



**RESURRECTION LIFE
CHURCH**
FORT PIERCE, FLORIDA

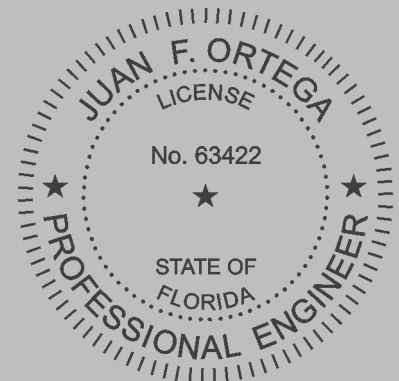
TRAFFIC IMPACT ANALYSIS

**PREPARED FOR:
ENGINEERING DESIGN &
CONSTRUCTION, INC.**

Prepared by:

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April 12, 2023



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1. EXECUTIVE SUMMARY

JFO Group Inc. has been retained to prepare 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)* associated with a site plan application for the Resurrection Life project to build 62,000 SF of Church uses and a 240-student K-12 private school on the subject site. The project is located at the northeast corner of Jenkins Road and Graham Road in the City of Fort Pierce, Florida.

There is a concurrent Plat and Future Land Use (FLU) Map Amendment application associated with this request which will split the site into two (2) stand-alone parcels. The northern portion will be the Church for which this traffic analysis is being provided while the southern portion will be a 113-multifamily development being processed under a separate application.

The net Daily, AM and PM peak hour trips potentially generated due to the planned development are 972, 206 (130 In/76 Out) and 65 (28 In/37 Out) trips respectively. Two (2) F-DOT Category B full driveways separated ± 300 feet are being proposed on Jenkins Road where the southernmost driveway is proposed to be located ± 500 feet north of Graham Road. In order to accommodate Sunday demand, northbound right turn lanes and southbound left turn lanes are recommended at both driveways.

The proposed Resurrection Life Church Property project has been evaluated following 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 analysis shows that the proposed development will be in compliance with Level of Service standards of the governmental entities with jurisdiction over the analyzed roadways in the immediate project vicinity.

At the time this traffic analysis was prepared, no special exceptions or variances were required.

2. INTRODUCTION

JFO Group Inc. has been retained to prepare 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)* associated with a site plan application for the Resurrection Life project. The property is located at the northeast corner of Jenkins Road and Graham Road in the City of Fort Pierce, Florida.



Figure 1: Project Location

Parcel Control Number associated with this project is 2418-322-0001-000-5. Exhibit 1 includes information from the Saint Lucie County Property Appraiser's office for the parcel included in the proposed site plan. Figure 1 shows an aerial location of the site in relation to the transportation network. The Resurrection Life project is proposing 62,000 SF of Church uses and a 240-student K-12 private school to be developed in three (3) phases. Exhibit 2 includes a preliminary development plan. Project build-out is expected in the year 2028.

3. TRIP GENERATION

Project traffic potentially generated by the proposed project was calculated using the Institute of Transportation Engineers (ITE) publication *Trip Generation Manual, 11th Edition*. 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 R² of at least 0.75, fitted curve equations were used. Exhibit 3 includes an excerpt from the ITE Trip Generation manual for the trip generation rates used in this analysis.

Table 1 shows the rates used in order to determine the trip generation for Daily, AM, and PM peak hour conditions. As part of a conservative analysis and for simplification purposes, no traffic credit was taken for vested uses on the subject site.

Table 1: Trip Generation Rates

Land Use	ITE Code	Daily	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
Private School (K-12)	532	2.48	63%	37%	0.79	43%	57%	0.17
Church	560	7.60	62%	38%	0.32	44%	56%	0.49

According to Table 2, the net Daily, AM and PM peak hour trips potentially generated due to the planned development are 972, 206 (130 In/76 Out) and 65 (28 In/37 Out) trips respectively. Therefore, according to Table A from the City of Fort Pierce TPS and given the trip generation characteristics from Table 2, a 2-mile Radius of Impact for Transportation Concurrency Management System needs to be considered for traffic impact analysis.

Table 2: Trip Generation

Land Use	Intensity	Daily Traffic	AM Peak Hour			PM Peak Hour			
			In	Out	Total	In	Out	Total	
Private School (K-12)	240 Students	595	120	70	190	18	23	41	
Church	62,000 SF	471	12	8	20	13	17	30	
		Σ	1,066	132	78	210	31	40	71
Internal Capture		8.82%	1.90%			8.45%			
Private School (K-12)		47	1	1	2	2	1	3	
Church		47	1	1	2	1	2	3	
		Σ	(94)	(2)	(2)	(4)	(3)	(3)	(6)
Net Proposed Traffic		972	130	76	206	28	37	65	

4. TRIP DISTRIBUTION AND ASSIGNMENT

Trip distribution and assignment incorporates the characteristics of the proposed development as well as the surrounding network configuration. Table 3 shows the project trip distribution for all roadway links within the Radius of Impact for Transportation Concurrency Management System while Figure 2 provides a graphic representation.

Table 3: Project Impact

Roadway	From	To	LOS Capacity	Traffic Assignment	Project Traffic	Project Impact
Kings Hwy	Okeechobee Rd to Crossroads		880	15%	20	2.30%
Kings Hwy	Crossroads Pkwy to Graham Rd		700	15%	20	2.90%
Kings Hwy	Graham Rd to Picos Rd		700	10%	13	1.90%
Kings Hwy	Picos Rd to Orange Ave		880	10%	13	1.50%
Jenkins Rd	Edwards Rd to Okeechobee Rd		880	10%	13	1.50%
Jenkins Rd	Okeechobee Rd to Graham Rd		920	45%	59	6.40%
Jenkins Rd	Graham Rd to Peterson Rd		630	30%	39	6.20%
Jenkins Rd	Peterson Rd to Orange Ave		920	30%	39	4.20%
Edwards Rd	Jenkins Rd to McNeil Rd		630	10%	13	2.10%
Okeechobee Rd	Kings Hwy to Crossroads Pkwy		4240	5%	7	0.20%
Okeechobee Rd	Crossroads Pkwy to I-95		4240	5%	7	0.20%
Okeechobee Rd	I-95 to Jenkins Rd		4240	10%	13	0.30%
Okeechobee Rd	Jenkins Rd to McNeil Rd		4040	25%	33	0.80%
Okeechobee Rd	McNeil Rd to Virginia Ave		3170	20%	26	0.80%
Graham Rd	Kings Hwy to Jenkins Rd		630	25%	33	5.20%
Orange Ave	Kings Hwy to I-95		2100	10%	13	0.60%
Orange Ave	I-95 to Jenkins Rd		2100	10%	13	0.60%
Orange Ave	Jenkins Rd to Hartman Rd		2100	20%	26	1.20%

As can be seen in Table 3, the project impact on the first connection to the Major Road Network will consume more than one percent (1%) of the peak-hour peak-direction capacity while with the exception of Graham Road, the remaining Major Roadway Segments will consume less than five percent (5%).

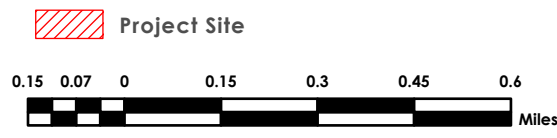
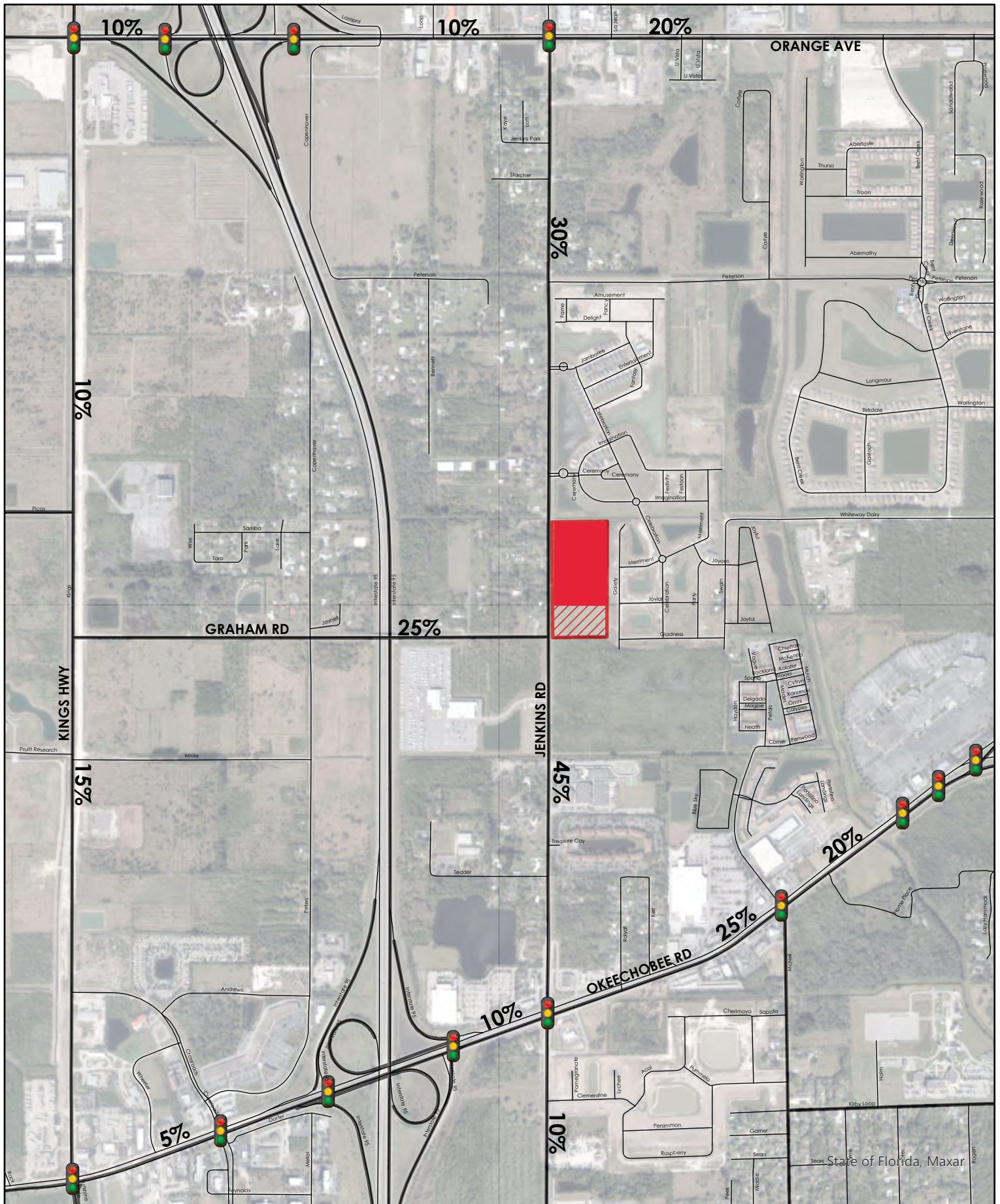


Figure 2:
Traffic Assignment
Resurrection Life
Church



5. EXISTING CONDITIONS

Jenkins Road and Graham Road are the major roadways serving as primary access to the project.

6. BACKGROUND TRAFFIC

The University of Florida's Bureau of Economic and Business Research (BEBR) from the College of Liberal Arts and Sciences calculates population projections for Florida and Its Counties. Table 4 includes the St. Lucie County BEBR growth rates for Year 2025 based on data included in the BEBR Bulletin 193 from October 2022. Exhibit 4 includes the applicable excerpts from the BEBR bulletin.

Table 4: 2025 UF-BEBR Growth Rate

County	BEBR Population Estimate April 1, 2021	BEBR Population Projections (April 1)		2025
		Range	2025	
St. Lucie	340,060	Low	348,200	0.48%
		Medium	370,400	1.78%
		High	392,600	3.10%

In order to provide a conservative analysis, the BEBR medium growth rate (1.78%) was used in this analysis to determine background traffic on the transportation network five years from the project's opening date.

7. LEVEL OF SERVICE - LINKS

Exhibit 5 includes excerpts from the St. Lucie Transportation Planning Organization 2021 Traffic Counts and Level of Service Report used in this analysis. Table 5 includes Level of Service analysis on all links within the Radius of Impact in the year 2028. As shown in Table 5, all links meet the adopted service volume at project build-out.

Table 5: Peak Hour Link Analysis

Road	From	To	Ln	2017/2020/2021 Traffic		2028 Background Traffic ¹		Project Assignment	Project Traffic		Total Traffic With Project		Peak Direction Service Volume	Meets peak direction LOS?
				AM	PM	AM	PM		AM	PM	AM	PM		
Kings Hwy	Okeechobee Rd to Crossroads		2	363	371	418	427	15%	20	6	438	433	880	YES
Kings Hwy	Crossroads Pkwy to Graham Rd		2	363	371	418	427	15%	20	6	438	433	700	YES
Kings Hwy	Graham Rd to Picos Rd		2	337	324	388	373	10%	13	4	401	377	700	YES
Kings Hwy	Picos Rd to Orange Ave		2	337	324	388	373	10%	13	4	401	377	880	YES
Jenkins Rd	Edwards Rd to Okeechobee Rd		2	541	593	612	671	10%	13	4	625	675	880	YES
Jenkins Rd	Okeechobee Rd to Graham Rd		2	517	523	585	592	45%	59	17	644	609	920	YES
Jenkins Rd	Graham Rd to Peterson Rd		2	517	523	585	592	30%	39	11	624	603	630	YES
Jenkins Rd	Peterson Rd to Orange Ave		2	517	523	585	592	30%	39	11	624	603	920	YES
Edwards Rd	Jenkins Rd to McNeil Rd		2	529	533	599	603	10%	13	4	612	607	630	YES
Okeechobee Rd	Kings Hwy to Crossroads Pkwy		8	1,028	1,085	1,184	1,249	5%	7	2	1,191	1,251	4,240	YES
Okeechobee Rd	Crossroads Pkwy to I-95		8	1,213	1,240	1,397	1,428	5%	7	2	1,404	1,430	4,240	YES
Okeechobee Rd	I-95 to Jenkins Rd		8	1,981	1,713	2,281	1,973	10%	13	4	2,294	1,977	4,240	YES
Okeechobee Rd	Jenkins Rd to McNeil Rd		8	1,981	1,713	2,281	1,973	25%	33	9	2,314	1,982	4,040	YES
Okeechobee Rd	McNeil Rd to Virginia Ave		6	1,468	1,531	1,691	1,763	20%	26	7	1,717	1,770	3,170	YES
Graham Rd	Kings Hwy to Jenkins Rd		2	262	250	318	304	25%	33	9	351	313	630	YES
Orange Ave	Kings Hwy to I-95		4	856	863	986	994	10%	13	4	999	998	2,100	YES
Orange Ave	I-95 to Jenkins Rd		4	797	750	918	864	10%	13	4	931	868	2,100	YES
Orange Ave	Jenkins Rd to Hartman Rd		4	705	655	812	754	20%	26	7	838	761	2,100	YES

AM IN = 130. PM OUT = 37. ROI = 2.0 Miles.

¹ Calculated GR = 1.78%. See Table 4.

8. LEVEL OF SERVICE - INTERSECTIONS

Traffic counts should be performed on typical midweek days (Tuesday, Wednesday, or Thursday). All counts collected followed the Florida Department of Transportation's Manual on Uniform Traffic Studies (MUTS) and other applicable standards. Traffic volumes were adjusted by applying the seasonal factor as established in the FDOT Project Forecasting Handbook. Exhibit 6 includes a summary of all traffic data collection efforts as well as Peak Seasonal Factors from F-DOT.

Intersection turning movement counts were collected on Tuesday February 14, 2023 from 7AM to 9AM, and from 4PM to 6PM at all intersections significantly impacted within the Radius of Impact for Transportation Concurrency Management System:

- a. Jenkins Rd and Graham Rd;
- b. Jenkins Rd and Okeechobee Rd;
- c. Graham Rd and Kings Hwy; and
- d. Jenkins Rd and Orange Ave.

Figure 3 summarizes 2028 AM and PM peak hour traffic calculated using the field data collection counts, F-DOT Peak Season Factors, background traffic and project traffic. According to the City of Fort Pierce TPS:

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).*

Table 6 and Table 7 include HCM AM and PM operational analysis at the anticipated project build-out. As shown in Table 6 and Table 7, all movements where the project is adding traffic in the year 2028 will meet the City of Fort Pierce TPS.

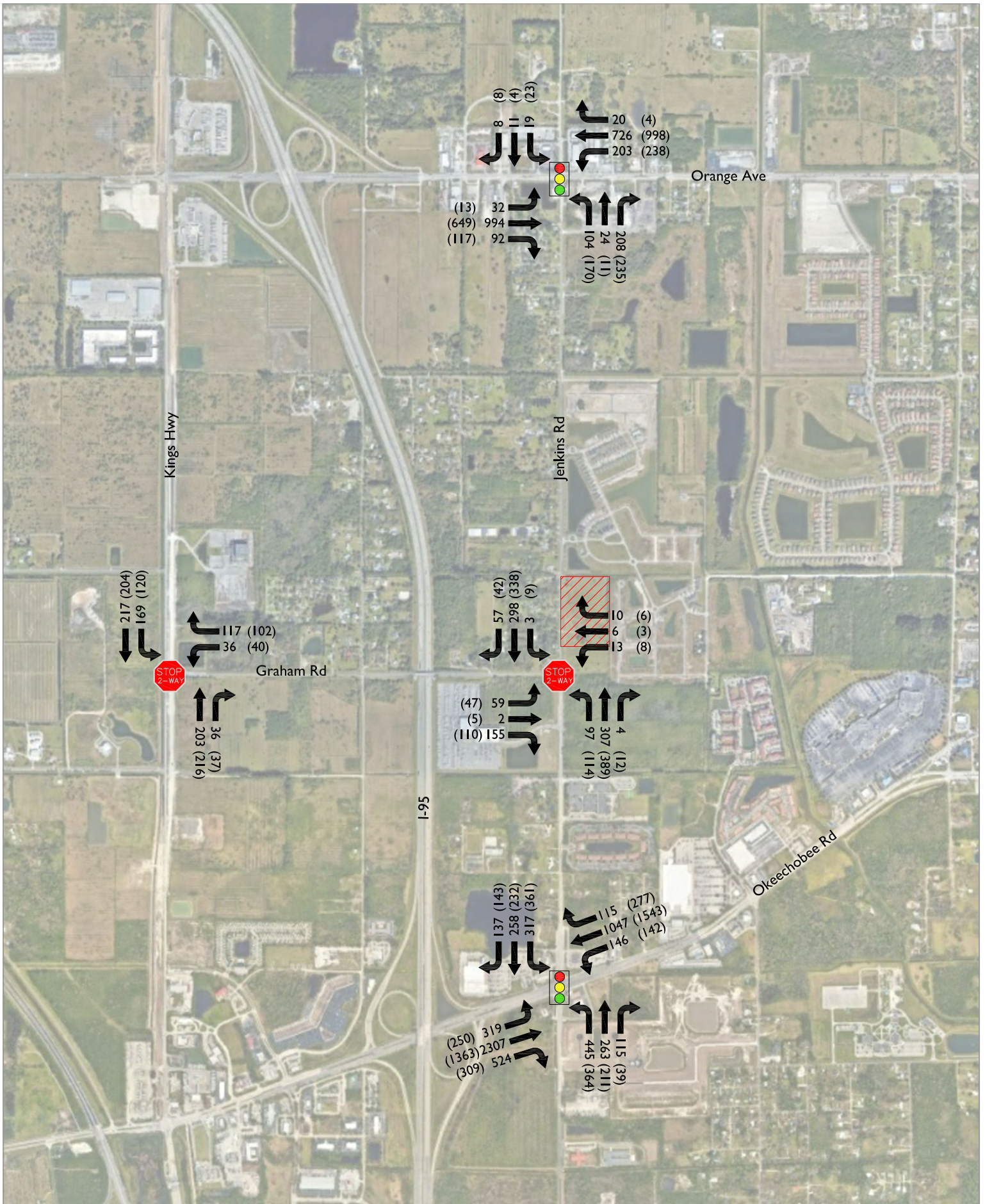


Table 6: HCM Operational Analyses – AM Summary

	MOEs	Eastbound			Westbound			Northbound			Southbound		
		L	T	R	L	T	R	L	T	R	L	T	R
Project Driveway S.	Volume	-	-	-	42	-	8	-	281	58	13	314	-
	95% Queue Length, Q ₉₅ (veh)	-			0.4			-			0.0		
	HCM Lane V/C Ratio	-			0.12			-			0.011		
	Level of Service (LOS)	-			B			-			A		
Project Driveway N.	Volume	-	-	-	11	-	15	-	248	33	26	316	-
	95% Queue Length, Q ₉₅ (veh)	-			0.2			-			0.1		
	HCM Lane V/C Ratio	-			0.049			-			0.022		
	Level of Service (LOS)	-			B			-			A		
Jenkins & Graham	Volume	59	2	155	13	6	10	97	307	4	3	298	57
	95% Queue Length, Q ₉₅ (veh)	2.8			0.4			0.3			0.0		
	HCM Lane V/C Ratio	0.508			0.124			0.086			0.003		
	Level of Service (LOS)	C			C			A			A		
Kings & Graham	Volume	-	-	-	36	-	117	-	203	36	169	217	-
	95% Queue Length, Q ₉₅ (veh)	-			1.0			-			0.5		
	HCM Lane V/C Ratio	-			0.255			-			0.136		
	Level of Service (LOS)	-			B			-			A		
Jenkins & Okeechobee	Volume	319	2,307	524	146	1,047	115	445	263	115	317	258	137
	95% Queue Length, Q ₉₅ (veh)	4.0	20.1	0.0	5.4	8.4	3.5	10.4	11.7	12.0	7.6	7.1	8.4
	V/C Ratio	0.49	0.79	-	0.80	0.37	0.16	0.73	0.84	0.87	0.63	0.66	0.78
	Level of Service (LOS)	B	C	-	D	C	B	D	E	F	D	D	E
	Approach Delay/LOS	26.9 (C)			23.3 (C)			59.9 (E)			50.8 (D)		
	Intersection Delay/LOS	34.1 (C)											
Jenkins & Orange	Volume	32	994	92	203	726	20	104	24	208	19	11	8
	95% Queue Length, Q ₉₅ (veh)	0.9	12.5	1.6	9.8	5.7	0.3	3.3	0.4	5.7	0.6	0.2	0.2
	V/C Ratio	0.52	0.94	0.20	0.98	0.54	0.03	0.78	0.08	0.82	0.47	0.06	0.04
	Level of Service (LOS)	C	C	B	E	B	B	D	C	C	D	C	C
	Approach Delay/LOS	33.3 (C)			28.3 (C)			34.1 (C)			29.0 (C)		
	Intersection Delay/LOS	31.4 (C)											

Table 7: HCM Operational Analyses – PM Summary

	MOEs	Eastbound			Westbound			Northbound			Southbound		
		L	T	R	L	T	R	L	T	R	L	T	R
Project Driveway S.	Volume	-	-	-	20	-	4	-	383	12	3	360	-
	95% Queue Length, Q ₉₅ (veh)	-			0.2			-			0.0		
	HCM Lane V/C Ratio	-			0.066			-			0.003		
	Level of Service (LOS)	-			C			-			A		
Project Driveway N.	Volume	-	-	-	6	-	7	-	376	7	6	357	-
	95% Queue Length, Q ₉₅ (veh)	-			0.1			-			0.0		
	HCM Lane V/C Ratio	-			0.029			-			0.005		
	Level of Service (LOS)	-			B			-			A		
Jenkins & Graham	Volume	47	5	110	8	3	6	114	389	12	9	338	42
	95% Queue Length, Q ₉₅ (veh)	2.5			0.3			0.3			0.0		
	HCM Lane V/C Ratio	0.482			0.089			0.104			0.008		
	Level of Service (LOS)	C			C			A			A		
Kings & Graham	Volume	-	-	-	40	-	102	-	216	37	120	204	-
	95% Queue Length, Q ₉₅ (veh)	-			0.9			-			0.3		
	HCM Lane V/C Ratio	-			0.23			-			0.098		
	Level of Service (LOS)	-			B			-			A		
Jenkins & Okeechobee	Volume	250	1,363	309	142	1,543	277	364	211	39	361	232	143
	95% Queue Length, Q ₉₅ (veh)	3.1	10.4	0.0	3.6	11.9	8.8	8.6	7.3	7.6	8.4	6.3	8.8
	V/C Ratio	0.57	0.46	-	0.51	0.52	0.38	0.61	0.64	0.66	0.61	0.58	0.80
	Level of Service (LOS)	B	C	-	B	C	C	D	E	E	D	D	E
	Approach Delay/LOS	20.3 (C)			21.1 (C)			49.0 (D)			49.6 (D)		
	Intersection Delay/LOS	28.6 (C)											
Jenkins & Orange	Volume	13	649	117	238	998	4	170	11	235	23	4	8
	95% Queue Length, Q ₉₅ (veh)	0.5	6.7	2.2	14.7	8.9	0.0	8.4	0.2	7.0	0.7	0.1	0.2
	V/C Ratio	0.45	0.66	0.27	1.15	0.74	0.01	0.95	0.03	0.84	0.49	0.02	0.05
	Level of Service (LOS)	D	C	B	F	B	B	E	B	D	C	C	C
	Approach Delay/LOS	20.6 (C)			40.0 (D)			52.9 (D)			30.6 (C)		
	Intersection Delay/LOS	35.9 (D)											

9. DRIVEWAY ANALYSIS

The Resurrection Life development is proposing two (2) F-DOT Category B full driveways separated ± 300 feet on Jenkins Road where the southernmost driveway is proposed to be located ± 500 feet north of Graham Road.

According to National Cooperative Highway Research Program (NCHRP) Report 457, a left-turn lane is recommended on the unstopped approach of any intersection when the combination of intersection volumes intersect above or to the right of the appropriate trend line shown in Figure 2-5 of the NCHRP Report. On the other hand, the November 2019 FDOT Access Management Guidebook includes recommended guidelines for exclusive right-turn lanes to unsignalized driveways based on NCHRP Report 420, Impacts of Access Management Techniques. Exhibit 8 includes turn lane analyses at the proposed project driveways.

Figure 4 provides Daily, AM and PM peak hour, and Sunday driveway volumes for the Resurrection Life Church Property project. Based on the information presented in this figure, NCHRP Reports 457 and 420, turn lanes are not warranted at the project driveway during AM or PM weekday peak hour conditions. However, in order to accommodate Sunday demand, northbound right turn lanes and southbound left turn lanes are recommended at both driveways.



LEGEND

AM Peak Hour = XX
 PM Peak Hour = (XY)
 Sunday = [YY]

**RESURRECTION
 LIFE CHURCH**
 NEC Jenkins Rd & Graham Rd
 City of Fort Pierce

**FIGURE 4:
 DRIVEWAY
 VOLUMES**



10. CONCLUSIONS AND RECOMMENDATIONS

The Resurrection Life Church project is located at the northeast corner of Jenkins Road and Graham Road in the City of Fort Pierce, Florida. The project is proposing 62,000 SF of Church uses and a 240-student K-12 private school to be developed in three (3) phases.

The proposed project will likely generate 972 net daily trips where 206 (130 In/76 Out) trips will occur during the AM peak hour and 65 (28 In/37 Out) during the PM peak hour. Project build-out is expected in the year 2028.

In order to accommodate Sunday demand, northbound right turn lanes and southbound left turn lanes are recommended at both driveways along Jenkins Road.

The proposed Resurrection Life Church Property project has been evaluated following 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)*.

Furthermore, at the time this traffic analysis was prepared, the *St Lucie TPO Transportation Improvement Program (TIP) - FY 2022/23 - FY 2026/2027* shows four (4) improvements/studies within the study area: 1. A PD&E/EMO Study on Jenkins Rd from Midway Rd to Orange Ave; 2. Add lanes and reconstruct on Kings Highway; 3. Skid hazard overlay at the I-95 and Orange Ave interchange; and 4. ATMS along Orange Ave. Exhibit 9 includes excerpts from the TIP for the programmed improvements within the Radius of Impact for the Resurrection Life Church project.

This analysis shows the proposed development will be in compliance with Level of Service standards of the governmental entities with jurisdiction over the analyzed roadways in the immediate project vicinity.



Exhibit 1: Property Appraiser

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Saint Lucie County Property Appraiser
Michelle Franklin CFA

Report generated: Thursday, August 18, 2022

Parcel Report



Parcel

PARCELNO: 2418-322-0001-000-5
Property ID: 27284
Owner1: Resurrection Life Family Worship Center Inc
SiteAddress: 1910 S JENKINS RD

Owner

Owner1: Resurrection Life Family Worship Center Inc
Owner2:
Owner3:
MailingAddress: PO Box 1224 Fort Pierce, FL 34954-1224

Overview

PrimaryLandUse: 0000 - Vac Res
DistrictGroup: 0022 - Fort Pierce
Subdivision: Metes and Bounds
Just/Market Value: \$563,500
FinishedArea:
Acres: 17.43
TotalArea: 759,251

Legal Description

LegalDescription: 18 35 40 W 1/2 OF NW 1/4 OF SW 1/4- LESS W 40 FT FOR RD R/W AND LESS N 44.5 FT FOR NSLWMD CANAL NO 36 R/W- (17.43 AC) (OR 3444-922: 3458-167)

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
2022	\$815,600	\$0	\$815,600	\$0	\$400,210	\$400,210	\$0	\$415,390	\$0
2021	\$563,500	\$0	\$563,500	\$0	\$363,828	\$363,828	\$0	\$199,672	\$0
2020	\$350,900	\$0	\$350,900	\$0	\$330,753	\$330,753	\$0	\$20,147	\$0
2019	\$350,900	\$0	\$350,900	\$0	\$300,685	\$300,685	\$0	\$50,215	\$0

Tax Links

- [SLC Tax Collector's Office taxes for this parcel](#)
- [Download TRIM notice for this parcel](#)

Exemptions

Description	Tax Year	Grant Year	Amount
Church	2022	2013	\$400,210

Land Lines

Line Number	Units	Unit Type
1	17.43	Acre

Special Assessments

Description	Start Year	Units	Amount
North St. Lucie Water Management District	2013	17.43	374.75

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

Permits

Permit Number	Issue Date	Description
BP13-1908	06/28/2013	Demolition
BP13-1909	06/26/2013	Demolition
BP09-1253	08/05/2009	Demolition
C99-020505	03/08/1999	Carpport

Sales History

Sale Date	Sale Price	Sale Code	Deed Type	Grantor	Book Page	View Document
10/18/2012	\$100	0111	QC	Banks Trevor R	3444-922	Clerk of Courts
10/18/2012	\$0	0111	QC	Banks Trevor R	3458-167	Clerk of Courts
12/04/2011	\$250,000	0112	SP	Integrity Bank	3360-1913	Clerk of Courts
08/28/2008	\$100	XX01	CT	TLH-Chess LLC	3016-2346	Clerk of Courts
07/28/2005	\$2,391,900	XX04	WD	Chesser Kathryn C	2322-1910	Clerk of Courts
07/28/2005	\$100	XX04	PR	TLH-Chess LLC	2322-1912	Clerk of Courts
12/19/2004	\$0	XX01	MS	Chesser Kathryn C	2122-2413	Clerk of Courts
02/11/1996	\$100	XX01	QC	Chesser Mitchell J	1000-1744	Clerk of Courts
02/28/1978	\$35,000	XX01	CV		286-682	Clerk of Courts

Photos





Exhibit 2: Preliminary Development Plan

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Exhibit 3: ITE Trip Generation Rates

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Land Use: 532

Private School (K-12)

Description

A private school (K-12) serves students attending kindergarten through the 12th grade. The school may also offer pre-kindergarten classes and extended care and day care. Students may travel a long distance from their residence to the private school. Elementary school (Land Use 520), middle school/junior high school (Land Use 522), high school (Land Use 525), private school (K-8) (Land Use 530), private high school (Land Use 534), charter elementary school (Land Use 536), and charter school (K-12) (Land Use 538) are related uses.

Additional Data

Some of the schools included in this land use provided bus service. One study reported that carpooling was used instead of bus service.

The sites were surveyed in the 1980s, the 1990s, the 2000s, and the 2010s in Delaware, Florida, Maryland, Montana, Oregon, Texas, and Washington.

Source Numbers

283, 355, 370, 536, 571, 613, 906

Private School (K-12) (532)

Vehicle Trip Ends vs: Students
On a: Weekday

Setting/Location: General Urban/Suburban

Number of Studies: 2

Avg. Num. of Students: 537

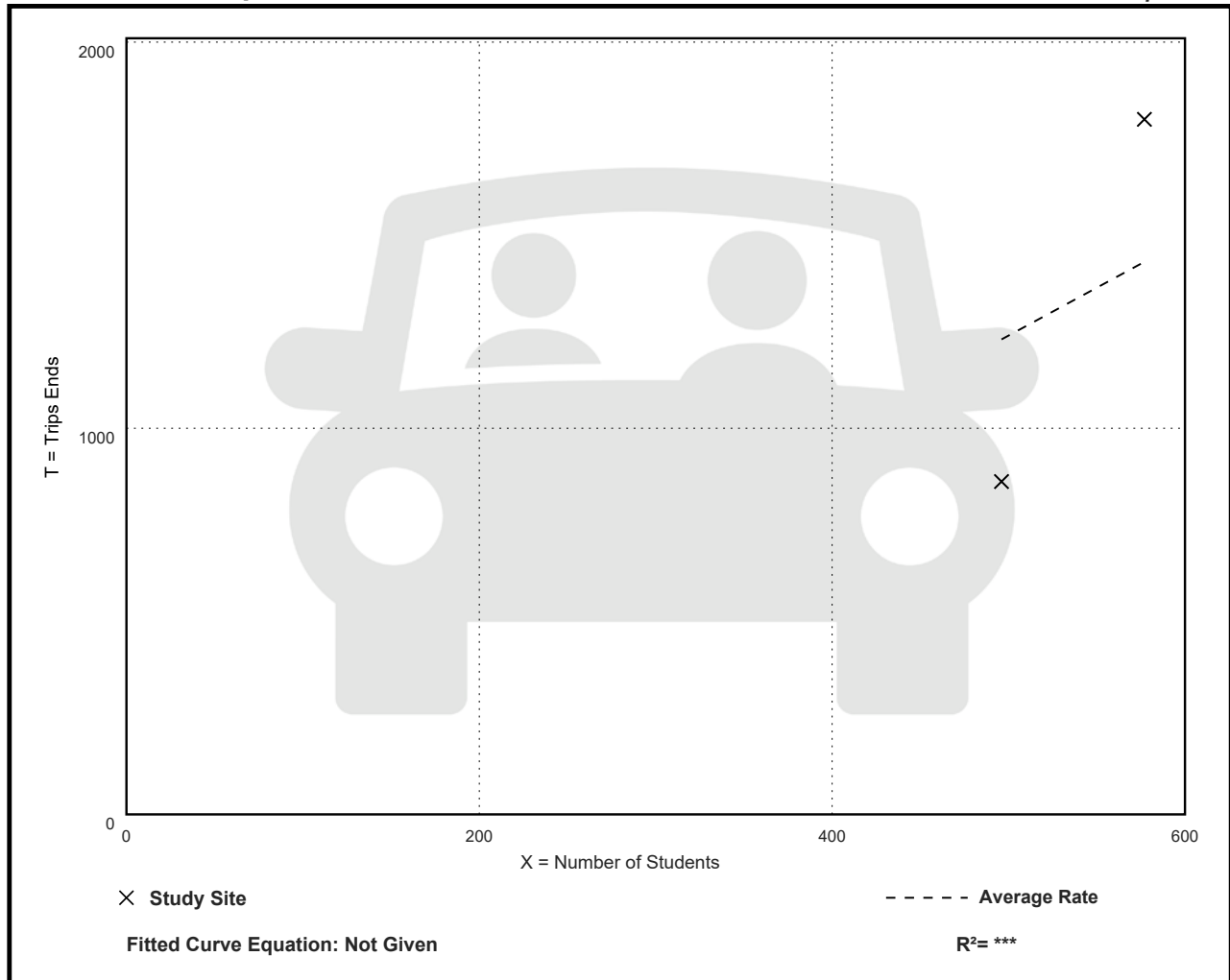
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Student

Average Rate	Range of Rates	Standard Deviation
2.48	1.74 - 3.12	***

Data Plot and Equation

Caution – Small Sample Size



Private School (K-12) (532)

Vehicle Trip Ends vs: Students

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: 5

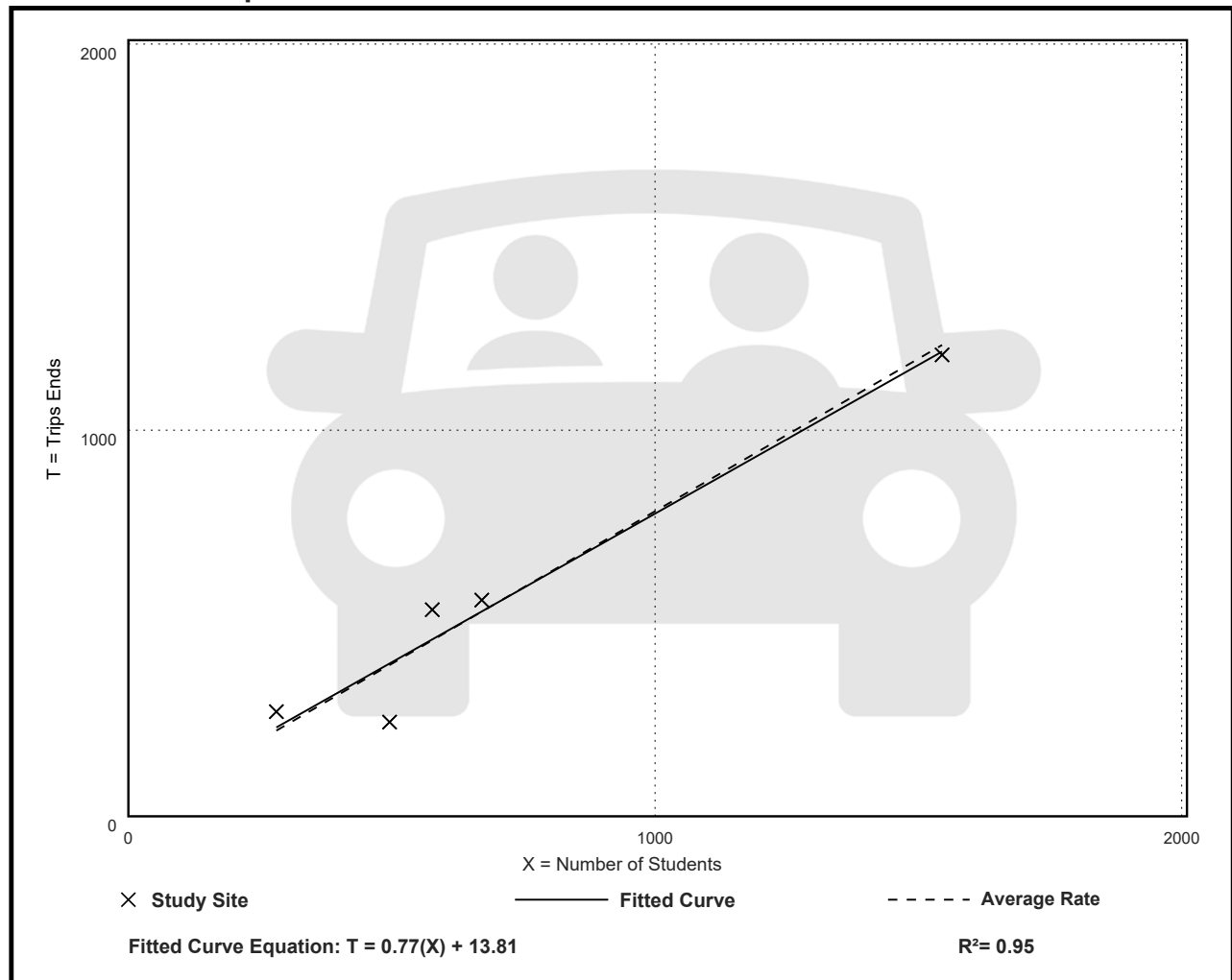
Avg. Num. of Students: 714

Directional Distribution: 63% entering, 37% exiting

Vehicle Trip Generation per Student

Average Rate	Range of Rates	Standard Deviation
0.79	0.49 - 0.96	0.15

Data Plot and Equation



Private School (K-12) (532)

Vehicle Trip Ends vs: Students

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: 3

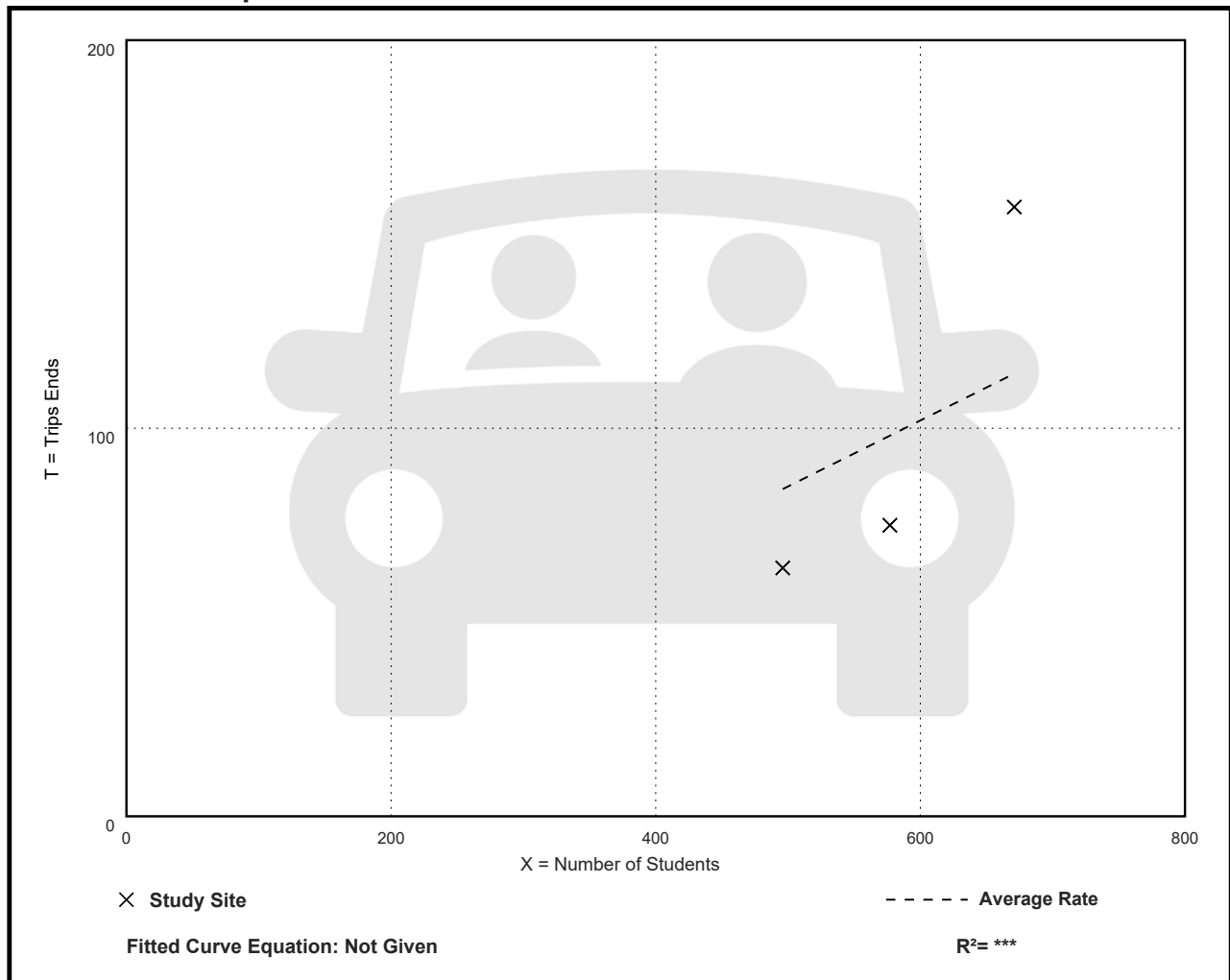
Avg. Num. of Students: 581

Directional Distribution: 43% entering, 57% exiting

Vehicle Trip Generation per Student

Average Rate	Range of Rates	Standard Deviation
0.17	0.13 - 0.23	0.06

Data Plot and Equation



Land Use: 560 Church

Description

A church is a building in which public worship services are held. A church houses an assembly hall or sanctuary. It may also house meeting rooms, classrooms, and, occasionally, dining, catering, or event facilities. Synagogue (Land Use 561) and mosque (Land Use 562) are related uses.

Additional Data

Worship services are typically held on Sundays. Some of the surveyed churches offered day care or extended care programs during the week.

The sites were surveyed in the 1980s, the 1990s, the 2000s, and the 2010s in Alberta (CAN), California, Colorado, Florida, New Hampshire, New Jersey, New York, Oregon, Pennsylvania, Texas, and Virginia.

Source Numbers

169, 170, 423, 428, 436, 554, 571, 583, 629, 631, 704, 903, 904, 957, 971, 981, 1080

Church (560)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday

Setting/Location: General Urban/Suburban

Number of Studies: 5

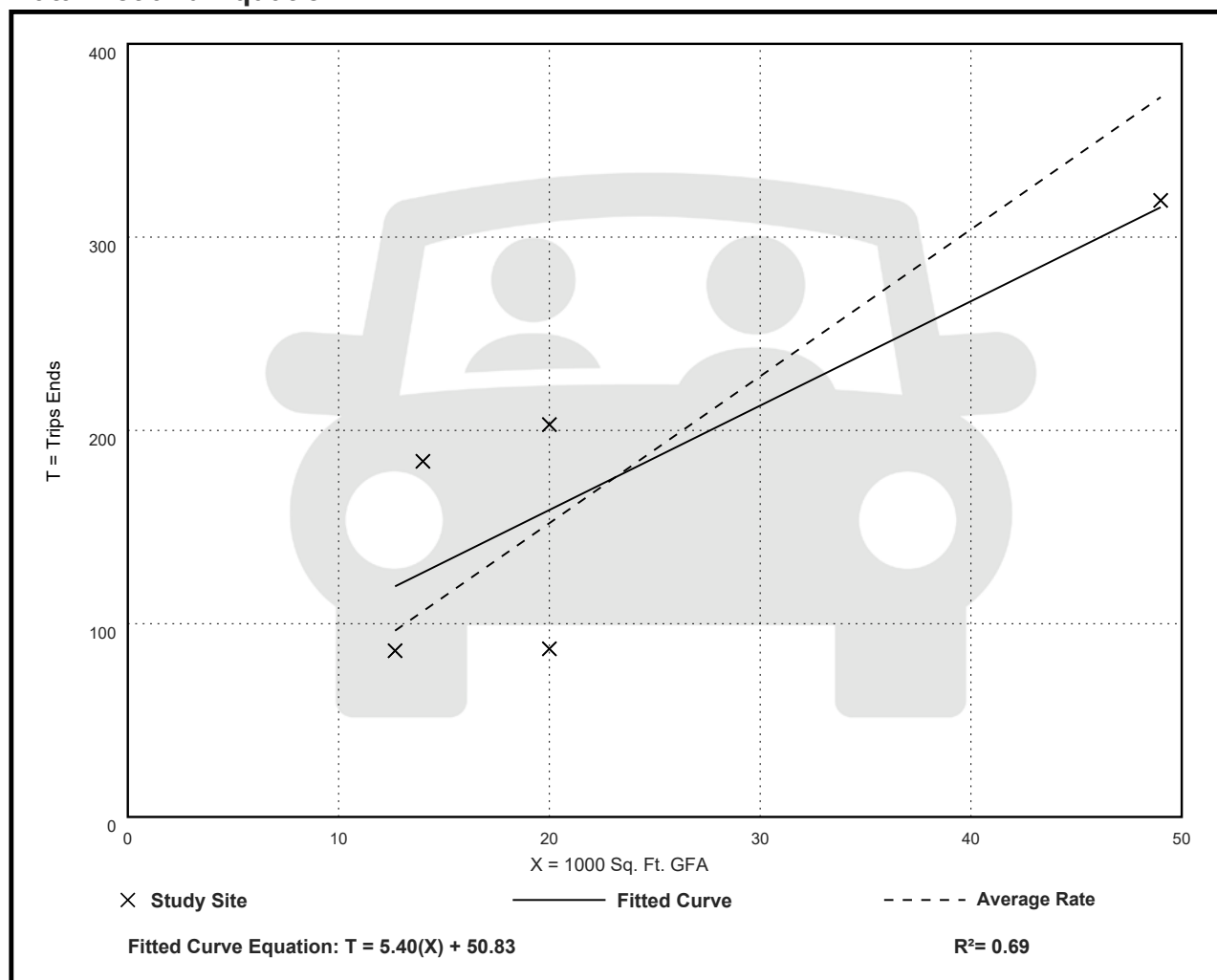
Avg. 1000 Sq. Ft. GFA: 23

Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
7.60	4.35 - 13.14	3.01

Data Plot and Equation



Church (560)

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: 6

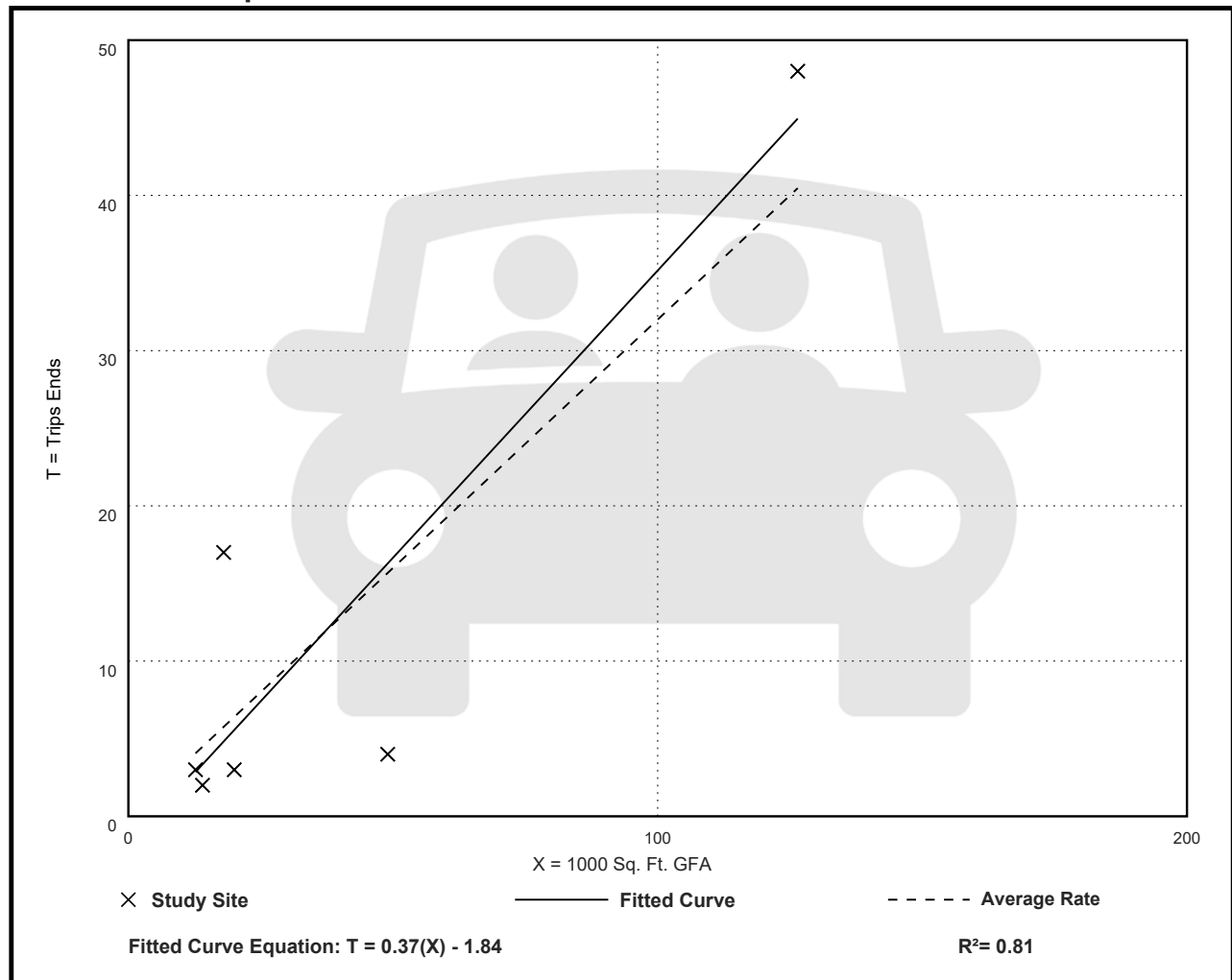
Avg. 1000 Sq. Ft. GFA: 40

Directional Distribution: 62% entering, 38% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.32	0.08 - 0.94	0.24

Data Plot and Equation



Church (560)

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: 11

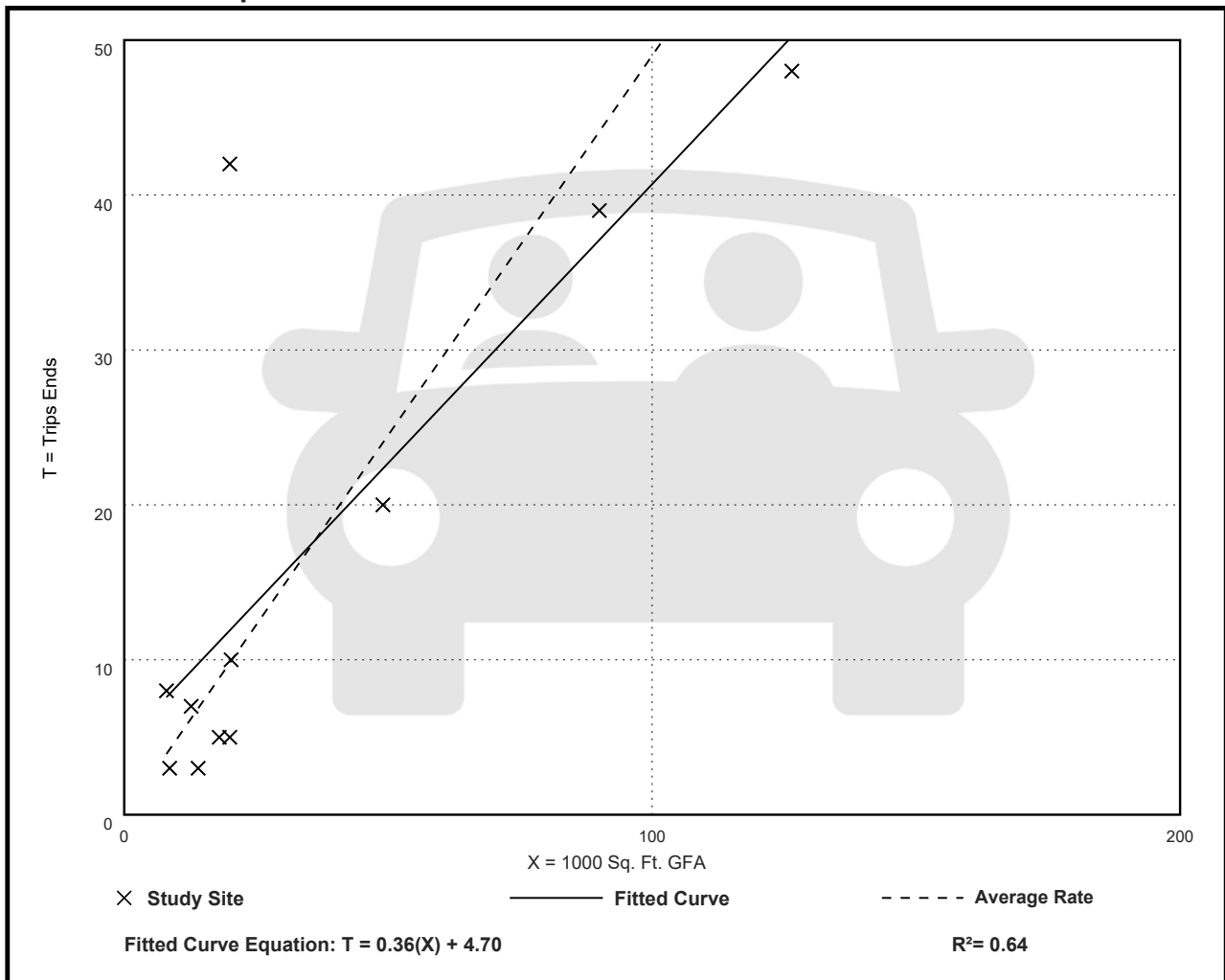
Avg. 1000 Sq. Ft. GFA: 35

Directional Distribution: 44% entering, 56% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.49	0.21 - 2.10	0.41

Data Plot and Equation



Church (560)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA

On a: Sunday, Peak Hour of Generator

Setting/Location: General Urban/Suburban

Number of Studies: 16

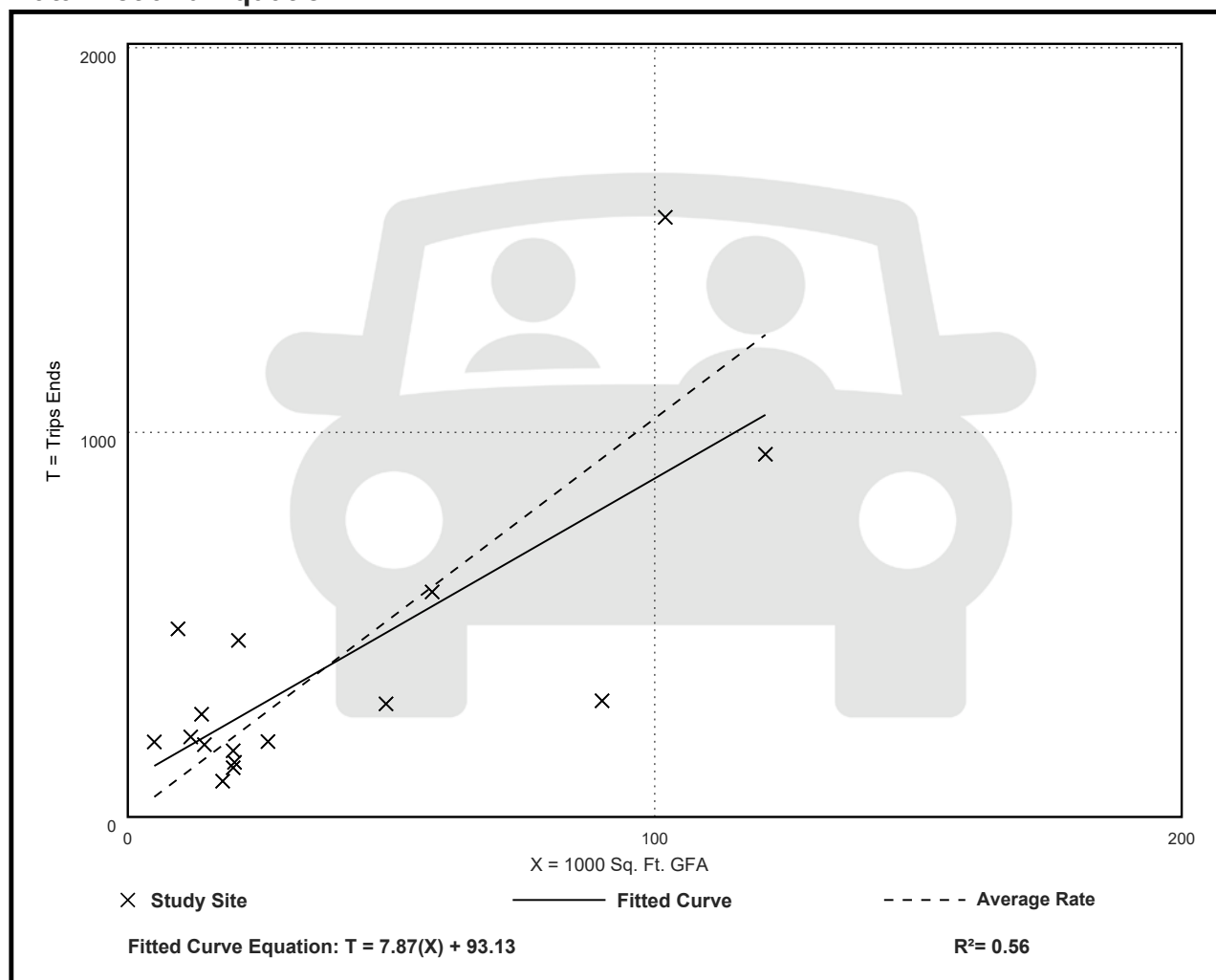
Avg. 1000 Sq. Ft. GFA: 38

Directional Distribution: 48% entering, 52% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
10.36	3.36 - 51.31	7.83

Data Plot and Equation



Church (560)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Sunday, Peak Hour of Generator

Setting/Location: General Urban/Suburban
 Number of Studies: 16
 Avg. 1000 Sq. Ft. GFA: 38
 Directional Distribution: 48% entering, 52% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
10.36	3.36 - 51.31	7.83

Data Plot and Equation

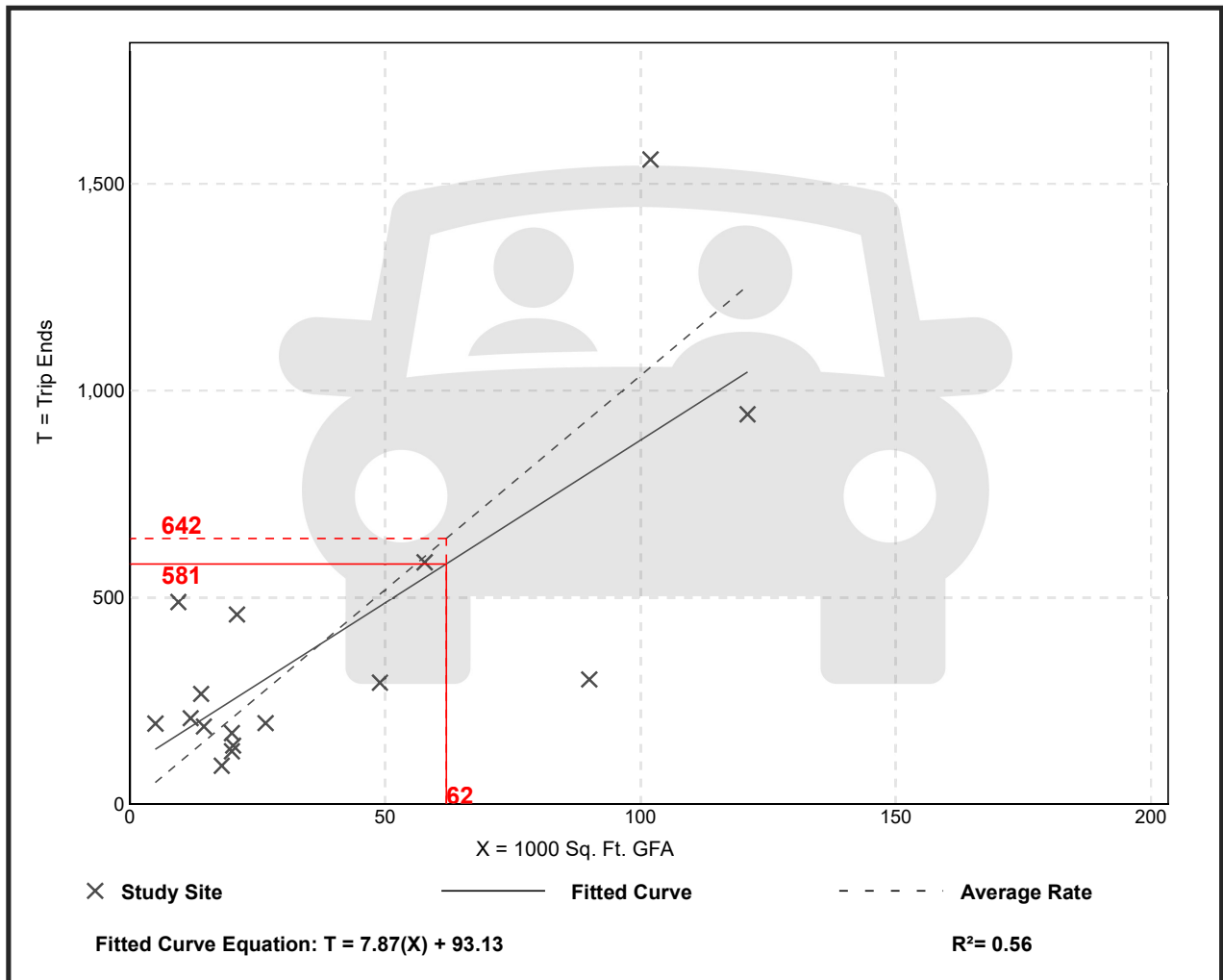




Exhibit 4: UF BEBR Populations Projections

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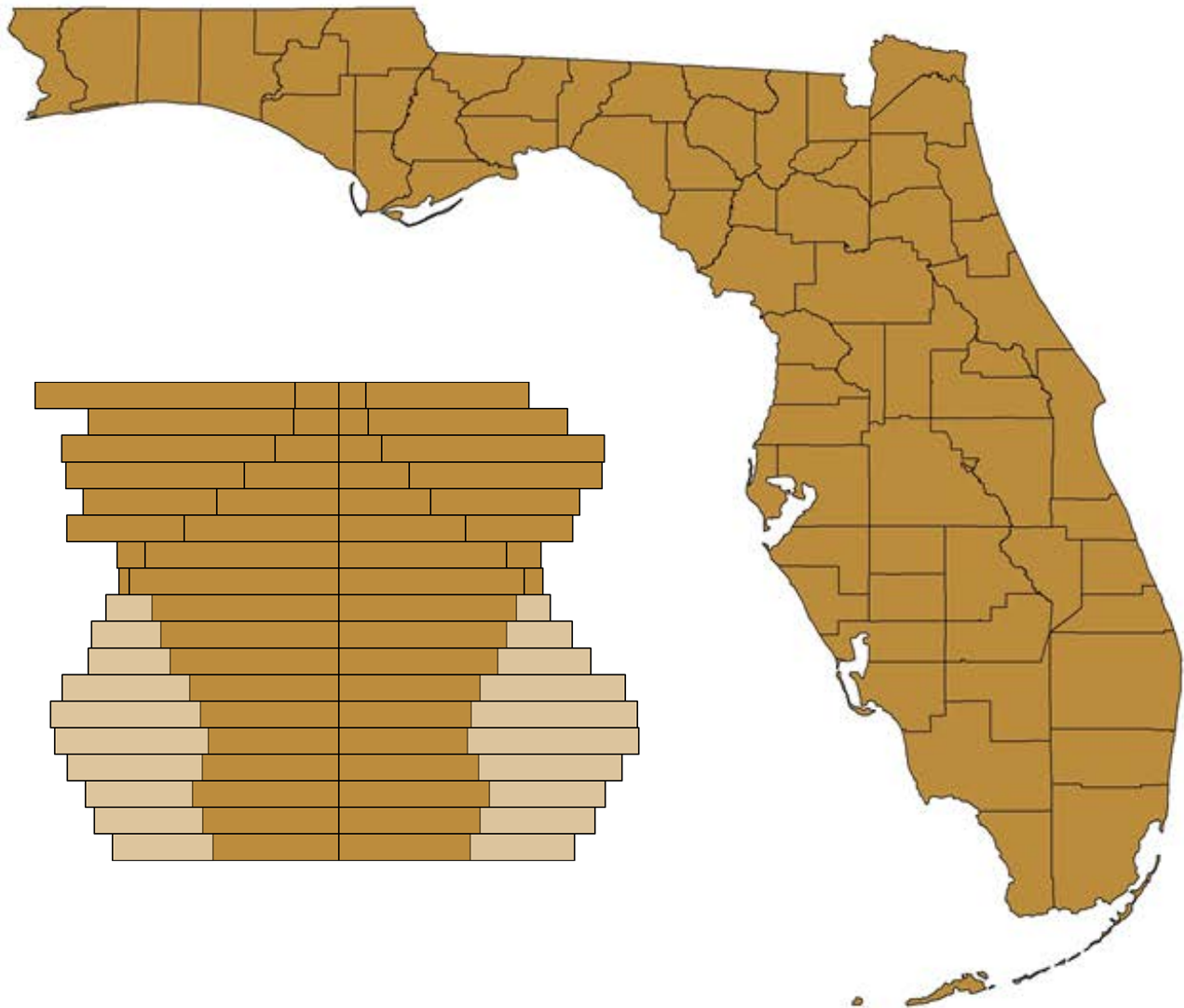
Florida Population Studies

Bulletin 193, October 2022

Population Projections

By Age, Sex, Race, and Hispanic Origin

**For Florida and Its Counties, 2025–2050,
With Estimates for 2021**



**Projections of Florida Population by County,
2025–2050, with Estimates for 2021 (continued)**

County and State	Estimates April 1, 2021	Projections, April 1					
		2025	2030	2035	2040	2045	2050
MIAMI-DADE	2,731,939						
Low		2,682,600	2,674,200	2,649,100	2,615,800	2,579,400	2,543,700
Medium		2,823,800	2,922,600	3,001,800	3,068,400	3,126,600	3,179,600
High		2,965,000	3,171,000	3,354,500	3,521,000	3,673,700	3,815,500
MONROE	83,411						
Low		79,200	76,600	73,900	71,300	68,800	66,400
Medium		84,300	85,100	85,700	86,200	86,500	86,800
High		89,300	93,600	97,500	101,000	104,300	107,200
NASSAU	93,012						
Low		94,600	98,200	99,800	100,500	100,300	99,600
Medium		101,700	110,900	118,500	125,300	131,100	136,500
High		108,800	123,700	137,200	150,000	162,000	173,300
OKALOOSA	213,204						
Low		210,200	210,400	208,700	206,000	202,600	198,900
Medium		223,600	233,800	241,900	248,900	254,800	260,000
High		237,000	257,100	275,200	291,900	307,100	321,100
OKEECHOBEE	39,148						
Low		37,900	37,100	36,100	35,100	34,100	33,300
Medium		39,900	40,500	40,900	41,200	41,400	41,600
High		41,900	44,000	45,700	47,200	48,600	49,900
ORANGE	1,457,940						
Low		1,483,000	1,534,200	1,558,500	1,566,800	1,565,400	1,559,200
Medium		1,577,700	1,704,700	1,807,000	1,893,400	1,969,000	2,038,200
High		1,672,300	1,875,100	2,055,500	2,220,000	2,372,700	2,517,200
OSCEOLA	406,460						
Low		431,000	465,100	484,400	496,100	502,700	506,100
Medium		463,500	525,500	575,000	618,200	657,100	693,200
High		495,900	586,000	665,500	740,400	811,600	880,400
PALM BEACH	1,502,495						
Low		1,492,900	1,504,200	1,502,700	1,492,900	1,478,700	1,462,900
Medium		1,571,500	1,643,900	1,702,700	1,751,200	1,792,300	1,828,700
High		1,650,100	1,783,600	1,902,800	2,009,500	2,106,000	2,194,400
PASCO	575,891						
Low		585,900	605,100	614,800	617,900	617,200	614,600
Medium		623,300	672,400	712,800	746,700	776,300	803,400
High		660,700	739,600	810,800	875,500	935,500	992,200
PINELLAS	964,490						
Low		940,300	924,800	908,300	891,900	876,500	862,700
Medium		979,500	994,400	1,006,400	1,016,500	1,025,200	1,033,100
High		1,018,700	1,064,000	1,104,500	1,141,000	1,173,900	1,203,600
POLK	748,365						
Low		762,300	790,000	804,500	810,300	810,500	808,000
Medium		810,900	877,800	932,700	979,200	1,019,500	1,056,200
High		859,600	965,500	1,061,000	1,148,100	1,228,500	1,304,400
PUTNAM	73,673						
Low		70,300	68,100	65,900	63,900	62,000	60,300
Medium		74,000	74,400	74,700	75,000	75,200	75,400
High		77,700	80,700	83,500	86,000	88,300	90,500
ST. JOHNS	285,533						
Low		302,100	324,200	337,100	345,000	349,200	351,200
Medium		324,800	366,400	400,200	429,900	456,500	481,100
High		347,600	408,500	463,200	514,800	563,800	611,100
ST. LUCIE	340,060						
Low		348,200	362,900	370,700	373,200	373,400	372,500
Medium		370,400	403,200	429,800	451,000	469,700	486,900
High		392,600	443,500	488,900	528,800	566,000	601,400



Exhibit 5: 2021 Traffic Counts and LOS Report

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Roadway Name	Location	STATION ID	AADT	Last Count Year	Pk Hr Service Capacity	AM Pk Hr Pk Dir			PM Pk Hr Pk Dir		
						Volume	LOS	V/C	Volume	LOS	V/C
KINGS HWY	OKEECHOBEE RD to CROSSROADS PKWY	940757	7,900	2020	880	363	c	0.413	371	c	0.422
KINGS HWY	CROSSROADS PKWY to GRAHAM RD	940757	7,900	2020	700	363	c	0.519	371	c	0.530
KINGS HWY	GRAHAM RD to PICOS RD	940076	7,000	2020	700	337	c	0.481	324	c	0.463
KINGS HWY	PICOS RD to ORANGE AVE	940076	7,000	2020	880	337	c	0.383	324	c	0.368
JENKINS RD	EDWARDS RD to OKEECHOBEE RD	133	11,500	2021	880	541	c	0.615	593	c	0.674
JENKINS RD	OKEECHOBEE RD to GRAHAM RD	131	9,900	2021	920	517	c	0.562	523	c	0.568
JENKINS RD	GRAHAM RD to PETERSON RD	131	9,900	2021	630	517	c	0.821	523	c	0.830
JENKINS RD	PETERSON RD to ORANGE AVE	131	9,900	2021	920	517	c	0.562	523	c	0.568
EDWARDS RD	JENKINS RD to MCNEIL RD	174	11,500	2021	630	529	c	0.840	533	c	0.846
OKEECHOBEE RD	KINGS HWY to CROSSROADS PKWY	940748	22,500	2020	4,240	1,028	c	0.242	1,085	c	0.256
OKEECHOBEE RD	CROSSROADS PKWY to I-95	940106	26,500	2020	4,240	1,213	c	0.286	1,240	c	0.292
OKEECHOBEE RD	I-95 to JENKINS RD	940029	32,000	2020	4,240	1,981	c	0.467	1,713	c	0.404
OKEECHOBEE RD	JENKINS RD to MCNEIL RD	940029	32,000	2020	4,040	1,981	c	0.490	1,713	c	0.424
OKEECHOBEE RD	MCNEIL RD to VIRGINIA AVE	940742	29,500	2020	3,170	1,468	c	0.463	1,531	c	0.483
GRAHAM RD	KINGS HWY to JENKINS RD	669	3,833	2017	630	262	c	0.416	250	c	0.397
ORANGE AVE	KINGS HWY to I-95	940041	19,000	2020	2,100	856	c	0.408	863	c	0.411
ORANGE AVE	I-95 to JENKINS RD	940035	14,700	2020	2,100	797	c	0.380	750	c	0.357
ORANGE AVE	JENKINS RD to HARTMAN RD	940028	14,400	2020	2,100	705	c	0.336	655	c	0.312

Traffic Counts and Level of Service Report 2021

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

* Note: A six digit number in the "STATION ID" column identifies segment counted by FDOT
 * Volumes shown were adjusted using FDOT Seasonal Factors
 * AADT = Annual Average Daily Traffic (volumes for both directions where applicable)
 * Counts with an ID format of 6 digits have data extracted from FDOT count stations.

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
I-95	ORANGE AVE to INDRIO RD	941905	48,500	2020	7,320	2,470	B	0.337	2,274	B	0.311
INDIAN RIVER DR	CITRUS AVE to ORANGE AVE	945029	6,600	2020	800	310	C	0.388	355	C	0.444
INDIAN RIVER DR	ORANGE AVE to AVENUE A	940003	5,500	2020	750	260	C	0.347	253	C	0.337
INDIAN RIVER DR	AVENUE D to SEAWAY DR	940004	7,200	2020	840	344	C	0.41	405	D	0.482
INDIAN RIVER DR	AVENUE A to AVENUE D	940004	7,200	2020	540	344	C	0.637	405	D	0.75
INDRIO RD	PRIVATE RD to I-95 W RAMP	940128	850	2020	1,080	40	B	0.037	43	B	0.04
INDRIO RD	I-95 W RAMP to I-95 E RAMP	940128	850	2020	3,240	40	B	0.012	43	B	0.013
INDRIO RD	I-95 E RAMP to KOBLEGARD RD	940038	9,800	2020	3,240	480	B	0.148	505	B	0.156
INDRIO RD	KOBLEGARD RD to JOHNSTON RD	940038	9,800	2020	700	480	C	0.686	505	C	0.721
INDRIO RD	JOHNSTON RD to EMERSON AVE	940038	9,800	2020	880	480	C	0.545	505	C	0.574
INDRIO RD	EMERSON RD to SEMINOLE RD	940281	8,600	2020	920	471	C	0.512	397	C	0.432
INDRIO RD	SEMINOLE RD to KINGS HWY	940281	8,600	2020	790	471	D	0.596	397	D	0.503
INDRIO RD	KINGS HWY to SLASH PINE TRL	114	5,909	2020	840	378	C	0.45	370	C	0.44
INDRIO RD	SLASH PINE TRL to US 1	114	5,909	2020	920	378	C	0.411	370	C	0.402
INDRIO RD	US 1 to OLD DIXIE HWY	672	900	2016	750	63	C	0.084	85	C	0.113
JENNINGS RD	US 1 to LENNARD RD	673	4,633	2016	2,100	306	C	0.146	250	C	0.119
JENKINS RD	EDWARDS RD to OKEECHOBEE RD	133	11,500	2021	880	541	C	0.615	593	C	0.674
JENKINS RD	OKEECHOBEE RD to GRAHAM RD	131	9,900	2021	920	517	C	0.562	523	C	0.568
JENKINS RD	GRAHAM RD to PETERSON RD	131	9,900	2021	630	517	C	0.821	523	C	0.83
JENKINS RD	PETERSON RD to ORANGE AVE	131	9,900	2021	920	517	C	0.562	523	C	0.568
JOHNSTON RD	ANGLE RD to L20	674	2,700	2016	1,070	183	B	0.171	177	B	0.165
JOHNSTON RD	L20 to MEADOWOOD DR	675	2,333	2017	1,070	148	B	0.138	144	B	0.135
JOHNSTON RD	MEADOWOOD DR to OLD JOHNSTON RD	675	2,333	2017	1,070	148	B	0.138	144	B	0.135
JOHNSTON RD	OLD JOHNSTON RD to INDRIO RD	675	2,333	2017	1,070	148	B	0.138	144	B	0.135
JOHNSTON RD	INDRIO RD to RUSSOS RD	135	8,424	2020	1,070	477	C	0.446	479	C	0.448

* Note: A six digit number in the "STATION ID" column identifies segment counted by FDOT
 * Volumes shown were adjusted using FDOT Seasonal Factors
 * AADT = Annual Average Daily Traffic (volumes for both directions where applicable)
 * Counts with an ID format of 6 digits have data extracted from FDOT count stations.

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
EAST TORINO PKWY	TORINO PKWY to MIDWAY RD	237	14,500	2021	880	940	F	1.068	811	C	0.922
EASY ST	US 1 to BUCHANAN DR	106	5,400	2021	750	299	C	0.399	379	D	0.505
EASY ST	BUCHANAN DR to YUCCA DR	106	5,400	2021	540	299	D	0.554	379	D	0.702
EDWARDS RD	JENKINS RD to MCNEIL RD	174	11,500	2021	630	529	C	0.84	533	C	0.846
EDWARDS RD	MCNEIL RD to SELVITZ RD	174	11,500	2021	700	529	C	0.756	533	C	0.761
EDWARDS RD	SELVITZ RD to 25TH ST	110	14,500	2021	880	729	C	0.828	741	C	0.842
EDWARDS RD	25TH ST to SUNRISE BLVD	108	16,000	2021	1,700	778	D	0.458	778	D	0.458
EDWARDS RD	SUNRISE BLVD to OLEANDER AVE	502	15,401	2019	1,700	764	D	0.449	745	D	0.438
EDWARDS RD	OLEANDER AVE to US 1	173	9,616	2019	1,700	529	C	0.311	462	C	0.272
FARMER'S MARKET RD	OLEANDER AVE to US 1	112	1,848	2019	750	128	C	0.171	125	C	0.167
FLORESTA DR	OAKLYN ST to PORT ST LUCIE BLVD	317	17,572	2019	920	1,216	F	1.322	929	F	1.01
FLORESTA DR	THORNHILL DR to CROSSTOWN PKWY	315	15,459	2019	880	1,002	F	1.139	913	F	1.038
FLORESTA DR	PORT ST LUCIE BLVD to THORNHILL DR	315	15,459	2019	880	1,002	F	1.139	913	F	1.038
FLORESTA DR	CROSSTOWN PKWY to PRIMA VISTA BLVD	109	11,000	2021	920	609	C	0.662	559	C	0.608
FLORESTA DR	PRIMA VISTA BLVD to AIROSO BLVD	107	9,000	2021	920	497	C	0.54	549	C	0.597
FLORESTA DR	SELVITZ RD to BAYSHORE BLVD	313	4,400	2021	630	316	C	0.502	336	C	0.533
FLORESTA DR	AIROSO BLVD to SELVITZ RD	313	4,400	2021	880	316	C	0.359	336	C	0.382
FT PIERCE BLVD	INDRIO RD to EMERSON AVE	226	3,613	2019	580	271	D	0.467	277	D	0.478
GARDENIA AVE	OLEANDER AVE to US 1	666	2,867	2017	750	191	C	0.255	204	C	0.272
GATLIN BLVD	W OF I-95 to E OF I-95	945075	48,500	2020	3,170	3,352	F	1.057	2,732	C	0.862
GATLIN BLVD	E OF I-95 to SAVAGE BLVD	945075	48,500	2020	3,170	3,352	F	1.057	2,732	C	0.862
GATLIN BLVD	SAVAGE BLVD to ROSSER BLVD	945075	48,500	2020	3,170	3,352	F	1.057	2,732	C	0.862
GATLIN BLVD	ROSSER BLVD to SAVONA BLVD	945075	48,500	2020	3,170	3,352	F	1.057	2,732	C	0.862
GATLIN BLVD	SAVONA BLVD to PORT ST LUCIE BLVD	945075	48,500	2020	3,170	3,352	F	1.057	2,732	C	0.862
GEORGIA AVE	25TH ST to OKEECHOBEE RD	667	4,778	2020	600	295	C	0.492	266	C	0.443

* Note: A six digit number in the "STATION ID" column identifies segment counted by FDOT
 * Volumes shown were adjusted using FDOT Seasonal Factors
 * AADT = Annual Average Daily Traffic (volumes for both directions where applicable)
 * **Counts with an ID format of 6 digits have data extracted from FDOT count stations.**

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

* Note: A six digit number in the "STATION ID" column identifies segment counted by FDOT
 * Volumes shown were adjusted using FDOT Seasonal Factors
 * AADT = Annual Average Daily Traffic (volumes for both directions where applicable)
 * Counts with an ID format of 6 digits have data extracted from FDOT count stations.

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
GEORGIA AVE	OKEECHOBEE RD to 17TH ST	667	4,778	2020	750	295	C	0.393	266	C	0.355
GEORGIA AVE	17TH ST to 13TH ST	508	4,723	2019	600	263	C	0.438	267	C	0.445
GEORGIA AVE	13TH ST to 7TH ST	506	2,165	2019	600	133	C	0.222	136	C	0.227
GEORGIA AVE	7TH ST to US 1	504	1,939	2019	600	122	C	0.203	135	C	0.225
GILSON RD	MARTIN C.L. to BECKER RD	111	10,500	2021	710	880	F	1.239	910	F	1.282
GILSON RD	BECKER RD to LAKERIDGE DR	111	10,500	2021	540	880	F	1.63	910	F	1.685
GLADES CUT-OFF RD	RANGE LINE RD to RESERVE BLVD	668	2,967	2017	1,070	209	B	0.195	264	B	0.247
GLADES CUT-OFF RD	RESERVE BLVD to COMMERCE CENTER DR	119	3,634	2016	1,070	336	B	0.314	336	B	0.314
GLADES CUT-OFF RD	CARLTON RD to RANGE LINE RD	668	2,967	2017	390	209	B	0.536	264	C	0.677
GLADES CUT-OFF RD	COMMERCE CENTER DR to MIDWAY RD	940279	3,400	2020	920	187	C	0.203	171	C	0.186
GLADES CUT-OFF RD	MIDWAY RD to JENKINS RD	115	8,500	2021	790	510	D	0.646	540	D	0.684
GLADES CUT-OFF RD	JENKINS RD to SELVITZ RD	113	6,575	2020	830	368	C	0.443	384	C	0.463
GRAHAM RD	KINGS HWY to JENKINS RD	669	3,833	2017	630	262	C	0.416	250	C	0.397
GREEN RIVER PKWY	MARTIN C.L. to CHARLESTON DR	319	5,700	2021	1,070	395	C	0.369	359	B	0.336
GREEN RIVER PKWY	CHARLESTON DR to MELALEUCA BLVD	319	5,700	2021	1,070	395	C	0.369	359	B	0.336
GREEN RIVER PKWY	MELALEUCA BLVD to WALTON RD	319	5,700	2021	1,070	395	C	0.369	359	B	0.336
HARTMAN RD	OKEECHOBEE RD to PETERSON RD	670	6,000	2021	750	286	C	0.381	280	C	0.373
HARTMAN RD	PETERSON RD to DELAWARE AVE	670	6,000	2021	540	286	D	0.53	280	D	0.519
HARTMAN RD	DELAWARE AVE to ORANGE AVE	670	6,000	2021	790	286	C	0.362	280	C	0.354
HEADER CANAL RD	OKEECHOBEE RD to ORANGE AVE	121	570	2019	670	47	B	0.07	57	B	0.085
HILLMOOR DR	US 1 to LENNARD RD	671	7,057	2019	790	366	C	0.463	465	D	0.589
I-95	GATLIN BLVD to ST LUCIE WEST BLVD	941901	80,500	2020	5,500	4,122	C	0.749	3,723	C	0.677
I-95	ST LUCIE WEST BLVD to MIDWAY RD	941904	66,431	2018	5,500	3,736	C	0.679	3,222	B	0.586
I-95	MIDWAY RD to OKEECHOBEE RD	941902	79,206	2018	5,500	5,004	D	0.91	4,063	C	0.739
I-95	OKEECHOBEE RD to ORANGE AVE	940260	60,386	2020	7,320	2,804	B	0.383	2,804	B	0.383

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 * AADT = Annual Average Daily Traffic (volumes for both directions where applicable)
 * **Counts with an ID format of 6 digits have data extracted from FDOT count stations.**

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

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Exhibit 6: Field Data Collection

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

File Name : JEGR
Site Code : SW2305
Start Date : 2/14/2023
Page No : 1

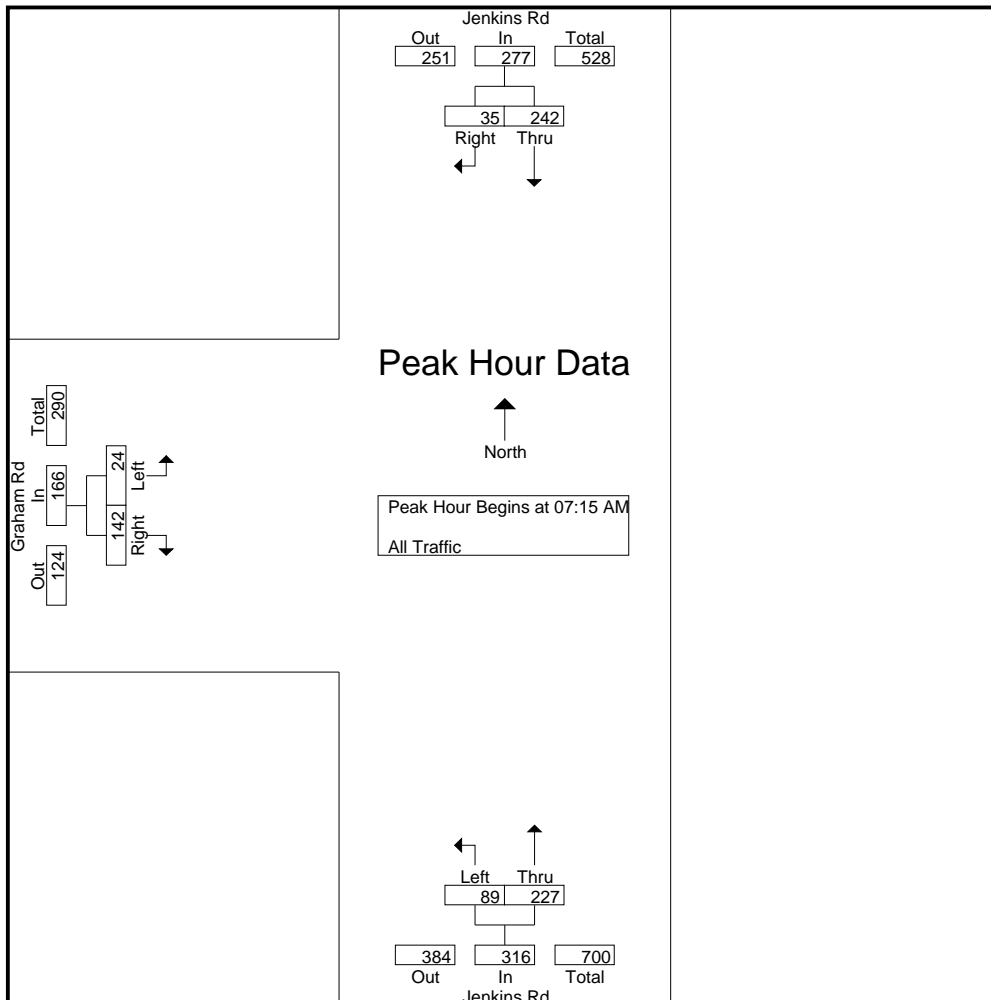
Groups Printed- All Traffic

Start Time	Jenkins Rd NB		Jenkins Rd SB		Graham Rd EB		Int. Total
	Left	Thru	Thru	Right	Left	Right	
07:00 AM	25	43	54	4	5	35	166
07:15 AM	32	48	65	5	10	50	210
07:30 AM	19	53	51	7	3	34	167
07:45 AM	22	79	64	12	4	28	209
Total	98	223	234	28	22	147	752
08:00 AM	16	47	62	11	7	30	173
08:15 AM	20	38	73	9	4	29	173
08:30 AM	18	27	63	8	7	24	147
08:45 AM	15	25	58	7	6	18	129
Total	69	137	256	35	24	101	622
*** BREAK ***							
04:00 PM	26	79	74	12	8	36	235
04:15 PM	25	82	76	11	13	17	224
04:30 PM	26	90	73	6	4	21	220
04:45 PM	29	84	62	5	7	27	214
Total	106	335	285	34	32	101	893
05:00 PM	24	88	83	8	13	36	252
05:15 PM	24	77	71	8	9	22	211
05:30 PM	18	70	67	4	7	24	190
05:45 PM	25	68	66	6	2	22	189
Total	91	303	287	26	31	104	842
Grand Total	364	998	1062	123	109	453	3109
Apprch %	26.7	73.3	89.6	10.4	19.4	80.6	
Total %	11.7	32.1	34.2	4	3.5	14.6	

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

File Name : JEGR
Site Code : SW2305
Start Date : 2/14/2023
Page No : 2

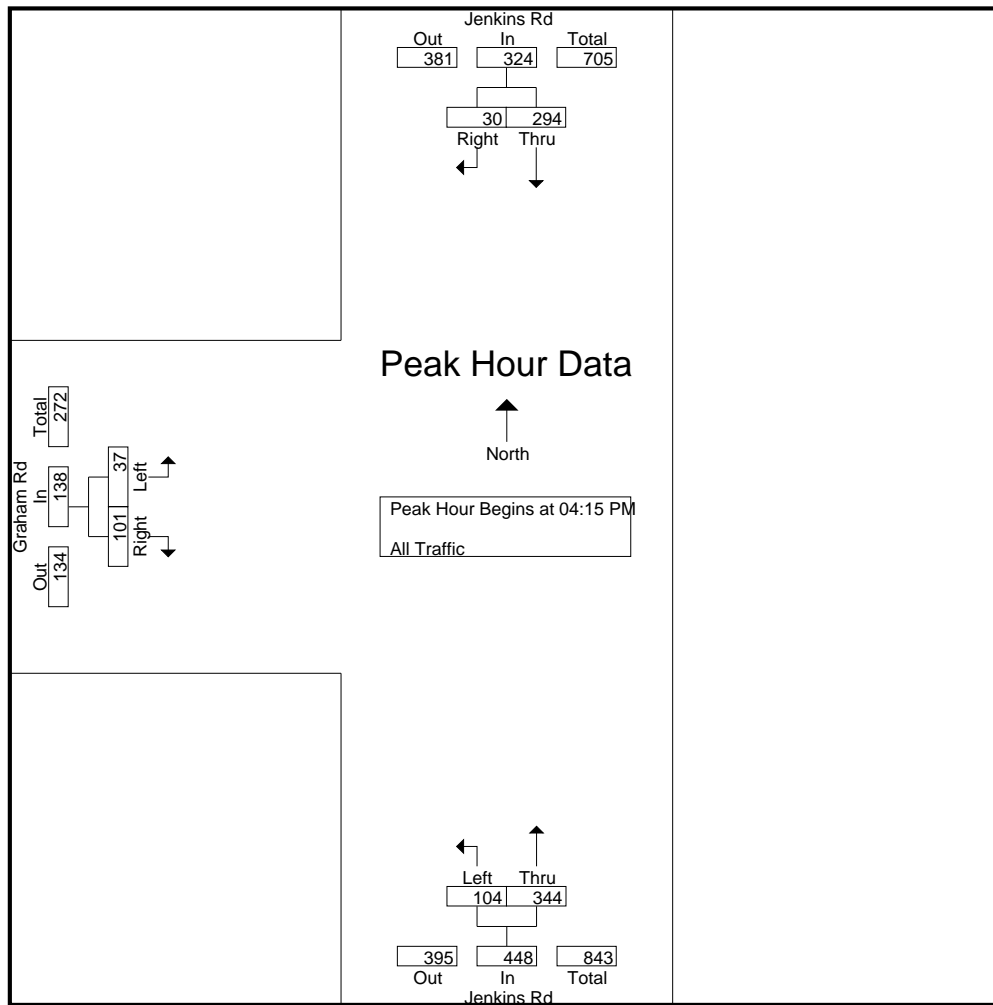
Start Time	Jenkins Rd NB			Jenkins Rd SB			Graham Rd EB			Int. Total
	Left	Thru	App. Total	Thru	Right	App. Total	Left	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:15 AM										
07:15 AM	32	48	80	65	5	70	10	50	60	210
07:30 AM	19	53	72	51	7	58	3	34	37	167
07:45 AM	22	79	101	64	12	76	4	28	32	209
08:00 AM	16	47	63	62	11	73	7	30	37	173
Total Volume	89	227	316	242	35	277	24	142	166	759
% App. Total	28.2	71.8		87.4	12.6		14.5	85.5		
PHF	.695	.718	.782	.931	.729	.911	.600	.710	.692	.904



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

File Name : JEGR
Site Code : SW2305
Start Date : 2/14/2023
Page No : 3

Start Time	Jenkins Rd NB			Jenkins Rd SB			Graham Rd EB			Int. Total
	Left	Thru	App. Total	Thru	Right	App. Total	Left	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:15 PM										
04:15 PM	25	82	107	76	11	87	13	17	30	224
04:30 PM	26	90	116	73	6	79	4	21	25	220
04:45 PM	29	84	113	62	5	67	7	27	34	214
05:00 PM	24	88	112	83	8	91	13	36	49	252
Total Volume	104	344	448	294	30	324	37	101	138	910
% App. Total	23.2	76.8		90.7	9.3		26.8	73.2		
PHF	.897	.956	.966	.886	.682	.890	.712	.701	.704	.903



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

File Name : OKJE
Site Code : JO2305
Start Date : 2/14/2023
Page No : 1

Groups Printed- All Traffic

Start Time	Jenkins Rd NB			Jenkins Rd SB			Okeechobee Rd EB				Okeechobee Rd WB				Int. Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	
07:00 AM	90	33	4	24	51	31	36	407	110	13	7	179	29	4	1018
07:15 AM	83	48	6	44	65	37	37	517	140	23	16	228	17	19	1280
07:30 AM	108	63	37	62	63	26	55	557	110	16	24	239	25	13	1398
07:45 AM	110	72	46	76	59	31	69	543	125	28	26	246	19	14	1464
Total	391	216	93	206	238	125	197	2024	485	80	73	892	90	50	5160
08:00 AM	106	45	16	84	39	21	35	495	105	16	10	246	12	12	1242
08:15 AM	108	28	5	90	34	15	50	365	59	22	15	241	33	25	1090
08:30 AM	73	26	12	66	60	29	45	377	67	22	19	190	53	15	1054
08:45 AM	88	33	6	85	24	16	38	383	80	34	9	222	28	14	1060
Total	375	132	39	325	157	81	168	1620	311	94	53	899	126	66	4446
*** BREAK ***															
04:00 PM	78	43	8	115	71	40	39	224	70	22	10	337	45	15	1117
04:15 PM	101	64	10	83	48	28	34	226	78	15	9	335	40	16	1087
04:30 PM	34	7	1	71	48	19	4	100	16	4	13	331	52	12	712
04:45 PM	97	44	10	87	41	41	31	278	59	16	14	317	121	13	1169
Total	310	158	29	356	208	128	108	828	223	57	46	1320	258	56	4085
05:00 PM	82	57	6	70	56	35	38	336	68	21	15	445	47	15	1291
05:15 PM	84	48	9	68	56	28	19	357	86	34	12	350	43	23	1217
05:30 PM	70	39	11	94	54	21	36	277	70	28	26	301	30	12	1069
05:45 PM	65	32	8	87	49	19	12	256	61	19	23	296	27	9	963
Total	301	176	34	319	215	103	105	1226	285	102	76	1392	147	59	4540
Grand Total	1377	682	195	1206	818	437	578	5698	1304	333	248	4503	621	231	18231
Apprch %	61.1	30.3	8.7	49	33.2	17.8	7.3	72	16.5	4.2	4.4	80.4	11.1	4.1	
Total %	7.6	3.7	1.1	6.6	4.5	2.4	3.2	31.3	7.2	1.8	1.4	24.7	3.4	1.3	

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

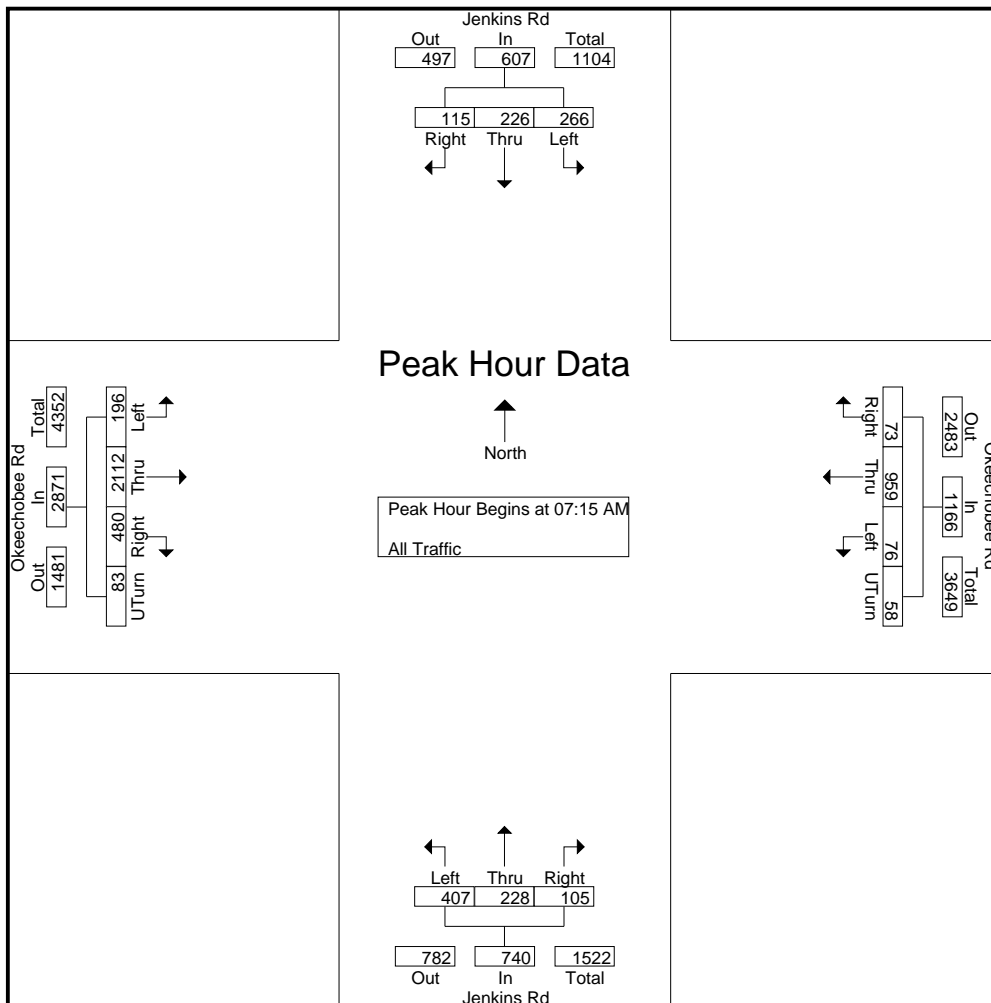
File Name : OKJE
Site Code : JO2305
Start Date : 2/14/2023
Page No : 2

Start Time	Jenkins Rd NB				Jenkins Rd SB				Okeechobee Rd EB					Okeechobee Rd WB					Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	UTurn	App. Total	Left	Thru	Right	UTurn	App. 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

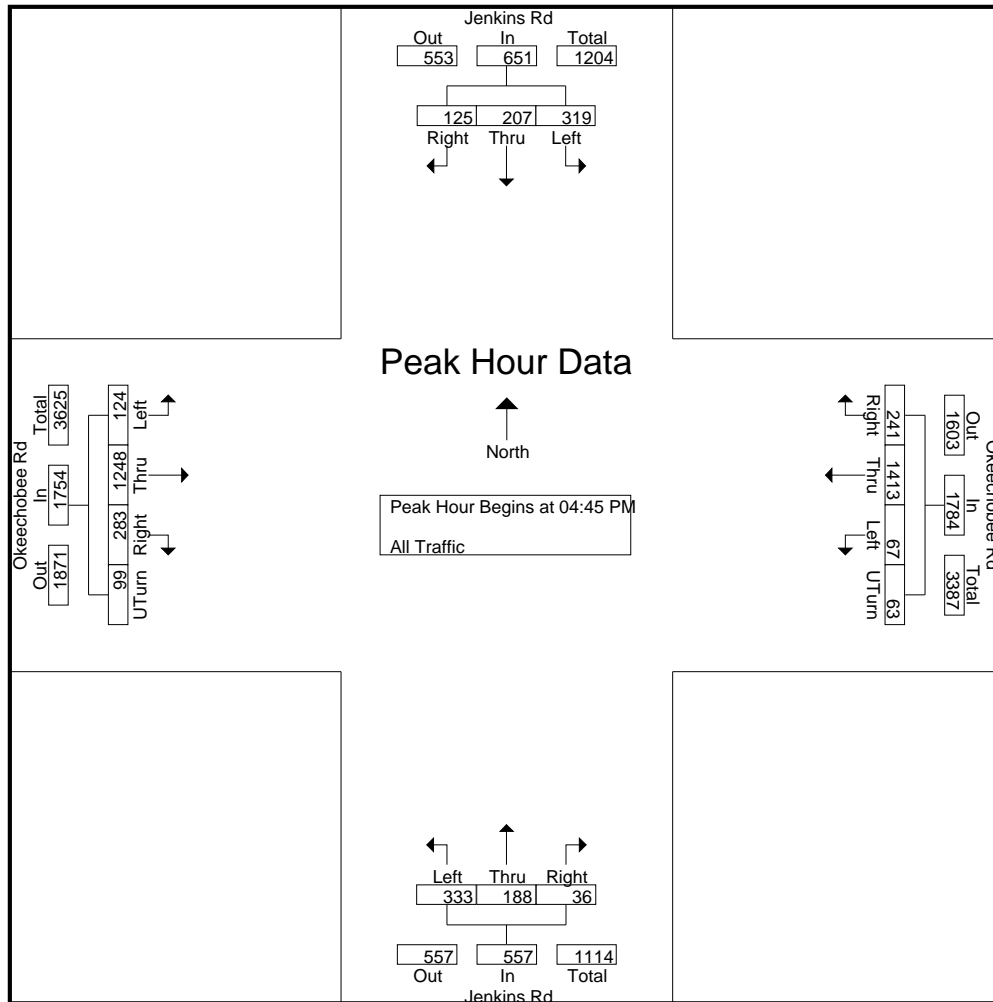
07:15 AM	83	48	6	137	44	65	37	146	37	517	140	23	717	16	228	17	19	280	1280
07:30 AM	108	63	37	208	62	63	26	151	55	557	110	16	738	24	239	25	13	301	1398
07:45 AM	110	72	46	228	76	59	31	166	69	543	125	28	765	26	246	19	14	305	1464
08:00 AM	106	45	16	167	84	39	21	144	35	495	105	16	651	10	246	12	12	280	1242
Total Volume	407	228	105	740	266	226	115	607	196	2112	480	83	2871	76	959	73	58	1166	5384
% App. Total	55	30.8	14.2		43.8	37.2	18.9		6.8	73.6	16.7	2.9		6.5	82.2	6.3	5		
PHF	.925	.792	.571	.811	.792	.869	.777	.914	.710	.948	.857	.741	.938	.731	.975	.730	.763	.956	.919



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

File Name : OKJE
Site Code : JO2305
Start Date : 2/14/2023
Page No : 3

Start Time	Jenkins Rd NB				Jenkins Rd SB				Okeechobee Rd EB					Okeechobee Rd WB					Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	UTurn	App. Total	Left	Thru	Right	UTurn	App. 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	97	44	10	151	87	41	41	169	31	278	59	16	384	14	317	121	13	465	1169
05:00 PM	82	57	6	145	70	56	35	161	38	336	68	21	463	15	445	47	15	522	1291
05:15 PM	84	48	9	141	68	56	28	152	19	357	86	34	496	12	350	43	23	428	1217
05:30 PM	70	39	11	120	94	54	21	169	36	277	70	28	411	26	301	30	12	369	1069
Total Volume	333	188	36	557	319	207	125	651	124	1248	283	99	1754	67	1413	241	63	1784	4746
% App. Total	59.8	33.8	6.5		49	31.8	19.2		7.1	71.2	16.1	5.6		3.8	79.2	13.5	3.5		
PHF	.858	.825	.818	.922	.848	.924	.762	.963	.816	.874	.823	.728	.884	.644	.794	.498	.685	.854	.919



Manual Traffic Count - All Traffic
Kings Hwy and Graham Rd.
Fort Pierce, FL

File Name : KINGRA
Site Code : JO2305
Start Date : 2/14/2023
Page No : 1

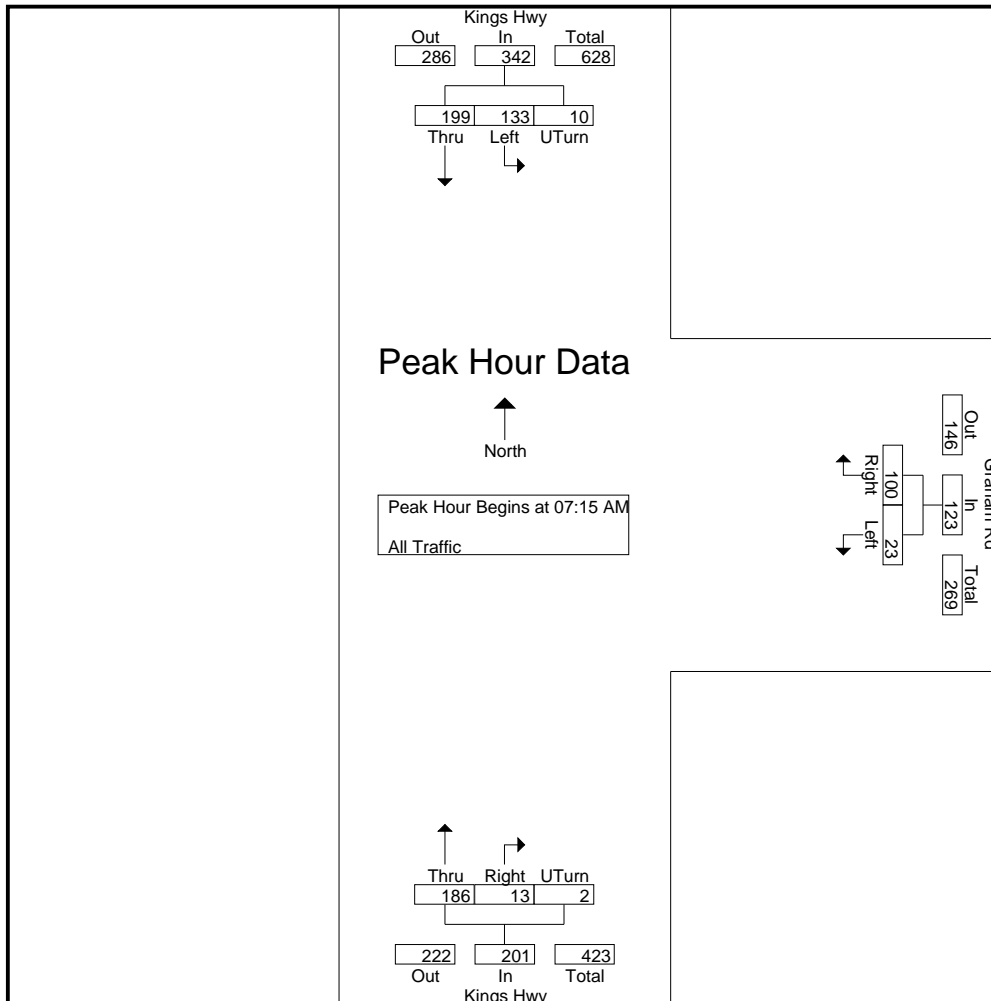
Groups Printed- All Traffic

Start Time	Kings Hwy NB			Kings Hwy SB			Graham Rd WB		Int. Total
	Thru	Right	UTurn	Left	Thru	UTurn	Left	Right	
07:00 AM	40	1	0	25	41	5	3	12	127
07:15 AM	53	3	1	40	47	3	5	33	185
07:30 AM	42	0	0	40	56	4	4	22	168
07:45 AM	51	3	1	27	47	2	4	29	164
Total	186	7	2	132	191	14	16	96	644
08:00 AM	40	7	0	26	49	1	10	16	149
08:15 AM	35	0	0	28	32	0	2	11	108
08:30 AM	51	7	0	26	47	2	8	12	153
08:45 AM	44	4	0	18	39	0	5	10	120
Total	170	18	0	98	167	3	25	49	530
*** BREAK ***									
04:00 PM	45	6	0	26	40	0	9	13	139
04:15 PM	49	10	0	33	47	0	11	19	169
04:30 PM	52	10	1	23	50	0	13	20	169
04:45 PM	53	6	0	24	45	4	2	27	161
Total	199	32	1	106	182	4	35	79	638
05:00 PM	44	3	0	22	45	1	5	24	144
05:15 PM	37	8	0	38	59	0	8	17	167
05:30 PM	48	4	0	19	62	2	12	20	167
05:45 PM	46	8	1	28	53	0	8	12	156
Total	175	23	1	107	219	3	33	73	634
Grand Total	730	80	4	443	759	24	109	297	2446
Apprch %	89.7	9.8	0.5	36.1	61.9	2	26.8	73.2	
Total %	29.8	3.3	0.2	18.1	31	1	4.5	12.1	

Manual Traffic Count - All Traffic
Kings Hwy and Graham Rd.
Fort Pierce, FL

File Name : KINGRA
Site Code : JO2305
Start Date : 2/14/2023
Page No : 2

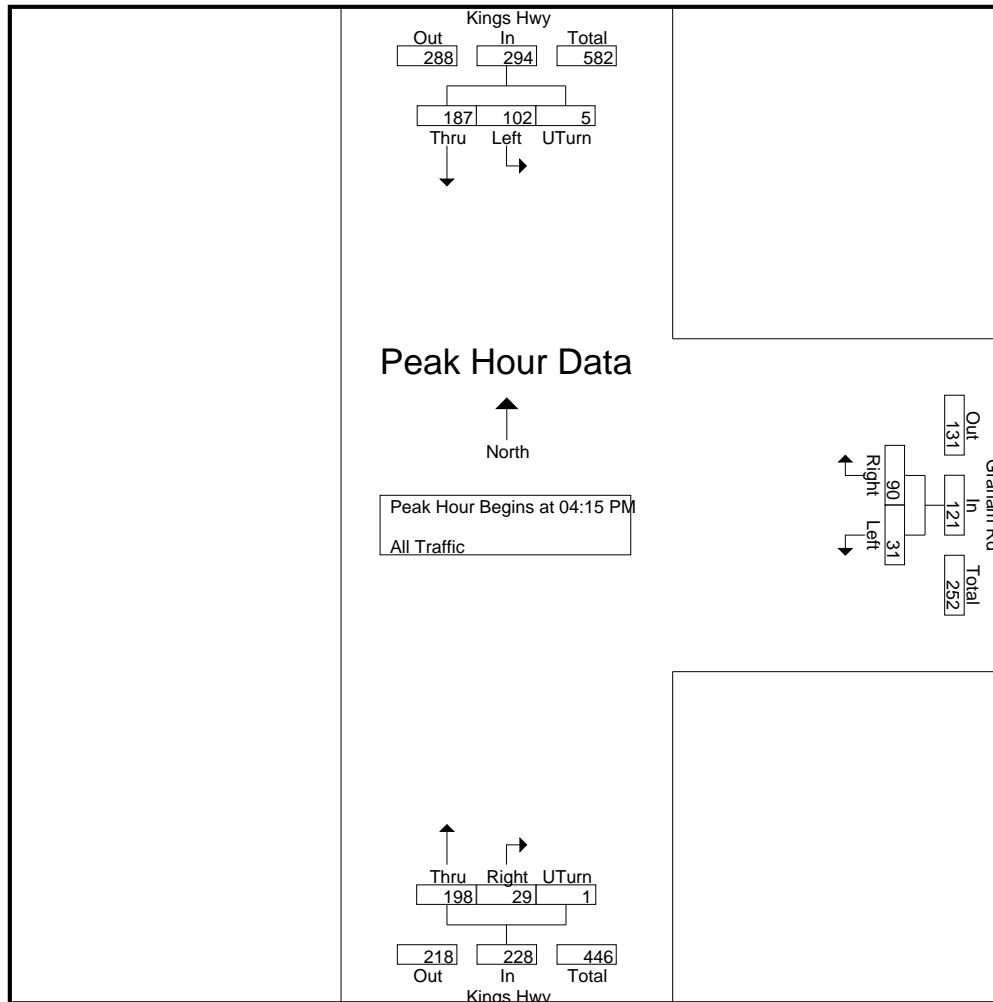
Start Time	Kings Hwy NB				Kings Hwy SB				Graham Rd WB			Int. Total
	Thru	Right	UTurn	App. Total	Left	Thru	UTurn	App. Total	Left	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1												
Peak Hour for Entire Intersection Begins at 07:15 AM												
07:15 AM	53	3	1	57	40	47	3	90	5	33	38	185
07:30 AM	42	0	0	42	40	56	4	100	4	22	26	168
07:45 AM	51	3	1	55	27	47	2	76	4	29	33	164
08:00 AM	40	7	0	47	26	49	1	76	10	16	26	149
Total Volume	186	13	2	201	133	199	10	342	23	100	123	666
% App. Total	92.5	6.5	1		38.9	58.2	2.9		18.7	81.3		
PHF	.877	.464	.500	.882	.831	.888	.625	.855	.575	.758	.809	.900



Manual Traffic Count - All Traffic
Kings Hwy and Graham Rd.
Fort Pierce, FL

File Name : KINGRA
Site Code : JO2305
Start Date : 2/14/2023
Page No : 3

Start Time	Kings Hwy NB				Kings Hwy SB				Graham Rd WB			Int. Total
	Thru	Right	UTurn	App. Total	Left	Thru	UTurn	App. Total	Left	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1												
Peak Hour for Entire Intersection Begins at 04:15 PM												
04:15 PM	49	10	0	59	33	47	0	80	11	19	30	169
04:30 PM	52	10	1	63	23	50	0	73	13	20	33	169
04:45 PM	53	6	0	59	24	45	4	73	2	27	29	161
05:00 PM	44	3	0	47	22	45	1	68	5	24	29	144
Total Volume	198	29	1	228	102	187	5	294	31	90	121	643
% App. Total	86.8	12.7	0.4		34.7	63.6	1.7		25.6	74.4		
PHF	.934	.725	.250	.905	.773	.935	.313	.919	.596	.833	.917	.951



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

File Name : ORJEN
Site Code : JO2309
Start Date : 2/14/2023
Page No : 1

Groups Printed- All Traffic

Start Time	Jenkins Rd NB			Jenkins Rd SB			Orange Ave EB				Orange Ave WB				Int. Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	
07:00 AM	21	4	34	2	0	0	7	188	21	0	44	135	5	0	461
07:15 AM	9	3	41	5	2	2	6	206	20	2	42	162	4	2	506
07:30 AM	20	8	55	6	4	3	8	294	15	0	34	212	4	0	663
07:45 AM	38	7	47	4	4	2	5	222	16	1	42	156	5	0	549
Total	88	22	177	17	10	7	26	910	72	3	162	665	18	2	2179
08:00 AM	19	4	26	1	3	2	3	157	17	0	34	128	0	2	396
08:15 AM	15	2	24	3	4	4	7	156	22	0	48	135	3	0	423
08:30 AM	14	1	0	2	0	3	5	142	18	0	47	129	2	1	364
08:45 AM	18	2	38	3	0	3	4	129	16	0	41	135	4	1	394
Total	66	9	88	9	7	12	19	584	73	0	170	527	9	4	1577
*** BREAK ***															
04:00 PM	28	2	65	7	8	8	4	126	27	2	69	183	6	1	536
04:15 PM	23	3	57	3	4	4	7	119	28	0	49	168	4	0	469
04:30 PM	34	3	53	7	1	3	5	136	35	0	51	229	1	0	558
04:45 PM	44	3	42	7	2	3	4	136	14	0	44	205	1	0	505
Total	129	11	217	24	15	18	20	517	104	2	213	785	12	1	2068
05:00 PM	34	1	54	3	1	1	1	168	30	0	55	227	1	12	588
05:15 PM	40	3	60	4	0	0	2	154	25	0	62	253	1	2	606
05:30 PM	18	0	38	0	3	2	1	145	19	1	48	157	0	4	436
05:45 PM	19	2	38	0	0	1	0	137	11	0	51	113	0	0	372
Total	111	6	190	7	4	4	4	604	85	1	216	750	2	18	2002
Grand Total	394	48	672	57	36	41	69	2615	334	6	761	2727	41	25	7826
Apprch %	35.4	4.3	60.3	42.5	26.9	30.6	2.3	86.5	11	0.2	21.4	76.7	1.2	0.7	
Total %	5	0.6	8.6	0.7	0.5	0.5	0.9	33.4	4.3	0.1	9.7	34.8	0.5	0.3	

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

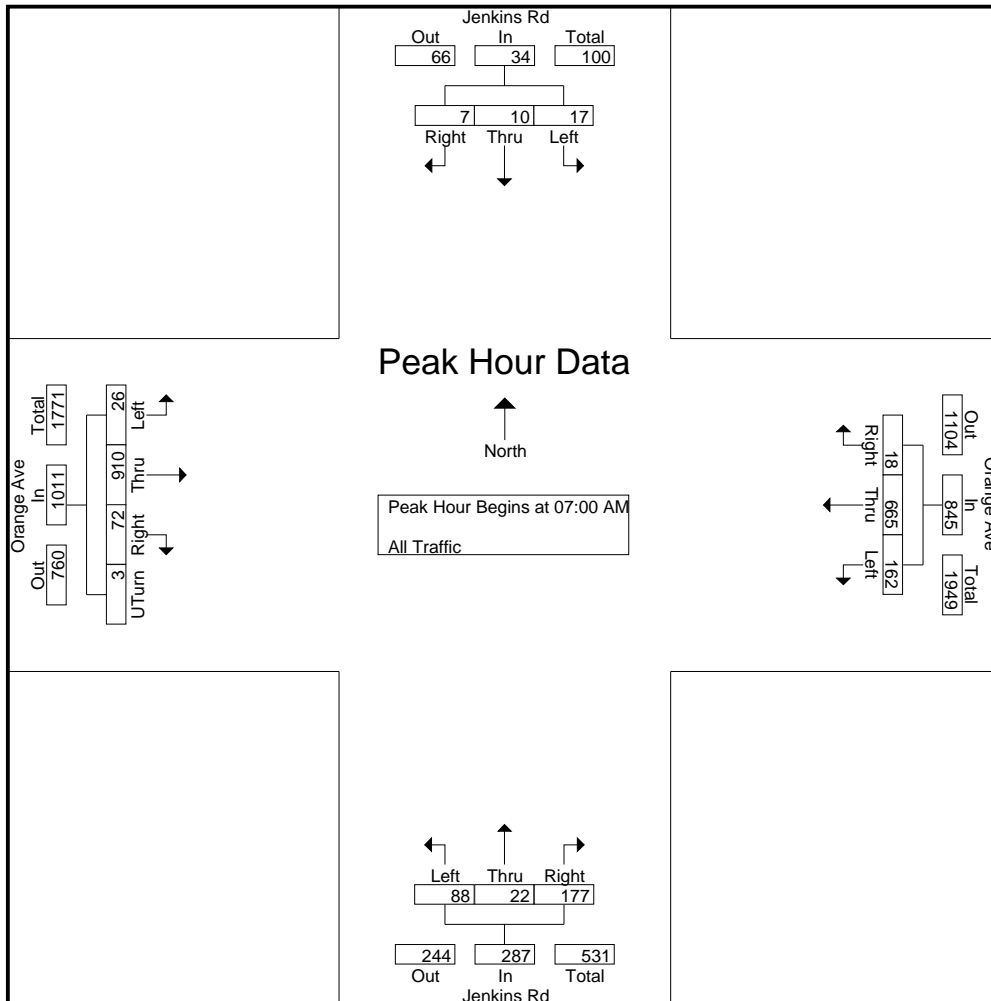
File Name : ORJEN
Site Code : JO2309
Start Date : 2/14/2023
Page No : 2

Start Time	Jenkins Rd NB				Jenkins Rd SB				Orange Ave EB					Orange Ave WB				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	UTurn	App. Total	Left	Thru	Right	App. Total	

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 07:00 AM

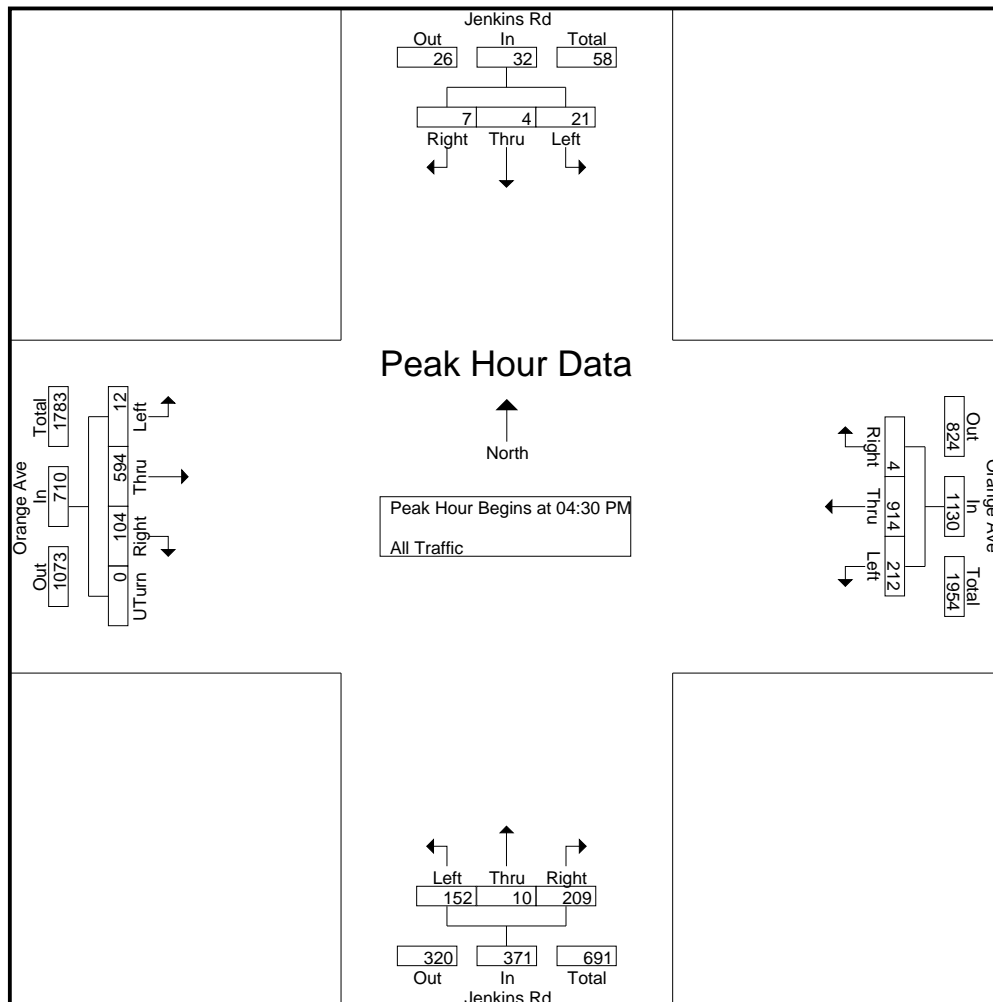
07:00 AM	21	4	34	59	2	0	0	2	7	188	21	0	216	44	135	5	184	461
07:15 AM	9	3	41	53	5	2	2	9	6	206	20	2	234	42	162	4	208	504
07:30 AM	20	8	55	83	6	4	3	13	8	294	15	0	317	34	212	4	250	663
07:45 AM	38	7	47	92	4	4	2	10	5	222	16	1	244	42	156	5	203	549
Total Volume	88	22	177	287	17	10	7	34	26	910	72	3	1011	162	665	18	845	2177
% App. Total	30.7	7.7	61.7		50	29.4	20.6		2.6	90	7.1	0.3		19.2	78.7	2.1		
PHF	.579	.688	.805	.780	.708	.625	.583	.654	.813	.774	.857	.375	.797	.920	.784	.900	.845	.821



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

File Name : ORJEN
Site Code : JO2309
Start Date : 2/14/2023
Page No : 3

Start Time	Jenkins Rd NB				Jenkins Rd SB				Orange Ave EB					Orange Ave WB				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	UTurn	App. Total	Left	Thru	Right	App. 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	34	3	53	90	7	1	3	11	5	136	35	0	176	51	229	1	281	558
04:45 PM	44	3	42	89	7	2	3	12	4	136	14	0	154	44	205	1	250	505
05:00 PM	34	1	54	89	3	1	1	5	1	168	30	0	199	55	227	1	283	576
05:15 PM	40	3	60	103	4	0	0	4	2	154	25	0	181	62	253	1	316	604
Total Volume	152	10	209	371	21	4	7	32	12	594	104	0	710	212	914	4	1130	2243
% App. Total	41	2.7	56.3		65.6	12.5	21.9		1.7	83.7	14.6	0		18.8	80.9	0.4		
PHF	.864	.833	.871	.900	.750	.500	.583	.667	.600	.884	.743	.000	.892	.855	.903	1.0	.894	.928



2021 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
 CATEGORY: 9401 CEN.-W OF US1 TO I95

MOCF: 0.97

WEEK	DATES	SF	PSCF
1	01/01/2021 - 01/02/2021	1.00	1.03
2	01/03/2021 - 01/09/2021	1.01	1.04
3	01/10/2021 - 01/16/2021	1.01	1.04
4	01/17/2021 - 01/23/2021	1.00	1.03
5	01/24/2021 - 01/30/2021	1.00	1.03
6	01/31/2021 - 02/06/2021	0.99	1.02
7	02/07/2021 - 02/13/2021	0.99	1.02
* 8	02/14/2021 - 02/20/2021	0.98	1.01
* 9	02/21/2021 - 02/27/2021	0.97	1.00
*10	02/28/2021 - 03/06/2021	0.97	1.00
*11	03/07/2021 - 03/13/2021	0.96	0.99
*12	03/14/2021 - 03/20/2021	0.95	0.98
*13	03/21/2021 - 03/27/2021	0.96	0.99
*14	03/28/2021 - 04/03/2021	0.96	0.99
*15	04/04/2021 - 04/10/2021	0.97	1.00
*16	04/11/2021 - 04/17/2021	0.97	1.00
*17	04/18/2021 - 04/24/2021	0.98	1.01
*18	04/25/2021 - 05/01/2021	0.98	1.01
*19	05/02/2021 - 05/08/2021	0.99	1.02
*20	05/09/2021 - 05/15/2021	0.99	1.02
21	05/16/2021 - 05/22/2021	0.99	1.02
22	05/23/2021 - 05/29/2021	1.00	1.03
23	05/30/2021 - 06/05/2021	1.00	1.03
24	06/06/2021 - 06/12/2021	1.01	1.04
25	06/13/2021 - 06/19/2021	1.01	1.04
26	06/20/2021 - 06/26/2021	1.02	1.05
27	06/27/2021 - 07/03/2021	1.02	1.05
28	07/04/2021 - 07/10/2021	1.03	1.06
29	07/11/2021 - 07/17/2021	1.03	1.06
30	07/18/2021 - 07/24/2021	1.03	1.06
31	07/25/2021 - 07/31/2021	1.04	1.07
32	08/01/2021 - 08/07/2021	1.04	1.07
33	08/08/2021 - 08/14/2021	1.05	1.08
34	08/15/2021 - 08/21/2021	1.05	1.08
35	08/22/2021 - 08/28/2021	1.05	1.08
36	08/29/2021 - 09/04/2021	1.05	1.08
37	09/05/2021 - 09/11/2021	1.05	1.08
38	09/12/2021 - 09/18/2021	1.05	1.08
39	09/19/2021 - 09/25/2021	1.04	1.07
40	09/26/2021 - 10/02/2021	1.03	1.06
41	10/03/2021 - 10/09/2021	1.01	1.04
42	10/10/2021 - 10/16/2021	1.00	1.03
43	10/17/2021 - 10/23/2021	1.00	1.03
44	10/24/2021 - 10/30/2021	1.01	1.04
45	10/31/2021 - 11/06/2021	1.01	1.04
46	11/07/2021 - 11/13/2021	1.02	1.05
47	11/14/2021 - 11/20/2021	1.02	1.05
48	11/21/2021 - 11/27/2021	1.02	1.05
49	11/28/2021 - 12/04/2021	1.01	1.04
50	12/05/2021 - 12/11/2021	1.01	1.04
51	12/12/2021 - 12/18/2021	1.00	1.03
52	12/19/2021 - 12/25/2021	1.01	1.04
53	12/26/2021 - 12/31/2021	1.01	1.04

* PEAK SEASON

08-MAR-2022 12:36:27

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4_9401_PKSEASON.TXT

2021 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
 CATEGORY: 9402 WEST-W OF I95

WEEK	DATES	SF	MOCF: 0.93 PSCF
1	01/01/2021 - 01/02/2021	0.97	1.04
2	01/03/2021 - 01/09/2021	0.99	1.06
3	01/10/2021 - 01/16/2021	1.01	1.09
4	01/17/2021 - 01/23/2021	0.99	1.06
* 5	01/24/2021 - 01/30/2021	0.97	1.04
* 6	01/31/2021 - 02/06/2021	0.95	1.02
* 7	02/07/2021 - 02/13/2021	0.93	1.00
* 8	02/14/2021 - 02/20/2021	0.91	0.98
* 9	02/21/2021 - 02/27/2021	0.91	0.98
*10	02/28/2021 - 03/06/2021	0.91	0.98
*11	03/07/2021 - 03/13/2021	0.90	0.97
*12	03/14/2021 - 03/20/2021	0.90	0.97
*13	03/21/2021 - 03/27/2021	0.92	0.99
*14	03/28/2021 - 04/03/2021	0.93	1.00
*15	04/04/2021 - 04/10/2021	0.95	1.02
*16	04/11/2021 - 04/17/2021	0.96	1.03
*17	04/18/2021 - 04/24/2021	0.98	1.05
18	04/25/2021 - 05/01/2021	0.99	1.06
19	05/02/2021 - 05/08/2021	1.01	1.09
20	05/09/2021 - 05/15/2021	1.03	1.11
21	05/16/2021 - 05/22/2021	1.03	1.11
22	05/23/2021 - 05/29/2021	1.03	1.11
23	05/30/2021 - 06/05/2021	1.03	1.11
24	06/06/2021 - 06/12/2021	1.03	1.11
25	06/13/2021 - 06/19/2021	1.03	1.11
26	06/20/2021 - 06/26/2021	1.04	1.12
27	06/27/2021 - 07/03/2021	1.05	1.13
28	07/04/2021 - 07/10/2021	1.07	1.15
29	07/11/2021 - 07/17/2021	1.08	1.16
30	07/18/2021 - 07/24/2021	1.09	1.17
31	07/25/2021 - 07/31/2021	1.09	1.17
32	08/01/2021 - 08/07/2021	1.10	1.18
33	08/08/2021 - 08/14/2021	1.10	1.18
34	08/15/2021 - 08/21/2021	1.11	1.19
35	08/22/2021 - 08/28/2021	1.11	1.19
36	08/29/2021 - 09/04/2021	1.10	1.18
37	09/05/2021 - 09/11/2021	1.10	1.18
38	09/12/2021 - 09/18/2021	1.09	1.17
39	09/19/2021 - 09/25/2021	1.07	1.15
40	09/26/2021 - 10/02/2021	1.06	1.14
41	10/03/2021 - 10/09/2021	1.04	1.12
42	10/10/2021 - 10/16/2021	1.02	1.10
43	10/17/2021 - 10/23/2021	1.01	1.09
44	10/24/2021 - 10/30/2021	1.01	1.09
45	10/31/2021 - 11/06/2021	1.00	1.08
46	11/07/2021 - 11/13/2021	1.00	1.08
47	11/14/2021 - 11/20/2021	0.99	1.06
48	11/21/2021 - 11/27/2021	0.98	1.05
49	11/28/2021 - 12/04/2021	0.98	1.05
50	12/05/2021 - 12/11/2021	0.97	1.04
51	12/12/2021 - 12/18/2021	0.97	1.04
52	12/19/2021 - 12/25/2021	0.99	1.06
53	12/26/2021 - 12/31/2021	1.01	1.09

* PEAK SEASON

08-MAR-2022 12:36:27

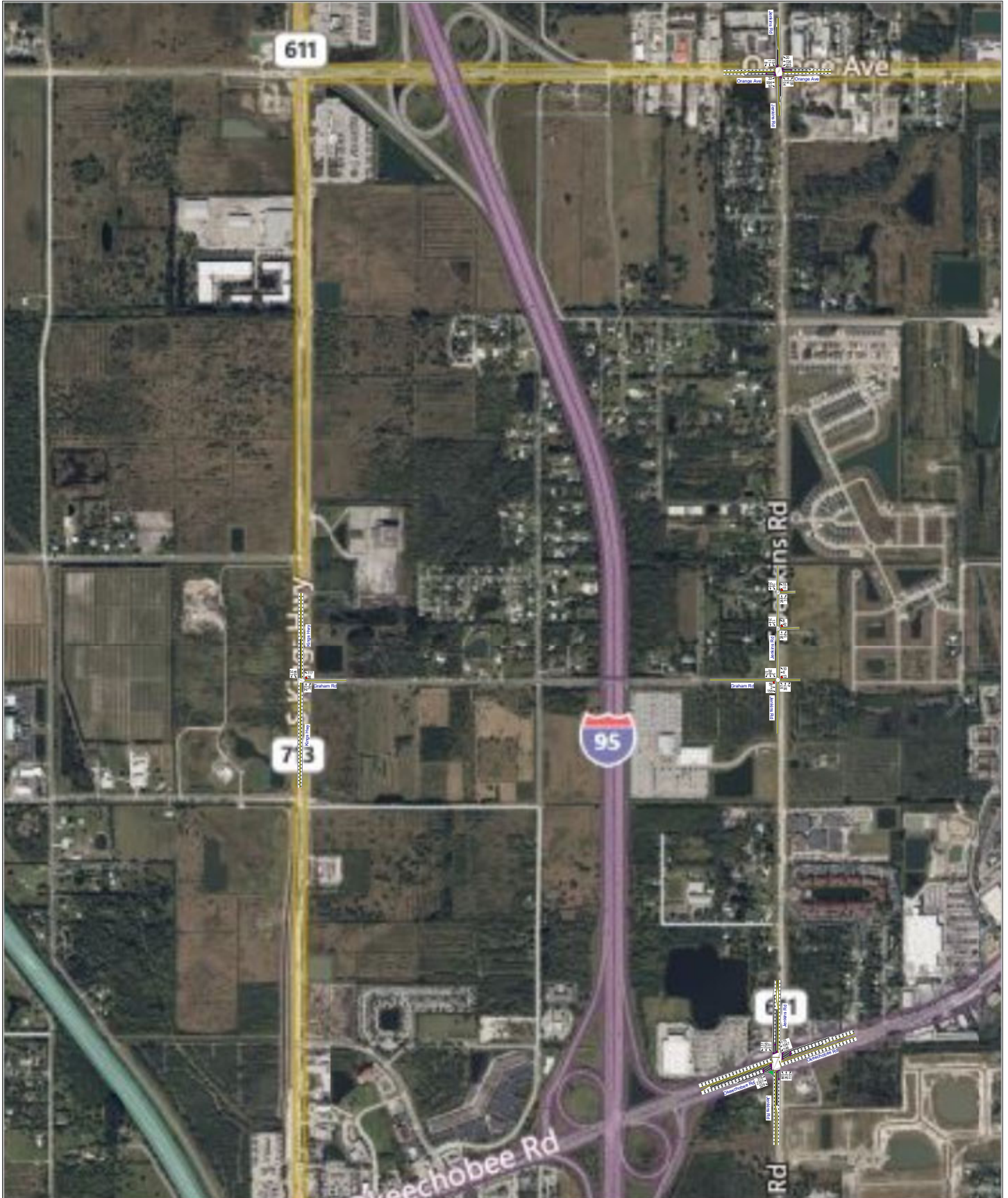
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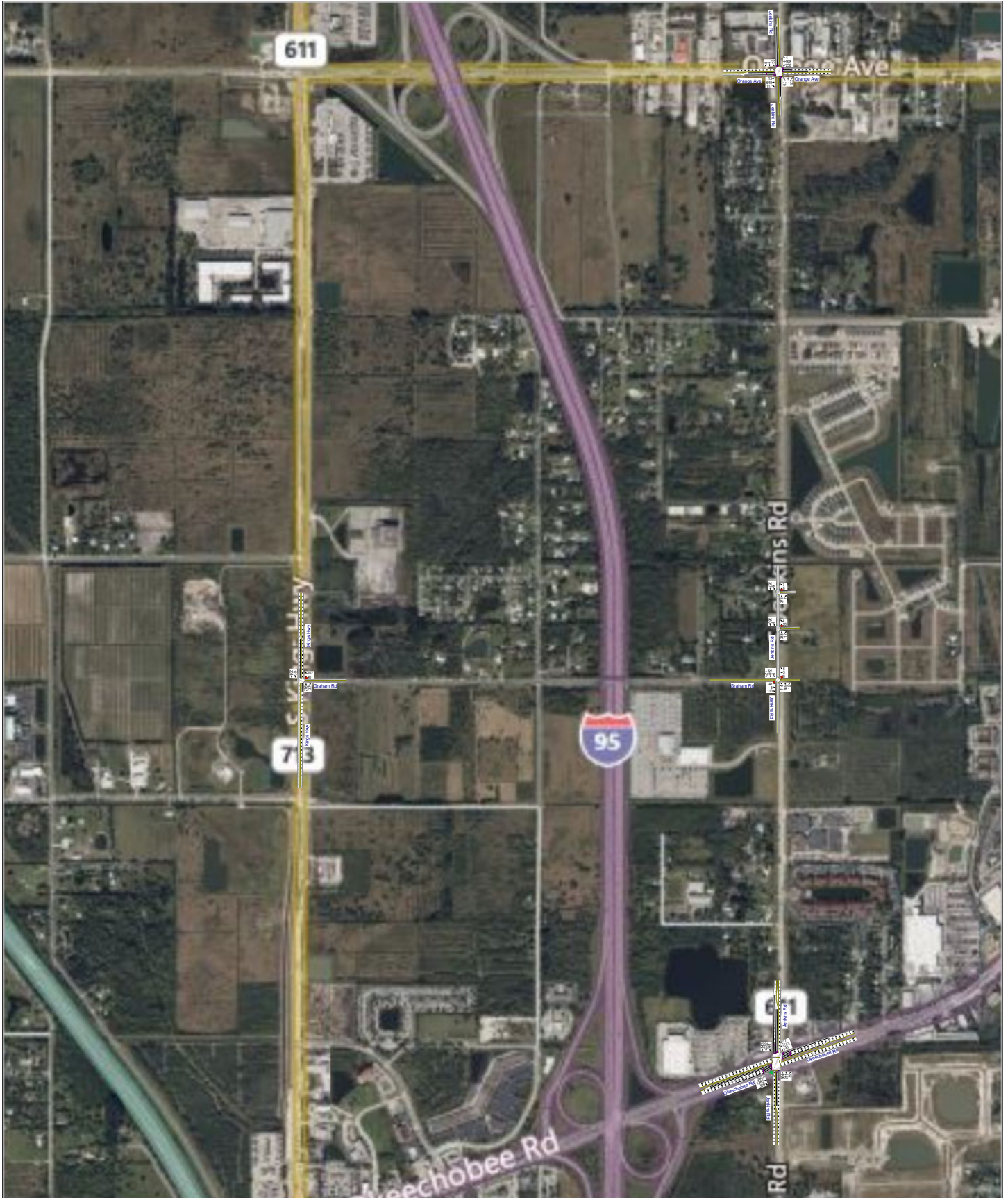
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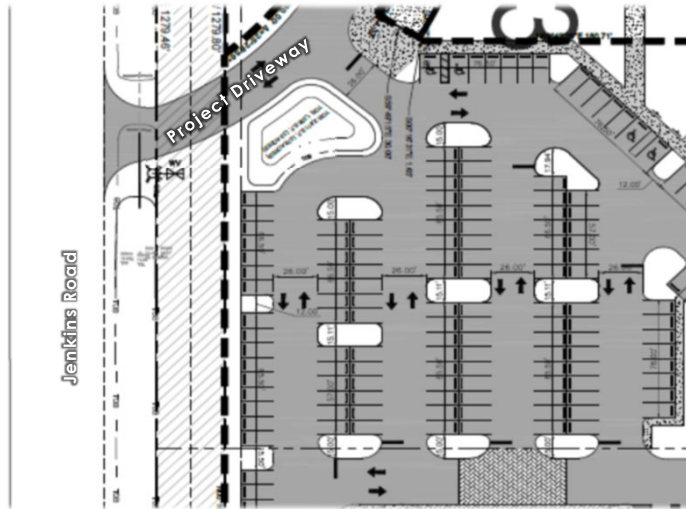
Exhibit 7: Synchro Analyses

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Intersection Volume Development



Jenkins Rd and Project Driveway Resurrection Life

Input Data

GR	=	1.78%
Peak Season	=	1.00
Traffic Count Year	=	2023
Buildout Year	=	2028
Years	=	5

AM Peak Hour		PM Peak Hour		Resurrection Life
In	Out	In	Out	
130	76	28	37	240 Students (K-12) 62,000 SF Church

AM Peak Hour												
AM	Eastbound			Westbound			Northbound			Southbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
Volume -	-	-	-	-	-	-	-	227	-	-	277	-
Existing Conditions	-	-	-	-	-	-	-	227	-	-	277	-
2028 Historic Growth	-	-	-	-	-	-	-	248	-	-	303	-
Vested Development	-	-	-	-	-	-	-	0	-	-	0	-
Future Conditions	-	-	-	-	-	-	-	248	-	-	303	-
% Project Traffic	-	-	-	55%	-	10%	-	25%	45%	10%	15%	-
Project Traffic Direction	-	-	-	OUT	-	OUT	-	IN	IN	IN	OUT	-
Project Traffic	-	-	-	42	-	8	-	33	58	13	11	-
2028 Future Conditions with Build	-	-	-	42	-	8	-	281	58	13	314	-

PM Peak Hour												
PM	Eastbound			Westbound			Northbound			Southbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
Volume -	-	-	-	-	-	-	-	344	-	-	324	-
Existing Conditions	-	-	-	-	-	-	-	344	-	-	324	-
2028 Historic Growth	-	-	-	-	-	-	-	376	-	-	354	-
Vested Development	-	-	-	-	-	-	-	0	-	-	0	-
Future Conditions	-	-	-	-	-	-	-	376	-	-	354	-
% Project Traffic	-	-	-	55%	-	10%	-	25%	45%	10%	15%	-
Project Traffic Direction	-	-	-	OUT	-	OUT	-	IN	IN	IN	OUT	-
Project Traffic	-	-	-	20	-	4	-	7	12	3	6	-
2028 Future Conditions with Build	-	-	-	20	-	4	-	383	12	3	360	-

Lanes, Volumes, Timings
1: Jenkins Rd & Project Driveway S



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	42	8	281	58	13	314
Future Volume (vph)	42	8	281	58	13	314
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.979		0.977			
Flt Protected	0.959					0.998
Satd. Flow (prot)	1749	0	1820	0	0	1859
Flt Permitted	0.959					0.998
Satd. Flow (perm)	1749	0	1820	0	0	1859
Link Speed (mph)	30		30			30
Link Distance (ft)	236		569			396
Travel Time (s)	5.4		12.9			9.0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	44	8	296	61	14	331
Shared Lane Traffic (%)						
Lane Group Flow (vph)	52	0	357	0	0	345
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	60	60		60	60	
Sign Control	Stop		Free			Free

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	37.1% ICU Level of Service A
Analysis Period (min)	15










Intersection						
Int Delay, s/veh	1.1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	42	8	281	58	13	314
Future Vol, veh/h	42	8	281	58	13	314
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	44	8	296	61	14	331

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	686	327	0	0	357
Stage 1	327	-	-	-	-
Stage 2	359	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218
Pot Cap-1 Maneuver	413	714	-	-	1202
Stage 1	731	-	-	-	-
Stage 2	707	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	407	714	-	-	1202
Mov Cap-2 Maneuver	407	-	-	-	-
Stage 1	731	-	-	-	-
Stage 2	697	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	14.4	0	0.3
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	437	1202
HCM Lane V/C Ratio	-	-	0.12	0.011
HCM Control Delay (s)	-	-	14.4	8
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.4	0

Lanes, Volumes, Timings
1: Jenkins Rd & Project Driveway S

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	20	4	383	12	3	360
Future Volume (vph)	20	4	383	12	3	360
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.978		0.996			
Flt Protected	0.960					
Satd. Flow (prot)	1749	0	1855	0	0	1863
Flt Permitted	0.960					
Satd. Flow (perm)	1749	0	1855	0	0	1863
Link Speed (mph)	30		30			45
Link Distance (ft)	236		569			396
Travel Time (s)	5.4		12.9			6.0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	21	4	403	13	3	379
Shared Lane Traffic (%)						
Lane Group Flow (vph)	25	0	416	0	0	382
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	31.3%		ICU Level of Service A			
Analysis Period (min)	15					

Intersection						
Int Delay, s/veh	0.5					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	20	4	383	12	3	360
Future Vol, veh/h	20	4	383	12	3	360
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	21	4	403	13	3	379

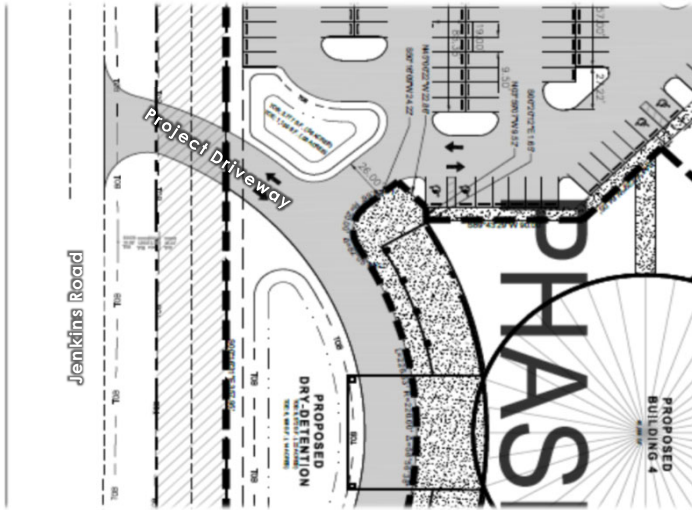
Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	795	410	0	0	416
Stage 1	410	-	-	-	-
Stage 2	385	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218
Pot Cap-1 Maneuver	357	642	-	-	1143
Stage 1	670	-	-	-	-
Stage 2	688	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	356	642	-	-	1143
Mov Cap-2 Maneuver	356	-	-	-	-
Stage 1	670	-	-	-	-
Stage 2	686	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	15	0	0.1
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	385	1143
HCM Lane V/C Ratio	-	-	0.066	0.003
HCM Control Delay (s)	-	-	15	8.2
HCM Lane LOS	-	-	C	A
HCM 95th %tile Q(veh)	-	-	0.2	0

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Intersection Volume Development



Jenkins Rd and Project Driveway Resurrection Life

Input Data

GR	=	1.78%
Peak Season	=	1.00
Traffic Count Year	=	2023
Buildout Year	=	2028
Years	=	5

AM Peak Hour		PM Peak Hour		Resurrection Life
In	Out	In	Out	
130	76	28	37	240 Students (K-12) 62,000 SF Church

AM Peak Hour												
AM	Eastbound			Westbound			Northbound			Southbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
Volume -	-	-	-	-	-	-	-	227	-	-	277	-
Existing Conditions	-	-	-	-	-	-	-	227	-	-	277	-
2028 Historic Growth	-	-	-	-	-	-	-	248	-	-	303	-
Vested Development	-	-	-	-	-	-	-	0	-	-	0	-
Future Conditions	-	-	-	-	-	-	-	248	-	-	303	-
% Project Traffic	-	-	-	15%	-	20%	-	-	25%	20%	10%	-
Project Traffic Direction	-	-	-	OUT	-	OUT	-	-	IN	IN	IN	-
Project Traffic	-	-	-	11	-	15	-	-	33	26	13	-
2028 Future Conditions with Build	-	-	-	11	-	15	-	248	33	26	316	-
PM Peak Hour												
PM	Eastbound			Westbound			Northbound			Southbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
Volume -	-	-	-	-	-	-	-	344	-	-	324	-
Existing Conditions	-	-	-	-	-	-	-	344	-	-	324	-
2028 Historic Growth	-	-	-	-	-	-	-	376	-	-	354	-
Vested Development	-	-	-	-	-	-	-	0	-	-	0	-
Future Conditions	-	-	-	-	-	-	-	376	-	-	354	-
% Project Traffic	-	-	-	15%	-	20%	-	-	25%	20%	10%	-
Project Traffic Direction	-	-	-	OUT	-	OUT	-	-	IN	IN	IN	-
Project Traffic	-	-	-	6	-	7	-	-	7	6	3	-
2028 Future Conditions with Build	-	-	-	6	-	7	-	376	7	6	357	-

Lanes, Volumes, Timings
2: Jenkins Rd & Project Driveway N



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	11	15	248	33	26	316
Future Volume (vph)	11	15	248	33	26	316
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.923		0.984			
Flt Protected	0.979					0.996
Satd. Flow (prot)	1683	0	1833	0	0	1855
Flt Permitted	0.979					0.996
Satd. Flow (perm)	1683	0	1833	0	0	1855
Link Speed (mph)	30		30			30
Link Distance (ft)	193		396			286
Travel Time (s)	4.4		9.0			6.5
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	12	16	261	35	27	333
Shared Lane Traffic (%)						
Lane Group Flow (vph)	28	0	296	0	0	360
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	60	60		60	60	
Sign Control	Stop		Free			Free

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	46.5%
Analysis Period (min)	15
	ICU Level of Service A

Intersection						
Int Delay, s/veh	0.8					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	TT		TT			TT
Traffic Vol, veh/h	11	15	248	33	26	316
Future Vol, veh/h	11	15	248	33	26	316
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	12	16	261	35	27	333

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	666	279	0	0	296
Stage 1	279	-	-	-	-
Stage 2	387	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218
Pot Cap-1 Maneuver	425	760	-	-	1265
Stage 1	768	-	-	-	-
Stage 2	686	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	414	760	-	-	1265
Mov Cap-2 Maneuver	414	-	-	-	-
Stage 1	768	-	-	-	-
Stage 2	668	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11.7	0	0.6
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	561	1265
HCM Lane V/C Ratio	-	-	0.049	0.022
HCM Control Delay (s)	-	-	11.7	7.9
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.2	0.1

Lanes, Volumes, Timings
2: Jenkins Rd & Project Driveway N



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	6	7	376	7	6	357
Future Volume (vph)	6	7	376	7	6	357
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.927		0.998			
Flt Protected	0.977					0.999
Satd. Flow (prot)	1687	0	1859	0	0	1861
Flt Permitted	0.977					0.999
Satd. Flow (perm)	1687	0	1859	0	0	1861
Link Speed (mph)	30		30			45
Link Distance (ft)	193		396			286
Travel Time (s)	4.4		9.0			4.3
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	6	7	396	7	6	376
Shared Lane Traffic (%)						
Lane Group Flow (vph)	13	0	403	0	0	382
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	33.6%
Analysis Period (min)	15
	ICU Level of Service A

Intersection						
Int Delay, s/veh	0.3					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	6	7	376	7	6	357
Future Vol, veh/h	6	7	376	7	6	357
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	6	7	396	7	6	376

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	788	400	0	0	403
Stage 1	400	-	-	-	-
Stage 2	388	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218
Pot Cap-1 Maneuver	360	650	-	-	1156
Stage 1	677	-	-	-	-
Stage 2	686	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	357	650	-	-	1156
Mov Cap-2 Maneuver	357	-	-	-	-
Stage 1	677	-	-	-	-
Stage 2	681	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	12.9	0	0.1
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	471	1156
HCM Lane V/C Ratio	-	-	0.029	0.005
HCM Control Delay (s)	-	-	12.9	8.1
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.1	0

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Intersection Volume Development



Jenkins Rd and Graham Rd Resurrection Life

Input Data

GR	=	1.78%
Peak Season	=	1.00
Traffic Count Year	=	2023
Buildout Year	=	2028
Years	=	5

AM Peak Hour		PM Peak Hour		Resurrection Life
In	Out	In	Out	
130	76	28	37	240 Students (K-12) 62,000 SF Church

AM Peak Hour												
AM	Eastbound			Westbound			Northbound			Southbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
Volume 14-Feb-23	24	-	142	-	-	-	89	227	-	-	242	35
Existing Conditions	24	-	142	-	-	-	89	227	-	-	242	35
2028 Historic Growth	26	-	155	-	-	-	97	248	-	-	264	38
Resurrection Life Multifamily	-	2	-	13	6	10	-	-	4	3	-	-
Future Conditions	26	-	155	-	-	-	97	248	-	-	264	38
% Project Traffic	25%	-	-	-	-	-	-	45%	-	-	45%	25%
Project Traffic Direction	IN	-	-	-	-	-	-	IN	-	-	OUT	OUT
Project Traffic	33	-	-	-	-	-	-	59	-	-	34	19
2028 Future Conditions with Build	59	2	155	13	6	10	97	307	4	3	298	57

PM Peak Hour												
PM	Eastbound			Westbound			Northbound			Southbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
Volume 14-Feb-23	37	-	101	-	-	-	104	344	-	-	294	30
Existing Conditions	37	-	101	-	-	-	104	344	-	-	294	30
2028 Historic Growth	40	-	110	-	-	-	114	376	-	-	321	33
Resurrection Life Multifamily	-	5	-	8	3	6	-	-	12	9	-	-
Future Conditions	40	-	110	-	-	-	114	376	-	-	321	33
% Project Traffic	25%	-	-	-	-	-	-	45%	-	-	45%	25%
Project Traffic Direction	IN	-	-	-	-	-	-	IN	-	-	OUT	OUT
Project Traffic	7	-	-	-	-	-	-	13	-	-	17	9
2028 Future Conditions with Build	47	5	110	8	3	6	114	389	12	9	338	42

Lanes, Volumes, Timings
3: Jenkins Rd & Graham Rd

Resurrection Life - Church
04/09/2023

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	59	2	155	13	6	10	97	307	4	3	298	57
Future Volume (vph)	59	2	155	13	6	10	97	307	4	3	298	57
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t		0.903			0.952			0.999			0.979	
Fl _t Protected		0.987			0.978			0.988				
Satd. Flow (prot)	0	1660	0	0	1734	0	0	1839	0	0	1824	0
Fl _t Permitted		0.987			0.978			0.988				
Satd. Flow (perm)	0	1660	0	0	1734	0	0	1839	0	0	1824	0
Link Speed (mph)		40			30			45			45	
Link Distance (ft)		744			246			588			569	
Travel Time (s)		12.7			5.6			8.9			8.6	
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
Adj. Flow (vph)	62	2	163	14	6	11	102	323	4	3	314	60
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	227	0	0	31	0	0	429	0	0	377	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	65.5%						ICU Level of Service C					
Analysis Period (min)	15											

Intersection												
Int Delay, s/veh	6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	59	2	155	13	6	10	97	307	4	3	298	57
Future Vol, veh/h	59	2	155	13	6	10	97	307	4	3	298	57
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	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	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	62	2	163	14	6	11	102	323	4	3	314	60

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	888	881	344	962	909	325	374	0	0	327	0	0
Stage 1	350	350	-	529	529	-	-	-	-	-	-	-
Stage 2	538	531	-	433	380	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	264	285	699	235	275	716	1184	-	-	1233	-	-
Stage 1	666	633	-	533	527	-	-	-	-	-	-	-
Stage 2	527	526	-	601	614	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	234	254	699	164	245	716	1184	-	-	1233	-	-
Mov Cap-2 Maneuver	234	254	-	164	245	-	-	-	-	-	-	-
Stage 1	596	631	-	477	472	-	-	-	-	-	-	-
Stage 2	459	471	-	458	612	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	21	21.7	2	0.1
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1184	-	-	448	246	1233	-	-
HCM Lane V/C Ratio	0.086	-	-	0.508	0.124	0.003	-	-
HCM Control Delay (s)	8.3	0	-	21	21.7	7.9	0	-
HCM Lane LOS	A	A	-	C	C	A	A	-
HCM 95th %tile Q(veh)	0.3	-	-	2.8	0.4	0	-	-

Lanes, Volumes, Timings
3: Jenkins Rd & Graham Rd

Resurrection Life - Church
04/09/2023



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (vph)	47	5	110	8	3	6	114	389	12	9	338	42
Future Volume (vph)	47	5	110	8	3	6	114	389	12	9	338	42
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t		0.908			0.952			0.997			0.985	
Fl _t Protected		0.986			0.977			0.989			0.999	
Satd. Flow (prot)	0	1668	0	0	1733	0	0	1837	0	0	1833	0
Fl _t Permitted		0.986			0.977			0.989			0.999	
Satd. Flow (perm)	0	1668	0	0	1733	0	0	1837	0	0	1833	0
Link Speed (mph)		40			30			45			45	
Link Distance (ft)		744			246			588			569	
Travel Time (s)		12.7			5.6			8.9			8.6	
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
Adj. Flow (vph)	49	5	116	8	3	6	120	409	13	9	356	44
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	170	0	0	17	0	0	542	0	0	409	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	69.0%
ICU Level of Service	C
Analysis Period (min)	15

Intersection												
Int Delay, s/veh	5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	47	5	110	8	3	6	114	389	12	9	338	42
Future Vol, veh/h	47	5	110	8	3	6	114	389	12	9	338	42
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	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	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	49	5	116	8	3	6	120	409	13	9	356	44

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1056	1058	378	1113	1074	416	400	0	0	422	0	0
Stage 1	396	396	-	656	656	-	-	-	-	-	-	-
Stage 2	660	662	-	457	418	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	203	225	669	186	220	637	1159	-	-	1137	-	-
Stage 1	629	604	-	454	462	-	-	-	-	-	-	-
Stage 2	452	459	-	583	591	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	176	192	669	134	188	637	1159	-	-	1137	-	-
Mov Cap-2 Maneuver	176	192	-	134	188	-	-	-	-	-	-	-
Stage 1	543	598	-	392	399	-	-	-	-	-	-	-
Stage 2	384	397	-	473	585	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	24.3	24.8	1.9	0.2
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1159	-	-	354	200	1137	-	-
HCM Lane V/C Ratio	0.104	-	-	0.482	0.089	0.008	-	-
HCM Control Delay (s)	8.5	0	-	24.3	24.8	8.2	0	-
HCM Lane LOS	A	A	-	C	C	A	A	-
HCM 95th %tile Q(veh)	0.3	-	-	2.5	0.3	0	-	-

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Intersection Volume Development



**Kings Hwy and Graham Rd
 Resurrection Life**













Input Data

GR = 1.78%
 Peak Season = 1.00
 Traffic Count Year = 2023
 Buildout Year = 2028
 Years = 5

AM Peak Hour		PM Peak Hour		Resurrection Life
In	Out	In	Out	
130	76	28	37	240 Students (K-12) 62,000 SF Church

AM Peak Hour												
AM	Eastbound			Westbound			Northbound			Southbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
Volume 14-Feb-23	-	-	-	23	-	100	-	186	15	143	199	-
Existing Conditions	-	-	-	23	-	100	-	186	15	143	199	-
2028 Historic Growth	-	-	-	25	-	109	-	203	16	156	217	-
Vested Development	-	-	-	0	-	0	-	0	0	0	0	-
Future Conditions	-	-	-	25	-	109	-	203	16	156	217	-
% Project Traffic	-	-	-	15%	-	10%	-	-	15%	10%	-	-
Project Traffic Direction	-	-	-	OUT	-	OUT	-	-	IN	IN	-	-
Project Traffic	-	-	-	11	-	8	-	-	20	13	-	-
2028 Future Conditions with Build	-	-	-	36	-	117	-	203	36	169	217	-
PM Peak Hour												
PM	Eastbound			Westbound			Northbound			Southbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
Volume 14-Feb-23	-	-	-	31	-	90	-	198	30	107	187	-
Existing Conditions	-	-	-	31	-	90	-	198	30	107	187	-
2028 Historic Growth	-	-	-	34	-	98	-	216	33	117	204	-
Vested Development	-	-	-	0	-	0	-	0	0	0	0	-
Future Conditions	-	-	-	34	-	98	-	216	33	117	204	-
% Project Traffic	-	-	-	15%	-	10%	-	-	15%	10%	-	-
Project Traffic Direction	-	-	-	OUT	-	OUT	-	-	IN	IN	-	-
Project Traffic	-	-	-	6	-	4	-	-	4	3	-	-
2028 Future Conditions with Build	-	-	-	40	-	102	-	216	37	120	204	-

Lanes, Volumes, Timings
4: Kings Hwy & Graham Rd

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations			 			 
Traffic Volume (vph)	36	117	203	36	169	217
Future Volume (vph)	36	117	203	36	169	217
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		0	425	
Storage Lanes	1	0		0	1	
Taper Length (ft)	25				50	
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	0.95
Frt	0.897		0.977			
Flt Protected	0.988				0.950	
Satd. Flow (prot)	1651	0	3458	0	1770	3539
Flt Permitted	0.988				0.950	
Satd. Flow (perm)	1651	0	3458	0	1770	3539
Link Speed (mph)	40		50			50
Link Distance (ft)	500		1181			951
Travel Time (s)	8.5		16.1			13.0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	38	123	214	38	178	228
Shared Lane Traffic (%)						
Lane Group Flow (vph)	161	0	252	0	178	228
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	35.3%			ICU Level of Service A		
Analysis Period (min)	15					













Intersection						
Int Delay, s/veh	4.3					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	TT		TT		TT	TT
Traffic Vol, veh/h	36	117	203	36	169	217
Future Vol, veh/h	36	117	203	36	169	217
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	425	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	38	123	214	38	178	228

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	703	126	0	0	252
Stage 1	233	-	-	-	-
Stage 2	470	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14
Critical Hdwy Stg 1	5.84	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22
Pot Cap-1 Maneuver	372	901	-	-	1310
Stage 1	784	-	-	-	-
Stage 2	595	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	321	901	-	-	1310
Mov Cap-2 Maneuver	321	-	-	-	-
Stage 1	784	-	-	-	-
Stage 2	514	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	12.6	0	3.6
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	632	1310
HCM Lane V/C Ratio	-	-	0.255	0.136
HCM Control Delay (s)	-	-	12.6	8.2
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	1	0.5

Lanes, Volumes, Timings
4: Kings Hwy & Graham Rd

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations			 			 
Traffic Volume (vph)	40	102	216	37	120	204
Future Volume (vph)	40	102	216	37	120	204
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		0	425	
Storage Lanes	1	0		0	1	
Taper Length (ft)	25				50	
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	0.95
Frt	0.903		0.978			
Flt Protected	0.986				0.950	
Satd. Flow (prot)	1659	0	3461	0	1770	3539
Flt Permitted	0.986				0.950	
Satd. Flow (perm)	1659	0	3461	0	1770	3539
Link Speed (mph)	40		50			50
Link Distance (ft)	500		1181			951
Travel Time (s)	8.5		16.1			13.0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	42	107	227	39	126	215
Shared Lane Traffic (%)						
Lane Group Flow (vph)	149	0	266	0	126	215
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	32.3%			ICU Level of Service A		
Analysis Period (min)	15					

Intersection						
Int Delay, s/veh	3.8					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↔		↑↓		↔	↑↑
Traffic Vol, veh/h	40	102	216	37	120	204
Future Vol, veh/h	40	102	216	37	120	204
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	425	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	42	107	227	39	126	215

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	607	133	0	0	266	0
Stage 1	247	-	-	-	-	-
Stage 2	360	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	428	892	-	-	1295	-
Stage 1	771	-	-	-	-	-
Stage 2	677	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	386	892	-	-	1295	-
Mov Cap-2 Maneuver	386	-	-	-	-	-
Stage 1	771	-	-	-	-	-
Stage 2	611	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	12.2	0	3
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	651	1295
HCM Lane V/C Ratio	-	-	0.23	0.098
HCM Control Delay (s)	-	-	12.2	8.1
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.9	0.3

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Intersection Volume Development



Jenkins Rd and Okeechobee Rd Resurrection Life

Input Data

GR	=	1.78%
Peak Season	=	1.00
Traffic Count Year	=	2023
Buildout Year	=	2028
Years	=	5

































AM Peak Hour		PM Peak Hour		Resurrection Life
In	Out	In	Out	
130	76	28	37	240 Students (K-12) 62,000 SF Church

AM Peak Hour												
AM	Eastbound			Westbound			Northbound			Southbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
Volume 14-Feb-23	279	2,112	480	134	959	73	407	228	105	266	226	115
Existing Conditions	279	2,112	480	134	959	73	407	228	105	266	226	115
2028 Historic Growth	305	2,307	524	146	1,047	80	445	249	115	291	247	126
Resurrection Life Multifamily	1	0	0	0	0	2	0	1	0	7	3	3
Future Conditions	306	2,307	524	146	1,047	82	445	250	115	298	250	129
% Project Traffic	10%	-	-	-	-	25%	-	10%	-	25%	10%	10%
Project Traffic Direction	IN	-	-	-	-	IN	-	IN	-	OUT	OUT	OUT
Project Traffic	13	-	-	-	-	33	-	13	-	19	8	8
2028 Future Conditions with Build	319	2,307	524	146	1,047	115	445	263	115	317	258	137

PM Peak Hour												
PM	Eastbound			Westbound			Northbound			Southbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
Volume 14-Feb-23	223	1,248	283	130	1,413	241	333	188	36	319	207	125
Existing Conditions	223	1,248	283	130	1,413	241	333	188	36	319	207	125
2028 Historic Growth	244	1,363	309	142	1,543	263	364	205	39	348	226	137
Resurrection Life Multifamily	3	0	0	0	0	7	0	3	0	4	2	2
Future Conditions	247	1,363	309	142	1,543	270	364	208	39	352	228	139
% Project Traffic	10%	-	-	-	-	25%	-	10%	-	25%	10%	10%
Project Traffic Direction	IN	-	-	-	-	IN	-	IN	-	OUT	OUT	OUT
Project Traffic	3	-	-	-	-	7	-	3	-	9	4	4
2028 Future Conditions with Build	250	1,363	309	142	1,543	277	364	211	39	361	232	143

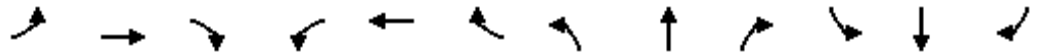
Lanes, Volumes, Timings
5: Jenkins Rd & Okeechobee Rd

Resurrection Life - Church
03/10/2023

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	  			  		 	 		 	 	
Traffic Volume (vph)	319	2307	524	146	1047	115	445	263	115	317	258	137
Future Volume (vph)	319	2307	524	146	1047	115	445	263	115	317	258	137
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	700		400	460		540	375		180	460		615
Storage Lanes	2		1	1		1	2		0	2		1
Taper Length (ft)	100			50			100			100		
Lane Util. Factor	0.97	0.86	1.00	1.00	0.86	1.00	0.97	0.95	0.95	0.97	0.95	1.00
Frt			0.850				0.850		0.954			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	6408	1583	1770	6408	1583	3433	3376	0	3433	3539	1583
Flt Permitted	0.182			0.079			0.514			0.315		
Satd. Flow (perm)	658	6408	1583	147	6408	1583	1857	3376	0	1138	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			520			154		46				149
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		890			911			909			900	
Travel Time (s)		13.5			13.8			13.8			13.6	
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
Adj. Flow (vph)	336	2428	552	154	1102	121	468	277	121	334	272	144
Shared Lane Traffic (%)												
Lane Group Flow (vph)	336	2428	552	154	1102	121	468	398	0	334	272	144
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		36			36			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2		1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100		20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0		0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	20	6		20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases	6		6	2		2	4			8		8

Lanes, Volumes, Timings
5: Jenkins Rd & Okeechobee Rd

Resurrection Life - Church
03/10/2023

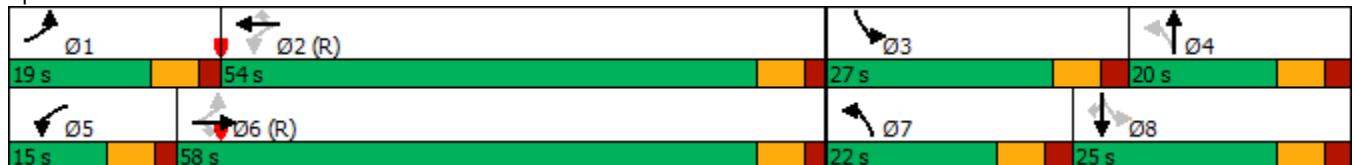


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	1	6	6	5	2	2	7	4		3	8	8
Switch Phase												
Minimum Initial (s)	7.0	12.0	12.0	7.0	12.0	12.0	6.0	11.0		6.0	11.0	11.0
Minimum Split (s)	13.3	33.3	33.3	13.3	35.3	35.3	12.8	47.8		12.8	51.8	51.8
Total Split (s)	19.0	58.0	58.0	15.0	54.0	54.0	22.0	20.0		27.0	25.0	25.0
Total Split (%)	15.8%	48.3%	48.3%	12.5%	45.0%	45.0%	18.3%	16.7%		22.5%	20.8%	20.8%
Maximum Green (s)	12.7	51.7	51.7	8.7	47.7	47.7	15.2	13.2		20.2	18.2	18.2
Yellow Time (s)	4.3	4.3	4.3	4.3	4.3	4.3	4.3	4.3		4.3	4.3	4.3
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	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)	6.3	6.3	6.3	6.3	6.3	6.3	6.8	6.8		6.8	6.8	6.8
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	4.0	4.0		4.0	4.0	4.0
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None		None	None	None
Walk Time (s)		7.0	7.0		7.0	7.0		5.0			5.0	5.0
Flash Dont Walk (s)		20.0	20.0		22.0	22.0		36.0			40.0	40.0
Pedestrian Calls (#/hr)		0	0		0	0		0			0	0
Act Effct Green (s)	63.7	52.7	52.7	59.1	50.4	50.4	32.3	17.2		32.5	17.2	17.2
Actuated g/C Ratio	0.53	0.44	0.44	0.49	0.42	0.42	0.27	0.14		0.27	0.14	0.14
v/c Ratio	0.56	0.86	0.56	0.81	0.41	0.16	0.67	0.76		0.56	0.54	0.41
Control Delay	16.7	34.7	5.0	56.5	25.3	2.1	37.3	54.2		34.1	51.6	10.3
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	16.7	34.7	5.0	56.5	25.3	2.1	37.3	54.2		34.1	51.6	10.3
LOS	B	C	A	E	C	A	D	D		C	D	B
Approach Delay		28.0			26.8			45.1			35.9	
Approach LOS		C			C			D			D	

Intersection Summary

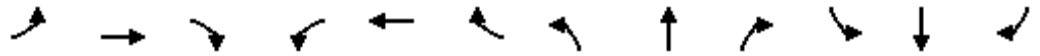
Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 73 (61%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green
 Natural Cycle: 135
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.86
 Intersection Signal Delay: 31.0
 Intersection LOS: C
 Intersection Capacity Utilization 85.2%
 ICU Level of Service E
 Analysis Period (min) 15

Splits and Phases: 5: Jenkins Rd & Okeechobee Rd



HCM 6th Signalized Intersection Summary
5: Jenkins Rd & Okeechobee Rd

Resurrection Life - Church
03/10/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑↑↑	↔	↔	↑↑↑	↔	↔↔	↑↔		↔↔	↑↑	↔
Traffic Volume (veh/h)	319	2307	524	146	1047	115	445	263	115	317	258	137
Future Volume (veh/h)	319	2307	524	146	1047	115	445	263	115	317	258	137
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	336	2428	0	154	1102	121	468	277	121	334	272	144
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	681	3074		192	3014	742	638	325	139	532	412	184
Arrive On Green	0.07	0.48	0.00	0.06	0.47	0.47	0.13	0.13	0.13	0.11	0.12	0.12
Sat Flow, veh/h	3456	6434	1585	1781	6434	1585	3456	2428	1034	3456	3554	1585
Grp Volume(v), veh/h	336	2428	0	154	1102	121	468	201	197	334	272	144
Grp Sat Flow(s),veh/h/ln	1728	1609	1585	1781	1609	1585	1728	1777	1684	1728	1777	1585
Q Serve(g_s), s	6.0	38.0	0.0	5.3	13.2	5.3	14.2	13.2	13.8	10.0	8.8	10.6
Cycle Q Clear(g_c), s	6.0	38.0	0.0	5.3	13.2	5.3	14.2	13.2	13.8	10.0	8.8	10.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.61	1.00		1.00
Lane Grp Cap(c), veh/h	681	3074		192	3014	742	638	238	226	532	412	184
V/C Ratio(X)	0.49	0.79		0.80	0.37	0.16	0.73	0.84	0.87	0.63	0.66	0.78
Avail Cap(c_a), veh/h	803	3074		212	3014	742	638	238	226	739	539	240
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	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	15.3	26.3	0.0	26.3	20.5	18.4	40.2	50.7	51.0	40.6	50.8	51.6
Incr Delay (d2), s/veh	0.6	2.2	0.0	18.2	0.3	0.5	4.7	23.8	29.8	1.7	2.6	13.7
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	4.0	20.1	0.0	5.4	8.4	3.5	10.4	11.7	12.0	7.6	7.1	8.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	15.9	28.4	0.0	44.4	20.8	18.8	44.9	74.5	80.7	42.3	53.4	65.3
LnGrp LOS	B	C		D	C	B	D	E	F	D	D	E
Approach Vol, veh/h		2764			1377			866			750	
Approach Delay, s/veh		26.9			23.3			59.9			50.8	
Approach LOS		C			C			E			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	14.8	62.5	19.8	22.9	13.6	63.6	22.0	20.7				
Change Period (Y+Rc), s	6.3	6.3	6.8	6.8	6.3	6.3	6.8	6.8				
Max Green Setting (Gmax), s	12.7	47.7	20.2	13.2	8.7	51.7	15.2	18.2				
Max Q Clear Time (g_c+I1), s	8.0	15.2	12.0	15.8	7.3	40.0	16.2	12.6				
Green Ext Time (p_c), s	0.5	9.0	1.1	0.0	0.0	10.2	0.0	1.3				

Intersection Summary

HCM 6th Ctrl Delay	34.1
HCM 6th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.
Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.

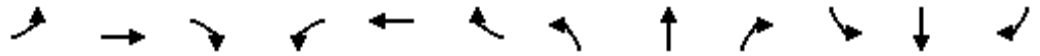
Lanes, Volumes, Timings
5: Jenkins Rd & Okeechobee Rd

Resurrection Life - Church
03/10/2023



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	250	1363	309	142	1543	277	364	211	39	361	232	143
Future Volume (vph)	250	1363	309	142	1543	277	364	211	39	361	232	143
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	700		400	460		540	375		180	460		615
Storage Lanes	2		1	1		1	2		0	2		1
Taper Length (ft)	100			50			100			100		
Lane Util. Factor	0.97	0.86	1.00	1.00	0.86	1.00	0.97	0.95	0.95	0.97	0.95	1.00
Fr _t			0.850				0.850		0.977			0.850
Fl _t Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	6408	1583	1770	6408	1583	3433	3458	0	3433	3539	1583
Fl _t Permitted	0.084			0.123			0.600			0.437		
Satd. Flow (perm)	304	6408	1583	229	6408	1583	2168	3458	0	1579	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			325			292		14				151
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		890			911			909			900	
Travel Time (s)		13.5			13.8			13.8			13.6	
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
Adj. Flow (vph)	263	1435	325	149	1624	292	383	222	41	380	244	151
Shared Lane Traffic (%)												
Lane Group Flow (vph)	263	1435	325	149	1624	292	383	263	0	380	244	151
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		36			36			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2		1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100		20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0		0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	20	6		20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases	6		6	2		2	4			8		8

Lanes, Volumes, Timings
5: Jenkins Rd & Okeechobee Rd

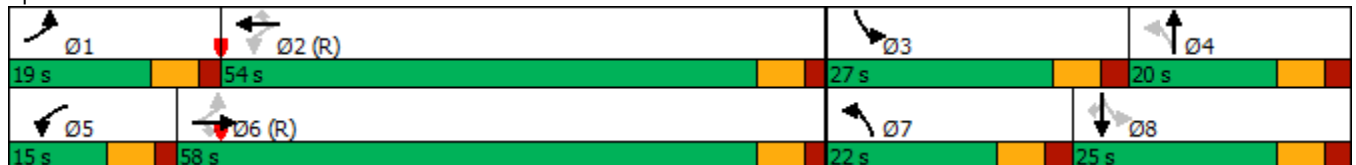


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	1	6	6	5	2	2	7	4		3	8	8
Switch Phase												
Minimum Initial (s)	7.0	12.0	12.0	7.0	12.0	12.0	6.0	11.0		6.0	11.0	11.0
Minimum Split (s)	13.3	33.3	33.3	13.3	35.3	35.3	12.8	47.8		12.8	51.8	51.8
Total Split (s)	19.0	58.0	58.0	15.0	54.0	54.0	22.0	20.0		27.0	25.0	25.0
Total Split (%)	15.8%	48.3%	48.3%	12.5%	45.0%	45.0%	18.3%	16.7%		22.5%	20.8%	20.8%
Maximum Green (s)	12.7	51.7	51.7	8.7	47.7	47.7	15.2	13.2		20.2	18.2	18.2
Yellow Time (s)	4.3	4.3	4.3	4.3	4.3	4.3	4.3	4.3		4.3	4.3	4.3
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	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)	6.3	6.3	6.3	6.3	6.3	6.3	6.8	6.8		6.8	6.8	6.8
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	4.0	4.0		4.0	4.0	4.0
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None		None	None	None
Walk Time (s)		7.0	7.0		7.0	7.0		5.0			5.0	5.0
Flash Dont Walk (s)		20.0	20.0		22.0	22.0		36.0			40.0	40.0
Pedestrian Calls (#/hr)		0	0		0	0		0			0	0
Act Effct Green (s)	64.9	54.7	54.7	62.2	53.4	53.4	28.3	13.5		32.1	15.4	15.4
Actuated g/C Ratio	0.54	0.46	0.46	0.52	0.44	0.44	0.24	0.11		0.27	0.13	0.13
v/c Ratio	0.61	0.49	0.36	0.64	0.57	0.34	0.57	0.66		0.56	0.54	0.45
Control Delay	22.3	24.1	3.5	29.2	26.5	3.8	35.9	56.4		35.3	53.0	11.6
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	22.3	24.1	3.5	29.2	26.5	3.8	35.9	56.4		35.3	53.0	11.6
LOS	C	C	A	C	C	A	D	E		D	D	B
Approach Delay		20.5			23.5			44.3			36.3	
Approach LOS		C			C			D			D	

Intersection Summary
























Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 73 (61%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green
 Natural Cycle: 115
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.66
 Intersection Signal Delay: 26.6
 Intersection LOS: C
 Intersection Capacity Utilization 70.9%
 ICU Level of Service C
 Analysis Period (min) 15

Splits and Phases: 5: Jenkins Rd & Okeechobee Rd



HCM 6th Signalized Intersection Summary
5: Jenkins Rd & Okeechobee Rd

Resurrection Life - Church
03/10/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	250	1363	309	142	1543	277	364	211	39	361	232	143
Future Volume (veh/h)	250	1363	309	142	1543	277	364	211	39	361	232	143
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	263	1435	0	149	1624	292	383	222	41	380	244	151
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	465	3146		291	3144	775	623	342	62	628	423	189
Arrive On Green	0.06	0.49	0.00	0.06	0.49	0.49	0.12	0.11	0.11	0.12	0.12	0.12
Sat Flow, veh/h	3456	6434	1585	1781	6434	1585	3456	3003	546	3456	3554	1585
Grp Volume(v), veh/h	263	1435	0	149	1624	292	383	130	133	380	244	151
Grp Sat Flow(s),veh/h/ln	1728	1609	1585	1781	1609	1585	1728	1777	1772	1728	1777	1585
Q Serve(g_s), s	4.5	17.6	0.0	5.0	20.7	13.9	11.5	8.4	8.6	11.3	7.8	11.1
Cycle Q Clear(g_c), s	4.5	17.6	0.0	5.0	20.7	13.9	11.5	8.4	8.6	11.3	7.8	11.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.31	1.00		1.00
Lane Grp Cap(c), veh/h	465	3146		291	3144	775	623	203	202	628	423	189
V/C Ratio(X)	0.57	0.46		0.51	0.52	0.38	0.61	0.64	0.66	0.61	0.58	0.80
Avail Cap(c_a), veh/h	629	3146		317	3144	775	661	203	202	793	539	240
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	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	17.6	20.2	0.0	15.6	21.0	19.2	40.3	50.8	50.9	39.9	50.0	51.5
Incr Delay (d2), s/veh	1.1	0.5	0.0	1.4	0.6	1.4	1.9	7.6	8.6	1.3	1.8	15.8
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	3.1	10.4	0.0	3.6	11.9	8.8	8.6	7.3	7.6	8.4	6.3	8.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	18.7	20.6	0.0	17.0	21.6	20.6	42.2	58.4	59.5	41.2	51.8	67.3
LnGrp LOS	B	C		B	C	C	D	E	E	D	D	E
Approach Vol, veh/h		1698			2065			646			775	
Approach Delay, s/veh		20.3			21.1			49.0			49.6	
Approach LOS		C			C			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	13.3	64.9	21.3	20.5	13.3	65.0	20.7	21.1				
Change Period (Y+Rc), s	6.3	6.3	6.8	6.8	6.3	6.3	6.8	6.8				
Max Green Setting (Gmax), s	12.7	47.7	20.2	13.2	8.7	51.7	15.2	18.2				
Max Q Clear Time (g_c+I1), s	6.5	22.7	13.3	10.6	7.0	19.6	13.5	13.1				
Green Ext Time (p_c), s	0.4	13.9	1.1	0.4	0.1	12.0	0.4	1.1				

Intersection Summary

HCM 6th Ctrl Delay	28.6
HCM 6th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.
Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.

Fort Pierce- Okeechobee Rd
AM Peak

Phase: Timings

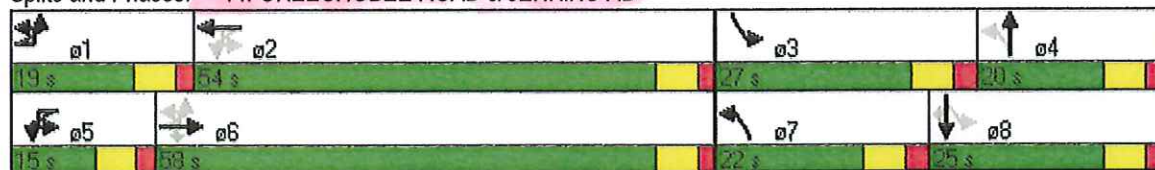


Phase Number	1	2	3	4	5	6	7	8
Movement	EBL	WBTL	SBL	NBTL	WBL	EBTL	NBL	SBTL
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize								
Recall Mode	None	C-Max	None	None	None	C-Max	None	None
Maximum Split (s)	19	54	27	20	15	58	22	25
Maximum Split (%)	15.8%	45.0%	22.5%	16.7%	12.5%	48.3%	18.3%	20.8%
Minimum Split (s)	13.3	35.3	12.8	47.8	13.3	33.3	12.8	51.8
Yellow Time (s)	4.3	4.3	4.3	4.3	4.3	4.3	4.3	4.3
All-Red Time (s)	2	2	2.5	2.5	2	2	2.5	2.5
Minimum Initial (s)	7	12	6	11	7	12	6	11
Vehicle Extension (s)	3	3	4	4	3	3	4	4
Minimum Gap (s)	3	3	3	3	3	3	3	3
Time Before Reduce (s)	0	0	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0	0	0
Walk Time (s)		7		5		7		5
Flash Dont Walk (s)		22		36		20		40
Dual Entry	No	Yes	No	Yes	No	Yes	No	Yes
Inhibit Max	No	No	No	No	No	No	No	No
Start Time (s)	7	26	80	107	7	22	80	102
End Time (s)	26	80	107	7	22	80	102	7
Yield/Force Off (s)	19.7	73.7	100.2	0.2	15.7	73.7	95.2	0.2
Yield/Force Off 170(s)	19.7	51.7	100.2	84.2	15.7	53.7	95.2	80.2
Local Start Time (s)	101	0	54	81	101	116	54	76
Local Yield (s)	113.7	47.7	74.2	94.2	109.7	47.7	69.2	94.2
Local Yield 170(s)	113.7	25.7	74.2	58.2	109.7	27.7	69.2	54.2

Intersection Summary

Cycle Length	120
Control Type	Actuated-Coordinated
Natural Cycle	115
Offset: 26 (22%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green	

Splits and Phases: 14: OKEECHOBEE ROAD & JENKINS RD



Intersection Volume Development



**Jenkins Rd and Orange Ave
 Resurrection Life**

Input Data

























GR	=	1.78%
Peak Season	=	1.00
Traffic Count Year	=	2023
Buildout Year	=	2028
Years	=	5

AM Peak Hour		PM Peak Hour		Resurrection Life
In	Out	In	Out	
130	76	28	37	240 Students (K-12) 62,000 SF Church

AM Peak Hour												
AM	Eastbound			Westbound			Northbound			Southbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
Volume 14-Feb-23	29	910	72	162	665	18	88	22	177	17	10	7
Existing Conditions	29	910	72	162	665	18	88	22	177	17	10	7
2028 Historic Growth	32	994	79	177	726	20	96	24	193	19	11	8
Vested Development	0	0	0	0	0	0	0	0	0	0	0	0
Future Conditions	32	994	79	177	726	20	96	24	193	19	11	8
% Project Traffic	-	-	10%	20%	-	-	10%	-	20%	-	-	-
Project Traffic Direction	-	-	IN	IN	-	-	OUT	-	OUT	-	-	-
Project Traffic	-	-	13	26	-	-	8	-	15	-	-	-
2028 Future Conditions with Build	32	994	92	203	726	20	104	24	208	19	11	8
PM Peak Hour												
PM	Eastbound			Westbound			Northbound			Southbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
Volume 14-Feb-23	12	594	104	212	914	4	152	10	209	21	4	7
Existing Conditions	12	594	104	212	914	4	152	10	209	21	4	7
2028 Historic Growth	13	649	114	232	998	4	166	11	228	23	4	8
Vested Development	0	0	0	0	0	0	0	0	0	0	0	0
Future Conditions	13	649	114	232	998	4	166	11	228	23	4	8
% Project Traffic	-	-	10%	20%	-	-	10%	-	20%	-	-	-
Project Traffic Direction	-	-	IN	IN	-	-	OUT	-	OUT	-	-	-
Project Traffic	-	-	3	6	-	-	4	-	7	-	-	-
2028 Future Conditions with Build	13	649	117	238	998	4	170	11	235	23	4	8

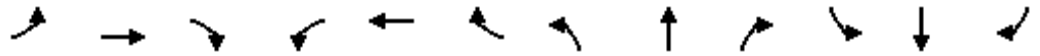
Lanes, Volumes, Timings
6: Jenkins Rd & Orange Ave

Resurrection Life - Church
04/09/2023

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	32	994	92	203	726	20	104	24	208	19	11	8
Future Volume (vph)	32	994	92	203	726	20	104	24	208	19	11	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	290		330	275		300	270		205	180		430
Storage Lanes	1		1	1		1	1		1	1		1
Taper Length (ft)	50			50			50			50		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3539	1583	1770	3539	1583	1770	1863	1583	1770	1863	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1770	3539	1583	1770	3539	1583	1770	1863	1583	1770	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			246			246			246			246
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		605			571			480			590	
Travel Time (s)		9.2			8.7			7.3			8.9	
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
Adj. Flow (vph)	34	1046	97	214	764	21	109	25	219	20	12	8
Shared Lane Traffic (%)												
Lane Group Flow (vph)	34	1046	97	214	764	21	109	25	219	20	12	8
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		18			18			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (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
Detector 1 Queue (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
Detector 1 Delay (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
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases			6			2			4			8

HCM 6th Signalized Intersection Summary
6: Jenkins Rd & Orange Ave

Resurrection Life - Church
04/09/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑	↗	↘	↑↑	↗	↘	↑	↗	↘	↑	↗
Traffic Volume (veh/h)	32	994	92	203	726	20	104	24	208	19	11	8
Future Volume (veh/h)	32	994	92	203	726	20	104	24	208	19	11	8
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	34	1046	97	214	764	21	109	25	219	20	12	8
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	65	1113	496	219	1419	633	140	315	267	42	213	180
Arrive On Green	0.04	0.31	0.31	0.12	0.40	0.40	0.08	0.17	0.17	0.02	0.11	0.11
Sat Flow, veh/h	1781	3554	1585	1781	3554	1585	1781	1870	1585	1781	1870	1585
Grp Volume(v), veh/h	34	1046	97	214	764	21	109	25	219	20	12	8
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1585	1781	1870	1585	1781	1870	1585
Q Serve(g_s), s	1.1	16.3	2.6	6.8	9.4	0.5	3.4	0.6	7.6	0.6	0.3	0.3
Cycle Q Clear(g_c), s	1.1	16.3	2.6	6.8	9.4	0.5	3.4	0.6	7.6	0.6	0.3	0.3
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	65	1113	496	219	1419	633	140	315	267	42	213	180
V/C Ratio(X)	0.52	0.94	0.20	0.98	0.54	0.03	0.78	0.08	0.82	0.47	0.06	0.04
Avail Cap(c_a), veh/h	219	1113	496	219	1419	633	188	394	334	188	394	334
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	27.0	19.1	14.3	24.9	13.1	10.4	25.8	20.0	22.9	27.5	22.5	22.5
Incr Delay (d2), s/veh	6.4	15.9	0.9	54.3	1.5	0.1	13.8	0.0	10.1	7.9	0.0	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	0.9	12.5	1.6	9.8	5.7	0.3	3.3	0.4	5.7	0.6	0.2	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	33.3	35.0	15.2	79.2	14.6	10.5	39.6	20.0	33.0	35.4	22.6	22.5
LnGrp LOS	C	C	B	E	B	B	D	C	C	D	C	C
Approach Vol, veh/h		1177			999			353				40
Approach Delay, s/veh		33.3			28.3			34.1				29.0
Approach LOS		C			C			C				C
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	7.4	28.1	6.7	14.9	12.3	23.1	9.8	11.8				
Change Period (Y+Rc), s	5.3	5.3	5.3	5.3	5.3	5.3	5.3	5.3				
Max Green Setting (Gmax), s	7.0	11.0	6.0	12.0	7.0	11.0	6.0	12.0				
Max Q Clear Time (g_c+I1), s	3.1	11.4	2.6	9.6	8.8	18.3	5.4	2.3				
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0				

Intersection Summary

HCM 6th Ctrl Delay	31.4
HCM 6th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.

Lanes, Volumes, Timings
6: Jenkins Rd & Orange Ave

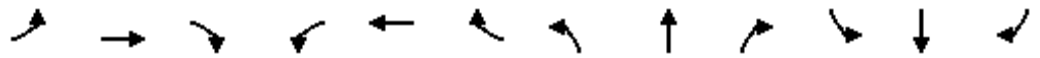
Resurrection Life - Church
04/09/2023



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑	↗	↘	↑↑	↗	↘	↑	↗	↘	↑	↗
Traffic Volume (vph)	13	649	117	238	998	4	170	11	235	23	4	8
Future Volume (vph)	13	649	117	238	998	4	170	11	235	23	4	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	290		330	275		300	270		205	180		430
Storage Lanes	1		1	1		1	1		1	1		1
Taper Length (ft)	50			50			50			50		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3539	1583	1770	3539	1583	1770	1863	1583	1770	1863	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1770	3539	1583	1770	3539	1583	1770	1863	1583	1770	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			246			246			247			246
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		605			571			480			590	
Travel Time (s)		9.2			8.7			7.3			8.9	
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
Adj. Flow (vph)	14	683	123	251	1051	4	179	12	247	24	4	8
Shared Lane Traffic (%)												
Lane Group Flow (vph)	14	683	123	251	1051	4	179	12	247	24	4	8
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		18			18			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (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
Detector 1 Queue (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
Detector 1 Delay (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
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases			6			2			4			8

HCM 6th Signalized Intersection Summary
6: Jenkins Rd & Orange Ave

Resurrection Life - Church
04/09/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗	↘	↖	↗	↘	↖	↗	↘	↖	↗	↘
Traffic Volume (veh/h)	13	649	117	238	998	4	170	11	235	23	4	8
Future Volume (veh/h)	13	649	117	238	998	4	170	11	235	23	4	8
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	14	683	123	251	1051	4	179	12	247	24	4	8
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	31	1038	463	219	1412	630	188	347	294	49	202	171
Arrive On Green	0.02	0.29	0.29	0.12	0.40	0.40	0.11	0.19	0.19	0.03	0.11	0.11
Sat Flow, veh/h	1781	3554	1585	1781	3554	1585	1781	1870	1585	1781	1870	1585
Grp Volume(v), veh/h	14	683	123	251	1051	4	179	12	247	24	4	8
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1585	1781	1870	1585	1781	1870	1585
Q Serve(g_s), s	0.4	9.6	3.4	7.0	14.4	0.1	5.7	0.3	8.6	0.8	0.1	0.3
Cycle Q Clear(g_c), s	0.4	9.6	3.4	7.0	14.4	0.1	5.7	0.3	8.6	0.8	0.1	0.3
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	31	1038	463	219	1412	630	188	347	294	49	202	171
V/C Ratio(X)	0.45	0.66	0.27	1.15	0.74	0.01	0.95	0.03	0.84	0.49	0.02	0.05
Avail Cap(c_a), veh/h	219	1038	463	219	1412	630	188	394	334	188	394	334
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	27.7	17.7	15.5	25.0	14.7	10.4	25.4	19.0	22.4	27.3	22.7	22.8
Incr Delay (d2), s/veh	9.9	3.3	1.4	106.3	3.6	0.0	52.5	0.0	14.0	7.2	0.0	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	0.5	6.7	2.2	14.7	8.9	0.0	8.4	0.2	7.0	0.7	0.1	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	37.6	21.0	16.9	131.3	18.3	10.4	77.9	19.0	36.4	34.5	22.7	22.8
LnGrp LOS	D	C	B	F	B	B	E	B	D	C	C	C
Approach Vol, veh/h		820			1306			438				36
Approach Delay, s/veh		20.6			40.0			52.9				30.6
Approach LOS		C			D			D				C
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	6.3	27.9	6.9	15.9	12.3	21.9	11.3	11.5				
Change Period (Y+Rc), s	5.3	5.3	5.3	5.3	5.3	5.3	5.3	5.3				
Max Green Setting (Gmax), s	7.0	11.0	6.0	12.0	7.0	11.0	6.0	12.0				
Max Q Clear Time (g_c+I1), s	2.4	16.4	2.8	10.6	9.0	11.6	7.7	2.3				
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0				

Intersection Summary

HCM 6th Ctrl Delay	35.9
HCM 6th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.

St. Lucie County



MOVING TRAFFIC FORWARD

00032 - ORANGE AVE @ JENKINS RD - Econolite Type - Cobalt

Controller Timing Plan (MM) 2-1

Q-in use 1-8

Plan 1 - ""

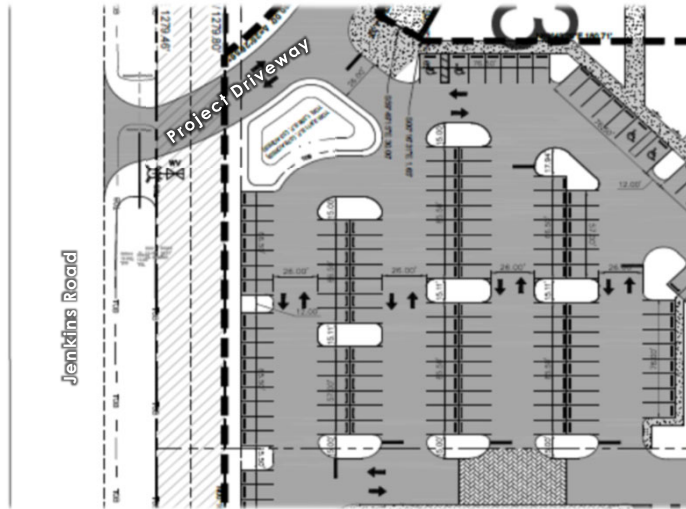
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Direction	E-L	W-T	S-L	N-T	W-L	E-T	N-L	S-T	N	N	N	N	N	N	N	N
Min Green	7	11	7	12	7	11	6	12	5	5	5	5	5	5	5	5
Bk Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CS Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	7	0	7	0	7	0	7	0	10	0	10	0	10	0	10
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	17	0	27	0	15	0	26	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	3.0	3.0	3.0	0.0	0.0	0.0	0.0	0.0	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	12	45	12	18	12	45	12	18	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	4.3	4.3	4.3	4.3	4.3	4.3	4.3	4.3	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Red Clear	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	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



Exhibit 8: Turn Lanes Analyses

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Intersection Volume Development



Jenkins Rd and Project Driveway Resurrection Life

Input Data

GR	=	1.78%
Peak Season	=	1.00
Traffic Count Year	=	2023
Buildout Year	=	2028
Years	=	5

AM Peak Hour		PM Peak Hour		Resurrection Life
In	Out	In	Out	
130	76	28	37	240 Students (K-12) 62,000 SF Church

AM Peak Hour												
AM	Eastbound			Westbound			Northbound			Southbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
Volume -	-	-	-	-	-	-	-	227	-	-	277	-
Existing Conditions	-	-	-	-	-	-	-	227	-	-	277	-
2028 Historic Growth	-	-	-	-	-	-	-	248	-	-	303	-
Vested Development	-	-	-	-	-	-	-	0	-	-	0	-
Future Conditions	-	-	-	-	-	-	-	248	-	-	303	-
% Project Traffic	-	-	-	55%	-	10%	-	25%	45%	10%	15%	-
Project Traffic Direction	-	-	-	OUT	-	OUT	-	IN	IN	IN	OUT	-
Project Traffic	-	-	-	42	-	8	-	33	58	13	11	-
2028 Future Conditions with Build	-	-	-	42	-	8	-	281	58	13	314	-
PM Peak Hour												
PM	Eastbound			Westbound			Northbound			Southbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
Volume -	-	-	-	-	-	-	-	344	-	-	324	-
Existing Conditions	-	-	-	-	-	-	-	344	-	-	324	-
2028 Historic Growth	-	-	-	-	-	-	-	376	-	-	354	-
Vested Development	-	-	-	-	-	-	-	0	-	-	0	-
Future Conditions	-	-	-	-	-	-	-	376	-	-	354	-
% Project Traffic	-	-	-	55%	-	10%	-	25%	45%	10%	15%	-
Project Traffic Direction	-	-	-	OUT	-	OUT	-	IN	IN	IN	OUT	-
Project Traffic	-	-	-	20	-	4	-	7	12	3	6	-
2028 Future Conditions with Build	-	-	-	20	-	4	-	383	12	3	360	-

Figure 2 - 5. Guideline for determining the need for a major-road left-turn bay at a two-way stop-controlled intersection.

2-lane roadway (English)

INPUT

Variable	Value
85 th percentile speed, mph:	30
Percent of left-turns in advancing volume (V_A), %:	4%
Advancing volume (V_A), veh/h:	327
Opposing volume (V_O), veh/h:	339

OUTPUT

Variable	Value
Limiting advancing volume (V_A), veh/h:	674
Guidance for determining the need for a major-road left-turn bay:	
Left-turn treatment NOT warranted.	

CALIBRATION CONSTANTS

Variable	Value
Average time for making left-turn, s:	3.0
Critical headway, s:	5.0
Average time for left-turn vehicle to clear the advancing lane, s:	1.9

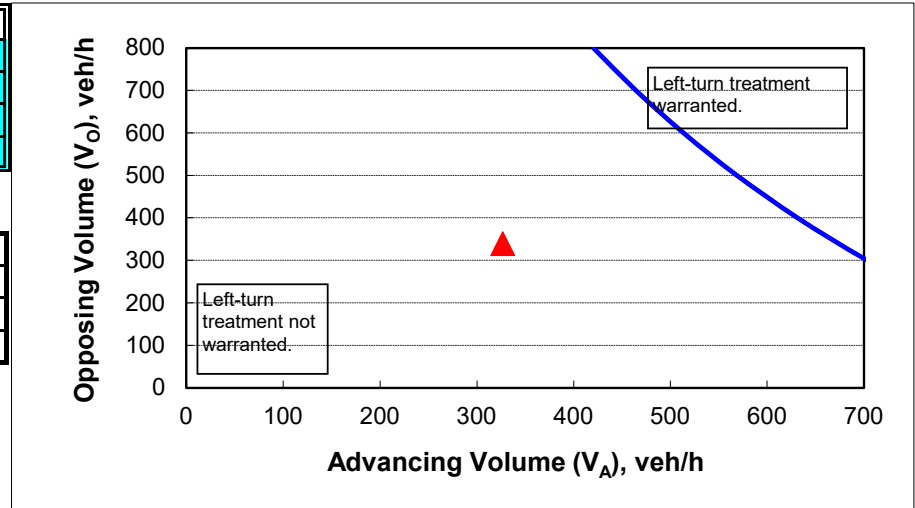


Figure 2 - 5. Guideline for determining the need for a major-road left-turn bay at a two-way stop-controlled intersection.

2-lane roadway (English)

INPUT

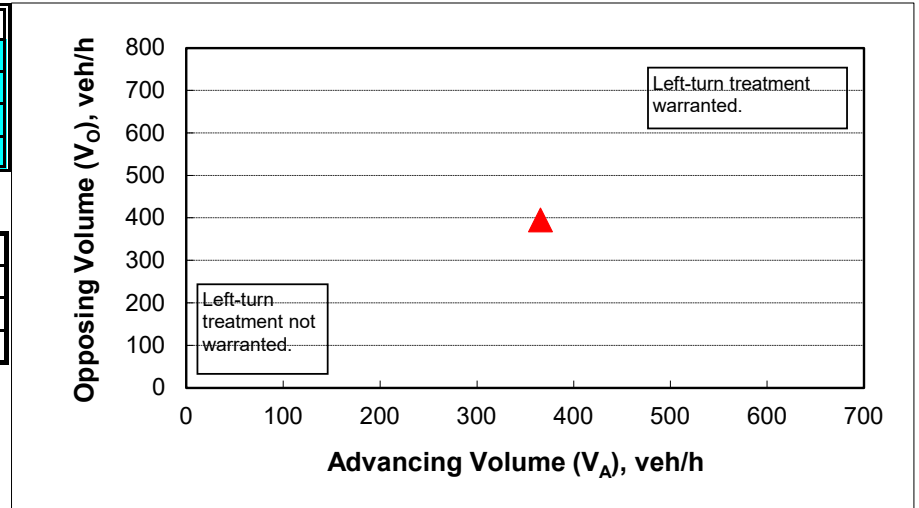
Variable	Value
85 th percentile speed, mph:	30
Percent of left-turns in advancing volume (V_A), %:	1%
Advancing volume (V_A), veh/h:	366
Opposing volume (V_O), veh/h:	395

OUTPUT

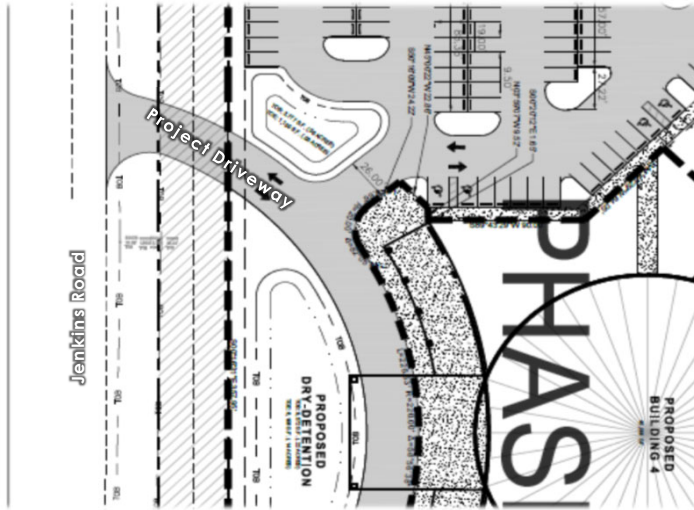
Variable	Value
Limiting advancing volume (V_A), veh/h:	1376
Guidance for determining the need for a major-road left-turn bay:	
Left-turn treatment NOT warranted.	

CALIBRATION CONSTANTS

Variable	Value
Average time for making left-turn, s:	3.0
Critical headway, s:	5.0
Average time for left-turn vehicle to clear the advancing lane, s:	1.9



Intersection Volume Development



Jenkins Rd and Project Driveway Resurrection Life

Input Data

GR	=	1.78%
Peak Season	=	1.00
Traffic Count Year	=	2023
Buildout Year	=	2028
Years	=	5

AM Peak Hour		PM Peak Hour		Resurrection Life
In	Out	In	Out	
130	76	28	37	240 Students (K-12) 62,000 SF Church

AM Peak Hour												
AM	Eastbound			Westbound			Northbound			Southbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
Volume -	-	-	-	-	-	-	-	227	-	-	277	-
Existing Conditions	-	-	-	-	-	-	-	227	-	-	277	-
2028 Historic Growth	-	-	-	-	-	-	-	248	-	-	303	-
Vested Development	-	-	-	-	-	-	-	0	-	-	0	-
Future Conditions	-	-	-	-	-	-	-	248	-	-	303	-
% Project Traffic	-	-	-	15%	-	20%	-	-	25%	20%	10%	-
Project Traffic Direction	-	-	-	OUT	-	OUT	-	-	IN	IN	IN	-
Project Traffic	-	-	-	11	-	15	-	-	33	26	13	-
2028 Future Conditions with Build	-	-	-	11	-	15	-	248	33	26	316	-
PM Peak Hour												
PM	Eastbound			Westbound			Northbound			Southbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
Volume -	-	-	-	-	-	-	-	344	-	-	324	-
Existing Conditions	-	-	-	-	-	-	-	344	-	-	324	-
2028 Historic Growth	-	-	-	-	-	-	-	376	-	-	354	-
Vested Development	-	-	-	-	-	-	-	0	-	-	0	-
Future Conditions	-	-	-	-	-	-	-	376	-	-	354	-
% Project Traffic	-	-	-	15%	-	20%	-	-	25%	20%	10%	-
Project Traffic Direction	-	-	-	OUT	-	OUT	-	-	IN	IN	IN	-
Project Traffic	-	-	-	6	-	7	-	-	7	6	3	-
2028 Future Conditions with Build	-	-	-	6	-	7	-	376	7	6	357	-

Figure 2 - 5. Guideline for determining the need for a major-road left-turn bay at a two-way stop-controlled intersection.

2-lane roadway (English)

INPUT

Variable	Value
85 th percentile speed, mph:	30
Percent of left-turns in advancing volume (V_A), %:	8%
Advancing volume (V_A), veh/h:	342
Opposing volume (V_O), veh/h:	281

OUTPUT

Variable	Value
Limiting advancing volume (V_A), veh/h:	529
Guidance for determining the need for a major-road left-turn bay:	
Left-turn treatment NOT warranted.	

CALIBRATION CONSTANTS

Variable	Value
Average time for making left-turn, s:	3.0
Critical headway, s:	5.0
Average time for left-turn vehicle to clear the advancing lane, s:	1.9

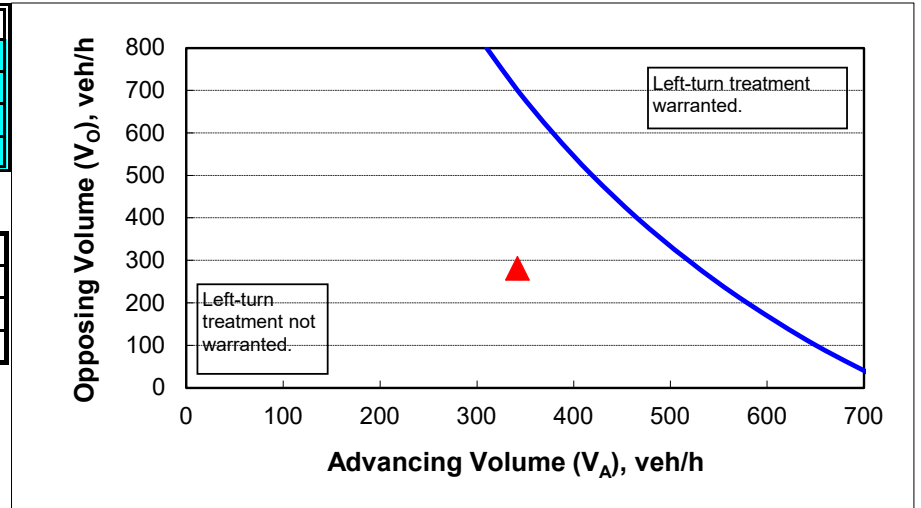


Figure 2 - 5. Guideline for determining the need for a major-road left-turn bay at a two-way stop-controlled intersection.

2-lane roadway (English)

INPUT

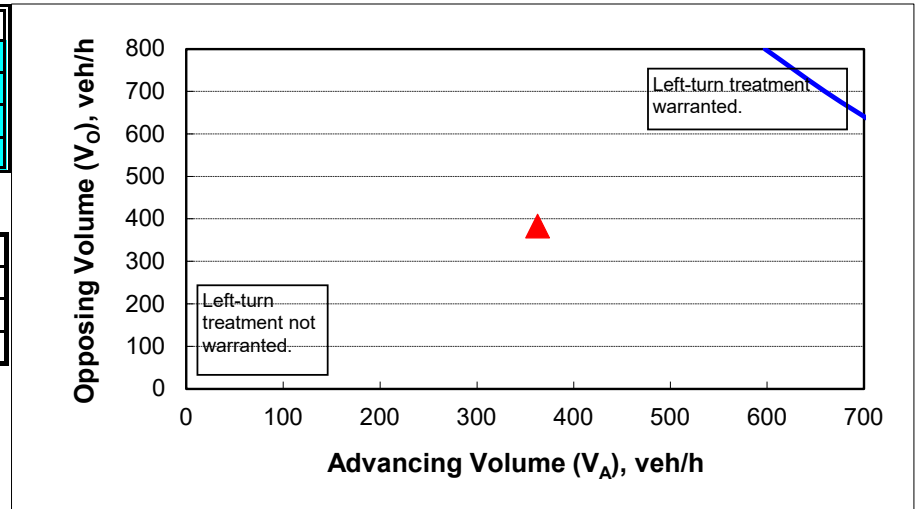
Variable	Value
85 th percentile speed, mph:	30
Percent of left-turns in advancing volume (V_A), %:	2%
Advancing volume (V_A), veh/h:	363
Opposing volume (V_O), veh/h:	383

OUTPUT

Variable	Value
Limiting advancing volume (V_A), veh/h:	913
Guidance for determining the need for a major-road left-turn bay:	
Left-turn treatment NOT warranted.	

CALIBRATION CONSTANTS

Variable	Value
Average time for making left-turn, s:	3.0
Critical headway, s:	5.0
Average time for left-turn vehicle to clear the advancing lane, s:	1.9



When Not to Consider Exclusive Right-Turn Lanes

- Dense or built-out corridors with limited space
- Right-turn lane that would negatively impact pedestrians or bicyclists
- Vehicular movements from driveways or median openings that cross the right-turn lane resulting in multiple threat crashes
- Context classifications C2T, C4, C5, or C6

When Exclusive Right-Turn Lanes are Beneficial

There are instances when adding an exclusive right-turn lane for unsignalized driveways are beneficial to traffic operations and safety. **Table 27** provides some guidance for this situation based on the speed limit of the roadway and how many right turns occur per hour. Locations where the Auto and Truck Modal Emphasis is "High" may be appropriate for consideration of Exclusive Right Turn Lanes.

Table 27 – Recommended Guidelines for Exclusive Right-Turn Lanes to Unsignalized Driveway¹⁰

Roadway Posted Speed Limit	Number of Right Turns Per Hour
45 mph or less	80 – 125 ¹
Over 45 mph	35 – 55 ²
<i>Note: A posted speed limit of 45 mph may be used with these thresholds if the operating speeds are known to be over 45 mph during the time of peak right turn demand.</i>	
<i>Note on traffic projections: Projecting turning volumes is, at best, a knowledgeable estimate. Keep this in mind especially if the projections of right turns are close to meeting the guidelines. In that case, consider requiring the turn lane.</i>	
¹ 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).	
² The lower threshold of 35 right-turn vehicles per hour would be most appropriately used on higher volume two-lane roadways where lateral movement is restricted. The 55 right-turn vehicles per hour upper threshold would be most appropriate on lower volume roadways, multilane highways, or driveways with large entry radius (50 feet or greater).	

Source: [NCHRP Report 420 \(Impacts of Access Management Techniques\)](#)

These recommendations are primarily based on the research done in [NCHRP Report 420, Impacts of Access Management Techniques, Chapter 4 – Unsignalized Access Spacing \(Technique 1B\)](#), and [Use of Speed Differential as a Measure to Evaluate the Need for Right-Turn Deceleration Lane at Unsignalized Intersections](#).

In the *NCHRP Report 420*, the observed high-speed roads, 30 to 40 right-turn vehicles per hour caused evasive maneuvers on 5 - 10 percent of the following through vehicles. For lower speed roadways, 80 to 110 right-turn vehicles caused 15 - 20 percent of the following through vehicles to make evasive maneuvers. The choice of acceptable percentages of through vehicles impacted is a decision based on reasonable expectations of the different roadways.

In this study, by modeling speed differentials, a better understanding of the impacts of through volume and driveway radius was discovered.

¹⁰ May not be appropriate for signalized locations where signal phasing plays an important role in determining the need for right turn lanes.

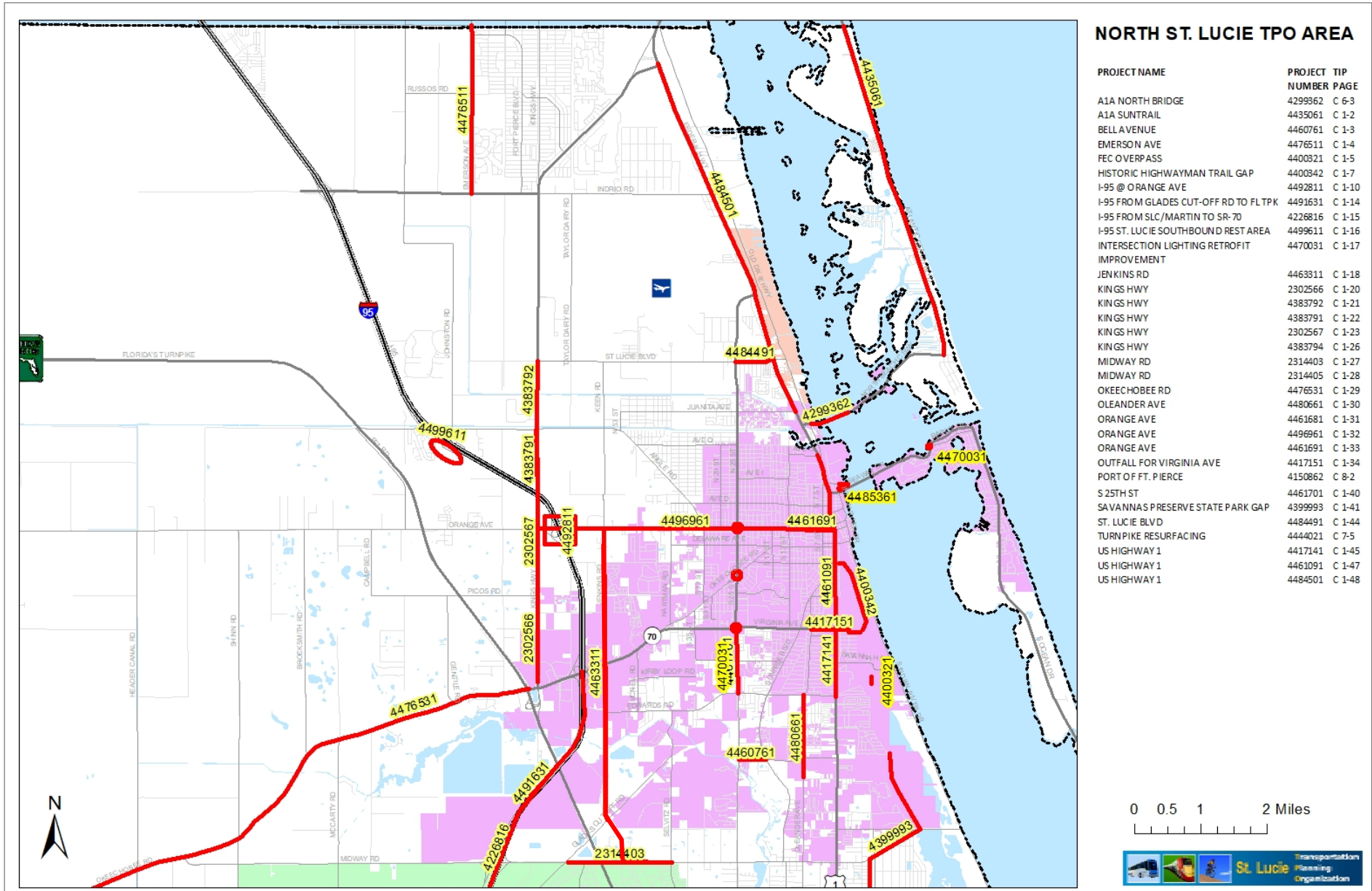
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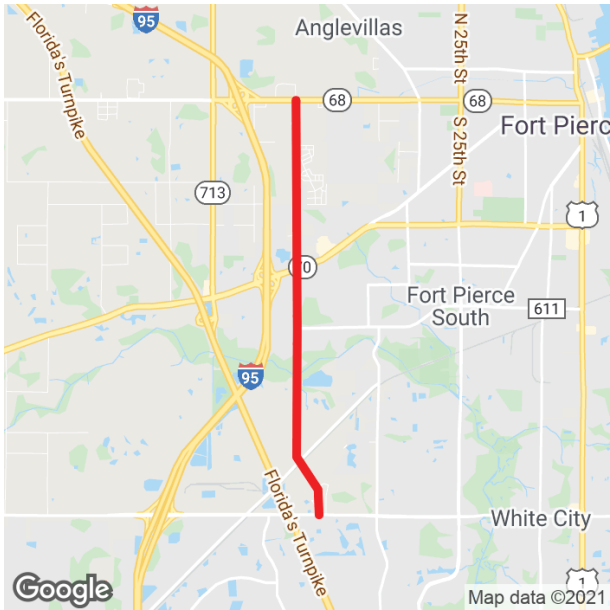
Exhibit 9: Transportation Improvement Program

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A.3 TIP PROJECT LOCATION MAPS



JENKINS RD FROM MIDWAY RD TO ORANGE AVE
4463311 Non-SIS



Project Description: PD&E/EMO STUDY
Extra Description: 2022 TPO PRIORITY #7 LFA WITH ST. LUCIE COUNTY IS R/W NEEDED
Lead Agency: MANAGED BY FDOT **From:** MIDWAY RD **County:** ST. LUCIE
To: ORANGE AVE
Length: 2.128
Phase Group: P D & E

Phase	Fund Code	2023	2024	2025	2026	2027	Total
PDE	GFSU	667,925	0	0	0	0	667,925
PDE	LFP	0	1,000,000	0	0	0	1,000,000
PDE	SU	20,000	20,000	0	0	0	40,000
PDE	TRIP	104,900	1,000,000	0	0	0	1,104,900
		792,825	2,020,000				2,812,825

Prior Year Cost: 0
Future Year Cost: 0
Total Project Cost: 2,812,825
LRTP: Page 8-3

**KINGS HWY FROM 500 SOUTH OF OKEECHOBEE RD TO NORTH OF PICOS RD
2302566 SIS**



Project Description: ADD LANES & RECONSTRUCT

Extra Description: PE/ENGINEERING UNDER 230256-2 2012 TPO PRIORITY #2 1,550 FT OF PROJECT WILL BE CONCRETE, BALANCE IS FLEXIBLE PAVEMENT PH5202=LFA WITH ST LUCIE COUNTY; \$187,669 LF REC 3/1/17

Lead Agency: MANAGED BY FDOT

From: 500 SOUTH OF OKEECHOBEE RD

County: ST. LUCIE

To: NORTH OF PICOS RD

Length: 2.2

Phase Group: RIGHT OF WAY, RAILROAD & UTILITIES, CONSTRUCTION, ENVIRONMENTAL

Phase	Fund Code	2023	2024	2025	2026	2027	Total
ROW	DDR	33,059	0	0	0	0	33,059
ROW	DS	0	7,000	0	0	0	7,000
ROW	SA	0	1,753,453	0	0	0	1,753,453
ROW	SU	36,941	133,052	0	0	0	169,993
		70,000	1,893,505				1,963,505

Prior Year Cost: 70,502,690

Future Year Cost: 0

Total Project Cost: 73,166,819

LRTP: Page 8-2

KINGS HWY FROM NORTH OF PICOS RD TO NORTH OF I-95 OVERPASS

2302567 Non-SIS



Project Description: ADD LANES & RECONSTRUCT

Extra Description: PE/ENGINEERING UNDER 230256-2 2013 TPO PRIORITY #1 CONCRETE AT THE INTERSECTION OF SR-68/ORANGE AVENUE

Lead Agency: MANAGED BY FDOT

From: NORTH OF PICOS RD

County: ST. LUCIE

To: NORTH OF I-95 OVERPASS

Length: 1.217

Phase Group: RIGHT OF WAY, RAILROAD & UTILITIES, CONSTRUCTION, ENVIRONMENTAL

Phase	Fund Code	2023	2024	2025	2026	2027	Total
ROW	DS	0	205,832	0	0	0	205,832
			205,832				205,832

Prior Year Cost: 70,502,690

Future Year Cost: 0

Total Project Cost: 73,166,819

LRTP: Page 8-2

**I-95 @ ORANGE AVE
4492811 SIS**



Project Description: SKID HAZARD OVERLAY

Extra Description: SYSTEMATIC LOOP RAMPS SAFETY ASSESSMENT- NPV=1,508,527; B/C=3.5; WIDEN THE OUTSIDE PAVED SHOULDER ALONG THE RAMP MILL AND RESURFACE THE RAMP WITH HIGH FRICTION SURFACE ENHANCE EXISTING LIGHTING ALONG THE RAMP (BY RE-LAMPING WITH LED LIGHTS) SHSP EMPHASIS AREA- LANE DEPARTURE CRASHES

Lead Agency: MANAGED BY FDOT

From: I-95 NB EXIT RAMP

County: ST. LUCIE

To: WB ORANGE AVE

Length: 0.583

Phase Group: PRELIMINARY ENGINEERING, CONSTRUCTION

Phase	Fund Code	2023	2024	2025	2026	2027	Total
PE	ACSS	168,011	28,437	0	0	0	196,448
CST	ACSS	0	0	0	854,281	0	854,281
		168,011	28,437		854,281		1,050,729

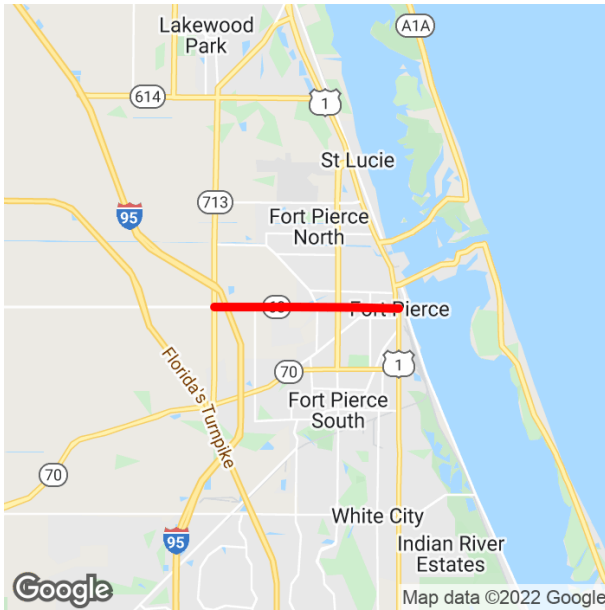
Prior Year Cost: 0

Future Year Cost: 0

Total Project Cost: 1,050,729

LRTP: Page 3-9

**ORANGE AVE FROM KINGS HWY TO US-1
4496961 Non-SIS**



Project Description: ATMS - ARTERIAL TRAFFIC MGMT

Extra Description: 2022 TPO CMP PRIORITY #3 INCLUDES SOUTH 7TH STREET FROM SR-68/ORANGE AVE TO AVE A INSTALL FIBER OPTIC CABLE, TRAFFIC CAMERAS/VIDEO DETECTORS AND ADAPTIVE SIGNAL CONTROL AT SIGNALIZED INTERSECTIONS NO R/W NEEDED

Lead Agency: MANAGED BY FDOT

From: KINGS HWY

County: ST. LUCIE

To: US-1

Length: 4.187

Phase Group: PRELIMINARY ENGINEERING

Phase	Fund Code	2023	2024	2025	2026	2027	Total
PE	DDR	0	0	0	0	320,627	320,627
PE	DIH	0	0	0	0	25,650	25,650
						346,277	346,277

Prior Year Cost: 0

Future Year Cost: 0

Total Project Cost: 346,277

LRTP: Page 8-11

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JFO GROUP INC

Traffic Engineering & Transportation Planning

We specialize in **TRAFFIC ENGINEERING** and **TRANSPORTATION PLANNING** solutions in the context of **LAND DEVELOPMENT** for both public and private clients. In addition to representing our clients and projects in municipalities and counties where our expertise is required, and in front of any applicable agencies such as Departments of Transportation, we have also worked on behalf of several agencies and municipalities. **JFO GROUP INC** holds Certificates of Authorization (COA) to practice Professional Engineering in the States of **Florida, Georgia, South Carolina** and **Alabama**.