THE SUNRISE CITY
FORT PIERCE
PLANNING DEPARTMENT
Florida

DEVELOPMENT REVIEW

Property Information

Property address or Location: 2144, 2152, 2190 S Jenkins Rd.

Parcel ID #(s): 2418-333-0004-000-0; 2418-333-0003-000-3; 2418-333-0002-000-6; 2418-333-0001-0

Project description: Regatta Luxury Apartments

Application Type

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

☐ Minor Amendment ☐ Major Amendment

Site Information

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

Residential: Proposed Units: 312 Proposed Sq. Ft.:_____ Site Acreage: 18

BGDN LLC	Leslie Olson, AICP, Principal, District F
Property Owner(s)	**Applicant/Representative, Title, Company**
1820 Avenue K	130 S Indian River Drive Ste 202
Street Address	Street Address
Brooklyn NY 11230	Fort Pierce FL 34950
City State Zip	City State Zip
(917) 208-8343	772.742.8649
Phone Number	Phone Number
Murray@parkstoneproperties.com	leslie@districtplanninggroup.com
Email Address	Email Address

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

DocuSigned by:
Murray Puderbeutel
21722EFB34C7492...
Property Owner(s) Signature(s)

APPOINTMENTS ARE REQUIRED FOR APPLICATION SUBMITTALS

CALL 772.467.3737 OR E-MAIL PLANNING_DL@CITYOFFORTPIERCE.COM

For more information, please refer to the website:

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

General Information

- **Incomplete application packets will not be accepted.**
- In-take meetings are required for application submittals.
- Site plan approval is valid for one (1) year following City Commission approval. To maintain site plan approval, vertical improvements, permitted by the Building Department must commence prior to the 12-month expiration date.
- Fee Schedule - https://www.cityoffortpierce.com/DocumentCenter/View/2620/Fee-Schedule-
- Public Notice Fees - https://www.cityoffortpierce.com/DocumentCenter/View/8818/Public-Notice-Fees-

Site Plan submittal requirements:

Submit one (1) original & three (3) hard copies and one (1) CD or Flash Drive of the following. Additional copies will be required of subsequent submittals.

- ☐ Complete application
- ☐ Warranty Deed
- ☐ SLC Property Record Card
- ☐ Detailed project description
- ☐ General location map (see Section 125-313)
- ☐ Survey (see Section 125-313)
- ☐ Site Plan (see Section 125-313)
- ☐ Landscaping Plan (see Section 123-37)
- ☐ Conceptual Drainage Plan (see Section 125-313)
- ☐ Environmental Impact Report
- ☐ Beach/Dune System protection plan, if applicable (see Section 125-313)
- ☐ Lighting Plan (see Section 125-313)
- ☐ Design Review submittals (see Design Review application)
- ☑ Traffic Impact Report
- ☑ Concurrency Review submittals (see Concurrency Review application)

DISTRICT PLANNING GROUP

Project & Design Review Narrative

Regatta Luxury Apartments

South Jenkins Road

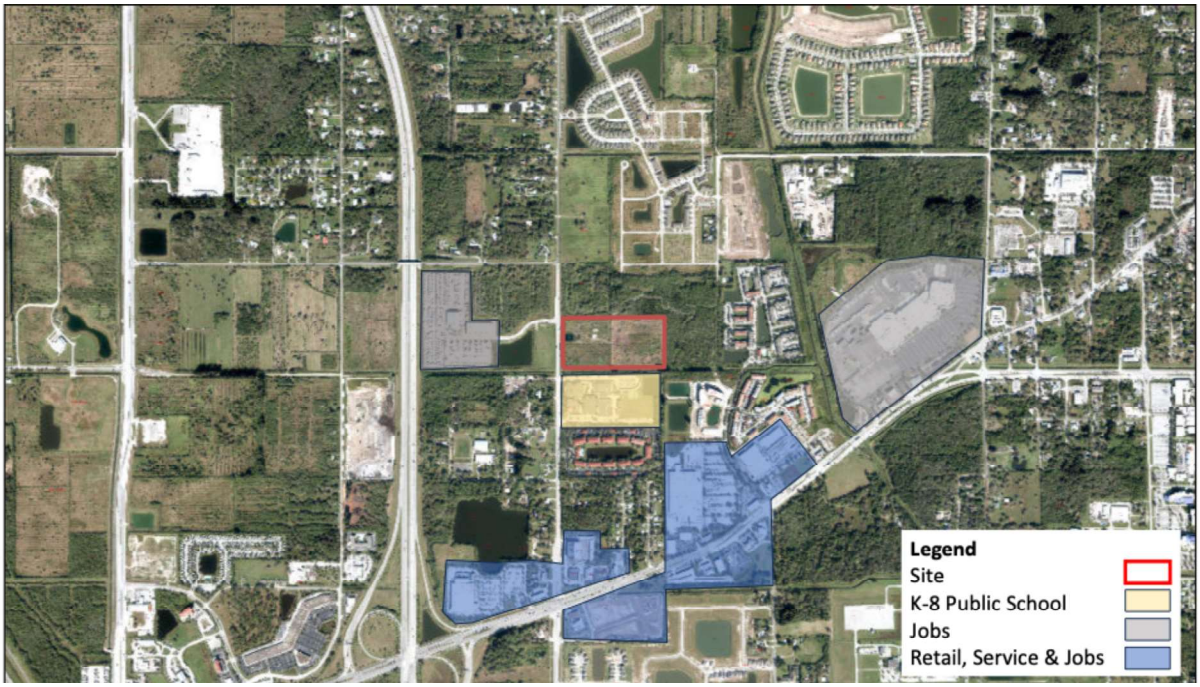
August 25, 2023

Summary

Alva Stone Group proposes a 312-unit luxury apartment complex within walking distance of a K-8 school, retail, service centers, job opportunities, and in close proximity to interchanges accessing the State's Intermodal System: I-95 and the Florida Turnpike. The community will primarily appeal to young professionals working in the Treasure Coast and the surrounding region. The project's average unit size will be 920 SF, varying in floorplans of 1 Bed/1 Bath, 2Bed/2Bath and 3 Beds/2 Baths, with an emphasis on spacious open floor plans and study/work areas. Interior amenities will include energy saving features, ceramic flooring (no carpet) and stainless-steel appliances. Architectural design of the project is influenced by coastal typologies and will differentiate the community from typical inventory in the existing Fort Pierce rental market. Amenities will include a clubhouse with spacious common areas, children's playground, full indoor gym, BBQ and pool area with a view to the community lake & fountain. A walking trail around the lake will activate the common open space and encourage social connections.

Site

The site (Parcel IDs 2418-333-0004-000-0; 2418-333-0003-000-3; 2418-333-0002-000-6; and 2418-333-0001-000-9) is 18 acres of previously fallow agricultural land.



Site Details

	PARCEL 1 2418-333-0004-000-0	PARCEL 2 2418-333-0003-000-3	PARCEL 3 2418-333-0002-000-6	PARCEL 4 2418-333-0001-000-9
ACREAGE	.2	8.15	4.73	4.73
ADDRESS	2190 S Jenkins Road	S Jenkins Road	2152 S. Jenkins Road	2144 S. Jenkins Road
JURISDICTION	City of Fort Pierce	City of Fort Pierce	City of Fort Pierce	City of Fort Pierce
ZONING	R-5 High Density Residential	R-5 High Density Residential	R-5 High Density Residential	R-5 High Density Residential
FUTURE LAND USE	RH High Density Residential	RH High Density Residential	RH High Density Residential	RH High Density Residential

Adjacent Properties

The property faces Jenkins Road to the west and is adjacent to a mix of entitled multifamily, public school and commercial uses.

	FLU	ZONING	USE
NORTH	RH	R-5	Approved multifamily
SOUTH	RH	R-5	K-8 Public School
EAST	RH	R-5	Approved Multifamily
WEST	GC	C-3	Commercial Use

Project Details

Density

This project proposes 312 dwelling units on 18 acres for a density of 17.33 dwelling units per acre. The underlying Future Land Use allows for a density of up to 18 units per acre. The adopted Zoning of High Density Residential permits up to 15 units per acre for a conventional development before the application of density bonuses provided in the Land Development Ordinances and Comprehensive Plan. The City's Comprehensive Plan, Policy 1.1.9, provides an undefined density bonus for voluntary contributions to needed public infrastructure as follows:

1.1.9 Policy: The City will allow density bonuses if the developer provides or makes contributions above minimum requirements to facilities that provide a public benefit. Such contributions shall include park land dedication or park facilities, infrastructure and transportation facilities, beach access and fishing piers. In establishing the value of the facilities and the appropriate density bonus, the following will be considered:

A. Hard costs–All material and labor costs for the construction of the facility.

B. Soft costs–Fees and costs required for the design of the facility.

C. Land costs–Land to be transferred to the City or other public agency associated with the facility.

An ongoing challenge for the City and County at this location is the lack of sidewalk connectivity between the growing residential developments along the Jenkins Road corridor and the retail, service, office and other uses located in the area of Okeechobee Road and Jenkins Road. This lack of sidewalk connection further stresses the vehicle Level of Service on Jenkins Road, as there is no safe way to access these nearby uses without a car.

The developer of Regatta Luxury Apartments proposes to construct a sidewalk on their site, connecting to Samuel S Gaines school to the south, then complete the off-site sidewalk connection gaps on the east side of Jenkins Road between the subject site and Okeechobee Road in exchange for an additional 2.33 units of density.

This development also qualifies for Innovative Residential Development, which would provide for up to an additional 3 units of density, but the applicant has not requested that designation. The developer felt it was more

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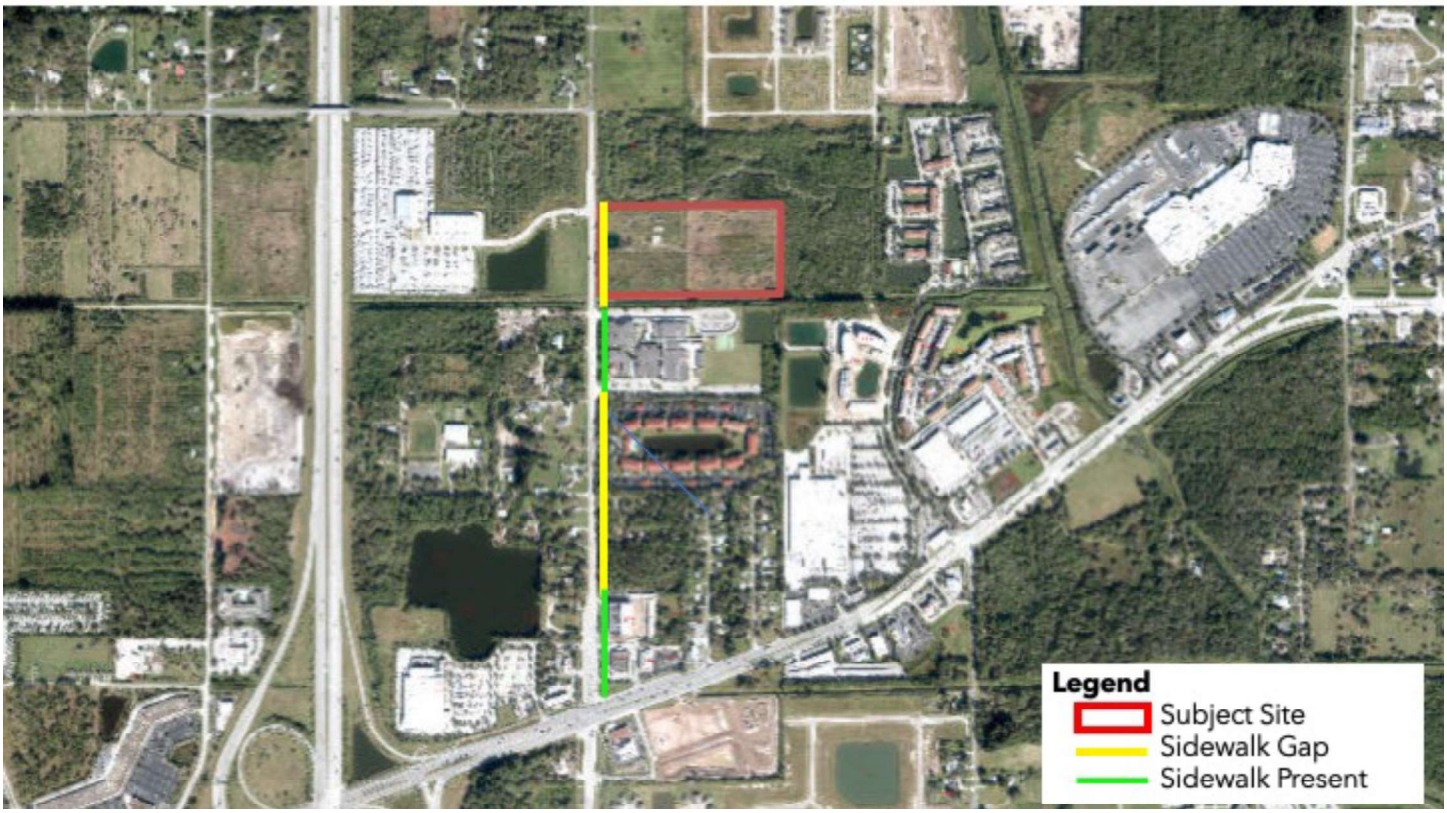
important to the community to construct the sidewalk gaps, and therefore has chosen to request the additional density through Policy 1.1.9 than through Innovative Residential Development. Nonetheless, we believe this development would qualify for that designation due to the quality of its site design, landscape design and amenities for residents. This project proposes both excellent design and a voluntary contribution of sorely needed sidewalk infrastructure connecting residential and commercial uses through an active transportation sidewalk that will accommodate both pedestrians and cyclists, reducing vehicular burden from Jenkins Road. Alva Stone Group respectfully requests an additional 2.33 units per acres of density for completing the sidewalk gaps between the subject site and the intersection of Okeechobee Road and Jenkins Road on the east site of Jenkins Road. In addition to their own site, a gap of over ¼ mile of sidewalk will be built.



Development Program

The Project involves a multifamily apartment complex consisting of 312 dwelling units ranging from one (1) to three (3) bedrooms in 13 buildings. Each building will be three (3) stories. A clubhouse, pool area and other amenities listed below are also proposed.

Site Design

Site Analysis & Design Intent

This project intends to create an innovative and compact multifamily development with quality architecture, landscaping and amenities that sets a new standard for the Okeechobee Road corridor, increases property values and creates an inviting sense of place for its residents. Residential buildings are arranged around a central lake which acts as an amenity for the Project. A walking path constructed around the entire lake with benches for residents to enjoy the lake views and recreate/exercise around the lake enhance this central feature. The entrance drive terminates at the clubhouse for a striking initial experience of the project. Parking and dumpsters are evenly

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and conveniently distributed throughout the Project. The clubhouse includes a fitness center, kitchen, multipurpose room, restrooms and a covered area over the pool deck for shade lounging.

Design Compatibility

A limited number of buildings are visible from Jenkins Rd. to establish an architectural design context for compatibility. The closest built project include:

Samuel Gaines Academy, adjacent to the subject property on the south side,
Treasure Cay Apartments, whose entrance is 1300 feet to the south of the subject project entrance,
Celebration Pointe, with an entrance approximately 2800 feet north of the subject project entrance, and
Camping World and Gander Mountain, directly across Jenkins Rd.

Many of these projects are behind more visible features from the road, such as signage, landscaping and stormwater ponds, so stylistic compatibility with the proposed project would not be discernible from Jenkins Rd. Documentation for our site visit shows little in terms of definable architectural style. Roofing materials range from a Mediterranean barrel tile to the standing seam metal of Florida vernacular to asphalt shingle.

Traffic Impact

Included with this submittal is a traffic impact analysis for the Project (the "TIA"). The TIA concludes that:

(1) the roadway links are sufficient to accommodate the Project traffic in the AM and PM peak hours;

Site Lighting, Stormwater & Utilities

The complete plan set includes a preliminary paving and drainage analysis, stormwater retention, and lighting and utilities plans and details.

CLOSING

The Applicant respectfully requests the City's consideration and approval of the Regatta Luxury Apartment's application based on the justification provided herein.

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Architecture

The architecture and palette reflect elements of traditional Florida vernacular with stylistic updates informed by coastal contemporary design.

1 Roofing: Metal Seam Panels / Color: Charcoal Gray
2 Facia & Brackets: Wood / Color: High Reflective White_SW 7757
3 Stucco Bands: Stucco / Color: High Reflective White_SW 7757
4 Bahama Shutters: Aluminum / Color: Honorable Blue_SW 6811
5 Decorative Louvers: Vinyl / Color: Honorable Blue_SW 6811
6 Exterior Walls: Stucco / Color: Crushed Ice_SW 7647
7 Siding: Stucco / Color: Lakeside_SW 9683

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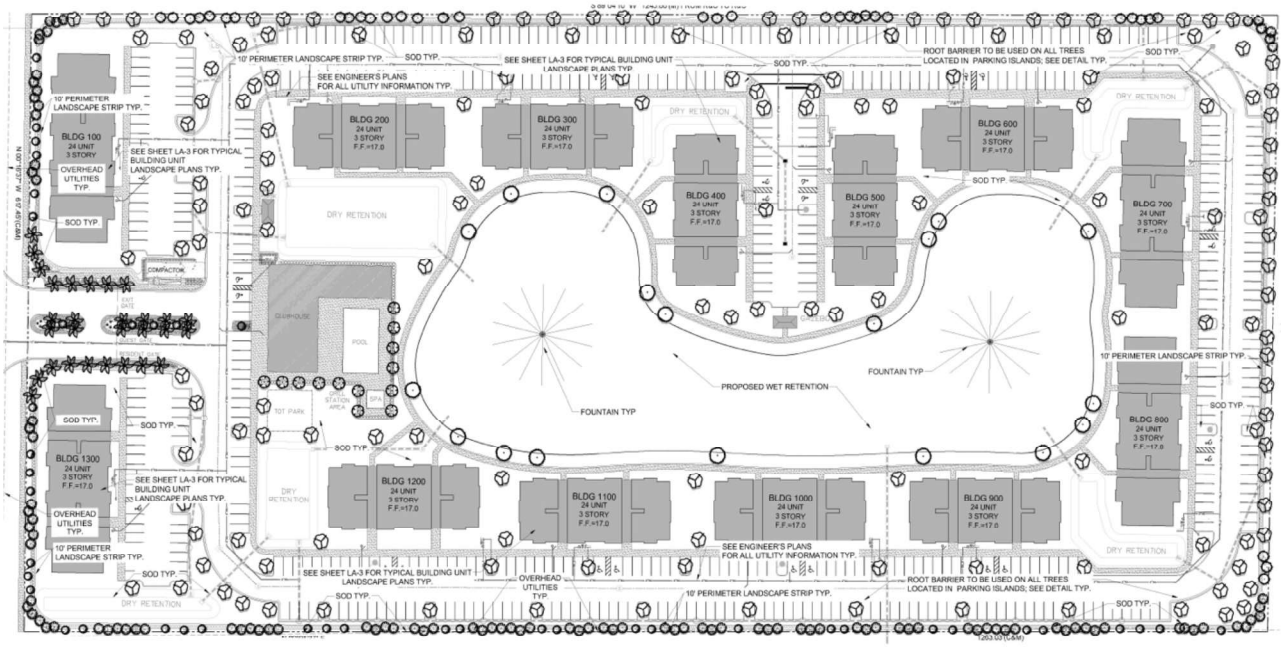
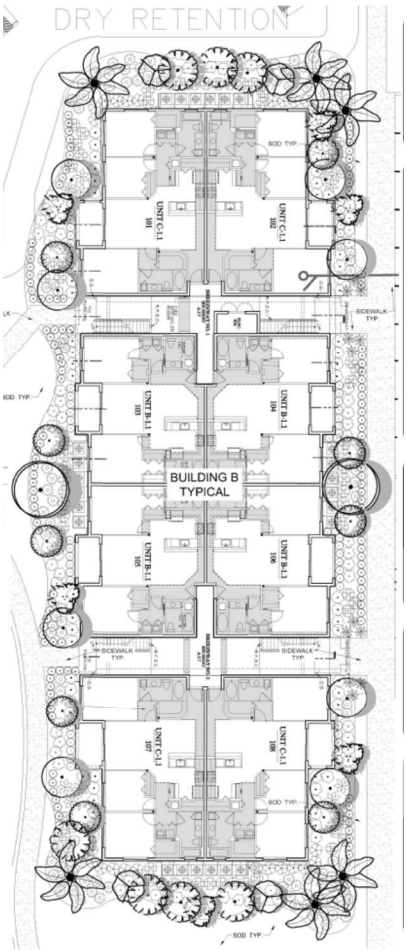
Site and Landscape Plan





The landscape plan illustrates a lush entry feature with a view terminating at the generous clubhouse amenity. The landscape detail with embedded floor plan demonstrates the views available from each unit and the connections from building entrances to site pathways.

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Context Photos

Camping World

Samuel Gaines Academy

Treasure Cay Apartments

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Celebration Pointe

Nearby homes

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DRAWING INDEX:

Landscape Data:

TREE REQUIREMENTS

NORTH PERIMETER LANDSCAPE STRIP (ABUTTING OTHER PROPERTIES)= 1,266 LF x 10' WIDE
12,660 SF DIV. BY 200 = 64 TREES REQUIRED

SOUTH PERIMETER LANDSCAPE STRIP (ABUTTING ROW)= 1,264 LF x 10' WIDE
12,640 S.F. DIV. BY 300 = 43 TREES REQUIRED

EAST PERIMETER LANDSCAPE STRIP (ABUTTING OTHER PROPERTIES)= 620 LF x 10' WIDE
6,200 SF DIV. BY 200 = 31 TREES REQUIRED

WEST PERIMETER LANDSCAPE STRIP (ABUTTING ROW)= 620 LF x 10' WIDE
6,200 SF DIV. BY 300 = 21 TREES REQUIRED

INTERIOR VEHICULAR USE AREAS = 205,350 S.F
210,728/15 = 14,049 S.F. REQUIRED PLANTING AREA
141 INTERIOR VUA TREES REQUIRED

TOTAL TREES REQUIRED: 300 TREES

PROVIDED TREES

NORTH PERIMETER LANDSCAPE STRIP (ABUTTING OTHER PROPERTIES)= 1,266 LF x 10' WIDE
64 TREES PROVIDED

SOUTH PERIMETER LANDSCAPE STRIP (ABUTTING ROW)= 1,264 LF x 10' WIDE
43 TREES PROVIDED

EAST PERIMETER LANDSCAPE STRIP (ABUTTING OTHER PROPERTIES)= 620 LF x 10' WIDE
31 TREES PROVIDED

WEST PERIMETER LANDSCAPE STRIP (ABUTTING ROW)= 620 LF x 10' WIDE
21 TREES PROVIDED

INTERIOR VEHICULAR USE AREAS = 205,350 S.F
14,100 S.F. REQUIRED PLANTING AREA
141 INTERIOR VUA TREES PROVIDED

TOTAL TREES PROVIDED: 300 TREES

SHRUB REQUIREMENTS

NORTH PERIMETER LANDSCAPE STRIP (ABUTTING OTHER PROPERTIES)= 1,266 LF x 10' WIDE
CONTINUOUS HEDGE @ 36" OC = 422 SHRUBS REQUIRED

SOUTH PERIMETER LANDSCAPE STRIP (ABUTTING ROW)= 1,264 LF x 10' WIDE
CONTINUOUS HEDGE @ 36" OC = 422 SHRUBS REQUIRED

EAST PERIMETER LANDSCAPE STRIP (ABUTTING OTHER PROPERTIES)= 620 LF x 10' WIDE
CONTINUOUS HEDGE @ 36" OC = 207 SHRUBS REQUIRED

WEST PERIMETER LANDSCAPE STRIP (ABUTTING ROW)= 620 LF x 10' WIDE
CONTINUOUS HEDGE @ 36" OC = 207 SHRUBS REQUIRED

TOTAL SHRUBS REQUIRED: 1,258 SHRUBS

PROVIDED SHRUBS

NORTH PERIMETER LANDSCAPE STRIP (ABUTTING OTHER PROPERTIES)= 1,266 LF x 10' WIDE
435 SHRUBS PROVIDED

SOUTH PERIMETER LANDSCAPE STRIP (ABUTTING ROW)= 1,264 LF x 10' WIDE
442 SHRUBS PROVIDED

EAST PERIMETER LANDSCAPE STRIP (ABUTTING OTHER PROPERTIES)= 620 LF x 10' WIDE
225 SHRUBS PROVIDED

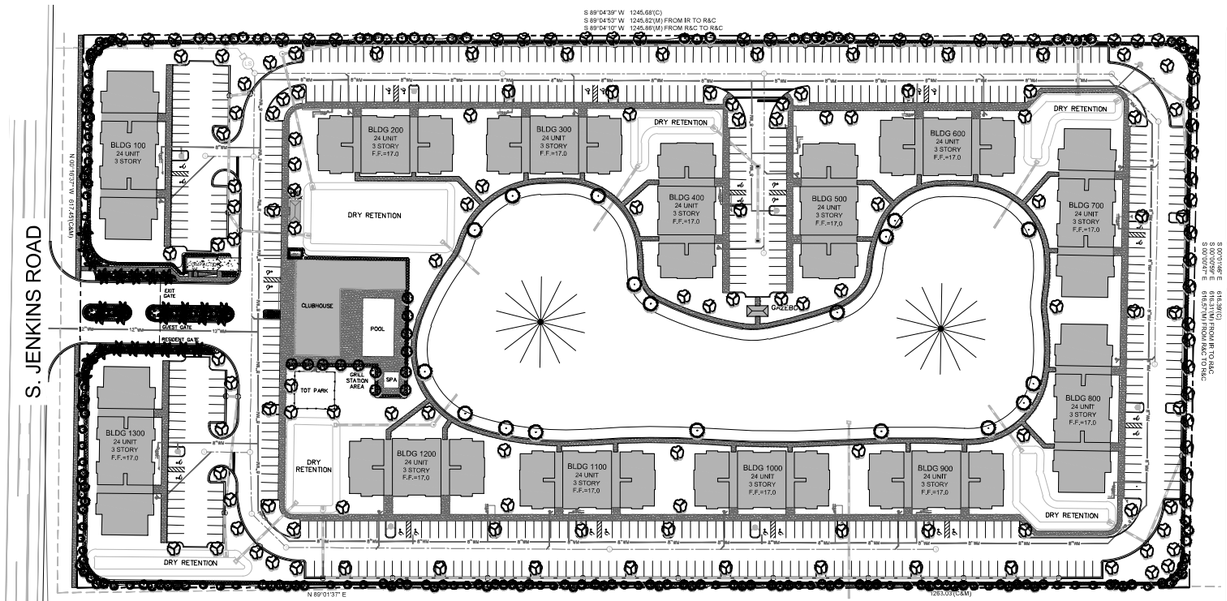
WEST PERIMETER LANDSCAPE STRIP (ABUTTING ROW)= 620 LF x 10' WIDE
223 SHRUBS PROVIDED

TOTAL SHRUBS PROVIDED: 1,325 SHRUBS

General Landscape Notes:

1. All plants shall conform to established nursery grades and standards, to be Florida No. 1 or better, and shall be free of disease and insects at the time of installation.
2. Trees shall be a minimum of twelve (12) feet in height and have a caliper of two and one-half (2 1/2) inches at four and one-half (4 1/2) feet above the ground when installed.
3. All required trees, except palms, shall have a minimum of five (5) feet of clear trunk and a minimum five (5) foot canopy spread at the time of planting.
4. All palm trees shall have a minimum clear trunk of ten (10) feet when installed. Three palm trees are equal to one shade tree having a mature canopy spread of fifteen (15) feet.
5. Shrubs shall be a minimum of twenty-four (24) inches in height above grade immediately after planting.
6. Groundcovers, other than grass, shall be planted in a manner as to present a finished appearance and reasonably complete coverage within four (4) months after planting.
7. Turf grass shall be installed using solid sod and shall be either Bahia or St. Augustine sod.
8. All landscape areas other than sod will be provided a mulch cover of at least three (3) inches. Cypress mulch shall not be used.
9. All existing native vegetation found on the site and is not in direct conflict with the proposed buildings or parking areas shall be left undisturbed. A suitable protective barrier, constructed of metal, wood, safety fencing, or other durable material, will be placed around the staked out locations of existing native vegetation.
10. No fill materials, construction materials, concrete, paint, chemicals, or other foreign materials shall be stored, deposited, or disposed of within any areas that have been staked or fenced off as being undisturbed native vegetation areas.
11. Existing understory shall be maintained in areas of undisturbed native vegetation.
12. All Category 1 exotic plant species will be eradicated from the site.
13. Conspicuous, durable barricades will be erected around each individual tree or areas of vegetation that are to be preserved. In the event that any protective barricades are removed or altered and land clearing or construction work is being conducted on the site, all work at the site will be stopped until the barriers are restored and any necessary corrective actions taken to repair or replant any vegetation removed or damaged as a result of these encroachments.
14. Irrigation to conform to all local and State regulations with regard to water consumption.
15. All new landscaping shall be provided with 100% irrigation coverage through the establishment period, not less than 1-year.

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



Plant Schedule:

TREES	QTY	BOTANICAL NAME	COMMON NAME	CONTAINER	HEIGHT	WIDTH	NOTES	NATIVE	DBH
	43	Elaeocarpus decipiens	Japanese Blueberry Tree	45G	12` HT	5`W	STD, 4`CT, SP	Non-native	2.5" DBH
	34	Pinus elliotti densa	South Florida Slash Pine	FG	12` HT	5`W	SP	Native	2.5" DBH
	154	Quercus virginiana	Southern Live Oak	45G	12` HT	5`W	6`CT, SP	Native	2.5" DBH
	19	Taxodium distichum	Bald Cypress	FG	12` HT	6`W	SP	Native	2.5" DBH
PALM TREES	**QTY**	**BOTANICAL NAME**	**COMMON NAME**	**CONTAINER**	**HEIGHT**	**WIDTH**	**NOTES**	**NATIVE**	
	29	Roystonea regia	Florida/Cuban Royal Palm	FG	10`GW		FH, SP, MATCHING	Native	
	108	Sabal palmetto	Sabal Palm	FG	10`-18` CT		SLK, HC, SP	Native	
	13	Wodyetia bifurcata	Single Foxtail Palm	FG	6`GW, 10`CT		SGL, FH, SP	Non-native	
SHRUBS	**QTY**	**BOTANICAL NAME**	**COMMON NAME**	**CONTAINER**	**HEIGHT**	**WIDTH**	**NOTES**	**NATIVE**	
	*33	Acalypha wilkesiana 'Louisiana Red'	Louisiana Red Wilkes' Copperleaf	7G	36" HT	24"	FULL	Non-native	
	*21	Alcantarea imperialis	Imperial Bromeliad	7G	2` HT	2` W	F	Non-native	
	*95	Carissa macrocarpa 'Emerald Blanket'	Emerald Blanket Natal Plum	3G	18" HT	18"W	F	Non-native	
	120	Chrysobalanus icaco `Redtip`	Red Tip Cocoplum	3G	24" HT	18"W	F	Native	
	1,126	Clusia guttifera	Small Leaf Clusia	3G	30" HT	24"W	F	Non-native	
	*83	Codiaeum variegatum `Petra`	Petra Croton	3G	24" HT	24"W	F	Non-native	
	79	Hamilia patens	Native Firebush	3G	24" HT	18"W	F	Native	
	*115	Hibiscus rosa-sinensis	Red Chinese Hibiscus	3G	24" HT	18"W	F	Non-native	
	28	Myrcianthes fragrans	Simpson`s Stopper	7G	48" HT	36" W	F	Native	
	*166	Pennisetum setaceum	White Fountain Grass	3G	24" HT	18"W	F	Non-native	
	*406	Podocarpus macrophyllus `Pringles`	Dwarf Podocarpus	3G	18" HT	12"W	F	Non-native	
	*50	Rondeletia leucophylla	Panama Rose	3G	24" HT	24"W	F	Non-native	
	*116	Tripsacum dactyloides	Fakahatchee Grass	3G	30" HT	24"W	F	Native	
SOD	**QTY**	**BOTANICAL NAME**	**COMMON NAME**	**CONTAINER**	**HEIGHT**	**WIDTH**	**NOTES**	**NATIVE**	
	TBD	Stenotaphrum secundatum `Floratam`	Floratam St. Augustine Sod	SOD			Free of Weeds and Pests		

*NOT INCLUDED IN PROVIDED PLANT CALCULATIONS; QUANTITIES MAY VARY AT OWNER'S DISCRETION
**MAY BE SUBSTITUTED WITH BAHIA SPECIES

Project Team

Landscape Architect:

LANDSCAPE ARCHITECTURAL SERVICES, LLC
Brandon White | Owner
772-834-1357 | brandon@las-fl.com
Paul Goulas | Owner
772-631-8400 | paul@las-fl.com
1708 SE Joy Haven Street
Port St. Lucie, Fl. 34983

Client:

ALVA STONE GROUP, LLC
591 EVERNIA STREET
WEST PALM BEACH, FL 33401

Regatta Apartments
City of Fort Pierce, Florida
Landscape Plan

Revisions		
Date	Init.	Description
8.23.23	PG	Submittal

REGISTERED LANDSCAPE ARCHITECT PAUL A. GOULAS LA 6666807 STATE OF FLORIDA

PAUL GOULAS, RLA
FLORIDA REG. # LA6666807

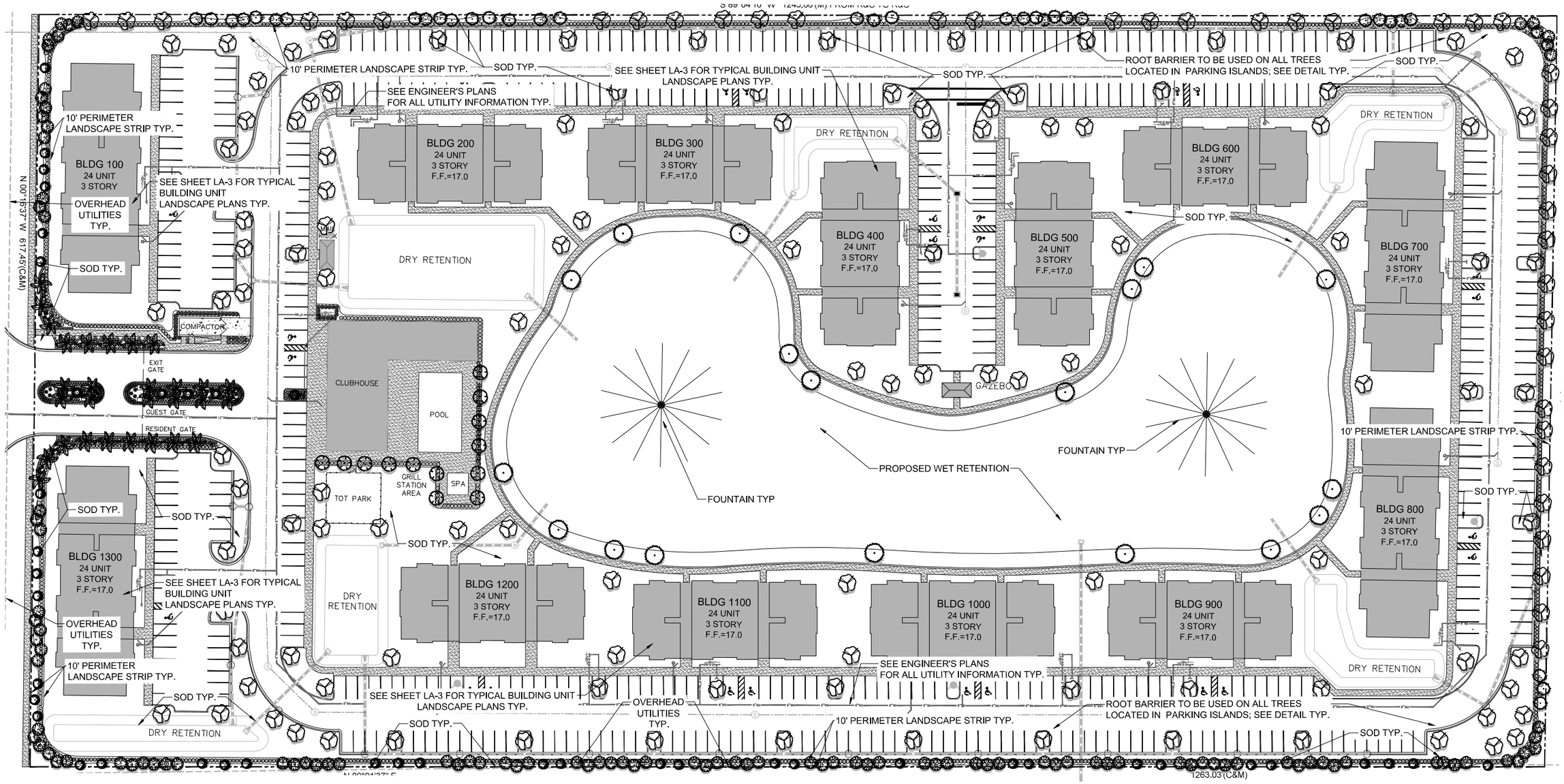
Drawn By:	PG
Checked By:	PG
Municipal Project:	
Scale:	

NORTH

SCALE: 1" = 80'

0 40' 80' 160'

LA-1



Project Team

Landscape Architect:

LANDSCAPE ARCHITECTURAL SERVICES, LLC

Brandon White | Owner
772-834-1357 | brandon@las-fl.com
Paul Goulas | Owner
772-631-8400 | paul@las-fl.com
1708 SE Joy Haven Street
Port St. Lucie, FL 34983

Client:

ALVA STONE GROUP, LLC

591 EVERNIA STREET
WEST PALM BEACH, FL 33401

Regatta Apartments

City of Fort Pierce, Florida

Detail Landscape Plan

Revisions		
Date	Init.	Description
8.23.23	PG	Submittal

REGISTERED LANDSCAPE ARCHITECT PAUL A. GOULAS LA 6666807 STATE OF FLORIDA

PAUL GOULAS, RLA
FLORIDA REG. # LA6666807

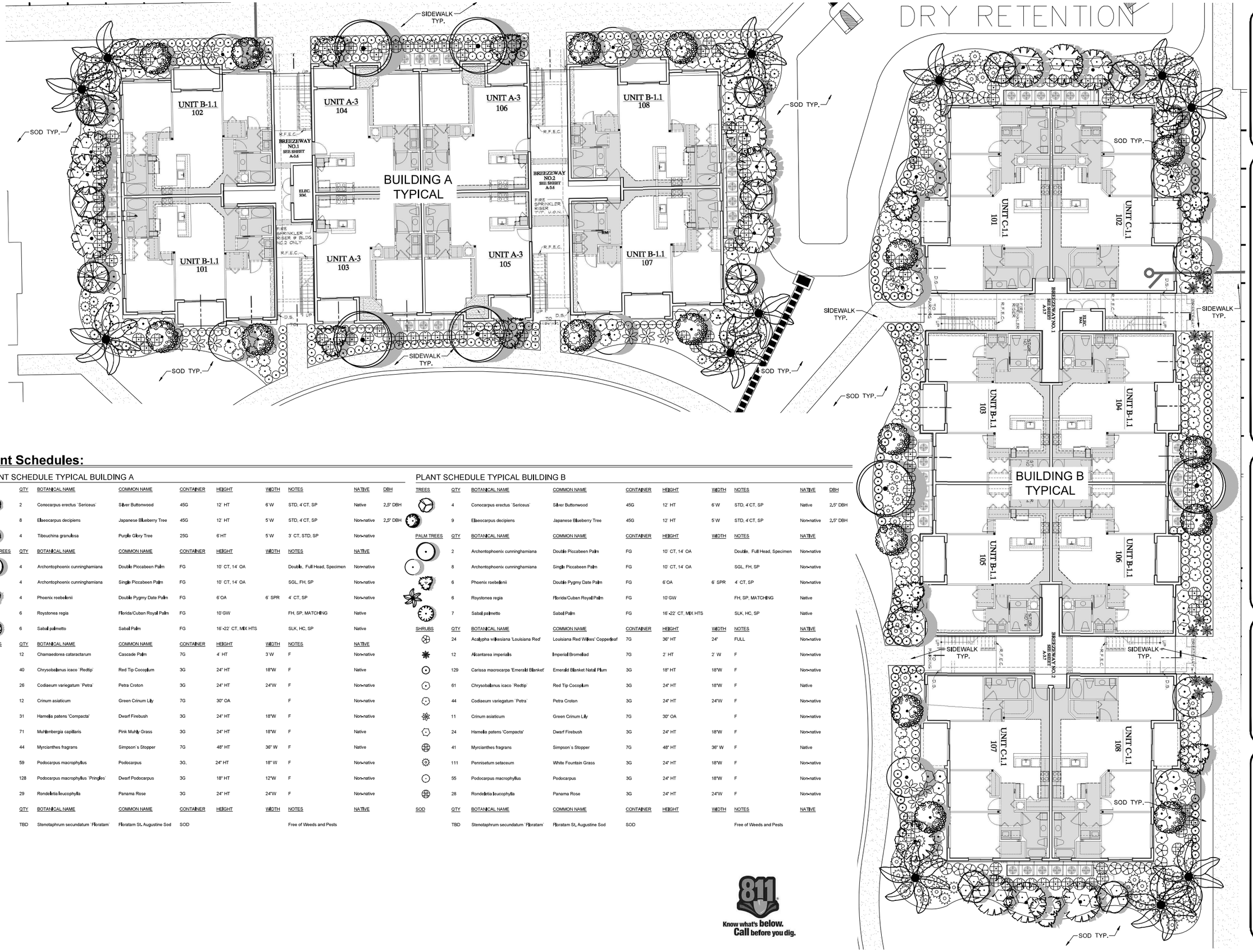
Drawn By:	PG
Checked By:	PG
Municipal Project:	
Scale:	

NORTH

SCALE: 1" = 40'

0 20' 40' 80'

LA-2



Plant Schedules:

PLANT SCHEDULE TYPICAL BUILDING A

TREES	QTY	BOTANICAL NAME	COMMON NAME	CONTAINER	HEIGHT	WIDTH	NOTES	NATIVE	DBH
	2	Conocarpus erectus `Sericeus`	Silver Buttonwood	45G	12` HT	6`W	STD, 4`CT, SP	Native	2,5" DBH
	8	Elaeocarpus decipiens	Japanese Blueberry Tree	45G	12` HT	5`W	STD, 4`CT, SP	Non-native	2,5" DBH
	4	Tibouchina granulosa	Purple Glory Tree	25G	6`HT	5`W	3` CT, STD, SP	Non-native	
PALM TREES	QTY	BOTANICAL NAME	COMMON NAME	CONTAINER	HEIGHT	WIDTH	NOTES	NATIVE	
	4	Archontophoenix cunninghamiana	Double Piccabeen Palm	FG	10` CT, 14` OA		Double, Full Head, Specimen	Non-native	
	4	Archontophoenix cunninghamiana	Single Piccabeen Palm	FG	10` CT, 14` OA		SGL, FH, SP	Non-native	
	4	Phoenix roebelenii	Double Pygmy Date Palm	FG	6`OA	6` SPR	4` CT, SP	Non-native	
	6	Roystonea regia	Florida/Cuban Royal Palm	FG	10`GW		FH, SP, MATCHING	Native	
	6	Sabal palmetto	Sabal Palm	FG	16`-22` CT, MIX HTS		SLK, HC, SP	Native	
SHRUBS	QTY	BOTANICAL NAME	COMMON NAME	CONTAINER	HEIGHT	WIDTH	NOTES	NATIVE	
	12	Chamaedorea cataractarum	Cascade Palm	7G	4` HT	3`W	F	Non-native	
	40	Chrysobalanus icaco `Redtip`	Red Tip Cocoplum	3G	24" HT	18"W	F	Native	
	26	Codiaeum variegatum `Petra`	Petra Croton	3G	24" HT	24"W	F	Non-native	
	12	Crinum asiaticum	Green Crinum Lily	7G	30" OA		F	Non-native	
	31	Hamelia patens 'Compacta'	Dwarf Firebush	3G	24" HT	18"W	F	Non-native	
	71	Muhlenbergia capillaris	Pink Muhly Grass	3G	24" HT	18"W	F	Native	
	44	Myrcianthes fragrans	Simpson`s Stopper	7G	48" HT	36" W	F	Native	
	59	Podocarpus macrophyllus	Podocarpus	3G,	24" HT	18" W	F	Non-native	
	128	Podocarpus macrophyllus `Pringles`	Dwarf Podocarpus	3G	18" HT	12"W	F	Non-native	
	29	Rondeletia leucophylla	Panama Rose	3G	24" HT	24"W	F	Non-native	
SOD	QTY	BOTANICAL NAME	COMMON NAME	CONTAINER	HEIGHT	WIDTH	NOTES	NATIVE	
	TBD	Stenotaphrum secundatum `Floratam`	Floratam St. Augustine Sod	SOD			Free of Weeds and Pests		

PLANT SCHEDULE TYPICAL BUILDING B

TREES	QTY	BOTANICAL NAME	COMMON NAME	CONTAINER	HEIGHT	WIDTH	NOTES	NATIVE	DBH
	4	Conocarpus erectus `Sericeus`	Silver Buttonwood	45G	12` HT	6`W	STD, 4`CT, SP	Native	2,5" DBH
	9	Elaeocarpus decipiens	Japanese Blueberry Tree	45G	12` HT	5`W	STD, 4`CT, SP	Non-native	2,5" DBH
PALM TREES	QTY	BOTANICAL NAME	COMMON NAME	CONTAINER	HEIGHT	WIDTH	NOTES	NATIVE	
	2	Archontophoenix cunninghamiana	Double Piccabeen Palm	FG	10` CT, 14` OA		Double, Full Head, Specimen	Non-native	
	8	Archontophoenix cunninghamiana	Single Piccabeen Palm	FG	10` CT, 14` OA		SGL, FH, SP	Non-native	
	6	Phoenix roebelenii	Double Pygmy Date Palm	FG	6`OA	6` SPR	4` CT, SP	Non-native	
	6	Roystonea regia	Florida/Cuban Royal Palm	FG	10`GW		FH, SP, MATCHING	Native	
	7	Sabal palmetto	Sabal Palm	FG	16`-22` CT, MIX HTS		SLK, HC, SP	Native	
SHRUBS	QTY	BOTANICAL NAME	COMMON NAME	CONTAINER	HEIGHT	WIDTH	NOTES	NATIVE	
	24	Acalypha wilkesiana 'Louisiana Red'	Louisiana Red Wilkes' Copperleaf	7G	36" HT	24"	FULL	Non-native	
	12	Alcantarea imperialis	Imperial Bromeliad	7G	2` HT	2` W	F	Non-native	
	129	Carissa macrocarpa 'Emerald Blanket'	Emerald Blanket Natal Plum	3G	18" HT	18"W	F	Non-native	
	61	Chrysobalanus icaco `Redtip`	Red Tip Cocoplum	3G	24" HT	18"W	F	Native	
	44	Codiaeum variegatum `Petra`	Petra Croton	3G	24" HT	24"W	F	Non-native	
	11	Crinum asiaticum	Green Crinum Lily	7G	30" OA		F	Non-native	
	24	Hamelia patens 'Compacta'	Dwarf Firebush	3G	24" HT	18"W	F	Non-native	
	41	Myrcianthes fragrans	Simpson`s Stopper	7G	48" HT	36" W	F	Native	
	111	Pennisetum setaceum	White Fountain Grass	3G	24" HT	18"W	F	Non-native	
	55	Podocarpus macrophyllus	Podocarpus	3G	24" HT	18"W	F	Non-native	
	28	Rondeletia leucophylla	Panama Rose	3G	24" HT	24"W	F	Non-native	
SOD	QTY	BOTANICAL NAME	COMMON NAME	CONTAINER	HEIGHT	WIDTH	NOTES	NATIVE	
	TBD	Stenotaphrum secundatum `Floratam`	Floratam St. Augustine Sod	SOD			Free of Weeds and Pests		

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

Project Team

Landscape Architect:

LANDSCAPE ARCHITECTURAL SERVICES, LLC

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Client:

ALVA STONE GROUP, LLC

591 EVERNIA STREET
WEST PALM BEACH, FL 33401

Regatta Apartments

City of Fort Pierce, Florida

Typical Unit Landscape Plan

Revisions		
Date	Init.	Description
8.23.23	PG	Submittal

REGISTERED LANDSCAPE ARCHITECT — PAUL A. GOULAS — LA 6666807 — STATE OF FLORIDA

PAUL GOULAS, RLA
FLORIDA REG, # LA6666807

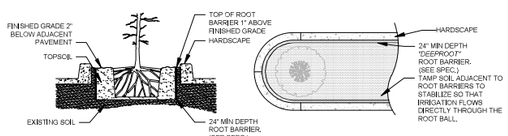
Drawn By:	PG
Checked By:	PG
Municipal Project:	
Scale:	

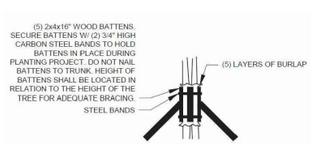
NORTH

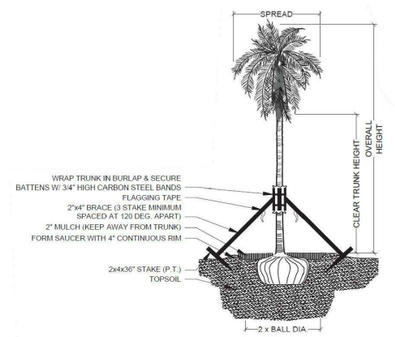
SCALE: 1" = 10'

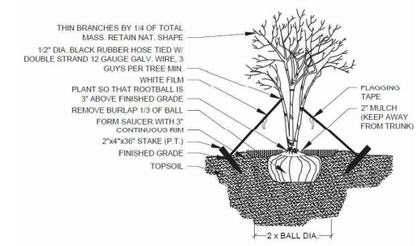
0 5' 10' 20'

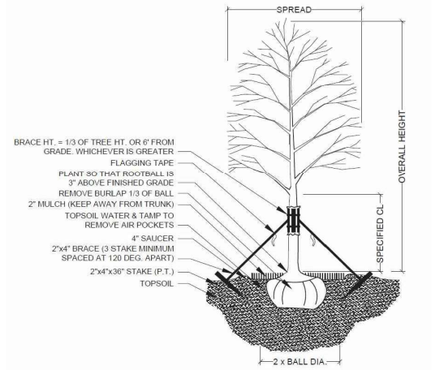
LA-3

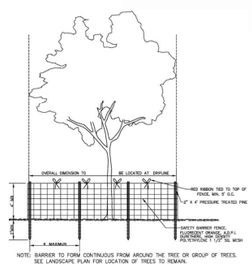












LANDSCAPE SPECIFICATIONS:

PART 1: GENERAL CONDITIONS

1.01 SCOPE:

A. The landscape contract includes the supplying and planting of all trees, shrubs, vines, and ground cover together with all necessary labor, equipment, tools and materials needed for the successful completion, execution and maintenance of the landscape plans.

1.02 AGENCY STANDARDS:

A. Grades and standards of plant materials to be used shall be true to name, size, condition and graded Florida #1 or better as stated in: Grades and Standards of Florida Plant Materials published by the State of Florida Department of Agriculture, Tallahassee, Florida.

1.03 SITE EXAMINATION:

A. The Landscape Contractor shall personally examine the site and fully acquaint him/herself with all of the existing conditions in order that no mis-understanding may afterwards arise as to the character or extent of the work to be performed, and additionally, in order to acquaint him/herself with all precautions to be taken in order to avoid injury to property or persons. No additional compensation will be granted because of any unusual difficulties which may be encountered in the execution or maintenance of any portion of the work.

1.04 ERRORS AND OMISSIONS:

A. The plant list is a part of the drawings and is furnished as a convenience. The plant list indicates the name, size and quantities of specific plant materials as called for and is located on the drawings. The Landscape Contractor is responsible for his/her own quantity count, and any discrepancy between drawings and plant list shall be considered as correct on the drawings.

B. The Landscape Contractor shall not take advantage of errors or omissions in the specifications or contract drawings. Full instruction will be given if such errors are discovered. Upon the discovery of any discrepancies in, or omissions from the drawings or documents, or should the Landscape Contractor be in doubt as to their meaning, the Landscape Architect shall be notified and will determine the actions necessary to each query.

C. If plans and specifications are found to disagree after the contract is awarded, the Landscape Architect shall be the judge as to which was intended.

1.05 EXECUTION OF THE WORK:

A. The Landscape Contractor shall have his labor crews controlled and directed by a Foreman well versed in plant materials, planting methods, reading blueprints, and coordination between job and nursery in order to execute installation correctly and in a timely manner.

B. The Landscape Contractor shall provide a competent English-speaking Foreman on the project at all times, who shall be fully authorized as the Contractor's agent on the work. The Superintendent shall be capable of reading and thoroughly understanding the Plans, Specifications and other Contract Documents. If the Superintendent is deemed incompetent by the Landscape Architect, he (the superintendent) shall be immediately replaced.

C. The Landscape Contractor shall be available for any meetings with the Owner and/or Landscape Architect during implementation of the job. Any additional work or changes required as a result of failure to communicate with the Owner or Landscape Architect during implementation will be the responsibility of the Landscape Contractor.

1.06 PROTECTION OF PUBLIC AND PROPERTY:

A. The Landscape Contractor shall protect all materials and work against injury from any cause and shall provide and maintain all necessary safeguards for the protection of the public. He shall be held responsible for any damage or injury to persons or property which may occur as a result of his fault or negligence in the execution of the work, i.e. damage to underground pipes or cables.

1.07 CHANGES AND EXTRAS:

A. The Contractor shall not start work on any changes or "extras" in the project until a written agreement setting forth the adjusted prices has been executed by the Owner and the Contractor. Any work performed on changes or "extras" prior to execution of a written agreement may or may not be compensated for by the Owner at his discretion.

1.08 GUARANTEE:

A. The Landscape Contractor shall furnish a written guarantee warranting all materials, workmanship and plant materials, except sod, for a period of ONE (1) YEAR from the time of completion and acceptance by the Landscape Architect and Owner. Sod shall be guaranteed to 90 calendar days after acceptance by the Landscape Architect and Owner. All plant material shall be alive and in satisfactory condition and growth for each specific kind of plant at the end of the guarantee period. The guranteeing of plant material shall be construed to mean complete and immediate replacement with plant material of the same variety, type, size, quality and grade as that of the originally specified material. During the guarantee period it shall be the Landscape Contractor's responsibility to immediately replace any dead or unhealthy material as determined by the Landscape Architect. The guarantee will be null and void if plant material is damaged by lightning, hurricane force winds, or any other acts of God, as well as vandalism or lack of proper maintenance.

B. At the end of the specified guarantee period, any plant required under this contract that is dead or not in satisfactory condition, as determined by the Landscape Architect, shall be replaced. The Landscape Contractor shall be responsible for the full replacement cost of plant materials for the first replacement and share subsequent replacement (s) costs equally with the Owner, should the replacement plant fail to survive.

1.09 CARE AND MAINTENANCE:

A. The Landscape Contractor shall be responsible for the care and maintenance of all plant materials and irrigation when applicable until final acceptance by the Owner or Landscape Architect.

B. The Owner agrees to execute the instructions for such care and maintenance.

1.10 SAFETY:

A. It shall be the responsibility of the Landscape Contractor to protect all persons from injury and to avoid property damage. Adequate warning devices shall be placed and maintained during the progress of the work.

B. It shall be the contractor's responsibility to conform to all local, state, and federal safety laws and codes including the Federal Occupational Safety And Health Act (O.S.H.A.) .

1.11 CONTRACTOR QUALIFICATION:

A. The Owner may require the apparent contractor (s) to qualify him/herself to be a responsible entity by furnishing any or all of the following documentary data:

1. A financial statement showing assets and liabilities of the company current to date.
2. A listing of not less than (3) completed projects of similar scope and nature.
3. Permanent name and address of place of business.
4. The number of regular employees of the organization and length of time the organization has been in business under the present name.

1.12 INSURANCE AND BONDING:

A. The contractor (s) shall submit proof of insurance for this job for the time period that the work is done. The minimum amount of insurance shall be $300,000.00 per person and $300,000.00 per aggregate or as required by owner and agreed to in the contract.
The successful bidder shall be required to have this coverage in effect before beginning work on the site.

B. The Owner shall have the right to require the Contractor to furnish bonds covering faithful performance of the Contract and payment obligations arising thereunder as stipulated in bidding requirements or specifically required in the Contract Documents on the date of execution of the Contract.

1.13 PERMITS AND CERTIFICATES:

A. All contractors shall secure and pay for all permits and certificates required for his/her class of work.

PART 2: MATERIALS

2.01 PLANT MATERIALS:

A. A complete list of plants is shown on the drawings, including a schedule of quantities, sizes, and such other requirements deemed necessary. In the event discrepancies occur, the specifications on the drawings shall govern.

B. Substitutions: Substitutions of plant materials or changes in size or spacing of materials will be permitted ONLY upon written authorization by the Owner or the Landscape Architect. If plant material is not of sufficient size to meet applicable codes, a letter of variance from the appropriate agency must be obtained by the Contractor prior to issuance of any change order. If material of smaller size is to be accepted, the quantity of material shall be increased, at no additional cost to the Owner, to meet the intent of the drawings.

C. All plant materials shall have a habit of growth that is normal for the species and shall be healthy, vigorous and equal to or exceed the measurements specified in the plant list, which are the minimum acceptable sizes. Plants shall be measured before pruning with branches in normal position. Any necessary pruning shall be done at the time of planting.

D. All plant materials shall be nursery grown, unless otherwise noted, Florida #1 or better and shall comply with all required inspections, grading standards and plant regulations as set forth by the Florida Department of Agriculture's Grades and Standards for Nursery Plants, most current addition and Grades and Standards for Nursery Plants, most current addition.

E. Plants that do not have the normal balance of height and spread typical for the respective plant shall not be acceptable.

F. The Landscape Contractor shall install each plant to display its best side.
Adjustments may be required if plants are not installed properly and/or approved by the Landscape Architect at no additional cost to owner.

2.02 INSPECTION

A. The Landscape Architect and Owner may inspect trees and shrubs at place of growth or at site before planting, for compliance with requirements for genus, species, variety, size and quality. The Landscape Architect and Owner retain the right to further inspect trees and shrubs for size and condition of balls and root systems, insects, injuries and latent defects, and to reject unsatisfactory or defective material at any time during progress of work. Rejected plant materials shall be immediately removed from project site.

2.03 PROTECTION OF PLANT MATERIALS:

A. Balled and burlapped plants (B & B) shall be dug with firm natural balls of earth of sufficient diameter and depth to encompass the fibrous and feeding root system necessary for full recovery of the plant. Balls shall be firmly wrapped with burlap similar materials and bound with cord, rope, or wire mesh. All collected plants shall be balled and burlapped.

B. Plants with broken, damaged or insufficient rootballs will be rejected.

C. All plant material shall be protected from possible bark injury or breakage of branches. All plants transported by open trucks shall be adequately covered to prevent windburn, drying or damage to plants.

D. Plants which cannot be planted immediately on delivery to the site shall be covered with moist soil, mulch or other protection from the drying of wind and sun. All plants shall be watered as necessary by the Landscape Contractor until planted.

2.04 STORAGE:

A. All plant materials shall be stored on the site in designated areas, specified by the Landscape Architect or Owner's agent.

B. No plant material shall be stored longer than seventy-two (72) hours unless approved by by Landscape Architect and/or owner.

C. The Landscape Architect reserves the right to reject any plant materials not in conformance with these specifications.

D. All rejected material shall be immediately removed from the site and replaced with acceptable material at no cost to the Owner.

2.05 PROTECTION DURING PLANTING:

A. Trees moved by winch or crane shall be thoroughly protected from chain marks, girdling or bark slippage by means of burlap, wood battens or other approved methods. Battens shall NOT be attached to the tree with nails.

2.06 PLANTING SOIL:

A. Planting soil for all plantings shall consist of existing native soil and shall be free of debris, roots, clay, stones, plants or other foreign materials which might be a hindrance to planting operations or be detrimental to good growth.

2.07 FERTILIZER:

A. Commercial fertilizer shall comply with the state fertilizer laws. Nitrogen shall not be less than 40% from organic source. Inorganic chemical nitrogen shall not be derived from the sodium form of nitrate. Fertilizers shall be delivered to the site in unopened original containers, each bearing the manufacturer's guaranteed analysis. Any fertilizer that becomes caked or otherwise damaged shall be rejected.

B. Thoroughly mixed 3 lbs. of commercial fertilizer to each cubic yard of planting soil.

C. Tabletized fertilizer shall be Agriform planting tablets 20-10-5 formula, 21 gram or equal. All trees and shrubs shall be fertilized with tabletized fertilizer as follows. While backfilling plant holes, fertilizer tablets shall be equally spaced and placed adjacent to the ball mid-way in depth in accordance with the following rates:

1 gallon container	1 tablet
3 gallon container	2 tablets
5 gallon container	3 tablets
7 gallon	5 tablets

Large tubs, wire baskets, grow bags, and balled and burlapped material shall have 1 tablet for each 1/2 inch of trunk diameter (measured 3 feet from ground) or for each foot of height or spread of larger shrub material.
The Landscape Architect reserves the right to inspect and review the application of fertilizer.

2.08 MULCH:

A. Mulch material shall be clean, dry, free of weeds, seeds and pests, moistened at the time of application to prevent wind displacement. Cypress &/or Red mulch is prohibited.

B. All trees and shrub beds shall receive 3" mulch immediately after planting and thoroughly watered. Apply 2" max on tree & palm rootballs, keep away from tree & palm trunks or as required by local jusidiction.

PART 3: EXECUTION

3.01 DIGGING:

A. The Landscape Contractor shall exercise care in digging and other work so as not to damage existing work, including overhead wires, underground pipes and cables and the pipes and hydrants of watering systems. Should such overhead or underground obstructions be encountered which interfere with planting, the Owner shall be consulted and contractor will adjust the location of plants to clear such obstruction. The Contractor shall be responsible for the immediate repair of any damage caused by his work.

3.02 GRADING:

A. Grading for drainage, swales, etc. to within 4 inches of the finished grade to be provided by others.

B. It shall be the responsibility of the Landscape Contractor to provide the final grading during the course of landscape installation so as to bring sod and planting areas to their proper elevations in relation to walks, paving, drain structures, and other site conditions. The site grading plan must be checked prior to installation of sod to insure that drainage and other conditions will NOT be modified.

3.03 PLANTING:

A. Planting shall take place during favorable weather conditions.

B. The Contractor shall call for utility locates and ascertain the location of all utilities and easements so proper precautions can be taken not to damage or encroach on them.

C. Tree Planting shall be located where it is shown on the plan. No planting holes shall be dug until the proposed locations have been staked on the ground by the Contractor.

D. Excavation of holes shall extend to the required subgrades as specified on the planting diagrams located in the planting plans. Plant pits shall be circular in outline and shall have a profile which conforms to the aforementioned "Tree and Shrub Planting Diagrams".

E. A representative number of planting pits (a minimum of one in every 25 feet throughout the entire site) shall be tested for proper drainage. See Landscape Plan for complete testing methods and requirements.

F. Planting pits shall be excavated to the following dimensions and refilled with a mixture of (1/2) planting soil (1/2) existing native soil];
1 Gallon material (1 gal.): 12" x 12" x 12" min.
3 Gallon material (3 gal.): 20" x 20" x 18" min.
Lerio material (7 gal.): 30" x 30" x 24" min.
Field grown material and trees: 1-1/2 times width of ball and depth of ball plus 12" min.

G. No planting or laying of sod shall be initiated until the area has been cleaned of existing sod or other plant materials, rough grass, weeds, debris, stones etc. and the ground has been brought to an even grade, with positive drainage away from buildings and towards drain inlets and swales and approved by Landscape Architect or owner's rep.

H. Each plant shall be planted in an individual hole as specified for trees, shrubs, and vines.

I. All plants shall be set to ultimate finished grade. No filling will be permitted around trunks or stems. All ropes, wire, stakes, etc., shall be removed from sides and top of the ball and removed from hole before filling in.

J. All flagging ribbon shall be removed from trees and shrubs before planting.

K. Excess excavation (fill) from all holes shall be removed from the site, at no additional expense to Owner.

L. All palms shall be backfilled with sand, thoroughly washed in during planting operations and with a shallow saucer depression left at the soil line for future waterings. Saucer areas shall be top-dressed two (2") inches deep with topsoil raked and left in a neat, clean manner.

3.04 PRUNING:

A. Remove dead and broken branches from all plant material. Prune to retain typical growth habit of individual plants with as much height and spread as possible in a manner which will preserve the plant's natural character.

B. Make all cuts with sharp instruments flush with trunk or adjacent branch, in such a manner as to insure elimination of stubs. Cuts made at right angles to line of growth will not be permitted.

C. Trees shall not be poled or topped.

D. Remove all trimmings from site.

SPECIAL APPLICATIONS ROOT BARRIER DETAIL

NOT TO SCALE

NOTES:
1- ROOT BARRIER SHALL BE "DEEPROOT" 24" DEPTH OR APPROVED EQUAL.
2- ROOT BARRIER SHALL BE INSTALLED PER MANUFACTURER'S SPECIFICATIONS AND RECOMMENDATIONS.

3.05 GUYING:

A. All trees over six (6') feet in height shall, immediately after setting to proper grade, be guyed with three sets of two strands, No. 12 gauge malleable galvanized iron, in tripod fashion. See Detail.

B. Wires shall not come in direct contact with the tree but shall be covered with an approved protection device at all contact points. Wires shall be fastened in such a manner as to avoid pulling crotches apart.

D. Stake & Brace all treess larger than 12' oa. See detail.
Stakes shall be 2" x 2" lumber of sufficient length to satisfactorily support each tree.

E. Turnbuckles for guying trees shall be galvanized or cadmium plated and shall be of adequate size and strength to properly maintain tight guy wires.

3.06 WATER:

A. Each plant or tree shall be thoroughly watered in after planting. Watering of all newly installed plant materials shall be the responsibility of the Landscape Contractor until final acceptance by the Landscape Architect.

B. See General Notes of Landscape Plan for water source.

3.07 SOD:

A. The Landscape Contractor shall sod all areas indicated on the drawings.

B. It shall be the responsibility of the Landscape Contractor to fine grade all landscape areas, eliminating all bumps, depressions, sticks, stones, and other debris.

C. The sod shall be firm, tough texture, having a compacted growth of grass with good root development. It shall contain no noxious weeds, or any other objectionable vegetation, fungus, insects, or disease. The soil embedded in the sod shall be good clean earth, free from stones and debris.

D. Before being cut and lifted, the sod shall have been mowed at least three times with a lawn mower, with the final mowing not more than seven days before the sod is cut. The sod shall be carefully cut into uniform dimensions.

E. 6-6-6 fertilizer with all trace elements is to be applied at the rate of 40 lbs. per 1,000 sq. ft. prior to laying sod.

F. Solid sod shall be laid with closely abutting, staggered joints with a tamped or rolled, even surface.

G. The finished level of all sod areas after settlement shall be one (1") inch below the top of abutting curbs,
walks, paving and wood borders to allow for building turf.

H. If in the opinion of the Landscape Architect, top dressing is necessary after rolling, clean yellow sand will be evenly applied over the entire surface and thoroughly washed in.

3.08 SEEDING:

A. The Landscape Contractor shall remove all vegetation and rocks larger than (1") in diameter from areas to be seeded, scarify the area, then apply fertilizer at a rate of 500 lbs. per acre.

B. Application: Argentine Bahia Grass seed - 200 Pounds per acre mixed with common hulled Bermuda seed - 30 lbs. per acre. All other seed mixtures shall be applied per the manufacturer's instructions.

C. Roll immediately after seeding with a minimum 500 pound roller, then apply straw mulch at the rate of 2,500 pounds per acre.

D. Apply fertilizer at the rate of 150 lbs. per acre 45-60 days after seeding.

3.09 CLEANING UP:

A. The contractor shall at all times keep the premises free from accumulations of waste materials or rubbish caused by his employees or work. He shall leave all paved areas "broom clean" when completed with his work.

3.10 MAINTENANCE:

A. Maintenance shall begin immediately after each plant is installed and shall continue until all planting has been accepted by the Owner or Landscape Architect. Maintenance shall include watering, weeding, removal of dead materials, resetting plants to proper grades or upright positions, spraying, restoration of planting saucer and/or any other necessary operations.

B. Proper protection to lawn areas shall be provided and any damage resulting from planting operations shall be repaired promptly.

C. Replacement of plants during the maintenance period shall be the responsibility of the Contractor, excluding vandalism or damage on the part of others, lighting, or hurricane force winds, until final acceptance.

D. In the event that weeds or other undesirable vegetation become prevalent, it shall be the Contractor's responsibility to remove them.

E. Trees or other plant material which fall or are blown over during the maintenance period will be reset by the Contractor at no additional expense to the Owner, the only exception being hurricane force winds.

3.11 COMPLETION, INSPECTION AND ACCEPTANCE:

A. Completion of the work shall mean the full and exact compliance and conformity with the provisions expressed or implied in the Drawings and in the Specifications, including the complete removal of all trash, debris, soil or other waste created by the Landscape Contractor.

B. Inspection of work to determine completion of contract, exclusive of the possible replacement of plants, will be made by the Owner and/or Landscape Architect at the conclusion of all planting and at the request of the Landscape Contractor.

C. All plant material shall be alive and in good growing condition for each specified kind of plant at the time of acceptance. The rating of each plant according to Florida Grades and Standards shall be equal to or better than that called for on the plans and in these Specifications at the time of final inspection and acceptance.

D. After inspection, the Landscape Contractor will be notified by the Owner of the acceptance of all plant material and workmanship, exclusive of the possible replacement of plants subject to guarantee.

DRAINAGE TESTING/DRAINAGE CHANNEL REQUIREMENTS

PRIOR TO PLANTING ALL PLANTING PITS SELECTED FOR TESTING SHALL BE TESTED IN THE FOLLOWING MANNER

A. DIG EACH PLANTING PIT TO THE MINIMUM SPECIFIED SIZE.

B. FILL PLANTING PIT WITH TWELVE INCHES (12") OF WATER. IF THE WATER LEVEL DROPS FOUR (4") OR MORE WITHIN FOUR (4) HOURS, THE DRAINAGE IS SUFFICIENT AND A DRAINAGE CHANNEL IS NOT REQUIRED IF THE WATER LEVEL DROPS LESS THAN FOUR INCHES (4") WITHIN THE FOUR (4) HOUR PERIOD, A DRAINAGE CHANNEL IS REQUIRED.

C. WHERE REQUIRED, THE DRAINAGE CHANNEL MUST EXTEND DOWN THROUGH THE NON POROUS SOIL AND INTO POROUS SOIL. (SEE DETAIL)

D. ALL MATERIAL REMOVED FROM THE DRAINAGE CHANNEL SHALL BE DISCARDED.

E. WHEN BACKFILLING PLANTING PITS WITH PLANTING MIXTURE, CARE MUST BE TAKEN TO KEEP THE CONSISTENCY OF THE SOIL MIX THE SAME THROUGHOUT THE PLANTING PIT AND DRAINAGE CHANNEL.

BRACING DETAIL

NOT TO SCALE

PALM PLANTING - ANGLE STAKE

NOT TO SCALE

MULTI-TRUNK PLANTING & GUYING

NOT TO SCALE

TREE PLANTING & STAKING

NOT TO SCALE

TREE PROTECTION DETAIL

NOT TO SCALE

SHRUB PLANTING

NOT TO SCALE

Project Team

Landscape Architect:

LANDSCAPE ARCHITECTURAL SERVICES, LLC

Brandon White | Owner
772-834-1357 | brandon@las-fl.com
Paul Goulas | Owner
772-631-8400 | paul@las-fl.com
1708 SE Joy Haven Street
Port St. Lucie, Fl. 34983

Client:

ALVA STONE
GROUP, LLC

591 EVERNIA STREET
WEST PALM BEACH, FL 33401

Regatta Apartments

City of Fort Pierce, Florida

Details & Specifications

Revisions

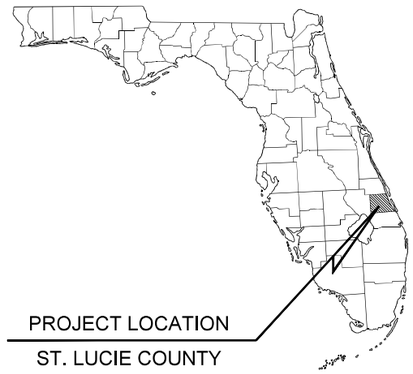
Date	Init.	Description
8.23.23	PG	Submittal

LA 6666807

PAUL GOULAS, RLA
FLORIDA REG. # LA6666807

Drawn By:	PG
Checked By:	PG
Municipal Project:	
Scale:	

LA-4



CONSTRUCTION PLANS

FOR

REGATTA APARTMENTS

LOCATED AT

2152 SOUTH JENKINS ROAD
FORT PIERCE, FL 34947
SECTION 18, TOWNSHIP 35S, RANGE 40E

PROJECT LOCATION

LOCATION MAP
1"=1000'

LEGAL DESCRIPTION

BEING THE NORTH 1/2 OF THE NORTH 1/2 OF THE SOUTH 1/2 OF THE SOUTHWEST 1/4 OF THE SOUTHWEST 1/4 SECTION 18, TOWNSHIP 35 SOUTH, RANGE 40 EAST, LESS THE WEST 60 FEET FOR THE ROAD RIGHT OF WAY ALL LYING AND BEING IN ST. LUCIE COUNTY, FLORIDA

TOGETHER WITH:

THE SOUTH 1/2 OF THE NORTH 1/2 OF THE SOUTH 1/2 OF THE SOUTHWEST 1/4 OF THE 1/4 SECTION 18, TOWNSHIP 35 SOUTH, RANGE 40 EAST, LESS THE WEST 60 FEET FOR ROAD RIGHT OF WAY ALL LYING AND BEING IN ST. LUCIE COUNTY, FLORIDA

TOGETHER WITH:

ALL OF THE SOUTH 1/2 OF THE SOUTH 1/2 OF THE SOUTHWEST 1/4 OF THE SOUTHWEST 1/4 OF SECTION 18, TOWNSHIP 35 SOUTH, RANGE 40 EAST, EXCEPTING THEREFROM ALL RIGHTS OF WAY FOR PUBLIC ROADS AND DRAINAGE CANALS.

TOGETHER WITH:

18 35 40 FROM SW COR OF SD SEC RUN NLY ALG W LI OF SD SEC 104.68 FT TO POB,TH CONT NLY ALG SD W LI 132 FT,TH E 125 FT,TH S 132 FT,TH WLY 125 FT-LESS 60 FT FOR RD R/W (0.20 AC)(OR 3295-459; 3320-2396)

INDEX OF DRAWINGS

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REVISIONS:
BY: DATE: COMMENT:

NOT FOR CONSTRUCTION

PROJECT:
REGATTA APARTMENTS
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FT. PIERCE, FL 34947

CLIENT:
ALVA STONE GROUP, LLC
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BLAINE ROBERT BERGSTRESSER LICENSE NO. 84598 STATE OF FLORIDA PROFESSIONAL ENGINEER

BLAINE BERGSTRESSER, P.E.
FLORIDA LICENSE No. 84598
09/16/2022

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PROJECT No.: 23-1011
DRAWN BY: CRW
CHECKED BY: BRB
DATE: 08/23/2023

SHEET TITLE:
COVER SHEET

SHEET NUMBER:
C-1

GENERAL

1. THE CONTRACTOR AND SUBCONTRACTORS SHALL OBTAIN A COPY OF THE FLORIDA DEPARTMENT OF TRANSPORTATION "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION" (LATEST EDITION) AND BECOME FAMILIAR WITH THE CONTENTS PRIOR TO COMMENCING WORK, AND, UNLESS OTHERWISE NOTED, ALL WORK SHALL CONFORM AS APPLICABLE TO THESE STANDARDS AND SPECIFICATIONS.
2. THE CONTRACTOR SHALL BE RESPONSIBLE FOR FURNISHING ALL MATERIAL AND LABOR TO CONSTRUCT THE FACILITY AS SHOWN AND DESCRIBED IN THE CONSTRUCTION DOCUMENTS IN ACCORDANCE WITH THE APPROPRIATE APPROVING AUTHORITIES, SPECIFICATIONS AND REQUIREMENTS. CONTRACTOR SHALL CLEAR AND GRUB ALL AREAS UNLESS OTHERWISE INDICATED, REMOVING TREES, STUMPS, ROOTS, MUCK, EXISTING PAVEMENT AND ALL OTHER DELETERIOUS MATERIAL.
3. EXISTING UTILITIES SHOWN ARE LOCATED ACCORDING TO THE INFORMATION AVAILABLE TO THE ENGINEER AT THE TIME OF THE TOPOGRAPHIC SURVEY AND HAVE NOT BEEN INDEPENDENTLY VERIFIED BY THE OWNER OR THE ENGINEER. GUARANTEE IS NOT MADE THAT ALL EXISTING UNDERGROUND UTILITIES ARE SHOWN OR THAT THE LOCATION OF THOSE SHOWN ARE ENTIRELY ACCURATE. FINDING THE ACTUAL LOCATION OF ANY EXISTING UTILITIES IS THE CONTRACTOR'S RESPONSIBILITY AND SHALL BE DONE BEFORE HE COMMENCES ANY WORK IN THE VICINITY. FURTHERMORE, THE CONTRACTOR SHALL BE FULLY RESPONSIBLE FOR ANY AND ALL DAMAGES DUE TO THE CONTRACTOR'S FAILURE TO EXACTLY LOCATE AND PRESERVE ANY AND ALL UNDERGROUND UTILITIES. THE OWNER OR ENGINEER WILL ASSUME NO LIABILITY FOR ANY DAMAGES SUSTAINED OR COST INCURRED BECAUSE OF THE OPERATIONS IN THE VICINITY OF EXISTING UTILITIES OR STRUCTURES, NOR FOR TEMPORARY BRACING AND SHORING OF SAME. IF IT IS NECESSARY TO SHORE, BRACE, SWING OR RELOCATE A UTILITY, THE UTILITY COMPANY OR DEPARTMENT AFFECTED SHALL BE CONTACTED AND THEIR PERMISSION OBTAINED REGARDING THE METHOD TO USE FOR SUCH WORK.
4. IT IS THE CONTRACTOR'S RESPONSIBILITY TO CONTACT THE VARIOUS UTILITY COMPANIES WHICH MAY HAVE BURIED OR AERIAL UTILITIES WITHIN OR NEAR THE CONSTRUCTION AREA BEFORE COMMENCING WORK. THE CONTRACTOR SHALL PROVIDE 48 HOURS MINIMUM NOTICE TO ALL UTILITY COMPANIES PRIOR TO BEGINNING CONSTRUCTION. A LIST OF THE UTILITY COMPANIES WHICH THE CONTRACTOR MUST CALL BEFORE COMMENCING WORK IS PROVIDED ON THE COVER SHEET OF THESE CONSTRUCTION PLANS. THIS LIST SERVES AS A GUIDE ONLY AND IS NOT INTENDED TO LIMIT THE UTILITY COMPANIES WHICH THE CONTRACTOR MAY WISH TO NOTIFY.
5. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL REQUIRED CONSTRUCTION PERMITS AND BONDS IF REQUIRED PRIOR TO CONSTRUCTION.
6. THE CONTRACTOR SHALL HAVE AVAILABLE AT THE JOB SITE AT ALL TIMES ONE COPY OF THE CONSTRUCTION DOCUMENTS INCLUDING PLANS, SPECIFICATIONS, AND SPECIAL CONDITIONS AND COPIES OF ANY REQUIRED CONSTRUCTION PERMITS.
7. ANY DISCREPANCIES ON THE DRAWINGS SHALL BE IMMEDIATELY BROUGHT TO THE ATTENTION OF THE OWNER AND ENGINEER BEFORE COMMENCING WORK. NO FIELD CHANGES OR DEVIATIONS FROM DESIGN ARE TO BE MADE WITHOUT PRIOR APPROVAL OF THE OWNER AND NOTIFICATION TO THE ENGINEER.
8. ALL COPIES OF COMPACTION, CONCRETE AND OTHER REQUIRED TEST RESULTS ARE TO BE SENT TO THE OWNER AND DESIGN ENGINEER OF RECORD DIRECTLY FROM THE TESTING AGENCY.
9. THE CONTRACTOR SHALL BE RESPONSIBLE FOR SUBMITTING TO THE ENGINEER A CERTIFIED RECORD SURVEY SIGNED AND SEALED BY A PROFESSIONAL LAND SURVEYOR REGISTERED IN THE STATE OF FLORIDA DEPICTING THE ACTUAL FIELD LOCATION OF ALL CONSTRUCTED IMPROVEMENTS THAT ARE REQUIRED BY THE JURISDICTIONAL AGENCIES FOR THE CERTIFICATION PROCESS. ALL SURVEY COSTS WILL BE THE CONTRACTORS RESPONSIBILITY.
10. THE CONTRACTOR SHALL BE RESPONSIBLE FOR DOCUMENTING AND MAINTAINING AS-BUILT INFORMATION WHICH SHALL BE RECORDED AS CONSTRUCTION PROGRESSES OR AT THE COMPLETION OF APPROPRIATE CONSTRUCTION INTERVALS AND SHALL BE RESPONSIBLE FOR PROVIDING AS-BUILT DRAWINGS TO THE OWNER FOR THE PURPOSE OF CERTIFICATION TO JURISDICTIONAL AGENCIES AS REQUIRED. ALL AS-BUILT DATA SHALL BE COLLECTED BY A STATE OF FLORIDA PROFESSIONAL LAND SURVEYOR WHOSE SERVICES ARE ENGAGED BY THE CONTRACTOR.
11. ANY WELLS DISCOVERED ON SITE THAT WILL HAVE NO USE MUST BE PLUGGED BY A LICENSED WELL DRILLING CONTRACTOR IN A MANNER APPROVED BY ALL JURISDICTIONAL AGENCIES. CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ANY WELL ABANDONMENT PERMITS REQUIRED.
12. ANY WELL DISCOVERED DURING EARTH MOVING OR EXCAVATION SHALL BE REPORTED TO THE APPROPRIATE JURISDICTIONAL AGENCIES WITHIN 24 HOURS AFTER DISCOVERY IS MADE.
13. THE CONTRACTOR SHALL BE RESPONSIBLE FOR VERIFYING THAT THE PROPOSED IMPROVEMENTS SHOWN ON THE PLANS DO NOT CONFLICT WITH ANY KNOWN EXISTING OR OTHER PROPOSED IMPROVEMENTS. IF ANY CONFLICTS ARE DISCOVERED, THE CONTRACTOR SHALL NOTIFY THE OWNER PRIOR TO INSTALLATION OF ANY PORTION OF THE SITE WORK THAT WOULD BE AFFECTED. FAILURE TO NOTIFY OWNER OF AN IDENTIFIABLE CONFLICT PRIOR TO PROCEEDING WITH INSTALLATION RELIEVES OWNER OF ANY OBLIGATION TO PAY FOR A RELATED CHANGE ORDER.

EROSION CONTROL

1. THE STORM WATER POLLUTION PREVENTION PLAN ("SWPPP") IS COMPRISED OF THE EROSION CONTROL PLAN, THE STANDARD DETAILS, THE PLAN NARRATIVE, ATTACHMENTS INCLUDED IN SPECIFICATIONS OF THE SWPPP, PLUS THE PERMIT AND ALL SUBSEQUENT REPORTS AND RELATED DOCUMENTS.
2. ALL CONTRACTORS AND SUBCONTRACTORS INVOLVED WITH STORM WATER POLLUTION PREVENTION SHALL OBTAIN A COPY OF THE STORM WATER POLLUTION PREVENTION PLAN AND THE STATE OF FLORIDA NATIONAL POLLUTANT DISCHARGE ELIMINATION SYSTEM GENERAL PERMIT (NPDES PERMIT) AND BECOME FAMILIAR WITH THEIR CONTENTS.
3. THE CONTRACTOR SHALL IMPLEMENT BEST MANAGEMENT PRACTICES AS REQUIRED BY THE SWPPP. ADDITIONAL BEST MANAGEMENT PRACTICES SHALL BE IMPLEMENTED AS DICTATED BY CONDITIONS AT NO ADDITIONAL COST TO THE OWNER THROUGHOUT ALL PHASES OF CONSTRUCTION.
4. BEST MANAGEMENT PRACTICES (BMP'S) AND CONTROLS SHALL CONFORM TO FEDERAL, STATE, OR LOCAL REQUIREMENTS OR MANUAL OF PRACTICE, AS APPLICABLE. THE CONTRACTOR SHALL IMPLEMENT ADDITIONAL CONTROLS AS DIRECTED BY THE PERMITTING AGENCY OR OWNER.
5. EROSION CONTROL PLAN MUST CLEARLY DELINEATE ALL STATE WATERS. PERMITS FOR ANY CONSTRUCTION ACTIVITY IMPACTING STATE WATERS OR REGULATED WETLANDS MUST BE MAINTAINED ON SITE AT ALL TIMES.
6. THE CONTRACTOR SHALL MINIMIZE CLEARING TO THE MAXIMUM EXTENT PRACTICAL OR AS REQUIRED BY THE GENERAL PERMIT.
7. CONTRACTOR SHALL DENOTE ON PLAN THE TEMPORARY PARKING AND STORAGE AREA WHICH SHALL ALSO BE USED AS THE EQUIPMENT MAINTENANCE AND CLEANING AREA, EMPLOYEE PARKING AREA, AND AREA FOR LOCATING PORTABLE FACILITIES, OFFICE TRAILERS, AND TOILET FACILITIES.
8. ALL WASH WATER (CONCRETE TRUCKS, VEHICLE CLEANING, EQUIPMENT CLEANING, ETC.) SHALL BE DETAINED AND PROPERLY TREATED OR DISPOSED.
9. SUFFICIENT OIL AND GREASE ABSORBING MATERIALS AND FLOTATION BOOMS SHALL BE MAINTAINED ON SITE OR READILY AVAILABLE TO CONTAIN AND CLEAN-UP FUEL OR CHEMICAL SPILLS AND LEAKS.
10. THE CONTRACTOR SHALL BE RESPONSIBLE FOR DUST CONTROL ON SITE. THE USE OF MOTOR OILS AND OTHER PETROLEUM BASED OR TOXIC LIQUIDS FOR DUST SUPPRESSION OPERATIONS IS PROHIBITED.
11. RUBBISH, TRASH, GARBAGE, LITTER, OR OTHER SUCH MATERIALS SHALL BE DEPOSITED INTO SEALED CONTAINERS. MATERIALS SHALL BE PREVENTED FROM LEAVING THE PREMISES THROUGH THE ACTION OF WIND OR STORM WATER DISCHARGE INTO DRAINAGE DITCHES OR WATERS OF THE STATE.
12. ALL STORM WATER POLLUTION PREVENTION MEASURES PRESENTED ON THE PLAN, SHALL BE INITIATED AS SOON AS PRACTICABLE.
13. STABILIZATION PRACTICES SHOULD BE INITIATED AS SOON AS PRACTICAL, BUT IN NO CASE MORE THAN 7 DAYS WHERE CONSTRUCTION HAS TEMPORARILY CEASED.
14. DISTURBED PORTIONS OF THE SITE WHERE CONSTRUCTION ACTIVITY HAS PERMANENTLY STOPPED SHALL BE PERMANENTLY SEEDED. THESE AREAS SHALL BE SEEDED NO LATER THAN 7 DAYS AFTER THE LAST CONSTRUCTION ACTIVITY OCCURRED IN THESE AREAS. REFER TO SECTION 981 OF THE STANDARD SPECIFICATIONS FOR SEEDING AND MAINTENANCE REQUIREMENTS.
15. IF THE ACTION OF VEHICLES TRAVELING OVER THE GRAVEL CONSTRUCTION ENTRANCES IS NOT SUFFICIENT TO REMOVE THE MAJORITY OF DIRT OR MUD, THEN THE TIRES MUST BE WASHED BEFORE THE VEHICLES ENTER A PUBLIC ROAD. IF WASHING IS USED, PROVISIONS MUST BE MADE TO INTERCEPT THE WASH WATER AND TRAP THE SEDIMENT BEFORE IT IS CARRIED OFF THE SITE.
16. ALL MATERIALS SPILLED, DROPPED, WASHED, OR TRACKED FROM VEHICLES ONTO ROADWAYS OR INTO STORM DRAINS MUST BE REMOVED AS SOON AS POSSIBLE.
17. THE CONTRACTOR SHALL BE RESPONSIBLE FOR REMOVING SEDIMENT IN THE DETENTION POND AND ANY SEDIMENT THAT MAY HAVE COLLECTED IN THE STORM SEWER DRAINAGE SYSTEMS IN CONJUNCTION WITH THE STABILIZATION OF THE SITE.
18. ON-SITE & OFF SITE SOIL STOCKPILE AND BORROW AREAS SHALL BE PROTECTED FROM EROSION AND SEDIMENTATION THROUGH IMPLEMENTATION OF BEST MANAGEMENT PRACTICES. STOCKPILE AND BORROW AREA LOCATIONS SHALL BE NOTED ON THE EROSION CONTROL PLAN AND PERMITTED IN ACCORDANCE WITH GENERAL PERMIT REQUIREMENTS.
19. SLOPES SHALL BE LEFT IN A ROUGHENED CONDITION DURING THE GRADING PHASE TO REDUCE RUNOFF VELOCITIES AND EROSION.
20. DUE TO GRADE CHANGES DURING THE DEVELOPMENT OF THE PROJECT, THE CONTRACTOR SHALL BE RESPONSIBLE FOR ADJUSTING THE EROSION CONTROL MEASURES (SILT FENCES, ETC.) TO PREVENT EROSION.
21. ALL CONSTRUCTION SHALL BE STABILIZED AT THE END OF EACH WORKING DAY, THIS INCLUDES BACK FILLING OF TRENCHES FOR UTILITY CONSTRUCTION AND PLACEMENT OF GRAVEL OR BITUMINOUS PAVING FOR ROAD CONSTRUCTION.

POTABLE WATER AND SANITARY SEWER SYSTEM

1. THE CONTRACTOR SHALL CONSTRUCT GRAVITY SEWER LATERALS, MANHOLES GRAVITY SEWER LINES AND DOMESTIC WATER AND FIRE PROTECTION SYSTEM AS SHOWN ON THESE PLANS. THE CONTRACTOR SHALL FURNISH ALL NECESSARY MATERIALS, EQUIPMENT, MACHINERY, TOOLS, MEANS OF TRANSPORTATION AND LABOR NECESSARY TO COMPLETE THE WORK IN FULL AND COMPLETE ACCORDANCE WITH THE SHOWN, DESCRIBED AND REASONABLY INTENDED REQUIREMENTS OF THE CONTRACT DOCUMENTS AND JURISDICTIONAL AGENCY REQUIREMENTS. IN THE EVENT THAT THE CONTRACT DOCUMENTS AND THE JURISDICTIONAL AGENCY REQUIREMENTS ARE NOT IN AGREEMENT, THE MOST STRINGENT SHALL GOVERN.
2. ALL EXISTING UNDERGROUND UTILITY LOCATIONS SHOWN ARE APPROXIMATE. THE CONTRACTOR SHALL COMPLY WITH ALL REQUIREMENTS FOR UTILITY LOCATION AND COORDINATION IN ACCORDANCE WITH THE NOTES CONTAINED IN THE GENERAL CONSTRUCTION SECTION OF THIS SHEET.
3. THE CONTRACTOR SHALL RESTORE ALL DISTURBED VEGETATION IN KIND, UNLESS SHOWN OTHERWISE.
4. DEFLECTION OF PIPE JOINTS AND CURVATURE OF PIPE SHALL NOT EXCEED THE MANUFACTURER'S SPECIFICATIONS. SECURELY CLOSE ALL OPEN ENDS OF PIPE AND FITTINGS WITH A WATERTIGHT PLUG WHEN WORK IS NOT IN PROGRESS. THE INTERIOR OF ALL PIPES SHALL BE CLEAN AND JOINT SURFACES WIPED CLEAN AND DRY AFTER THE PIPE HAS BEEN LOWERED INTO THE TRENCH. VALVES SHALL BE PLUMB AND LOCATED ACCORDING TO THE PLANS.
5. ALL PHASES OF INSTALLATION, INCLUDING UNLOADING, TRENCHING, LAYING AND BACK FILLING, SHALL BE DONE IN A FIRST CLASS WORKMANLIKE MANNER. ALL PIPE AND FITTINGS SHALL BE CAREFULLY STORED FOLLOWING MANUFACTURER'S RECOMMENDATIONS. CARE SHALL BE TAKEN TO AVOID DAMAGE TO THE COATING OR LINING IN ANY D.I. PIPE FITTINGS. ANY PIPE OR FITTING WHICH IS DAMAGED OR WHICH HAS FLAWS OR IMPERFECTIONS WHICH, IN THE OPINION OF THE ENGINEER OR OWNER, RENDERS IT UNFIT FOR USE, SHALL NOT BE USED. ANY PIPE NOT SATISFACTORY FOR USE SHALL BE CLEARLY MARKED AND IMMEDIATELY REMOVED FROM THE JOB SITE, AND SHALL BE REPLACED AT THE CONTRACTOR'S EXPENSE.
6. WATER FOR FIRE FIGHTING SHALL BE AVAILABLE FOR USE PRIOR TO COMBUSTIBLES BEING BROUGHT ON SITE.
7. ALL UTILITY AND STORM DRAIN TRENCHES LOCATED UNDER AREAS TO RECEIVE PAVING SHALL BE COMPLETELY BACK FILLED IN ACCORDANCE WITH THE GOVERNING JURISDICTIONAL AGENCY'S SPECIFICATIONS. IN THE EVENT THAT THE CONTRACT DOCUMENTS AND THE JURISDICTIONAL AGENCY REQUIREMENTS ARE NOT IN AGREEMENT, THE MOST STRINGENT SHALL GOVERN.
8. UNDERGROUND LINES SHALL BE SURVEYED BY A STATE OF FLORIDA PROFESSIONAL LAND SURVEYOR PRIOR TO BACK FILLING.
9. CONTRACTOR SHALL PERFORM, AT HIS OWN EXPENSE, ANY AND ALL TESTS REQUIRED BY THE SPECIFICATIONS AND/OR ANY AGENCY HAVING JURISDICTION. THESE TESTS MAY INCLUDE, BUT MAY NOT BE LIMITED TO, INFILTRATION AND EXFILTRATION, TELEVISION INSPECTION AND A MANDREL TEST ON GRAVITY SEWER. A COPY OF THE TEST RESULTS SHALL BE PROVIDED TO THE UTILITY PROVIDER, OWNER AND JURISDICTIONAL AGENCY AS REQUIRED.

MAINTENANCE

ALL MEASURES STATED ON THE EROSION AND SEDIMENT CONTROL PLAN, AND IN THE STORM WATER POLLUTION PREVENTION PLAN, SHALL BE MAINTAINED IN FULLY FUNCTIONAL CONDITION UNTIL NO LONGER REQUIRED FOR A COMPLETED PHASE OF WORK OR FINAL STABILIZATION OF THE SITE. ALL EROSION AND SEDIMENTATION CONTROL MEASURES SHALL BE CHECKED BY A QUALIFIED PERSON AT LEAST ONCE EVERY SEVEN CALENDAR DAYS AND WITHIN 24 HOURS OF THE END OF A 0.5" RAINFALL EVENT, AND CLEANED AND REPAIRED IN ACCORDANCE WITH THE FOLLOWING:

1. INLET PROTECTION DEVICES AND BARRIERS SHALL BE REPAIRED OR REPLACED IF THEY SHOW SIGNS OF UNDERMINING, OR DETERIORATION.
2. ALL SEEDED AREAS SHALL BE CHECKED REGULARLY TO SEE THAT A GOOD STAND IS MAINTAINED. AREAS SHOULD BE FERTILIZED, WATERED AND RESEEDED AS NEEDED. FOR MAINTENANCE REQUIREMENTS REFER TO SECTION 981 OF THE OF THE FLORIDA DEPARTMENT OF TRANSPORTATION "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION" (LATEST EDITION).
3. SILT FENCES SHALL BE REPAIRED TO THEIR ORIGINAL CONDITIONS IF DAMAGED. SEDIMENT SHALL BE REMOVED FROM THE SILT FENCES WHEN IT REACHES ONE-HALF THE HEIGHT OF THE SILT FENCE.
4. THE CONSTRUCTION ENTRANCES SHALL BE MAINTAINED IN A CONDITION WHICH WILL PREVENT TRACKING OR FLOW OF MUD ONTO PUBLIC RIGHTS-OF-WAY. THIS MAY REQUIRE PERIODIC TOP DRESSING OF THE CONSTRUCTION ENTRANCES AS CONDITIONS DEMAND.
5. THE TEMPORARY PARKING AND STORAGE AREA SHALL BE KEPT IN GOOD CONDITION (SUITABLE FOR PARKING AND STORAGE). THIS MAY REQUIRE PERIODIC TOP DRESSING OF THE TEMPORARY PARKING AS CONDITIONS DEMAND.
6. OUTLET STRUCTURES IN THE SEDIMENTATION BASINS SHALL BE MAINTAINED IN OPERATIONAL CONDITIONS AT ALL TIMES. SEDIMENT SHALL BE REMOVED FROM SEDIMENT BASINS OR TRAPS WHEN THE DESIGN CAPACITY HAS BEEN REDUCED TO 55 CUBIC YARDS / ACRE.
7. ALL MAINTENANCE OPERATIONS SHALL BE DONE IN A TIMELY MANNER BUT IN NO CASE LATER THAN 2 CALENDAR DAYS FOLLOWING THE INSPECTION.

STORM DRAINAGE SYSTEM

1. STANDARD INDEXES REFER TO THE 2021/2022 EDITION OF F.D.O.T. "STANDARD PLANS FOR ROADWAY CONSTRUCTION"

2. ALL STORM SEWER PIPE SHALL BE REINFORCED CONCRETE CLASS III (ASTM C-76) UNLESS OTHERWISE NOTED ON PLANS. ALL DRAINAGE STRUCTURES SHALL BE IN ACCORDANCE WITH F.D.O.T. ROADWAY AND TRAFFIC DESIGN STANDARDS UNLESS OTHERWISE NOTED ON PLANS.

3. PIPE LENGTHS SHOWN ARE APPROXIMATE AND TO CENTER OF DRAINAGE STRUCTURES, WITH THE EXCEPTION OF MITERED END AND FLARED END SECTIONS, WHICH ARE NOT INCLUDED IN LENGTHS.

4. ALL DRAINAGE STRUCTURE GRATES AND COVERS, EITHER EXISTING OR PROPOSED SHALL BE TRAFFIC RATED FOR H-20 LOADINGS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY NECESSARY UPGRADES TO EXISTING DRAINAGE STRUCTURES.

5. CONSTRUCTION OF THE ENTIRE STORMWATER MANAGEMENT SYSTEM SHOWN ON THE PLANS MUST BE COMPLETE AND ALL DISTURBED AREAS STABILIZED IN ACCORDANCE WITH THE PERMITTED PLANS AND CONDITIONS PRIOR TO ANY OF THE FOLLOWING: ISSUANCE OF THE FIRST CERTIFICATE OF OCCUPANCY FOR ANY LOT; INITIATION OF INTENDED USE OF THE INFRASTRUCTURE; OR TRANSFER OF RESPONSIBILITY FOR MAINTENANCE OF THE SYSTEM TO A LOCAL GOVERNMENT OR OTHER RESPONSIBLE ENTITY.

6. THE CONTRACTOR SHALL INSTALL ALL UNDERGROUND STORM WATER PIPING PER JURISDICTION REGULATIONS (MANUFACTURER'S RECOMMENDATIONS SHALL BE UTILITIZED IF MORE STRINGENT).

7. STORM WATER PIPES, STRUCTURES, MINIMUM COVER AND INSTALLATION PROCEDURES TO BE IN ACCORDANCE WITH SOUTH FLORIDA WATER MANAGEMENT DISTRICT STANDARDS.

PAVING/GRADING TESTING AND INSPECTION

1. THE CONTRACTOR IS RESPONSIBLE FOR COORDINATING APPLICABLE TESTING WITH THE SOILS ENGINEER. TESTS WILL BE REQUIRED PURSUANT WITH THE SOILS REPORT. UPON COMPLETION OF WORK THE SOILS ENGINEER WILL SUBMIT CERTIFICATIONS TO THE OWNER AND OWNER'S ENGINEER STATING THAT ALL REQUIREMENTS HAVE BEEN MET.

2. A QUALIFIED TESTING LABORATORY SHALL PERFORM ALL TESTING NECESSARY TO ASSURE COMPLIANCE OF THE IN-PLACE MATERIALS AS REQUIRED BY THESE PLANS AND GEOTECHNICAL REPORT, THE VARIOUS AGENCIES AND PERMIT CONDITIONS. SHOULD ANY RETESTING BE REQUIRED DUE TO THE FAILURE OF ANY TESTS TO MEET THESE REQUIREMENTS, THE CONTRACTOR WILL BEAR ALL COSTS OF SAID RETESTING.

DRAINAGE SYSTEM TESTING AND INSPECTION

1. THE STORM DRAINAGE PIPING SYSTEM SHALL BE SUBJECT TO A VISUAL INSPECTION BY THE OWNER'S ENGINEER PRIOR TO THE PLACEMENT OF BACKFILL. CONTRACTOR TO NOTIFY THE ENGINEER 2 FULL BUSINESS DAYS IN ADVANCE TO SCHEDULE INSPECTION.

2. THE CONTRACTOR SHALL MAINTAIN AND PROTECT FROM MUD, DIRT, DEBRIS, ETC. THE STORM DRAINAGE SYSTEM UNTIL FINAL ACCEPTANCE OF THE PROJECT. THE STORM SYSTEM WILL BE REINSPECTED BY THE OWNER'S ENGINEER PRIOR TO APPROVAL FOR CERTIFICATE OF OCCUPANCY PURPOSES. THE CONTRACTOR MAY BE REQUIRED TO RECLEAN PIPES AND INLETS AT THE CONTRACTORS EXPENSE AND PRIOR TO FINAL ACCEPTANCE.

PAVING, GRADING AND DRAINAGE

1. ALL PAVING, CONSTRUCTION, MATERIALS, AND WORKMANSHIP WITHIN COUNTY'S RIGHT-OF-WAY SHALL BE IN ACCORDANCE WITH LOCAL OR COUNTY SPECIFICATIONS AND STANDARDS (LATEST EDITION) OR FDOT SPECIFICATIONS AND STANDARDS (LATEST EDITION) IF NOT COVERED BY LOCAL OR COUNTY REGULATIONS.
2. ALL UNPAVED AREAS IN EXISTING RIGHTS-OF-WAY DISTURBED BY CONSTRUCTION SHALL BE REGRADED AND SODDED.
3. TRAFFIC CONTROL ON ALL FDOT, LOCAL AND COUNTY RIGHTS-OF-WAY SHALL MEET THE REQUIREMENTS OF THE MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES (U.S. DOT/FHA) AND THE REQUIREMENTS OF THE STATE AND ANY LOCAL AGENCY HAVING JURISDICTION. IN THE EVENT THAT THE CONTRACT DOCUMENTS AND THE JURISDICTIONAL AGENCY REQUIREMENTS ARE NOT IN AGREEMENT, THE MOST STRINGENT SHALL GOVERN.
4. THE CONTRACTOR SHALL GRADE THE SITE TO THE ELEVATIONS INDICATED AND SHALL REGRADE WASHOUTS WHERE THEY OCCUR AFTER EVERY RAINFALL UNTIL A GRASS STAND IS WELL ESTABLISHED OR ADEQUATE STABILIZATION OCCURS.
5. ALL OPEN AREAS WITHIN THE PROJECT SITE SHALL BE SODDED UNLESS INDICATED OTHERWISE ON THE LANDSCAPE PLAN.
6. ALL AREAS INDICATED AS PAVEMENT SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE TYPICAL PAVEMENT SECTIONS AS INDICATED ON THE DRAWINGS.
7. WHERE EXISTING PAVEMENT IS INDICATED TO BE REMOVED AND REPLACED, THE CONTRACTOR SHALL SAW CUT A MINIMUM 2" DEEP FOR A SMOOTH AND STRAIGHT JOINT AND REPLACE THE PAVEMENT WITH THE SAME TYPE AND DEPTH OF MATERIAL AS EXISTING OR AS INDICATED.
8. WHERE NEW PAVEMENT MEETS THE EXISTING PAVEMENT, THE CONTRACTOR SHALL SAW CUT THE EXISTING PAVEMENT A MINIMUM 2" DEEP FOR A SMOOTH AND STRAIGHT JOINT AND MATCH THE EXISTING PAVEMENT ELEVATION WITH THE PROPOSED PAVEMENT UNLESS OTHERWISE INDICATED.
9. THE CONTRACTOR SHALL INSTALL FILTER FABRIC OVER ALL DRAINAGE STRUCTURES FOR THE DURATION OF CONSTRUCTION AND UNTIL ACCEPTANCE OF THE PROJECT BY THE OWNER. ALL DRAINAGE STRUCTURES SHALL BE CLEANED OF DEBRIS AS REQUIRED DURING AND AT THE END OF CONSTRUCTION TO PROVIDE POSITIVE DRAINAGE FLOWS.
10. IF DEWATERING IS REQUIRED, THE CONTRACTOR SHALL OBTAIN ANY APPLICABLE REQUIRED PERMITS. THE CONTRACTOR IS TO COORDINATE WITH THE OWNER AND THE DESIGN ENGINEER PRIOR TO ANY EXCAVATION.
11. STRIP TOPSOIL AND ORGANIC MATTER FROM ALL AREAS OF THE SITE AS REQUIRED. IN SOME CASES TOPSOIL MAY BE STOCKPILED ON SITE FOR PLACEMENT WITHIN LANDSCAPED AREAS BUT ONLY AS DIRECTED BY THE OWNER.
12. FIELD DENSITY TESTS SHALL BE TAKEN AT INTERVALS IN ACCORDANCE WITH THE LOCAL JURISDICTIONAL AGENCY OR TO FDOT STANDARDS. IN THE EVENT THAT THE CONTRACT DOCUMENTS AND THE JURISDICTIONAL AGENCY REQUIREMENTS ARE NOT IN AGREEMENT, THE MOST STRINGENT SHALL GOVERN.
13. ALL SLOPES AND AREAS DISTURBED BY CONSTRUCTION SHALL BE GRADED AS PER PLANS. THE AREAS SHALL THEN BE SODDED OR SEEDED AS SPECIFIED IN THE PLANS, FERTILIZED, MULCHED, WATERED AND MAINTAINED UNTIL HARDY GRASS GROWTH IS ESTABLISHED IN ALL AREAS. ANY AREAS DISTURBED FOR ANY REASON PRIOR TO FINAL ACCEPTANCE OF THE JOB SHALL BE CORRECTED BY THE CONTRACTOR AT NO ADDITIONAL COST TO THE OWNER. ALL EARTHEN AREAS WILL BE SODDED OR SEEDED AND MULCHED AS SHOWN ON THE LANDSCAPING PLAN.
14. ALL CUT OR FILL SLOPES SHALL BE 4 (HORIZONTAL) :1 (VERTICAL) OR FLATTER UNLESS OTHERWISE SHOWN.
15. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE CONTROL OF DUST AND DIRT RISING AND SCATTERING IN THE AIR DURING CONSTRUCTION AND SHALL PROVIDE WATER SPRINKLING OR OTHER SUITABLE METHODS OF CONTROL. THE CONTRACTOR SHALL COMPLY WITH ALL GOVERNING REGULATIONS PERTAINING TO ENVIRONMENTAL PROTECTION.
16. THE CONTRACTOR SHALL TAKE ALL REQUIRED MEASURES TO CONTROL TURBIDITY, INCLUDING BUT NOT LIMITED TO THE INSTALLATION OF TURBIDITY BARRIERS AT ALL LOCATIONS WHERE THE POSSIBILITY OF TRANSFERRING SUSPENDED SOLIDS INTO THE RECEIVING WATER BODY EXISTS DUE TO THE PROPOSED WORK. TURBIDITY BARRIERS MUST BE MAINTAINED IN EFFECTIVE CONDITION AT ALL LOCATIONS UNTIL CONSTRUCTION IS COMPLETED AND DISTURBED SOIL AREAS ARE STABILIZED. THEREAFTER, THE CONTRACTOR MUST REMOVE THE BARRIERS. AT NO TIME SHALL THERE BE ANY OFF-SITE DISCHARGE WHICH VIOLATES THE WATER QUALITY STANDARDS IN CHAPTER 17-302, FLORIDA ADMINISTRATIVE CODE.
17. SOD, WHERE CALLED FOR, MUST BE INSTALLED AND MAINTAINED ON EXPOSED SLOPES WITHIN 48 HOURS OF COMPLETING FINAL GRADING, AND AT ANY OTHER TIME AS NECESSARY, TO PREVENT EROSION, SEDIMENTATION OR TURBID DISCHARGES.
18. THE CONTRACTOR MUST REVIEW AND MAINTAIN A COPY OF THE ENVIRONMENTAL RESOURCE PERMIT COMPLETE WITH ALL CONDITIONS, ATTACHMENTS, EXHIBITS, AND PERMIT MODIFICATIONS IN GOOD CONDITION AT THE CONSTRUCTION SITE. THE COMPLETE PERMIT MUST BE AVAILABLE FOR REVIEW UPON REQUEST BY WATER MANAGEMENT DISTRICT REPRESENTATIVES.
19. THE CONTRACTOR SHALL ENSURE THAT ISLAND PLANTING AREAS AND OTHER PLANTING AREAS ARE NOT COMPACTED AND DO NOT CONTAIN ROAD BASE MATERIALS. THE CONTRACTOR SHALL ALSO EXCAVATE AND REMOVE ALL UNDESIRABLE MATERIAL FROM ALL AREAS ON THE SITE TO BE PLANTED AND PROPERLY DISPOSED OF IN A LEGAL MANNER.
20. THE CONTRACTOR SHALL INSTALL ALL UNDERGROUND STORM WATER PIPING PER MANUFACTURER'S RECOMMENDATIONS.

DEMOLITION

1. CONTRACTOR SHALL SUBMIT DEMOLITION SCHEDULE TO OWNER PRIOR TO PROCEEDING WITH DEMOLITION ACTIVITIES.
2. EXTENT OF SITE CLEARING IS SHOWN ON DRAWINGS.
3. CONTRACTOR SHALL CONDUCT SITE DEMOLITION OPERATIONS TO ENSURE MINIMUM INTERFERENCE WITH ROADS, STREETS, WALKS, AND OTHER ADJACENT OCCUPIED OR USED FACILITIES. DO NOT CLOSE OR OBSTRUCT STREETS, WALKS OR OTHER OCCUPIED OR USED FACILITIES WITHOUT PERMISSION FROM AUTHORITIES HAVING JURISDICTION.
4. CONTRACTOR SHALL PROVIDE PROTECTION NECESSARY TO PREVENT DAMAGE TO EXISTING IMPROVEMENTS INDICATED ON PLAN "EXISTING TO REMAIN".
5. CONTRACTOR SHALL RESTORE DAMAGED IMPROVEMENTS TO THEIR ORIGINAL CONDITION, AS ACCEPTABLE TO PARTIES HAVING JURISDICTION.
6. CONTRACTOR SHALL REMOVE WASTE MATERIALS AND UNSUITABLE AND EXCESS TOPSOIL FROM PROPERTY AND DISPOSE OF OFF-SITE IN A LEGAL MANNER.
7. CONTRACTOR SHALL DEMOLISH AND COMPLETELY REMOVE FROM SITE MATERIAL INDICATED ON PLAN OR NOTES "TO BE REMOVED".
8. CONTRACTOR SHALL PROTECT STRUCTURES, UTILITIES, SIDEWALKS, PAVEMENTS, AND OTHER FACILITIES FROM DAMAGE CAUSED BY SETTLEMENT, LATERAL MOVEMENT, UNDERMINING, WASHOUT AND OTHER HAZARDS CREATED BY THE DEMOLITION OPERATION
9. ALL MATERIAL REMOVED FROM THIS SITE BY THE CONTRACTOR SHALL BE DISPOSED OF BY THE CONTRACTOR IN A LEGAL MANNER.
10. REFER TO THE TOPOGRAPHIC SURVEY FOR ADDITIONAL DETAILS OF EXISTING STRUCTURES, ETC., LOCATED WITHIN THE PROJECT SITE. UNLESS OTHERWISE NOTED, ALL EXISTING BUILDINGS, STRUCTURES, SLABS, CONCRETE, ASPHALT, DEBRIS PILES, SIGNS, AND ALL APPURTENANCES ARE TO BE REMOVED FROM THE SITE BY THE CONTRACTOR AND PROPERLY DISPOSED OF IN A LEGAL MANNER AS PART OF THIS CONTRACT. SOME ITEMS TO BE REMOVED MAY NOT BE DEPICTED ON THE TOPOGRAPHIC SURVEY. IT IS THE CONTRACTOR'S RESPONSIBILITY TO VISIT THE SITE AND DETERMINE THE FULL EXTENT OF ITEMS TO BE REMOVED. IF ANY ITEMS ARE IN QUESTION, THE CONTRACTOR SHALL CONTACT THE OWNER PRIOR TO REMOVAL OF SAID ITEMS.
11. THE CONTRACTOR SHALL REFER TO THE DEMOLITION PLAN FOR DEMOLITION/PRESERVATION OF EXISTING TREES. ALL TREES NOT SPECIFICALLY SHOWN TO BE PRESERVED OR RELOCATED SHALL BE REMOVED AS A PART OF THIS CONTRACT. TREE PROTECTION FENCING SHALL BE INSTALLED PRIOR TO ANY DEMOLITION.

KMA
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PHONE: (772) 569-5505
FBPE C.O.A. # 33705

REVISIONS:
BY:
DATE:
COMMENT:

NOT FOR CONSTRUCTION

PROJECT:
REGATTA APARTMENTS
2152 SOUTH JENKINS ROAD
FT. PIERCE, FL 34947

CLIENT:
ALVA STONE GROUP, LLC
591 EVERNIA STREET
WEST PALM BEACH, FL 33401

NO. 84598

BLAINE BERGSTRESSER, P.E.
FLORIDA LICENSE No. 84598
09/16/2022

PROJECT No.: 23-1011
DRAWN BY: CRW
CHECKED BY: BRB
DATE: 08/23/2023

SHEET TITLE:
GENERAL NOTES

SHEET NUMBER:
C-2

GRAPHIC SCALE

50 0 50 100 150

SCALE: (1 Inch = 50 Feet)

North

UNPLATTED LANDS
(VACANT)
PARCEL ID: 2418-322-0002-000-2
ORB 3065, PAGE 2045

UNPLATTED LANDS
(VACANT)
PARCEL ID: 2418-331-0001-000-3
ORB 3065, PAGE 2045

S 89°04'39" W 1245.68'(C)
S 89°04'53" W 1245.82'(M) FROM IR TO R&C
S 89°04'10" W 1245.86'(M) FROM R&C TO R&C

SET 5/8" R&C LB 8206

FND 5/8" R&C LB 7344 N 0.18', E 0.18'

FND 5/8" IR NO ID S 0.08', E 0.04'

12X12 RCP INV EL= 10.81

12X12 RCP INV EL= 10.83

12X12 RCP INV EL= 11.64

NOT INCLUDED LESS AND ACCEPT EXCEPTION NO.7 OR BOOK 2625 PAGE 1118

W LINE OF THE SW 1/4 OF THE SW 1/4 OF SECTION 18 PER FDOT R/W MAP SECTION 94001-2404, DATED 03/73

N 00°16'37" W 166.18'(C)

N 00°16'37" W 617.45'(C&M)

JENKINS ROAD
(85' R/W ASPHALT
WIDTH VARIES)

RIM BM EL= 16.33
N INV 24" CMP EL= 11.79
S INV 24" CMP EL= 11.69

RIM BM EL= 15.41
N INV 24" CMP EL= 11.61
S INV 24" CMP EL= 11.60
E INV 4" PVC EL= 12.76

INV FALLS IN LAKE INACCESSIBLE

NOT INCLUDED LESS AND ACCEPT OR BOOK 2974 PAGE 708

RIM EL= 15.47
N INV 24" CMP EL= 11.59
S INV 24" CMP EL= 11.59

EASTERLY 100.00'(D)
N 89°43'23" E 100.00'(C)

EASTERLY 25.00'(D)
N 89°43'23" E 25.00'(C)

NORTHERLY 132.00'(D)
N 00°16'37" W 132.00'(C)

WESTERLY 25.00'(D)
N 89°43'23" E 25.00'(C)

POB
PARCEL 3 AND PARCEL 4

NORTHERLY 104.83' (D)
N 00°16'37" W 104.83'(C)

RIM BM EL= 15.60
N INV 24" CMP EL= 10.75
S INV 24" RCP EL= 10.70

POC
PARCEL 3 AND PARCEL 4

72" RCP INV EL= 16.40

SW COR OF SECTION 18
TOWNSHIP 35 SOUTH
RANGE 40 EAST

FND P&D "CULPEPPER & TERPENING"

METAL SIGN

24" RCP INV EL= 14.80

RIM EL= 15.98
N INV EL= 12.78

24" RCP INV EL= 12.42

72" RCP INV EL= 16.10

PARCEL 4
EXCEPTION NO.8 OR BOOK 879 PAGE 276
PARCEL ID: 2418-333-0004-000-0

S 00°16'37" E 132.00'(C&M)

SOUTHERLY 132.00'(D)
S 00°16'37" E 132.00'(C&M)

WESTERLY 100.00'(D)
N 89°43'23" E 100.00'(C)

S LINE OF THE SW 1/4 OF THE SW 1/4 OF SECTION 18 PER FDOT R/W MAP SECTION 94030-2516, DATED 03/22/12

THE NORTH LINE OF THE N 1/2 OF THE N 1/2 OF THE S 1/2 OF THE SW 1/4 OF THE SW 1/4 SECTION 18, TOWNSHIP 35 SOUTH, RANGE 40 EAST

THE SOUTH LINE OF THE N 1/2 OF THE N 1/2 OF THE S 1/2 OF THE SW 1/4 OF THE SW 1/4 SECTION 18, TOWNSHIP 35 SOUTH, RANGE 40 EAST

THE NORTH LINE OF THE S 1/2 OF THE S 1/2 OF THE SW 1/4 OF THE SW 1/4 OF SECTION 18, TOWNSHIP 35 SOUTH RANGE 40 EAST

THE EAST LINE OF THE S 1/2 OF THE S 1/2 OF THE SW 1/4 OF THE SW 1/4 OF SECTION 18, TOWNSHIP 35 SOUTH RANGE 40 EAST

PARCEL 1
N 1/2 OF THE N 1/2 OF THE S 1/2 OF THE SW 1/4 OF THE SW 1/4
EXCEPTION NO.6 OR BOOK 2328 PAGE 1501
EXCEPTION NO.7 OR BOOK 2625, PAGE 1118
PARCEL ID: 2418-333-0001-000-9

PARCEL 2
S 1/2 OF THE N 1/2 OF THE S 1/2 OF THE SW 1/4 OF THE SW 1/4
EXCEPTION NO.6 OR BOOK 2328 PAGE 1501
PARCEL ID: 2418-333-0002-000-6

PARCEL 3
ALL OF THE S 1/2 OF
THE S 1/2 OF THE SW 1/4 OF THE SW 1/4
EXCEPTION NO.8 OR BOOK 879 PAGE 276
PARCEL ID: 2418-333-0003-000-3

N 89°03'54" E 1244.97'(C)

S 89°03'08" W 1244.26'(C)

N 89°01'37" E 1263.03'(C&M)

S 00°01'46" E 616.39'(C)
S 00°00'59" E 616.31'(M) FROM IR TO R&C
S 00°00'47" E 616.57'(M) FROM R&C TO R&C

S 00°01'46" E 165.22'(C)

S 00°01'46" E 285.94'(C)

FND 5/8" R&C ILB S 0.15', W 0.13'

UNPLATTED LANDS
(VACANT)
PARCEL ID: 2418-343-0001-000-0
ORB 3065, PAGE 2045

N.S.L.R.W.M.D. CANAL NO 37
(85' R/W)
PARCEL ID: 2418-333-0005-000-7

12X18 CMP INV EL= 11.63

12X18 CMP INV EL= 11.88

12X18 CMP INV EL= 11.80

12X18 CMP INV EL= 11.21

12X18 CMP INV EL= 12.50

12X12 RCP INV EL= 10.83

CONCRETE

FLOOD ZONE "AE" EL= 16

FLOOD ZONE "X"

NAVD 1988
ALL ELEVATIONS DEPICTED HEREON REFERENCE NAVD 1988

KMA
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PHONE: (772) 569-5505
FSPE C.O.A. # 31705

REVISIONS
BY: DATE: COMMENT

NOT FOR CONSTRUCTION

PROJECT:
REGATTA APARTMENTS
2152 SOUTH JENKINS ROAD
FT. PIERCE, FL 34947

CLIENT:
ALVA STONE GROUP, LLC
591 EVERNIA STREET
WEST PALM BEACH, FL 33401

BLAINE ROBERT BERGSTRESSER LICENSE NO. 84598 STATE OF FLORIDA PROFESSIONAL ENGINEER

BLAINE BERGSTRESSER, P.E.
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09/16/2022

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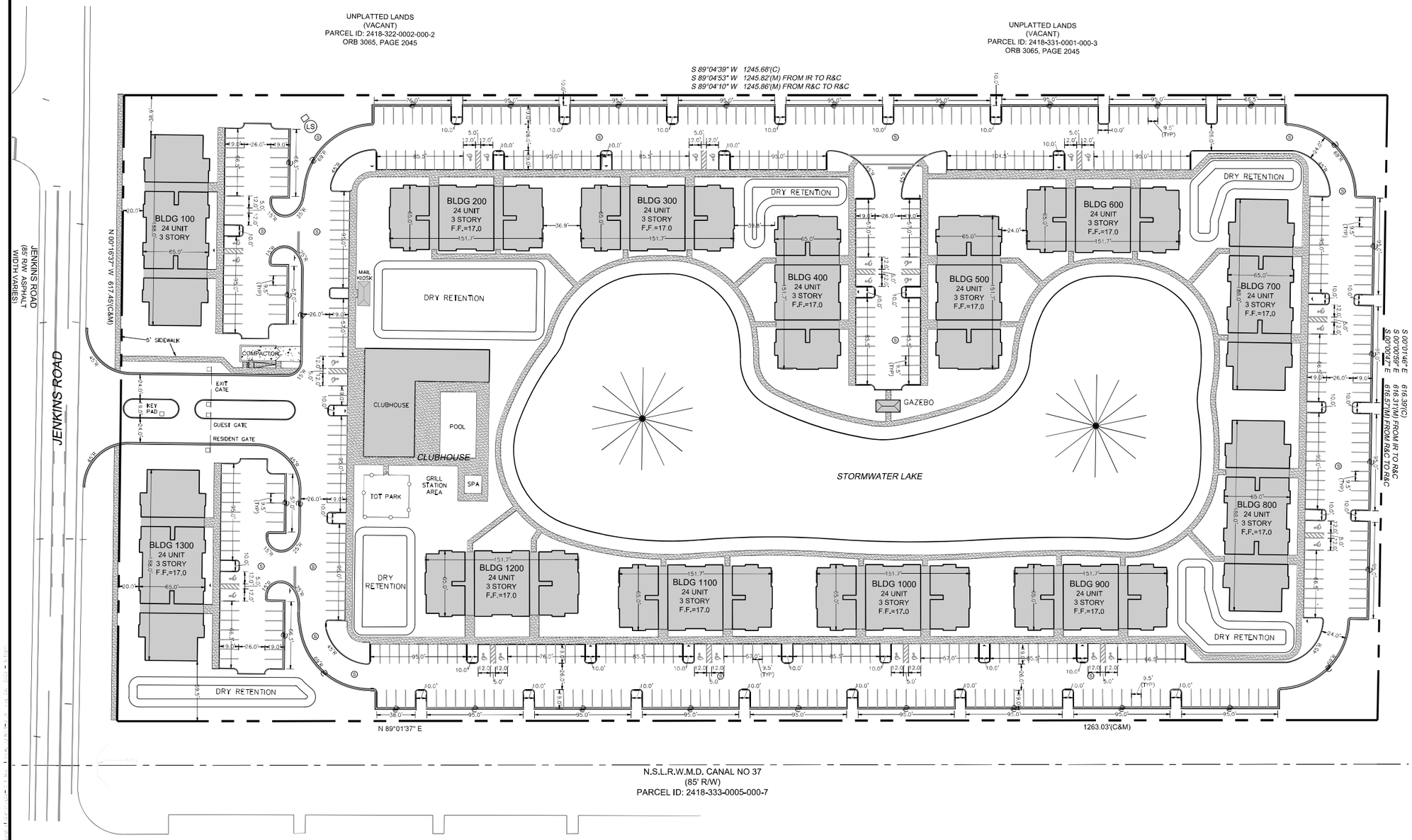
PROJECT No.: 23-1011
DRAWN BY: CRW
CHECKED BY: BRB
DATE: 08/23/2023

SHEET TITLE:
EXISTING CON.

SHEET NUMBER:
C-3



SITE DATA

OWNER	BGDN LLC 1820 AVENUE K BROOKLYN, NY 11230
ENGINEER	BLAINE BERGSTRESSER P.E. KMA ENGINEERING & SURVEYING LLC 3001 INDUSTRIAL AVENUE 2 FT. PIERCE FL. 34946
SURVEYOR	WILLIAM HAYHURST P.S.M. KMA ENGINEERING & SURVEYING LLC 3001 INDUSTRIAL AVENUE 2 FT. PIERCE FL. 34946
PROPOSED USE	312 UNIT MULTI-FAMILY APARTMENTS W/ 4,300 SF CLUBHOUSE
SITE ADDRESS	2152 SOUTH JENKINS ROAD FT. PIERCE, FL. 34947
PARCEL ID(S)	2418-333-0001-000-9 2418-333-0002-000-6 2418-333-0003-000-3
ZONING	R-5 HIGH DENSITY RESIDENTIAL
DENSITY ALLOWED PROPOSED	 MAX. 15 UNITS/AC. 312 UNITS / 17.96 AC = 17.4 UNITS/AC

SIDE YARDS:

FRONT	25'
SIDE	10'
CORNER LOT SIDE	15'
REAR	20'

SITE AREAS:

GROSS SITE	782,493 SF (17.96 AC)
BUILDING FOOTPRINTS	124,615 SF
PAVEMENT & CURBING	210,728 SF
SIDEWALKS & PATIOS	45,785 SF
TOTAL IMPERVIOUS AREA	381,128 SF
OPEN SPACE	279,220 SF
STORMWATER LAKE @ C.E.	122,145 SF

PARKING:

REQUIRED: MULTI-FAMILY
1.5 SPACES PER UNIT
312 UNITS x 1.5 = 468 REQUIRED SPACES

CLUBHOUSE
1 SPACE PER 200 SF
4300 SF / 200 = 22 REQUIRED SPACES

TOTAL REQUIRED = 490 PARKING SPACES

PROPOSED 490 PARKING SPACES PROVIDED

NAVD 1988
ALL ELEVATIONS DEPICTED
HEREON REFERENCE NAVD 1988

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FSPE C.O.A. # 33705

REVISIONS
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PROJECT:
REGATTA APARTMENTS
2152 SOUTH JENKINS ROAD
FT. PIERCE, FL 34947

CLIENT:
ALVA STONE GROUP, LLC
591 EVERNIA STREET
WEST PALM BEACH, FL 33401

BLAINE ROBERT BERGSTRESSER LICENSE NO. 84598 STATE OF FLORIDA PROFESSIONAL ENGINEER

BLAINE BERGSTRESSER, P.E.
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09/16/2022

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PROJECT No.:	23-1011
DRAWN BY:	CRW
CHECKED BY:	BRB
DATE:	08/23/2023

SHEET TITLE:
SITE PLAN

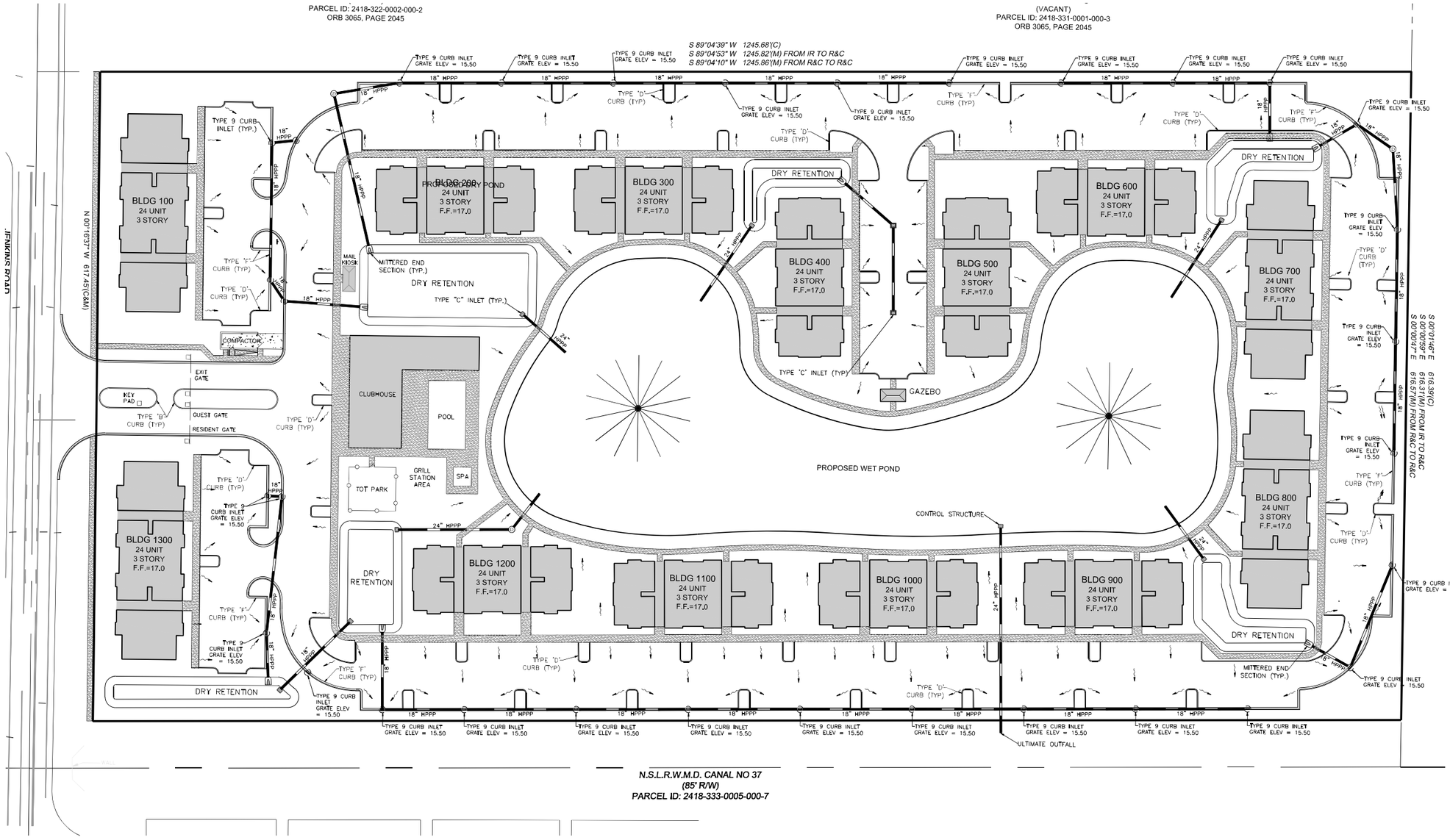
SHEET NUMBER:
C-4

GRAPHIC SCALE

50 0 50 100 150

SCALE: (1 Inch = 50 Feet)

North



DRAINAGE NOTES

1. ELEVATIONS SHOWN HERON ARE REFERENCED TO NAVD 1988.
2. SURVEY INFORMATION SHOWN HEREON WAS PROVIDED BY HSQ GROUP, INC.
3. CONTRACTOR TO CONSTRUCT DRAINAGE STRUCTURES WITH USF GRATES. RIMS AND COVERS AS CALLED OUT OR APPROVED EQUAL. SHOP DRAWINGS ARE TO BE PROVIDED TO ENGINEER FOR APPROVAL PRIOR TO ANY CONSTRUCTION.
4. CONTRACTOR TO REFER TO FDOT DESIGN STANDARD (AND NOT LIMITED TO) INDEXES 200, 201, 210, 211, 214, 232 & 233 FOR MANHOLE, INLET AND GRATE SPECIFICATIONS.
5. ALL DRAINAGE STRUCTURES SHALL BE CONSTRUCTED WITH (4) SIDED BEARING HEAVY DUTY H-20 RATED TRAFFIC RIMS AND GRATES.
6. CONTRACTOR TO VERIFY ALL EXISTING UTILITY RINGS AND COVERS ON SITE ARE HEAVY DUTY TRAFFIC RATED. CONTRACTOR TO REPLACE DEFICIENT RINGS AND COVERS WITH HEAVY DUTY TRAFFIC RATED RINGS AND COVERS. CONTRACTOR TO ADJUST RIM ELEVATIONS OF ANY UTILITIES THAT CHANGE IN ELEVATION DURING CONSTRUCTION.
7. ALL CLEAN-OUT COVERS SHOULD BE RATED FOR HEAVY DUTY TRAFFIC.
8. SIDEWALKS AND CROSSWALKS SHALL NOT EXCEED 2% CROSS SLOPE NOR 5% LONGITUDINALLY. GRADES IN ACCESSIBLE PARKING SPACES SHALL NOT EXCEED 2% IN ANY DIRECTION. IN CASES OF SIDEWALK LANDINGS AT BUILDING ENTRANCES, GRADES SHALL NOT EXCEED 2% IN ANY DIRECTION. ACCESSIBLE CURB RAMPS SHALL NOT EXCEED 6' IN LENGTH AND 1:12 SLOPE. LANDINGS AT CHANGES IN DIRECTION SHALL BE MINIMUM 60"x60" AND SHALL NOT EXCEED 2% SLOPE IN ANY DIRECTION.
9. ROOF DRAIN CONNECTIONS TO DRAINAGE PIPE SHALL BE AS FOLLOWS:
   A. FOR ADS N-12 CORRUGATED POLYETHYLENE DRAINAGE PIPE USE ADS DUAL WALL FABRICATED REDUCING SADDLE TEE 4"-24" DIAMETER.
   B. FOR RCP DRAINAGE PIPE MAKE CONNECTION PER FDOT INDEX 280 CONCRETE COLLAR FOR JOINING MAINLINE PIPE AND STUB PIPE DETAIL
   C. NOTIFY CONSULTANT FOR CONNECTION METHOD TO STEEL PIPE.
10. ALL DRAINAGE PIPE JOINTS SHALL BE FILTER FABRIC WRAPPED PER FDOT INDEX #280. ALL DRAINAGE PIPE JOINTS NEED TO BE FILTER FABRIC WRAPPED REGARDLESS OF MATERIAL.
11. IF ANY EXISTING STRUCTURES TO REMAIN ARE DAMAGED DURING CONSTRUCTION IT SHALL BE THE CONTRACTORS RESPONSIBILITY TO REPAIR AND/OR REPLACE THE EXISTING STRUCTURE AS NECESSARY TO RETURN IT TO EXISTING CONDITIONS OR BETTER.
12. CONTRACTOR IS RESPONSIBLE FOR DEMOLITION OF EXISTING STRUCTURES INCLUDING REMOVAL OF ANY EXISTING UTILITIES SERVING THE STRUCTURE.
13. EXISTING PIPES TO BE CLEANED OUT TO REMOVE ALL SILT AND DEBRIS.
14. PRECAST STRUCTURES MAY BE USED AT CONTRACTORS OPTION.
15. ALL STORM PIPE ENTERING STRUCTURES SHALL BE GROUTED TO ASSURE CONNECTION AT STRUCTURE IS WATERTIGHT.
16. ALL STORM SEWER MANHOLES IN PAVED AREAS SHALL BE FLUSH WITH PAVEMENT, AND SHALL HAVE TRAFFIC BEARING RING & COVERS. MANHOLES IN UNPAVED AREAS SHALL BE 6" ABOVE FINISH GRADE. LIDS SHALL BE LABELED "STORM SEWER".
17. ALL CATCH BASINS WITHIN PROPOSED TRAFFIC AREAS SHALL HAVE BICYCLE PROOF GRATES.
18. CONTRACTOR TO FLUSH AND VACUUM ENTIRE ON-SITE STORM WATER SYSTEM UPON COMPLETION OF PROPOSED WORK.
19. MINIMUM DRAINAGE PIPE SHALL BE 15 INCHES PER CITY OF FORT PIERCE LAND DEVELOPMENT ORDINANCE SEC 119-3 DESIGN STANDARDS; STORMWATER MANAGEMENT; APPROVALS.

LEGEND

- TYPE "F" CURB AND GUTTER
- TYPE "D CURB
- PERIMETER BERM
- HEAVY DUTY ASPHALT PAVEMENT
- STANDARD DUTY ASPHALT PAVEMENT
- SIDEWALK

DRAINAGE LEGEND

- PROPOSED STORM INLET
- PROPOSED MITERED END SECTION
- PROPOSED DRAINAGE PIPE
- PROPOSED DIRECTION OF SURFACE WATER RUNOFF
- PROPOSED SURFACE ELEVATION
- EXISTING CONTOUR
- PROPOSED PRESERVE AREA SIGN

NAVD 1988

ALL ELEVATIONS DEPICTED HEREON REFERENCE NAVD 1988

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PROJECT No.:	23-1011
DRAWN BY:	CRW
CHECKED BY:	BRB
DATE:	08/23/2023

SHEET TITLE:
PGD PLAN

SHEET NUMBER:
C-5

GRAPHIC SCALE

50 0 50 100 150

SCALE: (1 Inch = 50 Feet)

North

PARCEL ID: 2418-322-0002-000-2
ORB 3065, PAGE 2045

(VACANT)
PARCEL ID: 2418-331-0001-000-3
ORB 3065, PAGE 2045

S 89°04'39" W 1245.68'(C)
S 89°04'53" W 1245.82'(M) FROM IR TO R&C
S 89°04'10" W 1245.86'(M) FROM R&C TO R&C

PROPOSED LIFT STATION

JENKINS ROAD

N 00°16'37" W 617.45'(C&M)

4"FM 4"FM 4"FM

8" WATER MAIN (TYP.)

8" SANITARY (TYP.)

8"WM

BLDG 100
24 UNIT
3 STORY

BLDG 200
24 UNIT
3 STORY
F.F.=17.0

BLDG 300
24 UNIT
3 STORY
F.F.=17.0

BLDG 400
24 UNIT
3 STORY
F.F.=17.0

BLDG 500
24 UNIT
3 STORY
F.F.=17.0

BLDG 600
24 UNIT
3 STORY
F.F.=17.0

BLDG 700
24 UNIT
3 STORY
F.F.=17.0

BLDG 800
24 UNIT
3 STORY
F.F.=17.0

BLDG 900
24 UNIT
3 STORY
F.F.=17.0

BLDG 1000
24 UNIT
3 STORY
F.F.=17.0

BLDG 1100
24 UNIT
3 STORY
F.F.=17.0

BLDG 1200
24 UNIT
3 STORY
F.F.=17.0

BLDG 1300
24 UNIT
3 STORY
F.F.=17.0

WATER SERVICE (TYP)

DRY RETENTION

MAIL KIOSK

COMPACTOR

8"X12" WATER MAIN TAP

EXIT GATE

KEY PAD

GUEST GATE

RESIDENT GATE

12"WM

12" WATER MAIN (TYP.)

CLUBHOUSE

POOL

GRILL STATION AREA

SPA

TOT PARK

GAZEBO

8" WATER MAIN (TYP.)

8" SANITARY (TYP.)

SANITARY MANHOLE (TYP)

N 89°01'37" E

1263.03'(C&M)

S 00°00'47" E 616.57'(M) FROM R&C TO R&C

N.S.L.R.W.M.D. CANAL NO 37
(85' R/W)
PARCEL ID: 2418-333-0005-000-7

UTILITY NOTES:

1. THE CONTRACTOR IS SPECIFICALLY CAUTIONED THAT THE LOCATION AND/OR ELEVATION OF EXISTING UTILITIES AS SHOWN ON THESE PLANS IS BASED ON RECORDS OF THE VARIOUS UTILITY COMPANIES, AND WHERE POSSIBLE, MEASUREMENTS TAKEN IN THE FIELD. THE INFORMATION IS NOT TO BE RELIED ON AS BEING EXACT OR COMPLETE. THE CONTRACTOR MUST CALL THE APPROPREITE UTILITY COMPANIES AT LEAST 72 HOURS BEFORE ANY EXCAVATION TO REQUEST EXACT FIELD LOCATION OF UTILITIES. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO RELOCATE ALL EXISTING UTILITIES WHICH CONFLICT WITH THE PROPOSED IMPROVEMENTS SHOWN ON THE PLANS.
2. ALL FILL MATERIAL IS TO BE IN PLACE, AND COMPACTED BEFORE INSTALLATION OF PROPOSED UTILITIES.
3. CONTRACTOR SHALL NOTIFY THE UTILITY AUTHORITIES INSPECTORS 72 HOURS BEFORE CONNECTING TO ANY EXISTING LINE.
4. SANITARY SEWER PIPE SHALL BE AS FOLLOWS UNLESS OTHERWISE NOTED ON THE PLANS:
   8" PVC SDR26 PER ASTM D 3034 DEPTHS LESS THAN 15'
5. WATER LINES SHALL BE AS FOLLOWS UNLESS OTHERWISE NOTED ON PLANS:
   6" AND LARGER, PVC C-900 PER ASTM D 2241
   CLASS 200 UNDER ROADS, OTHERWISE CLASS 150
6. MINIMUM TRENCH WIDTH SHALL BE 2 FEET.
7. ALL UTILITIES SHOULD BE KEPT TEN (10') APART (PARALLEL) OR WHEN CROSSING 18" VERTICAL CLEARANCE (OUTSIDE EDGE OF PIPE TO OUTSIDE EDGE OF PIPE).
8. CONTRACTOR SHALL MAINTAIN A MINIMUM OF 36" COVER ON ALL WATERLINES AND FORCEMAINS.
9. CROSSINGS AND CONFLICTS MUST BE PER FPUA SPECIFICATIONS.
10. LINES UNDERGROUND SHALL BE INSTALLED, INSPECTED AND APPROVED BEFORE BACKFILLING.
11. ALL CONCRETE FOR ENCASEMENTS SHALL HAVE A MINIMUM 28 COMPRESSION STRENGTH AT 3000 P.S.I.
12. CONTRACTOR IS RESPONSIBLE FOR COMPLYING TO THE SPECIFICATIONS OF THE LOCAL AUTHORITIES WITH REGARDS TO MATERIALS AND INSTALLATION OF THE WATER AND SEWER LINES.
13. ALL WATER MAIN INSTALLATIONS SHALL COMPLY WITH THE COLOR CODING REQUIREMENTS OF CHAPTER 62-555.320 FAC.
14. VALVES ARE NOT TO BE PLACED IN CURBS, SIDEWALKS, OR DRIVEWAYS.
15. ALL MANHOLES SHALL BE ADJUSTED TO FINAL GRADE PRIOR TO BEGINNING PAVING.
16. DRIVEWAY APRON IS SHOWN FOR REFERENCE ONLY. DRIVEWAYS ARE TO BE CONSTRUCTED AND PERMITTED AS PART OF THE BUILDING PERMIT PROCESS.
17. TRACER WIRE MUST BE INSTALLED PER FPUA SPEC./OPL.
18. THE PROPERTY OWNER, CONTRACTOR,AND AUTHORIZED REPRESENTATIVES SHALL PROVIDE PICK UP, REMOVAL, AND DISPOSAL OF LITTER WITHIN THE PROPERTY LIMITS AND SHALL BE RESPONSIBLE FOR MAINTENANCE OF THE AREA FORM THE EDGE OF PAVEMENT TO THE PROPERTY LINE.

UTILITY LEGEND

- PROPOSED WATER LINE
- PROPOSED GATE VALVE
- PROPOSED FIRE HYDRANT
- PROPOSED SINGLE WATER SERVICE (1" LINE W/ 5/8" METER UNLESS OTHERWISE NOTED)
- PROPOSED DOUBLE WATER SERVICE (1.5" LINE W/ (2) 5/8" METERS UNLESS OTHERWISE NOTED)
- PROPOSED SINGLE SEWER SERVICE W/ CO
- PROPOSED DOUBLE SEWER SERVICE W/ CO
- PROPOSED SANITARY MANHOLE
- PROPOSED SANITARY SEWER
- PROPOSED WATER CAP
- PROPOSED TEE

NAVD 1988
ALL ELEVATIONS DEPICTED
HEREON REFERENCE NAVD 1988

KMA
ENGINEERING & SURVEYING, LLC
300 INDUSTRIAL 2 AVE
FT. PIERCE, FL 34946
PHONE: (772) 569-5505
FSPE C.O.A. # 33705

REVISIONS
BY: DATE: COMMENT

NOT FOR CONSTRUCTION

PROJECT:
REGATTA APARTMENTS
2152 SOUTH JENKINS ROAD
FT. PIERCE, FL 34947

CLIENT:
ALVA STONE GROUP, LLC
591 EVERNIA STREET
WEST PALM BEACH, FL 33401

LICENSE
BLAINE ROBERT BERGSTRESSER
NO. 84598
STATE OF FLORIDA
PROFESSIONAL ENGINEER

BLAINE BERGSTRESSER, P.E.
FLORIDA LICENSE No. 84598
09/16/2022

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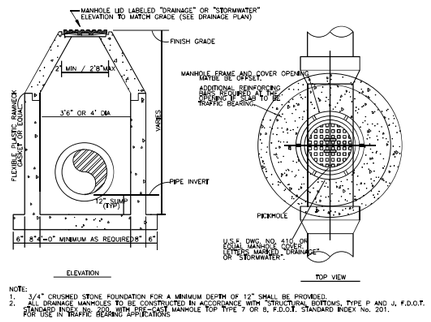
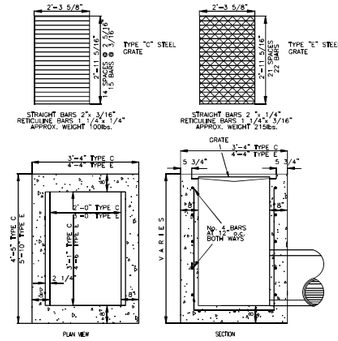
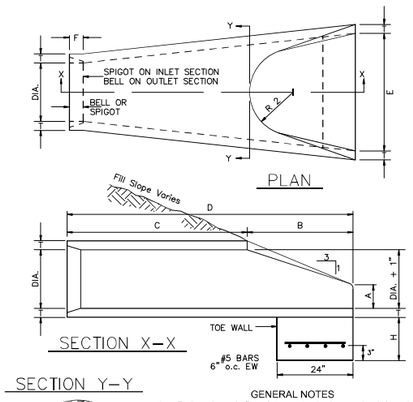
PROJECT No.:	23-1011
DRAWN BY:	CRW
CHECKED BY:	BRB
DATE:	08/23/2023

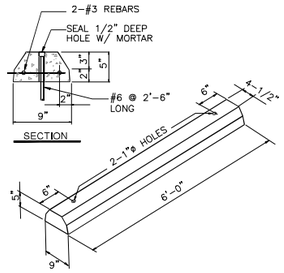
SHEET TITLE:
UTILITIES PLAN

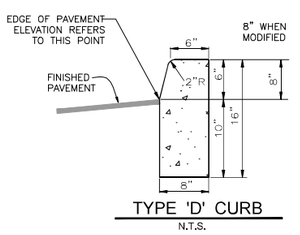
SHEET NUMBER:
C-6

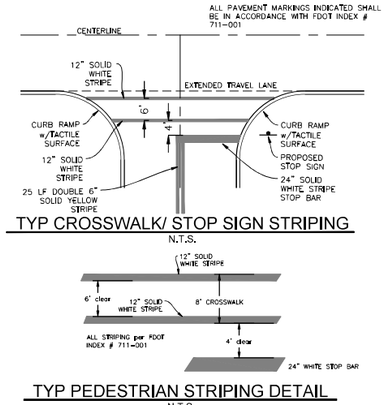


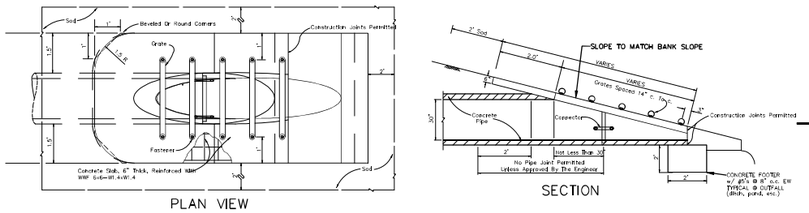


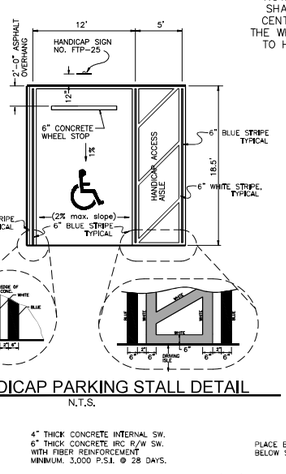


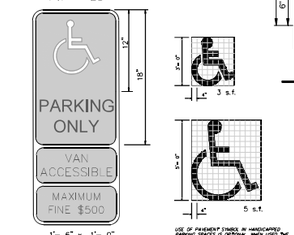


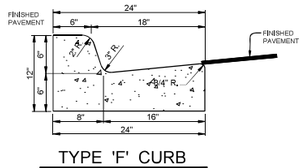


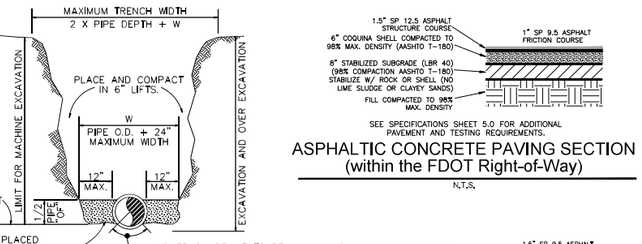


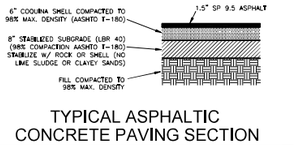


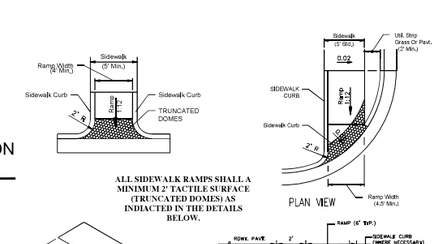


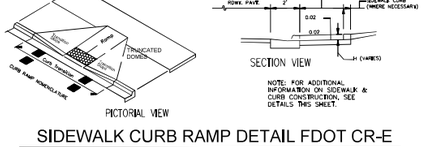












NOTE:
1. 3/4" CRUSHED STONE FOUNDATION FOR A MINIMUM DEPTH OF 12" SHALL BE PROVIDED.
2. ALL DRAINAGE MANHOLES TO BE CONSTRUCTED IN ACCORDANCE WITH "STRUCTURAL BOTTOMS, TYPE P AND J, F.D.O.T. STANDARD INDEX No. 200, WITH PRE-CAST MANHOLE TOP TYPE 7 OR 8, F.D.O.T. STANDARD INDEX No. 201. FOR USE IN TRAFFIC BEARING APPLICATIONS

DRAINAGE JUNCTION BOX
N.T.S.

TYPE 'C' & 'E' INLETS
N.T.S.

GENERAL NOTES
1. End sections shall conform to standard strength reinforced concrete pipe of like diameter as per Standard Specifications.
2. Joint between end section & pipe culvert to be made by reinforced concrete collar or cold adhesive preformed plastic casket.
3. End sections to be used only when specified on the plans or at locations as directed by the Engineer.
4. Toe wall to be constructed when shown on the plans or designated by the Engineer.

DIA.	T	BELL or SPIGOT	A	B	C	D	E	P	R 1	R 2	F	H	WEIGHT (LBS.)
15"	2 1/4"	2"	6"	2'-3"	3'-10"	6'-1"	2'-6"	24 5/16"	12 1/2"	11"	3 1/2"	24"	740
18"	2 1/2"	2 1/2"	9"	2'-3"	3'-10"	6'-1"	3'-0"	29"	15 1/2"	12"	4"	24"	990
24"	3"	2 1/2"	9 1/2"	3'-8"	2'-6"	6'-2"	4'-0"	33 3/16"	16 1/8"	14"	4 1/2"	24"	1520

FLARED END SECTION DETAILS & NOTES
N.T.S.

GENERAL SPECIFICATIONS:
FLAT PLATE, Alcoa # 86054.6063-T6 alloy, etched, degreased with #1200 alodine finish with #2277 green Scotchlite background or equal.

Dimensions:
8"H, 24",30" or 36"L., .08" thick aluminum

Scotchlite (silver) or equal.
The street name must be on both sides of the sign plate.

NOTE: CR510 & US-1 STREET SIGN SHALL BE VARRIED TO 12" HIGH W/ 8" LETTERS

STREET SIGN DETAIL
N.T.S.

PRECAST CONCRETE
WHEEL STOP DETAIL
N.T.S.

TYPE 'D' CURB
N.T.S.

TYP CROSSWALK/ STOP SIGN STRIPING
N.T.S.

TYP PEDESTRIAN STRIPING DETAIL
N.T.S.

HANDICAP PARKING STALL DETAIL
N.T.S.

NOTE: PARKING STALL WIDTHS SHALL BE DIMENSIONED FROM CENTERLINE TO CENTERLINE OF THE WHITE STRIPES. THIS APPLIES TO HANDICAP PARKING STALLS ALSO.

FTP – 25

1'- 6" x 1'- 0"
½" Border –1½" Radii

Color	Top	Bottom
Background	Blue	White
Legend & Border	White	Black

USE OF PAVEMENT SYMBOL IN HANDICAPPED PARKING SPACES IS OPTIONAL. WHEN USED THE SYMBOL SHALL BE 3 OR 5 FT. HIGH AND WHITE IN COLOR.

HANDICAP SIGNAGE &
PAVEMENT SYMBOLS DETAIL
N.T.S.

TYPE 'F' CURB
N.T.S.

MITERED END SECTION (M.E.S.) DETAILS
N.T.S.

SIDEWALK DETAIL
N.T.S.

SIDEWALK NOTES:

1. ALL MATERIALS AND CONSTRUCTION PROCEDURES SHALL BE IN ACCORDANCE WITH THE "SUGGESTED SPECIFICATIONS FOR CONCRETE AREAS" PREPARED BY THE PORTLAND CEMENT ASSOCIATION.
2. CONTROL JOINTS SHALL BE CONSTRUCTED AT A MAXIMUM OF 8-FEET.
3. AT LEAST THREE (3) COMPRESSIVE STRENGTH CYLINDER SAMPLES SHALL BE TAKEN FOR EACH 10,000 SQUARE FEET OF PAVEMENT OR FIVE (5) PER JOB, WHICHEVER IS GREATER. SLUMP SHALL BE 2 TO 4 INCHES (AASHTO T-119). COMPRESSIVE STRENGTH SHALL BE REPORTED AT 7, 14, AND 28 DAYS.
4. CONSTRUCT UPON FIRM, STABILIZED GROUND, COMPACTED TO 95% MAXIMUM DRY DENSITY.
5. SURFACE WITH BROOM FINISH.
6. SIDEWALK LOCATION AND DETAILS PER FDOT INDEX #310, LATEST EDITION.

TYPICAL BUILDING GRADING
N.T.S.

STANDARD (H-20) RATED
DRAINAREA = 161.4 SQ. INCH

TYPICAL YARD DRAIN DETAIL
N.T.S.

TYPICAL ASPHALTIC CONCRETE
PAVING OVER DRAINAGE PIPES
N.T.S.

R1-1
N.T.S.

W11-2
N.T.S.

W16-7PL
N.T.S.

R2-1
N.T.S.

CONCRETE BUTT JOINT DETAILS
N.T.S.

NOTE: ALL NEW PAVEMENT JOINTS SHALL INCLUDE A MIN. 12" WIDE ASPHALT OVERLAY OVER EXISTING BASE AND A MIN. 12" DEEP BASE FOR THE FIRST 2 FEET OF NEW CONSTRUCTION.

SAW CUT DETAIL
N.T.S.

TYPICAL PEDESTRIAN CROSSWALK STRIPING
N.T.S.

NOTES:
1) THE CONTRACTOR SHALL COMPLY WITH REQUIREMENTS OF THE FLORIDA TRENCH SAFETY ACT.
2) BACKFILL TO 12" MAXIMUM LAYERS OR OTHER APPROVED METHOD TO ACHIEVE 98% COMPACTION UNDER PAVED SURFACES AND 95% COMPACTION UNDER OTHER SURFACES AS ESTABLISHED BY A.A.S.H.T.O. METHOD T-180.

TYPICAL TRENCH DETAIL
N.T.S.

SEE SPECIFICATIONS SHEET 5.0 FOR ADDITIONAL PAVEMENT AND TESTING REQUIREMENTS.

ASPHALTIC CONCRETE PAVING SECTION
(within the FDOT Right-of-Way)
N.T.S.

TYPICAL ASPHALTIC
CONCRETE PAVING SECTION
N.T.S.

ALL SIDEWALK RAMPS SHALL A MINIMUM 2' TACTILE SURFACE (TRUNCATED DOMES) AS INDIACTED IN THE DETAILS BELOW.

NOTE: FOR ADDITIONAL INFORMATION ON SIDEWALK & CURB CONSTRUCTION, SEE DETAILS THIS SHEET.

SIDEWALK CURB RAMP DETAIL FDOT CR-E
N.T.S.

TYPICAL INVERTED ROADWAY SECTION
N.T.S.

NAVD 1988
ALL ELEVATIONS DEPICTED HEREON REFERENCE NAVD 1988. THE CONVERSION FACTOR TO NGVD 1929 IS +1.496'

KMA
ENGINEERING & SURVEYING, LLC
3001 INDUSTRIAL 2 AVE
FT. PIERCE, FL 34946
PHONE: (772) 569-5505
FBPE C.O.A. # 33705

REVISIONS: BY:	DATE:	COMMENT:

NOT FOR CONSTRUCTION

PROJECT:
REGATTA APARTMENTS
2152 SOUTH JENKINS ROAD
FT. PIERCE, FL 34947

CLIENT:
ALVA STONE GROUP, LLC
591 EVERNIA STREET
WEST PALM BEACH, FL 33401

NO. 84598
STATE OF FLORIDA

BLAINE BERGSTRESSER, P.E.
FLORIDA LICENSE No. 84598
09/16/2022

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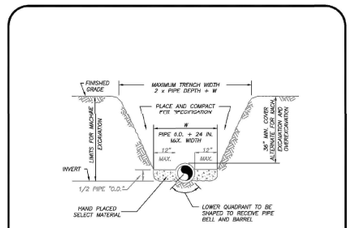
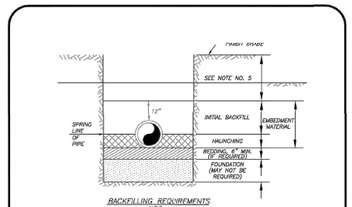
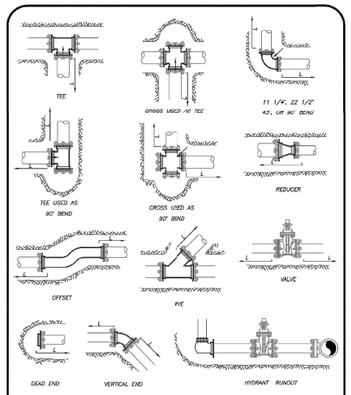
PROJECT No.:	23-1011
DRAWN BY:	CRW
CHECKED BY:	BRB
DATE:	08/23/2023

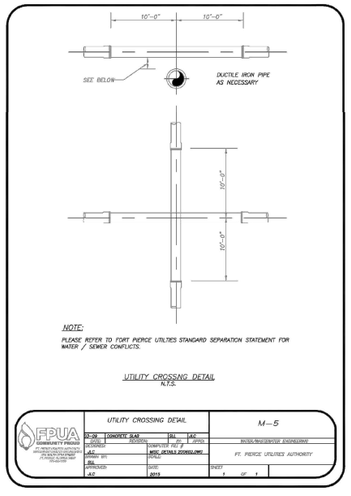
SHEET TITLE:
SITE DETAILS

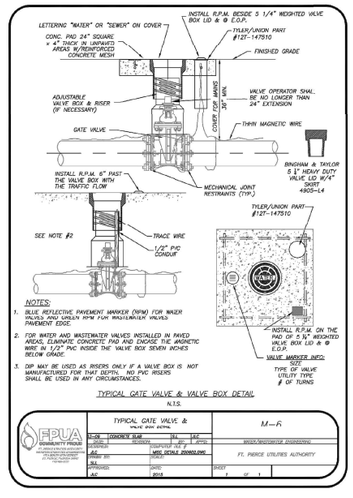
SHEET NUMBER:
C-7

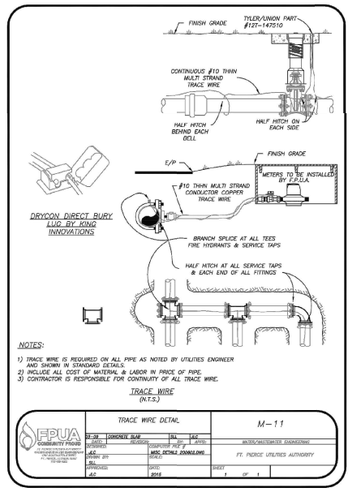


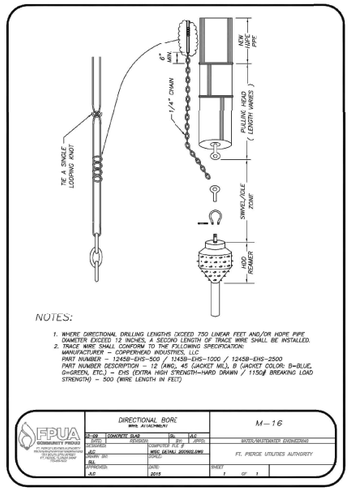












NOTES:

1) THE CONTRACTOR SHALL COMPLY WITH REQUIREMENTS OF THE FLORIDA TRENCH SAFETY ACT.

2) INITIAL BACKFILL SHALL BE HAND PLACED TO 12" ABOVE THE PIPE. BACKFILL SHALL BE MECHANICALLY TAMPED TO A MINIMUM OF 100% OF MAX. DENSITY AS DETERMINED BY AASHTO METHOD T-99.

TYPICAL TRENCH DETAIL
N.T.S.

TYPICAL TRENCH DETAIL — M-1 — FT. PIERCE UTILITIES AUTHORITY

BACKFILLING REQUIREMENTS
N.T.S.

NOTES:

1) IN CERTAIN SOIL CONDITIONS A FOUNDATION MAY BE REQUIRED.

2) BEDDING IS REQUIRED PRIMARILY TO BRING THE TRENCH BOTTOM UP TO GRADE. BEDDING MATERIALS SHALL PROVIDE A UNIFORM AND ADEQUATE LONGITUDINAL SUPPORT UNDER THE PIPE.

3) HAUNCHING MATERIAL SHALL BE HAND PLACED TO THE SPRINGLINE OF THE PIPE. MATERIAL SHALL BE CONSOLIDATED UNDER THE PIPE AND HAND TAMPED TO PROVIDE ADEQUATE SIDE SUPPORT.

4) INITIAL BACKFILL MATERIAL SHALL BE HAND PLACED TO 12" ABOVE THE TOP OF PIPE. THE SOIL SHALL BE COMPACTED TO 100% MAX. DENSITY.(AASHTO T-99)

5) BACKFILL SHALL BE COMPACTED TO 100% OF MAX. DENSITY AS PER AASHTO T-99, TO A POINT 30" BELOW PROPOSED PROFILE GRADE OR EXISTING GRADE. THE FINAL 30" OF BACKFILL SHALL BE COMPACTED TO 98% OF MAX. DENSITY AS PER AASHTO T-180.

6) DENSITY TEST SHALL BE PERFORMED AT AREAS DETERMINED BY THE UTILITIES ENGINEER OR PERMIT AGENCY HAVING JURISDICTION, AT THE CONTRACTORS EXPENSE.

7) CONTRACTOR TO COMPLY WITH ALL FEDERAL, STATE AND LOCAL TRENCH SAFETY REGULATIONS.

BACKFILLING REQUIREMENTS			M-2
03-09	CONCRETE SLAB	SLL	JLC
DATE:	REVISION:	BY:	APPD:
DESIGNED: JLC	COMPUTER FILE # MISC DETAILS 200602.DWG		WATER/WASTEWATER ENGINEERING
DRAWN BY: SLL	SCALE:		FT. PIERCE UTILITIES AUTHORITY
APPROVED: JLC	DATE: 2015	SHEET 1 OF 1	

MECHANICAL JOINT ANCHORING REQUIREMENTS
N.T.S.

MECHANICAL JOINT ANCHORING REQUIREMENTS — M-3 — FT. PIERCE UTILITIES AUTHORITY

MECHANICAL JOINT RESTRAINT NOTES

NOTES:

1) THE ENGINEER SHALL BE RESPONSIBLE FOR DETERMINING THE REQUIRED LENGTH TO BE RESTRAINED BASED UPON THE PROJECT AREA SOIL TYPE, PROPOSED TRENCH CONDITIONS AND DEPTH, PRESSURE OF 150 PSI, AND A SAFETY FACTOR OF TWO (2). A DRAWING OF EVERY TYPICAL FITTING ASSEMBLY WITHIN THE PROJECT SHALL BE SUBMITTED WHICH REFLECTS THE RESTRAINT DETAIL PROPOSED FOR USE, INCLUDING LENGTH OF PIPE RESTRAINT.

2) REQUIRED RESTRAINED LENGTH CALCULATIONS SHALL ALSO CONSIDER THE CONDITIONS OF OTHER BENDS OR FITTINGS THAT WILL BE LOCATED WITHIN THE CALCULATED RESTRAINED LENGTH (L) OF THE BEND OR FITTING IN QUESTION.

3) EVERY JOINT OR FITTING MUST BE RESTRAINED ON BOTH SIDES OF THE BEND AND FOR TEES ALONG THE BEND ALSO.

MECHANICAL JOINT RESTRAINT NOTES — M-4 — FT. PIERCE UTILITIES AUTHORITY

NOTE:
PLEASE REFER TO FORT PIERCE UTILITIES STANDARD SEPARATION STATEMENT FOR WATER / SEWER CONFLICTS.

UTILITY CROSSING DETAIL
N.T.S.

UTILITY CROSSING DETAIL — M-5 — FT. PIERCE UTILITIES AUTHORITY

NOTES:

1. BLUE REFLECTIVE PAVEMENT MARKER (RPM) FOR WATER VALVES AND GREEN RPM FOR WASTEWATER VALVES PAVEMENT EDGE.

2. FOR WATER AND WASTEWATER VALVES INSTALLED IN PAVED AREAS, ELIMINATE CONCRETE PAD AND ENCASE THE MAGNETIC WIRE IN 1/2" PVC INSIDE THE VALVE BOX SEVEN INCHES BELOW GRADE.

3. DIP MAY BE USED AS RISERS ONLY IF A VALVE BOX IS NOT MANUFACTURED FOR THAT DEPTH. NO PVC RISERS SHALL BE USED IN ANY CIRCUMSTANCES.

TYPICAL GATE VALVE & VALVE BOX DETAIL
N.T.S.

TYPICAL GATE VALVE & VALVE BOX DETAIL			M-6
03-09	CONCRETE SLAB	SLL	JLC
DATE:	REVISION:	BY:	APPD:
DESIGNED: JLC	COMPUTER FILE # MISC DETAILS 200602.DWG		WATER/WASTEWATER ENGINEERING
DRAWN BY: SLL	SCALE:		FT. PIERCE UTILITIES AUTHORITY
APPROVED: JLC	DATE: 2015	SHEET 1 OF 1	

NOTES:

1) TRACE WIRE IS REQUIRED ON ALL PIPE AS NOTED BY UTILITIES ENGINEER AND SHOWN IN STANDARD DETAILS.
2) INCLUDE ALL COST OF MATERIAL & LABOR IN PRICE OF PIPE.
3) CONTRACTOR IS RESPONSIBLE FOR CONTINUITY OF ALL TRACE WIRE.

TRACE WIRE
(N.T.S.)

TRACE WIRE DETAIL			M-11
03-09	CONCRETE SLAB	SLL	JLC
DATE:	REVISION:	BY:	APPD:
DESIGNED: JLC	COMPUTER FILE # MISC DETAILS 200602.DWG		WATER/WASTEWATER ENGINEERING
DRAWN BY: SLL	SCALE:		FT. PIERCE UTILITIES AUTHORITY
APPROVED: JLC	DATE: 2015	SHEET 1 OF 1	

NOTES:

1. WHERE DIRECTIONAL DRILLING LENGTHS EXCEED 750 LINEAR FEET AND/OR HDPE PIPE DIAMETER EXCEED 12 INCHES, A SECOND LENGTH OF TRACE WIRE SHALL BE INSTALLED.
2. TRACE WIRE SHALL CONFORM TO THE FOLLOWING SPECIFICATION:
MANUFACTURER – COPPERHEAD INDUSTRIES, LLC
PART NUMBER – 1245B-EHS-500 / 1245B-EHS-1000 / 1245B-EHS-2500
PART NUMBER DESCRIPTION – 12 (AWG), 45 (JACKET MIL), B (JACKET COLOR: B=BLUE, G=GREEN, ETC.) – EHS (EXTRA HIGH STRENGTH–HARD DRAWN / 1150# BREAKING LOAD STRENGTH) – 500 (WIRE LENGTH IN FEET)

DIRECTIONAL BORE WIRE ATTACHMENT			M-16
03-09	CONCRETE SLAB	SLL	JLC
DATE:	REVISION:	BY:	APPD:
DESIGNED: JLC	COMPUTER FILE # MISC DETAILS 200602.DWG		WATER/WASTEWATER ENGINEERING
DRAWN BY: SLL	SCALE:		FT. PIERCE UTILITIES AUTHORITY
APPROVED: JLC	DATE: 2015	SHEET 1 OF 1	

FORT PIERCE UTILITIES AUTHORITY
WATER DISTRIBUTION NOTES

1. ALL CONSTRUCTION MATERIAL, INSTALLATION AND TESTING SHALL CONFORM TO THE STANDARD SPECIFICATIONS OF THE FORT PIERCE UTILITIES AUTHORITY.

2. WATER MAINS WHERE SPECIFIED AS POLYVINYL CHLORIDE (PVC) SHALL CONFORM TO AWWA C-900 OR C-905, PRESSURE CLASS 150, DR (18). WATER MAINS WHERE SPECIFIED AS POLYETHYLENE (PE) SHALL CONFORM TO AWWA C-901 OR C-906, STANDARD CODE DESIGNATION PE3408, PIPE CLASS 200, DIMENSION RATIO (DR) 17 FOR DIRECT BURY, (DR) 11 FOR DIRECTIONAL BORING, AND (DR) 9 FOR 2 INCH AND SMALLER PIPELINES.

3. WATER MAIN, WHERE SPECIFIED AS DUCTILE IRON PIPE , SHALL CONFORM TO ANSI/AWWA C151/A21.51 AND SHALL BE PRESSURE CLASS 250 (MINIMUM).

4. POLYVINYL CHLORIDE WATER MAIN SHALL BE BLUE IN COLOR OR WHITE IN COLOR WITH BLUE STRIPES. THE USE OF IDENTIFICATION TAPE ATTACHED TO THE TOP OF THE PIPE MAY BE USED IN LIEU OF MARKING ON THE PIPE, ALSO DIP PIPE SHALL REQUIRE THE USE OF IDENTIFICATION TAPE AND THHN WIRE.

5. FITTINGS SHALL BE DUCTILE IRON CONFORMING TO ANSI/AWWA C-110/A21.10, CLASS 250 MIN., CEMENT LINED AND FACTORY COATED

6. GATE VALVES SHALL BE MUELLER RESILIENT SEAT, KENNDY KEN-SEAL, AMERICAN OR APPROVED EQUAL. VALVES SHALL CONFORM TO AWWA C-509.

7. WATER LINES SHALL BE BACKFILLED AND COMPACTED IN ACCORDANCE WITH FPUA DESIGN AND CONSTRUCTION STANDARDS. THE CONTRACTOR SHALL SUBMIT CERTIFIED DENSITY TESTS AS REQUIRED BY FPUA ENGINEERING AND THE CITY, COUNTY, FDOT. IN CASES WHERE PAVED AREAS FALL WITHIN THE JURISDICTION OF LOCAL OR STATE AGENCIES, THE COMPACTION REQUIREMENTS SHALL NOT BE LESS THAN THE MINIMUM REQUIRED BY THE APPROPRIATE RESPONSIBLE AGENCY.

8. NO FIELD CHANGES OR DEVIATIONS FROM THE DESIGN SHALL BE MADE WITHOUT PRIOR APPROVAL OF THE FPUA ENGINEER AND CITY/COUNTY/FDOT ENGINEER.

9. THE CONTRACTOR SHALL NOTIFY FPUA ENGINEERING AND CITY/COUNTY/FDOT ENGINEERING 48 HOURS PRIOR TO COMMENCING CONSTRUCTION.

10. A PRE-CONSTRUCTION CONFERENCE BETWEEN THE ENGINEER, THE CONTRACTOR, FPUA, AND CITY/ COUNTY/FDOT ENGINEER SHALL BE MANDATORY PRIOR TO COMMENCEMENT OF CONSTRUCTION.

11. TRAFFIC CONTROL, BARRICADES, ETC., SHALL BE IN ACCORDANCE WITH THE FLORIDA DEPARTMENT OF OF TRANSPORTATION STANDARDS AND APPROVED BY THE CITY ENGINEER.

12. MINIMUM COVER SHALL BE 36 INCHES EXCEPT AS APPROVED BY THE UTILITIES ENGINEER AND CITY/ COUNTY/FDOT ENGINEER. PIPES WITH COVER LESS THAN 30 INCHES SHALL BE CONSTRUCTED OF DUCTILE IRON OR IN PVC CASING.

13. DISTURBED AREAS SHALL BE RESTORED IN CONFORMANCE WITH THE APPLICABLE GOVERNING AGENCY REQUIREMENTS.

14. EXISTING UTILITIES AND DRAINAGE SHALL BE FIELD VERIFIED PRIOR TO CONSTRUCTION AND PROTECTED BY THE CONTRACTOR.

15. WATER MAINS SHALL BE TESTED AND DISINFECTED IN ACCORDANCE WITH THE APPLICABLE FLORIDA DEPARTMENT OF ENVIRONMENTAL PROTECTION AND AWWA C-651 FOR DISINFECTION.

WATER DISTRIBUTION			G-1 NOTES
02-06			
DATE:	REVISION:	BY:	APPD:
DESIGNED: JJM	COMPUTER FILE # DETAIL NOTES 200602.DWG		WATER/WASTEWATER ENGINEERING
DRAWN BY: JJM	SCALE: N.T.S.		FT. PIERCE UTILITIES AUTHORITY
APPROVED: JLC	DATE: 2010	SHEET 1 OF 2	

FORT PIERCE UTILITIES AUTHORITY
WATER DISTRIBUTION NOTES
CONTINUED

16. THE CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTAINING EXISTING UTILITIES AND DRAINAGE.

17. THE CONTRACTOR SHALL FURNISH RECORD DRAWING INFORMATION TO THE ENGINEER INCLUDING LOCATIONS OF VALVES, FITTINGS, SERVICE CONNECTIONS, BLOWOFFS, AIR RELEASE VALVES, AND ANY OTHER PERTINENT INFORMATION NECESSARY TO LOCATE ITEMS CONSTRUCTED UNDER THIS PROJECT, AS REQUIRED BY THE UTILITIES ENGINEER.

18. THE CONTRACTOR SHALL TAP EXISTING LINES UNDER THE SUPERVISION OF THE FORT PIERCE UTILITIES AUTHORITY ONLY AFTER TESTING AND DISINFECTION HAS BEEN COMPLETED AND APPROVED ON THE TAPPING VALVE AND SLEEVE.

19. WATER MAIN SHALL BE MARKED BY THE USE OF CONTINUOUS 10 GAUGE THHN MULTI STRANDED WIRE (BLUE IN COLOR) AND IDENTIFCATION TAPE WITH "WATER" MARKED ON TAPE, PERMANENTLY ATTACHED TO THE TOP OF THE WATER MAIN IN ACCORDANCE WITH THE FORT PIERCE UTILITES AUTHORITY SPECIFICATIONS.

20. SERVICE TAPS SHALL BE PLACED APPROXIMATELY TEN FEET AWAY FROM GATE VALVES, AS SHOWN, FOR TESTING. FOLLOWING TESTING AND STERILIZATION OF WATER LINE. CONTRACTOR SHALL PLACE A BRASS PLUG IN CORPORATION STOPS AND CURB STOPS SHALL BE REMOVED FROM TESTING LOCATIONS.

21. MECHANICAL RESTRAINTS TO BE USED ON ALL FITTINGS AND PLACED IN ACCORDANCE WITH MANUFACTURER'S OR ENGINEER'S RECOMMENDATIONS (WHICHEVER IS MORE STRINGENT) AND FPUA REQUIREMENTS.

22. ALL MAINS SHALL BE TESTED AT A MINIMUM OF 150 PSI. TESTING METHODS SHALL CONFORM TO AWWA C-600. – 2 HR MINIMUM TEST

$$L = \frac{SD(P)^{1/2}}{148,000}$$

L= LEAKAGE IN GPH
S= LENGTH OF PIPE IN FEET
D= PIPE DIAMETER IN INCHES
P= TESTING PRESSURE IN PSI

23. PRIOR TO ANY TESTING, ALL MAINS 6" IN DIA. AND LARGER SHALL HAVE A SWAB PASSED THRU THE ENTIRE LENGTH OF THE LINE. NOTE: SWAB SHOULD BE PLACED IN 1st. JOINT OF NEW LINE. END OF MAIN SHOULD BE "TURNED UP" AT 45% AND EXTENDED SO THAT SWABBING AND A FULL BORE FLUSH CAN BE ACCOMPLISHED. BLOW-OFF ASSY CAN THEN BE PLACED. WHERE LINES BRANCH, SWABS WILL BE PLACED IN BRANCH LINES AND SEQUENTIALLY SWABBED AND FLUSHED.

24. A MINIMUM SIX FEET AND PREFERABLY TEN FEET HORIZONTAL SEPARATION SHALL BE MAIINTAINED BETWEEN THE WATER MAIN AND ANY WASTEWATER LINES. 6 INCHES MINIMUM VERTICAL SEPARATION IF WATER MAIN IS OVER WASTEWATER AND 12 INCHES IF WATER MAIN IS UNDER SHALL BE MAINTAINED BETWEEN THE WATER MAIN AND ANY WASTWATER LINES. THE DISTANCE SHALL BE MEASURED FROM OUTSIDE OF PIPE TO OUTSIDE OF PIPE OR STRUCTURE. WHERE THIS MINIMUM SEPARATION CANNOT BE MAINTAINED, THE CROSSING SHALL BE ARRANGED SO THAT THE WASTEWATER PIPE JOINTS AND THE WATER MAIN PIPE JOINTS ARE EQUIDISTANT FROM THE POINT OF CROSSING, AND THE WATER MAIN SHALL BE CONSTRUCTED OF DUCTILE IRON PIPE (DIP) AT THE CROSSING. SUFFICIENT LENGHTS OF DIP MUST BE USED TO PROVIDE A MINIMUM SEPARATION OF 10 FEET BETWEEN ANY TWO JOINTS. ALL JOINTS ON THE WATER MAIN WITHIN 20 FEET OF THE CROSSING MUST BE MECHANICALLY RESTRAINED. A MINIMUM VERTICAL CLEARANCE OF 6 INCHES MUST BE MAINTAINED AT ALL CROSSINGS.

25. WHERE A WATER MAIN IS TO BE INSTALLED BELOW A STORM DRAIN PIPE, A MINIMUM OF 6 INCHES OF VERTICAL CLEARANCE BETWEEN PIPES SHALL BE CONSTRUCTED OF DIP AT THE CROSSING, AND SHALL BE MECHANICALLY RESTRAINED WITHIN 20 FEET OF THE CROSSING.

26. CONTRACTOR SHALL COMPLY WITH FLORIDA TRENCH SAFETY ACT REQUIREMENTS.

WATER DISTRIBUTION			G-1 NOTES
02-06			
DATE:	REVISION:	BY:	APPD:
DESIGNED: JJM	COMPUTER FILE # DETAIL NOTES 200602.DWG		WATER/WASTEWATER ENGINEERING
DRAWN BY: JJM	SCALE: N.T.S.		FT. PIERCE UTILITIES AUTHORITY
APPROVED: JLC	DATE: 2010	SHEET 2 OF 2	

FORT PIERCE UTILITIES AUTHORITY WASTEWATER CONSTRUCTION NOTES

1. ALL CONSTRUCTION MATERIAL, INSTALLATION AND TESTING SHALL CONFORM TO THE STANDARD SPECIFICATIONS OF THE FORT PIERCE UTILITIES AUTHORITY.

2. GRAVITY SEWER MAIN SHALL BE POLYVINYL CHLORIDE SDR-26, GREEN OR WHITE IN COLOR, GRAVITY SEWER MAIN SHALL HAVE LOCATOR TAPE WITH "SEWER" MARKED ON TAPE AND SHALL CONFORM TO ASTM D-3034.

3. THE MANHOLE BASE SHALL BE SET ON A FIRM, DRY AND STABLE OR COMPACTED BASE FOUNDATION. IF NECESSARY, THE CONTRACTOR SHALL UTILIZE ROCK TO PROVIDE A FIRM AND SUITABLE MANHOLE BASE FOUNDATION.

4. WASTEWATER LINES SHALL BE BACKFILLED AND COMPACTED IN ACCORDANCE WITH FPUA DESIGN AND CONSTRUCTION STANDARDS. THE CONTRACTOR SHALL SUBMIT CERTIFIED DENSITY TESTS AS REQUIRED BY FPUA ENGINEERING AND THE CITY ENGINEERING DEPARTMENT. IN CASES WHERE PAVED AREAS FALL WITHIN THE JURISDICTION OF LOCAL OR STATE AGENCIES, THE COMPACTION REQUIREMENTS SHALL NOT BE LESS THEN THE MINIMUM REQUIRED BY THE APPROPRIATE RESPONSIBLE AGENCY.

5. A 1% MINIMUM SLOPE SHALL BE MAINTAINED ON ALL SANITARY SERVICE LATERALS.

6. THE CONTRACTOR SHALL FURNISH RECORD DRAWING INFORMATION TO THE ENGINEER CONSISITING OF PIPE SIZES, LOCATION OF SERVICE TEE WYES, DIAMETER OF SERVICES, LOCATION OF ANY FITTINGS, FINAL RIM AND INVERT ELEVATION OF ALL MANHOLES AND ANY OTHER PERTINENT INFORMATION NECESSARY TO LOCATE ITEMS CONSTRUCTED UNDER THIS PROJECT.

7. MAINTAIN SIX FEET AND PREFERABLY 10 FEET HORIZONTAL DISTANCE BETWEEN WATER MAINS AND SEWER MAINS AS A MINIMUM.

8. WASTEWATER FORCE MAINS, WASTEWATER COLLECTION LINES, AND STORM SEWERS SHOULD CROSS UNDER WATER MAINS WHENEVER POSSIBLE. A MINIMUM VERTICAL DISTANCE OF 12 INCHES BETWEEN THE INVERT OF THE UPPER PIPE AND THE CROWN OF THE LOWER PIPE SHALL BE PROVIDED WHENEVER POSSIBLE. WHERE THIS MINIMUM SEPARATION CANNOT BE MAINTAINED, THE CROSSING SHALL BE ARRANGED SO THAT THE WASTEWATER PIPE JOINTS AND THE WATER PIPE JOINTS ARE EQUIDISTANCE FROM THE POINT OF CROSSING, AND THE WATER MAIN SHALL BE CONSTRUCTED OF DUCTILE IRON PIPE (DIP) AT THE CROSSING. SUFFICIENT LENGTHS OF DIP MUST BE USED TO PROVIDE A MINIMUM SEPARATION OF 10 FEET BETWEEN ANY TWO JOINTS. ALL JOINTS ON THE WATER MAIN WITHIN 20 FEET OF THE CROSSING MUST BE MECHANICALLY RESTRAINED. A MINIMUM VERTICAL CLEARANCE OF 6 INCHES MUST BE MAINTAINED AT ALL CROSSINGS.

9. A PRE-CONSTRUCTION CONFERENCE BETWEEN THE ENGINEER, THE CONTRACTOR, AND FPUA/CITY COUNTY/FDOT SHALL BE MANDATORY PRIOR TO THE COMMENCEMENT OF CONSTRUCTION.

10. NO FIELD CHANGES OR DEVIATIONS FORM THE DESIGN SHALL BE MADE WITHOUT PRIOR APPROVAL FPUA/CITY/COUNTY/FDOT ENGINEER,

11. TRAFFIC CONTROL, BARRICADES, ETC. SHALL BE IN ACCORDANCE WITH THE FLORIDA DEPARTMENT OF TRANSPORTATION STANDARDS.

12. CONTRACTOR SHALL NOTIFY FORT PIERCE UTILITIES AUTHORITY 48 HOURS PRIOR TO COMMMENCING CONSTRUCTION.

13. WASTEWATER FORCE MAIN SHALL BE POLYVINYL CHLORIDE CONFORMING TO AWWA C-900, AND SHALL BE CLASS 150, DR-18.

14. WASTEWATER FORCE MAIN SHALL BE GREEN IN COLOR.

15. FITTINGS SHALL BE DUCTILE IRON, CONFORMING TO ANSI/AWWA C-110/A21.10 CLASS 250 MIN. AND INTERIOR EPOXY COATED.

16. WASTEWATER FORCE MAIN SHALL BE MARKED BY THE USE OF CONTINUOUS 10 GAUGE THHN WIRE (GREEN IN COLOR) PERMANENTLY ATTACHED TO THE TOP OF THE FORCE MAIN WITH LOCATOR TAPE MARKED "SEWER" ON TAPE IN ACCORDANCE WITH FPUA SPECIFICATIONS.

17. MINIMUM COVER SHALL BE 36 INCHES, PIPES WITH COVER LESS THAN 30 INCHES SHALL REQUIRE PRIOR APPROVAL OF THE UTILITES ENGINEER AND SHALL BE CONSTRUCTED OF DUCTILE IRON PIPE.

18. EACH SERVICE LATERAL WILL BE MARKED WITH A LOCATOR BALL AS MANUFACTURED BY 3M CORPORATION, OR APPROVED EQUAL AS REQUIRED BY FPUA ENGINEER.

19. ALL MANHOLES SHALL HAVE SEWER RAIN GUARDS INSTALLED AS REQUIRED BY FPUA ENGINEER.

20. THE CONTRACTOR SHALL COMPLY WITH THE FLORIDA TRENCH SAFETY ACT REQUIREMENTS.

WASTEWATER CONSTRUCTION NOTES FPUA REQUIREMENTS			G-2 CONSTRUCTION NOTES
02-06			
DATE:	REVISION:	BY:	APPD:
DESIGNED: JJM	COMPUTER FILE # DETAIL NOTES 200602.DWG		WATER/WASTEWATER ENGINEERING
DRAWN BY: JJM	SCALE: N.T.S.		FT. PIERCE UTILITIES AUTHORITY
APPROVED: JLC	DATE: 2010	SHEET 1 OF 1	

STANDARD SEPARATION STATEMENT FOR
WATER / SEWER CONFLICTS

1. SANITARY SEWER, FORCE MAINS, AND STORM SEWERS SHOULD CROSS UNDER WATER MAINS WHENEVER POSSIBLE. SANITARY SEWERS, FORCE MAINS AND STORM SEWERS CROSSING UNDER WATER MAINS SHALL BE LAID TO PROVIDE A MINIMUM VERTICAL DISTANCE OF 6 INCHES, PREFERABLY 12 INCHES BETWEEN THE INVERT OF THE UPPER PIPE AND THE CROWN OF THE LOWER PIPE WHEN ABOVE, AND AT LEAST 12 INCHES OF SEPARATION WHEN THE WATER MAIN IS BELOW.

WHERE SANITARY SEWER, FORCE MAINS, STORM SEWERS MUST CROSS A WATER MAIN WITH LESS THAN 6 INCHES VERTICAL SEPARATION, BOTH THE SEWER AND WATER MAIN SHALL BE CONSTRUCTED OF DUCTILE IRON PIPE (DIP) CENTERED ON THE CROSSING. (DIP IS NOT REQUIRED FOR STORM SEWERS.) SUFFICIENT LENGTHS OF DIP MUST BE USED TO PROVIDE A MINIMUM SEPARATION OF 10 FEET BETWEEN TWO JOINTS. ALL JOINTS ON THE WATER MAIN WITHIN 20 FEET OF THE CROSSING MUST BE MECHANICALLY RESTRAINED.

ALL CROSSINGS SHALL BE ARRANGED SO THAT THE SEWER PIPE JOINTS AND WATER MAIN PIPE JOINTS ARE EQUIDISTANT FROM THE POINT OF CROSSING (PIPES CENTERED ON THE CROSSING). AT SUCH CROSSINGS PIPES SHALL BE ARRANGED SO THAT ALL WATER MAIN JOINTS ARE AT LEAST THREE FEET FROM ALL JOINTS IN VACUUM-TYPE SANITARY SEWERS, STORM SEWERS, STORMWATER FORCE MAINS, OR PIPELINES CONVEYING RECLAIMED WATER REGULATED UNDER PART III OF CHAPTER 62-610, F.A.C., AND AT LEAST SIX FEET FROM ALL JOINTS IN GRAVITY OR PRESSURE TYPE SANITARY SEWERS, WASTEWATER FORCE MAINS, OR PIPELINES CONVEYING RECLAIMED WATER NOT REGULATED UNDER PART III OF CHAPTER 62-610, F.A.C.

WHERE A NEW PIPE CONFLICTS WITH AN EXISTING PIPE WITH LESS THAN 6 INCHES VERTICAL CLEARANCE, THE NEW PIPE SHALL BE CONSTRUCTED OF DIP (EXCEPT STORM SEWERS) AND NEW PIPES SHALL BE ARRANGED TO MEET THE CROSSING REQUIREMENTS ABOVE.

2. A MINIMUM 3-FOOT HORIZONTAL SEPARATION SHALL BE MAINTAINED BETWEEN ANY TYPE OF STORM SEWER AND WATER MAIN IN PARALLEL INSTALLATIONS WHENEVER POSSIBLE.

A MINIMUM 3-FOOT, AND PREFERABLE 10-FOOT HORIZONTAL SEPARATION SHALL BE MAINTAINED BETWEEN VACUUM TYPE SANITARY SEWER AND WATER MAIN IN PARALLEL INSTALLATIONS WHENEVER POSSIBLE.

A MINIMUM 10-FOOT HORIZONTAL SEPARATION SHALL BE MAINTAINED BETWEEN "ONSITE SEWAGE TREATMENT AND DISPOSAL SYSTEM" AND WATER MAIN IN PARALLEL INSTALLATIONS WHENEVER POSSIBLE.

A MINIMUM 6-FOOT, AND PREFERABLE 10-FOOT HORIZONTAL SEPARATION SHALL BE MAINTAINED BETWEEN GRAVITY OR PRESSURE TYPE SANITARY SEWER, WASTEWATER FORCE MAIN, OR PIPELINE CONVEYING RECLAIMED WATER AND WATER MAIN IN PARALLEL INSTALLATIONS WHENEVER POSSIBLE. THE MINIMUM HORIZONTAL SEPARATION DISTANCE BETWEEN WATER MAINS AND GRAVITY-TYPE SANITARY SEWERS SHALL BE REDUCED TO 3 FOOT WHERE THE BOTTOM OF THE WATER MAIN IS LAID AT LEAST SIX INCHES ABOVE THE TOP OF THE SEWER

IN CASES WHERE IT IS NOT POSSIBLE TO MAINTAIN A 10-FOOT HORIZONTAL SEPARATION, THE WATER MAIN MUST BE LAID IN A SEPARATE TRENCH OR ON A UNDISTURBED EARTH SHELF LOCATED ON ONE SIDE OF THE SEWER OR FORCE MAIN AT SUCH AN ELEVATION THAT THE BOTTOM OF THE WATER MAIN IS AT LEAST 6 INCHES ABOVE THE TOP OF THE SEWER.

WHERE IT IS NOT POSSIBLE TO MAINTAIN A VERTICAL DISTANCE OF 6 INCHES IN PARALLEL INSTALLATIONS, THE WATER MAIN SHALL BE CONSTRUCTED OF DIP AND THE SEWER OR THE FORCE MAIN SHALL BE CONSTRUCTED OF DIP (EXCEPT STORM SEWER) WITH A MINIMUM VERTICAL DISTANCE OF 6 INCHES. THE WATER MAIN SHOULD ALWAYS BE ABOVE THE SEWER. JOINTS ON THE WATER MAIN SHALL BE LOCATED AS FAR APART AS POSSIBLE FROM JOINTS ON THE SEWER OR FORCE MAIN (STAGGERED JOINTS).

3. ALL DIP SHALL BE PRESSURE CLASS 250 MIN.. ADEQUATE PROTECTIVE MEASURES AGAINST CORROSION SHALL BE USED AS DETERMINED BY THE DESIGN ENGINEER.

STANDARD SEPARATION STATEMENT FOR WATER/SEWER CONFLICT			G-3 WATER/SEWER CONFLICT
02-06			
DATE:	REVISION:	BY:	APPD:
DESIGNED: JJM	COMPUTER FILE # DETAIL NOTES 200602.DWG		WATER/WASTEWATER ENGINEERING
DRAWN BY: JJM	SCALE: N.T.S.		FT. PIERCE UTILITIES AUTHORITY
APPROVED: JLC	DATE: 2010	SHEET 1 OF 1	

KMA
ENGINEERING & SURVEYING, LLC
3001 INDUSTRIAL 2 AVE
FT. PIERCE, FL 34946
PHONE: (772) 569-5505
FBPE C.O.A. # 33705

REVISIONS: BY:	DATE:	COMMENT:

NOT FOR CONSTRUCTION

PROJECT:
REGATTA APARTMENTS
2152 SOUTH JENKINS ROAD
FT. PIERCE, FL 34947

CLIENT:
ALVA STONE GROUP, LLC
591 EVERNIA STREET
WEST PALM BEACH, FL 33401

NO. 84598

BLAINE BERGSTRESSER, P.E.
FLORIDA LICENSE No. 84598
09/16/2022

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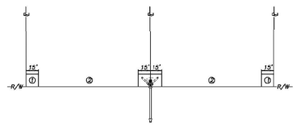
PROJECT No.: 23-1011
DRAWN BY: CRW
CHECKED BY: BRB
DATE: 08/23/2023

SHEET TITLE:
FPUA DETAILS

SHEET NUMBER:
C-8

GENERAL POLICY

WHERE COST JUSTIFIED AND OPERATIONALLY FEASIBLE, IT IS THE GENERAL POLICY OF THE F.P.U.A. TO PROVIDE WATER, ELECTRIC, SEWER AND GAS SERVICE FROM THE STREET SIDE OF A PIECE OF PROPERTY; DEPENDING ON FACTORS SUCH AS LOCATION OF EXISTING SUPPLY SOURCE FACILITIES, REAR OR SIDE LOT LINE SUPPLY MAY BE AUTHORIZED, BUT ONLY WITH PRIOR APPROVAL FROM THE F.P.U.A.

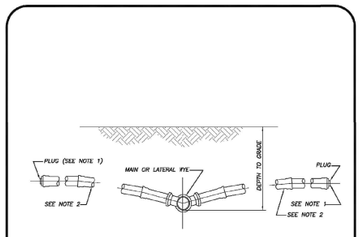


NOTES:

1. THE PREFERRED POINT OF CONNECTION TO THE F.P.U.A. SEWER LATERAL, AREA ①, SHALL BE LOCATED IN THE CORNER OF THE PROPERTY SELECTED BY THE F.P.U.A. AS THE BEST LOCATION FOR THE LATERAL. EVERY EFFORT WILL BE MADE TO SELECT THE CORNER WHERE TWO LATERALS CAN BE CONNECTED IN A "Y" CONFIGURATION AS SHOWN.
2. IF PHYSICAL BARRIERS OR OTHER OBSTACLES PREVENT THE CONNECTION OF THE BUILDING SERVICE LINE TO THE F.P.U.A. SEWER LATERAL WITHIN AREA ①, THE F.P.U.A. ENGINEERING DEPARTMENT MAY AUTHORIZE THE CONNECTION ALONG THE PORTION OF THE R/W LINE MARKED AREA ②.
3. HORIZONTAL SEPARATION OF WATER AND WASTEWATER SERVICES SHOULD BE A MINIMUM OF 10' FOR FULL RUN TYPICALLY TO FULL.
4. THE WASTEWATER LATERAL SHALL BE LOCATED WITHIN RIGHT-OF-WAY AND TERMINATE AT THE PROPERTY LINE.
5. THE F.P.U.A. SHALL BE RESPONSIBLE FOR THE MAINTENANCE AND REPAIR OF THE WASTEWATER LATERAL WITHIN THE EASEMENT OR RIGHT-OF-WAY, UP TO THE POINT OF CONNECTION.

WASTEWATER SERVICE PLACEMENT
(N.T.S.)

FPUA	WASTEWATER SERVICE PLACEMENT POLICY	S-1
02-08 / 02-15	REVISION:	WATER/WASTEWATER ENGINEERING
DESIGNED: AC	COMPUTER FILE # SEWER DETAIL S00002.DWG	FT. PIERCE UTILITIES AUTHORITY
DRAWN BY: AM	SCALE: N.T.S.	
APPROVED: AC	DATE: 2015	SHEET 1 OF 1

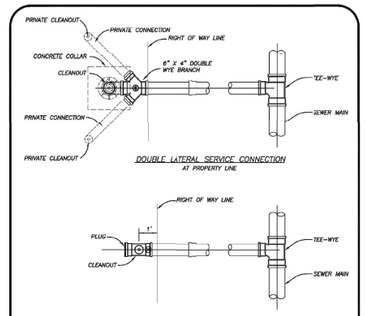


NOTES:

1) BALL TYPE WASTEWATER LOCATOR BY 3M CORP. OR APPROVED EQUAL.
2) MINIMUM SLOPE OF 1/8" PER FOOT, USE GREATER SLOPE WHERE POSSIBLE.
3) SERVICE LATERAL SHALL TERMINATE WITH A CLEANOUT.
4) INSTALL CLEANOUT AT THE PROPERTY LINE. REFER TO DETAIL S-1 FOR SPECIFIC PROPERTY LAYOUT.

SERVICE CONNECTION
(N.T.S.)

FPUA	SERVICE CONNECTION WASTEWATER	S-2
02-08 / 02-15	REVISION:	WATER/WASTEWATER ENGINEERING
DESIGNED: AC	COMPUTER FILE # SEWER DETAIL S00002.DWG	FT. PIERCE UTILITIES AUTHORITY
DRAWN BY: AM	SCALE: N.T.S.	
APPROVED: AC	DATE: 2015	SHEET 1 OF 1



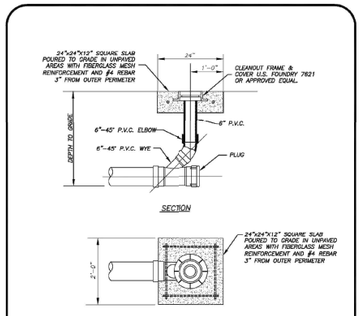
DOUBLE LATERAL SERVICE CONNECTION
AT PROPERTY LINE

SINGLE SERVICE LATERAL CONNECTION

⊛ = BALL TYPE WASTEWATER LOCATOR INSTALLED ABOVE THIS POINT
BALL BY 3M CORP. OR APPROVED EQUAL
SERVICE LATERAL SHALL TERMINATE WITH A CLEANOUT

SERVICE CONNECTION
(N.T.S.)

FPUA	SERVICE CONNECTION WASTEWATER	S-3
02-08 / 02-15	REVISION:	WATER/WASTEWATER ENGINEERING
DESIGNED: AC	COMPUTER FILE # SEWER DETAIL S00003.DWG	FT. PIERCE UTILITIES AUTHORITY
DRAWN BY: AM	SCALE: N.T.S.	
APPROVED: AC	DATE: 2015	SHEET 1 OF 1



SECTION

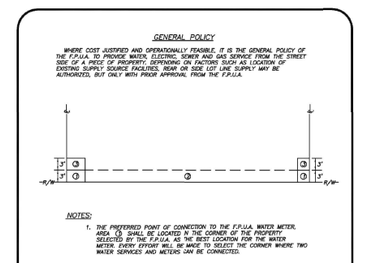
PLAN

NOTES:

1) SEE DETAIL S-3 FOR DOUBLE SERVICE CONNECTION.

RESIDENTIAL CLEANOUT DETAIL
(N.T.S.)

FPUA	TERMINAL CLEANOUT DETAIL RESIDENTIAL	S-4A
02-08 / 02-15	REVISION:	WATER/WASTEWATER ENGINEERING
DESIGNED: AC	COMPUTER FILE # SEWER DETAIL S00003.DWG	FT. PIERCE UTILITIES AUTHORITY
DRAWN BY: AM	SCALE: N.T.S.	
APPROVED: AC	DATE: 2015	SHEET 1 OF 3



PIPE DIA.	"A"	"B"	"C"	BOT. SLAB "T"
8"-24"	4'-0"	7"	78"	8"
30"-36"	5'-0"	7"	88"	10"
42"-48"	6'-0"	7"	100"	12"

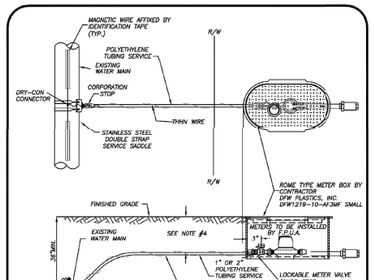
TYPICAL MANHOLE DIMENSIONS

NOTES:

1) MANHOLE FRAME & COVER WITH THE WORDS " SANITARY SEWER" CAST IN THE COVER. U.S. FOUNDRY 170 OR APPROVED EQUAL.
2) ALL CONCRETE MANHOLES TO BE 4000 P.S.I. TO MEET OR EXCEED ASTM C478 ALL CEMENT TO BE TYPE II ACID RESISTANT. REINFORCING AREA OF 0.02 SQ. IN/FT FOR WALL SECTION MIN. TO MEET OR EXCEED ASTM A 185.
3) A MAXIMUM OF 2 LAYERS OF PRECAST CONCRETE RINGS, IF REQUIRED.
4) RAIN GUARDS SHALL BE INSTALLED IN MANHOLES THAT HAVE GRAVITY MAINS 12" OR LESS.

SHALLOW MANHOLE
DEPTH OF LESS THAN 5'-0"
(N.T.S.)

FPUA	PRECAST MANHOLE DEPTH OF LESS THAN 5'- 0"	S-6
02-08 / 02-15	REVISION:	WATER/WASTEWATER ENGINEERING
DESIGNED: AC	COMPUTER FILE # SEWER DETAIL S00002.DWG	FT. PIERCE UTILITIES AUTHORITY
DRAWN BY: AM	SCALE: N.T.S.	
APPROVED: AC	DATE: 2015	SHEET 1 OF 1



PIPE DIA.	"A"	"B"	"C"	BOT. SLAB "T"
8"-24"	4'-0"	7"	76"	8"
30"-36"	5'-0"	7"	88"	10"
42"-48"	6'-0"	7"	100"	12"

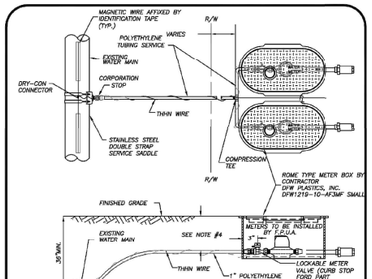
TYPICAL MANHOLE DIMENSIONS

NOTES:

1) MANHOLE FRAME & COVER WITH THE WORDS " SANITARY SEWER" CAST IN THE COVER. U.S. FOUNDRY 170 OR APPROVED EQUAL.
2) ALL CONCRETE MANHOLES TO BE 4000 P.S.I. TO MEET OR EXCEED ASTM C478 ALL CEMENT TO BE TYPE II ACID RESISTANT. REINFORCING AREA OF 0.02 SQ. IN/FT FOR WALL SECTION MIN. TO MEET OR EXCEED ASTM A 185.
3) A MAXIMUM OF 2 LAYERS OF PRECAST CONCRETE RINGS, IF REQUIRED.
4) RAIN GUARDS SHALL BE INSTALLED IN MANHOLES THAT HAVE GRAVITY MAINS 12" OR LESS.

STANDARD MANHOLE
DEPTH 5'-0" AND GREATER
(N.T.S.)

FPUA	PRECAST MANHOLE DEPTH 5'- 0" & GREATER	S-7
02-08 / 02-15	REVISION:	WATER/WASTEWATER ENGINEERING
DESIGNED: AC	COMPUTER FILE # SEWER DETAIL S00002.DWG	FT. PIERCE UTILITIES AUTHORITY
DRAWN BY: AM	SCALE: N.T.S.	
APPROVED: AC	DATE: 2015	SHEET 1 OF 1

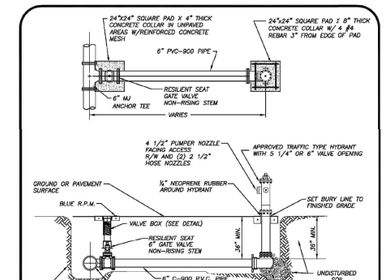


NOTES:

1) SEWER RAIN GUARDS SHALL BE INSTALLED ON ALL MANHOLES WHERE GRAVITY MAINS ARE 12" OR LESS AND IN AREAS DESIGNATED BY ENGINEER TO BE IN A FLOOD AREA.
2) SEWER RAIN GUARDS SHALL BE MANUFACTURED BY PARSON ENVIRONMENTAL PRODUCTS, INC., PART # PMH-235 (PARSON MANHOLE INSERTS) WITH DOUBLE VALVING, OR APPROVED EQUAL.
3) RAINGUARDS MUST BE "SNUG" FIT.

RAINGUARD DETAIL
(N.T.S.)

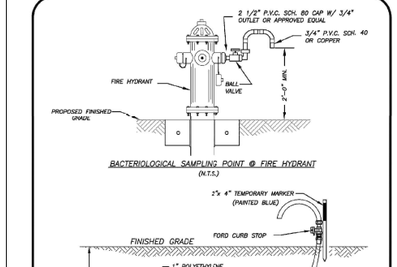
FPUA	RAINGUARD DETAIL	S-11
02-08	REVISION:	WATER/WASTEWATER ENGINEERING
DESIGNED: AC	COMPUTER FILE # WATER DETAILS S00002.DWG	FT. PIERCE UTILITIES AUTHORITY
DRAWN BY: AM	SCALE: N.T.S.	
APPROVED: AC	DATE: 2020	SHEET 1 OF 1



NOTES:

1) INVERT CHANNELS TO BE CONSTRUCTED FOR SMOOTH FLOW WITH NO OBSTRUCTIONS.
2) SPLUMKVS SHALL BE CONSTRUCTED BETWEEN PIPES WITH DIFFERENT INVERT ELEVATIONS PROVIDING FOR SMOOTH FLOWS.

FPUA	FLOW PATTERNS FOR WASTE CHANNELS	S-12
02-08	REVISION:	WATER/WASTEWATER ENGINEERING
DESIGNED: AM	COMPUTER FILE # WATER DETAILS S00002.DWG	FT. PIERCE UTILITIES AUTHORITY
DRAWN BY: AM	SCALE: N.T.S.	
APPROVED: AC	DATE: 2020	SHEET 1 OF 1



SECTION

NOTES:

1. FORCE MAIN CONNECTION SHALL CONSIST OF A 2" TAPPING SADDLE, 2" STAINLESS STEEL NIPPLE AND 2" THREADED RESILIENT SEAT GATE VALVE
2. GREEN 10 GAUGE THWN WIRE SHALL BE ATTACHED TO THE SERVICE LINE.
3. WHERE SERVICES UNDER PAVEMENT ARE REQUIRED, THE POLYETHYLENE TUBING SHALL BE INSTALLED WITHIN SCHEDULE 40 PVC CASING PIPE.
4. MINIMUM COVER IN UNPAVED AREAS SHALL BE 30", IN PAVED AREAS OR PLANNED ROADWAYS OR SWALES MIN. COVER SHALL BE 36".

FPUA	GRINDER STATION CONNECTION	S-16
02-08 / 02-15	REVISION:	WATER/WASTEWATER ENGINEERING
DESIGNED: AC	COMPUTER FILE # WATER DETAILS S00002.DWG	FT. PIERCE UTILITIES AUTHORITY
DRAWN BY: AM	SCALE: N.T.S.	
APPROVED: AC	DATE: 2020	SHEET 1 OF 1

GENERAL POLICY

WHERE COST JUSTIFIED AND OPERATIONALLY FEASIBLE, IT IS THE GENERAL POLICY OF THE F.P.U.A. TO PROVIDE WATER, ELECTRIC, SEWER AND GAS SERVICE FROM THE STREET SIDE OF A PIECE OF PROPERTY; DEPENDING ON FACTORS SUCH AS LOCATION OF EXISTING SUPPLY SOURCE FACILITIES, REAR OR SIDE LOT LINE SUPPLY MAY BE AUTHORIZED, BUT ONLY WITH PRIOR APPROVAL FROM THE F.P.U.A.

NOTES:

1. THE PREFERRED POINT OF CONNECTION TO THE F.P.U.A. WATER METER, AREA ①, SHALL BE LOCATED IN THE CORNER OF THE PROPERTY SELECTED BY THE F.P.U.A. AS THE BEST LOCATION FOR THE WATER METERS. EVERY EFFORT WILL BE MADE TO SELECT THE CORNER WHERE TWO WATER SERVICES AND METERS CAN BE CONNECTED.
2. IF PHYSICAL BARRIERS OR OTHER OBSTACLES PREVENT THE CONNECTION OF THE BUILDING SERVICE LINE TO THE F.P.U.A. WATER SERVICE WITHIN AREA ①, THE F.P.U.A. ENGINEERING DEPARTMENT MAY AUTHORIZE THE CONNECTION ALONG THE PORTION OF THE R/W LINE MARKED AREA ②, OR ALONG THE PROPERTY LINES MARKED AREA ③.
3. HORIZONTAL SEPARATION OF WATER AND WASTEWATER SERVICES SHOULD BE A MINIMUM OF 6 FEET AND PREFERABLY 10 FEET.
4. ALL METERS SHALL BE INSTALLED IN AN UNRESTRICTED AREA FOLLOWING EASE OF ACCESS AND PROVIDING ADEQUATE PROTECTION.
5. THE F.P.U.A. SHALL BE RESPONSIBLE FOR THE MAINTENANCE AND REPAIR OF THE WATER LATERAL WITHIN THE EASEMENT OR RIGHT-OF-WAY, UP TO THE POINT OF CONNECTION.

WATER METER PLACEMENT
(N.T.S.)

FPUA	WATER METER PLACEMENT POLICY	W-1
02-08 / 02-15	REVISION:	WATER/WASTEWATER ENGINEERING
DESIGNED: AC	COMPUTER FILE # WATER DETAILS S00002.DWG	FT. PIERCE UTILITIES AUTHORITY
DRAWN BY: AM	SCALE: N.T.S.	
APPROVED: AC	DATE: 2015	SHEET 1 OF 1

NOTES:

1. BLUE 10 GAUGE THWN WIRE SHALL BE ATTACHED TO THE SERVICE LINE.
2. WHERE SERVICES UNDER PAVEMENT ARE REQUIRED, THE POLYETHYLENE TUBING SHALL BE INSTALLED WITHIN SCHEDULE 40 PVC CASING PIPE.
3. 1" & 3/4" METER SIZES SHALL REQUIRE A LOCKABLE METER VALVE. (CURB STOP)
4. MINIMUM COVER IN UNPAVED AREAS SHALL BE 30", IN PAVED AREAS OR PLANNED ROADWAYS OR SWALES MIN. COVER SHALL BE 36".
5. FOR 2" COMMERCIAL SERVICE INSTALLATIONS, FPUA WILL INSTALL ABOVE GROUND METER PER DETAIL W-8.

TYPICAL SINGLE WATER SERVICE CONNECTION
(N.T.S.)

FPUA	TYPICAL SINGLE WATER SERVICE CONNECTION	W-2
02-08 / DESIGN	REVISION:	WATER/WASTEWATER ENGINEERING
DESIGNED: AC	COMPUTER FILE # WATER DETAILS S00002.DWG	FT. PIERCE UTILITIES AUTHORITY
DRAWN BY: AM	SCALE: N.T.S.	
APPROVED: AC	DATE: 2020	SHEET 1 OF 1

NOTES:

1. BLUE 10 GAUGE THWN WIRE SHALL BE ATTACHED TO THE SERVICE LINE.
2. WHERE SERVICES UNDER PAVEMENT ARE REQUIRED, THE POLYETHYLENE TUBING SHALL BE INSTALLED WITHIN SCHEDULE 40 PVC CASING PIPE.
3. 1" & 3/4" METER SIZES SHALL REQUIRE A LOCKABLE METER VALVE. (CURB STOP)
4. MINIMUM COVER IN UNPAVED AREAS SHALL BE 30", IN PAVED AREAS OR PLANNED ROADWAYS OR SWALES MIN. COVER SHALL BE 36".

TYPICAL DOUBLE WATER SERVICE CONNECTION
(N.T.S.)

FPUA	TYPICAL DOUBLE WATER SERVICE CONNECTION	W-3
02-08 / DESIGN	REVISION:	WATER/WASTEWATER ENGINEERING
DESIGNED: AC	COMPUTER FILE # WATER DETAILS S00002.DWG	FT. PIERCE UTILITIES AUTHORITY
DRAWN BY: AM	SCALE: N.T.S.	
APPROVED: AC	DATE: 2020	SHEET 1 OF 1

NOTES:

1. HYDRANT SHALL BE INSTALLED PLUMB & TRUE.
2. HYDRANT SHALL BE PAINTED CARNIVAL RED FROM FACTORY.
3. ALL PIPING IN UNDISTURBED SOIL.
4. THE ONLY HYDRANTS ACCEPTABLE ARE: MUELLER SUPER CENTURION 250 OR AMERICAN DARLING B-84-B-3.
5. HYDRANT ASSEMBLY MUST BE RESTRAINED TO TEE.
6. ALL FITTINGS SHALL BE MECHANICAL JOINT.
7. ENTIRE ASSEMBLY TO BE MECHANICALLY RESTRAINED.
8. BLUE LOCATOR SHALL BE PLACED IN CENTER OF TRAVEL LANE CLOSEST TO HYDRANT.
9. ALL HYDRANT VALVE BOX COVERS SHALL BE PAINTED CARNIVAL RED.
10. LOCATE WIRE SHALL TERMINATE AT HYDRANT ISOLATION VALVE.
11. HYDRANTS SHALL BE NO MORE THAN FIFTEEN FEET (15 FT.) FROM THE CURB OF ROADWAYS OR FROM THE EDGE OF PAVEMENT. CLEARANCES OF SEVEN AND ONE HALF FEET (7FT-6IN.) IN FRONT OF AND TO THE SIDES OF THE FIRE HYDRANTS, WITH FOUR FOOT (4 FT.) CLEARANCE TO THE REAR OF HYDRANTS SHALL BE MAINTAINED.

TYPICAL FIRE HYDRANT ASSEMBLY
(N.T.S.)

FPUA	TYPICAL FIRE HYDRANT ASSEMBLY	W-5
02-08 / DESIGN	REVISION:	WATER/WASTEWATER ENGINEERING
DESIGNED: AC	COMPUTER FILE # WATER DETAILS S00002.DWG	FT. PIERCE UTILITIES AUTHORITY
DRAWN BY: AM	SCALE: N.T.S.	
APPROVED: AC	DATE: 2020	SHEET 1 OF 1

BACTERIOLOGICAL SAMPLING POINT @ FIRE HYDRANT
(N.T.S.)

BACTERIOLOGICAL SAMPLING POINT @ WATER MAIN
(N.T.S.)

NOTE:

AFTER TESTING REMOVE 1" P.E. LINE AND CAP WITH BRASS PLUG AT CORPORATION STOP.

FPUA	BACTERIOLOGICAL SAMPLING POINT DETAIL	W-6
02-08 / 02-15	REVISION:	WATER/WASTEWATER ENGINEERING
DESIGNED: AC	COMPUTER FILE # WATERDETAIL.DWG	FT. PIERCE UTILITIES AUTHORITY
DRAWN BY: AM	SCALE: N.T.S.	
APPROVED: AC	DATE: 2020	SHEET 1 OF 1

KMA
ENGINEERING & SURVEYING, LLC
3001 INDUSTRIAL 2 AVE.
FT. PIERCE, FL 34946
PHONE: (772) 560-6505
FB/PE C.O.A. # 33705

REVISIONS:

BY:	DATE:	COMMENT:

NOT FOR CONSTRUCTION

PROJECT:
REGATTA APARTMENTS
2152 SOUTH JENKINS ROAD
FT. PIERCE, FL 34947

CLIENT:
ALVA STONE GROUP, LLC
591 EVERNIA STREET
WEST PALM BEACH, FL 33401

BLAINE ROBERT BERGSTRESSER LICENSE NO. 84598 STATE OF FLORIDA PROFESSIONAL ENGINEER
BLAINE BERGSTRESSER, P.E.
FLORIDA LICENSE No. 84598
09/16/2022

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PROJECT No.: 23-1011
DRAWN BY: CRW
CHECKED BY: BRB
DATE: 08/23/2023

SHEET TITLE:
FPUA DETAILS

SHEET NUMBER:
C-9

Schedule							
Symbol	Label	QTY	Manufacturer	Catalog	Lamp Output	LLF	Input Power
	SLA	2	Lithonia Lighting	DSX0 LED P5 40K 80CRI TFTM MVOLT RPA NLTAIR2 PIRHN DDBXD : MOUNTED @ 25'AFG ROUND TAPERED ALUMINUM DIRECT BURIAL POLE	11337	1	90.12
	SLB	1	Lithonia Lighting	DSX0 LED P5 40K 80CRI T5W MVOLT RPA NLTAIR2 PIRHN DDBXD : MOUNTED @ 25'AFG ROUND TAPERED ALUMINUM DIRECT BURIAL POLE	11772	1	90.12
	SLB2	4	Lithonia Lighting	DSX0 LED P5 40K 80CRI T5W MVOLT RPA NLTAIR2 PIRHN DDBXD : MOUNTED @ 25'AFG ROUND TAPERED ALUMINUM DIRECT BURIAL POLE	11772	1	180.24
	SLC	25	Lithonia Lighting	DSX0 LED P5 40K 80CRI BLC4 MVOLT RPA NLTAIR2 PIRHN DDBXD : MOUNTED @ 25'AFG ROUND TAPERED ALUMINUM DIRECT BURIAL POLE	8334	1	90.12

Statistics						
Description	Symbol	Avg	Max	Min	Max/Min	Avg/Min
parking lot		1.1 fc	2.2 fc	0.4 fc	5.5:1	2.8:1

GRAPHIC SCALE

50 0 50 100 150

SCALE: (1 Inch) = 50 Feet)

North

BLDG 100 24 UNIT 3 STORY

BLDG 200 24 UNIT 3 STORY F.F.=17.0

BLDG 300 24 UNIT 3 STORY F.F.=17.0

BLDG 400 24 UNIT 3 STORY F.F.=17.0

BLDG 500 24 UNIT 3 STORY F.F.=17.0

BLDG 600 24 UNIT 3 STORY F.F.=17.0

BLDG 700 24 UNIT 3 STORY F.F.=17.0

BLDG 800 24 UNIT 3 STORY F.F.=17.0

BLDG 900 24 UNIT 3 STORY F.F.=17.0

BLDG 1000 24 UNIT 3 STORY F.F.=17.0

BLDG 1100 24 UNIT 3 STORY F.F.=17.0

BLDG 1200 24 UNIT 3 STORY F.F.=17.0

BLDG 1300 24 UNIT 3 STORY F.F.=17.0

COMPACTOR

*Missing or invalid reference
*File: C:\Users\Blaine Bergstresser\Desktop\DRW_39361 - Copy.pdf
*Sheet: 1

NAVD 1988

ALL ELEVATIONS DEPICTED HEREON REFERENCE NAVD 1988

KMA
ENGINEERING & SURVEYING, LLC
300 INDUSTRIAL 2 AVE
FT. PIERCE, FL 34946
PHONE: (772) 569-5505
FSPE C.O.A. # 33705

REVISIONS

BY:	DATE:	COMMENT:

NOT FOR CONSTRUCTION

PROJECT:

REGATTA APARTMENTS

2152 SOUTH JENKINS ROAD
FT. PIERCE, FL 34947

CLIENT:

ALVA STONE GROUP, LLC
591 EVERNIA STREET
WEST PALM BEACH, FL 33401

BLAINE ROBERT BERGSTRESSER LICENSE NO. 84598 STATE OF FLORIDA PROFESSIONAL ENGINEER

BLAINE BERGSTRESSER, P.E.
FLORIDA LICENSE No. 84598
09/16/2022

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PROJECT No.:	23-1011
DRAWN BY:	CRW
CHECKED BY:	BRB
DATE:	08/23/2003

SHEET TITLE:

LIGHTING PLAN

SHEET NUMBER:

L-1

TYPICAL BUILDING ELEVATION

General Notes

No.	Revision/Issue	Date

Firm Name and Address

Project Name and Address
Regatta
2190 S Jenkins Rd
Fort Pierce FL 34947

Project: Regatta	Sheet: 03
Date: 8-15-23	
Scale: As Noted	

1 Roofing: Metal Seam Panels / Color: Charcoal Gray

2 Facia & Brackets: Wood / Color: High Reflective White_SW 7757

3 Stucco Bands: Stucco / Color: High Reflective White_SW 7757

4 Bahama Shutters: Aluminum / Color: Honorable Blue_SW 6811

5 Decorative Louvers: Vinyl / Color: Honorable Blue_SW 6811

6 Exterior Walls: Stucco / Color: Crushed Ice_SW 7647

7 Siding: Stucco / Color: Lakeside_SW 9683

COLOR BOARD

General Notes

No.	Revision/Issue	Date

Firm Name and Address

Project Name and Address
Regatta
2190 S Jenkins Rd
Fort Pierce FL 34947

Project: Regatta	Sheet: 04
Date: 8-15-23	
Scale: As Noted	

ATLANTIC
ENVIRONMENTAL
ENVIRONMENTAL PERMITTING & MITIGATION

ENVIRONMENTAL ASSESSMENT

On the

Regatta Project Site
South Jenkins Road, Fort Pierce, Florida
±17.81 Acres

Parcel No.'s 2418-333-0001-000-9, 2418-333-0002-000-6,
2418-333-0003-000-3, & 2418-333-0004-000-0

Conducted for:

Mr. Pedro Quijada
Alva Stone Group, LLC
591 Evernia Street
West Palm Beach, Florida 33401

Conducted by:

Atlantic Environmental of Florida, LLC
657 Montreal Avenue
Melbourne, Florida 32935

August 15, 2023

ATLANTIC ENVIRONMENTAL
ENVIRONMENTAL PERMITTING & MITIGATION

657 Montreal Avenue • Melbourne, FL 32935
ph 321.676.1505 • fax 321.676.1730

August 15, 2023

Mr. Pedro Quijada
Alva Stone Group, LLC
591 Evernia Street
West Palm Beach, FL 33401

Re: Environmental Assessment
Regatta Project Site
South Jenkins Road, Fort Pierce, Florida
Parcel No.'s 2418-333-0001-000-9, 2418-333-0002-000-6, 2418-333-0003-000-3, & 2418-333-0004-000-0
Atlantic Environmental File No. 23631

Dear Mr. Quijada:

Atlantic Environmental of Florida, LLC (Atlantic Environmental) has completed an environmental assessment and feasibility study of the above-referenced property, an approximately 17.81-acre tract of land located on the east side of South Jenkins Road in Fort Pierce, St. Lucie County, Florida (Figures 1 and 2). The field assessment of this tract, hereinafter referred to as "the Property", occurred on August 14, 2023. This study is intended to assess any reasonably ascertainable environmental issues that might influence the developability of the subject property. Following are the results of our study.

Topography and Soils

Figure 3 shows the USGS Topographical Map for the Property and surrounding areas. According to this map, the Property is relatively flat. The U.S. Department of Agriculture's Natural Resources Conservation Service (NRCS) map for St. Lucie County (Figure 4) depicts one soil type underlying the Property. Following is a description of the mapped soil type as it occurs in a natural environment.

Winder loamy sand (55)
The Winder, drained and bedded component makes up 67 percent of the map unit. Slopes are 0 to 2 percent. This component is on flats on marine terraces on coastal plains. The parent material consists of sandy and loamy marine deposits. This soil is not flooded. It is not ponded. A seasonal zone of water saturation is at 14 inches during June, July, August, September, and October. This soil does not meet hydric criteria.

The Winder, hydric component makes up 15 percent of the map unit. Slopes are 0 to 2 percent. This component is on flats on marine terraces on coastal plains. The parent material consists of sandy and loamy marine deposits. This soil is not flooded. It is not ponded. A seasonal zone of water saturation is at 6 inches during June, July, August, September, October, November. This soil meets hydric criteria.

Past agricultural activity within the Property appears to have altered some of the characteristics

possessed by the underlying soils. However, for the most part, the soil description above appears relatively accurate.

Vegetation and Community Types

Different combinations of natural and human-influenced factors, such as surface elevation, hydrology, vegetative species and structure, soil characteristics, and degree and type of historical disturbance, will give rise to a variety of distinct ecological systems and functions, known as communities and land uses. The Florida Land Use, Cover, and Forms Classification System (FLUCFCS) organizes most of the major categories of communities and land uses into particular descriptions, each corresponding to a different code number. Using our field observations and the FLUCFCS system as a guideline, Atlantic Environmental has identified the on-site communities as they currently exist on the Property. Figure 5 depicts the code numbers of the on-site FLUCFCS categories, specifically, Open Land (FLUCFCS Code Number 190), Streams and Waterways (510), and Reservoirs less than 10 acres (534).

Following is a description of these classifications, as they exist on the Property, along with an assessment of the jurisdictional wetland status based on the rules and regulations of the South Florida Water Management District (SFWMD) and the U.S. Army Corps of Engineers (USACE). In December 2020, the Florida Department of Environmental Protection (FDEP) took over a significant portion of the Section 404 federal permitting from USACE. The jurisdictional status of FDEP will also be referenced below.

Open Land (190)
The vast majority (±17.81 acres) of the Property supports Open Land that previously supported several structures that no longer exist other than the slabs. The beds and furrows of the past agricultural usage are still evident throughout a majority of the Property, and the vegetation within the beds is dominated by earleaf acacia, cogongrass, lantana, rosary pea, guineagrass, broomsedge, cowpea, St. Augustine grass, wax myrtle, Brazilian pepper, saltbush, torpedograss, bahiagrass, sedges, and dog fennel. The higher elevated areas will be claimed as uplands by the regulatory agencies while some of the shallow furrows may be claimed as surface waters by SFWMD. No mitigation for impacts to these furrows should be required but the acreages will need to be accounted for throughout the permitting process.

Streams and Waterways (510)
Besides the numerous relic furrows throughout the Property that may be claimed as surface waters, there is a larger ditch found within the central portion of the Property. FDEP should not assert federal jurisdiction over this ditch while SFWMD will claim it as surface waters and therefore will require a permit for proposed impacts. Mitigation should not be required for impacts to the on-site surface waters.

Reservoirs less than 10 acres (534)
A small, manmade pond is located along the western extent of the Property that totals approximately 0.28 acres. Any impacts to this pond will require permits from SFWMD. Due to its small size, no mitigation will be required for impacts. Lastly, FDEP should not claim jurisdiction over this surface water.

Protected Wildlife Species

A preliminary survey for listed species and suitable listed species habitats was completed on the Property. This survey resulted in the determination that the Property may provide suboptimal habitat for a variety of wading birds.

Wading Birds

Wading birds, including little blue herons, tricolored herons, sandhill cranes, and wood storks, depend on freshwater marshes and shorelines for foraging and typically roost in forested wetland systems. It is possible that any or all of these birds use the on-site wetlands from time to time on an opportunistic foraging basis. However, the preliminary survey did not indicate that any of the above listed protected wading bird species are using the Property in a way that is significantly dependent upon on-site habitat. No nests of any of the listed species were observed on the Property, and no signs of these species were noted. The potential opportunistic usage should not trip a threshold to require compensatory mitigation for any of these species.

Surface Waters

As mentioned above, there are several surface waters on the Property that may require permitting through SFWMD. No mitigation should be required for surface water impacts.

Conclusions

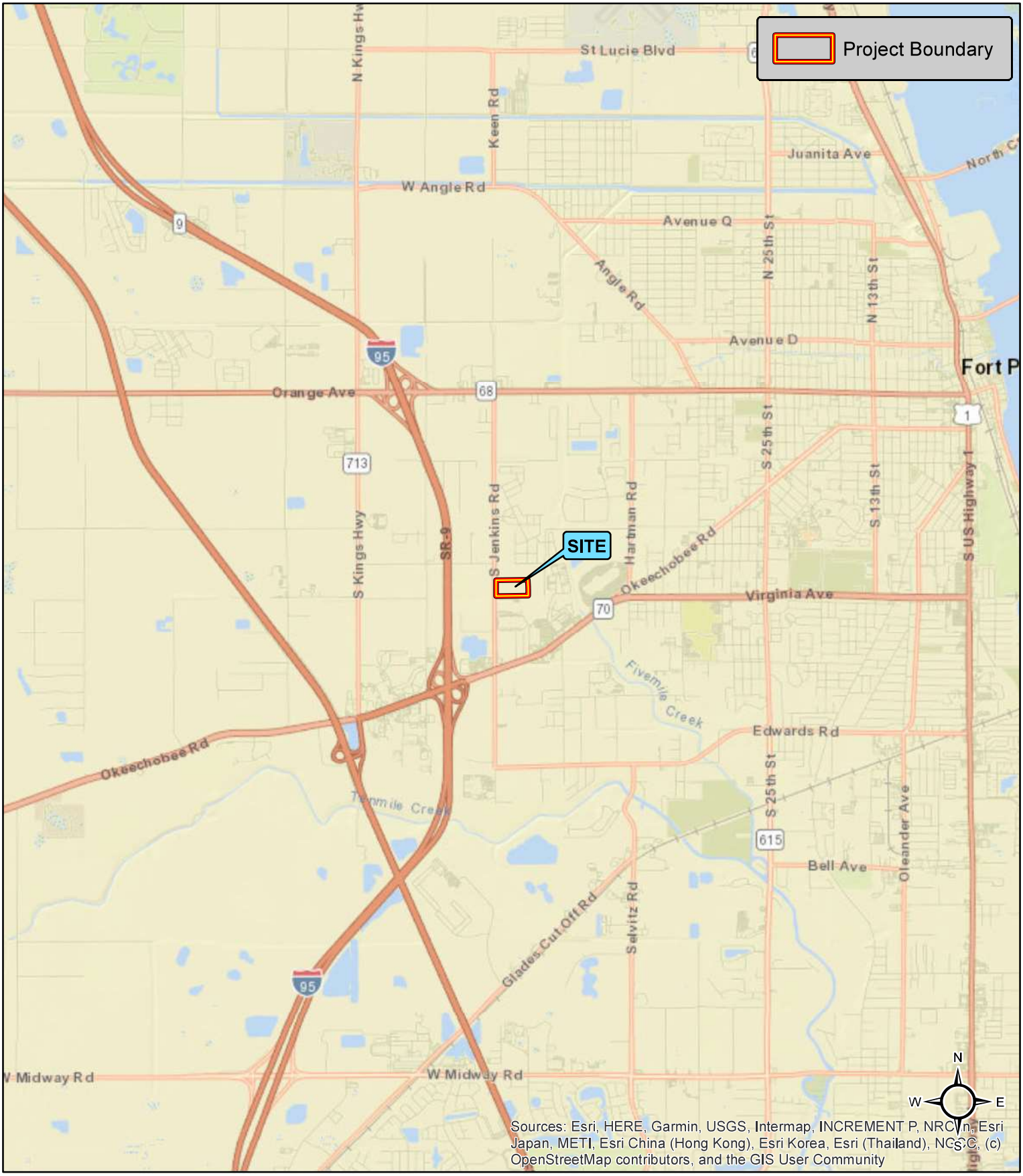
Atlantic Environmental determined that the Property contains ±17.53 acres of uplands and ±0.28 acres of surface waters (in addition to the acreage of the on-site furrows that are included in the upland acreage above for the purposes of this report). The on-site surface waters will require permits from SFWMD for impacts. FDEP should not claim the surface waters as federally jurisdictional.

Should you have any questions or need additional information, please do not hesitate to contact our office. We look forward to working further with you on this project.

Sincerely,

David G. Purkerson, MS, PWS
Vice President/Biologist

Jon H. Shepherd, MS, PWS
President/Ecologist



Project: Regatta

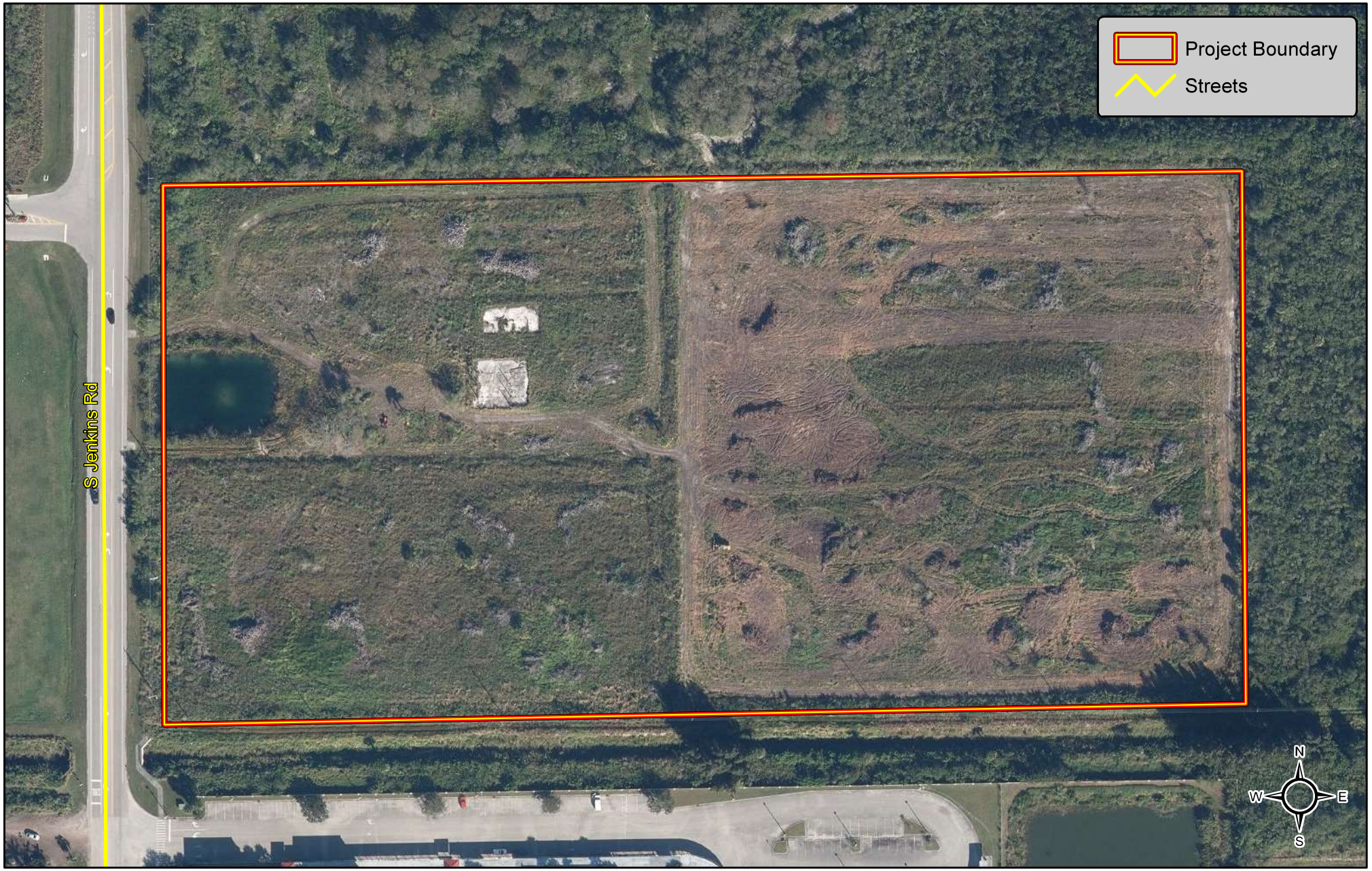
Figure 1: Location Map

0 0.5 1 2 Miles

St Lucie County, Florida

ATLANTIC ENVIRONMENTAL
ENVIRONMENTAL PERMITTING & MITIGATION

AE Proj #: 23631



Project: Regatta

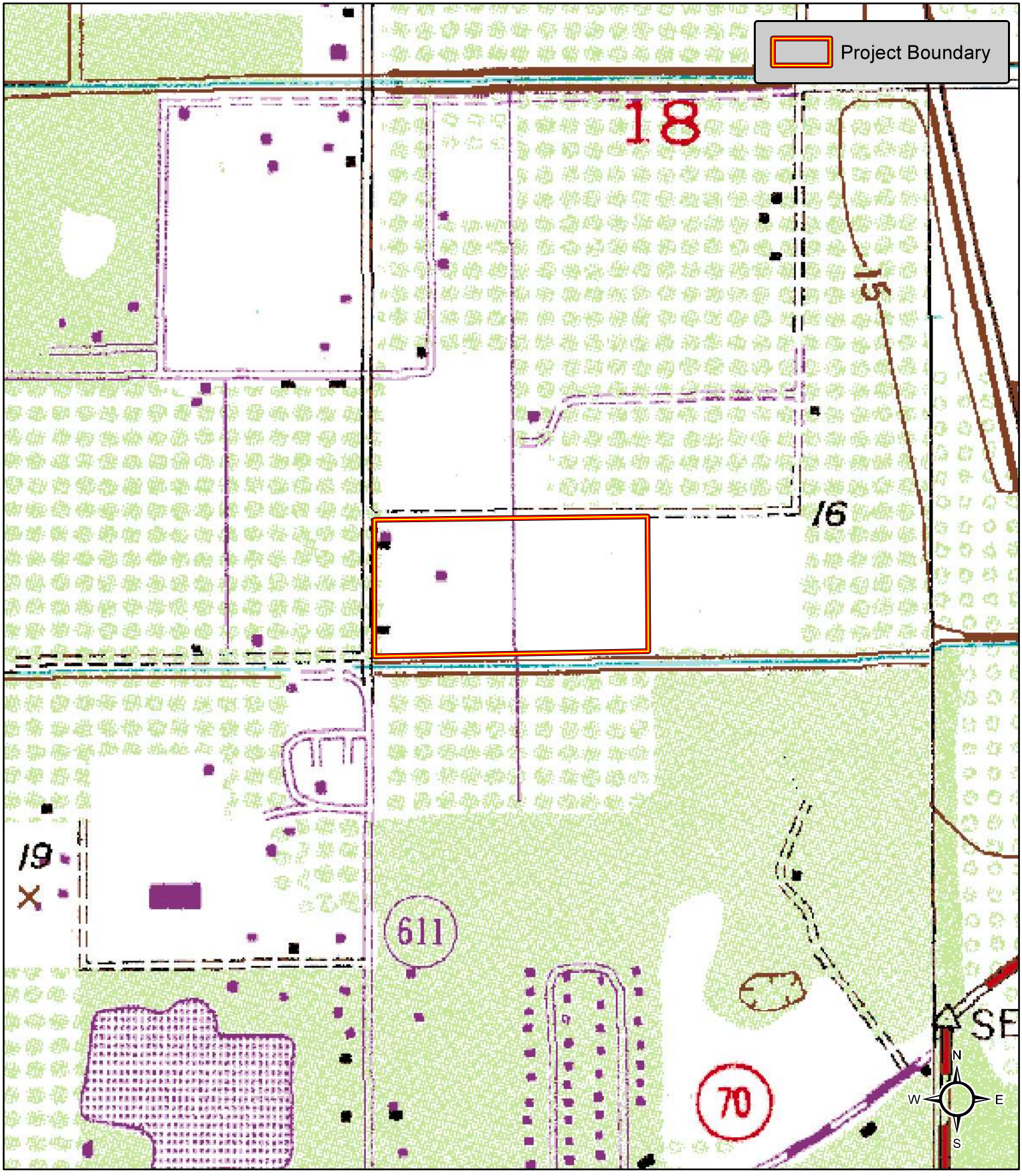
Figure 2: Aerial Map

0 100 200 400 Feet

2023 Aerial, St Lucie County, Florida

ATLANTIC ENVIRONMENTAL
ENVIRONMENTAL PERMITTING & MITIGATION

AE Proj #: 23631



Project: Regatta

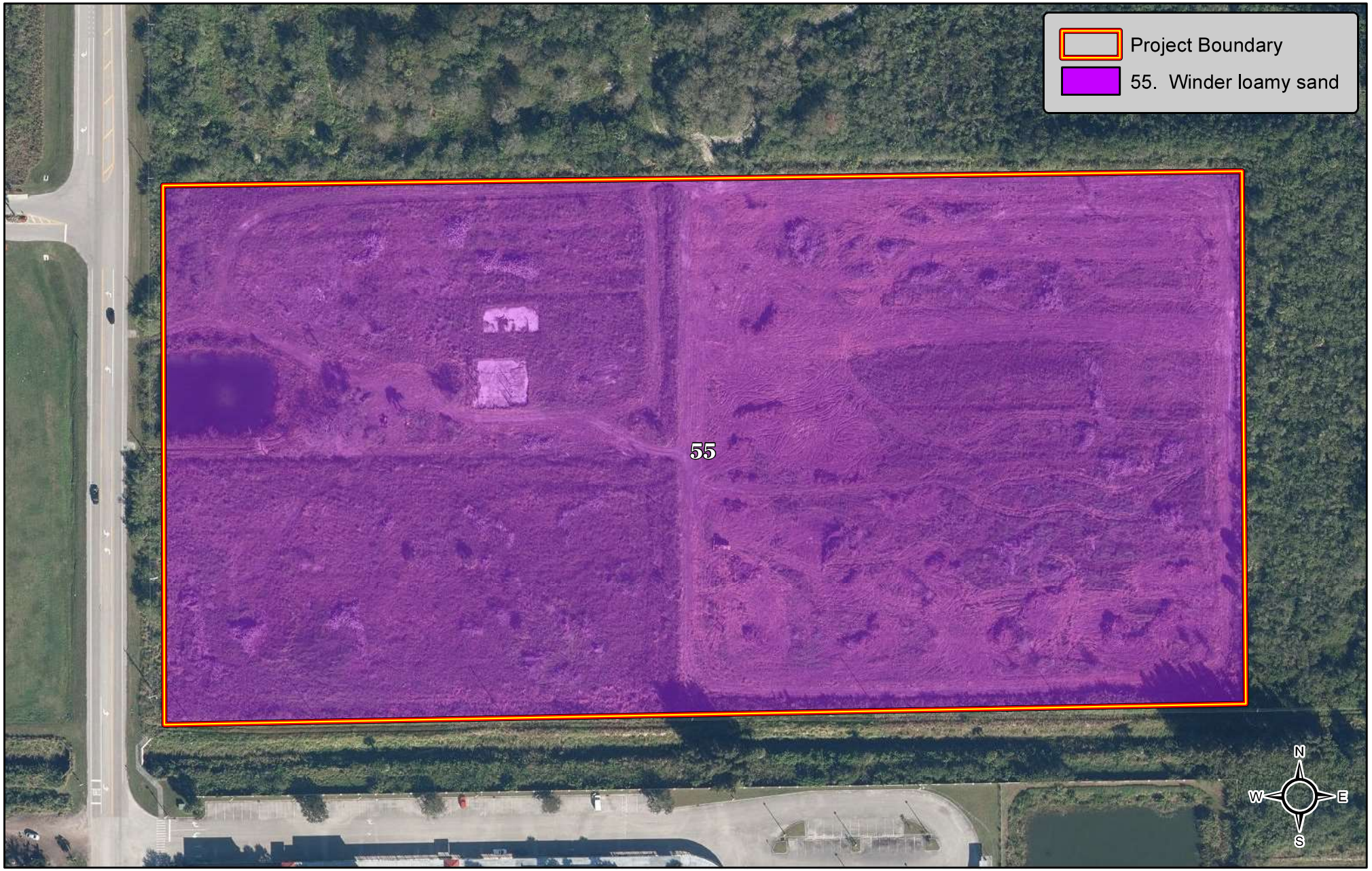
Figure 3: USGS Topo Map

0 500 1,000 2,000 Feet

Fort Pierce NW Quadrangle, St Lucie County, Florida

ATLANTIC ENVIRONMENTAL
ENVIRONMENTAL PERMITTING & MITIGATION

AE Proj #: 23631



Project: Regatta

Figure 4: NRCS Soils Map

0 100 200 400 Feet

2023 Aerial, St Lucie County, Florida

ATLANTIC ENVIRONMENTAL
ENVIRONMENTAL PERMITTING & MITIGATION

AE Proj #: 23631

Project: Regatta

Figure 5: Land Use (FLUCFCS) Map

0 100 200 400 Feet

2023 Aerial, St Lucie County, Florida

ATLANTIC ENVIRONMENTAL
ENVIRONMENTAL PERMITTING & MITIGATION

AE Proj #: 23631

O'ROURKE
ENGINEERING & PLANNING

TRAFFIC ANALYSIS

FOR

Regatta

Prepared for:

Mr. Pedro Quijada
Alva Stone Group
591 Evernia St
West Palm Beach, FL 33401

Prepared by:

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

August 11, 2023

SR23071.0

Prepared by: O'Rourke Engineering & Planning Certificate of Authorization: #26869 22 SE Seminole Street Stuart, Florida 34994 772-781-7918	Professional Engineer Susan E. O'Rourke, P.E. Date signed and sealed: 8/11/2023 License #: 42684

O'ROURKE
ENGINEERING & PLANNING

August 11, 2023

Mr. Pedro Quijada
Alva Stone Group
591 Evernia St
West Palm Beach, FL 33401

Re: Regatta

Dear Mr. Quijada:

O'Rourke Engineering & Planning has completed the analysis of the proposed development located on Jenkins Road in St. Lucie County, Florida. The steps in the analysis and the ensuing results are presented herein.

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

Respectfully submitted,

O'Rourke Engineering & Planning

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

22 SE Seminole Street | Stuart, FL 34994 | 772-781-7918 | Susan@OREP.tech

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INTRODUCTION

O'Rourke Engineering & Planning was retained to prepare a traffic analysis for the proposed development consisting of 312 multi-family dwelling units located on Jenkins Road in Ft. Pierce, St. Lucie County, Florida. The purpose of this report is to determine the project's impact on the surrounding roadway system.

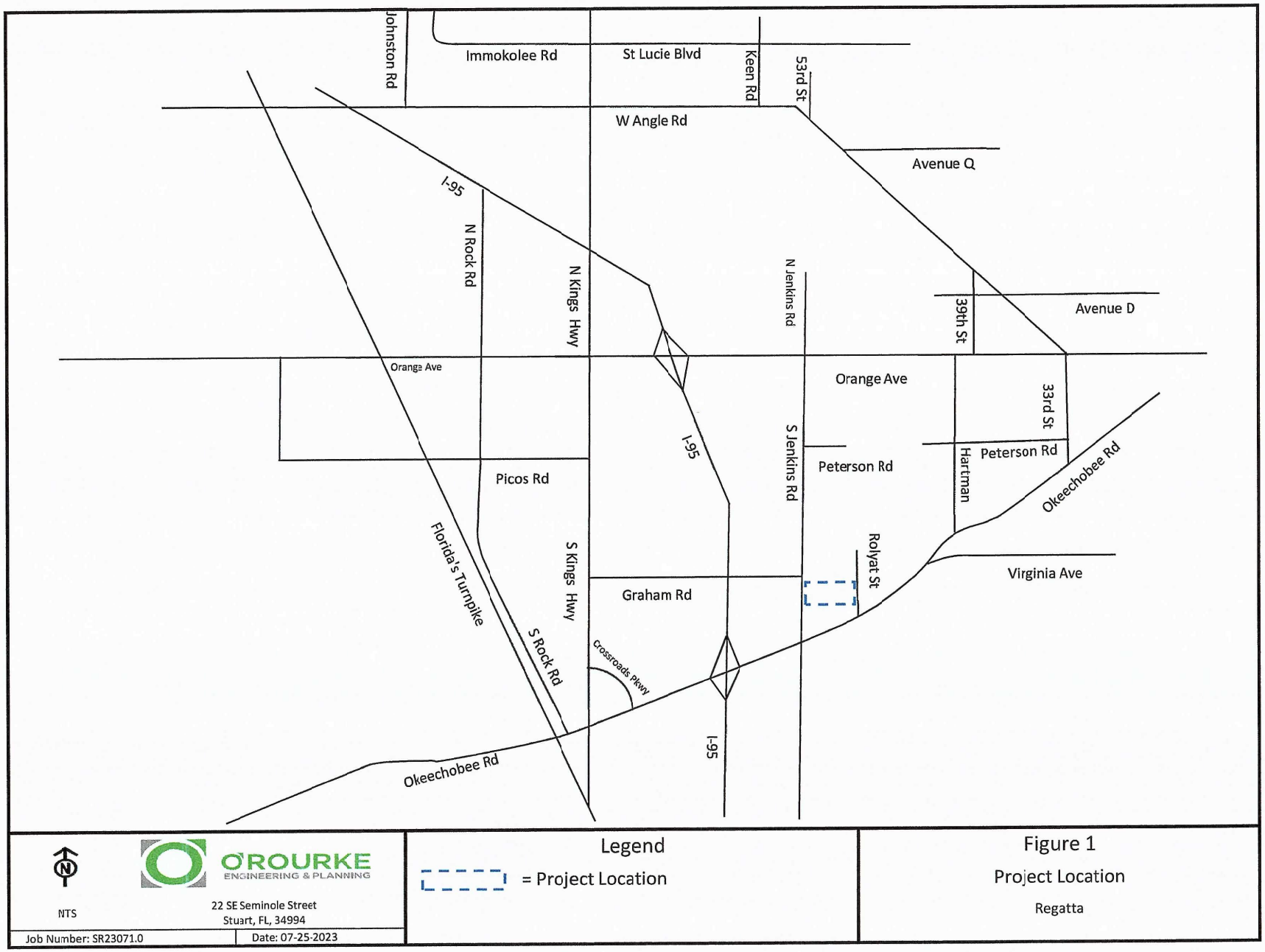
In order to make the determination that the project complies with County Concurrency Guidelines, the following analytical steps were taken:

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

Each of these steps is outlined herein.

PROJECT DESCRIPTION

The proposed development will consist of 312 multi-family dwelling units. The project is located east of Jenkins Road and south of Graham Road. The location is shown in **Figure 1**.



NTS

O'ROURKE ENGINEERING & PLANNING

22 SE Seminole Street
Stuart, FL, 34994

Job Number: SR23071.0 | Date: 07-25-2023

Legend

= Project Location

Figure 1

Project Location

Regatta

EXISTING CONDITIONS

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

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

Existing/Proposed Lane Geometrics and Traffic Control

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

- Okeechobee Road is a multi-lane divided arterial roadway with an east/west alignment. It is four-lane divided west of Kings Highway and east of Virginia Avenue. It is six-lane divided from Rolyat Street to Virginia Avenue and from Kings Highway to I-95. There is an eight-lane divided section from east of I-95 to Rolyat Street. There are numerous extended turn lanes and freeway auxiliary lanes.
- Kings Highway is a two-lane arterial with a north/south alignment and is under construction in portions and included in the 5-year TIP to be widened to a four-lane divided roadway.
- Graham Road is a 2 lane arterial roadway with an E/W alignment.
- Jenkins Road is a 2 lane arterial roadway with a N/S alignment.

Existing Traffic Volumes/ Service Volume

Traffic volumes were obtained from the St. Lucie County TPO and FDOT. The count data along with the number of lanes and the associated peak hour/peak direction service volumes will be summarized in the upcoming sections of the report. Sources of the data are included in **Appendix B.**

PROJECT TRAFFIC

To estimate future traffic generated by the development, the ITE Trip Generation, 11th Edition trip rates for Multi-Family Housing – Low Rise (Land Use Code 220) was applied to estimate the trips generated by the proposed development. These calculations are shown in **Tables 1a, 1b, and 1c**.

As shown, the project will generate 2,075 new daily trips. There will be 120 AM peak hour trips with 29 entering the project and 91 trips exiting the project. The project will generate 155 new PM peak hour trips. There will be 98 trips entering the project and 57 trips exiting the project in the PM peak hour.

Table 1 - Trip Generation

Table 1a: Daily

Land Use	ITE Code	Intensity	Units	Trip Generation Rate	Directional Split		Net New Trips		
					In	Out	In	Out	Total
Multifamily Housing (Low-Rise)	220	312	DU	T = 6.41(X) + 75.31	50%	50%	1,038	1,037	2,075
TOTALS							**1,038**	**1,037**	**2,075**

Source: ITE 11th Edition Trip Generation Rates

Table 1b: AM Peak Hour

Land Use	ITE Code	Intensity	Units	Trip Generation Rate	Directional Split		Net New Trips		
					In	Out	In	Out	Total
Multifamily Housing (Low-Rise)	220	312	DU	T = 0.31(X) + 22.85	24%	76%	29	91	120
TOTALS							**29**	**91**	**120**

Source: ITE 11th Edition Trip Generation Rates

Table 1c: PM Peak Hour

Land Use	ITE Code	Intensity	Units	Trip Generation Rate	Directional Split		Net New Trips		
					In	Out	In	Out	Total
Multifamily Housing (Low-Rise)	220	312	DU	T = 0.43(X) + 20.55	63%	37%	98	57	155
TOTALS							**98**	**57**	**155**

Source: ITE 11th Edition Trip Generation Rates

PROJECT DISTRIBUTION/ ASSIGNMENT/IMPACT

The project traffic was distributed by general geographic direction and then assigned to the roadway network.

Distribution/ Assignment – This general distribution led to an assignment of trips based on the anticipated ultimate destinations and the roadway paths used to reach those destinations. The project assignment is shown in **Figure 2.**

Impact – Tables 2a and 2b summarize the project impact as a percent of service volume capacity. Significant is defined as 1% or more on an adjacent link and 3% or more on all other links. As shown, the project is significant on Jenkins Road between Okeechobee Boulevard and Orange Avenue.

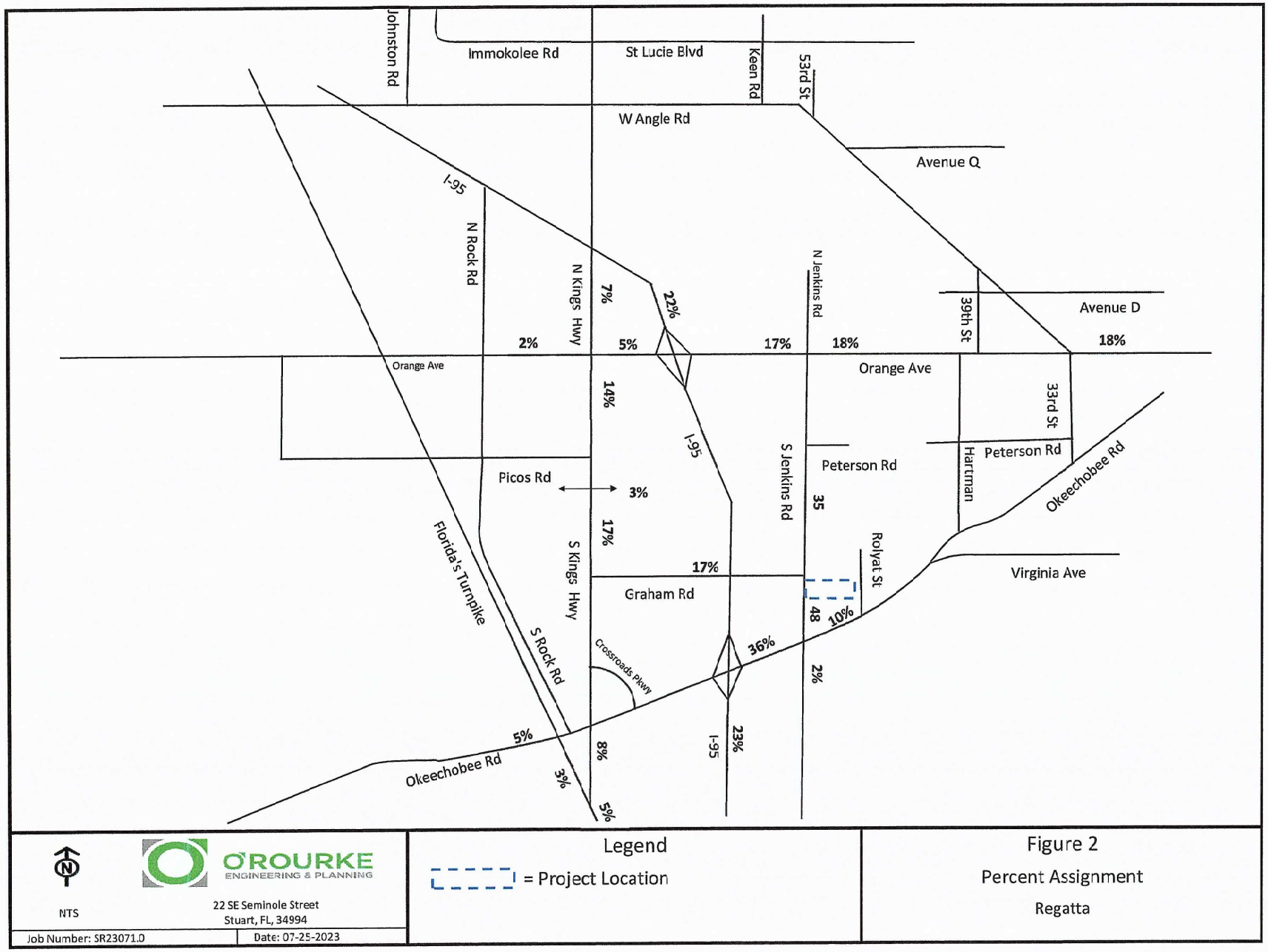
LINK ANALYSIS / REVIEW

Links where the project was significant were analyzed further to ensure they will meet concurrency. A project buildout of 2026 was used in the analysis. A growth rate of 1.1% was calculated for Jenkins Road. The greater of 1.1% growth or 1% plus traffic from other projects in the area were used to determine the 2026 background without project traffic. Other project data includes committed traffic from Kings Hwy Commerce Park, Sunnyland, Drawdy Angle Road, KRE, Stonemont, Creekside, Orange 95, Bent Creek, Celebration Pointe, Hillpointe Residential, Whispering Oaks, Viva at Treasure Coast, Project Hunt, 7/11 Angle Road, Jenkins Waypoint, and Project Hurricane. Project traffic was then added to determine the 2026 Future Total traffic.

Details of the background traffic are included in **Appendix C.**

Table 3a and 3b summarize the results of the link analysis. Jenkins Road is projected to exceed the theoretical capacity. Therefore, a detailed analysis of this road was performed. As shown, the detailed analysis demonstrates that this roadway will operate at acceptable levels of service at project buildout.

The detailed analysis is included in **Appendix D.**



NTS O'ROURKE ENGINEERING & PLANNING 22 SE Seminole Street Stuart, FL, 34994 Job Number: SR23071.0 | Date: 07-25-2023	Legend = Project Location	Figure 2 Percent Assignment Regatta

TABLE 2a - Project Percent Impact - AM Peak Hour

Segment	From	To	Lanes	Direction	IN/OUT	Greater than 3% (1% on Adjacent Links)	Peak Hour Service Capacity (1)	Project Volume Peak Direction	% Project of Capacity-Peak Hour	Project Percent Assignment
Jenkins Rd	Okeechobee Rd	Project Driveway	2L	NB	IN	YES	920	14	1.52%	48%
	Okeechobee Rd	Project Driveway	2L	SB	OUT	YES	920	44	4.78%	48%
	Project Driveway	Graham Rd	2L	NB	OUT	YES	920	47	5.11%	52%
	Project Driveway	Graham Rd	2L	SB	IN	YES	920	15	1.63%	52%
	Graham Rd	Peterson Rd	2L	NB	OUT	YES	630	32	5.08%	35%
	Graham Rd	Peterson Rd	2L	SB	IN	NO	630	10	1.59%	35%
	Peterson Rd	Orange Ave	2L	NB	OUT	YES	920	32	3.48%	35%
	Peterson Rd	Orange Ave	2L	SB	IN	NO	920	10	1.09%	35%
Orange Ave	Campbell Rd	Kings Hwy	2L	EB	IN	NO	1,070	1	0.09%	2%
	Campbell Rd	Kings Hwy	2L	WB	OUT	NO	1,070	2	0.19%	2%
	Kings Hwy	I-95	4LD	EB	IN	NO	2,100	1	0.05%	5%
	Kings Hwy	I-95	4LD	WB	OUT	NO	2,100	5	0.24%	5%
	I-95	Jenkins Rd	4LD	EB	IN	NO	2,100	5	0.24%	17%
	I-95	Jenkins Rd	4LD	WB	OUT	NO	2,100	15	0.71%	17%
	Jenkins Rd	Hartman Rd	4LD	EB	OUT	NO	2,100	16	0.76%	18%
	Jenkins Rd	Hartman Rd	4LD	WB	IN	NO	2,100	5	0.24%	18%
	Hartman	Angle Rd	4LD	EB	OUT	NO	2,100	16	0.76%	18%
	Hartman	Angle Rd	4LD	WB	IN	NO	2,100	5	0.24%	18%
Kings Hwy	Okeechobee Rd	Crossroads Pkwy	4LD	NB	IN	NO	2,000	4	0.20%	13%
	Okeechobee Rd	Crossroads Pkwy	4LD	SB	OUT	NO	2,000	12	0.60%	13%
	Crossroads Pkwy	Graham Rd	4LD	NB	IN	NO	2,000	4	0.20%	13%
	Crossroads Pkwy	Graham Rd	4LD	SB	OUT	NO	2,000	12	0.60%	13%
	Graham Rd	Picos Rd	4LD	NB	OUT	NO	2,000	15	0.75%	17%
	Graham Rd	Picos Rd	4LD	SB	IN	NO	2,000	5	0.25%	17%
	Picos Rd	Orange Ave	4LD	NB	OUT	NO	2,000	13	0.65%	14%
	Picos Rd	Orange Ave	4LD	SB	IN	NO	2,000	4	0.20%	14%
	Orange Ave	I-95 Overpass	4LD	SB	OUT	NO	2,000	6	0.30%	7%
	Orange Ave	I-95 Overpass	4LD	SB	IN	NO	2,000	2	0.10%	7%
	I-95 Overpass	Angle Rd	2L	NB	OUT	NO	920	6	0.65%	7%
	I-95 Overpass	Angle Rd	2L	SB	IN	NO	920	2	0.22%	7%
Okeechobee Rd	Florida's Turnpike	Kings Hwy	4LD	EB	IN	NO	2,100	1	0.05%	5%
	Florida's Turnpike	Kings Hwy	4LD	WB	OUT	NO	2,100	5	0.24%	5%
	I95	Jenkins Rd	6LD	EB	IN	NO	4,240	7	0.17%	23%
	I95	Jenkins Rd	6LD	WB	OUT	NO	4,240	21	0.50%	23%
	Jenkins Rd	McNeil Rd	6LD	EB	OUT	NO	4,040	9	0.22%	10%
	Jenkins Rd	McNeil Rd	6LD	WB	IN	NO	4,040	3	0.07%	10%
I-95	Midway Rd	Okeechobee Rd	6LD	NB	IN	NO	5,500	7	0.13%	23%
	Midway Rd	Okeechobee Rd	6LD	SB	OUT	NO	5,500	21	0.38%	23%
	Orange Ave	Indrio Rd	8LD	NB	OUT	NO	7,320	20	0.27%	22%
	Orange Ave	Indrio Rd	8LD	SB	IN	NO	7,320	6	0.08%	22%

(1) St. Lucie County 2023 Traffic Counts and LOS Report

IN: 29
OUT: 91

TABLE 2b - Project Percent Impact - PM Peak Hour

Segment	From	To	Lanes	Direction	IN/OUT	Greater than 3% (1% on Adjacent Links)	Peak Hour Service Capacity (1)	Project Volume Peak Direction	% Project of Capacity-Peak Hour	Project Percent Assignment
Jenkins Rd	Okeechobee Rd	Project Driveway	2L	NB	IN	YES	920	47	5.11%	48%
	Okeechobee Rd	Project Driveway	2L	SB	OUT	YES	920	27	2.93%	48%
	Project Driveway	Graham Rd	2L	NB	OUT	YES	920	30	3.26%	52%
	Project Driveway	Graham Rd	2L	SB	IN	YES	920	51	5.54%	52%
	Graham Rd	Peterson Rd	2L	NB	OUT	YES	630	20	3.17%	35%
	Graham Rd	Peterson Rd	2L	SB	IN	YES	630	34	5.40%	35%
	Peterson Rd	Orange Ave	2L	NB	OUT	NO	920	20	2.17%	35%
	Peterson Rd	Orange Ave	2L	SB	IN	YES	920	34	3.70%	35%
Orange Ave	Campbell Rd	Kings Hwy	2L	EB	IN	NO	1,070	2	0.19%	2%
	Campbell Rd	Kings Hwy	2L	WB	OUT	NO	1,070	1	0.09%	2%
	Kings Hwy	I-95	4LD	EB	IN	NO	2,100	5	0.24%	5%
	Kings Hwy	I-95	4LD	WB	OUT	NO	2,100	3	0.14%	5%
	I-95	Jenkins Rd	4LD	EB	IN	NO	2,100	17	0.81%	17%
	I-95	Jenkins Rd	4LD	WB	OUT	NO	2,100	10	0.48%	17%
	Jenkins Rd	Hartman Rd	4LD	EB	OUT	NO	2,100	10	0.48%	18%
	Jenkins Rd	Hartman Rd	4LD	WB	IN	NO	2,100	18	0.86%	18%
	Hartman	Angle Rd	4LD	EB	OUT	NO	2,100	10	0.48%	18%
	Hartman	Angle Rd	4LD	WB	IN	NO	2,100	18	0.86%	18%
Kings Hwy	Okeechobee Rd	Crossroads Pkwy	4LD	NB	IN	NO	2,000	13	0.65%	13%
	Okeechobee Rd	Crossroads Pkwy	4LD	SB	OUT	NO	2,000	7	0.35%	13%
	Crossroads Pkwy	Graham Rd	4LD	NB	IN	NO	2,000	13	0.65%	13%
	Crossroads Pkwy	Graham Rd	4LD	SB	OUT	NO	2,000	7	0.35%	13%
	Graham Rd	Picos Rd	4LD	NB	OUT	NO	2,000	10	0.50%	17%
	Graham Rd	Picos Rd	4LD	SB	IN	NO	2,000	17	0.85%	17%
	Picos Rd	Orange Ave	4LD	NB	OUT	NO	2,000	8	0.40%	14%
	Picos Rd	Orange Ave	4LD	SB	IN	NO	2,000	14	0.70%	14%
	Orange Ave	I-95 Overpass	4LD	SB	OUT	NO	2,000	4	0.20%	7%
	Orange Ave	I-95 Overpass	4LD	SB	IN	NO	2,000	7	0.35%	7%
	I-95 Overpass	Angle Rd	2L	NB	OUT	NO	920	4	0.43%	7%
	I-95 Overpass	Angle Rd	2L	SB	IN	NO	920	7	0.76%	7%
Okeechobee Rd	Florida's Turnpike	Kings Hwy	4LD	EB	IN	NO	2,100	5	0.24%	5%
	Florida's Turnpike	Kings Hwy	4LD	WB	OUT	NO	2,100	3	0.14%	5%
	I95	Jenkins Rd	6LD	EB	IN	NO	4,240	23	0.54%	23%
	I95	Jenkins Rd	6LD	WB	OUT	NO	4,240	13	0.31%	23%
	Jenkins Rd	McNeil Rd	6LD	EB	OUT	NO	4,040	6	0.15%	10%
	Jenkins Rd	McNeil Rd	6LD	WB	IN	NO	4,040	10	0.25%	10%
I-95	Midway Rd	Okeechobee Rd	6LD	NB	IN	NO	5,500	23	0.42%	23%
	Midway Rd	Okeechobee Rd	6LD	SB	OUT	NO	5,500	13	0.24%	23%
	Orange Ave	Indrio Rd	8LD	NB	OUT	NO	7,320	13	0.18%	22%
	Orange Ave	Indrio Rd	8LD	SB	IN	NO	7,320	22	0.30%	22%

(1) St. Lucie County 2023 Traffic Counts and LOS Report

IN: 98
OUT: 57

TABLE 3a - Link Analysis - AM Peak Hour

Segment	From	To	Direction	IN/OUT	Greater than 3% (1% on Adjacent Links)	D Factor (1)	2023 Peak Hour Volumes (from 2023 TPO)	2023 Directional Peak Hour Volumes	Growth Rate (2)	2026 Peak Hour Volumes w/ Growth Factor	2026 Peak Hour w/ 1% Growth	AM Peak Hour Committed Projects Directional	2026 1% Growth + Committed Peak Direction	Higher of Growth Rate or 1% + Commited	Peak Hour Service Capacity (E+C)	Project Volume Peak Direction	Total Traffic (Peak Direction)	% Project of Capacity- Peak Hour	Does Project Meet Concurrency ?	Project Percent Assignment
Jenkins Rd	Okeechobee Rd	Project Driveway	NB	IN	YES	0.603	567	567	1.10%	586	584	191	775	775	920	14	789	1.52%	YES	48%
	Okeechobee Rd	Project Driveway	SB	OUT	YES	0.397	567	373	1.10%	386	385	214	599	599	920	44	643	4.78%	YES	48%
	Project Driveway	Graham Rd	NB	OUT	YES	0.603	567	567	1.10%	586	584	191	775	775	920	47	822	5.11%	YES	52%
	Project Driveway	Graham Rd	SB	IN	YES	0.397	567	373	1.10%	386	385	214	599	599	920	15	614	1.63%	YES	52%
	Graham Rd	Peterson Rd	NB	OUT	YES	0.423	567	416	1.10%	430	428	259	687	687	630	32	719	5.08%	YES(3)	35%
	Graham Rd	Peterson Rd	SB	IN	NO	0.577	567	567	1.10%	586	584	165	749	749	630	10	759	1.59%	YES(3)	35%
	Peterson Rd	Orange Ave	NB	OUT	YES	0.539	567	567	1.10%	586	584	352	936	936	920	32	968	3.48%	YES(3)	35%
	Peterson Rd	Orange Ave	SB	IN	NO	0.461	567	485	1.10%	501	500	171	671	671	920	10	681	1.09%	YES	35%

Note: TPO Provides Peak Direction, off-peak derived from D Factor

(1) FDOT 2022 Annual Average Daily Traffic Report

(2) Growth rate calculated from St Lucie County Traffic Counts and Level of Service Reports

(3) 2026 and Commited Project trips cause the roadway to exceed service capacity

IN: 29
OUT: 91
Years Grown: 3

TABLE 3b - Link Analysis - PM Peak Hour

Segment	From	To	Direction	IN/OUT	Greater than 3% (1% on Adjacent Links)	D Factor (1)		2023 Peak Hour Volumes (From 2023 TPO)	Growth Rate (2)	2026 Peak Hour Volumes w/ Growth Factor	2026 Peak Hour w/ 1% Growth	PM Peak Hour Committed Projects Directional	2026 1% Growth + Committed Peak Direction	Higher of (2) Growth Rate or 1% + Commited	Peak Hour Service Capacity (E+C)	Project Volume Peak Direction	Total Traffic (Peak Direction)	% Project of Capacity- Peak Hour	Does Project Meet Concurrency ?	Project Percent Assignment
Jenkins Rd	Okeechobee Rd	Project Driveway	NB	IN	YES	0.495	574	563	1.10%	581	580	249	829	829	920	47	876	5.11%	YES	48%
	Okeechobee Rd	Project Driveway	SB	OUT	YES	0.505	574	574	1.10%	593	591	237	828	828	920	27	855	2.93%	YES	48%
	Project Driveway	Graham Rd	NB	OUT	YES	0.495	574	563	1.10%	581	580	249	829	829	920	30	859	3.26%	YES	52%
	Project Driveway	Graham Rd	SB	IN	YES	0.505	574	574	1.10%	593	591	237	828	828	920	51	879	5.54%	YES	52%
	Graham Rd	Peterson Rd	NB	OUT	YES	0.530	574	574	1.10%	593	591	231	822	822	630	20	842	3.17%	YES (3)	35%
	Graham Rd	Peterson Rd	SB	IN	YES	0.470	574	509	1.10%	526	524	289	813	813	630	34	847	5.40%	YES (3)	35%
	Peterson Rd	Orange Ave	NB	OUT	NO	0.437	574	446	1.10%	460	459	265	724	724	920	20	744	2.17%	YES	35%
	Peterson Rd	Orange Ave	SB	IN	YES	0.563	574	574	1.10%	593	591	379	970	970	920	34	1004	3.70%	YES (3)	35%

Note: TPO Provides Peak Direction, off-peak derived from D Factor

(1) FDOT 2022 Annual Average Daily Traffic Report

(2) Growth rate calculated from St Lucie County Traffic Counts and Level of Service Reports

(3) 2026 and Commited Project trips cause the roadway to exceed service capacity

IN: 98
OUT: 57
Years Grown: 3

INTERSECTION ANALYSIS

Three intersections were analyzed for Existing, Background without Project, and Future Total with Project scenarios for both the AM and PM peak hours. The three intersections analyzed include Jenkins Road & Graham Road, Jenkins Road & Orange Avenue, and Jenkins Road & Okeechobee Boulevard. The intersections of Jenkins Road & Orange Avenue and Jenkins Road & Okeechobee Boulevard will continue to operate at an acceptable level of service of D or better at project build out.

The intersection of Jenkins Road & Graham Road is projected to operate at a LOS F in the Background and Future Total scenarios. The Jenkins Waypoint project is committed to constructing the westbound approach and a northbound right-turn lane at this intersection. The addition of an eastbound left-turn lane will decrease the delays at the intersection, but it will continue to operate at a LOS F at project buildout with the additional lane. A signal warrant analysis was performed at this intersection. It is not projected to meet the 100% threshold for the 8-hour or 4-hour warrants at project buildout. It is recommended to continue monitoring the signal warrant thresholds as developments come online in the area of the project. As this is a Background failure without the addition of project traffic, it is not the projects responsibility to construct the additional eastbound left-turn lane.

Table 4 summarizes the delay and LOS.

The intersection data is included in **Appendix E.**

DRIVEWAY ANALYSIS

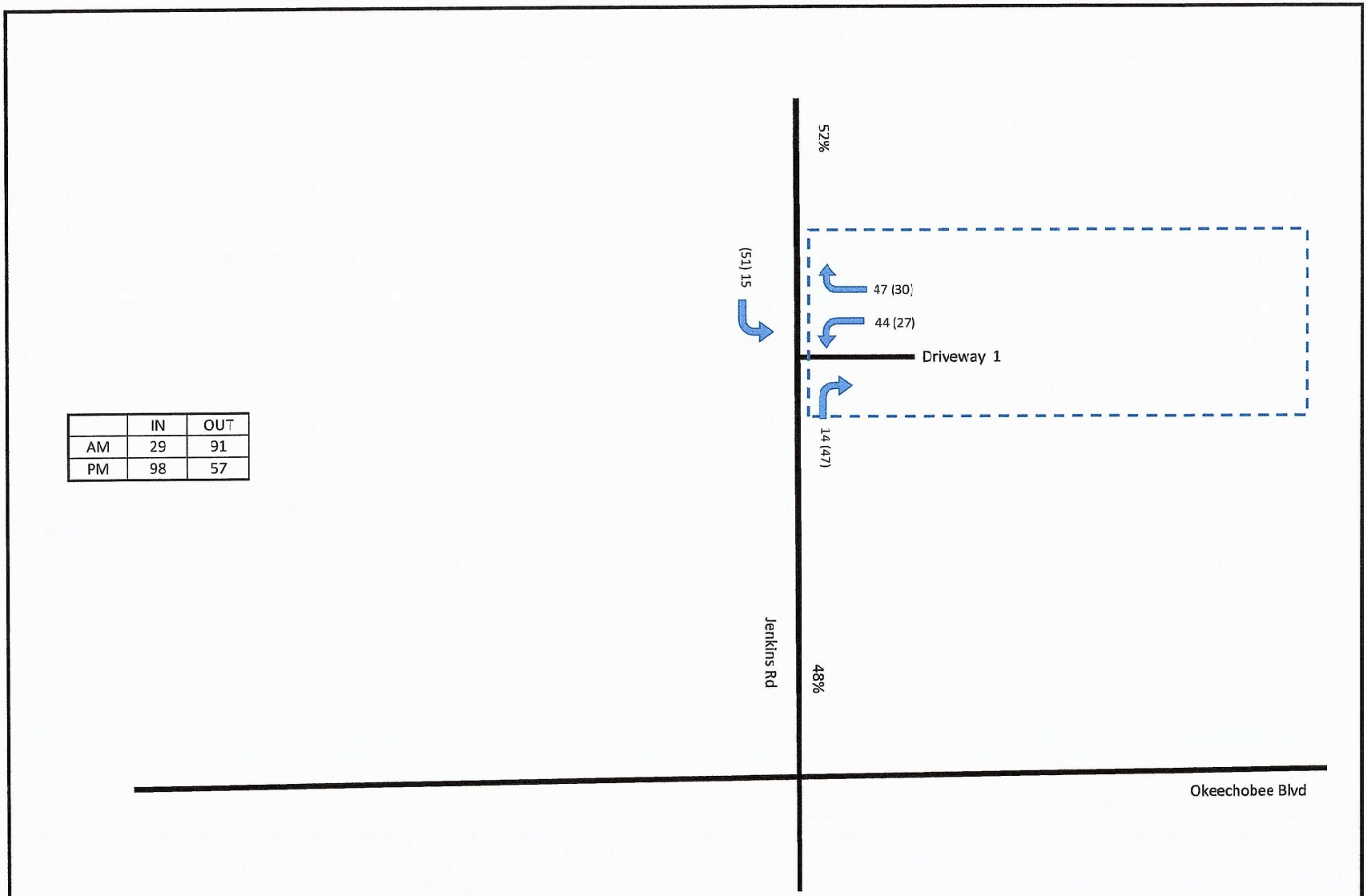
The project will have a single driveway that will be a full access driveway located on Jenkins Road. **Figure 3** shows the driveway volumes for the AM and PM peak hours. The driveway was analyzed using HCS. The analysis shows the driveway will operate at LOS D for the westbound movement in the AM peak hour a ns a LOS C in the PM peak hour.

The need for turn lanes at the project driveway were analyzed. The need for a left-turn lane was analyzed using NCHRP 457 with a left-turn percentage of 9% of the advancing volume and an approaching volume of 569 and an opposing volume of 578, a southbound left-turn lane is warranted at the project driveway. FDOT criteria for a right turn lane has a threshold of 80 vehicles for a right turn lane. The highest right turning volume is 47. Therefore, a right turn lane is not required. The driveway data and analyses are included in **Appendix F.**

Table 4: Intersection Level of Service

Intersection	Period	Existing		2026 wo/Project		2026 wo/Project With Improvements		2026 w/Project		2026 w/Project With Improvements	
		Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
Jenkins Road & Graham Road	AM	18.3	C	135.9 / 61.9	F / F	43.2 / 61.9	E / F	219.7 / 99.5	F / F	60.0 / 99.5	F / F
	PM	16	C	297.3 / 75.5	F / F	97.9 / 75.5	F / F	420.7 / 115.2	F / F	126.9 / 115.2	F / F
Jenkins Road & Okeechobee Road	AM	42.2	D	53.7	D	N/A	-	55	D	N/A	-
	PM	39.2	D	51.8	D	N/A	-	52.2	D	N/A	-
Orange Avenue & Jenkins Avenue	AM	18.8	B	22.9	C	N/A	-	23.3	C	N/A	-
	PM	18.5	B	27.4	C	N/A	-	29.0	C	N/A	-

Note: XX /XX = Eastbound / Westbound Approaches


52%
(51) 15
47 (30)
44 (27)
Driveway 1
14 (47)
Jenkins Rd
48%
Okeechobee Blvd
IN
OUT
AM
29
91
PM
98
57
NTS
O'ROURKE
ENGINEERING & PLANNING
22 SE Seminole Street
Stuart, Fl, 34994
Job Number: SR23071.0
6/13/2022
Legend
= Project Location
XX (XX) = AM (PM)
Figure 3
Driveway Volumes
Regatta

CONCLUSION

With 120 net new AM peak hour trips and 155 net new PM peak hour trips, all links and intersections operate at acceptable levels of service with the existing roadway network with the exception of the intersection of Jenkins Road & Graham Road.

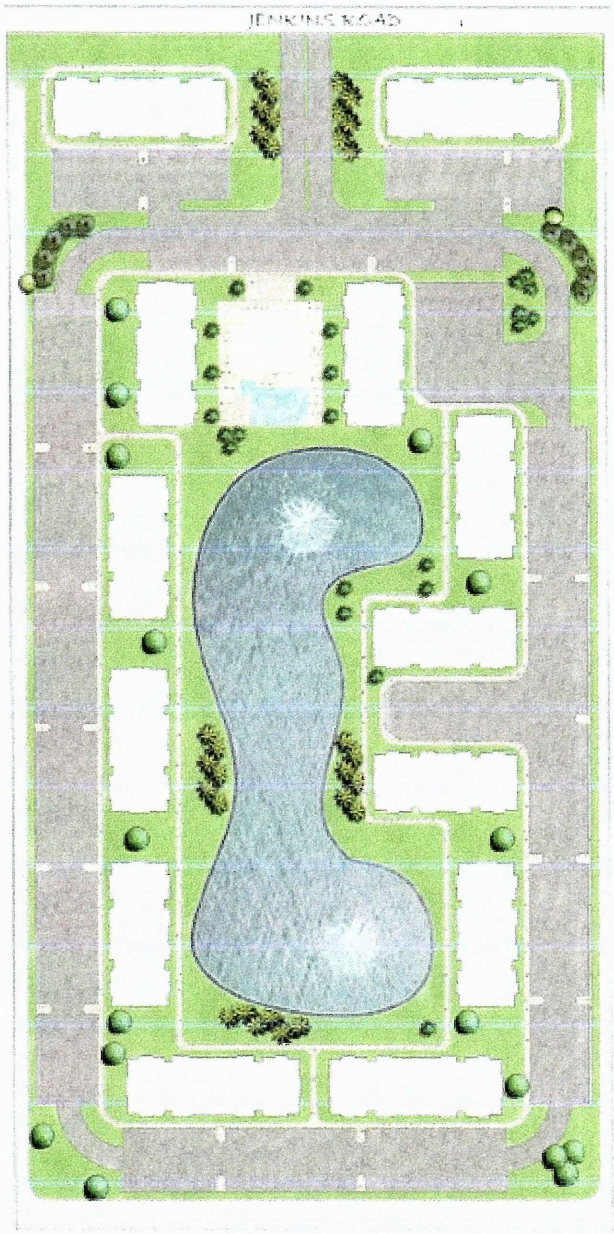
An eastbound left-turn lane is recommended for the interim conditions until the intersection meets the warrants for signalization. As this is a background failure without project traffic, the eastbound left-turn lane is not the responsibility of the project. The intersection should continue to be monitored for a signal warrant as developments in the area are completed.

A southbound left turn lane on Jenkins Road at the Project Driveway is recommended.

Therefore, the project meets the requirements for concurrency.

APPENDIX A

SITE PLAN


JENKINS ROAD

APPENDIX B

ST. LUCIE COUNTY 2023 LEVEL OF SERVICE REPORT

St. Lucie Transportation Planning Organization

Coco Vista Centre
466 SW Port St. Lucie Blvd, Suite 111
Port St. Lucie, FL 34953
772-462-1593 www.stlucietpo.org

Traffic Counts and Level of Service Report
2023

Roadway Name	Location	AADT	Pk Hr Service Capacity	AM Pk Hr Pk Dir			PM Pk Hr Pk Dir		
				Volume	LOS	V/C	Volume	LOS	V/C
GATLIN BLVD	E OF I-95 to SAVAGE BLVD	49,323	3,170	2,408	C	0.76	2,408	C	0.76
GATLIN BLVD	SAVAGE BLVD to ROSSER BLVD	49,323	3,170	2,408	C	0.76	2,408	C	0.76
GATLIN BLVD	ROSSER BLVD to SAVONA BLVD	49,323	3,170	2,408	C	0.76	2,408	C	0.76
GATLIN BLVD	SAVONA BLVD to PORT ST LUCIE BLVD	49,323	3,170	2,408	C	0.76	2,408	C	0.76
GEORGIA AVE	25TH ST to OKEECHOBEE RD	4,000	600	233	C	0.39	223	C	0.37
GEORGIA AVE	OKEECHOBEE RD to 17TH ST	4,000	750	233	C	0.31	223	C	0.30
GEORGIA AVE	17TH ST to 13TH ST	5,400	600	275	C	0.46	277	C	0.46
GEORGIA AVE	13TH ST to 7TH ST	2,500	600	152	C	0.25	170	C	0.28
GEORGIA AVE	7TH ST to US 1	2,200	600	121	C	0.20	131	C	0.22
GILSON RD	MARTIN C.L. to BECKER RD	11,039	710	925	F	1.30	957	F	1.35
GILSON RD	BECKER RD to LAKERIDGE DR	11,039	540	925	F	1.71	957	F	1.77
GLADES CUT-OFF RD	RANGE LINE RD to RESERVE BLVD	2,894	1,070	182	B	0.17	192	B	0.18
GLADES CUT-OFF RD	RESERVE BLVD to COMMERCE CENTER DR	5,748	1,070	452	C	0.42	526	C	0.49
GLADES CUT-OFF RD	CARLTON RD to RANGE LINE RD	2,894	390	182	B	0.47	192	B	0.49
GLADES CUT-OFF RD	COMMERCE CENTER DR to MIDWAY RD	3,331	920	162	C	0.18	162	C	0.18
GLADES CUT-OFF RD	MIDWAY RD to JENKINS RD	10,787	790	647	D	0.82	685	D	0.87
GLADES CUT-OFF RD	JENKINS RD to SELVITZ RD	5,900	830	351	C	0.42	326	C	0.39
GRAHAM RD	KINGS HWY to JENKINS RD	2,686	630	170	C	0.27	170	C	0.27
GREEN RIVER PKWY	MARTIN C.L. to CHARLESTON DR	5,780	1,070	401	C	0.38	364	B	0.34
GREEN RIVER PKWY	CHARLESTON DR to MELALEUCA BLVD	5,780	1,070	401	C	0.38	364	B	0.34
GREEN RIVER PKWY	MELALEUCA BLVD to WALTON RD	5,780	1,070	401	C	0.38	364	B	0.34
HARTMAN RD	OKEECHOBEE RD to PETERSON RD	6,204	750	296	C	0.40	289	C	0.39
HARTMAN RD	PETERSON RD to DELAWARE AVE	6,204	540	296	D	0.55	289	D	0.54
HARTMAN RD	DELAWARE AVE to ORANGE AVE	6,204	790	296	C	0.38	289	C	0.37
HEADER CANAL RD	OKEECHOBEE RD to ORANGE AVE	598	670	50	B	0.08	60	B	0.09
HILLMOOR DR	US 1 to LENNARD RD	7,100	790	394	D	0.50	373	C	0.47
I-95	GATLIN BLVD to ST LUCIE WEST BLVD	87,285	5,500	5,058	D	0.92	5,058	D	0.92
I-95	ST LUCIE WEST BLVD to MIDWAY RD	70,410	5,500	4,080	C	0.74	4,080	C	0.74
I-95	MIDWAY RD to OKEECHOBEE RD	81,706	5,500	4,734	D	0.86	4,734	D	0.86

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				Volume	LOS	V/C	Volume	LOS	V/C
I-95	OKEECHOBEE RD to ORANGE AVE	69,903	7,320	3,439	B	0.47	3,439	B	0.47
I-95	ORANGE AVE to INDRIO RD	52,086	7,320	3,018	B	0.41	3,018	B	0.41
INDIAN RIVER DR	CITRUS AVE to ORANGE AVE	5,559	750	276	C	0.37	276	C	0.37
INDIAN RIVER DR	ORANGE AVE to AVENUE A	6,098	750	302	C	0.40	302	C	0.40
INDIAN RIVER DR	AVENUE D to SEAWAY DR	6,293	790	312	C	0.40	312	C	0.40
INDIAN RIVER DR	AVENUE A to AVENUE D	6,293	540	312	D	0.58	312	D	0.58
INDRIO RD	PRIVATE RD to I-95 W RAMP	1,130	1,080	56	B	0.05	56	B	0.05
INDRIO RD	I-95 W RAMP to I-95 E RAMP	1,130	3,240	56	B	0.02	56	B	0.02
INDRIO RD	I-95 E RAMP to KOBLEGARD RD	11,474	3,240	560	B	0.17	560	B	0.17
INDRIO RD	KOBLEGARD RD to JOHNSTON RD	11,474	700	560	C	0.80	560	C	0.80
INDRIO RD	JOHNSTON RD to EMERSON AVE	11,474	880	560	C	0.64	560	C	0.64
INDRIO RD	EMERSON RD to SEMINOLE RD	10,743	920	524	C	0.57	524	C	0.57
INDRIO RD	SEMINOLE RD to KINGS HWY	10,743	790	524	D	0.66	524	D	0.66
INDRIO RD	KINGS HWY to SLASH PINE TRL	6,500	790	411	D	0.52	404	D	0.51
INDRIO RD	SLASH PINE TRL to US 1	6,500	920	411	C	0.45	404	C	0.44
INDRIO RD	US 1 to OLD DIXIE HWY	1,246	750	108	C	0.14	114	C	0.15
JENKINS RD	EDWARDS RD to OKEECHOBEE RD	10,375	880	488	C	0.56	535	C	0.61
JENKINS RD	OKEECHOBEE RD to GRAHAM RD	10,849	920	567	C	0.62	574	C	0.62
JENKINS RD	GRAHAM RD to PETERSON RD	10,849	630	567	C	0.90	574	C	0.91
JENKINS RD	PETERSON RD to ORANGE AVE	10,849	920	567	C	0.62	574	C	0.62
JENNINGS RD	US 1 to LENNARD RD	5,465	2,100	286	C	0.14	273	C	0.13
JOHNSTON RD	ANGLE RD to L20	2,909	1,070	228	B	0.21	200	B	0.19
JOHNSTON RD	L20 to MEADOWOOD DR	2,604	1,070	172	B	0.16	163	B	0.15
JOHNSTON RD	MEADOWOOD DR to OLD JOHNSTON RD	2,604	1,070	172	B	0.16	163	B	0.15
JOHNSTON RD	OLD JOHNSTON RD to INDRIO RD	2,604	1,070	172	B	0.16	153	B	0.15
JOHNSTON RD	INDRIO RD to RUSSOS RD	10,000	1,070	580	C	0.54	547	C	0.51
JOHNSTON RD	RUSSOS RD to INDIAN RIVER C.L.	10,000	1,070	580	C	0.54	547	C	0.51
JUANITA AVE	53RD ST to 25TH ST	1,972	750	126	C	0.17	103	C	0.14
JUANITA AVE	25TH ST to US 1	3,749	750	191	C	0.26	209	C	0.28

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				Volume	LOS	V/C	Volume	LOS	V/C
KEEN RD	ANGLE RD to JUANITA AVE	3,200	630	234	C	0.37	253	C	0.40
KEEN RD	JUANITA AVE to ST LUCIE BLVD	3,200	630	234	C	0.37	253	C	0.40
KINGS HWY	OKEECHOBEE RD to CROSSROADS PKWY	9,383	880	472	C	0.54	472	C	0.54
KINGS HWY	CROSSROADS PKWY to GRAHAM RD	9,383	700	472	C	0.67	472	C	0.67
KINGS HWY	GRAHAM RD to PICOS RD	7,181	700	361	C	0.52	361	C	0.52
KINGS HWY	PICOS RD to ORANGE AVE	7,181	880	361	C	0.41	361	C	0.41
KINGS HWY	ORANGE AVE to ANGLE RD	15,247	920	767	C	0.83	767	C	0.83
KINGS HWY	ANGLE RD to ST LUCIE BLVD	11,202	880	547	C	0.62	547	C	0.62
KINGS HWY	ST LUCIE BLVD to INDRIO RD	13,787	880	673	C	0.77	673	C	0.77
KIRBY LOOP RD	EDWARDS RD to 35TH ST	2,581	630	150	C	0.24	139	C	0.22
KITTERMAN RD	OLEANDER AVE to US 1	2,600	750	167	C	0.22	136	C	0.18
KITTERMAN RD	US 1 to LENNARD EXT	2,095	750	123	C	0.16	128	C	0.17
LENNARD RD	US 1 to MARIPOSA AVE	20,570	1,710	1,234	D	0.72	1,170	D	0.68
LENNARD RD	MARIPOSA AVE to MELALEUCA BLVD	20,570	1,710	1,234	D	0.72	1,170	D	0.68
LENNARD RD	MELALEUCA BLVD to JENNINGS RD	20,570	1,630	1,234	D	0.76	1,170	D	0.72
LENNARD RD	JENNINGS RD to HILLMOOR DR	20,570	1,710	1,234	D	0.72	1,170	D	0.68
LENNARD RD	HILLMOOR DR to TIFFANY AVE	20,570	1,710	1,234	D	0.72	1,170	D	0.68
LENNARD RD	TIFFANY AVE to WALTON RD	7,365	1,710	403	C	0.24	389	C	0.23
LENNARD RD	WALTON RD to S OF SAVANNA CLUB BLVD	3,748	790	259	C	0.33	246	C	0.31
LYNGATE DR	VETERANS MEMORIAL PKWY to MORNINGSIDE BLVD	9,700	920	612	C	0.67	553	C	0.60
LYNGATE DR	MORNINGSIDE BLVD to US 1	9,700	920	612	C	0.67	553	C	0.60
MARIPOSA AVE	LENNARD RD to HALLAHAN ST	7,300	880	568	C	0.65	541	C	0.62
MCCARTY RD	WILLIAMS RD to MIDWAY RD	364	540	27	C	0.05	25	C	0.05
MCCARTY RD	MIDWAY RD to OKEECHOBEE RD	431	540	37	C	0.07	37	C	0.07
MCNEIL RD	OKEECHOBEE RD to KIRBY LOOP RD	4,900	790	307	C	0.39	298	C	0.38
MCNEIL RD	KIRBY LOOP RD to EDWARDS RD	4,900	540	307	D	0.57	298	D	0.55
MELALEUCA BLVD	LENNARD RD to GREEN RIVER PKWY	10,710	920	630	C	0.69	601	C	0.65
MIDWAY RD	EAST TORINO PKWY to MILNER DR	25,000	880	1,245	F	1.42	1,298	F	1.48
MIDWAY RD	MILNER DR to W OF SELVITZ RD	25,000	790	1,245	F	1.58	1,298	F	1.64

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				Volume	LOS	V/C	Volume	LOS	V/C
OKEECHOBEE RD	FLORIDA'S TURNPIKE to KINGS HWY	9,733	2,100	490	C	0.23	490	C	0.23
OKEECHOBEE RD	KINGS HWY to CROSSROADS PKWY	23,734	4,240	1,195	C	0.28	1,195	C	0.28
OKEECHOBEE RD	CROSSROADS PKWY to I-95	26,375	4,240	1,327	C	0.31	1,327	C	0.31
OKEECHOBEE RD	I-95 to JENKINS RD	32,142	4,240	1,569	C	0.37	1,569	C	0.37
OKEECHOBEE RD	JENKINS RD to MCNEIL RD	32,142	4,040	1,569	C	0.39	1,569	C	0.39
OKEECHOBEE RD	MCNEIL RD to VIRGINIA AVE	31,230	3,170	1,524	C	0.48	1,524	C	0.48
OKEECHOBEE RD	VIRGINIA AVE to HARTMAN RD	15,500	2,100	802	C	0.38	791	C	0.38
OKEECHOBEE RD	HARTMAN RD to 35TH ST	15,500	1,630	802	D	0.49	791	D	0.49
OKEECHOBEE RD	35TH ST to 33RD ST	16,500	1,630	859	D	0.53	822	D	0.50
OKEECHOBEE RD	33RD ST to 25TH ST	16,500	1,630	859	D	0.53	822	D	0.50
OKEECHOBEE RD	25TH ST to GEORGIA AVE	12,000	1,630	695	C	0.43	616	C	0.38
OKEECHOBEE RD	GEORGIA AVE to DELAWARE AVE	12,000	1,710	695	C	0.41	616	C	0.36
OLD DIXIE HWY	US 1 to SR A1A NORTH	830	790	129	C	0.16	123	C	0.16
OLD DIXIE HWY	SR A1A NORTH to ST LUCIE BLVD	1,753	750	82	C	0.11	82	C	0.11
OLD DIXIE HWY	ST LUCIE BLVD to INDRIO RD	2,125	790	172	C	0.22	126	C	0.16
OLD DIXIE HWY	INDRIO RD to INDIAN RIVER C.L.	1,340	870	63	C	0.07	53	C	0.07
OLEANDER AVE	BEACH AVE to KITTERMAN RD	2,970	540	172	C	0.32	194	C	0.36
OLEANDER AVE	KITTERMAN RD to MIDWAY RD	6,162	750	358	C	0.48	358	C	0.48
OLEANDER AVE	MIDWAY RD to WEATHERBEE RD	6,400	750	362	C	0.48	365	C	0.49
OLEANDER AVE	WEATHERBEE RD to BELL AVE	6,400	540	362	D	0.67	365	D	0.68
OLEANDER AVE	BELL AVE to FARMER'S MARKET RD	12,703	540	613	F	1.14	581	F	1.08
OLEANDER AVE	FARMER'S MARKET RD to EDWARDS RD	12,703	750	613	D	0.82	581	D	0.78
OLEANDER AVE	EDWARDS RD to WISTERIA AVE	9,907	750	601	D	0.80	500	D	0.67
OLEANDER AVE	WISTERIA AVE to GARDENIA AVE	9,907	540	601	F	1.11	500	D	0.93
OLEANDER AVE	GARDENIA AVE to VIRGINIA AVE	9,907	790	601	D	0.76	500	D	0.63
OLEANDER AVE	VIRGINIA AVE to SUNRISE BLVD	5,500	600	309	D	0.52	320	D	0.53
ORANGE AVE	OKEECHOBEE C.L. to SNEED RD	5,195	670	303	C	0.45	239	C	0.43
ORANGE AVE	SNEED RD to HEADER CANAL RD	5,195	670	303	C	0.45	239	C	0.43
ORANGE AVE	HEADER CANAL RD to SHINN RD	5,195	670	303	C	0.45	289	C	0.43

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				Volume	LOS	V/C	Volume	LOS	V/C
ORANGE AVE	SHINN RD to CAMPBELL RD	2,957	1,070	142	B	0.13	142	B	0.13
ORANGE AVE	CAMPBELL RD to KINGS HWY	2,957	1,070	142	B	0.13	142	B	0.13
ORANGE AVE	KINGS HWY to I-95	18,080	2,100	910	C	0.43	910	C	0.43
ORANGE AVE	I-95 to JENKINS RD	14,693	2,100	717	C	0.34	717	C	0.34
ORANGE AVE	JENKINS RD to HARTMAN RD	16,898	2,100	825	C	0.39	825	C	0.39
ORANGE AVE	HARTMAN RD to ANGLE RD	16,898	2,100	825	C	0.39	825	C	0.39
ORANGE AVE	ANGLE RD to 25TH ST	9,547	1,710		B			B	
ORANGE AVE	25TH ST to 17TH ST	13,554	1,630	661	C	0.41	661	C	0.41
ORANGE AVE	17TH ST to 13TH ST	13,554	1,710	661	C	0.39	661	C	0.39
ORANGE AVE	13TH ST to 10TH ST	13,554	750	661	D	0.88	661	D	0.88
ORANGE AVE	10TH ST to 7TH ST	9,873	600	482	D	0.80	482	D	0.80
ORANGE AVE	7TH ST to US 1	7,622	600	372	D	0.62	372	D	0.62
ORANGE AVE	US 1 to 2ND ST	4,209	600	209	C	0.35	209	C	0.35
ORANGE AVE	2ND ST to INDIAN RIVER DR	4,209	750	209	C	0.28	209	C	0.28
PARR DR	PORT ST LUCIE BLVD to DARWIN BLVD	2,283	700	177	C	0.25	153	C	0.22
PARR DR	DARWIN BLVD to TULIP BLVD	2,100	540	184	C	0.34	140	C	0.26
PARR DR	SAVONA BLVD to PORT ST LUCIE BLVD	2,283	700	177	C	0.25	153	C	0.22
PARR DR	ROSSER BLVD to SAVONA BLVD	2,283	630	177	C	0.28	153	C	0.24
PEACOCK BLVD	CALIFORNIA BLVD to CASHMERE BLVD	5,417	630	343	C	0.54	381	C	0.61
PEACOCK BLVD	UNIVERSITY BLVD to CALIFORNIA BLVD	11,327	920	778	C	0.85	637	C	0.69
PEACOCK BLVD	ST LUCIE WEST BLVD to UNIVERSITY BLVD	15,129	2,100	699	C	0.33	699	C	0.33
PETERSON RD	BENT CREEK DR to HARTMAN RD	2,195	540	163	C	0.30	150	C	0.28
PICOS RD	CAMPBELL RD to KINGS HWY	1,300	540	87	C	0.16	87	C	0.16
PORT ST LUCIE BLVD	MARTIN C.L. to BECKER RD	16,735	920	774	C	0.84	774	C	0.84
PORT ST LUCIE BLVD	BECKER RD to PAAR DR	16,735	920	774	C	0.84	774	C	0.84
PORT ST LUCIE BLVD	PAAR DR to TULIP BLVD	16,735	700	774	F	1.11	774	F	1.11
PORT ST LUCIE BLVD	TULIP BLVD to DARWIN BLVD	16,735	920	774	C	0.84	774	C	0.84
PORT ST LUCIE BLVD	DARWIN BLVD to GATLIN BLVD	34,500	3,020	1,765	C	0.58	1,744	C	0.58
PORT ST LUCIE BLVD	GATLIN BLVD to DEL RIO BLVD	44,000	3,170	2,481	C	0.78	2,389	C	0.75

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APPENDIX C

OTHER PROJECT DATA/GROWTH RATE

AM APPROVED PROJECTS			Indrio Groves @ 25%						Ferrell Communities						Kings Hwy Commerce Park / White Parcel						Sunnyland					
Road Name	From	To	%	Daily	Two-Way Trips	In or Out	Directional N/E	Directional S/W	%	Daily	Two-Way Trips	In or Out	Directional N/E	Directional S/W	%	Daily	Two-Way Trips	In or Out	Directional N/E	Directional S/W	%	Daily	Two-Way Trips	In or Out	Directional N/E	Directional S/W
Jenkins Rd	Loop Rd	Orange Ave	0%	0	0	-	0	0	0%	0	0	-	0	0	0%	0	0	-	0	0	0%	0	0	-	0	0
	Orange	Peterson	0%	0	0	-	0	0	0%	0	0	-	0	0	10%	514	58	OUT	11	46	5%	205	15	IN	4	11
	Peterson	Graham Rd	0%	0	0	-	0	0	0%	0	0	-	0	0	10%	514	58	OUT	11	46	5%	205	15	IN	4	11
	Graham Rd	Okeechobee	0%	0	0	-	0	0	0%	0	0	-	0	0	10%	514	58	IN	46	11	5%	205	15	IN	4	11
	Okeechobee	Edwards	0%	0	0	-	0	0	5%	133	9	IN	2	7	0%	0	0	-	0	0	0%	0	0	-	0	0
				2,539	330		In	135		2,655	181		In	42		5,135	577		In	463		4,092	298		In	75
				Daily	Two-Way		Out	195		Daily	Two-Way		Out	139		Daily	Two-Way		Out	114		Daily	Two-Way		Out	223

AM APPROVED PROJECTS			Drawdy Angle Road FKA: Pineapple Grove						KRE						Stonemont						Creekside					
Road Name	From	To	%	Daily	Two-Way Trips	Is N/E in or Out	Directional N/E	Directional S/W	%	Daily	Two-Way Trips	Is N/E in or Out	Directional N/E	Directional S/W	%	Daily	Two-Way Trips	Is N/E in or Out	Directional N/E	Directional S/W	%	Daily	Two-Way Trips	Is N/E in or Out	Directional N/E	Directional S/W
Jenkins Rd	Loop Rd	Orange Ave	0%	0	0	-	0	0	0%	0	0	-	0	0	0%	0	0	-	0	0	0%	0	0	-	0	0
	Orange	Peterson	2%	73	5	IN	1	4	2%	96	10	IN	8	2	5%	111	13	OUT	3	10	5%	372	28	OUT	21	7
	Peterson	Graham Rd	2%	73	5	IN	1	4	2%	96	10	IN	8	2	5%	111	13	OUT	3	10	5%	372	28	OUT	21	7
	Graham Rd	Okeechobee	2%	73	5	IN	1	4	2%	96	10	IN	8	2	3%	67	8	IN	6	2	5%	372	28	OUT	21	7
	Okeechobee	Edwards	0%	0	0	-	0	0	0%	0	0	-	0	0	0%	0	0	-	0	0	5%	372	28	OUT	21	7
				3,645	265		In	66		4,778	510		In	393		2,226	259		In	203		7,441	564		In	143
				Daily	Two-Way		Out	199		Daily	Two-Way		Out	117		Daily	Two-Way		Out	56		Daily	Two-Way		Out	421

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AN APPROVED PROJECTS			Orange 95 Parcel B						Orange 95 Parcels D & E						Bent Creek @ 50% Complete City of Fort Pierce						Celebration Pointe @ 25% Complete City of fort Pierce					
Road Name	From	To	%	Daily	Two-Way Trips	Is N/E In or Out	Directional N/E	Directional S/W	%	Daily	Two-Way Trips	Is N/E In or Out	Directional N/E	Directional S/W	%	Daily	Two-Way Trips	Is N/E In or Out	Directional N/E	Directional S/W	%	Daily	Two-Way Trips	Is N/E In or Out	Directional N/E	Directional S/W
Jenkins Rd	Loop Rd	Orange Ave	30%	304	37	IN	31	6	100%	1,086	133	IN	111	22	0%	0	0	-	0	0	0%	0	0	-	0	0
	Orange	Peterson	12%	121	15	IN	12	2	12%	130	16	IN	13	3	2%	0	5	IN	1	4	30%	476	38	OUT	29	10
	Peterson	Graham Rd	12%	121	15	IN	12	2	12%	130	16	IN	13	3	2%	0	5	IN	1	4	50%	793	64	OUT	48	16
	Graham Rd	Okeechobee	12%	121	15	IN	12	2	12%	130	16	IN	13	3	2%	0	5	IN	1	4	50%	793	64	IN	16	48
	Okeechobee	Edwards	3%	20	2	IN	2	0	2%	22	3	IN	2	0	0%	0	0	-	0	0	5%	79	6	IN	2	5
				1,012	123		In	103		1,086	133		In	111		0	248		In	62		1,585	128		In	32
				Daily	Two-Way		Out	20		Daily	Two-Way		Out	22		Daily	Two-Way		Out	186		Daily	Two-Way		Out	96

AM APPROVED PROJECTS			Hillpointe Residential						Interstate Commerce Center						Whispering Oaks						Viva at Treasure Coast West					
Road Name	From	To	%	Daily	Two-Way Trips	In N/E or Out	Directional N/E	Directional S/W	%	Daily	Two-Way Trips	In N/E or Out	Directional N/E	Directional S/W	%	Daily	Two-Way Trips	In N/E or Out	Directional N/E	Directional S/W	%	Daily	Two-Way Trips	In N/E or Out	Directional N/E	Directional S/W
Jenkins Rd	Loop Rd	Orange Ave	0%	0	0	-	0	0	0%	0	0	-	0	0	0%	0	0	-	0	0	0%	0	0	-	0	0
	Orange	Peterson	56%	947	57	OUT	43	13	0%	0	0	-	0	0	70%	1,964	148	OUT	117	32	5%	75	5	OUT	4	1
	Peterson	Graham Rd	56%	947	57	OUT	43	13	0%	0	0	-	0	0	12%	337	25	IN	5	20	5%	75	5	OUT	4	1
	Graham Rd	Okeechobee	34%	575	34	IN	8	26	0%	0	0	-	0	0	12%	337	25	IN	5	20	10%	150	9	OUT	7	2
	Okeechobee	Edwards	0%	0	0	-	0	0	0%	0	0	-	0	0	5%	140	11	IN	2	8	90%	1,348	83	OUT	69	20
				1,691	101		In	24		373	35		In	27		2,806	212		In	45		1,498	92		In	22
				Daily	Two-Way		Out	77		Daily	Two-Way		Out	8		Daily	Two-Way		Out	167		Daily	Two-Way		Out	70

AM APPROVED PROJECTS			Viva at Treasure Coast East						3000 Virginia						Project Hunt						Wawa Kings Highway					
Road Name	From	To	%	Daily	Two-Way Trips	Is N/E In or Out	Directional N/E	Directional S/W	%	Daily	Two-Way Trips	Is N/E In or Out	Directional N/E	Directional S/W	%	Daily	Two-Way Trips	Is N/E In or Out	Directional N/E	Directional S/W	%	Daily	Two-Way Trips	Is N/E In or Out	Directional N/E	Directional S/W
Jenkins Rd	Loop Rd	Orange Ave	0%	0	0	-	0	0	0%	0	0	-	0	0	0%	0	0	-	0	0	0%	0	0	-	0	0
	Orange	Peterson	5%	70	4	OUT	3	1	0%	0	0	-	0	0	2%	19	2	OUT	0	2	0%	0	0	-	0	0
	Peterson	Graham Rd	5%	70	4	OUT	3	1	0%	0	0	-	0	0	2%	19	2	OUT	0	2	0%	0	0	-	0	0
	Graham Rd	Okeechobee	10%	140	9	OUT	7	2	0%	0	0	-	0	0	5%	48	5	IN	4	1	0%	0	0	-	0	0
	Okeechobee	Edwards	90%	1,256	78	OUT	59	19	0%	0	0	-	0	0	0%	0	0	-	0	0	0%	0	0	-	0	0
				1,396	87		In	21		2,383	134		In	32		956	101		In	84		1,422	127		In	63
				Daily	Two-Way		Out	66		Daily	Two-Way		Out	102		Daily	Two-Way		Out	17		Daily	Two-Way		Out	64

AM APPROVED PROJECTS			Kings Highway Warehouse						7/11 Angle Road						Woodspring Suites Ft Pierce						Jenkins Waypoint / Resurrection Life					
Road Name	From	To	%	Daily	Two-Way Trips	Is N/E in or Out	Directional N/E	Directional S/W	%	Daily	Two-Way Trips	Is N/E in or Out	Directional N/E	Directional S/W	%	Daily	Two-Way Trips	Is N/E in or Out	Directional N/E	Directional S/W	%	Daily	Two-Way Trips	Is N/E in or Out	Directional N/E	Directional S/W
Jenkins Rd	Loop Rd	Orange Ave	0%	0	0	-	0	0	0%	0	0	-	0	0	0%	0	0	-	0	0	0%	0	0	-	0	0
	Orange	Peterson	0%	0	0	-	0	0	2%	18	2	IN	1	1	5%	45	3	IN	2	1	56%	1,858	117	OUT	87	30
	Peterson	Graham Rd	0%	0	0	-	0	0	0%	0	0	-	0	0	5%	45	3	OUT	1	2	56%	1,858	117	OUT	87	30
	Graham Rd	Okeechobee	0%	0	0	-	0	0	0%	0	0	-	0	0	90%	809	49	IN	27	22	34%	1,128	71	IN	18	53
	Okeechobee	Edwards	0%	0	0	-	0	0	0%	0	0	-	0	0	10%	90	5	IN	3	2	0%	0	0	-	0	0
				5,100	683		In	342		909	91		In	46		899	54		In	30		3,318	209		In	53
				Daily	Two-Way		Out	341		Daily	Two-Way		Out	45		Daily	Two-Way		Out	24		Daily	Two-Way		Out	156

AM APPROVED PROJECTS			Walsh Crossroads						Project Hurricane						SUM Daily		SUM 2 Way		SUM Directional N/E		SUM Directional S/W		Two Way		Directional N/E		Directional S/W	
Road Name	From	To	%	Daily	Two-Way Trips	In N/E in or Out	Directional N/E	Directional S/W	%	Daily	Two-Way Trips	In N/E in or Out	Directional N/E	Directional S/W	Residential	Non-Residential	Residential	Non-Residential	Residential	Non-Residential	Residential	Non-Residential	Double Count	Net 2 Way	Double Count	Net	Double Count	Net
Jenkins Rd	Loop Rd	Orange Ave	0%	0	0	-	0	0	0%	0	0	-	0	0	0	1,390	0	170	0	142	0	28	0	170	0	142	0	28
	Orange	Peterson	0%	0	0	-	0	0	15%	63	7	OUT	2	5	6,039	1,117	423	125	310	52	112	73	-25	523	-10	352	-15	171
	Peterson	Graham Rd	0%	0	0	-	0	0	15%	63	7	OUT	2	5	4,729	1,099	325	123	218	51	107	72	-25	424	-10	259	-14	165
	Graham Rd	Okeechobee	0%	0	0	-	0	0	20%	84	10	IN	7	2	3,771	1,869	266	170	89	124	178	45	-34	402	-12	191	-9	214
	Okeechobee	Edwards	0%	0	0	-	0	0	0%	0	0	-	0	0	3,329	132	215	11	149	7	66	3	-2	224	-1	155	-1	69
				184	12		In	7		422	48		In	35														
				Daily	Two-Way		Out	5		Daily	Two-Way		Out	12														

PM APPROVED PROJECTS			Indrio Groves @ 25%						Ferrell Communities						Kings Hwy Commerce Park / White Parcel						Sunnyland					
Road Name	From	To	%	Daily	Two-Way Trips	In N/E or Out	Directional N/E	Directional S/W	%	Daily	Two-Way Trips	In N/E or Out	Directional N/E	Directional S/W	%	Daily	Two-Way Trips	In N/E or Out	Directional N/E	Directional S/W	%	Daily	Two-Way Trips	In N/E or Out	Directional N/E	Directional S/W
Jenkins Rd	Loop Rd	Orange Ave	0%	0	0	-	0	0	0%	0	0	-	0	0	0%	0	0	-	0	0	0%	0	0	-	0	0
	Orange	Peterson	0%	0	0	-	0	0	0%	0	0	-	0	0	10%	514	60	OUT	46	14	5%	205	21	IN	13	8
	Peterson	Graham Rd	0%	0	0	-	0	0	0%	0	0	-	0	0	10%	514	60	OUT	46	14	5%	205	21	IN	13	8
	Graham Rd	Okeechobee	0%	0	0	-	0	0	0%	0	0	-	0	0	10%	514	60	IN	14	46	5%	205	21	IN	13	8
	Okeechobee	Edwards	0%	0	0	-	0	0	5%	133	10	IN	6	4	0%	0	0	-	0	0	0%	0	0	-	0	0
				2,539	278		In	164		2,655	190		In	116		5,135	600		In	142		4,091	415		In	261
				Daily	Two-Way		Out	114		Daily	Two-Way		Out	74		Daily	Two-Way		Out	458		Daily	Two-Way		Out	154

PN APPROVED PROJECTS			Drawdy Angle Road FKA: Pineapple Grove						KRE						Stonemont						Creekside					
Road Name	From	To	%	Daily	Two-Way Trips	Is N/E In or Out	Directional N/E	Directional S/W	%	Daily	Two-Way Trips	Is N/E In or Out	Directional N/E	Directional S/W	%	Daily	Two-Way Trips	Is N/E In or Out	Directional N/E	Directional S/W	%	Daily	Two-Way Trips	Is N/E In or Out	Directional N/E	Directional S/W
Jenkins Rd	Loop Rd	Orange Ave	0%	0	0	-	0	0	0%	0	0	-	0	0	0%	0	0	-	0	0	0%	0	0	-	0	0
	Orange	Peterson	2%	73	7	IN	5	3	2%	96	11	IN	3	8	5%	111	13	OUT	10	4	5%	372	34	OUT	13	21
	Peterson	Graham Rd	2%	73	7	IN	5	3	2%	96	11	IN	3	8	5%	111	13	OUT	10	4	5%	372	34	OUT	13	21
	Graham Rd	Okeechobee	2%	73	7	IN	5	3	2%	96	11	IN	3	8	3%	67	8	IN	2	6	5%	372	34	OUT	13	21
	Okeechobee	Edwards	0%	0	0	-	0	0	0%	0	0	-	0	0	0%	0	0	-	0	0	5%	372	34	OUT	13	21
				3,646	369		In	232		4,778	540		In	151		2,226	262		In	70		7,443	682		In	426
				Daily	Two-Way		Out	137		Daily	Two-Way		Out	389		Daily	Two-Way		Out	192		Daily	Two-Way		Out	256

PM APPROVED PROJECTS			Orange 95 Parcel B						Orange 95 Parcels D & E						Bent Creek @ 50% Complete City of Fort Pierce												Celebration Pointe @ 25% Complete City of Fort Pierce					
Road Name	From	To	%	Daily	Two-Way Trips	Is N/E In or Out	Directional N/E	Directional S/W	%	Daily	Two-Way Trips	Is N/E In or Out	Directional N/E	Directional S/W	%	Daily	Two-Way Trips	Is N/E In or Out	Directional N/E	Directional S/W	%	Daily	Two-Way Trips	Is N/E In or Out	Directional N/E	Directional S/W	%	Daily	Two-Way Trips	Is N/E In or Out	Directional N/E	Directional S/W
Jenkins Rd	Loop Rd	Orange Ave	30%	304	38	IN	8	30	100%	1,086	137	IN	30	107	0%	0	0	-	0	0	0%	0	0	-	0	0	0%	0	0	-	0	0
	Orange	Peterson	12%	121	15	IN	3	12	12%	130	16	IN	4	13	2%	0	6	IN	4	2	0%	0	0	-	0	0	30%	476	47	OUT	17	30
	Peterson	Graham Rd	12%	121	15	IN	3	12	12%	130	16	IN	4	13	2%	0	6	IN	4	2	0%	0	0	-	0	0	50%	793	79	OUT	29	51
	Graham Rd	Okeechobee	12%	121	15	IN	3	12	12%	130	16	IN	4	13	2%	0	6	IN	4	2	0%	0	0	-	0	0	50%	793	79	IN	51	29
	Okeechobee	Edwards	2%	20	3	IN	1	2	2%	22	3	IN	1	2	0%	0	0	-	0	0	0%	0	0	-	0	0	5%	79	8	IN	5	3
				1,012	127		In	28		1,086	137		In	30		0	306		In	193		0	0		In	0		1,585	158		In	101
				Daily	Two-Way		Out	99		Daily	Two-Way		Out	107		Daily	Two-Way		Out	113		Daily	Two-Way		Out	0		Daily	Two-Way		Out	57

PM APPROVED PROJECTS			Hillpointe Residential						Interstate Commerce Center						Whispering Oaks						Viva at Treasure Coast West					
Road Name	From	To	%	Daily	Two-Way Trips	Is N/E In or Out	Directional N/E	Directional S/W	%	Daily	Two-Way Trips	Is N/E In or Out	Directional N/E	Directional S/W	%	Daily	Two-Way Trips	Is N/E In or Out	Directional N/E	Directional S/W	%	Daily	Two-Way Trips	Is N/E In or Out	Directional N/E	Directional S/W
Jenkins Rd	Loop Rd	Orange Ave	0%	0	0	-	0	0	0%	0	0	-	0	0	0%	0	0	-	0	0	0%	0	0	-	0	0
	Orange	Peterson	56%	947	72	OUT	27	45	0%	0	0	-	0	0	70%	1,964	186	OUT	66	120	5%	75	6	OUT	2	4
	Peterson	Graham Rd	56%	947	72	OUT	27	45	0%	0	0	-	0	0	12%	337	32	IN	21	11	5%	75	6	OUT	2	4
	Graham Rd	Okeechobee	34%	575	44	IN	28	16	0%	0	0	-	0	0	12%	337	32	IN	21	11	10%	150	12	OUT	4	7
	Okeechobee	Edwards	0%	0	0	-	0	0	0%	0	0	-	0	0	5%	140	13	IN	9	5	90%	1,348	104	OUT	39	66
				1,691	129		In	81		373	39		In	11		2,806	266		In	172		1,498	116		In	73
				Daily	Two-Way		Out	48		Daily	Two-Way		Out	28		Daily	Two-Way		Out	94		Daily	Two-Way		Out	43

PM APPROVED PROJECTS			Viva at Treasure Coast East						3000 Virginia						Project Hunt						Wawa Kings Highway					
Road Name	From	To	%	Daily	Two-Way Trips	Is N/E In or Out	Directional N/E	Directional S/W	%	Daily	Two-Way Trips	Is N/E In or Out	Directional N/E	Directional S/W	%	Daily	Two-Way Trips	Is N/E In or Out	Directional N/E	Directional S/W	%	Daily	Two-Way Trips	Is N/E In or Out	Directional N/E	Directional S/W
Jenkins Rd	Loop Rd	Orange Ave	0%	0	0	-	0	0	0%	0	0	-	0	0	0%	0	0	-	0	0	0%	0	0	-	0	0
	Orange	Peterson	5%	70	5	OUT	2	3	0%	0	0	-	0	0	2%	19	2	OUT	2	1	0%	0	0	-	0	0
	Peterson	Graham Rd	5%	70	5	OUT	2	3	0%	0	0	-	0	0	2%	19	2	OUT	2	1	0%	0	0	-	0	0
	Graham Rd	Okeechobee	10%	140	11	OUT	4	7	0%	0	0	-	0	0	5%	48	6	IN	1	4	0%	0	0	-	0	0
	Okeechobee	Edwards	90%	1,256	98	OUT	36	62	0%	0	0	-	0	0	0%	0	0	-	0	0	0%	0	0	-	0	0
				1,336	109		In	69		2,383	175		In	110		956	114		In	29		1,422	115		In	57
				Daily	Two-Way		Out	40		Daily	Two-Way		Out	65		Daily	Two-Way		Out	85		Daily	Two-Way		Out	58

PM APPROVED PROJECTS			Kings Highway Warehoute						7/11 Angle Road						Woodspring Suites Ft Pierce						Jenkins Waypoint/ Resurrection Life					
Road Name	From	To	%	Daily	Two-Way Trips	Is N/E In or Out	Directional N/E	Directional S/W	%	Daily	Two-Way Trips	Is N/E In or Out	Directional N/E	Directional S/W	%	Daily	Two-Way Trips	Is N/E In or Out	Directional N/E	Directional S/W	%	Daily	Two-Way Trips	Is N/E In or Out	Directional N/E	Directional S/W
Jenkins Rd	Loop Rd	Orange Ave	0%	0	0	-	0	0	0%	0	0	-	0	0	0%	0	0	-	0	0	0%	0	0	-	0	0
	Orange	Peterson	0%	0	0	-	0	0	2%	18	2	IN	1	1	5%	45	3	IN	2	2	56%	1,858	153	OUT	57	96
	Peterson	Graham Rd	0%	0	0	-	0	0	0%	0	0	-	0	0	5%	45	3	OUT	2	2	56%	1,858	153	OUT	57	96
	Graham Rd	Okeechobee	0%	0	0	-	0	0	0%	0	0	-	0	0	90%	809	56	IN	28	27	34%	1,128	93	IN	58	35
	Okeechobee	Edwards	0%	0	0	-	0	0	0%	0	0	-	0	0	10%	90	6	IN	3	3	0%	0	0	-	0	0
				5,100	674		In	458		900	80		In	40		899	62		In	32		3,318	274		In	172
				Daily	Two-Way		Out	216		Daily	Two-Way		Out	40		Daily	Two-Way		Out	30		Daily	Two-Way		Out	102

PM APPROVED PROJECTS			Walsh Crossroads						Project Hurricane						SUM Daily		SUM 2 Way		SUM Directional N/E		SUM Directional S/W		Two Way		Directional N/E		Directional S/W	
Road Name	From	To	%	Daily	Two-Way Trips	Is N/E in or Out	Directional N/E	Directional S/W	%	Daily	Two-Way Trips	Is N/E in or Out	Directional N/E	Directional S/W	Residential	Non-Residential	Residential	Non-Residential	Residential	Non-Residential	Residential	Non-Residential	Double Count	Net 2 Way	Double Count	Net	Double Count	Net
Jerkins Rd	Loop Rd	Orange Ave	0%	0	0	-	0	0	0%	0	0	-	0	0	0	1,390	0	175	0	38	0	137	0	175	0	38	0	137
	Orange	Peterson	0%	0	0	-	0	0	15%	63	9	OUT	6	3	6,039	1,117	539	132	205	75	333	57	-26	644	-15	265	-11	379
	Peterson	Graham Rd	0%	0	0	-	0	0	15%	63	9	OUT	6	3	4,729	1,099	416	130	172	74	245	56	-26	520	-15	231	-11	289
	Graham Rd	Okeechobee	0%	0	0	-	0	0	20%	84	12	IN	5	7	3,771	1,869	339	184	200	61	139	123	-37	486	-12	249	-25	237
	Okeechobee	Edwards	0%	0	0	-	0	0	0%	0	0	-	0	0	3,329	132	267	11	107	4	160	7	-2	276	-1	110	-1	166
				184	21		In	10		422	60		In	23														
				Daily	Two-Way		Out	11		Daily	Two-Way		Out	37														

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2022 HISTORICAL AADT REPORT

COUNTY: 94 - ST.LUCIE

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

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2022	8600 T	N 4300	S 4300	9.00	51.40	5.00
2021	8600 S	N 4300	S 4300	9.00	50.90	7.20
2020	8800 F	N 4400	S 4400	9.00	51.30	31.50
2019	9200 C	N 4600	S 4600	9.00	51.00	7.80
2018	10000 V	N 4400	S 5600	9.00	51.30	5.80
2017	9900 R	N 4400	S 5500	9.00	50.90	10.00
2016	9700 T	N 4300	S 5400	9.00	50.90	6.20
2015	9600 S	N 4300	S 5300	9.00	51.00	41.80
2014	9600 F	N 4300	S 5300	9.00	50.80	49.50
2013	9600 C	N 4300	S 5300	9.00	50.80	11.90
2012	7100 S	N 3600	S 3500	9.00	56.80	4.80
2011	7100 F	N 3600	S 3500	9.00	57.20	4.80
2010	7100 C	N 3600	S 3500	10.32	55.40	4.80
2009	8500 C	N 4200	S 4300	10.27	57.35	10.70
2008	9100 C	N 4500	S 4600	10.45	58.06	6.60

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

Historical Growth Rate Calculation

Segment	From	To	2020 AADT	2023 AADT	3 Year Historical Growth Rate
Jenkins Rd	Graham Rd	Okeechobee Rd	10,500	10,849	1.10%

*Source St Lucie County Traffic Counts and Level of Service Reports

AM Peak Hour - D Factor Calculation

Segment	Location	Time	Direction		D Factor
			N/E	S/W	
Jenkins Road	South of Orange	7:15-8:15	187	160	0.539
	North of Graham	8:00-9:00	159	217	0.577
	South of Graham	8:00-9:00	217	330	0.603

Source: TMC Counts

PM Peak Hour - D Factor Calculation

Segment	Location	Time	Direction		D Factor
			N/E	S/W	
Jenkins Road	South of Orange	4:30-5:30	223	287	0.563
	North of Graham	4:15-5:15	287	254	0.530
	South of Graham	4:15-5:15	355	362	0.505

Source: TMC Counts

APPENDIX D

ARTERIAL ANALYSIS

ARTPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	James Kemp	**Arterial Name**	Jenkins Road	**Study Period**	**Dir Hr Demand Vol**
Date Prepared	7/27/2023 4:56:07 PM	**From**	Okeechobee Rd	**Modal Analysis**	Auto Only
Agency	O'Rourke Engineering	**To**	Orange Ave	**Program**	ARTPLAN 2012
Area Type	Other Urbanized	**Peak Direction**	Northbound	**Version Date**	12/12/2012
Arterial Class	1				

File Name	C:\Users\admin\Documents\Projects\St. Lucie\Regatta\8.8.23\C6 - Jenkins Rd - AM - NB.xap
User Notes	AM Peak Hour - Northbound

Arterial Data

K	0.09	**PHF**	1	**Control Type**	FullyActuated
D	0.565	**% Heavy Vehicles**	2	**Base Sat. Flow Rate**	1950

Automobile Intersection Data

Cross Street	Cycle Length	Thru g/C	Arr. Type	INT # Dir.Lanes	% Left Turns	% Right Turns	Left Turn Lanes	Left Turn Phasing	# Left Turn Lanes	LT Storage Length	Left g/C	Right Turn Lanes
Orange Ave	150	0.35	3	1	33	33	Yes	ProtPerm	1	235	0.15	Yes

Automobile Segment Data

Segment #	Length	AADT	Hourly Vol.	SEG # Dir.Lanes	Posted Speed	Free Flow Speed	Median Type	On-Street Parking	Parking Activity
1 (to Orange Ave)	10560	15000	968	1	45	50	None	No	N/A

Automobile LOS

Segment #	Thru Mvmt Flow Rate	Adj. Sat. Flow Rate	v/c	Control Delay	Int. Approach LOS	Queue Ratio	Speed (mph)	Segment LOS
1 (to Orange Ave)	329	1051	0.894	55.24	E	#	34.29	B

Arterial Length	2.0114	Weighted g/C	0.35	FFS Delay	67.15	Threshold Delay	0.00	Auto Speed	34.29	Auto LOS	B

Automobile Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1000 veh/h/ln.

	A	B	C	D	E
Lanes	**Hourly Volume In Peak Direction**				
1	200	1080	***	***	***
2	410	2120	***	***	***
3	640	3180	***	***	***
4	850	4260	***	***	***
*	200	1080	***	***	***
Lanes	**Hourly Volume In Both Directions**				
2	N/A	N/A	N/A	N/A	N/A
4	N/A	N/A	N/A	N/A	N/A
6	N/A	N/A	N/A	N/A	N/A
8	N/A	N/A	N/A	N/A	N/A
*	N/A	N/A	N/A	N/A	N/A
Lanes	**Annual Average Daily Traffic**				
2	N/A	N/A	N/A	N/A	N/A
4	N/A	N/A	N/A	N/A	N/A
6	N/A	N/A	N/A	N/A	N/A
8	N/A	N/A	N/A	N/A	N/A
*	N/A	N/A	N/A	N/A	N/A

*** Service Volumes for the specific facility being analyzed, based on # of lanes from the intersection and segment data screens.**
**** Cannot be achieved based on input data provided.**
***** Not applicable for that level of service letter grade. See generalized tables notes for more details.**
 # Under the given conditions, left turn lane storage is highly likely to overflow. The number of directional thru lanes should be reduced accordingly.
Facility weighted g/C exceeds normally acceptable upper range (0.5); verify that g/C inputs are correct.
Intersection capacity (ies) are exceeded for the full hour; an operational level analysis tool is more appropriate for this situation.

ARTPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	James Kemp	**Arterial Name**	Jenkins Road	**Study Period**	**Dir Hr Demand Vol**
Date Prepared	7/27/2023 4:56:07 PM	**From**	Orange Ave	**Modal Analysis**	Auto Only
Agency	O'Rourke Engineering	**To**	Okeechobee Rd	**Program**	ARTPLAN 2012
Area Type	Other Urbanized	**Peak Direction**	Southbound	**Version Date**	12/12/2012
Arterial Class	1				
File Name	C:\Users\admin\Documents\Projects\St. Lucie\Regatta\8.8.23\C6 - Jenkins Rd - AM - SB.xap				
User Notes	PM Peak Hour - Southbound				

Arterial Data

K	0.09	**PHF**	1	**Control Type**	FullyActuated
D	0.565	**% Heavy Vehicles**	2	**Base Sat. Flow Rate**	1950

Automobile Intersection Data

Cross Street	Cycle Length	Thru g/C	Arr. Type	INT # Dir.Lanes	% Left Turns	% Right Turns	Left Turn Lanes	Left Turn Phasing	# Left Turn Lanes	LT Storage Length	Left g/C	Right Turn Lanes
Okeechobee Rd	150	0.35	3	2	19	37	Yes	Protected	2	470	0.15	Yes

Automobile Segment Data

Segment #	Length	AADT	Hourly Vol.	SEG # Dir.Lanes	Posted Speed	Free Flow Speed	Median Type	On-Street Parking	Parking Activity
1 (to Okeechobee Rd)	10560	10000	759	1	45	50	None	No	N/A

Automobile LOS

Segment #	Thru Mvmt Flow Rate	Adj. Sat. Flow Rate	v/c	Control Delay	Int. Approach LOS	Queue Ratio	Speed (mph)	Segment LOS
1 (to Okeechobee Rd)	334	1848	0.516	38.95	D	0.16	37.79	B

Arterial Length	2.0114	Weighted g/C	0.35	FFS Delay	47.60	Threshold Delay	0.00	Auto Speed	37.79	Auto LOS	B

Automobile Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1000 veh/h/ln.

	A	B	C	D	E
Lanes	**Hourly Volume In Peak Direction**				
1	160	780	***	***	***
2	330	1500	***	***	***
3	510	2260	***	***	***
4	690	3020	***	***	***
*	240	1500	***	***	***
Lanes	**Hourly Volume In Both Directions**				
2	N/A	N/A	N/A	N/A	N/A
4	N/A	N/A	N/A	N/A	N/A
6	N/A	N/A	N/A	N/A	N/A
8	N/A	N/A	N/A	N/A	N/A
*	N/A	N/A	N/A	N/A	N/A
Lanes	**Annual Average Daily Traffic**				
2	N/A	N/A	N/A	N/A	N/A
4	N/A	N/A	N/A	N/A	N/A
6	N/A	N/A	N/A	N/A	N/A
8	N/A	N/A	N/A	N/A	N/A
*	N/A	N/A	N/A	N/A	N/A

*** Service Volumes for the specific facility being analyzed, based on # of lanes from the intersection and segment data screens.**
**** Cannot be achieved based on input data provided.**
***** Not applicable for that level of service letter grade. See generalized tables notes for more details.**
 # Under the given conditions, left turn lane storage is highly likely to overflow. The number of directional thru lanes should be reduced accordingly.
Facility weighted g/C exceeds normally acceptable upper range (0.5); verify that g/C inputs are correct.
Intersection capacity (ies) are exceeded for the full hour; an operational level analysis tool is more appropriate for this situation.

ARTPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	James Kemp	**Arterial Name**	Jenkins Road	**Study Period**	**Dir Hr Demand Vol**
Date Prepared	7/27/2023 4:56:07 PM	**From**	Okeechobee Rd	**Modal Analysis**	Auto Only
Agency	O'Rourke Engineering	**To**	Orange Ave	**Program**	ARTPLAN 2012
Area Type	Other Urbanized	**Peak Direction**	Northbound	**Version Date**	12/12/2012
Arterial Class	1				

File Name	C:\Users\admin\Documents\Projects\St. Lucie\Regatta\8.8.23\C6 - Jenkins Rd - PM - NB.xap
User Notes	PM Peak Hour - Northbound

Arterial Data

K	0.09	**PHF**	1	**Control Type**	FullyActuated
D	0.565	**% Heavy Vehicles**	2	**Base Sat. Flow Rate**	1950

Automobile Intersection Data

Cross Street	Cycle Length	Thru g/C	Arr. Type	INT # Dir.Lanes	% Left Turns	% Right Turns	Left Turn Lanes	Left Turn Phasing	# Left Turn Lanes	LT Storage Length	Left g/C	Right Turn Lanes
Orange Ave	150	0.35	3	1	33	33	Yes	ProtPerm	1	235	0.15	Yes

Automobile Segment Data

Segment #	Length	AADT	Hourly Vol.	SEG # Dir.Lanes	Posted Speed	Free Flow Speed	Median Type	On-Street Parking	Parking Activity
1 (to Orange Ave)	10560	15000	876	1	45	50	None	No	N/A

Automobile LOS

Segment #	Thru Mvmt Flow Rate	Adj. Sat. Flow Rate	v/c	Control Delay	Int. Approach LOS	Queue Ratio	Speed (mph)	Segment LOS
1 (to Orange Ave)	298	1047	0.813	50.50	D	#	35.34	B

Arterial Length	2.0114	Weighted g/C	0.35	FFS Delay	60.87	Threshold Delay	0.00	Auto Speed	35.34	Auto LOS	B

Automobile Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1000 veh/h/ln.

	A	B	C	D	E
Lanes	**Hourly Volume In Peak Direction**				
1	200	1080	***	***	***
2	410	2120	***	***	***
3	640	3180	***	***	***
4	850	4260	***	***	***
*	200	1080	***	***	***
Lanes	**Hourly Volume In Both Directions**				
2	N/A	N/A	N/A	N/A	N/A
4	N/A	N/A	N/A	N/A	N/A
6	N/A	N/A	N/A	N/A	N/A
8	N/A	N/A	N/A	N/A	N/A
*	N/A	N/A	N/A	N/A	N/A
Lanes	**Annual Average Daily Traffic**				
2	N/A	N/A	N/A	N/A	N/A
4	N/A	N/A	N/A	N/A	N/A
6	N/A	N/A	N/A	N/A	N/A
8	N/A	N/A	N/A	N/A	N/A
*	N/A	N/A	N/A	N/A	N/A

*** Service Volumes for the specific facility being analyzed, based on # of lanes from the intersection and segment data screens.**
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 # Under the given conditions, left turn lane storage is highly likely to overflow. The number of directional thru lanes should be reduced accordingly.
Facility weighted g/C exceeds normally acceptable upper range (0.5); verify that g/C inputs are correct.
Intersection capacity (ies) are exceeded for the full hour; an operational level analysis tool is more appropriate for this situation.

ARTPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	James Kemp	**Arterial Name**	Jenkins Road	**Study Period**	**Dir Hr Demand Vol**
Date Prepared	7/27/2023 4:56:07 PM	**From**	Orange Ave	**Modal Analysis**	Auto Only
Agency	O'Rourke Engineering	**To**	Okeechobee Rd	**Program**	ARTPLAN 2012
Area Type	Other Urbanized	**Peak Direction**	Southbound	**Version Date**	12/12/2012
Arterial Class	1				

File Name	C:\Users\admin\Documents\Projects\St. Lucie\Regatta\8.8.23\C6 - Jenkins Rd - PM - SB.xap
User Notes	PM Peak Hour - Southbound

Arterial Data

K	0.09	**PHF**	1	**Control Type**	FullyActuated
D	0.565	**% Heavy Vehicles**	2	**Base Sat. Flow Rate**	1950

Automobile Intersection Data

Cross Street	Cycle Length	Thru g/C	Arr. Type	INT # Dir.Lanes	% Left Turns	% Right Turns	Left Turn Lanes	Left Turn Phasing	# Left Turn Lanes	LT Storage Length	Left g/C	Right Turn Lanes
Okeechobee Rd	150	0.35	3	2	36	28	Yes	Protected	2	470	0.15	Yes

Automobile Segment Data

Segment #	Length	AADT	Hourly Vol.	SEG # Dir.Lanes	Posted Speed	Free Flow Speed	Median Type	On-Street Parking	Parking Activity
1 (to Okeechobee Rd)	10560	15000	1004	1	45	50	None	No	N/A

Automobile LOS

Segment #	Thru Mvmt Flow Rate	Adj. Sat. Flow Rate	v/c	Control Delay	Int. Approach LOS	Queue Ratio	Speed (mph)	Segment LOS
1 (to Okeechobee Rd)	361	2245	0.057	32.35	C	0.64	38.33	B

Arterial Length	2.0114	Weighted g/C	0.35	FFS Delay	44.92	Threshold Delay	0.00	Auto Speed	38.33	Auto LOS	B

Automobile Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1000 veh/h/ln.

	A	B	C	D	E
Lanes	**Hourly Volume In Peak Direction**				
1	210	1180	***	***	***
2	420	2300	***	***	***
3	670	3460	***	***	***
4	900	4620	***	***	***
*	290	1790	2300	***	***
Lanes	**Hourly Volume In Both Directions**				
2	N/A	N/A	N/A	N/A	N/A
4	N/A	N/A	N/A	N/A	N/A
6	N/A	N/A	N/A	N/A	N/A
8	N/A	N/A	N/A	N/A	N/A
*	N/A	N/A	N/A	N/A	N/A
Lanes	**Annual Average Daily Traffic**				
2	N/A	N/A	N/A	N/A	N/A
4	N/A	N/A	N/A	N/A	N/A
6	N/A	N/A	N/A	N/A	N/A
8	N/A	N/A	N/A	N/A	N/A
*	N/A	N/A	N/A	N/A	N/A

*** Service Volumes for the specific facility being analyzed, based on # of lanes from the intersection and segment data screens.**
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 # Under the given conditions, left turn lane storage is highly likely to overflow. The number of directional thru lanes should be reduced accordingly.
Facility weighted g/C exceeds normally acceptable upper range (0.5); verify that g/C inputs are correct.
Intersection capacity (ies) are exceeded for the full hour; an operational level analysis tool is more appropriate for this situation.

APPENDIX E

INTERSECTION ANALYSIS

TURNING MOVEMENT VOLUME COUNTS

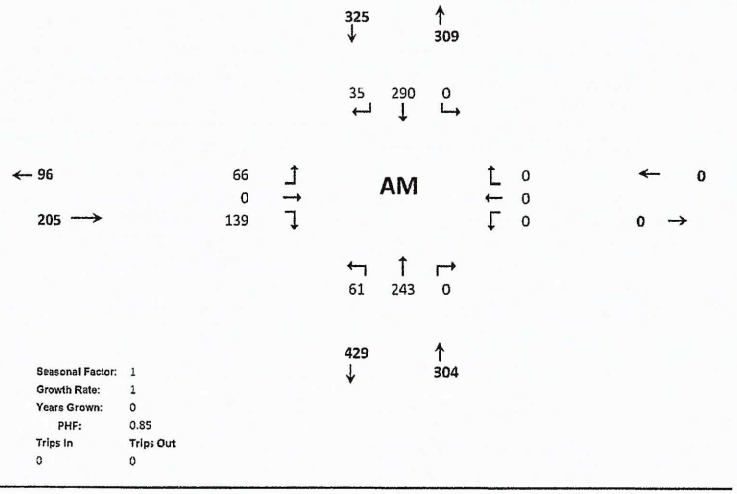
N/S STREET: Jenkins Road **E/W STREET:** Graham Rd **CONTROL:** TWSC

FILENAME:

COUNT DATE: 3/9/2022 **DAY:** Wednesday **CITY:** St Lucie

REPORT DATE: 7/26/2023 **ANALYSIS YEAR:** 2022 Existing

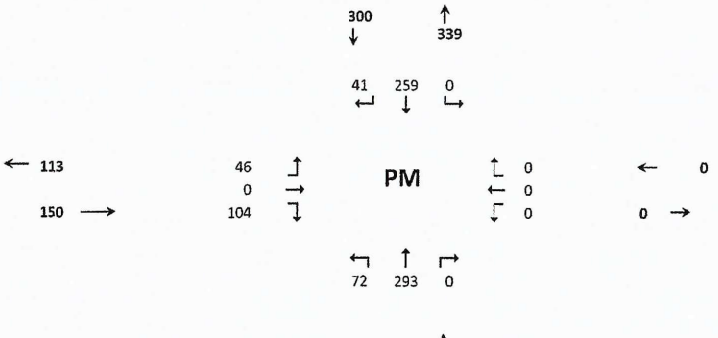
15 Min Period	Northbound			Southbound			Eastbound			Westbound				ONE HOUR SUM
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL	
7:00-7:15	12	40	0	0	51	9	7	0	17	0	0	0	136	786
7:15-7:30	19	49	0	0	68	7	18	0	33	0	0	0	194	834
7:30-7:45	20	70	0	0	83	9	20	0	42	0	0	0	244	810
7:45-8:00	13	75	0	0	66	10	22	0	36	0	0	0	222	725
8:00-8:15	9	49	0	0	73	9	6	0	28	0	0	0	174	684
8:15-8:30	10	57	0	0	57	7	7	0	32	0	0	0	170	
8:30-8:45	15	45	0	0	63	5	10	0	21	0	0	0	159	
8:45-9:00	13	53	0	0	81	7	7	0	20	0	0	0	181	
AM PEAK HOUR IS FROM:	7:15AM TO 8:15AM													
Volumes	61	243	0	0	290	35	66	0	139	0	0	0	834	
Season Factor	61	243	0	0	290	35	66	0	139	0	0	0	834	
Growth	61	243	0	0	290	35	66	0	139	0	0	0	834	
In/Out	-	-	-	-	-	-	-	-	-	-	-	-		
Percentage	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
PROJECT	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	61	243	0	0	290	35	66	0	139	0	0	0	834	



Seasonal Factor: 1
Growth Rate: 1
Years Grown: 0
PHF: 0.85
Trips In: 0 Trips Out: 0

Jenkins & Graham
Existing

15 Min Period	Northbound			Southbound			Eastbound			Westbound				ONE HOUR SUM
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL	
4:00-4:15	20	81	0	0	82	6	16	0	34	0	0	0	239	815
4:15-4:30	17	71	0	0	52	14	10	0	14	0	0	0	188	814
4:30-4:45	16	68	0	0	54	10	11	0	30	0	0	0	199	798
4:45-5:00	19	73	0	0	51	11	9	0	26	0	0	0	189	774
5:00-5:15	20	77	0	0	91	14	12	0	24	0	0	0	238	742
5:15-5:30	13	55	0	0	57	17	8	0	22	0	0	0	172	
5:30-5:45	15	54	0	0	52	9	14	0	21	0	0	0	175	
5:45-6:00	10	60	0	0	51	7	6	0	13	0	0	0	157	
PM PEAK HOUR IS FROM:	4:00PM TO 5:00PM													
Volumes	72	293	0	0	259	41	46	0	104	0	0	0	815	
Season Factor	72	293	0	0	259	41	46	0	104	0	0	0	815	
Growth	72	293	0	0	259	41	46	0	104	0	0	0	815	
In/Out	-	-	-	-	-	-	-	-	-	-	-	-		
Percentage	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
PROJECT	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	72	293	0	0	259	41	46	0	104	0	0	0	815	



Seasonal Factor: 1
Growth Rate: 1
Years Grown: 0
PHF: 0.85
Trips In: Trips Out:

E-1

HCS Two-Way Stop-Control Report

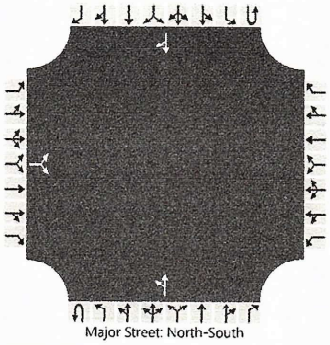
General Information

Analyst	James Kemp
Agency/Co.	O'Rourke Engineering
Date Performed	7/26/2023
Analysis Year	2022
Time Analyzed	AM Peak Hour
Intersection Orientation	North-South
Project Description	Existing

Site Information

Intersection	Graham & Jenkins
Jurisdiction	St. Lucie
East/West Street	Graham Road
North/South Street	Jenkins Ave
Peak Hour Factor	0.85
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	I	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	0	0	0	0	1	0	0	0	1	0
Configuration			LR							LT						TR
Volume (veh/h)		66		139						61	243				290	35
Percent Heavy Vehicles (%)		3		3						3						
Proportion Time Blocked																
Percent Grade (%)		0														
Right Turn Channelized																
Median Type | Storage		Undivided														

Critical and Follow-up Headways

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

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			241							72						
Capacity, c (veh/h)			508							1171						
v/c Ratio			0.47							0.06						
95% Queue Length, Q_{95} (veh)			2.5							0.2						
Control Delay (s/veh)			18.3							8.3	0.6					
Level of Service (LOS)			C							A	A					
Approach Delay (s/veh)		18.3								2.1						
Approach LOS		C								A						

HCS Two-Way Stop-Control Report

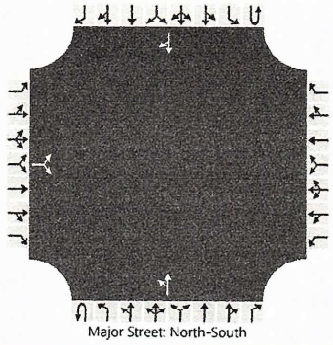
General Information

Analyst	James Kemp
Agency/Co.	O'Rourke Engineering
Date Performed	7/26/2023
Analysis Year	2022
Time Analyzed	PM Peak Hour
Intersection Orientation	North-South
Project Description	Existing

Site Information

Intersection	Graham & Jenkins
Jurisdiction	St. Lucie
East/West Street	Graham Road
North/South Street	Jenkins Ave
Peak Hour Factor	0.85
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	0	0	0	0	1	0	0	0	1	0
Configuration			LR							LT						TR
Volume (veh/h)		46		104						72	293				259	41
Percent Heavy Vehicles (%)		3		3						3						
Proportion Time Blocked																
Percent Grade (%)		0														
Right Turn Channelized																
Median Type | Storage		Undivided														

Critical and Follow-up Headways

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

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			176							85						
Capacity, c (veh/h)			504							1200						
v/c Ratio			0.35							0.07						
95% Queue Length, Q_{95} (veh)			1.6							0.2						
Control Delay (s/veh)			16.0							8.2	0.7					
Level of Service (LOS)			C							A	A					
Approach Delay (s/veh)		16.0								2.2						
Approach LOS		C								A						

TURNING MOVEMENT VOLUME COUNTS

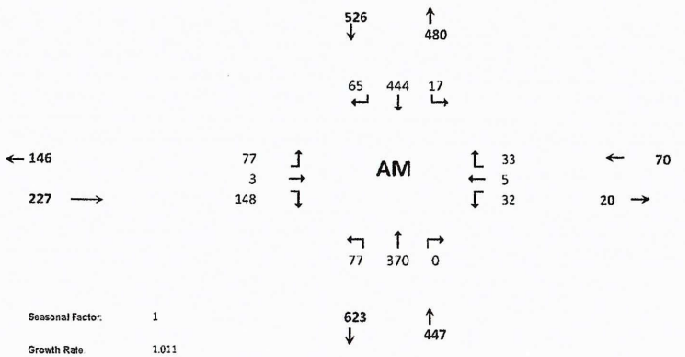
N/S STREET: Jenkins Road **E/W STREET:** Graham Rd **CONTROL:** TWSC

FILENAME:

COUNT DATE: 3/9/2022 **DAY:** Wednesday **CITY:** St Lucie

REPORT DATE: 7/25/2023 **ANALYSIS YEAR:** 2026 Background

15 Min Period	Northbound NBL	NBT	NBR	Southbound SBL	SBT	SBR	Eastbound EBL	EBT	EBR	Westbound WBL	WBT	WBR	TOTAL	ONE HOUR SUM
7:00-7:15	12	40	0	0	51	9	7	0	17	0	0	0	136	795
7:15-7:30	19	49	0	0	68	7	18	0	33	0	0	0	194	834
7:30-7:45	20	70	0	0	83	9	20	0	42	0	0	0	244	810
7:45-8:00	13	75	0	0	66	10	22	0	36	0	0	0	222	776
8:00-8:15	9	49	0	0	73	9	6	0	18	0	0	0	174	684
8:15-8:30	10	57	0	0	57	7	7	0	32	0	0	0	170	
8:30-8:45	15	45	0	0	63	5	10	0	21	0	0	0	159	
8:45-9:00	13	53	0	0	81	7	7	0	20	0	0	0	181	



AM PEAK HOUR IS FROM:	7:15AM TO 8:15AM													
Volumes	61	243	0	0	290	33	66	0	139	0	0	0	834	
Season Factor	61	243	0	0	290	33	66	0	139	0	0	0	834	
Growth	64	254	0	0	303	37	69	0	145	0	0	0	871	
In/Out	-	-	-	-	-	-	-	-	-	-	-	-		
Percentage	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
PROJECT	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	64	254	0	0	303	37	69	0	145	0	0	0	871	

Seasonal Factor:	1
Growth Rate	1.011
Years Grown:	4
PHF:	0.85
Trips In	Trips Out
0	0

Other Projects

%	1%	0%	0%	0%	0%	4%	4%	0%	1%	0%	0%	0%		
In/Out	IN	-	-	-	-	IN	OUT	-	OUT	-	-	-		
Volume	1	0	0	0	0	3	1	0	0	0	0	0	0	
%	0%	41%	0%	0%	41%	0%	0%	0%	0%	0%	0%	0%		
In/Out	-	IN	-	-	OUT	-	-	-	-	-	-	-		
Volume	0	18	0	0	68	0	0	0	0	0	0	0	0	
%	0%	2%	0%	0%	2%	0%	0%	0%	0%	0%	0%	0%		
In/Out	-	IN	-	-	OUT	-	-	-	-	-	-	-		
Volume	0	1	0	0	4	0	0	0	0	0	0	0	0	
%	0%	8%	0%	0%	8%	0%	0%	0%	0%	0%	0%	0%		
In/Out	-	IN	-	-	OUT	-	-	-	-	-	-	-		
Volume	0	3	0	0	3	0	0	0	0	0	0	0	0	
%	10%	56%	0%	0%	56%	0%	0%	0%	10%	0%	0%	0%		
In/Out	OUT	OUT	-	-	IN	-	-	-	IN	-	-	-		
Volume	7	41	0	0	13	0	0	0	2	0	0	0	0	
%	0%	0%	0%	0%	0%	5%	5%	0%	0%	0%	0%	0%		
In/Out	-	-	-	-	-	IN	OUT	-	-	-	-	-		
Volume	0	0	0	0	0	18	5	0	0	0	0	0	0	
%	0%	0%	0%	0%	0%	20%	20%	0%	0%	0%	0%	0%		
In/Out	-	-	-	-	-	IN	OUT	-	-	-	-	-		
Volume	0	0	0	0	0	7	2	0	0	0	0	0	0	
%	0%	50%	0%	0%	50%	0%	0%	0%	0%	0%	0%	0%		
In/Out	-	IN	-	-	OUT	-	-	-	-	-	-	-		
Volume	0	15	0	0	48	0	0	0	0	0	0	0	0	
%	0%	3%	0%	0%	3%	0%	0%	0%	0%	0%	0%	0%		
In/Out	-	IN	-	-	OUT	-	-	-	-	-	-	-		
Volume	0	6	0	0	2	0	0	0	0	0	0	0	0	
%	0%	12%	0%	0%	12%	0%	0%	0%	0%	0%	0%	0%		
In/Out	-	IN	-	-	OUT	-	-	-	-	-	-	-		
Volume	0	12	0	0	3	0	0	0	0	0	0	0	0	
%	5%	20%	0%	56%	0%	0%	0%	10%	0%	34%	5%	36%		
In/Out	OUT	OUT	-	IN	-	-	-	IN	-	Out	OUT	OUT		
Volume	5	19	0	17	0	0	0	3	0	32	5	33	0	

Project Name	Trips In	Trips Out
Project Hunt	76	17
Whispering Oaks	45	167
Bent Creek	62	186
Mews Kings	42	42
Hillpointe Residential	24	74
Kings Highway Commerce Park	362	90
Project Hurricane	36	12
Celebration Point	30	96
Stonemont	197	55
Orange 95 Parcel B	103	30
Jenkins Waypoint	30	93

Subtotal	13	116	0	17	141	28	8	3	3	32	5	33	0	
Total	77	370	0	17	444	65	77	3	148	32	5	33	871	

E4

HCS Two-Way Stop-Control Report

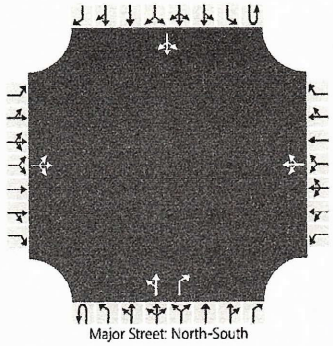
General Information

Analyst	James Kemp
Agency/Co.	O'Rourke Engineering
Date Performed	7/26/2023
Analysis Year	2026
Time Analyzed	AM Peak Hour
Intersection Orientation	North-South
Project Description	Background without Project

Site Information

Intersection	Graham & Jenkins
Jurisdiction	St. Lucie
East/West Street	Graham Road
North/South Street	Jenkins Ave
Peak Hour Factor	0.85
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	0	1	1	0	0	1	0
Configuration			LTR				LTR			LT		R			LTR	
Volume (veh/h)		77	3	148		32	5	33		77	370	0		17	444	65
Percent Heavy Vehicles (%)		3	3	3		3	3	3		3				3		
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized									No							
Median Type | Storage	Undivided															

Critical and Follow-up Headways

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

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			268				82			91				20		
Capacity, c (veh/h)			241				140			973				1119		
v/c Ratio			1.11				0.59			0.09				0.02		
95% Queue Length, Q_{95} (veh)			11.9				3.0			0.3				0.1		
Control Delay (s/veh)			135.9				61.9			9.1	0.7			8.3	0.2	0.2
Level of Service (LOS)			F				F			A	A			A	A	A
Approach Delay (s/veh)	135.9				61.9				2.1				0.5			
Approach LOS	F				F				A				A			

HCS Two-Way Stop-Control Report

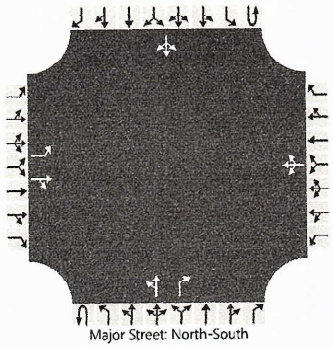
General Information

Analyst	James Kemp
Agency/Co.	O'Rourke Engineering
Date Performed	7/26/2023
Analysis Year	2026
Time Analyzed	AM Peak Hour
Intersection Orientation	North-South
Project Description	Background without Project + Improvements

Site Information

Intersection	Graham & Jenkins
Jurisdiction	St. Lucie
East/West Street	Graham Road
North/South Street	Jenkins Ave
Peak Hour Factor	0.85
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		1	1	0		0	1	0	0	0	1	1	0	0	1	0
Configuration		L		TR			LTR			LT		R			LTR	
Volume (veh/h)		77	3	148		32	5	33		77	370	0		17	444	65
Percent Heavy Vehicles (%)		3	3	3		3	3	3		3				3		
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized									No							
Median Type | Storage	Undivided															

Critical and Follow-up Headways

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

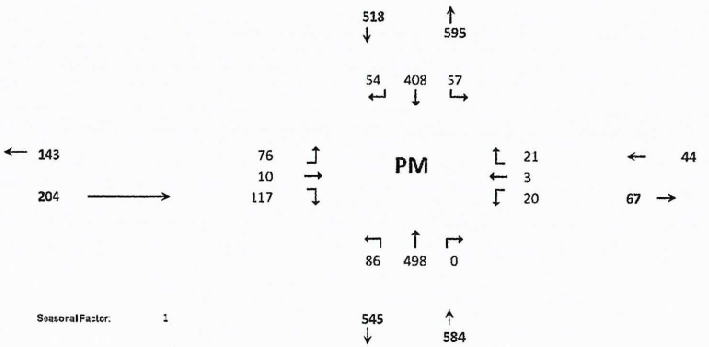
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		91		178			82			91				20		
Capacity, c (veh/h)		119		502			140			973				1119		
v/c Ratio		0.76		0.35			0.59			0.09				0.02		
95% Queue Length, Q_{95} (veh)		4.3		1.6			3.0			0.3				0.1		
Control Delay (s/veh)		96.3		16.0			61.9			9.1	0.7			8.3	0.2	0.2
Level of Service (LOS)		F		C			F			A	A			A	A	A
Approach Delay (s/veh)	43.2				61.9				2.1				0.5			
Approach LOS	E				F				A				A			

TURNING MOVEMENT VOLUME COUNTS

Jenkins & Graham
Background

15 Min Period Times	Northbound NBL	NBT	NBR	Southbound SBL	SBT	SBR	Eastbound EBL	EBT	EBR	Westbound WBL	WBT	WBR	TOTAL	ONE HOUR SUM
4:00-4:15	20	81	0	0	82	6	16	0	34	0	0	0	239	815
4:15-4:30	17	71	0	0	62	14	10	0	14	0	0	0	188	814
4:30-4:45	16	68	0	0	64	10	11	0	30	0	0	0	199	798
4:45-5:00	19	73	0	0	51	11	9	0	26	0	0	0	189	774
5:00-5:15	20	77	0	0	91	14	12	0	24	0	0	0	238	742
5:15-5:30	13	55	0	0	57	17	8	0	22	0	0	0	172	
5:30-5:45	15	54	0	0	62	9	14	0	21	0	0	0	175	
5:45-6:00	10	60	0	0	61	7	6	0	13	0	0	0	157	



PM PEAK HOUR IS FROM:	4:00PM TO 5:00PM													
Volumes	72	293	0	0	259	41	46	0	104	0	0	0	815	
Season Factor	72	293	0	0	259	41	46	0	104	0	0	0	815	
Growth	75	305	0	0	271	43	48	0	109	0	0	0	851	
In/Out	-	-	-	-	-	-	-	-	-	-	-	-		
Percentage	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
PROJECT	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	75	305	0	0	271	43	48	0	109	0	0	0	851	

Seasonal Factor: 1

Growth Rate: 1.011
Years Grows: 4
PHF: 0.85
Trips In / Trips Out

Other Projects														Project Hunt	Trips In	Trips Out
%	1%	0%	0%	0%	0%	4%	4%	0%	1%	0%	0%	0%				
In/Out	IN	-	-	-	-	IN	OUT	-	OUT	-	-	-				
Volume	0	0	0	0	0	1	2	0	1	0	0	0	4		19	57
%	0%	41%	0%	0%	41%	0%	0%	0%	0%	0%	0%	0%				
In/Out	-	IN	-	-	OUT	-	-	-	-	-	-	-		Whispering Oaks		
Volume	0	71	0	0	39	0	0	0	0	0	0	0	109		172	94
%	0%	2%	0%	0%	2%	0%	0%	0%	0%	0%	0%	0%				
In/Out	-	IN	-	-	OUT	-	-	-	-	-	-	-		Bent Creek		
Volume	0	4	0	0	2	0	0	0	0	0	0	0	6		193	113
%	0%	8%	0%	0%	8%	0%	0%	0%	0%	0%	0%	0%				
In/Out	-	IN	-	-	OUT	-	-	-	-	-	-	-		Wawa Kings		
Volume	0	5	0	0	5	0	0	0	0	0	0	0	9		57	58
%	10%	56%	0%	0%	56%	0%	0%	0%	10%	0%	0%	0%				
In/Out	OUT	OUT	-	-	IN	-	-	-	IN	-	-	-		Hillpointe Residential		
Volume	8	45	0	0	45	0	0	0	8	0	0	0	107		81	48
%	0%	0%	0%	0%	0%	5%	5%	0%	0%	0%	0%	0%				
In/Out	-	-	-	-	-	IN	OUT	-	-	-	-	-		Kings Highway Commerce Park		
Volume	0	0	0	0	0	6	19	0	0	0	0	0	24		118	371
%	0%	0%	0%	0%	0%	20%	20%	0%	0%	0%	0%	0%				
In/Out	-	-	-	-	-	IN	OUT	-	-	-	-	-		Project Hurricane		
Volume	0	0	0	0	0	5	7	0	0	0	0	0	12		23	37
%	0%	50%	0%	0%	50%	0%	0%	0%	0%	0%	0%	0%				
In/Out	-	IN	-	-	OUT	-	-	-	-	-	-	-		Celebration Point		
Volume	0	50	0	0	29	0	0	0	0	0	0	0	79		100	57
%	0%	33%	0%	0%	33%	0%	0%	0%	0%	0%	0%	0%				
In/Out	-	IN	-	-	OUT	-	-	-	-	-	-	-		Stonemont		
Volume	0	2	0	0	6	0	0	0	0	0	0	0	8		70	192
%	0%	12%	0%	0%	12%	0%	0%	0%	0%	0%	0%	0%				
In/Out	-	IN	-	-	OUT	-	-	-	-	-	-	-		Orange 95 Parcel 3		
Volume	0	3	0	0	12	0	0	0	0	0	0	0	15		28	99
%	5%	20%	0%	56%	0%	0%	0%	10%	0%	34%	5%	36%				
In/Out	OUT	OUT	-	IN	-	-	-	IN	-	Out	OUT	OUT		Jenkins Waypoint		
Volume	3	12	0	57	0	0	0	10	0	20	3	21	126		101	59

Subtotal	11	192	0	57	137	11	38	10	9	20	3	21	498
Total	86	498	0	57	408	54	76	10	117	20	3	21	1350

HCS Two-Way Stop-Control Report

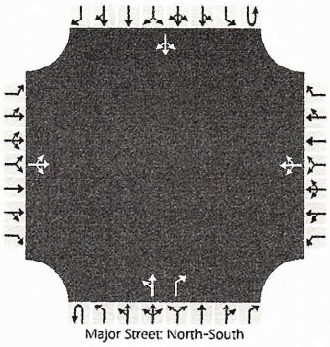
General Information

Analyst	James Kemp
Agency/Co.	O'Rourke Engineering
Date Performed	7/26/2023
Analysis Year	2026
Time Analyzed	PM Peak Hour
Intersection Orientation	North-South
Project Description	Background without Project

Site Information

Intersection	Graham & Jenkins
Jurisdiction	St. Lucie
East/West Street	Graham Road
North/South Street	Jenkins Ave
Peak Hour Factor	0.85
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	0	1	1	0	0	1	0
Configuration			LTR				LTR			LT		R			LTR	
Volume (veh/h)		76	10	117		20	3	21		86	498	0		57	408	54
Percent Heavy Vehicles (%)		3	3	3		3	3	3		3				3		
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized									No							
Median Type | Storage	Undivided															

Critical and Follow-up Headways

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

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			239				52			101				67		
Capacity, c (veh/h)			162				99			1020				984		
v/c Ratio			1.48				0.52			0.10				0.07		
95% Queue Length, Q_{95} (veh)			15.5				2.3			0.3				0.2		
Control Delay (s/veh)			297.3				75.5			8.9	0.8			8.9	0.9	0.9
Level of Service (LOS)			F				F			A	A			A	A	A
Approach Delay (s/veh)	297.3				75.5				2.0				1.8			
Approach LOS	F				F				A				A			

HCS Two-Way Stop-Control Report

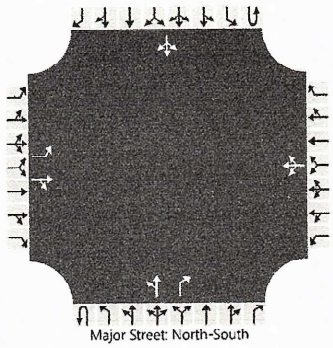
General Information

Analyst	James Kemp
Agency/Co.	O'Rourke Engineering
Date Performed	7/26/2023
Analysis Year	2026
Time Analyzed	PM Peak Hour
Intersection Orientation	North-South
Project Description	Background without Project + Improvements

Site Information

Intersection	Graham & Jenkins
Jurisdiction	St. Lucie
East/West Street	Graham Road
North/South Street	Jenkins Ave
Peak Hour Factor	0.85
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		1	1	0		0	1	0	0	0	1	1	0	0	1	0
Configuration		L		TR			LTR			LT		R			LTR	
Volume (veh/h)		76	10	117		20	3	21		86	498	0		57	408	54
Percent Heavy Vehicles (%)		3	3	3		3	3	3		3				3		
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized									No							
Median Type | Storage	Undivided															

Critical and Follow-up Headways

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

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		89		149			52			101				67		
Capacity, c (veh/h)		80		419			99			1020				984		
v/c Ratio		1.12		0.36			0.52			0.10				0.07		
95% Queue Length, Q_{95} (veh)		6.4		1.6			2.3			0.3				0.2		
Control Delay (s/veh)		230.8		18.3			75.5			8.9	0.8			8.9	0.9	0.9
Level of Service (LOS)		F		C			F			A	A			A	A	A
Approach Delay (s/veh)	97.9				75.5				2.0				1.8			
Approach LOS	F				F				A				A			

TURNING MOVEMENT VOLUME COUNTS

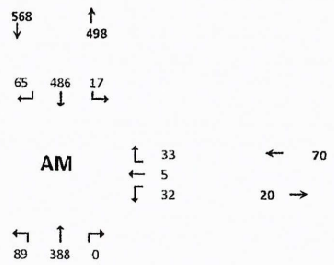
N/S STREET Jenkins Road **E/W STREET** Graham Rd **CONTROL:** TWSC

FILENAME

COUNT DATE 3/9/2022 **DAY** Wednesday **CITY** St Lucie

REPORT DATE: 7/26/2023 **ANALYSIS YEAR** 2026 Future Total

15 Min Period	Northbound NBL	NBT	NBR	Southbound SBL	SBT	SBR	Eastbound EBL	EBT	EBR	Westbound WBL	WBT	WBR	TOTAL	ONE HOUR SUM
7:00-7:15	12	40	0	0	51	9	7	0	17	0	0	0	136	796
7:15-7:30	19	49	0	0	58	7	18	0	33	0	0	0	194	834
7:30-7:45	20	70	0	0	83	9	20	0	42	0	0	0	244	810
7:45-8:00	13	75	0	0	86	10	22	0	36	0	0	0	222	725
8:00-8:15	9	49	0	0	73	9	6	0	28	0	0	0	174	664
8:15-8:30	10	57	0	0	57	7	7	0	32	0	0	0	170	
8:30-8:45	15	45	0	0	53	5	10	0	21	0	0	0	159	
8:45-9:00	13	53	0	0	81	7	7	0	20	0	0	0	181	



AM PEAK HOUR IS FROM:	7:15AM TO 8:15AM													
Volumes	61	243	0	0	290	35	66	0	139	0	0	0	834	
Season Factor	61	243	0	0	290	35	66	0	139	0	0	0	834	
Growth	64	254	0	0	303	37	69	0	145	0	0	0	871	
In/Out	OUT	OUT	-	-	IN	-	-	-	IN	-	-	-		
Percentage	17%	55%	0%	0%	35%	0%	0%	0%	17%	0%	0%	0%		
PROJECT	15	32	0	0	10	0	0	0	5	0	0	0	62	
Total	79	286	0	0	313	37	69	0	150	0	0	0	934	

PHF:	0.85
Seasonal Factor:	1
Growth Rate:	1.011
Years Grown:	4
Trips In	Trips Out
29	51

Other Projects																
%	13%	0%	0%	0%	0%	4%	4%	0%	1%	0%	0%	0%		**Project Name**		
In/Out	IN	-	-	-	-	IN	OUT	-	OUT	-	-	-		Project Hunt	**Trips In**	**Trips Out**
Volume	1	0	0	0	0	3	1	0	0	0	0	0	0		76	17
%	0%	41%	0%	0%	41%	0%	0%	0%	0%	0%	0%	0%				
In/Out	-	IN	-	-	OUT	-	-	-	-	-	-	-		Whispering Oaks		
Volume	0	18	0	0	68	0	0	0	0	0	0	0	0		45	167
%	0%	2%	0%	0%	2%	0%	0%	0%	0%	0%	0%	0%				
In/Out	-	IN	-	-	OUT	-	-	-	-	-	-	-		Bent Creek		
Volume	0	1	0	0	4	0	0	0	0	0	0	0	0		62	186
%	0%	8%	0%	0%	8%	0%	0%	0%	0%	0%	0%	0%				
In/Out	-	IN	-	-	OUT	-	-	-	-	-	-	-		Wawa Kings		
Volume	0	3	0	0	3	0	0	0	0	0	0	0	0		42	42
%	10%	56%	0%	0%	55%	0%	0%	0%	10%	0%	0%	0%				
In/Out	OUT	OUT	-	-	IN	-	-	-	IN	-	-	-		Hillpointe Residential		
Volume	5	27	0	0	45	0	0	0	8	0	0	0	0		81	48
%	0%	0%	0%	0%	0%	5%	5%	0%	0%	0%	0%	0%				
In/Out	-	-	-	-	-	IN	OUT	-	-	-	-	-		Kings Highway Commerce Park		
Volume	0	0	0	0	0	18	5	0	0	0	0	0	0		362	90
%	0%	0%	0%	0%	0%	20%	20%	0%	0%	0%	0%	0%				
In/Out	-	-	-	-	-	IN	OUT	-	-	-	-	-		Project Hurricane		
Volume	0	0	0	0	0	7	2	0	0	0	0	0	0		36	12
%	0%	56%	0%	0%	53%	0%	0%	0%	0%	0%	0%	0%				
In/Out	-	IN	-	-	OUT	-	-	-	-	-	-	-		Celebration Point		
Volume	0	15	0	0	48	0	0	0	0	0	0	0	0		30	96
%	0%	3%	0%	0%	3%	0%	0%	0%	0%	0%	0%	0%				
In/Out	-	IN	-	-	OUT	-	-	-	-	-	-	-		Stonemont		
Volume	0	6	0	0	2	0	0	0	0	0	0	0	0		197	55
%	0%	12%	0%	0%	12%	0%	0%	0%	0%	0%	0%	0%				
In/Out	-	IN	-	-	OUT	-	-	-	-	-	-	-		Orange 95 Parcel 8		
Volume	0	12	0	0	2	0	0	0	0	0	0	0	0		103	20
%	5%	20%	0%	56%	0%	0%	0%	10%	0%	34%	5%	36%				
In/Out	OUT	OUT	-	IN	-	-	-	IN	-	Out	OUT	OUT		Jenkins Waypoint		
Volume	5	19	0	17	0	0	0	3	0	32	5	33	0		30	93
Subtotal	26	134	0	17	183	28	8	3	13	32	5	33	62			
Total	89	388	0	17	466	65	77	3	158	32	5	33	934			

HCS Two-Way Stop-Control Report

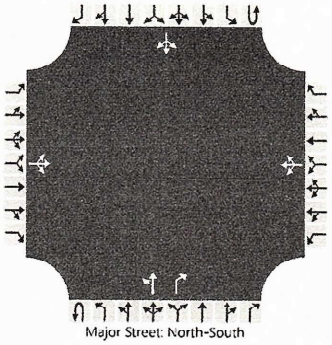
General Information

Analyst	James Kemp
Agency/Co.	O'Rourke Engineering
Date Performed	7/26/2023
Analysis Year	2026
Time Analyzed	AM Peak Hour
Intersection Orientation	North-South
Project Description	Future Total with Project

Site Information

Intersection	Graham & Jenkins
Jurisdiction	St. Lucie
East/West Street	Graham Road
North/South Street	Jenkins Ave
Peak Hour Factor	0.85
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	0	1	1	0	0	1	0
Configuration			LTR				LTR			LT		R			LTR	
Volume (veh/h)		77	3	158		32	5	33		89	388	0		17	486	65
Percent Heavy Vehicles (%)		3	3	3		3	3	3		3				3		
Proportion Time Blocked																
Percent Grade (%)		0				0										
Right Turn Channelized										No						
Median Type | Storage		Undivided														

Critical and Follow-up Headways

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

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			280				82			105				20		
Capacity, c (veh/h)			211				110			933				1099		
v/c Ratio			1.32				0.75			0.11				0.02		
95% Queue Length, Q_{95} (veh)			15.4				4.1			0.4				0.1		
Control Delay (s/veh)			219.7				99.5			9.3	0.8			8.3	0.2	0.2
Level of Service (LOS)			F				F			A	A			A	A	A
Approach Delay (s/veh)		219.7				99.5				2.4				0.5		
Approach LOS		F				F				A				A		

HCS Two-Way Stop-Control Report

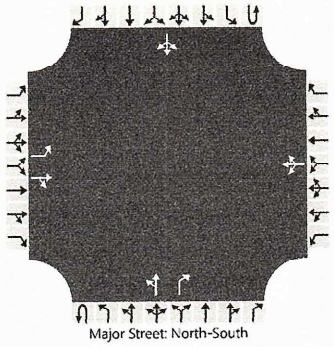
General Information

Analyst	James Kemp
Agency/Co.	O'Rourke Engineering
Date Performed	7/26/2023
Analysis Year	2026
Time Analyzed	AM Peak Hour
Intersection Orientation	North-South
Project Description	Future Total with Project + Improvements

Site Information

Intersection	Graham & Jenkins
Jurisdiction	St. Lucie
East/West Street	Graham Road
North/South Street	Jenkins Ave
Peak Hour Factor	0.85
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		1	1	0		0	1	0	0	0	1	1	0	0	1	0
Configuration		L		TR			LTR			LT		R			LTR	
Volume (veh/h)		77	3	158		32	5	33		89	388	0		17	486	65
Percent Heavy Vehicles (%)		3	3	3		3	3	3		3				3		
Proportion Time Blocked																
Percent Grade (%)		0				0										
Right Turn Channelized										No						
Median Type | Storage		Undivided														

Critical and Follow-up Headways

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

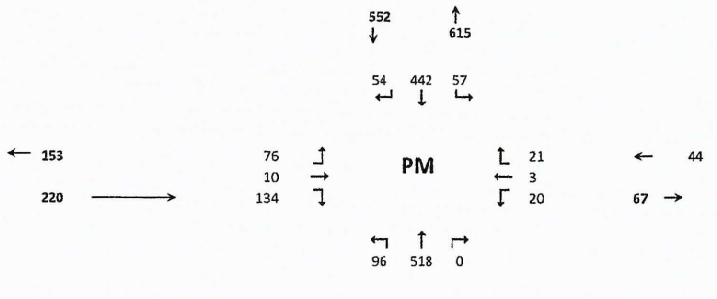
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		91		189			82			105				20		
Capacity, c (veh/h)		98		469			110			933				1099		
v/c Ratio		0.92		0.40			0.75			0.11				0.02		
95% Queue Length, Q_{95} (veh)		5.4		1.9			4.1			0.4				0.1		
Control Delay (s/veh)		148.3		17.8			99.5			9.3	0.8			8.3	0.2	0.2
Level of Service (LOS)		F		C			F			A	A			A	A	A
Approach Delay (s/veh)		60.0				99.5				2.4				0.5		
Approach LOS		F				F				A				A		

TURNING MOVEMENT VOLUME COUNTS

Jenkins & Graham
Future Total

15 Min Period Ianes	Northbound NBL	NET	NBR	Southbound SBL	SBT	SBR	Eastbound EBL	EBT	EBR	Westbound WEL	WBT	WBR	TOTAL	ONE HOUR SUM
4:00-4:15	20	81	0	0	82	6	16	0	34	0	0	0	239	815
4:15-4:30	17	71	0	0	62	14	10	0	14	0	0	0	188	814
4:30-4:45	16	68	0	0	64	10	11	0	30	0	0	0	199	798
4:45-5:00	19	73	0	0	51	11	9	0	26	0	0	0	189	774
5:00-5:15	20	77	0	0	91	14	12	0	24	0	0	0	238	742
5:15-5:30	13	55	0	0	57	17	8	0	22	0	0	0	172	
5:30-5:45	15	54	0	0	62	9	14	0	21	0	0	0	175	
5:45-6:00	10	60	0	0	61	7	6	0	13	0	0	0	157	



PM PEAK HOUR IS FROM:				4:00PM TO 5:00PM									
Volumes	72	293	0	0	259	41	46	0	104	0	0	0	815
Season Factor	72	293	0	0	259	41	46	0	104	0	0	0	815
Growth	75	305	0	0	271	43	48	0	109	0	0	0	851
In/Out	OUT	OUT	-	-	IN	-	-	-	IN	-	-	-	
Percentage	17%	35%	0%	0%	35%	0%	0%	0%	17%	0%	0%	0%	
PROJECT	10	20	0	0	34	0	0	0	17	0	0	0	81
Total	85	325	0	0	305	43	48	0	125	0	0	0	932

Seasonal Factor:	1
Growth Rate:	1.011
Years Grown	4
PHF:	0.85
Trips In	Trips Out
98	57

Other Projects															
%	13%	0%	0%	0%	0%	4%	4%	0%	1%	0%	0%	0%			
In/Out	IN	-	-	-	-	IN	OUT	-	OUT	-	-	-		Project Hunt	
Volume	0	0	0	0	0	1	2	0	1	0	0	0	4	19	57
%	0%	41%	0%	0%	41%	0%	0%	0%	0%	0%	0%	0%			
In/Out	-	IN	-	-	OUT	-	-	-	-	-	-	-		Whispering Oaks	
Volume	0	71	0	0	39	0	0	0	0	0	0	0	109	172	94
%	0%	2%	0%	0%	2%	0%	0%	0%	0%	0%	0%	0%			
In/Out	-	IN	-	-	OUT	-	-	-	-	-	-	-		Bent Creek	
Volume	0	4	0	0	2	0	0	0	0	0	0	0	6	193	113
%	0%	8%	0%	0%	8%	0%	0%	0%	0%	0%	0%	0%			
In/Out	-	IN	-	-	OUT	-	-	-	-	-	-	-		Wawa Kings	
Volume	0	5	0	0	5	0	0	0	0	0	0	0	9	57	58
%	10%	56%	0%	0%	56%	0%	0%	0%	10%	0%	0%	0%			
In/Out	OUT	OUT	-	-	IN	-	-	-	IN	-	-	-		Hillpointe Residential	
Volume	8	45	0	0	45	0	0	0	8	0	0	0	107	81	48
%	0%	0%	0%	0%	0%	5%	5%	0%	0%	0%	0%	0%			
In/Out	-	-	-	-	-	IN	OUT	-	-	-	-	-		Kings Highway Commerce Park	
Volume	0	0	0	0	0	6	19	0	0	0	0	0	24	115	371
%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%			
In/Out	-	-	-	-	-	-	-	-	-	-	-	-		Walsh Crossroads	
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	10	11
%	0%	0%	0%	0%	0%	20%	23%	0%	0%	0%	0%	0%			
In/Out	-	-	-	-	-	IN	OUT	-	-	-	-	-		Project Hurricane	
Volume	0	0	0	0	0	5	7	0	0	0	0	0	12	33	37
%	0%	50%	0%	0%	50%	0%	0%	0%	0%	0%	0%	0%			
In/Out	-	IN	-	-	OUT	-	-	-	-	-	-	-		Celebration Point	
Volume	0	39	0	0	39	0	0	0	0	0	0	0	79	100	57
%	0%	3%	0%	0%	3%	0%	0%	0%	0%	0%	0%	0%			
In/Out	-	IN	-	-	OUT	-	-	-	-	-	-	-		Stonemont	
Volume	0	2	0	0	6	0	0	0	0	0	0	0	8	70	192
%	0%	12%	0%	0%	12%	0%	0%	0%	0%	0%	0%	0%			
In/Out	-	IN	-	-	OUT	-	-	-	-	-	-	-		Orange 95 Parcel B	
Volume	0	3	0	0	12	0	0	0	0	0	0	0	15	28	99
%	5%	20%	0%	55%	0%	0%	0%	100%	0%	34%	5%	36%			
In/Out	OUT	OUT	-	IN	-	-	-	IN	-	Out	OUT	OUT		Jenkins Waypoint	
Volume	3	12	0	57	0	0	0	10	0	20	3	21	126	101	59

Subtotal	21	212	0	57	171	11	28	10	25	20	3	21	352	
Total	96	518	0	57	442	54	76	10	131	20	3	21	1203	

HCS Two-Way Stop-Control Report

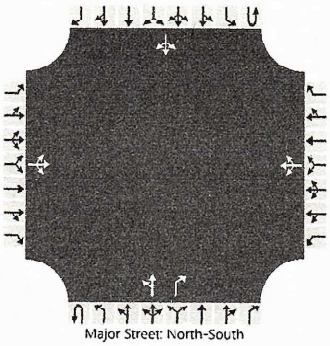
General Information

Analyst	James Kemp
Agency/Co.	O'Rourke Engineering
Date Performed	7/26/2023
Analysis Year	2026
Time Analyzed	PM Peak Hour
Intersection Orientation	North-South
Project Description	Future Total with Project

Site Information

Intersection	Graham & Jenkins
Jurisdiction	St. Lucie
East/West Street	Graham Road
North/South Street	Jenkins Ave
Peak Hour Factor	0.85
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	0	1	1	0	0	1	0
Configuration			LTR				LTR			LT		R			LTR	
Volume (veh/h)		76	10	134		20	3	21		96	518	0		57	442	54
Percent Heavy Vehicles (%)		3	3	3		3	3	3		3				3		
Proportion Time Blocked																
Percent Grade (%)		0				0										
Right Turn Channelized										No						
Median Type | Storage		Undivided														

Critical and Follow-up Headways

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

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			259				52			113				67		
Capacity, c (veh/h)			147				78			986				964		
v/c Ratio			1.76				0.66			0.11				0.07		
95% Queue Length, Q_{95} (veh)			19.1				3.1			0.4				0.2		
Control Delay (s/veh)			420.7				115.2			9.1	0.9			9.0	0.9	0.9
Level of Service (LOS)			F				F			A	A			A	A	A
Approach Delay (s/veh)		420.7				115.2				2.2				1.8		
Approach LOS		F				F				A				A		

HCS Two-Way Stop-Control Report

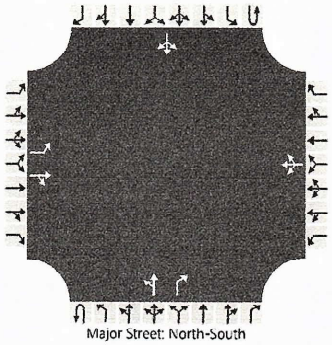
General Information

Analyst	James Kemp
Agency/Co.	O'Rourke Engineering
Date Performed	7/26/2023
Analysis Year	2026
Time Analyzed	PM Peak Hour
Intersection Orientation	North-South
Project Description	Future Total with Project + Improvements

Site Information

Intersection	Graham & Jenkins
Jurisdiction	St. Lucie
East/West Street	Graham Road
North/South Street	Jenkins Ave
Peak Hour Factor	0.85
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	I	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		1	1	0		0	1	0	0	0	1	1	0	0	1	0
Configuration		L		TR			LTR			LT		R			LTR	
Volume (veh/h)		76	10	134		20	3	21		96	518	0		57	442	54
Percent Heavy Vehicles (%)		3	3	3		3	3	3		3				3		
Proportion Time Blocked																
Percent Grade (%)		0				0										
Right Turn Channelized										No						
Median Type | Storage		Undivided														

Critical and Follow-up Headways

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

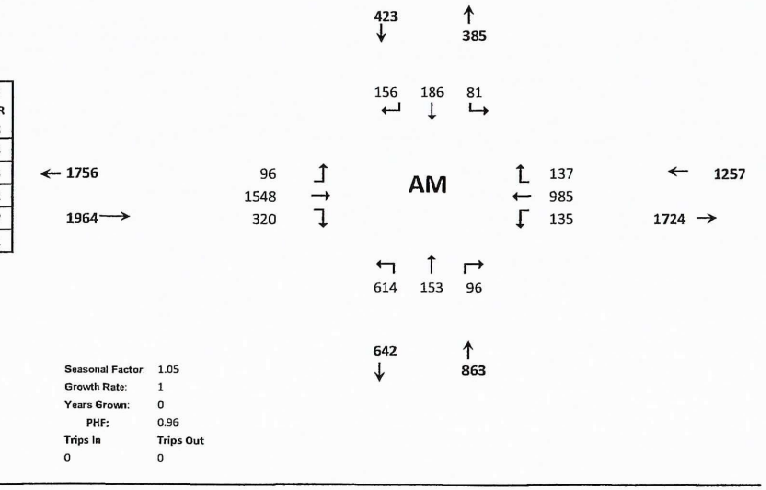
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		89		169			52			113				67		
Capacity, c (veh/h)		67		398			78			986				964		
v/c Ratio		1.33		0.43			0.66			0.11				0.07		
95% Queue Length, Q_{95} (veh)		7.4		2.1			3.1			0.4				0.2		
Control Delay (s/veh)		328.3		20.6			115.2			9.1	0.9			9.0	0.9	0.9
Level of Service (LOS)		F		C			F			A	A			A	A	A
Approach Delay (s/veh)		126.9				115.2				2.2				1.8		
Approach LOS		F				F				A				A		

TURNING MOVEMENT VOLUME COUNTS

N/S STREET: Jenkins Ave **E/W STREET:** Okeechobee Rd **CONTROL:** Signalized
FILENAME:
COUNT DATE 6/15/2023 **DAY:** Wednesday **CITY:** St Lucie
REPORT DATE: 7/26/2023 **ANALYSIS YEAR:** 2023 Existing

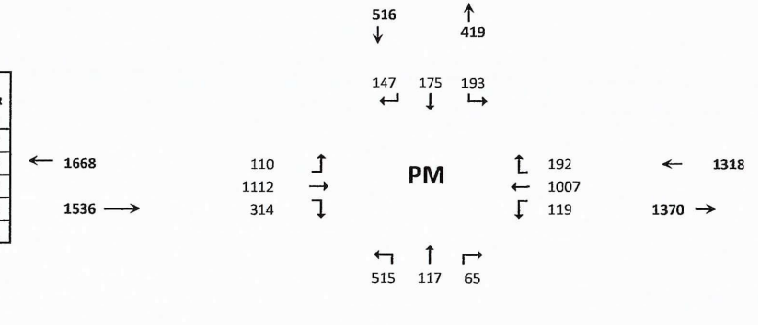
15 Min Period	Northbound			Southbound			Eastbound			Westbound				ONE HOUR SUM
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL	
7:00-7:15	108	29	17	12	27	20	11	237	42	9	154	12	678	3704
7:15-7:30	119	35	19	19	36	28	18	320	52	20	239	22	927	4144
7:30-7:45	127	43	19	20	41	36	19	344	76	26	229	28	1008	4292
7:45-8:00	142	35	26	21	53	30	21	418	68	29	227	21	1091	4277
8:00-8:15	152	32	29	19	43	39	27	379	84	31	255	28	1118	4091
8:15-8:30	164	36	17	17	40	44	24	333	77	43	227	53	1075	
8:30-8:45	117	43	21	24	51	39	22	319	67	29	214	47	993	
8:45-9:00	98	34	14	22	44	28	17	296	76	24	207	45	905	
AM PEAK HOUR IS FROM:	7:30 AM TO 8:30AM													
Volumes	585	146	91	77	177	149	91	1474	305	125	938	130	4292	
Season Factor	614	153	96	81	186	156	96	1548	320	135	985	137	4507	
Growth	614	153	96	81	186	156	96	1548	320	135	985	137	4507	
In/Out	-	-	-	-	-	-	-	-	-	-	-	-		
Percentage	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
PROJECT	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	614	153	96	81	186	156	96	1548	320	135	985	137	4507	



Seasonal Factor 1.05
Growth Rate: 1
Years Grown: 0
PHF: 0.96
Trips In Trips Out
0 0

Jenkins & Okeechobee
Existing

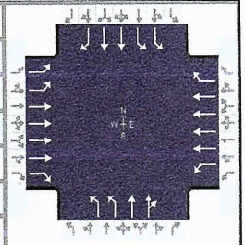
15 Min Period lanes	Northbound			Southbound			Eastbound			Westbound				ONE HOUR SUM
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL	
4:00-4:15	106	32	7	47	38	24	34	215	63	23	207	34	830	3607
4:15-4:30	121	36	11	47	53	26	24	207	73	28	201	42	869	3759
4:30-4:45	143	31	19	44	45	46	20	230	88	22	229	55	972	3872
4:45-5:00	119	29	14	52	54	29	26	246	68	30	224	45	936	3853
5:00-5:15	105	26	16	47	37	33	29	289	64	33	265	38	982	3762
5:15-5:30	123	25	13	41	31	32	30	294	79	28	241	45	982	
5:30-5:45	104	33	11	43	36	33	26	284	70	28	252	33	953	
5:45-6:00	100	29	7	39	31	23	31	245	47	33	235	25	845	
PM PEAK HOUR IS FROM:	4:30 PM TO 5:30PM													
Volumes	490	111	62	184	167	140	105	1059	299	113	959	183	3872	
Season Factor	515	117	65	193	175	147	110	1112	314	119	1007	192	4066	
Growth	515	117	65	193	175	147	110	1112	314	119	1007	192	4066	
In/Out	-	-	-	-	-	-	-	-	-	-	-	-		
Percentage	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
PROJECT	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	515	117	65	193	175	147	110	1112	314	119	1007	192	4066	



Seasonal Factor: 1.05
Growth Rate: 1
Years Grown: 0
PHF: 0.99
Trips In Trips Out

HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	O'Rourke Engineering and Planning			Duration, h	0.250
Analyst	James Kemp	Analysis Date	Jul 27, 2023	Area Type	Other
Jurisdiction	St. Lucie	Time Period	AM Peak Hour	PHF	0.96
Urban Street	Okeechobee Road	Analysis Year	2023	Analysis Period	1> 7:00
Intersection	Okeechobee & Jenkins	File Name	C5 - Okeechobee & Jenkins - Existing - AM.xus		
Project Description	Existing				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	96	1548	320	135	985	137	614	153	96	81	186	156

Signal Information			
Cycle, s	130.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

							1	2	3	4		
Green	6.8	5.3	48.2	6.7	10.7	15.7						
Yellow	4.8	0.0	4.8	4.8	4.8	4.8						
Red	2.5	0.0	2.5	2.5	2.5	2.5	5	6	7	8		

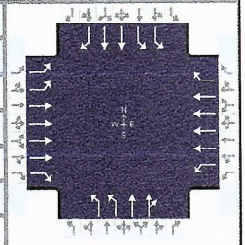
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6	5	2	7	4	3	8
Case Number	2.0	3.0	2.0	3.0	2.0	4.0	2.0	3.0
Phase Duration, s	14.1	55.5	19.4	60.8	32.0	41.1	14.0	23.0
Change Period, ($Y+R_c$), s	7.3	7.3	7.3	7.3	7.3	7.3	7.3	7.3
Max Allow Headway (*MAH*), s	4.0	0.0	4.0	0.0	4.0	4.1	4.0	4.1
Queue Clearance Time (g_s), s	5.6		11.9		25.4	9.9	5.0	14.1
Green Extension Time (g_e), s	0.3	0.0	0.3	0.0	0.0	2.3	0.2	1.7
Phase Call Probability	0.97		0.99		1.00	1.00	0.95	1.00
Max Out Probability	0.00		0.01		1.00	0.00	0.00	0.14

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	7	4	14	3	8	18
Adjusted Flow Rate (*v*), veh/h	100	1613	333	141	1026	143	640	134	126	84	194	163
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1757	1725	1610	1810	1725	1610	1757	1900	1662	1757	1809	1610
Queue Service Time (g_s), s	3.6	24.9	21.3	9.9	13.4	7.4	23.4	7.3	7.9	3.0	6.5	12.1
Cycle Queue Clearance Time (g_c), s	3.6	24.9	21.3	9.9	13.4	7.4	23.4	7.3	7.9	3.0	6.5	12.1
Green Ratio (*g/C*)	0.05	0.37	0.37	0.09	0.41	0.41	0.19	0.26	0.26	0.05	0.12	0.17
Capacity (*c*), veh/h	184	2561	598	169	2842	663	668	494	432	180	438	279
Volume-to-Capacity Ratio (*X*)	0.543	0.630	0.558	0.834	0.361	0.215	0.958	0.271	0.291	0.468	0.442	0.582
Back of Queue (*Q*), ft/ln (95 th percentile)	73.8	388.7	337.5	214	230	130.5	452.5	152	143.7	61.9	131.6	213.2
Back of Queue (*Q*), veh/ln (95 th percentile)	3.0	15.5	13.5	8.6	9.2	5.2	18.1	6.1	5.7	2.5	5.3	8.5
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh	60.1	33.5	32.4	58.0	26.4	24.7	52.1	38.3	38.5	59.9	53.1	49.4
Incremental Delay (d_2), s/veh	2.5	1.2	3.7	10.2	0.4	0.7	24.8	0.3	0.4	1.9	0.7	1.9
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	62.6	34.7	36.2	68.1	26.8	25.4	76.9	38.6	38.9	61.8	53.8	51.3
Level of Service (LOS)	E	C	D	E	C	C	E	D	D	E	D	D
Approach Delay, s/veh / LOS	36.3	D		31.1	C		65.9	E		54.4	D	
Intersection Delay, s/veh / LOS	42.2						D					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.44	B	2.58	C	2.97	C	3.09	C
Bicycle LOS Score / LOS	1.33	A	1.03	A	1.23	A	0.85	A

HCS Signalized Intersection Results Summary

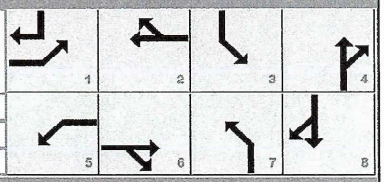
General Information				Intersection Information	
Agency	O'Rourke Engineering and Planning			Duration, h	0.250
Analyst	James Kemp	Analysis Date	Jul 27, 2023	Area Type	Other
Jurisdiction	St. Lucie	Time Period	PM Peak Hour	PHF	0.99
Urban Street	Okeechobee Road	Analysis Year	2023	Analysis Period	1> 7:00
Intersection	Okeechobee & Jenkins	File Name	C5 - Okeechobee & Jenkins - Existing - PM.xus		
Project Description	Existing				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	110	1112	314	119	1007	192	515	117	65	193	175	147

Signal Information			
Cycle, s	130.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	6.9	3.5		55.8	9.6	3.8	13.9					
Yellow	4.8	0.0		4.8	4.8	4.8	4.8					
Red	2.5	0.0		2.5	2.5	2.5	2.5					



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6	5	2	7	4	3	8
Case Number	2.0	3.0	2.0	3.0	2.0	4.0	2.0	3.0
Phase Duration, s	14.2	63.1	17.7	66.6	28.0	32.4	16.9	21.2
Change Period, ($Y+R_c$), s	7.3	7.3	7.3	7.3	7.3	7.3	7.3	7.3
Max Allow Headway (*MAH*), s	4.0	0.0	4.0	0.0	4.0	4.1	4.0	4.1
Queue Clearance Time (g_s), s	6.0		10.5		21.0	7.9	9.1	13.1
Green Extension Time (g_e), s	0.3	0.0	0.0	0.0	0.0	1.8	0.5	0.9
Phase Call Probability	0.98		0.99		1.00	1.00	1.00	1.00
Max Out Probability	0.00		1.00		1.00	0.00	0.00	0.80

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	7	4	14	3	8	18
Adjusted Flow Rate (*v*), veh/h	111	1123	317	120	1017	194	520	94	90	195	177	148
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1757	1725	1610	1810	1725	1610	1757	1900	1679	1757	1809	1610
Queue Service Time (g_s), s	4.0	14.4	18.2	8.5	12.2	9.7	19.0	5.5	5.9	7.1	6.0	11.1
Cycle Queue Clearance Time (g_c), s	4.0	14.4	18.2	8.5	12.2	9.7	19.0	5.5	5.9	7.1	6.0	11.1
Green Ratio (*g/C*)	0.05	0.43	0.43	0.08	0.46	0.46	0.16	0.19	0.19	0.07	0.11	0.16
Capacity (*c*), veh/h	186	2960	691	145	3147	734	560	366	324	259	388	258
Volume-to-Capacity Ratio (*X*)	0.598	0.380	0.459	0.830	0.323	0.264	0.930	0.256	0.278	0.753	0.455	0.576
Back of Queue (*Q*), ft/ln (95 th percentile)	82.7	243.5	288.6	214.2	211.7	167.6	376.5	115.5	111.3	146	122	200.2
Back of Queue (*Q*), veh/ln (95 th percentile)	3.3	9.7	11.5	8.6	8.5	6.7	15.1	4.6	4.5	5.8	4.9	8.0
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh	60.2	25.3	26.4	58.9	22.6	21.9	53.9	44.6	44.7	59.0	54.5	50.5
Incremental Delay (d_2), s/veh	3.1	0.4	2.2	27.5	0.3	0.9	22.2	0.4	0.5	4.4	0.8	2.0
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	63.3	25.7	28.6	86.4	22.8	22.7	76.2	44.9	45.2	63.4	55.3	52.5
Level of Service (LOS)	E	C	C	F	C	C	E	D	D	E	E	D
Approach Delay, s/veh / LOS	29.0	C		28.6	C		68.0	E		57.6	E	
Intersection Delay, s/veh / LOS	39.2						D					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.43	B	2.57	C	2.97	C	3.09	C
Bicycle LOS Score / LOS	1.13	A	1.04	A	1.07	A	0.92	A

TURNING MOVEMENT VOLUME COUNTS

N/S STREET: Jenkins Ave **E/W STREET:** Okeechobee Rd **CONTROL** Signalized

FILENAME

COUNT DATE 6/15/2023 **DAY** Wednesday **CITY** St Lucie

REPORT DATE 7/26/2023 **ANALYSIS YEAR** 2026 Background

15 Min Period	Northbound			Southbound			Eastbound			Westbound				ONE HOUR SUM
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EER	WBL	WBT	WBR	TOTAL	
7:00-7:15	108	29	17	12	27	20	11	237	42	9	154	12	678	3704
7:15-7:30	116	35	19	19	36	28	18	320	51	20	239	22	927	4144
7:30-7:45	127	43	19	20	41	36	19	344	76	26	229	28	1008	4292
7:45-8:00	142	35	26	21	53	30	21	418	68	29	227	21	1091	4277
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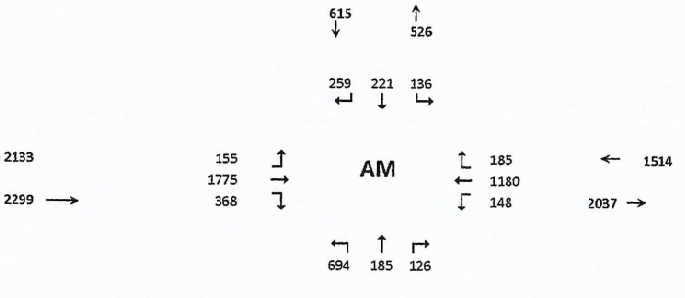
8:15-8:30	164	36	17	17	40	44	24	333	77	43	227	53	1075	
8:30-8:45	117	43	21	24	51	39	22	319	67	29	214	47	998	
8:45-9:00	98	36	14	22	44	28	17	296	76	24	207	45	905	
AM PEAK HOUR IS FROM:			7:30 AM TO 8:30AM											
Volumes	585	146	91	77	177	149	91	1474	305	129	938	130	4292	
Season Factor	614	153	96	81	186	156	96	1548	320	135	985	137	4507	
Growth	633	158	98	83	191	161	98	1595	330	140	1015	141	4643	
In/Out	-	-	-	-	-	-	-	-	-	-	-	-		
Percentage	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
PROJECT	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	633	158	98	83	191	161	98	1595	330	140	1015	141	4643	
Other Projects														
Percentage	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%	5%	0%		
In/Out	-	-	-	-	-	-	-	OUT	-	-	IN	-		
Volume	0	0	0	0	0	0	0	10	0	0	3	0	13	
%	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%	5%	0%		
In/Out	-	-	-	-	-	-	-	OUT	-	-	IN	-		
Volume	0	0	0	0	0	0	0	11	0	0	4	0	15	
%	0%	0%	0%	0%	0%	0%	0%	10%	0%	0%	10%	0%		
In/Out	-	-	-	-	-	-	-	OUT	-	-	IN	-		
Volume	0	0	0	0	0	0	0	2	0	0	8	0	9	
%	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%	5%	0%		
In/Out	-	-	-	-	-	-	-	OUT	-	-	IN	-		
Volume	0	0	0	0	0	0	0	6	0	0	20	0	26	
%	0%	10%	0%	10%	10%	21%	21%	0%	0%	0%	0%	10%		
In/Out	-	IN	-	OUT	OUT	OUT	IN	-	-	-	-	IN		
Volume	0	5	0	17	17	35	9	0	0	0	0	5	87	
%	0%	0%	0%	0%	0%	0%	0%	15%	0%	0%	15%	0%		
In/Out	-	-	-	-	-	-	-	IN	-	-	OUT	-		
Volume	0	0	0	0	0	0	0	9	0	0	28	0	37	
%	5%	0%	0%	0%	0%	5%	5%	30%	5%	0%	30%	0%		
In/Out	IN	-	-	-	-	IN	OUT	OUT	OUT	-	IN	-		
Volume	7	0	0	0	0	7	21	126	21	0	43	0	226	
%	0%	10%	0%	40%	10%	40%	46%	0%	0%	0%	0%	40%		
In/Out	-	IN	-	OUT	OUT	OUT	IN	-	-	-	-	IN		
Volume	0	3	0	10	2	10	12	0	0	0	0	12	49	
%	0%	0%	0%	0%	0%	0%	0%	10%	0%	0%	10%	0%		
In/Out	-	-	-	-	-	-	-	OUT	-	-	IN	-		
Volume	0	0	0	0	0	0	0	9	0	0	36	0	45	
%	0%	0%	0%	10%	0%	24%	24%	0%	0%	0%	0%	10%		
In/Out	-	-	-	OUT	-	OUT	IN	-	-	-	-	IN		
Volume	0	0	0	17	0	41	13	0	0	0	0	5	76	
%	0%	0%	0%	0%	0%	0%	0%	40%	0%	0%	40%	0%		
In/Out	-	-	-	-	-	-	-	OUT	-	-	IN	-		
Volume	0	0	0	0	0	0	0	5	0	0	14	0	19	
%	0%	5%	0%	5%	5%	5%	5%	0%	0%	0%	0%	5%		
In/Out	-	IN	-	OUT	OUT	OUT	IN	-	-	-	-	IN		
Volume	0	2	0	5	5	5	2	0	0	0	0	2	19	
%	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%	5%	0%		
In/Out	-	-	-	-	-	-	-	OUT	-	-	IN	-		
Volume	0	0	0	0	0	0	0	3	0	0	10	0	13	
%	0%	2%	0%	10%	2%	0%	0%	0%	0%	0%	0%	10%		
In/Out	-	IN	-	OUT	OUT	-	-	-	-	-	-	N		
Volume	0	4	0	4	1	0	0	0	0	0	0	11	31	
%	40%	10%	20%	0%	10%	0%	0%	0%	40%	20%	0%	0%		
In/Out	OUT	OUT	OUT	-	IN	-	-	-	IN	IN	-	-		
Volume	54	14	27	0	4	0	0	0	17	9	0	0	125	
Subtotal	62	27	27	52	29	97	57	181	38	9	166	45	789	
Total	694	185	126	136	121	259	155	1775	368	148	1180	185	5433	



Seasonal Factor 1.05

Growth Rate 1.01

Years Grown 3

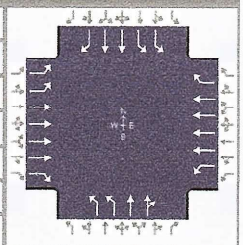
PHF: 0.96

Trips In	Trips Out
0	0

Project Name	Trips In	Trips Out
Pineapple Grove	69	197
Sunnyland	75	223
Project Hunt	76	17
KRE	393	117
Whispering Oaks	45	167
Bent Creek	62	186
Creekside	143	421
Woodspring Suites	80	24
Kings Highway Commerce Park	362	90
Jenkins Waypoint / Hillside	54	170
Project Hurricane	36	12
Celebration Point	80	96
Stonemont	197	55
Orange 95 Parcel B, D & E	214	42
Viva at Treasure Coast East / West	43	136

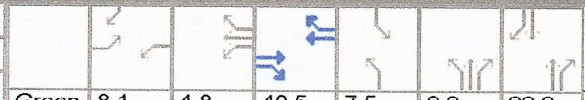
HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	O'Rourke Engineering and Planning			Duration, h	0.250
Analyst	James Kemp	Analysis Date	Jul 27, 2023	Area Type	Other
Jurisdiction	St. Lucie	Time Period	AM Peak Hour	PHF	0.96
Urban Street	Okeechobee Road	Analysis Year	2026	Analysis Period	1> 7:00
Intersection	Okeechobee & Jenkins	File Name	C5 - Okeechobee Jenkins - Background - AM.xus		
Project Description	Background without Project				

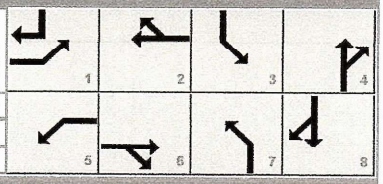


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	155	1775	368	148	1180	185	694	185	126	136	221	259

Signal Information			
Cycle, s	130.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	8.1	4.8	40.5	7.5	9.9	22.6
Yellow	4.8	0.0	4.8	4.8	4.8	4.8
Red	2.5	0.0	2.5	2.5	2.5	2.5



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6	5	2	7	4	3	8
Case Number	2.0	3.0	2.0	3.0	2.0	4.0	2.0	3.0
Phase Duration, s	15.4	47.8	20.2	52.6	32.0	47.1	14.8	29.9
Change Period, ($Y+R_c$), s	7.3	7.3	7.3	7.3	7.3	7.3	7.3	7.3
Max Allow Headway (*MAH*), s	4.0	0.0	4.0	0.0	4.0	4.1	4.0	4.1
Queue Clearance Time (g_s), s	7.9		12.9		26.7	11.4	7.1	22.0
Green Extension Time (g_e), s	0.3	0.0	0.1	0.0	0.0	3.2	0.4	0.7
Phase Call Probability	1.00		1.00		1.00	1.00	0.99	1.00
Max Out Probability	0.08		1.00		1.00	0.00	0.00	1.00

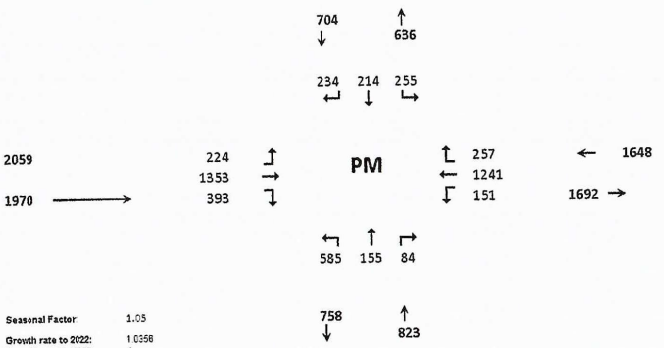
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	7	4	14	3	8	18
Adjusted Flow Rate (*v*), veh/h	161	1849	383	154	1229	193	723	169	155	142	230	270
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1757	1725	1610	1810	1725	1610	1757	1900	1649	1757	1809	1610
Queue Service Time (g_s), s	5.9	32.7	28.0	10.9	18.3	11.5	24.7	8.8	9.4	5.1	7.3	20.0
Cycle Queue Clearance Time (g_c), s	5.9	32.7	28.0	10.9	18.3	11.5	24.7	8.8	9.4	5.1	7.3	20.0
Green Ratio (*g/C*)	0.06	0.31	0.31	0.10	0.35	0.35	0.19	0.31	0.31	0.06	0.17	0.24
Capacity (*c*), veh/h	220	2152	502	180	2407	562	668	582	505	203	630	381
Volume-to-Capacity Ratio (*X*)	0.735	0.859	0.763	0.857	0.511	0.343	1.083	0.290	0.308	0.696	0.366	0.708
Back of Queue (*Q*), ft/ln (95 th percentile)	121.7	507.7	447.5	256.2	302.7	203.8	590.2	180.6	168.1	106.5	146.7	327.6
Back of Queue (*Q*), veh/ln (95 th percentile)	4.9	20.3	17.9	10.2	12.1	8.2	23.6	7.2	6.7	4.3	5.9	13.1
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh	59.9	42.0	40.4	57.6	33.5	31.3	52.7	34.3	34.5	60.1	47.4	45.5
Incremental Delay (d_2), s/veh	4.7	4.7	10.5	25.9	0.8	1.7	59.4	0.3	0.3	4.3	0.4	5.6
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	64.6	46.8	50.9	83.5	34.3	33.0	112.0	34.6	34.9	64.4	47.7	51.1
Level of Service (LOS)	E	D	D	F	C	C	F	C	C	E	D	D
Approach Delay, s/veh / LOS	48.7	D		39.0	D		88.1	F		52.8	D	
Intersection Delay, s/veh / LOS	53.7						D					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.45	B	2.58	C	2.96	C	3.09	C
Bicycle LOS Score / LOS	1.48	A	1.14	A	1.35	A	1.02	A

TURNING MOVEMENT VOLUME COUNTS

Jenkins & Okeechobee
Background

15 Min Period / lanes	Northbound			Southbound			Eastbound			Westbound				ONE HOUR SUM
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL	
4:00-4:15	106	32	7	47	38	24	34	215	63	23	207	34	830	3607
4:15-4:30	121	36	11	47	53	26	24	207	73	28	201	42	869	3759
4:30-4:45	143	31	19	44	45	46	20	230	88	22	229	55	972	3872
4:45-5:00	119	29	14	52	54	29	26	246	68	30	224	45	936	3853
5:00-5:15	105	26	16	47	37	33	29	289	64	33	265	38	982	3762
5:15-5:30	123	25	13	41	31	32	30	254	79	28	241	45	982	
5:30-5:45	104	33	11	43	36	33	26	284	70	28	252	33	953	
5:45-6:00	100	29	7	39	31	23	31	245	47	33	235	25	845	



PM PEAK HOUR IS FROM:	4:30 PM TO 5:30PM												
Volumes	490	111	62	184	167	140	105	1059	299	113	959	183	3872
Season Factor	515	117	65	193	175	147	110	1112	314	119	1007	192	4066
Growth to 2022	515	117	65	193	175	147	110	1112	314	119	1007	192	4066
Growth 2022-2028	530	120	67	199	181	151	114	1146	323	122	1037	198	4189
In/Out	-	-	-	-	-	-	-	-	-	-	-	-	
Percentage	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
PROJECT	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	530	120	67	199	181	151	114	1146	323	122	1037	198	4189

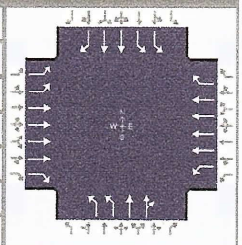
Seasonal Factor	1.05
Growth rate to 2022:	1.0358
Years Grown to 2022:	4
Growth Rate	1.01
Years Grown	3
PHF:	0.99
Trips In	Trips Out

Other Projects															Trips In	Trips Out
%	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%	5%	0.0%		Pineapple Grove		
In/Out	-	-	-	-	-	-	-	OUT	-	-	IN	-			233	137
Volume	0	0	0	0	0	0	0	7	0	0	12	0	19			
%	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%	5%	0%		Sunnyland		
In/Out	-	-	-	-	-	-	-	OUT	-	-	IN	-			261	154
Volume	0	0	0	0	0	0	0	8	0	0	13	0	21			
%	0%	0%	0%	0%	0%	0%	0%	10%	0%	0%	10%	0%		Project Hunt		
In/Out	-	-	-	-	-	-	-	OUT	-	-	IN	-			19	57
Volume	0	0	0	0	0	0	0	6	0	0	2	0	8			
%	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%	5%	0%		KRE		
In/Out	-	-	-	-	-	-	-	OUT	-	-	IN	-			151	389
Volume	0	0	0	0	0	0	0	19	0	0	8	0	27			
%	0%	10%	0%	10%	10%	21%	21%	0%	0%	0%	0%	10%		Whispering Oaks		
In/Out	-	IN	-	OUT	OUT	OUT	IN	-	-	-	-	IN			172	94
Volume	0	17	0	9	9	20	36	0	0	0	0	17	109			
%	0%	0%	0%	0%	0%	0%	0%	15%	0%	0%	15%	0%		Bent Creek		
In/Out	-	-	-	-	-	-	-	IN	-	-	OUT	-			193	113
Volume	0	0	0	0	0	0	0	29	0	0	17	0	46			
%	5%	0%	0%	0%	0%	5%	5%	30%	5%	0%	30%	0%		Creekside		
In/Out	IN	-	-	-	-	IN	OUT	OUT	OUT	-	IN	-			426	256
Volume	21	0	0	0	0	21	13	77	13	0	128	0	273			
%	0%	10%	0%	40%	10%	40%	40%	0%	0%	0%	0%	40%		Woodspring Suites		
In/Out	-	IN	-	OUT	OUT	OUT	IN	-	-	-	-	IN			32	30
Volume	0	3	0	13	3	13	13	0	0	0	0	13	58			
%	0%	0%	0%	0%	0%	0%	0%	10%	0%	0%	10%	0%		Kings Highway Commerce Park		
In/Out	-	-	-	-	-	-	-	OUT	-	-	IN	-			115	371
Volume	0	0	0	0	0	0	0	37	0	0	12	0	49			
%	0%	0%	0%	10%	0%	24%	24%	0%	0%	0%	0%	10%		Jenkins Waypoint / Hillside		
In/Out	-	-	-	OUT	-	OUT	IN	-	-	-	-	IN			182	107
Volume	0	0	0	11	0	26	44	0	0	0	0	18	98			
%	0%	0%	0%	0%	0%	0%	0%	40%	0%	0%	40%	0%		Project Hurricane		
In/Out	-	-	-	-	-	-	-	OUT	-	-	IN	-			23	37
Volume	0	0	0	0	0	0	0	15	0	0	9	0	24			
%	0%	5%	0%	5%	5%	5%	5%	0%	0%	0%	0%	5%		Celebration Point		
In/Out	-	IN	-	OUT	OUT	OUT	IN	-	-	-	-	IN			100	57
Volume	0	5	0	3	3	3	5	0	0	0	0	5	24			
%	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%	5%	0%		Stonemont		
In/Out	-	-	-	-	-	-	-	OUT	-	-	IN	-			70	192
Volume	0	0	0	0	0	0	0	10	0	0	4	0	13			
%	0%	2%	0%	10%	2%	0%	0%	0%	0%	0%	0%	10%		Orange 95 Parcel B, D & E		
In/Out	-	IN	-	OUT	OUT	-	-	-	-	-	-	IN			58	206
Volume	0	1	0	21	4	0	0	0	0	0	0	6	32			
%	40%	10%	20%	0%	10%	0%	0%	0%	40%	20%	0%	0%		Vive at Treasure Coast East / West		
In/Out	OUT	OUT	OUT	-	IN	-	-	-	IN	IN	-	-			142	83
Volume	33	8	17	0	14	0	0	0	57	28	0	0	158			

Subtotal	55	35	17	56	34	82	110	207	70	28	203	59	956
Total	585	155	84	255	214	234	224	1353	393	151	1241	257	5145

HCS Signalized Intersection Results Summary

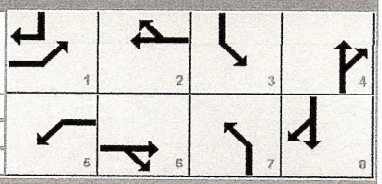
General Information				Intersection Information	
Agency	O'Rourke Engineering and Planning			Duration, h	0.250
Analyst	James Kemp	Analysis Date	Jul 27, 2023	Area Type	Other
Jurisdiction	St. Lucie	Time Period	PM Peak Hour	PHF	0.99
Urban Street	Okeechobee Road	Analysis Year	2026	Analysis Period	1> 7:00
Intersection	Okeechobee & Jenkins	File Name	C5 - Okeechobee Jenkins - Background - PM.xus		
Project Description	Background without Project				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	224	1353	393	151	1241	257	585	155	84	255	214	234

Signal Information			
Cycle, s	130.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	7.7	3.0	51.7	12.0	1.4	17.7	
Yellow	4.8	0.0	4.8	4.8	4.8	4.8	
Red	2.5	0.0	2.5	2.5	2.5	2.5	



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6	5	2	7	4	3	8
Case Number	2.0	3.0	2.0	3.0	2.0	4.0	2.0	3.0
Phase Duration, s	18.0	62.0	15.0	59.0	28.0	33.7	19.3	25.0
Change Period, (*Y+R c*), s	7.3	7.3	7.3	7.3	7.3	7.3	7.3	7.3
Max Allow Headway (*MAH*), s	4.0	0.0	4.0	0.0	4.0	4.1	4.0	4.1
Queue Clearance Time (*g s*), s	10.2		9.7		22.7	9.8	11.3	19.5
Green Extension Time (*g e*), s	0.5	0.0	0.0	0.0	0.0	2.4	0.7	0.0
Phase Call Probability	1.00		1.00		1.00	1.00	1.00	1.00
Max Out Probability	0.08		1.00		1.00	0.02	0.02	1.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	7	4	14	3	8	18
Adjusted Flow Rate (*v*), veh/h	226	1367	397	153	1254	260	591	124	117	258	216	236
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1757	1725	1610	1810	1725	1610	1757	1900	1681	1757	1809	1610
Queue Service Time (*g s*), s	8.2	18.6	24.6	7.7	17.4	15.0	20.7	7.2	7.8	9.3	7.1	17.5
Cycle Queue Clearance Time (*g c*), s	8.2	18.6	24.6	7.7	17.4	15.0	20.7	7.2	7.8	9.3	7.1	17.5
Green Ratio (*g/C*)	0.08	0.42	0.42	0.06	0.40	0.40	0.16	0.20	0.20	0.09	0.14	0.22
Capacity (*c*), veh/h	289	2904	678	107	2745	641	560	386	342	324	493	352
Volume-to-Capacity Ratio (*X*)	0.783	0.471	0.586	1.423	0.457	0.405	1.056	0.321	0.344	0.795	0.439	0.672
Back of Queue (*Q*), ft/ln (95 th percentile)	169.5	299.9	374.5	434.7	285.7	249.2	488	152.8	145.8	191.3	144.7	293.7
Back of Queue (*Q*), veh/ln (95 th percentile)	6.8	12.0	15.0	17.4	11.4	10.0	19.5	6.1	5.8	7.7	5.8	11.7
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (*d 1*), s/veh	58.5	27.2	28.9	61.2	28.8	28.1	54.7	44.2	44.4	57.8	51.6	46.5
Incremental Delay (*d 2*), s/veh	4.6	0.5	3.7	236.0	0.5	1.9	53.7	0.5	0.6	4.4	0.6	4.9
Initial Queue Delay (*d 3*), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	63.2	27.7	32.6	297.1	29.4	30.0	108.3	44.6	45.0	62.2	52.2	51.5
Level of Service (LOS)	E	C	C	F	C	C	F	D	D	E	D	D
Approach Delay, s/veh / LOS	32.7	C		54.0	D		89.9	F		55.6	E	
Intersection Delay, s/veh / LOS	51.8						D					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.43	B	2.58	C	2.97	C	3.09	C
Bicycle LOS Score / LOS	1.31	A	1.17	A	1.17	A	1.07	A

TURNING MOVEMENT VOLUME COUNTS

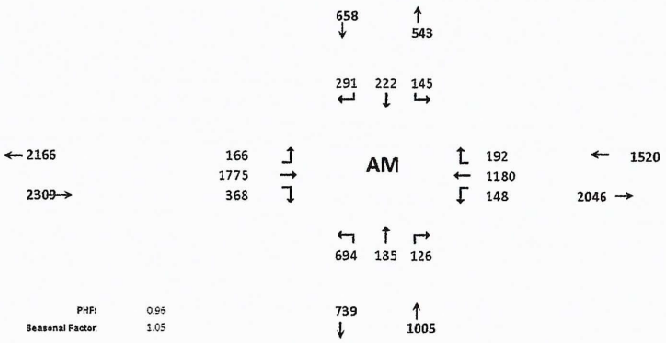
N/S STREET Jenkins Ave **E/W STREET** Okeechobee Rd **CONTROL** Signalized

FILENAME

COUNT DATE 6/15/2023 **DAY** Wednesday **CITY** St.Lucie

REPORT DATE 7/26/2023 **ANALYSIS YEAR** 2026 Future Total

15Min Period	Northbound NBL	NBT	NBR	Southbound SBL	SBT	SBR	Eastbound EBL	EBT	EBR	Westbound WBL	WBT	WBR	TOTAL	ONE HOUR SUM
7:00-7:15	108	29	17	12	27	20	11	237	42	9	154	12	678	3704
7:15-7:30	119	35	19	19	36	28	18	320	52	20	239	12	927	4144
7:30-7:45	127	43	19	20	41	36	19	344	76	26	229	18	1098	4292
7:45-8:00	142	35	26	21	53	30	21	418	68	29	227	21	1091	4277
8:00-8:15	152	32	29	19	43	35	27	379	84	31	255	28	1118	4091
8:15-8:30	164	36	17	17	40	44	24	333	77	43	227	33	1075	
8:30-8:45	117	43	21	24	51	35	22	319	67	29	214	47	988	
8:45-9:00	98	34	14	21	44	28	17	296	76	24	207	45	905	
AM PEAK HOUR IS FROM:				7:30 AM TO 8:30AM										
Volumes	585	146	91	77	177	149	91	1474	305	129	988	130	4292	
Season Factor	614	153	96	81	186	156	96	1548	320	135	985	137	4507	
Growth	683	158	98	83	191	161	98	1595	330	140	1015	141	4643	
In/Out	-	IN	-	OUT	OUT	OUT	IN	-	-	-	-	IN		
Percentage	0%	2%	0%	10%	2%	35%	36%	0%	0%	0%	0%	10%		
PROJECT	0	1	0	9	2	33	10	0	0	0	0	3	58	
Total	683	159	98	91	193	194	109	1595	330	140	1015	144	4701	
Other Projects														
Percentage	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%	5%	0%		
In/Out	-	-	-	-	-	-	-	OUT	-	-	IN	-		
Volume	0	0	0	0	0	0	0	10	0	0	5	0	0	
%	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%	5%	0%		
In/Out	-	-	-	-	-	-	-	OUT	-	-	IN	-		
Volume	0	0	0	0	0	0	0	11	0	0	4	0	0	
%	0%	0%	0%	0%	0%	0%	0%	10%	0%	0%	10%	0%		
In/Out	-	-	-	-	-	-	-	OUT	-	-	IN	-		
Volume	0	0	0	0	0	0	0	2	0	0	8	0	0	
%	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%	5%	0%		
In/Out	-	-	-	-	-	-	-	OUT	-	-	IN	-		
Volume	0	0	0	0	0	0	0	6	0	0	20	0	0	
%	0%	10%	0%	10%	10%	21%	21%	0%	0%	0%	0%	10%		
In/Out	-	IN	-	OUT	OUT	OUT	IN	-	-	-	-	IN		
Volume	0	5	0	17	17	35	9	0	0	0	0	5	0	
%	0%	0%	0%	0%	0%	0%	0%	15%	0%	0%	15%	0%		
In/Out	-	-	-	-	-	-	-	IN	-	-	OUT	-		
Volume	0	0	0	0	0	0	0	9	0	0	28	0	0	
%	5%	0%	0%	0%	0%	5%	5%	30%	5%	0%	30%	0%		
In/Out	IN	-	-	-	-	IN	OUT	OUT	OUT	-	IN	-		
Volume	7	0	0	0	0	7	21	126	21	0	43	0	0	
%	0%	10%	0%	40%	10%	40%	40%	0%	0%	0%	0%	40%		
In/Out	-	IN	-	OUT	OUT	OUT	IN	-	-	-	-	IN		
Volume	0	3	0	10	2	10	12	0	0	0	0	12	0	
%	0%	0%	0%	0%	0%	0%	0%	10%	0%	0%	10%	0%		
In/Out	-	-	-	-	-	-	-	OUT	-	-	IN	-		
Volume	0	0	0	0	0	0	0	9	0	0	36	0	0	
%	0%	0%	0%	10%	0%	24%	24%	0%	0%	0%	0%	10%		
In/Out	-	-	-	OUT	-	OUT	IN	-	-	-	-	IN		
Volume	0	0	0	17	0	41	13	0	0	0	0	5	0	
%	0%	0%	0%	0%	0%	0%	0%	40%	0%	0%	40%	0%		
In/Out	-	-	-	-	-	-	-	OUT	-	-	IN	-		
Volume	0	0	0	0	0	0	0	5	0	0	14	0	0	
%	0%	5%	0%	5%	5%	5%	5%	0%	0%	0%	0%	5%		
In/Out	-	IN	-	OUT	OUT	OUT	IN	-	-	-	-	IN		
Volume	0	2	0	5	5	5	2	0	0	0	0	5	0	
%	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%	5%	0%		
In/Out	-	-	-	-	-	-	-	OUT	-	-	IN	-		
Volume	0	0	0	0	0	0	0	3	0	0	10	0	0	
%	0%	20%	0%	10%	20%	0%	0%	0%	0%	0%	0%	10%		
In/Out	-	IN	-	OUT	OUT	-	-	-	-	-	-	IN		
Volume	0	4	0	4	4	0	0	0	0	0	0	21	0	
%	46%	10%	20%	0%	10%	0%	0%	0%	40%	20%	0%	0%		
In/Out	OUT	OUT	OUT	-	IN	-	-	-	IN	IN	-	-		
Volume	54	14	27	0	4	0	0	0	17	9	0	0	0	
Subtotal	62	27	27	61	31	130	67	191	38	9	165	51	58	
Total	694	185	126	145	222	291	166	1775	368	148	1180	192	4701	

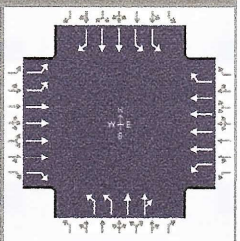


PHF	0.96
Seasonal Factor	1.05
Growth Rate	1.01
Years Grown	3
Trips In	Trips Out
29	91

Project Name	Trips In	Trips Out
Pineapple Grove	69	197
Sunnyland	75	223
Project Hunt	76	17
KRE	393	117
Whispering Oaks	45	167
Bent Creek	62	186
Creekside	143	421
Woodspring Suites	30	24
Kings Highway Commerce Park	362	90
Jenkins Waypoint / Hillside	54	170
Project Hurricane	33	12
Celebration Point	30	96
Stonemont	167	55
Orange 95 Parcel B, D & E	214	42
Viva at TreasureCoast East/ West	41	136

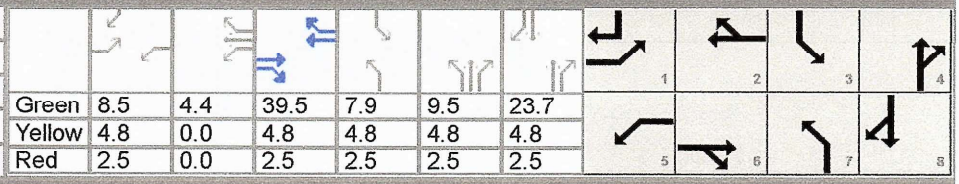
HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	O'Rourke Engineering and Planning			Duration, h	0.250
Analyst	James Kemp	Analysis Date	Jul 27, 2023	Area Type	Other
Jurisdiction	St. Lucie	Time Period	AM Peak Hour	PHF	0.96
Urban Street	Okeechobee Road	Analysis Year	2026	Analysis Period	1> 7:00
Intersection	Okeechobee & Jenkins	File Name	C5 - Okeechobee Jenkins - Future Total - AM.xus		
Project Description	Future Total with Project				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	166	1775	368	148	1180	192	694	185	126	145	222	291

Signal Information			
Cycle, s	130.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	8.5	4.4		39.5	7.9	9.5	23.7					
Yellow	4.8	0.0		4.8	4.8	4.8	4.8					
Red	2.5	0.0		2.5	2.5	2.5	2.5					

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6	5	2	7	4	3	8
Case Number	2.0	3.0	2.0	3.0	2.0	4.0	2.0	3.0
Phase Duration, s	15.8	46.8	20.2	51.2	32.0	47.8	15.2	31.0
Change Period, ($Y+R_c$), s	7.3	7.3	7.3	7.3	7.3	7.3	7.3	7.3
Max Allow Headway (*MAH*), s	4.0	0.0	4.0	0.0	4.0	4.1	4.0	4.1
Queue Clearance Time (g_s), s	8.3		12.9		26.7	11.3	7.5	24.7
Green Extension Time (g_e), s	0.3	0.0	0.0	0.0	0.0	3.4	0.5	0.0
Phase Call Probability	1.00		1.00		1.00	1.00	1.00	1.00
Max Out Probability	0.30		1.00		1.00	0.00	0.00	1.00

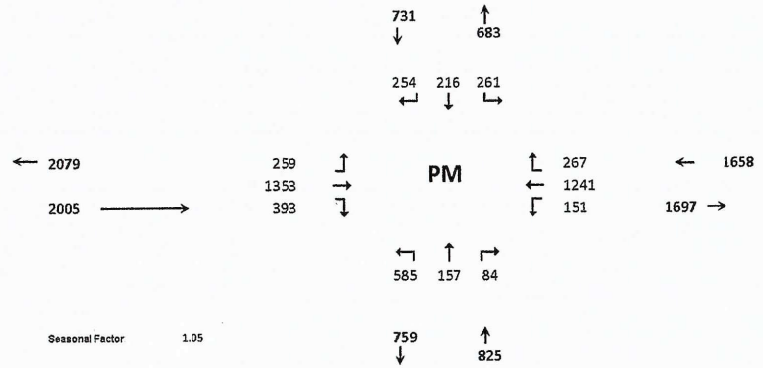
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	7	4	14	3	8	18
Adjusted Flow Rate (*v*), veh/h	173	1849	383	154	1229	200	723	169	155	151	231	303
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1757	1725	1610	1810	1725	1610	1757	1900	1649	1757	1809	1610
Queue Service Time (g_s), s	6.3	33.1	28.3	10.9	18.7	12.2	24.7	8.7	9.3	5.5	7.3	22.7
Cycle Queue Clearance Time (g_c), s	6.3	33.1	28.3	10.9	18.7	12.2	24.7	8.7	9.3	5.5	7.3	22.7
Green Ratio (*g/C*)	0.07	0.30	0.30	0.10	0.34	0.34	0.19	0.31	0.31	0.06	0.18	0.25
Capacity (*c*), veh/h	231	2097	489	179	2329	543	668	592	514	214	660	399
Volume-to-Capacity Ratio (*X*)	0.750	0.882	0.783	0.859	0.528	0.368	1.083	0.285	0.303	0.707	0.351	0.759
Back of Queue (*Q*), ft/ln (95 th percentile)	130.5	517.1	456.3	261.8	308.3	214.7	590.2	179.1	166.7	113.4	145.6	371
Back of Queue (*Q*), veh/ln (95 th percentile)	5.2	20.7	18.3	10.5	12.3	8.6	23.6	7.2	6.7	4.5	5.8	14.8
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh	59.7	43.0	41.3	57.7	34.7	32.6	52.7	33.8	34.0	59.9	46.4	45.3
Incremental Delay (d_2), s/veh	4.8	5.8	11.9	29.3	0.9	1.9	59.4	0.3	0.3	4.2	0.3	8.2
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	64.5	48.8	53.2	86.9	35.6	34.5	112.0	34.1	34.3	64.2	46.7	53.5
Level of Service (LOS)	E	D	D	F	D	C	F	C	C	E	D	D
Approach Delay, s/veh / LOS	50.6	D		40.4	D		87.9	F		53.6	D	
Intersection Delay, s/veh / LOS	55.0						D					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.45	B	2.59	C	2.96	C	3.09	C
Bicycle LOS Score / LOS	1.48	A	1.14	A	1.35	A	1.05	A

TURNING MOVEMENT VOLUME COUNTS

Jenkins & Okeechobee
Future Total

15 Min Period lanes	Northbound			Southbound			Eastbound			Westbound				ONE HOUR SUM
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL	
4:00-4:15	106	32	7	47	38	24	34	215	63	23	207	34	830	3607
4:15-4:30	121	36	11	47	53	26	24	207	73	28	201	42	869	3759
4:30-4:45	143	31	19	44	45	46	20	230	88	22	229	55	972	3872
4:45-5:00	119	29	14	52	54	29	26	246	68	30	224	45	936	3853
5:00-5:15	105	26	16	47	37	33	29	289	64	33	265	38	982	3762
5:15-5:30	123	25	13	41	31	32	30	294	79	28	241	45	982	
5:30-5:45	104	33	11	43	36	33	26	284	70	28	252	33	953	
5:45-6:00	100	29	7	39	31	23	31	245	47	33	235	25	845	



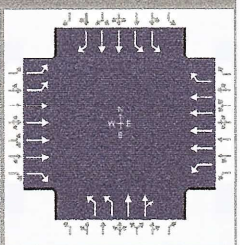
PM PEAKHOUR IS FROM:	4:30 PM TO 5:30PM												
Volumes	490	111	62	184	167	140	105	1059	299	113	959	183	3872
Season Factor	515	117	65	193	175	147	110	1112	314	119	1007	192	4066
Growth	530	120	67	199	181	151	114	1146	323	122	1037	198	4189
In/Out	-	IN	-	OUT	OUT	OUT	IN	-	-	-	-	IN	
Percentage	0%	2%	0%	10%	2%	36%	36%	0%	0%	0%	0%	10%	
PROJECT	0	2	0	6	1	21	35	0	0	0	0	10	74
Total	530	122	67	205	182	172	149	1146	323	122	1037	208	4263

Seasonal Factor	1.05
Growth Rate	1.01
Years Grown	3
PHF:	0.99
Trips In	Trips Out
98	57

Other Projects																
%	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%	5%	0%				
In/Out	-	-	-	-	-	-	-	OUT	-	-	IN	-		Pineapple Grove	Trips In	Trips Out
Volume	0	0	0	0	0	0	0	7	0	0	12	0	19		233	137
%	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%	5%	0%				
In/Out	-	-	-	-	-	-	-	OUT	-	-	IN	-		Sunnyland		
Volume	0	0	0	0	0	0	0	8	0	0	13	0	21		261	154
%	0%	0%	0%	0%	0%	0%	0%	10%	0%	0%	10%	0%				
In/Out	-	-	-	-	-	-	-	OUT	-	-	IN	-		Project Hunt		
Volume	0	0	0	0	0	0	0	6	0	0	2	0	8		19	57
%	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%	5%	0%				
In/Out	-	-	-	-	-	-	-	OUT	-	-	IN	-		KRE		
Volume	0	0	0	0	0	0	0	19	0	0	8	0	27		151	389
%	0%	10%	0%	10%	10%	21%	21%	0%	0%	0%	0%	10%				
In/Out	-	IN	-	OUT	OUT	OUT	IN	-	-	-	-	IN		Whispering Oaks		
Volume	0	17	0	9	9	20	36	0	0	0	0	17	109		172	94
%	0%	0%	0%	0%	0%	0%	0%	15%	0%	0%	15%	0%				
In/Out	-	-	-	-	-	-	-	IN	-	-	OUT	-		Bent Creek		
Volume	0	0	0	0	0	0	0	29	0	0	17	0	46		193	113
%	5%	0%	0%	0%	0%	5%	5%	30%	5%	0%	30%	0%				
In/Out	IN	-	-	-	-	IN	OUT	OUT	OUT	-	IN	-		Creekside		
Volume	21	0	0	0	0	21	13	77	13	0	118	0	273		426	256
%	0%	10%	0%	40%	10%	40%	40%	0%	0%	0%	0%	40%				
In/Out	-	IN	-	OUT	OUT	OUT	IN	-	-	-	-	IN		Woodspring Suites		
Volume	0	3	0	13	3	13	13	0	0	0	0	13	58		32	30
%	0%	0%	0%	0%	0%	0%	0%	10%	0%	0%	10%	0%				
In/Out	-	-	-	-	-	-	-	OUT	-	-	IN	-		Kings Highway Commerce Park		
Volume	0	0	0	0	0	0	0	37	0	0	12	0	49		115	371
%	0%	0%	0%	10%	0%	24%	24%	0%	0%	0%	0%	10%				
In/Out	-	-	-	OUT	-	OUT	IN	-	-	-	-	IN		Jenkins Waypoint / Hillside		
Volume	0	0	0	11	0	26	44	0	0	0	0	18	98		182	107
%	0%	0%	0%	0%	0%	0%	0%	40%	0%	0%	40%	0%				
In/Out	-	-	-	-	-	-	-	OUT	-	-	IN	-		Project Hurricane		
Volume	0	0	0	0	0	0	0	15	0	0	9	0	24		23	37
%	0%	5%	0%	5%	5%	5%	5%	0%	0%	0%	0%	5%				
In/Out	-	IN	-	OUT	OUT	OUT	IN	-	-	-	-	IN		Celebration Point		
Volume	0	5	0	3	3	3	5	0	0	0	0	5	24		100	57
%	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%	5%	0%				
In/Out	-	-	-	-	-	-	-	OUT	-	-	IN	-		Stonemont		
Volume	0	0	0	0	0	0	0	10	0	0	1	0	13		70	192
%	0%	2%	0%	10%	2%	0%	0%	0%	0%	0%	0%	10%				
In/Out	-	IN	-	OUT	OUT	-	-	-	-	-	-	IN		Orange 95 Parcel B, D & E		
Volume	0	1	0	21	4	0	0	0	0	0	0	6	32		58	206
%	40%	10%	20%	0%	10%	0%	0%	0%	40%	20%	0%	0%				
In/Out	OUT	OUT	OUT	-	IN	-	-	-	IN	IN	-	-		Viva at Treasure Coast East / West		
Volume	33	8	17	0	14	0	0	0	57	28	0	0	158		142	83
Subtotal	55	37	17	62	35	103	146	207	70	28	233	69	804			
Total	585	157	84	261	216	254	259	1353	393	151	1241	267	4993			

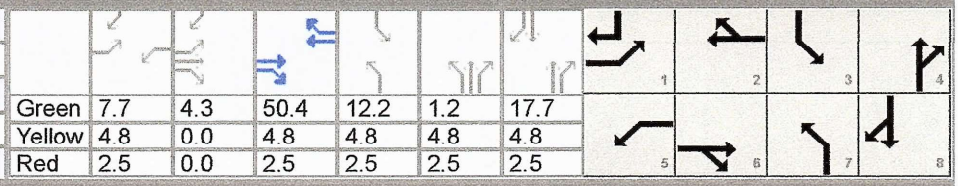
HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	O'Rourke Engineering and Planning			Duration, h	0.250
Analyst	James Kemp	Analysis Date	Jul 27, 2023	Area Type	Other
Jurisdiction	St. Lucie	Time Period	PM Peak Hour	PHF	0.99
Urban Street	Okeechobee Road	Analysis Year	2026	Analysis Period	1> 7:00
Intersection	Okeechobee & Jenkins	File Name	C5 - Okeechobee Jenkins - Future Total - PM.xus		
Project Description	Future Total with Project				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	259	1353	393	151	1241	267	585	157	84	261	216	254

Signal Information			
Cycle, s	130.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	7.7	4.3	50.4	12.2	1.2	17.7	
Yellow	4.8	0.0	4.8	4.8	4.8	4.8	
Red	2.5	0.0	2.5	2.5	2.5	2.5	

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6	5	2	7	4	3	8
Case Number	2.0	3.0	2.0	3.0	2.0	4.0	2.0	3.0
Phase Duration, s	19.3	62.0	15.0	57.7	28.0	33.5	19.5	25.0
Change Period, ($Y+R_c$), s	7.3	7.3	7.3	7.3	7.3	7.3	7.3	7.3
Max Allow Headway (*MAH*), s	4.0	0.0	4.0	0.0	4.0	4.1	4.0	4.1
Queue Clearance Time (g_s), s	11.5		9.7		22.7	9.9	11.6	19.7
Green Extension Time (g_e), s	0.5	0.0	0.0	0.0	0.0	2.5	0.7	0.0
Phase Call Probability	1.00		1.00		1.00	1.00	1.00	1.00
Max Out Probability	0.22		1.00		1.00	0.03	0.03	1.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	7	4	14	3	8	18
Adjusted Flow Rate (*v*), veh/h	262	1367	397	153	1254	270	591	125	118	264	218	257
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1757	1725	1610	1810	1725	1610	1757	1900	1683	1757	1809	1610
Queue Service Time (g_s), s	9.5	18.6	24.6	7.7	17.7	16.0	20.7	7.3	7.9	9.6	7.2	17.7
Cycle Queue Clearance Time (g_c), s	9.5	18.6	24.6	7.7	17.7	16.0	20.7	7.3	7.9	9.6	7.2	17.7
Green Ratio (*g/C*)	0.09	0.42	0.42	0.06	0.39	0.39	0.16	0.20	0.20	0.09	0.14	0.23
Capacity (*c*), veh/h	324	2904	678	107	2675	624	560	383	339	330	493	368
Volume-to-Capacity Ratio (*X*)	0.807	0.471	0.586	1.423	0.469	0.432	1.056	0.327	0.349	0.798	0.443	0.697
Back of Queue (*Q*), ft/ln (95 th percentile)	196.3	299.9	374.5	434.7	290.4	263.2	488	154.8	147.5	194.5	146.1	315.8
Back of Queue (*Q*), veh/ln (95 th percentile)	7.9	12.0	15.0	17.4	11.6	10.5	19.5	6.2	5.9	7.8	5.8	12.6
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh	57.9	27.2	28.9	61.2	29.8	29.3	54.7	44.4	44.6	57.7	51.6	46.0
Incremental Delay (d_2), s/veh	6.3	0.5	3.7	236.0	0.6	2.2	53.7	0.5	0.6	4.4	0.6	5.7
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	64.1	27.7	32.6	297.1	30.4	31.4	108.3	44.9	45.2	62.1	52.2	51.7
Level of Service (LOS)	E	C	C	F	C	C	F	D	D	E	D	D
Approach Delay, s/veh / LOS	33.4	C		54.8	D		89.9	F		55.6	E	
Intersection Delay, s/veh / LOS	52.2						D					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.43	B	2.58	C	2.97	C	3.09	C
Bicycle LOS Score / LOS	1.32	A	1.18	A	1.18	A	1.10	A

TURNING MOVEMENT VOLUME COUNTS

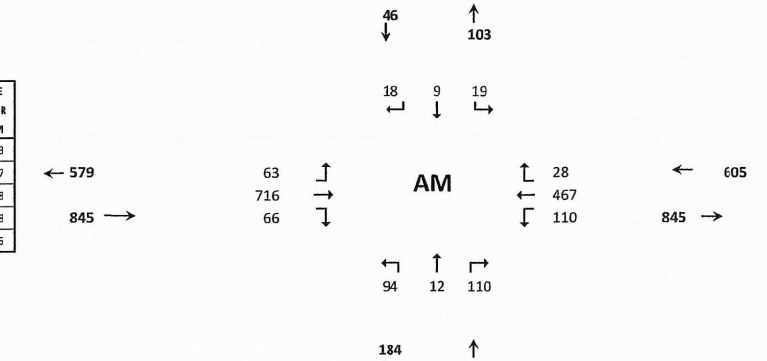
N/S STREET: Jenkins Ave **E/W STREET:** Orange Ave **CONTROL:** Signalized

FILENAME:

COUNT DATE: 6/27/2018 **DAY:** Wednesday **CITY:** St Lucie

REPORT DATE: 11/8/2022 **ANALYSIS YEAR:** 2022 Existing

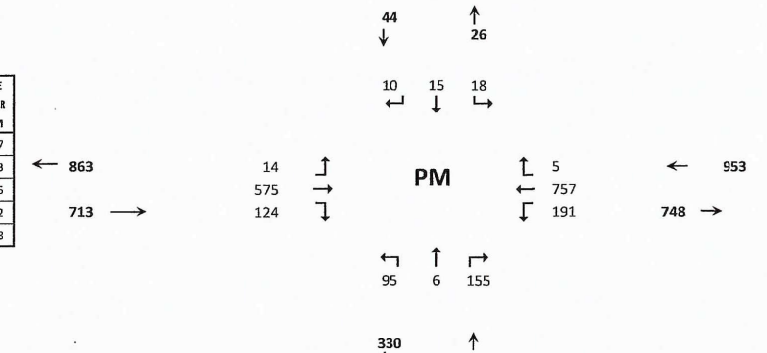
15 Min Period	Northbound			Southbound			Eastbound			Westbound				ONE HOUR SUM
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL	
7:00-7:15	21	6	15	1	2	4	6	101	13	17	99	4	289	1313
7:15-7:30	18	3	18	0	3	3	8	121	13	25	71	1	284	1327
7:30-7:45	17	2	18	2	1	1	16	143	15	22	101	4	342	1298
7:45-8:00	21	1	24	6	1	6	11	183	14	22	98	11	398	1228
8:00-8:15	17	3	25	7	2	4	14	108	9	16	92	6	303	1145
8:15-8:30	4	0	13	2	2	4	7	134	17	8	61	3	255	
8:30-8:45	12	2	16	0	4	1	5	115	16	13	85	3	272	
8:45-9:00	7	6	16	1	3	1	10	128	15	35	91	2	315	
AM PEAK HOUR IS FROM:	7:15AM TO 8:15AM													
Volumes	73	9	85	15	7	14	49	555	51	85	362	22	1327	
Season Factor	82	10	95	17	8	16	55	622	57	95	405	25	1486	
Growth	94	12	110	19	9	18	63	716	66	110	467	28	1712	
In/Out	-	-	-	-	-	-	-	-	-	-	-	-		
Percentage	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
PROJECT	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	94	12	110	19	9	18	63	716	66	110	467	28	1712	



Seasonal Factor: 1.12
Growth Rate: 1.036
Years Grown: 4
PHF: 0.83
Trips In: 0 **Trips Cut:** 0

Indrio Rd & I-95 NB
Existing

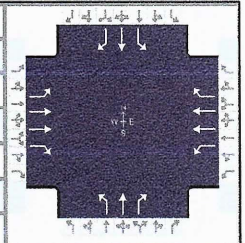
15 Min Period lanes	Northbound			Southbound			Eastbound			Westbound				ONE HOUR SUM
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL	
4:00-4:15	15	1	18	3	5	4	6	81	18	21	116	5	293	1287
4:15-4:30	16	1	25	5	3	1	2	79	14	32	139	3	320	1393
4:30-4:45	23	1	30	5	5	5	5	94	28	24	131	1	352	1525
4:45-5:00	18	1	22	4	1	2	2	107	20	29	115	1	322	1492
5:00-5:15	16	1	36	5	3	1	3	106	25	55	147	0	399	1428
5:15-5:30	17	2	32	0	3	0	1	139	23	39	194	2	452	
5:30-5:45	15	1	28	1	2	2	1	100	11	28	128	2	319	
5:45-6:00	25	0	24	0	0	1	1	81	17	22	86	1	258	
PM PEAK HOUR IS FROM:	4:30 PM TO 5:30PM													
Volumes	74	5	120	14	12	8	11	446	96	148	587	4	1525	
Season Factor	83	6	134	16	13	9	12	500	108	166	657	4	1708	
Growth	95	6	155	18	15	10	14	575	124	191	757	5	1968	
In/Out	-	-	-	-	-	-	-	-	-	-	-	-		
Percentage	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
PROJECT	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	95	6	155	18	15	10	14	575	124	191	757	5	1968	



Seasonal Factor: 1.12
Growth Rate: 1.036
Years Grown: 4
PHF: 0.84
Trips In: **Trips Cut:**

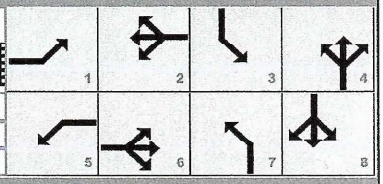
HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	O'Rourke Engineering & Planning			Duration, h	0.250
Analyst	James Kemp	Analysis Date	May 30, 2023	Area Type	Other
Jurisdiction	St. Lucie County	Time Period	AM Peak Hour	PHF	0.83
Urban Street	Orange Avenue	Analysis Year	2022	Analysis Period	1> 7:00
Intersection	Orange & Jenkins	File Name	C6 - Orange & Jenkins - Existing - AM.xus		
Project Description	2022				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	63	716	66	110	467	28	94	12	110	19	9	18

Signal Information			
Cycle, s	64.4	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	5.2	1.1	20.0	2.4	2.9	11.7		
Yellow	4.3	0.0	4.3	4.3	0.0	4.3		
Red	1.0	0.0	1.0	1.0	0.0	1.0		

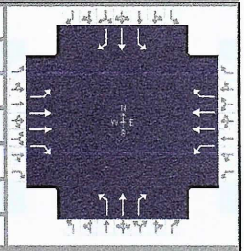
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6	5	2	7	4	3	8
Case Number	1.1	3.0	1.1	3.0	1.1	3.0	1.1	3.0
Phase Duration, s	10.5	25.3	11.6	26.4	10.5	19.8	7.7	17.0
Change Period, ($Y+R_c$), s	5.3	5.3	5.3	5.3	5.3	5.3	5.3	5.3
Max Allow Headway (*MAH*), s	3.0	2.9	3.0	2.9	3.0	3.2	3.0	3.2
Queue Clearance Time (g_s), s	3.7	16.2	5.1	10.1	5.2	6.6	2.7	2.7
Green Extension Time (g_e), s	0.1	3.7	0.1	3.8	0.1	0.2	0.0	0.3
Phase Call Probability	0.74	1.00	0.91	1.00	0.87	0.99	0.34	0.97
Max Out Probability	0.00	0.00	0.01	0.00	0.01	0.00	0.00	0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	7	4	14	3	8	18
Adjusted Flow Rate (*v*), veh/h	76	863	80	133	563	34	113	14	133	23	11	22
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1781	1781	1585	1781	1781	1585	1781	1870	1585	1781	1870	1585
Queue Service Time (g_s), s	1.7	14.2	2.3	3.1	8.1	0.9	3.2	0.4	4.6	0.7	0.3	0.7
Cycle Queue Clearance Time (g_c), s	1.7	14.2	2.3	3.1	8.1	0.9	3.2	0.4	4.6	0.7	0.3	0.7
Green Ratio (*g/C*)	0.39	0.31	0.31	0.41	0.33	0.33	0.26	0.23	0.23	0.22	0.18	0.18
Capacity (*c*), veh/h	401	1104	491	345	1167	520	504	422	358	431	339	287
Volume-to-Capacity Ratio (*X*)	0.189	0.781	0.162	0.384	0.482	0.065	0.225	0.034	0.370	0.053	0.032	0.075
Back of Queue (*Q*), ft/ln (95 th percentile)	26.9	222.5	33.9	46.9	129.8	13.4	53.7	6.9	68.9	11.1	5.6	11.3
Back of Queue (*Q*), veh/ln (95 th percentile)	1.1	8.8	1.3	1.8	5.1	0.5	2.1	0.3	2.7	0.4	0.2	0.4
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh	13.2	20.2	16.1	14.1	17.3	14.9	18.7	19.5	21.1	20.0	21.7	21.9
Incremental Delay (d_2), s/veh	0.1	0.5	0.1	0.3	0.1	0.0	0.1	0.0	0.2	0.0	0.0	0.0
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	13.3	20.7	16.2	14.4	17.4	14.9	18.8	19.5	21.3	20.0	21.7	21.9
Level of Service (LOS)	B	C	B	B	B	B	B	B	C	B	C	C
Approach Delay, s/veh / LOS	19.8	B		16.7	B		20.1	C		21.1	C	
Intersection Delay, s/veh / LOS	18.8						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.10	B	2.10	B	2.43	B	2.43	B
Bicycle LOS Score / LOS	1.33	A	1.09	A	0.92	A	0.58	A

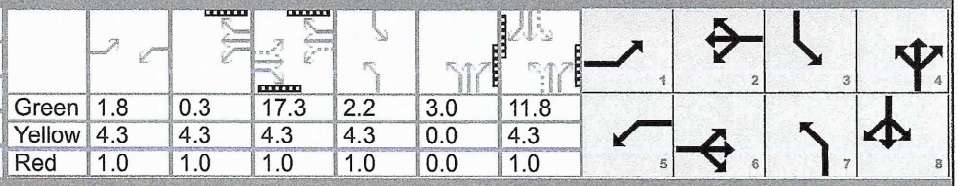
HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	O'Rourke Engineering & Planning			Duration, h	0.250
Analyst	James Kemp	Analysis Date	May 30, 2023	Area Type	Other
Jurisdiction	St. Lucie County	Time Period	PM Peak Hour	PHF	0.84
Urban Street	Orange Avenue	Analysis Year	2022	Analysis Period	1> 4:00
Intersection	Orange & Jenkins	File Name	C6 - Orange & Jenkins - Existing - PM.xus		
Project Description	2022				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	14	575	124	191	757	5	95	6	155	18	15	10

Signal Information			
Cycle, s	62.8	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	1.8	0.3	17.3	2.2	3.0	11.8		
Yellow	4.3	4.3	4.3	4.3	0.0	4.3		
Red	1.0	1.0	1.0	1.0	0.0	1.0		

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6	5	2	7	4	3	8
Case Number	1.1	3.0	1.1	3.0	1.1	3.0	1.1	3.0
Phase Duration, s	7.1	22.6	12.6	28.1	10.5	20.1	7.5	17.1
Change Period, ($Y+R_c$), s	5.3	5.3	5.3	5.3	5.3	5.3	5.3	5.3
Max Allow Headway (*MAH*), s	3.0	3.0	3.0	3.0	3.0	3.2	3.0	3.2
Queue Clearance Time (g_s), s	2.4	12.8	7.3	15.5	5.1	8.3	2.6	2.5
Green Extension Time (g_e), s	0.0	4.4	0.2	4.4	0.1	0.3	0.0	0.4
Phase Call Probability	0.25	1.00	0.98	1.00	0.86	1.00	0.31	0.99
Max Out Probability	0.00	0.00	0.19	0.00	0.01	0.00	0.00	0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	7	4	14	3	8	18
Adjusted Flow Rate (*v*), veh/h	17	685	148	227	901	6	113	7	185	21	18	12
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1781	1781	1585	1781	1781	1585	1781	1870	1585	1781	1870	1585
Queue Service Time (g_s), s	0.4	10.8	4.7	5.3	13.5	0.2	3.1	0.2	6.3	0.6	0.5	0.4
Cycle Queue Clearance Time (g_c), s	0.4	10.8	4.7	5.3	13.5	0.2	3.1	0.2	6.3	0.6	0.5	0.4
Green Ratio (*g/C*)	0.30	0.28	0.28	0.42	0.36	0.36	0.27	0.24	0.24	0.22	0.19	0.19
Capacity (*c*), veh/h	237	980	436	400	1295	576	513	441	374	442	352	299
Volume-to-Capacity Ratio (*X*)	0.070	0.699	0.339	0.568	0.696	0.010	0.220	0.016	0.494	0.048	0.051	0.040
Back of Queue (*Q*), ft/ln (95 th percentile)	6.7	178.2	68.4	79.5	205.8	2.1	50.9	3.2	94.8	10	8.8	5.9
Back of Queue (*Q*), veh/ln (95 th percentile)	0.3	7.0	2.7	3.1	8.1	0.1	2.0	0.1	3.7	0.4	0.3	0.2
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh	16.2	20.4	18.2	13.8	17.0	12.8	17.8	18.4	20.8	19.2	20.9	20.8
Incremental Delay (d_2), s/veh	0.0	0.3	0.2	0.5	0.3	0.0	0.1	0.0	0.4	0.0	0.0	0.0
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	16.2	20.8	18.4	14.3	17.3	12.8	17.9	18.4	21.1	19.2	20.9	20.9
Level of Service (LOS)	B	C	B	B	B	B	B	B	C	B	C	C
Approach Delay, s/veh / LOS	20.3	C		16.7	B		19.9	B		20.2	C	
Intersection Delay, s/veh / LOS	18.5						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.10	B	2.09	B	2.43	B	2.43	B
Bicycle LOS Score / LOS	1.19	A	1.42	A	0.99	A	0.57	A

TURNING MOVEMENT VOLUME COUNTS

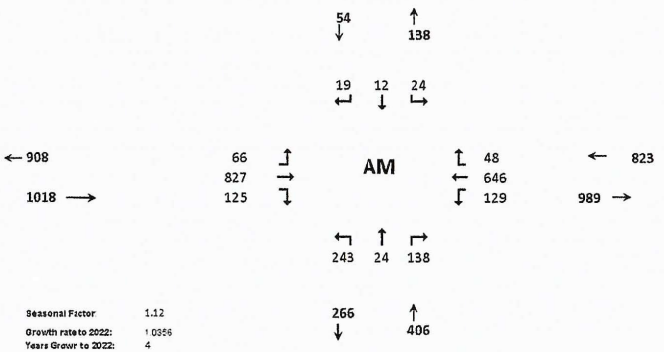
N/S STREET: Jenkins Ave **E/W STREET** Orange Ave **CONTROL** Signalized

FILENAME:

COUNT DATE 6/27/2018 **DAY** Wednesday **CITY** St Lucie

REPORT DATE 11/8/2022 **ANALYSIS YEAR** 2026 Background

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



AM PEAK HOUR IS FROM:	7:15AM TO 8:15AM												
Volumes	73	9	85	15	7	14	49	555	51	85	362	22	1327
Season Factor	82	10	95	17	8	16	55	622	57	95	405	25	1486
Growth to 2022	94	12	109	19	9	18	63	715	66	109	466	28	1709
Growth 2022-2028	98	12	114	20	9	19	66	744	68	114	485	29	1779
In/Out	-	-	-	-	-	-	-	-	-	-	-	-	
Percentage	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
PROJECT	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	98	12	114	20	9	19	66	744	68	114	485	29	1779

Seasonal Factor	1.12
Growth rate to 2022:	1.0356
Years Growr to 2022:	4
Growth Rate 2022+	1.01
Years Grown	4
PHF:	0.83
Trips In	**Trips Out**
0	0

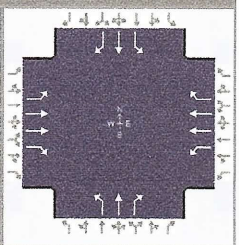
Other Projects														
Percentage	2%	0%	0%	0%	0%	0%	0%	8%	2%	0%	8%	0%	0%	
In/Out	IN	-	-	-	-	-	-	OUT	OUT	-	IN	-		
PROJECT	1	0	0	0	0	0	0	16	4	0	6	0	0	
%	8%	0%	0%	0%	0%	0%	0%	7%	5%	0%	7%	0%		
In/Out	IN	-	-	-	-	-	-	OUT	OUT	-	IN	-		
Volume	6	0	0	0	0	0	0	16	11	0	5	0	0	
%	0%	0%	0%	0%	0%	0%	0%	18%	0%	0%	18%	0%		
In/Out	-	-	-	-	-	-	-	OUT	-	-	IN	-		
Volume	0	0	0	0	0	0	0	3	0	0	14	0	0	
%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
In/Out	-	-	-	-	-	-	-	-	-	-	-	-		
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	
%	60%	0%	10%	0%	0%	0%	0%	0%	60%	10%	0%	0%		
In/Out	OUT	-	OUT	-	-	-	-	-	IN	IN	-	-		
Volume	109	0	17	0	0	0	0	0	27	5	0	0	0	
%	0%	0%	2%	0%	0%	0%	0%	20%	0%	2%	20%	0%		
In/Out	-	-	IN	-	-	-	-	IN	-	OUT	OUT	-		
Volume	0	0	2	0	0	0	0	12	0	4	37	0	0	
%	10%	0%	0%	0%	0%	0%	0%	10%	10%	0%	10%	0%		
In/Out	IN	-	-	-	-	-	-	OUT	OUT	-	IN	-		
Volume	4	0	0	0	0	0	0	4	4	0	4	0	0	
%	0%	0%	0%	0%	0%	0%	0%	3%	0%	0%	3%	0%		
In/Out	-	-	-	-	-	-	-	OUT	-	-	IN	-		
Volume	0	0	0	0	0	0	0	10	0	0	10	0	0	
%	0%	0%	0%	0%	0%	0%	0%	18%	0%	0%	18%	0%		
In/Out	-	-	-	-	-	-	-	OUT	-	-	IN	-		
Volume	0	0	0	0	0	0	0	16	0	0	65	0	0	
%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
In/Out	-	-	-	-	-	-	-	-	-	-	-	-		
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	
%	0%	0%	15%	0%	0%	0%	0%	0%	0%	15%	0%	0%		
In/Out	-	-	OUT	-	-	-	-	-	-	IN	-	-		
Volume	0	0	2	0	0	0	0	0	0	5	0	0	0	
%	25%	0%	5%	0%	0%	0%	0%	0%	25%	5%	0%	0%		
In/Out	OUT	-	OUT	-	-	-	-	-	IN	IN	-	-		
Volume	24	0	5	0	0	0	0	0	8	2	0	0	0	
%	5%	0%	0%	0%	0%	0%	0%	10%	5%	0%	10%	0%		
In/Out	IN	-	-	-	-	-	-	OUT	OUT	-	IN	-		
Volume	10	0	0	0	0	0	0	6	3	0	20	0	0	
%	0%	12%	0%	18%	12%	0%	0%	0%	0%	0%	0%	18%		
In/Out	-	IN	-	OUT	OUT	-	-	-	-	-	-	IN		
Volume	0	12	0	4	2	0	0	0	0	0	0	19	0	
%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
In/Out	-	-	-	-	-	-	-	-	-	-	-	-		
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	

Project Name	Trips In	Trips Out
Pineapple Grove	69	197
Sunnyland	75	223
Project Hunt	76	17
St. Lucie Commerce Center	141	31
Whispering Oaks	45	167
Bent Creek	62	186
Wawa Kings	42	42
Kings Highway Warehouse	342	341
Kings Highway Commerce Park	362	90
Walsh Crossroads	7	5
Project Hurricane	36	12
Celebration Point	30	96
Stonemont	197	55
Orange 95 Parcel B	103	20

Subtotal	146	12	25	4	2	0	0	83	57	15	161	19	0
Total	243	24	138	24	12	19	66	827	125	129	646	48	1779

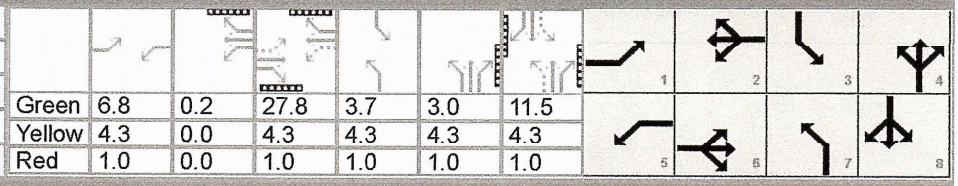
HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	O'Rourke Engineering & Planning			Duration, h	0.250
Analyst	James Kemp	Analysis Date	Jul 26, 2023	Area Type	Other
Jurisdiction	St. Lucie County	Time Period	AM Peak Hour	PHF	0.83
Urban Street	Orange Avenue	Analysis Year	2026	Analysis Period	1> 7:00
Intersection	Orange & Jenkins	File Name	C6 - Orange Jenkins - Without Project AM.xus		
Project Description	Background Without Project				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	143	836	141	149	678	68	294	38	199	28	14	34

Signal Information			
Cycle, s	79.5	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	6.8	0.2	27.8	3.7	3.0	11.5
Yellow	4.3	0.0	4.3	4.3	4.3	4.3
Red	1.0	0.0	1.0	1.0	1.0	1.0

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6	5	2	7	4	3	8
Case Number	1.1	3.0	1.1	3.0	1.1	3.0	1.1	3.0
Phase Duration, s	12.1	33.1	12.3	33.3	17.3	25.1	9.0	16.8
Change Period, ($Y+R_c$), s	5.3	5.3	5.3	5.3	5.3	5.3	5.3	5.3
Max Allow Headway (*MAH*), s	3.0	3.0	3.0	3.0	3.0	3.2	3.0	3.2
Queue Clearance Time (g_s), s	6.8	22.4	7.0	17.3	14.0	12.6	3.2	3.8
Green Extension Time (g_e), s	0.1	5.4	0.1	5.6	0.0	0.4	0.0	0.1
Phase Call Probability	0.98	1.00	0.98	1.00	1.00	1.00	0.53	1.00
Max Out Probability	0.09	0.04	0.12	0.02	1.00	0.20	0.00	0.00

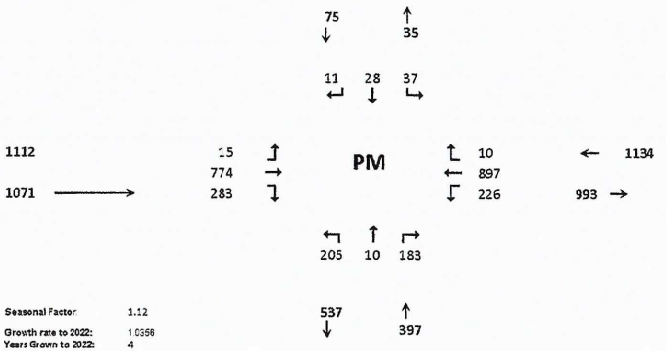
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	7	4	14	3	8	18
Adjusted Flow Rate (*v*), veh/h	172	1007	170	180	817	82	354	46	240	34	17	41
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1781	1781	1585	1781	1781	1585	1781	1870	1585	1781	1870	1585
Queue Service Time (g_s), s	4.8	20.4	6.2	5.0	15.3	2.8	12.0	1.5	10.6	1.2	0.6	1.8
Cycle Queue Clearance Time (g_c), s	4.8	20.4	6.2	5.0	15.3	2.8	12.0	1.5	10.6	1.2	0.6	1.8
Green Ratio (*g/C*)	0.44	0.35	0.35	0.44	0.35	0.35	0.32	0.25	0.25	0.19	0.14	0.14
Capacity (*c*), veh/h	334	1246	555	300	1253	558	550	466	395	370	270	229
Volume-to-Capacity Ratio (*X*)	0.517	0.808	0.306	0.599	0.652	0.147	0.644	0.098	0.607	0.091	0.062	0.179
Back of Queue (*Q*), ft/ln (95 th percentile)	79.4	310.1	94.4	83.2	245.4	42.8	232.4	28.1	177.7	22.6	12.1	29.8
Back of Queue (*Q*), veh/ln (95 th percentile)	3.1	12.2	3.7	3.3	9.7	1.7	9.1	1.1	7.0	0.9	0.5	1.2
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh	16.5	23.4	18.8	17.8	21.7	17.6	23.2	23.0	26.4	26.5	29.4	29.9
Incremental Delay (d_2), s/veh	0.5	0.5	0.1	0.7	0.2	0.0	2.0	0.0	1.9	0.0	0.0	0.1
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	17.0	23.9	18.9	18.5	21.9	17.7	25.3	23.0	28.3	26.6	29.4	30.0
Level of Service (LOS)	B	C	B	B	C	B	C	C	C	C	C	C
Approach Delay, s/veh / LOS	22.4	C		21.0	C		26.3	C		28.6	C	
Intersection Delay, s/veh / LOS	22.9						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.10	B	2.10	B	2.43	B	2.45	B
Bicycle LOS Score / LOS	1.60	B	1.38	A	1.54	B	0.64	A

TURNING MOVEMENT VOLUME COUNTS

Jenkins & Orange Ave
Background

15 Min Period lanes	Northbound NBL	NBT	NBR	Southbound SBL	SBT	SBR	Eastbound EBL	EBT	EBR	Westbound WBL	WBT	WBR	TOTAL	ONE HOUR SLM
4:00-4:15	13	1	18	3	5	4	6	81	18	21	116	5	268	1287
4:15-4:30	16	1	25	5	3	1	2	79	14	32	139	3	320	1393
4:30-4:45	23	1	30	5	5	5	5	94	28	24	131	1	352	1525
4:45-5:00	18	1	22	4	1	2	2	107	20	29	113	1	322	1492
5:00-5:15	16	1	36	5	3	1	3	106	25	56	147	0	399	1428
5:15-5:30	17	2	32	0	3	0	1	139	23	39	194	2	452	
5:30-5:45	13	1	28	1	2	2	1	140	11	28	123	2	319	
5:45-6:00	23	0	24	0	0	1	1	81	17	22	88	1	258	



PM PEAK HOUR IS FROM:			4:30 PM TO 5:30PM										
Volumes	74	5	110	14	12	8	11	446	96	148	587	4	1515
Season Factor	83	6	134	16	13	9	12	560	108	166	657	4	1768
Growth to 2022	93	6	155	18	15	10	14	575	124	191	756	5	1965
Growth 2022-2028	99	7	161	19	16	11	15	568	129	198	787	5	2044
In/Out	-	-	-	-	-	-	-	-	-	-	-	-	
Percentage	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
PROJECT	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	99	7	161	19	16	11	15	568	129	198	787	5	2044

Seasonal Factor:	1.12
Growth rate to 2022:	1.0358
Years Grown to 2022:	4
Growth Rate	1.01
Years Grown	4
PHF:	0.84
Trips In	**Trips Out**

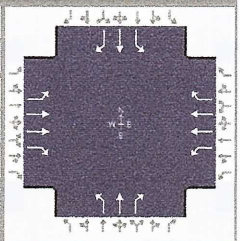
Other Projects													
%	2%	0%	0%	0%	0%	0%	0%	81%	2%	0%	89%	0.0%	
In/Out	IN	-	-	-	-	-	-	OUT	OUT	-	IN	-	
PROJECT	5	0	0	0	0	0	0	11	3	0	19	0	37
%	8%	0%	0%	0%	0%	0%	0%	7%	3%	0%	79%	0%	
In/Out	IN	-	-	-	-	-	-	OUT	OUT	-	IN	-	
Volume	21	0	0	0	0	0	0	11	8	0	18	0	58
%	0%	0%	0%	0%	0%	0%	0%	18%	0%	0%	18%	0%	
In/Out	-	-	-	-	-	-	-	OUT	-	-	IN	-	
Volume	0	0	0	0	0	0	0	10	0	0	3	0	14
%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
In/Out	-	-	-	-	-	-	-	-	-	-	-	-	
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0
%	60%	0%	10%	0%	0%	0%	0%	0%	60%	10%	0%	0%	
In/Out	OUT	-	OUT	-	-	-	-	-	IN	IN	-	-	
Volume	56	0	9	0	0	0	0	0	103	17	0	0	185
%	0%	0%	2%	0%	0%	0%	0%	20%	0%	2%	20%	0%	
In/Out	-	-	IN	-	-	-	-	IN	-	OUT	OUT	-	
Volume	0	0	4	0	0	0	0	39	0	2	23	0	67
%	10%	0%	0%	0%	0%	0%	0%	10%	10%	0%	10%	0%	
In/Out	IN	-	-	-	-	-	-	OUT	OUT	-	IN	-	
Volume	6	0	0	0	0	0	0	6	6	0	6	0	23
%	0%	0%	0%	0%	0%	0%	0%	3%	0%	0%	3%	0%	
In/Out	-	-	-	-	-	-	-	OUT	-	-	IN	-	
Volume	0	0	0	0	0	0	0	14	0	0	14	0	27
%	0%	0%	0%	0%	0%	0%	0%	18%	0%	0%	18%	0%	
In/Out	-	-	-	-	-	-	-	OUT	-	-	IN	-	
Volume	0	0	0	0	0	0	0	67	0	0	21	0	87
%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
In/Out	-	-	-	-	-	-	-	-	-	-	-	-	
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0
%	0%	0%	15%	0%	0%	0%	0%	0%	0%	15%	0%	0%	
In/Out	-	-	OUT	-	-	-	-	-	-	IN	-	-	
Volume	0	0	6	0	0	0	0	0	0	3	0	0	9
%	25%	0%	5%	0%	0%	0%	0%	0%	25%	5%	0%	0%	
In/Out	OUT	-	OUT	-	-	-	-	-	IN	IN	-	-	
Volume	14	0	3	0	0	0	0	0	25	5	0	0	47
%	5%	0%	0%	0%	0%	0%	0%	10%	5%	0%	10%	0%	
In/Out	IN	-	-	-	-	-	-	OUT	OUT	-	IN	-	
Volume	4	0	0	0	0	0	0	19	10	0	7	0	39
%	0%	12%	0%	18%	12%	0%	0%	0%	0%	0%	0%	18%	
In/Out	-	IN	-	OUT	OUT	-	-	-	-	-	-	IN	
Volume	0	3	0	18	12	0	0	0	0	0	0	5	38
%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
In/Out	-	-	-	-	-	-	-	-	-	-	-	-	
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0

Subtotal	105	3	22	18	12	0	0	176	154	28	110	5	633
Total	205	10	183	37	28	11	15	734	283	226	897	10	2678

	Trips In	Trips Out
Pineapple Grove	233	137
Sunnyland	261	154
Project Hunt	19	57
St. Lucie Commerce Center	52	196
Whispering Oaks	172	94
Bent Creek	193	113
Wawa Kings	57	58
Kings Highway Warehouse	458	216
Kings Highway Commerce Park	115	371
Walsh Crossroads	10	11
Project Hurricane	23	37
Celebration Point	100	57
Stonemont	70	192
Orange 95 Parcel B	28	99
0		

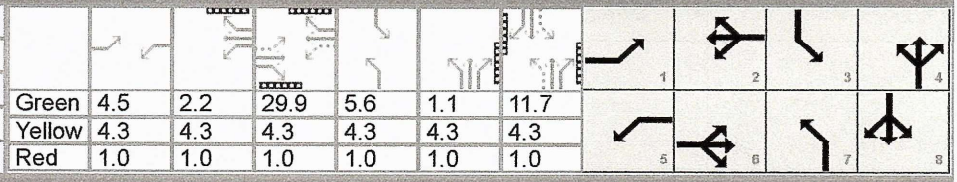
HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	O'Rourke Engineering & Planning			Duration, h	0.250
Analyst	James Kemp	Analysis Date	Jul 26, 2023	Area Type	Other
Jurisdiction	St. Lucie County	Time Period	PM Peak Hour	PHF	0.84
Urban Street	Orange Avenue	Analysis Year	2026	Analysis Period	1> 4:00
Intersection	Orange & Jenkins	File Name	C6 - Orange Jenkins - Without Project PM.xus		
Project Description	Background without Project				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	36	805	336	291	909	16	234	14	221	56	41	86

Signal Information			
Cycle, s	86.8	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	4.5	2.2	29.9	5.6	1.1	11.7
Yellow	4.3	4.3	4.3	4.3	4.3	4.3
Red	1.0	1.0	1.0	1.0	1.0	1.0

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6	5	2	7	4	3	8
Case Number	1.1	3.0	1.1	3.0	1.1	3.0	1.1	3.0
Phase Duration, s	9.8	35.2	17.3	42.6	17.3	23.4	10.9	17.0
Change Period, ($Y+R_c$), s	5.3	5.3	5.3	5.3	5.3	5.3	5.3	5.3
Max Allow Headway (*MAH*), s	3.0	3.0	3.0	3.0	3.0	3.2	3.0	3.2
Queue Clearance Time (g_s), s	3.3	23.0	12.4	23.6	13.3	15.7	4.7	7.2
Green Extension Time (g_e), s	0.0	6.9	0.0	6.8	0.0	0.3	0.0	0.4
Phase Call Probability	0.64	1.00	1.00	1.00	1.00	1.00	0.80	1.00
Max Out Probability	0.00	0.11	1.00	0.12	1.00	1.00	0.00	0.01

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	7	4	14	3	8	18
Adjusted Flow Rate (*v*), veh/h	43	958	400	346	1082	19	279	17	263	67	49	102
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1781	1781	1585	1781	1781	1585	1781	1870	1585	1781	1870	1585
Queue Service Time (g_s), s	1.3	21.0	19.2	10.4	21.6	0.6	11.3	0.6	13.7	2.7	2.0	5.2
Cycle Queue Clearance Time (g_c), s	1.3	21.0	19.2	10.4	21.6	0.6	11.3	0.6	13.7	2.7	2.0	5.2
Green Ratio (*g/C*)	0.40	0.34	0.34	0.51	0.43	0.43	0.30	0.21	0.21	0.20	0.14	0.14
Capacity (*c*), veh/h	258	1225	545	389	1532	682	481	391	331	387	253	214
Volume-to-Capacity Ratio (*X*)	0.166	0.782	0.734	0.890	0.706	0.028	0.579	0.043	0.794	0.172	0.193	0.478
Back of Queue (*Q*), ft/ln (95 th percentile)	22.4	325.7	276.6	249.1	323.1	9	204.9	12	253.1	50	40	88
Back of Queue (*Q*), veh/ln (95 th percentile)	0.9	12.8	10.9	9.8	12.7	0.4	8.1	0.5	10.0	2.0	1.6	3.5
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh	17.8	25.6	25.0	18.3	20.2	14.3	25.6	27.4	32.6	28.9	33.3	34.7
Incremental Delay (d_2), s/veh	0.1	0.6	0.7	20.9	0.7	0.0	1.2	0.0	11.6	0.1	0.1	0.6
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	18.0	26.2	25.7	39.2	20.9	14.3	26.7	27.4	44.2	29.0	33.5	35.3
Level of Service (LOS)	B	C	C	D	C	B	C	C	D	C	C	D
Approach Delay, s/veh / LOS	25.8	C		25.2	C		35.0	C		33.0	C	
Intersection Delay, s/veh / LOS	27.4						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.11	B	2.09	B	2.44	B	2.45	B
Bicycle LOS Score / LOS	1.64	B	1.68	B	1.41	A	0.85	A

TURNING MOVEMENT VOLUME COUNTS

N/S STREET: Jenkins Ave | **E/W STREET:** Orange Ave | **CONTROL:** Signalized

FILENAME:

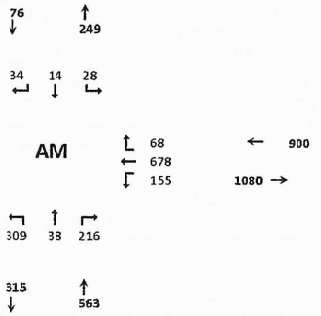
COUNT DATE: 9/27/2018 | **DAY:** Wednesday | **CITY:** St Louis

REPORT DATE: 11/8/2022 | **ANALYSIS YEAR:** 2026 | Future Total

15Min Period	Northbound NBL	NBT	NBR	Southbound SBL	SBT	SBR	Eastbound EBL	EBT	EBR	Westbound WBL	WBT	WBR	TOTAL	ONE HOUR SUM
7:00-7:15	21	6	15	1	2	4	6	101	19	17	99	4	269	1319
7:15-7:30	18	9	19	0	9	5	8	121	19	25	71	1	284	1327
7:30-7:45	17	2	19	2	1	1	16	149	15	22	101	4	342	1298
7:45-8:00	21	1	21	5	1	6	11	183	14	22	98	11	393	1228
8:00-8:15	17	3	25	7	2	4	14	108	9	16	92	6	309	1145
8:15-8:30	4	0	19	3	2	4	7	134	17	8	61	9	255	
8:30-8:45	12	2	15	0	4	1	5	115	15	13	85	3	272	
8:45-9:00	7	6	15	1	3	1	10	128	15	35	91	2	315	
AM PEAK HOUR IS FROM:			7:15AM TO 8:15AM											
Volumes	73	9	85	15	7	14	45	555	51	85	362	22	1317	
Season Factor	82	10	95	17	8	16	51	622	57	95	405	25	1486	
Growth to 2022	94	12	109	19	9	18	63	715	66	109	466	28	1709	
Growth 2022-2026	98	12	114	20	9	19	66	744	69	114	485	29	1779	
In/Out	OUT	-	OUT	-	-	-	-	-	IN	N	-	-		
Percentage	17%	0%	18%	0%	0%	0%	0%	0%	176	18%	0%	0%		
PROJECT	15	0	15	0	0	0	0	0	5	5	0	0	42	
Total	113	12	130	20	9	19	66	744	73	119	485	29	1821	
Other Projects														
Percentage	2%	0%	0%	0%	0%	0%	0%	8%	2%	0%	8%	0%		
In/Out	IN	-	-	-	-	-	-	OUT	OUT	-	IN	-		
PROJECT	1	0	0	0	0	0	0	16	4	0	6	0	27	
%	9%	0%	0%	0%	0%	0%	0%	7%	5%	0%	7%	0%		
In/Out	IN	-	-	-	-	-	-	OUT	OUT	-	IN	-		
Volume	6	0	0	0	0	0	0	16	11	0	5	0	38	
%	0%	0%	0%	0%	0%	0%	0%	18%	0%	0%	18%	0%		
In/Out	-	-	-	-	-	-	-	OUT	-	-	IN	-		
Volume	0	0	0	0	0	0	0	9	8	0	14	0	17	
%	2%	0%	0%	0%	0%	0%	0%	8%	2%	0%	8%	0%		
In/Out	IN	-	-	-	-	-	-	OUT	OUT	-	IN	-		
Volume	8	0	0	0	0	0	0	9	1	0	31	0	51	
%	60%	0%	10%	0%	0%	0%	0%	0%	60%	13%	0%	0%		
In/Out	OUT	-	OUT	-	-	-	-	-	IN	N	-	-		
Volume	100	0	17	0	0	0	0	0	27	5	0	0	148	
%	0%	0%	2%	0%	0%	0%	0%	20%	0%	2%	20%	0%		
In/Out	-	-	IN	-	-	-	-	IN	-	OUT	OUT	-		
Volume	0	0	1	0	0	0	0	12	0	4	37	0	55	
%	10%	0%	0%	0%	0%	0%	0%	10%	10%	0%	10%	0%		
In/Out	IN	-	-	-	-	-	-	OUT	OUT	-	IN	-		
Volume	4	0	0	0	0	0	0	4	4	0	4	0	17	
%	0%	0%	0%	0%	0%	0%	0%	3%	0%	0%	3%	0%		
In/Out	-	-	-	-	-	-	-	OUT	-	-	IN	-		
Volume	0	0	0	0	0	0	0	10	0	0	10	0	20	
%	0%	0%	0%	0%	0%	0%	0%	18%	0%	0%	18%	0%		
In/Out	-	-	-	-	-	-	-	OUT	-	-	IN	-		
Volume	0	0	0	0	0	0	0	16	0	0	65	0	81	
%	25%	0%	31%	0%	0%	0%	0%	0%	25%	31%	0%	0%		
In/Out	OUT	-	OUT	-	-	-	-	-	IN	N	-	-		
Volume	43	0	53	0	0	0	0	0	13	27	0	0	126	
%	0%	0%	15%	0%	0%	0%	0%	0%	0%	13%	0%	0%		
In/Out	-	-	OUT	-	-	-	-	-	-	N	-	-		
Volume	0	0	1	0	0	0	0	0	0	5	0	0	7	
%	25%	0%	5%	0%	0%	0%	0%	0%	25%	5%	0%	0%		
In/Out	OUT	-	OUT	-	-	-	-	-	IN	N	-	-		
Volume	24	0	5	0	0	0	0	0	8	2	0	0	38	
%	5%	0%	0%	0%	0%	0%	0%	10%	5%	0%	10%	0%		
In/Out	IN	-	-	-	-	-	-	OUT	OUT	-	IN	-		
Volume	10	0	0	0	0	0	0	6	3	0	20	0	38	
%	0%	12%	0%	18%	12%	0%	0%	0%	0%	0%	0%	18%		
In/Out	-	IN	-	OUT	OUT	-	-	-	-	-	-	IN		
Volume	0	12	0	4	2	0	0	0	0	0	0	19	37	
%	0%	0%	5%	0%	0%	0%	0%	0%	0%	5%	0%	0%		
In/Out	-	-	OUT	-	-	-	-	-	-	N	-	-		
Volume	0	0	7	0	0	0	0	0	0	2	0	0	9	
%	0%	12%	0%	18%	12%	70%	70%	0%	0%	0%	0%	18%		
In/Out	-	IN	-	OUT	OUT	OUT	IN	-	-	-	-	IN		
Volume	0	13	0	4	3	15	78	0	0	0	0	20	133	
%	0%	0%	5%	0%	0%	0%	0%	0%	0%	5%	0%	0%		
In/Out	-	-	OUT	-	-	-	-	-	-	N	-	-		
Volume	0	0	1	0	0	0	0	0	0	2	0	0	3	
Subtotal	111	26	102	8	5	15	78	92	77	41	192	39	886	
Total	109	38	216	28	14	34	143	836	146	155	678	68	2665	

Project Name	Trips In	Trips Out
Pineapple Grove	69	197
Sunnyland	75	223
Project Hunt	76	17
KRE	393	117
Whispering Oaks	45	167
Bent Creek	62	185
Wawa Kings	42	42
Kings Highway Warehouse	342	341
Kings Highway Commerce Park	362	90
Jenkins Waypoint / Hillside	54	179
Project Hurricane	36	12
Celebration Point	30	96
Stonemont	197	55
Orange 95 Parcel B	103	20
Viva at Treasure Court East / West	43	136
Orange 95 Parcels D & E	111	22
Woodsprings Suites	30	24

PHF: 0.89
Seasonal Factor: 1.12
Growth rate to 2022: 1.0365
Years Grown to 2022: 4
Growth Rate 2022+: 1.01
Years Grown: 4
Trips In: 29
Trips Out: 91



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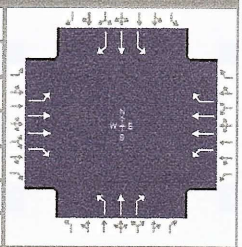
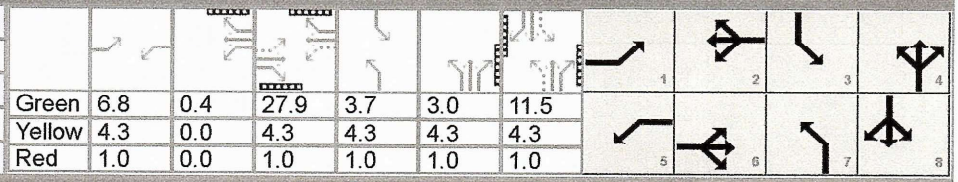
HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	O'Rourke Engineering & Planning			Duration, h	0.250
Analyst	James Kemp	Analysis Date	Jul 26, 2023	Area Type	Other
Jurisdiction	St. Lucie County	Time Period	AM Peak Hour	PHF	0.83
Urban Street	Orange Avenue	Analysis Year	2026	Analysis Period	1> 7:00
Intersection	Orange & Jenkins	File Name	C6 - Orange Jenkins - With Project AM.xus		
Project Description	Future Total with Project				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	143	836	146	155	678	68	309	38	216	28	14	34

Signal Information			
Cycle, s	79.8	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	6.8	0.4	27.9	3.7	3.0	11.5
Yellow	4.3	0.0	4.3	4.3	4.3	4.3
Red	1.0	0.0	1.0	1.0	1.0	1.0

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6	5	2	7	4	3	8
Case Number	1.1	3.0	1.1	3.0	1.1	3.0	1.1	3.0
Phase Duration, s	12.1	33.2	12.5	33.6	17.3	25.1	9.0	16.8
Change Period, ($Y+R_c$), s	5.3	5.3	5.3	5.3	5.3	5.3	5.3	5.3
Max Allow Headway (*MAH*), s	3.0	3.0	3.0	3.0	3.0	3.2	3.0	3.2
Queue Clearance Time (g_s), s	6.8	22.5	7.2	17.3	14.0	13.8	3.2	3.8
Green Extension Time (g_e), s	0.1	5.5	0.1	5.6	0.0	0.3	0.0	0.1
Phase Call Probability	0.98	1.00	0.98	1.00	1.00	1.00	0.53	1.00
Max Out Probability	0.09	0.04	0.15	0.02	1.00	0.49	0.00	0.00

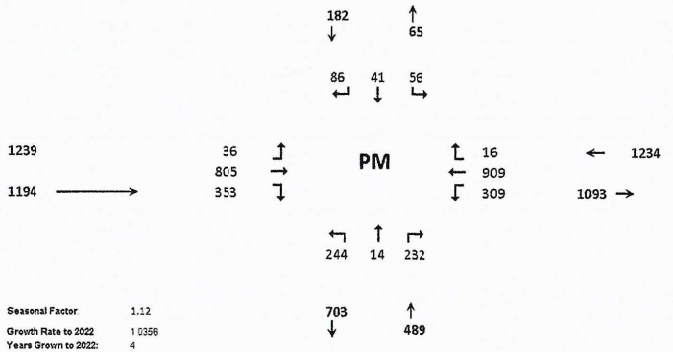
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	7	4	14	3	8	18
Adjusted Flow Rate (*v*), veh/h	172	1007	176	187	817	82	372	46	260	34	17	41
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1781	1781	1585	1781	1781	1585	1781	1870	1585	1781	1870	1585
Queue Service Time (g_s), s	4.8	20.5	6.5	5.2	15.3	2.8	12.0	1.5	11.8	1.2	0.6	1.8
Cycle Queue Clearance Time (g_c), s	4.8	20.5	6.5	5.2	15.3	2.8	12.0	1.5	11.8	1.2	0.6	1.8
Green Ratio (*g/C*)	0.44	0.35	0.35	0.44	0.35	0.35	0.32	0.25	0.25	0.19	0.14	0.14
Capacity (*c*), veh/h	335	1246	555	304	1264	562	547	463	393	368	269	228
Volume-to-Capacity Ratio (*X*)	0.514	0.808	0.317	0.614	0.646	0.146	0.680	0.099	0.663	0.092	0.063	0.180
Back of Queue (*Q*), ft/ln (95 th percentile)	79.6	311.6	98.7	86.9	245.3	42.7	249.3	28.3	200.7	22.8	12.1	30
Back of Queue (*Q*), veh/ln (95 th percentile)	3.1	12.3	3.9	3.4	9.7	1.7	9.8	1.1	7.9	0.9	0.5	1.2
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh	16.5	23.5	19.0	17.8	21.6	17.5	23.9	23.2	27.0	26.7	29.5	30.1
Incremental Delay (d_2), s/veh	0.5	0.5	0.1	0.8	0.2	0.0	2.8	0.0	3.4	0.0	0.0	0.1
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	16.9	24.0	19.1	18.5	21.8	17.6	26.7	23.2	30.4	26.8	29.6	30.2
Level of Service (LOS)	B	C	B	B	C	B	C	C	C	C	C	C
Approach Delay, s/veh / LOS	22.5	C		20.9	C		27.9	C		28.8	C	
Intersection Delay, s/veh / LOS	23.3						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.10	B	2.10	B	2.44	B	2.45	B
Bicycle LOS Score / LOS	1.61	B	1.38	A	1.61	B	0.64	A

TURNING MOVEMENT VOLUME COUNTS

Jenkins & Orange Ave
Future Total

	Northbound			Southbound			Eastbound			Westbound				
15 Min Period Ianes	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL	ONE HOUR SUM
4:00-4:15	15	1	18	3	5	4	6	81	18	21	116	5	293	1287
4:15-4:30	16	1	25	5	3	1	2	79	14	32	139	3	320	1393
4:30-4:45	23	1	30	5	5	5	5	94	28	24	131	1	352	1515
4:45-5:00	18	1	22	4	1	2	2	107	20	29	115	1	322	1492
5:00-5:15	16	1	36	5	3	1	3	106	25	56	147	0	399	1418
5:15-5:30	17	2	32	0	3	0	1	139	23	39	194	2	452	
5:30-5:45	15	1	28	1	2	2	1	100	11	28	128	2	319	
5:45-6:00	25	0	24	0	0	1	1	81	17	22	86	1	258	
PM PEAK HOUR IS FROM:			4:30 PM TO 5:30PM											
Volumes	74	5	120	14	12	8	11	446	96	148	587	4	1525	
Season Factor	83	6	134	16	13	9	12	500	108	166	657	4	1708	
Growth to 2022	95	6	155	18	15	10	14	575	124	191	756	5	1965	
Growth 2022-2028	95	7	161	19	16	11	15	598	129	198	787	5	2044	
In/Out	OUT	-	OUT	-	-	-	-	-	IN	IN	-	-		
Percentage	17%	0%	18%	0%	0%	0%	0%	0%	17%	18%	0%	0%		
PROJECT	10	0	10	0	0	0	0	0	17	18	0	0	54	
Total	109	7	171	19	16	11	15	598	145	216	787	5	2099	
Other Projects														
%	2%	0%	0%	0%	0%	0%	0%	8%	2%	0%	8%	0%		
In/Out	IN	-	-	-	-	-	-	OUT	OUT	-	IN	-		
PROJECT	5	0	0	0	0	0	0	11	3	0	19	0	37	
%	8%	0%	0%	0%	0%	0%	0%	7%	5%	0%	7%	0%		
In/Out	IN	-	-	-	-	-	-	OUT	OUT	-	IN	-		
Volume	21	0	0	0	0	0	0	11	8	0	18	0	58	
%	0%	0%	0%	0%	0%	0%	0%	18%	0%	0%	18%	0%		
In/Out	-	-	-	-	-	-	-	OUT	-	-	IN	-		
Volume	0	0	0	0	0	0	0	10	0	0	3	0	14	
%	2%	0%	0%	0%	0%	0%	0%	8%	2%	0%	8%	0%		
In/Out	IN	-	-	-	-	-	-	OUT	OUT	-	IN	-		
Volume	3	0	0	0	0	0	0	31	8	0	12	0	54	
%	60%	0%	10%	0%	0%	0%	0%	0%	60%	10%	0%	0%		
In/Out	OUT	-	OUT	-	-	-	-	-	IN	IN	-	-		
Volume	56	0	9	0	0	0	0	0	103	17	0	0	185	
%	0%	0%	2%	0%	0%	0%	0%	20%	0%	2%	20%	0%		
In/Out	-	-	IN	-	-	-	-	IN	-	OUT	OUT	-		
Volume	0	0	4	0	0	0	0	39	0	2	23	0	67	
%	10%	0%	0%	0%	0%	0%	0%	10%	10%	0%	10%	0%		
In/Out	IN	-	-	-	-	-	-	OUT	OUT	-	IN	-		
Volume	6	0	0	0	0	0	0	6	6	0	6	0	23	
%	0%	0%	0%	0%	0%	0%	0%	3%	0%	0%	3%	0%		
In/Out	-	-	-	-	-	-	-	OUT	-	-	IN	-		
Volume	0	0	0	0	0	0	0	14	0	0	14	0	27	
%	0%	0%	0%	0%	0%	0%	0%	18%	0%	0%	18%	0%		
In/Out	-	-	-	-	-	-	-	OUT	-	-	IN	-		
Volume	0	0	0	0	0	0	0	67	0	0	21	0	87	
%	25%	0%	31%	0%	0%	0%	0%	0%	25%	31%	0%	0%		
In/Out	OUT	-	OUT	-	-	-	-	-	IN	IN	-	-		
Volume	27	0	33	0	0	0	0	0	46	56	0	0	162	
%	0%	0%	15%	0%	0%	0%	0%	0%	0%	15%	0%	0%		
In/Out	-	-	OUT	-	-	-	-	-	-	IN	-	-		
Volume	0	0	5	0	0	0	0	0	0	3	0	0	9	
%	25%	0%	3%	0%	0%	0%	0%	0%	25%	5%	0%	0%		
In/Out	OUT	-	OUT	-	-	-	-	-	IN	IN	-	-		
Volume	14	0	3	0	0	0	0	0	25	5	0	0	47	
%	5%	0%	0%	0%	0%	0%	0%	10%	5%	0%	10%	0%		
In/Out	IN	-	-	-	-	-	-	OUT	OUT	-	IN	-		
Volume	4	0	0	0	0	0	0	19	10	0	7	0	39	
%	0%	12%	0%	18%	12%	0%	0%	0%	0%	0%	0%	18%		
In/Out	-	IN	-	OUT	OUT	-	-	-	-	-	-	IN		
Volume	0	3	0	18	12	0	0	0	0	0	0	5	38	
%	0%	0%	3%	0%	0%	0%	0%	0%	0%	5%	0%	0%		
In/Out	-	-	OUT	-	-	-	-	-	-	IN	-	-		
Volume	0	0	4	0	0	0	0	0	0	7	0	0	11	
%	0%	12%	0%	18%	12%	70%	70%	0%	0%	0%	0%	18%		
In/Out	-	IN	-	OUT	OUT	OUT	IN	-	-	-	-	IN		
Volume	0	4	0	19	13	75	21	0	0	0	0	5	137	
%	0%	0%	3%	0%	0%	0%	0%	0%	0%	5%	0%	0%		
In/Out	-	-	OUT	-	-	-	-	-	-	IN	-	-		
Volume	0	0	2	0	0	0	0	0	0	2	0	0	3	
Subtotal	143	7	71	37	25	75	21	207	224	111	122	10	1055	
Total	244	14	232	56	41	86	36	805	353	309	909	16	3099	

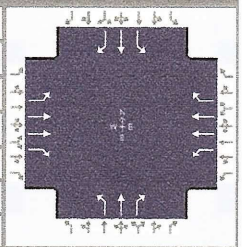


Seasonal Factor	1.12
Growth Rate to 2022	1.0356
Years Grown to 2022:	4
Growth Rate 2022+:	1.01
Years Grown 2022+:	4
PHF:	0.84
Trips In	**Trips Out**
98	57

	Trips In	Trips Out
Pineapple Grove	233	137
Sunnyland	261	154
Project Hunt	19	57
KRE	151	389
Whispering Oaks	172	94
Bent Creek	193	113
Wawa Kings	57	58
Kings Highway Warehouse	458	216
Kings Highway Commerce Park	115	371
Jenkins Waypoint / Hillside	182	107
Project Hurricane	23	37
Celebration Point	100	57
Stonemont	70	192
Orange 95 Parcel B	28	99
Viva at Treasure Coast East / West	142	83
Orange 95 Parcels D & E	30	107
Woodsprings Suites	32	30

HCS Signalized Intersection Results Summary

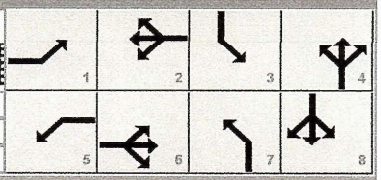
General Information				Intersection Information	
Agency	O'Rourke Engineering & Planning			Duration, h	0.250
Analyst	James Kemp	Analysis Date	Jul 26, 2023	Area Type	Other
Jurisdiction	St. Lucie County	Time Period	PM Peak Hour	PHF	0.84
Urban Street	Orange Avenue	Analysis Year	2026	Analysis Period	1> 4:00
Intersection	Orange & Jenkins	File Name	C6 - Orange Jenkins - With Project PM.xus		
Project Description	2025 With Project				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	36	805	353	309	909	16	244	14	232	56	41	86

Signal Information			
Cycle, s	86.9	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	4.5	2.2	29.9	5.6	1.1	11.7
Yellow	4.3	4.3	4.3	4.3	4.3	4.3
Red	1.0	1.0	1.0	1.0	1.0	1.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6	5	2	7	4	3	8
Case Number	1.1	3.0	1.1	3.0	1.1	3.0	1.1	3.0
Phase Duration, s	9.8	35.2	17.3	42.7	17.3	23.4	10.9	17.0
Change Period, ($Y+R_c$), s	5.3	5.3	5.3	5.3	5.3	5.3	5.3	5.3
Max Allow Headway (*MAH*), s	3.0	3.0	3.0	3.0	3.0	3.2	3.0	3.2
Queue Clearance Time (g_s), s	3.3	23.0	13.2	23.6	13.9	16.5	4.7	7.2
Green Extension Time (g_e), s	0.0	7.0	0.0	6.9	0.0	0.2	0.0	0.5
Phase Call Probability	0.64	1.00	1.00	1.00	1.00	1.00	0.80	1.00
Max Out Probability	0.00	0.11	1.00	0.12	1.00	1.00	0.00	0.01

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	7	4	14	3	8	18
Adjusted Flow Rate (*v*), veh/h	43	958	420	368	1082	19	290	17	276	67	49	102
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1781	1781	1585	1781	1781	1585	1781	1870	1585	1781	1870	1585
Queue Service Time (g_s), s	1.3	21.0	20.5	11.2	21.6	0.6	11.9	0.6	14.5	2.7	2.0	5.2
Cycle Queue Clearance Time (g_c), s	1.3	21.0	20.5	11.2	21.6	0.6	11.9	0.6	14.5	2.7	2.0	5.2
Green Ratio (*g/C*)	0.40	0.34	0.34	0.51	0.43	0.43	0.30	0.21	0.21	0.20	0.14	0.14
Capacity (*c*), veh/h	258	1227	546	390	1534	683	481	390	331	386	253	214
Volume-to-Capacity Ratio (*X*)	0.166	0.781	0.769	0.944	0.705	0.028	0.604	0.043	0.835	0.173	0.193	0.478
Back of Queue (*Q*), ft/ln (95 th percentile)	22.4	325.6	293.9	296.2	323	9	214.8	12	276.3	50.2	40.1	88.3
Back of Queue (*Q*), veh/ln (95 th percentile)	0.9	12.8	11.6	11.7	12.7	0.4	8.5	0.5	10.9	2.0	1.6	3.5
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh	17.8	25.5	25.4	18.5	20.2	14.2	25.8	27.4	32.9	28.9	33.4	34.7
Incremental Delay (d_2), s/veh	0.1	0.6	1.1	31.3	0.7	0.0	1.5	0.0	15.8	0.1	0.1	0.6
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	17.9	26.1	26.5	49.8	20.9	14.2	27.4	27.5	48.7	29.0	33.5	35.4
Level of Service (LOS)	B	C	C	D	C	B	C	C	D	C	C	D
Approach Delay, s/veh / LOS	26.0	C		28.0	C		37.5	D		33.0	C	
Intersection Delay, s/veh / LOS	29.0						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.11	B	2.09	B	2.44	B	2.45	B
Bicycle LOS Score / LOS	1.66	B	1.70	B	1.45	A	0.85	A

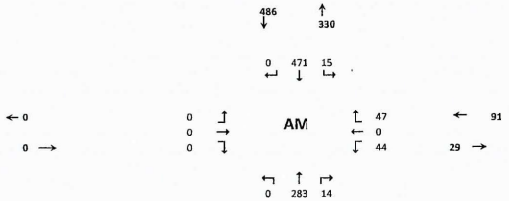
APPENDIX F

DRIVEWAY ANALYSIS

TURNING MOVEMENT VOLUME COUNTS

N/S STREET: Jenkins Ave
EW STREET: Project Driveway
CONTROL: TWSC
FILENAME:
COUNT DATE: 2/27/2018
DAY: Wednesday
CITY: St Lucie
REPORT DATE: 7/26/2023
ANALYSIS YEAR: 2026
Future Total

15 Min Period	Northbound NBL	NBT	NBR	Southbound SBL	SBT	SBR	Eastbound EBL	EBT	EBR	Westbound WBL	WBT	WBR	TOTAL	ONE HOUR SUM
7:00-7:15	0	35	0	0	57	0	0	0	0	0	0	0	87	494
7:15-7:30	0	51	0	0	63	0	0	0	0	0	0	0	114	513
7:30-7:45	0	65	0	0	78	0	0	0	0	0	0	0	143	526
7:45-8:00	0	53	0	0	97	0	0	0	0	0	0	0	150	520
8:00-8:15	0	45	0	0	61	0	0	0	0	0	0	0	106	526
8:15-8:30	0	59	0	0	68	0	0	0	0	0	0	0	127	
8:30-8:45	0	50	0	0	87	0	0	0	0	0	0	0	137	
8:45-9:00	0	55	0	0	101	0	0	0	0	0	0	0	156	



AM PEAK HOUR IS FROM: 8:00AM TO 9:00AM

Volumes	0	209	0	0	317	0	0	0	0	0	0	0	526	
Season Factor	0	209	0	0	317	0	0	0	0	0	0	0	526	
Growth to 2022	0	217	0	0	330	0	0	0	0	0	0	0	547	
Growth 2022-2028	0	226	0	0	343	0	0	0	0	0	0	0	570	
In/Out	-	-	IN	IN	-	-	-	-	-	OUT	-	OUT		
Percentage	0%	0%	48%	52%	0%	0%	0%	0%	0%	48%	0%	52%		
PROJECT	0	0	14	15	0	0	0	0	0	44	0	47	120	
Total	0	226	14	15	343	0	0	0	0	44	0	47	690	

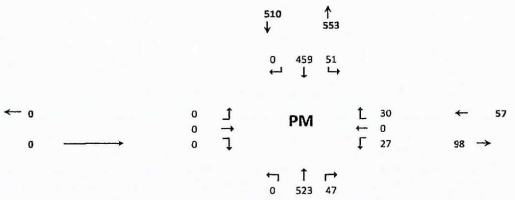
PHF: 0.84
Seasonal Factor: 1
Growth rate to 2022: 1.01
Years Grown to 2022: 4
Growth Rate 2022*: 1.01
Years Grown: 4
Trips In: 29
Trips Out: 91

Other Projects															Project Name		
%	0%	41%	0%	0%	41%	0%	0%	0%	0%	0%	0%	0%			Whispering Oaks		
In/Out	-	IN	-	-	OUT	-	-	-	-	-	-	-					
Volume	0	18	0	0	68	0	0	0	0	0	0	0	0			45	167
%	0%	2%	0%	0%	2%	0%	0%	0%	0%	0%	0%	0%			Bent Creek		
In/Out	-	IN	-	-	OUT	-	-	-	-	-	-	-					
Volume	0	1	0	0	4	0	0	0	0	0	0	0	0			62	186
%	0%	8%	0%	0%	8%	0%	0%	0%	0%	0%	0%	0%			Wawa Kngs		
In/Out	-	IN	-	-	OUT	-	-	-	-	-	-	-					
Volume	0	3	0	0	3	0	0	0	0	0	0	0	0			42	42
%	0%	50%	0%	0%	50%	0%	0%	0%	0%	0%	0%	0%			Celebration Point		
In/Out	-	IN	-	-	OUT	-	-	-	-	-	-	-					
Volume	0	15	0	0	48	0	0	0	0	0	0	0	0			30	96
%	0%	3%	0%	0%	3%	0%	0%	0%	0%	0%	0%	0%			Stonemont		
In/Out	-	IN	-	-	OUT	-	-	-	-	-	-	-					
Volume	0	6	0	0	2	0	0	0	0	0	0	0	0			197	55
%	0%	12%	0%	0%	12%	0%	0%	0%	0%	0%	0%	0%			Orange 15 Parcel B		
In/Out	-	IN	-	-	OUT	-	-	-	-	-	-	-					
Volume	0	12	0	0	2	0	0	0	0	0	0	0	0			103	20
Subtotal	0	56	14	15	128	0	0	0	0	44	0	47	120				
	0	283	14	15	471	0	0	0	0	44	0	47	690				

F-1

Jenkins & Project Driveway
Future Total

15 Min Period lanes	Northbound NBL	NBT	NBR	Southbound SBL	SBT	SBR	Eastbound EBL	EBT	EBR	Westbound WBL	WBT	WBR	TOTAL	ONE HOUR SUM
4:00-4:15	0	88	0	0	96	0	0	0	0	0	0	0	184	698
4:15-4:30	0	106	0	0	80	0	0	0	0	0	0	0	186	689
4:30-4:45	0	81	0	0	84	0	0	0	0	0	0	0	165	662
4:45-5:00	0	84	0	0	79	0	0	0	0	0	0	0	163	653
5:00-5:15	0	70	0	0	105	0	0	0	0	0	0	0	175	627
5:15-5:30	0	72	0	0	87	0	0	0	0	0	0	0	159	
5:30-5:45	0	83	0	0	73	0	0	0	0	0	0	0	156	
5:45-6:00	0	66	0	0	71	0	0	0	0	0	0	0	137	



PM PEAK HOUR IS FROM: 4:00PM TO 5:00PM

Volumes	0	359	0	0	339	0	0	0	0	0	0	0	698	
Season Factor	0	359	0	0	339	0	0	0	0	0	0	0	698	
Growth to 2022	0	374	0	0	353	0	0	0	0	0	0	0	726	
Growth 2022-2028	0	389	0	0	367	0	0	0	0	0	0	0	756	
In/Out	-	-	IN	IN	-	-	-	-	-	OUT	-	OUT		
Percentage	0%	0%	48%	52%	0%	0%	0%	0%	0%	48%	0%	52%		
PROJECT	0	0	47	51	0	0	0	0	0	27	0	30	155	
Total	0	389	47	51	367	0	0	0	0	27	0	30	911	

Seasonal Factor: 1
Growth Rate to 2022: 1.01
Years Grown to 2022: 4
Growth Rate 2022*: 1.01
Years Grown 2022*: 4
PHF: 0.94
Trips In: 98
Trips Out: 57

Other Projects																	
%	0%	41%	0%	0%	41%	0%	0%	0%	0%	0%	0%	0%			Whispering Oaks		
In/Out	-	IN	-	-	OUT	-	-	-	-	-	-	-					
Volume	0	71	0	0	99	0	0	0	0	0	0	0	109			172	94
%	0%	2%	0%	0%	2%	0%	0%	0%	0%	0%	0%	0%			Bent Creek		
In/Out	-	IN	-	-	OUT	-	-	-	-	-	-	-					
Volume	0	4	0	0	2	0	0	0	0	0	0	0	6			193	113
%	0%	8%	0%	0%	8%	0%	0%	0%	0%	0%	0%	0%			Wawa Kngs		
In/Out	-	IN	-	-	OUT	-	-	-	-	-	-	-					
Volume	0	5	0	0	5	0	0	0	0	0	0	0	9			57	58
%	0%	50%	0%	0%	50%	0%	0%	0%	0%	0%	0%	0%			Celebration Point		
In/Out	-	IN	-	-	OUT	-	-	-	-	-	-	-					
Volume	0	50	0	0	29	0	0	0	0	0	0	0	79			100	57
%	0%	3%	0%	0%	3%	0%	0%	0%	0%	0%	0%	0%			Stonemont		
In/Out	-	IN	-	-	OUT	-	-	-	-	-	-	-					

HCS Two-Way Stop-Control Report

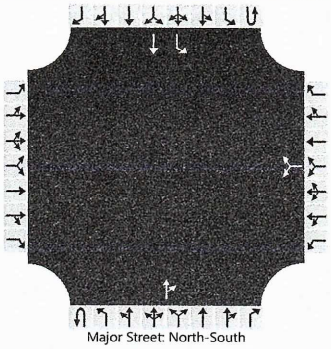
General Information

Analyst	James Kemp
Agency/Co.	O'Rourke Engineering
Date Performed	7/27/2023
Analysis Year	2026
Time Analyzed	AM Peak Hour
Intersection Orientation	North-South
Project Description	Future Total with Project

Site Information

Intersection	Jenkins Rd & Project Driveway
Jurisdiction	St. Lucie
East/West Street	Project Driveway
North/South Street	Jenkins Road
Peak Hour Factor	0.84
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	1	0	0	1	1	0
Configuration							LR					TR		L	T	
Volume (veh/h)						44		47			283	14		15	471	
Percent Heavy Vehicles (%)						3		3						3		
Proportion Time Blocked																
Percent Grade (%)						0										
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

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

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)							108							18		
Capacity, c (veh/h)							411							1200		
v/c Ratio							0.26							0.01		
95% Queue Length, Q_{95} (veh)							1.0							0.0		
Control Delay (s/veh)							16.9							8.0		
Level of Service (LOS)							C							A		
Approach Delay (s/veh)					16.9								0.2			
Approach LOS					C								A			

HCS Two-Way Stop-Control Report

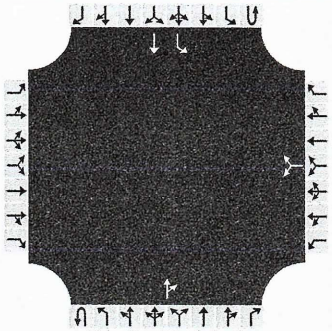
General Information

Analyst	James Kemp
Agency/Co.	O'Rourke Engineering
Date Performed	7/27/2023
Analysis Year	2026
Time Analyzed	PM Peak Hour
Intersection Orientation	North-South
Project Description	Future Total with Project

Site Information

Intersection	Jenkins Rd & Project Driveway
Jurisdiction	St. Lucie
East/West Street	Project Driveway
North/South Street	Jenkins Road
Peak Hour Factor	0.94
Analysis Time Period (hrs)	0.25

Lanes



Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	1	0	0	1	1	0
Configuration							LR					TR		L	T	
Volume (veh/h)						27		30			523	47		51	459	
Percent Heavy Vehicles (%)						3		3						3		
Proportion Time Blocked																
Percent Grade (%)						0										
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

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

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)							61							54		
Capacity, c (veh/h)							292							967		
v/c Ratio							0.21							0.06		
95% Queue Length, Q_{95} (veh)							0.8							0.2		
Control Delay (s/veh)							20.5							8.9		
Level of Service (LOS)							C							A		
Approach Delay (s/veh)					20.5								0.9			
Approach LOS					C								A			

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 Driveway[10]

Roadway Posted Speed Limit	Number of Right Turns Per Hour
45 mph or less	80 – 125[1]
Over 45 mph	35 – 55[2]
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.	
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.	
[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.

NCHRP 279 Consistency

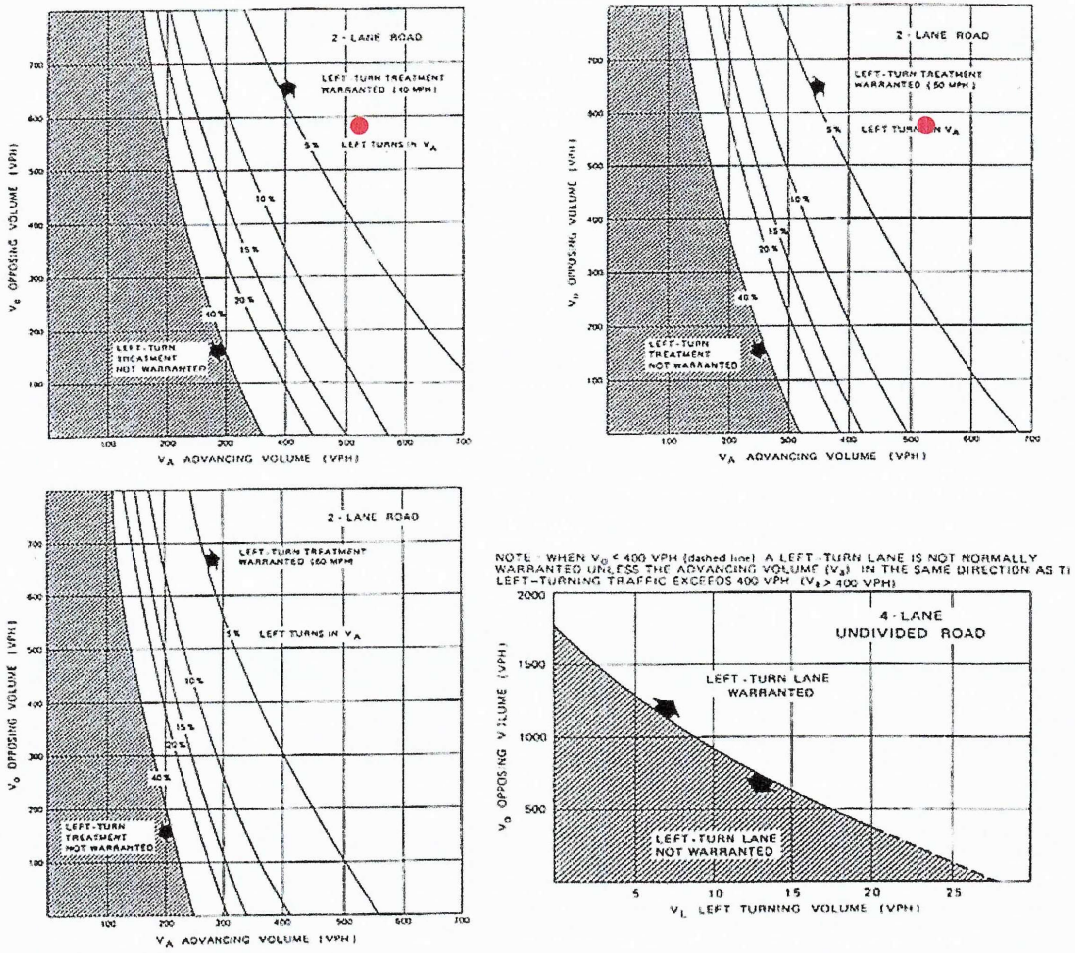


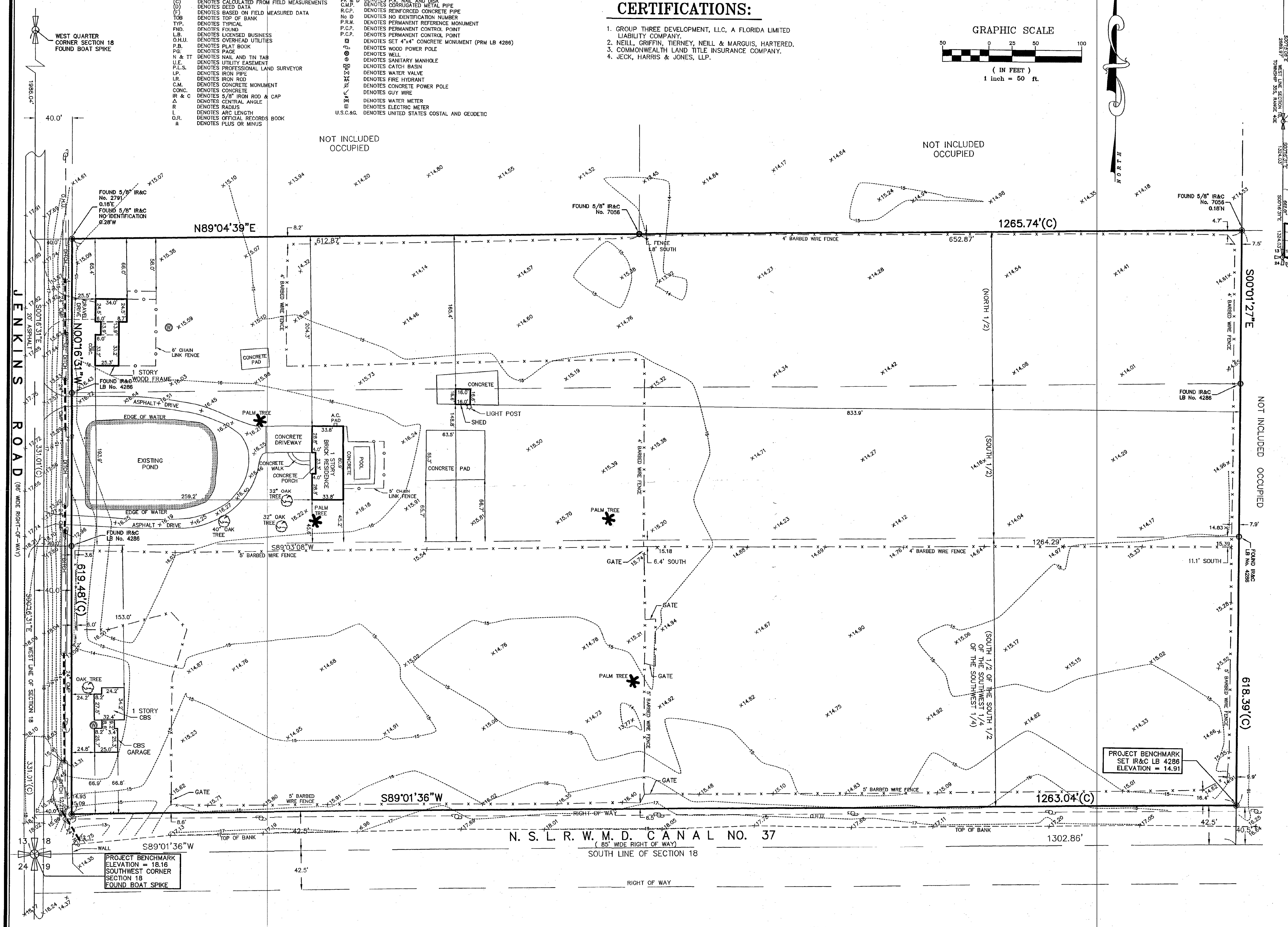
Figure 4-12. Volume warrants for left-turn lanes at unsignalized intersections. (Source: Ref. 4-7)

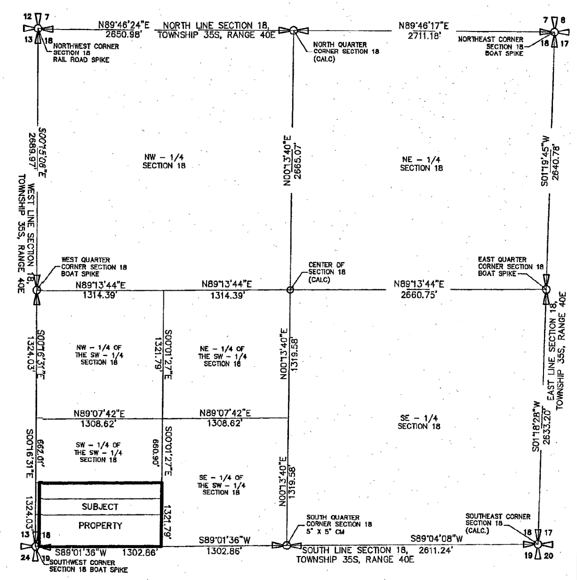
LEGEND

◉	DENOTES SET 5/8" IRON ROD & CAP LB. #4286
℄	DENOTES CENTERLINE
(P)	DENOTES PLAT DATA
(C)	DENOTES CALCULATED FROM FIELD MEASUREMENTS
(D)	DENOTES DEED DATA
(F)	DENOTES BASED ON FIELD MEASURED DATA
TOB	DENOTES TOP OF BANK
TYP.	DENOTES TYPICAL
FND.	DENOTES FOUND
L.B.	DENOTES LICENSED BUSINESS
O.H.U.	DENOTES OVERHEAD UTILITIES
P.B.	DENOTES PLAT BOOK
PG.	DENOTES PAGE
N & TT	DENOTES NAIL AND TIN TAB
U.E.	DENOTES UTILITY EASEMENT
P.L.S.	DENOTES PROFESSIONAL LAND SURVEYOR
I.P.	DENOTES IRON PIPE
I.R.	DENOTES IRON ROD
C.M.	DENOTES CONCRETE MONUMENT
CONC.	DENOTES CONCRETE
IR & C	DENOTES 5/8" IRON ROD & CAP
Δ	DENOTES CENTRAL ANGLE
R	DENOTES RADIUS
L	DENOTES ARC LENGTH
O.R.	DENOTES OFFICIAL RECORDS BOOK
±	DENOTES PLUS OR MINUS
No.	DENOTES NUMBER
R/W	DENOTES RIGHT-OF-WAY
D.B.	DENOTES DEED BOOK
PK & D	DENOTES P.K. NAIL AND DISK
C.M.P.	DENOTES CORRUGATED METAL PIPE
R.C.P.	DENOTES REINFORCED CONCRETE PIPE
No ID	DENOTES NO IDENTIFICATION NUMBER
P.R.M.	DENOTES PERMANENT REFERENCE MONUMENT
P.C.P.	DENOTES PERMANENT CONTROL POINT
P.C.P.	DENOTES PERMANENT CONTROL POINT
	DENOTES SET 4"x4" CONCRETE MONUMENT (PRM LB 4286)
	DENOTES WOOD POWER POLE
	DENOTES WELL
	DENOTES SANITARY MANHOLE
	DENOTES CATCH BASIN
	DENOTES WATER VALVE
	DENOTES FIRE HYDRANT
	DENOTES CONCRETE POWER POLE
	DENOTES GUY WIRE
	DENOTES WATER METER
	DENOTES ELECTRIC METER
U.S.C.&G.	DENOTES UNITED STATES COSTAL AND GEODETIC

CERTIFICATIONS:

1. GROUP THREE DEVELOPMENT, LLC, A FLORIDA LIMITED LIABILITY COMPANY.
2. NEILL, GRIFFIN, TIERNEY, NEILL & MARGUIS, HARTERED.
3. COMMONWEALTH LAND TITLE INSURANCE COMPANY.
4. JECK, HARRIS & JONES, LLP.





NOT TO SCALE

SECTION BREAKDOWN

NOTES:

1) NOT VALID WITHOUT THE SIGNATURE AND THE ORIGINAL RAISED SEAL OF A FLORIDA LICENSED SURVEYOR AND MAPPER.
2) LANDS SHOWN HEREON WERE NOT ABSTRACTED BY THIS OFFICE FOR RIGHT-OF-WAYS, RESERVATIONS, AGREEMENTS, AND EASEMENTS OF RECORD. SUCH INFORMATION SHOULD BE OBTAINED AND CONFIRMED BY OTHERS THROUGH APPROPRIATE TITLE VERIFICATION.
3) DESCRIPTION SHOWN HEREON PROVIDED BY THE CLIENT AND/OR THEIR AGENT.
4) UNDERGROUND FOUNDATIONS AND IMPROVEMENTS WERE NOT LOCATED.
5) THE LAST DATE OF FIELD WORK WAS DECEMBER 08, 2005.
6) BEARINGS SHOWN HEREON ARE BASED ON THE WEST LINE OF SECTION 18 WHICH BEARS N 00°16'31" WEST.
7) EXISTING POND CONTAINS 0.31 ACRES MORE OR LESS. PARCEL EXCLUDING POND CONTAINS 17.66 ACRES MORE OR LESS. TOTAL PARCEL CONTAINS 17.97 ACRES MORE OR LESS.
8) PARCEL LIES IN ZONE "X" PER F.I.R.M. 12111C017 F EFFECTIVE DATE OF AUGUST 19, 1991.
9) ELEVATIONS SHOWN HEREON ARE BASED ON D. O. T. CONCRETE MONUMENT No. I-95 - 85 - A34 WITH A PUBLISHED ELEVATION OF 46.195 FEET N.G.V.D. 1929.
10) THERE ARE NO SUBMERGED LANDS OR LINES BELOW THE MEAN HIGH WATER LINE LOCATED ON SUBJECT PROPERTY.

DESCRIPTION

BEING THE NORTH 1/2 OF THE NORTH 1/2 OF THE SOUTH 1/2 OF THE SOUTHWEST 1/4 OF THE SOUTHWEST 1/4 SECTION 18, TOWNSHIP 35 SOUTH, RANGE 40 EAST, LESS THE WEST 40 FEET FOR ROAD RIGHT OF WAY ALL LYING AND BEING IN ST. LUCIE COUNTY, FLORIDA.

TOGETHER WITH:

THE SOUTH 1/2 OF THE NORTH 1/2 OF THE SOUTH 1/2 OF THE SOUTHWEST 1/4 OF THE SOUTHWEST 1/4 SECTION 18, TOWNSHIP 35 SOUTH, RANGE 40 EAST, LESS THE WEST 40 FEET FOR ROAD RIGHT OF WAY ALL LYING AND BEING IN ST. LUCIE COUNTY, FLORIDA.

TOGETHER WITH:

ALL OF THE S 1/2 OF S 1/2 OF SW 1/4 OF SW 1/4 OF SECTION 18, TOWNSHIP 35 SOUTH, RANGE 40 EAST, EXCEPTING THEREFROM ALL RIGHTS OF WAY FOR PUBLIC ROADS AND DRAINAGE CANALS.

ADD COUNTOURS-UPDATE BOUNDARY-REVISE NAME GLL 4-11-06

MICHAEL T. OWEN, P.SM. FLORIDA CERTIFICATE NO. 5556

4-11-2006
SIGNATURE DATE

COMPUTER FILE REF.	FIELD BK./PG.
05-121.MAP2	

CULPEPPER & TERPENING, INC.
CERTIFICATION No. LB 4286

CONSULTING ENGINEERS & LAND SURVEYORS
2980 SOUTH 25th STREET
FORT PIERCE, FLORIDA 34981
(772)-464-3537

- REVISIONS -	BY	DATE
UPDATED NOTES AND RESCALE SURVEY	R.D.	3-27-06
UPDATED ACREAGE AND ADD CERTIFICATIONS	R.D.	3-13-06
UPDATED BOUNDARY SURVEY	R.D.	1-11-06
UPDATED TREE SURVEY	R.D.	1-10-06
ADD TOPOGRAPHIC SURVEY AND TREES	R.D.	12-9-05
UPDATED BOUNDARY SURVEY	R.D.	12-9-05

	BY	DATE
FIELD		
CALCS	P.K.	7-15-05
DRAWN	R.D.	8-4-05
DETAILED		
CHECKED		
APPROVED		

BOUNDARY & TOPOGRAPHIC SURVEY

PREPARED FOR:

SUMMERWIND TOWNHOMES AT FORT PIERCE

DATE: 08-04-2005
HORIZ. SCALE: 1" = 50'
VERT. SCALE: N/A
JOB No. 05-121
SHEET 1 OF 1

THE SUNRISE CITY
FORT PIERCE
PLANNING DEPARTMENT
Florida

DESIGN REVIEW

Property Information

Property address or Location: 2144, 2152, 2190 S Jenkins Rd.

Parcel ID #(s): 2418-333-0004-000-0; 2418-333-0003-000-3; 2418-333-0002-000-6; 2418-333-0001-000-9

Project description: Regatta Luxury Apartments

BGDN LLC	Leslie Olson, AICP, Principal, District Planning Group
Property Owner(s)	**Applicant/Representative, Title, Company**
1820 Avenue K	130 S Indian River Drive Ste 202
Street Address	Street Address
Brooklyn NY 11230	Fort Pierce FL 34950
City State Zip	City State Zip
(917) 208-8343	772.742.8649
Phone Number	Phone Number
Murray@parkstoneproperties.com	leslie@districtplanninggroup.com
Email Address	Email Address

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

DocuSigned by:
Murray Puderbeutel
21722EFB34C7492...
Property Owner(s) Signature(s)

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

Design Review Application Checklist
(City Code of Ordinances 125-314)

Submittal for Administrative Approval

a. A survey (1" = 30' minimum scale) of property lines, existing topography and the location of trees meeting the tree protection regulations of section 123-66, location of bordering streets and, if applicable, wetlands and beaches.
b. A site analysis study to include a discussion of specimen trees and other natural vegetation, access, significant topography, wetlands, buffers, setbacks, views, orientation, the surrounding built environment, and other site features that may influence design elements.
c. A draft written narrative describing the design intent of the project, its goals, and objectives and how it reflects the site analysis study results.
d. Context photographs of neighboring uses and architectural styles.
e. Photographs and/or drawings of architectural buildings or objects that serve as a precedent for the proposed building design. Models should be taken from local exemplary buildings, either existing or demolished. Documentation of such buildings is available in the city's planning department.
f. Photographs of all existing structures located on the property. If existing structures on the property are more than fifty (50) years of age, documentation of these structures with data from the Florida Master Site File form is also required.
g. Conceptual site plan (to scale) showing proposed location of all buildings, structures, parking areas, signs and landscaping.
h. Landscape plan, at the same scale as the site plan. The planning director or designee may request enlarged plans of detailed planting areas. Planting schedule with sizes of proposed plantings must be included.
i. Accurate color rendering of proposed signs showing dimensions, type of lettering, materials and actual color samples that demonstrates cohesiveness with the project design.
j. Exterior elevations showing architectural character, external architectural features, and streetscape of the proposed development, including materials, colors, shadow lines and landscaping. The street elevation shall encompass the entire proposed project and generally identify the major elements of the adjacent two (2) properties on either side of the site. If the adjacent properties are vacant or underutilized, a diagram shall be provided that identifies the mass and form that is allowable under current zoning. If the street elevation must be drawn at such a scale as to render architectural details of the building unreadable, drawings of individual buildings at a larger scale should be provided as well.
k. Design review concurrent with conceptual development plan procedure according to subsection 125-313 is also available.

Submittal for Board Approval

a. A written narrative describing how the project conforms to administrative approval and design review guidelines of this section.
b. A final site plan meeting the requirements of section 125-313.
c. A final site lighting plan that meets the requirements of subsection 125-313(d)(8).
d. A final landscape plan that meets the requirements of articles II and III of chapter 123.
e. Final floor plans and elevation drawings (1/8" = 1'-0" minimum scale), as detailed under administrative approval, showing exterior building materials and colors with architectural sections and details to adequately describe the project.
f. A color board (11"x17" maximum) containing actual color samples of all exterior finishes, keyed to the elevations, and indicating the manufacturer's name and color designation.

THE SUNRISE CITY
FORT PIERCE
PLANNING DEPARTMENT
Florida

CONCURRENCY
CAPACITY ANALYSIS

I. Site Data:

	Existing Use	Future Land Use	Zoning
North	Vacant/Approved Multifamily	RH Residential High	R-5 High Density Residential Zone
South	K-8 Public School	RH Residential High	R-5 High Density Residential Zone
East	Vacant/Approved Multifamily	RH Residential High	R-5 High Density Residential Zone
West	Camping World RV Sales	GC General Commercial	C-3 General Commercial Zone

	Future Land Use	Zoning Classification	Maximum Intensity Residential: Dwelling Units per Acre Other: Square Footage	Total Acreage	Flood Zone
Current	RH Residential High	R-5 High Density Residential Zone	324 units	18	X
****Proposed**	RH Residential High	R-5 High Density Residential Zone	312 units	18	N/A

II. Public Facilities Information:

A. Potable Water:	
Average Use	Residential: 100 gallons per day per person (du x 2.6= persons x 100 gpd = demand) Other: 0.125 gallons per day per square foot
Demand Analysis	Maximum 82,240
Current Zoning/FLU	Total gallons per day 82,240
**Proposed Zoning/FLU	Total gallons per day 81,120
**Change in Demand	Total gallons per day -1,120

B. Wastewater:	
Average Use	Residential: 100 gallons per day per person (du x 2.6= persons x 100 gpd = demand) Other: 0.1 gallons per day per square foot
Demand Analysis	Maximum 82,240
Current Zoning/FLU	Total gallons per day 82,240
**Proposed Zoning/FLU	Total gallons per day 81,120
**Change in Demand	Total gallons per day -1,120

C. Parks and Recreation (Residential Classifications Only): 45,038: proposed
(Du x 2.6 = persons + 44,227 = population /LOS)

Park Type	LOS	Existing Population Park Demand	Proposed Population Park Demand	Change in Demand
Regional	20 acres per 1,000 people		45,038/1,000*20	
Urban District	5 acres per 1,000 people		45,038/1,000*5	
Community	2.5 acres per 1,000 people		45,038/1,000*2.5	
Neighborhood	1.36 acres per 1,000 people		45,038/1,000*1.36	

D. Public Schools (Residential Classifications Only):
Single Family: (du x 0.405 = students/70% K-8/30% High)
Multi-family: (du x 0.207 = students/70% K-8/30% High) 67 Current/65 Proposed

	K-8	High
School Name		
City		
Distance		
Current Zoning/FLU Enrollment Demand	47	20
****Proposed Zoning/FLU Enrollment Demand**	45	20
****Change in Demand**		

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

Demand Analysis	Maximum
Current Zoning/FLU	44 Yds
****Proposed Zoning/FLU**	
***Change in Demand**	

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

Impact	Stormwater capacity will meet all state and local requirements

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

G. Transportation Analysis: Complete ITE Trip Generation Data Form Most recent ITE Code for use; HCM Roadway Capacity		
	AADT	**AM/PM Peak Hour Trips**
Demand Analysis	Maximum	Maximum
Current Zoning/FLU	2,075 project projection	120/155 project projection
****Proposed Zoning/FLU**		
***Change in Demand**	Trips	Trips
Impact to Capacity		

IV. Project Description

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

RESIDENTIAL DATA					
Type	**Phase**	**Number of Units**	**Acres**	**Expected beginning date**	**Expected completion date**
Single-family, detached					
Single-family, attached					
Multi-family					
Other (specify)					

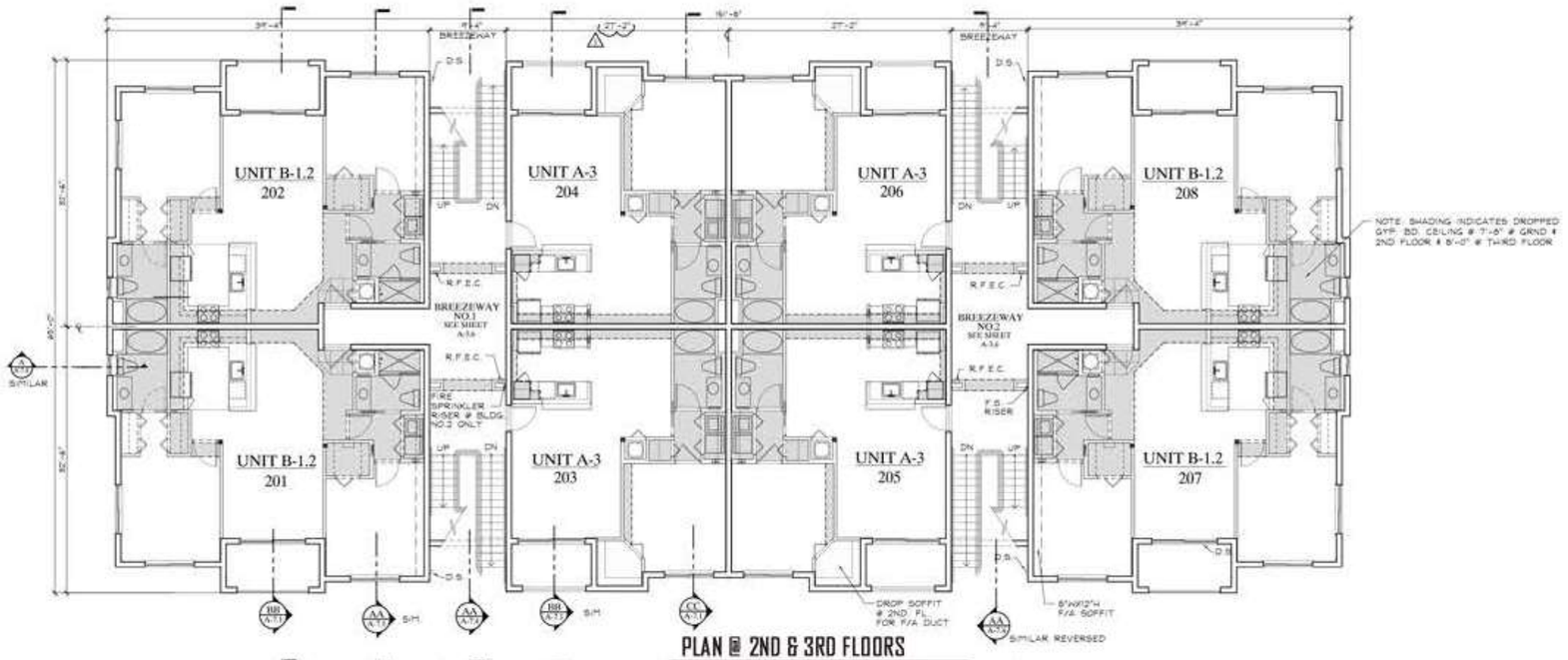
NON-RESIDENTIAL DATA					
Type(s) specify	**Phase**	**Square footage**	**Acres**	**Expecting beginning date**	**Expected completion date**

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

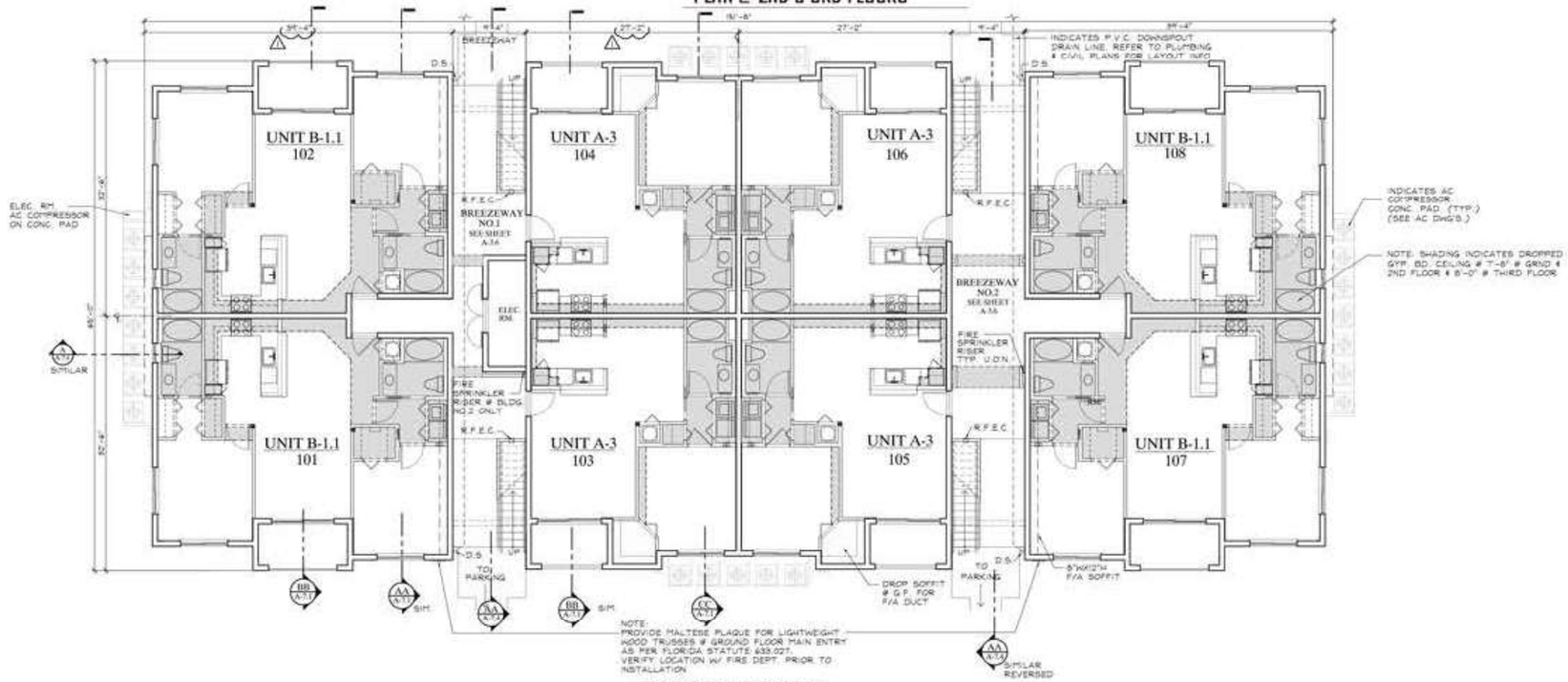
B. 1. Does this application involve demolition or re-use of any structure(s)? ☐ Yes ☑ No
If yes, what is the size of the structure(s) to be demolished or re-used? _____
2. What is the current use of the structure to be demolished or re-used? _____
3. Are you claiming trip credits for the demolition or re-use of a structure(s) at the site? ☐ Yes ☑ No
If yes, provide estimates of credits for each previous use at the site. (Attach sheet with calculations)

C. Exemptions Requested:

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



PLAN @ 2ND & 3RD FLOORS



PLAN @ GROUND FLOOR

General Notes

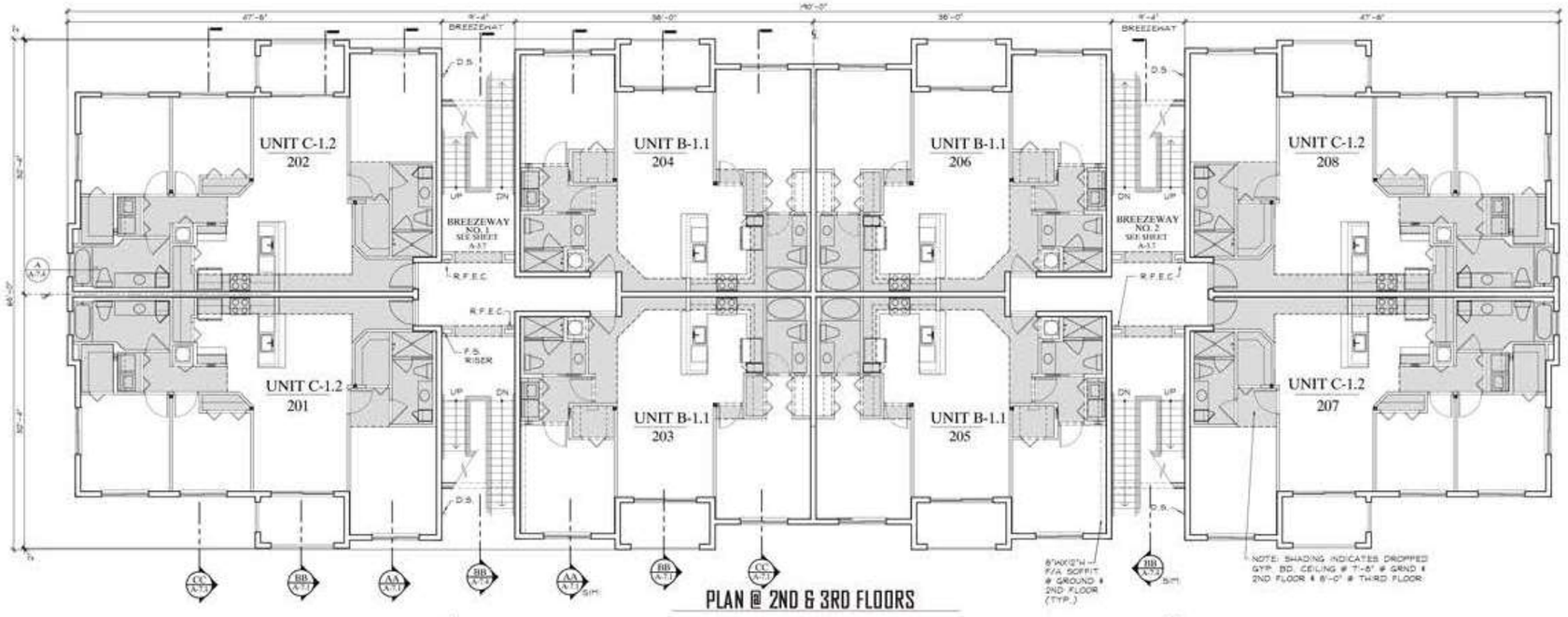
TYPE A BUILDING - FLOORPLAN

No.	Revision/Issue	Date

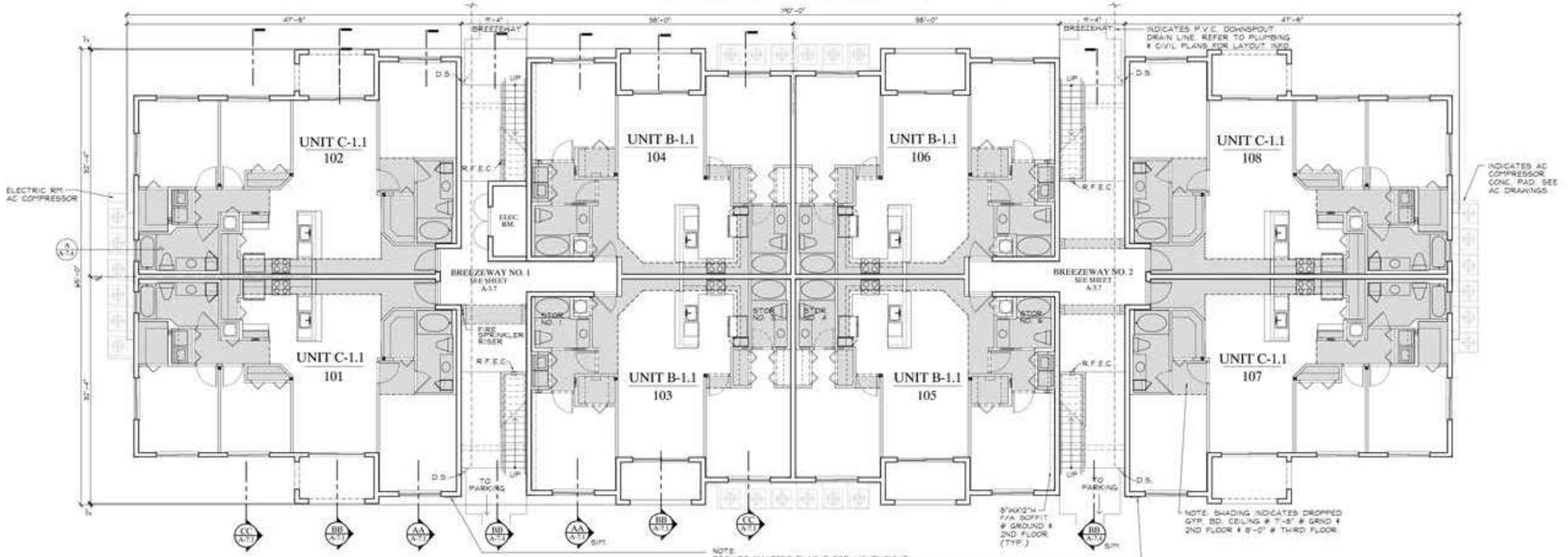
Firm Name and Address

Project Name and Address
Regatta
2190 S Jenkins Rd
Fort Pierce FL 34947

Project: Regatta	Sheet: 01
Date: 8-15-23	
Scale: As Noted	



PLAN @ 2ND & 3RD FLOORS



PLAN @ GROUND FLOOR

General Notes

TYPE B BUILDING - FLOORPLAN

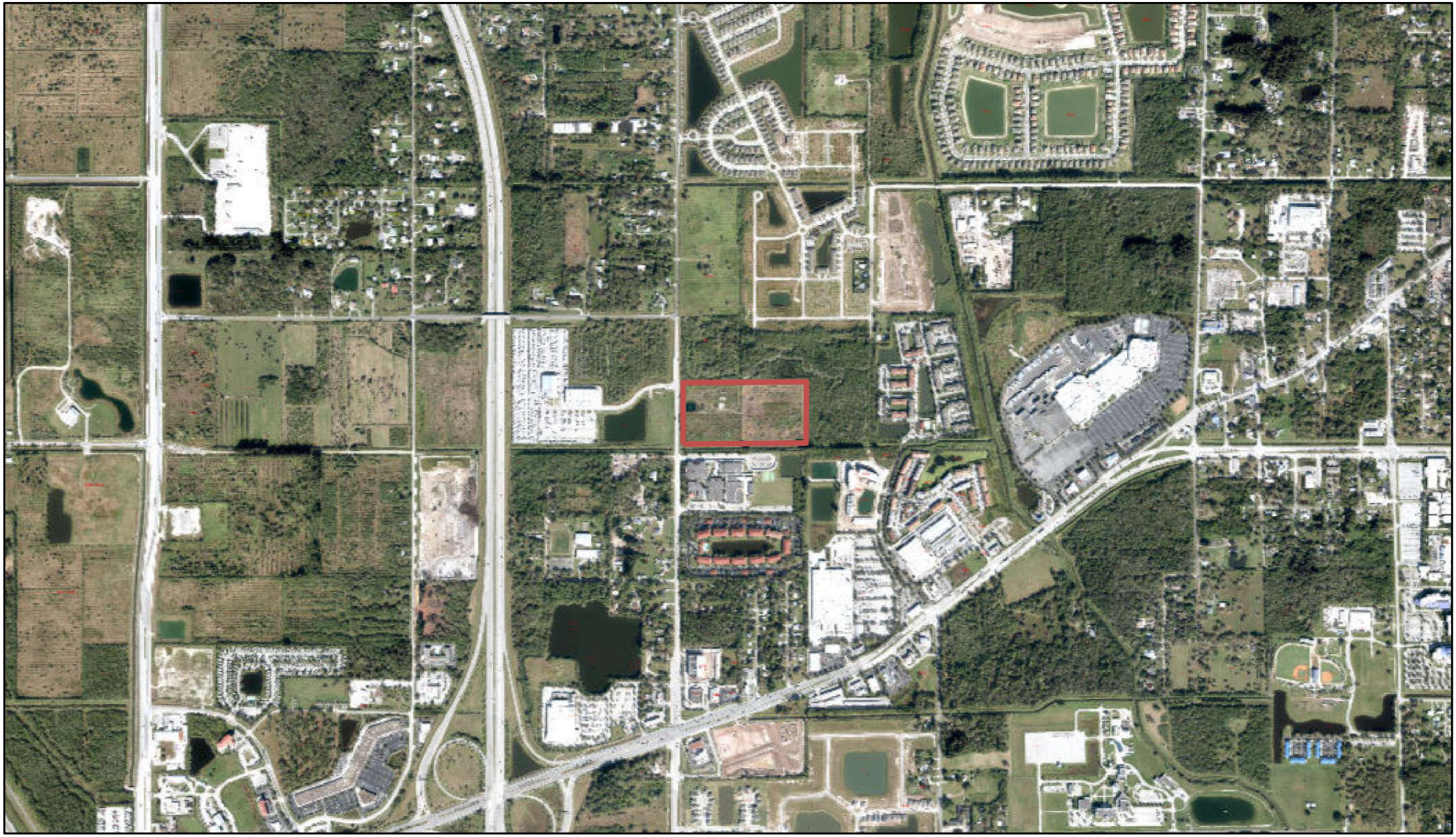
No.	Revision/Issue	Date

Firm Name and Address

Project Name and Address
Regatta
2190 S Jenkins Rd
Fort Pierce FL 34947

Project: Regatta	Sheet: 02
Date: 8-15-23	
Scale: As Noted	

Location Map



7/4/2023, 7:21:59 PM

Image

Red: Band_1

Green: Band_2

Blue: Band_3

Override 1

1:18,056

0 0.13 0.25 0.5 mi

0 0.2 0.4 0.8 km

Sources: Esri, HERE, Garmin, FAO, NOAA, USGS, © OpenStreetMap contributors, and the GIS User Community

Esri Community Maps Contributors, FDEP, Esri, HERE, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, EPA, NPS, US Census Bureau, USDA | St. Lucie County Property Appraiser's Office | GPI Geospatial, Inc. | Sanborn, FDOR | U.S. Fish and Wildlife Service, Coastal Barrier

IN THE CIRCUIT COURT, 19th JUDICIAL CIRCUIT, IN AND FOR ST. LUCIE, COUNTY, FLORIDA

CASE NO.: 07-CA-002997
DIVISION: Bryan

BDGN, LLC,
a New York limited liability company,

Plaintiff,

vs.

GROUP THREE DEVELOPMENT, LLC,
a Florida limited liability company;
KEVIN McCOY, an individual;
LISA McCOY, an individual;
KEITH McCOY, an individual;
CARLA McCOY, an individual; and
JOHN S. McCOY, an individual;

Defendants.
_____/

This Amended Certificate of Title is being filed to correct scrivener's error in Legal Description and Plaintiff's name which was incorrectly referenced in that certain Certificate of Title filed on May 19, 2011 in OR Book 3295, page 459 in the Public Records of St. Lucie County, Florida.

AMENDED CERTIFICATE OF TITLE

Original recorded in OR Book 3295 PG 459

The undersigned Clerk of the Court certifies that he executed and filed a Certificate of Sale in this action on May 10, 2011 for the property described herein and that no objections to the sale have been filed within the time allowed for filing objections. The following parcels in St. Lucie County, Florida:

I. **The North ½ of the North ½ of the South ½ of the Southwest ¼ of the Southwest ¼ of Section 18, Township 35 South, Range 40 East, less the West 60 feet for road right of way purposes, all lying in St. Lucie County, Florida.**

(Folio #2418-333-0001-000/9)
a/k/a 2144 South Jenkins Road, Ft. Pierce, Florida

II. **The South ½ of the North ½ of the South ½ of the Southwest ¼ of the Southwest ¼ of Section 18, Township 35 South, Range 40 East, St. Lucie County, Florida. Less the West 60 feet thereof.**

(Folio #2418-333-0002-000/6)
a/k/a 2152 South Jenkins Road, Ft. Pierce, Florida

III. **Parcel 1:**
From the Southwest corner of Section 18, Township 35 South, Range 40 East, run Northerly along the West line of said Section 104.83 feet to a point of beginning; from said point of beginning continue Northerly along said section line a distance of 132 feet to a point; thence with an angle of 90°run East 25 feet to a pipe; thence continue East 100 feet to a pipe; thence at 90° run South 132 feet to a pipe; thence at 90° run Westerly 100 feet to a stove bolt in Drive; thence continue Westerly 25 feet to a point of beginning; excepting therefrom all rights of way for public roads. Said land lying in and being a part of St. Lucie County, Florida.

(Folio #2418-333-0003-000/3)

Parcel 2:
All of the South ½ of the South ½ of Southwest ¼ of the Southwest ¼ of Section 18, Township 35 South, Range 40 East, excepting therefrom all rights of way for public roads and drainage canals, and also, less and excepting that part thereof particularly described as follows: From the Southwest corner of said section, township and range run Northerly along the West line of said Section 104.83 feet to a point of beginning; from said point of beginning continue Northerly along said section line a distance of 132 feet to a point; thence with an angle of 90° run East 25 feet to a pipe; thence continue East 100 feet to a pipe; thence at 90° run South 132 feet to a pipe; thence at 90° run Westerly 100 feet to a stove bolt in Drive; thence continue Westerly 25 feet to a point of beginning.

(Folio #2418-333-0004-000/0)

were sold to the Plaintiff, BGDN, LLC, whose address is c/o Jonathan S. Feldman, Esq., 200 South Biscayne Boulevard, Suite 3000, Miami, Florida 33131.

WITNESS MY HAND AND THE SEAL OF THIS COURT on August 19, 2011.

Joseph E. Smith
Clerk of the Circuit Court

By: _____
As Deputy Clerk

Firm Clients/5197/5197-1/00923968.DOCX.

Property Identification

Site Address: 2144 S JENKINS RD
Sec/Town/Range: 18/35S/40E
Parcel ID: 2418-333-0001-000-9
Jurisdiction: Fort Pierce

Use Type: 0000
Account #: 27286
Map ID: 24/18S
Zoning: Medium Den

Ownership

BGDN LLC
1820 Avenue K
Brooklyn, NY 11230

Legal Description

18 35 40 N 1/2 OF N 1/2 OF S 1/2 OF SW 1/4 OF SW 1/4-LESS W 60 FT FOR RD R/W- (4.73 AC) (OR 3295-459: 3320-2396)

Current Values

Just/Market Value:	$338,200
Assessed Value:	$117,276
Exemptions:	$0
Taxable Value:	$117,276

Property taxes are subject to change upon change of ownership.

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

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

Total Areas

Finished/Under Air (SF):	0
Gross Sketched Area (SF):	0
Land Size (acres):	4.73
Land Size (SF):	206,039

Building Design Wind Speed

Occupancy Category	I	II	III
Speed	140	150	160

Sources/links:

Sale History

Date	Book/Page	Sale Code	Deed	Grantor	Price
Aug 19, 2011	3320 / 2396	0311	CertTtle	BDGN LLC	$0
May 16, 2011	3295 / 0459	0311	CertTtle	Group Three Development LLC	$100,000
Sep 5, 2006	2678 / 1940	XX02	WD	Holtkamp Rose M	$850,000
Sep 1, 1985	0478 / 2489	XX01	CV		$0

Building Information (1 of 1)

Finished Area: 0 SF

Gross Sketched Area: 0 SF

Exterior Data

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

Interior Data

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

Sketch Area Legend

Sub Area Description Area Fin. Area Perimeter

Special Features and Yard Items

Type	Qty	Units	Year Blt

Current Year Values

Current Values Breakdown

Building:	$0
Land:	$338,200
Just/Market:	$338,200
Ag Credit:	$0
Save Our Homes or 10% Cap:	$220,924
Assessed:	$117,276
Exemption(s):	$0
Taxable:	$117,276

Current Year Exemption Value Breakdown

Tax Year	Grant Year	Code	Description	Amount

Current Year Special Assessment Breakdown

Start Year	AssessCode	Units	Description	Amount
2009	0041	1	Fort Pierce Stormwater Charge	$69.00
2013	0054	4.73	North St. Lucie Water Management District	$108.79

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

Historical Values

Year	Just/Market	Assessed	Exemptions	Taxable
2022	$338,200	$117,276	$0	$117,276
2021	$233,700	$106,615	$0	$106,615
2020	$147,600	$96,923	$0	$96,923

Permits

Number	Issue Date	Description	Amount	Fee
BP09-1494	Sep 15, 2009	Demolition	$0	$130

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

Property Identification

Site Address: 2152 S JENKINS RD
Sec/Town/Range: 18/35S/40E
Parcel ID: 2418-333-0002-000-6
Jurisdiction: Fort Pierce

Use Type: 0000
Account #: 27287
Map ID: 24/18S
Zoning: Medium Den

Ownership

BGDN LLC
1820 Avenue K
Brooklyn, NY 11230

Legal Description

18 35 40 S 1/2 OF N 1/2 OF S 1/2 OF SW 1/4 OF SW 1/4-LESS W 60 FT FOR RD R/W- (4.73 AC)(OR 3295-459: 3320-2396)

Current Values

Just/Market Value:	$338,200
Assessed Value:	$117,276
Exemptions:	$0
Taxable Value:	$117,276

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

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

Total Areas

Finished/Under Air (SF):	0
Gross Sketched Area (SF):	0
Land Size (acres):	4.73
Land Size (SF):	206,039

Building Design Wind Speed

Occupancy Category	I	II	III
Speed	140	150	160

Sources/links:

Sale History

Date	Book/Page	Sale Code	Deed	Grantor	Price
Aug 19, 2011	3320 / 2396	0311	CertTtle	BDGN LLC	$0
May 16, 2011	3295 / 0459	0311	CertTtle	Group Three Development LLC	$100,000
Aug 22, 2006	2645 / 1725	XX00	WD	Marcelin Claudine	$825,000
Sep 30, 1999	1254 / 2673	XX00	WD	Zimmer Norman H	$154,857
Apr 15, 1996	1010 / 0614	XX00	WD	Baumker Jr Andrew J	$117,200
Mar 30, 1989	0639 / 1633	XX01	QC	Katherine E Baumker	$50,000
Feb 1, 1977	0263 / 2600	XX01	CV		$0

Building Information (1 of 1)

Finished Area: 0 SF

Gross Sketched Area: 0 SF

Exterior Data

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

Interior Data

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

Sketch Area Legend

Sub Area Description Area Fin. Area Perimeter

Special Features and Yard Items

Type	Qty	Units	Year Blt

Current Year Values

Current Values Breakdown

Building:	$0
Land:	$338,200
Just/Market:	$338,200
Ag Credit:	$0
Save Our Homes or 10% Cap:	$220,924
Assessed:	$117,276
Exemption(s):	$0
Taxable:	$117,276

Current Year Exemption Value Breakdown

Tax Year	Grant Year	Code	Description	Amount

Current Year Special Assessment Breakdown

Start Year	AssessCode	Units	Description	Amount
2009	0041	1	Fort Pierce Stormwater Charge	$69.00
2013	0054	4.73	North St. Lucie Water Management District	$108.79

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

Historical Values

Year	Just/Market	Assessed	Exemptions	Taxable
2022	$338,200	$117,276	$0	$117,276
2021	$233,700	$106,615	$0	$106,615
2020	$147,600	$96,923	$0	$96,923

Permits

Number	Issue Date	Description	Amount	Fee
BP09-2393	Dec 21, 2009	Demolition	$0	$275

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

Property Identification

Site Address: S JENKINS RD
Sec/Town/Range: 18/35S/40E
Parcel ID: 2418-333-0003-000-3
Jurisdiction: Fort Pierce

Use Type: 0000
Account #: 27288
Map ID: 24/18S
Zoning: Medium Den

Ownership

BGDN LLC
1820 Avenue K
Brooklyn, NY 11230

Legal Description

18 35 40 S 1/2 OF S 1/2 OF SW 1/4 OF SW 1/4-LESS W 60 FT FOR RD R/W AND LESS N 132 FT OF S 194.33 FT OF W 85 FT- (8.15 AC)(OR 3295-459: 3320-2396)

Current Values

Just/Market Value:	$483,900
Assessed Value:	$202,133
Exemptions:	$0
Taxable Value:	$202,133

Property taxes are subject to change upon change of ownership.

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

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

Total Areas

Finished/Under Air (SF):	0
Gross Sketched Area (SF):	0
Land Size (acres):	8.15
Land Size (SF):	355,014

Building Design Wind Speed

Occupancy Category	I	II	III
Speed	140	150	160

Sources/links:

Sale History

Date	Book/Page	Sale Code	Deed	Grantor	Price
Aug 19, 2011	3320 / 2396	0311	CertTtle	BDGN LLC	$0
May 16, 2011	3295 / 0457	0311	CertTtle	Group Three Development LLC	$100,000
Aug 1, 2006	2678 / 1763	XX02	WD	Nelson-York Patsy	$863,000
Dec 1, 1986	0525 / 0663	XX01	CV		$0
Jun 1, 1978	0288 / 2611	XX01	CV		$0

Building Information (1 of 1)

Finished Area: 0 SF

Gross Sketched Area: 0 SF

Exterior Data

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

Interior Data

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

Sketch Area Legend

Sub Area	Description	Area	Fin. Area	Perimeter

Special Features and Yard Items

Type	Qty	Units	Year Blt

Current Year Values

Current Values Breakdown

Building:	$0
Land:	$483,900
Just/Market:	$483,900
Ag Credit:	$0
Save Our Homes or 10% Cap:	$281,767
Assessed:	$202,133
Exemption(s):	$0
Taxable:	$202,133

Current Year Exemption Value Breakdown

Tax Year	Grant Year	Code	Description	Amount

Current Year Special Assessment Breakdown

Start Year	AssessCode	Units	Description	Amount
2009	0041	12.6	Fort Pierce Stormwater Charge	$869.40
2013	0054	8.15	North St. Lucie Water Management District	$187.45

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

Historical Values

Year	Just/Market	Assessed	Exemptions	Taxable
2022	$483,900	$202,133	$0	$202,133
2021	$334,300	$183,758	$0	$183,758
2020	$206,100	$167,053	$0	$167,053

Permits

Number	Issue Date	Description	Amount	Fee

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

Property Identification

Site Address: 2190 S Jenkins RD
Sec/Town/Range: 18/35S/40E
Parcel ID: 2418-333-0004-000-0
Jurisdiction: Fort Pierce

Use Type: 0000
Account #: 135903
Map ID: 24/18S
Zoning: Medium Den

Ownership

BGDN LLC
1820 Avenue K
Brooklyn, NY 11230

Legal Description

18 35 40 FROM SW COR OF SD SEC RUN NLY ALG W LI OF SD SEC 104.68 FT TO POB,TH CONT NLY ALG SD W LI 132 FT,TH E 125 FT,TH S 132 FT,TH WLY 125 FT-LESS 60 FT FOR RD R/W (0.20 AC)(OR 3295-459: 3320-2396)

Current Values

Just/Market Value:	$21,000
Assessed Value:	$7,085
Exemptions:	$0
Taxable Value:	$7,085

Property taxes are subject to change upon change of ownership.

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

Total Areas

Finished/Under Air (SF):	0
Gross Sketched Area (SF):	0
Land Size (acres):	0.2
Land Size (SF):	8,580

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

Building Design Wind Speed

Occupancy Category	I	II	III
Speed	140	150	160

Sources/links:

Sale History

Date	Book/Page	Sale Code	Deed	Grantor	Price
Aug 19, 2011	3320 / 2396	0311	CertTtle	BDGN LLC	$0
May 16, 2011	3295 / 0459	0311	CertTtle	Group Three Development LLC	$100,000
Aug 1, 2006	2678 / 1763	XX02	WD	Nelson-York Patsy	$863,000
Jan 7, 1994	0879 / 0276	XX01	WD	Nelson Patsy	$100

Building Information (1 of 1)

Finished Area: 0 SF

Gross Sketched Area: 0 SF

Exterior Data

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

Interior Data

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

Sketch Area Legend

Sub Area Description Area Fin. Area Perimeter

Special Features and Yard Items

Type	Qty	Units	Year Blt

Current Year Values

Current Values Breakdown

Building:	$0
Land:	$21,000
Just/Market:	$21,000
Ag Credit:	$0
Save Our Homes or 10% Cap:	$13,915
Assessed:	$7,085
Exemption(s):	$0
Taxable:	$7,085

Current Year Exemption Value Breakdown

Tax Year	Grant Year	Code	Description	Amount

Current Year Special Assessment Breakdown

Start Year	AssessCode	Units	Description	Amount
2009	0041	1	Fort Pierce Stormwater Charge	$69.00
2013	0054	0.19697	North St. Lucie Water Management District	$25.00

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

Historical Values

Year	Just/Market	Assessed	Exemptions	Taxable
2022	$21,000	$7,085	$0	$7,085
2021	$10,500	$6,441	$0	$6,441
2020	$10,500	$5,856	$0	$5,856

Permits

Number	Issue Date	Description	Amount	Fee
BP09-1495	Sep 15, 2009	Demolition	$0	$130

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