CITY PLANNING BOARD

BOARD AGENDA

Planning Board Regular Meeting - Monday, April 10, 2023 - 2:00 p.m.
City Hall - City Commission Chambers, 100 North U.S. #1, Fort Pierce, Florida

1. **CALL TO ORDER**

2. **PLEDGE OF ALLEGIANCE**

3. **ROLL CALL**

4. **CONSIDERATION OF ABSENCES**

5. **APPROVAL OF MINUTES**

   a. Minutes from the March 13, 2023 Planning Board meeting

6. **NEW BUSINESS**

   a. Conditional Use - Adult Daycare - 1331 N. Lawnwood Circle

   b. Site Plan (Development Review and Design Review) and Conditional Use - Farrell Communities - 2535 S. Kings Highway

   c. Site Plan (Development and Design Review) - K and K Properties - Parcel ID: 2427-601-0031-000-8

   d. Site Plan (Development and Design Review) - Bray - 2501 Virginia Avenue

7. **COMMENTS FROM THE PUBLIC**

Any person who wishes to comment on any subject may be heard at this time. Please limit your comments to three (3) minutes or less, as directed by the Chair, as this section of the Agenda is limited to thirty minutes. The Planning Board will not be able to take any official actions under Comments from the Public. Speakers will address the Board and the Public with respect. Inappropriate language will not be tolerated.

8. **DIRECTOR'S REPORT**

9. **BOARD COMMENTS**

10. **ADJOURNMENT**

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

Planning Board **5. a.**

Meeting Date: 04/10/2023

Re: Planning Board Minutes 3/13/23

Submitted For: Kev Freeman, Planning Director, Planning & Zoning

Information

SUBJECT:

Minutes from the March 13, 2023 Planning Board meeting

Attachments

Planning Board Minutes 3/13/23

Form Review

Form Started By: Alicia Rosenthal Started On: 03/24/2023 10:55 AM

Final Approval Date: 03/24/2023

D R A F T

CITY OF FORT PIERCE

PLANNING BOARD

Planning Board Minutes

OF THE REGULAR MEETING OF THE FORT PIERCE CITY PLANNING BOARD HELD ON MONDAY, MARCH 8, 2023, IN FORT PIERCE CITY HALL, COMMISSION CHAMBERS, 100 NORTH US HIGHWAY 1, FORT PIERCE, FLORIDA.

1. CALL TO ORDER

2. PLEDGE OF ALLEGIANCE

3. ROLL CALL

Ms. Daniel entered the meeting at 2:05 PM.

Present: Alexander Edwards; Nichelle Clemons; Uline Daniel; Harold Albury; Anton Kreisl; John Heaning; Frank Creyaufmiller, Chairman

Staff Present: Kev Freeman, Planning Director
Vennis Gilmore, Assistant Planning Director
Ryan Altizer, Senior Planner
Alicia Rosenthal, Planning and Development Organizer

4. CONSIDERATION OF ABSENCES

All members were in attendance.

5. APPROVAL OF MINUTES

a. Minutes from the February 13, 2023 meeting

Motion was made by Nichelle Clemons, and seconded by Harold Albury to approve the minutes from the February 13, 2023 meeting.

AYE: Harold Albury, Anton Kreisl, John Heaning, Nichelle Clemons, Alexander Edwards, Chairman Frank Creyaufmiller

Passed

6. NEW BUSINESS

Mr. Freeman said Mr. Sanders, St. Lucie County School District Ex-officio Board Member, was unable to make the meeting, and he has no comments on the agenda.

a. Annexation - Weatherbee - Parcel ID: 3403-502-0015-000-5

Mr. Altizer gave an overview of the application and answered questions from the Board. He stated the request for review is an application for an annexation of one (1) 6.94 +/- acre parcel into the city. The current Future Land Use is Residential High (RH) with a requested city Future Land Use of Medium Density Residential (RM) and a current Zoning of Residential, Multi-Family (RM-11) with a requested city Zoning of Medium Density Residential (R-4).

Tod Mowery, Redtail Applicant Representative, stated the multifamily project is working out the architectural details. Mr. Mowery answered questions from the Board on surrounding properties and number of preliminary dwelling units.

Motion was made by Anton Kreisl, and seconded by Nichelle Clemons to forward a recommendation of approval to the City Commission.

AYE: Harold Albury, Anton Kreisl, John Heaning, Alexander Edwards, Nichelle Clemons, Uline Daniel, Chairman Frank Creyaufmiller

Passed

b. Conditional Use - Techno Arts Academy - 2817 Peters Road

Mr. Altizer gave an overview of the application and answered questions from the Board. The applicant is requesting the review of an application for a Conditional Use for a charter elementary school. The applicant is seeking to operate the school in an existing, stand alone 11,346 square foot building. Seven (7) classrooms, a main office, four (4) bathrooms, a teachers lounge and a cafeteria are proposed in the floor plan. Mr. Altizer noted there will be no food cooked on the premise. The applicant is proposing a phased growth of the school, starting with approximately 126 kindergarten to 2nd graders. Each year a grade will be added until an approximate 320 kindergarten to 5th grade students attend the school. The school would employ around 25 staff members and school hours would be between 7 am to 4 pm. The Future Land Use is General Commercial (GC) and the Zoning is General Commercial (C-3).

Dawn Hauptner, CEO, stated the school was approved by the St. Lucie County School Board last year. The school will offer a technology and art based program with an intensive literacy program that will make for a longer school day. Ms. Hauptner answered questions from the Board on the playground, fencing, gate, hot food, and parking.

Motion was made by Harold Albury, and seconded by Anton Kreisl to forward a recommendation of approval to the City Commission.

AYE: Anton Kreisl, John Heaning, Alexander Edwards, Nichelle Clemons, Uline Daniel, Harold Albury, Chairman Frank Creyaufmiller

Passed

c. **Site Plan and Conditional Use with New Construction - Love Ministries Telecom Tower - 3111 Avenue D**

Mr. Altizer gave an overview of the application and answered questions from the Board on gopher tortoises, landscaping, zoning, and density. The applicant is requesting the review of an application for a Conditional Use for a telecommunications tower. The applicant is seeking to install an unmanned wireless facility consisting of a 199-foot monopole and associated ground equipment within a 60 foot x 60 foot secure equipment compound. The monopole is designed to have a maximum of 4 carriers. Mr. Altizer stated the 3.74 +/- acre site area Future Land Use is General Commercial (GC) and the Zoning is General Commercial (C-3).

Deborah Martohue, Applicant Representative, stated the location of the tower will have minimal impact, and it has been a multi-year process in finding the right site. Ms. Martohue stated Verizon will be the anchor tenant, and they will work with others on the network to fill the gaps. Ms. Martohue showed the overall site location, highlighting there will be no additional impact on the residential neighborhood. Ms. Martohue said the tower far exceeds the code setbacks and there is potential for three communication providers, which will reduce the need for additional towers. Ms. Martohue asked for a waiver of the 5-foot sidewalk requirement along Avenue D, since the sidewalk goes nowhere and the site is not pedestrian facility. Ms. Martohue answered questions from the Board on the fall zone radius.

Mr. Freeman stated staff was in agreement for the waiver of the sidewalk.

Ms. Martohue noted the site is 3.74 acres and the tower will be taking 2% or less of the site, which will be a de minimus impact.

Board discussion ensued on what triggers a developer to build a sidewalk if there is no existing sidewalk in place. Mr. Freeman explained redevelopment of a property would require a sidewalk be put in place unless there are specific reasons such as not enough ROW or drainage or utilities are in the way. Mr. Freeman said the hope of the city is to allow pedestrians to be safe while walking or biking.

Jerome Rhyant, property owner, showed a conceptual site plan for the rest of the site, and he stated the sidewalk will be developed when Treasure Coast RV and Boat Storage is completed.

Motion was made by Nichelle Clemons, and seconded by Uline Daniel to forward a recommendation of approval to the City Commission with the waiver of the 5-foot sidewalk connection.

AYE: John Heaning, Alexander Edwards, Nichelle Clemons, Uline Daniel, Harold Albury, Anton Kreisl, Chairman Frank Creyaufmiller

Passed

d. **Site Plan and Conditional Use - JDA Self-Storage and Vehicle Storage Facility - 5553 Okeechobee Road**

Mr. Gilmore gave an overview of the application. The request is for review of an application for a Site Plan and Conditional Use to construct an approximately 103,022 square foot, two-story, self-storage and vehicle storage facility with associated site improvements. The

subject parcel has a total of approximately 10.64 acres, however, the site plan will encompass only approximately 4.34 acres. The Future Land Use is General Commercial (GC) and the Zoning is General Commercial (C-3). Mr. Gilmore answered questions from the Board on the number of storage facilities approved in the last year and the opaque fencing.

Mike Miles, Applicant Representative from Dynamic Engineering, showed a PowerPoint presentation, and he provided history on Johnson Development, highlighting they have developed 70 storage facilities across the country. Mr. Miles answered questions from the Board on the type of fencing around the property, coded gate access, shaded car storage and traffic generation.

Board discussion ensued on concerns for the number of storage units being built in Fort Pierce and where they are located.

Mr. Freeman stated the increase of storage facilities is a direct consequence of residential units. He noted staff is concerned with the appearance from the roadway and the lack of architecture. He said the visual impact is more important than the use.

Natalie Smith, Johnson Development Representative, stated the company models out a five-year cash flow projection, and they stay on top of existing storage facility supply. Ms. Smith noted the seven (7) square foot per person is below the national supply average in Fort Pierce.

Motion was made by John Heaning, and seconded by Nichelle Clemons to forward a recommendation of approval to the City Commission with the following six (6) conditions:
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1. A completion certification by a landscape architect, cost estimate, and landscape bond pursuant to City Code 123-6 shall be required before the Final Certificate of Occupancy is approved for the site.
2. Prior to the issuance of any site clearing permits, the applicant shall provide a Tree Mitigation Survey and coordinate with the City of Fort Pierce Arborist for the required mitigation of the City regulated trees proposed to be removed as a result of this site's development/construction activity.
3. Per City Code Chapter 121 Subdivisions, a Final Plat is required.
4. After completion of the Final Plat, please submit a General Address Request Form for the newly created Parcel ID and for each proposed building.
5. If a monument sign is proposed, please consider installing a landscaped area around the proposed monument sign base which extends a minimum distance of three (3) feet in all directions. Such landscaped area shall be completely covered by ground cover and shrubs, hedges, or similar vegetative materials.
6. Install an opaque fence for the outside storage area.

AYE: Alexander Edwards, Nichelle Clemons, Uline Daniel, Harold Albury, Anton Kreisl, John Heaning, Chairman Frank Creyaufmiller

Passed

e. **Site Plan - Twin Vee - 3101 S. US Highway 1**

Mr. Freeman gave an overview of the application and said that Twin Vee is a technology advanced boat manufacturing business. He said the request is for a review of an application for a site plan to construct an additional 23,456 square foot expansion together with a 4,389 square foot covered awning. The additions will connect two existing buildings which are used by the existing Twin Vee boat manufacturing business. The subject parcel has a total of

approximately 7.27 acres. The existing Future Land Use is General Commercial, (GC), and the Zoning is General Commercial, (C-3). Mr. Freeman said they will be enclosing the activities that are going on in the infill area.

Brad Currie, Applicant Representative from EDC, stated the building that burned down is being replaced with an expanded building for the manufacturing process. Mr. Currie answered questions from the Board on parking and additional phases.

Motion was made by Harold Albury, and seconded by Nichelle Clemons to forward a recommendation of approval to the City Commission.

AYE: Nichelle Clemons, Uline Daniel, Harold Albury, Anton Kreisl, John Heaning, Alexander Edwards, Chairman Frank Creyaufmiller

Passed

f. **Preliminary Plat - Westcity FP Shops - 2671 S. Jenkins Road**

Mr. Altizer gave an overview of the application and answered questions from the Board. The request is for review of an application for a preliminary plat to subdivide one (1) parcel into three (3) platted lots. The Future Land Use is General Commercial (GC) and the Zoning is General Commercial (C-3).

Brad Ulmer, Applicant Representative from Thomas Engineering, answered questions from the Board on a mitigation pond, Okeechobee Road median, and an association being formed. Mr. Ulmer stated FDOT gave access for the parcel being planned, and he said when the 2nd parcel is designed and the use is provided, he will work with FDOT to address possibly modifying the median.

Motion was made by Alexander Edwards, and seconded by Nichelle Clemons to forward a recommendation of approval to the City Commission.

AYE: Uline Daniel, Harold Albury, Anton Kreisl, John Heaning, Alexander Edwards, Nichelle Clemons, Chairman Frank Creyaufmiller

Passed

g. **Preliminary Plat - Fort Pierce Commercial - 5553, 5555 and 5575 Okeechobee Road**

Mr. Altizer gave an overview of the application and answered questions from the Board. The request is for review of an application for a preliminary plat to subdivide three (3) parcels into five (5) platted lots on 14.14 +/- acres. The Future Land Use is General Commercial (GC) and the Zoning is General Commercial (C-3).

Aaron Stanton, Engineer of Record, MBV Engineering, stated the five parcels include Wawa, Chipolte, Aldi, a stormwater tract and the proposed JDA Self Storage and Vehicle Storage.

Motion was made by Nichelle Clemons, and seconded by Harold Albury to forward a recommendation of approval to the City Commission.

AYE: Harold Albury, Anton Kreisl, John Heaning, Alexander Edwards, Nichelle Clemons, Uline Daniel, Chairman Frank Creyaufmiller

Passed

7. **COMMENTS FROM THE PUBLIC**

There were no comments from the public.

8. **DIRECTOR'S REPORT**

Mr. Freeman introduced Kerry Charles, new city planner, to the Board and Ms. Charles told the Board a little bit about herself.

Mr. Freeman made the Board aware of legislative items coming forward, and he stated he will provide updates as they come in.

9. BOARD COMMENTS

Mr. Albury thanked Mr. Freeman for clarifying and providing answers on the sidewalk situation. Mr. Albury suggested that if nothing is built within five years, sidewalks are built out. Mr. Freeman explained the internal.process for sidewalks is currently in place, unless it is a capital project. He highlighted the #1 priority is putting in sidewalks because there are too many missing links and this will make the property more valuable for developers and neighbors.

Chairman Creyaufmiller suggested the public be notified of the Planning Board meeting agenda items.

Chairman Creyaufmiller thanked the Board for their dedication and attendance.

10. ADJOURNMENT

CITY OF FORT PIERCE

PLANNING BOARD

March 13th, 2023

Weatherbee Annexation
Parcel ID: 3403-502-0015-000-5

APPLICANT

REDTAIL DG. Tod Mowery

PROPERTY OWNER(S)

Hoffman Family Limited Prtnshp

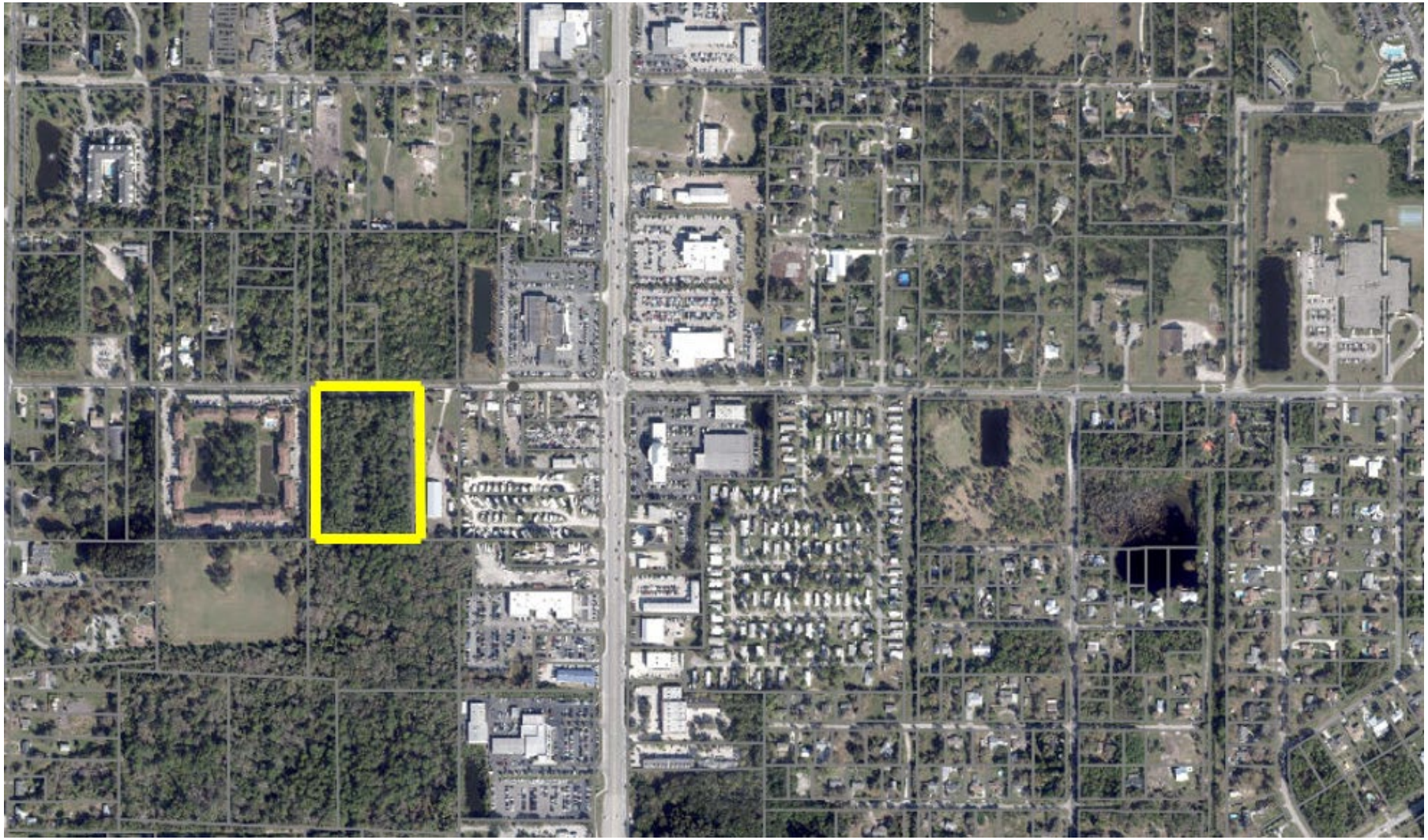
PARCEL ID #(S):

3403-502-0015-000-5

SUMMARY

Request for review of an application for an annexation of one (1) parcel into the city, with a City Future Land Use of RM, Medium Density Residential, and a City Zoning of R-4, Medium Density Residential.

SITE LOCATION

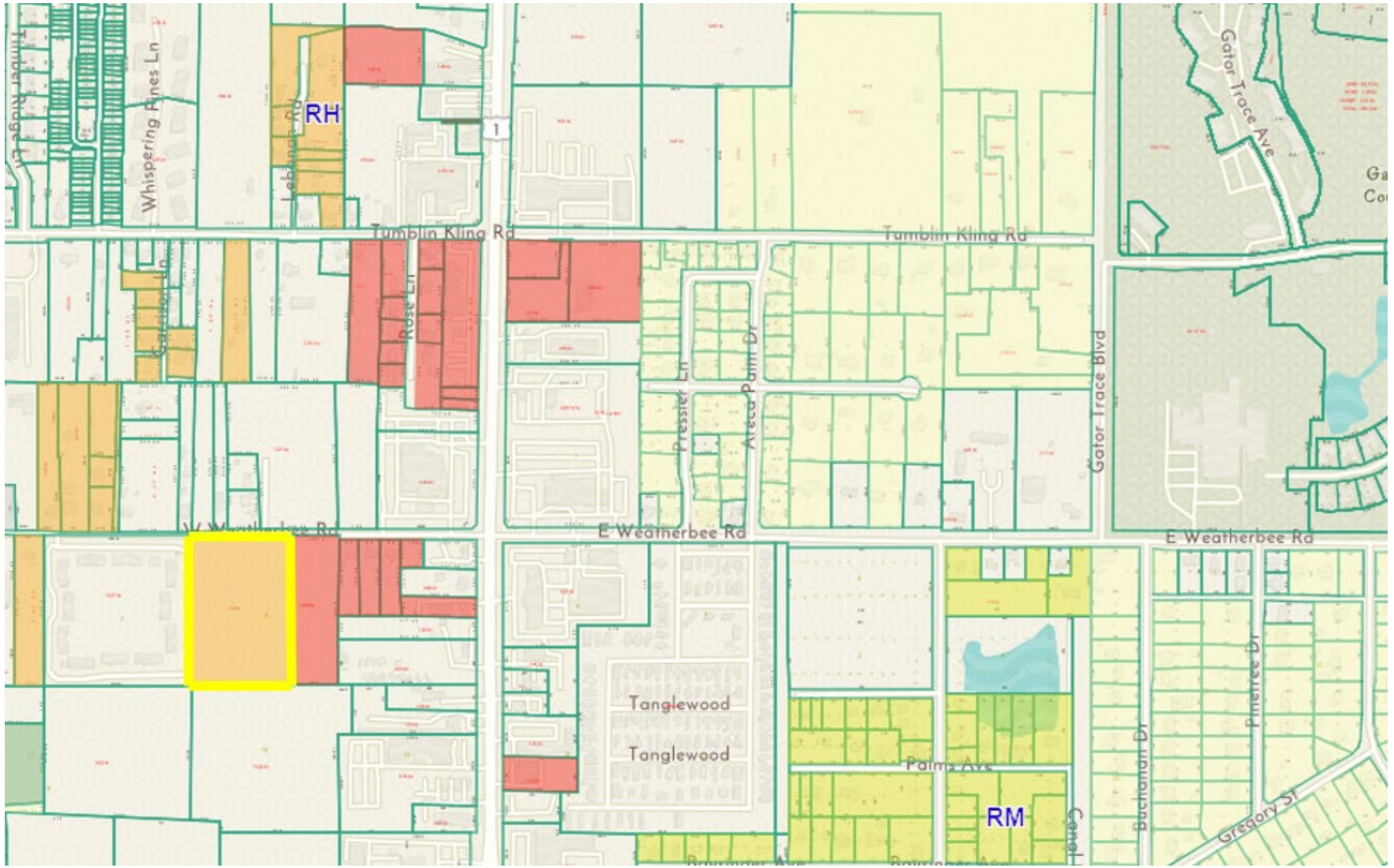


SITE AREA= 6.94 +/- Acres

EXISTING/PROPOSED FUTURE LAND USE

Current FLU RH (Residential High, 15 du/a – St. Lucie County)

Proposed FLU RM (Medium Density Residential – City of Fort Pierce)

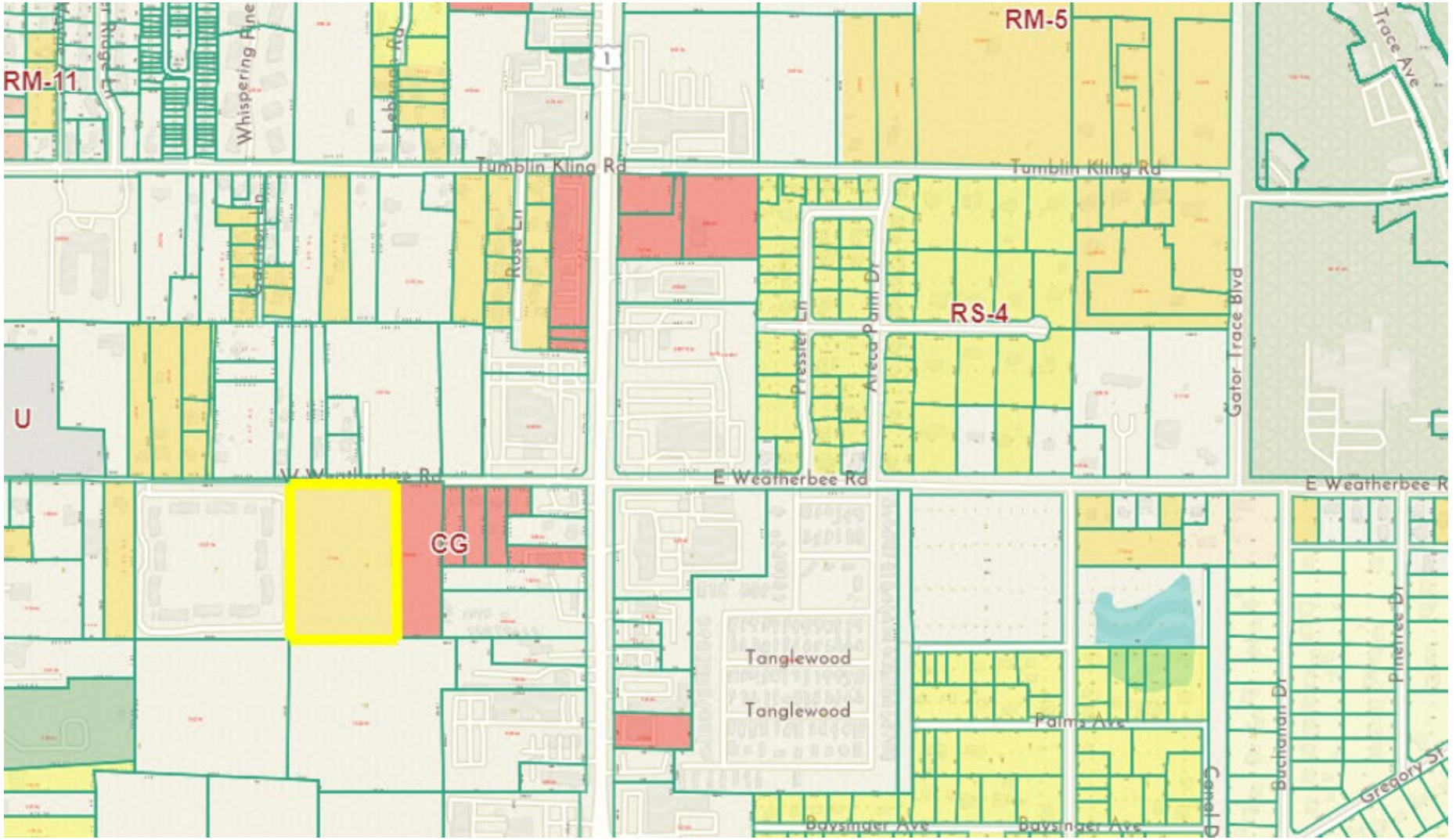


PARCEL ID 3403-502-0015-000-5 – ANNEXATION

EXISTING/PROPOSED ZONING

Currently Zoned RM-11 (Residential, Multi-family-11 du/a – St. Lucie County)

Proposed Zoning R-4 (Medium Density Residential – City of Fort Pierce)



PARCEL ID 3403-502-0015-000-5 – ANNEXATION

RECOMMENDATION

Staff recommendation is for the Planning Board to move the proposed Annexation for approval to City Commission.

ALTERNATIVE RECOMMENDATION

1. Recommend Approval with conditions.

2. Recommend Disapproval.

THE SUNRISE CITY
FORT PIERCE
PLANNING DEPARTMENT Florida

Tod Mowery, AICP
100 S. 2nd Street
Fort Pierce, FL 34950

Subject: Annexation – Weatherbee: Parcel ID 3403-502-0015-000-5 – Technical Review Committee Comments for February 15, 2023 TRC Meeting

City of Fort Pierce Planning Department

1. Is there any information as to what will be proposed on this parcel after it has been annexed into the city?

Fort Pierce Engineering Department

Comments may be forthcoming

Fort Pierce Building Department

1. Building Official or his representative has no comment at the time of this meeting, but reserves submission of comments upon completion of the official plan review.

Fort Pierce Police Department

Comments may be forthcoming

St. Lucie County Planning Department

Comments may be forthcoming

St. Lucie County PW/Engineering

Comments may be forthcoming

City Clerk Office

Comments may be forthcoming

Code Enforcement

Comments may be forthcoming

Fort Pierce Utilities Authority

FPUA W/WW Engineering: Approved,

Water and wastewater (via forcemain) is available to serve the subject parcel. To connect to these services please submit 2 complete sets of utility construction plans to water/wastewater engineering along with a plan review and a commercial service application. Details and Specifications can be found at W/WW Engineering Page. For any additional questions please contact Shane Ostrander sostrander@fpua.com or 772-466-1600 ext 3468.

https://fpua.com/water-and-wastewater-engineering-downloads/

FPUA Electric & Gas Engineering: FPUA Electric & Gas Engineering has reviewed the application. Approved. No further comments.

St. Lucie County Fire District

No comments at this time

Florida Department of Transportation

Comments may be forthcoming

St. Lucie County School Board

Comments may be forthcoming

CITY OF FORT PIERCE

Planning Board

March 13th, 2023

Love Ministries Telecom Tower– Conditional Use

APPLICANT

Deborah L Martohue, Esp. AICP

PROPERTY OWNER(S)

The Love Center Regeneration Ministries

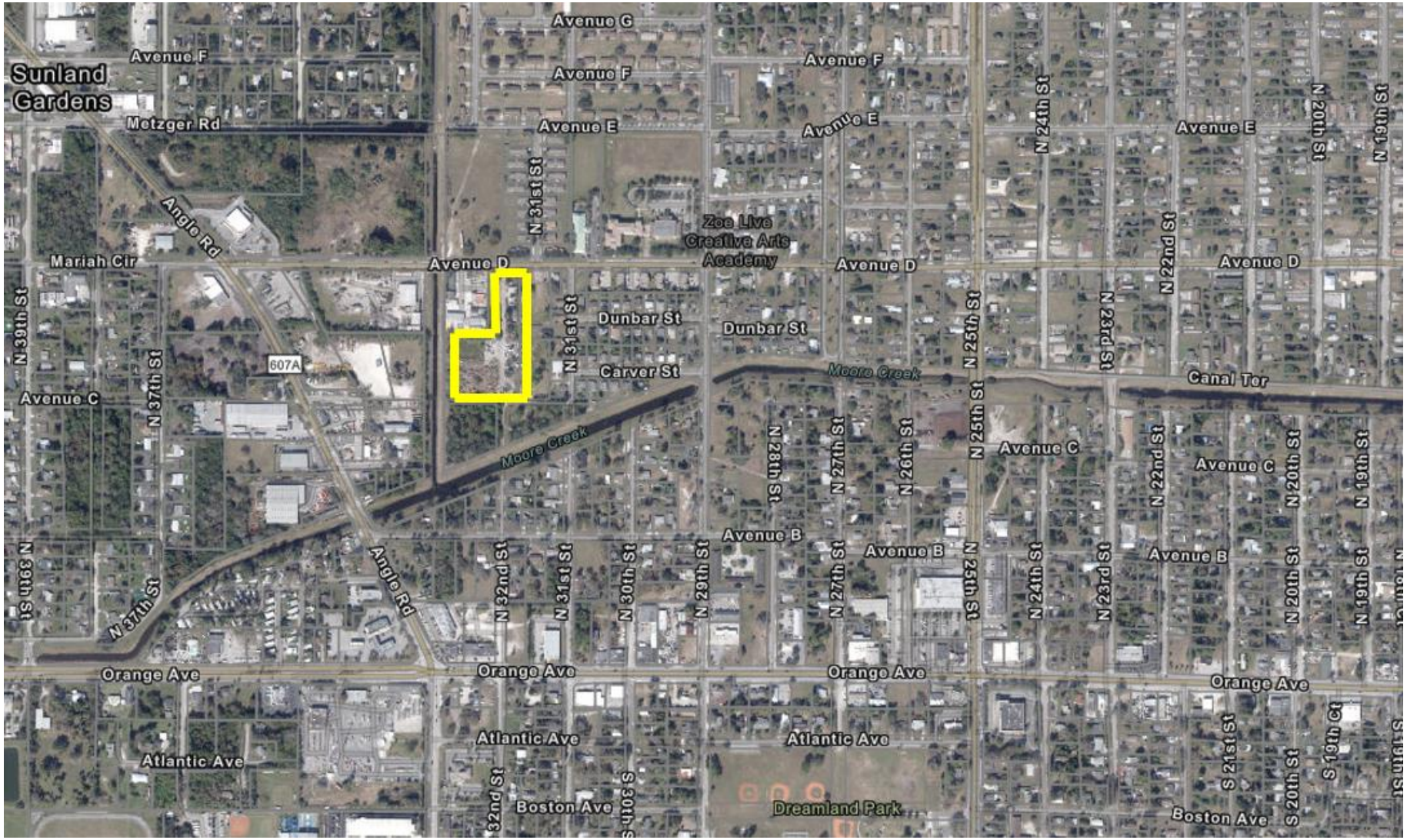
PARCEL ID #:

2408-123-0008-000-2

SUMMARY

The applicant is requesting the review of an application for a Conditional Use for a Telecommunications Tower located at 3111 Avenue D. The applicant is seeking to install the unmanned wireless facility consisting of a 199-foot monopole and associated ground equipment within a 60 ft x 60 ft secure equipment compound with access from Avenue D. The monopole is designed to have a maximum of 4 carriers.

SITE LOCATION

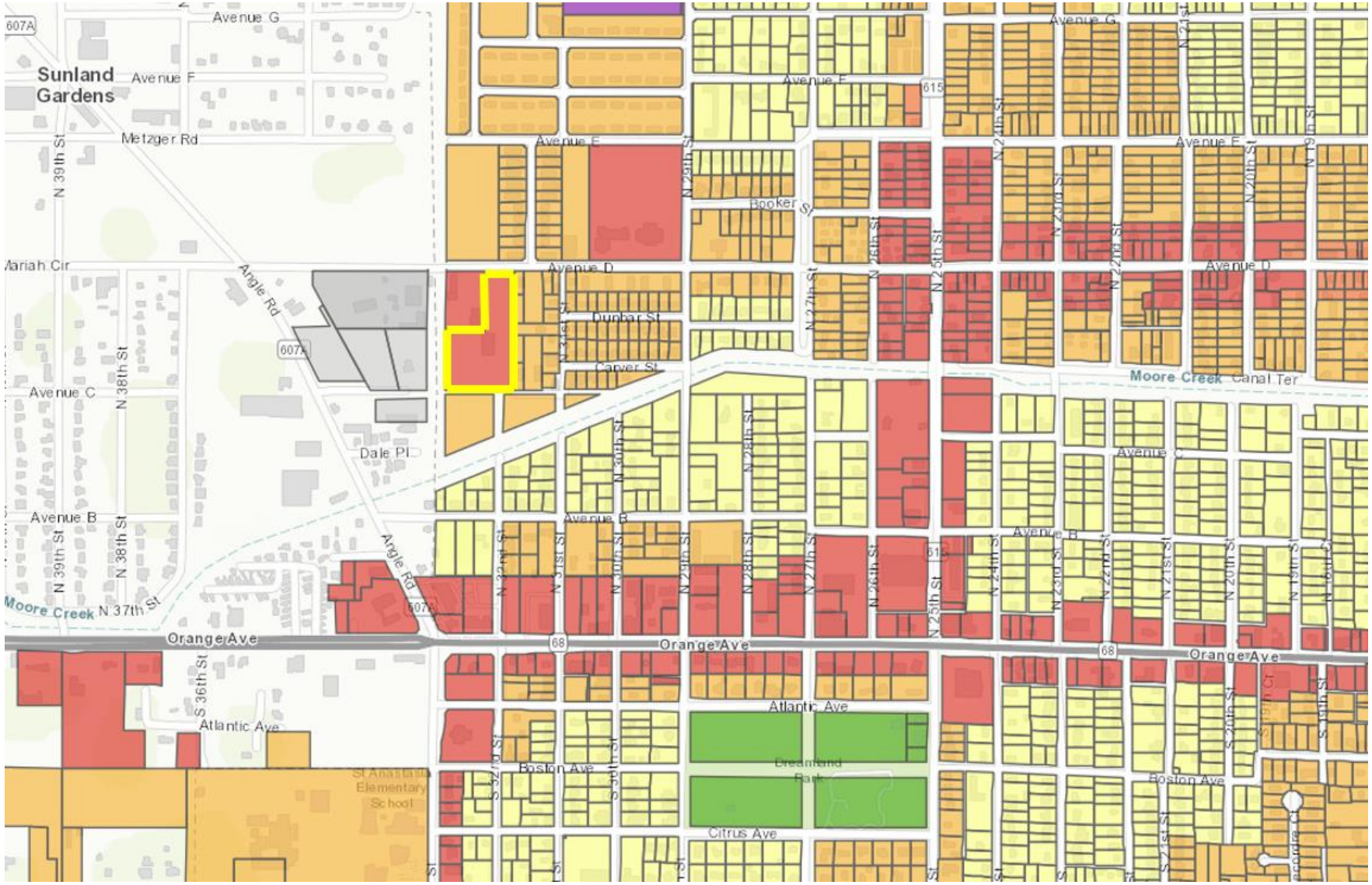


SITE AREA= 3.74 +/- Acres

Love Ministries Telecommunication Tower– Conditional Use – 3111 Avenue D

FUTURE LAND USE

Future Land Use: GC (General Commercial)



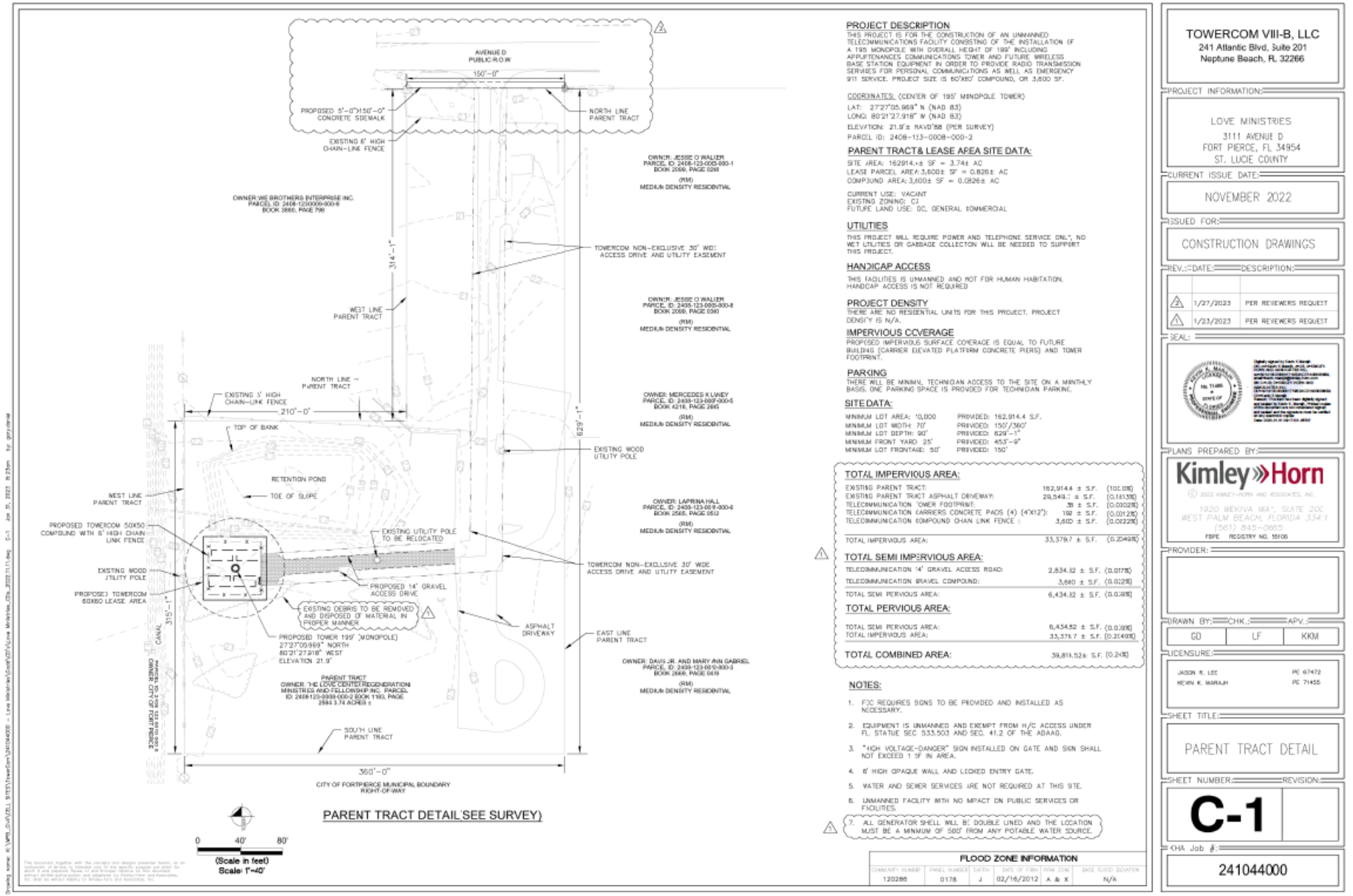
Love Ministries Telecommunication Tower– Conditional Use – 3111 Avenue D

ZONING

Zoning: C-3 (General Commercial)

Love Ministries Telecommunication Tower– Conditional Use – 3111 Avenue D

SITE PLAN



PROJECT DESCRIPTION

THIS PROJECT IS FOR THE CONSTRUCTION OF AN UNMANNED TELECOMMUNICATIONS FACILITY CONSISTING OF THE INSTALLATION OF A 195 MONOPOLE WITH OVERALL HEIGHT OF 199' INCLUDING APPURTENANCES COMMUNICATIONS TOWER AND FUTURE WIRELESS BASE STATION EQUIPMENT IN ORDER TO PROVIDE RADIO TRANSMISSION SERVICES FOR PERSONAL COMMUNICATIONS AS WELL AS EMERGENCY 911 SERVICE. PROJECT SIZE IS 60'X60' COMPOUND, OR 3,600 SF.

COORDINATES: (CENTER OF 195' MONOPOLE TOWER)
LAT: 27°27'05.969" N (NAD 83)
LONG: 80°21'27.918" W (NAD 83)
ELEVATION: 21.9'± NAVD'88 (PER SURVEY)
PARCEL ID: 2408-123-0008-000-2

PARENT TRACT& LEASE AREA SITE DATA:

SITE AREA: 162914.4± SF = 3.741 AC
LEASE PARCEL AREA: 3,600± SF = 0.826± AC
COMPOUND AREA: 3,600± SF = 0.0826± AC

CURRENT USE: VACANT
EXISTING ZONING: CI
FUTURE LAND USE: GC, GENERAL COMMERCIAL

UTILITIES

THIS PROJECT WILL REQUIRE POWER AND TELEPHONE SERVICE ONLY, NO WET UTILITIES OR GARBAGE COLLECTON WILL BE NEEDED TO SUPPORT THIS PROJECT.

HANDICAP ACCESS

THIS FACILITIES IS UNMANNED AND NOT FOR HUMAN HABITATION. HANDICAP ACCESS IS NOT REQUIRED

PROJECT DENSITY

THERE ARE NO RESIDENTIAL UNITS FOR THIS PROJECT. PROJECT DENSITY IS N/A.

IMPERVIOUS CCVERAGE

PROPOSED IMPERVIOUS SURFACE COVERAGE IS EQUAL TO FUTURE BUILDING (CARRIER ELEVATED PLATFORM CONCRETE PIERS) AND TOWER FOOTPRINT.

PARKING

THERE WILL BE MINIMAL TECHNICIAN ACCESS TO THE SITE ON A MINTHLY BASIS. ONE PARKING SPACE IS PROVIDED FOR TECHNICIAN PARKING.

SITE DATA:

MINIMUM LOT AREA: 10,000	PROVIDED: 162,914.4 S.F.	
MINIMUM LOT WIDTH: 70'	PROVIDED: 150'/360'	
MINIMUM LOT DEPTH: 90'	PROVIDED: 629'-1"	
MINIMUM FRONT YARD: 25'	PROVIDED: 453'-9"	
MINIMUM LOT FRONTAGE: 50'	PROVIDED: 150'	

TOTAL IMPERVIOUS AREA:

EXISTING PARENT TRACT:	162,914.4 ± S.F.	(100.0%)
EXISTING PARENT TRACT ASPHALT DRIVEWAY:	29,549.3 ± S.F.	(0.181.5%)
TELECOMMUNICATION TOWER FOOTPRINT:	39 ± S.F.	(0.0002%)
TELECOMMUNICATION CARRIERS CONCRETE PADS (4) (4'X12'):	192 ± S.F.	(0.001.2%)
TELECOMMUNICATION COMPOUND CHAIN LINK FENCE :	3,600 ± S.F.	(0.0022%)
TOTAL IMPERVIOUS AREA:	33,379.7 ± S.F.	(0.2049%)

TOTAL SEMI IMPERVIOUS AREA:

TELECOMMUNICATION 14' GRAVEL ACCESS ROAD:	2,834.82 ± S.F.	(0.0175%)
TELECOMMUNICATION GRAVEL COMPOUND:	3,600 ± S.F.	(0.0221%)
TOTAL SEMI PERVIOUS AREA:	6,434.82 ± S.F.	(0.0.395%)

TOTAL PERVIOUS AREA:

TOTAL SEMI PERVIOUS AREA:	6,434.82 ± S.F.	(0.0.395%)
TOTAL IMPERVIOUS AREA:	33,379.7 ± S.F.	(0.2049%)
TOTAL COMBINED AREA:	39,811.52± S.F.	(0.243)

NOTES:

1. FJC REQUIRES SIGNS TO BE PROVIDED AND INSTALLED AS NCESSARY.
2. EQUIPMENT IS UNMANNED AND EXEMPT FROM H/C ACCESS UNDER FL STATUE SEC 553.503 AND SEC. 41.2 OF THE ADAAG.
3. "HIGH VOLTAGE-DANGER" SIGN INSTALLED ON GATE AND SIGN SHALL NOT EXCEED 1 SF IN AREA.
4. 6' HIGH OPAQUE WALL AND LOCKED ENTRY GATE.
5. WATER AND SEWER SERVICES ARE NOT REQUIRED AT THIS SITE.
6. UNMANNED FACILITY WITH NO IMPACT ON PUBLIC SERVICES OR FACILITIES.
7. ALL GENERATOR SHELL WILL BE DOUBLE LINED AND THE LOCATION MUST BE A MINIMUM OF 500' FROM ANY POTABLE WATER SOURCE.

FLOOD ZONE INFORMATION

COMMUNITY NUMBER	PANEL NUMBER	SUFFIX	DATE OF FIRM	FIRM ZONE	BASE FLOOD ELEVATION
120286	0178	J	02/16/2012	A & X	N/A

TOWERCOM VIII-B, LLC
241 Atlantic Blvd, Suite 201
Neptune Beach, FL 32266

PROJECT INFORMATION:
LOVE MINISTRIES
3111 AVENUE D
FORT PIERCE, FL 34954
ST. LUCIE COUNTY

CURRENT ISSUE DATE:
NOVEMBER 2022

ISSUED FOR:
CONSTRUCTION DRAWINGS

REV.:	DATE:	DESCRIPTION:
2	1/27/2023	PER REVIEWERS REQUEST
1	1/23/2023	PER REVIEWERS REQUEST

SEAL:

PLANS PREPARED BY:
Kimley»Horn
© 2022 KIMLEY-HORN AND ASSOCIATES, INC.
1920 WEKIVA WAY, SUITE 200
WEST PALM BEACH, FLORIDA 33411
(561) 845-0665
FBPE REGISTRY NO. 35106

PROVIDER:

DRAWN BY:	CHK.:	APV.:
GD	LF	KKM

LICENSURE:
JASON R. LEE — PE 67472
KEVIN K. MARAJH — PE 71455

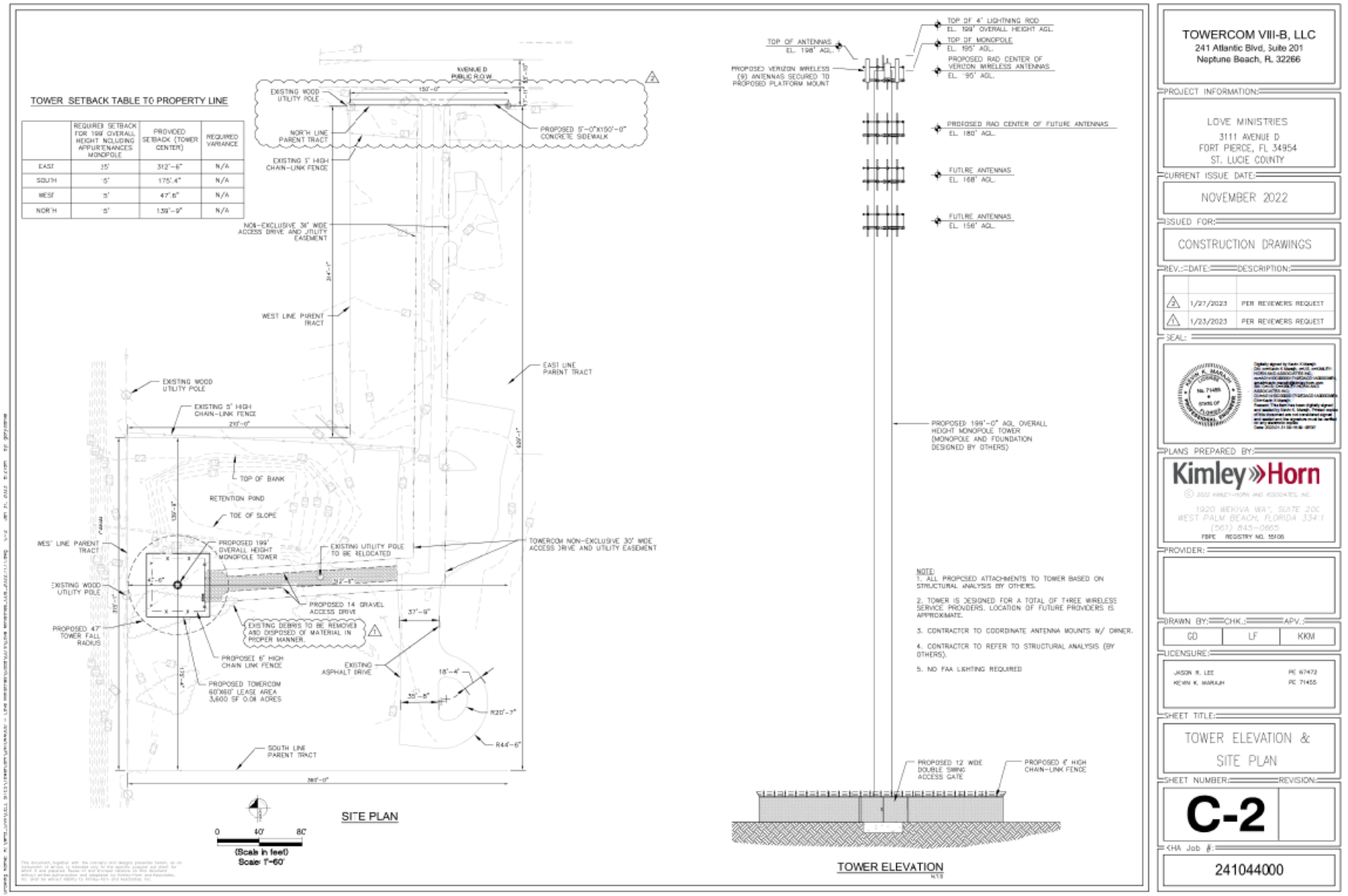
SHEET TITLE:
PARENT TRACT DETAIL

SHEET NUMBER: C-1
REVISION:

CHA Job #:
241044000

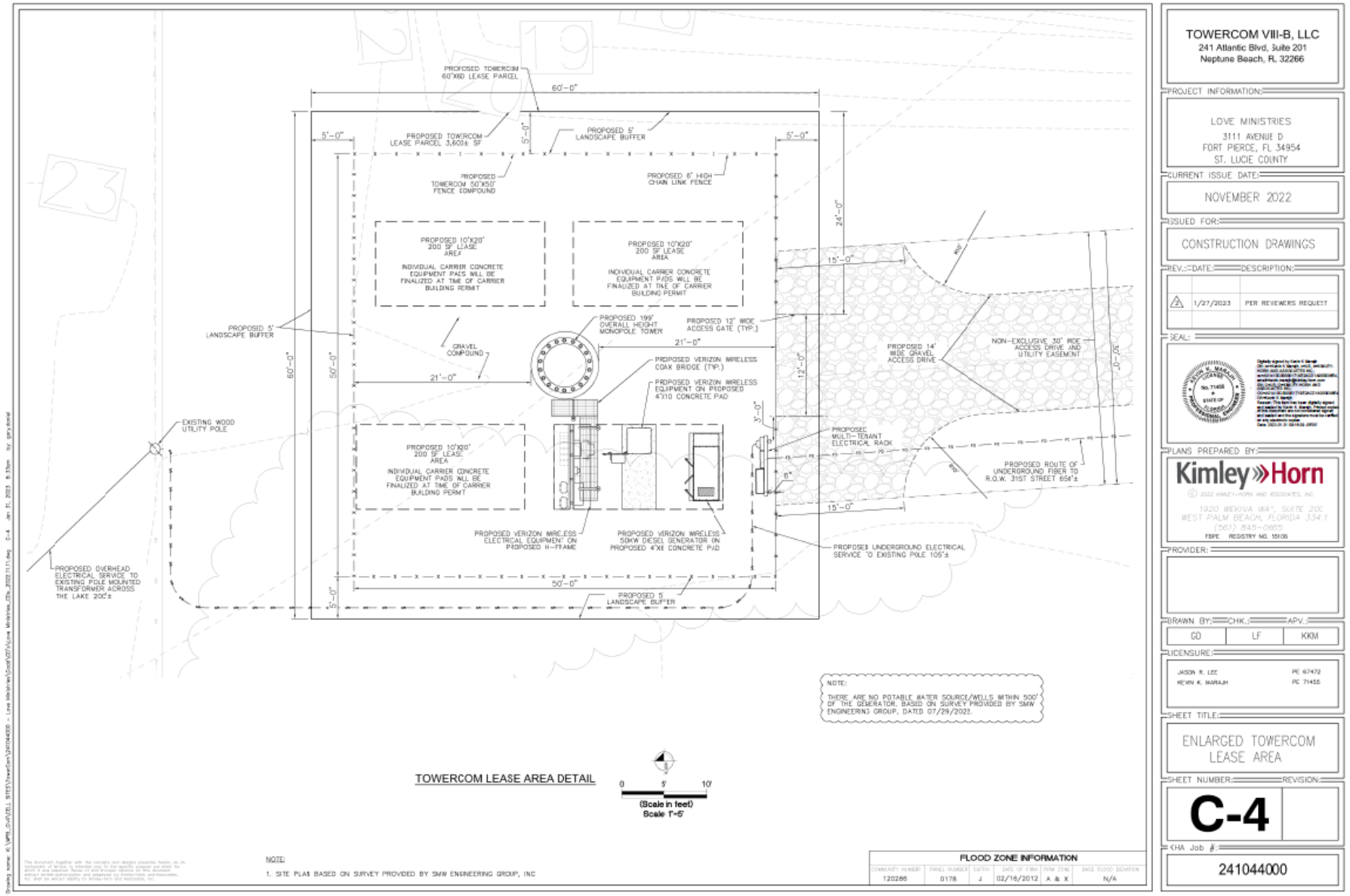
Love Ministries Telecommunication Tower– Conditional Use – 3111 Avenue D

SITE PLAN



Love Ministries Telecommunication Tower– Conditional Use – 3111 Avenue D

SITE PLAN



Love Ministries Telecommunication Tower– Conditional Use – 3111 Avenue D

RECOMMENDATION

Staff recommendation is for the Planning Board to vote APPROVAL of the proposed Conditional Use to move to City Commission.

ALTERNATIVE RECOMMENDATION

1. Recommend Approval with alternative conditions.

2. Recommend Disapproval.

THE SUNRISE CITY
FORT PIERCE
PLANNING DEPARTMENT
Florida

Deborah L Martohue Esq., AICP
1036 23rd Avenue N
St. Petersburg, FL 33704

Subject: Site Plan and Conditional Use – 3111 Avenue D – Technical Review Committee Comments for January 19, 2023 TRC Meeting

City of Fort Pierce Planning Department

1. Strongly recommend reaching out to the surrounding property owners and holding a project discussion about the telecommunications tower.

2. A completion certification by a landscape architect, cost estimate, and landscape bond pursuant to City Code 123-6 shall be required before the Final Certificate of Occupancy is approved for the site.

3. Are there any other perspective providers who are interested in adding to this monopole besides Verizon?

4. With the protected species portion of the Environmental Assessment, was a separate gopher tortoise survey done?

5. The zero-fall zone referenced in one of the letters would mean that the monopole would fall into itself if the pole were to fall?

6. Have any designs been considered in a way to camouflage the 195-foot pole?

Fort Pierce Engineering Department

Comments may be forthcoming

Fort Pierce Building Department

1. Building Official or his represent olive hos no comment at the time of this meeting, but reserves submission of comments upon completion of the official plan review.

2. Building Permit required.

Fort Pierce Police Department

Based on feedback from a recent and similar project proposed in a neighborhood nearby, please diligently conduct the necessary research with regards to this project as it relates to the residential neighbors around the location of this project. (I do see the letters sent to the neighbors, Thank you.)

Should a town hall meeting be held, please pay special attention to making contact with the neighbors who may want to attend the meeting, to possibly include signs or banners that are prominently erected to notify and remind the neighboring residents of any proposed meetings.

St. Lucie County Planning Department

Comments may be forthcoming

St. Lucie County PW/Engineering

No comments at this time

City Clerk Office

Comments may be forthcoming

Code Enforcement

Comments may be forthcoming

Fort Pierce Utilities Authority

FPUA W/WW Engineering: Approved as noted,

Water and wastewater services are available to serve the subject property. To connect to these services please submit Utility Plan (3 complete sets) along with a completed plan review application to the Water and Wastewater Engineering Department, at 1701 S 37th Street Fort Pierce Florida, 34947. Please use the link below to our website for a step-by-step guide through the entire process, including utility details and permit applications. For questions please contact John Biggs at 772-466-1600 ext. 3474

https://fpua.com/water-and-wastewater-engineering-downloads/

FPUA Electric & Gas Engineering: FPUA Electric & Gas Engineering has reviewed the application. Approved. 1-phase electric service is available from the north property line.

Please contact Sal Scimeca for electric customer requirements and project coordination.

Sal Scimeca

Engineering Technician II
Electric & Gas Engineering
Fort Pierce Utilities Authority
sscimeca@fpua.com
772.466.1600 ext. 6957

St. Lucie County Fire District

1. Please submit a completed application for Development/Site Plan Review (St. Lucie County Fire District Development & Site Plan Review Application). This form is available on-line at https://www.slcfd.com

2. Fire District review fees are due at the time of submittal. An abbreviated fee schedule is included on the application form.

3. Please send the Fire District electronic plans for the site and buildings.

4. Fire department access roads provided in accordance with 18.2.3 shall be provided at the start of a project and shall be maintained throughout construction. (NFPA 1 16.1.4). Surface. Fire department access roads shall be designed and maintained to support the imposed loads of fire apparatus and shall be provided with an all-weather driving surface. (NFPA 1.18.2.3.5.2.5).

5. Security gates must either be manned 24 hour/day or provide an access control key switch on the control panel to allow for Fire Department entry in an emergency. Security gates must maintain a clear width of 12 feet when open and provide a means to open the gates manually upon loss of power.

6. Be advised: Dimensions of largest vehicle are as follows: 38 tons or 77k lbs, 47.5 ft. total length, 21.5 ft. wheel base, 10.5 ft. total width, 41.5 degree turning radius.

7. Minimum roadway pavement width (two-way traffic) shall be twenty (20) ft.

8. Minimum roadway pavement width (one-way traffic) shall be twelve (12) ft.

9. Site Plans submitted in accordance with this Fire Prevention Code shall include the location of all existing and proposed fire hydrants within one thousand (1,000) feet of the proposed project.

Florida Department of Transportation

Comments may be forthcoming

St. Lucie County School Board

No comments at this time

THE SUNRISE CITY
FORT PIERCE
Florida
ENGINEERING
DEPARTMENT

To : File/TRC

From : Selena Griffett, P.E.

Thru : Tracy Telle – Assistant City Engineer

Re : Site Plan and Conditional Use # 22-07000030
Love Ministries Telecom Tower
3111 Avenue D
2nd Submittal

Date : February 10, 2023

This is to advise you that we have completed the review of the following documents as received by this office on February 2, 2023:

- ☐ Development Permit Compliance Review
- ☐ Construction Drawings
- ☒ Site Plan
- ☐ Test Reports & Related Documents
- ☒ Conditional Use
- ☐ Record Drawings
- ☐ Permits
- ☐ Other _____

Based on our reviews and appropriate site final inspection, we

- ☐ Recommend
- ☒ Do Not Recommend
- ☒ Approval
- ☐ Variance Approval
- ☐ C/O

Developer, Owner, Engineer, Contractor, and other members of the Development Team must be aware, the above recommendation is based only on the construction requirements of the engineering plans and other engineering documentation approved by this department. The Development Team shall be responsible for the compliance with other City department requirements and all approved documents, as well as Local, State and Federal regulations. The development requirements for this project may necessitate additional construction requirements that are not subject to this department's review for approval.

☒ See Attached for Comments

100 NORTH US 1, FORT PIERCE, FLORIDA 34950 • CITYOFFORTPIERCE.COM • TEL: 772.467.3000 • FAX: 772.460.6847

1. Conditional Use and Site Plan cannot be approved until unpaid/outstanding Stormwater Fees have been addressed by the property owner (please see attached information).

2. All FAA communications and all other agency permits will be required for DPCR (Building Permit).

3. Sheet C-4 note still shows a "Proposed rout of underground fiber to **R.O.W. 31st** Street 650' ±." However, comment responses and revised plan shows fiber route to **AVENUE D**. Please revise.

Selena Griffett

From: Alicia Forbis
Sent: Thursday, February 2, 2023 2:15 PM
To: Tracy Telle; Selena Griffett
Subject: FW: Love Ministries Telecommunications Tower Resubmittal
Attachments: Love Ministries Telecom Tower - Site Plan and Conditional Use- 2nd Submittal -TRC Packet.pdf

This property has not paid their SMU fees since 2009, they have a large amount past due.

From: Ryan Altizer <raltizer@cityoffortpierce.com>
Sent: Thursday, February 2, 2023 2:09 PM
To: Engineering Department <engineering_dl@cityoffortpierce.com>
Cc: Planning Department <planning@cityoffortpierce.com>
Subject: Love Ministries Telecommunications Tower Resubmittal

Hello all,

The above referenced project is being resubmitted for your review and comments. The applicant is requesting a Site Plan (Development Review) and Conditional Use for 3111 Avenue D.

Please send all comments to raltizer@cityoffortpierce.com, planning@cityoffortpierce.com and/or through interoffice mail to the Planning Department

If you have comments, please contact the Planning Department at 772-467-3737 or my direct line at 772-467-3742.

Thank you.

Ryan Altizer | Senior Planner | City of Fort Pierce
Planning Department
Phone: 772.467.3742 Fax: 772.466.5808 100 North U.S. 1 Fort Pierce, FL 34950

THE SUNRISE CITY FORT PIERCE Florida

LOVE CENTER REGENERATIONS MINISTRIES
PO BOX 2384
FT PIERCE, FL 34954
C# 2923/2923

Facility & Parcel Nos:	ERU's	$/ERU	Amount
2404-443-0019-000/3	0.4	$69	$27.60
2404-813-0031-000/8	11.6	$69	$800.40
2408-123-0008-000/2	16.7	$69	$1,152.30
AMOUNT DUE FOR 2022 YR	28.7		$1,980.30
PAST DUE AMOUNT FOR 2021 YR	28.2		$1,945.80
PAST DUE AMOUNT FOR 2020 YR	28.2		$1,945.80
PAST DUE AMOUNT FOR 2019 YR	32.9		$1,776.60
PAST DUE AMOUNT FOR 2018 YR	31.4		$1,695.60
PAST DUE AMOUNT FOR 2017 YR	31.4		$1,695.60
PAST DUE AMOUNT FOR 2016 YR	31.4		$1,695.60
PAST DUE AMOUNT FOR 2015 YR	31.4		$1,695.60
PAST DUE AMOUNT FOR 2014 YR	30.9		$1,668.60
PAST DUE AMOUNT FOR 2013 YR	30.3		$1,636.20
PAST DUE AMOUNT FOR 2012 YR	30.3		$1,636.20
PAST DUE AMOUNT FOR 2011 YR	39.0		$2,106.00
PAST DUE AMOUNT FOR 2010 YR	16.0		$863.40
TOTAL AMOUNT DUE	**390.1**		**$22,341.30**

PROJECT DATA

1,200 SF OFFICE BUILDING

ACREAGE: 296,381 SF (6.80 AC)

RETENTION: 34,670 SF (0.80 AC) - 12%

95 STORAGE SPACES

4 PARKING SPACES (1 ADA)

0 50' 100'

811 KNOW WHAT'S BELOW ALWAYS CALL 811 BEFORE YOU DIG It's fast. It's free. It's the law. www.callsunshine.com

PLANNER
REDTAIL DESIGN GROUP
C/O TOD MOWERY, AICP
100 S. 2ND STREET, UNIT 209
FORT PIERCE, FLORIDA 34950
772.742.1555

REDTAIL DG

DESIGNED BY	DRAWN BY	FILENAME	LAYOUT	SCALE	DATE
TH	VP			1" = 75'	5/12/2023

REVISION COMMENTS | DATE

TREASURE COAST RV AND BOAT STORAGE

CONCEPTUAL SITE PLAN

FORT PIERCE FLORIDA

DYNAMIC ENGINEERING

JDA Self-Storage
Fort Pierce, FL

Fort Pierce Planning Board Hearing

March 13, 2023

2:00 PM

JDA Self-Storage

Fort Pierce, FL

Development Team:

- **Johnson Development Associates, Inc. – Contract Purchaser/Applicant**
  Vince Tiberi, Development Manager
  Natalie Smith, Senior Real Estate Manager

- **Dynamic Engineering Consultants, PC – Civil Engineer**
  Michael D. Miles, P.E.

- **Gunster Law – Land Use Attorney**
  Robert S. Raynes, Jr., Shareholder

- **FWH Architects**
  Michael Northcutt, Partner

JOHNSON DEVELOPMENT ASSOCIATES

Fort Pierce, FL

- **Founded in 1986, Johnson Development Associates (JDA) has steadily grown into one of the most well-respected real estate developers in the southeastern United States. JDA is well-capitalized with sponsorship from its Founder and Chairman, George Johnson Jr., and his family. This support provides surety of execution as JDA carries out its long-term development strategy. JDA's roots started in the development of local commercial and industrial properties in South Carolina. However, the firm expanded its footprint, as well as the size and scope of its projects, by focusing its primary development efforts on the industrial, multifamily and self-storage development platforms.**

- **JDA is one of the largest privately held owners of self-storage facilities in the southeastern United States. JDA has developed over 70 self-storage facilities across the country and the company's current footprint spans the east coast from Florida to New York and the west coast from California to Washington. JDA has been actively developing self-storage in the state of Florida since 2015 and currently owns 16 operating facilities, with an additional 5 facilities either under construction or in various stages of permitting. JDA and its affiliates are headquartered in Spartanburg, SC and have regional offices in Washington, D.C., Tampa, FL, Dallas, TX, Philadelphia, PA, and Los Angeles, CA.**

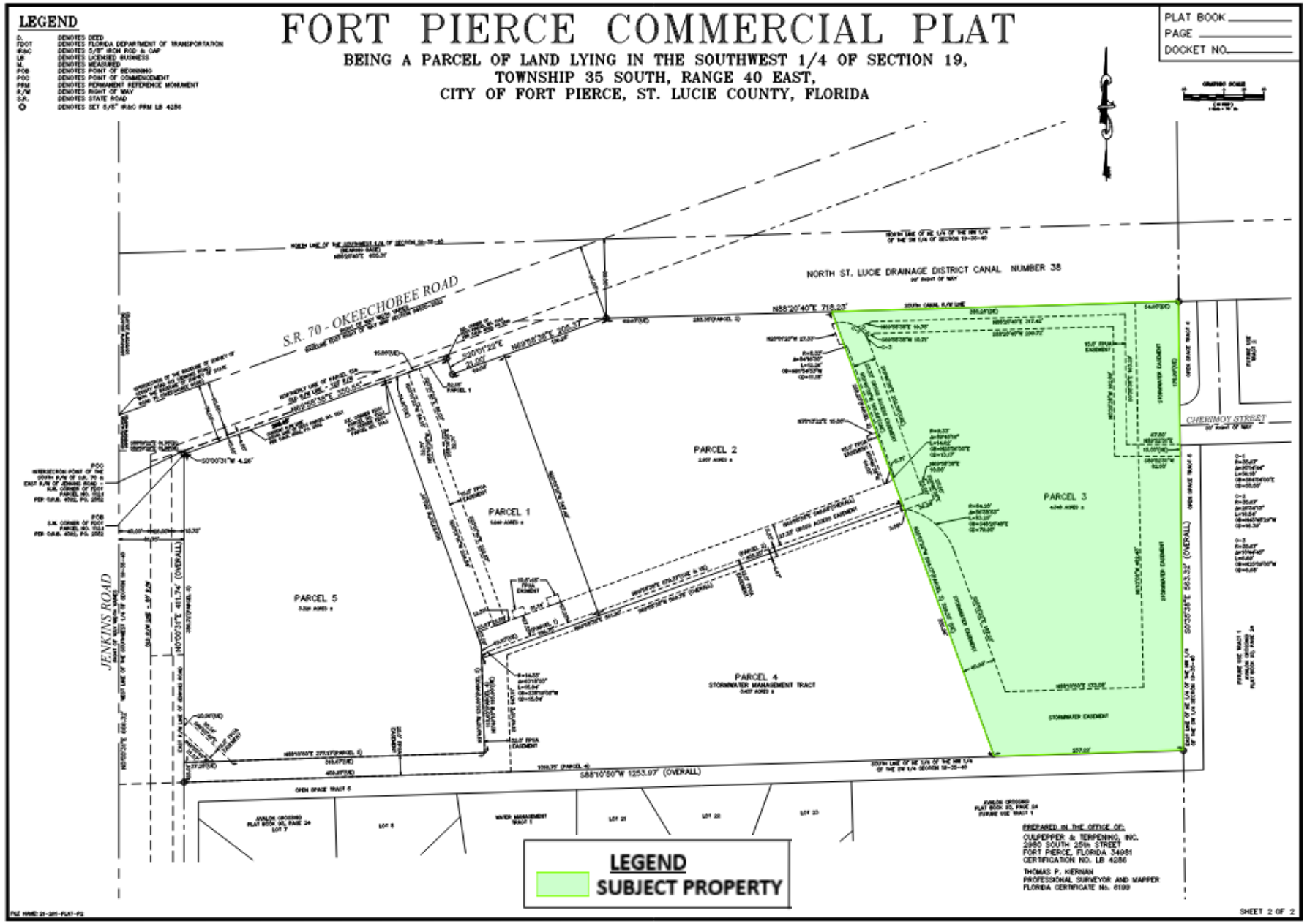
Our Requests

- **Review and approval of a Site Plan (Development Review and Design Review) and two Conditional Uses to construct a Two-Story, Self-Storage and Vehicle Storage Facility with associated site improvements.**

- **The parent parcel is 10.64 acres, however, the development program resides on the proposed Parcel 3 of the Fort Pierce Commercial Plat with a total area approximately of 4.34 acres. The site is surrounded by commercial uses to the north and west and new residential uses to the south and east.**

FORT PIERCE COMMERCIAL PLAT

Parcel 3



Aerial Image of Project Site

Showing location of the subject 4.34 +/- acre subdivided parcel located at the southeast corner of Jenkins Road and Okeechobee Road.

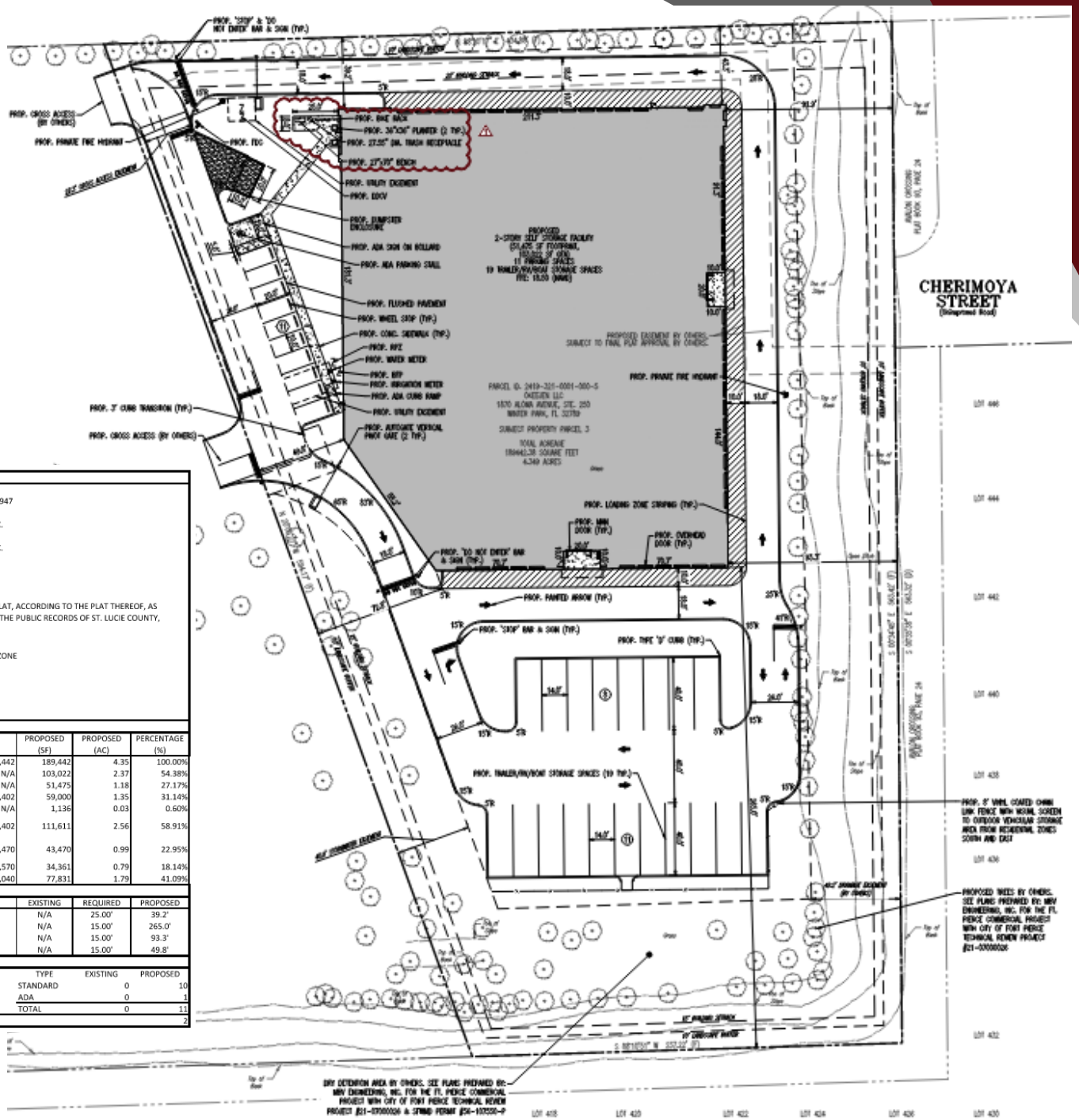
Proposed Site Plan

Site features:

a. Two-story Self-Storage facility building totaling 103,022 SF of gross floor area
b. A total of 11 vehicle parking spaces
c. A total of 19 oversized vehicle storage spaces
d. Access to the site is provided via a cross access driveway that connects to an internal road in which ultimately leads to Okeechobee Road and Jenkins Road
e. Gated access to the loading areas and vehicle storage areas
f. 8 feet vinyl coated chain-link fence with visual screen to outdoor vehicular storage is proposed at the south and east sides of the vehicular storage area.
g. No potential hazards, problems or public nuisances are foreseen to be generated due to the proposed development.

Landscape Features:

a. 13 Drummond Red Maple Native
b. 10 Slash Pine Native
c. 9 Southern Like Oak Native
d. 12 Florida Anise Native Shrubs
e. Bahia Grass Sod



SITE DATA

PARCEL NO.:	2419-312-0001-000-5
ADDRESS:	5553 OKEECHOBEE RD, FORT PIERCE, FL 34947
OWNER:	OKEEJEEN, LLC
CONTRACT PURCHASER	JOHNSON DEVELOPMENT ASSOCIATES, INC.
PROJECT NAME:	JDA FORT PIERCE - SELF STORAGE FACILITY
APPLICANT NAME:	JOHNSON DEVELOPMENT ASSOCIATES, INC.
EXISTING ZONING:	C-3 GENERAL COMMERCIAL
PROPOSED ZONING:	C-3 GENERAL COMMERCIAL
FUTURE LAND USE:	GC GENERAL COMMERCIAL
DEVELOPMENT TYPE:	SELF STORAGE FACILITY
LEGAL DESCRIPTION:	PARCEL 3 OF FORT PIERCE COMMERCIAL PLAT, ACCORDING TO THE PLAT THEREOF, AS RECORDED IN PLAT BOOK __, PAGE __, OF THE PUBLIC RECORDS OF ST. LUCIE COUNTY,
ADJACENT ZONING:	NORTH: C-3 GENERAL COMMERCIAL SOUTH: C-3 GENERAL COMMERCIAL EAST: R-4 MEDIUM DENSITY RESIDENTIAL ZONE WEST: C-3 GENERAL COMMERCIAL
ADJACENT FUTURE LAND USE:	NORTH: GC GENERAL COMMERCIAL SOUTH: GC GENERAL COMMERCIAL EAST: RM MEDIUM DENSITY RESIDENTIAL WEST: GC GENERAL COMMERCIAL

DEVELOPMENT DATA

LOT COVERAGE	EXISTING (SF)	PROPOSED (SF)	PROPOSED (AC)	PERCENTAGE (%)
PROJECT SITE AREA:	189,442	189,442	4.35	100.00%
BUILDING GFA:	N/A	103,022	2.37	54.38%
BUILDING FOOTPRINT:	N/A	51,475	1.18	27.17%
PAVEMENT AREA:	6,402	59,000	1.35	31.14%
SIDEWALKS:	N/A	1,136	0.03	0.60%
TOTAL IMPERVIOUS (INCLUDES BUILDING):	6,402	111,611	2.56	58.91%
DRY STORMWATER MANAGEMENT AREA:	43,470	43,470	0.99	22.95%
LANDSCAPING:	139,570	34,361	0.79	18.14%
TOTAL PERVIOUS:	183,040	77,831	1.79	41.09%

BUILDING SETBACKS

	EXISTING	REQUIRED	PROPOSED
NORTH:	N/A	25.00'	39.2'
SOUTH:	N/A	15.00'	265.0'
EAST:	N/A	15.00'	93.3'
WEST:	N/A	15.00'	49.8'

PARKING

PARKING RATIO:	REQUIRED	TYPE	EXISTING	PROPOSED
0.1 SPACE PER 1000 SF	11	STANDARD	0	10
		ADA	0	1
		TOTAL	0	11
BICYCLE RACKS:	2			2

Proposed Site Plan

Landscape Features:

a. 13 Drummond Red Maple Native
b. 10 Slash Pine Native
c. 9 Southern Like Oak Native
d. 12 Florida Anise Native Shrubs
e. Bahia Grass Sod for Ground Cover

Building Elevations

Architectural Features:

a. Florida Vernacular Architectural Style
b. Primary feature is a corner tower
c. First floor store front entrance system is covered by a canopy with diagonal supports
d. The primary facades have been broken by other feature elements:
    a. wall plane changes, roof
    b. projections,
    c. parapet extensions,
    d. veneer windows,
    e. awnings with standing seam covering,
    f. lapped siding,
    g. trim and
    h. gooseneck lighting.

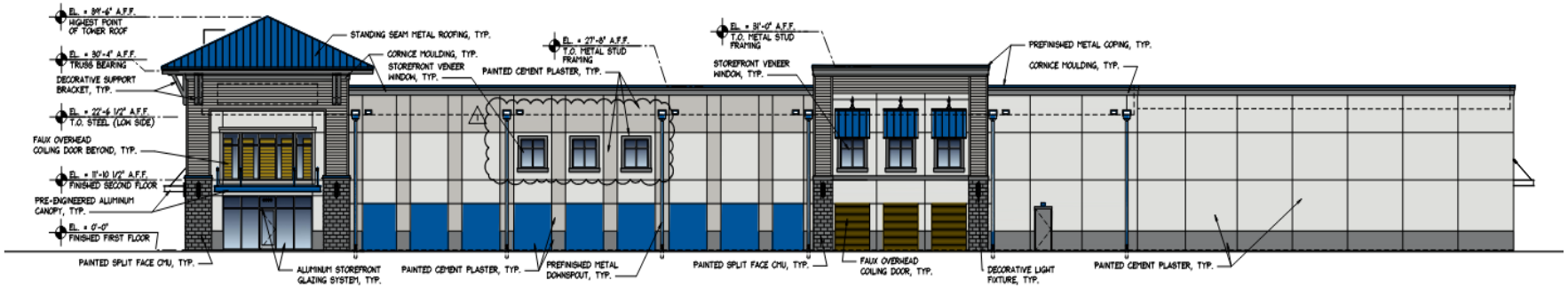
TRC Comments:

Per City Code Section 125-314. – Design Review, (4) Elevations (k):

"Blank walls are discouraged. Walls shall be punctuated with windows, doors, or architectural elements. New construction that includes long dimensions of continuous wall shall employ the use of site breaks to punctuate the streetscape."

Storefront veneer windows and trim have been added to reduce the blank wall areas on these facades.

1 NORTH EXTERIOR ELEVATION
SCALE: 3/32" = 1'-0"



2 WEST EXTERIOR ELEVATION
SCALE: 3/32" = 1'-0"

Rendering of Proposed Development

Conditions of Approval

1. A completion certification by a landscape architect, cost estimate, and landscape bond pursuant to City Code 123-6 shall be required before the Final Certificate of Occupancy is approved for the site.
2. Prior to the issuance of any site clearing permits, the applicant shall provide a Tree Mitigation Survey and coordinate with the City of Ft. Pierce Arborist for the required mitigation of the City regulated trees proposed to be removed as a result of this site's development/construction activity.
3. Per City Code Chapter 121 Subdivisions, a Final Plat is required.
4. After completion of the Final Plat, please submit a General Address Request Form for the newly created Parcel ID and for each proposed building.
5. If a monument sign is proposed, please consider installing a landscaped area around the proposed monument sign base which extends a minimum distance of three (3) feet in all directions. Such landscaped area shall be completely covered by ground cover and shrubs, hedges, or similar vegetative materials.
6. Install an opaque fence for the outside storage area.

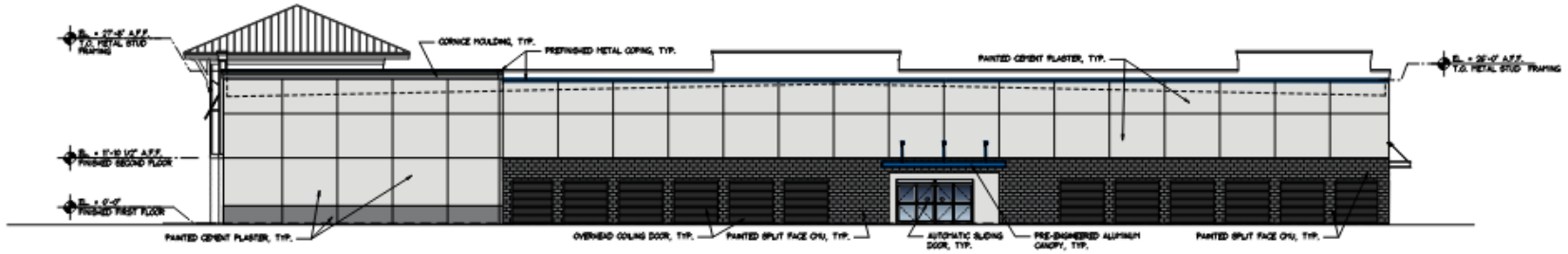
Applicant and their respective agents *take no issue* with the above conditions.

DYNAMIC ENGINEERING

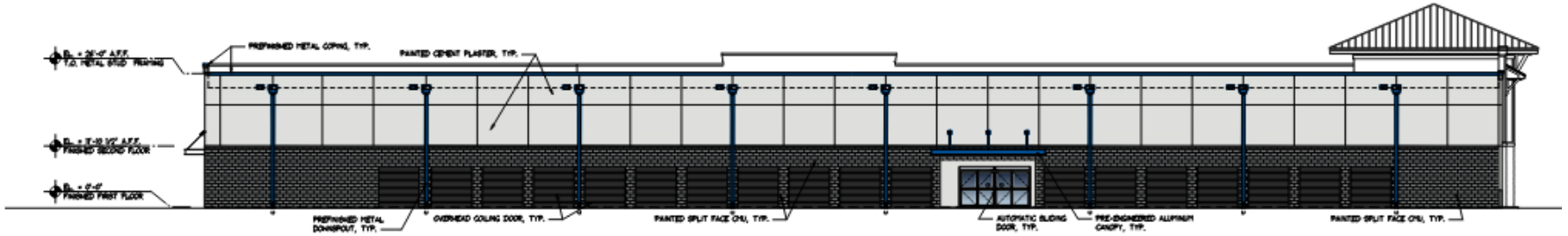
Questions

Thank you for your consideration of this Site Plan (Development Review and Design Review) and Conditional Use request!

Building Elevations

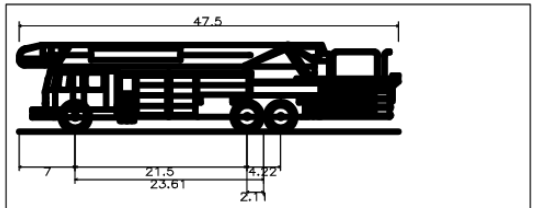


1 SOUTH EXTERIOR ELEVATION

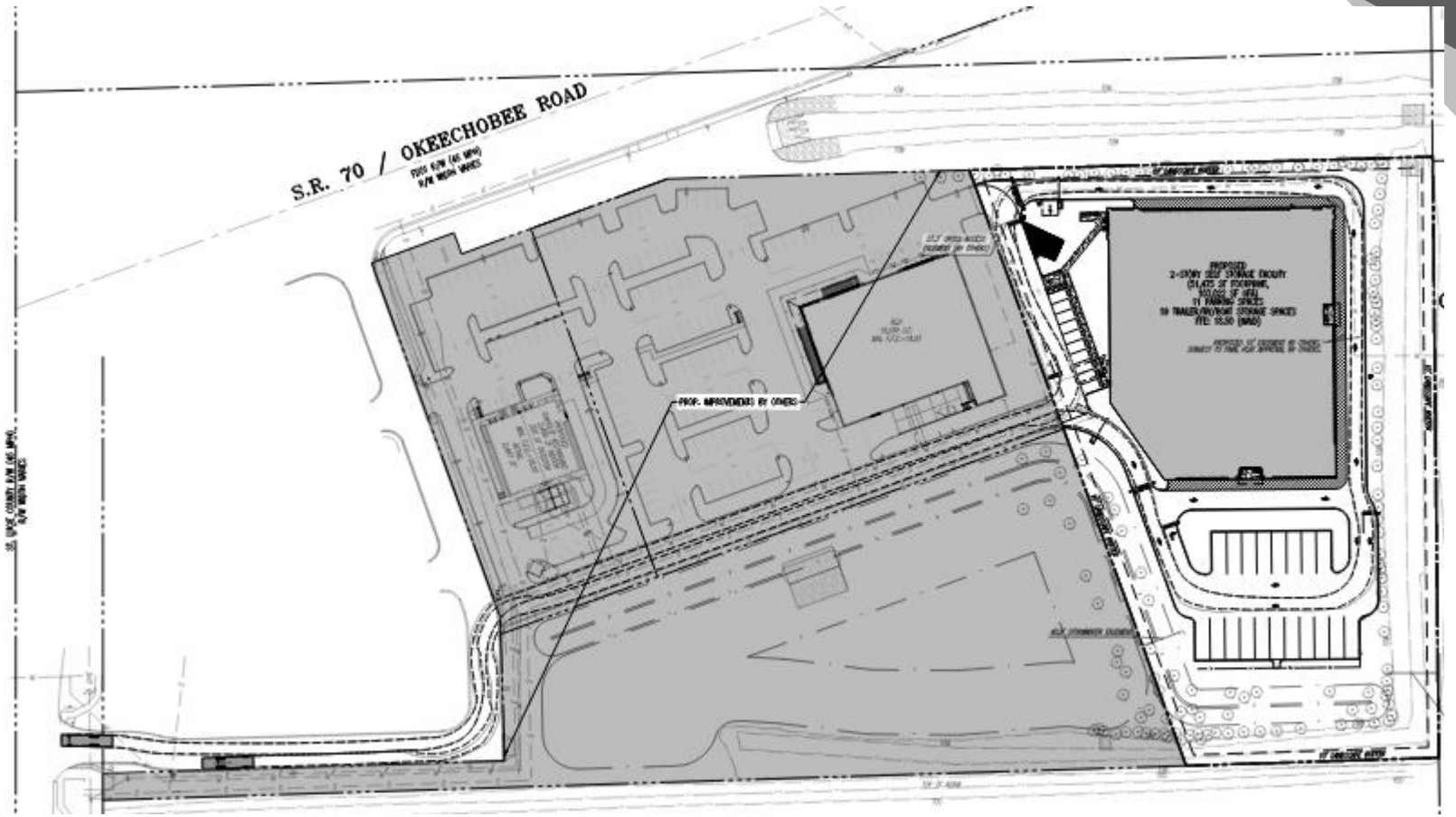


2 EAST EXTERIOR ELEVATION

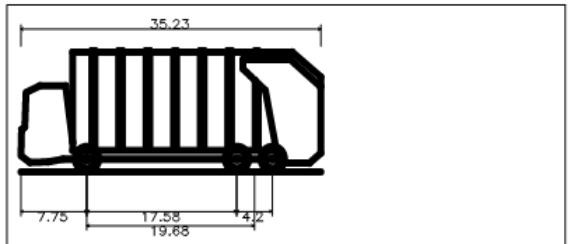
Fire Truck Circulation Plan



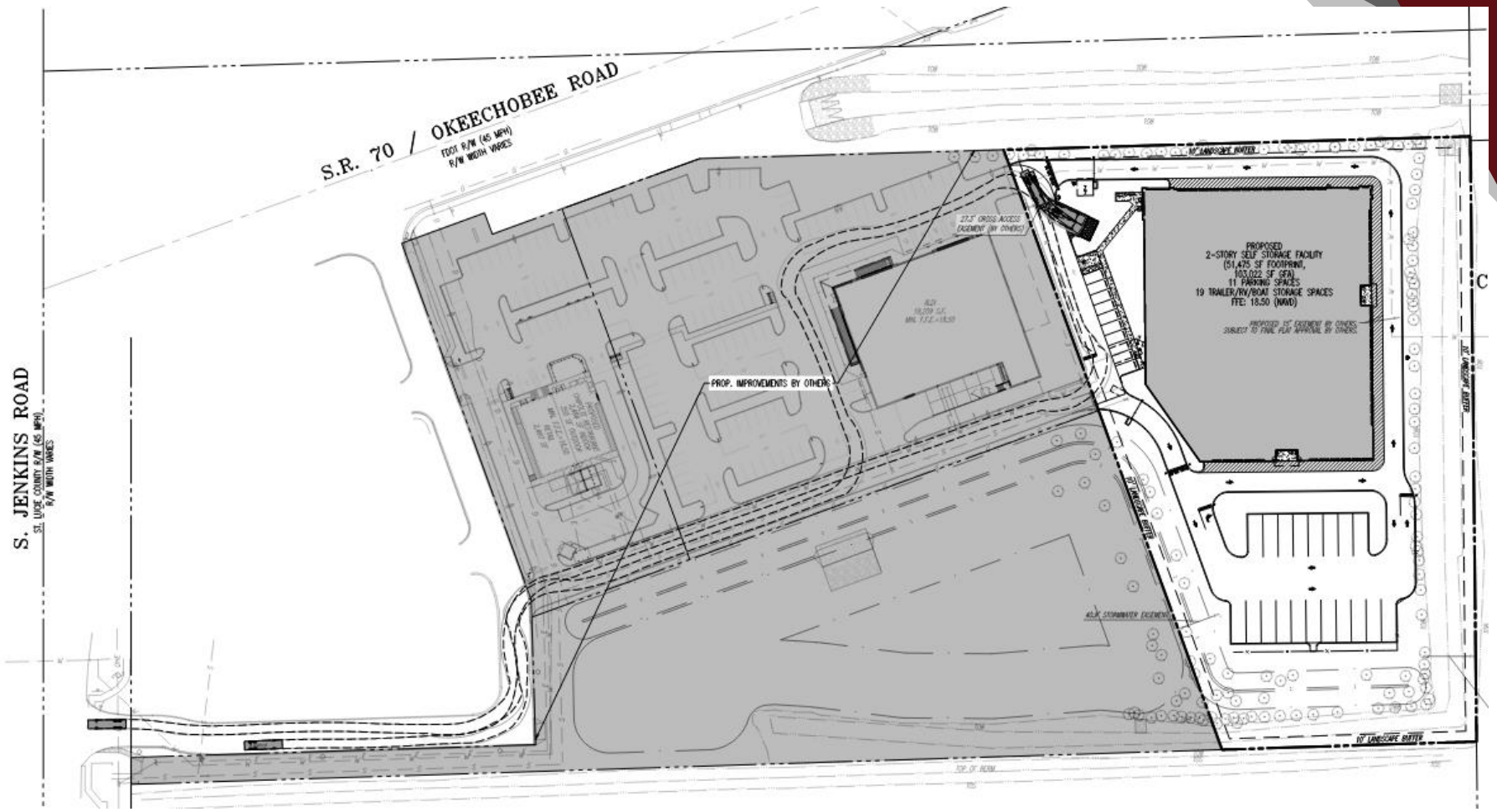
St. Lucie County Fire Truck	
Overall Length	47.500ft
Overall Width	10.500ft
Overall Body Height	10.869ft
Min Body Ground Clearance	1.300ft
Track Width	10.500ft
Lock-to-lock time	6.00s
Max Wheel Angle	41.50°



Refuse Truck Circulation Plan



Refuse (Front Load)	
Overall Length	35.230ft
Overall Width	8.000ft
Overall Body Height	13.500ft
Min Body Ground Clearance	0.961ft
Track Width	8.000ft
Lock-to-lock time	6.00s
Max Wheel Angle	33.90°



Preliminary Plat

Fort Pierce Commercial Preliminary Plat

Preliminary Plat

Applicant:
Todd Howder – MBV Engineering

Property Owner:
OkeeJen, LLC & S Rentals B, LLC

Parcel IDs:
2419-321-0001-000-5, 2419-322-0003-000-2 &
2419-322-0002-000-5

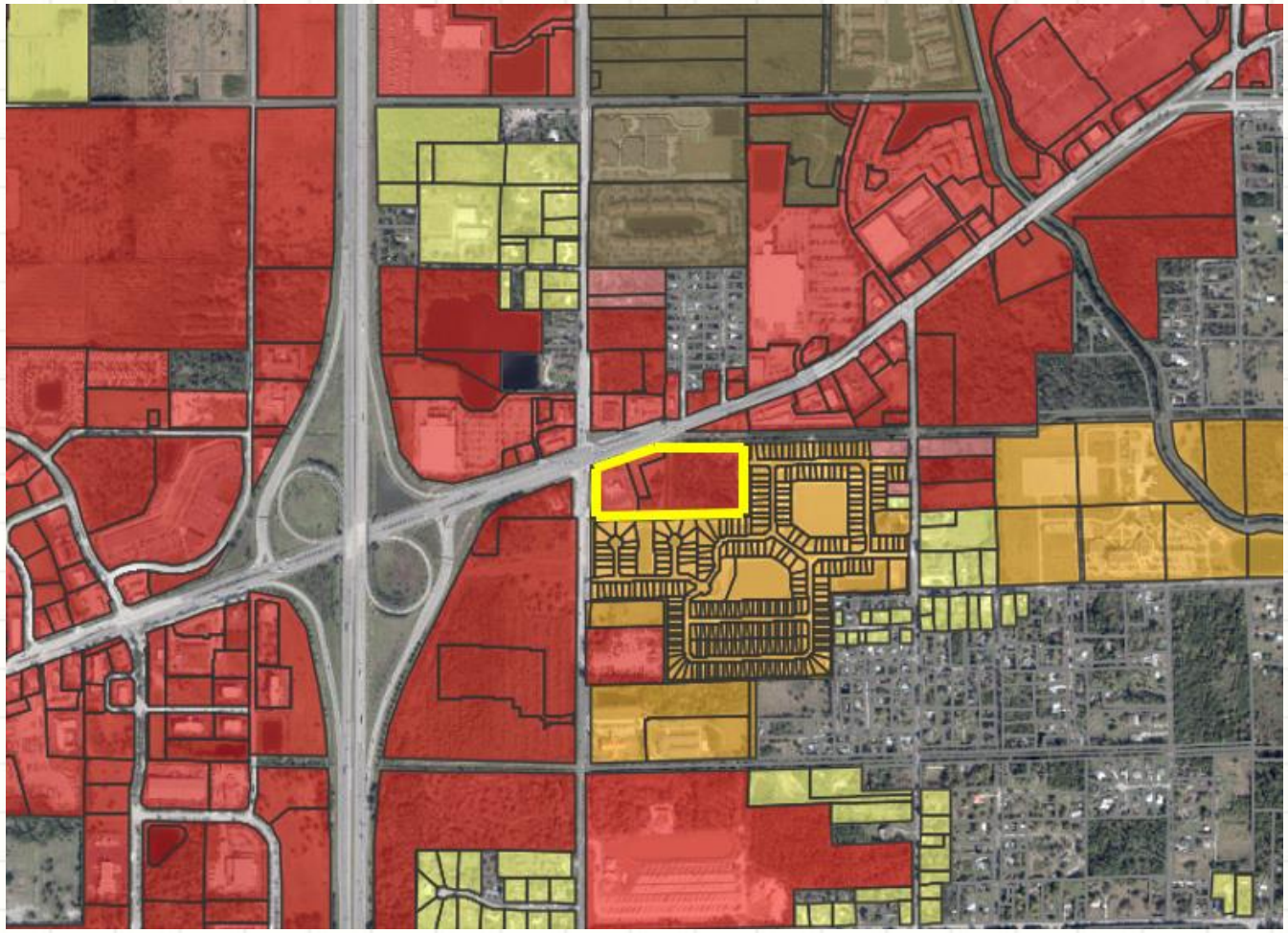
Preliminary Plat

Summary:
Request for review of an application for a preliminary plat to subdivide 3 parcels into 5 platted lots.

Aerial Map

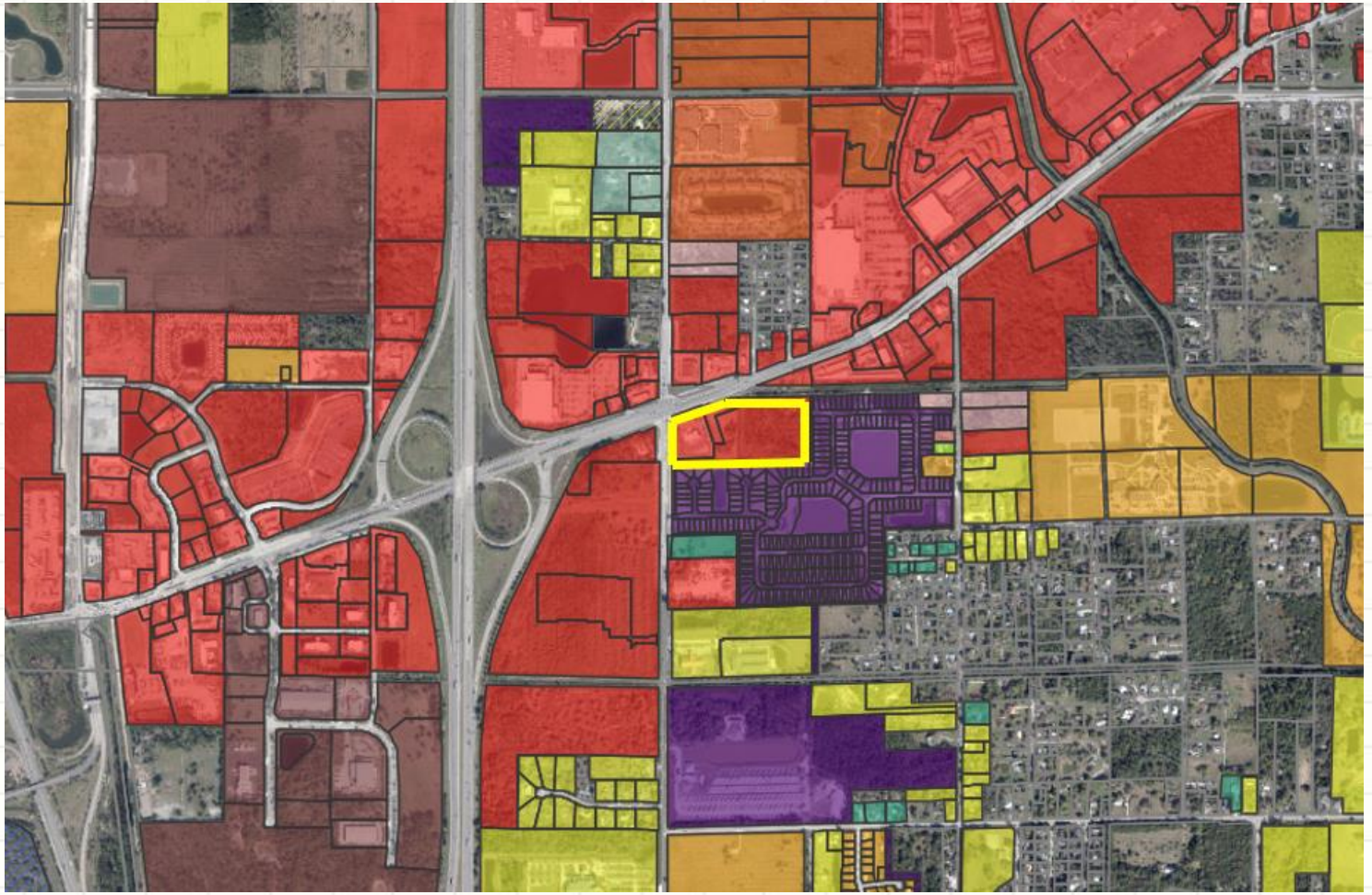
- **14.14 +/- acres**

Future Land Use Map



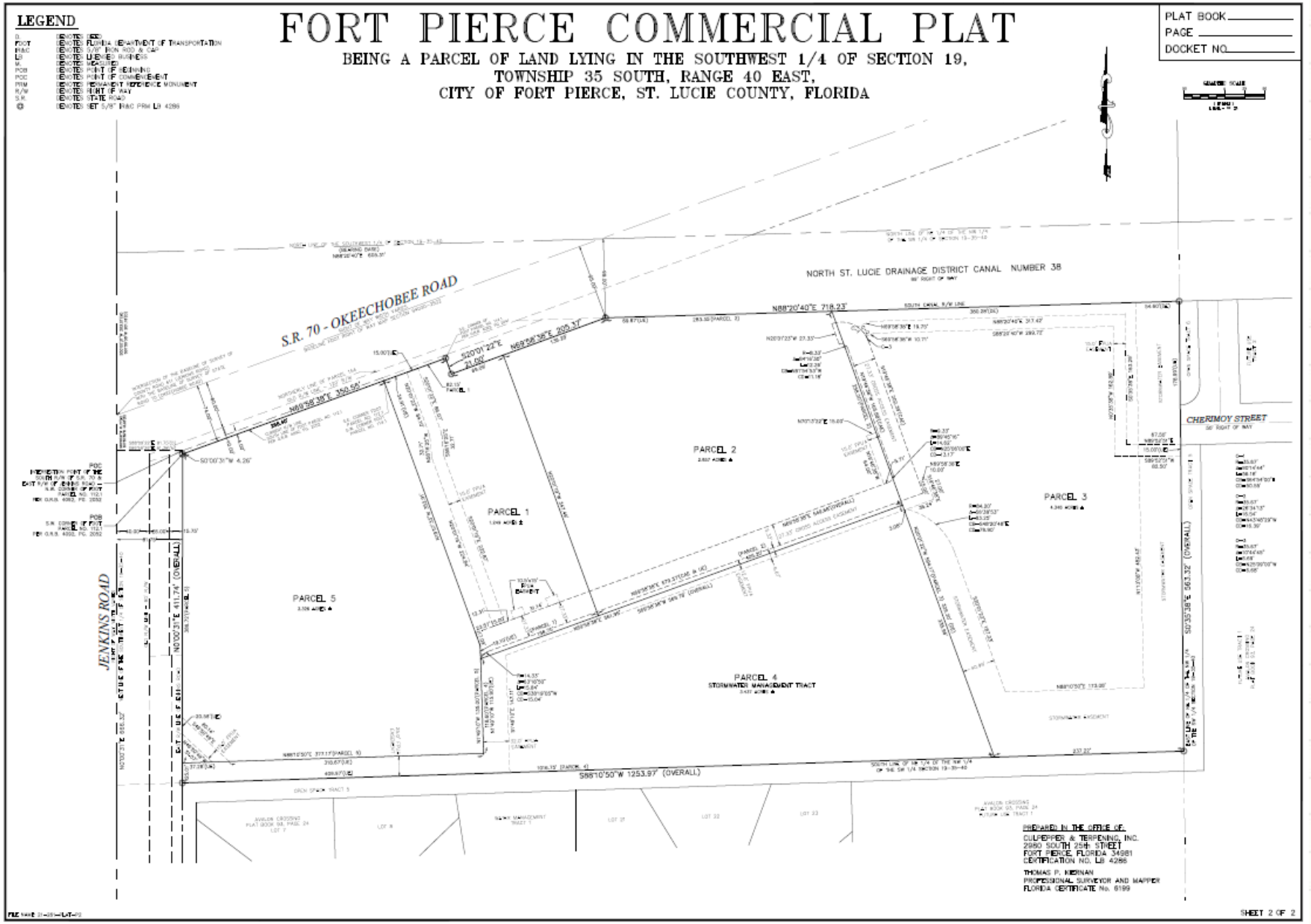
Future Land Use: General Commercial (GC)

Zoning Map



Zoning: General Commercial (C-3)

Plat


FORT PIERCE COMMERCIAL PLAT
BEING A PARCEL OF LAND LYING IN THE SOUTHWEST 1/4 OF SECTION 19,
TOWNSHIP 35 SOUTH, RANGE 40 EAST,
CITY OF FORT PIERCE, ST. LUCIE COUNTY, FLORIDA
LEGEND
PLAT BOOK
PAGE
DOCKET NO.
S.R. 70 - OKEECHOBEE ROAD
NORTH ST. LUCIE DRAINAGE DISTRICT CANAL NUMBER 38
CHERIMOY STREET
JENKINS ROAD
PARCEL 1
PARCEL 2
PARCEL 3
PARCEL 4
STORMWATER MANAGEMENT TRACT
PARCEL 5
N88°20'40"E 718.23'
S88°10'50"W 1253.97' (OVERALL)
PREPARED IN THE OFFICE OF:
CULPEPPER & TERPENING, INC.
2950 SOUTH 25th STREET
FORT PIERCE, FLORIDA 34981
CERTIFICATION NO. LB 4286
THOMAS P. MORNAN
PROFESSIONAL SURVEYOR AND MAPPER
FLORIDA CERTIFICATE No. 6199
SHEET 2 OF 2

Staff Recommendation
Preliminary Plat

Staff recommends that the Planning Board forward a recommendation of APPROVAL to the City Commission.

Planning Board Actions (Preliminary Plat)

Possible actions of the Planning Board:

- Recommend **APPROVAL** of the proposed Preliminary Plat
- Recommend **APPROVAL** of the proposed Preliminary Plat with changes
- Recommend **DISAPPROVAL** of the proposed Preliminary Plat.

Preliminary Plat

Fort Pierce Commercial Preliminary Plat

THE SUNRISE CITY
FORT PIERCE
PLANNING DEPARTMENT Florida

Todd Howder - Vice President, MBV Engineering, Inc
1835 20th Street
Vero Beach, FL 32960

Subject: Fort Pierce Commercial – Preliminary Plat - SE Corner Okeechobee and Jenkins– Technical Review Committee Comments for September 15, 2022 TRC Meeting

City of Fort Pierce Planning Department

1. Please fill out all necessary information on Plat Sheet 1.

Fort Pierce Engineering Department
Plat Sheet 1 of 2:

1. Revise note number three under the Certificate of Ownership and Dedication to reference the entities that the Cross-Access Easement is dedicated to. Also, identify the location of this easement on the plat.

2. Revise note number four under the Certificate of Ownership and Dedication to reference the entity(ies) that the stormwater easement will be dedicated to.

3. There should be some type of dedication for Parcel 4 as this will be the development's Stormwater Management Tract and will need to be dedicated to a Property Owners Association for their maintenance, exclusive use, and benefit.

4. The SLC Property Appraiser's website indicates that there are two (2) landowners for this property within the limits of the plat, S & S Rentals "B", LLC and OkeeJen, LLC. If this is the case then there should be two sets of signature lines under the Dedication, Acknowledgement, Mortgagee Consent, and Certificate of Title.

5. Add the Preliminary Plat Certificate per the City of Fort Pierce Code of Ordinances Section 121-10(c)(1a): (See attached)

6. Under the heading of Planning and Development Approval, update the reference from Chapter 22 to Chapter 125 and add the name of the director, Kevin Freeman.

7. Under the heading of City Attorney, add the name of the City Attorney, Tanya Earley.

8. Please add the following information to the plat in accordance with the specifications noted in the City of Fort Pierce Code of Ordinances Section121-10(a):

9. Name and address of owner of record

10. Name, address, and telephone number of subdivider

Plat Sheet 1 of 2:

1. Please add the following information to the plat in accordance with the specifications noted in the City of Fort Pierce Code of Ordinances Section121-10(a):
    a. Add the date the plat was drawn
    b. Add all natural and manmade features within the proposed subdivision, including drainage, channels, bodies of water, or other significant features.
    c. Contour lines having a 1-foot interval.
    d. Development features such as rights-of-way and pavement widths, easements including their purpose and width, other dedications including their purpose.
    e. Location and size of nearest water, sewer, and storm drainage lines that will serve the subdivision.
    f. Certification from the developer's engineer whether federal, state, or local agencies have jurisdiction over the proposed project.

Advisory Comment:

1. The applicant shall be made aware that the Final Plat will be reviewed by the City's contract surveyor in order to confirm conformity with State Statutes Chapter 177 and as such a professional review fee payable to Northstar Geomatics will be required prior to initiating any review.

Fort Pierce Building Department

1. Building Official or his representative has no comment at the time of this meeting, but reserves submission of comments upon completion of the official plan review.

2. Any construction will need to meet the requirements of the Florida Building Code 7th Edition.

3. Building Permit may be required.

Fort Pierce Police Department

No comments currently

St. Lucie County Planning Department

Comments may be forthcoming

St. Lucie County PW/Engineering

Comments may be forthcoming

City Clerk Office

Comments may be forthcoming

Code Enforcement

Comments may be forthcoming

Fort Pierce Utilities Authority

FPUA W/WW Engineering: FPUA will require dedicated easements for the water and sewer infrastructures on this project.

FPUA Electric & Gas Engineering: Electric and Gas Engineering Department have reviewed the application – TRC Ft Pierce Commercial. Approved.

Please contact Sal Scimeca, if you should have any questions.

Sal Scimeca
Engineering Technician II
Electric and Gas Engineering
1701 S. 37th Street, Fort Pierce, FL 34947
sscimeca@fpua.com
Office: (772)466-1600 Ext. 6957

St. Lucie County Fire District

No comments currently

Florida Department of Transportation
Conditions:

1. A minimum driveway length of 120 feet, as measured from the ultimate right-of-way line to the first conflict point shall be provided.

2. If a gate is proposed, a minimum driveway length of 100 feet and a turnaround area before the gate are required.

3. A recorded cross access easement on the subject property for future use with the adjacent property to the south and east shall be provided prior to the Permit approval.

4. A traffic study is required. The study shall analyze the SR 70 and S Jenkins Road intersection.

Comments:

1. All driveways not approved in this letter must be fully removed and the area restored.

2. A Drainage Permit is required for any stormwater impacts within FDOT right-of-way (i.e. increased runoff or reduction of existing storage).

3. The applicant shall donate property to the Department if right-of-way dedication is required to implement the improvements.

4. Dimensions between driveways are measured from the near edge of pavement to near edge of pavement and for median openings are measured from centerline to centerline unless otherwise indicated.

St. Lucie County School Board

Comments may be forthcoming

MBV
ENGINEERING, INC.
MOIA BOWLES VILLAMIZAR & ASSOCIATES
www.mbveng.com CA #3728

February 15, 2023

Mr. Kevin Freeman
City of Fort Pierce
100 North US Hwy. 1
Fort Pierce, FL 34950

Subject: Fort Pierce Commercial - Preliminary Plat
City of Fort Pierce, Florida
Engineer's Project Number: 21-0056

Dear Mr. Freeman:

Enclosed you will find one (1) preliminary plat plan on 24"x36". This information has been provided in accordance with your comments dated from the September 15, 2022 TRC meeting. The following are our responses:

PLANNING COMMENTS

1. Please fill out all necessary information on Plat Sheet 1. **The required information has been added to Plat Sheet 1.**

ENGINEERING COMMENTS

Plat Sheet 1 of 2:

1. Revise note number three under the Certificate of Ownership and Dedication to reference the entities that the Cross-Access Easement is dedicated to. Also, identify the location of this easement on the plat. **The Cross-Access Easement has been removed from the Dedications as access rights will be addressed under the Declaration of Covenants, Conditions, Restrictions and Easements.**

2. Revise note number four under the Certificate of Ownership and Dedication to reference the entity(ies) that the stormwater easement will be dedicated to. **Note #4 has now become Note #3 and been revised to include who it will be dedicated to.**

3. There should be some type of dedication for Parcel 4 as this will be the development's Stormwater Management Tract and will need to be dedicated to a Property Owners Association for their maintenance, exclusive use, and benefit. **The stormwater management tract is dedicated to all owners as shown under Note #3 of the Dedications.**

4. The SLC Property Appraiser's website indicates that there are two (2) landowners for this property within the limits of the plat, S & S Rentals "B", LLC and OkeeJen, LLC. If this is the case then there should be two sets of signature lines under the Dedication, Acknowledgement, Mortgagee Consent, and Certificate of Title. **Jill Simpkins is a managing member of both companies and therefore is listed on the Dedication to sign as the owner. Two spaces, for each of the companies, has been listed under Acknowledgements. There is no mortgage on the property so the Mortgagee Consent has been removed from the plat. Likewise, since only one lawyer represents both companies, there is only one Certificate of Title and the lawyer's name, company and Florida Bar No. is listed.**

5. Add the Preliminary Plat Certificate per the City of Fort Pierce Code of Ordinances Section 121-10(c)(1a): (See attached). **This Certificate language has been added to the preliminary plat.**

6. Under the heading of Planning and Development Approval, update the reference from Chapter 22 to Chapter 125 and add the name of the director, Kevin Freeman. **The chapter reference has been updated as well as adding the name of the director, Kevin Freeman.**

7. Under the heading of City Attorney, add the name of the City Attorney, Tanya Earley. **The City Attorney's name, Tanya Earley, has been added.**

8. Please add the following information to the plat in accordance with the specifications noted in the City of Fort Pierce Code of Ordinances Section121-10(a):

9. Name and address of owner of record. **This information for both owners has been added.**

10. Name, address, and telephone number of subdivider. **This information on both subdividers has been added.**

Plat Sheet 2 of 2:

1. Please add the following information to the plat in accordance with the specifications noted in the City of Fort Pierce Code of Ordinances Section121-10(a):
   a. Add the date the plat was drawn. **This information has been added under the heading "Surveyor's Notes" as note #6.**
   b. Add all natural and manmade features within the proposed subdivision, including drainage, channels, bodies of water, or other significant features. **This information**

is no longer required per City of Fort Pierce Ordinance 22-040, however it was added before the Ordinance went into effect and remains on the preliminary plat as sheet 3, for review purposes.

c. Contour lines having a 1-foot interval. **This information is no longer required per City of Fort Pierce Ordinance 22-040, however it was added before the Ordinance went into effect and remains on the preliminary plat as sheet 3, for review purposes.**

d. Development features such as rights-of-way and pavement widths, easements including their purpose and width, other dedications including their purpose. **This information is no longer required per City of Fort Pierce Ordinance 22-040, however it was added before the Ordinance went into effect and remains on the preliminary plat as sheet 3, for review purposes.**

e. Location and size of nearest water, sewer, and storm drainage lines that will serve the subdivision. **This information is no longer required per City of Fort Pierce Ordinance 22-040, however it was added before the Ordinance went into effect and remains on the preliminary plat as sheet 3, for review purposes.**

f. Certification from the developer's engineer whether federal, state, or local agencies have jurisdiction over the proposed project. **This information is no longer required per City of Fort Pierce Ordinance 22-040.**

Advisory Comment:

1. The applicant shall be made aware that the Final Plat will be reviewed by the City's contract surveyor in order to confirm conformity with State Statutes Chapter 177 and as such a professional review fee payable to Northstar Geomatics will be required prior to initiating any review. **Acknowledged.**

BUILDING DEPARTMENT

1. Building Official or his representative has no comment at the time of this meeting, but reserves submission of comments upon completion of the official plan review. **Acknowledged.**

2. Any construction will need to meet the requirements of the Florida Building Code 7th Edition. **Acknowledged.**

3. Building Permit may be required. **Acknowledged.**

POLICE DEPARTMENT

No comments currently. **Acknowledged.**

SLC - PLANNING DEPARTMENT
Comments may be forthcoming. **Acknowledged.**

SLC - PW / ENGINEERING
Comments may be forthcoming. **Acknowledged.**

CITY CLERK
Comments may be forthcoming. **Acknowledged.**

CODE ENFORCEMENT
Comments may be forthcoming. **Acknowledged.**

FT. PIERCE UTILITY AUTHORITY

1. FPUA W/WW Engineering: FPUA will require dedicated easements for the water and sewer infrastructures on this project. **Acknowledged.**

2. FPUA Electric & Gas Engineering: Electric and Gas Engineering Department have reviewed the application – TRC Ft Pierce Commercial. Approved. **Acknowledged.**

SLC - FIRE DISTRICT
No comments currently. **Acknowledged.**

SLC SCHOOL BOARD
Comments may be forthcoming. **Acknowledged.**

Should you have any questions regarding the above subject, please feel free to contact our office at any time.

Sincerely,

Aaron Stanton, P.E.
Project Manager

AS/jeh

THE SUNRISE CITY
FORT PIERCE
Florida
ENGINEERING
DEPARTMENT

TO : Ryan Altizer, Planner

FROM : John R. Andrews, P.E., City Engineer 1ST

RE : Fort Pierce Commercial Preliminary Plat – Okeechobee Road
TRC No. 22-09000006

DATE : February 24, 2023

This is to advise you that we have completed the review of the following documents as received by this office on February 17, 2023:

- [x] Preliminary Plat Submittal
- [ ] Test Reports & Related Documents
- [ ] Record Drawings
- [ ] Clearances from all applicable Local, State and Federal Agencies
- [ ] P/D Drawings
- [ ] Certificate of Completion
- [ ] Permits from applicable Local, State & Federal Agencies

Based on our reviews and appropriate site final inspection, we

- [ ] Recommend w/ conditions
- [ ] Do Not Recommend

- [x] Approval of Preliminary Plat
- [ ] BP Approval
- [ ] C/O

Developer, Owner, Engineer, Contractor and other members of the Development Team must be aware, the above recommendation is based only on the construction requirements of the engineering plans and other engineering documentation approved by this department. The Development Team shall be responsible for the compliance with other City department requirements and all approved documents, as well as Local, State and Federal regulations. The development requirements for this project may necessitate additional construction requirements that are not subject to this department's review for approval.

- [x] See attached for advisory comment

Advisory Comment:

1. The applicant shall be made aware that the Final Plat will be reviewed by the City's contract surveyor in order to confirm conformity with State Statutes Chapter 177 and as such a professional review fee payable to NorthStar Geomatics will be required prior to initiating any review.

Planning Board **6. a.**

Meeting Date: 04/10/2023

Re: Conditional Use - Adult Day Care - 1331 N. Lawnwood Circle

Submitted For: Kev Freeman, Planning Director, Planning & Zoning

Information

SUBJECT:

Conditional Use - Adult Daycare - 1331 N. Lawnwood Circle

SUMMARY:

The applicant is requesting the review of an application for a conditional use for an adult daycare located at 1331 N. Lawnwood Circle. The applicant is seeking to operate the daycare in an existing, stand alone 2,126 square foot building.

RECOMMENDATION:

Staff recommendation is for the Planning Board to vote APPROVAL of the proposed Conditional Use to move to City Commission

ALTERNATIVES:

- Recommendation of APPROVAL with alternate conditions
- Recommendation of DISAPPROVAL

RESPONSIBLE STAFF:

Ryan Altizer, Senior Planner

COORDINATED WITH:

Technical Review Committee

Fiscal Impact

OTHER INFORMATION:

N/A

Attachments

Staff Report & Supporting Documents

Application Packet & Supporting Documents

Form Review

Form Started By: Ryan Altizer Started On: 04/03/2023 02:21 PM

Final Approval Date: 04/05/2023

CITY OF FORT PIERCE

Planning Board

April 10th, 2023

Adult Daycare 1331 N Lawnwood– Conditional Use

APPLICANT

Nikki Kelly, COO

PROPERTY OWNER(S)

Lucsen Saintil

PARCEL ID #:

2416-604-0010-000-0

SUMMARY

In accordance with Section 125-76 and 125-133 of the City Code, the applicant is requesting the review of an application for a Conditional Use for an adult daycare facility, Arbor Village Training Center, that centers around hands-on techniques to help clients enhance life skills located at 1331 N. Lawnwood Circle. The applicant is seeking to operate the daycare in an existing, stand alone 2,126 sq. ft. building.

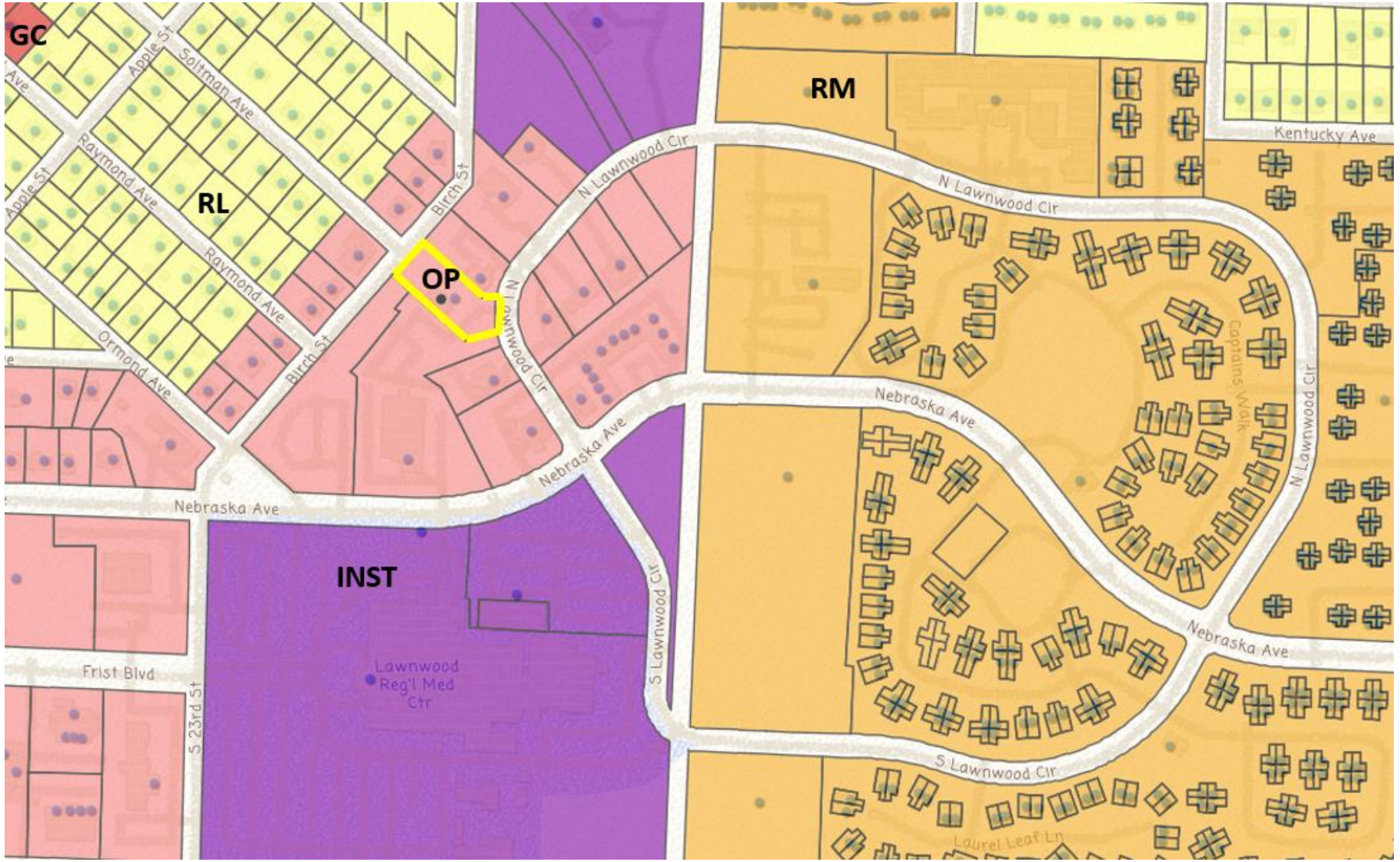
1 large reception area, 7 large exam rooms and 3 bathrooms are proposed in the floor plan. The daycare would employ around 3-4 staff members and operate between 9 am – 3 pm, with transportation provided by the Center.

SITE LOCATION

SITE AREA= 0.71 +/- Acres

FUTURE LAND USE

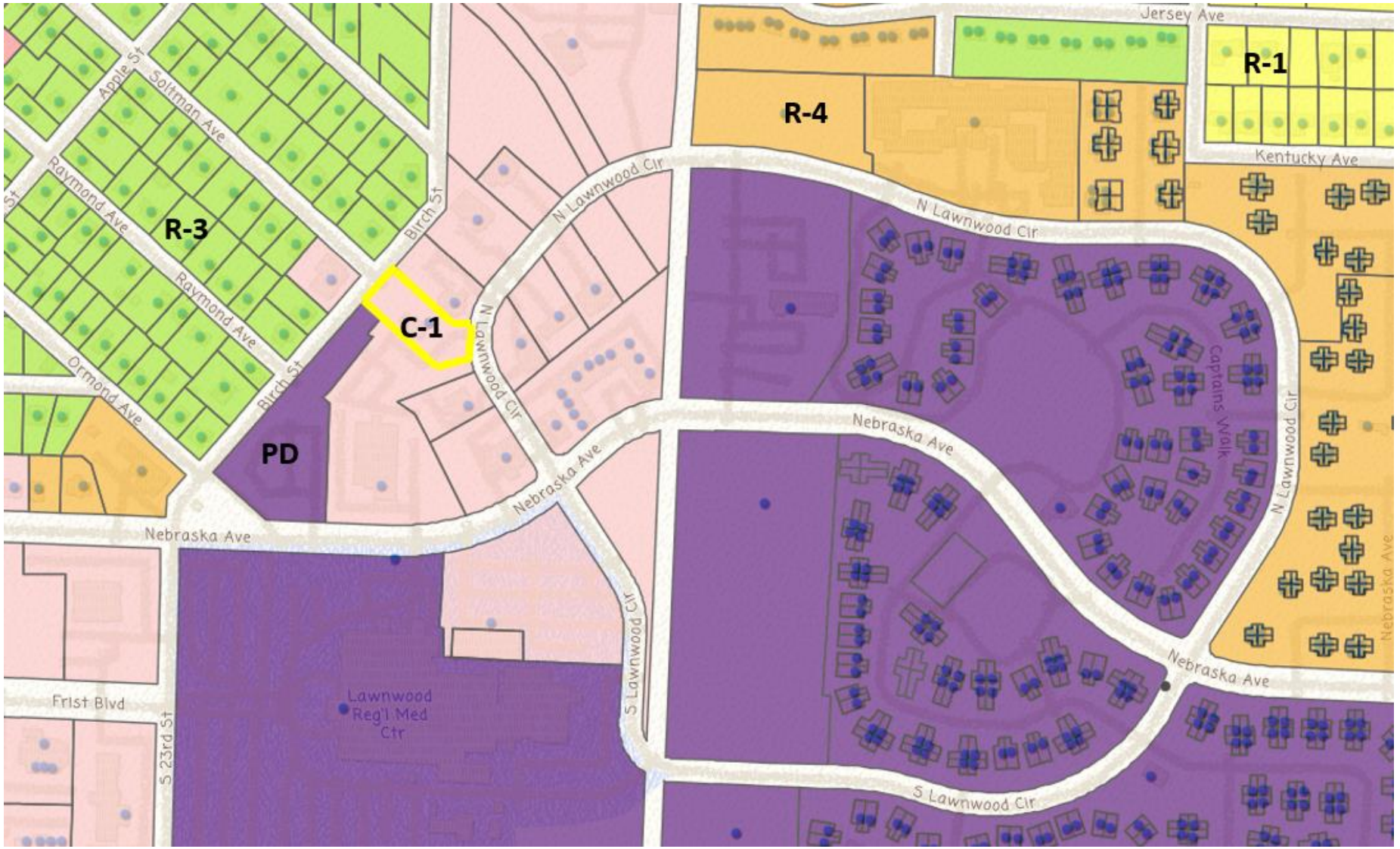
Future Land Use: OP (Offices-Professional and Business Services)



Adult Daycare – Conditional Use – 1331 N. Lawnwood Cir

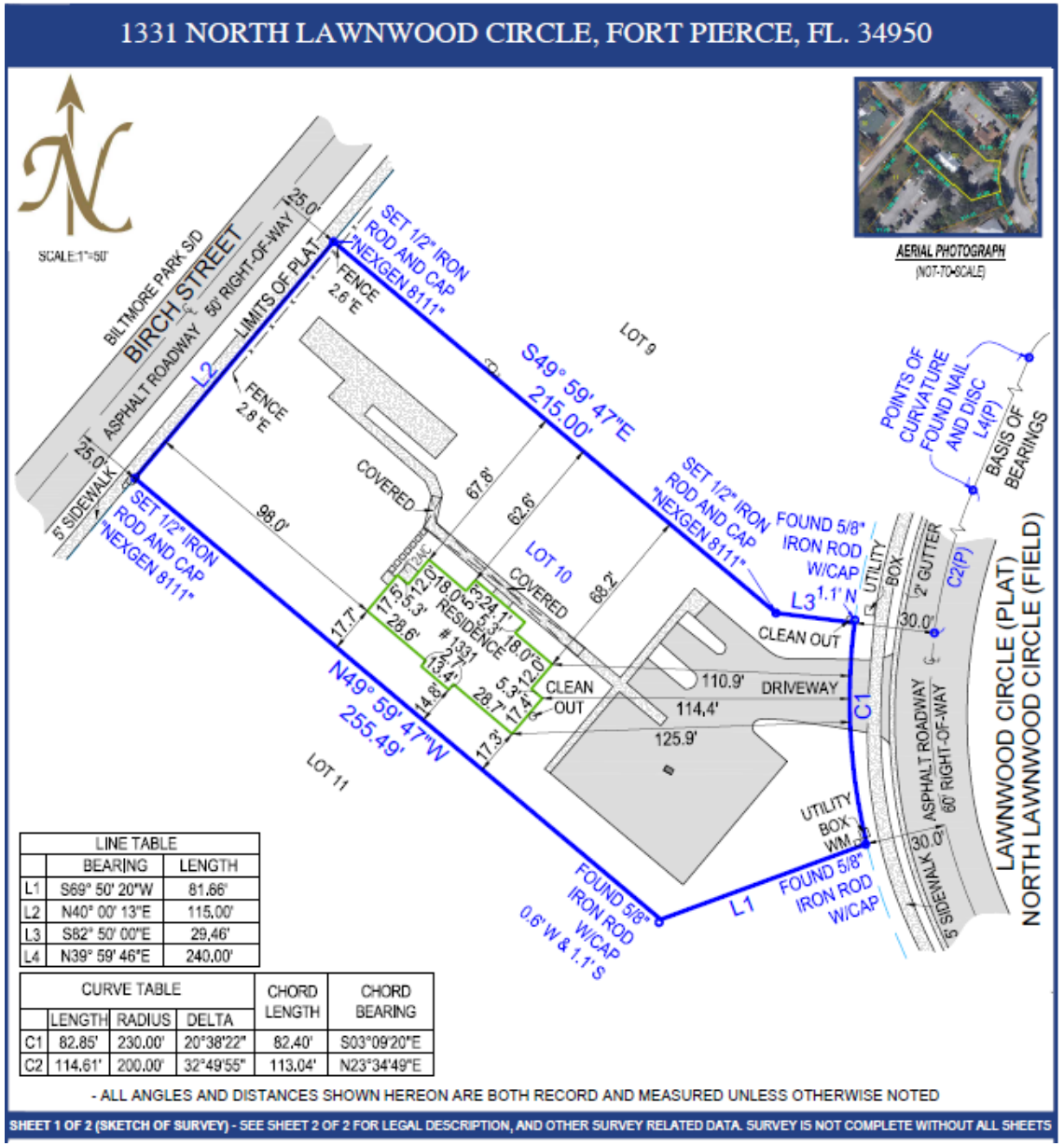
ZONING

Zoning: C-1 (Office Commercial)



Adult Daycare – Conditional Use – 1331 N. Lawnwood Cir

SITE PLAN



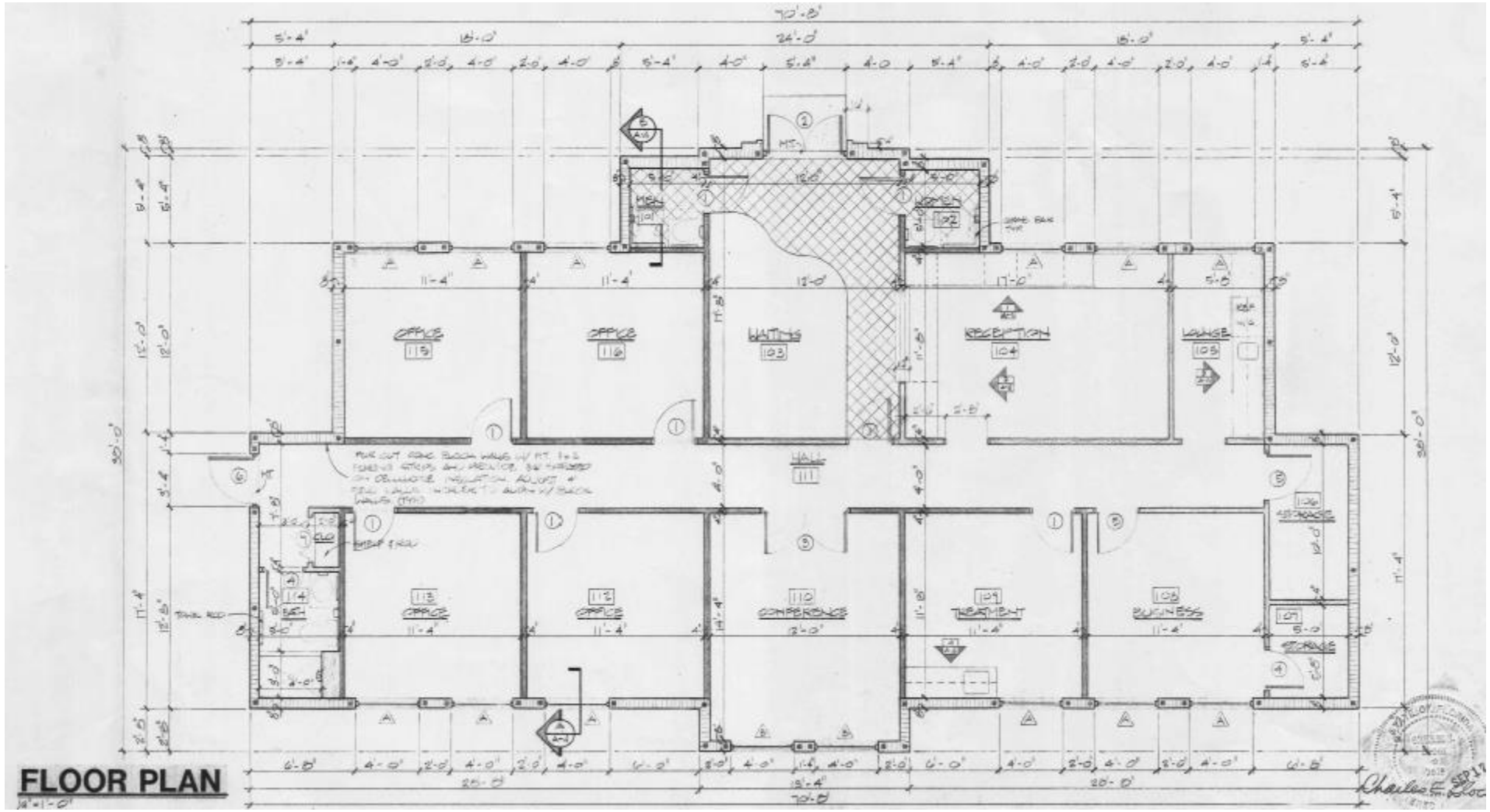
LINE TABLE		
	BEARING	LENGTH
L1	S69° 50' 20"W	81.66'
L2	N40° 00' 13"E	115.00'
L3	S82° 50' 00"E	29.46'
L4	N39° 59' 46"E	240.00'

CURVE TABLE				CHORD LENGTH	CHORD BEARING
	LENGTH	RADIUS	DELTA		
C1	82.85'	230.00'	20°38'22"	82.40'	S03°09'20"E
C2	114.61'	200.00'	32°49'55"	113.04'	N23°34'49"E

- ALL ANGLES AND DISTANCES SHOWN HEREON ARE BOTH RECORD AND MEASURED UNLESS OTHERWISE NOTED

SHEET 1 OF 2 (SKETCH OF SURVEY) - SEE SHEET 2 OF 2 FOR LEGAL DESCRIPTION, AND OTHER SURVEY RELATED DATA. SURVEY IS NOT COMPLETE WITHOUT ALL SHEETS

FLOOR PLAN



Adult Daycare – Conditional Use – 1331 N. Lawnwood Cir

RECOMMENDATION

Staff recommendation is for the Planning Board to vote APPROVAL of the proposed Conditional Use to move to City Commission.

ALTERNATIVE RECOMMENDATION

1. Recommend Approval with alternative conditions.

2. Recommend Disapproval.

THE SUNRISE CITY
FORT PIERCE
PLANNING DEPARTMENT Florida

Nikki Kelly, COO
5977 NW Baynard Drive
Port St. Lucie, FL 34986

Subject: Conditional Use – Adult Daycare – 1331 N. Lawnwood – Technical Review Committee Comments for March 16, 2023, TRC Meeting

City of Fort Pierce Planning Department

1. Will there be any food prepared on site?

2. How many patients are expected to be at the site daily?

Fort Pierce Engineering Department

Comments may be forthcoming

Fort Pierce Building Department

1. Building Official or his representative has no comment at the time of this meeting, but reserves submission of comments upon completion of the official plan review.

2. Any construction will need to meet the requirements of the Florida Building Code 7th Edition.

3. Must meet the following Accessibility requirements:
- accessible route
- handicapped parking spaces

4. Change of Use required
- To include a signed and sealed Life Safety Plan
- To include a signed and sealed detailed comprehensive building plan

5. Building Permit required.

6. Signed and sealed construction drawings required.

7. Will need to meet the Fire Code

Fort Pierce Police Department

No comment at this time

St. Lucie County Planning Department

Comments may be forthcoming

St. Lucie County PW/Engineering

Comments may be forthcoming

City Clerk Office

Comments may be forthcoming

Code Enforcement

Comments may be forthcoming

Fort Pierce Utilities Authority

FPUA W/WW Engineering: No comment on the conditional use.

FPUA Electric & Gas Engineering: FPUA Electric & Gas Engineering has reviewed the application. Approved. No further comments.

St. Lucie County Fire District

1. Please submit a completed application for Development/Site Plan Review (St. Lucie County Fire District Development & Site Plan Review Application). This form is available on-line at https://www.slcfd.com

2. Fire District review fees are due at the time of submittal. An abbreviated fee schedule is included on the application form.

3. Please send the Fire District electronic plans for the site and buildings.

4. Be advised, although there is no new construction planned for this project it will be subject to a New Business Inspection and possibly a Change of Occupancy Review. The project will have to meet all of the Occupancy requirements at that time to be in compliance with the currently adopted version of the Florida Fire Prevention Codes.

Florida Department of Transportation

Comments may be forthcoming

St. Lucie County School Board

Comments may be forthcoming

THE SUNRISE CITY
FORT PIERCE
PLANNING DEPARTMENT Florida

CONDITIONAL USE – NO NEW CONSTRUCTION

Property Information

Property address or Location
1331 N. Lawnwood Circle, Fort Pierce, FL 34950

Parcel ID #(s)
2416-604-0010-000-0

Project description
Adult Day Care

Site Information

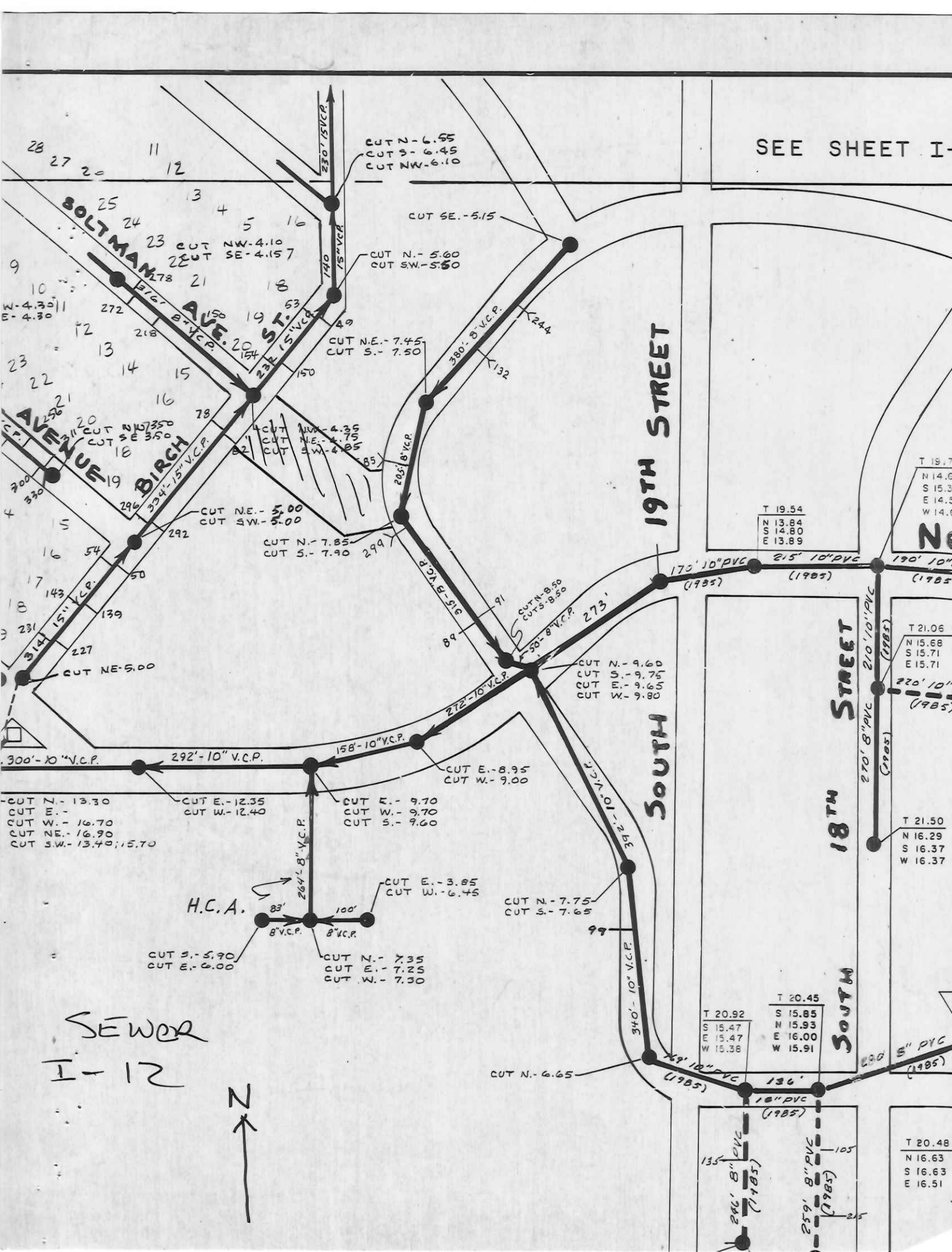
Building Size: 2,136 Parking Spaces: 13

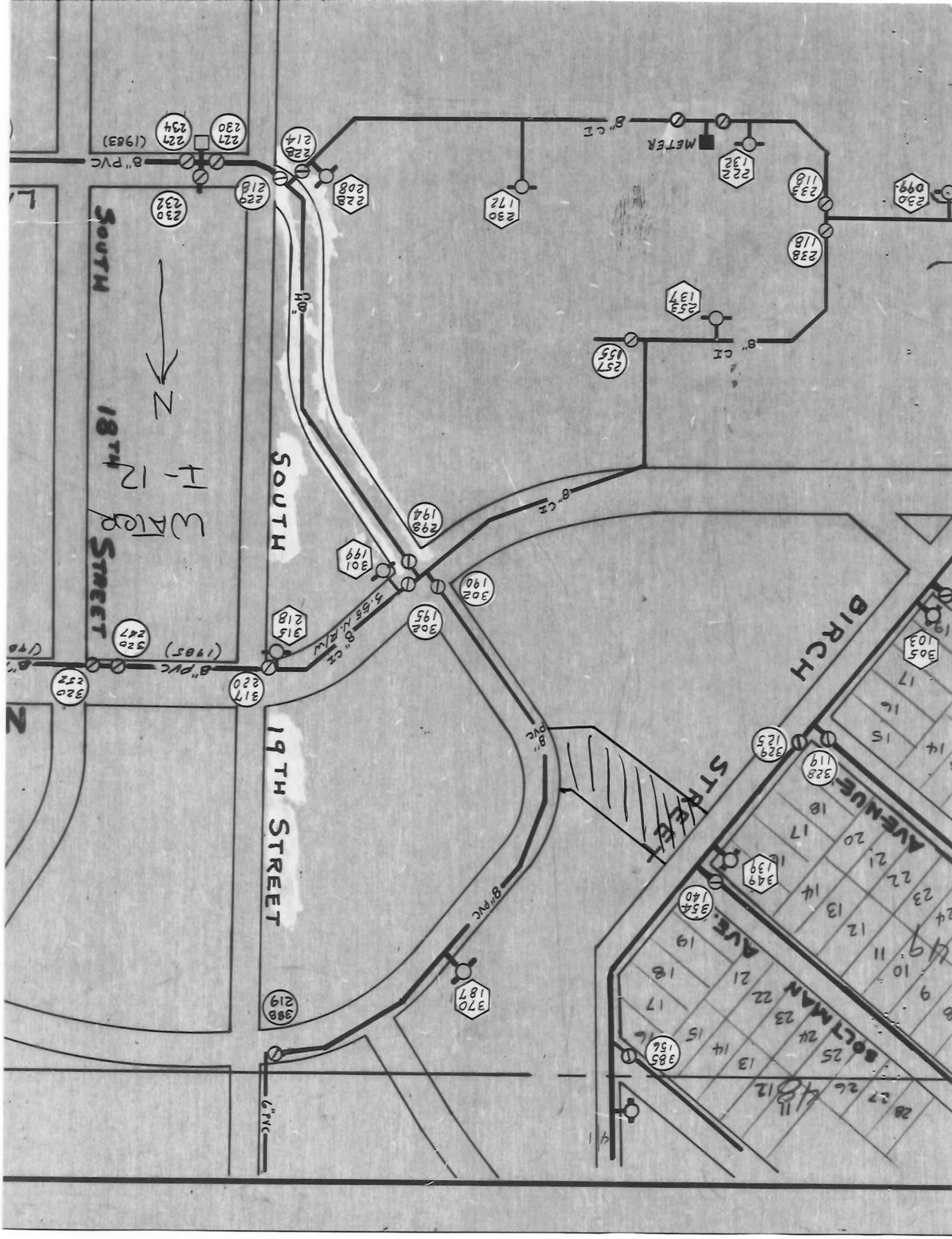
Lucsen Saintil	Nikki Kelly, COO
Property Owner(s)	**Applicant/Representative, Title, Company**
5977 NW Baynard Drive	5977 NW Baynard Drive
Street Address	Street Address
Port Saint Lucie FL 34986	Port Saint Lucie FL 34986
City State Zip	City State Zip
561-401-8260	561-401-8260
Phone Number	Phone Number
Arborvillagegh@outlook.com	arborvillagegh@outlook.com
Email Address	Email Address

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

Property Owner(s) Signature(s)

APPOINTMENTS ARE REQUIRED FOR APPLICATION SUBMITTALS
CALL 772.467.3737 OR E-MAIL PLANNING_DL@CITYOFFORTPIERCE.COM
For more information, please refer to the website:
https://www.cityoffortpierce.com/971/Application-Submittal-for-Technical-Revi


SEE SHEET I-
BOLTMAN AVE.
BIRCH AVENUE
19TH STREET
18TH STREET
SOUTH
SOUTH
CUT N-6.55
CUT S-6.45
CUT NW-6.10
230' 15"VCP
CUT SE.-5.15
CUT NW-4.10
CUT SE-4.15
CUT N.-5.60
CUT SW.-5.50
140
15"VCP
316' 8"VCP
278
272
218
154
232' 15"VCP
150
40
53
CUT NE.-7.45
CUT S.-7.50
380'-8"V.C.P.
244
132
CUT NW-7.50
CUT SE 3.60
311
334'-15" V.C.P.
296
292
CUT NW-4.35
CUT NE.-4.75
CUT SW.-4.85
82
85
205'-8"V.C.P.
CUT NE.-5.00
CUT SW.-5.00
CUT N.-7.85
CUT S.-7.90
299
315'-8"V.C.P.
91
89
CUT N-8.50
CUT S-8.50
50-8"V.C.P.
273'
170' 10"PVC (1985)
215' 10"PVC (1985)
T 19.54
N 13.84
S 14.80
E 13.89
CUT N.-9.60
CUT S.-9.75
CUT E.-9.65
CUT W.-9.80
272'-10"V.C.P.
158'-10"V.C.P.
292'-10" V.C.P.
300'-10"V.C.P.
CUT E.-8.95
CUT W.-9.00
CUT E.-12.35
CUT W.-12.40
CUT E.-9.70
CUT W.-9.70
CUT S.-9.60
CUT N.-13.30
CUT E.-
CUT W.-16.70
CUT NE.-16.90
CUT SW.-13.40; 15.70
264'-8"V.C.P.
H.C.A.
83'
100'
8"V.C.P.
8"V.C.P.
CUT E.-3.85
CUT W.-6.45
CUT S.-5.90
CUT E.-6.00
CUT N.-7.35
CUT E.-7.25
CUT W.-7.30
340'-10"V.C.P.
CUT N.-7.75
CUT S.-7.65
99
CUT N.-6.65
T 20.92
S 15.47
E 15.47
W 15.38
T 20.45
S 15.85
N 15.93
E 16.00
W 15.91
T 21.06
N 15.68
S 15.71
E 15.71
T 21.50
N 16.29
S 16.37
W 16.37
T 20.48
N 16.63
S 16.63
E 16.51
210' 10" (1985)
270' 8"PVC (1985)
220' 10" (1985)
SEWER
I-12
N


SOUTH 18TH STREET
SOUTH 19TH STREET
BIRCH STREET
AVENUE
AVE.
BOLTMAN AVE.
METER
8" PVC
8" CI
6" PVC
H-12
WATER
N

N

273.5'
48.39'
406.70'
6.69'
381.60'
196.51'±
180'±
196.51'±
544'
142'
200'±
196.40'
88.7'
170'
152.8'
85.73'
85.73'
64.3'
170.17'
76.4'
254.14'
69.29'
71.9'
116'
122.2'
74'
74'
80'
80'
80.8'
125'
25/100
71.13'
71.73'
72.24'
150'
58'
145'
116'
82.6'
108.10'
66.10'
103.8'
17'100'
90'±
199.53'
183.98'
240'
115.33'
247.28'
28,800□
247.92'
26,000□
113.98'
115'
134.19'
229.1'
28,600□
110'
519.40'
206.64'
130'
20,800□
280.35'
129.4'
209.71'
130.28'
204.44'
79.23'
390.84'±
24,400□
115'
106.08'
75'
35'5
229.46'
30,800□
82.85'
255.49'
81.66'
43,600□
163.5'
213.5'
45.09'
99.32'
23,200□
230'
286'
56'
195.9'
212.21'
47,200□
89'
291.37'
202.37'
227.88'
185.40'±
310.37'
275.59'±
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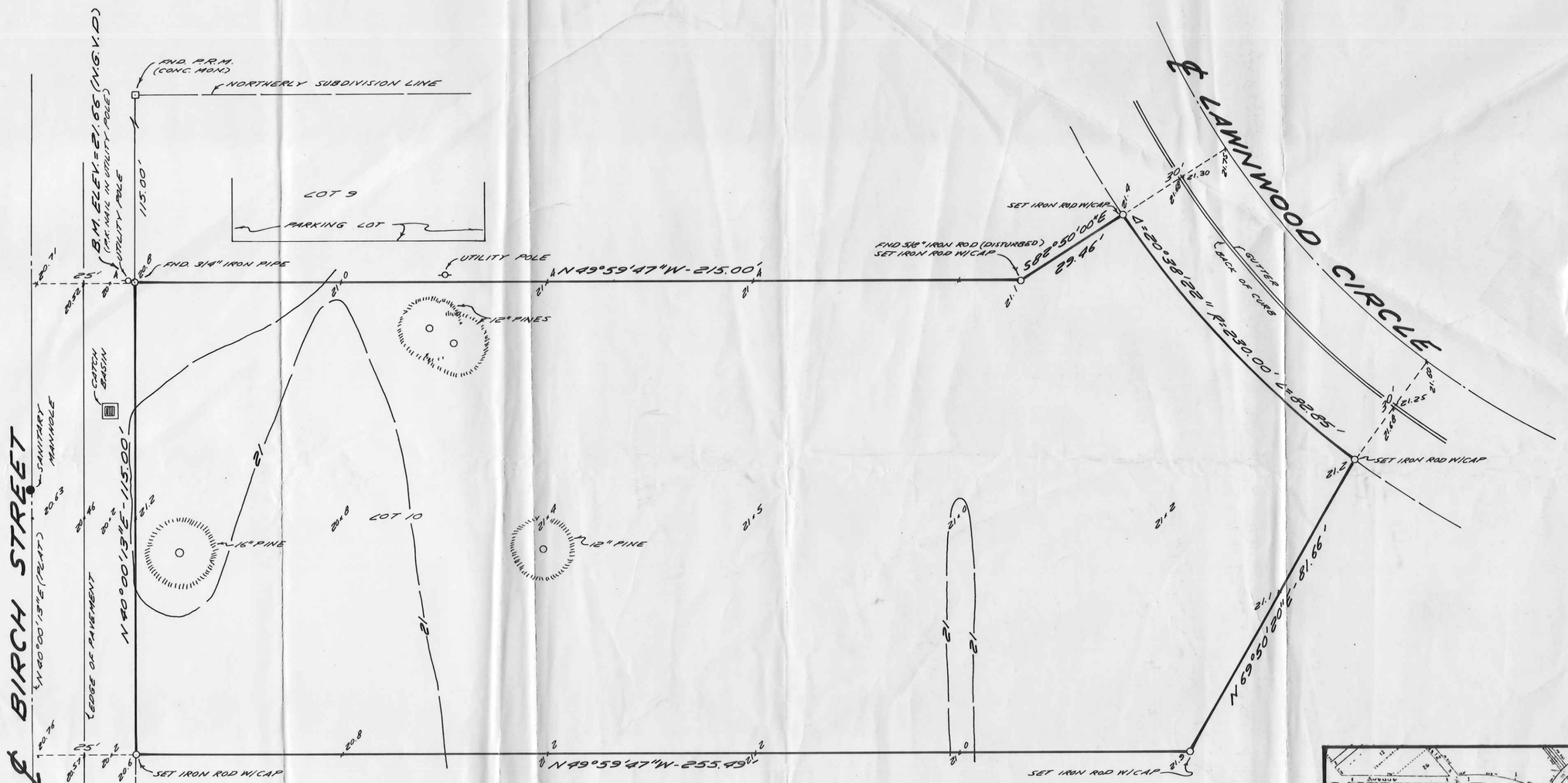
SURVEYOR'S NOTES

1. Reproductions of this sketch are not valid unless sealed with an embossed Surveyors Seal.
2. Lands shown hereon were not abstracted by this office for Rights of way, easements of record, ownership, or Murphy Act Deeds.
3. Legal description shown hereon was provided by the client.

NOTE: Elevations shown hereon are relative to the National Geodetic Vertical Datum of 1929 and are based upon a U.S.G. & G.S. Benchmark stamped H-236.

NORTH

SCALE: 1"=20'
DATE: 3-17-86



BOUNDARY & TOPOGRAPHIC SURVEY

LEGAL DESCRIPTION

LOT 10,
LAWNWOOD OFFICE PARK - UNIT ONE
PLAT BOOK 18, PAGE 11
ST. LUCIE COUNTY, FLORIDA

PREPARED FOR:
PSYCHIATRIC ASSOCIATES

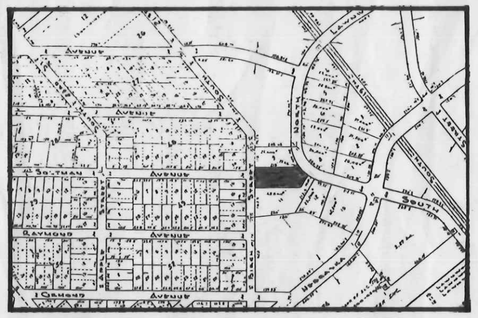
CERTIFICATE OF SURVEYOR

I HEREBY CERTIFY that the attached map of survey of the hereon described property is true and correct to the best of my knowledge and belief as surveyed in the field under my direction on 3-13-86. I further certify that this survey meets the minimum technical standards set forth in rule 21HH-6 adopted by the Florida Board of Land Surveyors, pursuant to Florida Statute 472.027. There are no above ground encroachments other than those shown hereon, subject to the qualifications noted hereon.

Dated this 19th day of March 1986.

James A. Kirby III

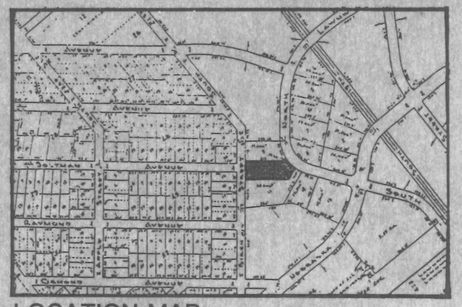
James A. Kirby, III
Professional Land Surveyor
Florida Registration No. 2391



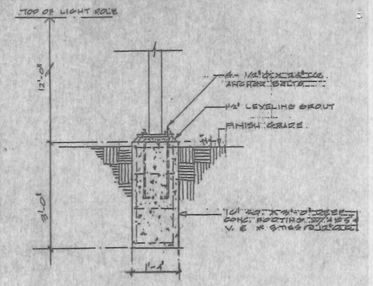
LOCATION MAP

JAMES A. KIRBY III
REGISTERED LAND SURVEYOR

JAK
1919 ORANGE AVENUE
P.O. BOX 1826
FT. PIERCE, FLA. 33450
(305) 464 - 9621



LOCATION MAP



LIGHT POLE FOUNDATION DETAIL
N.T.S.

SITE DATA

Land Use Designation	Parks
Zoning	Agricultural
Gross Site Area	31,893 S.F.
IMPERVIOUS AREA	
Total Building Area	2,110 S.F.
Paving Area	13,651 S.F.
Total Impervious Area	15,761 S.F.
% of Impervious Surface Area	49.0%
Total Green Area	16,132 S.F.
Parking	
Parking Required	10
Parking Provided	15

LANDSCAPE DATA

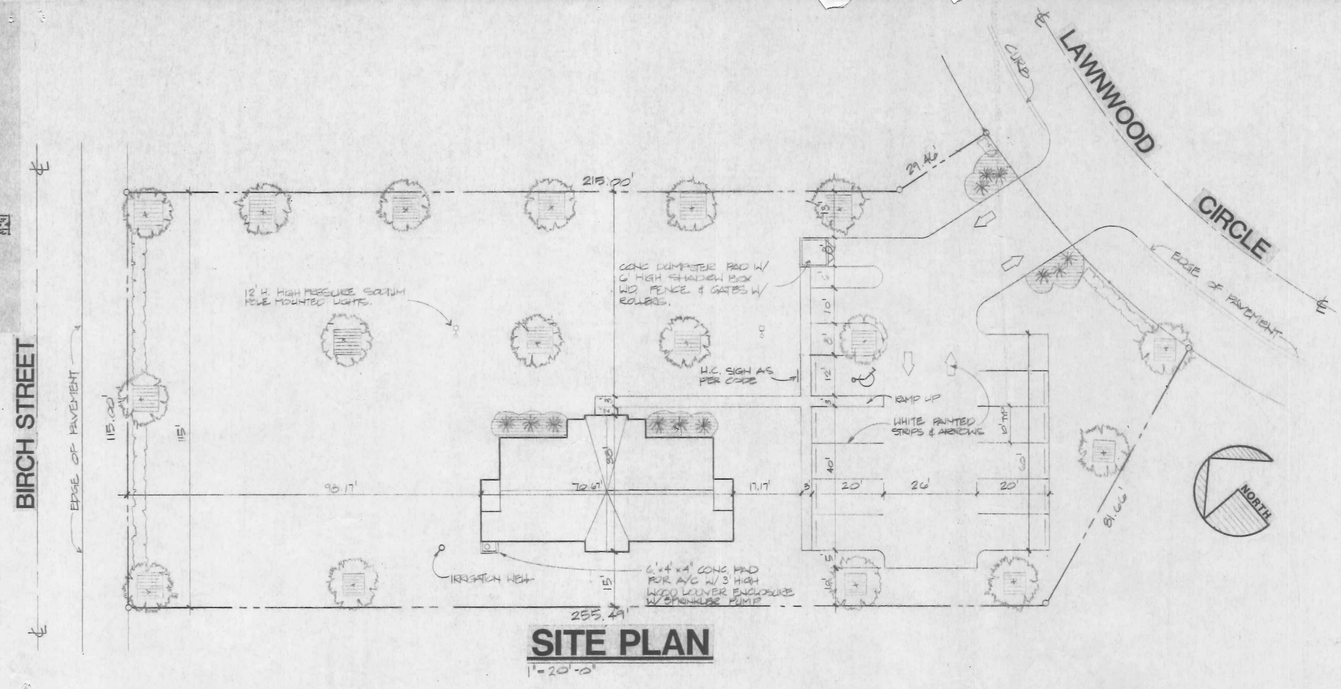
	REQUIRED	PROVIDED
North Property Line	6	6
South Property Line	3	4
East Property Line	2	2
West Property Line	3	3
Interior Trees	7	10
Total Trees	21	25

LEGEND

- 8' High Live Oak Trees
- 12' High Sabel Palm Trees
- Viburnum Hedge 3' High @ 30" O.C.
- Wedilia Ground Cover 12" O.C. Each Way (Rooted Cuttings)

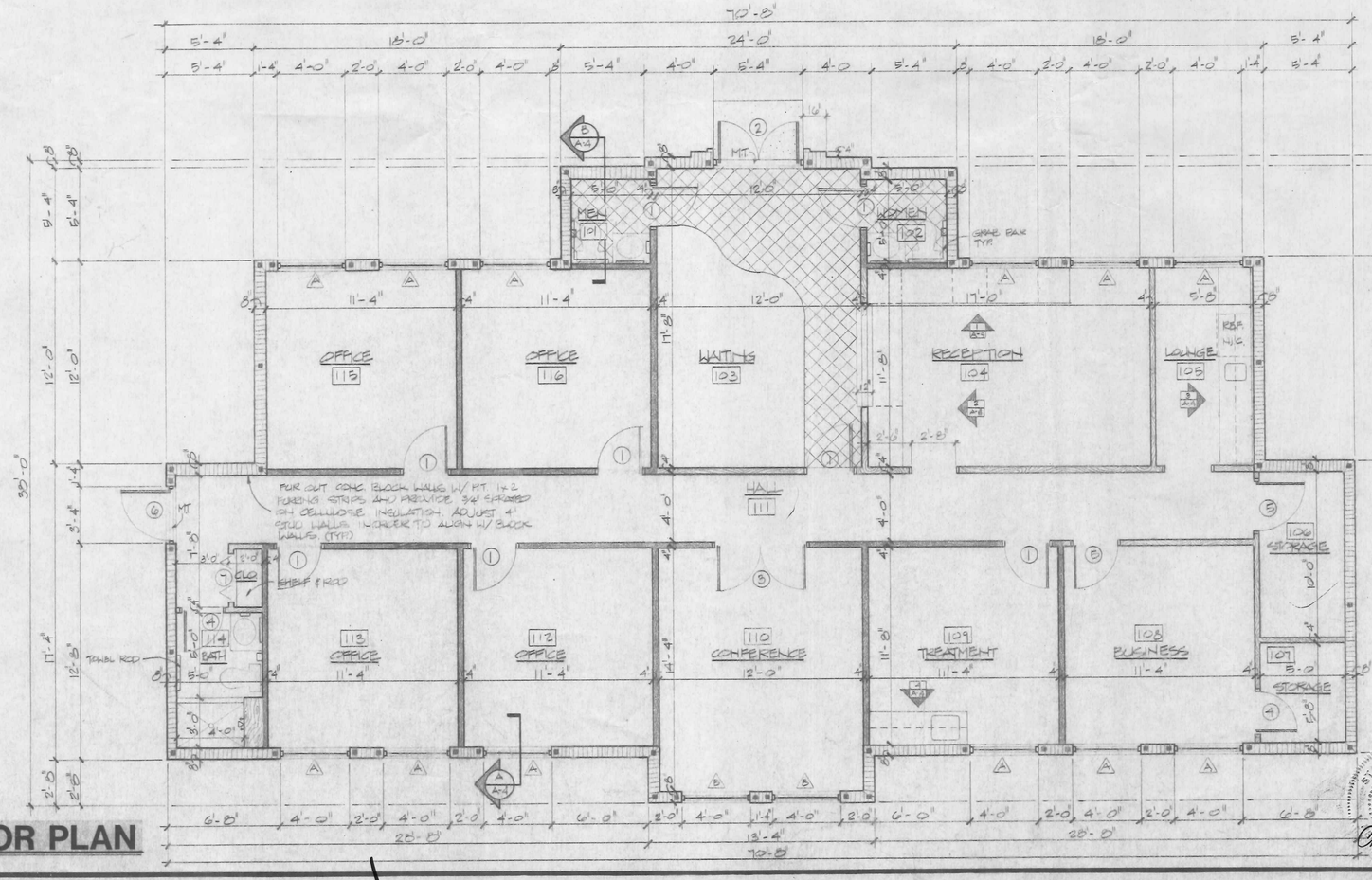
NOTES

1) ALL LANDSCAPING TO BE FLORIDA #1 OR BETTER IN QUALITY AND FREE FROM INSECTS OR DECAY
2) ALL LANDSCAPING TO BE PROVIDED W/ WOOD MULCH
3) ALL PARKING STRIPS TO BE PAINTED WHITE
4) ALL HANDICAPPED PARKING SPACES TO BE IDENTIFIED W/ SIGNS ACCORDING TO FTO-EE & UBAG.



SITE PLAN

1"=20'-0"



FLOOR PLAN

1/4"=1'-0"

LEGEND

- 4" STUDS @ 16" O.C.
- 4" STUDS @ 16" O.C. W/ 6" R. GROUND INSULATION TIGHT TO UNDERSIDE OF TRUSSES.
- 8" CONC BLOCK WALLS
- CONC FILLED CELLS W/ #5 ROD CONT. FROM FTG. TO TIE BM.

RECEIVED
OCT 29 1986
PLANNING AND DEVELOPMENT
CITY OF FORT PIERCE, FLORIDA

OCT 27 1986

DEPT. OF PUBLIC WORKS
OCT 30 1986
10:15

Charles E. Block
REGISTERED

9-17-86
issue date

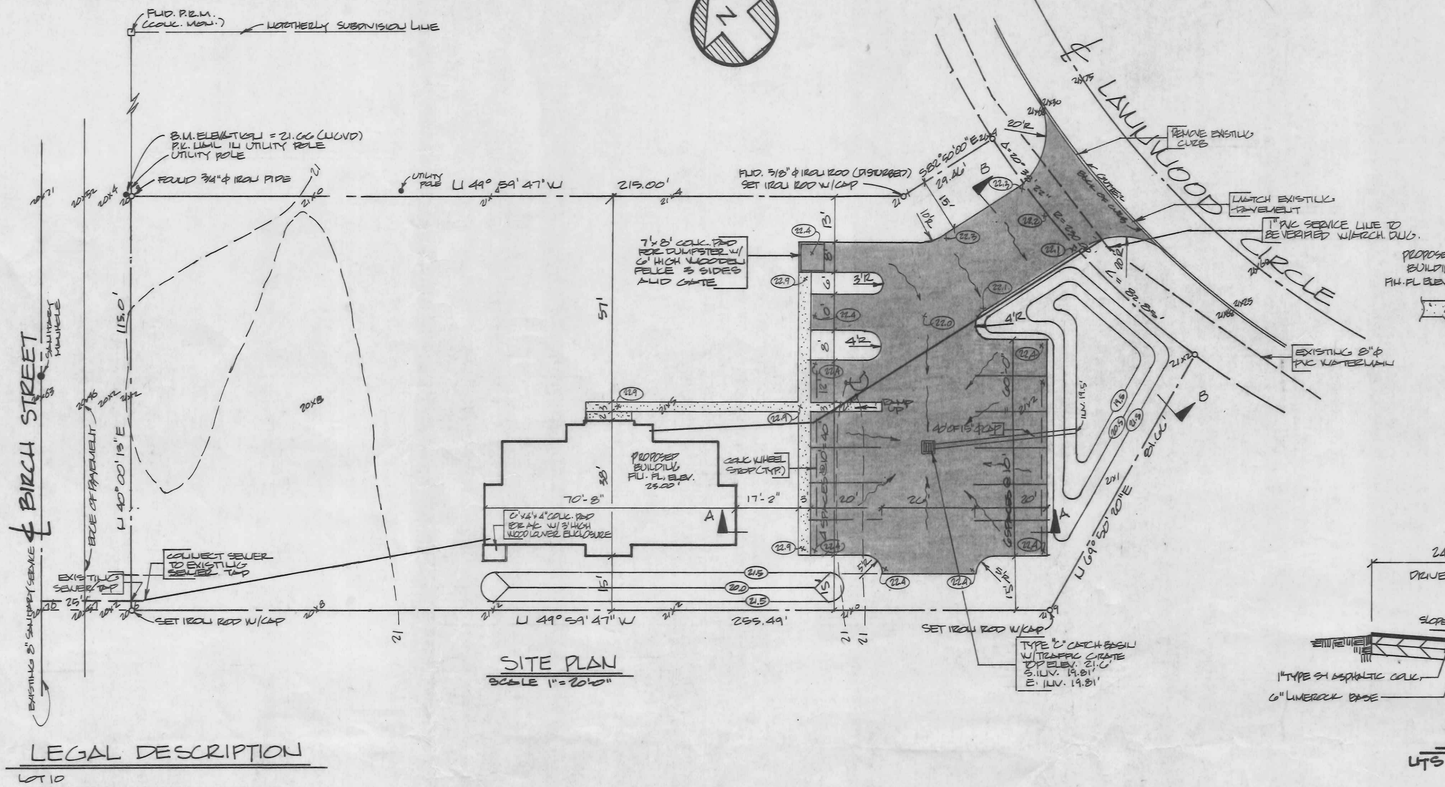
project no.
8632

C. E. BLOCK architect inc. fla.
vero beach

PSYCHIATRIC ASSOCIATES OF ST.LUCE
FORT PIERCE FLORIDA

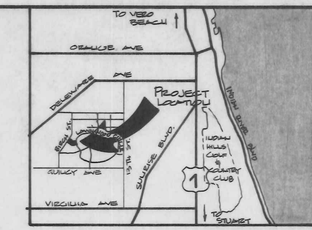
sheet no.
A-1 of 4

BRUNING 40-105



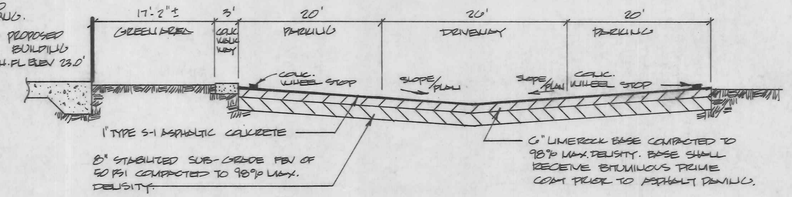
SITE PLAN

SCALE 1"=20'-0"



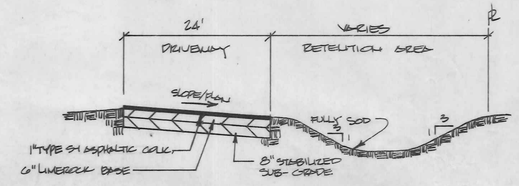
LOCATION MAP

LTS



SECTION A-A

LTS



SECTION B-B

LTS

LEGAL DESCRIPTION

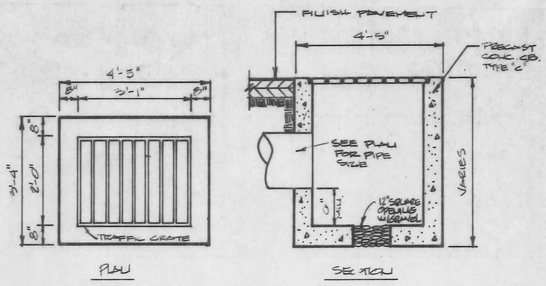
LOT 10
LAWNWOOD OFFICE PARK - UNIT ONE
PLAT BOOK 18, PAGE 11
ST. LUCIE COUNTY, FLORIDA

SURVEYOR'S NOTES

ELEVATIONS SHOWN HEREON ARE RELATIVE TO THE NATIONAL GEODETIC VERTICAL DATUM OF 1929 AND ARE BASED UPON A U.S.G.S. & G.S. BENCHMARK STAMPED H-236.

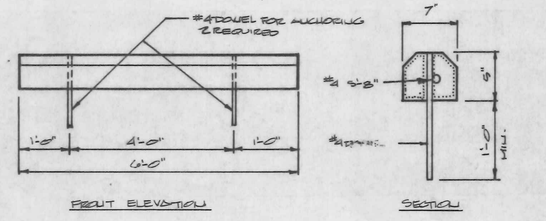
LEGEND

HP	HIGH POINT
~~→	DRAINAGE FLOW
21.4	EXISTING SPOT ELEVATIONS
(21.8)	PROPOSED SPOT ELEVATIONS
--21--	EXISTING CONTOUR ELEVATIONS
♿	HANDICAPPED



PRECAST CONCRETE CATCH BASIN TYPE "C"

LTS



NOTES:
1. FABRICATE FROM 3000 PSI CONCRETE

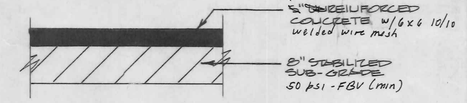
PRECAST CONCRETE PARKING WHEEL STOP DETAIL

LTS

SITE DATA

AREA CALCULATIONS

1. TOTAL SITE AREA = 31,893 FT² = .073 ACRES = 100%
2. BUILDING COVERAGE = 2160 FT² = 0.05 ACRES = 7%
3. PAVEMENT COVERAGE = 6785 FT² = 0.16 ACRES = 22%
4. TOTAL IMPERVIOUS AREA = 8895 FT² = 0.21 ACRES = 29%
5. TOTAL GREEN AREA = 22,998 FT² = 0.53 ACRES = 71%



CONCRETE PAVEMENT ALTERNATE

LTS

GENERAL NOTES

1. SEE ARCHITECTURAL DRAWING PREPARED BY C.E. BLOCK ARCHITECT FOR ADDITIONAL LAYOUT DIMENSIONS AND LANDSCAPE PLAN.
2. BOUNDARY SURVEY AND TOPOGRAPHIC INFORMATION PROVIDED BY JAMES A. KIRBY LAND SURVEYOR DATED 3/17/86.
3. ALL CONSTRUCTION SHALL BE IN ACCORDANCE WITH APPLICABLE ORDINANCE OF THE CITY OF FT. PIERCE.
4. ALL DENSITY TESTS TO BE PERFORMED PER AASHTO-180 METHOD. ALL DENSITY TESTS SHALL BE SUPPLIED TO THE ENGINEER OF ALL SUB-GRADE AND BASEWORK.
5. PRECAST CURB STOPS SHALL HAVE 2 1/2" Ø RODS PER CURB STOPS, EMBED AT LEAST 8" INTO SOIL.
6. CONCRETE PAVEMENT ALTERNATE SHALL BE PROVIDED WITH CONTRACTION JOINTS (30' MAX SPACING) WITH 1 1/2" DEPTH.
7. CONCRETE PAVING ALTERNATE SHALL BE CURED WITH A PIGMENTED LIQUID MEMBRANE CURING COMPOUND CONFORMING TO THE REQUIREMENTS OF ASTM DESIGNATION 309.

REVISION	DATE
1 REVISED ALIGNMENT OF ACCESS DRIVE - CONFORMED W/ AS-BUILT	10/21/86
2	
3	
4	
5	

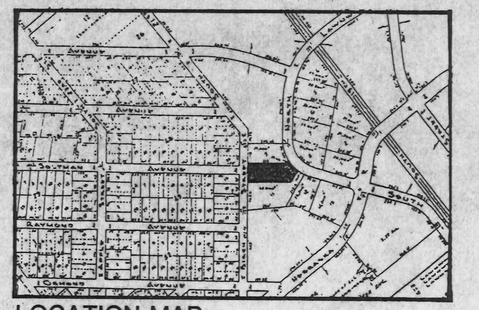
JOB NO	86-235
DESIGNED	TNS
DRAWN	JMS
CHECKED	RLM
DATE	SEPT. 1986
SCALE	AS SHOWN

MOSBY AND ASSOCIATES, INC.
CONSULTING ENGINEERS
1995 39TH AVENUE, SUITE D
VERO BEACH, FLORIDA 32960
(305) 569-0035

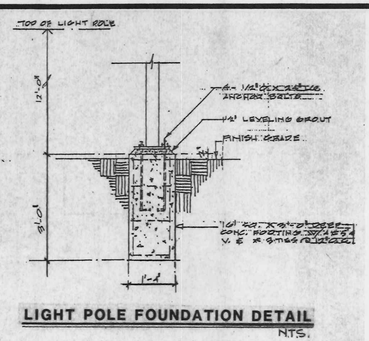
PAVING AND DRAINAGE SITE PLAN

PSYCHIATRIC ASSOCIATES OF ST. LUCIE
FT. PIERCE FLORIDA

SHEET 1 OF 1



LOCATION MAP



LIGHT POLE FOUNDATION DETAIL
N.T.S.

SITE DATA

Land Use Designation:	Parks
Zoning:	Agricultural
Gross Site Area:	31,893 S.F.
IMPERVIOUS AREA	
Total Building Area:	2,110 S.F.
Paving Area:	13,651 S.F.
Total Impervious Area:	15,761 S.F.
% of Impervious Surface Area:	49.0%
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- Wedilia Ground Cover 12" O.C. Each Way. (Rooted Cuttings)

NOTES

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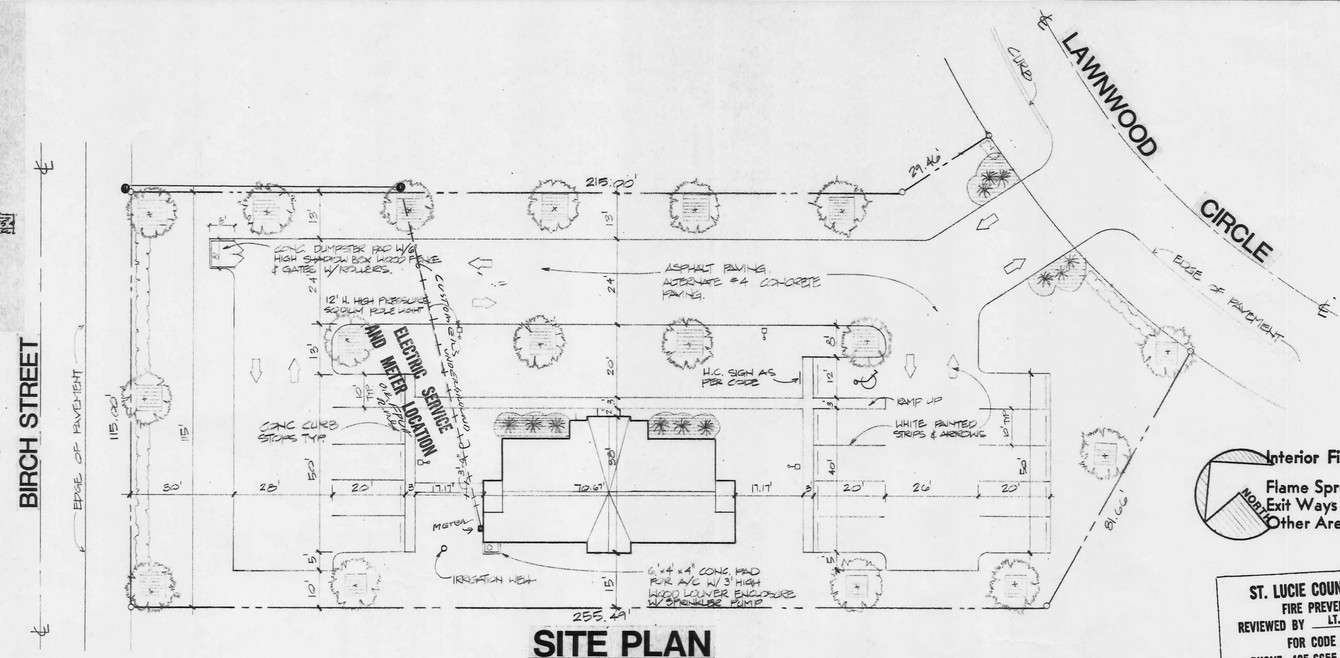
3) ALL PARKING STRIPES TO BE PAINTED WHITE
4) ALL HANDICAPED PARKING STRIPES TO BE IDENTIFIED BY SIGNS ACCORDING TO F.S. 316.1955 & 553.5041.

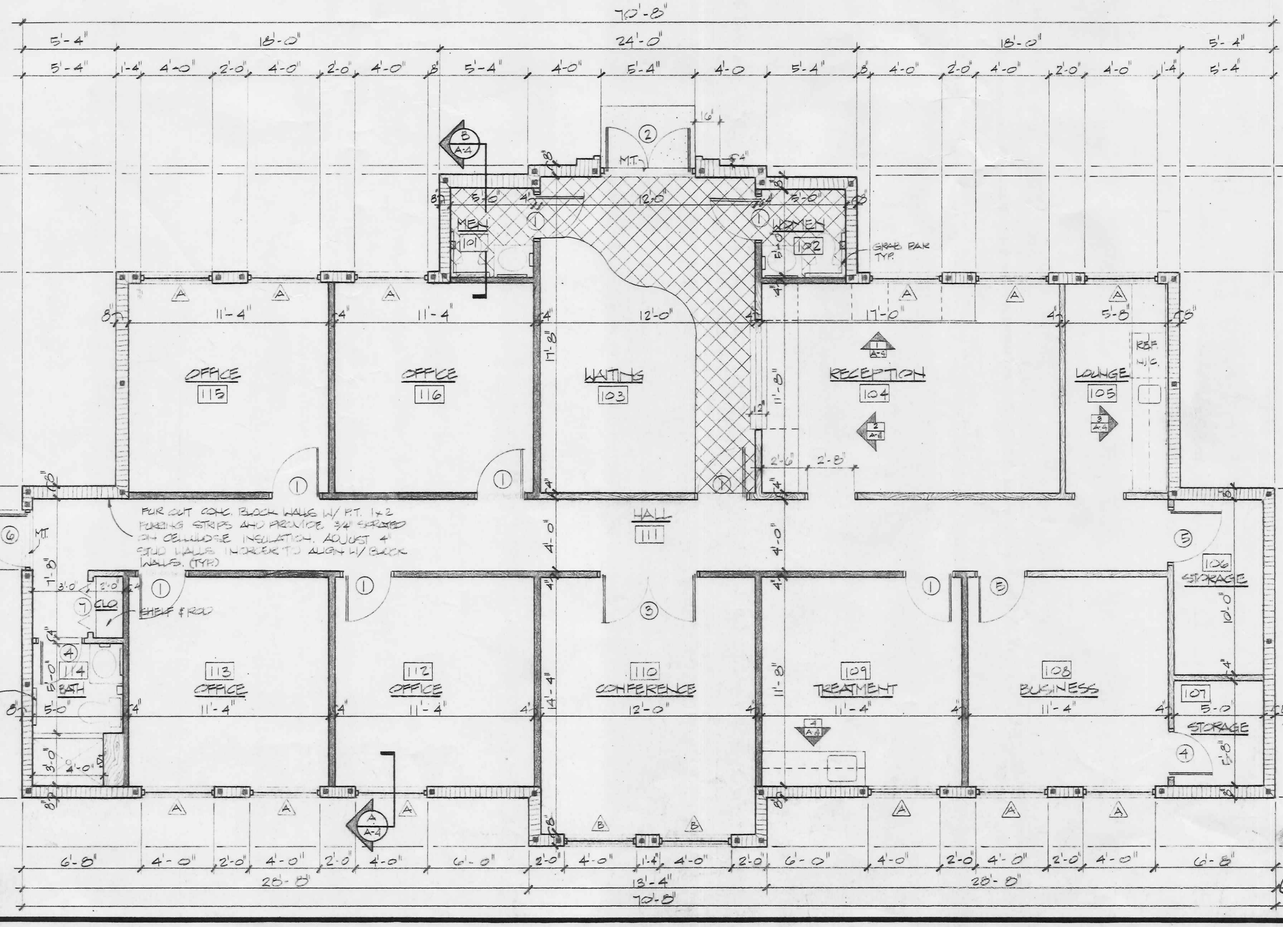


SITE PLAN

1"=40'-0"

Interior Finish
Flame Spread Rating
Exit Ways Class ..B...Minimum
Other Areas Class C.... Minimum

ST. LUCIE COUNTY — FT. PIERCE
FIRE PREVENTION BUREAU
REVIEWED BY LT. R. K. (LUG) TOMLINSON
FOR CODE COMPLIANCE
PHONE: 465-6655 DATE: 10-23-86
SUBJECT TO:
1. ST. LUCIE CO.—FT. PIERCE FIRE PREVENTION CODE
2. N.F.P.A. LIFE SAFETY CODE-101
3. STATE FIRE MARSHAL'S R & R



FLOOR PLAN

1/4"=1'-0"

LEGEND

- 4" STUDS @ 16" O.C.
- 4" STUDS @ 16" O.C. W/ 3½" SOUND INSULATION TIGHT TO UNDERSIDE OF TRUSSES.
- 8" CONC. BLOCK WALLS
- CONC. FILLED CELLS W/ #5@ ROD CONT. FROM FTG. TO TIE BM.

STATE OF FLORIDA — CHARLES E. BLOCK — REGISTERED ARCHITECT — SEP 17 1986

9-17-86
issue date

project no.
8632

C. E. BLOCK architect inc. fla.
vero beach

PSYCHIATRIC ASSOCIATES OF ST. LUCE
FORT PIERCE FLORIDA

sheet no. A-1 of 4

BRUNING 40-105

FOUNDATION NOTES

#1. Design soil bearing capacity 2000 psf.
#2. All fill shall be wet down, then mechanically compacted in 15" layers with a 10 ton steel drum vibratory roller to obtain a minimum of 98% of maximum density as determined by ASSHO T-180.
#3. Architect shall be notified of compaction test results 24 hrs. prior to pouring of concrete footings & slabs.
#4. All concrete footings, slabs on grade, shall have a minimum of 3000 psi ultimate - strength at 28 days.
All concrete beams shall have a minimum of 4000 psi ultimate strength at 28 days.
#5. All reinforcing shall be grade 60 steel.
#6. Horizontal reinforcing shall be used on masonry walls at every other course (16" o.c.) and extend at least 2-1/2" into poured concrete columns, unless otherwise noted.
#7. All reinforcing shall be held securely in position with standard accessories during placing of concrete.
#8. Splices in reinforcing where permitted shall be as follows:

Welded Wire Fabric	6"
Temperature Reinf.	12"
All Others	36 Bar Diameters

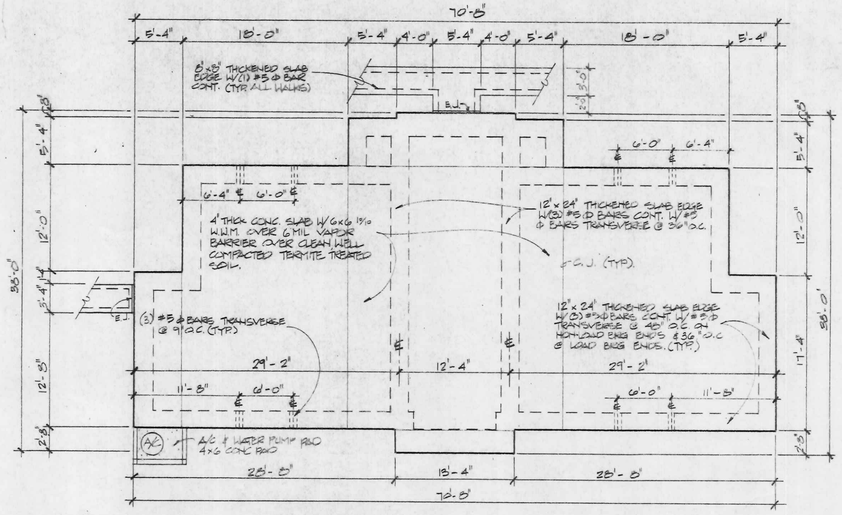
#9. Splices in top reinforcing shall be made at mid-span.
#10. Splices in bottom reinforcing shall be made over support.
#11. Verify locations of all columns, walls, openings, etc. with architectural drawings, before placing foundation.
#12. Center line of footings shall coincide with the center line of columns and/or walls (unless otherwise noted).
#13. All concrete block used for bearing walls shall have a minimum compressive strength od 1500 psi (prism strength) as determined by National Concrete Masonry Association.
#14. Provide #5 diameter vertical rods in concrete filled cells adjacent to all window & door openings.
#15. Reinforced masonry walls shall have vertical reinforcement spaced as noted on drawings. This spacing shall be governed by wall opening vertical reinforcement. Space vertical reinforcement between wall opening steel as called for.
#16. Dowels for vertical bars to be stubbed up a minimum of 30 Bar Diameter.
#17. Special care shall be taken to ensure that cells to be grouted line up properly and a "Clean-Out" left at the bottom course for grouting of cores over four feet high.
#18. Provide #5 bent bars at any change of direction at wall footings (40 bar diameter each way.)
#19. Clear distance between parallel bars in a layer shal be equal to 1" or 1 bar diameter whichever is greater.
#20. Cast-in-place concrete shall be designed, mixed, placed and cured in accordance with ACI specifications 318-83.
#21. Saw cut control joints for concrete floor slabs shall be as follows:
a. 1/8" wide x 1" deep for 4" slab.
Cut within 24 hours of slab pour and fill with a good quality rigid joint filler.
#22. Lap horizontal reinforcing full width at corners.
#23. All concrete walks at finished grade shall be 4" thick concrete with 6x6 10/10 WWM and 8x8 thickened edge with 1 #5 diameter rod continuous.
#24. Contractor shall coordinate the locations of all opening sleeves, depressions and all other mechanical, electrical & architectural items embedded in concrete with trades

FRAMING NOTES

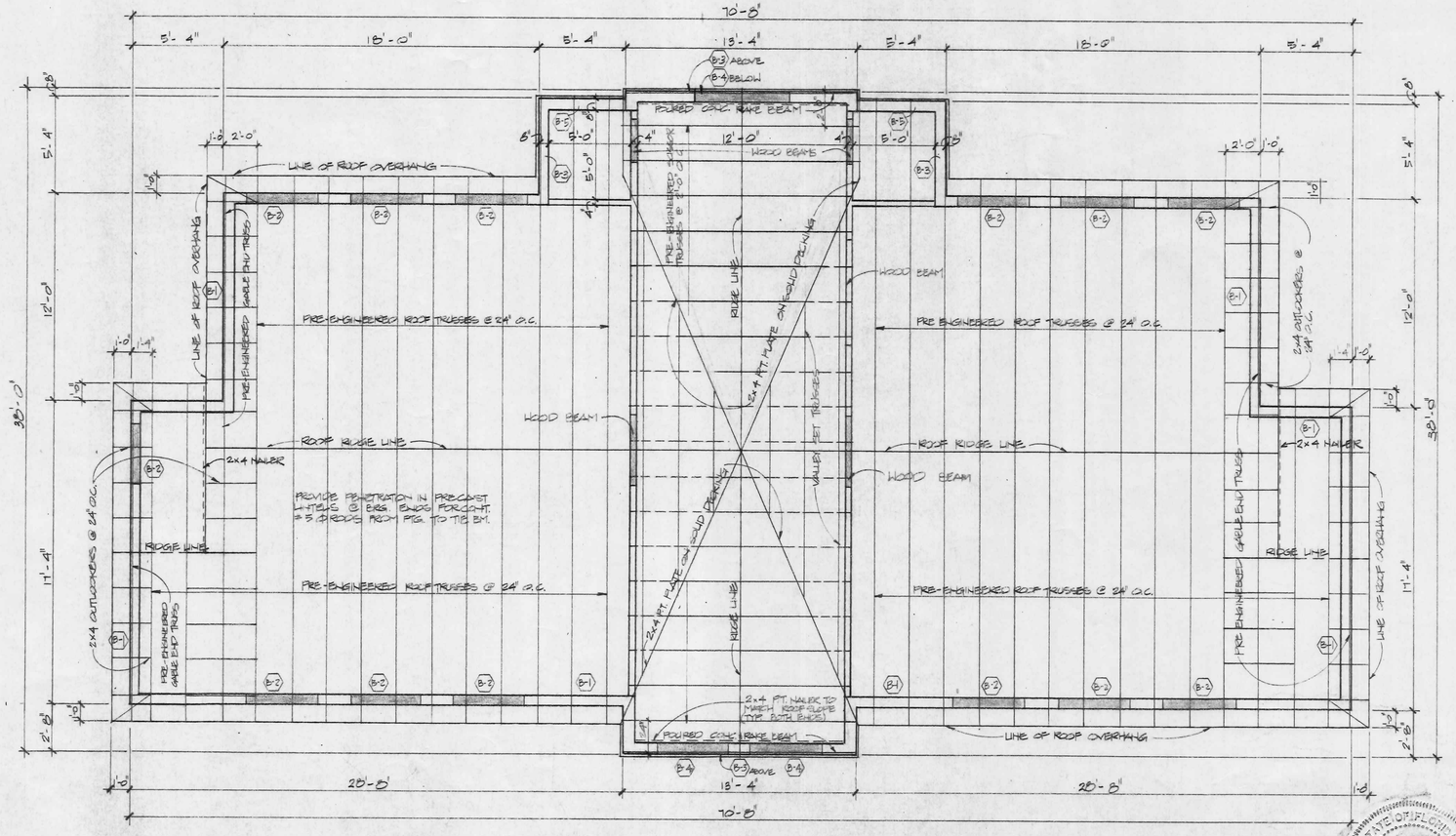
1. TOTAL DESIGN LOADS ARE AS FOLLOWS:
ROOF LOAD: 25 PSF L.L.
30 PSF D.L.
TOTAL LOAD: 55 PSF
3. ALL WOOD HEADERS SHALL HAVE A MIN. FIBER STRESS OF 1500 PSI.
4. ALL TRUSS DIMENSIONS ARE TAKEN TO CENTER LINE OF TRUSS.
5. CONTRACTOR TO SUPPLY 2X4 BRIDGING NAILED TO TOP AND BOTTOM CHORD CONT. @ MID SPAN OF TRUSS OR @ MAX. OF 8' - 0" ON CENTER.
6. PRE ENGINEERED WOOD TRUSSES IN LOCATION OF AIR HANDLER UNITS SHALL BE DESIGNED TO CARRY ANY ADDITIONAL LOAD APPLIED TO THEM BY THE AIR HANDLING UNIT.
7. CONTRACTOR TO SUBMIT SHOP DRAWINGS PREPARED, SIGNED AND SEALED BY CERTIFIED FLORIDA ENGINEER, SHOWING TRUSS TYPES AND CONNECTIONS; TO BE APPROVED BY THE ARCHITECT PRIOR TO FABRICATION.
8. CONTRACTOR TO VERIFY ALL TRUSS DIMENSIONS PRIOR TO FABRICATION.
9. PROVIDE PLYWOOD AROUND AIR HANDLING UNIT. PROVIDE TWO (2) SHEETS OF PLYWOOD AT ATTIC ACCESS.
10. PROVIDE A MINIMUM OF 4" SOLID BEARING AT ENDS OF ALL WOOD HEADERS AND BEAMS.

CONCRETE BEAM SCHEDULE

MK	SIZE BXH	REINFORCING TOP	REINFORCING INTER.	REINFORCING BOTTOM	STIRRUPS SIZE	STIRRUPS SPACING	REMARKS
B-1	8' x 16'	2 #5 ⌀	—	2 #5 ⌀	—	—	CONT. CONC. TIE BEAM @ ELEV. 9'-4"
B-2	8' x 8'	—	—	—	—	—	PRE CAST CONC. LINTEL
B-3	8' x 16' MIN.	2 #5 ⌀	—	2 #5 ⌀	—	—	HEIGHT VARIES DUE TO SLOPE OF RAKE BEAM
B-4	8' x 16'	2 #5 ⌀	—	2 #5 ⌀	#5 ⌀	2' O.C. THEN 6' O.C.	@ ELEV. 9'-4"
B-5	8' x 16'	2 #5 ⌀	—	2 #5 ⌀	—	—	@ ELEV. 7'-2"



FOUNDATION PLAN
1/4"=1'-0"



ROOF FRAMING PLAN
1/8"=1'-0"

9-17-86 issue date

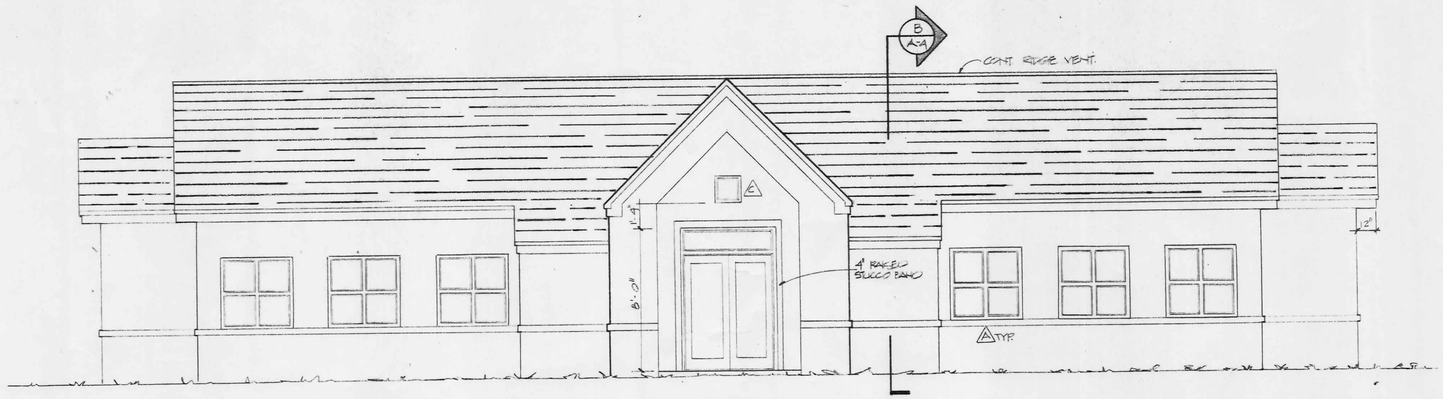
project no. 8632

C. E. BLOCK architect inc. fla.
vero beach

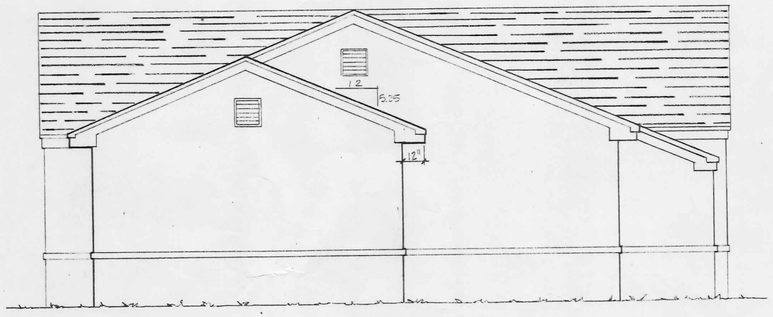
PSYCHIATRIC ASSOCIATES OF ST. LUCE
FORT PIERCE FLORIDA

N

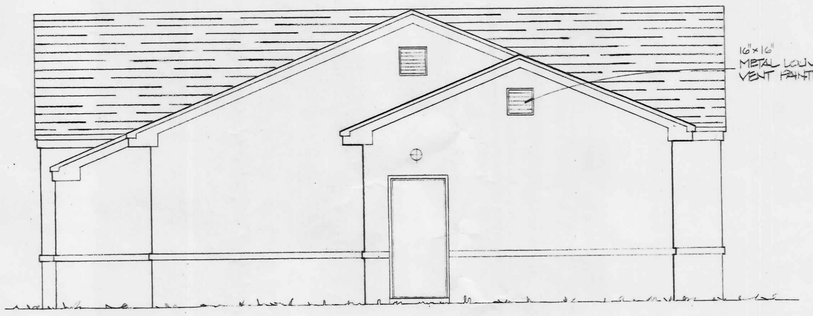
sheet no. A-2 of 4



NORTH ELEVATION
1/4" = 1'-0"



EAST ELEVATION
1/4" = 1'-0"



WEST ELEVATION
1/4" = 1'-0"

SOUTH ELEVATION
1/4" = 1'-0"

9-17-84
issue date

project no.
8632

C. E. BLOCK architect inc. fla.
vero beach

PSYCHIATRIC ASSOCIATES OF ST.LUCE
FORT PIERCE
FLORIDA

N

STATE OF FLORIDA
CHARLES E. BLOCK
No. 7018
REGISTERED ARCHITECT

sheet no.
A-3 of 4

BRUNING 40-105

FINISH SCHEDULE

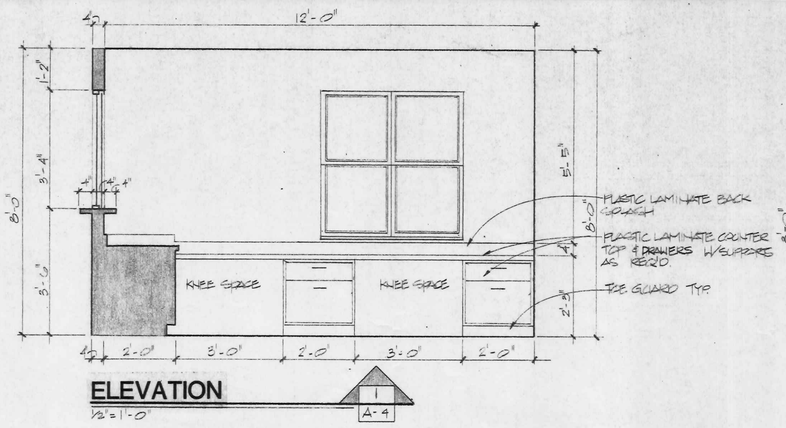
MK	DESIGNATION	FLOOR: SHEET VINYL	FLOOR: CARPET	FLOOR: ALTERNATE #2 WAINSTILE	BASE: WOOD	WALLS: PAINTED GYP BOARD	WALLS: MOISTURE BOARD	WALLS: ALTERNATE #3 VINYL	CEILING: PAINTED GYP BOARD	CEILING: ACOUSTICAL TILE	CEILING HEIGHT	REMARKS
101	MENS TOILET	●		●	●	●			●		7'-4"	
102	WOMENS TOILET	●		●	●	●			●		7'-4"	
103	FOYER/WAITING	●	●	●	●	●		●*	●		7'-4"	* VINYL WALL COVERING ON ALL WALLS
104	RECEPTION		●		●	●				●	8'-0"	
105	LOUNGE	●			●	●				●	8'-0"	
106	STORAGE	●			●	●			●		9'-4"	
107	STORAGE	●			●	●			●		9'-4"	
108	BUSINESS		●		●	●		●*		●	8'-0"	* VINYL WALL COVERING ON NORTH WEST WALL ONLY
109	TREATMENT		●		●	●		●*		●	8'-0"	* V.W.C. ON NORTHWEST WALL ONLY
110	CONFERENCE		●		●	●		●*	●		7'-4"	* V.W.C. ON ALL WALLS
111	HALL		●		●	●				●	8'-0"	
112	OFFICE		●		●	●		●*		●	8'-0"	* V.W.C. ON NORTH WEST WALL ONLY
113	OFFICE		●		●	●		●*		●	8'-0"	* V.W.C. ON NORTH WEST WALL ONLY
114	BATH	●			●		●		●		9'-4"	
115	OFFICE		●		●	●		●*		●	8'-0"	* V.W.C. ON NORTH EAST WALL ONLY
116	OFFICE		●		●	●		●*		●	8'-0"	* V.W.C. ON NORTH EAST WALL ONLY.

DOOR SCHEDULE

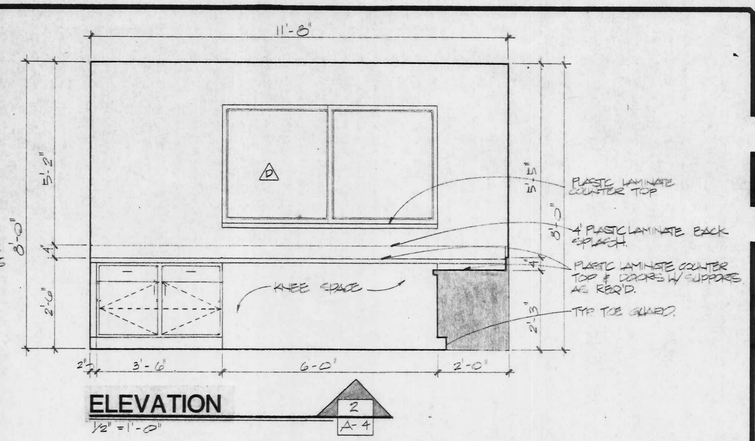
MK	SIZE				TYPE	CONSTRUCTION	JAMB	DETAILS	REMARKS
1	2'-8"	6'-8"	1 3/4"	—	SOLID CORE	WOOD	WOOD		PROVIDE WEATHERSTRIPPING @ OFFICES & TREATMENT ROOM.
2	2'-0"	6'-8"	1 3/4"	1 PAIR	FRENCH	METAL CLAD	METAL CLAD		WHITE FRAMES & DOORS W/ GRAY TINTED 1/4" GLAZING. PROVIDE TRANSOM
3	2'-0"	6'-8"	1 3/4"	1 PAIR	SOLID CORE	WOOD	WOOD		
4	2'-8"	6'-8"	1 3/8"	—	HOLLOW CORE	WOOD	WOOD		
5	2'-8"	6'-8"	1 3/8"	—	HOLLOW CORE	WOOD	WOOD		
6	3'-0"	6'-8"	1 3/4"	—	HOLLOW CORE	METAL	METAL		PROVIDE POLYSTYRENE INSULATION CORE.
7	1'-6"	6'-8"	1 3/8"		BI-FOLD	WOOD			

WINDOW SCHEDULE

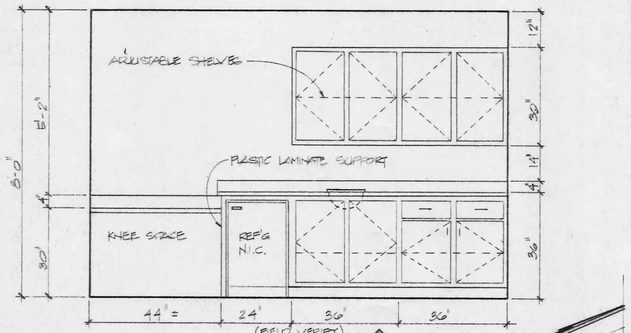
MK	SIZE	TYPE	DETAILS	MANUFACTURER	REMARKS
A	24"W x 48"H (1 PAIR)	SINGLE HUNG		ALCAN	WHITE ALUM FRAMES W/1/4" GRAY TINTED GLAZING
B	48"W x 64"H	FIXED		KAWNEER (TRIFAB 400)	" " "
C	16'W x 16'H	FIXED		FLORIDA SASH	" " "
D	6'W x 3'-4"H	PASS THRU		ALCAN	WHITE ALUM FRAME W/ CLEAR GLASS.



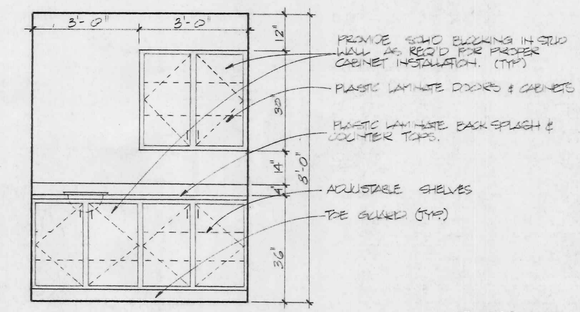
ELEVATION 1 A-4
1/2" = 1'-0"



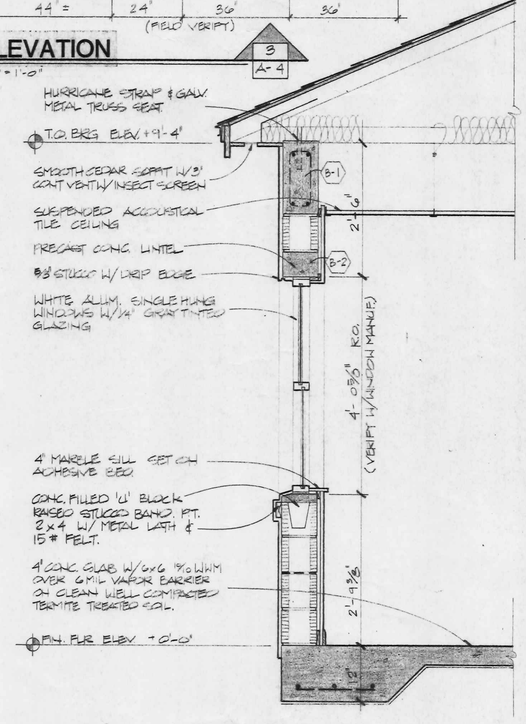
ELEVATION 2 A-4
1/2" = 1'-0"



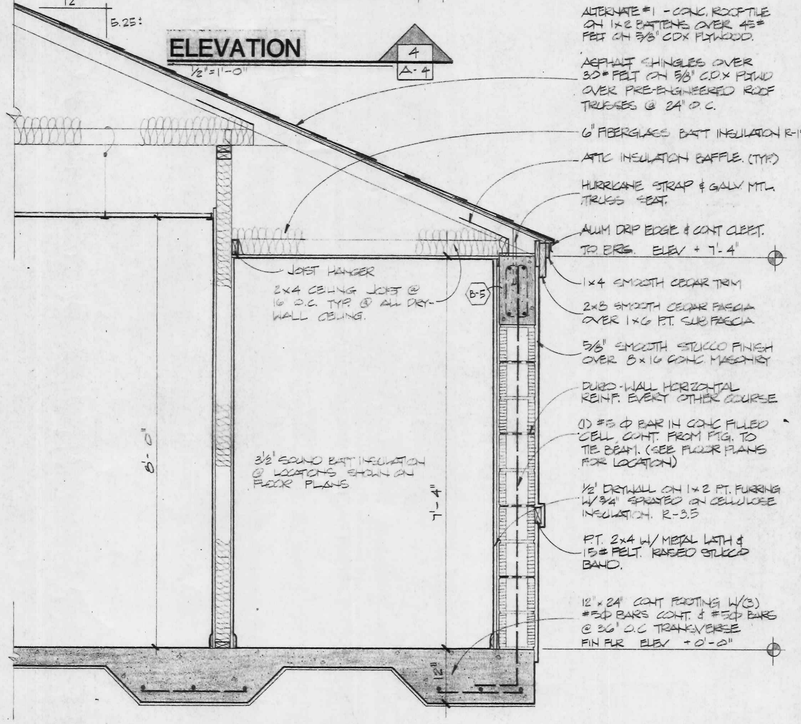
ELEVATION 3 A-4
1/2" = 1'-0"



ELEVATION 4 A-4
1/2" = 1'-0"



SECTION A A-4
3/4" = 1'-0"



SECTION B A-4
3/4" = 1'-0"

9-17-86
issue date

project no.
8632

C.E. BLOCK architect inc.
vero beach fla.

PSYCHIATRIC ASSOCIATES OF ST.LUCE
FORT PIERCE FLORIDA

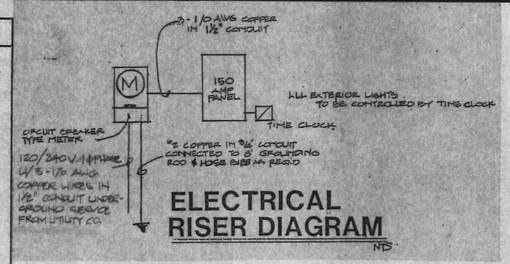
STATE OF FLORIDA
CHARLES E. BLOCK
21651
REGISTERED ARCHITECT
SEP 17 1986

sheet no.
A-4 of 4

BRUNING 40-105 57140

ELECTRICAL LEGEND

- DUPLEX CONV. OUTLET +12" A.F.F.
- GFI GROUND FAULT INSUL. DUPLEX RECPT.
- ABOVE COUNTER DUPLEX RECPT.
- S SWITCH SINGLE POLE
- S_F SWITCH SINGLE POLE-EXHAUST FAN
- S_3 3 WAY SWITCH
- TELEPHONE OUTLET
- EXHAUST FAN W/ LIGHT
- T THERMOSTAT
- ELECTRIC PANEL BOX 150 AMP
- HOME RUN TO PANEL BOX OR TIME CLOCK
- JUNCTION BOX FOR FAN

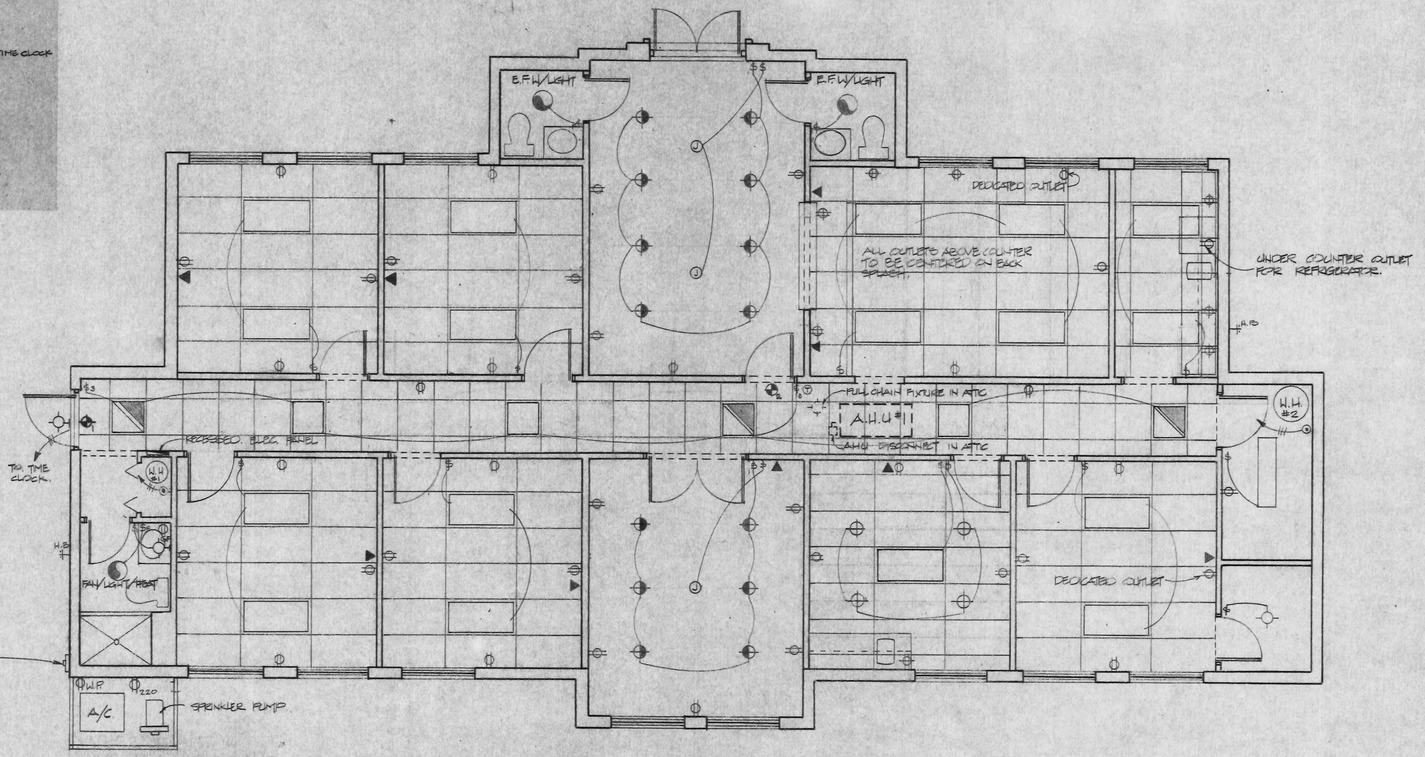


ELECTRICAL RISER DIAGRAM

NTS

LIGHTING SCHEDULE

- LITHONIA 2GS240R42W(2) - 40W CW.
- LITHONIA 2GS2U40F WA12 W(2) - 40 W.U.
- PROGRESS P5797 WALL MOUNTED
- PROGRESS P6093 EYEBALL TRIM W/F11 FRAME
- PROGRESS P6025 TRIM W/ F11 MOUNT. FRAME
- E_1 LITHONIA XSW1R EL WALL MOUNTED EXIT LIGHT W/ EMERGENCY BATTERY
- E_2 LITHONIA XSW2R EL EXIT LIGHT W/ ES12 STEM KIT FOR CEILING MOUNTING
- LITHONIA 2GS2U40FHA12 EL W(2) - 40 W.U.
- PROGRESS P7186 RAPID HPF W/2140 W. SURFACE MOUNTED
- PORCELAIN PULL CHAIN FIXTURE
- STUDIO LITE 70W HIGH PRESSURE SODIUM W/ 12' HIGH ALUM POLE. (ALLEY CAT)



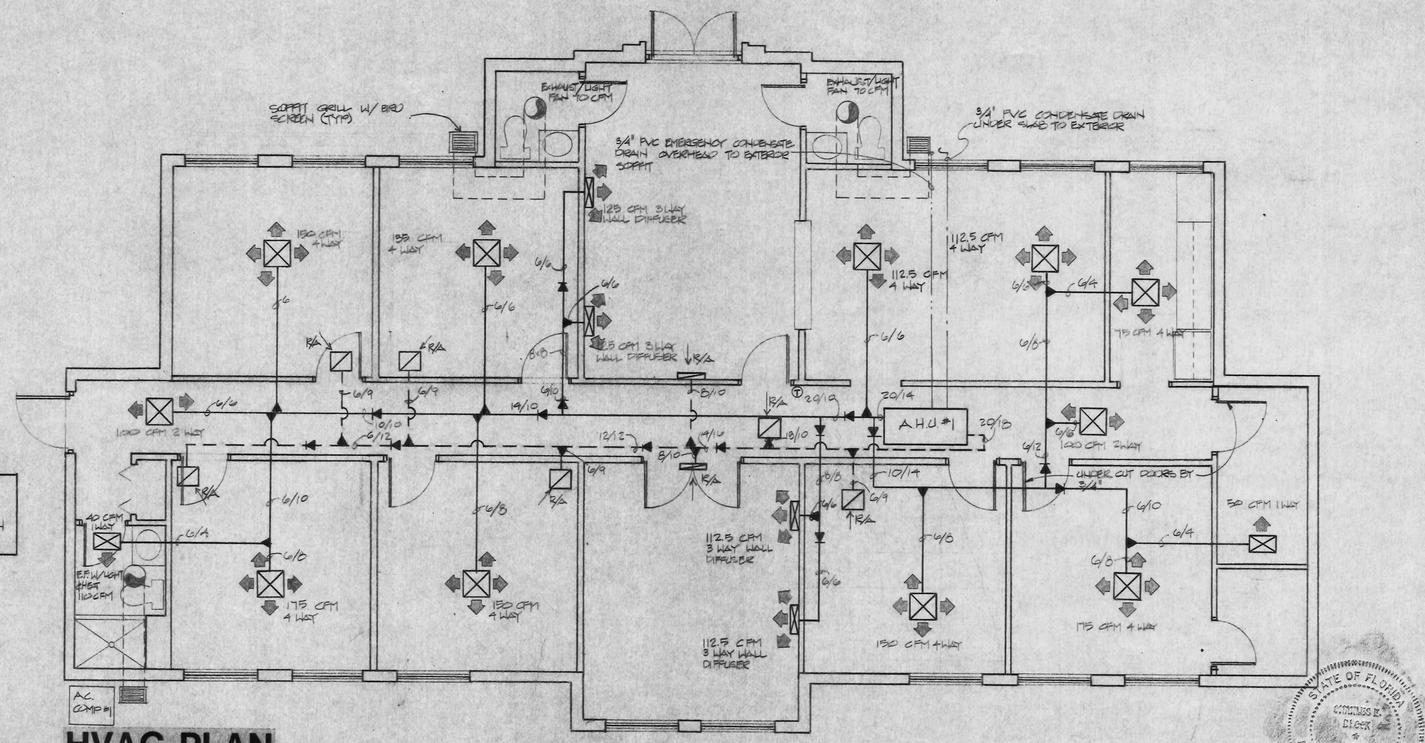
HVAC NOTES

1. SEE NOTE ON THIS SHEET FOR A/C UNIT SIZE.
2. COORDINATE ALL DUCTS WITH OPENINGS IN ROOF TRUSSES AND PLUMBING LINES.
3. ALL DUCTWORK SHALL BE DONE IN ACCORDANCE WITH ALL STATE AND LOCAL CODES.
4. DUCTWORK SHALL BE OWENS CORNING FIBERGLAS, TYPE 475 FR DUCT SYSTEM, 3.25 PCF DENSITY. R=4.2
5. AIR HANDLING UNITS SHALL BE LOCATED IN ROOF TRUSS SPACE AND SUSPENDED FROM TOP CHORD OF TRUSS WITH 1/2" DIA. RODS WITH ISOLATORS.
6. EACH A/C UNIT WILL HAVE AN APPROVED CONDENSATE PAN WITH 2-3/4" DRAIN LINES. PROVIDE ELBOWS AT END OF LINES FOR WATER SEAL.
7. ALL SUPPLY AND RETURN AIR GRILLES SHALL BE PAINTED TO MATCH ADJACENT FINISH COLOR. GRILLES TO BE METALLAIRE OR APPROVED EQUAL.
8. EXHAUST DUCT SHALL BE GALVANIZED SHEET METAL.
9. FURNISH AND INSTALL FACTORY MADE TURNING VANES AT EACH CHANGE OF DIRECTION OF DUCTWORK. VANES SHALL BE ALUMINUM.
10. ALL AIR OUTLETS SHALL BE ALUMINUM INCLUDING VOLUME DAMPERS, TITUS OR METALAIRE.
11. BALANCE AIR VOLUME WITHIN ± 5% OF VALUES SHOWN ON PLANS.
12. FURNISH AND INSTALL THERMOSTATS WITH SUB-BASE.
13. MOUNT CONDENSING UNITS ON 4" CONCRETE PAD AND ANCHOR UNITS TO SAME.
14. INSULATE SUCTION REF. LINE WITH 3/4" ARMAFLEX.
15. EXAMINE CLEARANCE FOR AVAILABLE SPACE FOR DUCTWORK BEFORE FABRICATING DUCT.
16. ELECTRIC STRIP HEATERS SHALL BE "UL" APPROVED, EQUIPPED WITH HI-LIMIT CUT-OFF.
17. MECHANICAL CONTRACTOR SHALL VERIFY ALL DUCTWORK SIZES & LOCATIONS OF DUCT WORK PRIOR TO INSTALLATION. NOTIFY ARCHITECT OF ANY WORK DISCREPANCIES.

HVAC LEGEND

- SUPPLY AIR
- RETURN AIR

NOTE: A/C UNIT #1 - RHEEM, TRANE, LENNOX OR APPROVED EQUAL. MAXIMUM CAPACITY 58,000 BTU, 2000 CFM AIR FLOW W/ 7 kW HEAT STRIP. 9.0 MIN EER.



HVAC PLAN

1/4" = 1'-0"

BRUNING 40-105 57140

issue date

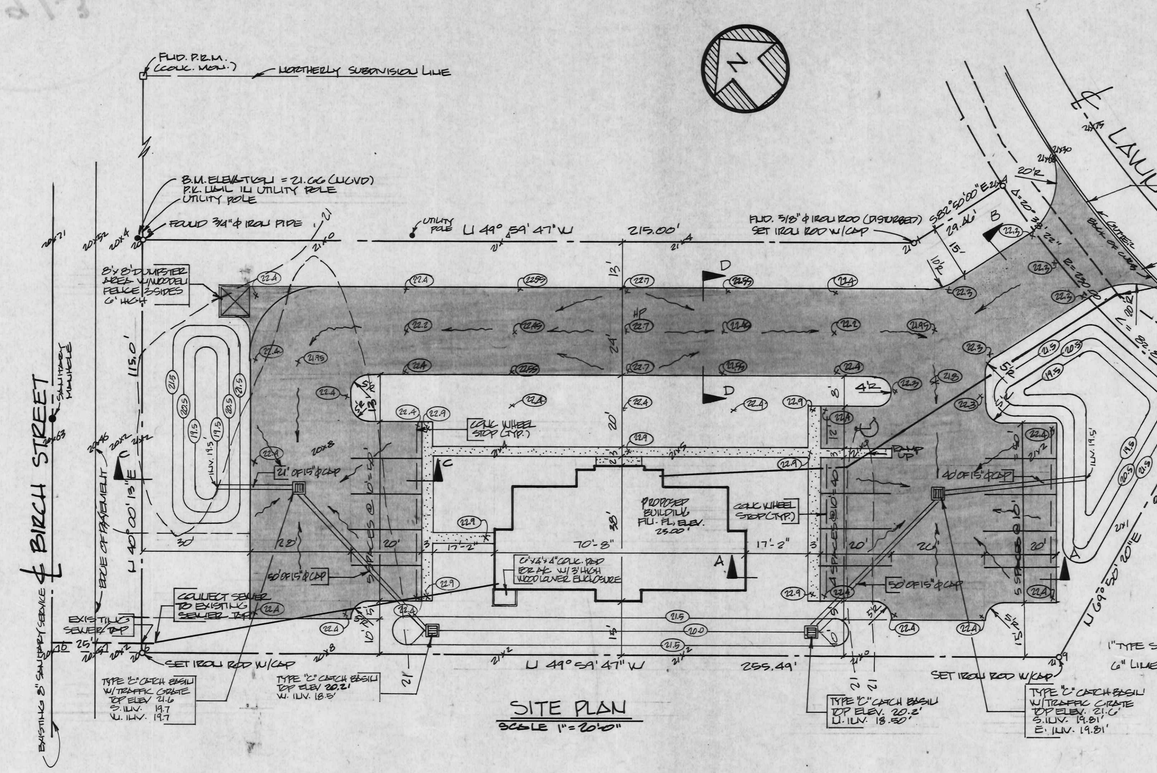
project no. 8632

C. E. BLOCK architect inc. fla.
vero beach

PSYCHIATRIC ASSOCIATES OF ST.LUCE
FORT PIERCE FLORIDA

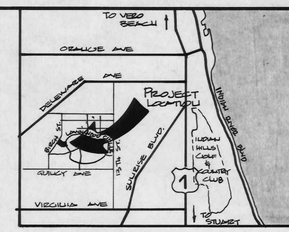
STATE OF FLORIDA
CHARLES E. BLOCK
No. 7618
REGISTERED ARCHITECT
SEP 17 1986

sheet no. ME-1 of 1



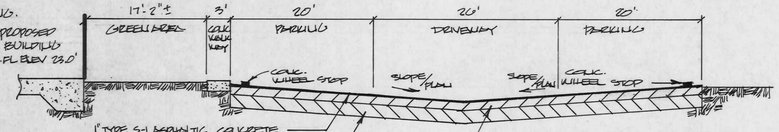
SITE PLAN

SCALE 1" = 20'-0"



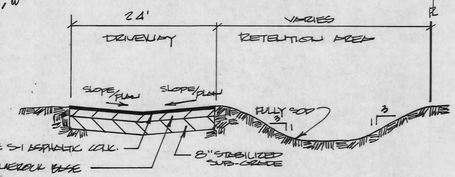
LOCATION MAP

LTS



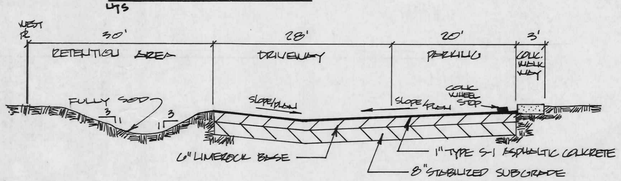
SECTION A-A

LTS



SECTION B-B

LTS



SECTION C-C

LTS

LEGAL DESCRIPTION

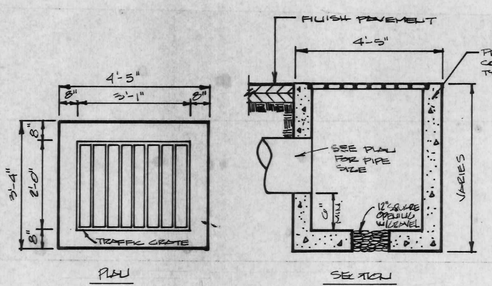
LOT 10
LAUNALWOOD OFFICE PARK - UNIT ONE
PLAT BOOK 18, PAGE 11
ST. LUCIE COUNTY, FLORIDA

SURVEYOR'S NOTES

ELEVATIONS SHOWN HEREON ARE RELATIVE TO THE NATIONAL GEODETIC VERTICAL DATUM OF 1929 AND ARE BASED UPON A U.S.G.S. B.M. BENCHMARK STAMPED H-236.

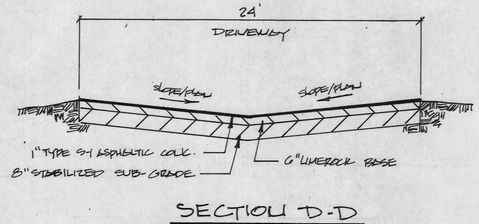
LEGEND

HP	HIGH POINT
~~	DRAINAGE FLOW
21.4	EXISTING SPOT ELEVATIONS
(22.8)	PROPOSED SPOT ELEVATIONS
--21--	EXISTING CONTOUR ELEVATIONS
HC	HANDICAPPED



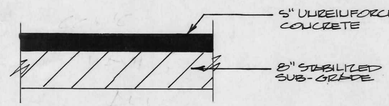
PRECAST CONCRETE CATCH BASIN TYPE "C"

LTS



SECTION D-D

LTS



CONCRETE PAVEMENT ALTERNATE

LTS

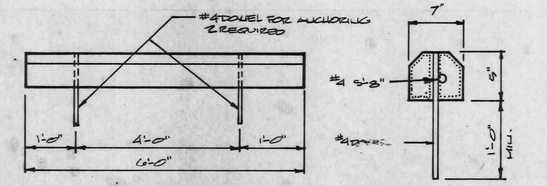
SITE DATA

AREA CALCULATIONS

1. TOTAL SITE AREA = 31,893 FT² = 0.73 ACRES = 100%
2. BUILDING COVERAGE = 2,160 FT² = 0.05 ACRES = 7%
3. PAVEMENT COVERAGE = 13,051 FT² = 0.3 ACRES = 42%
4. TOTAL IMPERVIOUS AREA = 15,701 FT² = 0.36 ACRES = 49%
5. TOTAL GREEN AREA = 16,192 FT² = 0.37 ACRES = 51%
6. FUTURE PAVEMENT AREA = 760 FT² = 0.02 ACRES = 3%

GENERAL NOTES

1. SEE ARCHITECTURAL DRAWINGS PREPARED BY C.E. BLACK, ARCHITECT FOR ADDITIONAL LAYOUT DIMENSIONS AND LANDSCAPE PLANS.
2. BOUNDARY SURVEY AND TOPOGRAPHIC INFORMATION PROVIDED BY JAMES A. KIRBY, LAND SURVEYOR DATED 3/17/86.
3. ALL CONSTRUCTION SHALL BE IN ACCORDANCE WITH APPLICABLE ORDINANCE OF THE CITY OF FT. PIERCE.
4. ALL DENSITY TESTS TO BE PERFORMED PER MODIFIED PROCTOR METHOD. ALL DENSITY TESTS SHALL BE SUPPLIED TO THE ENGINEER ON ALL SUB-GRADE AND BASEWORK.
5. PRECAST CAR STOPS SHALL HAVE 2½" ϕ RODS PER CAR STOPS, EMBED AT LEAST 8" INTO SOIL.
6. CONCRETE PAVEMENT ALTERNATE SHALL BE PROVIDED WITH CONTRACTION JOINTS (20' MAX SPACING) WITH 1½" DEPTH.
7. CONCRETE PAVING ALTERNATE SHALL BE CURED WITH A PIGMENTED LIQUID MEMBRANE CURING COMPOUND, CONFORMING TO THE REQUIREMENTS OF ASTM DESIGNATION 309.



NOTES:
1. FIBERGLASS FROM 3000 PSI CONCRETE

PRECAST CONCRETE PARKING WHEEL STOP DETAIL

LTS

JOB NO	86-235
DESIGNED	TNS
DRAWN	JMS
CHECKED	RLM
DATE	SEPT. 1986
SCALE	AS SHOWN

REVISION	DATE
1	
2	
3	
4	
5	

MOSBY AND ASSOCIATES, INC.
CONSULTING ENGINEERS
1950 SEA RIDGE DRIVE, S.E. D
VERO BEACH, FLORIDA 32960
(305) 569-0035

PAVING AND DRAINAGE SITE PLAN

PSYCHIATRIC ASSOCIATES OF ST. LUCIE
FT. PIERCE FLORIDA

SHEET 1 OF 1

46913 1331 N. Lawnwood Circle

BUILDING & CODE ENFORCEMENT
CITY OF FORT PIERCE

OWNER: Psychiatric Assoc
DATE ISSUED: 11-4-86
TYPE CONSTRUCTION: Med office
PERMIT NUMBER: 46913
PAGES:
CONTRACTOR: C.A. Schaming
ELECTRICIAN: Leonard
ADDRESS: 1331 N Lawnwood Circle

THE SUNRISE CITY
FORT PIERCE
PLANNING DEPARTMENT Florida

Pre-Application Meeting

Pre-application meetings are scheduled on the 4th Wednesday of each month at 10:00 AM and the deadline for submittal is the first Friday of the month. The meetings are held both in person, in the 2nd Floor Conference Room of City Hall, or virtually via Microsoft Teams, which is set up by the Planning Department. The applicant or property owner is required to attend (in-person or virtually); architects, engineers, or contractors for the proposal are encouraged to attend. The fee for a pre-application meeting is **$300** ($250 + $50 Building Department Fee) with an additional $250 fee for a "no show". To discuss or schedule a pre-application meeting please contact the Planning Department at **(772) 467-3737** or email us at **planning_dl@cityoffortpierce.com**.

The minimum submittal requirements are as follows:

- [x] Site Plan
- [x] Detailed Proiect Narrative
- [x] Floor Plan
- [x] Survey

Proposed Use of the Property: Adult Day Care

Property address or location
1331 N. Lawnwood Cir

Parcel ID(s)
2416-604-0010-000-0

Property Owner(s) Name
A Prasad R. Korlipara

Street Address
7831 Sabal lake Dr

City: PSL State: FL Zip: 34986

Phone Number

Email Address

Applicant/Representative, Company
Nikki Kelly

Street Address
5977 NW Baynard Dr

City: PSL State: FL Zip: 34986

Phone Number
561-401-8260

Email Address
Arborvillagegh@outlook.com

- [x] The property owner is aware that a Pre-Application meeting has been requested.

Property Owner's Signature _____

The purpose of the pre-application meeting is to assist the applicant in assembling a complete application. The pre-application meeting provides an applicant or property owner with specific process information, code requirements, and feedback from representatives of the Planning, Building, Engineering and Utilities Departments, for the proposal. The meeting also provides the applicant an opportunity to address any concerns or challenges that may arise during the process.

Arbor Village Training Center
1331 N. Lawnwood Circle
Fort Pierce, FL
Phone: 561-401-8260
Email: Arborvillagegh@outlook.com

Project Narrative

Goals:
Arbor Village Training Center offers comprehensive scope of services to help individuals and find meaningful work or activities. The Adult Day Training program is designed to help program participants function more normally in everyday life. Using hands-on learning techniques, Arbor Village staff help clients enhance life skills inside structured classrooms, sheltered workshops, or with a business in the community.
Supervision and personal care will be provided to all participants with 3-4 staff members.

Building Description:

- This Free-Standing building is approximately 2,126 square feet on .71 acres of land
- 1 large reception area
- 7 large exam rooms
- 3 bathrooms
- 13 parking spots in the front of the building
- 1 handicap designated parking spot in the front of the building
- 7 parking spots in the rear of the building
- 2 Doors for exit and entry

Hours of Operation:
Monday- Friday: 9am-3pm

Transportation:
Transportation will be provided by Arbor Village Training Center.

KAD LED
LED Area Luminaire

Buy American

Specifications

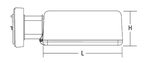
EPA: 1.2 ft² (0.11 m²)

Length: 17-1/2" (44.5 cm)

Width: 17-1/2" (44.5 cm)

Height: 7-1/8" (18.1 cm)

Weight (max): 36 lbs. (16.4 kg)



Catalog Number

Notes

Type

Hit the Tab key or mouse over the page to see all interactive elements.

Capable Luminaire

This item is an A+ capable luminaire, which has been designed and tested to provide consistent color appearance and system-level interoperability.

- All configurations of this luminaire meet the Acuity Brands' specification for chromatic consistency
- This luminaire is A+ Certified when ordered with DTL® controls marked by a shaded background. DTL DLL equipped luminaires meet the A+ specification for luminaire to photocontrol interoperability1
- This luminaire is part of an A+ Certified solution for ROAM®2 or XPoint™ Wireless control networks, providing out-of-the-box control compatibility with simple commissioning, when ordered with drivers and control options marked by a shaded background3

To learn more about A+, visit www.acuitybrands.com/aplus.

1. See ordering tree for details.
2. A+ Certified Solutions for ROAM require the order of one ROAM node per luminaire. Sold Separately: Link to Roam; Link to DTL DLL

A+ Capable options indicated by this color background.

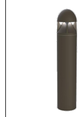
Ordering Information

EXAMPLE: KAD LED 40C 1000 40K R5 MVOLT SPD04 DDBXD

KAD LED

Series	LEDs	Drive current	CCT	Distribution	Voltage	Mounting[4]
KAD LED	20C[1] 20 LEDs 30C[1] 30 LEDs 40C 40 LEDs 60C 60 LEDs	530 530 mA 700 700 mA 1000 1000 mA	30K 3000 K 40K 4000 K 50K 5000 K	R2 Type II R3 Type III R4 Type IV R5 Type V	MVOLT[5] 277[6] 120[6] 347[6] 208[6,7] 480[6,8] 240[6,7]	**Shipped included** SPUMBA___ Square pole universal mounting adapter[9] RPUMBA___ Round pole universal mounting adapter[9] SPA___ Square pole RPA___ Round pole WBA___ Wall bracket[9] WWG___ Wood pole or wall **Shipped separately** 04 4" arm 06 6" arm 09 9" arm[9] 12 12" arm[9] KMA Mast arm mounting bracket adapter (specify finish)[9]

Options			Finish (required)
Shipped installed PE[R5] NEMA twist-lock five-wire receptacle only (no controls)[10,11] PER[7] Seven-wire receptacle only (no controls)[10,11] SF Single fuse (120, 277, 347V)[6] DF Double fuse (208, 240, 480V)[6] PIR Bi-level, motion/ambient sensor, 8-15' mounting height, ambient sensor enabled at 25 fc[12,13,14] PIRH Bi-level, motion/ambient sensor, 15-30' mounting height, ambient sensor enabled at 25 fc[12,13,14]	PIR1FC3V Bi-level, motion/ambient sensor, 8-15' mounting height, ambient sensor enabled at 1fc, 3fc or 5fc[12,13,14,15] PIRH1FC3V Bi-level, motion/ambient sensor, 15-30' mounting height, ambient sensor enabled at 1fc, 3fc or 5fc[12,13,14,15] BL30 Bi-level switched dimming, 30% low[16] BL50 Bi-level switched dimming, 50% low[16]	PIRHTD03 Part night, dim till dawn[13,16] PIRHT3035 Part night, dim 3 hrs[13,16] PIRHT5035 Part night, dim 5 hrs[13,16] PIRHT7035 Part night, dim 7 hrs[13,16] RS Houseside shield [17]	**Shipped separately**[18] WG Wire guard	DDBXD Dark bronze DBLXD Black DNAXD Natural aluminum DWHXD White DDBTXD Textured dark bronze DBLBXD Textured black DNATXD Textured natural aluminum DWHGXD Textured white



D-Series
LED Bollard

Buy American

BAA

Specifications

Diameter: 8" Round (20.3 cm)

Height: 42" (106.7 cm)

Weight (max): 27 lbs (12.25 kg)

Catalog Number

Notes

Type

Hit the Tab key or mouse over the page to see all interactive elements.

Introduction

The D-Series LED Bollard is a stylish, energy-saving, long-life solution designed to perform the way a bollard should—with zero uplight. An optical leap forward, this full cut-off luminaire will meet the most stringent of lighting codes. The D-Series LED Bollard's rugged construction, durable finish and long-lasting LEDs will provide years of maintenance-free service.

Ordering Information

EXAMPLE: DSXB LED 16C 700 40K SYM MVOLT DDBXD

DSXB LED

Series	LEDs	Drive current	Color temperature	Distribution	Voltage	Control options	Other options	Finish (required)
DSXB LED	**Asymmetric** 12C 12 LEDs[1] **Symmetric** 16C 16 LEDs[1]	350 350 mA 450 450 mA[2] 530 530 mA 700 700 mA	30K 3000 K 40K 4000 K 50K 5000 K AMBPC Amber phosphor converted AMBLW Amber limited wavelength[3,4]	ASY Asymmetric[1] SYM Symmetric[1]	MVOLT[5] 120[6] 208[6] 240[6] 277[6] 347[6]	**Shipped installed** PE Photoelectric cell, button type DMG 0-10v dimming wires pulled outside fixture (for use with an external control, ordered separately) ELCW Emergency battery backup[7]	**Shipped installed** SF Single fuse (120, 277, 347V)[6] DF Double fuse (208, 240V)[6] HS4 24" overall height HS8 30" overall height HS6 36" overall height FG Ground-fault broken-outlet LHB Without anchor bolts LHB4 4-bolt retrofit base without anchor bolts[8]	DWHXD White DNAXD Natural aluminum DDBXD Dark bronze DBLXD Black DDBTXD Textured dark bronze DBLBXD Textured black DNATXD Textured natural aluminum DWHGXD Textured white

Accessories

Ordered and shipped separately.

MBAB U Anchor bolts for DSXB[9]

NOTES

1. Only available in the 12C, ASY version.
2. Only available in the 16C, SYM version.
3. Only available with 400 AMBLW version.
4. Not available with ELCW.
5. MVOLT driver operates on any line voltage from 120-277V (50/60 Hz). 347V, 480V, HVOLT or XVOLT must be specified when ordering with fusing (SF, DF options), or photocontrol (PE option).
6. Not available with 347V. Not available with fusing. Not available with 480 AMBLW.
7. Single fuse (SF) requires 120, 277, or 347 voltage option. Double fuse (DF) requires 208, 240 or 480 voltage option.
8. MBAB U not available with LHB4 option.

D-Series
LED Parking Garage

BAA

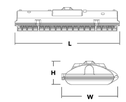
Specifications

Length: 17-3/4" (45.1 cm)

Width: 8-1/2" (21.6 cm)

Height: 3-7/16" (8.7 cm)

Weight (max): 16 lbs (7.3 kg)



Catalog Number

Notes

Type

Hit the Tab key or mouse over the page to see all interactive elements.

Introduction

The D-Series LED Parking Garage luminaire provides energy savings of 80% when replacing 175W metal halide luminaires. With an expected service life of over 100,000 hours (10+ years of 24/7 operation), up to ten metal halide lamp changes are avoided over the life of the product. All of this adds up to quick paybacks and a very low total cost of ownership. Five dedicated precision refractive optics allow the D-Series Parking Garage luminaire to meet the desired criteria for minimums, verticals and uniformity. Exceptional glare control is achieved while delivering the required vertical illumination.

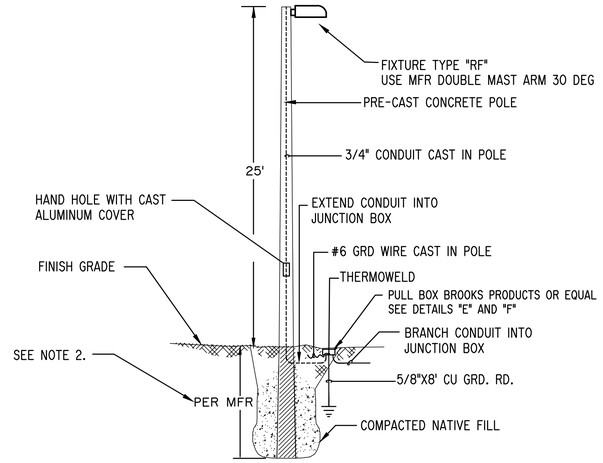
Ordering Information

EXAMPLE: DSXPG LED 20C 1000 40K T5M MVOLT DWHXD

DSXPG LED

Series	LEDs	Drive current	Color temperature	Distribution	Voltage	Mounting
DSXPG LED	10C 10 LEDs (one engine)[1,2] 20C 20 LEDs (two engines) 30C 30 LEDs (three engines)	350 350 mA 530 530 mA 700 700 mA 1000 1000 mA (1 A)	30K 3000 K 40K 4000 K 50K 5000 K AMBPC Amber phosphor converted	T5E Type E, entryway T5M Type E, medium T5W Type E, wide T5R Type E, rectangular AST Asymmetric	MVOLT[3,4] 120[3] 208[3] 240[3] 277[3] 347[3,4] 480[3,4]	**Shipped included** (blank) Pendant mount[5] (36-inch length supply leads) SRM Surface mount (12-inch length supply leads) **Shipped separately** YK Yoke/trunnion mount[6]

Options		Finish (required)
Shipped installed HS House-side shield (housing visor) SF Single fuse (120, 277, 347V)[3] DF Double fuse (208, 240, 480V)[3] SPD Separate surge protection DMG 0-10v dimming wires pulled outside fixture (for use with an external control, ordered separately)[7,8] PIR Motion/ambient sensor for 8-15' mounting heights[9] PIRH Motion/ambient sensor for 15-30' mounting heights[9] **Shipped Separately** BDS Bird Shroud[6]	**Shipped installed** PIR1FC3V Motion/ambient sensor for 8-15' mounting heights and for typical applications requiring daylight harvesting and 1fc/3fc/5fc compliance[9,10,11] PIRH1FC3V Motion/ambient sensor for 15-30' mounting heights and typical applications requiring daylight harvesting and 1fc/3fc/5fc compliance[9,10,11]	DWHXD White DNAXD Natural aluminum DDBXD Dark bronze



NOTE:
1. USE EPOXY SPLICES FOR SPLICING CONDUCTORS IN JUNCTION BOX.
2. OWNER OR G.C. SHALL SUPPLY WIND LOAD AND BURIAL DEPTH CALCULATIONS FOR THE POLE THEY SELECT.

DIRECT BURIAL CONCRETE POLE DETAIL

SCALE:NONE

COMMERCIAL

RESIDENTIAL
BIRCH STREET

COMMERCIAL
LAWNWOOD CIRCLE

Typical Fort Pierce				
Label	**Avg**	**Max**	**Min**	**Avg/Min**
Means of Egress	3.87	29.3	1.3	2.98
Parking	2.33	4.2	0.7	3.33
Spill Onto Residential	0.00	0.0	0.0	N.A.

Luminaire Schedule						
Tag	**Description**	**Symbol**	**Qty**	**Lum. Lumens**	**Lum. Watts**	**LLF**
R4	Lithonia KAD LED 30C 1000 30K R4 MVOLT	→	3	10723	108	0.900
B	Lithonia Bollard DSXB LED 12C 350 30K ASY	⊙	2	1194	16	0.900
W	Existing Wall Pack Over Exit Door	|	1	858	79	0.900
P	Lithonia Canopy DSXPG LED 10C 700 30K ASY	▪	3	2601	26	0.900

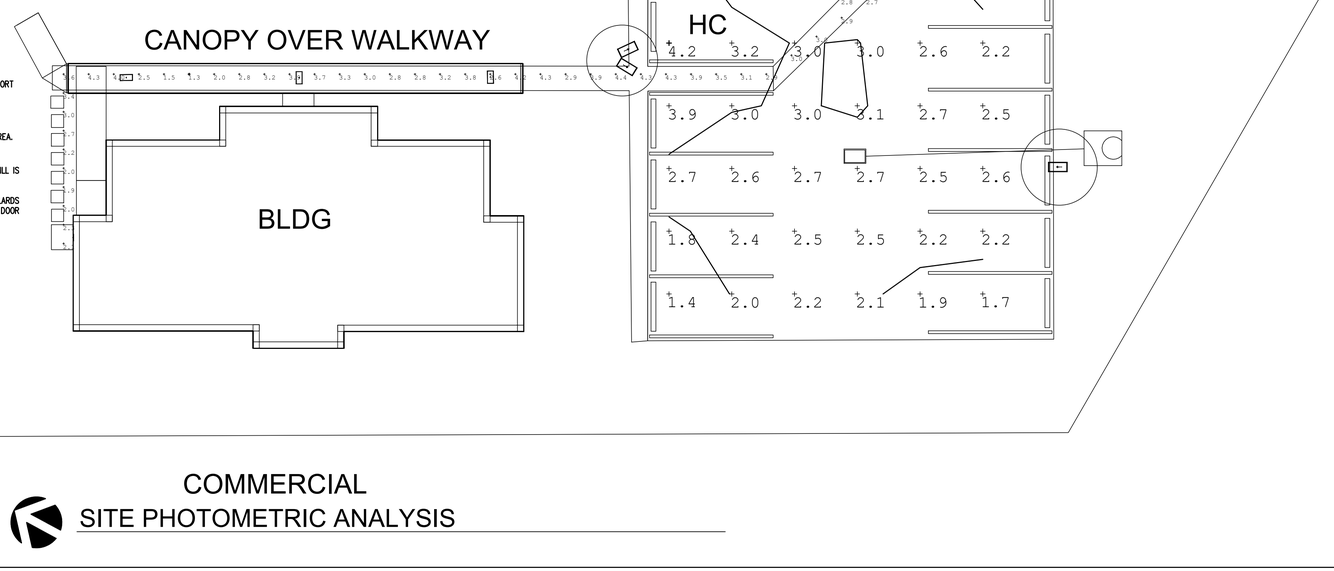
PHOTOMETRIC ANALYSIS NOTES:

THIS PARKING AREA IS WITHIN THE CITY OF FORT PIERCE, AND IS SUBJECT TO LIGHTING REGULATIONS FOUND IN CHAPTER 22, ARTICLE IV, SECTIONS 22-58 AND 22-60 OF THE FORT PIERCE MUNICIPAL CODE.

22-58
CODE REQUIRES THE INTERIOR SIDEWALKS SHALL BE PROVIDED WITH A MINIMUM AVERAGE OF ONE FOOT-CANDLE. THE FBC ALSO REQUIRES A MINIMUM OF ONE FOOT CANDLE ON THE MEANS OF EGRESS TO THE PUBLIC WAY. SEE CALCULATED VALUES IN THE "TYPICAL FORT PIERCE" CALCULATION SUMMARY ABOVE.

22-60
(1)b. CODE REQUIRES THE OFF-STREET PARKING IN THIS CASE SHALL BE PROVIDED WITH A MINIMUM AVERAGE OF TWO FOOTCANDLES ON THE PAVEMENT. THIS PLAN PROVIDES AN AVERAGE OF 2.33 FOOT-CANDLES IN THE PARKING AREA.
(2) THIS PLAN PROVIDES A UNIFORMITY RATIO OF 3.33 TO 1, WHICH COMPLIES WITH CODE MAXIMUM OF 4.0 TO 1.
(3) LIGHTING CONTROL IS BY ASTRONOMIC TIME SWITCH. THIS COMPLIES WITH CODE.
(4) MAXIMUM SPILL TO THE NORTHERLY RESIDENTIAL AREA IS LESS THAN 0.05 FC. THIS LEVEL COMPLIES WITH CODE, WHICH STATES SPILL IS NOT TO EXCEED 0.5 FC.

THE LIGHTING PLAN USES CUTOFF LED AREA LIGHTS AT 25 FEET ON NEW PRIVATE POLE, THE LIGHTING PLAN ALSO INCLUDES TWO BOLLARDS ALONG THE WEST SIDE OF THE DRIVEWAY ENTRANCE UNDER THE EXISTING TREES. ALL NEW LIGHTING TECHNOLOGY LED. THE EXISTING DOOR LANDING LIGHT TECHNOLOGY IS NOT KNOWN BUT IS MODELED AT A TYPICAL LUMEN LEVEL FOR THE FIXTURE FOUND.



COMMERCIAL
SITE PHOTOMETRIC ANALYSIS

NO	DATE	REVISIONS	DR	CK APP

Electrical Engineering of Fort Pierce, Inc
Registry No. 36383
604 Boston Avenue
Fort Pierce, FL. 34950
Phone: 772 882-9021

CLIENT: ARCHITECTONIC INC.
806 DELAWARE AVE.
FORT PIERCE, FLORIDA
34950

PROJECT NAME: ARBOR VILLAGE

PROJECT LOCATION: 1331 N. LAWNWOOD CIRCLE
FORT PIERCE, FL

ENGINEER SEAL

TIMOTHY C. TREWYN
ELECTRICAL ENGINEER
No. 61580
STATE OF FLORIDA
PROFESSIONAL ENGINEER

Timothy C. Trewyn, PE
P.E. No. 61580

SHEET TITLE
SITE PHOTOMETRIC ANALYSIS

ISSUE DATE: 0M-DD-2023

DRAWN: BAM/TCT

APPROVED: TCT

DRAWING NUMBER
E-1.2

SHEET 1 OF 1

230XX-01

THE SUNRISE CITY
FORT PIERCE
PLANNING DEPARTMENT
Florida

Nikki Kelly
5977 NW Baynard Drive
Port St. Lucie, FL 34986

Subject: Adult Daycare – 1331 N. Lawnwood Circle –- Pre-Application Comments for February 23, 2022 Pre-Application Meeting

City of Fort Pierce Planning Department

1. Consider repaving and restriping the parking lot.
2. Further comments may be provided at the Pre-application meeting.

- Standard Comments Below -

3. A Lighting Plan or Photometric Survey shall be provided at the time of Application pursuant to City Code 125-315(j)(1). ***Office Uses must have a minimum average of one (1) footcandles of lighting***

4. **An intake meeting is required for all application submittals and the meeting must be scheduled at least one week in advance. To schedule the intake meeting please submit an e-mail with the application and supporting documents as a PDF attachment or a link. Send e-mail to planning_dl@cityoffortpierce.com.**

   At the intake meeting, it will be determined if the submitted materials meet all the requirements necessary for the department to accept. If the application is missing items, an explanation will be given regarding what is missing and how to correct it. All applications must pass sufficiency review by 5:00 PM on the last Friday of each month to advance to the next month's Technical Review Committee meeting. The deadline to submit all application fees and hard copies for the project is two business days after the sufficiency deadline. Applications cannot move forward to the Technical Review Committee until all fees are paid and hard copies are given.

   Please do not prepare any checks or fees until the department has created and produced an invoice. To view fees, click on the public notice fees and fee schedule links below. All hard copies can be mailed to 100 N. US Highway 1, Ft. Pierce, FL 34950, Attention: Planning Department, or schedule an appointment with your assigned planner to drop off at City Hall. Lastly, fees can either be paid electronically or by check. If you would like to pay electronically provide the name exactly as it appears on your credit card and an email address to send the invoice link to. Checks can either be mailed or dropped off with the hard copies of the submittal.

   The application submittal must include PDF documents on a CD or USB Drive.

   Please contact us at 772-467-3737 or email planning_dl@cityoffortpierce.com if you have any questions or need assistance.

5. Prior to submitting your Zoning Atlas Amendment and Future Land Use Amendment Applications, please schedule an in-take meeting to ensure that your application packet is complete. **During Submittal, your Pre-Application Comments must be attached with all submitted items below checked off. We Do Not Collate Application Submittals for Applicants. Please ensure that your application packet is complete, in order, and whole when submitting. Include digital copies on a CD or Flashdrive. Ensure that there are NO signature security-locked digital files. We only need 4 hard copies.**

Submit the following along with your application(s) sets:

- ☐ Conditional Use Application (No New Construction)
- ☐ St. Lucie County Property Record Card
- ☐ Warranty Deed & Legal Description **(in a WORD format)**
- ☐ Statement for Need: **(Follow Detailed Description on Application) (in WORD format only)**
- ☐ General Location Map
- ☐ Current Survey
- ☐ Floor Plan
- ☐ Landscaping Plan
- ☐ Lighting Plan
- ☐ Historical Report

6. Note that all fees for advertising, mailing, and signs shall be paid upfront with the application fees. These fees can be found on the City website under the Planning Department page under "Public Notice Fee".

Fort Pierce Engineering Department

No Comments Received (Please Contact)

Fort Pierce Building Department

No Comments Received (Please Contact)

St. Lucie County Planning Department

No Comments Received (Please Contact)

St. Lucie County PW/Engineering

No Comments Received (Please Contact)

City Clerk Office

No Comments

Code Enforcement

No Comments Received (Please Contact)

Fort Pierce Utilities Authority

See the attached document.

St. Lucie County Fire District

No Comments Received (Please Contact)

Florida Department of Transportation

No Comments Received (Please Contact)

St. Lucie County School Board

No Comments Received (Please Contact)

St. Lucie County Transit

No Comments Received (Please Contact)

St. Lucie Transportation Planning Organization

No Comments Received (Please Contact)

Fort Pierce Utilities Authority
Water/Wastewater Engineering
1701 South 37th Street (PO Box 3191)
Fort Pierce, FL 34947 (34948)
772.466.1600 x3402

February 14, 2022 savrda@fpua.com

SUBJECT: TRC pre-app – Adult Daycare-1331 N Lawnwood Circle

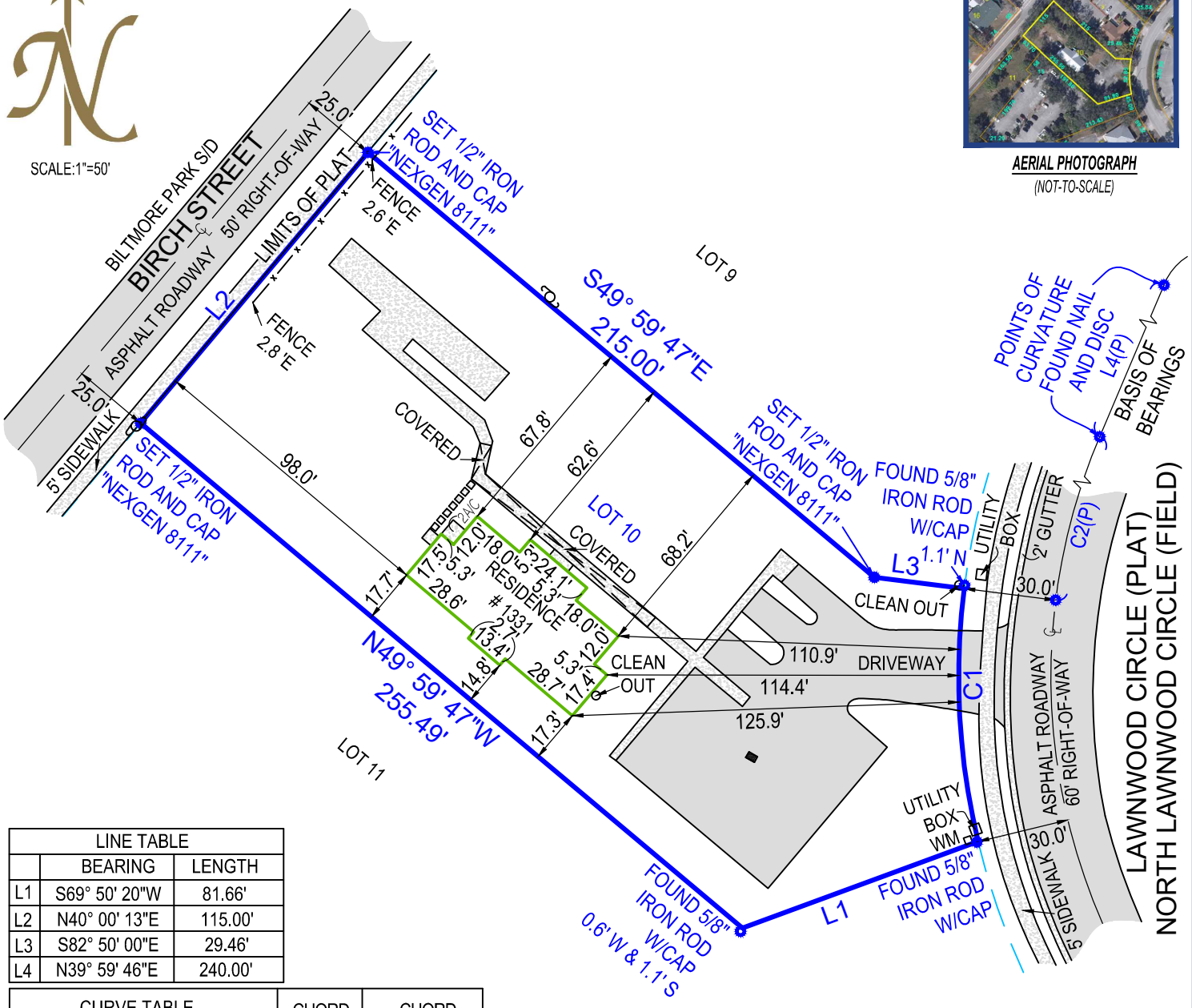
W/WW Eng: This location is a current customer of FPUA. Please contact Lugey Dawson @ 772-466-1600 Ext. 3428 or ldawson@fpua.com if a modification to the water and or sewer service is required or if there will be any expansion of the facility.

Electric & Gas Eng: Approved.

1331 NORTH LAWNWOOD CIRCLE, FORT PIERCE, FL. 34950

SCALE:1"=50'

AERIAL PHOTOGRAPH
(NOT-TO-SCALE)



LINE TABLE		
	BEARING	LENGTH
L1	S69° 50' 20"W	81.66'
L2	N40° 00' 13"E	115.00'
L3	S82° 50' 00"E	29.46'
L4	N39° 59' 46"E	240.00'

CURVE TABLE				CHORD LENGTH	CHORD BEARING
	LENGTH	RADIUS	DELTA		
C1	82.85'	230.00'	20°38'22"	82.40'	S03°09'20"E
C2	114.61'	200.00'	32°49'55"	113.04'	N23°34'49"E

- ALL ANGLES AND DISTANCES SHOWN HEREON ARE BOTH RECORD AND MEASURED UNLESS OTHERWISE NOTED

SHEET 1 OF 2 (SKETCH OF SURVEY) - SEE SHEET 2 OF 2 FOR LEGAL DESCRIPTION, AND OTHER SURVEY RELATED DATA. SURVEY IS NOT COMPLETE WITHOUT ALL SHEETS

The survey map & report or the copies thereof are not valid without the digital signature and seal of a Florida licensed surveyor and mapper

Date of Field Work : 12-16-2022
Drawn By: Oleg
Order #: 202401
Last Revision Date: None
Boundary Survey prepared by: LB8111
NexGen Surveying, LLC
561-508-6272
1547 Prosperity Farms Rd
West Palm Beach, FL 33403

NEXGEN SURVEYING, LLC.

THIS SEAL APPEARING ON THIS DOCUMENT WAS AUTHORIZED BY CLYDE O. MCNEAL PSM 2883 ON 12-20-2022 STATE OF FLORIDA Professional Surveyor and Mapper

File #:

Order #: 202401

LEGAL DESCRIPTION OF: **1331 N LAWNWOOD CIR, FORT PIERCE, FL, 34950**

LOT 10, LAWNWOOD OFFICE PARK, UNIT ONE, ACCORDING TO PLAT THEREOF AS RECORDED IN PLAT BOOK 18, PAGE 11, OF THE PUBLIC RECORDS OF ST LUCIE COUNTY, FLORIDA.

CERTIFIED TO:

FLOOD ZONE:
12111C0186J
ZONE: X
EFF: 02/16/2012

SURVEY NOTES:
- DRIVEWAY CROSSES THE BOUNDARY LINE ON EASTERLY SIDE OF LOT AS SHOWN.
- FENCES LIE NEAR BOUNDARY LINES AS SHOWN, OWNERSHIP NOT DETERMINED.
- FENCES CROSS THE BOUNDARY LINE ON EASTERLY AND NORTHWESTERLY SIDE OF LOT AS SHOWN.

LEGEND

A/C	*-AIR CONDITIONER*
WM	*-WATER METER*
AL	*- ARC LENGTH*
(C)	*-CALCULATED*
(M)	*-MEASURED*
P.O.B.	*-POINT OF BEGINNING*
P.O.C.	*-POINT OF COMMENCEMENT*
&	*-AND*
P.B.	*-PLAT BOOK*
PG	*-PAGE*
U.E.	*-UTILITY EASEMENT*
D.E.	*-DRAINAGE EASEMENT*
P.U.E.	*- PUBLIC UTILITY EASEMENT*
L.A.E.	*-LIMITED ACCESS EASEMENT*
L.M.E.	*-LAKE MAINTENANCE EASEMENT*
O.H.E	*-OVERHEAD EASEMENT*
R	*-RADIUS*
(R)	*-RECORD*
O.R.B.	*-OFFICIAL RECORDS BOOK*
Sq.Ft.	*-SQUARE FEET*
Ac.	*-ACRES*
DB	*-DEED BOOK*
(D)	*-DEED*
(P)	*-PLAT*
EOW	*-EDGE OF WATER*
TOB	*-TOP OF BANK*
OHL	*-OVERHEAD LINE*
C/O	*-CLEAN OUT*
ELEV	*-ELEVATION*
FF	*-FINISHED FLOOR*
LS	*-LICENSED SURVEYOR*
LB	*-LICENSED BUSINESS*
PSM	*-PROFESSIONAL SURVEYOR & MAPPER*
	-FENCE
#	*-NUMBER*
±	*-PLUS OR MINUS*
	-ASPHALT
	-CONCRETE
	-PAVER/BRINCK
	-WOOD
	-LIGHT POLE
	-WELL
	-WATER VALVE
	-CENTER LINE
	-CATCH BASIN
	-FIRE HYDRANT
	-UTILITY POLE
	-MANHOLE
XXX	*-ELEVATION*

SOME ITEMS IN LEGEND MAY NOT APPEAR ON DRAWING.

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

LB 8111
info@NexGenSurveying.com

561-508-6272
1421 Oglethorpe Rd
West Palm Beach
FL 33405

Planning Board **6. b.**

Meeting Date: 04/10/2023

Re: Site Plan (Development Review and Design Review) and Conditional Use - Farrell Communities - 2535 S KINGS HWY

Submitted For: Kev Freeman, Planning Director, Planning & Zoning

---

Information

SUBJECT:

Site Plan (Development Review and Design Review) and Conditional Use - Farrell Communities - 2535 S. Kings Highway

SUMMARY:

The subject parcel has a total of approximately 40.77 acres. The site is surrounded by vacant land to the north, south, and east and residential uses and vacant land to the west. The proposed development will include 488 apartment units, the new Clubhouse, Pool, Garages, Recreational Courts, new landscaping, drainage improvements, lighting, parking for residents and employees (919 standard spaces + 32 ADA spaces + 70 Bicycle spaces). The applicant is requesting approval of a Conditional Use to be considered an “Innovative Residential Development” per City Code Section 125-243 for two (2) additional units per acre; a density of twelve (12) units per acre.

RECOMMENDATION:

CONDITIONS OF APPROVAL

Conditions of Development (Site Plan-Development Review, Design Review & Conditional Use)

1. Prior to the issuance of Building Permit approval, provide colored elevations to demonstrate that the proposed building conforms to the specifications of City Code 125-314, Design Review.

2. A completion certification by a landscape architect, cost estimate and landscape bond pursuant to City Code 123-6 shall be required before the Final Certificate of Occupancy is approved for the site.

3. Prior to the issuance of any site clearing permits, the applicant shall provide a Tree Mitigation Survey and coordinate with the City of Ft. Pierce Arborist for the required mitigation of the City regulated trees proposed to be removed as a result of this site’s development/construction activity.

4. If a monument sign is proposed, please consider installing a landscaped area around the proposed monument sign base which extends a minimum distance of three (3) feet in all

directions. Such landscaped area shall be completely covered by ground cover and shrubs, hedges, or similar vegetative materials.

ALTERNATIVES:

ALTERNATIVE RECOMMENDATION

1. Recommend Modified Approval.

or

2. Recommend Disapproval.

RESPONSIBLE STAFF:

Vennis Gilmore, Assistant Planning Director

COORDINATED WITH:

Technical Review Committee

Fiscal Impact

OTHER INFORMATION:

N/A

Attachments

Staff Report and Supporting Documents

Application and Supporting Documents

Form Review

Form Started By: Vennis Gilmore Started On: 04/03/2023 08:01 PM

Final Approval Date: 04/05/2023

CITY OF FORT PIERCE

PLANNING BOARD

April 10th, 2023

Farrell Communities – Site Plan (Development Review & Design Review) and Conditional Use

2535 S Kings Highway

REPRESENTATIVE

Michael Sanchez, Farrell Communities

PROPERTY OWNER(S)

Farrell Communities Fort Pierce Owner LLC

PARCEL ID #(S):

2323-501-0002-000-0

SUMMARY

Request for review of an application for a Site Plan (Development Review and Design Review) and Conditional Use (Innovative Residential Development) to construct a 488-unit multi-family innovative residential development with a Clubhouse, Pool, Garages, Recreational Courts, and associated site improvements.

BACKGROUND

The subject parcel has a total of approximately 40.77 acres. The site is surrounded by vacant land to the north, south, and east and residential uses and vacant land to the west. The proposed development will include 488 apartment units, the new Clubhouse, Pool, Garages, Recreational Courts, new landscaping, drainage improvements, lighting, parking for residents and employees (919 standard spaces + 32 ADA spaces + 70 Bicycle spaces). The applicant is requesting approval of a Conditional Use to be considered an “Innovative Residential Development” per City Code Section 125-243 for two (2) additional units per acre; a density of twelve (12) units per acre.

CRITERIA

Sec. 125-243. – Innovative Residential Developments.

The application requires approval of the Conditional Use for the additional maximum Density Bonus of two (2) units per acre and qualifies for the following reasons:

1) **The landscaping plan provides for effective use of existing vegetation and for streetscapes, pedestrian ways, bicycle paths, areas near buildings, open spaces and recreation areas. Landscaping of this proposed Innovative Residential Development exceeds the requirements in section 125-314 for landscaped area by ten percent, for the amount trees by ten percent and in terms of qualitative characteristics of the landscaping. The code minimum for total of trees is 168, the applicant has provided 303 trees. This exceeds the minimum requirement by 13%.**

2) **The site plan provides for creative placement of buildings and other facilities in terms of visual focal points, use of existing physical features such as topography, views, sun and wind orientation, the circulation pattern, variation in building setbacks and/or building and facility groupings.**

3) **The design elevations provide for imaginative design features including architectural styles, harmonious use of building materials, varied use of housing types and other design elements of the innovative residential development. The architecture includes a neo-modern design with balconies, pitched roofs, window canopies, and open-air stairway spaces.**

CONDITIONAL USE

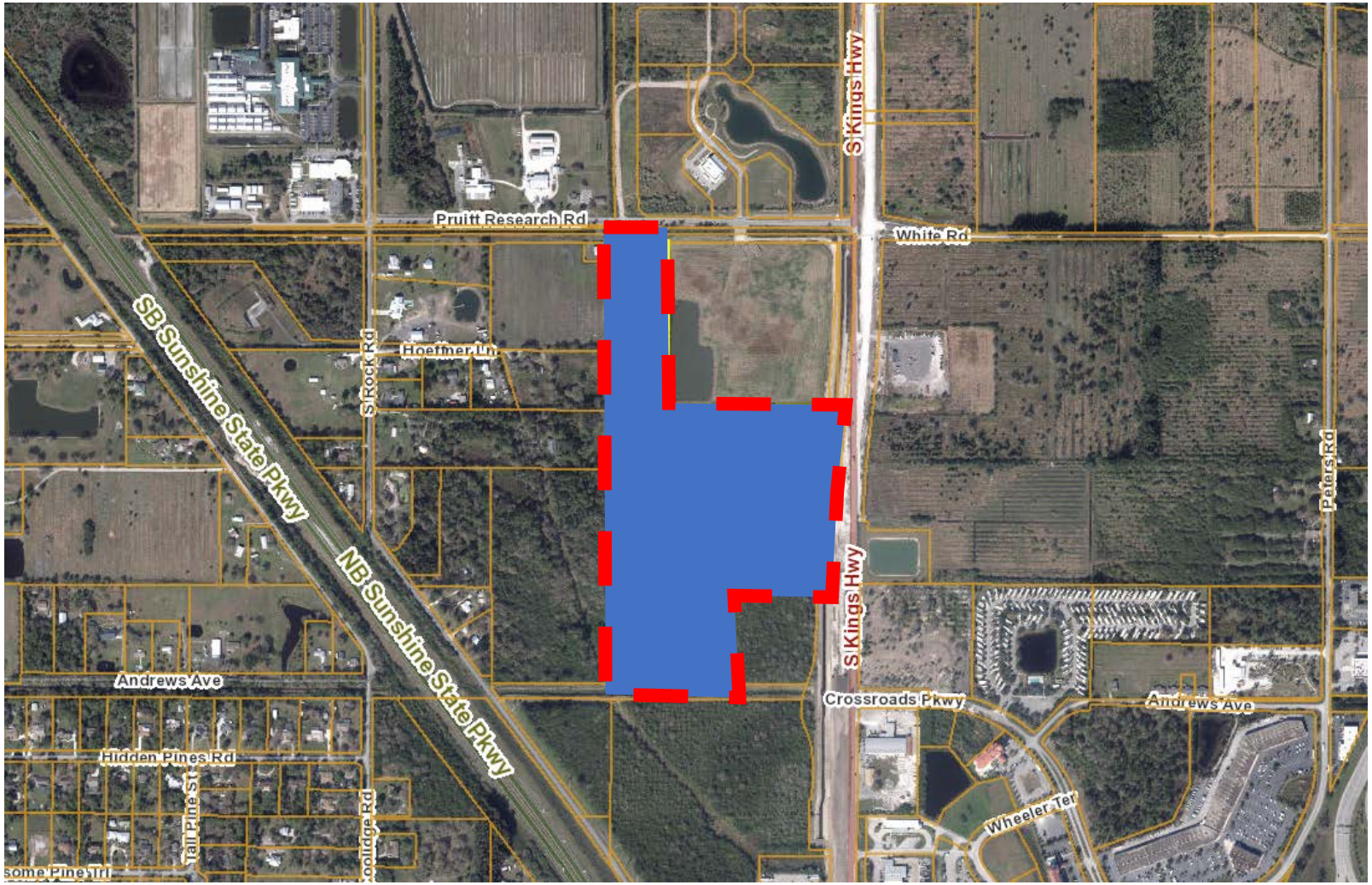
Sec. 125-237. - Procedure for the review and approval of conditional uses.

The application for conditional use with the application for site plan review, when not exempt in accordance with the requirements of section 125-236, shall be reviewed as a unit in accordance with the requirements of section 125-313 except that:

(1)The city commission shall hold a public hearing in accordance with the provisions of section 125-37 prior to acting on the application for conditional use.

(2)In permitting a conditional use or the modification of an existing conditional use, the city commission may impose, in addition to those standards and requirements expressly specified in this chapter, any condition which it finds to be necessary to protect the best interest of the surrounding property of the city.

SITE LOCATION

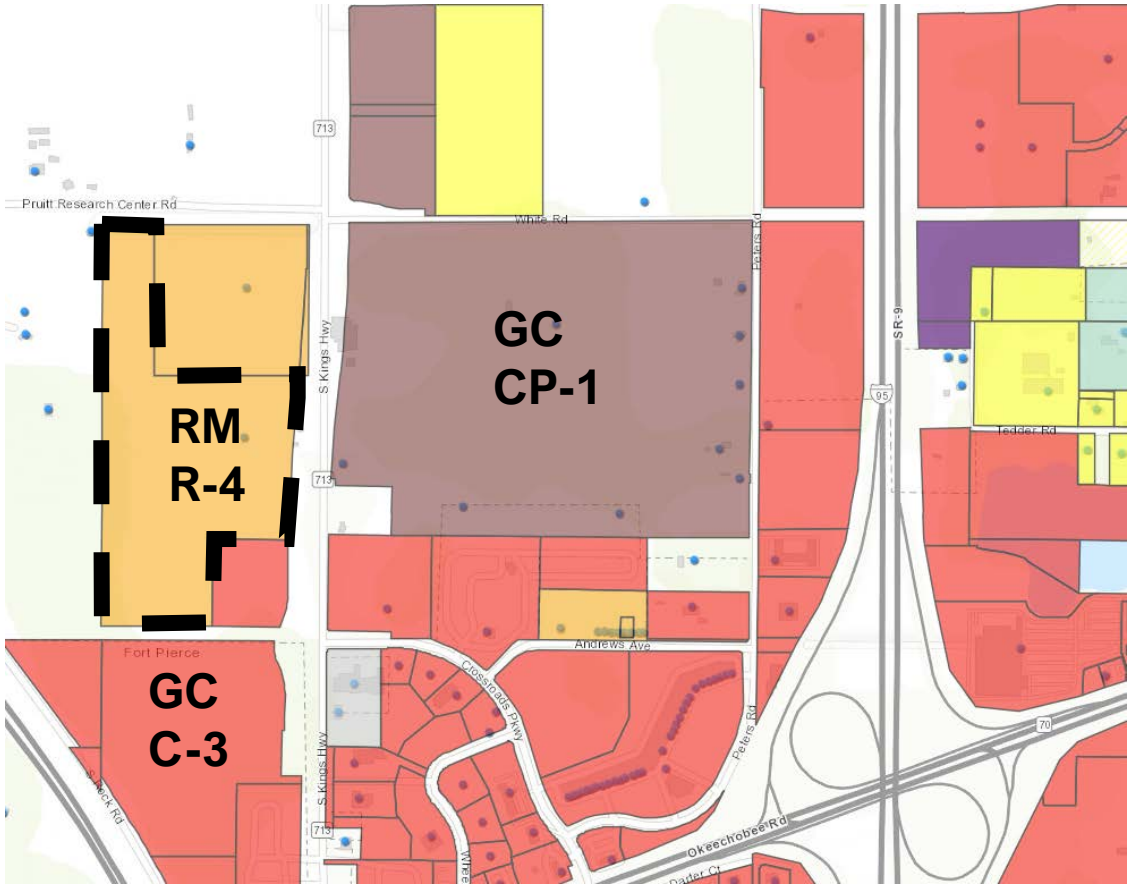


SITE AREA= 40.77 Acres

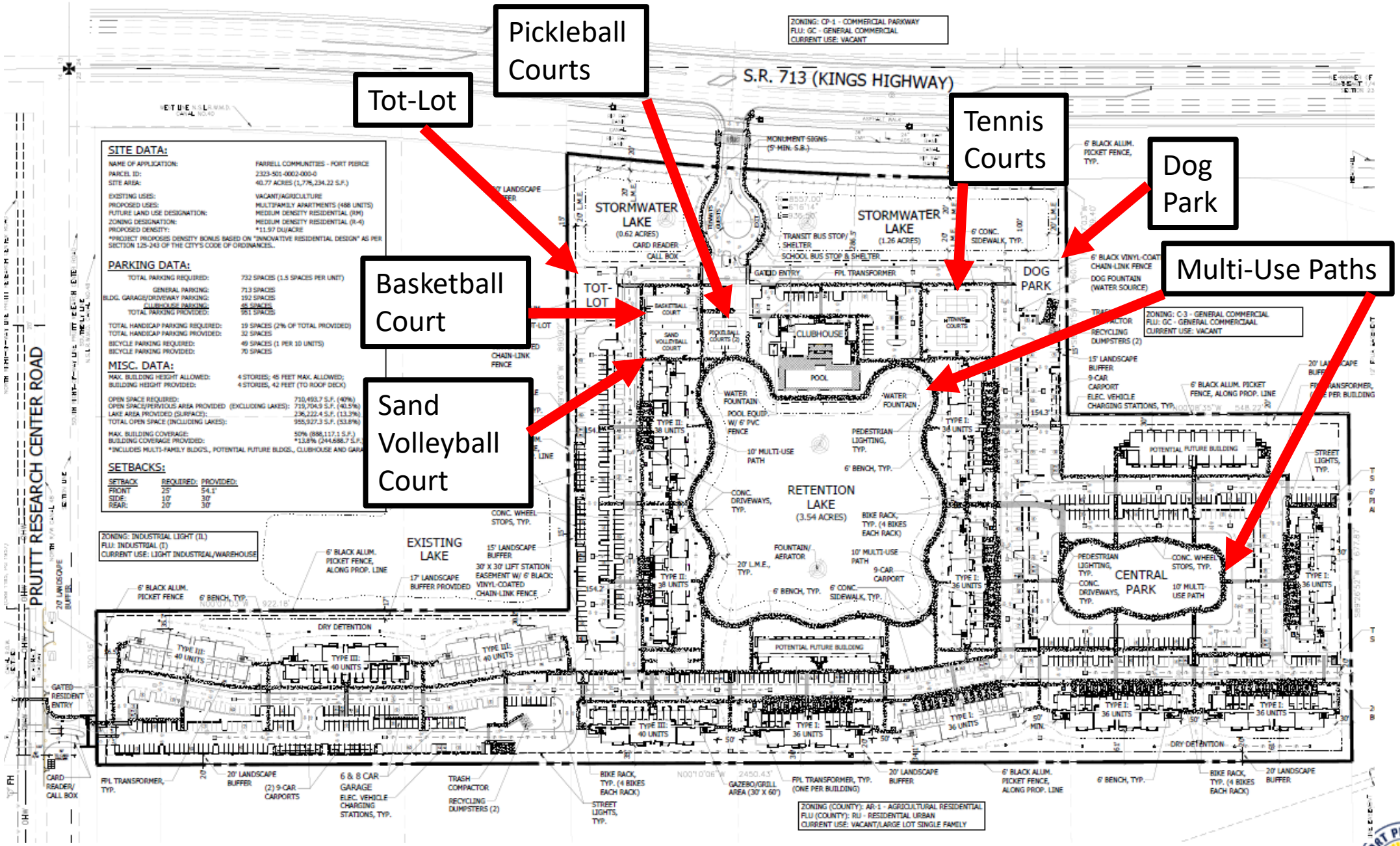
EXISTING FLU - ZONING

FLU: Medium Density Residential

Zoning: R-4, Medium Density Residential



SITE PLAN



Farrell Communities – SITE PLAN, DESIGN REVIEW, & CONDITIONAL USE

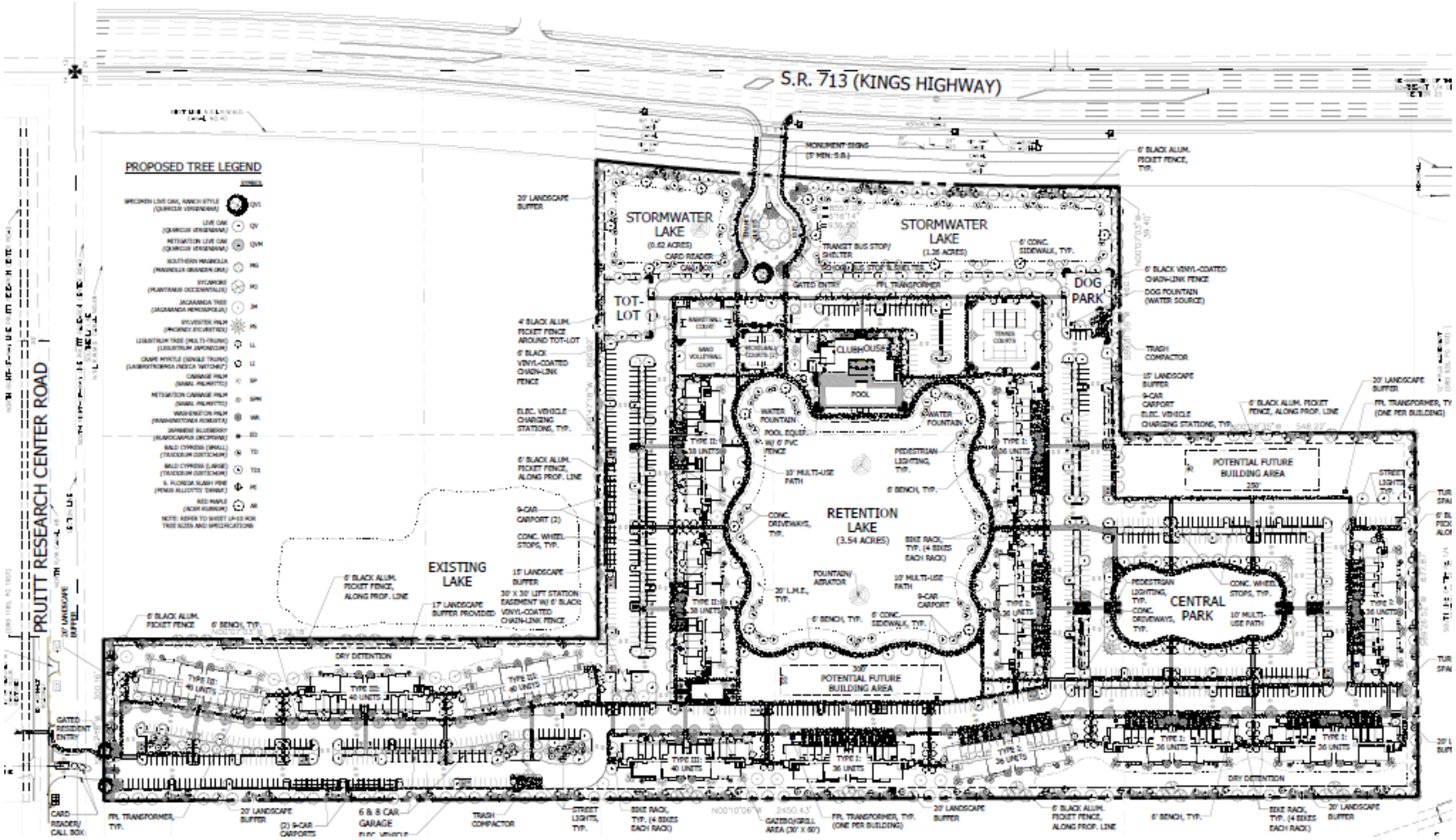
LANSCAPE PLAN

Plant List

Trees:
207 S. FL Slash Pine
344 Cabbage Palm
16 Jacaranda
99 Bald Cypress
62 Washington Palm
349 Live Oak
3 Ranch Live Oak
4 Sylvester Palm
12 Japanese Blueberry
185 Crape Myrtle (Lavender)
5 Ligustrum Tree
77 Southern Magnolia
29 Sycamore
19 Red Maple

Shrubs:
11,306 Shrub Varieties

Ground Covers:
St. Augustine



DESIGN REVIEW

Renderings will be presented during the applicant's presentation

CONDITIONS OF APPROVAL

Conditions of Development (Site Plan-Development Review, Design Review & Conditional Use)

1. Prior to the issuance of Building Permit approval, provide colored elevations to demonstrate that the proposed building conforms to the specifications of City Code 125-314, Design Review.

2. A completion certification by a landscape architect, cost estimate and landscape bond pursuant to City Code 123-6 shall be required before the Final Certificate of Occupancy is approved for the site.

CONDITIONS OF APPROVAL

Conditions of Development (Site Plan-Development Review, Design Review & Conditional Use)

3. Prior to the issuance of any site clearing permits, the applicant shall provide a Tree Mitigation Survey and coordinate with the City of Ft. Pierce Arborist for the required mitigation of the City regulated trees proposed to be removed as a result of this site's development/construction activity.

4. If a monument sign is proposed, please consider installing a landscaped area around the proposed monument sign base which extends a minimum distance of three (3) feet in all directions. Such landscaped area shall be completely covered by ground cover and shrubs, hedges, or similar vegetative materials.

RECOMMENDATION

Staff recommendation is for the Planning Board to move the proposed Site Plan (Development Review, Design Review, and Conditional Use) for approval to City Commission for approval, noting the four (4) recommended conditions.

ALTERNATIVE RECOMMENDATION

1. Recommend Modified Approval.

or

2. Recommend Disapproval.

THE SUNRISE CITY
FORT PIERCE
PLANNING DEPARTMENT Florida

Michael Sanchez, Representative
3710 Buckeye Street, Suite 100
Palm Beach Gardens, FL 33410

Subject: Farrell Communities – Site Plan (Development & Design Review), Conditional Use -- Technical Review Committee Comments for October 20, 2022 TRC Meeting

City of Fort Pierce Planning Department

1. A completion certification by a landscape architect, cost estimate and landscape bond pursuant to City Code 123-6 shall be required before the Final Certificate of Occupancy is approved for the site.

2. Prior to the issuance of any site clearing permits, the applicant shall provide a Tree Mitigation Survey and coordinate with the City of Ft. Pierce Arborist for the required mitigation of the City regulated trees proposed to be removed as a result of this site's development/construction activity.

3. Per City Code Section 125-317 (d)(1). – Sidewalks. Please install a sidewalk in the public or private right-of-way the full length of all streets abutting a parcel of property and parallel to the street. ***Install sidewalk along Pruitt Research Road.***

4. Per City Code Section 125-317 (d)(2). – Sidewalks. Please install safe and efficient sidewalk linkages shall be provided between building entrances and parking areas, and adjacent portions of the development, and adjacent rights-of-way. At least one accessible route in accordance with the state accessibility code shall connect buildings to parking areas and adjacent rights-of-way. ***Install crosswalks across driveways where sidewalks end.***

5. Please consider installing a landscaped area around the proposed monument sign base which extends a minimum distance of three (3) feet in all directions. Such landscaped area shall be completely covered by ground cover and shrubs, hedges, or similar vegetative materials.

Fort Pierce Engineering Department

See attached document

Fort Pierce Building Department

See attached document

St. Lucie County Planning Department

Comments may be forthcoming

St. Lucie County PW/Engineering

Comments may be forthcoming

Fort Pierce Police Department

Comments may be forthcoming

City Clerk Office

No comments received

Code Enforcement

No comments received

Fort Pierce Utilities Authority

See attached document

St. Lucie County Fire District

See attached document

Florida Department of Transportation

The applicant should contact FDOT to request an access Pre-Application meeting to coordinate the proposed connections.

See link below to the Access Pre-application Meeting request form.
Access pre-application meetings are held every Thursday in person and via Microsoft Teams. Pre-application meetings are typically scheduled two weeks after an application is received. A notification email with the date and time of pre-application meeting will be sent out each Monday for the following week pre-application meeting.

CTRL + Click to follow link: District 4 Access Management Pre-Application Request Form, or
Copy and Paste to Internet Browser: https://arcg.is/1H0vT8, or
Scan QAR code:

Please feel free to contact me if you have any questions.
Thank you as always for the opportunity to review and comment on City of Fort Pierce development review applications.

Sincerely,

Justin Stroh
Planning Specialist II
Planning and Environmental Management
FDOT – District Four
3400 W. Commercial Blvd.
Fort Lauderdale, Florida 33309
Justin.Stroh@dot.state.fl.us
Office: (954) 777-4294

St. Lucie County School Board

The St. Lucie County School District has reviewed the above reference project. Thank you for incorporating a turnaround before the gate and bus stop. To assure it will work for us:

a. Verify that a school bus can make the turnaround before the gate with auto turn analysis or similar.
b. We expect about 100 students to be generated from the development. As such we may have 20-30 students waiting for the bus at any given time. Can a shelter and appropriate waiting area be incorporated into the plan at the stop location?

Please feel free to contact me if you have any questions.

Marty E. Sanders, P.E.
Growth Management, Land Acquisition & Inter-Governmental Relations
School Board of St. Lucie County
9461 Brandywine Lane, Room 2-303
Port St. Lucie, FL 34986

office 772.429.7547
cell 772.216.5755

St. Lucie Transportation Planning Organization

Comments may be forthcoming

St. Lucie Transit

Comments may be forthcoming

THE SUNRISE CITY
FORT PIERCE
Florida
ENGINEERING DEPARTMENT

To : File/TRC

From : Selena Griffett, P.E.

Thru : Tracy Telle – Assistant City Engineer

Re : Site Plan, Design Review, Conditional Use # 22-07000019
Farrell Communities
Parcel ID 2323-501-0002-000-0

Date : October 12, 2022

This is to advise you that we have completed the review of the following documents as received by this office on October 10, 2022:

- ☐ Development Permit Compliance Review
- ☒ Site Plan
- ☒ Conditional Use
- ☐ Permits
- ☐ Construction Drawings
- ☐ Test Reports & Related Documents
- ☐ Record Drawings
- ☐ Other _____

Based on our reviews and appropriate site final inspection, we

- ☐ Recommend
- ☒ Do Not Recommend

- ☒ Approval
- ☐ Variance Approval
- ☐ C/O

Developer, Owner, Engineer, Contractor, and other members of the Development Team must be aware, the above recommendation is based only on the construction requirements of the engineering plans and other engineering documentation approved by this department. The Development Team shall be responsible for the compliance with other City department requirements and all approved documents, as well as Local, State and Federal regulations. The development requirements for this project may necessitate additional construction requirements that are not subject to this department's review for approval.

☒ See Attached for Comments

100 NORTH US 1, FORT PIERCE, FLORIDA 34950 • CITYOFFORTPIERCE.COM • TEL: 772.467.3000 • FAX: 772.460.6847

Traffic Impact Statement

The Traffic Impact Statement will require coordination and approval of both St. Lucie County (Pruitt Research Center Road) and FDOT (Kings Highway).

The project narrative notes that "The Project is intended to serve the housing needs of the millions of square feet of light industrial, distribution and warehouse space planned or under construction along the Kings Highway corridor and in close proximity to the Okeechobee Road and Interstate 95/Turnpike interchanges." And the proposed amenities will provide an attractive living option for the employees of these developments. However, no traffic impact analysis was performed for Kings Highway north toward Orange Avenue and Orange Avenue itself although Table 5 (Project Significance Calculation AM Peak Hour) clearly notes that the project has significant impact on these segments.

Please provide more information on determination of 70% south/30% north distribution on Kings Highway.

The county has seen more growth than anticipated since the 2045 plan was developed. Suggest coordinating with the TPO to obtain their concurrence with the 2.5% growth rate. This may be insufficient for the analysis.

The study includes analysis at five intersections along Okeechobee Road. Intersections along Orange Avenue and Kings Highway should be included. Additionally, another development directly opposite the Farrell Properties (east of Kings Highway between Graham Road and White Road) is in the site plan approval process. A permanent signal at the White Road/Kings Highway intersection is recommended and will likely impact this project as well.

Referring to Table 6 (AM Peak Hour – Link Analysis) suggest reviewing/revising the AM Peak Hour Traffic since the values shown in this table are for a two-lane section, but the 4 lane section will likely be complete prior to completion of this project. Suggest reviewing "Committed Projects" data and coordinate with St. Lucie County (are there "0" development projects along Orange Avenue?). And finally, the LOS D (particularly for Kings Highway) is based on what typical section? As noted, the 4 lane section is nearly complete.

Table 7 (PM Peak Hour – Link Analysis): there is a typo in the PM Peak Hour Traffic for the segment of Okeechobee Road from Kings Highway to Crossroads Parkway. The value should be 1116 not 116. As for Table 6, please review PM Peak Hour traffic volumes for Kings Highway and the Level of Service values for Kings Highway. Are the values in the table for a two-lane segment or a four-lane divided highway?

Please provide copies of all correspondence with St. Lucie County, TPO, and FDOT.

PLANS

EDC Plan Sheet 1 of 2 ADVISORY COMMENTS

Minimum site drainage pipes shall be 15 inches.
Coordinate canal culverts with NSLRWCD.

Litterick SP-1
Suggest "roundabout" at Kings Highway entrance be two full lanes at exit.

Litterick SP-4
The 6' wide crosswalk extends into the 5' wide handicap parking access area, please review/coordinate handicap parking detail on sheet SP-7.

General
Provide 5' minimum concrete sidewalk within the limits of the property along Pruitt Research Center Drive.

Add stop sign and stop bar to the Pruitt Research Center exit.

ADVISORY COMMENT:
Prior to any land disturbing activity, a survey conducted during the appropriate nesting season of the Crested Caracara will need to be completed per the Environmental Impact Report.

THE SUNRISE CITY
FORT PIERCE
BUILDING DEPARTMENT Florida

BUILDING DEPARTMENT
TECHNICAL REVIEW COMMITTEE (TRC)
COMMENT FORM

Meeting Date: 10.20.22
Property Address: Site Plan, Design Review, Conditional Use – Farrell Communities – 2323-501-0002-000-0

Please be advised that the project may trigger the requirements indicated below:

☑ 1. Building Official or his representative has no comment at the time of this meeting, but reserves submission of comments upon completion of the official plan review.

☐ 2. Pre-construction meeting with the City's Building Department is requested.

☑ 3. Any construction will need to meet the requirements of the Florida Building Code 7th Edition.

☑ 4. Means of egress is required.

☐ 5. Means of ingress is required.

☑ 6. Must meet the following Accessibility requirements:

- ☑ Accessible route
- ☑ Handicapped parking spaces
- ☑ Means of egress

☐ 7. Change of Use required

- ☐ to include a signed and sealed Life Safety Plan
- ☐ to include a signed and sealed detailed comprehensive building plan.

☐ 8. Property exists in Special Flood Hazard Area. All Federal and State requirements shall be addressed.

☐ 9. Flood Development Permit required.

☑ 10. Building Permit required.

☑ 11. Signed and sealed construction drawings required.

☑ 12. Will need to meet the Fire Code.

☐ 13. Sprinkler system is required.

☑ 14. Smoke alarm system is required.

☐ 15. Other

Additional Comments/Requirements:

Building Official's or Representative's Signature _____ Date: 10/17/22

Fort Pierce Utilities Authority
Water/Wastewater Engineering
1701 South 37th Street
Fort Pierce, FL 34947
772.466.1600 x3402

Technical Review Committee Meeting

TECHNICAL REVIEW PROJECT # 22- 07000019
Site Plan, Design Review, Cond. Use – Farrell Communities –
Parcel ID: 2323-501-0002-000-0

Comments

FPUA W/WW Engineering: Approved as noted,

FPUA has Water and sewer available to serve this site. A pre-design meeting is strongly recommended given that offsite utility improvements will be necessary to adequately meet the expected demand for this development. Please submit 3 complete sets of utility construction plans along with a completed plan review application to the Water and Wastewater Engineering Department for review, at 1701 S 37th Street Fort Pierce Florida. For more information please contact John Biggs at 772 466 1600 ext. 3474.

FPUA Electric & Gas Engineering: Electric and Gas Engineering Department have reviewed the application – TRC Farrell Communities – Kings Hwy. Approved.

Please be aware the propose development is within both FPL (Northern section) and FPUA (Southern section) service territory. FPUA electric service is available to the site (from the south). Please provide electric load information and AutoCAD drawing. Customer will be responsible for all transformer pads, conduits and secondary conductors. For more information and project coordination, please contact Thierry Sydné.

Thierry Sydné, E.I.
Mechanical Engineer
Electric & Gas Engineering
Fort Pierce Utilities Authority
tsydne@fpua.com
O: (772) 466-1600 ext. 6454
C: (772) 302-0077

(Con't pg 2)

Gas service is available to the site (from Kings Hwy). Please provide a copy of the gas riser diagram with the anticipated load (if developer is interested in natural gas service to the propose complex). For more information and incentive available, please contact Billy Dupre.

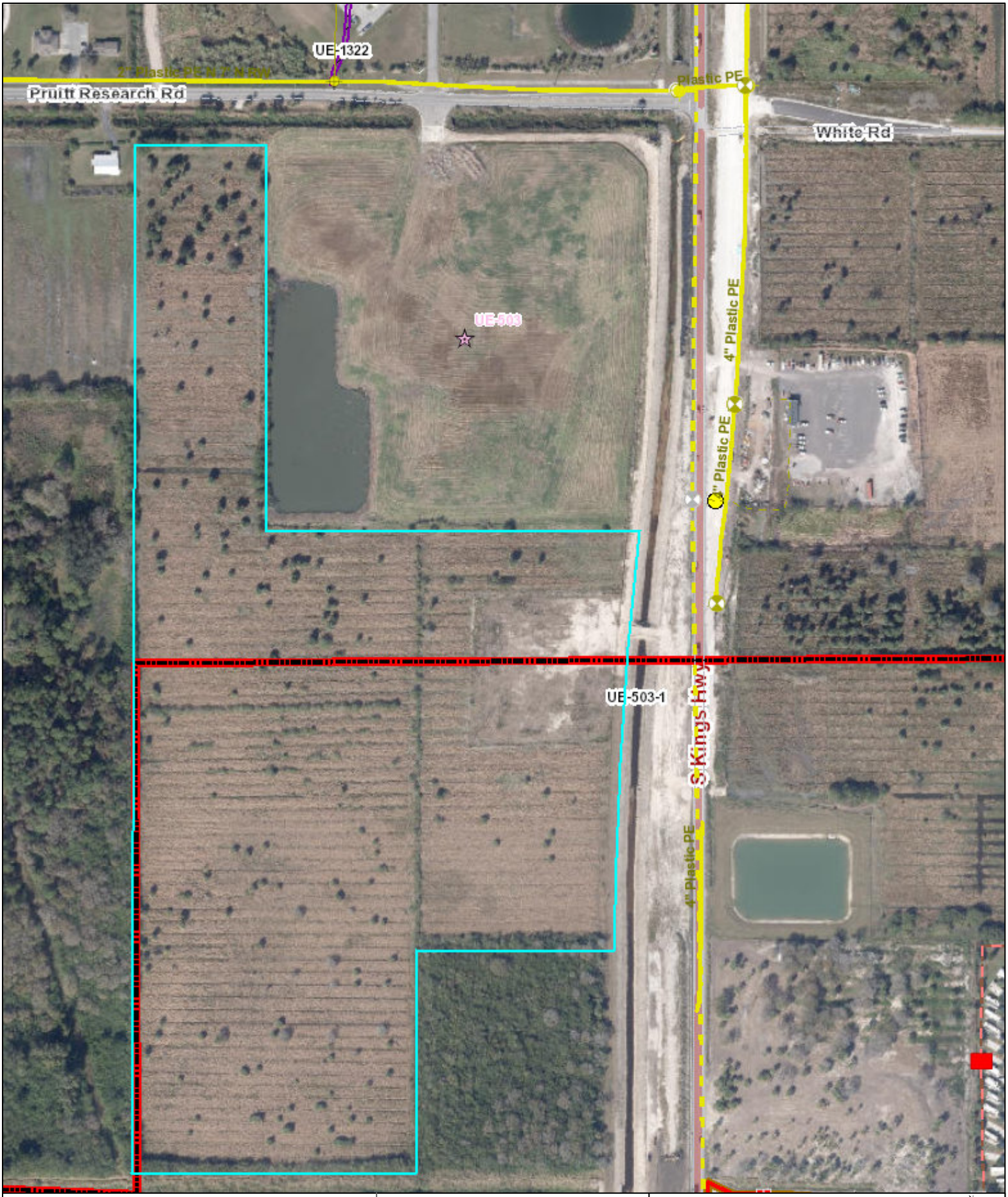
Billy Dupre
Business Development Representative
Gas Operations
1701 S. 37th Street, Fort Pierce, FL 34947
Bdupre@fpua.com
Office: (772)-466-1600 Ext.4705

Utility easement will be required for all propose FPUA electric and gas facilities within the site.

Note: FPUA will make every effort to accommodate new developments and upgrades to existing services as much as possible with on-hand material, while maintaining a responsible maintenance stock. However, in most cases, the provision of service is entirely dependent on the lead times provided by equipment manufacturers. Certain key items could be unobtainable for over a year.

Please find attached a copy of the FPUA GIS map (Electric and Gas).

If the developer should have any questions, please have them contact the individual listed above.



Legend

- Electric Primary Wire
- Transmission Wire
- Gas Main
- Fiber Optic Cable
- Potable Water Main
- Raw Water Main
- Wastewater Force Main
- WW Gravity Main
- Pole
- Fuse
- Transformers
  - Overhead
  - Pad Mount
- Valves
  - Gas
  - Water
  - Raw Water
  - Waste Water
- Fire Hydrant
- Well
- Lift Station

Disclaimer:

The data contained herein is offered "as is", with no claim or warranty as to its accuracy or completeness. The data is for reference only and should not be considered to be of survey precision. Due to formatting restrictions, the information provided in the map may not be represented in the legend.

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

Date: 10/10/2022

FPUA COMMUNITY PROUD

N

1 inch = 333 feet

FPUA Web Map

Created By:
Name

(772) 466-1600
FAX (772) 461-1938

ST. LUCIE COUNTY FIRE DISTRICT
Community Risk Reduction Division
Office of the Fire Marshal

Telephone: **(772) 621-3322**
Fax: **(772) 621-3604**

BUREAU OF FIRE PREVENTION

SITE PLAN REVIEW

TO: Site Plan Applicant

SITE PLAN: Farrell Communities

REVIEW DATE: 10/11/2022

PLANNER: VENNIS GILMORE

REVIEWED BY: Lieutenant Andres Elizondo

Site Plan Approved: _____

Site Plan Approved with conditions: _____

Site Plan Approval pending written acknowledgement of conditions: ___X_____

Site Plan Rejected: _____

The Following Revisions Are Necessary:

1. **Please submit a completed application for Development/Site Plan Review (St. Lucie County Fire District Development & Site Plan Review Application). This form is available on-line at https://www.slcfd.com**
2. **Fire District review fees are due at the time of submittal. An abbreviated fee schedule is included on the application form.**
3. **Please send the Fire District electronic plans for the site and buildings.**
4. **A separate review and permit is required for Underground Fire Mains connected to standpipes or sprinkler systems.**
5. **Fire department access roads provided in accordance with 18.2.3 shall be provided at the start of a project and shall be maintained throughout construction. (NFPA 1**

16.1.4). Surface. Fire department access roads shall be designed and maintained to support the imposed loads of fire apparatus and shall be provided with an all-weather driving surface. (NFPA 1.18.2.3.5.2.5).

6. **Security gates must either be manned 24 hour/day or provide an access control key switch on the control panel to allow for Fire Department entry in an emergency. Security gates must maintain a clear width of 12 feet when open and provide a means to open the gates manually upon loss of power.**

7. **Per the St. Lucie County Fire District Fire Prevention Code Resolution 690-20. At Least 13 feet 6 inches nominal vertical clearance shall be provided and maintained over the full width of all means of access. Including, but not limited to trees, canopies, etc.**

8. **The Fire District reserves the right for future comments at the site plan & building construction phase.**

9. **Be advised: Dimensions of largest vehicle are as follows: 38 tons or 77k lbs, 47.5 ft. total length, 21.5 ft. wheel base, 10.5 ft. total width, 41.5 degree turning radius.**

10. **18.2.3.3 Multiple Access Roads. More than one fire department access road shall be provided when it is determined by the AHJ that access by a single road could be impaired by vehicle congestion, condition of terrain, climatic conditions, or other factors that could limit access.**

11. **Fire hydrants (shall be) are provided for buildings other than detached one-and-two-family dwellings IAW both of the following 1) The maximum distance to a fire hydrant from the closest point in the building shall not exceed 400 feet. 2) The maximum distance between fire hydrants shall not exceed 500 feet. NFPA 1:18.5.3. Please provide fire flow calculations for hydrants.**

12. **An approved water supply capable of supplying the required fire flow for fire protection (shall be) is identified to all premises upon which facilities, buildings, or portions of buildings which are to be constructed or moved into the jurisdiction. The approved water supply shall be in accordance with NFPA 1:18.4. See "Needed NFPA Fire Flow Calculator Spreadsheet".**

ST. LUCIE COUNTY FIRE DISTRICT
Community Risk Reduction Division
Office of the Fire Marshal

Telephone: **(772) 621-3322**
Fax: **(772) 621-3604**

13. **Per NFPA 1114 Chapter 9, Section 1.3. Prior to the final occupancy of any building, the permitted water supply for fire protection, including fire hydrants and fire suppression systems, shall be installed, tested, and acceptable to the AHJ (SLCFD).**

14. **Fire department connections shall be located on the street side of buildings and shall be located and arranged so that hose lines can be readily attached to the inlets without interference from any nearby objects, including buildings, fences, landscaping, or other fire department connections. The locations of connections shall be based upon the access requirements of the fire department.**

15. **The distance allowed between the fire department connection and a fire hydrant shall be no more than one hundred fifty (150) feet as a vehicle travels.**

16. **Minimum Size of Water Mains**
    The minimum size of water mains for supplying water for firefighting purposes shall be six (6) inches. b. The minimum size of water mains supplying hydrants on a dead end main shall be eight (8) inches. c. The maximum number of hydrants located on a dead end main shall be one (1). d. Grid or Tee systems shall be supplied by a minimum of an eight (8) inch looped main. Exceptions may be granted based on the capacity of the water distribution system but in no case shall the main size be less than six (6) inches. e. The minimum size water main(s) shall be determined by the needed fire flow as established by the Fire Marshal and based on the current Insurance Service Office (ISO) requirements.

17. **Two-Way Radio Enhancement Systems/BDAS shall be installed, inspected and operationally tested in accordance with the manufacturer's published requirements, by the local fire department, and comply with the most current edition of the Florida Fire Prevention Code and its incorporated standards and codes. Pre-surveys of radio signal strength shall be submitted to the Fire Marshal in the form of heat signature mapping or a certification document of radio signal strength provided by a licensed engineer.**

18. **Provide the fire district the Pre-Construction Site Checklist Affidavit. This affidavit shall include the pre-construction fire protection plan, pre-construction fire department access roads, and pre-construction on-site credible water supply for your development and or project (the affidavit can be found at http://www.slcfd.com/182/Applications-Permits under fire permits.**

Kimley»Horn

To: Kori Benton, AICP
Planning Manager
St. Lucie County Planning & Development Services

From: Alex Memering, P.E. ARM
Kimley-Horn and Associates, Inc.

Simone Burns SRB
Kimley-Horn and Associates, Inc.

Date: March 1, 2023

Re: **Farrell Communities – St. Lucie County, Florida**
Final Review of Traffic Impact Analysis

Kimley-Horn has reviewed the traffic impact statement (dated February 22, 2023) prepared by Simmons & White related to the above-mentioned project. The proposed project consists of 488 multifamily dwelling units and is generally located southwest of the intersection of SR 713 (Kings Highway) & Pruitt Research Center Road in the City of Fort Pierce, Florida. The project has an estimated buildout year of 2025.

The total trip generation potential for the proposed development is 2,281 daily trips, 203 AM peak hour trips (47 entering / 156 exiting) and 191 PM peak hour trips (117 entering / 74 exiting). Access to the site will be provided via two (2) connections: one (1) directional driveway on Kings Highway and one (1) full access driveway on Pruitt Research Center Road. Based upon project volumes, an ingress northbound left turn lane at the intersection of Kings Highway and the project directional driveway is warranted.

The analysis demonstrates that the study area roadways and intersections will operate acceptably upon buildout. We have no further comments for the applicant at this time.

Thank you for the opportunity to assist St. Lucie County in reviewing this project. Please contact us if you have any questions or need additional information.

THE SUNRISE CITY
FORT PIERCE
Florida
ENGINEERING
DEPARTMENT

To : File/TRC

From : Selena Griffett, P.E.

Thru : Tracy Telle – Assistant City Engineer

Re : Site Plan, Design Review, Conditional Use # 22-07000019
Farrell Communities
Parcel ID 2323-501-0002-000-0
1st Re-Submittal

Date : January 9, 2023

This is to advise you that we have completed the review of the following documents as received by this office on December 21, 2022:

- ☐ Development Permit Compliance Review
- ☐ Construction Drawings
- ☒ Site Plan
- ☐ Test Reports & Related Documents
- ☒ Conditional Use
- ☐ Record Drawings
- ☐ Permits
- ☐ Other _____

Based on our reviews and appropriate site final inspection, we

- ☒ Recommend
- ☐ Do Not Recommend
- ☒ Approval
- ☐ Variance Approval
- ☐ C/O

Developer, Owner, Engineer, Contractor, and other members of the Development Team must be aware, the above recommendation is based only on the construction requirements of the engineering plans and other engineering documentation approved by this department. The Development Team shall be responsible for the compliance with other City department requirements and all approved documents, as well as Local, State and Federal regulations. The development requirements for this project may necessitate additional construction requirements that are not subject to this department's review for approval.

☒ See Attached for Comments

ADVISORY COMMENT:
Prior to any land disturbing activity, a survey conducted during the appropriate nesting season of the Crested Caracara will need to be completed per the Environmental Impact Report.

Q:\ENGINEERING\Site Development Projects\F\Farrell Communities\SP-DR-CU 10202022\2nd Submittal 12212022\ENG Memo 01092023.docx

FARRELL
COMPANIES

December 19, 2022

Mr. Vennis Gilmore
Assistant Planning Director
Planning Department
City of Fort Pierce
100 North US 1
Fort Pierce, Florida 34950

Re: Farrell Communities – Fort Pierce – Multifamily Residential
Site Plan, Design Review, Conditional Use Applications (#22-07000019)
Parcel ID: 2323-501-0002-000-0
Responses to Comments

Dear Mr. Gilmore:

We are in receipt of the comments issued by the City of Fort Pierce (the "City") regarding the above-referenced application for the Farrell Communities – Fort Pierce project (the "Project"). The Project plans and documents provided with this resubmittal have been updated to address the comments issued. The comments issued by the City are listed below followed by the Applicant's responses in ***bold italics*** typeface:

Planning Department

(1) A completion certification by a landscape architect, cost estimate and landscape bond pursuant to City Code 123–6 shall be required before the Final Certificate of Occupancy is approved for the site.
Comment noted.
(2) Prior to the issuance of any site clearing permits, the applicant shall provide a Tree Mitigation Survey and coordinate with the City of Ft. Pierce Arborist for the required mitigation of the City regulated trees proposed to be removed as a result of this site's development/construction activity.
Comment noted.
(3) Per City Code Section 125-317 (d)(1). – Sidewalks. Please install a sidewalk in the public or private right–of–way the full length of all streets abutting a parcel of property and parallel to the street. Install sidewalk along Pruitt Research Road.
The Applicant has been working with St. Lucie County (the "County") on a configuration for a sidewalk along Pruitt Research Road. The County has indicated that it is investigating the best option for providing a sidewalk on the north side of the road due to the existing canal on the south side of the road. The Applicant has

provided on a note on the site plan that requires the Applicant to construct a sidewalk on the north side of the road to connect to the existing sidewalk terminus to the east with the final design to be coordinated with the County during construction plan review for the north driveway. The Applicant will agree to a condition of approval requiring same.

(4) Per City Code Section 125–317 (d)(2). – Sidewalks. Please install safe and efficient sidewalk linkages shall be provided between building entrances and parking areas, and adjacent portions of the development, and adjacent rights–of-way. At least one accessible route in accordance with the state accessibility code shall connect buildings to parking areas and adjacent rights–of–way. Install crosswalks across driveways where sidewalks end.
The Applicant has made every effort to provide pedestrian connections to all parking areas on the updated plans provided with this submittal. Accessible routes are provided to all handicap spaces.

(5) Please consider installing a landscaped area around the proposed monument sign base which extends a minimum distance of three (3) feet in all directions. Such landscaped area shall be completely covered by ground cover and shrubs, hedges, or similar vegetative materials.
The landscape plans provided with this submittal show landscaping provided on all sides of the monument sign.

Florida Department of Transportation

(1) The applicant should contact FDOT to request an access Pre-Application meeting to coordinate the proposed connections.
A pre-application meeting was held with FDOT on October 27, 2022. A copy of the results letter from FDOT is provided with this submittal.

St. Lucie County School Board

The St. Lucie County School District has reviewed the above reference project. Thank you for incorporating a turnaround before the gate and bus stop. To assure it will work for us:

(1) Verify that a school bus can make the turnaround before the gate with auto turn analysis or similar.
Please see autoturn plans provided with this submittal.

(2) We expect about 100 students to be generated from the development. As such we may have 20-30 students waiting for the bus at any given time. Can a shelter and appropriate waiting area be incorporated into the plan at the stop location?
The Applicant has updated the note on the site plan to reflect a shelter for the school bus stop. The Applicant will work with the District on details of the shelter during the construction plan and permit processes.

Engineering/Traffic

Traffic Impact Statement

The Traffic Impact Statement will require coordination and approval of both St. Lucie County (Pruitt Research Center Road) and FDOT (Kings Highway).

Comment noted. An FDOT approval letter has been obtained for Kings Highway and coordination with St. Lucie County is ongoing.

The project narrative notes that "The Project is intended to serve the housing needs of the millions of square feet of light industrial, distribution and warehouse space planned or under construction along the Kings Highway corridor and in close proximity to the Okeechobee Road and Interstate 95/Turnpike interchanges." And the proposed amenities will provide an attractive living option for the employees of these developments. However, no traffic impact analysis was performed for Kings Highway north toward Orange Avenue and Orange Avenue itself although Table 5 (Project Significance Calculation AM Peak Hour) clearly notes that the project has significant impact on these segments.

Intersection analysis for Orange Avenue at Kings Highway and I-95 are now included in the updated traffic study provided with this submittal.

Please provide more information on determination of 70% south/30% north distribution on Kings Highway.

Additional information has been provided on the trip distribution. However, the assignment was modified to 60% south and 40% north.

The study includes analysis at five intersections along Okeechobee Road. Intersections along Orange Avenue and Kings Highway should be included. Additionally, another development directly opposite the Farrell Properties (east of Kings Highway between Graham Road and White Road) is in the site plan approval process. A permanent signal at the White Road/Kings Highway intersection is recommended and will likely impact this project as well.

An analysis for the intersection of Kings Highway at White Road incorporating the other development is now included. The analysis included a two way stop control intersection and a signal. Note it doesn't appear a signal is warranted at this time inclusive of the project trips.

Referring to Table 6 (AM Peak Hour – Link Analysis) suggest reviewing/revising the AM Peak Hour Traffic since the values shown in this table are for a two–lane section, but the 4 lane section will likely be complete prior to completion of this project. Suggest reviewing "Committed Projects" data and coordinate with St. Lucie County (are there "0" development projects along Orange Avenue?). And finally, the LOS D (particularly for Kings Highway) is based on what typical section? As noted, the 4 lane section is nearly complete.

The committed trip volume has been updated to include additional projects. The Kings Highway section has been updated in Tables 4-7 to include a 4D section.

Table 7 (PM Peak Hour – Link Analysis): there is a typo in the PM Peak Hour Traffic for the segment of Okeechobee Road from Kings Highway to Crossroads Parkway. The value should be 1116 not 116. As for Table 6, please review PM Peak Hour traffic volumes for Kings Highway and the Level of Service values for Kings Highway. Are the values in the table for a two-lane segment or a four-lane divided highway?

Table 7 has been updated. Kings Highway is based on a 4D section.

Please provide copies of all correspondence with St. Lucie County, TPO, and FDOT.

The Applicant will comply. A copy of the FDOT letter is included with this submittal.

PLANS

EDC Plan Sheet 1 of 2 ADVISORY COMMENTS

Minimum site drainage pipes shall be 15 inches.
Coordinate canal culverts with NSLRWCD.

Comments noted.

Litterick SP-1

Suggest "roundabout" at Kings Highway entrance be two full lanes at exit.

The Applicant coordinated with the City on this comment and believes the comment has been withdrawn.

Litterick SP-4

The 6' wide crosswalk extends into the 5' wide handicap parking access area, please review/coordinate handicap parking detail on sheet SP-7.

The handicap parking detail has been updated.

General

Provide 5' minimum concrete sidewalk within the limits of the property along Pruitt Research Center Drive.

The Applicant has been working with the County on a configuration for a sidewalk along Pruitt Research Road. The County has indicated that it is investigating the best option for providing a sidewalk on the north side of the road due to the existing canal on the south

side of the road. The Applicant has provided on a note on the site plan that requires the Applicant to construct a sidewalk on the north side of the road to connect to the existing sidewalk terminus to the east with the final design to be coordinated with the County during construction plan review for the north driveway. The Applicant will agree to a condition of approval requiring same.

Add stop sign and stop bar to the Pruitt Research Center exit.

A stop sign and stop bar have been added to the north entrance.

FIRE

The Applicant has submitted an application for Development/Site Plan Review to the St. Lucie County Fire District.

ST. LUCIE COUNTY REVIEW

(1) Access to Pruitt Research Center Road shall be centered matching the right-of-way northerly as depicted on the site plan received 11/14/22.
The Applicant has revised the site layout so that the north driveway lines up with the future R/W on the north side of the Pruitt Research Center Road.

(2) Entrance radii of return shall be a minimum of 35'.
Plans have been updated to comply. Please see Sheet SP2.

(3) A traffic report will be reviewed by the County's third party. Please acknowledge reimbursement will be provided for the service.
An updated traffic analysis is provided with this submittal. The Applicant hereby acknowledges that reimbursement will be provided for the County's third-party reviewer.

(4) Gated access shall comply with section 7.10.15 of the Land Development Code. If the site will be fenced with gated access, provide dimensions demonstrating that Right-of-Way setback, queuing spaces and turn-a-round complying with this code section.
The plans have been updated based on discussions with the County.

(5) The existing drive from Pruitt Research Center Road shall be removed and the canal and right-of-way restored.
The site plan shows the existing drive to be removed.

(6) The County would consider sidewalk installation along the north side of the road and review with the city for compliance. Additional coordination and road crossing consideration will be required to provide specific compliance.
The Applicant has provided on a note on the site plan that requires the Applicant to construct a sidewalk on the north side of the road to connect to the existing sidewalk terminus to the east with the final design to be coordinated with the County during construction plan review for the north driveway. The Applicant will agree to a condition of approval requiring same.

(7) The TIA will determine intersection requirements at Pruitt and Kings. All offsite roadway improvements will require a Roadway Improvement Agreement (RIA) and bonding in accordance with SLC Codes.

Comment noted.

We thank you for your continued assistance on this application. Should you require any additional information, please do not hesitate to contact me.

Best regards,

Michael Sanchez, AICP
VP Land Entitlement

THE SUNRISE CITY
FORT PIERCE
PLANNING DEPARTMENT
Florida

DEVELOPMENT REVIEW

Property Information

Property address or Location: West side of Kings Highway approximately 0.6 miles north of Okeechobee Road

Parcel ID #(s): 2323-501-0002-000-0

Project description: Multifamily residential project (488 units)

Application Type

☒ Site Plan ☒ Conditional Use w/New Construction ☐ Conceptual Development Plan

☐ Minor Amendment ☐ Major Amendment

Site Information

Non-Residential: Proposed Sq. Ft.: _____ Site Acreage: _____

Residential: Proposed Units: 488 units Proposed Sq. Ft.: _____ Site Acreage: 40.77 Acres

Farrell Communities Fort Pierce Owner LLC	Michael Sanchez
Property Owner(s)	~~Applicant/~~**Representative,** ~~**Title, Company**~~
P.O. Box 14	3710 Buckeye Street, Suite 100
Street Address	Street Address
Bridgehampton, NY 11932	Palm Beach Gardens, Florida 33410
City State Zip	City State Zip
(631) 537-1068	(561) 568-8045
Phone Number	Phone Number
j.degrenier@farrellbuilding.com	michael@mylandentitlements.com
Email Address	Email Address

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

Property Owner(s) Signature(s)

APPOINTMENTS ARE REQUIRED FOR APPLICATION SUBMITTALS

CALL 772.467.3737 OR E-MAIL PLANNING_DL@CITYOFFORTPIERCE.COM

For more information, please refer to the website:

https://www.cityoffortpierce.com/971/Application-Submittal-for-Technical-Revi

THE SUNRISE CITY
FORT PIERCE
PLANNING DEPARTMENT
Florida

CONCURRENCY
CAPACITY ANALYSIS

I. Site Data:

	Existing Use	Future Land Use	Zoning
North	Treasure Coast Research Park/ Vacant	SD - Special District (County)/ RM - Residential Medium	PNRD - Planned Nonresidential Development (County)/R-4 - Medium Density Residential
South	Vacant	GC - General Commercial	C-3 - General Commercial
East	Vacant	GC - General Commercial	C-3 - General Commercial
West	Vacant/Large lot singe-family	RU - Residential Urban (County)	AR-1 - Agricultural Residential (County)

	Future Land Use	Zoning Classification	Maximum Intensity **Residential: Dwelling Units per Acre** **Other: Square Footage**	Total Acreage	Flood Zone
Current	RM - Residential Medium	R-4 -Medium Density Residential	12 units/acre for innovative residential developments - 11.96 DU/AC proposed	40.77	X
****Proposed**	Same	Same	Same	Same	N/A

II. Public Facilities Information:

A. Potable Water:	
Average Use	Residential: 100 gallons per day per person (du x 2.6= persons x 100 gpd = demand) Other: 0.125 gallons per day per square foot
Demand Analysis	Maximum
Current Zoning/FLU	Total gallons per day 126,880 gpd
**Proposed Zoning/FLU	Total gallons per day 126,880 gpd
**Change in Demand	Total gallons per day 0

B. Wastewater:	
Average Use	Residential: 100 gallons per day per person (du x 2.6= persons x 100 gpd = demand) Other: 0.1 gallons per day per square foot
Demand Analysis	Maximum
Current Zoning/FLU	Total gallons per day 126,880 gpd
**Proposed Zoning/FLU	Total gallons per day 126,880 gpd
**Change in Demand	Total gallons per day 0

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

Park Type	LOS	Existing Population Park Demand	Proposed Population Park Demand	Change in Demand
Regional	20 acres per 1,000 people	909.92 acres	909.92 acres	0
Urban District	5 acres per 1,000 people	227.48 acres	227.48 acres	0
Community	2.5 acres per 1,000 people	113.74 acres	113.74 acres	0
Neighborhood	1.36 acres per 1,000 people	61.87 acres	61.87 acres	0

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

	K-8	High
School Name	Fairlawn Elementary/Forest Grove Middle	Fort Pierce Central High School
City	Fort Pierce	Fort Pierce
Distance	4.2 miles/5.3 miles	6 miles
Current Zoning/FLU Enrollment Demand	144	336
****Proposed Zoning/FLU Enrollment Demand**	144	336
****Change in Demand**	0	0

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

Demand Analysis	Maximum
Current Zoning/FLU	8.13 yards
****Proposed Zoning/FLU**	8.13 yards
***Change in Demand**	0

F. Stormwater:
Potential increase in volume discharged due to increased impervious coverage, reduced groundwater seepage or loss of surface water storage impacting Adopted LOS of 25-year 3-day storm Pre vs. Post Runoff (Storm sewers to convey 5 year- 1 day storm event; Canals to convey 3 year – 1 day storm event)

Impact	No proposed change in land use or zoning, so no additional impact. Please see drainage statement on site plan. All stormwater criteria will be satisfied with the new project

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

G. Transportation Analysis: Complete ITE Trip Generation Data Form Most recent ITE Code for use; HCM Roadway Capacity		
	AADT	**AM/PM Peak Hour Trips**
Demand Analysis	Maximum	Maximum
Current Zoning/FLU	2,655 TPD	181 pht (AM)/190 pht (PM)
****Proposed Zoning/FLU**	Same	Same
***Change in Demand**	0 Trips	0 Trips
Impact to Capacity	No rezoning or land use change requested. See traffic analysis for details.	

IV. Project Description

PHASING
Is this project (phase) part of a larger project? ☐ Yes ☒ No
If yes, enumerate each phase, the number of units or square footage in each phase and beginning/completion date.
Total Project: Residential Units: Single Family: Multifamily: 488
Non-residential (square footage):
Mixed-use (describe use):
(If this is a single phase project, name it Phase I – Total)

RESIDENTIAL DATA					
Type	**Phase**	**Number of Units**	**Acres**	**Expected beginning date**	**Expected completion date**
Single-family, detached					
Single-family, attached					
Multi-family		488	40.77	07/23	02/25
Other (specify)					

NON-RESIDENTIAL DATA					
Type(s) specify	**Phase**	**Square footage**	**Acres**	**Expecting beginning date**	**Expected completion date**

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

Florida Department of Transportation

RON DESANTIS
GOVERNOR

605 Suwannee Street
Tallahassee, FL 32399-0450

JARED W. PERDUE, P.E.
SECRETARY

October 27, 2022

THIS PRE-APPLICATION LETTER IS VALID UNTIL – October 27, 2023
THIS LETTER IS NOT A PERMIT APPROVAL

Bryan Kelley
Simmons and White
2581 Metrocentre Blvd
WPB, FL 33407

Dear Bryan Kelley:
RE: Pre-application Review for **Category D Driveway,** Pre-application Meeting Date: **October 27, 2022**
St. Lucie County - Ft. Pierce; SR 713; Sec. # 94003000; MP: 0.60; Access Class - 3;
Posted Speed - 50; SIS - Influence Area; FDOT Ref. Project: FM 230256.8-Bing Wang-LANDSCAPING, FM 230256.6-Bing Wang-ADD LANES & RECONSTRUCT

Request: Right-in/left-in/right-out driveway on the west side of SR 713 approximately 200 feet south of the north property line.

SITE SPECIFIC INFORMATION
Project Name & Address: **Farrell Communities – 2535 S. Kings, Highway, Fort Pierce**
Property Owner: **Farrell Communities**; Parcel Size: **40.77 Acres** Development Size: **488 Multifamily DU**

WE APPROVE YOUR REQUEST

This decision is based on your presentation of the facts, site plan and survey - please see the conditions and comments below. You may choose to review this concept further with the District Access Management Review Committee (AMRC).

Conditions:
- **A minimum driveway length of 100 feet, as measured from the ultimate right-of-way line to the first conflict point shall be provided.**
- **If a gate is proposed, a minimum driveway length of 100 feet to the call box and/or gate house, and a turnaround area before the gate are required.**
- **The location of the proposed SR 713 right-in/left-in/right-out driveway shall be consistent with the FM 230256 approved Access Management Plan.**

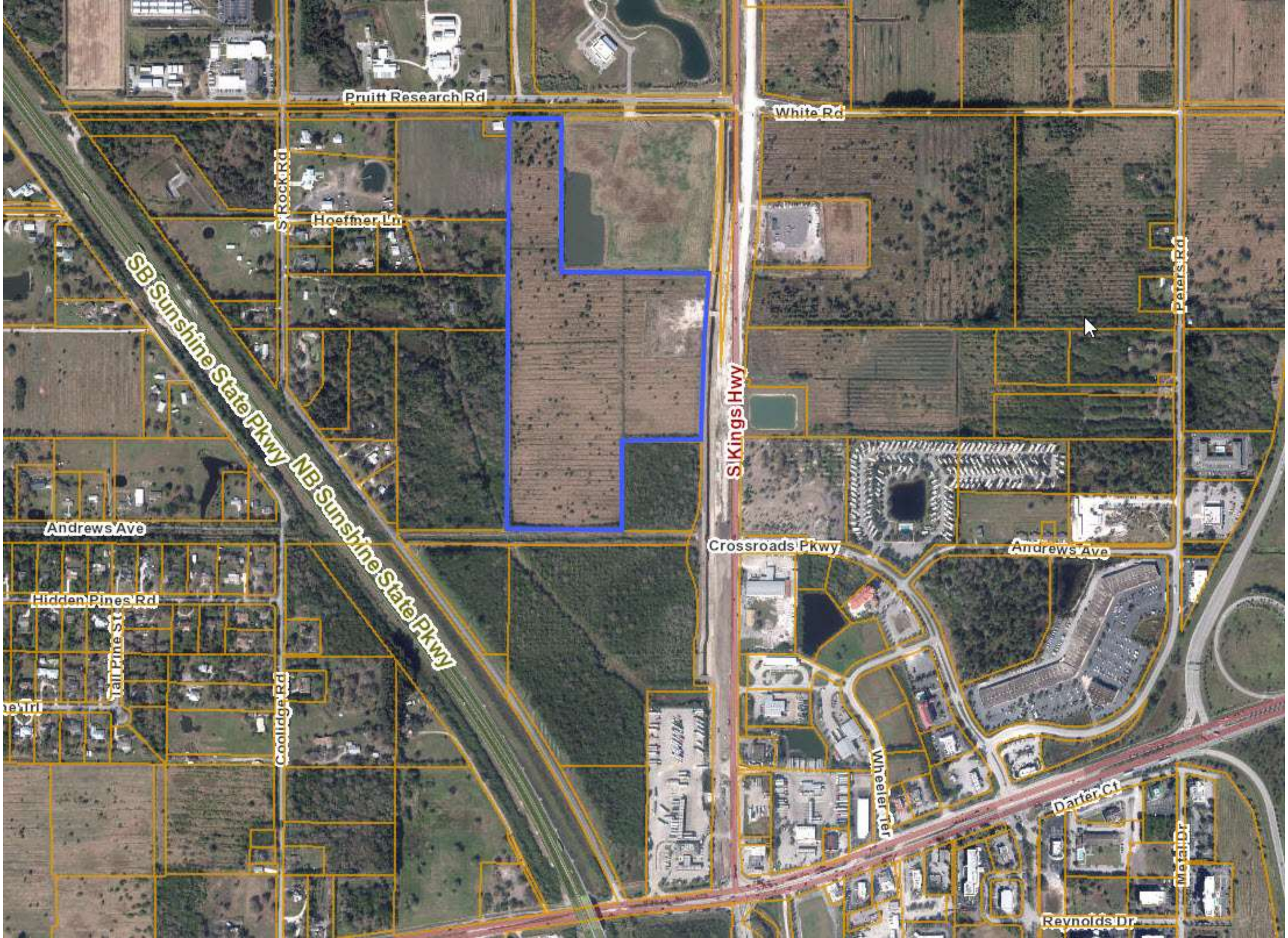
Comments:
- All driveways not approved in this letter must be fully removed and the area restored.
- A Drainage Permit is required for any stormwater impacts within FDOT right-of-way (i.e. increased runoff or reduction of existing storage).
- The applicant shall donate property to the Department if right-of-way dedication is required to implement the improvements.
- Dimensions between driveways are measured from the near edge of pavement to near edge of pavement and for median openings are measured from centerline to centerline unless otherwise indicated.

The purpose of this Pre-Application letter is to document the conceptual review of the approximate location of driveway(s) to the State Highway System and to note required improvements, if any. This letter shall be submitted with any further reviews and for permitting. The Department's personnel shall review permit plans for compliance with this letter as well as current Department standards and/or specifications. Final design must consider the existing roadway profile and any impacts to the existing drainage system. **Note, this letter does not guarantee permit approval**. The permit may be denied based on the review of the submitted engineering plans. Be aware that any approved median openings may be modified (or closed) in the future, at the sole discretion of the Department. For right-of-way dedication requirements go to: https://osp.fdot.gov; click on Statewide Permit News; Scroll down to District 4; Scroll down to Additional Information and Examples and choose Right-of-way Donations/Dedications.
Please contact the Access Management Manager - Tel. # 954-777-4363 or e-mail: D4AccessManagement@dot.state.fl.us with any questions regarding the Pre-Approval Letter.

Sincerely,

Dalila Fernandez, P.E.
District Access Management Manager

cc: Jonathan Overton, P.E., Nesa Y. Harden
File: S:\Transportation Operations\Traffic Operations\Access Management\1. Pre-Apps and Variance\2022-10-27\1. 94003000 MP 0.6 SR 713_Farrell Communities\94003 MP 0.6 SR 713_Farrell Communities.docx


Pruitt Research Rd
White Rd
S Rock Rd
Hoeffner Ln
SB Sunshine State Pkwy
NB Sunshine State Pkwy
S Kings Hwy
Peters Rd
Andrews Ave
Crossroads Pkwy
Andrews Ave
Hidden Pines Rd
Tall Pine St
Coolidge Rd
Wheeler Ter
Darter Ct
Reynolds Dr

MICHELLE R. MILLER, CLERK OF THE CIRCUIT COURT - SAINT LUCIE COUNTY
FILE # 5086803 OR BOOK 4876 PAGE 2199, Recorded 08/22/2022 10:23:32 AM Doc Tax: $38500.00

PREPARED BY AND RETURN TO:

John F. Flanigan, Esq.
Nason Yeager Gerson Harris & Fumero, P.A.
3001 PGA Boulevard, Suite 305
Palm Beach Gardens, Fl., 33410

PCN: 2323-501-002-000-0

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SPECIAL WARRANTY DEED

THIS SPECIAL WARRANTY DEED is made as of the 18th day of August, 2022, by **Kings Highway Development, LLC**, a Florida limited liability company ("**Grantor**"), with an address at P.O. Box 540669, Lake Worth, FL 33467, in favor of Farrell Communities Fort Pierce Owner LLC, a Delaware limited liability company, ("**Grantee**"), with an address at P.O. Box 14 Bridgehampton, N.Y. 11932.

GRANTOR, for and in consideration of the sum of $10.00 to Grantee, receipt of which is acknowledged, does grant, bargain, sell, alien, remise, release, convey and confirm to Grantee, all rights and interest in the real property situate, lying and being in the County of St. Lucie, State of Florida, more particularly described on the attached **Exhibit A** ("**Property**").

TOGETHER WITH all right, title and interest of Grantor in (i) any and all structures and improvements on the Property; (ii) any land lying in the bed of any street or highway, opened or proposed, in front of or adjoining the Property; and (iii) all easements, rights of way, privileges, licenses, appurtenances and other rights and benefits belonging to, running with the owner of, or in any way related to the Property.

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

SUBJECT TO the matters reflected below ("**Permitted Exceptions**"):

General and special taxes or assessments for the year 2022 and subsequent years.

Conditions, easements, restrictions, limitations, reservations and declarations of record, if any, but this reference shall not operate to reimpose same.

Applicable zoning ordinances, codes, rules and regulations as the same affect the Property.

AND Grantor hereby covenants with Grantee that it has authority to sell and convey the Property, that it hereby specially warrants the title to the Property and will defend the same against the lawful claims of others claiming by, through or under Grantor, but not otherwise, except Grantor shall not be obligated to defend claims arising from the Permitted Exceptions.

[THE REMAINDER OF THIS PAGE LEFT BLANK INTENTIONALLY]

[Space Above This Line For Recording Data]

IN WITNESS WHEREOF, Grantor has executed this Special Warranty Deed as of the day and year first above written.

GRANTOR:

Signed, sealed and delivered in the presence of:

KINGS HIGHWAY DEVELOPMENT, LLC, a Florida limited liability company

Print Name: Kyle Depray

By: _____
Name: Gary Smigiel
Title: Manager

Print Name: Adrianna Smigiel

By: _____
Name: Chris Heine
Title: Manager

THE STATE OF Florida §

COUNTY OF Palm Beach §

The foregoing instrument was acknowledged before me this 15th day of August, 2022, by means of [X] physical presence or [ ] online notarization by Gary Smigiel and Chris Heine, Managers of Kings Highway Development, LLC, a Florida limited liability company, on behalf of said entity. They are personally known to me or presented FL DL as identification.

Notary Stamp/Seal:

MIRANDA MORALES SEUSS
Notary Public - State of Florida
Commission # HH 100577
My Comm. Expires May 30, 2025
Bonded through National Notary Assn.

Notary Signature: Miranda Morales Seuss
Notary Print: Miranda Morales Seuss
Notary Public, State of Florida
Commission No.: HH 100577
My Commission Expires: May 30, 2025

EXHIBIT "A"

LEGAL DESCRIPTION

The West 1/2 of the Northeast 1/4 of the Northeast 1/4 and the West 1/2 of the Southeast 1/4 of the Northeast 1/4, Section 23, Township 35 South, Range 39 East, St. Lucie County, Florida. Same being otherwise described as; Lots 2, 7, 10, and 15 of Block 1, Model Land Company's Subdivision, in Section 23, Township 35 South, Range 39 East, according to the plat thereof, recorded in Plat Book 2, Page 10D, of the Public Records of St. Lucie County, Florida.

Together with:

Lots 1, 8, and 9 of Block 1, Model Land Company's Subdivision in Section 3, Township 35 South, Range 39 East, according to the plat thereof, as recorded in Plat Book 2, Page 10D, of the Public Records of St. Lucie County, Florida.

Less and Except:

Being all of Lot 1 and portions of Lots 2, 7, and 8, according to the Plat of Model Land Company, as recorded in Plat Book 2, Page 10D, of the Public Records of St. Lucie County, Florida, all lying in the Northeast 1/4 of Section 23, Township 35 South, Range 39 East, St. Lucie County, Florida, Less Road and Canal Rights-of-Way, and being more particularly described as follows:

Commencing at a Railroad Spike marking the Northeast corner of said Section 23, thence S.89°46'47" W, along the North line of said Section 23, a distance of 113.00 feet to the west Right-of-way line of N.S.L.R.W.M.D. Canal No. 40; thence S.00°07'31" E., along said West Right-of-way line, a distance of 49.50 feet to the POINT OF BEGINNING; thence continue S.00°07'31"E., along said west Right-of-way line, a distance of 922.18 feet; thence S.89°46'47"W., a distance of 944.72 feet; thence N.00°07'31"W., a distance of 922.18 feet to the Southerly line of N.S.L.R.D.D. Canal No. 48; thence N.89°46'47"E., along said Southerly Right-of-way line, a distance of 944.72 feet to the West Right-of-way line of N.S.L.R.W.M.D. Canal No. 40 and the POINT OF BEGINNING.

LESS AND EXCEPT Parcel No. 109 as depicted in Order of Taking recorded in O.R. Book 3886, Page 606, Public Records of St. Lucie County, Florida described as follows:

Parcel No. 109 State Road 713 St. Lucie County Description

A portion of Lots 8 and 9, Block 1, MODEL LAND CO., according to the plat thereof, as recorded in Plat Book 2, Page 10D, of the Public Records of St. Lucie County, Florida, lying in the Northeast One-Quarter (NE 1/4) of Section 23, Township 35 South, Range 39 East, St. Lucie County, Florida, as shown on the Florida Department of Transportation Right of Way Map for Item/Segment No. 2302566, Section 94003-2510 and being more particularly described as follows:

Commence at a railroad spike, found marking the East One-Quarter corner of said Section 23; thence North 00°07'03" West along the East line of said Northeast One-Quarter (NE 1/4) of Section 23 and the Baseline of Survey of State Road No. 713 (Kings Highway), a distance of 647.53 feet; thence South 89°52'57" West along a line at a right angle to the last described course, a distance of 113.00 feet to a point of intersection with the Westerly Existing Right of Way line of North St. Lucie River Water Control District Canal No. 40 and the South line of said Lot 9, said point of intersection being the POINT OF

BEGINNING; thence South 89°31'59" West along said South line, a distance of 105.00 feet; thence North 00°07'03" West, a distance of 39.40 feet to the beginning of a non-tangent curve concave Easterly, having a chord bearing of North 03'01'05" East; thence along the arc of said curve, having a radius of 8,557.00 feet, through a central angle of 06°16'14", an arc distance of 936.50 feet to the end of said curve; thence North 89°47'18" East, a distance of 53.80 feet to a point on said Westerly Existing Right of Way line; thence South 00°07'03" East along said Westerly Existing Right of Way line, a distance of 973.48 feet to the POINT OF BEGINNING.

Permitted Exceptions

1. General and special taxes or assessments for the year 2022 and subsequent years, which are not due and payable.
2. Conditions, easements, restrictions, limitations, reservations and declarations of record, if any, but this reference shall not operate to reimpose same.
3. Applicable zoning ordinances, codes, rules and regulations as the same affect the Property.
4. All matter contained on the Plat as recorded in Plat Book 2, Page 10, Public Records of St. Lucie County, Florida.
5. Easement contained in instrument recorded June 2, 1988, under O.R. Book 589, Page 1086, Public Records of St. Lucie County, Florida.
6. Easement to State of Florida DOT recorded in O.R. Book 4412, Page 2118, Public Records of St. Lucie County, Florida.
7. Month to month "Oral Cattle Lease" which commenced on June 12, 2012 and can be terminated upon thirty (30) days prior written notice.

FARRELL
COMPANIES

FARRELL COMMUNITIES – FORT PIERCE
MULTIFAMILY RESIDENTIAL

CITY OF FORT PIERCE

SITE PLAN APPLICATION, CONDITIONAL USE AND DESIGN REVIEW

PROJECT NARRATIVE

Revised April 1, 2023

REQUEST SUMMARY

A request by Farrell Communities Fort Pierce Owner LLC (the "Applicant") for approval of the following applications to allow the construction of a 488-unit multifamily residential apartment project (the "Project") on a 40.77-acre property located on the west side of Kings Highway approximately 0.6 miles north of Okeechobee Road (the "Property"):

- Site Plan approval
- Conditional Use approval to allow for Innovative Residential Development
- Design Review

PROPERTY BACKGROUND

The Property is currently vacant and to the best knowledge of the applicant has never been developed. The Property was previously used for agricultural purposes and is currently be used for cattle grazing.

ADJACENT PROPERTIES

The existing uses, future land use and zoning of the properties adjacent to the Property are summarized in the table on the following page:

	Existing Use	Future Land Use	Zoning
North	Treasure Coast Research Park/ Vacant	SD - Special District (County)/ RM - Residential Medium	PNRD - Planned Nonresidential Development (County)/R-4 - Medium Density Residential
South	Vacant	GC - General Commercial	C-3 - General Commercial
East	Vacant	GC - General Commercial	C-3 - General Commercial
West	Vacant/Large lot singe-family	RU - Residential Urban (County)	AR-1 - Agricultural Residential (County)

FUTURE LAND USE AND ZONING

The Property has a future land use designation of Medium Density Residential (RM) and has a zoning designation of Medium Density Residential Zone (R-4). No changes to the future land use or zoning designations are proposed.

GENERAL DESCRIPTION OF SUBJECT REQUEST AND NARRATIVE FORMAT

The Applicant is proposing to develop the Property with a 488-unit residential apartment project consisting of 13 residential buildings of four (4) stories in height, an expansive clubhouse, a pool and a variety of other amenities as further described below. As part of the subject application, the Applicant is requesting approval of an Innovative Residential Development to take advantage of the bonus densities allowed based on an innovative project design.

The Project is intended to serve the housing needs of the millions of square feet of light industrial, distribution and warehouse space planned or under construction along the Kings Highway corridor and in close proximity to the Okeechobee Road and Interstate 95/Turnpike interchanges.

The balance of this narrative will provide (1) descriptions of the physical improvements proposed for the Project and related information; (2) demonstration of compliance with the City's Land Development Regulations; and (3) demonstration of compliance with the City's Innovative Residential Development criteria.

PROPOSED IMPROVEMENTS

A summary of proposed Project improvements depicted in the development plans provided with this submittal is contained below:

General Project Improvements

- Development Program: The Project comprises 13 multifamily apartment buildings of four (4) stories in height, each containing between 36-40 dwelling units, for a total of 488-units. Also proposed are a clubhouse and pool, two (2) separate garage structures, six (6) carport structures and related site, landscape, utility and stormwater improvements. Details regarding the buildings and architecture are contained in the "Architecture" section of this narrative.
- Density: The residential density proposed is 11.97 units/acre. The R-4 zoning allows 10 units/acre, and the Applicant is requesting two (2) additional units/acre allowed by way of an Innovative Residential Development as further described and justified in this narrative.
- Amenities: The Applicant has provided several site amenities to create a first-class apartment project and to further the intent of an Innovative Residential Development as summarized below:
    - An expansive two (2) story clubhouse containing approximately 14,793 square feet which includes a cyber-café/events room, media room, 2-story fitness center, kids lounge, spin room, game/party room, business center/co-work room, conference space, yoga/aerobics room, dog washroom, leasing office space, package hub and indoor/outdoor sitting areas.
    - A large pool.
    - Basketball, volleyball, pickleball (2) and tennis courts (2) all of which are lit at night.
    - An approximately 0.52-acre Central Park which is larger than a football field and contains a 10-foot-wide multi-use path, shade trees, benches and large open central green.
    - A gazebo/grill area.
    - A tot lot.
    - A dog park.
    - A ten (10) foot wide multi-use path lined with shade trees that surrounds the central lake, the Central Park and provides a convenient connection between the two for pedestrian and biking activity. Other sidewalks within the Project have been increased to six (6) feet (code requires 5 feet) and are lined with shade trees on both sides
    - Approximately 5.72 acres of lakes including a 3.54-acre central lake.
    - Numerous opportunities for seating on benches strategically located throughout the site (approximately 39 benches).
- Access: Access will be provided via a new right-in/right-out/left-in driveway access from Kings Highway and a resident-only entrance along Pruitt Research Center Drive. The Project will be gated, and the Applicant has provided two (2) entry drives from the single driveway along Kings Highway to allow for stacking before the gates. The Applicant has also provided a means to turn around prior to entering the gates, including for school and transit buses, from the center resident lane as requested by the School District.
- Pedestrian and Vehicular Circulation: Vehicular circulation has been carefully designed to allow sufficient area for maneuvering by emergency and service vehicles. A

substantial pedestrian sidewalk system is provided throughout the Project with a minimum 6' sidewalks, connections to all parking areas and buildings and trees placed adjacent to walkways wherever possible. The above-referenced 10-foot multi-use path creates a wonderful opportunity for pedestrian and bike activity.

- Parking: The proposed Project provides 945 parking spaces including parking at the Clubhouse, where the City Code requires 732 spaces based on a parking ratio of 1.5 spaces/unit. The additional parking is provided to accommodate the possibility of future buildings on site (further discussed below) and the fact that this site is not located in an urban setting with services within walking distance. Garage parking spaces are provided within the bottom floor of the 36-unit and 38-unit residential buildings and within two (2) separate garage structures at the northern portion of the Project. Six (6) separate carport parking structures are provided, and EV charging spaces are distributed throughout the site.
- Compactors: Two (2) trash compactors are provided at separate ends of the project.
- Transit/Bus Stops: The Applicant has provided both transit and school bus stops at the project entrance. Regarding the transit stop, the Applicant has been working with the County's Community Services Department to plan for a future stop for the County's Area Regional Transit System since the Applicant anticipates that a future mass transit connection to the employment-generating businesses coming to the Kings Highway corridor and nearby areas would benefit the Project tenants. The Applicant has committed to providing a bus shelter and related facilities at the planned transit stop. The planning process for the future transit stop is still in early stages but in process.

Potential Future Buildings

The development plans provided with this submittal reflect two (2) "Potential Future Buildings". There are no entitlements for those buildings being requested as part of the subject application. The Potential Future Buildings are set aside in case the above-referenced transit stop for the County's Area Transit System is put into place in the future, in which case the Applicant intends to make application to the City to add additional units to the Project based on the additional density afforded through Comprehensive Plan Policy 1.1.5 which allows for a density bonus for developments located within ¼ mile of a rail station, multimodal transit center or transit stop.

The Applicant has included a General Note on the Site Plan that states that no entitlements/units are assigned to the Potential Future Buildings as part of this approval but that allows City staff to review and approved/deny an application(s) to transfer units between buildings, including the Potential Future Buildings, and/or to phase the project so long as the design intent approved by the City Commission is maintained and overall density does not exceed 488 units.

It should be noted that the Potential Future Buildings are contemplated as all one-bedroom-unit buildings which Applicant feels will help serve the future housing needs of the area. The architecture for the Potential Future Buildings is being presented as part of the subject application to allow for a comprehensive review of the Project at this stage.

Architecture

Five (5) building types are proposed for the residential buildings:

- Type I: 36 units; 12 garage spaces; 12 driveway spaces
- Type II: 38 units: six (6) garage spaces; six (6) driveway spaces
- Type III: 40 units; no garage or driveway spaces.
- Potential Future Building 1: 80 units
- Potential Future Building 2: 40 units

Unit sizes and mixes for the residential apartment units are noted below:

- 1-bedroom (790 SF): 104 units; 21.3%
- 2-bedroom (1,205-1,253 SF): 280 units; 57.4%
- 3-bedroom (1,573 SF): 104 units; 21.3%

The buildings are designed in a contemporary style that mirrors current trends in many residential projects. The building footprint designs provide horizonal articulation allowing the building mass to be broken up, reducing overall scale and creating a more visually interesting facade. The fenestration utilizes contemporary features and materials including cantilevered balconies, horizontal railing, stone, banding, variations in roof types and heights, metal eyebrow shades, simulated horizontal panels, and smooth stucco broken into different wall panels by the building mass and stucco joints. The contemporary color/material palette is varied between the different building types and brings good contrast for visual interest.

The proposed residential buildings will be four (4) stories in height with a roof deck height of 42'-0". The main parapets extend up to 47'-8" with the tallest feature being 53'-0". The maximum height allowed within the R-4 zoning district is 45'-0", and the Project complies with same given that the roof deck is at 42'-0", and vertical projections such as parapets are allowed to extend beyond the maximum height.

The clubhouse is two (2) stories in height with the roof joist bearing at 25'-0" and the highest parapet being 34'-10"

Mechanical equipment will be located on the roof and screened from view.

Conceptual floor plans, 2D colored elevations and roof plans of the residential buildings and clubhouse are provided with this submittal.

Monument Signs

Two (2) monument signs are proposed on either side of the Project entrance, and details regarding said sign are provided with this submittal on "Sheet A2.0". The design of the monument sign incorporates the same colors and materials as the buildings on site and has been sized in accordance with the City's requirements for residential development signage.

Open Space/Landscaping

Forty percent (40%) open space (not counting the lakes) and 53.3% open space when counting the lakes is provided. Forty percent (40%) open space is required for Innovative Residential Developments.

The Applicant is proposing a very dense landscape design to exceed the minimum landscape requirements of the City, provide additional trees to satisfy the mitigation requirement and provide additional landscaping to satisfy the Innovative Residential Development requirements as further discussed in the "Conditional Use Application - Innovative Residential Development" section of this narrative.

The City Code requires 10-foot buffers on all sides. The Applicant has increased the buffers to 20 feet along Kings Highway and Pruitt Research Center Drive, 15-20 feet along the sides and 20' feet along the rear adjacent to the large lot single-family/agricultural uses to further justify the Project and provide additional buffering for adjacent properties.

The Project requires 288 interior trees, where 469 interior trees are being provided (181 additional trees or 62.8% additional). The project requires 284 buffer trees, where 329 buffer trees are being provided (45 additional trees or 15.8% additional). A total of 226 additional trees are proposed on the Project. Additionally, the height of most trees and palms proposed has been increased by at least 10% beyond the minimum size requirements at planting to provide additional justification for the Innovative Residential Development proposal.

The proposed landscape design provides native vegetation and careful placement of trees to provide extensive shade in open spaces areas and along walkways, significant foundation landscaping around buildings, screening of utilities, planting of the lake banks of the retention ponds for aesthetics, and enhanced aesthetics at the Project entrance. Trees along the buffers are clustered to provide for a more-innovative design, as opposed to trees spaced evenly in a more traditional, and frankly boring, design.

The overall tree plan (no shrubs) is provided on Sheet LP-1; detailed landscape plans are provided on Sheets LP-2 through LP-6, planting details for the residential buildings are provided on Sheets LP-7 through LP-9 and the Project plant list is provided on Sheet LP-10.

Tree Mitigation

The existing trees on site include primarily Cabbage Palms and Oaks, most of which must be removed since the site grades will need to be changed and most trees are located within development areas. The Applicant is keeping seven (7) Cabbage Palms located along the south property line.

The Tree Mitigation Plans provided with this submittal found on Sheets T-1 and T-2 provide that 173 Cabbage Palms and 115 DBH of Oak trees will be removed to allow for the Project. The Applicant is providing 173 additional Cabbage Palms and 115" of Live Oak trees beyond

those shown in the landscape data on Sheet LP-1 in order to offset the trees/palms to be removed and to comply with the City's tree mitigation requirements.

Site Lighting

A photometric plan has been provided with this submittal which depicts the proposed exterior lighting within the Project. Pole mounted lights are proposed to provide lighting within the parking areas. Pedestrian scale pole-mounted lights are proposed along the walks around the central lake and Central Park pedestrian walks. Lighting is also provided at the sport courts, tot lot and dog park. All lighting will be high efficiency LED lighting.

Environmental

An Environmental Site Assessment is included with this submittal which found that (1) no evidence of listed species was found and (2) no wetlands are present.

Drainage

Onsite stormwater will be collected via a wet retention system and three proposed lakes, where the required water abatement and attenuation will be provided. Storm water discharge will be limited to the more stringent criteria of 6.93 acre-feet for any given 24-hour period or the 25-year pre-development discharge volume. Stormwater will then be released through a control structure to the ultimate outfall location in the NSLRWCD Canal No. 40.

Please see stormwater drainage statement on the conceptual civil plans provided with this submittal.

Traffic Concurrency

A traffic impact statement is provided with this submittal which concludes that the surrounding roadway network will continue to function at an acceptable level of service in compliance with City Code Section 105-5.

Utilities

The Project will be served by connecting to the existing FPU 8-inch watermain within Pruitt Research Center Drive and 12-inch watermain along Kings Highway. The Project is anticipated to be master-metered. Fire service is provided to each residential building and the clubhouse.

Wastewater service will be provided by an onsite lift station that will connect to the existing forcemain along Pruitt Research Center Drive.

An irrigation well is proposed for irrigation water onsite.

CONDITIONAL USE APPLICATION – INNOVATIVE RESIDENTIAL DEVELOPMENT

Section 125-243 of the City's Land Development Code, entitle "Innovative Residential Developments," contains the following standards applicable to a multifamily residential developments that shall be satisfied in order to qualify for the two (2) additional dwelling units per acre and the related Conditional Use approval by the City. The Applicant's demonstration of compliance with those criteria applicable to the additional density is contained below in *italics* typeface:

(a) Purpose. Innovative residential developments are developments which achieve a more creative and imaginative housing environment than normally occurs by use of the clustering technique, by employing various other methods to achieve distinctiveness and excellence in siting, design and/or landscaping. Density bonuses and reductions in various building restrictions are used to encourage these developments.

Demonstration of Compliance: *The Project has been thoughtfully and carefully designed to create a more innovative multifamily residential apartment project than normally occurs. Factors that, in the opinion of the Applicant, qualify the Project as an innovative residential development that are above-and-beyond a "normal" apartment building project and the minimum requirements of the City are listed below:*

- *Four (4) residential building have been clustered around a large central lake comprising 3.54 acres which is proposed as an amenity (as opposed to a depressed grassed stormwater detention area).*
- *A small green with benches and shade trees is provided immediately inside the gates at the main Project entrance to provide an enhanced vista into the Project as one enters.*
- *Extensive amenities centrally located are being offered including:*
  - *A substantial two (2) story clubhouse containing approximately 14,793 square feet includes a cyber-café/events room, media room, 2-story fitness center, kids lounge, spin room, game/party room, business center/co-work room, conference space, yoga/aerobics room, dog washroom, leasing space, package hub and indoor/outdoor sitting areas.*
  - *A large pool.*
  - *Basketball, volleyball, pickleball (2) and tennis courts (2) all of which are lit at night.*
  - *An approximately 0.52-acre Central Park which is larger than a football field and contains a 10-foot-wide multi-use path, shade trees, benches and large open central green.*
  - *A gazebo/grill area.*
  - *A tot lot.*
  - *A dog park.*
  - *A meandering ten (10) foot wide multi-use path lined with shade trees that surrounds the central lake, the Central Park and provides a convenient*

connection between the two for pedestrian and biking activity. Other sidewalks have been increased to six (6) feet.
- *Approximately 5.72 acres of lakes including a 3.54-acre central lake.*
- *Numerous opportunities for seating on benches strategically located throughout the site (approximately 39 benches).*

❖ *An extensive network of pedestrian paths increased to six (6) feet wide are provided throughout the Project, most of which have been lined with shade trees.*
❖ *A high quality of architecture is proposed as discussed in the "Architecture" section of this narrative.*
❖ *Landscape buffers have been increased to between five (5) to ten (10) feet beyond the minimum ten (10) feet required.*
❖ *The building setbacks along the sides have been increased beyond the minimum required.*
❖ *Significant enhancements to landscaping beyond the minimum requirements are provided as further discussed in the "Landscaping" section below.*

(e)(1) Landscaping. Landscaping. The gross density may be increased up to one unit per acre for landscaping plans which provide for effective use of existing vegetation and/or for approved landscape plans for streetscapes, pedestrian ways, bicycle paths, areas near buildings, open spaces and/or recreation areas. This increased density may only be awarded if the landscaping of the innovative residential development will exceed the requirements in section for landscaped area by ten (10) percent, for amount of trees by ten (10) percent and/or in terms of qualitative characteristics of the landscaping.

<u>Demonstration of Compliance</u>: As depicted on the landscape plans provided with this submittal, the Applicant is proposing a carefully designed, very dense landscape design and substantial additional landscaping to create an aesthetically pleasing project and to satisfy the innovative residential development criteria. Details regarding the "extra" landscaping proposed are noted below:

❖ *The City Code requires 10-foot buffers on all sides. The Applicant has increased the buffers to 20' along Kings Highway and Pruitt Research Center Drive, 15-20 feet along the sides and 20' feet along the rear adjacent to the large lot single-family/agricultural uses to further justify the Project and provide additional buffering for adjacent properties.*
❖ *The Central Park has been densely landscaped with large shade trees to create an inviting and shaded sitting area for enjoyment of the tenants.*
❖ *A densely landscaped entry into the Project from Kings Highway is provided typical of a luxury development.*
❖ *The residential buildings, clubhouse and pool are densely landscaped typical of a luxury development.*
❖ *Shade trees are provided throughout the development including along the walkways and multi-purpose path.*

- *Forty percent (40%) open space (not counting the lakes) and 53.3% open space when counting the lakes is provided. Forty percent (40%) open space is required for Innovative Residential Developments.*
- *The Project requires 288 interior trees, where 469 interior trees are being provided (181 additional trees or 62.8% additional). The project requires 284 buffer trees, where 329 buffer trees are being provided (45 additional trees or 15.8% additional). A total of 226 additional trees are proposed on the Project. Additionally, the height of most trees and palms proposed have been increased by at least 10% beyond the minimum size requirements at planting to provide additional justification for the Innovative Residential Development proposal.*
- *Trees are proposed around the lake banks as an added aesthetic enhancement for the Project.*
- *A six (6) foot "tree lawn" is provided between the sidewalks and the driveways to allow trees to be planted on both sides of sidewalks and to separate pedestrian traffic from vehicular traffic, both of which will enhance the pedestrian experience.*

(e)(2) Siting. The gross density may be increased (up to one-half unit per acre in R-3 and R-4 zones and one unit per acre in an R-5 zone) for creative placement of buildings and/or other facilities in terms of visual focal points, use of existing physical features such as topography, views, sun and wind orientation, the circulation pattern, variation in building setbacks and/or building and facility groupings.

<u>Demonstration of Compliance</u>: *As demonstrated below, the site design and placement of buildings have been creatively designed to establish an innovative residential development by use of visual focal points and physical*

- *Four (4) residential building have been clustered around a large central lake comprising 3.54 acres which is proposed as an amenity (as opposed to a depressed grassed stormwater detention area).*
- *A small green with benches and shade trees is provided immediately inside the gates at the Project entrance to provide an enhanced vista into the Project as one enters.*
- *An approximately 0.52-acre Central Park is provided and has been densely landscaped with large shade trees to create an inviting and shaded sitting area for enjoyment of the tenants.*
- *A densely landscaped entry into the Project from Kings Highway is provided typical of a luxury development which creates a nice vista into the Project.*
- *The expansive clubhouse and large pool are centrally located on the central lake to provide vistas and focal points.*
- *Pedestrian pathways increased to six (6) feet wide lined with shade trees are provided throughout the development to create a walkable community. A six (6) foot "tree lawn" is provided between the sidewalks and the driveways to allow trees to be planted on both sides of sidewalks and to separate pedestrian traffic from vehicular traffic, both of which will enhance the pedestrian experience.*

- ❖ *The roadway and building placement along the west property line meander to avoid a long, linear row of buildings.*
- ❖ *A meandering ten (10) foot wide multi-use path is provided around the central lake and Central Park.*
- ❖ *Building setbacks along the sides and rear have been increased beyond the minimum requirements.*

(e)(3) Design. The gross density may be increased (up to one-half unit per acre in R-3 and R-4 zones and one unit per acre in an R-S zone) for imaginative design features including architectural styles, harmonious use of building materials, varied use of housing types and/or other design elements of the innovative residential development.

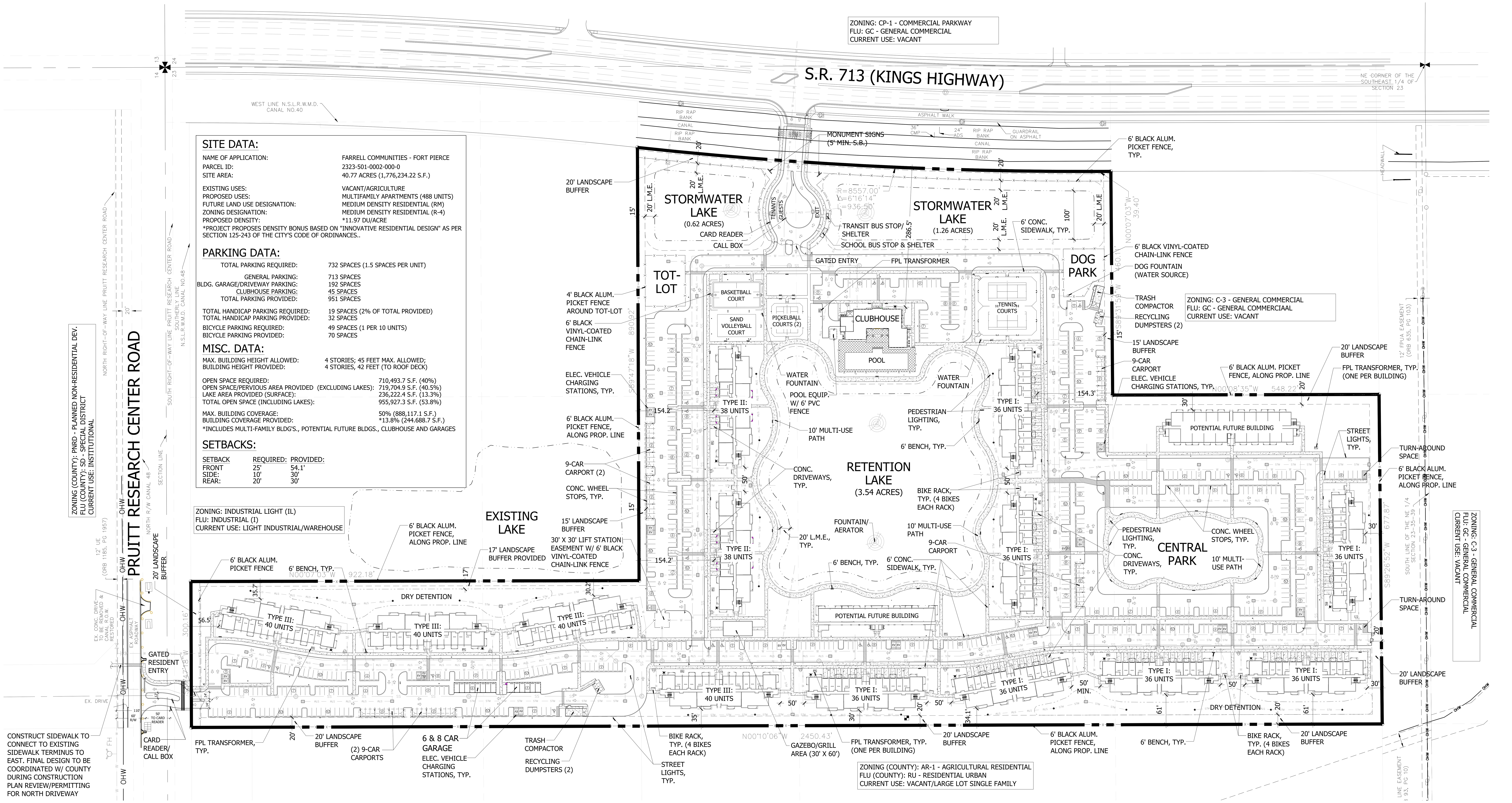
<u>Demonstration of Compliance</u>: *The Applicant is proposing enhanced architectural features beyond a standard multi-family housing project as demonstrated in the "Architecture" section of this narrative and on the plans provided with this submittal.*

(g) Open Spaces. Innovative residential developments which receive density bonuses in accordance with subsection (e) of this section shall comply with the following provisions: (1) In all such innovative residential developments, at least forty (40) percent of the site, exclusive of aquatic areas, shall be devoted to open space. Of this required open space area, no more than twenty-five (25) percent may be utilized privately by individuals or users of the innovated residential development. At least seventy-five (75) per cent of the required open space area must be common open space.

<u>Demonstration of Compliance</u>: *Open space is provided at 40.0% of the site as required for innovative residential developments. It should be noted that the 40% open space provided does not include the lake areas which would typically be included in an open space calculation. When the lake areas are included in the open space calculation, approximately <u>53.3%</u> of the site (21.7 acres) is provided at open space. all open space on site will be for the enjoyment of all residents of the community.*

<u>CLOSING</u>

The Applicant respectfully requests the City's consideration and approval of the subject application based on the justification provided herein. The Applicant believes that the Project will provide a substantial enhancement and much needed multifamily housing to the growing area. The Applicant looks forward to working with the City to bring a high-quality project to the City.



SITE DATA:

NAME OF APPLICATION:	FARRELL COMMUNITIES - FORT PIERCE
PARCEL ID:	2323-501-0002-000-0
SITE AREA:	40.77 ACRES (1,776,234.22 S.F.)
EXISTING USES:	VACANT/AGRICULTURE
PROPOSED USES:	MULTIFAMILY APARTMENTS (488 UNITS)
FUTURE LAND USE DESIGNATION:	MEDIUM DENSITY RESIDENTIAL (RM)
ZONING DESIGNATION:	MEDIUM DENSITY RESIDENTIAL (R-4)
PROPOSED DENSITY:	*11.97 DU/ACRE

*PROJECT PROPOSES DENSITY BONUS BASED ON "INNOVATIVE RESIDENTIAL DESIGN" AS PER SECTION 125-243 OF THE CITY'S CODE OF ORDINANCES..

PARKING DATA:

TOTAL PARKING REQUIRED:	732 SPACES (1.5 SPACES PER UNIT)
GENERAL PARKING:	713 SPACES
BLDG. GARAGE/DRIVEWAY PARKING:	192 SPACES
CLUBHOUSE PARKING:	45 SPACES
TOTAL PARKING PROVIDED:	951 SPACES
TOTAL HANDICAP PARKING REQUIRED:	19 SPACES (2% OF TOTAL PROVIDED)
TOTAL HANDICAP PARKING PROVIDED:	32 SPACES
BICYCLE PARKING REQUIRED:	49 SPACES (1 PER 10 UNITS)
BICYCLE PARKING PROVIDED:	70 SPACES

MISC. DATA:

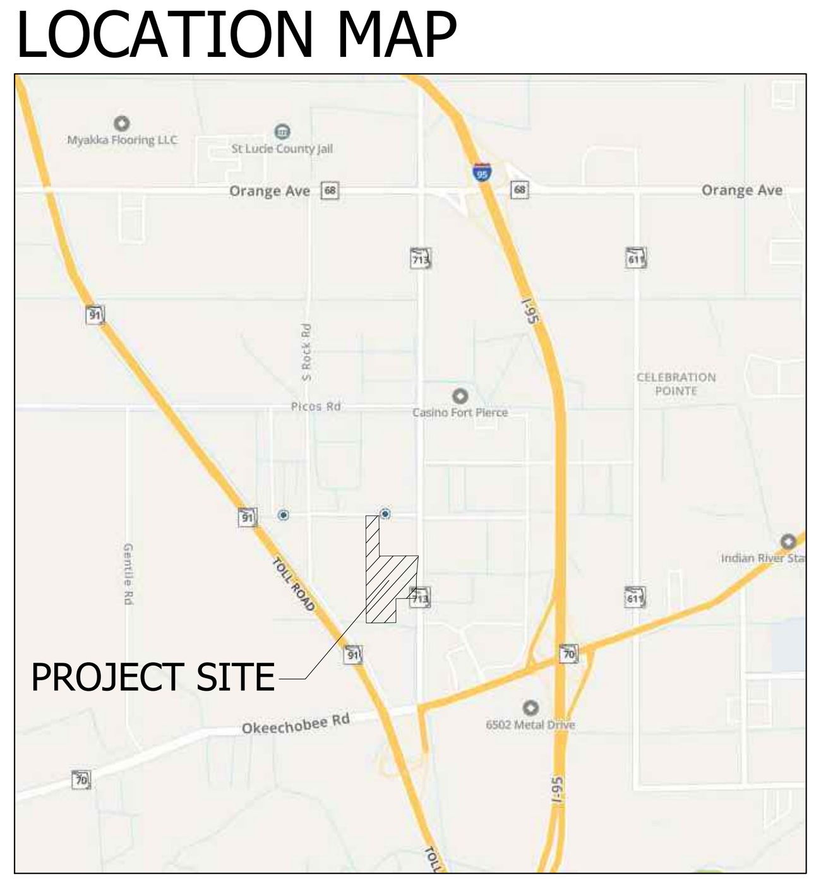
MAX. BUILDING HEIGHT ALLOWED:	4 STORIES; 45 FEET MAX. ALLOWED;
BUILDING HEIGHT PROVIDED:	4 STORIES, 42 FEET (TO ROOF DECK)
OPEN SPACE REQUIRED:	710,493.7 S.F. (40%)
OPEN SPACE/PERVIOUS AREA PROVIDED (EXCLUDING LAKES):	719,704.9 S.F. (40.5%)
LAKE AREA PROVIDED (SURFACE):	236,222.4 S.F. (13.3%)
TOTAL OPEN SPACE (INCLUDING LAKES):	955,927.3 S.F. (53.8%)
MAX. BUILDING COVERAGE:	50% (888,117.1 S.F.)
BUILDING COVERAGE PROVIDED:	*13.8% (244,688.7 S.F.)

*INCLUDES MULTI-FAMILY BLDG'S., POTENTIAL FUTURE BLDGS., CLUBHOUSE AND GARAGES

SETBACKS:

SETBACK	REQUIRED:	PROVIDED:
FRONT	25'	54.1'
SIDE:	10'	30'
REAR:	20'	30'

LOCATION MAP



PROJECT TEAM

OWNER
Farrell Communities Fort Pierce Owner, LLC
P.O. Box 14
Bridgehampton, New York11932
Contact: Michael Sanchez (561-586-8045)

ARCHITECT
TI Architecture, Inc.
1100 S. Federal Highway, Suite 2
Boynton Beach, Florida 33435
Contact: Erwin Isdith (561-523-7889)

CIVIL ENGINEER
EDC
10250 SW Village Parkway, Suite 201
Port St. Lucie, Florida 34987
Contact: Rod Kennedy (772-462-2455)

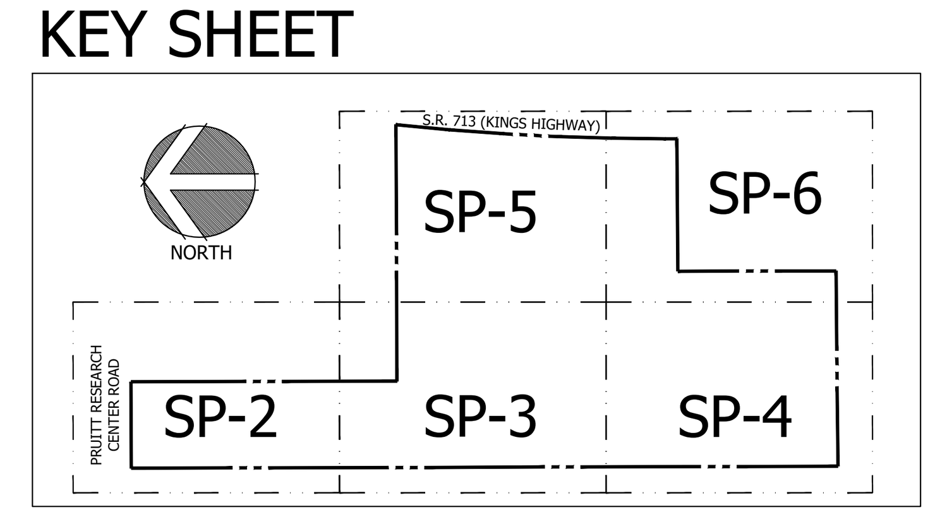
LANDSCAPE ARCHITECT
Litterick Landscape Architecture
2740 SW Martin Downs Boulevard, Suite 199
Palm Beach, Florida 34990
Contact: Jason Litterick (561-719-3876)

SURVEYOR
Caulfield & Wheeler, Inc.
7900 Glades Road, Suite 100
Boca Raton, Florida 33434
Contact: Ronnie Furniss (561-38=92-1991)

GENERAL NOTES:

1. NO ENTITLEMENTS/UNITS ARE ASSIGNED TO THE TWO (2) "POTENTIAL FUTURE BUILDINGS" DEPICTED ON THE SITE PLAN AS PART OF THIS APPROVAL. DENSITY IS LIMITED TO 488 UNITS UNTIL OTHERWISE AMENDED BY APPROVAL OF THE CITY COMMISSION. CITY STAFF MAY REVIEW AND APPROVE/DENY AN APPLICATION(S) TO TRANSFER UNITS BETWEEN BUILDINGS, INCLUDING THE POTENTIAL FUTURE BUILDINGS, AND/OR TO PHASE THE PROJECT SO LONG AS THE DESIGN INTENT APPROVED BY THE CITY COMMISSION IS MAINTAINED AND DENSITY DOES NOT EXCEED 488 UNITS.

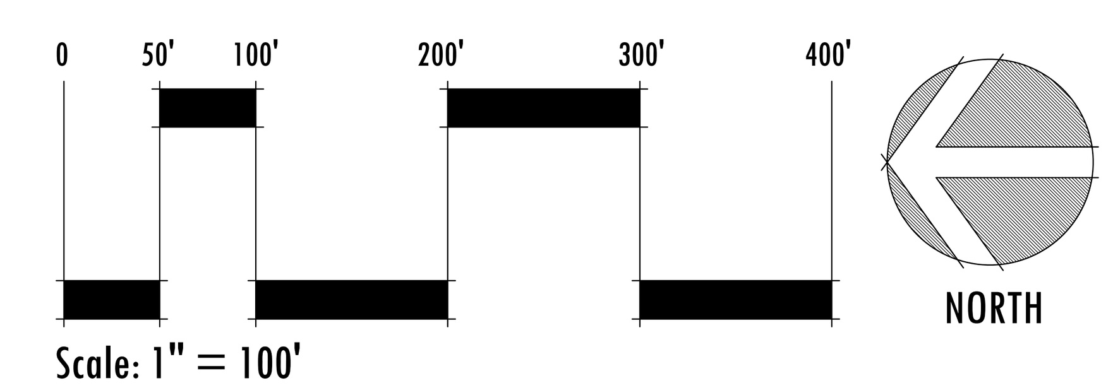
KEY SHEET



REFER TO SHEETS SP-2 THRU SP-6 FOR SITE PLAN ENLARGEMENTS

REFER TO SHEET SP-7 FOR SITE PLAN DETAILS

Site Plan



Scale: 1" = 100'

Litterick Landscape Architecture
2740 SW Martin Downs Blvd. #199
Palm City, Fl 34990
561-719-3876
JasonLA1677@yahoo.com

Project Name

Farrell Communities - Ft. Pierce

Fort Pierce, Florida

Landscape Architect of Record

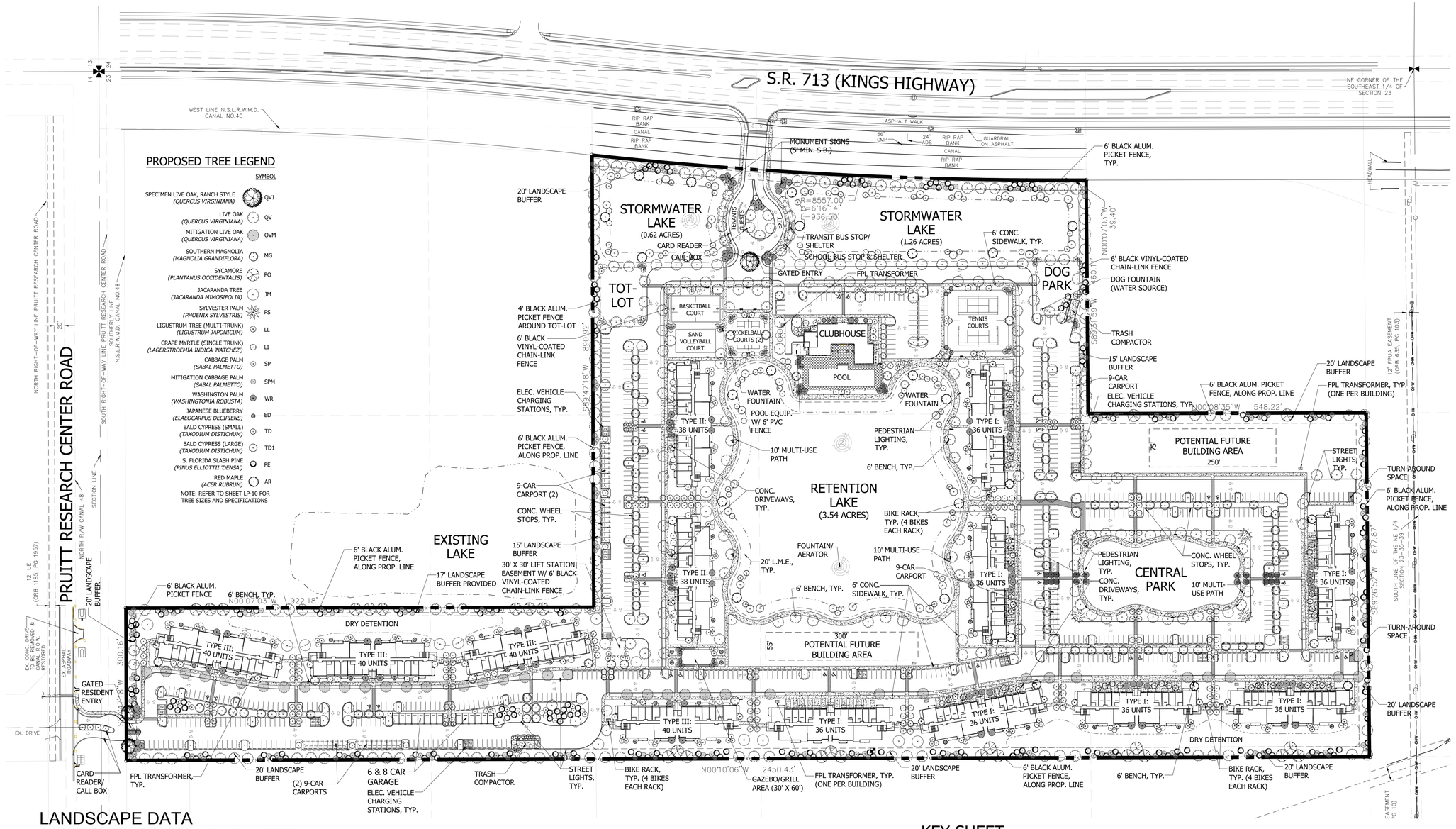
Jason M. Litterick, RLA
(LA0001677)

Scale: 1" = 100'-0"

Designed:	JML
Drawn:	JML
Approved:	JML
Date:	9/16/22
Job no.	
Revisions:	12/19/22
	2/22/23
	4/3/23

Sheet No.

SP-1



LANDSCAPE DATA

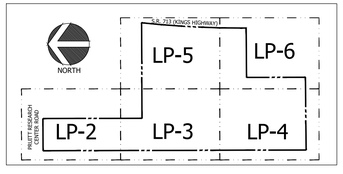
SITE AREA:	40.77 ACRES (1,776,234.22 S.F.)
VEHICULAR USE AREA:	433,219.5 S.F. (24.4%)
INTERIOR LANDSCAPE AREA REQUIRED:	28,881.3 S.F. (1 S.F. PER 15 S.F. OF VEH, USE AREA)
INTERIOR LANDSCAPE AREA PROVIDED:	71,250 S.F.
INTERIOR TREES REQUIRED:	288 TREES (1 TREE PER 100 S.F. OF REQ'D. INT. LANDSCAPE AREA)
INTERIOR TREES PROVIDED:	*469 TREES (369 TREES + 100 PALMS = 469 TREES, 21.3% PALMS) , 62.8% ADDITIONAL TREES PROVIDED.
MITIGATION TREES:	39 LIVE OAKS, 3" DBH = 115" DBH MITIGATION (QVM), LOCATED AS STREET TREES
*DOES NOT INCLUDE MITIGATION TREES	173 CABBAGE PALMS, 10' C.T. MIN. (SPM), LOCATED IN BUFFERS

PERIMETER LANDSCAPING REQUIREMENTS

BUFFER (SIDE)	LENGTH (L.F.)	REQ'D. WIDTH	PROVIDED WIDTH	REQ'D. AREA (S.F.)	TREES REQ'D.	TREES PROVIDED
NORTH	300.16'	10'	15'	3,001.6	**10	14 TREES
EAST (NORTH)	922.18'	10'	17'	9,221.8	**31	41 TREES
NORTH (EAST)	890.92'	10'	15'	8,909.2	*30	34 TREES
EAST (CENTRAL)	975.9'	10'	20'	9,759.0	**32	42 TREES
SOUTH (EAST)	460.11'	10'	15'	4,601.1	**16	20 TREES
EAST (SOUTH)	548.22'	10'	20'	5,482.2	**19	23 TREES
SOUTH (WEST)	677.87'	10'	20'	6,778.7	**23	26 TREES
WEST	2,450.43'	10'	20'	24,504.3	*123	123 TREES
				TOTALS:	284	***323 TREES

* REQUIRES 1 TREE PER 200 S.F. OF BUFFER
** REQUIRES 1 TREE PER 300 S.F. OF BUFFER
*** 45 ADDITIONAL TREES (13.7% ABOVE REQUIRED)
NOTE: MITIGATION PALMS LOCATED IN BUFFER AREAS ARE NOT COUNTED IN BUFFER TREE COUNTS

KEY SHEET



REFER TO SHEETS LP-2 THRU LP-6 FOR LANDSCAPE PLAN ENLARGEMENTS

REFER TO SHEET LP-10 FOR PLANT LIST, LANDSCAPE SPECIFICATIONS AND PLANTING DETAILS

Overall Landscape Plan

0 50' 100' 200' 300' 400'

Scale: 1" = 100'

NORTH

Litterick Landscape Architecture
LC26000482
2740 SW Martin Downs Blvd. #199
Palm City, Fl 34990
561-719-3876
JasonLA1677@yahoo.com

Project Name

Farrell Communities - Ft. Pierce

Fort Pierce, Florida

Landscape Architect of Record

REGISTERED LANDSCAPE ARCHITECT — JASON M. LITTERICK — LA 0001677 — STATE OF FLORIDA

Jason M. Litterick, RLA (LA0001677)

Scale: 1" = 100'-0"

Designed:	JML
Drawn:	JML
Approved:	JML
Date:	9/16/22
Job no.	
Revisions:	12/19/22

Sheet No.

LP-1

EXISTING LAKE

MATCHLINE (SEE SHEET LP-3)

6-CAR GARAGE

10' LANDSCAPE BUFFER

N89°07'53"W 922.18'

6' BLACK ALUM. PICKET FENCE, ALONG PROP. LINE

DRY DETENTION

TYPE III: 40 UNITS
(REFER TO SHEETS LP-7 THRU LP-9 FOR TYPICAL UNIT LANDSCAPE PLANS INCLUDING FOUNDATION TREES. FOUNDATION TREES & PALMS ARE SHOWN FOR REFERENCE)

TYPE III: 40 UNITS

TYPE III: 40 UNITS

BIKE RACK, TYP (5 BIKES EACH)

6' BLACK ALUM. PICKET FENCE

20' LANDSCAPE BUFFER

PEDESTRIAN LIGHTING, TYP.

PRUITT RESEARCH CENTER ROAD

S89°47'16"W 300.16'

6' CONC. SIDEWALK

6' BENCH, TYP.

BAHIA SOD WITHIN R.O.W.

FPL TRANSFORMER

6' X-WALK

TYPE 'D' CURB, TYP.

GATED RESIDENT ENTRY

ELECTRIC VEHICLE CHARGING STATION, TYP.

CONC. WHEEL STOPS, TYP.

PARKING LOT LIGHTING, TYP.

CARD READER/ CALL BOX

20' LANDSCAPE BUFFER (10' REQUIRED)

N89°10'06"W 245.43'

8-CAR GARAGE

6-CAR GARAGE

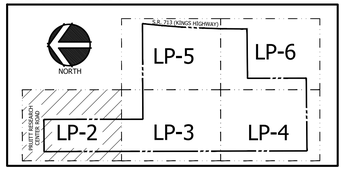
(2) - 9-CAR CARPORTS

6' BLACK ALUM. PICKET FENCE, ALONG PROP. LINE

SOD

JA	1	PO	3
EPU	352	SBA	25
QV	38	SBA	25
PO	3	SBA	20
TDA	30		
TDD	70		
JA	2		
JPA	46	MUH	8
VOD	49	MUH	45
VSU	108	TDA	30
PE	51	SPM	49
CRI	16	LMU	30
QV1	2	WR1	3
IVO	35	WR	3
SP	5	SRE	12
QVM	17	MG	11
TDD	75	MUH	70
TDD	100	VOD	75
JPA	30	JPA	75
RIN	55	LI	43
RIN	60	SP	11
LMU	30	IVO	40
TDA	12	VSU	18
EPU	349	SBA	5

KEY SHEET



Landscape Plan

0 15' 30' 60' 90' 120'

NORTH

Scale: 1" = 30'

Litterick Landscape Architecture
LC26000482
2740 SW Martin Downs Blvd. #199
Palm City, Fl 34990
561-719-3876
JasonLA1677@yahoo.com

Project Name

Farrell Communities - Ft. Pierce

Fort Pierce, Florida

Landscape Architect of Record

REGISTERED LANDSCAPE ARCHITECT JASON M. LITTERICK LA 0001677 STATE OF FLORIDA

Jason M. Litterick, RLA (LA0001677)

Scale: 1" = 30'-0"

Designed:	JML
Drawn:	JML
Approved:	JML
Date:	9/16/22
Job no.	
Revisions:	12/19/22

Sheet No.

LP-2

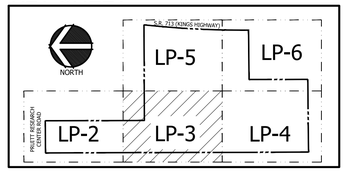
Landscape Plan

0 15' 30' 60' 90' 120'

Scale: 1" = 30'

NORTH

KEY SHEET



MATCHLINE (SEE SHEET LP-5)

MATCHLINE (SEE SHEET LP-2)

EXISTING LAKE

(2) - 9-CAR CARPORTS

15' LANDSCAPE BUFFER PROVIDED (10' REQUIRED)

ELECTRIC VEHICLE CHARGING STATION, TYP.

6' BLACK ALUM. PICKET FENCE, ALONG PROP. LINE

PARKING LOT LIGHTING, TYP.

10' LANDSCAPE BUFFER

TYPE III: 40 UNITS
(REFER TO SHEETS LP-7 THRU LP-9 FOR TYPICAL UNIT LANDSCAPE PLANS INCLUDING FOUNDATION TREES. FOUNDATION TREES & PALMS ARE SHOWN FOR REFERENCE)

PEDESTRIAN LIGHTING, TYP.

TYPE 'D' CURB, TYP.

TRASH COMPACTOR

CONC. WHEEL STOPS, TYP.

6' BENCH, TYP.

6' X-WALK

6' CONC. SIDEWALK

CONC. DRIVEWAYS, TYP.

CONC. APRON

FPL TRANSFORMER

STOP BAR AND STOP SIGN, TYP.

30' X 30' LIFT STATION EASEMENT

TYPE II: 38 UNITS
(REFER TO SHEETS LP-7 THRU LP-9 FOR TYPICAL UNIT LANDSCAPE PLANS INCLUDING FOUNDATION TREES. FOUNDATION TREES & PALMS ARE SHOWN FOR REFERENCE)

GAZEBO/GRILL AREA (30' X 60')

BIKE RACK, TYP (5 BIKES EACH)

6' BENCH, TYP.

10' MULTI-USE PATH

PROPOSED RETENTION LAKE (3.54 ACRES)

FOUNTAIN/ AERATOR

EDGE OF WATER

10' MULTI-USE PATH 6' BENCH, TYP.

300'

55'

POTENTIAL FUTURE BUILDING AREA

ST. AUGUSTINE SOD WITHIN 10' OF ALL SIDEWALKS, BAHIA SEED INTERIOR OF FUTURE BUILDING AREA

ELECTRIC VEHICLE CHARGING STATION, TYP.

TYPE I: 36 UNITS
(REFER TO SHEETS LP-7 THRU LP-9 FOR TYPICAL UNIT LANDSCAPE PLANS INCLUDING FOUNDATION TREES. FOUNDATION TREES & PALMS ARE SHOWN FOR REFERENCE)

20' LANDSCAPE BUFFER (10' REQUIRED)

6' BLACK ALUM. PICKET FENCE, ALONG PROP. LINE

SOD

Litterick Landscape Architecture
2740 SW Martin Downs Blvd. #199
Palm City, Fl 34990
561-719-3876
JasonLA1677@yahoo.com

Project Name

Farrell Communities - Ft. Pierce

Fort Pierce, Florida

Landscape Architect of Record

REGISTERED LANDSCAPE ARCHITECT JASON M. LITTERICK LA 0001677 STATE OF FLORIDA

Jason M. Litterick, RLA (LA0001677)

Scale: 1" = 30'-0"

Designed:	JML
Drawn:	JML
Approved:	JML
Date:	9/16/22
Job no.	
Revisions:	12/19/22

Sheet No.

LP-3

Landscape Plan

MATCHLINE (SEE SHEET LP-6)

MATCHLINE (SEE SHEET LP-3)

POTENTIAL FUTURE BUILDING AREA

75'

250'

ST. AUGUSTINE SOD WITHIN 10' OF ALL SIDEWALKS, BAHIA SEED INTERIOR OF FUTURE BUILDING AREA

PARKING LOT LIGHTING, TYP.

ELECTRIC VEHICLE CHARGING STATION, TYP.

CONC. WHEEL STOPS, TYP.

TYPE 'D' CURB, TYP.

6' CONC. SIDEWALK

6' X-WALK

10' CONC. MULTI-USE PATH

10' X-WALK

CONC. DRIVEWAYS, TYP.

CONC. APRON

FPL TRANSFORMER

FPL

EV

SOD

6' BENCH, TYP.

10' MULTI-USE PATH

CENTRAL PARK

9-CAR CARPORT

PEDESTRIAN LIGHTING, TYP.

BIKE RACK, TYP (5 BIKES EACH)

NO PARKING TURN-AROUND SPACE

EXISTING CABBAGE PALMS TO REMAIN, TYP.

STOP BAR AND STOP SIGN, TYP.

20' LANDSCAPE BUFFER (10' REQUIRED)

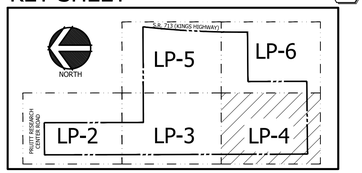
6' BLACK ALUM. PICKET FENCE, ALONG PROP. LINE

DRY DETENTION

N00°10'06"W 2450.43'

TYPE I:
36 UNITS
(REFER TO SHEETS LP-7 THRU LP-9 FOR TYPICAL UNIT LANDSCAPE PLANS INCLUDING FOUNDATION TREES. FOUNDATION TREES & PALMS ARE SHOWN FOR REFERENCE)

KEY SHEET



KEY	QTY	BOTANICAL NAME	COMMON NAME	SIZE	NOTES
JA	2	Juniperus virginiana 'Taylor'	Taylor Juniper	12' HT.	
TDD	44	Taxodium distichum 'Shawnee Brave'	Shawnee Brave Bald Cypress	12' HT.	
TDD	12	Taxodium distichum 'Shawnee Brave'	Shawnee Brave Bald Cypress	12' HT.	
TDD	60	Taxodium distichum 'Shawnee Brave'	Shawnee Brave Bald Cypress	12' HT.	
JPA	20	Juniperus virginiana 'Parsonii'	Parsonii Juniper	12' HT.	
JPA	145	Juniperus virginiana 'Parsonii'	Parsonii Juniper	12' HT.	
JPA	56	Juniperus virginiana 'Parsonii'	Parsonii Juniper	12' HT.	
JPA	50	Juniperus virginiana 'Parsonii'	Parsonii Juniper	12' HT.	
JPA	80	Juniperus virginiana 'Parsonii'	Parsonii Juniper	12' HT.	
JPA	44	Juniperus virginiana 'Parsonii'	Parsonii Juniper	12' HT.	
JPA	40	Juniperus virginiana 'Parsonii'	Parsonii Juniper	12' HT.	
JPA	38	Juniperus virginiana 'Parsonii'	Parsonii Juniper	12' HT.	
JPA	100	Juniperus virginiana 'Parsonii'	Parsonii Juniper	12' HT.	
RIN	25	Rhapidophyllum hystrix	Needle Palm	6' CT.	
RIN	15	Rhapidophyllum hystrix	Needle Palm	6' CT.	
LL	1	Lagerstroemia indica x fauriei 'Natchez'	Natchez Crape Myrtle	12' HT.	
LI	64	Lagerstroemia indica x fauriei 'Natchez'	Natchez Crape Myrtle	12' HT.	
MUH	30	Muhlenbergia capillaris 'Regal Mist'	Regal Mist Muhly Grass	3 GAL.	
MUH	54	Muhlenbergia capillaris 'Regal Mist'	Regal Mist Muhly Grass	3 GAL.	
MUH	46	Muhlenbergia capillaris 'Regal Mist'	Regal Mist Muhly Grass	3 GAL.	
WR1	20	Weigela florida 'Red Prince'	Red Prince Weigela	3 GAL.	
MG	34	Magnolia grandiflora 'Little Gem'	Little Gem Magnolia	12' HT.	
PS	4	Pinus strobus	Eastern White Pine	12' HT.	
QV	86	Quercus virginiana	Southern Live Oak	12' HT.	
PE	42	Persea borbonia	Red Bay	12' HT.	
SBA	15	Sabal palmetto	Cabbage Palm	12' CT.	
PO	12	Pinus elliottii var. densa	South Florida Slash Pine	12' HT.	
SPM	34	Sabal palmetto	Cabbage Palm	12' CT.	
MGU	316	Muhlenbergia capillaris 'Regal Mist'	Regal Mist Muhly Grass	3 GAL.	
SBA	25	Sabal palmetto	Cabbage Palm	12' CT.	
SBA	5	Sabal palmetto	Cabbage Palm	12' CT.	
SP	2	Sabal palmetto	Cabbage Palm	12' CT.	
QVM	9	Quercus virginiana 'Miami'	Miami Live Oak	12' HT.	
EPU	401	Eragrostis spectabilis	Purple Love Grass	1 GAL.	

0 15' 30' 60' 90' 120'

Scale: 1" = 30'

NORTH

Litterick Landscape Architecture
LC26000482
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Palm City, Fl 34990
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JasonLA1677@yahoo.com

Project Name

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Fort Pierce, Florida

Landscape Architect of Record

REGISTERED LANDSCAPE ARCHITECT JASON M. LITTERICK LA 0001677 STATE OF FLORIDA

Jason M. Litterick, RLA
(LA0001677)

Scale: 1" = 30'-0"

Designed:	JML
Drawn:	JML
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Sheet No.

LP-4

S.R. 713 (KINGS HIGHWAY)

(SOUTHBOUND LANES)

PROPOSED 8' CONC. SIDEWALK

EXISTING 12' ASPHALT SIDEWALK

EX. RIP-RAP BANK

EX. CANAL

EX. RIP-RAP BANK

6' X-WALK

6' CONC. SIDEWALK

6' CONC. SIDEWALK

EX. RIP-RAP BANK

EX. CANAL

EX. RIP-RAP BANK

6' BLACK ALUM. PICKET FENCE

5' T.A.E.

PROJECT SIGNAGE

PROJECT SIGNAGE

6' BLACK ALUM. PICKET FENCE

20' LANDSCAPE BUFFER (10' REQUIRED)

5' T.A.E.

SOD

PROPOSED RETENTION LAKE (0.62 ACRES)

FOUNTAIN/ AERATOR

6' BLACK ALUM. PICKET FENCE

RESIDENTS

GUESTS

EXIT LANE

CARD READER

CALL BOX (KNOX BOX)

TYPE 'D' CURB, TYP.

6' BLACK ALUM. PICKET FENCE

TRANSIT BUS STOP W/ SHELTER

SCHOOL BUS STOP

FOUNTAIN/ AERATOR

PROPOSED RETENTION LAKE (1.26 ACRES)

R=8557.00'
Δ=6°16'14"
L=936.50'

MATCHLINE (SEE SHEET LP-6)

PARKING LOT LIGHTING, TYP.

TOT-LOT

6' BLACK ALUM. PICKET FENCE

BASKETBALL COURT

6' BENCH, TYP.

PEDESTRIAN GATE

6' X-WALK

VEHICULAR ENTRY GATE W/ COLUMNS

6' X-WALK

6' BENCH, TYP.

6' X-WALK

6' CONC. SIDEWALK

6' X-WALK

6' BENCH, TYP.

TYPE 'D' CURB, TYP.

6' BENCH, TYP.

6' X-WALK

6' BENCH, TYP.

6' CONC. SIDEWALK

6' X-WALK

6' CONC. SIDEWALK

6' X-WALK

TENNIS COURT

TENNIS COURT

WATER FOUNTAIN

SAND VOLLEYBALL COURT

PICKELBALL COURTS (2)

MAINT.

CLUBHOUSE

POOL EQUIP.

BIKE RACK, TYP (5 BIKES EACH)

6' CONC. SIDEWALK

6' CONC. SIDEWALK

6' CONC. SIDEWALK

6' CONC. SIDEWALK

6' CONC. SIDEWALK

6' CONC. SIDEWALK

WATER FOUNTAIN

6' BLACK ALUM. PICKET FENCE, ALONG PROP. LINE

15' LANDSCAPE BUFFER PROVIDED (10' REQUIRED)

PARKING LOT LIGHTING, TYP.

CONC. DRIVEWAYS, TYP.

CONC. APRON

6' CONC. SIDEWALK

ELECTRIC VEHICLE CHARGING STATION, TYP.

EV

(REFER TO SHEETS LP-7 THRU LP-9 FOR TYPICAL UNIT LANDSCAPE PLANS INCLUDING FOUNDATION TREES. FOUNDATION TREES & PALMS ARE SHOWN FOR REFERENCE)

TYPE II: 38 UNITS

PEDESTRIAN LIGHTING, TYP.

6' X-WALK

PAVER POOL DECK

POOL

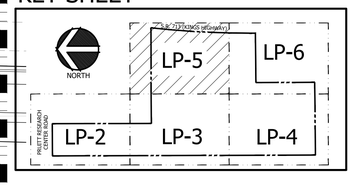
10' MULTI-USE PATH
6' BENCH, TYP.

EDGE OF WATER

PROPOSED RETENTION LAKE (3.54 ACRES)

MATCHLINE (SEE SHEET LP-3)

KEY SHEET



Litterick Landscape Architecture
LC26000482
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Palm City, Fl 34990
561-719-3876
JasonLA1677@yahoo.com

Project Name

Farrell Communities - Ft. Pierce

Fort Pierce, Florida

Landscape Architect of Record

REGISTERED LANDSCAPE ARCHITECT JASON M. LITTERICK LA 0001677 STATE OF FLORIDA

Jason M. Litterick, RLA (LA0001677)

Scale: 1" = 30'-0"

Designed:	JML
Drawn:	JML
Approved:	JML
Date:	9/16/22
Job no.	
Revisions:	12/19/22

Sheet No.

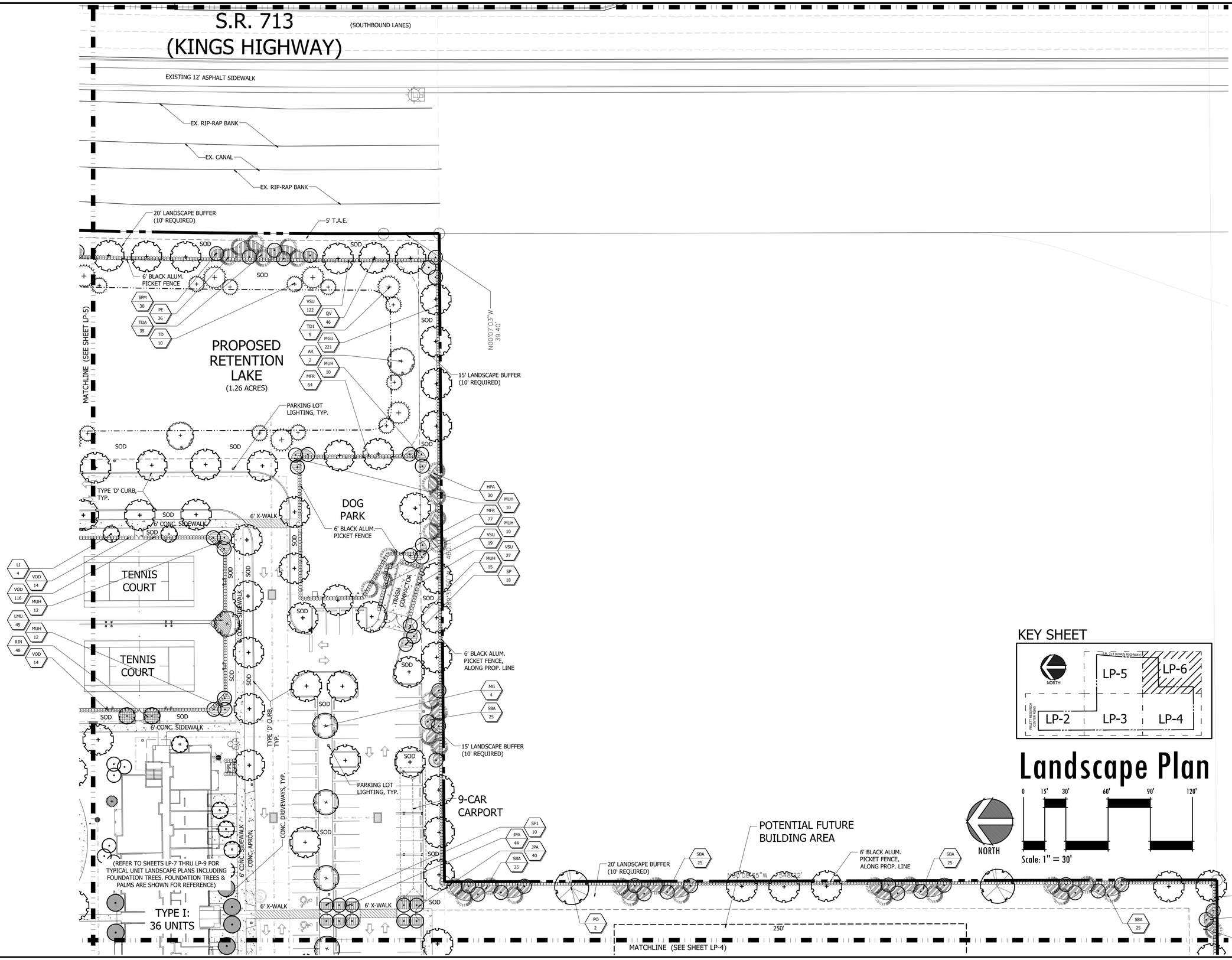
LP-5

NORTH

Landscape Plan

0 15' 30' 60' 90' 120'

Scale: 1" = 30'



KEY SHEET

Landscape Plan

NORTH

0 15' 30' 60' 90' 120'

Scale: 1" = 30'

Litterick
Landscape
Architecture

LC26000482

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561-719-3876
JasonLA1677@yahoo.com

Project Name

Farrell Communities - Ft. Pierce

Fort Pierce, Florida

Landscape Architect of Record

REGISTERED LANDSCAPE ARCHITECT
JASON M. LITTERICK
LA 0001677
STATE OF FLORIDA

Jason M. Litterick, RLA
(LA0001677)

Scale: 1" = 30'-0"

Designed:	JML
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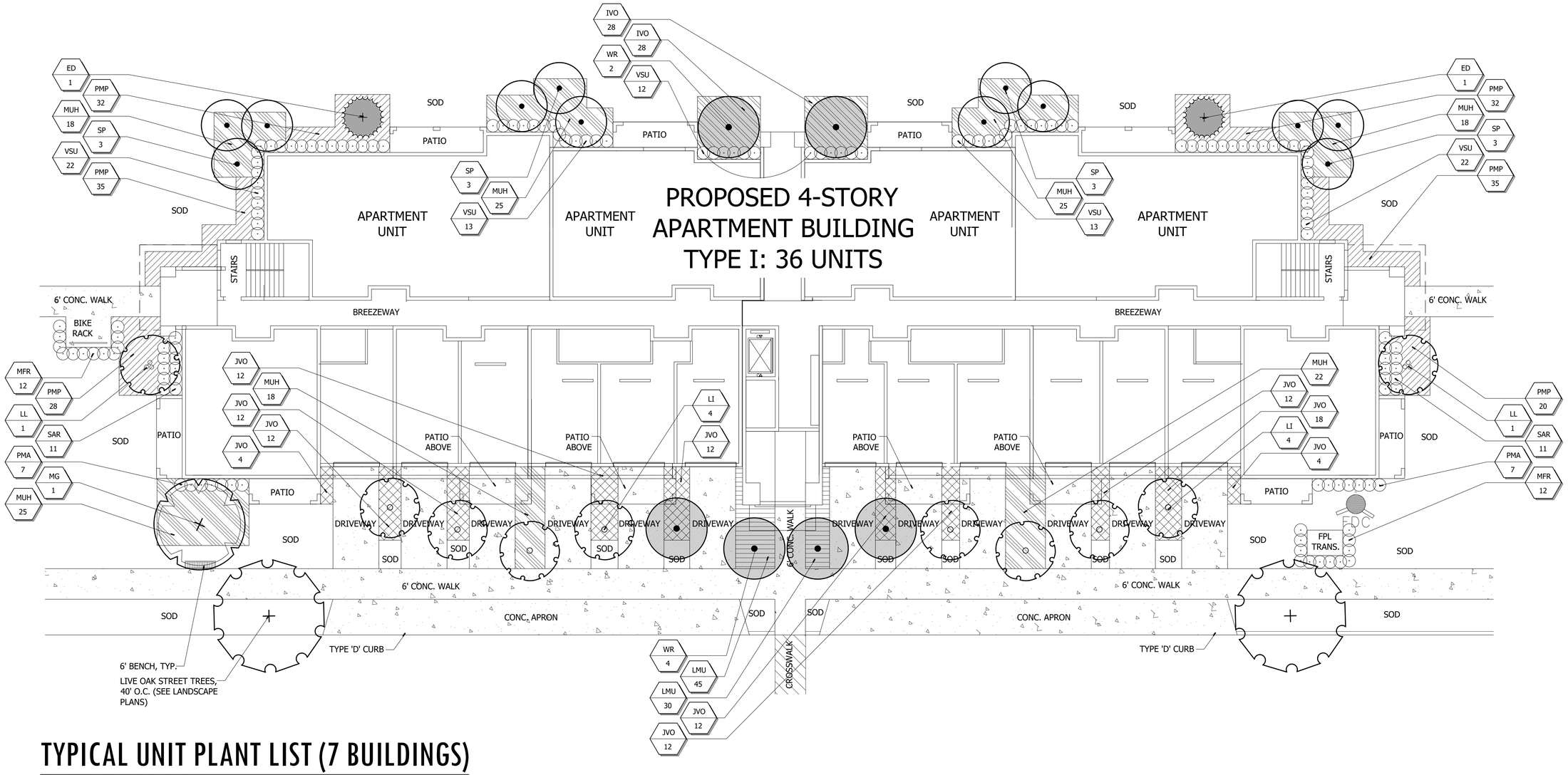
Sheet No.

LP-6



TYPICAL UNIT PLANT LIST (7 BUILDINGS)

QUANTITIES ARE FOR EACH BUILDING

TREES

	SYM	QTY.	BOTANICAL NAME	COMMON NAME	HEIGHT	SPR.	NOTES:
M	WR	6	WASHINGTONIA ROBUSTA	WASHINGTON PALM	24' O.A.	N/A	FULL & THICK, MATCHED HEIGHTS, HEAVY CAILIPER
M	ED	2	ELAEOCARPUS DECIPIENS	JAPANESE BLUEBERRY	12' O.A., 2.5" DBH	5' SPD.	FULL & THICK TO BASE, SHEARED CONE
* V	MG	1	MAGNOLIA GRANDIFLORA 'D.D. BLANCHARD'	SOUTHERN MAGNOLIA	16' O.A., 3.5" DBH	7' SPD.	FULL & THICK TO GROUND, SPECIMEN
M	LI	8	LAGERSTROEMIA INDICA 'MUSKOGEE'	CRAPE MYRTLE	12' O.A.	5' SPD.	FULL & THICK, MULTI-TRUNK, 5' C.T.
M	LL	2	LIGUSTRUM JAPONICUM	LIGUSTRUM TREE	8-10' O.A.	8' SPD.	FULL & THICK, MULTI-TRUNK, 3' C.T.
* V	SP	12	SABAL PALMETTO	CABBAGE PALM (SLICK)	20-28' C.T.	N/A	HURRICANE CUT, CURVED CHARACTER TRUNKS, STAGGER HEIGHTS

SHRUBS & GROUNDCOVERS

	SYM	QTY.	BOTANICAL NAME	COMMON NAME	SIZE	SPACING	NOTES:
M	PMA	14	PODOCARPUS MACROPHYLLUS	JAPANESE YEW	#7, 36" O.A.	24" O.C.	FULL & THICK
* V	MUH	126	MUHLENBERGIA CAPPILARIS	MUHLY GRASS	#3, 20" O.A.	30" O.C.	FULL & THICK
M	SAR	22	SCHEFFLERA ARBORICOLA 'GOLD CAPELLA'	ARBORICOLA	#3, 20" O.A.	24" O.C.	FULL & THICK
M	PMP	182	PODOCARPUS MACROPHYLLUS 'PRINGLES'	DWF. PODOCARPUS	#3, 14" O.A.	18-24" O.C.	FULL & THICK
* V	MFR	24	MYRCIANTHES FRAGRANS	SIMPSON STOPPER	#3, 24" O.A.	24" O.C.	FULL & THICK
* V	IVO	56	ILEX VOMITORIA	DWF. YAUPON HOLLY	#3, 14" O.A.	24" O.C.	FULL & THICK
M	VSU	82	VIBURNUM SUSPENSUM	SANDANKWA VIBURNUM	#3, 24" O..A.	24" O.C.	FULL & THICK
V	LMU	75	LIRIOPE MUSCARI	GREEN LIRIOPE	#3, 14" O.A.	18" O.C.	FULL & THICK
M	JVO	110	JASMINUM VOLUBILE	WAX JASMINE	#3, 16" SPD.	24" O.C.	FULL & THICK

* ASTERISK DENOTES NATIVE PLANT MATERIAL
V INDICATES VERY DROUGHT TOLERANT PLANT MATERIAL
M INDICATES MODERATELY DROUGHT TOLERANT PLANT MATERIAL

SOD: ST. AUGUSTINE 'FLORITAM'
MULCH: 3" SHREDDED MELALEUCA MULCH (OR APPROVED RECYCLED MULCH) TO BE APPLIED TO ALL PLANTING BEDS.

IRRIGATION NOTE:
ALL NEW LANDSCAPE AREAS SHALL BE RECEIVE 100% OVERLAP COVERAGE FROM A FULLY AUTOMATIC IRRIGATION SYSTEM EQUIPPED WITH A RAIN SENSOR.

REFER TO SHEETS LP-10 FOR LANDSCAPE SPECIFICATIONS AND PLANTING DETAILS

Typical Unit Landscape Plan (Type I, 36 Units)

0 5' 10' 20' 30' 40'

Scale: 1" = 10'

Litterick Landscape Architecture
LC26000482
2740 SW Martin Downs Blvd. #199
Palm City, Fl 34990
561-719-3876
JasonLA1677@yahoo.com

Project Name

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Fort Pierce, Florida

Landscape Architect of Record

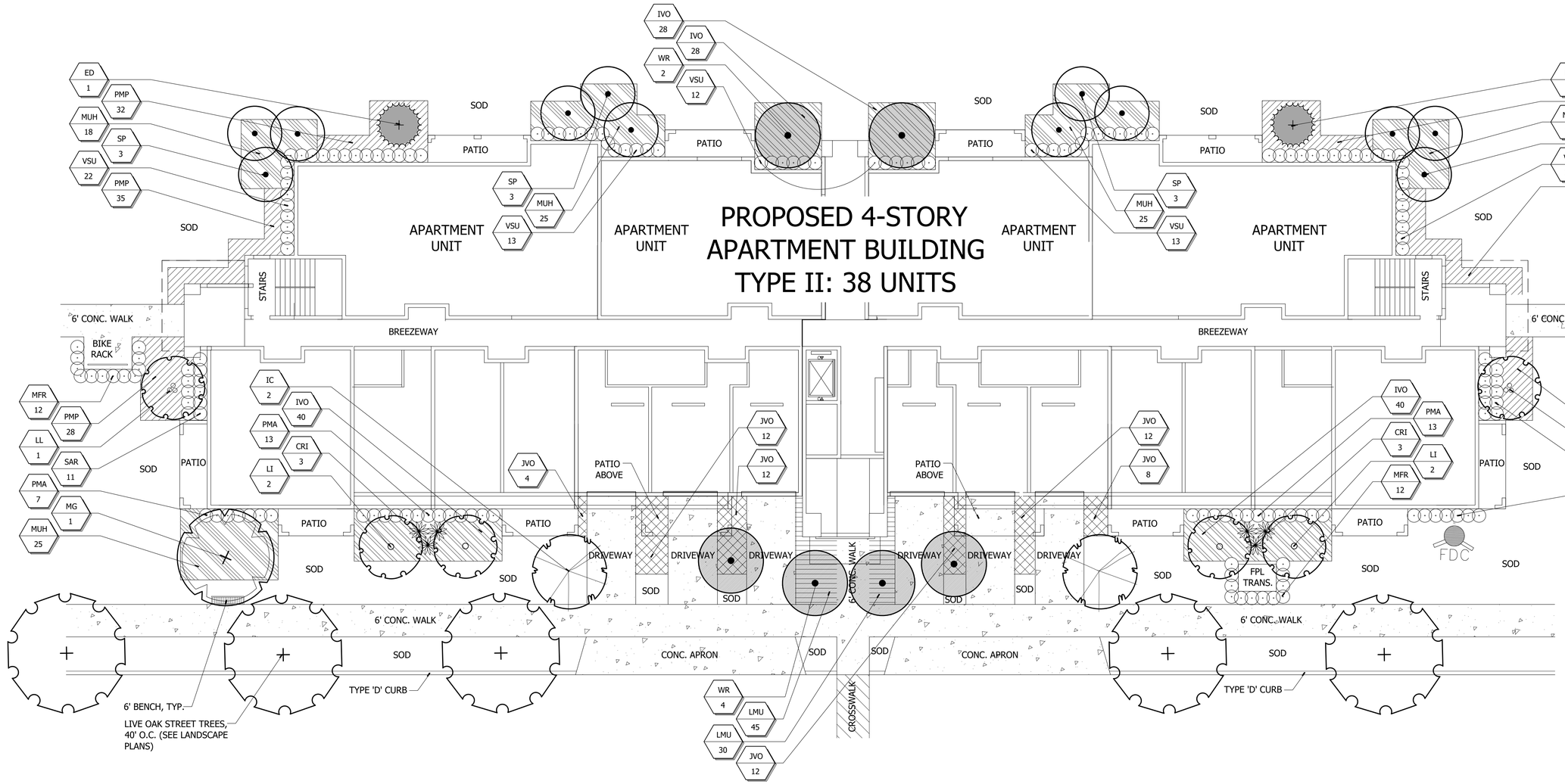
REGISTERED LANDSCAPE ARCHITECT JASON M. LITTERICK LA 0001677 STATE OF FLORIDA

Jason M. Litterick, RLA
(LA0001677)

Scale: 1" = 10'-0"

Designed:	JML
Drawn:	JML
Approved:	JML
Date:	9/16/22
Job no.	
Revisions:	12/19/22

Sheet No.
LP-7



TYPICAL UNIT PLANT LIST (2 BUILDINGS)

QUANTITIES ARE FOR EACH BUILDING

TREES

	SYM	QTY.	BOTANICAL NAME	COMMON NAME	HEIGHT	SPR.	NOTES:
M	WR	6	WASHINGTONIA ROBUSTA	WASHINGTON PALM	24' O.A.	N/A	FULL & THICK, MATCHED HEIGHTS, HEAVY CAILIPER
M	ED	2	ELAEOCARPUS DECIPIENS	JAPANESE BLUEBERRY	12' O.A., 2.5" DBH	5' SPD.	FULL & THICK TO BASE, SHEARED CONE
* V	MG	1	MAGNOLIA GRANDIFLORA 'D.D. BLANCHARD'	SOUTHERN MAGNOLIA	16' O.A., 3.5" DBH	7' SPD.	FULL & THICK TO GROUND, SPECIMEN
M	LI	4	LAGERSTROEMIA INDICA 'MUSKOGEE'	CRAPE MYRTLE	12' O.A.	5' SPD.	FULL & THICK, MULTI-TRUNK, 5' C.T.
M	LL	2	LIGUSTRUM JAPONICUM	LIGUSTRUM TREE	8-10' O.A.	8' SPD.	FULL & THICK, MULTI-TRUNK, 3' C.T.
* V	SP	12	SABAL PALMETTO	CABBAGE PALM (SLICK)	20-28' C.T.	N/A	HURRICANE CUT, CURVED CHARACTER TRUNKS, STAGGER HEIGHTS
* V	IC	2	ILEX CASSINE	DAHOON HOLLY	12' O.A., 2.5" DBH	5' SPD.	FULL & THICK

SHRUBS & GROUNDCOVERS

	SYM	QTY.	BOTANICAL NAME	COMMON NAME	SIZE	SPACING	NOTES:
M	PMA	40	PODOCARPUS MACROPHYLLUS	JAPANESE YEW	#7, 36" O.A.	24" O.C.	FULL & THICK
* V	MUH	111	MUHLENBERGIA CAPPILARIS	MUHLY GRASS	#3, 20" O.A.	30" O.C.	FULL & THICK
M	SAR	22	SCHEFFLERA ARBORICOLA 'GOLD CAPELLA'	ARBORICOLA	#3, 20" O.A.	24" O.C.	FULL & THICK
M	PMP	182	PODOCARPUS MACROPHYLLUS 'PRINGLES'	DWF. PODOCARPUS	#3, 14" O.A.	18-24" O.C.	FULL & THICK
* V	MFR	24	MYRCIANTHES FRAGRANS	SIMPSON STOPPER	#3, 24" O.A.	24" O.C.	FULL & THICK
* V	IVO	136	ILEX VOMITORIA	DWF. YAUPON HOLLY	#3, 14" O.A.	24" O.C.	FULL & THICK
M	VSU	82	VIBURNUM SUSPENSUM	SANDANKWA VIBURNUM	#3, 24" O.A.	24" O.C.	FULL & THICK
V	LMU	75	LIRIOPE MUSCARI	GREEN LIRIOPE	#3, 14" O.A.	18" O.C.	FULL & THICK
M	CRI	6	CRINUM ASIATICUM	GREEN CRINUM LILY	#15, 36" X 36"	A.S.	FULL & THICK
M	JVO	60	JASMINUM VOLUBILE	WAX JASMINE	#3, 16" SPD.	24" O.C.	FULL & THICK

* ASTERISK DENOTES NATIVE PLANT MATERIAL
V INDICATES VERY DROUGHT TOLERANT PLANT MATERIAL
M INDICATES MODERATELY DROUGHT TOLERANT PLANT MATERIAL

SOD: ST. AUGUSTINE 'FLORITAM'

MULCH: 3" SHREDDED MELALEUCA MULCH (OR APPROVED RECYCLED MULCH) TO BE APPLIED TO ALL PLANTING BEDS.

IRRIGATION NOTE:
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REFER TO SHEETS LP-10 FOR LANDSCAPE SPECIFICATIONS AND PLANTING DETAILS

Typical Unit Landscape Plan (Type II, 38 Units)

0 5' 10' 20' 30' 40'

Scale: 1" = 10'

Litterick Landscape Architecture
LC26000482
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Project Name

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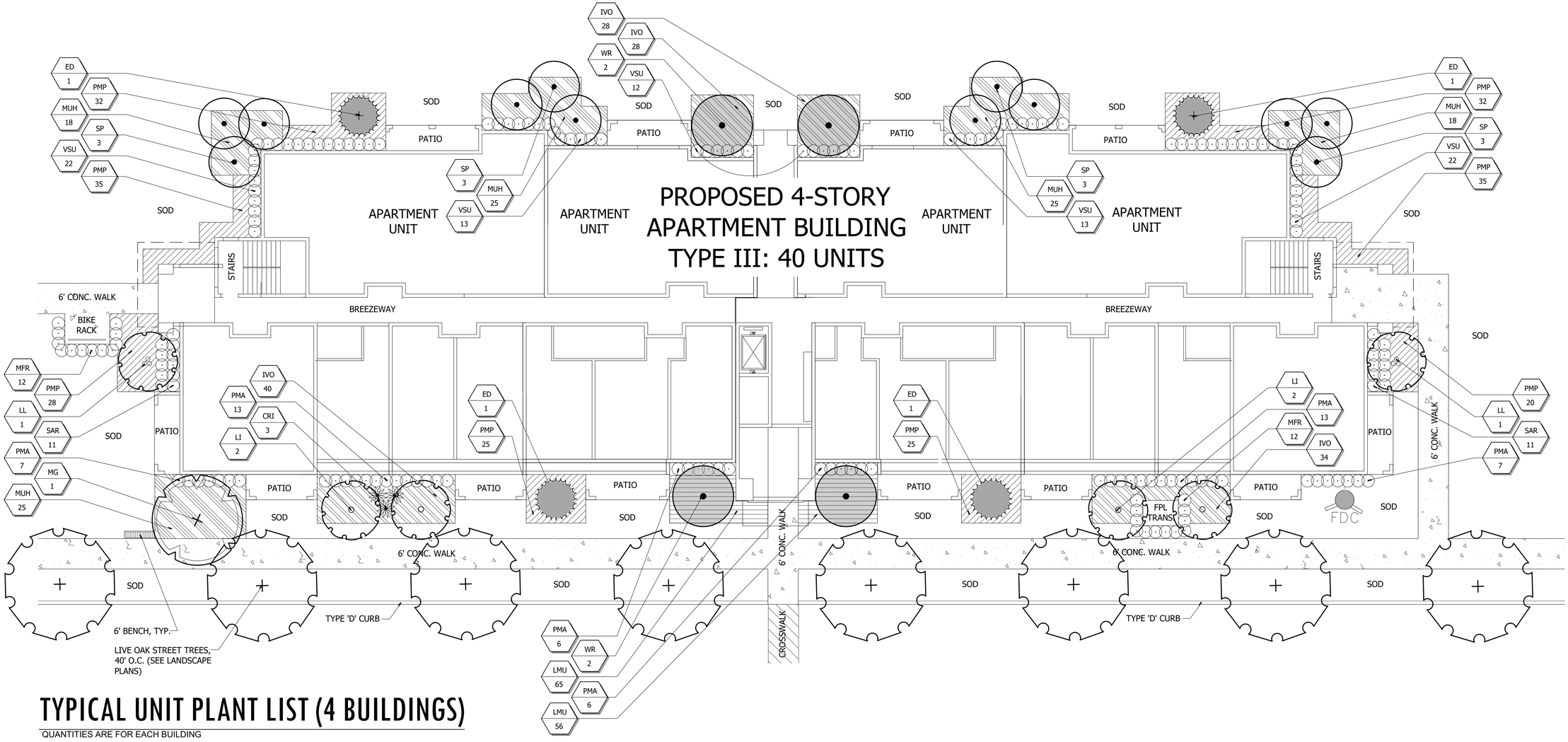
Jason M. Litterick, RLA
(LA0001677)

Scale: 1" = 10'-0"

Designed:	JML
Drawn:	JML
Approved:	JML
Date:	9/16/22
Job no.	
Revisions:	12/19/22

Sheet No.
LP-8



TYPICAL UNIT PLANT LIST (4 BUILDINGS)

QUANTITIES ARE FOR EACH BUILDING

TREES

	SYM	QTY.	BOTANICAL NAME	COMMON NAME	HEIGHT	SPR.	NOTES:
M	WR	4	WASHINGTONIA ROBUSTA	WASHINGTON PALM	24' O.A.	N/A	FULL & THICK, MATCHED HEIGHTS, HEAVY CAILIPER
M	ED	4	ELAEOCARPUS DECIPIENS	JAPANESE BLUEBERRY	12' O.A., 2.5" DBH	5' SPD.	FULL & THICK TO BASE, SHEARED CONE
* V	MG	1	MAGNOLIA GRANDIFLORA 'D.D. BLANCHARD'	SOUTHERN MAGNOLIA	16' O.A., 3.5" DBH	7' SPD.	FULL & THICK TO GROUND, SPECIMEN
M	LI	4	LAGERSTROEMIA INDICA 'MUSKOGEE'	CRAPE MYRTLE	12' O.A.	5' SPD.	FULL & THICK, MULTI-TRUNK, 5' C.T.
M	LL	2	LIGUSTRUM JAPONICUM	LIGUSTRUM TREE	8-10' O.A.	8' SPD.	FULL & THICK, MULTI-TRUNK, 3' C.T.
* V	SP	12	SABAL PALMETTO	CABBAGE PALM (SLICK)	20-28' C.T.	N/A	HURRICANE CUT, CURVED CHARACTER TRUNKS, STAGGER HEIGHTS

SHRUBS & GROUNDCOVERS

	SYM	QTY.	BOTANICAL NAME	COMMON NAME	SIZE	SPACING	NOTES:
M	PMA	52	PODOCARPUS MACROPHYLLUS	JAPANESE YEW	#7, 36" O.A.	24" O.C.	FULL & THICK
* V	MUH	111	MUHLENBERGIA CAPPILARIS	MUHLY GRASS	#3, 20" O.A.	30" O.C.	FULL & THICK
M	SAR	22	SCHEFFLERA ARBORICOLA 'GOLD CAPELLA'	ARBORICOLA	#3, 20" O.A.	24" O.C.	FULL & THICK
M	PMP	232	PODOCARPUS MACROPHYLLUS 'PRINGLES'	DWF. PODOCARPUS	#3, 14" O.A.	18-24" O.C.	FULL & THICK
* V	MFR	24	MYRCIANTHES FRAGRANS	SIMPSON STOPPER	#3, 24" O.A.	24" O.C.	FULL & THICK
* V	IVO	130	ILEX VOMITORIA	DWF. YAUPON HOLLY	#3, 14" O.A.	24" O.C.	FULL & THICK
M	VSU	82	VIBURNUM SUSPENSUM	SANDANKWA VIBURNUM	#3, 24" O..A.	24" O.C.	FULL & THICK
V	LMU	121	LIRIOPE MUSCARI	GREEN LIRIOPE	#3, 14" O.A.	18" O.C.	FULL & THICK
M	CRI	3	CRINUM ASIATICUM	GREEN CRINUM LILY	#15, 36" X 36"	A.S.	FULL & THICK

* ASTERISK DENOTES NATIVE PLANT MATERIAL
V INDICATES VERY DROUGHT TOLERANT PLANT MATERIAL
M INDICATES MODERATELY DROUGHT TOLERANT PLANT MATERIAL

SOD: ST. AUGUSTINE 'FLORITAM'
MULCH: 3" SHREDDED MELALEUCA MULCH (OR APPROVED RECYCLED MULCH) TO BE APPLIED TO ALL PLANTING BEDS.

IRRIGATION NOTE:
ALL NEW LANDSCAPE AREAS SHALL BE RECEIVE 100% OVERLAP COVERAGE FROM A FULLY AUTOMATIC IRRIGATION SYSTEM EQUIPPED WITH A RAIN SENSOR.

REFER TO SHEETS LP-10 FOR LANDSCAPE SPECIFICATIONS AND PLANTING DETAILS

Typical Unit Landscape Plan (Type III, 40 Units)

0 5' 10' 20' 30' 40'

Scale: 1" = 10'

Litterick Landscape Architecture
LC26000482
2740 SW Martin Downs Blvd. #199
Palm City, Fl 34990
561-719-3876
JasonLA1677@yahoo.com

Project Name

Farrell Communities - Ft. Pierce
Fort Pierce, Florida

Landscape Architect of Record

REGISTERED LANDSCAPE ARCHITECT JASON M. LITTERICK LA 0001677 STATE OF FLORIDA

Jason M. Litterick, RLA (LA0001677)

Scale: 1" = 10'-0"

Designed:	JML
Drawn:	JML
Approved:	JML
Date:	9/16/22
Job no.	
Revisions:	12/19/22

Sheet No.

LP-9

PLANT LIST (LP-2 thru LP-6)

NOTE: DOES NOT INCLUDE PLANTS SPECIFIED ON SHEET LP-7 THRU LP-9, TYPICAL UNIT LANDSCAPE PLANS

	SYM	QTY.	BOTANICAL NAME	COMMON NAME	HEIGHT	SPR.	NOTES:
* V	PE	207	PINIS ELLIOTTII 'DENSA'	S. FLA. SLASH PINE	14' O.A., 3" DBH	6'	FULL & THICK, SINGLE TRUNK
* V	SP	145	SABAL PALMETTO	CABBAGE PALM	12-22' C.T.	N/A	SLICK TRUNK, HURRICANE CUT, STAGGER HEIGHTS
* V	SP1	26	SABAL PALMETTO	CABBAGE PALM	12-14' C.T.	N/A	SLICK TRUNK, HURRICANE CUT, MATCHED HEIGHTS
* V	SPM	173	SABAL PALMETTO (MITIGATION PALM)	CABBAGE PALM	10-14' C.T.	N/A	SLICK TRUNK, HURRICANE CUT, STAGGER HEIGHTS
M	JA	16	JACARANDA MIMOSIFOLIA	JACARANDA	12-14" O.A., 3" DBH	6'	FULL & THICK, SINGLE TRUNK
* V	TD	60	TAXODIUM DISTICHUM	BALD CYPRESS	8' O.A., 1.5" DBH	4'	FULL & THICK, SINGLE TRUNK
* V	TD1	39	TAXODIUM DISTICHUM	BALD CYPRESS	14' O.A., 3" DBH	6'	FULL & THICK, SINGLE TRUNK
M	WR	37	WASHINGTONIA ROBUSTA	WASHINGTON PALM	16-24' O.A.	N/A	FULL & THICK, STAGGER HEIGHTS, HEAVY CALIPER
M	WR1	25	WASHINGTONIA ROBUSTA	WASHINGTON PALM	20' O.A.	N/A	FULL & THICK, MATCHED, HEAVY CALIPER
* V	QV	310	QUESRCUS VIRGINIANA	LIVE OAK	14' O.A., 3" DBH	6'	FULL & THICK
* V	QVM	39	QUESRCUS VIRGINIANA (MITGATION TREE)	LIVE OAK	14' O.A., 3" DBH	6'	FULL & THICK
* V	QV1	3	QUESRCUS VIRGINIANA	RANCH LIVE OAK	20' O.A., 8" DBH	20'	FULL & THICK, RANCH STYLE, MULTI-TRUNK SPECIMEN
V	PS	4	PHOENIX SYLVESTRIS	SYLVESTER PALM	12' WD	-	FULL & THICK, MATCHED SPECIMENS
M	ED	12	ELAEOCARPUS DECIPIENS	JAPANESE BLUEBERRY	14' O.A., 3" DBH	5'	FULL & THICK TO GROUND
M	LI	185	LAGERSTROEMIA INDICA 'MUSKOGEE'	CRAPE MYRTLE (LAVENDER)	14' O.A.	6'	FULL & THICK, MULTI-TRUNK, 5' C.T.
M	LL	5	LIGISTRUM JAPONICUM	LIGUSTRUM TREE	8-10' O.A.	8'	FULL & THICK, MULTI-TRUNK, 3' C.T.
* V	MG	77	MAGNOLIA GRANDIFLORA 'D.D. BLANCHARD'	SOUTHERN MAGNOLIA	14' O.A.	6'	FULL & THICK TO GROUND
* V	PO	29	PLANTANUS OCCIDENTALIS	SYCAMORE	14' O.A.	6'	FULL & THICK, SINGLE TRUNK, 5' C.T.
* V	AR	19	ACER RUBRUM	RED MAPLE	12' O.A.	6'	FULL & THICK, SINGLE TRUNK, 5' C.T.

	SYM	QTY.	BOTANICAL NAME	COMMON NAME	SIZE	SPACING	NOTES:
* V	TDD	855	TRIPSACUM FLORIDANA	FLORIDA GAMA GRASS	#3, 18" O.A.	36" O.C.	FULL & THICK
V	PMA	210	PODOCARPUS MACROPHYLLUS	JAPANESE YEW	#7, 30" O.A.	24" O.C.	FULL & THICK
M	PMP	200	PODOCARPUS MACROPHYLLUS 'PRINGLES'	DWF. PODOCARPUS	#3, 14" X 14"	24" O.C.	FULL & THICK
* V	IVO	105	ILEX VOMITORIA	DWF. YAUPON HOLLY	#3, 14" X 14"	24" O.C.	FULL & THICK
* V	MFR	57	MYRCIANTHES FRAGRANS	SIMPSON STOPPER	#3, 24" O.A.	24" O.C.	FULL & THICK
* V	MFR1	98	MYRCIANTHES FRAGRANS	SIMPSON STOPPER	#7, 36" O.A.	24" O.C.	FULL & THICK
M	VOD	449	VIBURNUM ODORITISSIMUM	SWEET VIBURNUM	#3, 24" O.A.	24" O.C.	FULL & THICK
M	LMU	294	LIRIOPE MUSCARI	GREEN LIRIOPE	#3, 14" X 14"	18" O.C.	FULL & THICK
M	EPU	1663	ELEAGNUS PUNGENS	SILVERTHORN	#3, 24" O.A.	24" O.C.	FULL & THICK
M	RIN	1028	RAPHIOLEPIS INDICA	INDIAN HAWTHORN	#3, 16" X 16"	24" O.C.	FULL & THICK
M	VSU	941	VIBURNUM SUSPENSUM	SANDANKWA VIBURNUM	#3, 24" O.A.	24" O.C.	FULL & THICK
M	JPA	1966	JUNIPERUS CHINENSIS 'PARSONII'	PARSON'S JUNIPER	#3, 16" SPD.	30" O.C.	FULL & THICK
* V	TDA	299	TRIPSACUM DACTYLOIDES	FAKAHATCHEE GRASS	#3, 20" O.A.	48" O.C.	FULL & THICK
* V	SBA	855	SPARTINA BAKERI	SAND CORDGRASS	#3, 20" O.A.	48" O.C.	FULL & THICK
* V	MUH	851	MUHLENBERGIA CAPILARIS	MUHLY GRASS	#3, 16" O.A.	36" O.C.	FULL & THICK
* V	HPA	124	HAMELIA PATENS 'COMPACTA'	DWF. FIRE BUSH	#3, 18" O.A.	36" O.C.	FULL & THICK
* V	SRE	48	SERENOA REPENS	SAW PALMETTO	#7, 24" X 24"	48" O.C.	FULL & THICK
* V	MGU	993	MYRSINE GUIANENSIS	MYRSINE	#3, 24" O.A.	24" O.C.	FULL & THICK
M	CRI	55	CRINUM AUGUSTUM 'QUEEN EMMA'	QUEEN EMMA CRINUM LILY	#15, 4' O.A.	A.S.	FULL & THICK
M	ANN	215	ANNUALS	IN SEASON	4-6" POTS	12" O.C.	FULL & THICK

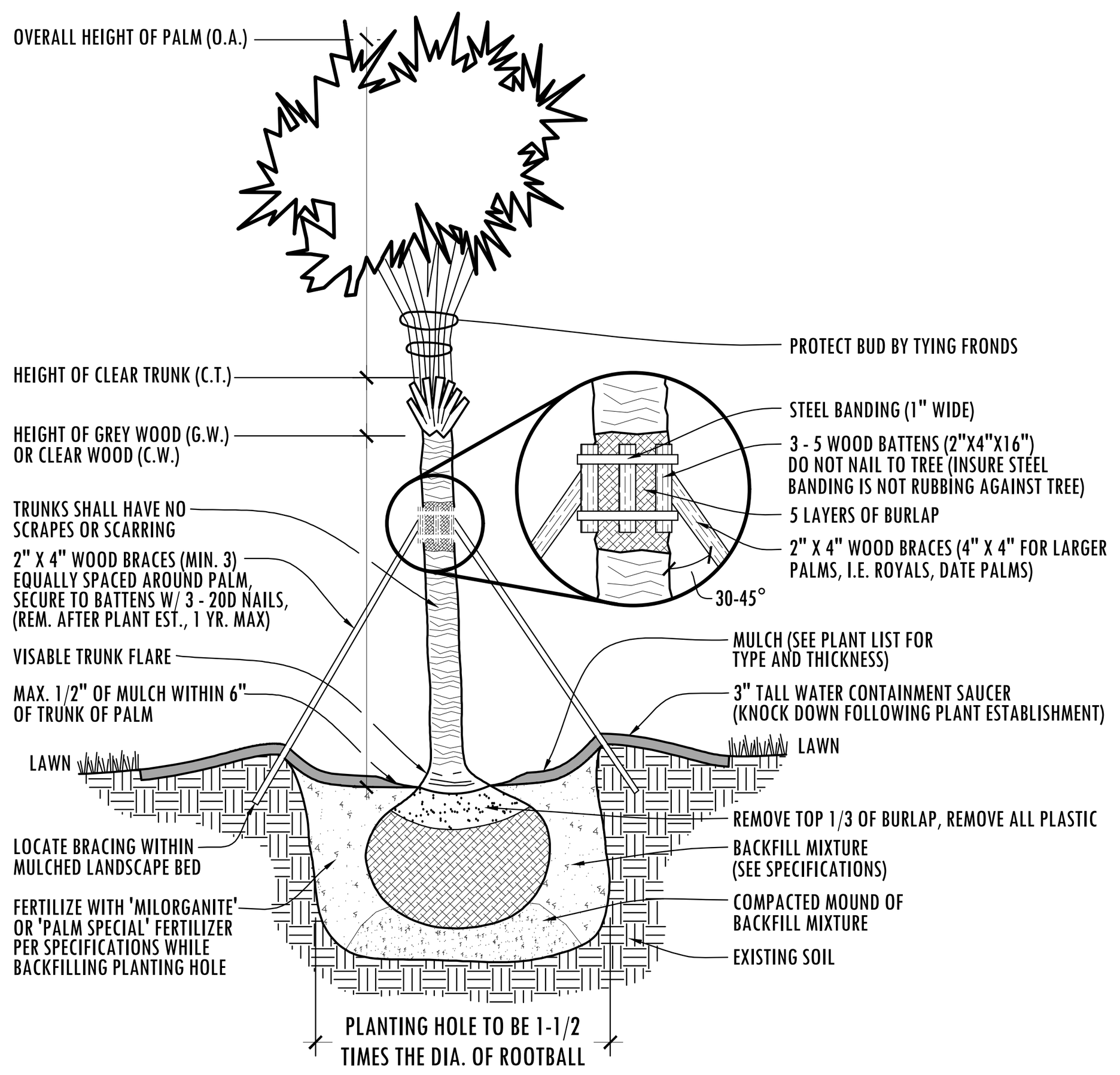
* ASTERISK DENOTES NATIVE PLANT MATERIAL
V INDICATES VERY DROUGHT TOLERANT PLANT MATERIAL
M INDICATES MODERATELY DROUGHT TOLERANT PLANT MATERIAL

SOD: ST. AUGUSTINE 'FLORITAM' (BAHIA WHERE NOTED)
MULCH: 3" SHREDDED MELALEUCA MULCH (OR APPROVED RECYCLED MULCH) TO BE APPLIED TO ALL PLANTING BEDS.

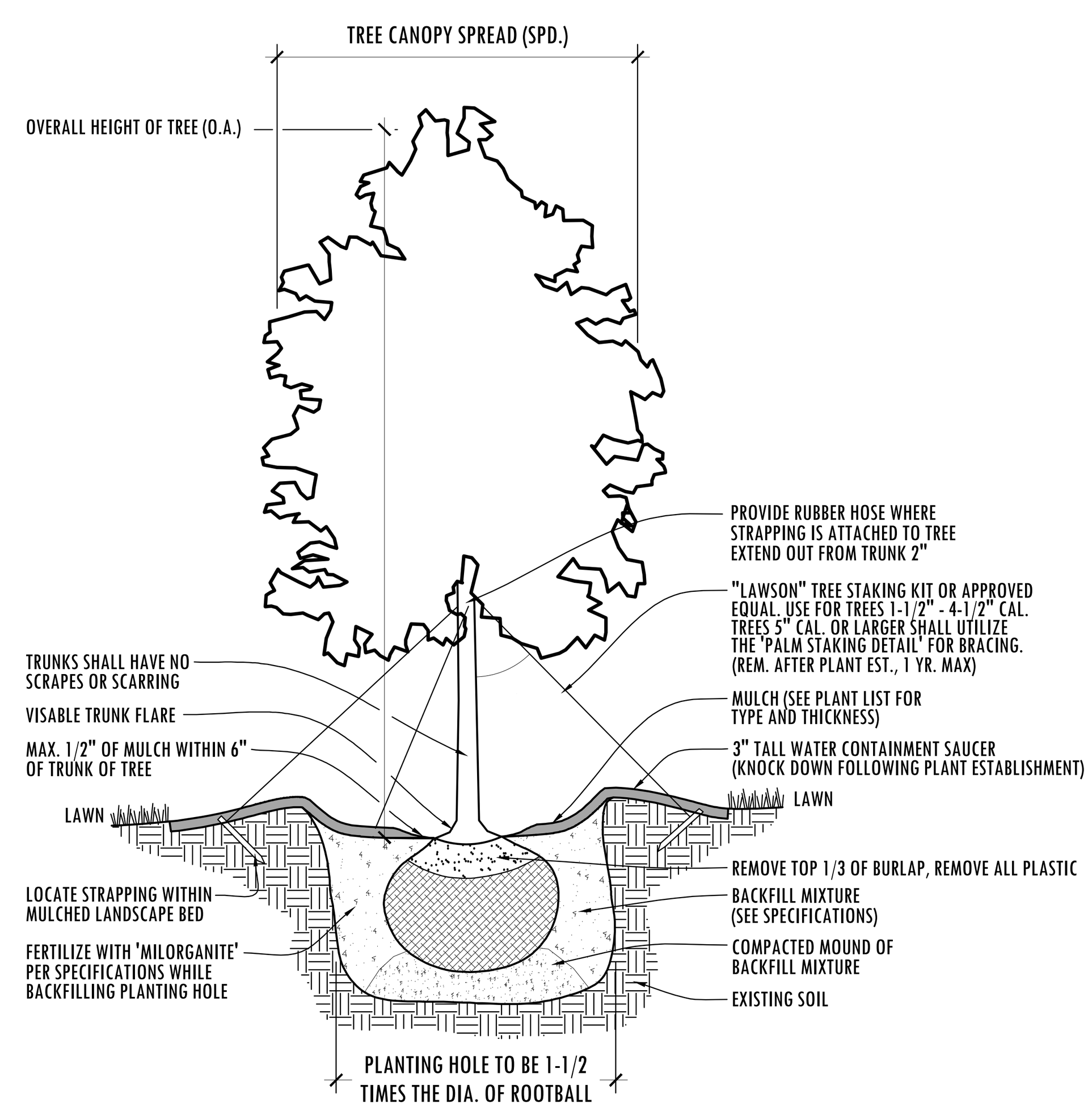
IRRIGATION NOTE:
ALL NEW LANDSCAPE AREAS SHALL BE RECEIVE 100% OVERLAP COVERAGE FROM A FULLY AUTOMATIC IRRIGATION SYSTEM EQUIPPED WITH A RAIN SENSOR.

IRRIGATION WATER SOURCE: WELL & PUMP

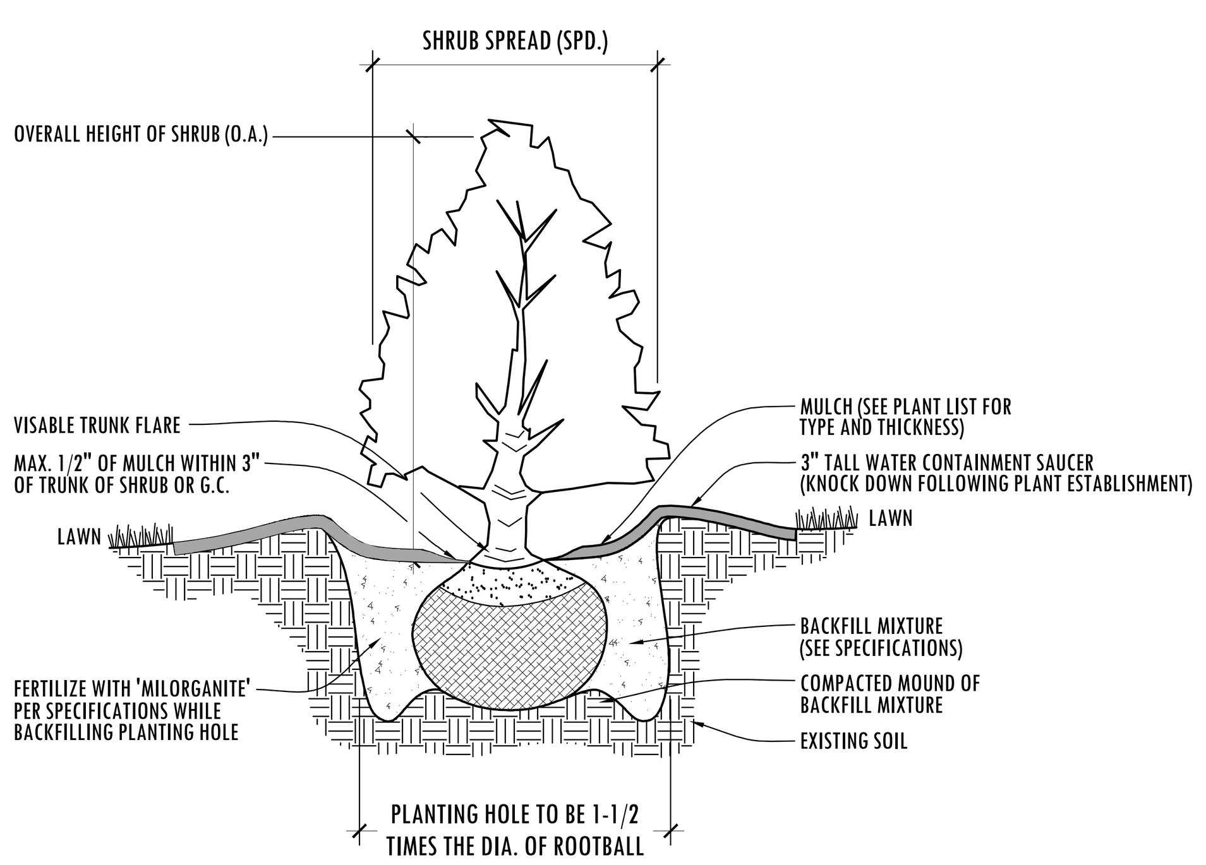
PLANTING DETAILS



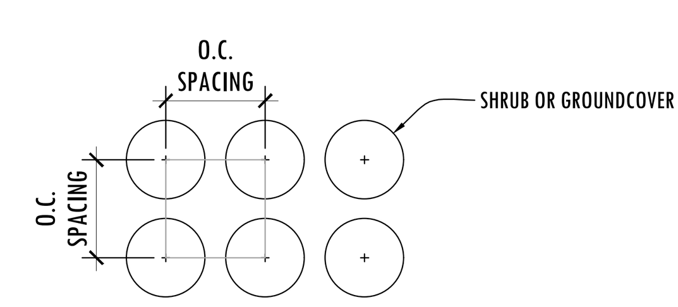
PALM PLANTING DETAIL



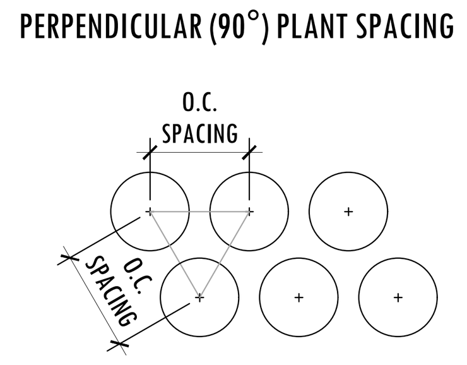
TREE PLANTING DETAIL



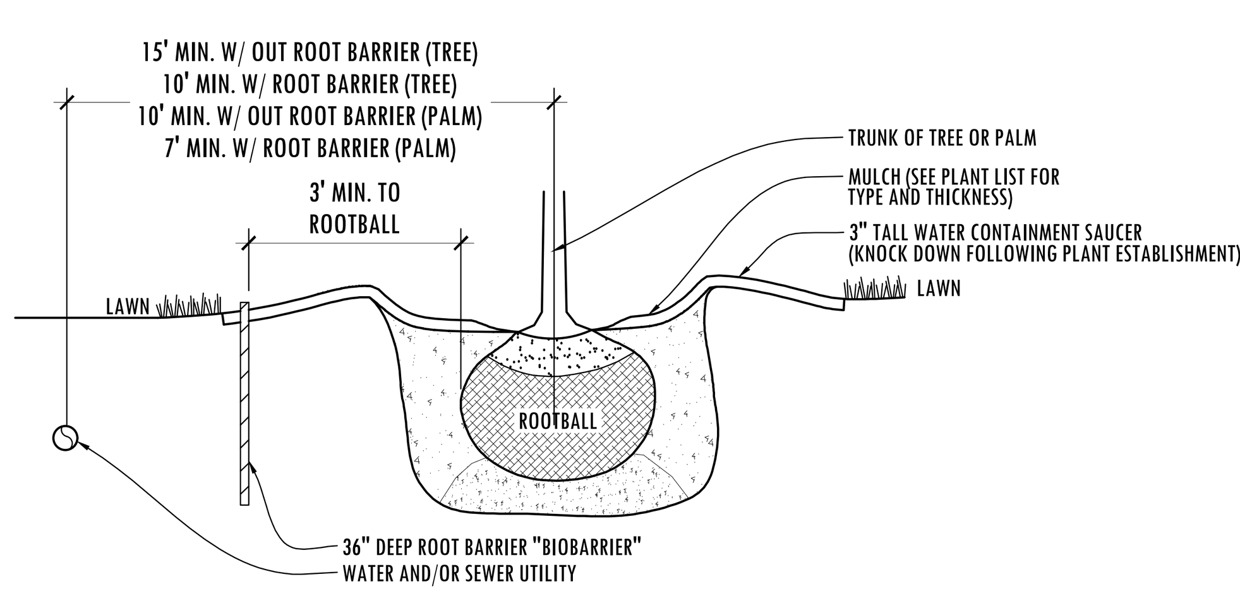
SHRUB & GROUNDCOVER PLANTING DETAIL



PERPENDICULAR (90°) PLANT SPACING



TRIANGULAR PLANT SPACING (RECOMMENDED)



ROOT BARRIER DETAIL

PLANTING SPECIFICATIONS

1. SCOPE OF WORK

LANDSCAPE CONTRACT WORK INCLUDES, BUT IS NOT LIMITED TO, SOIL PREPARATION, FINE OR FINISH GRADING, FURNISHING AND INSTALLING PLANT MATERIAL, WATERING, STAKING, GUYING AND MULCHING.

ALL LABOR AND MATERIAL FOR SOIL AMENDMENTS AND FERTILIZER THAT IS REQUIRED TO INSURE THE SUCCESSFUL ESTABLISHMENT AND SURVIVAL OF THE PROPOSED VEGETATION, AS WELL AS ALL THE COST FOR THE REMOVAL OF UNSUITABLE OR EXCESS BACKFILL MATERIAL, SHALL BE INCLUDED IN THE CONTRACTOR'S BID TO PERFORM THE WORK REPRESENTED IN THIS PLAN SET.

2. QUALITY ASSURANCE

LANDSCAPE CONTRACTOR MUST BE REGULARLY ENGAGED IN THE INSTALLATION OF LIVING PLANT MATERIAL. LABOR CREWS SHALL BE CONTROLLED AND DIRECTED BY A LANDSCAPE FOREMAN WELL VERSED IN LANDSCAPE INSTALLATION, PLANT MATERIALS, READING PLANS AND COORDINATION BETWEEN THE JOB AND NURSERY.

THE LANDSCAPE CONTRACTOR AND IRRIGATION CONTRACTOR SHALL REVIEW LAYOUT AND SCHEDULING PRIOR TO INSTALLATION OF MATERIAL. MINOR ADJUSTMENT TO IRRIGATION DESIGN MAY BE MADE IN RESPONSE TO THE NEEDS OF SPECIFIC PLANT MATERIAL. THE LANDSCAPE ARCHITECT MUST BE NOTIFIED OF SUCH CHANGES.

3. MATERIALS

PLANT SIZE AND QUALITY
PLANT SPECIES AND SIZES SHALL CONFORM TO THOSE INDICATED ON THE DRAWINGS, NOMENCLATURE SHALL CONFORM TO STANDARD PLANT NAMES, 1942 EDITION. ALL NURSERY STOCK SHALL BE IN ACCORDANCE WITH GRADES AND STANDARDS FOR NURSERY PLANTS PARTS I & II, LATEST EDITION PUBLISHED BY THE FLORIDA DEPARTMENT OF AGRICULTURE AND CONSUMER SERVICES, UNLESS SPECIFIED OTHERWISE. ALL PLANTS SHALL BE FLORIDA GRADE NUMBER 1 OR BETTER AS DETERMINED BY THE FLORIDA DIVISION OF PLANT INDUSTRY. TIGHTLY KNIT PLANT, SO TRAINED OR FAVORED IN ITS DEVELOPMENT THAT FIRST APPEARANCE IS UNQUESTIONABLE AND IT IS OUTSTANDINGLY SUPERIOR IN FORM, NUMBER OF BRANCHES, COMPACTNESS AND SYMMETRY. ALL PLANTS SHALL BE FRESHLY DUG, SOUND, HEALTHY, VIGOROUS, WELL BRANCHED AND FREE OF DISEASE AND INSECT EGGS AND LARVAE AND SHALL HAVE ADEQUATE ROOT SYSTEMS. TREES AND PALMS FOR PLANTING ROWS SHALL BE UNIFORM IN SIZE AND SHAPE. ALL MATERIALS SHALL BE SUBJECT TO APPROVAL BY THE LANDSCAPE ARCHITECT. THE PLANTS FURNISHED SHALL BE NORMAL FOR THE VARIETY AND FLORIDA NUMBER 1. PLANTS SHALL BE PRUNED PRIOR TO DELIVERY ONLY UPON THE APPROVAL OF THE LANDSCAPE ARCHITECT. ALL PLANTS SHALL BE FREE OF WEEDS OR ANY OTHER OBJECTIONABLE VEGETATION.

ALL CONTAINER GROWN MATERIAL SHALL BE HEALTHY, VIGOROUS, WELL-ROOTED PLANTS AND ESTABLISHED IN THE CONTAINER IN WHICH THEY ARE SOLD. THE PLANTS SHALL HAVE TOPS OF GOOD QUALITY AND BE IN A HEALTHY GROWING CONDITION.

CONTAINER GROWN PLANTS SHALL HAVE A DEVELOPED ROOT STRUCTURE SO THAT THE ROOT MASS STAYS IN TACT WHEN REMOVED FROM CONTAINER. IN NO CASE SHALL THE PLANT CONTAIN CIRCLING ROOTS NOR BE ROOT-BOUND.

QUANTITIES
ALL QUANTITIES INDICATED ON THE PLANT LIST ARE INTENDED AS A GUIDE FOR THE BIDDERS AND DOES NOT RELIEVE THE BIDDER OF HIS RESPONSIBILITY TO DO A COMPREHENSIVE PLANT TAKE OFF. SHALL A DISCREPANCY OCCUR BETWEEN THE BIDDER'S TAKE OFF AN THE PLANT LIST QUANTITY, THE LANDSCAPE ARCHITECT IS TO BE NOTIFIED FOR CLARIFICATION PRIOR TO THE SUBMISSION OF THE BID.

MULCH
MULCH SHALL BE A SHREDDED VARIETY AS SPECIFIED IN THE PLANT LIST. ALL MULCH IS TO BE APPLIED TO A DEPTH OF 3' EXCEPT FOR THOSE SPECIFIC SITUATIONS SHOWN BELOW IN SECTION 4 AND IN PLANTING DETAILS.

FERTILIZER
FERTILIZER IN BACKFILL MIXTURE FOR ALL PLANTS SHALL CONSIST OF 'MILORGANITE' ACTIVATED SLUDGE MIXED WITH THE BACKFILL AT A RATE OF NOT LESS THAN 50 LBS. PER CUBIC YARD.

FERTILIZER FOR TREES AND SHRUBS MAY BE TABLET FORM OR GRANULAR. GRANULAR FERTILIZER SHALL BE UNIFORM IN COMPOSITION, DRY AND FREE-FLOWING. THIS FERTILIZER SHALL BE DELIVERED TO THE SITE IN THE ORIGINAL UNOPENED BAGS, EACH BEARING THE MANUFACTURER'S STATEMENT OF ANALYSIS. FERTILIZE ALL NEW PLANTINGS PER RATES SHOWN BELOW:

TREES:
FERTLIZE NEW TREES WITH 'MILORGANITE' AT THE FOLLOWING RATES:
- 8' AND SMALLER: 2-4 LBS.
- 8'-12' TALL: 4-6 LBS.
- 12' AND TALER: 6-8 LBS.
(3 CUPS = 1 LB.)

SHRUBS:
FERTILIZE NEW SHRUBS AND ACCENTS WITH 'MILORGANITE' AT THE FOLLOWING RATES:
- 4-6" POTS: $\frac{1}{4}$ CUP
- 1 GAL.: $\frac{1}{2}$ CUP
- 3 GAL.: 1 CUP
- 7-10 GAL.: 2 CUPS
- 15 GAL. AND GREATER: 3 CUPS

PALM TREES:
FERTILIZE NEW PALM TREES WITH A "PALM SPECIAL" FERTILIZER IN SLOW RELEASE FORM. FERTILIZER SHALL CONTAIN AN ADDITIONAL MAGNESIUM AND MICRO-NUTRIENT AMENDMENT

SOIL
PLANTING SOIL SHALL BE SANDY LOAM AND SHALL CONTAIN A 25% MINIMUM AMOUNT OF DECOMPOSED ORGANIC MATTER. PLANTING SOIL SHALL BE FREE OF CLAY, STONES, PLANTS, ROOTS AND OTHER FOREIGN MATERIALS WHICH MIGHT BE A HINDRANCE TO PLANTING OPERATIONS OR BE DETRIMENTAL TO GOOD PLANT GROWTH. SOIL SHALL BE DELIVERED IN A LOOSE FRIABLE CONDITION AND APPLIED IN ACCORDANCE WITH THE PLANTING SPECIFICATIONS.

ALL SHRUBS, TREES AND GROUND COVER WILL HAVE IMPROVED SOIL AS PER PLANTING SOIL NOTES. THE SOILS SHALL BE PLACED IN THE HOLE DURING PLANTING. TOP DRESSING ONLY IS NOT ACCEPTABLE.

DO NOT ALLOW AIR POCKETS TO FORM WHEN BACKFILLING. ALL TREES SHALL BE SPIKED IN UTILIZING WATER AND A TREE BAR.

WATER
WATER FOR PLANTING WILL BE AVAILABLE AT THE SITE AND WILL BE PROVIDED BY THE OWNER. LANDSCAPE CONTRACTOR SHALL NOT ASSUME THAT THE IRRIGATION SYSTEM WILL BE OPERATIONAL AT THE TIME OF PLANTING. IT IS THE RESPONSIBILITY OF THE LANDSCAPE CONTRACTOR TO PROVIDE ALL THE REQUIRED WATER NECESSARY TO MAINTAIN THE PLANT MATERIAL IN A HEALTHY GROWING CONDITION THE WATERING MAY INCLUDE DEEP WATERING OF TREES ANT THE WATERING OF SHRUB AND GROUND COVER AREAS. ANY PLANT MATERIALS THAT DIE OR THAT ARE NOT IN A HEALTHY GROWING CONDITION DUE TO LACK OF WATER SHALL BE REPLACED BY THE LANDSCAPE CONTRACTOR AT NO ADDITIONAL COST TO THE OWNER.

4. EXECUTION

FIELD GROWN TREES AND PALMS PREVIOUSLY ROOT PRUNED SHALL OBTAIN A ROOT BALL WITH SUFFICIENT ROOTS FOR CONTINUED GROWTH WITHOUT RESULTING SHOCK.

CONTRACTOR SHALL NOT MARK OR SCAR TRUNK IN ANY FASHION.

PLANTS SHALL BE WATERED AS NECESSARY OR WITHIN 24 HOURS AFTER NOTIFICATION BY THE LANDSCAPE ARCHITECT.

THE LOCATIONS OF PLANTS, AS SHOWN IN THESE PLANS, ARE APPROXIMATE. THE FINAL LOCATIONS MAY BE ADJUSTED TO ACCOMMODATE UNFORESEEN FIELD CONDITIONS. MAJOR ADJUSTMENTS TO THE LAYOUT ARE TO BE APPROVED BY THE LANDSCAPE ARCHITECT.

ALL PLASTIC FABRIC SHALL BE REMOVED FROM PLANT MATERIAL AT TIME OF INSTALLATION.

ALL TREES MUST BE STAKED AS SHOWN ON THE PLANTING DETAILS WITHIN 24 HOURS OF PLANTING. STAKES TO REMAIN FOR A MINIMUM OF 9 MONTHS, BUT NO LONGER THAN 18 MONTHS. CONTRACTOR IS RESPONSIBLE FOR MAINTENANCE AND REMOVAL OF THE STAKES.

ALL TREES MUST BE PRUNED AS PER LANDSCAPE ARCHITECT'S DIRECTION. SABAL PALMS MAY BE HURRICANE CUT.

ALL SHRUBS, TREES AND GROUND COVER WILL HAVE IMPROVED SOIL AS PER PLANTING SOIL NOTES. THE SOILS SHALL BE PLACED IN THE HOLE DURING PLANTING. TOP DRESSING ONLY IS NOT ACCEPTABLE.

DO NOT ALLOW AIR POCKETS TO FORM WHEN BACKFILLING. ALL TREES SHALL BE SPIKED IN UTILIZING WATER AND A TREE BAR.

AFTER FINAL SETTLING OF BALLED AND BURLAPED PLANTS, LOOSEN BURLAP WRAPPING EXPOSING THE TOP OF THE ROOTBALL, LEAVING THE BALL UNBROKEN. REMOVE EXCESS AMOUNTS OF BURLAP TO ELIMINATE VOIDS WHICH MAY BE CAUSED UPON DECOMPOSITION.

CONTAINER GROWN PLANTS SHALL, WHEN DELIVERED, SHALL HAVE SUFFICIENCY GROWTH TO HOLD EARTH INTACT WHEN REMOVED FROM CONTAINER AND SHALL NOT BE ROOT BOUND. PLANT PITS FOR CONTAINER MATERIALS SHALL BE FORMED FLAT ON THE BOTTOM TO AVOID AIR POCKETS AT THE BOTTOM OF ROOT BALLS AND CONTAINERS SHALL BE REMOVED CAREFULLY TO PREVENT DAMAGE TO THE PLANT OR ROOT SYSTEMS.

TEST TREE PITS WITH WATER BEFORE PLANTING TO ASSURE PROPER DRAINAGE PERCOLATION IS AVAILABLE. PITS WHICH ARE FOUND NOT TO BE ADEQUATELY DRAINING SHALL BE EXCAVATED TO A A DEPTH SUFFICIENT FOR DRAINAGE AND BACKFILLING WITH GRAVEL OR CRUSHED ROCK. NO ALLOWANCES WILL BE MADE FOR LOST PLANTS DUE TO IMPROPER DRAINAGE.

PLANTING BED PREPARATION
ALL PLANTING BEDS SHALL BE PROPERLY PREPARED PRIOR TO THE COMMENCEMENT OF ANY PLANTING. PLANTING AREAS, INCLUDING LAWNS SHALL BE FREE OF ALL WEEDS AND NUISANCE VEGETATION. IF TORPEDO GRASS (PANICUM REPENS) IS PRESENT OR ENCOUNTERED DURING PLANTING, THE LANDSCAPE CONTRACTOR SHALL STOP ALL PLANTING UNTIL IT CAN BE DEMONSTRATED THAT IT HAS BEEN COMPLETELY REMOVED OR ERADICATED. THERE SHALL BE NO EXCEPTIONS TO THIS PROVISION.

ALL LANDSCAPE ISLANDS AND BEDS WILL BE FREE OF SHELL ROCK AND CONSTRUCTION DEBRIS AND WILL BE EXCAVATED TO A DEPTH OF 30 INCHES OR TO CLEAN, NATIVE SOIL AND FILLED WITH THE SPECIFIED BACKFILL MIXTURE.

PLANTING TREES

EXCAVATE PIT AS PER PLANTING DETAILS. COMPACT LAYER OF TOPSOIL IN PIT WITH A SLIGHTLY DISHED GRADE TO CENTER.

BACKFILL AROUND BALL WITH TOPSOIL AND SLIGHTLY COMPACT, WATER THOROUGHLY AS LAYERS ARE PLACED TO ELIMINATE VOIDS AND AIR POCKETS. BUILD A 6" HIGH BERM OF TOPSOIL BEYOND EDGE OF EXCAVATION. APPLY 3" (AFTER SETTLEMENT) OF MULCH.

PRUNE TREE TO REMOVE DAMAGED BRANCHES, IMPROVE NATURAL SHAPE AND THIN OUT STRUCTURE. DO NOT REMOVE MORE THAN 15% OF BRANCHES. DO NOT PRUNE BACK TERMINAL LEADER.

GUY AND STAKE TREE IN ACCORDANCE WIT THE STAKING DETAILS IMMEDIATELY AFTER PLANTING.

PLANTING SHRUBS

LAYOUT SHRUBS TO CREATE A CONTINUOUS SMOOTH FRONT LINE AND FILL IN BEHIND.

EXCAVATE PIT OR TRENCH TO 1-1/2 TIMES THE DIAMETER OF THE BALLS OR CONTAINERS OR 1'-0" WIDER THAN THE SPREAD OF ROOTS AND 3" DEEPER THAN REQUIRED FOR POSITIONING AT PROPER HEIGHT. COMPACT A LAYER OF TOPSOIL IN BOTTOM BEFORE PLACING PLANTS. BACKFILL AROUND PLANTS WITH PLANTING MIXTURE, COMPACTED TO ELIMINATE VOIDS AND AIR POCKETS. FORM GRADE SLIGHTLY DISHED AND BERMED AT EDGES OF EXCAVATION. APPLY 3" OF MULCH.

PRUNE SHRUBS TO REMOVE DAMAGED BRANCHES, IMPROVE NATURAL SHAPE AND THIN OUT STRUCTURE. DO NOT REMOVE MORE THAN 15% OF BRANCHES.

PLANTING GROUND COVER

LOOSEN SUBGRADE TO DEPTH OF 4" IN AREAS WHERE TOPSOIL HAS BEEN STRIPPED AND SPREAD SMOOTH.

SPACE PLANTS AS OTHERWISE INDICATED. DIG HOLES LARGE ENOUGH TO ALLOW SPREADING OF ROOTS. COMPACT BACKFILL TO ELIMINATE VOIDS AND LEAVE GRADE SLIGHTLY DISHED AT EACH PLANT. WATER THOROUGHLY. APPLY 3" OF MULCH OVER ENTIRE PLANTING BED, LIFTING PLANT FOLIAGE ABOVE MULCH. PURPLE QUEEN GROUNDCOVER, IF SPECIFIED, SHALL ONLY RECEIVE 1" OF MULCH.

DURING PERIODS OF HOT SUN AND/OR WIND AT TIME OF PLANTING, PROVIDE PROTECTIVE COVER FOR SEVERAL DAYS OR AS NEEDED.

PLANTING SOD

SODDING: SOD TYPE SPECIFIED ON PLANT LIST SHALL BE MACHINE STRIPPED NOT MORE THAN 24 HOURS PRIOR TO LAYING. SOD SHALL BE FIRM, TOUGH TEXTURE, HAVING A COMPACT GROWTH OF GRASS WITH GOOD ROOT DEVELOPMENT, AND SHALL CONTAIN NO BERMUDA GRASS, WEEDS OR ANY OTHER OBJECTIONABLE VEGETATION.

LOOSEN SUBGRADE TO DEPTH OF 4" AND GRADE WITH TOPSOIL EITHER PROVIDED ON SITE OR IMPORTED TO FINISH DESIGN ELEVATIONS. IT SHALL BE THE RESPONSIBILITY OF THE LANDSCAPE CONTRACTOR TO FINISH GRADE ALL LANDSCAPE AREAS, ELIMINATING ALL BUMPS, DEPRESSIONS, STICKS, STONES AND OTHER DEBRIS. ROLL PREPARED LAWN SURFACE. WATER THOROUGHLY, BUT DO NOT CREATE MUDDY SOIL CONDITION.

FERTILIZE SOIL AT THE RATE OF APPROXIMATELY 10 LBS. PER 1,000 S.F. SPREAD FERTILIZER OVER THE AREA TO RECEIVE GRASS BY USING AN APPROVED DISTRIBUTION DEVICE CALIBRATED TO DISTRIBUTE THE APPROPRIATE QUANTITY. DO NOT FERTILIZE WHEN WIND VELOCITY EXCEEDS 15 M.P.H. THOROUGHLY MIX FERTILIZER INTO THE TOP 2" OF TOPSOIL.

LAY SOD STRIPS WITH TIGHT JOINTS, DO NOT OVERLAP, STAGGER STRIPS TO OFFSET JOINTS IN ADJACENT COURSES. WORK SIFTED SOIL MIX INTO MINOR CRACKS BETWEEN PIECES OF SOD AND REMOVE EXCESS SOIL DEPOSITS FROM SODDED AREAS. SOD ON SLOPES GREATER THAN 3:1 SHALL BE STAKED IN PLACE. ROLL OR STAMP LIGHTLY AND WATER THOROUGHLY WITH A FINE SPRAY IMMEDIATELY AFTER PLANTING.

5. MISCELLANEOUS LANDSCAPE WORK

LANDSCAPE MAINTENANCE
MAINTAIN LANDSCAPE WORK IMMEDIATELY AFTER PLANTING AND UNTIL FINAL ACCEPTANCE IS ISSUED BY THE OWNER'S REPRESENTATIVE. INCLUDE WATERING, WEEDING, CULTIVATING, RESTORATION OF GRADE, MOWING AND TRIMMING GRASS, PRUNING TREES AND SHRUBS, PROTECTION FROM INSECTS AND DISEASES, FERTILIZING AND SIMILAR OPERATIONS AS NEEDED TO INSURE NORMAL GROWTH AND GOOD HEALTH FOR LIVE PLANT MATERIAL. SETTLED PLANTS SHALL BE RESET TO PROPER GRADE, PLANTING SAUCERS RESTORED, AND DEFECTIVE WORK CORRECTED.

IN THE EVENT OF SERIOUS DAMAGE FROM INSECTS OR DISEASE PRIOR TO FINAL ACCEPTANCE, THE PLANTS SHALL BE TREATED BY PREVENTATIVE OR REMEDIAL MEASURES APPROVED FOR GOOD HORTICULTURAL PRACTICE AT NO ADDITIONAL COST TO THE OWNER.

CLEAN UP
THE LANDSCAPE CONTRACTOR SHALL AT ALL TIMES KEEP THE PREMISES FREE FROM ACCUMULATION OF WASTE MATERIALS OR DEBRIS CAUSED BY HIS CREWS DURING THE PERFORMANCE OF THE WORK. UPON COMPLETION OF THE WORK, THE CONTRACTOR SHALL PROMPTLY REMOVE ALL WASTE MATERIALS, DEBRIS, UNUSED PLANT MATERIAL, EMPTY PLANT CONTAINERS AND ALL EQUIPMENT FROM THE PROJECT SITE.

ANY SOIL, PEAT OR SIMILAR MATERIAL WHICH HAS BEEN BROUGHT ONTO ANY PAVED AREAS SHALL BE REMOVED PROMPTLY KEEPING THESE AREAS CLEAN AS THE WORK PROGRESSES. UPON COMPLETION OF THE PLANTING, ALL EXCESS SOIL, STONES AND DEBRIS WHICH HAS NOT BEEN PREVIOUSLY CLEANED UP SHALL BE REMOVED FROM THE SITE.

INSPECTION & ACCEPTANCE
THE LANDSCAPE CONTRACTOR SHALL NOTIFY THE LANDSCAPE ARCHITECT UPON COMPLETION OF THE WORK TO REQUEST A FINAL INSPECTION OF THE INSTALLATION AND PLANT MATERIALS. THE LANDSCAPE ARCHITECT AND/OR OWNER'S REPRESENTATIVE WILL NOTIFY THE LANDSCAPE CONTRACTOR OF ANY DEFICIENCIES VIA A 'PUNCH LIST' WHICH SHALL BE PROMPTLY CORRECTED BY THE LANDSCAPE CONTRACTOR. CONDITIONAL LANDSCAPE ACCEPTANCE OF ALL PLANT MATERIAL AND WORKMANSHIP WILL BE GIVEN IN WRITING BY THE LANDSCAPE ARCHITECT AFTER ALL 'PUNCH LIST' ITEMS HAVE BEEN CORRECTED AND ANY PLANT REPLACEMENTS MADE. THIS ACCEPTANCE WILL BEGIN THE WARRANTEE PERIOD. DEFICIENCIES NOTED AFTER THE CONDITIONAL LANDSCAPE ACCEPTANCE SHALL BE RECTIFIED DURING THE WARRANTEE PERIOD AND PRIOR TO FINAL LANDSCAPE ACCEPTANCE.

GUARANTEE AND REPLACEMENT
ALL PLANT MATERIAL AND WORKMANSHIP SHALL BE GUARANTEED BY THE LANDSCAPE CONTRACTOR FOR A PERIOD OF SIX (6) MONTHS FROM THE DATE OF CONDITIONAL LANDSCAPE ACCEPTANCE BY THE LANDSCAPE ARCHITECT. ANY PLANT MATERIAL OR WORKMANSHIP THAT IS DEFICIENT OR HAS DIED SHALL BE REPLACED AT THE SAME SPECIFICATION NOTED IN THE APPROVED LANDSCAPE PLANS. REPLACEMENTS SHALL BE MADE BY THE LANDSCAPE CONTRACTOR WITHIN TWO (2) WEEKS OF NOTIFICATION BY THE LANDSCAPE ARCHITECT OR OWNER'S REPRESENTATIVE AT NO ADDITIONAL COST TO THE OWNER. WARRANTEES OF REPLACEMENT MATERIAL SHALL BE SIX (6) MONTHS FROM THE DATE OF REPLACEMENT INSTALLATION. DEATH OR DAMAGE RESULTING FROM LIGHTNING, VANDALISM OR AUTOMOBILES OR BY NEGLIGENCE BY THE OWNER SHALL NOT BE THE RESPONSIBILITY OF THE LANDSCAPE CONTRACTOR. UNLESS OTHERWISE ARRANGED WITH THE OWNER, THE CONTRACTOR IS RESPONSIBLE FOR GENERAL PLANT MAINTENANCE INCLUDING WATERING AND MOWING UP UNTIL THE DATE OF CONDITIONAL ACCEPTANCE.

PLANT MATERIAL SUBSTITUTION

THERE WILL BE NO SUBSTITUTION OF PLANT MATERIAL UNLESS AUTHORIZED BY THE LANDSCAPE ARCHITECT AND/OR OWNER. THIS INCLUDES SPECIES AND SIZE OF PLANT MATERIAL.

Landscape Specifications & Planting Details

LC26000482
Litterick Landscape Architecture
2740 SW Martin Downs Blvd. #199
Palm City, Fl 34990
561-719-3876
JasonLA1677@yahoo.com

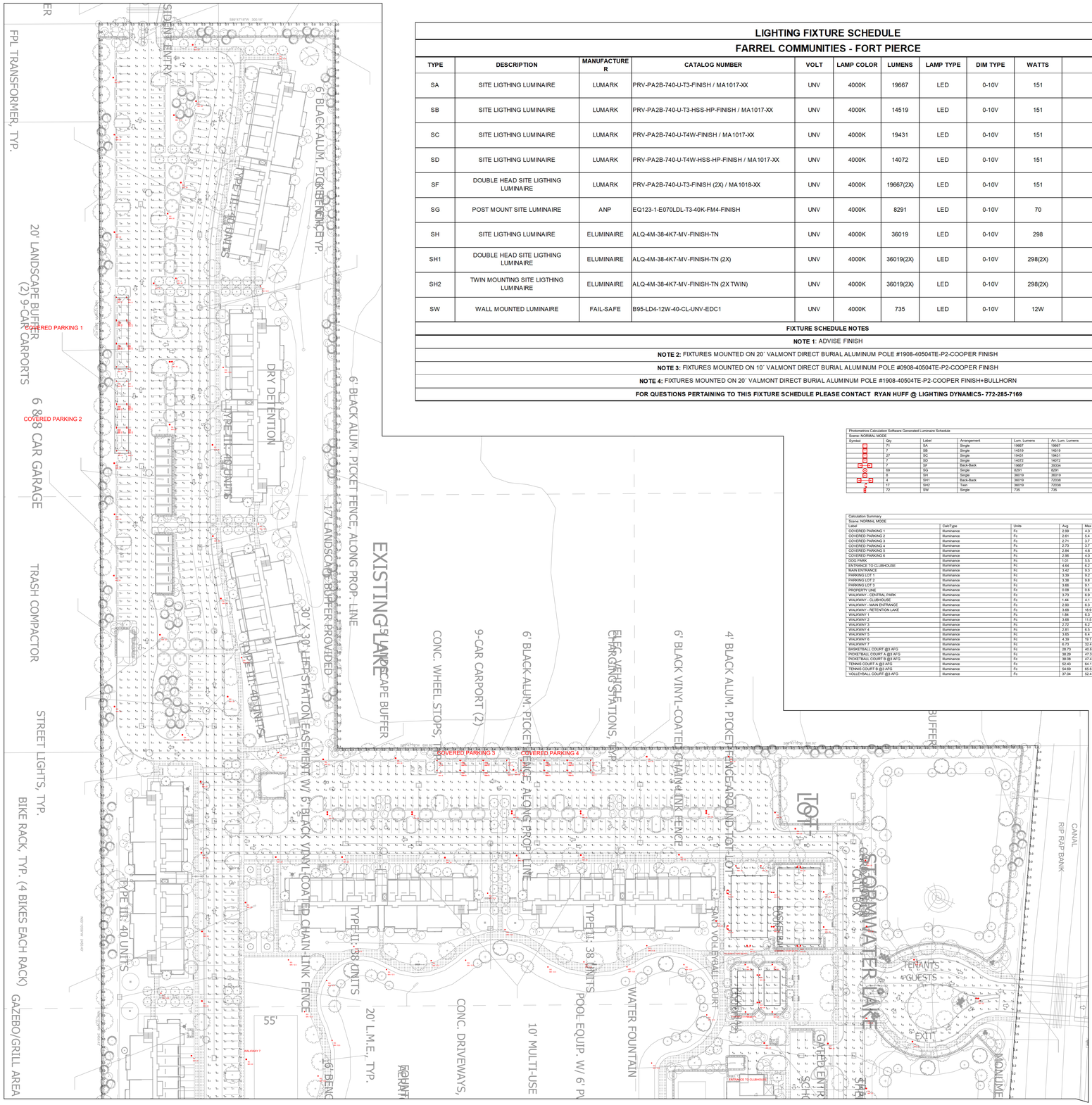
Project Name
Farrell Communities - Ft. Pierce
Fort Pierce, Florida

Landscape Architect of Record
REGISTERED LANDSCAPE ARCHITECT JASON M. LITTERICK LA 0001677 STATE OF FLORIDA
Jason M. Litterick, RLA
(LA0001677)

Scale: Not to Scale

Designed:	JML
Drawn:	JML
Approved:	JML
Date:	9/16/22
Job no.	
Revisions:	12/19/22

Sheet No.
LP-10



LIGHTING FIXTURE SCHEDULE

FARREL COMMUNITIES - FORT PIERCE

TYPE	DESCRIPTION	MANUFACTURER	CATALOG NUMBER	VOLT	LAMP COLOR	LUMENS	LAMP TYPE	DIM TYPE	WATTS	MOUNTING	NOTES
SA	SITE LIGTHING LUMINAIRE	LUMARK	PRV-PA2B-740-U-T3-FINISH / MA1017-XX	UNV	4000K	19667	LED	0-10V	151	20' POLE	**NOTE 1, 2**
SB	SITE LIGTHING LUMINAIRE	LUMARK	PRV-PA2B-740-U-T3-HSS-HP-FINISH / MA1017-XX	UNV	4000K	14519	LED	0-10V	151	20' POLE	**NOTE 1, 2**
SC	SITE LIGTHING LUMINAIRE	LUMARK	PRV-PA2B-740-U-T4W-FINISH / MA1017-XX	UNV	4000K	19431	LED	0-10V	151	20' POLE	**NOTE 1, 2**
SD	SITE LIGTHING LUMINAIRE	LUMARK	PRV-PA2B-740-U-T4W-HSS-HP-FINISH / MA1017-XX	UNV	4000K	14072	LED	0-10V	151	20' POLE	**NOTE 1, 2**
SF	DOUBLE HEAD SITE LIGTHING LUMINAIRE	LUMARK	PRV-PA2B-740-U-T3-FINISH (2X) / MA1018-XX	UNV	4000K	19667(2X)	LED	0-10V	151	20' POLE	**NOTE 1, 2**
SG	POST MOUNT SITE LUMINAIRE	ANP	EQ123-1-E070LDL-T3-40K-FM4-FINISH	UNV	4000K	8291	LED	0-10V	70	10' POLE	**NOTE 1, 3**
SH	SITE LIGTHING LUMINAIRE	ELUMINAIRE	ALQ-4M-38-4K7-MV-FINISH-TN	UNV	4000K	36019	LED	0-10V	298	20' POLE	**NOTE 1, 2**
SH1	DOUBLE HEAD SITE LIGTHING LUMINAIRE	ELUMINAIRE	ALQ-4M-38-4K7-MV-FINISH-TN (2X)	UNV	4000K	36019(2X)	LED	0-10V	298(2X)	20' POLE	**NOTE 1, 2**
SH2	TWIN MOUNTING SITE LIGTHING LUMINAIRE	ELUMINAIRE	ALQ-4M-38-4K7-MV-FINISH-TN (2X TWIN)	UNV	4000K	36019(2X)	LED	0-10V	298(2X)	20' POLE	**NOTE 1, 4**
SW	WALL MOUNTED LUMINAIRE	FAIL-SAFE	B95-LD4-12W-40-CL-UNV-EDC1	UNV	4000K	735	LED	0-10V	12W	WALL	

FIXTURE SCHEDULE NOTES

NOTE 1: ADVISE FINISH

NOTE 2: FIXTURES MOUNTED ON 20' VALMONT DIRECT BURIAL ALUMINUM POLE #1908-40504TE-P2-COOPER FINISH

NOTE 3: FIXTURES MOUNTED ON 10' VALMONT DIRECT BURIAL ALUMINUM POLE #0908-40504TE-P2-COOPER FINISH

NOTE 4: FIXTURES MOUNTED ON 20' VALMONT DIRECT BURIAL ALUMINUM POLE #1908-40504TE-P2-COOPER FINISH+BULLHORN

FOR QUESTIONS PERTAINING TO THIS FIXTURE SCHEDULE PLEASE CONTACT RYAN HUFF @ LIGHTING DYNAMICS- 772-285-7169

Photometrics Calculation Software Generated Luminaire Schedule
Scene: NORMAL MODE

Symbol	Qty	Label	Arrangement	Lum. Lumens	Arr. Lum. Lumens	LLF	Lum. Watts	Arr. Watts
	11	SA	Single	19667	19667	0.900	151	151
	7	SB	Single	14519	14519	0.900	151	151
	27	SC	Single	19431	19431	0.900	151	151
	1	SD	Single	14072	14072	0.900	151	151
	2	SF	Back-Back	19667	39334	0.900	151	302
	69	SG	Single	8291	8291	0.900	70	70
	8	SH	Single	36019	36019	0.900	298	298
	4	SH1	Back-Back	36019	72038	0.900	298	596
	17	SH2	Twin	36019	72038	0.900	298	596
	72	SW	Single	735	735	0.900	11.7	11.7

Calculation Summary
Scene: NORMAL MODE

Label	CalcType	Units	Avg	Max	Min	Avg/Min	Max/Min
COVERED PARKING 1	Illuminance	Fc	2.99	4.3	1.7	1.76	2.53
COVERED PARKING 2	Illuminance	Fc	2.61	5.4	1.1	2.37	4.91
COVERED PARKING 3	Illuminance	Fc	2.71	3.7	1.4	1.94	2.64
COVERED PARKING 4	Illuminance	Fc	2.73	3.7	1.5	1.82	2.47
COVERED PARKING 5	Illuminance	Fc	2.84	4.8	1.4	2.03	3.43
COVERED PARKING 6	Illuminance	Fc	2.96	4.0	1.5	1.97	2.67
DOG PARK	Illuminance	Fc	1.01	5.5	0.1	10.10	55.00
ENTRANCE TO CLUBHOUSE	Illuminance	Fc	4.64	6.2	2.7	1.72	2.30
MAIN ENTRANCE	Illuminance	Fc	3.42	9.3	1.0	3.42	9.30
PARKING LOT 1	Illuminance	Fc	3.39	9.2	1.0	3.39	9.20
PARKING LOT 2	Illuminance	Fc	3.38	9.8	1.1	3.07	8.91
PARKING LOT 3	Illuminance	Fc	3.66	9.1	1.0	3.66	9.10
PROPERTY LINE	Illuminance	Fc	0.08	0.6	0.0	N.A.	N.A.
WALKWAY - CENTRAL PARK	Illuminance	Fc	3.73	6.9	1.0	3.73	6.90
WALKWAY - CLUBHOUSE	Illuminance	Fc	1.44	4.1	0.5	2.88	8.20
WALKWAY - MAIN ENTRANCE	Illuminance	Fc	2.90	8.3	0.7	4.14	9.00
WALKWAY - RETENTION LAKE	Illuminance	Fc	3.65	18.9	0.4	9.20	47.25
WALKWAY 1	Illuminance	Fc	1.84	8.3	0.4	4.60	15.75
WALKWAY 2	Illuminance	Fc	3.68	11.5	0.5	7.36	23.00
WALKWAY 3	Illuminance	Fc	2.72	6.2	0.5	5.44	12.40
WALKWAY 4	Illuminance	Fc	2.81	8.5	1.1	2.55	5.91
WALKWAY 5	Illuminance	Fc	3.65	6.4	1.4	2.61	4.57
WALKWAY 6	Illuminance	Fc	4.39	19.1	0.6	7.32	31.83
WALKWAY 7	Illuminance	Fc	6.73	32.4	0.5	13.46	64.80
BASKETBALL COURT @3 AFG	Illuminance	Fc	28.73	40.6	20.7	1.39	1.96
PICKETBALL COURT A @3 AFG	Illuminance	Fc	38.29	47.3	29.2	1.31	1.62
PICKETBALL COURT B @3 AFG	Illuminance	Fc	38.08	47.4	29.0	1.31	1.63
TENNIS COURT A @3 AFG	Illuminance	Fc	52.43	64.1	41.4	1.27	1.55
TENNIS COURT B @3 AFG	Illuminance	Fc	54.69	65.6	45.8	1.19	1.43
VOLLEYBALL COURT @3 AFG	Illuminance	Fc	37.04	52.4	27.2	1.36	1.93

LIGHTING DYNAMICS INCORPORATED

Based on the information provided, all dimensions and luminaire locations shown represent recommended positions. The engineer and/or architect must determine applicability of the layout to existing or future field conditions. This lighting pattern represents illumination levels calculated from laboratory data taken under controlled conditions utilizing current industry standard lamp ratings in accordance with Illuminating Engineering Society approved methods. Actual performance of any manufacturer's luminaire may vary due to variation in electrical voltage, tolerance in lamps and other variable field conditions.

NOTES:

No.	Revision/Issue	Date
4	PHOTOMETRIC STUDY	12/15/22
3	PHOTOMETRIC STUDY	09/19/22
2	PHOTOMETRIC STUDY	09/16/22
1	PHOTOMETRIC STUDY	09/12/22

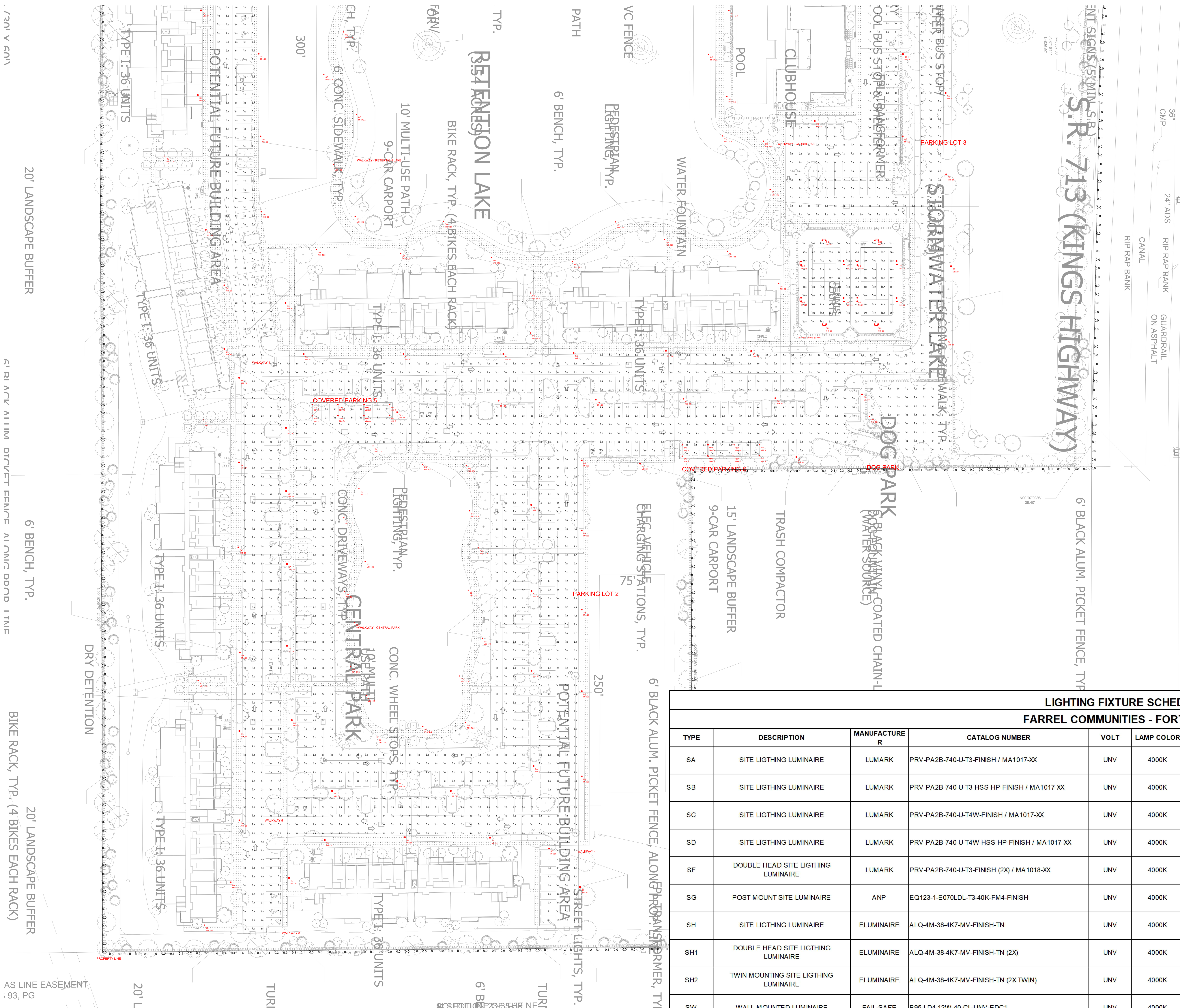
LIGHTING DYNAMICS, INC.
7835 West Commercial Blvd.
Tamarac, FL 33351
(954) 944-0286
www.lightingdynamics.com

Project Name and Address

FARRELL COMMUNITIES
SITE LIGHTING STUDY - AREA 1
NORMAL MODE
Fort Pierce, FL

FILE	P:\PROJECTS\2022\SEPT
CLIENT	MANAGED LAND ENTITLEMENTS

Project	FARREL COMMUNITIES	Sheet L1
Date	12/15/2022	
Scale	1/64" = 1'	DRAWN BY JV / SR / IG



Photometrics Calculation Software Generated Luminaire Schedule								
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	8	SH	Single	36019	36019	0.900	298	298
	4	SH1	Back-Back	36019	72038	0.900	298	596
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LIGHTING FIXTURE SCHEDULE

FARREL COMMUNITIES - FORT PIERCE

TYPE	DESCRIPTION	MANUFACTURER	CATALOG NUMBER	VOLT	LAMP COLOR	LUMENS	LAMP TYPE	DIM TYPE	WATTS	MOUNTING	NOTES
SA	SITE LIGTHING LUMINAIRE	LUMARK	PRV-PA2B-740-U-T3-FINISH / MA1017-XX	UNV	4000K	19667	LED	0-10V	151	20´ POLE	NOTE 1, 2
SB	SITE LIGTHING LUMINAIRE	LUMARK	PRV-PA2B-740-U-T3-HSS-HP-FINISH / MA1017-XX	UNV	4000K	14519	LED	0-10V	151	20´ POLE	NOTE 1, 2
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SG	POST MOUNT SITE LUMINAIRE	ANP	EQ123-1-E070LDL-T3-40K-FM4-FINISH	UNV	4000K	8291	LED	0-10V	70	10´ POLE	NOTE 1, 3
SH	SITE LIGTHING LUMINAIRE	ELUMINAIRE	ALQ-4M-38-4K7-MV-FINISH-TN	UNV	4000K	36019	LED	0-10V	298	20´ POLE	NOTE 1, 2
SH1	DOUBLE HEAD SITE LIGTHING LUMINAIRE	ELUMINAIRE	ALQ-4M-38-4K7-MV-FINISH-TN (2X)	UNV	4000K	36019(2X)	LED	0-10V	298(2X)	20´ POLE	NOTE 1, 2
SH2	TWIN MOUNTING SITE LIGTHING LUMINAIRE	ELUMINAIRE	ALQ-4M-38-4K7-MV-FINISH-TN (2X TWIN)	UNV	4000K	36019(2X)	LED	0-10V	298(2X)	20´ POLE	NOTE 1, 4
SW	WALL MOUNTED LUMINAIRE	FAIL-SAFE	B95-LD4-12W-40-CL-UNV-EDC1	UNV	4000K	735	LED	0-10V	12W	WALL	

FIXTURE SCHEDULE NOTES

NOTE 1: ADVISE FINISH

NOTE 2: FIXTURES MOUNTED ON 20´ VALMONT DIRECT BURIAL ALUMINUM POLE #1908-40504TE-P2-COOPER FINISH

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FOR QUESTIONS PERTAINING TO THIS FIXTURE SCHEDULE PLEASE CONTACT RYAN HUFF @ LIGHTING DYNAMICS- 772-285-7169

LIGHTING DYNAMICS INCORPORATED

Based on the information provided, all dimensions and luminaire locations shown represent recommended positions. The engineer and/or architect must determine applicability of the layout to existing or future field conditions. This lighting pattern represents illumination levels calculated from laboratory data taken under controlled conditions utilizing current industry standard lamp ratings in accordance with Illuminating Engineering Society approved methods. Actual performance of any manufacturer's luminaire may vary due to variation in electrical voltage, tolerance in lamps and other variable field conditions.

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LIGHTING DYNAMICS, INC.
7835 West Commercial Blvd.
Tamarac, FL 33351
(954) 944-0286
www.lightingdynamics.com

Project Name and Address

FARRELL COMMUNITIES
SITE LIGHTING STUDY - AREA 2
NORMAL MODE
Fort Pierce, FL

FILE P:\PROJECTS\2022\SEPT

CLIENT MANAGED LAND ENTITLEMENTS

Project FARREL COMMUNITIES

Sheet L1.1

Date 12/15/2022

Scale 1/64" = 1'

DRAWN BY JV / SR / IG

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

SIMMONS & WHITE
ENGINEERING | PLANNING | CONSULTING | SINCE 1982

TRAFFIC IMPACT STATEMENT

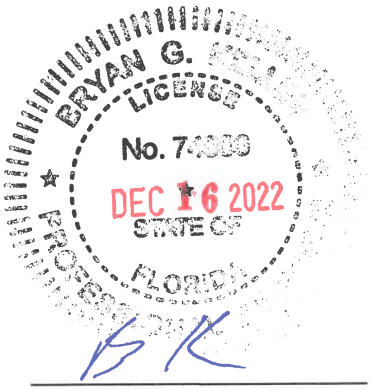
FARRELL COMMUNITIES – FT. PIERCE
FORT PIERCE, FLORIDA

Prepared for:

Farrell Building Company
2317 Montauk Highway
PO Box 14
Bridgehampton, New York 11932

Job No. 22-158

Date: September 13, 2022
Revised: December 16, 2022



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

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APPENDICES

1.0 SITE DATA

The subject parcel is located on the west side of Kings Highway and south of Pruitt Research Center Road in the City of Fort Pierce, Florida and contains approximately 40.77 acres. The proposed plan of development on the currently unimproved parcel is to consist of 488 multifamily residential dwelling units with an estimated build out year of 2025. The purpose of this traffic impact statement is to address the traffic impacts of the proposed development plan. Access to the site is proposed via a directional driveway connection to Kings Highway and a full access driveway connection to Pruitt Research Center Road. For more information concerning site layout and geometry, please refer to the Site Plan prepared by Litterick Landscape Architecture.

2.0 TRAFFIC GENERATION

The traffic to be generated by the proposed development is calculated in accordance with the rates provided in the ITE Trip Generation Manual, 11th Edition as shown on Table 1, Table 2, and Table 3 attached with this report. Table 1 shows the daily traffic generation associated with the vested use. Tables 2 and 3 show the A.M. and P.M. peak hour traffic generation, respectively. The traffic generation associated with the proposed 488 multifamily dwelling units may be summarized as follows:

Proposed Development

Daily Traffic Generation	=	2655 tpd
A.M. Peak Hour Traffic Generation	=	181 pht (42 In/139 Out)
P.M. Peak Hour Traffic Generation	=	190 pht (116 In/74 Out)

3.0 TRAFFIC ANALYSIS

Roadway Link Analysis

Figure 1 attached to the report depicts the estimated trip distribution for the proposed development. Based on City Code Section 105-5 and the trip generation of 190 peak hour trips, the radius of development shall be 2 miles.

The trip distribution was based on review of existing and future travel patterns, review of other traffic studies completed in the area, and engineering judgement. It was determined that approximately 60% of trips would travel south to Okeechobee Road which has convenient access to both the Florida Turnpike and I-95.

A growth rate of 2.5% was used for the analysis to be consistent with the Crossroads Industrial traffic study prepared by Simmons and White dated February 11, 2021. The 2.5% growth rate for the Crossroads Industrial traffic study was chosen after discussions with the St. Lucie TPO and based on the annual population growth rate of St. Lucie County. Note the 2.5% growth rate is in addition to committed project trips from other developments that have been approved but have not yet been built.

Tables 4 and 5 calculate the project's significance for each of the roadway segments within the radius of influence for the A.M. and P.M. peak hours, respectively. The project was considered to have an insignificant impact if the project trips represented less than 1.0% of the LOS D volume threshold for each roadway segment. All roadway links for which the project had a significant impact, were further analyzed.

Tables 6 and 7 provide the link segment analysis for all significant roadway segments for the A.M. and P.M. peak hour, respectively. The existing counts were taken from the St. Lucie TPO Traffic Counts and Level of Service Report (2022). As shown in Tables 6 and 7, all roadway links will meet applicable Level of Service requirements.

In addition to the roadway link analysis, analysis of eight intersections were also included in the study. The five study intersections include the following:

1. Okeechobee Road at Kings Highway/Florida Turnpike
2. Okeechobee Road at Crossroads Parkway
3. Okeechobee Road at I-95 (west intersection)
4. Okeechobee Road at I-95 (east intersection)
5. Okeechobee Road at Jenkins Road
6. Orange Avenue at Kings Highway
7. Orange Avenue at I-95 (Southbound)
8. Orange Avenue at I-95 (Northbound)

Traffic counts were collected at the Okeechobee Road intersections on Thursday, December 10, 2020 from 7:00-9:00 A.M. and from 4:00-6:00 P.M as part of the Crossroads Industrial traffic study. A peak season correction factor (PSCF) taken from the FDOT Traffic Information website was applied to the existing counts. Additionally, the turning movement counts were compared to recent roadway link counts from the St. Lucie TPO to determine if adjustments should be made due to pandemic. The comparison showed the new collected counts were higher than the historical volumes. Therefore, no adjustment other than the PSCF was used. The existing traffic counts and FDOT PSCF are included in Appendix "B". Due to the high truck volume on Okeechobee Road and to be conservative, a heavy vehicle factor of 10% was used for the intersections on Okeechobee Road between the Florida Turnpike and I-95 and 5% for the intersections east of I-95. The truck factor calculations are provided in Appendix "I". The existing traffic counts on Orange Avenue were taken from the Orange 95 Commerce Center and 236 Acre Kings Highway projects.

Existing Conditions Analysis

The study intersections were analyzed using Synchro software with HCM 6th Edition methodologies. The existing signal timing was also used and provided by St. Lucie County. The signal timing sheets are included in Appendix "C". The results of the existing conditions analysis are provided below in Table 8 and included in Appendix "D".

Table 8
Existing Conditions Operational Analysis

Intersection	Peak Hour	Average Delay (sec/veh)	LOS
Okeechobee Rd at FL Turnpike/Kings Hwy	AM	38.5	D
	PM	41.3	D
Okeechobee Rd at Crossroads Pkwy	AM	14.9	B
	PM	18.8	B
Okeechobee Rd at I-95 West	AM	15.6	B
	PM	20.7	C
Okeechobee Rd at I-95 East	AM	49.3	D
	PM	38.5	D
Okeechobee Rd at Jenkins Rd	AM	27.7	C
	PM	30.3	C
Orange Avenue at Kings Highway	AM	45.5	D
	PM	46.9	D
Orange Avenue at I-95 NB	AM	28.9	C
	PM	26.4	C
Orange Avenue at I-95 SB	AM	1.6	A
	PM	1.6	A

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

3.0 TRAFFIC ANALYSIS (CONTINUED)

Background Conditions

The 2025 background traffic volumes were determined by utilizing the calculated historical growth rate of 2.5% plus trips associated with approved but unbuilt projects. The following projects were included in the background analysis:

- Home2 Suites
- Ft. Pierce Independence
- 53 Acre KOA Campground
- Crossroads Industrial
- Kings Highway Commerce Center
- Orange 95 Commerce Center
- 236 Acres Kings Highway
- Additional developments and trips documented within the background analysis of the Orange 95 Commerce Center and 236 Acres Kings Highway traffic studies were also utilized.

Relevant pages from Crossroads Industrial, Orange 95 Commerce Center, Kings Highway Commerce Center, and the Orange 95 Commerce Center traffic studies which includes the traffic volumes for the other committed projects are included in Appendix “E” and the intersection traffic development sheets are included in Appendix “F”. For the background conditions operational analysis, the signal timing was optimized as applicable for each of the study signalized intersections. However, the cycle length was not modified from the existing signal timing.

The 236 Acres Kings Highway project identified two required background improvements needed for Orange Avenue at Kings Highway based on committed development. The two improvements consist of a second northbound left turn lane and second southbound left turn lane. These improvements were included in the background analysis. The results of the background conditions analysis are provided below in Table 9 and included in Appendix “G”.

Table 9
Background Conditions Operational Analysis

Intersection	Peak Hour	Average Delay (sec/veh)	LOS
Okeechobee Rd at FL Turnpike/Kings Hwy	AM	40.1	D
	PM	43.3	D
Okeechobee Rd at Crossroads Pkwy	AM	19.4	B
	PM	32.8	C
Okeechobee Rd at I-95 West	AM	15.0	B
	PM	19.9	B
Okeechobee Rd at I-95 East	AM	30.7	C
	PM	26.8	C
Okeechobee Rd at Jenkins Rd	AM	47.7	D
	PM	32.9	C
Orange Avenue at Kings Highway	AM	51.0	D
	PM	51.4	D
Orange Avenue at I-95 NB	AM	21.6	C
	PM	29.3	C
Orange Avenue at I-95 SB	AM	1.2	A
	PM	1.3	A

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

3.0 TRAFFIC ANALYSIS (CONTINUED)

Total Traffic Conditions

The project trips were added to the background conditions based on the trip distribution/assignment to determine the projected 2025 total traffic conditions. The intersection development sheets are included in Appendix "F". Similar to the background conditions analysis, the signal timing was optimized as applicable for each of the study signalized intersections. Note the lane geometry for the Kings Highway at Okeechobee Road intersection is based on the current plans that are under construction. Pages from the Kings Highway widening plans are included in Appendix "J". The results of the total traffic conditions analysis are provided below in Table 10 and included in Appendix "H".

Table 10
Total Traffic Conditions Operational Analysis

Intersection	Peak Hour	Average Delay (sec/veh)	LOS
Okeechobee Rd at FL Turnpike/Kings Hwy	AM	41.7	D
	PM	44.2	D
Okeechobee Rd at Crossroads Pkwy	AM	19.5	B
	PM	34.2	C
Okeechobee Rd at I-95 West	AM	14.8	B
	PM	19.7	B
Okeechobee Rd at I-95 East	AM	30.5	C
	PM	26.6	C
Okeechobee Rd at Jenkins Rd	AM	48.5	D
	PM	33.0	C
Orange Avenue at Kings Highway	AM	50.8	D
	PM	54.3	D
Orange Avenue at I-95 NB	AM	21.4	C
	PM	21.2	C
Orange Avenue at I-95 SB	AM	1.2	A
	PM	1.2	A

As shown above, all study intersections will continue to operate at LOS D or better for both peak hours. Note due to signal timing optimization there were a couple of instances where the total traffic conditions had slightly less delay than the background conditions.

4.0 DRIVEWAY ANALYSIS

The AM and PM peak hour volumes at the project entrances for the overall development are shown in Tables 2 and 3 and may be summarized as follows:

DIRECTIONAL DISTRIBUTION (TRIPS IN/OUT)

AM = 42 / 139
PM = 116 / 74

Figure 2 presents the AM and PM peak turning movement volume assignments at the project driveway based on the directional distributions. As previously mentioned, site access is proposed via a directional driveway connection to Kings Highway and a full access driveway connection to Pruitt Research Center Road. Based on the projected driveway volumes, a northbound left turn lane on Kings Highway is recommended at the project entrance. Note the current Kings Highway roadway project includes a northbound U-turn lane at this proposed driveway location. The U-turn striping will need to be modified to left turn striping during the construction of the development.

The proposed Kings Highway Commerce Center development located in the northeast corner of Kings Highway and Research Center Road/White Road has requested and been granted by the FDOT a full access opening at the intersection of Kings Highway and Research Center Road/White Road. Based on the projected trips for both sites, a traffic signal does not appear warranted at this time. However, based on conversations with the County and TPO, it is anticipated a signal may be warranted in the future. This intersection was analyzed under both a two-way stop control and signalization scenario. The results are summarized below in Table 11 and the analysis is included in Appendix K.

Table 11
Kings Highway at Research Center Road/White Road Operational Analysis

Scenario	Peak Hour	Average Delay (sec/veh)	LOS
Two-Way Stop Control (highest approach)	AM	28.8	D
	PM	28.3	D
Signalized	AM	8.5	A
	PM	8.0	A

5.0 CONCLUSION

The proposed plan of development will result in an increase of 2,655 trips per day, 181 AM peak hour trips, and 190 PM peak hour trips at project build out in 2025. A review of the traffic data revealed that the surrounding roadway network will continue to function at an acceptable Level of Service and meet the requirements outlined in City Code Section 105-5 (Management and monitoring program).

sa: x:\Documents\Traffic Drainage&Structural/tis.22158.rev

FARRELL COMMUNITIES - FT. PIERCE

09/13/2022
Revised: 12/16/2022

PROPOSED DEVELOPMENT

TABLE 1 - Daily Traffic Generation

Landuse	ITE Code	Intensity		Rate/Equation	Dir Split In	Dir Split Out	Gross Trips	Internalization %	Internalization Total	External Trips	Pass-by %	Pass-by Trips	Net Trips
Multifamily Mid-Rise Housing 4-10 story (Apartment/Condo/TH)	221	488	Dwelling Units	5.44			2,655		0	2,655	0%	0	2,655
		Grand Totals:					**2,655**	**0.0%**	**0**	**2,655**	**0%**	**0**	**2,655**

TABLE 2 - AM Peak Hour Traffic Generation

Landuse	ITE Code	Intensity		Rate/Equation	Dir Split In	Dir Split Out	Gross Trips In	Gross Trips Out	Gross Trips Total	Internalization %	Internalization In	Internalization Out	Internalization Total	External Trips In	External Trips Out	External Trips Total	Pass-by %	Pass-by Trips	Net Trips In	Net Trips Out	Net Trips Total
Multifamily Mid-Rise Housing 4-10 story (Apartment/Condo/TH)	221	488	Dwelling Units	0.37	0.23	0.77	42	139	181	0.0%	0	0	0	42	139	181	0%	0	42	139	181
		Grand Totals:					**42**	**139**	**181**	**0.0%**	**0**	**0**	**0**	**42**	**139**	**181**	**0%**	**0**	**42**	**139**	**181**

TABLE 3 - PM Peak Hour Traffic Generation

Landuse	ITE Code	Intensity		Rate/Equation	Dir Split In	Dir Split Out	Gross Trips In	Gross Trips Out	Gross Trips Total	Internalization %	Internalization In	Internalization Out	Internalization Total	External Trips In	External Trips Out	External Trips Total	Pass-by %	Pass-by Trips	Net Trips In	Net Trips Out	Net Trips Total
Multifamily Mid-Rise Housing 4-10 story (Apartment/Condo/TH)	221	488	Dwelling Units	0.39	0.61	0.39	116	74	190	0.0%	0	0	0	116	74	190	0%	0	116	74	190
		Grand Totals:					**116**	**74**	**190**	**0.0%**	**0**	**0**	**0**	**116**	**74**	**190**	**0%**	**0**	**116**	**74**	**190**

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TABLE 4
PROJECT SIGNIFICANCE CALCULATION
AM PEAK HOUR

2025 BUILD OUT
2 MILE RADIUS OF DEVELOPMENT INFLUENCE
TOTAL AM PEAK HOUR PROJECT TRIPS (ENTERING) = 42
TOTAL AM PEAK HOUR PROJECT TRIPS (EXITING) = 139

STATION	ROADWAY	FROM	TO	PROJECT DISTRIBUTION	AM PEAK HOUR DIRECTIONAL PROJECT TRIPS	EXISTING LANES	LOS D STANDARD	TOTAL PROJECT IMPACT	PROJECT SIGNIFICANT
940025	OKEECHOBEE ROAD	MCCARTY ROAD	FLORIDA TURNPIKE	5%	7	4D	3240	0.22%	NO
940025	OKEECHOBEE ROAD	FLORIDA TURNPIKE	KINGS HIGHWAY	5%	7	4D	2100	0.33%	NO
940748	OKEECHOBEE ROAD	KINGS HIGHWAY	CROSSROADS PARKWAY	40%	56	6D	4240	1.32%	YES
940106	OKEECHOBEE ROAD	CROSSROADS PARKWAY	I-95	40%	56	6D	4240	1.32%	YES
940029	OKEECHOBEE ROAD	I-95	MCNEIL ROAD	25%	35	6D	4040	0.87%	NO
940742	OKEECHOBEE ROAD	MCNEIL ROAD	VIRGINIA AVENUE	15%	21	4D	3170	0.66%	NO
688	OKEECHOBEE ROAD	VIRGINIA AVENUE	25TH STREET	7%	10	4D	1630	0.61%	NO
940030	VIRGINIA AVENUE	OKEECHOBEE ROAD	25TH STREET	8%	11	6D	3020	0.36%	NO
940757	KINGS HIGHWAY	OKEECHOBEE ROAD	SITE	60%	83	4D	2100	3.95%	YES
940076	KINGS HIGHWAY	SITE	ORANGE AVENUE	40%	56	4D	2100	2.67%	YES
940077	KINGS HIGHWAY	ORANGE AVENUE	ANGLE ROAD	5%	7	2	920	0.76%	NO
133	JENKINS ROAD	OKEECHOBEE ROAD	EDWARDS ROAD	5%	7	2	880	0.80%	NO
174	EDWARDS ROAD	JENKINS ROAD	SELVITZ ROAD	5%	7	2	700	1.00%	YES
682	MCNEIL ROAD	OKEECHOBEE ROAD	EDWARDS ROAD	5%	7	2	790	0.89%	NO
	ORANGE AVENUE	CAMPBELL ROAD	KINGS HIGHWAY	5%	7	2	1070	0.65%	NO
	ORANGE AVENUE	KINGS HIGHWAY	I-95	30%	42	4D	2100	2.00%	YES
940035	ORANGE AVENUE	I-95	JENKINS ROAD	20%	28	4D	2100	1.33%	YES
941902	I-95	MIDWAY ROAD	OKEECHOBEE ROAD	10%	14	6X	4580	0.31%	NO
941903	I-95	OKEECHOBEE ROAD	ORANGE AVENUE	5%	7	8X	7320	0.10%	NO
941905	I-95	ORANGE AVENUE	INDRIO ROAD	10%	14	8X	7320	0.19%	NO
N/A	FLORIDA TURNPIKE	NORTH COUNTY LINE	OKEECHOBEE ROAD	5%	7	4X	3020	0.23%	NO
N/A	FLORIDA TURNPIKE	OKEECHOBEE ROAD	PORT ST. LUCIE BOULEVARD	10%	14	4X	3020	0.46%	NO

TABLE 5
PROJECT SIGNIFICANCE CALCULATION
AM PEAK HOUR

2025 BUILD OUT
2 MILE RADIUS OF DEVELOPMENT INFLUENCE
TOTAL PM PEAK HOUR PROJECT TRIPS (ENTERING) = 116
TOTAL PM PEAK HOUR PROJECT TRIPS (EXITING) = 74

STATION	ROADWAY	FROM	TO	PROJECT DISTRIBUTION	PM PEAK HOUR DIRECTIONAL PROJECT TRIPS	EXISTING LANES	LOS D STANDARD	TOTAL PROJECT IMPACT	PROJECT SIGNIFICANT
940025	OKEECHOBEE ROAD	MCCARTY ROAD	FLORIDA TURNPIKE	5%	6	4D	3240	0.19%	NO
940025	OKEECHOBEE ROAD	FLORIDA TURNPIKE	KINGS HIGHWAY	5%	6	4D	2100	0.29%	NO
940748	OKEECHOBEE ROAD	KINGS HIGHWAY	CROSSROADS PARKWAY	40%	46	6D	4240	1.08%	YES
940106	OKEECHOBEE ROAD	CROSSROADS PARKWAY	I-95	40%	46	6D	4240	1.08%	YES
940029	OKEECHOBEE ROAD	I-95	MCNEIL ROAD	25%	29	6D	4040	0.72%	NO
940742	OKEECHOBEE ROAD	MCNEIL ROAD	VIRGINIA AVENUE	20%	23	4D	3170	0.73%	NO
688	OKEECHOBEE ROAD	VIRGINIA AVENUE	25TH STREET	7%	8	4D	1630	0.49%	NO
940030	VIRGINIA AVENUE	OKEECHOBEE ROAD	25TH STREET	8%	9	6D	3020	0.30%	NO
940757	KINGS HIGHWAY	OKEECHOBEE ROAD	SITE	60%	70	4D	2100	3.33%	YES
940076	KINGS HIGHWAY	SITE	ORANGE AVENUE	40%	46	4D	2100	2.19%	YES
940077	KINGS HIGHWAY	ORANGE AVENUE	ANGLE ROAD	5%	6	2	920	0.65%	NO
133	JENKINS ROAD	OKEECHOBEE ROAD	EDWARDS ROAD	5%	6	2	880	0.68%	NO
174	EDWARDS ROAD	JENKINS ROAD	SELVITZ ROAD	5%	4	2	700	0.57%	NO
682	MCNEIL ROAD	OKEECHOBEE ROAD	EDWARDS ROAD	5%	6	2	790	0.76%	NO
	ORANGE AVENUE	CAMPBELL ROAD	KINGS HIGHWAY	5%	6	2	1070	0.56%	NO
	ORANGE AVENUE	KINGS HIGHWAY	I-95	30%	35	4D	2100	1.67%	YES
940035	ORANGE AVENUE	I-95	JENKINS ROAD	20%	23	4D	2100	1.10%	YES
941902	I-95	MIDWAY ROAD	OKEECHOBEE ROAD	10%	12	6X	4580	0.26%	NO
941903	I-95	OKEECHOBEE ROAD	ORANGE AVENUE	5%	6	8X	7320	0.08%	NO
941905	I-95	ORANGE AVENUE	INDRIO ROAD	10%	12	8X	7320	0.16%	NO
N/A	FLORIDA TURNPIKE	NORTH COUNTY LINE	OKEECHOBEE ROAD	5%	6	4X	3020	0.20%	NO
N/A	FLORIDA TURNPIKE	OKEECHOBEE ROAD	PORT ST. LUCIE BOULEVARD	10%	12	4X	3020	0.40%	NO

TABLE 6
AM PEAK HOUR - LINK ANALYSIS

2025 BUILD OUT
2 MILE RADIUS OF DEVELOPMENT INFLUENCE
AREA WIDE GROWTH RATE = 2.50%
TOTAL AM PEAK HOUR PROJECT TRIPS (ENTERING) = 42
TOTAL AM PEAK HOUR PROJECT TRIPS (EXITING) = 139

ROADWAY	FROM	TO	Traffic Count Year	AM PEAK HOUR TRAFFIC	PROJECT DISTRIBUTION	AM PEAK HOUR PROJECT TRIPS	AREA WIDE GROWTH	COMMITTED PROJECTS	TOTAL BACKGROUNI TRAFFIC USED	2025 TRAFFIC WITHOUT PROJECT	2025 TOTAL TRAFFIC	ASSURED LANES	LOS D	MEETS LOS STD.
OKEECHOBEE ROAD	KINGS HIGHWAY	CROSSROADS PARKWAY	2020	1058	40%	56	139	140	279	1337	1393	6D	4240	YES
OKEECHOBEE ROAD	CROSSROADS PARKWAY	I-95	2020	1282	40%	56	168	144	312	1594	1650	6D	4240	YES
OKEECHOBEE ROAD	I-95	MCNEIL ROAD	2020	2082	25%	35	274	111	385	2467	2502	6D	4040	YES
OKEECHOBEE ROAD	MCNEIL ROAD	VIRGINIA AVENUE	2020	1550	15%	21	204	237	441	1991	2012	4D	3170	YES
KINGS HIGHWAY	OKEECHOBEE ROAD	SITE	2020	436	60%	83	57	355	412	848	931	4D	2100	YES
KINGS HIGHWAY	SITE	ORANGE AVENUE	2020	395	40%	56	52	355	407	802	858	4D	2100	YES
ORANGE AVENUE	KINGS HWY	I-95	2020	902	30%	42	119	302	421	1323	1365	4D	2100	YES
ORANGE AVENUE	I-95	JENKINS ROAD	2020	827	20%	28	109	99	208	1035	1063	4D	2100	YES

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TABLE 7
PM PEAK HOUR - LINK ANALYSIS

2025 BUILD OUT
2 MILE RADIUS OF DEVELOPMENT INFLUENCE
AREA WIDE GROWTH RATE = 2.50%
TOTAL PM PEAK HOUR PROJECT TRIPS (ENTERING) = 116
TOTAL PM PEAK HOUR PROJECT TRIPS (EXITING) = 74

ROADWAY	FROM	TO	Traffic Count Year	PM PEAK HOUR TRAFFIC	PROJECT DISTRIBUTION	PM PEAK HOUR PROJECT TRIPS	AREA WIDE GROWTH	COMMITTED PROJECTS	TOTAL BACKGROUNI TRAFFIC USED	2025 TRAFFIC WITHOUT PROJECT	2025 TOTAL TRAFFIC	ASSURED LANES	LOS D	MEETS LOS STD.
OKEECHOBEE ROAD	KINGS HIGHWAY	CROSSROADS PARKWAY	2020	1116	40%	46	244	117	361	1477	1523	6D	4240	YES
OKEECHOBEE ROAD	CROSSROADS PARKWAY	I-95	2020	1310	40%	46	286	135	421	1731	1777	6D	4240	YES
OKEECHOBEE ROAD	I-95	MCNEIL ROAD	2020	1713	25%	29	374	112	486	2199	2228	6D	4040	YES
KINGS HIGHWAY	OKEECHOBEE ROAD	SITE	2020	446	60%	70	97	291	388	834	904	4D	2000	YES
KINGS HIGHWAY	SITE	ORANGE AVENUE	2020	379	40%	46	83	481	564	943	989	4D	2000	YES
ORANGE AVENUE	KINGS HWY	I-95	2020	909	30%	22	199	328	527	1436	1458	4D	2100	YES
ORANGE AVENUE	I-95	JENKINS ROAD	2020	778	20%	15	170	252	422	1200	1215	4D	2100	YES

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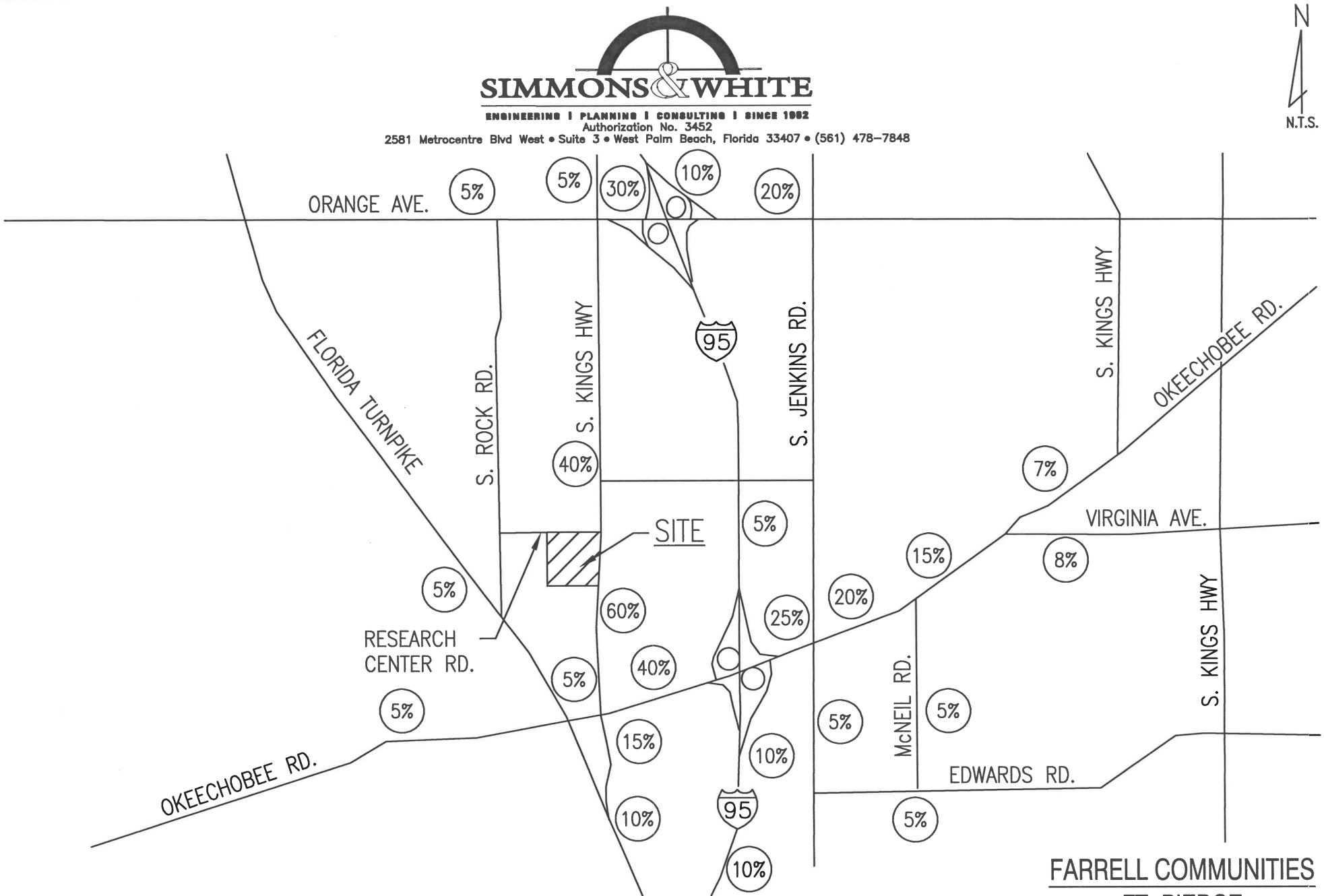

FIGURE 1
PROJECT DISTRIBUTION

FARRELL COMMUNITIES
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22-158 BK 9/13/22
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N.T.S.

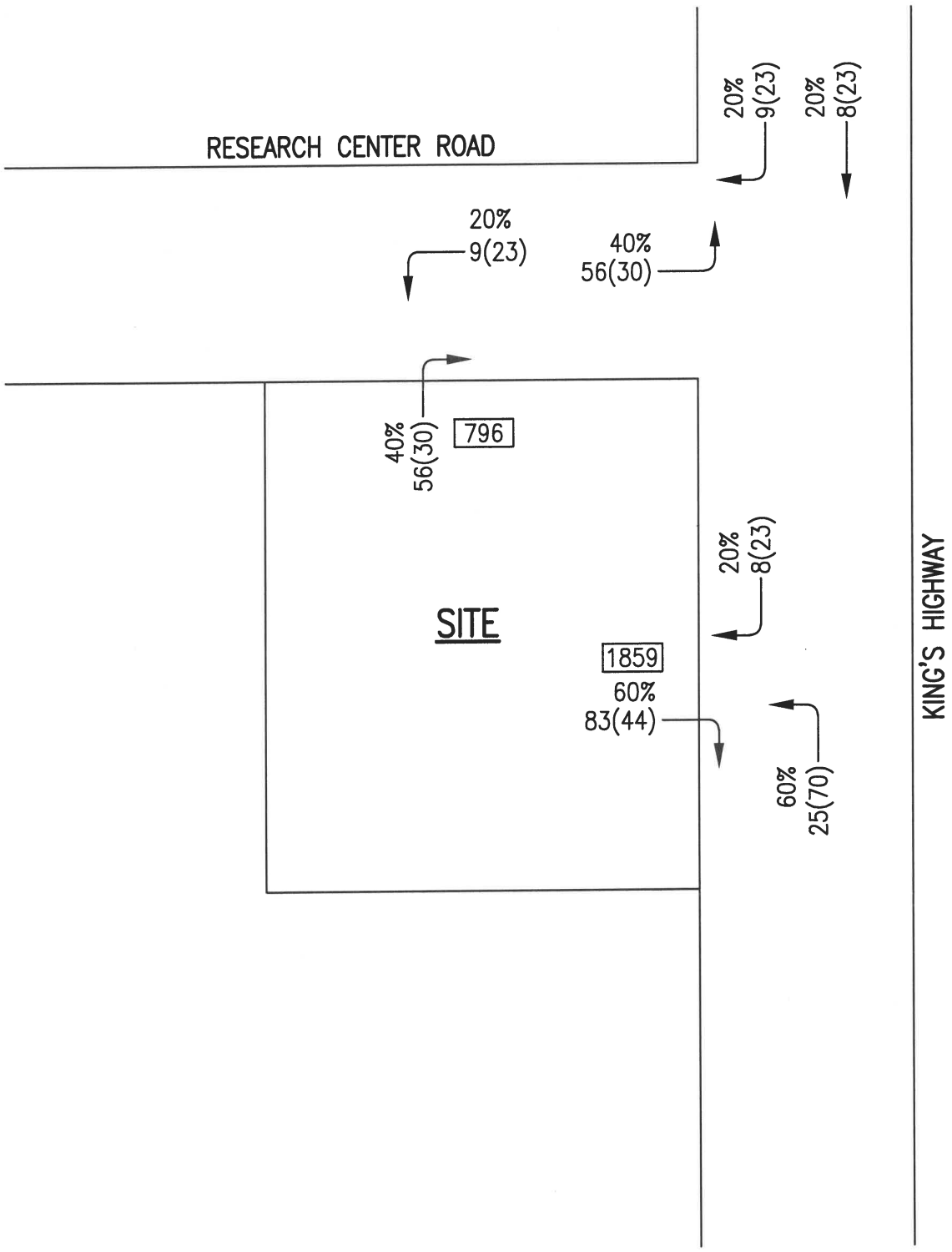

FIGURE 2
DRIVEWAY VOLUMES

LEGEND

56	A.M. PEAK HOUR TURNING MOVEMENT
(30)	P.M. PEAK HOUR TURNING MOVEMENT
796	A.A.D.T.

FARRELL COMMUNITIES
FT. PIERCE
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APPENDIX A

ST. LUCIE TPO TRAFFIC COUNTS AND LEVEL OF SERVICE REPORTS

St. Lucie Transportation Planning Organization

Coco Vista Centre
466 SW Port St. Lucie Blvd, Suite 111
Port St. Lucie, FL 34953
772-462-1593 www.stlucietpo.org

Traffic Counts and Level of Service Report
2022

Roadway Name	Location	STATION ID	2022 AADT *	Last Physical 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	INDRIO RD to RUSSOS RD	135	8,819	2019	1,070	500	C	0.467	501	C	0.468
JOHNSTON RD	RUSSOS RD to INDIAN RIVER C.L.	135	8,819	2019	1,070	500	C	0.467	501	C	0.468
JUANITA AVE	53RD ST to 25TH ST	122	2,900	2022	750	187	C	0.249	171	C	0.228
JUANITA AVE	25TH ST to US 1	120	4,800	2022	750	268	C	0.357	263	C	0.351
KEEN RD	ANGLE RD to JUANITA AVE	129	3,008	2018	630	181	C	0.287	212	C	0.337
KEEN RD	JUANITA AVE to ST LUCIE BLVD	129	3,008	2018	630	181	C	0.287	212	C	0.337
KINGS HWY	OKEECHOBEE RD to CROSSROADS PKWY	940757	9,000	2020	880	436	C	0.495	446	C	0.507
KINGS HWY	CROSSROADS PKWY to GRAHAM RD	940757	9,000	2020	700	436	C	0.623	446	C	0.637
KINGS HWY	GRAHAM RD to PICOS RD	940076	7,762	2020	700	395	C	0.564	379	C	0.541
KINGS HWY	PICOS RD to ORANGE AVE	940076	7,762	2020	880	395	C	0.449	379	C	0.431
KINGS HWY	ORANGE AVE to ANGLE RD	940077	16,024	2020	920	794	C	0.863	799	C	0.868
KINGS HWY	ANGLE RD to ST LUCIE BLVD	940751	11,387	2020	880	607	C	0.69	611	C	0.694
KINGS HWY	ST LUCIE BLVD to INDRIO RD	940006	13,805	2020	880	822	C	0.934	772	C	0.877
KIRBY LOOP RD	EDWARDS RD to 35TH ST	677	2,686	2020	630	156	C	0.248	144	C	0.229
KITTERMAN RD	OLEANDER AVE to US 1	124	3,641	2018	750	239	C	0.319	217	C	0.289
KITTERMAN RD	US 1 to LENNARD EXT	678	2,100	2022	750	120	C	0.16	121	C	0.161
LENNARD RD	US 1 to MARIPOSA AVE	325	18,000	2022	1,710	927	D	0.542	957	D	0.56
LENNARD RD	MARIPOSA AVE to MELALEUCA BLVD	325	18,000	2022	1,710	927	D	0.542	957	D	0.56
LENNARD RD	MELALEUCA BLVD to JENNINGS RD	325	18,000	2022	1,630	927	D	0.569	957	D	0.587
LENNARD RD	JENNINGS RD to HILLMOOR DR	325	18,000	2022	1,710	927	D	0.542	957	D	0.56
LENNARD RD	HILLMOOR DR to TIFFANY AVE	325	18,000	2022	1,710	927	D	0.542	957	D	0.56
LENNARD RD	TIFFANY AVE to WALTON RD	323	9,000	2022	1,710	470	C	0.275	477	C	0.279
LENNARD RD	WALTON RD to S OF SAVANNA CLUB BLVD	679	3,761	2020	790	260	C	0.329	247	C	0.313
LYNGATE DR	VETERANS MEMORIAL PKWY to MORNINGSIDE BLVD	306	10,911	2019	920	683	C	0.742	726	C	0.789
LYNGATE DR	MORNINGSIDE BLVD to US 1	306	10,911	2019	920	683	C	0.742	726	C	0.789

* **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)
* **NOTE:** If the Last Count Year is older than the year of the report, the AADT is projected from historical traffic count data.
* **Counts with an ID format of 6 digits have data extracted from FDOT count stations.**

St. Lucie Transportation Planning Organization

Coco Vista Centre
466 SW Port St. Lucie Blvd, Suite 111
Port St. Lucie, FL 34953
772-462-1593 www.stlucietpo.org

Traffic Counts and Level of Service Report
2022

Roadway Name	Location	STATION ID	2022 AADT *	Last Physical Count Year	Pk Hr Service Capacity	AM Pk Hr Pk Dir			PM Pk Hr Pk Dir		
						Volume	LOS	V/C	Volume	LOS	V/C
OAKRIDGE DR	MOUNTWELL ST to OAKLYN ST	621	6,950	2019	700	432	C	0.617	376	C	0.537
OHIO AVE	SUNRISE BLVD to COLONIAL RD	686	3,600	2022	540	213	C	0.394	208	C	0.385
OHIO AVE	COLONIAL RD to US 1	686	3,600	2022	750	213	C	0.284	208	C	0.277
OKEECHOBEE RD	OKEECHOBEE C.L. to BLUEFIELD RD	687	11,342	2020	1,580	592	B	0.375	637	B	0.403
OKEECHOBEE RD	BLUEFIELD RD to CARLTON RD	687	11,342	2020	2,000	592	B	0.296	637	B	0.319
OKEECHOBEE RD	CARLTON RD to SNEED RD	940039	7,535	2020	2,100	370	B	0.176	362	B	0.172
OKEECHOBEE RD	IDEAL HOLDING RD to HEADER CANAL RD	940039	7,535	2020	2,100	370	B	0.176	362	B	0.172
OKEECHOBEE RD	SNEED RD to IDEAL HOLDING RD	940039	7,535	2020	2,100	370	B	0.176	362	B	0.172
OKEECHOBEE RD	HEADER CANAL RD to MIDWAY RD	940039	7,535	2020	2,450	370	B	0.151	362	B	0.148
OKEECHOBEE RD	MIDWAY RD to SHINN RD	940039	7,535	2020	3,110	370	B	0.119	362	B	0.116
OKEECHOBEE RD	SHINN RD to MCCARTY RD	940195	6,920	2020	3,240	376	B	0.116	376	B	0.116
OKEECHOBEE RD	MCCARTY RD to FLORIDA'S TURNPIKE	940025	8,360	2020	3,240	401	B	0.124	416	B	0.128
OKEECHOBEE RD	FLORIDA'S TURNPIKE to KINGS HWY	940025	8,360	2020	2,100	401	C	0.191	416	C	0.198
OKEECHOBEE RD	KINGS HWY to CROSSROADS PKWY	940748	21,934	2020	4,240	1,058	C	0.25	1,116	C	0.263
OKEECHOBEE RD	CROSSROADS PKWY to I-95	940106	26,526	2020	4,240	1,282	C	0.302	1,310	C	0.309
OKEECHOBEE RD	I-95 to JENKINS RD	940029	31,865	2020	4,240	2,082	C	0.491	1,801	C	0.425
OKEECHOBEE RD	JENKINS RD to MCNEIL RD	940029	31,865	2020	4,040	2,082	C	0.515	1,801	C	0.446
OKEECHOBEE RD	MCNEIL RD to VIRGINIA AVE	940742	29,519	2020	3,170	1,550	C	0.489	1,618	C	0.51
OKEECHOBEE RD	VIRGINIA AVE to HARTMAN RD	688	12,094	2019	2,100	665	C	0.317	704	C	0.335
OKEECHOBEE RD	HARTMAN RD to 35TH ST	688	12,094	2019	1,630	665	C	0.408	704	C	0.432
OKEECHOBEE RD	35TH ST to 33RD ST	689	16,610	2019	1,630	901	D	0.553	881	D	0.54
OKEECHOBEE RD	33RD ST to 25TH ST	689	16,610	2019	1,630	901	D	0.553	881	D	0.54
OKEECHOBEE RD	25TH ST to GEORGIA AVE	690	13,247	2019	1,630	762	D	0.467	724	C	0.444
OKEECHOBEE RD	GEORGIA AVE to DELAWARE AVE	690	13,247	2019	1,710	762	C	0.446	724	C	0.423
OLD DIXIE HWY	US 1 to SR A1A NORTH	691	150	2022	790	11	C	0.014	10	C	0.013

* **NOTE:** A six digit number in the "STATION ID" column identifies segment counted by FDOT
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St. Lucie Transportation Planning Organization

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Traffic Counts and Level of Service Report
2022

Roadway Name	Location	STATION ID	2022 AADT *	Last Physical Count Year	Pk Hr Service Capacity	AM Pk Hr Pk Dir			PM Pk Hr Pk Dir		
						Volume	LOS	V/C	Volume	LOS	V/C
OLD DIXIE HWY	SR A1A NORTH to ST LUCIE BLVD	948521	1,452	2020	750	68	C	0.091	68	C	0.091
OLD DIXIE HWY	ST LUCIE BLVD to INDRIO RD	227	2,200	2022	790	162	C	0.205	126	C	0.159
OLD DIXIE HWY	INDRIO RD to INDIAN RIVER C.L.	948523	1,323	2020	870	62	C	0.071	62	C	0.071
OLEANDER AVE	BEACH AVE to KITTERMAN RD	692	2,943	2020	540	170	C	0.315	193	C	0.357
OLEANDER AVE	KITTERMAN RD to MIDWAY RD	141	6,151	2021	750	384	D	0.512	404	D	0.539
OLEANDER AVE	MIDWAY RD to WEATHERBEE RD	139	6,759	2019	750	370	C	0.493	401	D	0.535
OLEANDER AVE	WEATHERBEE RD to BELL AVE	139	6,759	2019	540	370	D	0.685	401	D	0.743
OLEANDER AVE	BELL AVE to FARMER'S MARKET RD	240	12,543	2020	540	605	F	1.12	574	E	1.063
OLEANDER AVE	FARMER'S MARKET RD to EDWARDS RD	240	12,543	2020	750	605	D	0.807	574	D	0.765
OLEANDER AVE	EDWARDS RD to WISTERIA AVE	505	9,891	2020	750	600	D	0.8	499	D	0.665
OLEANDER AVE	WISTERIA AVE to GARDENIA AVE	505	9,891	2020	540	600	F	1.111	499	D	0.924
OLEANDER AVE	GARDENIA AVE to VIRGINIA AVE	505	9,891	2020	790	600	D	0.759	499	D	0.632
OLEANDER AVE	VIRGINIA AVE to SUNRISE BLVD	503	4,537	2018	600	258	C	0.43	268	C	0.447
ORANGE AVE	OKEECHOBEE C.L. to SNEED RD	144	5,052	2020	670	295	C	0.44	281	C	0.419
ORANGE AVE	SNEED RD to HEADER CANAL RD	144	5,052	2020	670	295	C	0.44	281	C	0.419
ORANGE AVE	SHINN RD to CAMPBELL RD	940144	2,851	2020	1,070	156	B	0.146	156	B	0.146
ORANGE AVE	CAMPBELL RD to KINGS HWY	940144	2,851	2020	1,070	156	B	0.146	156	B	0.146
ORANGE AVE	KINGS HWY to I-95	940041	18,954	2020	2,100	902	C	0.43	909	C	0.433
ORANGE AVE	I-95 to JENKINS RD	940035	14,453	2020	2,100	827	C	0.394	778	C	0.37
ORANGE AVE	JENKINS RD to HARTMAN RD	940028	15,435	2020	2,100	797	C	0.38	741	C	0.353
ORANGE AVE	HARTMAN RD to ANGLE RD	940028	15,435	2020	2,100	797	C	0.38	741	C	0.353
ORANGE AVE	ANGLE RD to 25TH ST	940151	9,848	2013	1,710	505	C	0.295	587	C	0.343
ORANGE AVE	25TH ST to 17TH ST	945040	12,894	2020	1,630	622	C	0.382	682	C	0.418
ORANGE AVE	17TH ST to 13TH ST	945040	12,894	2020	1,710	622	C	0.364	682	C	0.399
ORANGE AVE	13TH ST to 10TH ST	945040	12,894	2020	750	622	D	0.829	682	D	0.909

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APPENDIX B

TRAFFIC COUNTS & FDOT PSCF

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

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

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

Groups Printed- ALL TRAFFIC

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

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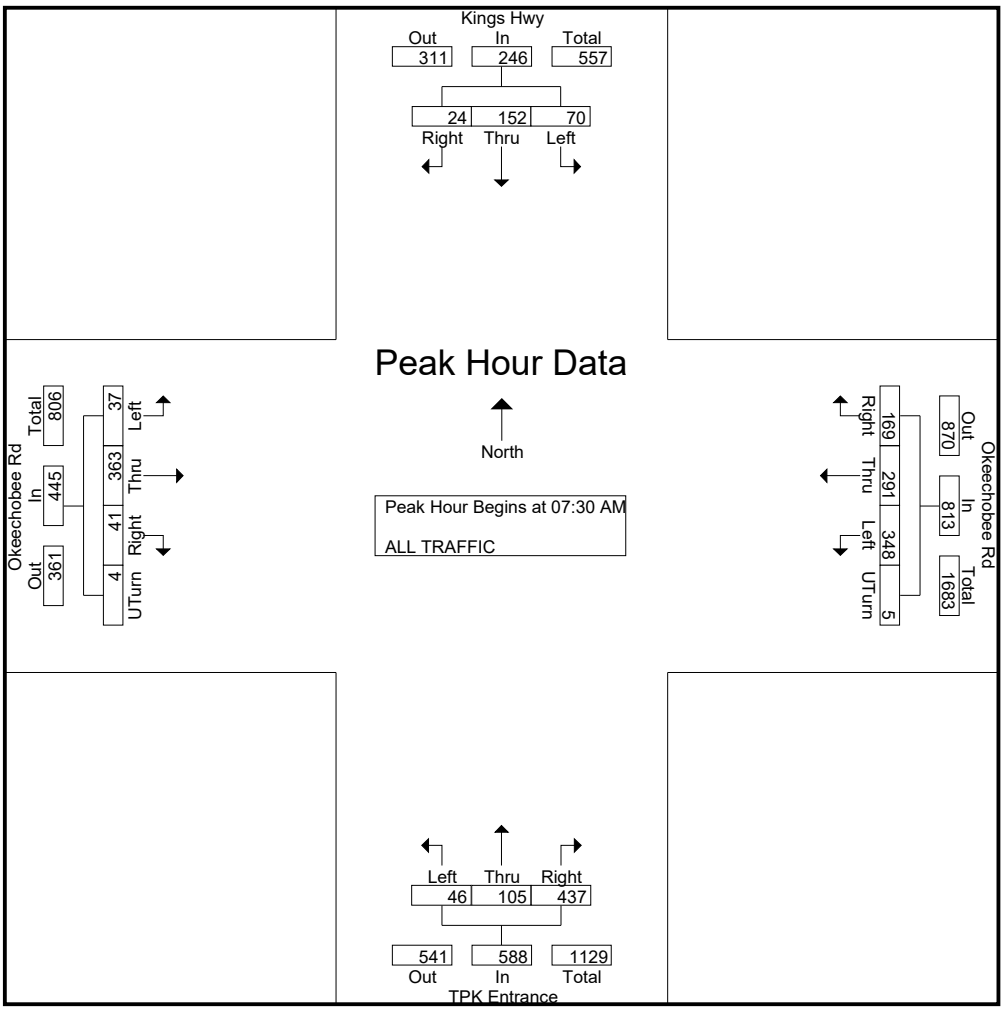
Manual Traffic Count - All Traffic
Okeechobee Rd and Kings Hwy/TPK Entrance
Fort Pierce, FL

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

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



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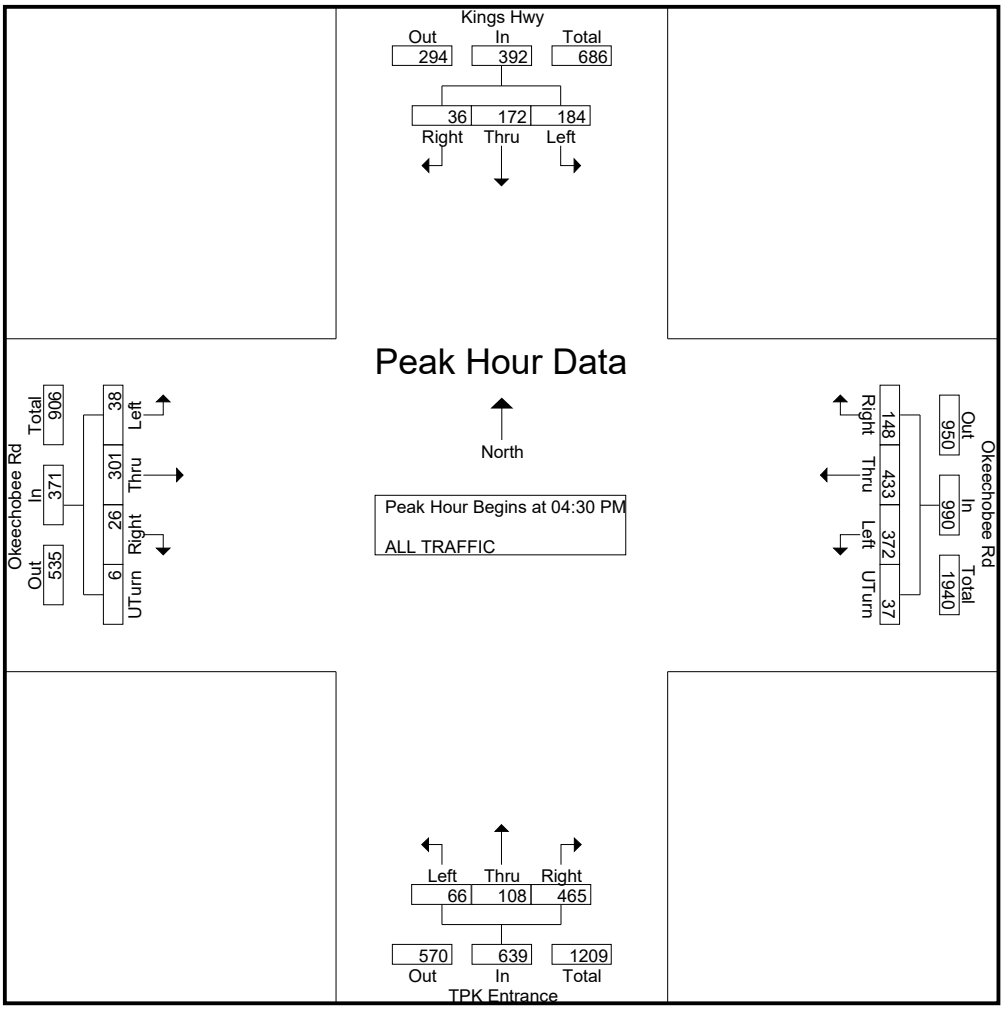
Manual Traffic Count - All Traffic
Okeechobee Rd and Kings Hwy/TPK Entrance
Fort Pierce, FL

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

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



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

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

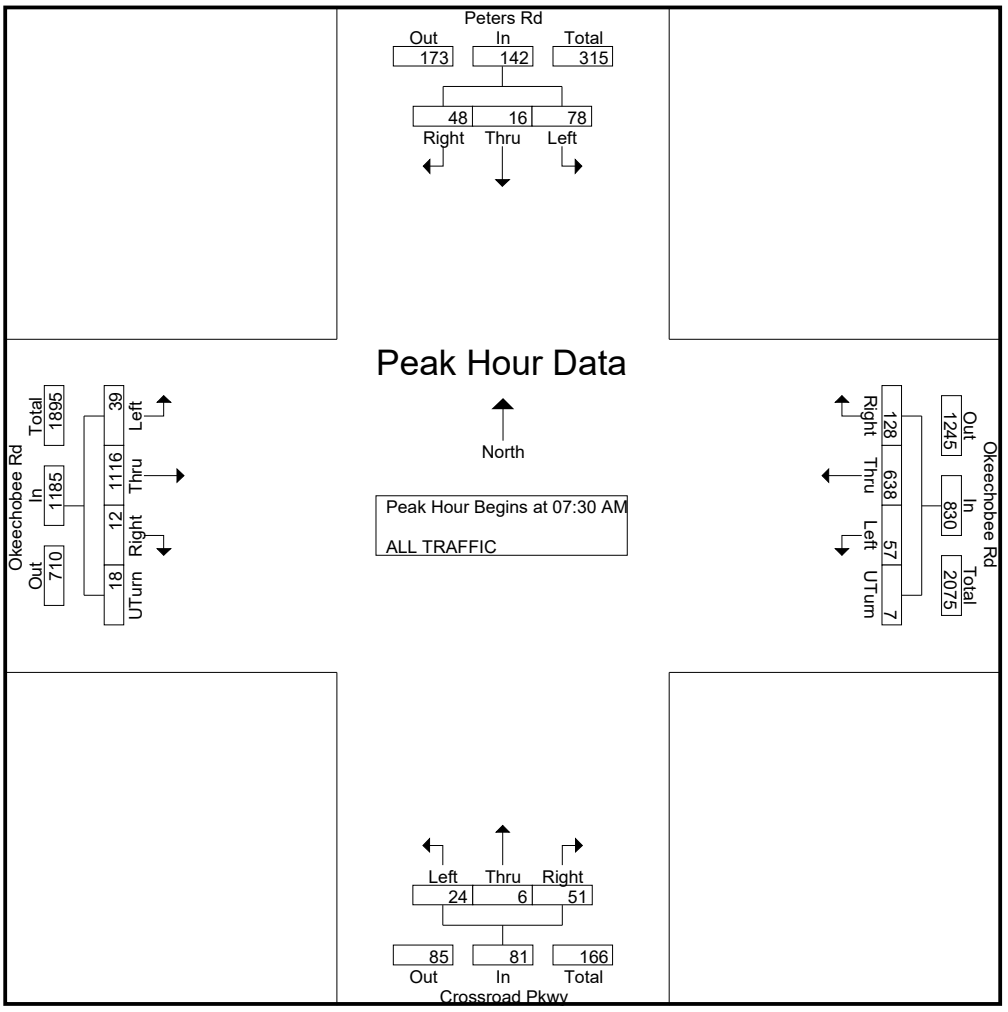
Groups Printed- ALL TRAFFIC

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

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

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

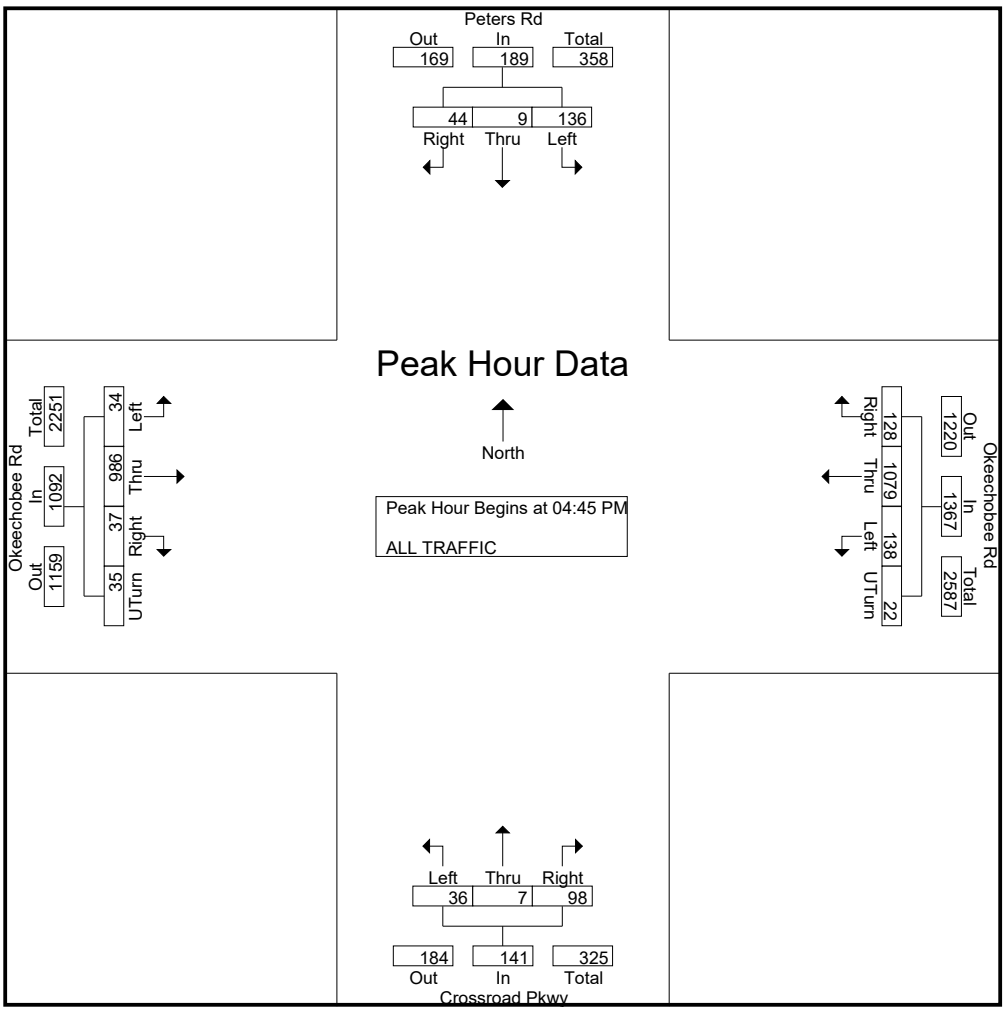
	Crossroad Pkwy NB				Peters Rd SB				Okeechobee Rd EB					Okeechobee Rd WB					
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	UTurn	App. Total	Right	Thru	Left	UTurn	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																			
Peak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



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

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

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



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

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

Groups Printed- All Traffic

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

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

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

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

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

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

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

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

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

Groups Printed- ALL TRAFFIC

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

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

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

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

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

File Name : OKWB I95
Site Code : SW2018
Start Date : 12/10/2020
Page No : 3

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

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

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

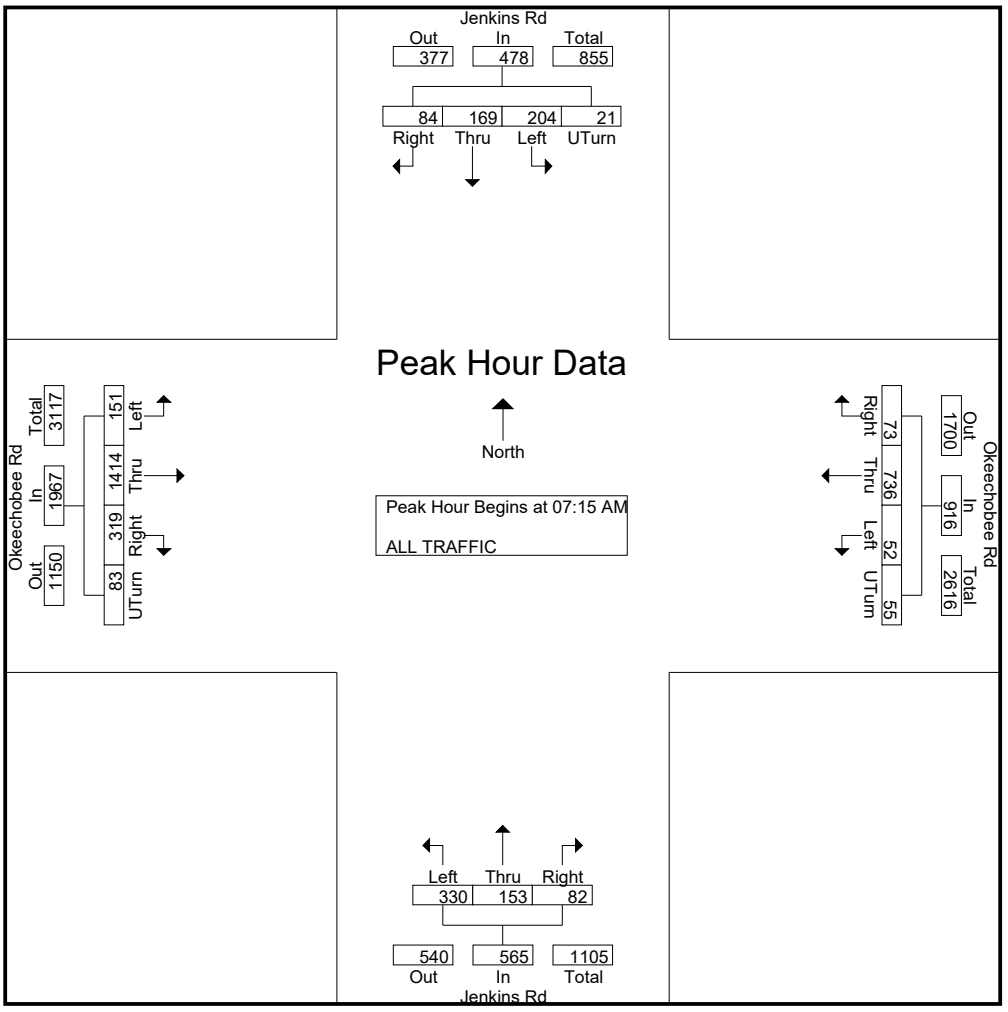
Groups Printed- ALL TRAFFIC

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

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

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

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



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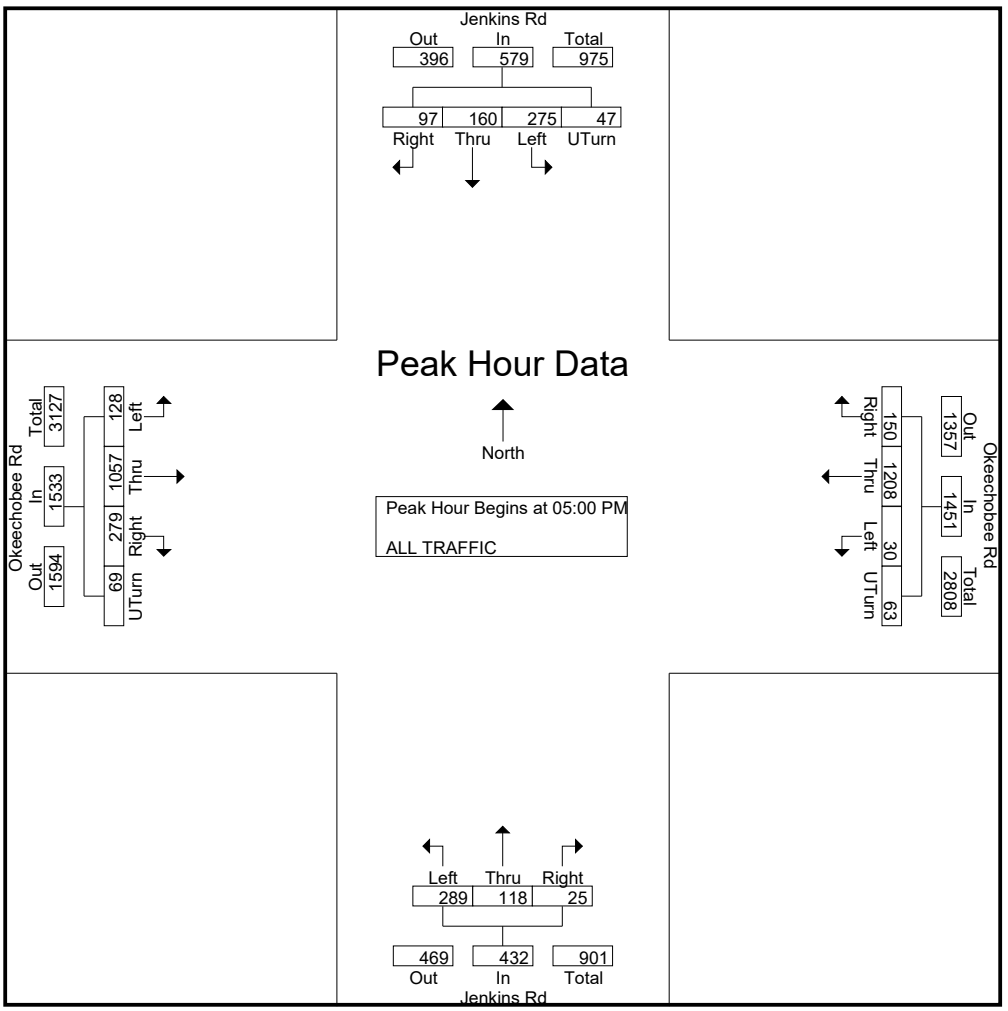
Manual Traffic Count - All Traffic
Okeechobee Rd and Jenkins Rd
Fort Pierce, FL

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

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



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

MOCF: 0.94

WEEK	DATES	SF	PSCF
1	01/01/2019 - 01/05/2019	1.01	1.07
2	01/06/2019 - 01/12/2019	0.99	1.05
3	01/13/2019 - 01/19/2019	0.96	1.02
* 4	01/20/2019 - 01/26/2019	0.95	1.01
* 5	01/27/2019 - 02/02/2019	0.94	1.00
* 6	02/03/2019 - 02/09/2019	0.93	0.99
* 7	02/10/2019 - 02/16/2019	0.92	0.98
* 8	02/17/2019 - 02/23/2019	0.92	0.98
* 9	02/24/2019 - 03/02/2019	0.93	0.99
*10	03/03/2019 - 03/09/2019	0.93	0.99
*11	03/10/2019 - 03/16/2019	0.93	0.99
*12	03/17/2019 - 03/23/2019	0.94	1.00
*13	03/24/2019 - 03/30/2019	0.94	1.00
*14	03/31/2019 - 04/06/2019	0.95	1.01
*15	04/07/2019 - 04/13/2019	0.95	1.01
*16	04/14/2019 - 04/20/2019	0.96	1.02
17	04/21/2019 - 04/27/2019	0.97	1.03
18	04/28/2019 - 05/04/2019	0.98	1.04
19	05/05/2019 - 05/11/2019	0.99	1.05
20	05/12/2019 - 05/18/2019	1.00	1.06
21	05/19/2019 - 05/25/2019	1.01	1.07
22	05/26/2019 - 06/01/2019	1.02	1.09
23	06/02/2019 - 06/08/2019	1.02	1.09
24	06/09/2019 - 06/15/2019	1.03	1.10
25	06/16/2019 - 06/22/2019	1.04	1.11
26	06/23/2019 - 06/29/2019	1.05	1.12
27	06/30/2019 - 07/06/2019	1.05	1.12
28	07/07/2019 - 07/13/2019	1.06	1.13
29	07/14/2019 - 07/20/2019	1.07	1.14
30	07/21/2019 - 07/27/2019	1.06	1.13
31	07/28/2019 - 08/03/2019	1.06	1.13
32	08/04/2019 - 08/10/2019	1.05	1.12
33	08/11/2019 - 08/17/2019	1.04	1.11
34	08/18/2019 - 08/24/2019	1.05	1.12
35	08/25/2019 - 08/31/2019	1.07	1.14
36	09/01/2019 - 09/07/2019	1.08	1.15
37	09/08/2019 - 09/14/2019	1.10	1.17
38	09/15/2019 - 09/21/2019	1.11	1.18
39	09/22/2019 - 09/28/2019	1.09	1.16
40	09/29/2019 - 10/05/2019	1.07	1.14
41	10/06/2019 - 10/12/2019	1.04	1.11
42	10/13/2019 - 10/19/2019	1.02	1.09
43	10/20/2019 - 10/26/2019	1.02	1.09
44	10/27/2019 - 11/02/2019	1.02	1.09
45	11/03/2019 - 11/09/2019	1.01	1.07
46	11/10/2019 - 11/16/2019	1.01	1.07
47	11/17/2019 - 11/23/2019	1.01	1.07
48	11/24/2019 - 11/30/2019	1.01	1.07
49	12/01/2019 - 12/07/2019	1.01	1.07
50	12/08/2019 - 12/14/2019	1.01	1.07
51	12/15/2019 - 12/21/2019	1.01	1.07
52	12/22/2019 - 12/28/2019	0.99	1.05
53	12/29/2019 - 12/31/2019	0.96	1.02

* PEAK SEASON

2019 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
CATEGORY: 9402 WEST-W OF I95

MOCF: 0.92

WEEK	DATES	SF	PSCF
1	01/01/2019 - 01/05/2019	1.05	1.14
2	01/06/2019 - 01/12/2019	1.03	1.12
3	01/13/2019 - 01/19/2019	1.00	1.09
* 4	01/20/2019 - 01/26/2019	0.97	1.05
* 5	01/27/2019 - 02/02/2019	0.93	1.01
* 6	02/03/2019 - 02/09/2019	0.90	0.98
* 7	02/10/2019 - 02/16/2019	0.86	0.93
* 8	02/17/2019 - 02/23/2019	0.87	0.95
* 9	02/24/2019 - 03/02/2019	0.88	0.96
*10	03/03/2019 - 03/09/2019	0.89	0.97
*11	03/10/2019 - 03/16/2019	0.90	0.98
*12	03/17/2019 - 03/23/2019	0.91	0.99
*13	03/24/2019 - 03/30/2019	0.93	1.01
*14	03/31/2019 - 04/06/2019	0.94	1.02
*15	04/07/2019 - 04/13/2019	0.95	1.03
*16	04/14/2019 - 04/20/2019	0.97	1.05
17	04/21/2019 - 04/27/2019	0.99	1.08
18	04/28/2019 - 05/04/2019	1.00	1.09
19	05/05/2019 - 05/11/2019	1.02	1.11
20	05/12/2019 - 05/18/2019	1.04	1.13
21	05/19/2019 - 05/25/2019	1.06	1.15
22	05/26/2019 - 06/01/2019	1.07	1.16
23	06/02/2019 - 06/08/2019	1.09	1.18
24	06/09/2019 - 06/15/2019	1.10	1.20
25	06/16/2019 - 06/22/2019	1.11	1.21
26	06/23/2019 - 06/29/2019	1.12	1.22
27	06/30/2019 - 07/06/2019	1.12	1.22
28	07/07/2019 - 07/13/2019	1.13	1.23
29	07/14/2019 - 07/20/2019	1.14	1.24
30	07/21/2019 - 07/27/2019	1.13	1.23
31	07/28/2019 - 08/03/2019	1.13	1.23
32	08/04/2019 - 08/10/2019	1.12	1.22
33	08/11/2019 - 08/17/2019	1.12	1.22
34	08/18/2019 - 08/24/2019	1.11	1.21
35	08/25/2019 - 08/31/2019	1.10	1.20
36	09/01/2019 - 09/07/2019	1.09	1.18
37	09/08/2019 - 09/14/2019	1.08	1.17
38	09/15/2019 - 09/21/2019	1.08	1.17
39	09/22/2019 - 09/28/2019	1.05	1.14
40	09/29/2019 - 10/05/2019	1.03	1.12
41	10/06/2019 - 10/12/2019	1.00	1.09
42	10/13/2019 - 10/19/2019	0.98	1.07
43	10/20/2019 - 10/26/2019	0.97	1.05
44	10/27/2019 - 11/02/2019	0.96	1.04
45	11/03/2019 - 11/09/2019	0.94	1.02
46	11/10/2019 - 11/16/2019	0.93	1.01
47	11/17/2019 - 11/23/2019	0.95	1.03
48	11/24/2019 - 11/30/2019	0.98	1.07
49	12/01/2019 - 12/07/2019	1.00	1.09
50	12/08/2019 - 12/14/2019	1.02	1.11
51	12/15/2019 - 12/21/2019	1.05	1.14
52	12/22/2019 - 12/28/2019	1.03	1.12
53	12/29/2019 - 12/31/2019	1.00	1.09

* PEAK SEASON

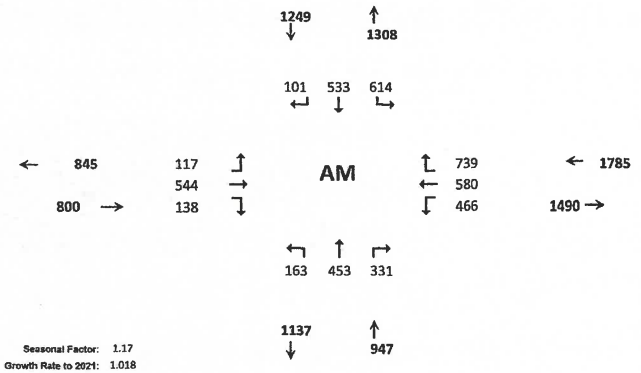
236 Acres Project

TURNING MOVEMENT VOLUME COUNTS

Orange + Kings AM

N/S STREET: Kings Hwy
E/W STREET: Orange Ave
CONTROL: Signalized
FILENAME: KRE Warehouse
COUNT DATE: 10/3/2018
DAY: Wednesday
CITY: St Lucie
REPORT DATE: 1/28/2022
ANALYSIS YEAR: 2027
With 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	8	42	30	97	82	15	24	79	10	22	64	77	550	2366
7:15-7:30	9	62	31	107	75	10	16	88	21	36	51	110	616	2337
7:30-7:45	14	50	51	93	67	12	13	82	20	25	46	96	569	2188
7:45-8:00	16	59	32	70	60	13	11	95	23	43	88	121	631	2154
8:00-8:15	12	58	45	81	62	8	4	49	10	20	53	119	521	1974
8:15-8:30	12	48	31	68	67	7	11	42	4	38	44	95	467	
8:30-8:45	10	50	30	93	68	7	9	62	18	28	59	101	535	
8:45-9:00	17	29	28	77	69	10	6	49	12	41	38	75	451	



AM PEAK HOUR IS FROM:	7:00AM TO 8:00AM													
Volumes	47	213	144	367	284	50	64	344	74	126	249	404	2366	
Season Factor	55	249	168	429	332	59	75	402	87	147	291	473	2768	
Growth to 2021	58	263	178	454	351	62	79	425	91	156	308	499	2924	
Growth to 2027	62	279	189	481	373	66	84	451	97	165	327	530	3104	
In/Out		IN		OUT	OUT	OUT	IN					IN		
Percentage	0%	23%	0%	40%	23%	2%	2%	0%	0%	0%	0%	40%		
Project	0	90	0	47	27	2	8	0	0	0	0	157	0	
Total	62	370	189	528	399	68	92	451	97	165	327	687	3104	

Seasonal Factor: 1.17
Growth Rate to 2021: 1.018
Years Grown: 3
Growth Rate from 2021 to 2027: 1.01
Years Grown: 6

	Trips In	Trips Out
	393	117

Other Projects																
In/Out		IN		OUT	OUT	OUT	IN					IN				
Percentage		23%		40%	23%	2%	2%					40%			Trips In	Trips Out
Volume	0	16	0	79	45	4	1	0	0	0	0	28	173	Pineapple Grove	69	197
%	40%	0%	0%	0%	0%	4%	4%	30%	40%	0%	30%	0%				
In/Out	IN					IN	OUT	OUT	OUT		IN					
Volume	30	0	0	0	0	3	1	5	7	0	23	0	0	Sunnyland	75	223
%	3%	0%	40%	0%	0%	0%	0%	0%	3%	40%	0%	0%				
In/Out	OUT		OUT						IN	IN						
Volume	1	0	7	0	0	0	0	0	2	30	0	0	0	Hunt	76	17
%	30.0%	0.0%	0.0%	0.0%	0.0%	10.0%	10.0%	50.0%	30.0%	0.0%	50.0%	0.0%				
In/Out	IN					IN	OUT	OUT	OUT		IN					
Volume	42	0	0	0	0	14	3	16	9	0	70	0	0	St. Lucie Commerce Center	141	31
%	0.0%	0.0%	2.0%	3.0%	0.0%	0.0%	0%	5%	0.0%	2.0%	5.0%	3.0%				
In/Out			IN	IN				IN		OUT	OUT	OUT				
Volume	0	0	1	1	0	0	0	2	0	3	8	5	0	Whispering Oaks	45	167
%	0.0%	0.0%	3.0%	2.0%	0.0%	0.0%	0.0%	0.0%	0.0%	3.0%	0.0%	2.0%				
In/Out			IN	IN						OUT		OUT				
Volume	0	0	4	2	0	0	0	0	0	11	0	7	0	Bent Creek	123	371
%	20.0%	0.0%	0.0%	0.0%	10.0%	10.0%	20%	55%	0.0%	30.0%	25.0%	0.0%				
In/Out	IN				IN	IN	OUT	OUT		IN	IN					
Volume	13	0	0	0	6	6	13	35	0	19	16	0	0	Wawa Kings	63	64
%	4.0%	18.0%	26.0%	0.0%	18.0%	0.0%	0.0%	0.0%	4.0%	26.0%	0.0%	0.0%				
In/Out	OUT	OUT	OUT		IN				IN	IN						
Volume	14	61	89	0	62	0	0	0	14	89	0	0	0	Kings Highway Warehouse	342	341
%	2.0%	0.0%	30.0%	0.0%	0.0%	0.0%	0%	0%	2.0%	30.0%	0.0%	0.0%				
In/Out	OUT		OUT						IN	IN						
Volume	2	0	27	0	0	0	0	0	7	109	0	0	0	Kings Highway Commerce Park	362	90
%	0.0%	0.0%	30.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	30.0%	0.0%	0.0%				
In/Out			OUT							IN						
Volume	0	0	2	0	0	0	0	0	0	2	0	0	0	Walsh Crossroads	7	5
%	5.0%	0.0%	10.0%	0.0%	0.0%	0.0%	0%	0%	5.0%	10.0%	0.0%	0.0%				
In/Out	OUT		OUT						IN	IN						
Volume	1	0	1	0	0	0	0	0	2	4	0	0	0	Project Hurricane	36	12
%	0.0%	0.0%	2.0%	3.0%	0.0%	0.0%	0.0%	5.0%	0.0%	2.0%	8.0%	3.0%				
In/Out			IN	IN				IN		OUT	OUT	OUT				
Volume	0	0	2	4	0	0	0	6	0	8	31	12	0	Celebration Pointe	121	385
%	0.0%	10.0%	18.0%	0.0%	10.0%	3.0%	13.0%	52.0%	0.0%	13.0%	52.0%	0.0%				
In/Out		OUT	OUT		IN	IN	OUT	OUT		IN	IN	OUT				
Volume	0	6	10	0	20	6	7	29	0	26	106	0	0	Stonemont	203	56
Subtotal	102	173	142	133	160	36	33	93	41	301	254	209	173			
Total	163	453	331	614	533	101	117	544	138	466	580	739	3277			

Committed trips

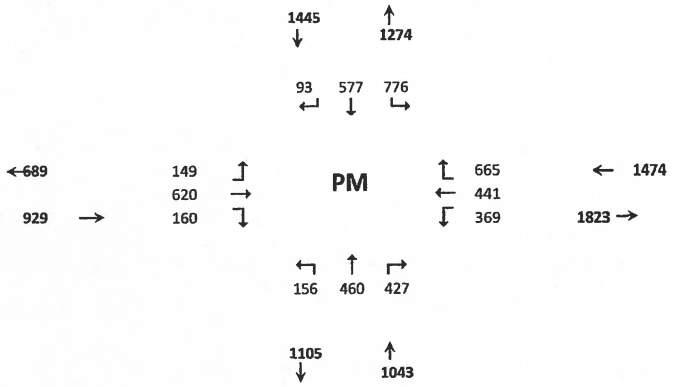
236 Acres Project

TURNING MOVEMENT VOLUME COUNTS

Kings Hwy / Orange Ave - PM 2027
With Project

Orange + Kings PM

15 Min Period lanes	Northbound NBL	NBT	NBR	Southbound SBL	SBT	SBR	Eastbound EBL	EBT	EBR	Westbound WBL	WBT	WBR	TOTAL	ONE HOUR SUM
4:00-4:15	15	61	37	89	61	7	24	56	6	34	54	82	526	2193
4:15-4:30	17	46	32	109	62	11	12	36	11	37	70	86	529	2233
4:30-4:45	10	57	46	112	77	11	20	48	8	36	44	79	548	2280
4:45-5:00	19	58	38	114	61	21	29	59	15	29	60	87	590	2304
5:00-5:15	17	69	32	75	73	11	20	75	8	27	58	101	566	2279
5:15-5:30	14	64	24	96	60	11	6	86	20	42	59	94	576	
5:30-5:45	16	48	37	127	81	8	8	43	11	26	70	97	572	
5:45-6:00	17	50	42	106	70	9	14	81	6	25	57	88	565	



PM PEAK HOUR IS FROM:	4:45PM TO 5:45PM													
Volumes	66	239	131	412	275	51	63	263	54	124	247	379	2304	
Season Factor	77	280	153	482	322	60	74	308	63	145	289	443	2696	
Growth to 2021	82	295	162	509	340	63	78	325	67	153	305	468	2847	
Growth to 2026	87	314	172	540	361	67	83	345	71	163	324	497	3022	
In/Out		IN		OUT	OUT	OUT	IN					IN		
Percentage	0%	23%	0%	40%	23%	2%	2%	0%	0%	0%	0%	40%		
Project	0	35	0	156	89	8	3	0	0	0	0	60	0	
Total	87	348	172	696	450	75	86	345	71	163	324	558	3022	

Trips In	Trips Out
151	389

Other Projects															Trips In	Trips Out
In/Out	-	IN	-	OUT	OUT	OUT	IN	-	-	-	-	IN				
Percentage	0%	23%	0%	40%	23%	2%	2%	0%	0%	0%	0%	40%		Pineapple Grove		
Volume	0	54	0	55	32	3	5	0	0	0	0	93	241		233	137
%	40%	0%	0%	0%	0%	4%	4%	30%	40%	0%	30%	0%				
In/Out	IN					IN	OUT	OUT	OUT		IN					
Volume	23	0	0	0	0	2	2	17	8	0	17	0	0	Sunnyland	261	154
%	3%	0%	40%	0%	0%	0%	0%	0%	3%	40%	0%	0.0%				
In/Out	OUT	-	OUT	-	-	-	-	-	IN	IN	-	-				
Volume	2	0	23	0	0	0	0	0	1	8	0	0	0	Hunt	19	57
%	30.0%	0.0%	0.0%	0.0%	0.0%	10.0%	10.0%	50.0%	30.0%	0.0%	50.0%	0.0%				
In/Out	IN					IN	OUT	OUT	OUT		IN	0.0%				
Volume	16	0	0	0	0	5	20	98	59	0	26		0	St. Lucie Commerce Center	52	196
%	0.0%	0.0%	2.0%	3.0%	0.0%	0.0%	0.0%	5.0%	0.0%	2.0%	5.0%	3.0%				
In/Out			IN	IN				IN		OUT	OUT	OUT				
Volume	0	0	3	5	0	0	0	9	0	2	5	3	0	Whispering Oaks	172	94
%	0.0%	0.0%	3.0%	2.0%	0.0%	0.0%	0.0%	0.0%	0.0%	3.0%	0.0%	2.0%				
In/Out			IN	IN						OUT		OUT				
Volume	0	0	12	8	0	0	0	0	0	7	0	5	0	Bent Creek	385	226
%	20.0%	0.0%	0.0%	0.0%	10.0%	10.0%	20.0%	55.0%	0.0%	30.0%	25.0%	0.0%				
In/Out	IN				IN	IN	OUT	OUT		IN	IN					
Volume	11	0	0	0	6	6	12	32	0	17	14	0	0	Wawa Kings	57	58
%	4.0%	18.0%	26.0%	0.0%	18.0%	0.0%	0.0%	0.0%	4.0%	26.0%	0.0%	0.0%				
In/Out	OUT	OUT	OUT		IN	0.0%			IN	IN						
Volume	9	39	56	0	82	0	0	0	18	119	0	0	0	Kings Highway Warehouse	458	216
%	2.0%	0.0%	30.0%	0.0%	0.0%	0.0%	0.0%	0.0%	2.0%	30.0%	0.0%	0.0%				
In/Out	OUT		OUT						IN	IN						
Volume	7	0	111	0	0	0	0	0	2	35	0	0	0	Kings Highway Commerce Park	115	371
%	0.0%	0.0%	30.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	30.0%	0.0%	0.0%				
In/Out			OUT							IN						
Volume	0	0	3	0	0	0	0	0	0	3	0	0	0	Walsh Crossroads	10	11
%	5.0%	0.0%	10.0%	0.0%	0.0%	0.0%	0.0%	0.0%	5.0%	10.0%	0.0%	0.0%				
In/Out	OUT		OUT						IN	IN						
Volume	2	0	4	0	0	0	0	0	1	2	0	0	0	Project Hurricane	23	37
%	0.0%	0.0%	2.0%	3.0%	0.0%	0.0%	0.0%	5.0%	0.0%	2.0%	8.0%	3.0%				
In/Out			IN	IN				IN		OUT	OUT	OUT				
Volume	0	0	8	12	0	0	0	20	0	5	18	7	0	Celebration Pointe	398	229
%	0.0%	10.0%	18.0%	0.0%	10.0%	3.0%	13.0%	52.0%	0.0%	13.0%	52.0%	0.0%				
In/Out		OUT	OUT		IN	IN	OUT	OUT		IN	IN	OUT				
Volume	0	19	35	0	7	2	25	100	0	9	36	0	0	Stonemont	70	192
Subtotal	69	146	255	235	216	26	66	275	89	206	117	168	241			
Total	156	460	427	776	577	93	149	620	160	369	441	665	3263			

committed trips

Orange 95 Commerce Orange and I-95 NB Ramp

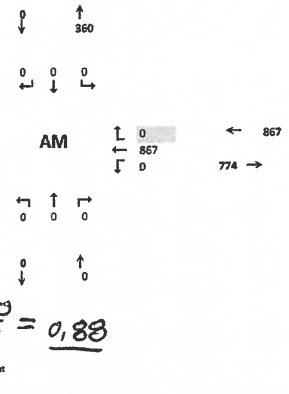
TURNING MOVEMENT VOLUME COUNTS

N/S STREET: I95 NB Ramp
E/W STREET: Orange Ave
CONTROL: Signalized
FILENAME:
COUNT DATE: 12/18/2018
DAY: Tuesday
CITY: St. Lucie
REPORT DATE: 6/24/2022
ANALYSIS YEAR: 2025 without project

15 Min Period	Northbound NBL	NBT	NBR	Southbound SBL	SBT	SBR	Eastbound EBL	EBT	EBR	Westbound WBL	WBT	WBR	TOTAL	ONE HOUR SUM
7:00-7:15	0	0	0	0	0	0	23	106	0	0	129	0	258	1050
7:15-7:30	0	0	0	0	0	0	32	108	0	0	107	0	247	1032
7:30-7:45	0	0	0	0	0	0	31	98	0	0	119	0	248	1021
7:45-8:00	0	0	0	0	0	0	25	142	0	0	130	0	297	951
8:00-8:15	0	0	0	0	0	0	18	103	0	0	119	0	240	855
8:15-8:30	0	0	0	0	0	0	31	91	0	0	114	0	236	
8:30-8:45	0	0	0	0	0	0	23	83	0	0	82	0	188	
8:45-9:00	0	0	0	0	0	0	27	72	0	0	102	0	201	
AM PEAK HOUR IS FROM:			7:00AM TO 8:00AM											
Volumes	0	0	0	0	0	0	111	454	0	0	485	0	1050	
Season Factor	0	0	0	0	0	0	111	[illegible]	0	0	[illegible]	0	1050	
Growth	0	0	0	0	0	0	123	504	0	0	538	0	1165	
In/Out							0	IN			OUT	OUT		
Percentage	0%	0%	0%	0%	0%	0%	0%	60%	0%	0%	60%	10%	0%	
PROJECT	0	0	0	0	0	0	0	0	0	0	0	0	0	
In/Out							OUT	OUT			IN			
Percentage	0%	0%	0%	0%	0%	0%	25%	15%	0%	0%	15%	0%	0%	
Stonemont	0	0	0	0	0	0	14	8	0	0	30	0	52	
%							40%	40%			20%			
In/Out							OUT	OUT			IN			
Volume	0	0	0	0	0	0	7	7	0	0	15	0	0	Hunt
%							50.0%	50.0%			10.0%			
In/Out							OUT	OUT			IN			
Volume	0	0	0	0	0	0	62	62	0	0	56	0	0	St. Lucie Commerce Center
%								10%			35.0%			
In/Out								IN			OUT			
Volume	0	0	0	0	0	0	0	5	0	0	58	0	0	Whispering Oaks
%								18.0%			7.0%			
In/Out								IN			OUT			
Volume	0	0	0	0	0	0	0	22	0	0	26	0	0	Bent Creek
%							55%	55%			20.0%			
In/Out							OUT	OUT			IN			
Volume	0	0	0	0	0	0	35	85	0	0	13	0	0	Wawa Kings
%							26.0%	26.0%			8.0%			
In/Out							OUT	OUT			IN			
Volume	0	0	0	0	0	0	89	89	0	0	10	0	0	Kings Highway Warehouse
%							30%	30%			20.0%			
In/Out							OUT	OUT			IN			
Volume	0	0	0	0	0	0	27	27	0	0	72	0	0	Kings Highway Commerce Park
%							40.0%	40.0%			20.0%			
In/Out							OUT	OUT			IN			
Volume	0	0	0	0	0	0	2	2	0	0	1	0	0	Walsh Crossroads
%							10%	10%			0.0%			
In/Out							OUT	OUT						
Volume	0	0	0	0	0	0	1	1	0	0	0	0	0	Project Hurricane
%								10.0%			12.0%			
In/Out								IN			OUT			
Volume	0	0	0	0	0	0	0	12	0	0	46	0	0	Celebration Pointe
Subtotal	0	0	0	0	0	0	237	270	0	0	328	0	52	
Total	0	0	0	0	0	0	360	774	0	0	867	0	1217	

Seasonal Factor: 1
Growth Rate: 1.015
Years Grown: 7
Project trips in: 0
Project trips out: 0

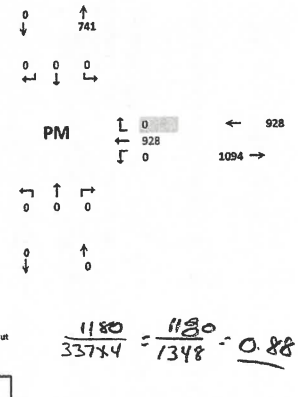
	Trips In	Trips Out
Stonemont	197	55
Hunt	76	17
St. Lucie Commerce Center	563	124
Whispering Oaks	45	167
Bent Creek	123	371
Wawa Kings	63	84
Kings Highway Warehouse	342	341
Kings Highway Commerce Park	362	90
Walsh Crossroads	7	5
Project Hurricane	36	12
Celebration Pointe	121	385



15 Min Period lanes	Northbound NBL	NBT	NBR	Southbound SBL	SBT	SBR	Eastbound EBL	EBT	EBR	Westbound WBL	WBT	WBR	TOTAL	ONE HOUR SUM
4:00-4:15	0	0	0	0	0	0	31	78	0	0	156	0	265	1085
4:15-4:30	0	0	0	0	0	0	40	87	0	0	161	0	288	1157
4:30-4:45	0	0	0	0	0	0	20	75	0	0	165	0	260	1173
4:45-5:00	0	0	0	0	0	0	39	81	0	0	152	0	272	1180
5:00-5:15	0	0	0	0	0	0	41	104	0	0	192	0	337	1177
5:15-5:30	0	0	0	0	0	0	22	89	0	0	193	0	304	
5:30-5:45	0	0	0	0	0	0	32	81	0	0	154	0	267	
5:45-6:00	0	0	0	0	0	0	29	104	0	0	136	0	269	
PM PEAK HOUR IS FROM:			4:45PM TO 5:45PM											
Volumes	0	0	0	0	0	0	134	355	0	0	691	0	1180	
Season Factor	0	0	0	0	0	0	134	355	0	0	691	0	1180	
Growth	0	0	0	0	0	0	149	394	0	0	767	0	1310	
In/Out	0	0	0	0	0	0	0	IN	0	0	OUT	OUT		
Percentage	0%	0%	0%	0%	0%	0%	0%	60%	0%	0%	60%	10%		
PROJECT	0	0	0	0	0	0	0	0	0	0	0	0	0	
In/Out	0	0	0	0	0	0	OUT	OUT	0	0	IN	0		
Percentage	0%	0%	0%	0%	0%	0%	25%	15%	0%	0%	15%	0%		
Stonemont	0	0	0	0	0	0	47	28	0	0	10	0	85	
%							40.0%	40.0%			20.0%			
In/Out							OUT	OUT			IN			
Volume	0	0	0	0	0	0	23	23	0	0	4	0	0	Hunt
%							50.0%	50.0%			10.0%			
In/Out							OUT	OUT			IN			
Volume	0	0	0	0	0	0	392	392	0	0	21	0	0	St. Lucie Commerce Center
%								10.0%			35.0%			
In/Out								IN			OUT			
Volume	0	0	0	0	0	0	0	17	0	0	33	0	0	Whispering Oaks
%								18.0%			7.0%			
In/Out								IN			OUT			
Volume	0	0	0	0	0	0	0	69	0	0	16	0	0	Bent Creek
%							55.0%	55.0%			20.0%			
In/Out							OUT	OUT			IN			
Volume	0	0	0	0	0	0	32	32	0	0	11	0	0	Wawa Kings
%							26.0%	26.0%			8.0%			
In/Out							OUT	OUT			IN			
Volume	0	0	0	0	0	0	56	56	0	0	14	0	0	Kings Highway Warehouse
%							30.0%	30.0%			20.0%			
In/Out							OUT	OUT			IN			
Volume	0	0	0	0	0	0	35	35	0	0	28	0	0	Kings Highway Commerce Park
%							40.0%	40.0%			20.0%			
In/Out							OUT	OUT			IN			
Volume	0	0	0	0	0	0	4	4	0	0	2	0	0	Walsh Crossroads
%							10.0%	10.0%			0.0%			
In/Out							OUT	OUT						
Volume	0	0	0	0	0	0	4	4	0	0	0	0	0	Project Hurricane
%								10.0%			12.0%			
In/Out								IN			OUT			
Volume	0	0	0	0	0	0	0	40	0	0	27	0	0	Celebration Pointe
Subtotal	0	0	0	0	0	0	592	700	0	0	161	0	85	
Total	0	0	0	0	0	0	741	1094	0	0	928	0	1394	

Seasonal Factor: 1
Growth Rate: 1.015
Years Grown: 7
Project trips in: 0
Project trips out: 0

	Trips In	Trips Out
Stonemont	68	186
Hunt	19	97
St. Lucie Commerce Center	208	784
Whispering Oaks	172	94
Bent Creek	385	226
Wawa Kings	57	58
Kings Highway Warehouse	458	216
Kings Highway Commerce Park	115	371
Walsh Crossroads	10	11
Project Hurricane	23	37
Celebration Pointe	398	229



Copy of C1 - TMC with Background Traffic- I95 NB and Orange without

7/5/2022

Orange 95 Commerce

I-95 at SB ramp

TURNING MOVEMENT VOLUME COUNTS

N/S STREET: I95 SB Ramp
E/W STREET: Orange Ave
CONTROL: Signalized
FILENAME:
COUNT DATE: 12/18/2018
DAY: Tuesday
CITY: St. Lucie
REPORT DATE: 6/24/2022
ANALYSIS YEAR: 2025

15 Min Period	Northbound NBL	NBT	NBR	Southbound SBL	SBT	SBR	Eastbound EBL	EBT	EBR	Westbound WBL	WBT	WBR	TOTAL	ONE HOUR SUM
7:00-7:15	0	0	0	0	0	22	0	94	0	48	166	0	330	1431
7:15-7:30	0	0	0	0	0	22	0	116	0	48	162	0	348	1421
7:30-7:45	0	0	0	0	0	38	0	98	0	52	158	0	346	1390
7:45-8:00	0	0	0	0	0	35	0	139	0	61	172	0	407	1331
8:00-8:15	0	0	0	0	0	39	0	95	0	57	129	0	320	1198
8:15-8:30	0	0	0	0	0	29	0	93	0	59	136	0	317	
8:30-8:45	0	0	0	0	0	35	0	89	0	43	121	0	288	
8:45-9:00	0	0	0	0	0	28	0	85	0	32	128	0	273	
AM PEAK HOUR IS FROM:	7:00AM TO 8:00AM													
Volumes	0	0	0	0	0	117	0	447	0	229	858	0	1431	
Season Factor	0	0	0	0	0	117	0	447	0	229	858	0	1431	
Growth	0	0	0	0	0	130	0	496	0	232	730	0	1588	
In/Out						0		IN		OUT	OUT			
Percentage	0%	0%	0%	0%	0%	0%	0%	48%	0%	15%	45%	0%	0%	
PROJECT	0	0	0	0	0	0	0	46	0	3	9	0	58	
In/Out						IN		OUT			IN			
Percentage	0%	0%	0%	0%	0%	25%	0%	40%	0%	0%	40%	0%	0%	
Stonemont	0	0	0	0	0	49	0	22	0	3	79	0	150	
%						20%		40%			20%			
In/Out						IN		OUT			IN			
Volume	0	0	0	0	0	15	0	7	0	3	15	0	0	
%						20.0%		30.0%	20.0%		30.0%			
In/Out						IN		OUT	OJT		IN			
Volume	0	0	0	0	0	28	0	9	5	3	42	0	0	
%								25%		10.0%	10.0%			
In/Out								IN		OUT	OUT			
Volume	0	0	0	0	0	0	0	11	0	17	17	0	0	
%								8.0%		2.3%	5.0%			
In/Out								IN		OUT	OUT			
Volume	0	0	0	0	0	0	0	6	0	7	19	0	0	
%						20.0%		40%	15.0%		35.0%			
In/Out						IN		OUT	OJT		IN			
Volume	0	0	0	0	0	13	0	26	10	3	32	0	0	
%						11.0%		14.0%	12.0%		3.0%			
In/Out						IN		OUT	OJT		IN			
Volume	0	0	0	0	0	33	0	48	41	3	10	0	0	
%						10.0%		20%	10.0%		20.0%			
In/Out						IN		OUT	OJT		IN			
Volume	0	0	0	0	0	35	0	18	9	3	72	0	0	
%						0.0%	0.0%	0.0%			0.0%			
In/Out														
Volume	0	0	0	0	0	0	0	0	0	3	0	0	0	
%						10.0%		10%			0.0%			
In/Out						IN		OUT						
Volume	0	0	0	0	0	4	0	1	0	3	0	0	0	
%								10.0%		2.3%	10.0%			
In/Out								IN		OUT	OUT			
Volume	0	0	0	0	0	0	0	12	0	3	38	0	0	
Subtotal	0	0	0	0	0	183	0	160	66	32	315	0	150	
Total	0	0	0	0	0	312	0	703	66	267	1054	0	1797	

312 ↑ 0 ↓

312 C 0

← 1366 | 0 | 768 → | 66 | 703 → | AM | ← 1321 | 1054 ← | 267 ↓ | 703 →

0 C 0

332 ↑ 0 ↓

Seasonal Factor: 1
Growth Rate: 1.015
Years Grown: 7
Project Trips In 103
Project Trips Out 20

	Trips In	Trips Out
Stonemont	197	55
Hunt	76	17
St. Lucie Commerce Center	141	31
Whispering Oaks	45	167
Bent Creek	123	371
Wawa Kings	63	64
Kings Highway Warehouse	342	341
Kings Highway Commerce Park	352	90
Walsh Crossroads	7	5
Project Hurricane	36	12
Celebration Pointe	121	385

15 Min Period	Northbound NBL	NBT	NBR	Southbound SBL	SBT	SBR	Eastbound EBL	EBT	EBR	Westbound WBL	WBT	WBR	TOTAL	ONE HOUR SUM
4:00-4:15	0	0	0	0	0	32	0	99	0	69	136	0	336	1312
4:15-4:30	0	0	0	0	0	32	0	70	0	68	137	0	307	1385
4:30-4:45	0	0	0	0	0	29	0	71	0	78	165	0	343	1445
4:45-5:00	0	0	0	0	0	27	0	96	0	62	141	0	326	1440
5:00-5:15	0	0	0	0	0	31	0	115	0	129	158	0	409	1458
5:15-5:30	0	0	0	0	0	29	0	79	0	116	143	0	367	
5:30-5:45	0	0	0	0	0	32	0	92	0	72	142	0	338	
5:45-6:00	0	0	0	0	0	38	0	99	0	65	142	0	344	
PM PEAK HOUR IS FROM:	5:00PM TO 6:00PM													
Volumes	0	0	0	0	0	130	0	385	0	358	585	0	1458	
Season Factor	0	0	0	0	0	130	0	385	0	358	585	0	1458	
Growth	0	0	0	0	0	144	0	427	0	397	649	0	1618	
In/Out	0	0	0	0	0	0	0	IN	0	OUT	OUT	0		
Percentage	0%	0%	0%	0%	0%	0%	0%	45%	0%	15%	45%	0%		
PROJECT	0	0	0	0	0	0	0	13	0	15	45	0	72	
In/Out	0	0	0	0	0	IN	0	OUT	0	3	IN	0		
Percentage	0%	0%	0%	0%	0%	25%	0%	40%	0%	0%	40%	0%		
Stonemont	0	0	0	0	0	17	0	74	0	3	27	0	119	
%						20.0%		40.0%			20.0%			
In/Out						IN		OUT			IN			
Volume	0	0	0	0	0	4	0	22	0	3	4	0	0	
%						20.0%		30.0%	20.0%		30.0%			
In/Out						IN		OUT	OJT		IN			
Volume	0	0	0	0	0	10	0	59	39	3	16	0	0	
%								25.0%		10.0%	10.0%			
In/Out								IN		OUT	OUT			
Volume	0	0	0	0	0	0	0	43	0	9	9	0	0	
%								5.0%		2.3%	5.0%			
In/Out								IN		OUT	OUT			
Volume	0	0	0	0	0	0	0	19	0	5	11	0	0	
%						20.0%		40.0%	15.0%		35.0%			
In/Out						IN		OUT	OJT		IN			
Volume	0	0	0	0	0	11	0	23	9	3	20	0	0	
%						11.0%		14.0%	12.0%		3.0%			
In/Out						IN		OUT	OJT		IN			
Volume	0	0	0	0	0	50	0	30	26	3	14	0	0	
%						10.0%		20.0%	10.0%		20.0%			
In/Out						IN		OUT	OJT		IN			
Volume	0	0	0	0	0	12	0	23	12	3	23	0	0	
%						0.0%		0.0%			0.0%			
In/Out														
Volume	0	0	0	0	0	0	0	0	0	3	0	0	0	
%						10.0%		10.0%			0.0%			
In/Out						IN		OUT						
Volume	0	0	0	0	0	2	0	4	0	3	0	0	0	
%								10.0%		2.3%	10.0%			
In/Out								IN		OUT	OUT			
Volume	0	0	0	0	0	0	0	40	0	5	23	0	0	
Subtotal	0	0	0	0	0	90	0	264	85	19	120	0	0	
Total	0	0	0	0	0	234	0	704	85	431	813	0	1690	

234 ↑ 0 ↓

234 C 0

← 1048 | 0 | 789 → | 85 | 704 → | PM | ← 1244 | 813 ← | 431 ↓ | 704 →

0 C 0

516 ↑ 0 ↓

Seasonal Factor: 1
Growth Rate: 1.015
Years Grown: 7
Project Trips In 28
Project Trips Out 99

	Trips In	Trips Out
Stonemont	68	186
Hunt	19	57
St. Lucie Commerce Center	52	186
Whispering Oaks	172	94
Bent Creek	385	226
Wawa Kings	57	58
Kings Highway Warehouse	458	218
Kings Highway Commerce Park	115	371
Walsh Crossroads	10	11
Project Hurricane	23	37
Celebration Pointe	398	229

APPENDIX C

SIGNAL TIMING SHEETS

From:	Ed Seissiger
To:	Bryan Kelley
Subject:	Timing sheets for Okeechobee Corridor
Date:	Monday, November 2, 2020 10:10:09 AM
Attachments:	image004.png image006.png image007.png image008.png image010.png image001.png SR70 Corridor-Oleander to Peters.pdf

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Bryon,
Please find attached timing sheets for the Okeechobee Corridor. I do not have anything current for the Turnpike and Okeechobee, this intersection has been under construction for 2 years and will be completely reconfigured when completed. Thus the timing and movements I currently have are invalid.
Regards,
Ed Seissiger

Edward Seissiger| Project Manager | City of Fort Pierce
Engineering Department
100 N. US Hwy 1
Fort Pierce, FL 34950
Phone: 772.467.3780 Fax: 772.460-6847
Website | Facebook | Survey

THE SUNRISE CITY FORT PIERCE Florida

From: John Andrews <jandrews@cityoffortpierce.com>
Sent: Tuesday, October 27, 2020 1:53 PM
To: Ed Seissiger <eseissiger@cityoffortpierce.com>
Subject: FW: SLC Signal Timing Contact

Ed,

Please provide the requested information.

John "Jack" R. Andrews, II, P.E.| City Engineer | City of Fort Pierce
Engineering Department
Phone: 772.467.3773 Fax: 772.460-6847 100 North U.S. 1 Fort Pierce, FL 34950

Website | Facebook | Survey

City of Fort Pierce Engineering Department

Intersection Timing Sheet

Name **SR-70 at Crossroads Parkway**

Part I — Actuated Timing Information

Non-coordinated Operation

Phase	1	2	3	4	5	6	7	8		
Approach	EBLT	WBT	SBLT	NB	WBLT	EBT	NBLT	SB		
Initial	5	12	5	8	5	12	5	8		
Passage	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		
Max1	20.0	60.0	20.0	30.0	20.0	60.0	20.0	30.0		
Yellow	4.8	4.8	3.7	3.7	4.8	4.8	3.7	3.7		
Red	2.0	2.2	3.5	3.5	2.0	2.2	3.5	3.5		
Walk		5.0		5.0		5.0		5.0		
Ped Clear		22.0		39.0		33.0		39.0		
Recall		Min				Min				
LT Type	Prot		Prot+Perm		Prot		Prot+Perm			

Part II — Coordinated Timing Information

Pattern Tables

PHASE	1	2	3	4	5	6	7	8	Cycle	Offset
Split Pattern 1	22	55	18	35	22	55	18	35	130	84
Split Pattern 2	17	57	20	36	17	57	20	36	130	33
Split Pattern 3	15	68	17	30	17	66	17	30	130	110
Split Pattern 4	15	45	15	25	15	45	15	25	100	6
Split Pattern 5	17	61	17	25	17	61	17	25	120	96

Schedule Implementation

Schedule Notes

Day Plan 1 (WEEKDAYS)			Day Plan 2 (WEEKENDS)			Day Plan 3 (Special)		
Start	End	Pattern	Start	End	Pattern			
0:00	6:30	Free	0:00	7:00	Free			
6:30	10:00	1	7:00	10:00	4			
10:00	15:00	2	10:00	18:00	5			
15:00	19:00	3	18:00	21:00	4			
19:00	21:00	4	21:00	0:00	Free			
21:00	0:00	Free						

Part III — Notes and Comments

1. Installed new system and signal timing by AECOM (FDOT Retiming Contract C9O28; FM 230017 7 32 01)

City of Fort Pierce Engineering Department

Intersection Timing Sheet

Name **SR-70 at I-95 SB Off-ramp**

Part I — *Actuated Timing Information*

Non-coordinated Operation

Phase	*1*	*2*	*3*	*4*	*5*	*6*	*7*	*8*		
Approach		WBT				EBT		SB Off-ramp		
Initial		5				5		7		
Passage		3.0				3.0		5.0		
Max1		40.0				40.0		40.0		
Yellow		4.8				4.8		4.0		
Red		2.0				2.0		2.8		
Walk		5.0								
Ped Clear		13.0								
Recall		Min				Min				
LT Type								Prot		

Part II — *Coordinated Timing Information*

Pattern Tables

PHASE	*1*	*2*	*3*	*4*	*5*	*6*	*7*	*8*	*Cycle*	*Offset*
Split Pattern 1		90				90		40	130	71
Split Pattern 2		90				90		40	130	30
Split Pattern 3		90				90		40	130	105
Split Pattern 4		70				70		30	100	5
Split Pattern 5		80				80		40	120	54

Schedule Implementation

Schedule Notes	Day Plan 1 (WEEKDAYS)			Day Plan 2 (WEEKENDS)			Day Plan 3 (Special)		
	Start	End	Pattern	Start	End	Pattern			
	0:00	6:30	Free	0:00	7:00	Free			
	6:30	10:00	1	7:00	10:00	4			
	10:00	15:00	2	10:00	18:00	5			
	15:00	19:00	3	18:00	21:00	4			
	19:00	21:00	4	21:00	0:00	Free			
	21:00	0:00	Free						

Part III — *Notes and Comments*

1. Installed new system and signal timing by AECOM (FDOT Retiming Contract C9O28; FM 230017 7 32 01)

FORT PIERCE

City of Fort Pierce Engineering Department

Intersection Timing Sheet

Name **SR-70 at I-95 NB Off-ramp**

Part I — *Actuated Timing Information*

Non-coordinated Operation

Phase	*1*	*2*	*3*	*4*	*5*	*6*	*7*	*8*		
Approach		WBT		NB Off-ramp		EBT				
Initial		12		7		12				
Passage		3.0		5.0		3.0				
Max1		40.0		40.0		40.0				
Yellow		4.8		4.0		4.8				
Red		2.0		3.0		2.0				
Walk						5.0				
Ped Clear						16.0				
Recall		Min				Min				
LT Type				Prot						

Part II — *Coordinated Timing Information*

Pattern Tables

PHASE	*1*	*2*	*3*	*4*	*5*	*6*	*7*	*8*	*Cycle*	*Offset*
Split Pattern 1		85		45		85			130	118
Split Pattern 2		90		40		90			130	80
Split Pattern 3		90		40		90			130	19
Split Pattern 4		65		35		65			100	35
Split Pattern 5		85		35		85			120	10

Schedule Implementation

Schedule Notes	Day Plan 1 (WEEKDAYS)			Day Plan 2 (WEEKENDS)			Day Plan 3 (Special)		
	Start	End	Pattern	Start	End	Pattern			
	0:00	6:30	Free	0:00	7:00	Free			
	6:30	9:00	1	7:00	10:00	4			
	9:00	15:00	2	10:00	18:00	5			
	15:00	19:00	3	18:00	21:00	4			
	19:00	21:00	4	21:00	0:00	Free			
	21:00	0:00	Free						

Part III — *Notes and Comments*

1. Installed new system and signal timing by AECOM (FDOT Retiming Contract C9O28; FM 230017 7 32 01)

City of Fort Pierce Engineering Department

Intersection Timing Sheet

Name **SR-70 at Jenkins Road**

Part I — Actuated Timing Information

Non-coordinated Operation

Phase	1	2	3	4	5	6	7	8		
Approach	EBLT	WBT	SBLT	NBT	WBLT	EBT	NBLT	SBT		
Initial	7	12	7	7	7	12	7	7		
Passage	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		
Max1	25.0	50.0	25.0	25.0	25.0	50.0	25.0	25.0		
Yellow	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8		
Red	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5		
Walk		5.0		5.0		5.0				
Ped Clear		34.0		47.0		26.0				
Recall		Min				Min				
LT Type	Prot		Prot		Prot		Prot			

Part II — Coordinated Timing Information

Pattern Tables

PHASE	1	2	3	4	5	6	7	8	Cycle	Offset
Split Pattern 1	21	46	32	31	21	46	32	31	130	12
Split Pattern 2	23	57	25	25	23	57	25	25	130	93
Split Pattern 3	25	52	28	25	15	62	28	25	130	36
Split Pattern 4	18	42	18	22	15	45	18	22	100	48
Split Pattern 5	18	57	20	25	18	57	20	25	120	38

Schedule Implementation

Schedule Notes	Day Plan 1 (WEEKDAYS)			Day Plan 2 (WEEKENDS)			Day Plan 3 (Special)		
	Start	End	Pattern	Start	End	Pattern			
	0:00	6:30	Free	0:00	7:00	Free			
	6:30	10:00	1	7:00	10:00	4			
	10:00	15:00	2	10:00	18:00	5			
	15:00	19:00	3	18:00	21:00	4			
	19:00	21:00	4	21:00	0:00	Free			
	21:00	0:00	Free						

Part III — Notes and Comments

1. Installed new system and signal timing by AECOM (FDOT Retiming Contract C9O28; FM 230017 7 32 01)

St. Lucie County

ECONOLITE

00030 - ORANGE AVE @ I-95 NB RAMP - Econolite Type - Cobalt

Controller Timing Plan (MM) 2-1

Plan 1 - ""

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Direction	EBL	WBT	N	N	N	N	N	N	N	N	N	N	N	N	N	N
Min Green	10	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
Bk Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CS Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear	0	20	0	16	0	16	0	16	0	16	0	16	0	16	0	16
Ped Clear 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Ext	7.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Vehicle Ext 2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max1	45	40	35	35	35	35	35	35	35	35	35	35	35	35	35	35
Max2	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40
Max3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dym Step	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	4.5	4.5	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Red Clear	2.5	2.5	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Red Max	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Revert	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Act B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sec/Act	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Int	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Wt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STPTDuc	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TTReduc	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Gap	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

St. Lucie County

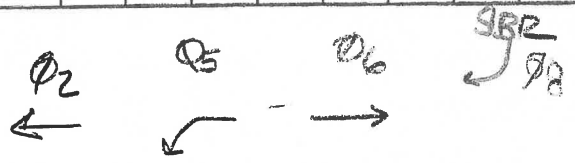
ECONOLITE

00031 - ORANGE AVE @ I-95 SB RAMP - Econolite Type - Cobalt

Controller Timing Plan (MM) 2-1

Plan 1 - ""

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Direction	N	WBT	N	N	WBL	EBT	N	SBT	N	N	N	N	N	N	N	N
Min Green	5	5	5	5	5	5	5	15	5	5	5	5	5	5	5	5
Bk Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CS Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	10	0	0	0	10	0	0	0	0	0	0	0	0	0	0
Walk2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear	0	20	0	16	0	20	0	16	0	16	0	16	0	16	0	16
Ped Clear 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Ext	5 0	5.0	5.0	5.0	5.0	5.0	5 0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Vehicle Ext 2	0 0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0 0	0.0	0.0	0.0	0.0	0 0	0.0
Max1	35	40	35	35	30	40	35	40	35	35	35	35	35	35	35	35
Max2	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40
Max3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dym Step	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	3.0	4.5	3.0	3.0	4.0	4.5	3.0	4 0	3.0	3.0	3.0	3.0	3.0	3.0	3 0	3 0
Red Clear	2.0	2.5	2.0	2.0	2.5	2.5	2.0	2.0	1 0	1.0	1.0	1.0	1.0	1 0	1 0	1 0
Red Max	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0 0	0.0	0.0	0.0	0.0
Red Revert	2.0	2.0	2.0	2.0	2 0	2.0	2 0	2 0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2 0
Act B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sec/Act	0 0	0.0	0.0	0 0	0 0	0.0	0.0	0 0	0.0	0 0	0.0	0 0	0 0	0 0	0 0	0.0
Max Int	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Wt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STPTDuc	0 0	0 0	0.0	0 0	0.0	0 0	0.0	0.0	0.0	0.0	0.0	0 0	0.0	0.0	0.0	0 0
TTReduc	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Gap	0 0	0.0	0.0	0 0	0 0	0 0	0 0	0 0	0 0	0.0	0.0	0 0	0.0	0.0	0.0	0.0



APPENDIX D

EXISTING CONDITIONS SYNCHRO PRINTOUTS

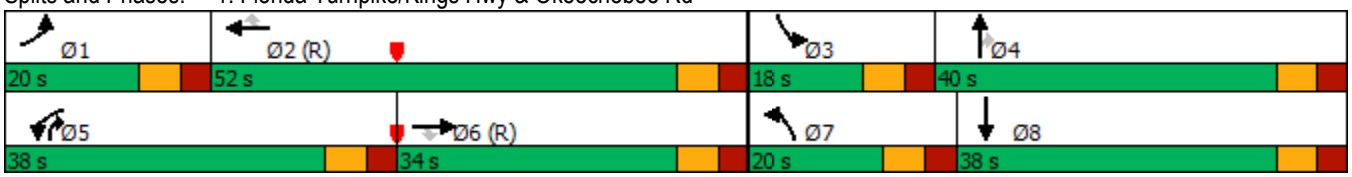
Timings
1: Florida Turnpike/Kings Hwy & Okeechobee Rd

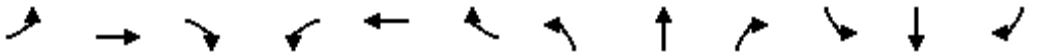
09/13/2022

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations											
Traffic Volume (vph)	46	403	46	392	323	188	51	117	485	78	169
Future Volume (vph)	46	403	46	392	323	188	51	117	485	78	169
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	pm+ov	Prot	NA
Protected Phases	1	6		5	2		7	4	5	3	8
Permitted Phases			6			2			4		
Detector Phase	1	6	6	5	2	2	7	4	5	3	8
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
Total Split (s)	20.0	34.0	34.0	38.0	52.0	52.0	20.0	40.0	38.0	18.0	38.0
Total Split (%)	15.4%	26.2%	26.2%	29.2%	40.0%	40.0%	15.4%	30.8%	29.2%	13.8%	29.2%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	Max	None	None	None
Act Effct Green (s)	9.2	34.9	34.9	23.1	51.3	51.3	9.5	35.3	65.4	8.7	37.0
Actuated g/C Ratio	0.07	0.27	0.27	0.18	0.39	0.39	0.07	0.27	0.50	0.07	0.28
v/c Ratio	0.42	0.34	0.09	0.73	0.26	0.28	0.45	0.26	0.36	0.39	0.42
Control Delay	67.8	40.1	0.3	53.6	14.5	5.2	68.6	39.6	9.9	62.9	41.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	67.8	40.1	0.3	53.6	14.5	5.2	68.6	39.6	9.9	62.9	41.9
LOS	E	D	A	D	B	A	E	D	A	E	D
Approach Delay		38.9			29.5			19.8			47.9
Approach LOS		D			C			B			D

Intersection Summary	
Cycle Length: 130	
Actuated Cycle Length: 130	
Offset: 0 (0%), Referenced to phase 2:WBT and 6:EBT, Start of Green	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.73	
Intersection Signal Delay: 31.0	Intersection LOS: C
Intersection Capacity Utilization 57.0%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 1: Florida Turnpike/Kings Hwy & Okeechobee Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	46	403	46	392	323	188	51	117	485	78	169	27
Future Volume (veh/h)	46	403	46	392	323	188	51	117	485	78	169	27
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1752	1752	1752	1752	1752	1752	1752	1752	1752	1752	1752	1752
Adj Flow Rate, veh/h	48	424	48	413	340	198	54	123	511	82	178	28
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	10	10	10	10	10	10	10	10	10	10	10	10
Cap, veh/h	61	1638	508	484	1516	676	68	445	1054	126	372	59
Arrive On Green	0.04	0.34	0.34	0.15	0.46	0.46	0.04	0.25	0.25	0.04	0.25	0.25
Sat Flow, veh/h	1668	4782	1485	3237	3328	1485	1668	1752	2613	3237	1478	232
Grp Volume(v), veh/h	48	424	48	413	340	198	54	123	511	82	0	206
Grp Sat Flow(s),veh/h/ln	1668	1594	1485	1618	1664	1485	1668	1752	1306	1618	0	1710
Q Serve(g_s), s	3.7	8.3	2.9	16.2	8.1	10.9	4.2	7.3	18.9	3.2	0.0	13.3
Cycle Q Clear(g_c), s	3.7	8.3	2.9	16.2	8.1	10.9	4.2	7.3	18.9	3.2	0.0	13.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.14
Lane Grp Cap(c), veh/h	61	1638	508	484	1516	676	68	445	1054	126	0	430
V/C Ratio(X)	0.79	0.26	0.09	0.85	0.22	0.29	0.79	0.28	0.48	0.65	0.00	0.48
Avail Cap(c_a), veh/h	167	1638	508	772	1516	676	167	445	1054	274	0	430
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	62.1	30.8	29.0	53.9	21.5	22.2	61.8	38.9	28.8	61.6	0.0	41.4
Incr Delay (d2), s/veh	19.9	0.4	0.4	5.4	0.3	1.1	17.9	1.5	1.6	5.6	0.0	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	3.4	5.9	2.0	11.3	5.8	7.3	3.8	6.1	10.2	2.6	0.0	9.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	82.1	31.2	29.4	59.3	21.8	23.3	79.7	40.5	30.4	67.2	0.0	42.2
LnGrp LOS	F	C	C	E	C	C	E	D	C	E	A	D
Approach Vol, veh/h		520			951			688			288	
Approach Delay, s/veh		35.7			38.4			36.0			49.3	
Approach LOS		D			D			D			D	

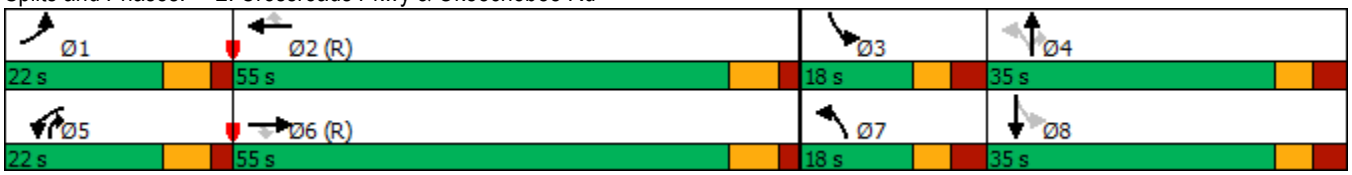
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.7	66.2	12.1	40.0	26.4	51.5	12.3	39.7
Change Period (Y+Rc), s	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Max Green Setting (Gmax), s	13.0	45.0	11.0	33.0	31.0	27.0	13.0	31.0
Max Q Clear Time (g_c+I1), s	5.7	12.9	5.2	20.9	18.2	10.3	6.2	15.3
Green Ext Time (p_c), s	0.0	3.1	0.1	2.4	1.3	2.8	0.0	1.0

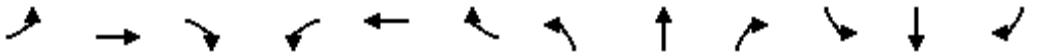
Intersection Summary	
HCM 6th Ctrl Delay	38.5
HCM 6th LOS	D

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations											
Traffic Volume (vph)	63	1239	13	71	914	142	27	7	57	87	18
Future Volume (vph)	63	1239	13	71	914	142	27	7	57	87	18
Turn Type	Prot	NA	Perm	Prot	NA	Perm	pm+pt	NA	pm+ov	pm+pt	NA
Protected Phases	1	6		5	2		7	4	5	3	8
Permitted Phases			6			2	4		4	8	
Detector Phase	1	6	6	5	2	2	7	4	5	3	8
Switch Phase											
Minimum Initial (s)	5.0	12.0	12.0	5.0	12.0	12.0	5.0	8.0	5.0	5.0	8.0
Minimum Split (s)	11.8	19.0	19.0	11.8	19.0	19.0	12.2	15.2	11.8	12.2	15.2
Total Split (s)	22.0	55.0	55.0	22.0	55.0	55.0	18.0	35.0	22.0	18.0	35.0
Total Split (%)	16.9%	42.3%	42.3%	16.9%	42.3%	42.3%	13.8%	26.9%	16.9%	13.8%	26.9%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.8	4.8	3.7	3.7	4.8	3.7	3.7
All-Red Time (s)	2.0	2.2	2.2	2.0	2.2	2.2	3.5	3.5	2.0	3.5	3.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.8	7.0	7.0	6.8	7.0	7.0	7.2	7.2	6.8	7.2	7.2
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None	None	None	None
Act Effct Green (s)	10.6	82.3	82.3	8.4	82.8	82.8	9.2	8.0	11.5	17.0	8.7
Actuated g/C Ratio	0.08	0.63	0.63	0.06	0.64	0.64	0.07	0.06	0.09	0.13	0.07
v/c Ratio	0.50	0.44	0.01	0.36	0.32	0.15	0.24	0.07	0.28	0.46	0.30
Control Delay	60.9	15.5	0.0	64.3	15.7	4.7	56.7	59.0	5.7	55.9	24.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	60.9	15.5	0.0	64.3	15.7	4.7	56.7	59.0	5.7	55.9	24.6
LOS	E	B	A	E	B	A	E	E	A	E	C
Approach Delay		17.5			17.4			24.7			41.9
Approach LOS		B			B			C			D

Intersection Summary	
Cycle Length: 130	
Actuated Cycle Length: 130	
Offset: 84 (65%), Referenced to phase 2:WBT and 6:EBT, Start of Green	
Natural Cycle: 65	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.50	
Intersection Signal Delay: 19.1	Intersection LOS: B
Intersection Capacity Utilization 57.1%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 2: Crossroads Pkwy & Okeechobee Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	63	1239	13	71	914	142	27	7	57	87	18	53
Future Volume (veh/h)	63	1239	13	71	914	142	27	7	57	87	18	53
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1752	1752	1752	1752	1752	1752	1752	1752	1752	1752	1752	1752
Adj Flow Rate, veh/h	66	1304	14	75	962	149	28	7	60	92	19	56
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	10	10	10	10	10	10	10	10	10	10	10	10
Cap, veh/h	83	2971	922	117	2905	902	172	108	145	235	168	150
Arrive On Green	0.05	0.62	0.62	0.07	1.00	1.00	0.02	0.06	0.06	0.06	0.10	0.10
Sat Flow, veh/h	1668	4782	1485	3237	4782	1485	1668	1752	1485	1668	1664	1485
Grp Volume(v), veh/h	66	1304	14	75	962	149	28	7	60	92	19	56
Grp Sat Flow(s),veh/h/ln	1668	1594	1485	1618	1594	1485	1668	1752	1485	1668	1664	1485
Q Serve(g_s), s	5.1	18.5	0.5	2.9	0.0	0.0	2.0	0.5	4.9	6.6	1.3	4.6
Cycle Q Clear(g_c), s	5.1	18.5	0.5	2.9	0.0	0.0	2.0	0.5	4.9	6.6	1.3	4.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	83	2971	922	117	2905	902	172	108	145	235	168	150
V/C Ratio(X)	0.79	0.44	0.02	0.64	0.33	0.17	0.16	0.07	0.41	0.39	0.11	0.37
Avail Cap(c_a), veh/h	195	2971	922	378	2905	902	270	375	371	266	356	317
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.99	0.99	0.99	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	61.1	12.8	9.4	59.5	0.0	0.0	55.2	57.5	55.2	52.6	53.1	54.6
Incr Delay (d2), s/veh	15.3	0.5	0.0	5.6	0.3	0.4	0.4	0.3	1.9	1.1	0.3	1.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	4.5	10.8	0.3	2.3	0.1	0.2	1.6	0.4	3.5	5.1	1.0	3.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	76.3	13.3	9.4	65.1	0.3	0.4	55.7	57.7	57.0	53.7	53.4	56.1
LnGrp LOS	E	B	A	E	A	A	E	E	E	D	D	E
Approach Vol, veh/h		1384			1186			95			167	
Approach Delay, s/veh		16.3			4.4			56.7			54.4	
Approach LOS		B			A			E			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.3	86.0	15.6	15.2	11.5	87.8	10.4	20.4
Change Period (Y+Rc), s	6.8	* 7	* 7.2	* 7.2	6.8	* 7	* 7.2	* 7.2
Max Green Setting (Gmax), s	15.2	* 48	* 11	* 28	15.2	* 48	* 11	* 28
Max Q Clear Time (g_c+I1), s	7.1	2.0	8.6	6.9	4.9	20.5	4.0	6.6
Green Ext Time (p_c), s	0.1	9.5	0.0	0.2	0.1	11.5	0.0	0.3

Intersection Summary	
HCM 6th Ctrl Delay	14.9
HCM 6th LOS	B

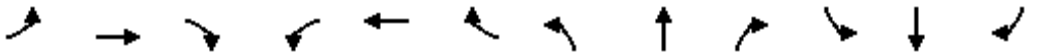
Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBT	EBR	WBT	SBL	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	1018	500	625	272	0	289
Future Volume (vph)	1018	500	625	272	0	289
Turn Type	NA	Free	NA	Perm	NA	Perm
Protected Phases	6		2		4	
Permitted Phases		Free		4		4
Detector Phase	6		2	4	4	4
Switch Phase						
Minimum Initial (s)	5.0		5.0	7.0	7.0	7.0
Minimum Split (s)	11.8		11.8	13.8	13.8	13.8
Total Split (s)	90.0		90.0	40.0	40.0	40.0
Total Split (%)	69.2%		69.2%	30.8%	30.8%	30.8%
Yellow Time (s)	4.8		4.8	4.0	4.0	4.0
All-Red Time (s)	2.0		2.0	2.8	2.8	2.8
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	6.8		6.8	6.8	6.8	6.8
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	None		C-Max	None	None	None
Act Effct Green (s)	101.7	130.0	101.7	14.7	14.7	14.7
Actuated g/C Ratio	0.78	1.00	0.78	0.11	0.11	0.11
v/c Ratio	0.29	0.36	0.18	0.55	0.25	0.27
Control Delay	2.0	1.7	2.1	58.1	1.5	0.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	2.0	1.7	2.1	58.1	1.5	0.9
LOS	A	A	A	E	A	A
Approach Delay	1.9		2.1		28.7	
Approach LOS	A		A		C	

Intersection Summary	
Cycle Length: 130	
Actuated Cycle Length: 130	
Offset: 71 (55%), Referenced to phase 2:WBT, Start of Green	
Natural Cycle: 40	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.55	
Intersection Signal Delay: 7.5	Intersection LOS: A
Intersection Capacity Utilization 52.0%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 3: I-95 West & Okeechobee Rd



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1018	500	0	625	0	0	0	0	272	0	289
Future Volume (veh/h)	0	1018	500	0	625	0	0	0	0	272	0	289
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1752	1752	0	1752	0				1752	1752	1752
Adj Flow Rate, veh/h	0	1072	0	0	658	0				286	0	304
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95				0.95	0.95	0.95
Percent Heavy Veh, %	0	10	10	0	10	0				10	10	10
Cap, veh/h	0	3804		0	3804	0				500	0	445
Arrive On Green	0.00	1.00	0.00	0.00	0.80	0.00				0.10	0.00	0.10
Sat Flow, veh/h	0	4940	1485	0	5098	0				5005	0	4454
Grp Volume(v), veh/h	0	1072	0	0	658	0				286	0	304
Grp Sat Flow(s),veh/h/ln	0	1594	1485	0	1594	0				1668	0	1485
Q Serve(g_s), s	0.0	0.0	0.0	0.0	4.2	0.0				7.1	0.0	8.6
Cycle Q Clear(g_c), s	0.0	0.0	0.0	0.0	4.2	0.0				7.1	0.0	8.6
Prop In Lane	0.00		1.00	0.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	3804		0	3804	0				500	0	445
V/C Ratio(X)	0.00	0.28		0.00	0.17	0.00				0.57	0.00	0.68
Avail Cap(c_a), veh/h	0	3804		0	3804	0				1278	0	1137
HCM Platoon Ratio	1.00	2.00	2.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.90	0.00	0.00	0.99	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	0.0	3.2	0.0				55.9	0.0	56.5
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.1	0.0				1.0	0.0	1.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.0	0.0	0.0	0.0	2.1	0.0				5.5	0.0	5.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.0	0.0	0.0	3.3	0.0				56.9	0.0	58.4
LnGrp LOS	A	A		A	A	A				E	A	E
Approach Vol, veh/h		1072	A		658						590	
Approach Delay, s/veh		0.0			3.3						57.7	
Approach LOS		A			A						E	

Timer - Assigned Phs		2		4		6						
Phs Duration (G+Y+Rc), s		110.2		19.8		110.2						
Change Period (Y+Rc), s		6.8		* 6.8		6.8						
Max Green Setting (Gmax), s		83.2		* 33		83.2						
Max Q Clear Time (g_c+I1), s		6.2		10.6		2.0						
Green Ext Time (p_c), s		5.5		2.4		10.6						

Intersection Summary		
HCM 6th Ctrl Delay		15.6
HCM 6th LOS		B

Notes

User approved volume balancing among the lanes for turning movement.

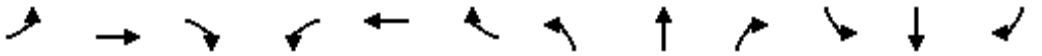
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBT	WBT	WBR	NBL	NBR
Lane Configurations					
Traffic Volume (vph)	850	467	813	210	1031
Future Volume (vph)	850	467	813	210	1031
Turn Type	NA	NA	Free	Prot	Prot
Protected Phases	6	2		4	4
Permitted Phases			Free		
Detector Phase	6	2		4	4
Switch Phase					
Minimum Initial (s)	12.0	12.0		7.0	7.0
Minimum Split (s)	18.8	18.8		14.0	14.0
Total Split (s)	85.0	85.0		45.0	45.0
Total Split (%)	65.4%	65.4%		34.6%	34.6%
Yellow Time (s)	4.8	4.8		4.0	4.0
All-Red Time (s)	2.0	2.0		3.0	3.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0
Total Lost Time (s)	6.8	6.8		7.0	7.0
Lead/Lag					
Lead-Lag Optimize?					
Recall Mode	C-Max	None		None	None
Act Effct Green (s)	80.3	80.3	130.0	35.9	35.9
Actuated g/C Ratio	0.62	0.62	1.00	0.28	0.28
v/c Ratio	0.31	0.17	0.58	0.17	0.92
Control Delay	11.9	11.6	11.0	35.6	43.7
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	11.9	11.6	11.0	35.6	43.7
LOS	B	B	B	D	D
Approach Delay	11.9	11.2			
Approach LOS	B	B			

Intersection Summary	
Cycle Length: 130	
Actuated Cycle Length: 130	
Offset: 118 (91%), Referenced to phase 6:EBT, Start of Green	
Natural Cycle: 50	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.92	
Intersection Signal Delay: 22.8	Intersection LOS: C
Intersection Capacity Utilization 52.0%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 4: I-95 East & Okeechobee Rd



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑			↑↑↑	↱	↰↰↰		↱↱↱			
Traffic Volume (veh/h)	0	850	0	0	467	813	210	0	1031	0	0	0
Future Volume (veh/h)	0	850	0	0	467	813	210	0	1031	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	0	1752	0	0	1752	1752	1752	0	1752			
Adj Flow Rate, veh/h	0	895	0	0	492	0	221	0	1085			
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95			
Percent Heavy Veh, %	0	10	0	0	10	10	10	0	10			
Cap, veh/h	0	2877	0	0	2877		1375	0	989			
Arrive On Green	0.00	0.60	0.00	0.00	1.00	0.00	0.29	0.00	0.29			
Sat Flow, veh/h	0	5098	0	0	4940	1485	4705	0	3385			
Grp Volume(v), veh/h	0	895	0	0	492	0	221	0	1085			
Grp Sat Flow(s),veh/h/ln	0	1594	0	0	1594	1485	1568	0	1128			
Q Serve(g_s), s	0.0	11.9	0.0	0.0	0.0	0.0	4.5	0.0	38.0			
Cycle Q Clear(g_c), s	0.0	11.9	0.0	0.0	0.0	0.0	4.5	0.0	38.0			
Prop In Lane	0.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	0	2877	0	0	2877		1375	0	989			
V/C Ratio(X)	0.00	0.31	0.00	0.00	0.17		0.16	0.00	1.10			
Avail Cap(c_a), veh/h	0	2877	0	0	2877		1375	0	989			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.67	1.67	1.00	1.00	1.00			
Upstream Filter(I)	0.00	0.95	0.00	0.00	0.90	0.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	0.0	12.7	0.0	0.0	0.0	0.0	34.2	0.0	46.0			
Incr Delay (d2), s/veh	0.0	0.3	0.0	0.0	0.0	0.0	0.1	0.0	58.8			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(95%),veh/ln	0.0	7.6	0.0	0.0	0.0	0.0	3.2	0.0	23.8			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	13.0	0.0	0.0	0.0	0.0	34.2	0.0	104.8			
LnGrp LOS	A	B	A	A	A		C	A	F			
Approach Vol, veh/h		895			492	A		1306				
Approach Delay, s/veh		13.0			0.0			92.8				
Approach LOS		B			A			F				

Timer - Assigned Phs		2		4		6						
Phs Duration (G+Y+Rc), s		85.0		45.0		85.0						
Change Period (Y+Rc), s		6.8		7.0		6.8						
Max Green Setting (Gmax), s		78.2		38.0		78.2						
Max Q Clear Time (g_c+I1), s		2.0		40.0		13.9						
Green Ext Time (p_c), s		3.9		0.0		8.1						

Intersection Summary		
HCM 6th Ctrl Delay		49.3
HCM 6th LOS		D

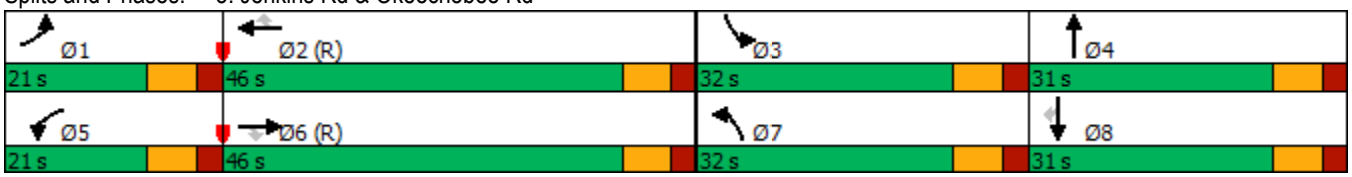
Notes

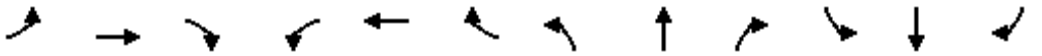
Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	250	1513	341	114	788	78	353	164	241	181	90
Future Volume (vph)	250	1513	341	114	788	78	353	164	241	181	90
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Prot	NA	Perm
Protected Phases	1	6		5	2		7	4	3	8	
Permitted Phases			6			2					8
Detector Phase	1	6	6	5	2	2	7	4	3	8	8
Switch Phase											
Minimum Initial (s)	7.0	12.0	12.0	7.0	12.0	12.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	14.3	19.3	19.3	14.3	19.3	19.3	14.3	14.3	14.3	14.3	14.3
Total Split (s)	21.0	46.0	46.0	21.0	46.0	46.0	32.0	31.0	32.0	31.0	31.0
Total Split (%)	16.2%	35.4%	35.4%	16.2%	35.4%	35.4%	24.6%	23.8%	24.6%	23.8%	23.8%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8
All-Red Time (s)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.3	7.3	7.3	7.3	7.3	7.3	7.3	7.3	7.3	7.3	7.3
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None	None	None	None
Act Effct Green (s)	15.6	54.1	54.1	14.5	53.0	53.0	19.7	17.0	15.2	12.5	12.5
Actuated g/C Ratio	0.12	0.42	0.42	0.11	0.41	0.41	0.15	0.13	0.12	0.10	0.10
v/c Ratio	0.66	0.62	0.42	0.62	0.33	0.11	0.74	0.55	0.65	0.58	0.33
Control Delay	70.9	21.4	2.6	68.9	28.2	0.3	61.6	43.2	62.7	62.9	3.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	70.9	21.4	2.6	68.9	28.2	0.3	61.6	43.2	62.7	62.9	3.2
LOS	E	C	A	E	C	A	E	D	E	E	A
Approach Delay		24.2			30.7			53.9		52.3	
Approach LOS		C			C			D		D	

Intersection Summary	
Cycle Length: 130	
Actuated Cycle Length: 130	
Offset: 0 (0%), Referenced to phase 2:WBT and 6:EBT, Start of Green	
Natural Cycle: 80	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.74	
Intersection Signal Delay: 33.4	Intersection LOS: C
Intersection Capacity Utilization 68.5%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 5: Jenkins Rd & Okeechobee Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	250	1513	341	114	788	78	353	164	88	241	181	90
Future Volume (veh/h)	250	1513	341	114	788	78	353	164	88	241	181	90
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1826	1826	1826	1826	1826	1826	1826	1826	1826	1826	1826	1826
Adj Flow Rate, veh/h	263	1593	359	120	829	82	372	173	93	254	191	95
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	5	5	5	5	5	5	5	5	5	5	5	5
Cap, veh/h	311	3001	739	144	2943	725	439	267	137	319	294	131
Arrive On Green	0.18	0.96	0.96	0.08	0.47	0.47	0.13	0.12	0.12	0.09	0.08	0.08
Sat Flow, veh/h	3374	6281	1547	1739	6281	1547	3374	2218	1137	3374	3469	1547
Grp Volume(v), veh/h	263	1593	359	120	829	82	372	133	133	254	191	95
Grp Sat Flow(s),veh/h/ln	1687	1570	1547	1739	1570	1547	1687	1735	1621	1687	1735	1547
Q Serve(g_s), s	9.8	3.0	2.5	8.8	10.5	3.9	14.0	9.5	10.2	9.6	6.9	7.8
Cycle Q Clear(g_c), s	9.8	3.0	2.5	8.8	10.5	3.9	14.0	9.5	10.2	9.6	6.9	7.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.70	1.00		1.00
Lane Grp Cap(c), veh/h	311	3001	739	144	2943	725	439	209	195	319	294	131
V/C Ratio(X)	0.85	0.53	0.49	0.83	0.28	0.11	0.85	0.64	0.68	0.80	0.65	0.73
Avail Cap(c_a), veh/h	356	3001	739	183	2943	725	641	316	296	641	632	282
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.72	0.72	0.72	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	52.1	1.6	1.6	58.7	21.2	19.4	55.3	54.5	54.8	57.6	57.6	58.0
Incr Delay (d2), s/veh	11.7	0.5	1.6	22.1	0.2	0.3	7.1	3.2	4.1	4.6	2.4	7.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	7.2	1.2	1.5	8.4	7.1	2.6	10.5	7.8	7.8	7.7	5.7	6.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	63.8	2.1	3.2	80.9	21.4	19.7	62.3	57.7	58.9	62.2	60.1	65.4
LnGrp LOS	E	A	A	F	C	B	E	E	E	E	E	E
Approach Vol, veh/h		2215			1031			638			540	
Approach Delay, s/veh		9.6			28.2			60.7			62.0	
Approach LOS		A			C			E			E	

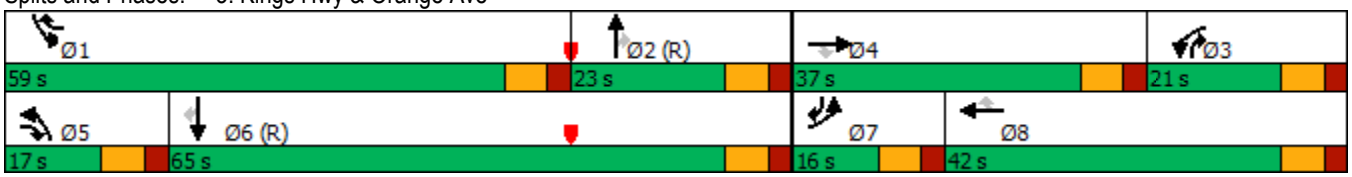
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	19.3	68.2	19.6	22.9	18.1	69.4	24.2	18.3
Change Period (Y+Rc), s	7.3	7.3	7.3	7.3	7.3	7.3	7.3	7.3
Max Green Setting (Gmax), s	13.7	38.7	24.7	23.7	13.7	38.7	24.7	23.7
Max Q Clear Time (g_c+I1), s	11.8	12.5	11.6	12.2	10.8	5.0	16.0	9.8
Green Ext Time (p_c), s	0.2	6.7	0.7	1.1	0.1	18.3	0.9	1.2

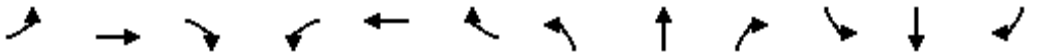
Intersection Summary	
HCM 6th Ctrl Delay	27.7
HCM 6th LOS	C

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	75	402	87	147	291	473	55	249	168	429	332	59
Future Volume (vph)	75	402	87	147	291	473	55	249	168	429	332	59
Turn Type	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov
Protected Phases	7	4	5	3	8	1	5	2	3	1	6	7
Permitted Phases			4			8			2			6
Detector Phase	7	4	5	3	8	1	5	2	3	1	6	7
Switch Phase												
Minimum Initial (s)	5.0	10.0	5.0	5.0	10.0	5.0	5.0	10.0	5.0	5.0	10.0	5.0
Minimum Split (s)	12.3	17.3	12.4	12.3	17.5	12.4	12.4	17.8	12.3	12.4	17.4	12.3
Total Split (s)	16.0	37.0	17.0	21.0	42.0	59.0	17.0	23.0	21.0	59.0	65.0	16.0
Total Split (%)	11.4%	26.4%	12.1%	15.0%	30.0%	42.1%	12.1%	16.4%	15.0%	42.1%	46.4%	11.4%
Yellow Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
All-Red Time (s)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lead	Lead	Lag	Lag	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Max	None	None	C-Max	None
Act Effct Green (s)	8.1	22.3	31.7	11.6	25.8	75.1	9.4	35.8	47.4	42.3	68.7	83.8
Actuated g/C Ratio	0.06	0.16	0.23	0.08	0.18	0.54	0.07	0.26	0.34	0.30	0.49	0.60
v/c Ratio	0.40	0.75	0.20	0.54	0.47	0.55	0.49	0.29	0.27	0.85	0.20	0.06
Control Delay	69.4	64.7	1.6	68.5	52.5	17.3	76.3	46.9	3.1	60.2	22.0	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	69.4	64.7	1.6	68.5	52.5	17.3	76.3	46.9	3.1	60.2	22.0	0.1
LOS	E	E	A	E	D	B	E	D	A	E	C	A
Approach Delay		55.6			36.8			34.8			40.4	
Approach LOS		E			D			C			D	

Intersection Summary	
Cycle Length: 140	
Actuated Cycle Length: 140	
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green	
Natural Cycle: 80	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.85	
Intersection Signal Delay: 41.3	Intersection LOS: D
Intersection Capacity Utilization 70.7%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 3: Kings Hwy & Orange Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	75	402	87	147	291	473	55	249	168	429	332	59
Future Volume (veh/h)	75	402	87	147	291	473	55	249	168	429	332	59
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	79	423	29	155	306	435	58	262	114	452	349	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	123	517	297	382	784	780	74	969	607	483	1785	852
Arrive On Green	0.04	0.15	0.15	0.11	0.22	0.22	0.04	0.27	0.27	0.27	0.50	0.00
Sat Flow, veh/h	3456	3554	1585	3456	3554	1585	1781	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	79	423	29	155	306	435	58	262	114	452	349	0
Grp Sat Flow(s),veh/h/ln	1728	1777	1585	1728	1777	1585	1781	1777	1585	1781	1777	1585
Q Serve(g_s), s	3.2	16.2	1.4	5.8	10.3	26.9	4.5	8.1	3.5	34.7	7.6	0.0
Cycle Q Clear(g_c), s	3.2	16.2	1.4	5.8	10.3	26.9	4.5	8.1	3.5	34.7	7.6	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	123	517	297	382	784	780	74	969	607	483	1785	852
V/C Ratio(X)	0.64	0.82	0.10	0.41	0.39	0.56	0.78	0.27	0.19	0.94	0.20	0.00
Avail Cap(c_a), veh/h	222	762	406	382	888	826	127	969	607	662	1785	852
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.99	0.99	0.99	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	66.6	58.0	23.6	58.0	46.5	24.9	66.4	40.0	10.7	49.8	19.2	0.0
Incr Delay (d2), s/veh	5.5	4.5	0.1	0.7	0.3	0.7	15.8	0.7	0.7	17.0	0.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	2.7	12.1	1.2	4.7	8.1	15.5	4.3	6.6	3.1	24.6	5.8	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	72.2	62.5	23.7	58.7	46.9	25.6	82.3	40.7	11.4	66.8	19.5	0.0
LnGrp LOS	E	E	C	E	D	C	F	D	B	E	B	A
Approach Vol, veh/h		531			896			434			801	
Approach Delay, s/veh		61.8			38.6			38.5			46.2	
Approach LOS		E			D			D			D	

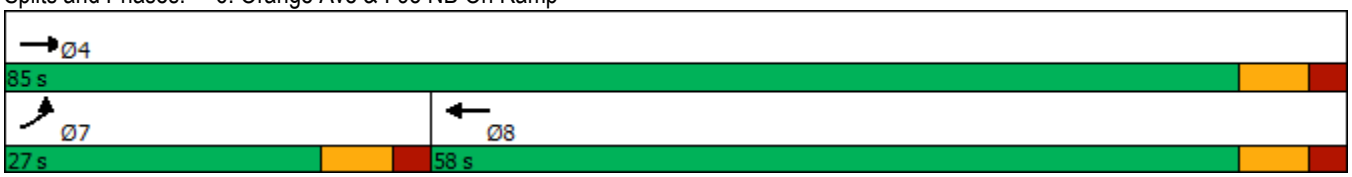
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	45.0	45.2	22.5	27.4	12.9	77.3	12.0	37.9
Change Period (Y+Rc), s	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Max Green Setting (Gmax), s	52.0	16.0	14.0	30.0	10.0	58.0	9.0	35.0
Max Q Clear Time (g_c+I1), s	36.7	10.1	7.8	18.2	6.5	9.6	5.2	28.9
Green Ext Time (p_c), s	1.3	1.0	0.2	2.2	0.0	2.6	0.1	2.0

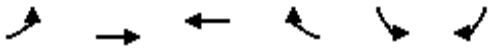
Intersection Summary	
HCM 6th Ctrl Delay	45.5
HCM 6th LOS	D

Lane Group	EBL	EBT	WBT
Lane Configurations			
Traffic Volume (vph)	111	454	485
Future Volume (vph)	111	454	485
Turn Type	Prot	NA	NA
Protected Phases	7	4	8
Permitted Phases			
Detector Phase	7	4	8
Switch Phase			
Minimum Initial (s)	5.0	5.0	5.0
Minimum Split (s)	12.0	25.0	29.0
Total Split (s)	27.0	85.0	58.0
Total Split (%)	31.8%	100.0%	68.2%
Yellow Time (s)	4.5	4.5	4.5
All-Red Time (s)	2.5	2.5	2.5
Lost Time Adjust (s)	0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0	7.0
Lead/Lag	Lead		Lag
Lead-Lag Optimize?	Yes		Yes
Recall Mode	None	Min	Min
Act Effct Green (s)	8.3	85.0	66.7
Actuated g/C Ratio	0.10	1.00	0.78
v/c Ratio	0.35	0.14	0.18
Control Delay	38.3	0.1	3.4
Queue Delay	0.0	0.0	0.0
Total Delay	38.3	0.1	3.4
LOS	D	A	A
Approach Delay		7.6	3.4
Approach LOS		A	A

Intersection Summary	
Cycle Length: 85	
Actuated Cycle Length: 85	
Offset: 0 (0%), Referenced to phase 2: and 6:, Start of Green	
Natural Cycle: 45	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.35	
Intersection Signal Delay: 5.7	Intersection LOS: A
Intersection Capacity Utilization 40.0%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 6: Orange Ave & I-95 NB On Ramp





Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	111	454	485	0	0	0
Future Volume (veh/h)	111	454	485	0	0	0
Initial Q (Qb), veh	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00			1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00		
Work Zone On Approach		No	No			
Adj Sat Flow, veh/h/ln	1870	1870	1870	0		
Adj Flow Rate, veh/h	117	478	511	0		
Peak Hour Factor	0.95	0.95	0.95	0.95		
Percent Heavy Veh, %	2	2	2	0		
Cap, veh/h	194	1213	721	0		
Arrive On Green	0.06	0.34	0.20	0.00		
Sat Flow, veh/h	3456	3647	3741	0		
Grp Volume(v), veh/h	117	478	511	0		
Grp Sat Flow(s),veh/h/ln	1728	1777	1777	0		
Q Serve(g_s), s	2.8	8.7	11.4	0.0		
Cycle Q Clear(g_c), s	2.8	8.7	11.4	0.0		
Prop In Lane	1.00			0.00		
Lane Grp Cap(c), veh/h	194	1213	721	0		
V/C Ratio(X)	0.60	0.39	0.71	0.00		
Avail Cap(c_a), veh/h	813	3261	2132	0		
HCM Platoon Ratio	1.00	1.00	1.00	1.00		
Upstream Filter(I)	0.99	0.99	1.00	0.00		
Uniform Delay (d), s/veh	39.2	21.3	31.5	0.0		
Incr Delay (d2), s/veh	3.0	0.2	1.3	0.0		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0		
%ile BackOfQ(95%),veh/ln	2.3	6.3	8.5	0.0		
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	42.2	21.5	32.9	0.0		
LnGrp LOS	D	C	C	A		
Approach Vol, veh/h		595	511			
Approach Delay, s/veh		25.6	32.9			
Approach LOS		C	C			

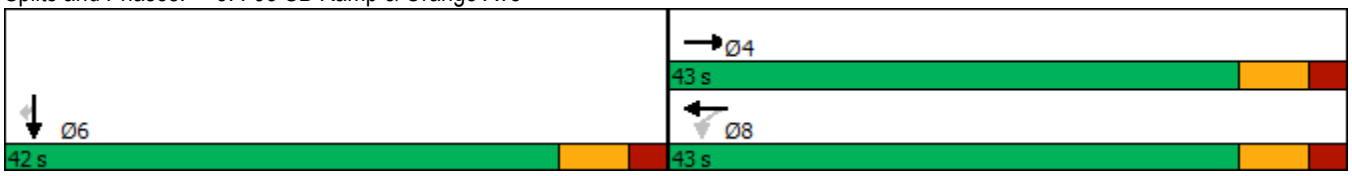
Timer - Assigned Phs	4	7	8
Phs Duration (G+Y+Rc), s	36.0	11.8	24.2
Change Period (Y+Rc), s	7.0	7.0	7.0
Max Green Setting (Gmax), s	78.0	20.0	51.0
Max Q Clear Time (g_c+I1), s	10.7	4.8	13.4
Green Ext Time (p_c), s	3.7	0.3	3.9

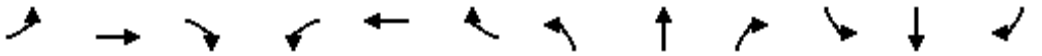
Intersection Summary	
HCM 6th Ctrl Delay	28.9
HCM 6th LOS	C

Lane Group	EBT	WBL	WBT	SBT	SBR
Lane Configurations					
Traffic Volume (vph)	447	209	658	0	117
Future Volume (vph)	447	209	658	0	117
Turn Type	NA	Perm	NA	NA	Perm
Protected Phases	4		8	6	
Permitted Phases		8			6
Detector Phase	4	8	8	6	6
Switch Phase					
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	25.0	25.0	25.0	25.0	25.0
Total Split (s)	43.0	43.0	43.0	42.0	42.0
Total Split (%)	50.6%	50.6%	50.6%	49.4%	49.4%
Yellow Time (s)	4.5	4.5	4.5	4.5	4.5
All-Red Time (s)	2.5	2.5	2.5	2.5	2.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0	7.0	7.0	7.0
Lead/Lag					
Lead-Lag Optimize?					
Recall Mode	None	None	None	None	None
Act Effct Green (s)	18.2	18.2	18.2	6.4	6.4
Actuated g/C Ratio	0.66	0.66	0.66	0.23	0.23
v/c Ratio	0.20	0.19	0.21	0.14	0.14
Control Delay	5.1	5.8	4.9	2.0	1.9
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	5.1	5.8	4.9	2.0	1.9
LOS	A	A	A	A	A
Approach Delay	5.1		5.1	1.9	
Approach LOS	A		A	A	

Intersection Summary	
Cycle Length: 85	
Actuated Cycle Length: 27.4	
Natural Cycle: 50	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.21	
Intersection Signal Delay: 4.8	Intersection LOS: A
Intersection Capacity Utilization 40.0%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 8: I-95 SB Ramp & Orange Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	447	0	209	658	0	0	0	0	0	0	117
Future Volume (veh/h)	0	447	0	209	658	0	0	0	0	0	0	117
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1870	0	1870	1870	0				0	1870	1870
Adj Flow Rate, veh/h	0	471	0	220	693	0				0	0	60
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95				0.95	0.95	0.95
Percent Heavy Veh, %	0	2	0	2	2	0				0	2	2
Cap, veh/h	0	2208	0	1787	3173	0				0	0	0
Arrive On Green	0.00	0.62	0.00	0.62	0.62	0.00				0.00	0.00	0.00
Sat Flow, veh/h	0	3741	0	1790	5274	0					0	
Grp Volume(v), veh/h	0	471	0	220	693	0					0.0	
Grp Sat Flow(s),veh/h/ln	0	1777	0	895	1702	0						
Q Serve(g_s), s	0.0	1.1	0.0	1.1	1.1	0.0						
Cycle Q Clear(g_c), s	0.0	1.1	0.0	2.2	1.1	0.0						
Prop In Lane	0.00		0.00	1.00		0.00						
Lane Grp Cap(c), veh/h	0	2208	0	1787	3173	0						
V/C Ratio(X)	0.00	0.21	0.00	0.12	0.22	0.00						
Avail Cap(c_a), veh/h	0	6921	0	4161	9944	0						
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00						
Upstream Filter(I)	0.00	1.00	0.00	1.00	1.00	0.00						
Uniform Delay (d), s/veh	0.0	1.5	0.0	2.0	1.5	0.0						
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0						
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0						
%ile BackOfQ(95%),veh/ln	0.0	0.0	0.0	0.0	0.0	0.0						
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	1.6	0.0	2.0	1.6	0.0						
LnGrp LOS	A	A	A	A	A	A						
Approach Vol, veh/h		471			913							
Approach Delay, s/veh		1.6			1.7							
Approach LOS		A			A							

Timer - Assigned Phs				4				8				
Phs Duration (G+Y+Rc), s				18.5				18.5				
Change Period (Y+Rc), s				7.0				7.0				
Max Green Setting (Gmax), s				36.0				36.0				
Max Q Clear Time (g_c+I1), s				3.1				4.2				
Green Ext Time (p_c), s				3.4				7.3				

Intersection Summary	
HCM 6th Ctrl Delay	1.6
HCM 6th LOS	A

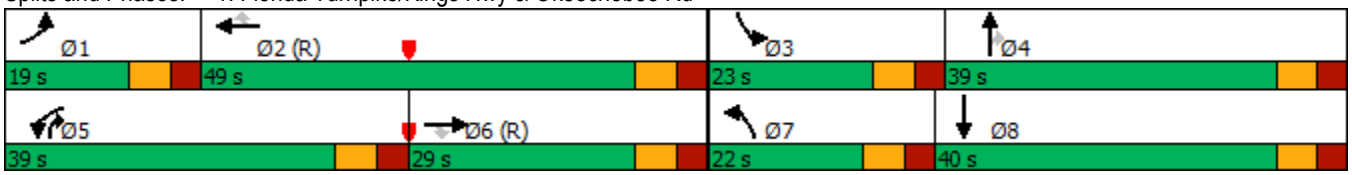
Notes

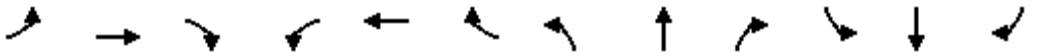
User approved volume balancing among the lanes for turning movement.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations											
Traffic Volume (vph)	49	334	29	454	481	164	73	120	516	204	191
Future Volume (vph)	49	334	29	454	481	164	73	120	516	204	191
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	pm+ov	Prot	NA
Protected Phases	1	6		5	2		7	4	5	3	8
Permitted Phases			6			2			4		
Detector Phase	1	6	6	5	2	2	7	4	5	3	8
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
Total Split (s)	19.0	29.0	29.0	39.0	49.0	49.0	22.0	39.0	39.0	23.0	40.0
Total Split (%)	14.6%	22.3%	22.3%	30.0%	37.7%	37.7%	16.9%	30.0%	30.0%	17.7%	30.8%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None	None	None	None
Act Effct Green (s)	9.5	41.7	41.7	26.2	61.0	61.0	11.2	20.5	53.6	13.6	25.6
Actuated g/C Ratio	0.07	0.32	0.32	0.20	0.47	0.47	0.09	0.16	0.41	0.10	0.20
v/c Ratio	0.44	0.23	0.05	0.75	0.33	0.22	0.55	0.46	0.47	0.65	0.72
Control Delay	68.1	36.3	0.2	65.0	38.5	18.1	70.6	53.4	19.7	64.9	59.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	68.1	36.3	0.2	65.0	38.5	18.1	70.6	53.4	19.7	64.9	59.7
LOS	E	D	A	E	D	B	E	D	B	E	E
Approach Delay		37.6			46.4			30.7			62.1
Approach LOS		D			D			C			E

Intersection Summary	
Cycle Length: 130	
Actuated Cycle Length: 130	
Offset: 0 (0%), Referenced to phase 2:WBT and 6:EBT, Start of Green	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.75	
Intersection Signal Delay: 43.4	Intersection LOS: D
Intersection Capacity Utilization 59.4%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 1: Florida Turnpike/Kings Hwy & Okeechobee Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	49	334	29	454	481	164	73	120	516	204	191	40
Future Volume (veh/h)	49	334	29	454	481	164	73	120	516	204	191	40
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1752	1752	1752	1752	1752	1752	1752	1752	1752	1752	1752	1752
Adj Flow Rate, veh/h	52	352	31	478	506	173	77	126	543	215	201	42
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	10	10	10	10	10	10	10	10	10	10	10	10
Cap, veh/h	66	1598	496	550	1547	690	96	346	960	269	313	65
Arrive On Green	0.04	0.33	0.33	0.17	0.46	0.46	0.06	0.20	0.20	0.08	0.22	0.22
Sat Flow, veh/h	1668	4782	1485	3237	3328	1485	1668	1752	2613	3237	1405	294
Grp Volume(v), veh/h	52	352	31	478	506	173	77	126	543	215	0	243
Grp Sat Flow(s),veh/h/ln	1668	1594	1485	1618	1664	1485	1668	1752	1306	1618	0	1699
Q Serve(g_s), s	4.0	6.9	1.8	18.7	12.5	9.2	5.9	8.1	21.6	8.5	0.0	16.9
Cycle Q Clear(g_c), s	4.0	6.9	1.8	18.7	12.5	9.2	5.9	8.1	21.6	8.5	0.0	16.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.17
Lane Grp Cap(c), veh/h	66	1598	496	550	1547	690	96	346	960	269	0	378
V/C Ratio(X)	0.79	0.22	0.06	0.87	0.33	0.25	0.80	0.36	0.57	0.80	0.00	0.64
Avail Cap(c_a), veh/h	154	1598	496	797	1547	690	193	431	1087	398	0	431
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	61.9	31.1	29.4	52.5	22.0	21.1	60.5	45.1	32.8	58.5	0.0	45.8
Incr Delay (d2), s/veh	18.6	0.3	0.2	7.2	0.6	0.9	13.9	0.6	0.5	6.9	0.0	2.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	3.7	4.9	1.3	12.8	8.7	6.1	5.2	6.5	11.2	6.7	0.0	11.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	80.5	31.4	29.7	59.7	22.5	22.0	74.4	45.8	33.4	65.4	0.0	48.5
LnGrp LOS	F	C	C	E	C	C	E	D	C	E	A	D
Approach Vol, veh/h		435			1157			746			458	
Approach Delay, s/veh		37.2			37.8			39.7			56.4	
Approach LOS		D			D			D			E	

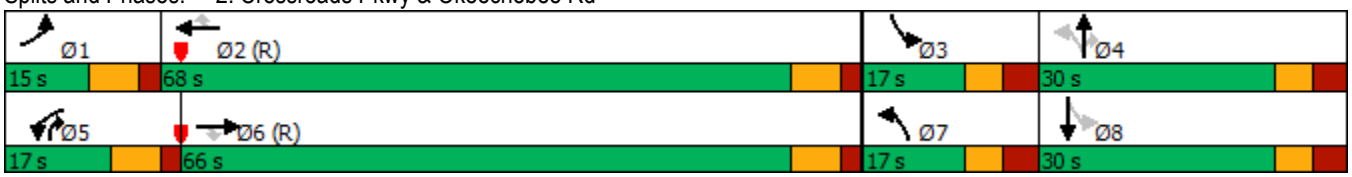
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.1	67.4	17.8	32.7	29.1	50.4	14.5	36.0
Change Period (Y+Rc), s	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Max Green Setting (Gmax), s	12.0	42.0	16.0	32.0	32.0	22.0	15.0	33.0
Max Q Clear Time (g_c+I1), s	6.0	14.5	10.5	23.6	20.7	8.9	7.9	18.9
Green Ext Time (p_c), s	0.0	4.3	0.3	2.1	1.4	2.0	0.1	1.2

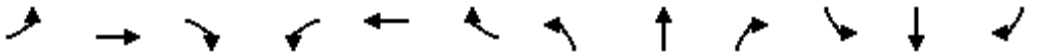
Intersection Summary	
HCM 6th Ctrl Delay	41.3
HCM 6th LOS	D

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations											
Traffic Volume (vph)	89	1100	47	179	1493	147	32	10	114	163	10
Future Volume (vph)	89	1100	47	179	1493	147	32	10	114	163	10
Turn Type	Prot	NA	Perm	Prot	NA	Perm	pm+pt	NA	pm+ov	pm+pt	NA
Protected Phases	1	6		5	2		7	4	5	3	8
Permitted Phases			6			2	4		4	8	
Detector Phase	1	6	6	5	2	2	7	4	5	3	8
Switch Phase											
Minimum Initial (s)	5.0	12.0	12.0	5.0	12.0	12.0	5.0	8.0	5.0	5.0	8.0
Minimum Split (s)	11.8	19.0	19.0	11.8	19.0	19.0	12.2	15.2	11.8	12.2	15.2
Total Split (s)	15.0	66.0	66.0	17.0	68.0	68.0	17.0	30.0	17.0	17.0	30.0
Total Split (%)	11.5%	50.8%	50.8%	13.1%	52.3%	52.3%	13.1%	23.1%	13.1%	13.1%	23.1%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.8	4.8	3.7	3.7	4.8	3.7	3.7
All-Red Time (s)	2.0	2.2	2.2	2.0	2.2	2.2	3.5	3.5	2.0	3.5	3.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.8	7.0	7.0	6.8	7.0	7.0	7.2	7.2	6.8	7.2	7.2
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None	None	None	None
Act Effct Green (s)	14.3	77.2	77.2	13.2	76.1	76.1	11.0	8.0	19.3	15.9	9.0
Actuated g/C Ratio	0.11	0.59	0.59	0.10	0.59	0.59	0.08	0.06	0.15	0.12	0.07
v/c Ratio	0.52	0.41	0.05	0.58	0.57	0.17	0.24	0.10	0.40	0.98	0.22
Control Delay	63.2	17.1	0.6	66.2	18.7	2.8	52.5	59.9	16.7	117.0	25.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	63.2	17.1	0.6	66.2	18.7	2.8	52.5	59.9	16.7	117.0	25.0
LOS	E	B	A	E	B	A	D	E	B	F	C
Approach Delay		19.8			22.1			27.0			96.0
Approach LOS		B			C			C			F

Intersection Summary	
Cycle Length: 130	
Actuated Cycle Length: 130	
Offset: 110 (85%), Referenced to phase 2:WBT and 6:EBT, Start of Green	
Natural Cycle: 80	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.98	
Intersection Signal Delay: 26.0	Intersection LOS: C
Intersection Capacity Utilization 67.0%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 2: Crossroads Pkwy & Okeechobee Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	89	1100	47	179	1493	147	32	10	114	163	10	38
Future Volume (veh/h)	89	1100	47	179	1493	147	32	10	114	163	10	38
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1752	1752	1752	1752	1752	1752	1752	1752	1752	1752	1752	1752
Adj Flow Rate, veh/h	94	1158	49	188	1572	155	34	11	120	172	11	40
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	10	10	10	10	10	10	10	10	10	10	10	10
Cap, veh/h	105	2605	809	233	2647	822	216	160	242	282	232	207
Arrive On Green	0.06	0.54	0.54	0.14	1.00	1.00	0.03	0.09	0.09	0.08	0.14	0.14
Sat Flow, veh/h	1668	4782	1485	3237	4782	1485	1668	1752	1485	1668	1664	1485
Grp Volume(v), veh/h	94	1158	49	188	1572	155	34	11	120	172	11	40
Grp Sat Flow(s),veh/h/ln	1668	1594	1485	1618	1594	1485	1668	1752	1485	1668	1664	1485
Q Serve(g_s), s	7.3	18.9	2.0	7.3	0.0	0.0	2.4	0.7	9.6	9.8	0.7	3.1
Cycle Q Clear(g_c), s	7.3	18.9	2.0	7.3	0.0	0.0	2.4	0.7	9.6	9.8	0.7	3.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	105	2605	809	233	2647	822	216	160	242	282	232	207
V/C Ratio(X)	0.89	0.44	0.06	0.81	0.59	0.19	0.16	0.07	0.50	0.61	0.05	0.19
Avail Cap(c_a), veh/h	105	2605	809	254	2647	822	297	307	367	282	292	260
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.93	0.93	0.93	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	60.5	17.8	13.9	54.8	0.0	0.0	51.6	54.0	49.5	49.8	48.5	49.5
Incr Delay (d2), s/veh	55.4	0.6	0.1	15.2	0.9	0.5	0.3	0.2	1.6	3.8	0.1	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	8.3	11.4	1.3	5.9	0.4	0.2	1.8	0.6	6.6	9.5	0.6	2.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	115.8	18.3	14.1	69.9	0.9	0.5	51.9	54.2	51.1	53.7	48.6	49.9
LnGrp LOS	F	B	B	E	A	A	D	D	D	D	D	D
Approach Vol, veh/h		1301			1915			165			223	
Approach Delay, s/veh		25.2			7.7			51.5			52.7	
Approach LOS		C			A			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.0	79.0	17.0	19.0	16.2	77.8	10.7	25.3
Change Period (Y+Rc), s	6.8	* 7	* 7.2	* 7.2	6.8	* 7	* 7.2	* 7.2
Max Green Setting (Gmax), s	8.2	* 61	* 9.8	* 23	10.2	* 59	* 9.8	* 23
Max Q Clear Time (g_c+I1), s	9.3	2.0	11.8	11.6	9.3	20.9	4.4	5.1
Green Ext Time (p_c), s	0.0	20.7	0.0	0.3	0.1	11.1	0.0	0.2

Intersection Summary	
HCM 6th Ctrl Delay	18.8
HCM 6th LOS	B

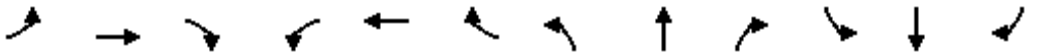
Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBT	EBR	WBT	SBL	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	503	851	1003	296	0	490
Future Volume (vph)	503	851	1003	296	0	490
Turn Type	NA	Free	NA	Perm	NA	Perm
Protected Phases	6		2		4	
Permitted Phases		Free		4		4
Detector Phase	6		2	4	4	4
Switch Phase						
Minimum Initial (s)	5.0		5.0	7.0	7.0	7.0
Minimum Split (s)	11.8		11.8	13.8	13.8	13.8
Total Split (s)	90.0		90.0	40.0	40.0	40.0
Total Split (%)	69.2%		69.2%	30.8%	30.8%	30.8%
Yellow Time (s)	4.8		4.8	4.0	4.0	4.0
All-Red Time (s)	2.0		2.0	2.8	2.8	2.8
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	6.8		6.8	6.8	6.8	6.8
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	None		C-Max	None	None	None
Act Effct Green (s)	98.9	130.0	98.9	17.5	17.5	17.5
Actuated g/C Ratio	0.76	1.00	0.76	0.13	0.13	0.13
v/c Ratio	0.15	0.61	0.29	0.50	0.59	0.62
Control Delay	3.3	9.7	2.2	54.3	24.8	22.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	3.3	9.7	2.2	54.3	24.8	22.7
LOS	A	A	A	D	C	C
Approach Delay	7.3		2.2		35.1	
Approach LOS	A		A		D	

Intersection Summary	
Cycle Length: 130	
Actuated Cycle Length: 130	
Offset: 105 (81%), Referenced to phase 2:WBT, Start of Green	
Natural Cycle: 40	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.62	
Intersection Signal Delay: 12.6	Intersection LOS: B
Intersection Capacity Utilization 46.9%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 3: I-95 West & Okeechobee Rd



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑	↱		↑↑↑					↰↰↰	↳	↱↱
Traffic Volume (veh/h)	0	503	851	0	1003	0	0	0	0	296	0	490
Future Volume (veh/h)	0	503	851	0	1003	0	0	0	0	296	0	490
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1752	1752	0	1752	0				1752	1752	1752
Adj Flow Rate, veh/h	0	529	0	0	1056	0				312	0	516
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95				0.95	0.95	0.95
Percent Heavy Veh, %	0	10	10	0	10	0				10	10	10
Cap, veh/h	0	3555		0	3555	0				761	0	677
Arrive On Green	0.00	1.00	0.00	0.00	0.74	0.00				0.15	0.00	0.15
Sat Flow, veh/h	0	4940	1485	0	5098	0				5005	0	4454
Grp Volume(v), veh/h	0	529	0	0	1056	0				312	0	516
Grp Sat Flow(s),veh/h/ln	0	1594	1485	0	1594	0				1668	0	1485
Q Serve(g_s), s	0.0	0.0	0.0	0.0	9.5	0.0				7.3	0.0	14.4
Cycle Q Clear(g_c), s	0.0	0.0	0.0	0.0	9.5	0.0				7.3	0.0	14.4
Prop In Lane	0.00		1.00	0.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	3555		0	3555	0				761	0	677
V/C Ratio(X)	0.00	0.15		0.00	0.30	0.00				0.41	0.00	0.76
Avail Cap(c_a), veh/h	0	3555		0	3555	0				1278	0	1137
HCM Platoon Ratio	1.00	1.67	1.67	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.87	0.00	0.00	0.99	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	0.0	5.5	0.0				49.9	0.0	52.9
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.2	0.0				0.4	0.0	1.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.0	0.0	0.0	0.0	5.3	0.0				5.6	0.0	9.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.0	0.0	0.0	5.7	0.0				50.2	0.0	54.7
LnGrp LOS	A	A		A	A	A				D	A	D
Approach Vol, veh/h		529	A		1056						828	
Approach Delay, s/veh		0.0			5.7						53.0	
Approach LOS		A			A						D	

Timer - Assigned Phs	2	4	6
Phs Duration (G+Y+Rc), s	103.4	26.6	103.4
Change Period (Y+Rc), s	6.8	* 6.8	6.8
Max Green Setting (Gmax), s	83.2	* 33	83.2
Max Q Clear Time (g_c+I1), s	11.5	16.4	2.0
Green Ext Time (p_c), s	10.3	3.3	4.3

Intersection Summary	
HCM 6th Ctrl Delay	20.7
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

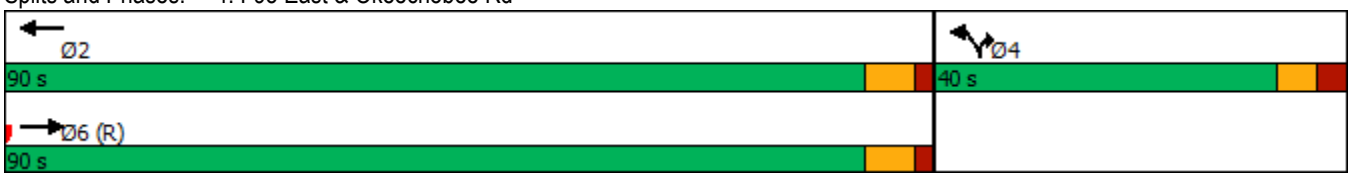
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

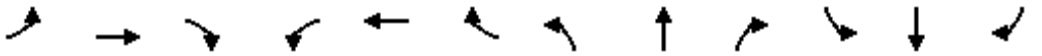
Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBT	WBT	WBR	NBL	NBR
Lane Configurations					
Traffic Volume (vph)	799	599	978	198	854
Future Volume (vph)	799	599	978	198	854
Turn Type	NA	NA	Free	Prot	Prot
Protected Phases	6	2		4	4
Permitted Phases			Free		
Detector Phase	6	2		4	4
Switch Phase					
Minimum Initial (s)	12.0	12.0		7.0	7.0
Minimum Split (s)	18.8	18.8		14.0	14.0
Total Split (s)	90.0	90.0		40.0	40.0
Total Split (%)	69.2%	69.2%		30.8%	30.8%
Yellow Time (s)	4.8	4.8		4.0	4.0
All-Red Time (s)	2.0	2.0		3.0	3.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0
Total Lost Time (s)	6.8	6.8		7.0	7.0
Lead/Lag					
Lead-Lag Optimize?					
Recall Mode	C-Max	None		None	None
Act Effct Green (s)	89.6	89.6	130.0	26.6	26.6
Actuated g/C Ratio	0.69	0.69	1.00	0.20	0.20
v/c Ratio	0.26	0.19	0.70	0.22	0.87
Control Delay	9.7	6.3	19.4	42.4	34.0
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	9.7	6.3	19.4	42.4	34.0
LOS	A	A	B	D	C
Approach Delay	9.7	14.4			
Approach LOS	A	B			

Intersection Summary	
Cycle Length: 130	
Actuated Cycle Length: 130	
Offset: 19 (15%), Referenced to phase 6:EBT, Start of Green	
Natural Cycle: 40	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.87	
Intersection Signal Delay: 19.8	Intersection LOS: B
Intersection Capacity Utilization 46.9%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 4: I-95 East & Okeechobee Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑			↑↑↑	↱	↰↰↰		↱↱↱			
Traffic Volume (veh/h)	0	799	0	0	599	978	198	0	854	0	0	0
Future Volume (veh/h)	0	799	0	0	599	978	198	0	854	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	0	1752	0	0	1752	1752	1752	0	1752			
Adj Flow Rate, veh/h	0	841	0	0	631	0	208	0	899			
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95			
Percent Heavy Veh, %	0	10	0	0	10	10	10	0	10			
Cap, veh/h	0	3061	0	0	3061		1194	0	859			
Arrive On Green	0.00	0.64	0.00	0.00	1.00	0.00	0.25	0.00	0.25			
Sat Flow, veh/h	0	5098	0	0	4940	1485	4705	0	3385			
Grp Volume(v), veh/h	0	841	0	0	631	0	208	0	899			
Grp Sat Flow(s),veh/h/ln	0	1594	0	0	1594	1485	1568	0	1128			
Q Serve(g_s), s	0.0	10.0	0.0	0.0	0.0	0.0	4.5	0.0	33.0			
Cycle Q Clear(g_c), s	0.0	10.0	0.0	0.0	0.0	0.0	4.5	0.0	33.0			
Prop In Lane	0.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	0	3061	0	0	3061		1194	0	859			
V/C Ratio(X)	0.00	0.27	0.00	0.00	0.21		0.17	0.00	1.05			
Avail Cap(c_a), veh/h	0	3061	0	0	3061		1194	0	859			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.67	1.67	1.00	1.00	1.00			
Upstream Filter(I)	0.00	0.97	0.00	0.00	0.84	0.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	0.0	10.2	0.0	0.0	0.0	0.0	37.9	0.0	48.5			
Incr Delay (d2), s/veh	0.0	0.2	0.0	0.0	0.0	0.0	0.1	0.0	43.5			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(95%),veh/ln	0.0	6.3	0.0	0.0	0.0	0.0	3.2	0.0	19.0			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	10.4	0.0	0.0	0.0	0.0	37.9	0.0	92.0			
LnGrp LOS	A	B	A	A	A		D	A	F			
Approach Vol, veh/h		841			631	A		1107				
Approach Delay, s/veh		10.4			0.0			81.8				
Approach LOS		B			A			F				

Timer - Assigned Phs	2	4	6
Phs Duration (G+Y+Rc), s	90.0	40.0	90.0
Change Period (Y+Rc), s	6.8	7.0	6.8
Max Green Setting (Gmax), s	83.2	33.0	83.2
Max Q Clear Time (g_c+I1), s	2.0	35.0	12.0
Green Ext Time (p_c), s	5.2	0.0	7.5

Intersection Summary	
HCM 6th Ctrl Delay	38.5
HCM 6th LOS	D

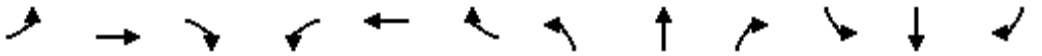
Notes

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	211	1131	299	100	1293	161	309	126	345	171	104
Future Volume (vph)	211	1131	299	100	1293	161	309	126	345	171	104
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Prot	NA	Perm
Protected Phases	1	6		5	2		7	4	3	8	
Permitted Phases			6			2					8
Detector Phase	1	6	6	5	2	2	7	4	3	8	8
Switch Phase											
Minimum Initial (s)	7.0	12.0	12.0	7.0	12.0	12.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	14.3	19.3	19.3	14.3	19.3	19.3	14.3	14.3	14.3	14.3	14.3
Total Split (s)	25.0	62.0	62.0	15.0	52.0	52.0	28.0	25.0	28.0	25.0	25.0
Total Split (%)	19.2%	47.7%	47.7%	11.5%	40.0%	40.0%	21.5%	19.2%	21.5%	19.2%	19.2%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8
All-Red Time (s)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.3	7.3	7.3	7.3	7.3	7.3	7.3	7.3	7.3	7.3	7.3
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None	None	None	None
Act Effct Green (s)	13.9	57.4	57.4	13.6	57.1	57.1	17.5	11.3	18.5	12.3	12.3
Actuated g/C Ratio	0.11	0.44	0.44	0.10	0.44	0.44	0.13	0.09	0.14	0.09	0.09
v/c Ratio	0.62	0.43	0.37	0.58	0.50	0.21	0.72	0.53	0.77	0.56	0.32
Control Delay	64.6	19.2	3.9	69.6	28.1	1.8	63.4	56.9	64.8	62.6	2.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	64.6	19.2	3.9	69.6	28.1	1.8	63.4	56.9	64.8	62.6	2.4
LOS	E	B	A	E	C	A	E	E	E	E	A
Approach Delay		22.3			28.0			61.2		53.8	
Approach LOS		C			C			E		D	

Intersection Summary	
Cycle Length: 130	
Actuated Cycle Length: 130	
Offset: 36 (28%), Referenced to phase 2:WBT and 6:EBT, Start of Green	
Natural Cycle: 70	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.77	
Intersection Signal Delay: 33.1	Intersection LOS: C
Intersection Capacity Utilization 64.8%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 5: Jenkins Rd & Okeechobee Rd



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	211	1131	299	100	1293	161	309	126	27	345	171	104
Future Volume (veh/h)	211	1131	299	100	1293	161	309	126	27	345	171	104
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1826	1826	1826	1826	1826	1826	1826	1826	1826	1826	1826	1826
Adj Flow Rate, veh/h	222	1191	315	105	1361	169	325	133	28	363	180	109
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	5	5	5	5	5	5	5	5	5	5	5	5
Cap, veh/h	277	3211	791	103	3068	756	387	228	47	423	313	140
Arrive On Green	0.16	1.00	1.00	0.06	0.49	0.49	0.11	0.08	0.08	0.13	0.09	0.09
Sat Flow, veh/h	3374	6281	1547	1739	6281	1547	3374	2866	589	3374	3469	1547
Grp Volume(v), veh/h	222	1191	315	105	1361	169	325	79	82	363	180	109
Grp Sat Flow(s),veh/h/ln	1687	1570	1547	1739	1570	1547	1687	1735	1720	1687	1735	1547
Q Serve(g_s), s	8.2	0.0	0.0	7.7	18.4	8.2	12.3	5.7	6.0	13.7	6.5	9.0
Cycle Q Clear(g_c), s	8.2	0.0	0.0	7.7	18.4	8.2	12.3	5.7	6.0	13.7	6.5	9.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.34	1.00		1.00
Lane Grp Cap(c), veh/h	277	3211	791	103	3068	756	387	138	137	423	313	140
V/C Ratio(X)	0.80	0.37	0.40	1.02	0.44	0.22	0.84	0.57	0.60	0.86	0.57	0.78
Avail Cap(c_a), veh/h	459	3211	791	103	3068	756	537	236	234	537	472	211
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.80	0.80	0.80	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	53.3	0.0	0.0	61.2	21.7	19.1	56.4	57.7	57.8	55.7	56.7	57.9
Incr Delay (d2), s/veh	4.4	0.3	1.2	94.0	0.5	0.7	8.4	3.7	4.2	10.8	1.7	10.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	6.1	0.1	0.5	10.2	11.2	5.6	9.6	4.8	5.0	10.6	5.3	7.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	57.7	0.3	1.2	155.2	22.2	19.8	64.7	61.5	62.0	66.5	58.4	68.0
LnGrp LOS	E	A	A	F	C	B	E	E	E	E	E	E
Approach Vol, veh/h		1728			1635			486			652	
Approach Delay, s/veh		7.8			30.5			63.7			64.5	
Approach LOS		A			C			E			E	

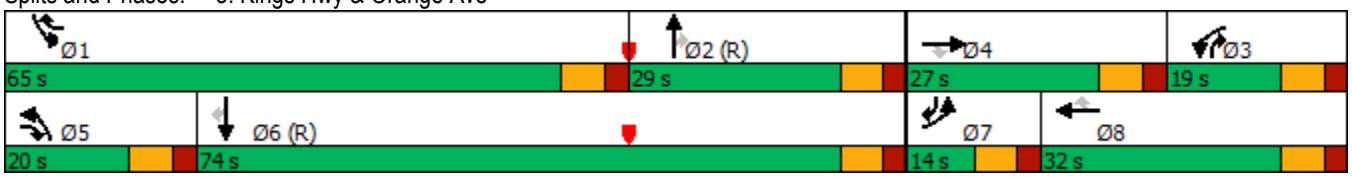
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	18.0	70.8	23.6	17.6	15.0	73.8	22.2	19.0
Change Period (Y+Rc), s	7.3	7.3	7.3	7.3	7.3	7.3	7.3	7.3
Max Green Setting (Gmax), s	17.7	44.7	20.7	17.7	7.7	54.7	20.7	17.7
Max Q Clear Time (g_c+I1), s	10.2	20.4	15.7	8.0	9.7	2.0	14.3	11.0
Green Ext Time (p_c), s	0.4	12.0	0.6	0.5	0.0	14.2	0.6	0.8

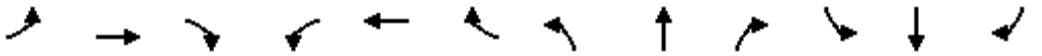
Intersection Summary	
HCM 6th Ctrl Delay	30.3
HCM 6th LOS	C

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	74	308	63	145	289	443	77	280	153	482	322	60
Future Volume (vph)	74	308	63	145	289	443	77	280	153	482	322	60
Turn Type	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov
Protected Phases	7	4	5	3	8	1	5	2	3	1	6	7
Permitted Phases			4			8			2			6
Detector Phase	7	4	5	3	8	1	5	2	3	1	6	7
Switch Phase												
Minimum Initial (s)	5.0	10.0	5.0	5.0	10.0	5.0	5.0	10.0	5.0	5.0	10.0	5.0
Minimum Split (s)	12.3	17.3	12.4	12.3	17.5	12.4	12.4	17.8	12.3	12.4	17.4	12.3
Total Split (s)	14.0	27.0	20.0	19.0	32.0	65.0	20.0	29.0	19.0	65.0	74.0	14.0
Total Split (%)	10.0%	19.3%	14.3%	13.6%	22.9%	46.4%	14.3%	20.7%	13.6%	46.4%	52.9%	10.0%
Yellow Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
All-Red Time (s)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lead	Lead	Lag	Lag	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Max	None	None	C-Max	None
Act Effct Green (s)	6.9	17.5	28.5	10.9	21.5	75.6	11.0	36.5	47.4	47.1	72.7	86.5
Actuated g/C Ratio	0.05	0.12	0.20	0.08	0.15	0.54	0.08	0.26	0.34	0.34	0.52	0.62
v/c Ratio	0.46	0.73	0.15	0.58	0.56	0.52	0.59	0.32	0.24	0.85	0.18	0.06
Control Delay	74.1	69.0	0.7	71.0	58.5	16.5	79.0	46.0	2.3	56.7	19.2	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	74.1	69.0	0.7	71.0	58.5	16.5	79.0	46.0	2.3	56.7	19.2	0.1
LOS	E	E	A	E	E	B	E	D	A	E	B	A
Approach Delay		60.2			39.4			37.9			38.8	
Approach LOS		E			D			D			D	

Intersection Summary	
Cycle Length: 140	
Actuated Cycle Length: 140	
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green	
Natural Cycle: 80	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.85	
Intersection Signal Delay: 42.3	Intersection LOS: D
Intersection Capacity Utilization 71.1%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 3: Kings Hwy & Orange Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	74	308	63	145	289	443	77	280	153	482	322	60
Future Volume (veh/h)	74	308	63	145	289	443	77	280	153	482	322	60
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	78	324	3	153	304	403	81	295	98	507	339	1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	121	392	265	357	635	763	102	1008	613	539	1881	895
Arrive On Green	0.03	0.11	0.11	0.10	0.18	0.18	0.06	0.28	0.28	0.30	0.53	0.53
Sat Flow, veh/h	3456	3554	1585	3456	3554	1585	1781	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	78	324	3	153	304	403	81	295	98	507	339	1
Grp Sat Flow(s),veh/h/ln	1728	1777	1585	1728	1777	1585	1781	1777	1585	1781	1777	1585
Q Serve(g_s), s	3.1	12.5	0.2	5.8	10.8	24.8	6.3	9.1	3.3	38.8	6.9	0.0
Cycle Q Clear(g_c), s	3.1	12.5	0.2	5.8	10.8	24.8	6.3	9.1	3.3	38.8	6.9	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	121	392	265	357	635	763	102	1008	613	539	1881	895
V/C Ratio(X)	0.64	0.83	0.01	0.43	0.48	0.53	0.80	0.29	0.16	0.94	0.18	0.00
Avail Cap(c_a), veh/h	173	508	317	357	635	763	165	1008	613	738	1881	895
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.99	0.99	0.99	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	66.7	61.0	25.2	58.9	51.7	25.2	65.2	39.2	11.2	47.6	17.1	13.3
Incr Delay (d2), s/veh	5.6	8.6	0.0	0.8	0.6	0.7	13.1	0.7	0.6	16.5	0.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	2.7	10.2	0.1	4.7	8.5	14.5	5.8	7.4	2.9	26.9	5.3	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	72.3	69.5	25.2	59.7	52.2	25.9	78.3	39.9	11.8	64.1	17.4	13.3
LnGrp LOS	E	E	C	E	D	C	E	D	B	E	B	B
Approach Vol, veh/h		405			860			474			847	
Approach Delay, s/veh		69.8			41.2			40.7			45.3	
Approach LOS		E			D			D			D	

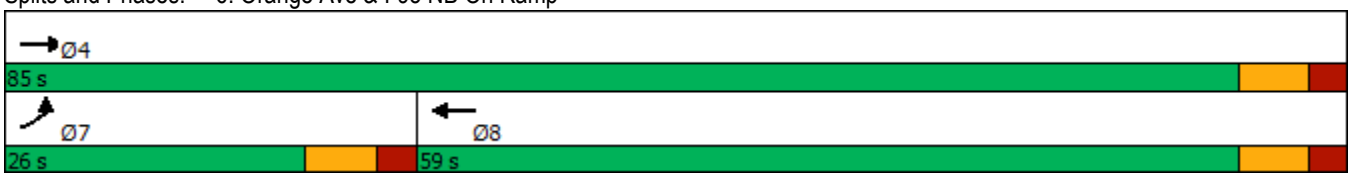
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	49.4	46.7	21.5	22.4	15.0	81.1	11.9	32.0
Change Period (Y+Rc), s	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Max Green Setting (Gmax), s	58.0	22.0	12.0	20.0	13.0	67.0	7.0	25.0
Max Q Clear Time (g_c+I1), s	40.8	11.1	7.8	14.5	8.3	8.9	5.1	26.8
Green Ext Time (p_c), s	1.6	1.6	0.2	0.9	0.1	2.5	0.0	0.0

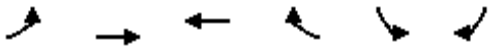
Intersection Summary	
HCM 6th Ctrl Delay	46.9
HCM 6th LOS	D

Lane Group	EBL	EBT	WBT
Lane Configurations			
Traffic Volume (vph)	134	355	691
Future Volume (vph)	134	355	691
Turn Type	Prot	NA	NA
Protected Phases	7	4	8
Permitted Phases			
Detector Phase	7	4	8
Switch Phase			
Minimum Initial (s)	5.0	5.0	5.0
Minimum Split (s)	12.0	25.0	29.0
Total Split (s)	26.0	85.0	59.0
Total Split (%)	30.6%	100.0%	69.4%
Yellow Time (s)	4.5	4.5	4.5
All-Red Time (s)	2.5	2.5	2.5
Lost Time Adjust (s)	0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0	7.0
Lead/Lag	Lead		Lag
Lead-Lag Optimize?	Yes		Yes
Recall Mode	None	Min	Min
Act Effct Green (s)	8.8	85.0	62.2
Actuated g/C Ratio	0.10	1.00	0.73
v/c Ratio	0.39	0.11	0.28
Control Delay	38.5	0.1	4.3
Queue Delay	0.0	0.0	0.0
Total Delay	38.5	0.1	4.3
LOS	D	A	A
Approach Delay		10.6	4.3
Approach LOS		B	A

Intersection Summary	
Cycle Length: 85	
Actuated Cycle Length: 85	
Offset: 0 (0%), Referenced to phase 2: and 6:, Start of Green	
Natural Cycle: 45	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.39	
Intersection Signal Delay: 6.9	Intersection LOS: A
Intersection Capacity Utilization 42.5%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 6: Orange Ave & I-95 NB On Ramp





Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	134	355	691	0	0	0
Future Volume (veh/h)	134	355	691	0	0	0
Initial Q (Qb), veh	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00			1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00		
Work Zone On Approach		No	No			
Adj Sat Flow, veh/h/ln	1870	1870	1870	0		
Adj Flow Rate, veh/h	141	374	727	0		
Peak Hour Factor	0.95	0.95	0.95	0.95		
Percent Heavy Veh, %	2	2	2	0		
Cap, veh/h	224	1510	987	0		
Arrive On Green	0.06	0.42	0.28	0.00		
Sat Flow, veh/h	3456	3647	3741	0		
Grp Volume(v), veh/h	141	374	727	0		
Grp Sat Flow(s),veh/h/ln	1728	1777	1777	0		
Q Serve(g_s), s	3.4	5.8	15.8	0.0		
Cycle Q Clear(g_c), s	3.4	5.8	15.8	0.0		
Prop In Lane	1.00			0.00		
Lane Grp Cap(c), veh/h	224	1510	987	0		
V/C Ratio(X)	0.63	0.25	0.74	0.00		
Avail Cap(c_a), veh/h	772	3261	2174	0		
HCM Platoon Ratio	1.00	1.00	1.00	1.00		
Upstream Filter(I)	0.99	0.99	1.00	0.00		
Uniform Delay (d), s/veh	38.7	15.7	27.9	0.0		
Incr Delay (d2), s/veh	2.9	0.1	1.1	0.0		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0		
%ile BackOfQ(95%),veh/ln	2.7	4.1	10.8	0.0		
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	41.6	15.8	29.0	0.0		
LnGrp LOS	D	B	C	A		
Approach Vol, veh/h		515	727			
Approach Delay, s/veh		22.9	29.0			
Approach LOS		C	C			

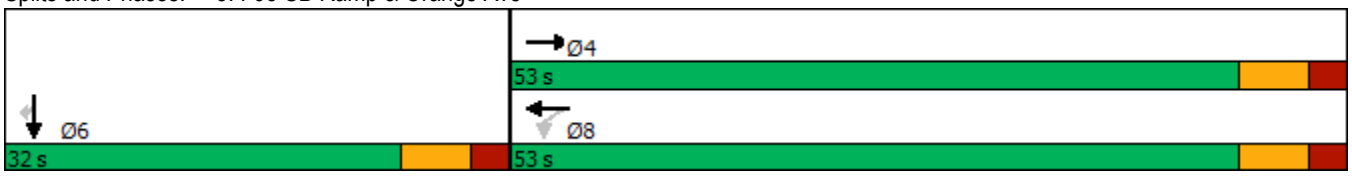
Timer - Assigned Phs	4	7	8
Phs Duration (G+Y+Rc), s	43.1	12.5	30.6
Change Period (Y+Rc), s	7.0	7.0	7.0
Max Green Setting (Gmax), s	78.0	19.0	52.0
Max Q Clear Time (g_c+I1), s	7.8	5.4	17.8
Green Ext Time (p_c), s	2.8	0.3	5.8

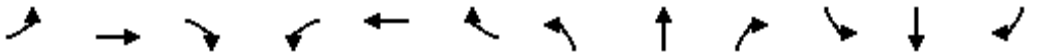
Intersection Summary	
HCM 6th Ctrl Delay	26.4
HCM 6th LOS	C

Lane Group	EBT	WBL	WBT	SBT	SBR
Lane Configurations					
Traffic Volume (vph)	385	358	585	0	130
Future Volume (vph)	385	358	585	0	130
Turn Type	NA	Perm	NA	NA	Perm
Protected Phases	4		8	6	
Permitted Phases		8			6
Detector Phase	4	8	8	6	6
Switch Phase					
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	25.0	25.0	25.0	25.0	25.0
Total Split (s)	53.0	53.0	53.0	32.0	32.0
Total Split (%)	62.4%	62.4%	62.4%	37.6%	37.6%
Yellow Time (s)	4.5	4.5	4.5	4.5	4.5
All-Red Time (s)	2.5	2.5	2.5	2.5	2.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0	7.0	7.0	7.0
Lead/Lag					
Lead-Lag Optimize?					
Recall Mode	None	None	None	None	None
Act Effct Green (s)	18.6	18.6	18.6	6.3	6.3
Actuated g/C Ratio	0.57	0.57	0.57	0.19	0.19
v/c Ratio	0.20	0.35	0.21	0.14	0.14
Control Delay	5.6	7.2	5.5	0.6	0.6
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	5.6	7.2	5.5	0.6	0.6
LOS	A	A	A	A	A
Approach Delay	5.6		6.1	0.6	
Approach LOS	A		A	A	

Intersection Summary	
Cycle Length: 85	
Actuated Cycle Length: 32.5	
Natural Cycle: 50	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.35	
Intersection Signal Delay: 5.5	Intersection LOS: A
Intersection Capacity Utilization 42.5%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 8: I-95 SB Ramp & Orange Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	385	0	358	585	0	0	0	0	0	0	130
Future Volume (veh/h)	0	385	0	358	585	0	0	0	0	0	0	130
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1870	0	1870	1870	0				0	1870	1870
Adj Flow Rate, veh/h	0	405	0	377	616	0				0	0	74
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95				0.95	0.95	0.95
Percent Heavy Veh, %	0	2	0	2	2	0				0	2	2
Cap, veh/h	0	2307	0	1870	3314	0				0	0	0
Arrive On Green	0.00	0.65	0.00	0.65	0.65	0.00				0.00	0.00	0.00
Sat Flow, veh/h	0	3741	0	1902	5274	0					0	
Grp Volume(v), veh/h	0	405	0	377	616	0					0.0	
Grp Sat Flow(s),veh/h/ln	0	1777	0	951	1702	0						
Q Serve(g_s), s	0.0	0.9	0.0	2.0	1.0	0.0						
Cycle Q Clear(g_c), s	0.0	0.9	0.0	2.9	1.0	0.0						
Prop In Lane	0.00		0.00	1.00		0.00						
Lane Grp Cap(c), veh/h	0	2307	0	1870	3314	0						
V/C Ratio(X)	0.00	0.18	0.00	0.20	0.19	0.00						
Avail Cap(c_a), veh/h	0	8196	0	5022	11776	0						
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00						
Upstream Filter(I)	0.00	1.00	0.00	1.00	1.00	0.00						
Uniform Delay (d), s/veh	0.0	1.4	0.0	2.0	1.4	0.0						
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.1	0.0	0.0						
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0						
%ile BackOfQ(95%),veh/ln	0.0	0.0	0.0	0.0	0.0	0.0						
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	1.4	0.0	2.0	1.4	0.0						
LnGrp LOS	A	A	A	A	A	A						
Approach Vol, veh/h		405			993							
Approach Delay, s/veh		1.4			1.6							
Approach LOS		A			A							

Timer - Assigned Phs				4				8				
Phs Duration (G+Y+Rc), s				19.9				19.9				
Change Period (Y+Rc), s				7.0				7.0				
Max Green Setting (Gmax), s				46.0				46.0				
Max Q Clear Time (g_c+I1), s				2.9				4.9				
Green Ext Time (p_c), s				3.0				8.1				

Intersection Summary												
HCM 6th Ctrl Delay			1.6									
HCM 6th LOS			A									

Notes

User approved volume balancing among the lanes for turning movement.

APPENDIX E

COMMITTED PROJECTS

CROSSROADS INDUSTRIAL

10/30/2020
Revised: 12/22/2020
Revised: 02/11/2021

TABLE 7
AM PEAK HOUR - TEST 1

2025 BUILD OUT
3 MILE RADIUS OF DEVELOPMENT INFLUENCE
AREA WIDE GROWTH RATE = **2.50%**
TOTAL AM PEAK HOUR PROJECT TRIPS (ENTERING) = **193**
TOTAL AM PEAK HOUR PROJECT TRIPS (EXITING) = **51**

ROADWAY	FROM	TO	Traffic Count Year	AM PEAK HOUR TRAFFIC	PROJECT DISTRIBUTION	AM PEAK HOUR PROJECT TRIPS	AREA WIDE GROWTH	COMMITTED PROJECTS	TOTAL BACKGROUNI TRAFFIC USED	2025 TRAFFIC WITHOUT PROJECT	2025 TOTAL TRAFFIC	ASSURED LANES	LOS D	MEETS LOS STD.
OKEECHOBEE ROAD	MCCARTY ROAD	FLORIDA TURNPIKE	2017	378	10%	19	83	19	102	480	499	4D	1810	YES
OKEECHOBEE ROAD	KINGS HIGHWAY	CROSSROADS PARKWAY	2017	960	45%	87	210	53	263	1223	1310	6D	4170	YES
OKEECHOBEE ROAD	CROSSROADS PARKWAY	I-95	2017	1063	55%	106	232	38	270	1333	1439	6D	4170	YES
OKEECHOBEE ROAD	I-95	MCNEIL ROAD	2017	1976	30%	58	432	53	485	2461	2519	6D	4240	YES
OKEECHOBEE ROAD	MCNEIL ROAD	VIRGINIA AVENUE	2017	1580	26%	50	345	187	532	2112	2162	4D	3170	YES
OKEECHOBEE ROAD	VIRGINIA AVENUE	25TH STREET	2020	922	15%	29	201	187	388	1310	1339	4D	1630	YES
KINGS HIGHWAY	OKEECHOBEE ROAD	ORANGE AVENUE	2017	361	10%	19	79	20	99	460	479	4D	2000	YES
KINGS HIGHWAY	ORANGE AVENUE	ANGLE ROAD	2017	885	10%	19	193	20	213	1098	1117	4D	2000	YES
FLORIDA TURNPIKE[1]	OKEECHOBEE ROAD	PORT ST. LUCIE BOULEVARD	2019	2300	20%	39	502	14	516	2816	2855	4X	3890	YES

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

SIMMONS & WHITE

CROSSROADS INDUSTRIAL

10/30/2020
Revised: 12/22/2020
Revised: 02/11/2021

TABLE 8
PM PEAK HOUR - TEST 1

2025 BUILD OUT
3 MILE RADIUS OF DEVELOPMENT INFLUENCE
AREA WIDE GROWTH RATE = 2.50%
TOTAL PM PEAK HOUR PROJECT TRIPS (ENTERING) = 62
TOTAL PM PEAK HOUR PROJECT TRIPS (EXITING) = 185

ROADWAY	FROM	TO	Traffic Count Year	PM PEAK HOUR TRAFFIC	PROJECT DISTRIBUTION	PM PEAK HOUR PROJECT TRIPS	AREA WIDE GROWTH	COMMITTED PROJECTS	TOTAL BACKGROUNI TRAFFIC USED	2025 TRAFFIC WITHOUT PROJECT	2025 TOTAL TRAFFIC	ASSURED LANES	LOS D	MEETS LOS STD.
OKEECHOBEE ROAD	MCCARTY ROAD	FLORIDA TURNPIKE	2017	391	10%	19	85	6	91	482	501	4D	1810	YES
OKEECHOBEE ROAD	KINGS HIGHWAY	CROSSROADS PARKWAY	2017	1013	45%	83	221	34	255	1268	1351	6D	4170	YES
OKEECHOBEE ROAD	CROSSROADS PARKWAY	I-95	2017	1086	55%	102	237	33	270	1356	1458	6D	4170	YES
OKEECHOBEE ROAD	I-95	MCNEIL ROAD	2017	1709	30%	56	373	56	429	2138	2194	6D	4240	YES
OKEECHOBEE ROAD	MCNEIL ROAD	VIRGINIA AVENUE	2017	1649	26%	48	360	41	401	2050	2098	4D	3170	YES
OKEECHOBEE ROAD	VIRGINIA AVENUE	25TH STREET	2020	902	15%	28	197	41	238	1140	1168	4D	1630	YES
KINGS HIGHWAY	OKEECHOBEE ROAD	ORANGE AVENUE	2017	369	10%	19	81	7	88	457	476	4D	2000	YES
KINGS HIGHWAY	ORANGE AVENUE	ANGLE ROAD	2017	890	10%	19	194	7	201	1091	1110	4D	2000	YES
FLORIDA TURNPIKE	OKEECHOBEE ROAD	PORT ST. LUCIE BOULEVARD	2019	2300	20%	37	502	21	523	2823	2860	4X	3890	YES

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

SIMMONS & WHITE

CMA INTERSECTION ANALYSIS
CROSSROADS INDUSTRIAL
OKEECHOBEE ROAD AT KINGS HIGHWAY/FLORIDA TURNPIKE

TRIPS		
	IN	OUT
AM	193	51
PM	62	185

INPUT DATA

Comments:

Area Wide Growth Rate = 2.50% Peak Season = 1.11 Current Year = 2020 Buildout Year = 2025

AM Peak Hour

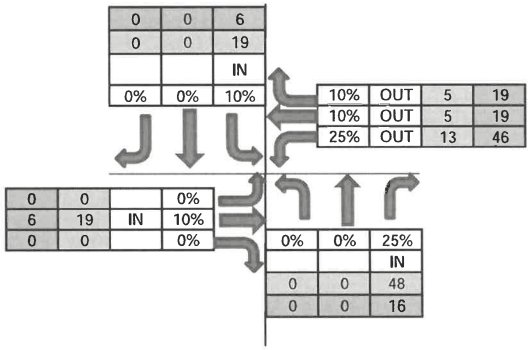
INTERSECTION VOLUME DEVELOPMENT

	Northbound			Southbound			Eastbound			Westbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volume (2020)	46	105	437	70	152	24	41	363	41	353	291	169
Peak Season Adjustment	5	12	48	8	17	3	5	40	5	39	32	19
Adjusted Existing Volume (2020)	51	117	485	78	169	27	46	403	46	392	323	188
Background Traffic Growth	7	15	64	10	22	4	6	53	6	51	42	25
Major Projects Traffic	0	0	14	20	0	0	0	19	0	12	9	10
2025 Background Traffic	58	132	563	108	191	30	51	475	51	455	374	222
Project Traffic	0	0	48	19	0	0	0	19	0	13	5	5
Total 2025 Traffic	**58**	**132**	**611**	**127**	**191**	**30**	**51**	**494**	**51**	**468**	**379**	**227**
Approach Total		**800**			**348**			**597**			**1,075**	

PM Peak Hour

INTERSECTION VOLUME DEVELOPMENT

	Northbound			Southbound			Eastbound			Westbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volume (2020)	66	108	465	184	172	36	44	301	26	409	433	148
Peak Season Adjustment	7	12	51	20	19	4	5	33	3	45	48	16
Adjusted Existing Volume (2020)	73	120	516	204	191	40	49	334	29	454	481	164
Background Traffic Growth	10	16	68	27	25	5	6	44	4	60	63	22
Major Projects Traffic	0	0	21	7	0	0	0	6	0	16	4	5
2025 Background Traffic	83	136	605	238	216	45	55	384	33	530	548	191
Project Traffic	0	0	16	6	0	0	0	6	0	46	19	19
Total	**83**	**136**	**621**	**244**	**216**	**45**	**55**	**390**	**33**	**576**	**567**	**210**
Approach Total		**839**			**505**			**478**			**1,352**	



CMA INTERSECTION ANALYSIS

CROSSROADS INDUSTRIAL

OKEECHOBEE ROAD AT CROSSROADS PARKWAY

INPUT DATA

Comments:

Area Wide Growth Rate = 2.50% Peak Season = 1.11 Current Year = 2020 Buildout Year = 2025

AM Peak Hour

INTERSECTION VOLUME DEVELOPMENT

	Northbound			Southbound			Eastbound			Westbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volume (2020)	24	6	51	78	16	48	57	1116	12	64	823	128
Peak Season Adjustment	3	1	6	9	2	5	6	123	1	7	91	14
Adjusted Existing Volume (2020)	27	7	57	87	18	53	63	1239	13	71	914	142
Background Traffic Growth	4	1	7	11	2	7	8	163	2	9	120	19
Major Projects Traffic	9	0	8	0	0	0	0	27	12	13	22	0
2025 Background Traffic	39	8	72	98	20	60	72	1429	27	93	1056	161
Project Traffic	23	0	28	0	0	0	0	0	87	106	0	0
Total 2025 Traffic	**62**	**8**	**100**	**98**	**20**	**60**	**72**	**1429**	**114**	**199**	**1056**	**161**
Approach Total		**170**			**178**			**1,614**			**1,416**	

PM Peak Hour

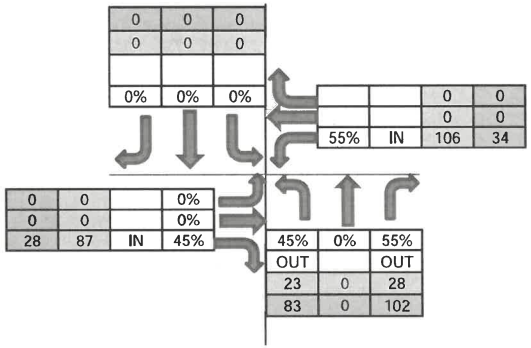
INTERSECTION VOLUME DEVELOPMENT

	Northbound			Southbound			Eastbound			Westbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volume (2020)	29	9	103	147	9	34	80	991	42	161	1345	132
Peak Season Adjustment	3	1	11	16	1	4	9	109	5	18	148	15
Adjusted Existing Volume (2020)	32	10	114	163	10	38	89	1100	47	179	1493	147
Background Traffic Growth	4	1	15	21	1	5	12	145	6	23	196	19
Major Projects Traffic	11	0	11	0	0	0	0	21	11	12	14	0
2025 Background Traffic	47	11	140	185	11	43	100	1266	64	214	1703	166
Project Traffic	83	0	102	0	0	0	0	0	28	34	0	0
Total	**130**	**11**	**242**	**185**	**11**	**43**	**100**	**1266**	**92**	**248**	**1703**	**166**
Approach Total		**384**			**239**			**1,458**			**2,117**	

Note:
Westbound through volume derived from Okeechobee Road at I-95 turning movement counts (WBT + SBR of adjacent I-95 intersection)

TRIPS

	IN	OUT
AM	193	51
PM	62	185



CMA INTERSECTION ANALYSIS
CROSSROADS INDUSTRIAL
OKEECHOBEE ROAD AT I-95 WEST INTERSECTION

TRIPS

	IN	OUT
AM	193	51
PM	62	185

INPUT DATA

Comments:

Area Wide Growth Rate = 2.50% Peak Season = 1.11 Current Year = 2020 Buildout Year = 2025

AM Peak Hour

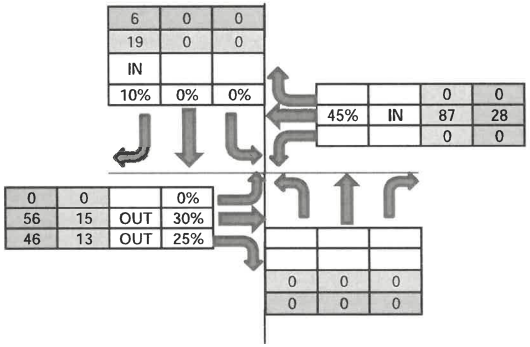
INTERSECTION VOLUME DEVELOPMENT

	Northbound			Southbound			Eastbound			Westbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volume (2020)	0	0	0	245	0	260	0	917	450	0	563	0
Peak Season Adjustment	0	0	0	27	0	29	0	101	50	0	62	0
Adjusted Existing Volume (2020)	0	0	0	272	0	289	0	1018	500	0	625	0
Background Traffic Growth	0	0	0	36	0	38	0	134	66	0	82	0
Major Projects Traffic	0	0	0	8	0	4	0	30	5	0	31	0
2025 Background Traffic	0	0	0	316	0	331	0	1182	570	0	738	0
Project Traffic	0	0	0	0	0	19	0	15	13	0	87	0
Total 2025 Traffic	**0**	**0**	**0**	**316**	**0**	**350**	**0**	**1197**	**583**	**0**	**825**	**0**
Approach Total		**0**			**665**			**1,780**			**825**	

PM Peak Hour

INTERSECTION VOLUME DEVELOPMENT

	Northbound			Southbound			Eastbound			Westbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volume (2020)	0	0	0	267	0	441	0	453	767	0	904	0
Peak Season Adjustment	0	0	0	29	0	49	0	50	84	0	99	0
Adjusted Existing Volume (2020)	0	0	0	296	0	490	0	503	851	0	1003	0
Background Traffic Growth	0	0	0	39	0	64	0	66	112	0	132	0
Major Projects Traffic	0	0	0	5	0	3	0	28	7	0	22	0
2025 Background Traffic	0	0	0	340	0	557	0	597	970	0	1157	0
Project Traffic	0	0	0	0	0	6	0	56	46	0	28	0
Total	**0**	**0**	**0**	**340**	**0**	**563**	**0**	**653**	**1016**	**0**	**1185**	**0**
Approach Total		**0**			**903**			**1,669**			**1,185**	



Note: I-95 eastbound on ramp to both NB and SB I-95 included in Easbound Right volumes due to dedicated and seperated turn lane for both on-ramps.

CMA INTERSECTION ANALYSIS
CROSSROADS INDUSTRIAL
OKEECHOBEE ROAD AT I-95 EAST INTERSECTION

INPUT DATA

Comments:

Area Wide Growth Rate = 2.50% Peak Season = 1.11 Current Year = 2020 Buildout Year = 2025

AM Peak Hour

INTERSECTION VOLUME DEVELOPMENT

	Northbound			Southbound			Eastbound			Westbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volume (2020)	189	0	929	0	0	0	0	766	0	0	421	732
Peak Season Adjustment	21	0	102	0	0	0	0	84	0	0	46	81
Adjusted Existing Volume (2020)	210	0	1031	0	0	0	0	850	0	0	467	813
Background Traffic Growth	28	0	136	0	0	0	0	112	0	0	61	107
Major Projects Traffic	4	0	8	0	0	0	0	37	0	0	27	21
2025 Background Traffic	241	0	1175	0	0	0	0	999	0	0	556	940
Project Traffic	29	0	0	0	0	0	0	15	0	0	58	0
Total 2025 Traffic	**270**	**0**	**1175**	**0**	**0**	**0**	**0**	**1014**	**0**	**0**	**614**	**940**
Approach Total		**1,445**			**0**			**1,014**			**1,554**	

PM Peak Hour

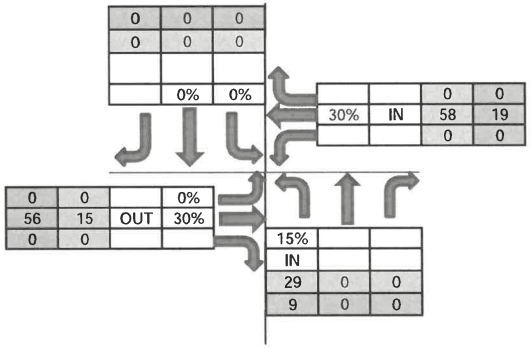
INTERSECTION VOLUME DEVELOPMENT

	Northbound			Southbound			Eastbound			Westbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volume (2020)	178	0	769	0	0	0	0	720	0	0	540	881
Peak Season Adjustment	20	0	85	0	0	0	0	79	0	0	59	97
Adjusted Existing Volume (2020)	198	0	854	0	0	0	0	799	0	0	599	978
Background Traffic Growth	26	0	112	0	0	0	0	105	0	0	79	129
Major Projects Traffic	3	0	5	0	0	0	0	29	0	0	19	18
2025 Background Traffic	227	0	971	0	0	0	0	933	0	0	697	1124
Project Traffic	9	0	0	0	0	0	0	56	0	0	19	0
Total	**236**	**0**	**971**	**0**	**0**	**0**	**0**	**989**	**0**	**0**	**716**	**1124**
Approach Total		**1,206**			**0**			**989**			**1,841**	

Note: I-95 westbound on ramp to both NB and SB I-95 included in Westbound Right volumes due to dedicated and seperated turn lane for both on-ramps.

TRIPS

	IN	OUT
AM	193	51
PM	62	185



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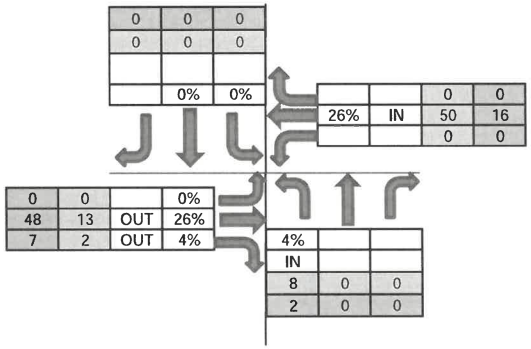
CMA INTERSECTION ANALYSIS
CROSSROADS INDUSTRIAL
OKEECHOBEE ROAD AT JENKINS ROAD

TRIPS		
	IN	OUT
AM	193	51
PM	62	185

INPUT DATA

Comments:

Area Wide Growth Rate = 2.50% Peak Season = 1.07 Current Year = 2020 Buildout Year = 2025



AM Peak Hour

INTERSECTION VOLUME DEVELOPMENT

	Northbound			Southbound			Eastbound			Westbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volume (2020)	330	153	82	225	169	84	234	1414	319	107	736	73
Peak Season Adjustment	23	11	6	16	12	6	16	99	22	7	52	5
Adjusted Existing Volume (2020)	353	164	88	241	181	90	250	1513	341	114	788	78
Background Traffic Growth	46	22	12	32	24	12	33	199	45	15	103	10
Major Projects Traffic	44	14	119	0	19	1	1	2	50	184	3	0
2025 Background Traffic	444	199	218	272	224	103	284	1714	436	314	894	88
Project Traffic	8	0	0	0	0	0	0	13	2	0	50	0
Total 2025 Traffic	**452**	**199**	**218**	**272**	**224**	**103**	**284**	**1727**	**438**	**314**	**944**	**88**
Approach Total		**869**			599			**2,449**			1,346	

PM Peak Hour

INTERSECTION VOLUME DEVELOPMENT

	Northbound			Southbound			Eastbound			Westbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volume (2020)	289	118	25	322	160	97	197	1057	279	93	1208	150
Peak Season Adjustment	20	8	2	23	11	7	14	74	20	7	85	11
Adjusted Existing Volume (2020)	309	126	27	345	171	104	211	1131	299	100	1293	161
Background Traffic Growth	41	17	4	45	22	14	28	149	39	13	170	21
Major Projects Traffic	33	6	39	0	7	1	1	2	53	32	3	0
2025 Background Traffic	383	149	69	390	201	118	239	1282	391	145	1465	182
Project Traffic	2	0	0	0	0	0	0	48	7	0	16	0
Total	**385**	**149**	**69**	**390**	**201**	**118**	**239**	**1330**	**398**	**145**	**1481**	**182**
Approach Total		**603**			**709**			**1,967**			1,808	

236 Acre Project
Committed Trips

TABLE 3a - 5-Year Link Analysis - AM

Segment	From	To	Direction	IN/OUT	Greater than 3% (1% on Adjacent Links)	D Factor[2]	2022 Peak Hour Volume[3]	Growth Rate	2027 AM Peak Hour + Growth	AM Peak Hour Committed Projects Directional	2027 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
Orange Ave	Kings Hwy	I-95	WB	IN	YES	0.477	822	1.0%	864	302	1166	2,100	157	1323	7.48%	YES	40%
Kings Hwy	Okeechobee Rd	Crossroads Pkwy	NB	IN	YES	0.46	364	1.0%	383	316	698	2,000	79	777	3.95%	YES	20%
	Crossroads Pkwy	Graham Rd	NB	IN	YES	0.46	364	1.0%	383	316	698	2,000	79	777	3.95%	YES	20%
	Graham Rd	Picos Rd	NB	IN	YES	0.46	330	1.0%	347	316	662	2,000	90	752	4.50%	YES	23%
	Picos Rd	Orange Ave	NB	IN	YES	0.46	330	1.0%	347	314	661	2,000	90	751	4.50%	YES	23%
	Orange Ave	Angle Rd	NB	IN	YES	0.60	794	1.0%	835	229	1064	2,000	255	1319	12.75%	YES	65%
	Orange Ave	Angle Rd	SB	OUT	YES	0.40	526	1.0%	553	212	765	2,000	76	841	3.80%	YES	65%
	Angle Rd	St. Lucie Blvd	SB	IN	YES	0.49	577	1.0%	607	168	775	2,000	98	873	4.90%	YES	25%
	St. Lucie	Indrio Rd	SB	IN	YES	0.54	822	1.0%	864	93	957	880	59	1016	6.70%	YES [4]	15%
St Lucie Blvd	Kings Hwy	Keen Rd	WB	IN	YES	0.39	255	1.0%	268	46	314	880	39	353	4.43%	YES	10%
Angle Rd	Orange Ave	Avenue D	NB	IN	YES	0.37	245	2.9%	283	0	283	840	39	322	4.64%	YES	10%
	Avenue D	Avenue Q	NB	IN	YES	0.37	245	2.9%	283	0	283	580	39	322	6.72%	YES	10%
	Avenue Q	53rd St	NB	IN	YES	0.37	289	2.9%	334	0	334	640	39	373	6.09%	YES	10%
	53rd St	Keen Rd	WB	IN	YES	0.37	188	2.9%	217	22	239	630	39	278	6.19%	YES	10%
	Keen Rd	Kings Hwy	EB	OUT	YES	0.63	327	2.9%	378	15	393	880	12	405	1.36%	YES	10%
	Keen Rd	Kings Hwy	WB	IN	YES	0.37	188	2.9%	217	22	239	880	39	278	4.43%	YES	10%

(1) St. Lucie County 2022 Traffic Counts and LOS Report
(2) D factor claculated from traffic counts
(3) Calculated using TPO peak hour volumes and D Factors from traffic counts.
(4) LOS demonstrated using Highplan.
Growth rate for Angle Rd due to limited committed traffic data.

Net In: 393
Net Out: 117
Years Grown: 5

TABLE 3b - 5-Year Link Analysis - PM

Segment	From	To	Direction	IN/OUT	Greater than 3% (1% on Adjacent Links)	D Factor[2]	2022 Peak Hour Volume[3]	Growth Rate	2027 AM Peak Hour + Growth	PM Peak Hour Committed Projects Directional	2027 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
Orange Ave	Kings Hwy	I-95	EB	OUT	YES	0.52	863	1.0%	907	328	1235	2,100	156	1391	7.43%	YES	40%
Kings Hwy	Okeechobee Rd	Crossroads Pkwy	SB	OUT	YES	0.51	371	1.0%	390	265	655	2,000	78	733	3.90%	YES	20%
	Crossroads Pkwy	Graham Rd	SB	OUT	YES	0.51	371	1.0%	390	265	655	2,000	78	733	3.90%	YES	20%
	Graham Rd	Picos Rd	SB	OUT	YES	0.51	324	1.0%	341	265	606	2,000	89	695	4.45%	YES	23%
	Picos Rd	Orange Ave	SB	OUT	YES	0.51	324	1.0%	341	455	796	2,000	89	885	4.45%	YES	23%
	Orange Ave	Angle Rd	NB	IN	YES	0.58	666	1.0%	700	203	903	2,000	98	1001	4.90%	YES	65%
	Orange Ave	Angle Rd	SB	OUT	YES	0.42	488	1.0%	513	199	712	2,000	253	965	12.65%	YES	65%
	Angle Rd	St. Lucie Blvd	NB	OUT	YES	0.55	533	1.0%	560	198	758	2,000	97	855	4.85%	YES	25%
	St. Lucie	Indrio Rd	NB	OUT	YES	0.60	699	1.0%	735	124	859	880	58	917	6.59%	YES [4]	15%
St Lucie Blvd	Kings Hwy	Keen Rd	EB	OUT	YES	0.37	287	1.0%	302	58	360	880	39	399	4.43%	YES	10%
Angle Rd	Orange Ave	Avenue D	SB	OUT	YES	0.54	446	2.9%	515	0	515	840	39	554	4.64%	YES	10%
	Avenue D	Avenue Q	SB	OUT	YES	0.54	446	2.9%	515	0	515	580	39	554	6.72%	YES	10%
	Avenue Q	53rd St	SB	OUT	YES	0.54	492	2.9%	568	0	568	640	39	607	6.09%	YES	10%
	53rd St	Keen Rd	EB	OUT	YES	0.54	366	2.9%	423	26	449	630	39	488	6.19%	YES	10%
	Keen Rd	Kings Hwy	EB	OUT	YES	0.54	366	2.9%	423	26	449	880	39	488	4.43%	YES	10%
	Keen Rd	Kings Hwy	WB	IN	YES	0.46	308	2.9%	355	21	376	880	15	391	1.70%	YES	10%

(1) St. Lucie County 2022 Traffic Counts and LOS Report
(2) D factor claculated from traffic counts
(3) Calculated using TPO peak hour volumes and D Factors from traffic counts.
(4) LOS demonstrated using Highplan.
Growth rate for Angle Rd due to limited committed traffic data.

Net In: 151
Net Out: 389
Years Grown: 5

Kings Highway Commerce Center

Committed Trips

TABLE 3a - 3-Year Link Analysis - AM

Segment	From	To	Direction	IN/OUT	Greater than 3% (1% on Adjacent Links)	D Factor [1]	Peak Hour Directional Volume (from TPO)	2022 Peak Hour Directional Volumes	Growth Rate	2025 AM Peak Hour + Growth	AM Peak Hour Committed Projects Directional	2025 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	Loop Rd	NB	IN	YES	0.690	90[3]	104	1.00%	107	0	107	616	31	138	5.03%	YES	30%
Orange Ave	I-95	Loop Rd	EB	IN	YES	0.593	797	855	1.00%	881	99	980	2,100	72	1176	1.20%	YES	70%

(1) D factor calculated from traffic counts

(2) 2021 St. Lucie County Traffic Counts and LOS Report

(3) Volume from traffic count at Orange Avenue & Jenkins Rd

Net In: 103

Net Out: 20

Years Grown: 3

Area Wide Weighted Average Growth Rate (applied to get 2022 traffic volumes): 3.56%

TABLE 3b - 5-Year Link Analysis - PM

Segment	From	To	Direction	IN/OUT	Greater than 3% (1% on Adjacent Links)	D Factor [1]	Peak Hour Directional Volume (from TPO)	2022 Peak Hour Directional Volumes	Growth Rate	2025 PM Peak Hour + Growth	PM Peak Hour Committed Projects Directional	2025 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	Loop Rd	NB	IN	YES	0.37	22	25 [3]	1.00%	26	0	26	616	8	34	3.80%	YES	30%
	Orange Ave	Loop Rd	SB	OUT	YES	0.63	38	44[3]	1.00%	45	0	45	616	30	75	3.17%	YES	30%
Orange Ave	I-95	Loop Rd	WB	OUT	YES	0.547	750	804	1.00%	829	252	1081	2,100	69	1150	5.56%	YES	70%

(1) D factor calculated from traffic counts

(2) 2021 St. Lucie County Traffic Counts and LOS Report

(3) Volume from traffic count at Orange Avenue & Jenkins Rd

Net In: 28

Net Out: 99

Years Grown: 3

Area Wide Weighted Average Growth Rate (applied to get 2022 traffic volumes): 3.56%

Kings Hwy Commerce Center

Table 1 - Trip Generation - White Parcel

Table 1a: Daily

Land Use	ITE Code	Intensity	Units	Trip Generation Rate	Directional Split		Net New Trips		
					In	Out	In	Out	Total
General Office	710	30,000	Sft	Ln(T) = 0.97Ln(X) + 2.50	50%	50%	165	165	330
Warehousing	150	412,000	Sft	T = 1.58(X) + 45.54	50%	50%	349	348	697
TOTALS							**514**	**513**	**1,027**

Source: ITE 10th Edition Trip Generation Rates

Table 1b: AM Peak Hour

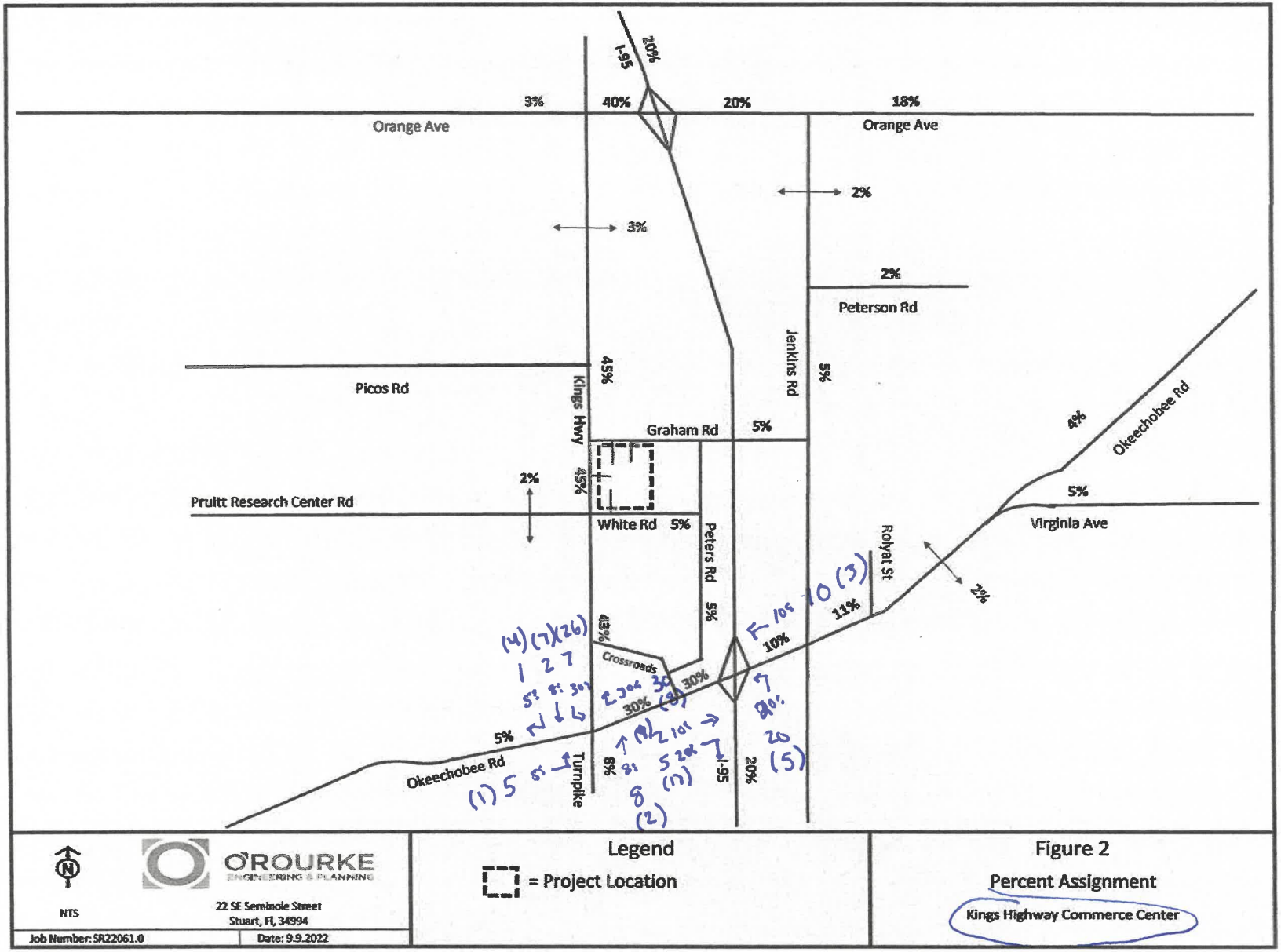
Land Use	ITE Code	Intensity	Units	Trip Generation Rate	Directional Split		Net New Trips		
					In	Out	In	Out	Total
General Office	710	30,000	Sft	T = 0.94(X) + 26.49	86%	14%	47	8	55
Warehousing	150	412,000	Sft	T = 0.17(X)	77%	23%	54	16	70
TOTALS							**101**	**24**	**125**

Source: ITE 10th 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
General Office	710	30,000	Sft	Ln(T) = 0.95Ln(X) + 0.36	16%	84%	6	30	36
Warehousing	150	412,000	Sft	T = 0.19(X)	27%	73%	21	57	78
TOTALS							**27**	**87**	**114**

Source: ITE 10th Edition Trip Generation Rates



NTS	O'ROURKE ENGINEERING & PLANNING 22 SE Seminole Street Stuart, Fl, 34994	Legend = Project Location
Job Number: SR22061.0	Date: 9.9.2022	Figure 2 Percent Assignment Kings Highway Commerce Center

APPENDIX F

INTERSECTION TRAFFIC DEVELOPMENT SHEETS

CMA INTERSECTION ANALYSIS
FARRELL COMMUNITIES - FT. PIERCE
OKEECHOBEE ROAD AT KINGS HIGHWAY/FLORIDA TURNPIKE

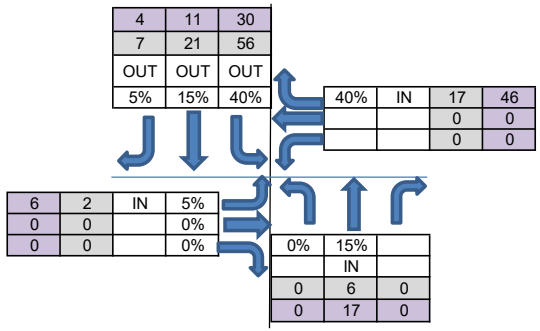
TRIPS

	IN	OUT
AM	42	139
PM	116	74

INPUT DATA

Comments:

Area Wide Growth Rate = 2.50% Peak Season = 1.11 Current Year = 2020 Buildout Year = 2025



AM Peak Hour

INTERSECTION VOLUME DEVELOPMENT

	Northbound			Southbound			Eastbound			Westbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volume (2020)	46	105	437	70	152	24	41	363	41	353	291	169
Peak Season Adjustment	5	12	48	8	17	3	5	40	5	39	32	19
Adjusted Existing Volume (2020)	51	117	485	78	169	27	46	403	46	392	323	188
Background Traffic Growth	7	15	64	10	22	4	6	53	6	51	42	25
Major Projects Traffic	0	0	62	39	0	0	0	38	0	25	14	15
Kings Hwy Commerce Center	0	8	0	7	2	1	5	0	0	0	0	30
2025 Background Traffic	58	140	611	134	193	31	56	494	51	468	379	257
Project Traffic	0	6	0	56	21	7	2	0	0	0	0	17
Total 2025 Traffic	**58**	**146**	**611**	**190**	**214**	**38**	**58**	**494**	**51**	**468**	**379**	**274**

PM Peak Hour

INTERSECTION VOLUME DEVELOPMENT

	Northbound			Southbound			Eastbound			Westbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volume (2020)	66	108	465	184	172	36	44	301	26	409	433	148
Peak Season Adjustment	7	12	51	20	19	4	5	33	3	45	48	16
Adjusted Existing Volume (2020)	73	120	516	204	191	40	49	334	29	454	481	164
Background Traffic Growth	10	16	68	27	25	5	6	44	4	60	63	22
Major Projects Traffic	0	0	37	13	0	0	0	12	0	62	23	24
Kings Hwy Commerce Center	0	2	0	26	7	4	1	0	0	0	0	8
2025 Background Traffic	83	138	621	270	223	49	56	390	33	576	567	218
Project Traffic	0	17	0	30	11	4	6	0	0	0	0	46
Total 2025 Traffic	**83**	**155**	**621**	**300**	**234**	**53**	**62**	**390**	**33**	**576**	**567**	**264**

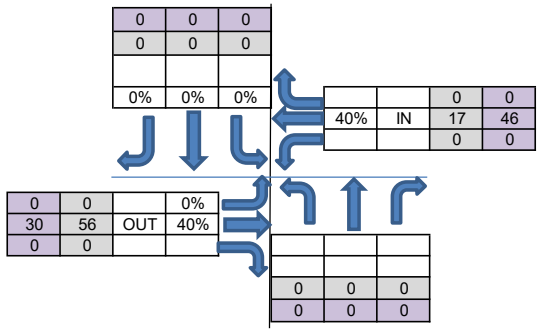
CMA INTERSECTION ANALYSIS
FARRELL COMMUNITIES - FT. PIERCE
OKEECHOBEE ROAD AT CROSSROADS PARKWAY

TRIPS	IN	OUT
AM	42	139
PM	116	74

INPUT DATA

Comments:

Area Wide Growth Rate = 2.50% Peak Season = 1.11 Current Year = 2020 Buildout Year = 2025



AM Peak Hour

INTERSECTION VOLUME DEVELOPMENT

	Northbound			Southbound			Eastbound			Westbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volume (2020)	24	6	51	78	16	48	57	1116	12	64	823	128
Peak Season Adjustment	3	1	6	9	2	5	6	123	1	7	91	14
Adjusted Existing Volume (2020)	27	7	57	87	18	53	63	1239	13	71	914	142
Background Traffic Growth	4	1	7	11	2	7	8	163	2	9	120	19
Major Projects Traffic	32	0	36	0	0	0	0	27	99	119	22	0
Kings Hwy Commerce Center	0	0	0	0	0	0	0	7	0	0	30	0
2025 Background Traffic	62	8	100	98	20	60	72	1436	114	199	1086	161
Project Traffic	0	0	0	0	0	0	0	56	0	0	17	0
Total 2025 Traffic	**62**	**8**	**100**	**98**	**20**	**60**	**72**	**1492**	**114**	**199**	**1103**	**161**

PM Peak Hour

INTERSECTION VOLUME DEVELOPMENT

	Northbound			Southbound			Eastbound			Westbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volume (2020)	29	9	103	147	9	34	80	991	42	161	1345	132
Peak Season Adjustment	3	1	11	16	1	4	9	109	5	18	148	15
Adjusted Existing Volume (2020)	32	10	114	163	10	38	89	1100	47	179	1493	147
Background Traffic Growth	4	1	15	21	1	5	12	145	6	23	196	19
Major Projects Traffic	94	0	203	0	0	0	0	21	39	46	14	0
Kings Hwy Commerce Center	0	0	0	0	0	0	0	26	0	0	8	0
2025 Background Traffic	130	11	332	185	11	43	100	1292	92	248	1711	166
Project Traffic	0	0	0	0	0	0	0	30	0	0	46	0
Total	**130**	**11**	**332**	**185**	**11**	**43**	**100**	**1322**	**92**	**248**	**1757**	**166**

Note:
Westbound through volume derived from Okeechobee Road at I-95 turning movement counts (WBT + SBR of adjacent I-95 intersection)

CMA INTERSECTION ANALYSIS
FARRELL COMMUNITIES - FT. PIERCE
OKEECHOBEE ROAD AT I-95 WEST INTERSECTION

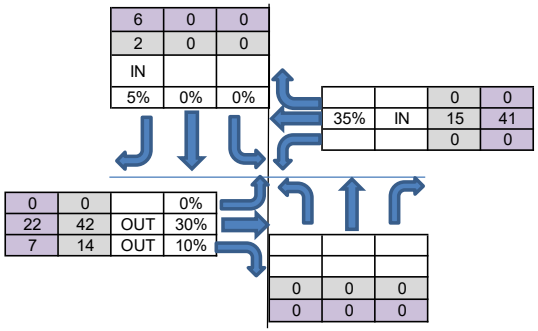
TRIPS

	IN	OUT
AM	42	139
PM	116	74

INPUT DATA

Comments:

Area Wide Growth Rate = 2.50% Peak Season = 1.11 Current Year = 2020 Buildout Year = 2025



AM Peak Hour

INTERSECTION VOLUME DEVELOPMENT

	Northbound			Southbound			Eastbound			Westbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volume (2020)	0	0	0	245	0	260	0	917	450	0	563	0
Peak Season Adjustment	0	0	0	27	0	29	0	101	50	0	62	0
Adjusted Existing Volume (2020)	0	0	0	272	0	289	0	1018	500	0	625	0
Background Traffic Growth	0	0	0	36	0	38	0	134	66	0	82	0
Major Projects Traffic	0	0	0	8	0	23	0	45	18	0	118	0
Kings Hwy Commerce Center	0	0	0	0	0	0	0	2	5	0	30	0
2025 Background Traffic	0	0	0	316	0	350	0	1199	588	0	855	0
Project Traffic	0	0	0	0	0	2	0	42	14	0	15	0
Total 2025 Traffic	**0**	**0**	**0**	**316**	**0**	**352**	**0**	**1241**	**602**	**0**	**870**	**0**

PM Peak Hour

INTERSECTION VOLUME DEVELOPMENT

	Northbound			Southbound			Eastbound			Westbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volume (2020)	0	0	0	267	0	441	0	453	767	0	904	0
Peak Season Adjustment	0	0	0	29	0	49	0	50	84	0	99	0
Adjusted Existing Volume (2020)	0	0	0	296	0	490	0	503	851	0	1003	0
Background Traffic Growth	0	0	0	39	0	64	0	66	112	0	132	0
Major Projects Traffic	0	0	0	5	0	9	0	84	53	0	50	0
Kings Hwy Commerce Center	0	0	0	0	0	0	0	9	17	0	8	0
2025 Background Traffic	0	0	0	340	0	563	0	662	1033	0	1193	0
Project Traffic	0	0	0	0	0	6	0	22	7	0	41	0
Total	**0**	**0**	**0**	**340**	**0**	**569**	**0**	**684**	**1040**	**0**	**1234**	**0**

Note: I-95 eastbound on ramp to both NB and SB I-95 included in Easbound Right volumes due to dedicated and seperated turn lane for both on-ramps.

CMA INTERSECTION ANALYSIS
FARRELL COMMUNITIES - FT. PIERCE
OKEECHOBEE ROAD AT I-95 EAST INTERSECTION

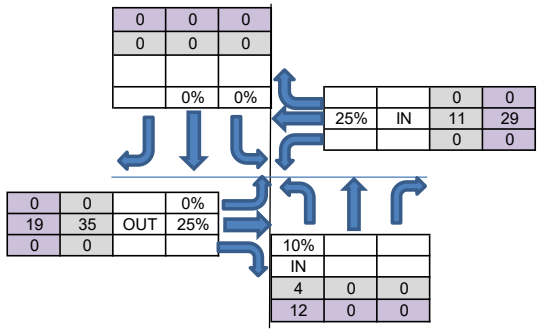
TRIPS

	IN	OUT
AM	42	139
PM	116	74

INPUT DATA

Comments:

Area Wide Growth Rate = 2.50% Peak Season = 1.11 Current Year = 2020 Buildout Year = 2025



AM Peak Hour

INTERSECTION VOLUME DEVELOPMENT

	Northbound			Southbound			Eastbound			Westbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volume (2020)	189	0	929	0	0	0	0	766	0	0	421	732
Peak Season Adjustment	21	0	102	0	0	0	0	84	0	0	46	81
Adjusted Existing Volume (2020)	210	0	1031	0	0	0	0	850	0	0	467	813
Background Traffic Growth	28	0	136	0	0	0	0	112	0	0	61	107
Major Projects Traffic	33	0	8	0	0	0	0	52	0	0	85	21
Kings Hwy Commerce Center	20	0	0	0	0	0	0	2	0	0	10	0
2025 Background Traffic	290	0	1175	0	0	0	0	1016	0	0	624	940
Project Traffic	4	0	0	0	0	0	0	35	0	0	11	0
Total 2025 Traffic	**294**	**0**	**1175**	**0**	**0**	**0**	**0**	**1051**	**0**	**0**	**635**	**940**

PM Peak Hour

INTERSECTION VOLUME DEVELOPMENT

	Northbound			Southbound			Eastbound			Westbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volume (2020)	178	0	769	0	0	0	0	720	0	0	540	881
Peak Season Adjustment	20	0	85	0	0	0	0	79	0	0	59	97
Adjusted Existing Volume (2020)	198	0	854	0	0	0	0	799	0	0	599	978
Background Traffic Growth	26	0	112	0	0	0	0	105	0	0	79	129
Major Projects Traffic	12	0	5	0	0	0	0	85	0	0	38	18
Kings Hwy Commerce Center	5	0	0	0	0	0	0	9	0	0	3	0
2025 Background Traffic	241	0	971	0	0	0	0	998	0	0	719	1124
Project Traffic	12	0	0	0	0	0	0	19	0	0	29	0
Total	**253**	**0**	**971**	**0**	**0**	**0**	**0**	**1017**	**0**	**0**	**748**	**1124**

Note: I-95 westbound on ramp to both NB and SB I-95 included in Westbound Right volumes due to dedicated and seperated turn lane for both on-ramps.

CMA INTERSECTION ANALYSIS
FARRELL COMMUNITIES - FT. PIERCE
OKEECHOBEE ROAD AT JENKINS ROAD

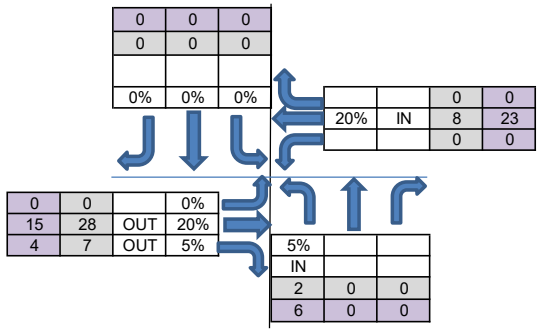
TRIPS

	IN	OUT
AM	42	139
PM	116	74

INPUT DATA

Comments:

Area Wide Growth Rate = 2.50% Peak Season = 1.07 Current Year = 2020 Buildout Year = 2025



AM Peak Hour

INTERSECTION VOLUME DEVELOPMENT

	Northbound			Southbound			Eastbound			Westbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volume (2020)	330	153	82	225	169	84	234	1414	319	107	736	73
Peak Season Adjustment	23	11	6	16	12	6	16	99	22	7	52	5
Adjusted Existing Volume (2020)	353	164	88	241	181	90	250	1513	341	114	788	78
Background Traffic Growth	46	22	12	32	24	12	33	199	45	15	103	10
Major Projects Traffic	52	14	119	0	19	1	1	15	52	184	53	0
Kings Hwy Commerce Center	0	0	0	0	0	0	0	2	0	0	10	0
2025 Background Traffic	452	199	218	272	224	103	284	1729	438	314	954	88
Project Traffic	2	0	0	0	0	0	0	28	7	0	8	0
Total 2025 Traffic	**454**	**199**	**218**	**272**	**224**	**103**	**284**	**1757**	**445**	**314**	**962**	**88**

PM Peak Hour

INTERSECTION VOLUME DEVELOPMENT

	Northbound			Southbound			Eastbound			Westbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volume (2020)	289	118	25	322	160	97	197	1057	279	93	1208	150
Peak Season Adjustment	20	8	2	23	11	7	14	74	20	7	85	11
Adjusted Existing Volume (2020)	309	126	27	345	171	104	211	1131	299	100	1293	161
Background Traffic Growth	41	17	4	45	22	14	28	149	39	13	170	21
Major Projects Traffic	35	6	39	0	7	1	1	50	60	32	19	0
Kings Hwy Commerce Center	0	0	0	0	0	0	0	9	0	0	3	0
2025 Background Traffic	385	149	69	390	201	118	239	1339	398	145	1484	182
Project Traffic	6	0	0	0	0	0	0	15	4	0	23	0
Total	**391**	**149**	**69**	**390**	**201**	**118**	**239**	**1354**	**402**	**145**	**1507**	**182**

CMA INTERSECTION ANALYSIS
FARRELL COMMUNITIES - FT. PIERCE
ORANGE AVENUE AT KINGS HIGHWAY

TRIPS

	IN	OUT
AM	42	139
PM	116	74

INPUT DATA

Comments:

Area Wide Growth Rate = 2.50% Peak Season = 1.17 Current Year = 2018 Buildout Year = 2025

AM Peak Hour

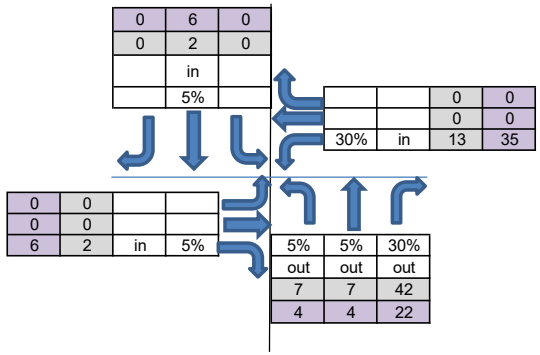
INTERSECTION VOLUME DEVELOPMENT

	Northbound			Southbound			Eastbound			Westbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volume (2018)	47	213	144	367	284	50	64	344	74	126	249	404
Peak Season Adjustment	8	36	24	62	48	9	11	58	13	21	42	69
Adjusted Existing Volume (2018)	55	249	168	429	332	59	75	402	87	147	291	473
Background Traffic Growth	10	47	32	81	63	11	14	76	16	28	55	89
Major Projects Traffic	102	173	142	133	160	36	33	93	41	301	254	209
2025 Background Traffic	167	469	342	643	555	106	122	571	144	476	600	771
Project Traffic	7	7	42	0	2	0	0	0	2	13	0	0
Total 2025 Traffic	**174**	**476**	**384**	**643**	**557**	**106**	**122**	**571**	**146**	**489**	**600**	**771**
Approach Total		**1,035**			**1,306**			**839**			**1,860**	

PM Peak Hour

INTERSECTION VOLUME DEVELOPMENT

	Northbound			Southbound			Eastbound			Westbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volume (2018)	66	239	131	412	275	51	63	263	54	124	247	379
Peak Season Adjustment	11	41	22	70	47	9	11	45	9	21	42	64
Adjusted Existing Volume (2018)	77	280	153	482	322	60	74	308	63	145	289	443
Background Traffic Growth	15	53	29	91	61	11	14	58	12	27	55	84
Major Projects Traffic	69	146	255	235	216	26	66	275	89	206	117	168
2025 Background Traffic	161	478	437	808	598	97	154	641	164	378	461	695
Project Traffic	4	4	22	0	6	0	0	0	6	35	0	0
Total	**165**	**482**	**459**	**808**	**604**	**97**	**154**	**641**	**170**	**413**	**461**	**695**
Approach Total		**1,106**			**1,509**			**964**			**1,569**	



CMA INTERSECTION ANALYSIS
FARRELL COMMUNITIES - FT. PIERCE
ORANGE AVENUE AT I-95 NORTHBOUND

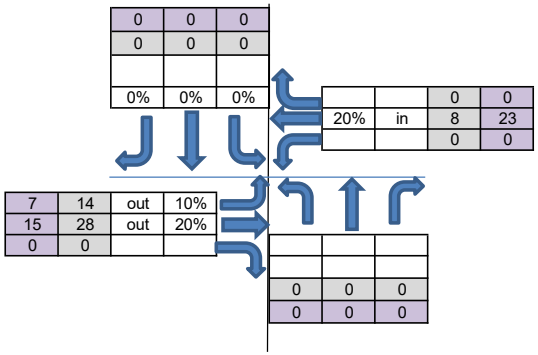
TRIPS

	IN	OUT
AM	42	139
PM	116	74

INPUT DATA

Comments:

Area Wide Growth Rate = 2.50% Peak Season = 1.00 Current Year = 2018 Buildout Year = 2025



AM Peak Hour

INTERSECTION VOLUME DEVELOPMENT

	Northbound			Southbound			Eastbound			Westbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volume (2018)	0	0	0	0	0	0	111	454	0	0	485	0
Peak Season Adjustment	0	0	0	0	0	0	0	0	0	0	0	0
Adjusted Existing Volume (2020)	0	0	0	0	0	0	111	454	0	0	485	0
Background Traffic Growth	0	0	0	0	0	0	21	86	0	0	92	0
Major Projects Traffic	0	0	0	0	0	0	237	270	0	0	328	0
2025 Background Traffic	0	0	0	0	0	0	369	810	0	0	905	0
Project Traffic	0	0	0	0	0	0	14	28	0	0	8	0
Total 2025 Traffic	**0**	**0**	**0**	**0**	**0**	**0**	**383**	**838**	**0**	**0**	**913**	**0**
Approach Total		**0**			**0**			**1,221**			**913**	

PM Peak Hour

INTERSECTION VOLUME DEVELOPMENT

	Northbound			Southbound			Eastbound			Westbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volume (2018)	0	0	0	0	0	0	134	355	0	0	691	0
Peak Season Adjustment	0	0	0	0	0	0	0	0	0	0	0	0
Adjusted Existing Volume (2020)	0	0	0	0	0	0	134	355	0	0	691	0
Background Traffic Growth	0	0	0	0	0	0	25	67	0	0	130	0
Major Projects Traffic	0	0	0	0	0	0	592	700	0	0	161	0
2025 Background Traffic	0	0	0	0	0	0	751	1122	0	0	982	0
Project Traffic	0	0	0	0	0	0	7	15	0	0	23	0
Total	**0**	**0**	**0**	**0**	**0**	**0**	**758**	**1137**	**0**	**0**	**1005**	**0**
Approach Total		**0**			**0**			**1,895**			**1,005**	

CMA INTERSECTION ANALYSIS
FARRELL COMMUNITIES - FT. PIERCE
ORANGE AVENUE AT I-95 NORTHBOUND

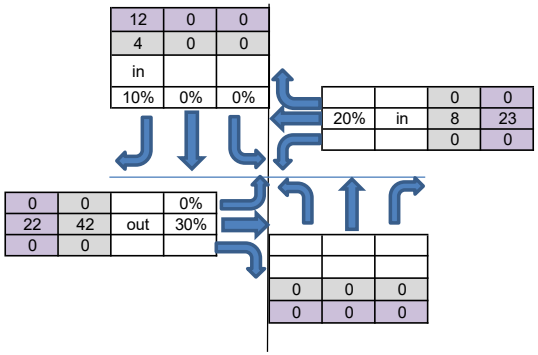
TRIPS

	IN	OUT
AM	42	139
PM	116	74

INPUT DATA

Comments:

Area Wide Growth Rate = 2.50% Peak Season = 1.00 Current Year = 2018 Buildout Year = 2025



AM Peak Hour

INTERSECTION VOLUME DEVELOPMENT

	Northbound			Southbound			Eastbound			Westbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volume (2018)	0	0	0	0	0	117	0	447	0	209	658	0
Peak Season Adjustment	0	0	0	0	0	0	0	0	0	0	0	0
Adjusted Existing Volume (2020)	0	0	0	0	0	117	0	447	0	209	658	0
Background Traffic Growth	0	0	0	0	0	22	0	84	0	39	124	0
Major Projects Traffic	0	0	0	0	0	183	0	160	0	32	315	0
2025 Background Traffic	0	0	0	0	0	322	0	691	0	280	1097	0
Project Traffic	0	0	0	0	0	4	0	42	0	0	8	0
Total 2025 Traffic	**0**	**0**	**0**	**0**	**0**	**326**	**0**	**733**	**0**	**280**	**1105**	**0**
Approach Total		**0**			**326**			**733**			**1,386**	

PM Peak Hour

INTERSECTION VOLUME DEVELOPMENT

	Northbound			Southbound			Eastbound			Westbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volume (2018)	0	0	0	0	0	130	0	385	0	358	585	0
Peak Season Adjustment	0	0	0	0	0	0	0	0	0	0	0	0
Adjusted Existing Volume (2020)	0	0	0	0	0	130	0	385	0	358	585	0
Background Traffic Growth	0	0	0	0	0	25	0	73	0	68	110	0
Major Projects Traffic	0	0	0	0	0	90	0	264	0	19	120	0
2025 Background Traffic	0	0	0	0	0	245	0	722	0	445	815	0
Project Traffic	0	0	0	0	0	12	0	22	0	0	23	0
Total	**0**	**0**	**0**	**0**	**0**	**257**	**0**	**744**	**0**	**445**	**838**	**0**
Approach Total		**0**			**257**			**744**			**1,283**	

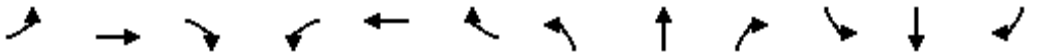
APPENDIX G

BACKGROUND CONDITIONS SYNCHRO PRINTOUTS

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations											
Traffic Volume (vph)	56	494	51	468	379	257	58	140	611	134	193
Future Volume (vph)	56	494	51	468	379	257	58	140	611	134	193
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	pm+ov	Prot	NA
Protected Phases	1	6		5	2		7	4	5	3	8
Permitted Phases			6			2			4		
Detector Phase	1	6	6	5	2	2	7	4	5	3	8
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
Total Split (s)	18.0	35.0	35.0	39.0	56.0	56.0	19.0	38.0	39.0	18.0	37.0
Total Split (%)	13.8%	26.9%	26.9%	30.0%	43.1%	43.1%	14.6%	29.2%	30.0%	13.8%	28.5%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	Max	None	None	None
Act Effct Green (s)	9.3	33.2	33.2	26.8	53.3	53.3	9.7	31.9	65.6	10.1	34.9
Actuated g/C Ratio	0.07	0.26	0.26	0.21	0.41	0.41	0.07	0.25	0.50	0.08	0.27
v/c Ratio	0.50	0.43	0.10	0.75	0.30	0.36	0.50	0.35	0.47	0.57	0.27
Control Delay	72.7	42.7	0.4	60.7	17.9	4.2	71.0	43.7	17.8	67.0	38.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	72.7	42.7	0.4	60.7	17.9	4.2	71.0	43.7	17.8	67.0	38.0
LOS	E	D	A	E	B	A	E	D	B	E	D
Approach Delay		41.9			32.9			26.1			48.8
Approach LOS		D			C			C			D

Intersection Summary	
Cycle Length: 130	
Actuated Cycle Length: 130	
Offset: 0 (0%), Referenced to phase 2:WBT and 6:EBT, Start of Green	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.75	
Intersection Signal Delay: 34.8	Intersection LOS: C
Intersection Capacity Utilization 57.8%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 1: Florida Turnpike/Kings Hwy & Okeechobee Rd



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	56	494	51	468	379	257	58	140	611	134	193	31
Future Volume (veh/h)	56	494	51	468	379	257	58	140	611	134	193	31
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1752	1752	1752	1752	1752	1752	1752	1752	1752	1752	1752	1752
Adj Flow Rate, veh/h	59	520	54	493	399	271	61	147	643	141	203	33
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	10	10	10	10	10	10	10	10	10	10	10	10
Cap, veh/h	74	1495	464	565	1473	657	77	418	1079	190	722	115
Arrive On Green	0.04	0.31	0.31	0.17	0.44	0.44	0.05	0.24	0.24	0.06	0.25	0.25
Sat Flow, veh/h	1668	4782	1485	3237	3328	1485	1668	1752	2613	3237	2873	460
Grp Volume(v), veh/h	59	520	54	493	399	271	61	147	643	141	116	120
Grp Sat Flow(s),veh/h/ln	1668	1594	1485	1618	1664	1485	1668	1752	1306	1618	1664	1669
Q Serve(g_s), s	4.6	10.9	3.4	19.3	9.9	16.2	4.7	9.1	24.9	5.6	7.3	7.5
Cycle Q Clear(g_c), s	4.6	10.9	3.4	19.3	9.9	16.2	4.7	9.1	24.9	5.6	7.3	7.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.28
Lane Grp Cap(c), veh/h	74	1495	464	565	1473	657	77	418	1079	190	418	419
V/C Ratio(X)	0.79	0.35	0.12	0.87	0.27	0.41	0.79	0.35	0.60	0.74	0.28	0.29
Avail Cap(c_a), veh/h	141	1495	464	797	1473	657	154	418	1079	274	418	419
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	61.5	34.5	31.9	52.2	22.9	24.7	61.4	41.1	29.7	60.2	39.2	39.3
Incr Delay (d2), s/veh	16.8	0.6	0.5	7.7	0.5	1.9	16.4	2.3	2.4	6.1	0.4	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	4.1	7.8	2.3	13.2	7.2	10.1	4.2	7.6	12.9	4.4	5.5	5.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	78.3	35.1	32.4	59.9	23.4	26.6	77.7	43.5	32.1	66.3	39.5	39.6
LnGrp LOS	E	D	C	E	C	C	E	D	C	E	D	D
Approach Vol, veh/h		633			1163			851			377	
Approach Delay, s/veh		38.9			39.6			37.3			49.6	
Approach LOS		D			D			D			D	

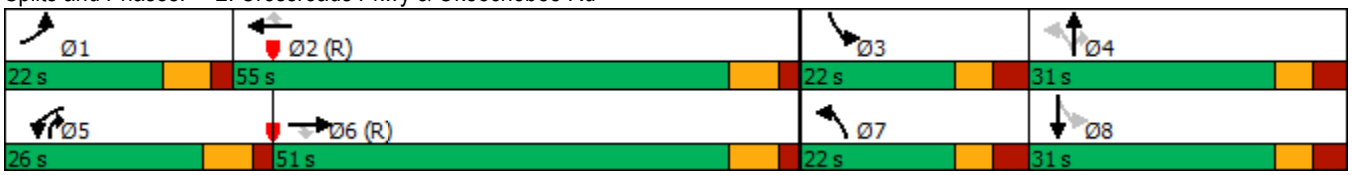
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.8	64.5	14.6	38.0	29.7	47.6	13.0	39.6
Change Period (Y+Rc), s	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Max Green Setting (Gmax), s	11.0	49.0	11.0	31.0	32.0	28.0	12.0	30.0
Max Q Clear Time (g_c+I1), s	6.6	18.2	7.6	26.9	21.3	12.9	6.7	9.5
Green Ext Time (p_c), s	0.0	3.9	0.1	1.5	1.4	3.3	0.0	1.3

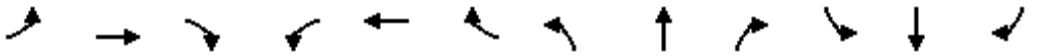
Intersection Summary	
HCM 6th Ctrl Delay	40.1
HCM 6th LOS	D

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations											
Traffic Volume (vph)	72	1436	114	199	1086	161	62	8	100	98	20
Future Volume (vph)	72	1436	114	199	1086	161	62	8	100	98	20
Turn Type	Prot	NA	Perm	Prot	NA	Perm	pm+pt	NA	pm+ov	pm+pt	NA
Protected Phases	1	6		5	2		7	4	5	3	8
Permitted Phases			6			2	4		4	8	
Detector Phase	1	6	6	5	2	2	7	4	5	3	8
Switch Phase											
Minimum Initial (s)	5.0	12.0	12.0	5.0	12.0	12.0	5.0	8.0	5.0	5.0	8.0
Minimum Split (s)	11.8	19.0	19.0	11.8	19.0	19.0	12.2	15.2	11.8	12.2	15.2
Total Split (s)	22.0	51.0	51.0	26.0	55.0	55.0	22.0	31.0	26.0	22.0	31.0
Total Split (%)	16.9%	39.2%	39.2%	20.0%	42.3%	42.3%	16.9%	23.8%	20.0%	16.9%	23.8%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.8	4.8	3.7	3.7	4.8	3.7	3.7
All-Red Time (s)	2.0	2.2	2.2	2.0	2.2	2.2	3.5	3.5	2.0	3.5	3.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.8	7.0	7.0	6.8	7.0	7.0	7.2	7.2	6.8	7.2	7.2
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None	None	None	None
Act Effct Green (s)	11.3	72.1	72.1	13.8	77.3	77.3	11.8	8.0	16.8	21.9	8.3
Actuated g/C Ratio	0.09	0.55	0.55	0.11	0.59	0.59	0.09	0.06	0.13	0.17	0.06
v/c Ratio	0.54	0.58	0.14	0.62	0.41	0.18	0.43	0.08	0.37	0.39	0.34
Control Delay	62.2	20.1	3.6	65.5	10.3	1.1	60.3	59.2	11.6	49.2	24.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	62.2	20.1	3.6	65.5	10.3	1.1	60.3	59.2	11.6	49.2	24.4
LOS	E	C	A	E	B	A	E	E	B	D	C
Approach Delay		20.8			16.8			31.5			38.1
Approach LOS		C			B			C			D

Intersection Summary	
Cycle Length: 130	
Actuated Cycle Length: 130	
Offset: 84 (65%), Referenced to phase 2:WBT and 6:EBT, Start of Green	
Natural Cycle: 75	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.62	
Intersection Signal Delay: 20.6	Intersection LOS: C
Intersection Capacity Utilization 63.0%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 2: Crossroads Pkwy & Okeechobee Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	72	1436	114	199	1086	161	62	8	100	98	20	60
Future Volume (veh/h)	72	1436	114	199	1086	161	62	8	100	98	20	60
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1752	1752	1752	1752	1752	1752	1752	1752	1752	1752	1752	1752
Adj Flow Rate, veh/h	76	1512	120	209	1143	169	65	8	105	103	21	63
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	10	10	10	10	10	10	10	10	10	10	10	10
Cap, veh/h	95	2634	818	262	2748	853	213	142	241	265	175	156
Arrive On Green	0.06	0.55	0.55	0.16	1.00	1.00	0.05	0.08	0.08	0.07	0.10	0.10
Sat Flow, veh/h	1668	4782	1485	3237	4782	1485	1668	1752	1485	1668	1664	1485
Grp Volume(v), veh/h	76	1512	120	209	1143	169	65	8	105	103	21	63
Grp Sat Flow(s),veh/h/ln	1668	1594	1485	1618	1594	1485	1668	1752	1485	1668	1664	1485
Q Serve(g_s), s	5.9	27.0	5.1	8.1	0.0	0.0	4.6	0.5	8.3	7.3	1.5	5.2
Cycle Q Clear(g_c), s	5.9	27.0	5.1	8.1	0.0	0.0	4.6	0.5	8.3	7.3	1.5	5.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	95	2634	818	262	2748	853	213	142	241	265	175	156
V/C Ratio(X)	0.80	0.57	0.15	0.80	0.42	0.20	0.31	0.06	0.44	0.39	0.12	0.40
Avail Cap(c_a), veh/h	195	2634	818	478	2748	853	326	321	392	337	305	272
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.97	0.97	0.97	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	60.6	19.2	14.3	53.5	0.0	0.0	51.5	55.1	49.1	49.9	52.7	54.4
Incr Delay (d2), s/veh	14.0	0.9	0.4	5.4	0.5	0.5	0.8	0.2	1.2	0.9	0.3	1.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	5.1	15.2	3.3	5.9	0.2	0.2	3.6	0.4	5.7	5.6	1.2	3.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	74.6	20.1	14.6	58.8	0.5	0.5	52.3	55.3	50.4	50.8	53.0	56.1
LnGrp LOS	E	C	B	E	A	A	D	E	D	D	D	E
Approach Vol, veh/h		1708			1521			178			187	
Approach Delay, s/veh		22.1			8.5			51.3			52.8	
Approach LOS		C			A			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.2	81.7	16.3	17.7	17.3	78.6	13.2	20.8
Change Period (Y+Rc), s	6.8	* 7	* 7.2	* 7.2	6.8	* 7	* 7.2	* 7.2
Max Green Setting (Gmax), s	15.2	* 48	* 15	* 24	19.2	* 44	* 15	* 24
Max Q Clear Time (g_c+I1), s	7.9	2.0	9.3	10.3	10.1	29.0	6.6	7.2
Green Ext Time (p_c), s	0.1	12.1	0.1	0.3	0.5	9.7	0.1	0.3

Intersection Summary	
HCM 6th Ctrl Delay	19.4
HCM 6th LOS	B

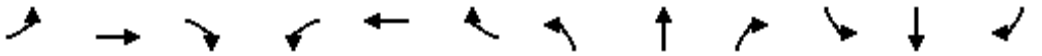
Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBT	EBR	WBT	SBL	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	1199	588	855	316	0	350
Future Volume (vph)	1199	588	855	316	0	350
Turn Type	NA	Free	NA	Perm	NA	Perm
Protected Phases	6		2		4	
Permitted Phases		Free		4		4
Detector Phase	6		2	4	4	4
Switch Phase						
Minimum Initial (s)	5.0		5.0	7.0	7.0	7.0
Minimum Split (s)	11.8		11.8	13.8	13.8	13.8
Total Split (s)	90.0		90.0	40.0	40.0	40.0
Total Split (%)	69.2%		69.2%	30.8%	30.8%	30.8%
Yellow Time (s)	4.8		4.8	4.0	4.0	4.0
All-Red Time (s)	2.0		2.0	2.8	2.8	2.8
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	6.8		6.8	6.8	6.8	6.8
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	None		C-Max	None	None	None
Act Effct Green (s)	99.7	130.0	99.7	16.7	16.7	16.7
Actuated g/C Ratio	0.77	1.00	0.77	0.13	0.13	0.13
v/c Ratio	0.35	0.42	0.25	0.56	0.38	0.40
Control Delay	2.0	2.5	6.0	56.4	5.1	3.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	2.0	2.5	6.0	56.4	5.1	3.4
LOS	A	A	A	E	A	A
Approach Delay	2.2		6.0		28.9	
Approach LOS	A		A		C	

Intersection Summary	
Cycle Length: 130	
Actuated Cycle Length: 130	
Offset: 71 (55%), Referenced to phase 2:WBT, Start of Green	
Natural Cycle: 40	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.56	
Intersection Signal Delay: 8.5	Intersection LOS: A
Intersection Capacity Utilization 58.5%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 3: I-95 West & Okeechobee Rd



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑	↱		↑↑↑					↰↰↰	↳	↱↱
Traffic Volume (veh/h)	0	1199	588	0	855	0	0	0	0	316	0	350
Future Volume (veh/h)	0	1199	588	0	855	0	0	0	0	316	0	350
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1752	1752	0	1752	0				1752	1752	1752
Adj Flow Rate, veh/h	0	1262	0	0	900	0				333	0	368
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95				0.95	0.95	0.95
Percent Heavy Veh, %	0	10	10	0	10	0				10	10	10
Cap, veh/h	0	3722		0	3722	0				586	0	521
Arrive On Green	0.00	1.00	0.00	0.00	0.78	0.00				0.12	0.00	0.12
Sat Flow, veh/h	0	4940	1485	0	5098	0				5005	0	4454
Grp Volume(v), veh/h	0	1262	0	0	900	0				333	0	368
Grp Sat Flow(s),veh/h/ln	0	1594	1485	0	1594	0				1668	0	1485
Q Serve(g_s), s	0.0	0.0	0.0	0.0	6.7	0.0				8.2	0.0	10.3
Cycle Q Clear(g_c), s	0.0	0.0	0.0	0.0	6.7	0.0				8.2	0.0	10.3
Prop In Lane	0.00		1.00	0.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	3722		0	3722	0				586	0	521
V/C Ratio(X)	0.00	0.34		0.00	0.24	0.00				0.57	0.00	0.71
Avail Cap(c_a), veh/h	0	3722		0	3722	0				1278	0	1137
HCM Platoon Ratio	1.00	2.00	2.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.81	0.00	0.00	0.98	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	0.0	3.9	0.0				54.3	0.0	55.2
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.2	0.0				0.9	0.0	1.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.0	0.0	0.0	0.0	3.5	0.0				6.3	0.0	7.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.0	0.0	0.0	4.1	0.0				55.2	0.0	57.0
LnGrp LOS	A	A		A	A	A				E	A	E
Approach Vol, veh/h		1262	A		900						701	
Approach Delay, s/veh		0.0			4.1						56.1	
Approach LOS		A			A						E	

Timer - Assigned Phs	2	4	6
Phs Duration (G+Y+Rc), s	108.0	22.0	108.0
Change Period (Y+Rc), s	6.8	* 6.8	6.8
Max Green Setting (Gmax), s	83.2	* 33	83.2
Max Q Clear Time (g_c+I1), s	8.7	12.3	2.0
Green Ext Time (p_c), s	8.2	2.9	13.7

Intersection Summary	
HCM 6th Ctrl Delay	15.0
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

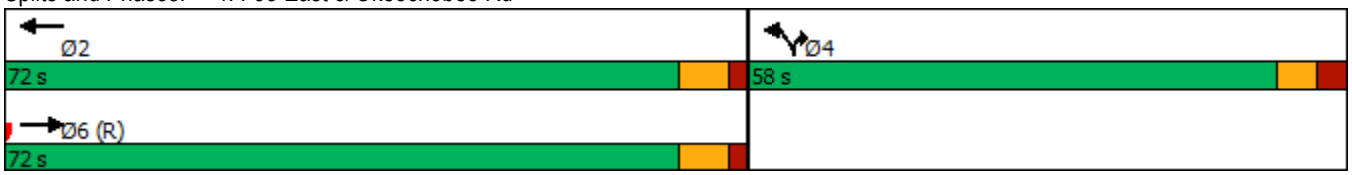
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

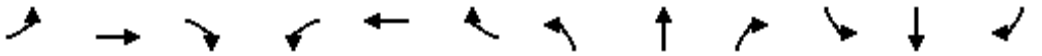
Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBT	WBT	WBR	NBL	NBR
Lane Configurations					
Traffic Volume (vph)	1016	624	940	290	1175
Future Volume (vph)	1016	624	940	290	1175
Turn Type	NA	NA	Free	Prot	Prot
Protected Phases	6	2		4	4
Permitted Phases			Free		
Detector Phase	6	2		4	4
Switch Phase					
Minimum Initial (s)	12.0	12.0		7.0	7.0
Minimum Split (s)	18.8	18.8		14.0	14.0
Total Split (s)	72.0	72.0		58.0	58.0
Total Split (%)	55.4%	55.4%		44.6%	44.6%
Yellow Time (s)	4.8	4.8		4.0	4.0
All-Red Time (s)	2.0	2.0		3.0	3.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0
Total Lost Time (s)	6.8	6.8		7.0	7.0
Lead/Lag					
Lead-Lag Optimize?					
Recall Mode	C-Max	None		None	None
Act Effct Green (s)	67.3	67.3	130.0	48.9	48.9
Actuated g/C Ratio	0.52	0.52	1.00	0.38	0.38
v/c Ratio	0.44	0.27	0.67	0.18	0.92
Control Delay	17.0	16.5	14.4	27.0	45.5
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	17.0	16.5	14.4	27.0	45.5
LOS	B	B	B	C	D
Approach Delay	17.0	15.3			
Approach LOS	B	B			

Intersection Summary	
Cycle Length: 130	
Actuated Cycle Length: 130	
Offset: 118 (91%), Referenced to phase 6:EBT, Start of Green	
Natural Cycle: 55	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.92	
Intersection Signal Delay: 25.3	Intersection LOS: C
Intersection Capacity Utilization 58.5%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 4: I-95 East & Okeechobee Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑			↑↑↑	↱	↰↰↰		↱↱↱			
Traffic Volume (veh/h)	0	1016	0	0	624	940	290	0	1175	0	0	0
Future Volume (veh/h)	0	1016	0	0	624	940	290	0	1175	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	0	1752	0	0	1752	1752	1752	0	1752			
Adj Flow Rate, veh/h	0	1069	0	0	657	0	305	0	1237			
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95			
Percent Heavy Veh, %	0	10	0	0	10	10	10	0	10			
Cap, veh/h	0	2399	0	0	2399		1810	0	1302			
Arrive On Green	0.00	0.50	0.00	0.00	0.84	0.00	0.38	0.00	0.38			
Sat Flow, veh/h	0	5098	0	0	4940	1485	4705	0	3385			
Grp Volume(v), veh/h	0	1069	0	0	657	0	305	0	1237			
Grp Sat Flow(s),veh/h/ln	0	1594	0	0	1594	1485	1568	0	1128			
Q Serve(g_s), s	0.0	18.7	0.0	0.0	3.8	0.0	5.5	0.0	46.1			
Cycle Q Clear(g_c), s	0.0	18.7	0.0	0.0	3.8	0.0	5.5	0.0	46.1			
Prop In Lane	0.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	0	2399	0	0	2399		1810	0	1302			
V/C Ratio(X)	0.00	0.45	0.00	0.00	0.27		0.17	0.00	0.95			
Avail Cap(c_a), veh/h	0	2399	0	0	2399		1846	0	1328			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.67	1.67	1.00	1.00	1.00			
Upstream Filter(I)	0.00	0.93	0.00	0.00	0.82	0.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	0.0	20.8	0.0	0.0	5.6	0.0	26.3	0.0	38.8			
Incr Delay (d2), s/veh	0.0	0.6	0.0	0.0	0.1	0.0	0.0	0.0	14.3			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(95%),veh/ln	0.0	11.3	0.0	0.0	2.1	0.0	3.8	0.0	20.5			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	21.4	0.0	0.0	5.6	0.0	26.4	0.0	53.1			
LnGrp LOS	A	C	A	A	A		C	A	D			
Approach Vol, veh/h		1069			657	A		1542				
Approach Delay, s/veh		21.4			5.6			47.8				
Approach LOS		C			A			D				

Timer - Assigned Phs		2		4		6						
Phs Duration (G+Y+Rc), s		72.0		57.0		72.0						
Change Period (Y+Rc), s		6.8		7.0		6.8						
Max Green Setting (Gmax), s		65.2		51.0		65.2						
Max Q Clear Time (g_c+I1), s		5.8		48.1		20.7						
Green Ext Time (p_c), s		5.5		2.0		10.0						

Intersection Summary												
HCM 6th Ctrl Delay			30.7									
HCM 6th LOS			C									

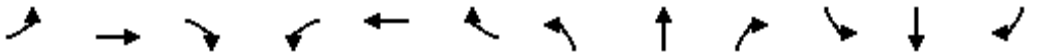
Notes

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	284	1729	438	314	954	88	452	199	272	224	103
Future Volume (vph)	284	1729	438	314	954	88	452	199	272	224	103
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Prot	NA	Perm
Protected Phases	1	6		5	2		7	4	3	8	
Permitted Phases			6			2					8
Detector Phase	1	6	6	5	2	2	7	4	3	8	8
Switch Phase											
Minimum Initial (s)	7.0	12.0	12.0	7.0	12.0	12.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	14.3	19.3	19.3	14.3	19.3	19.3	14.3	14.3	14.3	14.3	14.3
Total Split (s)	24.0	42.0	42.0	36.0	54.0	54.0	28.0	32.0	20.0	24.0	24.0
Total Split (%)	18.5%	32.3%	32.3%	27.7%	41.5%	41.5%	21.5%	24.6%	15.4%	18.5%	18.5%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8
All-Red Time (s)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.3	7.3	7.3	7.3	7.3	7.3	7.3	7.3	7.3	7.3	7.3
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None	None	None	None
Act Effct Green (s)	15.7	38.3	38.3	28.1	50.8	50.8	20.4	21.6	12.7	13.9	13.9
Actuated g/C Ratio	0.12	0.29	0.29	0.22	0.39	0.39	0.16	0.17	0.10	0.11	0.11
v/c Ratio	0.74	0.99	0.64	0.89	0.41	0.13	0.91	0.64	0.88	0.64	0.26
Control Delay	70.2	53.0	9.2	75.4	30.1	0.4	76.1	32.1	85.0	63.8	1.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	70.2	53.0	9.2	75.4	30.1	0.4	76.1	32.1	85.0	63.8	1.5
LOS	E	D	A	E	C	A	E	C	F	E	A
Approach Delay		47.2			38.6			55.0		62.7	
Approach LOS		D			D			E		E	

Intersection Summary	
Cycle Length: 130	
Actuated Cycle Length: 130	
Offset: 0 (0%), Referenced to phase 2:WBT and 6:EBT, Start of Green	
Natural Cycle: 100	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.99	
Intersection Signal Delay: 48.0	Intersection LOS: D
Intersection Capacity Utilization 87.1%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 5: Jenkins Rd & Okeechobee Rd



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	284	1729	438	314	954	88	452	199	218	272	224	103
Future Volume (veh/h)	284	1729	438	314	954	88	452	199	218	272	224	103
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1826	1826	1826	1826	1826	1826	1826	1826	1826	1826	1826	1826
Adj Flow Rate, veh/h	299	1820	461	331	1004	93	476	209	229	286	236	108
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	5	5	5	5	5	5	5	5	5	5	5	5
Cap, veh/h	350	1920	473	356	2554	629	524	291	259	330	381	170
Arrive On Green	0.21	0.61	0.61	0.20	0.41	0.41	0.16	0.17	0.17	0.10	0.11	0.11
Sat Flow, veh/h	3374	6281	1547	1739	6281	1547	3374	1735	1547	3374	3469	1547
Grp Volume(v), veh/h	299	1820	461	331	1004	93	476	209	229	286	236	108
Grp Sat Flow(s),veh/h/ln	1687	1570	1547	1739	1570	1547	1687	1735	1547	1687	1735	1547
Q Serve(g_s), s	11.1	34.8	37.2	24.3	14.7	4.9	18.0	14.8	18.8	10.9	8.4	8.7
Cycle Q Clear(g_c), s	11.1	34.8	37.2	24.3	14.7	4.9	18.0	14.8	18.8	10.9	8.4	8.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	350	1920	473	356	2554	629	524	291	259	330	381	170
V/C Ratio(X)	0.86	0.95	0.97	0.93	0.39	0.15	0.91	0.72	0.88	0.87	0.62	0.64
Avail Cap(c_a), veh/h	433	1920	473	384	2554	629	537	330	294	330	446	199
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.66	0.66	0.66	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	50.6	24.3	24.8	50.8	27.2	24.4	54.0	51.2	52.9	57.8	55.3	55.4
Incr Delay (d2), s/veh	9.1	8.3	27.9	28.1	0.5	0.5	19.2	6.4	23.7	21.0	2.0	5.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	7.6	14.2	17.9	19.3	9.5	3.5	14.0	11.3	13.9	9.5	6.9	6.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	59.7	32.6	52.7	78.9	27.7	24.8	73.2	57.7	76.6	78.8	57.2	60.4
LnGrp LOS	E	C	D	E	C	C	E	E	E	E	E	E
Approach Vol, veh/h		2580			1428			914			630	
Approach Delay, s/veh		39.3			39.4			70.5			67.6	
Approach LOS		D			D			E			E	

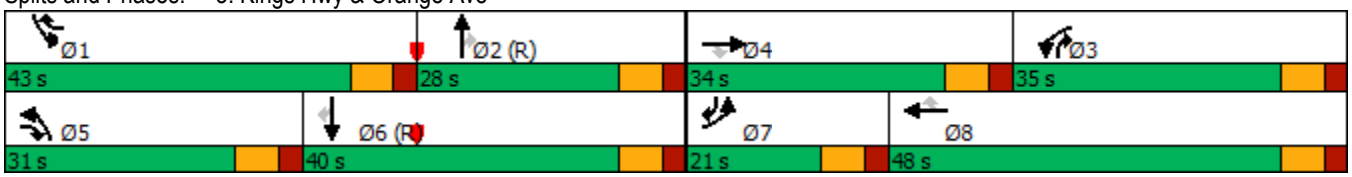
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	20.8	60.2	20.0	29.1	33.9	47.0	27.5	21.6
Change Period (Y+Rc), s	7.3	7.3	7.3	7.3	7.3	7.3	7.3	7.3
Max Green Setting (Gmax), s	16.7	46.7	12.7	24.7	28.7	34.7	20.7	16.7
Max Q Clear Time (g_c+I1), s	13.1	16.7	12.9	20.8	26.3	39.2	20.0	10.7
Green Ext Time (p_c), s	0.4	8.8	0.0	1.0	0.3	0.0	0.1	0.9

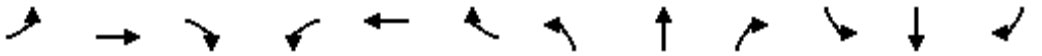
Intersection Summary	
HCM 6th Ctrl Delay	47.7
HCM 6th LOS	D

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	122	571	144	476	600	771	167	469	342	643	555	106
Future Volume (vph)	122	571	144	476	600	771	167	469	342	643	555	106
Turn Type	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov
Protected Phases	7	4	5	3	8	1	5	2	3	1	6	7
Permitted Phases			4			8			2			6
Detector Phase	7	4	5	3	8	1	5	2	3	1	6	7
Switch Phase												
Minimum Initial (s)	5.0	10.0	5.0	5.0	10.0	5.0	5.0	10.0	5.0	5.0	10.0	5.0
Minimum Split (s)	12.3	17.3	12.4	12.3	17.5	12.4	12.4	17.8	12.3	12.4	17.4	12.3
Total Split (s)	21.0	34.0	31.0	35.0	48.0	43.0	31.0	28.0	35.0	43.0	40.0	21.0
Total Split (%)	15.0%	24.3%	22.1%	25.0%	34.3%	30.7%	22.1%	20.0%	25.0%	30.7%	28.6%	15.0%
Yellow Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
All-Red Time (s)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lead	Lead	Lag	Lag	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Max	None	None	C-Max	None
Act Effct Green (s)	10.6	26.3	38.8	25.2	40.9	81.5	12.5	26.9	52.1	33.6	48.0	65.5
Actuated g/C Ratio	0.08	0.19	0.28	0.18	0.29	0.58	0.09	0.19	0.37	0.24	0.34	0.47
v/c Ratio	0.49	0.91	0.28	0.81	0.61	0.85	0.57	0.73	0.51	0.82	0.48	0.14
Control Delay	68.3	73.6	4.9	65.9	45.4	30.6	68.4	61.1	10.5	59.5	39.1	2.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	68.3	73.6	4.9	65.9	45.4	30.6	68.4	61.1	10.5	59.5	39.1	2.0
LOS	E	E	A	E	D	C	E	E	B	E	D	A
Approach Delay		61.0			44.5			44.7			46.1	
Approach LOS		E			D			D			D	

Intersection Summary	
Cycle Length: 140	
Actuated Cycle Length: 140	
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.91	
Intersection Signal Delay: 47.7	Intersection LOS: D
Intersection Capacity Utilization 84.0%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 3: Kings Hwy & Orange Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	122	571	144	476	600	771	167	469	342	643	555	106
Future Volume (veh/h)	122	571	144	476	600	771	167	469	342	643	555	106
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	128	601	89	501	632	749	176	494	297	677	584	50
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	179	660	401	565	1057	815	234	831	630	750	1362	689
Arrive On Green	0.05	0.19	0.19	0.16	0.30	0.30	0.07	0.23	0.23	0.22	0.38	0.38
Sat Flow, veh/h	3456	3554	1585	3456	3554	1585	3456	3554	1585	3456	3554	1585
Grp Volume(v), veh/h	128	601	89	501	632	749	176	494	297	677	584	50
Grp Sat Flow(s),veh/h/ln	1728	1777	1585	1728	1777	1585	1728	1777	1585	1728	1777	1585
Q Serve(g_s), s	5.1	23.2	3.6	19.9	21.3	41.7	7.0	17.3	8.6	26.7	17.0	2.6
Cycle Q Clear(g_c), s	5.1	23.2	3.6	19.9	21.3	41.7	7.0	17.3	8.6	26.7	17.0	2.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	179	660	401	565	1057	815	234	831	630	750	1362	689
V/C Ratio(X)	0.72	0.91	0.22	0.89	0.60	0.92	0.75	0.59	0.47	0.90	0.43	0.07
Avail Cap(c_a), veh/h	346	685	413	691	1057	815	592	831	630	889	1362	689
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.89	0.89	0.89	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	65.4	55.9	17.3	57.3	42.0	31.3	64.1	47.7	10.9	53.4	31.9	23.1
Incr Delay (d2), s/veh	5.3	16.1	0.3	10.4	0.8	14.0	4.9	3.1	2.5	11.2	1.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	4.3	17.5	3.0	14.3	14.3	33.7	5.9	12.7	5.7	18.6	12.1	1.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	70.6	71.9	17.6	67.7	42.8	45.3	69.0	50.9	13.4	64.5	32.9	23.3
LnGrp LOS	E	E	B	E	D	D	E	D	B	E	C	C
Approach Vol, veh/h		818			1882			967			1311	
Approach Delay, s/veh		65.8			50.4			42.7			48.9	
Approach LOS		E			D			D			D	

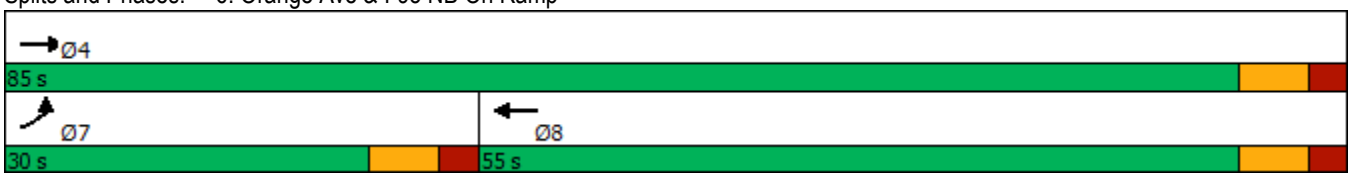
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	37.4	39.7	29.9	33.0	16.5	60.6	14.2	48.7
Change Period (Y+Rc), s	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Max Green Setting (Gmax), s	36.0	21.0	28.0	27.0	24.0	33.0	14.0	41.0
Max Q Clear Time (g_c+I1), s	28.7	19.3	21.9	25.2	9.0	19.0	7.1	43.7
Green Ext Time (p_c), s	1.7	0.8	1.0	0.8	0.5	3.5	0.2	0.0

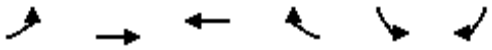
Intersection Summary	
HCM 6th Ctrl Delay	51.0
HCM 6th LOS	D

Lane Group	EBL	EBT	WBT
Lane Configurations			
Traffic Volume (vph)	369	810	905
Future Volume (vph)	369	810	905
Turn Type	Prot	NA	NA
Protected Phases	7	4	8
Permitted Phases			
Detector Phase	7	4	8
Switch Phase			
Minimum Initial (s)	5.0	5.0	5.0
Minimum Split (s)	12.0	25.0	29.0
Total Split (s)	30.0	85.0	55.0
Total Split (%)	35.3%	100.0%	64.7%
Yellow Time (s)	4.5	4.5	4.5
All-Red Time (s)	2.5	2.5	2.5
Lost Time Adjust (s)	0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0	7.0
Lead/Lag	Lead		Lag
Lead-Lag Optimize?	Yes		Yes
Recall Mode	None	Min	Min
Act Effct Green (s)	14.9	85.0	56.1
Actuated g/C Ratio	0.18	1.00	0.66
v/c Ratio	0.65	0.24	0.41
Control Delay	37.5	0.2	7.7
Queue Delay	0.0	0.0	0.0
Total Delay	37.5	0.2	7.7
LOS	D	A	A
Approach Delay		11.8	7.7
Approach LOS		B	A

Intersection Summary	
Cycle Length: 85	
Actuated Cycle Length: 85	
Offset: 0 (0%), Referenced to phase 2: and 6:, Start of Green	
Natural Cycle: 45	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.65	
Intersection Signal Delay: 10.1	Intersection LOS: B
Intersection Capacity Utilization 51.2%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 6: Orange Ave & I-95 NB On Ramp





Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	369	810	905	0	0	0
Future Volume (veh/h)	369	810	905	0	0	0
Initial Q (Qb), veh	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00			1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00		
Work Zone On Approach		No	No			
Adj Sat Flow, veh/h/ln	1870	1870	1870	0		
Adj Flow Rate, veh/h	388	853	953	0		
Peak Hour Factor	0.95	0.95	0.95	0.95		
Percent Heavy Veh, %	2	2	2	0		
Cap, veh/h	500	2054	1248	0		
Arrive On Green	0.14	0.58	0.35	0.00		
Sat Flow, veh/h	3456	3647	3741	0		
Grp Volume(v), veh/h	388	853	953	0		
Grp Sat Flow(s),veh/h/ln	1728	1777	1777	0		
Q Serve(g_s), s	9.2	11.3	20.2	0.0		
Cycle Q Clear(g_c), s	9.2	11.3	20.2	0.0		
Prop In Lane	1.00			0.00		
Lane Grp Cap(c), veh/h	500	2054	1248	0		
V/C Ratio(X)	0.78	0.42	0.76	0.00		
Avail Cap(c_a), veh/h	935	3261	2007	0		
HCM Platoon Ratio	1.00	1.00	1.00	1.00		
Upstream Filter(I)	0.92	0.92	1.00	0.00		
Uniform Delay (d), s/veh	35.0	10.0	24.5	0.0		
Incr Delay (d2), s/veh	2.4	0.1	1.0	0.0		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0		
%ile BackOfQ(95%),veh/ln	7.1	7.2	13.0	0.0		
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	37.4	10.1	25.5	0.0		
LnGrp LOS	D	B	C	A		
Approach Vol, veh/h		1241	953			
Approach Delay, s/veh		18.6	25.5			
Approach LOS		B	C			

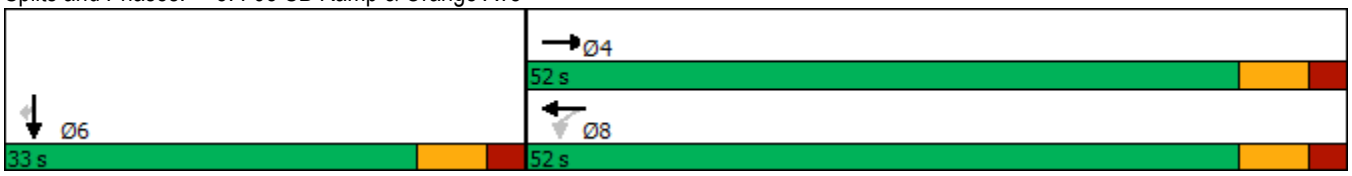
Timer - Assigned Phs	4	7	8
Phs Duration (G+Y+Rc), s	56.1	19.3	36.8
Change Period (Y+Rc), s	7.0	7.0	7.0
Max Green Setting (Gmax), s	78.0	23.0	48.0
Max Q Clear Time (g_c+I1), s	13.3	11.2	22.2
Green Ext Time (p_c), s	7.6	1.1	7.6

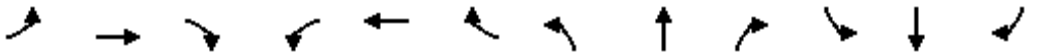
Intersection Summary	
HCM 6th Ctrl Delay	21.6
HCM 6th LOS	C

Lane Group	EBT	WBL	WBT	SBT	SBR
Lane Configurations					
Traffic Volume (vph)	691	280	1097	0	322
Future Volume (vph)	691	280	1097	0	322
Turn Type	NA	Perm	NA	NA	Perm
Protected Phases	4		8	6	
Permitted Phases		8			6
Detector Phase	4	8	8	6	6
Switch Phase					
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	25.0	25.0	25.0	25.0	25.0
Total Split (s)	52.0	52.0	52.0	33.0	33.0
Total Split (%)	61.2%	61.2%	61.2%	38.8%	38.8%
Yellow Time (s)	4.5	4.5	4.5	4.5	4.5
All-Red Time (s)	2.5	2.5	2.5	2.5	2.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0	7.0	7.0	7.0
Lead/Lag					
Lead-Lag Optimize?					
Recall Mode	None	None	None	None	None
Act Effct Green (s)	26.6	26.6	26.6	10.0	10.0
Actuated g/C Ratio	0.51	0.51	0.51	0.19	0.19
v/c Ratio	0.40	0.42	0.44	0.50	0.50
Control Delay	8.2	9.9	8.2	20.4	20.3
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	8.2	9.9	8.2	20.4	20.3
LOS	A	A	A	C	C
Approach Delay	8.2		8.6	20.4	
Approach LOS	A		A	C	

Intersection Summary	
Cycle Length: 85	
Actuated Cycle Length: 51.7	
Natural Cycle: 50	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.50	
Intersection Signal Delay: 10.0	Intersection LOS: B
Intersection Capacity Utilization 51.2%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 8: I-95 SB Ramp & Orange Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	691	0	280	1097	0	0	0	0	0	0	322
Future Volume (veh/h)	0	691	0	280	1097	0	0	0	0	0	0	322
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1870	0	1870	1870	0				0	1870	1870
Adj Flow Rate, veh/h	0	727	0	295	1155	0				0	0	276
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95				0.95	0.95	0.95
Percent Heavy Veh, %	0	2	0	2	2	0				0	2	2
Cap, veh/h	0	2678	0	1481	3848	0				0	0	0
Arrive On Green	0.00	0.75	0.00	0.75	0.75	0.00				0.00	0.00	0.00
Sat Flow, veh/h	0	3741	0	1412	5274	0					0	
Grp Volume(v), veh/h	0	727	0	295	1155	0					0.0	
Grp Sat Flow(s),veh/h/ln	0	1777	0	706	1702	0						
Q Serve(g_s), s	0.0	1.8	0.0	2.3	2.0	0.0						
Cycle Q Clear(g_c), s	0.0	1.8	0.0	4.1	2.0	0.0						
Prop In Lane	0.00		0.00	1.00		0.00						
Lane Grp Cap(c), veh/h	0	2678	0	1481	3848	0						
V/C Ratio(X)	0.00	0.27	0.00	0.20	0.30	0.00						
Avail Cap(c_a), veh/h	0	5630	0	2654	8090	0						
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00						
Upstream Filter(I)	0.00	1.00	0.00	1.00	1.00	0.00						
Uniform Delay (d), s/veh	0.0	1.1	0.0	1.7	1.1	0.0						
Incr Delay (d2), s/veh	0.0	0.1	0.0	0.1	0.0	0.0						
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0						
%ile BackOfQ(95%),veh/ln	0.0	0.0	0.0	0.0	0.0	0.0						
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	1.1	0.0	1.8	1.2	0.0						
LnGrp LOS	A	A	A	A	A	A						
Approach Vol, veh/h		727			1450							
Approach Delay, s/veh		1.1			1.3							
Approach LOS		A			A							

Timer - Assigned Phs				4				8				
Phs Duration (G+Y+Rc), s				28.4				28.4				
Change Period (Y+Rc), s				7.0				7.0				
Max Green Setting (Gmax), s				45.0				45.0				
Max Q Clear Time (g_c+I1), s				3.8				6.1				
Green Ext Time (p_c), s				6.0				15.3				

Intersection Summary												
HCM 6th Ctrl Delay			1.2									
HCM 6th LOS			A									

Notes

User approved volume balancing among the lanes for turning movement.

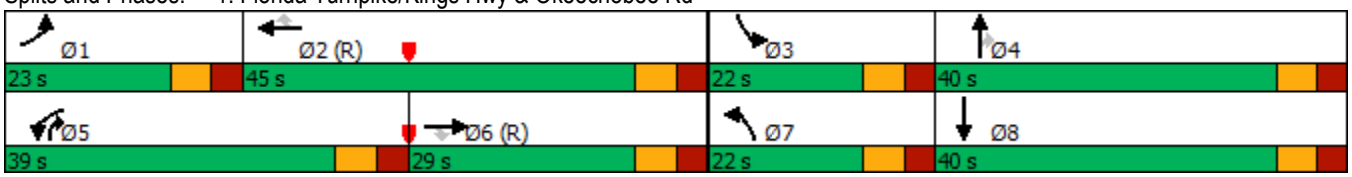
Timings
1: Florida Turnpike/Kings Hwy & Okeechobee Rd

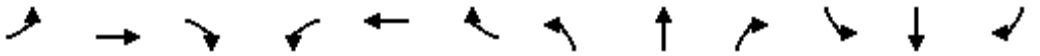
12/15/2022

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations											
Traffic Volume (vph)	56	390	33	576	567	218	83	138	621	270	223
Future Volume (vph)	56	390	33	576	567	218	83	138	621	270	223
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	pm+ov	Prot	NA
Protected Phases	1	6		5	2		7	4	5	3	8
Permitted Phases			6			2			4		
Detector Phase	1	6	6	5	2	2	7	4	5	3	8
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
Total Split (s)	23.0	29.0	29.0	39.0	45.0	45.0	22.0	40.0	39.0	22.0	40.0
Total Split (%)	17.7%	22.3%	22.3%	30.0%	34.6%	34.6%	16.9%	30.8%	30.0%	16.9%	30.8%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None	None	None	None
Act Effct Green (s)	10.0	39.5	39.5	31.7	63.8	63.8	11.8	16.3	55.0	14.5	19.0
Actuated g/C Ratio	0.08	0.30	0.30	0.24	0.49	0.49	0.09	0.13	0.42	0.11	0.15
v/c Ratio	0.47	0.29	0.06	0.78	0.37	0.27	0.59	0.67	0.57	0.80	0.59
Control Delay	68.5	37.5	0.2	60.7	34.7	14.8	72.1	69.0	25.2	73.4	53.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	68.5	37.5	0.2	60.7	34.7	14.8	72.1	69.0	25.2	73.4	53.5
LOS	E	D	A	E	C	B	E	E	C	E	D
Approach Delay		38.5			42.5			37.0			63.4
Approach LOS		D			D			D			E

Intersection Summary	
Cycle Length: 130	
Actuated Cycle Length: 130	
Offset: 0 (0%), Referenced to phase 2:WBT and 6:EBT, Start of Green	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.80	
Intersection Signal Delay: 44.0	Intersection LOS: D
Intersection Capacity Utilization 62.3%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 1: Florida Turnpike/Kings Hwy & Okeechobee Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	56	390	33	576	567	218	83	138	621	270	223	49
Future Volume (veh/h)	56	390	33	576	567	218	83	138	621	270	223	49
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1752	1752	1752	1752	1752	1752	1752	1752	1752	1752	1752	1752
Adj Flow Rate, veh/h	59	411	35	606	597	229	87	145	654	284	235	52
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	10	10	10	10	10	10	10	10	10	10	10	10
Cap, veh/h	75	1203	374	674	1381	616	108	388	1123	334	708	154
Arrive On Green	0.04	0.25	0.25	0.21	0.41	0.41	0.06	0.22	0.22	0.10	0.26	0.26
Sat Flow, veh/h	1668	4782	1485	3237	3328	1485	1668	1752	2613	3237	2719	591
Grp Volume(v), veh/h	59	411	35	606	597	229	87	145	654	284	142	145
Grp Sat Flow(s),veh/h/ln	1668	1594	1485	1618	1664	1485	1668	1752	1306	1618	1664	1645
Q Serve(g_s), s	4.6	9.1	2.3	23.7	16.6	13.9	6.7	9.1	24.7	11.2	9.0	9.3
Cycle Q Clear(g_c), s	4.6	9.1	2.3	23.7	16.6	13.9	6.7	9.1	24.7	11.2	9.0	9.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.36
Lane Grp Cap(c), veh/h	75	1203	374	674	1381	616	108	388	1123	334	433	428
V/C Ratio(X)	0.79	0.34	0.09	0.90	0.43	0.37	0.81	0.37	0.58	0.85	0.33	0.34
Avail Cap(c_a), veh/h	205	1203	374	797	1381	616	193	445	1207	373	433	428
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	61.5	39.8	37.3	50.1	27.1	26.3	60.0	42.9	28.2	57.3	38.9	39.0
Incr Delay (d2), s/veh	16.5	0.8	0.5	11.8	1.0	1.7	13.1	0.6	0.6	15.6	0.4	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	4.1	6.7	1.6	16.1	11.1	9.0	5.8	7.3	12.4	9.1	6.8	6.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	78.0	40.6	37.8	62.0	28.1	28.0	73.2	43.5	28.8	72.9	39.3	39.5
LnGrp LOS	E	D	D	E	C	C	E	D	C	E	D	D
Approach Vol, veh/h		505			1432			886			571	
Approach Delay, s/veh		44.8			42.4			35.6			56.1	
Approach LOS		D			D			D			E	

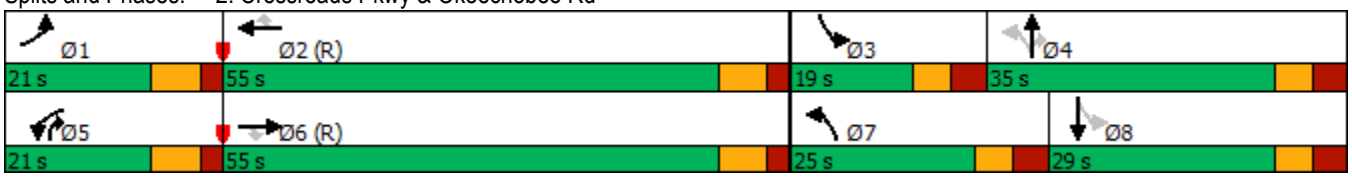
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.8	60.9	20.4	35.8	34.1	39.7	15.4	40.8
Change Period (Y+Rc), s	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Max Green Setting (Gmax), s	16.0	38.0	15.0	33.0	32.0	22.0	15.0	33.0
Max Q Clear Time (g_c+I1), s	6.6	18.6	13.2	26.7	25.7	11.1	8.7	11.3
Green Ext Time (p_c), s	0.1	4.8	0.2	2.1	1.3	2.1	0.1	1.6

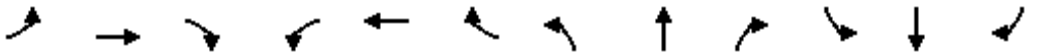
Intersection Summary	
HCM 6th Ctrl Delay	43.3
HCM 6th LOS	D

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations											
Traffic Volume (vph)	100	1292	92	248	1711	166	130	11	332	185	11
Future Volume (vph)	100	1292	92	248	1711	166	130	11	332	185	11
Turn Type	Prot	NA	Perm	Prot	NA	Perm	pm+pt	NA	pm+ov	pm+pt	NA
Protected Phases	1	6		5	2		7	4	5	3	8
Permitted Phases			6			2	4		4	8	
Detector Phase	1	6	6	5	2	2	7	4	5	3	8
Switch Phase											
Minimum Initial (s)	5.0	12.0	12.0	5.0	12.0	12.0	5.0	8.0	5.0	5.0	8.0
Minimum Split (s)	11.8	19.0	19.0	11.8	19.0	19.0	12.2	15.2	11.8	12.2	15.2
Total Split (s)	21.0	55.0	55.0	21.0	55.0	55.0	25.0	35.0	21.0	19.0	29.0
Total Split (%)	16.2%	42.3%	42.3%	16.2%	42.3%	42.3%	19.2%	26.9%	16.2%	14.6%	22.3%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.8	4.8	3.7	3.7	4.8	3.7	3.7
All-Red Time (s)	2.0	2.2	2.2	2.0	2.2	2.2	3.5	3.5	2.0	3.5	3.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.8	7.0	7.0	6.8	7.0	7.0	7.2	7.2	6.8	7.2	7.2
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None	None	None	None
Act Effct Green (s)	13.6	57.2	57.2	24.2	67.8	67.8	20.9	10.4	32.6	22.4	8.1
Actuated g/C Ratio	0.10	0.44	0.44	0.19	0.52	0.52	0.16	0.08	0.25	0.17	0.06
v/c Ratio	0.61	0.66	0.13	0.44	0.73	0.21	0.55	0.09	0.80	0.75	0.26
Control Delay	72.3	32.9	4.7	51.3	18.6	2.1	55.9	54.9	45.0	64.6	24.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	72.3	32.9	4.7	51.3	18.6	2.1	55.9	54.9	45.0	64.6	24.8
LOS	E	C	A	D	B	A	E	D	D	E	C
Approach Delay		33.8			21.1			48.3			55.6
Approach LOS		C			C			D			E

Intersection Summary	
Cycle Length: 130	
Actuated Cycle Length: 130	
Offset: 110 (85%), Referenced to phase 2:WBT and 6:EBT, Start of Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.80	
Intersection Signal Delay: 30.3	Intersection LOS: C
Intersection Capacity Utilization 73.3%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 2: Crossroads Pkwy & Okeechobee Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	100	1292	92	248	1711	166	130	11	332	185	11	43
Future Volume (veh/h)	100	1292	92	248	1711	166	130	11	332	185	11	43
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1752	1752	1752	1752	1752	1752	1752	1752	1752	1752	1752	1752
Adj Flow Rate, veh/h	105	1360	97	261	1801	175	137	12	349	195	12	45
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	10	10	10	10	10	10	10	10	10	10	10	10
Cap, veh/h	127	1835	570	307	1923	597	441	375	458	406	375	334
Arrive On Green	0.08	0.38	0.38	0.19	0.80	0.80	0.08	0.21	0.21	0.09	0.23	0.23
Sat Flow, veh/h	1668	4782	1485	3237	4782	1485	1668	1752	1485	1668	1664	1485
Grp Volume(v), veh/h	105	1360	97	261	1801	175	137	12	349	195	12	45
Grp Sat Flow(s),veh/h/ln	1668	1594	1485	1618	1594	1485	1668	1752	1485	1668	1664	1485
Q Serve(g_s), s	8.1	31.8	5.6	10.1	38.8	3.9	8.2	0.7	27.6	11.8	0.7	3.1
Cycle Q Clear(g_c), s	8.1	31.8	5.6	10.1	38.8	3.9	8.2	0.7	27.6	11.8	0.7	3.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	127	1835	570	307	1923	597	441	375	458	406	375	334
V/C Ratio(X)	0.83	0.74	0.17	0.85	0.94	0.29	0.31	0.03	0.76	0.48	0.03	0.13
Avail Cap(c_a), veh/h	182	1835	570	354	1923	597	537	375	458	406	375	334
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.90	0.90	0.90	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	59.2	34.5	26.4	51.8	11.4	8.0	35.4	40.4	40.6	35.6	39.3	40.2
Incr Delay (d2), s/veh	18.2	2.7	0.6	14.6	9.3	1.1	0.4	0.0	7.4	0.9	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	7.3	18.6	3.8	7.6	9.6	2.3	6.2	0.6	16.4	8.7	0.6	2.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	77.4	37.2	27.1	66.4	20.7	9.1	35.8	40.5	48.0	36.5	39.3	40.4
LnGrp LOS	E	D	C	E	C	A	D	D	D	D	D	D
Approach Vol, veh/h		1562			2237			498			252	
Approach Delay, s/veh		39.3			25.2			44.4			37.3	
Approach LOS		D			C			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	16.7	59.3	19.0	35.0	19.1	56.9	17.5	36.5
Change Period (Y+Rc), s	6.8	* 7	* 7.2	* 7.2	6.8	* 7	* 7.2	* 7.2
Max Green Setting (Gmax), s	14.2	* 48	* 12	* 28	14.2	* 48	* 18	* 22
Max Q Clear Time (g_c+I1), s	10.1	40.8	13.8	29.6	12.1	33.8	10.2	5.1
Green Ext Time (p_c), s	0.1	6.0	0.0	0.0	0.2	8.4	0.2	0.2

Intersection Summary	
HCM 6th Ctrl Delay	32.8
HCM 6th LOS	C

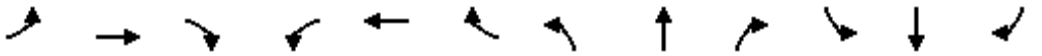
Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBT	EBR	WBT	SBL	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	662	1033	1193	340	0	563
Future Volume (vph)	662	1033	1193	340	0	563
Turn Type	NA	Free	NA	Perm	NA	Perm
Protected Phases	6		2		4	
Permitted Phases		Free		4		4
Detector Phase	6		2	4	4	4
Switch Phase						
Minimum Initial (s)	5.0		5.0	7.0	7.0	7.0
Minimum Split (s)	11.8		11.8	13.8	13.8	13.8
Total Split (s)	90.0		90.0	40.0	40.0	40.0
Total Split (%)	69.2%		69.2%	30.8%	30.8%	30.8%
Yellow Time (s)	4.8		4.8	4.0	4.0	4.0
All-Red Time (s)	2.0		2.0	2.8	2.8	2.8
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	6.8		6.8	6.8	6.8	6.8
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	None		C-Max	None	None	None
Act Effct Green (s)	93.9	130.0	93.9	22.5	22.5	22.5
Actuated g/C Ratio	0.72	1.00	0.72	0.17	0.17	0.17
v/c Ratio	0.20	0.74	0.37	0.45	0.66	0.68
Control Delay	3.6	14.7	5.3	48.8	38.8	36.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	3.6	14.7	5.3	48.8	38.8	36.5
LOS	A	B	A	D	D	D
Approach Delay	10.4		5.3		41.6	
Approach LOS	B		A		D	

Intersection Summary	
Cycle Length: 130	
Actuated Cycle Length: 130	
Offset: 105 (81%), Referenced to phase 2:WBT, Start of Green	
Natural Cycle: 40	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.74	
Intersection Signal Delay: 16.2	Intersection LOS: B
Intersection Capacity Utilization 53.4%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 3: I-95 West & Okeechobee Rd



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	662	1033	0	1193	0	0	0	0	340	0	563
Future Volume (veh/h)	0	662	1033	0	1193	0	0	0	0	340	0	563
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1752	1752	0	1752	0				1752	1752	1752
Adj Flow Rate, veh/h	0	697	0	0	1256	0				358	0	593
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95				0.95	0.95	0.95
Percent Heavy Veh, %	0	10	10	0	10	0				10	10	10
Cap, veh/h	0	3464		0	3464	0				856	0	761
Arrive On Green	0.00	1.00	0.00	0.00	0.72	0.00				0.17	0.00	0.17
Sat Flow, veh/h	0	4940	1485	0	5098	0				5005	0	4454
Grp Volume(v), veh/h	0	697	0	0	1256	0				358	0	593
Grp Sat Flow(s),veh/h/ln	0	1594	1485	0	1594	0				1668	0	1485
Q Serve(g_s), s	0.0	0.0	0.0	0.0	12.8	0.0				8.3	0.0	16.6
Cycle Q Clear(g_c), s	0.0	0.0	0.0	0.0	12.8	0.0				8.3	0.0	16.6
Prop In Lane	0.00		1.00	0.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	3464		0	3464	0				856	0	761
V/C Ratio(X)	0.00	0.20		0.00	0.36	0.00				0.42	0.00	0.78
Avail Cap(c_a), veh/h	0	3464		0	3464	0				1278	0	1137
HCM Platoon Ratio	1.00	1.67	1.67	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.66	0.00	0.00	0.98	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	0.0	6.7	0.0				48.1	0.0	51.5
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.3	0.0				0.3	0.0	2.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.0	0.0	0.0	0.0	7.4	0.0				6.3	0.0	10.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.0	0.0	0.0	7.0	0.0				48.4	0.0	53.6
LnGrp LOS	A	A		A	A	A				D	A	D
Approach Vol, veh/h		697	A		1256						951	
Approach Delay, s/veh		0.0			7.0						51.6	
Approach LOS		A			A						D	

Timer - Assigned Phs		2		4		6						
Phs Duration (G+Y+Rc), s		101.0		29.0		101.0						
Change Period (Y+Rc), s		6.8		* 6.8		6.8						
Max Green Setting (Gmax), s		83.2		* 33		83.2						
Max Q Clear Time (g_c+I1), s		14.8		18.6		2.0						
Green Ext Time (p_c), s		13.5		3.7		5.9						

Intersection Summary		
HCM 6th Ctrl Delay		19.9
HCM 6th LOS		B

Notes

User approved volume balancing among the lanes for turning movement.

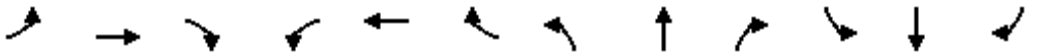
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBT	WBT	WBR	NBL	NBR
Lane Configurations					
Traffic Volume (vph)	998	719	1124	241	971
Future Volume (vph)	998	719	1124	241	971
Turn Type	NA	NA	Free	Prot	Prot
Protected Phases	6	2		4	4
Permitted Phases			Free		
Detector Phase	6	2		4	4
Switch Phase					
Minimum Initial (s)	12.0	12.0		7.0	7.0
Minimum Split (s)	18.8	18.8		14.0	14.0
Total Split (s)	75.0	75.0		55.0	55.0
Total Split (%)	57.7%	57.7%		42.3%	42.3%
Yellow Time (s)	4.8	4.8		4.0	4.0
All-Red Time (s)	2.0	2.0		3.0	3.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0
Total Lost Time (s)	6.8	6.8		7.0	7.0
Lead/Lag					
Lead-Lag Optimize?					
Recall Mode	C-Max	None		None	None
Act Effct Green (s)	74.6	74.6	130.0	41.6	41.6
Actuated g/C Ratio	0.57	0.57	1.00	0.32	0.32
v/c Ratio	0.39	0.28	0.81	0.17	0.86
Control Delay	19.9	15.0	26.4	31.1	42.1
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	19.9	15.0	26.4	31.1	42.1
LOS	B	B	C	C	D
Approach Delay	19.9	21.9			
Approach LOS	B	C			

Intersection Summary	
Cycle Length: 130	
Actuated Cycle Length: 130	
Offset: 19 (15%), Referenced to phase 6:EBT, Start of Green	
Natural Cycle: 50	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.86	
Intersection Signal Delay: 26.8	Intersection LOS: C
Intersection Capacity Utilization 53.4%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 4: I-95 East & Okeechobee Rd



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑			↑↑↑	↱	↰↰↰		↱↱↱			
Traffic Volume (veh/h)	0	998	0	0	719	1124	241	0	971	0	0	0
Future Volume (veh/h)	0	998	0	0	719	1124	241	0	971	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	0	1752	0	0	1752	1752	1752	0	1752			
Adj Flow Rate, veh/h	0	1051	0	0	757	0	254	0	1022			
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95			
Percent Heavy Veh, %	0	10	0	0	10	10	10	0	10			
Cap, veh/h	0	2509	0	0	2509		1569	0	1129			
Arrive On Green	0.00	0.52	0.00	0.00	0.88	0.00	0.33	0.00	0.33			
Sat Flow, veh/h	0	5098	0	0	4940	1485	4705	0	3385			
Grp Volume(v), veh/h	0	1051	0	0	757	0	254	0	1022			
Grp Sat Flow(s),veh/h/ln	0	1594	0	0	1594	1485	1568	0	1128			
Q Serve(g_s), s	0.0	17.4	0.0	0.0	3.5	0.0	4.9	0.0	37.5			
Cycle Q Clear(g_c), s	0.0	17.4	0.0	0.0	3.5	0.0	4.9	0.0	37.5			
Prop In Lane	0.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	0	2509	0	0	2509		1569	0	1129			
V/C Ratio(X)	0.00	0.42	0.00	0.00	0.30		0.16	0.00	0.91			
Avail Cap(c_a), veh/h	0	2509	0	0	2509		1737	0	1250			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.67	1.67	1.00	1.00	1.00			
Upstream Filter(I)	0.00	0.97	0.00	0.00	0.72	0.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	0.0	18.8	0.0	0.0	4.0	0.0	30.5	0.0	41.4			
Incr Delay (d2), s/veh	0.0	0.5	0.0	0.0	0.0	0.0	0.0	0.0	9.0			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(95%),veh/ln	0.0	10.7	0.0	0.0	1.8	0.0	3.4	0.0	16.8			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	19.3	0.0	0.0	4.1	0.0	30.6	0.0	50.4			
LnGrp LOS	A	B	A	A	A		C	A	D			
Approach Vol, veh/h		1051			757	A		1276				
Approach Delay, s/veh		19.3			4.1			46.4				
Approach LOS		B			A			D				

Timer - Assigned Phs		2		4		6						
Phs Duration (G+Y+Rc), s		75.0		50.3		75.0						
Change Period (Y+Rc), s		6.8		7.0		6.8						
Max Green Setting (Gmax), s		68.2		48.0		68.2						
Max Q Clear Time (g_c+I1), s		5.5		39.5		19.4						
Green Ext Time (p_c), s		6.5		3.9		9.9						

Intersection Summary												
HCM 6th Ctrl Delay			26.8									
HCM 6th LOS			C									

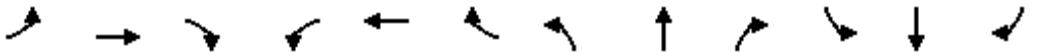
Notes

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	239	1339	398	145	1484	182	385	149	390	201	118
Future Volume (vph)	239	1339	398	145	1484	182	385	149	390	201	118
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Prot	NA	Perm
Protected Phases	1	6		5	2		7	4	3	8	
Permitted Phases			6			2					8
Detector Phase	1	6	6	5	2	2	7	4	3	8	8
Switch Phase											
Minimum Initial (s)	7.0	12.0	12.0	7.0	12.0	12.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	14.3	19.3	19.3	14.3	19.3	19.3	14.3	14.3	14.3	14.3	14.3
Total Split (s)	25.0	52.0	52.0	25.0	52.0	52.0	28.0	25.0	28.0	25.0	25.0
Total Split (%)	19.2%	40.0%	40.0%	19.2%	40.0%	40.0%	21.5%	19.2%	21.5%	19.2%	19.2%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8
All-Red Time (s)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.3	7.3	7.3	7.3	7.3	7.3	7.3	7.3	7.3	7.3	7.3
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None	None	None	None
Act Effct Green (s)	14.8	52.2	52.2	15.8	53.2	53.2	19.4	13.3	19.5	13.5	13.5
Actuated g/C Ratio	0.11	0.40	0.40	0.12	0.41	0.41	0.15	0.10	0.15	0.10	0.10
v/c Ratio	0.66	0.56	0.48	0.74	0.61	0.26	0.82	0.61	0.82	0.60	0.41
Control Delay	61.0	25.4	5.4	75.3	32.6	4.8	67.4	50.2	67.8	62.4	7.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	61.0	25.4	5.4	75.3	32.6	4.8	67.4	50.2	67.8	62.4	7.3
LOS	E	C	A	E	C	A	E	D	E	E	A
Approach Delay		25.7			33.2			61.2		56.2	
Approach LOS		C			C			E		E	

Intersection Summary	
Cycle Length: 130	
Actuated Cycle Length: 130	
Offset: 36 (28%), Referenced to phase 2:WBT and 6:EBT, Start of Green	
Natural Cycle: 80	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.82	
Intersection Signal Delay: 36.8	Intersection LOS: D
Intersection Capacity Utilization 70.1%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 5: Jenkins Rd & Okeechobee Rd



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	239	1339	398	145	1484	182	385	149	69	390	201	118
Future Volume (veh/h)	239	1339	398	145	1484	182	385	149	69	390	201	118
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1826	1826	1826	1826	1826	1826	1826	1826	1826	1826	1826	1826
Adj Flow Rate, veh/h	252	1409	419	153	1562	192	405	157	73	411	212	124
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	5	5	5	5	5	5	5	5	5	5	5	5
Cap, veh/h	306	2736	674	179	2811	692	463	230	102	468	347	155
Arrive On Green	0.18	0.87	0.87	0.10	0.45	0.45	0.14	0.10	0.10	0.14	0.10	0.10
Sat Flow, veh/h	3374	6281	1547	1739	6281	1547	3374	2336	1038	3374	3469	1547
Grp Volume(v), veh/h	252	1409	419	153	1562	192	405	115	115	411	212	124
Grp Sat Flow(s),veh/h/ln	1687	1570	1547	1739	1570	1547	1687	1735	1639	1687	1735	1547
Q Serve(g_s), s	9.3	6.8	9.9	11.3	23.8	10.2	15.3	8.3	8.9	15.5	7.6	10.2
Cycle Q Clear(g_c), s	9.3	6.8	9.9	11.3	23.8	10.2	15.3	8.3	8.9	15.5	7.6	10.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.63	1.00		1.00
Lane Grp Cap(c), veh/h	306	2736	674	179	2811	692	463	171	161	468	347	155
V/C Ratio(X)	0.82	0.52	0.62	0.86	0.56	0.28	0.88	0.67	0.71	0.88	0.61	0.80
Avail Cap(c_a), veh/h	459	2736	674	237	2811	692	537	236	223	537	472	211
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.75	0.75	0.75	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	52.2	5.2	5.4	57.4	26.4	22.7	55.0	56.6	56.8	54.9	56.1	57.2
Incr Delay (d2), s/veh	5.6	0.5	3.2	20.4	0.8	1.0	13.5	4.5	6.4	14.0	1.7	14.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	6.7	2.8	4.3	10.0	14.0	7.1	11.8	6.9	7.1	12.0	6.2	8.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	57.8	5.7	8.6	77.8	27.2	23.6	68.5	61.1	63.3	68.9	57.8	71.6
LnGrp LOS	E	A	A	E	C	C	E	E	E	E	E	E
Approach Vol, veh/h		2080			1907			635			747	
Approach Delay, s/veh		12.6			30.9			66.2			66.2	
Approach LOS		B			C			E			E	

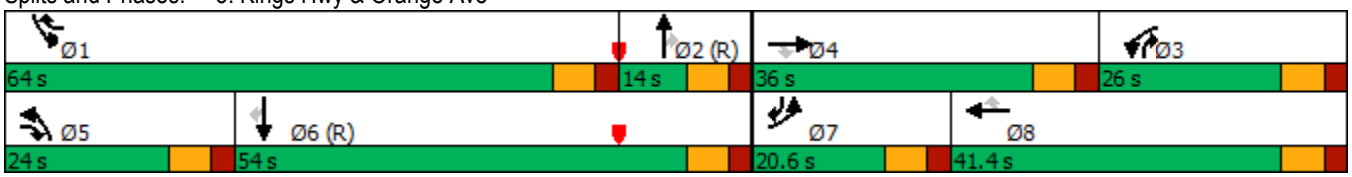
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	19.1	65.5	25.3	20.1	20.6	63.9	25.1	20.3
Change Period (Y+Rc), s	7.3	7.3	7.3	7.3	7.3	7.3	7.3	7.3
Max Green Setting (Gmax), s	17.7	44.7	20.7	17.7	17.7	44.7	20.7	17.7
Max Q Clear Time (g_c+I1), s	11.3	25.8	17.5	10.9	13.3	11.9	17.3	12.2
Green Ext Time (p_c), s	0.5	11.9	0.5	0.7	0.1	16.1	0.5	0.8

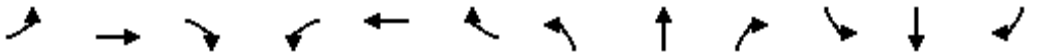
Intersection Summary	
HCM 6th Ctrl Delay	32.9
HCM 6th LOS	C

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	154	641	164	378	461	695	161	478	437	909	598	97
Future Volume (vph)	154	641	164	378	461	695	161	478	437	909	598	97
Turn Type	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov
Protected Phases	7	4	5	3	8	1	5	2	3	1	6	7
Permitted Phases			4			8			2			6
Detector Phase	7	4	5	3	8	1	5	2	3	1	6	7
Switch Phase												
Minimum Initial (s)	5.0	10.0	5.0	5.0	10.0	5.0	5.0	5.0	5.0	5.0	10.0	5.0
Minimum Split (s)	12.3	17.3	12.4	12.3	17.5	12.4	12.4	17.8	12.3	12.4	17.4	12.3
Total Split (s)	20.6	36.0	24.0	26.0	41.4	64.0	24.0	14.0	26.0	64.0	54.0	20.6
Total Split (%)	14.7%	25.7%	17.1%	18.6%	29.6%	45.7%	17.1%	10.0%	18.6%	45.7%	38.6%	14.7%
Yellow Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
All-Red Time (s)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lead	Lead	Lag	Lag	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Max	None	None	C-Max	None
Act Effct Green (s)	11.6	28.7	40.9	19.3	36.4	92.0	12.2	15.4	34.7	48.6	51.8	70.4
Actuated g/C Ratio	0.08	0.20	0.29	0.14	0.26	0.66	0.09	0.11	0.25	0.35	0.37	0.50
v/c Ratio	0.57	0.93	0.31	0.84	0.53	0.68	0.57	1.29	0.85	0.80	0.48	0.12
Control Delay	69.6	74.8	6.4	75.5	47.3	16.3	68.5	196.7	36.3	46.7	35.7	1.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	69.6	74.8	6.4	75.5	47.3	16.3	68.5	196.7	36.3	46.7	35.7	1.3
LOS	E	E	A	E	D	B	E	F	D	D	D	A
Approach Delay		62.2			40.2			112.4			39.9	
Approach LOS		E			D			F			D	

Intersection Summary	
Cycle Length: 140	
Actuated Cycle Length: 140	
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green	
Natural Cycle: 110	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.29	
Intersection Signal Delay: 59.2	Intersection LOS: E
Intersection Capacity Utilization 91.0%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 3: Kings Hwy & Orange Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	154	641	164	378	461	695	161	478	437	909	598	97
Future Volume (veh/h)	154	641	164	378	461	695	161	478	437	909	598	97
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	162	675	110	398	485	669	169	503	397	957	629	39
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	214	725	426	446	964	916	223	570	459	1059	1430	736
Arrive On Green	0.06	0.20	0.20	0.13	0.27	0.27	0.06	0.16	0.16	0.31	0.40	0.40
Sat Flow, veh/h	3456	3554	1585	3456	3554	1585	3456	3554	1585	3456	3554	1585
Grp Volume(v), veh/h	162	675	110	398	485	669	169	503	397	957	629	39
Grp Sat Flow(s),veh/h/ln	1728	1777	1585	1728	1777	1585	1728	1777	1585	1728	1777	1585
Q Serve(g_s), s	6.5	26.1	4.7	15.9	16.1	38.0	6.7	19.4	16.7	37.2	18.0	1.9
Cycle Q Clear(g_c), s	6.5	26.1	4.7	15.9	16.1	38.0	6.7	19.4	16.7	37.2	18.0	1.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	214	725	426	446	964	916	223	570	459	1059	1430	736
V/C Ratio(X)	0.76	0.93	0.26	0.89	0.50	0.73	0.76	0.88	0.87	0.90	0.44	0.05
Avail Cap(c_a), veh/h	336	736	431	469	964	916	420	570	459	1407	1430	736
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.96	0.96	0.96	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	64.6	54.7	17.8	60.0	43.0	21.6	64.4	57.5	17.9	46.6	30.4	20.6
Incr Delay (d2), s/veh	5.4	18.3	0.3	17.9	0.4	2.9	5.2	17.8	19.2	6.9	1.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	5.4	19.6	4.0	12.6	11.5	22.9	5.6	15.3	13.0	23.7	12.6	1.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	70.1	73.0	18.1	77.9	43.4	24.5	69.6	75.3	37.1	53.4	31.4	20.7
LnGrp LOS	E	E	B	E	D	C	E	E	D	D	C	C
Approach Vol, veh/h		947			1552			1069			1625	
Approach Delay, s/veh		66.1			44.1			60.2			44.1	
Approach LOS		E			D			E			D	

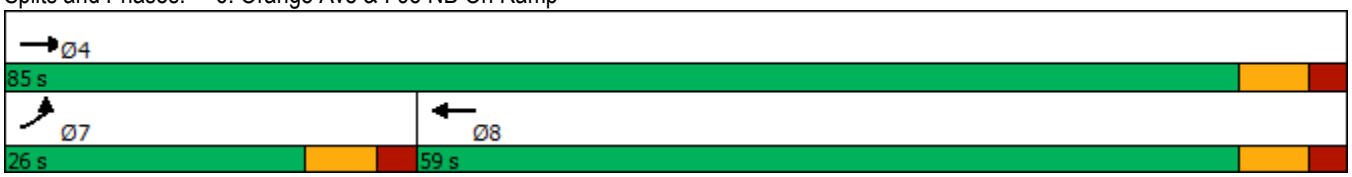
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	49.9	29.5	25.1	35.6	16.0	63.3	15.7	45.0
Change Period (Y+Rc), s	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Max Green Setting (Gmax), s	57.0	7.0	19.0	29.0	17.0	47.0	13.6	34.4
Max Q Clear Time (g_c+I1), s	39.2	21.4	17.9	28.1	8.7	20.0	8.5	40.0
Green Ext Time (p_c), s	3.7	0.0	0.2	0.5	0.3	4.8	0.2	0.0

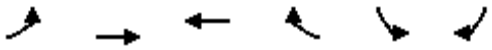
Intersection Summary	
HCM 6th Ctrl Delay	51.4
HCM 6th LOS	D

Lane Group	EBL	EBT	WBT
Lane Configurations			
Traffic Volume (vph)	751	1122	982
Future Volume (vph)	751	1122	982
Turn Type	Prot	NA	NA
Protected Phases	7	4	8
Permitted Phases			
Detector Phase	7	4	8
Switch Phase			
Minimum Initial (s)	5.0	5.0	5.0
Minimum Split (s)	12.0	25.0	29.0
Total Split (s)	26.0	85.0	59.0
Total Split (%)	30.6%	100.0%	69.4%
Yellow Time (s)	4.5	4.5	4.5
All-Red Time (s)	2.5	2.5	2.5
Lost Time Adjust (s)	0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0	7.0
Lead/Lag	Lead		Lag
Lead-Lag Optimize?	Yes		Yes
Recall Mode	None	Min	Min
Act Effct Green (s)	27.0	85.0	44.0
Actuated g/C Ratio	0.32	1.00	0.52
v/c Ratio	0.73	0.33	0.56
Control Delay	30.3	0.3	15.5
Queue Delay	0.0	0.0	0.0
Total Delay	30.3	0.3	15.5
LOS	C	A	B
Approach Delay		12.3	15.5
Approach LOS		B	B

Intersection Summary	
Cycle Length: 85	
Actuated Cycle Length: 85	
Offset: 0 (0%), Referenced to phase 2: and 6:, Start of Green	
Natural Cycle: 50	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.73	
Intersection Signal Delay: 13.4	Intersection LOS: B
Intersection Capacity Utilization 60.2%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 6: Orange Ave & I-95 NB On Ramp





Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	751	1122	982	0	0	0
Future Volume (veh/h)	751	1122	982	0	0	0
Initial Q (Qb), veh	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00			1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00		
Work Zone On Approach		No	No			
Adj Sat Flow, veh/h/ln	1870	1870	1870	0		
Adj Flow Rate, veh/h	791	1181	1034	0		
Peak Hour Factor	0.95	0.95	0.95	0.95		
Percent Heavy Veh, %	2	2	2	0		
Cap, veh/h	772	2439	1352	0		
Arrive On Green	0.22	0.69	0.38	0.00		
Sat Flow, veh/h	3456	3647	3741	0		
Grp Volume(v), veh/h	791	1181	1034	0		
Grp Sat Flow(s),veh/h/ln	1728	1777	1777	0		
Q Serve(g_s), s	19.0	13.3	21.6	0.0		
Cycle Q Clear(g_c), s	19.0	13.3	21.6	0.0		
Prop In Lane	1.00			0.00		
Lane Grp Cap(c), veh/h	772	2439	1352	0		
V/C Ratio(X)	1.02	0.48	0.76	0.00		
Avail Cap(c_a), veh/h	772	3261	2174	0		
HCM Platoon Ratio	1.00	1.00	1.00	1.00		
Upstream Filter(I)	0.94	0.94	1.00	0.00		
Uniform Delay (d), s/veh	33.0	6.3	23.0	0.0		
Incr Delay (d2), s/veh	37.6	0.1	0.9	0.0		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0		
%ile BackOfQ(95%),veh/ln	17.4	7.2	13.6	0.0		
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	70.6	6.4	23.9	0.0		
LnGrp LOS	F	A	C	A		
Approach Vol, veh/h		1972	1034			
Approach Delay, s/veh		32.2	23.9			
Approach LOS		C	C			

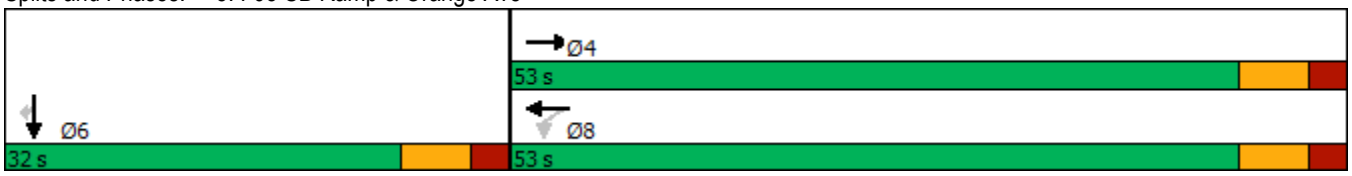
Timer - Assigned Phs	4	7	8
Phs Duration (G+Y+Rc), s	65.3	26.0	39.3
Change Period (Y+Rc), s	7.0	7.0	7.0
Max Green Setting (Gmax), s	78.0	19.0	52.0
Max Q Clear Time (g_c+I1), s	15.3	21.0	23.6
Green Ext Time (p_c), s	12.5	0.0	8.7

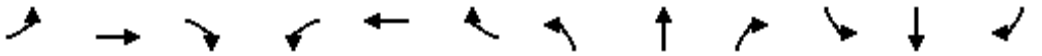
Intersection Summary	
HCM 6th Ctrl Delay	29.3
HCM 6th LOS	C

Lane Group	EBT	WBL	WBT	SBT	SBR
Lane Configurations					
Traffic Volume (vph)	722	445	815	0	245
Future Volume (vph)	722	445	815	0	245
Turn Type	NA	Perm	NA	NA	Perm
Protected Phases	4		8	6	
Permitted Phases		8			6
Detector Phase	4	8	8	6	6
Switch Phase					
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	25.0	25.0	25.0	25.0	25.0
Total Split (s)	53.0	53.0	53.0	32.0	32.0
Total Split (%)	62.4%	62.4%	62.4%	37.6%	37.6%
Yellow Time (s)	4.5	4.5	4.5	4.5	4.5
All-Red Time (s)	2.5	2.5	2.5	2.5	2.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0	7.0	7.0	7.0
Lead/Lag					
Lead-Lag Optimize?					
Recall Mode	None	None	None	None	None
Act Effct Green (s)	29.2	29.2	29.2	6.7	6.7
Actuated g/C Ratio	0.58	0.58	0.58	0.13	0.13
v/c Ratio	0.37	0.62	0.29	0.41	0.41
Control Delay	5.9	10.7	5.3	9.9	9.9
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	5.9	10.7	5.3	9.9	9.9
LOS	A	B	A	A	A
Approach Delay	5.9		7.2	9.9	
Approach LOS	A		A	A	

Intersection Summary	
Cycle Length: 85	
Actuated Cycle Length: 50.7	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.62	
Intersection Signal Delay: 7.1	Intersection LOS: A
Intersection Capacity Utilization 60.2%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 8: I-95 SB Ramp & Orange Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	722	0	445	815	0	0	0	0	0	0	245
Future Volume (veh/h)	0	722	0	445	815	0	0	0	0	0	0	245
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1870	0	1870	1870	0				0	1870	1870
Adj Flow Rate, veh/h	0	760	0	468	858	0				0	0	195
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95				0.95	0.95	0.95
Percent Heavy Veh, %	0	2	0	2	2	0				0	2	2
Cap, veh/h	0	2718	0	1443	3905	0				0	0	0
Arrive On Green	0.00	0.76	0.00	0.76	0.76	0.00				0.00	0.00	0.00
Sat Flow, veh/h	0	3741	0	1369	5274	0					0	
Grp Volume(v), veh/h	0	760	0	468	858	0					0.0	
Grp Sat Flow(s),veh/h/ln	0	1777	0	684	1702	0						
Q Serve(g_s), s	0.0	1.9	0.0	4.6	1.4	0.0						
Cycle Q Clear(g_c), s	0.0	1.9	0.0	6.5	1.4	0.0						
Prop In Lane	0.00		0.00	1.00		0.00						
Lane Grp Cap(c), veh/h	0	2718	0	1443	3905	0						
V/C Ratio(X)	0.00	0.28	0.00	0.32	0.22	0.00						
Avail Cap(c_a), veh/h	0	5493	0	2512	7892	0						
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00						
Upstream Filter(I)	0.00	1.00	0.00	1.00	1.00	0.00						
Uniform Delay (d), s/veh	0.0	1.0	0.0	2.0	1.0	0.0						
Incr Delay (d2), s/veh	0.0	0.1	0.0	0.1	0.0	0.0						
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0						
%ile BackOfQ(95%),veh/ln	0.0	0.0	0.0	0.0	0.0	0.0						
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	1.1	0.0	2.2	1.0	0.0						
LnGrp LOS	A	A	A	A	A	A						
Approach Vol, veh/h		760			1326							
Approach Delay, s/veh		1.1			1.4							
Approach LOS		A			A							

Timer - Assigned Phs				4				8				
Phs Duration (G+Y+Rc), s				29.8				29.8				
Change Period (Y+Rc), s				7.0				7.0				
Max Green Setting (Gmax), s				46.0				46.0				
Max Q Clear Time (g_c+I1), s				3.9				8.5				
Green Ext Time (p_c), s				6.3				14.2				

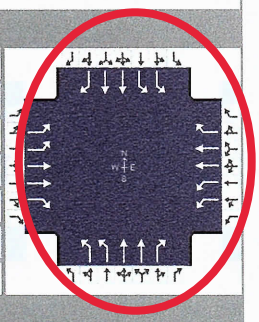
Intersection Summary	
HCM 6th Ctrl Delay	1.3
HCM 6th LOS	A

Notes

User approved volume balancing among the lanes for turning movement.

HCS Signalized Intersection Results Summary

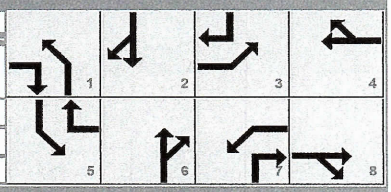
General Information				Intersection Information	
Agency	O'Rourke Engineering & Planning			Duration, h	0.250
Analyst	WA	Analysis Date	Feb 15, 2022	Area Type	Other
Jurisdiction	St. Lucie County	Time Period	PM Peak Hour	PHF	0.98
Urban Street	Kings Hwy	Analysis Year	2027	Analysis Period	1> 7:00
Intersection	Orange Ave	File Name	C6 - Kings Orange - PM - Duals - without Project....		
Project Description	Background - Without Project (with Dual Lefts)				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	146	620	160	369	441	605	156	425	427	620	487	85

Signal Information			
Cycle, s	140.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	16.8	13.4	23.2	7.7	4.8	29.4	
Yellow	4.8	4.8	4.8	4.8	4.8	4.8	
Red	2.6	2.6	3.0	2.5	2.7	2.5	



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	3	8	7	4	1	6	5	2
Case Numb								3.0
Phase Dura								51.8
Change Per								7.8
Max Allow H								0.0
Queue Clea								
Green Exte								0.0
Phase Call								
Max Out Pr								

236 Acre Kings Hwy Traffic Study
HCS Analysis - Shown to document background required dual NBL + SBL

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	3	8	18	7	4	14	1	6	16	5	2	12
Adjusted Flow Rate (*v*), veh/h	149	633	163	377	450	617	159	434	436	633	497	87
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1459	1574	1334	1495	1570	1334	742	1441	1321	1196	1314	1321
Queue Service Time (g_s), s	7.0	27.1	12.5	17.0	16.1	43.6	14.6	20.0	25.2	36.1	19.9	5.9
Cycle Queue Clearance Time (g_c), s	7.0	27.1	12.5	17.0	16.1	43.6	14.6	20.0	25.2	36.1	19.9	5.9
Green Ratio (*g/C*)	0.07	0.23	0.37	0.16	0.31	0.59	0.13	0.18	0.34	0.28	0.33	0.40
Capacity (*c*), veh/h	202	727	478	465	978	793	200	519	443	676	863	526
Volume-to-Capacity Ratio (*X*)	0.737	0.870	0.342	0.810	0.460	0.779	0.798	0.836	0.983	0.935	0.576	0.165
Back of Queue (Q), ft/ln (95 th percentile)												
Back of Queue (Q), veh/ln (95 th percentile)	5.2	17.1	7.2	10.5	10.2	21.4	4.9	12.3	26.3	18.2	9.9	3.5
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_1), s/veh	63.9	53.2	32.9	57.1	39.5	21.4	58.7	52.2	46.1	49.0	32.7	27.2
Incremental Delay (d_2), s/veh	11.7	10.7	0.2	1.3	0.1	4.5	2.8	14.8	38.7	21.9	2.8	0.7
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	75.6	64.0	33.0	58.4	39.6	26.0	61.5	66.9	84.8	70.9	35.5	27.8
Level of Service (LOS)	E	E	C	E	D	C	E	E	F	E	D	C
Approach Delay, s/veh / LOS	60.4	E		38.7	D		73.7	E		53.3	D	
Intersection Delay, s/veh / LOS	54.7						D					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.60	C	2.59	C	2.61	C	2.59	C
Bicycle LOS Score / LOS	1.27	A	1.68	B	1.34	A	1.49	A

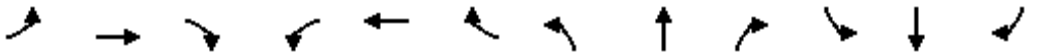
APPENDIX H

TOTAL TRAFFIC CONDITIONS SYNCHRO PRINTOUTS

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations											
Traffic Volume (vph)	58	494	51	468	379	274	58	146	611	190	214
Future Volume (vph)	58	494	51	468	379	274	58	146	611	190	214
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	pm+ov	Prot	NA
Protected Phases	1	6		5	2		7	4	5	3	8
Permitted Phases			6			2			4		
Detector Phase	1	6	6	5	2	2	7	4	5	3	8
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
Total Split (s)	18.0	35.0	35.0	39.0	56.0	56.0	19.0	38.0	39.0	18.0	37.0
Total Split (%)	13.8%	26.9%	26.9%	30.0%	43.1%	43.1%	14.6%	29.2%	30.0%	13.8%	28.5%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	Max	None	None	None
Act Effct Green (s)	9.4	33.2	33.2	26.8	53.3	53.3	9.7	31.2	65.0	10.8	34.9
Actuated g/C Ratio	0.07	0.26	0.26	0.21	0.41	0.41	0.07	0.24	0.50	0.08	0.27
v/c Ratio	0.52	0.43	0.10	0.75	0.30	0.37	0.50	0.37	0.48	0.76	0.30
Control Delay	73.3	42.7	0.4	60.8	17.9	4.3	71.0	44.5	18.9	76.9	38.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	73.3	42.7	0.4	60.8	17.9	4.3	71.0	44.5	18.9	76.9	38.4
LOS	E	D	A	E	B	A	E	D	B	E	D
Approach Delay		42.0			32.5			27.2			54.9
Approach LOS		D			C			C			D

Intersection Summary	
Cycle Length: 130	
Actuated Cycle Length: 130	
Offset: 0 (0%), Referenced to phase 2:WBT and 6:EBT, Start of Green	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.76	
Intersection Signal Delay: 36.3	Intersection LOS: D
Intersection Capacity Utilization 59.3%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 1: Florida Turnpike/Kings Hwy & Okeechobee Rd



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	58	494	51	468	379	274	58	146	611	190	214	38
Future Volume (veh/h)	58	494	51	468	379	274	58	146	611	190	214	38
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1752	1752	1752	1752	1752	1752	1752	1752	1752	1752	1752	1752
Adj Flow Rate, veh/h	61	520	54	493	399	288	61	154	643	200	225	40
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	10	10	10	10	10	10	10	10	10	10	10	10
Cap, veh/h	77	1410	438	565	1409	628	77	418	1079	248	762	133
Arrive On Green	0.05	0.29	0.29	0.17	0.42	0.42	0.05	0.24	0.24	0.08	0.27	0.27
Sat Flow, veh/h	1668	4782	1485	3237	3328	1485	1668	1752	2613	3237	2831	495
Grp Volume(v), veh/h	61	520	54	493	399	288	61	154	643	200	131	134
Grp Sat Flow(s),veh/h/ln	1668	1594	1485	1618	1664	1485	1668	1752	1306	1618	1664	1663
Q Serve(g_s), s	4.7	11.2	3.5	19.3	10.2	18.0	4.7	9.5	24.9	7.9	8.1	8.3
Cycle Q Clear(g_c), s	4.7	11.2	3.5	19.3	10.2	18.0	4.7	9.5	24.9	7.9	8.1	8.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.30
Lane Grp Cap(c), veh/h	77	1410	438	565	1409	628	77	418	1079	248	448	447
V/C Ratio(X)	0.79	0.37	0.12	0.87	0.28	0.46	0.79	0.37	0.60	0.81	0.29	0.30
Avail Cap(c_a), veh/h	141	1410	438	797	1409	628	154	418	1079	274	448	447
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	61.4	36.3	33.5	52.2	24.6	26.8	61.4	41.3	29.7	59.1	37.7	37.8
Incr Delay (d2), s/veh	16.4	0.7	0.6	7.7	0.5	2.4	16.4	2.5	2.4	14.8	0.4	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	4.2	8.0	2.4	13.2	7.5	11.1	4.2	7.9	12.9	6.8	6.1	6.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	77.8	37.0	34.1	59.9	25.1	29.2	77.7	43.8	32.1	73.9	38.1	38.2
LnGrp LOS	E	D	C	E	C	C	E	D	C	E	D	D
Approach Vol, veh/h		635			1180			858			465	
Approach Delay, s/veh		40.7			40.6			37.5			53.5	
Approach LOS		D			D			D			D	

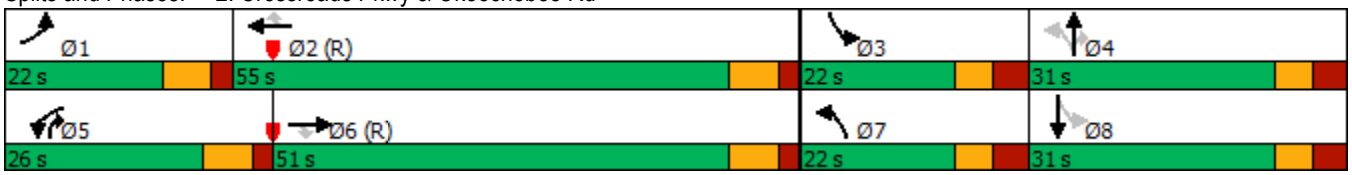
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.0	62.0	17.0	38.0	29.7	45.3	13.0	42.0
Change Period (Y+Rc), s	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Max Green Setting (Gmax), s	11.0	49.0	11.0	31.0	32.0	28.0	12.0	30.0
Max Q Clear Time (g_c+I1), s	6.7	20.0	9.9	26.9	21.3	13.2	6.7	10.3
Green Ext Time (p_c), s	0.0	3.9	0.1	1.5	1.4	3.3	0.0	1.4

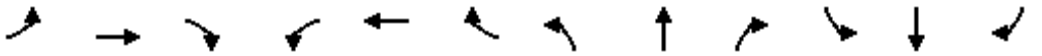
Intersection Summary	
HCM 6th Ctrl Delay	41.7
HCM 6th LOS	D

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations											
Traffic Volume (vph)	72	1492	114	199	1103	161	62	8	100	98	20
Future Volume (vph)	72	1492	114	199	1103	161	62	8	100	98	20
Turn Type	Prot	NA	Perm	Prot	NA	Perm	pm+pt	NA	pm+ov	pm+pt	NA
Protected Phases	1	6		5	2		7	4	5	3	8
Permitted Phases			6			2	4		4	8	
Detector Phase	1	6	6	5	2	2	7	4	5	3	8
Switch Phase											
Minimum Initial (s)	5.0	12.0	12.0	5.0	12.0	12.0	5.0	8.0	5.0	5.0	8.0
Minimum Split (s)	11.8	19.0	19.0	11.8	19.0	19.0	12.2	15.2	11.8	12.2	15.2
Total Split (s)	22.0	51.0	51.0	26.0	55.0	55.0	22.0	31.0	26.0	22.0	31.0
Total Split (%)	16.9%	39.2%	39.2%	20.0%	42.3%	42.3%	16.9%	23.8%	20.0%	16.9%	23.8%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.8	4.8	3.7	3.7	4.8	3.7	3.7
All-Red Time (s)	2.0	2.2	2.2	2.0	2.2	2.2	3.5	3.5	2.0	3.5	3.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.8	7.0	7.0	6.8	7.0	7.0	7.2	7.2	6.8	7.2	7.2
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None	None	None	None
Act Effct Green (s)	11.3	72.1	72.1	13.8	77.3	77.3	11.8	8.0	16.8	21.9	8.3
Actuated g/C Ratio	0.09	0.55	0.55	0.11	0.59	0.59	0.09	0.06	0.13	0.17	0.06
v/c Ratio	0.54	0.60	0.14	0.62	0.41	0.18	0.43	0.08	0.37	0.39	0.34
Control Delay	63.3	19.9	3.4	65.9	10.2	1.1	60.3	59.2	11.6	49.2	24.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	63.3	19.9	3.4	65.9	10.2	1.1	60.3	59.2	11.6	49.2	24.4
LOS	E	B	A	E	B	A	E	E	B	D	C
Approach Delay		20.6			16.8			31.5			38.1
Approach LOS		C			B			C			D

Intersection Summary	
Cycle Length: 130	
Actuated Cycle Length: 130	
Offset: 84 (65%), Referenced to phase 2:WBT and 6:EBT, Start of Green	
Natural Cycle: 75	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.62	
Intersection Signal Delay: 20.4	Intersection LOS: C
Intersection Capacity Utilization 64.1%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 2: Crossroads Pkwy & Okeechobee Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	72	1492	114	199	1103	161	62	8	100	98	20	60
Future Volume (veh/h)	72	1492	114	199	1103	161	62	8	100	98	20	60
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1752	1752	1752	1752	1752	1752	1752	1752	1752	1752	1752	1752
Adj Flow Rate, veh/h	76	1571	120	209	1161	169	65	8	105	103	21	63
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	10	10	10	10	10	10	10	10	10	10	10	10
Cap, veh/h	95	2634	818	262	2748	853	213	142	241	265	175	156
Arrive On Green	0.06	0.55	0.55	0.16	1.00	1.00	0.05	0.08	0.08	0.07	0.10	0.10
Sat Flow, veh/h	1668	4782	1485	3237	4782	1485	1668	1752	1485	1668	1664	1485
Grp Volume(v), veh/h	76	1571	120	209	1161	169	65	8	105	103	21	63
Grp Sat Flow(s),veh/h/ln	1668	1594	1485	1618	1594	1485	1668	1752	1485	1668	1664	1485
Q Serve(g_s), s	5.9	28.6	5.1	8.1	0.0	0.0	4.6	0.5	8.3	7.3	1.5	5.2
Cycle Q Clear(g_c), s	5.9	28.6	5.1	8.1	0.0	0.0	4.6	0.5	8.3	7.3	1.5	5.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	95	2634	818	262	2748	853	213	142	241	265	175	156
V/C Ratio(X)	0.80	0.60	0.15	0.80	0.42	0.20	0.31	0.06	0.44	0.39	0.12	0.40
Avail Cap(c_a), veh/h	195	2634	818	478	2748	853	326	321	392	337	305	272
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.97	0.97	0.97	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	60.6	19.5	14.3	53.5	0.0	0.0	51.5	55.1	49.1	49.9	52.7	54.4
Incr Delay (d2), s/veh	14.0	1.0	0.4	5.4	0.5	0.5	0.8	0.2	1.2	0.9	0.3	1.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	5.1	16.0	3.3	5.9	0.2	0.2	3.6	0.4	5.7	5.6	1.2	3.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	74.6	20.5	14.6	58.8	0.5	0.5	52.3	55.3	50.4	50.8	53.0	56.1
LnGrp LOS	E	C	B	E	A	A	D	E	D	D	D	E
Approach Vol, veh/h		1767			1539			178			187	
Approach Delay, s/veh		22.5			8.4			51.3			52.8	
Approach LOS		C			A			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.2	81.7	16.3	17.7	17.3	78.6	13.2	20.8
Change Period (Y+Rc), s	6.8	* 7	* 7.2	* 7.2	6.8	* 7	* 7.2	* 7.2
Max Green Setting (Gmax), s	15.2	* 48	* 15	* 24	19.2	* 44	* 15	* 24
Max Q Clear Time (g_c+I1), s	7.9	2.0	9.3	10.3	10.1	30.6	6.6	7.2
Green Ext Time (p_c), s	0.1	12.4	0.1	0.3	0.5	9.2	0.1	0.3

Intersection Summary	
HCM 6th Ctrl Delay	19.5
HCM 6th LOS	B

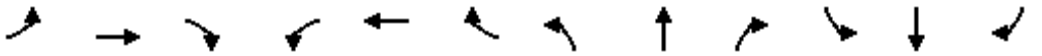
Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBT	EBR	WBT	SBL	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	1241	602	870	316	0	352
Future Volume (vph)	1241	602	870	316	0	352
Turn Type	NA	Free	NA	Perm	NA	Perm
Protected Phases	6		2		4	
Permitted Phases		Free		4		4
Detector Phase	6		2	4	4	4
Switch Phase						
Minimum Initial (s)	5.0		5.0	7.0	7.0	7.0
Minimum Split (s)	11.8		11.8	13.8	13.8	13.8
Total Split (s)	90.0		90.0	40.0	40.0	40.0
Total Split (%)	69.2%		69.2%	30.8%	30.8%	30.8%
Yellow Time (s)	4.8		4.8	4.0	4.0	4.0
All-Red Time (s)	2.0		2.0	2.8	2.8	2.8
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	6.8		6.8	6.8	6.8	6.8
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	None		C-Max	None	None	None
Act Effct Green (s)	99.7	130.0	99.7	16.7	16.7	16.7
Actuated g/C Ratio	0.77	1.00	0.77	0.13	0.13	0.13
v/c Ratio	0.36	0.43	0.25	0.56	0.39	0.41
Control Delay	1.9	2.6	6.1	56.4	5.9	3.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	1.9	2.6	6.1	56.4	5.9	3.9
LOS	A	A	A	E	A	A
Approach Delay	2.1		6.1		29.1	
Approach LOS	A		A		C	

Intersection Summary	
Cycle Length: 130	
Actuated Cycle Length: 130	
Offset: 71 (55%), Referenced to phase 2:WBT, Start of Green	
Natural Cycle: 40	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.56	
Intersection Signal Delay: 8.5	Intersection LOS: A
Intersection Capacity Utilization 59.2%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 3: I-95 West & Okeechobee Rd



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1241	602	0	870	0	0	0	0	316	0	352
Future Volume (veh/h)	0	1241	602	0	870	0	0	0	0	316	0	352
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1752	1752	0	1752	0				1752	1752	1752
Adj Flow Rate, veh/h	0	1306	0	0	916	0				333	0	371
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95				0.95	0.95	0.95
Percent Heavy Veh, %	0	10	10	0	10	0				10	10	10
Cap, veh/h	0	3719		0	3719	0				589	0	525
Arrive On Green	0.00	1.00	0.00	0.00	0.78	0.00				0.12	0.00	0.12
Sat Flow, veh/h	0	4940	1485	0	5098	0				5005	0	4454
Grp Volume(v), veh/h	0	1306	0	0	916	0				333	0	371
Grp Sat Flow(s),veh/h/ln	0	1594	1485	0	1594	0				1668	0	1485
Q Serve(g_s), s	0.0	0.0	0.0	0.0	6.8	0.0				8.2	0.0	10.4
Cycle Q Clear(g_c), s	0.0	0.0	0.0	0.0	6.8	0.0				8.2	0.0	10.4
Prop In Lane	0.00		1.00	0.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	3719		0	3719	0				589	0	525
V/C Ratio(X)	0.00	0.35		0.00	0.25	0.00				0.56	0.00	0.71
Avail Cap(c_a), veh/h	0	3719		0	3719	0				1278	0	1137
HCM Platoon Ratio	1.00	2.00	2.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.79	0.00	0.00	0.98	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	0.0	4.0	0.0				54.2	0.0	55.2
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.2	0.0				0.9	0.0	1.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.0	0.0	0.0	0.0	3.6	0.0				6.3	0.0	7.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.0	0.0	0.0	4.1	0.0				55.0	0.0	57.0
LnGrp LOS	A	A		A	A	A				E	A	E
Approach Vol, veh/h		1306	A		916						704	
Approach Delay, s/veh		0.0			4.1						56.1	
Approach LOS		A			A						E	

Timer - Assigned Phs		2		4		6						
Phs Duration (G+Y+Rc), s		107.9		22.1		107.9						
Change Period (Y+Rc), s		6.8		* 6.8		6.8						
Max Green Setting (Gmax), s		83.2		* 33		83.2						
Max Q Clear Time (g_c+I1), s		8.8		12.4		2.0						
Green Ext Time (p_c), s		8.4		2.9		14.5						

Intersection Summary	
HCM 6th Ctrl Delay	14.8
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

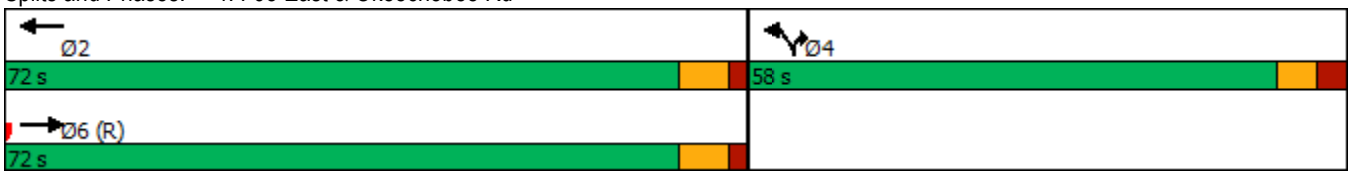
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

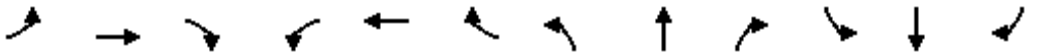
Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBT	WBT	WBR	NBL	NBR
Lane Configurations					
Traffic Volume (vph)	1051	635	940	294	1175
Future Volume (vph)	1051	635	940	294	1175
Turn Type	NA	NA	Free	Prot	Prot
Protected Phases	6	2		4	4
Permitted Phases			Free		
Detector Phase	6	2		4	4
Switch Phase					
Minimum Initial (s)	12.0	12.0		7.0	7.0
Minimum Split (s)	18.8	18.8		14.0	14.0
Total Split (s)	72.0	72.0		58.0	58.0
Total Split (%)	55.4%	55.4%		44.6%	44.6%
Yellow Time (s)	4.8	4.8		4.0	4.0
All-Red Time (s)	2.0	2.0		3.0	3.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0
Total Lost Time (s)	6.8	6.8		7.0	7.0
Lead/Lag					
Lead-Lag Optimize?					
Recall Mode	C-Max	None		None	None
Act Effct Green (s)	67.2	67.2	130.0	49.0	49.0
Actuated g/C Ratio	0.52	0.52	1.00	0.38	0.38
v/c Ratio	0.45	0.27	0.67	0.18	0.92
Control Delay	16.7	16.6	14.4	26.9	46.2
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	16.7	16.6	14.4	26.9	46.2
LOS	B	B	B	C	D
Approach Delay	16.7	15.3			
Approach LOS	B	B			

Intersection Summary	
Cycle Length: 130	
Actuated Cycle Length: 130	
Offset: 118 (91%), Referenced to phase 6:EBT, Start of Green	
Natural Cycle: 55	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.92	
Intersection Signal Delay: 25.4	Intersection LOS: C
Intersection Capacity Utilization 59.2%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 4: I-95 East & Okeechobee Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1051	0	0	635	940	294	0	1175	0	0	0
Future Volume (veh/h)	0	1051	0	0	635	940	294	0	1175	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	0	1752	0	0	1752	1752	1752	0	1752			
Adj Flow Rate, veh/h	0	1106	0	0	668	0	309	0	1237			
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95			
Percent Heavy Veh, %	0	10	0	0	10	10	10	0	10			
Cap, veh/h	0	2399	0	0	2399		1810	0	1303			
Arrive On Green	0.00	0.50	0.00	0.00	0.84	0.00	0.38	0.00	0.38			
Sat Flow, veh/h	0	5098	0	0	4940	1485	4705	0	3385			
Grp Volume(v), veh/h	0	1106	0	0	668	0	309	0	1237			
Grp Sat Flow(s),veh/h/ln	0	1594	0	0	1594	1485	1568	0	1128			
Q Serve(g_s), s	0.0	19.5	0.0	0.0	3.8	0.0	5.6	0.0	46.1			
Cycle Q Clear(g_c), s	0.0	19.5	0.0	0.0	3.8	0.0	5.6	0.0	46.1			
Prop In Lane	0.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	0	2399	0	0	2399		1810	0	1303			
V/C Ratio(X)	0.00	0.46	0.00	0.00	0.28		0.17	0.00	0.95			
Avail Cap(c_a), veh/h	0	2399	0	0	2399		1846	0	1328			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.67	1.67	1.00	1.00	1.00			
Upstream Filter(I)	0.00	0.92	0.00	0.00	0.81	0.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	0.0	21.0	0.0	0.0	5.6	0.0	26.3	0.0	38.8			
Incr Delay (d2), s/veh	0.0	0.6	0.0	0.0	0.1	0.0	0.0	0.0	14.3			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(95%),veh/ln	0.0	11.6	0.0	0.0	2.1	0.0	3.8	0.0	20.5			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	21.6	0.0	0.0	5.6	0.0	26.4	0.0	53.0			
LnGrp LOS	A	C	A	A	A		C	A	D			
Approach Vol, veh/h		1106			668	A		1546				
Approach Delay, s/veh		21.6			5.6			47.7				
Approach LOS		C			A			D				

Timer - Assigned Phs	2	4	6
Phs Duration (G+Y+Rc), s	72.0	57.0	72.0
Change Period (Y+Rc), s	6.8	7.0	6.8
Max Green Setting (Gmax), s	65.2	51.0	65.2
Max Q Clear Time (g_c+I1), s	5.8	48.1	21.5
Green Ext Time (p_c), s	5.6	2.0	10.5

Intersection Summary	
HCM 6th Ctrl Delay	30.5
HCM 6th LOS	C

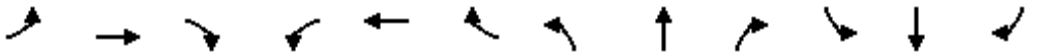
Notes

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	284	1757	445	314	962	88	454	199	272	224	103
Future Volume (vph)	284	1757	445	314	962	88	454	199	272	224	103
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Prot	NA	Perm
Protected Phases	1	6		5	2		7	4	3	8	
Permitted Phases			6			2					8
Detector Phase	1	6	6	5	2	2	7	4	3	8	8
Switch Phase											
Minimum Initial (s)	7.0	12.0	12.0	7.0	12.0	12.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	14.3	19.3	19.3	14.3	19.3	19.3	14.3	14.3	14.3	14.3	14.3
Total Split (s)	24.0	42.0	42.0	36.0	54.0	54.0	28.0	32.0	20.0	24.0	24.0
Total Split (%)	18.5%	32.3%	32.3%	27.7%	41.5%	41.5%	21.5%	24.6%	15.4%	18.5%	18.5%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8
All-Red Time (s)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.3	7.3	7.3	7.3	7.3	7.3	7.3	7.3	7.3	7.3	7.3
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None	None	None	None
Act Effct Green (s)	15.7	38.3	38.3	28.1	50.7	50.7	20.4	21.6	12.7	13.9	13.9
Actuated g/C Ratio	0.12	0.29	0.29	0.22	0.39	0.39	0.16	0.17	0.10	0.11	0.11
v/c Ratio	0.74	1.01	0.65	0.89	0.42	0.13	0.91	0.64	0.88	0.64	0.26
Control Delay	70.1	56.9	9.5	75.4	30.1	0.4	76.6	32.1	85.0	63.8	1.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	70.1	56.9	9.5	75.4	30.1	0.4	76.6	32.1	85.0	63.8	1.5
LOS	E	E	A	E	C	A	E	C	F	E	A
Approach Delay		50.0			38.6			55.3		62.7	
Approach LOS		D			D			E		E	

Intersection Summary	
Cycle Length: 130	
Actuated Cycle Length: 130	
Offset: 0 (0%), Referenced to phase 2:WBT and 6:EBT, Start of Green	
Natural Cycle: 110	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.01	
Intersection Signal Delay: 49.4	Intersection LOS: D
Intersection Capacity Utilization 87.5%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 5: Jenkins Rd & Okeechobee Rd



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	284	1757	445	314	962	88	454	199	218	272	224	103
Future Volume (veh/h)	284	1757	445	314	962	88	454	199	218	272	224	103
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1826	1826	1826	1826	1826	1826	1826	1826	1826	1826	1826	1826
Adj Flow Rate, veh/h	299	1849	468	331	1013	93	478	209	229	286	236	108
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	5	5	5	5	5	5	5	5	5	5	5	5
Cap, veh/h	350	1920	473	356	2554	629	525	291	259	330	380	169
Arrive On Green	0.21	0.61	0.61	0.20	0.41	0.41	0.16	0.17	0.17	0.10	0.11	0.11
Sat Flow, veh/h	3374	6281	1547	1739	6281	1547	3374	1735	1547	3374	3469	1547
Grp Volume(v), veh/h	299	1849	468	331	1013	93	478	209	229	286	236	108
Grp Sat Flow(s),veh/h/ln	1687	1570	1547	1739	1570	1547	1687	1735	1547	1687	1735	1547
Q Serve(g_s), s	11.1	36.2	38.7	24.3	14.8	4.9	18.1	14.8	18.8	10.9	8.5	8.7
Cycle Q Clear(g_c), s	11.1	36.2	38.7	24.3	14.8	4.9	18.1	14.8	18.8	10.9	8.5	8.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	350	1920	473	356	2554	629	525	291	259	330	380	169
V/C Ratio(X)	0.86	0.96	0.99	0.93	0.40	0.15	0.91	0.72	0.88	0.87	0.62	0.64
Avail Cap(c_a), veh/h	433	1920	473	384	2554	629	537	330	294	330	446	199
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.65	0.65	0.65	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	50.6	24.6	25.0	50.8	27.3	24.4	54.0	51.2	52.9	57.8	55.3	55.4
Incr Delay (d2), s/veh	8.9	9.9	30.8	28.1	0.5	0.5	19.3	6.4	23.7	21.0	2.0	5.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	7.5	14.9	18.7	19.3	9.6	3.5	14.0	11.3	13.9	9.5	6.9	6.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	59.5	34.5	55.9	78.9	27.8	24.8	73.3	57.7	76.6	78.8	57.3	60.6
LnGrp LOS	E	C	E	E	C	C	E	E	E	E	E	E
Approach Vol, veh/h		2616			1437			916			630	
Approach Delay, s/veh		41.2			39.3			70.6			67.6	
Approach LOS		D			D			E			E	

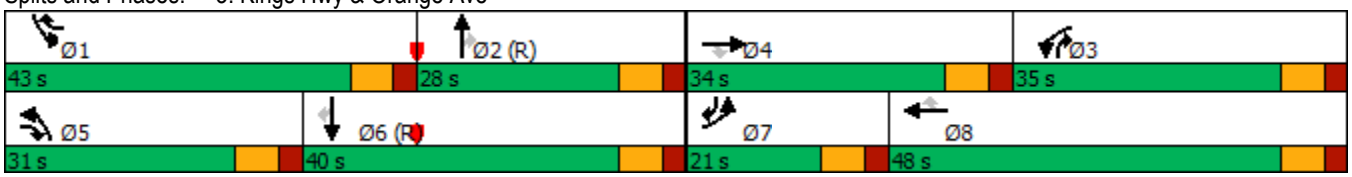
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	20.8	60.2	20.0	29.1	33.9	47.0	27.5	21.5
Change Period (Y+Rc), s	7.3	7.3	7.3	7.3	7.3	7.3	7.3	7.3
Max Green Setting (Gmax), s	16.7	46.7	12.7	24.7	28.7	34.7	20.7	16.7
Max Q Clear Time (g_c+I1), s	13.1	16.8	12.9	20.8	26.3	40.7	20.1	10.7
Green Ext Time (p_c), s	0.4	8.9	0.0	1.0	0.3	0.0	0.1	0.9

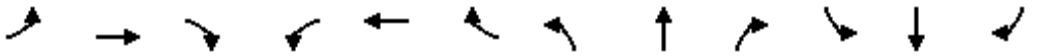
Intersection Summary	
HCM 6th Ctrl Delay	48.5
HCM 6th LOS	D

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	122	571	146	489	600	771	174	476	384	643	557	106
Future Volume (vph)	122	571	146	489	600	771	174	476	384	643	557	106
Turn Type	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov
Protected Phases	7	4	5	3	8	1	5	2	3	1	6	7
Permitted Phases			4			8			2			6
Detector Phase	7	4	5	3	8	1	5	2	3	1	6	7
Switch Phase												
Minimum Initial (s)	5.0	10.0	5.0	5.0	10.0	5.0	5.0	10.0	5.0	5.0	10.0	5.0
Minimum Split (s)	12.3	17.3	12.4	12.3	17.5	12.4	12.4	17.8	12.3	12.4	17.4	12.3
Total Split (s)	21.0	34.0	31.0	35.0	48.0	43.0	31.0	28.0	35.0	43.0	40.0	21.0
Total Split (%)	15.0%	24.3%	22.1%	25.0%	34.3%	30.7%	22.1%	20.0%	25.0%	30.7%	28.6%	15.0%
Yellow Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
All-Red Time (s)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lead	Lead	Lag	Lag	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Max	None	None	C-Max	None
Act Effct Green (s)	10.6	26.3	39.1	25.5	41.3	81.8	12.8	26.6	52.1	33.6	47.4	65.0
Actuated g/C Ratio	0.08	0.19	0.28	0.18	0.30	0.58	0.09	0.19	0.37	0.24	0.34	0.46
v/c Ratio	0.49	0.91	0.28	0.82	0.61	0.84	0.58	0.75	0.57	0.82	0.49	0.14
Control Delay	68.3	73.6	5.0	66.6	45.1	30.2	68.4	62.1	12.4	59.5	39.6	2.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	68.3	73.6	5.0	66.6	45.1	30.2	68.4	62.1	12.4	59.5	39.6	2.0
LOS	E	E	A	E	D	C	E	E	B	E	D	A
Approach Delay		60.9			44.6			44.7			46.3	
Approach LOS		E			D			D			D	

Intersection Summary	
Cycle Length: 140	
Actuated Cycle Length: 140	
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.91	
Intersection Signal Delay: 47.8	Intersection LOS: D
Intersection Capacity Utilization 84.6%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 3: Kings Hwy & Orange Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	122	571	146	489	600	771	174	476	384	643	557	106
Future Volume (veh/h)	122	571	146	489	600	771	174	476	384	643	557	106
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	128	601	91	515	632	749	183	501	341	677	586	50
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	179	660	405	578	1071	821	241	817	630	750	1341	680
Arrive On Green	0.05	0.19	0.19	0.17	0.30	0.30	0.07	0.23	0.23	0.22	0.38	0.38
Sat Flow, veh/h	3456	3554	1585	3456	3554	1585	3456	3554	1585	3456	3554	1585
Grp Volume(v), veh/h	128	601	91	515	632	749	183	501	341	677	586	50
Grp Sat Flow(s),veh/h/ln	1728	1777	1585	1728	1777	1585	1728	1777	1585	1728	1777	1585
Q Serve(g_s), s	5.1	23.2	3.6	20.4	21.2	42.2	7.3	17.7	10.2	26.7	17.2	2.6
Cycle Q Clear(g_c), s	5.1	23.2	3.6	20.4	21.2	42.2	7.3	17.7	10.2	26.7	17.2	2.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	179	660	405	578	1071	821	241	817	630	750	1341	680
V/C Ratio(X)	0.72	0.91	0.22	0.89	0.59	0.91	0.76	0.61	0.54	0.90	0.44	0.07
Avail Cap(c_a), veh/h	346	685	416	691	1071	821	592	817	630	889	1341	680
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.89	0.89	0.89	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	65.4	55.9	17.1	57.0	41.6	30.8	64.0	48.3	11.3	53.4	32.5	23.6
Incr Delay (d2), s/veh	5.3	16.0	0.3	11.0	0.8	13.1	4.9	3.4	3.3	11.2	1.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	4.3	17.5	3.1	14.7	14.2	33.3	6.1	13.0	6.9	18.6	12.2	1.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	70.6	71.9	17.3	68.1	42.3	43.9	68.8	51.7	14.6	64.5	33.5	23.8
LnGrp LOS	E	E	B	E	D	D	E	D	B	E	C	C
Approach Vol, veh/h		820			1896			1025			1313	
Approach Delay, s/veh		65.7			49.9			42.4			49.2	
Approach LOS		E			D			D			D	

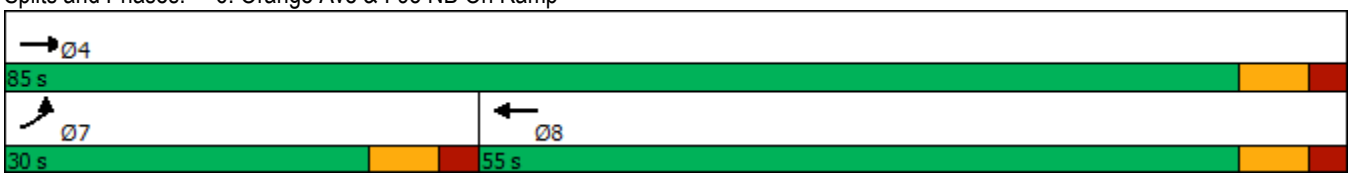
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	37.4	39.2	30.4	33.0	16.8	59.8	14.2	49.2
Change Period (Y+Rc), s	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Max Green Setting (Gmax), s	36.0	21.0	28.0	27.0	24.0	33.0	14.0	41.0
Max Q Clear Time (g_c+I1), s	28.7	19.7	22.4	25.2	9.3	19.2	7.1	44.2
Green Ext Time (p_c), s	1.7	0.6	1.0	0.8	0.5	3.5	0.2	0.0

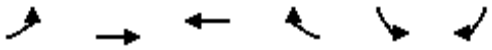
Intersection Summary	
HCM 6th Ctrl Delay	50.8
HCM 6th LOS	D

Lane Group	EBL	EBT	WBT
Lane Configurations			
Traffic Volume (vph)	383	838	913
Future Volume (vph)	383	838	913
Turn Type	Prot	NA	NA
Protected Phases	7	4	8
Permitted Phases			
Detector Phase	7	4	8
Switch Phase			
Minimum Initial (s)	5.0	5.0	5.0
Minimum Split (s)	12.0	25.0	29.0
Total Split (s)	30.0	85.0	55.0
Total Split (%)	35.3%	100.0%	64.7%
Yellow Time (s)	4.5	4.5	4.5
All-Red Time (s)	2.5	2.5	2.5
Lost Time Adjust (s)	0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0	7.0
Lead/Lag	Lead		Lag
Lead-Lag Optimize?	Yes		Yes
Recall Mode	None	Min	Min
Act Effct Green (s)	15.2	85.0	55.8
Actuated g/C Ratio	0.18	1.00	0.66
v/c Ratio	0.66	0.25	0.41
Control Delay	37.5	0.2	7.9
Queue Delay	0.0	0.0	0.0
Total Delay	37.5	0.2	7.9
LOS	D	A	A
Approach Delay		11.9	7.9
Approach LOS		B	A

Intersection Summary	
Cycle Length: 85	
Actuated Cycle Length: 85	
Offset: 0 (0%), Referenced to phase 2: and 6:, Start of Green	
Natural Cycle: 45	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.66	
Intersection Signal Delay: 10.2	Intersection LOS: B
Intersection Capacity Utilization 52.5%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 6: Orange Ave & I-95 NB On Ramp





Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	383	838	913	0	0	0
Future Volume (veh/h)	383	838	913	0	0	0
Initial Q (Qb), veh	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00			1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00		
Work Zone On Approach		No	No			
Adj Sat Flow, veh/h/ln	1870	1870	1870	0		
Adj Flow Rate, veh/h	403	882	961	0		
Peak Hour Factor	0.95	0.95	0.95	0.95		
Percent Heavy Veh, %	2	2	2	0		
Cap, veh/h	516	2080	1257	0		
Arrive On Green	0.15	0.59	0.35	0.00		
Sat Flow, veh/h	3456	3647	3741	0		
Grp Volume(v), veh/h	403	882	961	0		
Grp Sat Flow(s),veh/h/ln	1728	1777	1777	0		
Q Serve(g_s), s	9.5	11.6	20.4	0.0		
Cycle Q Clear(g_c), s	9.5	11.6	20.4	0.0		
Prop In Lane	1.00			0.00		
Lane Grp Cap(c), veh/h	516	2080	1257	0		
V/C Ratio(X)	0.78	0.42	0.76	0.00		
Avail Cap(c_a), veh/h	935	3261	2007	0		
HCM Platoon Ratio	1.00	1.00	1.00	1.00		
Upstream Filter(I)	0.91	0.91	1.00	0.00		
Uniform Delay (d), s/veh	34.8	9.7	24.3	0.0		
Incr Delay (d2), s/veh	2.4	0.1	1.0	0.0		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0		
%ile BackOfQ(95%),veh/ln	7.3	7.3	13.1	0.0		
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	37.2	9.9	25.3	0.0		
LnGrp LOS	D	A	C	A		
Approach Vol, veh/h		1285	961			
Approach Delay, s/veh		18.4	25.3			
Approach LOS		B	C			

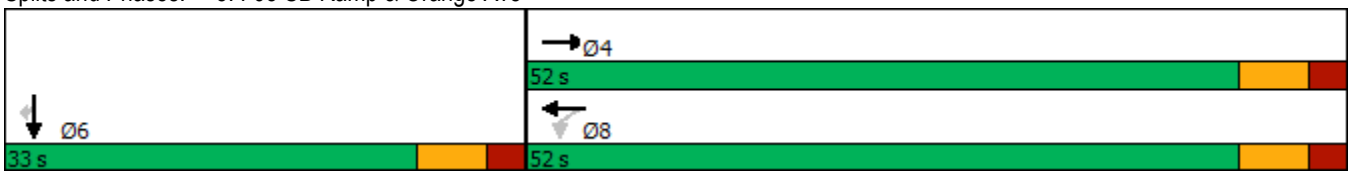
Timer - Assigned Phs	4	7	8
Phs Duration (G+Y+Rc), s	56.7	19.7	37.1
Change Period (Y+Rc), s	7.0	7.0	7.0
Max Green Setting (Gmax), s	78.0	23.0	48.0
Max Q Clear Time (g_c+I1), s	13.6	11.5	22.4
Green Ext Time (p_c), s	8.0	1.1	7.7

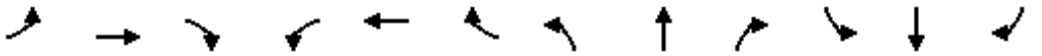
Intersection Summary	
HCM 6th Ctrl Delay	21.4
HCM 6th LOS	C

Lane Group	EBT	WBL	WBT	SBT	SBR
Lane Configurations					
Traffic Volume (vph)	733	280	1105	0	326
Future Volume (vph)	733	280	1105	0	326
Turn Type	NA	Perm	NA	NA	Perm
Protected Phases	4		8	6	
Permitted Phases		8			6
Detector Phase	4	8	8	6	6
Switch Phase					
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	25.0	25.0	25.0	25.0	25.0
Total Split (s)	52.0	52.0	52.0	33.0	33.0
Total Split (%)	61.2%	61.2%	61.2%	38.8%	38.8%
Yellow Time (s)	4.5	4.5	4.5	4.5	4.5
All-Red Time (s)	2.5	2.5	2.5	2.5	2.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0	7.0	7.0	7.0
Lead/Lag					
Lead-Lag Optimize?					
Recall Mode	None	None	None	None	None
Act Effct Green (s)	27.0	27.0	27.0	10.2	10.2
Actuated g/C Ratio	0.52	0.52	0.52	0.20	0.20
v/c Ratio	0.42	0.44	0.44	0.51	0.50
Control Delay	8.4	10.3	8.3	20.8	20.7
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	8.4	10.3	8.3	20.8	20.7
LOS	A	B	A	C	C
Approach Delay	8.4		8.7	20.7	
Approach LOS	A		A	C	

Intersection Summary	
Cycle Length: 85	
Actuated Cycle Length: 52.3	
Natural Cycle: 55	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.51	
Intersection Signal Delay: 10.2	Intersection LOS: B
Intersection Capacity Utilization 52.5%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 8: I-95 SB Ramp & Orange Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	733	0	280	1105	0	0	0	0	0	0	326
Future Volume (veh/h)	0	733	0	280	1105	0	0	0	0	0	0	326
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1870	0	1870	1870	0				0	1870	1870
Adj Flow Rate, veh/h	0	772	0	295	1163	0				0	0	280
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95				0.95	0.95	0.95
Percent Heavy Veh, %	0	2	0	2	2	0				0	2	2
Cap, veh/h	0	2696	0	1433	3874	0				0	0	0
Arrive On Green	0.00	0.76	0.00	0.76	0.76	0.00				0.00	0.00	0.00
Sat Flow, veh/h	0	3741	0	1354	5274	0					0	
Grp Volume(v), veh/h	0	772	0	295	1163	0					0.0	
Grp Sat Flow(s),veh/h/ln	0	1777	0	677	1702	0						
Q Serve(g_s), s	0.0	1.9	0.0	2.5	2.1	0.0						
Cycle Q Clear(g_c), s	0.0	1.9	0.0	4.4	2.1	0.0						
Prop In Lane	0.00		0.00	1.00		0.00						
Lane Grp Cap(c), veh/h	0	2696	0	1433	3874	0						
V/C Ratio(X)	0.00	0.29	0.00	0.21	0.30	0.00						
Avail Cap(c_a), veh/h	0	5511	0	2505	7918	0						
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00						
Upstream Filter(I)	0.00	1.00	0.00	1.00	1.00	0.00						
Uniform Delay (d), s/veh	0.0	1.1	0.0	1.8	1.1	0.0						
Incr Delay (d2), s/veh	0.0	0.1	0.0	0.1	0.0	0.0						
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0						
%ile BackOfQ(95%),veh/ln	0.0	0.0	0.0	0.0	0.0	0.0						
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	1.1	0.0	1.8	1.1	0.0						
LnGrp LOS	A	A	A	A	A	A						
Approach Vol, veh/h		772			1458							
Approach Delay, s/veh		1.1			1.3							
Approach LOS		A			A							

Timer - Assigned Phs	4	8
Phs Duration (G+Y+Rc), s	29.0	29.0
Change Period (Y+Rc), s	7.0	7.0
Max Green Setting (Gmax), s	45.0	45.0
Max Q Clear Time (g_c+I1), s	3.9	6.4
Green Ext Time (p_c), s	6.4	15.6

Intersection Summary	
HCM 6th Ctrl Delay	1.2
HCM 6th LOS	A

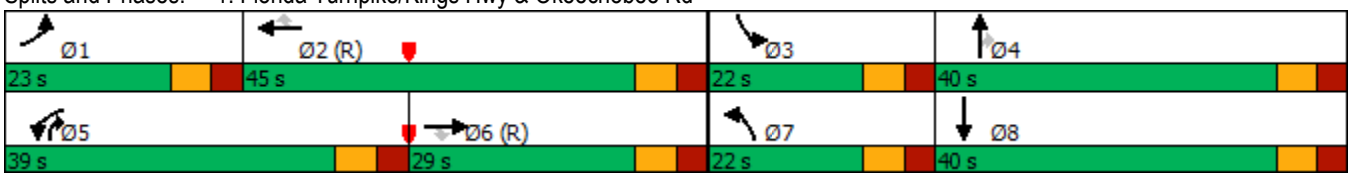
Notes

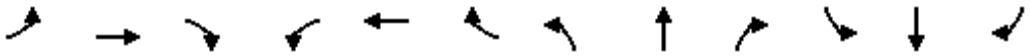
User approved volume balancing among the lanes for turning movement.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations											
Traffic Volume (vph)	62	390	33	576	567	264	83	155	621	300	234
Future Volume (vph)	62	390	33	576	567	264	83	155	621	300	234
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	pm+ov	Prot	NA
Protected Phases	1	6		5	2		7	4	5	3	8
Permitted Phases			6			2			4		
Detector Phase	1	6	6	5	2	2	7	4	5	3	8
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
Total Split (s)	23.0	29.0	29.0	39.0	45.0	45.0	22.0	40.0	39.0	22.0	40.0
Total Split (%)	17.7%	22.3%	22.3%	30.0%	34.6%	34.6%	16.9%	30.8%	30.0%	16.9%	30.8%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None	None	None	None
Act Effct Green (s)	10.5	37.8	37.8	31.7	61.7	61.7	11.8	17.6	56.3	14.8	20.7
Actuated g/C Ratio	0.08	0.29	0.29	0.24	0.47	0.47	0.09	0.14	0.43	0.11	0.16
v/c Ratio	0.49	0.30	0.06	0.78	0.38	0.33	0.59	0.70	0.56	0.87	0.58
Control Delay	68.9	38.8	0.2	62.0	36.3	15.0	72.1	68.9	24.2	80.4	51.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	68.9	38.8	0.2	62.0	36.3	15.0	72.1	68.9	24.2	80.4	51.6
LOS	E	D	A	E	D	B	E	E	C	F	D
Approach Delay		40.0			42.8			36.9			66.3
Approach LOS		D			D			D			E

Intersection Summary	
Cycle Length: 130	
Actuated Cycle Length: 130	
Offset: 0 (0%), Referenced to phase 2:WBT and 6:EBT, Start of Green	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.87	
Intersection Signal Delay: 45.0	Intersection LOS: D
Intersection Capacity Utilization 64.0%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 1: Florida Turnpike/Kings Hwy & Okeechobee Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	62	390	33	576	567	264	83	155	621	300	234	53
Future Volume (veh/h)	62	390	33	576	567	264	83	155	621	300	234	53
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1752	1752	1752	1752	1752	1752	1752	1752	1752	1752	1752	1752
Adj Flow Rate, veh/h	65	411	35	606	597	278	87	163	654	316	246	56
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	10	10	10	10	10	10	10	10	10	10	10	10
Cap, veh/h	82	1159	360	674	1336	596	108	389	1124	362	728	163
Arrive On Green	0.05	0.24	0.24	0.21	0.40	0.40	0.06	0.22	0.22	0.11	0.27	0.27
Sat Flow, veh/h	1668	4782	1485	3237	3328	1485	1668	1752	2613	3237	2703	604
Grp Volume(v), veh/h	65	411	35	606	597	278	87	163	654	316	150	152
Grp Sat Flow(s),veh/h/ln	1668	1594	1485	1618	1664	1485	1668	1752	1306	1618	1664	1643
Q Serve(g_s), s	5.0	9.3	2.4	23.7	17.0	17.9	6.7	10.4	24.7	12.5	9.4	9.7
Cycle Q Clear(g_c), s	5.0	9.3	2.4	23.7	17.0	17.9	6.7	10.4	24.7	12.5	9.4	9.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.37
Lane Grp Cap(c), veh/h	82	1159	360	674	1336	596	108	389	1124	362	448	443
V/C Ratio(X)	0.79	0.35	0.10	0.90	0.45	0.47	0.81	0.42	0.58	0.87	0.33	0.34
Avail Cap(c_a), veh/h	205	1159	360	797	1336	596	193	445	1207	373	448	443
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	61.1	40.8	38.2	50.1	28.4	28.7	60.0	43.4	28.1	56.8	38.1	38.2
Incr Delay (d2), s/veh	15.4	0.9	0.5	11.8	1.1	2.6	13.1	0.7	0.6	19.2	0.4	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	4.5	6.8	1.7	16.1	11.4	11.1	5.8	8.1	12.4	10.1	7.1	7.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	76.5	41.7	38.7	62.0	29.5	31.3	73.2	44.1	28.8	76.0	38.6	38.7
LnGrp LOS	E	D	D	E	C	C	E	D	C	E	D	D
Approach Vol, veh/h		511			1481			904			618	
Approach Delay, s/veh		45.9			43.1			35.8			57.8	
Approach LOS		D			D			D			E	

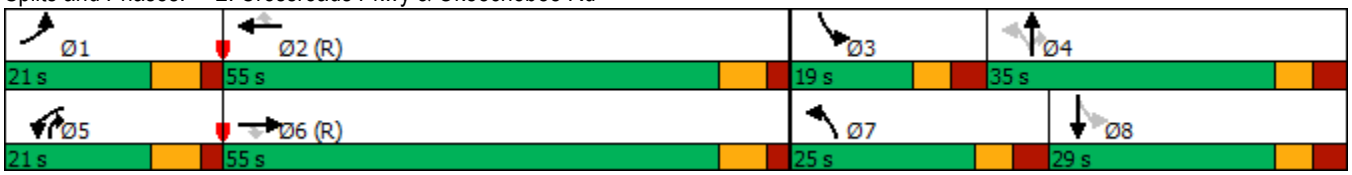
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.4	59.2	21.6	35.9	34.1	38.5	15.4	42.0
Change Period (Y+Rc), s	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Max Green Setting (Gmax), s	16.0	38.0	15.0	33.0	32.0	22.0	15.0	33.0
Max Q Clear Time (g_c+I1), s	7.0	19.9	14.5	26.7	25.7	11.3	8.7	11.7
Green Ext Time (p_c), s	0.1	4.9	0.1	2.1	1.3	2.1	0.1	1.7

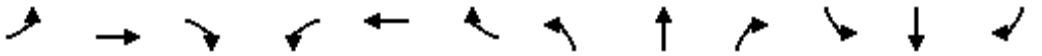
Intersection Summary	
HCM 6th Ctrl Delay	44.2
HCM 6th LOS	D

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations											
Traffic Volume (vph)	100	1322	92	248	1757	166	130	11	332	185	11
Future Volume (vph)	100	1322	92	248	1757	166	130	11	332	185	11
Turn Type	Prot	NA	Perm	Prot	NA	Perm	pm+pt	NA	pm+ov	pm+pt	NA
Protected Phases	1	6		5	2		7	4	5	3	8
Permitted Phases			6			2	4		4	8	
Detector Phase	1	6	6	5	2	2	7	4	5	3	8
Switch Phase											
Minimum Initial (s)	5.0	12.0	12.0	5.0	12.0	12.0	5.0	8.0	5.0	5.0	8.0
Minimum Split (s)	11.8	19.0	19.0	11.8	19.0	19.0	12.2	15.2	11.8	12.2	15.2
Total Split (s)	21.0	55.0	55.0	21.0	55.0	55.0	25.0	35.0	21.0	19.0	29.0
Total Split (%)	16.2%	42.3%	42.3%	16.2%	42.3%	42.3%	19.2%	26.9%	16.2%	14.6%	22.3%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.8	4.8	3.7	3.7	4.8	3.7	3.7
All-Red Time (s)	2.0	2.2	2.2	2.0	2.2	2.2	3.5	3.5	2.0	3.5	3.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.8	7.0	7.0	6.8	7.0	7.0	7.2	7.2	6.8	7.2	7.2
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None	None	None	None
Act Effct Green (s)	13.6	57.2	57.2	24.2	67.8	67.8	20.9	10.4	32.6	22.4	8.1
Actuated g/C Ratio	0.10	0.44	0.44	0.19	0.52	0.52	0.16	0.08	0.25	0.17	0.06
v/c Ratio	0.61	0.67	0.13	0.44	0.75	0.21	0.55	0.09	0.80	0.75	0.26
Control Delay	70.8	34.6	5.0	51.8	19.2	2.2	55.9	54.9	45.0	64.6	24.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	70.8	34.6	5.0	51.8	19.2	2.2	55.9	54.9	45.0	64.6	24.8
LOS	E	C	A	D	B	A	E	D	D	E	C
Approach Delay		35.2			21.6			48.3			55.6
Approach LOS		D			C			D			E

Intersection Summary	
Cycle Length: 130	
Actuated Cycle Length: 130	
Offset: 110 (85%), Referenced to phase 2:WBT and 6:EBT, Start of Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.80	
Intersection Signal Delay: 31.0	Intersection LOS: C
Intersection Capacity Utilization 73.9%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 2: Crossroads Pkwy & Okeechobee Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	100	1322	92	248	1757	166	130	11	332	185	11	43
Future Volume (veh/h)	100	1322	92	248	1757	166	130	11	332	185	11	43
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1752	1752	1752	1752	1752	1752	1752	1752	1752	1752	1752	1752
Adj Flow Rate, veh/h	105	1392	97	261	1849	175	137	12	349	195	12	45
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	10	10	10	10	10	10	10	10	10	10	10	10
Cap, veh/h	127	1835	570	307	1923	597	441	375	458	406	375	334
Arrive On Green	0.08	0.38	0.38	0.19	0.80	0.80	0.08	0.21	0.21	0.09	0.23	0.23
Sat Flow, veh/h	1668	4782	1485	3237	4782	1485	1668	1752	1485	1668	1664	1485
Grp Volume(v), veh/h	105	1392	97	261	1849	175	137	12	349	195	12	45
Grp Sat Flow(s),veh/h/ln	1668	1594	1485	1618	1594	1485	1668	1752	1485	1668	1664	1485
Q Serve(g_s), s	8.1	32.9	5.6	10.1	43.4	3.9	8.2	0.7	27.6	11.8	0.7	3.1
Cycle Q Clear(g_c), s	8.1	32.9	5.6	10.1	43.4	3.9	8.2	0.7	27.6	11.8	0.7	3.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	127	1835	570	307	1923	597	441	375	458	406	375	334
V/C Ratio(X)	0.83	0.76	0.17	0.85	0.96	0.29	0.31	0.03	0.76	0.48	0.03	0.13
Avail Cap(c_a), veh/h	182	1835	570	354	1923	597	537	375	458	406	375	334
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.89	0.89	0.89	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	59.2	34.8	26.4	51.8	11.8	8.0	35.4	40.4	40.6	35.6	39.3	40.2
Incr Delay (d2), s/veh	18.2	3.0	0.6	14.5	12.2	1.1	0.4	0.0	7.4	0.9	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	7.3	19.1	3.8	7.6	10.4	2.3	6.2	0.6	16.4	8.7	0.6	2.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	77.4	37.8	27.1	66.2	24.0	9.1	35.8	40.5	48.0	36.5	39.3	40.4
LnGrp LOS	E	D	C	E	C	A	D	D	D	D	D	D
Approach Vol, veh/h		1594			2285			498			252	
Approach Delay, s/veh		39.8			27.7			44.4			37.3	
Approach LOS		D			C			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	16.7	59.3	19.0	35.0	19.1	56.9	17.5	36.5
Change Period (Y+Rc), s	6.8	* 7	* 7.2	* 7.2	6.8	* 7	* 7.2	* 7.2
Max Green Setting (Gmax), s	14.2	* 48	* 12	* 28	14.2	* 48	* 18	* 22
Max Q Clear Time (g_c+I1), s	10.1	45.4	13.8	29.6	12.1	34.9	10.2	5.1
Green Ext Time (p_c), s	0.1	2.4	0.0	0.0	0.2	8.2	0.2	0.2

Intersection Summary	
HCM 6th Ctrl Delay	34.2
HCM 6th LOS	C

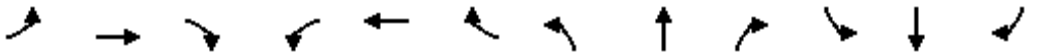
Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBT	EBR	WBT	SBL	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	684	1040	1234	340	0	569
Future Volume (vph)	684	1040	1234	340	0	569
Turn Type	NA	Free	NA	Perm	NA	Perm
Protected Phases	6		2		4	
Permitted Phases		Free		4		4
Detector Phase	6		2	4	4	4
Switch Phase						
Minimum Initial (s)	5.0		5.0	7.0	7.0	7.0
Minimum Split (s)	11.8		11.8	13.8	13.8	13.8
Total Split (s)	90.0		90.0	40.0	40.0	40.0
Total Split (%)	69.2%		69.2%	30.8%	30.8%	30.8%
Yellow Time (s)	4.8		4.8	4.0	4.0	4.0
All-Red Time (s)	2.0		2.0	2.8	2.8	2.8
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	6.8		6.8	6.8	6.8	6.8
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	None		C-Max	None	None	None
Act Effct Green (s)	93.4	130.0	93.4	23.0	23.0	23.0
Actuated g/C Ratio	0.72	1.00	0.72	0.18	0.18	0.18
v/c Ratio	0.21	0.75	0.38	0.44	0.67	0.69
Control Delay	3.6	15.1	5.9	48.2	41.0	38.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	3.6	15.1	5.9	48.2	41.0	38.4
LOS	A	B	A	D	D	D
Approach Delay	10.6		5.9		42.6	
Approach LOS	B		A		D	

Intersection Summary	
Cycle Length: 130	
Actuated Cycle Length: 130	
Offset: 105 (81%), Referenced to phase 2:WBT, Start of Green	
Natural Cycle: 40	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.75	
Intersection Signal Delay: 16.6	Intersection LOS: B
Intersection Capacity Utilization 53.8%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 3: I-95 West & Okeechobee Rd



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	684	1040	0	1234	0	0	0	0	340	0	569
Future Volume (veh/h)	0	684	1040	0	1234	0	0	0	0	340	0	569
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1752	1752	0	1752	0				1752	1752	1752
Adj Flow Rate, veh/h	0	720	0	0	1299	0				358	0	599
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95				0.95	0.95	0.95
Percent Heavy Veh, %	0	10	10	0	10	0				10	10	10
Cap, veh/h	0	3458		0	3458	0				863	0	767
Arrive On Green	0.00	1.00	0.00	0.00	0.72	0.00				0.17	0.00	0.17
Sat Flow, veh/h	0	4940	1485	0	5098	0				5005	0	4454
Grp Volume(v), veh/h	0	720	0	0	1299	0				358	0	599
Grp Sat Flow(s),veh/h/ln	0	1594	1485	0	1594	0				1668	0	1485
Q Serve(g_s), s	0.0	0.0	0.0	0.0	13.4	0.0				8.3	0.0	16.7
Cycle Q Clear(g_c), s	0.0	0.0	0.0	0.0	13.4	0.0				8.3	0.0	16.7
Prop In Lane	0.00		1.00	0.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	3458		0	3458	0				863	0	767
V/C Ratio(X)	0.00	0.21		0.00	0.38	0.00				0.42	0.00	0.78
Avail Cap(c_a), veh/h	0	3458		0	3458	0				1278	0	1137
HCM Platoon Ratio	1.00	1.67	1.67	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.65	0.00	0.00	0.97	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	0.0	6.8	0.0				48.0	0.0	51.4
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.3	0.0				0.3	0.0	2.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.0	0.0	0.0	0.0	7.7	0.0				6.3	0.0	10.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.0	0.0	0.0	7.1	0.0				48.3	0.0	53.6
LnGrp LOS	A	A		A	A	A				D	A	D
Approach Vol, veh/h		720	A		1299						957	
Approach Delay, s/veh		0.0			7.1						51.6	
Approach LOS		A			A						D	

Timer - Assigned Phs		2		4		6						
Phs Duration (G+Y+Rc), s		100.8		29.2		100.8						
Change Period (Y+Rc), s		6.8		* 6.8		6.8						
Max Green Setting (Gmax), s		83.2		* 33		83.2						
Max Q Clear Time (g_c+I1), s		15.4		18.7		2.0						
Green Ext Time (p_c), s		14.2		3.7		6.1						

Intersection Summary	
HCM 6th Ctrl Delay	19.7
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

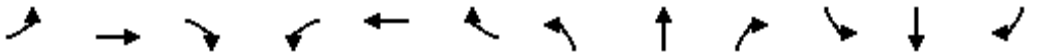
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBT	WBT	WBR	NBL	NBR
Lane Configurations					
Traffic Volume (vph)	1017	748	1124	253	971
Future Volume (vph)	1017	748	1124	253	971
Turn Type	NA	NA	Free	Prot	Prot
Protected Phases	6	2		4	4
Permitted Phases			Free		
Detector Phase	6	2		4	4
Switch Phase					
Minimum Initial (s)	12.0	12.0		7.0	7.0
Minimum Split (s)	18.8	18.8		14.0	14.0
Total Split (s)	75.0	75.0		55.0	55.0
Total Split (%)	57.7%	57.7%		42.3%	42.3%
Yellow Time (s)	4.8	4.8		4.0	4.0
All-Red Time (s)	2.0	2.0		3.0	3.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0
Total Lost Time (s)	6.8	6.8		7.0	7.0
Lead/Lag					
Lead-Lag Optimize?					
Recall Mode	C-Max	None		None	None
Act Effct Green (s)	74.4	74.4	130.0	41.8	41.8
Actuated g/C Ratio	0.57	0.57	1.00	0.32	0.32
v/c Ratio	0.40	0.29	0.81	0.18	0.86
Control Delay	19.6	15.3	26.2	31.2	42.5
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	19.6	15.3	26.2	31.2	42.5
LOS	B	B	C	C	D
Approach Delay	19.6	21.8			
Approach LOS	B	C			

Intersection Summary	
Cycle Length: 130	
Actuated Cycle Length: 130	
Offset: 19 (15%), Referenced to phase 6:EBT, Start of Green	
Natural Cycle: 50	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.86	
Intersection Signal Delay: 26.7	Intersection LOS: C
Intersection Capacity Utilization 53.8%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 4: I-95 East & Okeechobee Rd



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1017	0	0	748	1124	253	0	971	0	0	0
Future Volume (veh/h)	0	1017	0	0	748	1124	253	0	971	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	0	1752	0	0	1752	1752	1752	0	1752			
Adj Flow Rate, veh/h	0	1071	0	0	787	0	266	0	1022			
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95			
Percent Heavy Veh, %	0	10	0	0	10	10	10	0	10			
Cap, veh/h	0	2509	0	0	2509		1569	0	1129			
Arrive On Green	0.00	0.52	0.00	0.00	0.88	0.00	0.33	0.00	0.33			
Sat Flow, veh/h	0	5098	0	0	4940	1485	4705	0	3385			
Grp Volume(v), veh/h	0	1071	0	0	787	0	266	0	1022			
Grp Sat Flow(s),veh/h/ln	0	1594	0	0	1594	1485	1568	0	1128			
Q Serve(g_s), s	0.0	17.8	0.0	0.0	3.7	0.0	5.2	0.0	37.5			
Cycle Q Clear(g_c), s	0.0	17.8	0.0	0.0	3.7	0.0	5.2	0.0	37.5			
Prop In Lane	0.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	0	2509	0	0	2509		1569	0	1129			
V/C Ratio(X)	0.00	0.43	0.00	0.00	0.31		0.17	0.00	0.91			
Avail Cap(c_a), veh/h	0	2509	0	0	2509		1737	0	1250			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.67	1.67	1.00	1.00	1.00			
Upstream Filter(I)	0.00	0.97	0.00	0.00	0.71	0.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	0.0	18.9	0.0	0.0	4.1	0.0	30.6	0.0	41.4			
Incr Delay (d2), s/veh	0.0	0.5	0.0	0.0	0.1	0.0	0.1	0.0	9.0			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(95%),veh/ln	0.0	10.9	0.0	0.0	1.9	0.0	3.6	0.0	16.8			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	19.4	0.0	0.0	4.1	0.0	30.6	0.0	50.3			
LnGrp LOS	A	B	A	A	A		C	A	D			
Approach Vol, veh/h		1071			787	A		1288				
Approach Delay, s/veh		19.4			4.1			46.3				
Approach LOS		B			A			D				

Timer - Assigned Phs	2	4	6
Phs Duration (G+Y+Rc), s	75.0	50.4	75.0
Change Period (Y+Rc), s	6.8	7.0	6.8
Max Green Setting (Gmax), s	68.2	48.0	68.2
Max Q Clear Time (g_c+I1), s	5.7	39.5	19.8
Green Ext Time (p_c), s	6.8	3.9	10.2

Intersection Summary	
HCM 6th Ctrl Delay	26.6
HCM 6th LOS	C

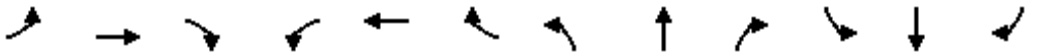
Notes

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	239	1354	402	145	1507	182	391	149	390	201	118
Future Volume (vph)	239	1354	402	145	1507	182	391	149	390	201	118
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Prot	NA	Perm
Protected Phases	1	6		5	2		7	4	3	8	
Permitted Phases			6			2					8
Detector Phase	1	6	6	5	2	2	7	4	3	8	8
Switch Phase											
Minimum Initial (s)	7.0	12.0	12.0	7.0	12.0	12.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	14.3	19.3	19.3	14.3	19.3	19.3	14.3	14.3	14.3	14.3	14.3
Total Split (s)	25.0	52.0	52.0	25.0	52.0	52.0	28.0	25.0	28.0	25.0	25.0
Total Split (%)	19.2%	40.0%	40.0%	19.2%	40.0%	40.0%	21.5%	19.2%	21.5%	19.2%	19.2%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8
All-Red Time (s)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.3	7.3	7.3	7.3	7.3	7.3	7.3	7.3	7.3	7.3	7.3
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None	None	None	None
Act Effct Green (s)	14.8	52.1	52.1	15.8	53.1	53.1	19.5	13.5	19.5	13.5	13.5
Actuated g/C Ratio	0.11	0.40	0.40	0.12	0.41	0.41	0.15	0.10	0.15	0.10	0.10
v/c Ratio	0.66	0.57	0.49	0.74	0.62	0.26	0.82	0.60	0.82	0.60	0.41
Control Delay	61.0	25.8	5.4	75.3	32.9	4.8	68.0	50.0	67.8	62.4	7.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	61.0	25.8	5.4	75.3	32.9	4.8	68.0	50.0	67.8	62.4	7.3
LOS	E	C	A	E	C	A	E	D	E	E	A
Approach Delay		25.9			33.5			61.5		56.2	
Approach LOS		C			C			E		E	

Intersection Summary	
Cycle Length: 130	
Actuated Cycle Length: 130	
Offset: 36 (28%), Referenced to phase 2:WBT and 6:EBT, Start of Green	
Natural Cycle: 80	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.82	
Intersection Signal Delay: 37.0	Intersection LOS: D
Intersection Capacity Utilization 70.4%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 5: Jenkins Rd & Okeechobee Rd



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	239	1354	402	145	1507	182	391	149	69	390	201	118
Future Volume (veh/h)	239	1354	402	145	1507	182	391	149	69	390	201	118
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1826	1826	1826	1826	1826	1826	1826	1826	1826	1826	1826	1826
Adj Flow Rate, veh/h	252	1425	423	153	1586	192	412	157	73	411	212	124
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	5	5	5	5	5	5	5	5	5	5	5	5
Cap, veh/h	306	2724	671	179	2799	690	469	234	104	468	347	155
Arrive On Green	0.18	0.87	0.87	0.10	0.45	0.45	0.14	0.10	0.10	0.14	0.10	0.10
Sat Flow, veh/h	3374	6281	1547	1739	6281	1547	3374	2336	1038	3374	3469	1547
Grp Volume(v), veh/h	252	1425	423	153	1586	192	412	115	115	411	212	124
Grp Sat Flow(s),veh/h/ln	1687	1570	1547	1739	1570	1547	1687	1735	1639	1687	1735	1547
Q Serve(g_s), s	9.3	7.2	10.4	11.3	24.3	10.2	15.6	8.3	8.8	15.5	7.6	10.2
Cycle Q Clear(g_c), s	9.3	7.2	10.4	11.3	24.3	10.2	15.6	8.3	8.8	15.5	7.6	10.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.63	1.00		1.00
Lane Grp Cap(c), veh/h	306	2724	671	179	2799	690	469	174	164	468	347	155
V/C Ratio(X)	0.82	0.52	0.63	0.86	0.57	0.28	0.88	0.66	0.70	0.88	0.61	0.80
Avail Cap(c_a), veh/h	459	2724	671	237	2799	690	537	236	223	537	472	211
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.74	0.74	0.74	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	52.2	5.4	5.6	57.4	26.7	22.8	54.9	56.3	56.6	54.9	56.1	57.2
Incr Delay (d2), s/veh	5.5	0.5	3.3	20.4	0.8	1.0	14.0	4.2	6.0	14.0	1.7	14.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	6.7	3.0	4.5	10.0	14.2	7.1	12.0	6.9	7.1	12.0	6.2	8.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	57.7	5.9	8.9	77.8	27.6	23.8	68.9	60.6	62.6	68.9	57.8	71.6
LnGrp LOS	E	A	A	E	C	C	E	E	E	E	E	E
Approach Vol, veh/h		2100			1931			642			747	
Approach Delay, s/veh		12.7			31.2			66.3			66.2	
Approach LOS		B			C			E			E	

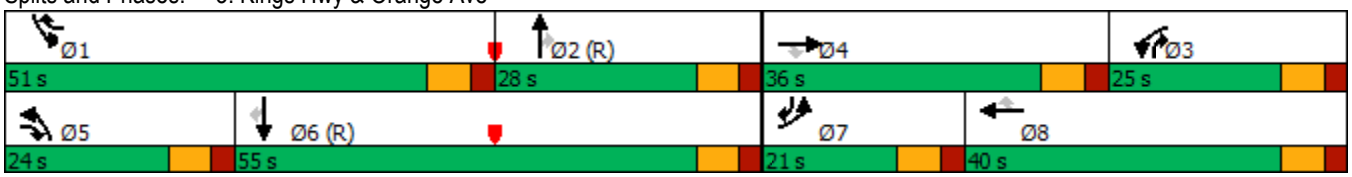
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	19.1	65.2	25.3	20.3	20.6	63.7	25.4	20.3
Change Period (Y+Rc), s	7.3	7.3	7.3	7.3	7.3	7.3	7.3	7.3
Max Green Setting (Gmax), s	17.7	44.7	20.7	17.7	17.7	44.7	20.7	17.7
Max Q Clear Time (g_c+I1), s	11.3	26.3	17.5	10.8	13.3	12.4	17.6	12.2
Green Ext Time (p_c), s	0.5	11.8	0.5	0.7	0.1	16.2	0.5	0.8

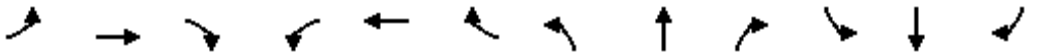
Intersection Summary	
HCM 6th Ctrl Delay	33.0
HCM 6th LOS	C

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	154	641	170	413	461	695	165	482	459	909	604	97
Future Volume (vph)	154	641	170	413	461	695	165	482	459	909	604	97
Turn Type	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov
Protected Phases	7	4	5	3	8	1	5	2	3	1	6	7
Permitted Phases			4			8			2			6
Detector Phase	7	4	5	3	8	1	5	2	3	1	6	7
Switch Phase												
Minimum Initial (s)	5.0	10.0	5.0	5.0	10.0	5.0	5.0	5.0	5.0	5.0	10.0	5.0
Minimum Split (s)	12.3	17.3	12.4	12.3	17.5	12.4	12.4	17.8	12.3	12.4	17.4	12.3
Total Split (s)	21.0	36.0	24.0	25.0	40.0	51.0	24.0	28.0	25.0	51.0	55.0	21.0
Total Split (%)	15.0%	25.7%	17.1%	17.9%	28.6%	36.4%	17.1%	20.0%	17.9%	36.4%	39.3%	15.0%
Yellow Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
All-Red Time (s)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lead	Lead	Lag	Lag	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Max	None	None	C-Max	None
Act Effct Green (s)	11.7	28.7	41.1	18.3	35.3	85.4	12.4	22.0	40.3	43.0	52.6	71.3
Actuated g/C Ratio	0.08	0.20	0.29	0.13	0.25	0.61	0.09	0.16	0.29	0.31	0.38	0.51
v/c Ratio	0.57	0.93	0.32	0.97	0.54	0.73	0.57	0.92	0.81	0.91	0.48	0.12
Control Delay	69.3	74.8	6.8	95.7	48.4	22.2	68.5	80.1	26.7	59.4	35.2	1.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	69.3	74.8	6.8	95.7	48.4	22.2	68.5	80.1	26.7	59.4	35.2	1.2
LOS	E	E	A	F	D	C	E	F	C	E	D	A
Approach Delay		61.9			49.3			56.2			46.8	
Approach LOS		E			D			E			D	

Intersection Summary	
Cycle Length: 140	
Actuated Cycle Length: 140	
Offset: 51 (36%), Referenced to phase 2:NBT and 6:SBT, Start of Green	
Natural Cycle: 110	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.97	
Intersection Signal Delay: 52.3	Intersection LOS: D
Intersection Capacity Utilization 92.1%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 3: Kings Hwy & Orange Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	154	641	170	413	461	695	165	482	459	909	604	97
Future Volume (veh/h)	154	641	170	413	461	695	165	482	459	909	604	97
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	162	675	116	435	485	669	174	507	420	957	636	39
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	214	725	428	444	962	898	228	609	475	1023	1426	734
Arrive On Green	0.06	0.20	0.20	0.13	0.27	0.27	0.07	0.17	0.17	0.30	0.40	0.40
Sat Flow, veh/h	3456	3554	1585	3456	3554	1585	3456	3554	1585	3456	3554	1585
Grp Volume(v), veh/h	162	675	116	435	485	669	174	507	420	957	636	39
Grp Sat Flow(s),veh/h/ln	1728	1777	1585	1728	1777	1585	1728	1777	1585	1728	1777	1585
Q Serve(g_s), s	6.5	26.1	5.0	17.6	16.1	37.9	6.9	19.3	17.5	37.8	18.3	1.9
Cycle Q Clear(g_c), s	6.5	26.1	5.0	17.6	16.1	37.9	6.9	19.3	17.5	37.8	18.3	1.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	214	725	428	444	962	898	228	609	475	1023	1426	734
V/C Ratio(X)	0.76	0.93	0.27	0.98	0.50	0.74	0.76	0.83	0.88	0.94	0.45	0.05
Avail Cap(c_a), veh/h	346	736	433	444	962	898	420	609	475	1086	1426	734
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.96	0.96	0.96	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	64.6	54.7	17.8	60.8	43.1	22.7	64.3	56.1	17.5	48.0	30.6	20.7
Incr Delay (d2), s/veh	5.4	18.2	0.3	36.3	0.4	3.3	5.2	12.6	20.6	14.0	1.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	5.4	19.6	4.2	15.0	11.5	23.6	5.8	14.9	13.6	25.2	12.8	1.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	70.0	73.0	18.1	97.1	43.5	26.0	69.5	68.7	38.2	62.0	31.6	20.8
LnGrp LOS	E	E	B	F	D	C	E	E	D	E	C	C
Approach Vol, veh/h		953			1589			1101			1632	
Approach Delay, s/veh		65.8			50.8			57.2			49.2	
Approach LOS		E			D			E			D	

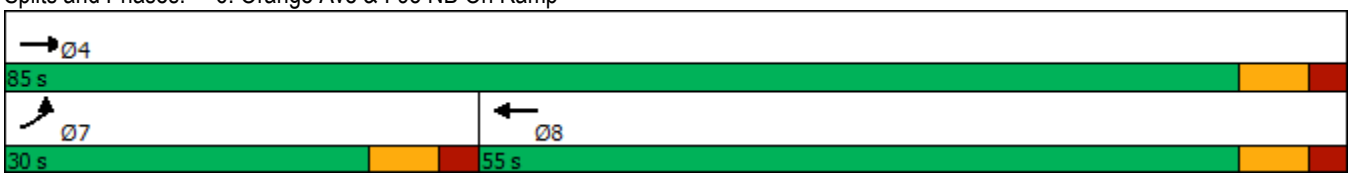
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	48.4	31.0	25.0	35.6	16.2	63.2	15.7	44.9
Change Period (Y+Rc), s	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Max Green Setting (Gmax), s	44.0	21.0	18.0	29.0	17.0	48.0	14.0	33.0
Max Q Clear Time (g_c+I1), s	39.8	21.3	19.6	28.1	8.9	20.3	8.5	39.9
Green Ext Time (p_c), s	1.7	0.0	0.0	0.5	0.3	4.9	0.2	0.0

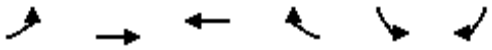
Intersection Summary	
HCM 6th Ctrl Delay	54.3
HCM 6th LOS	D

Lane Group	EBL	EBT	WBT
Lane Configurations			
Traffic Volume (vph)	758	1137	1005
Future Volume (vph)	758	1137	1005
Turn Type	Prot	NA	NA
Protected Phases	7	4	8
Permitted Phases			
Detector Phase	7	4	8
Switch Phase			
Minimum Initial (s)	5.0	5.0	5.0
Minimum Split (s)	12.0	25.0	29.0
Total Split (s)	30.0	85.0	55.0
Total Split (%)	35.3%	100.0%	64.7%
Yellow Time (s)	4.5	4.5	4.5
All-Red Time (s)	2.5	2.5	2.5
Lost Time Adjust (s)	0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0	7.0
Lead/Lag	Lead		Lag
Lead-Lag Optimize?	Yes		Yes
Recall Mode	None	Min	Min
Act Effct Green (s)	24.6	85.0	46.4
Actuated g/C Ratio	0.29	1.00	0.55
v/c Ratio	0.81	0.34	0.55
Control Delay	34.8	0.3	14.3
Queue Delay	0.0	0.0	0.0
Total Delay	34.8	0.3	14.3
LOS	C	A	B
Approach Delay		14.1	14.3
Approach LOS		B	B

Intersection Summary	
Cycle Length: 85	
Actuated Cycle Length: 85	
Offset: 0 (0%), Referenced to phase 2: and 6:, Start of Green	
Natural Cycle: 55	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.81	
Intersection Signal Delay: 14.2	Intersection LOS: B
Intersection Capacity Utilization 61.1%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 6: Orange Ave & I-95 NB On Ramp





Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	758	1137	1005	0	0	0
Future Volume (veh/h)	758	1137	1005	0	0	0
Initial Q (Qb), veh	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00			1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00		
Work Zone On Approach		No	No			
Adj Sat Flow, veh/h/ln	1870	1870	1870	0		
Adj Flow Rate, veh/h	798	1197	1058	0		
Peak Hour Factor	0.95	0.95	0.95	0.95		
Percent Heavy Veh, %	2	2	2	0		
Cap, veh/h	884	2566	1364	0		
Arrive On Green	0.26	0.72	0.38	0.00		
Sat Flow, veh/h	3456	3647	3741	0		
Grp Volume(v), veh/h	798	1197	1058	0		
Grp Sat Flow(s),veh/h/ln	1728	1777	1777	0		
Q Serve(g_s), s	19.0	12.0	22.2	0.0		
Cycle Q Clear(g_c), s	19.0	12.0	22.2	0.0		
Prop In Lane	1.00			0.00		
Lane Grp Cap(c), veh/h	884	2566	1364	0		
V/C Ratio(X)	0.90	0.47	0.78	0.00		
Avail Cap(c_a), veh/h	935	3261	2007	0		
HCM Platoon Ratio	1.00	1.00	1.00	1.00		
Upstream Filter(I)	0.93	0.93	1.00	0.00		
Uniform Delay (d), s/veh	30.6	5.0	23.0	0.0		
Incr Delay (d2), s/veh	10.9	0.1	1.2	0.0		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0		
%ile BackOfQ(95%),veh/ln	13.7	6.1	13.9	0.0		
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	41.5	5.1	24.1	0.0		
LnGrp LOS	D	A	C	A		
Approach Vol, veh/h		1995	1058			
Approach Delay, s/veh		19.6	24.1			
Approach LOS		B	C			

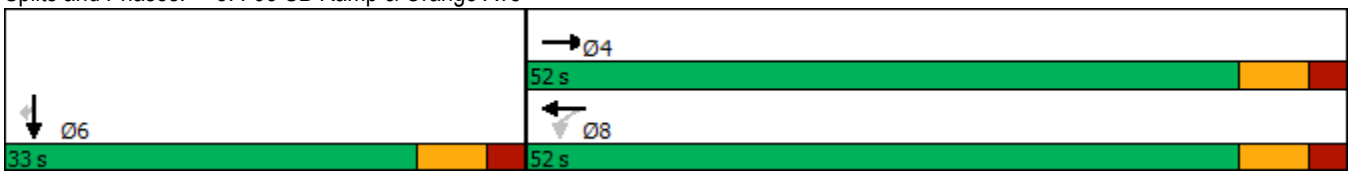
Timer - Assigned Phs	4	7	8
Phs Duration (G+Y+Rc), s	68.4	28.7	39.6
Change Period (Y+Rc), s	7.0	7.0	7.0
Max Green Setting (Gmax), s	78.0	23.0	48.0
Max Q Clear Time (g_c+I1), s	14.0	21.0	24.2
Green Ext Time (p_c), s	12.8	0.7	8.4

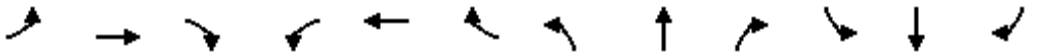
Intersection Summary	
HCM 6th Ctrl Delay	21.2
HCM 6th LOS	C

Lane Group	EBT	WBL	WBT	SBT	SBR
Lane Configurations					
Traffic Volume (vph)	691	280	1097	0	322
Future Volume (vph)	691	280	1097	0	322
Turn Type	NA	Perm	NA	NA	Perm
Protected Phases	4		8	6	
Permitted Phases		8			6
Detector Phase	4	8	8	6	6
Switch Phase					
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	25.0	25.0	25.0	25.0	25.0
Total Split (s)	52.0	52.0	52.0	33.0	33.0
Total Split (%)	61.2%	61.2%	61.2%	38.8%	38.8%
Yellow Time (s)	4.5	4.5	4.5	4.5	4.5
All-Red Time (s)	2.5	2.5	2.5	2.5	2.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0	7.0	7.0	7.0
Lead/Lag					
Lead-Lag Optimize?					
Recall Mode	None	None	None	None	None
Act Effct Green (s)	26.6	26.6	26.6	10.0	10.0
Actuated g/C Ratio	0.51	0.51	0.51	0.19	0.19
v/c Ratio	0.40	0.42	0.44	0.50	0.50
Control Delay	8.2	9.9	8.2	20.4	20.3
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	8.2	9.9	8.2	20.4	20.3
LOS	A	A	A	C	C
Approach Delay	8.2		8.6	20.4	
Approach LOS	A		A	C	

Intersection Summary	
Cycle Length: 85	
Actuated Cycle Length: 51.7	
Natural Cycle: 50	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.50	
Intersection Signal Delay: 10.0	Intersection LOS: B
Intersection Capacity Utilization 51.2%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 8: I-95 SB Ramp & Orange Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	691	0	280	1097	0	0	0	0	0	0	322
Future Volume (veh/h)	0	691	0	280	1097	0	0	0	0	0	0	322
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1870	0	1870	1870	0				0	1870	1870
Adj Flow Rate, veh/h	0	727	0	295	1155	0				0	0	276
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95				0.95	0.95	0.95
Percent Heavy Veh, %	0	2	0	2	2	0				0	2	2
Cap, veh/h	0	2678	0	1481	3848	0				0	0	0
Arrive On Green	0.00	0.75	0.00	0.75	0.75	0.00				0.00	0.00	0.00
Sat Flow, veh/h	0	3741	0	1412	5274	0					0	
Grp Volume(v), veh/h	0	727	0	295	1155	0					0.0	
Grp Sat Flow(s),veh/h/ln	0	1777	0	706	1702	0						
Q Serve(g_s), s	0.0	1.8	0.0	2.3	2.0	0.0						
Cycle Q Clear(g_c), s	0.0	1.8	0.0	4.1	2.0	0.0						
Prop In Lane	0.00		0.00	1.00		0.00						
Lane Grp Cap(c), veh/h	0	2678	0	1481	3848	0						
V/C Ratio(X)	0.00	0.27	0.00	0.20	0.30	0.00						
Avail Cap(c_a), veh/h	0	5630	0	2654	8090	0						
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00						
Upstream Filter(I)	0.00	1.00	0.00	1.00	1.00	0.00						
Uniform Delay (d), s/veh	0.0	1.1	0.0	1.7	1.1	0.0						
Incr Delay (d2), s/veh	0.0	0.1	0.0	0.1	0.0	0.0						
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0						
%ile BackOfQ(95%),veh/ln	0.0	0.0	0.0	0.0	0.0	0.0						
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	1.1	0.0	1.8	1.2	0.0						
LnGrp LOS	A	A	A	A	A	A						
Approach Vol, veh/h		727			1450							
Approach Delay, s/veh		1.1			1.3							
Approach LOS		A			A							

Timer - Assigned Phs				4				8				
Phs Duration (G+Y+Rc), s				28.4				28.4				
Change Period (Y+Rc), s				7.0				7.0				
Max Green Setting (Gmax), s				45.0				45.0				
Max Q Clear Time (g_c+I1), s				3.8				6.1				
Green Ext Time (p_c), s				6.0				15.3				

Intersection Summary												
HCM 6th Ctrl Delay			1.2									
HCM 6th LOS			A									

Notes

User approved volume balancing among the lanes for turning movement.

APPENDIX I

TRUCK FACTOR CALCULATIONS

Table 2-2 Recommended D-Factors for Project Traffic Forecasting

Road Type	Low	D	High	Standard Deviation
Rural Freeway	52.3	54.8	57.3	1.73
Rural Arterial	51.1	58.1	79.6	6.29
Urban Freeway	50.4	55.8	61.2	4.11
Urban Arterial	50.8	57.9	67.1	4.60

Note: In some special cases, the D-Factor for urban freeways may be higher, e.g., Veterans Expressway.

2.6.3.3 Percent Trucks (T)

% Trucks

The most critical factor in pavement design is the amount of truck traffic using a roadway. The structural design is primarily dependent upon the heavy axle loads generated by commercial trucks. The estimated future truck volume is needed for calculating the 18-KIP ESALs for pavement design.

There are ten (10) classes of trucks, including buses, according to the current FHWA vehicle classification scheme (see **Figure 2-2**). Truck data are used in many different applications. As a result, various definitions of truck percentages exist (i.e., T_f, T24, 24T+B, 24T, DHT, DH2, and DH3) and they are all calculated as percentages of trucks in total traffic. Detailed definitions for these truck factors can be found in **Appendix C – Glossary.**

The traffic forecasting "T" is the same as T24 or 24T+B. It includes trucks and buses from Class 4 to Class 13. The truck volume and AADT are related to each other by a ratio commonly known as "T". The Daily Truck Volume (DTV) is the total number of trucks traversing a roadway segment during a 24-hour period. It can be derived by multiplying AADT by T as shown in **Equation 2-6.**

$$DTV = AADT \times T$$ Equation 2-6

For traffic forecasting purposes, the Design Hour Truck (DHT) is defined as T divided by two, based on the assumption that only half as many trucks travel on the roadway during the peak hour. The DHT is determined by the **Equation 2-7.**

$$DHT = \frac{T}{2}$$ Equation 2-7

The truck percentage is usually assumed to be constant over time.

FARRELL COMMUNITIES - FT. PIERCE

09/13/2022

TRUCK PERCENTAGE CALCULATION

STATION	ROADWAY	FROM	TO	24-HOUR T%
940025	OKEECHOBEE ROAD	MCCARTY ROAD	FLORIDA TURNPIKE	19.02%
940748	OKEECHOBEE ROAD	KINGS HIGHWAY	CROSSROADS PARKWAY	20.36%
940106	OKEECHOBEE ROAD	CROSSROADS PARKWAY	I-95	20.00%
940029	OKEECHOBEE ROAD	I-95	MCNEIL ROAD	10.52%
940757	KINGS HIGHWAY	OKEECHOBEE ROAD	ORANGE AVENUE	24.40%
			T24 CALCULATED =	18.86%
	PHT = T/2		**PHT =**	**9.43%**
			PHT USED FOR STUDY =	**10.00%**

Notes:

PER FDOT TRAFFIC FORECASTING HANDBOOK PEAK HOUR TRUCK TRAFFIC IS ESTIMATED AS T/2

24-HOUR T% BASED ON 5-YEAR AVERAGE OF EACH OF THE ABOVE STATIONS.

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FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2019 HISTORICAL AADT REPORT

COUNTY: 94 - ST.LUCIE

SITE: 0025 - SR 70/OKEECHOBEE RD - W OF SR 91/TPK (COUNTY 25)

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2019	8400 C	E 4500	W 3900	9.50	54.30	18.60
2018	8900 C	E 4300	W 4600	9.50	55.20	19.60
2017	11600 C	E 5700	W 5900	9.50	56.20	28.00
2016	7100 C	E 3600	W 3500	9.00	57.10	15.60
2015	7100 C	E 3600	W 3500	9.00	56.30	13.30
2014	6100 C	E 3100	W 3000	9.00	54.70	13.60
2013	6100 C	E 3100	W 3000	9.00	57.20	26.20
2012	4200 C	E 2100	W 2100	9.00	57.00	13.00
2011	6600 C	E 3200	W 3400	9.00	56.50	13.00
2010	5700 C	E 2700	W 3000	11.51	57.07	20.00
2009	6500 C	E 3300	W 3200	11.11	58.68	19.70
2008	7500 C	E 3700	W 3800	11.51	54.38	19.70
2007	8300 C	E 4200	W 4100	11.51	58.16	19.70
2006	7800 C	E 3700	W 4100	10.78	56.96	22.30
2005	8300 C	E 4200	W 4100	11.10	56.60	18.90
2004	7400 C	E 3700	W 3700	11.10	60.50	18.90

19.02

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

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2019 HISTORICAL AADT REPORT

COUNTY: 94 - ST.LUCIE

SITE: 0029 - SR 70 / OKEECHOBEE RD - E OF SR 9/I-95 (COUNTY 29)

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2019	33000 C	E 17000	W 16000	9.00	51.00	11.00
2018	31000 C	E 15000	W 16000	9.00	51.30	4.70
2017	34500 C	E 17500	W 17000	9.00	50.90	12.30
2016	28500 F	E 14000	W 14500	9.00	50.90	12.30
2015	28500 C	E 14000	W 14500	9.00	51.00	12.30
2014	25500 F	E 14000	W 11500	9.00	50.80	4.90
2013	25500 C	E 14000	W 11500	9.00	50.80	4.90
2012	28000 C	E 14000	W 14000	9.00	56.80	4.90
2011	30500 C	E 15500	W 15000	9.00	57.20	10.90
2010	30500 C	E 15500	W 15000	10.32	55.40	10.90
2009	26500 C	E 13000	W 13500	10.27	57.35	10.90
2008	29500 C	E 15500	W 14000	10.45	58.06	6.70
2007	33000 C	E 17000	W 16000	10.31	58.74	5.20
2006	31000 C	E 16000	W 15000	10.73	65.89	16.00
2005	26500 C	E 13500	W 13000	10.80	60.70	16.00
2004	28000 C	E 14000	W 14000	10.30	57.70	16.00

10.52

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

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2019 HISTORICAL AADT REPORT

COUNTY: 94 - ST.LUCIE

SITE: 0106 - SR 70/OKEECHOBEE RD - W OF SR 9\I-95 (INCLUDE EB TO NB & SB I-95 RAMPS)

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2019	32500 C	E 15500	W 17000	9.00	54.30	38.40
2018	27000 C	E 14000	W 13000	9.00	55.20	4.70
2017	33000 C	E 17000	W 16000	9.00	56.20	18.80
2016	30000 C	E 16500	W 13500	9.00	57.10	29.30
2015	25500 C	E 13000	W 12500	9.00	56.30	8.80
2014	23000 F	E 12000	W 11000	9.00	54.70	21.60
2013	23000 C	E 12000	W 11000	9.00	57.20	21.60
2012	17100 C	E 8400	W 8700	9.00	57.00	18.40
2011	20200 C	E 10500	W 9700	9.00	56.50	18.40
2010	25000 C	E 12500	W 12500	11.51	57.07	18.40
2009	16600 C	E 8400	W 8200	11.11	58.68	5.00
2008	34000 C	E 17500	W 16500	11.51	54.38	19.30
2007	33000 C	E 16500	W 16500	11.51	58.16	22.30
2006	30500 C	E 15500	W 15000	10.78	56.96	22.30
2005	31000 C	E 15500	W 15500	11.10	56.60	20.70
2004	28500 C	E 14000	W 14500	11.10	60.50	20.70

20.0

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

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2019 HISTORICAL AADT REPORT

COUNTY: 94 - ST.LUCIE

SITE: 0748 - SR 70/OKEECHOBEE RD - E OF SR 713/KINGS HWY (COUNTY 742)

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2019	26000 C	E 14500	W 11500	9.00	54.30	20.70
2018	23500 C	E 13000	W 10500	9.00	55.20	21.70
2017	29500 C	E 15500	W 14000	9.00	56.20	21.20
2016	20500 C	E 11000	W 9500	9.00	57.10	19.60
2015	21100 C	E 11500	W 9600	9.00	56.30	18.60
2014	20400 C	E 9900	W 10500	9.00	54.70	17.60
2013	20000 C	E 11000	W 9000	9.00	57.20	18.30
2012	23000 F	E 10000	W 13000	9.00	57.00	17.40
2011	24000 C	E 10500	W 13500	9.00	56.50	17.40
2010	21500 C	E 11000	W 10500	11.51	57.07	21.50
2009	25000 C	E 13000	W 12000	11.11	58.68	24.10
2008	25000 C	E 13500	W 11500	11.51	54.38	22.90
2007	24000 C	E 12500	W 11500	11.51	58.16	27.10
2006	26500 C	E 13500	W 13000	10.78	56.96	22.30
2005	29000 C	E 15000	W 14000	11.10	56.60	17.90
2004	25500 C	E 12500	W 13000	11.10	60.50	17.90

20.36

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

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2019 HISTORICAL AADT REPORT

COUNTY: 94 - ST.LUCIE

SITE: 0757 - SR 713 / KINGS HWY - N OF SR 70/OKEECHOBEE RD (COUNTY 757)

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2019	7600 C	N 3700	S 3900	9.00	54.30	23.40
2018	13600 C	N 6500	S 7100	9.00	55.20	23.90
2017	12800 C	N 6100	S 6700	9.00	56.20	23.90
2016	6400 C	N 3100	S 3300	9.00	57.10	23.90
2015	6300 C	N 3000	S 3300	9.00	56.30	26.90
2014	9100 C	N 3900	S 5200	9.00	54.70	46.50
2013	6000 C	N 3000	S 3000	9.00	57.20	17.40
2012	5400 C	N 2700	S 2700	9.00	57.00	17.40
2011	6200 C	N 3200	S 3000	9.00	56.50	22.90
2010	13500 C	N 6800	S 6700	11.51	57.07	22.90
2009	8000 C	N 4000	S 4000	11.11	58.68	22.90
2008	7400 C	N 3500	S 3900	11.51	54.38	23.20
2007	8900 C	N 4400	S 4500	11.51	58.16	25.50
2006	7300 C	N 3600	S 3700	10.78	56.96	25.50
2005	7900 C	N 3900	S 4000	11.10	56.60	18.10
2004	7200 C	N 3500	S 3700	11.10	60.50	18.10

24.4

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 J

KINGS HIGHWAY ROADWAY PLANS

8'-0" × 2'-0" **Okeechobee Rd** (X)

8'-6" × 2'-0" **Kings Hwy** (Y)

2 EA 700-5-22
INTERNALLY ILLUMINATED SIGNS
See Signalization Plans for Mast Arm Locations and additional information

5'-0" × 1'-6" **Turnpike** (Z)

Exist. Internally Illuminated Sign (To Remain)
See Signalization Plans for Mast Arm Locations and additional information

(B) U-TURN YIELD TO RIGHT TURN
R10-16 30" X 36"
700-3-201 1 EA

(A)
4 AS 700-1-11
W11-2 36" X 36"
W16-17PR 24" X 12"
A1 STA. 8+63.00
A2 STA. 8+76.00
A4 STA. 9+61.50
A5 STA. 9+68.00

(B)
700-1-11 3 AS
W11-2 36" X 36"
W16-17PL 24" X 12"
B1 STA. 8+60.00
B4 STA. 8+86.00
B5 STA. 10+16.00

0 10 40 Feet

1 AS 700-1-11
1 EA 705-10-1
R4-7 24" X 30"
OM1-1 18" X 18"
STA. 8+84.00

Exist. Sign (To Remain)

Exist. Sign (To be Removed)
1 AS 700-1-60

700-1-50 1 AS
Exist. Sign (To be Relocated)
STA. 10+10.00

BEGIN PROJECT
BEGIN SIGNING AND PAVEMENT MARKINGS
STA. 5+03.22 ℄ CONST. KINGS HWY
MATCH EXISTING

OKEECHOBEE RD.

9+99.00
131.00' LT
MATCH EXIST.

8+93.00
112.00' LT
MATCH EXIST.

8+87.00
83.50' LT

8+81.00
73.00' LT

8+72.50
63.00' LT

6" WHITE W/W/R RPM'S @ 20' O/C

6" YELLOW

6" WHITE 9+58.00 90.00' LT 10+15.00 84.50' LT

24" WHITE
6" WHITE
12" WHITE
24" WHITE (TYP.)
6" YELLOW SEE DETAIL #5
2'-4" SKIP 6" YELLOW
24" WHITE (TYP.)
12" WHITE
2'-4" SKIP 6" WHITE

Exist. Sign (To Remain)
Exist. Sign (To Remain)
Exist. Sign (To Remain)
Exist. Overhead Sign Structure No. 94T009 (To Remain)

10'-30' SKIP 6" WHITE W/W/R RPM'S @ 40' O/C

℄ SURVEY

6" WHITE
18" WHITE W/W/R RPM'S @ 40' O/C (TYP.)

TOLL VIOLATIONS ENFORCED BY PHOTO ENFORCEMENT $100 PENALTY
PREPAID TOLLS ONLY
KEEP LEFT

STOP

5+04.73
32.70' LT
MATCH EXIST.

S. KINGS HWY. (SR 713) SOUTHBOUND
S. KINGS HWY. (SR 713) NORTHBOUND
ONLY

6" YELLOW
8" WHITE W/W/R RPM'S @ 10' O/C
10.5' 12' 11' 10.5'

8+08.00
8+76.50
8+44.37

105' R
148' R
90° R
100' R
105' R

℄ CONST. KINGS HWY
24" WHITE (TYP.)
12" WHITE
2'-4" SKIP 6" WHITE

9+08.50
38.00' RT
9+09.00
48.50' RT
6" WHITE
9+10.50
80.50' RT
12" WHITE
24" WHITE (TYP.)
24" WHITE (TYP.)
2'-4" SKIP 6" WHITE

6" WHITE
PAVEMENT MESSAGE (TYP.)
DIRECTIONAL ARROW (TYP.)
6" WHITE W/W/R RPM'S @ 20' O/C
6+05.00
48.00' RT
MATCH EXIST.

TO I-95 NORTH
95

24" WHITE
12" WHITE
NO TURN ON RED EXCEPT FROM RIGHT LANE

8+73.50
76.50' RT
8+94.00
98.50' RT
MATCH EXIST.

AUTHORIZED VEHICLES ONLY

Exist. Sign (To Remain)
Exist. Sign (To Remain)
Exist. Sign (To Remain)
Exist. Sign (To Remain)
Exist. Sign (To Remain)
Exist. Sign (To Remain)
Exist. Sign (To Remain)

95 (1) H
Indian River College
Jai Alai

FORT PIERCE
Historic Downtown
City Marina
Backus Gallery
Visitor Center

MATCH LINE STA. 10+20.00 ℄ SURVEY

THE OFFICIAL RECORD OF THIS SHEET IS THE ELECTRONIC FILE DIGITALLY SIGNED AND SEALED UNDER RULE 61G15-23.004, F.A.C.

REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

JACOBS ENGINEERING GROUP INC.
3750 NW 87th AVENUE, SUITE 750
MIAMI, FL 33178
PHONE No. (305) 718-0599
CERTIFICATE OF AUTHORIZATION No. 2822
ENGINEER OF RECORD:
JAVIER A. CALVO P.E. No. 73792

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 713	ST. LUCIE	230256-6-52-01

SIGNING AND PAVEMENT MARKING PLANS

SHEET NO. S-7

MATCH LINE STA. 10+20.00 ℄ SURVEY

MATCH LINE STA. 15+80.00 ℄ SURVEY

0 10 40
Feet

TEMP. EASEMENT
PERM. EASEMENT
R/W LINE

CANAL R/W LINE
700-1-50 1 AS
Exist. Sign
(To be Relocated)
STA. 10+37.00

St. Lucie County / University of Florida
Cooperative Extension

1 AS 700-1-12
R3-8(MOD)
60" X 30"
STA. 11+05.00

1 AS 700-1-12
M3-2 24" X 12"
FTP-17-06 24" X 24"
M6-1L 21" X 15"
M3-4 24" X 12"
FTP-17-06 24" X 24"
M6-1R 21" X 15"
STA. 11+55.00

1 AS 700-1-12
R3-8(MOD)
60" X 30"
STA. 12+05.00

1 AS 700-1-11
D9-2 24" X 24"
M5-1L 21" X 15"
STA. 12+55.00

1 AS 700-1-11
R3-17 24" X 18"
R3-17bP 24" X 8"
STA. 12+55.00

1 AS 700-1-12
R1-1 36" X 36"
FTP-55R-06 24" X 30"
STA. 12+99.00

1 AS 700-1-11
R5-2 30" X 30"
STA. 13+40.00

1 AS 700-1-11
M4-5 24" X 12"
M1-1 24" X 24"
M6-1L 21" X 15"
STA. 13+80.00

1 AS 700-1-11
M4-15 24" X 12"
FTP-16-10 30" X 36"
M6-3 21" X 15"
STA. 14+80.00

Exist. Sign
(To be Removed)
700-2-60 1 AS

Exist. Sign
(To be Removed)
700-1-60 1 AS

CANAL 40

10+24.50
74.50' LT

12+40.00

12+64.50

13+31.50
110.00' LT
MATCH EXIST.

13+08.00
112.00' LT
MATCH EXIST

13+04.50
82.00' LT

12+93.00
67.00' LT

13+46.00
67.00' LT

13+73.00

14+90.00

14+35.00

14+29.50

PAVEMENT MESSAGE

6" DBL YELLOW W/Y/Y RPM'S @ 40' O/C

6" WHITE

24" WHITE

12" WHITE

2'-4" SKIP 6" WHITE

10'-30' SKIP 6" WHITE/BLACK W/W/R RPM'S @ 40' O/C

6'-10' SKIP 6" WHITE

6.5' BUFFERED BIKE LANE (TYP.)

S. KINGS HWY. (SR 713) SOUTHBOUND

S. KINGS HWY. (SR 713) NORTHBOUND

℄ CONST. KINGS HWY

℄ SURVEY

6" YELLOW

6" WHITE W/W/R RPM'S @ 20' O/C

DIRECTIONAL ARROW (TYP.)

10+36.00
66.50' LT

11+02.00

10+52.00

11+95.00

11+14.00

10+90.00

BEGIN CONC. PAVEMENT

SEE DETAIL #5

24" WHITE (TYP.)

12" WHITE

2'-4" SKIP 6" YELLOW

6'-10' SKIP 6" WHITE

10+38.50
71.00' RT

10+33.00
79.00' RT

10+28.50
88.50' RT

6" WHITE

12" WHITE

24" WHITE (TYP.)

10+25.00
120.00' RT
MATCH EXIST.

R/W LINE

DRIVEWAY

DRIVE WAY

BIKE LANE

R3-17
24" X 18"
STA. 10+85.00
1 AS 700-1-11

TOW-AWAY ZONE

Exist. Sign
(To be Removed)
1 AS 700-1-60

ONE WAY

ONLY

STOP

BIKE LANE ENDS

AUTO ENTRANCE

TOW-AWAY ZONE

Exist. Sign
(To Remain)

Exist. Sign
(To be Removed)
1 AS 700-1-60

1 AS 700-1-11
R6-1R 36" X 12"
STA. 13+10.00

SPEED LIMIT 50

700-1-11 1 AS
R2-1 30" X 36"
STA. 13+60.00

TO INTERSTATE 95

TOLL FLORIDA'S TURNPIKE

1 AS 700-1-11
1 EA 705-10-1
R4-7 24" X 30"
OM1-1 18" X 18"
STA. 10+50.00

FORT PIERCE
Historic Downtown Marina
Backus Gallery
Exist. Sign
(To be Removed, see note 2 on Sheet S-6)
1 AS 700-2-60

Ⓐ 1 AS 700-1-11
W11-2 36" X 36"
W16-17PR 24" X 12"
STA. 10+53.00 (A6)

Ⓑ 3 AS 700-1-11
W11-2 36" X 36"
W16-17PL 24" X 12"
STA. 10+35.50 (B6)
STA. 10+50.00 (B7)
STA. 10+50.00 (B8)

8'-0"
2'-0"
Okeechobee Rd
(X)
1 EA 700-5-22
INTERNALLY ILLUMINATED SIGN
See Signalization Plans for Mast Arm Locations and additional information

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REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

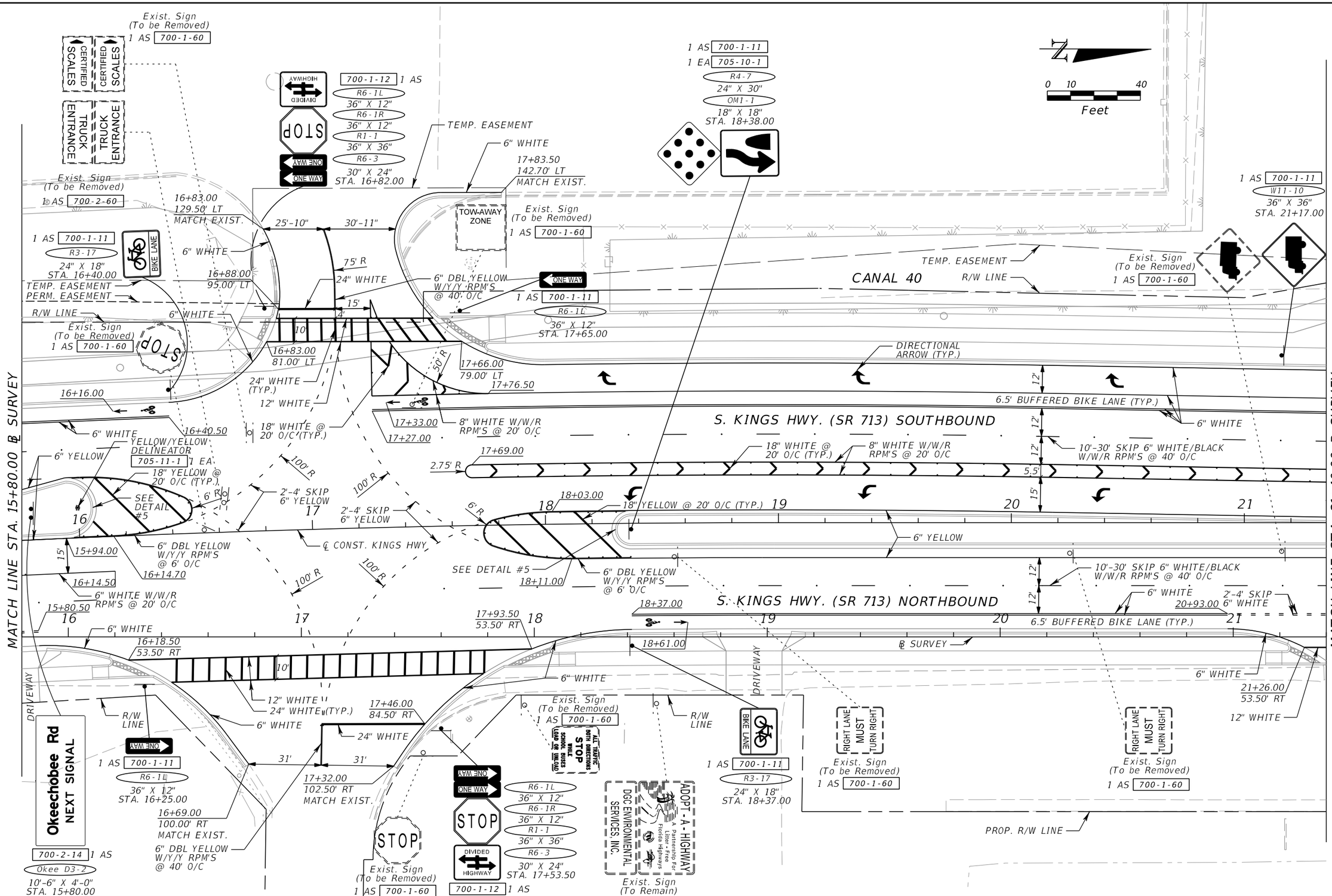
JACOBS ENGINEERING GROUP INC.
3750 NW 87th AVENUE, SUITE 750
MIAMI, FL 33178
PHONE No. (305) 718-0599
CERTIFICATE OF AUTHORIZATION No. 2822
ENGINEER OF RECORD:
JAVIER A. CALVO P.E. No. 73792

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 713	ST. LUCIE	230256-6-52-01

SIGNING AND PAVEMENT MARKING PLANS

SHEET NO. S-8



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MIAMI, FL 33178
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DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 713	ST. LUCIE	230256-6-52-01

SIGNING AND PAVEMENT MARKING PLANS

SHEET NO. S-9

calvoja 11/21/2017 10:02:14 AM P:\E9Y18600_Kings Hwy\700 Cadd Files\23025665201\signing\plansp03.dgn

TEMP. EASEMENT
CANAL R/W LINE
0 10 40
Feet
CANAL 40
1 AS 700-1-11
R4-4
36" X 30"
STA. 24+96.00
M2-1
21" X 15"
M4-15
24" X 12"
FTP-16-10
30" X 36"
STA. 25+68.00
1 AS 700-1-11
JCT TOLL FLORIDA'S TURNPIKE
1 AS 700-1-11
R6-1R
36" X 12"
STA. 22+00.00
ONE WAY
BEGIN RIGHT TURN LANE YIELD TO BIKES
1 AS 700-1-11
M2-1
21" X 15"
FTP-17-06
24" X 24"
STA. 25+68.00
JCT 70
JCT FLORIDA'S TURNPIKE
Exist. Sign (To be Removed)
1 AS 700-1-60
JCT 70
Exist. Sign (To be Removed)
1 AS 700-1-60
DIRECTIONAL ARROW (TYP.)
MATCH LINE STA. 21+40.00 ℄ SURVEY
MATCH LINE STA. 27+00.00 ℄ SURVEY
12'
6.5' BUFFERED BIKE LANE (TYP.)
23+90.00
25+95.00
6" WHITE
2'-4' SKIP 6" WHITE
25+19.50
6" WHITE
18" WHITE @ 20' O/C (TYP.)
12'
12'
10'-30' SKIP 6" WHITE/BLACK W/W/R RPM'S @ 40' O/C
23+59.00
S. KINGS HWY. (SR 713) SOUTHBOUND
6'-10' SKIP 6" WHITE
5.5'
23+09.00
24+64.00
END CONC. PAVEMENT
12'
10'-30' SKIP 6" WHITE W/W/R RPM'S @ 40' O/C
8" WHITE W/W/R RPM'S @ 20' O/C
15'
℄ CONST. KINGS HWY
22
23
24
25
26
6" YELLOW
24+66.00
25+61.00
24+06.00
6'-10' SKIP 6" WHITE
25+11.00
18" WHITE @ 20' O/C (TYP.)
15'
4'
12'
12'
10'-30' SKIP 6" WHITE/BLACK W/W/R RPM'S @ 40' O/C
8" WHITE W/W/R RPM'S @ 20' O/C
2'-4' SKIP 6" WHITE
22+67.00
22+92.00
S. KINGS HWY. (SR 713) NORTHBOUND
6" DBL YELLOW W/Y/Y RPM'S
6" WHITE
10'-30' SKIP 6" WHITE W/W/R RPM'S @ 40' O/C
22
23
24
25
26
6.5' BUFFERED BIKE LANE (TYP.)
℄ SURVEY
10'
12" WHITE
5'
22+35.00
53.50' RT
6" WHITE
DRIVE WAY
10'
DRIVEWAY
24" WHITE
22+15.00
68.50' RT
STOP
ONLY
1 AS 700-1-12
R1-1
36" X 36"
FTP-55R-06
24" X 30"
STA. 22+21.00
1 AS 700-1-11
FTP-82-08
24" X 36"
R5-2
24" X 24"
STA. 24+00.00
ONLY
12" WHITE
24" WHITE
R/W LINE
6" WHITE
6" DBL YELLOW W/Y/Y RPM'S @ 40' O/C
PAVEMENT MESSAGE (TYP.)
STOP
ONLY
16'
16'
ONLY
Exist. Sign (To be Removed)
1 AS 700-1-60
21+65.00
124.00' RT
MATCH EXIST.
21+97.00
124.00' RT
MATCH EXIST.
PROP. R/W LINE
Exist. Sign (To be Removed)
1 AS 700-1-60
NORTH 713
NORTH 713
1 AS 700-1-11
M3-1
24" X 12"
FTP-17-06
30" X 24"
STA. 24+40.00
STOP
ONLY
1 AS 700-1-12
R1-1
36" X 36"
FTP-55R-06
24" X 30"
STA. 25+18.00
Crossroads Pkwy
1 AS 700-1-12
W2-2R
36" X 36"
Cro W16-8P
60" X 12"
STA. 26+00.00

LEGEND
GREEN BIKE LANE

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REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

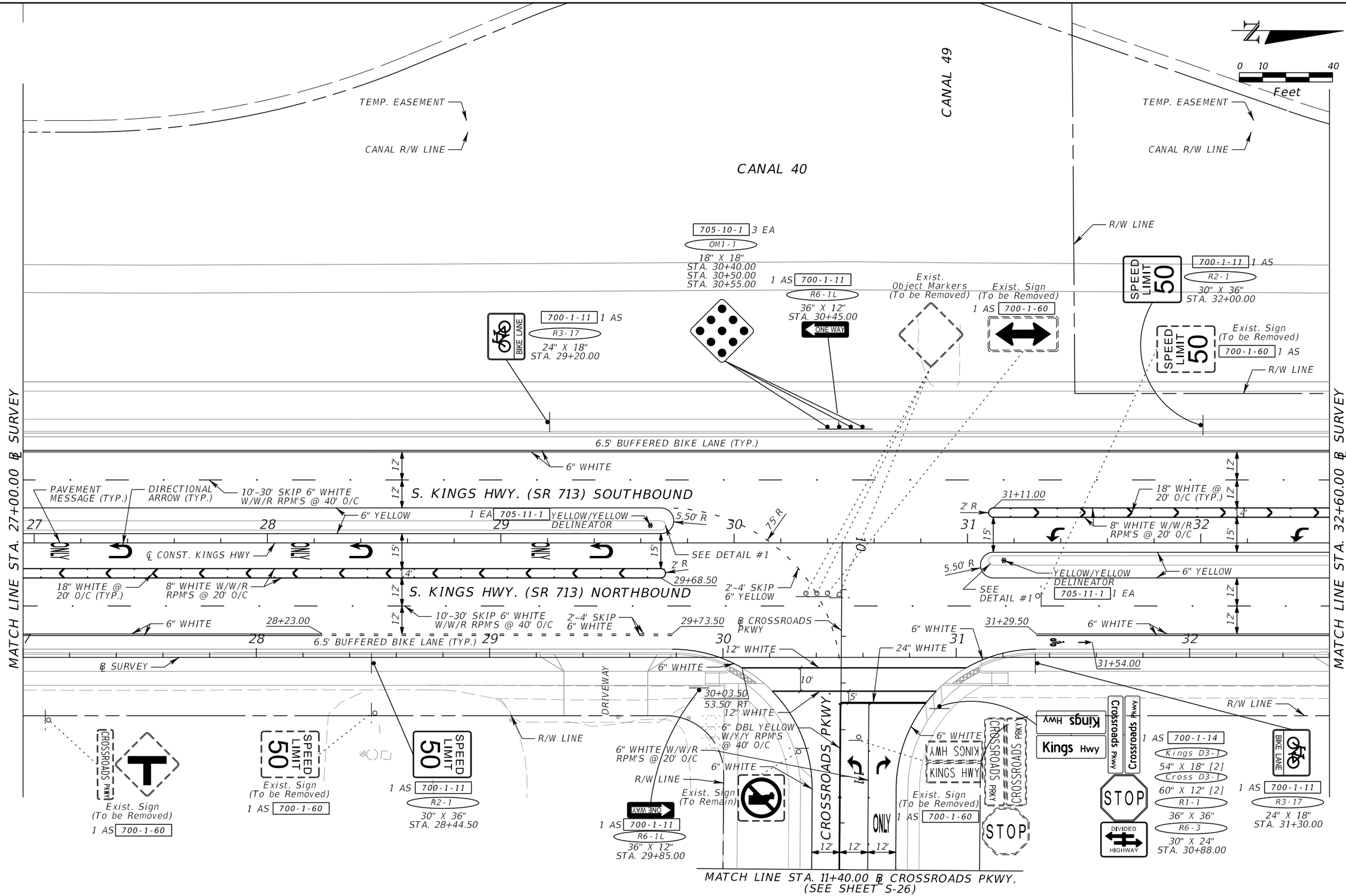
JACOBS ENGINEERING GROUP INC.
3750 NW 87th AVENUE, SUITE 750
MIAMI, FL 33178
PHONE No. (305) 718-0599
CERTIFICATE OF AUTHORIZATION No. 2822
ENGINEER OF RECORD:
JAVIER A. CALVO P.E. No. 73792

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 713	ST. LUCIE	230256-6-52-01

SIGNING AND PAVEMENT MARKING PLANS

SHEET NO. S-10



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REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

JACOBS ENGINEERING GROUP INC.
3750 NW 87th AVENUE, SUITE 750
MIAMI, FL 33178
PHONE No. (305) 718-0599
CERTIFICATE OF AUTHORIZATION No. 2822
ENGINEER OF RECORD:
JAVIER A. CALVO P.E. No. 73792

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 713	ST. LUCIE	230256-6-52-01

SIGNING AND PAVEMENT MARKING PLANS

SHEET NO. S-11

calvoja 11/21/2017 10:02:19 AM P:\E9Y18600_Kings Hwy\700 Cadd Files\23025665201\signing\plansp05.dgn

N

0 10 40
Feet

TEMP. EASEMENT

CANAL R/W LINE

Exist. Sign
(To be Removed)
1 AS 700-1-60

CANAL 40

CROSSROADS PKWY

R/W LINE

6.5' BUFFERED BIKE LANE (TYP.)

6" WHITE

S. KINGS HWY. (SR 713) SOUTHBOUND

12' 12' 12' 12'

10'-30' SKIP 6" WHITE
W/W/R RPM'S @ 40' O/C

18" WHITE @ 34+70.50
20' O/C (TYP.)

6'-10' SKIP
6" WHITE

35+75.50

4'

15'

8" WHITE W/W/R
RPM'S @ 20' O/C

34+20.50

35+12.50

℄ CONST. KINGS HWY

6" YELLOW

S. KINGS HWY. (SR 713) NORTHBOUND

12' 12' 12' 12'

10'-30' SKIP 6" WHITE
W/W/R RPM'S @ 40' O/C

6" WHITE

6.5' BUFFERED BIKE LANE (TYP.)

℄ SURVEY

DRIVEWAY

DIRECTIONAL
ARROW (TYP.)

R/W LINE

33 34 35 36 37 38

MATCH LINE STA. 32+60.00 ℄ SURVEY

MATCH LINE STA. 38+20.00 ℄ SURVEY

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REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

JACOBS ENGINEERING GROUP INC.
3750 NW 87th AVENUE, SUITE 750
MIAMI, FL 33178
PHONE No. (305) 718-0599
CERTIFICATE OF AUTHORIZATION No. 2822
ENGINEER OF RECORD:
JAVIER A. CALVO P.E. No. 73792

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 713	ST. LUCIE	230256-6-52-01

SIGNING AND PAVEMENT MARKING PLANS

SHEET NO. S-12

0 10 40
Feet

TEMP. EASEMENT
CANAL R/W LINE
CANAL 40
R/W LINE
6.5' BUFFERED BIKE LANE (TYP.)
S. KINGS HWY. (SR 713) SOUTHBOUND
6" WHITE
12'
12'
10'-30' SKIP 6" WHITE W/W/R RPM'S @ 40' O/C
6" YELLOW
SEE DETAIL #1
2'-4' SKIP 6" YELLOW
SEE DETAIL #6
℄ CONST. KINGS HWY
15'
4'
12'
12'
18" WHITE @ 20' O/C (TYP.)
8" WHITE W/W/R RPM'S @ 20' O/C
6'-10' SKIP 6" WHITE
6" WHITE
S. KINGS HWY. (SR 713) NORTHBOUND
℄ SURVEY
6.5' BUFFERED BIKE LANE (TYP.)
10'-30' SKIP 6" WHITE W/W/R RPM'S @ 40' O/C
DIRECTIONAL ARROW (TYP.)
PAVEMENT MESSAGE (TYP.)
YELLOW/YELLOW DELINEATOR
705-11-1 1 EA
2'-4' SKIP 6" YELLOW
R/W LINE
TEMP. EASEMENT
PERMANENT EASEMENT
R/W LINE

MATCH LINE STA. 38+20.00 ℄ SURVEY

38+31.00
39
38+94.00
40
39+86.00
39+36.00
41
42
43
42+98.00
43+56.00
43+40.00
43+72.00

MATCH LINE STA. 43+80.00 ℄ SURVEY

1 AS 700-1-12
W2-2L
36" X 36"
Cro W16-8P
60" X 12"
STA. 39+75.00
Crossroads Pkwy

700-1-11 1 AS
R6-1L
36" X 12"
STA. 43+25.00
ONE WAY

1 AS 700-1-11
FTP-82-08
24" X 36"
R5-2
24" X 24"
STA. 38+30.00
ONLY

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ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 713	ST. LUCIE	230256-6-52-01

SIGNING AND PAVEMENT MARKING PLANS

SHEET NO. S-13

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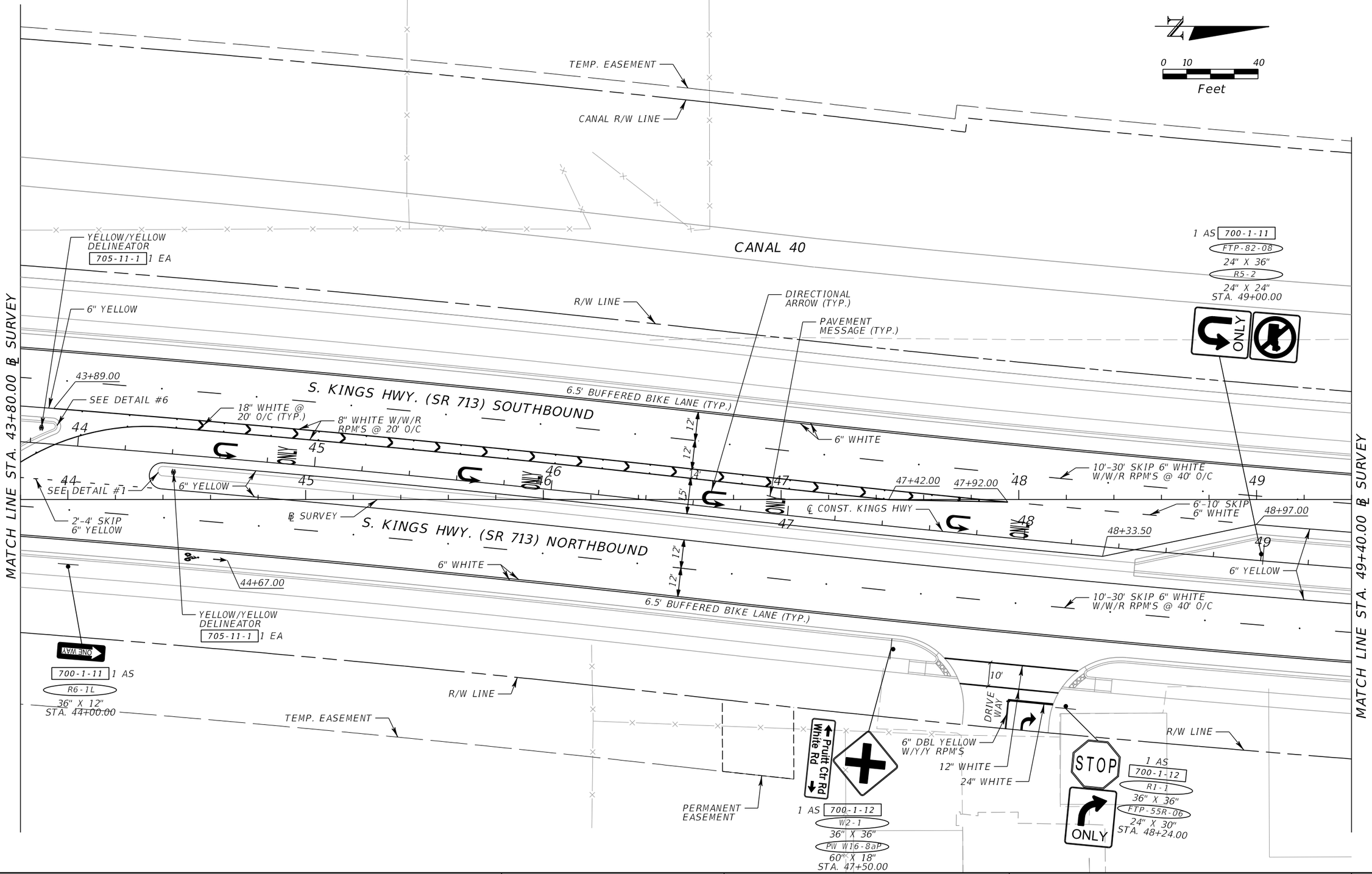

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REVISIONS			
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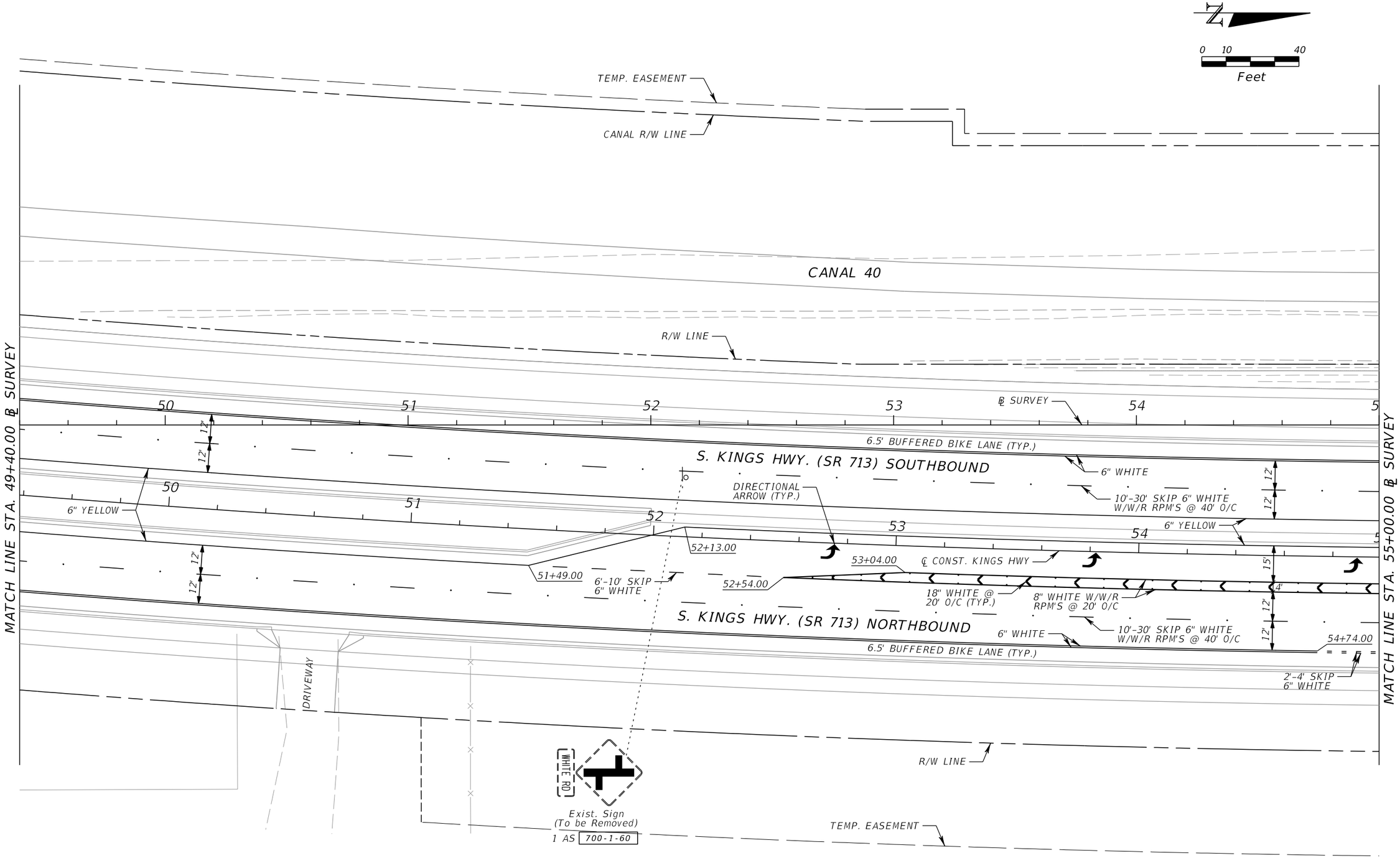
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 713	ST. LUCIE	230256-6-52-01

SIGNING AND PAVEMENT MARKING PLANS

SHEET NO. S-14



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REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

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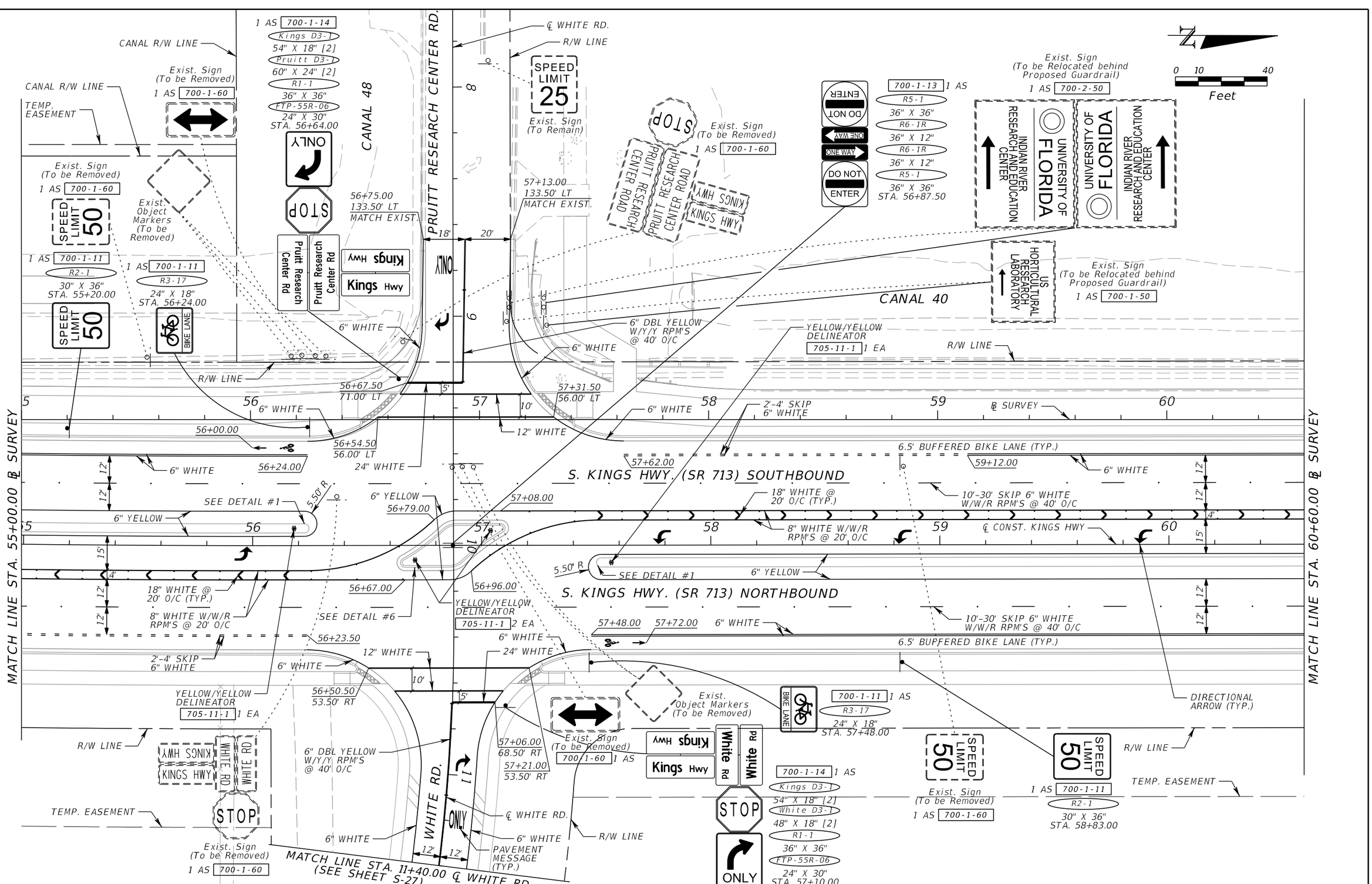
STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 713	ST. LUCIE	230256-6-52-01

SIGNING AND PAVEMENT MARKING PLANS

SHEET NO. S-15



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REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

JACOBS ENGINEERING GROUP INC.
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PHONE No. (305) 718-0599
CERTIFICATE OF AUTHORIZATION No. 2822
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STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 713	ST. LUCIE	230256-6-52-01

SIGNING AND PAVEMENT MARKING PLANS

SHEET NO. S-16

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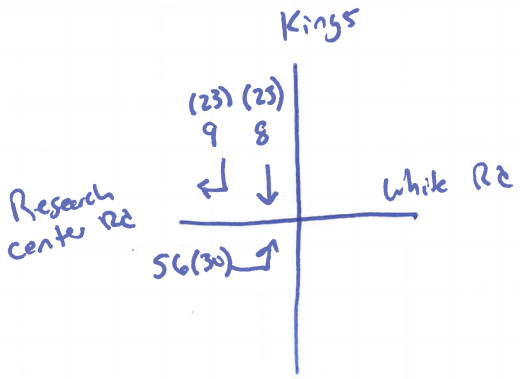
APPENDIX K

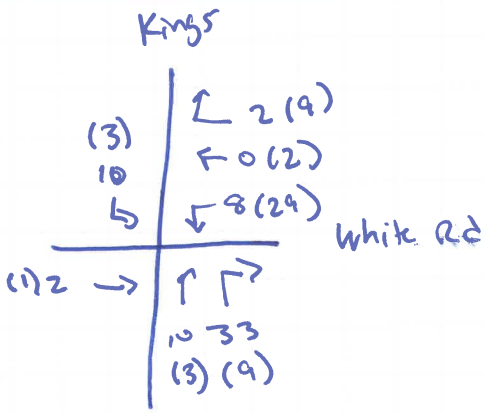
KINGS HIGHWAY AT RESEARCH CENTER ROAD/WHITE ROAD INTERSECTION ANALYSIS

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

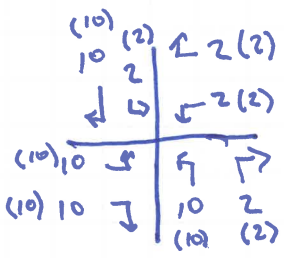
JOB NAME: _____
JOB NO: _____
BY: _____
DATE: _____
SHEET NO: _____ OF: _____



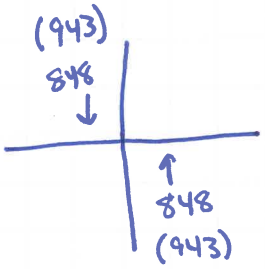
Project Trips



Kings Hwy Commerce Center

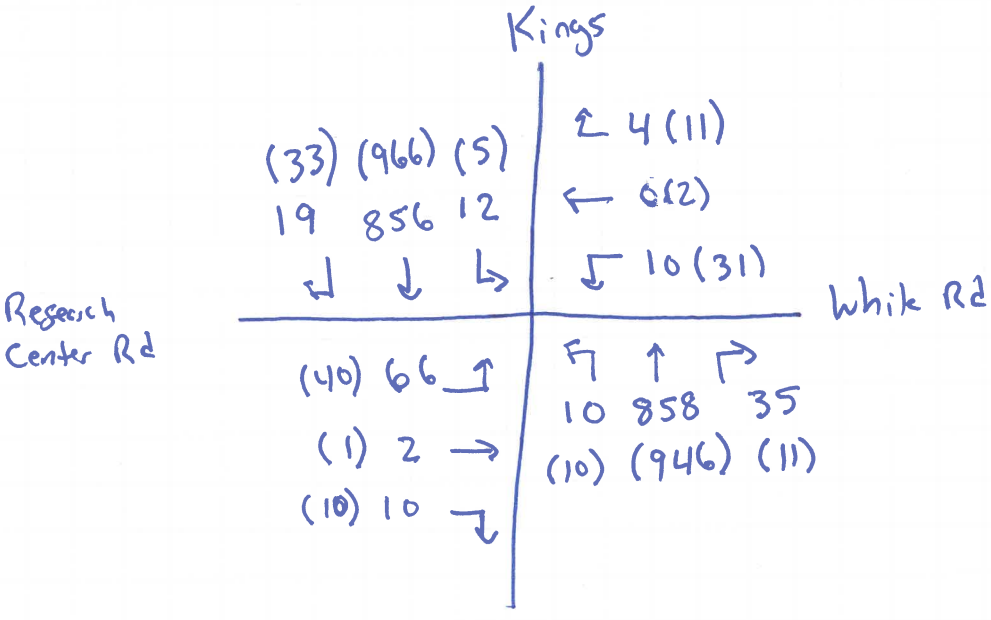


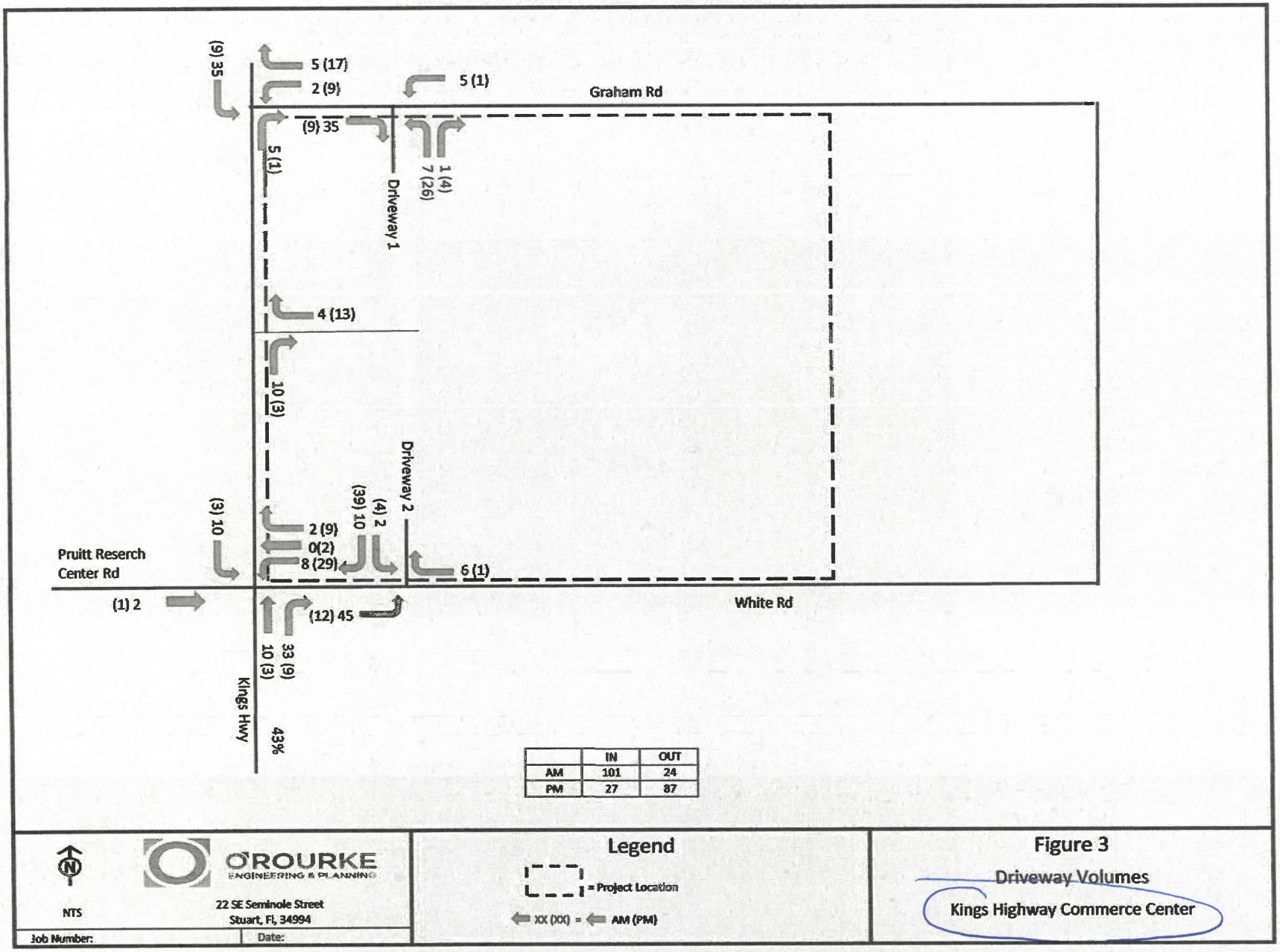
Existing Trips Estimated



Peak Dir. Volume used for both directions to be conservative

Background Thru Volume




(9) 35
5 (17)
2 (9)
5 (1)
Graham Rd
(9) 35
5 (1)
Driveway 1
1 (4)
7 (26)
4 (13)
10 (3)
Driveway 2
(39) 10
(4) 2
(3) 10
2 (9)
0(2)
8 (29)
6 (1)
Pruitt Reserch
Center Rd
(1) 2
(12) 45
White Rd
10 (3)
33 (9)
Kings Hwy
43%
IN
OUT
AM
101
24
PM
27
87
NTS
O'ROURKE
ENGINEERING & PLANNING
22 SE Seminole Street
Stuart, Fl, 34994
Job Number:
Date:
Legend
= Project Location
XX (XX) = AM (PM)
Figure 3
Driveway Volumes
Kings Highway Commerce Center

Intersection	
Int Delay, s/veh	1.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	66	2	10	10	0	4	10	858	35	12	856	19
Future Vol, veh/h	66	2	10	10	0	4	10	858	35	12	856	19
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	-	0	-	-	0	-	-	0	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	69	2	11	11	0	4	11	903	37	13	901	20

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1411	1899	461	1422	1891	470	921	0	0	940	0	0
Stage 1	937	937	-	944	944	-	-	-	-	-	-	-
Stage 2	474	962	-	478	947	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	98	69	547	96	69	540	737	-	-	725	-	-
Stage 1	285	342	-	282	339	-	-	-	-	-	-	-
Stage 2	540	332	-	537	338	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	95	67	547	91	67	540	737	-	-	725	-	-
Mov Cap-2 Maneuver	204	179	-	201	180	-	-	-	-	-	-	-
Stage 1	281	336	-	278	334	-	-	-	-	-	-	-
Stage 2	528	327	-	514	332	-	-	-	-	-	-	-

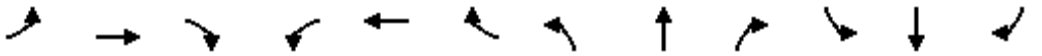
Approach	EB	WB	NB	SB
HCM Control Delay, s	28.8	20.4	0.1	0.1
HCM LOS	D	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	737	-	-	204	407	201	540	725	-	-
HCM Lane V/C Ratio	0.014	-	-	0.341	0.031	0.052	0.008	0.017	-	-
HCM Control Delay (s)	10	-	-	31.5	14.1	23.9	11.7	10.1	-	-
HCM Lane LOS	A	-	-	D	B	C	B	B	-	-
HCM 95th %tile Q(veh)	0	-	-	1.4	0.1	0.2	0	0.1	-	-

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	66	2	10	0	10	858	19	856
Future Volume (vph)	66	2	10	0	10	858	19	856
Turn Type	Perm	NA	Perm	NA	pm+pt	NA	pm+pt	NA
Protected Phases		4		8	5	2	1	6
Permitted Phases	4		8		2		6	
Detector Phase	4	4	8	8	5	2	1	6
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	12.0	22.5	12.0	22.5
Total Split (s)	28.0	28.0	28.0	28.0	14.0	58.0	14.0	58.0
Total Split (%)	28.0%	28.0%	28.0%	28.0%	14.0%	58.0%	14.0%	58.0%
Yellow Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
All-Red Time (s)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Lead/Lag					Lead	Lag	Lead	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	C-Max	None	C-Max
Act Effct Green (s)	10.2	10.2	10.2	10.2	75.4	74.4	77.0	77.1
Actuated g/C Ratio	0.10	0.10	0.10	0.10	0.75	0.74	0.77	0.77
v/c Ratio	0.48	0.07	0.08	0.01	0.02	0.36	0.04	0.34
Control Delay	52.5	22.1	39.6	0.0	4.1	7.4	4.0	6.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	52.5	22.1	39.6	0.0	4.1	7.4	4.0	6.0
LOS	D	C	D	A	A	A	A	A
Approach Delay		47.7		29.0		7.4		5.9
Approach LOS		D		C		A		A

Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 100	
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.48	
Intersection Signal Delay: 8.5	Intersection LOS: A
Intersection Capacity Utilization 46.8%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 8: Research Center Rd & Kings Hwy



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	66	2	10	10	0	4	10	858	35	19	856	12
Future Volume (veh/h)	66	2	10	10	0	4	10	858	35	19	856	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	69	2	11	11	0	4	11	903	37	20	901	13
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	163	17	92	155	0	106	470	2441	100	466	2545	37
Arrive On Green	0.07	0.07	0.07	0.07	0.00	0.07	0.01	0.70	0.70	0.02	0.71	0.71
Sat Flow, veh/h	1412	250	1373	1401	0	1585	1781	3479	143	1781	3586	52
Grp Volume(v), veh/h	69	0	13	11	0	4	11	461	479	20	446	468
Grp Sat Flow(s),veh/h/ln	1412	0	1623	1401	0	1585	1781	1777	1845	1781	1777	1861
Q Serve(g_s), s	4.8	0.0	0.8	0.7	0.0	0.2	0.2	10.5	10.5	0.3	9.7	9.7
Cycle Q Clear(g_c), s	5.0	0.0	0.8	1.5	0.0	0.2	0.2	10.5	10.5	0.3	9.7	9.7
Prop In Lane	1.00		0.85	1.00		1.00	1.00		0.08	1.00		0.03
Lane Grp Cap(c), veh/h	163	0	109	155	0	106	470	1247	1294	466	1261	1321
V/C Ratio(X)	0.42	0.00	0.12	0.07	0.00	0.04	0.02	0.37	0.37	0.04	0.35	0.35
Avail Cap(c_a), veh/h	365	0	341	356	0	333	571	1247	1294	553	1261	1321
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	46.0	0.0	43.9	44.6	0.0	43.6	4.5	6.0	6.0	4.4	5.6	5.6
Incr Delay (d2), s/veh	1.7	0.0	0.5	0.2	0.0	0.1	0.0	0.8	0.8	0.0	0.8	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	3.2	0.0	0.6	0.5	0.0	0.2	0.1	6.6	6.8	0.2	6.0	6.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	47.7	0.0	44.4	44.8	0.0	43.8	4.5	6.9	6.8	4.5	6.4	6.4
LnGrp LOS	D	A	D	D	A	D	A	A	A	A	A	A
Approach Vol, veh/h		82			15			951			934	
Approach Delay, s/veh		47.2			44.5			6.8			6.3	
Approach LOS		D			D			A			A	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.1	77.2		13.7	8.3	78.0		13.7				
Change Period (Y+Rc), s	7.0	7.0		7.0	7.0	7.0		7.0				
Max Green Setting (Gmax), s	7.0	51.0		21.0	7.0	51.0		21.0				
Max Q Clear Time (g_c+I1), s	2.3	12.5		7.0	2.2	11.7		3.5				
Green Ext Time (p_c), s	0.0	7.3		0.2	0.0	7.1		0.0				

Intersection Summary	
HCM 6th Ctrl Delay	8.5
HCM 6th LOS	A

Intersection	
Int Delay, s/veh	1.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	40	1	10	31	2	11	10	946	11	5	966	33
Future Vol, veh/h	40	1	10	31	2	11	10	946	11	5	966	33
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	-	0	-	-	0	-	-	0	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	42	1	11	33	2	12	11	996	12	5	1017	35

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1566	2075	526	1543	2086	504	1052	0	0	1008	0	0
Stage 1	1045	1045	-	1024	1024	-	-	-	-	-	-	-
Stage 2	521	1030	-	519	1062	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	75	53	496	78	52	513	657	-	-	683	-	-
Stage 1	245	304	-	252	311	-	-	-	-	-	-	-
Stage 2	507	309	-	508	298	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	71	52	496	75	51	513	657	-	-	683	-	-
Mov Cap-2 Maneuver	174	161	-	179	158	-	-	-	-	-	-	-
Stage 1	241	302	-	248	306	-	-	-	-	-	-	-
Stage 2	484	304	-	492	296	-	-	-	-	-	-	-

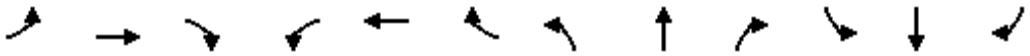
Approach	EB	WB	NB	SB
HCM Control Delay, s	28.3	25.2	0.1	0.1
HCM LOS	D	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	657	-	-	174	417	179	381	683	-	-
HCM Lane V/C Ratio	0.016	-	-	0.242	0.028	0.182	0.036	0.008	-	-
HCM Control Delay (s)	10.6	-	-	32.2	13.9	29.5	14.8	10.3	-	-
HCM Lane LOS	B	-	-	D	B	D	B	B	-	-
HCM 95th %tile Q(veh)	0	-	-	0.9	0.1	0.6	0.1	0	-	-

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	40	1	31	2	10	946	5	966
Future Volume (vph)	40	1	31	2	10	946	5	966
Turn Type	Perm	NA	Perm	NA	pm+pt	NA	pm+pt	NA
Protected Phases		4		8	5	2	1	6
Permitted Phases	4		8		2		6	
Detector Phase	4	4	8	8	5	2	1	6
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	12.0	22.5	12.0	22.5
Total Split (s)	28.0	28.0	28.0	28.0	14.0	58.0	14.0	58.0
Total Split (%)	28.0%	28.0%	28.0%	28.0%	14.0%	58.0%	14.0%	58.0%
Yellow Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
All-Red Time (s)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Lead/Lag					Lead	Lag	Lead	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	C-Max	None	C-Max
Act Effct Green (s)	8.5	8.5	8.4	8.4	81.4	83.0	81.3	83.0
Actuated g/C Ratio	0.08	0.08	0.08	0.08	0.81	0.83	0.81	0.83
v/c Ratio	0.36	0.08	0.28	0.10	0.02	0.34	0.01	0.36
Control Delay	50.6	22.9	48.0	23.5	3.3	4.8	3.4	4.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	50.6	22.9	48.0	23.5	3.3	4.8	3.4	4.9
LOS	D	C	D	C	A	A	A	A
Approach Delay		44.4		40.7		4.8		4.9
Approach LOS		D		D		A		A

Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 100	
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.36	
Intersection Signal Delay: 6.6	Intersection LOS: A
Intersection Capacity Utilization 48.3%	ICU Level of Service A
Analysis Period (min) 15	

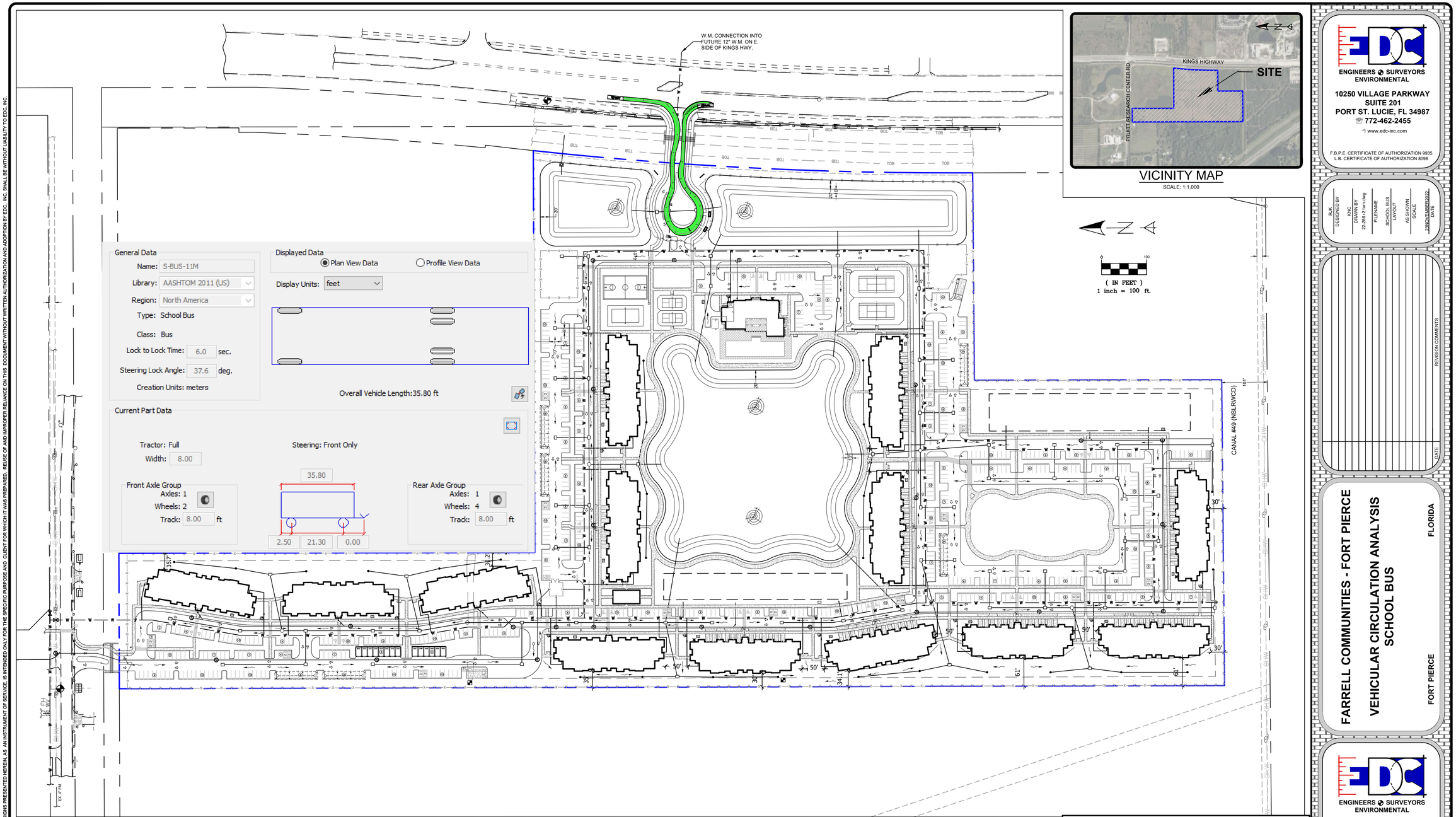
Splits and Phases: 8: Research Center Rd & Kings Hwy



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	40	1	10	31	2	11	10	946	11	5	966	33
Future Volume (veh/h)	40	1	10	31	2	11	10	946	11	5	966	33
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	42	1	11	33	2	12	11	996	12	5	1017	35
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	138	7	81	139	13	77	422	2619	32	433	2530	87
Arrive On Green	0.06	0.06	0.06	0.06	0.06	0.06	0.01	0.73	0.73	0.01	0.72	0.72
Sat Flow, veh/h	1400	134	1472	1402	231	1389	1781	3596	43	1781	3505	121
Grp Volume(v), veh/h	42	0	12	33	0	14	11	492	516	5	516	536
Grp Sat Flow(s),veh/h/ln	1400	0	1605	1402	0	1620	1781	1777	1863	1781	1777	1849
Q Serve(g_s), s	2.9	0.0	0.7	2.3	0.0	0.8	0.2	10.4	10.4	0.1	11.4	11.4
Cycle Q Clear(g_c), s	3.8	0.0	0.7	3.0	0.0	0.8	0.2	10.4	10.4	0.1	11.4	11.4
Prop In Lane	1.00		0.92	1.00		0.86	1.00		0.02	1.00		0.07
Lane Grp Cap(c), veh/h	138	0	88	139	0	89	422	1294	1357	433	1282	1334
V/C Ratio(X)	0.31	0.00	0.14	0.24	0.00	0.16	0.03	0.38	0.38	0.01	0.40	0.40
Avail Cap(c_a), veh/h	354	0	337	356	0	340	523	1294	1357	546	1282	1334
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	46.8	0.0	45.0	46.4	0.0	45.0	4.2	5.1	5.1	4.2	5.5	5.5
Incr Delay (d2), s/veh	1.2	0.0	0.7	0.9	0.0	0.8	0.0	0.9	0.8	0.0	0.9	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.9	0.0	0.5	1.5	0.0	0.6	0.1	6.3	6.5	0.0	6.9	7.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	48.1	0.0	45.7	47.3	0.0	45.8	4.2	6.0	5.9	4.2	6.4	6.4
LnGrp LOS	D	A	D	D	A	D	A	A	A	A	A	A
Approach Vol, veh/h		54			47			1019			1057	
Approach Delay, s/veh		47.5			46.8			5.9			6.4	
Approach LOS		D			D			A			A	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.6	79.8		12.5	8.3	79.2		12.5				
Change Period (Y+Rc), s	7.0	7.0		7.0	7.0	7.0		7.0				
Max Green Setting (Gmax), s	7.0	51.0		21.0	7.0	51.0		21.0				
Max Q Clear Time (g_c+I1), s	2.1	12.4		5.8	2.2	13.4		5.0				
Green Ext Time (p_c), s	0.0	8.1		0.1	0.0	8.6		0.1				

Intersection Summary			
HCM 6th Ctrl Delay		8.0	
HCM 6th LOS		A	



General Data

Name: S-BUS-11M

Library: AASHTOM 2011 (US)

Region: North America

Type: School Bus

Class: Bus

Lock to Lock Time: 6.0 sec.

Steering Lock Angle: 37.6 deg.

Creation Units: meters

Displayed Data

(•) Plan View Data ( ) Profile View Data

Display Units: feet

Overall Vehicle Length:35.80 ft

Current Part Data

Tractor: Full

Width: 8.00

Steering: Front Only

35.80

2.50 21.30 0.00

Front Axle Group

Axles: 1

Wheels: 2

Track: 8.00 ft

Rear Axle Group

Axles: 1

Wheels: 4

Track: 8.00 ft

LEGEND

	PROPOSED SANITARY MAN HOLE		PROPOSED DRAINAGE MAN HOLE
	PROPOSED SIGN		PROPOSED DRAINAGE INLET
	PROPOSED MITERED END SECTION		EXIST. DRAINAGE INLET
	HANDICAP PARKING SYMBOL		EXIST. UTILITY POLE (WOOD)
FH	EXISTING FIRE HYDRANT		EXIST. UTILITY POLE (CONCRETE)
	PROPOSED FIRE HYDRANT		DRAINAGE FLOW ARROW
	PROPOSED FIRE DEPARTMENT CONNECTION	#	PARKING STALL COUNT
	PROPOSED DDCV	PX	PROPOSED F.P.L. TRANSFORMER (TYP.)
WV	EXISTING WATER VALVE		PROPOSED MONUMENT SIGN
	PROPOSED WATER VALVE		

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L.B. CERTIFICATE OF AUTHORIZATION 8098

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SCHOOL BUS LAYOUT
AS SHOWN SCALE
12/NOVEMBER/2022 DATE

REVISION COMMENTS

FARRELL COMMUNITIES - FORT PIERCE
VEHICULAR CIRCULATION ANALYSIS SCHOOL BUS

FLORIDA
FORT PIERCE

ENGINEERS & SURVEYORS ENVIRONMENTAL
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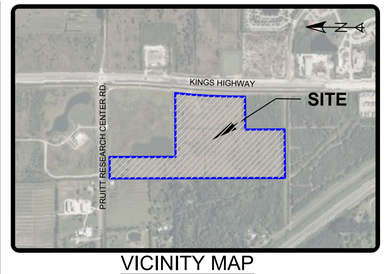
22-286

1 OF 1

Z:\EDC-2022\22-286 - Kings Cove - SR 713\ENGINEERING\AutoCAD\DWGs\22-286 R2 TURN.dwg, SCHOOL BUS, 12/6/2022 6:17:14 PM, James, EDC, Inc., EDC, Inc.

Z:\EDC-2022\22-286 - Kings Cove - SR 713\ENGINEERING\AutoCAD\DWG\22-286 R2 TURN.dwg, P-CAR, 12/6/2022 6:17:30 PM, James, EDC, Inc., EDC, Inc.

W.M. CONNECTION INTO FUTURE 12" W.M. ON E. SIDE OF KINGS HWY.



VICINITY MAP
SCALE: 1:1,000

(IN FEET)
1 inch = 100 ft.

CANAL #49 (NSLRWCD)

General Data
Name: P
Library: AASHTO 2011 (US)
Region: North America
Type: Large Car
Class: Passenger Vehicle
Lock to Lock Time: 6.0 sec.
Steering Lock Angle: 31.6 deg.
Creation Units: feet

Displayed Data
Plan View Data / Profile View Data
Display Units: feet
Overall Vehicle Length: 19.00 ft

Current Part Data
Tractor: Full
Width: 7.00
Steering: Front Only
Front Axle Group
Axles: 1
Wheels: 2
Track: 6.00 ft
Rear Axle Group
Axles: 1
Wheels: 2
Track: 6.00 ft
19.00
3.00 11.00 0.00

LEGEND

	PROPOSED SANITARY MAN HOLE		PROPOSED DRAINAGE MAN HOLE
	PROPOSED SIGN		PROPOSED DRAINAGE INLET
	PROPOSED MITERED END SECTION		EXIST. DRAINAGE INLET
	HANDICAP PARKING SYMBOL		EXIST. UTILITY POLE (WOOD)
FH	EXISTING FIRE HYDRANT		EXIST. UTILITY POLE (CONCRETE)
	PROPOSED FIRE HYDRANT		DRAINAGE FLOW ARROW
	PROPOSED FIRE DEPARTMENT CONNECTION	#	PARKING STALL COUNT
	PROPOSED DDCV	PM	PROPOSED F.P.L. TRANSFORMER (TYP.)
WV	EXISTING WATER VALVE		PROPOSED MONUMENT SIGN
	PROPOSED WATER VALVE		

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KNC DRAWN BY
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P-CAR LAYOUT
AS SHOWN SCALE
23NOVEMBER2022 DATE

REVISION COMMENTS
DATE

FARRELL COMMUNITIES - FORT PIERCE
VEHICULAR CIRCULATION ANALYSIS PASSENGER VEHICLE
FORT PIERCE FLORIDA

ENGINEERS SURVEYORS ENVIRONMENTAL
10250 SW VILLAGE PARKWAY - SUITE 201
PORT SAINT LUCIE, FL 34987
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22-286

1 OF 1

ENVIRONMENTAL IMPACT REPORT
KINGS HIGHWAY PARCEL
ST. LUCIE COUNTY, FLORIDA

August 5, 2022

Prepared by:

ECOLOGICAL CONSULTING OF FLORIDA
850 NW FEDERAL HIGHWAY, SUITE 109
STUART, FL 34994
772-220-7817
sopotnick@ecf-llc.com

David C. Sopotnick, President

2240.00

1.0 INTRODUCTION

This assessment is in support of the local approval for the subject ±41.01-acre site in the City of Fort Pierce.

2.0 SITE LOCATION

The project is located within Sections 23, Township 35 South, Range 39 East within the City of Fort Pierce, St. Lucie County, Florida (Figure 1). Specifically, the project is located 0.5 mile north of the intersection of Kings Highway and Okeechobee Road, on the west side of Kings Highway.

The parcel is vacant agricultural lands. Bordering land uses include undeveloped lands to the west and south, vacant open lands and industrial to the north, and Kings Highway and vacant lands to the east.

3.0 METHODOLOGY

The assessment methodology consisted of the review of topographic information, soils maps, and recent aerial photographs.

A field reconnaissance of the subject parcel was then conducted which included pedestrian transects through the parcel to map and identify specific habitat and land uses and vegetative cover types. A perimeter transect was conducted to confirm features that extend off site. Field notes were taken and an aerial photograph was marked with land use and cover types and any environmental findings.

4.0 TOPOGRAPHY/HYDROLOGY

According to the U.S.G.S. topographic quadrangle (Fort Pierce, NW), the site is relatively flat at an average elevation of 20 feet NGVD. (Figure 1). The site is depicted as a citrus grove. No wetlands, depressions, surface waters or structures are noted on the topographic map.

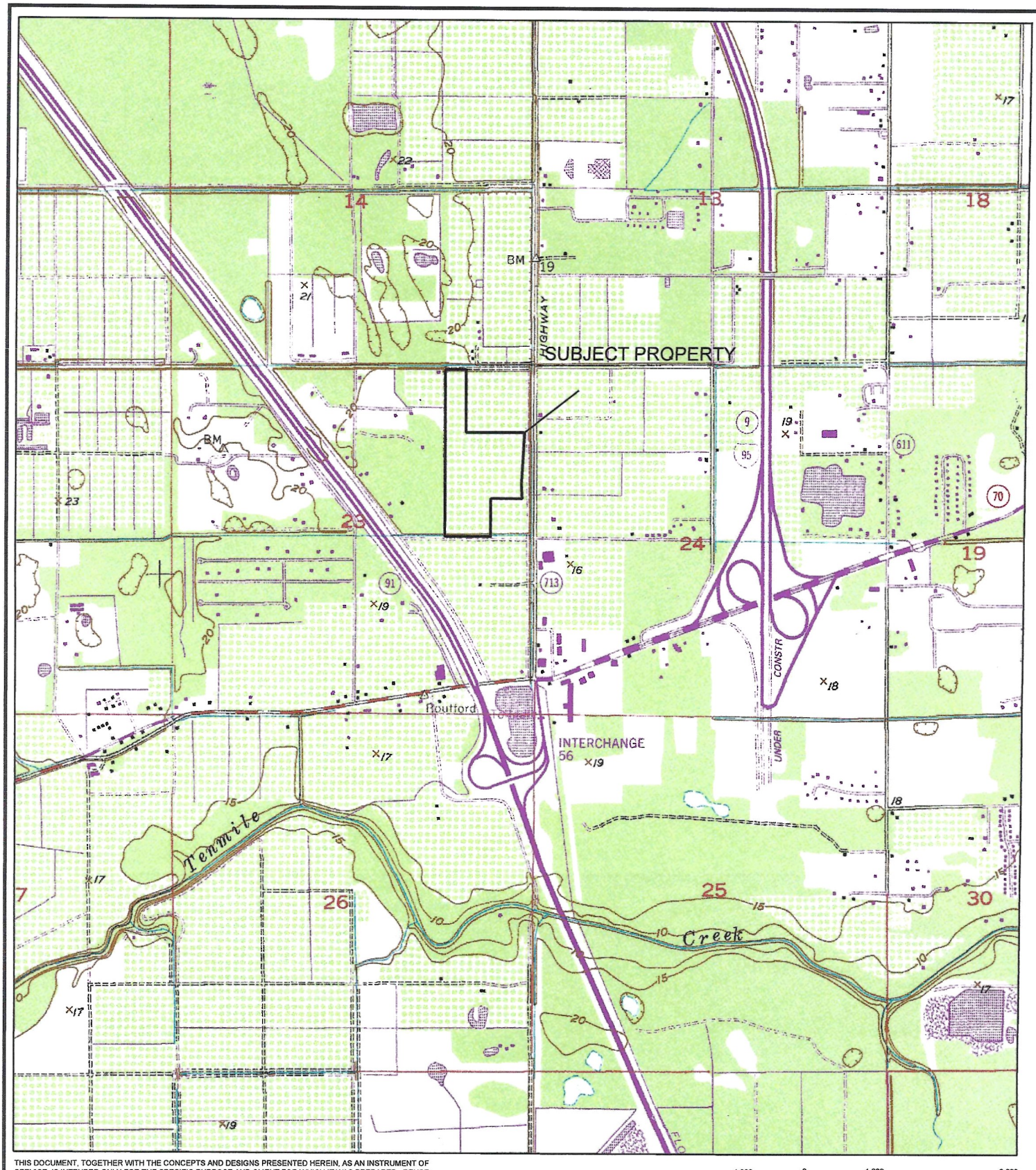
5.0 SOILS

According to the *Web Soil Survey of St. Lucie County, FL* (NRCS – Web Soil Survey), the following soil is found on site (Figure 2).

Hilolo loamy sand, 0-2% slopes (16)

Wabasso sand, 0-2% slopes (48)

Winder loamy sand (55)



1,000 0 1,000 3,000

1 inch = 2,000 ft.

ECF
NATURAL RESOURCE CONSULTING

USGS TOPOGRAPHIC MAP
KINGS HIGHWAY PARCEL

ST. LUCIE COUNTY FLORIDA

N
W E
S

SOURCE: USGS QUADRANGLE,
FORT PIERCE NW
SEC 23, TWN 34 S, RNG 39 E

FIGURE 1

DATE: 8-4-22

PROJECT No. 2240.00

The soils have been altered by years of agricultural management. There are beds and furrows from past citrus along with a few ditches to drain the site. The Hilolo soil is considered hydric.

6.0 SITE CONDITIONS

An assessment of the extent, distribution, and composition of vegetative communities for the site was conducted by Chris Sopotnick of Ecological Consulting of Florida (ECF), on May 10, 2022.

Pedestrian and vehicle transects were conducted throughout the site with vegetative communities mapped on a recent aerial photograph.

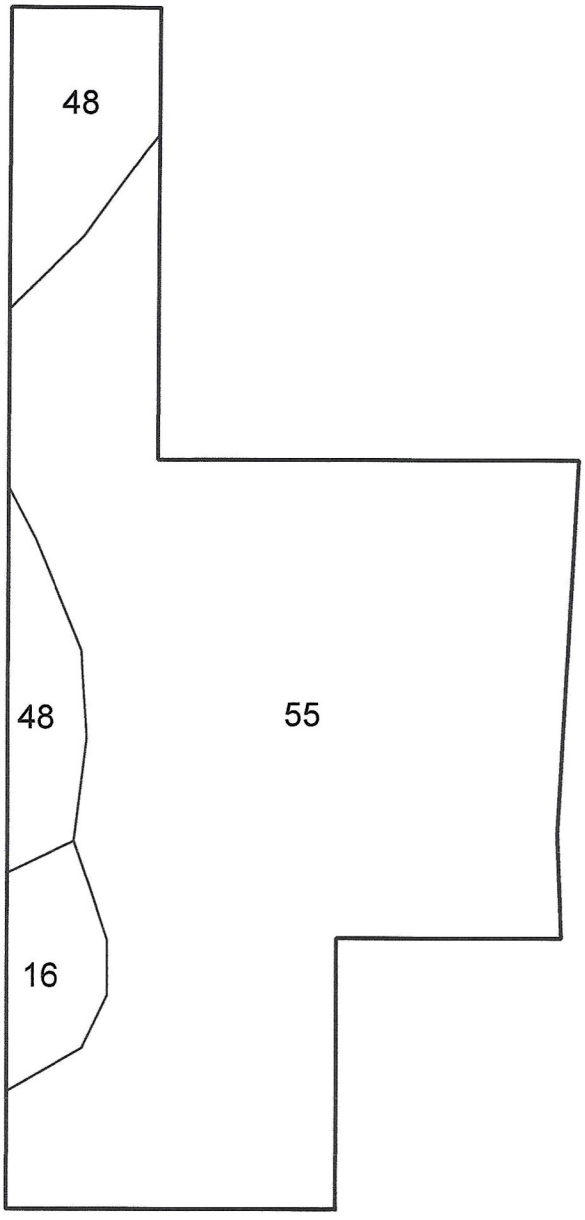
A description of each community type is provided in the Habitat/Land Use section of this report.

7.0 HABITAT/LAND USE

Onsite habitats and adjacent land uses have been characterized using the *Florida Land Cover and Classifications System* (FWC 2009) (FLCCS), and are described below and depicted on the Land Use and Cover Map (Figure 3).

- 17313 – Improved Pasture: This cover type was previously citrus grove as evident by the remnant beds and furrows. The citrus was previously cleared and now pasture grasses are present. The area is being used to graze cattle. Vegetation includes bahia grass (*Paspalum notatum*), Bermuda grass (*Cynodon dactylon*), milkweed (*Asclepias syriaca*), thistle (*Cirsium spp*), dog fennel (*Eupatorium capillifolium*), smut grass (*Sporobolus indicus*). Occasional, Brazilian Pepper (*Shinus terebinthifolius*), laurel oak (*Quercus laurifolia*) and cabbage palm (*Sabal palmetto*) are also present.

- 4220 – Ditch/Artificial Intermittent Stream: These features are upland cut ditches used for agricultural drainage of the site. The ditches include smartweed (*Polygonum hydropiperoides*), soft rush (*Juncus effusus*) and primrose willow (*Ludwigia peruviana).*



SOILS:
16) HILOLO LOAMY SAND, 0-2% SLOPES
48) WABASSO SAND, 0-2% SLOPES
55) WINDER LOAMY SAND

200 0 200 600
1 inch = 400 ft.

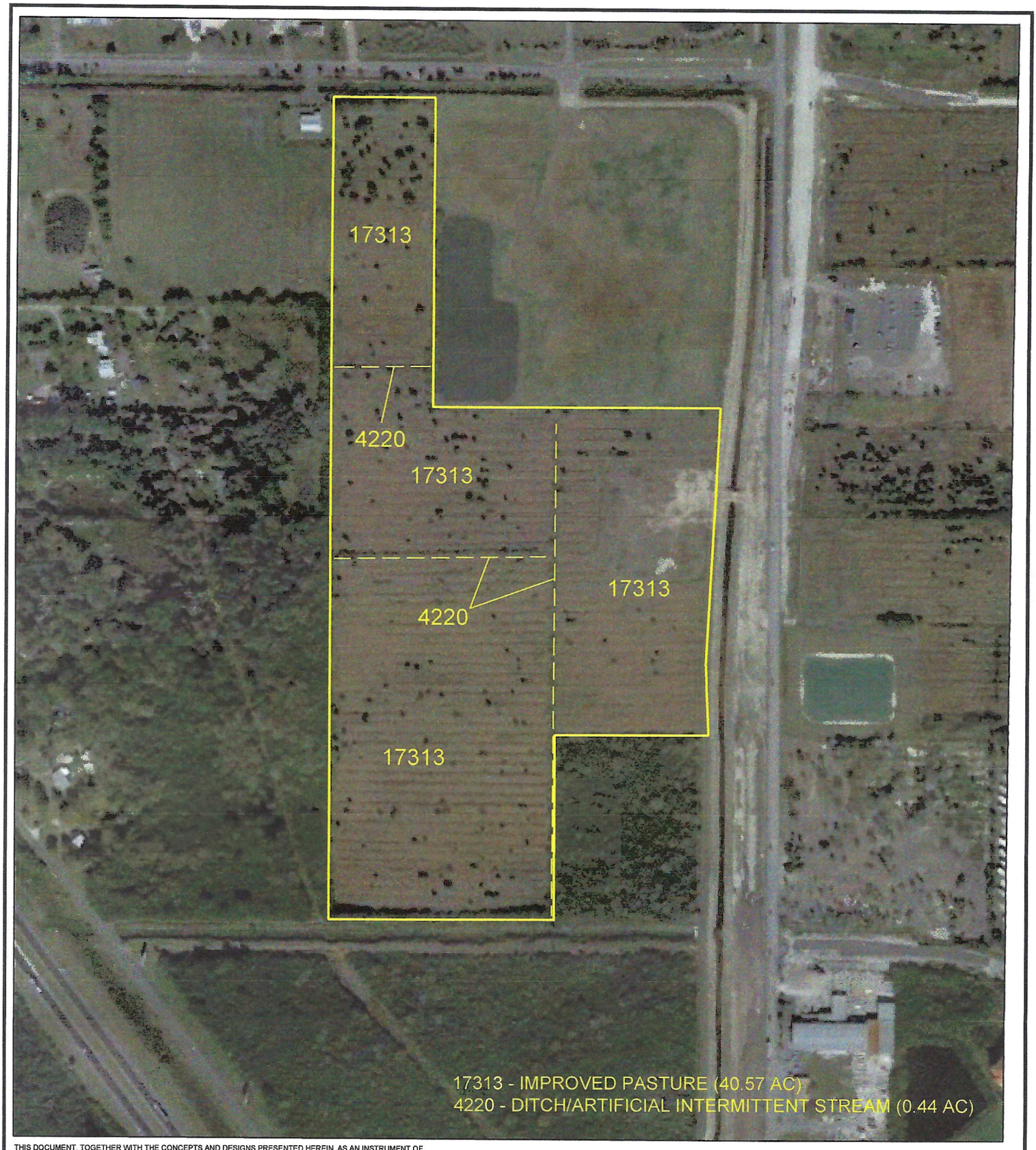
ECF
NATURAL RESOURCE CONSULTING

SOILS MAP
KINGS HIGHWAY PARCEL
ST. LUCIE COUNTY FLORIDA

N
W E
S

SOURCE: WEB SOILS SURVEY
SEC 23, TWN 34 S, RNG 39 E

FIGURE 2
DATE: 8-4-22
PROJECT No. 2240.00



200 0 200 600

1 inch = 400 ft.

ECF
NATURAL RESOURCE CONSULTING

LAND USE AND COVER MAP
KINGS HIGHWAY PARCEL

ST. LUCIE COUNTY FLORIDA

N
W E
S

SOURCE: GOOGLE EARTH
SEC 23, TWN 34 S, RNG 39 E

FIGURE 3

DATE: 8-4-22

PROJECT No. 2240.00

8.0 WETLANDS AND SURFACE WATERS

The soils map, topographic map and soils map were reviewed to identify potential wetland areas. Subsequent field reconnaissance was performed to confirm limits of wetlands within the project site.

The site is completely disturbed from past agricultural uses and no wetlands are present. The ditches are classified as other surface waters. The surface waters are regulated by the South Florida Water Management District (SFWMD) and would require permitting if impacted. No mitigation should be required for the surface water impacts

9.0 CRITICAL HABITAT/ LISTED SPECIES OBSERVATION

The site was reviewed for the presence of habitat conducive to federal and state listed flora and fauna. An initial review documented vegetative communities and noted areas listed as potential habitat.

This survey included a specific purpose gopher tortoise burrow survey of 15-percent of the tortoise habitat.

No evidence of listed species was identified during any of the survey events. Non-listed wildlife or signs of species observed include cattle, cottontail rabbit, fish crow, turkey buzzard, cardinal, blue jay, feral hog (tracks/scat and rooting), and raccoon (tracks/scat). All species of wildlife observed are typical representatives of the habitats on site. None are unusual for the St. Lucie County Area.

A database search of FWC records for documented bald eagle nests was conducted and none were noted for the property or within 0.5 mile of the site.

Although no Crested Caracara were observed, the site does contain habitat for this species (improved pasture) and is within the US Fish and Wildlife Service (USFWS) consultation area. A survey during the nesting season (January – May) will need to occur to confirm that this species is not utilizing the site.

The Florida Natural Areas Inventory (FNAI) provides a matrix by County of rare and endangered species in Florida. Based on the known distribution and preferred habitats of certain species, the following listed wildlife has the potential to occur on site:

TABLE 1 – FNAI LISTED SPECIES

COMMON NAME	SCIENTIFIC NAME	EVIDENCE/SIGHTING	STATUS	
			FWC	USFWS
Eastern Indigo snake	*Drymarchon corias couperi*	Not observed	T	T
Gopher tortoise	*Gopherus polyphemus*	Not observed	T	
Gopher frog	*Rana capito*	Not observed	SSC	
Florida pine snake	*Pituophis melanoleucus mugitus*	Not observed	SSC	
Florida Panther	*Puma concolor coryi*	Not observed	E	E
Burrowing owl	*Speotyto cunicularia*	Not observed	SSC	
Woodstork	*Mycteria Americana*	Not observed	E	E
American Alligator	*Alligator mississippiensis*	Not observed	T	T
Crested caracara	*Caracara cheriway*	Not observed	T	T
Florida scrub-jay	*Aphelocoma coeruluscens*	Not observed	T	T
Piping Plover	*Charadrius melodus*	Not observed	T	T
Red-cockaded woodpecker	*Picoides villosus*	Not observed	E	E
Southeastern American kestrel	*Falco sparverius paulus*	Not observed	T	
Florida sandhill crane	*Grus Canadensis pratensis*	Not observed	SSC	
Osprey	*Pandion haliaetus*	Not observed	SSC	
Snail kite	*Rostrhamus sociabilis plumbeous*	Not observed	E	E
Least tern	*Sterna antillarum*	Not observed	T	
Sherman's fox squirrel	*Sciurus niger shermani*	Not observed	SSC	
Manatee	*Trichechus manatus*	Not observed	E	E

Abbreviations:

SSC = Species of Special Concern, T = Threatened
USFWS = United States Fish and Wildlife Service, FWC = Florida Fish and Wildlife Conservation Commission,

Planning Board **6. c.**

Meeting Date: 04/10/2023

Re: Site Plan (Development and Design Review) - K and K Properties - Parcel ID: 2427-601-0031-000-8

Information

SUBJECT:

Site Plan (Development and Design Review) - K and K Properties - Parcel ID: 2427-601-0031-000-8

SUMMARY:

Request for review of an application for a Site Plan (Development and Design Review) of four office/flex space buildings totaling 40,500 square feet.

RECOMMENDATION:

The Staff Recommendation is for the Planning Board to move the proposed Site Plan (Development and Design Reviews), with the 2 conditions, for approval to City Commission.

Two Conditions:

- A completion certification by a landscape architect, cost estimate, and landscape bond pursuant to City Code 123-6 shall be required before the final Certificate of Occupancy is approved for the site.
- Coordinate with FWC to relocate gopher tortoise(s) that have been observed on the property.

ALTERNATIVES:

- Recommendation of APPROVAL with alternate conditions
- Recommendation of DISAPPROVAL

RESPONSIBLE STAFF:

Ryan Altizer, Senior Planner

COORDINATED WITH:

Technical Review Committee

Fiscal Impact

OTHER INFORMATION:

N/A

Attachments

Staff Report & Supporting Documents

Form Review

Form Started By: Ryan Altizer
Started On: 04/03/2023 02:47 PM
Final Approval Date: 04/05/2023

CITY OF FORT PIERCE

PLANNING BOARD

April 10th, 2023

K & K Properties Site Plan

APPLICANT

Engineering Design & Construction Inc., Brad Currie, AICP

PROPERTY OWNER(S)

Ken Kreye

PARCEL ID #(S):

2427-601-0031-000-8

SUMMARY

Request for review of an application for a Site Plan (Development and Design Review) of four office/flex space buildings totaling 40,500 square feet of Industrial Flex space located at the east side of S. 7th Street, north of Farmers Market Road.

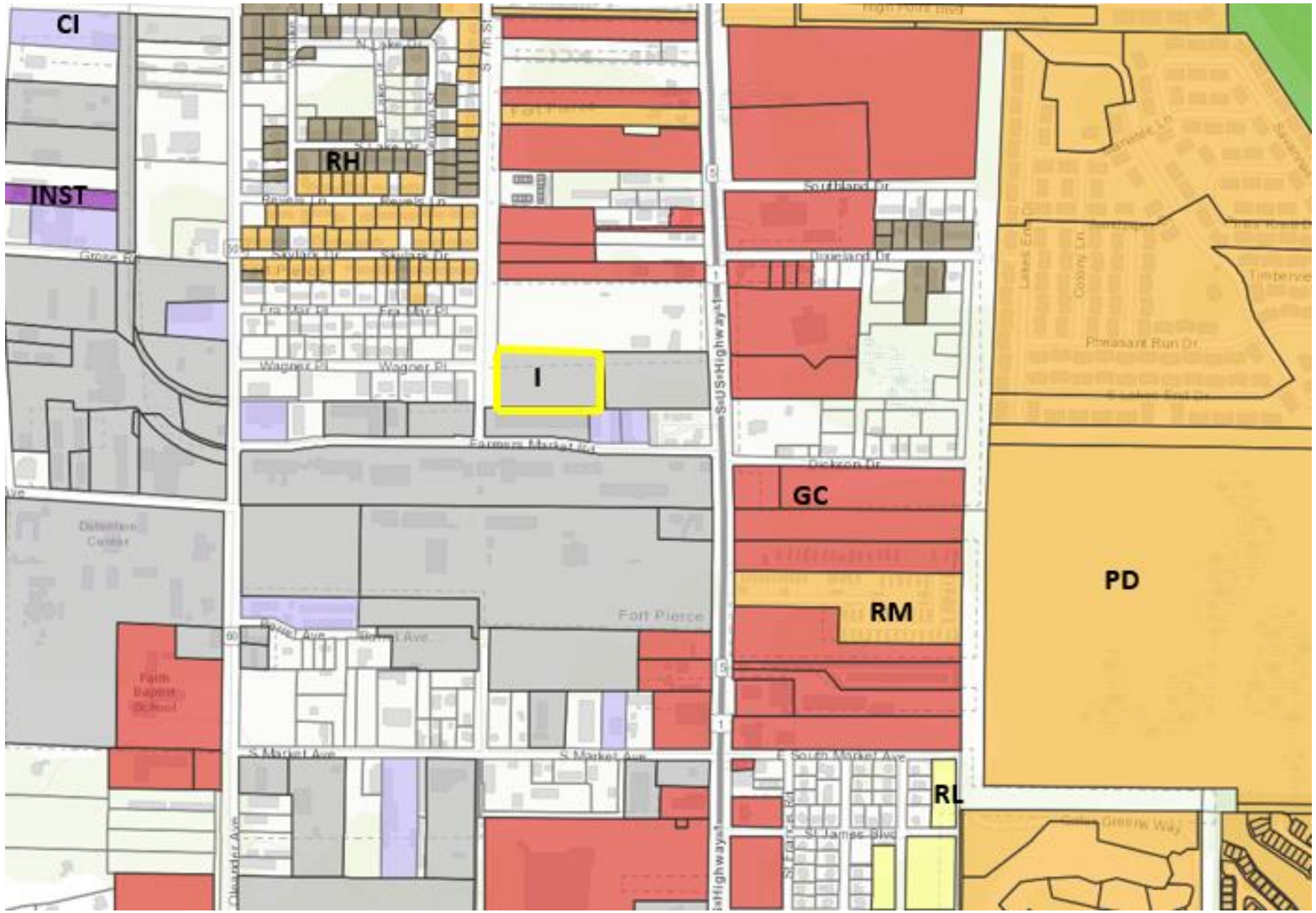
The proposed development is located on one parcel with a Future Land Use of Industrial (I) and Zoning of Light Industrial(I-1).

SITE LOCATION

SITE AREA= 4.01 +/- Acres

FUTURE LAND USE

Current FLU: I (Industrial)

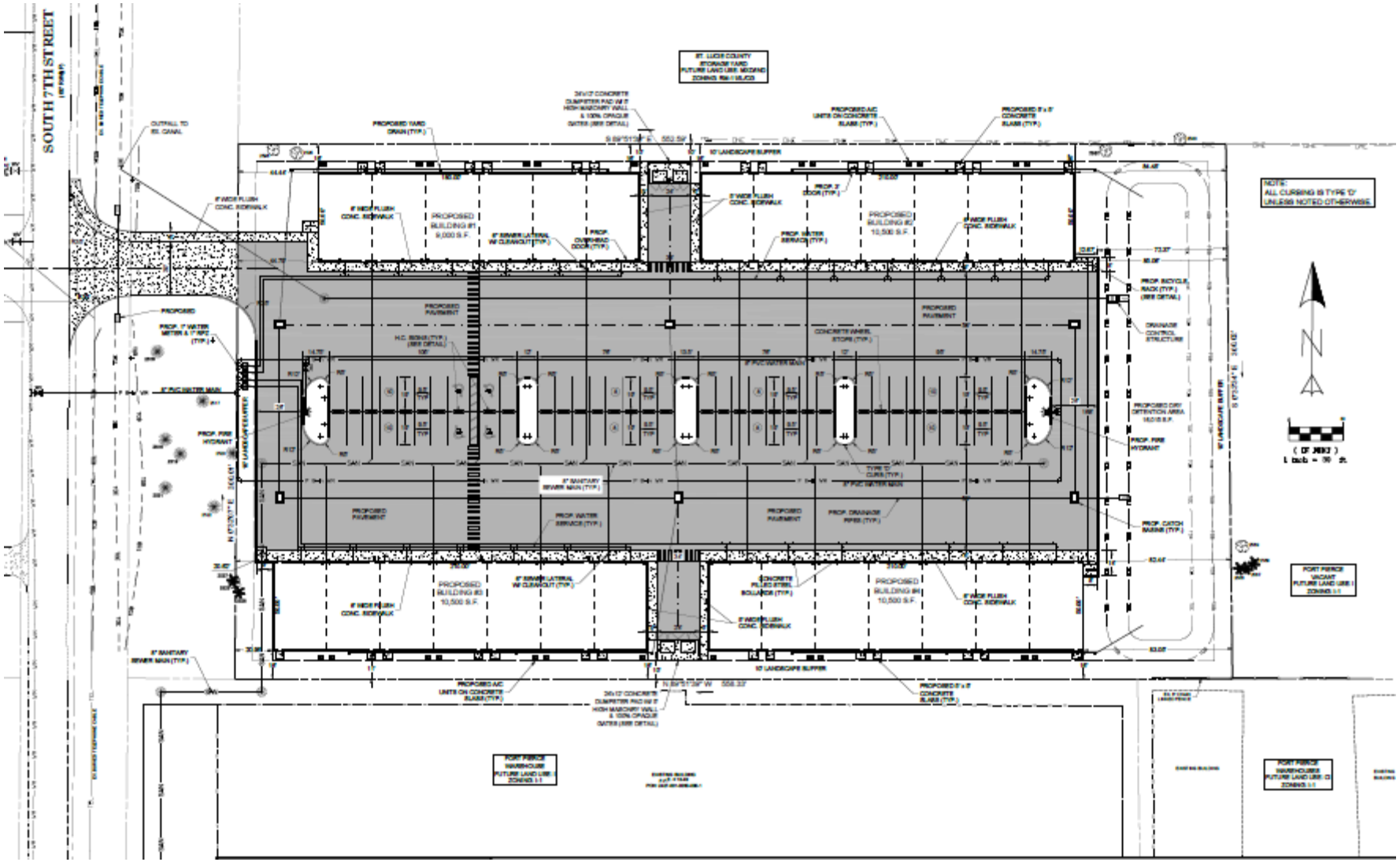


K and K Properties– Site Plan – Parcel: 2427-601-0031-000-8.

ZONING

Zoning: I-1 (Light Industrial)

SITE PLAN



K and K Properties– Site Plan – Parcel: 2427-601-0031-000-8.

SITE PLAN

SITE DATA

FUTURE LAND USE:	I
ZONING:	I-1
GROSS SITE AREA	166,638 S.F. (3.825 AC) = 100.00%
IMPERVIOUS AREA	123,076 S.F. (2.825 AC) = 73.86%
PROPOSED BUILDING #1	9,000 S.F. (0.207 AC) = 5.40%
PROPOSED BUILDING #2	10,500 S.F. (0.241 AC) = 6.30%
PROPOSED BUILDING #3	10,500 S.F. (0.241 AC) = 6.30%
PROPOSED BUILDING #4	10,500 S.F. (0.241 AC) = 6.30%
PROPOSED PAVEMENT	74,407 S.F. (1.708 AC) = 44.65%
PROPOSED CONCRETE	8,169 S.F. (0.188 AC) = 4.90%
PERVIOUS AREA:	43,562 S.F. (1.000 AC) = 26.14%
OPEN SPACE AREA	27,547 S.F. (0.632 AC) = 16.53%
DRY DETENTION AREA	16,015 S.F. (0.368 AC) = 9.61%
UPLAND PRESERVE	0 S.F. (0.000 AC) = 0.00%
WETLANDS	0 S.F. (0.000 AC) = 0.00%
WETLAND BUFFERS	0 S.F. (0.000 AC) = 0.00%

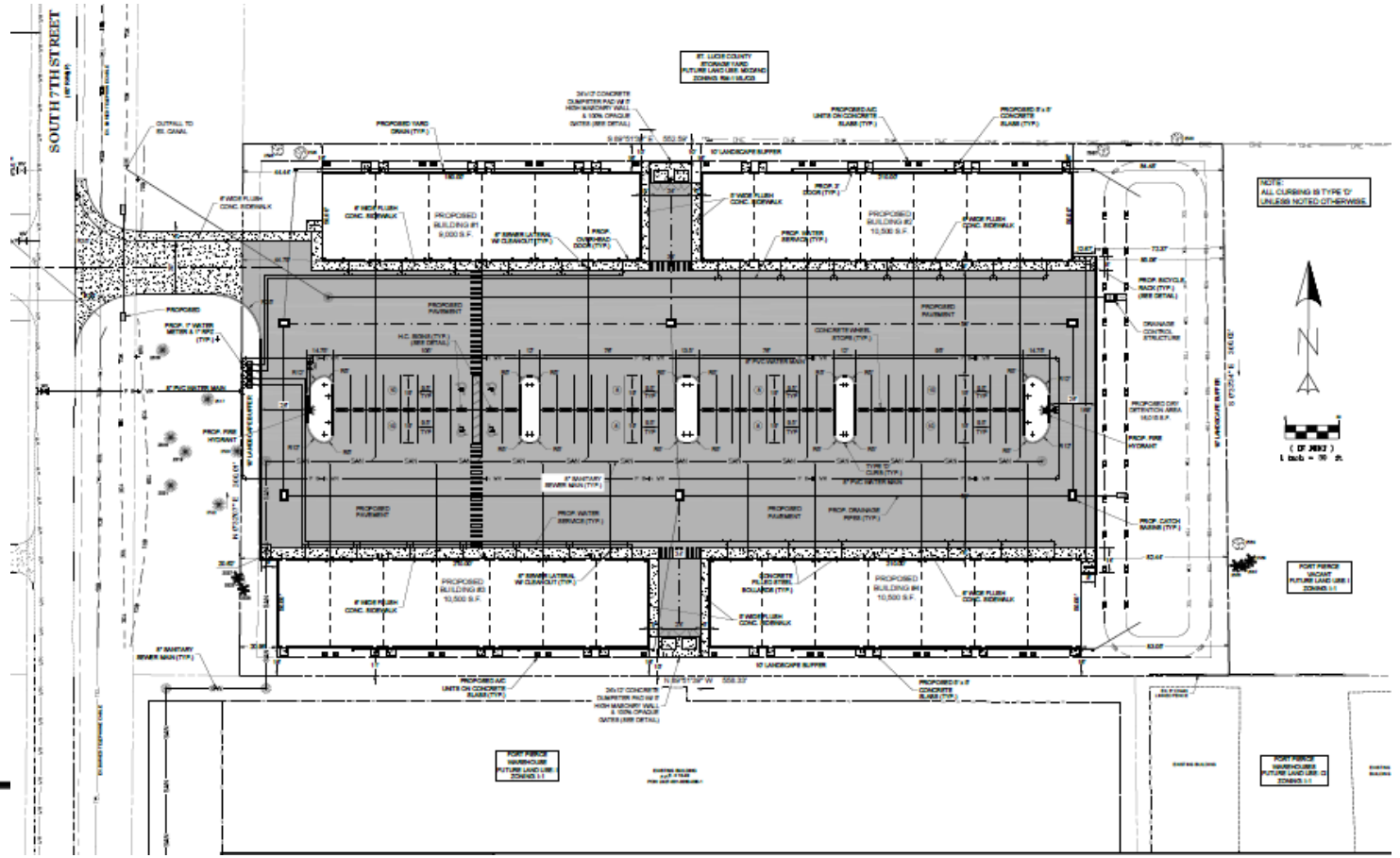
BUILDING INFO:

BUILDING SETBACKS:

I-1 (LIGHT INDUSTRIAL)	
FRONT BUILDING SETBACK	(15')
SIDE BUILDING SETBACK	(15')
REAR BUILDING SETBACK	(15')

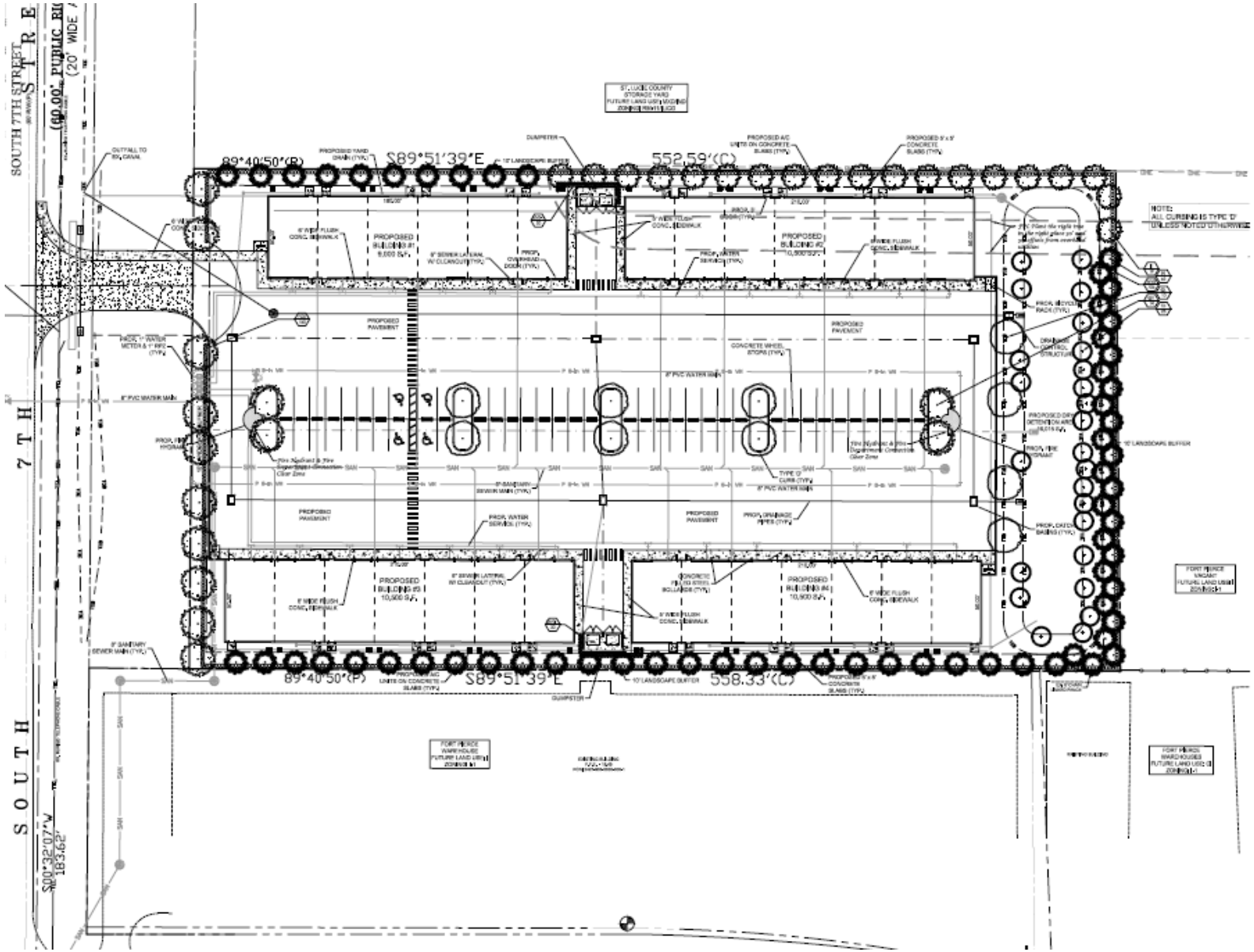
BUILDING DATA:

BUILDING #1	= 9,000 S.F.
BUILDING #2	= 10,500 S.F.
BUILDING #3	= 10,500 S.F.
BUILDING #4	= 10,500 S.F.
GROSS FLOOR AREA	= 40,500 S.F.



K and K Properties– Site Plan – Parcel: 2427-601-0031-000-8.

LANDSCAPE PLAN



K and K Properties– Site Plan – Parcel: 2427-601-0031-000-8.

LANDSCAPE PLAN

Plant List

QTY	SYM	SPECIES	COMMON NAME/DESCRIPTION	SIZE	SPACING	REMARKS
CANOPY / ORNAMENTAL TREES						
19	IE*	ILEX x ATTENUATA 'EAGLESTON'	EAGLESTON HOLLY	12' x 5', 2.5" D.B.H.	A.S.	FULL CANOPY, 5' C.T. MIN.
63	PE*	PINUS ELLIOTTI	SLASH PINE	12' x 5', 2.5" D.B.H.	A.S.	FULL CANOPY, 5' C.T. MIN.
10	QL*	QUERCUS LAURIFOLIA	LAUREL OAK	12' x 5', 2.5" D.B.H.	A.S.	FULL CANOPY, 5' C.T. MIN.
14	QV*	QUERCUS VIRGINIANA	LIVE OAK	12' x 5', 2.5" D.B.H.	A.S.	FULL CANOPY, 5' C.T. MIN.
25	TD*	TAXODIUM DISTICHUM	BALD CYPRESS	12' x 5', 2.5" D.B.H.	A.S.	FULL CANOPY, 5' C.T. MIN.
SHRUBS / GROUNDCOVERS						
150	FOS*	FORESTIERA SEGREGATA	FLORIDA PRIVET	#3, 2' x 2'	2' O.C.	FULL & THICK
706	MYR*	MYRICANTHES FRAGRANS	SIMPSON STOPPER	#3, 2' x 2'	2' O.C.	FULL & THICK
60	MYR-1*	MYRICANTHES FRAGRANS	SIMPSON STOPPER	#7, 4' x 2'	2' O.C.	FULL & THICK
	SOD-1	PASPALUM NOTATUM	BAHIA SOD			SEE SPECS

* = Florida Native

NOTE: D.B.H. IS MEASURED 4.5' ABOVE GRADE

Elevations

K and K Properties– Site Plan – Parcel: 2427-601-0031-000-8.

Elevations

SIDE ELEVATION

FRONT ELEVATION

K and K Properties– Site Plan – Parcel: 2427-601-0031-000-8.

RECOMMENDATION

Staff recommends two (2) Conditions:

1. A completion certification by a landscape architect, cost estimate, and landscape bond pursuant to City Code 123-6 shall be required before the Final Certificate of Occupancy is approved for the site.

2. Coordinate with FWC to relocate gopher tortoise(s) that have been observed on the property.

RECOMMENDATION

Staff recommendation is for the Planning Board to move the proposed Site Plan (Development and Design Reviews), with the two (2) conditions, for approval to City Commission.

ALTERNATIVE RECOMMENDATION

1. Recommend Approval with alternative conditions.

or

2. Recommend Disapproval.

THE SUNRISE CITY
FORT PIERCE
PLANNING DEPARTMENT Florida

Bradley J. Currie, AICP
10250 SW Village Parkway Suite 201
Port St. Lucie, FL 34987

Subject: K & K Properties – Site Plan - 2427-601-0031-000-8– Technical Review Committee Comments for September 15, 2022 TRC Meeting

City of Fort Pierce Planning Department

1. Coordinate with FWC to relocate gopher tortoise(s) that have been observed on the property.

2. A completion certification by a landscape architect, cost estimate, and landscape bond pursuant to City Code 123-6 shall be required before the Final Certificate of Occupancy is approved for the site.

3. Per City Code Section 123-37, General Landscaping requirements (4) Landscape strips. - Between street rights-of-way and vehicular use, building and retention/detention areas, there shall be a landscaped strip of land, except where driveways are located, meeting these requirements:

   a. The strip shall be at least six feet wide for lots under 10,000 square feet in size and at least ten feet wide for lots 10,000 square feet or larger;

   b. The landscape strip shall include an average of at least one tree for each 300 square feet of required landscaped area. The remainder of the required landscaped area shall be completely covered with grass, ground cover or other landscaped treatment and shall additionally contain a screen of landscaping which shall be installed and maintained so as to form a 36-inch or higher continuous, unbroken, solid, visual screen within a maximum of one year after the landscaping takes place, except in clear vision areas required in section 125-308.

   c. Other property. - All property, other than the required landscape strip, located between street right-of-way and buildings, shall be completely covered with grass or other ground cover except to the extent there are permitted, impervious surface structure such as sidewalks, plazas and driveways.

   d. Vehicular use, building, retention/detention areas adjacent to other property. - Landscape standards for these areas are as follows: a. Where a vehicular use area does

not abut a street right-of-way but abuts other property, there will be a landscaped strip of land which is at least ten feet wide. When a property line abuts a building, another structure, a joint driveway or joint parking area, such landscaped strip shall not be required.

4. Per City Code Section 123-37, General Landscaping requirements (7) Interior vehicular use areas. - The following are standards relating to landscaping of interior vehicular use areas:

    a. Lots with vehicular use areas that are 4,000 or more square feet in size shall have at least one square foot of interior landscaping for each 15 square feet of vehicular use area, except that areas in an I-1 or I-2 zone shall only be required to have at least one square foot of interior landscaping for each 30 square feet of vehicular use area. Each separate landscaped area shall be curbed and contain a minimum of 100 square feet of area and shall be at least ten feet wide and ten feet deep exclusive of curbing in all locations. Progressive urban parking area designs may be used to provide adequate space for multiple tree plantings and allow for proper tree root development so shade trees can grow and develop large canopies to reduce parking lot heat islands.

    A minimum of one (1) landscape island for every ten (10) spaces.

5. Per City Code Section 123-37, General Landscaping requirements (8) Lands adjacent to street right-of-way. - Lands immediately adjacent to street right-of-way shall meet the following requirements:

    a. Trees will be planted along the public right-of-way in a manner directed by the department so as to ensure shading for sidewalks and to contribute to the streetscape design of the roadway;

    b. Palms, trees and shrubs may be required for driveway entrances or other key points of interest as determined by the department to the extent that such plantings do not exceed requirements set for clear vision areas as specified by section 125-308.

Fort Pierce Engineering Department

Comments may be forthcoming

Fort Pierce Building Department

1. Building Official or his representative has no comment at the time of this meeting, but reserves submission of comments upon completion of the official plan review.

2. Any construction will need to meet the requirements of the Florida Building Code 7th Edition.

Fort Pierce Police Department

No comments at this time

St. Lucie County Planning Department

Comments may be forthcoming

St. Lucie County PW/Engineering

1. Paved access is required for projects requiring Site Plan approval. South 7th Street is a substandard roadway. The applicant will be required to pave South 7th Street from the Projects access point to Farmers Market Road. The applicant can request a waiver from the Board of County Commissioners.

2. A Site Development Permit will be required for driveway improvements and the paving of S 7th Street.

3. Provide written response directly to the County for review. The city does not provide.

4. For discussion regarding these comments and response, please contact me at 772-462-2741, chambersg@stlucieco.org or David Hays at 772-462-1491, haysd@stlucieco.org.

City Clerk Office

Comments may be forthcoming

Code Enforcement

Comments may be forthcoming

Fort Pierce Utilities Authority

FPUA W/WW Engineering: Approved.

FPUA Electric & Gas Engineering: Electric and Gas Engineering Department have reviewed the application – TRC South Towne Plaza – 4901 S US 1. Approved.

Electric service - The property is not in the FPUA electric service area. Located in FPL service area.

If any excavation is to occur within 36' of the existing gas main, a representative from FPUA Gas Operations Department is to be on-site. Please contact Thierry Sydné for project coordination (if needed).

Thierry Sydné, E.I.
Mechanical Engineer
Electric & Gas Engineering
Fort Pierce Utilities Authority
tsydne@fpua.com
O: (772) 466-1600 ext. 6454
C: (772) 302-0077

St. Lucie County Fire District

1. Please submit a completed application for Development/Site Plan Review (St. Lucie County Fire District Development & Site Plan Review Application). This form is available on-line at https://www.slcfd.com

2. Fire District review fees are due at the time of submittal. An abbreviated fee schedule is included on the application form.

3. Please send the Fire District electronic plans for the site and buildings.

4. A separate review and permit is required for Underground Fire Mains connected to standpipes or sprinkler systems.

5. Be advised: Dimensions of largest vehicle are as follows: 38 tons or 77k lbs, 47.5 ft. total length, 21.5 ft. wheel base, 10.5 ft. total width, 41.5 degree turning radius.

6. Minimum roadway pavement width (two-way traffic) shall be twenty (20) ft. Minimum roadway pavement width (one-way traffic) shall be twelve (12) ft.

Florida Department of Transportation

Comments may be forthcoming

St. Lucie County School Board

Comments may be forthcoming

February 3, 2023 *Via email: vgilmore@cityoffortpierce.com*

City of Fort Pierce Planning Department
Attn: Vennis Gilmore, Planning Supervisor
100 North US 1
Fort Pierce, FL 34950

Re: K&K Properties Site Plan – (East of S. 7th Street & N. of Farmers Market Road)
TRC No. 21-07000003

Greetings Mr. Gilmore:

On behalf of our client, please find the attached response to comments received regarding the Pre-Application Comments received from the September 14th, 2022 meeting, for a project known as K&K Properties. Each comment is identified below followed by a response in ***bold italics***.

PLANNING – Vennis Gilmore, Planning Supv

1. Coordinate with FWC to relocate gopher tortoise(s) that have been observed on the property.

RESPONSE: Coordination and relocation of any Gopher Tortoises found on site will be completed. A 100% GT Survey in accordance with FWC Protocol will be required prior to ground disturbing activities

2. A completion certification by a landscape architect, cost estimate, landscape bond pursuant to City Code 123-6 shall be required before Final Certificate of Occupancy is approved for the site.

RESPONSE: The above referenced material shall be aquired prior to final Certificate of Occupancy

3. Per City Code Section 123-37, General Landsca0ping Requirements (4) Landscape strips. – Between street rights-of-way and vehicular use, building and retention/detention areas, there shall be a landscaped strip of land, except where driveways are located, meeting these requirements:

   a. The strip shall be at least six feet wide for lots under 10,000 square feet in size and at least ten feet wide for lots 10,000 square feet or larger;
   RESPONSE: A 10 foot wide Landscape strip has been provided

   b. The landscape strip shall include an average of at least one tree for each 300 square feet of required landscaped area. The remainder of the required landscaped area shall be completely covered with grass, ground cover or other

landscaped treatment and shall additionally contain a screen of landscaping which shall be installed and maintain so as to form a 36-inch or higher continuous, unbroken, solid, visual screen within a maximum of one year after the landscaping takes place, except in clear vision areas required in section 125-308.
RESPONSE: JEFF – Due to plant availability at this time the hedge is shown as two (2) feet tall at time of installation but will be allowed to grow to three (3) feet as required.

c. Other property. – All property, other than the required landscape strip, located between street right-of-way and buildings, shall be completely covered with grass or other ground cover except to the extent there are permitted, impervious surface structure such as sidewalks, plazas, and driveways.
RESPONSE: JEFF – Areas not planted with plant materials and mulch are covered in sod.

d. Vehicular use, building, retention/detention areas adjacent to other property. – Landscape standards for these areas are as follows: a. Where a vehicular use area does not abut a street right-of-way but abuts other property, there will be a landscaped strip of land which is at least ten feet wide. When a property line abuts a building, another structure, a joint driveway or joint parking area, such landscaped strip shall not be required.
RESPONSE: JEFF – The landscape strip is provided as required.

4. Per City Code Section 123-37, General Landscaping Requirements (7) Interior vehicular use areas. – The following are standards relating to landscaping of interior vehicular use areas:

a. Lots with vehicular use areas that are 4,000 or more square feet in size shall have at least one square foot of interior landscaping for each 15 square feet of vehicular use area, except that areas in an I-1 or I-2 zone shall only be required to have at least one square foot of interior landscaping for each 30 square feet of vehicular use area. Each separate landscaped area shall be curbed and contain a minimum of 100 square feet of area and shall be at least ten feet wide and ten feet deep exclusive of curbing in all locations. Progressive urban parking area designs may be used to provide adequate space for multiple tree plantings and allow for proper tree root development so shade trees can grow and develop large canopies to reduce parking lot heat islands.

A minimum of (1) landscape island for every ten (10) spaces.
RESPONSE: JEFF – The islands and trees have been provided as required, except some of the trees have been placed in the dry retention area to help enhance water quality.

5. Per City Code Section 123-37, General Landscaping Requirements (8) Lands adjacent to street right-of-way. – Land immediately adjacent to street right-of-way shall meet the following requirements:

   a. Trees will be planted along the public right-pf-way in a manner directed by the department so as to ensure shading for sidewalks and to contribute to the streetscape of the roadway;
   RESPONSE: JEFF – The trees have been provided as required by the landscape code.

   b. Palms, trees and shrubs may be required for driveway entrances or other key points of interest as determined by the department to the extent that such plantings do not exceed requirements set for clear vision areas as specified by section 125-308.
   RESPONSE: JEFF – Acknowledged.

ENGINEERING – Venetia Barnes, PE via Tracy Telle, Asst City Engineer

1. The 8" sanitary main is located within the boundaries of the proposed dry detention area's TOE, TOB and control structure. Relocate the proposed dry detention area.
   RESPONSE: Proposed dry detention area has been relocated as to not interfere with any sewer mains

2. Relocate the dry detention area to the rear of the property as per City of Fort Pierce Code of Ordinance Section 119-9.
   RESPONSE: Dry dentention area has been relocated to the rear of the property

3. Locate water meters to the limits of the property.
   RESPONSE: All water meters are depicted and labeled on the Site Plan

4. All parking spaces shall have bumper rails as per City of Fort Pierce Code of Ordinance Section 125-315(c)(7).
   RESPONSE: See revised site plan. Car stops have been added

5. Provide sidewalk along the emits of South 7th Street or payment in lieu of.
   RESPONSE: We will proceed with a fee in lieu of Sidewalks

6. **ADVISORY COMMENTS**:
   a. According to the provided tree survey, the site is home to nine (9) native oak trees with diameters greater than 14" DBH for a total of 156" of native oak trees. The project also contains ten (10) native pine trees with diameters greater than 14" DBH for a total of 154" of native pine trees. Upon review of the landscape

plan, one 16” palm tree is proposed to be preserved which meant he following applies in accordance with the City of Fort Pierc4e Ordinances Section 123-66:

i. ½ credit is provided for the 125” pine of trees proposed to be planted for a 62.5” credit.

ii. ½ credit is provided for the 55” of oak trees proposed to be planted for a 27.5” credit.

iii. ½ credit is provided for the 47.5” of Eagleston Holly Trees proposed to be planted for 23.75” credit.

iv. Full credit is applied for preserved 16” oak tree.

v. 36 palm trees to be removed with a clear trunk greater than 10’. No palm trees proposed to be planted.

Mitigation Fee required prior to land clearing operations:

1. **$250/DBH x [(156”+154”) – (62.5”+27.5”+31.25”+23.75”+16”)] = $37,250.00**
2. **$250/Palm Tree x 36 = $9,000.00**

b. The drainage plan was reviewed conceptually and will be reviewed in depth at the time of DPCR submittal.

c. The Environmental assessment identified the presence of gopher tortoises and their burrows. All required State and Federal permitting and relocation will be required prior to DPCR approval.
RESPONSE: Acknowledged

d. South 7th Street is a St Lucie County Roadway and improvements within the right of way will require permitting through Saint Lucie County.
RESPONSE: Acknowledged

CITY OF FORT PIERCE BUILDING DEPARTMENT

Comments may be forthcoming.
RESPONSE: Acknowledged.

CITY OF FT PIERCE POLICE DEPARTMENT

No comments at this time.
RESPONSE: Acknowledged.

ST LUCIE COUNTY PLANNING DEPARTMENT

Comments may be forthcoming.
RESPONSE: Acknowledged.

ST LUCIE COUNTY PW / ENGINEERING

1. Paved access is required for projects requiring Site Plan approval. South 7th Street is a substandard roadway. The applicant will be required to pave South 7th Street from the Projects access point to Farmers Market Road. The applicant can request a waiver from the Board of County Commissioners.
   RESPONSE: The applicant is obtaining access via Wagner Place. Wager Place is constructed to a County Standard. Intersection Improvement with South Street will be Completed

2. A Site Development Permit will be required for driveway improvements and the paving of S. 7th Street.
   RESPONSE: A site development permit will be requested for intersection improvement at wagner

3. Provide written response directly to the County for review. The city does not provide.
   RESPONSE: Acknowledged

4. For discussion regarding these comments and response, please contact me at 772-462-2741, chambersg@stlucieco.org or David Hays at 772-462-1491, haysd@stlucieco.org.
   RESPONSE: Contact information received.

CITY OF FT PIERCE CITY CLERK'S OFFICE

Comments may be forthcoming.
RESPONSE: Acknowledged.

CITY OF FT PIERCE CODE ENFORCEMENT

Comments may be forthcoming.
RESPONSE: Acknowledged.

FT PIERCE UTILITIES AUTHORITY

1. FPUA W/WW Engineering: Approved.
   RESPONSE: Acknowledged.

2. FPUA Electric & Gas Engineering: Electric and Gas Engineering Department have reviewed the application – TRC South Towne Plaza – 4901 S US 1. Approved.
   RESPONSE: Acknowledged.

3. Electric service - The property is not in the FPUA electric service area. Located in FPL service area.
   RESPONSE: Acknowledged.

ST LUCIE COUNTY FIRE DISTRICT

1. Please submit a completed application for Development/Site Plan Review (St. Lucie County Fire District Development & Site Plan Review Application). This form is available on-line at https://www.slcfd.com
   RESPONSE: An Applciation to the SLCFD will be submitted concurrently with this application.

2. Fire District review fees are due at the time of submittal. An abbreviated fee schedule is included on the application form.
   RESPONSE: RESPONSE: Acknowledged

3. Please send the Fire District electronic plans for the site and buildings.
   RESPONSE: Electronic plans will be provided upn construction plan submittal

4. A separate review and permit is required for Underground Fire Mains connected to standpipes or sprinkler systems.
   RESPONSE: Acknowledged

5. Be advised: Dimensions of largest vehicle are as follows: 38 tons or 77k lbs, 47.5 ft. total length, 21.5 ft. wheel base, 10.5 ft. total width, 41.5 degree turning radius.
   RESPONSE: Acknowledged

6. Minimum roadway pavement width (two-way traffic) shall be twenty (20) ft. Minimum roadway pavement width (one-way traffic) shall be twelve (12) ft.
   RESPONSE: Acknowledged

   **I added the sprinkler system comments are due to issues with access. As per comment 7 provided, any exterior portion of a building without a sprinkler system must be within 150' of an access road. Based on the site plan provided, the middle of the rear of the building is 230' from an access road and therefore does not satisfy the required distance. This would trigger the need for a sprinkler system to be nstalled according to the current proposed layout. Please feel free to contact me with any questions or issues.
   RESPONSE: Acknowledged

FDOT

Comments may be forthcoming.
RESPONSE: Acknowledged.

ST LUCIE COUNTY SCHOOL BOARD

Comments may be forthcoming.
RESPONSE: Acknowledged.

We feel the attached adequately addresses comments and request review and approval of the attached application. Should you have any questions or require further information, please contact me at 772-462-2455.

Respectfully,

ENGINEERING DESIGN & CONSTRUCTION, INC.

Bradley J. Currie, AICP
Vice President
Z:\EDC-2021\21-269 - K & K Properties - 7th Street CSP & Pre-App\ENGINEERING\Documents\Submittal Documents\Comment Response Letter\2022-11-XX_City_FP_K&K_TRC_Rsp2Cmts_Ltr_21-269 - CDG Responses.docx

THE SUNRISE CITY
FORT PIERCE
PLANNING DEPARTMENT Florida

DEVELOPMENT REVIEW

Property Information

Property address or Location: East side of S. 7th St., N. of Farmers Mkt. Rd. - Address TBD

Parcel ID #(s): PCN 2427-601-0031-000-8

Project description: 46,000 SF of Indiustrial Flex Space

Application Type

☒ Site Plan ☐ Conditional Use w/New Construction ☐ Conditional Development Plan

☐ Minor Amendment ☐ Major Amendment

Site Information

Non-Residential: Proposed Sq. Ft.: 46,000 Site Acreage: 4.015

Residential: Proposed Units: _____ Proposed Sq. Ft.: _____ Site Acreage: _____

Ken Kreye	Bradley J. Currie, AICP
Property Owner(s)	**Applicant/Representative, Title, Company**
691 NW Sunset Dr	10250 SW Village Parkway Suite 201
Street Address	Street Address
Stuart FL 34994	Port St Lucie FL 34987
City State Zip	City State Zip
941-356-0220	772-462-2455
Phone Number	Phone Number
k2kreye@gmail.com	bradcurrie@edc-inc.com
Email Address	Email Address

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

Property Owner(s) Signature(s)

APPOINTMENTS ARE REQUIRED FOR APPLICATION SUBMITTALS

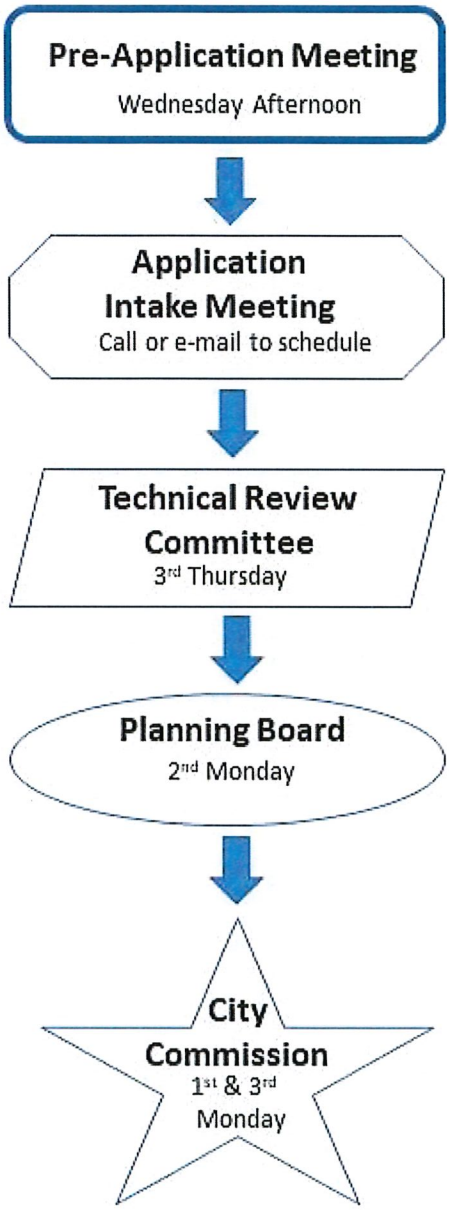
CALL 772.467.3737 OR E-MAIL PLANNING_DL@CITYOFFORTPIERCE.COM

For more information, please refer to the website:

https://www.cityoffortpierce.com/971/Application-Submittal-for-Technical-Revi

General Information

- **Incomplete application packets will not be accepted.**
- In-take meetings are required for application submittals.
- Site plan approval is valid for one (1) year following City Commission approval. To maintain site plan approval, vertical improvements, permitted by the Building Department must commence prior to the 12-month expiration date.
- Fee Schedule - https://www.cityoffortpierce.com/DocumentCenter/View/2620/Fee-Schedule-
- Public Notice Fees - https://www.cityoffortpierce.com/DocumentCenter/View/8818/Public-Notice-Fees-



Site Plan submittal requirements:

Submit one (1) original & three (3) hard copies and one (1) CD or Flash Drive of the following. Additional copies will be required of subsequent submittals.

- [x] Complete application
- [x] Warranty Deed
- [x] SLC Property Record Card
- [x] Detailed project description
- [x] General location map (see Section 125-313)
- [x] Survey (see Section 125-313)
- [x] Site Plan (see Section 125-313)
- [x] Landscaping Plan (see Section 123-37)
- [x] Conceptual Drainage Plan (see Section 125-313)
- [x] Environmental Impact Report
- [ ] Beach/Dune System protection plan, if applicable (see Section 125-313)
- [x] Lighting Plan (see Section 125-313)
- [x] Design Review submittals (see Design Review application)
- [x] Traffic Impact Report
- [x] Concurrency Review submittals (see Concurrency Review application)

MICHELLE R. MILLER, CLERK OF THE CIRCUIT COURT - SAINT LUCIE COUNTY
FILE # 4864798 OR BOOK 4612 PAGE 170, Recorded 05/17/2021 03:35:50 PM Doc Tax $1925.00

Prepared by and return to:
Richard V. Neill Jr.
Neill Griffin Marquis, PLLC
311 S 2nd Street, Suite 200
Fort Pierce, FL 34950
(772) 464-8200
File Number: **95-190-005**
Parcel Identification No. **2427-601-0031-000-8**
[Space Above This Line For Recording Data]

Warranty Deed

(STATUTORY FORM - SECTION 689.02, F.S.)

This Indenture made this 17th day of May, 2021 between **South Florida Land Clearing, Inc., a Florida Corporation** whose post office address is **15701 ORANGE AVE, Fort Pierce, FL 34945** of the County of **St. Lucie**, State of **Florida**, grantor, and **K & K Properties of Sarasota, Inc., a Florida Corporation** whose post office address is **691 NW Sunset Dr Stuart, FL 34994**, of the County of **Martin**, State of **Florida**, grantee,

Witnesseth that said grantor, for and in consideration of the sum of TEN AND NO/100 DOLLARS ($10.00) and other good and valuable considerations to said grantor in hand paid by said grantee, the receipt whereof is hereby acknowledged, has granted, bargained, and sold to the said grantee, and grantee's heirs and assigns forever, the following described land, situate, lying and being in **St. Lucie County, Florida**, to-wit:

The West one-half of the following described parcel:

The North 200 feet of Lot 171 and the South 100 feet of Lot 172, UNIT THREE MARAVILLA GARDENS, according to the plat thereof, as recorded in Plat Book 6, Page 62, Public Records of Saint Lucie County, Florida; LESS AND EXCEPT: The West 60 feet thereof, for additional right-of-way for South 7th Street.

SUBJECT TO RESTRICTIONS, RESERVATIONS AND EASEMENTS OF RECORD, IF ANY, WHICH REFERENCE SHALL NOT OPERATE TO REIMPOSE THE SAME, AND TAXES FOR THE YEAR 2021 AND THEREAFTER.

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

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

Signed, sealed and delivered in our presence:

Witness
Printed Name: Richard V Neill, Jr.

Witness
Printed Name: Gregory Neill

South Florida Land Clearing, Inc., a Florida Corporation

By: _____
Gary D. White, President

State of Florida
County of St. Lucie

The foregoing instrument was acknowledged before me by means of [✓] physical presence or [ ] online notarization, this 17th day of May, 2021 by Gary D. White, President of South Florida Land Clearing, Inc., a Florida Corporation, on behalf of said corporation who [ ] is personally known or [✓] has produced a driver's license as identification.

[Seal]

Notary Public
Print Name: Gregory Neill
My Commission Expires: 10/01/2023

GREGORY NEILL
Commission # GG 918166
Expires October 1, 2023
Bonded Thru Troy Fain Insurance 800-385-7019

K & K Properties of Sarasota, Inc.
691 NW Sunset Drive
Stuart, FL 34994

AGENT CONSENT FORM

Project Name: K & K Properties

Parcel ID: 2427-601-0031-000-8

BEFORE ME THIS DAY PERSONALLY APPEARED Kenneth W. Kreye, 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 15th day of Feb, 2022, by Kenneth W. Kreye (Name of Person Acknowledging) who is personally known to me or who has produced Florida Drivers License (type of identification) as identification and who did (did not) take an oath.

Notary Signature

Roger Melhem
Printed Name of Notary

ROGER MELHEM
NOTARY
(Notary Seal)
My Comm. Expires
September 30, 2022
No. GG 263267
PUBLIC
STATE OF FLORIDA

My commission expires

Owner's Signature

KENNETH W. KREYE, PRESIDENT
Owner's Name

691 NW Sunset Dr
Street Address

Stuart, FL. 34994
City, State, Zip

941-356-0220, KAKREYE@GMAIL.COM
Telephone / Email

Saint Lucie County Property Appraiser
Michelle Franklin CFA

Report generated: Wednesday, December 22, 2021

Parcel Report

Parcel

PARCELNO:	2427-601-0031-000-8
Property ID:	31592
Owner1:	K & K Properties of Sarasota Inc
SiteAddress:	S US HIGHWAY 1

Owner

Owner1:	K & K Properties of Sarasota Inc
Owner2:	
Owner3:	
MailingAddress:	691 NW Sunset DR Stuart, FL 34994-7612

Overview

PrimaryLandUse:	4000 - VCNT INDUS
DistrictGroup:	0022 - Fort Pierce
Subdivision:	Maravilla Gardens Subdivision Unit 3
Just/Market Value:	$214,200
FinishedArea:	
Acres:	4.015
TotalArea:	174,893

Legal Description

LegalDescription:	MARAVILLA GARDENS S/D-UNIT THREE- W 1/2 OF N 200 FT OF LOT 171 AND W 1/2 OF S 100 FT OF LOT 172- LESS W 60 FT (MAP 24/27 S) (4.01 AC)

Value History

Year	Just/Market Value	Building Value	Land Value	SFYI Value	Assessed Value	Exemption Amount	County Taxable	Save Our Home OR 10% Cap Differential	Ag Credit
2021	$214,200	$0	$214,200	$0	$214,200	$0	$214,200	$0	$0
2020	$214,200	$0	$214,200	$0	$214,200	$0	$214,200	$0	$0
2019	$214,200	$0	$214,200	$0	$214,200	$0	$214,200	$0	$0
2018	$214,200	$0	$214,200	$0	$214,200	$0	$214,200	$0	$0

Tax Links

SLC Tax Collector's Office taxes for this parcel

Download TRIM notice for this parcel

Special Assessments

Description	Start Year	Units	Amount
Fort Pierce Stormwater Charge	2006	11.4	$786.60

Improvements

Building Sequence:	1
Bedrooms:	0
Bathrooms:	0
Building Type:	-
Story Height:	
No of Living Units:	
Total Finished Area:	0
Gross Sketched Area:	0
Year Built:	
Effective Year:	
Primary Roof Cover:	
Primary Roof Structure:	
Primary Wall:	
A/C %:	0

Land Lines

Line Number	Units	Unit Type
1	174,893	SqFt

Sales History

Sale Date	Sale Price	Sale Code	Deed Type	Grantor	Book Page	View Document
05/17/2021	$275,000	0001	WD	South Florida Land Clearing Inc	4612-170	Clerk of Courts
11/22/2019	$0	0119	DE	Dickson Holdings LLC	4509-1263	Clerk of Courts
05/04/2005	$400,000	XX02	WD	LTD Investments LLC	2249-2547	Clerk of Courts
04/07/2004	$570,000	XX00	WD	Bower (TR) William M	1947-2154	Clerk of Courts
07/03/2003	$263,000	XX00	SP	First Republic Co	1752-1771	Clerk of Courts
07/01/1980	$309,600	XX00	WD	West Lumber Co	1752-1766	Clerk of Courts
07/01/1980	$309,600	XX00	WD	Associated Distributors Inc	1752-1763	Clerk of Courts
03/01/1972	$70,000	XX00	CV		201-922	Clerk of Courts

Photos

PROJECT NARRATIVE & COVER LETTER
S. 7th Street / Farmers Market Road
Development Review Application
Date August 12, 2022

REQUEST

On behalf of the Petitioner, Engineering Design & Construction, Inc. would like to request Site Plan Approval for two (2) office / flex space buildings with associated site improvements. The subject parcel noted below is located east of S. 7th Street and north of Farmers Market Road in the City of Fort Pierce.

SITE CHARACTERISTICS & PROJECT HISTORY

Subject parcel & acreage is identified in the table below:

Parcel ID	Parcel Address	Acreage	Current FLU	Current Zoning
2427-601-0031-000-8	South US-1 - TBD	4.01	I	I-1
	TOTAL ACRES:	**4.01**		

The subject parcels have a Future Land Use designation of Industrial (I) and an underlying Zoning designation of Light Industrial (I-1). The petitioner is proposing two (2) office/flex space buildings totaling 40,000 sf +/- with associated site improvements.

To the north of the subject parcels a developed parcel which is located in the jurisdiction of St. Lucie County. This parcel has a split Future Land Use designation of Mixed-Use Development (MXD) and Industrial (IND) and a split Zoning designation of Residential, Multiple-Family – 11 (RM-11), Industrial, Light (IL) and Commercial, General (CG).

To the south of the subject parcels lies developed commercial parcels. The southwestern parcel has a Future Land Use designation of Industrial and an underlying Zoning designation of Light Industrial Zone (I-1). The parcel to the southeast has a Future Land Use designation of County Industrial (CI) and an underlying Zoning designation of Light Industrial Zone (I-1).

East of the subject parcel is an undeveloped industrial tract. This parcel has a Future Land Use designation of Industrial (I) and an underlying Zoning designation of Light Industrial Zone (I-1).

West of the subject parcel lies the right-of-way of S. 7th Street, a St. Lucie County owned and maintained right-of-way. West of the right-of-way are residential parcels to the northwest and industrial parcels directly west which are located in the jurisdiction of St. Lucie County and an industrial parcel southwest of the parcel located in the City of Fort Pierce. The parcels located northwest of the site have a St. Lucie County Future

Land Use designation of Residential High (RH) and an underlying zoning designation of Residential, Multiple-Family – 11 (RM-11). The parcel directly west of the subject parcel has a St. Lucie County Future Land Use designation of Industrial (IND) and an underlying 7th Street Pre-App Page 2 of 2 February 15, 2022 Zoning designation of Industrial, Light (IL). The parcel located southwest of the subject parcel is located in the City of Fort Pierce and has a Future Land Use designation of Industrial (I) and an underlying Zoning designation of Light Industrial Zone (I-1).

Included in this submittal, please find the required Site Plan approval attachments along with additional required submittal material as per the stated application requirements. Any other supplemental items for support can be found here as well or can be provided upon request.

Based on the above and attached information, the applicant respectfully requests approval of this application.

Z:\EDC-2021\21-269 - K & K Properties - 7th Street CSP & Pre-App\ENGINEERING\Documents\Submittal Documents\Applications\Development Review App\4 - Narrative.docx

K & K - 7th Street

Fort Pierce, FL

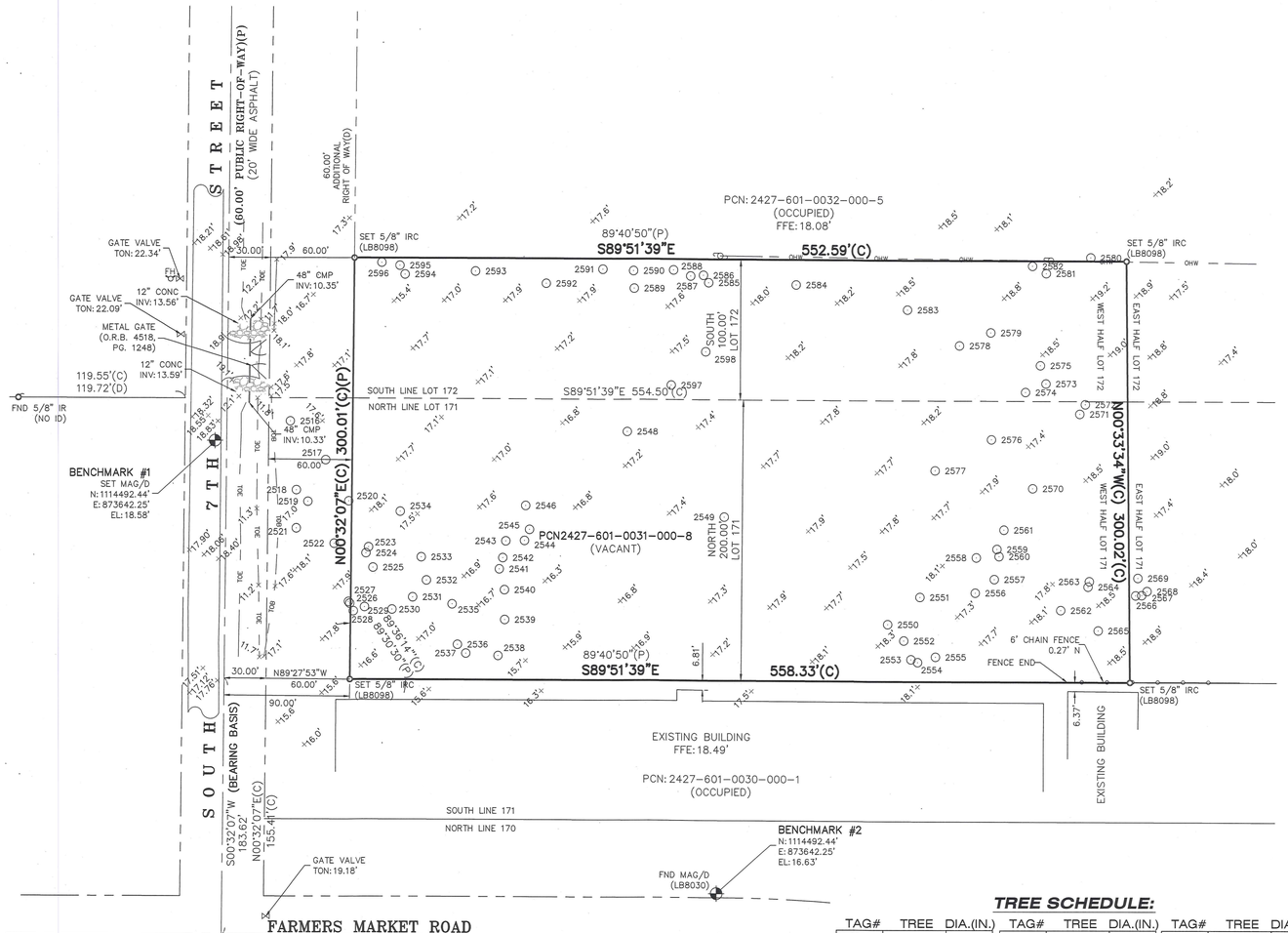
Aerial Map

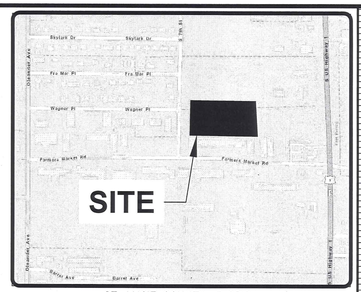
NORTH

ENGINEERS SURVEYORS ENVIRONMENTAL

BOUNDARY AND TOPOGRAPHIC SURVEY

FOR: K AND K PROPERTIES





ST. LUCIE COUNTY, FLORIDA

VICINITY MAP

NO SCALE

GRAPHIC SCALE

50 0 25 50 100 200

(IN FEET)

1 inch = 50 ft.

SYMBOL & ABBREVIATION LEGEND:

A	AIR RELEASE VALVE	E	EAST/EASTING	HYD	HYDRANT	PK NAIL	PARKER-KALON NAIL		SPIGOT
AL	ARC LENGTH	EOW	EDGE OF WATER	IN	INCH	PK/D	PARKER-KALON NAIL & DISK		SPRINKLER VALVE
ASPH	ASPHALT	EB	ELECTRIC BOX	INV	INVERT	PCP	PERMANENT CONTROL POINT	S.L.C.	ST. LUCIE COUNTY
BFP	BACK FLOW PREVENTER	EHH	ELECTRIC HAND HOLE (EHH)	IP	IRON PIPE	PRM	PERMANENT REFERENCE MONUMENT	STA	STATION
	BENCHMARK (BM)	EM	ELECTRIC METER	IR	IRON ROD	P.B.	PLAT BOOK	D	STORMWATER DRAINAGE MANHOLE
	BIKE RACK	ELEC PANEL	ELECTRICAL PANEL	IR/C	IRON ROD AND CAP	(P)	PLAT DATA		STREET SIGN
CATV	CABLE RISER	EL./ELEV.	ELEVATION		IRRIGATION CONTROL VALVE	P.O.B.	POINT OF BEGINNING		
(C)	CALCULATED	FEMA	FEDERAL EMERGENCY MANAGEMENT AGENCY	L	LENGTH	P.O.C.	POINT OF COMMENCEMENT	TELE RISER	TELEPHONE RISER BOX
	CATCH BASIN	F.O.	FIBER OPTIC		LIGHT POST	P.C.C.	POINT OF COMPOUND CURVE	TOE	TOE OF SLOPE
℄	CENTERLINE	FOHH	FIBER OPTIC HAND HOLE	MAG/D	MAG NAIL MAG BRAND NAIL	P.C.	POINT OF CURVATURE	TOB	TOP OF BANK/BERM
CCR	CERTIFIED CORNER RECORD		FIBER OPTIC MARKER		MAILBOX	P.T.	POINT OF TANGENCY	T.O.N.	TOP OF NUT
CLF	CHAIN LINK FENCE	FIBER RISER	FIBER OPTIC RISER	M.C.	MARTIN COUNTY	P.O.T.	POINT OF TERMINUS	X 0.0	TOPOGRAPHIC DATA (SOFT SURFACE)
CHD.	CHORD	(M)	FIELD MEASURED	MHW	MEAN HIGH WATER LINE	PVC	POLYVINYL CHLORIDE	X 0.00	TOPOGRAPHIC DATA (HARD SURFACE)
CO O	CLEAN OUT	F.F.E.	FINISHED FLOOR ELEVATION	MLW	MEAN LOWER WATER LINE	PSL	PORT SAINT LUCIE, FLORIDA	TWNSHIP	TOWNSHIP
COMM RISER	COMMUNICATION RISER	FDOT	FLORIDA DEPARTMENT OF TRANSPORTATION		METAL LIGHT POST	PLS	PROFESSIONAL LAND SURVEYOR	T	TRAFFIC HANDHOLD
CONC	CONCRETE	FPL	FLORIDA POWER AND LIGHT		METAL POWER POLE	R	RADIUS	TSCB	TRAFFIC SIGNAL CONTROL BOX
	CONCRETE LIGHT POST	FT	FOOT	MP	METAL PIPE	RGE	RANGE	TYP	TYPICAL
CM	CONCRETE MONUMENT	FM	FORCE MAIN	M	MONITORING WELL	RTK	REAL TIME KINEMATIC	UNK	UNKNOWN
CPP	CONCRETE POWER POLE (CPP)	FND	FOUND	MON	MONUMENT	RWV	RECLAIMED WATER VALVE	ENH LIGHT	UNKNOWN HANDHOLD
	CONCRETE POWER POLE W/STREET LIGHT	F	FPL MANHOLE	NGVD29	NATIONAL GEODETIC VERTICAL DATUM OF 1929	RLS	REGISTERED LAND SURVEYOR	RISER BOX	UNKNOWN RISER BOX
	CONCRETE SIGNAL LIGHT POLE	SQ FT.	SQUARE FEET	N/D	NON DESCRIPT NAIL AND DISK	RCP	REINFORCED CONCRETE PIPE	U	UNKNOWN TYPE MANHOLE
CMP	CORRUGATED METAL PIPE	GAS	GAS VALVE	N.R.	NON RADIAL	R/W	RIGHT-OF-WAY	VCP	VITRIFIED CLAY PIPE
	CURB INLET	GIS	GEOGRAPHIC INFORMATION SYSTEMS	NAVD88	NORTH AMERICAN VERTICAL DATUM OF 1988	R/C	ROD AND CAP	WM	WATER METER
	DECORATIVE LIGHT POST	GND	GROUND	N	NORTH OR NORTHING	S	SANITARY MANHOLE		WATER SERVICE METER (WM)
(D)	DEED		GROUND LIGHT	No.	NUMBER	SV	SANITARY VALVE	WV	WATER VALVE (WV)
D.B.	DEED BOOK		GUY WIRE ANCHOR	O.R.B.	OFFICIAL RECORDS BOOK	SEC	SECTION	W	WEST
ø	DIAMETER (DIA.)		HANDICAP	OHW	OVER HEAD WIRES		PROPERTY CORNER	WF	WOOD FENCE
D	DRAINAGE MANHOLE	HDPE	HIGH DENSITY POLYETHYLENE PIPE	PG	PAGE		RIGHT-OF-WAY CONTROL		WOOD POLE STREET LIGHT
DIP	DUCTILE IRON PIPE	HWF	HOG WIRE FENCE	PCN	PARCEL CONTROL NUMBER	—	SIGN		WOOD POWER POLE
						S	SOUTH		

LEGAL DESCRIPTION:

THE WEST ONE-HALF OF THE FOLLOWING DESCRIBED PARCEL:

THE NORTH 200 FEET OF LOT 171 AND THE WEST HALF OF THE SOUTH 100 FEET OF LOT 172, UNIT THREE MARAVILLA GARDENS, ACCORDING TO THE PLAT THEREOF, AS RECORDED IN PLAT BOOK 6, PAGE 62, PUBLIC RECORDS OF ST LUCIE COUNTY, FLORIDA; LESS AND EXCEPT: THE WEST 60 FEET THEREOF, FOR ADDITIONAL RIGHT-OF-WAY FOR SOUTH 7TH STREET.

CONTAINING 3.83 ACRES, MORE OR LESS.

SURVEYORS NOTES AND REPORT:

1. REPRODUCTIONS OF THIS MAP ARE NOT VALID WITHOUT THE SIGNATURE AND ORIGINAL RAISED SEAL OF A FLORIDA LICENSED SURVEYOR AND MAPPER. THIS SURVEY CANNOT BE TRANSFERRED OR ASSIGNED WITHOUT THE SPECIFIC WRITTEN PERMISSION OF ENGINEERING, DESIGN AND CONSTRUCTION, INC. IT IS A VIOLATION OF CHAPTER 5J-17, FLORIDA ADMINISTRATIVE CODE, TO ALTER THIS SURVEY WITHOUT THE EXPRESS PRIOR WRITTEN CONSENT OF THE SURVEYOR. ADDITIONS AND/OR DELETIONS MADE TO THE FACE OF THIS SURVEY WILL MAKE THIS SURVEY INVALID.
2. THE LAST DATE OF FIELD WORK WAS JUNE 29, 2021.
3. CURRENT DESCRIPTION(S) SHOWN HEREON PROVIDED BY: THE CLIENT. A TITLE SEARCH BY COMMONWEATLH LAND TITLE INSURANCE COMPANY ORDER NUMBER 9428539, DATED 4/21/2021 @ 8:00 A.M. HAS BEEN REVIEWED AND ARE AS FOLLOWS:
   - 3.1. BII ITEMS 1, 2, 3B, 3C, 3D, 6, 7, AND 9 AFFECT THE PROPERTY BUT ARE NOT SUREVEY MATTERS.
   - 3.2. BII ITEMS 3A, 4, AND 8 AFFECT PROPERTY AND ARE SHOWN ON SURVEY.
   - 3.3. BII ITEM 5 AFFECTS PROPERTY AND IS BLANKET IN NATURE.
4. PARCELS CONTAIN A TOTAL OF 3.83 ACRES, MORE OR LESS.
5. THE EXPECTED USE OF THE LAND, AS CLASSIFIED IN CHAPTER 5J-17.050-053, FLORIDA ADMINISTRATIVE CODE, IS "COMMERCIAL/HIGH RISK." THE MINIMUM RELATIVE DISTANCE ACCURACY FOR THIS TYPE OF BOUNDARY SURVEY IS 1 FOOT IN 10,000 FEET. THIS SURVEY EXCEEDS THE REQUIRED DISTANCE ACCURACY.
6. THIS BOUNDARY SURVEY HAS BEEN REFERENCED TO THE FLORIDA STATE PLANE COORDINATE SYSTEM-EAST ZONE, NAD 83 (1990).
7. SUB-SURFACE IMPROVEMENTS INCLUDING UNDERGROUND UTILITIES, UTILITY SERVICES, WERE NOT LOCATED AS PART OF THIS SURVEY.
8. REVISIONS SHOWN HEREON DO NOT REPRESENT A "FIELD SURVEY UPDATE" UNLESS OTHERWISE NOTED.
9. BEARINGS SHOWN HERON ARE BASED UPON THE PLAT OF UNIT THREE MARAVILLA GARDENS PER THE LINE LABELED HERON AS (BEARING BASIS) AND ALL OTHER BEARINGS ARE RELATIVE THERETO. DISTANCES ARE IN U.S. SURVEY FEET AND DECIMAL PARTS THEREOF.
10. ELEVATIONS SHOWN HEREON ARE RELATIVE TO THE NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD88) AND ARE BASED ON GPS REAL TIME KINEMATIC (RTK) OBSERVATION. SITE BENCHMARKS UTILIZED ARE SHOWN HEREON.
11. THIS SITE WAS SURVEYED UTILIZING TRIMBLE/SPRECTRA HARDWARE TOGETHER WITH SPECTRA SURVEY PRO REALTIME PROCESSING AND WAS BASED ON TRIMBLES "VRS NOW" NETWORK AND/OR THE FLORIDA PERMANENT REFERENCE NETWORK (FPRN). THE PROCEDURES AND NETWORK DESIGN MEETS THE GEODETIC ACCURACY STANDARDS AND SPECIFICATIONS FOR USING GPS RELATED POSITIONING AS SET FORTH BY THE FEDERAL GEODETIC CONTROL COMMITTEE IN THE MOST CURRENT PUBLICATION FOR 3RD ORDER CLASS ONE FOR HORIZONTAL CONTROL SURVEYS.
12. IN SOME INSTANCES, GRAPHIC REPRESENTATIONS AND SYMBOLS SHOWN HAVE BEEN EXAGGERATED TO MORE CLEARLY ILLUSTRATE THE RELATIONSHIP BETWEEN PHYSICAL IMPROVEMENTS AND/OR LOT LINES. THE DIMENSIONS SHOWN SHALL CONTROL THE LOCATION, OF THE IMPROVEMENTS, OVER THE SCALED POSITIONS.
13. THE OWNERSHIP OF PERIMETER FENCES, WALLS, HEDGES AND LANDSCAPING, IF ANY, SHOWN HEREON ARE NOT KNOWN AND ARE NOT LISTED AS ENCROACHMENTS. THEIR RELATIVE LOCATION IS SHOWN IN RELATION TO THE BOUNDARY LINES SHOWN.
14. THE SURVEY MAP SHOWN HEREON DOES NOT NECESSARILY CONTAIN ALL OF THE INFORMATION OBTAINED OR DEVELOPED BY THE UNDERSIGNED SURVEYOR IN HIS FIELD WORK, OFFICE WORK OR RESEARCH.
15. THE PROPERTY WHICH IS THE SUBJECT OF THIS SURVEY APPEARS TO BE SITUATE IN AN AREA OF MINIMAL FLOOD HAZARD AT THIS TIME PURSUANT TO F.E.M.A. FIRM NUMBER 12111C0189K, HAVING AN EFFECTIVE DATE OF FEBRUARY 19, 2020. FOR APPROXIMATE DELINEATION OF THE FLOOD ZONE LIMITS, REFER TO AFOREMENTIONED FIRM PANELS.
16. BOUNDARY INFORMATION BASED ON FOUND CONTROL, THE FLORIDA DEPARTMENT OF TRANSPORTATION RIGHT OF WAY MAP 94500-2604 DATED 12/1961, AND A SURVEYOR'S REPORT BY BOWMAN CONSULTING FOR FARMERS MARKET ROAD, JOB NO. 010274-01-001, DATED OCTOBER 1, 2014.

TREE SCHEDULE:

TAG#	TREE	DIA.(IN.)
2516	PINE	24
2517	PINE	12
2518	PINE	12
2519	PINE	12
2520	PINE	13
2521	PINE	12
2522	PINE	20
2523	PALM	
2524	PALM	
2525	PINE	14
2526	LAUREL	7
2527	PALM	
2528	PALM	
2529	LAUREL	6
2530	PALM	
2531	PINE	16
2532	PALM	
2533	PALM	
2534	PINE	14
2535	PALM	
2536	LAUREL	20
2537	PALM	
2538	WHITE OAK	16
2539	PALM	
2540	PALM	
2541	PALM	
2542	PALM	
2543	LAUREL	18
2544	PINE	14
2545	PALM	
2546	PALM	
2548	PINE	20
2549	PINE	20
2550	PALM	
2551	PALM	
2552	PALM	
2553	PALM	
2554	PALM	
2555	PALM	
2556	PALM	
2557	PALM	
2558	PALM	
2559	LAUREL	12
2560	PALM	
2561	PALM	
2562	PALM	
2563	PALM	
2564	PALM	
2565	PALM	
2566	PALM	
2567	PALM	
2568	PALM	
2569	LAUREL	14
2570	PALM	
2571	LAUREL	8
2572	LAUREL	8
2573	LAUREL	14
2574	LAUREL	14
2575	PALM	
2576	LAUREL	12
2577	PALM	
2578	LAUREL	7
2579	PALM	
2580	LAUREL	26
2581	LAUREL	12
2582	LAUREL	16
2583	PALM	
2584	PINE	13
2585	PALM	
2586	PINE	14
2587	PINE	14
2588	PINE	10
2589	PINE	13
2590	LAUREL	14
2591	LAUREL	20
2592	LAUREL	10
2593	LAUREL	24
2594	PALM	
2595	LAUREL	8
2596	LAURE	7
2597	PINE	14
2598	PINE	14

CERTIFICATIONS:

- NEILL GRIFFIN MARQUIS, PLLC
- K & K PROPERTIES OF SARASOTA, INC.
- COMMONWEALTH LAND TITLE INSURANCE COMPANY

FLIGHT NOTES & ACCURACY REPORT:

1. THIS SITE WAS FLOWN DURING MAY 20, 2021, UTILIZING A DJI PHANTOM 4 PRO SERIES DRONE, WITH DRONE DEPLOY VERSION 2.50.0 FOR FLIGHT PLANNING AND POST PROCESSING.
2. THE FLIGHT WAS CONDUCTED BY CERTIFIED REMOTE PILOT NO. 4297810.
3. HORIZONTAL CONTROL STATEMENT: MAP BASED UPON NORTH AMERICAN DATUM OF 1983 (NAD83), FLORIDA STATE PLANE PROJECTION, EAST ZONE, US SURVEY FEET, FL83-EF AND UTILIZING EPSG CODE 2236. USE OF FOUND PLAT CONTROL, STATE RIGHT OF WAY POINTS, NGS MONUMENTATION AND/OR SECTIONAL BREAKDOWN WERE USED AS PART OF THE MAPPING PROCESS. DISTANCES SHOWN ARE IN U.S. SURVEY FEET AND DECIMAL PARTS THEREOF.
4. MEASUREMENTS OF DISTANCE, AREA AND VOLUME WITHIN THE MAP ARE ACCURATE TO WITHIN 1-3 TIMES THE GROUND SAMPLING DISTANCE. MAP MEASUREMENTS ARE WITHIN 1-3% OF GROUND-BASED MEASUREMENTS.
5. FEATURES ARE LIMITED TO THOSE VISIBLE AT TIME OF THE PHOTOGRAPHY AND ARE SUBJECT TO FIELD VERIFICATION BY THE END USER. AREAS DESIGNATED AS "OBSCURED" INDICATE THE GROUND IS OBSCURED BY VEGETATION AND/OR SHADOWS. MAPPING WITHIN THESE AREAS MAY NOT MEET STANDARD ACCURACY.
6. RELATIVE ACCURACY:
   - GROUND SAMPLING DISTANCE (GSD) RANGE= 0.33 IN/PIXEL
   - TOTAL (RMSE) X: 0.0668 IN - Y:0.1145 IN - Z:0.1532 IN

MICHAEL T. OWEN
License Number 5556
STATE OF FLORIDA

MICHAEL T. OWEN PROFESSIONAL SURVEYOR AND MAPPER
FLORIDA REGISTRATION #5556

SIGNATURE DATE: 7/6/2021

ENGINEERS & SURVEYORS ENVIRONMENTAL
10250 VILLAGE PARKWAY
UNIT 201
PORT ST. LUCIE, FL 34987
772-462-2455
www.edc-inc.com
F.B.P.E. CERTIFICATE OF AUTHORIZATION 9935
L.B. CERTIFICATE OF AUTHORIZATION 8098

DRAWN BY	FS
CHECKED BY	MTO
FIELD CREW	RH
FILENAME	21-269 K and K_REV1.dwg
LAYOUT	LAYOUT1
SCALE	AS SHOWN
DATE	June 30, 2021

DATE	REVISION COMMENTS
6/29/21	ADDED TREES AND LOCATED UTILITIES

BOUNDARY AND TOPOGRAPHIC SURVEY
FOR: K AND K PROPERTIES

RECORD INFORMATION
SEC. 27, TWNSHP. 35 SOUTH, RGE. 40 EAST
ST. LUCIE COUNTY, FLORIDA

ENGINEERS & SURVEYORS ENVIRONMENTAL
10250 VILLAGE PARKWAY
UNIT 201
PORT ST. LUCIE, FL 34987
772-462-2455

21-269

1 OF 1

July 15, 2021

Ken Kreye
K & K Properties of Sarasota, Inc.
691 NW Sunet Drive
Stuart, Florida 34994

via e-mail: k2kreye@gmail.com

Michael Reed
Capital City Bank
1500 North U.S. Highway 41
Inverness, Florida 34450

via e-mail: reed.michael@ccbg.com

Reference: **Environmental Assessment**
S 7th Street
Fort Pierce, FL 34982
Parcel ID # 2427-601-0031-000-8

Dear Mr. Kreye and Mr. Reed,

EDC, Inc. (EDC) has completed this Environmental Assessment (EA) for the above referenced parcels. 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 City of Fort Pierce developmental review regulations.

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

Respectfully submitted,
EDC, Inc.

Anthony A. Adams, BS
Sr. Biologist | Certified Arborist

ENGINEERS ◆ SURVEYORS ◆ ENVIRONMENTAL

ENVIRONMENTAL ASSESSMENT

Parcel IDs: 2427-601-0031-000-8
S 7th Street
Fort Pierce, FL 34982

Date: July 15, 2022
Project # 21-269

Prepared For:

Ken Kreye
K & K Properties of Sarasota, Inc.
691 NW Sunet Drive
Stuart, Florida 34994

Michael Reed
Capital City Bank
1500 North U.S. Highway 41
Inverness, Florida 34450

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 one tax parcel (Parcel ID # 2427-601-0031-000-8) comprised of 4.01 acres. The property is classified by the St. Lucie County Property Appraiser with a Future Land Use Designation of I. The parcel is located at the northeast corner of Farmers Market Road and S 7th Street, Fort Pierce, Florida. The subject property is further located within Section 27, Township 35 South, and Range 40 East, Fort Pierce, Florida.

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 July 15, 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 site has been previously cleared between 2018 and 2021, according to available aerials. Due to this, the upland habitat consisted of the following CLC (Community Land Classification) code; 182112 – Urban Open Pine, approx. 4.01 acres. This is defined as a subset of Urban Open Land, but with scattered to dense pines, where the ground is typically disturbed. It is important to note that there are no significant associations greater than 50% and is therefore considered to be non-native habitat.

Common Name	Species Name
Cabbage Palm	*Sabal Palmetto*
Slash Pine	*Pinus elliottii var. densa*
Inkberry	*Ilex glabra*
Broom Grass	*Andropogon spp.*
Brazilian Pepper**	*Schinus terebinthifolia*
Rosary Pea**	*Abrus precatorius*

***Nuisance Vegetation**
****Exotic/Invasive Vegetation**

Table 1: This table lists a representative sample of upland 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. These components were not found during the field reconnaissance on the property.

WILDLIFE EVALUATION:

EDC, Inc. conducted a pedestrian survey throughout the property to investigate for the presence of any plant or animal listed species. Gopher tortoises and multiple burrows were observed on site at the time of the visit. In addition, no sandhill cranes or their nests were identified on site.

Due to anthropogenic disturbances onsite such as, periodically cleared areas, many listed species may not be found onsite due to the lack of suitable foraging and nesting habitat. No other state or federally listed plant/animal species were found on site.

SOIL COMPOSITION:
Based on a review of the USDA Web Soil the site is composed of:

Urban land - This miscellaneous area is where the natural soil cannot be readily observed. The soils have been generally altered by grading and shaping, or have been covered with 5 to 12 inches of sandy fill material.

Waveland sand - This is a nearly level, poorly drained soil found in broad open areas of the flatwoods. The natural vegetation associated with this soil type is slash pine and an understory of saw palmetto, gallberry, fetterbush, running oak, and dwarf huckleberry. Grasses are pineland threeawn, bluestem and panicum. Typically, the surface layer is dark gray sand with a light gray and grayish brown subsurface layer. Under natural conditions, this soil is not suited to cultivate crops or for pasture because of ponding. However, if intensive management, soil improving measures and a good water control system are implemented, the soil is suitable for vegetable crops and pasture.

SITE HISTORY:
After reviewing available aerial images on Google Earth, and the St. Lucie County Property Appraiser, the property has remained undeveloped since the earliest aerials were available. It is apparent from aerials that the site was cleared between 2018 and 2021.

According to the St. Lucie County Property Appraiser, the most recent sale of these parcel occurred in May 2021.

CITY OF FORT PIERCE REGULATIONS:
The following lists the City of Fort Pierce Land Development Code that apply to the subject property. As part of the local approval process, the applicant will be required to comply with the below items.

Sec. 123-64. - Permit required.

(a) Tree removal permit. No person shall, directly or indirectly, cut down, substantially alter, destroy, remove, relocate, damage or authorize any such act involving a protected tree situated on land within the city, without first obtaining a tree removal permit.

To obtain a Tree Removal Permit, a Tree Survey must be conducted to account for the number of protected trees on the subject property. A mitigation plan will be required based on the Tree Survey, and the Tree Mitigation Plan will be submitted with the development application.

In addition, a 100% Gopher Tortoise survey will be required prior to landclearing activities, based on the presence of a Gopher Tortoise and burrow(s) observed on site at the time of the visit.

SUMMARY:
It is the professional opinion of EDC that there is no native upland habitat located on site. The habitat on site is identified as CLC code 182112 – Urban Open Pine. The site consists of 4.01 acres designated as I - Industrial.

It is our professional opinion that there are no wetlands located on site.

Gopher tortoises and multiple burrows were observed on site. A 100% GT Survey in accordance with FWC Protocol will be required prior to ground disturbing activities. There are trees on the subject property that will likely meet City of Fort Pierce requirements. A Tree Survey will be

required prior to the issuance of a Vegetation Removal Permit. No sandhill cranes or their nests were identified on site. Furthermore, no other state-listed species were observed.

Gopher Tortoise observed during site visit.

ENGINEERS ◔ SURVEYORS ◔ ENVIRONMENTAL

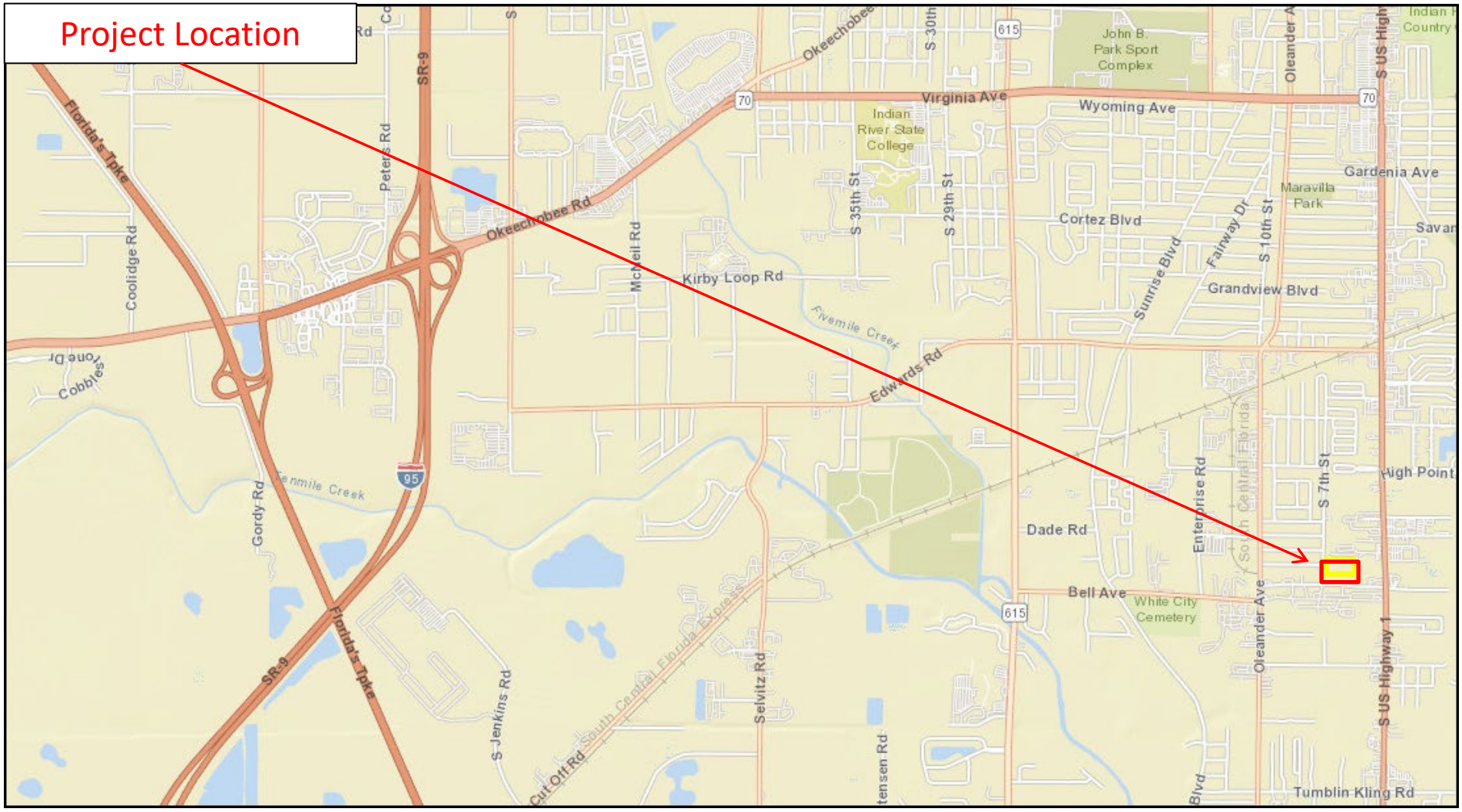
Environmental Assessment

South 7th Street

City of Fort Pierce, St. Lucie County, FL

Location Map

Project: #21-269	K & K Properties	07/15/2022



ENGINEERS ◔ SURVEYORS ◔ ENVIRONMENTAL

Environmental Assessment

South 7th Street

City of Fort Pierce, St. Lucie County, FL

Property Appraiser Map

Project: #21-269	K & K Properties	07/15/2022

ENGINEERS ◔ SURVEYORS ◔ ENVIRONMENTAL

Environmental Assessment

South 7th Street

City of Fort Pierce, St. Lucie County, FL

Soil Map

Project: #21-269	K & K Properties	07/15/2022

N

St. Lucie County, Florida (FL111)

St. Lucie County, Florida (FL111)

Map Unit Symbol	Map Unit Name	Acres in AOI	Percent of AOI
47	Urban land, 0 to 2 percent slopes	0.0	0.6%
50	Waveland and Immokalee fine sands	4.1	99.4%
Totals for Area of Interest		**4.2**	**100.0%**

ENGINEERS ◔ SURVEYORS ◔ ENVIRONMENTAL

Environmental Assessment

City of Fort Pierce

City of Fort Pierce, St. Lucie County, FL

Florida Land Use, Cover and Forms Classification System Map

Project: #21-269	K & K Properties	07/15/2022

CLC Codes	
182112	Urban Open Pine – 4.01 ac.

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

ENGINEERS ◔ SURVEYORS ◔ ENVIRONMENTAL

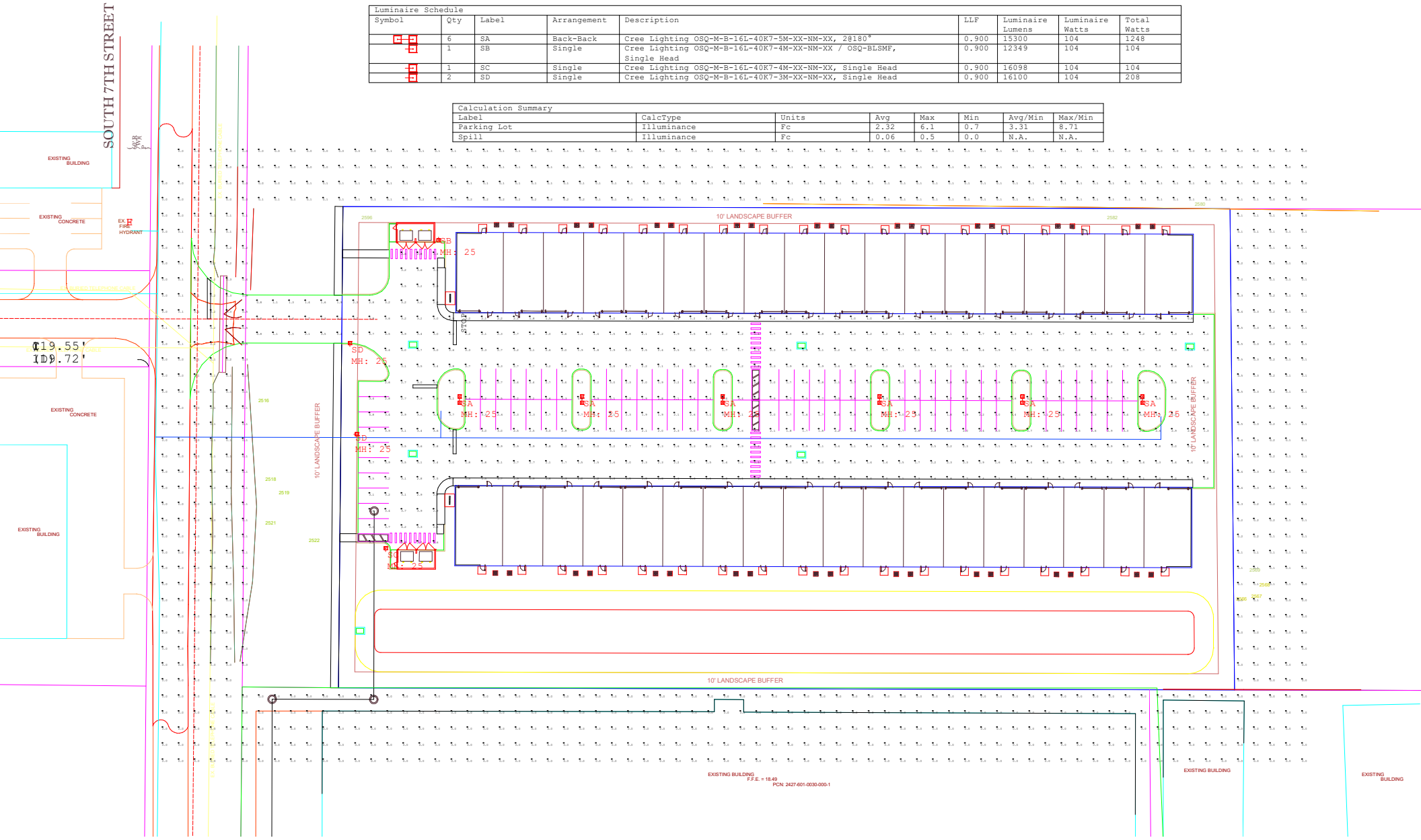
Environmental Assessment

South 7th Street

City of Fort Pierce, St. Lucie County, FL

Wildlife Map

Project: #21-269	K & K Properties	07/15/2022



Luminaire Schedule								
Symbol	Qty	Label	Arrangement	Description	LLF	Luminaire Lumens	Luminaire Watts	Total Watts
	6	SA	Back-Back	Cree Lighting OSQ-M-B-16L-40K7-5M-XX-NM-XX, 2@180°	0.900	15300	104	1248
	1	SB	Single	Cree Lighting OSQ-M-B-16L-40K7-4M-XX-NM-XX / OSQ-BLSMF, Single Head	0.900	12349	104	104
	1	SC	Single	Cree Lighting OSQ-M-B-16L-40K7-4M-XX-NM-XX, Single Head	0.900	16098	104	104
	2	SD	Single	Cree Lighting OSQ-M-B-16L-40K7-3M-XX-NM-XX, Single Head	0.900	16100	104	208

Calculation Summary							
Label	CalcType	Units	Avg	Max	Min	Avg/Min	Max/Min
Parking Lot	Illuminance	Fc	2.32	6.1	0.7	3.31	8.71
Spill	Illuminance	Fc	0.06	0.5	0.0	N.A.	N.A.

THE SUNRISE CITY
FORT PIERCE
PLANNING DEPARTMENT Florida

DESIGN REVIEW

Property Information

Property address or Location: East side of S. 7th St, N. of Farmers Market Rd. Address TBD

Parcel ID #(s): PCN 2427-601-0031-000-8

Project description: 46,000-sf of Industrial Flex Space

Ken Kreye	Bradley J. Currie, AICP
Property Owner(s)	**Applicant/Representative, Title, Company**
691 NW Sunset Dr	10250 SW Village Parkway Suite 201
Street Address	Street Address
Stuart FL 34994	Port St Lucie FL 34987
City State Zip	City State Zip
941-356-0220	772-462-2455
Phone Number	Phone Number
k2kreye@gmail.com	bradcurrie@edc-inc.com
Email Address	Email Address

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

Property Owner(s) Signature(s)

APPOINTMENTS ARE REQUIRED FOR APPLICATION SUBMITTALS
CALL 772.467.3737 OR E-MAIL PLANNING_DL@CITYOFFORTPIERCE.COM
For more information, please refer to the website:
https://www.cityoffortpierce.com/971/Application-Submittal-for-Technical-Revi

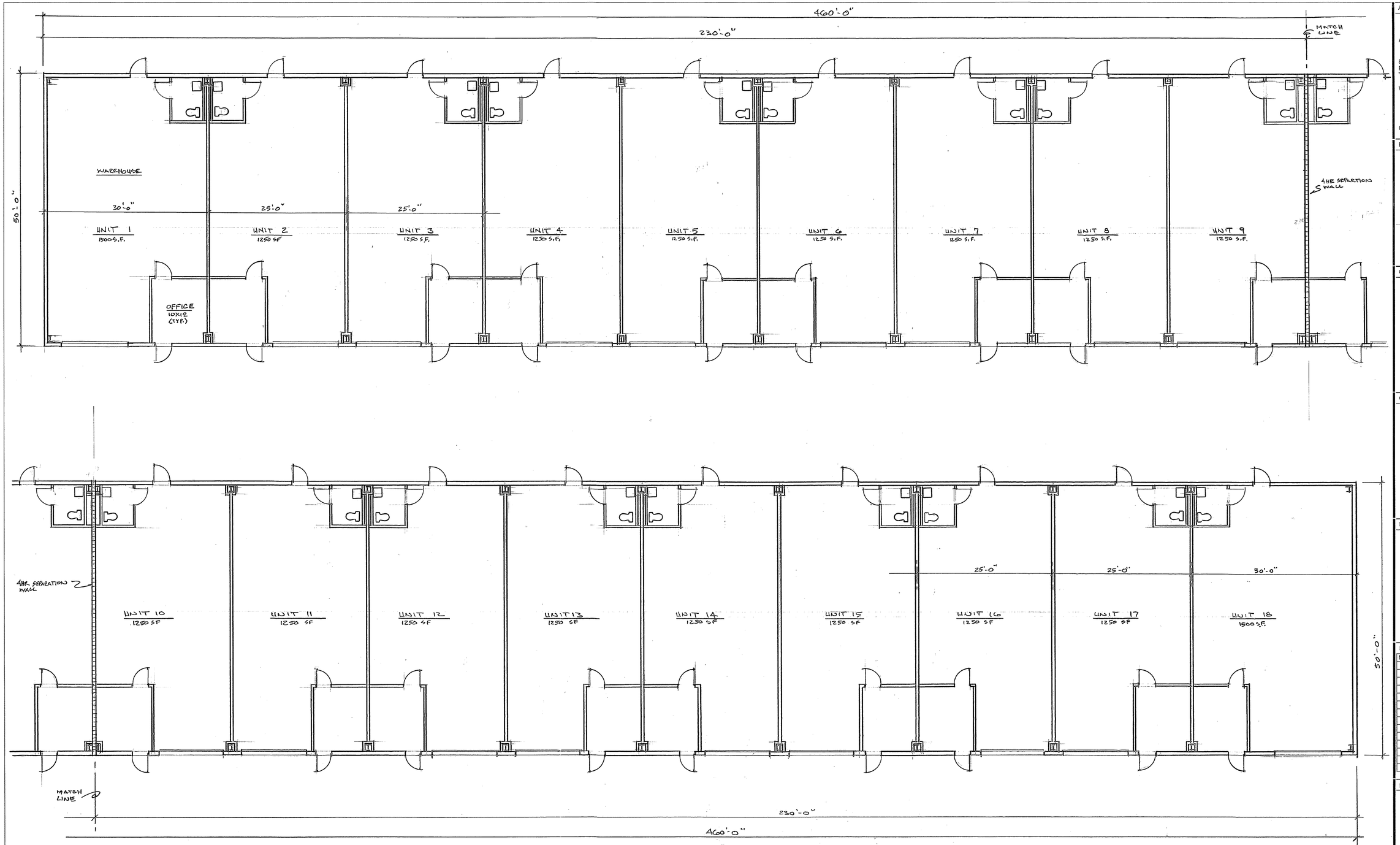
Design Review Application Checklist
(City Code of Ordinances 125-314)

Submittal for Administrative Approval

a. A survey (1" = 30' minimum scale) of property lines, existing topography and the location of trees meeting the tree protection regulations of section 123-66, location of bordering streets and, if applicable, wetlands and beaches.
b. A site analysis study to include a discussion of specimen trees and other natural vegetation, access, significant topography, wetlands, buffers, setbacks, views, orientation, the surrounding built environment, and other site features that may influence design elements.
c. A draft written narrative describing the design intent of the project, its goals, and objectives and how it reflects the site analysis study results.
d. Context photographs of neighboring uses and architectural styles.
e. Photographs and/or drawings of architectural buildings or objects that serve as a precedent for the proposed building design. Models should be taken from local exemplary buildings, either existing or demolished. Documentation of such buildings is available in the city's planning department.
f. Photographs of all existing structures located on the property. If existing structures on the property are more than fifty (50) years of age, documentation of these structures with data from the Florida Master Site File form is also required.
g. Conceptual site plan (to scale) showing proposed location of all buildings, structures, parking areas, signs and landscaping.
h. Landscape plan, at the same scale as the site plan. The planning director or designee may request enlarged plans of detailed planting areas. Planting schedule with sizes of proposed plantings must be included.
i. Accurate color rendering of proposed signs showing dimensions, type of lettering, materials and actual color samples that demonstrates cohesiveness with the project design.
j. Exterior elevations showing architectural character, external architectural features, and streetscape of the proposed development, including materials, colors, shadow lines and landscaping. The street elevation shall encompass the entire proposed project and generally identify the major elements of the adjacent two (2) properties on either side of the site. If the adjacent properties are vacant or underutilized, a diagram shall be provided that identifies the mass and form that is allowable under current zoning. If the street elevation must be drawn at such a scale as to render architectural details of the building unreadable, drawings of individual buildings at a larger scale should be provided as well.
k. Design review concurrent with conceptual development plan procedure according to subsection 125-313 is also available.

Submittal for Board Approval

a. A written narrative describing how the project conforms to administrative approval and design review guidelines of this section.
b. A final site plan meeting the requirements of section 125-313.
c. A final site lighting plan that meets the requirements of subsection 125-313(d)(8).
d. A final landscape plan that meets the requirements of articles II and III of chapter 123.
e. Final floor plans and elevation drawings (1/8" = 1'-0" minimum scale), as detailed under administrative approval, showing exterior building materials and colors with architectural sections and details to adequately describe the project.
f. A color board (11"x17" maximum) containing actual color samples of all exterior finishes, keyed to the elevations, and indicating the manufacturer's name and color designation.



FLOOR PLAN

1/8"

ARCHITECT

Architectonic Inc

806 DELAWARE AVENUE
FORT PIERCE, FLORIDA 34950
T: 772 460 7751

WWW.ARCHITECTONICINC.COM

PROJECT

K & K PROPERTIES
OFFICE / WAREHOUSE
ST. LUCIE COUNTY, FLORIDA

CLIENT

CONSULTANTS

REGISTRATION

MICHAEL J. SEAL, AIA
AR96898

REVISIONS

NO.	DATE	REVISION

KEY PLAN

SHEET TITLE / SHEET NUMBER

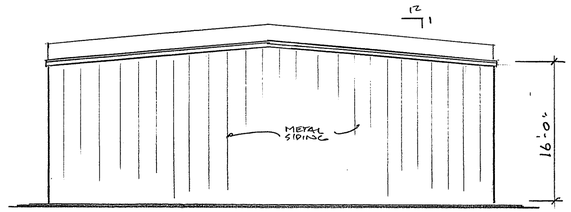
A-1

OF

PROJECT NUMBER C22023

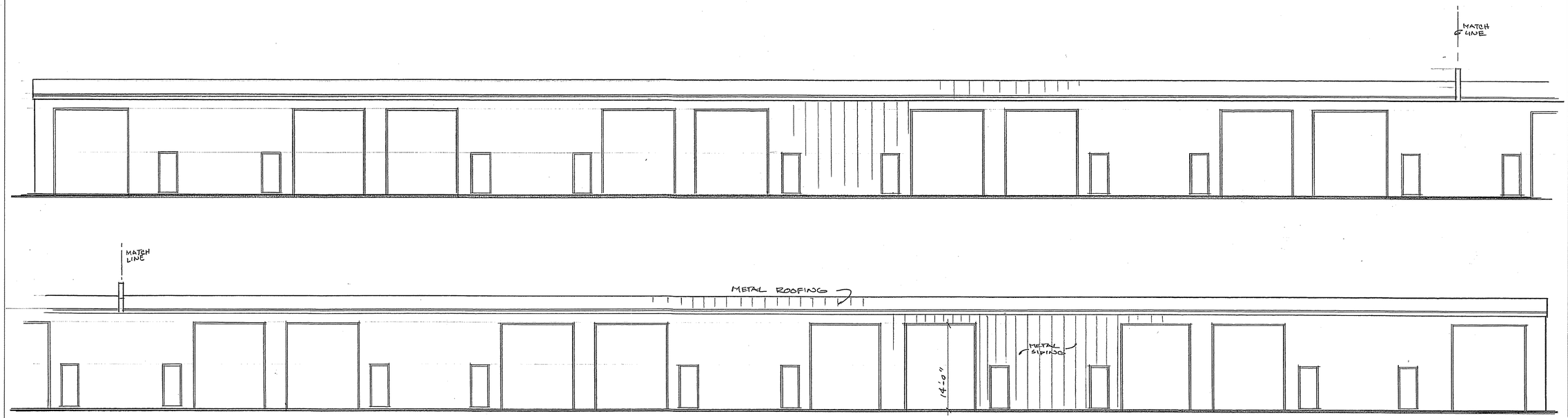
DATE

K & K PROPERTIES



SIDE ELEVATION

1/8"



FRONT ELEVATION

1/8"

ARCHITECT

Architectonic Inc

806 DELAWARE AVENUE
FORT PIERCE, FLORIDA 34950
T: 772 460 7751

WWW.ARCHITECTONICINC.COM

PROJECT

K & K PROPERTIES
OFFICE / WAREHOUSE
ST. LUCIE COUNTY, FLORIDA

CLIENT

CONSULTANTS

REGISTRATION

MICHAEL J. SEAL, AIA
AR96898

REVISIONS

NO.	DATE	REVISION

KEY PLAN

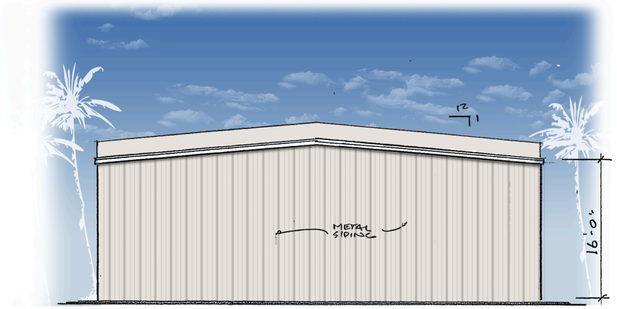
SHEET TITLE / SHEET NUMBER

A-2 OF

PROJECT NUMBER C22022

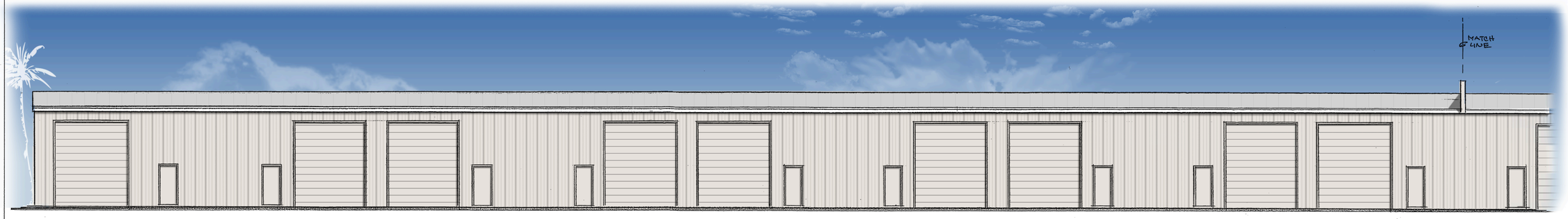
DATE

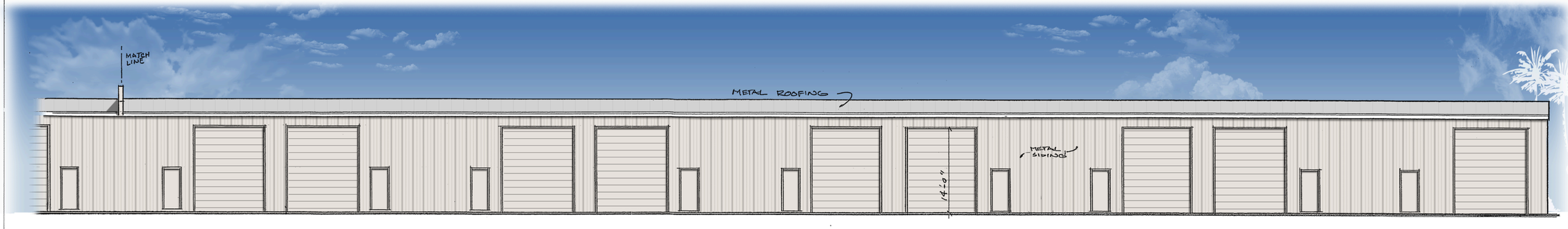
K & K PROPERTIES



SIDE ELEVATION

1/8"





FRONT ELEVATION

1/8"

ARCHITECT

Architectonic Inc

806 DELAWARE AVENUE
FORT PIERCE, FLORIDA 34950
T: 772 460 7751

WWW.ARCHITECTONICINC.COM

PROJECT

K & K PROPERTIES
OFFICE / WAREHOUSE
ST. LUCIE COUNTY, FLORIDA

CLIENT

CONSULTANTS

REGISTRATION

MICHAEL J. SEAL, AIA
AR96898

REVISIONS

NO.	DATE	REVISION

KEY PLAN

SHEET TITLE / SHEET NUMBER

A-2 OF

PROJECT NUMBER C 22022

DATE

Traffic Impact Report

For

7th Street

Prepared By: Steven Frink, E.I.

Engineering Design & Construction, Inc.
10250 SW Village Parkway, Suite 201
Port St. Lucie, FL 34987
Board of Professional Engineers Certificate of Authorization Number 9935

August 2022

R.J. Kennedy, P.E. Date

PE #56218

Contents

Introduction

Engineering, Design, & Construction, Inc. (EDC) has been retained to conduct a traffic impact analysis for a proposed flex space buildings in the City of Fort Pierce, St Lucie County. The purpose of this study is to determine the proposed project's impact on the surrounding traffic and roadway levels of service per code section 105-5 of the City of Fort Pierce

Site Data

The proposed project is located along South 7th Street approximately 321 ft north of Farmers Market Road and 964 ft west of South US Highway 1, near the intersection of - Wagner Place and South 7th Street. The parcel ID for the site is 2427-601-0031-000-8 located in Section 27, Township 35S, and 2Range 40E.

Project Description

The proposed project includes the construction of two (2) 23,000 square-foot (sf) flex space buildings along with the associated parking, utility and drainage improvements. As shown in Appendix B, the 4.01-acre (ac) site is currently unimproved with access to the property provided by an existing full access driveway. No trips are being considered in the existing condition as the site is vacant.

Trip Generation

The 11th edition of the Trip Generation manual, produced by the Institute of Transportation Engineers (ITE), was used to estimate the number of trips that the development would contribute to the roadway network. The category for a warehouse was selected and has the associated ITE code 150 assigned to it with square footage as the variable factor. Table 1 depicts the proposed impacts to the roadway network. The proposed development is anticipated to add 79 weekday trips, while the peak hour am and pm trips is eight (8). As the peak hour trip generation rate is less than nine (9), the impacts are considered de minimis with most traffic traveling toward South 25th Street.

Table 1: ITE 150 - Proposed Average Trips for Warehouse (46,000 sf)

Time Period	Total	In	Out
Weekday	T=1.71(X)	50%	50%
Weekday, Peak Hour of Adjacent Street, One Hour Between 7 and 9 AM	T=0.17(X)	77%	23%
Weekday, Peak Hour of Adjacent Street, One Hour Between 4 and 6 PM	T=0.18(X)	28%	72%

Time Period	Total	Entry	Exit
Weekday	79	39	40
Weekday, Peak Hour of Adjacent Street, One Hour Between 7 and 9 AM	8	6	2
Weekday, Peak Hour of Adjacent Street, One Hour Between 4 and 6 PM	8	2	6

Summary

Based on the available design information and the calculations provided, the development is anticipated to contribute 8 peak A.M. and P.M. trips with most vehicles traveling west to South 25th Street. The contribution is below the threshold of identified in the City of Fort Pierce Code of Ordinances Section 105-5.

Appendix A: Existing Conditions

ENGINEERS ✪ SURVEYORS
ENVIRONMENTAL

PORT SAINT LUCIE OFFICE
10250 SW VILLAGE PARKWAY - SUITE 201
PORT SAINT LUCIE, FL 34987
☏ 772-462-2455
www.edc-inc.com

F.B.P.E. CERTIFICATE OF AUTHORIZATION 9935
L.B. CERTIFICATE OF AUTHORIZATION 8098

DATE	REVISION COMMENTS

SGF
DESIGNED BY
SGF
DRAWN BY
21-269 traffic (2022-08-11).dwg
FILENAME
Existing
LAYOUT
1" = 60'
SCALE
11AUG2022
DATE

K & K PROPERTIES

7TH STREET

EXISTING CONDITIONS EXHIBIT

FT. PIERCE **FLORIDA**

10250 SW VILLAGE PARKWAY - SUITE 201
PORT SAINT LUCIE, FL 34987
☏ 772-462-2455

21-269

1 OF 1

Appendix B: Proposed Conditions

ST. LUCIE COUNTY APARTMENTS
FUTURE LAND USE: RH
ZONING: RM-11

SOUTH 7TH STREET
(80' R/W(P))

EXISTING BUILDING

EXISTING CONCRETE

EX. FIRE HYDRANT WV

EX. 4" PVC WATER MAIN

EX. BURIED TELEPHONE CABLE

EX. 6" PVC WATER MAIN

24" STOP BAR (TYP.)

PROP. "STOP" SIGN (R1-1) (TYP.)

6" SANITARY SEWER LATERAL (TYP.)

5' CONC. SIDEWALK (TYP.)

EXISTING CONCRETE

PROP. WATER METER & RPZ

8" PVC WATER MAIN

EXISTING BUILDING

ST. LUCIE COUNTY WAREHOUSE
FUTURE LAND USE: IND
ZONING: IL

FORT PIERCE STORAGE YARD
FUTURE LAND USE: I
ZONING: I-1

FARMERS MARKET ROAD
(R/W VARIES)

ST. LUCIE COUNTY STORAGE YARD
FUTURE LAND USE: MXD/IND
ZONING: RM-11/IL/CG

24'x12' CONCRETE DUMPSTER PAD W/ 5' HIGH MASONRY WALL & 100% OPAQUE GATES (SEE DETAIL)

S 89°51'39" E 552.59'

10' LANDSCAPE BUFFER

PROP. BICYCLE RACK (TYP.) (SEE DETAIL)

BUILDING #1
23,000 S.F.

460.00'

CONCRETE FILLED STEEL BOLLARDS (TYP.)

5' CONC. SIDEWALK (TYP.)

WATER SERVICE

PROPOSED PAVEMENT

H.C. SIGNS (TYP.) (SEE DETAIL)

PROP. FIRE HYDRANT

8" PVC WATER MAIN

P 8-in WM

N 0°32'07" E 300.01'

S 0°33'34" E 300.02'

NOTE:
ALL CURBING IS FDOT TYPE 'D' UNLESS NOTED OTHERWISE.

(IN FEET)
1 inch = 30 ft.

10' LANDSCAPE BUFFER

CONCRETE WHEEL STOPS (TYP.)

PROP. BICYCLE RACK (TYP.) (SEE DETAIL)

BUILDING #2
23,000 S.F.

CONCRETE FILLED STEEL BOLLARDS (TYP.)

6" SEWER LATERAL W/ CLEANOUT (TYP.)

PROPOSED A/C UNITS (TYP.)

24'x12' CONCRETE DUMPSTER PAD W/ 5' HIGH MASONRY WALL & 100% OPAQUE GATES (SEE DETAIL)

DRAINAGE CONTROL STRUCTURE

OUTFALL TO EX. CANAL

PROPOSED DRY DETENTION AREA
27,047 S.F.

FORT PIERCE VACANT
FUTURE LAND USE: I
ZONING: I-1

N 89°51'39" W 558.33'

8" SANITARY SEWER MAIN (TYP.)

EX. 6' CHAIN LINKED FENCE

FORT PIERCE WAREHOUSE
FUTURE LAND USE: I
ZONING: I-1

EXISTING BUILDING
F.F.E. = 18.49
PCN: 2427-601-0030-000-1

EXISTING BUILDING

FORT PIERCE WAREHOUSES
FUTURE LAND USE: CI
ZONING: I-1

EXISTING BUILDING

LEGEND

M E	EXISTING METER	#	EX. OAK TREE TO REMAIN # - TREE TAG
M E	PROPOSED METER	#	EX. PALM TREE TO REMAIN # - TREE TAG
	PROPOSED SIGN	#	EX. PINE TREE # - TREE TAG
7	BLOCK NUMBER	#	EX. OAK TREE TO BE REMOVED. # TREE TAG.
	MITERED END SECTION	#	EX. PALM TREE TO BE REMOVED. # - TREE TAG.
	HANDICAP STALL	#	EX. PINE TREE TO BE REMOVED. # - TREE TAG.
S1 MH: 17'	LIGHT FIXTURE TAG. HEIGHT OF FIXTURE.		EXISTING CONCRETE
P	PARKING STALL TAG # OF STALLS		EXISTING PAVEMENT
			PROPOSED HEAVY DUTY ASPHALT
			PROPOSED STANDARD ASPHALT
			PROPOSED CONCRETE

Luminaire Schedule

Symbol	Qty	Label	Arrangement	Description	LLF	Luminaire Lumens	Luminaire Watts	Total Watts
	6	SA	Back-Back	Cree Lighting OSQ-M-B-16L-40K7-5M-XX-NM-XX, 2@180°	0.900	15300	104	1248
	1	SB	Single	Cree Lighting OSQ-M-B-16L-40K7-4M-XX-NM-XX / OSQ-BLSMF, Single Head	0.900	12349	104	104
	1	SC	Single	Cree Lighting OSQ-M-B-16L-40K7-4M-XX-NM-XX, Single Head	0.900	16098	104	104
	2	SD	Single	Cree Lighting OSQ-M-B-16L-40K7-3M-XX-NM-XX, Single Head	0.900	16100	104	208

Calculation Summary

Label	CalcType	Units	Avg	Max	Min	Avg/Min	Max/Min
Parking Lot	Illuminance	Fc	2.32	6.1	0.7	3.31	8.71
Spill	Illuminance	Fc	0.06	0.5	0.0	N.A.	N.A.

811 It's fast. It's free. It's the law.
Know what's below. Call before you dig.
www.callsunshine.com

Z:\EDC 2021\21-269 - K & K Properties - 7th Street CSP & Pre-App\ENGINEERING\AutoCAD\DWGs\21-269 (08-04-2022).dwg, SITE PLAN, 8/10/2022 12:02:04 PM, Bob Frost, EDC, Inc., EDC, Inc.

ENGINEERS ✪ SURVEYORS
ENVIRONMENTAL

10250 SW VILLAGE PARKWAY
SUITE 201
PORT SAINT LUCIE, FL 34987
772-462-2455

www.edc-inc.com

F.B.P.E. CERTIFICATE OF AUTHORIZATION 9935
L.B. CERTIFICATE OF AUTHORIZATION 8098

DESIGNED BY	RWF
DRAWN BY	RWF
FILENAME	21-269 (08-04-2022).dwg
SITE PLAN LAYOUT	SITE PLAN
SCALE	1" = 30'
DATE	04 MARCH 2022

DATE	REVISION COMMENTS
08-04-2022	REVISED SITE PLAN PER FORT PIERCE PLANNING DEPARTMENT COMMENTS.

K AND K PROPERTIES
SITE PLAN & CONCEPTUAL DRAINAGE PLAN
FORT PIERCE FLORIDA

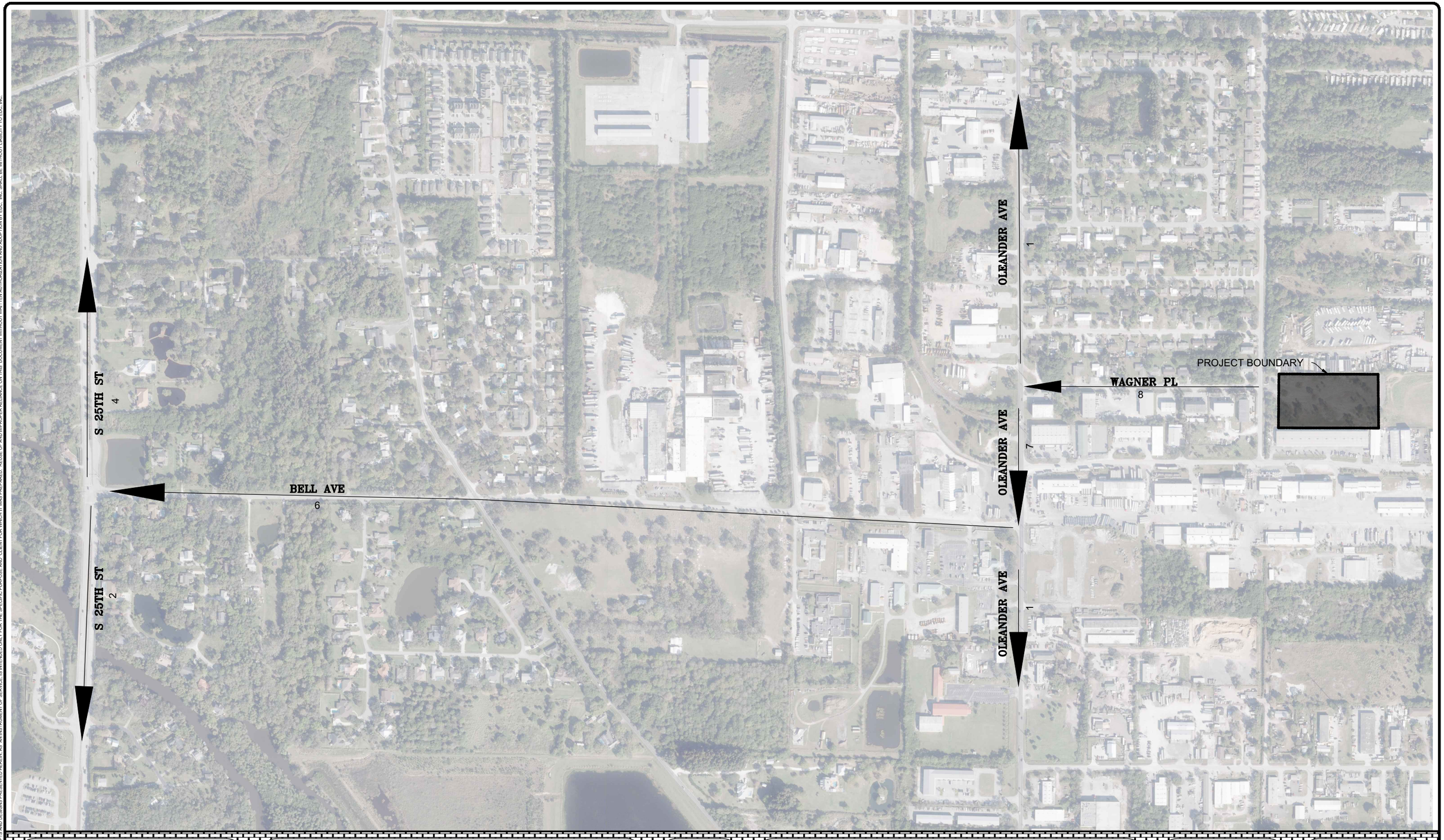
(DATE)

10250 SW VILLAGE PARKWAY - SUITE 201
PORT SAINT LUCIE, FL 34987
772-462-2455

21-269

1 OF 3

Appendix C: Trip Distribution Map



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DATE	REVISION COMMENTS

SGF
DESIGNED BY
SGF
DRAWN BY
21-269 traffic (2022-08-11).dwg
FILENAME
Trip
LAYOUT
1" = 1,500'
SCALE
11AUG2022
DATE

K & K PROPERTIES
7TH STREET
TRIP DISTRIBUTION EXHIBIT

FT. PIERCE FLORIDA

10250 SW VILLAGE PARKWAY - SUITE 201
PORT SAINT LUCIE, FL 34987
772-462-2455

21-269

1 OF 1

Appendix D: Supporting Documents

Sec. 105-5. - Management and monitoring program.

(a) *General.* In order to ensure that adequate public facilities are available concurrent with the impacts of development on such public facilities, a management and monitoring program is established. Its purpose is to evaluate and coordinate the timing, provision and funding of public facilities to ensure adequate maintenance of the adopted level of service (LOS) for public facilities and to evaluate the capacity of the public facilities for use in the CMS.

(b) *Capacity and level of service report (CLSR).* By September 1 of each year, the planning department shall submit to the city commission an annual capacity and level of service report (CLSR) on public facilities. The CLSR shall include a description of the existing condition of all public facilities; summarize the available capacity of these public facilities based on their adopted LOS; and forecast the capacity of existing and planned public facilities identified in the five-year capital improvement schedule for each of the five succeeding years. Forecasts shall be based on the most recently updated schedule of capital improvements for each public facility, updated public facility inventory data and updated unit cost and traffic count data. The CLSR shall also include a description of the ability of existing and projected public facilities to serve existing and future development based upon the public facility level of service standards contained within the city's comprehensive plan.

(c) *Quarterly facility reports.* To assist in the preparation of the CLSR and to maintain updated inventories, the planning department shall review public facility capacity for potable water, sanitary sewer, solid waste, parks and open space, transportation and drainage facilities and provide updates on capacity surpluses and deficiencies to the city commission on at least a quarterly basis.

(d) *Recommended capital improvements element (CIE) and budget amendments.* The findings of the CLSR shall form the basis for the planning department's proposed amendments to the CIE of the comprehensive plan and for proposed amendments to the city's annual budget for public facilities.

(e) *Annual determination of public facility adequacy.* Based on the findings of the CLSR, the planning department by September 1 of each year, will report to the city commission concerning the status of public facilities and proposed remedial actions, including, but not limited to, the following:

(1) Public facility project additions to the CIE; and

(2) Deferral of development order pending:

a. Lowering of the LOS via a comprehensive plan amendment;

b. Inclusion of necessary public facility projects in the adopted annual budget and annual CIE update;

c. Approval of new revenue sources for needed public facilities by the city commission, state legislature or local voters.

(f) *Transportation concurrency management.* The transportation concurrency management system (the TCMS) will consist of two parts; monitoring and traffic impact analysis.

(1) *Monitoring.* The planning department will be responsible for transportation concurrency determinations. The department will maintain a database for the accountability of all trips assigned by links and inventory. The database shall contain all trips to all facilities included in the TCMS and intersections generated by existing projects or proposed projects with a certificate of concurrency compliance.

(2) *Methods for evaluating development impacts.*

a. *Traffic performance standards.* Traffic performance standards (TPS) shall be applied to roadways and intersections subject concurrency management within the city to ensure compliance with the TCMS. TPS are the LOS adopted in the city's comprehensive plan. No project shall add traffic in the radius of development influence (See Table A under subsection (f)(2)b.2 of this section) which would have the effect of exceeding the LOS without first obtaining a certificate of concurrency.

b. *Traffic impact analysis.* All traffic impact studies shall include the following information:

1. An executive summary of no more than one page outlining the land use, trip generation, concurrency results, driveway classification, requested special exceptions, and requested variances (if applicable).
2. Each proposed development shall distribute the trips generated to the main arterials and intersection network that is comprised of their traffic impact area. The radius of impact will be determined according to the size of the development accounted for trips generated. (See Table A).

Table A. Radius of Impact for Transportation Concurrency Management System

Minimal Scale	Trips 9-50	1.0 Mile Radius
Small Scale	Trips-51-100	1.5 Mile Radius
Intermediate Scale	Trips 101-500	2.0 Mile Radius
Medium Scale	Trips 501-1000	3.0 Mile Radius
Large Scale	Trips 1000-Up	5.0 Mile Radius

3. The minimum horizon for forecasting traffic shall be five years from the project's opening date. However, if the project is built in phases, the horizon will project traffic to build out of the last phase or five years from the time of opening, whichever is more restrictive. Additionally, traffic growth rates shall be approved by the city's director of planning and will be consistent for all traffic studies.
4. Analysis of the new site traffic to the satisfaction of the director of planning which shall contain as a minimum: tables summarizing existing traffic volumes, committed traffic from proposed developments, growth rates, trip generation rates (including used formulas), levels of services for studied intersections, and any other documentation required to justify numbers used in the analysis. New site traffic analysis shall be prepared for the a.m. and p.m. peak period unless otherwise indicated by the director of planning.
5. The applicant may provide traffic counts in accordance with accepted traffic engineering principles. Counts shall be made during any continuous two-hour period on a weekday between 6:00 a.m. and 9:00 a.m. for any a.m. counts and 4:00 p.m. and 7:00 p.m. for p.m. counts. All count data collected by the applicant must be collected between September 1 and May 31 (no summer out of school weeks) and seasonally adjusted to reflect average peak season conditions (100th highest hour) in accordance with most current FOOT planning factors and procedures. There shall be no counts on Fridays and legal holidays, unless otherwise authorized or required by the city's director of planning, in accordance with accepted traffic engineering principles. All data are subject to review and acceptance by the director of planning based upon accepted traffic engineering principles.
6. Analysis of the total site traffic as it relates to the specific requirements of city code concerning driveways and access and acceptable engineering access management standards.
7. Trip generation comparison between existing and proposed conditions.
8. Trip generation calculations and driveway assignments (inbound and outbound traffic) for each phase of

development. Trip distribution and assignment of traffic along the traffic impact area.

9. Justification of the number and location of site driveways. Location and type of driveways and median openings need to adhere to FDOT access management standards or any other standard accepted by the director of planning. The planning department will comment and make recommendations on the number of driveways based on the plan review. Excessive driveways may not be supported by staff. All driveways should be located on a site plan with distancing from upstream and downstream driveways and/or intersections.
10. A capacity analysis of each driveway may be required as determined by the director of planning. All evaluations shall include existing and proposed conditions during the a.m. and p.m. peak periods. The capacity analysis should be performed using the methodology set forth in the highway capacity manual, latest edition at the time the study is prepared and reviewed by planning department for public hearing.
11. In cases where the proposed development requires a signalized intersection, a signal warrant study will be required. Additionally, a capacity analysis of the site intersection and upstream and downstream location may be required by director of planning. In cases where traffic re-routing occurs as a result of the proposed development, additional traffic studies may be required.
12. Provide an analysis of U-turn movements at the median openings to the north, south, east and west (as appropriate according to project location) of project driveways, including daily, a.m. peak hour and p.m. peak hour. Assess the impact of proposed and existing volumes on available storage.
13. Show the total driveway assignment as the driveway provides joint access with the adjacent property. Joint access among similar or compatible land uses may be required by the director of planning.
14. After initial review, the director of planning may require additional information if it is deemed necessary to properly evaluate the traffic study.
15. For entryway features the applicant must make sure that traffic turnarounds are, at a minimum, 15 feet in width, have a 25-foot turnaround radius, and have mountable curves. The applicant must make sure that there is enough stacking for visitors and residents.
16. In cases where driveways abut a county or state road, or a city road classified as an arterial or main collector, the director of planning may require deceleration and storage lanes for vehicles turning to and from the proposed development served by the access driveway.
17. Pass-by trips shall not be higher than 25 percent and internal trip rates shall be approved by the director of planning and shall be consistent with the ITE manual.

c. *Policy on capacity for intersections.* As part of the traffic impact analysis, major intersections should be analyzed. The level of service for roadway segments may be analyzed using a variety of types of arterial analyses based on the principals, guidelines and criteria outlined in the most current version of the highway capacity manual. In determining whether a corridor can be maintained at the level of service determined in the comprehensive plan for the purpose of monitoring concurrency, it is recognized that some individual links, intersections, or turning movements may be able to operate below the level of service while still maintaining an overall level of service established for the corridor based on overall average running speed. However, since some of the available software models can report an overall LOS "D" for a corridor while still allowing some components of the corridor to operate at a LOS "E" condition, it is appropriate to define maximum tolerances for individual instances of LOS "E" conditions embedded within the total corridor analysis. The following maximum allowable tolerances are established so that the level of service

determination is not unduly biased toward the mainline at the expense of any particular intersection, approach or movement. These tolerances apply to all computerized applications of the highway capacity manual, including the highway capacity software (HCS) and SYCHRO:

1. For any individual turning movement or through movement within any signalized intersection included in the analysis: no individual movement or lane group can be reported to have a volume-to-capacity (v/c) ratio greater than 1.20 or a total delay estimate greater than 1.20 times signal cycle length.
2. For any individual signalized intersection approach for any intersection included in the analysis, no approach can be reported to have a volume-to-capacity (v/c) ratio greater than 1.0 or a total delay estimate greater than the signal cycle length.
3. For any individual signalized intersection included in the analysis, the overall signalized intersection v/c cannot exceed 1.20, NOR can the total intersection delay estimate be greater than the signal cycle length. Also, only one of the mainline approaches can operate below LOS "D" (regardless of delay).

d. *De minimis tracking.* De minimis impacts will be tracked on an areawide basis. The city will be segmented into traffic analysis zones, and all de minimis impacts will be added and distributed within the links and intersections within the traffic analysis zones. De minimis impacts are planned to be tracked by the city's planning department in a spreadsheet to be added to the transportation concurrency management system database on a monthly basis.

(Code 1983, § 22-217; Ord. No. K-465, § 2, 1-2-2007)

Warehousing
(150)

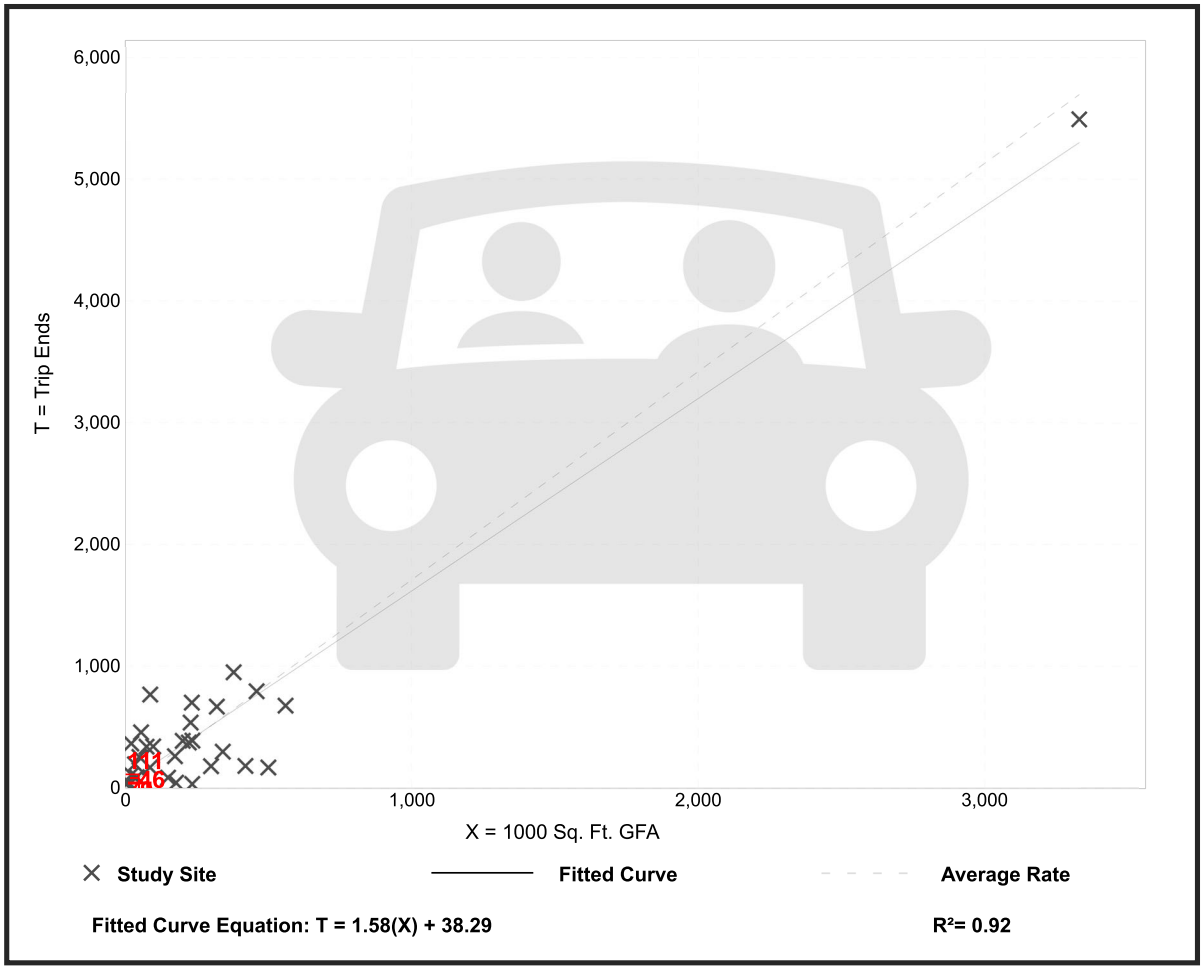
Vehicle Trip Ends vs: **1000 Sq. Ft. GFA**
On a: **Weekday**

Setting/Location: **General Urban/Suburban**
Number of Studies: 31
Avg. 1000 Sq. Ft. GFA: 292
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
1.71	0.15 - 16.93	1.48

Data Plot and Equation



Trip Gen Manual, 11th Edition • Institute of Transportation Engineers

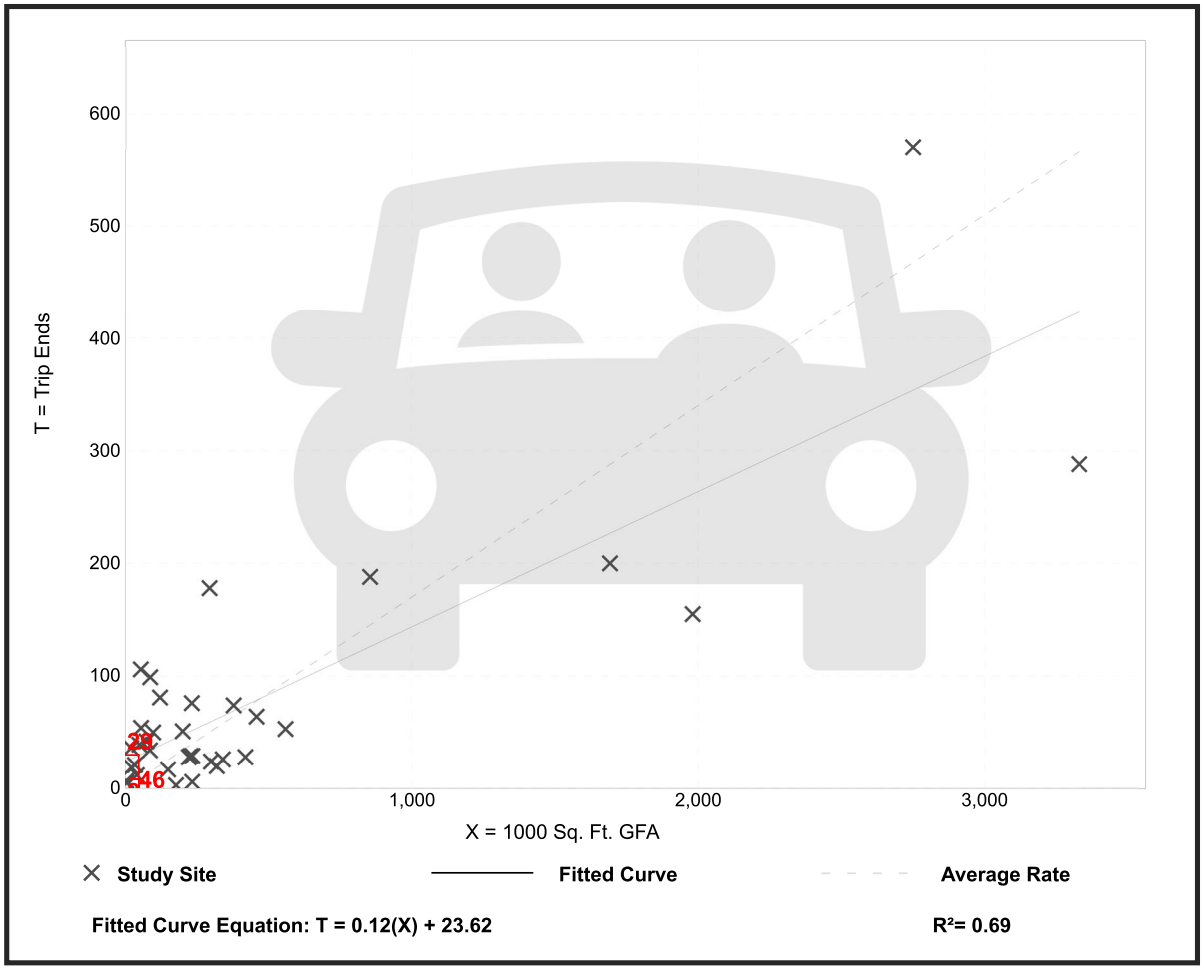
Warehousing
(150)

Vehicle Trip Ends vs: **1000 Sq. Ft. GFA**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: **General Urban/Suburban**
Number of Studies: 36
Avg. 1000 Sq. Ft. GFA: 448
Directional Distribution: 77% entering, 23% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.17	0.02 - 1.93	0.19

Data Plot and Equation



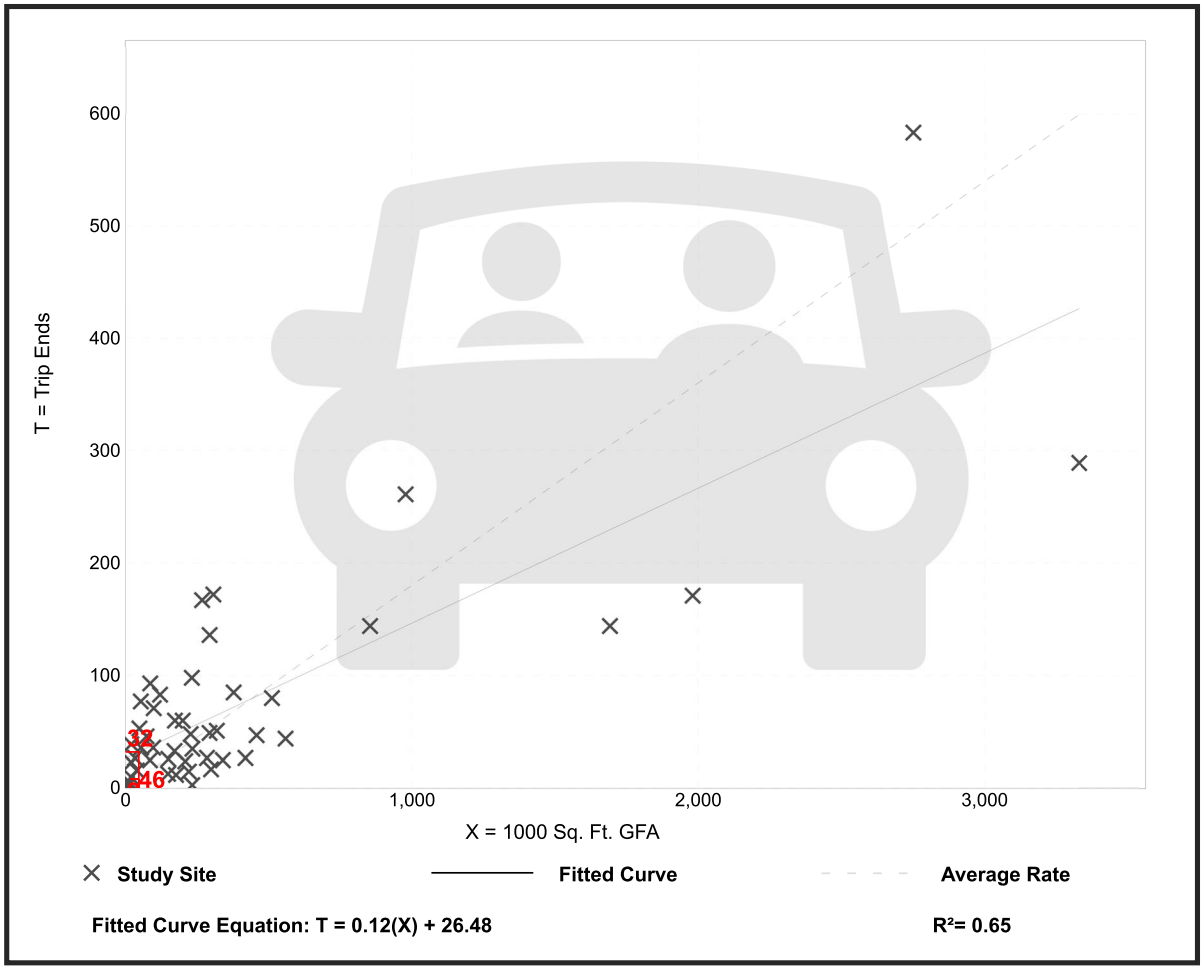
Warehousing
(150)

Vehicle Trip Ends vs: **1000 Sq. Ft. GFA**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: **General Urban/Suburban**
Number of Studies: 49
Avg. 1000 Sq. Ft. GFA: 400
Directional Distribution: 28% entering, 72% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.18	0.01 - 1.80	0.18

Data Plot and Equation



THE SUNRISE CITY
FORT PIERCE
PLANNING DEPARTMENT
Florida

CONCURRENCY
CAPACITY ANALYSIS

I. Site Data:

	Existing Use	Future Land Use	Zoning
North			
South			
East			
West			

	Future Land Use	Zoning Classification	Maximum Intensity Residential: Dwelling Units per Acre 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) 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. Wastewater:	
Average Use	Residential: 100 gallons per day per person (du x 2.6= persons x 100 gpd = demand) Other: 0.1 gallons per day per square foot
Demand Analysis	Maximum
Current Zoning/FLU	Total gallons per day
**Proposed Zoning/FLU	Total gallons per day
**Change in Demand	Total gallons per day

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

Park Type	LOS	Existing Population Park Demand	Proposed Population Park Demand	Change in Demand
Regional	20 acres per 1,000 people			
Urban District	5 acres per 1,000 people			
Community	2.5 acres per 1,000 people			
Neighborhood	1.36 acres per 1,000 people			

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

	K-8	High
School Name		
City		
Distance		
Current Zoning/FLU Enrollment Demand		
****Proposed Zoning/FLU Enrollment Demand**		
****Change in Demand**		

E. Solid Waste: Residential (2 yard serves 15 units, 4 yard serves 30 units, 6 yard serves 45 units, 8 yard serves 60 units)	
Demand Analysis	Maximum
Current Zoning/FLU	
****Proposed Zoning/FLU**	
***Change in Demand**	

F. Stormwater:
Potential increase in volume discharged due to increased impervious coverage, reduced groundwater seepage or loss of surface water storage impacting Adopted LOS of 25-year 3-day storm Pre vs. Post Runoff (Storm sewers to convey 5 year- 1 day storm event; Canals to convey 3 year – 1 day storm event)

Impact	

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

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

IV. Project Description

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

RESIDENTIAL DATA

Type	**Phase**	**Number of Units**	**Acres**	**Expected beginning date**	**Expected completion date**
Single-family, detached					
Single-family, attached					
Multi-family					
Other (specify)					

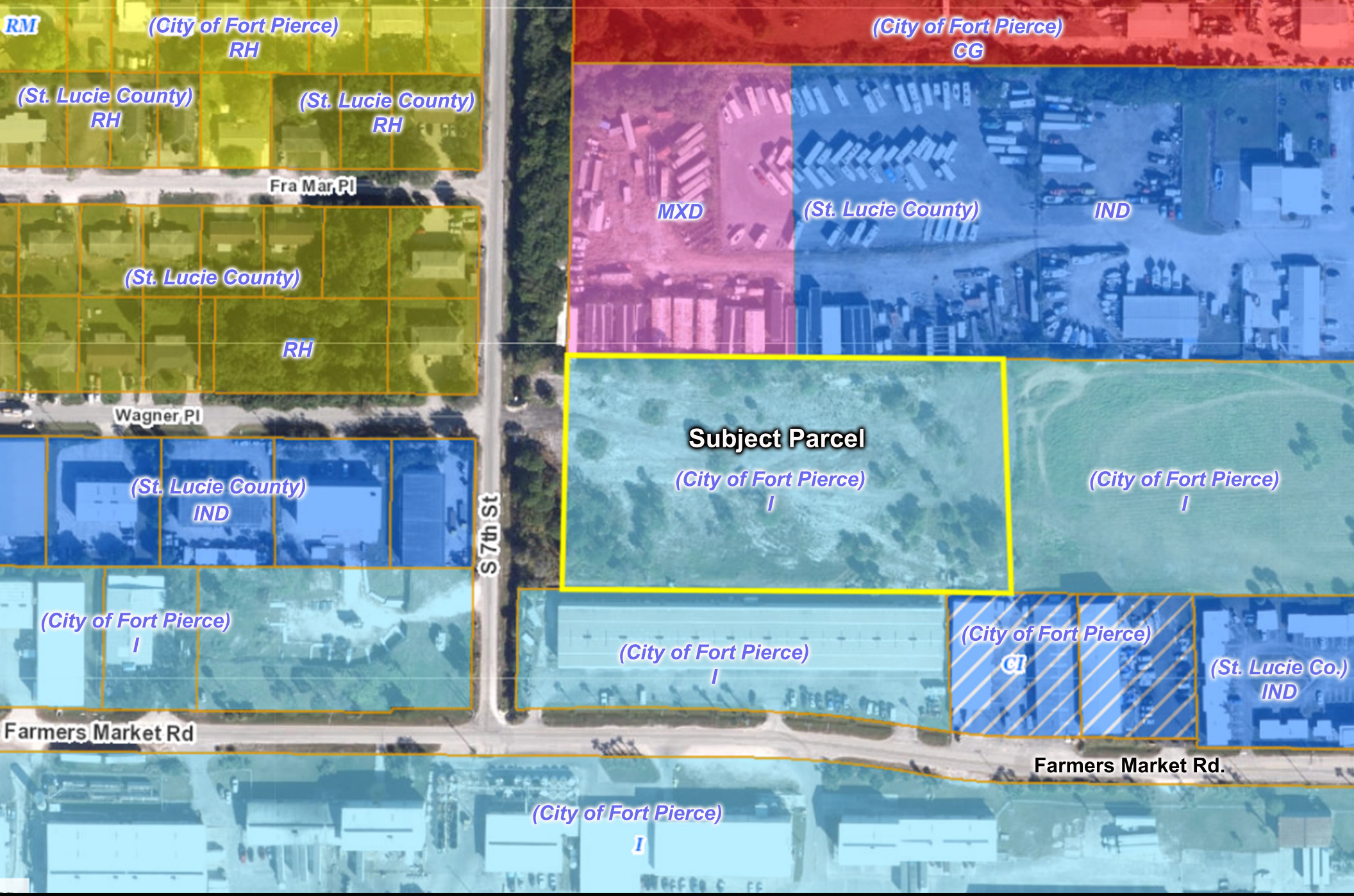
NON-RESIDENTIAL DATA					
Type(s) specify	**Phase**	**Square footage**	**Acres**	**Expecting beginning date**	**Expected completion date**

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



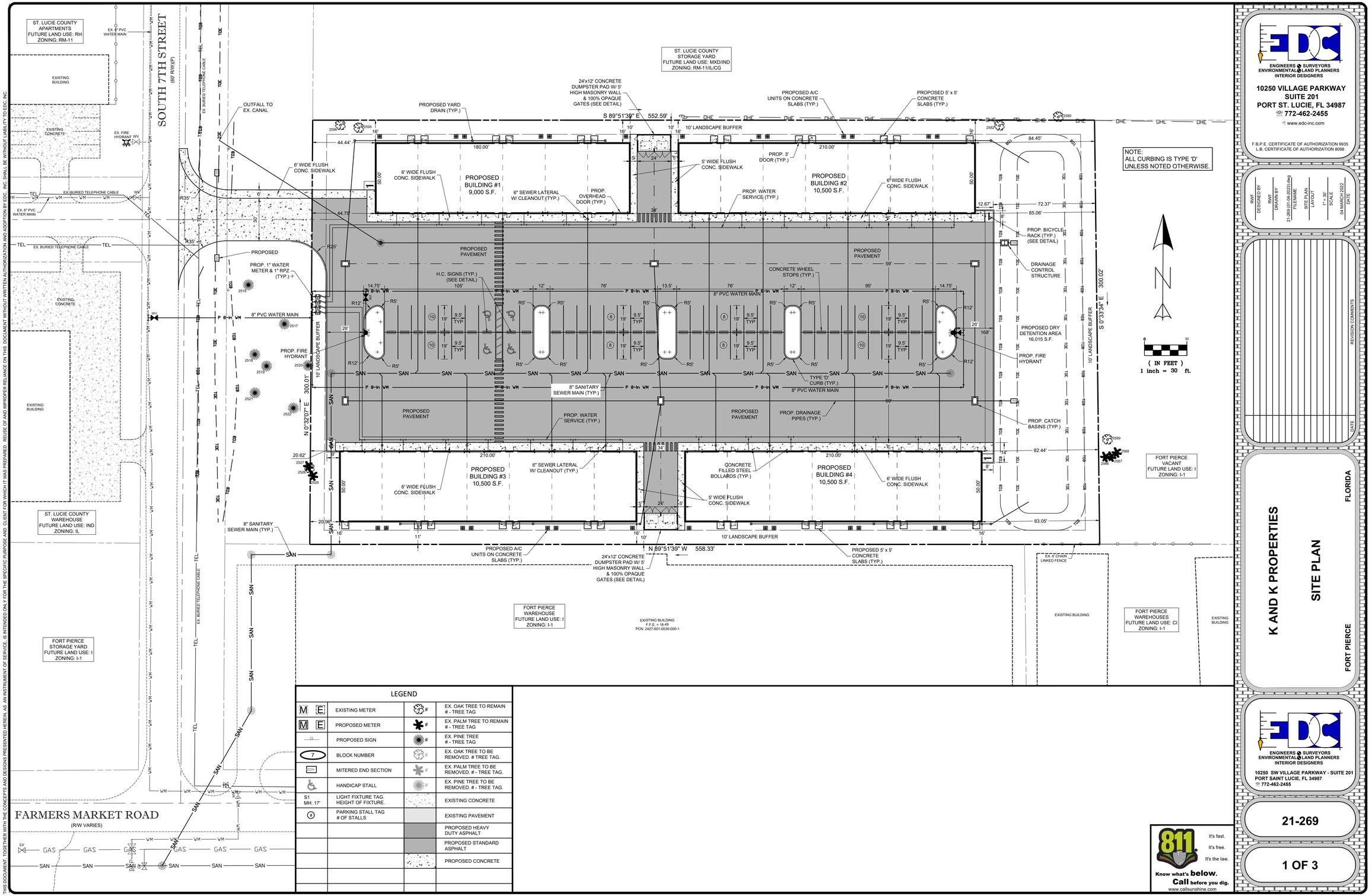
K & K - 7th Street

Fort Pierce, FL

Future Land Use Map

NORTH

ENGINEERS SURVEYORS ENVIRONMENTAL



LEGEND

M E	EXISTING METER	#	EX. OAK TREE TO REMAIN # - TREE TAG
M E	PROPOSED METER	#	EX. PALM TREE TO REMAIN # - TREE TAG
	PROPOSED SIGN	#	EX. PINE TREE # - TREE TAG
7	BLOCK NUMBER	#	EX. OAK TREE TO BE REMOVED. # TREE TAG.
	MITERED END SECTION	#	EX. PALM TREE TO BE REMOVED. # - TREE TAG.
	HANDICAP STALL	#	EX. PINE TREE TO BE REMOVED. # - TREE TAG.
S1 MH: 17'	LIGHT FIXTURE TAG. HEIGHT OF FIXTURE.		EXISTING CONCRETE
P	PARKING STALL TAG # OF STALLS		EXISTING PAVEMENT
			PROPOSED HEAVY DUTY ASPHALT
			PROPOSED STANDARD ASPHALT
			PROPOSED CONCRETE

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INTERIOR DESIGNERS
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DESIGNED BY	RWF
DRAWN BY	RWF
FILENAME	21-269 (01-04-2023).dwg
SITE PLAN	LAYOUT
SCALE	1" = 30'
DATE	04 MARCH 2022

REVISION COMMENTS

DATE

K AND K PROPERTIES

SITE PLAN

FORT PIERCE FLORIDA

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INTERIOR DESIGNERS
10250 SW VILLAGE PARKWAY - SUITE 201
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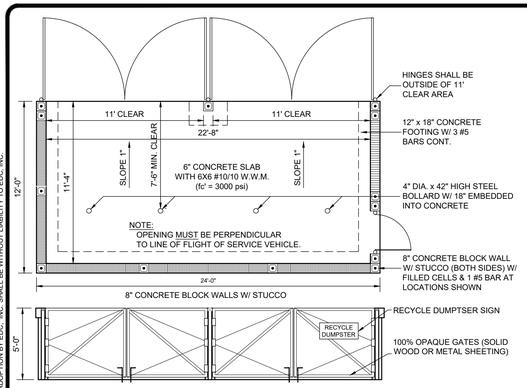
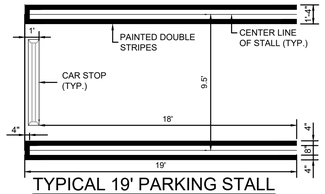
1 OF 3

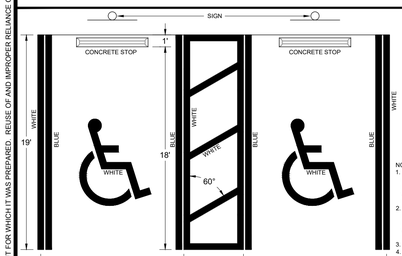


24' x 12' DUMPSTER DETAIL



TYPICAL 19' PARKING STALL

1" = 5'

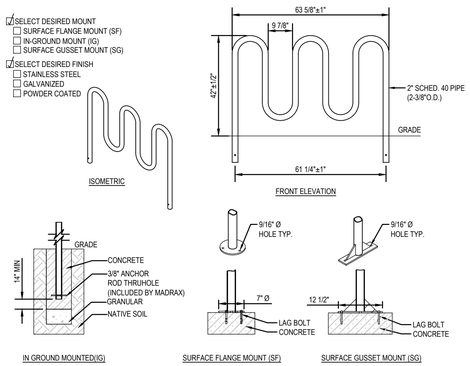


HANDICAPPED SPACE DETAIL

NOTES:
1. FTP 20-06: TOP PORTION SHALL HAVE REFLECTIVE BLUE BACKGROUND WITH WHITE REFLECTIVE SYMBOL AND BORDER. BOTTOM PORTION SHALL HAVE A REFLECTIVE WHITE BACKGROUND WITH BLACK OPAQUE LEGEND AND BORDER.
2. FTP 21-06: TOP PORTION SHALL HAVE REFLECTIVE BLUE BACKGROUND WITH WHITE REFLECTIVE SYMBOL AND BORDER. BOTTOM PORTION SHALL HAVE A REFLECTIVE WHITE BACKGROUND WITH BLACK OPAQUE LEGEND AND BORDER.
3. FTP 20-06 IS FOR USE IN AREAS WHERE SPACE IS LIMITED.
4. FTP 22-06 IS SUPPLEMENTAL PANEL FOR THE FTP 20-06 & FTP 21-06 SIGNS.
5. HEIGHT SHALL BE 7 FEET MEASURED FROM THE GROUND OR SIDEWALK TO THE BOTTOM OF "PERMIT ONLY" SIGN OR 6 FEET TO THE BOTTOM OF "$250 FINE" SIGN.
6. REFER TO FDOT INDEX No. 711-001 FOR PAVEMENT MARKING DETAILS & FDOT INDEX No. 700-102 SIGN DETAILS PER THE LATEST FDOT DESIGN STANDARDS.

MADRAX DIVISION,
GRABER MANUFACTURING, INC.
1080 UNIEK DRIVE
WAUNAKEE, WI 53597
TOLL FREE: 1-800-448-7931
PHONE: (608) 849-1080
FAX: (608) 849-1081
www.madrax.com

☑ SELECT DESIRED MOUNT
☐ SURFACE FLANGE MOUNT (SF)
☐ IN-GROUND MOUNT (IG)
☐ SURFACE GUSSET MOUNT (SG)
☑ SELECT DESIRED FINISH
☐ STAINLESS STEEL
☐ GALVANIZED
☐ POWDER COATED



NOTES:
1. INSTALL BIKE RACKS ACCORDING TO MANUFACTURER'S SPECIFICATIONS.
2. DO NOT SCALE DRAWINGS.
3. CONSULTANT TO SELECT COLOR (FINISH), SEE MANUFACTURER'S SPECIFICATIONS.
4. SEE SITE PLAN FOR LOCATION OR CONSULT OWNER.
5. SPECIFICATIONS ARE SUBJECT TO CHANGE WITHOUT NOTICE.
6. CONTRACTORS NOTE: FOR PRODUCT AND COMPANY INFORMATION VISIT www.CADdetails.com/info REFERENCE NUMBER 302-113B.

HEAVY DUTY WINDER BIKE RACK
7 BIKE, SURFACE OR IN GROUND MOUNT

302-113B
REVISION DATE 13/10/2011

www.CADdetails.com

LEGAL DESCRIPTION

THE WEST ONE-HALF OF THE FOLLOWING DESCRIBED PARCEL:

THE NORTH 200 FEET OF LOT 171 AND THE WEST HALF OF THE SOUTH 100 FEET OF LOT 172, UNIT THREE MARAVILLA GARDENS, ACCORDING TO THE PLAT THEREOF, AS RECORDED IN PLAT BOOK 6, PAGE 62, PUBLIC RECORDS OF ST. LUCIE COUNTY, FLORIDA; LESS AND EXCEPT: THE WEST 60 FEET THEREOF, FOR ADDITIONAL RIGHT-OF-WAY FOR SOUTH 7TH STREET.

CONTAINING 166,638 SQUARE FEET OR 3.825 ACRES, MORE OR LESS.

SECTION 14, TOWNSHIP 37 SOUTH, RANGE 39 EAST

PARCEL ID #:	2427-601-0031-000-8
PROJECT NAME:	K AND K PROPERTIES
OWNER:	K & K PROPERTIES OF SARASOTA INC. 691 NW SUNSET DR. STUART, FL 34994
ARCHITECT:	
SURVEYING:	ENGINEERING DESIGN & CONSTRUCTION INC. CONTACT: MICHAEL T. OWEN 10250 SW VILLAGE PARKWAY, SUITE 201 PORT ST. LUCIE, FL 34987 (772) 462-2455
ENGINEERING:	ENGINEERING DESIGN & CONSTRUCTION INC. CONTACT: DAVID C. BAGGETT, P.E. 10250 SW VILLAGE PARKWAY, SUITE 201 PORT ST. LUCIE, FL 34987 (772) 462-2455
PLANNING:	ENGINEERING DESIGN & CONSTRUCTION INC. CONTACT: BRADLEY J. CURRIE, AICP 10250 SW VILLAGE PARKWAY, SUITE 201 PORT ST. LUCIE, FL 34987 (772) 462-2455

SITE DATA

FUTURE LAND USE:	I		
ZONING:	I-1		
GROSS SITE AREA	166,638 S.F. (3.825 AC) = 100.00%		
IMPERVIOUS AREA	123,076 S.F. (2.825 AC) =	73.86%	
PROPOSED BUILDING #1	9,000 S.F. (0.207 AC) =	5.40%	
PROPOSED BUILDING #2	10,500 S.F. (0.241 AC) =	6.30%	
PROPOSED BUILDING #3	10,500 S.F. (0.241 AC) =	6.30%	
PROPOSED BUILDING #4	10,500 S.F. (0.241 AC) =	6.30%	
PROPOSED PAVEMENT	74,407 S.F. (1.708 AC) =	44.65%	
PROPOSED CONCRETE	8,169 S.F. (0.188 AC) =	4.90%	
PERVIOUS AREA:	43,562 S.F. (1.000 AC) =	26.14%	
OPEN SPACE AREA	27,547 S.F. (0.632 AC) =	16.53%	
DRY DETENTION AREA	16,015 S.F. (0.368 AC) =	9.61%	
UPLAND PRESERVE	0 S.F. (0.000 AC) =	0.00%	
WETLANDS	0 S.F. (0.000 AC) =	0.00%	
WETLAND BUFFERS	0 S.F. (0.000 AC) =	0.00%	

BUILDING INFO:

BUILDING SETBACKS:
I-1 (LIGHT INDUSTRIAL)

FRONT BUILDING SETBACK	(15')
SIDE BUILDING SETBACK	(15')
REAR BUILDING SETBACK	(15')

BUILDING DATA:

BUILDING #1	= 9,000 S.F.
BUILDING #2	= 10,500 S.F.
BUILDING #3	= 10,500 S.F.
BUILDING #4	= 10,500 S.F.
GROSS FLOOR AREA	= 40,500 S.F.

PROVIDER OF UTILITIES:

WATER:	FPUA
WASTEWATER:	FPUA
IRRIGATION:	PRIVATE WELL

PARKING CALCULATIONS:

PARKING REQUIRED:

40,500 S.F. WAREHOUSE AREA
1 SPACE / 600 S.F. WAREHOUSE AREA
40,500 / 600 = 68 SPACES

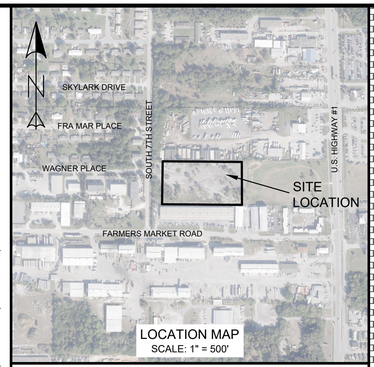
PARKING REQUIRED = 68 SPACES (4 HC)
PARKING PROVIDED = 72 SPACES (4 HC)

DRAINAGE SYSTEM:

DRAINAGE SYSTEM WILL CONSIST OF A DRY DETENTION AREA WITH DISCHARGE TO THE EXISTING CANAL IN THE ROAD RIGHT OF WAY TO THE WEST OF THE PROPERTY. SFWMD CRITERIA FOR WATER QUALITY AND QUANTITY TREATMENT WILL BE PROVIDED.

HAZARDOUS WASTE:

ANY AND ALL HAZARDOUS OR TOXIC MATERIALS GENERATED OR USED OR STORED ON SITE SHALL BE DISPOSED OF IN ACCORDANCE WITH ALL LOCAL, STATE AND FEDERAL REGULATIONS.



LOCATION MAP
SCALE: 1" = 500'

TRAFFIC STATEMENT:

INSTITUTE OF TRANSPORTATION ENGINEERS TRIP GENERATION, 11.1th EDITION

WAREHOUSE (150)
(AVERAGE RATES UTILIZED)

	AVERAGE RATE	PROJECT S.F.	TRIPS
WEEKDAY DAILY TRIPS:			
WAREHOUSE (150)	1.71/1,000 S.F.	40,500 S.F.	= 69
PEAK HOUR OF ADJACENT STREET TRAFFIC, BETWEEN 7 & 9 A.M.:			
WAREHOUSE (150)	0.17/1,000 S.F.	40,500 S.F.	= 7
PEAK HOUR OF ADJACENT STREET TRAFFIC, BETWEEN 4 & 6 P.M.:			
WAREHOUSE (150)	0.18/1,000 S.F.	40,500 S.F.	= 7
A.M. PEAK HOUR OF GENERATOR TRIPS:			
WAREHOUSE (150)	0.21/1,000 S.F.	40,500 S.F.	= 9
P.M. PEAK HOUR OF GENERATOR TRIPS:			
WAREHOUSE (150)	0.23/1,000 S.F.	40,500 S.F.	= 9

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INTERIOR DESIGNERS
10250 VILLAGE PARKWAY
SUITE 201
PORT ST. LUCIE, FL 34987
772-462-2455
www.edc-inc.com
F.B.P.E. CERTIFICATE OF AUTHORIZATION 9935
L.B. CERTIFICATE OF AUTHORIZATION 8098

DESIGNED BY	RWF
DRAWN BY	RWF
FILENAME	21-269 (01-04-2023).dwg
SCALE	AS SHOWN
DATE	04 MARCH 2022

REVISION COMMENTS
DATE

K AND K PROPERTIES
SITE PLAN DETAILS
FLORIDA
FORT PIERCE

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INTERIOR DESIGNERS
10250 SW VILLAGE PARKWAY - SUITE 201
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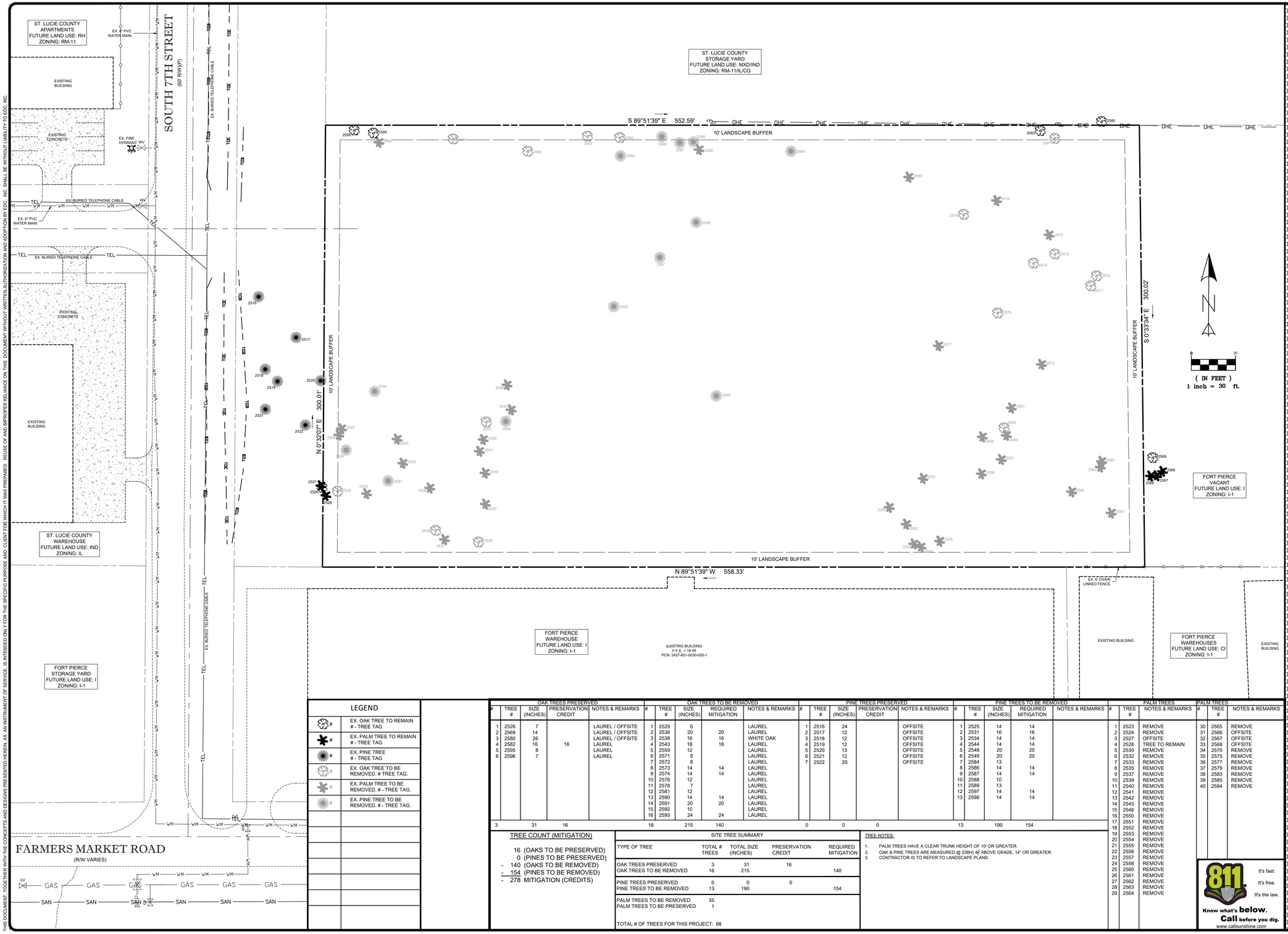
21-269

2 OF 3



LEGEND

#	EX. OAK TREE TO REMAIN # - TREE TAG
#	EX. PALM TREE TO REMAIN # - TREE TAG
#	EX. PINE TREE # - TREE TAG
#	EX. OAK TREE TO BE REMOVED. # TREE TAG.
#	EX. PALM TREE TO BE REMOVED. # - TREE TAG.
#	EX. PINE TREE TO BE REMOVED. # - TREE TAG.

OAK TREES PRESERVED					OAK TREES TO BE REMOVED					PINE TREES PRESERVED					PINE TREES TO BE REMOVED					PALM TREES			PALM TREES		
#	TREE #	SIZE (INCHES)	PRESERVATION CREDIT	NOTES & REMARKS	#	TREE #	SIZE (INCHES)	REQUIRED MITIGATION	NOTES & REMARKS	#	TREE #	SIZE (INCHES)	PRESERVATION CREDIT	NOTES & REMARKS	#	TREE #	SIZE (INCHES)	REQUIRED MITIGATION	NOTES & REMARKS	#	TREE #	NOTES & REMARKS	#	TREE #	NOTES & REMARKS
1	2526	7		LAUREL / OFFSITE	1	2529	6		LAUREL	1	2516	24		OFFSITE	1	2525	14	14		1	2523	REMOVE	30	2565	REMOVE
2	2569	14		LAUREL / OFFSITE	2	2536	20	20	LAUREL	2	2517	12		OFFSITE	2	2531	16	16		2	2524	REMOVE	31	2566	OFFSITE
3	2580	26		LAUREL / OFFSITE	3	2538	16	16	WHITE OAK	3	2518	12		OFFSITE	3	2534	14	14		3	2527	OFFSITE	32	2567	OFFSITE
4	2582	16	16	LAUREL	4	2543	18	18	LAUREL	4	2519	12		OFFSITE	4	2544	14	14		4	2528	TREE TO REMAIN	33	2568	OFFSITE
5	2595	8		LAUREL	5	2559	12		LAUREL	5	2520	13		OFFSITE	5	2548	20	20		5	2530	REMOVE	34	2570	REMOVE
6	2596	7		LAUREL	6	2571	8		LAUREL	6	2521	12		OFFSITE	6	2549	20	20		6	2532	REMOVE	35	2575	REMOVE
					7	2572	8		LAUREL	7	2522	20		OFFSITE	7	2584	13			7	2533	REMOVE	36	2577	REMOVE
					8	2573	14	14	LAUREL						8	2586	14	14		8	2535	REMOVE	37	2579	REMOVE
					9	2574	14	14	LAUREL						9	2587	14	14		9	2537	REMOVE	38	2583	REMOVE
					10	2576	12		LAUREL						10	2588	10			10	2539	REMOVE	39	2585	REMOVE
					11	2578	7		LAUREL						11	2589	13			11	2540	REMOVE	40	2594	REMOVE
					12	2581	12		LAUREL						12	2597	14	14		12	2541	REMOVE			
					13	2590	14	14	LAUREL						13	2598	14	14		13	2542	REMOVE			
					14	2591	20	20	LAUREL											14	2545	REMOVE			
					15	2592	10		LAUREL											15	2546	REMOVE			
					16	2593	24	24	LAUREL											16	2550	REMOVE			
																				17	2551	REMOVE			
																				18	2552	REMOVE			
																				19	2553	REMOVE			
																				20	2554	REMOVE			
																				21	2555	REMOVE			
																				22	2556	REMOVE			
																				23	2557	REMOVE			
																				24	2558	REMOVE			
																				25	2560	REMOVE			
																				26	2561	REMOVE			
																				27	2562	REMOVE			
																				28	2563	REMOVE			
																				29	2564	REMOVE			
3		31	16		16		215	140		0		0	0		13		190	154							

TREE COUNT (MITIGATION)

16 (OAKS TO BE PRESERVED)
0 (PINES TO BE PRESERVED)
- 140 (OAKS TO BE REMOVED)
- 154 (PINES TO BE REMOVED)
- 278 MITIGATION (CREDITS)

SITE TREE SUMMARY

TYPE OF TREE	TOTAL # TREES	TOTAL SIZE (INCHES)	PRESERVATION CREDIT	REQUIRED MITIGATION
OAK TREES PRESERVED	3	31	16	
OAK TREES TO BE REMOVED	16	215		140
PINE TREES PRESERVED	0	0	0	
PINE TREES TO BE REMOVED	13	190		154
PALM TREES TO BE REMOVED	35			
PALM TREES TO BE PRESERVED	1			
TOTAL # OF TREES FOR THIS PROJECT:	68			

TREE NOTES:

1. PALM TREES HAVE A CLEAR TRUNK HEIGHT OF 10' OR GREATER.
2. OAK & PINE TREES ARE MEASURED @ (DBH) 4' ABOVE GRADE, 14" OR GREATER.
3. CONTRACTOR IS TO REFER TO LANDSCAPE PLANS.

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DESIGNED BY	RWF
DRAWN BY	RWF
FILENAME	21-269 (01-04-2023).dwg
LAYOUT	TREE MITIGATION PLAN
SCALE	1" = 30'
DATE	04 MARCH 2022

DATE	REVISION COMMENTS
11-30-2022	UPDATED TREE MITIGATION TABLE PER NEW SITE PLAN LAYOUT

K AND K PROPERTIES
TREE MITIGATION PLAN
FORT PIERCE FLORIDA

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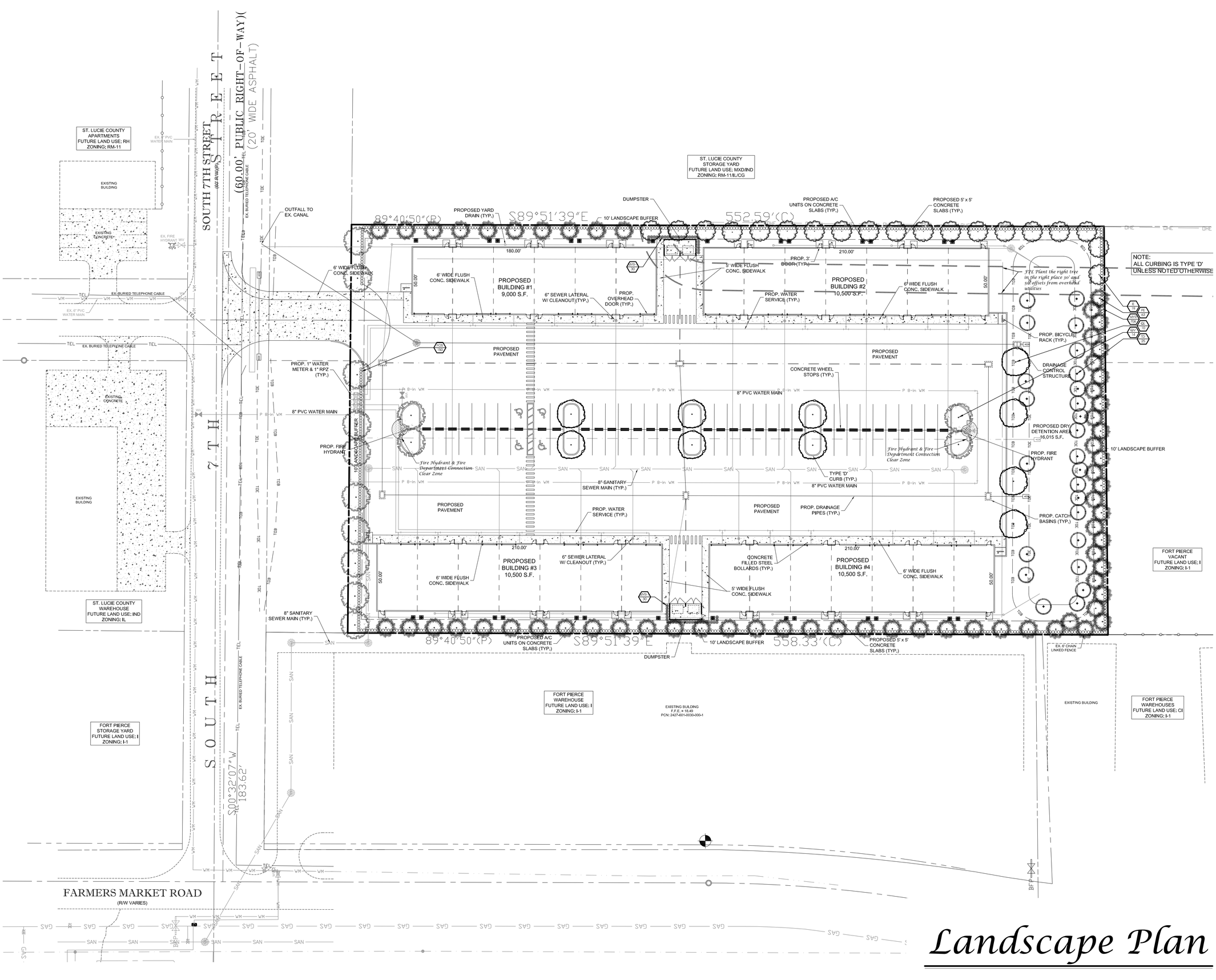
ENVIRONMENTAL ✪ LAND PLANNERS
INTERIOR DESIGNERS
10250 SW VILLAGE PARKWAY - SUITE 201
PORT SAINT LUCIE, FL 34987
772-462-2455

21-269

3 OF 3



Landscape Plan

North
Scale: 1" = 30'
0 15' 30' 60'

Conceptual Design Group, Inc.
Landscape Architecture - Site Planning
900 East Ocean Boulevard, Suite 130d
Stuart, Florida 34994
(772) 344-2340
LC: 26000198

K & K Properties

South 7th Street
City of Fort Pierce, Florida

City Project Number:

Jeffrey W. Smith, RLA
Florida Registration Number:
LA 0001635

Job No.	22-0801
Drawn By	JWS
Submittal Dates	8-9-2022
	2-1-2023
Revision Dates	
New Base	2-1-2023

Sheet L-1 of 2

Landscape Specifications

1. All tree and plant material to be Florida No. 1 or better, as classified in "Grades and Standards for Nursery Plants", Part 1 and Part II, State of Florida, Dept. of Agriculture, Tallahassee. All plants not listed in "Grades and Standards for Nursery Plants" shall conform to a Florida No. 1 as to: (1) health and vitality, (2) condition of foliage, (3) root system, (4) freedom from pest or mechanical damage, (5) heavily branched and densely foliated according to the accepted normal shape of the species.
2. Undersizing or substitution of one species or cultivar for another species is a breach of contract and will be "Rejected" at the time of final landscape inspection unless approved by Landscape Architect.
3. Project Warranty: All plant material shall be warranted for a period of one (1) year after date of substantial completion against defects, including death and unsatisfactory growth, except for defects resulting from abuse or damage by others or unusual phenomena or incidents which are beyond the contractor's control.
4. Any and all conditions which the contractor feels will be detrimental to the success of the planting shall be brought to the owner or representative's attention.
5. The contractor shall verify the location of underground utilities prior to commencing work on any project area.
6. Mulch planting areas with 3" layer of Melaleuca, Eucalyptus, or Enviromulch. Cypress Mulch is NOT ACCEPTABLE. Planting beds to receive mulch throughout entire bed area.
7. All plants to be set to ultimate grade. No filling will be permitted around trunks or stems. Mulch to be kept a minimum of 2" away from trunks and stems.
8. Planting trees and shrubs: Excavate hole per planting detail. When plant is set, place additional backfill consisting of a 50% mixture of Peat humus and natural soil around the base and sides of ball, and work each layer to settle backfill and eliminate voids and air pockets. When excavation is approximately 2/3 full, water thoroughly before placing remainder of backfill. Water again after placing final layer of backfill and before installing mulch.
9. Guy and stake trees in 3 directions with galvanized wire, through flexible hose chafing guards, with wooden stake anchors immediately after planting. (See Detail)
10. Trees and shrubs shall be fertilized with a complete natural organic fertilizer with a ratio of approximately 3:0:2 or 3:0:3 (e.g. one labeled 12-0-8), Similar analysis such as 16-0-8 (4:0:2) can also be used. Fertilizers that are slow release, controlled release, sulphur coated or with nitrogen as IBDU or ureaformaldehyde have extended release period, Thirty to fifty percent of the nitrogen should be water insoluble or slow release.

Palms should receive a complete granular fertilizer formulated for palms ("Palm Special") at a rate of 5 to 8 lbs. per palm.

Agriform 20-0-5 twenty-one gram planting tablets may be substituted for granular fertilizer. If utilized, the following rates shall be utilized: Position plant in hole, Backfill halfway up the rootball, Place tablet(s) beside rootball about 1" from root tips. Do not place tablet(s) in bottom of hole.

1 Gallon 1 Tablet
3 Gallon 2 Tablets
25 Gallon & B&B Trees 2 per 1" calliper

11. All planting areas and sod to be irrigated to provide 100% coverage, Shop drawings to be submitted by the irrigation contractor for approval prior to installation.
12. Maintain trees, shrubs, and other plants by watering, cultivating, and weeding as required for healthy growth, Restore planting saucers and mulch, Tighten and repair stake and guying and reset trees and shrubs to proper grade or vertical position as required. Spray as necessary to keep trees and shrubs free of insects and disease. The contractor shall begin maintenance immediately after planting and shall continue maintenance through final acceptance when Certificate of Occupancy is issued to the General Contractor by City and project is released by the General Contractor to Client.
13. Prune trees and shrubs only to remove damaged branches as directed by the Landscape Architect.
14. Planting Lawns: Provide clean, strongly rooted, uniformly sized strips of Stenotaphrom secundatus Floritam (unless otherwise noted), machine stripped not more than 24 hours prior to laying, Grade and roll prepared lawn surface. Water thoroughly but not to create muddy soil conditions, Lay sod strips with tight joints, roll or tamp lightly, and water thoroughly.
15. Maintain positive drainage, no planting is to block drainage.
16. Drainage Testing
    Prior to planting of trees, palms, and specimen material, each planting pit shall be tested in the following manner to verify adequate drainage.
    A) Dig each planting pit to the minimum specified size.
    B) Fill the planting pit with (12") twelve inches of water. If the water level in the planting pit drops (4") four or more inches within (4) four hours, the drainage is sufficient and a drainage channel is not required. If the water level drops less than (4") four inches within the (4) four hour period, then a drainage channel is required.
    C) When a drainage channel is required, the drainage channel must extend down through the non porous soil and into porous soil. (See Drainage Testing Detail)
    D) Discard all material removed from the drainage channel.
    E) When backfilling the planting pit, add course gravel to the drainage channel. Also, care must be taken to keep the consistency of the soil mix the same throughout the planting pit.

NOTES:
1. Contractor to include drainage testing for all trees and palms in bid. If drainage is inadequate, the soil specification in item #8 above shall be revised for site conditions. Contractor shall notify the Owner and Landscape Architect of poor drainage conditions in writing and written direction will be provided to the contractor of appropriate soil mixture specification to be used.
2. All fertilizers shall meet the City of Port St, Lucie's fertilizer ordinance,

Plant List

QTY	SYM	SPECIES	COMMON NAME/DESCRIPTION	SIZE	SPACING	REMARKS
CANOPY / ORNAMENTAL TREES						
19	IE*	ILEX x ATTENUATA 'EAGLESTON'	EAGLESTON HOLLY	12' x 5', 2.5" D.B.H.	A.S.	FULL CANOPY, 5' C.T. MIN.
63	PE*	PINUS ELLIOTTI	SLASH PINE	12' x 5', 2.5" D.B.H.	A.S.	FULL CANOPY, 5' C.T. MIN.
10	QL*	QUERCUS LAURIFOLIA	LAUREL OAK	12' x 5', 2.5" D.B.H.	A.S.	FULL CANOPY, 5' C.T. MIN.
14	QV*	QUERCUS VIRGINIANA	LIVE OAK	12' x 5', 2.5" D.B.H.	A.S.	FULL CANOPY, 5' C.T. MIN.
25	TD*	TAXODIUM DISTICHUM	BALD CYPRESS	12' x 5', 2.5" D.B.H.	A.S.	FULL CANOPY, 5' C.T. MIN.
SHRUBS / GROUNDCOVERS						
150	FOS*	FORESTIERA SEGREGATA	FLORIDA PRIVET	#3, 2' x 2'	2' O.C.	FULL & THICK
706	MYR*	MYRICANTHES FRAGRANS	SIMPSON STOPPER	#3, 2' x 2'	2' O.C.	FULL & THICK
60	MYR-1*	MYRICANTHES FRAGRANS	SIMPSON STOPPER	#7, 4' x 2'	2' O.C.	FULL & THICK
	SOD-1	PASPALUM NOTATUM	BAHIA SOD			SEE SPECS

* = Florida Native

NOTE: D.B.H. IS MEASURED 4.5' ABOVE GRADE

Landscape Data

Vehicular Use Area Landscaping Adjacent to R.O.W. (West Buffer) 300'
Sec. 123-37(4)(b)
Trees Required = 10' Wide Landscape Strip with 1 Tree/300 s.f.
300 l.f. x 10' = 3,000 s.f. / 300 = 10 Trees
Provided = 10

Shrubs Required = Continuous Hedge @ 2' o.c.
300 l.f. / 2' o.c. = 150 Shrubs
Provided = 150

Vehicular Use Area Landscaping to Adjacent Property (North, South & East Buffer) 1,411'
Sec. 123-37(6)
Trees Required = 10' Wide Landscape Strip with 1 Tree/200 s.f.
1,411 l.f. x 10' = 14,110 s.f. / 200 = 71 Trees
Provided = 71

Shrubs Required = Continuous Hedge @ 2' o.c.
1,411 l.f. / 2' o.c. = 706 Shrubs
Provided = 706 Shrubs

Interior Vehicular Use Area
Sec. 123-37(7)(a & b)
Required = 1 s.f. of interior landscaping per 15 s.f. of vehicular use area (74,262.87 s.f./15 = 4,951 s.f.)
Landscape Area Provided = 4,975 s.f.
Trees Required = 1 Tree/100 s.f. of interior landscape area
74,262.87 s.f./15 = 4,951 s.f. / 100 = 50 Trees
Trees Provided = 50 (Note: some tree relocated to dry retention area to enhance water quality)

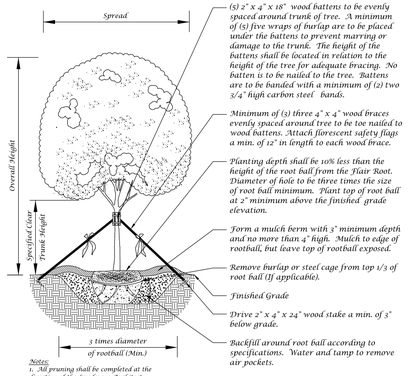
Total Trees Required = 131 Trees
Total Trees Provided = 131 Trees

Total Trees Required = 131 Trees
Total Native Trees Provided = 131 (100%)

Total Palms Required = 0
Total Native Palms Provided = 0 (N/A - %)

Total Shrubs Required = 906
Total Native Shrubs Provided = 906 (100%)

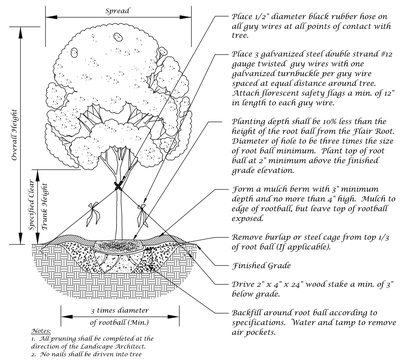
Landscape Details



Notes:
1. All pruning shall be completed at the direction of the Landscape Architect.
2. No nails shall be driven into tree

Large Tree Planting Detail (5" Caliper or Greater)

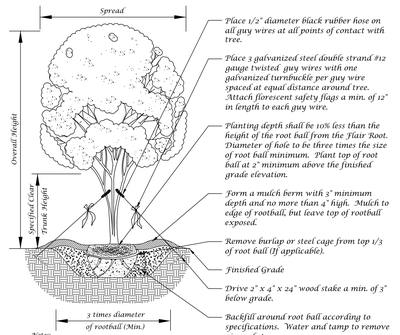
Not to Scale



Notes:
1. All pruning shall be completed at the direction of the Landscape Architect.
2. No nails shall be driven into tree

Tree Planting Detail

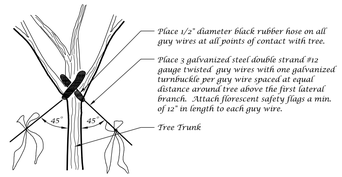
Not to Scale



Notes:
1. All pruning shall be completed at the direction of the Landscape Architect.
2. No nails shall be driven into tree

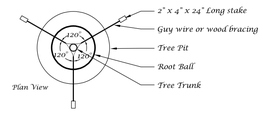
Multi-Trunk Tree Planting Detail

Not to Scale



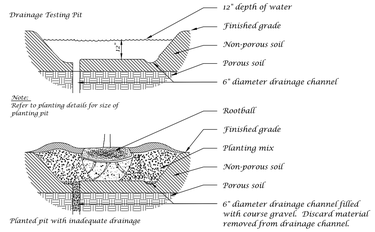
Guy Wire Attachment Detail

Not to Scale



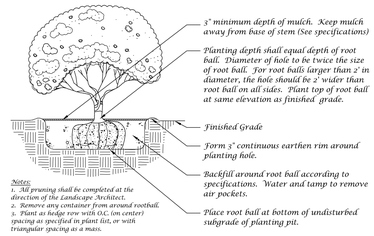
Staking Detail

Not to Scale



Drainage Testing Detail

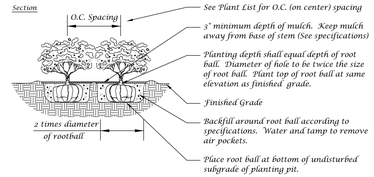
Not to Scale

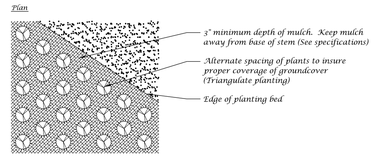


Notes:
1. All pruning shall be completed at the direction of the Landscape Architect.
2. Remove any container from around rootball.
3. Plant as hedge row with O.C. (on center) spacing as specified in plant list, or with triangular spacing as a mass.

Shrub Detail

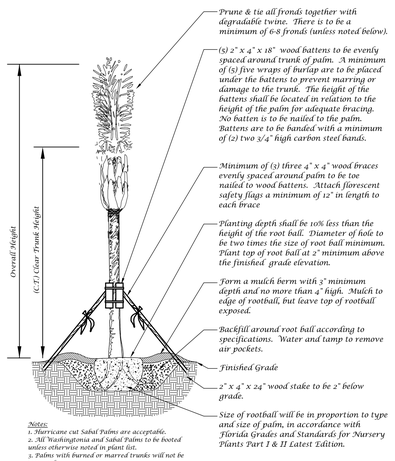
Not to Scale





Ground Cover Detail

Not to Scale



Notes:
1. Hurricane cut Sabal Palms are acceptable.
2. All Washingtonia and Sabal Palms to be booted unless otherwise noted in plant list.
3. Palms with burned or marred trunks will not be accepted.

Palm Planting Detail

Not to Scale

Landscape Plan

Conceptual Design Group, Inc.
Landscape Architecture - Site Planning
900 East Ocean Boulevard, Suite 130d
Stuart, Florida 34994
(772) 344-2340
LC: 26000198

K & K Properties
South 7th Street
City of Fort Pierce, Florida

City Project Number:

Jeffrey W. Smith, RLA
Florida Registration Number: LA 0001635

Job No.	22-0801
Drawn By	JWS
Submittal Dates	8-9-2022
	2-1-2023
Revision Dates	
New Base	2-1-2023

Sheet L-2 of 2

Planning Board **6. d.**

Meeting Date: 04/10/2023

Re: Site Plan (Development and Design Review) - Bray - 2501 Virginia Ave

Information

SUBJECT:

Site Plan (Development and Design Review) - Bray - 2501 Virginia Avenue

SUMMARY:

Request for review of an application for a Site Plan (Development and Design Review) of a 5,000 square feet restaurant/retail facility located at 2501 Virginia Avenue.

RECOMMENDATION:

Staff's recommendation is for the Planning Board to move the proposed Site Plan (Development and Design Review), with one condition, for APPROVAL to City Commission. Condition:

- A completion certification by a landscape architect, cost estimate, and landscape bond pursuant to City Code 123-6 shall be required before the Final Certificate of Occupancy is approved for the site.

ALTERNATIVES:

- Recommendation of APPROVAL with alternate conditions
- Recommendation of DISAPPROVAL

RESPONSIBLE STAFF:

Ryan Altizer, Senior Planner

COORDINATED WITH:

Technical Review Committee

Fiscal Impact

OTHER INFORMATION:

N/A

Attachments

Staff Report & Supporting Documents

Application Packet & Supporting Documents

Form Review

Form Started By: Ryan Altizer Started On: 04/03/2023 03:11 PM

Final Approval Date: 04/05/2023

CITY OF FORT PIERCE

PLANNING BOARD

April 10th, 2023

Bray Site Plan

APPLICANT

Engineering Design & Construction Inc., Brad Currie, AICP

PROPERTY OWNER(S)

Yazji Property Inc

PARCEL ID #(S):

2420-111-0001-010-1

SUMMARY

Request for review of an application for a Site Plan (Development and Design Review) of a 5,000 square feet restaurant/retail facility located to the immediate west of Walgreens at 25th Street and Virginia Avenue.

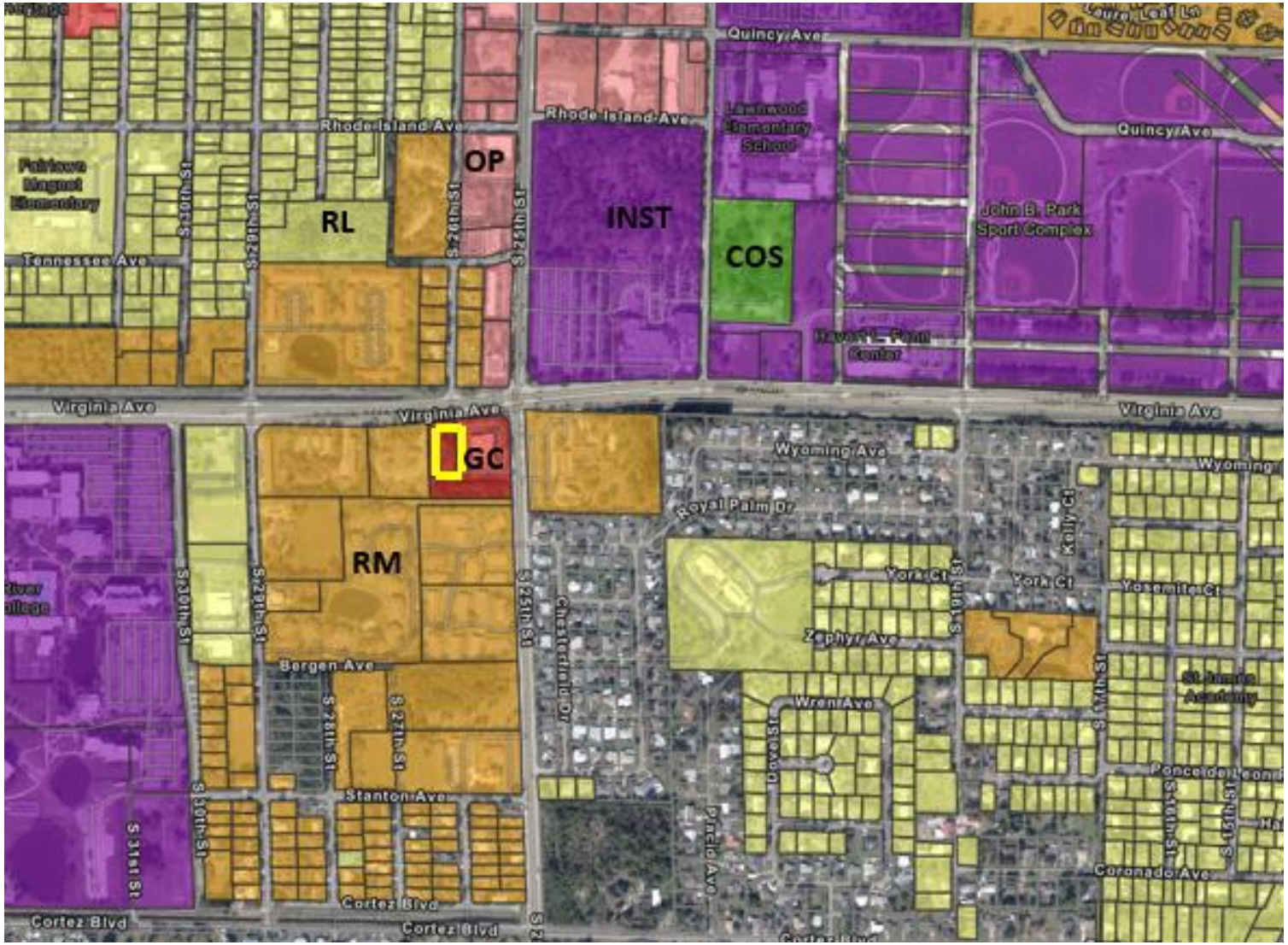
The proposed development is located on one parcel with a Future Land Use of General Commercial (GC) and Zoning of General Commercial (C-3).

SITE LOCATION

SITE AREA= 0.85 +/- Acres

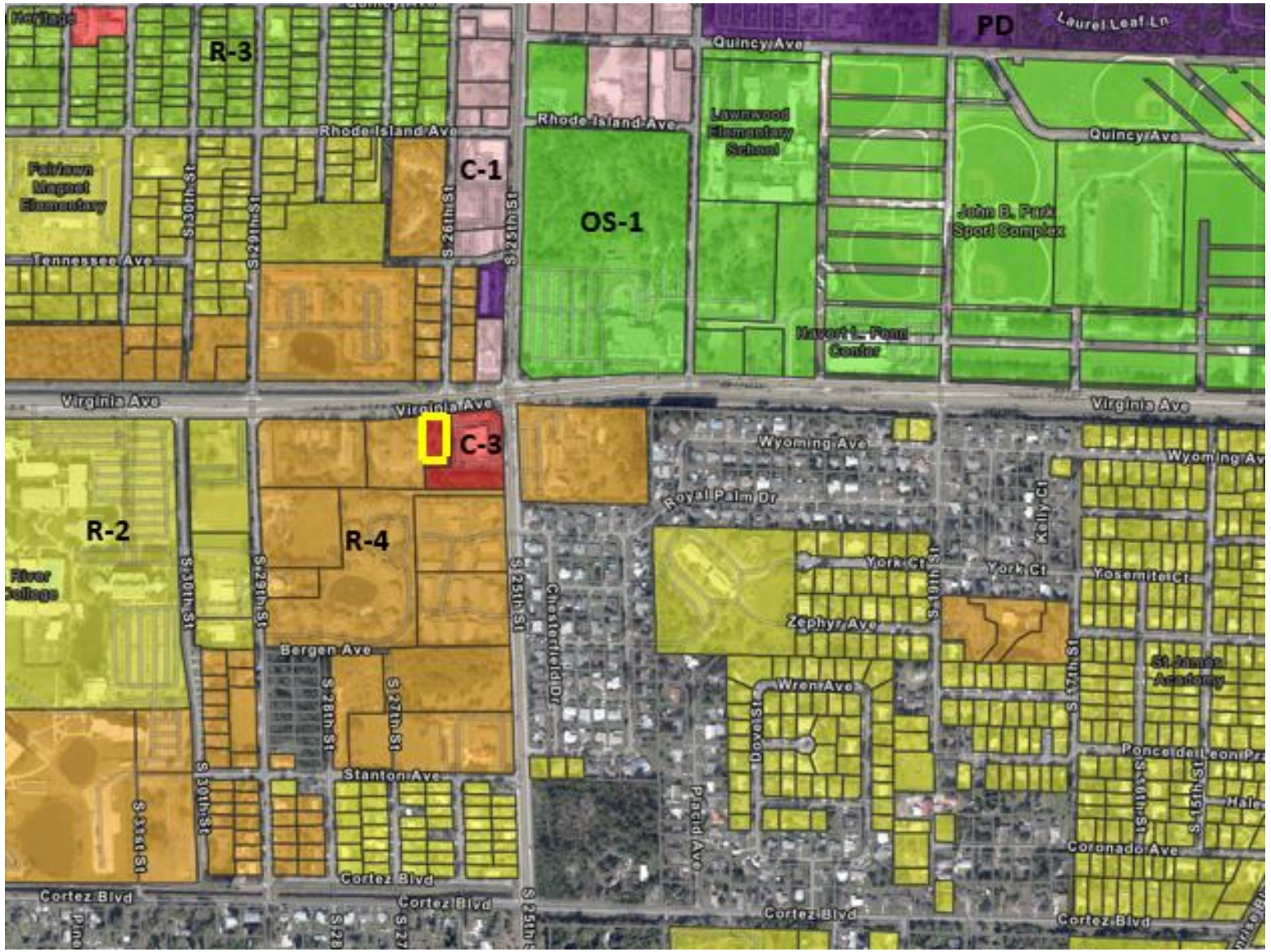
FUTURE LAND USE

Current FLU: GC (General Commercial)

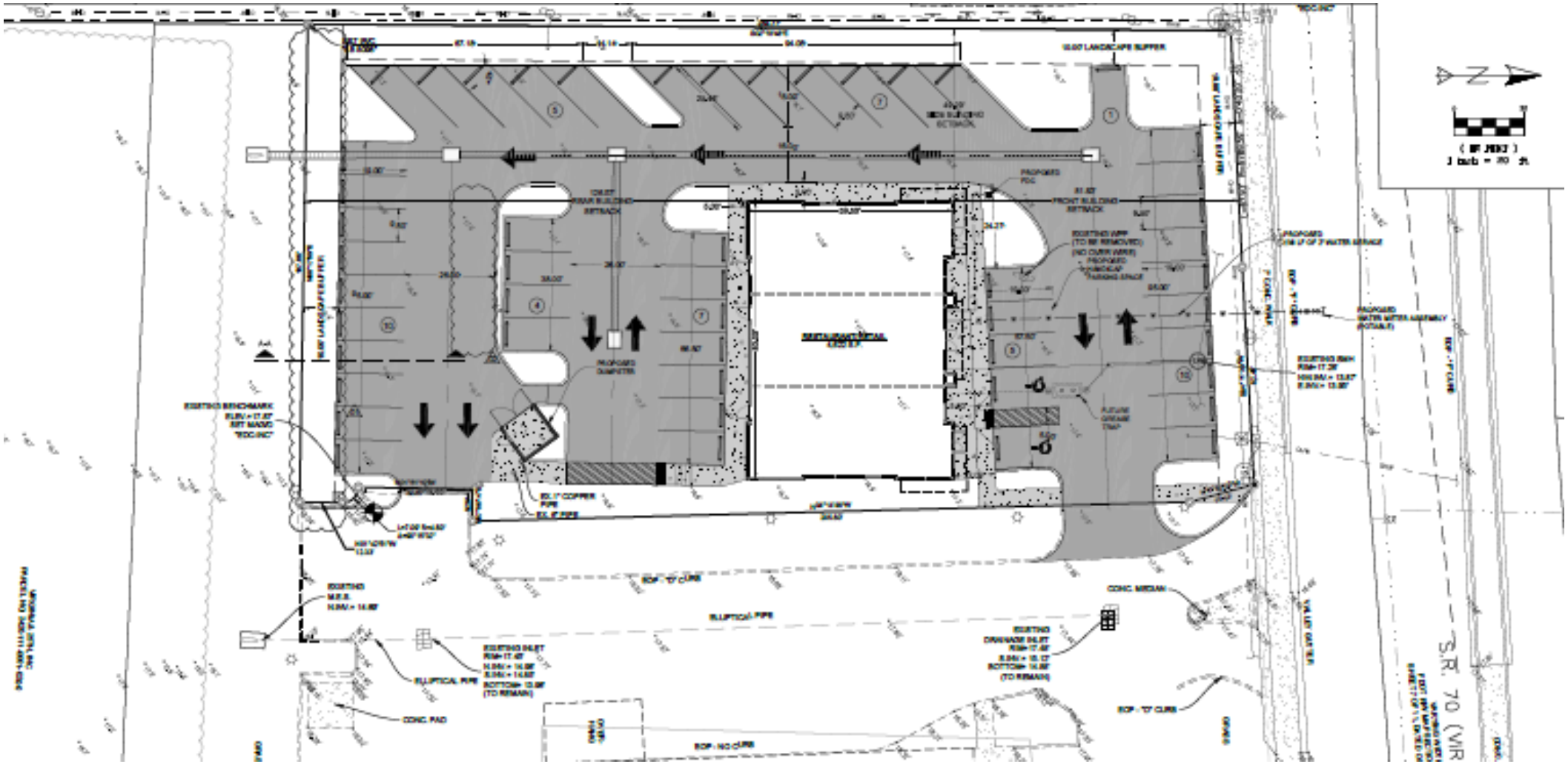


ZONING

Zoning: C-3 (General Commercial)



SITE PLAN



Bray – Site Plan – 2501 Virginia Ave

SITE PLAN

SITE DATA

PARCEL ID #: 2420-111-0001-010-1

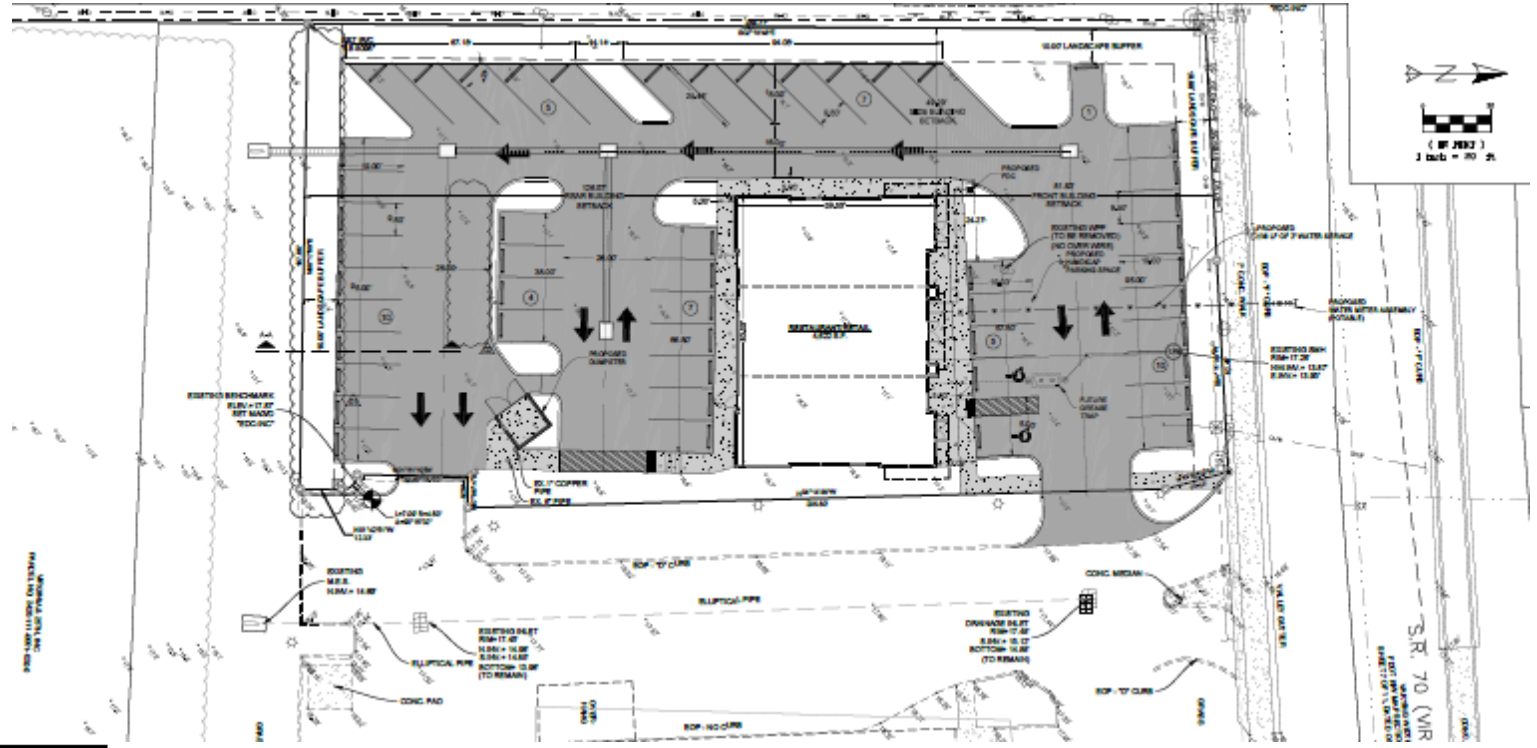
PROJECT NAME: VIRGINIA AVE PROJECT

OWNER: YAZJI PROPERTY INC
910 SW SAINT LUCIE WEST BLVD
PORT ST LUCIE, FL 34986

FUTURE LAND USE: GC
ZONING: C-3
LAND SIZE: 37,042.66 S.F. (0.85 AC)

BUILDING DATA

PROPOSED BUILDING 4,622 S.F. (0.11 AC)

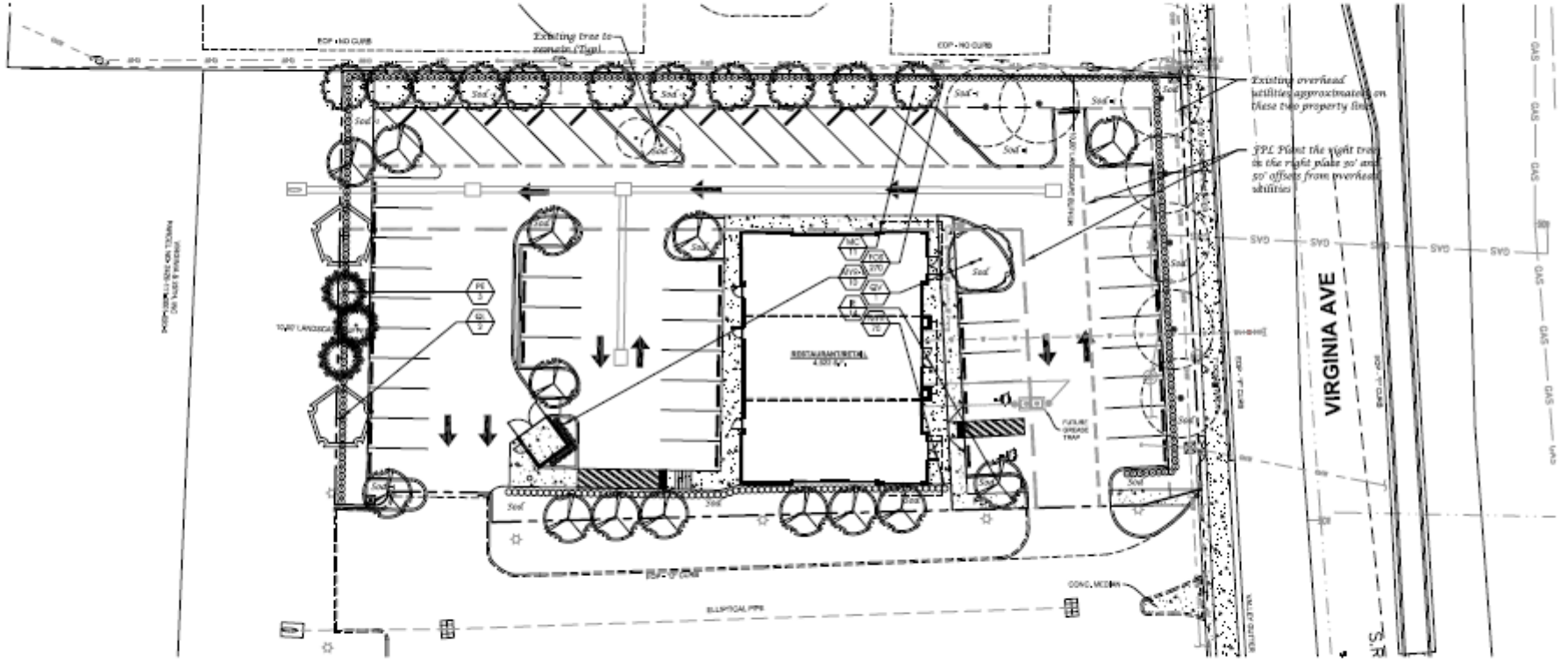


ZONING CODE FOR: C-3 (COMMERCIAL-3)

	YARD SETBACKS FRONT	REAR	SIDE	CORNER	BUILDING COVERAGE	BUILDING HEIGHT	OPEN SPACE (LANDSCAPING)
PER CODE	25'	10'	10'	"	60% MAX.	65' MAX.	X% MIN.
PROPOSED	81'	126'	10'	"	12.48%	24'	25.42%

SITE AREA DATA	**37,043 S.F.**	**0.85 AC**	**100.00%**
IMPERVIOUS DATA	27,565 S.F.	0.63 AC	74.42%
PROPOSED BUILDINGS	4,622 S.F.	0.11 AC	12.48%
PROPOSED PAVEMENT	20,491 S.F.	0.47 AC	55.32%
PROPOSED CONCRETE	2,453 S.F.	0.06 AC	6.62%
PERVIOUS DATA	9,477 S.F.	0.22 AC	25.58%
OPEN SPACE	9,477 S.F.	0.22 AC	25.58%

LANDSCAPE PLAN



Bray – Site Plan – 2501 Virginia Ave

LANDSCAPE PLAN

Plant List

QTY	SYM	SPECIES	COMMON NAME/DESCRIPTION	SIZE	SPACING	REMARKS
CANOPY / ORNAMENTAL TREES						
14	IE*	ILEX x ATTENUATA 'EAGLESTON'	EAGLESTON HOLLY	12' x 5', 2.5" D.B.H.	A.S.	FULL CANOPY, 5' C.T. MIN.
11	MC*	MYRICA CERIFERA	WAX MYRTLE	8' x 4', 1.5" D.B.H.	A.S.	FULL CANOPY
3	PE*	PINUS ELLIOTTI 'DENSA'	SOUTH FLORIDA SLASH PINE	12' x 5', 2.5" D.B.H.	A.S.	FULL CANOPY, 5' C.T. MIN.
2	QL*	QUERCUS LAURIFOLIA	LAUREL OAK	12' x 5', 2.5" D.B.H.	A.S.	FULL CANOPY, 5' C.T. MIN.
1	QV*	QUERCUS VIRGINIANA	LIVE OAK	12' x 5', 2.5" D.B.H.	A.S.	FULL CANOPY, 5' C.T. MIN.
SHRUBS / GROUNDCOVERS						
10	MYR-1*	MYRICANTHES FRAGRANS	SIMPSON STOPPER	#7, 4' x 2'	2' O.C.	FULL & THICK
70	MYR*	MYRICANTHES FRAGRANS	SIMPSON STOPPER	#3, 2' x 2'	2' O.C.	FULL & THICK
270	FOS*	FORESTIERA SEGREGATA	FLORIDA PRIVET	#3, 2' x 2'	2' O.C.	FULL & THICK
	SOD	STENOTAPHRUM SECUNDATUS	ST. AUGUSTINE SOD			SEE SPECS
	SOD-1	PASPALUM NOTATUM	BAHIA SOD			SEE SPECS

* = Florida Native

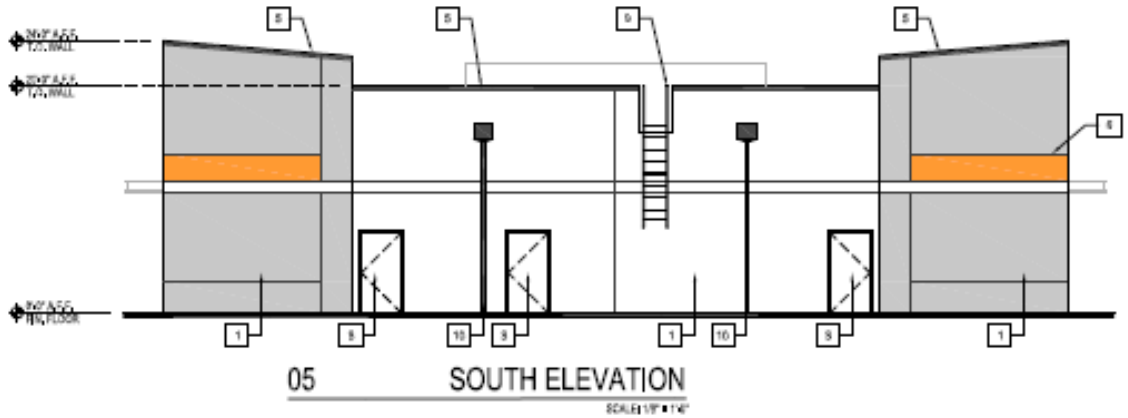
NOTE: D.B.H. IS MEASURED 4.5' ABOVE GRADE

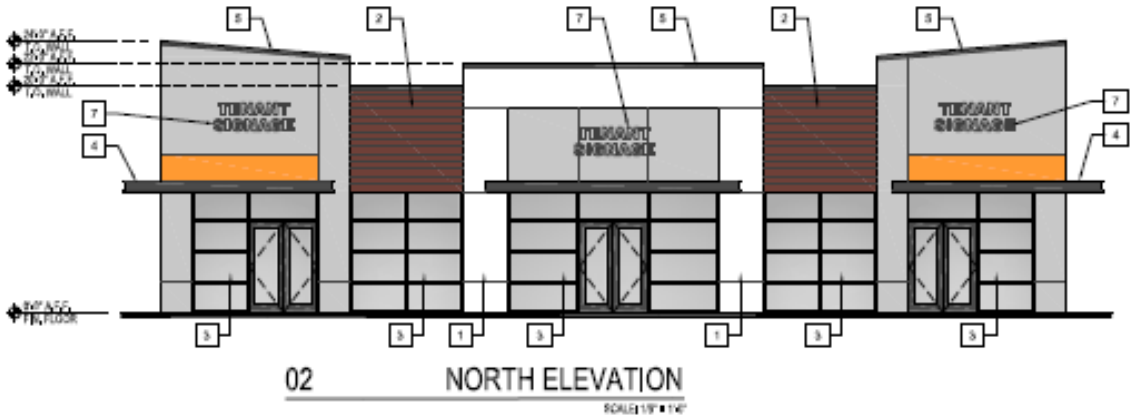
Elevations


TENANT SIGNAGE
TENANT SIGNAGE
TENANT SIGNAGE

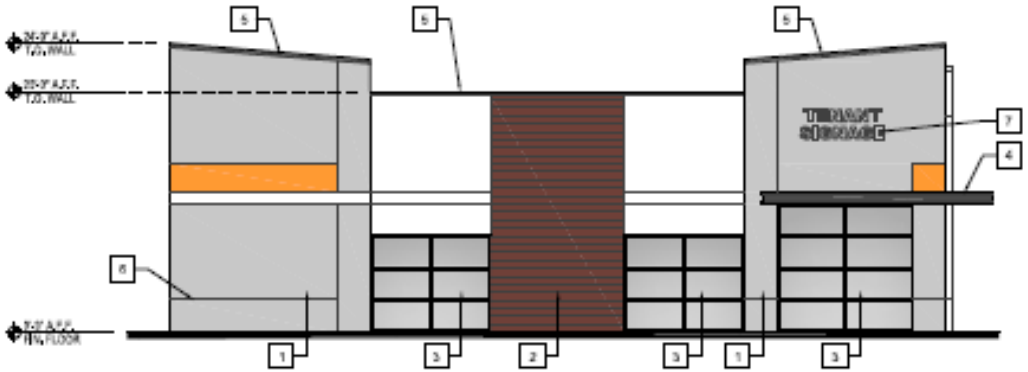

TENANT SIGNAGE
TENANT SIGNAGE

Elevations

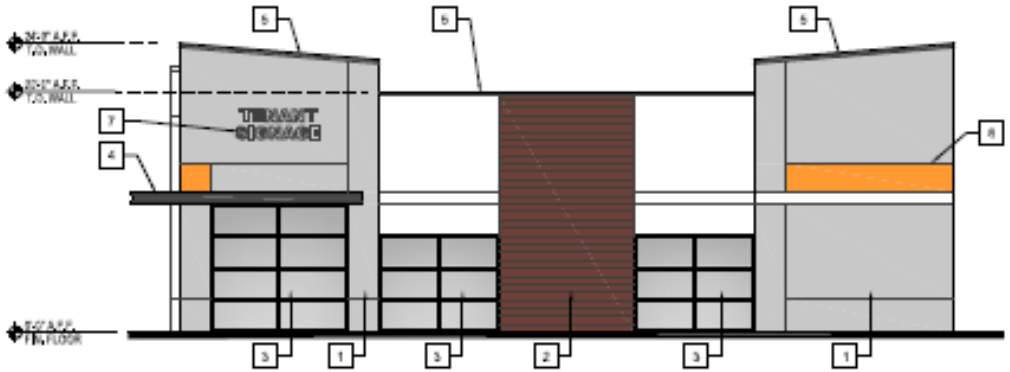




Elevations



06 EAST ELEVATION



03 WEST ELEVATION

RECOMMENDATION

Staff recommends one (1) Condition:

1. A completion certification by a landscape architect, cost estimate, and landscape bond pursuant to City Code 123-6 shall be required before the Final Certificate of Occupancy is approved for the site.

RECOMMENDATION

Staff recommendation is for the Planning Board to move the proposed Site Plan (Development and Design Reviews), with the one (1) condition, for approval to City Commission.

ALTERNATIVE RECOMMENDATION

1. Recommend Approval with alternative conditions.

or

2. Recommend Disapproval.

THE SUNRISE CITY
FORT PIERCE
PLANNING DEPARTMENT Florida

Brad Currie, AICP - Engineering Design & Construction, Inc
10250 SW Village Parkway, Suite 201
Port St Lucie, FL 34987

Subject: Site Plan and Design Review – Bray Restaurant & Retail – 2501 Virginia Ave – Technical Review Committee Comments for December 15, 2022 TRC Meeting

City of Fort Pierce Planning Department

1. A completion certification by a landscape architect, cost estimate, and landscape bond pursuant to City Code 123-6 shall be required before the Final Certificate of Occupancy is approved for the site.

2. Prior to the issuance of any site clearing permits, the applicant shall provide a Tree Mitigation Survey and coordinate with the City of Ft. Pierce Arborist for the required mitigation of the City regulated trees proposed to be removed as a result of this site's development/construction activity.

Fort Pierce Engineering Department

1. Provide the required curbing at all landscape islands, refer to southeast corner of the site.

2. The SLC Property Appraiser's site reflects that the development parcel along with the Walgreen's parcel have the same property address of 2501 Virginia Avenue. Were the two parcels originally one parcel? If so, how was the master parcel split as these lands are not part of a plat.

3. Provide the required 10' landscape buffer between the southern property line and the proposed parking in accordance with Section 123-37.

4. The conceptual drainage indicates that the drainage outfall for the site will be to the Walgreens dry detention area. The applicant shall provide concurrence from the landowner that discharge into their system is allowable. This document shall be a recorded, irrevocable, easement or other appropriate legal document. the south side of the project.

5. Provide a copy of the recorded ingress/egress easement authorizing the use of the Walgreens driveways for access to and from the development.

6. Relocate the loading zone so as to not interfere with vehicles backing out of designated parking spaces.

7. Provide the appropriate pedestrian access for the dumpster enclosure.

8. The detail sheet reflects two cross-sections identified as "A-A" and "B-B", however I was unable to determine the area where these sections would be utilized; please update the plan sheet accordingly.

9. The dumpster detail shows an overall enclosure width of 24' yet the plan only scales 11'; update the plan accordingly.

10. The site plan identifies a scale of 1" = 80', yet the plan scales 1" = 20'; revise the plan accordingly.

11. ADVISORY COMMENTS:

    a. The drainage plan was reviewed conceptually and will be reviewed in depth at time of DPCR application
    b. Payment of the $143,625.00 Tree Mitigation fee is required prior to any land clearing activities.

Fort Pierce Building Department

1. Building Official or his representative hos no comment of the time of this meeting, but reserves submission of comments upon completion of the official plan review.

2. Any construction will need to meet the requirements of the Florida Building Code 7rh Edition.

3. Musi meet the following Accessibility requirements: accessible route, handicapped parking spaces and means of egress

4. Building Permit required.

5. Signed and sealed construction drawings required.

6. Will need to meet the Fire Code.

Fort Pierce Police Department

Comments may be forthcoming

St. Lucie County Planning Department

Comments may be forthcoming

St. Lucie County PW/Engineering

No comments at this time

City Clerk Office

Comments may be forthcoming

Code Enforcement

Comments may be forthcoming

Fort Pierce Utilities Authority

FPUA W/WW Engineering: Concept approved.

Water and wastewater services are available to serve the subject property. To connect to these services please submit Utility Plan (2 complete sets) along with a completed plan review and commercial service application to FPUA's Water and Wastewater Engineering department, at 1701 S 37th Street Fort Pierce Florida 34947. Please see the Developer's Responsibilities page attached or on the FPUA website for important steps to guide through the entire process including utility details and permit applications (link). For questions please contact Shane Ostrander sostrander@FPUA.com or 772-466-1600 ext 3468.

https://fpua.com/water-and-wastewater-engineering-downloads/

FPUA Electric & Gas Engineering: Electric and Gas Engineering Department have reviewed the application – TRC Bray Restaurant. Approved.

Electric - For more information and project coordination, please contact Sal Scimeca.

Sal Scimeca
Engineering Technician II
Electric and Gas Engineering
1701 S. 37th Street, Fort Pierce, FL 34947
Office: (772)466-1600 Ext. 6957
sscimeca@fpua.com

Gas - For more information and project coordination, please contact Billy Dupre.

Billy Dupre
Business Development Representative
Gas Operations

1701 S. 37th Street, Fort Pierce, FL 34947
Bdupre@fpua.com
Office: (772)-466-1600 Ext.4705

St. Lucie County Fire District

1. A separate review and permit is required for Underground Fire Mains connected to standpipes or sprinkler systems.

2. Fire department access roads provided in accordance with 18.2.3 shall be provided at the start of a project and shall be maintained throughout construction. (NFPA 1 16.1.4). Surface. Fire department access roads shall be designed and maintained to support the imposed loads of fire apparatus and shall be provided with an all-weather driving surface. (NFPA 1.18.2.3.5.2.5).

3. Per the St. Lucie County Fire District Fire Prevention Code Resolution 690-20. At Least 13 feet 6 inches nominal vertical clearance shall be provided and maintained over the full width of all means of access. Including, but not limited to trees, canopies, etc.

4. The Fire District reserves the right for future comments at the site plan & building construction phase.

5. Be advised: Dimensions of largest vehicle are as follows: 38 tons or 77k lbs, 47.5 ft. total length, 21.5 ft. wheel base, 10.5 ft. total width, 41.5 degree turning radius.

6. Minimum roadway pavement width (two-way traffic) shall be twenty (20) ft.

7. Minimum roadway pavement width (one-way traffic) shall be twelve (12) ft.

8. Fire hydrants (shall be) are provided for buildings other than detached one-and-two-family dwellings IAW both of the following 1) The maximum distance to a fire hydrant from the closest point in the building shall not exceed 400 feet. 2) The maximum distance between fire hydrants shall not exceed 500 feet. NFPA 1:18.5.3. Please provide fire flow calculations for hydrants.

9. An approved water supply capable of supplying the required fire flow for fire protection (shall be) is identified to all premises upon which facilities, buildings, or portions of buildings which are to be constructed or moved into the jurisdiction. The approved water supply shall be in accordance with NFPA 1:18.4. See “Needed NFPA Fire Flow Calculator Spreadsheet”.

10. Per NFPA 1114 Chapter 9, Section 1.3. Prior to the final occupancy of any building, the permitted water supply for fire protection, including fire hydrants and fire suppression systems, shall be installed, tested, and acceptable to the AHJ (SLCFD).

11. Fire department connections shall be located on the street side of buildings and shall be located and arranged so that hose lines can be readily attached to the inlets without interference from any nearby objects, including buildings, fences, landscaping, or other fire department connections. The locations of connections shall be based upon the access requirements of the fire department.

12. The distance allowed between the fire department connection and a fire hydrant shall be no more than one hundred fifty (150) feet as a vehicle travels.

13. Minimum Size of Water Mains
    The minimum size of water mains for supplying water for firefighting purposes shall be six (6) inches. b. The minimum size of water mains supplying hydrants on a dead end main shall be eight (8) inches. c. The maximum number of hydrants located on a dead end main shall be one (1). d. Grid or Tee systems shall be supplied by a minimum of an eight (8) inch looped main. Exceptions may be granted based on the capacity of the water distribution system but in no case shall the main size be less than six (6) inches. e. The minimum size water main(s) shall be determined by the needed fire flow as established by the Fire Marshal and based on the current Insurance Service Office (ISO) requirements.

14. Two-Way Radio Enhancement Systems/BDAS shall be installed, inspected and operationally tested in accordance with the manufacturer's published requirements, by the local fire department, and comply with the most current edition of the Florida Fire Prevention Code and its incorporated standards and codes. Pre-surveys of radio signal strength shall be submitted to the Fire Marshal in the form of heat signature mapping or a certification document of radio signal strength provided by a licensed engineer.

Florida Department of Transportation

1. All driveways not approved in this letter must be fully removed and the area restored.

2. A Drainage Permit is required for any stormwater impacts within FDOT right-of-way (i.e. increased runoff or reduction of existing storage).

3. The applicant shall donate property to the Department if right-of-way dedication is required to implement the improvements.

4. Dimensions between driveways are measured from the near edge of pavement to near edge of pavement and for median openings are measured from centerline to centerline unless otherwise indicated.

St. Lucie County School Board

Comments may be forthcoming

January 26, 2023 via email: ralitzer@cityoffortpierce.com
Ryan Altizer, Planner
City of Fort Pierce Planning Department
100 North U.S 1
Fort Pierce, FL 34950

Re: Bray Restaurant & Retail – 2501 Virginia Avenue Site Plan Application Response to Comments
TRC # 22-07000025

Dear Mr. Altizer,

On behalf of my client, please find the attached response to comments discussed at the December 15, 2022 Technical Review Committee Meeting for the project known as Bray Restaurant & Retail . Each comment from each department is identified below followed by a response in ***bold italics.***

A. City of Fort Pierce – Planning Department

1. A completion certification by a landscape architect, cost estimate, and landscape bond pursuant to City Code 123-6 shall be required before the Final Certificate of Occupancy is approved for the site
   Response: Acknowledged

2. Prior to the issuance of any site clearing permits, the applicant shall provide a tree Mitigation Survey and coordinate with the City of Ft. Pierce Arborist for the required mitigation of the City regulated trees proposed to be removed as a result of this site's development/construction activity.
   Response: Acknowledged. A tree mitigation survey will be provided prior to any clearing

B. City of Fort Pierce – Engineering Department

1. Provide the required curbing at all landscape islands, refer to southeast corner of the site
   Response: Please find attached revised Site plan depicting curbing

2. The SLC Property Appraiser's site reflects that the development parcel along with the Walgreen's parcel have the same property address of 2501 Virginia Avenue. Were the two parcels originally one parcel? If so, how was the master parcel split as these lands are not part of a plat.
   Response: Per correspondence with the Planning Director, the city's sub-division regulations only apply to a sub-division into three parcels or more. The minimum lot size for C-3 is 10,000 sq.ft. Providing each lot meets the C-3 zoning standards then planning would not require a plat (or administrative minor plat)

3. Provide the required 10’ landscape buffer between the southern property line and the proposed parking in accordance with Section 123-37.
   Response: The Walgreens development to the east of the subject site designed dry detention area along the southern property line to accommodate both parcels. As a result, neither property has a 10-landscape buffer and the rear of both properties is heavily wooded area that serves as a buffer to any properties to the south.

4. The conceptual drainage indicates that the drainage outfall for the site will be to the Walgreens dry detention area. The applicant shall provide concurrence from the landowner that discharge into their system is allowable. This document shall be a recorded, irrevocable, easement or other appropriate legal document. the south side of the project.
   Response: Please find attached Declarations of easements, covenants, conditions and restrictions for the subject property. Agreement 2(B) depicts allowable discharge to the existing dry detention area. (Page 3)

5. Provide a copy of the recorded ingress/egress easement authorizing the use of the Walgreens driveways for access to and from the development.
   Response: Please find attached Declarations of easements, covenants, conditions and restrictions for the subject property. Agreement 2(A) depicts allowable ingress/egress and cross access. (Page 3)

6. Relocate the loading zone as to not interfere with vehicles backing out of designated parking spaces
   Response: Loading and unloading will take place before business hours as to not interfere with any drivers on site.

7. Provide the appropriate pedestrian access for the dumpster enclosure
   Response: please find attached revised Site Plan depicting pedestriuan access to the dumpster enclosure.

8. The detail sheet reflects two cross-sections identified as "A-A" and "B-B", however I was unable to determine the area where these sections would be utilized; please update the plan sheet accordingly.
   Response: Please find attached revised site plan Sheet 2 of 2.

9. The dumpster detail shoes an overall enclosure of 24’ yet the plan only scales 11'; update the plan accordingly
   Response: Please find attached revised site plan Sheet 2 of 2 depicting the correct dumpster enclosure detail.

10. The site plan identifies a scale of 1" = 80', yet the plan scales 1" = 20'; revise the plan accordingly

Response: Please find attached revised site plan Sheet 1 of 2 depicting correct scale

11. Advisory comments:
    a. The drainage plan was reviewed conceptually and will be reviewed in depth at time of DPCR application
       Response: Acknowledged
    b. Payment of $143,625.00 Tree Mitigation fee is required prior to any land clearing activities.
       Response: Acknowledged

C. City of Fort Pierce – Building Department

1. Building Official or his representative has no comment of the time of this meeting, but reserves submission of comments upon completion of the official plan review
   Response: Acknowledged

2. Any construction will need to meet the requirements of the Florida Building Code 7th Edition
   Response: Acknowledged

3. Must meet the following Accessibility requirements: accessible route, handicapped parking spaces and means of egress
   Response: The proposed Site Plan has the above mentioned ADA accessible features depicted on the site and site details

4. Building Permit Required
   Response: Acknowledged

5. Signed and sealed construction drawings required
   Response: Construction plans will commence after Site Plan approval and will be submitted for review

6. Will need to meet the fire code
   Response: Acknowledged

D. City of Fort Pierce Police Department

Comments may be forthcoming
Response: Acknowledged

E. St. Lucie County Planning Department

Comments may be forthcoming
Response: Acknowledged

G. St. Lucie County PW/Engineering

No comments at this time
Response: Acknowledged

H. City Clerk Office

Comments may be forthcoming
Response: Acknowledged

I. Code enforcement

Comments may be forthcoming
Response: Acknowledged

J. Fort Pierce Utilities Authority

Water and wastewater services are available to serve the subject property. To connect to these services please submit Utility Plan (2 complete sets) along with a completed plan review and commercial service application to FPUA's Water and Wastewater Engineering department, at 1701 S 37th Street Fort Pierce Florida 34947. Please see the Developer's Responsibilities page attached or on the FPUA website for important steps to guide through the entire process including utility details and permit applications (link). For questions please contact Shane Ostrander sostrander@FPUA.com or 772-466-1600 ext 3468.

https://fpua.com/water-and-wastewater-engineering-downloads/

FPUA Electric & Gas Engineering: Electric and Gas Engineering Department have reviewed the application – TRC Bray Restaurant. Approved.

Scimeca. Sal Scimeca
Engineering Technician II Electric and Gas Engineering
1701 S. 37th Street, Fort Pierce, FL 34947 Office: (772)466-1600 Ext. 6957
sscimeca@fpua.com

Gas - For more information and project coordination, please contact Billy Dupre.
Billy

Dupre
Business Development Representative
Gas Operations

1701 S. 37th Street,
Fort Pierce, FL 34947
Bdupre@fpua.com
Office: (772)-466-1600 Ext.4705
RESPONSE: Acknowledged

K. St. Lucie County Fire District

1. A separate review and permit is required for Underground Fire Mains connected to standpipes or sprinkler systems.
   RESPONSE: Acknowledged

2. Fire department access roads provided in accordance with 18.2.3 shall be provided at the start of a project and shall be maintained throughout construction. (NFPA 1 16.1.4). Surface. Fire department access roads shall be designed and maintained to support the imposed loads of fire apparatus and shall be provided with an all-weather driving surface. (NFPA 1.18.2.3.5.2.5).
   RESPONSE: Acknowledged

3. Per the St. Lucie County Fire District Fire Prevention Code Resolution 690-20. At Least 13 feet 6 inches nominal vertical clearance shall be provided and maintained over the full width of all means of access. Including, but not limited to trees, canopies, etc.
   RESPONSE: Acknowledged

4. The Fire District reserves the right for future comments at the site plan & building construction phase.
   RESPONSE: Acknowledged

5. Be advised: Dimensions of largest vehicle are as follows: 38 tons or 77k lbs, 47.5 ft. total length, 21.5 ft. wheel base, 10.5 ft. total width, 41.5 degree turning radius
   RESPONSE: Please find attached Autoturn Analysis for the largest SLCFD Truck

6. Minimum roadway pavement width (two-way traffic) shall be twenty (20) ft
   RESPONSE: Acknowledged

7. Minimum roadway pavement width (one-way traffic) shall be twelve (12) ft.
   RESPONSE: Acknowledged.

8. Fire hydrants (shall be) are provided for buildings other than detached one-and-two-family dwellings IAW both of the following 1) The maximum distance to a fire hydrant from the closest point in the building shall not exceed 400 feet. 2) The maximum

distance between fire hydrants shall not exceed 500 feet. NFPA 1:18.5.3. Please provide fire flow calculations for hydrants.
RESPONSE: Acknowledged

9. An approved water supply capable of supplying the required fire flow for fire protection (shall be) is identified to all premises upon which facilities, buildings, or portions of buildings which are to be constructed or moved into the jurisdiction. The approved water supply shall be in accordance with NFPA 1:18.4. See "Needed NFPA Fire Flow Calculator Spreadsheet"
RESPONSE: Acknowledged

10. Per NFPA 1114 Chapter 9, Section 1.3. Prior to the final occupancy of any building, the permitted water supply for fire protection, including fire hydrants and fire suppression systems, shall be installed, tested, and acceptable to the AHJ (SLCFD)
RESPONSE: Acknowledged

11. Fire department connections shall be located on the street side of buildings and shall be located and arranged so that hose lines can be readily attached to the inlets without interference from any nearby objects, including buildings, fences, landscaping, or other fire department connections. The locations of connections shall be based upon the access requirements of the fire department.
RESPONSE: Acknowledged

12. The distance allowed between the fire department connection and a fire hydrant shall be no more than one hundred fifty (150) feet as a vehicle travels
RESPONSE: Acknowledged

13. Minimum Size of Water Mains: The minimum size of water mains for supplying water for firefighting purposes shall be six(6) inches. b. The minimum size of water mains supplying hydrants on a dead end main shall be eight (8) inches. c. The maximum number of hydrants located on a dead end main shall be one (1). d. Grid or Tee systems shall be supplied by a minimum of an eight (8) inch looped main. Exceptions may be granted based on the capacity of the water distribution system but in no case shall the main size be less than six (6) inches. e. The minimum size water main(s) shall be determined by the needed fire flow as established by the Fire Marshal and based on the current Insurance Service Office (ISO) requirements.
RESPONSE: Acknowledged

14. Two-Way Radio Enhancement Systems/BDAS shall be installed, inspected and operationally tested in accordance with the manufacturer's published requirements, by the local fire department, and comply with the most current edition of the Florida Fire Prevention Code and its incorporated standards and codes. Pre-surveys of radio signal strength shall be submitted to the Fire Marshal in the form of heat signature mapping or a certification document of radio signal strength provided by a licensed engineer
RESPONSE: Acknowledged

L. Florida Department of Transportation

1. All driveways not approved in this letter must be fully removed and the area restored.
   Response: Acknowledged

2. A Drainage Permit is required for any stormwater impacts within FDOT right-of-way (i.e. increased runoff or reduction of existing storage).
   Response: Acknowledged

3. The applicant shall donate property to the Department if right-of-way dedication is required to implement the improvements
   Response: Acknowledged

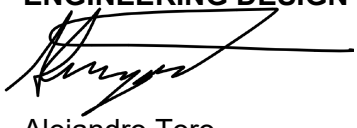
4. Dimensions between driveways are measured from the near edge of pavement to near edge of pavement and for median openings are measured from centerline to centerline unless otherwise indicated.
   Response: Acknowledged

M. St Lucie County School Board

Comments may be forthcoming
Response: Acknowledged

We feel the attached adequately addresses staff comments received from the TRC meeting and respectfully request approval Bray Virginia Avenue Restaurant & Retail Development & Design Review applications. If you have any questions regarding this application, the attached documents, or the project, please contact our office.

Respectfully,
ENGINEERING DESIGN & CONSTRUCTION, INC.



Alejandro Toro
Planner

Z:\EDC-2022\22-326 - Bray - Virgina Ave Project\ENGINEERING\Documents\Submittal Documents\Comment Response Letter\2023-01-26_Bray-Virginia_Ave_SP-Rsps_2_Cmts_22-326.docx

Florida Department of Transportation

RON DESANTIS
GOVERNOR

605 Suwannee Street
Tallahassee, FL 32399-0450

JARED W. PERDUE, P.E.
SECRETARY

September 29, 2022

THIS PRE-APPLICATION LETTER IS VALID UNTIL – September 29, 2023
THIS LETTER IS NOT A PERMIT APPROVAL

Mark Landsman
Engineering Design and Construction
10250 SW Village Parkway Suite 201

Dear Mark Landsman:
RE: Pre-application Review for **Category B Driveway,** Pre-application Meeting Date: **September 29, 2022**
St. Lucie County - Fort Pierce; SR 70, 615; Sec. # 94030000, 94005000; MP: 23.60, 0.92; Access Class - 5;
Posted Speed - 45; SIS - SIS SG Connector; FDOT Ref. Project:

Request: Access to be provided by an existing shared access from the adjacent Walgreens:

- **Driveway 1: Right-in/right-out driveway on the south side of SR 70 adjacent to the Walgreens site's west property line.**
- **Driveway 2: Two-way driveway on the west side of SR 615 adjacent to the Walgreens site's south property line.**

SITE SPECIFIC INFORMATION
Project Name & Address: **Virginia Ave Project – 2501 Virginia Ave, Fort Pierce**
Property Owner: **Yazji Property Inc.**; Parcel Size: **0.86 Acres** Development Size: **5,000 SF Restaurant**

WE APPROVE YOUR REQUEST

This decision is based on your presentation of the facts, site plan and survey - please see the conditions and comments below. You may choose to review this concept further with the District Access Management Review Committee (AMRC).

Conditions:
- **A minimum driveway length of 25 feet, as measured from the ultimate right-of-way line to the first conflict point shall be provided.**
- **The existing pavement markings at Driveways 1 and 2 shall be refurbished. A stop sign, stop bar and double yellow line pavement markings shall be provided at both driveways.**

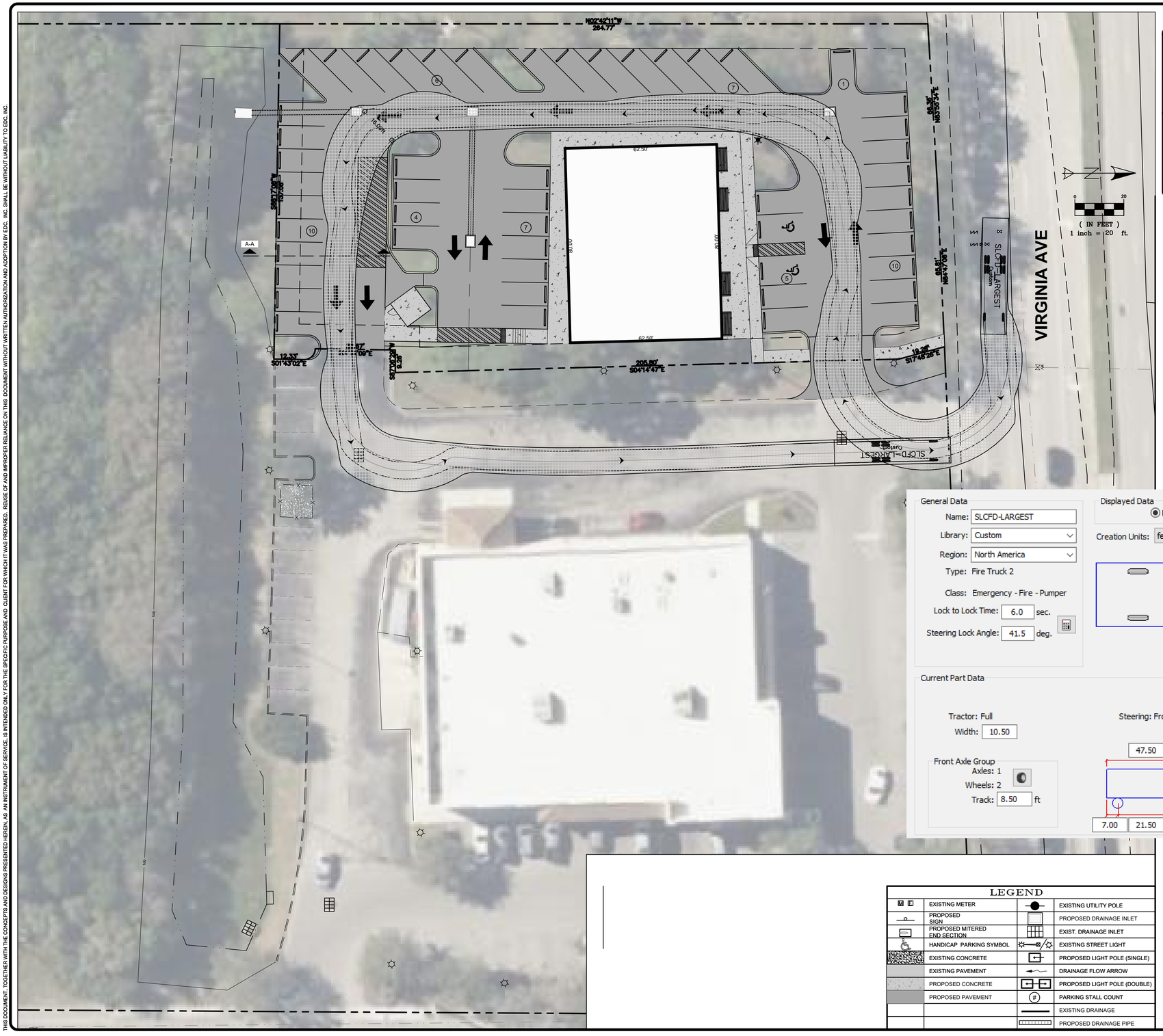
Comments:
- All driveways not approved in this letter must be fully removed and the area restored.
- A Drainage Permit is required for any stormwater impacts within FDOT right-of-way (i.e. increased runoff or reduction of existing storage).
- The applicant shall donate property to the Department if right-of-way dedication is required to implement the improvements.
- Dimensions between driveways are measured from the near edge of pavement to near edge of pavement and for median openings are measured from centerline to centerline unless otherwise indicated.

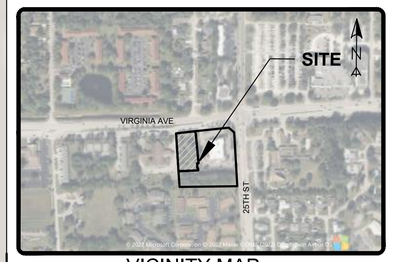
The purpose of this Pre-Application letter is to document the conceptual review of the approximate location of driveway(s) to the State Highway System and to note required improvements, if any. This letter shall be submitted with any further reviews and for permitting. The Department's personnel shall review permit plans for compliance with this letter as well as current Department standards and/or specifications. Final design must consider the existing roadway profile and any impacts to the existing drainage system. **Note, this letter does not guarantee permit approval**. The permit may be denied based on the review of the submitted engineering plans. Be aware that any approved median openings may be modified (or closed) in the future, at the sole discretion of the Department. For right-of-way dedication requirements go to: https://osp.fdot.gov; click on Statewide Permit News; Scroll down to District 4; Scroll down to Additional Information and Examples and choose Right-of-way Donations/Dedications.
Please contact the Access Management Manager - Tel. # 954-777-4363 or e-mail: D4AccessManagement@dot.state.fl.us with any questions regarding the Pre-Approval Letter and Permits Office - Tel. # 954-777-4383 with any questions regarding permits.

Sincerely,

Dalila Fernandez, P.E.
District Access Management Manager

cc: Jonathan Overton, P.E., Nesa Y. Harden
File: https://fldot-my.sharepoint.com/personal/dalila_fernandez_dot_state_fl_us/Documents/Desktop/Pre-application Letter Template.docx





VICINITY MAP

SCALE: 1:1,000

General Data

Name: SLCFD-LARGEST

Library: Custom

Region: North America

Type: Fire Truck 2

Class: Emergency - Fire - Pumper

Lock to Lock Time: 6.0 sec.

Steering Lock Angle: 41.5 deg.

Displayed Data

(•) Plan View Data ( ) Profile View Data

Creation Units: feet

Overall Vehicle Length: 47.50 ft

Current Part Data

Tractor: Full

Width: 10.50

Steering: Front Only

47.50

7.00 | 21.50 | 0.00

Front Axle Group

Axles: 1

Wheels: 2

Track: 8.50 ft

Rear Axle Group

Axles: 2

Wheels: 4

Track: 8.50 ft

LEGEND

	EXISTING METER		EXISTING UTILITY POLE
	PROPOSED SIGN		PROPOSED DRAINAGE INLET
	PROPOSED MITERED END SECTION		EXIST. DRAINAGE INLET
	HANDICAP PARKING SYMBOL		EXISTING STREET LIGHT
	EXISTING CONCRETE		PROPOSED LIGHT POLE (SINGLE)
	EXISTING PAVEMENT		DRAINAGE FLOW ARROW
	PROPOSED CONCRETE		PROPOSED LIGHT POLE (DOUBLE)
	PROPOSED PAVEMENT	#	PARKING STALL COUNT
			EXISTING DRAINAGE
			PROPOSED DRAINAGE PIPE

NO SURVEY PROVIDED

811 Know what's below. Call before you dig. www.callsunshine.com It's fast. It's free. It's the law.

ENGINEERS ● SURVEYORS
ENVIRONMENTAL ● LAND PLANNERS
INTERIOR DESIGNERS

10250 VILLAGE PARKWAY
SUITE 201
PORT ST. LUCIE, FL 34987
772-462-2455
www.edc-inc.com

F.B.P.E. CERTIFICATE OF AUTHORIZATION 9935
L.B. CERTIFICATE OF AUTHORIZATION 8098

DESIGNED BY	JJL
DRAWN BY	JJL
FILENAME	24-26\9 virginia ave project r2 autoturn dwg
LAYOUT	SLCFD
SCALE	AS SHOWN
DATE	1/6/DECEMBER/2022

DATE	REVISION COMMENTS
12-19-2022	REVISIONS PER FORT PIERCE PLANNING DEPT.

VIRGINIA AVE PROJECT

VEHICULAR CIRCULATION ANALYSIS SLCFD FIRE TRUCK

FORT PIERCE FLORIDA

10250 SW VILLAGE PARKWAY - SUITE 201
PORT SAINT LUCIE, FL 34987
772-462-2455

22-326

1 OF 2

Z:\EDC-2022\22-326 - Bray - Virginia Ave Project\ENGINEERING\AutoCAD\DWG\22-326 Virginia Ave Project R2 AUTOTURN.dwg, SLCFD, 12/19/2022 6:19:39 PM, James, EDC, Inc., EDC, Inc.

March 27, 2023 via email: ralitzer@cityoffortpierce.com
Ryan Altizer, Planner
City of Fort Pierce Planning Department
100 North U.S 1
Fort Pierce, FL 34950

Re: Bray Restaurant & Retail – 2501 Virginia Avenue Site Plan Application Response to Comments
TRC # 22-07000025

Dear Mr. Altizer,

On behalf of my client, please find the attached response to comments received on February 15, 2022 for the project known as Bray Restaurant & Retail . Each comment from each department is identified below followed by a response in ***bold italics.***

City of Fort Pierce – Engineering Department

1. The previous comment "Provide the required 10' landscape buffe r between the southern property line and the proposed parking in accordance with Section 123-37." was not sufficiently addressed. The response was that the original Walgreen's site plan provided a detention area to along the southern property line to accommodate both parcels and as a result neither parcel has a 10' landscape buffer along the southern property line.

   As per the previous approved site plan, this statement is inaccurate as the Walgreen's site plan was comprised of the Walgreens site and a future expansion all situated one parcel and did provide the required 10' landscape buffers as indicated on the attached approved site plan. However, once the lot was split into two parcels the retention area remained with the Walgreens site and still has the required 10' landscape buffer. It is staff's opinion that the new development shall also meet the minimum landscaping requirements and as such shall provide the 10' landscape buffer between the proposed parking and the southern property line
   Response: The Site Plan has been revised to show the required 10' landscape buffer

2. The previous comment "Relocate the loading zone so as to not interfere with vehicles backing out of designated parking spaces." was addressed by stating the deliveries will occur prior to or after standard business hours. What are the standard operating hours of the facility and how will delivery drivers including UPS, FedEx, etc. know that they are not to provide deliveries during these hours?
   Response: Per Section 123-315 (e) The proposed retail/restaurant building is under 10,000 SF. Therefore, No loading space is required.

3. Please update the tree mitigation plans as indicated below:
   a. "Pine Trees Preserved" Table:
      i. Remove Tree No. 1 as this tree is not located within the limits of the

property and cannot be counted as part of the preservation credit.

b. "Site Tree Summary" Table:
    i. I indicate the Pine Trees to be preserved as 60.1" under the "Total Size" heading and the "Preservation Credit" heading. In addition, update the total size for the site's trees as 553.3" and the preservation credit as 111.0".
c. "Tree - In Inches (Mitigation)" Table:
    i. Indicate the total preserved trees as 111.0" and the required mitigation credits as 331.3".

Response: The Tree mitigation plan has been revised to reflect changes. Please see attached updated tree mitigation plan

ADVISORY COMMENTS

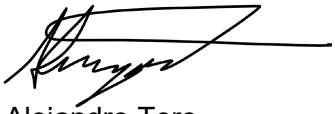
1. The drainage plan was reviewed conceptually and will be reviewed in depth at time of DPCR application.
   Response: Acknowledged

2. Payment of the $82,825.00 Tree Mitigation fee is required prior to any land clearing activities.
   Response: per the revised tree mitigation plan, the fee will be $100,875.00

3. The conceptual drainage indicates that the drainage outfall for the site will be to the Walgreen's dry detention area. According to the survey along with a site visit, this detention area is heavily inundated with exotic trees and does not appear to have been maintained as required. Prior to this department's recommendation of DPCR approval the detention area shall be cleared of all vegetation, regraded as needed in order to restore to the permitted specifications, and sodded
   Response: Acknowledged

We feel the attached adequately addresses staff comments received from the TRC meeting and respectfully request approval Bray Virginia Avenue Restaurant & Retail Development & Design Review applications. If you have any questions regarding this application, the attached documents, or the project, please contact our office.

Respectfully,
ENGINEERING DESIGN & CONSTRUCTION, INC.



Alejandro Toro
Planner

THE SUNRISE CITY
FORT PIERCE
Florida
ENGINEERING
DEPARTMENT

TO : Ryan Altizer, Planner

FROM : Tracy Telle, Assistant City Engineer TST

RE : Site Plan – 2501 Virginia Avenue – Bray Restaurant & Retail
TRC No. 22-07000025

DATE : March 30, 2023

This is to advise you that we have completed the review of the following documents as received by this office on March 28, 2023:

- [x] Site Plan Application
- [ ] Test Reports & Related Documents
- [ ] Record Drawings
- [ ] Clearances from all applicable Local, State and Federal Agencies
- [ ] Building Construction Plans
- [ ] Certificate of Completion
- [ ] Permits from applicable Local, State & Federal Agencies

Based on our reviews and appropriate site final inspection, we

- [x] Recommend
- [ ] Do Not Recommend

- [x] Site Plan Approval
- [ ] Building Permit
- [ ] C/O

Developer, Owner, Engineer, Contractor and other members of the Development Team must be aware, the above recommendation is based only on the construction requirements of the engineering plans and other engineering documentation approved by this department. The Development Team shall be responsible for the compliance with other City department requirements and all approved documents, as well as Local, State and Federal regulations. The development requirements for this project may necessitate additional construction requirements that are not subject to this department's review for approval.

- [ ] See attached for comments

100 NORTH US 1, FORT PIERCE, FLORIDA 34950 • CITYOFFORTPIERCE.COM • TEL: 772.467.3000 • FAX: 772.460.6847

ADVISORY COMMENTS:

a) The drainage plan was reviewed conceptually and will be reviewed in depth at time of DPCR application.

b) Payment of the $100,875.00 Tree Mitigation fee is required prior to any land clearing activities.

c) The conceptual drainage indicates that the drainage outfall for the site will be to the Walgreen's dry detention area. According to the survey along with a site visit, this detention area is heavily inundated with exotic trees and does not appear to have been maintained as required. Prior to this department's recommendation of DPCR approval the detention area shall be cleared of all vegetation, regraded as needed in order to restore to the permitted specifications, and sodded.

100 NORTH US 1, FORT PIERCE, FLORIDA 34950 • CITYOFFORTPIERCE.COM • TEL: 772.467.3000 • FAX: 772.460.6847

THE SUNRISE CITY
FORT PIERCE
PLANNING DEPARTMENT
Florida

DEVELOPMENT REVIEW

Property Information

Property address or Location: 2501 Virginia Avenue - Fort Pierce, FL 34981

Parcel ID #(s): 2420-111-0001-010-1

Project description: 5,000 SF building proposed for (3) part restaurant.

Application Type

☒ Site Plan ☐ Conditional Use w/New Construction ☐ Conceptual Development Plan

☐ Minor Amendment ☐ Major Amendment

Site Information

Non-Residential: Proposed Sq. Ft.: 5,000 Site Acreage: 0.85

Residential: Proposed Units: 0 Proposed Sq. Ft.: 0 Site Acreage: 0

Yazji Property Inc	Bradley J. Currie, AICP (Agent - EDC, Inc.)
Property Owner(s)	**Applicant/Representative, Title, Company**
910 SW Saint Lucie West Blvd	10250 SW Village Parkway #201
Street Address	Street Address
Port St Lucie FL 34986	Port St Lucie FL 34987
City State Zip	City State Zip
772-785-9515	772-462-2455
Phone Number	Phone Number
dryazji@regencydental.org	bradcurrie@edc-inc.com
Email Address	Email Address

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

Property Owner(s) Signature(s)

APPOINTMENTS ARE REQUIRED FOR APPLICATION SUBMITTALS

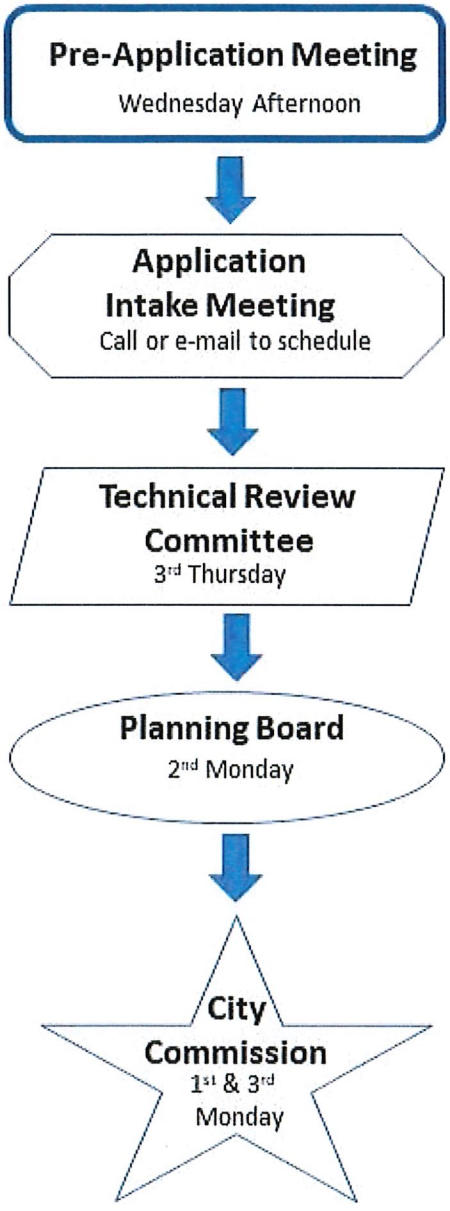
CALL 772.467.3737 OR E-MAIL PLANNING_DL@CITYOFFORTPIERCE.COM

For more information, please refer to the website:

https://www.cityoffortpierce.com/971/Application-Submittal-for-Technical-Revi

General Information

- **Incomplete application packets will not be accepted.**
- In-take meetings are required for application submittals.
- Site plan approval is valid for one (1) year following City Commission approval. To maintain site plan approval, vertical improvements, permitted by the Building Department must commence prior to the 12-month expiration date.
- Fee Schedule - https://www.cityoffortpierce.com/DocumentCenter/View/2620/Fee-Schedule-
- Public Notice Fees - https://www.cityoffortpierce.com/DocumentCenter/View/8818/Public-Notice-Fees-



Site Plan submittal requirements:

Submit one (1) original & three (3) hard copies and one (1) CD or Flash Drive of the following. Additional copies will be required of subsequent submittals.

- [x] Complete application
- [x] Warranty Deed
- [x] SLC Property Record Card
- [x] Detailed project description
- [x] General location map (see Section 125-313)
- [x] Survey (see Section 125-313)
- [x] Site Plan (see Section 125-313)
- [x] Landscaping Plan (see Section 123-37)
- [x] Conceptual Drainage Plan (see Section 125-313)
- [x] Environmental Impact Report
- N/A [ ] Beach/Dune System protection plan, if applicable (see Section 125-313)
- [x] Lighting Plan (see Section 125-313)
- [x] Design Review submittals (see Design Review application)
- [x] Traffic Impact Report
- [x] Concurrency Review submittals (see Concurrency Review application)

Yazji Property Inc
910 SW Saint Lucie West Blvd
Port St Lucie, FL 34986

AGENT CONSENT FORM

Project Name: Bray – 2501 Virginia Ave

Parcel ID: 2420-111-0001-010-1

BEFORE ME THIS DAY PERSONALLY APPEARED Manhal Yazji, 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 21 day of October, 2022, by Manhal Yazji (Name of Person Acknowledging) who is personally known to me or who has produced _____(type of identification) as identification and who did (did not) take an oath.

Notary Signature

Jennifer Goulas
Printed Name of Notary

Notary Public State of Florida
Jennifer Callie Goulas
My Commission HH 083114
Expires 01/20/2025
(Notary seal)

01-20-2025
My commission expires

Owner's Signature

Manhal Yazji
Owner's Name

5122 SW Sunshine Farms Way
Street Address

Palm City, FL 34990
City, State, Zip

772-201-3721 dryazji@regencydental.org
Telephone / Email

Bray Commercial Services
1025 SW Martin Downs Blvd Suite 205
Palm City, FL 34990

AGENT CONSENT FORM

Project Name: Bray – 2501 Virginia Ave – Ft Pierce, FL

Parcel ID: 2420-111-0001-010-1

BEFORE ME THIS DAY PERSONALLY APPEARED Nathaniel Bray, 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 31 day of August, 2022, by Nathaniel Bray (Name of Person Acknowledging) who is personally known to me or who has produced n/a (type of identification) as identification and who did (did not) take an oath.

Stacy Sanborn
Notary Signature

Stacy Sanborn
Printed Name of Notary

STACY SANBORN
Notary Public-State of Florida
Commission # HH 42835
My Commission Expires
November 07, 2024
(Notary seal)

11/7/2024
My commission expires

Nathaniel J Bray
Owner's Signature

Nathaniel J Bray
Owner's Name

1025 SW Martin Downs Blvd #205
Street Address

Palm City, FL 34990
City, State, Zip

561-510-2225/njb@brayrealtyadvisors.com
Telephone / Email

EDWIN M. FRY, Jr., CLERK OF THE CIRCUIT COURT - SAINT LUCIE COUNTY
FILE # 2867443 OR BOOK 2573 PAGE 906, Recorded 05/25/2006 at 12:40 PM
Doc Tax: $2327.50

(1)

This instrument was prepared by:
Ramina E. Kemnitz
Walgreen Co.
104 Wilmot Road, MS1420
Deerfield, Illinois 60015

AFTER RECORDING, RETURN TO:
Attn: Christine A. Renner 2 of 2
LandAmerica National Comm. Svcs.
10 South LaSalle Street, Ste. 2500
Chicago, IL 60603 CHI-360095

WARRANTY DEED

This WARRANTY DEED is made and entered into this 19th day of May, 2006, by and between WALGREEN CO., an Illinois corporation, whose address is 200 Wilmot Road, Deerfield, Illinois 60015 (hereinafter called the "Grantor"), to Yazji Property, Inc., a Florida corporation, whose address is 910 SW St. Lucie West Boulevard, Port St. Lucie, Florida 34906 (hereinafter called the "Grantee"):

W I T N E S S E T H:

The Grantor, for and in consideration of the sum of Ten and No/100 Dollars ($10.00) and other good and valuable considerations, the receipt and sufficiency of which are hereby acknowledged, hereby grants, bargains, sells, aliens, remises, releases, conveys and confirms unto the Grantee, its successors and assigns, all that certain land situated in S. Lucie County, Florida (the "Property"), to-wit:

See Exhibit A attached hereto and incorporated herein by reference subject to the matters set forth on Exhibit B attached hereto and incorporated by reference herein.

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

SUBJECT TO the following deed restriction which shall be a covenant binding upon Grantee and as a covenant running with the land:

The Property shall not be used for as long as there is an operational Walgreens store within 500 feet of the Property for the following prohibited uses:

(i) the operation of a drug store or a so-called prescription pharmacy or prescription ordering, processing, or delivery facility (whether or

RETURN TO: 0-050954-L
LandAmerica - Commercial Services
1001 N. Lake Destiny Road Ste 250
Maitland, FL 32751

Property Identification

Site Address: 2501 VIRGINIA AVE
Sec/Town/Range: 20/35S/40E
Parcel ID: 2420-111-0001-010-1
Jurisdiction: Fort Pierce

Use Type: 1000
Account #: 170941
Map ID: 24/20N
Zoning: General Co

Ownership

Yazji Property Inc

910 SW Saint Lucie West Blvd
Port St Lucie, FL 34986

Legal Description

20 35 40 FROM NE COR OF SEC RUN S 89 44 58 W ALG N SEC LI 40 FT,TH S 02 18 48 E 126.75 FT,TH N 49 3 37 W 50.98 FT TO SLY R/W ST RD 70,TH S 84 11 36 W 232.89 FT TO POB,TH S 84 11 36 W ALG S R/W LI OF VIRGINIA AV 62.44 FT TO CURVE CONC NLY,R OF 5789.58 FT,TH WLY ALG ARC 67.92 FT,TH S 2 18 48 E 264.77 FT,TH N 88 17 9 E 137.06 FT,TH N 1 42 51 W 12.33 FT TO CURVE CONC NWLY,R OF 4.50 FT,TH WLY ALG ARC 7.09 FT,TH N 1 51 10 W 32.67 FT,TH N 87 6 14 E 9.26 FT,TH N 4 14 46 W 205.80 FT,TH N 17 53 12 W 19.14 FT TO POB. SUBJ TO ESMT AS IN OR 2573-0911 (0.85 AC) (2573-906)

Total Areas

Finished/Under Air (SF):	0
Gross Sketched Area (SF):	0
Land Size (acres):	0.85
Land Size (SF):	37,042

Current Values

Just/Market Value:	$129,600
Assessed Value:	$129,600
Exemptions:	$0
Taxable Value:	$129,600

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.**

Building Design Wind Speed

Occupancy Category	I	II	III & IV
Speed	140	150	160

Sources/links:

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

Sale History

Date	Book/Page	Sale Code	Deed	Grantor	Price
May 19, 2006	2573 / 0906	XX00	WD	Walgreen Co,	$332,500
May 22, 1998	1148 / 0450	XX01	WD	VIRGINIA AND 25TH INC	$3,094,300

Building Information (1 of 1)

Finished Area: 0 SF

Gross Sketched Area: 0 SF

Exterior Data

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

Interior Data

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

Image or Sketch unavailable for display

Sketch Area Legend

Sub Area	Description	Area	Fin. Area	Perimeter

Special Features and Yard Items

Type	Qty	Units	Year Blt

Current Year Values

Current Values Breakdown

Building:	$0
Land:	$129,600
Just/Market:	$129,600
Ag Credit:	$0
Save Our Homes or 10% Cap:	$0
Assessed:	$129,600
Exemption(s):	$0
Taxable:	$129,600

Current Year Exemption Value Breakdown

Current Year Special Assessment Breakdown

Start Year	AssessCode	Units	Description	Amount
2013	0054	0.85037	North St. Lucie Water Management District	$25.00

This does not necessarily represent the total Special Assessements 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	$129,600	$129,600	$0	$129,600
2020	$129,600	$129,600	$0	$129,600
2019	$129,600	$129,600	$0	$129,600
2018	$129,600	$129,600	$0	$129,600

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

PROJECT DESCRIPTION & COVER LETTER
Bray – 2501 Virginia Avenue, Ft Pierce, FL
Development & Design Review Applications
Date November 10, 2022

REQUEST

On behalf of the Petitioner, Engineering Design & Construction, Inc. is requesting the approval of Design and Development Review Applications for the following subject property to be known further as Bray – 2501 Virginia Avenue in Fort Pierce, FL. The Applicant is requesting approval for the development of an attractive 5,000-sf (3) part restaurant / retail facility to be established to the immediate west of Walgreens at 25th Street and Virginia Avenue, in Fort Pierce, FL. This location is intended to include parking lot improvements, drainage, shared access with the existing business to the east, with additional photometrics, landscaping and site improvements as per Fort Pierce Land Development Code & Comprehensive Planning requirements.

SITE CHARACTERISTICS & PROJECT HISTORY

Subject parcel acreage is identified in the table below:

Parcel ID	Parcel Address	Acreage	Current FLU	Current Zoning
2420-111-0001-010-1	2501 Virginia Avenue	.85	GC	C-3
	TOTAL ACRES:	**.85**		

The property is generally located at the southwest corner of 25th Street and Virginia Ave, immediately west of a pre-existing Walgreens Pharmacy and retail store. The .85-acre property proposed for development currently maintains a General Commercial (GC) Future Land Use designation and is within the General Commercial (C-3) Zoning district. The parcel is identified in the attached aerial map and boundary and topographic survey is provided in the attached submittal for your reference as well.

The parcel immediately to the west of the proposed site for development currently remains within the Medium Density Residential (R-4) Zoning District with a Future Land Use designation of Medium Density Residential (RM) and is occupied actively by a Seventh Day Adventist Church. The property to the immediate south has a General Commercial (GC) Future Land Use designation and is within the General Commercial (C-3) Zoning district and is undeveloped at this time. After extensive investigation on foot and surveying, it appears that the area to the south may be drainage or otherwise undeveloped for a purpose yet to be determined. South of this undeveloped area is also within the Medium Density Residential (R-4) Zoning District with a Future Land Use designation of Medium Density Residential (RM) and is well-developed with occupied multi-family residences.

The property to the immediate east of the proposed site for development is an established Walgreens Pharmacy and retail store, which currently maintains a General Commercial (GC) Future Land Use designation and is within the General Commercial (C-3) Zoning district. This Walgreens property is at the southwest corner of Virginia Avenue and 25th Street and would share driveway access with the proposed development in 2 locations, and would share access to both Virginia Avenue and 25th Street via existing driveways without proposing additional construction to these major roadways aside from utility connectivity which would be done so as permitted by FPUA, FDOT and the City of Fort Pierce.

The parcel currently being proposed for development lies within the jurisdiction of FPUA for water, sewer, electric, and natural gas services, and will be served as such, as permitted.

Included in this submittal, please find the required Site Plan along with additional supplemental material in support of this request.

Based on the above and attached information, the Applicant and EDC, Inc. Staff respectfully seek your approval.

Z:\EDC-2022\22-326 - Bray - Virgina Ave Project\ENGINEERING\Documents\Submittal Documents\Applications\2022-11-XX_Dev_Rev_Bray_Virginia_Ave_22-326\4 - Detailed Project Narrative.docx

PCN 2420-111-0001-010-1 City of Fort Pierce, FL

2501 Virginia Avenue General Location Map

N

ENGINEERS ◆ SURVEYORS
ENVIRONMENTAL ◆ LAND PLANNERS
INTERIOR DESIGNERS

2501 Virginia Avenue

City of Ft Pierce, FL

PCN 2420-111-0001-010-1

Future Land Use Map

N

ENGINEERS ✦ SURVEYORS
ENVIRONMENTAL ✦ LAND PLANNERS
INTERIOR DESIGNERS

August 16, 2022

Bray Commercial Services
C/O Mr. Stephen Claren, A1A, NCARB
1025 SW Martin Down Blvd, Suite 205
Palm City, FL 34990

VIA Email: stephan@clarenarchitecture.com

Reference: **Environmental Assessment**
2501 Virginia Avenue
Fort Pierce, Florida
Parcel ID #: 2420-111-0001-010-1

Dear Mr. Claren,

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.

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

ENGINEERS ◆ SURVEYORS ◆ ENVIRONMENTAL

ENVIRONMENTAL ASSESSMENT

Parcel ID: 2420-111-0001-010-1
2501 Virginia Avenue
Fort Pierce, Florida

Date: August 16, 2022
Project # 22-326

Prepared For:
Bray Commercial Services
C/O Mr. Stephen Claren, A1A, NCARB
1025 SW Martin Down Blvd, Suite 205
Palm City, FL 34990
stephan@clarenarchitecture.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 one tax parcel (Parcel ID #: 2420-111-0001-010-1) comprised of 0.85 acres. The property is classified by the St. Lucie County Property Appraiser as vacant commercial (land use code 1000). The subject property is located at 2501 Virginia Avenue, west of S 25th Street in Fort Pierce, Florida. The subject property has a Future Land Use designation of General Commercial (GC). The subject property has a zoning designation of Commercial-3 (C-3). The subject property is further located within Section 20, Township 35 South and Range 40 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 August 12, 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 onsite. The site consists of mowed grass as the understory and a sparse canopy made up of pine, oak, and Brazilian pepper trees.

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 upland CLC code was identified onsite; 182112 – Urban Open Pine. Please refer to the attached Florida CLC map for the approximate location of the habitat(s) delineated onsite.

Common Name	Species Name
Slash Pine	*Pinus elliottii*
Live Oak	*Quercus virginiana*
Bahia Grass	*Paspalum notatum*
Brazilian Pepper**	*Schinus terebinthifolia*

***Nuisance Vegetation**
****Exotic/Invasive Vegetation**

Table 1: This table lists a representative sample of vegetative species observed within the uplands 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.

WILDLIFE EVALUATION:
EDC, Inc.'s Florida Fish and Wildlife Conservation Commission (FWC) Authorized Gopher Tortoise Agent performed a 100% gopher tortoise survey during the site visit. No tortoises or their burrows were observed onsite. No other state or federally listed plant/animal species or their habitats were observed onsite.

Due to the lack of native upland habitat or wetlands located on site, historical and continued anthropogenic disturbance (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:

Nettles sand – This is a poorly drained, nearly level soil found in areas of broad flatwoods. Typically the surface layer is 11 inches thick. Black sand comprises the upper 5 inches, very dark gray sand in the next three inches and dark gray sand in the lower 3 inches. Subsurface layer is light gray sand 22 inches thick. The water table is typically at a depth of 10 inches for 2 to 4 months during wet seasons, and at a depth of 10 to 40 inches for 6 months of longer in most years. Natural vegetation includes slash pine, cabbage palm, saw palmetto, wax myrtle, inkberry, fetterbush, creeping bluestem, chalky bluestem, Florida threeawn, and pineland threeawn. This soil has severe limitations for cultivated crops unless water control and other food management practices are provided. This soil has potential for improved pasture grasses and high potential for dwellings without basements, small commercial buildings, and roads.

Oldsmar sand – This poorly drained soil is found typically in broad areas in the flatwoods. Typically the surface layer is black fine sand about 5 inches thick. The water table is at a depth of less than 10 inches for 2 to 4 months during the wet season and within a depth of 40 inches for more than 6 months. Natural vegetation consists of slash pine, saw palmetto, inkberry, rusty lyonia, black root, penny royal, pineland threeawn, chalky bluestem, panicum and various grasses. The soil is well suited for pasture and hay crops.

CITY OF FORT PIERCE REGULATIONS:
The following lists the City of Fort Pierce Code of Ordinances as they pertain to the subject property. As part of the local approval process, the applicant will be required to comply with the below items.

Sec. 123-66: *Any native tree at least 14 inches in diameter at breast height (DBH), except for palms which have a minimum clear trunk of ten feet, shall be preserved and protected. A land clearing permit shall demonstrate why the tree(s) should not be protected or why it is not feasible to develop without removal of the tree(s). Mitigation is required for the loss of any native tree meeting the above criteria.*

Trees meeting the protection criteria as stated above were observed onsite. Please see attached the Tree Survey Report.

SUMMARY:

The subject property evaluated as part of this Environmental Assessment consists of one tax parcel (Parcel ID #: 2420-111-0001-010-1) comprised of 0.85 acres. The property is classified by the St. Lucie County Property Appraiser as vacant commercial (land use code 1000). The subject property is located at 2501 Virginia Avenue, west of S 25th Street in Fort Pierce, Florida.

It is the professional opinion of EDC that no native upland habitat or wetlands are located onsite. Additionally, no gopher tortoises or any other listed wildlife and/or plant species or their habitats were observed onsite. Trees meeting the City of Fort Pierce protection criteria were located onsite and a Tree Survey Report is included with this Environmental Assessment (EA).

ENGINEERS ◔ SURVEYORS ◔ ENVIRONMENTAL

Environmental Assessment

2501 Virginia Avenue
Fort Pierce, Florida

Location Map

Project: 22-326	Bray Commercial Services	08/16/2022

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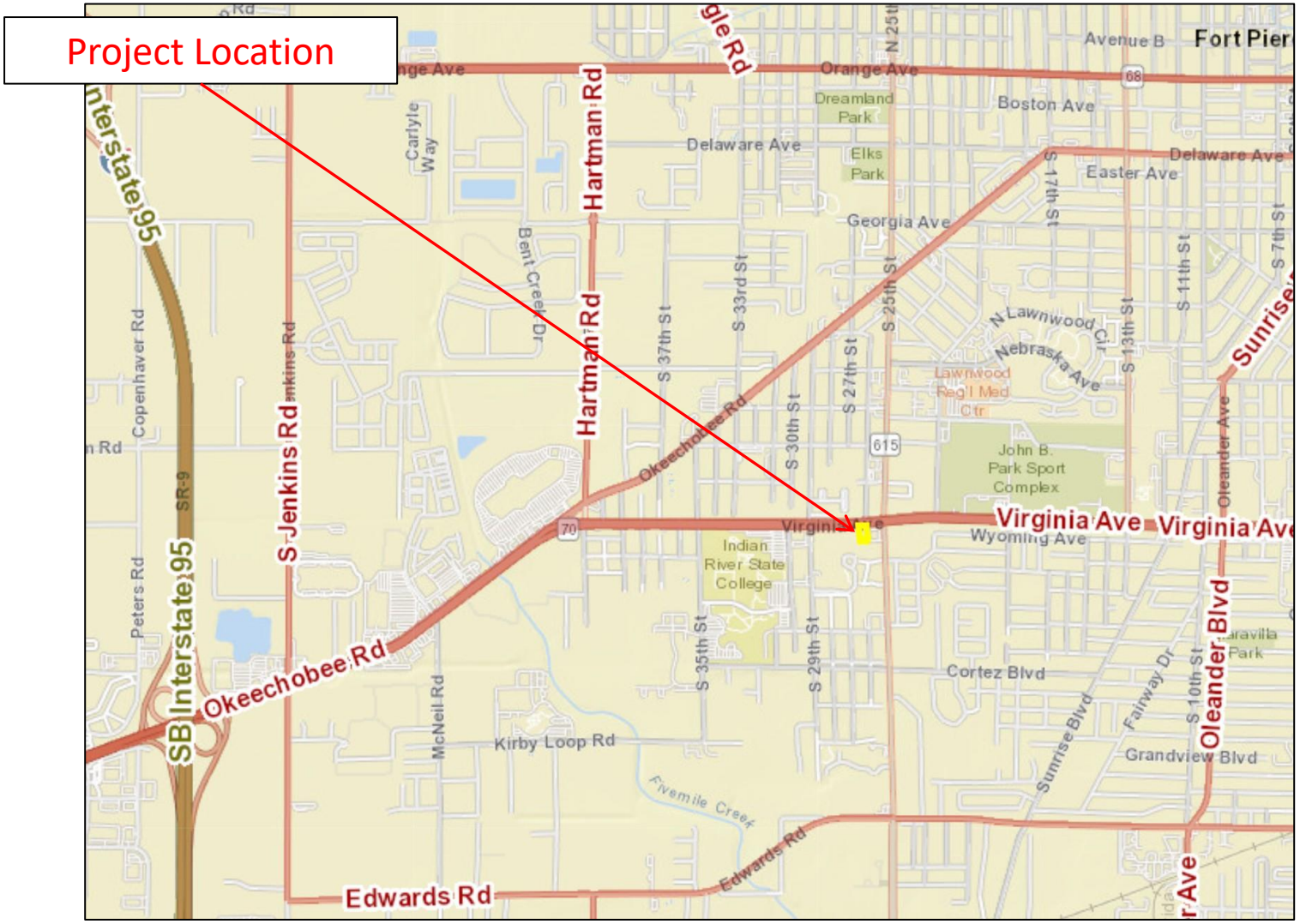


ENGINEERS SURVEYORS ENVIRONMENTAL

Environmental Assessment

2501 Virginia Avenue
Fort Pierce, Florida

Property Appraiser & Florida Cooperative Land Cover (CLC) Map

Project: 22-326	Bray Commercial Services	08/16/2022

N

Florida CLC	
182112 – Urban Open Pine	

ENGINEERS SURVEYORS ENVIRONMENTAL

Environmental Assessment

2501 Virginia Avenue
Fort Pierce, Florida

USDA Web Soil Survey Map

Project: 22-326	Bray Commercial Services	08/16/2022

N

St. Lucie County, Florida (FL111)

St. Lucie County, Florida (FL111)

Map Unit Symbol	Map Unit Name	Acres in AOI	Percent of AOI
25	Nettles and Oldsmar sands	0.8	100.0%
Totals for Area of Interest		**0.8**	**100.0%**

August 12, 2022

Bray Commercial Services
C/O Mr. Stephan Claren, AIA, NCARB
1025 SW Martin Downs Blvd., Ste 205
Palm City, FL 34990

Email: stephan@clarenarchitecture.com

Reference: **Tree Survey**
2501 Virginia Ave. – 085ac.
City of Fort Pierce, Florida

Prepared by: Anthony A. Adams
International Society of Arboriculture Certified Arborist FL-9472A

Certification of Performance

I, Anthony A. Adams, certify to the best of my knowledge, and abilities:

That I have personally inspected the tree(s) and or the property referred to in this report.

That it is my professional opinion, that the following report is true, and the conclusions and results stated are correct based on the information received about the property evaluated and the evaluation methods followed.

That the reported analyses, opinions, and conclusions are only limited by the reported assumptions, methods and limiting conditions and my personal, unbiased professional analyses, opinions and conclusions.

That EDC, Inc. acts as an independent tree, and environmental consultant.

That this Report, or parts of this Report, have not been revealed to any party other than the Client named and will not be revealed to any other party unless authorized to do so by Client named or by due process of law or by legally required public testimony by this firm of these results.

This report is written in good faith and all rights are reserved by EDC, Inc. It is for use by the client named only.

Signature:  Date: 08/12/2022

REPORT

I. Introduction

This Report is written for Bray Commercial Services. It is based on information obtained from the site visit, to provide and assign values to the trees located on the subject property. This subject property is currently vacant. Site visits to review the trees were performed on August 12, 2022.

II. Property Involved

The subject parcels involved are located 2501 Virginia Avenue, Fort Pierce, FL – with a PCN# of 2420-111-0001-010-1, currently zoned as General Commercial. The trees are located throughout the property. This Tree Report includes only the listed trees on the subject parcels.

III. Data Collection

The property/trees were evaluated by site visit to determine environmental conditions. This appraisal is based on value of subject as per ISA “Rule 14-40.030, Florida Administrative Code”. See Appendix A for full tree data.

IV. Limiting Conditions

This “Arboriculture Report” includes only the listed trees, landscape conditions in the immediate area where the tree is located, and conditions caused by or attributable to the trees on this property.

Limits of the Assignment

1. This report is not intended as and does not represent legal advice and should not be relied upon to take the place of such advice.

2. This report is limited to documenting the condition of the tree on the dates given. Care has been taken to obtain all information from reliable sources. All data has been verified insofar as possible; however, the consultant can neither guarantee nor be responsible for the accuracy of information provided by others.

3. Loss or alteration of any part of this report invalidates the entire report.

4. Sketches and photographs used in this report are intended as visual aids only and are not necessarily to scale.

V. Discussion

There is a total of thirty-three (33) native trees on the subject parcels that meet City of Fort Pierce requirements for mitigation. The cost break-down can be found in the next section. All trees listed meet requirements for mitigation.

VI. Conclusions and Recommendations

Values are calculated for 14" D.B.H. native trees and greater as per City of Fort Pierce code.

Formula(s) used:

Trees

(Total D.B.H. Inches)	x ($250)	=	Mitigation Costs for Trees

Palms

(Total # of Palms)	x ($200)	=	Mitigation Costs for Palms

Trees =	(574.5in.)	x	$250	=	$143,625.00
Palms =	(0)	x	$250	=	$0.00

Total Mitigation Cost = $143,625.00 fee

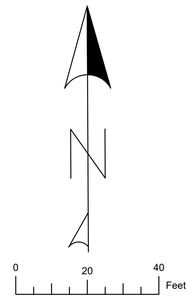
City of Fort Pierce counts native trees planted on-site at a ratio of 1:1 credit towards mitigation. However, trees must be at least 12' tall, and 2.5" DBH. Palm trees must be replaced at 1:1 ratio.

Total required mitigation amounts to 574.5 inches.

Please see updated Tree Table in Appendix A.

Appendix A

Tree Table and Map



TREE TABLE		
#	TYPE	DBH
1	PINE	21.2
2	PINE	16.2
3	PINE	18.4
4	PINE	15.6
5	PINE	15.5
6	PINE	15.7
7	PINE	17.7
8	PINE	18.4
9	PINE	19.7
10	PINE	22.7
11	LIVE OAK	17
12	LIVE OAK	19.4
13	LIVE OAK	14.5
14	PINE	25.7
15	PINE	17.5
16	PINE	15
17	PINE	20.4
18	PINE	17.7
19	PINE	17.3
20	PINE	14
21	PINE	16.5
22	PINE	14.1
23	PINE	17.1
24	PINE	24
25	PINE	15.9
26	PINE	16.9
27	PINE	14.8
28	PINE	15.8
29	PINE	14.5
30	PINE	15.6
31	PINE	18.2
32	PINE	16.7
33	PINE	14.8

ENGINEERS & SURVEYORS
ENVIRONMENTAL
10250 VILLAGE PARKWAY
SUITE 201
PORT ST. LUCIE, FL 34987
772-462-2455
www.edc-inc.com
F.B.P.E. CERTIFICATE OF AUTHORIZATION 9935
L.B. CERTIFICATE OF AUTHORIZATION 8098

DESIGNED BY: AAA
DRAWN BY:
FILENAME: 22-326 TREES.dwg
LAYOUT: RH 24X36
SCALE: AS SHOWN
DATE: 08/12/2022

REVISION COMMENTS
DATE | #

22-326 BRAY - VIRGINIA AVENUE
CITY OF FORT PIERCE FLORIDA

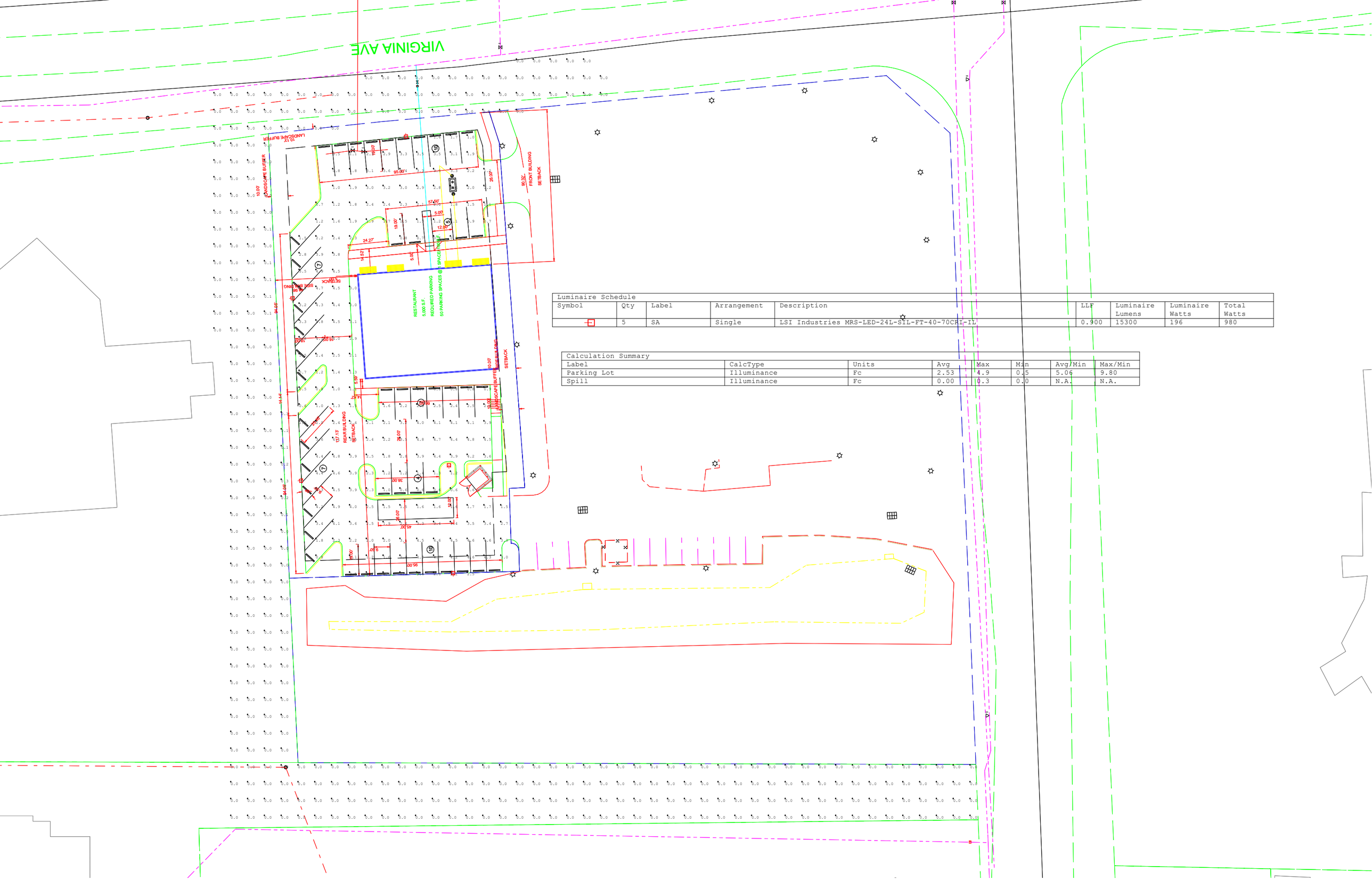
TREE SURVEY

JULY-2022

10250 SW VILLAGE PARKWAY - SUITE 201
PORT SAINT LUCIE, FL 34987
772-462-2455

22-326

1 OF 1



Luminaire Schedule								
Symbol	Qty	Label	Arrangement	Description	LLF	Luminaire Lumens	Luminaire Watts	Total Watts
	5	SA	Single	LSI Industries MRS-LED-24L-SIL-FT-40-70CRI-IL	0.900	15300	196	980

Calculation Summary							
Label	CalcType	Units	Avg	Max	Min	Avg/Min	Max/Min
Parking Lot	Illuminance	Fc	2.53	4.9	0.5	5.06	9.80
Spill	Illuminance	Fc	0.00	0.3	0.0	N.A.	N.A.

Catalog #: _____ Project: _____

Prepared By: _____ Date: _____ Type: _____

Mirada Small Area (MRS)

Outdoor LED Area Light

IP66 IK08

OVERVIEW	
Lumen Package	6,000 - 24,000
Wattage Range	41 - 196
Efficacy Range (LPW)	112 - 156
Fixture Weight lbs (kg)	20 (9.1)

QUICK LINKS

Ordering Guide | Performance | Photometrics | Dimensions

FEATURES & SPECIFICATIONS

Construction

- Rugged die-cast aluminum housing contains factory prewired driver and optical unit. Cast aluminum wiring access door located underneath.
- Fixtures are finished with LSI's DuraGrip® polyester powder coat finishing process. The DuraGrip finish withstands extreme weather changes without cracking or peeling. Other standard LSI finishes available. Consult factory.
- Shipping weight: 27 lbs in carton.

Optical System

- State-of-the-Art one piece silicone optic sheet delivers industry leading optical control with an integrated gasket to provide IP66 rated seal.
- Proprietary silicone refractor optics provide exceptional coverage and uniformity in distribution types 2, 3, 5W, and FT.
- Silicone optical material does not yellow or crack with age and provides a typical light transmittance of 93%.
- Zero uplight.
- Available in 5000K, 4000K, and 3000K color temperatures per ANSI C78.377
- Minimum CRI of 70.
- Integral louver (IL) and house-side shield (IH) options available for improved backlight control without sacrificing street side performance. See page 3 for more details.

Electrical

- High-performance driver features over-voltage, under-voltage, short-circuit and over temperature protection.
- 0-10V dimming (10% - 100%) standard.
- Standard Universal Voltage (120-277 VAC) Input 50/60 Hz or optional High Voltage (347-480 VAC).
- L70 Calculated Life: >60k Hours
- Total harmonic distortion: <20%
- Operating temperature: -40°C to +50°C (-40°F to +122°F).
- Power factor: >.90
- Input power stays constant over life.
- Field replaceable 10kV surge protection device meets a minimum Category C Low operation (per ANSI/IEEE C62.41.2).
- High-efficacy LEDs mounted to metal-core circuit board to maximize heat dissipation
- Driver is fully encased in potting material for moisture resistance and complies with FCC standards. Driver and key electronic components can easily be accessed.

Controls

- Optional integral passive infrared Bluetooth™ motion and photocell sensor. Fixtures operate independently and can be commissioned via iOS or Android configuration app.
- LSI's AirLink™ wireless control system options reduce energy and maintenance costs while optimizing light quality 24/7.

Installation

- Designed to mount to square or round poles.
- A single fastener secures the hinged door, underneath the housing and provides quick & easy access to the electrical compartment.
- Included terminal block accepts up to 12 ga. wire.
- Utilizes LSI's traditional B3 drill pattern.

Warranty

- LSI luminaires carry a 5-year limited warranty. Refer to https://www.lsicorp.com/resources/terms-conditions-warranty/ for more information.

Listings

- Listed to UL 1598 and UL 8750.
- Meets Buy American Act requirements.
- IDA compliant; with 3000K color temperature selection.
- Title 24 Compliant; see local ordinance for qualification information.
- Suitable for wet locations.
- IP66 rated Luminaire per IEC 60598-1.
- 3G rated for ANSI C136.31 high vibration applications are qualified.
- IK08 rated luminiare per IEC 66262 mechanical impact code
- DesignLights Consortium® Listings in progress.

Type: _____

Mirada Small Area Light (MRS)

Back to Quick Links

ORDERING GUIDE

TYPICAL ORDER EXAMPLE: **MRS LED 18L SIL FT UNV DIM 40 70CRI ALBCS1 BLK IH**

Family	Light Source	Lumen Package	Lens	Distribution	Orientation[2]	Voltage	Driver
MRS - Mirada Small Area Light	**LED**	**6L** - 6,000 lms **9L** - 9,000 lms **12L** - 12,000 lms **15L** - 15,000 lms **18L** - 18,000 lms **21L** - 21,000 lms **24L** - 24,000 lms **Custom Lumen Packages**[1]	**SIL** - Silicone	**2** - Type 2 **3** - Type 3 **5W** - Type 5 Wide **FT** - Forward Throw	**(blank)** - standard **L** - Optics rotated left 90° **R** - Optics rotated right 90°	**UNV** - Universal Voltage (120-277V) **HV** - High Voltage (347-480V)	**DIM** - 0-10V Dimming (0-10%)

Color Temp	Color Rendering	Controls (Choose One)	Finish	Options
50 - 5,000 CCT **40** - 4,000 CCT **30** - 3,000 CCT	**70CRI** - 70 CRI	**(Blank)** - None **Wireless Controls System** **ALSC** - AirLink Synapse Control System **ALSCS2** - AirLink Synapse Control System with 12-20' MH Motion Sensor **ALSCS4** - AirLink Synapse Control System with 20-40' MH Motion Sensor **ALBCS1** - AirLink Blue Wireless Motion & Photo Sensor Controller (8-24' MH) **ALBCS2** - AirLink Blue Wireless Motion & Photo Sensor Controller (25-40' MH) **Stand-Alone Controls** **EXT** - 0-10v Dimming leads extended to housing exterior **CR7P** - 7 Pin Control Receptade ANSI C136.41[3] **IMSBT1** - Integral Bluetooth™ Motion and Photocell Sensor (8-24' MH)[4] **IMSBT2** - Integral Bluetooth™ Motion and Photocell Sensor (25-40' MH)[4]	**BLK** - Black **BRZ** - Dark Bronze **GMG** - Gun Metal Gray **GPT** - Graphite **MSV** - Metallic Silver **PLP** - Platinum Plus **SVG** - Satin Verde Green **WHT** - White	**(Blank)** - None **IH** - Integral Houseside Shield[2] **IL** - Integral Louver (Sharp Spill Light Cutoff)[2]

Accessory Ordering Information[5]

CONTROLS ACCESSORIES

Description	Order Number
Twist Lock Photocell (120V) for use with CR7P	122514
Twist Lock Photocell (208-277) for use with CR7P	122515
Twist Lock Photocell (347V) for use with CR7P	122516
Twist Lock Photocell (480V) for use with CR7P	1225180
AirLink 5 Pin Twist Lock Controller	661409
AirLink 7 Pin Twist Lock Controller	661410
Pole-Mounted Occupancy Sensor (24V)	663284CLR[6]
Shorting Cap for use with CR7P	149328

MOUNTING ACCESSORIES

Description	Order Number[6]
Universal Mounting Bracket	684616CLR
Adjustable Slip Fitter (2" - 2 3/8" Tenon)	688138CLR
Horizontal Slip Fitter (2" - 2 3/8" Tenon)	652761CLR
Quick Mount Pole Bracket (Square Pole)	687073CLR
Quick Mount Pole Bracket (4-5" Round Pole)	689903CLR
15 Tilt Quick Mount Pole Bracket (Square Pole)	688003CLR
15 Tilt Quick Mount Pole Bracket (4-5" Round Pole)	689905CLR
Wall Mount Bracket	382132CLR

FUSING OPTIONS[7]

Description	Order Number
Single Fusing (120V)	See Fusing Accessory Guide
Single Fusing (277V)	
Double Fusing (208V, 240V)	
Double Fusing (480V)	
Double Fusing (347V)	

SHIELDING OPTIONS

Mirada Small	See Shielding Guide
Mirada Medium	
Mirada Large	
Zone Medium	
Zone Large	
Slice Medium	

SHIELDING & MISCELLANEOUS ACCESSORIES

Description	Order Number
Integral Louver/Shield	763445
Internal Houseside Shield	763446
10' Linear Bird Spike Kit (2' Recommended per Luminaire)	751632

FOOTNOTES:

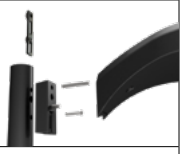
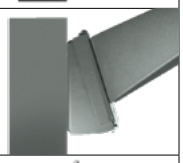
1. Custom lumen and wattage packages available, consult factory. Values are within industry standard tolerances but not DLC listed.
2. Not available on "Type 5W" distribution.
3. Control device or shorting cap must be ordered separately. See Accessory Ordering Information.
4. IMSBT is field configurable via the LSI app that can be downloaded from your smartphone's native app store.
5. Accessories are shipped separately and field installed.
6. "CLR" denotes finish. See Finish options.
7. Fusing must be located in hand hole of pole. See Fusing Accessory Guide for compatability.

Type: _____

Mirada Small Area Light (MRS)

ACCESSORIES

MOUNTING ACCESSORIES

Side Arm	**Universal Mounting Bracket** Mounts to ≥ 3" square or round (tapered/straight) poles with (2) mounting hole spaces between 3.5" to 5" **Part Number: BKA UMB CLR**	
	Quick Mount Plate True one person installation to existing/new contruction poles with hole spaces beteen 2.4 to 4.6" **Part Number: BKS PQM B3B5 XX CLR**	
	15° Tilt Quick Mount Plate True one person installation to existing/new contruction poles with hole spaces beteen 2.4 to 4.6" **Part Number: BKS PQ15 B3B5 XX CLR**	
Tenon / Slipfitter	**Adjustable Slipfitter** Mounts onto a 2" (51mm) IP, 2.375" (60mm) O.D. tenon and provides 180° of tilt (max 45° above horizontal) **Part Number: BKA ASF CLR**	
	Square Tenon Top Mounts onto a 2" (51mm) IP, 2.375" (60mm) O.D. tenon and allows for mounting up to 4 luminaires **Part Number: BKA XNM ***	
	Square Internal Slipfitter Mounts inside 4" or 5" square pole and allows for mounting up to 4 lumianires **Part Number: BKA X_ISF * CLR**	
Wall Mount/ Wood Pole	**Wall Mount Bracket** Mounts onto vertical wall surface (hardware/anchors not included) **Part Number: BKS XBO WM CLR**	
	Wood Pole Bracket Mounts onto wooden poles (6" minimum OD, hardware/anchors not inlcuded) **Part Number: BKS XBO WP CLR**	

SHIELDING, POLES & MISC. ACCESSORIES

Shielding	**Integral Louver** Field Install Integral Louver provides maximum backlight control by shiedling each individual row of LEDS **Part Number: 686485**	
	Integral Half Louver Field Install Integral Half Louver provides great backlight control without impacting front side distribution. **Part Number: 743416**	
	External Shield External shield blocks view of light source from anyside of luminaire, additional shielding configurations available **Part Number: 785970BLK (3") / 785962BLK (6")**	
Poles	**Square Poles** 14 - 39' steel and aluminum poles in 4", 5" and 6" sizes for retrofit and new construction **Part Number: 4SQ/5SQ/6SQ**	
	Round Poles 10 - 30' steel and aluminum poles in 4" and 5" sizes for retrofit and new construction **Part Number: 4RP/5RP**	
	Tapered Poles 20' - 39' steel and aluminum poles for retrofit and new construction **Part Number: RTP**	
Misc.	**Bird Spikes** 10' Linear Bird Spike Kit, 4' recommended per luminaire, includes silcone adhesive and application tool **Part Number: 751632**	

Replace CLR with paint finish description

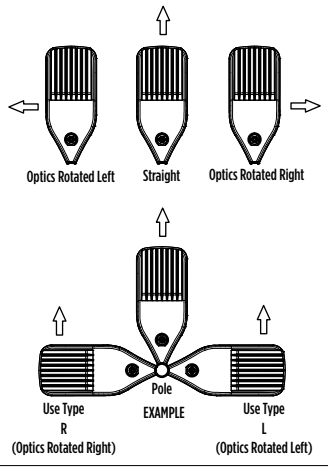
Repleace XX with SQ for square pole or RD for round pole (≥3" OD)

Replace * with S (Single), D180 (Double @180°), D90 (Double @90°), T90 (Triple), Q90 (Quad)

Replace _ with 4 (4" square pole) or 5 (5" square pole)

OPTICS ROTATION

Top View



ACCESSORIES/OPTIONS

Integral Louver (IL) and House-Side Shield (IH)

Accessory louver and shield available for improved backlight control without sacrificing street side performance. LSI's Integral Louver (L) and Integral House-Side Shield (IH) options deliver backlight control that significantly reduces spill light behind the poles for applications with pole locations close to adjacent properties. The design maximizes forward reflected light while reducing glare, maintaining the optical distribution selected, and most importantly eliminating light trespass. Both options rotate with the optical distribution.

Luminaire Shown with Integral Louver (IL)

Luminaire Shown with IMSBT Option

7 Pin Photoelectric Control

7-pin ANSI C136.41-2013 control receptacle option available for twist lock photocontrols or wireless control modules. Control accessories sold separately. Dimming leads from the receptacle will be connected to the driver dimming leads (Consult factory for alternate wiring).

Luminaire Shown with CR7P

DELIVERED LUMENS*

Lumen Package	Distribution	CRI	3000K CCT			4000K CCT			5000K CCT			Wattage
			Delivered Lumens	Efficacy	BUG Rating	Delivered Lumens	Efficacy	BUG Rating	Delivered Lumens	Efficacy	BUG Rating	
6L	2	70	6045	148	B2-U0-G1	6268	154	B2-U0-G1	6253	153	B2-U0-G1	41
	3		6145	151	B1-U0-G2	6372	156	B1-U0-G2	6357	156	B1-U0-G2	
	5W		5812	142	B3-U0-G1	6,026	148	B3-U0-G1	6012	147	B3-U0-G1	
	FT		5947	146	B1-U0-G1	6166	151	B1-U0-G1	6152	151	B1-U0-G1	
9L	2	70	9091	145	B2-U0-G2	9484	152	B2-U0-G2	9462	151	B2-U0-G2	63
	3		9241	148	B2-U0-G2	9641	154	B2-U0-G2	9619	154	B2-U0-G2	
	5W		8740	140	B3-U0-G2	9,118	146	B3-U0-G2	9097	144	B3-U0-G2	
	FT		8943	143	B2-U0-G2	9330	149	B2-U0-G2	9308	149	B2-U0-G2	
12L	2	70	12132	141	B3-U0-G2	12685	148	B3-U0-G2	12514	146	B3-U0-G2	86
	3		12333	143	B2-U0-G2	12894	150	B2-U0-G2	12721	148	B2-U0-G2	
	5W		11664	136	B4-U0-G2	12195	142	B4-U0-G2	12031	140	B4-U0-G2	
	FT		11935	139	B2-U0-G2	12479	145	B2-U0-G2	12311	143	B2-U0-G2	
15L	2	70	14220	128	B3-U0-G2	15167	137	B3-U0-G2	14488	131	B3-U0-G2	111
	3		14938	135	B2-U0-G2	15933	144	B2-U0-G2	15219	137	B2-U0-G2	
	5W		14304	129	B4-U0-G2	15257	137	B4-U0-G2	14574	131	B4-U0-G2	
	FT		14342	129	B2-U0-G2	15297	138	B2-U0-G2	14612	132	B2-U0-G2	
18L	2	70	16438	122	B3-U0-G3	17552	130	B3-U0-G3	16747	124	B3-U0-G3	135
	3		17267	128	B3-U0-G3	18417	137	B3-U0-G3	17592	131	B3-U0-G3	
	5W		16535	123	B4-U0-G2	17636	133	B5-U0-G3	16846	125	B4-U0-G2	
	FT		16578	123	B3-U0-G3	17682	131	B3-U0-G3	16890	125	B3-U0-G3	
21L	2	70	19488	118	B3-U0-G3	20786	126	B3-U0-G3	19885	120	B3-U0-G3	165
	3		20472	124	B3-U0-G3	21835	132	B3-U0-G3	20857	126	B3-U0-G3	
	5W		19604	119	B5-U0-G3	20,909	126	B5-U0-G3	19973	121	B5-U0-G3	
	FT		19655	119	B3-U0-G3	20964	127	B3-U0-G3	20025	121	B3-U0-G3	
24L	2	70	21976	112	B3-U0-G3	23439	120	B3-U0-G3	22390	114	B3-U0-G3	196
	3		23085	118	B3-U0-G3	24622	126	B3-U0-G3	23519	120	B3-U0-G3	
	5W		22105	113	B5-U0-G3	23578	120	B5-U0-G3	22522	115	B5-U0-G3	
	FT		22164	113	B3-U0-G3	23640	121	B3-U0-G3	22581	115	B3-U0-G3	

*LEDs are frequently updated therefore values are nominal.

ELECTRICAL DATA (AMPS)*

Lumens	120V	208V	240V	277V	347V	480V
6L	0.34	0.20	0.17	0.15	0.12	0.09
9L	0.52	0.30	0.26	0.23	0.18	0.13
12L	0.72	0.41	0.36	0.31	0.25	0.18
15L	0.93	0.53	0.46	0.40	0.32	0.23
18L	1.12	0.65	0.56	0.49	0.39	0.28
21L	1.38	0.80	0.69	0.60	0.48	0.34
24L	1.63	0.94	0.82	0.71	0.56	0.41

*Electrical data at 25°C (77°F). Actual wattage may differ by +/-10%

RECOMMENDED LUMEN MAINTENANCE[1]

Ambient Temp	Lumen Multiplier				
C	0 hrs.[2]	25K hrs.[2]	50K hrs.[2]	75K hrs.[3]	100K hrs.[3]
0 C - 25 C	100%	95%	89%	84%	79%
40 C	100%	94%	87%	80%	74%

FOOTNOTES:

1. Lumen maintenance values at 25°C are calculated per TM-21 based on LM-80 data and in-situ luminaire testing.
2. In accordance with IESNA TM-21-11, Projected Values represent interpolated value based on time durations that are within six times (6X)the IESNA LM-80-08 total test duration (in hours) for the device under testing ((DUT) i.e. the packaged LED chip).
3. In accordance with IESNA TM-21-11, Calculated Values represent time durations that exceed six times NA LM-80-08 total test duration (in hours) for the device under testing ((DUT) i.e. the packaged LED chip).

PHOTOMETRICS

Back to Quick Links

Luminaire photometry has been conducted by an accredited laboratory in accordance with IESNA LM-79. As specified by IESNA LM-79 the entire luminaire is tested as the source resulting in a luminaire efficiency of 100%.

MRS-LED-18L-SIL-2-40-70CRI

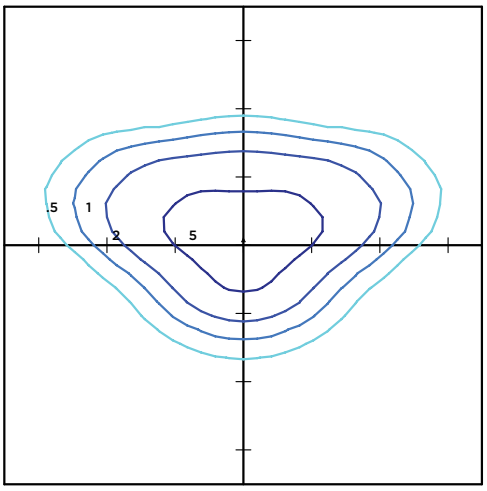
LUMINAIRE DATA

Type 2 Distribution	
Description	4000 Kelvin, 70 CRI
Delivered Lumens	17,532
Watts	135
Efficacy	130
IES Type	Type II - Short
BUG Rating	B3-U0-G3

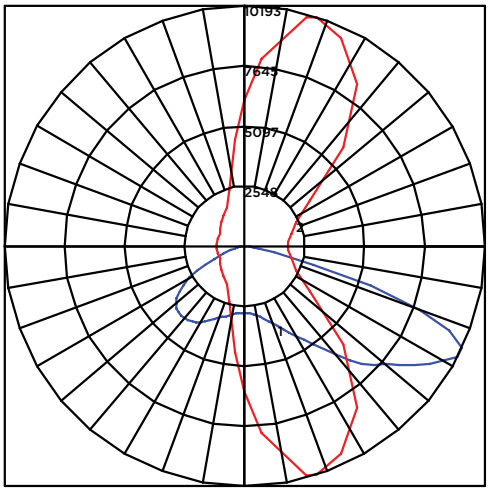
Zonal Lumen Summary

Zone	Lumens	%Luminaire
Low (0-30)°	2831	16%
Medium (30-60)°	10310	59%
High (60-80)°	4208	24%
Very High (80-90)°	184	1%
Uplight (90-180)°	0	0%
Total Flux	17532	100%

ISO FOOTCANDLE



POLAR CURVE



20' Mounting Height/20' Grid Spacing

5 FC **2 FC** **1 FC** **0.5 FC**

MRS-LED-18L-SIL-3-40-70CRI

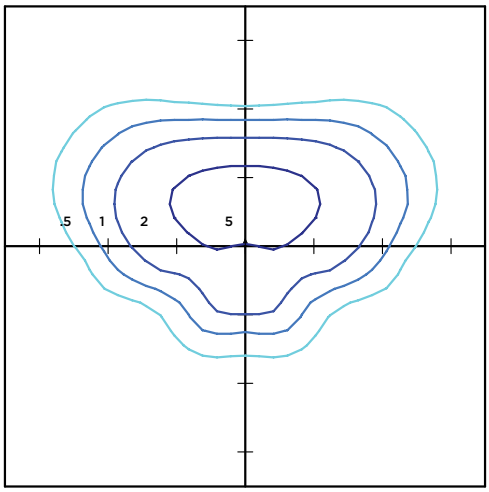
LUMINAIRE DATA

Type 3 Distribution	
Description	4000 Kelvin, 70 CRI
Delivered Lumens	18,417
Watts	135
Efficacy	137
IES Type	Type III - Short
BUG Rating	B3-U0-G3

Zonal Lumen Summary

Zone	Lumens	%Luminaire
Low (0-30)°	2329	13%
Medium (30-60)°	10634	61%
High (60-80)°	5246	30%
Very High (80-90)°	208	1%
Uplight (90-180)°	0	0%
Total Flux	18417	100%

ISO FOOTCANDLE



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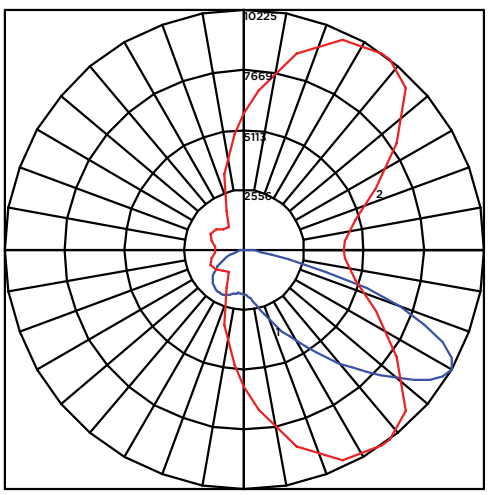


20' Mounting Height/20' Grid Spacing

5 FC **2 FC** **1 FC** **0.5 FC**

PHOTOMETRICS (CONT)

MRS-LED-18L-SIL-FT-40-70CRI

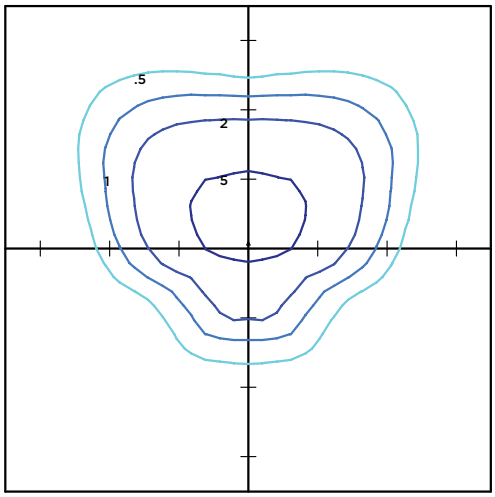
LUMINAIRE DATA

Type FT Distribution	
Description	4000 Kelvin, 70 CRI
Delivered Lumens	17,682
Watts	135
Efficacy	131
IES Type	Type III - Short
BUG Rating	B3-U0-G2

Zonal Lumen Summary

Zone	Lumens	%Luminaire
Low (0-30)°	2255	13%
Medium (30-60)°	9463	54%
High (60-80)°	5696	32%
Very High (80-90)°	268	2%
Uplight (90-180)°	0	0%
Total Flux	17682	100%

ISO FOOTCANDLE



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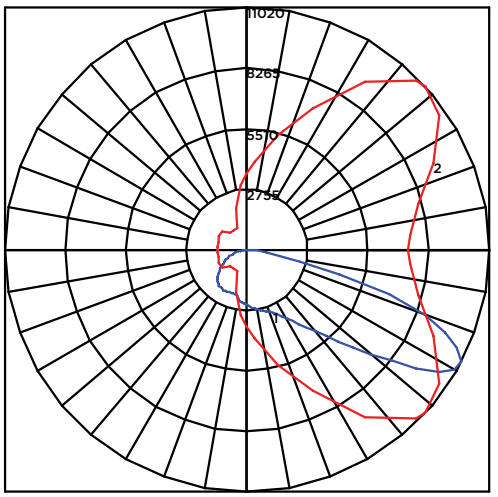


20' Mounting Height/20' Grid Spacing

5 FC 2 FC 1 FC 0.5 FC

MRM-LED-30L-SIL-5W-40-70CRI

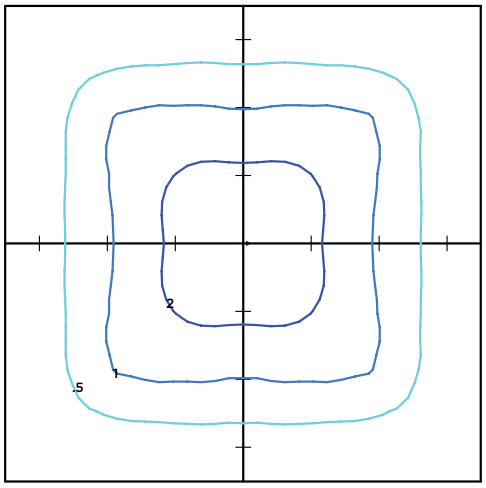
LUMINAIRE DATA

Type 5W Distribution	
Description	4000 Kelvin, 70 CRI
Delivered Lumens	17,636
Watts	135
Efficacy	131
IES Type	Type VS - Short
BUG Rating	B4-U0-G2

Zonal Lumen Summary

Zone	Lumens	%Luminaire
Low (0-30)°	1646	9%
Medium (30-60)°	7453	43%
High (60-80)°	8405	48%
Very High (80-90)°	132	1%
Uplight (90-180)°	0	0%
Total Flux	17636	100%

ISO FOOTCANDLE



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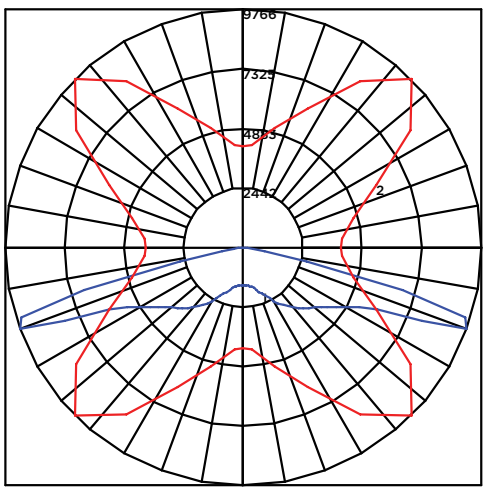


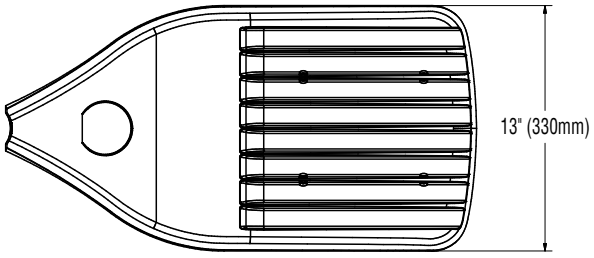
20' Mounting Height/20' Grid Spacing

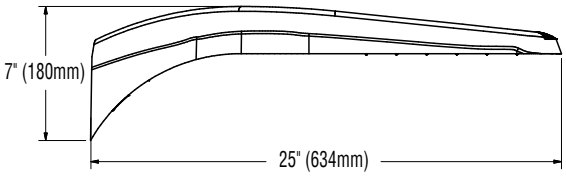
5 FC 2 FC 1 FC 0.5 FC

Mirada Small Area Light (MRS)

PRODUCT DIMENSIONS

Back to Quick Links

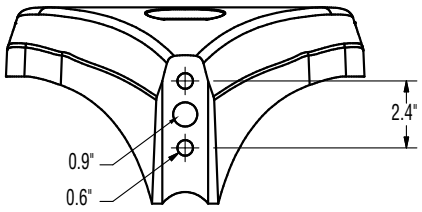




LUMINAIRE EPA CHART - MRS

Tilt Degree		0°	30°	45°
	Single	0.5	1.3	1.8
	D180°	0.9	1.3	1.8
	D90°	0.9	1.8	2.2

Tilt Degree		0°	30°	45°
	T90°	1.4	2.3	2.6
	TN120°	1.4	1.9	2.3
	Q90°	1.4	2.3	2.6



B3 Drill Pattern

CONTROLS

AirLink Wireless Lighting Controller

The AirLink integrated controller is a California Title 24 compliant lighting controller that provides real-time light monitoring and control with utility-grade power monitoring. It includes a 24V sensor input and power supply to connect a sensor into the outdoor AirLink wireless lighting system. The wireless integrated controller is compatible with this fixture.

Click here to learn more about AirLink.

Integral Bluetooth™ Motion and Photocell Sensor (IMSBT)

Slim low profile sensor provides multi-level control based on motion and/or daylight. Sensor controls 0-10 VDC LED drivers and is rated for cold and wet locations (-30° C to 70° C). Two unique PIR lenses are available and used based on fixture mounting height. All control parameters are adjustable via an iOS or Android App capable of storing and transmitting sensor profiles.

Click here to learn more about IMSBT.

AirLink Blue

Wireless Bluetooth Mesh Outdoor Lighting Control System that provides energy savings, code compliance and enhanced safety/security for parking lots and parking garages. Three key components; Bluetooth wireless radio/sensor controller, Time Keeper and an iOS App. Capable of grouping multiple fixtures and sensors as well as scheduling time-based events by zone. Radio/Sensor Controller is factory integrated into Area/Site, Wall Mounted, Parking Garage and Canopy luminaires.

Click here to learn more about AirLink Blue.

J F O G R O U P I N C
Traffic Engineering • Transportation Planning

www.jfogroupinc.com

September 9, 2022 *Sent via e-mail: AnaJohnson@EDC-Inc.com*

Ana M. Johnson
Project Coordinator | Planning Division
Engineering Design & Construction, Inc.
10250 SW Village Parkway - Suite 201
Port Saint Lucie, Florida 34987

Re: 2501 Virginia Ave (Fort Pierce)
Traffic Impact Analysis
Parcel IDs: 2420-111-0001-010-1

JFO Group Inc. has been retained to evaluate a traffic impact analysis to determine compliance with the City of Fort Pierce *Traffic Performance Standards* (TPS) as defined in *Chapter 105 - Concurrency Management of the City of Fort Pierce Unified Land Development Code (ULDC)*. This traffic statement is associated with a site plan application for the *2501 Virginia Ave* property in the City of Fort Pierce to develop a 5,000 SF Fast Casual Restaurant.

The site is located on the south side of Virginia Ave, about 0.1 miles west of 25th Street. Figure 1 shows the project location in relation to the transportation network. Parcel ID associated with this project is 2420-111-0001-010-1. Parcel information from the property appraiser's office associated with the proposed development is included as Exhibit 1. Exhibit 2 includes a draft of the proposed site plan.

Figure 1 : Project Location

The *2501 Virginia Ave* project is proposing a 5,000 SF Fast Casual Restaurant adjacent to an existing 13,714 SF pharmacy with drive-through window where the proposed project will be sharing the existing driveways located on the pharmacy site identified by Parcel ID 2420-111-0001-000-4.

Project traffic potentially generated by the existing and proposed development was calculated using the *Trip Generation Manual, 11th Edition* from the Institute of Transportation Engineers (ITE) publication. Exhibit 3 includes a copy of the ITE trip generation and pass-by rates. Table 1 shows the rates used in order to determine the trip generation for Daily, AM, and PM peak hour conditions. When fitted curve equations were not available, weighted average rates were used. Similarly, when data plots had at least 20 data points and a fitted curve equation with an R^2 of at least 0.75, fitted curve equations were used. According to Table 2, the net Daily, AM and PM peak trips potentially generated due to the proposed development are 277, 4 (2 In/2 Out) and 36 (20 In/16 Out) trips respectively.

According to *Sec. 105-5.f.2.b* from the *City of Fort Pierce ULDC* and given the trip generation characteristics from Table 2, a 1-mile (Minimal Scale) Radius of Impact needs to be considered for traffic impact analysis. Figure 2 includes traffic assignment for the proposed project.

Table 3 presents a summary of the project impact on all roadway links included within the Radius of Impact during the peak-hour peak-direction conditions. As shown in Table 3, the proposed project will generate less than one percent (1%) of the adjacent roadway peak-hour peak-direction LOS in all links.

6671 W Indiantown Rd • Suite 50-324 • Jupiter, Florida • 33458
T: (561) 462-5364 • F: (561) 465-8044 • info@jfo.us

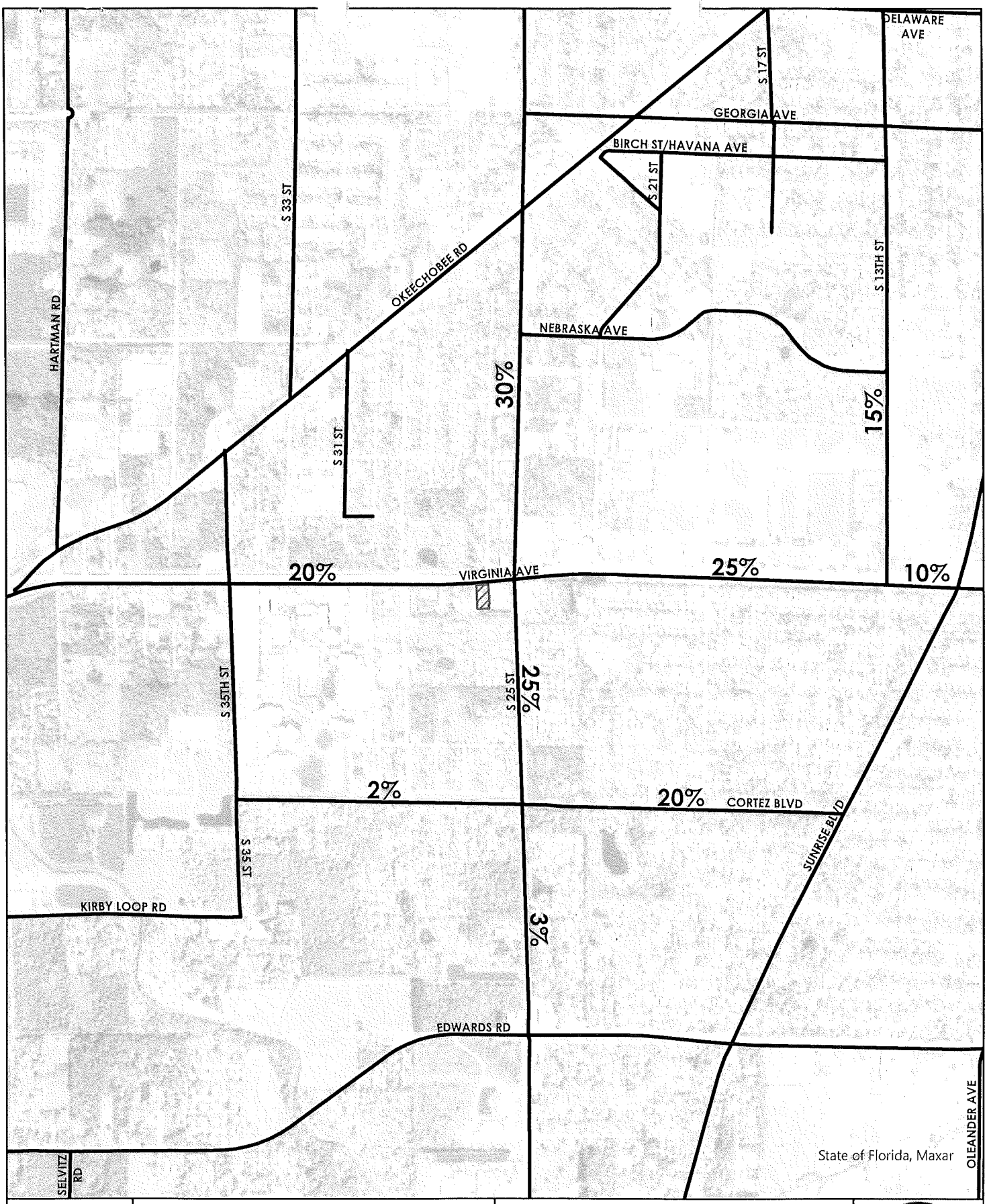


Figure 2: Traffic Assignment 2501 Virginia Ave

Table 1: Trip Generation Rates (ITE Trip Generation, 11th Edition)

Land Use	ITE Code	Daily Trip Gen.	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
Pharmacy + DT	881	108.40	52%	48%	3.74	50%	50%	10.25
Fast Casual Restaurant	930	97.14	50%	50%	1.43	55%	45%	12.55

Table 2: Trip Generation – Existing Vs Proposed Development

Land Use	Intensity	Daily Traffic	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
Existing Traffic								
Pharmacy + DT	13,714 SF	1,487	27	24	51	71	70	141
Pass-By	49%	(729)	(13)	(12)	(25)	(35)	(34)	(69)
Net Existing Traffic		**758**	**14**	**12**	**26**	**36**	**36**	**72**
Existing + Proposed Traffic								
Pharmacy + DT	13,714 SF	1,487	27	24	51	71	70	141
Fast Casual Restaurant	5,000 SF	486	4	3	7	35	28	63
	Σ	1,973	31	27	58	106	98	204
Pass-By								
Pharmacy + DT	49%	729	13	12	25	35	34	69
Fast Casual Restaurant	43%	209	2	1	3	15	12	27
	Σ	(938)	(15)	(13)	(28)	(50)	(46)	(96)
Net Proposed Traffic		**1,035**	**16**	**14**	**30**	**56**	**52**	**108**
Net Traffic		***277***	***2***	***2***	***4***	***20***	***16***	***36***

Figure 3 provides Daily, AM and PM peak hour driveway volumes for the 2501 Virginia Ave property including both existing and proposed uses. Virginia Avenue (SR 70) in front of the site is a State Road with a posted speed limit of 45 MPH and classified as an Access Class 05 facility. 25th Street (SR 615) in front of the site is also a State Road with a posted speed limit of 40 MPH and classified as an Access Class 05 facility.

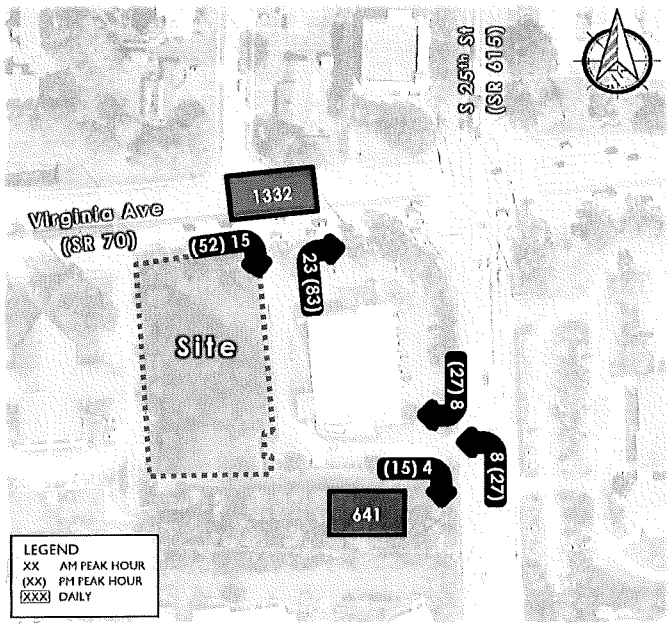


Figure 3: Driveway Volumes

According to the *Florida Department of Transportation Access Management Guidebook*, a right-turn lane is required at each driveway where the number of right turns per hour is between 80 and 125. The lower threshold of 80 right-turn vehicles per hour would be most used for higher volume (greater than 600 vehicles per hour, per lane in one direction on the major roadway) or two-lane roads where lateral movement is restricted. The 125 right-turn vehicles per hour upper threshold would be most appropriate on lower volume roadways, multilane highways, or driveways with a large entry radius (50 feet or greater).

Based on the information presented on Figure 3, according to F-DOT Access Management Standards Manual, additional turn lanes are not warranted at the project driveways.

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Table 3: Project Impact

Roadway Name	Location	Station ID	AADT	Last Count Year	Pk Hr Service Capacity	% Assignment	AM Pk Hr Pk Dir					PM Pk Hr Pk Dir				
							Volume	Project Trips	Project Impact	LOS	V/C W/ Project	Volume	Project Trips	Project Impact	LOS	V/C W/ Project
Virginia Ave	Hartman Rd to 35th St	940030	20,000	2020	3,020	20%	975	0	0.00%	C	0.323	939	4	0.10%	C	0.312
Virginia Ave	35th St to 25th St	940032	22,000	2020	3,020	20%	1,075	0	0.00%	C	0.356	1,047	4	0.10%	C	0.348
Virginia Ave	25th St to 13th St	940033	21,000	2020	3,020	25%	988	1	0.00%	C	0.327	1,052	5	0.20%	C	0.350
Virginia Ave	11th St to Sunrise Blvd	940794	21,500	2020	3,170	10%	1,002	0	0.00%	C	0.316	1,002	2	0.10%	C	0.317
Virginia Ave	Sunrise Blvd to Oleander Ave	940792	21,100	2020	3,020	10%	1,055	0	0.00%	C	0.349	985	2	0.10%	C	0.327
Cortez Blvd	35th St to 25th St	948500	2,300	2020	750	2%	112	0	0.00%	C	0.149	112	0	0.00%	C	0.149
Cortez Blvd	25th St to Sunrise Blvd	648	3,000	2019	750	20%	215	0	0.00%	C	0.287	197	4	0.50%	C	0.268
25th St	Edwards Rd to Cortez Blvd	940021	19,700	2020	2,000	3%	1,097	0	0.00%	C	0.549	1,093	1	0.10%	C	0.547
25th St	Cortez Blvd to Virginia Ave	529	23,633	2020	2,000	25%	1,330	1	0.10%	C	0.666	1,419	5	0.30%	C	0.712
25th St	Virginia Ave to Nebraska Ave	940015	22,000	2020	2,000	30%	1,195	1	0.10%	C	0.598	1,071	6	0.30%	C	0.539
25th St	Nebraska Ave to Okeechobee Rd	940015	22,000	2020	2,000	30%	1,195	1	0.10%	C	0.598	1,071	6	0.30%	C	0.539
13th St	Virginia Ave to Nebraska Ave	527	6,605	2020	750	15%	407	0	0.00%	D	0.543	427	3	0.40%	D	0.573
13th St	Nebraska Ave to Georgia Ave	527	6,605	2020	790	15%	407	0	0.00%	D	0.515	427	3	0.40%	D	0.544

AM		PM	
IN	OUT	IN	OUT
2	2	20	16

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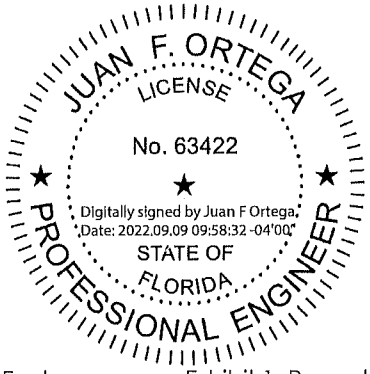
The 2501 Virginia Ave property is proposing a 5,000 SF Fast Casual Restaurant to be located on the south side of Virginia Ave, about 0.1 miles west of 25th Street in Fort Pierce, Florida. This development will most likely generate 277 net daily trips where 4 (2 In/2 Out) trips will occur during the AM peak hour and 36 (20 In/16 Out) during the PM peak hour.

The proposed development at 2501 Virginia Ave has been evaluated following the City of Fort Pierce TPS as defined in *Chapter 105 - Concurrency Management of the City of Fort Pierce ULDC*. This analysis shows that the request to add a 5,000 SF Fast Casual Restaurant to the subject site will generate less than one (1) percent of the LOS on the transportation network where all V/C ratios within the Radius of Impact area are less than 1.0 after adding project traffic. Therefore, the proposed development will have a *De Minimis* impact to the transportation network as defined in *Section 105-6.b.2* of the ULDC and will be in compliance with the *City of Fort Pierce Traffic Performance Standards*.

Sincerely,

JFO GROUP INC
COA Number 32276



Enclosures:
Exhibit 1: Property Appraiser
Exhibit 2: Site Plan
Exhibit 3: Trip Generation Rates
Exhibit 4: 2021 Counts & LOS

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Property Identification

Site Address: 2501 VIRGINIA AVE
Sec/Town/Range: 20/35S/40E
Parcel ID: 2420-111-0001-010-1
Jurisdiction: Fort Pierce

Use Type: 1000
Account #: 170941
Map ID: 24/20N
Zoning: General Co

Ownership

Yazji Property Inc
910 SW Saint Lucie West Blvd
Port St Lucie, FL 34986

Legal Description

20 35 40 FROM NE COR OF SEC RUN S 89 44 58 W ALG N SEC LI 40 FT,TH S 02 18 48 E 126.75 FT,TH N 49 3 37 W 50.98 FT TO SLY R/W ST RD 70,TH S 84 11 36 W 232.89 FT TO POB,TH S 84 11 36 W ALG S R/W LI OF VIRGINIA AV 62.44 FT TO CURVE CONC NLY,R OF 5789.58 FT,TH WLY ALG ARC 67.92 FT,TH S 2 18 48 E 264.77 FT,TH N 88 17 9 E 137.06 FT,TH N 1 42 51 W 12.33 FT TO CURVE CONC NWLY,R OF 4.50 FT,TH WLY ALG ARC 7.09 FT,TH N 1 51 10 W 32.67 FT,TH N 87 6 14 E 9.26 FT,TH N 4 14 46 W 205.80 FT,TH N 17 53 12 W 19.14 FT TO POB. SUBJ TO ESMT AS IN OR 2573-0911 (0.85 AC) (2573-906)

Current Values

Just/Market Value:	$240,000
Assessed Value:	$142,560
Exemptions:	$0
Taxable Value:	$142,560

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):	0.85
Land Size (SF):	37,042

Building Design Wind Speed

Occupancy Category	I	II	III
Speed	140	150	160

Sources/links:

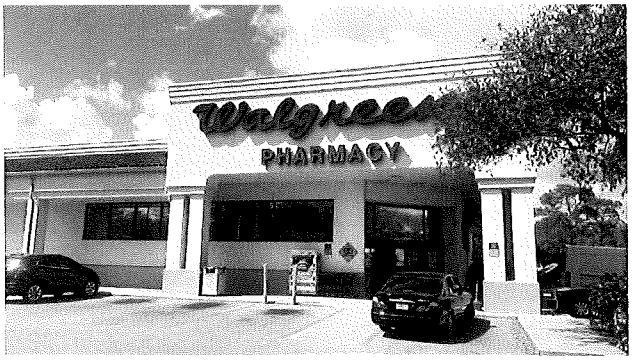
Property Identification

Site Address: 2501 VIRGINIA AVE
Sec/Town/Range: 20/35S/40E
Parcel ID: 2420-111-0001-000-4
Jurisdiction: Fort Pierce

Use Type: 1100
Account #: 27556
Map ID: 24/20N
Zoning: General Co

Ownership

Project Jupiter NLP LLC
c/o Oak Street Real Estate Capital LLC
125 S Wacker Dr Ste 1220
Chicago, IL 60606



Legal Description

20 35 40 COMM AT THE NE COR OF SEC 20; TH S 89-44-58 W ALG N LINE OF SEC 20 40 FT; TH S 02-18-48 E ALG 40 FT W OF AND PARALLEL TO E LINE OF SAID SEC 20 126.75 FT TO POB; TH N 49-03-37 W 50.98 FT; TH S 84-11-36 W ALG S R/W OF SR 70 232.89 FT; TH S 17-53-12 E 19.14; TH S 04-14-46 E 205.80 FT; TH S 87-06-14 W 9.26 FT; TH S 01-51-10 E 32.67 FT; TH 7.09 FT ALG ARC WITH RAD ON 4.50 FT, ANGLE OF 90-15-32; TH S 01-42-51 E 12.33 FT; TH S 88-17-09 W 137.06 FT; TH S 02-18-48 E 44.07; TH N 89-44-58 E 400 FT TO W R/W OF SR 615 / 25TH ST; TH N 02-18-48 W 310.05 FT TO POB. (93,654 SF / 2.15 AC) (OR 4597-2439)

Current Values

Just/Market Value:	$2,838,800
Assessed Value:	$2,838,800
Exemptions:	$0
Taxable Value:	$2,838,800

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.**

Total Areas

Finished/Under Air (SF):	13,714
Gross Sketched Area (SF):	15,397
Land Size (acres):	2.15
Land Size (SF):	93,654

Building Design Wind Speed

Occupancy Category	I	II	III
Speed	140	150	160

Sources/links:

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

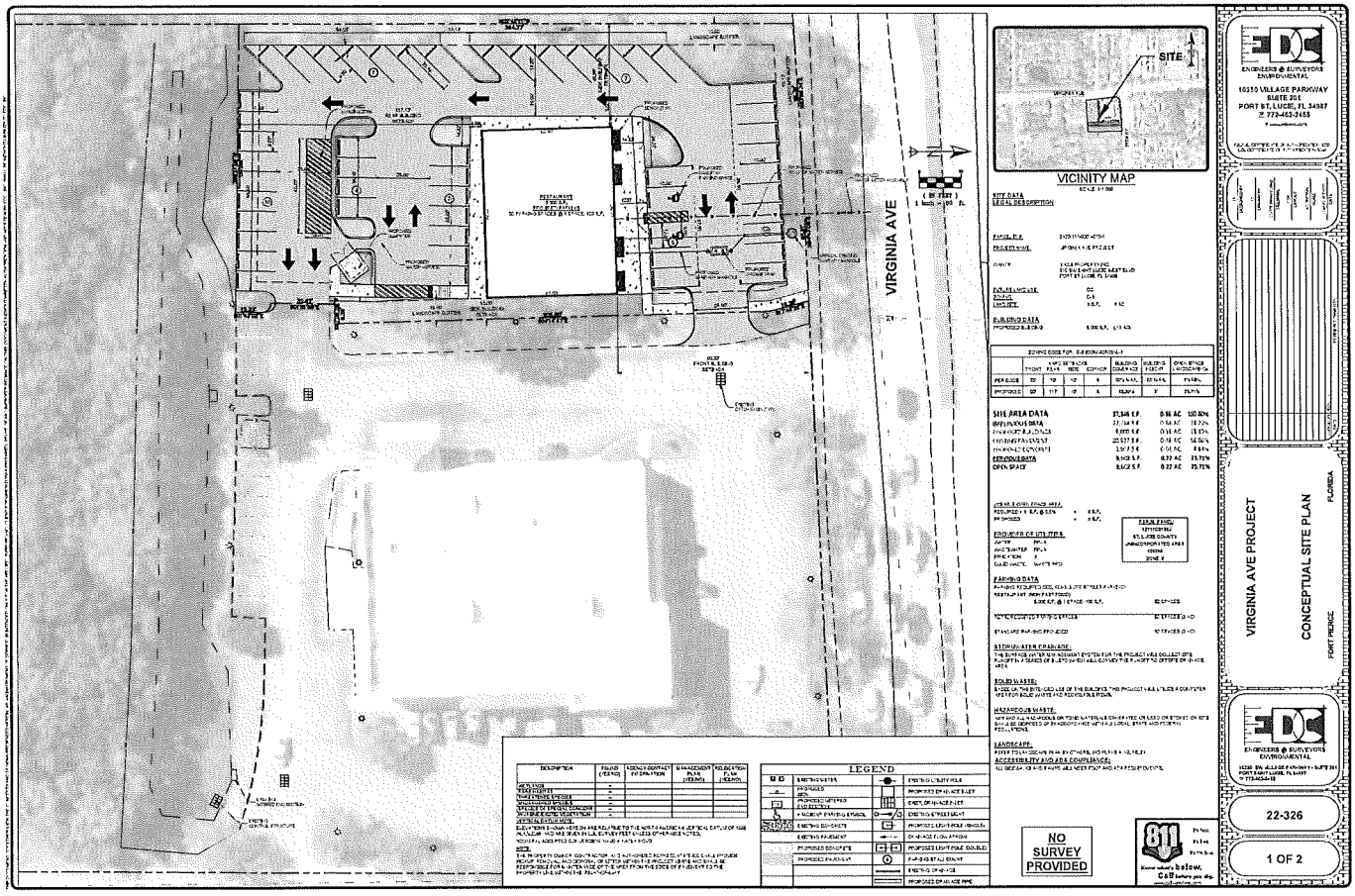

VIRGINIA AVE
SITE
VICINITY MAP
LEGEND
NO SURVEY PROVIDED
ENGINEERS & SURVEYORS
ENVIRONMENTAL
10150 VILLAGE PARKWAY
SUITE 205
PORT ST. LUCIE, FL 34987
P: 772-463-2455
VIRGINIA AVE PROJECT
CONCEPTUAL SITE PLAN
FORT PIERCE
FLORIDA
22-326
1 OF 2

Exhibit 2

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Land Use: 881
Pharmacy/Drugstore with Drive-Through Window

Description

A pharmacy/drugstore is a retail facility that primarily sells prescription and non-prescription drugs. A pharmacy/drugstore also typically sells cosmetics, toiletries, medications, stationery, personal care products, limited food products, and general merchandise. The pharmacy/drugstores in this category have a drive-through window. Pharmacy/drugstore without a drive-through window (Land Use 880) is a related use.

Additional Data

Several study sites have two drive-through windows.

To assist in the future analysis of this land use, it is important that the number of drive-through lanes at the study site be reported.

The technical appendices provide supporting information on time-of-day distributions for this land use. The appendices can be accessed through either the ITETripGen web app or the trip generation resource page on the ITE website (https://www.ite.org/technical-resources/topics/trip-and-parking-generation/).

The sites were surveyed in the 1990s, the 2000s, and the 2010s in California, Colorado, Florida, Massachusetts, Minnesota, New Hampshire, New Jersey, New York, Texas, Vermont, and Wisconsin.

Source Numbers

369, 418, 436, 547, 550, 552, 563, 568, 573, 599, 621, 716, 727, 728, 734, 810, 870, 883, 1004, 1053

Pharmacy/Drugstore with Drive-Through Window (881)

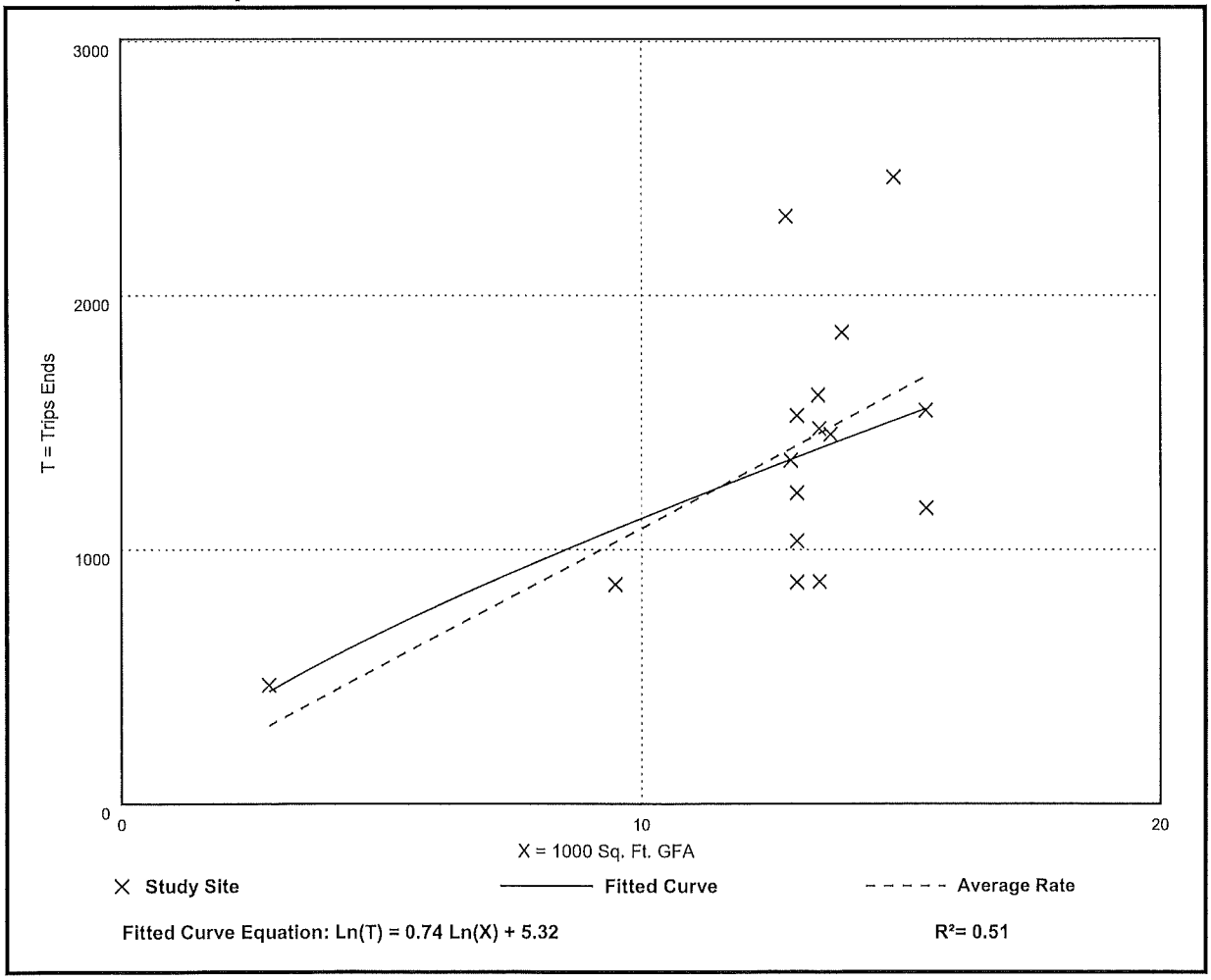
Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 16
Avg. 1000 Sq. Ft. GFA: 13
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
108.40	65.05 - 180.63	33.82

Data Plot and Equation



Fitted Curve Equation: Ln(T) = 0.74 Ln(X) + 5.32

R^2= 0.51

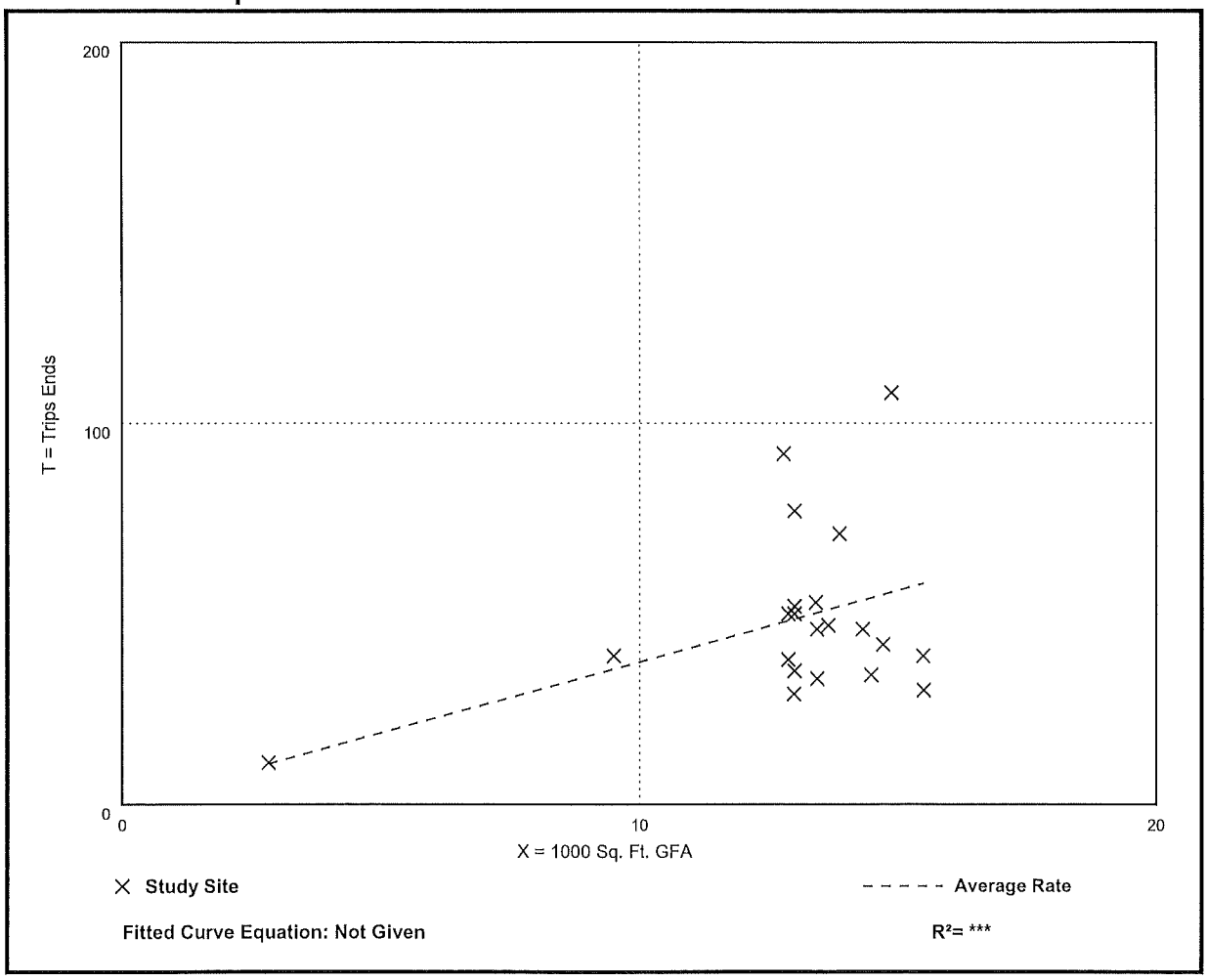
Pharmacy/Drugstore with Drive-Through Window (881)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: General Urban/Suburban
Number of Studies: 21
Avg. 1000 Sq. Ft. GFA: 13
Directional Distribution: 52% entering, 48% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
3.74	1.93 - 7.25	1.55

Data Plot and Equation



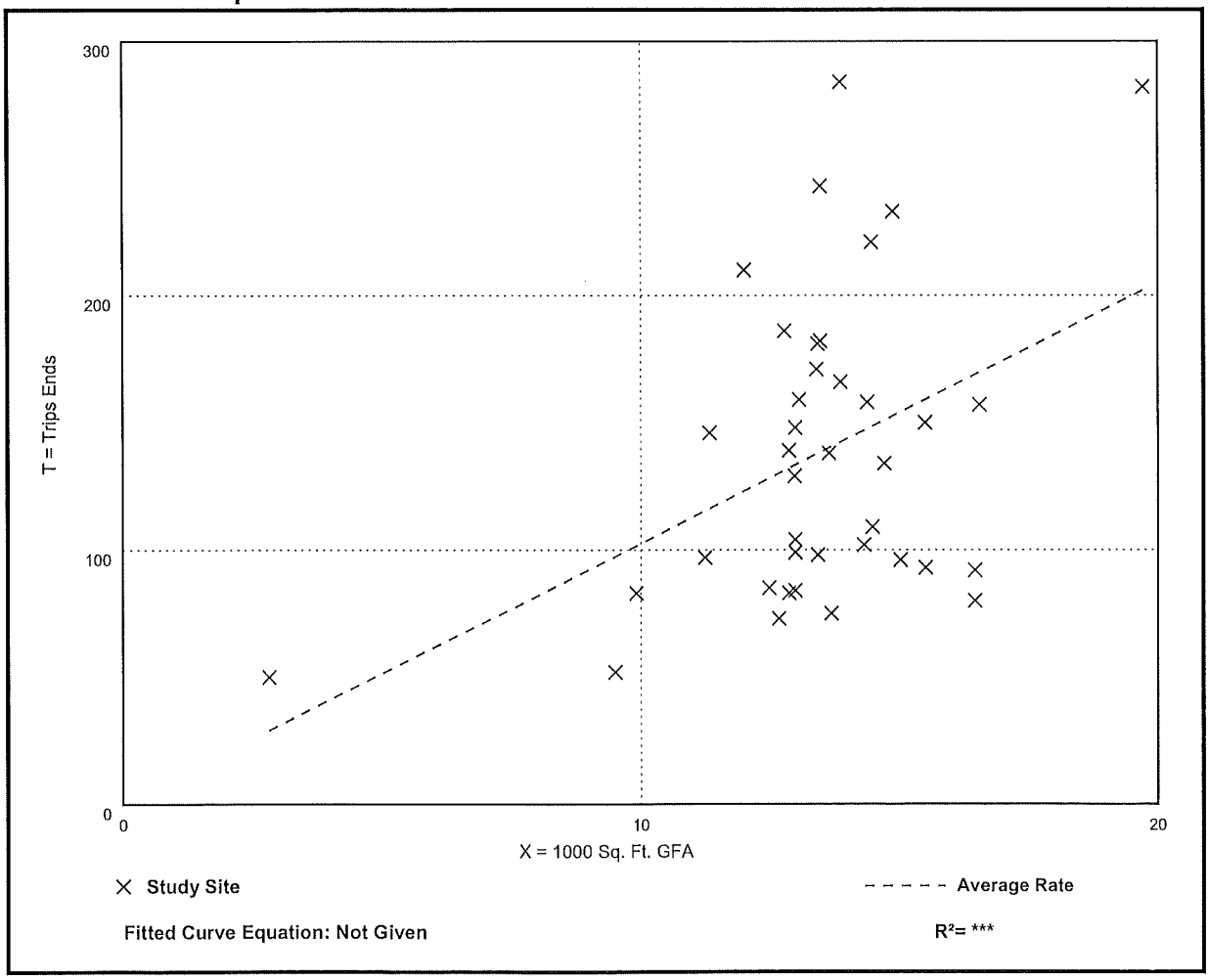
Pharmacy/Drugstore with Drive-Through Window (881)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: General Urban/Suburban
Number of Studies: 39
Avg. 1000 Sq. Ft. GFA: 13
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
10.25	4.86 - 20.45	4.01

Data Plot and Equation



Vehicle Pass-By Rates by Land Use

Source: ITE *Trip Generation Manual*, 11th Edition

Land Use Code	881
Land Use	Pharmacy/Drugstore with Drive-Through Window
Setting	General Urban/Suburban
Time Period	Weekday PM Peak Period
# Data Sites	3
Average Pass-By Rate	49%

Pass-By Characteristics for Individual Sites

GFA (000)	State or Province	Survey Year	# Interviews	Pass-By Trip (%)	Non-Pass-By Trips			Adj Street Peak Hour Volume	Source
					Primary (%)	Diverted (%)	Total (%)		
9.6	Florida	1995	370	47	40	13	53	—	30
16	Florida	1995	385	41	50	9	59	—	30
16	Florida	1995	522	58	25	17	42	—	30

Land Use: 930
Fast Casual Restaurant

Description

A fast casual restaurant is a sit-down restaurant with no (or very limited) wait staff or table service. A customer typically orders off a menu board, pays for food before the food is prepared, and seats themselves. The menu generally contains higher-quality, made-to-order food items with fewer frozen or processed ingredients than at a fast-food restaurant. Most patrons eat their meal within the restaurant, but a significant proportion of the restaurant sales can be carry-out orders. A fast casual restaurant typically serves lunch and dinner; some serve breakfast. A typical duration of stay for an eat-in customer is 40 minutes or less. Fine dining restaurant (Land Use 931), high-turnover (sit-down) restaurant (Land Use 932), and fast-food restaurant without drive-through window (Land Use 933) are related uses.

Additional Data

The fast casual restaurant study sites included in this land use did not have a drive-through window.

The technical appendices provide supporting information on time-of-day distributions for this land use. The appendices can be accessed through either the ITETripGen web app or the trip generation resource page on the ITE website (https://www.ite.org/technical-resources/topics/trip-and-parking-generation/).

The sites were surveyed in the 2010s in Minnesota, South Carolina, Washington, and Wisconsin.

Source Numbers

861, 869, 939, 959, 962, 1048

Fast Casual Restaurant
(930)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday

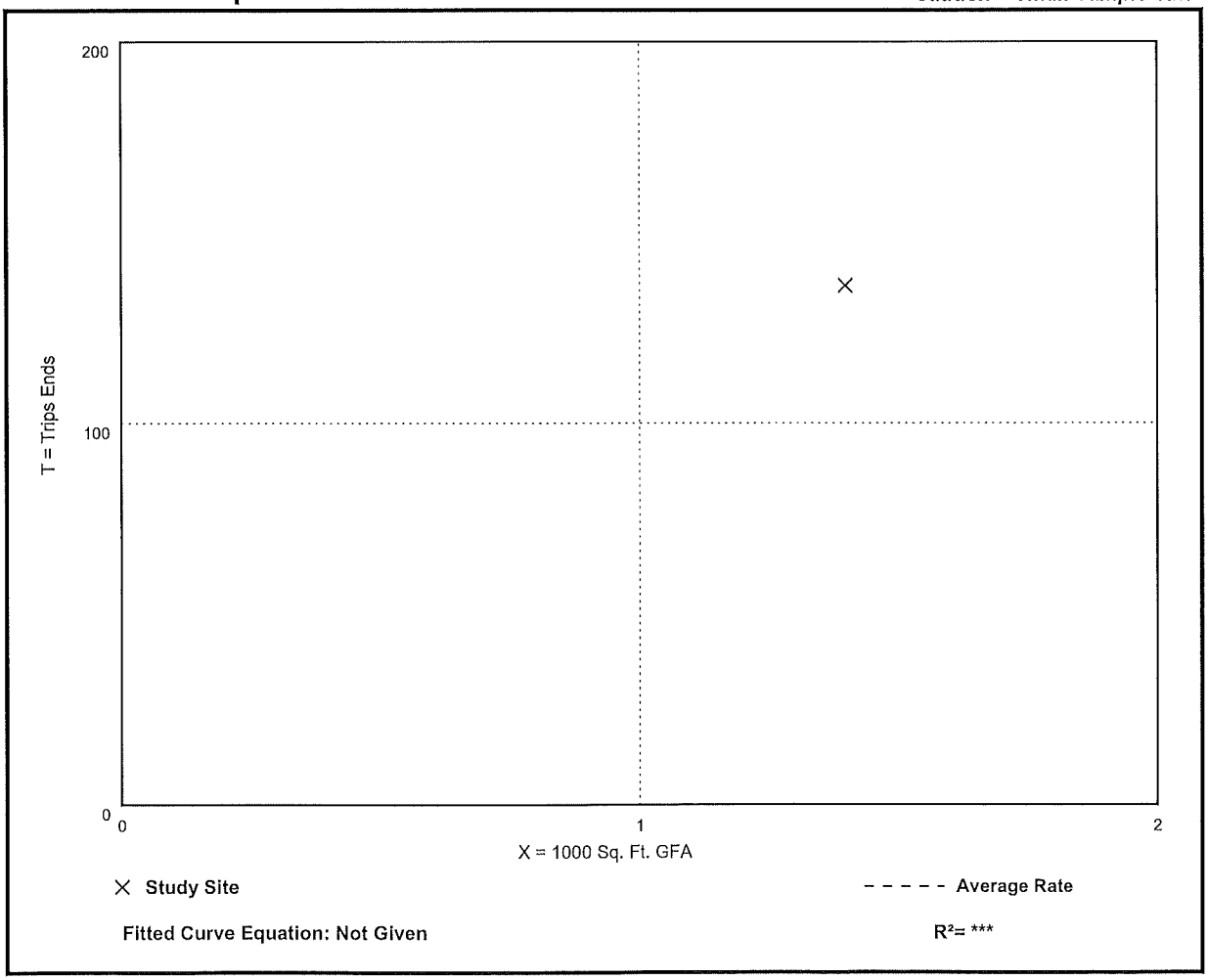
Setting/Location: General Urban/Suburban
Number of Studies: 1
Avg. 1000 Sq. Ft. GFA: 1
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
97.14	97.14 - 97.14	***

Data Plot and Equation

Caution – Small Sample Size



Fast Casual Restaurant
(930)

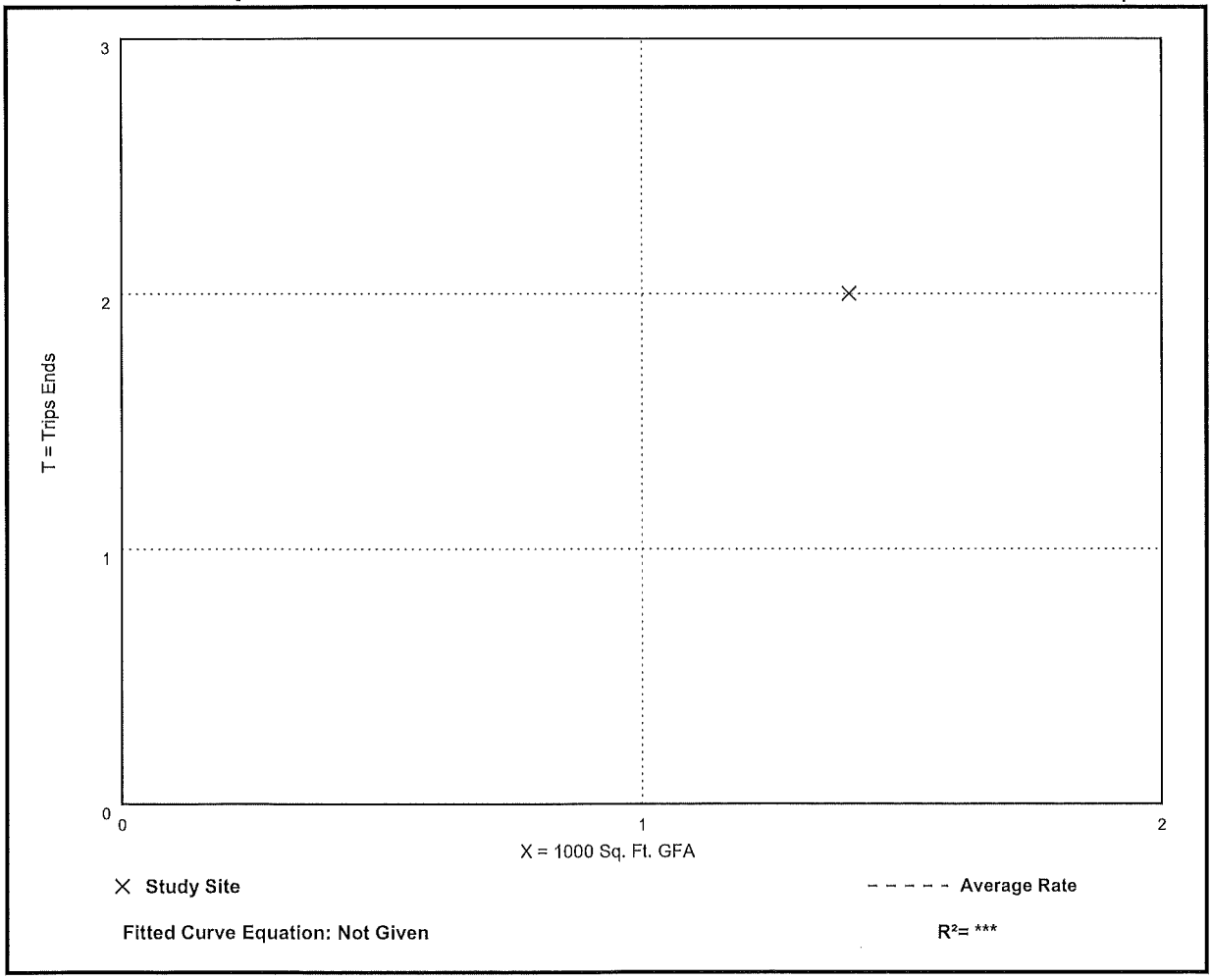
Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: General Urban/Suburban
Number of Studies: 1
Avg. 1000 Sq. Ft. GFA: 1
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
1.43	1.43 - 1.43	***

Data Plot and Equation

Caution – Small Sample Size



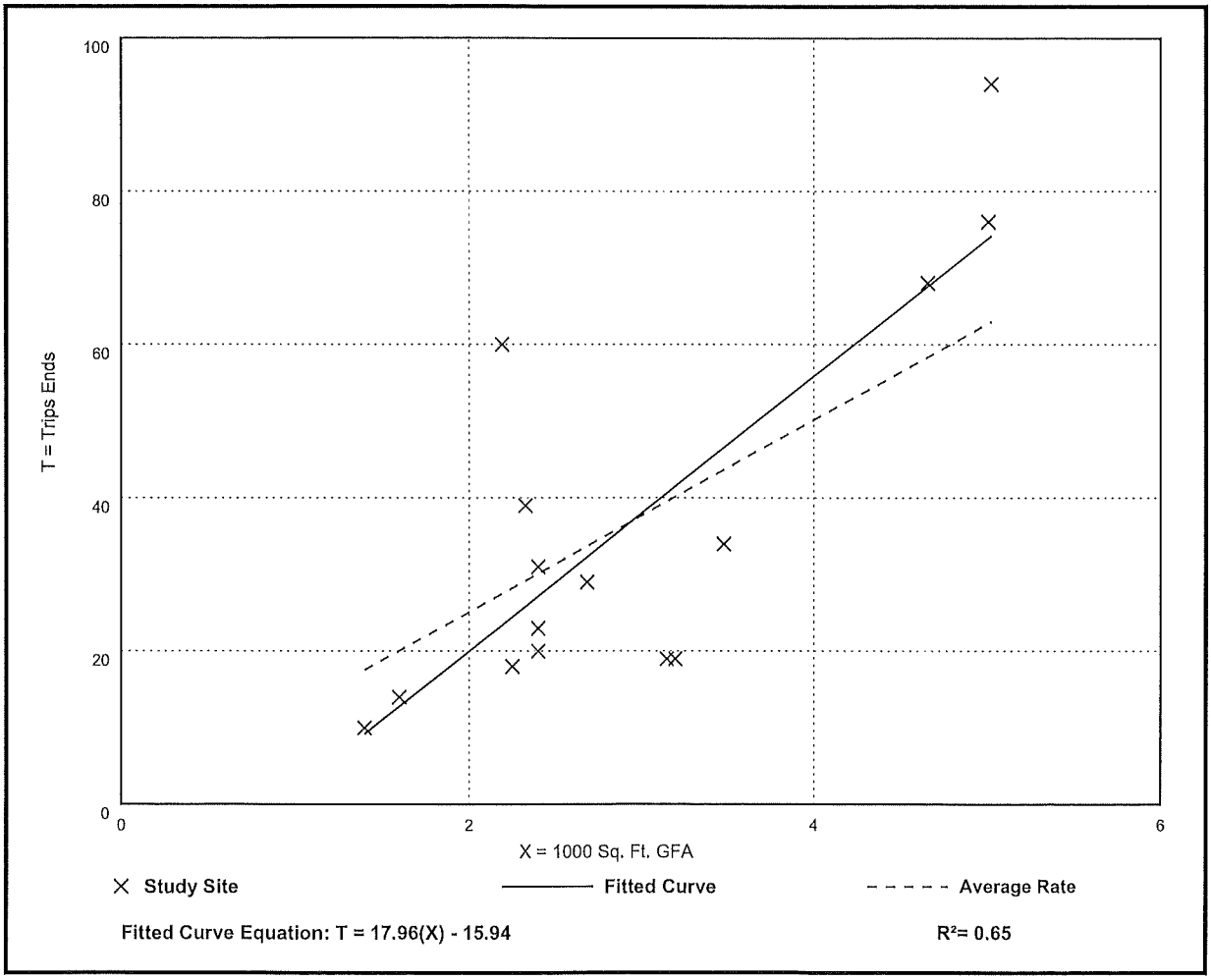
Fast Casual Restaurant
(930)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: General Urban/Suburban
Number of Studies: 15
Avg. 1000 Sq. Ft. GFA: 3
Directional Distribution: 55% entering, 45% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
12.55	5.94 - 27.40	5.52

Data Plot and Equation



Fitted Curve Equation: T = 17.96(X) - 15.94

R^2= 0.65

Vehicle Pass-By Rates by Land Use

Source: ITE *Trip Generation Manual*, 11th Edition

Land Use Code	932
Land Use	High-Turnover (Sit-Down) Restaurant
Setting	General Urban/Suburban
Time Period	Weekday PM Peak Period
# Data Sites	12
Average Pass-By Rate	43%

Pass-By Characteristics for Individual Sites

GFA (000)	State or Province	Survey Year	# Interviews	Pass-By Trip (%)	Non-Pass-By Trips			Adj Street Peak Hour Volume	Source
					Primary (%)	Diverted (%)	Total (%)		
2.9	Kentucky	1993	41	37	27	36	63	3935	2
3.1	Kentucky	1993	21	38	29	33	62	2580	2
4.6	Florida	1992	276	63	—	—	37	—	30
5	Florida	1992	65	58	—	—	42	—	30
5.3	Kentucky	1993	24	50	37	13	50	1615	2
5.7	Florida	1994	308	57	—	—	43	—	30
5.8	Florida	1992	150	32	—	—	68	—	30
6.2	Florida	1995	521	46	43	11	54	—	30
7.1	Indiana	1993	—	23	23	54	77	1565	2
8	Florida	1995	664	40	39	21	60	—	30
11	Florida	1996	267	38	43	19	62	—	30
12	Florida	1996	317	29	51	20	71	—	30

St. Lucie Transportation Planning Organization

Coco Vista Centre
466 SW Port St. Lucie Blvd, Suite 111
Port St. Lucie, FL 34953
772-462-1593 www.stlucietpo.org

Traffic Counts and Level of Service Report
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
US 1	AVENUE H to OLD DIXIE HWY	715	31,500	2021	2,000	1,590	C	0.795	1,584	C	0.792
US 1	OLD DIXIE HWY to AVENUE O	940123	29,000	2020	2,000	1,709	C	0.855	1,336	C	0.668
US 1	AVENUE O to SR A1A NORTH	940123	29,000	2020	2,100	1,709	C	0.814	1,336	C	0.636
US 1	SR A1A NORTH to JUANITA AVE	940010	21,500	2020	2,100	1,222	C	0.582	979	C	0.466
US 1	JUANITA AVE to ST LUCIE BLVD	940010	21,500	2020	2,100	1,222	C	0.582	979	C	0.466
US 1	ST LUCIE BLVD to 25TH ST	940009	20,500	2020	2,100	1,077	C	0.513	1,033	C	0.492
US 1	25TH ST to INDRIO RD	940009	20,500	2020	2,100	1,077	C	0.513	1,033	C	0.492
US 1	INDRIO RD to TURNPIKE FEEDER RD	940107	24,000	2020	2,100	1,164	C	0.554	1,157	C	0.551
US 1	TURNPIKE FEEDER RD to INDIAN RIVER C.L.	940107	24,000	2020	2,100	1,164	C	0.554	1,157	C	0.551
VETERANS MEMORIAL PKWY	PORT ST LUCIE BLVD to LYNGATE DR	329	17,256	2019	2,100	927	C	0.441	973	C	0.463
VETERANS MEMORIAL PKWY	LYNGATE DR to US 1	327	8,400	2021	2,100	429	C	0.204	434	C	0.207
VILLAGE GREEN DR	US 1 to WALTON RD	716	16,500	2021	2,100	987	C	0.47	1,040	C	0.495
VILLAGE GREEN DR	WALTON RD to TIFFANY AVE	717	4,733	2017	920	254	C	0.276	240	C	0.261
VILLAGE PKWY	DISCOVERY WAY to TRADITION PKWY	718	16,000	2021	2,650	792	C	0.299	806	C	0.304
VILLAGE PKWY	BECKER RD to DISCOVERY WAY	718	16,000	2021	1,710	792	D	0.463	806	D	0.471
VILLAGE PKWY	TRADITION PKWY to WESTCLIFFE LN	719	23,500	2021	1,710	1,294	D	0.757	1,295	D	0.757
VILLAGE PKWY	WESTCLIFFE LN to CROSSTOWN PKWY	720	13,043	2019	1,710	696	C	0.407	689	C	0.403
VIRGINIA AVE	35TH ST to 25TH ST	940032	22,000	2020	3,020	1,075	C	0.356	1,047	C	0.347
VIRGINIA AVE	OKEECHOBEE RD to HARTMAN RD	940030	20,000	2020	3,020	975	C	0.323	939	C	0.311
VIRGINIA AVE	HARTMAN RD to 35TH ST	940030	20,000	2020	3,020	975	C	0.323	939	C	0.311
VIRGINIA AVE	25TH ST to 13TH ST	940033	21,000	2020	3,020	988	C	0.327	1,052	C	0.348
VIRGINIA AVE	13TH ST to 11TH ST	940794	21,500	2020	3,020	1,002	C	0.332	1,002	C	0.332
VIRGINIA AVE	11TH ST to SUNRISE BLVD	940794	21,500	2020	3,170	1,002	C	0.316	1,002	C	0.316
VIRGINIA AVE	SUNRISE BLVD to OLEANDER AVE	940792	21,100	2020	3,020	1,055	C	0.349	985	C	0.326
VIRGINIA AVE	OLEANDER AVE to COLONIAL RD	940034	18,300	2020	3,170	902	C	0.285	882	C	0.278

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St. Lucie Transportation Planning Organization

Coco Vista Centre
466 SW Port St. Lucie Blvd, Suite 111
Port St. Lucie, FL 34953
772-462-1593 www.stlucietpo.org

Traffic Counts and Level of Service Report
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
CALIFORNIA BLVD	DEL RIO BLVD to CROSSTOWN PKWY	636	17,000	2021	920	1,035	F	1.125	899	D	0.977
CALIFORNIA BLVD	CROSSTOWN PKWY to HEATHERWOOD BLVD	234	16,000	2021	920	775	C	0.842	874	D	0.95
CALIFORNIA BLVD	HEATHERWOOD BLVD to ST LUCIE WEST BLVD	234	16,000	2021	920	775	C	0.842	874	D	0.95
CALIFORNIA BLVD	ST LUCIE WEST BLVD to COUNTRY CLUB DR	233	8,886	2019	920	477	C	0.518	473	C	0.514
CALIFORNIA BLVD	COUNTRY CLUB DR to UNIVERSITY BLVD	724	7,991	2019	790	544	C	0.689	477	C	0.604
CALIFORNIA BLVD	UNIVERSITY BLVD to PEACOCK BLVD	724	7,991	2019	630	544	C	0.863	477	C	0.757
CALIFORNIA BLVD	PEACOCK BLVD to TORINO PKWY	637	10,500	2021	630	636	F	1.01	629	D	0.998
CAMEO BLVD	PORT ST LUICE BLVD to CALIFORNIA BLVD	638	4,860	2019	750	397	D	0.529	297	C	0.396
CAMEO BLVD	CALIFORNIA BLVD to CROSSTOWN PKWY	639	9,900	2021	790	700	D	0.886	589	D	0.746
CAMPBELL RD	PICOS RD to ORANGE AVE	640	533	2017	540	44	C	0.081	43	C	0.08
CANE SLOUGH RD	US 1 to LENNARD RD	167	9,300	2021	1,710	470	C	0.275	474	C	0.277
CARLTON RD	CARLTON RD (S) to OKEECHOBEE RD	641	367	2017	390	32	B	0.082	29	B	0.074
CASHMERE BLVD	PEACOCK BLVD to TORINO PKWY	676	11,000	2021	630	721	F	1.144	670	F	1.063
CASHMERE BLVD	DEL RIO BLVD to CROSSTOWN PKWY	642	10,500	2021	920	646	C	0.702	633	C	0.688
CASHMERE BLVD	CROSSTOWN PKWY to HEATHERWOOD BLVD	232	14,500	2021	920	809	C	0.879	710	C	0.772
CASHMERE BLVD	HEATHERWOOD BLVD to ST LUCIE WEST BLVD	232	14,500	2021	920	809	C	0.879	710	C	0.772
CASHMERE BLVD	ST LUCIE WEST BLVD to PEACOCK BLVD	231	13,500	2021	920	947	F	1.029	916	D	0.996
CITRUS AVE	7TH ST to US 1	643	1,108	2019	800	154	C	0.193	154	C	0.193
CITRUS AVE	US 1 to 2ND ST	940160	5,200	2020	840	247	C	0.294	251	C	0.299
CITRUS AVE	2ND ST to INDIAN RIVER DR	644	4,337	2016	580	264	C	0.455	267	C	0.46
COMMUNITY BLVD	WESTCLIFFE LN to TRADITION PKWY	647	5,400	2021	1,470	298	C	0.203	311	C	0.212
COMMERCE CENTER DR	CROSSTOWN PKWY to ST LUCIE WEST BLVD	645	3,900	2021	1,710	231	C	0.135	280	C	0.164
COMMERCE CENTER DR	ST LUCIE WEST BLVD to GLADES CUT-OFF RD	646	7,453	2019	540	398	D	0.737	457	D	0.846
CORTEZ BLVD	35TH ST to 25TH ST	948500	2,300	2020	750	112	C	0.149	112	C	0.149
CORTEZ BLVD	25TH ST to SUNRISE BLVD	648	3,000	2019	750	215	C	0.287	197	C	0.263

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2021

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						Volume	LOS	V/C	Volume	LOS	V/C
17TH ST	ORANGE AVE to AVENUE D	608	2,400	2021	750	134	C	0.179	128	C	0.171
17TH ST	AVENUE D to AVENUE Q	608	2,400	2021	750	134	C	0.179	128	C	0.171
25TH ST	MIDWAY RD to BELL AVE	940016	18,200	2020	2,100	1,097	C	0.522	1,023	C	0.487
25TH ST	BELL AVE to EDWARDS RD	159	17,500	2021	2,100	1,026	C	0.489	1,024	C	0.488
25TH ST	EDWARDS RD to CORTEZ BLVD	940021	19,700	2020	2,000	1,097	C	0.549	1,093	C	0.547
25TH ST	CORTEZ BLVD to VIRGINIA AVE	529	23,633	2020	2,000	1,330	C	0.665	1,419	C	0.71
25TH ST	VIRIGINIA AVE to NEBRASKA AVE	940015	22,000	2020	2,000	1,195	C	0.598	1,071	C	0.536
25TH ST	NEBRASKA AVE to OKEECHOBEE RD	940015	22,000	2020	2,000	1,195	C	0.598	1,071	C	0.536
25TH ST	OKEECHOBEE RD to GEORGIA AVE	609	21,500	2021	1,630	993	D	0.609	1,030	D	0.632
25TH ST	GEORGIA AVE to DELAWARE AVE	609	21,500	2021	1,630	993	D	0.609	1,030	D	0.632
25TH ST	DELAWARE AVE to ORANGE AVE	940014	20,200	2020	1,630	976	D	0.599	970	D	0.595
25TH ST	ORANGE AVE to AVENUE D	610	17,459	2020	1,630	805	D	0.494	831	D	0.51
25TH ST	AVENUE D to AVENUE Q	940050	18,900	2020	1,630	904	D	0.555	879	D	0.539
25TH ST	AVENUE Q to JUANITA AVE	945152	17,200	2020	2,000	849	C	0.425	778	C	0.389
25TH ST	JUANITA AVE to ST LUCIE BLVD	945165	9,400	2020	2,100	438	C	0.209	488	C	0.232
25TH ST	ST LUCIE BLVD to US 1	945165	9,400	2020	2,100	438	C	0.209	488	C	0.232
33RD ST	OKEECHOBEE RD to DELAWARE AVE	611	6,647	2020	750	398	D	0.531	349	C	0.465
33RD ST	DELAWARE AVE to ORANGE AVE	948507	6,000	2020	790	277	C	0.351	277	C	0.351
35TH ST	KIRBY LOOP RD to CORTEZ BLVD	612	6,559	2020	540	517	D	0.957	422	D	0.781
35TH ST	CORTEZ BLVD to VIRGINIA AVE	612	6,559	2020	790	517	D	0.654	422	D	0.534
35TH ST	VIRGINIA AVE to OKEECHOBEE RD	613	4,500	2021	750	221	C	0.295	238	C	0.317
53RD ST	ANGLE RD to JUANITA AVE	614	2,833	2016	540	151	C	0.28	167	C	0.309
AE BACKUS AVE	7TH ST to US 1	632	1,067	2017	750	72	C	0.096	84	C	0.112
AIROSO BLVD	PORT ST LUCIE BLVD to THORNHILL DR	303	17,605	2019	2,100	1,149	C	0.547	967	C	0.46
AIROSO BLVD	THORNHILL DR to CROSSTOWN PKWY	303	17,605	2019	2,100	1,149	C	0.547	967	C	0.46

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2021

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						Volume	LOS	V/C	Volume	LOS	V/C
2ND ST	CITRUS AVE to ORANGE AVE	601	2,133	2017	540	187	C	0.346	158	C	0.293
2ND ST	ORANGE AVE to AVENUE A	602	2,267	2017	540	145	C	0.269	136	C	0.252
7TH ST	SUNRISE BLVD to GEORGIA AVE	519	989	2019	600	65	C	0.108	72	C	0.12
7TH ST	GEORGIA AVE to DELAWARE AVE	517	1,634	2019	790	99	C	0.125	103	C	0.13
7TH ST	DELAWARE AVE to CITRUS AVE	515	2,454	2019	790	148	C	0.187	146	C	0.185
7TH ST	CITRUS AVE to ORANGE AVE	515	2,454	2019	750	148	C	0.197	146	C	0.195
7TH ST	ORANGE AVE to AVENUE C	603	2,910	2016	750	200	C	0.267	219	C	0.292
7TH ST	AVENUE C to AE BACKUS AVE	603	2,910	2016	540	200	C	0.37	219	C	0.406
7TH ST	AE BACKUS AVE to AVENUE D	603	2,910	2016	750	200	C	0.267	219	C	0.292
7TH ST	AVENUE D to AVENUE H	604	1,700	2017	750	111	C	0.148	109	C	0.145
10TH ST	DELAWARE AVE to ORANGE AVE	605	250	2017	600	27	C	0.045	26	C	0.043
10TH ST	ORANGE AVE to AVENUE C	605	250	2017	600	27	C	0.045	26	C	0.043
10TH ST	AVENUE C to AVENUE D	605	250	2017	540	27	C	0.05	26	C	0.048
13TH ST	VIRGINIA AVE to NEBRASKA AVE	527	6,605	2020	750	407	D	0.543	427	D	0.569
13TH ST	NEBRASKA AVE to GEORGIA AVE	527	6,605	2020	790	407	D	0.515	427	D	0.541
13TH ST	GEORGIA AVE to DELAWARE AVE	525	5,700	2021	750	280	C	0.373	289	C	0.385
13TH ST	DELAWARE AVE to ORANGE AVE	523	3,711	2017	750	245	C	0.327	229	C	0.305
13TH ST	ORANGE AVE to AVENUE B	521	2,602	2017	750	153	C	0.204	150	C	0.2
13TH ST	AVENUE B to AVENUE D	521	2,602	2017	750	153	C	0.204	150	C	0.2
13TH ST	AVENUE D to AVENUE H	165	2,530	2017	750	151	C	0.201	140	C	0.187
13TH ST	AVENUE H to AVENUE I	165	2,530	2017	540	151	C	0.28	140	C	0.259
13TH ST	AVENUE I to AVENUE O	165	2,530	2017	540	151	C	0.28	140	C	0.259
13TH ST	AVENUE O to AVENUE Q	165	2,530	2017	540	151	C	0.28	140	C	0.259
17TH ST	GEORGIA AVE to DELAWARE AVE	606	3,333	2016	600	184	C	0.307	185	C	0.308
17TH ST	DELAWARE AVE to ORANGE AVE	607	6,422	2020	790	305	C	0.386	293	C	0.371

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THE SUNRISE CITY
FORT PIERCE
PLANNING DEPARTMENT
Florida

CONCURRENCY
CAPACITY ANALYSIS

I. Site Data:

	Existing Use	Future Land Use	Zoning
North			
South			
East			
West			

	Future Land Use	Zoning Classification	Maximum Intensity Residential: Dwelling Units per Acre 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) 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. Wastewater:	
Average Use	Residential: 100 gallons per day per person (du x 2.6= persons x 100 gpd = demand) Other: 0.1 gallons per day per square foot
Demand Analysis	Maximum
Current Zoning/FLU	Total gallons per day
**Proposed Zoning/FLU	Total gallons per day
**Change in Demand	Total gallons per day

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

Park Type	LOS	Existing Population Park Demand	Proposed Population Park Demand	Change in Demand
Regional	20 acres per 1,000 people			
Urban District	5 acres per 1,000 people			
Community	2.5 acres per 1,000 people			
Neighborhood	1.36 acres per 1,000 people			

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

	K-8	High
School Name		
City		
Distance		
Current Zoning/FLU Enrollment Demand		
****Proposed Zoning/FLU Enrollment Demand**		
****Change in Demand**		

E. Solid Waste: Residential (2 yard serves 15 units, 4 yard serves 30 units, 6 yard serves 45 units, 8 yard serves 60 units)	
Demand Analysis	Maximum
Current Zoning/FLU	
****Proposed Zoning/FLU**	
***Change in Demand**	

F. Stormwater:
Potential increase in volume discharged due to increased impervious coverage, reduced groundwater seepage or loss of surface water storage impacting Adopted LOS of 25-year 3-day storm Pre vs. Post Runoff (Storm sewers to convey 5 year- 1 day storm event; Canals to convey 3 year – 1 day storm event)

Impact	

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

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

IV. Project Description

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

RESIDENTIAL DATA

Type	**Phase**	**Number of Units**	**Acres**	**Expected beginning date**	**Expected completion date**
Single-family, detached					
Single-family, attached					
Multi-family					
Other (specify)					

NON-RESIDENTIAL DATA					
Type(s) specify	**Phase**	**Square footage**	**Acres**	**Expecting beginning date**	**Expected completion date**

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

Bray Commercial Services
1025 SW Martin Downs Blvd Suite 205
Palm City, FL 34990

AGENT CONSENT FORM

Project Name: Bray – 2501 Virginia Ave – Ft Pierce, FL

Parcel ID: 2420-111-0001-010-1

BEFORE ME THIS DAY PERSONALLY APPEARED Nathaniel Bray, 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 31 day of August, 2022, by Nathaniel Bray (Name of Person Acknowledging) who is personally known to me or who has produced n/a (type of identification) as identification and who did (did not) take an oath.

Stacy Sanborn
Notary Signature

Stacy Sanborn
Printed Name of Notary

STACY SANBORN
Notary Public-State of Florida
Commission # HH 42835
My Commission Expires
November 07, 2024
(Notary seal)

11/7/2024
My commission expires

Nathaniel J Bray
Owner's Signature

Nathaniel J Bray
Owner's Name

1025 SW Martin Downs Blvd #205
Street Address

Palm City, FL 34990
City, State, Zip

561-510-2225/njb@brayrealtyadvisors.com
Telephone / Email

THE SUNRISE CITY
FORT PIERCE
PLANNING DEPARTMENT Florida

DESIGN REVIEW

Property Information

Property address or Location 2501 Virginia Avenue - Fort Pierce, FL 34981

Parcel ID #(s) 2420-111-0001-010-1

Project description 5,000 sf building proposed for a (3) part restaurant.

Yazji Property Inc	Bradley J. Currie, AICP (Agent - EDC, Inc.)
Property Owner(s)	**Applicant/Representative, Title, Company**
910 SW Saint Lucie West Blvd	10250 SW Village Parkway #201
Street Address	Street Address
Port St Lucie FL 34986	Port St Lucie FL 34987
City State Zip	City State Zip
772-785-9515	772-462-4255
Phone Number	Phone Number
dryajzi@regencydetnal.org	bradcurrie@edc-inc.com
Email Address	Email Address

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

Property Owner(s) Signature(s)

APPOINTMENTS ARE REQUIRED FOR APPLICATION SUBMITTALS
CALL 772.467.3737 OR E-MAIL PLANNING_DL@CITYOFFORTPIERCE.COM
For more information, please refer to the website:
https://www.cityoffortpierce.com/971/Application-Submittal-for-Technical-Revi

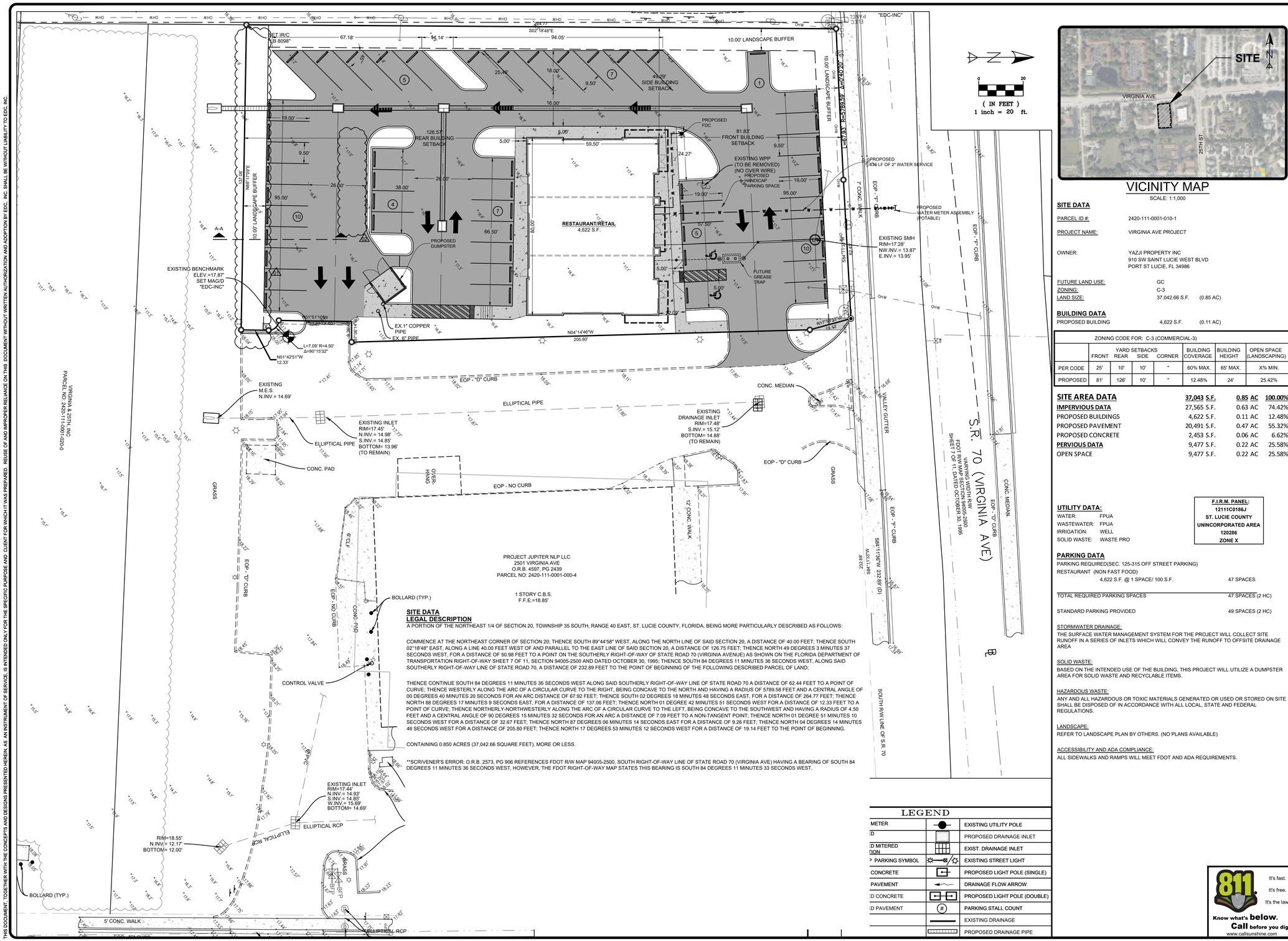
Design Review Application Checklist
(City Code of Ordinances 125-314)

Submittal for Administrative Approval

a. A survey (1" = 30' minimum scale) of property lines, existing topography and the location of trees meeting the tree protection regulations of section 123-66, location of bordering streets and, if applicable, wetlands and beaches.
b. A site analysis study to include a discussion of specimen trees and other natural vegetation, access, significant topography, wetlands, buffers, setbacks, views, orientation, the surrounding built environment, and other site features that may influence design elements.
c. A draft written narrative describing the design intent of the project, its goals, and objectives and how it reflects the site analysis study results.
d. Context photographs of neighboring uses and architectural styles.
e. Photographs and/or drawings of architectural buildings or objects that serve as a precedent for the proposed building design. Models should be taken from local exemplary buildings, either existing or demolished. Documentation of such buildings is available in the city's planning department.
f. Photographs of all existing structures located on the property. If existing structures on the property are more than fifty (50) years of age, documentation of these structures with data from the Florida Master Site File form is also required.
g. Conceptual site plan (to scale) showing proposed location of all buildings, structures, parking areas, signs and landscaping.
h. Landscape plan, at the same scale as the site plan. The planning director or designee may request enlarged plans of detailed planting areas. Planting schedule with sizes of proposed plantings must be included.
i. Accurate color rendering of proposed signs showing dimensions, type of lettering, materials and actual color samples that demonstrates cohesiveness with the project design.
j. Exterior elevations showing architectural character, external architectural features, and streetscape of the proposed development, including materials, colors, shadow lines and landscaping. The street elevation shall encompass the entire proposed project and generally identify the major elements of the adjacent two (2) properties on either side of the site. If the adjacent properties are vacant or underutilized, a diagram shall be provided that identifies the mass and form that is allowable under current zoning. If the street elevation must be drawn at such a scale as to render architectural details of the building unreadable, drawings of individual buildings at a larger scale should be provided as well.
k. Design review concurrent with conceptual development plan procedure according to subsection 125-313 is also available.

Submittal for Board Approval

a. A written narrative describing how the project conforms to administrative approval and design review guidelines of this section.
b. A final site plan meeting the requirements of section 125-313.
c. A final site lighting plan that meets the requirements of subsection 125-313(d)(8).
d. A final landscape plan that meets the requirements of articles II and III of chapter 123.
e. Final floor plans and elevation drawings (1/8" = 1'-0" minimum scale), as detailed under administrative approval, showing exterior building materials and colors with architectural sections and details to adequately describe the project.
f. A color board (11"x17" maximum) containing actual color samples of all exterior finishes, keyed to the elevations, and indicating the manufacturer's name and color designation.



VICINITY MAP

SCALE: 1:1,000

SITE DATA

PARCEL ID #: 2420-111-0001-010-1

PROJECT NAME: VIRGINIA AVE PROJECT

OWNER: YAZJI PROPERTY INC
910 SW SAINT LUCIE WEST BLVD
PORT ST LUCIE, FL 34986

FUTURE LAND USE: GC
ZONING: C-3
LAND SIZE: 37,042.66 S.F. (0.85 AC)

BUILDING DATA

PROPOSED BUILDING 4,622 S.F. (0.11 AC)

ZONING CODE FOR: C-3 (COMMERCIAL-3)							
	YARD SETBACKS				BUILDING COVERAGE	BUILDING HEIGHT	OPEN SPACE (LANDSCAPING)
	FRONT	REAR	SIDE	CORNER			
PER CODE	25'	10'	10'	"	60% MAX.	65' MAX.	X% MIN.
PROPOSED	81'	126'	10'	"	12.48%	24'	25.42%

SITE AREA DATA	37,043 S.F.	0.85 AC	100.00%
IMPERVIOUS DATA	27,565 S.F.	0.63 AC	74.42%
PROPOSED BUILDINGS	4,622 S.F.	0.11 AC	12.48%
PROPOSED PAVEMENT	20,491 S.F.	0.47 AC	55.32%
PROPOSED CONCRETE	2,453 S.F.	0.06 AC	6.62%
PERVIOUS DATA	9,477 S.F.	0.22 AC	25.58%
OPEN SPACE	9,477 S.F.	0.22 AC	25.58%

UTILITY DATA:

WATER: FPUA
WASTEWATER: FPUA
IRRIGATION: WELL
SOLID WASTE: WASTE PRO

F.I.R.M. PANEL:
12111C0186J
ST. LUCIE COUNTY
UNINCORPORATED AREA
120286
ZONE X

PARKING DATA

PARKING REQUIRED(SEC. 125-315 OFF STREET PARKING)

RESTAURANT (NON FAST FOOD)
4,622 S.F. @ 1 SPACE/ 100 S.F. 47 SPACES

TOTAL REQUIRED PARKING SPACES 47 SPACES (2 HC)

STANDARD PARKING PROVIDED 49 SPACES (2 HC)

STORMWATER DRAINAGE:
THE SURFACE WATER MANAGEMENT SYSTEM FOR THE PROJECT WILL COLLECT SITE RUNOFF IN A SERIES OF INLETS WHICH WILL CONVEY THE RUNOFF TO OFFSITE DRAINAGE AREA

SOLID WASTE:
BASED ON THE INTENDED USE OF THE BUILDING, THIS PROJECT WILL UTILIZE A DUMPSTER AREA FOR SOLID WASTE AND RECYCLABLE ITEMS.

HAZARDOUS WASTE:
ANY AND ALL HAZARDOUS OR TOXIC MATERIALS GENERATED OR USED OR STORED ON SITE SHALL BE DISPOSED OF IN ACCORDANCE WITH ALL LOCAL, STATE AND FEDERAL REGULATIONS.

LANDSCAPE:
REFER TO LANDSCAPE PLAN BY OTHERS. (NO PLANS AVAILABLE)

ACCESSIBILITY AND ACCESS COMPLIANCE:
ALL SIDEWALKS AND RAMPS WILL MEET FDOT AND ADA REQUIREMENTS.

LEGEND

METER	EXISTING UTILITY POLE
D	PROPOSED DRAINAGE INLET
D MITERED TION	EXIST. DRAINAGE INLET
PARKING SYMBOL	EXISTING STREET LIGHT
CONCRETE	PROPOSED LIGHT POLE (SINGLE)
PAVEMENT	DRAINAGE FLOW ARROW
D CONCRETE	PROPOSED LIGHT POLE (DOUBLE)
D PAVEMENT	PARKING STALL COUNT
	EXISTING DRAINAGE
	PROPOSED DRAINAGE PIPE

SITE DATA

LEGAL DESCRIPTION

A PORTION OF THE NORTHEAST 1/4 OF SECTION 20, TOWNSHIP 35 SOUTH, RANGE 40 EAST, ST. LUCIE COUNTY, FLORIDA, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCE AT THE NORTHEAST CORNER OF SECTION 20; THENCE SOUTH 89°44'58" WEST, ALONG THE NORTH LINE OF SAID SECTION 20, A DISTANCE OF 40.00 FEET; THENCE SOUTH 02°18'48" EAST, ALONG A LINE 40.00 FEET WEST OF AND PARALLEL TO THE EAST LINE OF SAID SECTION 20, A DISTANCE OF 126.75 FEET; THENCE NORTH 49 DEGREES 3 MINUTES 37 SECONDS WEST, FOR A DISTANCE OF 50.98 FEET TO A POINT ON THE SOUTHERLY RIGHT-OF-WAY OF STATE ROAD 70 (VIRGINIA AVENUE) AS SHOWN ON THE FLORIDA DEPARTMENT OF TRANSPORTATION RIGHT-OF-WAY SHEET 7 OF 11, SECTION 94005-2500 AND DATED OCTOBER 30, 1995; THENCE SOUTH 84 DEGREES 11 MINUTES 36 SECONDS WEST, ALONG SAID SOUTHERLY RIGHT-OF-WAY LINE OF STATE ROAD 70, A DISTANCE OF 232.89 FEET TO THE POINT OF BEGINNING OF THE FOLLOWING DESCRIBED PARCEL OF LAND;

THENCE CONTINUE SOUTH 84 DEGREES 11 MINUTES 36 SECONDS WEST ALONG SAID SOUTHERLY RIGHT-OF-WAY LINE OF STATE ROAD 70 A DISTANCE OF 62.44 FEET TO A POINT OF CURVE; THENCE WESTERLY ALONG THE ARC OF A CIRCULAR CURVE TO THE RIGHT, BEING CONCAVE TO THE NORTH AND HAVING A RADIUS OF 5789.58 FEET AND A CENTRAL ANGLE OF 00 DEGREES 40 MINUTES 20 SECONDS FOR AN ARC DISTANCE OF 67.92 FEET; THENCE SOUTH 02 DEGREES 18 MINUTES 48 SECONDS EAST, FOR A DISTANCE OF 264.77 FEET; THENCE NORTH 88 DEGREES 17 MINUTES 9 SECONDS EAST, FOR A DISTANCE OF 137.06 FEET; THENCE NORTH 01 DEGREE 42 MINUTES 51 SECONDS WEST FOR A DISTANCE OF 12.33 FEET TO A POINT OF CURVE; THENCE NORTHERLY-NORTHWESTERLY ALONG THE ARC OF A CIRCULAR CURVE TO THE LEFT, BEING CONCAVE TO THE SOUTHWEST AND HAVING A RADIUS OF 4.50 FEET AND A CENTRAL ANGLE OF 90 DEGREES 15 MINUTES 32 SECONDS FOR AN ARC A DISTANCE OF 7.09 FEET TO A NON-TANGENT POINT; THENCE NORTH 01 DEGREE 51 MINUTES 10 SECONDS WEST FOR A DISTANCE OF 32.67 FEET; THENCE NORTH 87 DEGREES 06 MINUTES 14 SECONDS EAST FOR A DISTANCE OF 9.26 FEET; THENCE NORTH 04 DEGREES 14 MINUTES 46 SECONDS WEST FOR A DISTANCE OF 205.80 FEET; THENCE NORTH 17 DEGREES 53 MINUTES 12 SECONDS WEST FOR A DISTANCE OF 19.14 FEET TO THE POINT OF BEGINNING.

CONTAINING 0.850 ACRES (37,042.66 SQUARE FEET), MORE OR LESS.

**SCRIVENER'S ERROR: O.R.B. 2573, PG 906 REFERENCES FDOT R/W MAP 94005-2500, SOUTH RIGHT-OF-WAY LINE OF STATE ROAD 70 (VIRGINIA AVE) HAVING A BEARING OF SOUTH 84 DEGREES 11 MINUTES 36 SECONDS WEST, HOWEVER, THE FDOT RIGHT-OF-WAY MAP STATES THIS BEARING IS SOUTH 84 DEGREES 11 MINUTES 33 SECONDS WEST.

ENGINEERS ⊕ SURVEYORS
ENVIRONMENTAL ⊕ LAND PLANNERS
INTERIOR DESIGNERS

10250 VILLAGE PARKWAY
SUITE 201
PORT ST. LUCIE, FL 34987
772-462-2455
www.edc-inc.com

F.B.P.E. CERTIFICATE OF AUTHORIZATION 9935
L.B. CERTIFICATE OF AUTHORIZATION 8098

DESIGNED BY	DRAWN BY	FILENAME	LAYOUT	SCALE	DATE
JJL	JJL	22-326 virginia ave project r5.dwg	CSP	AS SHOWN	1/6/DECEMBER/2022

DATE	REVISION COMMENTS
03-23-2023	REMOVAL OF LOADING ZONE (NOT REQUIRED)
02-27-2023	ADDITION OF 10' LANDSCAPE BUFFER

VIRGINIA AVE PROJECT

SITE PLAN

FORT PIERCE FLORIDA

10250 SW VILLAGE PARKWAY - SUITE 201
PORT SAINT LUCIE, FL 34987
772-462-2455

22-326

1 OF 2

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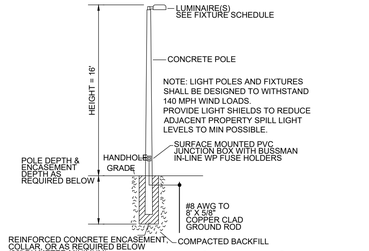
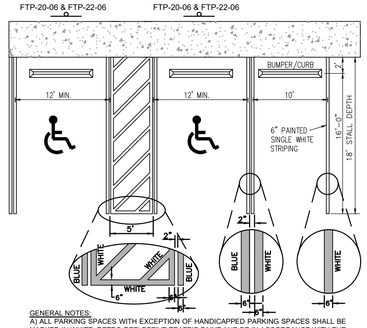
Z:\EDC-2022\22-326 - Bray - Virginia Ave Project\ENGINEERING\AutoCAD\DWGs\22-326 Virginia Ave Project R5.dwg, CSP, 3/23/2023 4:05:26 PM, victo, EDC, Inc., EDC, inc.



POLE MOUNTING DETAIL

N.T.S.

NOTE: PROVIDE SHOP DRAWINGS SIGNED AND SEALED BY A FLORIDA REGISTERED PROFESSIONAL ENGINEER. SHOP DRAWINGS SHALL INCLUDE THE POLE, LUMINAIR, AND REINFORCED CONCRETE ENCASEMENT CALCULATIONS TO SHOW COMPLIANCE WITH FLORIDA BUILDING CODE FOR WIND LOADING. SHOP DRAWINGS MAY BE FOR WORSE CASE SOIL CONDITIONS OR MAY BE BASED ON ACTUAL SITE SOIL BORINGS AND ANALYSIS FOR EACH POLE LOCATION AS VERIFIED BY THE FLORIDA REGISTERED PROFESSIONAL ENGINEER AND DOCUMENTED IN THE SHOP DRAWINGS. ALL ASSOCIATED COSTS FOR THE TOTAL INSTALLATION INCLUDING SHOP DRAWINGS, SOIL TESTING AND DESIGN FEES SHALL BE INCLUDED IN THE CONTRACT.



GENERAL NOTES:
A) ALL PARKING SPACES WITH EXCEPTION OF HANDICAPPED PARKING SPACES SHALL BE MARKED IN WHITE, RETRO-REFLECTIVE TRAFFIC PAINT AND BE IN ACCORDANCE WITH THE FLORIDA DEPARTMENT OF TRANSPORTATION (FDOT) STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION,2010 SECTION 710.

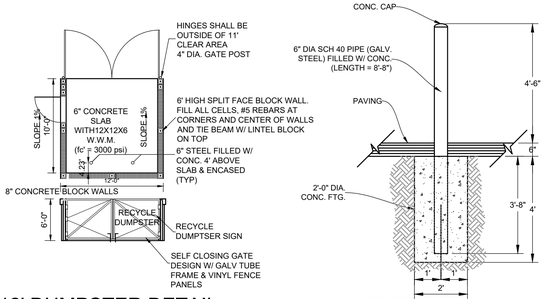
B) ALL HANDICAPPED PARKING SPACES SHALL BE PROPERLY SIGNED AND STRIPED IN ACCORDANCE WITH THE FDOT STANDARD INDEX 17346, FY 2017-18.

C) ALL COMPACT SPACES SHALL BE MARKED "COMPACT" ON THE STALL OR TIRE STOP.

HANDICAPPED SPACE DETAIL

18' PARKING STALL DETAIL

NOTES:
1. FTP 20-06: TOP PORTION SHALL HAVE REFLECTIVE BLUE BACKGROUND WITH WHITE REFLECTIVE SYMBOL AND BORDER. BOTTOM PORTION SHALL HAVE A REFLECTIVE WHITE BACKGROUND WITH BLACK OPAQUE LEGEND AND BORDER.
2. FTP 21-06: TOP PORTION SHALL HAVE REFLECTIVE BLUE BACKGROUND WITH WHITE REFLECTIVE SYMBOL AND BORDER. BOTTOM PORTION SHALL HAVE A REFLECTIVE WHITE BACKGROUND WITH BLACK OPAQUE LEGEND AND BORDER.
3. FTP 20-06 IS FOR USE IN AREAS WHERE SPACE IS LIMITED.
4. FTP 22-06 IS SUPPLEMENTAL PANEL FOR THE FTP 20-06 & FTP 21-06 SIGNS.
5. HEIGHT SHALL BE 7 FEET MEASURED FROM THE GROUND OR SIDEWALK TO THE BOTTOM OF "PERMIT ONLY" SIGN OR 6 FEET TO THE BOTTOM OF "$250 FINE" SIGN.
6. REFER TO FDOT INDEX No. 711-001 FOR PAVEMENT MARKING DETAILS & FDOT INDEX No. 700-102 SIGN DETAILS PER THE LATEST FDOT DESIGN STANDARDS.

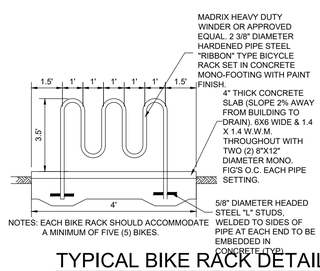


NOTE:
OPENING MUST BE PERPENDICULAR TO LINE OF FLIGHT OF SERVICE VEHICLE.

10' x 12' DUMPSTER DETAIL

1. ALL STRUCTURAL CONCRETE SHALL HAVE A MINIMUM 28-DAY COMPRESSIVE STRENGTH OF 3000 PSI

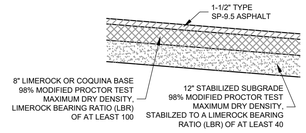
BOLLARD DETAIL



NOTES: EACH BIKE RACK SHOULD ACCOMMODATE A MINIMUM OF FIVE (5) BIKES.

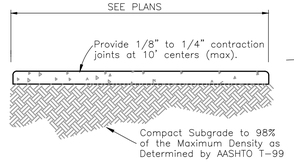
TYPICAL BIKE RACK DETAIL

N.T.S.



TYPICAL PAVEMENT SECTION

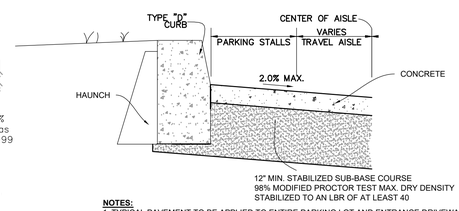
N.T.S.



NOTES:
1. USE 3,000 P.S.I. CONCRETE AT 28 DAYS FOR SIDEWALK CONSTRUCTION.
2. SIDEWALK THICKNESS TO BE INCREASED TO 6" THICK AT DRIVEWAY LOCATIONS.
3. ALL REPAIRS REQUIRED DURING CONSTRUCTION SHALL BE REMOVED AND REPLACED 10' MINIMUM TO NEXT FULL JOINT.
4. ALL SIDEWALK WITHIN FDOT RIGHT-OF-WAY TO BE CONSTRUCTED PER STANDARD PLANS 522-001.

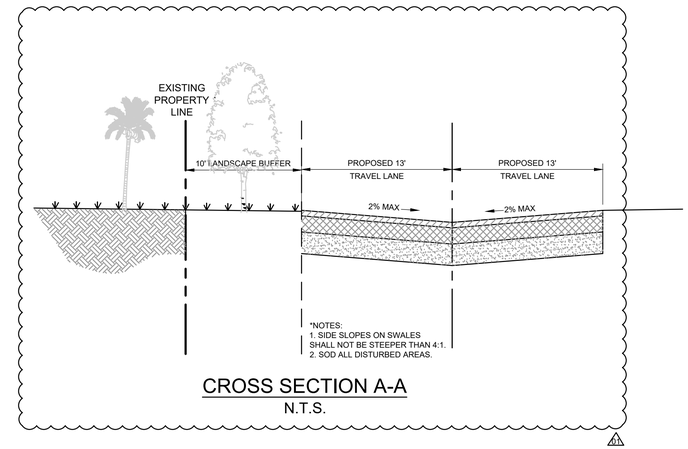
4" THICK SIDEWALK DETAIL

NOT TO SCALE



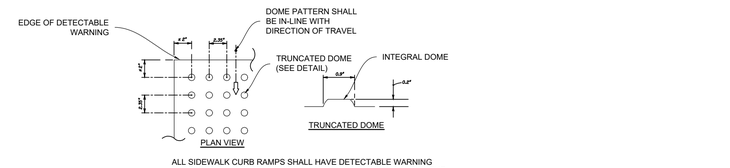
NOTES:
1. TYPICAL PAVEMENT TO BE APPLIED TO ENTIRE PARKING LOT AND ENTRANCE DRIVEWAY.
2. USE 3,000 P.S.I. CONCRETE AT 28 DAYS FOR CONSTRUCTION.
3. SUBGRADE TO EXTEND BEYOND THE TYPE "D" CURB AS SHOWN ON DETAIL.
4. TYPE "D" CURB TO BE CONSTRUCTED IN ACCORDANCE WITH FDOT.
5. TYPE "D" CURB SHOWN OVERSIZED IN DETAIL FOR CLARITY.

PARKING LOT SECTION W/ TYPE "D" CURB



CROSS SECTION A-A

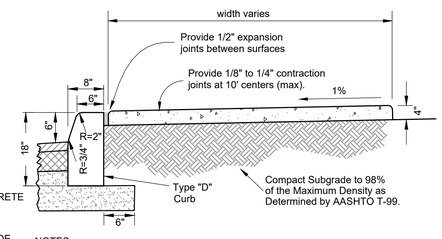
N.T.S.



ALL SIDEWALK CURB RAMPS SHALL HAVE DETECTABLE WARNING SURFACES THAT EXTEND THE FULL WIDTH OF THE RAMP AND IN THE DIRECTION OF TRAVEL 24 INCHES (610 MM) FROM THE BACK OF CURB

NOTES:
REFER TO FDOT INDEX 304 FOR FURTHER DETAILS
CAST IN PLACE

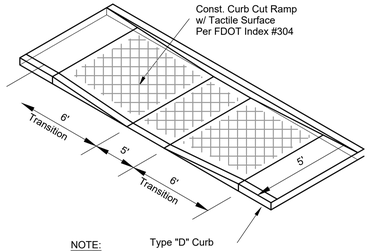
DETECTABLE WARNING



NOTES:
1. USE 3,000 P.S.I. CONCRETE AT 28 DAYS FOR CONSTRUCTION.
2. SUBGRADE TO EXTEND AN ADDITIONAL 6" BEYOND TYPE "D" CURB.

TYPE "D" CURB & SIDEWALK COMBINATION

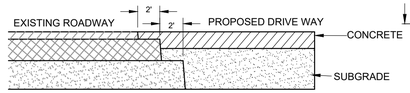
NOT TO SCALE



NOTE:
1. SIDEWALK IS PARALLEL TO CURB.

HANDICAP CURB CUT RAMP

MATERIAL BENCHING DETAIL
(FOR ATTACHING TO EXISTING ROADWAY)



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ENVIRONMENTAL ● LAND PLANNERS
INTERIOR DESIGNERS
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F.B.P.E. CERTIFICATE OF AUTHORIZATION 9935
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JJL DESIGNED BY
JJL DRAWN BY
22-326 virginia ave project r5.dwg FILENAME
DETAILS LAYOUT
AS SHOWN SCALE
1/6/DECEMBER/2022 DATE

REVISION COMMENTS
DATE

VIRGINIA AVE PROJECT
DETAILS
FORT PIERCE FLORIDA

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772-462-2455

22-326

2 OF 2

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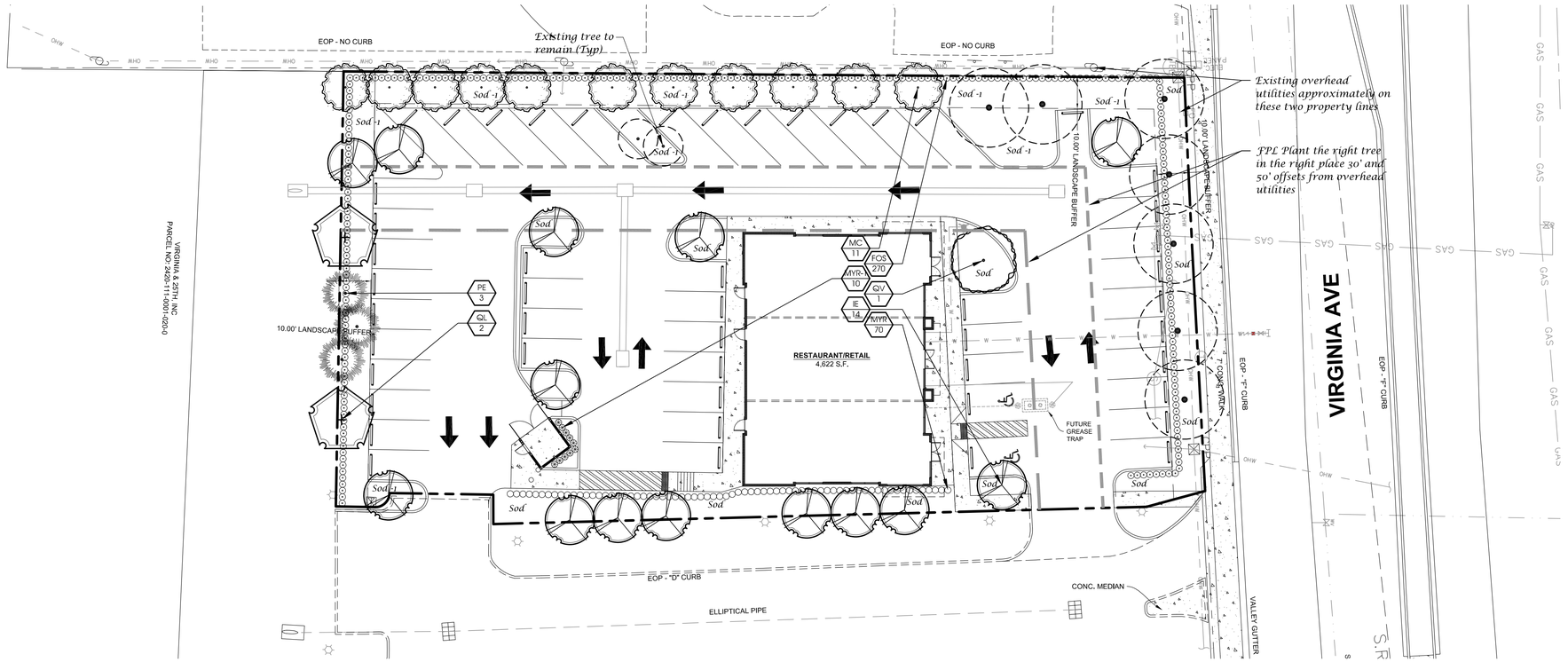


Landscape Plan

North
Scale: 1" = 20'
0 10' 20' 40'

Conceptual Design Group, Inc.
Landscape Architecture - Site Planning
900 East Ocean Boulevard, Suite 130d
Stuart, Florida 34994
(772) 344-2340
LC: 26000198

Virginia Avenue Project

2501 Virginia Avenue
City of Fort Pierce, Florida

City Project Number:

Jeffrey W. Smith, RLA
Florida Registration Number:
LA 0001635

Job No.	22-0901
Drawn By	JWS
Submittal Dates	11-16-2022
	3-27-2023
Revision Dates	
Comments #1	3-27-2023

Sheet L-1 of 2

Landscape Specifications

1. All tree and plant material to be Florida No. 1 or better, as classified in "Grades and Standards for Nursery Plants", Part 1 and Part II, State of Florida, Dept. of Agriculture, Tallahassee. All plants not listed in "Grades and Standards for Nursery Plants" shall conform to a Florida No. 1 as to; (1) health and vitality, (2) condition of foliage, (3) root system, (4) freedom from pest or mechanical damage, (5) heavily branched and densely foliated according to the accepted normal shape of the species.
2. Undersizing or substitution of one species or cultivar for another species is a breach of contract and will be "Rejected" at the time of final landscape inspection unless approved by Landscape Architect.
3. Project Warranty: All plant material shall be warranted for a period of one (1) year after date of substantial completion against defects, including death and unsatisfactory growth, except for defects resulting from abuse or damage by others or unusual phenomena or incidents which are beyond the contractor's control.
4. Any and all conditions which the contractor feels will be detrimental to the success of the planting shall be brought to the owner or representative's attention.
5. The contractor shall verify the location of underground utilities prior to commencing work on any project area.
6. Mulch planting areas with 3" layer of Melaleuca, Eucalyptus, or Enviromulch, Cypress Mulch is NOT ACCEPTABLE. Planting beds to receive mulch throughout entire bed area.
7. All plants to be set to ultimate grade. No filling will be permitted around trunks or stems. Mulch to be kept a minimum of 2" away from trunks and stems.
8. Planting trees and shrubs: Excavate hole per planting detail. When plant is set, place additional backfill consisting of a 50% mixture of Peat humus and natural soil around the base and sides of ball, and work each layer to settle backfill and eliminate voids and air pockets. When excavation is approximately 2/3 full, water thoroughly before placing remainder of backfill. Water again after placing final layer of backfill and before installing mulch.
9. Guy and stake trees in 3 directions with galvanized wire, through flexible hose chafing guards, with wooden stake anchors immediately after planting. (See Detail)
10. Trees and shrubs shall be fertilized with a complete natural organic fertilizer with a ratio of approximately 3:0:2 or 3:0:3 (e.g. one labeled 12-0-8). Similar analysis such as 16-0-8 (4:0:2) can also be used. Fertilizers that are slow release, controlled release, sulphur coated or with nitrogen as IBDU or ureaformaldehyde have extended release period, Thirty to fifty percent of the nitrogen should be water insoluble or slow release.

Palms should receive a complete granular fertilizer formulated for palms ("Palm Special") at a rate of 5 to 8 lbs. per palm.

Agtform 20-0-5 twenty-one gram planting tablets may be substituted for granular fertilizer, If utilized, the following rates shall be utilized: Position plant in hole. Backfill halfway up the rootball. Place tablet(s) beside rootball about 1" from root tips. Do not place tablet(s) in bottom of hole.

1 Gallon 1 Tablet
3 Gallon 2 Tablets
25 Gallon & B&B Trees 2 per 1" caliper

11. All planting areas and sod to be irrigated to provide 100% coverage. Shop drawings to be submitted by the irrigation contractor for approval prior to installation.
12. Maintain trees, shrubs, and other plants by watering, cultivating, and weeding as required for healthy growth. Restore planting saucers and mulch. Tighten and repair stake and guying and reset trees and shrubs to proper grade or vertical position as required. Spray as necessary to keep trees and shrubs free of insects and disease. The contractor shall begin maintenance immediately after planting and shall continue maintenance through final acceptance when Certificate of Occupancy is issued to the General Contractor by City and project is released by the General Contractor to Client.
13. Prune trees and shrubs only to remove damaged branches as directed by the Landscape Architect.
14. Planting Lawns: Provide clean, strongly rooted, uniformly sized strips of Stenotaphrom secundatus Floritam (unless otherwise noted), machine stripped not more than 24 hours prior to laying. Grade and roll prepared lawn surface. Water thoroughly but not to create muddy soil conditions. Lay sod strips with tight joints, roll or tamp lightly, and water thoroughly.
15. Maintain positive drainage, no planting is to block drainage.
16. Drainage Testing
    Prior to planting of trees, palms, and specimen material, each planting pit shall be tested in the following manner to verify adequate drainage,
    A) Dig each planting pit to the minimum specified size.
    B) Fill the planting pit with (12") twelve inches of water. If the water level in the planting pit drops (4") four or more inches within (4) four hours, the drainage is sufficient and a drainage channel is not required. If the water level drops less than (4") four inches within the (4) four hour period, then a drainage channel is required,
    C) When a drainage channel is required, the drainage channel must extend down through the non porous soil and into porous soil. (See Drainage Testing Detail)
    D) Discard all material removed from the drainage channel.
    E) When backfilling the planting pit, add course gravel to the drainage channel. Also, care must be taken to keep the consistency of the soil mix the same throughout the planting pit.

NOTES:
1. Contractor to include drainage testing for all trees and palms in bid. If drainage is inadequate, the soil specification in item #8 above shall be revised for site conditions. Contractor shall notify the Owner and Landscape Architect of poor drainage conditions in writing and written direction will be provided to the contractor of appropriate soil mixture specification to be used.
2. All fertilizers shall meet the City of Port St. Lucie's fertilizer ordinance.

Plant List

QTY	SYM	SPECIES	COMMON NAME/DESCRIPTION	SIZE	SPACING	REMARKS
CANOPY / ORNAMENTAL TREES						
14	IE*	ILEX x ATTENUATA 'EAGLESTON'	EAGLESTON HOLLY	12' x 5', 2.5" D.B.H.	A.S.	FULL CANOPY, 5' C.T. MIN.
11	MC*	MYRICA CERIFERA	WAX MYRTLE	8' x 4', 1.5" D.B.H.	A.S.	FULL CANOPY
3	PE*	PINUS ELLIOTTI 'DENSA'	SOUTH FLORIDA SLASH PINE	12' x 5', 2.5" D.B.H.	A.S.	FULL CANOPY, 5' C.T. MIN.
2	QL*	QUERCUS LAURIFOLIA	LAUREL OAK	12' x 5', 2.5" D.B.H.	A.S.	FULL CANOPY, 5' C.T. MIN.
1	QV*	QUERCUS VIRGINIANA	LIVE OAK	12' x 5', 2.5" D.B.H.	A.S.	FULL CANOPY, 5' C.T. MIN.
SHRUBS / GROUNDCOVERS						
10	MYR-1*	MYRICANTHES FRAGRANS	SIMPSON STOPPER	#7, 4' x 2'	2' O.C.	FULL & THICK
70	MYR*	MYRICANTHES FRAGRANS	SIMPSON STOPPER	#3, 2' x 2'	2' O.C.	FULL & THICK
270	FOS*	FORESTIERA SEGREGATA	FLORIDA PRIVET	#3, 2' x 2'	2' O.C.	FULL & THICK
	SOD	STENOTAPHRUM SECUNDATUS	ST. AUGUSTINE SOD			SEE SPECS
	SOD-1	PASPALUM NOTATUM	BAHIA SOD			SEE SPECS

* = Florida Native

NOTE: D.B.H. IS MEASURED 4.5' ABOVE GRADE

Landscape Data

Vehicular Use Area Landscaping Adjacent to R.O.W. (North Buffer) 132'
Sec. 123-37(4)(b)
Trees Required = 10' Wide Landscape Strip with 1 Tree/300 s.f.
132 l.f. x 10' = 1,320 s.f. / 300 = 5 Trees
Provided = 5 Existing Live Oak Trees

Shrubs Required = Continuous Hedge @ 2' o.c.
132 l.f. / 2' o.c. = 66 Shrubs
Provided = 66 Shrubs

Vehicular Use Area Landscaping to Adjacent Property (West Buffers) 405'
Sec. 123-37(6)
Trees Required = 10' Wide Landscape Strip with 1 Tree/200 s.f.
405 l.f. x 10' = 4,050 s.f. / 200 = 21 Trees
Provided = 21
2 Existing trees + 19 trees = 21

Shrubs Required = Continuous Hedge @ 2' o.c.
405 l.f. / 2' o.c. = 203 Shrubs
Provided = 203 Shrubs

Interior Vehicular Use Area
Sec. 123-37(7)(a & b)
Required = 1 s.f. of interior landscaping per 15 s.f. of vehicular use area (20,937 s.f./15 = 1,395 s.f.)
Landscape Area Provided = 1,4010 s.f.
Trees Required = 1 Tree/100 s.f. of interior landscape area
20,937 s.f./15 = 1,395 s.f. / 100 = 14 Trees
Trees Provided = 14

Maximum Use of Palm Trees
Sec. 123-37(1)(a)(3)
Required = Fifty (50) percent of the required trees shall be species other than palm trees
Total Trees Required = 53 Trees
Maximum Palms Allowed = 26 (53 / 2 = 26)
Total Palms Provided = 0 (0%)

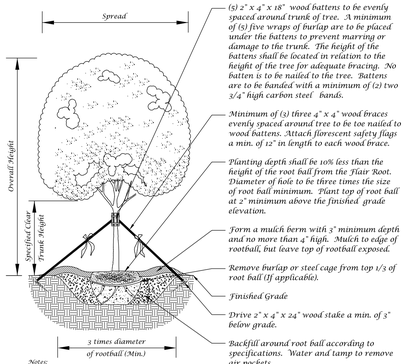
Total Trees Required = 40 Trees
Total Trees Provided = 40 Trees
31 Trees + 9 Existing Trees = 40 Trees

Total Trees Required = 40 Trees
Total Native Trees Provided = 40 (100%)

Total Palms Required = 0
Total Native Palms Provided = 0 (0%)

Total Shrubs Required = 279
Total Native Shrubs Provided = 279 (100%)

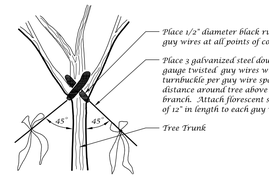
Landscape Details



Notes:
1. All pruning shall be completed at the direction of the Landscape Architect.
2. No nails shall be driven into tree

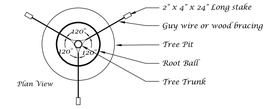
Large Tree Planting Detail (5" Caliper or Greater)

Not to Scale



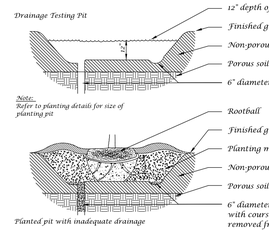
Guy Wire Attachment Detail

Not to Scale



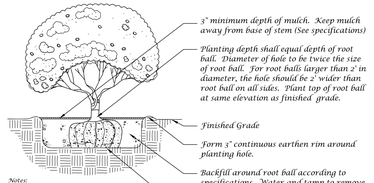
Staking Detail

Not to Scale



Drainage Testing Detail

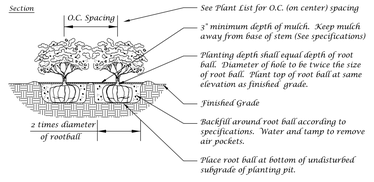
Not to Scale

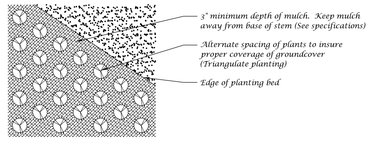


Notes:
1. All pruning shall be completed at the direction of the Landscape Architect.
2. Remove any container from around rootball.
3. Plant as hedge row with O.C. (on center) spacing as specified in plant list, or with triangular spacing as a mass.

Shrub Detail

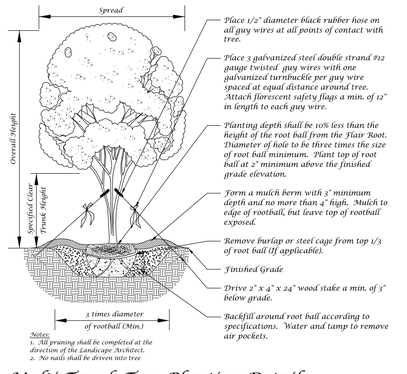
Not to Scale





Ground Cover Detail

Not to Scale



Notes:
1. All pruning shall be completed at the direction of the Landscape Architect.
2. No nails shall be driven into tree

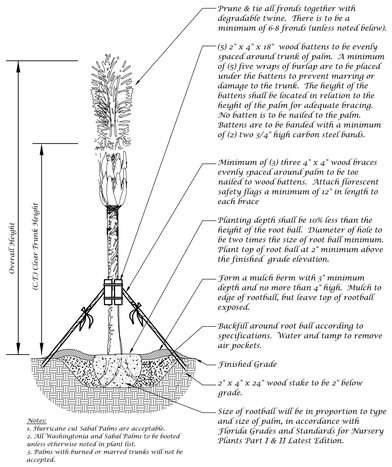
Tree Planting Detail

Not to Scale

Notes:
1. All pruning shall be completed at the direction of the Landscape Architect.
2. No nails shall be driven into tree

Multi-Trunk Tree Planting Detail

Not to Scale



Notes:
1. Hurricane cut Sabal Palms are acceptable.
2. All Washingtonia and Sabal Palms to be booted unless otherwise noted in plant list.
3. Palms with burned or marred trunks will not be accepted.

Palm Planting Detail

Not to Scale

Landscape Plan

Conceptual Design Group, Inc.
Landscape Architecture - Site Planning
900 East Ocean Boulevard, Suite 130d
Stuart, Florida 34994
(772) 344-2340
LC: 26000198

Virginia Avenue Project

2501 Virginia Avenue
City of Fort Pierce, Florida

City Project Number:

Jeffrey W. Smith, RLA
Florida Registration Number:
LA 0001635

Job No.	22-0901
Drawn By	JWS
Submittal Dates	11-16-2022
	3-27-2023
Revision Dates	
Comments #1	3-27-2023

VICINITY MAP

SCALE: 1:200

SITE TREE SUMMARY

TYPE OF TREE	TOTAL # TREES	TOTAL SIZE (INCHES)	PRESERVATION CREDIT	(CREDITS) MITIGATION
OAK TREES PRESERVED	3	50.9	50.9	
OAK TREES TO BE REMOVED	0	0		0
PALM TREES TO BE PRESERVED	0	--		--
PALM TREES TO BE RELOCATED	0	--		--
PALM TREES TO BE REMOVED	0	--		
PINE TREES TO BE PRESERVED	1	24	24	
PINE TREES TO BE REMOVED	28	478.4		478.4
TOTAL # OF TREES FOR THIS PROJECT	**32**	**553.3**	**74.9**	**478.4**

OAK TREES PRESERVED

#	TREE #	SIZE (INCHES)	PRESERVATION CREDIT(S)	NOTES & REMARKS
1	11	17	17	
2	12	19.4	19.4	
3	13	14.5	14.5	

PINE TREES PRESERVED

#	TREE #	SIZE (INCHES)	PRESERVATION CREDIT(S)	NOTES & REMARKS
1	24	24	24	

PINE TREES REMOVED

#	TREE #	SIZE (INCHES)	MITIGATION REQUIRED	NOTES & REMARKS
1	2	16.2	16.2	
2	3	18.4	18.4	
3	4	15.6	15.6	
4	5	15.5	15.5	
5	6	15.7	15.7	
6	9	19.7	19.7	
7	10	22.7	22.7	
8	14	25.7	25.7	
9	15	17.5	17.5	
10	16	15	15	
11	17	20.4	20.4	
12	18	17.7	17.7	
13	19	17.3	17.3	
14	20	14	14	
15	21	16.5	16.5	
16	22	14.1	14.1	
17	23	17.1	17.1	
18	25	15.9	15.9	
19	26	16.9	16.9	
20	27	14.8	14.8	
21	28	15.8	15.8	
22	29	14.5	14.5	
23	30	15.6	15.6	
24	31	18.2	18.2	
25	32	16.7	16.7	
26	33	14.8	14.8	
27	7	17.7	17.7	
28	8	18.4	18.4	

TREE-IN INCHES (MITIGATION)	
74.9	(TO BE PRESERVED)
0	(OAKS TO BE REMOVED)
478.4	(PINES TO BE REMOVED)
-403.5	MITIGATION (CREDITS)

TREE NOTES:

1. PALM TREES HAVE A CLEAR TRUNK HEIGHT OF 10' OR GREATER.
2. OAK & PINE TREES ARE MEASURED @ (DBH) 4' ABOVE GRADE.
3. CONTRACTOR IS TO REFER TO LANDSCAPE PLANS.

LEGEND

	EXISTING METER		EXISTING UTILITY POLE
	PROPOSED SIGN		PROPOSED DRAINAGE INLET
	PROPOSED MITERED END SECTION		EXIST. DRAINAGE INLET
	HANDICAP PARKING SYMBOL		EXISTING STREET LIGHT
	EXISTING CONCRETE		PROPOSED LIGHT POLE (SINGLE)
	EXISTING PAVEMENT		DRAINAGE FLOW ARROW
	PROPOSED CONCRETE		PROPOSED PAVEMENT
#	EX. PINE TREE TO BE # TREE TAG.	#	EX. PINE TREE TO BE REMOVED. # TREE TAG.
#	EX. OAK TREE TO REMAIN # - TREE TAG	#	EX. OAK TREE TO BE REMOVED. # TREE TAG.
#	EX. PALM TREE TO REMAIN # - TREE TAG	#	EX. PALM TREE TO BE REMOVED. # - TREE TAG.

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772-462-2455
www.edc-inc.com
F.B.P.E. CERTIFICATE OF AUTHORIZATION 9935
L.B. CERTIFICATE OF AUTHORIZATION 8098

J.J.L. DESIGNED BY
J.J.L. DRAWN BY
Z:\22-326 virginia ave project.rS dwg FILENAME
TREE MITIGATION LAYOUT
AS SHOWN SCALE
1/6/2023 MARCH2022 DATE

REVISION COMMENTS
DATE

VIRGINIA AVE PROJECT

TREE MITIGATION PLAN

FORT PIERCE FLORIDA

ENGINEERS ✪ SURVEYORS
ENVIRONMENTAL ✪ LAND PLANNERS
INTERIOR DESIGNERS
10250 SW VILLAGE PARKWAY - SUITE 201
PORT SAINT LUCIE, FL 34987
772-462-2455

22-326

1 OF 1

Z:\EDC-2022\22-326 - Bray - Virginia Ave Project\ENGINEERING\AutoCAD\DWGs\22-326 Virginia Ave Project RS.dwg, TREE MITIGATION, 3/27/2023 3:58:05 PM, victo, EDC, Inc., EDC, Inc.