Act Effct Green (s)	10.7	76.1	76.1	9.1	77.1	77.1	14.4	8.0	8.0	21.2	11.2
Actuated g/C Ratio	0.08	0.59	0.59	0.07	0.59	0.59	0.11	0.06	0.06	0.16	0.09
v/c Ratio	0.50	0.49	0.03	0.41	0.36	0.16	0.24	0.07	0.30	0.47	0.25
Control Delay	61.2	20.5	0.3	63.1	12.2	2.0	45.0	59.0	3.3	51.4	22.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	61.2	20.5	0.3	63.1	12.2	2.0	45.0	59.0	3.3	51.4	22.0
LOS	E	C	A	E	B	A	D	E	A	D	C
Approach Delay		22.0			14.7			20.6			38.3
Approach LOS		C			B			C			D

Intersection Summary	
Cycle Length: 130	
Actuated Cycle Length: 130	
Offset: 84 (65%), Referenced to phase 2:WBT and 6:EBT, Start of Green	
Natural Cycle: 65	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.50	
Intersection Signal Delay: 19.8	Intersection LOS: B
Intersection Capacity Utilization 58.3%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 2: Crossroads Pkwy & Okeechobee Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	65	1294	26	86	956	145	36	7	66	89	18	54
Future Volume (veh/h)	65	1294	26	86	956	145	36	7	66	89	18	54
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1752	1752	1752	1752	1752	1752	1752	1752	1752	1752	1752	1752
Adj Flow Rate, veh/h	68	1362	27	91	1006	153	38	7	69	94	19	57
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	10	10	10	10	10	10	10	10	10	10	10	10
Cap, veh/h	86	2929	909	137	2886	896	180	109	92	238	165	148
Arrive On Green	0.05	0.61	0.61	0.08	1.00	1.00	0.03	0.06	0.06	0.07	0.10	0.10
Sat Flow, veh/h	1668	4782	1485	3237	4782	1485	1668	1752	1485	1668	1664	1485
Grp Volume(v), veh/h	68	1362	27	91	1006	153	38	7	69	94	19	57
Grp Sat Flow(s),veh/h/ln	1668	1594	1485	1618	1594	1485	1668	1752	1485	1668	1664	1485
Q Serve(g_s), s	5.2	20.1	0.9	3.5	0.0	0.0	2.8	0.5	5.9	6.8	1.4	4.7
Cycle Q Clear(g_c), s	5.2	20.1	0.9	3.5	0.0	0.0	2.8	0.5	5.9	6.8	1.4	4.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	86	2929	909	137	2886	896	180	109	92	238	165	148
V/C Ratio(X)	0.79	0.46	0.03	0.66	0.35	0.17	0.21	0.06	0.75	0.40	0.11	0.39
Avail Cap(c_a), veh/h	195	2929	909	478	2886	896	323	321	272	318	305	272
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.99	0.99	0.99	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	61.0	13.6	9.9	58.6	0.0	0.0	55.0	57.4	59.9	52.4	53.3	54.8
Incr Delay (d2), s/veh	15.0	0.5	0.1	5.3	0.3	0.4	0.6	0.2	11.3	1.1	0.3	1.6
Initial Q Delay(d3),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
%ile BackOfQ(95%),veh/ln	4.6	11.6	0.6	2.7	0.2	0.2	2.1	0.4	4.6	5.2	1.1	3.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	75.9	14.2	10.0	63.9	0.3	0.4	55.5	57.6	71.2	53.4	53.6	56.5
LnGrp LOS	E	B	B	E	A	A	E	E	E	D	D	E
Approach Vol, veh/h		1457			1250			114			170	
Approach Delay, s/veh		17.0			5.0			65.2			54.5	
Approach LOS		B			A			E			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.5	85.5	15.8	15.3	12.3	86.6	10.9	20.1
Change Period (Y+Rc), s	6.8	* 7	* 7.2	* 7.2	6.8	* 7	* 7.2	* 7.2
Max Green Setting (Gmax), s	15.2	* 48	* 15	* 24	19.2	* 44	* 15	* 24
Max Q Clear Time (g_c+I1), s	7.2	2.0	8.8	7.9	5.5	22.1	4.8	6.7
Green Ext Time (p_c), s	0.1	10.1	0.1	0.2	0.2	10.8	0.0	0.3

Intersection Summary	
HCM 6th Ctrl Delay	15.9
HCM 6th LOS	B

Notes

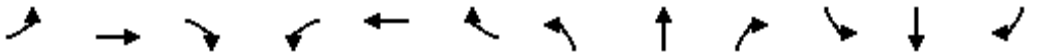
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBT	EBR	WBT	SBL	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	1071	516	670	286	0	299
Future Volume (vph)	1071	516	670	286	0	299
Turn Type	NA	Free	NA	Perm	NA	Perm
Protected Phases	6		2		4	
Permitted Phases		Free		4		4
Detector Phase	6		2	4	4	4
Switch Phase						
Minimum Initial (s)	5.0		5.0	7.0	7.0	7.0
Minimum Split (s)	11.8		11.8	13.8	13.8	13.8
Total Split (s)	90.0		90.0	40.0	40.0	40.0
Total Split (%)	69.2%		69.2%	30.8%	30.8%	30.8%
Yellow Time (s)	4.8		4.8	4.0	4.0	4.0
All-Red Time (s)	2.0		2.0	2.8	2.8	2.8
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	6.8		6.8	6.8	6.8	6.8
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	None		C-Max	None	None	None
Act Effct Green (s)	101.1	130.0	101.1	15.3	15.3	15.3
Actuated g/C Ratio	0.78	1.00	0.78	0.12	0.12	0.12
v/c Ratio	0.31	0.37	0.19	0.55	0.27	0.29
Control Delay	1.8	2.1	4.2	57.6	1.7	1.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	1.8	2.1	4.2	57.6	1.7	1.0
LOS	A	A	A	E	A	A
Approach Delay	1.9		4.2		28.8	
Approach LOS	A		A		C	

Intersection Summary	
Cycle Length: 130	
Actuated Cycle Length: 130	
Offset: 71 (55%), Referenced to phase 2:WBT, Start of Green	
Natural Cycle: 40	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.55	
Intersection Signal Delay: 8.0	Intersection LOS: A
Intersection Capacity Utilization 53.8%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 3: I-95 West & Okeechobee Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1071	516	0	670	0	0	0	0	286	0	299
Future Volume (veh/h)	0	1071	516	0	670	0	0	0	0	286	0	299
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1752	1752	0	1752	0				1752	1752	1752
Adj Flow Rate, veh/h	0	1127	0	0	705	0				301	0	315
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95				0.95	0.95	0.95
Percent Heavy Veh, %	0	10	10	0	10	0				10	10	10
Cap, veh/h	0	3789		0	3789	0				516	0	459
Arrive On Green	0.00	1.00	0.00	0.00	0.79	0.00				0.10	0.00	0.10
Sat Flow, veh/h	0	4940	1485	0	5098	0				5005	0	4454
Grp Volume(v), veh/h	0	1127	0	0	705	0				301	0	315
Grp Sat Flow(s),veh/h/ln	0	1594	1485	0	1594	0				1668	0	1485
Q Serve(g_s), s	0.0	0.0	0.0	0.0	4.7	0.0				7.5	0.0	8.9
Cycle Q Clear(g_c), s	0.0	0.0	0.0	0.0	4.7	0.0				7.5	0.0	8.9
Prop In Lane	0.00		1.00	0.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	3789		0	3789	0				516	0	459
V/C Ratio(X)	0.00	0.30		0.00	0.19	0.00				0.58	0.00	0.69
Avail Cap(c_a), veh/h	0	3789		0	3789	0				1278	0	1137
HCM Platoon Ratio	1.00	2.00	2.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.87	0.00	0.00	0.99	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	0.0	3.3	0.0				55.6	0.0	56.3
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.1	0.0				1.0	0.0	1.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.0	0.0	0.0	0.0	2.3	0.0				5.8	0.0	6.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.0	0.0	0.0	3.4	0.0				56.7	0.0	58.1
LnGrp LOS	A	A		A	A	A				E	A	E
Approach Vol, veh/h		1127	A		705						616	
Approach Delay, s/veh		0.0			3.4						57.4	
Approach LOS		A			A						E	

Timer - Assigned Phs		2		4		6						
Phs Duration (G+Y+Rc), s		109.8		20.2		109.8						
Change Period (Y+Rc), s		6.8		* 6.8		6.8						
Max Green Setting (Gmax), s		83.2		* 33		83.2						
Max Q Clear Time (g_c+I1), s		6.7		10.9		2.0						
Green Ext Time (p_c), s		6.0		2.5		11.4						

Intersection Summary		
HCM 6th Ctrl Delay		15.4
HCM 6th LOS		B

Notes

User approved volume balancing among the lanes for turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

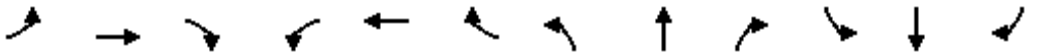
Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBT	WBT	WBR	NBL	NBR
Lane Configurations					
Traffic Volume (vph)	907	505	852	219	1063
Future Volume (vph)	907	505	852	219	1063
Turn Type	NA	NA	Free	Prot	Prot
Protected Phases	6	2		4	4
Permitted Phases			Free		
Detector Phase	6	2		4	4
Switch Phase					
Minimum Initial (s)	12.0	12.0		7.0	7.0
Minimum Split (s)	18.8	18.8		14.0	14.0
Total Split (s)	77.0	77.0		53.0	53.0
Total Split (%)	59.2%	59.2%		40.8%	40.8%
Yellow Time (s)	4.8	4.8		4.0	4.0
All-Red Time (s)	2.0	2.0		3.0	3.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0
Total Lost Time (s)	6.8	6.8		7.0	7.0
Lead/Lag					
Lead-Lag Optimize?					
Recall Mode	C-Max	None		None	None
Act Effct Green (s)	73.9	73.9	130.0	42.3	42.3
Actuated g/C Ratio	0.57	0.57	1.00	0.33	0.33
v/c Ratio	0.36	0.20	0.61	0.15	0.90
Control Delay	16.0	14.5	11.1	30.7	42.5
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	16.0	14.5	11.1	30.7	42.5
LOS	B	B	B	C	D
Approach Delay	16.0	12.4			
Approach LOS	B	B			

Intersection Summary	
Cycle Length: 130	
Actuated Cycle Length: 130	
Offset: 118 (91%), Referenced to phase 6:EBT, Start of Green	
Natural Cycle: 50	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.90	
Intersection Signal Delay: 23.5	Intersection LOS: C
Intersection Capacity Utilization 53.8%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 4: I-95 East & Okeechobee Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	907	0	0	505	852	219	0	1063	0	0	0
Future Volume (veh/h)	0	907	0	0	505	852	219	0	1063	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	0	1752	0	0	1752	1752	1752	0	1752			
Adj Flow Rate, veh/h	0	955	0	0	532	0	231	0	1119			
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95			
Percent Heavy Veh, %	0	10	0	0	10	10	10	0	10			
Cap, veh/h	0	2583	0	0	2583		1636	0	1177			
Arrive On Green	0.00	0.54	0.00	0.00	0.90	0.00	0.35	0.00	0.35			
Sat Flow, veh/h	0	5098	0	0	4940	1485	4705	0	3385			
Grp Volume(v), veh/h	0	955	0	0	532	0	231	0	1119			
Grp Sat Flow(s),veh/h/ln	0	1594	0	0	1594	1485	1568	0	1128			
Q Serve(g_s), s	0.0	14.9	0.0	0.0	1.7	0.0	4.4	0.0	41.9			
Cycle Q Clear(g_c), s	0.0	14.9	0.0	0.0	1.7	0.0	4.4	0.0	41.9			
Prop In Lane	0.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	0	2583	0	0	2583		1636	0	1177			
V/C Ratio(X)	0.00	0.37	0.00	0.00	0.21		0.14	0.00	0.95			
Avail Cap(c_a), veh/h	0	2583	0	0	2583		1665	0	1198			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.67	1.67	1.00	1.00	1.00			
Upstream Filter(I)	0.00	0.94	0.00	0.00	0.87	0.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	0.0	17.2	0.0	0.0	3.0	0.0	29.1	0.0	41.3			
Incr Delay (d2), s/veh	0.0	0.4	0.0	0.0	0.0	0.0	0.0	0.0	15.5			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(95%),veh/ln	0.0	9.3	0.0	0.0	1.0	0.0	3.0	0.0	19.2			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	17.6	0.0	0.0	3.1	0.0	29.1	0.0	56.8			
LnGrp LOS	A	B	A	A	A		C	A	E			
Approach Vol, veh/h		955			532	A		1350				
Approach Delay, s/veh		17.6			3.1			52.1				
Approach LOS		B			A			D				

Timer - Assigned Phs		2		4		6						
Phs Duration (G+Y+Rc), s		77.0		52.2		77.0						
Change Period (Y+Rc), s		6.8		7.0		6.8						
Max Green Setting (Gmax), s		70.2		46.0		70.2						
Max Q Clear Time (g_c+I1), s		3.7		43.9		16.9						
Green Ext Time (p_c), s		4.3		1.3		8.8						

Intersection Summary	
HCM 6th Ctrl Delay	31.3
HCM 6th LOS	C

Notes

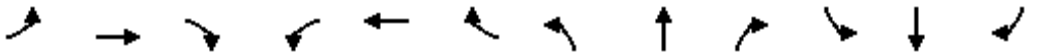
Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	257	1550	399	301	809	80	405	181	246	204	93
Future Volume (vph)	257	1550	399	301	809	80	405	181	246	204	93
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Prot	NA	Perm
Protected Phases	1	6		5	2		7	4	3	8	
Permitted Phases			6			2					8
Detector Phase	1	6	6	5	2	2	7	4	3	8	8
Switch Phase											
Minimum Initial (s)	7.0	12.0	12.0	7.0	12.0	12.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	14.3	19.3	19.3	14.3	19.3	19.3	14.3	14.3	14.3	14.3	14.3
Total Split (s)	24.0	42.0	42.0	36.0	54.0	54.0	28.0	32.0	20.0	24.0	24.0
Total Split (%)	18.5%	32.3%	32.3%	27.7%	41.5%	41.5%	21.5%	24.6%	15.4%	18.5%	18.5%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8
All-Red Time (s)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.3	7.3	7.3	7.3	7.3	7.3	7.3	7.3	7.3	7.3	7.3
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None	None	None	None
Act Effct Green (s)	15.1	40.3	40.3	27.4	52.6	52.6	19.8	20.6	12.5	13.3	13.3
Actuated g/C Ratio	0.12	0.31	0.31	0.21	0.40	0.40	0.15	0.16	0.10	0.10	0.10
v/c Ratio	0.70	0.85	0.56	0.88	0.34	0.11	0.84	0.62	0.81	0.61	0.24
Control Delay	73.3	34.3	6.3	74.1	28.0	0.3	69.1	29.6	77.3	63.2	1.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	73.3	34.3	6.3	74.1	28.0	0.3	69.1	29.6	77.3	63.2	1.4
LOS	E	C	A	E	C	A	E	C	E	E	A
Approach Delay		33.8			37.8			49.7		59.0	
Approach LOS		C			D			D		E	

Intersection Summary	
Cycle Length: 130	
Actuated Cycle Length: 130	
Offset: 0 (0%), Referenced to phase 2:WBT and 6:EBT, Start of Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.88	
Intersection Signal Delay: 40.4	Intersection LOS: D
Intersection Capacity Utilization 82.2%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 5: Jenkins Rd & Okeechobee Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	257	1550	399	301	809	80	405	181	209	246	204	93
Future Volume (veh/h)	257	1550	399	301	809	80	405	181	209	246	204	93
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1826	1826	1826	1826	1826	1826	1826	1826	1826	1826	1826	1826
Adj Flow Rate, veh/h	271	1632	420	317	852	84	426	191	220	259	215	98
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	5	5	5	5	5	5	5	5	5	5	5	5
Cap, veh/h	323	2038	502	343	2674	659	481	281	251	309	386	172
Arrive On Green	0.19	0.65	0.65	0.20	0.43	0.43	0.14	0.16	0.16	0.09	0.11	0.11
Sat Flow, veh/h	3374	6281	1547	1739	6281	1547	3374	1735	1547	3374	3469	1547
Grp Volume(v), veh/h	271	1632	420	317	852	84	426	191	220	259	215	98
Grp Sat Flow(s),veh/h/ln	1687	1570	1547	1739	1570	1547	1687	1735	1547	1687	1735	1547
Q Serve(g_s), s	10.1	24.7	27.1	23.3	11.7	4.3	16.1	13.5	18.1	9.8	7.6	7.8
Cycle Q Clear(g_c), s	10.1	24.7	27.1	23.3	11.7	4.3	16.1	13.5	18.1	9.8	7.6	7.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	323	2038	502	343	2674	659	481	281	251	309	386	172
V/C Ratio(X)	0.84	0.80	0.84	0.93	0.32	0.13	0.88	0.68	0.88	0.84	0.56	0.57
Avail Cap(c_a), veh/h	433	2038	502	384	2674	659	537	330	294	330	446	199
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.72	0.72	0.72	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	51.6	19.7	20.2	51.3	24.8	22.7	54.7	51.3	53.2	58.1	54.7	54.8
Incr Delay (d2), s/veh	7.8	2.5	11.4	26.5	0.3	0.4	15.0	4.5	22.0	16.4	1.3	3.0
Initial Q Delay(d3),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
%ile BackOfQ(95%),veh/ln	7.1	9.7	11.8	18.5	7.9	3.0	12.4	10.3	13.4	8.5	6.1	5.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	59.4	22.2	31.6	77.7	25.1	23.1	69.7	55.7	75.2	74.5	56.0	57.8
LnGrp LOS	E	C	C	E	C	C	E	E	E	E	E	E
Approach Vol, veh/h		2323			1253			837			572	
Approach Delay, s/veh		28.2			38.3			68.0			64.7	
Approach LOS		C			D			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	19.8	62.6	19.2	28.4	32.9	49.5	25.9	21.7
Change Period (Y+Rc), s	7.3	7.3	7.3	7.3	7.3	7.3	7.3	7.3
Max Green Setting (Gmax), s	16.7	46.7	12.7	24.7	28.7	34.7	20.7	16.7
Max Q Clear Time (g_c+I1), s	12.1	13.7	11.8	20.1	25.3	29.1	18.1	9.8
Green Ext Time (p_c), s	0.4	7.4	0.1	1.0	0.3	4.7	0.4	0.9

Intersection Summary	
HCM 6th Ctrl Delay	41.6
HCM 6th LOS	D

Intersection	
Int Delay, s/veh	11.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	4	585	7	4	484	5
Future Vol, veh/h	4	585	7	4	484	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	5	5	5	5	5	5
Mvmt Flow	4	616	7	4	509	5

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1032	9	0	0	11	0
Stage 1	9	-	-	-	-	-
Stage 2	1023	-	-	-	-	-
Critical Hdwy	6.45	6.25	-	-	4.15	-
Critical Hdwy Stg 1	5.45	-	-	-	-	-
Critical Hdwy Stg 2	5.45	-	-	-	-	-
Follow-up Hdwy	3.545	3.345	-	-	2.245	-
Pot Cap-1 Maneuver	255	1064	-	-	1589	-
Stage 1	1006	-	-	-	-	-
Stage 2	342	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	173	1064	-	-	1589	-
Mov Cap-2 Maneuver	173	-	-	-	-	-
Stage 1	683	-	-	-	-	-
Stage 2	342	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	13.7	0	8.2
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	1028	1589	-
HCM Lane V/C Ratio	-	-	0.603	0.321	-
HCM Control Delay (s)	-	-	13.7	8.3	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	4.2	1.4	-

Timings
1: Florida Turnpike/Kings Hwy & Okeechobee Rd

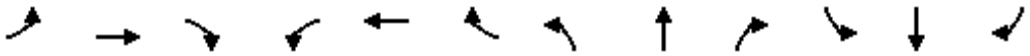
12/22/2020

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations											
Traffic Volume (vph)	50	348	30	480	496	173	75	123	549	216	195
Future Volume (vph)	50	348	30	480	496	173	75	123	549	216	195
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA
Protected Phases	1	6		5	2		7	4		3	8
Permitted Phases			6			2			4		
Detector Phase	1	6	6	5	2	2	7	4	4	3	8
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
Total Split (s)	23.0	29.0	29.0	39.0	45.0	45.0	22.0	39.0	39.0	23.0	40.0
Total Split (%)	17.7%	22.3%	22.3%	30.0%	34.6%	34.6%	16.9%	30.0%	30.0%	17.7%	30.8%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None	None	None	None
Act Effct Green (s)	9.6	41.6	41.6	25.8	60.4	60.4	11.3	20.7	20.7	13.9	26.1
Actuated g/C Ratio	0.07	0.32	0.32	0.20	0.46	0.46	0.09	0.16	0.16	0.11	0.20
v/c Ratio	0.44	0.24	0.05	0.80	0.34	0.23	0.55	0.47	0.65	0.67	0.72
Control Delay	68.0	36.4	0.2	73.3	32.1	12.5	70.9	53.4	6.9	65.5	59.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	68.0	36.4	0.2	73.3	32.1	12.5	70.9	53.4	6.9	65.5	59.5
LOS	E	D	A	E	C	B	E	D	A	E	E
Approach Delay		37.5			46.4			20.9			62.4
Approach LOS		D			D			C			E

Intersection Summary	
Cycle Length: 130	
Actuated Cycle Length: 130	
Offset: 0 (0%), Referenced to phase 2:WBT and 6:EBT, Start of Green	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.80	
Intersection Signal Delay: 40.8	Intersection LOS: D
Intersection Capacity Utilization 60.7%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 1: Florida Turnpike/Kings Hwy & Okeechobee Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	50	348	30	480	496	173	75	123	549	216	195	41
Future Volume (veh/h)	50	348	30	480	496	173	75	123	549	216	195	41
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1752	1752	1752	1752	1752	1752	1752	1752	1752	1752	1752	1752
Adj Flow Rate, veh/h	53	366	32	505	522	182	79	129	578	227	205	43
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	10	10	10	10	10	10	10	10	10	10	10	10
Cap, veh/h	67	1350	419	577	1399	624	99	416	620	281	372	78
Arrive On Green	0.04	0.28	0.28	0.18	0.42	0.42	0.06	0.24	0.24	0.09	0.26	0.26
Sat Flow, veh/h	1668	4782	1485	3237	3328	1485	1668	1752	2613	3237	1404	295
Grp Volume(v), veh/h	53	366	32	505	522	182	79	129	578	227	0	248
Grp Sat Flow(s),veh/h/ln	1668	1594	1485	1618	1664	1485	1668	1752	1306	1618	0	1699
Q Serve(g_s), s	4.1	7.7	2.1	19.7	14.0	10.5	6.1	7.9	28.2	9.0	0.0	16.3
Cycle Q Clear(g_c), s	4.1	7.7	2.1	19.7	14.0	10.5	6.1	7.9	28.2	9.0	0.0	16.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.17
Lane Grp Cap(c), veh/h	67	1350	419	577	1399	624	99	416	620	281	0	450
V/C Ratio(X)	0.79	0.27	0.08	0.87	0.37	0.29	0.80	0.31	0.93	0.81	0.00	0.55
Avail Cap(c_a), veh/h	205	1350	419	797	1399	624	193	431	643	398	0	450
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	61.8	36.3	34.2	52.0	25.9	24.9	60.4	40.8	48.6	58.3	0.0	41.1
Incr Delay (d2), s/veh	18.0	0.5	0.4	8.1	0.8	1.2	13.7	0.4	20.2	8.0	0.0	1.4
Initial Q Delay(d3),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
%ile BackOfQ(95%),veh/ln	3.7	5.6	1.4	13.5	9.7	7.1	5.3	6.3	16.3	7.2	0.0	11.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	79.9	36.8	34.6	60.1	26.7	26.1	74.1	41.2	68.8	66.3	0.0	42.6
LnGrp LOS	E	D	C	E	C	C	E	D	E	E	A	D
Approach Vol, veh/h		451			1209			786			475	
Approach Delay, s/veh		41.7			40.5			64.8			53.9	
Approach LOS		D			D			E			D	

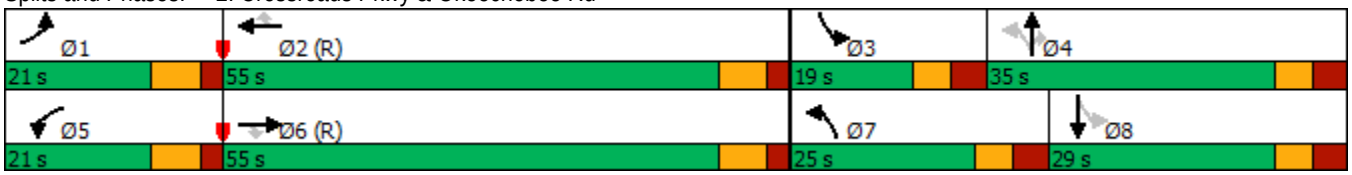
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.2	61.6	18.3	37.8	30.2	43.7	14.7	41.4
Change Period (Y+Rc), s	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Max Green Setting (Gmax), s	16.0	38.0	16.0	32.0	32.0	22.0	15.0	33.0
Max Q Clear Time (g_c+I1), s	6.1	16.0	11.0	30.2	21.7	9.7	8.1	18.3
Green Ext Time (p_c), s	0.1	4.3	0.3	0.7	1.4	2.0	0.1	1.2

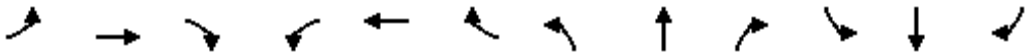
Intersection Summary	
HCM 6th Ctrl Delay	49.4
HCM 6th LOS	D

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations											
Traffic Volume (vph)	91	1146	28	195	1541	150	44	10	128	167	10
Future Volume (vph)	91	1146	28	195	1541	150	44	10	128	167	10
Turn Type	Prot	NA	Perm	Prot	NA	Perm	pm+pt	NA	Perm	pm+pt	NA
Protected Phases	1	6		5	2		7	4		3	8
Permitted Phases			6			2	4		4	8	
Detector Phase	1	6	6	5	2	2	7	4	4	3	8
Switch Phase											
Minimum Initial (s)	5.0	12.0	12.0	5.0	12.0	12.0	5.0	8.0	8.0	5.0	8.0
Minimum Split (s)	11.8	19.0	19.0	11.8	19.0	19.0	12.2	15.2	15.2	12.2	15.2
Total Split (s)	21.0	55.0	55.0	21.0	55.0	55.0	25.0	35.0	35.0	19.0	29.0
Total Split (%)	16.2%	42.3%	42.3%	16.2%	42.3%	42.3%	19.2%	26.9%	26.9%	14.6%	22.3%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.8	4.8	3.7	3.7	3.7	3.7	3.7
All-Red Time (s)	2.0	2.2	2.2	2.0	2.2	2.2	3.5	3.5	3.5	3.5	3.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.8	7.0	7.0	6.8	7.0	7.0	7.2	7.2	7.2	7.2	7.2
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None	None	None	None
Act Effct Green (s)	12.9	67.8	67.8	13.6	68.5	68.5	17.1	8.7	8.7	23.9	14.5
Actuated g/C Ratio	0.10	0.52	0.52	0.10	0.53	0.53	0.13	0.07	0.07	0.18	0.11
v/c Ratio	0.59	0.49	0.03	0.62	0.65	0.19	0.24	0.10	0.56	0.76	0.15
Control Delay	59.2	27.8	0.4	65.7	21.3	2.9	44.8	58.1	15.9	67.5	22.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	59.2	27.8	0.4	65.7	21.3	2.9	44.8	58.1	15.9	67.5	22.4
LOS	E	C	A	E	C	A	D	E	B	E	C
Approach Delay		29.4			24.4			25.2			57.2
Approach LOS		C			C			C			E

Intersection Summary	
Cycle Length: 130	
Actuated Cycle Length: 130	
Offset: 110 (85%), Referenced to phase 2:WBT and 6:EBT, Start of Green	
Natural Cycle: 80	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.76	
Intersection Signal Delay: 28.2	Intersection LOS: C
Intersection Capacity Utilization 68.2%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 2: Crossroads Pkwy & Okeechobee Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	91	1146	28	195	1541	150	44	10	128	167	10	39
Future Volume (veh/h)	91	1146	28	195	1541	150	44	10	128	167	10	39
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1752	1752	1752	1752	1752	1752	1752	1752	1752	1752	1752	1752
Adj Flow Rate, veh/h	96	1206	29	205	1622	158	46	11	135	176	11	41
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	10	10	10	10	10	10	10	10	10	10	10	10
Cap, veh/h	118	2422	752	254	2460	764	246	188	160	325	276	246
Arrive On Green	0.07	0.51	0.51	0.16	1.00	1.00	0.03	0.11	0.11	0.09	0.17	0.17
Sat Flow, veh/h	1668	4782	1485	3237	4782	1485	1668	1752	1485	1668	1664	1485
Grp Volume(v), veh/h	96	1206	29	205	1622	158	46	11	135	176	11	41
Grp Sat Flow(s),veh/h/ln	1668	1594	1485	1618	1594	1485	1668	1752	1485	1668	1664	1485
Q Serve(g_s), s	7.4	21.6	1.3	7.9	0.0	0.0	3.2	0.7	11.6	11.8	0.7	3.1
Cycle Q Clear(g_c), s	7.4	21.6	1.3	7.9	0.0	0.0	3.2	0.7	11.6	11.8	0.7	3.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	118	2422	752	254	2460	764	246	188	160	325	276	246
V/C Ratio(X)	0.82	0.50	0.04	0.81	0.66	0.21	0.19	0.06	0.85	0.54	0.04	0.17
Avail Cap(c_a), veh/h	182	2422	752	354	2460	764	420	375	317	325	279	249
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.93	0.93	0.93	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	59.6	21.2	16.2	53.9	0.0	0.0	49.4	52.1	57.0	45.0	45.5	46.5
Incr Delay (d2), s/veh	14.9	0.7	0.1	8.6	1.3	0.6	0.4	0.1	11.5	1.8	0.1	0.3
Initial Q Delay(d3),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
%ile BackOfQ(95%),veh/ln	6.5	12.9	0.8	6.0	0.5	0.2	2.4	0.6	8.5	8.9	0.6	2.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	74.5	21.9	16.2	62.5	1.3	0.6	49.8	52.2	68.5	46.8	45.6	46.8
LnGrp LOS	E	C	B	E	A	A	D	D	E	D	D	D
Approach Vol, veh/h		1331			1985			192			228	
Approach Delay, s/veh		25.6			7.6			63.1			46.8	
Approach LOS		C			A			E			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	16.0	73.9	19.0	21.2	17.0	72.8	11.4	28.7
Change Period (Y+Rc), s	6.8	* 7	* 7.2	* 7.2	6.8	* 7	* 7.2	* 7.2
Max Green Setting (Gmax), s	14.2	* 48	* 12	* 28	14.2	* 48	* 18	* 22
Max Q Clear Time (g_c+I1), s	9.4	2.0	13.8	13.6	9.9	23.6	5.2	5.1
Green Ext Time (p_c), s	0.1	20.1	0.0	0.4	0.3	9.9	0.1	0.2

Intersection Summary	
HCM 6th Ctrl Delay	19.2
HCM 6th LOS	B

Notes

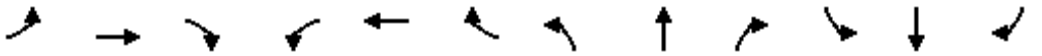
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBT	EBR	WBT	SBL	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	542	878	1048	308	0	504
Future Volume (vph)	542	878	1048	308	0	504
Turn Type	NA	Free	NA	Perm	NA	Perm
Protected Phases	6		2		4	
Permitted Phases		Free		4		4
Detector Phase	6		2	4	4	4
Switch Phase						
Minimum Initial (s)	5.0		5.0	7.0	7.0	7.0
Minimum Split (s)	11.8		11.8	13.8	13.8	13.8
Total Split (s)	90.0		90.0	40.0	40.0	40.0
Total Split (%)	69.2%		69.2%	30.8%	30.8%	30.8%
Yellow Time (s)	4.8		4.8	4.0	4.0	4.0
All-Red Time (s)	2.0		2.0	2.8	2.8	2.8
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	6.8		6.8	6.8	6.8	6.8
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	None		C-Max	None	None	None
Act Effct Green (s)	98.1	130.0	98.1	18.3	18.3	18.3
Actuated g/C Ratio	0.75	1.00	0.75	0.14	0.14	0.14
v/c Ratio	0.16	0.63	0.31	0.50	0.62	0.65
Control Delay	3.0	11.9	2.1	53.4	29.0	27.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	3.0	11.9	2.1	53.4	29.0	27.1
LOS	A	B	A	D	C	C
Approach Delay	8.5		2.1		37.4	
Approach LOS	A		A		D	

Intersection Summary	
Cycle Length: 130	
Actuated Cycle Length: 130	
Offset: 105 (81%), Referenced to phase 2:WBT, Start of Green	
Natural Cycle: 40	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.65	
Intersection Signal Delay: 13.6	Intersection LOS: B
Intersection Capacity Utilization 48.3%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 3: I-95 West & Okeechobee Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑	↱		↑↑↑					↰↰↰	↳	↱↱
Traffic Volume (veh/h)	0	542	878	0	1048	0	0	0	0	308	0	504
Future Volume (veh/h)	0	542	878	0	1048	0	0	0	0	308	0	504
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1752	1752	0	1752	0				1752	1752	1752
Adj Flow Rate, veh/h	0	571	0	0	1103	0				324	0	531
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95				0.95	0.95	0.95
Percent Heavy Veh, %	0	10	10	0	10	0				10	10	10
Cap, veh/h	0	3537		0	3537	0				780	0	694
Arrive On Green	0.00	1.00	0.00	0.00	0.74	0.00				0.16	0.00	0.16
Sat Flow, veh/h	0	4940	1485	0	5098	0				5005	0	4454
Grp Volume(v), veh/h	0	571	0	0	1103	0				324	0	531
Grp Sat Flow(s),veh/h/ln	0	1594	1485	0	1594	0				1668	0	1485
Q Serve(g_s), s	0.0	0.0	0.0	0.0	10.1	0.0				7.6	0.0	14.9
Cycle Q Clear(g_c), s	0.0	0.0	0.0	0.0	10.1	0.0				7.6	0.0	14.9
Prop In Lane	0.00		1.00	0.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	3537		0	3537	0				780	0	694
V/C Ratio(X)	0.00	0.16		0.00	0.31	0.00				0.42	0.00	0.77
Avail Cap(c_a), veh/h	0	3537		0	3537	0				1278	0	1137
HCM Platoon Ratio	1.00	1.67	1.67	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.84	0.00	0.00	0.99	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	0.0	5.7	0.0				49.5	0.0	52.6
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.2	0.0				0.4	0.0	1.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.0	0.0	0.0	0.0	5.7	0.0				5.8	0.0	9.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.0	0.0	0.0	6.0	0.0				49.9	0.0	54.4
LnGrp LOS	A	A		A	A	A				D	A	D
Approach Vol, veh/h		571	A		1103						855	
Approach Delay, s/veh		0.0			6.0						52.7	
Approach LOS		A			A						D	

Timer - Assigned Phs		2		4		6						
Phs Duration (G+Y+Rc), s		102.9		27.1		102.9						
Change Period (Y+Rc), s		6.8		* 6.8		6.8						
Max Green Setting (Gmax), s		83.2		* 33		83.2						
Max Q Clear Time (g_c+I1), s		12.1		16.9		2.0						
Green Ext Time (p_c), s		11.0		3.4		4.7						

Intersection Summary	
HCM 6th Ctrl Delay	20.4
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

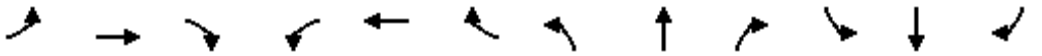
Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBT	WBT	WBR	NBL	NBR
Lane Configurations					
Traffic Volume (vph)	846	632	1018	205	878
Future Volume (vph)	846	632	1018	205	878
Turn Type	NA	NA	Free	Prot	Prot
Protected Phases	6	2		4	4
Permitted Phases			Free		
Detector Phase	6	2		4	4
Switch Phase					
Minimum Initial (s)	12.0	12.0		7.0	7.0
Minimum Split (s)	18.8	18.8		14.0	14.0
Total Split (s)	86.0	86.0		44.0	44.0
Total Split (%)	66.2%	66.2%		33.8%	33.8%
Yellow Time (s)	4.8	4.8		4.0	4.0
All-Red Time (s)	2.0	2.0		3.0	3.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0
Total Lost Time (s)	6.8	6.8		7.0	7.0
Lead/Lag					
Lead-Lag Optimize?					
Recall Mode	C-Max	None		None	None
Act Effct Green (s)	85.6	85.6	130.0	30.6	30.6
Actuated g/C Ratio	0.66	0.66	1.00	0.24	0.24
v/c Ratio	0.29	0.21	0.73	0.20	0.87
Control Delay	17.1	7.7	20.9	39.1	37.5
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	17.1	7.7	20.9	39.1	37.5
LOS	B	A	C	D	D
Approach Delay	17.1	15.9			
Approach LOS	B	B			

Intersection Summary	
Cycle Length: 130	
Actuated Cycle Length: 130	
Offset: 19 (15%), Referenced to phase 6:EBT, Start of Green	
Natural Cycle: 45	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.87	
Intersection Signal Delay: 22.8	Intersection LOS: C
Intersection Capacity Utilization 48.3%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 4: I-95 East & Okeechobee Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	846	0	0	632	1018	205	0	878	0	0	0
Future Volume (veh/h)	0	846	0	0	632	1018	205	0	878	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	0	1752	0	0	1752	1752	1752	0	1752			
Adj Flow Rate, veh/h	0	891	0	0	665	0	216	0	924			
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95			
Percent Heavy Veh, %	0	10	0	0	10	10	10	0	10			
Cap, veh/h	0	2914	0	0	2914		1338	0	963			
Arrive On Green	0.00	0.61	0.00	0.00	1.00	0.00	0.28	0.00	0.28			
Sat Flow, veh/h	0	5098	0	0	4940	1485	4705	0	3385			
Grp Volume(v), veh/h	0	891	0	0	665	0	216	0	924			
Grp Sat Flow(s),veh/h/ln	0	1594	0	0	1594	1485	1568	0	1128			
Q Serve(g_s), s	0.0	11.6	0.0	0.0	0.0	0.0	4.5	0.0	34.9			
Cycle Q Clear(g_c), s	0.0	11.6	0.0	0.0	0.0	0.0	4.5	0.0	34.9			
Prop In Lane	0.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	0	2914	0	0	2914		1338	0	963			
V/C Ratio(X)	0.00	0.31	0.00	0.00	0.23		0.16	0.00	0.96			
Avail Cap(c_a), veh/h	0	2914	0	0	2914		1339	0	963			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.67	1.67	1.00	1.00	1.00			
Upstream Filter(I)	0.00	0.97	0.00	0.00	0.80	0.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	0.0	12.2	0.0	0.0	0.0	0.0	34.9	0.0	45.8			
Incr Delay (d2), s/veh	0.0	0.3	0.0	0.0	0.0	0.0	0.1	0.0	19.9			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(95%),veh/ln	0.0	7.5	0.0	0.0	0.0	0.0	3.1	0.0	17.1			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	12.5	0.0	0.0	0.0	0.0	34.9	0.0	65.7			
LnGrp LOS	A	B	A	A	A		C	A	E			
Approach Vol, veh/h		891			665	A		1140				
Approach Delay, s/veh		12.5			0.0			59.9				
Approach LOS		B			A			E				

Timer - Assigned Phs	2	4	6
Phs Duration (G+Y+Rc), s	86.0	44.0	86.0
Change Period (Y+Rc), s	6.8	7.0	6.8
Max Green Setting (Gmax), s	79.2	37.0	79.2
Max Q Clear Time (g_c+I1), s	2.0	36.9	13.6
Green Ext Time (p_c), s	5.6	0.0	8.1

Intersection Summary	
HCM 6th Ctrl Delay	29.4
HCM 6th LOS	C

Notes

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	217	1159	358	134	1325	164	349	135	352	182	107
Future Volume (vph)	217	1159	358	134	1325	164	349	135	352	182	107
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Prot	NA	Perm
Protected Phases	1	6		5	2		7	4	3	8	
Permitted Phases			6			2					8
Detector Phase	1	6	6	5	2	2	7	4	3	8	8
Switch Phase											
Minimum Initial (s)	7.0	12.0	12.0	7.0	12.0	12.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	14.3	19.3	19.3	14.3	19.3	19.3	14.3	14.3	14.3	14.3	14.3
Total Split (s)	25.0	52.0	52.0	25.0	52.0	52.0	28.0	25.0	28.0	25.0	25.0
Total Split (%)	19.2%	40.0%	40.0%	19.2%	40.0%	40.0%	21.5%	19.2%	21.5%	19.2%	19.2%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8
All-Red Time (s)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.3	7.3	7.3	7.3	7.3	7.3	7.3	7.3	7.3	7.3	7.3
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None	None	None	None
Act Effct Green (s)	14.2	54.2	54.2	15.2	55.3	55.3	18.6	12.7	18.7	12.8	12.8
Actuated g/C Ratio	0.11	0.42	0.42	0.12	0.43	0.43	0.14	0.10	0.14	0.10	0.10
v/c Ratio	0.63	0.47	0.44	0.70	0.53	0.23	0.77	0.58	0.78	0.57	0.38
Control Delay	67.2	18.8	4.1	73.3	29.7	4.8	65.0	47.8	65.2	62.3	6.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	67.2	18.8	4.1	73.3	29.7	4.8	65.0	47.8	65.2	62.3	6.1
LOS	E	B	A	E	C	A	E	D	E	E	A
Approach Delay		21.8			30.8			58.7		54.5	
Approach LOS		C			C			E		D	

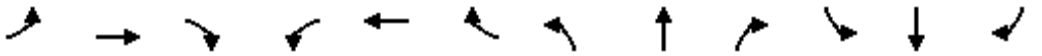
Intersection Summary	
Cycle Length: 130	
Actuated Cycle Length: 130	
Offset: 36 (28%), Referenced to phase 2:WBT and 6:EBT, Start of Green	
Natural Cycle: 70	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.78	
Intersection Signal Delay: 34.1	Intersection LOS: C
Intersection Capacity Utilization 65.6%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 5: Jenkins Rd & Okeechobee Rd



HCM 6th Signalized Intersection Summary
5: Jenkins Rd & Okeechobee Rd

12/22/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	217	1159	358	134	1325	164	349	135	66	352	182	107
Future Volume (veh/h)	217	1159	358	134	1325	164	349	135	66	352	182	107
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1826	1826	1826	1826	1826	1826	1826	1826	1826	1826	1826	1826
Adj Flow Rate, veh/h	228	1220	377	141	1395	173	367	142	69	371	192	113
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	5	5	5	5	5	5	5	5	5	5	5	5
Cap, veh/h	283	2889	712	166	2965	730	427	212	98	431	323	144
Arrive On Green	0.17	0.92	0.92	0.10	0.47	0.47	0.13	0.09	0.09	0.13	0.09	0.09
Sat Flow, veh/h	3374	6281	1547	1739	6281	1547	3374	2304	1065	3374	3469	1547
Grp Volume(v), veh/h	228	1220	377	141	1395	173	367	105	106	371	192	113
Grp Sat Flow(s),veh/h/ln	1687	1570	1547	1739	1570	1547	1687	1735	1634	1687	1735	1547
Q Serve(g_s), s	8.5	3.3	4.9	10.4	19.6	8.6	13.9	7.6	8.2	14.0	6.9	9.3
Cycle Q Clear(g_c), s	8.5	3.3	4.9	10.4	19.6	8.6	13.9	7.6	8.2	14.0	6.9	9.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.65	1.00		1.00
Lane Grp Cap(c), veh/h	283	2889	712	166	2965	730	427	159	150	431	323	144
V/C Ratio(X)	0.81	0.42	0.53	0.85	0.47	0.24	0.86	0.66	0.70	0.86	0.59	0.79
Avail Cap(c_a), veh/h	459	2889	712	237	2965	730	537	236	222	537	472	211
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.79	0.79	0.79	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	53.1	2.9	3.0	57.8	23.3	20.4	55.6	57.1	57.3	55.6	56.6	57.7
Incr Delay (d2), s/veh	4.3	0.4	2.2	17.5	0.5	0.8	11.0	4.6	5.9	11.3	1.8	11.2
Initial Q Delay(d3),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
%ile BackOfQ(95%),veh/ln	6.2	1.5	2.5	9.2	11.8	5.9	10.7	6.4	6.5	10.9	5.6	7.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	57.4	3.3	5.2	75.3	23.8	21.2	66.6	61.6	63.2	66.8	58.4	68.9
LnGrp LOS	E	A	A	E	C	C	E	E	E	E	E	E
Approach Vol, veh/h		1825			1709			578			676	
Approach Delay, s/veh		10.5			27.8			65.1			64.8	
Approach LOS		B			C			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	18.2	68.7	23.9	19.2	19.7	67.1	23.8	19.4
Change Period (Y+Rc), s	7.3	7.3	7.3	7.3	7.3	7.3	7.3	7.3
Max Green Setting (Gmax), s	17.7	44.7	20.7	17.7	17.7	44.7	20.7	17.7
Max Q Clear Time (g_c+I1), s	10.5	21.6	16.0	10.2	12.4	6.9	15.9	11.3
Green Ext Time (p_c), s	0.4	12.0	0.6	0.6	0.2	14.0	0.6	0.8

Intersection Summary	
HCM 6th Ctrl Delay	30.9
HCM 6th LOS	C

Intersection	
Int Delay, s/veh	10.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	9	485	14	10	497	23
Future Vol, veh/h	9	485	14	10	497	23
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	5	5	5	5	5	5
Mvmt Flow	9	511	15	11	523	24

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1091	21	0	0	26	0
Stage 1	21	-	-	-	-	-
Stage 2	1070	-	-	-	-	-
Critical Hdwy	6.45	6.25	-	-	4.15	-
Critical Hdwy Stg 1	5.45	-	-	-	-	-
Critical Hdwy Stg 2	5.45	-	-	-	-	-
Follow-up Hdwy	3.545	3.345	-	-	2.245	-
Pot Cap-1 Maneuver	235	1048	-	-	1569	-
Stage 1	994	-	-	-	-	-
Stage 2	325	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	156	1048	-	-	1569	-
Mov Cap-2 Maneuver	156	-	-	-	-	-
Stage 1	658	-	-	-	-	-
Stage 2	325	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	13.3	0	8.1
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	949	1569	-
HCM Lane V/C Ratio	-	-	0.548	0.333	-
HCM Control Delay (s)	-	-	13.3	8.4	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	3.4	1.5	-

APPENDIX K

TOTAL TRAFFIC CONDITIONS SYNCHRO PRINTOUTS

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations											
Traffic Volume (vph)	47	450	47	426	344	207	52	119	558	118	173
Future Volume (vph)	47	450	47	426	344	207	52	119	558	118	173
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA
Protected Phases	1	6		5	2		7	4		3	8
Permitted Phases			6			2			4		
Detector Phase	1	6	6	5	2	2	7	4	4	3	8
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
Total Split (s)	18.0	35.0	35.0	39.0	56.0	56.0	19.0	38.0	38.0	18.0	37.0
Total Split (%)	13.8%	26.9%	26.9%	30.0%	43.1%	43.1%	14.6%	29.2%	29.2%	13.8%	28.5%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	Max	Max	None	None
Act Effct Green (s)	8.9	36.5	36.5	23.5	53.7	53.7	9.4	32.2	32.2	9.8	35.2
Actuated g/C Ratio	0.07	0.28	0.28	0.18	0.41	0.41	0.07	0.25	0.25	0.08	0.27
v/c Ratio	0.44	0.36	0.09	0.78	0.27	0.30	0.47	0.29	0.54	0.52	0.45
Control Delay	69.8	39.2	0.3	60.2	17.7	4.2	69.9	42.4	5.1	65.5	44.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	69.8	39.2	0.3	60.2	17.7	4.2	69.9	42.4	5.1	65.5	44.0
LOS	E	D	A	E	B	A	E	D	A	E	D
Approach Delay		38.5			33.3			15.8			52.0
Approach LOS		D			C			B			D

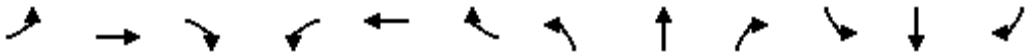
Intersection Summary	
Cycle Length: 130	
Actuated Cycle Length: 130	
Offset: 0 (0%), Referenced to phase 2:WBT and 6:EBT, Start of Green	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.78	
Intersection Signal Delay: 31.8	Intersection LOS: C
Intersection Capacity Utilization 59.1%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 1: Florida Turnpike/Kings Hwy & Okeechobee Rd



HCM 6th Signalized Intersection Summary
1: Florida Turnpike/Kings Hwy & Okeechobee Rd

12/22/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	47	450	47	426	344	207	52	119	558	118	173	27
Future Volume (veh/h)	47	450	47	426	344	207	52	119	558	118	173	27
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1752	1752	1752	1752	1752	1752	1752	1752	1752	1752	1752	1752
Adj Flow Rate, veh/h	49	474	49	448	362	218	55	125	587	124	182	28
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	10	10	10	10	10	10	10	10	10	10	10	10
Cap, veh/h	62	1588	493	520	1517	676	70	418	623	173	371	57
Arrive On Green	0.04	0.33	0.33	0.16	0.46	0.46	0.04	0.24	0.24	0.05	0.25	0.25
Sat Flow, veh/h	1668	4782	1485	3237	3328	1485	1668	1752	2613	3237	1483	228
Grp Volume(v), veh/h	49	474	49	448	362	218	55	125	587	124	0	210
Grp Sat Flow(s),veh/h/ln	1668	1594	1485	1618	1664	1485	1668	1752	1306	1618	0	1711
Q Serve(g_s), s	3.8	9.6	3.0	17.5	8.6	12.2	4.2	7.6	28.7	4.9	0.0	13.6
Cycle Q Clear(g_c), s	3.8	9.6	3.0	17.5	8.6	12.2	4.2	7.6	28.7	4.9	0.0	13.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.13
Lane Grp Cap(c), veh/h	62	1588	493	520	1517	676	70	418	623	173	0	428
V/C Ratio(X)	0.79	0.30	0.10	0.86	0.24	0.32	0.79	0.30	0.94	0.72	0.00	0.49
Avail Cap(c_a), veh/h	141	1588	493	797	1517	676	154	418	623	274	0	428
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	62.1	32.2	30.0	53.1	21.6	22.6	61.7	40.6	48.6	60.6	0.0	41.7
Incr Delay (d2), s/veh	19.7	0.5	0.4	6.1	0.4	1.3	17.7	1.8	24.3	5.5	0.0	0.9
Initial Q Delay(d3),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
%ile BackOfQ(95%),veh/ln	3.5	6.8	2.0	12.1	6.3	8.0	3.9	6.3	17.0	3.9	0.0	9.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	81.8	32.7	30.4	59.3	22.0	23.8	79.5	42.4	72.9	66.0	0.0	42.5
LnGrp LOS	F	C	C	E	C	C	E	D	E	E	A	D
Approach Vol, veh/h		572			1028			767			334	
Approach Delay, s/veh		36.7			38.6			68.4			51.3	
Approach LOS		D			D			E			D	

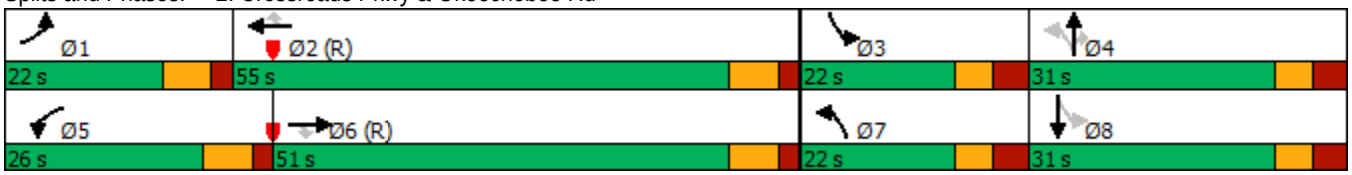
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.8	66.2	13.9	38.0	27.9	50.2	12.4	39.5
Change Period (Y+Rc), s	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Max Green Setting (Gmax), s	11.0	49.0	11.0	31.0	32.0	28.0	12.0	30.0
Max Q Clear Time (g_c+I1), s	5.8	14.2	6.9	30.7	19.5	11.6	6.2	15.6
Green Ext Time (p_c), s	0.0	3.4	0.1	0.1	1.4	3.1	0.0	1.0

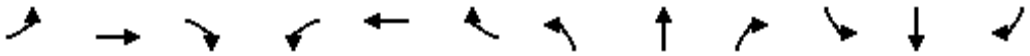
Intersection Summary	
HCM 6th Ctrl Delay	48.2
HCM 6th LOS	D

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations											
Traffic Volume (vph)	65	1294	113	192	956	145	59	7	94	89	18
Future Volume (vph)	65	1294	113	192	956	145	59	7	94	89	18
Turn Type	Prot	NA	Perm	Prot	NA	Perm	pm+pt	NA	Perm	pm+pt	NA
Protected Phases	1	6		5	2		7	4		3	8
Permitted Phases			6			2	4		4	8	
Detector Phase	1	6	6	5	2	2	7	4	4	3	8
Switch Phase											
Minimum Initial (s)	5.0	12.0	12.0	5.0	12.0	12.0	5.0	8.0	8.0	5.0	8.0
Minimum Split (s)	11.8	19.0	19.0	11.8	19.0	19.0	12.2	15.2	15.2	12.2	15.2
Total Split (s)	22.0	51.0	51.0	26.0	55.0	55.0	22.0	31.0	31.0	22.0	31.0
Total Split (%)	16.9%	39.2%	39.2%	20.0%	42.3%	42.3%	16.9%	23.8%	23.8%	16.9%	23.8%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.8	4.8	3.7	3.7	3.7	3.7	3.7
All-Red Time (s)	2.0	2.2	2.2	2.0	2.2	2.2	3.5	3.5	3.5	3.5	3.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.8	7.0	7.0	6.8	7.0	7.0	7.2	7.2	7.2	7.2	7.2
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None	None	None	None
Act Effct Green (s)	10.7	68.7	68.7	13.5	74.2	74.2	17.5	8.0	8.0	22.7	12.7
Actuated g/C Ratio	0.08	0.53	0.53	0.10	0.57	0.57	0.13	0.06	0.06	0.17	0.10
v/c Ratio	0.50	0.55	0.14	0.61	0.37	0.17	0.32	0.07	0.43	0.41	0.23
Control Delay	61.1	25.3	5.1	62.5	13.0	2.2	46.6	59.0	7.4	48.6	22.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	61.1	25.3	5.1	62.5	13.0	2.2	46.6	59.0	7.4	48.6	22.3
LOS	E	C	A	E	B	A	D	E	A	D	C
Approach Delay		25.4			19.1			24.0			36.8
Approach LOS		C			B			C			D

Intersection Summary	
Cycle Length: 130	
Actuated Cycle Length: 130	
Offset: 84 (65%), Referenced to phase 2:WBT and 6:EBT, Start of Green	
Natural Cycle: 70	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.61	
Intersection Signal Delay: 23.3	Intersection LOS: C
Intersection Capacity Utilization 59.6%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 2: Crossroads Pkwy & Okeechobee Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	65	1294	113	192	956	145	59	7	94	89	18	54
Future Volume (veh/h)	65	1294	113	192	956	145	59	7	94	89	18	54
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1752	1752	1752	1752	1752	1752	1752	1752	1752	1752	1752	1752
Adj Flow Rate, veh/h	68	1362	119	202	1006	153	62	7	99	94	19	57
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	10	10	10	10	10	10	10	10	10	10	10	10
Cap, veh/h	86	2663	827	255	2794	867	213	145	123	259	172	153
Arrive On Green	0.05	0.56	0.56	0.16	1.00	1.00	0.04	0.08	0.08	0.06	0.10	0.10
Sat Flow, veh/h	1668	4782	1485	3237	4782	1485	1668	1752	1485	1668	1664	1485
Grp Volume(v), veh/h	68	1362	119	202	1006	153	62	7	99	94	19	57
Grp Sat Flow(s),veh/h/ln	1668	1594	1485	1618	1594	1485	1668	1752	1485	1668	1664	1485
Q Serve(g_s), s	5.2	22.9	5.0	7.8	0.0	0.0	4.4	0.5	8.5	6.6	1.3	4.7
Cycle Q Clear(g_c), s	5.2	22.9	5.0	7.8	0.0	0.0	4.4	0.5	8.5	6.6	1.3	4.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	86	2663	827	255	2794	867	213	145	123	259	172	153
V/C Ratio(X)	0.79	0.51	0.14	0.79	0.36	0.18	0.29	0.05	0.81	0.36	0.11	0.37
Avail Cap(c_a), veh/h	195	2663	827	478	2794	867	329	321	272	341	305	272
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.98	0.98	0.98	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	61.0	17.8	13.9	53.7	0.0	0.0	51.5	54.9	58.6	50.1	52.9	54.4
Incr Delay (d2), s/veh	15.0	0.7	0.4	5.4	0.4	0.4	0.8	0.1	11.7	0.9	0.3	1.5
Initial Q Delay(d3),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
%ile BackOfQ(95%),veh/ln	4.6	13.3	3.2	5.7	0.2	0.2	3.4	0.4	6.5	5.1	1.0	3.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	75.9	18.6	14.2	59.1	0.4	0.4	52.2	55.1	70.3	50.9	53.2	55.9
LnGrp LOS	E	B	B	E	A	A	D	E	E	D	D	E
Approach Vol, veh/h		1549			1361			168			170	
Approach Delay, s/veh		20.7			9.1			63.0			52.8	
Approach LOS		C			A			E			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.5	83.0	15.6	17.9	17.0	79.4	13.0	20.6
Change Period (Y+Rc), s	6.8	* 7	* 7.2	* 7.2	6.8	* 7	* 7.2	* 7.2
Max Green Setting (Gmax), s	15.2	* 48	* 15	* 24	19.2	* 44	* 15	* 24
Max Q Clear Time (g_c+I1), s	7.2	2.0	8.6	10.5	9.8	24.9	6.4	6.7
Green Ext Time (p_c), s	0.1	10.1	0.1	0.2	0.4	10.3	0.1	0.3

Intersection Summary	
HCM 6th Ctrl Delay	19.7
HCM 6th LOS	B

Notes

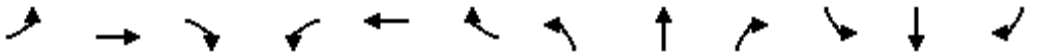
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBT	EBR	WBT	SBL	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	1086	529	757	286	0	318
Future Volume (vph)	1086	529	757	286	0	318
Turn Type	NA	Free	NA	Perm	NA	Perm
Protected Phases	6		2		4	
Permitted Phases		Free		4		4
Detector Phase	6		2	4	4	4
Switch Phase						
Minimum Initial (s)	5.0		5.0	7.0	7.0	7.0
Minimum Split (s)	11.8		11.8	13.8	13.8	13.8
Total Split (s)	90.0		90.0	40.0	40.0	40.0
Total Split (%)	69.2%		69.2%	30.8%	30.8%	30.8%
Yellow Time (s)	4.8		4.8	4.0	4.0	4.0
All-Red Time (s)	2.0		2.0	2.8	2.8	2.8
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	6.8		6.8	6.8	6.8	6.8
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	None		C-Max	None	None	None
Act Effct Green (s)	100.9	130.0	100.9	15.5	15.5	15.5
Actuated g/C Ratio	0.78	1.00	0.78	0.12	0.12	0.12
v/c Ratio	0.31	0.38	0.22	0.55	0.32	0.34
Control Delay	1.8	2.3	4.6	57.3	2.4	1.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	1.8	2.3	4.6	57.3	2.4	1.4
LOS	A	A	A	E	A	A
Approach Delay	2.0		4.6		28.0	
Approach LOS	A		A		C	

Intersection Summary	
Cycle Length: 130	
Actuated Cycle Length: 130	
Offset: 71 (55%), Referenced to phase 2:WBT, Start of Green	
Natural Cycle: 40	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.55	
Intersection Signal Delay: 7.9	Intersection LOS: A
Intersection Capacity Utilization 54.1%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 3: I-95 West & Okeechobee Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1086	529	0	757	0	0	0	0	286	0	318
Future Volume (veh/h)	0	1086	529	0	757	0	0	0	0	286	0	318
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1752	1752	0	1752	0				1752	1752	1752
Adj Flow Rate, veh/h	0	1143	0	0	797	0				301	0	335
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95				0.95	0.95	0.95
Percent Heavy Veh, %	0	10	10	0	10	0				10	10	10
Cap, veh/h	0	3766		0	3766	0				541	0	481
Arrive On Green	0.00	1.00	0.00	0.00	0.79	0.00				0.11	0.00	0.11
Sat Flow, veh/h	0	4940	1485	0	5098	0				5005	0	4454
Grp Volume(v), veh/h	0	1143	0	0	797	0				301	0	335
Grp Sat Flow(s),veh/h/ln	0	1594	1485	0	1594	0				1668	0	1485
Q Serve(g_s), s	0.0	0.0	0.0	0.0	5.5	0.0				7.4	0.0	9.4
Cycle Q Clear(g_c), s	0.0	0.0	0.0	0.0	5.5	0.0				7.4	0.0	9.4
Prop In Lane	0.00		1.00	0.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	3766		0	3766	0				541	0	481
V/C Ratio(X)	0.00	0.30		0.00	0.21	0.00				0.56	0.00	0.70
Avail Cap(c_a), veh/h	0	3766		0	3766	0				1278	0	1137
HCM Platoon Ratio	1.00	2.00	2.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.83	0.00	0.00	0.99	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	0.0	3.5	0.0				55.0	0.0	55.9
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.1	0.0				0.9	0.0	1.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.0	0.0	0.0	0.0	2.8	0.0				5.7	0.0	6.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.0	0.0	0.0	3.7	0.0				55.9	0.0	57.8
LnGrp LOS	A	A		A	A	A				E	A	E
Approach Vol, veh/h		1143	A		797						636	
Approach Delay, s/veh		0.0			3.7						56.9	
Approach LOS		A			A						E	

Timer - Assigned Phs		2		4		6						
Phs Duration (G+Y+Rc), s		109.2		20.8		109.2						
Change Period (Y+Rc), s		6.8		* 6.8		6.8						
Max Green Setting (Gmax), s		83.2		* 33		83.2						
Max Q Clear Time (g_c+I1), s		7.5		11.4		2.0						
Green Ext Time (p_c), s		7.0		2.6		11.7						

Intersection Summary		
HCM 6th Ctrl Delay		15.2
HCM 6th LOS		B

Notes

User approved volume balancing among the lanes for turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

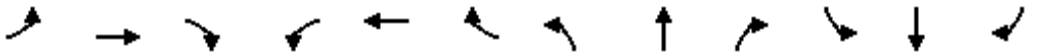
Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBT	WBT	WBR	NBL	NBR
Lane Configurations					
Traffic Volume (vph)	922	563	852	248	1063
Future Volume (vph)	922	563	852	248	1063
Turn Type	NA	NA	Free	Prot	Prot
Protected Phases	6	2		4	4
Permitted Phases			Free		
Detector Phase	6	2		4	4
Switch Phase					
Minimum Initial (s)	12.0	12.0		7.0	7.0
Minimum Split (s)	18.8	18.8		14.0	14.0
Total Split (s)	77.0	77.0		53.0	53.0
Total Split (%)	59.2%	59.2%		40.8%	40.8%
Yellow Time (s)	4.8	4.8		4.0	4.0
All-Red Time (s)	2.0	2.0		3.0	3.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0
Total Lost Time (s)	6.8	6.8		7.0	7.0
Lead/Lag					
Lead-Lag Optimize?					
Recall Mode	C-Max	None		None	None
Act Effct Green (s)	73.7	73.7	130.0	42.5	42.5
Actuated g/C Ratio	0.57	0.57	1.00	0.33	0.33
v/c Ratio	0.36	0.22	0.61	0.17	0.90
Control Delay	14.4	14.4	11.2	30.9	43.0
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	14.4	14.4	11.2	30.9	43.0
LOS	B	B	B	C	D
Approach Delay	14.4	12.5			
Approach LOS	B	B			

Intersection Summary	
Cycle Length: 130	
Actuated Cycle Length: 130	
Offset: 118 (91%), Referenced to phase 6:EBT, Start of Green	
Natural Cycle: 50	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.90	
Intersection Signal Delay: 23.1	Intersection LOS: C
Intersection Capacity Utilization 54.1%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 4: I-95 East & Okeechobee Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	922	0	0	563	852	248	0	1063	0	0	0
Future Volume (veh/h)	0	922	0	0	563	852	248	0	1063	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	0	1752	0	0	1752	1752	1752	0	1752			
Adj Flow Rate, veh/h	0	971	0	0	593	0	261	0	1119			
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95			
Percent Heavy Veh, %	0	10	0	0	10	10	10	0	10			
Cap, veh/h	0	2583	0	0	2583		1637	0	1178			
Arrive On Green	0.00	0.54	0.00	0.00	0.90	0.00	0.35	0.00	0.35			
Sat Flow, veh/h	0	5098	0	0	4940	1485	4705	0	3385			
Grp Volume(v), veh/h	0	971	0	0	593	0	261	0	1119			
Grp Sat Flow(s),veh/h/ln	0	1594	0	0	1594	1485	1568	0	1128			
Q Serve(g_s), s	0.0	15.2	0.0	0.0	2.0	0.0	5.0	0.0	41.9			
Cycle Q Clear(g_c), s	0.0	15.2	0.0	0.0	2.0	0.0	5.0	0.0	41.9			
Prop In Lane	0.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	0	2583	0	0	2583		1637	0	1178			
V/C Ratio(X)	0.00	0.38	0.00	0.00	0.23		0.16	0.00	0.95			
Avail Cap(c_a), veh/h	0	2583	0	0	2583		1665	0	1198			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.67	1.67	1.00	1.00	1.00			
Upstream Filter(I)	0.00	0.94	0.00	0.00	0.86	0.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	0.0	17.3	0.0	0.0	3.0	0.0	29.3	0.0	41.3			
Incr Delay (d2), s/veh	0.0	0.4	0.0	0.0	0.0	0.0	0.0	0.0	15.5			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(95%),veh/ln	0.0	9.5	0.0	0.0	1.1	0.0	3.4	0.0	19.2			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	17.7	0.0	0.0	3.1	0.0	29.3	0.0	56.8			
LnGrp LOS	A	B	A	A	A		C	A	E			
Approach Vol, veh/h		971			593	A		1380				
Approach Delay, s/veh		17.7			3.1			51.6				
Approach LOS		B			A			D				

Timer - Assigned Phs	2	4	6
Phs Duration (G+Y+Rc), s	77.0	52.2	77.0
Change Period (Y+Rc), s	6.8	7.0	6.8
Max Green Setting (Gmax), s	70.2	46.0	70.2
Max Q Clear Time (g_c+I1), s	4.0	43.9	17.2
Green Ext Time (p_c), s	4.9	1.4	9.0

Intersection Summary	
HCM 6th Ctrl Delay	30.6
HCM 6th LOS	C

Notes

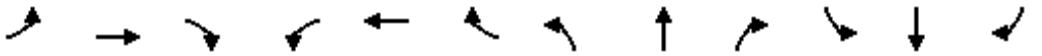
Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	257	1563	401	301	859	80	413	181	246	204	93
Future Volume (vph)	257	1563	401	301	859	80	413	181	246	204	93
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Prot	NA	Perm
Protected Phases	1	6		5	2		7	4	3	8	
Permitted Phases			6			2					8
Detector Phase	1	6	6	5	2	2	7	4	3	8	8
Switch Phase											
Minimum Initial (s)	7.0	12.0	12.0	7.0	12.0	12.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	14.3	19.3	19.3	14.3	19.3	19.3	14.3	14.3	14.3	14.3	14.3
Total Split (s)	24.0	42.0	42.0	36.0	54.0	54.0	28.0	32.0	20.0	24.0	24.0
Total Split (%)	18.5%	32.3%	32.3%	27.7%	41.5%	41.5%	21.5%	24.6%	15.4%	18.5%	18.5%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8
All-Red Time (s)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.3	7.3	7.3	7.3	7.3	7.3	7.3	7.3	7.3	7.3	7.3
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None	None	None	None
Act Effct Green (s)	15.1	40.2	40.2	27.4	52.4	52.4	19.9	20.7	12.5	13.3	13.3
Actuated g/C Ratio	0.12	0.31	0.31	0.21	0.40	0.40	0.15	0.16	0.10	0.10	0.10
v/c Ratio	0.70	0.85	0.57	0.88	0.36	0.11	0.85	0.61	0.81	0.61	0.24
Control Delay	72.7	37.3	6.7	74.1	28.4	0.3	70.0	29.5	77.3	63.2	1.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	72.7	37.3	6.7	74.1	28.4	0.3	70.0	29.5	77.3	63.2	1.4
LOS	E	D	A	E	C	A	E	C	E	E	A
Approach Delay		35.9			37.7			50.3		59.0	
Approach LOS		D			D			D		E	

Intersection Summary	
Cycle Length: 130	
Actuated Cycle Length: 130	
Offset: 0 (0%), Referenced to phase 2:WBT and 6:EBT, Start of Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.88	
Intersection Signal Delay: 41.4	Intersection LOS: D
Intersection Capacity Utilization 82.4%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 5: Jenkins Rd & Okeechobee Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	257	1563	401	301	859	80	413	181	209	246	204	93
Future Volume (veh/h)	257	1563	401	301	859	80	413	181	209	246	204	93
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1826	1826	1826	1826	1826	1826	1826	1826	1826	1826	1826	1826
Adj Flow Rate, veh/h	271	1645	422	317	904	84	435	191	220	259	215	98
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	5	5	5	5	5	5	5	5	5	5	5	5
Cap, veh/h	323	2038	502	343	2674	659	489	281	251	309	377	168
Arrive On Green	0.19	0.65	0.65	0.20	0.43	0.43	0.15	0.16	0.16	0.09	0.11	0.11
Sat Flow, veh/h	3374	6281	1547	1739	6281	1547	3374	1735	1547	3374	3469	1547
Grp Volume(v), veh/h	271	1645	422	317	904	84	435	191	220	259	215	98
Grp Sat Flow(s),veh/h/ln	1687	1570	1547	1739	1570	1547	1687	1735	1547	1687	1735	1547
Q Serve(g_s), s	10.1	25.1	27.4	23.3	12.6	4.3	16.5	13.5	18.1	9.8	7.7	7.8
Cycle Q Clear(g_c), s	10.1	25.1	27.4	23.3	12.6	4.3	16.5	13.5	18.1	9.8	7.7	7.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	323	2038	502	343	2674	659	489	281	251	309	377	168
V/C Ratio(X)	0.84	0.81	0.84	0.93	0.34	0.13	0.89	0.68	0.88	0.84	0.57	0.58
Avail Cap(c_a), veh/h	433	2038	502	384	2674	659	537	330	294	330	446	199
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.71	0.71	0.71	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	51.6	19.8	20.2	51.3	25.0	22.7	54.5	51.3	53.2	58.1	55.0	55.1
Incr Delay (d2), s/veh	7.7	2.5	11.5	26.5	0.3	0.4	15.7	4.5	22.0	16.4	1.4	3.2
Initial Q Delay(d3),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
%ile BackOfQ(95%),veh/ln	7.1	9.8	11.9	18.5	8.4	3.0	12.7	10.3	13.4	8.5	6.2	5.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	59.3	22.4	31.7	77.7	25.4	23.1	70.3	55.7	75.2	74.5	56.4	58.3
LnGrp LOS	E	C	C	E	C	C	E	E	E	E	E	E
Approach Vol, veh/h		2338			1305			846			572	
Approach Delay, s/veh		28.3			37.9			68.3			64.9	
Approach LOS		C			D			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	19.8	62.6	19.2	28.4	32.9	49.5	26.2	21.4
Change Period (Y+Rc), s	7.3	7.3	7.3	7.3	7.3	7.3	7.3	7.3
Max Green Setting (Gmax), s	16.7	46.7	12.7	24.7	28.7	34.7	20.7	16.7
Max Q Clear Time (g_c+I1), s	12.1	14.6	11.8	20.1	25.3	29.4	18.5	9.8
Green Ext Time (p_c), s	0.4	7.9	0.1	1.0	0.3	4.5	0.4	0.9

Intersection Summary	
HCM 6th Ctrl Delay	41.6
HCM 6th LOS	D

Intersection	
Int Delay, s/veh	11.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	4	593	7	4	492	5
Future Vol, veh/h	4	593	7	4	492	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	5	5	5	5	5	5
Mvmt Flow	4	624	7	4	518	5

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1050	9	0	0	11	0
Stage 1	9	-	-	-	-	-
Stage 2	1041	-	-	-	-	-
Critical Hdwy	6.45	6.25	-	-	4.15	-
Critical Hdwy Stg 1	5.45	-	-	-	-	-
Critical Hdwy Stg 2	5.45	-	-	-	-	-
Follow-up Hdwy	3.545	3.345	-	-	2.245	-
Pot Cap-1 Maneuver	248	1064	-	-	1589	-
Stage 1	1006	-	-	-	-	-
Stage 2	336	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	167	1064	-	-	1589	-
Mov Cap-2 Maneuver	167	-	-	-	-	-
Stage 1	677	-	-	-	-	-
Stage 2	336	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	13.9	0	8.3
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	1027	1589	-
HCM Lane V/C Ratio	-	-	0.612	0.326	-
HCM Control Delay (s)	-	-	13.9	8.4	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	4.4	1.4	-

Timings
1: Florida Turnpike/Kings Hwy & Okeechobee Rd

12/22/2020

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations											
Traffic Volume (vph)	50	354	30	526	515	192	75	123	565	222	195
Future Volume (vph)	50	354	30	526	515	192	75	123	565	222	195
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA
Protected Phases	1	6		5	2		7	4		3	8
Permitted Phases			6			2			4		
Detector Phase	1	6	6	5	2	2	7	4	4	3	8
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
Total Split (s)	23.0	29.0	29.0	39.0	45.0	45.0	22.0	39.0	39.0	23.0	40.0
Total Split (%)	17.7%	22.3%	22.3%	30.0%	34.6%	34.6%	16.9%	30.0%	30.0%	17.7%	30.8%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None	None	None	None
Act Effct Green (s)	9.6	39.6	39.6	27.6	60.1	60.1	11.3	20.7	20.7	14.1	26.3
Actuated g/C Ratio	0.07	0.30	0.30	0.21	0.46	0.46	0.09	0.16	0.16	0.11	0.20
v/c Ratio	0.44	0.26	0.05	0.82	0.36	0.26	0.55	0.47	0.65	0.68	0.72
Control Delay	68.0	38.0	0.2	69.6	36.0	15.2	70.9	53.4	6.9	65.9	58.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	68.0	38.0	0.2	69.6	36.0	15.2	70.9	53.4	6.9	65.9	58.9
LOS	E	D	A	E	D	B	E	D	A	E	E
Approach Delay		38.8			47.1			20.7			62.3
Approach LOS		D			D			C			E

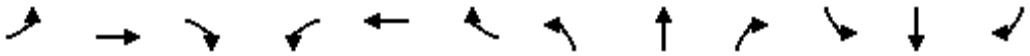
Intersection Summary	
Cycle Length: 130	
Actuated Cycle Length: 130	
Offset: 0 (0%), Referenced to phase 2:WBT and 6:EBT, Start of Green	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.82	
Intersection Signal Delay: 41.3	Intersection LOS: D
Intersection Capacity Utilization 62.1%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 1: Florida Turnpike/Kings Hwy & Okeechobee Rd



HCM 6th Signalized Intersection Summary
1: Florida Turnpike/Kings Hwy & Okeechobee Rd

12/22/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	50	354	30	526	515	192	75	123	565	222	195	41
Future Volume (veh/h)	50	354	30	526	515	192	75	123	565	222	195	41
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1752	1752	1752	1752	1752	1752	1752	1752	1752	1752	1752	1752
Adj Flow Rate, veh/h	53	373	32	554	542	202	79	129	595	234	205	43
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	10	10	10	10	10	10	10	10	10	10	10	10
Cap, veh/h	67	1247	387	625	1376	614	99	424	632	288	381	80
Arrive On Green	0.04	0.26	0.26	0.19	0.41	0.41	0.06	0.24	0.24	0.09	0.27	0.27
Sat Flow, veh/h	1668	4782	1485	3237	3328	1485	1668	1752	2613	3237	1404	295
Grp Volume(v), veh/h	53	373	32	554	542	202	79	129	595	234	0	248
Grp Sat Flow(s),veh/h/ln	1668	1594	1485	1618	1664	1485	1668	1752	1306	1618	0	1699
Q Serve(g_s), s	4.1	8.1	2.1	21.7	14.8	12.0	6.1	7.8	29.1	9.2	0.0	16.2
Cycle Q Clear(g_c), s	4.1	8.1	2.1	21.7	14.8	12.0	6.1	7.8	29.1	9.2	0.0	16.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.17
Lane Grp Cap(c), veh/h	67	1247	387	625	1376	614	99	424	632	288	0	461
V/C Ratio(X)	0.79	0.30	0.08	0.89	0.39	0.33	0.80	0.30	0.94	0.81	0.00	0.54
Avail Cap(c_a), veh/h	205	1247	387	797	1376	614	193	431	643	398	0	461
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	61.8	38.5	36.3	51.1	26.7	25.9	60.4	40.3	48.4	58.2	0.0	40.4
Incr Delay (d2), s/veh	18.0	0.6	0.4	9.8	0.8	1.4	13.7	0.4	22.1	8.7	0.0	1.2
Initial Q Delay(d3),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
%ile BackOfQ(95%),veh/ln	3.7	5.9	1.5	14.7	10.1	8.0	5.3	6.2	16.9	7.4	0.0	11.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	79.9	39.1	36.7	60.9	27.5	27.3	74.1	40.7	70.5	66.9	0.0	41.6
LnGrp LOS	E	D	D	E	C	C	E	D	E	E	A	D
Approach Vol, veh/h		458			1298			803			482	
Approach Delay, s/veh		43.7			41.7			66.0			53.9	
Approach LOS		D			D			E			D	

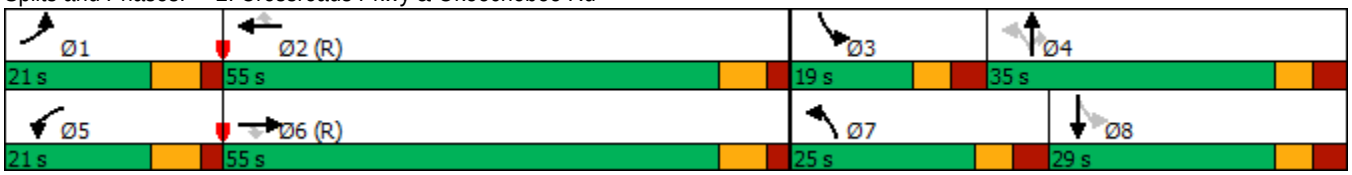
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.2	60.8	18.6	38.4	32.1	40.9	14.7	42.3
Change Period (Y+Rc), s	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Max Green Setting (Gmax), s	16.0	38.0	16.0	32.0	32.0	22.0	15.0	33.0
Max Q Clear Time (g_c+I1), s	6.1	16.8	11.2	31.1	23.7	10.1	8.1	18.2
Green Ext Time (p_c), s	0.1	4.4	0.3	0.4	1.4	2.0	0.1	1.2

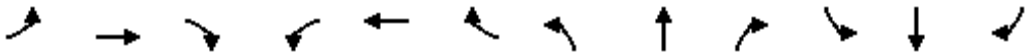
Intersection Summary	
HCM 6th Ctrl Delay	50.4
HCM 6th LOS	D

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations											
Traffic Volume (vph)	91	1146	87	229	1541	150	127	10	230	167	10
Future Volume (vph)	91	1146	87	229	1541	150	127	10	230	167	10
Turn Type	Prot	NA	Perm	Prot	NA	Perm	pm+pt	NA	Perm	pm+pt	NA
Protected Phases	1	6		5	2		7	4		3	8
Permitted Phases			6			2	4		4	8	
Detector Phase	1	6	6	5	2	2	7	4	4	3	8
Switch Phase											
Minimum Initial (s)	5.0	12.0	12.0	5.0	12.0	12.0	5.0	8.0	8.0	5.0	8.0
Minimum Split (s)	11.8	19.0	19.0	11.8	19.0	19.0	12.2	15.2	15.2	12.2	15.2
Total Split (s)	21.0	55.0	55.0	21.0	55.0	55.0	25.0	35.0	35.0	19.0	29.0
Total Split (%)	16.2%	42.3%	42.3%	16.2%	42.3%	42.3%	19.2%	26.9%	26.9%	14.6%	22.3%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.8	4.8	3.7	3.7	3.7	3.7	3.7
All-Red Time (s)	2.0	2.2	2.2	2.0	2.2	2.2	3.5	3.5	3.5	3.5	3.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.8	7.0	7.0	6.8	7.0	7.0	7.2	7.2	7.2	7.2	7.2
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None	None	None	None
Act Effct Green (s)	12.9	63.6	63.6	15.1	65.8	65.8	27.4	11.3	11.3	18.7	8.5
Actuated g/C Ratio	0.10	0.49	0.49	0.12	0.51	0.51	0.21	0.09	0.09	0.14	0.07
v/c Ratio	0.59	0.52	0.12	0.65	0.68	0.19	0.49	0.07	0.70	0.81	0.23
Control Delay	58.8	32.1	7.0	67.0	23.6	3.2	47.4	53.3	17.5	73.4	24.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	58.8	32.1	7.0	67.0	23.6	3.2	47.4	53.3	17.5	73.4	24.6
LOS	E	C	A	E	C	A	D	D	B	E	C
Approach Delay		32.3			27.2			28.9			62.3
Approach LOS		C			C			C			E

Intersection Summary	
Cycle Length: 130	
Actuated Cycle Length: 130	
Offset: 110 (85%), Referenced to phase 2:WBT and 6:EBT, Start of Green	
Natural Cycle: 80	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.81	
Intersection Signal Delay: 31.1	Intersection LOS: C
Intersection Capacity Utilization 68.2%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 2: Crossroads Pkwy & Okeechobee Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	91	1146	87	229	1541	150	127	10	230	167	10	39
Future Volume (veh/h)	91	1146	87	229	1541	150	127	10	230	167	10	39
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1752	1752	1752	1752	1752	1752	1752	1752	1752	1752	1752	1752
Adj Flow Rate, veh/h	96	1206	92	241	1622	158	134	11	242	176	11	41
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	10	10	10	10	10	10	10	10	10	10	10	10
Cap, veh/h	118	2032	631	288	2121	658	400	312	265	390	313	280
Arrive On Green	0.07	0.42	0.42	0.18	0.89	0.89	0.08	0.18	0.18	0.09	0.19	0.19
Sat Flow, veh/h	1668	4782	1485	3237	4782	1485	1668	1752	1485	1668	1664	1485
Grp Volume(v), veh/h	96	1206	92	241	1622	158	134	11	242	176	11	41
Grp Sat Flow(s),veh/h/ln	1668	1594	1485	1618	1594	1485	1668	1752	1485	1668	1664	1485
Q Serve(g_s), s	7.4	25.2	4.9	9.3	15.5	2.0	8.4	0.7	20.8	11.2	0.7	3.0
Cycle Q Clear(g_c), s	7.4	25.2	4.9	9.3	15.5	2.0	8.4	0.7	20.8	11.2	0.7	3.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	118	2032	631	288	2121	658	400	312	265	390	313	280
V/C Ratio(X)	0.82	0.59	0.15	0.84	0.76	0.24	0.34	0.04	0.91	0.45	0.04	0.15
Avail Cap(c_a), veh/h	182	2032	631	354	2121	658	493	375	317	390	313	280
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.92	0.92	0.92	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	59.6	28.7	22.9	52.5	5.0	4.2	38.8	44.2	52.4	38.8	43.1	44.0
Incr Delay (d2), s/veh	14.9	1.3	0.5	12.6	2.5	0.8	0.5	0.0	26.8	0.8	0.0	0.2
Initial Q Delay(d3),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
%ile BackOfQ(95%),veh/ln	6.5	15.0	3.3	7.1	4.5	1.3	6.3	0.5	14.8	8.3	0.5	2.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	74.5	30.0	23.4	65.1	7.4	5.0	39.3	44.2	79.2	39.6	43.2	44.3
LnGrp LOS	E	C	C	E	A	A	D	D	E	D	D	D
Approach Vol, veh/h		1394			2021			387			228	
Approach Delay, s/veh		32.7			14.1			64.4			40.6	
Approach LOS		C			B			E			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	16.0	64.7	19.0	30.4	18.4	62.2	17.7	31.7
Change Period (Y+Rc), s	6.8	* 7	* 7.2	* 7.2	6.8	* 7	* 7.2	* 7.2
Max Green Setting (Gmax), s	14.2	* 48	* 12	* 28	14.2	* 48	* 18	* 22
Max Q Clear Time (g_c+I1), s	9.4	17.5	13.2	22.8	11.3	27.2	10.4	5.0
Green Ext Time (p_c), s	0.1	16.6	0.0	0.4	0.2	9.5	0.2	0.2

Intersection Summary	
HCM 6th Ctrl Delay	26.9
HCM 6th LOS	C

Notes

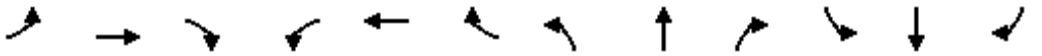
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBT	EBR	WBT	SBL	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	598	924	1076	308	0	510
Future Volume (vph)	598	924	1076	308	0	510
Turn Type	NA	Free	NA	Perm	NA	Perm
Protected Phases	6		2		4	
Permitted Phases		Free		4		4
Detector Phase	6		2	4	4	4
Switch Phase						
Minimum Initial (s)	5.0		5.0	7.0	7.0	7.0
Minimum Split (s)	11.8		11.8	13.8	13.8	13.8
Total Split (s)	90.0		90.0	40.0	40.0	40.0
Total Split (%)	69.2%		69.2%	30.8%	30.8%	30.8%
Yellow Time (s)	4.8		4.8	4.0	4.0	4.0
All-Red Time (s)	2.0		2.0	2.8	2.8	2.8
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	6.8		6.8	6.8	6.8	6.8
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	None		C-Max	None	None	None
Act Effct Green (s)	97.6	130.0	97.6	18.8	18.8	18.8
Actuated g/C Ratio	0.75	1.00	0.75	0.14	0.14	0.14
v/c Ratio	0.18	0.66	0.32	0.48	0.63	0.66
Control Delay	3.2	12.9	2.2	52.6	31.2	29.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	3.2	12.9	2.2	52.6	31.2	29.4
LOS	A	B	A	D	C	C
Approach Delay	9.1		2.2		38.5	
Approach LOS	A		A		D	

Intersection Summary	
Cycle Length: 130	
Actuated Cycle Length: 130	
Offset: 105 (81%), Referenced to phase 2:WBT, Start of Green	
Natural Cycle: 40	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.66	
Intersection Signal Delay: 14.0	Intersection LOS: B
Intersection Capacity Utilization 49.4%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 3: I-95 West & Okeechobee Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	598	924	0	1076	0	0	0	0	308	0	510
Future Volume (veh/h)	0	598	924	0	1076	0	0	0	0	308	0	510
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1752	1752	0	1752	0				1752	1752	1752
Adj Flow Rate, veh/h	0	629	0	0	1133	0				324	0	537
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95				0.95	0.95	0.95
Percent Heavy Veh, %	0	10	10	0	10	0				10	10	10
Cap, veh/h	0	3530		0	3530	0				787	0	700
Arrive On Green	0.00	1.00	0.00	0.00	0.74	0.00				0.16	0.00	0.16
Sat Flow, veh/h	0	4940	1485	0	5098	0				5005	0	4454
Grp Volume(v), veh/h	0	629	0	0	1133	0				324	0	537
Grp Sat Flow(s),veh/h/ln	0	1594	1485	0	1594	0				1668	0	1485
Q Serve(g_s), s	0.0	0.0	0.0	0.0	10.6	0.0				7.6	0.0	15.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0	0.0	10.6	0.0				7.6	0.0	15.0
Prop In Lane	0.00		1.00	0.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	3530		0	3530	0				787	0	700
V/C Ratio(X)	0.00	0.18		0.00	0.32	0.00				0.41	0.00	0.77
Avail Cap(c_a), veh/h	0	3530		0	3530	0				1278	0	1137
HCM Platoon Ratio	1.00	1.67	1.67	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.79	0.00	0.00	0.98	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	0.0	5.8	0.0				49.4	0.0	52.5
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.2	0.0				0.3	0.0	1.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.0	0.0	0.0	0.0	6.0	0.0				5.8	0.0	9.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.0	0.0	0.0	6.1	0.0				49.7	0.0	54.3
LnGrp LOS	A	A		A	A	A				D	A	D
Approach Vol, veh/h		629	A		1133						861	
Approach Delay, s/veh		0.0			6.1						52.6	
Approach LOS		A			A						D	

Timer - Assigned Phs		2		4		6						
Phs Duration (G+Y+Rc), s		102.8		27.2		102.8						
Change Period (Y+Rc), s		6.8		* 6.8		6.8						
Max Green Setting (Gmax), s		83.2		* 33		83.2						
Max Q Clear Time (g_c+I1), s		12.6		17.0		2.0						
Green Ext Time (p_c), s		11.4		3.4		5.2						

Intersection Summary		
HCM 6th Ctrl Delay		19.9
HCM 6th LOS		B

Notes

User approved volume balancing among the lanes for turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

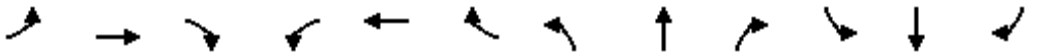
Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBT	WBT	WBR	NBL	NBR
Lane Configurations					
Traffic Volume (vph)	902	651	1018	214	878
Future Volume (vph)	902	651	1018	214	878
Turn Type	NA	NA	Free	Prot	Prot
Protected Phases	6	2		4	4
Permitted Phases			Free		
Detector Phase	6	2		4	4
Switch Phase					
Minimum Initial (s)	12.0	12.0		7.0	7.0
Minimum Split (s)	18.8	18.8		14.0	14.0
Total Split (s)	86.0	86.0		44.0	44.0
Total Split (%)	66.2%	66.2%		33.8%	33.8%
Yellow Time (s)	4.8	4.8		4.0	4.0
All-Red Time (s)	2.0	2.0		3.0	3.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0
Total Lost Time (s)	6.8	6.8		7.0	7.0
Lead/Lag					
Lead-Lag Optimize?					
Recall Mode	C-Max	None		None	None
Act Effct Green (s)	84.4	84.4	130.0	31.8	31.8
Actuated g/C Ratio	0.65	0.65	1.00	0.24	0.24
v/c Ratio	0.31	0.22	0.73	0.20	0.87
Control Delay	16.9	8.0	20.9	38.4	39.9
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	16.9	8.0	20.9	38.4	39.9
LOS	B	A	C	D	D
Approach Delay	16.9	15.9			
Approach LOS	B	B			

Intersection Summary	
Cycle Length: 130	
Actuated Cycle Length: 130	
Offset: 19 (15%), Referenced to phase 6:EBT, Start of Green	
Natural Cycle: 45	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.87	
Intersection Signal Delay: 23.2	Intersection LOS: C
Intersection Capacity Utilization 49.4%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 4: I-95 East & Okeechobee Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	902	0	0	651	1018	214	0	878	0	0	0
Future Volume (veh/h)	0	902	0	0	651	1018	214	0	878	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	0	1752	0	0	1752	1752	1752	0	1752			
Adj Flow Rate, veh/h	0	949	0	0	685	0	225	0	924			
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95			
Percent Heavy Veh, %	0	10	0	0	10	10	10	0	10			
Cap, veh/h	0	2914	0	0	2914		1338	0	963			
Arrive On Green	0.00	0.61	0.00	0.00	1.00	0.00	0.28	0.00	0.28			
Sat Flow, veh/h	0	5098	0	0	4940	1485	4705	0	3385			
Grp Volume(v), veh/h	0	949	0	0	685	0	225	0	924			
Grp Sat Flow(s),veh/h/ln	0	1594	0	0	1594	1485	1568	0	1128			
Q Serve(g_s), s	0.0	12.6	0.0	0.0	0.0	0.0	4.7	0.0	34.9			
Cycle Q Clear(g_c), s	0.0	12.6	0.0	0.0	0.0	0.0	4.7	0.0	34.9			
Prop In Lane	0.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	0	2914	0	0	2914		1338	0	963			
V/C Ratio(X)	0.00	0.33	0.00	0.00	0.24		0.17	0.00	0.96			
Avail Cap(c_a), veh/h	0	2914	0	0	2914		1339	0	963			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.67	1.67	1.00	1.00	1.00			
Upstream Filter(I)	0.00	0.97	0.00	0.00	0.80	0.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	0.0	12.4	0.0	0.0	0.0	0.0	35.0	0.0	45.8			
Incr Delay (d2), s/veh	0.0	0.3	0.0	0.0	0.0	0.0	0.1	0.0	19.9			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(95%),veh/ln	0.0	7.9	0.0	0.0	0.0	0.0	3.3	0.0	17.1			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	12.7	0.0	0.0	0.0	0.0	35.0	0.0	65.7			
LnGrp LOS	A	B	A	A	A		D	A	E			
Approach Vol, veh/h		949			685	A		1149				
Approach Delay, s/veh		12.7			0.0			59.7				
Approach LOS		B			A			E				

Timer - Assigned Phs		2		4		6						
Phs Duration (G+Y+Rc), s		86.0		44.0		86.0						
Change Period (Y+Rc), s		6.8		7.0		6.8						
Max Green Setting (Gmax), s		79.2		37.0		79.2						
Max Q Clear Time (g_c+I1), s		2.0		36.9		14.6						
Green Ext Time (p_c), s		5.8		0.0		8.8						

Intersection Summary												
HCM 6th Ctrl Delay			29.0									
HCM 6th LOS			C									

Notes

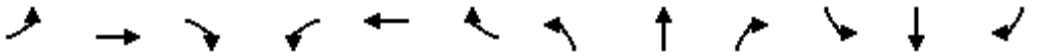
Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	217	1207	365	134	1341	164	351	135	352	182	107
Future Volume (vph)	217	1207	365	134	1341	164	351	135	352	182	107
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Prot	NA	Perm
Protected Phases	1	6		5	2		7	4	3	8	
Permitted Phases			6			2					8
Detector Phase	1	6	6	5	2	2	7	4	3	8	8
Switch Phase											
Minimum Initial (s)	7.0	12.0	12.0	7.0	12.0	12.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	14.3	19.3	19.3	14.3	19.3	19.3	14.3	14.3	14.3	14.3	14.3
Total Split (s)	25.0	52.0	52.0	25.0	52.0	52.0	28.0	25.0	28.0	25.0	25.0
Total Split (%)	19.2%	40.0%	40.0%	19.2%	40.0%	40.0%	21.5%	19.2%	21.5%	19.2%	19.2%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8
All-Red Time (s)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.3	7.3	7.3	7.3	7.3	7.3	7.3	7.3	7.3	7.3	7.3
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None	None	None	None
Act Effct Green (s)	14.2	54.2	54.2	15.2	55.3	55.3	18.6	12.7	18.7	12.8	12.8
Actuated g/C Ratio	0.11	0.42	0.42	0.12	0.43	0.43	0.14	0.10	0.14	0.10	0.10
v/c Ratio	0.63	0.49	0.44	0.70	0.53	0.23	0.77	0.57	0.78	0.57	0.38
Control Delay	67.5	20.0	4.1	73.3	29.8	4.8	65.1	47.7	65.2	62.3	6.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	67.5	20.0	4.1	73.3	29.8	4.8	65.1	47.7	65.2	62.3	6.1
LOS	E	B	A	E	C	A	E	D	E	E	A
Approach Delay		22.5			30.9			58.8		54.5	
Approach LOS		C			C			E		D	

Intersection Summary	
Cycle Length: 130	
Actuated Cycle Length: 130	
Offset: 36 (28%), Referenced to phase 2:WBT and 6:EBT, Start of Green	
Natural Cycle: 70	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.78	
Intersection Signal Delay: 34.2	Intersection LOS: C
Intersection Capacity Utilization 65.8%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 5: Jenkins Rd & Okeechobee Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	217	1207	365	134	1341	164	351	135	66	352	182	107
Future Volume (veh/h)	217	1207	365	134	1341	164	351	135	66	352	182	107
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1826	1826	1826	1826	1826	1826	1826	1826	1826	1826	1826	1826
Adj Flow Rate, veh/h	228	1271	384	141	1412	173	369	142	69	371	192	113
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	5	5	5	5	5	5	5	5	5	5	5	5
Cap, veh/h	283	2886	711	166	2961	729	429	213	98	431	323	144
Arrive On Green	0.17	0.92	0.92	0.10	0.47	0.47	0.13	0.09	0.09	0.13	0.09	0.09
Sat Flow, veh/h	3374	6281	1547	1739	6281	1547	3374	2304	1065	3374	3469	1547
Grp Volume(v), veh/h	228	1271	384	141	1412	173	369	105	106	371	192	113
Grp Sat Flow(s),veh/h/ln	1687	1570	1547	1739	1570	1547	1687	1735	1634	1687	1735	1547
Q Serve(g_s), s	8.5	3.6	5.2	10.4	19.9	8.6	13.9	7.6	8.2	14.0	6.9	9.3
Cycle Q Clear(g_c), s	8.5	3.6	5.2	10.4	19.9	8.6	13.9	7.6	8.2	14.0	6.9	9.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.65	1.00		1.00
Lane Grp Cap(c), veh/h	283	2886	711	166	2961	729	429	160	151	431	323	144
V/C Ratio(X)	0.81	0.44	0.54	0.85	0.48	0.24	0.86	0.66	0.70	0.86	0.59	0.79
Avail Cap(c_a), veh/h	459	2886	711	237	2961	729	537	236	222	537	472	211
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.78	0.78	0.78	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	53.1	3.0	3.1	57.8	23.4	20.4	55.6	57.0	57.2	55.6	56.6	57.7
Incr Delay (d2), s/veh	4.3	0.4	2.3	17.5	0.6	0.8	11.1	4.5	5.8	11.3	1.8	11.2
Initial Q Delay(d3),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
%ile BackOfQ(95%),veh/ln	6.2	1.6	2.6	9.2	12.0	6.0	10.8	6.4	6.5	10.9	5.6	7.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	57.4	3.4	5.4	75.3	24.0	21.2	66.7	61.5	63.0	66.8	58.4	68.9
LnGrp LOS	E	A	A	E	C	C	E	E	E	E	E	E
Approach Vol, veh/h		1883			1726			580			676	
Approach Delay, s/veh		10.3			27.9			65.1			64.8	
Approach LOS		B			C			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	18.2	68.6	23.9	19.3	19.7	67.0	23.8	19.4
Change Period (Y+Rc), s	7.3	7.3	7.3	7.3	7.3	7.3	7.3	7.3
Max Green Setting (Gmax), s	17.7	44.7	20.7	17.7	17.7	44.7	20.7	17.7
Max Q Clear Time (g_c+I1), s	10.5	21.9	16.0	10.2	12.4	7.2	15.9	11.3
Green Ext Time (p_c), s	0.4	12.1	0.6	0.6	0.2	14.7	0.6	0.8

Intersection Summary	
HCM 6th Ctrl Delay	30.7
HCM 6th LOS	C

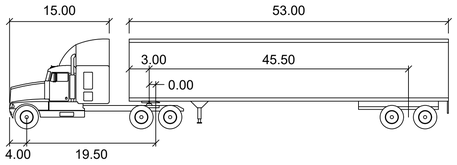
Intersection	
Int Delay, s/veh	10.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	9	487	14	10	499	23
Future Vol, veh/h	9	487	14	10	499	23
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	5	5	5	5	5	5
Mvmt Flow	9	513	15	11	525	24

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1095	21	0	0	26	0
Stage 1	21	-	-	-	-	-
Stage 2	1074	-	-	-	-	-
Critical Hdwy	6.45	6.25	-	-	4.15	-
Critical Hdwy Stg 1	5.45	-	-	-	-	-
Critical Hdwy Stg 2	5.45	-	-	-	-	-
Follow-up Hdwy	3.545	3.345	-	-	2.245	-
Pot Cap-1 Maneuver	233	1048	-	-	1569	-
Stage 1	994	-	-	-	-	-
Stage 2	324	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	154	1048	-	-	1569	-
Mov Cap-2 Maneuver	154	-	-	-	-	-
Stage 1	657	-	-	-	-	-
Stage 2	324	-	-	-	-	-

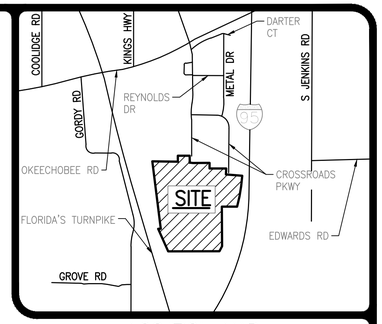
Approach	WB	NB	SB
HCM Control Delay, s	13.4	0	8.1
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	948	1569	-
HCM Lane V/C Ratio	-	-	0.551	0.335	-
HCM Control Delay (s)	-	-	13.4	8.4	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	3.5	1.5	-

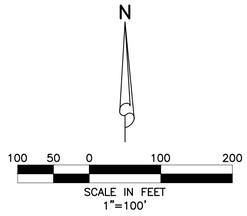


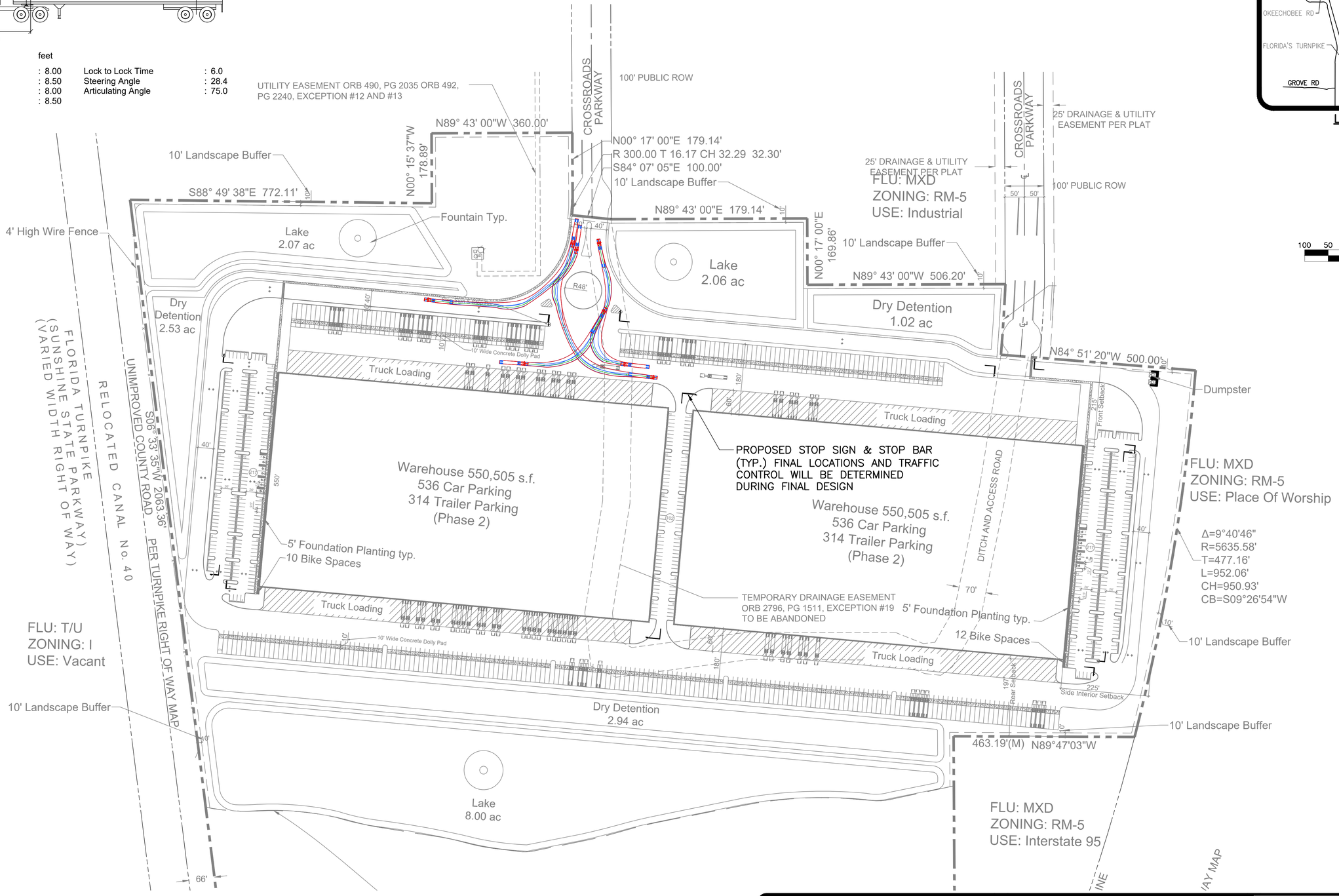
WB-67 (feet)

Tractor Width	: 8.00	Lock to Lock Time	: 6.0
Trailer Width	: 8.50	Steering Angle	: 28.4
Tractor Track	: 8.00	Articulating Angle	: 75.0
Trailer Track	: 8.50		



LOCATION MAP
NOT TO SCALE





1/26/2021

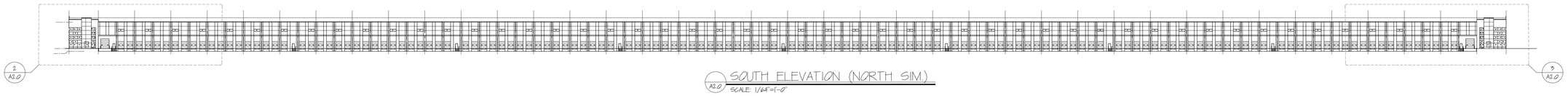
SIMMONS & WHITE
ENGINEERING | PLANNING | CONSULTING | SINCE 1982
Authorization No. 3452
2581 Metrocentre Blvd West ● Suite 3 ● West Palm Beach, Florida 33407 ● (561) 478-7848

REVISIONS

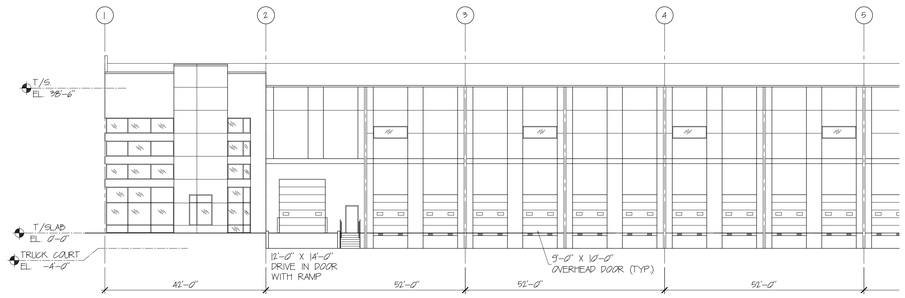
DESIGN	DRAWN	CHECKED	APPROVED	DATE
B.K.	D.B.			

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SECTION 25, TOWNSHIP 35S., RANGE 39E.
CITY OF FORT PIERCE, FLORIDA
AUTOTURN EXHIBIT

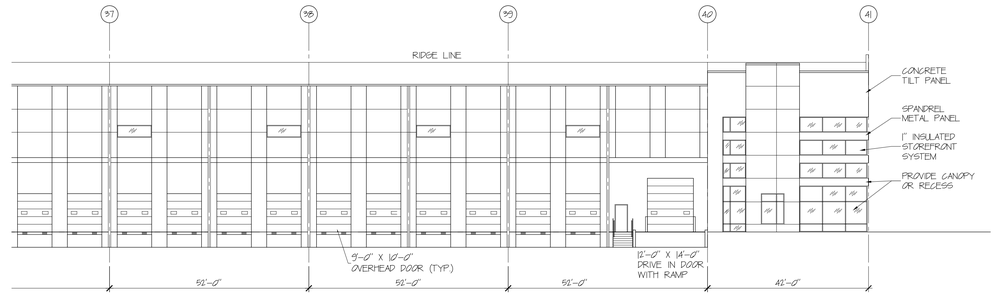
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20-121	20121Z01	1	1
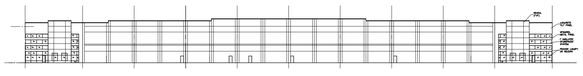


2 / A2.0 — SOUTH ELEVATION (NORTH SIM.)
SCALE: 1/64"=1'-0"



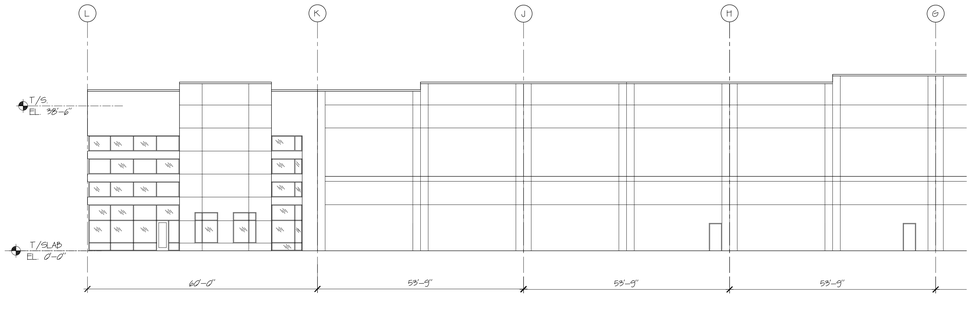
2 / A2.0 — ENLARGED ELEVATION
SCALE: 1/16"=1'-0"



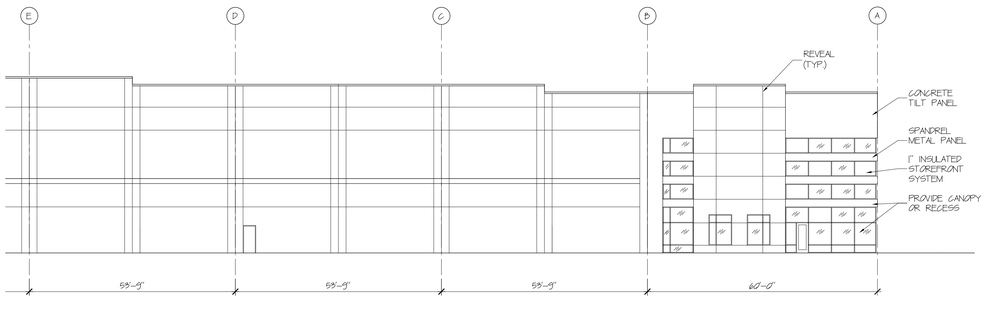
3 / A2.0 — ENLARGED ELEVATION
SCALE: 1/16"=1'-0"



A / A2.0 — WEST ELEVATION (EAST SIM.)
SCALE: 1/64"=1'-0"



5 / A2.0 — ENLARGED ELEVATION
SCALE: 1/16"=1'-0"



6 / A2.0 — ENLARGED ELEVATION
SCALE: 1/16"=1'-0"

S·E·A STUDIOS, P.C.
ARCHITECTURE
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CONSULTANT:

PROJECT NAME:
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CROSSROADS PARKWAY
FORT PIERCE, FL

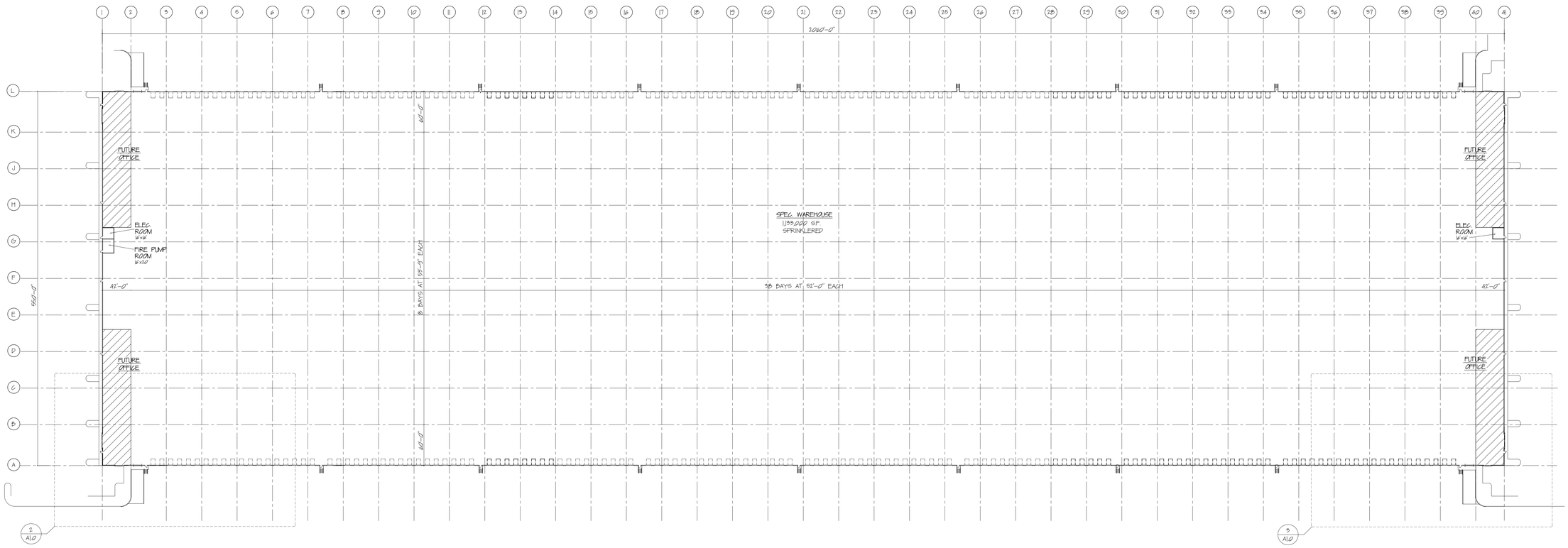
OWNER:
THE SILVERMAN GROUP
188 MORRIS TURNPIKE,
SHORT HILLS, N.J. 07078

MARK:	DATE:	DESCRIPTION:
	10/1/20	PRELIMINARY

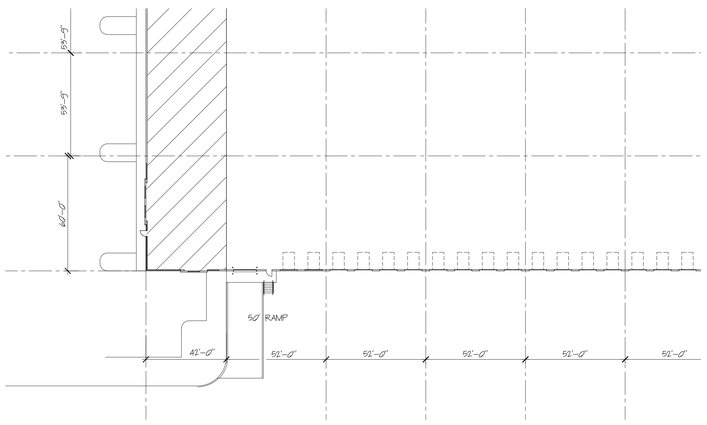
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SHEET CONTENT:
ELEVATIONS

A2.0

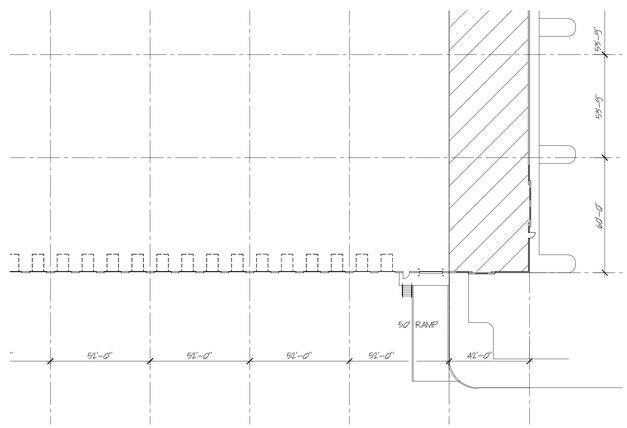
SHEET: 2 OF: 2



1 A1.0 FLOOR PLAN
SCALE: 1/64"=1'-0"



2 A1.0 ENLARGED FLOOR PLAN
SCALE: 1/32"=1'-0"



3 A1.0 ENLARGED FLOOR PLAN
SCALE: 1/32"=1'-0"

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CONSULTANT:

CONSULTANT:

CONSULTANT:

PROJECT NAME:
CROSSROADS INDUSTRIAL
CROSSROADS PARKWAY
FORT PIERCE, FL

OWNER:
THE SILVERMAN GROUP
188 MORRIS TURNPIKE,
SHORT HILLS, N.J. 07078

MARK:	DATE:	DESCRIPTION:
	10/1/20	PRELIMINARY

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SHEET CONTENT:
FLOOR PLAN

A1.0

SHEET: 1 OF: 2

















