



TO: Technical Review Committee

FROM: Planning Department

RE: Technical Review Project: #22-06000002  
(Rezone and FLUMA)

MEETING DATE : June 16, 2022

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**Zoning Atlas Map Amendment and Future Land Use Map Amendment  
Hillpointe Residential  
2101 and 2151 South Jenkins Road**

The above referenced project is being submitted for your review and comments. The applicant is requesting to change the Future Land Use from General Commercial (GC) to High Density Residential (RH) and rezone the properties from General Commercial (C-3) zoning to High Density Residential (R-5) zoning to develop multifamily dwellings on the entire site.

Please send all comments to [planning@cityoffortpierce.com](mailto:planning@cityoffortpierce.com) and/or through interoffice mail to the Planning Department.

If you have comments, please respond prior to Tuesday, June 14, 2022.

If you have any questions, please contact the Planning Department at 772-467-3737.

Thank you



## Application for Future Land Use Map Amendment

Future Land Use Map Amendment – Large Scale (>10 acres)

Future Land Use Map Amendment – Small Scale (<10 acres)

In accordance with Chapter 163.3187, Florida Statutes, The City of Fort Pierce will consider applications for land use changes on parcels in excess of 10 acres (“Large Scale Amendments”) only twice each calendar year. The City Commission will consider applications for land use changes on parcels less than or equal to 10 acres with a maximum density of 10 units per acres or less at any time during the calendar year. You are encouraged to schedule a pre-application meeting with the planning staff and to submit your application up to three months in advance of the application deadline.

### Application submission shall include the following:

- **TRC (\*Initial Submission):** One (1) original and (8) paper copies of the application and support documents and provide one (1) electronic copy of the application packet as described below.
- **Planning Board:** One (1) original and (13) paper copies of the application and support documents and provide one (1) electronic copy of the application packet as described below.
- **City Commission:** One (1) original and (11) paper copies of the application and support documents and provide one (1) electronic copy of the application packet as described below.

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

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

1. Property Address/Location: \_\_\_\_\_
2. Property Tax ID(s): \_\_\_\_\_
3. Total Acreage: \_\_\_\_\_
4. Existing Future Land Use Designation: \_\_\_\_\_
5. Existing Zoning Classification: \_\_\_\_\_
6. Proposed Zoning Classification: \_\_\_\_\_
7. Other applications being submitted concurrent with this application, if any: \_\_\_\_\_  
\_\_\_\_\_
8. Describe the existing uses, improvements and structures on the amendment lands: \_\_\_\_\_  
\_\_\_\_\_
9. Are there any identified or possible historical structures on the amendment lands? \_\_\_\_\_
10. The reason for making this request: \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**11. Capacity Analysis:**

**I. Site Data:**

|       | Existing Use | Future Land Use | Zoning |
|-------|--------------|-----------------|--------|
| North |              |                 |        |
| South |              |                 |        |
| East  |              |                 |        |
| West  |              |                 |        |

|          | Future Land Use | Zoning Classification | Maximum Intensity<br>Residential: Dwelling Units per Acre<br>Other: Square Footage | Total Acreage | Flood Zone |
|----------|-----------------|-----------------------|--|---------------|------------|
| Current  |                 |                       |  |               |            |
| Proposed |                 |                       |  |               | N/A        |

**II. Public Facilities Information:**

|                          |  |
|--------------------------|--|
| <b>A. Potable Water:</b> |  |
| Average Use              | Residential: 100 gallons per day per person (du x 2.6= persons x 100 gpd = demand)<br>Other: 0.125 gallons per day per square foot |
| Demand Analysis          | Maximum  |
| Current Zoning           | Total gallons per day  |
| Proposed Zoning          | Total gallons per day  |
| <b>Change in Demand</b>  | <b>Total gallons per day</b>   |

|                         |  |
|-------------------------|--|
| <b>B. Wastewater:</b>   |  |
| Average Use             | Residential: 100 gallons per day per person (du x 2.6= persons x 100 gpd = demand)<br>Other: 0.1 gallons per day per square foot |
| Demand Analysis         | Maximum  |
| Current Zoning          | Total gallons per day  |
| Proposed Zoning         | Total gallons per day  |
| <b>Change in Demand</b> | <b>Total gallons per day</b>   |

| <b>C. Parks and Recreation (Residential Classifications Only):</b><br>(Du x 2.6 = persons + 44,227 = population /LOS) |                             |                                 |                                 |                  |
|---|-----------------------------|---------------------------------|---------------------------------|------------------|
| Park Type   | LOS                         | Existing Population Park Demand | Proposed Population Park Demand | Change in Demand |
| <b>Regional</b>   | 20 acres per 1,000 people   |                                 |                                 |                  |
| <b>Urban District</b>   | 5 acres per 1,000 people    |                                 |                                 |                  |
| <b>Community</b>  | 2.5 acres per 1,000 people  |                                 |                                 |                  |
| <b>Neighborhood</b>   | 1.36 acres per 1,000 people |                                 |                                 |                  |

|   |            |             |
|---|------------|-------------|
| <b>D. Public Schools (Residential Classifications Only):</b><br>Single Family: (du x 0.405 = students/70% K-8/30% High)<br>Multi-family: (du x 0.207 = students/70% K-8/30% High) |            |             |
|   | <b>K-8</b> | <b>High</b> |
| <b>School Name</b>  |            |             |
| <b>City</b>   |            |             |
| <b>Distance</b>   |            |             |
| <b>Current Zoning Enrollment Demand</b>   |            |             |
| <b>Proposed Zoning Enrollment Demand</b>  |            |             |
| <b>Change in Demand</b>   |            |             |

|  |         |
|--|---------|
| <b>E. Solid Waste:</b><br>2 yard serves 15 units, 4 yard serves 30 units, 6 yard serves 45 units, 8 yard serves 60 units |         |
| Demand Analysis  | Maximum |
| Current Zoning   |         |
| Proposed Zoning  |         |
| <b>Change in Demand</b>  |         |

|  |  |
|--|--|
| <b>F. Stormwater:</b><br>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) |  |
| <b>Impact</b>  |  |

|  |             |                              |
|--|-------------|------------------------------|
| <b>G. Transportation Analysis:</b><br>Most recent ITE Code for use; HCM Roadway Capacity |             |                              |
|  | <b>AADT</b> | <b>AM/PM Peak Hour Trips</b> |
| <b>Demand Analysis</b>   | Maximum     | Maximum                      |
| <b>Current Zoning</b>  |             |                              |
| <b>Proposed Zoning</b>   |             |                              |
| <b>Change in Demand</b>  | Trips       | Trips                        |
| <b>Impact to Capacity</b>  |             |                              |

12. Name of Owner(s): \_\_\_\_\_  
 Mailing Address: \_\_\_\_\_  
 City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_  
 Phone # \_\_\_\_\_  
 E-mail: \_\_\_\_\_

13. Name of Applicant: \_\_\_\_\_  
 Mailing Address: \_\_\_\_\_  
 City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_  
 Phone # \_\_\_\_\_ Fax # \_\_\_\_\_  
 E-mail: \_\_\_\_\_

14. Name of Representative: \_\_\_\_\_  
 Mailing Address: \_\_\_\_\_  
 City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_  
 Phone # \_\_\_\_\_ Fax # \_\_\_\_\_  
 E-mail: \_\_\_\_\_

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

I certify that: (Check One)

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

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

Applicant's Signature *[Handwritten Signature]*

05/11/22

1031 W Morse Blvd, Ste 240

Date

Address

State FL

32789 Zip

303-656-8506

neverly@hillpointe.com

Phone

Fax

E-mail Address

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

FreedomRoads Property Company, LLC

Property Owner's Name (Please Print)

Phone

250 Parkway Dr, Ste 270

IL

60069

Address

*[Handwritten Signature]*, President

State

Zip

5/11/22

Property Owner's Signature

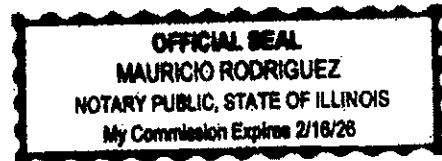
Date

STATE OF FLORIDA)  
ST LUCIE COUNTY)

The foregoing instrument was acknowledged before me this 11<sup>th</sup> day of May, 2022, by Brent Moody who is personally known to me or has produced NA as identification.

*[Handwritten Signature]*  
Signature of Notary

(seal)



|                      |                              |                        |
|----------------------|------------------------------|------------------------|
| <b>OFFICE USE:</b>   |                              |                        |
| DATE RECEIVED: _____ | Signed: _____                |                        |
| File Number: _____   | Check No: _____              | Receipt No: _____      |
| TRC Review: _____    | Planning Board Review: _____ | City Commission: _____ |
| Ordinance No: _____  | Date Approved: _____         |                        |



## Application for Zoning Atlas Map Amendment

### Application submission shall include the following:

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

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

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

1. Property Address/Location: \_\_\_\_\_
2. Property Tax ID(s): \_\_\_\_\_
3. Total Acreage: \_\_\_\_\_
4. Existing Future Land Use Designation: \_\_\_\_\_
5. Existing Zoning Classification: \_\_\_\_\_
6. Proposed Zoning Classification: \_\_\_\_\_
7. Other applications being submitted concurrent with this application, if any: \_\_\_\_\_

- 8. Describe the existing uses, improvements and structures on the amendment lands: \_\_\_\_\_  
\_\_\_\_\_
- 9. Are there any identified or possible historical structures on the amendment lands? \_\_\_\_\_
- 10. The reason for making this request: \_\_\_\_\_  
\_\_\_\_\_

**11. CAPACITY ANALYSIS**

**I. Site Data:**

|       | Existing Use | Future Land Use | Zoning |
|-------|--------------|-----------------|--------|
| North |              |                 |        |
| South |              |                 |        |
| East  |              |                 |        |
| West  |              |                 |        |

|          | Future Land Use | Zoning Classification | Maximum Intensity<br>Residential: Dwelling<br>Units per Acre<br>Other: Square Footage | Total Acreage | Flood Zone |
|----------|-----------------|-----------------------|---|---------------|------------|
| Current  |                 |                       |   |               |            |
| Proposed |                 |                       |   |               | N/A        |

**II. Public Facilities Information:**

| <b>A. Potable Water:</b> |   |
|--------------------------|---|
| Average Use              | Residential: 100 gallons per day per person (du x 2.6 = persons x 100 gpd = demand)<br>Other: 0.125 gallons per day per square foot |
| Demand Analysis          | Maximum   |
| Current Zoning           | Total gallons per day   |
| Proposed Zoning          | Total gallons per day   |
| <b>Change in Demand</b>  | <b>Total gallons per day</b>  |

|                         |   |
|-------------------------|---|
| <b>B. Wastewater:</b>   |   |
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| Current Zoning          | Total gallons per day   |
| Proposed Zoning         | Total gallons per day   |
| <b>Change in Demand</b> | <b>Total gallons per day</b>  |

| <b>C. Parks and Recreation (Residential Classifications Only):</b><br>(Du x 2.6 = persons + 44,227 = population /LOS) |                             |                                 |                                 |                  |
|---|-----------------------------|---------------------------------|---------------------------------|------------------|
| Park Type   | LOS                         | Existing Population Park Demand | Proposed Population Park Demand | Change in Demand |
| <b>Regional</b>   | 20 acres per 1,000 people   |                                 |                                 |                  |
| <b>Urban District</b>   | 5 acres per 1,000 people    |                                 |                                 |                  |
| <b>Community</b>  | 2.5 acres per 1,000 people  |                                 |                                 |                  |
| <b>Neighborhood</b>   | 1.36 acres per 1,000 people |                                 |                                 |                  |

|   |            |             |
|---|------------|-------------|
| <b>D. Public Schools (Residential Classifications Only):</b><br>Single Family: (du x 0.405 = students/70% K-8/30% High)<br>Multi-family: (du x 0.207 = students/70% K-8/30% High) |            |             |
|   | <b>K-8</b> | <b>High</b> |
| <b>School Name</b>  |            |             |
| <b>City</b>   |            |             |
| <b>Distance</b>   |            |             |
| <b>Current Zoning Enrollment Demand</b>   |            |             |
| <b>Proposed Zoning Enrollment Demand</b>  |            |             |
| <b>Change in Demand</b>   |            |             |

|  |         |
|--|---------|
| <b>E. Solid Waste:</b><br>2 yard serves 15 units, 4 yard serves 30 units, 6 yard serves 45 units, 8 yard serves 60 units |         |
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| <b>Change in Demand</b>  |         |

**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)

|               |   |
|---------------|---|
| <b>Impact</b> | The outparcels will only be required to provide removal of nitrogen and phosphorus utilizing a wet retention system. Further, the project will be limited to a discharge rate of 2-inches of rain fall depth over the entire developed project area designed for the 10-year – 3-day design storm event for any given 24-hour time period. The allowable discharge rate was calculated to be 2.47 ac – ft. the exact amount of nutrient removal and water quality required for the project will be determined when construction plans are developed |
|---------------|---|

**III. Transportation Analysis**

|  |                   |                              |
|--|-------------------|------------------------------|
| <b>G. Traffic</b>                                  |                   |                              |
| Most recent ITE Code for use; HCM Roadway Capacity |                   |                              |
|  | <b>AADT</b>       | <b>AM/PM Peak Hour Trips</b> |
| <b>Demand Analysis</b>                             | Maximum           | Maximum                      |
| <b>Current Zoning</b>                              | LUPA720 - 66.922  | 2.844/5.915                  |
| <b>Proposed Zoning</b>                             | LUPA220 - 1.998 † | 116/150                      |
| <b>Change in Demand</b>                            | Trips 64.924      | Trips 2.728/5.765            |
| <b>Impact to Capacity</b>                          | Decreased         |                              |

12. Name of Owner(s): Brent Moody; FreedomRoads Property Company, LLC  
 Mailing Address: 250 Parkway Drive, Suite 270  
 City Lincolnshire State Illinois Zip 60069  
 Phone # \_\_\_\_\_  
 E-mail: mauricio.rodriquez@campingworld.com

13. Name of Applicant: Nick Everly; Hillpointe, LLC  
 Mailing Address: 1031 W. Morse Boulevard, Suite 240  
 City Winter Park State Florida Zip 32789  
 Phone # 1-303-656-8506 Fax # \_\_\_\_\_  
 E-mail: neverly@hillpointe.com

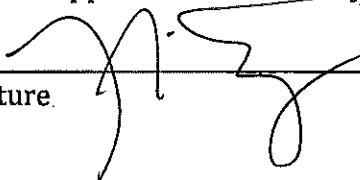
14. Name of Representative: Alejandro Toro ; Engineering Design & Construction, Inc  
 Mailing Address: 10250 SW Village Parkway  
 City Port St. Lucie State Florida Zip 34987  
 Phone # 772-462-2455 Fax # \_\_\_\_\_  
 E-mail: alejandrotoro@edc-inc.com

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

I certify that: (Check One)

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

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

Applicant’s Signature  Date 05/11/22

1031 W Morse Blvd, Ste 240

FL

32789

Address

State

Zip

303-656-8506

neverly@hillpointe.com

Phone

Fax

E-mail Address

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

FreedomRoads Property Company, LLC

Property Owner's Name (Please Print)

Phone

250 Parkway Dr, Ste 270

IL

60069

Address

State

Zip

*Brent Moody*, President

5/11/22

Property Owner's Signature

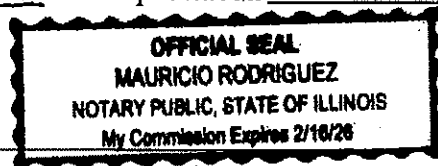
Date

STATE OF FLORIDA)  
ST LUCIE COUNTY)

The foregoing instrument was acknowledged before me this 11<sup>th</sup> day of May, 2022 by Brent Moody who is personally known to me or has produced NA as ident

*Mauricio Rodriguez*  
Signature of Notary

(seal)



|                      |                              |                        |
|----------------------|------------------------------|------------------------|
| <b>OFFICE USE:</b>   |                              |                        |
| DATE RECEIVED: _____ | Signed: _____                |                        |
| File Number: _____   | Check No: _____              | Receipt No: _____      |
| TRC Review: _____    | Planning Board Review: _____ | City Commission: _____ |
| Ordinance No: _____  | Date Approved: _____         |                        |

**PROJECT NARRATIVE & JUSTIFICATION STATEMENT  
HILLPOINTE, LLC – RESIDENTIAL**

Future Land Use & Zoning Atlas Map Amendment  
May 12, 2022

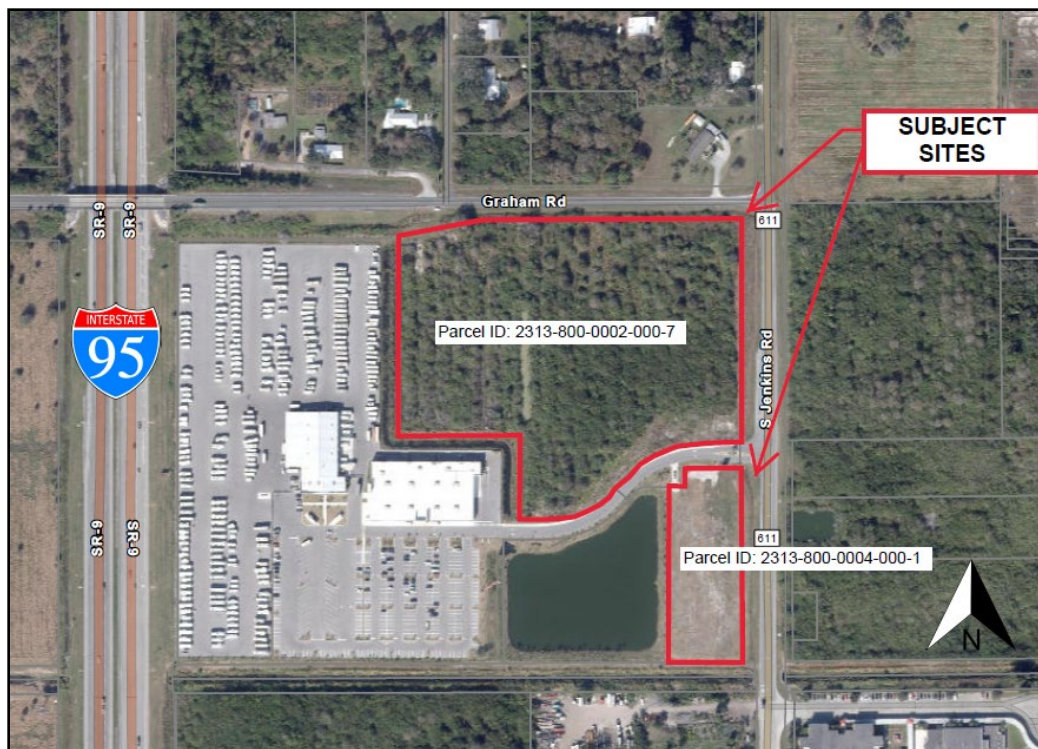
**REQUEST**

On behalf of the petitioner, Engineering Design & Construction, Inc. is requesting approval of a Future Land Use and Zoning Atlas Map Amendment for two (2) parcels located on the southwest corner of Graham Road and South Jenkins Road in Fort Pierce, Florida. The applicant is requesting to change the Future Land Use from General Commercial (GC) to High Density Residential (RH) and rezone the properties from General Commercial (C-3) Zoning district to High Density Residential (R-5) Zoning district.

**SITE CHARACTERISTICS & PROJECT HISTORY**

The subject properties are located at the southwest corner of Graham Road and South Jenkins Road in Fort Pierce Florida. The following table identifies the parcels associated with this request.

| Parcel ID           | Parcel Address       | Acreage      | Current FLU | Current Zoning | Proposed FLU | Proposed Zoning |
|---------------------|----------------------|--------------|-------------|----------------|--------------|-----------------|
| 2313-800-0002-000-7 | 2101 S. Jenkins Road | 14.82        | GC          | C-3            | RH           | R-5             |
| 2313-800-0004-000-1 | 2151 S. Jenkins Road | 2.43         | GC          | C-3            | RH           | R-5             |
| <b>TOTAL ACRES:</b> |                      | <b>17.25</b> |             |                |              |                 |



On Monday, August 20, 2018, the City Commission adopted ordinance numbers 18-017 and 18-018, approving a Future Land Use and Zoning amendments for five (5) parcels located at 2191 S. Jenkins Road to allow for three developments of a project known as Camping World.

The petitioner is requesting approval to change the existing Future Land Use designation and Zoning district for two (2) of the original parcels.

To the north of the property lies the right-of-way of Graham Road. Graham Road has a right of way (ROW) width that varies from 93 feet along the eastern portion of the northern property line and a ROW width of 181 feet along the western portion of the northern property line. There are three (3) properties to the north of Graham Road. The eastern most 3.47-acre property has a Future Land Use (FLU) designation of Low Density Residential (RL) and is located in the Office Commercial (C-1) Zoning District. This property is currently developed with a single-family house. The middle .77-acre property and the westernmost property lie in the St. Lucie County Jurisdiction and have a FLU designation of Residential Urban (RU) and are located in the Residential, Single Family -2 (RS-2) zoning district. The middle property is currently vacant and the western property consists of a single-family house.

To the south of the subject property lies the North Saint Lucie River Water Control District (NSLRWCD) Canal No.38 followed by two parcels with a Future Land Use of Low Density Residential (RL). The south eastern 4.18-acre parcel consists of an outdoor storage area and lies in the AR-1 Zoning District. The south western 9.120-acre parcel is currently vacant and lies in the Planned Development (PD) Zoning District.

To the west of the subject property lies the Camping World and Gander Mountain commercial facility. This site has a Future Land Use Designation of General Commercial (GC) and is located in the General Commercial Zone (C-3) Zoning district.

To the east of the subject property lies the right-of-way of South Jenkins Road. South Jenkins Road is an urban minor arterial road with an ultimate right of way (ROW) width of 160 feet. There are five (5) vacant parcels across this road. These vacant lots have a Future Land Use Designation of High Density Residential (RH) and are located in the High Density Residential (R-5) Zoning District.

The Figures below illustrate the existing and proposed Future Land Use and Zoning designations for each parcel associated with this application.



Figure 1: Existing FLU vs Proposed FLU

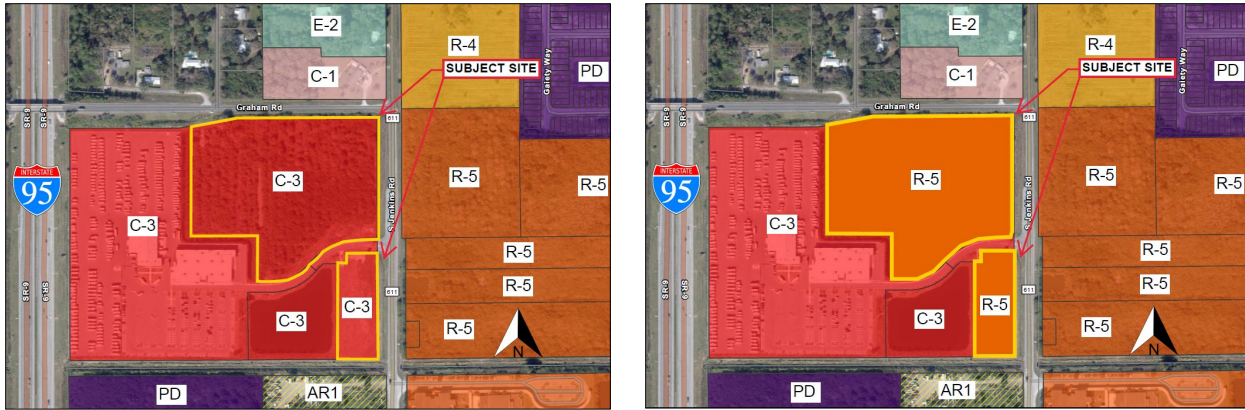


Figure 2: Existing Zoning vs Proposed Zoning

### **NEED FOR FUTURE LAND USE AND ZONING ADMENDMENT**

The subject properties currently have a Future Land Use of General Commercial (GC). Per Policy 1.1.6 (B) of the Fort Pierce Comprehensive Plan, the General Commercial (GC) Future Land Use designation allows for a maximum density of 15 dwelling units per acre and a maximum FAR of 1.0. However, this FLU may only allow residential uses with the condition that these uses comprise up to 20% of the total floor area of the General Commercial (GC) Future Land Use Designation.

The applicant wishes to develop multifamily dwellings on the entire site. In order to develop the properties as desired by the applicant, the properties will require a change of the Future Land Use designation to High Density Residential (RH) and Rezone to High Density Residential (R-5).

The High Density Residential (RH) designation is intended for parcels that are best suited for medium to high density multifamily residential uses ranging in density from 12 to 18 dwelling units per acre. This category allows multifamily dwellings including apartments, condominiums and townhomes.

It is the professional opinion of EDC that changing the Future Land Use designation to High Density Residential (RH) and rezoning to High Density Residential (R-5) is consistent with the neighborhood character. Within ½ mile of the subject properties lie nine (9) parcels with a FLU of RH and a R-5 Zoning designation. five (5) of these parcels lie across the street from the subject properties.

Based on the capacity analysis included with this application, there is capacity in the area for water, wastewater, transportation systems, and schools. A K-8 school is within 0.23 miles of the site. within 2.03 miles lies Fort Pierce Westwood High School.

As part of the previous Camping World development, a 40-foot right-of-way dedication was given on the western property line in anticipation for future development.

The is an existing stub out located to south of the north property for future sewer connections well as an existing 12-inch PVC water main runs adjacent to the south side of the northern property that will be utilized to supply the project with potable water.

The existing lake south of the subject site will be expanded to serve the proposed project for stormwater retention. Ultimate outfall is available via NSLRWCD Canal No. 38 located to the south of the subject site.

***Based on the above and attached information, the applicant respectfully requests approval of this application. If you have any questions regarding his application, the attached documents, or the project, please contact our office.***

Respectfully,

**ENGINEERING DESIGN & CONSTRUCTION, INC.**

A handwritten signature in black ink, appearing to read 'Alejandro Toro', with a long horizontal line extending to the right.

Alejandro Toro  
Planner

Z:\EDC-2022\22-154 - Hillpointe LLC - Camping World Outparcels\ENGINEERING\Documents\Submittal Documents\Justification Statement\2022-05-12\_Hillpointe\_FLU\_Amendment\_Justification\_Statement\_22-154.docx

Hillpointe, LLC  
1031 W. Morse Boulevard, Suite 240  
Winter Park, FL 32789

**AGENT CONSENT FORM**

Project Name: Hillpointe Residential – 2101 & 2151 S. Jenkins Road

Parcel ID: 2313-800-0002-000-7 & 2313-800-0004-000-1

BEFORE ME THIS DAY PERSONALLY APPEARED Brent Moody, WHO BEING DULY SWORN, DEPOSES AND SAYS THE FOLLOWING:

I hereby give CONSENT to Engineering Design & Construction, Inc. to act on my behalf, to submit or have submitted applications and all required material and documents, and to attend and represent me at all meetings and public hearings pertaining all City, County and State permits for completion of the project indicated above. Furthermore, I hereby give consent to the party designated above to agree to all terms and conditions which may arise as part of the approval of this application for the proposed use of a commercial development.

FURTHER AFFIANT SAYETH NOT.

The foregoing instrument was acknowledged before me this 10th day of May, 2022, by Brent Moody, as President of FreedomRoads Property Company, LLC (Name of Person Acknowledging) who is personally known to me or who has produced NA (type of identification) as identification and who did (did not) take an oath.

Mauricio Rodriguez  
Notary Signature

Mauricio Rodriguez

Printed Name of Notary

Brent Moody  
Owner's Signature

Brent Moody, as President of FreedomRoads Property Company, LLC  
Owner's Name

250 Parkway Drive, Suite 270

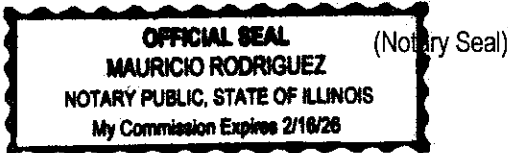
Street Address

Lincolnshire, IL 60069

City, State, Zip

mauricio.rodriguez@campingworld.com

Telephone / Email



2/16/26

My commission expires



This record search is for informational purposes only and does NOT constitute a project review. This search only identifies resources recorded at the Florida Master Site File and does NOT provide project approval from the Division of Historical Resources. Contact the Compliance and Review Section of the Division of Historical Resources at [CompliancePermits@dos.MyFlorida.com](mailto:CompliancePermits@dos.MyFlorida.com) for project review information.

May 11, 2022

Alejandro Toro  
Planner I Planning Division



ENGINEERS • SURVEYORS • ENVIRONMENTAL

10250 SW Village Parkway – Suite 201  
Port Saint Lucie, Florida 34987  
O: 772.462.2455

Parcel ID: 2313-800-0002-000-7 & 2313-800-0004-000-1

In response to your request on May 11, 2022, the Florida Master Site File lists no cultural resources recorded at 2151 & 2101 S Jenkins Rd Fort Pierce, FL 34647, Florida.

When interpreting the results of our search, please consider the following information:

- **This search area may contain *unrecorded* archaeological sites, historical structures or other resources even if previously surveyed for cultural resources.**
- **Because vandalism and looting are common at Florida sites, we ask that you limit the distribution of location information on archaeological sites.**
- **While many of our records document historically significant resources, the documentation of a resource at the Florida Master Site File does not necessarily mean the resource is historically significant.**
- **Federal, state and local laws require formal environmental review for most projects. This search DOES NOT constitute such a review. If your project falls under these laws, you should contact the Compliance and Review Section of the Division of Historical Resources at [CompliancePermits@dos.MyFlorida.com](mailto:CompliancePermits@dos.MyFlorida.com).**

Please do not hesitate to contact us if you have any questions regarding the results of this search.

Sincerely,

Eman M. Vovsi, Ph.D.  
Florida Master Site File  
[Eman.Vovsi@DOS.MyFlorida.com](mailto:Eman.Vovsi@DOS.MyFlorida.com)

500 South Bronough Street • Tallahassee, FL 32399-0250 • [www.flheritage.com/preservation/sitefile](http://www.flheritage.com/preservation/sitefile)  
850.245.6440 ph | 850.245.6439 fax | [SiteFile@dos.state.fl.us](mailto:SiteFile@dos.state.fl.us)

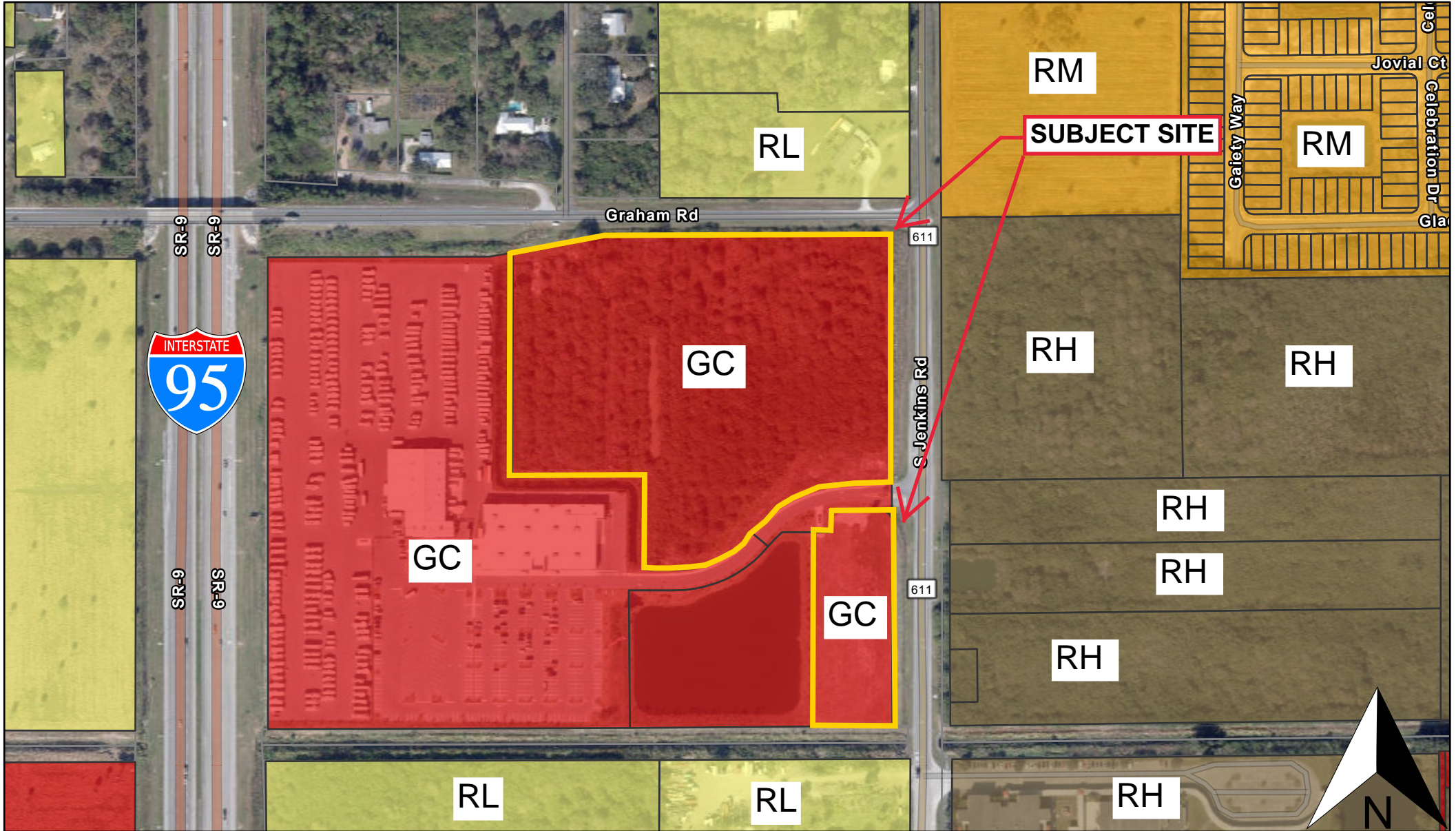


subject property

Jenkins Road

Canal No. 37

# Existing Future Land Use



3/23/2022, 2:52:27 PM

Future Land Use

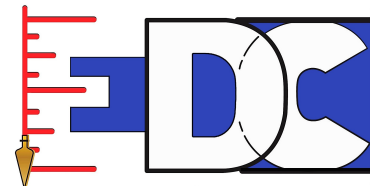
GC, General Commercial

RL - Low Density Residential

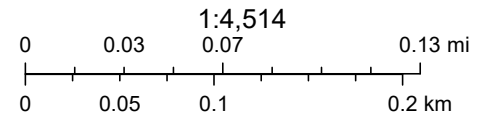
RM - Medium Density Residential

RH - High Density Residential

Parcel Boundaries

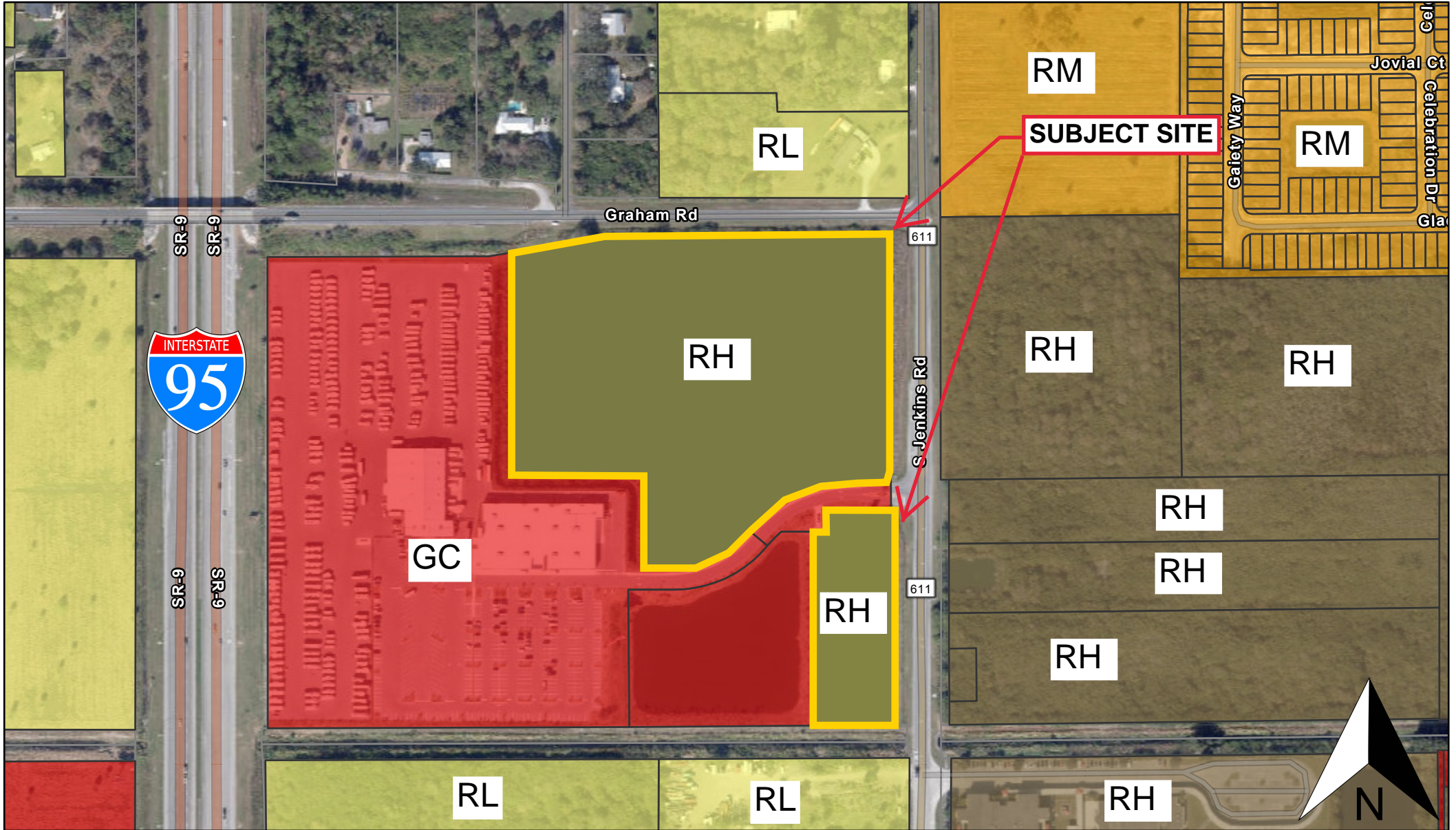


ENGINEERS SURVEYORS  
ENVIRONMENTAL LAND PLANNERS  
INTERIOR DESIGNERS



Source: Esri, Maxar, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community, Sources: Esri, HERE, Garmin, FAO, NOAA, USGS, © OpenStreetMap contributors, and the GIS User Community

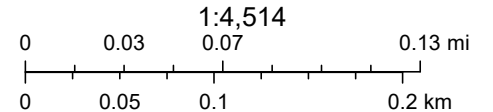
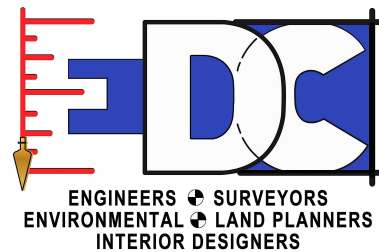
# Proposed Future Land Use



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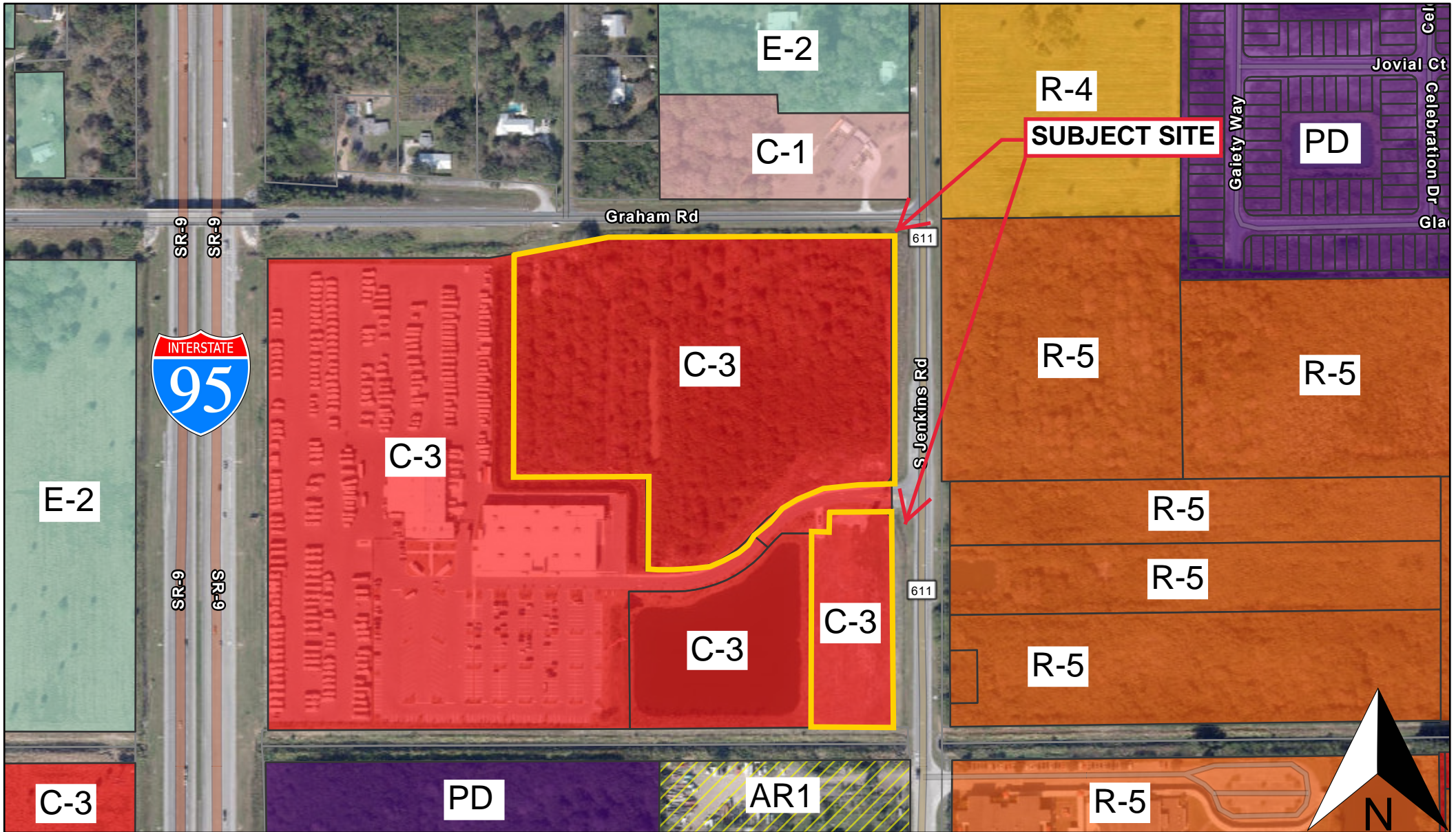
Future Land Use

- RL - Low Density Residential
- RM - Medium Density Residential
- GC, General Commercial
- RH - High Density Residential
- Parcel Boundaries





Source: Esri, Maxar, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community, Sources: Esri, HERE, Garmin, FAO, NOAA, USGS, © OpenStreetMap contributors, and the GIS User Community




# Existing Zoning






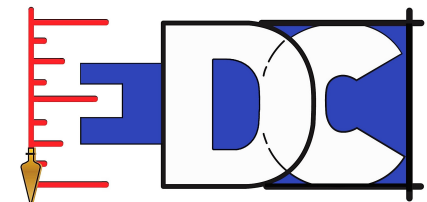
3/23/2022, 2:54:37 PM

## Zoning

-  AR1, Agriculture Residential - 1
-  C-1, Office Commercial

-  C-3, General Commercial
-  E-2, Residential Single Family 2 Units/Acre
-  PD, Planned Development

-  R-4, Medium Density Residential
-  R-5, High Density Residential
-  Parcel Boundaries



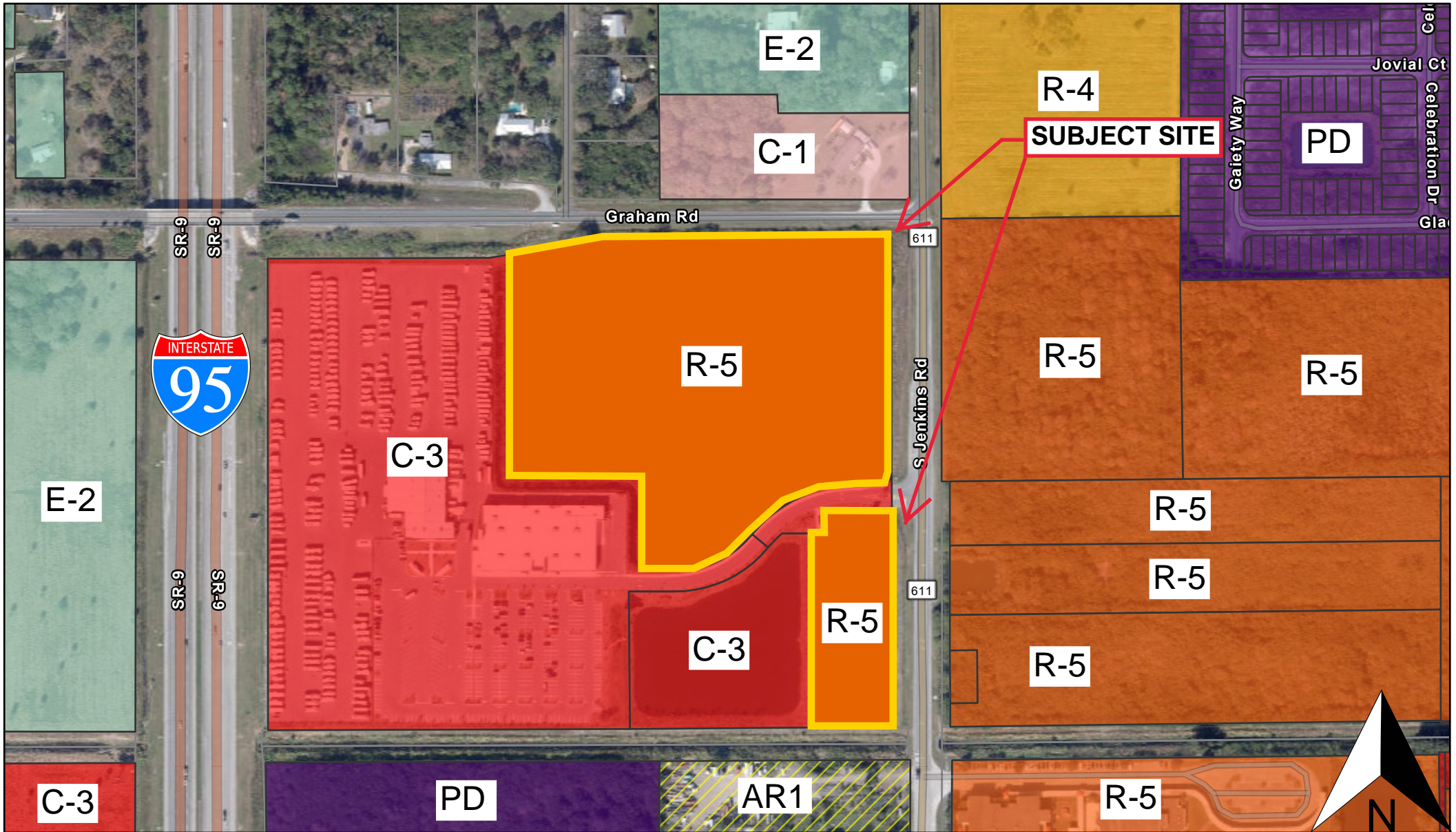
**ENGINEERS SURVEYORS**  
**ENVIRONMENTAL LAND PLANNERS**  
**INTERIOR DESIGNERS**

0.13 mi  
 0.2 km  
 ES/Airbus DS, USDA,  
 Sources: Esri, HERE,  
 yrs, and the GIS User





AppBuilder for ArcGIS  
 ent & St Lucie County.




# Proposed Zoning






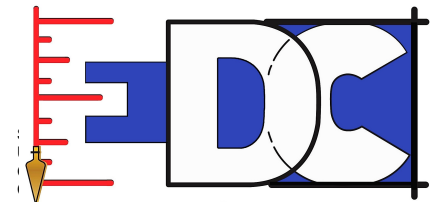
3/23/2022, 2:54:37 PM

## Zoning

-  AR1, Agriculture Residential - 1
-  C-1, Office Commercial

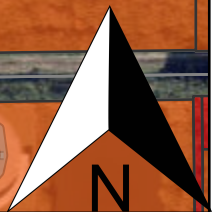
-  C-3, General Commercial
-  E-2, Residential Single Family 2 Units/Acre
-  PD, Planned Development

-  R-4, Medium Density Residential
-  R-5, High Density Residential
-  Parcel Boundaries



**ENGINEERS SURVEYORS**  
**ENVIRONMENTAL LAND PLANNERS**  
**INTERIOR DESIGNERS**

0.13 mi  
 0.2 km  
Source: Esri, HERE, and the GIS User  
 AppBuilder for ArcGIS  
 ant & St Lucie County.





This Instrument Prepared By:  
Dennis G. Corrick, Esq.  
Dean, Mead, Minton & Zwemer  
1903 South 25th Street, Suite 200  
Fort Pierce, Florida 34947  
(772) 464-7700

For Official Use Only  
Tax Parcel Identification Nos.:  
2313-800-0002-000-7  
2313-800-0004-000-1  
2324-112-0000-000-5  
2324-124-0002-000-6

**SPECIAL WARRANTY DEED**

**THIS SPECIAL WARRANTY DEED** is made as of the 13<sup>th</sup> day of August, 2019, by **STRUCTURED REA – FT. PIERCE, LLC**, an Arizona limited liability company, authorized to transact business in Florida, document number M17000003591, whose address is 2025 N. Third Street, Suite 200, Phoenix, Arizona 85004 (“**Grantor**”), to **FREEDOMROADS PROPERTY COMPANY, LLC**, a Minnesota limited liability company, whose address is 250 Parkway Drive, Suite 270, Lincolnshire, Illinois 60069 (“**Grantee**”).

(Whenever used herein, the terms “Grantor” and “Grantee” include all the parties to this instrument and the heirs, personal representatives and assigns of individuals and the successors and assigns of corporations, limited liability companies, partnerships, governmental and quasi-governmental entities.)

**WITNESSETH:**

**THAT GRANTOR**, for and in consideration of the sum of Ten Dollars (\$10.00) and other valuable consideration, the receipt and sufficiency of which is hereby acknowledged, by these presents does grant, bargain, sell, alien, remise, release, convey and confirm unto Grantee, all that certain parcel of real property (the “**Land**”) situate in St. Lucie County, Florida and more particularly described in **Exhibit “A”**, attached hereto and made a part hereof.

**TOGETHER WITH** all the tenements, hereditaments and appurtenances thereto belonging or in anywise appertaining.

**TO HAVE AND TO HOLD** the same in fee simple forever.

**AND GRANTOR** hereby covenants with Grantee that Grantor is lawfully seized of the Land in fee simple; that Grantor has good right and lawful authority to sell and convey Grantor's interest in and to the Land and hereby warrants the title to the Land and will defend the same against the lawful claims of all persons claiming by, through or under Grantor, but not otherwise.

This conveyance is subject to taxes accruing subsequent to December 31, 2018, and to easements, restrictions, agreements, conditions, limitations, reservations and other matters of record, if any, but this reference to the foregoing shall not operate to reimpose the same.

IN WITNESS WHEREOF, the party referred to above as Grantor has caused this instrument to be executed and delivered in its name and has intended the same to be and become effective as of the day and year first above written.

Signed, sealed and delivered in the presence of:

GRANTOR:

STRUCTURED REA – FT. PIERCE, LLC, an Arizona limited liability company

[Signature]  
Print Name: DAVID W. GIGGER

By: STRUCTURED REA – FT. PIERCE MANAGER, LLC, an Arizona limited liability company, its Manager

[Signature]  
Print Name: Linda M. Briglia

By: [Signature]  
Stephen Doyle, Manager

STATE OF Florida  
COUNTY OF St. Lucie

THE FOREGOING INSTRUMENT was acknowledged before me this 13<sup>th</sup> day of August, 2019, by STEPHEN DOYLE, as Manager of STRUCTURED REA – FT. PIERCE MANAGER, LLC, an Arizona limited liability company, as the Manager of STRUCTURED REA – FT. PIERCE, LLC, an Arizona limited liability company. Said person (check one)  is personally known to me,  produced a driver's license (issued by a state of the United States within the last five (5) years) as identification, or  produced other identification, to wit: \_\_\_\_\_

{Notary Stamp}



[Signature]  
Print Name: Linda M. Briglia  
Notary Public, State of Florida  
Commission No.: FF899597  
My Commission Expires: 9/1/19

**Exhibit "A"**

Legal Description

**TRACTS 1 AND 3 OF CAMPING WORLD, ACCORDING TO THE PLAT THEREOF RECORDED IN PLAT BOOK 80, PAGE 7, OF THE PUBLIC RECORDS OF ST. LUCIE COUNTY, FLORIDA;**

**AND THE FOLLOWING PARCELS:**

**PARCEL 5: (6133 TEDDER ROAD - TAX ID 2324-112-0000-000-5)**

**THE NORTH 1/2 OF THE NORTHWEST 1/4 OF THE NORTHEAST 1/4 OF THE NORTHEAST 1/4 AND THE EAST 1/2 OF THE NORTHEAST 1/4 OF THE NORTHWEST 1/4 OF THE NORTHEAST 1/4, LESS THE NORTH 40.5 FEET THEREOF, ALL LOCATED IN SECTION 24, TOWNSHIP 35 SOUTH, RANGE 39 EAST, ST. LUCIE COUNTY, FLORIDA, EXCEPTING THEREFROM ALL RIGHTS OF WAY FOR PUBLIC ROADS AND CANALS;**

**PARCEL 6: (ADDRESS TBD ON TEDDER ROAD - TAX ID 2324-124-0002-000.6)**

**THE NORTH 1/2 OF THE NORTH 1/2 OF THE SOUTHEAST 1/4 OF THE NORTHWEST 1/4 OF THE NORTHEAST 1/4 OF SECTION 24, TOWNSHIP 35 SOUTH, RANGE 39 EAST, ALL LYING AND BEING IN ST. LUCIE COUNTY, FLORIDA, LESS ROAD RIGHTS-OF-WAY AND DRAINAGE CANALS. ALSO LESS A TRIANGULAR PARCEL IN THE NORTHEAST CORNER BEING DESCRIBED AS FOLLOWS:**

**BEGINNING AT THE NORTHEAST CORNER OF THE NORTH 1/2 OF THE NORTH 1/2 OF THE SOUTHEAST 1/4 OF THE NORTHWEST 1/4 OF THE NORTHEAST 1/4 OF SECTION 24, TOWNSHIP 35 SOUTH, RANGE 39 EAST, RUN SOUTH ALONG THE EAST LINE 15 FEET; THENCE RUN NORTHWESTERLY TO THE NORTH LINE OF SAID NORTH 1/2 OF THE NORTH 1/2 TO A POINT 15 FEET WEST OF THE POINT OF BEGINNING; THENCE RUN EAST 15 FEET TO THE POINT OF BEGINNING.**

### Property Identification

Site Address: 2101 S Jenkins RD  
 Sec/Town/Range: 13/35S/39E  
 Parcel ID: 2313-800-0002-000-7  
 Jurisdiction: Fort Pierce

Use Type: 1000  
 Account #: 185066  
 Map ID: 23/13S  
 Zoning: General Co

### Ownership

FREEDOMROADS PROPERTY  
 COMPANY LLC  
 250 Parkway DR Ste 270  
 Lincolnshire, IL 60069



### Legal Description

CAMPING WORLD (PB 80-7) TRACT 1

### Current Values

Just/Market Value: \$645,800  
 Assessed Value: \$645,800  
 Exemptions: \$0  
 Taxable Value: \$645,800

**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](#)

### Total Areas

Finished/Under Air (SF): 0  
 Gross Sketched Area (SF): 0  
 Land Size (acres): 14.83  
 Land Size (SF): 645,777

## Building Design Wind Speed

| Occupancy Category | I   | II  | III & IV |
|--------------------|-----|-----|----------|
| Speed              | 140 | 150 | 160      |

Sources/links:

### Sale History

| Date         | Book/Page   | Sale Code | Deed | Grantor                      | Price     |
|--------------|-------------|-----------|------|------------------------------|-----------|
| Aug 13, 2019 | 4309 / 0826 | 0330      | SP   | Structured REA-FT Pierce LLC | \$525,000 |

### Special Features and Yard Items

Type Qty Units Year Blt

### Current Year Values

Current Values Breakdown

Current Year Exemption Value Breakdown

Building: \$0

Land: \$645,800  
 Just/Market: \$645,800  
 Ag Credit: \$0  
 Save Our Homes or 10% Cap: \$0  
 Assessed: \$645,800  
 Exemption(s): \$0  
 Taxable: \$645,800

**Current Year Special Assessment Breakdown**

| Start Year | AssessCode | Units  | Description                               | Amount     |
|------------|------------|--------|---|------------|
| 2019       | 0054       | 14.825 | North St. Lucie Water Management District | \$303.91   |
| Start Year | AssessCode | Units  | Description                               | Amount     |
| 2019       | 0041       | 40.3   | Fort Pierce Stormwater Charge             | \$2,780.70 |

This does not necessarily represent the total Special Assessments that could be charged against this property. The total amount charged for special assessments is reflected on the most current tax statement and information is available with the SLC Tax Collector's Office [\[Link\]](#).

**Historical Values**

| Year | Just/Market | Assessed  | Exemptions | Taxable   |
|------|-------------|-----------|------------|-----------|
| 2021 | \$645,800   | \$645,800 | \$0        | \$645,800 |
| 2020 | \$645,800   | \$645,800 | \$0        | \$645,800 |
| 2019 | \$645,800   | \$645,800 | \$0        | \$645,800 |

**Permits**

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

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 [\[Link\]](#)

All information is believed to be correct at this time, but is subject to change and is provided without any warranty.  
 © Copyright 2022 Saint Lucie County Property Appraiser. All rights reserved.

### Property Identification

Site Address: 2151 S Jenkins RD  
 Sec/Town/Range: 13/35S/39E  
 Parcel ID: 2313-800-0004-000-1  
 Jurisdiction: Fort Pierce

Use Type: 1000  
 Account #: 185068  
 Map ID: 23/13S  
 Zoning: General Co

### Ownership

FREEDOMROADS PROPERTY  
 COMPANY LLC  
 250 Parkway DR Ste 270  
 Lincolnshire, IL 60069



### Legal Description

CAMPING WORLD (PB 80-7) TRACT 3

### Current Values

Just/Market Value: \$105,900  
 Assessed Value: \$105,900  
 Exemptions: \$0  
 Taxable Value: \$105,900

**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](#)

### Total Areas

Finished/Under Air (SF): 0  
 Gross Sketched Area (SF): 0  
 Land Size (acres): 2.43  
 Land Size (SF): 105,894

### Building Design Wind Speed

| Occupancy Category | I   | II  | III & IV |
|--------------------|-----|-----|----------|
| Speed              | 140 | 150 | 160      |

Sources/links:

### Sale History

| Date         | Book/Page   | Sale Code | Deed | Grantor                      | Price     |
|--------------|-------------|-----------|------|------------------------------|-----------|
| Aug 13, 2019 | 4309 / 0826 | 0330      | SP   | Structured Rea Ft Pierce LLC | \$525,000 |

### Special Features and Yard Items

Type Qty Units Year Blt

### Current Year Values

Current Values Breakdown


Current Year Exemption Value Breakdown

Building: \$0

Land: \$105,900  
 Just/Market: \$105,900  
 Ag Credit: \$0  
 Save Our Homes or 10% Cap: \$0  
 Assessed: \$105,900  
 Exemption(s): \$0  
 Taxable: \$105,900

**Current Year Special Assessment Breakdown**

| Start Year | AssessCode | Units | Description                               | Amount   |
|------------|------------|-------|---|----------|
| 2019       | 0054       | 2.431 | North St. Lucie Water Management District | \$49.84  |
| Start Year | AssessCode | Units | Description                               | Amount   |
| 2020       | 0041       | 6.6   | Fort Pierce Stormwater Charge             | \$455.40 |

This does not necessarily represent the total Special Assessments that could be charged against this property. The total amount charged for special assessments is reflected on the most current tax statement and information is available with the SLC Tax Collector's Office .

**Historical Values**

| Year | Just/Market | Assessed  | Exemptions | Taxable   |
|------|-------------|-----------|------------|-----------|
| 2021 | \$105,900   | \$105,900 | \$0        | \$105,900 |
| 2020 | \$105,900   | \$105,900 | \$0        | \$105,900 |
| 2019 | \$105,900   | \$105,900 | \$0        | \$105,900 |

**Permits**

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

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.  
 © Copyright 2022 Saint Lucie County Property Appraiser. All rights reserved.

**EXHIBIT "A" TITLE LEGAL DESCRIPTION**

THE LAND REFERRED TO HEREIN BELOW IS SITUATED IN THE COUNTY OF ST. LUCIE, STATE OF FLORIDA, AND DESCRIBED AS FOLLOWS:  
TRACTS 1 AND 3 OF CAMPING WORLD, ACCORDING TO THE PLAT THEREOF AS RECORDED IN PLAT BOOK 80, PAGE 7 PUBLIC RECORDS OF ST. LUCIE COUNTY, FLORIDA.

**TITLE COMMITMENT**

FIRST AMERICAN TITLE INSURANCE COMPANY  
COMMITMENT NO. 2037-588484  
EFFECTIVE DATE: FEBRUARY 11, 2022 AT 8:00AM  
SCHEDULE B SECTION II - EXCEPTIONS

- DEFECTS, LIENS, ENCUMBRANCES, ADVERSE CLAIMS OR OTHER MATTERS, IF ANY, CREATED, FIRST APPEARING IN THE PUBLIC RECORDS OR ATTACHING SUBSEQUENT TO THE EFFECTIVE DATE BUT PRIOR TO THE DATE THE PROPOSED INSURED ACQUIRES FOR VALUE OF RECORD THE ESTATE OR INTEREST OR MORTGAGE THEREON COVERED BY THIS COMMITMENT.
- ANY RIGHTS, INTERESTS, OR CLAIMS OF PARTIES IN POSSESSION OF THE LAND NOT SHOWN BY THE PUBLIC RECORDS.
- ANY ENCROACHMENT, ENCUMBRANCE, VIOLATION, VARIATION OR ADVERSE CIRCUMSTANCE AFFECTING THE TITLE THAT WOULD BE DISCLOSED BY AN ACCURATE AND COMPLETE LAND SURVEY OF THE LAND.
- ANY LIEN, FOR SERVICES, LABOR, OR MATERIALS IN CONNECTION WITH IMPROVEMENTS, REPAIRS OR RENOVATIONS PROVIDED BEFORE, ON, OR AFTER DATE OF POLICY, NOT SHOWN BY THE PUBLIC RECORDS.
- ANY DISPUTE AS TO THE BOUNDARIES CAUSED BY A CHANGE IN THE LOCATION OF ANY WATER BODY WITHIN OR ADJACENT TO THE LAND PRIOR TO DATE OF POLICY, AND ANY ADVERSE CLAIM TO ALL OR PART OF THE LAND THAT IS, AT DATE OF POLICY, OR WAS PREVIOUSLY UNDER WATER.
- TAXES OR SPECIAL ASSESSMENTS NOT SHOWN AS LIENS IN THE PUBLIC RECORDS OR IN THE RECORDS OF THE LOCAL TAX COLLECTING AUTHORITY, AT DATE OF POLICY.
- ANY MINERALS OR MINERAL RIGHTS LEASED, GRANTED OR RETAINED BY CURRENT OR PRIOR OWNERS.
- TAXES AND ASSESSMENTS FOR THE YEAR 2022 AND SUBSEQUENT YEARS, WHICH ARE NOT YET DUE AND PAYABLE.
- TAKING OF ALL RIGHTS OF INGRESS, EGRESS, LIGHT, AIR AND VIEW BY ORDER OF TAKING RECORDED DECEMBER 17, 1975 IN BOOK 246, PAGE 2373.  
- DOES NOT AFFECT PROPERTY
- RESOLUTION NO. 92-241 GRANTING CHANGE IN ZONING CLASSIFICATION RECORDED NOVEMBER 9, 1992 IN BOOK 815, PAGE 161.  
- AFFECTS PROPERTY, NOT SHOWN ON SURVEY (BLANKET IN NATURE)
- ORDINANCE NO. K-262 EXTENDING THE TERRITORIAL LIMITS OF THE CITY OF FORT PIERCE RECORDED APRIL 22, 2004 IN BOOK 1948, PAGE 1793.  
- DOES NOT AFFECT PROPERTY
- ORDINANCE NO. K-331 EXTENDING THE TERRITORIAL LIMITS OF THE CITY OF FORT PIERCE RECORDED MARCH 23, 2005 IN BOOK 2192, PAGE 2993.  
- AFFECTS PROPERTY, NOT SHOWN ON SURVEY (BLANKET IN NATURE)
- ROAD IMPACT FEE CREDIT AGREEMENT BY AND BETWEEN ST. LUCIE COUNTY BOARD OF COUNTY COMMISSIONERS AND STRUCTURED REA-FT. PIERCE, LLC RECORDED JUNE 6, 2019 IN BOOK 4279, PAGE 2368.  
- AFFECTS PROPERTY, NOT SHOWN ON SURVEY (BLANKET IN NATURE)
- RESTRICTIONS, DEDICATIONS, CONDITIONS, RESERVATIONS, EASEMENTS AND OTHER MATTERS SHOWN ON THE PLAT OF CAMPING WORLD, AS RECORDED IN PLAT BOOK 80, PAGE(S) 7, BUT DELETING ANY COVENANT, CONDITION OR RESTRICTION INDICATING A PREFERENCE, LIMITATION OR DISCRIMINATION BASED ON RACE, COLOR, RELIGION, SEX, HANDICAP, FAMILIAL STATUS OR NATIONAL ORIGIN TO THE EXTENT SUCH COVENANTS, CONDITIONS OR RESTRICTIONS VIOLATE 42 USC 3604(C).  
- AFFECTS PROPERTY, AS SHOWN ON SURVEY
- DECLARATION OF COVENANTS, CONDITIONS AND RESTRICTIONS RECORDED IN BOOK 4309, PAGE 743; NOTICE OF SUCCESSOR DECLARANT RECORDED JULY 1, 2020 IN BOOK 4439, PAGE 1914, BUT DELETING ANY COVENANT, CONDITION OR RESTRICTION INDICATING A PREFERENCE, LIMITATION OR DISCRIMINATION BASED ON RACE, COLOR, RELIGION, SEX, HANDICAP, FAMILIAL STATUS OR NATIONAL ORIGIN TO THE EXTENT SUCH COVENANTS, CONDITIONS OR RESTRICTIONS VIOLATE 42 USC 3604(C).  
- AFFECTS PROPERTY, NOT SHOWN ON SURVEY (BLANKET IN NATURE)
- EASEMENT IN FAVOR OF THE FORT PIERCE UTILITIES AUTHORITY OF THE CITY OF FORT PIERCE RECORDED JANUARY 31, 2020 IN BOOK 4377, PAGE 787.  
- AFFECTS PROPERTY, AS SHOWN ON SURVEY
- EASEMENT IN FAVOR OF THE FORT PIERCE UTILITIES AUTHORITY OF THE CITY OF FORT PIERCE RECORDED SEPTEMBER 11, 2020 IN BOOK 4474, PAGE 949.  
- AFFECTS PROPERTY, AS SHOWN ON SURVEY
- TERMS AND CONDITIONS OF ANY EXISTING UNRECORDED LEASE(S), AND ALL RIGHTS OF LESSEE(S) AND ANY PARTIES CLAIMING THROUGH THE LESSEE(S) UNDER THE LEASE(S).  
- AFFECTS PROPERTY, NOT SHOWN ON SURVEY (BLANKET IN NATURE)

**LEGEND**

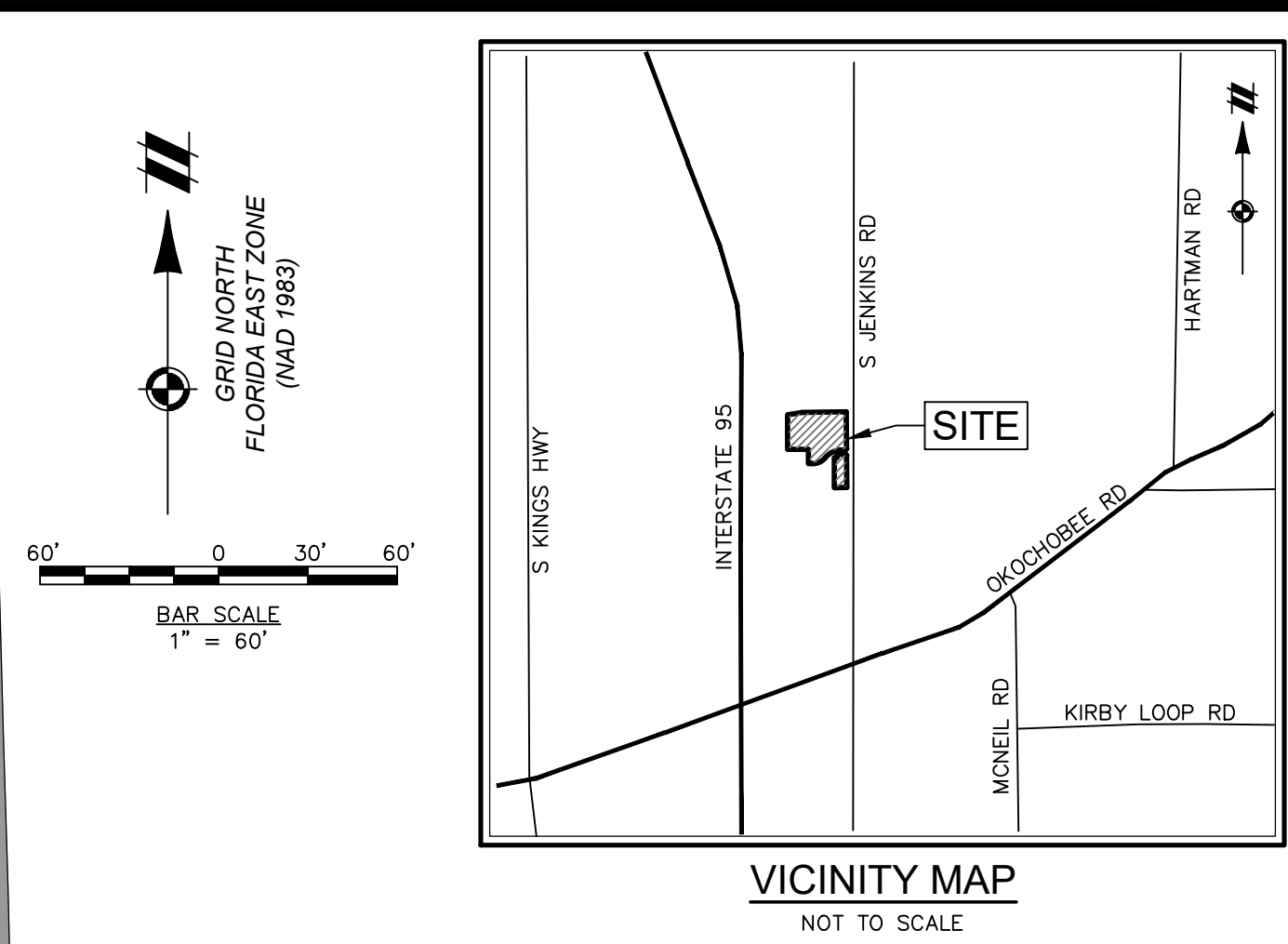
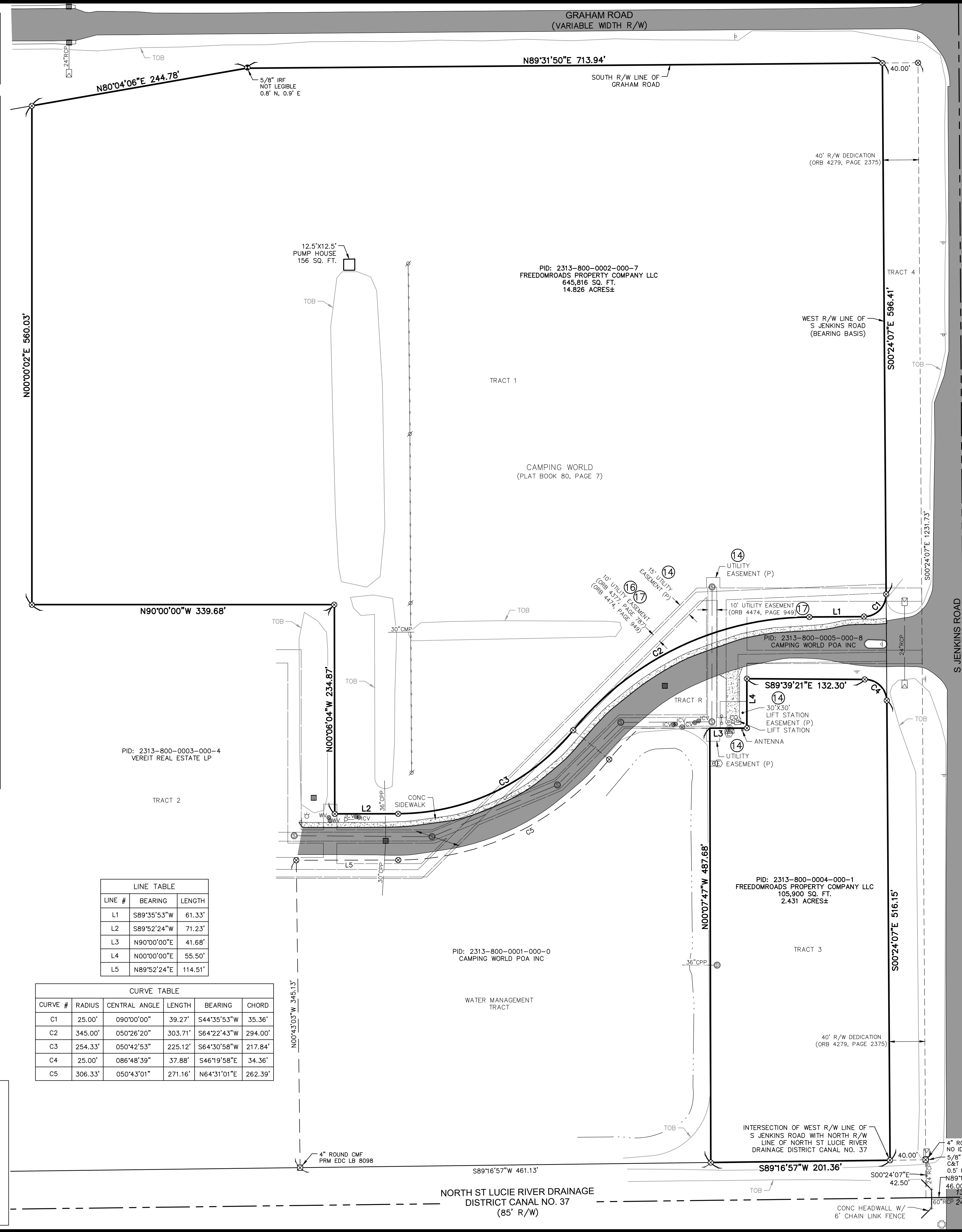
- ⊗ 5/8" IRON ROD FOUND, EDC LB 8098
- ⊙ IRON ROD FOUND
- ⊕ NAIL & DISK FOUND
- ⊠ CONCRETE MONUMENT FOUND
- ⊡ ELECTRIC TRANSFORMER
- ⊙ WELL
- ⊙ UTILITY POLE
- ⊡ GRATE INLET
- ⊙ ELECTRIC METER
- ⊙ SIGN
- ⊡ MITERED END SECTION
- ⊙ FIRE DEPARTMENT CONNECTION
- ⊙ WATER VALVE
- ⊙ IRRIGATION CONTROL VALVE
- ⊙ HYDRANT
- ⊙ BACKFLOW PREVENTER
- ⊙ SEWER CLEANOUT
- ⊙ SEWER MANHOLE
- ⊙ STORM MANHOLE
- ④ TITLE EXCEPTION NUMBER
- ASPHALT
- CONCRETE
- SUBJECT BOUNDARY LINE
- ADJACENT BOUNDARY LINE
- RIGHT OF WAY LINE
- FENCE
- SECTION LINE
- OVERHEAD ELECTRIC LINE
- STORM SEWER
- SANITARY SEWER
- TOP OF BANK
- EDGE OF WATER
- EASEMENT

**ABBREVIATIONS**

- CMF = CONCRETE MONUMENT FOUND
- CONC = CONCRETE
- CPP = CORRUGATED PLASTIC PIPE
- IRF = IRON ROD FOUND
- LB = LICENSED BUSINESS
- NAD = NORTH AMERICAN DATUM
- NAVD = NORTH AMERICAN VERTICAL DATUM
- NDF = NAIL & DISK FOUND
- ORB = OFFICIAL RECORD BOOK
- PID = PARCEL IDENTIFICATION NUMBER
- RCP = REINFORCED CONCRETE PIPE
- RTK = REAL-TIME KINEMATIC
- R/W = RIGHT-OF-WAY
- TOB = TOP OF BANK
- VRS = VIRTUAL REFERENCE STATION

| LINE # | BEARING     | LENGTH  |
|--------|-------------|---------|
| L1     | S89°35'53"W | 61.33'  |
| L2     | S89°52'24"W | 71.23'  |
| L3     | N90°00'00"E | 41.68'  |
| L4     | N00°00'00"E | 55.50'  |
| L5     | N89°52'24"E | 114.51' |

| CURVE # | RADIUS  | CENTRAL ANGLE | LENGTH  | BEARING     | CHORD   |
|---------|---------|---------------|---------|-------------|---------|
| C1      | 25.00'  | 090°00'00"    | 39.27'  | S44°35'53"W | 35.36'  |
| C2      | 345.00' | 050°26'20"    | 303.71' | S64°22'43"W | 294.00' |
| C3      | 254.33' | 050°42'53"    | 225.12' | S64°30'58"W | 217.84' |
| C4      | 25.00'  | 086°48'39"    | 37.88'  | S46°19'58"E | 34.36'  |
| C5      | 306.33' | 050°43'01"    | 271.16' | N64°31'01"E | 262.39' |



**DATUMS**  
Horizontal: Grid North, NAD83, Florida State Planes, East Zone (North American Datum of 1983) (2011)  
US Survey Foot, St Lucie County, Florida  
Vertical: NAVD83 (North American Vertical Datum of 1988)  
Geoid: Geoid18 (Contus)

- SURVEY NOTES**
- THIS PLAT WAS PREPARED FOR THE EXCLUSIVE USE OF THE PERSON, PERSONS, OR ENTITY NAMED HEREON. THIS PLAT DOES NOT EXTEND TO ANY UNNAMED PERSON, PERSONS OR ENTITY WITHOUT EXPRESS WRITTEN CERTIFICATION BY THE SURVEYOR NAMING SAID PERSON, PERSONS, OR ENTITY.
  - BEARINGS SHOWN HEREON ARE BASED ON THE FLORIDA STATE PLANE COORDINATE SYSTEM, EAST ZONE, NORTH AMERICAN DATUM OF 1983 (2011 ADJUSTMENT), DERIVING A BEARING OF S00°24'07"E ALONG THE WEST RIGHT-OF-WAY LINE OF SOUTH JENKINS ROAD.
  - THE PROPERTIES SHOWN AND DESCRIBED HEREIN HAVE AN AREA OF 645,816 SQUARE FEET OR 14.826 ACRES, MORE OR LESS (PID 2313-800-0002-000-7 AND 105,900 SQUARE FEET OR 2.431 ACRES, MORE OR LESS (PID 2313-800-0004-000-1).
  - THE PROPERTY IS DESIGNATED BY ST LUCIE COUNTY AS TAX MAP PARCEL ID NUMBERS 2313-800-0002-000-7 AND 2313-800-0004-000-1. OTHER THAN THE SUBJECT PROPERTIES, NO OTHER PROPERTIES ARE INCLUDED WITHIN SAID TAX MAP PARCELS.
  - NORTH ARROW, BEARINGS, AND HORIZONTAL ACCURACY ESTABLISHED BY GLOBAL NAVIGATION SATELLITE SYSTEM RTK OBSERVATIONS USING A FLORIDA PERMANENT REFERENCE NETWORK SINGLE BASE LINE SOLUTION, COMBINED WITH A TRIMBLE VRS NOW REAL TIME NETWORK SOLUTION, AND AVERAGED FOR REDUNDANCY.
  - WATER MAIN, STORM SEWER, SANITARY SEWER AND FRANCHISE UTILITY STRUCTURES HAVE BEEN FIELD LOCATED WHERE VISIBLE. THE SURVEYOR MAKES NO GUARANTEES THAT THE UNDERGROUND UTILITIES SHOWN COMPRISE ALL SUCH UTILITIES IN THE AREA, EITHER IN-SERVICE OR ABANDONED.
  - NO PROPOSED CHANGES IN STREET RIGHT OF WAY LINES WAS MADE AVAILABLE TO THE SURVEYOR BY THE CONTROLLING JURISDICTION NOR WAS ANY EVIDENCE OF RECENT STREET OR SIDEWALK CONSTRUCTION OR REPAIRS OBSERVED IN THE PROCESS OF CONDUCTING THE FIELDWORK.
  - THERE WAS NO EVIDENCE OF RECENT EARTH MOVING WORK, BUILDING CONSTRUCTION OR ADDITIONS ON THE SUBJECT PROPERTY OBSERVED IN THE PROCESS OF CONDUCTING THE FIELDWORK.
  - THE PROPERTY HAS ACCESS VIA SOUTH JENKINS ROAD, WHICH IS A PUBLIC RIGHT-OF-WAY.
  - EQUIPMENT USED FOR MEASUREMENT:  
ANGULAR: TRIMBLE R12/S5 ROBOTIC TOTAL STATION  
LINEAR: TRIMBLE R12/S5 ROBOTIC TOTAL STATION  
GPS: TRIMBLE R12 GPS RECEIVER
  - STATE, COUNTY, & LOCAL BUFFERS AND SETBACKS MIGHT EXIST ON THE SUBJECT PROPERTY THAT ARE NOT SHOWN HEREON.

**SURVEY REFERENCES**  
PLAT OF SURVEY TITLED "CAMPING WORLD" PREPARED BY EDC ENGINEERS & SURVEYORS, PORT ST LUCIE, FL DATED MARCH 25, 2019. RECORDED IN PLAT BOOK 80, PAGE 2, PUBLIC RECORDS OF ST LUCIE COUNTY, FL.

**ZONING**  
ZONING REPORT NOT PROVIDED TO SURVEYOR AT THE TIME OF SURVEY

**FLOOD NOTE**  
BY GRAPHIC PLOTTING ONLY. THIS PROPERTY LIES IN ZONE "X" OF THE FLOOD INSURANCE RATE MAP (FIRM), COMMUNITY PANEL NO. 121110167J, WHICH BEARS AN EFFECTIVE DATE OF 02/18/2012.

**SURVEYOR'S ALTA CERTIFICATION**  
TO: HILLPOINTE, LLC, A DELAWARE LIMITED LIABILITY COMPANY; FIRST AMERICAN TITLE INSURANCE COMPANY  
DATE: 03/30/2022

THIS IS TO CERTIFY THAT THIS MAP OR PLAT AND THE SURVEY ON WHICH IT IS BASED WERE MADE IN ACCORDANCE WITH THE 2021 MINIMUM STANDARD DETAIL REQUIREMENTS FOR ALTA/NSPS LAND TITLE SURVEYS, JOINTLY ESTABLISHED AND ADOPTED BY ALTA AND NSPS, AND INCLUDES ITEMS 1, 2, 3, 4, 6(A)(I), 7(A)(I), 8, 9, 11(A), 13, 14, 16 & 17 OF TABLE A THEREOF. THE FIELD WORK WAS COMPLETED ON 03/18/2022.  
DATE OF MAP OR PLAT: 03/30/2022.  
CLYDE R. ELDRIDGE  
FLORIDA PROFESSIONAL LAND SURVEYOR AND MAPPER #7076  
March 30, 2022

**SURVEYOR'S CERTIFICATION**  
I, HEREBY CERTIFY THAT ALL PARTS OF THIS SURVEY AND DRAWING HAVE BEEN COMPLETED IN ACCORDANCE WITH THE CURRENT REQUIREMENTS OF THE MINIMUM TECHNICAL STANDARDS FOR SURVEYING IN THE STATE OF FLORIDA, SJ-17, TO THE BEST OF MY KNOWLEDGE, INFORMATION AND BELIEF.  
CLYDE R. ELDRIDGE  
FLORIDA PROFESSIONAL SURVEYOR AND MAPPER #7076  
NOT VALID WITHOUT THE SIGNATURE AND THE ORIGINAL RAISED SEAL OF A FLORIDA LICENSED SURVEYOR AND MAPPER.  
March 30, 2022

**811**  
Know what's below.  
Call before you dig.  
THE LOCATIONS OF EXISTING UNDERGROUND UTILITIES ARE SHOWN IN AN APPROXIMATE WAY ONLY AND HAVE NOT BEEN INDEPENDENTLY VERIFIED BY THE OWNER OR ITS REPRESENTATIVE. THE CONTRACTOR SHALL DETERMINE THE EXACT LOCATION OF ALL EXISTING UTILITIES BEFORE COMMENCING WORK, AND AGREE TO BE FULLY RESPONSIBLE FOR ANY AND ALL DAMAGES WHICH MIGHT BE OCCASIONED BY THE CONTRACTOR'S FAILURE TO EXACTLY LOCATE AND PRESERVE ANY AND ALL UNDERGROUND UTILITIES.  
NOTICE: CONSTRUCTION SITE SAFETY IS THE SOLE RESPONSIBILITY OF THE CONTRACTOR. NEITHER THE OWNER NOR THE ENGINEER SHALL BE EXPECTED TO ASSUME ANY RESPONSIBILITY FOR SAFETY OF THE WORK OF PERSONS ENGAGED IN THE WORK, OF ANY NEARBY STRUCTURES, OR OF ANY OTHER PERSONS.  
COPYRIGHT © 2022 ATWELL, LLC. NO REPRODUCTION SHALL BE MADE WITHOUT THE PRIOR WRITTEN CONSENT OF ATWELL, LLC.  
**ATWELL**  
686.850.4200 www.atwell-group.com  
1800 PARKWAY PLACE, SUITE 700  
770-243-0607  
FLORIDA SURVEY CO.# LB 7832  
LOCATED IN SECTION 13, TOWNSHIP 35 SOUTH, RANGE 39 EAST ST LUCIE COUNTY, FLORIDA  
CLIENT: HILLPOINTE, LLC  
ALTA/NSPS LAND TITLE SURVEY  
2101 & 2151 S JENKINS ROAD FORT PIERCE, FL  
DATE: 03/30/2022  
DWG. DLG | CH. KMK  
P.M. CRE  
CODE AS  
JOB 22001517  
SHEET NO. 1 OF 1

**LEGAL DESCRIPTION**

**Hillpointe Residential – South Jenkins Road**

**2101 & 2151 South Jenkins Road**

**PARCEL ID: 2313-800-0002-000-7 & 2313-800-0004-000-1**

THE LAND REFERRED TO HEREIN BELOW IS SITUATED IN THE COUNTY OF ST. LUCIE, STATE OF FLORIDA,

AND DESCRIBED AS FOLLOWS:

TRACTS 1 AND 3 OF CAMPING WORLD, ACCORDING TO THE PLAT THEREOF AS RECORDED IN PLAT BOOK 80,

PAGE 7 PUBLIC RECORDS OF ST. LUCIE COUNTY, FLORIDA



April 25, 2022

Hillpointe LLC  
Attn: Nicholas Everly

**VIA Email:** [klee@hillpointe.com](mailto:klee@hillpointe.com) and [neverly@hillpointe.com](mailto:neverly@hillpointe.com)

Reference:           **Environmental Assessment**  
                          2151 & 2101 S Jenkins Road  
                          Fort Pierce, Florida  
                          Parcel ID # 2313-800-0002-000-7 and 2313-800-0004-000-1

Dear Mr. Everly,

EDC, Inc. (EDC) has completed this Environmental Assessment (EA) for the above referenced property. The purpose of this evaluation was to conduct a review of the above listed parcels by means of site visit, review of available aerial photography, listed species review, review of soil resources, and review of environmental regulations pertaining to this parcel.

The following report details the findings of our on-site and desktop investigations of the properties as they pertain to the City of Fort Pierce land developmental review regulations.

Please contact the undersigned if you have any questions regarding this report.

Respectfully submitted,  
**EDC, Inc.**

A handwritten signature in black ink, appearing to read 'Madison Quinones', is written over a white background.

Madison Quinones, BS, FWC AGTA, AWB®  
Wildlife Biologist | Project Scientist



ENGINEERS • SURVEYORS • ENVIRONMENTAL

## ENVIRONMENTAL ASSESSMENT

Parcel ID: 2313-800-0002-000-7 and 2313-800-0004-000-1  
2151 & 2101 S Jenkins Road  
Fort Pierce, Florida

Date: April 25, 2022  
Project # 22-154

**Prepared For:**  
Hillpointe LLC  
Attn: Nicholas Everly  
Email: [klee@hillpointe.com](mailto:klee@hillpointe.com) and [neverly@hillpointe.com](mailto:neverly@hillpointe.com)

**Prepared By:**  
EDC, Inc.  
10250 SW Village Parkway  
Port St Lucie, Florida 34987  
(772) 223-5200

The subject property evaluated as part of this Environmental Assessment consists of two tax parcels (Parcel ID # 2313-800-0002-000-7 & 2313-800-0004-000-1) comprised of 17.25 acres. The property is classified by the St. Lucie County Property Appraiser as vacant commercial land (land use code 1000). The subject property has a Future Land Use designation of Commercial General (CG) and is zoned as commercial (C-3). The subject property is located at 2151 and 2101 S Jenkins Road on the west side of Jenkins, north of Okeechobee Road in Fort Pierce, Florida. The subject property is further located within Section 13, Township 35 South, and Range 39 East.

This environmental assessment was completed as a precursor to permitting and review by governmental agencies as an applicable document for the supporting information associated with a building permit or land development application. EDC, Inc. staff visited the property on April 20, 2022 in order to ascertain the status and composition of any critical habitats, such as wetlands and native uplands that may be onsite.

**VEGETATION:**

It is the opinion of EDC that there is no native upland habitat located on site. The subject property consisted of mowed grass (southern tax parcel) and a fallow grove (northern tax parcel) comprised predominantly of exotic vegetation. The upland habitat associations were determined via onsite analysis and classified according to the Florida Cooperative Land Cover (CLC) System developed by the Florida Fish and Wildlife Conservation Commission (FWC). The CLC incorporates classifications used by FWC, Florida Natural Areas Inventory (FNAI), and Florida’s water management districts. The following CLC codes were identified onsite; 214 – fallow grove and 1810 – mowed grass. Please refer to the attached Florida CLC Map for the approximate location of the habitat(s) delineated onsite.

It is important to note that there is native vegetation present, but the native vegetation does not have significant associations and is therefore not considered to be native habitat.

| <b>Common Name</b>        | <b>Species Name</b>            |
|---------------------------|--------------------------------|
| <b>Cabbage Palm</b>       | <i>Sabal Palmetto</i>          |
| <b>Laurel Oak</b>         | <i>Quercus laurifolia</i>      |
| <b>Dwarf Palmetto</b>     | <i>Sabal minor</i>             |
| <b>Flatsedge</b>          | <i>Cyperus spp.</i>            |
| <b>Saltbush</b>           | <i>Baccharis halimifolia</i>   |
| <b>Grassleaf Rush</b>     | <i>Juncus marginatus</i>       |
| <b>Brazilian Pepper**</b> | <i>Schinus terebinthifolia</i> |
| <b>Caesar’s Weed**</b>    | <i>Urena lobata</i>            |
| <b>Cogon Grass**</b>      | <i>Imperata cylindrica</i>     |
| <b>Giant Reed**</b>       | <i>Arundo donax</i>            |
| <b>Torpedo Grass**</b>    | <i>Panicum repens</i>          |

\*Nuisance Vegetation

\*\*Exotic/Invasive Vegetation

**Table 1:** This table lists a representative sample of vegetative species observed during the site visit.

### **WETLAND DELINEATION:**

According to aerial photographs and site visit, it appears that there are no State jurisdictional wetlands on site. Based on the State definition, a wetland consists of three components: 1) hydric soils, 2) wetland plants, and 3) hydrologic indicators. None of these components were found during the field reconnaissance on the property.

An agricultural ditch is located on the northern tax parcel. According to State rules, this area is classified as "other surface waters" (OSW). OSWs are surface waters that are not identified as wetlands. Please refer to the attached Florida CLC Map for the approximate location of the OSW.

### **WILDLIFE EVALUATION:**

EDC, Inc. conducted a pedestrian survey throughout the property to investigate for the presence of any plant or animal listed species. No gopher tortoises, their burrows, or habitat were identified onsite. No other state or federally listed plant/animal species or their habitat(s) were observed on site.

Due to there being no native upland habitat or wetlands located on site, historical and continued anthropogenic disturbance (agricultural, clearing, mowing, etc.), and no connection to any adjoining significant native habitats, it is unlikely that any listed animal/plant species is located onsite.

### **SOIL COMPOSITION:**

Based on a review of the U.S. Department of Agriculture (USDA) Web Soil Survey the site is composed of the following soil series:

**Hilolo loamy sand, 0-2% slopes** – Hilolo sand is fine-loamy, silicious, poorly drained and slowly permeable soil. These soils are found in dense palm hammocks and along the borders of sloughs and depressional areas. The surface layer is fine sand to a depth of eight inches. The water table is at a depth of less than 10 inches for 2 to 4 months in most years. Natural vegetation is cabbage palm, water oak, longleaf pine and slash pine with an understory of wax myrtle, saw palmetto and inkberry. Citrus crops are well suited for this soil. The soil has high potential for dwellings without basements, small commercial buildings and roads. Water control measures are necessary to overcome excessive wetness.

**Wabasso sand, 0-2% slopes** – This soil is a nearly level, poorly drained soil in broad open areas of the flatwoods. The surface layer is sand about 8 inches thick. The upper 4 inches is black and the lower 4 inches is dark grey. The water table is typically at a depth of less than 10 inches for 1 to 4 months during the wet season, and at a depth of 10 to 40 inches for 6 to 9 months in most years. Natural vegetation is slash pine, cabbage palm, saw palmetto, running oak, inkberry and fetterbush. Common grasses are threeawn and bluestem. The soil has severe limitations for cultivated crops and citrus due to wetness. The soil has high potential for dwellings without basements, small commercial buildings, local roads and streets.

**Winder loamy sand** – This is a poorly drained, nearly level soil found in hammocks and along drainage ways. The surface layer typically is black loamy sand that is 6 inches thick. The water table is within a depth of 10 inches of the surface for 2 to 4 months and between a depth of 10 to 40 inches for most of the rest of the year. The natural vegetation associated with this soil type includes cabbage palm, willow oak, scattered long leaf and slash pine and an understory of wax

myrtle and saw palmetto. This soil has high potential for dwellings without basements, small commercial buildings, local roads and streets.

**SITE HISTORY:**

According to the earliest available Google Earth aerial photographs, the subject property has been used as a grove from 1994 until around 2006 when the grove appeared to be out of production. At this time the grove appeared to have been cleared and was left to be claimed by exotic vegetation overtime. The southern tax parcel was cleared in 2019.

**CITY OF FORT PIERCE REGULATIONS:**

The following lists the City of Fort Pierce Code of Ordinances that apply to the subject property. As part of the local approval process, the applicant will be required to comply with the below items.

**Section 123-64:** *No person shall remove a protected tree situated within the city, without first obtaining a tree removal permit. Protected trees include any native tree with at least 14 inches in diameter (DBH), except for palms which have a minimum clear trunk of ten feet (Sec. 123-66).*

It is the opinion of EDC that trees meeting the protected trees criteria were observed onsite. Therefore, a tree survey is required prior to the submittal of a tree removal permit and land clearing permit.

**SUMMARY:**

The subject property evaluated as part of this Environmental Assessment consists of two tax parcels (Parcel ID # 2313-800-0002-000-7 & 2313-800-0004-000-1) comprised of 17.25 acres. The property is classified by the St. Lucie County Property Appraiser as vacant commercial land (land use code 1000). The subject property has a Future Land Use designation of Commercial General (CG) and is zoned as commercial (C-3). The subject property is located at 2151 and 2101 S Jenkins Road on the west side of Jenkins, north of Okeechobee Road in Fort Pierce, Florida.

It is the professional opinion of EDC that no native upland habitat or wetlands are located onsite. In addition, no listed animal or plant species or their habitat(s) were located onsite. Lastly, trees meeting the protected tree criteria were observed onsite. A tree survey will be required prior to the submittal of a tree removal permit and land clearing permit.



# Environmental Assessment

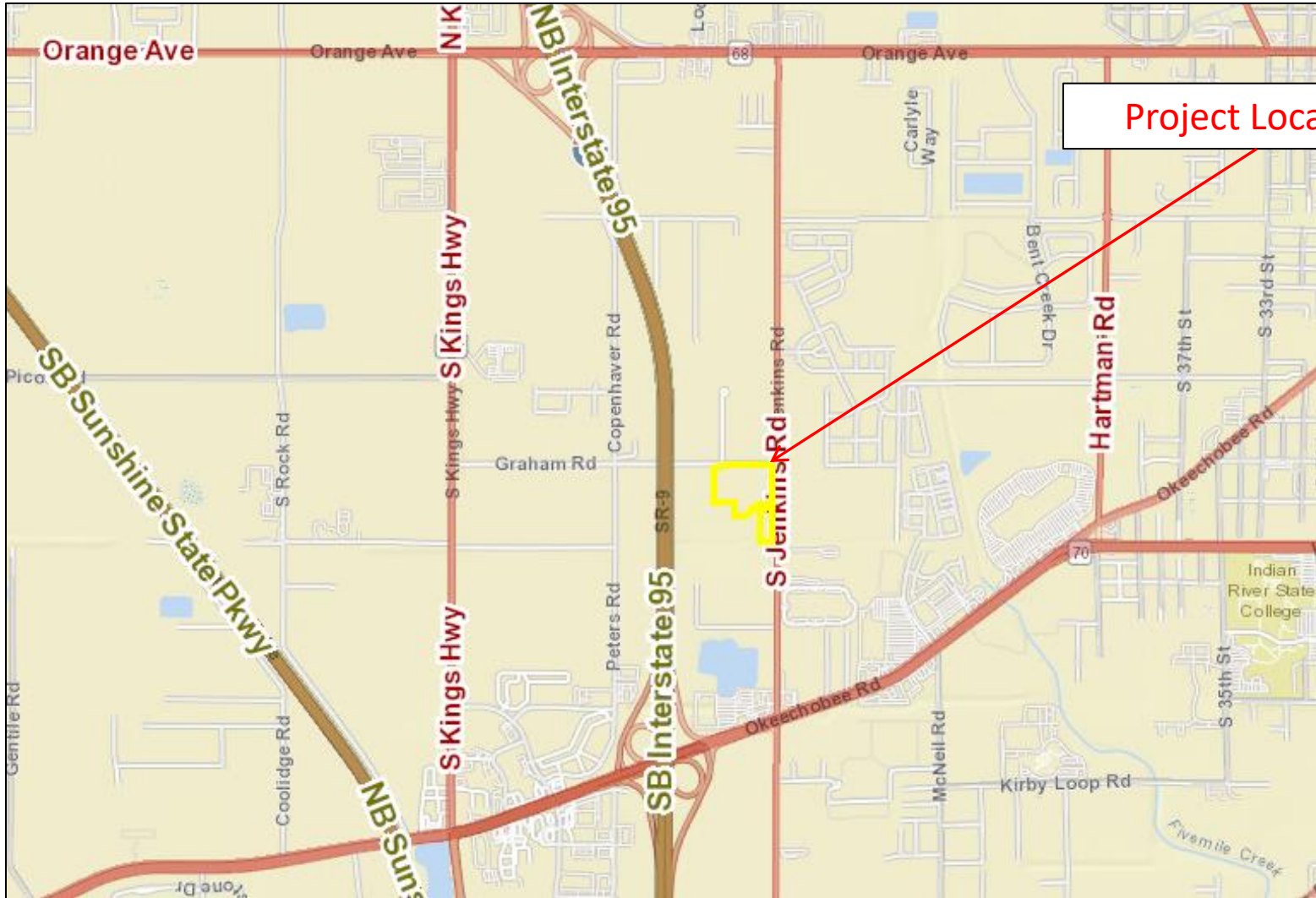
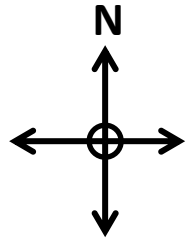
2151 & 2101 S Jenkins Road  
Fort Pierce, Florida

## Location Map

Project: 22-154

Hillpointe LLC

04/25/2022





# Environmental Assessment

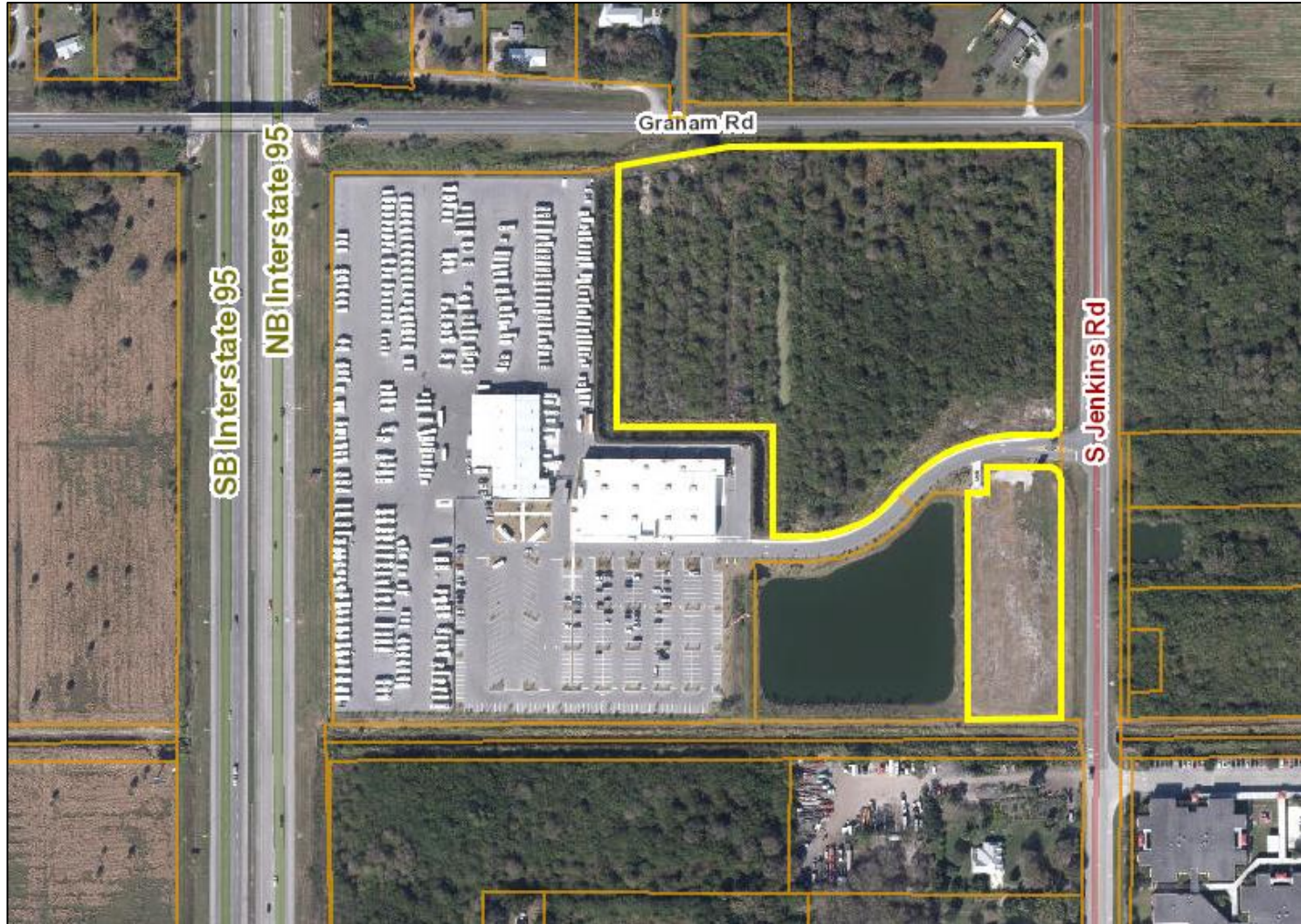
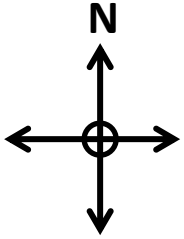
2151 & 2101 S Jenkins Road  
Fort Pierce, Florida

## Property Appraiser Map

Project: 22-154

Hillpointe LLC

04/25/2022





# Environmental Assessment

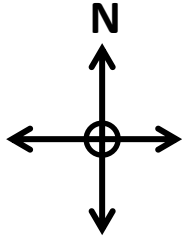
2151 & 2101 S Jenkins Road  
Fort Pierce, Florida

## USDA Web Soil Survey North Parcel Map

Project: 22-154

Hillpointe LLC

04/25/2022



### St. Lucie County, Florida (FL111)

St. Lucie County, Florida (FL111)

| Map Unit Symbol                    | Map Unit Name                            | Acres in AOI | Percent of AOI |
|------------------------------------|--|--------------|----------------|
| 16                                 | Hilolo loamy sand, 0 to 2 percent slopes | 1.4          | 8.9%           |
| 48                                 | Wabasso sand, 0 to 2 percent slopes      | 9.2          | 59.4%          |
| 55                                 | Winder loamy sand                        | 4.9          | 31.7%          |
| <b>Totals for Area of Interest</b> |  | <b>15.5</b>  | <b>100.0%</b>  |



# Environmental Assessment

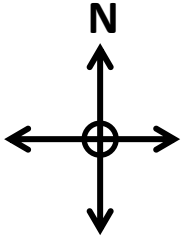
2151 & 2101 S Jenkins Road  
Fort Pierce, Florida

## USDA Web Soil Survey South Parcel Map

Project: 22-154

Hillpointe LLC

04/25/2022



| St. Lucie County, Florida (FL111)  |                   |              |                |
|------------------------------------|-------------------|--------------|----------------|
| St. Lucie County, Florida (FL111)  |                   |              |                |
| Map Unit Symbol                    | Map Unit Name     | Acres in AOI | Percent of AOI |
| 55                                 | Winder loamy sand | 2.7          | 100.0%         |
| <b>Totals for Area of Interest</b> |                   | <b>2.7</b>   | <b>100.0%</b>  |



# Environmental Assessment

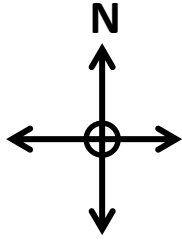
2151 & 2101 S Jenkins Road  
Fort Pierce, Florida

## Florida Cooperative Land Cover (CLC) Map




Project: 22-154

Hillpointe LLC

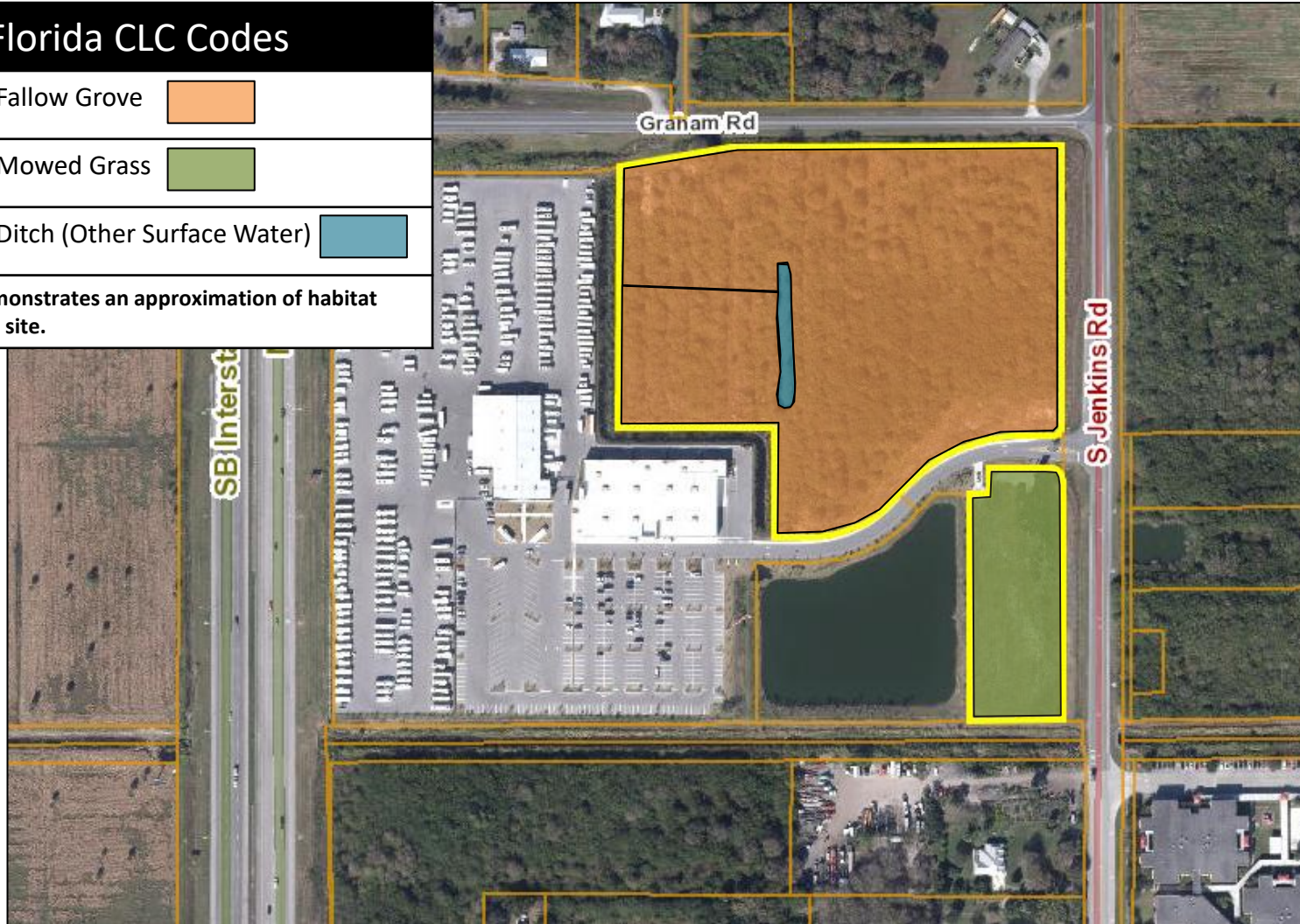
04/25/2022



### Florida CLC Codes

|      |                             |   |
|------|-----------------------------|---|
| 214  | Fallow Grove                |  |
| 1810 | Mowed Grass                 |  |
| 4220 | Ditch (Other Surface Water) |  |

**\*This map demonstrates an approximation of habitat boundaries on site.**





# Environmental Assessment

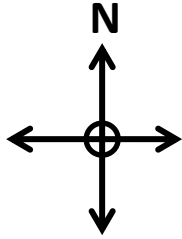
2151 & 2101 S Jenkins Road  
Fort Pierce, Florida

Google Earth 1994 Aerial Image

Project: 22-154

Hillpointe LLC

04/25/2022





## CONCURRENCY CAPACITY ANALYSIS

### I. Site Data:

|       | Existing Use | Future Land Use | Zoning |
|-------|--------------|-----------------|--------|
| North |              |                 |        |
| South |              |                 |        |
| East  |              |                 |        |
| West  |              |                 |        |

|            | Future Land Use | Zoning Classification | Maximum Intensity<br>Residential: Dwelling Units per Acre<br>Other: Square Footage | Total Acreage | Flood Zone |
|------------|-----------------|-----------------------|--|---------------|------------|
| Current    |                 |                       |  |               |            |
| **Proposed |                 |                       |  |               | N/A        |

### II. Public Facilities Information:

| A. Potable Water:     |  |
|-----------------------|--|
| Average Use           | Residential: 100 gallons per day per person (du x 2.6= persons x 100 gpd = demand)<br>Other: 0.125 gallons per day per square foot |
| Demand Analysis       | Maximum  |
| Current Zoning/FLU    | Total gallons per day  |
| **Proposed Zoning/FLU | Total gallons per day  |
| **Change in Demand    | Total gallons per day  |

|                       |  |
|-----------------------|--|
| <b>B. Wastewater:</b> |  |
| Average Use           | Residential: 100 gallons per day per person (du x 2.6= persons x 100 gpd = demand)<br>Other: 0.1 gallons per day per square foot |
| Demand Analysis       | Maximum  |
| Current Zoning/FLU    | Total gallons per day  |
| **Proposed Zoning/FLU | Total gallons per day  |
| **Change in Demand    | Total gallons per day  |

| <b>C. Parks and Recreation (Residential Classifications Only):</b><br>(Du x 2.6 = persons + 44,227 = population /LOS) |                             |                                 |                                 |                  |
|---|-----------------------------|---------------------------------|---------------------------------|------------------|
| Park Type   | LOS                         | Existing Population Park Demand | Proposed Population Park Demand | Change in Demand |
| Regional  | 20 acres per 1,000 people   |                                 |                                 |                  |
| Urban District  | 5 acres per 1,000 people    |                                 |                                 |                  |
| Community   | 2.5 acres per 1,000 people  |                                 |                                 |                  |
| Neighborhood  | 1.36 acres per 1,000 people |                                 |                                 |                  |

|   |            |             |
|---|------------|-------------|
| <b>D. Public Schools (Residential Classifications Only):</b><br>Single Family: (du x 0.405 = students/70% K-8/30% High)<br>Multi-family: (du x 0.207 = students/70% K-8/30% High) |            |             |
|   | <b>K-8</b> | <b>High</b> |
| School Name   |            |             |
| City  |            |             |
| Distance  |            |             |
| Current Zoning/FLU  | Enrollment |             |
| **Proposed Zoning/FLU   | Enrollment |             |
| **Change in Demand  |            |             |

|   |         |
|---|---------|
| <b>E. Solid Waste: Residential</b> (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  |         |
| **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)

|               |  |
|---------------|--|
| <b>Impact</b> |  |
|---------------|--|

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

| <b>G. Transportation Analysis: Complete ITE Trip Generation Data Form</b> |         |                       |
|---|---------|-----------------------|
| Most recent ITE Code for use; HCM Roadway Capacity                        |         |                       |
|   | AADT    | AM/PM Peak Hour Trips |
| <b>Demand Analysis</b>  | Maximum | Maximum               |
| <b>Current Zoning/FLU</b>   |         |                       |
| <b>**Proposed Zoning/FLU</b>  |         |                       |
| <b>*Change in Demand</b>  | Trips   | Trips                 |
| <b>Impact to Capacity</b>   |         |                       |

**IV. Project Description**

| <b>PHASING</b>   |  |
|--|--|
| Is this project (phase) part of a larger project?  | <input type="checkbox"/> Yes <input type="checkbox"/> No |
| If yes, enumerate each phase, the number of units or square footage in each phase and beginning/completion date. |  |
| Total Project: Residential Units:  | Single Family: Multifamily:                              |
| Non-residential (square footage):  |  |
| Mixed-use (describe use):  |  |
| (If this is a single phase project, name it Phase I – Total)   |  |

| <b>RESIDENTIAL DATA</b> |       |                 |       |                         |                          |
|-------------------------|-------|-----------------|-------|-------------------------|--------------------------|
| Type                    | Phase | Number of Units | Acres | Expected beginning date | Expected completion date |
| Single-family, detached |       |                 |       |                         |                          |
| Single-family, attached |       |                 |       |                         |                          |
| Multi-family            |       |                 |       |                         |                          |
| Other (specify)         |       |                 |       |                         |                          |

| <b>NON-RESIDENTIAL DATA</b> |              |                       |              |                                 |                                 |
|-----------------------------|--------------|-----------------------|--------------|---------------------------------|---------------------------------|
| <b>Type(s) specify</b>      | <b>Phase</b> | <b>Square footage</b> | <b>Acres</b> | <b>Expecting beginning date</b> | <b>Expected completion date</b> |
|                             |              |                       |              |                                 |                                 |
|                             |              |                       |              |                                 |                                 |
|                             |              |                       |              |                                 |                                 |
|                             |              |                       |              |                                 |                                 |
|                             |              |                       |              |                                 |                                 |

- 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



**O'ROURKE**  
ENGINEERING & PLANNING

**TRAFFIC ANALYSIS**

**FOR**

**Hillpointe Residential**

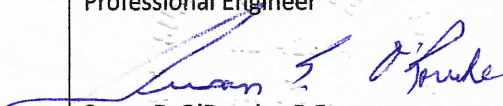
**Prepared for:**

**Alejandro Toro  
EDC, Inc.  
10250 SW Village Parkway – Suite 201  
Port Saint Lucie, Florida 34987**

**Prepared by**

**O'Rourke Engineering & Planning  
22 SE Seminole Street  
Stuart, Florida 34994  
772-781-7918**

**May 26, 2022**

|   |  |
|---|--|
| <p>Prepared by:<br/>O'Rourke Engineering &amp; Planning<br/>Certificate of Authorization: #26869<br/>22 SE Seminole Street<br/>Stuart, Florida 34994<br/>772-781-7918</p> | <p>Professional Engineer<br/><br/>Susan E. O'Rourke, P.E.<br/>Date signed and sealed: 5/26/2022<br/>License #: 42684</p> |
|---|--|



**O'ROURKE**  
ENGINEERING & PLANNING

May 26, 2022

Mr. Alejandro Toro  
EDC, Inc.  
10250 SW Village Parkway – Suite 201  
Port Saint Lucie, Florida 34987

**Re: Hillpointe Residential**

Dear Mr. Lott:

O'Rourke Engineering & Planning has completed the traffic analysis for 252 multifamily dwelling units to be located west of Jenkins Road in St. Lucie County, Florida. The steps in the analysis and the ensuing results are presented herein.

It has been a pleasure working with you. If you have any questions or comments, please give me a call.

Respectfully submitted,

**O'Rourke Engineering & Planning**

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

*Hillpointe Residential Traffic Analysis 5.26.2022*

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### APPENDICES

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| APPENDIX B: Roadway Details  |  |
| APPENDIX C: St. Lucie County 2019/2020 Level of Service Report, Model Data,<br>FDOT 2012 Quality Level of Service, |  |
| APPENDIX D: Other Project Data and Growth Rate Data  |  |
| APPENDIX E: Intersection Analysis  |  |

## **INTRODUCTION**

O'Rourke Engineering & Planning was retained to prepare a traffic analysis for the proposed 252 multifamily units to be located west of Jenkins Road in St. Lucie County, Florida. The purpose of this report is to determine the project impact on the surrounding roadway system.

In order to make that determination, the following analytical steps were taken:

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

Each of these steps is outlined herein.

## **PROJECT DESCRIPTION**

The subject property consists of 252 multifamily units located off Jenkins Road in St. Lucie County, Florida. The buildout year is estimated as 2026.

The project location is shown in **Figure 1**.

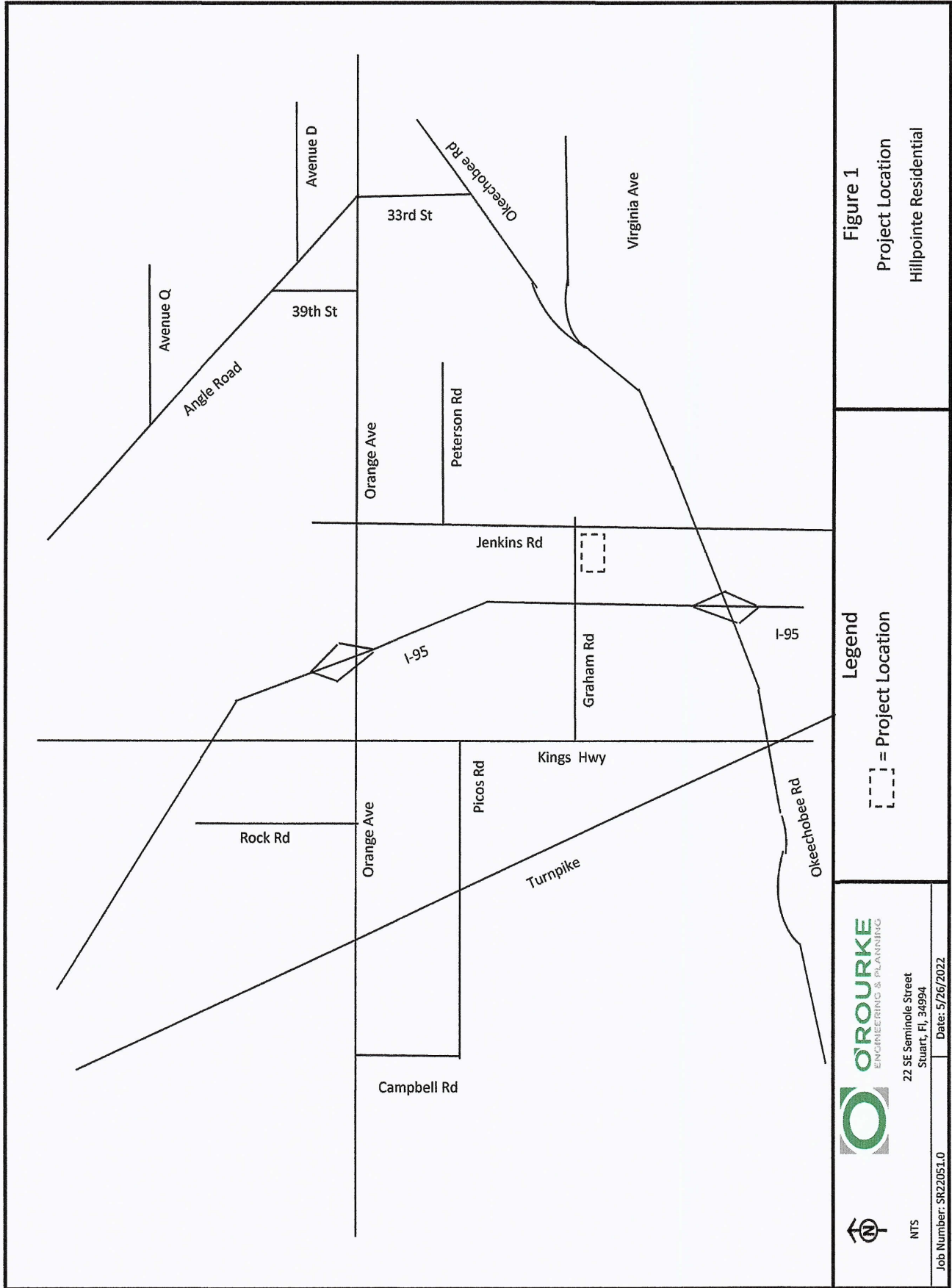


Figure 1

Project Location  
Hillpointe Residential

Legend

▭ = Project Location



22 SE Seminole Street  
Stuart, FL 34994

Date: 5/26/2022



NTS

Job Number: SR22051.0

## **ROADWAY CONDITIONS**

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

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

### **Existing/Proposed Lane Geometrics and Traffic Control**

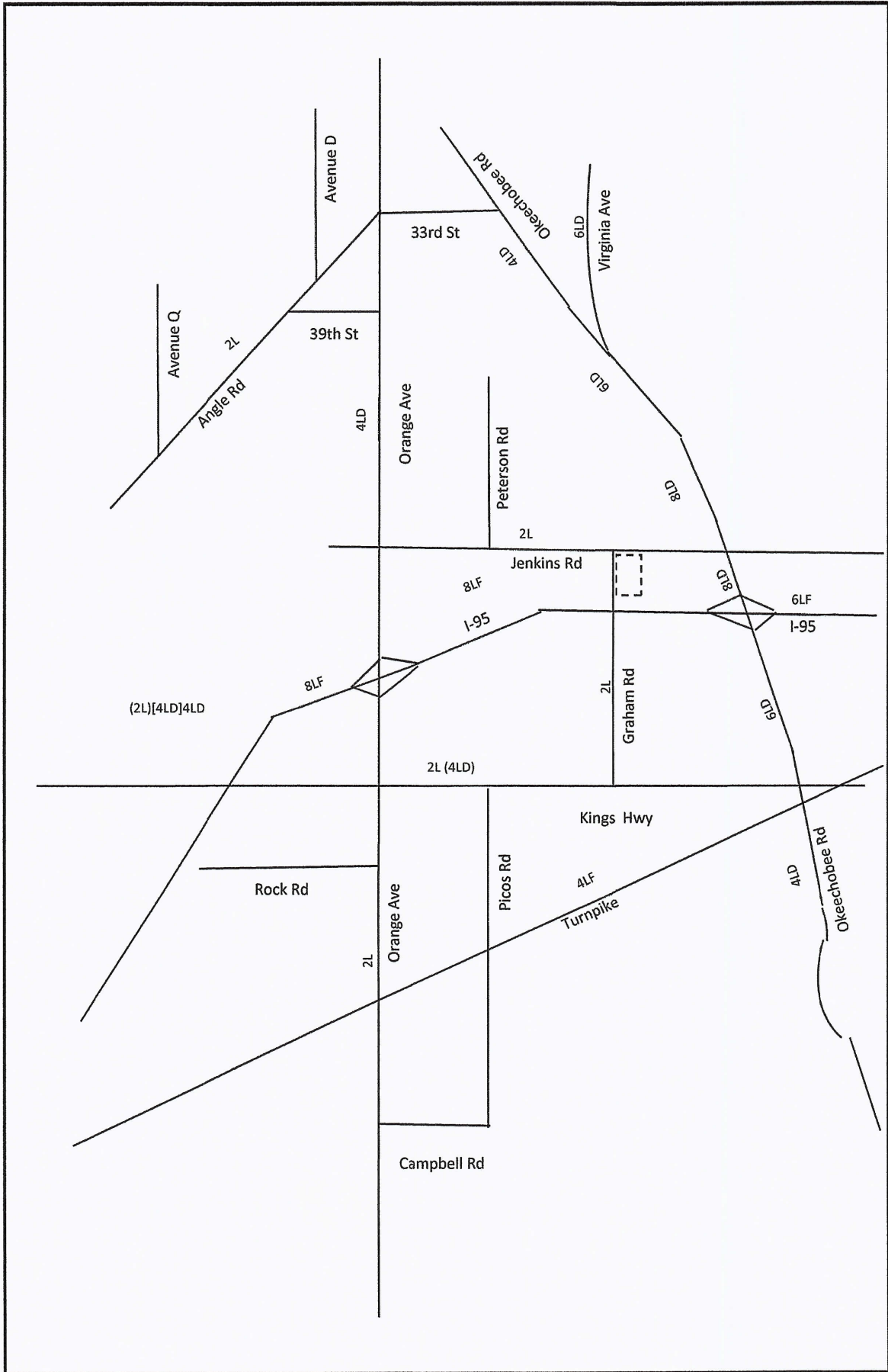
The study area was reviewed to determine the existing number and type of lanes, and the traffic control along the roadway. Each roadway is described below.

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

The roadway network is shown in **Figure 2** with notations for Existing and Existing + Committed. Roadway details are included in **Appendix B**.

### **Existing Traffic Volumes/ Service Volume**

Traffic volumes were obtained from the St. Lucie County TPO and FDOT. The count data along with the number of lanes and the associated peak hour/peak direction service volumes will be summarized in the upcoming sections of the report. The service volumes were developed based on the functional classification contained in the County Comprehensive Plan and the St. Lucie County Traffic Counts and Level of Service Report. The FDOT Quality Level of Service was used to augment data included in the St. Lucie TPO 2021 Level of Service Report. These documents are included in **Appendix C**.



**Figure 2**  
Lane Geometrics  
Hillpointe Residential

**Legend**

- = Project Location
- (XX) = Existing Conditions if different then 2040 Network
- [XX] = Committed 5-Year TIP

|  |  |
|--|--|
|  | 22 SE Seminole Street<br>Stuart, FL 34994<br>Date: 5/26/2022 |
|  | NTS<br>Job Number: SR22051.0                                 |

## **PROJECT TRAFFIC**

To estimate future traffic, the ITE Trip Generation, 11th Edition trip rates for the highest reasonable use in the land use category were applied. Multi-family Housing (Land Use Code 220) was applied to estimate the trips generated by the 252 units. These calculations are shown in **Tables 1a, 1b, and 1c**.

As shown, the proposed project will generate 2,152 net daily trips. There will be 123 AM peak hour trips and 160 PM peak hour trips.

## **PROJECT DISTRIBUTION/ ASSIGNMENT**

The project traffic was distributed using LRTP employment data and then assigned to the roadway network. Future employment data reflects 19% to the north, 17% to the west, 43% east and 21% south from the project.

**Distribution/ Assignment** – This general distribution led to an assignment of trips based on the anticipated ultimate destinations and the roadway paths used to reach those destinations. The project assignment is shown in **Figure 3**. **Appendix C** provides the supporting data for the distribution.

**Table 1 - Trip Generation**

**Table 1a: Daily**

| Land Use                       | ITE Code | Intensity | Units | Trip Generation Rate  | Directional Split |     | Net New Trips |            |              |
|--------------------------------|----------|-----------|-------|-----------------------|-------------------|-----|---------------|------------|--------------|
|                                |          |           |       |                       | In                | Out | In            | Out        | Total        |
| Multifamily Housing (Low-Rise) | 220      | 252       | DU    | $T = 6.41(X) + 75.31$ | 50%               | 50% | 846           | 845        | 1,691        |
| <b>TOTALS</b>                  |          |           |       |                       |                   |     | <b>846</b>    | <b>845</b> | <b>1,691</b> |

Source: ITE 11th Edition Trip Generation Rates

**Table 1b: AM Peak Hour**

| Land Use                       | ITE Code | Intensity | Units | Trip Generation Rate    | Directional Split |     | Net New Trips |           |            |
|--------------------------------|----------|-----------|-------|-------------------------|-------------------|-----|---------------|-----------|------------|
|                                |          |           |       |                         | In                | Out | In            | Out       | Total      |
| Multifamily Housing (Low-Rise) | 220      | 252       | DU    | $(T) = 0.31(X) + 22.85$ | 24%               | 76% | 24            | 77        | 101        |
| <b>TOTALS</b>                  |          |           |       |                         |                   |     | <b>24</b>     | <b>77</b> | <b>101</b> |

Source: ITE 11th Edition Trip Generation Rates

**Table 1c: PM Peak Hour**

| Land Use                       | ITE Code | Intensity | Units | Trip Generation Rate    | Directional Split |     | Net New Trips |           |            |
|--------------------------------|----------|-----------|-------|-------------------------|-------------------|-----|---------------|-----------|------------|
|                                |          |           |       |                         | In                | Out | In            | Out       | Total      |
| Multifamily Housing (Low-Rise) | 220      | 252       | DU    | $(T) = 0.43(X) + 20.55$ | 63%               | 37% | 81            | 48        | 129        |
| <b>TOTALS</b>                  |          |           |       |                         |                   |     | <b>81</b>     | <b>48</b> | <b>129</b> |

Source: ITE 11th Edition Trip Generation Rates

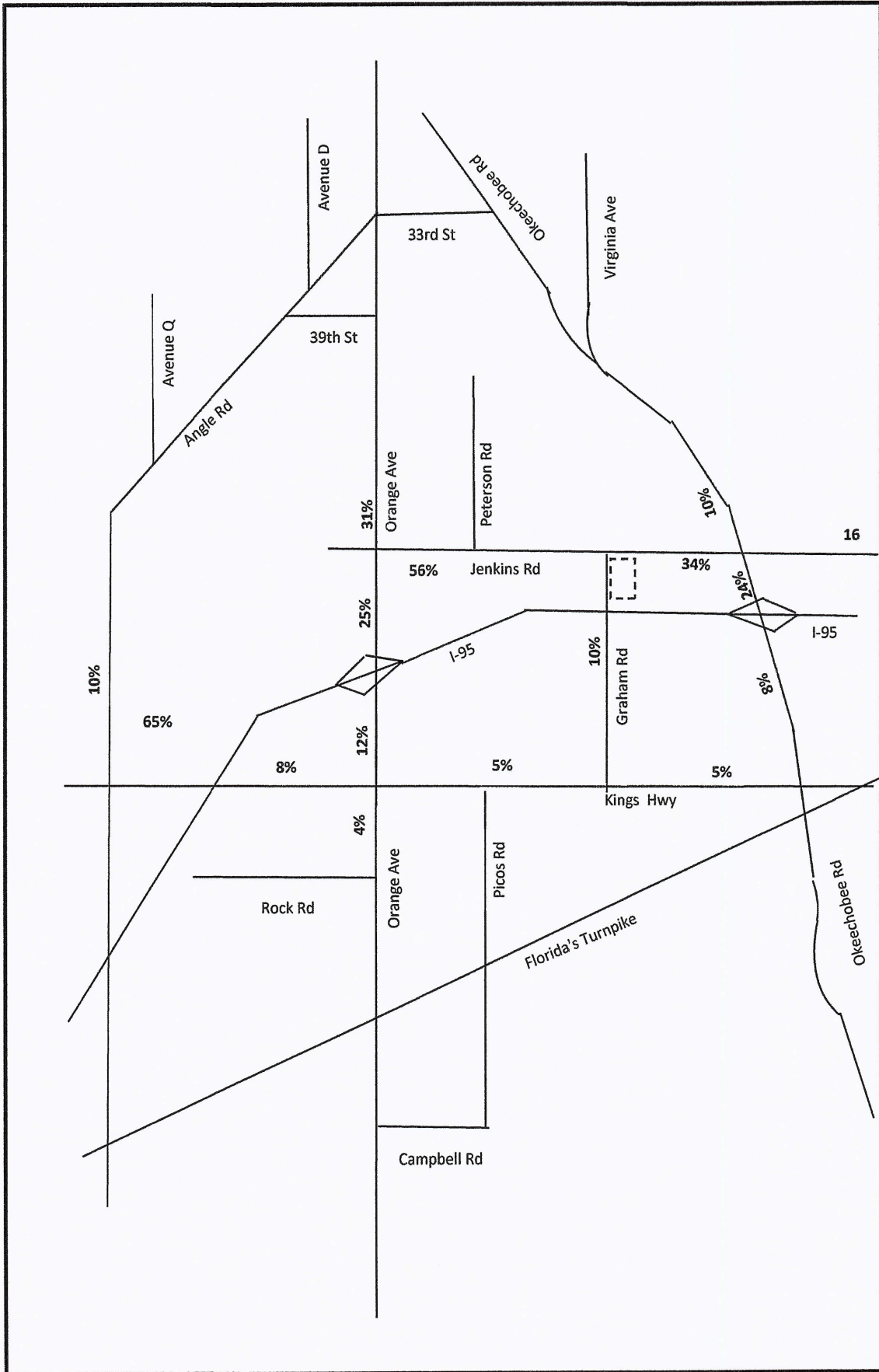


Figure 3  
Percent Assignment  
Hillpointe Residential

Legend  
[Dashed Box] = Project Location



22 SE Seminole Street  
Stuart, FL 34994  
Date: 5/26/2022



NTS  
Job Number: SR22051.0

## Link Analysis

**Tables 2a and 2b** summarize the project percent impact on the roadway network. These links were analyzed further to ensure they will meet concurrency. Existing traffic volumes were grown using a 2.13% growth rate. Approved background projects (committed trips) were then added. Finally, the trips from the proposed project were then added to generate total traffic. The total traffic volumes were then compared to the allowable service volumes to determine concurrency. **Table 3a and 3b** summarizes the results of the link analysis. As shown, Jenkins Road will operate at below levels of service with the existing network. However, since this is a deficiency before the project traffic is added, the project can assume the improvements to fix the deficiency in place.

**Appendix D** includes the growth rate calculation and background traffic.

## INTERSECTION ANALYSIS

The intersections of Jenkins/Graham, Jenkins/Orange, and Jenkins/Okeechobee were analyzed using HCS. The intersections were analyzed for the 2026 with and without project scenarios.

**Table 4** summarizes the results. As shown, all intersections will operate at acceptable levels of service. The intersection of Graham and Jenkins will have delay to the westbound approach. There will be an addition of a left-turn lane at both eastbound and westbound approaches when the east leg is added by Waypoint.

## DRIVEWAY ANALYSIS

The project will be served by one right in/right out/left in project driveway located on Jenkins Road and a driveway that is off the extension of Graham Road. A northbound right turn lane and a southbound left turn lane will be required into the site at Graham Road.

## CONCLUSION

The proposed project can be accommodated on the roadway network at acceptable levels of service. Therefore, the project meets the requirements for concurrency.

TABLE 2a - Project Percent Impact - AM

| Segment       | From            | To              | Direction | Lanes | IN/OUT | Greater than 3% (1% on Adjacent Links) | Peak Hour Service Capacity (E+C) | Project Volume Peak Direction | % Project of Capacity-Peak Hour | Project Percent Assignment |
|---------------|-----------------|-----------------|-----------|-------|--------|--|----------------------------------|-------------------------------|---------------------------------|----------------------------|
| Jenkins Rd    | Orange Ave      | Peterson Rd     | NB        | 2L    | OUT    | YES                                    | 920                              | 43                            | 4.67%                           | 56%                        |
|               | Orange Ave      | Peterson Rd     | SB        | 2L    | IN     | NO                                     | 920                              | 13                            | 1.41%                           | 56%                        |
|               | Peterson Rd     | Graham Rd       | NB        | 2L    | OUT    | YES                                    | 630                              | 43                            | 6.83%                           | 56%                        |
|               | Peterson Rd     | Graham Rd       | SB        | 2L    | IN     | NO                                     | 630                              | 13                            | 2.06%                           | 56%                        |
|               | Graham Rd       | Okeechobee Rd   | NB        | 2L    | IN     | NO                                     | 920                              | 8                             | 0.87%                           | 34%                        |
|               | Graham Rd       | Okeechobee Rd   | SB        | 2L    | OUT    | YES                                    | 920                              | 26                            | 2.83%                           | 34%                        |
| Orange Ave    | Campbell Rd     | Kings Hwy       | EB        | 2L    | IN     | NO                                     | 1,070                            | 1                             | 0.09%                           | 4%                         |
|               | Campbell Rd     | Kings Hwy       | WB        | 2L    | OUT    | NO                                     | 1,070                            | 3                             | 0.28%                           | 4%                         |
|               | Kings Hwy       | I-95            | EB        | 4LD   | IN     | NO                                     | 2,000                            | 3                             | 0.15%                           | 12%                        |
|               | Kings Hwy       | I-95            | WB        | 4LD   | OUT    | NO                                     | 2,000                            | 9                             | 0.45%                           | 12%                        |
|               | I-95            | Jenkins Rd      | EB        | 4LD   | IN     | NO                                     | 2,000                            | 6                             | 0.30%                           | 25%                        |
|               | I-95            | Jenkins Rd      | WB        | 4LD   | OUT    | NO                                     | 2,000                            | 19                            | 0.95%                           | 25%                        |
|               | Jenkins Rd      | Hartman Rd      | EB        | 4LD   | OUT    | NO                                     | 2,000                            | 24                            | 1.20%                           | 31%                        |
|               | Jenkins Rd      | Hartman Rd      | WB        | 4LD   | IN     | NO                                     | 2,000                            | 7                             | 0.35%                           | 31%                        |
| Kings Hwy     | Okeechobee Rd   | Crossroads Pkwy | NB        | 4LD   | IN     | NO                                     | 2,000                            | 1                             | 0.05%                           | 5%                         |
|               | Okeechobee Rd   | Crossroads Pkwy | SB        | 4LD   | OUT    | NO                                     | 2,000                            | 4                             | 0.20%                           | 5%                         |
|               | Crossroads Pkwy | Graham Rd       | NB        | 4LD   | IN     | NO                                     | 2,000                            | 1                             | 0.05%                           | 5%                         |
|               | Crossroads Pkwy | Graham Rd       | SB        | 4LD   | OUT    | NO                                     | 2,000                            | 4                             | 0.20%                           | 5%                         |
|               | Graham Rd       | Picos Rd        | NB        | 4LD   | IN     | NO                                     | 2,000                            | 1                             | 0.05%                           | 5%                         |
|               | Graham Rd       | Picos Rd        | SB        | 4LD   | OUT    | NO                                     | 2,000                            | 4                             | 0.20%                           | 5%                         |
|               | Picos Rd        | Orange Ave      | NB        | 4LD   | IN     | NO                                     | 2,000                            | 1                             | 0.05%                           | 5%                         |
|               | Picos Rd        | Orange Ave      | SB        | 4LD   | OUT    | NO                                     | 2,000                            | 4                             | 0.20%                           | 5%                         |
|               | Orange Ave      | Angle Rd        | NB        | 4LD   | OUT    | NO                                     | 2,000                            | 6                             | 0.30%                           | 8%                         |
|               | Orange Ave      | Angle Rd        | SB        | 4LD   | IN     | NO                                     | 2,000                            | 2                             | 0.10%                           | 8%                         |
| Okeechobee Rd | I95             | Jenkins Rd      | EB        | 6LD   | IN     | NO                                     | 4,240                            | 6                             | 0.14%                           | 24%                        |
|               | I95             | Jenkins Rd      | WB        | 6LD   | OUT    | NO                                     | 4,240                            | 18                            | 0.42%                           | 24%                        |
|               | Jenkins Rd      | McNeil Rd       | EB        | 6LD   | OUT    | NO                                     | 4,040                            | 8                             | 0.20%                           | 10%                        |
|               | Jenkins Rd      | McNeil Rd       | WB        | 6LD   | IN     | NO                                     | 4,040                            | 2                             | 0.05%                           | 10%                        |
|               | McNeil Rd       | Virginia Ave    | EB        | 6LD   | OUT    | NO                                     | 3,170                            | 8                             | 0.25%                           | 10%                        |
|               | McNeil Rd       | Virginia Ave    | WB        | 6LD   | IN     | NO                                     | 3,170                            | 2                             | 0.06%                           | 10%                        |

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

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

Net In: 24  
Net Out: 77

TABLE 2b - Project Percent Impact - PM

| Segment       | From            | To              | Direction | Lanes | IN/OUT | Greater than 3% (1% on Adjacent Links) | Peak Hour Service Capacity (E+C) | Project Volume Peak Direction | % Project of Capacity-Peak Hour | Project Percent Assignment |
|---------------|-----------------|-----------------|-----------|-------|--------|--|----------------------------------|-------------------------------|---------------------------------|----------------------------|
| Jenkins Rd    | Orange Ave      | Peterson Rd     | NB        | 2L    | OUT    | NO                                     | 920                              | 27                            | 2.93%                           | 56%                        |
|               | Orange Ave      | Peterson Rd     | SB        | 2L    | IN     | YES                                    | 920                              | 45                            | 4.89%                           | 56%                        |
|               | Peterson Rd     | Graham Rd       | NB        | 2L    | OUT    | YES                                    | 630                              | 27                            | 4.29%                           | 56%                        |
|               | Peterson Rd     | Graham Rd       | SB        | 2L    | IN     | YES                                    | 630                              | 45                            | 7.14%                           | 56%                        |
|               | Graham Rd       | Okeechobee Rd   | NB        | 2L    | IN     | YES                                    | 920                              | 28                            | 3.04%                           | 34%                        |
|               | Graham Rd       | Okeechobee Rd   | SB        | 2L    | OUT    | YES                                    | 920                              | 16                            | 1.74%                           | 34%                        |
| Orange Ave    | Campbell Rd     | Kings Hwy       | EB        | 2L    | IN     | NO                                     | 1,070                            | 3                             | 0.28%                           | 4%                         |
|               | Campbell Rd     | Kings Hwy       | WB        | 2L    | OUT    | NO                                     | 1,070                            | 2                             | 0.19%                           | 4%                         |
|               | Kings Hwy       | I-95            | EB        | 4LD   | IN     | NO                                     | 2,000                            | 10                            | 0.50%                           | 12%                        |
|               | Kings Hwy       | I-95            | WB        | 4LD   | OUT    | NO                                     | 2,000                            | 6                             | 0.30%                           | 12%                        |
|               | I-95            | Jenkins Rd      | EB        | 4LD   | IN     | NO                                     | 2,000                            | 20                            | 1.00%                           | 25%                        |
|               | I-95            | Jenkins Rd      | WB        | 4LD   | OUT    | NO                                     | 2,000                            | 12                            | 0.60%                           | 25%                        |
|               | Jenkins Rd      | Hartman Rd      | EB        | 4LD   | OUT    | NO                                     | 2,000                            | 15                            | 0.75%                           | 31%                        |
|               | Jenkins Rd      | Hartman Rd      | WB        | 4LD   | IN     | NO                                     | 2,000                            | 25                            | 1.25%                           | 31%                        |
| Kings Hwy     | Okeechobee Rd   | Crossroads Pkwy | NB        | 4LD   | IN     | NO                                     | 2,000                            | 4                             | 0.20%                           | 5%                         |
|               | Okeechobee Rd   | Crossroads Pkwy | SB        | 4LD   | OUT    | NO                                     | 2,000                            | 2                             | 0.10%                           | 5%                         |
|               | Crossroads Pkwy | Graham Rd       | NB        | 4LD   | IN     | NO                                     | 2,000                            | 4                             | 0.20%                           | 5%                         |
|               | Crossroads Pkwy | Graham Rd       | SB        | 4LD   | OUT    | NO                                     | 2,000                            | 2                             | 0.10%                           | 5%                         |
|               | Graham Rd       | Picos Rd        | NB        | 4LD   | IN     | NO                                     | 2,000                            | 4                             | 0.20%                           | 5%                         |
|               | Graham Rd       | Picos Rd        | SB        | 4LD   | OUT    | NO                                     | 2,000                            | 2                             | 0.10%                           | 5%                         |
|               | Picos Rd        | Orange Ave      | NB        | 4LD   | IN     | NO                                     | 2,000                            | 4                             | 0.20%                           | 5%                         |
|               | Picos Rd        | Orange Ave      | SB        | 4LD   | OUT    | NO                                     | 2,000                            | 2                             | 0.10%                           | 5%                         |
|               | Orange Ave      | Angle Rd        | NB        | 4LD   | OUT    | NO                                     | 2,000                            | 4                             | 0.20%                           | 8%                         |
|               | Orange Ave      | Angle Rd        | SB        | 4LD   | IN     | NO                                     | 2,000                            | 6                             | 0.30%                           | 8%                         |
| Okeechobee Rd | I95             | Jenkins Rd      | EB        | 6LD   | IN     | NO                                     | 4,240                            | 19                            | 0.45%                           | 24%                        |
|               | I95             | Jenkins Rd      | WB        | 6LD   | OUT    | NO                                     | 4,240                            | 12                            | 0.28%                           | 24%                        |
|               | Jenkins Rd      | McNeil Rd       | EB        | 6LD   | OUT    | NO                                     | 4,040                            | 5                             | 0.12%                           | 10%                        |
|               | Jenkins Rd      | McNeil Rd       | WB        | 6LD   | IN     | NO                                     | 4,040                            | 8                             | 0.20%                           | 10%                        |
|               | McNeil Rd       | Virginia Ave    | EB        | 6LD   | OUT    | NO                                     | 3,170                            | 5                             | 0.16%                           | 10%                        |
|               | McNeil Rd       | Virginia Ave    | WB        | 6LD   | IN     | NO                                     | 3,170                            | 8                             | 0.25%                           | 10%                        |

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

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

Net In: 81  
Net Out: 48

TABLE 3a - Link Analysis - AM

| Segment    | From        | To            | Direction | IN/OUT | Greater than 3% (1% on Adjacent Links) | 2020 Peak Hour Directional Volumes | Growth Rate | 2026 AM Peak Hour + Growth | AM Peak Hour Committed Projects Directional | 2026 Growth + Committed Peak Direction | Peak Hour Service Capacity (E+C) | Project Volume Peak Direction | Total Traffic (Peak Direction) | % Project of Capacity-Peak Hour | Does Project Meet Concurrency? | Project Percent Assignment |
|------------|-------------|---------------|-----------|--------|--|------------------------------------|-------------|----------------------------|---|--|----------------------------------|-------------------------------|--------------------------------|---------------------------------|--------------------------------|----------------------------|
| Jenkins Rd | Orange Ave  | Peterson Rd   | NB        | OUT    | YES                                    | 517                                | 2.13%       | 587                        | 147   | 734                                    | 920                              | 43                            | 777                            | 4.67%                           | YES                            | 56%                        |
|            | Peterson Rd | Graham Rd     | NB        | OUT    | YES                                    | 517                                | 2.13%       | 587                        | 93  | 680                                    | 630                              | 43                            | 723                            | 6.83%                           | YES(4)                         | 56%                        |
|            | Graham Rd   | Okeechobee Rd | SB        | OUT    | YES                                    | 497                                | 2.13%       | 564                        | 100   | 664                                    | 920                              | 26                            | 690                            | 2.83%                           | YES                            | 34%                        |

(1) St. Lucie County 2019/2020 Traffic Counts and LOS Report  
 (2) Growth rate calculated from St. Lucie County 2017 and 2019/2020 Traffic Counts and Level of Service Report  
 (3) Off peak direction based on FDOT D factor relationship  
 (4) Concurrency satisfied based on assuming improvements needed to address deficient/backlogged facilities are in place and not the responsibility of the applicant

Net In: 24  
 Net Out: 77  
 Years Grown: 6

TABLE 6b - Link Analysis - PM

| Segment    | From        | To            | Direction | IN/OUT | Greater than 3% (1% on Adjacent Links) | 2020 Peak Hour Directional Volumes | Growth Rate | 2026 PM Peak Hour + Growth | PM Peak Hour Committed Projects Directional | 2026 Growth + Committed Peak Direction | Peak Hour Service Capacity (E+C) | Project Volume Peak Direction | Total Traffic (Peak Direction) | % Project of Capacity-Peak Hour | Does Project Meet Concurrency? | Project Percent Assignment |
|------------|-------------|---------------|-----------|--------|--|------------------------------------|-------------|----------------------------|---|--|----------------------------------|-------------------------------|--------------------------------|---------------------------------|--------------------------------|----------------------------|
| Jenkins Rd | Orange Ave  | Peterson Rd   | SB        | IN     | YES                                    | 523                                | 2.13%       | 594                        | 199   | 793                                    | 920                              | 45                            | 838                            | 4.89%                           | YES                            | 56%                        |
|            | Peterson Rd | Graham Rd     | NB        | OUT    | YES                                    | 502                                | 2.13%       | 570                        | 95  | 665                                    | 630                              | 27                            | 692                            | 4.29%                           | YES(4)                         | 56%                        |
|            | Peterson Rd | Graham Rd     | SB        | IN     | YES                                    | 523                                | 2.13%       | 594                        | 141   | 735                                    | 630                              | 45                            | 780                            | 7.14%                           | YES(4)                         | 56%                        |
|            | Graham Rd   | Okeechobee Rd | NB        | IN     | YES                                    | 502                                | 2.13%       | 570                        | 95  | 665                                    | 920                              | 28                            | 693                            | 3.04%                           | YES                            | 34%                        |
|            | Graham Rd   | Okeechobee Rd | SB        | OUT    | YES                                    | 523                                | 2.13%       | 594                        | 141   | 735                                    | 920                              | 16                            | 751                            | 1.74%                           | YES                            | 34%                        |

(1) St. Lucie County 2019/2020 Traffic Counts and LOS Report  
 (2) Growth rate calculated from St. Lucie County 2017 and 2019/2020 Traffic Counts and Level of Service Report  
 (3) Off peak direction based on FDOT D factor relationship  
 (4) Concurrency satisfied based on assuming improvements needed to address deficient/backlogged facilities are in place and not the responsibility of the applicant

Net In: 101  
 Net Out: 59  
 Years Grown: 6

**Table 4: Intersection Results**

| Intersection                                 | Existing |          |     |          |     |          | 2026 w/o Project |          |     |          |                    |           | 2026 with Project |           |     |       |     |       |
|--|----------|----------|-----|----------|-----|----------|------------------|----------|-----|----------|--------------------|-----------|-------------------|-----------|-----|-------|-----|-------|
|  | AM       |          |     | PM       |     |          | AM               |          |     | PM       |                    |           | AM                |           |     | PM    |     |       |
|  | LOS      | Delay    | LOS | Delay    | LOS | Delay    | LOS              | Delay    | LOS | Delay    | LOS                | Delay     | LOS               | Delay     | LOS | Delay | LOS | Delay |
| Graham/Jenkins <sup>(1)</sup> <sup>(2)</sup> | B/A      | 11.3/3.3 | B/A | 14.3/3.3 | B/A | 14.3/3.2 | B/A              | 13.2/2.7 | C/A | 21.3/3.2 | C/B <sup>(3)</sup> | 15.7/12.1 | E/B               | 41.2/14.4 |     |       |     |       |
| Jenkins/Orange                               | B        | 16.7     | B   | 17.1     | C   | 25.1     | C                | 24.2     | C   | 26.2     | C                  | 25.0      | C                 | 25.0      |     |       |     |       |
| Jenkins/Okeechobee                           | C        | 34.6     | C   | 30.8     | D   | 44.5     | D                | 46.9     | D   | 43.5     | D                  | 47.4      | D                 | 47.4      |     |       |     |       |

<sup>(1)</sup> EB Approach / NB Approach for existing and 2026 w/o Project

<sup>(2)</sup> EB Approach / WB Approach for 2026 with Project

<sup>(3)</sup> 13.7 B AM, 22.6 C PM w/ left turn lanes on both plus EB/WB approach

**APPENDIX A**

**SITE DATA**



**APPENDIX B**

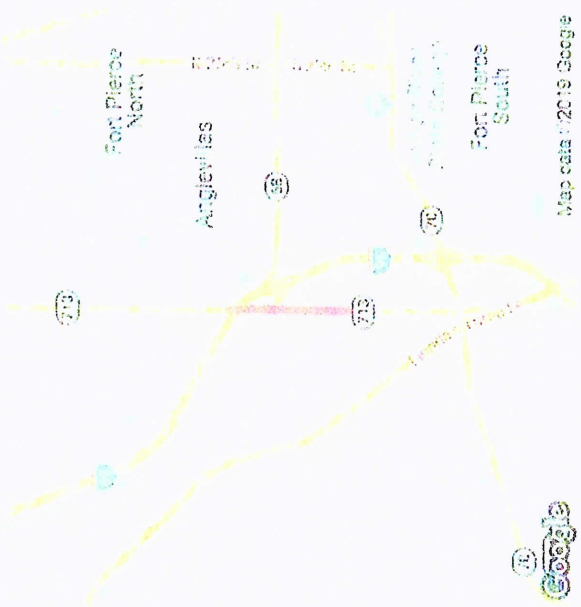
**Roadway Details**

**5 Year Plan**

**L RTP Cost Feasible Map**

**FDOT 2012 QUALITY LEVEL OF SERVICE**

**KINGS HWY FROM NORTH OF PICOS ROAD TO NORTH OF I-95 OVERPASS**  
**2302567 Non-SIS**



**Project Description:** ADD LANES & RECONSTRUCT  
**Extra Description:** PE/ENGINEERING UNDER 2302566-2 2013 TPO PRIORITY #1 CONCRETE AT THE INTERSECTION OF 68/ORANGE AVENUE  
**Lead Agency:** MANAGED BY FDOT  
**Length:** 1.217  
**Phase Group:** RIGHT OF WAY, RAILROAD & UTILITIES, CONSTRUCTION, ENVIRONMENTAL

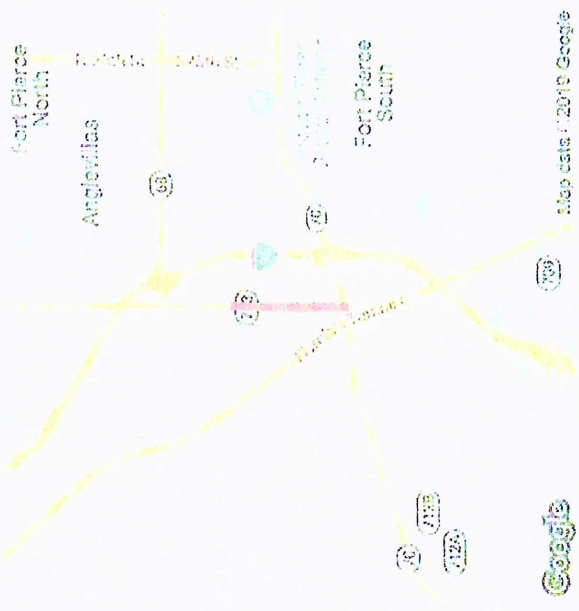
**From:** NORTH OF PICOS RD  
**To:** NORTH OF SR-9/I-95 OVERPASS

| Phase Fund Code | 2020           | 2021 | 2022 | 2023 | 2024 | Total          |
|-----------------|----------------|------|------|------|------|----------------|
| ROW DDR         | 175,083        | 0    | 0    | 0    | 0    | 175,083        |
|                 | <b>175,083</b> |      |      |      |      | <b>175,083</b> |

Prior Year Cost: 71,626,501  
 Future Year Cost: 0  
 Total Project Cost: 83,381,682  
 LRTP: Page 6-2

Notes

**KINGS HWY FROM 500 FEET S OF OKEECHOBEE ROAD TO NORTH OF PICOS ROAD  
2302566 SIS**



**Project Description:** ADD LANES & RECONSTRUCT  
**Extra Description:** PE/ENGINEERING UNDER 230256-2 2012 TPO PRIORITY #2 1,550 FT OF  
 PROJECT WILL BE CONCRETE, BALANCE IS FLEXIBLE PAVEMENT PHS202=LFA WITH ST LUCIE  
 COUNTY; \$187,669 LF REC'D 3/1/17  
**Lead Agency:** MANAGED BY FDOT  
**Length:** 2.2  
**Phase Group:** RIGHT OF WAY, RAILROAD & UTILITIES, CONSTRUCTION, ENVIRONMENTAL

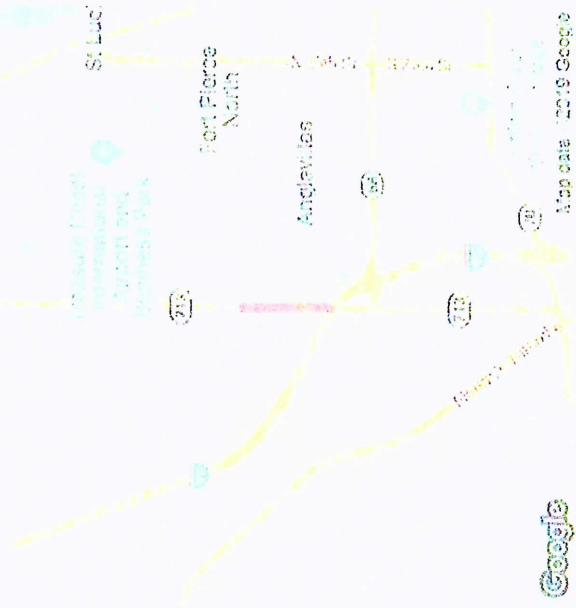
**From:** 500 feet S OF OKEECHOBEE  
**To:** NORTH OF PICOS ROAD

| Phase Fund Code | 2020             | 2021 | 2022 | 2023 | 2024 | Total            |
|-----------------|------------------|------|------|------|------|------------------|
| ROW GFSA        | 65,007           | 0    | 0    | 0    | 0    | 65,007           |
| ROW SA          | 192,741          | 0    | 0    | 0    | 0    | 192,741          |
| ROW SU          | 656,235          | 0    | 0    | 0    | 0    | 656,235          |
| ROW DDR         | 1,907,675        | 0    | 0    | 0    | 0    | 1,907,675        |
| ROW DS          | 7,000            | 0    | 0    | 0    | 0    | 7,000            |
|                 | <b>2,828,658</b> |      |      |      |      | <b>2,828,658</b> |

**Prior Year Cost: 71,626,501**  
**Future Year Cost: 0**  
**Total Project Cost: 83,881,682**  
**LRTP: Page 6-5**

Notes

**KINGS HWY FR N OF I-95 OVERPASS TO N OF COMMERCIAL CIR**  
**4383791 Non-SIS**



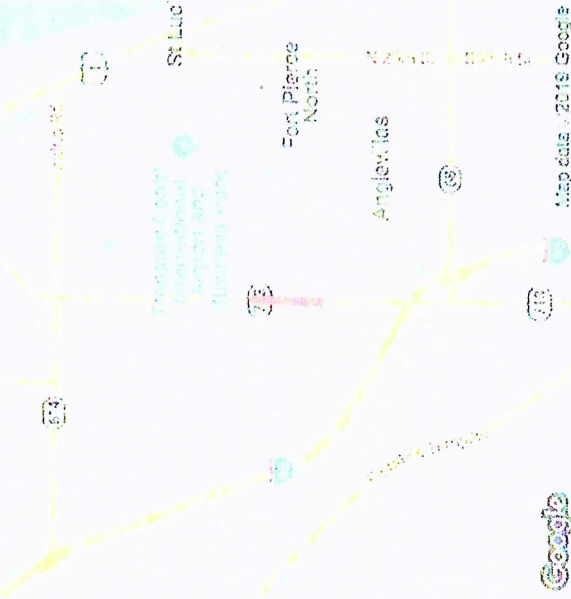
**Project Description:** ADD LANES & RECONSTRUCT  
**Extra Description:** 2017 TPO PRIORITY #4 WIDENING 2 TO 4 LANES PD&E UNDER 230256-5  
**Lead Agency:** MANAGED BY FDOT **From:** N OF I-95 OVERPASS  
**Length:** 1.4 **To:** N OF COMMERCIAL CIR  
**Phase Group:** PRELIMINARY ENGINEERING, RIGHT OF WAY, CONSTRUCTION, ENVIRONMENTAL

| Phase Fund Code | 2020              | 2021           | 2022          | 2023              | 2024 Total        |
|-----------------|-------------------|----------------|---------------|-------------------|-------------------|
| ROW DDR         | 12,740,314        | 64,992         | 0             | 0                 | 12,805,306        |
| ROW DIH         | 106,090           | 106,090        | 0             | 0                 | 212,180           |
| CST DDR         | 0                 | 0              | 0             | 16,120,659        | 16,120,659        |
| CST DIH         | 0                 | 0              | 0             | 396,144           | 396,144           |
| CST DS          | 0                 | 0              | 0             | 12,916,408        | 12,916,408        |
| ENV DDR         | 5,000             | 0              | 60,000        | 0                 | 65,000            |
|                 | <b>12,851,404</b> | <b>171,082</b> | <b>60,000</b> | <b>29,433,211</b> | <b>42,515,697</b> |

Prior Year Cost: 4,342,411  
 Future Year Cost: 0  
 Total Project Cost: 83,222,192  
 LRTP: Page 6-5

Notes

**KINGS HIGHWAY FROM NORTH OF COMMERCIAL CIRCLE TO NORTH OF ST LUCIE BLVD  
4383792 Non-SIS**



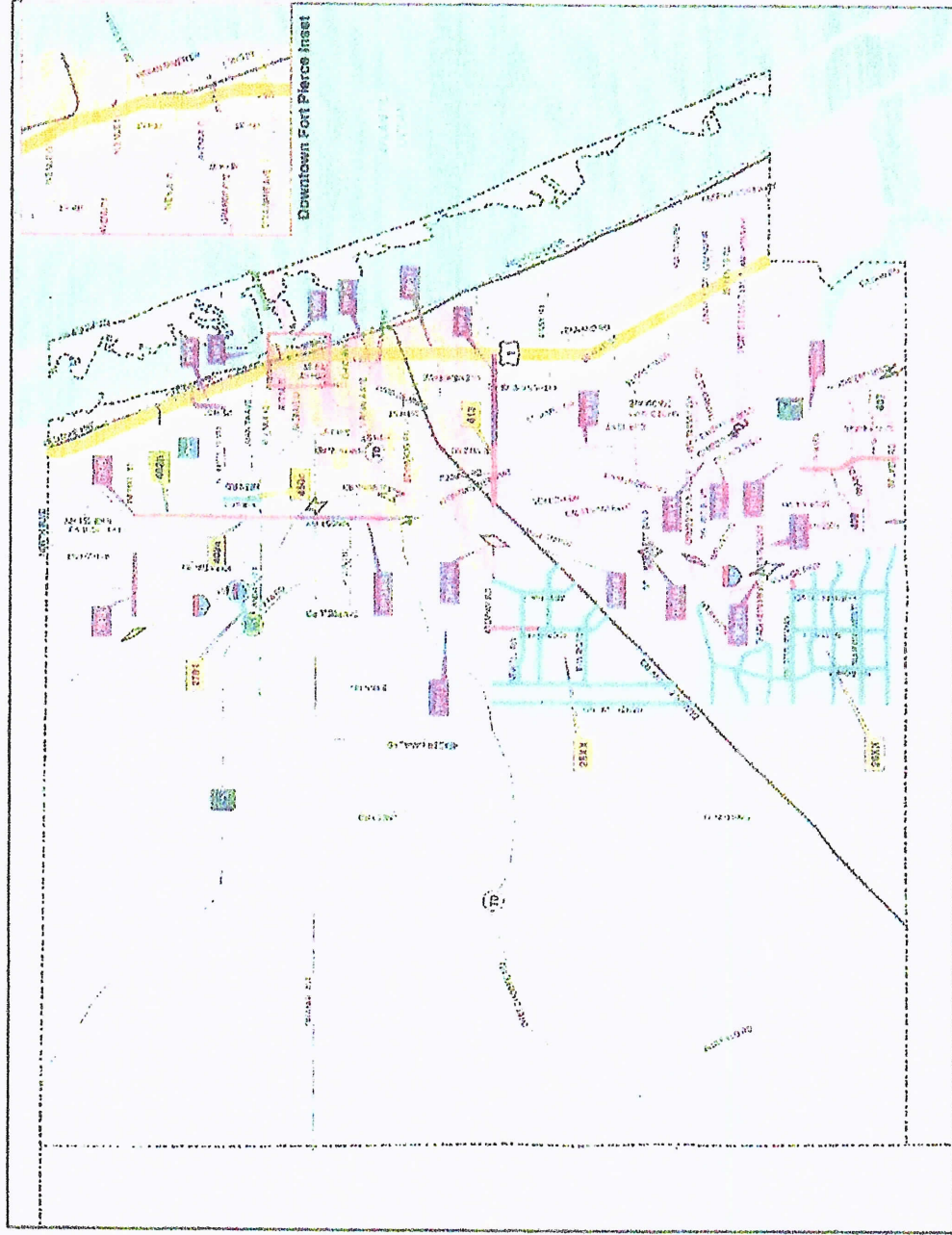
**Project Description:** ADD LANES & RECONSTRUCT  
**Extra Description:** 2017 TPO PRIORITY #4 WIDENING FROM 2 TO 4 LANES; PD&E UNDER 230256-5  
**Lead Agency:** MANAGED BY FDOT **From:** NORTH OF COMMERCIAL CIRCLE  
**Length:** 1.21 **To:** NORTH OF ST LUCIE BLVD  
**Phase Group:** PRELIMINARY ENGINEERING, RIGHT OF WAY, CONSTRUCTION, ENVIRONMENTAL

| Phase | Fund Code | 2020             | 2021             | 2022             | 2023              | 2024     | Total             |
|-------|-----------|------------------|------------------|------------------|-------------------|----------|-------------------|
| ROW   | SU        | 0                | 656,819          | 0                | 0                 | 0        | 656,819           |
| ROW   | DDR       | 1,004,226        | 684,559          | 2,000,000        | 0                 | 0        | 3,688,785         |
| ROW   | DIH       | 133,673          | 0                | 0                | 0                 | 0        | 133,673           |
| CST   | DDR       | 0                | 0                | 0                | 12,829,249        | 0        | 12,829,249        |
| CST   | DIH       | 0                | 0                | 0                | 387,010           | 0        | 387,010           |
| CST   | DS        | 0                | 0                | 0                | 16,583,548        | 0        | 16,583,548        |
| ENV   | DDR       | 75,000           | 0                | 0                | 0                 | 0        | 75,000            |
|       |           | <b>1,212,899</b> | <b>1,341,378</b> | <b>2,000,000</b> | <b>29,799,807</b> | <b>0</b> | <b>34,354,084</b> |

Prior Year Cost: 4,342,411  
 Future Year Cost: 0  
 Total Project Cost: 83,222,192  
 LRTP: Page 6-5

Notes

Map 6-1: Go2040 Cost Feasible Plan Roadway Improvements



**St. Lucie TPO  
2040 Long Range  
Transportation Plan (LRTP)**

**2040 Cost Feasible Plan  
Roadway Improvements**

**Legend**

- Add 2 Lanes
- New Road
- New Interchange
- New Ramp Interchange
- Ramps
- Developer Road
- Operational Improvement (LRTP)
- Proposed FLZ Rail Line
- Proposed Freight Logistics Zones
- Fort Pierce
- Port St. Lucie
- St. Lucie Village
- State Project
- County Project
- City Project (ASU)
- Developer Project
- TP Project

Note: Road network as EPC with additional improvements to 2040 CIP Plan 2A candidates. Source: FDOT/STLAS (Various)

**APPENDIX C**

**2040 Model Data Volumes**

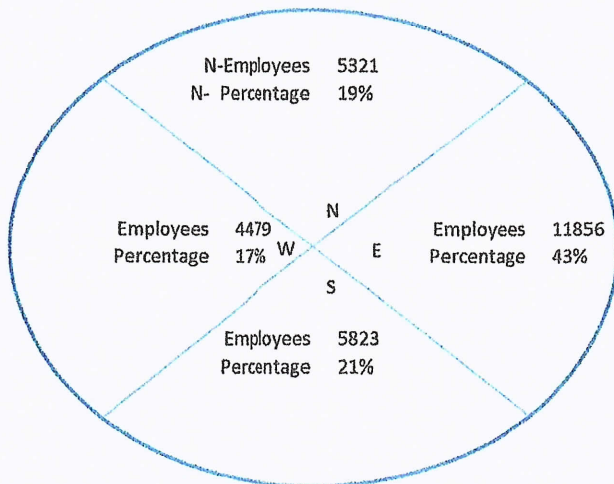
**2040 Employment Data/Distribution**

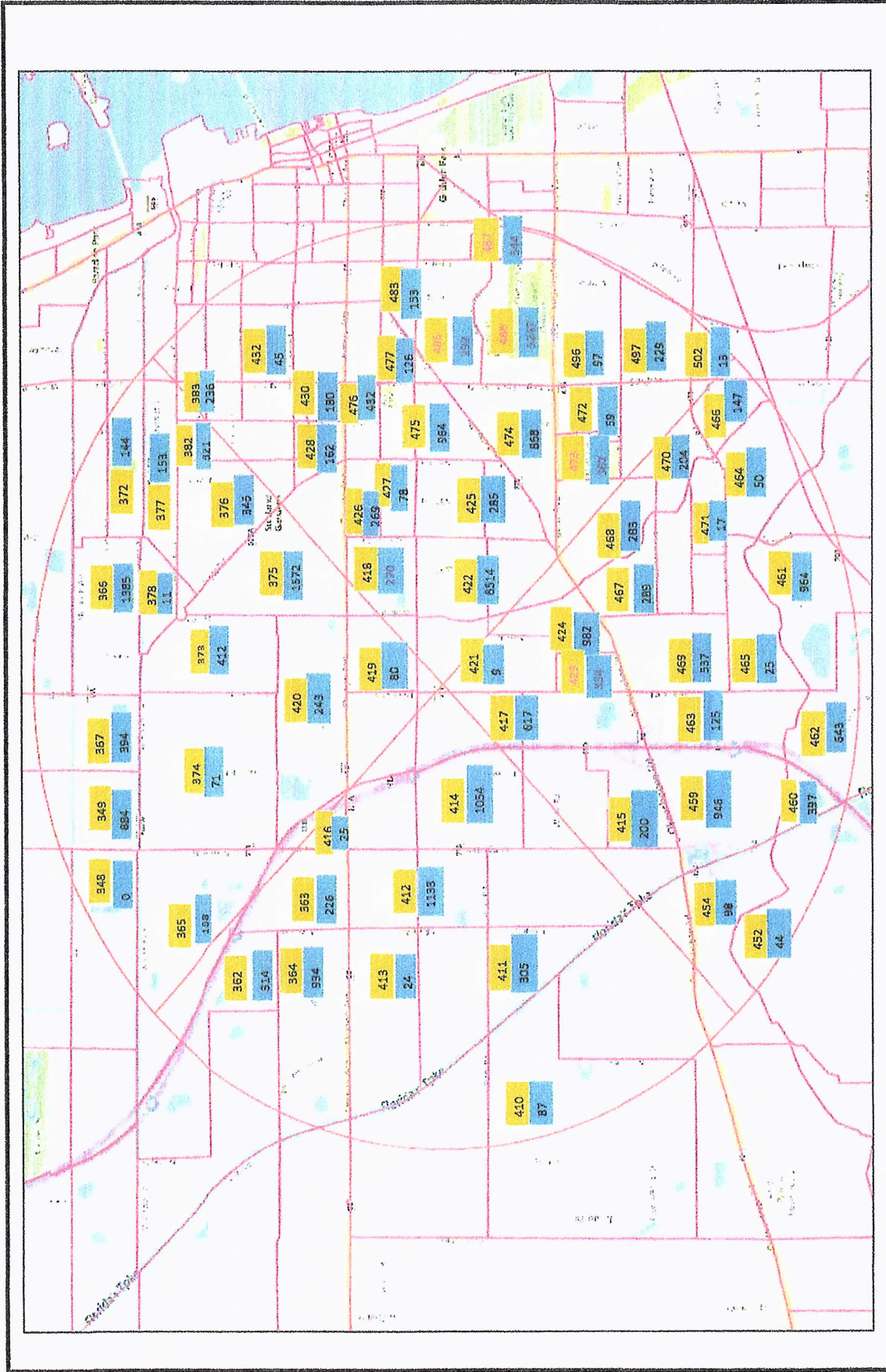
**ST. LUCIE COUNTY 2019/2020 LEVEL OF SERVICE REPORT**

### Distribution Based on Employment Location (2040)

| Location    | TAZ Number | POP   | HH  | Total Employees |
|-------------|------------|-------|-----|-----------------|
| N           | 348        | 134   | 73  | 0               |
| N           | 349        | 1,215 | 296 | 884             |
| W           | 362        | 1,073 | 589 | 314             |
| W           | 363        | 0     | 0   | 226             |
| W           | 364        | 1,463 | 729 | 934             |
| 2/3 N 1/3 W | 365        | 114   | 42  | 158             |
| N           | 366        | 1,229 | 467 | 1,385           |
| N           | 367        | 220   | 71  | 394             |
| N           | 372        | 1,393 | 426 | 144             |
| N           | 373        | 1,328 | 440 | 412             |
| N           | 374        | 191   | 81  | 71              |
| 2/3 N 1/3 E | 375        | 764   | 229 | 1,572           |
| 2/3 N 1/3 E | 376        | 1,443 | 470 | 345             |
| N           | 377        | 706   | 244 | 153             |
| N           | 378        | 412   | 133 | 11              |
| 1/3 N 2/3 E | 382        | 2,744 | 928 | 321             |
| 1/3 N 2/3 E | 383        | 2,492 | 862 | 236             |
| W           | 410        | 603   | 237 | 87              |
| W           | 411        | 11    | 5   | 305             |
| W           | 412        | 653   | 231 | 1,133           |
| W           | 413        | 138   | 54  | 24              |
| W           | 414        | 501   | 201 | 1,054           |
| S           | 415        | 0     | 0   | 200             |
| 2/3 N 1/3 W | 416        | 0     | 0   | 25              |
| 1/2 S 1/2 W | 417        | 210   | 82  | 617             |
| 1/3 N 2/3 E | 418        | 540   | 173 | 270             |
| 2/3 N 1/3 E | 419        | 65    | 22  | 80              |
| N           | 420        | 127   | 52  | 243             |
| 1/2 S 1/2 E | 421        | 6     | 3   | 9               |
| E           | 422        | 1,686 | 978 | 6,514           |
| S           | 424        | 1,220 | 480 | 982             |

| Location    | TAZ Number | POP   | HH  | Total Employees |
|-------------|------------|-------|-----|-----------------|
| E           | 425        | 248   | 86  | 285             |
| E           | 426        | 38    | 15  | 269             |
| E           | 427        | 158   | 55  | 78              |
| E           | 428        | 419   | 130 | 162             |
| E           | 430        | 458   | 153 | 180             |
| E           | 432        | 517   | 153 | 45              |
| S           | 452        | 435   | 145 | 44              |
| 2/3 S 1/3 W | 454        | 1,542 | 539 | 98              |
| S           | 459        | 0     | 0   | 946             |
| S           | 460        | 25    | 10  | 397             |
| S           | 461        | 553   | 143 | 964             |
| S           | 462        | 73    | 19  | 643             |
| S           | 463        | 306   | 143 | 125             |
| S           | 464        | 289   | 114 | 50              |
| S           | 465        | 928   | 327 | 25              |
| 2/3 S 1/3 E | 466        | 841   | 336 | 147             |
| S           | 467        | 287   | 104 | 289             |
| 2/3 S 1/3 E | 468        | 410   | 143 | 283             |
| S           | 469        | 766   | 256 | 537             |
| 1/2 S 1/2 E | 470        | 1,000 | 403 | 204             |
| S           | 471        | 141   | 51  | 17              |
| E           | 472        | 891   | 362 | 59              |
| E           | 474        | 1,630 | 569 | 868             |
| E           | 475        | 1,535 | 451 | 964             |
| E           | 476        | 1,233 | 336 | 432             |
| E           | 477        | 685   | 189 | 126             |
| E           | 483        | 658   | 222 | 153             |
| E           | 496        | 2,041 | 634 | 97              |
| E           | 497        | 1,205 | 442 | 229             |
| E           | 502        | 407   | 142 | 13              |





**Figure #**  
**TAZ & Employment Distributions**  
 Jenkins Pointe

**Legend**  
 ### = TAZ Number  
 ### = 2040 Total Employees



969 SE Federal Hwy, Suite 402  
 Stuart, FL 34994



NTS

Job Number: \_\_\_\_\_ Date: \_\_\_\_\_

St Lucie TPO 2040 LRTP  
CF 2040 Final - Volume Smoothing

| Segment ID | On Street     | From                  | To                    | Juris. | Lanes and Type | Volume Smoothing Method | Default Smoothing Method | Validation Year Count Volume | Validation Year Model Volume | Raw Model Volume | Selected Volume | Difference between Selected and VYCV | Difference between Selected and Raw | % AGR  | (C) Raw AADT | (D) Difference Method | (E) Ratio Method | (F) Average Method |
|------------|---------------|-----------------------|-----------------------|--------|----------------|-------------------------|--------------------------|------------------------------|------------------------------|------------------|-----------------|--------------------------------------|-------------------------------------|--------|--------------|-----------------------|------------------|--------------------|
| 1510       | ANGLE RD      | ORANGE AVE            | AVENUE D              | CR     | 2U             | D                       | D                        | 9,200                        | 9547                         | 13,161           | 11,498          | 2,298                                | -347                                | 10.885 | 11,845       | 11,488                | 12,175           | 11,857             |
| 1520.1     | ANGLE RD      | AVENUE D              | AVENUE Q              | CR     | 2U             | D                       | D                        | 8,876                        | 8283                         | 12,388           | 11,748          | 2,872                                | 643                                 | 10.309 | 11,105       | 11,748                | 12,771           | 12,258             |
| 1520.21    | ANGLE RD      | AVENUE Q              | 53RD ST               | CR     | 2U             | D                       | D                        | 6,600                        | 6972                         | 10,647           | 9,210           | 2,610                                | 600                                 | 9.665  | 9,582        | 9,210                 | 9,675            | 9,443              |
| 1520.22    | ANGLE RD      | 53RD ST               | KEEN RD               | CR     | 2U             | D                       | D                        | 5,450                        | 7617                         | 12,827           | 9,371           | 3,927                                | -2,167                              | 6.330  | 11,544       | 9,371                 | 8,811            | 9,094              |
| 1530       | ANGLE RD      | KEEN RD               | KINGS HWY             | CR     | 2U             | D                       | D                        | 4,300                        | 5702                         | 10,793           | 8,312           | 4,012                                | -1,402                              | 4.994  | 9,714        | 8,312                 | 7,814            | 8,053              |
| 1540       | ANGLE RD      | KINGS HWY             | JOHNSTON RD           | CR     | 2U             | D                       | D                        | 2,000                        | 3,394                        | 4,302            | 3,394           | 684                                  | -478                                | 3.136  | 3,872        | 3,394                 | 3,509            | 3,452              |
| 1550.11    | ANGLE RD      | JOHNSTON RD           | FLORIDAS TURNPIKE     | CR     | 2U             | D                       | D                        | 1,605                        | 1,286                        | 2,101            | 1,605           | 605                                  | -266                                | 1.161  | 1,891        | 1,605                 | 1,558            | 1,567              |
| 1550.12    | ANGLE RD      | FLORIDAS TURNPIKE     | 1/2 MI E OF GODWIN RD | CR     | 2U             | U                       | D                        | 1,000                        | 343                          | 250              | 1,161           | 161                                  | 936                                 | 1.161  | 1,891        | 882                   | 700              | 791                |
| 1550.2     | ANGLE RD      | 1/2 MI E OF GODWIN RD | GODWIN RD             | CR     | 2U             | U                       | D                        | 1,000                        | 343                          | 250              | 1,161           | 161                                  | 936                                 | 1.161  | 1,891        | 882                   | 700              | 791                |
| 4410.1     | JENKINS RD    | OKEECHOBEE RD         | GRAHAM RD             | CR     | 2U             | D                       | D                        | 7,100                        | 3791                         | 7,270            | 9,852           | 2,752                                | 3,309                               | 8.246  | 6,543        | 9,632                 | 13,072           | 11,462             |
| 4410.2     | JENKINS RD    | GRAHAM RD             | PETERSON RD           | CR     | 2U             | D                       | D                        | 7,100                        | 1588                         | 2,441            | 7,711           | 611                                  | 5,514                               | 8.246  | 2,197        | 7,711                 | 10,490           | 9,101              |
| 4410.3     | JENKINS RD    | PETERSON RD           | ORANGE AVE            | CR     | 2U             | D                       | D                        | 7,100                        | 1583                         | 2,288            | 7,608           | 508                                  | 5,967                               | 8.246  | 2,041        | 7,608                 | 10,084           | 8,846              |
| 4800.1     | KINGS HWY     | OKEECHOBEE RD         | CROSSROADS PKWY       | SR     | 4D             | F                       | F                        | 13,500                       | 6198                         | 8,822            | 16,844          | 3,344                                | 8,904                               | 15.679 | 7,939        | 15,241                | 18,446           | 16,844             |
| 4800.2     | KINGS HWY     | CROSSROADS PKWY       | GRAHAM RD             | SR     | 4D             | F                       | F                        | 11,200                       | 6300                         | 12,212           | 18,366          | 7,166                                | 7,376                               | 13.008 | 10,991       | 15,691                | 20,842           | 18,366             |
| 4800.3     | KINGS HWY     | GRAHAM RD             | PICOS RD              | SR     | 4D             | F                       | F                        | 7,190                        | 7190                         | 13,999           | 18,598          | 7,499                                | 6,155                               | 10.308 | 12,545       | 16,555                | 20,844           | 18,598             |
| 4800.4     | KINGS HWY     | PICOS RD              | ORANGE AVE            | SR     | 4D             | F                       | F                        | 8,900                        | 6415                         | 12,683           | 15,374          | 6,474                                | 3,977                               | 10.335 | 11,397       | 13,882                | 16,855           | 15,374             |
| 4810.1     | KINGS HWY     | ORANGE AVE            | N OF I-95 OVERPASS    | SR     | 4D             | F                       | F                        | 13,374                       | 16999                        | 27,084           | 20,603          | 7,229                                | -3,772                              | 15.633 | 24,379       | 20,750                | 20,458           | 20,603             |
| 4810.2     | KINGS HWY     | N OF I-95 OVERPASS    | ANGLE RD              | SR     | 4D             | F                       | F                        | 12,700                       | 16920                        | 26,569           | 19,741          | 7,041                                | -4,171                              | 14.750 | 23,912       | 19,992                | 19,490           | 19,741             |
| 4820       | KINGS HWY     | ANGLE RD              | ST LUCIE BLVD         | SR     | 4D             | F                       | F                        | 12,700                       | 11898                        | 19,709           | 19,352          | 6,682                                | 1,643                               | 15.737 | 17,738       | 18,550                | 20,213           | 19,352             |
| 4830       | KINGS HWY     | ST LUCIE BLVD         | INDRIO RD             | SR     | 4D             | F                       | F                        | 13,550                       | 15206                        | 24,127           | 20,349          | 6,799                                | -1,365                              | 15.737 | 21,714       | 20,058                | 20,639           | 20,349             |
| 6250.2     | OKEECHOBEE RD | MCCARTY RD            | FLORIDAS TURNPIKE     | SR     | 4D             | F                       | F                        | 5,700                        | 5412                         | 6,268            | 9,019           | 3,319                                | 660                                 | 6.620  | 8,359        | 8,647                 | 9,390            | 9,019              |
| 6260       | OKEECHOBEE RD | FLORIDAS TURNPIKE     | KINGS HWY             | SR     | 4D             | F                       | F                        | 21,500                       | 5764                         | 11,094           | 32,723          | 11,223                               | 22,739                              | 24.970 | 9,985        | 25,721                | 39,726           | 32,723             |
| 6270.1     | OKEECHOBEE RD | KINGS HWY             | CROSSROADS PKWY       | SR     | 8D             | F                       | F                        | 21,500                       | 23051                        | 26,436           | 22,956          | 1,456                                | -836                                | 24.970 | 23,792       | 22,241                | 23,671           | 22,956             |
| 6270.2     | OKEECHOBEE RD | KINGS HWY             | I-95                  | SR     | 8D             | F                       | F                        | 25,000                       | 24608                        | 33,328           | 31,444          | 6,444                                | 1,451                               | 29.035 | 29,994       | 30,386                | 32,503           | 31,444             |
| 6280       | OKEECHOBEE RD | I-95                  | JENKINS RD            | SR     | 8D             | F                       | F                        | 30,500                       | 35848                        | 62,649           | 51,103          | 20,603                               | -5,281                              | 35.423 | 56,384       | 51,036                | 51,171           | 51,103             |
| 6290.1     | OKEECHOBEE RD | JENKINS RD            | MCNEIL RD             | SR     | 8D             | F                       | F                        | 30,500                       | 31176                        | 53,820           | 49,154          | 18,654                               | 716                                 | 35.423 | 48,438       | 47,762                | 50,546           | 49,154             |
| 6530.2     | ORANGE AVE    | CAMPBELL RD           | KINGS HWY             | CR     | 2U             | D                       | D                        | 10,513                       | 6776                         | 11,329           | 13,933          | 3,420                                | 3,737                               | 12.210 | 10,196       | 13,933                | 16,873           | 15,403             |
| 6540       | ORANGE AVE    | KINGS HWY             | I-95                  | SR     | 4D             | F                       | F                        | 18,600                       | 18558                        | 31,555           | 29,401          | 10,801                               | 1,002                               | 21.602 | 28,399       | 28,441                | 30,361           | 29,401             |
| 6550       | ORANGE AVE    | I-95                  | JENKINS RD            | SR     | 4D             | F                       | F                        | 13,800                       | 9635                         | 20,522           | 25,426          | 11,626                               | 6,956                               | 16.027 | 18,470       | 22,635                | 26,217           | 25,426             |
| 6560       | ORANGE AVE    | JENKINS RD            | HARTMAN RD            | SR     | 4D             | F                       | F                        | 12,300                       | 9164                         | 20,775           | 24,301          | 12,001                               | 5,604                               | 14.285 | 16,998       | 21,834                | 26,769           | 24,301             |
| 6570       | ORANGE AVE    | HARTMAN RD            | ANGLE RD              | SR     | 4D             | F                       | F                        | 6,375                        | 10375                        | 20,368           | 13,174          | 6,798                                | -5,158                              | 7.404  | 16,332       | 14,332                | 12,015           | 13,174             |
| 6580       | ORANGE AVE    | ANGLE RD              | 25TH ST               | SR     | 4D             | F                       | F                        | 12,232                       | 8144                         | 16,547           | 21,419          | 9,167                                | 6,527                               | 14.206 | 14,392       | 18,960                | 23,958           | 21,419             |



**Traffic Counts and Level of Service Report  
 2021**

| 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   |
| AIROSO BLVD  | CROSSTOWN PKWY to PRIMA VISTA BLVD | 243        | 19,000 | 2021            | 2,100                  | 952             | C   | 0.453 | 986             | C   | 0.47  |
| AIROSO BLVD  | PRIMA VISTA BLVD to FLORESTA DR    | 101        | 14,500 | 2021            | 2,000                  | 723             | C   | 0.362 | 748             | C   | 0.374 |
| AIROSO BLVD  | FLORESTA DR to ST JAMES DR         | 301        | 21,862 | 2019            | 2,100                  | 1,160           | C   | 0.552 | 1,176           | C   | 0.56  |
| ANGLE RD     | ORANGE AVE to AVENUE D             | 100        | 9,500  | 2021            | 840                    | 465             | D   | 0.554 | 446             | D   | 0.531 |
| ANGLE RD     | AVENUE D to AVENUE O               | 100        | 9,500  | 2021            | 580                    | 465             | D   | 0.802 | 446             | D   | 0.769 |
| ANGLE RD     | AVENUE O to 53RD ST                | 615        | 8,119  | 2020            | 640                    | 479             | D   | 0.748 | 492             | D   | 0.769 |
| ANGLE RD     | 53RD ST to KEEN RD                 | 616        | 5,786  | 2020            | 630                    | 308             | C   | 0.489 | 344             | C   | 0.546 |
| ANGLE RD     | KEEN RD to KINGS HWY               | 616        | 5,786  | 2020            | 880                    | 308             | C   | 0.35  | 344             | C   | 0.391 |
| ANGLE RD     | KINGS HWY to JOHNSTON RD           | 617        | 3,333  | 2016            | 1,480                  | 205             | B   | 0.139 | 199             | B   | 0.134 |
| ANGLE RD     | JOHNSTON RD to FLORIDA'S TURNPIKE  | 948505     | 2,400  | 2020            | 1,480                  | 125             | B   | 0.084 | 125             | B   | 0.084 |
| AVENUE A     | 7TH ST to US 1                     | 945034     | 1,100  | 2020            | 840                    | 99              | C   | 0.118 | 99              | C   | 0.118 |
| AVENUE A     | US 1 to INDIAN RIVER DR            | 945033     | 2,300  | 2020            | 640                    | 114             | C   | 0.178 | 105             | C   | 0.164 |
| AVENUE D     | ANGLE RD to 29TH ST                | 164        | 3,579  | 2016            | 600                    | 203             | C   | 0.338 | 200             | C   | 0.333 |
| AVENUE D     | 29TH ST to 25TH ST                 | 164        | 3,579  | 2016            | 790                    | 203             | C   | 0.257 | 200             | C   | 0.253 |
| AVENUE D     | 25TH ST to 17TH ST                 | 163        | 7,000  | 2021            | 750                    | 348             | C   | 0.464 | 342             | C   | 0.456 |
| AVENUE D     | 17TH ST to 13TH ST                 | 162        | 3,458  | 2016            | 750                    | 160             | C   | 0.213 | 172             | C   | 0.229 |
| AVENUE D     | 13TH ST to 10TH ST                 | 161        | 1,763  | 2016            | 750                    | 83              | C   | 0.111 | 93              | C   | 0.124 |
| AVENUE D     | 10TH ST to 7TH ST                  | 160        | 2,305  | 2016            | 750                    | 115             | C   | 0.153 | 125             | C   | 0.167 |
| AVENUE D     | 7TH ST to US 1                     | 160        | 2,305  | 2016            | 750                    | 115             | C   | 0.153 | 125             | C   | 0.167 |
| AVENUE I     | 25TH ST to 17TH ST                 | 620        | 2,483  | 2016            | 750                    | 214             | C   | 0.285 | 167             | C   | 0.223 |
| AVENUE I     | 17TH ST to 13TH ST                 | 620        | 2,483  | 2016            | 750                    | 214             | C   | 0.285 | 167             | C   | 0.223 |
| AVENUE H     | 13TH ST to 7TH ST                  | 618        | 1,533  | 2017            | 540                    | 89              | C   | 0.165 | 96              | C   | 0.178 |
| AVENUE H     | 7TH ST to US 1                     | 619        | 1,250  | 2017            | 750                    | 68              | C   | 0.091 | 67              | C   | 0.089 |
| AVENUE Q     | ANGLE RD to 25TH ST                | 700        | 5,981  | 2020            | 750                    | 316             | C   | 0.421 | 303             | C   | 0.404 |
| AVENUE Q     | 25TH ST to 17TH ST                 | 701        | 3,200  | 2021            | 750                    | 187             | C   | 0.249 | 194             | C   | 0.259 |

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### Traffic Counts and Level of Service Report 2021

| 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   |
| I-95            | ORANGE AVE to INDRIO RD         | 941905     | 48,500 | 2020            | 7,320                  | B               | 0.337 | 2,274           | B      | 0.311 |
| INDIAN RIVER DR | CITRUS AVE to ORANGE AVE        | 945029     | 6,600  | 2020            | 800                    | C               | 0.388 | 355             | C      | 0.444 |
| INDIAN RIVER DR | ORANGE AVE to AVENUE A          | 940003     | 5,500  | 2020            | 750                    | C               | 0.347 | 253             | C      | 0.337 |
| INDIAN RIVER DR | AVENUE D to SEAWAY DR           | 940004     | 7,200  | 2020            | 840                    | C               | 0.41  | 405             | D      | 0.482 |
| INDIAN RIVER DR | AVENUE A to AVENUE D            | 940004     | 7,200  | 2020            | 540                    | C               | 0.637 | 405             | D      | 0.75  |
| INDRIO RD       | PRIVATE RD to I-95 W RAMP       | 940128     | 850    | 2020            | 1,080                  | B               | 0.037 | 43              | B      | 0.04  |
| INDRIO RD       | I-95 W RAMP to I-95 E RAMP      | 940128     | 850    | 2020            | 3,240                  | B               | 0.012 | 43              | B      | 0.013 |
| INDRIO RD       | I-95 E RAMP to KOBLEGARD RD     | 940038     | 9,800  | 2020            | 3,240                  | B               | 0.148 | 505             | B      | 0.156 |
| INDRIO RD       | KOBLEGARD RD to JOHNSTON RD     | 940038     | 9,800  | 2020            | 700                    | C               | 0.686 | 505             | C      | 0.721 |
| INDRIO RD       | JOHNSTON RD to EMERSON AVE      | 940038     | 9,800  | 2020            | 880                    | C               | 0.545 | 505             | C      | 0.574 |
| INDRIO RD       | EMERSON RD to SEMINOLE RD       | 940281     | 8,600  | 2020            | 920                    | C               | 0.512 | 397             | C      | 0.432 |
| INDRIO RD       | SEMINOLE RD to KINGS HWY        | 940281     | 8,600  | 2020            | 790                    | D               | 0.596 | 397             | D      | 0.503 |
| INDRIO RD       | KINGS HWY to SLASH PINE TRL     | 114        | 5,909  | 2020            | 840                    | C               | 0.45  | 370             | C      | 0.44  |
| INDRIO RD       | SLASH PINE TRL to US 1          | 114        | 5,909  | 2020            | 920                    | C               | 0.411 | 370             | C      | 0.402 |
| INDRIO RD       | US 1 to OLD DIXIE HWY           | 672        | 900    | 2016            | 750                    | C               | 0.084 | 85              | C      | 0.113 |
| JENNINGS RD     | US 1 to LENNARD RD              | 673        | 4,633  | 2016            | 2,100                  | C               | 0.146 | 250             | C      | 0.119 |
| JENKINS RD      | EDWARDS RD to OKEECHOBEE RD     | 133        | 11,500 | 2021            | 880                    | C               | 0.615 | 593             | C      | 0.674 |
| JENKINS RD      | OKEECHOBEE RD to GRAHAM RD      | 131        | 9,900  | 2021            | 920                    | C               | 0.562 | 523             | C      | 0.568 |
| JENKINS RD      | GRAHAM RD to PETERSON RD        | 131        | 9,900  | 2021            | 630                    | C               | 0.821 | 523             | C      | 0.83  |
| JENKINS RD      | PETERSON RD to ORANGE AVE       | 131        | 9,900  | 2021            | 920                    | C               | 0.562 | 523             | C      | 0.568 |
| JOHNSTON RD     | ANGLE RD to L20                 | 674        | 2,700  | 2016            | 1,070                  | B               | 0.171 | 177             | B      | 0.165 |
| JOHNSTON RD     | L20 to MEADOWOOD DR             | 675        | 2,333  | 2017            | 1,070                  | B               | 0.138 | 144             | B      | 0.135 |
| JOHNSTON RD     | MEADOWOOD DR to OLD JOHNSTON RD | 675        | 2,333  | 2017            | 1,070                  | B               | 0.138 | 144             | B      | 0.135 |
| JOHNSTON RD     | OLD JOHNSTON RD to INDRIO RD    | 675        | 2,333  | 2017            | 1,070                  | B               | 0.138 | 144             | B      | 0.135 |
| JOHNSTON RD     | INDRIO RD to RUSSOS RD          | 135        | 8,424  | 2020            | 1,070                  | C               | 0.446 | 479             | C      | 0.448 |

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### Traffic Counts and Level of Service Report 2021

| 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   |
| JOHNSTON RD   | RUSSOS RD to INDIAN RIVER C.L.             | 135        | 8,424  | 2020            | 1,070                  | 477             | C   | 0.446 | 479             | C   | 0.448 |
| JUANITA AVE   | 53RD ST to 25TH ST                         | 122        | 2,176  | 2017            | 750                    | 140             | C   | 0.187 | 128             | C   | 0.171 |
| JUANITA AVE   | 25TH ST to US 1                            | 120        | 3,226  | 2017            | 750                    | 180             | C   | 0.24  | 177             | C   | 0.236 |
| KEEN RD       | ANGLE RD to JUANITA AVE                    | 129        | 2,926  | 2019            | 630                    | 176             | C   | 0.279 | 206             | C   | 0.327 |
| KEEN RD       | JUANITA AVE to ST LUCIE BLVD               | 129        | 2,926  | 2019            | 630                    | 176             | C   | 0.279 | 206             | C   | 0.327 |
| KINGS HWY     | OKEECHOBEE RD to CROSSROADS PKWY           | 940757     | 7,900  | 2020            | 880                    | 363             | C   | 0.413 | 371             | C   | 0.422 |
| KINGS HWY     | CROSSROADS PKWY to GRAHAM RD               | 940757     | 7,900  | 2020            | 700                    | 363             | C   | 0.519 | 371             | C   | 0.53  |
| KINGS HWY     | GRAHAM RD to PICOS RD                      | 940076     | 7,000  | 2020            | 700                    | 337             | C   | 0.481 | 324             | C   | 0.463 |
| KINGS HWY     | PICOS RD to ORANGE AVE                     | 940076     | 7,000  | 2020            | 880                    | 337             | C   | 0.383 | 324             | C   | 0.368 |
| KINGS HWY     | ORANGE AVE to ANGLE RD                     | 940077     | 14,100 | 2020            | 920                    | 662             | C   | 0.72  | 666             | C   | 0.724 |
| KINGS HWY     | ANGLE RD to ST LUCIE BLVD                  | 940751     | 10,500 | 2020            | 880                    | 531             | C   | 0.603 | 533             | C   | 0.606 |
| KINGS HWY     | ST LUCIE BLVD to INDRIO RD                 | 940006     | 13,200 | 2020            | 880                    | 744             | C   | 0.845 | 699             | C   | 0.794 |
| KIRBY LOOP RD | EDWARDS RD to 35TH ST                      | 677        | 2,400  | 2021            | 630                    | 139             | C   | 0.221 | 129             | C   | 0.205 |
| KITTERMAN RD  | OLEANDER AVE to US 1                       | 124        | 3,482  | 2018            | 750                    | 229             | C   | 0.305 | 208             | C   | 0.277 |
| KITTERMAN RD  | US 1 to LENNARD EXT                        | 678        | 2,233  | 2017            | 750                    | 127             | C   | 0.169 | 129             | C   | 0.172 |
| LENNARD RD    | US 1 to MARIPOSA AVE                       | 325        | 20,078 | 2019            | 1,710                  | 1,034           | D   | 0.605 | 1,068           | D   | 0.625 |
| LENNARD RD    | MARIPOSA AVE to MELALEUCA BLVD             | 325        | 20,078 | 2019            | 1,710                  | 1,034           | D   | 0.605 | 1,068           | D   | 0.625 |
| LENNARD RD    | MELALEUCA BLVD to JENNINGS RD              | 325        | 20,078 | 2019            | 1,630                  | 1,034           | D   | 0.634 | 1,068           | D   | 0.655 |
| LENNARD RD    | JENNINGS RD to HILLMOOR DR                 | 325        | 20,078 | 2019            | 1,710                  | 1,034           | D   | 0.605 | 1,068           | D   | 0.625 |
| LENNARD RD    | HILLMOOR DR to TIFFANY AVE                 | 325        | 20,078 | 2019            | 1,710                  | 1,034           | D   | 0.605 | 1,068           | D   | 0.625 |
| LENNARD RD    | TIFFANY AVE to WALTON RD                   | 323        | 5,764  | 2016            | 1,710                  | 301             | C   | 0.176 | 305             | C   | 0.178 |
| LENNARD RD    | WALTON RD to S OF SAVANNA CLUB BLVD        | 679        | 3,600  | 2021            | 790                    | 249             | C   | 0.315 | 236             | C   | 0.299 |
| LYNGATE DR    | VETERANS MEMORIAL PKWY to MORNINGSIDE BLVD | 306        | 10,536 | 2020            | 920                    | 659             | C   | 0.716 | 701             | C   | 0.762 |
| LYNGATE DR    | MORNINGSIDE BLVD to US 1                   | 306        | 10,536 | 2020            | 920                    | 659             | C   | 0.716 | 701             | C   | 0.762 |
| MARIPOSA AVE  | LENNARD RD to HALLAHAN ST                  | 166        | 6,912  | 2019            | 880                    | 524             | C   | 0.595 | 741             | C   | 0.842 |

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| 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   |
| OHIO AVE      | SUNRISE BLVD to COLONIAL RD         | 686        | 4,400  | 2017            | 540                    | 261             | C   | 0.483 | 255             | C   | 0.472 |
| OHIO AVE      | COLONIAL RD to US 1                 | 686        | 4,400  | 2017            | 750                    | 261             | C   | 0.348 | 255             | C   | 0.34  |
| OKEECHOBEE RD | OKEECHOBEE C.L. to BLUEFIELD RD     | 687        | 11,000 | 2021            | 1,580                  | 575             | B   | 0.364 | 618             | B   | 0.391 |
| OKEECHOBEE RD | BLUEFIELD RD to CARLTON RD          | 687        | 11,000 | 2021            | 2,000                  | 575             | B   | 0.288 | 618             | B   | 0.309 |
| OKEECHOBEE RD | CARLTON RD to SNEED RD              | 940039     | 7,500  | 2020            | 2,100                  | 349             | B   | 0.166 | 341             | B   | 0.162 |
| OKEECHOBEE RD | IDEAL HOLDING RD to HEADER CANAL RD | 940039     | 7,500  | 2020            | 2,100                  | 349             | B   | 0.166 | 341             | B   | 0.162 |
| OKEECHOBEE RD | SNEED RD to IDEAL HOLDING RD        | 940039     | 7,500  | 2020            | 2,100                  | 349             | B   | 0.166 | 341             | B   | 0.162 |
| OKEECHOBEE RD | HEADER CANAL RD to MIDWAY RD        | 940039     | 7,500  | 2020            | 2,450                  | 349             | B   | 0.142 | 341             | B   | 0.139 |
| OKEECHOBEE RD | MIDWAY RD to SHINN RD               | 940039     | 7,500  | 2020            | 3,110                  | 349             | B   | 0.112 | 341             | B   | 0.11  |
| OKEECHOBEE RD | SHINN RD to MCCARTY RD              | 940195     | 5,584  | 2020            | 3,240                  | 303             | B   | 0.094 | 303             | B   | 0.094 |
| OKEECHOBEE RD | MCCARTY RD to FLORIDA'S TURNPIKE    | 940025     | 8,600  | 2020            | 3,240                  | 391             | B   | 0.121 | 405             | B   | 0.125 |
| OKEECHOBEE RD | FLORIDA'S TURNPIKE to KINGS HWY     | 940025     | 8,600  | 2020            | 2,100                  | 391             | C   | 0.186 | 405             | C   | 0.193 |
| OKEECHOBEE RD | KINGS HWY to CROSSROADS PKWY        | 940748     | 22,500 | 2020            | 4,240                  | 1,028           | C   | 0.242 | 1,085           | C   | 0.256 |
| OKEECHOBEE RD | CROSSROADS PKWY to I-95             | 940106     | 26,500 | 2020            | 4,240                  | 1,213           | C   | 0.286 | 1,240           | C   | 0.292 |
| OKEECHOBEE RD | I-95 to JENKINS RD                  | 940029     | 32,000 | 2020            | 4,240                  | 1,981           | C   | 0.467 | 1,713           | C   | 0.404 |
| OKEECHOBEE RD | JENKINS RD to MCNEIL RD             | 940029     | 32,000 | 2020            | 4,040                  | 1,981           | C   | 0.49  | 1,713           | C   | 0.424 |
| OKEECHOBEE RD | MCNEIL RD to VIRGINIA AVE           | 940742     | 29,500 | 2020            | 3,170                  | 1,468           | C   | 0.463 | 1,531           | C   | 0.483 |
| OKEECHOBEE RD | VIRGINIA AVE to HARTMAN RD          | 688        | 12,171 | 2020            | 2,100                  | 669             | C   | 0.319 | 708             | C   | 0.337 |
| OKEECHOBEE RD | HARTMAN RD to 35TH ST               | 688        | 12,171 | 2020            | 1,630                  | 669             | C   | 0.41  | 708             | C   | 0.434 |
| OKEECHOBEE RD | 35TH ST to 33RD ST                  | 689        | 15,993 | 2020            | 1,630                  | 868             | D   | 0.533 | 849             | D   | 0.521 |
| OKEECHOBEE RD | 33RD ST to 25TH ST                  | 689        | 15,993 | 2020            | 1,630                  | 868             | D   | 0.533 | 849             | D   | 0.521 |
| OKEECHOBEE RD | 25TH ST to GEORGIA AVE              | 690        | 13,110 | 2020            | 1,630                  | 754             | D   | 0.463 | 716             | C   | 0.439 |
| OKEECHOBEE RD | GEORGIA AVE to DELAWARE AVE         | 690        | 13,110 | 2020            | 1,710                  | 754             | C   | 0.441 | 716             | C   | 0.419 |
| OLD DIXIE HWY | US 1 to SR A1A NORTH                | 691        | 5,233  | 2017            | 790                    | 407             | D   | 0.515 | 369             | C   | 0.467 |
| OLD DIXIE HWY | SR A1A NORTH to ST LUCIE BLVD       | 948521     | 1,750  | 2020            | 750                    | 82              | C   | 0.109 | 82              | C   | 0.109 |

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|---------------|----------------------------------|------------|--------|-----------------|------------------------|-----------------|-----|-------|-----------------|-----|-------|
|               |                                  |            |        |                 |                        | Volume          | LOS | V/C   | Volume          | LOS | V/C   |
| OLD DIXIE HWY | ST LUCIE BLVD to INDRIO RD       | 227        | 2,019  | 2016            | 790                    | 148             | C   | 0.187 | 115             | C   | 0.146 |
| OLD DIXIE HWY | INDRIO RD to INDIAN RIVER C.L.   | 948523     | 1,350  | 2020            | 870                    | 63              | C   | 0.072 | 63              | C   | 0.072 |
| OLEANDER AVE  | BEACH AVE to KITTERMAN RD        | 692        | 2,900  | 2021            | 540                    | 168             | C   | 0.311 | 190             | C   | 0.352 |
| OLEANDER AVE  | KITTERMAN RD to MIDWAY RD        | 141        | 5,500  | 2021            | 750                    | 320             | C   | 0.427 | 320             | C   | 0.427 |
| OLEANDER AVE  | MIDWAY RD to WEATHERBEE RD       | 139        | 7,055  | 2020            | 750                    | 386             | D   | 0.515 | 418             | D   | 0.557 |
| OLEANDER AVE  | WEATHERBEE RD to BELL AVE        | 139        | 7,055  | 2020            | 580                    | 386             | D   | 0.666 | 418             | D   | 0.721 |
| OLEANDER AVE  | BELL AVE to FARMER'S MARKET RD   | 240        | 11,500 | 2021            | 580                    | 555             | E   | 0.957 | 526             | D   | 0.907 |
| OLEANDER AVE  | FARMER'S MARKET RD to EDWARDS RD | 240        | 11,500 | 2021            | 800                    | 555             | D   | 0.694 | 526             | D   | 0.658 |
| OLEANDER AVE  | EDWARDS RD to WISTERIA AVE       | 505        | 9,200  | 2021            | 800                    | 558             | D   | 0.698 | 464             | D   | 0.58  |
| OLEANDER AVE  | WISTERIA AVE to GARDENIA AVE     | 505        | 9,200  | 2021            | 580                    | 558             | E   | 0.962 | 464             | D   | 0.8   |
| OLEANDER AVE  | GARDENIA AVE to VIRGINIA AVE     | 505        | 9,200  | 2021            | 840                    | 558             | D   | 0.664 | 464             | D   | 0.552 |
| OLEANDER AVE  | VIRGINIA AVE to SUNRISE BLVD     | 503        | 4,553  | 2019            | 640                    | 259             | C   | 0.405 | 269             | C   | 0.42  |
| ORANGE AVE    | OKEECHOBEE C.L. to SNEED RD      | 144        | 4,600  | 2021            | 670                    | 269             | C   | 0.401 | 256             | C   | 0.382 |
| ORANGE AVE    | SNEED RD to HEADER CANAL RD      | 144        | 4,600  | 2021            | 670                    | 269             | C   | 0.401 | 256             | C   | 0.382 |
| ORANGE AVE    | SHINN RD to CAMPBELL RD          | 940144     | 2,700  | 2020            | 1,070                  | 148             | B   | 0.138 | 148             | B   | 0.138 |
| ORANGE AVE    | CAMPBELL RD to KINGS HWY         | 940144     | 2,700  | 2020            | 1,070                  | 148             | B   | 0.138 | 148             | B   | 0.138 |
| ORANGE AVE    | KINGS HWY to I-95                | 940041     | 19,000 | 2020            | 2,100                  | 856             | C   | 0.408 | 863             | C   | 0.411 |
| ORANGE AVE    | I-95 to JENKINS RD               | 940035     | 14,700 | 2020            | 2,100                  | 797             | C   | 0.38  | 750             | C   | 0.357 |
| ORANGE AVE    | JENKINS RD to HARTMAN RD         | 940028     | 14,400 | 2020            | 2,100                  | 705             | C   | 0.336 | 655             | C   | 0.312 |
| ORANGE AVE    | HARTMAN RD to ANGLE RD           | 940028     | 14,400 | 2020            | 2,100                  | 705             | C   | 0.336 | 655             | C   | 0.312 |
| ORANGE AVE    | ANGLE RD to 25TH ST              | 945044     | 10,449 | 2020            | 1,710                  | 507             | C   | 0.296 | 590             | C   | 0.345 |
| ORANGE AVE    | 25TH ST to 17TH ST               | 945040     | 11,700 | 2020            | 1,630                  | 534             | C   | 0.328 | 586             | C   | 0.36  |
| ORANGE AVE    | 17TH ST to 13TH ST               | 945040     | 11,700 | 2020            | 1,710                  | 534             | C   | 0.312 | 586             | C   | 0.343 |
| ORANGE AVE    | 13TH ST to 10TH ST               | 945040     | 11,700 | 2020            | 750                    | 534             | D   | 0.712 | 586             | D   | 0.781 |
| ORANGE AVE    | 10TH ST to 7TH ST                | 940155     | 9,200  | 2020            | 600                    | 418             | D   | 0.697 | 481             | D   | 0.802 |

\* 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 D**

**OTHER PROJECT DATA**

**GROWTH RATE DATA**





Historical Growth Rate Calculation

| Segment    | From           | To         | 2017 AADT | 2021 AADT | 4 Year Historical Growth Rate |
|------------|----------------|------------|-----------|-----------|-------------------------------|
| Jenkins Rd | Okeechobee Hwy | Orange Ave | 9,100     | 9,900     | 2.13%                         |

### Traffic Counts and Level of Service Report Fall 2017

| Roadway Name    | Location                        | STATION ID | AADT   | Last Count Year | Pk Hr Service Capacity | AM Pk Hr Pk Dir |     |       | PM Pk Hr Pk Dir |     |       |
|-----------------|---------------------------------|------------|--------|-----------------|------------------------|-----------------|-----|-------|-----------------|-----|-------|
|                 |                                 |            |        |                 |                        | Volume          | LOS | V/C   | Volume          | LOS | V/C   |
| I-95            | ORANGE AVE to INDRIJO RD        | 941905     | 42,866 | 2015            | 7,320                  | -               | -   | -     | -               | -   | -     |
| INDIAN RIVER DR | CITRUS AVE to ORANGE AVE        | 945029     | 4,629  | 2015            | 750                    | -               | -   | -     | -               | -   | -     |
| INDIAN RIVER DR | ORANGE AVE to AVENUE A          | 940003     | 5,429  | 2015            | 750                    | -               | -   | -     | -               | -   | -     |
| INDIAN RIVER DR | AVENUE D to SEAWAY DR           | 940004     | 5,505  | 2015            | 790                    | -               | -   | -     | -               | -   | -     |
| INDIAN RIVER DR | AVENUE A to AVENUE D            | 940004     | 5,505  | 2015            | 540                    | -               | -   | -     | -               | -   | -     |
| INDRIO RD       | PRIVATE RD to I-95 W RAMP       | 940128     | 820    | 2015            | 1,080                  | -               | -   | -     | -               | -   | -     |
| INDRIO RD       | I-95 W RAMP to I-95 E RAMP      | 940128     | 820    | 2015            | 3,240                  | -               | -   | -     | -               | -   | -     |
| INDRIO RD       | I-95 E RAMP to KOBLEGARD RD     | 940038     | 9,800  | 2015            | 3,240                  | -               | -   | -     | -               | -   | -     |
| INDRIO RD       | KOBLEGARD RD to JOHNSTON RD     | 940038     | 9,800  | 2015            | 700                    | -               | -   | -     | -               | -   | -     |
| INDRIO RD       | JOHNSTON RD to EMERSON AVE      | 940038     | 9,800  | 2015            | 880                    | -               | -   | -     | -               | -   | -     |
| INDRIO RD       | EMERSON RD to SEMINOLE RD       | 940281     | 9,446  | 2015            | 920                    | -               | -   | -     | -               | -   | -     |
| INDRIO RD       | SEMINOLE RD to KINGS HWY        | 940281     | 9,446  | 2015            | 790                    | -               | -   | -     | -               | -   | -     |
| INDRIO RD       | KINGS HWY to SLASH PINE TRL     | 114        | 5,542  | 2016            | 790                    | 358             | C   | 0.918 | 343             | C   | 0.879 |
| INDRIO RD       | SLASH PINE TRL to US 1          | 114        | 5,542  | 2016            | 920                    | 358             | C   | 0.411 | 343             | C   | 0.394 |
| INDRIO RD       | US 1 to OLD DIXIE HWY           | 672        | 950    | 2016            | 750                    | 66              | C   | 0.178 | 89              | C   | 0.241 |
| JENNINGS RD     | US 1 to LENNARD RD              | 673        | 4,533  | 2016            | 2,100                  | 300             | C   | 0.149 | 245             | C   | 0.122 |
| JENKINS RD      | EDWARDS RD to OKEECHOBEE RD     | 133        | 7,613  | 2016            | 880                    | 431             | C   | 0.519 | 404             | C   | 0.487 |
| JENKINS RD      | OKEECHOBEE RD to GRAHAM RD      | 131        | 9,100  | 2017            | 920                    | 543             | C   | 0.624 | 545             | C   | 0.626 |
| JENKINS RD      | GRAHAM RD to PETERSON RD        | 131        | 9,100  | 2017            | 630                    | 543             | C   | 0.905 | 545             | C   | 0.908 |
| JENKINS RD      | PETERSON RD to ORANGE AVE       | 131        | 9,100  | 2017            | 920                    | 543             | C   | 0.624 | 545             | C   | 0.626 |
| JOHNSTON RD     | ANGLE RD to L20                 | 674        | 2,400  | 2016            | 1,070                  | 163             | B   | 0.429 | 158             | B   | 0.416 |
| JOHNSTON RD     | L20 to MEADOWOOD DR             | 675        | 2,000  | 2017            | 1,070                  | 127             | B   | 0.334 | 123             | B   | 0.324 |
| JOHNSTON RD     | MEADOWOOD DR to OLD JOHNSTON RD | 675        | 2,000  | 2017            | 1,070                  | 127             | B   | 0.334 | 123             | B   | 0.324 |
| JOHNSTON RD     | OLD JOHNSTON RD to INDRIJO RD   | 675        | 2,000  | 2017            | 1,070                  | 127             | B   | 0.334 | 123             | B   | 0.324 |
| JOHNSTON RD     | INDRIJO RD to RUSSOS RD         | 135        | 7,282  | 2016            | 1,070                  | 439             | C   | 0.578 | 440             | C   | 0.579 |

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

FLORIDA DEPARTMENT OF TRANSPORTATION  
 TRANSPORTATION STATISTICS OFFICE  
 2019 HISTORICAL AADT REPORT

COUNTY: 94 - ST. LUCIE

SITE: 0273 - CR 611/JENKINS RD - N. OF SR 70/OKEECHOBEE RD (COUNTY 131)

| YEAR | AADT    | DIRECTION 1 | DIRECTION 2 | *K FACTOR | D FACTOR | T FACTOR |
|------|---------|-------------|-------------|-----------|----------|----------|
| 2019 | 9200 C  | N 4600      | S 4600      | 9.00      | 51.00    | 7.80     |
| 2018 | 10000 V | N 4400      | S 5600      | 9.00      | 51.30    | 5.80     |
| 2017 | 9900 R  | N 4400      | S 5500      | 9.00      | 50.90    | 10.00    |
| 2016 | 9700 T  | N 4300      | S 5400      | 9.00      | 50.90    | 6.20     |
| 2015 | 9600 S  | N 4300      | S 5300      | 9.00      | 51.00    | 41.80    |
| 2014 | 9600 F  | N 4300      | S 5300      | 9.00      | 50.80    | 49.50    |
| 2013 | 9600 C  | N 4300      | S 5300      | 9.00      | 50.80    | 11.90    |
| 2012 | 7100 S  | N 3600      | S 3500      | 9.00      | 56.80    | 4.80     |
| 2011 | 7100 F  | N 3600      | S 3500      | 10.32     | 57.20    | 4.80     |
| 2010 | 7100 C  | N 3600      | S 3500      | 10.27     | 55.40    | 4.80     |
| 2009 | 8500 C  | N 4200      | S 4300      | 10.45     | 57.35    | 10.70    |
| 2008 | 9100 C  | N 4500      | S 4600      |           | 58.06    | 6.60     |

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

## **APPENDIX E**

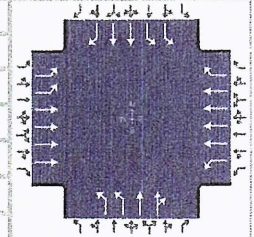
### **INTERSECTION ANALYSIS**



# HCS7 Signalized Intersection Results Summary

## General Information

|                     |                                   |               |   |                 |          |
|---------------------|-----------------------------------|---------------|---|-----------------|----------|
| Agency              | O'Rourke Engineering and Planning |               |   | Duration, h     | 0.250    |
| Analyst             | KS                                | Analysis Date | 12/16/2021                                    | Area Type       | Other    |
| Jurisdiction        |                                   | Time Period   | AM  | PHF             | 0.86     |
| Urban Street        | Okeechobee Road                   | Analysis Year | 2022  | Analysis Period | 1 > 7:00 |
| Intersection        | Okeechobee & Jenkins              | File Name     | C5 - Okeechobee and Jenkins - EXISTING AM.xus |                 |          |
| Project Description | Existing AM                       |               |   |                 |          |



## Demand Information

| Approach Movement | EB  |      |   | WB |     |    | NB  |     |    | SB  |     |    |
|-------------------|-----|------|---|----|-----|----|-----|-----|----|-----|-----|----|
|                   | L   | T    | R | L  | T   | R  | L   | T   | R  | L   | T   | R  |
| Demand (v), veh/h | 160 | 1500 |   | 55 | 781 | 77 | 350 | 162 | 87 | 216 | 179 | 89 |

## Signal Information

|               |       |                 |     |        |     |     |      |      |     |      |  |  |  |
|---------------|-------|-----------------|-----|--------|-----|-----|------|------|-----|------|--|--|--|
| Cycle, s      | 130.0 | Reference Phase | 2   |        |     |     |      |      |     |      |  |  |  |
| Offset, s     | 0     | Reference Point | End |        |     |     |      |      |     |      |  |  |  |
| Uncoordinated | No    | Simult. Gap E/W | On  | Green  | 9.0 | 1.0 | 66.2 | 11.5 | 5.4 | 10.7 |  |  |  |
| Force Mode    | Fixed | Simult. Gap N/S | On  | Yellow | 4.3 | 0.0 | 4.3  | 4.3  | 0.0 | 4.3  |  |  |  |
|               |       |                 |     | Red    | 2.0 | 0.0 | 2.0  | 2.5  | 0.0 | 2.5  |  |  |  |

## Timer Results

|   | EBL  | EBT  | WBL  | WBT  | NBL  | NBT  | SBL  | SBT  |
|---|------|------|------|------|------|------|------|------|
| Assigned Phase                            | 1    | 6    | 5    | 2    | 7    | 4    | 3    | 8    |
| Case Number                               | 2.0  | 4.0  | 2.0  | 3.0  | 2.0  | 4.0  | 2.0  | 3.0  |
| Phase Duration, s                         | 16.3 | 73.5 | 15.3 | 72.5 | 23.8 | 22.9 | 18.3 | 17.5 |
| Change Period, (Y+R <sub>c</sub> ), s     | 6.3  | 6.3  | 6.3  | 6.3  | 6.8  | 6.8  | 6.8  | 6.8  |
| Max Allow Headway (MAH), s                | 3.0  | 0.0  | 3.0  | 0.0  | 3.0  | 3.0  | 3.0  | 3.0  |
| Queue Clearance Time (g <sub>s</sub> ), s | 8.7  |      | 6.4  |      | 16.8 | 12.4 | 11.1 | 9.5  |
| Green Extension Time (g <sub>e</sub> ), s | 0.4  | 0.0  | 0.1  | 0.0  | 0.2  | 1.1  | 0.4  | 1.1  |
| Phase Call Probability                    | 1.00 |      | 0.90 |      | 1.00 | 1.00 | 1.00 | 1.00 |
| Max Out Probability                       | 0.00 |      | 0.00 |      | 1.00 | 0.00 | 0.00 | 0.00 |

## Movement Group Results

| Approach Movement                               | EB    |       |   | WB    |       |       | NB    |       |       | SB    |       |       |
|---|-------|-------|---|-------|-------|-------|-------|-------|-------|-------|-------|-------|
|   | L     | T     | R | L     | T     | R     | L     | T     | R     | L     | T     | R     |
| Assigned Movement                               | 1     | 6     |   | 5     | 2     | 12    | 7     | 4     | 14    | 3     | 8     | 18    |
| Adjusted Flow Rate (v), veh/h                   | 186   | 1744  |   | 64    | 908   | 90    | 407   | 149   | 140   | 251   | 208   | 103   |
| Adjusted Saturation Flow Rate (s), veh/h/ln     | 1757  | 1725  |   | 1810  | 1725  | 1610  | 1757  | 1900  | 1682  | 1757  | 1809  | 1610  |
| Queue Service Time (g <sub>s</sub> ), s         | 6.7   | 21.3  |   | 4.4   | 9.7   | 3.8   | 14.8  | 9.7   | 10.4  | 9.1   | 7.3   | 7.5   |
| Cycle Queue Clearance Time (g <sub>c</sub> ), s | 6.7   | 21.3  |   | 4.4   | 9.7   | 3.8   | 14.8  | 9.7   | 10.4  | 9.1   | 7.3   | 7.5   |
| Green Ratio (g/C)                               | 0.08  | 0.52  |   | 0.07  | 0.51  | 0.51  | 0.13  | 0.12  | 0.12  | 0.09  | 0.08  | 0.16  |
| Capacity (c), veh/h                             | 270   | 3565  |   | 125   | 3513  | 820   | 459   | 235   | 208   | 312   | 296   | 256   |
| Volume-to-Capacity Ratio (X)                    | 0.689 | 0.489 |   | 0.510 | 0.258 | 0.109 | 0.887 | 0.635 | 0.674 | 0.805 | 0.702 | 0.405 |
| Back of Queue (Q), ft/ln (95 th percentile)     | 133.5 | 323.5 |   | 91.5  | 168.8 | 63.2  | 297.3 | 203.8 | 195.3 | 182.3 | 149.2 | 134.7 |
| Back of Queue (Q), veh/ln (95 th percentile)    | 5.3   | 12.9  |   | 3.7   | 6.8   | 2.5   | 11.9  | 8.2   | 7.8   | 7.3   | 6.0   | 5.4   |
| Queue Storage Ratio (RQ) (95 th percentile)     | 0.00  | 0.00  |   | 0.00  | 0.00  | 0.00  | 0.00  | 0.00  | 0.00  | 0.00  | 0.00  | 0.00  |
| Uniform Delay (d <sub>1</sub> ), s/veh          | 58.5  | 20.3  |   | 58.4  | 18.0  | 16.6  | 55.6  | 54.2  | 54.4  | 58.1  | 58.1  | 49.2  |
| Incremental Delay (d <sub>2</sub> ), s/veh      | 1.2   | 0.5   |   | 1.2   | 0.2   | 0.3   | 16.0  | 1.1   | 1.4   | 1.9   | 1.1   | 0.4   |
| Initial Queue Delay (d <sub>3</sub> ), s/veh    | 0.0   | 0.0   |   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   |
| Control Delay (d), s/veh                        | 59.7  | 20.8  |   | 59.6  | 18.2  | 16.9  | 71.5  | 55.2  | 55.9  | 60.0  | 59.3  | 49.5  |
| Level of Service (LOS)                          | E     | C     |   | E     | B     | B     | E     | E     | E     | E     | E     | D     |
| Approach Delay, s/veh / LOS                     | 24.5  |       | C | 20.6  |       | C     | 64.9  |       | E     | 57.8  |       | E     |
| Intersection Delay, s/veh / LOS                 | 34.6  |       |   |       |       |       | C     |       |       |       |       |       |

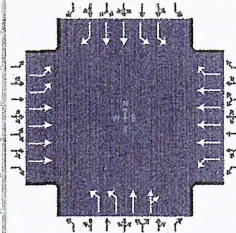
## Multimodal Results

|                            | EB   |   | WB   |   | NB   |   | SB   |   |
|----------------------------|------|---|------|---|------|---|------|---|
| Pedestrian LOS Score / LOS | 2.42 | B | 2.56 | C | 2.98 | C | 2.98 | C |
| Bicycle LOS Score / LOS    | 1.28 | A | 0.93 | A | 1.06 | A | 0.95 | A |



# HCS 2010 Signalized Intersection Results Summary

| General Information |                                   |               |   | Intersection Information |         |  |  |
|---------------------|-----------------------------------|---------------|---|--------------------------|---------|--|--|
| Agency              | O'Rourke Engineering and Planning |               |   | Duration, h              | 0.25    |  |  |
| Analyst             | WA                                | Analysis Date | Mar 10, 2022                                  | Area Type                | Other   |  |  |
| Jurisdiction        |                                   | Time Period   | PM  | PHF                      | 0.93    |  |  |
| Urban Street        | Okeechobee Road                   | Analysis Year | 2022  | Analysis Period          | 1> 7:00 |  |  |
| Intersection        | Okeechobee & Jenkins              | File Name     | C5 - Okeechobee and Jenkins - EXISTING PM.xus |                          |         |  |  |
| Project Description | Existing PM                       |               |   |                          |         |  |  |



| Demand Information | EB  |      |   | WB |      |     | NB  |     |    | SB  |     |     |
|--------------------|-----|------|---|----|------|-----|-----|-----|----|-----|-----|-----|
|                    | L   | T    | R | L  | T    | R   | L   | T   | R  | L   | T   | R   |
| Demand (v), veh/h  | 136 | 1121 |   | 32 | 1282 | 159 | 307 | 125 | 27 | 292 | 170 | 103 |

| Signal Information |       |                 |     |        |     |     |      |      |     |      |  |  |  |
|--------------------|-------|-----------------|-----|--------|-----|-----|------|------|-----|------|--|--|--|
| Cycle, s           | 130.0 | Reference Phase | 2   |        |     |     |      |      |     |      |  |  |  |
| Offset, s          | 0     | Reference Point | End |        |     |     |      |      |     |      |  |  |  |
| Uncoordinated      | No    | Simult. Gap E/W | On  | Green  | 7.1 | 2.8 | 68.6 | 13.9 | 0.4 | 10.9 |  |  |  |
| Force Mode         | Fixed | Simult. Gap N/S | On  | Yellow | 4.3 | 0.0 | 4.3  | 4.3  | 0.0 | 4.3  |  |  |  |
|                    |       |                 |     | Red    | 2.0 | 0.0 | 2.0  | 2.5  | 0.0 | 2.5  |  |  |  |

| Timer Results                             | EBL  | EBT  | WBL  | WBT  | NBL  | NBT  | SBL  | SBT  |
|---|------|------|------|------|------|------|------|------|
| Assigned Phase                            | 1    | 6    | 5    | 2    | 7    | 4    | 3    | 8    |
| Case Number                               | 2.0  | 4.0  | 2.0  | 3.0  | 2.0  | 4.0  | 2.0  | 3.0  |
| Phase Duration, s                         | 16.2 | 77.8 | 13.4 | 74.9 | 21.1 | 18.1 | 20.7 | 17.7 |
| Change Period, (Y+R <sub>c</sub> ), s     | 6.3  | 6.3  | 6.3  | 6.3  | 6.8  | 6.8  | 6.8  | 6.8  |
| Max Allow Headway (MAH), s                | 3.0  | 0.0  | 3.0  | 0.0  | 3.0  | 3.0  | 3.0  | 3.0  |
| Queue Clearance Time (g <sub>s</sub> ), s | 7.2  |      | 4.4  |      | 14.0 | 7.6  | 13.4 | 10.1 |
| Green Extension Time (g <sub>e</sub> ), s | 0.3  | 0.0  | 0.0  | 0.0  | 0.3  | 0.9  | 0.5  | 0.9  |
| Phase Call Probability                    | 0.99 |      | 0.71 |      | 1.00 | 1.00 | 1.00 | 1.00 |
| Max Out Probability                       | 0.00 |      | 0.00 |      | 0.33 | 0.00 | 0.00 | 0.00 |

| Movement Group Results                          | EB    |       |   | WB    |       |       | NB    |       |       | SB    |       |       |
|---|-------|-------|---|-------|-------|-------|-------|-------|-------|-------|-------|-------|
|   | L     | T     | R | L     | T     | R     | L     | T     | R     | L     | T     | R     |
| Assigned Movement                               | 1     | 6     |   | 5     | 2     | 12    | 7     | 4     | 14    | 3     | 8     | 18    |
| Adjusted Flow Rate (v), veh/h                   | 146   | 1205  |   | 34    | 1378  | 171   | 330   | 83    | 81    | 314   | 183   | 111   |
| Adjusted Saturation Flow Rate (s), veh/h/ln     | 1757  | 1725  |   | 1810  | 1725  | 1610  | 1757  | 1900  | 1785  | 1757  | 1809  | 1610  |
| Queue Service Time (g <sub>s</sub> ), s         | 5.2   | 12.4  |   | 2.4   | 15.3  | 7.3   | 12.0  | 5.4   | 5.6   | 11.4  | 6.3   | 8.1   |
| Cycle Queue Clearance Time (g <sub>c</sub> ), s | 5.2   | 12.4  |   | 2.4   | 15.3  | 7.3   | 12.0  | 5.4   | 5.6   | 11.4  | 6.3   | 8.1   |
| Green Ratio (g/C)                               | 0.08  | 0.55  |   | 0.05  | 0.53  | 0.53  | 0.11  | 0.09  | 0.09  | 0.11  | 0.08  | 0.16  |
| Capacity (c), veh/h                             | 269   | 3793  |   | 99    | 3642  | 850   | 387   | 166   | 156   | 376   | 304   | 258   |
| Volume-to-Capacity Ratio (X)                    | 0.544 | 0.318 |   | 0.347 | 0.378 | 0.201 | 0.853 | 0.498 | 0.520 | 0.836 | 0.602 | 0.428 |
| Back of Queue (Q), ft/ln (95 th percentile)     | 103.3 | 206.2 |   | 49.2  | 246.6 | 121.5 | 240.4 | 115.9 | 114.1 | 218.3 | 129.2 | 144.5 |
| Back of Queue (Q), veh/ln (95 th percentile)    | 4.1   | 8.2   |   | 2.0   | 9.9   | 4.9   | 9.6   | 4.6   | 4.6   | 8.7   | 5.2   | 5.8   |
| Queue Storage Ratio (RQ) (95 th percentile)     | 0.00  | 0.00  |   | 0.00  | 0.00  | 0.00  | 0.00  | 0.00  | 0.00  | 0.00  | 0.00  | 0.00  |
| Uniform Delay (d <sub>1</sub> ), s/veh          | 57.8  | 16.0  |   | 59.2  | 18.1  | 16.2  | 56.8  | 56.6  | 56.7  | 56.9  | 57.4  | 49.2  |
| Incremental Delay (d <sub>2</sub> ), s/veh      | 0.6   | 0.2   |   | 0.8   | 0.3   | 0.5   | 9.3   | 0.9   | 1.0   | 1.9   | 0.7   | 0.4   |
| Initial Queue Delay (d <sub>3</sub> ), s/veh    | 0.0   | 0.0   |   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   |
| Control Delay (d), s/veh                        | 58.5  | 16.2  |   | 60.0  | 18.4  | 16.7  | 66.2  | 57.5  | 57.7  | 58.9  | 58.2  | 49.6  |
| Level of Service (LOS)                          | E     | B     |   | E     | B     | B     | E     | E     | E     | E     | E     | D     |
| Approach Delay, s/veh / LOS                     | 20.8  |       | C | 19.1  |       | B     | 63.3  |       | E     | 57.0  |       | E     |
| Intersection Delay, s/veh / LOS                 | 30.8  |       |   |       |       |       | C     |       |       |       |       |       |

| Multimodal Results         | EB      | WB      | NB      | SB      |
|----------------------------|---------|---------|---------|---------|
| Pedestrian LOS Score / LOS | 2.9 / C | 3.0 / C | 3.8 / D | 3.8 / D |
| Bicycle LOS Score / LOS    | 1.0 / A | 1.1 / A | 0.9 / A | 1.0 / A |

# TURNING MOVEMENT VOLUME COUNTS

**M/S STREET:** Jenkins Rd  
**FILENAME:** Jenkins Points - Waypoint  
**COUNT DATE:** 12/10/2020  
**REPORT DATE:** 3/10/2022  
**CONTROL:** Signalized  
**EW STREET:** Okeshobee Rd  
**CITY:** St. Lucie  
**DAY:** Thursday  
**ANALYSIS YEAR:** 2026 - Without Project

| 15 Min Period | Northbound |     |     |     | Southbound |     |     |     | Eastbound |     |       |              | Westbound |      |  |  | ONE HOUR SUM |
|---------------|------------|-----|-----|-----|------------|-----|-----|-----|-----------|-----|-------|--------------|-----------|------|--|--|--------------|
|               | NBL        | NBR | SBL | SBR | EBL        | EBT | EBR | WBL | WBT       | WBR | TOTAL | ONE HOUR SUM |           |      |  |  |              |
| 7:00-7:15     | 65         | 31  | 2   | 26  | 45         | 19  | 11  | 215 | 66        | 11  | 127   | 31           | 649       | 3641 |  |  |              |
| 7:15-7:30     | 87         | 40  | 23  | 29  | 42         | 16  | 27  | 326 | 73        | 11  | 186   | 15           | 875       | 3767 |  |  |              |
| 7:30-7:45     | 102        | 39  | 36  | 66  | 61         | 26  | 48  | 388 | 100       | 14  | 201   | 14           | 1095      | 3672 |  |  |              |
| 7:45-8:00     | 78         | 28  | 16  | 60  | 32         | 25  | 40  | 434 | 81        | 13  | 195   | 19           | 1022      | 3202 |  |  |              |
| 8:00-8:15     | 63         | 46  | 7   | 49  | 34         | 17  | 36  | 266 | 65        | 14  | 153   | 25           | 775       | 2817 |  |  |              |
| 8:15-8:30     | 66         | 32  | 9   | 76  | 29         | 12  | 22  | 277 | 50        | 8   | 165   | 34           | 780       |      |  |  |              |
| 8:30-8:45     | 57         | 36  | 10  | 71  | 37         | 14  | 24  | 165 | 41        | 3   | 143   | 24           | 625       |      |  |  |              |
| 8:45-9:00     | 51         | 27  | 4   | 40  | 30         | 18  | 33  | 178 | 42        | 7   | 175   | 32           | 637       |      |  |  |              |

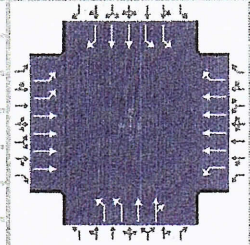
**AM PEAK HOURS FROM:** 7:15AM TO 8:45AM  
 Volumes: 330 153 82 204 169 84 151 1414 319 52 736 73 3767  
 Season Factor: 1.04  
 Growth: 159 85 212 176 87 157 1471 332 54 765 76 3918  
 In/Out: 364 169 91 225 187 93 167 1561 352 57 813 81 4159  
 Percentage: 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0%  
 PROJECT: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0  
 SUBPROJECTS: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0  
 % In/Out: 0% 5% 0% 30% 5% 5% 0% 0% 0% 0% 0% 0% 0% 30%  
 % Volume: 0 18 0 27 5 18 0 0 0 0 0 0 0 109 0  
 % In/Out: 0 0 0 0 0 0 0 0 0 0 0 0 0 62 0  
 % Volume: 0 0 0 0 0 0 0 0 0 0 0 0 0 11.0% 0.0%  
 % In/Out: 0 5 0 17 17 35 9 0 0 0 0 0 0 5 0  
 % Volume: 0 0 0 10.0% 10.0% 21.0% 21.0% 21.0% 0.0% 0.0% 0.0% 0.0% 0.0% 10.0%  
 % In/Out: 0 12 0 37 78 26 0 0 0 0 0 0 0 12 0  
 % Volume: 55.0% 10.0% 5.0% 10.0% 0.0% 0% 0% 55.0% 5.0% 0.0% 0.0%  
 % In/Out: 36 7 3 0 1 0 0 0 0 8 1 0 0 0 0  
 % Volume: 0.0% 0.6% 0.6% 0.6% 0.6% 0.6% 0.6% 11.0% 0.6% 0.6% 11.0% 0.6% 0.6%  
 % In/Out: 0 0 0 0 0 0 0 38 0 0 0 0 0 341  
 % Volume: 0.0% 0.0% 0.0% 0.0% 0.0% 0.0% 11.0% 0.0% 0.0% 11.0% 0.0%  
 % In/Out: 0 0 0 0 0 0 0 6 0 0 0 0 0 197 55  
 % Volume: 0.0% 0.0% 0.0% 0.0% 0.0% 0.0% 40% 0.0% 0.0% 40.0% 0.0%  
 % In/Out: 0 0 0 0 0 0 0 5 0 0 0 0 0 36 12  
 % Volume: 0.0% 10.0% 0.0% 10.0% 10.0% 21.0% 21.0% 0.0% 0.0% 0.0% 10.0%  
 % In/Out: 0 12 0 39 81 25 0 0 0 0 0 0 0 121 385  
 % Volume: 55.0% 10.0% 5.0% 10.0% 0.0% 0% 0% 55.0% 5.0% 0.0% 0.0%  
 % In/Out: 232 42 21 0 14 0 0 0 0 79 7 0 0 143 421  
 % Volume: 69.3% 12.7% 6.3% 4.1% 4.1% 0.0% 0.0% 17.5% 1.4% 22.9% 1.4% 0.0%

| Location                    | Trips In   | Trips Out  |
|-----------------------------|------------|------------|
| Kings Highway Commerce Park | 362        | 90         |
| St. Lucie Commerce Center   | 563        | 124        |
| Whispering Oaks             | 45         | 167        |
| Bent Creek                  | 123        | 371        |
| 39 Acre Residential         | 14         | 66         |
| Kings Highway Warehouse     | 342        | 341        |
| Stonemont                   | 197        | 55         |
| Sunset Lakes                | 0          | 0          |
| Project Hurricane           | 36         | 12         |
| Celebration Pointe          | 121        | 385        |
| Mainner Cove                | 143        | 421        |
| <b>Subtotal</b>             | <b>36</b>  | <b>54</b>  |
| <b>Total</b>                | <b>401</b> | <b>233</b> |

# HCS7 Signalized Intersection Results Summary

## General Information

|                     |                                   |               |   |                 |          |
|---------------------|-----------------------------------|---------------|---|-----------------|----------|
| Agency              | O'Rourke Engineering and Planning |               |   | Duration, h     | 0.250    |
| Analyst             | KS                                | Analysis Date | 12/16/2021  | Area Type       | Other    |
| Jurisdiction        |                                   | Time Period   | AM  | PHF             | 0.86     |
| Urban Street        | Okeechobee Road                   | Analysis Year | 2026  | Analysis Period | 1 > 7:00 |
| Intersection        | Okeechobee & Jenkins              | File Name     | C5 - Okeechobee and Jenkins - AM Without Proje... |                 |          |
| Project Description | AM - Without Project              |               |   |                 |          |



## Demand Information

| Approach Movement | EB  |      |   | WB |     |     | NB  |     |    | SB  |     |     |
|-------------------|-----|------|---|----|-----|-----|-----|-----|----|-----|-----|-----|
|                   | L   | T    | R | L  | T   | R   | L   | T   | R  | L   | T   | R   |
| Demand (v), veh/h | 245 | 1623 |   | 58 | 948 | 218 | 401 | 223 | 94 | 345 | 285 | 291 |

## Signal Information

|               |       |                 |     |        |     |     |      |      |     |      |  |  |  |  |
|---------------|-------|-----------------|-----|--------|-----|-----|------|------|-----|------|--|--|--|--|
| Cycle, s      | 130.0 | Reference Phase | 2   |        |     |     |      |      |     |      |  |  |  |  |
| Offset, s     | 0     | Reference Point | End |        |     |     |      |      |     |      |  |  |  |  |
| Uncoordinated | No    | Simult. Gap EW  | On  |        |     |     |      |      |     |      |  |  |  |  |
| Force Mode    | Fixed | Simult. Gap N/S | On  |        |     |     |      |      |     |      |  |  |  |  |
|               |       |                 |     | Green  | 9.1 | 3.7 | 45.1 | 17.1 | 1.1 | 27.7 |  |  |  |  |
|               |       |                 |     | Yellow | 4.3 | 0.0 | 4.3  | 4.3  | 0.0 | 4.3  |  |  |  |  |
|               |       |                 |     | Red    | 2.0 | 0.0 | 2.0  | 2.5  | 0.0 | 2.5  |  |  |  |  |

## Timer Results

|   | EBL  | EBT  | WBL  | WBT  | NBL  | NBT  | SBL  | SBT  |
|---|------|------|------|------|------|------|------|------|
| Assigned Phase                            | 1    | 6    | 5    | 2    | 7    | 4    | 3    | 8    |
| Phase Number                              | 2.0  | 4.0  | 2.0  | 3.0  | 2.0  | 4.0  | 2.0  | 3.0  |
| Phase Duration, s                         | 19.1 | 55.1 | 15.4 | 51.4 | 25.0 | 35.6 | 23.9 | 34.5 |
| Change Period, (Y+R <sub>c</sub> ), s     | 6.3  | 6.3  | 6.3  | 6.3  | 6.8  | 6.8  | 6.8  | 6.8  |
| Max Allow Headway (MAH), s                | 3.0  | 0.0  | 3.0  | 0.0  | 3.0  | 3.1  | 3.0  | 3.1  |
| Queue Clearance Time (g <sub>s</sub> ), s | 12.3 |      | 6.7  |      | 19.1 | 13.8 | 16.5 | 25.8 |
| Green Extension Time (g <sub>e</sub> ), s | 0.5  | 0.0  | 0.1  | 0.0  | 0.0  | 2.1  | 0.6  | 1.9  |
| Phase Call Probability                    | 1.00 |      | 0.91 |      | 1.00 | 1.00 | 1.00 | 1.00 |
| Max Out Probability                       | 0.00 |      | 0.00 |      | 1.00 | 0.00 | 0.05 | 0.04 |

## Movement Group Results

| Approach Movement                               | EB    |       |   | WB    |       |       | NB    |       |       | SB    |       |       |
|---|-------|-------|---|-------|-------|-------|-------|-------|-------|-------|-------|-------|
|   | L     | T     | R | L     | T     | R     | L     | T     | R     | L     | T     | R     |
| Assigned Movement                               | 1     | 6     |   | 5     | 2     | 12    | 7     | 4     | 14    | 3     | 8     | 18    |
| Adjusted Flow Rate (v), veh/h                   | 285   | 1887  |   | 67    | 1102  | 253   | 466   | 190   | 178   | 401   | 331   | 338   |
| Adjusted Saturation Flow Rate (s), veh/h/ln     | 1757  | 1725  |   | 1810  | 1725  | 1610  | 1757  | 1900  | 1711  | 1757  | 1809  | 1610  |
| Queue Service Time (g <sub>s</sub> ), s         | 10.3  | 30.6  |   | 4.7   | 16.1  | 15.9  | 17.1  | 11.3  | 11.8  | 14.5  | 10.3  | 23.8  |
| Cycle Queue Clearance Time (g <sub>c</sub> ), s | 10.3  | 30.6  |   | 4.7   | 16.1  | 15.9  | 17.1  | 11.3  | 11.8  | 14.5  | 10.3  | 23.8  |
| Green Ratio (g/C)                               | 0.10  | 0.38  |   | 0.07  | 0.35  | 0.35  | 0.14  | 0.22  | 0.22  | 0.13  | 0.21  | 0.31  |
| Capacity (c), veh/h                             | 347   | 2588  |   | 127   | 2392  | 558   | 492   | 421   | 379   | 463   | 771   | 502   |
| Volume-to-Capacity Ratio (X)                    | 0.821 | 0.729 |   | 0.531 | 0.461 | 0.454 | 0.948 | 0.452 | 0.470 | 0.867 | 0.430 | 0.674 |
| Back of Queue (Q), ft/ln (95 th percentile)     | 202.3 | 462.5 |   | 96.6  | 273   | 264.9 | 356.5 | 224.4 | 213.9 | 276.2 | 201   | 356.3 |
| Back of Queue (Q), veh/ln (95 th percentile)    | 8.1   | 18.5  |   | 3.9   | 10.9  | 10.6  | 14.3  | 9.0   | 8.6   | 11.0  | 8.0   | 14.3  |
| Queue Storage Ratio (RQ) (95 th percentile)     | 0.00  | 0.00  |   | 0.00  | 0.00  | 0.00  | 0.00  | 0.00  | 0.00  | 0.00  | 0.00  | 0.00  |
| Uniform Delay (d <sub>1</sub> ), s/veh          | 57.5  | 34.9  |   | 58.4  | 33.0  | 32.9  | 55.4  | 43.8  | 44.0  | 55.3  | 44.3  | 39.0  |
| Incremental Delay (d <sub>2</sub> ), s/veh      | 1.9   | 1.8   |   | 1.3   | 0.6   | 2.7   | 27.6  | 0.3   | 0.3   | 7.6   | 0.1   | 1.1   |
| Initial Queue Delay (d <sub>3</sub> ), s/veh    | 0.0   | 0.0   |   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   |
| Control Delay (d), s/veh                        | 59.3  | 36.8  |   | 59.7  | 33.7  | 35.6  | 83.0  | 44.1  | 44.3  | 62.9  | 44.4  | 40.0  |
| Level of Service (LOS)                          | E     | D     |   | E     | C     | D     | F     | D     | D     | E     | D     | D     |
| Approach Delay, s/veh / LOS                     | 39.7  |       | D | 35.2  |       | D     | 65.9  |       | E     | 50.0  |       | D     |
| Intersection Delay, s/veh / LOS                 | 44.5  |       |   |       |       |       | D     |       |       |       |       |       |

## Multimodal Results

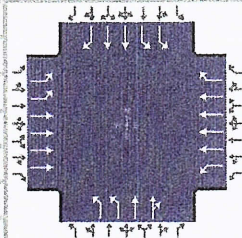
|                            | EB   |   | WB   |   | NB   |   | SB   |   |
|----------------------------|------|---|------|---|------|---|------|---|
| Pedestrian LOS Score / LOS | 2.44 | B | 2.58 | C | 2.97 | C | 2.97 | C |
| Bicycle LOS Score / LOS    | 1.38 | A | 1.07 | A | 1.18 | A | 1.37 | A |



# HCS7 Signalized Intersection Results Summary

## General Information

|                     |                                   |               |   |                 |         |
|---------------------|-----------------------------------|---------------|---|-----------------|---------|
| Agency              | O'Rourke Engineering and Planning |               |   | Duration, h     | 0.250   |
| Analyst             | WA                                | Analysis Date | Mar 10, 2022                                      | Area Type       | Other   |
| Jurisdiction        |                                   | Time Period   | PM  | PHF             | 0.93    |
| Urban Street        | Okeechobee Road                   | Analysis Year | 2026  | Analysis Period | 1> 7:00 |
| Intersection        | Okeechobee & Jenkins              | File Name     | C5 - Okeechobee and Jenkins - PM Without Proje... |                 |         |
| Project Description | PM - Without Project              |               |   |                 |         |



## Demand Information

| Approach Movement | EB  |      |   | WB |      |     | NB  |     |    | SB  |     |     |
|-------------------|-----|------|---|----|------|-----|-----|-----|----|-----|-----|-----|
|                   | L   | T    | R | L  | T    | R   | L   | T   | R  | L   | T   | R   |
| Demand (v), veh/h | 264 | 1299 |   | 61 | 1424 | 200 | 507 | 226 | 45 | 447 | 283 | 193 |

## Signal Information

|               |       |                 |     |        |     |     |      |      |     |      |  |  |  |
|---------------|-------|-----------------|-----|--------|-----|-----|------|------|-----|------|--|--|--|
| Cycle, s      | 130.0 | Reference Phase | 2   |        |     |     |      |      |     |      |  |  |  |
| Offset, s     | 0     | Reference Point | End |        |     |     |      |      |     |      |  |  |  |
| Uncoordinated | No    | Simult. Gap E/W | On  | Green  | 9.1 | 3.8 | 54.5 | 18.2 | 1.7 | 16.5 |  |  |  |
| Force Mode    | Fixed | Simult. Gap N/S | On  | Yellow | 4.3 | 0.0 | 4.3  | 4.3  | 0.0 | 4.3  |  |  |  |
|               |       |                 |     | Red    | 2.0 | 0.0 | 2.0  | 2.5  | 0.0 | 2.5  |  |  |  |

## Timer Results

|                              | EBL  | EBT  | WBL  | WBT  | NBL  | NBT  | SBL  | SBT  |
|------------------------------|------|------|------|------|------|------|------|------|
| Assigned Phase               | 1    | 6    | 5    | 2    | 7    | 4    | 3    | 8    |
| Case Number                  | 2.0  | 4.0  | 2.0  | 3.0  | 2.0  | 4.0  | 2.0  | 3.0  |
| Phase Duration, s            | 19.2 | 64.7 | 15.4 | 60.8 | 25.0 | 23.3 | 26.7 | 25.0 |
| Change Period, (Y+Rc), s     | 6.3  | 6.3  | 6.3  | 6.3  | 6.8  | 6.8  | 6.8  | 6.8  |
| Max Allow Headway (MAH), s   | 3.0  | 0.0  | 3.0  | 0.0  | 3.0  | 3.0  | 3.0  | 3.0  |
| Queue Clearance Time (gs), s | 12.3 |      | 6.5  |      | 20.2 | 11.9 | 19.4 | 16.6 |
| Green Extension Time (ge), s | 0.6  | 0.0  | 0.1  | 0.0  | 0.0  | 1.6  | 0.5  | 1.5  |
| Phase Call Probability       | 1.00 |      | 0.91 |      | 1.00 | 1.00 | 1.00 | 1.00 |
| Max Out Probability          | 0.00 |      | 0.00 |      | 1.00 | 0.00 | 0.58 | 0.00 |

## Movement Group Results

| Approach Movement                            | EB    |       |   | WB    |       |       | NB    |       |       | SB    |       |       |
|--|-------|-------|---|-------|-------|-------|-------|-------|-------|-------|-------|-------|
|  | L     | T     | R | L     | T     | R     | L     | T     | R     | L     | T     | R     |
| Assigned Movement                            | 1     | 6     |   | 5     | 2     | 12    | 7     | 4     | 14    | 3     | 8     | 18    |
| Adjusted Flow Rate (v), veh/h                | 284   | 1397  |   | 66    | 1531  | 215   | 545   | 148   | 143   | 481   | 304   | 208   |
| Adjusted Saturation Flow Rate (s), veh/h/ln  | 1757  | 1725  |   | 1810  | 1725  | 1610  | 1757  | 1900  | 1791  | 1757  | 1809  | 1610  |
| Queue Service Time (gs), s                   | 10.3  | 18.2  |   | 4.5   | 21.5  | 11.6  | 18.2  | 9.6   | 9.9   | 17.4  | 10.3  | 14.6  |
| Cycle Queue Clearance Time (gc), s           | 10.3  | 18.2  |   | 4.5   | 21.5  | 11.6  | 18.2  | 9.6   | 9.9   | 17.4  | 10.3  | 14.6  |
| Green Ratio (g/C)                            | 0.10  | 0.45  |   | 0.07  | 0.42  | 0.42  | 0.14  | 0.13  | 0.13  | 0.15  | 0.14  | 0.24  |
| Capacity (c), veh/h                          | 348   | 3098  |   | 126   | 2895  | 676   | 492   | 240   | 227   | 539   | 506   | 385   |
| Volume-to-Capacity Ratio (X)                 | 0.815 | 0.451 |   | 0.520 | 0.529 | 0.318 | 1.108 | 0.615 | 0.633 | 0.892 | 0.601 | 0.539 |
| Back of Queue (Q), ft/ln (95 th percentile)  | 201.5 | 291.7 |   | 93.9  | 338.1 | 201.2 | 491.4 | 201.4 | 197.1 | 330.8 | 202.9 | 241.9 |
| Back of Queue (Q), veh/ln (95 th percentile) | 8.1   | 11.7  |   | 3.8   | 13.5  | 8.0   | 19.7  | 8.1   | 7.9   | 13.2  | 8.1   | 9.7   |
| Queue Storage Ratio (RQ) (95 th percentile)  | 0.00  | 0.00  |   | 0.00  | 0.00  | 0.00  | 0.00  | 0.00  | 0.00  | 0.00  | 0.00  | 0.00  |
| Uniform Delay (d1), s/veh                    | 57.4  | 24.8  |   | 58.4  | 28.1  | 25.3  | 55.9  | 53.8  | 53.9  | 54.0  | 52.5  | 43.2  |
| Incremental Delay (d2), s/veh                | 1.8   | 0.5   |   | 1.2   | 0.7   | 1.2   | 73.5  | 1.0   | 1.1   | 12.6  | 0.4   | 0.4   |
| Initial Queue 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   |
| Control Delay (d), s/veh                     | 59.2  | 25.2  |   | 59.6  | 28.8  | 26.5  | 129.4 | 54.7  | 55.0  | 66.5  | 52.9  | 43.7  |
| Level of Service (LOS)                       | E     | C     |   | E     | C     | C     | F     | D     | D     | E     | D     | D     |
| Approach Delay, s/veh / LOS                  | 31.0  |       | C | 29.7  |       | C     | 103.4 |       | F     | 57.6  |       | E     |
| Intersection Delay, s/veh / LOS              | 46.9  |       |   |       |       |       | D     |       |       |       |       |       |

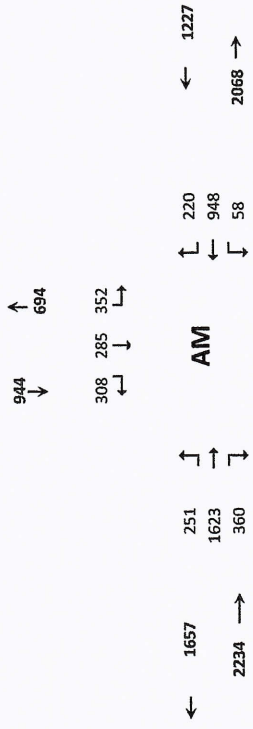
## Multimodal Results

|                            | EB   |  |   | WB   |  |   | NB   |  |   | SB   |  |   |
|----------------------------|------|--|---|------|--|---|------|--|---|------|--|---|
| Pedestrian LOS Score / LOS | 2.43 |  | B | 2.57 |  | C | 2.98 |  | C | 2.98 |  | C |
| Bicycle LOS Score / LOS    | 1.18 |  | A | 1.23 |  | A | 1.18 |  | A | 1.31 |  | A |

# TURNING MOVEMENT VOLUME COUNTS

**N/S STREET:** Jenkins Rd  
**FILENAME:** Hillpointe Residential  
**COUNT DATE:** 12/10/2020  
**REPORT DATE:** 3/10/2022  
**E/W STREET:** Okeechobee Rd  
**CITY:** St Lucie  
**DAY:** Thursday  
**ANALYSIS YEAR:** 2026 - With Project  
**CONTROL:** Signalized

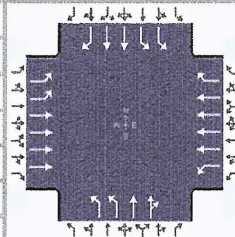
| 15 Min Period | Northbound |     |     |     | Southbound |     |     |     | Eastbound |     |     |     | Westbound |       |  |  | ONE HOUR SUM |
|---------------|------------|-----|-----|-----|------------|-----|-----|-----|-----------|-----|-----|-----|-----------|-------|--|--|--------------|
|               | NBL        | NBT | NBR | NBL | SBL        | SBT | SBR | EBL | EBT       | EBR | WBL | WBT | WBR       | TOTAL |  |  |              |
| 7:00-7:15     | 65         | 31  | 2   | 26  | 45         | 19  | 11  | 215 | 66        | 66  | 11  | 127 | 31        | 649   |  |  |              |
| 7:15-7:30     | 87         | 40  | 23  | 29  | 42         | 16  | 27  | 326 | 73        | 73  | 11  | 186 | 15        | 875   |  |  |              |
| 7:30-7:45     | 102        | 39  | 36  | 66  | 61         | 26  | 48  | 388 | 100       | 100 | 14  | 201 | 14        | 1095  |  |  |              |
| 7:45-8:00     | 78         | 28  | 16  | 60  | 32         | 25  | 40  | 434 | 81        | 81  | 13  | 196 | 19        | 1022  |  |  |              |
| 8:00-8:15     | 63         | 46  | 7   | 49  | 34         | 17  | 36  | 266 | 65        | 65  | 14  | 153 | 25        | 775   |  |  |              |
| 8:15-8:30     | 66         | 32  | 9   | 76  | 29         | 12  | 22  | 277 | 50        | 50  | 8   | 165 | 34        | 780   |  |  |              |
| 8:30-8:45     | 57         | 36  | 10  | 71  | 37         | 14  | 24  | 165 | 41        | 41  | 3   | 143 | 24        | 625   |  |  |              |
| 8:45-9:00     | 51         | 27  | 4   | 40  | 30         | 18  | 33  | 178 | 42        | 42  | 7   | 175 | 32        | 637   |  |  |              |



**AM PEAK HOUR IS FROM:**  
 Volumes 330 153 82 204 169 84 151 1414 319 52 796 73 3767  
 Season Factor 343 159 85 212 176 87 157 1471 352 54 765 76 3918  
 Growth 364 169 91 225 187 93 167 1561 352 57 813 81 4159  
 Percentage 0% 0% 0% 10% 0% 24% 24% 0% 0% 0% 0% 10% 0%  
 PROJECT 0 0 0 7 0 17 6 0 0 0 0 0 2 32  
 SUBPROJECTS  
 % 0% 5% 0% 30% 5% 5% 0% 0% 0% 0% 0% 0% 30%  
 In/Out IN OUT IN OUT IN OUT IN OUT IN OUT IN OUT IN OUT  
 Volume 0 18 0 27 5 5 18 0 0 0 0 0 109 0  
 % 0.0% 0.0% 0.0% 0.0% 0.0% 0.0% 0.0% 0.0% 0.0% 0.0% 0.0% 0.0% 0.0%  
 In/Out 0 0 0 0 0 0 0 14 0 0 0 0 62 0 0  
 Volume 0.0% 10.0% 10.0% 10.0% 21.0% 21.0% 21.0% 0.0% 0.0% 0.0% 0.0% 0.0% 10.0%  
 % 0.0% 10.0% 10.0% 10.0% 10.0% 10.0% 21.0% 21.0% 21.0% 0.0% 0.0% 10.0%  
 In/Out IN OUT IN OUT IN OUT IN OUT IN OUT IN OUT IN OUT  
 Volume 0 12 0 37 37 78 26 0 0 0 0 0 12 0  
 % 55.0% 10.0% 5.0% 0.0% 10.0% 0.0% 0.0% 0.0% 55.0% 0.0% 0.0% 0.0%  
 In/Out OUT OUT IN IN IN IN IN IN IN IN IN IN IN IN  
 Volume 36 7 3 0 1 0 0 0 8 1 0 0 0 0  
 % 0.0% 0.0% 0.0% 0.0% 0.0% 0.0% 0.0% 0.0% 11.0% 0.0% 0.0% 0.0%  
 In/Out 0 0 0 0 0 0 0 6 0 0 0 0 22 0 0  
 Volume 0.0% 0.0% 0.0% 0.0% 0.0% 0.0% 0.0% 0.0% 11.0% 0.0% 0.0% 0.0%  
 % 0.0% 0.0% 0.0% 0.0% 0.0% 0.0% 0.0% 0.0% 0.0% 0.0% 0.0% 0.0%  
 In/Out IN/OUT  
 Volume 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0  
 % 0.0% 0.0% 0.0% 0.0% 0.0% 0.0% 0.0% 0.0% 40.0% 0.0% 40.0% 0.0%  
 In/Out OUT  
 Volume 0 0 0 0 0 0 0 5 0 0 14 0 0 0  
 % 0.0% 10.0% 0.0% 10.0% 10.0% 10.0% 21.0% 21.0% 0.0% 0.0% 0.0% 10.0%  
 In/Out IN OUT IN OUT IN OUT IN OUT IN OUT IN OUT IN OUT  
 Volume 0 12 0 39 39 81 25 0 0 0 0 12 0  
 % 55.0% 10.0% 5.0% 0.0% 10.0% 0.0% 0% 0% 55.0% 5.0% 0.0%  
 In/Out OUT OUT IN IN IN IN IN IN IN IN IN IN IN IN  
 Volume 232 42 21 0 14 0 0 0 79 7 0 0 0 0  
 Subtotal 36 54 3 119 98 198 79 62 8 1 136 138 0  
 Total 401 223 94 352 285 308 251 1623 360 58 948 220 4191

# HCS Signalized Intersection Results Summary

| General Information |                                   |               |  | Intersection Information |          |  |  |
|---------------------|-----------------------------------|---------------|--|--------------------------|----------|--|--|
| Agency              | O'Rourke Engineering and Planning |               |  | Duration, h              | 0.250    |  |  |
| Analyst             | MM                                | Analysis Date | 12/16/2021   | Area Type                | Other    |  |  |
| Jurisdiction        |                                   | Time Period   | AM   | PHF                      | 0.86     |  |  |
| Urban Street        | Okeechobee Road                   | Analysis Year | 2026   | Analysis Period          | 1 > 7:00 |  |  |
| Intersection        | Okeechobee & Jenkins              | File Name     | Okeechobee and Jenkins - AM With Project Hillpo... |                          |          |  |  |
| Project Description | AM - With Project                 |               |  |                          |          |  |  |



| Demand Information | EB  |      |   | WB |     |     | NB  |     |    | SB  |     |     |
|--------------------|-----|------|---|----|-----|-----|-----|-----|----|-----|-----|-----|
|                    | L   | T    | R | L  | T   | R   | L   | T   | R  | L   | T   | R   |
| Demand (v), veh/h  | 253 | 1623 |   | 58 | 948 | 221 | 401 | 223 | 94 | 354 | 285 | 313 |

| Signal Information |       |                 |     | Signal Timing (s) |     |     |      |      |     |      |        |     |     |     |     |     |     |
|--------------------|-------|-----------------|-----|-------------------|-----|-----|------|------|-----|------|--------|-----|-----|-----|-----|-----|-----|
| Cycle, s           | 130.0 | Reference Phase | 2   | Green             | 9.1 | 0.9 | 45.5 | 17.5 | 0.7 | 30.1 | Yellow | 4.3 | 0.0 | 4.3 | 4.3 | 4.3 | 4.3 |
| Offset, s          | 0     | Reference Point | End | Red               | 2.0 | 0.0 | 2.0  | 2.5  | 0.0 | 2.5  |        |     |     |     |     |     |     |
| Uncoordinated      | No    | Simult. Gap E/W | On  |                   |     |     |      |      |     |      |        |     |     |     |     |     |     |
| Force Mode         | Fixed | Simult. Gap N/S | On  |                   |     |     |      |      |     |      |        |     |     |     |     |     |     |

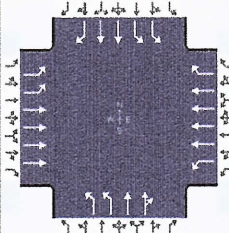
| Timer Results                             | EBL  | EBT  | WBL  | WBT  | NBL  | NBT  | SBL  | SBT  |
|---|------|------|------|------|------|------|------|------|
| Assigned Phase                            | 1    | 6    | 5    | 2    | 7    | 4    | 3    | 8    |
| Case Number                               | 1.1  | 4.0  | 2.0  | 3.0  | 2.0  | 4.0  | 2.0  | 3.0  |
| Phase Duration, s                         | 16.3 | 52.7 | 15.4 | 51.8 | 25.0 | 37.6 | 24.3 | 36.9 |
| Change Period, (Y+R <sub>c</sub> ), s     | 6.3  | 6.3  | 6.3  | 6.3  | 6.8  | 6.8  | 6.8  | 6.8  |
| Max Allow Headway (MAH), s                | 3.0  | 0.0  | 3.0  | 0.0  | 3.0  | 3.1  | 3.0  | 3.1  |
| Queue Clearance Time (g <sub>s</sub> ), s | 8.8  |      | 6.7  |      | 19.1 | 13.5 | 16.9 | 28.3 |
| Green Extension Time (g <sub>e</sub> ), s | 0.5  | 0.0  | 0.1  | 0.0  | 0.0  | 2.2  | 0.6  | 1.8  |
| Phase Call Probability                    | 1.00 |      | 0.91 |      | 1.00 | 1.00 | 1.00 | 1.00 |
| Max Out Probability                       | 0.00 |      | 0.00 |      | 1.00 | 0.00 | 0.07 | 0.09 |

| Movement Group Results                          | EB    |       |   | WB    |       |       | NB    |       |       | SB    |       |       |
|---|-------|-------|---|-------|-------|-------|-------|-------|-------|-------|-------|-------|
|   | L     | T     | R | L     | T     | R     | L     | T     | R     | L     | T     | R     |
| Assigned Movement                               | 1     | 6     |   | 5     | 2     | 12    | 7     | 4     | 14    | 3     | 8     | 18    |
| Adjusted Flow Rate (v), veh/h                   | 294   | 1887  |   | 67    | 1102  | 257   | 466   | 190   | 178   | 412   | 331   | 364   |
| Adjusted Saturation Flow Rate (s), veh/h/ln     | 1757  | 1725  |   | 1810  | 1725  | 1610  | 1757  | 1900  | 1711  | 1757  | 1809  | 1610  |
| Queue Service Time (g <sub>s</sub> ), s         | 6.8   | 31.5  |   | 4.7   | 16.1  | 16.0  | 17.1  | 11.0  | 11.5  | 14.9  | 10.1  | 26.3  |
| Cycle Queue Clearance Time (g <sub>c</sub> ), s | 6.8   | 31.5  |   | 4.7   | 16.1  | 16.0  | 17.1  | 11.0  | 11.5  | 14.9  | 10.1  | 26.3  |
| Green Ratio (g/C)                               | 0.43  | 0.36  |   | 0.07  | 0.35  | 0.35  | 0.14  | 0.24  | 0.24  | 0.13  | 0.23  | 0.31  |
| Capacity (c), veh/h                             | 616   | 2462  |   | 127   | 2415  | 564   | 492   | 450   | 406   | 473   | 838   | 497   |
| Volume-to-Capacity Ratio (X)                    | 0.477 | 0.767 |   | 0.531 | 0.456 | 0.456 | 0.948 | 0.423 | 0.440 | 0.871 | 0.396 | 0.733 |
| Back of Queue (Q), ft/ln (95 th percentile)     |       |       |   |       |       |       |       |       |       |       |       |       |
| Back of Queue (Q), veh/ln (95 th percentile)    | 5.0   | 19.1  |   | 3.9   | 10.9  | 10.7  | 14.3  | 8.8   | 8.4   | 11.3  | 7.9   | 15.7  |
| Queue Storage Ratio (RQ) (95 th percentile)     | 0.00  | 0.00  |   | 0.00  | 0.00  | 0.00  | 0.00  | 0.00  | 0.00  | 0.00  | 0.00  | 0.00  |
| Uniform Delay (d <sub>1</sub> ), s/veh          | 24.7  | 37.0  |   | 58.4  | 32.7  | 32.7  | 55.4  | 42.1  | 42.2  | 55.1  | 42.3  | 40.2  |
| Incremental Delay (d <sub>2</sub> ), s/veh      | 0.2   | 2.3   |   | 1.3   | 0.6   | 2.6   | 27.6  | 0.2   | 0.3   | 8.3   | 0.1   | 2.7   |
| Initial Queue Delay (d <sub>3</sub> ), s/veh    | 0.0   | 0.0   |   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   |
| Control Delay (d), s/veh                        | 24.9  | 39.4  |   | 59.7  | 33.3  | 35.3  | 83.0  | 42.3  | 42.5  | 63.4  | 42.4  | 42.9  |
| Level of Service (LOS)                          | C     | D     |   | E     | C     | D     | F     | D     | D     | E     | D     | D     |
| Approach Delay, s/veh / LOS                     | 37.4  |       | D | 34.9  |       | C     | 65.1  |       | E     | 50.4  |       | D     |
| Intersection Delay, s/veh / LOS                 | 43.5  |       |   |       |       |       | D     |       |       |       |       |       |

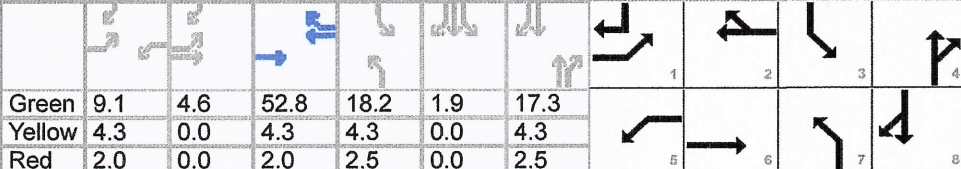
| Multimodal Results         | EB   |   | WB   |   | NB   |   | SB   |   |
|----------------------------|------|---|------|---|------|---|------|---|
| Pedestrian LOS Score / LOS | 2.44 | B | 2.58 | C | 2.97 | C | 2.97 | C |
| Bicycle LOS Score / LOS    | 1.39 | A | 1.08 | A | 1.18 | A | 1.40 | A |



# HCS Signalized Intersection Results Summary

| General Information |                                   |               |  | Intersection Information |         |  |  |  |
|---------------------|-----------------------------------|---------------|--|--------------------------|---------|--|--|---|
| Agency              | O'Rourke Engineering and Planning |               |  | Duration, h              | 0.250   |  |  |   |
| Analyst             | MM                                | Analysis Date | Mar 10, 2022                                       | Area Type                | Other   |  |  |   |
| Jurisdiction        |                                   | Time Period   | PM   | PHF                      | 0.93    |  |  |   |
| Urban Street        | Okeechobee Road                   | Analysis Year | 2026   | Analysis Period          | 1> 7:00 |  |  |   |
| Intersection        | Okeechobee & Jenkins              | File Name     | Okeechobee and Jenkins - PM With Project Hillpo... |                          |         |  |  |   |
| Project Description | PM - With Project                 |               |  |                          |         |  |  |   |

| Demand Information  | EB  |      |   | WB |      |     | NB  |     |    | SB  |     |     |
|---------------------|-----|------|---|----|------|-----|-----|-----|----|-----|-----|-----|
|                     | L   | T    | R | L  | T    | R   | L   | T   | R  | L   | T   | R   |
| Approach Movement   |     |      |   |    |      |     |     |     |    |     |     |     |
| Demand ( v ), veh/h | 283 | 1299 |   | 61 | 1424 | 208 | 507 | 226 | 45 | 452 | 283 | 207 |

| Signal Information |       |                 |     |  |     |     |      |      |     |      |  |  |  |  |
|--------------------|-------|-----------------|-----|--|-----|-----|------|------|-----|------|--|--|--|--|
| Cycle, s           | 130.0 | Reference Phase | 2   | Green  | 9.1 | 4.6 | 52.8 | 18.2 | 1.9 | 17.3 |  |  |  |  |
| Offset, s          | 0     | Reference Point | End | Yellow   | 4.3 | 0.0 | 4.3  | 4.3  | 0.0 | 4.3  |  |  |  |  |
| Uncoordinated      | No    | Simult. Gap E/W | On  | Red  | 2.0 | 0.0 | 2.0  | 2.5  | 0.0 | 2.5  |  |  |  |  |
| Force Mode         | Fixed | Simult. Gap N/S | On  |  |     |     |      |      |     |      |  |  |  |  |

| Timer Results                              | EBL  | EBT  | WBL  | WBT  | NBL  | NBT  | SBL  | SBT  |
|--|------|------|------|------|------|------|------|------|
| Assigned Phase                             | 1    | 6    | 5    | 2    | 7    | 4    | 3    | 8    |
| Case Number                                | 2.0  | 4.0  | 2.0  | 3.0  | 2.0  | 4.0  | 2.0  | 3.0  |
| Phase Duration, s                          | 20.0 | 63.7 | 15.4 | 59.1 | 25.0 | 24.1 | 26.9 | 26.0 |
| Change Period, ( Y+R <sub>c</sub> ), s     | 6.3  | 6.3  | 6.3  | 6.3  | 6.8  | 6.8  | 6.8  | 6.8  |
| Max Allow Headway ( MAH ), s               | 3.0  | 0.0  | 3.0  | 0.0  | 3.0  | 3.0  | 3.0  | 3.0  |
| Queue Clearance Time ( g <sub>s</sub> ), s | 13.0 |      | 6.5  |      | 20.2 | 11.8 | 19.6 | 17.6 |
| Green Extension Time ( g <sub>e</sub> ), s | 0.6  | 0.0  | 0.1  | 0.0  | 0.0  | 1.6  | 0.5  | 1.6  |
| Phase Call Probability                     | 1.00 |      | 0.91 |      | 1.00 | 1.00 | 1.00 | 1.00 |
| Max Out Probability                        | 0.00 |      | 0.00 |      | 1.00 | 0.00 | 0.67 | 0.00 |

| Movement Group Results                           | EB    |       |   | WB    |       |       | NB    |       |       | SB    |       |       |
|--|-------|-------|---|-------|-------|-------|-------|-------|-------|-------|-------|-------|
|  | L     | T     | R | L     | T     | R     | L     | T     | R     | L     | T     | R     |
| Approach Movement                                |       |       |   |       |       |       |       |       |       |       |       |       |
| Assigned Movement                                | 1     | 6     |   | 5     | 2     | 12    | 7     | 4     | 14    | 3     | 8     | 18    |
| Adjusted Flow Rate ( v ), veh/h                  | 304   | 1397  |   | 66    | 1531  | 224   | 545   | 148   | 143   | 486   | 304   | 223   |
| Adjusted Saturation Flow Rate ( s ), veh/h/ln    | 1757  | 1725  |   | 1810  | 1725  | 1610  | 1757  | 1900  | 1791  | 1757  | 1809  | 1610  |
| Queue Service Time ( g <sub>s</sub> ), s         | 11.0  | 18.4  |   | 4.5   | 22.0  | 12.5  | 18.2  | 9.5   | 9.8   | 17.6  | 10.2  | 15.6  |
| Cycle Queue Clearance Time ( g <sub>c</sub> ), s | 11.0  | 18.4  |   | 4.5   | 22.0  | 12.5  | 18.2  | 9.5   | 9.8   | 17.6  | 10.2  | 15.6  |
| Green Ratio ( g/C )                              | 0.11  | 0.44  |   | 0.07  | 0.41  | 0.41  | 0.14  | 0.13  | 0.13  | 0.15  | 0.15  | 0.25  |
| Capacity ( c ), veh/h                            | 369   | 3046  |   | 126   | 2802  | 654   | 492   | 252   | 238   | 544   | 533   | 406   |
| Volume-to-Capacity Ratio ( X )                   | 0.824 | 0.459 |   | 0.520 | 0.546 | 0.342 | 1.108 | 0.587 | 0.604 | 0.894 | 0.571 | 0.548 |
| Back of Queue ( Q ), ft/ln ( 95 th percentile)   |       |       |   |       |       |       |       |       |       |       |       |       |
| Back of Queue ( Q ), veh/ln ( 95 th percentile)  | 8.5   | 11.8  |   | 3.8   | 13.8  | 8.5   | 19.7  | 8.0   | 7.8   | 13.4  | 8.0   | 10.2  |
| Queue Storage Ratio ( RQ ) ( 95 th percentile)   | 0.00  | 0.00  |   | 0.00  | 0.00  | 0.00  | 0.00  | 0.00  | 0.00  | 0.00  | 0.00  | 0.00  |
| Uniform Delay ( d <sub>1</sub> ), s/veh          | 57.0  | 25.4  |   | 58.4  | 29.5  | 26.6  | 55.9  | 53.0  | 53.2  | 53.9  | 51.6  | 42.2  |
| Incremental Delay ( d <sub>2</sub> ), s/veh      | 1.8   | 0.5   |   | 1.2   | 0.8   | 1.4   | 73.5  | 0.8   | 0.9   | 12.9  | 0.4   | 0.4   |
| Initial Queue Delay ( d <sub>3</sub> ), s/veh    | 0.0   | 0.0   |   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   |
| Control Delay ( d ), s/veh                       | 58.8  | 25.9  |   | 59.6  | 30.2  | 28.1  | 129.4 | 53.8  | 54.1  | 66.8  | 52.0  | 42.6  |
| Level of Service ( LOS)                          | E     | C     |   | E     | C     | C     | F     | D     | D     | E     | D     | D     |
| Approach Delay, s/veh / LOS                      | 31.8  |       | C | 31.0  |       | C     | 103.1 |       | F     | 57.0  |       | E     |
| Intersection Delay, s/veh / LOS                  | 47.4  |       |   |       |       |       | D     |       |       |       |       |       |

| Multimodal Results         | EB   |   | WB   |   | NB   |   | SB   |   |
|----------------------------|------|---|------|---|------|---|------|---|
| Pedestrian LOS Score / LOS | 2.43 | B | 2.58 | C | 2.98 | C | 2.98 | C |
| Bicycle LOS Score / LOS    | 1.19 | A | 1.24 | A | 1.18 | A | 1.32 | A |

# TURNING MOVEMENT VOLUME COUNTS

N/S STREET: Jenkins Road  
 E/W STREET: Graham Road  
 CONTROL: Unsignalized  
 INTERSECTION: Jenkins Road & Graham Road  
 CITY: Ft. Pierce  
 DAY: Tuesday  
 ANALYSIS YEAR: 2022  
 COUNT DATE: 2/21/2018  
 REPORT DATE: 3/10/2022

217 ↓  
 ↑ 159

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

← 100      ↓ 23      ↑ 199      0  
 ↓ 154 →      0      ← 0      ← 0  
 ↑ 131      0      ↓ 0      ↓ 0  
 ↓ 136      0      ↑ 0      ↑ 0

**AM**

330 ↓      ↑ 217  
 Seasonal Factor: 1  
 Trips In  
 Trips Out  
 Growth Rate: 1.01  
 Years Grown: 4

AM PEAK HOUR IS FROM: 8:00AM TO 9:00AM  
 Volumes: 78 131 0 191 18 126 0 0 0 0 0 0 0 566  
 Season Factor: 78 131 0 191 18 126 0 0 0 0 0 0 0 566  
 Growth: 81 136 0 199 19 131 0 0 0 0 0 0 0 589  
 In/Out: 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0%  
 Percentage: 0 0 0 0 0 0 0 0 0 0 0 0 0 0  
 PROJECT: 0 0 0 0 0 0 0 0 0 0 0 0 0 0

Total      81      136      0      0      199      19      23      0      131      0      0      0      589

# HCS7 Two-Way Stop-Control Report

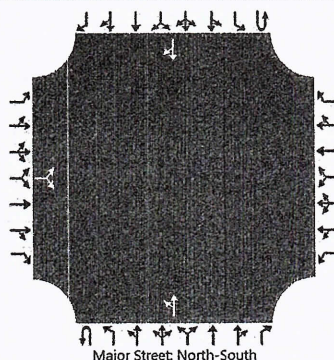
## General Information

|                          |                           |
|--------------------------|---------------------------|
| Analyst                  | WA                        |
| Agency/Co.               | O'Rourke Engineering      |
| Date Performed           | 3/10/2022                 |
| Analysis Year            | 2022                      |
| Time Analyzed            | AM                        |
| Intersection Orientation | North-South               |
| Project Description      | Jenkins Pointe - Waypoint |

## Site Information

|                            |                  |
|----------------------------|------------------|
| Intersection               | Jenkins & Graham |
| Jurisdiction               | St. Lucie County |
| East/West Street           | Graham Rd        |
| North/South Street         | Jenkins Rd       |
| Peak Hour Factor           | 0.95             |
| Analysis Time Period (hrs) | 0.25             |

## Lanes



## Vehicle Volumes and Adjustments

| Approach                   | Eastbound |    |    |     | Westbound |   |   |   | Northbound |    |     |   | Southbound |   |     |    |
|----------------------------|-----------|----|----|-----|-----------|---|---|---|------------|----|-----|---|------------|---|-----|----|
|                            | U         | L  | T  | R   | U         | L | T | R | U          | L  | T   | R | U          | L | T   | R  |
| Movement                   |           |    |    |     |           |   |   |   |            |    |     |   |            |   |     |    |
| Priority                   |           | 10 | 11 | 12  |           | 7 | 8 | 9 | 1U         | 1  | 2   | 3 | 4U         | 4 | 5   | 6  |
| Number of Lanes            |           | 0  | 1  | 0   |           | 0 | 0 | 0 | 0          | 0  | 1   | 0 | 0          | 0 | 1   | 0  |
| Configuration              |           |    | LR |     |           |   |   |   |            | LT |     |   |            |   |     | TR |
| Volume (veh/h)             |           | 23 |    | 131 |           |   |   |   |            | 81 | 136 |   |            |   | 199 | 19 |
| Percent Heavy Vehicles (%) |           | 3  |    | 3   |           |   |   |   |            | 3  |     |   |            |   |     |    |
| Proportion Time Blocked    |           |    |    |     |           |   |   |   |            |    |     |   |            |   |     |    |
| Percent Grade (%)          | 0         |    |    |     |           |   |   |   |            |    |     |   |            |   |     |    |
| Right Turn Channelized     |           |    |    |     |           |   |   |   |            |    |     |   |            |   |     |    |
| Median Type   Storage      | Undivided |    |    |     |           |   |   |   |            |    |     |   |            |   |     |    |

## Critical and Follow-up Headways

|                              |  |      |  |      |  |  |  |  |  |      |  |  |  |  |  |  |
|------------------------------|--|------|--|------|--|--|--|--|--|------|--|--|--|--|--|--|
| Base Critical Headway (sec)  |  | 7.1  |  | 6.2  |  |  |  |  |  | 4.1  |  |  |  |  |  |  |
| Critical Headway (sec)       |  | 6.43 |  | 6.23 |  |  |  |  |  | 4.13 |  |  |  |  |  |  |
| Base Follow-Up Headway (sec) |  | 3.5  |  | 3.3  |  |  |  |  |  | 2.2  |  |  |  |  |  |  |
| Follow-Up Headway (sec)      |  | 3.53 |  | 3.33 |  |  |  |  |  | 2.23 |  |  |  |  |  |  |

## Delay, Queue Length, and Level of Service

|   |      |  |      |  |  |  |  |  |     |      |  |  |  |  |  |  |
|---|------|--|------|--|--|--|--|--|-----|------|--|--|--|--|--|--|
| Flow Rate, v (veh/h)                    |      |  | 162  |  |  |  |  |  |     | 85   |  |  |  |  |  |  |
| Capacity, c (veh/h)                     |      |  | 736  |  |  |  |  |  |     | 1331 |  |  |  |  |  |  |
| v/c Ratio                               |      |  | 0.22 |  |  |  |  |  |     | 0.06 |  |  |  |  |  |  |
| 95% Queue Length, Q <sub>95</sub> (veh) |      |  | 0.8  |  |  |  |  |  |     | 0.2  |  |  |  |  |  |  |
| Control Delay (s/veh)                   |      |  | 11.3 |  |  |  |  |  |     | 7.9  |  |  |  |  |  |  |
| Level of Service (LOS)                  |      |  | B    |  |  |  |  |  |     | A    |  |  |  |  |  |  |
| Approach Delay (s/veh)                  | 11.3 |  |      |  |  |  |  |  | 3.3 |      |  |  |  |  |  |  |
| Approach LOS                            | B    |  |      |  |  |  |  |  |     |      |  |  |  |  |  |  |

# TURNING MOVEMENT VOLUME COUNTS

N/S STREET: Jenkins Road  
 FILENAME: *Atlanta*  
 E/W STREET: Graham Road  
 ANALYSIS YEAR: 2022

254 ↓  
 ↑ 287

| 15 Min Period lanes | Northbound |     |     | Southbound |     |     | Eastbound |     |     | Westbound |     |     | ONE HOUR SUM |       |
|---------------------|------------|-----|-----|------------|-----|-----|-----------|-----|-----|-----------|-----|-----|--------------|-------|
|                     | NBL        | NBT | NBR | SBL        | SBT | SBR | EBL       | EBT | EBR | WBL       | WBT | WBR |              | TOTAL |
| 4:00-4:15           | 36         | 52  | 0   | 0          | 66  | 4   | 8         | 0   | 30  | 0         | 0   | 0   | 196          | 773   |
| 4:15-4:30           | 35         | 71  | 0   | 0          | 41  | 14  | 6         | 0   | 39  | 0         | 0   | 0   | 206          | 781   |
| 4:30-4:45           | 26         | 55  | 0   | 0          | 47  | 6   | 18        | 0   | 37  | 0         | 0   | 0   | 189          | 749   |
| 4:45-5:00           | 30         | 54  | 0   | 0          | 50  | 14  | 5         | 0   | 29  | 0         | 0   | 0   | 182          | 727   |
| 5:00-5:15           | 21         | 49  | 0   | 0          | 61  | 11  | 18        | 0   | 44  | 0         | 0   | 0   | 204          | 701   |
| 5:15-5:30           | 30         | 42  | 0   | 0          | 42  | 8   | 7         | 0   | 45  | 0         | 0   | 0   | 174          |       |
| 5:30-5:45           | 40         | 43  | 0   | 0          | 42  | 5   | 6         | 0   | 31  | 0         | 0   | 0   | 167          |       |
| 5:45-6:00           | 31         | 35  | 0   | 0          | 42  | 14  | 5         | 0   | 29  | 0         | 0   | 0   | 156          |       |

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Seasonal Factor: 1

Growth Rate: 1.01

Trips In: 0

Trips Out: 0

Years Growth: 4

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Seasonal Factor: 1

Growth Rate: 1.01

Trips In: 0

Trips Out: 0

Years Growth: 4

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Seasonal Factor: 1

Growth Rate: 1.01

Trips In: 0

Trips Out: 0

Years Growth: 4

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Seasonal Factor: 1

Growth Rate: 1.01

Trips In: 0

Trips Out: 0

Years Growth: 4

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Seasonal Factor: 1

Growth Rate: 1.01

Trips In: 0

Trips Out: 0

Years Growth: 4

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Seasonal Factor: 1

Growth Rate: 1.01

Trips In: 0

Trips Out: 0

Years Growth: 4

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Seasonal Factor: 1

Growth Rate: 1.01

Trips In: 0

Trips Out: 0

Years Growth: 4

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Seasonal Factor: 1

Growth Rate: 1.01

Trips In: 0

Trips Out: 0

Years Growth: 4

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Seasonal Factor: 1

Growth Rate: 1.01

Trips In: 0

Trips Out: 0

Years Growth: 4

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Seasonal Factor: 1

Growth Rate: 1.01

Trips In: 0

Trips Out: 0

Years Growth: 4

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Seasonal Factor: 1

Growth Rate: 1.01

Trips In: 0

Trips Out: 0

Years Growth: 4

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Seasonal Factor: 1

Growth Rate: 1.01

Trips In: 0

Trips Out: 0

Years Growth: 4

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Seasonal Factor: 1

Growth Rate: 1.01

Trips In: 0

Trips Out: 0

Years Growth: 4

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Seasonal Factor: 1

Growth Rate: 1.01

Trips In: 0

Trips Out: 0

Years Growth: 4

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Seasonal Factor: 1

Growth Rate: 1.01

Trips In: 0

Trips Out: 0

Years Growth: 4

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Seasonal Factor: 1

Growth Rate: 1.01

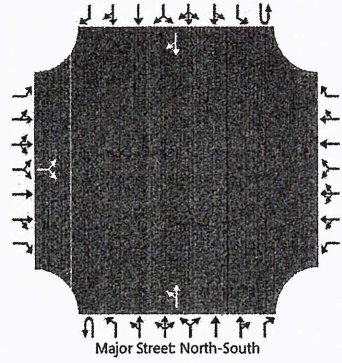
Trips In: 0

Trips Out: 0

# HCS7 Two-Way Stop-Control Report

| General Information      |                      | Site Information           |                  |
|--------------------------|----------------------|----------------------------|------------------|
| Analyst                  | WA                   | Intersection               | Jenkins & Graham |
| Agency/Co.               | O'Rourke Engineering | Jurisdiction               | St. Lucie County |
| Date Performed           | 03/10/2022           | East/West Street           | Graham Rd        |
| Analysis Year            | 2022                 | North/South Street         | Jenkins Rd       |
| Time Analyzed            | PM                   | Peak Hour Factor           | 0.95             |
| Intersection Orientation | North-South          | Analysis Time Period (hrs) | 0.25             |
| Project Description      |                      |                            |                  |

## Lanes



## Vehicle Volumes and Adjustments

| Approach                   | Eastbound |           |    |     | Westbound |   |   |   | Northbound |     |     |   | Southbound |   |     |    |  |
|----------------------------|-----------|-----------|----|-----|-----------|---|---|---|------------|-----|-----|---|------------|---|-----|----|--|
|                            | U         | L         | T  | R   | U         | L | T | R | U          | L   | T   | R | U          | L | T   | R  |  |
| Movement                   |           |           |    |     |           |   |   |   |            |     |     |   |            |   |     |    |  |
| Priority                   |           | 10        | 11 | 12  |           | 7 | 8 | 9 | 1U         | 1   | 2   | 3 | 4U         | 4 | 5   | 6  |  |
| Number of Lanes            |           | 0         | 1  | 0   |           | 0 | 0 | 0 | 0          | 0   | 1   | 0 | 0          | 0 | 1   | 0  |  |
| Configuration              |           |           | LR |     |           |   |   |   |            | LT  |     |   |            |   |     | TR |  |
| Volume (veh/h)             |           | 49        |    | 155 |           |   |   |   |            | 117 | 238 |   |            |   | 207 | 47 |  |
| Percent Heavy Vehicles (%) |           | 3         |    | 3   |           |   |   |   |            | 3   |     |   |            |   |     |    |  |
| Proportion Time Blocked    |           |           |    |     |           |   |   |   |            |     |     |   |            |   |     |    |  |
| Percent Grade (%)          |           | 0         |    |     |           |   |   |   |            |     |     |   |            |   |     |    |  |
| Right Turn Channelized     |           |           |    |     |           |   |   |   |            |     |     |   |            |   |     |    |  |
| Median Type   Storage      |           | Undivided |    |     |           |   |   |   |            |     |     |   |            |   |     |    |  |

## Critical and Follow-up Headways

|                              |  |      |  |      |  |  |  |  |  |      |  |  |  |  |  |  |
|------------------------------|--|------|--|------|--|--|--|--|--|------|--|--|--|--|--|--|
| Base Critical Headway (sec)  |  | 7.1  |  | 6.2  |  |  |  |  |  | 4.1  |  |  |  |  |  |  |
| Critical Headway (sec)       |  | 6.43 |  | 6.23 |  |  |  |  |  | 4.13 |  |  |  |  |  |  |
| Base Follow-Up Headway (sec) |  | 3.5  |  | 3.3  |  |  |  |  |  | 2.2  |  |  |  |  |  |  |
| Follow-Up Headway (sec)      |  | 3.53 |  | 3.33 |  |  |  |  |  | 2.23 |  |  |  |  |  |  |

## Delay, Queue Length, and Level of Service

|   |  |      |      |  |  |  |  |  |  |      |     |  |  |  |  |  |  |
|---|--|------|------|--|--|--|--|--|--|------|-----|--|--|--|--|--|--|
| Flow Rate, v (veh/h)                    |  |      | 215  |  |  |  |  |  |  | 123  |     |  |  |  |  |  |  |
| Capacity, c (veh/h)                     |  |      | 601  |  |  |  |  |  |  | 1289 |     |  |  |  |  |  |  |
| v/c Ratio                               |  |      | 0.36 |  |  |  |  |  |  | 0.10 |     |  |  |  |  |  |  |
| 95% Queue Length, Q <sub>95</sub> (veh) |  |      | 1.6  |  |  |  |  |  |  | 0.3  |     |  |  |  |  |  |  |
| Control Delay (s/veh)                   |  |      | 14.3 |  |  |  |  |  |  | 8.1  |     |  |  |  |  |  |  |
| Level of Service (LOS)                  |  |      | B    |  |  |  |  |  |  | A    |     |  |  |  |  |  |  |
| Approach Delay (s/veh)                  |  | 14.3 |      |  |  |  |  |  |  |      | 3.3 |  |  |  |  |  |  |
| Approach LOS                            |  | B    |      |  |  |  |  |  |  |      | A   |  |  |  |  |  |  |

# TURNING MOVEMENT VOLUME COUNTS

**N/S STREET:** Jenkins Road      **E/W STREET:** Graham Road      **CONTROL:** Unsignalized  
**FILENAME:** Hillpointe Residential      **CITY:** Ft. Pierce      **INTERSECTION:** Jenkins Road & Graham Road  
**COUNT DATE:** 2/27/2018      **DAY:** Tuesday  
**REPORT DATE:** 3/10/2022      **ANALYSIS YEAR:** 2026 - Without Project

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



**AM PEAK HOUR IS FROM:** 8:00AM TO 9:00AM  
**Volumes:** 78 131 0 0 191 18 22 22 0 126 0 0 0 566  
**Season Factor:** 78 131 0 0 191 18 22 22 0 126 0 0 0 566  
**Growth:** 84 142 0 0 207 19 24 24 0 136 0 0 0 613  
**In/Out:** 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0%  
**PROJECT:** 0 0 0 0 0 0 0 0 0 0 0 0 0 0  
**Mariner Cove:** 0 2 0 0 8 0 0 0 0 0 0 0 0 0  
**39 Acre Residential:** 0 2 0 0 6 0 0 0 0 0 0 0 0 0  
**Whispering Oaks:** 0 20 0 0 5 0 0 0 0 0 0 0 0 0  
**SLCC:** 0 16 0 0 59 0 0 0 0 0 0 0 0 0  
**WaWa:** 0 7 0 0 7 0 0 0 0 0 0 0 0 0  
**Kings Center:** 0 0 0 0 0 0 0 0 0 0 0 0 0 0  
**Celebration Point:** 0 48 0 0 15 0 0 0 0 0 0 0 0 0  
**Bent Creek:** 0 1 0 0 4 0 0 0 0 0 0 0 0 0  
**Chick-Fit-A:** 0 0 0 0 0 0 0 0 0 0 0 0 0 0  
**Creekside:** 0 0 0 0 0 0 0 0 0 0 0 0 0 0  
**Total:** 84 238 0 0 311 19 24 24 0 136 0 0 0 813

**Seasonal Factor:** 1  
**Trips In:** 1.01  
**Growth Rate:** 1.01  
**Years Grown:** 8

# HCS7 Two-Way Stop-Control Report

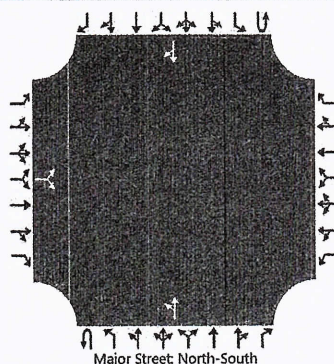
## General Information

|                          |                      |
|--------------------------|----------------------|
| Analyst                  | WA                   |
| Agency/Co.               | O'Rourke Engineering |
| Date Performed           | 3/10/2022            |
| Analysis Year            | 2026                 |
| Time Analyzed            | AM - Without Project |
| Intersection Orientation | North-South          |
| Project Description      | Hillpointe           |

## Site Information

|                            |                  |
|----------------------------|------------------|
| Intersection               | Jenkins & Graham |
| Jurisdiction               | St. Lucie County |
| East/West Street           | Graham Rd        |
| North/South Street         | Jenkins Rd       |
| Peak Hour Factor           | 0.95             |
| Analysis Time Period (hrs) | 0.25             |

## Lanes



## Vehicle Volumes and Adjustments

| Approach                   | Eastbound |    |    |     | Westbound |   |   |   | Northbound |    |     |   | Southbound |   |     |    |
|----------------------------|-----------|----|----|-----|-----------|---|---|---|------------|----|-----|---|------------|---|-----|----|
|                            | U         | L  | T  | R   | U         | L | T | R | U          | L  | T   | R | U          | L | T   | R  |
| Movement                   |           |    |    |     |           |   |   |   |            |    |     |   |            |   |     |    |
| Priority                   |           | 10 | 11 | 12  |           | 7 | 8 | 9 | 1U         | 1  | 2   | 3 | 4U         | 4 | 5   | 6  |
| Number of Lanes            |           | 0  | 1  | 0   |           | 0 | 0 | 0 | 0          | 0  | 1   | 0 | 0          | 0 | 1   | 0  |
| Configuration              |           |    | LR |     |           |   |   |   |            | LT |     |   |            |   |     | TR |
| Volume (veh/h)             |           | 24 |    | 136 |           |   |   |   |            | 84 | 238 |   |            |   | 311 | 19 |
| Percent Heavy Vehicles (%) |           | 3  |    | 3   |           |   |   |   |            | 3  |     |   |            |   |     |    |
| Proportion Time Blocked    |           |    |    |     |           |   |   |   |            |    |     |   |            |   |     |    |
| Percent Grade (%)          | 0         |    |    |     |           |   |   |   |            |    |     |   |            |   |     |    |
| Right Turn Channelized     |           |    |    |     |           |   |   |   |            |    |     |   |            |   |     |    |
| Median Type   Storage      | Undivided |    |    |     |           |   |   |   |            |    |     |   |            |   |     |    |

## Critical and Follow-up Headways

|                              |  |      |  |      |  |  |  |  |  |      |  |  |  |  |  |  |
|------------------------------|--|------|--|------|--|--|--|--|--|------|--|--|--|--|--|--|
| Base Critical Headway (sec)  |  | 7.1  |  | 6.2  |  |  |  |  |  | 4.1  |  |  |  |  |  |  |
| Critical Headway (sec)       |  | 6.43 |  | 6.23 |  |  |  |  |  | 4.13 |  |  |  |  |  |  |
| Base Follow-Up Headway (sec) |  | 3.5  |  | 3.3  |  |  |  |  |  | 2.2  |  |  |  |  |  |  |
| Follow-Up Headway (sec)      |  | 3.53 |  | 3.33 |  |  |  |  |  | 2.23 |  |  |  |  |  |  |

## Delay, Queue Length, and Level of Service

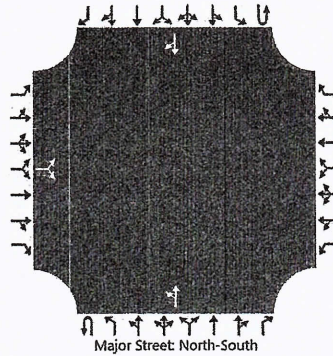
|   |      |  |      |  |  |  |  |  |     |      |  |  |  |  |  |  |
|---|------|--|------|--|--|--|--|--|-----|------|--|--|--|--|--|--|
| Flow Rate, v (veh/h)                    |      |  | 168  |  |  |  |  |  |     | 88   |  |  |  |  |  |  |
| Capacity, c (veh/h)                     |      |  | 604  |  |  |  |  |  |     | 1205 |  |  |  |  |  |  |
| v/c Ratio                               |      |  | 0.28 |  |  |  |  |  |     | 0.07 |  |  |  |  |  |  |
| 95% Queue Length, Q <sub>95</sub> (veh) |      |  | 1.1  |  |  |  |  |  |     | 0.2  |  |  |  |  |  |  |
| Control Delay (s/veh)                   |      |  | 13.2 |  |  |  |  |  |     | 8.2  |  |  |  |  |  |  |
| Level of Service (LOS)                  |      |  | B    |  |  |  |  |  |     | A    |  |  |  |  |  |  |
| Approach Delay (s/veh)                  | 13.2 |  |      |  |  |  |  |  | 2.7 |      |  |  |  |  |  |  |
| Approach LOS                            | B    |  |      |  |  |  |  |  |     |      |  |  |  |  |  |  |



# HCS7 Two-Way Stop-Control Report

| General Information      |                      | Site Information           |                  |
|--------------------------|----------------------|----------------------------|------------------|
| Analyst                  | WA                   | Intersection               | Jenkins & Graham |
| Agency/Co.               | O'Rourke Engineering | Jurisdiction               | St. Lucie County |
| Date Performed           | 03/10/2022           | East/West Street           | Graham Rd        |
| Analysis Year            | 2026                 | North/South Street         | Jenkins Rd       |
| Time Analyzed            | PM - Without Project | Peak Hour Factor           | 0.95             |
| Intersection Orientation | North-South          | Analysis Time Period (hrs) | 0.25             |
| Project Description      | Hill pointe          |                            |                  |

## Lanes



## Vehicle Volumes and Adjustments

| Approach                   | Eastbound |    |    |     | Westbound |   |   |   | Northbound |     |     |   | Southbound |   |     |    |  |
|----------------------------|-----------|----|----|-----|-----------|---|---|---|------------|-----|-----|---|------------|---|-----|----|--|
|                            | U         | L  | T  | R   | U         | L | T | R | U          | L   | T   | R | U          | L | T   | R  |  |
| Movement                   |           |    |    |     |           |   |   |   |            |     |     |   |            |   |     |    |  |
| Priority                   |           | 10 | 11 | 12  |           | 7 | 8 | 9 | 1U         | 1   | 2   | 3 | 4U         | 4 | 5   | 6  |  |
| Number of Lanes            |           | 0  | 1  | 0   |           | 0 | 0 | 0 | 0          | 0   | 1   | 0 | 0          | 0 | 1   | 0  |  |
| Configuration              |           |    | LR |     |           |   |   |   |            | LT  |     |   |            |   |     | TR |  |
| Volume (veh/h)             |           | 51 |    | 161 |           |   |   |   |            | 121 | 341 |   |            |   | 366 | 49 |  |
| Percent Heavy Vehicles (%) |           | 3  |    | 3   |           |   |   |   |            | 3   |     |   |            |   |     |    |  |
| Proportion Time Blocked    |           |    |    |     |           |   |   |   |            |     |     |   |            |   |     |    |  |
| Percent Grade (%)          |           | 0  |    |     |           |   |   |   |            |     |     |   |            |   |     |    |  |
| Right Turn Channelized     |           |    |    |     |           |   |   |   |            |     |     |   |            |   |     |    |  |
| Median Type   Storage      | Undivided |    |    |     |           |   |   |   |            |     |     |   |            |   |     |    |  |

## Critical and Follow-up Headways

|                              |  |      |  |      |  |  |  |  |  |      |  |  |  |  |  |  |
|------------------------------|--|------|--|------|--|--|--|--|--|------|--|--|--|--|--|--|
| Base Critical Headway (sec)  |  | 7.1  |  | 6.2  |  |  |  |  |  | 4.1  |  |  |  |  |  |  |
| Critical Headway (sec)       |  | 6.43 |  | 6.23 |  |  |  |  |  | 4.13 |  |  |  |  |  |  |
| Base Follow-Up Headway (sec) |  | 3.5  |  | 3.3  |  |  |  |  |  | 2.2  |  |  |  |  |  |  |
| Follow-Up Headway (sec)      |  | 3.53 |  | 3.33 |  |  |  |  |  | 2.23 |  |  |  |  |  |  |

## Delay, Queue Length, and Level of Service

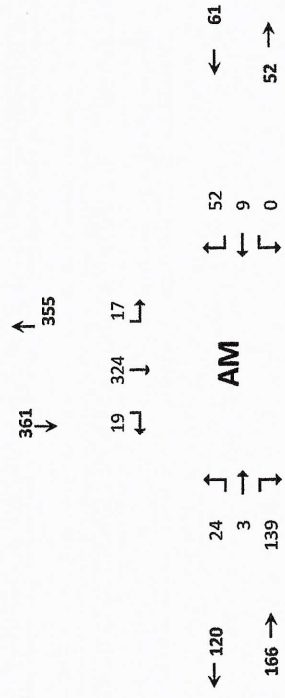
|   |      |  |      |  |  |  |  |  |     |      |  |  |  |  |  |  |
|---|------|--|------|--|--|--|--|--|-----|------|--|--|--|--|--|--|
| Flow Rate, v (veh/h)                    |      |  | 223  |  |  |  |  |  |     | 127  |  |  |  |  |  |  |
| Capacity, c (veh/h)                     |      |  | 440  |  |  |  |  |  |     | 1116 |  |  |  |  |  |  |
| v/c Ratio                               |      |  | 0.51 |  |  |  |  |  |     | 0.11 |  |  |  |  |  |  |
| 95% Queue Length, Q <sub>95</sub> (veh) |      |  | 2.8  |  |  |  |  |  |     | 0.4  |  |  |  |  |  |  |
| Control Delay (s/veh)                   |      |  | 21.3 |  |  |  |  |  |     | 8.6  |  |  |  |  |  |  |
| Level of Service (LOS)                  |      |  | C    |  |  |  |  |  |     | A    |  |  |  |  |  |  |
| Approach Delay (s/veh)                  | 21.3 |  |      |  |  |  |  |  | 3.2 |      |  |  |  |  |  |  |
| Approach LOS                            | C    |  |      |  |  |  |  |  |     |      |  |  |  |  |  |  |

# TURNING MOVEMENT VOLUME COUNTS

**N/S STREET:** Jenkins Road  
**FILENAME:** Hillpointe Residential  
**CONTROL:** Unsignalized  
**REPORT DATE:** 3/10/2022  
**DAY:** Tuesday  
**ANALYSIS YEAR:** 2026 - With Project  
**INTERSECTION:** Jenkins Road & Graham Road  
**EW STREET:** Graham Road  
**CITY:** Ft. Pierce

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

**AM PEAK HOUR IS FROM:** 8:00AM TO 9:00AM  
 Volumes 78 131 0 0 191 18 22 22 0 126 0 0 0 0 566  
 Season Factor 78 131 0 0 191 18 22 22 0 126 0 0 0 0 566  
 Growth 84 142 0 0 207 19 24 24 0 136 0 0 0 0 613  
 In/Out OUT 10% 56%  
 PROJECT 7 41 0 0 13 0 0 0 0% 10%  
 Mariner Cove 0 2 0 0 8 0 0 0 0 2 0 0 0 0 0  
 Residential 0 2 0 0 6 0 0 0 0 0 0 0 0 0 0  
 Whispering Oaks 0 20 0 0 5 0 0 0 0 0 0 0 0 0 0  
 SILCC 0 16 0 0 59 0 0 0 0 0 0 0 0 0 0  
 WaWa 0 7 0 0 7 0 0 0 0 0 0 0 0 0 0  
 Kings Center 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0  
 Celebration Point 0 48 0 0 15 0 0 0 0 0 0 0 0 0 0  
 Bent Creek 0 1 0 0 4 0 0 0 0 0 0 0 0 0 0  
 Waypoint 0 0 32 17 0 0 0 0 3 0 0 0 0 52  
 Creekside 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0  
 Total 92 279 32 17 324 19 24 24 3 139 0 9 9 52 991



Seasonal Factor: 1  
 Trips In: 24  
 Trips Out: 74  
 Growth Rate: 1.01  
 Years Grown: 8

# HCS Two-Way Stop-Control Report

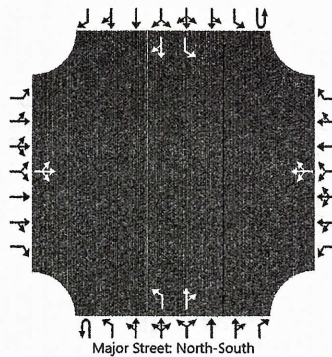
## General Information

|                          |                           |
|--------------------------|---------------------------|
| Analyst                  | MM                        |
| Agency/Co.               | O'Rourke Engineering & PI |
| Date Performed           | 4/26/2022                 |
| Analysis Year            | 2026                      |
| Time Analyzed            | AM - With Project         |
| Intersection Orientation | North-South               |
| Project Description      | Hillpointe Residential    |

## Site Information

|                            |                  |
|----------------------------|------------------|
| Intersection               | Jenkins & Graham |
| Jurisdiction               | St. Lucie County |
| East/West Street           | Graham Rd        |
| North/South Street         | Jenkins Rd       |
| Peak Hour Factor           | 0.95             |
| Analysis Time Period (hrs) | 0.25             |

## Lanes



## Vehicle Volumes and Adjustments

| Approach                   | Eastbound |           |     |     | Westbound |   |     |    | Northbound |    |     |    | Southbound |    |     |    |    |  |
|----------------------------|-----------|-----------|-----|-----|-----------|---|-----|----|------------|----|-----|----|------------|----|-----|----|----|--|
|                            | U         | L         | T   | R   | U         | L | T   | R  | U          | L  | T   | R  | U          | L  | T   | R  |    |  |
| Priority                   |           | 10        | 11  | 12  |           | 7 | 8   | 9  | 1U         | 1  | 2   | 3  | 4U         | 4  | 5   | 6  |    |  |
| Number of Lanes            |           | 0         | 1   | 0   |           | 0 | 1   | 0  | 0          | 1  | 1   | 0  | 0          | 1  | 1   | 0  |    |  |
| Configuration              |           |           | LTR |     |           |   | LTR |    |            | L  |     | TR |            |    | L   |    | TR |  |
| Volume (veh/h)             |           | 24        | 3   | 139 |           | 0 | 9   | 52 |            | 92 | 279 | 32 |            | 17 | 324 | 19 |    |  |
| Percent Heavy Vehicles (%) |           | 3         | 3   | 3   |           | 3 | 3   | 3  |            | 3  |     |    |            | 3  |     |    |    |  |
| Proportion Time Blocked    |           |           |     |     |           |   |     |    |            |    |     |    |            |    |     |    |    |  |
| Percent Grade (%)          |           | 0         |     |     |           | 0 |     |    |            |    |     |    |            |    |     |    |    |  |
| Right Turn Channelized     |           |           |     |     |           |   |     |    |            |    |     |    |            |    |     |    |    |  |
| Median Type   Storage      |           | Undivided |     |     |           |   |     |    |            |    |     |    |            |    |     |    |    |  |

## Critical and Follow-up Headways

|                              |  |      |      |      |  |      |      |      |  |      |  |  |  |      |  |  |
|------------------------------|--|------|------|------|--|------|------|------|--|------|--|--|--|------|--|--|
| Base Critical Headway (sec)  |  | 7.1  | 6.5  | 6.2  |  | 7.1  | 6.5  | 6.2  |  | 4.1  |  |  |  | 4.1  |  |  |
| Critical Headway (sec)       |  | 7.13 | 6.53 | 6.23 |  | 7.13 | 6.53 | 6.23 |  | 4.13 |  |  |  | 4.13 |  |  |
| Base Follow-Up Headway (sec) |  | 3.5  | 4.0  | 3.3  |  | 3.5  | 4.0  | 3.3  |  | 2.2  |  |  |  | 2.2  |  |  |
| Follow-Up Headway (sec)      |  | 3.53 | 4.03 | 3.33 |  | 3.53 | 4.03 | 3.33 |  | 2.23 |  |  |  | 2.23 |  |  |

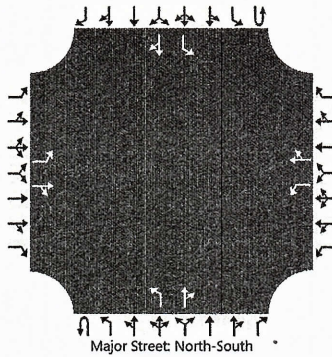
## Delay, Queue Length, and Level of Service

|   |  |      |      |  |  |      |      |  |  |     |      |  |  |     |      |  |  |
|---|--|------|------|--|--|------|------|--|--|-----|------|--|--|-----|------|--|--|
| Flow Rate, v (veh/h)                    |  |      | 175  |  |  |      | 64   |  |  |     | 97   |  |  |     | 18   |  |  |
| Capacity, c (veh/h)                     |  |      | 511  |  |  |      | 568  |  |  |     | 1191 |  |  |     | 1227 |  |  |
| v/c Ratio                               |  |      | 0.34 |  |  |      | 0.11 |  |  |     | 0.08 |  |  |     | 0.01 |  |  |
| 95% Queue Length, Q <sub>95</sub> (veh) |  |      | 1.5  |  |  |      | 0.4  |  |  |     | 0.3  |  |  |     | 0.0  |  |  |
| Control Delay (s/veh)                   |  |      | 15.7 |  |  |      | 12.1 |  |  |     | 8.3  |  |  |     | 8.0  |  |  |
| Level of Service (LOS)                  |  |      | C    |  |  |      | B    |  |  |     | A    |  |  |     | A    |  |  |
| Approach Delay (s/veh)                  |  | 15.7 |      |  |  | 12.1 |      |  |  | 1.9 |      |  |  | 0.4 |      |  |  |
| Approach LOS                            |  | C    |      |  |  | B    |      |  |  | A   |      |  |  | A   |      |  |  |

# HCS Two-Way Stop-Control Report

| General Information      |  |                            |                  | Site Information |  |  |  |
|--------------------------|--|----------------------------|------------------|------------------|--|--|--|
| Analyst                  | MM                                       | Intersection               | Jenkins & Graham |                  |  |  |  |
| Agency/Co.               | O'Rourke Engineering & PI                | Jurisdiction               | St. Lucie County |                  |  |  |  |
| Date Performed           | 4/26/2022                                | East/West Street           | Graham Rd        |                  |  |  |  |
| Analysis Year            | 2026                                     | North/South Street         | Jenkins Rd       |                  |  |  |  |
| Time Analyzed            | AM - With Project <i>w/ improvements</i> | Peak Hour Factor           | 0.95             |                  |  |  |  |
| Intersection Orientation | North-South                              | Analysis Time Period (hrs) | 0.25             |                  |  |  |  |
| Project Description      | Hillpointe Residential                   |                            |                  |                  |  |  |  |

## Lanes



## Vehicle Volumes and Adjustments

| Approach                   | Eastbound |           |    |     | Westbound |   |   |    | Northbound |    |     |    | Southbound |    |     |    |
|----------------------------|-----------|-----------|----|-----|-----------|---|---|----|------------|----|-----|----|------------|----|-----|----|
|                            | U         | L         | T  | R   | U         | L | T | R  | U          | L  | T   | R  | U          | L  | T   | R  |
| Movement                   |           |           |    |     |           |   |   |    |            |    |     |    |            |    |     |    |
| Priority                   |           | 10        | 11 | 12  |           | 7 | 8 | 9  | 1U         | 1  | 2   | 3  | 4U         | 4  | 5   | 6  |
| Number of Lanes            |           | 1         | 1  | 0   |           | 1 | 1 | 0  | 0          | 1  | 1   | 0  | 0          | 1  | 1   | 0  |
| Configuration              |           | L         |    | TR  |           | L |   | TR |            | L  |     | TR |            | L  |     | TR |
| Volume (veh/h)             |           | 24        | 3  | 139 |           | 0 | 9 | 52 |            | 92 | 279 | 32 |            | 17 | 324 | 19 |
| Percent Heavy Vehicles (%) |           | 3         | 3  | 3   |           | 3 | 3 | 3  |            | 3  |     |    |            | 3  |     |    |
| Proportion Time Blocked    |           |           |    |     |           |   |   |    |            |    |     |    |            |    |     |    |
| Percent Grade (%)          |           | 0         |    |     |           | 0 |   |    |            |    |     |    |            |    |     |    |
| Right Turn Channelized     |           |           |    |     |           |   |   |    |            |    |     |    |            |    |     |    |
| Median Type   Storage      |           | Undivided |    |     |           |   |   |    |            |    |     |    |            |    |     |    |

## Critical and Follow-up Headways

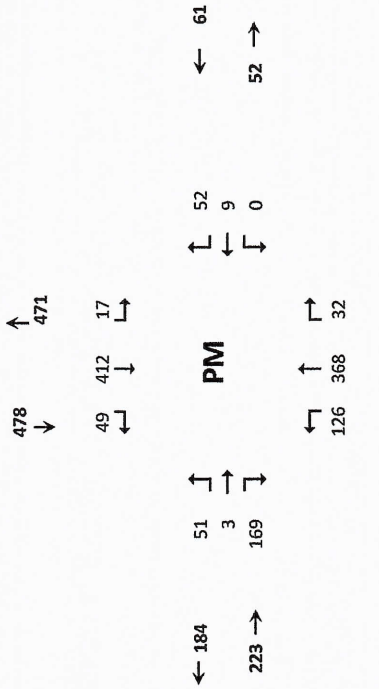
|                              |  |      |      |      |  |      |      |      |  |      |  |  |  |      |  |  |
|------------------------------|--|------|------|------|--|------|------|------|--|------|--|--|--|------|--|--|
| Base Critical Headway (sec)  |  | 7.1  | 6.5  | 6.2  |  | 7.1  | 6.5  | 6.2  |  | 4.1  |  |  |  | 4.1  |  |  |
| Critical Headway (sec)       |  | 7.13 | 6.53 | 6.23 |  | 7.13 | 6.53 | 6.23 |  | 4.13 |  |  |  | 4.13 |  |  |
| Base Follow-Up Headway (sec) |  | 3.5  | 4.0  | 3.3  |  | 3.5  | 4.0  | 3.3  |  | 2.2  |  |  |  | 2.2  |  |  |
| Follow-Up Headway (sec)      |  | 3.53 | 4.03 | 3.33 |  | 3.53 | 4.03 | 3.33 |  | 2.23 |  |  |  | 2.23 |  |  |

## Delay, Queue Length, and Level of Service

|   |  |      |  |      |  |      |  |      |  |      |  |  |  |      |  |  |
|---|--|------|--|------|--|------|--|------|--|------|--|--|--|------|--|--|
| Flow Rate, v (veh/h)                    |  | 25   |  | 149  |  | 0    |  | 64   |  | 97   |  |  |  | 18   |  |  |
| Capacity, c (veh/h)                     |  | 216  |  | 665  |  | 187  |  | 568  |  | 1191 |  |  |  | 1227 |  |  |
| v/c Ratio                               |  | 0.12 |  | 0.22 |  | 0.00 |  | 0.11 |  | 0.08 |  |  |  | 0.01 |  |  |
| 95% Queue Length, Q <sub>95</sub> (veh) |  | 0.4  |  | 0.9  |  | 0.0  |  | 0.4  |  | 0.3  |  |  |  | 0.0  |  |  |
| Control Delay (s/veh)                   |  | 23.9 |  | 12.0 |  | 24.2 |  | 12.1 |  | 8.3  |  |  |  | 8.0  |  |  |
| Level of Service (LOS)                  |  | C    |  | B    |  | C    |  | B    |  | A    |  |  |  | A    |  |  |
| Approach Delay (s/veh)                  |  | 13.7 |  |      |  | 12.1 |  |      |  | 1.9  |  |  |  | 0.4  |  |  |
| Approach LOS                            |  | B    |  |      |  | B    |  |      |  | A    |  |  |  | A    |  |  |

# TURNING MOVEMENT VOLUME COUNTS

N/S STREET: Jenkins Road  
 FILENAME: Hillpointe Residential  
 E/W STREET: Graham Road  
 ANALYSIS YEAR: 2026 - With Project



| 15 Min Period lanes | Northbound |     |     | Southbound |     |     | Eastbound |     |     | Westbound |     |     | ONE HOUR SUM |       |
|---------------------|------------|-----|-----|------------|-----|-----|-----------|-----|-----|-----------|-----|-----|--------------|-------|
|                     | NBL        | NBT | NBR | SBL        | SBT | SBR | EBL       | EBT | EBR | WBL       | WBT | WBR |              | TOTAL |
| 4:00-4:15           | 36         | 52  | 0   | 0          | 66  | 4   | 8         | 0   | 30  | 0         | 0   | 0   | 196          | 773   |
| 4:15-4:30           | 35         | 71  | 0   | 0          | 41  | 14  | 6         | 0   | 39  | 0         | 0   | 0   | 206          | 781   |
| 4:30-4:45           | 26         | 55  | 0   | 0          | 47  | 6   | 18        | 0   | 37  | 0         | 0   | 0   | 189          | 749   |
| 4:45-5:00           | 30         | 54  | 0   | 0          | 50  | 14  | 5         | 0   | 29  | 0         | 0   | 0   | 182          | 727   |
| 5:00-5:15           | 21         | 49  | 0   | 0          | 61  | 11  | 18        | 0   | 44  | 0         | 0   | 0   | 204          | 701   |
| 5:15-5:30           | 30         | 42  | 0   | 0          | 42  | 8   | 7         | 0   | 45  | 0         | 0   | 0   | 174          |       |
| 5:30-5:45           | 40         | 43  | 0   | 0          | 42  | 5   | 6         | 0   | 31  | 0         | 0   | 0   | 167          |       |
| 5:45-6:00           | 31         | 35  | 0   | 0          | 42  | 14  | 5         | 0   | 29  | 0         | 0   | 0   | 156          |       |

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

Volumes 112 229 0 0 199 45 47 0 149 0 0 0 0 781  
 Season Factor 112 229 0 0 199 45 47 0 149 0 0 0 0 781  
 Growth 121 248 0 0 215 49 51 0 161 0 0 0 0 846  
 In/Out OUT 0 0 0 0 IN 0 0 0 0 IN 0 0 0 0 0  
 Percentage 10% 56% 0% 0% 56% 0% 0% 0% 10% 0% 0% 0% 0% 0%  
 Project 5 27 0 0 0 0 45 0 8 0 0 0 0 0  
 Mariner Cove 0 4 0 0 8 0 0 0 0 0 0 0 0 0  
 39 Acre  
 Residential 0 12 0 0 3 0 0 0 0 0 0 0 0 0  
 Whispering Oaks 0 20 0 0 21 0 0 0 0 0 0 0 0 0  
 SLCC 0 16 0 0 0 0 59 0 0 0 0 0 0 0  
 WeWa 0 8 0 0 0 0 8 0 0 0 0 0 0 0  
 Creekside 0 0 0 0 0 0 0 0 0 0 0 0 0 0  
 King's Center 0 0 0 0 0 0 0 0 0 0 0 0 0 0  
 Waypoint 0 0 32 17 0 0 0 0 3 0 0 9 52 0  
 Bent Creek 0 4 0 0 2 0 0 0 0 0 0 0 0 0  
 Celebration Pointe 0 29 0 0 50 0 0 0 0 0 0 0 0 0  
 Total 126 368 32 17 412 49 51 3 169 0 9 52 1288

Seasonal Factor: 1  
 Growth Rate: 1.01  
 Trips In: 81  
 Trips Out: 48  
 Years Grown: 8

# HCS Two-Way Stop-Control Report

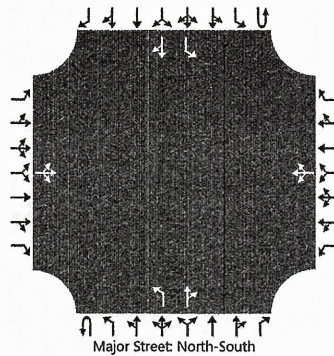
## General Information

|                          |                           |
|--------------------------|---------------------------|
| Analyst                  | MM                        |
| Agency/Co.               | O'Rourke Engineering & PI |
| Date Performed           | 4/26/2022                 |
| Analysis Year            | 2026                      |
| Time Analyzed            | PM - With Project         |
| Intersection Orientation | North-South               |
| Project Description      | Hillpointe Residential    |

## Site Information

|                            |                  |
|----------------------------|------------------|
| Intersection               | Jenkins & Graham |
| Jurisdiction               | St. Lucie County |
| East/West Street           | Graham Rd        |
| North/South Street         | Jenkins Rd       |
| Peak Hour Factor           | 0.95             |
| Analysis Time Period (hrs) | 0.25             |

## Lanes



## Vehicle Volumes and Adjustments

| Approach                   | Eastbound |           |     |     | Westbound |   |     |    | Northbound |     |     |    | Southbound |    |     |    |  |
|----------------------------|-----------|-----------|-----|-----|-----------|---|-----|----|------------|-----|-----|----|------------|----|-----|----|--|
|                            | U         | L         | T   | R   | U         | L | T   | R  | U          | L   | T   | R  | U          | L  | T   | R  |  |
| Movement                   |           |           |     |     |           |   |     |    |            |     |     |    |            |    |     |    |  |
| Priority                   |           | 10        | 11  | 12  |           | 7 | 8   | 9  | 1U         | 1   | 2   | 3  | 4U         | 4  | 5   | 6  |  |
| Number of Lanes            |           | 0         | 1   | 0   |           | 0 | 1   | 0  |            | 0   | 1   | 0  |            | 0  | 1   | 0  |  |
| Configuration              |           |           | LTR |     |           |   | LTR |    |            | L   |     | TR |            | L  |     | TR |  |
| Volume (veh/h)             |           | 51        | 3   | 169 |           | 0 | 9   | 52 |            | 126 | 368 | 32 |            | 17 | 412 | 49 |  |
| Percent Heavy Vehicles (%) |           | 3         | 3   | 3   |           | 3 | 3   | 3  |            | 3   |     |    |            | 3  |     |    |  |
| Proportion Time Blocked    |           |           |     |     |           |   |     |    |            |     |     |    |            |    |     |    |  |
| Percent Grade (%)          |           | 0         |     |     |           | 0 |     |    |            |     |     |    |            |    |     |    |  |
| Right Turn Channelized     |           |           |     |     |           |   |     |    |            |     |     |    |            |    |     |    |  |
| Median Type   Storage      |           | Undivided |     |     |           |   |     |    |            |     |     |    |            |    |     |    |  |

## Critical and Follow-up Headways

|                              |  |      |      |      |  |      |      |      |  |      |  |  |  |      |  |  |
|------------------------------|--|------|------|------|--|------|------|------|--|------|--|--|--|------|--|--|
| Base Critical Headway (sec)  |  | 7.1  | 6.5  | 6.2  |  | 7.1  | 6.5  | 6.2  |  | 4.1  |  |  |  | 4.1  |  |  |
| Critical Headway (sec)       |  | 7.13 | 6.53 | 6.23 |  | 7.13 | 6.53 | 6.23 |  | 4.13 |  |  |  | 4.13 |  |  |
| Base Follow-Up Headway (sec) |  | 3.5  | 4.0  | 3.3  |  | 3.5  | 4.0  | 3.3  |  | 2.2  |  |  |  | 2.2  |  |  |
| Follow-Up Headway (sec)      |  | 3.53 | 4.03 | 3.33 |  | 3.53 | 4.03 | 3.33 |  | 2.23 |  |  |  | 2.23 |  |  |

## Delay, Queue Length, and Level of Service

|   |  |      |      |  |  |      |      |  |  |     |      |  |  |     |      |  |  |
|---|--|------|------|--|--|------|------|--|--|-----|------|--|--|-----|------|--|--|
| Flow Rate, v (veh/h)                    |  |      | 235  |  |  |      | 64   |  |  |     | 133  |  |  |     | 18   |  |  |
| Capacity, c (veh/h)                     |  |      | 322  |  |  |      | 446  |  |  |     | 1071 |  |  |     | 1133 |  |  |
| v/c Ratio                               |  |      | 0.73 |  |  |      | 0.14 |  |  |     | 0.12 |  |  |     | 0.02 |  |  |
| 95% Queue Length, Q <sub>95</sub> (veh) |  |      | 5.4  |  |  |      | 0.5  |  |  |     | 0.4  |  |  |     | 0.0  |  |  |
| Control Delay (s/veh)                   |  |      | 41.2 |  |  |      | 14.4 |  |  |     | 8.8  |  |  |     | 8.2  |  |  |
| Level of Service (LOS)                  |  |      | E    |  |  |      | B    |  |  |     | A    |  |  |     | A    |  |  |
| Approach Delay (s/veh)                  |  | 41.2 |      |  |  | 14.4 |      |  |  | 2.1 |      |  |  | 0.3 |      |  |  |
| Approach LOS                            |  | E    |      |  |  | B    |      |  |  | A   |      |  |  | A   |      |  |  |

# HCS Two-Way Stop-Control Report

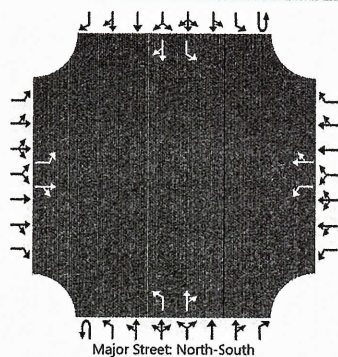
## General Information

|                          |                           |
|--------------------------|---------------------------|
| Analyst                  | MM                        |
| Agency/Co.               | O'Rourke Engineering & PI |
| Date Performed           | 4/26/2022                 |
| Analysis Year            | 2026                      |
| Time Analyzed            | PM - With Project         |
| Intersection Orientation | North-South               |
| Project Description      | Hillpointe Residential    |

## Site Information

|                            |                  |
|----------------------------|------------------|
| Intersection               | Jenkins & Graham |
| Jurisdiction               | St. Lucie County |
| East/West Street           | Graham Rd        |
| North/South Street         | Jenkins Rd       |
| Peak Hour Factor           | 0.95             |
| Analysis Time Period (hrs) | 0.25             |

## Lanes



## Vehicle Volumes and Adjustments

| Approach                   | Eastbound |           |    |     | Westbound |   |   |    | Northbound |     |     |    | Southbound |    |     |    |  |
|----------------------------|-----------|-----------|----|-----|-----------|---|---|----|------------|-----|-----|----|------------|----|-----|----|--|
|                            | U         | L         | T  | R   | U         | L | T | R  | U          | L   | T   | R  | U          | L  | T   | R  |  |
| Movement                   |           |           |    |     |           |   |   |    |            |     |     |    |            |    |     |    |  |
| Priority                   |           | 10        | 11 | 12  |           | 7 | 8 | 9  | 1U         | 1   | 2   | 3  | 4U         | 4  | 5   | 6  |  |
| Number of Lanes            |           | 1         | 1  | 0   |           | 1 | 1 | 0  | 0          | 1   | 1   | 0  | 0          | 1  | 1   | 0  |  |
| Configuration              |           | L         |    | TR  |           | L |   | TR |            | L   |     | TR |            | L  |     | TR |  |
| Volume (veh/h)             |           | 51        | 3  | 169 |           | 0 | 9 | 52 |            | 126 | 368 | 32 |            | 17 | 412 | 49 |  |
| Percent Heavy Vehicles (%) |           | 3         | 3  | 3   |           | 3 | 3 | 3  |            | 3   |     |    |            | 3  |     |    |  |
| Proportion Time Blocked    |           |           |    |     |           |   |   |    |            |     |     |    |            |    |     |    |  |
| Percent Grade (%)          |           | 0         |    |     |           | 0 |   |    |            |     |     |    |            |    |     |    |  |
| Right Turn Channelized     |           |           |    |     |           |   |   |    |            |     |     |    |            |    |     |    |  |
| Median Type   Storage      |           | Undivided |    |     |           |   |   |    |            |     |     |    |            |    |     |    |  |

## Critical and Follow-up Headways

|                              |  |      |      |      |  |      |      |      |  |      |  |  |  |      |  |  |
|------------------------------|--|------|------|------|--|------|------|------|--|------|--|--|--|------|--|--|
| Base Critical Headway (sec)  |  | 7.1  | 6.5  | 6.2  |  | 7.1  | 6.5  | 6.2  |  | 4.1  |  |  |  | 4.1  |  |  |
| Critical Headway (sec)       |  | 7.13 | 6.53 | 6.23 |  | 7.13 | 6.53 | 6.23 |  | 4.13 |  |  |  | 4.13 |  |  |
| Base Follow-Up Headway (sec) |  | 3.5  | 4.0  | 3.3  |  | 3.5  | 4.0  | 3.3  |  | 2.2  |  |  |  | 2.2  |  |  |
| Follow-Up Headway (sec)      |  | 3.53 | 4.03 | 3.33 |  | 3.53 | 4.03 | 3.33 |  | 2.23 |  |  |  | 2.23 |  |  |

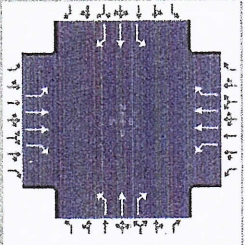
## Delay, Queue Length, and Level of Service

|   |  |      |  |      |  |      |  |      |  |      |  |  |  |      |  |  |  |
|---|--|------|--|------|--|------|--|------|--|------|--|--|--|------|--|--|--|
| Flow Rate, v (veh/h)                    |  | 54   |  | 181  |  | 0    |  | 64   |  | 133  |  |  |  | 18   |  |  |  |
| Capacity, c (veh/h)                     |  | 130  |  | 572  |  | 106  |  | 446  |  | 1071 |  |  |  | 1133 |  |  |  |
| v/c Ratio                               |  | 0.41 |  | 0.32 |  | 0.00 |  | 0.14 |  | 0.12 |  |  |  | 0.02 |  |  |  |
| 95% Queue Length, Q <sub>95</sub> (veh) |  | 1.8  |  | 1.4  |  | 0.0  |  | 0.5  |  | 0.4  |  |  |  | 0.0  |  |  |  |
| Control Delay (s/veh)                   |  | 50.9 |  | 14.2 |  | 39.1 |  | 14.4 |  | 8.8  |  |  |  | 8.2  |  |  |  |
| Level of Service (LOS)                  |  | F    |  | B    |  | E    |  | B    |  | A    |  |  |  | A    |  |  |  |
| Approach Delay (s/veh)                  |  | 22.6 |  |      |  | 14.4 |  |      |  | 2.1  |  |  |  | 0.3  |  |  |  |
| Approach LOS                            |  | C    |  |      |  | B    |  |      |  | A    |  |  |  | A    |  |  |  |



## HCS7 Signalized Intersection Results Summary

| General Information |                                 |               |                                | Intersection Information |         |  |  |
|---------------------|---------------------------------|---------------|--------------------------------|--------------------------|---------|--|--|
| Agency              | O'Rourke Engineering & Planning |               |                                | Duration, h              | 0.250   |  |  |
| Analyst             | WA                              | Analysis Date | Mar 10, 2022                   | Area Type                | Other   |  |  |
| Jurisdiction        | St. Lucie County                | Time Period   | AM                             | PHF                      | 0.84    |  |  |
| Urban Street        | Orange Avenue                   | Analysis Year | 2022                           | Analysis Period          | 1> 7:00 |  |  |
| Intersection        | Orange & Jenkins                | File Name     | C3 Orange & Jenkins - EXAM.xus |                          |         |  |  |
| Project Description | 2022                            |               |                                |                          |         |  |  |



| Demand Information | EB |     |     | WB  |     |   | NB |   |     | SB |    |   |
|--------------------|----|-----|-----|-----|-----|---|----|---|-----|----|----|---|
|                    | L  | T   | R   | L   | T   | R | L  | T | R   | L  | T  | R |
| Approach Movement  |    |     |     |     |     |   |    |   |     |    |    |   |
| Demand (v), veh/h  | 13 | 520 | 112 | 172 | 684 | 5 | 86 | 6 | 140 | 16 | 14 | 9 |

| Signal Information |       |                 |     | Signal Timing (s) |     |     |      |     |     |      |   |   |   |   |
|--------------------|-------|-----------------|-----|-------------------|-----|-----|------|-----|-----|------|---|---|---|---|
| Cycle, s           | 120.0 | Reference Phase | 2   | Green             | 2.8 | 4.7 | 71.5 | 3.3 | 4.5 | 12.0 | 1 | 2 | 3 | 4 |
| Offset, s          | 0     | Reference Point | End | Yellow            | 4.3 | 0.0 | 4.3  | 4.3 | 0.0 | 4.3  | 5 | 6 | 7 | 8 |
| Uncoordinated      | No    | Simult. Gap E/W | On  | Red               | 1.0 | 0.0 | 1.0  | 1.0 | 0.0 | 1.0  |   |   |   |   |
| Force Mode         | Fixed | Simult. Gap N/S | On  |                   |     |     |      |     |     |      |   |   |   |   |

| Timer Results                             | EBL  | EBT  | WBL  | WBT  | NBL  | NBT  | SBL  | SBT  |
|---|------|------|------|------|------|------|------|------|
| Assigned Phase                            | 5    | 2    | 1    | 6    | 3    | 8    | 7    | 4    |
| Case Number                               | 1.1  | 3.0  | 1.1  | 3.0  | 1.1  | 3.0  | 1.1  | 3.0  |
| Phase Duration, s                         | 8.1  | 76.8 | 12.8 | 81.5 | 13.1 | 21.8 | 8.6  | 17.3 |
| Change Period, (Y+R <sub>c</sub> ), s     | 5.3  | 5.3  | 5.3  | 5.3  | 5.3  | 5.3  | 5.3  | 5.3  |
| Max Allow Headway (MAH), s                | 3.0  | 0.0  | 3.0  | 0.0  | 3.0  | 3.2  | 3.0  | 3.2  |
| Queue Clearance Time (g <sub>s</sub> ), s | 2.4  |      | 7.2  |      | 8.0  | 14.2 | 3.1  | 3.0  |
| Green Extension Time (g <sub>e</sub> ), s | 0.0  | 0.0  | 0.3  | 0.0  | 0.1  | 0.4  | 0.0  | 0.4  |
| Phase Call Probability                    | 0.40 |      | 1.00 |      | 0.97 | 1.00 | 0.47 | 1.00 |
| Max Out Probability                       | 0.00 |      | 0.00 |      | 0.01 | 0.00 | 0.00 | 0.00 |

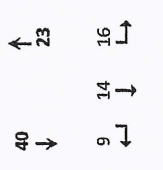
| Movement Group Results                          | EB    |       |       | WB    |       |       | NB    |       |       | SB    |       |       |
|---|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
|   | L     | T     | R     | L     | T     | R     | L     | T     | R     | L     | T     | R     |
| Approach Movement                               |       |       |       |       |       |       |       |       |       |       |       |       |
| Assigned Movement                               | 5     | 2     | 12    | 1     | 6     | 16    | 3     | 8     | 18    | 7     | 4     | 14    |
| Adjusted Flow Rate (v), veh/h                   | 15    | 619   | 133   | 205   | 814   | 6     | 102   | 7     | 167   | 19    | 17    | 11    |
| Adjusted Saturation Flow Rate (s), veh/h/ln     | 1781  | 1781  | 1585  | 1781  | 1781  | 1585  | 1781  | 1870  | 1585  | 1781  | 1870  | 1585  |
| Queue Service Time (g <sub>s</sub> ), s         | 0.4   | 10.2  | 4.5   | 5.2   | 13.0  | 0.2   | 6.0   | 0.4   | 12.2  | 1.1   | 1.0   | 0.7   |
| Cycle Queue Clearance Time (g <sub>c</sub> ), s | 0.4   | 10.2  | 4.5   | 5.2   | 13.0  | 0.2   | 6.0   | 0.4   | 12.2  | 1.1   | 1.0   | 0.7   |
| Green Ratio (g/C)                               | 0.62  | 0.60  | 0.60  | 0.67  | 0.63  | 0.63  | 0.18  | 0.14  | 0.14  | 0.13  | 0.10  | 0.10  |
| Capacity (c), veh/h                             | 444   | 2122  | 944   | 582   | 2260  | 1006  | 305   | 258   | 218   | 250   | 187   | 158   |
| Volume-to-Capacity Ratio (X)                    | 0.035 | 0.292 | 0.141 | 0.352 | 0.360 | 0.006 | 0.336 | 0.028 | 0.763 | 0.076 | 0.089 | 0.068 |
| Back of Queue (Q), ft/ln (95 th percentile)     | 6.6   | 174.5 | 69.6  | 79.5  | 209.6 | 2.5   | 119.5 | 8.3   | 213.7 | 22.6  | 20.5  | 13.2  |
| Back of Queue (Q), veh/ln (95 th percentile)    | 0.3   | 6.9   | 2.7   | 3.1   | 8.3   | 0.1   | 4.7   | 0.3   | 8.4   | 0.9   | 0.8   | 0.5   |
| Queue Storage Ratio (RQ) (95 th percentile)     | 0.00  | 0.00  | 0.00  | 0.00  | 0.00  | 0.00  | 0.00  | 0.00  | 0.00  | 0.00  | 0.00  | 0.00  |
| Uniform Delay (d <sub>1</sub> ), s/veh          | 9.2   | 11.9  | 10.7  | 8.2   | 10.4  | 8.0   | 43.3  | 44.8  | 49.8  | 46.2  | 49.0  | 48.9  |
| Incremental Delay (d <sub>2</sub> ), s/veh      | 0.0   | 0.3   | 0.3   | 0.1   | 0.4   | 0.0   | 0.2   | 0.0   | 2.1   | 0.0   | 0.1   | 0.1   |
| Initial Queue Delay (d <sub>3</sub> ), s/veh    | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   |
| Control Delay (d), s/veh                        | 9.2   | 12.2  | 11.0  | 8.3   | 10.8  | 8.1   | 43.5  | 44.8  | 51.9  | 46.2  | 49.1  | 49.0  |
| Level of Service (LOS)                          | A     | B     | B     | A     | B     | A     | D     | D     | D     | D     | D     | D     |
| Approach Delay, s/veh / LOS                     | 11.9  |       | B     | 10.3  |       | B     | 48.6  |       | D     | 47.9  |       | D     |
| Intersection Delay, s/veh / LOS                 | 16.7  |       |       |       |       |       | B     |       |       |       |       |       |

| Multimodal Results         | EB   | WB | NB   | SB |
|----------------------------|------|----|------|----|
| Pedestrian LOS Score / LOS | 2.08 | B  | 2.07 | B  |
| Bicycle LOS Score / LOS    | 1.12 | A  | 1.33 | A  |

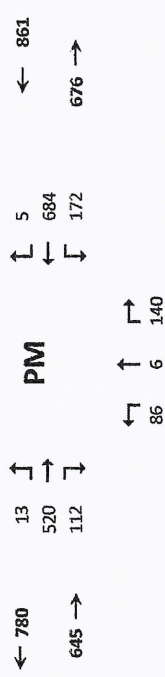
# TURNING MOVEMENT VOLUME COUNTS

N/S STREET: E/W STREET: Orange Ave.  
 FILENAME: Upoint C  
 ANALYSIS YEAR: 2022

Jenkins Rd.



| 15 Min Period lanes | Northbound |     |     |     | Southbound |     |     |     | Eastbound |     |     |     | Westbound |     |     |       | ONE HOUR SUM |
|---------------------|------------|-----|-----|-----|------------|-----|-----|-----|-----------|-----|-----|-----|-----------|-----|-----|-------|--------------|
|                     | NBL        | NBT | NBR | NBR | SBL        | SBT | SBR | SBR | EBL       | EBT | EBR | EBR | WBL       | WBT | WBR | TOTAL |              |
| 4:00-4:15           | 1          | 1   | 18  | 18  | 3          | 5   | 4   | 4   | 6         | 81  | 18  | 18  | 21        | 116 | 5   | 293   |              |
| 4:15-4:30           | 1          | 1   | 25  | 25  | 5          | 3   | 1   | 1   | 2         | 79  | 14  | 14  | 32        | 139 | 3   | 320   |              |
| 4:30-4:45           | 1          | 1   | 30  | 30  | 5          | 5   | 5   | 5   | 5         | 94  | 28  | 28  | 24        | 131 | 1   | 352   |              |
| 4:45-5:00           | 1          | 1   | 22  | 22  | 4          | 1   | 2   | 2   | 2         | 107 | 20  | 20  | 29        | 115 | 1   | 322   |              |
| 5:00-5:15           | 1          | 1   | 36  | 36  | 5          | 3   | 1   | 3   | 3         | 106 | 25  | 25  | 56        | 147 | 0   | 399   |              |
| 5:15-5:30           | 1          | 1   | 32  | 32  | 0          | 3   | 0   | 1   | 1         | 139 | 23  | 23  | 39        | 194 | 2   | 452   |              |
| 5:30-5:45           | 1          | 1   | 28  | 28  | 1          | 2   | 2   | 1   | 1         | 100 | 11  | 11  | 28        | 128 | 2   | 319   |              |
| 5:45-6:00           | 0          | 0   | 24  | 24  | 0          | 0   | 1   | 1   | 1         | 81  | 17  | 17  | 22        | 86  | 1   | 258   |              |



PM PEAK HOUR IS FROM:

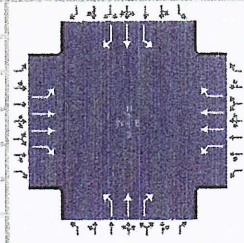
| 4:30 PM TO 5:30 PM | 4:30 PM TO 5:30 PM |
|--------------------|--------------------|
| Volumes            | 120                |
| Season Factor      | 1.12               |
| Growth             | 1.010              |
| In/Out             | 0%                 |
| Percentage         | 0%                 |
| Project            | 0%                 |

| Seasonal Factor: | Trips In: | Trips Out: | Years Growth: | PHF:  |
|------------------|-----------|------------|---------------|-------|
| 1.12             | 4         | 4          | 4             | 0.843 |

| Total | 86 | 6 | 140 | 16 | 14 | 9 | 13 | 520 | 112 | 172 | 684 | 5 | 1777 |
|-------|----|---|-----|----|----|---|----|-----|-----|-----|-----|---|------|
|-------|----|---|-----|----|----|---|----|-----|-----|-----|-----|---|------|

# HCS7 Signalized Intersection Results Summary

| General Information |                                 |               |                                | Intersection Information |         |  |  |
|---------------------|---------------------------------|---------------|--------------------------------|--------------------------|---------|--|--|
| Agency              | O'Rourke Engineering & Planning |               |                                | Duration, h              | 0.250   |  |  |
| Analyst             | WA                              | Analysis Date | Mar 10, 2022                   | Area Type                | Other   |  |  |
| Jurisdiction        | St. Lucie County                | Time Period   | PM                             | PHF                      | 0.83    |  |  |
| Urban Street        | Orange Avenue                   | Analysis Year | 2022                           | Analysis Period          | 1> 4:00 |  |  |
| Intersection        | Orange & Jenkins                | File Name     | C3 Orange & Jenkins - EXPM.xus |                          |         |  |  |
| Project Description | 2022                            |               |                                |                          |         |  |  |



| Demand Information | EB |     |    | WB  |     |    | NB |    |     | SB |   |    |
|--------------------|----|-----|----|-----|-----|----|----|----|-----|----|---|----|
|                    | L  | T   | R  | L   | T   | R  | L  | T  | R   | L  | T | R  |
| Approach Movement  |    |     |    |     |     |    |    |    |     |    |   |    |
| Demand (v), veh/h  | 59 | 673 | 62 | 103 | 439 | 27 | 89 | 11 | 103 | 18 | 8 | 17 |

| Signal Information |       |                 |     |        |     |     |      |     |     |      |  |  |  |
|--------------------|-------|-----------------|-----|--------|-----|-----|------|-----|-----|------|--|--|--|
| Cycle, s           | 120.0 | Reference Phase | 2   |        |     |     |      |     |     |      |  |  |  |
| Offset, s          | 0     | Reference Point | End |        |     |     |      |     |     |      |  |  |  |
| Uncoordinated      | No    | Simult. Gap E/W | On  | Green  | 6.3 | 0.5 | 71.8 | 3.6 | 4.5 | 12.0 |  |  |  |
| Force Mode         | Fixed | Simult. Gap N/S | On  | Yellow | 4.3 | 0.0 | 4.3  | 4.3 | 0.0 | 4.3  |  |  |  |
|                    |       |                 |     | Red    | 1.0 | 0.0 | 1.0  | 1.0 | 0.0 | 1.0  |  |  |  |

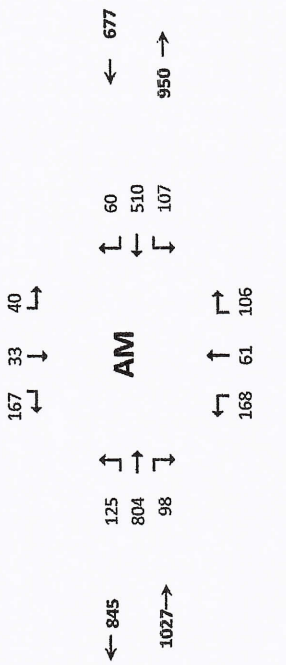
| Timer Results                             | EBL  | EBT  | WBL  | WBT  | NBL  | NBT  | SBL  | SBT  |
|---|------|------|------|------|------|------|------|------|
| Assigned Phase                            | 5    | 2    | 1    | 6    | 3    | 8    | 7    | 4    |
| Case Number                               | 1.1  | 3.0  | 1.1  | 3.0  | 1.1  | 3.0  | 1.1  | 3.0  |
| Phase Duration, s                         | 11.6 | 77.1 | 12.2 | 77.6 | 13.5 | 21.8 | 8.9  | 17.3 |
| Change Period, (Y+R <sub>c</sub> ), s     | 5.3  | 5.3  | 5.3  | 5.3  | 5.3  | 5.3  | 5.3  | 5.3  |
| Max Allow Headway (MAH), s                | 3.0  | 0.0  | 3.0  | 0.0  | 3.0  | 3.2  | 3.0  | 3.2  |
| Queue Clearance Time (g <sub>s</sub> ), s | 3.7  |      | 5.1  |      | 8.3  | 10.8 | 3.3  | 3.4  |
| Green Extension Time (g <sub>e</sub> ), s | 0.1  | 0.0  | 0.2  | 0.0  | 0.1  | 0.3  | 0.0  | 0.3  |
| Phase Call Probability                    | 0.91 |      | 0.98 |      | 0.97 | 1.00 | 0.51 | 1.00 |
| Max Out Probability                       | 0.00 |      | 0.00 |      | 0.01 | 0.00 | 0.00 | 0.00 |

| Movement Group Results                          | EB    |       |       | WB    |       |       | NB    |       |       | SB    |       |       |
|---|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
|   | L     | T     | R     | L     | T     | R     | L     | T     | R     | L     | T     | R     |
| Approach Movement                               |       |       |       |       |       |       |       |       |       |       |       |       |
| Assigned Movement                               | 5     | 2     | 12    | 1     | 6     | 16    | 3     | 8     | 18    | 7     | 4     | 14    |
| Adjusted Flow Rate (v), veh/h                   | 71    | 811   | 75    | 124   | 529   | 33    | 107   | 13    | 124   | 22    | 10    | 20    |
| Adjusted Saturation Flow Rate (s), veh/h/ln     | 1781  | 1781  | 1585  | 1781  | 1781  | 1585  | 1781  | 1870  | 1585  | 1781  | 1870  | 1585  |
| Queue Service Time (g <sub>s</sub> ), s         | 1.7   | 14.2  | 2.4   | 3.1   | 8.3   | 1.0   | 6.3   | 0.7   | 8.8   | 1.3   | 0.6   | 1.4   |
| Cycle Queue Clearance Time (g <sub>c</sub> ), s | 1.7   | 14.2  | 2.4   | 3.1   | 8.3   | 1.0   | 6.3   | 0.7   | 8.8   | 1.3   | 0.6   | 1.4   |
| Green Ratio (g/C)                               | 0.65  | 0.60  | 0.60  | 0.66  | 0.60  | 0.60  | 0.18  | 0.14  | 0.14  | 0.13  | 0.10  | 0.10  |
| Capacity (c), veh/h                             | 606   | 2130  | 948   | 485   | 2146  | 955   | 315   | 258   | 218   | 253   | 187   | 158   |
| Volume-to-Capacity Ratio (X)                    | 0.117 | 0.381 | 0.079 | 0.256 | 0.246 | 0.034 | 0.341 | 0.051 | 0.568 | 0.086 | 0.052 | 0.129 |
| Back of Queue (Q), ft/ln (95 th percentile)     | 27.5  | 230.9 | 37.2  | 48.9  | 141.1 | 15.5  | 125   | 15.5  | 157.4 | 25.7  | 11.8  | 25.3  |
| Back of Queue (Q), veh/ln (95 th percentile)    | 1.1   | 9.1   | 1.5   | 1.9   | 5.6   | 0.6   | 4.9   | 0.6   | 6.2   | 1.0   | 0.5   | 1.0   |
| Queue Storage Ratio (RQ) (95 th percentile)     | 0.00  | 0.00  | 0.00  | 0.00  | 0.00  | 0.00  | 0.00  | 0.00  | 0.00  | 0.00  | 0.00  | 0.00  |
| Uniform Delay (d <sub>1</sub> ), s/veh          | 8.0   | 12.5  | 10.2  | 8.7   | 11.1  | 9.7   | 43.1  | 44.9  | 48.4  | 46.0  | 48.9  | 49.3  |
| Incremental Delay (d <sub>2</sub> ), s/veh      | 0.0   | 0.5   | 0.2   | 0.1   | 0.3   | 0.1   | 0.2   | 0.0   | 0.9   | 0.1   | 0.0   | 0.1   |
| Initial Queue Delay (d <sub>3</sub> ), s/veh    | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   |
| Control Delay (d), s/veh                        | 8.1   | 13.1  | 10.3  | 8.8   | 11.4  | 9.7   | 43.4  | 45.0  | 49.3  | 46.0  | 48.9  | 49.4  |
| Level of Service (LOS)                          | A     | B     | B     | A     | B     | A     | D     | D     | D     | D     | D     | D     |
| Approach Delay, s/veh / LOS                     | 12.5  |       | B     | 10.8  |       | B     | 46.4  |       | D     | 47.9  |       | D     |
| Intersection Delay, s/veh / LOS                 | 17.1  |       |       |       |       |       | B     |       |       |       |       |       |

| Multimodal Results         | EB   |  |   | WB   |  |   | NB   |  |   | SB   |  |   |
|----------------------------|------|--|---|------|--|---|------|--|---|------|--|---|
| Pedestrian LOS Score / LOS | 2.08 |  | B | 2.08 |  | B | 2.46 |  | B | 2.47 |  | B |
| Bicycle LOS Score / LOS    | 1.28 |  | A | 1.05 |  | A | 0.89 |  | A | 0.57 |  | A |

# TURNING MOVEMENT VOLUME COUNTS

**N/S STREET:** Jenkins Rd. **E/W STREET:** Orange Ave. **CONTROL:** Signal  
**FILENAME:** Jenkins Pointe - Waypoint **CITY:** Ft. Pierce  
**COUNT DATE:** 6/27/2018 **DAY:** Wednesday  
**REPORT DATE:** 3/10/2022 **ANALYSIS YEAR:** 2026 - Without Project



| 15 Min Period | Northbound |     |     | Southbound |     |     | Eastbound |     |     | Westbound |     |     | TOTAL | ONE HOUR SUM |
|---------------|------------|-----|-----|------------|-----|-----|-----------|-----|-----|-----------|-----|-----|-------|--------------|
|               | NBL        | NBT | NBR | SBL        | SBT | SBR | EBL       | EBT | EBR | WBL       | WBT | WBR |       |              |
| 7:00-7:15     | 21         | 6   | 15  | 1          | 2   | 4   | 6         | 101 | 13  | 17        | 99  | 4   | 289   | 1313         |
| 7:15-7:30     | 18         | 3   | 18  | 0          | 3   | 3   | 8         | 121 | 13  | 25        | 71  | 1   | 284   | 1327         |
| 7:30-7:45     | 17         | 2   | 18  | 2          | 1   | 1   | 16        | 143 | 15  | 22        | 101 | 4   | 342   | 1298         |
| 7:45-8:00     | 21         | 1   | 24  | 6          | 1   | 6   | 11        | 183 | 14  | 22        | 98  | 11  | 398   | 1228         |
| 8:00-8:15     | 17         | 3   | 25  | 7          | 2   | 4   | 14        | 108 | 9   | 16        | 92  | 6   | 303   | 1145         |
| 8:15-8:30     | 4          | 0   | 13  | 2          | 2   | 4   | 7         | 134 | 17  | 8         | 61  | 3   | 255   |              |
| 8:30-8:45     | 12         | 2   | 16  | 0          | 4   | 1   | 5         | 115 | 16  | 13        | 85  | 3   | 272   |              |
| 8:45-9:00     | 7          | 6   | 16  | 1          | 3   | 1   | 10        | 128 | 15  | 35        | 91  | 2   | 315   |              |

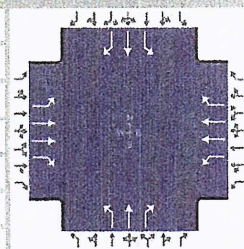
**AM PEAK HOUR IS FROM:** 7:15AM TO 8:15AM

|                     |     |    |     |    |    |     |     |     |    |     |     |    |      |
|---------------------|-----|----|-----|----|----|-----|-----|-----|----|-----|-----|----|------|
| Volumes             | 73  | 9  | 85  | 15 | 7  | 14  | 49  | 555 | 51 | 85  | 362 | 22 | 1327 |
| Season Factor       | 82  | 10 | 95  | 17 | 8  | 16  | 55  | 622 | 57 | 95  | 405 | 25 | 1486 |
| Growth              | 89  | 11 | 103 | 18 | 8  | 17  | 59  | 673 | 62 | 103 | 439 | 27 | 1609 |
| In/Out              | 0%  | 0% | 0%  | 0% | 0% | 0%  | 0%  | 0%  | 0% | 0%  | 0%  | 0% | 0%   |
| Percentage          | 0   | 0  | 0   | 0  | 0  | 0   | 0   | 0   | 0  | 0   | 0   | 0  | 0    |
| PROJECT             | 36  | 8  | 16  | 0  | 2  | 0   | 0   | 0   | 7  | 3   | 0   | 0  | 0    |
| Mariner Cove        | 36  | 7  | 3   | 0  | 1  | 0   | 0   | 0   | 8  | 1   | 0   | 0  | 0    |
| 39 Acre Residential | 0   | 5  | 0   | 17 | 17 | 35  | 9   | 0   | 0  | 0   | 0   | 5  | 0    |
| Whispering Oaks     | 0   | 28 | 0   | 5  | 5  | 0   | 0   | 5   | 0  | 0   | 28  | 28 | 0    |
| SILCC               | 0   | 0  | 0   | 0  | 0  | 0   | 0   | 0   | 0  | 0   | 0   | 0  | 0    |
| WaWa                | 0   | 2  | 0   | 0  | 0  | 0   | 0   | 0   | 0  | 0   | 0   | 0  | 0    |
| Kings Center        | 0   | 0  | 0   | 0  | 0  | 0   | 0   | 0   | 0  | 0   | 0   | 0  | 0    |
| Celebration Pointe  | 0   | 0  | 0   | 0  | 0  | 72  | 24  | 0   | 0  | 0   | 0   | 0  | 0    |
| Bent Creek          | 0   | 0  | 0   | 0  | 0  | 36  | 12  | 0   | 0  | 0   | 0   | 0  | 0    |
| Chick-FI-A          | 0   | 0  | 0   | 0  | 0  | 0   | 0   | 0   | 0  | 0   | 0   | 0  | 0    |
| Creekside           | 7   | 0  | 0   | 0  | 0  | 7   | 21  | 126 | 21 | 0   | 43  | 0  | 0    |
| Total               | 168 | 61 | 106 | 40 | 33 | 167 | 125 | 804 | 98 | 107 | 510 | 60 | 2280 |

**Seasonal Factor:** 1.12  
**Trips In**  
**Trips Out**  
**Growth Rate:** 1.010  
**Years Grown:** 8  
**PHF:** 0.834

# HCS7 Signalized Intersection Results Summary

| General Information |                                 |               |  | Intersection Information |         |  |  |
|---------------------|---------------------------------|---------------|--|--------------------------|---------|--|--|
| Agency              | O'Rourke Engineering & Planning |               |  | Duration, h              | 0.250   |  |  |
| Analyst             | WA                              | Analysis Date | Mar 10, 2022                                   | Area Type                | Other   |  |  |
| Jurisdiction        | St. Lucie County                | Time Period   | AM   | PHF                      | 0.84    |  |  |
| Urban Street        | Orange Avenue                   | Analysis Year | 2026   | Analysis Period          | 1> 7:00 |  |  |
| Intersection        | Orange & Jenkins                | File Name     | C3 Orange & Jenkins - AM - Without Project.xus |                          |         |  |  |
| Project Description | 2026 - Without Project          |               |  |                          |         |  |  |



| Demand Information | EB  |     |    | WB  |     |    | NB  |    |     | SB |    |     |
|--------------------|-----|-----|----|-----|-----|----|-----|----|-----|----|----|-----|
|                    | L   | T   | R  | L   | T   | R  | L   | T  | R   | L  | T  | R   |
| Approach Movement  |     |     |    |     |     |    |     |    |     |    |    |     |
| Demand (v), veh/h  | 125 | 804 | 98 | 107 | 510 | 60 | 168 | 61 | 106 | 40 | 33 | 167 |

| Signal Information |       |                 |     |        |     |      |     |     |      |     |  |  |  |  |
|--------------------|-------|-----------------|-----|--------|-----|------|-----|-----|------|-----|--|--|--|--|
| Cycle, s           | 120.0 | Reference Phase | 2   |        |     |      |     |     |      |     |  |  |  |  |
| Offset, s          | 0     | Reference Point | End |        |     |      |     |     |      |     |  |  |  |  |
| Uncoordinated      | No    | Simult. Gap E/W | On  |        |     |      |     |     |      |     |  |  |  |  |
| Force Mode         | Fixed | Simult. Gap N/S | On  |        |     |      |     |     |      |     |  |  |  |  |
|                    |       |                 |     | Green  | 6.9 | 61.4 | 5.6 | 2.2 | 17.4 | 0.0 |  |  |  |  |
|                    |       |                 |     | Yellow | 4.3 | 4.3  | 4.3 | 4.3 | 4.3  | 0.0 |  |  |  |  |
|                    |       |                 |     | Red    | 1.0 | 1.0  | 1.0 | 1.0 | 1.0  | 0.0 |  |  |  |  |

| Timer Results                             | EBL  | EBT  | WBL  | WBT  | NBL  | NBT  | SBL  | SBT  |
|---|------|------|------|------|------|------|------|------|
| Assigned Phase                            | 5    | 2    | 1    | 6    | 3    | 8    | 7    | 4    |
| Case Number                               | 1.1  | 3.0  | 1.1  | 3.0  | 1.1  | 3.0  | 1.1  | 3.0  |
| Phase Duration, s                         | 12.3 | 66.7 | 12.2 | 66.7 | 18.4 | 30.2 | 10.9 | 22.7 |
| Change Period, (Y+R <sub>c</sub> ), s     | 5.3  | 5.3  | 5.3  | 5.3  | 5.3  | 5.3  | 5.3  | 5.3  |
| Max Allow Headway (MAH), s                | 3.0  | 0.0  | 3.0  | 0.0  | 3.0  | 3.2  | 3.0  | 3.2  |
| Queue Clearance Time (g <sub>s</sub> ), s | 6.7  |      | 6.0  |      | 13.1 | 10.2 | 4.7  | 16.7 |
| Green Extension Time (g <sub>e</sub> ), s | 0.2  | 0.0  | 0.2  | 0.0  | 0.1  | 0.8  | 0.0  | 0.7  |
| Phase Call Probability                    | 0.99 |      | 0.99 |      | 1.00 | 1.00 | 0.80 | 1.00 |
| Max Out Probability                       | 0.00 |      | 0.00 |      | 1.00 | 0.00 | 0.00 | 0.02 |

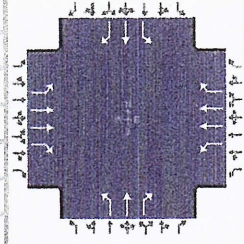
| Movement Group Results                          | EB    |       |       | WB    |       |       | NB    |       |       | SB    |       |       |
|---|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
|   | L     | T     | R     | L     | T     | R     | L     | T     | R     | L     | T     | R     |
| Assigned Movement                               | 5     | 2     | 12    | 1     | 6     | 16    | 3     | 8     | 18    | 7     | 4     | 14    |
| Adjusted Flow Rate (v), veh/h                   | 149   | 957   | 117   | 127   | 607   | 71    | 200   | 73    | 126   | 48    | 39    | 199   |
| Adjusted Saturation Flow Rate (s), veh/h/ln     | 1781  | 1781  | 1585  | 1781  | 1781  | 1585  | 1781  | 1870  | 1585  | 1781  | 1870  | 1585  |
| Queue Service Time (g <sub>s</sub> ), s         | 4.7   | 21.5  | 4.7   | 4.0   | 12.1  | 2.8   | 11.1  | 3.8   | 8.2   | 2.7   | 2.2   | 14.7  |
| Cycle Queue Clearance Time (g <sub>c</sub> ), s | 4.7   | 21.5  | 4.7   | 4.0   | 12.1  | 2.8   | 11.1  | 3.8   | 8.2   | 2.7   | 2.2   | 14.7  |
| Green Ratio (g/C)                               | 0.57  | 0.51  | 0.51  | 0.57  | 0.51  | 0.51  | 0.27  | 0.21  | 0.21  | 0.19  | 0.14  | 0.14  |
| Capacity (c), veh/h                             | 497   | 1823  | 811   | 348   | 1821  | 811   | 428   | 388   | 329   | 335   | 271   | 229   |
| Volume-to-Capacity Ratio (X)                    | 0.299 | 0.525 | 0.144 | 0.367 | 0.333 | 0.088 | 0.468 | 0.187 | 0.383 | 0.142 | 0.145 | 0.866 |
| Back of Queue (Q), ft/ln (95 th percentile)     | 80.7  | 340.5 | 76.9  | 68.5  | 212.5 | 45.7  | 209.8 | 79.3  | 144.4 | 52.6  | 46.1  | 263.4 |
| Back of Queue (Q), veh/ln (95 th percentile)    | 3.2   | 13.4  | 3.0   | 2.7   | 8.4   | 1.8   | 8.3   | 3.1   | 5.7   | 2.1   | 1.8   | 10.4  |
| Queue Storage Ratio (RQ) (95 th percentile)     | 0.00  | 0.00  | 0.00  | 0.00  | 0.00  | 0.00  | 0.00  | 0.00  | 0.00  | 0.00  | 0.00  | 0.00  |
| Uniform Delay (d <sub>1</sub> ), s/veh          | 12.9  | 19.6  | 15.4  | 14.9  | 17.3  | 15.0  | 36.0  | 39.2  | 40.9  | 40.3  | 44.8  | 50.2  |
| Incremental Delay (d <sub>2</sub> ), s/veh      | 0.1   | 1.1   | 0.4   | 0.2   | 0.5   | 0.2   | 0.3   | 0.1   | 0.3   | 0.1   | 0.1   | 9.4   |
| Initial Queue Delay (d <sub>3</sub> ), s/veh    | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   |
| Control Delay (d), s/veh                        | 13.0  | 20.6  | 15.8  | 15.2  | 17.8  | 15.2  | 36.3  | 39.3  | 41.2  | 40.4  | 44.9  | 59.6  |
| Level of Service (LOS)                          | B     | C     | B     | B     | B     | B     | D     | D     | D     | D     | D     | E     |
| Approach Delay, s/veh / LOS                     | 19.3  | B     |       | 17.1  | B     |       | 38.4  | D     |       |       | 54.4  | D     |
| Intersection Delay, s/veh / LOS                 | 25.1  |       |       |       |       |       | C     |       |       |       |       |       |

| Multimodal Results         | EB   |   | WB   |   | NB   |   | SB   |   |
|----------------------------|------|---|------|---|------|---|------|---|
| Pedestrian LOS Score / LOS | 2.10 | B | 2.10 | B | 2.46 | B | 2.46 | B |
| Bicycle LOS Score / LOS    | 1.50 | A | 1.15 | A | 1.15 | A | 0.96 | A |



# HCS7 Signalized Intersection Results Summary

| General Information |                                 |               |   | Intersection Information |         |  |  |
|---------------------|---------------------------------|---------------|---|--------------------------|---------|--|--|
| Agency              | O'Rourke Engineering & Planning |               |   | Duration, h              | 0.250   |  |  |
| Analyst             | WA                              | Analysis Date | Mar 10, 2022                                  | Area Type                | Other   |  |  |
| Jurisdiction        | St. Lucie County                | Time Period   | PM  | PHF                      | 0.84    |  |  |
| Urban Street        | Orange Avenue                   | Analysis Year | 2026  | Analysis Period          | 1> 4:00 |  |  |
| Intersection        | Orange & Jenkins                | File Name     | C3 Orange & Jenkins- PM - Without Project.xus |                          |         |  |  |
| Project Description | 2026 - Without Project          |               |   |                          |         |  |  |



| Demand Information | EB  |     |     | WB  |     |    | NB  |    |     | SB |    |     |
|--------------------|-----|-----|-----|-----|-----|----|-----|----|-----|----|----|-----|
|                    | L   | T   | R   | L   | T   | R  | L   | T  | R   | L  | T  | R   |
| Approach Movement  |     |     |     |     |     |    |     |    |     |    |    |     |
| Demand (v), veh/h  | 180 | 673 | 200 | 197 | 872 | 32 | 149 | 42 | 156 | 65 | 77 | 122 |

| Signal Information |       |                 |     | Signal Timing (s) |     |     |      |     |     |      |      |      |      |      |      |      |      |
|--------------------|-------|-----------------|-----|-------------------|-----|-----|------|-----|-----|------|------|------|------|------|------|------|------|
| Cycle, s           | 120.0 | Reference Phase | 2   | Green             | 8.8 | 0.6 | 63.5 | 6.5 | 0.5 | 13.6 | 13.6 | 13.6 | 13.6 | 13.6 | 13.6 | 13.6 | 13.6 |
| Offset, s          | 0     | Reference Point | End | Yellow            | 4.3 | 0.0 | 4.3  | 4.3 | 4.3 | 4.3  | 4.3  | 4.3  | 4.3  | 4.3  | 4.3  | 4.3  | 4.3  |
| Uncoordinated      | No    | Simult. Gap E/W | On  | Red               | 1.0 | 0.0 | 1.0  | 1.0 | 1.0 | 1.0  | 1.0  | 1.0  | 1.0  | 1.0  | 1.0  | 1.0  | 1.0  |
| Force Mode         | Fixed | Simult. Gap N/S | On  |                   |     |     |      |     |     |      |      |      |      |      |      |      |      |

| Timer Results                             | EBL  | EBT  | WBL  | WBT  | NBL  | NBT  | SBL  | SBT  |
|---|------|------|------|------|------|------|------|------|
| Assigned Phase                            | 5    | 2    | 1    | 6    | 3    | 8    | 7    | 4    |
| Case Number                               | 1.1  | 3.0  | 1.1  | 3.0  | 1.1  | 3.0  | 1.1  | 3.0  |
| Phase Duration, s                         | 14.1 | 68.8 | 14.8 | 69.5 | 17.5 | 24.6 | 11.8 | 18.9 |
| Change Period, (Y+R <sub>c</sub> ), s     | 5.3  | 5.3  | 5.3  | 5.3  | 5.3  | 5.3  | 5.3  | 5.3  |
| Max Allow Headway (MAH), s                | 3.0  | 0.0  | 3.0  | 0.0  | 3.0  | 3.2  | 3.0  | 3.2  |
| Queue Clearance Time (g <sub>s</sub> ), s | 8.5  |      | 9.1  |      | 12.2 | 15.4 | 6.5  | 12.7 |
| Green Extension Time (g <sub>e</sub> ), s | 0.3  | 0.0  | 0.4  | 0.0  | 0.1  | 0.8  | 0.1  | 0.8  |
| Phase Call Probability                    | 1.00 |      | 1.00 |      | 1.00 | 1.00 | 0.92 | 1.00 |
| Max Out Probability                       | 0.00 |      | 0.00 |      | 1.00 | 0.00 | 0.00 | 0.00 |

| Movement Group Results                          | EB    |       |       | WB    |       |       | NB    |       |       | SB    |       |       |
|---|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
|   | L     | T     | R     | L     | T     | R     | L     | T     | R     | L     | T     | R     |
| Approach Movement                               |       |       |       |       |       |       |       |       |       |       |       |       |
| Assigned Movement                               | 5     | 2     | 12    | 1     | 6     | 16    | 3     | 8     | 18    | 7     | 4     | 14    |
| Adjusted Flow Rate (v), veh/h                   | 214   | 801   | 238   | 235   | 1038  | 38    | 177   | 50    | 186   | 77    | 92    | 145   |
| Adjusted Saturation Flow Rate (s), veh/h/ln     | 1781  | 1781  | 1585  | 1781  | 1781  | 1585  | 1781  | 1870  | 1585  | 1781  | 1870  | 1585  |
| Queue Service Time (g <sub>s</sub> ), s         | 6.5   | 16.4  | 10.0  | 7.1   | 23.0  | 1.4   | 10.2  | 2.8   | 13.4  | 4.5   | 5.5   | 10.7  |
| Cycle Queue Clearance Time (g <sub>c</sub> ), s | 6.5   | 16.4  | 10.0  | 7.1   | 23.0  | 1.4   | 10.2  | 2.8   | 13.4  | 4.5   | 5.5   | 10.7  |
| Green Ratio (g/C)                               | 0.60  | 0.53  | 0.53  | 0.61  | 0.53  | 0.53  | 0.23  | 0.16  | 0.16  | 0.17  | 0.11  | 0.11  |
| Capacity (c), veh/h                             | 369   | 1885  | 839   | 467   | 1904  | 848   | 329   | 301   | 255   | 309   | 211   | 179   |
| Volume-to-Capacity Ratio (X)                    | 0.581 | 0.425 | 0.284 | 0.502 | 0.545 | 0.045 | 0.539 | 0.166 | 0.728 | 0.250 | 0.434 | 0.811 |
| Back of Queue (Q), ft/ln (95 th percentile)     | 109.8 | 269.2 | 164.4 | 118.6 | 355.2 | 22.4  | 198.5 | 57.6  | 228.4 | 90    | 116   | 196.4 |
| Back of Queue (Q), veh/ln (95 th percentile)    | 4.3   | 10.6  | 6.5   | 4.7   | 14.0  | 0.9   | 7.8   | 2.3   | 9.0   | 3.5   | 4.6   | 7.7   |
| Queue Storage Ratio (RQ) (95 th percentile)     | 0.00  | 0.00  | 0.00  | 0.00  | 0.00  | 0.00  | 0.00  | 0.00  | 0.00  | 0.00  | 0.00  | 0.00  |
| Uniform Delay (d <sub>1</sub> ), s/veh          | 14.8  | 17.1  | 15.6  | 12.3  | 18.3  | 13.3  | 39.6  | 43.4  | 47.8  | 43.5  | 49.6  | 52.0  |
| Incremental Delay (d <sub>2</sub> ), s/veh      | 0.5   | 0.7   | 0.8   | 0.3   | 1.1   | 0.1   | 0.5   | 0.1   | 1.5   | 0.2   | 0.5   | 3.3   |
| Initial Queue Delay (d <sub>3</sub> ), s/veh    | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   |
| Control Delay (d), s/veh                        | 15.4  | 17.9  | 16.5  | 12.6  | 19.5  | 13.4  | 40.1  | 43.5  | 49.3  | 43.7  | 50.2  | 55.3  |
| Level of Service (LOS)                          | B     | B     | B     | B     | B     | B     | D     | D     | D     | D     | D     | E     |
| Approach Delay, s/veh / LOS                     | 17.2  |       | B     | 18.1  |       | B     | 44.7  |       | D     | 51.0  |       | D     |
| Intersection Delay, s/veh / LOS                 | 24.2  |       |       |       |       |       | C     |       |       |       |       |       |

| Multimodal Results         | EB   |  |   | WB   |  |   | NB   |  |   | SB   |  |   |
|----------------------------|------|--|---|------|--|---|------|--|---|------|--|---|
| Pedestrian LOS Score / LOS | 2.09 |  | B | 2.09 |  | B | 2.46 |  | B | 2.46 |  | B |
| Bicycle LOS Score / LOS    | 1.52 |  | B | 1.57 |  | B | 1.17 |  | A | 1.01 |  | A |

# TURNING MOVEMENT VOLUME COUNTS

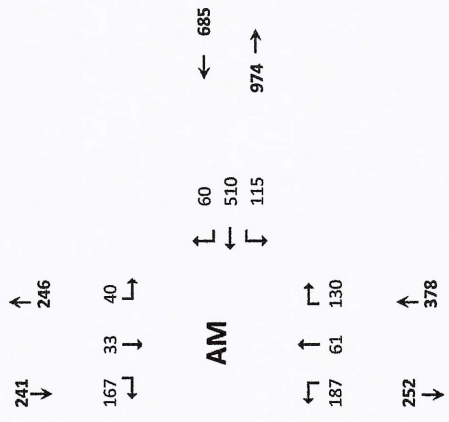
**N/S STREET:** Jenkins Rd. **E/W STREET:** Orange Ave. **CONTROL:** Signal  
**FILENAME:** Hillpointe Residential **DAY:** Wednesday **CITY:** Ft. Pierce  
**COUNT DATE:** 6/27/2018 **ANALYSIS YEAR:** 2026 - With Project  
**REPORT DATE:** 3/10/2022

| 15 Min Period | Northbound |     |     | Southbound |     |     | Eastbound |     |     | Westbound |     |     | TOTAL | ONE HOUR SUM |
|---------------|------------|-----|-----|------------|-----|-----|-----------|-----|-----|-----------|-----|-----|-------|--------------|
|               | NBL        | NBT | NBR | SBL        | SBT | SBR | EBL       | EBT | EBR | WBL       | WBT | WBR |       |              |
| 7:00-7:15     | 21         | 6   | 15  | 1          | 2   | 4   | 6         | 101 | 13  | 17        | 99  | 4   | 289   | 1313         |
| 7:15-7:30     | 18         | 3   | 18  | 0          | 3   | 3   | 8         | 121 | 13  | 25        | 71  | 1   | 284   | 1327         |
| 7:30-7:45     | 17         | 2   | 18  | 2          | 1   | 1   | 16        | 143 | 15  | 22        | 101 | 4   | 342   | 1298         |
| 7:45-8:00     | 21         | 1   | 24  | 6          | 1   | 6   | 11        | 183 | 14  | 22        | 98  | 11  | 998   | 1228         |
| 8:00-8:15     | 17         | 3   | 25  | 7          | 2   | 4   | 14        | 108 | 9   | 16        | 92  | 6   | 303   | 1145         |
| 8:15-8:30     | 4          | 0   | 13  | 2          | 2   | 4   | 7         | 134 | 17  | 8         | 61  | 3   | 255   |              |
| 8:30-8:45     | 12         | 2   | 16  | 0          | 4   | 1   | 5         | 115 | 16  | 13        | 85  | 3   | 272   |              |
| 8:45-9:00     | 7          | 6   | 16  | 1          | 3   | 1   | 10        | 128 | 15  | 35        | 91  | 2   | 315   |              |

**AM PEAK HOUR IS FROM:**

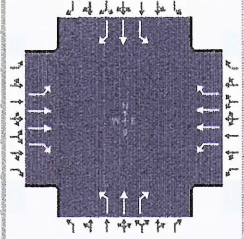
| 7:15AM TO 8:15AM    | 7:15AM TO 8:15AM | 7:15AM TO 8:15AM | 7:15AM TO 8:15AM | 7:15AM TO 8:15AM | 7:15AM TO 8:15AM | 7:15AM TO 8:15AM | 7:15AM TO 8:15AM | 7:15AM TO 8:15AM | 7:15AM TO 8:15AM | 7:15AM TO 8:15AM | 7:15AM TO 8:15AM | 7:15AM TO 8:15AM | 7:15AM TO 8:15AM | 7:15AM TO 8:15AM | 7:15AM TO 8:15AM |
|---------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|
| Volumes             | 73               | 9                | 85               | 15               | 7                | 14               | 49               | 555              | 51               | 85               | 362              | 22               | 1327             |                  |                  |
| Season Factor       | 82               | 10               | 95               | 17               | 8                | 16               | 55               | 622              | 57               | 95               | 405              | 25               | 1486             |                  |                  |
| Growth              | 89               | 11               | 103              | 18               | 8                | 17               | 59               | 673              | 62               | 103              | 439              | 27               | 1609             |                  |                  |
| In/Out              | OUT              | OUT              | OUT              | OUT              | OUT              | OUT              | OUT              | IN               | IN               | IN               | IN               | IN               | IN               | IN               | IN               |
| Percentage          | 25%              | 0%               | 31%              | 0%               | 0%               | 0%               | 0%               | 0%               | 25%              | 31%              | 0%               | 0%               | 0%               | 0%               | 0%               |
| PROJECT             | 19               | 0                | 24               | 0                | 0                | 0                | 0                | 0                | 6                | 7                | 0                | 0                | 0                | 0                | 0                |
| Mariner Cove        | 36               | 8                | 16               | 0                | 2                | 0                | 0                | 0                | 7                | 3                | 0                | 0                | 0                | 0                | 0                |
| 39 Acre Residential | 36               | 7                | 3                | 0                | 1                | 0                | 0                | 0                | 8                | 1                | 0                | 0                | 0                | 0                | 0                |
| Whispering Oaks     | 0                | 5                | 0                | 17               | 17               | 35               | 9                | 0                | 0                | 0                | 0                | 5                | 28               | 28               | 28               |
| SILCC               | 0                | 28               | 0                | 5                | 5                | 0                | 0                | 5                | 0                | 0                | 28               | 0                | 0                | 0                | 0                |
| Wa/Wa               | 0                | 0                | 0                | 0                | 0                | 0                | 0                | 0                | 0                | 0                | 0                | 0                | 0                | 0                | 0                |
| Kings Center        | 0                | 2                | 0                | 0                | 0                | 0                | 0                | 0                | 0                | 0                | 0                | 0                | 0                | 0                | 0                |
| Celebration Pointe  | 0                | 0                | 0                | 0                | 0                | 0                | 24               | 0                | 0                | 0                | 0                | 0                | 0                | 0                | 0                |
| Bent Creek          | 0                | 0                | 0                | 0                | 0                | 0                | 12               | 0                | 0                | 0                | 0                | 0                | 0                | 0                | 0                |
| Chick-Fil-A         | 0                | 0                | 0                | 0                | 0                | 0                | 0                | 0                | 0                | 0                | 0                | 0                | 0                | 0                | 0                |
| Creekside           | 7                | 0                | 0                | 0                | 0                | 7                | 21               | 126              | 21               | 0                | 43               | 0                | 0                | 0                | 0                |
| Total               | 187              | 61               | 130              | 40               | 33               | 167              | 125              | 804              | 104              | 115              | 510              | 60               | 2336             |                  |                  |

**Seasonal Factor:** 1.12  
**Trips In:** 24  
**Trips Out:** 77  
**Growth Rate:** 1.010  
**Years Growth:** 8  
**PHF:** 0.83354



# HCS Signalized Intersection Results Summary

| General Information |                                 |               |  | Intersection Information |          |  |  |
|---------------------|---------------------------------|---------------|--|--------------------------|----------|--|--|
| Agency              | O'Rourke Engineering & Planning |               |  | Duration, h              | 0.250    |  |  |
| Analyst             | MM                              | Analysis Date | Mar 10, 2022   | Area Type                | Other    |  |  |
| Jurisdiction        | St. Lucie County                | Time Period   | AM   | PHF                      | 0.83     |  |  |
| Urban Street        | Orange Avenue                   | Analysis Year | 2026   | Analysis Period          | 1 > 7:00 |  |  |
| Intersection        | Orange & Jenkins                | File Name     | Orange & Jenkins - AM - With Project Hillpointe 5... |                          |          |  |  |
| Project Description | 2026 - With Project             |               |  |                          |          |  |  |



| Demand Information | EB  |     |     | WB  |     |    | NB  |    |     | SB |    |     |
|--------------------|-----|-----|-----|-----|-----|----|-----|----|-----|----|----|-----|
|                    | L   | T   | R   | L   | T   | R  | L   | T  | R   | L  | T  | R   |
| Approach Movement  |     |     |     |     |     |    |     |    |     |    |    |     |
| Demand (v), veh/h  | 125 | 804 | 104 | 115 | 510 | 60 | 187 | 61 | 130 | 40 | 33 | 167 |

| Signal Information |       |                 |     | Signal Phases |     |      |     |     |      |     |     |     |     |     |     |
|--------------------|-------|-----------------|-----|---------------|-----|------|-----|-----|------|-----|-----|-----|-----|-----|-----|
| Cycle, s           | 120.0 | Reference Phase | 2   |               |     |      |     |     |      |     |     |     |     |     |     |
| Offset, s          | 0     | Reference Point | End |               |     |      |     |     |      |     |     |     |     |     |     |
| Uncoordinated      | No    | Simult. Gap E/W | On  |               |     |      |     |     |      |     |     |     |     |     |     |
| Force Mode         | Fixed | Simult. Gap N/S | On  |               |     |      |     |     |      |     |     |     |     |     |     |
|                    |       | Green           |     | 6.9           | 0.1 | 59.7 | 5.6 | 3.6 | 17.6 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 |
|                    |       | Yellow          |     | 4.3           | 0.0 | 4.3  | 4.3 | 4.3 | 4.3  | 4.3 | 4.3 | 4.3 | 4.3 | 4.3 | 4.3 |
|                    |       | Red             |     | 1.0           | 0.0 | 1.0  | 1.0 | 1.0 | 1.0  | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 |

| Timer Results                             | EBL  | EBT  | WBL  | WBT  | NBL  | NBT  | SBL  | SBT  |
|---|------|------|------|------|------|------|------|------|
| Assigned Phase                            | 5    | 2    | 1    | 6    | 3    | 8    | 7    | 4    |
| Case Number                               | 1.1  | 3.0  | 1.1  | 3.0  | 1.1  | 3.0  | 1.1  | 3.0  |
| Phase Duration, s                         | 12.4 | 65.2 | 12.2 | 65.0 | 19.8 | 31.7 | 10.9 | 22.9 |
| Change Period, (Y+R <sub>c</sub> ), s     | 5.3  | 5.3  | 5.3  | 5.3  | 5.3  | 5.3  | 5.3  | 5.3  |
| Max Allow Headway (MAH), s                | 3.0  | 0.0  | 3.0  | 0.0  | 3.0  | 3.2  | 3.0  | 3.2  |
| Queue Clearance Time (g <sub>s</sub> ), s | 6.9  |      | 6.5  |      | 14.5 | 12.3 | 4.7  | 16.9 |
| Green Extension Time (g <sub>e</sub> ), s | 0.2  | 0.0  | 0.2  | 0.0  | 0.0  | 0.9  | 0.0  | 0.7  |
| Phase Call Probability                    | 0.99 |      | 0.99 |      | 1.00 | 1.00 | 0.80 | 1.00 |
| Max Out Probability                       | 0.00 |      | 0.00 |      | 1.00 | 0.00 | 0.00 | 0.05 |

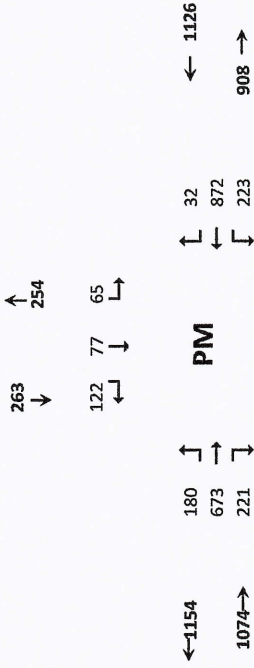
| Movement Group Results                          | EB    |       |       | WB    |       |       | NB    |       |       | SB    |       |       |
|---|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
|   | L     | T     | R     | L     | T     | R     | L     | T     | R     | L     | T     | R     |
| Approach Movement                               |       |       |       |       |       |       |       |       |       |       |       |       |
| Assigned Movement                               | 5     | 2     | 12    | 1     | 6     | 16    | 3     | 8     | 18    | 7     | 4     | 14    |
| Adjusted Flow Rate (v), veh/h                   | 151   | 969   | 125   | 139   | 614   | 72    | 225   | 73    | 157   | 48    | 40    | 201   |
| Adjusted Saturation Flow Rate (s), veh/h/ln     | 1781  | 1781  | 1585  | 1781  | 1781  | 1585  | 1781  | 1870  | 1585  | 1781  | 1870  | 1585  |
| Queue Service Time (g <sub>s</sub> ), s         | 4.9   | 22.5  | 5.2   | 4.5   | 12.6  | 2.9   | 12.5  | 3.8   | 10.3  | 2.7   | 2.2   | 14.9  |
| Cycle Queue Clearance Time (g <sub>c</sub> ), s | 4.9   | 22.5  | 5.2   | 4.5   | 12.6  | 2.9   | 12.5  | 3.8   | 10.3  | 2.7   | 2.2   | 14.9  |
| Green Ratio (g/C)                               | 0.56  | 0.50  | 0.50  | 0.56  | 0.50  | 0.50  | 0.28  | 0.22  | 0.22  | 0.19  | 0.15  | 0.15  |
| Capacity (c), veh/h                             | 482   | 1776  | 791   | 334   | 1772  | 789   | 449   | 412   | 349   | 337   | 274   | 232   |
| Volume-to-Capacity Ratio (X)                    | 0.312 | 0.545 | 0.158 | 0.415 | 0.347 | 0.092 | 0.501 | 0.178 | 0.449 | 0.143 | 0.145 | 0.867 |
| Back of Queue (Q), ft/ln (95 th percentile)     |       |       |       |       |       |       |       |       |       |       |       |       |
| Back of Queue (Q), veh/ln (95 th percentile)    | 3.3   | 14.0  | 3.4   | 3.1   | 8.7   | 1.9   | 9.0   | 3.1   | 7.1   | 2.1   | 1.8   | 10.7  |
| Queue Storage Ratio (RQ) (95 th percentile)     | 0.00  | 0.00  | 0.00  | 0.00  | 0.00  | 0.00  | 0.00  | 0.00  | 0.00  | 0.00  | 0.00  | 0.00  |
| Uniform Delay (d <sub>1</sub> ), s/veh          | 13.7  | 20.7  | 16.4  | 16.1  | 18.3  | 15.9  | 35.4  | 38.0  | 40.5  | 40.2  | 44.7  | 50.1  |
| Incremental Delay (d <sub>2</sub> ), s/veh      | 0.1   | 1.2   | 0.4   | 0.3   | 0.5   | 0.2   | 0.3   | 0.1   | 0.3   | 0.1   | 0.1   | 12.0  |
| Initial Queue Delay (d <sub>3</sub> ), s/veh    | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   |
| Control Delay (d), s/veh                        | 13.8  | 21.9  | 16.8  | 16.4  | 18.8  | 16.1  | 35.7  | 38.1  | 40.8  | 40.2  | 44.8  | 62.1  |
| Level of Service (LOS)                          | B     | C     | B     | B     | B     | B     | D     | D     | D     | D     | D     | E     |
| Approach Delay, s/veh / LOS                     | 20.4  |       | C     | 18.2  |       | B     | 37.8  |       | D     | 56.1  |       | E     |
| Intersection Delay, s/veh / LOS                 | 26.2  |       |       |       |       |       | C     |       |       |       |       |       |

| Multimodal Results         | EB   |   | WB   |   | NB   |   | SB   |   |
|----------------------------|------|---|------|---|------|---|------|---|
| Pedestrian LOS Score / LOS | 2.10 | B | 2.10 | B | 2.45 | B | 2.46 | B |
| Bicycle LOS Score / LOS    | 1.51 | B | 1.17 | A | 1.24 | A | 0.96 | A |

# TURNING MOVEMENT VOLUME COUNTS

N/S STREET: Jenkins Rd.  
 E/W STREET: Hillpoine Residential  
 FILENAME: Hillpoine Residential  
 ANALYSIS YEAR: 2026 - With Project

| 15 Min Period lanes | Northbound |     |     | Southbound |     |     | Eastbound |     |     | Westbound |     |     | ONE HOUR SUM |       |
|---------------------|------------|-----|-----|------------|-----|-----|-----------|-----|-----|-----------|-----|-----|--------------|-------|
|                     | NBL        | NBT | NBR | SBL        | SBT | SBR | EBL       | EBT | EBR | WBL       | WBT | WBR |              | TOTAL |
| 4:00-4:15           | 15         | 1   | 18  | 3          | 5   | 4   | 6         | 81  | 18  | 21        | 116 | 5   | 293          | 1287  |
| 4:15-4:30           | 16         | 1   | 25  | 5          | 3   | 1   | 2         | 79  | 14  | 32        | 139 | 3   | 320          | 1399  |
| 4:30-4:45           | 23         | 1   | 30  | 5          | 5   | 5   | 5         | 94  | 28  | 24        | 131 | 1   | 352          | 1525  |
| 4:45-5:00           | 18         | 1   | 22  | 4          | 1   | 2   | 2         | 107 | 20  | 29        | 115 | 1   | 322          | 1492  |
| 5:00-5:15           | 16         | 1   | 36  | 5          | 3   | 1   | 3         | 106 | 25  | 56        | 147 | 0   | 399          | 1428  |
| 5:15-5:30           | 17         | 2   | 32  | 0          | 3   | 0   | 1         | 139 | 23  | 39        | 194 | 2   | 452          |       |
| 5:30-5:45           | 15         | 1   | 28  | 1          | 2   | 2   | 1         | 100 | 11  | 28        | 128 | 2   | 319          |       |
| 5:45-6:00           | 25         | 0   | 24  | 0          | 0   | 1   | 1         | 81  | 17  | 22        | 86  | 1   | 258          |       |



PM PEAK HOUR IS FROM:

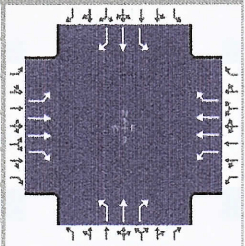
| Seasonal Factor | 1.12  |
|-----------------|-------|
| Growth Rates    | 1.010 |
| Trips In        | 81    |
| Trips Out       | 48    |
| Years Growth    | 8     |
| PHF             | 0.843 |

4:30 PM TO 5:30 PM

|                     |     |    |     |    |    |     |     |     |     |     |     |    |      |
|---------------------|-----|----|-----|----|----|-----|-----|-----|-----|-----|-----|----|------|
| Volumes             | 74  | 5  | 120 | 14 | 12 | 8   | 11  | 446 | 96  | 148 | 587 | 4  | 1525 |
| Season Factor       | 83  | 6  | 134 | 16 | 13 | 9   | 12  | 500 | 108 | 166 | 657 | 4  | 1708 |
| Growth              | 90  | 6  | 146 | 17 | 15 | 10  | 13  | 541 | 116 | 179 | 712 | 5  | 1850 |
| In/Out              | 0   | 0  | 0   | 0  | 0  | 0   | 0   | 0   | IN  | IN  | 0   | 0  | 0    |
| Percentage          | 25% | 0% | 31% | 0% | 0% | 0%  | 0%  | 0%  | 25% | 31% | 0%  | 0% | 0%   |
| Project             | 12  | 0  | 15  | 0  | 0  | 0   | 0   | 0   | 20  | 25  | 0   | 0  | 0    |
| Manner Cove         | 17  | 4  | 8   | 0  | 8  | 0   | 0   | 0   | 34  | 15  | 0   | 0  | 0    |
| 39 Acre Residential | 17  | 3  | 2   | 0  | 6  | 0   | 0   | 0   | 35  | 3   | 0   | 0  | 0    |
| Whispering Oaks     | 0   | 17 | 0   | 9  | 9  | 20  | 36  | 0   | 0   | 0   | 0   | 17 | 0    |
| SLCC                | 0   | 10 | 0   | 39 | 39 | 0   | 0   | 39  | 0   | 0   | 10  | 10 | 0    |
| WaWa                | 0   | 0  | 0   | 0  | 0  | 0   | 0   | 0   | 0   | 0   | 0   | 0  | 0    |
| Creekside           | 25  | 0  | 0   | 0  | 0  | 25  | 15  | 93  | 15  | 0   | 150 | 0  | 0    |
| King's Center       | 0   | 2  | 0   | 0  | 0  | 0   | 0   | 0   | 0   | 0   | 0   | 0  | 0    |
| Chick-Fil-A         | 0   | 0  | 0   | 0  | 0  | 0   | 0   | 0   | 0   | 0   | 0   | 0  | 0    |
| Bent Creek          | 0   | 0  | 0   | 0  | 0  | 22  | 38  | 0   | 0   | 0   | 0   | 0  | 0    |
| Celebration Pointe  | 0   | 0  | 0   | 0  | 0  | 45  | 78  | 0   | 0   | 0   | 0   | 0  | 0    |
| Total               | 161 | 42 | 170 | 65 | 77 | 122 | 180 | 673 | 221 | 223 | 872 | 32 | 2837 |

# HCS Signalized Intersection Results Summary

| General Information |                                 |               |  | Intersection Information |          |  |  |
|---------------------|---------------------------------|---------------|--|--------------------------|----------|--|--|
| Agency              | O'Rourke Engineering & Planning |               |  | Duration, h              | 0.250    |  |  |
| Analyst             | MM                              | Analysis Date | Mar 10, 2022   | Area Type                | Other    |  |  |
| Jurisdiction        | St. Lucie County                | Time Period   | PM   | PHF                      | 0.84     |  |  |
| Urban Street        | Orange Avenue                   | Analysis Year | 2026   | Analysis Period          | 1 > 4:00 |  |  |
| Intersection        | Orange & Jenkins                | File Name     | Orange & Jenkins- PM - With Project Hillpointe 5.... |                          |          |  |  |
| Project Description | 2026 - With Project             |               |  |                          |          |  |  |



| Demand Information | EB  |     |     | WB  |     |    | NB  |    |     | SB |    |     |
|--------------------|-----|-----|-----|-----|-----|----|-----|----|-----|----|----|-----|
|                    | L   | T   | R   | L   | T   | R  | L   | T  | R   | L  | T  | R   |
| Approach Movement  |     |     |     |     |     |    |     |    |     |    |    |     |
| Demand (v), veh/h  | 180 | 673 | 221 | 223 | 872 | 32 | 161 | 42 | 170 | 65 | 77 | 122 |

| Signal Information |       |                 |     | Phase Diagrams |     |      |     |     |      |  |  |  |  |  |  |
|--------------------|-------|-----------------|-----|----------------|-----|------|-----|-----|------|--|--|--|--|--|--|
| Cycle, s           | 120.0 | Reference Phase | 2   |                |     |      |     |     |      |  |  |  |  |  |  |
| Offset, s          | 0     | Reference Point | End |                |     |      |     |     |      |  |  |  |  |  |  |
| Uncoordinated      | No    | Simult. Gap E/W | On  |                |     |      |     |     |      |  |  |  |  |  |  |
| Force Mode         | Fixed | Simult. Gap N/S | On  |                |     |      |     |     |      |  |  |  |  |  |  |
|                    |       | Green           |     | 9.1            | 1.7 | 61.4 | 6.5 | 1.3 | 13.6 |  |  |  |  |  |  |
|                    |       | Yellow          |     | 4.3            | 0.0 | 4.3  | 4.3 | 4.3 | 4.3  |  |  |  |  |  |  |
|                    |       | Red             |     | 1.0            | 0.0 | 1.0  | 1.0 | 1.0 | 1.0  |  |  |  |  |  |  |

| Timer Results                             | EBL  | EBT  | WBL  | WBT  | NBL  | NBT  | SBL  | SBT  |
|---|------|------|------|------|------|------|------|------|
| Assigned Phase                            | 5    | 2    | 1    | 6    | 3    | 8    | 7    | 4    |
| Case Number                               | 1.1  | 3.0  | 1.1  | 3.0  | 1.1  | 3.0  | 1.1  | 3.0  |
| Phase Duration, s                         | 14.4 | 66.7 | 16.1 | 68.4 | 18.4 | 25.5 | 11.8 | 18.9 |
| Change Period, (Y+R <sub>c</sub> ), s     | 5.3  | 5.3  | 5.3  | 5.3  | 5.3  | 5.3  | 5.3  | 5.3  |
| Max Allow Headway (MAH), s                | 3.0  | 0.0  | 3.0  | 0.0  | 3.0  | 3.2  | 3.0  | 3.2  |
| Queue Clearance Time (g <sub>s</sub> ), s | 8.8  |      | 10.4 |      | 13.0 | 16.6 | 6.5  | 12.7 |
| Green Extension Time (g <sub>e</sub> ), s | 0.3  | 0.0  | 0.4  | 0.0  | 0.1  | 0.9  | 0.1  | 0.8  |
| Phase Call Probability                    | 1.00 |      | 1.00 |      | 1.00 | 1.00 | 0.92 | 1.00 |
| Max Out Probability                       | 0.00 |      | 0.00 |      | 1.00 | 0.00 | 0.00 | 0.00 |

| Movement Group Results                          | EB    |       |       | WB    |       |       | NB    |       |       | SB    |       |       |
|---|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
|   | L     | T     | R     | L     | T     | R     | L     | T     | R     | L     | T     | R     |
| Approach Movement                               |       |       |       |       |       |       |       |       |       |       |       |       |
| Assigned Movement                               | 5     | 2     | 12    | 1     | 6     | 16    | 3     | 8     | 18    | 7     | 4     | 14    |
| Adjusted Flow Rate (v), veh/h                   | 214   | 801   | 263   | 265   | 1038  | 38    | 192   | 50    | 202   | 77    | 92    | 145   |
| Adjusted Saturation Flow Rate (s), veh/h/ln     | 1781  | 1781  | 1585  | 1781  | 1781  | 1585  | 1781  | 1870  | 1585  | 1781  | 1870  | 1585  |
| Queue Service Time (g <sub>s</sub> ), s         | 6.8   | 17.0  | 11.7  | 8.4   | 23.4  | 1.4   | 11.0  | 2.7   | 14.6  | 4.5   | 5.5   | 10.7  |
| Cycle Queue Clearance Time (g <sub>c</sub> ), s | 6.8   | 17.0  | 11.7  | 8.4   | 23.4  | 1.4   | 11.0  | 2.7   | 14.6  | 4.5   | 5.5   | 10.7  |
| Green Ratio (g/C)                               | 0.59  | 0.51  | 0.51  | 0.60  | 0.53  | 0.53  | 0.24  | 0.17  | 0.17  | 0.17  | 0.11  | 0.11  |
| Capacity (c), veh/h                             | 365   | 1822  | 811   | 471   | 1872  | 833   | 342   | 314   | 266   | 309   | 212   | 179   |
| Volume-to-Capacity Ratio (X)                    | 0.586 | 0.440 | 0.324 | 0.563 | 0.555 | 0.046 | 0.561 | 0.159 | 0.760 | 0.250 | 0.433 | 0.810 |
| Back of Queue (Q), ft/ln (95 th percentile)     |       |       |       |       |       |       |       |       |       |       |       |       |
| Back of Queue (Q), veh/ln (95 th percentile)    | 4.6   | 11.0  | 7.6   | 5.5   | 14.3  | 0.9   | 8.3   | 2.2   | 9.7   | 3.5   | 4.6   | 7.7   |
| Queue Storage Ratio (RQ) (95 th percentile)     | 0.00  | 0.00  | 0.00  | 0.00  | 0.00  | 0.00  | 0.00  | 0.00  | 0.00  | 0.00  | 0.00  | 0.00  |
| Uniform Delay (d <sub>1</sub> ), s/veh          | 15.5  | 18.5  | 17.2  | 13.2  | 19.1  | 13.8  | 39.3  | 42.7  | 47.6  | 43.5  | 49.6  | 52.0  |
| Incremental Delay (d <sub>2</sub> ), s/veh      | 0.6   | 0.8   | 1.1   | 0.4   | 1.2   | 0.1   | 0.8   | 0.1   | 1.7   | 0.2   | 0.5   | 3.3   |
| Initial Queue Delay (d <sub>3</sub> ), s/veh    | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   |
| Control Delay (d), s/veh                        | 16.0  | 19.2  | 18.2  | 13.6  | 20.2  | 13.9  | 40.1  | 42.8  | 49.3  | 43.7  | 50.1  | 55.3  |
| Level of Service (LOS)                          | B     | B     | B     | B     | C     | B     | D     | D     | D     | D     | D     | E     |
| Approach Delay, s/veh / LOS                     | 18.5  |       | B     | 18.7  |       | B     | 44.6  |       | D     | 50.9  |       | D     |
| Intersection Delay, s/veh / LOS                 | 25.0  |       |       |       |       |       | C     |       |       |       |       |       |

| Multimodal Results         | EB   |   | WB   |   | NB   |   | SB   |   |
|----------------------------|------|---|------|---|------|---|------|---|
| Pedestrian LOS Score / LOS | 2.10 | B | 2.09 | B | 2.46 | B | 2.46 | B |
| Bicycle LOS Score / LOS    | 1.54 | B | 1.59 | B | 1.22 | A | 1.01 | A |