



**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-C  
 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  
 Property Owner(s)  
1820 Avenue K  
 Street Address  
Brooklyn NY 11230  
 City State Zip  
(917) 208-8343  
 Phone Number  
Murray@parkstoneproperties.com  
 Email Address

Leslie Olson, AICP, Principal, District f  
 Applicant/Representative, Title, Company  
130 S Indian River Drive Ste 202  
 Street Address  
Fort Pierce FL 34950  
 City State Zip  
772.742.8649  
 Phone Number  
leslie@districtplanninggroup.com  
 Email Address

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

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

**APPOINTMENTS ARE REQUIRED FOR APPLICATION SUBMITTALS**  
 CALL 772.467.3737 OR E-MAIL [PLANNING\\_DL@CITYOFFORTPIERCE.COM](mailto:PLANNING_DL@CITYOFFORTPIERCE.COM)  
 For more information, please refer to the website:  
<https://www.cityoffortpiece.com/971/Application-Submittal-for-Technical-Rev>

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)



THE SUNRISE CITY  
**FORT PIERCE**  
PLANNING DEPARTMENT  
*Florida*



**DESIGN REVIEW**

**Property Information**

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Parcel ID #(s) 2418-333-0004-000-0; 2418-333-0003-000-3; 2418-333-0002-000-6; 2418-333-0001-000-9  
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## **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.



## CONCURRENCY CAPACITY ANALYSIS

### I. Site Data:

|              | Existing Use                | Future Land Use       | Zoning                            |
|--------------|-----------------------------|-----------------------|-----------------------------------|
| <b>North</b> | Vacant/Approved Multifamily | RH Residential High   | R-5 High Density Residential Zone |
| <b>South</b> | K-8 Public School           | RH Residential High   | R-5 High Density Residential Zone |
| <b>East</b>  | Vacant/Approved Multifamily | RH Residential High   | R-5 High Density Residential Zone |
| <b>West</b>  | Camping World RV Sales      | GC General Commercial | C-3 General Commercial Zone       |

|                   | Future Land Use     | Zoning Classification             | Maximum Intensity<br>Residential: Dwelling Units per Acre<br>Other: Square Footage | Total Acreage | Flood Zone |
|-------------------|---------------------|-----------------------------------|------------------------------------------------------------------------------------|---------------|------------|
| <b>Current</b>    | RH Residential High | R-5 High Density Residential Zone | <b>324 units</b>                                                                   | <b>18</b>     | <b>X</b>   |
| <b>**Proposed</b> | RH Residential High | R-5 High Density Residential Zone | <b>312 units</b>                                                                   | <b>18</b>     | N/A        |

### II. Public Facilities Information:

| <b>A. Potable Water:</b> |                                                                                                                                    |
|--------------------------|------------------------------------------------------------------------------------------------------------------------------------|
| Average Use              | Residential: 100 gallons per day per person (du x 2.6= persons x 100 gpd = demand)<br>Other: 0.125 gallons per day per square foot |
| Demand Analysis          | Maximum 82,240                                                                                                                     |
| Current Zoning/FLU       | Total gallons per day 82,240                                                                                                       |
| **Proposed Zoning/FLU    | Total gallons per day <b>81,120</b>                                                                                                |
| **Change in Demand       | Total gallons per day -1,120                                                                                                       |

|                       |                                                                                                                                  |
|-----------------------|----------------------------------------------------------------------------------------------------------------------------------|
| <b>B. Wastewater:</b> |                                                                                                                                  |
| Average Use           | Residential: 100 gallons per day per person (du x 2.6= persons x 100 gpd = demand)<br>Other: 0.1 gallons per day per square foot |
| Demand Analysis       | Maximum 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>C. Parks and Recreation (Residential Classifications Only):</b> 45,038: proposed<br>(Du x 2.6 = persons + 44,227 = population /LOS) |                             |                                 |                                 |                  |
|----------------------------------------------------------------------------------------------------------------------------------------|-----------------------------|---------------------------------|---------------------------------|------------------|
| Park Type                                                                                                                              | LOS                         | Existing Population Park Demand | Proposed Population Park Demand | Change in Demand |
| Regional                                                                                                                               | 20 acres per 1,000 people   |                                 | 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               |                  |

|                                                                                                                                                                                                          |            |             |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------|-------------|
| <b>D. Public Schools (Residential Classifications Only):</b><br>Single Family: (du x 0.405 = students/70% K-8/30% High)<br>Multi-family: (du x 0.207 = students/70% K-8/30% High) 67 Current/65 Proposed |            |             |
|                                                                                                                                                                                                          | <b>K-8</b> | <b>High</b> |
| School Name                                                                                                                                                                                              |            |             |
| City                                                                                                                                                                                                     |            |             |
| Distance                                                                                                                                                                                                 |            |             |
| Current Zoning/FLU Enrollment Demand                                                                                                                                                                     | 47         | 20          |
| **Proposed Zoning/FLU Enrollment Demand                                                                                                                                                                  | 45         | 20          |
| **Change in Demand                                                                                                                                                                                       |            |             |

|                                                                                                                                     |         |
|-------------------------------------------------------------------------------------------------------------------------------------|---------|
| <b>E. Solid Waste: Residential</b> (2 yard serves 15 units, 4 yard serves 30 units, 6 yard serves 45 units, 8 yard serves 60 units) |         |
| Demand Analysis                                                                                                                     | Maximum |
| Current Zoning/FLU                                                                                                                  | 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)



| 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

# Location Map



7/4/2023, 7:21:59 PM

Image



Red: Band\_1



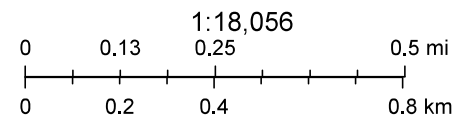
Green: Band\_2



Blue: Band\_3



Override 1



Sources: Esri, HERE, Garmin, FAO, NOAA, USGS, © OpenStreetMap contributors, and the GIS User Community

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.

2011 AUG 19 PM 12:48  
ST. LUCIE COUNTY  
CLERK OF CIRCUIT COURT

*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 1/2 of the North 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, 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.

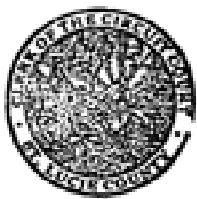
(Folio #2418-333-0003-000/3)

Parcel 2:  
All of the South 1/2 of the South 1/2 of 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, 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

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

**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.

**Total Areas**

Finished/Under Air (SF): 0  
 Gross Sketched Area (SF): 0  
 Land Size (acres): 4.73  
 Land Size (SF): 206,039

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      | CertTitle | BDGN LLC                    | \$0       |
| May 16, 2011 | 3295 / 0459 | 0311      | CertTitle | 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%   |



Image  
or  
Sketch  
unavailable  
for display

**Sketch Area Legend**

Sub Area Description Area Fin. Area Perimeter

**Special Features and Yard Items**

Type Qty Units Year Blt

**Current Year Values**

| Current Values Breakdown   |           | Current Year Exemption Value Breakdown |            |      |             |        |
|----------------------------|-----------|----------------------------------------|------------|------|-------------|--------|
|                            |           | Tax Year                               | Grant Year | Code | Description | Amount |
| 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 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 Assessments that could be charged against this property. The total amount charged for special assessments is reflected on the most current tax statement and information is available with the SLC Tax Collector's Office [\[?\]](#).

**Historical Values**

| Year | Just/Market | Assessed  | Exemptions | Taxable   |
|------|-------------|-----------|------------|-----------|
| 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

All information is believed to be correct at this time, but is subject to change and is provided without any warranty.  
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Michelle Franklin, CFA -- Saint Lucie County Property Appraiser -- All rights reserved.

**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  
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Sources/links:

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| May 16, 2011 | 3295 / 0459 | 0311      | CertTitle | 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**

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



Image  
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for display

**Sketch Area Legend**

Sub Area Description Area Fin. Area Perimeter

**Special Features and Yard Items**

Type Qty Units Year Blt

**Current Year Values**

| Current Values Breakdown   |           | Current Year Exemption Value Breakdown |            |      |             |        |
|----------------------------|-----------|----------------------------------------|------------|------|-------------|--------|
|                            |           | Tax Year                               | Grant Year | Code | Description | Amount |
| 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 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 Assessments that could be charged against this property. The total amount charged for special assessments is reflected on the most current tax statement and information is available with the SLC Tax Collector's Office

**Historical Values**

| Year | Just/Market | Assessed  | Exemptions | Taxable   |
|------|-------------|-----------|------------|-----------|
| 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

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

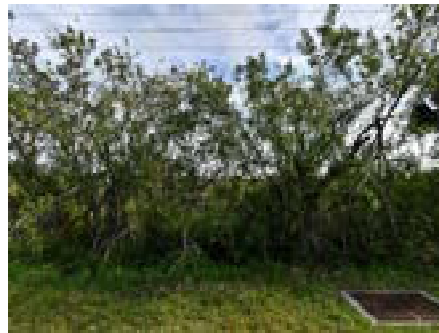
BGDN LLC  
 1820 Avenue K  
 Brooklyn, NY 11230

**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.

**Total Areas**

Finished/Under Air (SF): 0  
 Gross Sketched Area (SF): 0  
 Land Size (acres): 8.15  
 Land Size (SF): 355,014

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      | CertTitle | BDGN LLC                    | \$0       |
| May 16, 2011 | 3295 / 0457 | 0311      | CertTitle | 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%   |



Image  
or  
Sketch  
unavailable  
for display

**Sketch Area Legend**

Sub Area Description Area Fin. Area Perimeter

**Special Features and Yard Items**

Type Qty Units Year Blt

**Current Year Values**

| Current Values Breakdown   |           | Current Year Exemption Value Breakdown |            |      |             |        |
|----------------------------|-----------|----------------------------------------|------------|------|-------------|--------|
|                            |           | Tax Year                               | Grant Year | Code | Description | Amount |
| 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 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 Assessments that could be charged against this property. The total amount charged for special assessments is reflected on the most current tax statement and information is available with the SLC Tax Collector's Office

**Historical Values**

| Year | Just/Market | Assessed  | Exemptions | Taxable   |
|------|-------------|-----------|------------|-----------|
| 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

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**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



**Total Areas**

Finished/Under Air (SF): 0  
 Gross Sketched Area (SF): 0  
 Land Size (acres): 0.2  
 Land Size (SF): 8,580

**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](#)

**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      | CertTitle | BDGN LLC                    | \$0       |
| May 16, 2011 | 3295 / 0459 | 0311      | CertTitle | 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%   |



Image  
or  
Sketch  
unavailable  
for display

**Sketch Area Legend**

Sub Area Description Area Fin. Area Perimeter

**Special Features and Yard Items**

Type Qty Units Year Blt

**Current Year Values**

| Current Values Breakdown   |          | Current Year Exemption Value Breakdown |            |      |             |        |
|----------------------------|----------|----------------------------------------|------------|------|-------------|--------|
|                            |          | Tax Year                               | Grant Year | Code | Description | Amount |
| 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 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 Assessments that could be charged against this property. The total amount charged for special assessments is reflected on the most current tax statement and information is available with the SLC Tax Collector's Office [\[?\]](#).

**Historical Values**

| Year | Just/Market | Assessed | Exemptions | Taxable |
|------|-------------|----------|------------|---------|
| 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

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## 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<br>2418-333-0004-000-0 | PARCEL 2<br>2418-333-0003-000-3 | PARCEL 3<br>2418-333-0002-000-6 | PARCEL 4<br>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<br>Residential | R-5 High Density<br>Residential | R-5 High Density<br>Residential | R-5 High Density<br>Residential |
| FUTURE LAND USE | RH High Density<br>Residential  | RH High Density<br>Residential  | RH High Density<br>Residential  | RH High Density<br>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:*

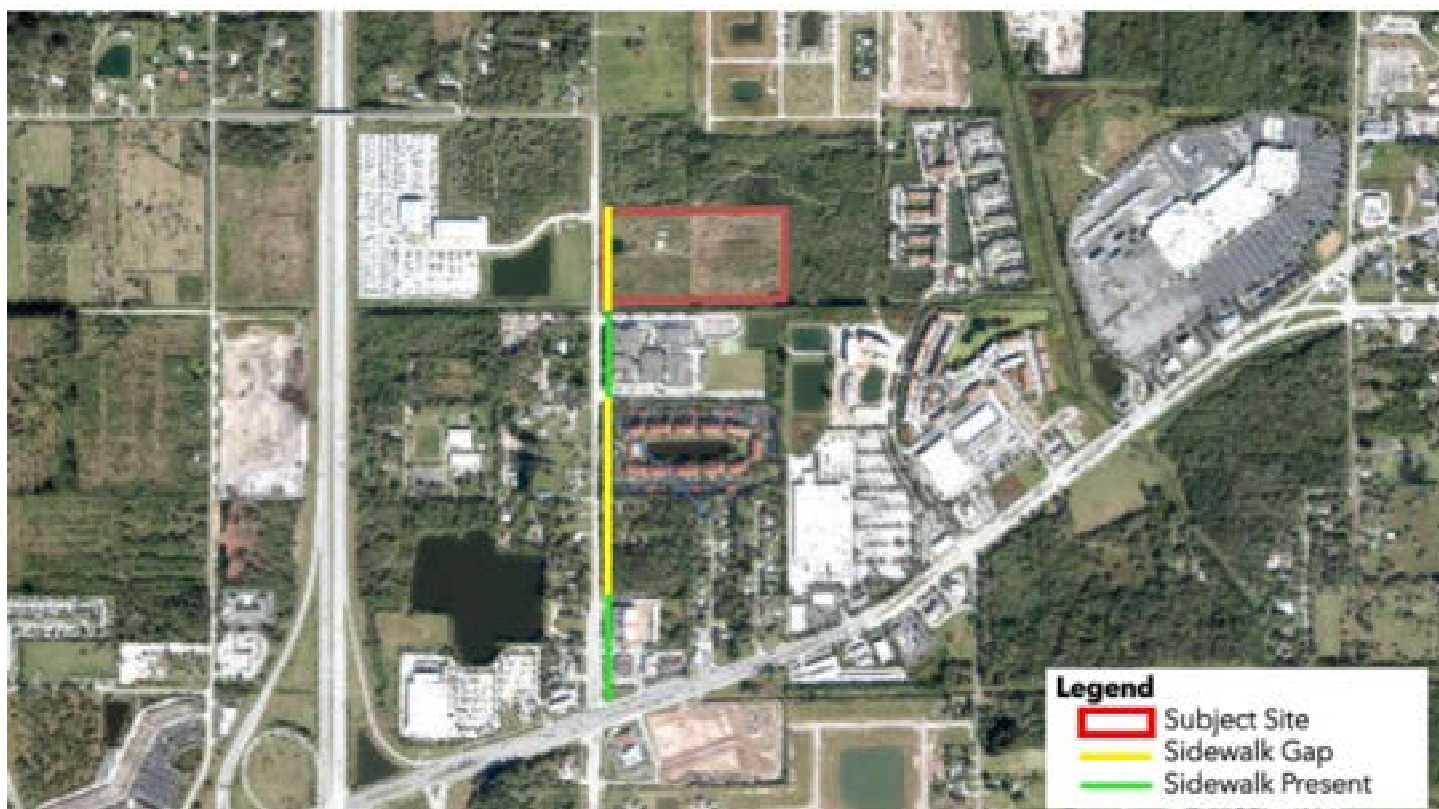
- A. Hard costs—All material and labor costs for the construction of the facility.*
- B. Soft costs—Fees and costs required for the design of the facility.*
- C. Land costs—Land to be transferred to the City or other public agency associated with the facility.*

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

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

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.

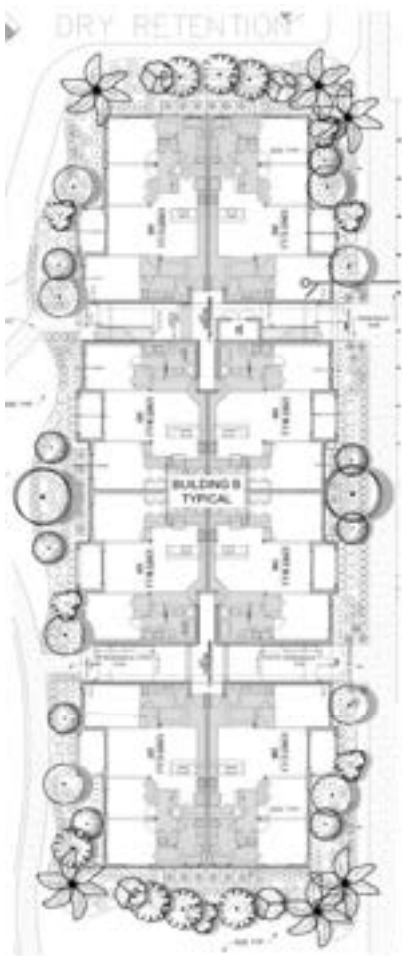
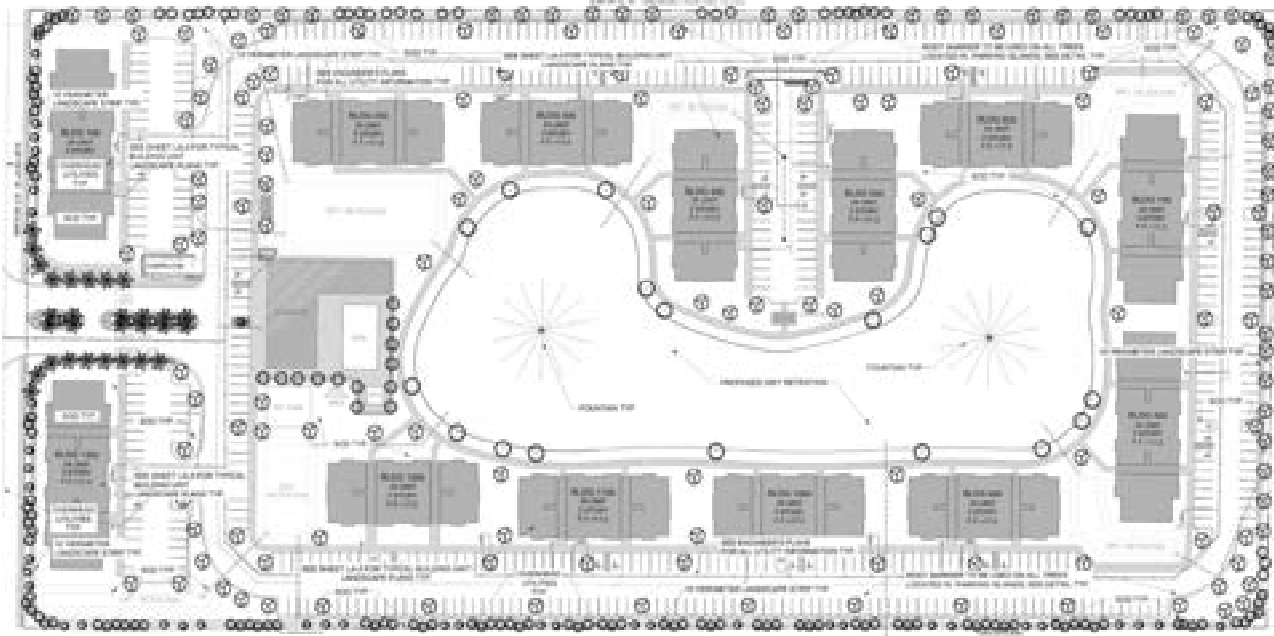
## Architecture

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              | 5 Decorative Louvers: Vinyl / Color: Honorable Blue_SW 6811 |
| 2 Fascia & Brackets: Wood / Color: High Reflective White_SW 7757 | 6 Exterior Walls: Stucco / Color: Crushed Ice_SW 7547       |
| 3 Stucco Bands: Stucco / Color: High Reflective White_SW 7757    | 7 Siding: Stucco / Color: Lakeside_SW 9983                  |
| 4 Bahama Shutters: Aluminum / Color: Honorable Blue_SW 6811      |                                                             |

## 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.

Context Photos



Camping World



Samuel Gaines Academy



Treasure Cay Apartments

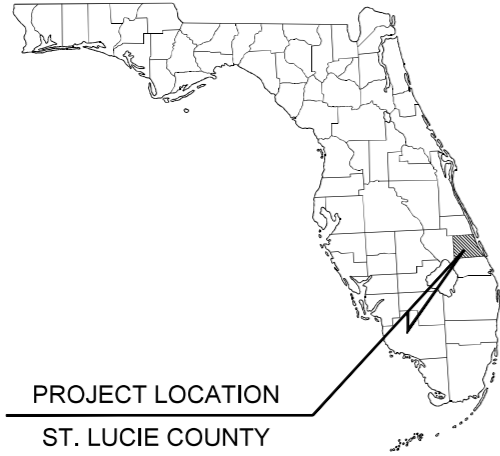


Celebration Pointe



Nearby homes





# 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 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 COR 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 (S.D. AC)(CR 3295-459, 3320-239)

### PROJECT TEAM

#### OWNER/DEVELOPER

PEDRO QUIJADA  
ALVA STONE GROUP  
591 EVERNIA STREET, #1603  
WEST PALM BEACH, FL 33401  
(954) 850-0618  
PEDRO@ALVASTONEGROUP.COM

#### CIVIL ENGINEER

BLAINE BERGSTRESSER, P.E.  
KMA ENGINEERING AND SURVEYING, LLC  
2345 14TH AVENUE, SUITE 3  
VERO BEACH, FLORIDA 32960  
(772) 569-5505  
BLAINEB@KMAFL.COM

#### LANDSCAPE ARCHITECT

PAUL GOULAS, RLA  
LANDSCAPE ARCHITECTURAL SVCS., LLC  
1708 SE JOY HAVEN STREET  
PORT ST. LUCIE, FL 34983  
(772) 631-8400  
PAUL@LAS-FL.COM

#### SURVEYOR

KMA ENGINEERING & SURVEYING, LLC  
3001 INDUSTRIAL AVE 2  
FT. PIERCE, FLORIDA 34946  
(772) 569-5505  
SURVEY@KMAFL.COM

### PERMITTING AGENCIES

#### FORT PIERCE UTILITY AUTHORITY

SHANE OSTRANDER  
1701 S. 37TH STREET  
FORT PIERCE, FL 34984  
SOSTRANDER@FPUA.COM  
772-466-1600

#### NORTH ST LUCIE RIVER WATER CONTROL DISTRICT

PATRICIA KUTA  
14686 ORANGE AVENUE  
FORT PIERCE, FL 34945  
NSLRWCD@BELLSOUTH.NET  
772-461-5050

#### CITY OF FORT PIERCE

CESAR FLORES  
100 NORTH US 1  
FORT PIERCE, FL 34950  
CFLORES@CITYOFFORTPIERCE.COM  
772-467-3730

| SHEET INDEX  |                      |
|--------------|----------------------|
| Sheet Number | Sheet Title          |
| C-1          | COVER SHEET          |
| C-2          | EXISTING CON. & DEMO |
| C-3          | SITE PLAN            |
| C-4          | PGD PLAN             |
| C-4a         | ROW                  |
| C-5          | UTILITIES PLAN       |
| C-6          | FPUA DETAILS         |
| C-7          | FPUA DETAILS (2)     |
| C-8          | NOTES                |
| C-9          | DETAILS              |
| C-10         | LIGHTING PLAN        |

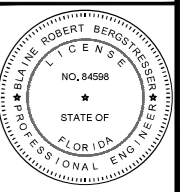


| REVISIONS | DATE | COMMENT |
|-----------|------|---------|
|           |      |         |
|           |      |         |
|           |      |         |
|           |      |         |
|           |      |         |
|           |      |         |
|           |      |         |
|           |      |         |
|           |      |         |

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



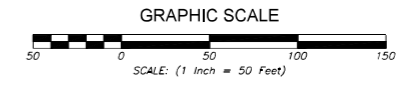
BLAINE BERGSTRESSER, P.E.  
FLORIDA LICENSE No. 84598  
09/16/2022



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

SHEET TITLE:  
**COVER SHEET**

SHEET NUMBER:  
**C-1**



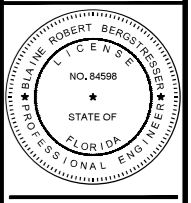
**KMA**  
ENGINEERING & SURVEYING, LLC  
3001 INDUSTRIAL 2 AVE  
FT. PIERCE, FL 34946  
PHONE: (772) 595-5555  
FAX: (772) 595-5555

| REVISIONS: | DATE: | COMMENT: |
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**NOT FOR CONSTRUCTION**

**PROJECT:**  
**REGATTA APARTMENTS**  
2162 SOUTH JENKINS ROAD  
FT. PIERCE, FL 34947

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



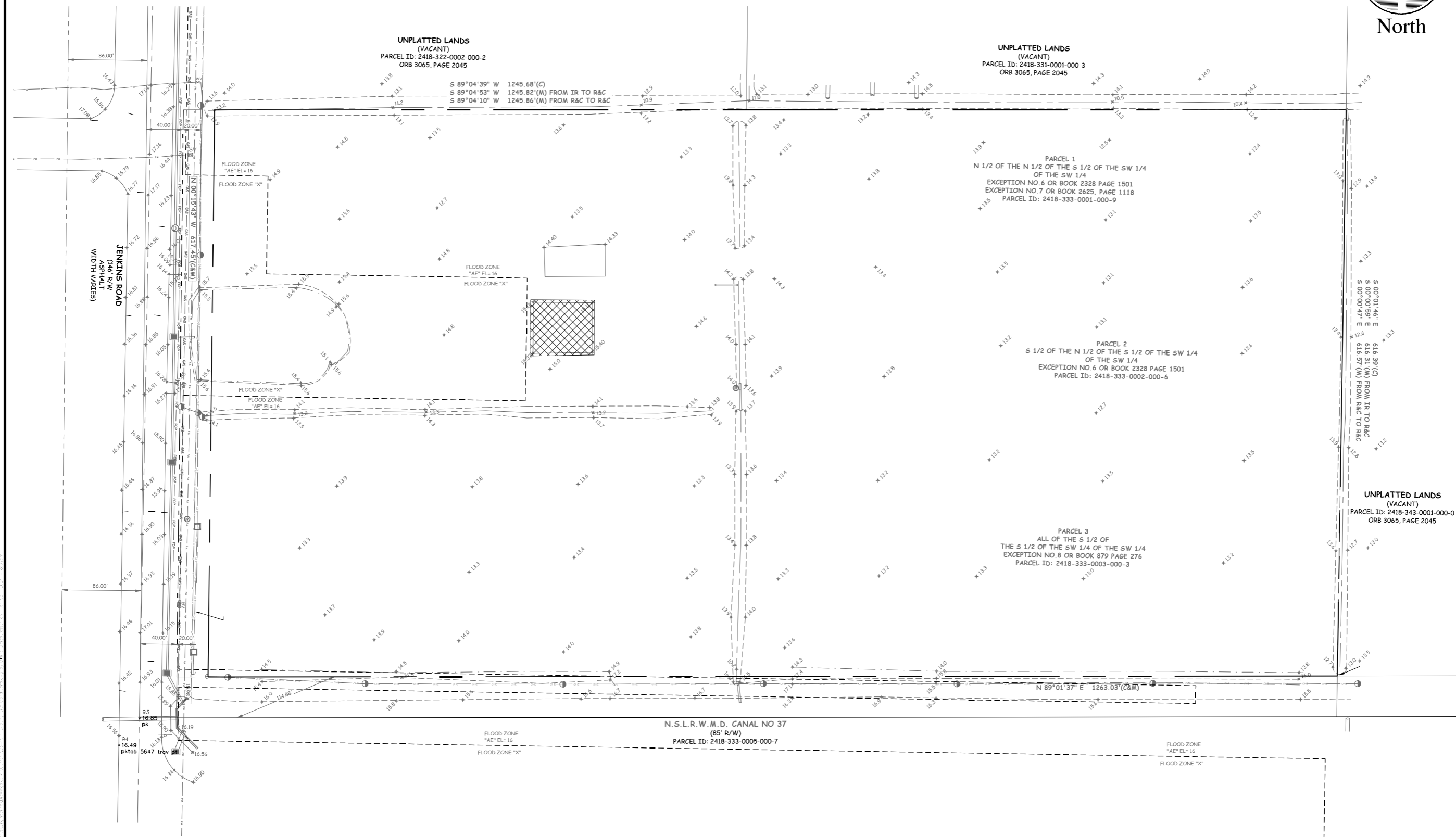
**BLAINE BERGSTRESSER, P.E.**  
FLORIDA LICENSE No. 84598  
09/16/2022



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

SHEET TITLE:  
**EXISTING CON. & DEMO**

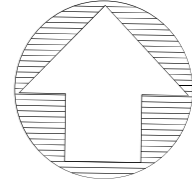
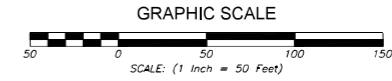
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**C-2**



**NAV D 1988**  
ALL ELEVATIONS DEPICTED  
HEREON REFERENCE NAV D 1988



NAVD 1988  
ALL ELEVATIONS DEPICTED  
HEREON REFERENCE NAVD 1988

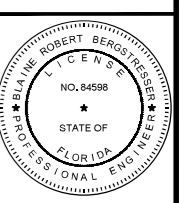


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NOT FOR CONSTRUCTION

PROJECT: REGATTA APARTMENTS  
2162 SOUTH JENKINS ROAD  
FT. PIERCE, FL 34947

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



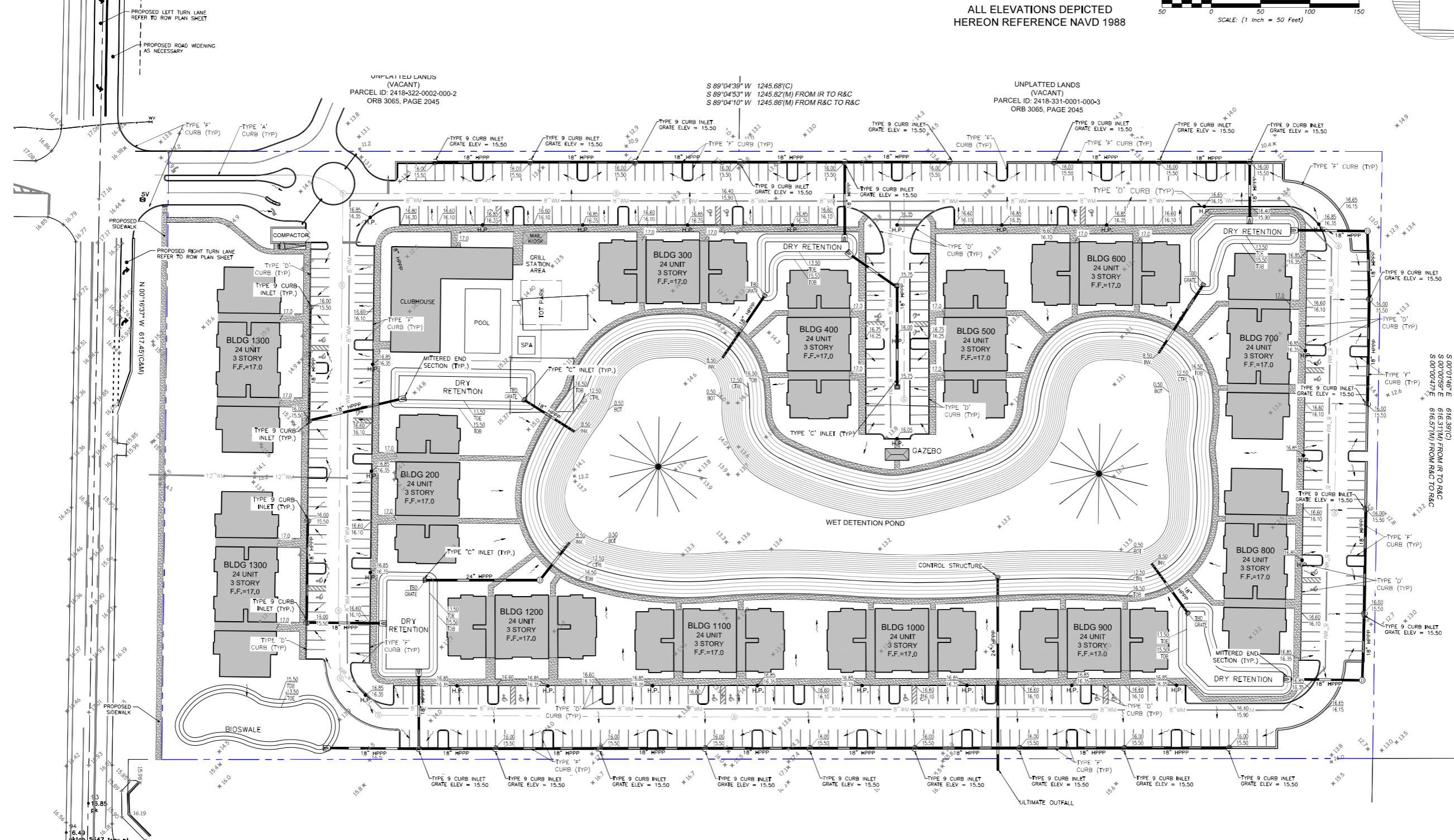
BLAINE BERGSTRESSER, P.E.  
FLORIDA LICENSE No. 84598  
09/18/2022



PROJECT No.: 23-101  
DRAWN BY: CRW  
CHECKED BY: BRB  
DATE: 08/23/2023

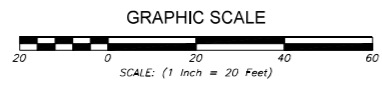
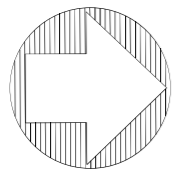
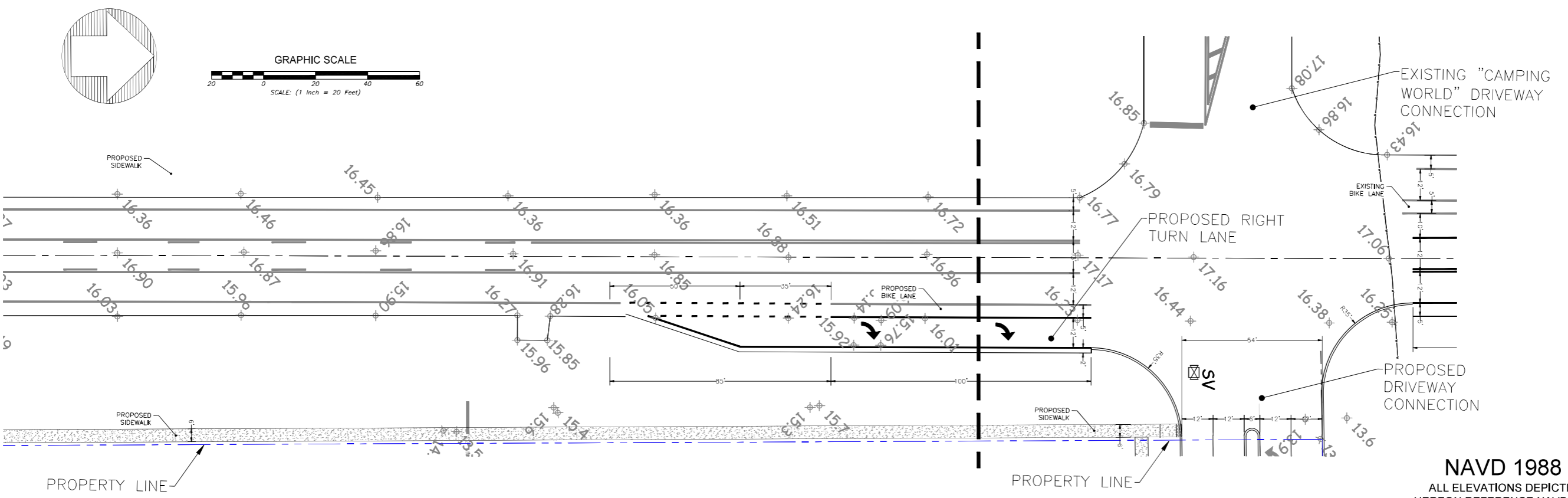
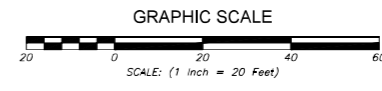
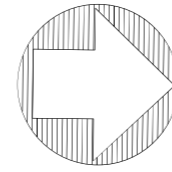
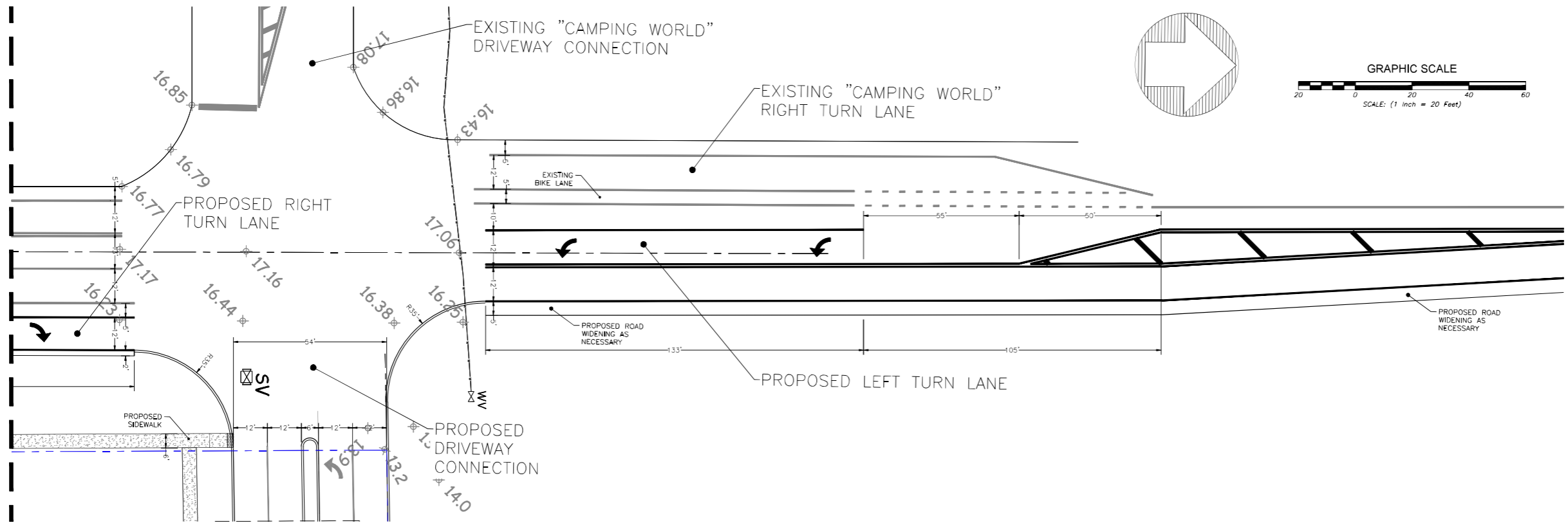
SHEET TITLE: PGD PLAN

SHEET NUMBER: C-4



- 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

- ELEVATIONS SHOWN HEREON ARE REFERENCED TO NAVD 1988. SURVEY INFORMATION SHOWN HEREON WAS PROVIDED BY HSG GROUP, INC.
- 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.
- ALL DRAINAGE STRUCTURES SHALL BE CONSTRUCTED WITH (4) SIDED BEARING HEAVY DUTY H20 RATED TRAFFIC RIMS AND GRATES. 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 RM ELEVATIONS OF ANY UTILITIES THAT CHANGE IN ELEVATION DURING CONSTRUCTION.
- ALL CLEAN-OUT COVERS SHOULD BE RATED FOR HEAVY DUTY TRAFFIC.
- 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 RAMP 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.
- ALL DRAINAGE PIPE CONNECTIONS TO DRAINAGE PIPE SHALL BE AS FOLLOWS:
  - FOR ADS N-12 CORRUGATED POLYETHYLENE DRAINAGE PIPE USE ADS DUAL WALL FABRICATED REDUCING SADDLE TEE 4"x4" DIAMETER.
  - FOR RCP DRAINAGE PIPE MAKE CONNECTION PER FDOT INDEX 280 CONCRETE COLLAR FOR JOINING MAINLINE PIPE AND SUB PIPE DETAIL.
  - NOTIFY CONSULTANT FOR CONNECTION METHOD TO STEEL PIPE.
- 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.
- 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.
- CONTRACTOR IS RESPONSIBLE FOR DEMOLITION OF EXISTING STRUCTURES INCLUDING REMOVAL OF ANY EXISTING UTILITIES SERVING THE STRUCTURE.
- EXISTING PIPES TO BE CLEANED OUT TO REMOVE ALL SILT AND DEBRIS.
- PRECAST STRUCTURES MAY BE USED AT CONTRACTORS OPTION.
- ALL STORM PIPE ENTERING STRUCTURES SHALL BE GROUDED TO ASSURE CONNECTION AT STRUCTURE IS WATERTIGHT.
- 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".
- ALL CATCH BASINS WITHIN PROPOSED TRAFFIC AREAS SHALL HAVE BICYCLE PROOF GRATES.
- CONTRACTOR TO FLUSH AND VACUUM ENTIRE ON-SITE STORM WATER SYSTEM UPON COMPLETION OF PROPOSED WORK.
- MINIMUM DRAINAGE PIPE SHALL BE 15 INCHES PER CITY OF FORT PIERCE LAND DEVELOPMENT ORDINANCE SEC 119-3 DESIGN STANDARDS. STORMWATER MANAGEMENT APPROVALS.



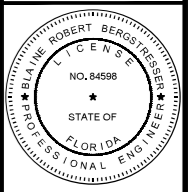
**KMA**  
ENGINEERING & SURVEYING, LLC  
3001 INDUSTRIAL 2 AVE  
FT. PIERCE, FL 34946  
PHONE: (772) 595-5556  
FAX: (772) 595-5556

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**NOT FOR CONSTRUCTION**

**PROJECT:**  
REGATTA APARTMENTS  
2162 SOUTH JENKINS ROAD  
FT. PIERCE, FL 34947

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



BLAINE BERGSTRESSER, P.E.  
FLORIDA LICENSE No. 84598  
09/18/2022

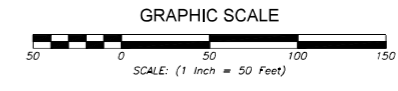


PROJECT No.: 23-1011  
DRAWN BY: CRW  
CHECKED BY: BRB  
DATE: 08/23/2023

SHEET TITLE:  
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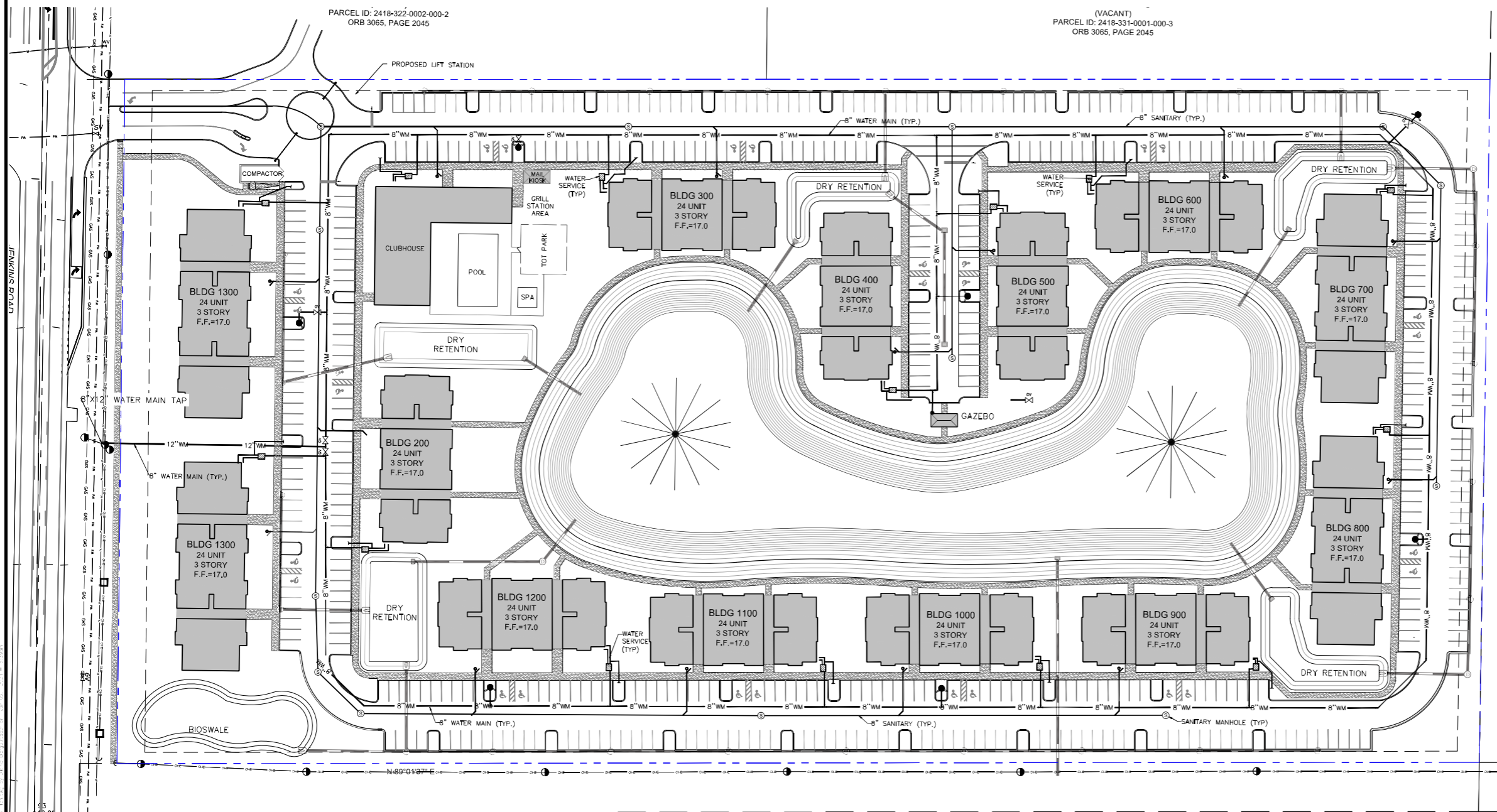
SHEET NUMBER:  
**C-4a**

**NAVD 1988**  
ALL ELEVATIONS DEPICTED  
HEREON REFERENCE NAVD 1988



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

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



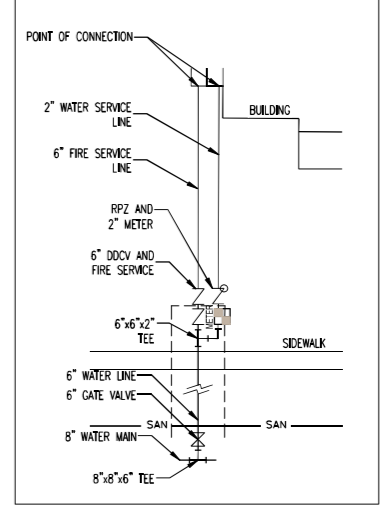
- UTILITY NOTES:**
- THE CONTRACTOR IS SPECIFICALLY CAUTIONED THAT THE LOCATION AND/OR ELEVATION OF EXISTING UTILITIES AS SHOWN ON THESE PLANS IS BASED ON RECORDS OF THE VARIOUS UTILITY COMPANIES, AND WHERE POSSIBLE, MEASUREMENTS TAKEN IN THE FIELD. THE INFORMATION IS NOT TO BE RELIED ON AS BEING EXACT OR COMPLETE. THE CONTRACTOR MUST CALL THE APPROPRIATE 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.
  - ALL FILL MATERIAL IS TO BE IN PLACE, AND COMPACTED BEFORE INSTALLATION OF PROPOSED UTILITIES.
  - CONTRACTOR SHALL NOTIFY THE UTILITY AUTHORITIES INSPECTORS 72 HOURS BEFORE CONNECTING TO ANY EXISTING LINE.
  - SANITARY SEWER PIPE SHALL BE AS FOLLOWS UNLESS OTHERWISE NOTED ON THE PLANS:  
8" PVC SDR26 PER ASTM D 3034 DEPTHS LESS THAN 15' 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
  - MINIMUM TRENCH WIDTH SHALL BE 2 FEET.
  - ALL UTILITIES SHOULD BE KEPT TEN (10') APART (PARALLEL) OR WHEN CROSSING 18" VERTICAL CLEARANCE (OUTSIDE EDGE OF PIPE TO OUTSIDE EDGE OF PIPE).
  - CONTRACTOR SHALL MAINTAIN A MINIMUM OF 36" COVER ON ALL WATERLINES AND FOREMANS CROSSINGS AND CONFLICTS MUST BE PER FPUA SPECIFICATIONS. LINES UNDERGROUND SHALL BE INSTALLED, INSPECTED AND APPROVED BEFORE BACKFILLING.
  - ALL CONCRETE FOR ENCASEMENTS SHALL HAVE A MINIMUM 28 COMPRESSION STRENGTH AT 3000 P.S.I.
  - CONTRACTOR IS RESPONSIBLE FOR COMPLYING TO THE SPECIFICATIONS OF THE LOCAL AUTHORITIES WITH REGARD TO MATERIALS AND INSTALLATION OF THE WATER AND SEWER LINES.
  - ALL WATER MAIN INSTALLATIONS SHALL COMPLY WITH THE COLOR CODING REQUIREMENTS OF CHAPTER 62-555.320 FAC. VALVES ARE NOT TO BE PLACED IN CURBS, SIDEWALKS, OR DRIVEWAYS. ALL MANHOLES SHALL BE ADJUSTED TO FINAL GRADE PRIOR TO BEGINNING PAVING.
  - DRIVEWAY APRON IS SHOWN FOR REFERENCE ONLY. DRIVEWAYS ARE TO BE CONSTRUCTED AND PERMITTED AS PART OF THE BUILDING PERMIT PROCESS.
  - TRACER WIRE MUST BE INSTALLED PER FPUA SPEC./OPL. 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.

| REVISIONS: | DATE: | COMMENTS: |
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**NOT FOR CONSTRUCTION**

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

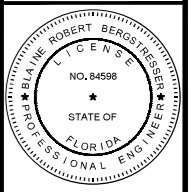
**ALVA STONE GROUP, LLC**  
591 EVERNIA STREET  
WEST PALM BEACH, FL 33401



- 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

TYPICAL WATER SERVICE CONNECTIONS  
N.T.S.

**NAVD 1988**  
ALL ELEVATIONS DEPICTED  
HEREON REFERENCE NAVD 1988



BLAINE BERGSTRESSER, P.E.  
FLORIDA LICENSE No. 84598  
09/18/2022



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

SHEET TITLE:  
**UTILITIES PLAN**

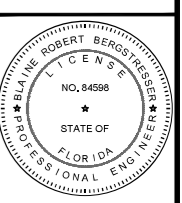
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PROJECT:  
**REGATTA APARTMENTS**  
2152 SOUTH JENKINS ROAD  
FT. PIERCE, FL 34947

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



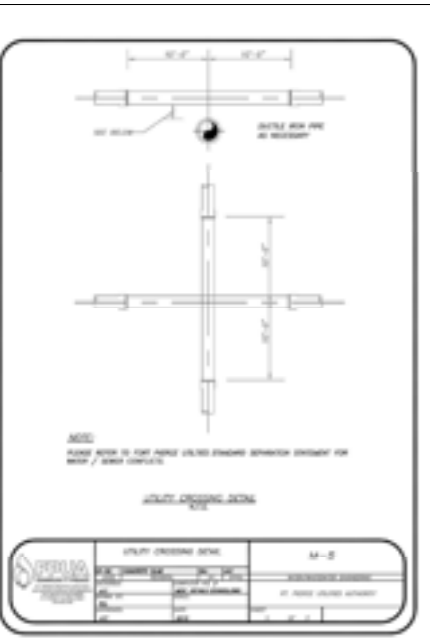
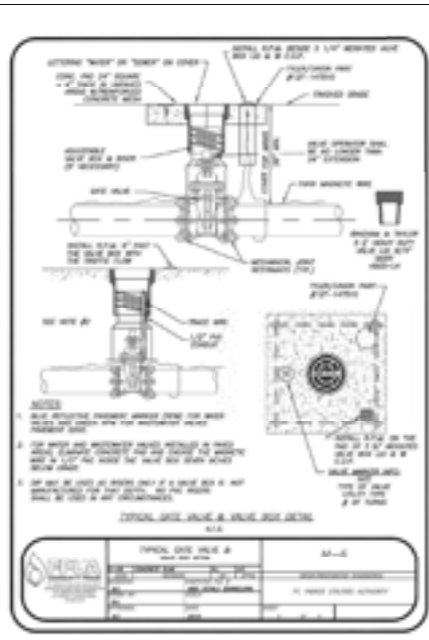
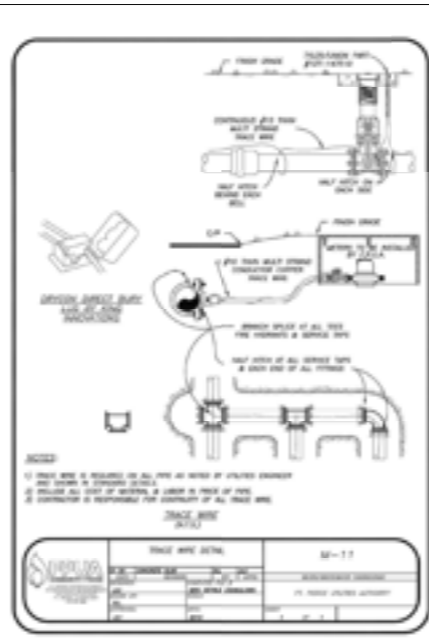
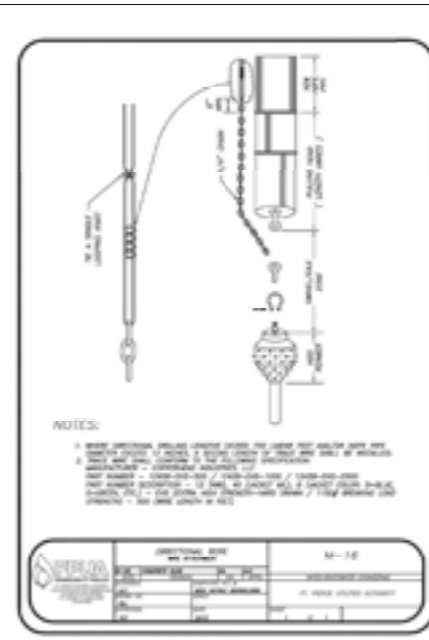
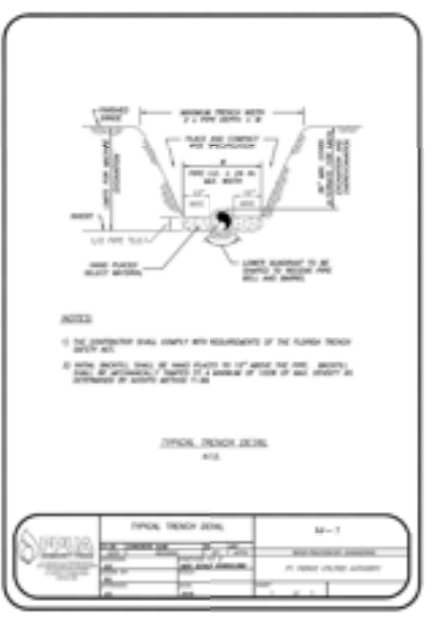
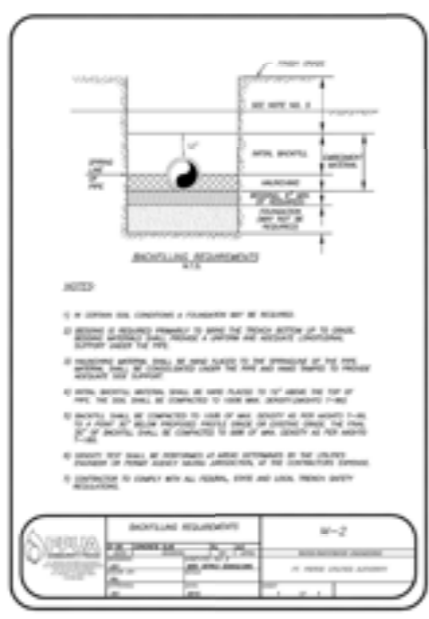
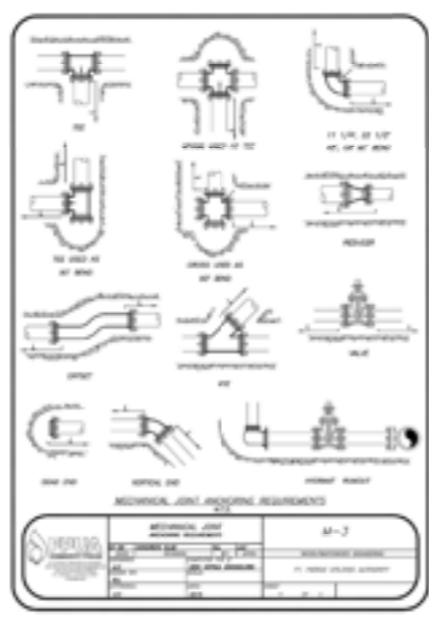
BLAINE BERGSTRESSER, P.E.  
FLORIDA LICENSE No. 84598  
09/16/2022

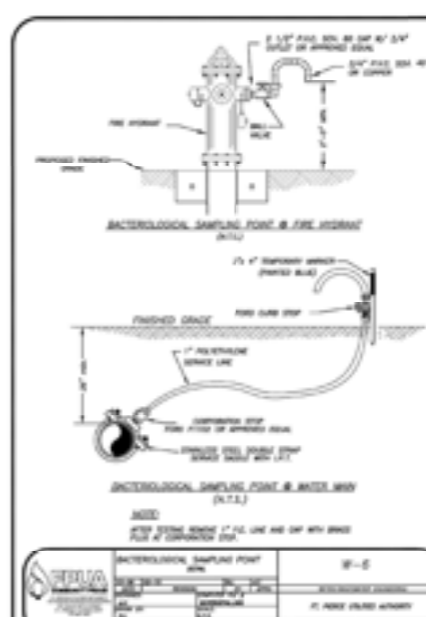
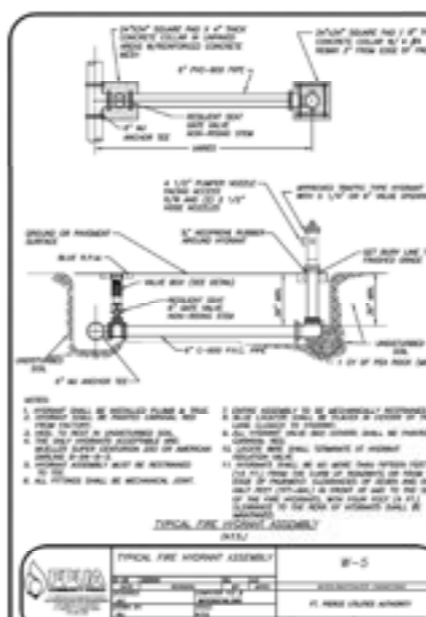
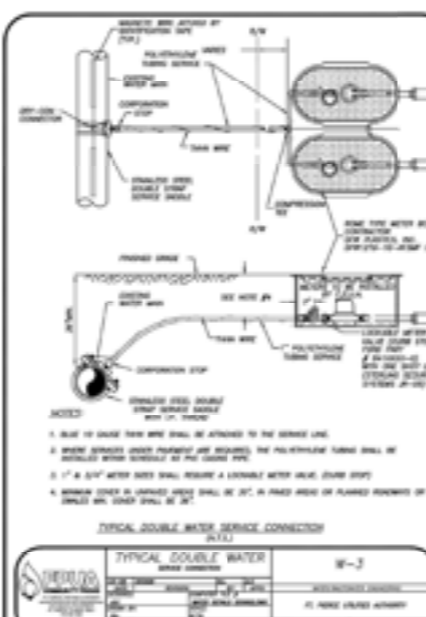
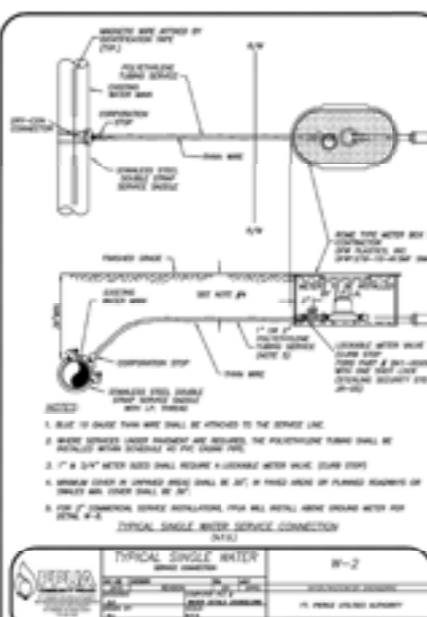
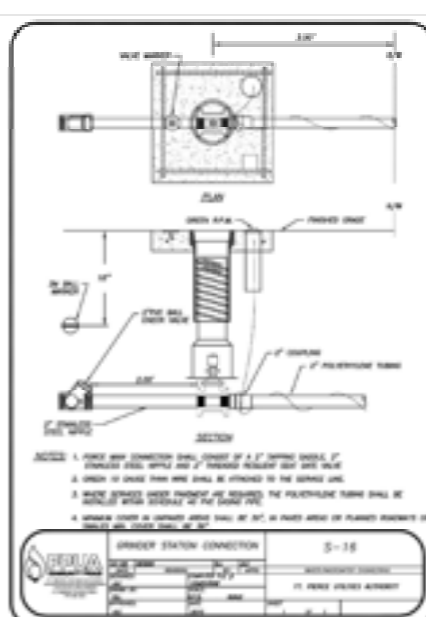
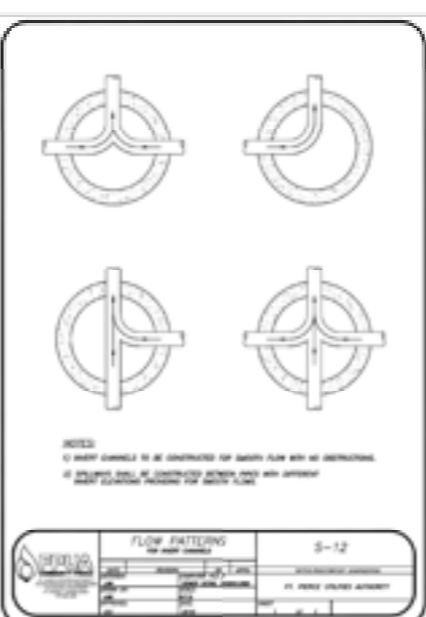
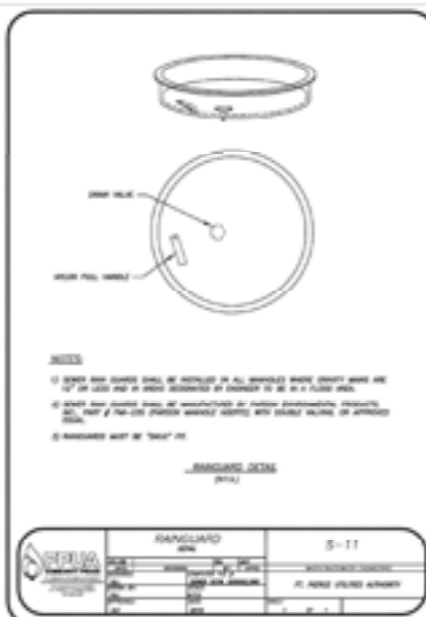
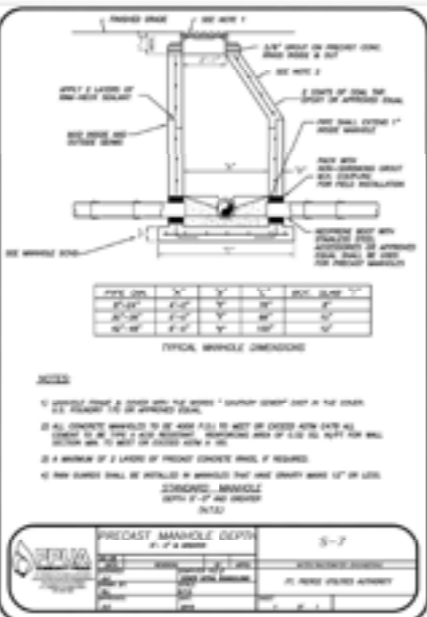
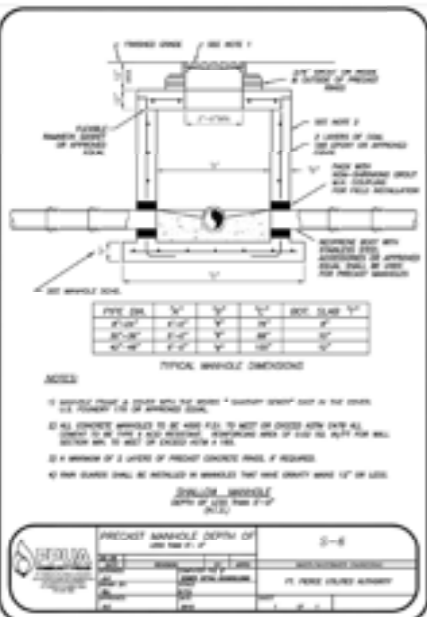
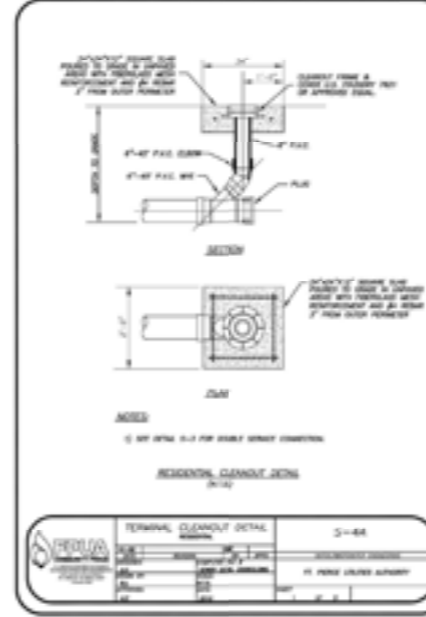
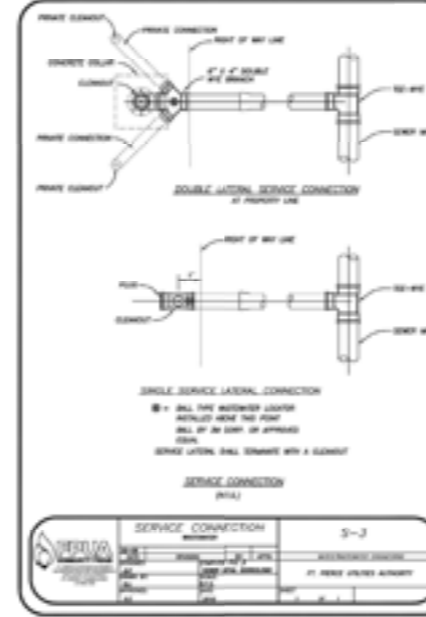
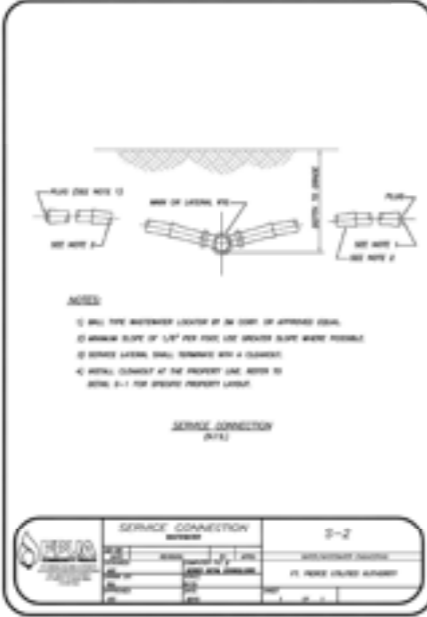
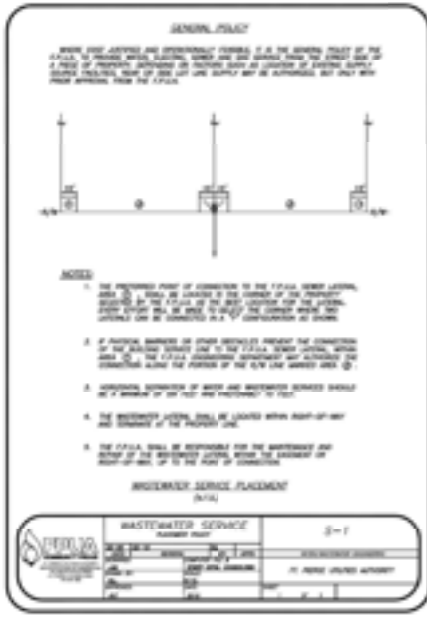


PROJECT No: 23-1011  
DRAWN BY: CRW  
CHECKED BY: BRB  
DATE: 08/23/2023

SHEET TITLE:  
**FPUA DETAILS**

SHEET NUMBER:  
**C-6**



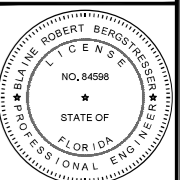


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**NOT FOR CONSTRUCTION**

**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 BERGSTRESSER, P.E.**  
FLORIDA LICENSE No. 84598  
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PROJECT No. 23-1011  
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SHEET TITLE:  
**FPUA DETAILS (2)**

SHEET NUMBER:  
**C-7**

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...

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.

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...

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.

STORM DRAINAGE SYSTEM

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

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.

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.

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 FOOT SPECIFICATIONS AND STANDARDS (LATEST EDITION) IF NOT COVERED BY LOCAL OR COUNTY REGULATIONS.

DEMOLITION

- 1. CONTRACTOR SHALL SUBMIT DEMOLITION SCHEDULE TO OWNER PRIOR TO PROCEEDING WITH DEMOLITION ACTIVITIES.

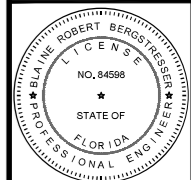


Table with 2 columns: REVISIONS, DATE. Includes a 'COMMENTS' column for notes.

NOT FOR CONSTRUCTION

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

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



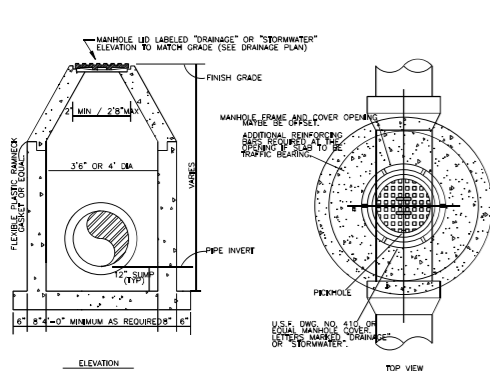
BLAINE BERGSTRESSER, P.E. FLORIDA LICENSE NO. 84598 09/16/2022



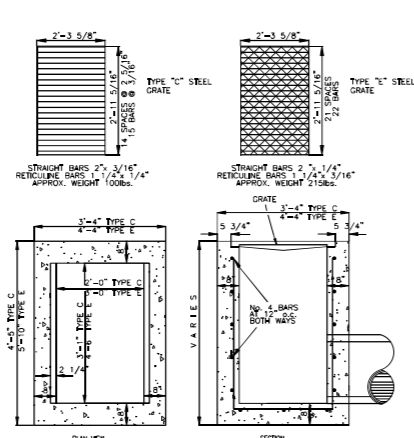
PROJECT No: 23-1011 DRAWN BY: CRW CHECKED BY: BRB DATE: 08/23/2023

SHEET TITLE: NOTES

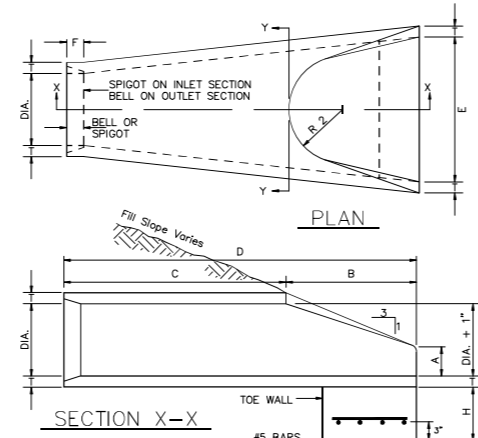
SHEET NUMBER: C-8



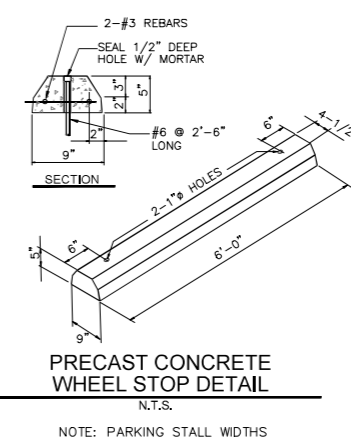
**DRAINAGE JUNCTION BOX**  
N.T.S.



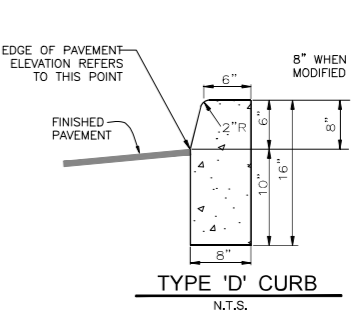
**TYPE 'C' & 'E' INLETS**  
N.T.S.



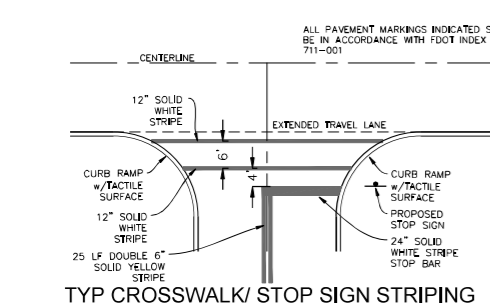
**ANY ST.**  
STREET SIGN DETAIL  
N.T.S.



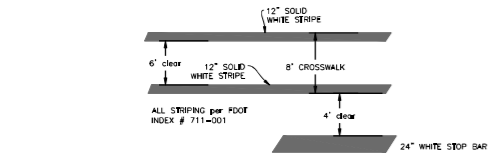
**PRECAST CONCRETE WHEEL STOP DETAIL**  
N.T.S.



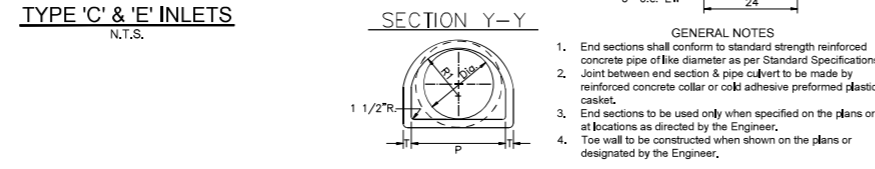
**TYPE 'D' CURB**  
N.T.S.



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

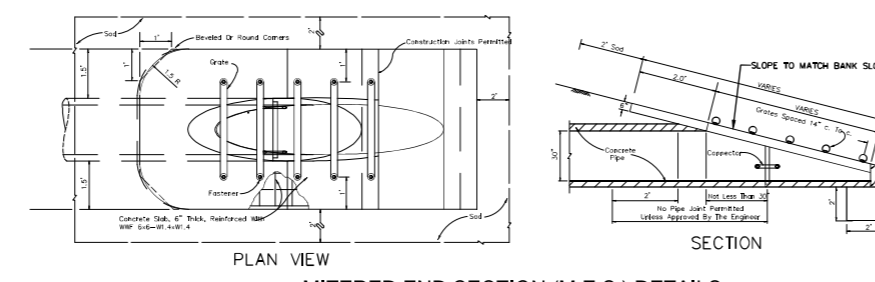


**TYP PEDESTRIAN STRIPING DETAIL**  
N.T.S.

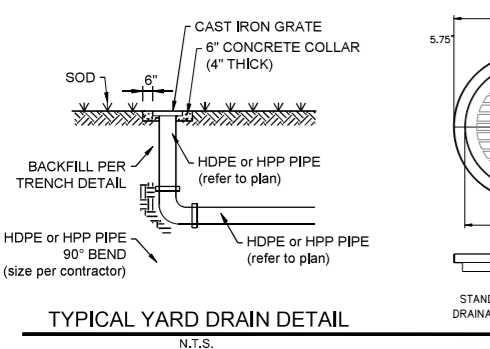


| DIA. | T      | BELL SPIGOT | A     | B      | C     | D     | E        | P       | R1  | R2     | F   | H    | WEIGHT (LBS.) |
|------|--------|-------------|-------|--------|-------|-------|----------|---------|-----|--------|-----|------|---------------|
| 18"  | 2 1/4" | 8"          | 2'-3" | 3'-10" | 6'-1" | 2'-6" | 24 5/16" | 12 1/2" | 11" | 3 1/2" | 24" | 740  |               |
| 18"  | 2 1/2" | 2 1/2"      | 2'-2" | 3'-10" | 6'-1" | 2'-6" | 24 5/16" | 12 1/2" | 12" | 4"     | 24" | 960  |               |
| 24"  | 3"     | 2 1/2"      | 2'-8" | 2'-8"  | 6'-2" | 4'-0" | 33 3/16" | 16 1/8" | 14" | 4 1/2" | 24" | 1520 |               |

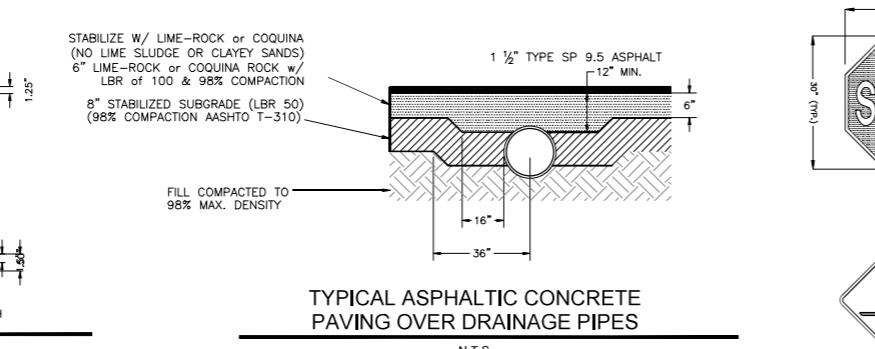
**FLARED END SECTION DETAILS & NOTES**  
N.T.S.



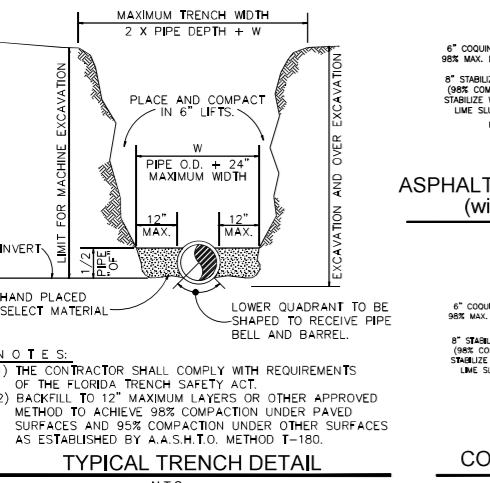
**MITERED END SECTION (M.E.S.) DETAILS**  
N.T.S.



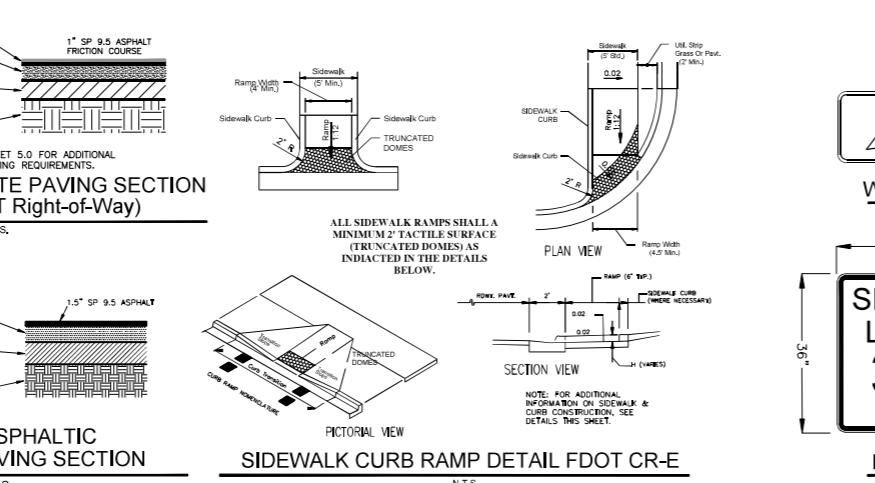
**TYPICAL YARD DRAIN DETAIL**  
N.T.S.



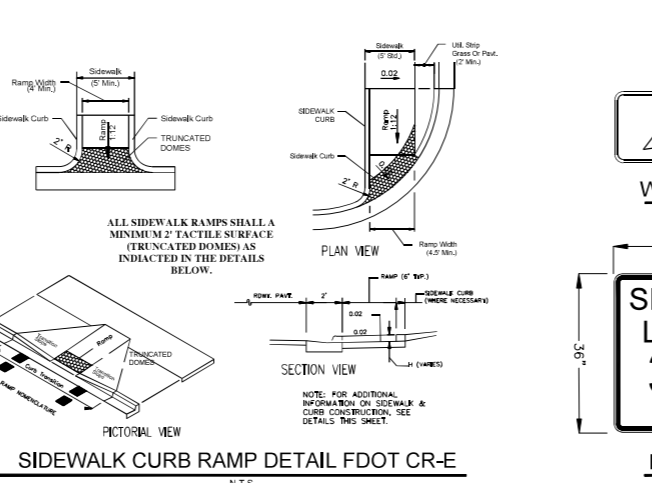
**TYPICAL ASPHALTIC CONCRETE PAVING OVER DRAINAGE PIPES**  
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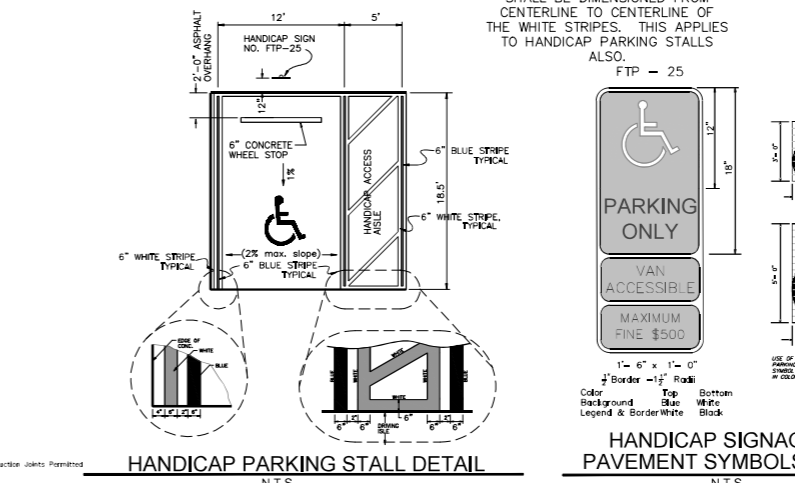
**TYPICAL TRENCH DETAIL**  
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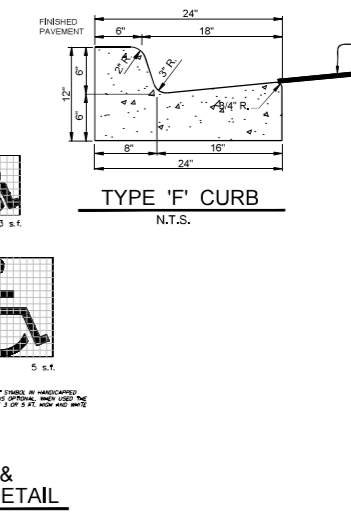
**TYPICAL ASPHALTIC CONCRETE PAVING SECTION**  
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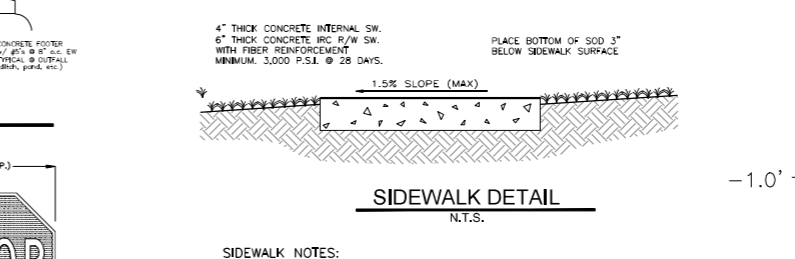
**SIDEWALK CURB RAMP DETAIL FDOT CR-E**  
N.T.S.



**HANDICAP PARKING STALL DETAIL**  
N.T.S.

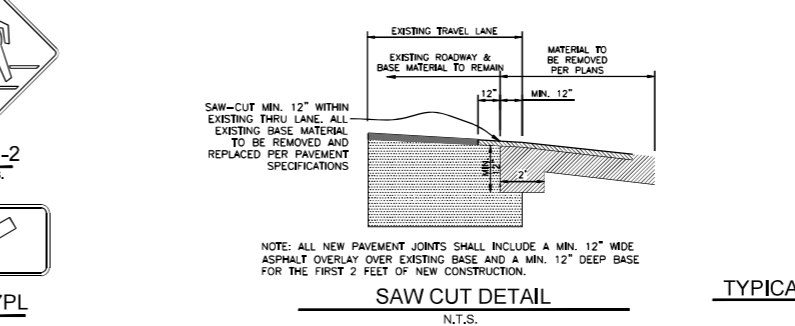


**HANDICAP SIGNAGE & PAVEMENT SYMBOLS DETAIL**  
N.T.S.

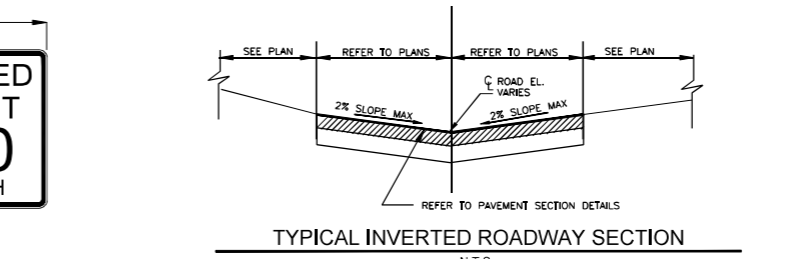


**SIDEWALK DETAIL**  
N.T.S.

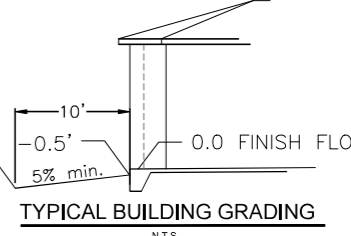
- SIDEWALK NOTES:**
- ALL MATERIALS AND CONSTRUCTION PROCEDURES SHALL BE IN ACCORDANCE WITH THE "SUGGESTED SPECIFICATIONS FOR CONCRETE AREAS" PREPARED BY THE PORTLAND CEMENT ASSOCIATION.
  - CONTROL JOINTS SHALL BE CONSTRUCTED AT A MAXIMUM OF 8'-FEET.
  - AT LEAST THREE (3) COMPRESSIVE STRENGTH CYLINDER 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 (ASHTO T-119). COMPRESSIVE STRENGTH SHALL BE REPORTED AT 7, 14, AND 28 DAYS.
  - CONSTRUCT UPON FIRM, STABILIZED GROUND, COMPACTED TO 95% MAXIMUM DRY DENSITY.
  - SURFACE WITH BROOK FINISH.
  - SIDEWALK LOCATION AND DETAILS PER FDOT INDEX #310, LATEST EDITION.



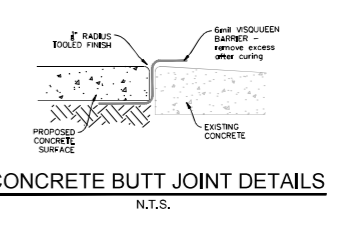
**SAW CUT DETAIL**  
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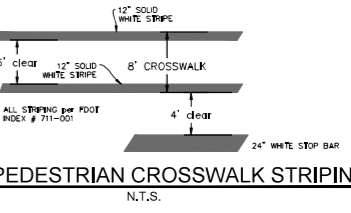
**TYPICAL INVERTED ROADWAY SECTION**  
N.T.S.



**TYPICAL BUILDING GRADING**  
N.T.S.



**CONCRETE BUTT JOINT DETAILS**  
N.T.S.



**TYPICAL PEDESTRIAN CROSSWALK STRIPING**  
N.T.S.

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

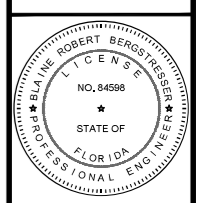


| NO. | DATE | REVISIONS | BY | DATE | COMMENT |
|-----|------|-----------|----|------|---------|
|     |      |           |    |      |         |

**NOT FOR CONSTRUCTION**

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

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



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

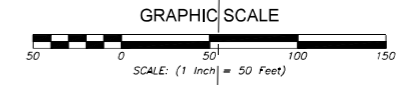
**811** KNOW WHAT'S BELOW  
ALWAYS CALL 811 BEFORE YOU DIG  
www.call811.com

PROJECT No. 23-011  
DRAWN BY: CRW  
CHECKED BY: BRB  
DATE: 08/23/2023

SHEET TITLE: **DETAILS**  
SHEET NUMBER: **C-9**

| Symbol | Label | QTY | Manufacturer      | Catalog                                                                                                              | Lamp Output | LLF | Input Power |
|--------|-------|-----|-------------------|----------------------------------------------------------------------------------------------------------------------|-------------|-----|-------------|
| ⬆      | SLA   | 2   | Lithonia Lighting | DSX0 LED P5 40K 80CRI TFTM MVOLT RPA NLTAR2 PIRHN DDBXD : MOUNTED @ 25'AFG ROUND TAPERED ALUMINUM DIRECT BURIAL POLE | 11337       | 1   | 90.12       |
| ⬆      | SLB   | 1   | Lithonia Lighting | DSX0 LED P5 40K 80CRI TSW MVOLT RPA NLTAR2 PIRHN DDBXD : MOUNTED @ 25'AFG ROUND TAPERED ALUMINUM DIRECT BURIAL POLE  | 11772       | 1   | 90.12       |
| ⬆      | SLB2  | 4   | Lithonia Lighting | DSX0 LED P5 40K 80CRI TSW MVOLT RPA NLTAR2 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 NLTAR2 PIRHN DDBXD : MOUNTED @ 25'AFG ROUND TAPERED ALUMINUM DIRECT BURIAL POLE | 8334        | 1   | 90.12       |

| 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   |



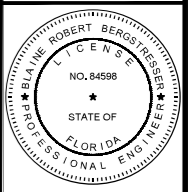
**KMA**  
ENGINEERING & SURVEYING, LLC  
3001 INDUSTRIAL 2 AVE  
FT. PIERCE, FL 34946  
PHONE: (772) 565-5556  
FAX: (772) 565-5555

| REVISIONS | BY | DATE | COMMENT |
|-----------|----|------|---------|
|           |    |      |         |
|           |    |      |         |
|           |    |      |         |

**NOT FOR CONSTRUCTION**

**PROJECT**  
**REGATTA APARTMENTS**  
2162 SOUTH JENKINS ROAD  
FT. PIERCE, FL 34947

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



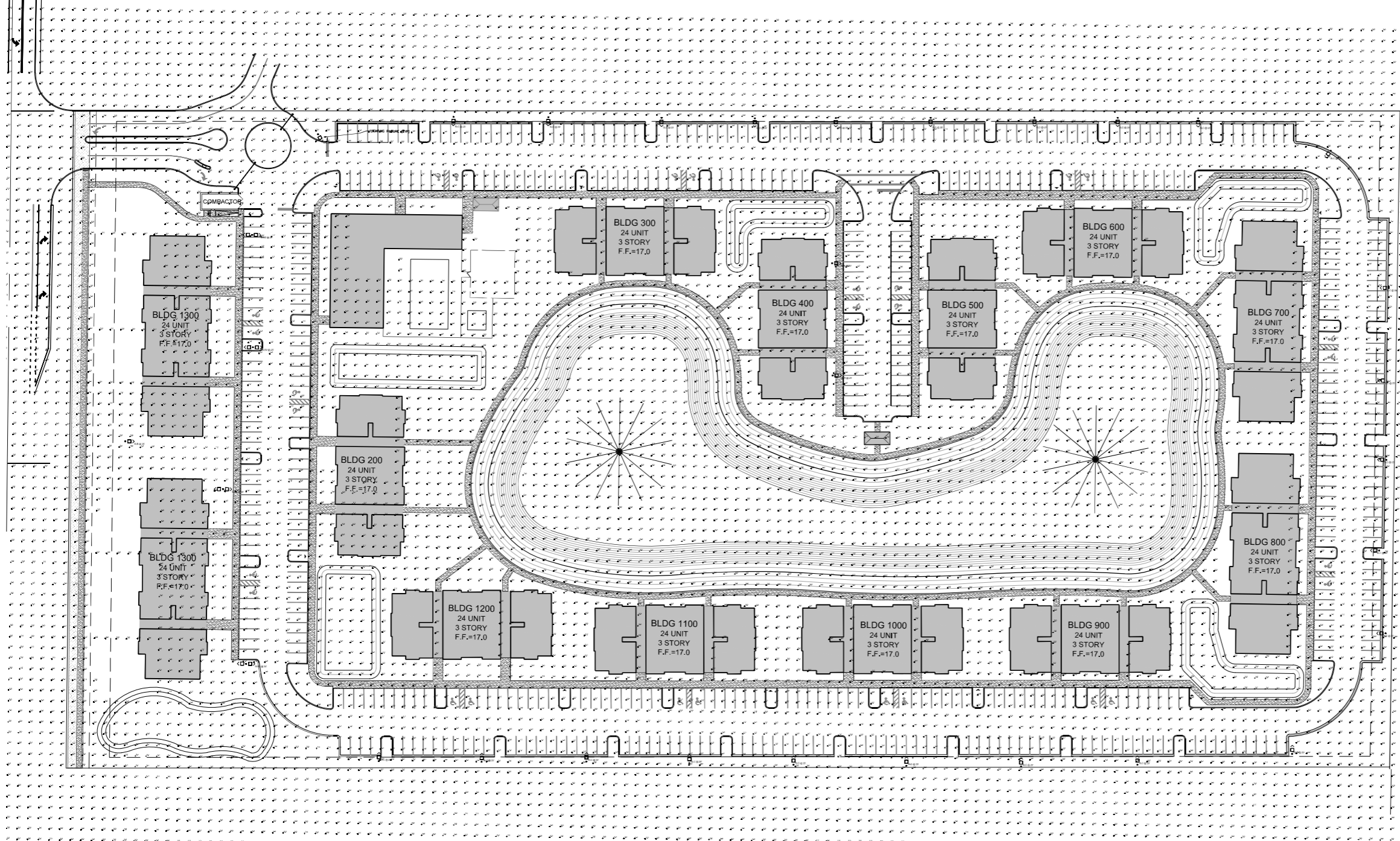
BLAINE BERGSTRESSER, P.E.  
FLORIDA LICENSE NO. 84598  
09/18/2022



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

SHEET TITLE:  
**LIGHTING PLAN**

SHEET NUMBER:  
**C-10**



**NAVD 1988**  
ALL ELEVATIONS DEPICTED  
HEREON REFERENCE NAVD 1988



General Notes

# TYPICAL BUILDING ELEVATION

| No. | Revision/Issue | Date |
|-----|----------------|------|
|     |                |      |

Plot Name and Address

Project Name and Address  
 Regatta  
 2590 S Jenkins Rd  
 Fort Pierce FL 34947

|         |          |    |
|---------|----------|----|
| Project | Regatta  | 03 |
| Date    | 8-15-28  |    |
| Scale   | As Noted |    |



# COLOR BOARD

- 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

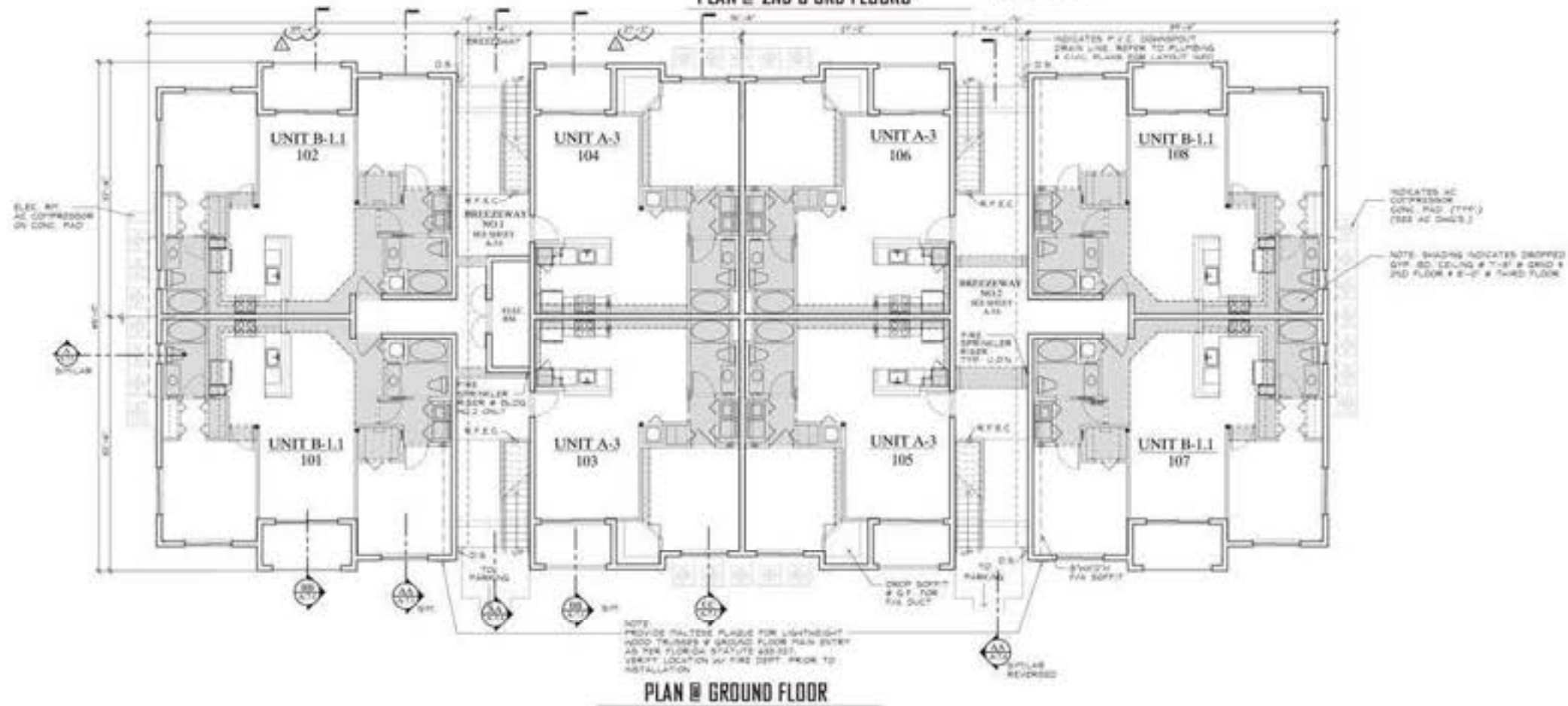
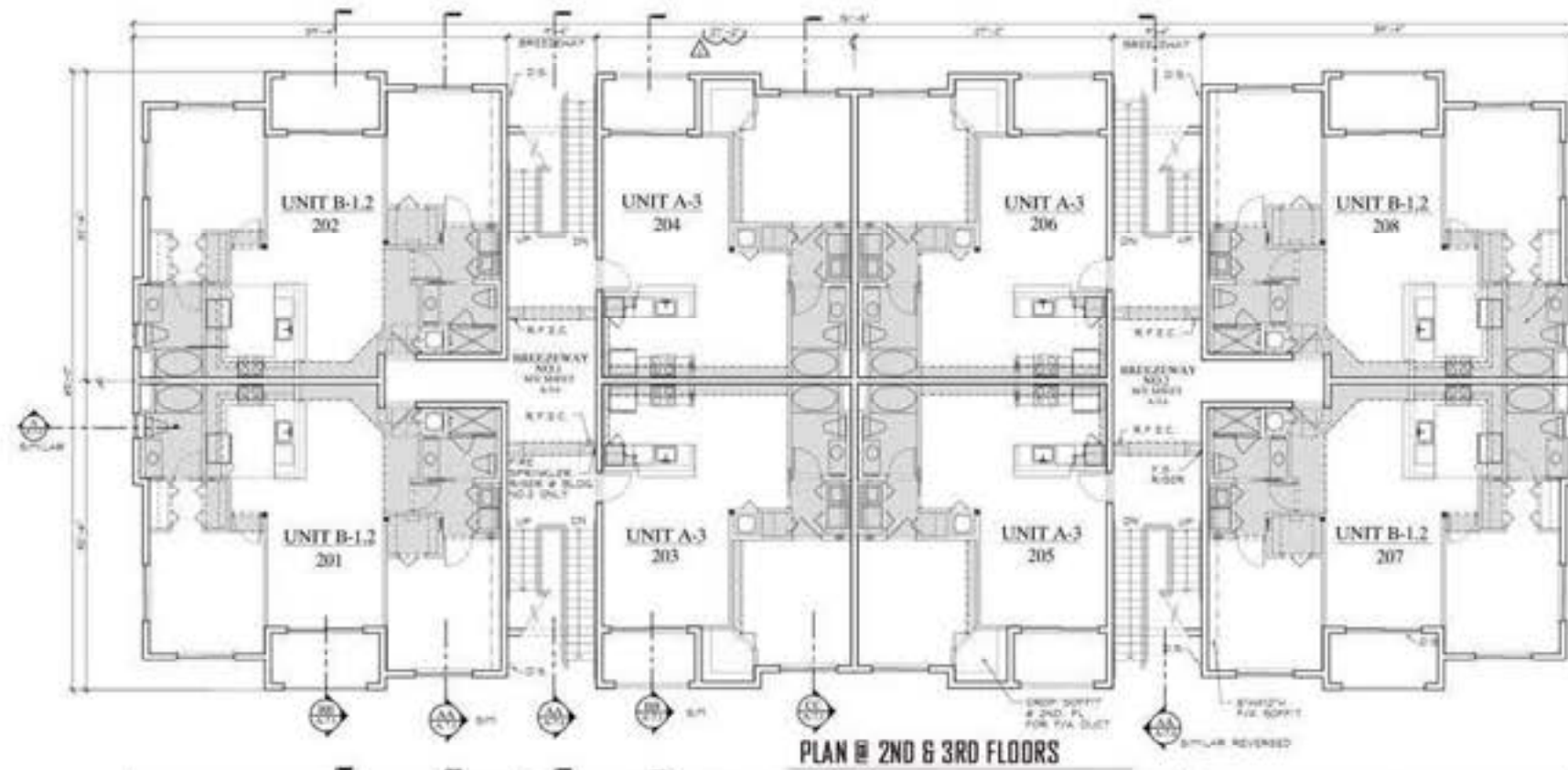
- 5 Decorative Louvers: Vinyl / Color: Honorable Blue\_SW 6811
- 6 Exterior Walls: Stucco / Color: Crushed Ice\_SW 7647
- 7 Siding: Stucco / Color: Lakeside\_SW 9683

| No. | Revision/Issue | Date |
|-----|----------------|------|
|     |                |      |

Project Name and Address

Regatta  
 2590 S Jenkins Rd  
 Fort Pierce FL 34947

|         |          |    |
|---------|----------|----|
| Project | Regatta  | 04 |
| Date    | 8-15-23  |    |
| Scale   | As Noted |    |



General Notes

# TYPE A BUILDING - FLOORPLAN

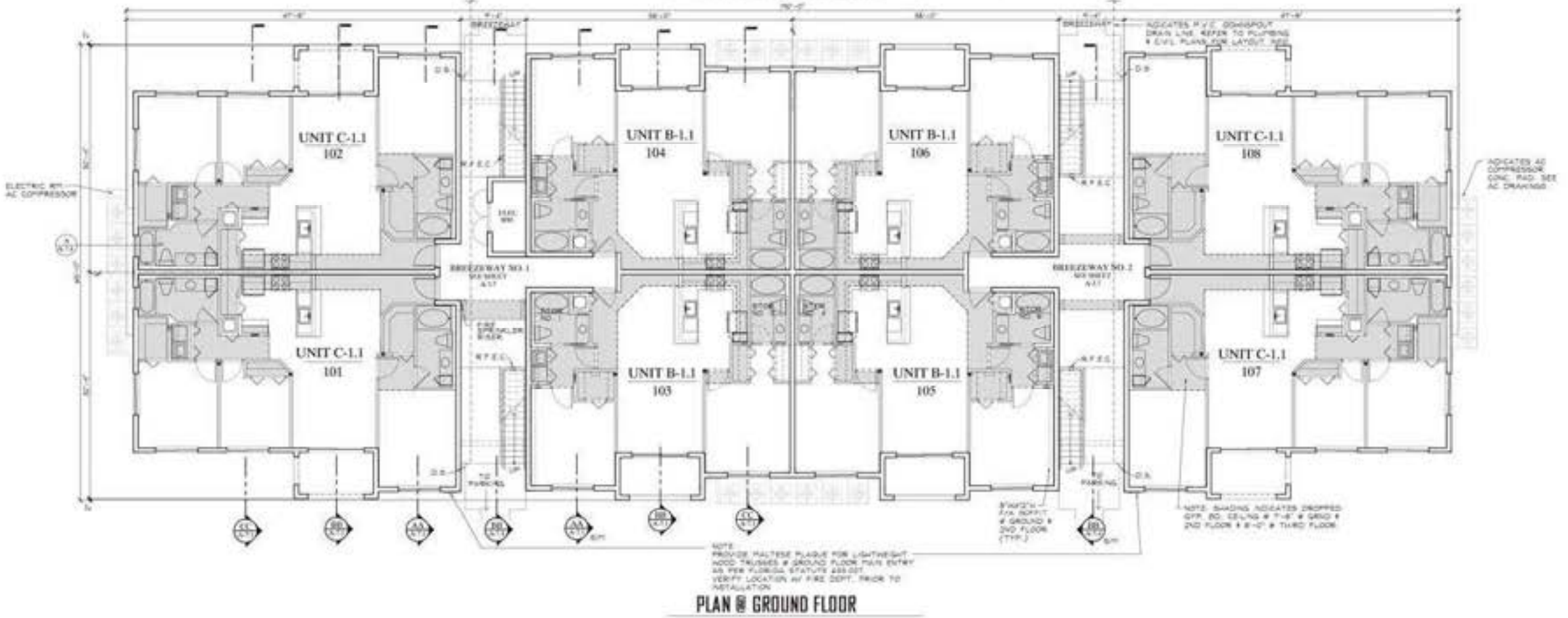
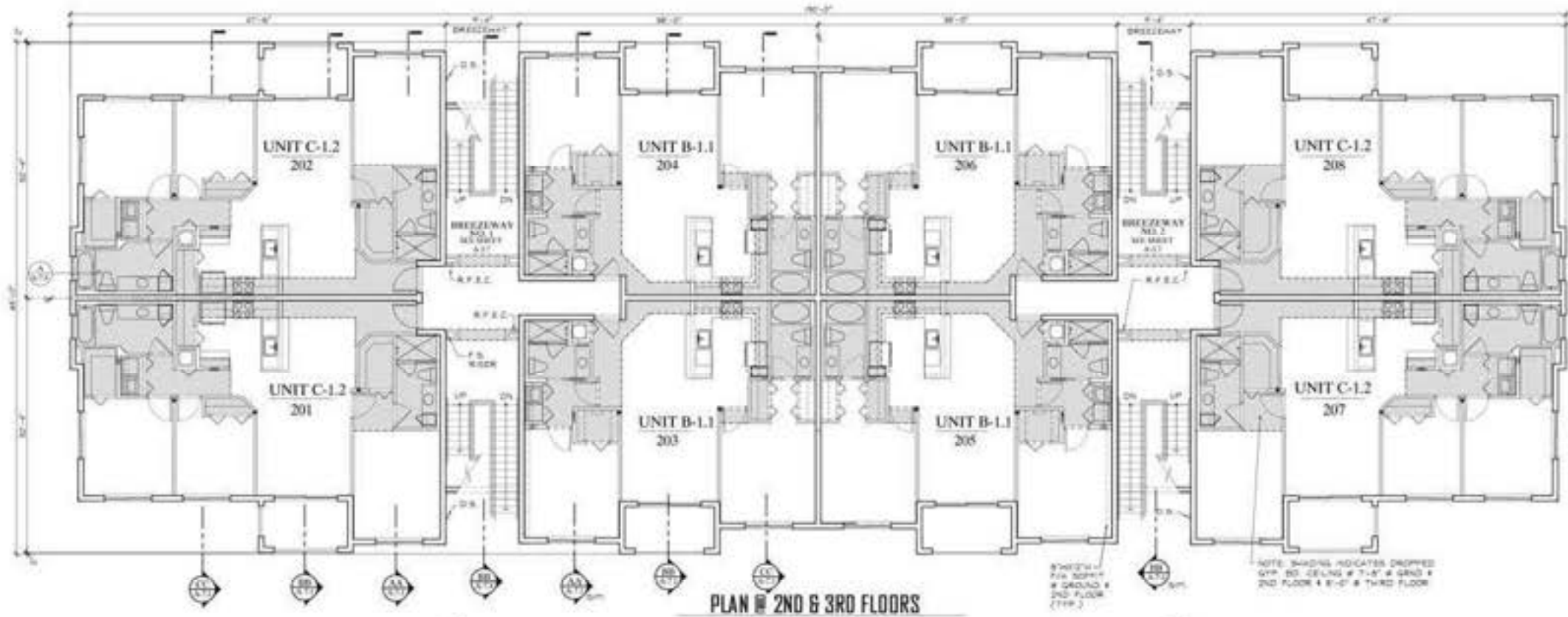
| No. | Revision/Issue | Date |
|-----|----------------|------|
|     |                |      |

Project Name and Address

Regatta  
2590 S Jenkins Rd  
Fort Pierce FL 34947

|         |          |    |
|---------|----------|----|
| Project | Regatta  | 01 |
| Date    | 8-15-28  |    |
| Task    | As Noted |    |

# TYPE B BUILDING - FLOORPLAN



| No. | Revision/Issue | Date |
|-----|----------------|------|
|     |                |      |

Project Name and Address

Regatta  
2590 S Jenkins Rd  
Fort Pierce FL 34947

|         |          |       |    |
|---------|----------|-------|----|
| Project | Regatta  | Sheet | 02 |
| Date    | 8-15-23  |       |    |
| Task    | As Noted |       |    |



**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**



**657 Montreal Avenue • Melbourne, FL 32935**  
**ph 321.676.1505 • fax 321.676.1730 • [www.environmentalpermitting.com](http://www.environmentalpermitting.com)**

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 ( $\pm 17.81$  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  $\pm 17.53$  acres of uplands and  $\pm 0.28$  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.

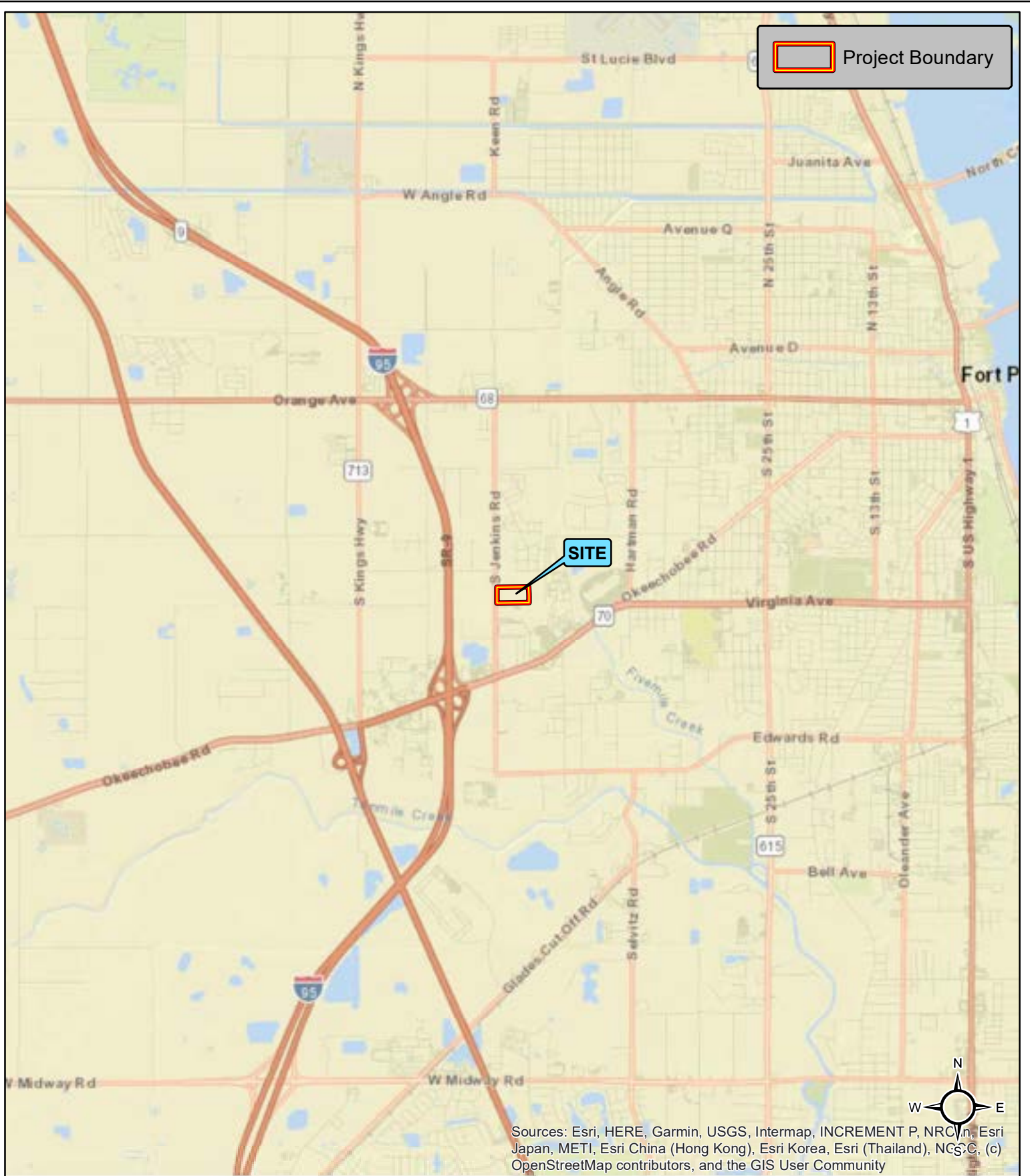
Sincerely,



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



Jon H. Shepherd, MS, PWS  
President/Ecologist



**Project: Regatta**

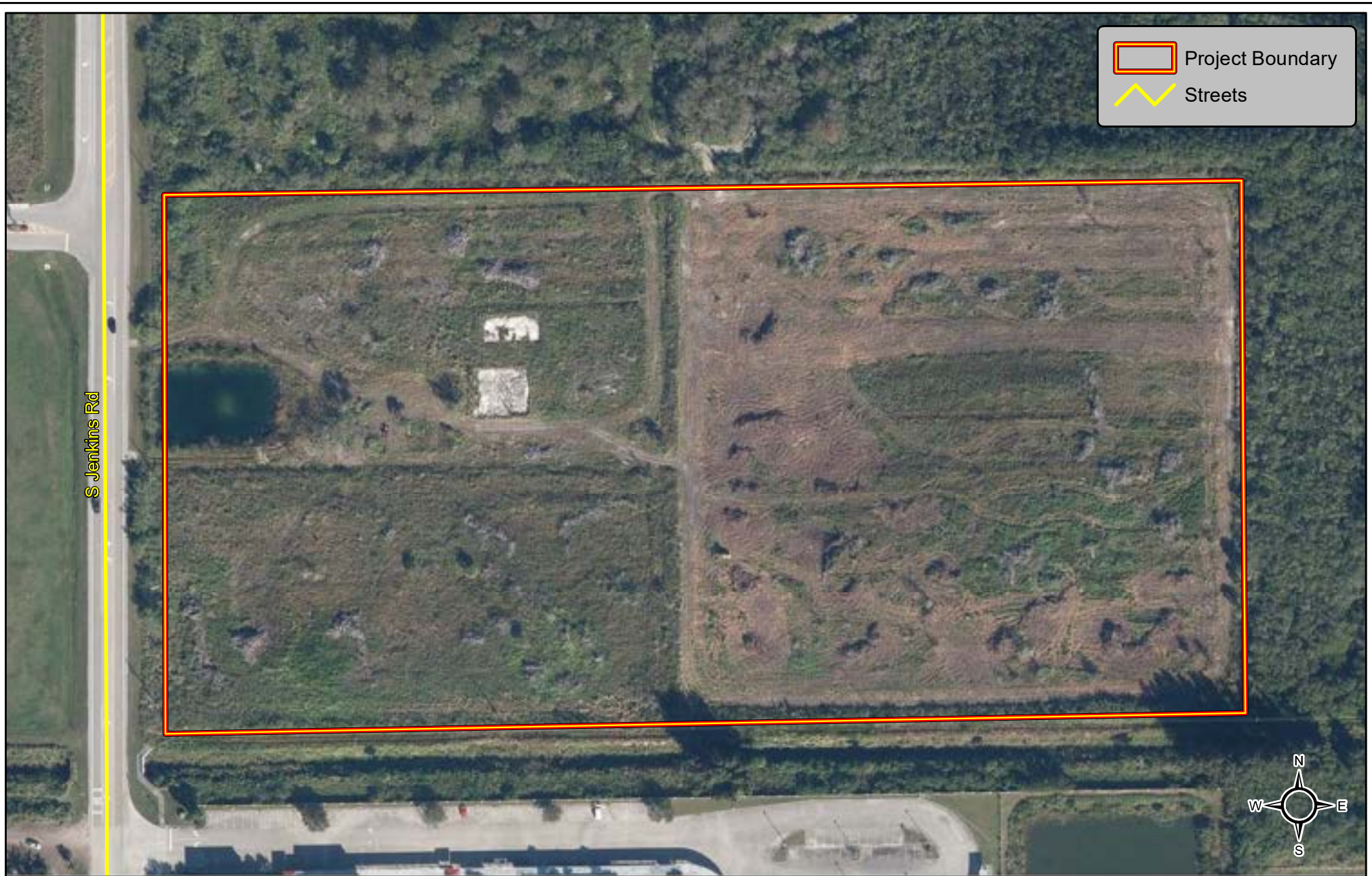
**Figure 1: Location Map**



St Lucie County, Florida



AE Proj #: 23631



***Project: Regatta***

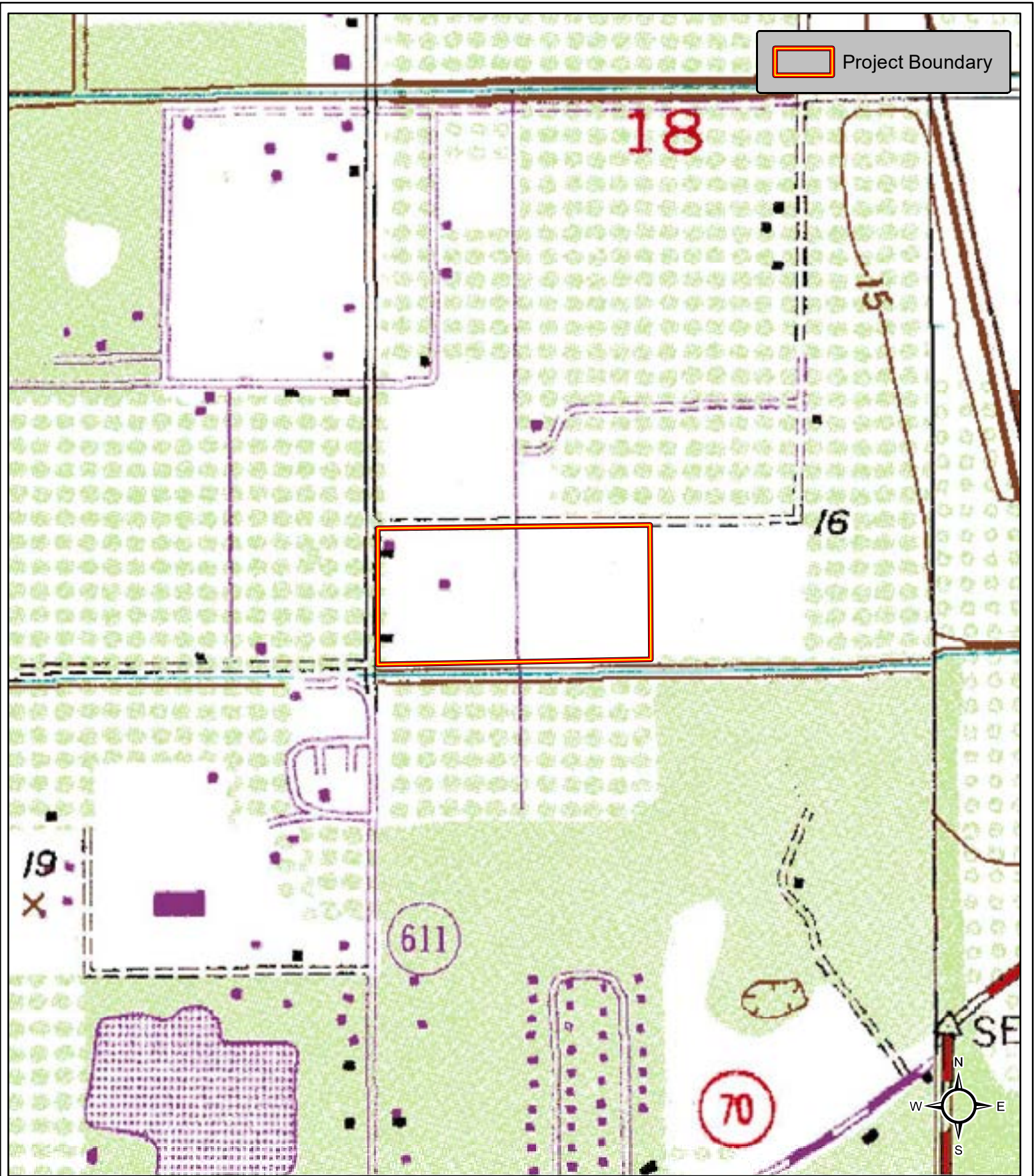
**Figure 2: Aerial Map**

0 100 200 400  
Feet

2023 Aerial, St Lucie County, Florida



AE Proj #: 23631



**Project: Regatta**

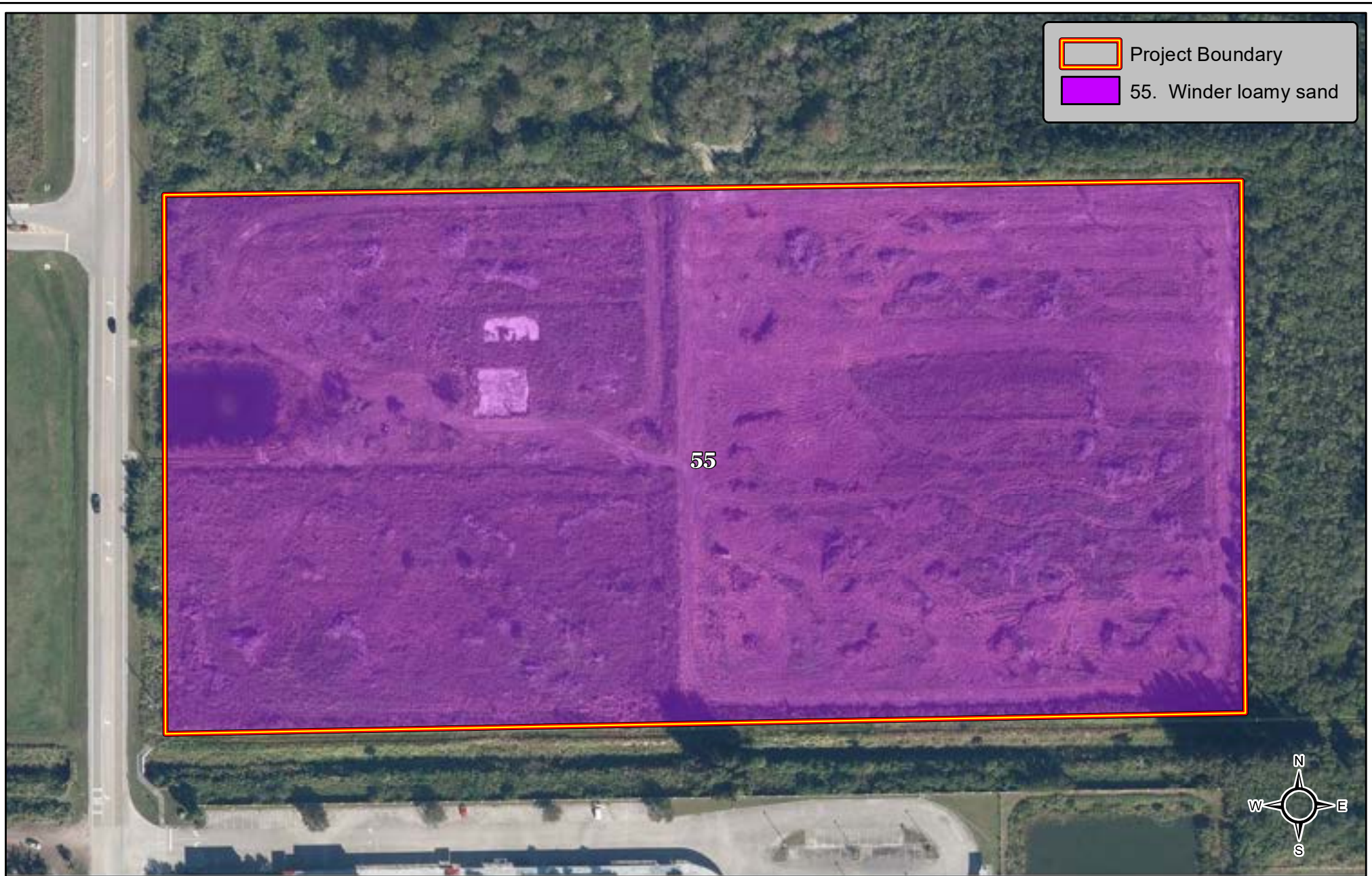
**Figure 3: USGS Topo Map**

0 500 1,000 2,000 Feet

Fort Pierce NW Quadrangle, St Lucie County, Florida

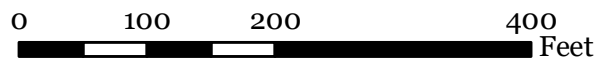


AE Proj #: 23631



***Project: Regatta***

**Figure 4: NRCS Soils Map**



2023 Aerial, St Lucie County, Florida

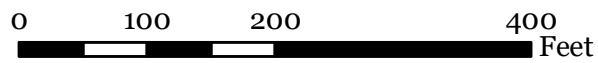


AE Proj #: 23631



***Project: Regatta***

**Figure 5: Land Use (FLUCFCS) Map**



2023 Aerial, St Lucie County, Florida



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  
3725 SE Ocean Blvd. Suite 201  
Stuart, Florida 34996  
772-781-7918**

**August 11, 2023**

**Revised October 31, 2023**

**SR23071.0**

|                                                                                                                                                                                   |                                                                                                                                                                                                               |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <p>Prepared by:<br/>O'Rourke Engineering &amp; Planning<br/>Certificate of Authorization: #26869<br/>3725 SE Ocean Blvd. Suite 201<br/>Stuart, Florida 34996<br/>772-781-7918</p> | <p>Professional Engineer<br/><br/>Susan E. O'Rourke, P.E.<br/>Date signed and sealed: 10/31/2023<br/>License #: 42684</p> |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|



**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

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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.

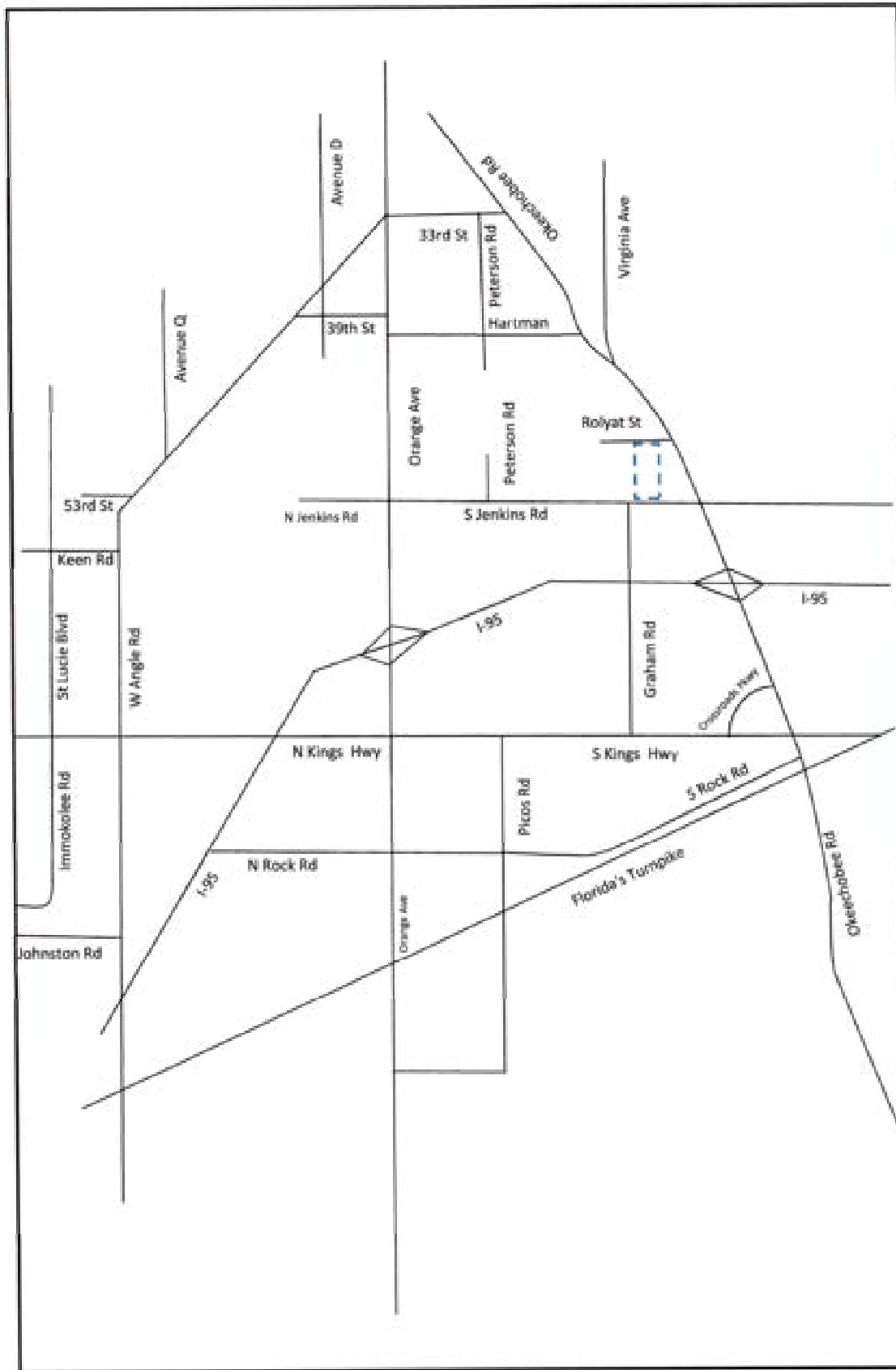
In order to make the determination that the project complies with County Concurrency Guidelines, the following analytical steps were taken:



- 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 southeast of the intersection of Graham Road and Jenkins Road. The location is shown in **Figure 1**.



|                                                                                                                                             |                                                                                                                                                                                                     |                                                                                                                           |                                                |
|---------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------|------------------------------------------------|
| <br>MTS<br>Job Number: 18-214071-0<br>Date: 07-25-2023 | <br><b>O'ROURKE</b><br>ENGINEERING & PLANNING<br>21 SE Bernside Street<br>Stuart, FL 34994<br>Date: 07-25-2023 | <b>Legend</b><br> = Project Location | <b>Figure 1</b><br>Project Location<br>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        |
| <b>TOTALS</b>                  |          |           |       |                       |                   |     | <b>1,038</b>  | <b>1,037</b> | <b>2,075</b> |

Source: ITE 11th Edition Trip Generation Rates

**Table 1b: AM Peak Hour**

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

Source: ITE 11th Edition Trip Generation Rates

**Table 1c: PM Peak Hour**

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

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.

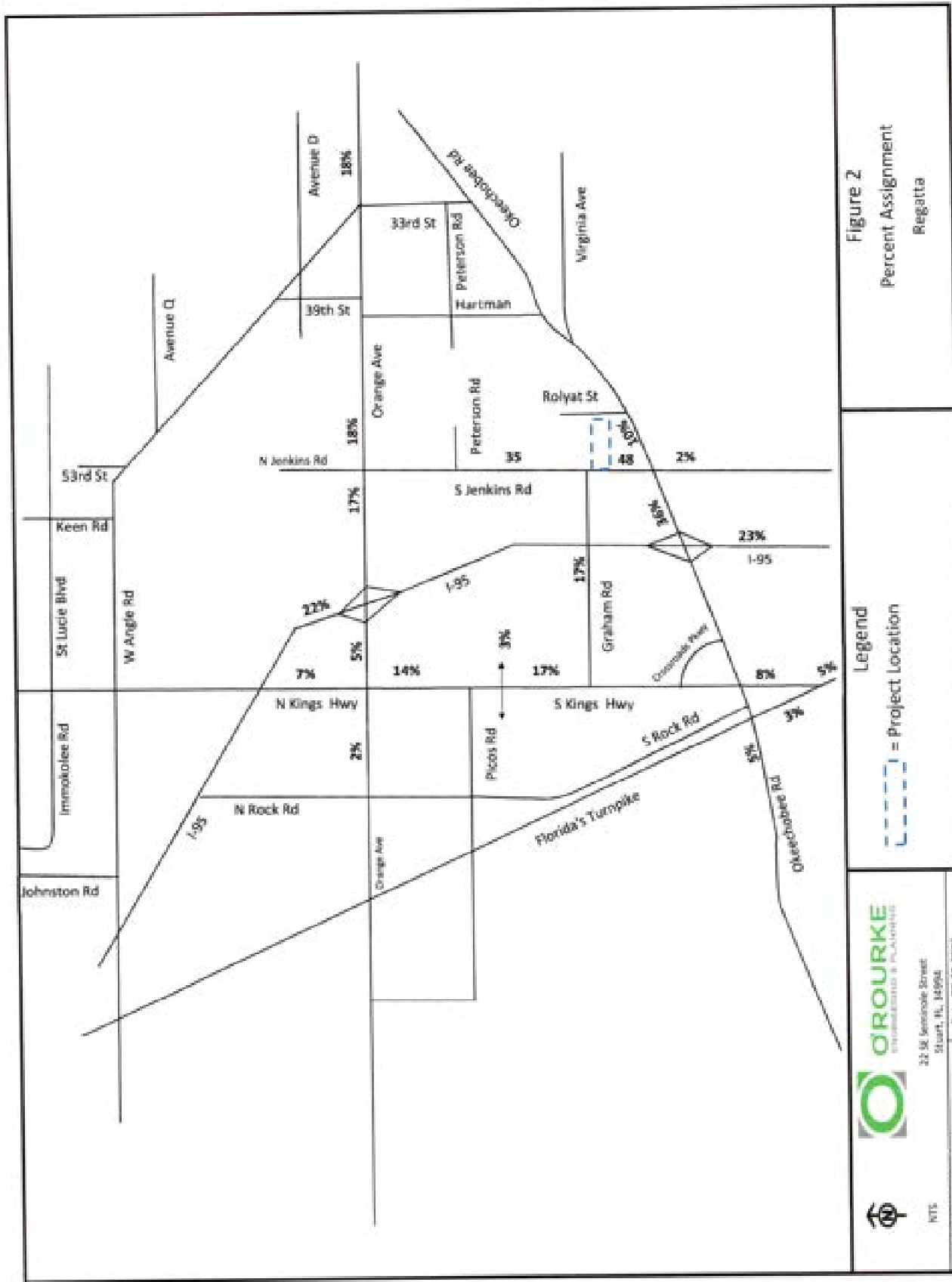
## **LINK ANALYSIS / REVIEW**

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**.



2256 Seminole Street  
Stuart, FL 34994

Date: 07-25-2021



NTS

Job Number: 0423071.0

TABLE 26 - Project Percent Impact - AM Peak Hour

| Segment    | From             | To                | Lanes           | Direction | In/Out | Greater than 5% (2% on Adjacent Links) | Peak Hour Service Capacity | Project Volume Peak Direction | % Project of Capacity Peak Hour | Project Percent Assignment |     |
|------------|------------------|-------------------|-----------------|-----------|--------|----------------------------------------|----------------------------|-------------------------------|---------------------------------|----------------------------|-----|
| Jenkins Rd | Overchobocoe Rd  | Project Driveway  | 2L              | SB        | IN     | YES                                    | 500                        | 14                            | 1.51%                           | 48%                        |     |
|            | Overchobocoe Rd  | Project Driveway  | 2L              | SB        | OUT    | YES                                    | 500                        | 44                            | 4.70%                           | 48%                        |     |
|            | Project Driveway | Graham Rd         | 2L              | SB        | OUT    | YES                                    | 500                        | 47                            | 5.12%                           | 52%                        |     |
|            | Project Driveway | Graham Rd         | 2L              | SB        | IN     | YES                                    | 500                        | 15                            | 1.61%                           | 52%                        |     |
|            | Graham Rd        | Petersen Rd       | 2L              | SB        | OUT    | YES                                    | 600                        | 10                            | 1.66%                           | 55%                        |     |
|            | Graham Rd        | Petersen Rd       | 2L              | SB        | IN     | NO                                     | 600                        | 10                            | 1.59%                           | 55%                        |     |
|            | Petersen Rd      | Orange Ave        | 2L              | WB        | OUT    | YES                                    | 500                        | 12                            | 1.46%                           | 55%                        |     |
|            | Petersen Rd      | Orange Ave        | 2L              | WB        | IN     | NO                                     | 500                        | 10                            | 1.07%                           | 55%                        |     |
|            | 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              | 4.0             | EB        | IN     | NO                                     | 2,100                      | 1                             | 0.05%                           | 5%                         |     |
| Kings Hwy  |                  | I-95              | 4.0             | WB        | OUT    | NO                                     | 2,100                      | 5                             | 0.24%                           | 5%                         |     |
| I-95       |                  | Jenkins Rd        | 4.0             | EB        | IN     | NO                                     | 2,100                      | 5                             | 0.24%                           | 12%                        |     |
| I-95       |                  | Jenkins Rd        | 4.0             | WB        | OUT    | NO                                     | 2,100                      | 25                            | 0.71%                           | 12%                        |     |
| Jenkins Rd |                  | Hartman Rd        | 4.0             | EB        | OUT    | NO                                     | 2,100                      | 18                            | 0.74%                           | 18%                        |     |
| Jenkins Rd |                  | Hartman Rd        | 4.0             | WB        | IN     | NO                                     | 2,100                      | 5                             | 0.24%                           | 18%                        |     |
| Hartman    |                  | Angie Rd          | 4.0             | EB        | OUT    | NO                                     | 2,100                      | 16                            | 0.76%                           | 18%                        |     |
| Hartman    |                  | Angie Rd          | 4.0             | WB        | IN     | NO                                     | 2,100                      | 5                             | 0.24%                           | 18%                        |     |
| Kings Hwy  |                  | Overchobocoe Rd   | Crossroads Pkwy | 4.0       | SB     | IN                                     | NO                         | 2,000                         | 8                               | 0.30%                      | 11% |
|            |                  | Overchobocoe Rd   | Crossroads Pkwy | 4.0       | SB     | OUT                                    | NO                         | 2,000                         | 11                              | 0.60%                      | 11% |
|            | Crossroads Pkwy  | Graham Rd         | 4.0             | SB        | IN     | NO                                     | 2,000                      | 4                             | 0.20%                           | 11%                        |     |
|            | Crossroads Pkwy  | Graham Rd         | 4.0             | SB        | OUT    | NO                                     | 2,000                      | 11                            | 0.60%                           | 11%                        |     |
|            | Graham Rd        | Pico Rd           | 4.0             | SB        | OUT    | NO                                     | 2,000                      | 15                            | 0.75%                           | 12%                        |     |
|            | Graham Rd        | Pico Rd           | 4.0             | SB        | IN     | NO                                     | 2,000                      | 5                             | 0.25%                           | 12%                        |     |
|            | Pico Rd          | Orange Ave        | 4.0             | WB        | OUT    | NO                                     | 2,000                      | 11                            | 0.55%                           | 14%                        |     |
|            | Pico Rd          | Orange Ave        | 4.0             | WB        | IN     | NO                                     | 2,000                      | 4                             | 0.20%                           | 14%                        |     |
|            | Orange Ave       | I-95 Overpass     | 4.0             | SB        | OUT    | NO                                     | 2,000                      | 6                             | 0.30%                           | 7%                         |     |
|            | Orange Ave       | I-95 Overpass     | 4.0             | SB        | IN     | NO                                     | 2,000                      | 3                             | 0.15%                           | 7%                         |     |
|            | I-95 Overpass    | Angie Rd          | 2L              | SB        | OUT    | NO                                     | 500                        | 6                             | 0.65%                           | 7%                         |     |
|            | I-95 Overpass    | Angie Rd          | 2L              | SB        | IN     | NO                                     | 500                        | 2                             | 0.22%                           | 7%                         |     |
|            | Overchobocoe Rd  | Rendon's Turnpike | Kings Hwy       | 4.0       | EB     | IN                                     | NO                         | 2,100                         | 1                               | 0.05%                      | 5%  |
|            |                  | Rendon's Turnpike | Kings Hwy       | 4.0       | WB     | OUT                                    | NO                         | 2,100                         | 5                               | 0.24%                      | 5%  |
| ISS        |                  | Jenkins Rd        | 4.0             | EB        | IN     | NO                                     | 4,040                      | 7                             | 0.17%                           | 21%                        |     |
| ISS        |                  | Jenkins Rd        | 4.0             | WB        | OUT    | NO                                     | 4,040                      | 21                            | 0.50%                           | 21%                        |     |
| Jenkins Rd |                  | McKee Rd          | 4.0             | EB        | OUT    | NO                                     | 4,040                      | 5                             | 0.12%                           | 10%                        |     |
| Jenkins Rd |                  | McKee Rd          | 4.0             | WB        | IN     | NO                                     | 4,040                      | 1                             | 0.02%                           | 10%                        |     |
| I-95       |                  | Melroy Rd         | Overchobocoe Rd | 4.0       | SB     | IN                                     | NO                         | 5,500                         | 7                               | 0.13%                      | 21% |
|            |                  | Melroy Rd         | Overchobocoe Rd | 4.0       | SB     | OUT                                    | NO                         | 5,500                         | 21                              | 0.38%                      | 21% |
|            | Orange Ave       | Jenkins Rd        | 4.0             | WB        | OUT    | NO                                     | 2,100                      | 20                            | 0.27%                           | 22%                        |     |
|            | Orange Ave       | Jenkins Rd        | 4.0             | WB        | IN     | NO                                     | 2,100                      | 6                             | 0.08%                           | 22%                        |     |

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IN: 29  
OUT: 91

TABLE 26 - Project Percent Impact - PM Peak Hour

| Segment    | From             | To                | Lanes           | Direction | In/Out | Greater than 5% (2% on Adjacent Links) | Peak Hour Service Capacity | Project Volume Peak Direction | % Project of Capacity Peak Hour | Project Percent Assignment |     |
|------------|------------------|-------------------|-----------------|-----------|--------|----------------------------------------|----------------------------|-------------------------------|---------------------------------|----------------------------|-----|
| Jenkins Rd | Overchobocoe Rd  | Project Driveway  | 2L              | SB        | IN     | YES                                    | 500                        | 43                            | 5.11%                           | 48%                        |     |
|            | Overchobocoe Rd  | Project Driveway  | 2L              | SB        | OUT    | YES                                    | 500                        | 27                            | 2.30%                           | 48%                        |     |
|            | Project Driveway | Graham Rd         | 2L              | SB        | OUT    | YES                                    | 500                        | 30                            | 1.80%                           | 52%                        |     |
|            | Project Driveway | Graham Rd         | 2L              | SB        | IN     | YES                                    | 500                        | 51                            | 5.54%                           | 52%                        |     |
|            | Graham Rd        | Petersen Rd       | 2L              | SB        | OUT    | YES                                    | 600                        | 20                            | 1.27%                           | 55%                        |     |
|            | Graham Rd        | Petersen Rd       | 2L              | SB        | IN     | YES                                    | 600                        | 14                            | 1.40%                           | 55%                        |     |
|            | Petersen Rd      | Orange Ave        | 2L              | WB        | OUT    | NO                                     | 500                        | 20                            | 2.17%                           | 55%                        |     |
|            | Petersen Rd      | Orange Ave        | 2L              | WB        | IN     | YES                                    | 500                        | 14                            | 1.20%                           | 55%                        |     |
|            | 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                               | 0.07%                      | 2%  |
| Kings Hwy  |                  | I-95              | 4.0             | EB        | IN     | NO                                     | 2,100                      | 5                             | 0.24%                           | 5%                         |     |
| Kings Hwy  |                  | I-95              | 4.0             | WB        | OUT    | NO                                     | 2,100                      | 3                             | 0.14%                           | 5%                         |     |
| I-95       |                  | Jenkins Rd        | 4.0             | EB        | IN     | NO                                     | 2,100                      | 13                            | 0.61%                           | 12%                        |     |
| I-95       |                  | Jenkins Rd        | 4.0             | WB        | OUT    | NO                                     | 2,100                      | 10                            | 0.48%                           | 12%                        |     |
| Jenkins Rd |                  | Hartman Rd        | 4.0             | EB        | OUT    | NO                                     | 2,100                      | 16                            | 0.80%                           | 18%                        |     |
| Jenkins Rd |                  | Hartman Rd        | 4.0             | WB        | IN     | NO                                     | 2,100                      | 18                            | 0.85%                           | 18%                        |     |
| Hartman    |                  | Angie Rd          | 4.0             | EB        | OUT    | NO                                     | 2,100                      | 10                            | 0.48%                           | 18%                        |     |
| Hartman    |                  | Angie Rd          | 4.0             | WB        | IN     | NO                                     | 2,100                      | 18                            | 0.85%                           | 18%                        |     |
| Kings Hwy  |                  | Overchobocoe Rd   | Crossroads Pkwy | 4.0       | SB     | IN                                     | NO                         | 2,000                         | 13                              | 0.65%                      | 11% |
|            |                  | Overchobocoe Rd   | Crossroads Pkwy | 4.0       | SB     | OUT                                    | NO                         | 2,000                         | 7                               | 0.35%                      | 11% |
|            | Crossroads Pkwy  | Graham Rd         | 4.0             | SB        | IN     | NO                                     | 2,000                      | 11                            | 0.65%                           | 11%                        |     |
|            | Crossroads Pkwy  | Graham Rd         | 4.0             | SB        | OUT    | NO                                     | 2,000                      | 7                             | 0.35%                           | 11%                        |     |
|            | Graham Rd        | Pico Rd           | 4.0             | SB        | OUT    | NO                                     | 2,000                      | 10                            | 0.50%                           | 12%                        |     |
|            | Graham Rd        | Pico Rd           | 4.0             | SB        | IN     | NO                                     | 2,000                      | 17                            | 0.85%                           | 12%                        |     |
|            | Pico Rd          | Orange Ave        | 4.0             | WB        | OUT    | NO                                     | 2,000                      | 8                             | 0.40%                           | 14%                        |     |
|            | Pico Rd          | Orange Ave        | 4.0             | WB        | IN     | NO                                     | 2,000                      | 14                            | 0.70%                           | 14%                        |     |
|            | Orange Ave       | I-95 Overpass     | 4.0             | SB        | OUT    | NO                                     | 2,000                      | 4                             | 0.20%                           | 7%                         |     |
|            | Orange Ave       | I-95 Overpass     | 4.0             | SB        | IN     | NO                                     | 2,000                      | 7                             | 0.35%                           | 7%                         |     |
|            | I-95 Overpass    | Angie Rd          | 2L              | SB        | OUT    | NO                                     | 500                        | 4                             | 0.47%                           | 7%                         |     |
|            | I-95 Overpass    | Angie Rd          | 2L              | SB        | IN     | NO                                     | 500                        | 2                             | 0.26%                           | 7%                         |     |
|            | Overchobocoe Rd  | Rendon's Turnpike | Kings Hwy       | 4.0       | EB     | IN                                     | NO                         | 2,100                         | 5                               | 0.24%                      | 5%  |
|            |                  | Rendon's Turnpike | Kings Hwy       | 4.0       | WB     | OUT                                    | NO                         | 2,100                         | 7                               | 0.34%                      | 5%  |
| ISS        |                  | Jenkins Rd        | 4.0             | EB        | IN     | NO                                     | 4,240                      | 28                            | 0.54%                           | 20%                        |     |
| ISS        |                  | Jenkins Rd        | 4.0             | WB        | OUT    | NO                                     | 4,240                      | 11                            | 0.26%                           | 20%                        |     |
| Jenkins Rd |                  | McKee Rd          | 4.0             | EB        | OUT    | NO                                     | 4,040                      | 5                             | 0.12%                           | 10%                        |     |
| Jenkins Rd |                  | McKee Rd          | 4.0             | WB        | IN     | NO                                     | 4,040                      | 10                            | 0.25%                           | 10%                        |     |
| I-95       |                  | Melroy Rd         | Overchobocoe Rd | 4.0       | SB     | IN                                     | NO                         | 5,500                         | 20                              | 0.42%                      | 21% |
|            |                  | Melroy Rd         | Overchobocoe Rd | 4.0       | SB     | OUT                                    | NO                         | 5,500                         | 19                              | 0.34%                      | 21% |
|            | Orange Ave       | Jenkins Rd        | 4.0             | WB        | OUT    | NO                                     | 2,100                      | 11                            | 0.18%                           | 22%                        |     |
|            | Orange Ave       | Jenkins Rd        | 4.0             | WB        | IN     | NO                                     | 2,100                      | 22                            | 0.50%                           | 22%                        |     |

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IN: 98  
OUT: 57



## 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 and 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 570 and an opposing volume of 625, a southbound left-turn lane is warranted at the project driveway. NCHRP 457 was used to evaluate the need for a right-turn lane. With an approaching volume of 625 and a right-turn volume of 47, a northbound right-turn lane is warranted.

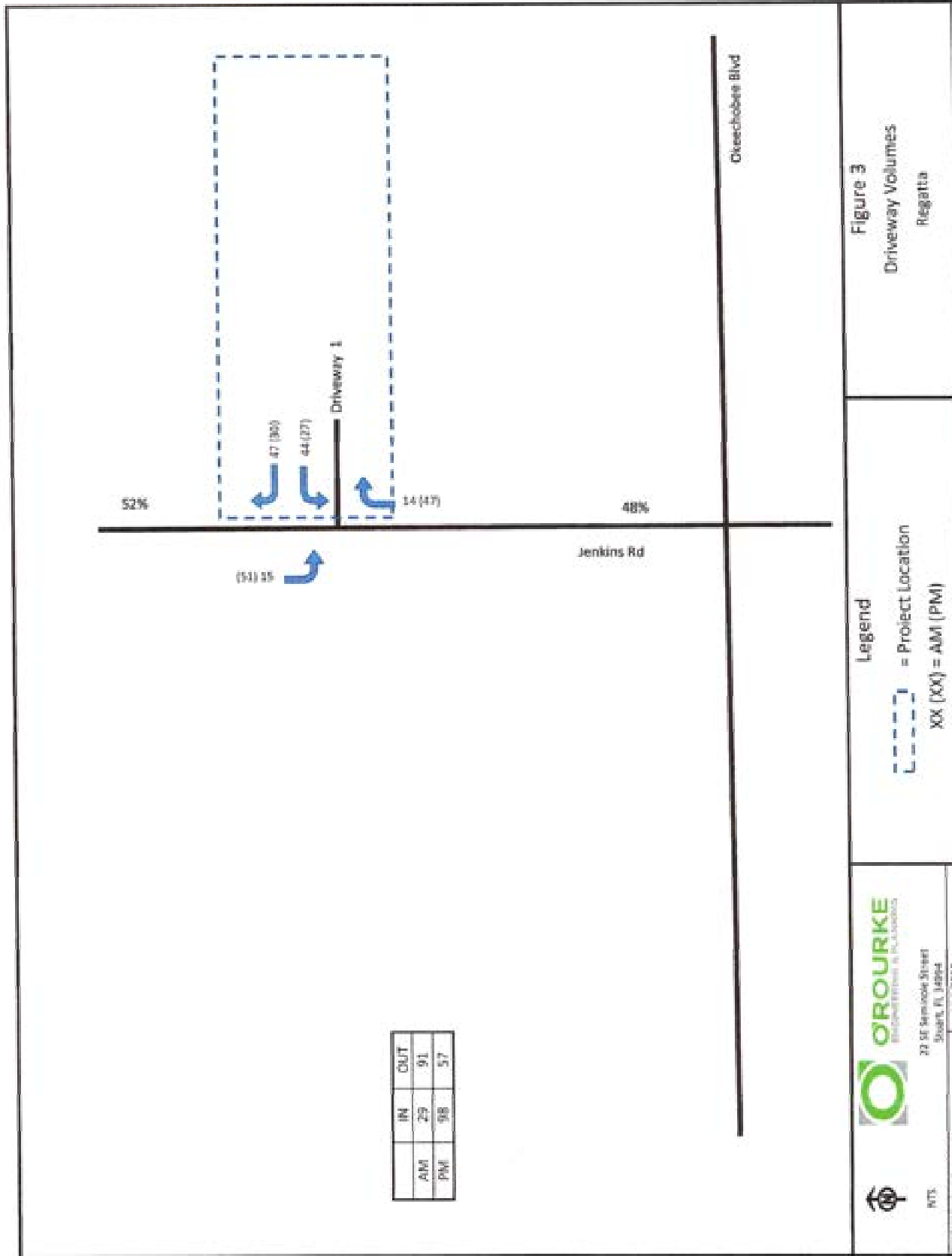
With a posted speed limit of 45 MPH, the required deceleration length for the turn lanes is 240'. The southbound left-turn lane has a queue of less than 1 vehicle in the AM and PM peak hours. Therefore, a queue of 1 vehicle was added to the southbound left-turn lane for a total length of 265'. The northbound right-turn lane does not have a queue. Therefore, a total length of 240' is proposed for the northbound right-turn lane.

The driveway data and analyses are included in **Appendix F**.

Table 4: Intersection Level of Service

| Intersection                   | Period | Existing |     | 2026 w/Project |       | 2026 w/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   | 115.9 / 61.9   | F / F | 43.3 / 43.9                      | F / F | 219.7 / 96.5   | F / F | 60.0 / 88.5                      | F / F |
|                                | PM     | 16       | C   | 297.3 / 75.5   | F / F | 97.9 / 75.5                      | F / F | 420.7 / 133.2  | F / F | 128.9 / 133.2                    | F / F |
| Jenkins Road & Osochoabe Road  | AM     | 42.2     | D   | 58.7           | D     | N/A                              | -     | 56             | D     | N/A                              | -     |
|                                | PM     | 39.2     | D   | 51.8           | D     | N/A                              | -     | 52.2           | D     | N/A                              | -     |
| Orange Avenue & Jenkins Avenue | AM     | 18.5     | B   | 22.4           | C     | N/A                              | -     | 22.4           | C     | N/A                              | -     |
|                                | PM     | 19.3     | B   | 24.6           | C     | N/A                              | -     | 25.1           | C     | N/A                              | -     |

Note: KI / OI = Eastbound / Westbound Approaches



## **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 and a northbound right-turn lane on Jenkins Road at the Project Driveway are recommended.

Therefore, the project meets the requirements for concurrency.

**APPENDIX A**

**SITE PLAN**



**APPENDIX B**

**ST. LUCIE COUNTY 2023 LEVEL OF SERVICE REPORT**

## Traffic Counts and Level of Service Report 2023

| Roadway Name      | Location                           | AADT   | PM Hr Service Capacity | AM PM Hr Pk Pk Dir |     |      | PM PE 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 | 233             | C   | 0.37 |
| GEORGIA AVE       | OKEECHOBEE RD to 17TH ST           | 4,000  | 750                    | 233                | C   | 0.31 | 233             | C   | 0.30 |
| GEORGIA AVE       | 17TH ST to 13TH ST                 | 5,400  | 600                    | 275                | C   | 0.46 | 277             | C   | 0.45 |
| 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   | 1.25 |
| 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   | 0.40 |
| 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 | 665             | 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   | 0.29 |
| 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   | 0.85 | 4,734           | D   | 0.86 |

\* Volumes shown were adjusted using FOOT Seasonal Factors

\*\* AADT = Annual Average Daily Traffic

### 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  |
| 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  | 750                    | 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                  | 55              | B   | 0.05            | 55     | B   | 0.05 |
| INDRIO RD       | I-95 W RAMP to I-95 E RAMP     | 1,130  | 3,340                  | 55              | B   | 0.02            | 55     | 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 SEHINGLE RD      | 10,743 | 920                    | 524             | C   | 0.57            | 524    | C   | 0.57 |
| INDRIO RD       | SEHINGLE RD to KINGS HWY       | 10,743 | 790                    | 524             | D   | 0.66            | 524    | D   | 0.66 |
| INDRIO RD       | KINGS HWY to SLASH PINE TRL    | 6,900  | 790                    | 411             | D   | 0.52            | 404    | D   | 0.51 |
| INDRIO RD       | SLASH PINE TRL to US 1         | 6,900  | 920                    | 411             | C   | 0.45            | 404    | C   | 0.44 |
| INDRIO RD       | US 1 to OLD DIXIE HWY          | 1,245  | 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 LEONARD RD             | 5,465  | 2,100                  | 285             | C   | 0.14            | 273    | C   | 0.13 |
| JOHNSTON RD     | ANGLE RD to L20                | 3,609  | 1,070                  | 228             | B   | 0.21            | 200    | B   | 0.19 |
| JOHNSTON RD     | L20 to HEADWOOD DR             | 3,604  | 1,070                  | 172             | B   | 0.16            | 163    | B   | 0.15 |
| JOHNSTON RD     | HEADWOOD DR to OLD JOHNSTON RD | 3,604  | 1,070                  | 172             | B   | 0.16            | 163    | B   | 0.15 |
| JOHNSTON RD     | OLD JOHNSTON RD to INDRIO RD   | 3,604  | 1,070                  | 172             | B   | 0.16            | 163    | 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     | 33RD ST to 25TH ST             | 1,072  | 750                    | 126             | C   | 0.17            | 103    | C   | 0.14 |
| JUANITA AVE     | 25TH ST to US 1                | 3,249  | 750                    | 191             | C   | 0.26            | 209    | C   | 0.28 |

\* Volumes shown were adjusted using FOOT Seasonal Factors  
 \* AADT = Annual Average Daily Traffic

## 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  |
| 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                    | 573             | C   | 0.77            | 573    | C   | 0.77 |
| KIRBY LOOP RD  | EDWARDS RD to 35TH ST                      | 2,581  | 630                    | 150             | C   | 0.24            | 159    | 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 |

\* Volumes shown were adjusted using FDOT Seasonal Factors

\*\* AADT = Annual Average Daily Traffic

## 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  |
| 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          | 32,542 | 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 | 1,530                  | 802             | D   | 0.49 | 791             | D   | 0.49 |
| OKEECHOBEE RD | 35TH ST TO 33RD ST               | 16,500 | 1,530                  | 859             | D   | 0.53 | 822             | D   | 0.50 |
| OKEECHOBEE RD | 33RD ST TO 25TH ST               | 16,500 | 1,530                  | 859             | D   | 0.53 | 822             | D   | 0.50 |
| OKEECHOBEE RD | 25TH ST TO GEORGIA AVE           | 12,000 | 1,530                  | 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   | 0.35 |
| OLD DIXIE HWY | US 1 TO SR A1A NORTH             | 810    | 790                    | 129             | C   | 0.16 | 123             | C   | 0.16 |
| OLD DIXIE HWY | SR A1A NORTH TO ST LUCIE BLVD    | 1,753  | 750                    | 62              | 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 | 63              | C   | 0.07 |
| OLEANDER AVE  | BEACH AVE TO KITTERMAN RD        | 2,970  | 540                    | 172             | C   | 0.32 | 194             | C   | 0.36 |
| OLEANDER AVE  | KITTEMAN 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 | 363             | 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 SAGEE RD      | 5,195  | 670                    | 303             | C   | 0.45 | 289             | C   | 0.43 |
| ORANGE AVE    | SAGEE RD TO HEADER CANAL RD      | 5,195  | 670                    | 303             | C   | 0.45 | 289             | C   | 0.43 |
| ORANGE AVE    | HEADER CANAL RD TO SHINN RD      | 5,195  | 670                    | 303             | C   | 0.45 | 289             | C   | 0.43 |

\* Volumes shown were adjusted using FDOT Seasonal Factors  
 \* AACT = Annual Average Daily Traffic

## 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  |
| 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 | 361             | 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 PARR DR                  | 16,735 | 920                    | 774             | C   | 0.84 | 774             | C   | 0.84 |
| PORT ST LUCIE BLVD | PARR DR to TULIP BLVD                 | 15,235 | 700                    | 774             | F   | 1.11 | 774             | F   | 1.11 |
| PORT ST LUCIE BLVD | TULIP BLVD to DARWIN BLVD             | 15,735 | 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 |

\* Volumes shown were adjusted using PDOT Seasonal Factors  
 \* AADT = Annual Average Daily Traffic

**APPENDIX C**

**OTHER PROJECT DATA/GROWTH RATE**

| SAC APPROVED PROJECT |             | State Office of OCA                           |                           |                             |                             | Amalgamated Communities |                           |                             |                             | King King (Continental Area) - Initial Report |                           |                             |                             | Example |                           |                             |                             |       |
|----------------------|-------------|-----------------------------------------------|---------------------------|-----------------------------|-----------------------------|-------------------------|---------------------------|-----------------------------|-----------------------------|-----------------------------------------------|---------------------------|-----------------------------|-----------------------------|---------|---------------------------|-----------------------------|-----------------------------|-------|
| Legal Name           | Issue       | %                                             | Year Bldg. / 1000 sq. ft. | 1000 sq. ft. / 1000 sq. ft. | 1000 sq. ft. / 1000 sq. ft. | %                       | Year Bldg. / 1000 sq. ft. | 1000 sq. ft. / 1000 sq. ft. | 1000 sq. ft. / 1000 sq. ft. | %                                             | Year Bldg. / 1000 sq. ft. | 1000 sq. ft. / 1000 sq. ft. | 1000 sq. ft. / 1000 sq. ft. | %       | Year Bldg. / 1000 sq. ft. | 1000 sq. ft. / 1000 sq. ft. | 1000 sq. ft. / 1000 sq. ft. |       |
| Buckeye Rd           | Change Area | 100                                           | 0                         | 0                           | 0                           | 100                     | 0                         | 0                           | 0                           | 100                                           | 0                         | 0                           | 0                           | 100     | 0                         | 0                           | 0                           |       |
|                      | Change      | 100                                           | 0                         | 0                           | 0                           | 100                     | 0                         | 0                           | 0                           | 100                                           | 0                         | 0                           | 0                           | 100     | 0                         | 0                           | 0                           |       |
|                      | Change      | 100                                           | 0                         | 0                           | 0                           | 100                     | 0                         | 0                           | 0                           | 100                                           | 0                         | 0                           | 0                           | 100     | 0                         | 0                           | 0                           |       |
|                      | Change      | 100                                           | 0                         | 0                           | 0                           | 100                     | 0                         | 0                           | 0                           | 100                                           | 0                         | 0                           | 0                           | 100     | 0                         | 0                           | 0                           |       |
|                      | Change      | 100                                           | 0                         | 0                           | 0                           | 100                     | 0                         | 0                           | 0                           | 100                                           | 0                         | 0                           | 0                           | 100     | 0                         | 0                           | 0                           |       |
| Downtown             | Change      | 100                                           | 0                         | 0                           | 0                           | 100                     | 0                         | 0                           | 0                           | 100                                           | 0                         | 0                           | 0                           | 100     | 0                         | 0                           | 0                           |       |
|                      | Change      | 100                                           | 0                         | 0                           | 0                           | 100                     | 0                         | 0                           | 0                           | 100                                           | 0                         | 0                           | 0                           | 100     | 0                         | 0                           | 0                           |       |
|                      | Change      | 100                                           | 0                         | 0                           | 0                           | 100                     | 0                         | 0                           | 0                           | 100                                           | 0                         | 0                           | 0                           | 100     | 0                         | 0                           | 0                           |       |
|                      | Change      | 100                                           | 0                         | 0                           | 0                           | 100                     | 0                         | 0                           | 0                           | 100                                           | 0                         | 0                           | 0                           | 100     | 0                         | 0                           | 0                           |       |
|                      | Change      | 100                                           | 0                         | 0                           | 0                           | 100                     | 0                         | 0                           | 0                           | 100                                           | 0                         | 0                           | 0                           | 100     | 0                         | 0                           | 0                           |       |
|                      |             | Total                                         |                           | 1,000                       | 1,000                       | 1,000                   | 1,000                     | 1,000                       | 1,000                       | 1,000                                         | 1,000                     | 1,000                       | 1,000                       | 1,000   | 1,000                     | 1,000                       | 1,000                       | 1,000 |
|                      |             | State Office of OCA                           |                           | 1,000                       | 1,000                       | 1,000                   | 1,000                     | 1,000                       | 1,000                       | 1,000                                         | 1,000                     | 1,000                       | 1,000                       | 1,000   | 1,000                     | 1,000                       | 1,000                       | 1,000 |
|                      |             | Amalgamated Communities                       |                           | 1,000                       | 1,000                       | 1,000                   | 1,000                     | 1,000                       | 1,000                       | 1,000                                         | 1,000                     | 1,000                       | 1,000                       | 1,000   | 1,000                     | 1,000                       | 1,000                       | 1,000 |
|                      |             | King King (Continental Area) - Initial Report |                           | 1,000                       | 1,000                       | 1,000                   | 1,000                     | 1,000                       | 1,000                       | 1,000                                         | 1,000                     | 1,000                       | 1,000                       | 1,000   | 1,000                     | 1,000                       | 1,000                       | 1,000 |
|                      |             | Example                                       |                           | 1,000                       | 1,000                       | 1,000                   | 1,000                     | 1,000                       | 1,000                       | 1,000                                         | 1,000                     | 1,000                       | 1,000                       | 1,000   | 1,000                     | 1,000                       | 1,000                       | 1,000 |

| S&CO PROJECTS - PROJECTS |           | Priority High Road<br>F&I Reservoir Basin |                                    | F&I                                |           | Bioscience                         |                                    | Crestline  |                                    |
|--------------------------|-----------|-------------------------------------------|------------------------------------|------------------------------------|-----------|------------------------------------|------------------------------------|------------|------------------------------------|
| Project Name             | Area      | Acres                                     | Year Began -<br>F&I -<br>Crestline | Year Began -<br>F&I -<br>Crestline | Acres     | Year Began -<br>F&I -<br>Crestline | Year Began -<br>F&I -<br>Crestline | Acres      | Year Began -<br>F&I -<br>Crestline |
| Bioscience               | Long Hill | 100                                       | 0                                  | 0                                  | 0         | 0                                  | 0                                  | 0          | 0                                  |
|                          | Orange    | 100                                       | 0                                  | 0                                  | 0         | 0                                  | 0                                  | 0          | 0                                  |
|                          | Polk      | 100                                       | 0                                  | 0                                  | 0         | 0                                  | 0                                  | 0          | 0                                  |
|                          | Polk      | 100                                       | 0                                  | 0                                  | 0         | 0                                  | 0                                  | 0          | 0                                  |
|                          | Polk      | 100                                       | 0                                  | 0                                  | 0         | 0                                  | 0                                  | 0          | 0                                  |
| Crestline                | Orange    | 100                                       | 0                                  | 0                                  | 0         | 0                                  | 0                                  | 0          | 0                                  |
|                          | Polk      | 100                                       | 0                                  | 0                                  | 0         | 0                                  | 0                                  | 0          | 0                                  |
|                          | Polk      | 100                                       | 0                                  | 0                                  | 0         | 0                                  | 0                                  | 0          | 0                                  |
|                          | Polk      | 100                                       | 0                                  | 0                                  | 0         | 0                                  | 0                                  | 0          | 0                                  |
|                          | Polk      | 100                                       | 0                                  | 0                                  | 0         | 0                                  | 0                                  | 0          | 0                                  |
|                          |           |                                           | <b>3,000</b>                       | <b>000</b>                         | <b>00</b> | <b>00</b>                          | <b>000</b>                         | <b>000</b> | <b>000</b>                         |
|                          |           |                                           | Bioscience                         |                                    | Acres     | Year Began                         | Year Began                         | Acres      | Year Began                         |
|                          |           |                                           | Crestline                          |                                    | Acres     | Year Began                         | Year Began                         | Acres      | Year Began                         |
|                          |           |                                           | Total                              |                                    | 300       | 000                                | 000                                | 300        | 000                                |

| NEW LANDSCAPE PROJECTS |            | Orange 10 Parcel A |              |      |            |                |           | Orange 10 Parcel B & C |              |      |            |                |           | West Gate @ 1000 Jaywalkers City of San Plauto |              |       |            |                |           | Corporation Pointe @ 100% Corporate City of San Plauto |              |      |            |                |           |       |      |    |   |       |
|------------------------|------------|--------------------|--------------|------|------------|----------------|-----------|------------------------|--------------|------|------------|----------------|-----------|------------------------------------------------|--------------|-------|------------|----------------|-----------|--------------------------------------------------------|--------------|------|------------|----------------|-----------|-------|------|----|---|-------|
| Parcel No.             | Project    | No.                | Area (sq ft) |      | Permit Fee | Inspection Fee | Total Fee | No.                    | Area (sq ft) |      | Permit Fee | Inspection Fee | Total Fee | No.                                            | Area (sq ft) |       | Permit Fee | Inspection Fee | Total Fee | No.                                                    | Area (sq ft) |      | Permit Fee | Inspection Fee | Total Fee |       |      |    |   |       |
|                        |            |                    | Front        | Back |            |                |           |                        | Front        | Back |            |                |           |                                                | Front        | Back  |            |                |           |                                                        | Front        | Back |            |                |           | Front | Back |    |   |       |
| Sanborn #4             | Orange Hwy | 124                | 114          | 27   | 19         | 31             | 9         | 1,000                  | 114          | 19   | 113        | 17             | 11        | 1                                              | 100          | 0     | 0          | 0              | 0         | 0                                                      | 0            | 0    | 0          | 0              | 0         | 0     |      |    |   |       |
|                        | Orange Hwy | 124                | 114          | 27   | 19         | 31             | 9         | 1,000                  | 114          | 19   | 113        | 17             | 11        | 1                                              | 100          | 0     | 0          | 0              | 0         | 0                                                      | 0            | 0    | 0          | 0              | 0         |       |      |    |   |       |
|                        | Orange Hwy | 124                | 114          | 27   | 19         | 31             | 9         | 1,000                  | 114          | 19   | 113        | 17             | 11        | 1                                              | 100          | 0     | 0          | 0              | 0         | 0                                                      | 0            | 0    | 0          | 0              | 0         |       |      |    |   |       |
|                        | Orange Hwy | 124                | 114          | 27   | 19         | 31             | 9         | 1,000                  | 114          | 19   | 113        | 17             | 11        | 1                                              | 100          | 0     | 0          | 0              | 0         | 0                                                      | 0            | 0    | 0          | 0              | 0         |       |      |    |   |       |
|                        | Orange Hwy | 124                | 114          | 27   | 19         | 31             | 9         | 1,000                  | 114          | 19   | 113        | 17             | 11        | 1                                              | 100          | 0     | 0          | 0              | 0         | 0                                                      | 0            | 0    | 0          | 0              | 0         |       |      |    |   |       |
| TOTAL                  |            | 5                  | 514          | 114  | 27         | 19             | 31        | 9                      | 5,000        | 514  | 114        | 27             | 19        | 31                                             | 9            | 5,000 | 514        | 114            | 27        | 19                                                     | 31           | 9    | 5,000      | 514            | 114       | 27    | 19   | 31 | 9 | 5,000 |
| TOTAL                  |            |                    | 1,114        | 27   | 19         | 31             | 9         | 5,000                  | 1,114        | 27   | 19         | 31             | 9         | 5,000                                          | 1,114        | 27    | 19         | 31             | 9         | 5,000                                                  | 1,114        | 27   | 19         | 31             | 9         | 5,000 |      |    |   |       |

| SICCO ADMINISTRATIVE SERVICES |                        | Employee Responsibilities |                   | Information Communication Center |          | Outstanding Issues |           | Risk of Financial Control Issues |                   |
|-------------------------------|------------------------|---------------------------|-------------------|----------------------------------|----------|--------------------|-----------|----------------------------------|-------------------|
| Area/Category                 | Page No.               | Task No.                  | U.S. Dollar Value | Frequency                        | Task No. | U.S. Dollar Value  | Frequency | Task No.                         | U.S. Dollar Value |
| Human Resources               | Compensation           | 1                         | 1                 | 1                                | 1        | 1                  | 1         | 1                                | 1                 |
|                               | Recruitment            | 2                         | 2                 | 1                                | 2        | 2                  | 2         | 2                                | 2                 |
|                               | Employee Relations     | 3                         | 3                 | 1                                | 3        | 3                  | 3         | 3                                | 3                 |
|                               | Training               | 4                         | 4                 | 1                                | 4        | 4                  | 4         | 4                                | 4                 |
|                               | Performance Management | 5                         | 5                 | 1                                | 5        | 5                  | 5         | 5                                | 5                 |
| Operations                    | Production             | 6                         | 6                 | 1                                | 6        | 6                  | 6         | 6                                | 6                 |
|                               | Quality Control        | 7                         | 7                 | 1                                | 7        | 7                  | 7         | 7                                | 7                 |
|                               | Inventory Management   | 8                         | 8                 | 1                                | 8        | 8                  | 8         | 8                                | 8                 |
|                               | Logistics              | 9                         | 9                 | 1                                | 9        | 9                  | 9         | 9                                | 9                 |
|                               | Customer Service       | 10                        | 10                | 1                                | 10       | 10                 | 10        | 10                               | 10                |
| TOTAL                         |                        | 10                        | 10                | 10                               | 10       | 10                 | 10        | 10                               | 10                |

| AM AIRPORTS (AUGUST) |              | Vols of Treatment Cases Exp |    |   |   | 2008-2010 |   |   |   | 2011-2013 |    |    |    | 2014-2016 |    |    |    |    |
|----------------------|--------------|-----------------------------|----|---|---|-----------|---|---|---|-----------|----|----|----|-----------|----|----|----|----|
| Age Group            | Age          | 1                           | 2  | 3 | 4 | 5         | 6 | 7 | 8 | 9         | 10 | 11 | 12 | 13        | 14 | 15 | 16 | 17 |
| Treatment RR         | Long Stay    | 100                         | 7  | 1 | 1 | 10        | 1 | 1 | 1 | 10        | 1  | 1  | 1  | 1         | 10 | 1  | 1  | 1  |
|                      | Emergency    | 10                          | 7  | 1 | 1 | 10        | 1 | 1 | 1 | 10        | 1  | 1  | 1  | 1         | 10 | 1  | 1  | 1  |
|                      | Admission by | 10                          | 7  | 1 | 1 | 10        | 1 | 1 | 1 | 10        | 1  | 1  | 1  | 1         | 10 | 1  | 1  | 1  |
|                      | Discharge by | 10                          | 7  | 1 | 1 | 10        | 1 | 1 | 1 | 10        | 1  | 1  | 1  | 1         | 10 | 1  | 1  | 1  |
|                      | Discharge by | 10                          | 7  | 1 | 1 | 10        | 1 | 1 | 1 | 10        | 1  | 1  | 1  | 1         | 10 | 1  | 1  | 1  |
| Total                |              | 120                         | 22 | 4 | 4 | 40        | 4 | 4 | 4 | 40        | 4  | 4  | 4  | 40        | 4  | 4  | 4  | 4  |
| Total                |              | 120                         | 22 | 4 | 4 | 40        | 4 | 4 | 4 | 40        | 4  | 4  | 4  | 40        | 4  | 4  | 4  | 4  |
| Total                |              | 120                         | 22 | 4 | 4 | 40        | 4 | 4 | 4 | 40        | 4  | 4  | 4  | 40        | 4  | 4  | 4  | 4  |
| Total                |              | 120                         | 22 | 4 | 4 | 40        | 4 | 4 | 4 | 40        | 4  | 4  | 4  | 40        | 4  | 4  | 4  | 4  |
| Total                |              | 120                         | 22 | 4 | 4 | 40        | 4 | 4 | 4 | 40        | 4  | 4  | 4  | 40        | 4  | 4  | 4  | 4  |



| AM APPROXIMATEMENTS |     | Waste Components |            |                   |           | Project Activities |            |                   |           | BIM Daily   |            |                   | BIM 3 Wks |             |            | BIM 6 Months      |           |             | BIM 1 Year |                   |           | BIM 5 Yrs   |            |                   |     |
|---------------------|-----|------------------|------------|-------------------|-----------|--------------------|------------|-------------------|-----------|-------------|------------|-------------------|-----------|-------------|------------|-------------------|-----------|-------------|------------|-------------------|-----------|-------------|------------|-------------------|-----|
| Item                | Qty | Waste Type       | Waste Code | Waste Description | Waste Qty | Waste Type         | Waste Code | Waste Description | Waste Qty | Waste Type  | Waste Code | Waste Description | Waste Qty | Waste Type  | Waste Code | Waste Description | Waste Qty | Waste Type  | Waste Code | Waste Description | Waste Qty | Waste Type  | Waste Code | Waste Description |     |
| Concrete            | 100 | Concrete         | 01         | Concrete          | 100       | Concrete           | 01         | Concrete          | 100       | Concrete    | 01         | Concrete          | 100       | Concrete    | 01         | Concrete          | 100       | Concrete    | 01         | Concrete          | 100       | Concrete    | 01         | Concrete          | 100 |
| Rebar               | 500 | Rebar            | 02         | Rebar             | 500       | Rebar              | 02         | Rebar             | 500       | Rebar       | 02         | Rebar             | 500       | Rebar       | 02         | Rebar             | 500       | Rebar       | 02         | Rebar             | 500       | Rebar       | 02         | Rebar             | 500 |
| Formwork            | 200 | Formwork         | 03         | Formwork          | 200       | Formwork           | 03         | Formwork          | 200       | Formwork    | 03         | Formwork          | 200       | Formwork    | 03         | Formwork          | 200       | Formwork    | 03         | Formwork          | 200       | Formwork    | 03         | Formwork          | 200 |
| Excavation          | 100 | Excavation       | 04         | Excavation        | 100       | Excavation         | 04         | Excavation        | 100       | Excavation  | 04         | Excavation        | 100       | Excavation  | 04         | Excavation        | 100       | Excavation  | 04         | Excavation        | 100       | Excavation  | 04         | Excavation        | 100 |
| Foundation          | 100 | Foundation       | 05         | Foundation        | 100       | Foundation         | 05         | Foundation        | 100       | Foundation  | 05         | Foundation        | 100       | Foundation  | 05         | Foundation        | 100       | Foundation  | 05         | Foundation        | 100       | Foundation  | 05         | Foundation        | 100 |
| Structure           | 100 | Structure        | 06         | Structure         | 100       | Structure          | 06         | Structure         | 100       | Structure   | 06         | Structure         | 100       | Structure   | 06         | Structure         | 100       | Structure   | 06         | Structure         | 100       | Structure   | 06         | Structure         | 100 |
| Roofing             | 100 | Roofing          | 07         | Roofing           | 100       | Roofing            | 07         | Roofing           | 100       | Roofing     | 07         | Roofing           | 100       | Roofing     | 07         | Roofing           | 100       | Roofing     | 07         | Roofing           | 100       | Roofing     | 07         | Roofing           | 100 |
| Interior            | 100 | Interior         | 08         | Interior          | 100       | Interior           | 08         | Interior          | 100       | Interior    | 08         | Interior          | 100       | Interior    | 08         | Interior          | 100       | Interior    | 08         | Interior          | 100       | Interior    | 08         | Interior          | 100 |
| Exterior            | 100 | Exterior         | 09         | Exterior          | 100       | Exterior           | 09         | Exterior          | 100       | Exterior    | 09         | Exterior          | 100       | Exterior    | 09         | Exterior          | 100       | Exterior    | 09         | Exterior          | 100       | Exterior    | 09         | Exterior          | 100 |
| Site Work           | 100 | Site Work        | 10         | Site Work         | 100       | Site Work          | 10         | Site Work         | 100       | Site Work   | 10         | Site Work         | 100       | Site Work   | 10         | Site Work         | 100       | Site Work   | 10         | Site Work         | 100       | Site Work   | 10         | Site Work         | 100 |
| Utilities           | 100 | Utilities        | 11         | Utilities         | 100       | Utilities          | 11         | Utilities         | 100       | Utilities   | 11         | Utilities         | 100       | Utilities   | 11         | Utilities         | 100       | Utilities   | 11         | Utilities         | 100       | Utilities   | 11         | Utilities         | 100 |
| Landscaping         | 100 | Landscaping      | 12         | Landscaping       | 100       | Landscaping        | 12         | Landscaping       | 100       | Landscaping | 12         | Landscaping       | 100       | Landscaping | 12         | Landscaping       | 100       | Landscaping | 12         | Landscaping       | 100       | Landscaping | 12         | Landscaping       | 100 |
| Final               | 100 | Final            | 13         | Final             | 100       | Final              | 13         | Final             | 100       | Final       | 13         | Final             | 100       | Final       | 13         | Final             | 100       | Final       | 13         | Final             | 100       | Final       | 13         | Final             | 100 |

| Project Name | Project Description | Total Hours @ 85% |     |     |     | Event Communities |   |   |   | Single-Family Communities (SFC) / Mobile Parks |   |   |   | Subtotal |   |   |   |
|--------------|---------------------|-------------------|-----|-----|-----|-------------------|---|---|---|------------------------------------------------|---|---|---|----------|---|---|---|
|              |                     | 1                 | 2   | 3   | 4   | 1                 | 2 | 3 | 4 | 1                                              | 2 | 3 | 4 | 1        | 2 | 3 | 4 |
| Project A    | Event 1             | 100               | 0   | 0   | 0   | 0                 | 0 | 0 | 0 | 0                                              | 0 | 0 | 0 | 0        | 0 | 0 | 0 |
|              | Event 2             | 0                 | 100 | 0   | 0   | 0                 | 0 | 0 | 0 | 0                                              | 0 | 0 | 0 | 0        | 0 | 0 | 0 |
|              | Event 3             | 0                 | 0   | 100 | 0   | 0                 | 0 | 0 | 0 | 0                                              | 0 | 0 | 0 | 0        | 0 | 0 | 0 |
|              | Event 4             | 0                 | 0   | 0   | 100 | 0                 | 0 | 0 | 0 | 0                                              | 0 | 0 | 0 | 0        | 0 | 0 | 0 |
| Subtotal     |                     | 100               | 100 | 100 | 100 | 0                 | 0 | 0 | 0 | 0                                              | 0 | 0 | 0 | 0        | 0 | 0 | 0 |
| Project B    | Event 1             | 0                 | 0   | 0   | 0   | 0                 | 0 | 0 | 0 | 0                                              | 0 | 0 | 0 | 0        | 0 | 0 | 0 |
|              | Event 2             | 0                 | 0   | 0   | 0   | 0                 | 0 | 0 | 0 | 0                                              | 0 | 0 | 0 | 0        | 0 | 0 | 0 |
|              | Event 3             | 0                 | 0   | 0   | 0   | 0                 | 0 | 0 | 0 | 0                                              | 0 | 0 | 0 | 0        | 0 | 0 | 0 |
|              | Event 4             | 0                 | 0   | 0   | 0   | 0                 | 0 | 0 | 0 | 0                                              | 0 | 0 | 0 | 0        | 0 | 0 | 0 |
| Subtotal     |                     | 0                 | 0   | 0   | 0   | 0                 | 0 | 0 | 0 | 0                                              | 0 | 0 | 0 | 0        | 0 | 0 | 0 |
| Grand Total  |                     | 100               | 100 | 100 | 100 | 0                 | 0 | 0 | 0 | 0                                              | 0 | 0 | 0 | 0        | 0 | 0 | 0 |

| PER APPROVED SUBJECTS |              | RECORDS HELD UNDER PROTECTIVE ORDER |               | 408          |               | EXEMPT       |               | COMPOSITE    |               |
|-----------------------|--------------|-------------------------------------|---------------|--------------|---------------|--------------|---------------|--------------|---------------|
| Requester             | By           | Per. Held                           | Per. Released | Per. Held    | Per. Released | Per. Held    | Per. Released | Per. Held    | Per. Released |
| Requester By          | Requester By | Requester By                        | Requester By  | Requester By | Requester By  | Requester By | Requester By  | Requester By | Requester By  |
| 1                     | 1            | 1                                   | 1             | 1            | 1             | 1            | 1             | 1            | 1             |
| 2                     | 2            | 2                                   | 2             | 2            | 2             | 2            | 2             | 2            | 2             |
| 3                     | 3            | 3                                   | 3             | 3            | 3             | 3            | 3             | 3            | 3             |
| 4                     | 4            | 4                                   | 4             | 4            | 4             | 4            | 4             | 4            | 4             |
| 5                     | 5            | 5                                   | 5             | 5            | 5             | 5            | 5             | 5            | 5             |
| 6                     | 6            | 6                                   | 6             | 6            | 6             | 6            | 6             | 6            | 6             |
| 7                     | 7            | 7                                   | 7             | 7            | 7             | 7            | 7             | 7            | 7             |
| 8                     | 8            | 8                                   | 8             | 8            | 8             | 8            | 8             | 8            | 8             |
| 9                     | 9            | 9                                   | 9             | 9            | 9             | 9            | 9             | 9            | 9             |
| 10                    | 10           | 10                                  | 10            | 10           | 10            | 10           | 10            | 10           | 10            |
| 11                    | 11           | 11                                  | 11            | 11           | 11            | 11           | 11            | 11           | 11            |
| 12                    | 12           | 12                                  | 12            | 12           | 12            | 12           | 12            | 12           | 12            |
| 13                    | 13           | 13                                  | 13            | 13           | 13            | 13           | 13            | 13           | 13            |
| 14                    | 14           | 14                                  | 14            | 14           | 14            | 14           | 14            | 14           | 14            |
| 15                    | 15           | 15                                  | 15            | 15           | 15            | 15           | 15            | 15           | 15            |
| 16                    | 16           | 16                                  | 16            | 16           | 16            | 16           | 16            | 16           | 16            |
| 17                    | 17           | 17                                  | 17            | 17           | 17            | 17           | 17            | 17           | 17            |
| 18                    | 18           | 18                                  | 18            | 18           | 18            | 18           | 18            | 18           | 18            |
| 19                    | 19           | 19                                  | 19            | 19           | 19            | 19           | 19            | 19           | 19            |
| 20                    | 20           | 20                                  | 20            | 20           | 20            | 20           | 20            | 20           | 20            |
| 21                    | 21           | 21                                  | 21            | 21           | 21            | 21           | 21            | 21           | 21            |
| 22                    | 22           | 22                                  | 22            | 22           | 22            | 22           | 22            | 22           | 22            |
| 23                    | 23           | 23                                  | 23            | 23           | 23            | 23           | 23            | 23           | 23            |
| 24                    | 24           | 24                                  | 24            | 24           | 24            | 24           | 24            | 24           | 24            |
| 25                    | 25           | 25                                  | 25            | 25           | 25            | 25           | 25            | 25           | 25            |
| 26                    | 26           | 26                                  | 26            | 26           | 26            | 26           | 26            | 26           | 26            |
| 27                    | 27           | 27                                  | 27            | 27           | 27            | 27           | 27            | 27           | 27            |
| 28                    | 28           | 28                                  | 28            | 28           | 28            | 28           | 28            | 28           | 28            |
| 29                    | 29           | 29                                  | 29            | 29           | 29            | 29           | 29            | 29           | 29            |
| 30                    | 30           | 30                                  | 30            | 30           | 30            | 30           | 30            | 30           | 30            |
| 31                    | 31           | 31                                  | 31            | 31           | 31            | 31           | 31            | 31           | 31            |
| 32                    | 32           | 32                                  | 32            | 32           | 32            | 32           | 32            | 32           | 32            |
| 33                    | 33           | 33                                  | 33            | 33           | 33            | 33           | 33            | 33           | 33            |
| 34                    | 34           | 34                                  | 34            | 34           | 34            | 34           | 34            | 34           | 34            |
| 35                    | 35           | 35                                  | 35            | 35           | 35            | 35           | 35            | 35           | 35            |
| 36                    | 36           | 36                                  | 36            | 36           | 36            | 36           | 36            | 36           | 36            |
| 37                    | 37           | 37                                  | 37            | 37           | 37            | 37           | 37            | 37           | 37            |
| 38                    | 38           | 38                                  | 38            | 38           | 38            | 38           | 38            | 38           | 38            |
| 39                    | 39           | 39                                  | 39            | 39           | 39            | 39           | 39            | 39           | 39            |
| 40                    | 40           | 40                                  | 40            | 40           | 40            | 40           | 40            | 40           | 40            |
| 41                    | 41           | 41                                  | 41            | 41           | 41            | 41           | 41            | 41           | 41            |
| 42                    | 42           | 42                                  | 42            | 42           | 42            | 42           | 42            | 42           | 42            |
| 43                    | 43           | 43                                  | 43            | 43           | 43            | 43           | 43            | 43           | 43            |
| 44                    | 44           | 44                                  | 44            | 44           | 44            | 44           | 44            | 44           | 44            |
| 45                    | 45           | 45                                  | 45            | 45           | 45            | 45           | 45            | 45           | 45            |
| 46                    | 46           | 46                                  | 46            | 46           | 46            | 46           | 46            | 46           | 46            |
| 47                    | 47           | 47                                  | 47            | 47           | 47            | 47           | 47            | 47           | 47            |
| 48                    | 48           | 48                                  | 48            | 48           | 48            | 48           | 48            | 48           | 48            |
| 49                    | 49           | 49                                  | 49            | 49           | 49            | 49           | 49            | 49           | 49            |
| 50                    | 50           | 50                                  | 50            | 50           | 50            | 50           | 50            | 50           | 50            |
| 51                    | 51           | 51                                  | 51            | 51           | 51            | 51           | 51            | 51           | 51            |
| 52                    | 52           | 52                                  | 52            | 52           | 52            | 52           | 52            | 52           | 52            |
| 53                    | 53           | 53                                  | 53            | 53           | 53            | 53           | 53            | 53           | 53            |
| 54                    | 54           | 54                                  | 54            | 54           | 54            | 54           | 54            | 54           | 54            |
| 55                    | 55           | 55                                  | 55            | 55           | 55            | 55           | 55            | 55           | 55            |
| 56                    | 56           | 56                                  | 56            | 56           | 56            | 56           | 56            | 56           | 56            |
| 57                    | 57           | 57                                  | 57            | 57           | 57            | 57           | 57            | 57           | 57            |
| 58                    | 58           | 58                                  | 58            | 58           | 58            | 58           | 58            | 58           | 58            |
| 59                    | 59           | 59                                  | 59            | 59           | 59            | 59           | 59            | 59           | 59            |
| 60                    | 60           | 60                                  | 60            | 60           | 60            | 60           | 60            | 60           | 60            |
| 61                    | 61           | 61                                  | 61            | 61           | 61            | 61           | 61            | 61           | 61            |
| 62                    | 62           | 62                                  | 62            | 62           | 62            | 62           | 62            | 62           | 62            |
| 63                    | 63           | 63                                  | 63            | 63           | 63            | 63           | 63            | 63           | 63            |
| 64                    | 64           | 64                                  | 64            | 64           | 64            | 64           | 64            | 64           | 64            |
| 65                    | 65           | 65                                  | 65            | 65           | 65            | 65           | 65            | 65           | 65            |
| 66                    | 66           | 66                                  | 66            | 66           | 66            | 66           | 66            | 66           | 66            |
| 67                    | 67           | 67                                  | 67            | 67           | 67            | 67           | 67            | 67           | 67            |
| 68                    | 68           | 68                                  | 68            | 68           | 68            | 68           | 68            | 68           | 68            |
| 69                    | 69           | 69                                  | 69            | 69           | 69            | 69           | 69            | 69           | 69            |
| 70                    | 70           | 70                                  | 70            | 70           | 70            | 70           | 70            | 70           | 70            |
| 71                    | 71           | 71                                  | 71            | 71           | 71            | 71           | 71            | 71           | 71            |
| 72                    | 72           | 72                                  | 72            | 72           | 72            | 72           | 72            | 72           | 72            |
| 73                    | 73           | 73                                  | 73            | 73           | 73            | 73           | 73            | 73           | 73            |
| 74                    | 74           | 74                                  | 74            | 74           | 74            | 74           | 74            | 74           | 74            |
| 75                    | 75           | 75                                  | 75            | 75           | 75            | 75           | 75            | 75           | 75            |
| 76                    | 76           | 76                                  | 76            | 76           | 76            | 76           | 76            | 76           | 76            |
| 77                    | 77           | 77                                  | 77            | 77           | 77            | 77           | 77            | 77           | 77            |
| 78                    | 78           | 78                                  | 78            | 78           | 78            | 78           | 78            | 78           | 78            |
| 79                    | 79           | 79                                  | 79            | 79           | 79            | 79           | 79            | 79           | 79            |
| 80                    | 80           | 80                                  | 80            | 80           | 80            | 80           | 80            | 80           | 80            |
| 81                    | 81           | 81                                  | 81            | 81           | 81            | 81           | 81            | 81           | 81            |
| 82                    | 82           | 82                                  | 82            | 82           | 82            | 82           | 82            | 82           | 82            |
| 83                    | 83           | 83                                  | 83            | 83           | 83            | 83           | 83            | 83           | 83            |
| 84                    | 84           | 84                                  | 84            | 84           | 84            | 84           | 84            | 84           | 84            |
| 85                    | 85           | 85                                  | 85            | 85           | 85            | 85           | 85            | 85           | 85            |
| 86                    | 86           | 86                                  | 86            | 86           | 86            | 86           | 86            | 86           | 86            |
| 87                    | 87           | 87                                  | 87            | 87           | 87            | 87           | 87            | 87           | 87            |
| 88                    | 88           | 88                                  | 88            | 88           | 88            | 88           | 88            | 88           | 88            |
| 89                    | 89           | 89                                  | 89            | 89           | 89            | 89           | 89            | 89           | 89            |
| 90                    | 90           | 90                                  | 90            | 90           | 90            | 90           | 90            | 90           | 90            |
| 91                    | 91           | 91                                  | 91            | 91           | 91            | 91           | 91            | 91           | 91            |
| 92                    | 92           | 92                                  | 92            | 92           | 92            | 92           | 92            | 92           | 92            |
| 93                    | 93           | 93                                  | 93            | 93           | 93            | 93           | 93            | 93           | 93            |
| 94                    | 94           | 94                                  | 94            | 94           | 94            | 94           | 94            | 94           | 94            |
| 95                    | 95           | 95                                  | 95            | 95           | 95            | 95           | 95            | 95           | 95            |
| 96                    | 96           | 96                                  | 96            | 96           | 96            | 96           | 96            | 96           | 96            |
| 97                    | 97           | 97                                  | 97            | 97           | 97            | 97           | 97            | 97           | 97            |
| 98                    | 98           | 98                                  | 98            | 98           | 98            | 98           | 98            | 98           | 98            |
| 99                    | 99           | 99                                  | 99            | 99           | 99            | 99           | 99            | 99           | 99            |
| 100                   | 100          | 100                                 | 100           | 100          | 100           | 100          | 100           | 100          | 100           |

| Road Name  | Agency  | No. of Lanes | Design 50 Percent B |      |      |      | Design 50 Percent B & F |      |      |      | Base Course 40 Percent |      |      |      | Construction 40 Percent |      |      |    |
|------------|---------|--------------|---------------------|------|------|------|-------------------------|------|------|------|------------------------|------|------|------|-------------------------|------|------|----|
|            |         |              | Area                | Area | Area | Area | Area                    | Area | Area | Area | Area                   | Area | Area | Area | Area                    | Area | Area |    |
| Buckley Rd | City of | 10           | 10                  | 10   | 10   | 10   | 10                      | 10   | 10   | 10   | 10                     | 10   | 10   | 10   | 10                      | 10   | 10   |    |
|            | County  | 10           | 10                  | 10   | 10   | 10   | 10                      | 10   | 10   | 10   | 10                     | 10   | 10   | 10   | 10                      | 10   | 10   |    |
|            | State   | 10           | 10                  | 10   | 10   | 10   | 10                      | 10   | 10   | 10   | 10                     | 10   | 10   | 10   | 10                      | 10   | 10   |    |
|            | Federal | 10           | 10                  | 10   | 10   | 10   | 10                      | 10   | 10   | 10   | 10                     | 10   | 10   | 10   | 10                      | 10   | 10   |    |
|            | Other   | 10           | 10                  | 10   | 10   | 10   | 10                      | 10   | 10   | 10   | 10                     | 10   | 10   | 10   | 10                      | 10   | 10   |    |
| Total      |         |              | 50                  | 50   | 50   | 50   | 50                      | 50   | 50   | 50   | 50                     | 50   | 50   | 50   | 50                      | 50   | 50   |    |
| Total      |         |              | 50                  | 50   | 50   | 50   | 50                      | 50   | 50   | 50   | 50                     | 50   | 50   | 50   | 50                      | 50   | 50   | 50 |









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/ONECHOBBEE 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 4300      | 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 STANDARD, 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

|                       |                                                                                                               |                       |               |                       |                   |
|-----------------------|---------------------------------------------------------------------------------------------------------------|-----------------------|---------------|-----------------------|-------------------|
| <b>Analyst</b>        | James Kemp                                                                                                    | <b>Arterial Name</b>  | Jenkins Road  | <b>Study Period</b>   | Dir Hr Demand Vol |
| <b>Date Prepared</b>  | 7/27/2023 4:56:07 PM                                                                                          | <b>From</b>           | Okeechobee Rd | <b>Modal Analysis</b> | Auto Only         |
| <b>Agency</b>         | O'Rourke Engineering                                                                                          | <b>To</b>             | Orange Ave    | <b>Program</b>        | ARTPLAN 2012      |
| <b>Area Type</b>      | Other Urbanized                                                                                               | <b>Peak Direction</b> | Northbound    | <b>Version Date</b>   | 12/12/2012        |
| <b>Arterial Class</b> | 1                                                                                                             |                       |               |                       |                   |
| <b>File Name</b>      | C:\Users\admin\Documents\Projects\St. Lucie\Regatta\10.19.23\Artplan\C6 - Jenkins Rd - AM - NB - 10.31.23.xap |                       |               |                       |                   |
| <b>User Notes</b>     | AM Peak Hour - Northbound                                                                                     |                       |               |                       |                   |

## Arterial Data

|          |       |                         |      |                            |               |
|----------|-------|-------------------------|------|----------------------------|---------------|
| <b>K</b> | 0.09  | <b>PHF</b>              | 0.97 | <b>Control Type</b>        | FullyActuated |
| <b>D</b> | 0.565 | <b>% Heavy Vehicles</b> | 2    | <b>Base Sat. Flow Rate</b> | 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          | 0.32     | 3         | 1               | 33           | 33            | Yes             | ProtPerm          | 1                 | 300               | 0.12     | 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)      | 339                 | 1053                | 1.007       | 67.65            | E                 | #                      | 32.31       | B                 |              |                 |          |
| <b>Arterial Length</b> | <b>2.0114</b>       | <b>Weighted g/C</b> | <b>0.32</b> | <b>FFS Delay</b> | <b>80.10</b>      | <b>Threshold Delay</b> | <b>0.00</b> | <b>Auto Speed</b> | <b>32.31</b> | <b>Auto LOS</b> | <b>B</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   |
|--------------|-----------------------------------------|------|-----|-----|-----|
| <b>Lanes</b> | <b>Hourly Volume In Peak Direction</b>  |      |     |     |     |
| 1            | **                                      | 1000 | *** | *** | *** |
| 2            | 120                                     | 1920 | *** | *** | *** |
| 3            | 190                                     | 2900 | *** | *** | *** |
| 4            | 250                                     | 3680 | *** | *** | *** |
| *            | **                                      | 1000 | *** | *** | *** |
| <b>Lanes</b> | <b>Hourly Volume In Both Directions</b> |      |     |     |     |
| 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 |
| <b>Lanes</b> | <b>Annual Average Daily Traffic</b>     |      |     |     |     |
| 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 (Ics) are exceeded for the full hour; an operational level analysis tool is more appropriate for this situation.

# ARTPLAN 2012 Conceptual Planning Analysis

## Project Information

|                       |                                                                                                               |                       |               |                       |                   |
|-----------------------|---------------------------------------------------------------------------------------------------------------|-----------------------|---------------|-----------------------|-------------------|
| <b>Analyst</b>        | James Kemp                                                                                                    | <b>Arterial Name</b>  | Jenkins Road  | <b>Study Period</b>   | Dir Hr Demand Vol |
| <b>Date Prepared</b>  | 7/27/2023 4:56:07 PM                                                                                          | <b>From</b>           | Orange Ave    | <b>Modal Analysis</b> | Auto Only         |
| <b>Agency</b>         | O'Rourke Engineering                                                                                          | <b>To</b>             | Okeechobee Rd | <b>Program</b>        | ARTPLAN 2012      |
| <b>Area Type</b>      | Other Urbanized                                                                                               | <b>Peak Direction</b> | Southbound    | <b>Version Date</b>   | 12/12/2012        |
| <b>Arterial Class</b> | 1                                                                                                             |                       |               |                       |                   |
| <b>File Name</b>      | C:\Users\admin\Documents\Projects\St. Lucie\Regatta\10.19.23\Artplan\C6 - Jenkins Rd - AM - SB - 10.31.23.xap |                       |               |                       |                   |
| <b>User Notes</b>     | AM Peak Hour - Southbound                                                                                     |                       |               |                       |                   |

## Arterial Data

|          |       |                         |      |                            |                |
|----------|-------|-------------------------|------|----------------------------|----------------|
| <b>K</b> | 0.09  | <b>PHF</b>              | 0.96 | <b>Control Type</b>        | Fully Actuated |
| <b>D</b> | 0.565 | <b>% Heavy Vehicles</b> | 2    | <b>Base Sat. Flow Rate</b> | 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          | 0.25     | 3         | 2               | 20           | 40            | Yes             | Protected         | 2                 | 470               | 0.12     | 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  | 8600 | 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)   | 316                 | 1732                | 0.730       | 54.96            | D                 | 0.20                   | 34.80       | B                 |              |                 |          |
| <b>Arterial Length</b> | <b>2.0114</b>       | <b>Weighted g/C</b> | <b>0.25</b> | <b>FFS Delay</b> | <b>64.05</b>      | <b>Threshold Delay</b> | <b>0.00</b> | <b>Auto Speed</b> | <b>34.80</b> | <b>Auto LOS</b> | <b>B</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   |
|--------------|-----------------------------------------|------|------|-----|-----|
| <b>Lanes</b> | <b>Hourly Volume In Peak Direction</b>  |      |      |     |     |
| 1            | **                                      | 560  | ***  | *** | *** |
| 2            | **                                      | 1100 | ***  | *** | *** |
| 3            | **                                      | 1640 | ***  | *** | *** |
| 4            | **                                      | 2200 | ***  | *** | *** |
| *            | **                                      | 1060 | 1100 | *** | *** |
| <b>Lanes</b> | <b>Hourly Volume In Both Directions</b> |      |      |     |     |
| 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 |
| <b>Lanes</b> | <b>Annual Average Daily Traffic</b>     |      |      |     |     |
| 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

|                       |                                                                                                               |                       |               |                       |                   |
|-----------------------|---------------------------------------------------------------------------------------------------------------|-----------------------|---------------|-----------------------|-------------------|
| <b>Analyst</b>        | James Kemp                                                                                                    | <b>Arterial Name</b>  | Jenkins Road  | <b>Study Period</b>   | Dir Hr Demand Vol |
| <b>Date Prepared</b>  | 7/27/2023 4:56:07 PM                                                                                          | <b>From</b>           | Okeechobee Rd | <b>Modal Analysis</b> | Auto Only         |
| <b>Agency</b>         | O'Rourke Engineering                                                                                          | <b>To</b>             | Orange Ave    | <b>Program</b>        | ARTPLAN 2012      |
| <b>Area Type</b>      | Other Urbanized                                                                                               | <b>Peak Direction</b> | Northbound    | <b>Version Date</b>   | 12/12/2012        |
| <b>Arterial Class</b> | 1                                                                                                             |                       |               |                       |                   |
| <b>File Name</b>      | C:\Users\admin\Documents\Projects\St. Lucie\Regatta\10.19.23\Artplan\C6 - Jenkins Rd - PM - NB - 10.31.23.xap |                       |               |                       |                   |
| <b>User Notes</b>     | PM Peak Hour - Northbound                                                                                     |                       |               |                       |                   |

## Arterial Data

|          |       |                         |      |                            |                |
|----------|-------|-------------------------|------|----------------------------|----------------|
| <b>K</b> | 0.09  | <b>PHF</b>              | 0.95 | <b>Control Type</b>        | Fully Actuated |
| <b>D</b> | 0.565 | <b>% Heavy Vehicles</b> | 2    | <b>Base Sat. Flow Rate</b> | 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                | 35           | 30            | 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  | 8600 | 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)      | 323                 | 1115                | 0.827       | 50.91            | D                 | #                      | 35.15       | B                 |              |                 |          |
| <b>Arterial Length</b> | <b>2.0114</b>       | <b>Weighted g/C</b> | <b>0.35</b> | <b>FFS Delay</b> | <b>62.03</b>      | <b>Threshold Delay</b> | <b>0.00</b> | <b>Auto Speed</b> | <b>35.15</b> | <b>Auto LOS</b> | <b>B</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   |
|--------------|-----------------------------------------|------|------|-----|-----|
| <b>Lanes</b> | <b>Hourly Volume In Peak Direction</b>  |      |      |     |     |
| 1            | 190                                     | 1100 | 1140 | *** | *** |
| 2            | 390                                     | 2200 | ***  | *** | *** |
| 3            | 620                                     | 3340 | ***  | *** | *** |
| 4            | 830                                     | 4460 | ***  | *** | *** |
| *            | 190                                     | 1100 | 1140 | *** | *** |
| <b>Lanes</b> | <b>Hourly Volume In Both Directions</b> |      |      |     |     |
| 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 |
| <b>Lanes</b> | <b>Annual Average Daily Traffic</b>     |      |      |     |     |
| 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

|                       |                                                                                                               |                       |               |                       |                          |
|-----------------------|---------------------------------------------------------------------------------------------------------------|-----------------------|---------------|-----------------------|--------------------------|
| <b>Analyst</b>        | James Kemp                                                                                                    | <b>Arterial Name</b>  | Jenkins Road  | <b>Study Period</b>   | <b>Dir Hr Demand Vol</b> |
| <b>Date Prepared</b>  | 7/27/2023 4:56:07 PM                                                                                          | <b>From</b>           | Orange Ave    | <b>Modal Analysis</b> | Auto Only                |
| <b>Agency</b>         | O'Rourke Engineering                                                                                          | <b>To</b>             | Okeechobee Rd | <b>Program</b>        | ARTPLAN 2012             |
| <b>Area Type</b>      | Other Urbanized                                                                                               | <b>Peak Direction</b> | Southbound    | <b>Version Date</b>   | 12/12/2012               |
| <b>Arterial Class</b> | 1                                                                                                             |                       |               |                       |                          |
| <b>File Name</b>      | C:\Users\admin\Documents\Projects\St. Lucie\Regatta\10.19.23\Artplan\C6 - Jenkins Rd - PM - SB - 10.31.23.xap |                       |               |                       |                          |
| <b>User Notes</b>     | PM Peak Hour - Southbound                                                                                     |                       |               |                       |                          |

## Arterial Data

|          |       |                         |      |                            |                |
|----------|-------|-------------------------|------|----------------------------|----------------|
| <b>K</b> | 0.09  | <b>PHF</b>              | 0.99 | <b>Control Type</b>        | Fully Actuated |
| <b>D</b> | 0.565 | <b>% Heavy Vehicles</b> | 2    | <b>Base Sat. Flow Rate</b> | 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  | 9600 | 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)   | 365                 | 2245                | 0.053       | 32.30            | C                 | 0.65                   | 38.30       | B                 |              |                 |          |
| <b>Arterial Length</b> | <b>2.0114</b>       | <b>Weighted g/C</b> | <b>0.35</b> | <b>FFS Delay</b> | <b>45.06</b>      | <b>Threshold Delay</b> | <b>0.00</b> | <b>Auto Speed</b> | <b>38.30</b> | <b>Auto LOS</b> | <b>B</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   |
|--------------|-----------------------------------------|------|------|-----|-----|
| <b>Lanes</b> | <b>Hourly Volume In Peak Direction</b>  |      |      |     |     |
| 1            | 210                                     | 1180 | ***  | *** | *** |
| 2            | 420                                     | 2300 | ***  | *** | *** |
| 3            | 660                                     | 3460 | ***  | *** | *** |
| 4            | 890                                     | 4640 | ***  | *** | *** |
| *            | 290                                     | 1780 | 2300 | *** | *** |
| <b>Lanes</b> | <b>Hourly Volume In Both Directions</b> |      |      |     |     |
| 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 |
| <b>Lanes</b> | <b>Annual Average Daily Traffic</b>     |      |      |     |     |
| 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 (lcs) 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

DATE: 5/10/2021 10:00 AM

PROJECT: 2015-2016

CITY: 2015

ANALYST: JLM

REPORT DATE: 5/10/2021

| 15 Min Period | Northbound |          |          | Southbound |          |          | Eastbound |          |          | Westbound |          |          |
|---------------|------------|----------|----------|------------|----------|----------|-----------|----------|----------|-----------|----------|----------|
|               | WB         | RT       | LB       | WB         | RT       | LB       | WB        | RT       | LB       | WB        | RT       | LB       |
| 7:00-7:15     | 2          | 0        | 0        | 0          | 0        | 0        | 0         | 0        | 0        | 0         | 0        | 0        |
| 7:15-7:30     | 15         | 0        | 0        | 0          | 0        | 0        | 0         | 0        | 0        | 0         | 0        | 0        |
| 7:30-7:45     | 23         | 0        | 0        | 0          | 0        | 0        | 0         | 0        | 0        | 0         | 0        | 0        |
| 7:45-8:00     | 13         | 0        | 0        | 0          | 0        | 0        | 0         | 0        | 0        | 0         | 0        | 0        |
| 8:00-8:15     | 0          | 0        | 0        | 0          | 0        | 0        | 0         | 0        | 0        | 0         | 0        | 0        |
| 8:15-8:30     | 12         | 0        | 0        | 0          | 0        | 0        | 0         | 0        | 0        | 0         | 0        | 0        |
| 8:30-8:45     | 12         | 0        | 0        | 0          | 0        | 0        | 0         | 0        | 0        | 0         | 0        | 0        |
| 8:45-9:00     | 12         | 0        | 0        | 0          | 0        | 0        | 0         | 0        | 0        | 0         | 0        | 0        |
| <b>TOTAL</b>  | <b>84</b>  | <b>0</b> | <b>0</b> | <b>0</b>   | <b>0</b> | <b>0</b> | <b>0</b>  | <b>0</b> | <b>0</b> | <b>0</b>  | <b>0</b> | <b>0</b> |

| AMPEAK HOUR (15 MIN) | Northbound |          |          | Southbound |          |          | Eastbound |          |          | Westbound |          |          |
|----------------------|------------|----------|----------|------------|----------|----------|-----------|----------|----------|-----------|----------|----------|
|                      | WB         | RT       | LB       | WB         | RT       | LB       | WB        | RT       | LB       | WB        | RT       | LB       |
| Volume               | 84         | 0        | 0        | 0          | 0        | 0        | 0         | 0        | 0        | 0         | 0        | 0        |
| Percent Right        | 0%         | 0%       | 0%       | 0%         | 0%       | 0%       | 0%        | 0%       | 0%       | 0%        | 0%       | 0%       |
| Percent Left         | 0%         | 0%       | 0%       | 0%         | 0%       | 0%       | 0%        | 0%       | 0%       | 0%        | 0%       | 0%       |
| Percent Through      | 0%         | 0%       | 0%       | 0%         | 0%       | 0%       | 0%        | 0%       | 0%       | 0%        | 0%       | 0%       |
| <b>TOTAL</b>         | <b>84</b>  | <b>0</b> | <b>0</b> | <b>0</b>   | <b>0</b> | <b>0</b> | <b>0</b>  | <b>0</b> | <b>0</b> | <b>0</b>  | <b>0</b> | <b>0</b> |

| 15 Min Period | Northbound |          |          | Eastbound |          |          | Westbound |          |          |
|---------------|------------|----------|----------|-----------|----------|----------|-----------|----------|----------|
|               | WB         | RT       | LB       | WB        | RT       | LB       | WB        | RT       | LB       |
| 9:00-9:15     | 15         | 0        | 0        | 0         | 0        | 0        | 0         | 0        | 0        |
| 9:15-9:30     | 15         | 0        | 0        | 0         | 0        | 0        | 0         | 0        | 0        |
| 9:30-9:45     | 18         | 0        | 0        | 0         | 0        | 0        | 0         | 0        | 0        |
| 9:45-10:00    | 18         | 0        | 0        | 0         | 0        | 0        | 0         | 0        | 0        |
| 10:00-10:15   | 18         | 0        | 0        | 0         | 0        | 0        | 0         | 0        | 0        |
| 10:15-10:30   | 18         | 0        | 0        | 0         | 0        | 0        | 0         | 0        | 0        |
| 10:30-10:45   | 18         | 0        | 0        | 0         | 0        | 0        | 0         | 0        | 0        |
| 10:45-11:00   | 18         | 0        | 0        | 0         | 0        | 0        | 0         | 0        | 0        |
| <b>TOTAL</b>  | <b>108</b> | <b>0</b> | <b>0</b> | <b>0</b>  | <b>0</b> | <b>0</b> | <b>0</b>  | <b>0</b> | <b>0</b> |

| AMPEAK HOUR (15 MIN) | Northbound |          |          | Eastbound |          |          | Westbound |          |          |
|----------------------|------------|----------|----------|-----------|----------|----------|-----------|----------|----------|
|                      | WB         | RT       | LB       | WB        | RT       | LB       | WB        | RT       | LB       |
| Volume               | 108        | 0        | 0        | 0         | 0        | 0        | 0         | 0        | 0        |
| Percent Right        | 0%         | 0%       | 0%       | 0%        | 0%       | 0%       | 0%        | 0%       | 0%       |
| Percent Left         | 0%         | 0%       | 0%       | 0%        | 0%       | 0%       | 0%        | 0%       | 0%       |
| Percent Through      | 0%         | 0%       | 0%       | 0%        | 0%       | 0%       | 0%        | 0%       | 0%       |
| <b>TOTAL</b>         | <b>108</b> | <b>0</b> | <b>0</b> | <b>0</b>  | <b>0</b> | <b>0</b> | <b>0</b>  | <b>0</b> | <b>0</b> |

# HCS Two-Way Stop-Control Report

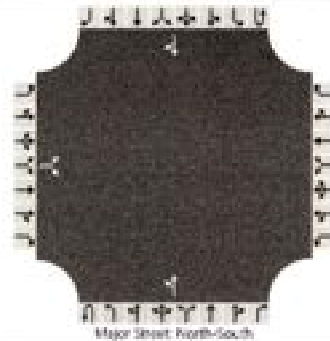
## General Information

|                          |                      |
|--------------------------|----------------------|
| 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 |   |   |     |    |  |
|----------------------------|-----------|-----------|----|-----|-----------|---|---|---|------------|----|-----|---|------------|---|---|-----|----|--|
|                            | U         | L         | T  | R   | U         | L | T | R | U          | L  | T   | R | U          | L | T | R   |    |  |
| Movement                   |           |           |    |     |           |   |   |   |            |    |     |   |            |   |   |     |    |  |
| Priority                   |           | 10        | 11 | 12  |           | 7 | 8 | 9 | 10         | 1  | 2   | 3 |            | 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 |  |  |  |  |  |  |  |

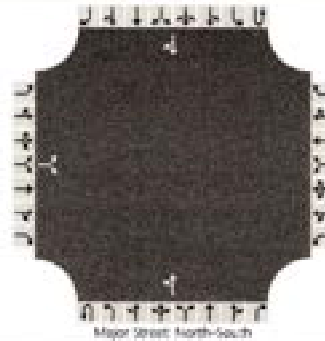
## Delay, Queue Length, and Level of Service

|                                         |  |      |      |  |  |  |  |  |  |      |     |  |  |  |  |  |  |
|-----------------------------------------|--|------|------|--|--|--|--|--|--|------|-----|--|--|--|--|--|--|
| Flow Rate, v (veh/h)                    |  |      | 241  |  |  |  |  |  |  | 72   |     |  |  |  |  |  |  |
| Capacity, c (veh/h)                     |  |      | 506  |  |  |  |  |  |  | 1171 |     |  |  |  |  |  |  |
| v/c Ratio                               |  |      | 0.47 |  |  |  |  |  |  | 0.06 |     |  |  |  |  |  |  |
| 95% Queue Length, Q <sub>95</sub> (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      |                      | Site Information           |                  |
|--------------------------|----------------------|----------------------------|------------------|
| Analyst                  | James Kemp           | Intersection               | Graham & Jenkins |
| Agency/Co.               | O'Rourke Engineering | Jurisdiction               | St. Lucie        |
| Date Performed           | 7/26/2023            | East/West Street           | Graham Road      |
| Analysis Year            | 2022                 | North/South Street         | Jenkins Ave      |
| Time Analyzed            | PM Peak Hour         | Peak Hour Factor           | 0.85             |
| Intersection Orientation | North-South          | Analysis Time Period (hrs) | 0.25             |
| Project Description      | Existing             |                            |                  |

### Lanes



### Vehicle Volumes and Adjustments

| Approach                   | Eastbound |           |    |     | Westbound |   |   |   | Northbound |    |     |   | Southbound |   |   |     |    |  |
|----------------------------|-----------|-----------|----|-----|-----------|---|---|---|------------|----|-----|---|------------|---|---|-----|----|--|
|                            | U         | L         | T  | R   | U         | L | T | R | U          | L  | T   | R | U          | L | T | R   |    |  |
| Movement                   |           |           |    |     |           |   |   |   |            |    |     |   |            |   |   |     |    |  |
| Priority                   |           | 10        | 11 | 12  |           | 7 | 8 | 9 | 10         | 1  | 2   | 3 | 4          | 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 <sub>95</sub> (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

SITE NAME: **15000**      PROJECT: **15000**      DATE: **11/11/2011**      TIME: **11:00 AM**  
 COUNTY: **15000**      PROJECT: **15000**      DATE: **11/11/2011**      TIME: **11:00 AM**  
 REPORT DATE: **11/11/2011**      PROJECT: **15000**      DATE: **11/11/2011**      TIME: **11:00 AM**

| Direction | Northbound |     |     |     | Southbound |     |     |     | Total |
|-----------|------------|-----|-----|-----|------------|-----|-----|-----|-------|
|           | 001        | 002 | 003 | 004 | 005        | 006 | 007 | 008 |       |
| 001       | 0          | 0   | 0   | 0   | 0          | 0   | 0   | 0   | 0     |
| 002       | 0          | 0   | 0   | 0   | 0          | 0   | 0   | 0   | 0     |
| 003       | 0          | 0   | 0   | 0   | 0          | 0   | 0   | 0   | 0     |
| 004       | 0          | 0   | 0   | 0   | 0          | 0   | 0   | 0   | 0     |
| 005       | 0          | 0   | 0   | 0   | 0          | 0   | 0   | 0   | 0     |
| 006       | 0          | 0   | 0   | 0   | 0          | 0   | 0   | 0   | 0     |
| 007       | 0          | 0   | 0   | 0   | 0          | 0   | 0   | 0   | 0     |
| 008       | 0          | 0   | 0   | 0   | 0          | 0   | 0   | 0   | 0     |

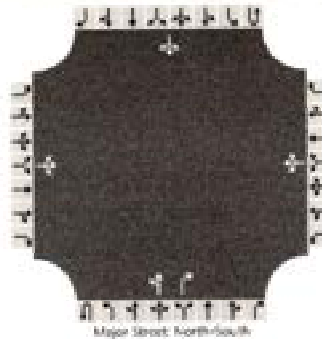
| Vehicle Type | 001 | 002 | 003 | 004 | 005 | 006 | 007 | 008 | Total |
|--------------|-----|-----|-----|-----|-----|-----|-----|-----|-------|
| 001          | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0     |
| 002          | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0     |
| 003          | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0     |
| 004          | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0     |
| 005          | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0     |
| 006          | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0     |
| 007          | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0     |
| 008          | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0     |

| Vehicle Type | 001 | 002 | 003 | 004 | 005 | 006 | 007 | 008 | Total |
|--------------|-----|-----|-----|-----|-----|-----|-----|-----|-------|
| 001          | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0     |
| 002          | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0     |
| 003          | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0     |
| 004          | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0     |
| 005          | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0     |
| 006          | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0     |
| 007          | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0     |
| 008          | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0     |

# HCS Two-Way Stop-Control Report

| General Information      |                            | Site Information           |                  |
|--------------------------|----------------------------|----------------------------|------------------|
| Analyst                  | James Kemp                 | Intersection               | Graham & Jenkins |
| Agency/Co.               | O'Rourke Engineering       | Jurisdiction               | St. Lucie        |
| Date Performed           | 7/26/2023                  | East/West Street           | Graham Road      |
| Analysis Year            | 2026                       | North/South Street         | Jenkins Ave      |
| Time Analyzed            | AM Peak Hour               | Peak Hour Factor           | 0.85             |
| Intersection Orientation | North-South                | Analysis Time Period (hrs) | 0.25             |
| Project Description      | Background without Project |                            |                  |

## Lanes



## Vehicle Volumes and Adjustments

| Approach                   | Eastbound |           |     |     | Westbound |    |     |    | Northbound |    |     |   | Southbound |    |     |    |   |
|----------------------------|-----------|-----------|-----|-----|-----------|----|-----|----|------------|----|-----|---|------------|----|-----|----|---|
|                            | U         | L         | T   | R   | U         | L  | T   | R  | U          | L  | T   | R | U          | L  | T   | R  |   |
| Priority                   |           | 10        | 11  | 12  |           | 7  | 8   | 9  | 10         | 1  | 2   | 3 | 4          | 5  | 6   |    |   |
| Number of Lanes            |           | 0         | 1   | 0   |           | 0  | 1   | 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 |  |  |  |

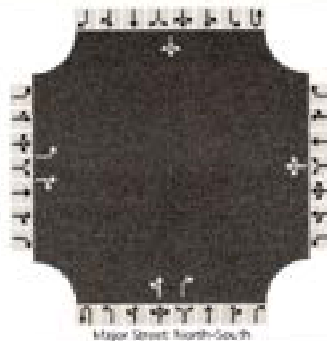
## Delay, Queue Length, and Level of Service

|                                         |  |       |       |  |  |      |      |  |  |      |     |  |  |      |     |     |  |
|-----------------------------------------|--|-------|-------|--|--|------|------|--|--|------|-----|--|--|------|-----|-----|--|
| 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 <sub>95</sub> (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      |                                           | Site Information           |                  |
|--------------------------|-------------------------------------------|----------------------------|------------------|
| Analyst                  | James Kemp                                | Intersection               | Graham & Jenkins |
| Agency/Co.               | O'Rourke Engineering                      | Jurisdiction               | St. Lucie        |
| Date Performed           | 7/26/2023                                 | East/West Street           | Graham Road      |
| Analysis Year            | 2026                                      | North/South Street         | Jenkins Ave      |
| Time Analyzed            | AM Peak Hour                              | Peak Hour Factor           | 0.85             |
| Intersection Orientation | North-South                               | Analysis Time Period (hrs) | 0.25             |
| Project Description      | Background without Project + Improvements |                            |                  |

## Lanes



## Vehicle Volumes and Adjustments

| Approach                   | Eastbound |    |    |     | Westbound |    |     |    | Northbound |    |     |   | Southbound |    |     |    |
|----------------------------|-----------|----|----|-----|-----------|----|-----|----|------------|----|-----|---|------------|----|-----|----|
|                            | U         | L  | T  | R   | U         | L  | T   | R  | U          | L  | T   | R | U          | L  | T   | R  |
| Movement                   |           |    |    |     |           |    |     |    |            |    |     |   |            |    |     |    |
| Priority                   |           | 10 | 11 | 12  |           | 7  | 8   | 9  | 10         | 1  | 2   | 3 | 40         | 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 <sub>95</sub> (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

Location: B. Graham  
 Date: 12/15/10

336  
 336

505  
 505

PM

36

44

| Station | Northbound |    |    |    | Eastbound |    |    |    | Southbound |    |    |    |
|---------|------------|----|----|----|-----------|----|----|----|------------|----|----|----|
|         | WB         | EB | NB | SB | WB        | EB | NB | SB | WB         | EB | NB | SB |
| 0100-01 | 88         | 41 | 2  | 8  | 63        | 5  | 24 | 8  | 1          | 0  | 0  | 0  |
| 0110-01 | 17         | 11 | 0  | 0  | 43        | 18 | 11 | 0  | 0          | 0  | 0  | 0  |
| 0120-01 | 28         | 29 | 0  | 0  | 44        | 15 | 11 | 0  | 0          | 0  | 0  | 0  |
| 0130-01 | 19         | 21 | 0  | 0  | 11        | 18 | 9  | 0  | 0          | 0  | 0  | 0  |
| 0140-01 | 28         | 31 | 0  | 0  | 31        | 14 | 11 | 0  | 0          | 0  | 0  | 0  |
| 0150-01 | 13         | 10 | 0  | 0  | 17        | 17 | 9  | 0  | 0          | 0  | 0  | 0  |
| 0160-01 | 13         | 10 | 0  | 0  | 14        | 9  | 14 | 0  | 0          | 0  | 0  | 0  |
| 0170-01 | 30         | 42 | 0  | 0  | 41        | 1  | 13 | 0  | 0          | 0  | 0  | 0  |

4.0000 TO 4.0000

Station: B. Graham

Date: 12/15/10

Time: 3:30 PM

Counting Method: Manual

Counting Period: 15 Min

Counting Interval: 15 Min

Counting Start Time: 3:30 PM

Counting End Time: 3:45 PM

Counting Duration: 15 Min

Counting Date: 12/15/10

Counting Time: 3:30 PM

Counting Location: B. Graham

Counting Station: B. Graham

Counting Direction: Northbound

Counting Lane: WB

Counting Movement: Through

Counting Volume: 88

Counting Percent: 100%

Counting Error: 0%

Counting Confidence: 100%

Counting Accuracy: 100%

Counting Precision: 100%

Counting Reliability: 100%

Counting Validity: 100%

Counting Usability: 100%

Counting Acceptability: 100%

Counting Suitability: 100%

Counting Feasibility: 100%

Counting Desirability: 100%

Counting Practicality: 100%

Counting Effectiveness: 100%

Counting Efficiency: 100%

Counting Productivity: 100%

Counting Quality: 100%

Counting Quantity: 100%

Counting Value: 100%

Counting Importance: 100%

Counting Priority: 100%

Counting Urgency: 100%

Counting Relevance: 100%

Counting Significance: 100%

Counting Impact: 100%

Counting Influence: 100%

| Station | WB | EB | NB | SB | WB | EB | NB | SB | WB | EB | NB | SB | Notes |
|---------|----|----|----|----|----|----|----|----|----|----|----|----|-------|
| 0100-01 | 88 | 41 | 2  | 8  | 63 | 5  | 24 | 8  | 1  | 0  | 0  | 0  |       |
| 0110-01 | 17 | 11 | 0  | 0  | 43 | 18 | 11 | 0  | 0  | 0  | 0  | 0  |       |
| 0120-01 | 28 | 29 | 0  | 0  | 44 | 15 | 11 | 0  | 0  | 0  | 0  | 0  |       |
| 0130-01 | 19 | 21 | 0  | 0  | 11 | 18 | 9  | 0  | 0  | 0  | 0  | 0  |       |
| 0140-01 | 28 | 31 | 0  | 0  | 31 | 14 | 11 | 0  | 0  | 0  | 0  | 0  |       |
| 0150-01 | 13 | 10 | 0  | 0  | 17 | 17 | 9  | 0  | 0  | 0  | 0  | 0  |       |
| 0160-01 | 13 | 10 | 0  | 0  | 14 | 9  | 14 | 0  | 0  | 0  | 0  | 0  |       |
| 0170-01 | 30 | 42 | 0  | 0  | 41 | 1  | 13 | 0  | 0  | 0  | 0  | 0  |       |
| 0180-01 | 14 | 10 | 0  | 0  | 14 | 14 | 14 | 0  | 0  | 0  | 0  | 0  |       |
| 0190-01 | 14 | 10 | 0  | 0  | 14 | 14 | 14 | 0  | 0  | 0  | 0  | 0  |       |
| 0200-01 | 14 | 10 | 0  | 0  | 14 | 14 | 14 | 0  | 0  | 0  | 0  | 0  |       |
| 0210-01 | 14 | 10 | 0  | 0  | 14 | 14 | 14 | 0  | 0  | 0  | 0  | 0  |       |
| 0220-01 | 14 | 10 | 0  | 0  | 14 | 14 | 14 | 0  | 0  | 0  | 0  | 0  |       |
| 0230-01 | 14 | 10 | 0  | 0  | 14 | 14 | 14 | 0  | 0  | 0  | 0  | 0  |       |
| 0240-01 | 14 | 10 | 0  | 0  | 14 | 14 | 14 | 0  | 0  | 0  | 0  | 0  |       |
| 0250-01 | 14 | 10 | 0  | 0  | 14 | 14 | 14 | 0  | 0  | 0  | 0  | 0  |       |
| 0260-01 | 14 | 10 | 0  | 0  | 14 | 14 | 14 | 0  | 0  | 0  | 0  | 0  |       |
| 0270-01 | 14 | 10 | 0  | 0  | 14 | 14 | 14 | 0  | 0  | 0  | 0  | 0  |       |
| 0280-01 | 14 | 10 | 0  | 0  | 14 | 14 | 14 | 0  | 0  | 0  | 0  | 0  |       |
| 0290-01 | 14 | 10 | 0  | 0  | 14 | 14 | 14 | 0  | 0  | 0  | 0  | 0  |       |
| 0300-01 | 14 | 10 | 0  | 0  | 14 | 14 | 14 | 0  | 0  | 0  | 0  | 0  |       |
| 0310-01 | 14 | 10 | 0  | 0  | 14 | 14 | 14 | 0  | 0  | 0  | 0  | 0  |       |
| 0320-01 | 14 | 10 | 0  | 0  | 14 | 14 | 14 | 0  | 0  | 0  | 0  | 0  |       |
| 0330-01 | 14 | 10 | 0  | 0  | 14 | 14 | 14 | 0  | 0  | 0  | 0  | 0  |       |
| 0340-01 | 14 | 10 | 0  | 0  | 14 | 14 | 14 | 0  | 0  | 0  | 0  | 0  |       |
| 0350-01 | 14 | 10 | 0  | 0  | 14 | 14 | 14 | 0  | 0  | 0  | 0  | 0  |       |
| 0360-01 | 14 | 10 | 0  | 0  | 14 | 14 | 14 | 0  | 0  | 0  | 0  | 0  |       |
| 0370-01 | 14 | 10 | 0  | 0  | 14 | 14 | 14 | 0  | 0  | 0  | 0  | 0  |       |
| 0380-01 | 14 | 10 | 0  | 0  | 14 | 14 | 14 | 0  | 0  | 0  | 0  | 0  |       |
| 0390-01 | 14 | 10 | 0  | 0  | 14 | 14 | 14 | 0  | 0  | 0  | 0  | 0  |       |
| 0400-01 | 14 | 10 | 0  | 0  | 14 | 14 | 14 | 0  | 0  | 0  | 0  | 0  |       |
| 0410-01 | 14 | 10 | 0  | 0  | 14 | 14 | 14 | 0  | 0  | 0  | 0  | 0  |       |
| 0420-01 | 14 | 10 | 0  | 0  | 14 | 14 | 14 | 0  | 0  | 0  | 0  | 0  |       |
| 0430-01 | 14 | 10 | 0  | 0  | 14 | 14 | 14 | 0  | 0  | 0  | 0  | 0  |       |
| 0440-01 | 14 | 10 | 0  | 0  | 14 | 14 | 14 | 0  | 0  | 0  | 0  | 0  |       |
| 0450-01 | 14 | 10 | 0  | 0  | 14 | 14 | 14 | 0  | 0  | 0  | 0  | 0  |       |
| 0460-01 | 14 | 10 | 0  | 0  | 14 | 14 | 14 | 0  | 0  | 0  | 0  | 0  |       |
| 0470-01 | 14 | 10 | 0  | 0  | 14 | 14 | 14 | 0  | 0  | 0  | 0  | 0  |       |
| 0480-01 | 14 | 10 | 0  | 0  | 14 | 14 | 14 | 0  | 0  | 0  | 0  | 0  |       |
| 0490-01 | 14 | 10 | 0  | 0  | 14 | 14 | 14 | 0  | 0  | 0  | 0  | 0  |       |
| 0500-01 | 14 | 10 | 0  | 0  | 14 | 14 | 14 | 0  | 0  | 0  | 0  | 0  |       |
| 0510-01 | 14 | 10 | 0  | 0  | 14 | 14 | 14 | 0  | 0  | 0  | 0  | 0  |       |
| 0520-01 | 14 | 10 | 0  | 0  | 14 | 14 | 14 | 0  | 0  | 0  | 0  | 0  |       |
| 0530-01 | 14 | 10 | 0  | 0  | 14 | 14 | 14 | 0  | 0  | 0  | 0  | 0  |       |
| 0540-01 | 14 | 10 | 0  | 0  | 14 | 14 | 14 | 0  | 0  | 0  | 0  | 0  |       |
| 0550-01 | 14 | 10 | 0  | 0  | 14 | 14 | 14 | 0  | 0  | 0  | 0  | 0  |       |
| 0560-01 | 14 | 10 | 0  | 0  | 14 | 14 | 14 | 0  | 0  | 0  | 0  | 0  |       |
| 0570-01 | 14 | 10 | 0  | 0  | 14 | 14 | 14 | 0  | 0  | 0  | 0  | 0  |       |
| 0580-01 | 14 | 10 | 0  | 0  | 14 | 14 | 14 | 0  | 0  | 0  | 0  | 0  |       |
| 0590-01 | 14 | 10 | 0  | 0  | 14 | 14 | 14 | 0  | 0  | 0  | 0  | 0  |       |
| 0600-01 | 14 | 10 | 0  | 0  | 14 | 14 | 14 | 0  | 0  | 0  | 0  | 0  |       |
| 0610-01 | 14 | 10 | 0  | 0  | 14 | 14 | 14 | 0  | 0  | 0  | 0  | 0  |       |
| 0620-01 | 14 | 10 | 0  | 0  | 14 | 14 | 14 | 0  | 0  | 0  | 0  | 0  |       |
| 0630-01 | 14 | 10 | 0  | 0  | 14 | 14 | 14 | 0  | 0  | 0  | 0  | 0  |       |
| 0640-01 | 14 | 10 | 0  | 0  | 14 | 14 | 14 | 0  | 0  | 0  | 0  | 0  |       |
| 0650-01 | 14 | 10 | 0  | 0  | 14 | 14 | 14 | 0  | 0  | 0  | 0  | 0  |       |
| 0660-01 | 14 | 10 | 0  | 0  | 14 | 14 | 14 | 0  | 0  | 0  | 0  | 0  |       |
| 0670-01 | 14 | 10 | 0  | 0  | 14 | 14 | 14 | 0  | 0  | 0  | 0  | 0  |       |
| 0680-01 | 14 | 10 | 0  | 0  | 14 | 14 | 14 | 0  | 0  | 0  | 0  | 0  |       |
| 0690-01 | 14 | 10 | 0  | 0  | 14 | 14 | 14 | 0  | 0  | 0  | 0  | 0  |       |
| 0700-01 | 14 | 10 | 0  | 0  | 14 | 14 | 14 | 0  | 0  | 0  | 0  | 0  |       |
| 0710-01 | 14 | 10 | 0  | 0  | 14 | 14 | 14 | 0  | 0  | 0  | 0  | 0  |       |
| 0720-01 | 14 | 10 | 0  | 0  | 14 | 14 | 14 | 0  | 0  | 0  | 0  | 0  |       |
| 0730-01 | 14 | 10 | 0  | 0  | 14 | 14 | 14 | 0  | 0  | 0  | 0  | 0  |       |
| 0740-01 | 14 | 10 | 0  | 0  | 14 | 14 | 14 | 0  | 0  | 0  | 0  | 0  |       |
| 0750-01 | 14 | 10 | 0  | 0  | 14 | 14 | 14 | 0  | 0  | 0  | 0  | 0  |       |
| 0760-01 | 14 | 10 | 0  | 0  | 14 | 14 | 14 | 0  | 0  | 0  | 0  | 0  |       |
| 0770-01 | 14 | 10 | 0  | 0  | 14 | 14 | 14 | 0  | 0  | 0  | 0  | 0  |       |
| 0780-01 | 14 | 10 | 0  | 0  | 14 | 14 | 14 | 0  | 0  | 0  | 0  | 0  |       |
| 0790-01 | 14 | 10 | 0  | 0  | 14 | 14 | 14 | 0  | 0  | 0  | 0  | 0  |       |
| 0800-01 | 14 | 10 | 0  | 0  | 14 | 14 | 14 | 0  | 0  | 0  | 0  | 0  |       |
| 0810-01 | 14 | 10 | 0  | 0  | 14 | 14 | 14 | 0  | 0  | 0  | 0  | 0  |       |
| 0820-01 | 14 | 10 | 0  | 0  | 14 | 14 | 14 | 0  | 0  | 0  | 0  | 0  |       |
| 0830-01 | 14 | 10 | 0  | 0  | 14 | 14 | 14 | 0  | 0  | 0  | 0  | 0  |       |
| 0840-01 | 14 | 10 | 0  | 0  | 14 | 14 | 14 | 0  | 0  | 0  | 0  | 0  |       |
| 0850-01 | 14 | 10 | 0  | 0  | 14 | 14 | 14 | 0  | 0  | 0  | 0  | 0  |       |
| 0860-01 | 14 | 10 | 0  | 0  | 14 | 14 | 14 | 0  | 0  | 0  | 0  | 0  |       |
| 0870-01 | 14 | 10 | 0  | 0  | 14 | 14 | 14 | 0  | 0  |    |    |    |       |

# HCS Two-Way Stop-Control Report

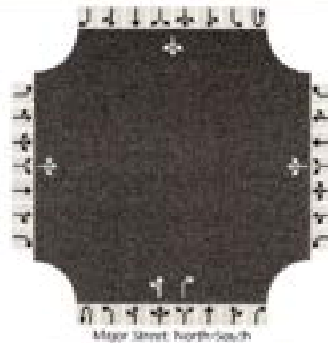
## General Information

|                          |                            |
|--------------------------|----------------------------|
| 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 |    |     |    |
|----------------------------|-----------|-----------|-----|-----|-----------|----|-----|----|------------|----|-----|---|------------|----|-----|----|
|                            | U         | L         | T   | R   | U         | L  | T   | R  | U          | L  | T   | R | U          | L  | T   | R  |
| Movement                   |           | 10        | 11  | 12  |           | 7  | 8   | 9  | 1U         | 1  | 2   | 3 | 4U         | 4  | 5   | 6  |
| Priority                   |           |           |     |     |           |    |     |    |            |    |     |   |            |    |     |    |
| 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 |  |  |

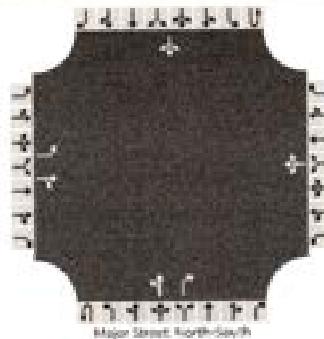
## Delay, Queue Length, and Level of Service

|                                         |  |       |       |  |  |      |      |  |  |      |     |  |  |     |      |     |  |
|-----------------------------------------|--|-------|-------|--|--|------|------|--|--|------|-----|--|--|-----|------|-----|--|
| 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 <sub>95</sub> (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      |                                           | Site Information           |                  |
|--------------------------|-------------------------------------------|----------------------------|------------------|
| Analyst                  | James Kemp                                | Intersection               | Graham & Jenkins |
| Agency/Co.               | O'Rourke Engineering                      | Jurisdiction               | St. Lucie        |
| Date Performed           | 7/26/2023                                 | East/West Street           | Graham Road      |
| Analysis Year            | 2026                                      | North/South Street         | Jenkins Ave      |
| Time Analyzed            | PM Peak Hour                              | Peak Hour Factor           | 0.85             |
| Intersection Orientation | North-South                               | Analysis Time Period (hrs) | 0.25             |
| Project Description      | Background without Project + Improvements |                            |                  |

### Lanes



### Vehicle Volumes and Adjustments

| Approach                   | Eastbound |           |    |     | Westbound |    |     |    | Northbound |    |     |   | Southbound |    |     |    |  |
|----------------------------|-----------|-----------|----|-----|-----------|----|-----|----|------------|----|-----|---|------------|----|-----|----|--|
|                            | U         | L         | T  | R   | U         | L  | T   | R  | U          | L  | T   | R | U          | L  | T   | R  |  |
| Movement                   |           |           |    |     |           |    |     |    |            |    |     |   |            |    |     |    |  |
| Priority                   |           | 10        | 11 | 12  |           | 7  | 8   | 9  | 10         | 1  | 2   | 3 | 40         | 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 <sub>95</sub> (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

DATE: 11/11/11

PROJECT: 1101

TIME: 07:00

LOCATION: 1101

1101

| Direction | Northbound |    |    |    | Southbound |    |    |    | Total |
|-----------|------------|----|----|----|------------|----|----|----|-------|
|           | 01         | 02 | 03 | 04 | 05         | 06 | 07 | 08 |       |
| 01        | 12         | 00 | 00 | 00 | 00         | 00 | 00 | 00 | 12    |
| 02        | 00         | 00 | 00 | 00 | 00         | 00 | 00 | 00 | 00    |
| 03        | 00         | 00 | 00 | 00 | 00         | 00 | 00 | 00 | 00    |
| 04        | 00         | 00 | 00 | 00 | 00         | 00 | 00 | 00 | 00    |
| 05        | 00         | 00 | 00 | 00 | 00         | 00 | 00 | 00 | 00    |
| 06        | 00         | 00 | 00 | 00 | 00         | 00 | 00 | 00 | 00    |
| 07        | 00         | 00 | 00 | 00 | 00         | 00 | 00 | 00 | 00    |
| 08        | 00         | 00 | 00 | 00 | 00         | 00 | 00 | 00 | 00    |
| Total     | 12         | 00 | 00 | 00 | 00         | 00 | 00 | 00 | 12    |

AM

PM

1101

1101

| Direction | Northbound |    |    |    | Southbound |    |    |    | Total |
|-----------|------------|----|----|----|------------|----|----|----|-------|
|           | 01         | 02 | 03 | 04 | 05         | 06 | 07 | 08 |       |
| 01        | 12         | 00 | 00 | 00 | 00         | 00 | 00 | 00 | 12    |
| 02        | 00         | 00 | 00 | 00 | 00         | 00 | 00 | 00 | 00    |
| 03        | 00         | 00 | 00 | 00 | 00         | 00 | 00 | 00 | 00    |
| 04        | 00         | 00 | 00 | 00 | 00         | 00 | 00 | 00 | 00    |
| 05        | 00         | 00 | 00 | 00 | 00         | 00 | 00 | 00 | 00    |
| 06        | 00         | 00 | 00 | 00 | 00         | 00 | 00 | 00 | 00    |
| 07        | 00         | 00 | 00 | 00 | 00         | 00 | 00 | 00 | 00    |
| 08        | 00         | 00 | 00 | 00 | 00         | 00 | 00 | 00 | 00    |
| Total     | 12         | 00 | 00 | 00 | 00         | 00 | 00 | 00 | 12    |

| Direction | 01 | 02 | 03 | 04 | 05 | 06 | 07 | 08 | Total |
|-----------|----|----|----|----|----|----|----|----|-------|
| 01        | 12 | 00 | 00 | 00 | 00 | 00 | 00 | 00 | 12    |
| 02        | 00 | 00 | 00 | 00 | 00 | 00 | 00 | 00 | 00    |
| 03        | 00 | 00 | 00 | 00 | 00 | 00 | 00 | 00 | 00    |
| 04        | 00 | 00 | 00 | 00 | 00 | 00 | 00 | 00 | 00    |
| 05        | 00 | 00 | 00 | 00 | 00 | 00 | 00 | 00 | 00    |
| 06        | 00 | 00 | 00 | 00 | 00 | 00 | 00 | 00 | 00    |
| 07        | 00 | 00 | 00 | 00 | 00 | 00 | 00 | 00 | 00    |
| 08        | 00 | 00 | 00 | 00 | 00 | 00 | 00 | 00 | 00    |
| Total     | 12 | 00 | 00 | 00 | 00 | 00 | 00 | 00 | 12    |

# HCS Two-Way Stop-Control Report

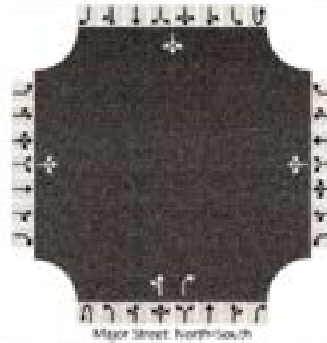
## General Information

|                          |                           |
|--------------------------|---------------------------|
| 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 |    |     |    |  |
|----------------------------|-----------|-----------|-----|-----|-----------|----|-----|----|------------|----|-----|---|------------|----|-----|----|--|
|                            | U         | L         | T   | R   | U         | L  | T   | R  | U          | L  | T   | R | U          | L  | T   | R  |  |
| Movement                   |           | 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 |    |            | L  |     | 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 |  |  |

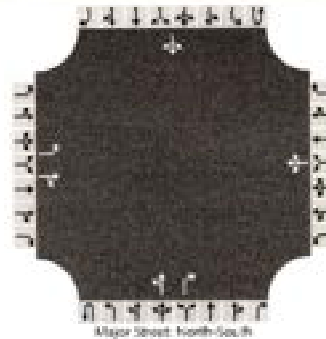
## Delay, Queue Length, and Level of Service

|                                         |  |       |       |  |  |      |      |  |  |      |     |  |  |      |     |     |  |
|-----------------------------------------|--|-------|-------|--|--|------|------|--|--|------|-----|--|--|------|-----|-----|--|
| 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 <sub>95</sub> (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      |                                          | Site Information           |                  |
|--------------------------|------------------------------------------|----------------------------|------------------|
| Analyst                  | James Kemp                               | Intersection               | Graham & Jenkins |
| Agency/Co.               | O'Rourke Engineering                     | Jurisdiction               | St. Lucie        |
| Date Performed           | 7/26/2023                                | East/West Street           | Graham Road      |
| Analysis Year            | 2026                                     | North/South Street         | Jenkins Ave      |
| Time Analyzed            | AM Peak Hour                             | Peak Hour Factor           | 0.85             |
| Intersection Orientation | North-South                              | Analysis Time Period (hrs) | 0.25             |
| Project Description      | Future Total with Project + Improvements |                            |                  |

### Lanes



### Vehicle Volumes and Adjustments

| Approach                   | Eastbound |           |    |     | Westbound |    |     |    | Northbound |    |     |   | Southbound |    |     |     |   |
|----------------------------|-----------|-----------|----|-----|-----------|----|-----|----|------------|----|-----|---|------------|----|-----|-----|---|
|                            | U         | L         | T  | R   | U         | L  | T   | R  | U          | L  | T   | R | U          | L  | T   | R   |   |
| Priority                   |           | 10        | 11 | 12  |           | 7  | 8   | 9  | 10         | 1  | 2   | 3 | 40         | 4  | 5   | 6   |   |
| Number of Lanes            |           | 1         | 1  | 0   |           | 0  | 1   | 0  |            | 0  | 1   | 1 |            | 0  | 0   | 1   | 0 |
| Configuration              |           | L         |    | TR  |           |    | LTR |    |            | L  |     | 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 <sub>95</sub> (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

Location & Station  
Station Road

652  
613

15:00  
15:00  
15:00

14  
17  
19  
20  
21  
23  
24  
25

76  
10  
134  
150  
150  
150  
150

PM

14

195  
518  
0

596  
654

| Time        | Northbound |    |    | Southbound |    |    | Westbound |    |    | Eastbound |    |    |
|-------------|------------|----|----|------------|----|----|-----------|----|----|-----------|----|----|
|             | WB         | WB | WB | WB         | WB | WB | WB        | WB | WB | WB        | WB | WB |
| 15:00-15:05 | 15         | 15 | 15 | 15         | 15 | 15 | 15        | 15 | 15 | 15        | 15 | 15 |
| 15:05-15:10 | 17         | 17 | 17 | 17         | 17 | 17 | 17        | 17 | 17 | 17        | 17 | 17 |
| 15:10-15:15 | 18         | 18 | 18 | 18         | 18 | 18 | 18        | 18 | 18 | 18        | 18 | 18 |
| 15:15-15:20 | 19         | 19 | 19 | 19         | 19 | 19 | 19        | 19 | 19 | 19        | 19 | 19 |
| 15:20-15:25 | 20         | 20 | 20 | 20         | 20 | 20 | 20        | 20 | 20 | 20        | 20 | 20 |
| 15:25-15:30 | 21         | 21 | 21 | 21         | 21 | 21 | 21        | 21 | 21 | 21        | 21 | 21 |
| 15:30-15:35 | 23         | 23 | 23 | 23         | 23 | 23 | 23        | 23 | 23 | 23        | 23 | 23 |
| 15:35-15:40 | 24         | 24 | 24 | 24         | 24 | 24 | 24        | 24 | 24 | 24        | 24 | 24 |
| 15:40-15:45 | 25         | 25 | 25 | 25         | 25 | 25 | 25        | 25 | 25 | 25        | 25 | 25 |

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## HCS Two-Way Stop-Control Report

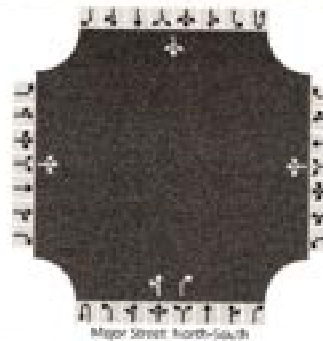
### General Information

|                          |                           |
|--------------------------|---------------------------|
| 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 |    |     |    |  |
|----------------------------|-----------|-----------|-----|-----|-----------|----|-----|----|------------|----|-----|---|------------|----|-----|----|--|
|                            | U         | L         | T   | R   | U         | L  | T   | R  | U          | L  | T   | R | U          | L  | T   | R  |  |
| Movement                   |           |           |     |     |           |    |     |    |            |    |     |   |            |    |     |    |  |
| Priority                   |           | 10        | 11  | 12  |           | 7  | 8   | 9  | TU         | 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 |  |  |  |

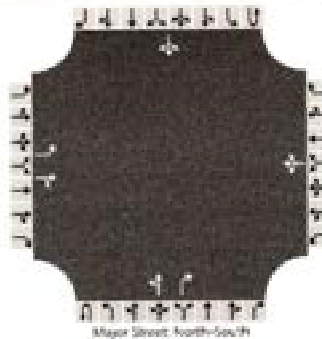
### Delay, Queue Length, and Level of Service

|                                         |  |       |       |  |  |       |       |  |  |     |      |     |  |     |  |      |     |     |
|-----------------------------------------|--|-------|-------|--|--|-------|-------|--|--|-----|------|-----|--|-----|--|------|-----|-----|
| 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 <sub>95</sub> (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      |                                          | Site Information           |                  |
|--------------------------|------------------------------------------|----------------------------|------------------|
| Analyst                  | James Kemp                               | Intersection               | Graham & Jenkins |
| Agency/Co.               | O'Rourke Engineering                     | Jurisdiction               | St. Lucie        |
| Date Performed           | 7/26/2023                                | East/West Street           | Graham Road      |
| Analysis Year            | 2026                                     | North/South Street         | Jenkins Ave      |
| Time Analyzed            | PM Peak Hour                             | Peak Hour Factor           | 0.85             |
| Intersection Orientation | North-South                              | Analysis Time Period (hrs) | 0.25             |
| Project Description      | Future Total with Project + Improvements |                            |                  |

## Lanes



## Vehicle Volumes and Adjustments

| Approach                   | Eastbound |           |    |     | Westbound |    |     |    | Northbound |    |     |   | Southbound |    |     |    |  |
|----------------------------|-----------|-----------|----|-----|-----------|----|-----|----|------------|----|-----|---|------------|----|-----|----|--|
|                            | U         | L         | T  | R   | U         | L  | T   | R  | U          | L  | T   | R | U          | L  | T   | R  |  |
| Movement                   |           |           |    |     |           |    |     |    |            |    |     |   |            |    |     |    |  |
| Priority                   |           | 10        | 11 | 12  |           | 7  | 8   | 9  | 10         | 1  | 2   | 3 | 4          | 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    |  |  |  | 966  |     |  |  | 964  |     |     |  |
| v/c Ratio                               |  | 1.33  |  | 0.43 |  | 0.66  |  |  |  | 0.11 |     |  |  | 0.07 |     |     |  |
| 95% Queue Length, Q <sub>95</sub> (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

City of Everett, Washington

Everett, WA

City of Everett

City of Everett

473 ↓ 385 ↑

154 ↓ 286 ↓ 81 ↓

← 2756 →

← 1488 →

← 320 →

← 137 →

← 885 →

← 3234 →

← 1257 →

← 1357 →

← 885 →

← 3234 →

| Direction                        | Northbound |     |    |    | Southbound |     |      |     | Total |     |     |      |      |
|----------------------------------|------------|-----|----|----|------------|-----|------|-----|-------|-----|-----|------|------|
|                                  | WB         | EB  | WB | EB | WB         | EB  | WB   | EB  |       |     |     |      |      |
| 1000-11:00 AM                    | 29         | 17  | 12 | 27 | 38         | 12  | 217  | 42  | 5     | 124 | 17  | 478  | 1224 |
| 11:00-12:00 PM                   | 35         | 18  | 23 | 36 | 38         | 18  | 130  | 52  | 28    | 188 | 32  | 917  | 4134 |
| 12:00-1:00 PM                    | 43         | 19  | 20 | 31 | 36         | 18  | 844  | 36  | 26    | 129 | 28  | 1028 | 4792 |
| 1:00-2:00 PM                     | 37         | 26  | 31 | 31 | 38         | 18  | 618  | 38  | 25    | 177 | 31  | 1081 | 4777 |
| 2:00-3:00 PM                     | 42         | 29  | 39 | 31 | 38         | 17  | 176  | 34  | 31    | 165 | 26  | 1214 | 4924 |
| 3:00-4:00 PM                     | 44         | 36  | 17 | 17 | 40         | 34  | 119  | 37  | 41    | 173 | 33  | 1075 |      |
| 4:00-5:00 PM                     | 17         | 31  | 24 | 31 | 38         | 12  | 319  | 47  | 29    | 114 | 47  | 983  |      |
| 5:00-6:00 PM                     | 33         | 14  | 27 | 34 | 38         | 17  | 288  | 36  | 24    | 227 | 45  | 988  |      |
| <b>AM PEAK HOUR (8:00-12:00)</b> | 48         | 24  | 31 | 37 | 40         | 18  | 1474 | 68  | 52    | 188 | 34  | 4792 |      |
| <b>PM PEAK HOUR (4:00-8:00)</b>  | 44         | 26  | 31 | 31 | 38         | 17  | 1244 | 62  | 28    | 118 | 32  | 1111 |      |
| <b>PERCENTAGE</b>                | 0%         | 0%  | 0% | 0% | 0%         | 0%  | 0%   | 0%  | 0%    | 0%  | 0%  | 0%   | 0%   |
| <b>PERCENTAGE</b>                | 0%         | 0%  | 0% | 0% | 0%         | 0%  | 0%   | 0%  | 0%    | 0%  | 0%  | 0%   | 0%   |
| <b>Total</b>                     | 414        | 211 | 36 | 41 | 186        | 124 | 1244 | 122 | 111   | 111 | 111 | 4507 |      |

| Direction                        | WB  | EB  | WB | EB | WB  | EB  | WB   | EB  | Total |
|----------------------------------|-----|-----|----|----|-----|-----|------|-----|-------|
| 1000-11:00 AM                    | 29  | 17  | 12 | 27 | 38  | 12  | 217  | 42  | 5     |
| 11:00-12:00 PM                   | 35  | 18  | 23 | 36 | 38  | 18  | 130  | 52  | 28    |
| 12:00-1:00 PM                    | 43  | 19  | 20 | 31 | 36  | 18  | 844  | 36  | 26    |
| 1:00-2:00 PM                     | 37  | 26  | 31 | 31 | 38  | 18  | 618  | 38  | 25    |
| 2:00-3:00 PM                     | 42  | 29  | 39 | 31 | 38  | 17  | 176  | 34  | 31    |
| 3:00-4:00 PM                     | 44  | 36  | 17 | 17 | 40  | 34  | 119  | 37  | 41    |
| 4:00-5:00 PM                     | 17  | 31  | 24 | 31 | 38  | 12  | 319  | 47  | 29    |
| 5:00-6:00 PM                     | 33  | 14  | 27 | 34 | 38  | 17  | 288  | 36  | 24    |
| <b>AM PEAK HOUR (8:00-12:00)</b> | 48  | 24  | 31 | 37 | 40  | 18  | 1474 | 68  | 52    |
| <b>PM PEAK HOUR (4:00-8:00)</b>  | 44  | 26  | 31 | 31 | 38  | 17  | 1244 | 62  | 28    |
| <b>PERCENTAGE</b>                | 0%  | 0%  | 0% | 0% | 0%  | 0%  | 0%   | 0%  | 0%    |
| <b>PERCENTAGE</b>                | 0%  | 0%  | 0% | 0% | 0%  | 0%  | 0%   | 0%  | 0%    |
| <b>Total</b>                     | 414 | 211 | 36 | 41 | 186 | 124 | 1244 | 122 | 111   |

| Direction                        | WB  | EB  | WB | EB | WB  | EB  | WB   | EB  | Total |
|----------------------------------|-----|-----|----|----|-----|-----|------|-----|-------|
| 1000-11:00 AM                    | 29  | 17  | 12 | 27 | 38  | 12  | 217  | 42  | 5     |
| 11:00-12:00 PM                   | 35  | 18  | 23 | 36 | 38  | 18  | 130  | 52  | 28    |
| 12:00-1:00 PM                    | 43  | 19  | 20 | 31 | 36  | 18  | 844  | 36  | 26    |
| 1:00-2:00 PM                     | 37  | 26  | 31 | 31 | 38  | 18  | 618  | 38  | 25    |
| 2:00-3:00 PM                     | 42  | 29  | 39 | 31 | 38  | 17  | 176  | 34  | 31    |
| 3:00-4:00 PM                     | 44  | 36  | 17 | 17 | 40  | 34  | 119  | 37  | 41    |
| 4:00-5:00 PM                     | 17  | 31  | 24 | 31 | 38  | 12  | 319  | 47  | 29    |
| 5:00-6:00 PM                     | 33  | 14  | 27 | 34 | 38  | 17  | 288  | 36  | 24    |
| <b>AM PEAK HOUR (8:00-12:00)</b> | 48  | 24  | 31 | 37 | 40  | 18  | 1474 | 68  | 52    |
| <b>PM PEAK HOUR (4:00-8:00)</b>  | 44  | 26  | 31 | 31 | 38  | 17  | 1244 | 62  | 28    |
| <b>PERCENTAGE</b>                | 0%  | 0%  | 0% | 0% | 0%  | 0%  | 0%   | 0%  | 0%    |
| <b>PERCENTAGE</b>                | 0%  | 0%  | 0% | 0% | 0%  | 0%  | 0%   | 0%  | 0%    |
| <b>Total</b>                     | 414 | 211 | 36 | 41 | 186 | 124 | 1244 | 122 | 111   |

| Direction                        | WB  | EB  | WB | EB | WB  | EB  | WB   | EB  | Total |
|----------------------------------|-----|-----|----|----|-----|-----|------|-----|-------|
| 1000-11:00 AM                    | 29  | 17  | 12 | 27 | 38  | 12  | 217  | 42  | 5     |
| 11:00-12:00 PM                   | 35  | 18  | 23 | 36 | 38  | 18  | 130  | 52  | 28    |
| 12:00-1:00 PM                    | 43  | 19  | 20 | 31 | 36  | 18  | 844  | 36  | 26    |
| 1:00-2:00 PM                     | 37  | 26  | 31 | 31 | 38  | 18  | 618  | 38  | 25    |
| 2:00-3:00 PM                     | 42  | 29  | 39 | 31 | 38  | 17  | 176  | 34  | 31    |
| 3:00-4:00 PM                     | 44  | 36  | 17 | 17 | 40  | 34  | 119  | 37  | 41    |
| 4:00-5:00 PM                     | 17  | 31  | 24 | 31 | 38  | 12  | 319  | 47  | 29    |
| 5:00-6:00 PM                     | 33  | 14  | 27 | 34 | 38  | 17  | 288  | 36  | 24    |
| <b>AM PEAK HOUR (8:00-12:00)</b> | 48  | 24  | 31 | 37 | 40  | 18  | 1474 | 68  | 52    |
| <b>PM PEAK HOUR (4:00-8:00)</b>  | 44  | 26  | 31 | 31 | 38  | 17  | 1244 | 62  | 28    |
| <b>PERCENTAGE</b>                | 0%  | 0%  | 0% | 0% | 0%  | 0%  | 0%   | 0%  | 0%    |
| <b>PERCENTAGE</b>                | 0%  | 0%  | 0% | 0% | 0%  | 0%  | 0%   | 0%  | 0%    |
| <b>Total</b>                     | 414 | 211 | 36 | 41 | 186 | 124 | 1244 | 122 | 111   |

| Direction                        | WB  | EB  | WB | EB | WB  | EB  | WB   | EB  | Total |
|----------------------------------|-----|-----|----|----|-----|-----|------|-----|-------|
| 1000-11:00 AM                    | 29  | 17  | 12 | 27 | 38  | 12  | 217  | 42  | 5     |
| 11:00-12:00 PM                   | 35  | 18  | 23 | 36 | 38  | 18  | 130  | 52  | 28    |
| 12:00-1:00 PM                    | 43  | 19  | 20 | 31 | 36  | 18  | 844  | 36  | 26    |
| 1:00-2:00 PM                     | 37  | 26  | 31 | 31 | 38  | 18  | 618  | 38  | 25    |
| 2:00-3:00 PM                     | 42  | 29  | 39 | 31 | 38  | 17  | 176  | 34  | 31    |
| 3:00-4:00 PM                     | 44  | 36  | 17 | 17 | 40  | 34  | 119  | 37  | 41    |
| 4:00-5:00 PM                     | 17  | 31  | 24 | 31 | 38  | 12  | 319  | 47  | 29    |
| 5:00-6:00 PM                     | 33  | 14  | 27 | 34 | 38  | 17  | 288  | 36  | 24    |
| <b>AM PEAK HOUR (8:00-12:00)</b> | 48  | 24  | 31 | 37 | 40  | 18  | 1474 | 68  | 52    |
| <b>PM PEAK HOUR (4:00-8:00)</b>  | 44  | 26  | 31 | 31 | 38  | 17  | 1244 | 62  | 28    |
| <b>PERCENTAGE</b>                | 0%  | 0%  | 0% | 0% | 0%  | 0%  | 0%   | 0%  | 0%    |
| <b>PERCENTAGE</b>                | 0%  | 0%  | 0% | 0% | 0%  | 0%  | 0%   | 0%  | 0%    |
| <b>Total</b>                     | 414 | 211 | 36 | 41 | 186 | 124 | 1244 | 122 | 111   |

| Direction                        | WB  | EB  | WB | EB | WB  | EB  | WB   | EB  | Total |
|----------------------------------|-----|-----|----|----|-----|-----|------|-----|-------|
| 1000-11:00 AM                    | 29  | 17  | 12 | 27 | 38  | 12  | 217  | 42  | 5     |
| 11:00-12:00 PM                   | 35  | 18  | 23 | 36 | 38  | 18  | 130  | 52  | 28    |
| 12:00-1:00 PM                    | 43  | 19  | 20 | 31 | 36  | 18  | 844  | 36  | 26    |
| 1:00-2:00 PM                     | 37  | 26  | 31 | 31 | 38  | 18  | 618  | 38  | 25    |
| 2:00-3:00 PM                     | 42  | 29  | 39 | 31 | 38  | 17  | 176  | 34  | 31    |
| 3:00-4:00 PM                     | 44  | 36  | 17 | 17 | 40  | 34  | 119  | 37  | 41    |
| 4:00-5:00 PM                     | 17  | 31  | 24 | 31 | 38  | 12  | 319  | 47  | 29    |
| 5:00-6:00 PM                     | 33  | 14  | 27 | 34 | 38  | 17  | 288  | 36  | 24    |
| <b>AM PEAK HOUR (8:00-12:00)</b> | 48  | 24  | 31 | 37 | 40  | 18  | 1474 | 68  | 52    |
| <b>PM PEAK HOUR (4:00-8:00)</b>  | 44  | 26  | 31 | 31 | 38  | 17  | 1244 | 62  | 28    |
| <b>PERCENTAGE</b>                | 0%  | 0%  | 0% | 0% | 0%  | 0%  | 0%   | 0%  | 0%    |
| <b>PERCENTAGE</b>                | 0%  | 0%  | 0% | 0% | 0%  | 0%  | 0%   | 0%  | 0%    |
| <b>Total</b>                     | 414 | 211 | 36 | 41 | 186 | 124 | 1244 | 122 | 111   |

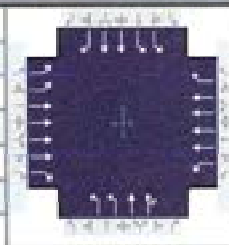


## HCS Signalized Intersection Results Summary

| 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                                            | Green                    | 6.8     | 5.3   | 48.2  | 6.7   | 10.7  | 15.7  | Yellow | 4.8   | 0.0   | 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                                |                                   |                 |                                               | 14.1                     | 55.5    | 19.4  | 60.8  | 32.0  | 41.1  | 14.0  | 23.0   |       |       |       |       |     |     |     |     |     |     |     |     |
| Change Period, ( Y+R ), 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 <sub>s</sub> ), s       |                                   |                 |                                               | 5.6                      |         | 11.9  |       | 25.4  | 9.9   | 5.0   | 14.1   |       |       |       |       |     |     |     |     |     |     |     |     |
| Green Extension Time ( g <sub>e</sub> ), 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 <sub>s</sub> ), 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 <sub>c</sub> ), 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 ( 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 ( 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 <sub>1</sub> ), 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 <sub>2</sub> ), 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 <sub>3</sub> ), s/veh    |                                   |                 |                                               | 0.0                      | 0.0     | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0    | 0.0   | 0.0   | 0.0   | 0.0   |     |     |     |     |     |     |     |     |
| Control Delay ( d ), s/veh                       |                                   |                 |                                               | 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  |     |     |
|---------------------|-----|------|-----|-----|------|-----|-----|-----|----|-----|-----|-----|
|                     | L   | T    | R   | L   | T    | R   | L   | T   | R  | L   | T   | R   |
| Approach Movement   |     |      |     |     |      |     |     |     |    |     |     |     |
| Demand ( v ), veh/h | 110 | 1112 | 314 | 119 | 1007 | 192 | 515 | 117 | 65 | 193 | 175 | 147 |

| Signal Information |       |                 |     | Signal Timing (s) |     |     |      |     |     |      |  |  |  |  |
|--------------------|-------|-----------------|-----|-------------------|-----|-----|------|-----|-----|------|--|--|--|--|
| Cycle, s           | 130.0 | Reference Phase | 2   |                   |     |     |      |     |     |      |  |  |  |  |
| Offset, s          | 0     | Reference Point | End |                   |     |     |      |     |     |      |  |  |  |  |
| Uncoordinated      | No    | Simult. Gap E/W | On  | Green             | 6.9 | 3.5 | 55.8 | 9.6 | 3.8 | 13.9 |  |  |  |  |
| Force Mode         | Fixed | Simult. Gap N/S | On  | 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 ), 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 <sub>s</sub> ), s | 6.0  |      | 10.5 |      | 21.0 | 7.9  | 9.1  | 13.1 |
| Green Extension Time ( g <sub>e</sub> ), 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    |       |       |
|--------------------------------------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
|                                                  | L     | T     | R     | L     | T     | R     | L     | T     | R     | L     | T     | R     |
| Approach Movement                                |       |       |       |       |       |       |       |       |       |       |       |       |
| 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/in    | 1757  | 1725  | 1610  | 1810  | 1725  | 1610  | 1757  | 1900  | 1679  | 1757  | 1809  | 1610  |
| Queue Service Time ( g <sub>s</sub> ), 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 <sub>c</sub> ), 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/in ( 95 th percentile)   | 82.7  | 243.5 | 288.6 | 214.2 | 211.7 | 167.6 | 378.5 | 115.5 | 111.3 | 146   | 122   | 200.2 |
| Back of Queue ( Q ), veh/in ( 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 <sub>1</sub> ), s/veh          | 60.2  | 25.3  | 28.4  | 58.9  | 22.6  | 21.9  | 53.9  | 44.6  | 44.7  | 59.0  | 54.5  | 50.5  |
| Incremental Delay ( d <sub>2</sub> ), 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 <sub>3</sub> ), s/veh    | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   |
| Control Delay ( d ), s/veh                       | 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

SITE STREET: **WYOMING** COUNTY: **WYOMING** DISTRICT: **WYOMING** PROJECT: **WYOMING** SHEET NO.: **100** OF **100**  
 COUNTY: **WYOMING** DISTRICT: **WYOMING** PROJECT: **WYOMING** SHEET NO.: **100** OF **100**  
 COUNTY: **WYOMING** DISTRICT: **WYOMING** PROJECT: **WYOMING** SHEET NO.: **100** OF **100**

DATE: **10/15/2014** TIME: **10:00 AM** PROJECT: **WYOMING** SHEET NO.: **100** OF **100**

DATE: **10/15/2014** TIME: **10:00 AM** PROJECT: **WYOMING** SHEET NO.: **100** OF **100**

DATE: **10/15/2014** TIME: **10:00 AM** PROJECT: **WYOMING** SHEET NO.: **100** OF **100**

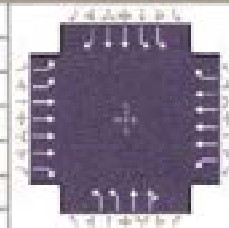
DATE: **10/15/2014** TIME: **10:00 AM** PROJECT: **WYOMING** SHEET NO.: **100** OF **100**

| NO. | Background |     |     | Background |     |     | Background |     |     | TOTAL | TOTAL | TOTAL |
|-----|------------|-----|-----|------------|-----|-----|------------|-----|-----|-------|-------|-------|
|     | 600        | 800 | 100 | 120        | 140 | 160 | 180        | 200 | 220 |       |       |       |
| 100 | 10         | 10  | 10  | 10         | 10  | 10  | 10         | 10  | 10  | 10    | 10    | 10    |
| 101 | 10         | 10  | 10  | 10         | 10  | 10  | 10         | 10  | 10  | 10    | 10    | 10    |
| 102 | 10         | 10  | 10  | 10         | 10  | 10  | 10         | 10  | 10  | 10    | 10    | 10    |
| 103 | 10         | 10  | 10  | 10         | 10  | 10  | 10         | 10  | 10  | 10    | 10    | 10    |
| 104 | 10         | 10  | 10  | 10         | 10  | 10  | 10         | 10  | 10  | 10    | 10    | 10    |
| 105 | 10         | 10  | 10  | 10         | 10  | 10  | 10         | 10  | 10  | 10    | 10    | 10    |
| 106 | 10         | 10  | 10  | 10         | 10  | 10  | 10         | 10  | 10  | 10    | 10    | 10    |
| 107 | 10         | 10  | 10  | 10         | 10  | 10  | 10         | 10  | 10  | 10    | 10    | 10    |
| 108 | 10         | 10  | 10  | 10         | 10  | 10  | 10         | 10  | 10  | 10    | 10    | 10    |
| 109 | 10         | 10  | 10  | 10         | 10  | 10  | 10         | 10  | 10  | 10    | 10    | 10    |
| 110 | 10         | 10  | 10  | 10         | 10  | 10  | 10         | 10  | 10  | 10    | 10    | 10    |
| 111 | 10         | 10  | 10  | 10         | 10  | 10  | 10         | 10  | 10  | 10    | 10    | 10    |
| 112 | 10         | 10  | 10  | 10         | 10  | 10  | 10         | 10  | 10  | 10    | 10    | 10    |
| 113 | 10         | 10  | 10  | 10         | 10  | 10  | 10         | 10  | 10  | 10    | 10    | 10    |
| 114 | 10         | 10  | 10  | 10         | 10  | 10  | 10         | 10  | 10  | 10    | 10    | 10    |
| 115 | 10         | 10  | 10  | 10         | 10  | 10  | 10         | 10  | 10  | 10    | 10    | 10    |
| 116 | 10         | 10  | 10  | 10         | 10  | 10  | 10         | 10  | 10  | 10    | 10    | 10    |
| 117 | 10         | 10  | 10  | 10         | 10  | 10  | 10         | 10  | 10  | 10    | 10    | 10    |
| 118 | 10         | 10  | 10  | 10         | 10  | 10  | 10         | 10  | 10  | 10    | 10    | 10    |
| 119 | 10         | 10  | 10  | 10         | 10  | 10  | 10         | 10  | 10  | 10    | 10    | 10    |
| 120 | 10         | 10  | 10  | 10         | 10  | 10  | 10         | 10  | 10  | 10    | 10    | 10    |

| NO. | Background |     |     | Background |     |     | Background |     |     | TOTAL | TOTAL | TOTAL |
|-----|------------|-----|-----|------------|-----|-----|------------|-----|-----|-------|-------|-------|
|     | 600        | 800 | 100 | 120        | 140 | 160 | 180        | 200 | 220 |       |       |       |
| 100 | 10         | 10  | 10  | 10         | 10  | 10  | 10         | 10  | 10  | 10    | 10    | 10    |
| 101 | 10         | 10  | 10  | 10         | 10  | 10  | 10         | 10  | 10  | 10    | 10    | 10    |
| 102 | 10         | 10  | 10  | 10         | 10  | 10  | 10         | 10  | 10  | 10    | 10    | 10    |
| 103 | 10         | 10  | 10  | 10         | 10  | 10  | 10         | 10  | 10  | 10    | 10    | 10    |
| 104 | 10         | 10  | 10  | 10         | 10  | 10  | 10         | 10  | 10  | 10    | 10    | 10    |
| 105 | 10         | 10  | 10  | 10         | 10  | 10  | 10         | 10  | 10  | 10    | 10    | 10    |
| 106 | 10         | 10  | 10  | 10         | 10  | 10  | 10         | 10  | 10  | 10    | 10    | 10    |
| 107 | 10         | 10  | 10  | 10         | 10  | 10  | 10         | 10  | 10  | 10    | 10    | 10    |
| 108 | 10         | 10  | 10  | 10         | 10  | 10  | 10         | 10  | 10  | 10    | 10    | 10    |
| 109 | 10         | 10  | 10  | 10         | 10  | 10  | 10         | 10  | 10  | 10    | 10    | 10    |
| 110 | 10         | 10  | 10  | 10         | 10  | 10  | 10         | 10  | 10  | 10    | 10    | 10    |
| 111 | 10         | 10  | 10  | 10         | 10  | 10  | 10         | 10  | 10  | 10    | 10    | 10    |
| 112 | 10         | 10  | 10  | 10         | 10  | 10  | 10         | 10  | 10  | 10    | 10    | 10    |
| 113 | 10         | 10  | 10  | 10         | 10  | 10  | 10         | 10  | 10  | 10    | 10    | 10    |
| 114 | 10         | 10  | 10  | 10         | 10  | 10  | 10         | 10  | 10  | 10    | 10    | 10    |
| 115 | 10         | 10  | 10  | 10         | 10  | 10  | 10         | 10  | 10  | 10    | 10    | 10    |
| 116 | 10         | 10  | 10  | 10         | 10  | 10  | 10         | 10  | 10  | 10    | 10    | 10    |
| 117 | 10         | 10  | 10  | 10         | 10  | 10  | 10         | 10  | 10  | 10    | 10    | 10    |
| 118 | 10         | 10  | 10  | 10         | 10  | 10  | 10         | 10  | 10  | 10    | 10    | 10    |
| 119 | 10         | 10  | 10  | 10         | 10  | 10  | 10         | 10  | 10  | 10    | 10    | 10    |
| 120 | 10         | 10  | 10  | 10         | 10  | 10  | 10         | 10  | 10  | 10    | 10    | 10    |

## 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 | 250 |

| Signal Information |       |                 |     |        |     |     |      |     |     |      |  |  |  |  |  |  |
|--------------------|-------|-----------------|-----|--------|-----|-----|------|-----|-----|------|--|--|--|--|--|--|
| Cycle, s           | 130.0 | Reference Phase | 2   |        |     |     |      |     |     |      |  |  |  |  |  |  |
| Offset, s          | 0     | Reference Point | End |        |     |     |      |     |     |      |  |  |  |  |  |  |
| Uncoordinated      | No    | Simult. Gap E/W | On  | Green  | 8.1 | 4.8 | 40.5 | 7.5 | 9.9 | 22.6 |  |  |  |  |  |  |
| Force Mode         | Fixed | Simult. Gap N/S | On  | 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 ( $g_c$ ), 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 |

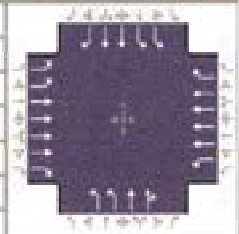
| Movement Group Results                             | EB    |       |       | WB    |       |       | NB    |       |       | SB    |       |       |
|----------------------------------------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| 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/s     | 1757  | 1725  | 1610  | 1810  | 1725  | 1610  | 1757  | 1900  | 1649  | 1757  | 1809  | 1610  |
| Queue Service Time ( $g_q$ ), 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 ( $Q_b$ ), ft/in ( 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/in ( 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 ( $d_u$ ), 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 ( $d_i$ ), 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 ( $d_o$ ), 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 |



## 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 |       |                 |     | Signal Timing (s)          |     |     |      |      |     |      |        |     |     |     |     |     |     |     |     |     |     |     |
|--------------------|-------|-----------------|-----|----------------------------|-----|-----|------|------|-----|------|--------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Cycle, s           | 130.0 | Reference Phase | 2   | Green                      | 7.7 | 3.0 | 51.7 | 12.0 | 1.4 | 17.7 | Yellow | 4.8 | 0.0 | 4.8 | 4.8 | 4.8 | Red | 2.5 | 0.0 | 2.5 | 2.5 | 2.5 |
| Offset, s          | 0     | Reference Point | End | Diagrammatic Signal Phases |     |     |      |      |     |      |        |     |     |     |     |     |     |     |     |     |     |     |
| Uncoordinated      | No    | Simult. Gap E/W | On  | Diagrammatic Signal Phases |     |     |      |      |     |      |        |     |     |     |     |     |     |     |     |     |     |     |
| Force Mode         | Fixed | Simult. Gap N/S | On  | Diagrammatic Signal Phases |     |     |      |      |     |      |        |     |     |     |     |     |     |     |     |     |     |     |

| 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 ), 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 <sub>c</sub> ), s | 10.2 |      | 9.7  |      | 22.7 | 9.8  | 11.3 | 19.5 |
| Green Extension Time ( g <sub>e</sub> ), 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/m     | 1757  | 1725  | 1610  | 1910  | 1725  | 1610  | 1757  | 1900  | 1681  | 1757  | 1809  | 1610  |
| Queue Service Time ( g <sub>s</sub> ), 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 <sub>c</sub> ), 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/m ( 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/m ( 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 <sub>1</sub> ), s/veh          | 58.5  | 27.2  | 28.9  | 61.2  | 28.8  | 28.1  | 54.7  | 44.2  | 44.4  | 57.8  | 51.6  | 48.5  |
| Incremental Delay ( d <sub>2</sub> ), s/veh      | 4.6   | 0.5   | 3.7   | 236.0 | 0.5   | 1.9   | 53.7  | 0.5   | 0.8   | 4.4   | 0.6   | 4.9   |
| Initial Queue Delay ( d <sub>3</sub> ), s/veh    | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   |
| Control Delay ( d ), s/veh                       | 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

SITE NAME: **115000**  
 PROJECT NO: **115000**  
 COUNTY: **CLATSOP**  
 SHEET NO: **115000**

DATE: **11/15/2011**

BY: **115000**

SCALE: **1:1**

PROJECT NO: **115000**

0000 ↑ 543  
 1300 ↓ 143  
 AM  
 1000 ↑ 1000  
 1300 ↓ 143  
 1600 ↑ 1000  
 1900 ↓ 143

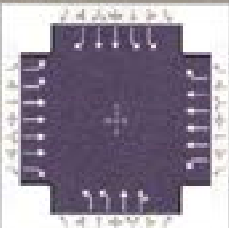
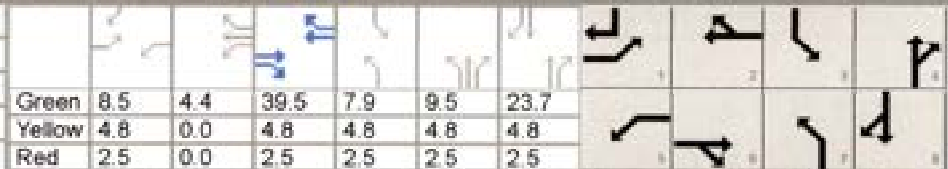
0000 ↑ 543  
 1300 ↓ 143  
 AM  
 1000 ↑ 1000  
 1300 ↓ 143  
 1600 ↑ 1000  
 1900 ↓ 143

| COUNT | Northbound |    |    | Eastbound |     |    | Southbound |     |    | Westbound |    |     |
|-------|------------|----|----|-----------|-----|----|------------|-----|----|-----------|----|-----|
|       | WB         | EB | SB | WB        | EB  | SB | WB         | EB  | SB | WB        | EB | SB  |
| 0000  | 20         | 10 | 10 | 11        | 117 | 41 | 1          | 114 | 11 | 475       | 11 | 475 |
| 0100  | 10         | 10 | 10 | 10        | 105 | 52 | 10         | 105 | 11 | 467       | 11 | 467 |
| 0200  | 10         | 10 | 10 | 10        | 100 | 50 | 10         | 100 | 10 | 460       | 10 | 460 |
| 0300  | 10         | 10 | 10 | 10        | 95  | 48 | 10         | 95  | 10 | 455       | 10 | 455 |
| 0400  | 10         | 10 | 10 | 10        | 90  | 46 | 10         | 90  | 10 | 450       | 10 | 450 |
| 0500  | 10         | 10 | 10 | 10        | 85  | 44 | 10         | 85  | 10 | 445       | 10 | 445 |
| 0600  | 10         | 10 | 10 | 10        | 80  | 42 | 10         | 80  | 10 | 440       | 10 | 440 |
| 0700  | 10         | 10 | 10 | 10        | 75  | 40 | 10         | 75  | 10 | 435       | 10 | 435 |
| 0800  | 10         | 10 | 10 | 10        | 70  | 38 | 10         | 70  | 10 | 430       | 10 | 430 |
| 0900  | 10         | 10 | 10 | 10        | 65  | 36 | 10         | 65  | 10 | 425       | 10 | 425 |
| 1000  | 10         | 10 | 10 | 10        | 60  | 34 | 10         | 60  | 10 | 420       | 10 | 420 |
| 1100  | 10         | 10 | 10 | 10        | 55  | 32 | 10         | 55  | 10 | 415       | 10 | 415 |
| 1200  | 10         | 10 | 10 | 10        | 50  | 30 | 10         | 50  | 10 | 410       | 10 | 410 |
| 1300  | 10         | 10 | 10 | 10        | 45  | 28 | 10         | 45  | 10 | 405       | 10 | 405 |
| 1400  | 10         | 10 | 10 | 10        | 40  | 26 | 10         | 40  | 10 | 400       | 10 | 400 |
| 1500  | 10         | 10 | 10 | 10        | 35  | 24 | 10         | 35  | 10 | 395       | 10 | 395 |
| 1600  | 10         | 10 | 10 | 10        | 30  | 22 | 10         | 30  | 10 | 390       | 10 | 390 |
| 1700  | 10         | 10 | 10 | 10        | 25  | 20 | 10         | 25  | 10 | 385       | 10 | 385 |
| 1800  | 10         | 10 | 10 | 10        | 20  | 18 | 10         | 20  | 10 | 380       | 10 | 380 |
| 1900  | 10         | 10 | 10 | 10        | 15  | 16 | 10         | 15  | 10 | 375       | 10 | 375 |
| 2000  | 10         | 10 | 10 | 10        | 10  | 14 | 10         | 10  | 10 | 370       | 10 | 370 |
| 2100  | 10         | 10 | 10 | 10        | 5   | 12 | 10         | 5   | 10 | 365       | 10 | 365 |
| 2200  | 10         | 10 | 10 | 10        | 0   | 10 | 10         | 0   | 10 | 360       | 10 | 360 |
| 2300  | 10         | 10 | 10 | 10        | 0   | 8  | 10         | 0   | 10 | 355       | 10 | 355 |
| 2400  | 10         | 10 | 10 | 10        | 0   | 6  | 10         | 0   | 10 | 350       | 10 | 350 |
| 2500  | 10         | 10 | 10 | 10        | 0   | 4  | 10         | 0   | 10 | 345       | 10 | 345 |
| 2600  | 10         | 10 | 10 | 10        | 0   | 2  | 10         | 0   | 10 | 340       | 10 | 340 |
| 2700  | 10         | 10 | 10 | 10        | 0   | 0  | 10         | 0   | 10 | 335       | 10 | 335 |
| 2800  | 10         | 10 | 10 | 10        | 0   | 0  | 10         | 0   | 10 | 330       | 10 | 330 |
| 2900  | 10         | 10 | 10 | 10        | 0   | 0  | 10         | 0   | 10 | 325       | 10 | 325 |
| 3000  | 10         | 10 | 10 | 10        | 0   | 0  | 10         | 0   | 10 | 320       | 10 | 320 |
| 3100  | 10         | 10 | 10 | 10        | 0   | 0  | 10         | 0   | 10 | 315       | 10 | 315 |
| 3200  | 10         | 10 | 10 | 10        | 0   | 0  | 10         | 0   | 10 | 310       | 10 | 310 |
| 3300  | 10         | 10 | 10 | 10        | 0   | 0  | 10         | 0   | 10 | 305       | 10 | 305 |
| 3400  | 10         | 10 | 10 | 10        | 0   | 0  | 10         | 0   | 10 | 300       | 10 | 300 |
| 3500  | 10         | 10 | 10 | 10        | 0   | 0  | 10         | 0   | 10 | 295       | 10 | 295 |
| 3600  | 10         | 10 | 10 | 10        | 0   | 0  | 10         | 0   | 10 | 290       | 10 | 290 |
| 3700  | 10         | 10 | 10 | 10        | 0   | 0  | 10         | 0   | 10 | 285       | 10 | 285 |
| 3800  | 10         | 10 | 10 | 10        | 0   | 0  | 10         | 0   | 10 | 280       | 10 | 280 |
| 3900  | 10         | 10 | 10 | 10        | 0   | 0  | 10         | 0   | 10 | 275       | 10 | 275 |
| 4000  | 10         | 10 | 10 | 10        | 0   | 0  | 10         | 0   | 10 | 270       | 10 | 270 |
| 4100  | 10         | 10 | 10 | 10        | 0   | 0  | 10         | 0   | 10 | 265       | 10 | 265 |
| 4200  | 10         | 10 | 10 | 10        | 0   | 0  | 10         | 0   | 10 | 260       | 10 | 260 |
| 4300  | 10         | 10 | 10 | 10        | 0   | 0  | 10         | 0   | 10 | 255       | 10 | 255 |
| 4400  | 10         | 10 | 10 | 10        | 0   | 0  | 10         | 0   | 10 | 250       | 10 | 250 |
| 4500  | 10         | 10 | 10 | 10        | 0   | 0  | 10         | 0   | 10 | 245       | 10 | 245 |
| 4600  | 10         | 10 | 10 | 10        | 0   | 0  | 10         | 0   | 10 | 240       | 10 | 240 |
| 4700  | 10         | 10 | 10 | 10        | 0   | 0  | 10         | 0   | 10 | 235       | 10 | 235 |
| 4800  | 10         | 10 | 10 | 10        | 0   | 0  | 10         | 0   | 10 | 230       | 10 | 230 |
| 4900  | 10         | 10 | 10 | 10        | 0   | 0  | 10         | 0   | 10 | 225       | 10 | 225 |
| 5000  | 10         | 10 | 10 | 10        | 0   | 0  | 10         | 0   | 10 | 220       | 10 | 220 |
| 5100  | 10         | 10 | 10 | 10        | 0   | 0  | 10         | 0   | 10 | 215       | 10 | 215 |
| 5200  | 10         | 10 | 10 | 10        | 0   | 0  | 10         | 0   | 10 | 210       | 10 | 210 |
| 5300  | 10         | 10 | 10 | 10        | 0   | 0  | 10         | 0   | 10 | 205       | 10 | 205 |
| 5400  | 10         | 10 | 10 | 10        | 0   | 0  | 10         | 0   | 10 | 200       | 10 | 200 |
| 5500  | 10         | 10 | 10 | 10        | 0   | 0  | 10         | 0   | 10 | 195       | 10 | 195 |
| 5600  | 10         | 10 | 10 | 10        | 0   | 0  | 10         | 0   | 10 | 190       | 10 | 190 |
| 5700  | 10         | 10 | 10 | 10        | 0   | 0  | 10         | 0   | 10 | 185       | 10 | 185 |
| 5800  | 10         | 10 | 10 | 10        | 0   | 0  | 10         | 0   | 10 | 180       | 10 | 180 |
| 5900  | 10         | 10 | 10 | 10        | 0   | 0  | 10         | 0   | 10 | 175       | 10 | 175 |
| 6000  | 10         | 10 | 10 | 10        | 0   | 0  | 10         | 0   | 10 | 170       | 10 | 170 |
| 6100  | 10         | 10 | 10 | 10        | 0   | 0  | 10         | 0   | 10 | 165       | 10 | 165 |
| 6200  | 10         | 10 | 10 | 10        | 0   | 0  | 10         | 0   | 10 | 160       | 10 | 160 |
| 6300  | 10         | 10 | 10 | 10        | 0   | 0  | 10         | 0   | 10 | 155       | 10 | 155 |
| 6400  | 10         | 10 | 10 | 10        | 0   | 0  | 10         | 0   | 10 | 150       | 10 | 150 |
| 6500  | 10         | 10 | 10 | 10        | 0   | 0  | 10         | 0   | 10 | 145       | 10 | 145 |
| 6600  | 10         | 10 | 10 | 10        | 0   | 0  | 10         | 0   | 10 | 140       | 10 | 140 |
| 6700  | 10         | 10 | 10 | 10        | 0   | 0  | 10         | 0   | 10 | 135       | 10 | 135 |
| 6800  | 10         | 10 | 10 | 10        | 0   | 0  | 10         | 0   | 10 | 130       | 10 | 130 |
| 6900  | 10         | 10 | 10 | 10        | 0   | 0  | 10         | 0   | 10 | 125       | 10 | 125 |
| 7000  | 10         | 10 | 10 | 10        | 0   | 0  | 10         | 0   | 10 | 120       | 10 | 120 |
| 7100  | 10         | 10 | 10 | 10        | 0   | 0  | 10         | 0   | 10 | 115       | 10 | 115 |
| 7200  | 10         | 10 | 10 | 10        | 0   | 0  | 10         | 0   | 10 | 110       | 10 | 110 |
| 7300  | 10         | 10 | 10 | 10        | 0   | 0  | 10         | 0   | 10 | 105       | 10 | 105 |
| 7400  | 10         | 10 | 10 | 10        | 0   | 0  | 10         | 0   | 10 | 100       | 10 | 100 |
| 7500  | 10         | 10 | 10 | 10        | 0   | 0  | 10         | 0   | 10 | 95        | 10 | 95  |
| 7600  | 10         | 10 | 10 | 10        | 0   | 0  | 10         | 0   | 10 | 90        | 10 | 90  |
| 7700  | 10         | 10 | 10 | 10        | 0   | 0  | 10         | 0   | 10 | 85        | 10 | 85  |
| 7800  | 10         | 10 | 10 | 10        | 0   | 0  | 10         | 0   | 10 | 80        | 10 | 80  |
| 7900  | 10         | 10 | 10 | 10        | 0   | 0  | 10         | 0   | 10 | 75        | 10 | 75  |
| 8000  | 10         | 10 | 10 | 10        | 0   | 0  | 10         | 0   | 10 | 70        | 10 | 70  |
| 8100  | 10         | 10 | 10 | 10        | 0   | 0  | 10         | 0   | 10 | 65        | 10 | 65  |
| 8200  | 10         | 10 | 10 | 10        | 0   | 0  | 10         | 0   | 10 | 60        | 10 | 60  |
| 8300  | 10         | 10 | 10 | 10        | 0   | 0  | 10         | 0   | 10 | 55        | 10 | 55  |
| 8400  | 10         | 10 | 10 | 10        | 0   | 0  | 10         | 0   | 10 | 50        | 10 | 50  |
| 8500  | 10         | 10 | 10 | 10        | 0   | 0  | 10         | 0   | 10 | 45        | 10 | 45  |
| 8600  | 10         | 10 | 10 | 10        | 0   | 0  | 10         | 0   | 10 | 40        | 10 | 40  |
| 8700  | 10         | 10 | 10 | 10        | 0   | 0  | 10         | 0   | 10 | 35        | 10 | 35  |
| 8800  | 10         | 10 | 10 | 10        | 0   | 0  | 10         | 0   | 10 | 30        | 10 | 30  |
| 8900  | 10         | 10 | 10 | 10        | 0   | 0  | 10         | 0   | 10 | 25        | 10 | 25  |
| 9000  | 10         | 10 | 10 | 10        | 0   | 0  | 10         | 0   | 10 | 20        | 10 | 20  |
| 9100  | 10         | 10 | 10 | 10        | 0   | 0  | 10         | 0   | 10 | 15        | 10 | 15  |
| 9200  | 10         | 10 | 10 | 10        | 0   | 0  | 10         | 0   | 10 | 10        | 10 | 10  |
| 9300  | 10         | 10 | 10 | 10        | 0   | 0  | 10         | 0   | 10 | 5         | 10 | 5   |
| 9400  | 10         | 10 | 10 | 10        | 0   | 0  | 10         | 0   | 10 | 0         | 10 | 0   |
| 9500  | 10         | 10 | 10 | 10        | 0   | 0  | 10         | 0   | 10 | 0         | 10 | 0   |
| 9600  | 10         | 10 | 10 | 10        | 0   | 0  | 10         | 0   | 10 | 0         | 10 | 0   |
| 9700  | 10         | 10 | 10 | 10        | 0   | 0  | 10         | 0   | 10 | 0         | 10 | 0   |
| 9800  | 10         | 10 | 10 | 10        | 0   | 0  | 10         | 0   | 10 | 0         | 10 | 0   |
| 9900  | 10         | 10 | 10 | 10        | 0   | 0  | 10         | 0   | 10 | 0         | 10 | 0   |
| 10000 | 10         | 10 | 10 | 10        | 0   | 0  | 10         | 0   | 10 | 0         | 10 | 0   |

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 1600 ↑ 1000  
 1900 ↓ 143

0000 ↑ 543  
 1300 ↓ 143  
 AM  
 1000 ↑ 1000  
 1300 ↓ 143  
 1600 ↑ 1000  
 1900 ↓ 143

## HCS Signalized Intersection Results Summary

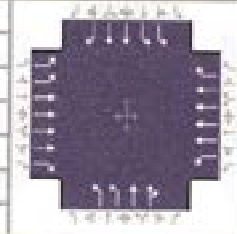
| General Information                              |                                   |                 |                                                 | Intersection Information                                                           |          |       |       |  |       |       |       |       |      |  |  |   |  |  |      |  |  |   |  |  |
|--------------------------------------------------|-----------------------------------|-----------------|-------------------------------------------------|------------------------------------------------------------------------------------|----------|-------|-------|-------------------------------------------------------------------------------------|-------|-------|-------|-------|------|--|--|---|--|--|------|--|--|---|--|--|
| 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                                                                                | 0.95     |       |       |                                                                                     |       |       |       |       |      |  |  |   |  |  |      |  |  |   |  |  |
| 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     |       |       |      |  |  |   |  |  |      |  |  |   |  |  |
| Case Number                                      | 2.0                               |                 |                                                 | 3.0                                                                                |          |       | 2.0   |                                                                                     |       | 3.0   |       |       |      |  |  |   |  |  |      |  |  |   |  |  |
| Phase Duration, s                                | 15.8                              |                 |                                                 | 46.8                                                                               |          |       | 20.2  |                                                                                     |       | 51.2  |       |       |      |  |  |   |  |  |      |  |  |   |  |  |
| Change Period, ( Y+R ), s                        | 7.3                               |                 |                                                 | 7.3                                                                                |          |       | 7.3   |                                                                                     |       | 7.3   |       |       |      |  |  |   |  |  |      |  |  |   |  |  |
| Max Allow Headway ( MAH ), s                     | 4.0                               |                 |                                                 | 0.0                                                                                |          |       | 4.0   |                                                                                     |       | 0.0   |       |       |      |  |  |   |  |  |      |  |  |   |  |  |
| Queue Clearance Time ( g <sub>s</sub> ), s       | 8.3                               |                 |                                                 |                                                                                    |          |       | 12.9  |                                                                                     |       | 26.7  |       |       |      |  |  |   |  |  |      |  |  |   |  |  |
| Green Extension Time ( g <sub>e</sub> ), s       | 0.3                               |                 |                                                 | 0.0                                                                                |          |       | 0.0   |                                                                                     |       | 0.0   |       |       |      |  |  |   |  |  |      |  |  |   |  |  |
| Phase Call Probability                           | 1.00                              |                 |                                                 | 1.00                                                                               |          |       | 1.00  |                                                                                     |       | 1.00  |       |       |      |  |  |   |  |  |      |  |  |   |  |  |
| Max Out Probability                              | 0.30                              |                 |                                                 | 1.00                                                                               |          |       | 1.00  |                                                                                     |       | 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                  | 173                               | 1849            | 383                                             | 154                                                                                | 1229     | 200   | 723   | 169                                                                                 | 155   | 151   | 231   | 303   |      |  |  |   |  |  |      |  |  |   |  |  |
| Adjusted Saturation Flow Rate ( s ), veh/h/in    | 1757                              | 1725            | 1610                                            | 1810                                                                               | 1725     | 1610  | 1757  | 1900                                                                                | 1649  | 1757  | 1809  | 1610  |      |  |  |   |  |  |      |  |  |   |  |  |
| Queue Service Time ( g <sub>s</sub> ), 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 <sub>c</sub> ), 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/in ( 95 th percentile)   | 130.5                             | 517.1           | 456.3                                           | 261.8                                                                              | 308.3    | 214.7 | 590.2 | 179.1                                                                               | 168.7 | 113.4 | 145.6 | 371   |      |  |  |   |  |  |      |  |  |   |  |  |
| Back of Queue ( Q ), veh/in ( 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 <sub>1</sub> ), 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 <sub>2</sub> ), 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 <sub>3</sub> ), s/veh    | 0.0                               | 0.0             | 0.0                                             | 0.0                                                                                | 0.0      | 0.0   | 0.0   | 0.0                                                                                 | 0.0   | 0.0   | 0.0   | 0.0   |      |  |  |   |  |  |      |  |  |   |  |  |
| Control Delay ( d ), s/veh                       | 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 |  |  |      |  |  |   |  |  |
| Bicycle LOS Score / LOS                          | 1.48                              |                 |                                                 | A                                                                                  |          |       | 1.14  |                                                                                     |       | A     |       |       | 1.35 |  |  | A |  |  |      |  |  |   |  |  |



## HCS Signalized Intersection Results Summary

### General 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 | 2028                                            | 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

| Approach Movement | EB  |      |     | WB  |      |     | NB  |     |    | SB  |     |     |
|-------------------|-----|------|-----|-----|------|-----|-----|-----|----|-----|-----|-----|
|                   | 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  | Green  | 7.7 | 4.3 | 50.4 | 12.2 | 1.2 | 17.7 |  |  |  |
| Force Mode    | Fixed | Simult. Gap N/S | On  | 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), 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 | 11.5 |      | 9.7  |      | 22.7 | 9.9  | 11.6 | 19.7 |
| Green Extension Time (g+), 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

| Approach Movement                           | EB    |       |       | WB    |       |       | NB    |       |       | SB    |       |       |
|---------------------------------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
|                                             | 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     | 16    |
| 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/in | 1757  | 1725  | 1610  | 1810  | 1725  | 1610  | 1757  | 1900  | 1683  | 1757  | 1809  | 1610  |
| Queue Service Time (g+), 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+), 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/in (95th 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/in (95th 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) (95th 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 (d1), 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 (d2), s/veh               | 6.3   | 0.5   | 3.7   | 236.0 | 0.8   | 2.2   | 53.7  | 0.5   | 0.6   | 4.4   | 0.6   | 5.7   |
| Initial Queue Delay (d3), s/veh             | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 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     |       | 69.9  | 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

W-1 STREET: **W-1 STREET - Change Ave**      COUNTY: **Washington**  
 FILENAME: **W-1 STREET - Change Ave**      DATE: **Wednesday**  
 COUNTY: **Washington**      COUNTY: **Washington**  
 REPORT DATE: **11/11/2010**      ANALYSIS YEAR: **2010**      COUNTY: **Washington**

| 15 Min Period | Westbound |    |    | Eastbound |    |    | Westbound |    |    |
|---------------|-----------|----|----|-----------|----|----|-----------|----|----|
|               | WB        | RT | LT | WB        | RT | LT | WB        | RT | LT |
| 6:00-6:15     | 38        | 7  | 0  | 5         | 5  | 3  | 54        | 17 | 0  |
| 6:15-6:30     | 39        | 6  | 0  | 5         | 5  | 3  | 55        | 16 | 0  |
| 6:30-6:45     | 38        | 4  | 0  | 5         | 5  | 3  | 54        | 16 | 0  |
| 6:45-7:00     | 38        | 8  | 0  | 5         | 5  | 3  | 54        | 16 | 0  |
| 7:00-7:15     | 39        | 5  | 0  | 5         | 5  | 3  | 55        | 15 | 0  |
| 7:15-7:30     | 39        | 5  | 0  | 5         | 5  | 3  | 55        | 15 | 0  |
| 7:30-7:45     | 38        | 4  | 0  | 5         | 5  | 3  | 54        | 16 | 0  |
| 7:45-8:00     | 38        | 4  | 0  | 5         | 5  | 3  | 54        | 16 | 0  |
| 8:00-8:15     | 39        | 5  | 0  | 5         | 5  | 3  | 55        | 15 | 0  |
| 8:15-8:30     | 39        | 4  | 0  | 5         | 5  | 3  | 55        | 15 | 0  |
| 8:30-8:45     | 38        | 4  | 0  | 5         | 5  | 3  | 54        | 16 | 0  |
| 8:45-9:00     | 38        | 5  | 0  | 5         | 5  | 3  | 54        | 16 | 0  |

**7:00 AM TO 8:00 AM**

| Volume           | WB   | RT   | LT   | WB   | RT   | LT   | WB   | RT   | LT   |
|------------------|------|------|------|------|------|------|------|------|------|
| Volume           | 127  | 15   | 0    | 128  | 15   | 0    | 128  | 15   | 0    |
| Severance Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Severance Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Severance Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Percentage       | 0%   | 0%   | 0%   | 0%   | 0%   | 0%   | 0%   | 0%   | 0%   |
| PROJECT          | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Total            | 127  | 15   | 0    | 128  | 15   | 0    | 128  | 15   | 0    |

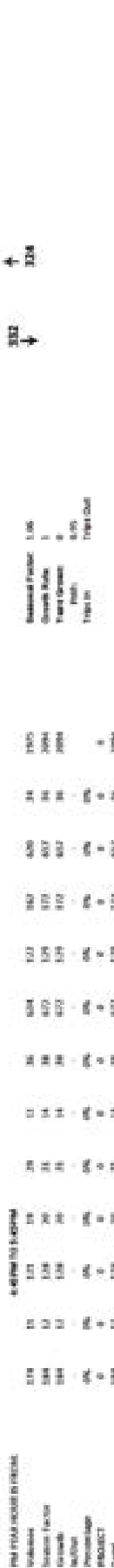
Revised Factor: 1.00  
 Overall Rate: 1  
 Turn Out: 0  
 Turn In: 0



**8:00 AM TO 9:00 AM**

| Volume           | WB   | RT   | LT   | WB   | RT   | LT   | WB   | RT   | LT   |
|------------------|------|------|------|------|------|------|------|------|------|
| Volume           | 127  | 15   | 0    | 128  | 15   | 0    | 128  | 15   | 0    |
| Severance Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Severance Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Severance Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Percentage       | 0%   | 0%   | 0%   | 0%   | 0%   | 0%   | 0%   | 0%   | 0%   |
| PROJECT          | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Total            | 127  | 15   | 0    | 128  | 15   | 0    | 128  | 15   | 0    |

Revised Factor: 1.00  
 Overall Rate: 1  
 Turn Out: 0  
 Turn In: 0



**9:00 AM TO 10:00 AM**

| Volume           | WB   | RT   | LT   | WB   | RT   | LT   | WB   | RT   | LT   |
|------------------|------|------|------|------|------|------|------|------|------|
| Volume           | 127  | 15   | 0    | 128  | 15   | 0    | 128  | 15   | 0    |
| Severance Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Severance Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Severance Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Percentage       | 0%   | 0%   | 0%   | 0%   | 0%   | 0%   | 0%   | 0%   | 0%   |
| PROJECT          | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Total            | 127  | 15   | 0    | 128  | 15   | 0    | 128  | 15   | 0    |

Revised Factor: 1.00  
 Overall Rate: 1  
 Turn Out: 0  
 Turn In: 0



St. Lucie County



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

Controller Timing Plan (MM) 2-1

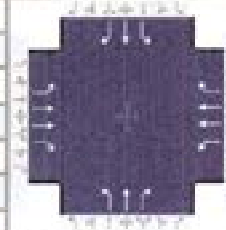
Q - in use 1-8

Plan 1 - ""

| Phase         | 1   | 2   | 3   | 4   | 5   | 6   | 7   | 8   | 9   | 10  | 11  | 12  | 13  | 14  | 15  | 16  |
|---------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Direction     | E-L | W-T | S-L | N-T | W-L | E-T | N-L | S-T | N   | N   | N   | N   | N   | N   | N   | N   |
| Min Green     | 7   | 11  | 7   | 12  | 7   | 11  | 6   | 12  | 5   | 5   | 5   | 5   | 5   | 5   | 5   | 5   |
| Bk Min Green  | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| CS Min Green  | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| Delay Green   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| Walk          | 0   | 7   | 0   | 7   | 0   | 7   | 0   | 7   | 0   | 10  | 0   | 10  | 0   | 10  | 0   | 10  |
| Walk2         | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| Walk Max      | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| Ped Clear     | 0   | 17  | 0   | 27  | 0   | 15  | 0   | 26  | 0   | 16  | 0   | 16  | 0   | 16  | 0   | 16  |
| Ped Clear 2   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| Ped Clear Max | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| Ped CO        | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| Vehicle Ext   | 3.0 | 3.0 | 3.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 |
| Vehicle Ext 2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Max1          | 12  | 45  | 12  | 18  | 12  | 45  | 12  | 18  | 35  | 35  | 35  | 35  | 35  | 35  | 35  | 35  |
| Max2          | 40  | 40  | 40  | 40  | 40  | 40  | 40  | 40  | 40  | 40  | 40  | 40  | 40  | 40  | 40  | 40  |
| Max3          | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| DYM Max       | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| Dym Step      | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Yellow        | 4.3 | 4.3 | 4.3 | 4.3 | 4.3 | 4.3 | 4.3 | 4.3 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 |
| Red Clear     | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 |
| Red Max       | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Red Revert    | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 |
| Act B4        | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| Sec/Act       | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Max Int       | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| Time B4       | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| Cars Wt       | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| STPTDuc       | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| TTReduc       | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| Min Gap       | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

## 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                      | 0.97    |  |  |  |
| Urban Street        | Orange Avenue                   | Analysis Year | 2023                                    |  | Analysis Period          | 1> 7:00 |  |  |  |
| Intersection        | Orange & Jenkins                | File Name     | C6 - Orange Jenkins - Existing - AM.xus |  |                          |         |  |  |  |
| Project Description | 2023                            |               |                                         |  |                          |         |  |  |  |



| Demand Information    | EB |     |     | WB  |     |     | NB  |    |     | SB |    |    |
|-----------------------|----|-----|-----|-----|-----|-----|-----|----|-----|----|----|----|
| Approach Movement     | L  | T   | R   | L   | T   | R   | L   | T  | R   | L  | T  | R  |
| Demand ( $v$ ), veh/h | 38 | 608 | 129 | 104 | 793 | 124 | 119 | 27 | 106 | 31 | 19 | 36 |

| Signal Information |       |                 |      | Diagram |     |      |  |  |  |  |  |  |
|--------------------|-------|-----------------|------|---------|-----|------|--|--|--|--|--|--|
| Cycle, s           | 60.1  | 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              | 3.4   | 2.5             | 16.2 | 2.9     | 2.3 | 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  |  |  |  |  |  |  |

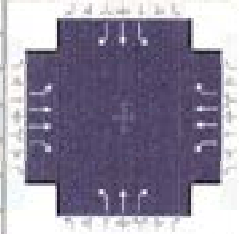
| Timer Results                     | EBL  | EBT  | WBL  | WBT  | NBL  | NBT  | SBL  | SBT  |
|-----------------------------------|------|------|------|------|------|------|------|------|
| Assigned Phase                    | 1    | 6    | 5    | 2    | 7    | 4    | 3    | 8    |
| Case Number                       | 1.1  | 3.0  | 1.1  | 3.0  | 1.1  | 3.0  | 1.1  | 3.0  |
| Phase Duration, s                 | 8.7  | 21.5 | 11.1 | 23.9 | 10.5 | 19.4 | 8.2  | 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 ( $g_c$ ), s | 2.9  | 11.4 | 4.4  | 14.4 | 5.2  | 5.4  | 2.8  | 3.2  |
| Green Extension Time ( $g_e$ ), s | 0.0  | 4.3  | 0.1  | 4.2  | 0.1  | 0.3  | 0.0  | 0.3  |
| Phase Call Probability            | 0.48 | 1.00 | 0.83 | 1.00 | 0.87 | 0.99 | 0.41 | 0.98 |
| Max Out Probability               | 0.00 | 0.00 | 0.00 | 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                 | 39    | 627   | 133   | 107   | 818   | 128   | 123   | 28    | 109   | 32    | 20    | 37    |
| 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                   | 0.9   | 9.4   | 4.0   | 2.4   | 12.4  | 3.6   | 3.2   | 0.7   | 3.4   | 0.8   | 0.5   | 1.2   |
| Cycle Queue Clearance Time ( $g_c$ ), s           | 0.9   | 9.4   | 4.0   | 2.4   | 12.4  | 3.6   | 3.2   | 0.7   | 3.4   | 0.8   | 0.5   | 1.2   |
| Green Ratio ( $g/C$ )                             | 0.32  | 0.27  | 0.27  | 0.37  | 0.31  | 0.31  | 0.28  | 0.23  | 0.23  | 0.24  | 0.19  | 0.19  |
| Capacity ( $c$ ), veh/h                           | 267   | 957   | 426   | 383   | 1103  | 491   | 534   | 437   | 370   | 467   | 365   | 309   |
| Volume-to-Capacity Ratio ( $X$ )                  | 0.147 | 0.655 | 0.312 | 0.280 | 0.741 | 0.260 | 0.230 | 0.064 | 0.295 | 0.068 | 0.054 | 0.120 |
| Back of Queue ( $Q$ ), ft ( 95 th percentile)     | 14.4  | 151.8 | 58.1  | 37.3  | 194.9 | 51.1  | 51.2  | 12.1  | 50.2  | 13.6  | 9     | 17.4  |
| Back of Queue ( $Q$ ), veh/ln ( 95 th percentile) | 0.6   | 6.0   | 2.3   | 1.5   | 7.7   | 2.0   | 2.0   | 0.5   | 2.0   | 0.5   | 0.4   | 0.7   |
| 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                    | 15.3  | 19.5  | 17.6  | 13.7  | 18.6  | 15.6  | 16.7  | 17.9  | 19.0  | 17.5  | 19.7  | 20.0  |
| Incremental Delay ( $d_2$ ), s/veh                | 0.1   | 0.3   | 0.2   | 0.1   | 0.4   | 0.1   | 0.1   | 0.0   | 0.2   | 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                      | 15.4  | 19.8  | 17.7  | 13.9  | 19.0  | 15.7  | 16.7  | 18.0  | 19.1  | 17.6  | 19.7  | 20.0  |
| Level of Service (LOS)                            | B     | B     | B     | B     | B     | B     | B     | B     | B     | B     | B     | C     |
| Approach Delay, s/veh / LOS                       | 19.2  | B     |       | 18.1  | B     |       | 17.9  | B     |       | 19.1  | B     |       |
| Intersection Delay, s/veh / LOS                   | 18.5  |       |       | 18.5  |       |       | 17.9  |       |       | 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    | 1.15 | A |  | 1.36 | A |  | 0.92 | A |  | 0.63 | 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                      | 0.95    |  |  |
| Urban Street        | Orange Avenue                   | Analysis Year | 2023                                    | Analysis Period          | 1> 4:00 |  |  |
| Intersection        | Orange & Jenkins                | File Name     | C6 - Orange Jenkins - Existing - PM.xus |                          |         |  |  |
| Project Description | 2023                            |               |                                         |                          |         |  |  |



| Demand Information      | EB |     |     | WB  |     |    | NB  |    |     | SB |    |    |
|-------------------------|----|-----|-----|-----|-----|----|-----|----|-----|----|----|----|
| Approach Movement       | L  | T   | R   | L   | T   | R  | L   | T  | R   | L  | T  | R  |
| Demand ( $\nu$ ), veh/h | 38 | 672 | 129 | 172 | 657 | 36 | 184 | 12 | 128 | 20 | 31 | 14 |

| Signal Information |       |                 |     | Signal Timing (s) |     |     |      |     |     |      |        |     | Signal Phases |     |     |     |     |     |     |     |     |     |     |
|--------------------|-------|-----------------|-----|-------------------|-----|-----|------|-----|-----|------|--------|-----|---------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Cycle, s           | 64.4  | Reference Phase | 2   | Green             | 3.6 | 3.1 | 17.5 | 2.2 | 5.0 | 11.7 | Yellow | 4.3 | 0.0           | 4.3 | 0.0 | 4.3 | Red | 1.0 | 0.0 | 1.0 | 1.0 | 0.0 | 1.0 |
| Offset, s          | 0     | Reference Point | End |                   |     |     |      |     |     |      |        |     |               |     |     |     |     |     |     |     |     |     |     |
| Uncoordinated      | Yes   | Simult. Gap E/W | On  |                   |     |     |      |     |     |      |        |     |               |     |     |     |     |     |     |     |     |     |     |
| Force Mode         | Fixed | Simult. Gap N/S | On  |                   |     |     |      |     |     |      |        |     |               |     |     |     |     |     |     |     |     |     |     |

| Timer Results                     | EBL  | EBT  | WBL  | WBT  | NBL  | NBT  | SBL  | SBT  |
|-----------------------------------|------|------|------|------|------|------|------|------|
| Assigned Phase                    | 1    | 6    | 5    | 2    | 7    | 4    | 3    | 8    |
| Case Number                       | 1.1  | 3.0  | 1.1  | 3.0  | 1.1  | 3.0  | 1.1  | 3.0  |
| Phase Duration, s                 | 8.9  | 22.8 | 12.0 | 25.9 | 12.5 | 22.1 | 7.5  | 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 | 3.0  | 13.6 | 6.5  | 12.5 | 7.3  | 6.4  | 2.6  | 2.9  |
| Green Extension Time ( $g_e$ ), s | 0.0  | 3.8  | 0.1  | 3.8  | 0.1  | 0.3  | 0.0  | 0.3  |
| Phase Call Probability            | 0.51 | 1.00 | 0.96 | 1.00 | 0.97 | 1.00 | 0.31 | 0.98 |
| Max Out Probability               | 0.00 | 0.00 | 0.07 | 0.00 | 0.17 | 0.00 | 0.00 | 0.00 |

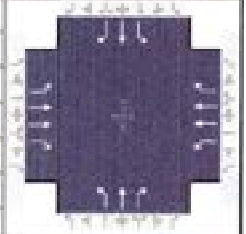
| Movement Group Results                            | EB    |       |       | WB    |       |       | NB    |       |       | SB    |       |       |
|---------------------------------------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| 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 ( $\nu$ ), veh/h               | 40    | 707   | 136   | 181   | 692   | 38    | 194   | 13    | 135   | 21    | 33    | 15    |
| Adjusted Saturation Flow Rate ( $s$ ), veh/h/s    | 1781  | 1781  | 1585  | 1781  | 1781  | 1585  | 1781  | 1870  | 1585  | 1781  | 1870  | 1585  |
| Queue Service Time ( $g_s$ ), s                   | 1.0   | 11.6  | 4.4   | 4.5   | 10.5  | 1.1   | 5.3   | 0.3   | 4.4   | 0.6   | 0.9   | 0.5   |
| Cycle Queue Clearance Time ( $g_c$ ), s           | 1.0   | 11.6  | 4.4   | 4.5   | 10.5  | 1.1   | 5.3   | 0.3   | 4.4   | 0.6   | 0.9   | 0.5   |
| Green Ratio ( $g/C$ )                             | 0.33  | 0.27  | 0.27  | 0.38  | 0.32  | 0.32  | 0.32  | 0.26  | 0.26  | 0.22  | 0.18  | 0.18  |
| Capacity ( $c$ ), veh/h                           | 305   | 966   | 430   | 365   | 1140  | 508   | 543   | 488   | 413   | 428   | 341   | 289   |
| Volume-to-Capacity Ratio ( $X$ )                  | 0.131 | 0.732 | 0.316 | 0.495 | 0.606 | 0.075 | 0.357 | 0.026 | 0.326 | 0.049 | 0.096 | 0.051 |
| Back of Queue ( $Q$ ), ft/in ( 95 th percentile)  | 16.1  | 193.4 | 65    | 71.5  | 170   | 15.4  | 85.9  | 5.7   | 65.9  | 10.2  | 17    | 7.6   |
| Back of Queue ( $Q$ ), veh/in ( 95 th percentile) | 0.6   | 7.6   | 2.6   | 2.8   | 6.7   | 0.6   | 3.4   | 0.2   | 2.6   | 0.4   | 0.7   | 0.3   |
| Queue Storage Ratio ( $RQ$ ) ( 95 th percentile)  | 0.00  | 0.00  | 0.00  | 0.00  | 0.00  | 0.00  | 0.00  | 0.00  | 0.00  | 0.00  | 0.00  | 0.00  |
| Uniform Delay ( $d_1$ ), s/veh                    | 15.6  | 21.3  | 18.7  | 15.3  | 18.5  | 15.2  | 16.7  | 17.7  | 19.2  | 20.0  | 21.9  | 21.7  |
| Incremental Delay ( $d_2$ ), s/veh                | 0.1   | 0.4   | 0.2   | 0.4   | 0.2   | 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                      | 15.7  | 21.7  | 18.8  | 15.7  | 18.7  | 15.3  | 16.8  | 17.7  | 19.4  | 20.0  | 21.9  | 21.7  |
| Level of Service (LOS)                            | B     | C     | B     | B     | B     | B     | B     | B     | B     | C     | C     | C     |
| Approach Delay, s/veh / LOS                       | 21.0  | C     |       | 17.9  | B     |       | 17.9  | B     |       | 21.3  | C     |       |
| Intersection Delay, s/veh / LOS                   | 19.3  |       |       |       |       |       | 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    | 1.22 | A | 1.24 | A | 1.05 | A | 0.80 | A |



## 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                      | 0.97     |
| 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 | 117 | 719 | 206 | 143 | 1009 | 166 | 318 | 53 | 194 | 39 | 25 | 53 |

| Signal Information |       |                 |      |     |     |      |  |  |  |  |  |  |
|--------------------|-------|-----------------|------|-----|-----|------|--|--|--|--|--|--|
| Cycle, s           | 80.1  | 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              | 6.5   | 0.2             | 28.6 | 4.1 | 2.6 | 11.8 |  |  |  |  |  |  |
| 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  |  |  |  |  |  |  |

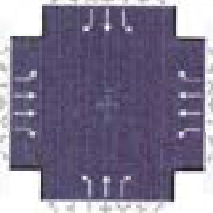
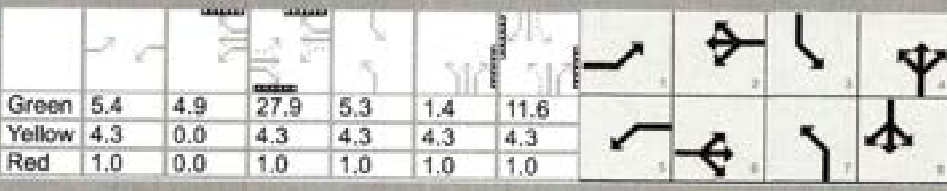
| Timer Results                     | EBL  | EBT  | WBL  | WBT  | NBL  | NBT  | SBL  | SBT  |
|-----------------------------------|------|------|------|------|------|------|------|------|
| Assigned Phase                    | 1    | 6    | 5    | 2    | 7    | 4    | 3    | 8    |
| Case Number                       | 1.1  | 3.0  | 1.1  | 3.0  | 1.1  | 3.0  | 1.1  | 3.0  |
| Phase Duration, s                 | 11.8 | 33.9 | 12.0 | 34.2 | 17.3 | 24.7 | 9.4  | 16.9 |
| 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 | 5.3  | 15.5 | 6.0  | 23.2 | 14.0 | 10.8 | 3.5  | 4.4  |
| Green Extension Time ( $g_e$ ), s | 0.1  | 5.9  | 0.1  | 5.7  | 0.0  | 0.4  | 0.0  | 0.1  |
| Phase Call Probability            | 0.93 | 1.00 | 0.96 | 1.00 | 1.00 | 1.00 | 0.59 | 1.00 |
| Max Out Probability               | 0.01 | 0.02 | 0.03 | 0.06 | 1.00 | 0.05 | 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                 | 121   | 741   | 212   | 147   | 1040  | 171   | 328   | 55    | 200   | 40    | 26    | 55    |  |
| Adjusted Saturation Flow Rate ( $s$ ), veh/h/s    | 1781  | 1781  | 1585  | 1781  | 1781  | 1585  | 1781  | 1870  | 1585  | 1781  | 1870  | 1585  |  |
| Queue Service Time ( $g_s$ ), s                   | 3.3   | 13.5  | 8.0   | 4.0   | 21.2  | 6.2   | 12.0  | 1.8   | 8.8   | 1.5   | 1.0   | 2.4   |  |
| Cycle Queue Clearance Time ( $g_c$ ), s           | 3.3   | 13.5  | 8.0   | 4.0   | 21.2  | 6.2   | 12.0  | 1.8   | 8.8   | 1.5   | 1.0   | 2.4   |  |
| Green Ratio ( $g/C$ )                             | 0.44  | 0.36  | 0.36  | 0.44  | 0.36  | 0.36  | 0.32  | 0.24  | 0.24  | 0.20  | 0.14  | 0.14  |  |
| Capacity ( $c$ ), veh/h                           | 273   | 1272  | 566   | 375   | 1282  | 571   | 540   | 453   | 384   | 377   | 270   | 229   |  |
| Volume-to-Capacity Ratio ( $X$ )                  | 0.441 | 0.583 | 0.375 | 0.393 | 0.811 | 0.300 | 0.607 | 0.120 | 0.520 | 0.107 | 0.095 | 0.239 |  |
| Back of Queue ( $Q$ ), ft/in ( 95 th percentile)  | 54.1  | 221.9 | 121.1 | 66.2  | 319.6 | 94.2  | 215.5 | 34.5  | 142   | 27.1  | 18.7  | 40.5  |  |
| Back of Queue ( $Q$ ), veh/in ( 95 th percentile) | 2.1   | 8.7   | 4.8   | 2.6   | 12.6  | 3.7   | 8.5   | 1.4   | 5.6   | 1.1   | 0.7   | 1.6   |  |
| 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                    | 17.7  | 20.9  | 19.1  | 15.1  | 23.2  | 18.4  | 22.9  | 23.7  | 26.3  | 26.5  | 29.7  | 30.4  |  |
| Incremental Delay ( $d_2$ ), s/veh                | 0.4   | 0.2   | 0.2   | 0.2   | 0.7   | 0.1   | 1.4   | 0.0   | 0.6   | 0.0   | 0.1   | 0.2   |  |
| 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                      | 18.2  | 21.1  | 19.3  | 15.3  | 23.9  | 18.5  | 24.3  | 23.7  | 26.9  | 26.5  | 29.8  | 30.6  |  |
| Level of Service (LOS)                            | B     | C     | B     | B     | C     | B     | C     | C     | C     | C     | C     | C     |  |
| Approach Delay, s/veh / LOS                       | 20.4  | C     |       | 22.3  | C     |       | 25.2  | C     |       |       | 29.1  | C     |  |
| Intersection Delay, s/veh / LOS                   | 22.4  |       |       | C     |       |       | 25.2  |       |       | 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    | 1.37 | A | 1.61 | B | 1.45 | A | 0.69 | A |

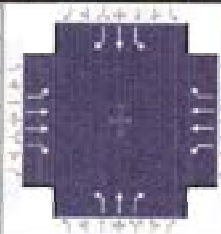




## HCS Signalized Intersection Results Summary

| 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                                                                                | 0.95    |       |       |                                                                                     |       |       |        |       |       |       |       |     |     |     |     |     |     |     |
| 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                             |                                 |                 |                                              | 60                                                                                 | 900     | 341   | 270   | 799                                                                                 | 48    | 325   | 19     | 193   | 58    | 56    | 89    |     |     |     |     |     |     |     |
| Signal Information                                |                                 |                 |                                              |  |         |       |       |                                                                                     |       |       |        |       |       |       |       |     |     |     |     |     |     |     |
| Cycle, s                                          | 83.0                            | 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                                                                              | 5.4     | 4.9   | 27.9  | 5.3                                                                                 | 1.4   | 11.6  | Yellow | 4.3   | 0.0   | 4.3   | 4.3   | 4.3 | Red | 1.0 | 0.0 | 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                                 |                                 |                 |                                              | 10.7                                                                               | 33.2    | 15.6  | 38.1  | 17.3                                                                                | 23.7  | 10.6  | 16.9   |       |       |       |       |     |     |     |     |     |     |     |
| 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                 |                                 |                 |                                              | 3.8                                                                                | 22.0    | 10.2  | 17.5  | 14.0                                                                                | 11.5  | 4.3   | 6.5    |       |       |       |       |     |     |     |     |     |     |     |
| Green Extension Time ( $g_e$ ), s                 |                                 |                 |                                              | 0.0                                                                                | 5.9     | 0.1   | 6.0   | 0.0                                                                                 | 0.5   | 0.0   | 0.2    |       |       |       |       |     |     |     |     |     |     |     |
| Phase Call Probability                            |                                 |                 |                                              | 0.77                                                                               | 1.00    | 1.00  | 1.00  | 1.00                                                                                | 1.00  | 0.76  | 1.00   |       |       |       |       |     |     |     |     |     |     |     |
| Max Out Probability                               |                                 |                 |                                              | 0.00                                                                               | 0.05    | 1.00  | 0.03  | 1.00                                                                                | 0.10  | 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                 |                                 |                 |                                              | 63                                                                                 | 947     | 359   | 284   | 841                                                                                 | 51    | 342   | 20     | 203   | 61    | 59    | 94    |     |     |     |     |     |     |     |
| Adjusted Saturation Flow Rate ( $s$ ), veh/h/in   |                                 |                 |                                              | 1781                                                                               | 1781    | 1585  | 1781  | 1781                                                                                | 1585  | 1781  | 1870   | 1585  | 1781  | 1870  | 1585  |     |     |     |     |     |     |     |
| Queue Service Time ( $g_s$ ), s                   |                                 |                 |                                              | 1.8                                                                                | 20.0    | 16.1  | 8.2   | 15.5                                                                                | 1.7   | 12.0  | 0.7    | 9.5   | 2.3   | 2.3   | 4.5   |     |     |     |     |     |     |     |
| Cycle Queue Clearance Time ( $g_c$ ), s           |                                 |                 |                                              | 1.8                                                                                | 20.0    | 16.1  | 8.2   | 15.5                                                                                | 1.7   | 12.0  | 0.7    | 9.5   | 2.3   | 2.3   | 4.5   |     |     |     |     |     |     |     |
| Green Ratio ( $g/C$ )                             |                                 |                 |                                              | 0.40                                                                               | 0.34    | 0.34  | 0.48  | 0.40                                                                                | 0.40  | 0.31  | 0.22   | 0.22  | 0.20  | 0.14  | 0.14  |     |     |     |     |     |     |     |
| Capacity ( $c$ ), veh/h                           |                                 |                 |                                              | 322                                                                                | 1195    | 532   | 364   | 1407                                                                                | 626   | 495   | 414    | 350   | 395   | 262   | 222   |     |     |     |     |     |     |     |
| Volume-to-Capacity Ratio ( $X$ )                  |                                 |                 |                                              | 0.196                                                                              | 0.792   | 0.675 | 0.781 | 0.598                                                                               | 0.081 | 0.691 | 0.048  | 0.580 | 0.154 | 0.225 | 0.421 |     |     |     |     |     |     |     |
| Back of Queue ( $Q$ ), ft/in ( 95 th percentile)  |                                 |                 |                                              | 31.1                                                                               | 309.7   | 238.4 | 165.5 | 245.7                                                                               | 24.9  | 244.1 | 13.4   | 160.5 | 43    | 45.7  | 75.2  |     |     |     |     |     |     |     |
| Back of Queue ( $Q$ ), veh/in ( 95 th percentile) |                                 |                 |                                              | 1.2                                                                                | 12.2    | 9.4   | 6.5   | 9.7                                                                                 | 1.0   | 9.6   | 0.5    | 6.3   | 1.7   | 1.8   | 3.0   |     |     |     |     |     |     |     |
| 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                    |                                 |                 |                                              | 16.5                                                                               | 25.0    | 23.7  | 17.8  | 19.9                                                                                | 15.7  | 25.2  | 25.5   | 28.9  | 27.2  | 31.7  | 32.6  |     |     |     |     |     |     |     |
| Incremental Delay ( $d_2$ ), s/veh                |                                 |                 |                                              | 0.1                                                                                | 0.5     | 0.6   | 7.6   | 0.2                                                                                 | 0.0   | 3.4   | 0.0    | 1.6   | 0.1   | 0.2   | 0.5   |     |     |     |     |     |     |     |
| 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                      |                                 |                 |                                              | 16.6                                                                               | 25.4    | 24.2  | 25.5  | 20.0                                                                                | 15.7  | 28.6  | 25.5   | 30.5  | 27.3  | 31.8  | 33.1  |     |     |     |     |     |     |     |
| Level of Service (LOS)                            |                                 |                 |                                              | B                                                                                  | C       | C     | C     | C                                                                                   | B     | C     | C      | C     | C     | C     | C     |     |     |     |     |     |     |     |
| Approach Delay, s/veh / LOS                       |                                 |                 |                                              | 24.7                                                                               | C       | 21.2  | C     | 29.2                                                                                | C     | 31.1  | C      |       |       |       |       |     |     |     |     |     |     |     |
| Intersection Delay, s/veh / LOS                   |                                 |                 |                                              | 24.6                                                                               |         |       |       |                                                                                     |       | 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                           |                                 |                 |                                              | 1.62                                                                               | B       | 1.46  | A     | 1.42                                                                                | A     | 0.84  | A      |       |       |       |       |     |     |     |     |     |     |     |



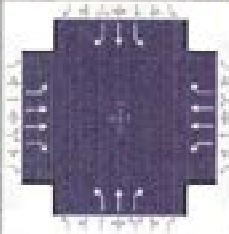
## HCS Signalized Intersection Results Summary

| 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                                                                                | 0.97    |       |       |       |       |                                                                                     |       |       |       |                                                                                     |       |  |
| 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                             |                                 |                 |                                           | 117                                                                                | 719     | 211   | 148   | 1009  | 166   | 334                                                                                 | 53    | 211   | 39    | 25                                                                                  | 53    |  |
| Signal Information                                |                                 |                 |                                           |  |         |       |       |       |       |                                                                                     |       |       |       |  |       |  |
| Cycle, s                                          | 80.1                            | 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                                             | 6.5                             | 0.2             | 28.6                                      | 4.1                                                                                | 2.6     | 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                                 |                                 |                 |                                           | 11.8                                                                               | 33.9    | 12.1  | 34.2  | 17.3  | 24.7  | 9.4                                                                                 | 16.8  |       |       |                                                                                     |       |  |
| Change Period. ( $Y+R_c$ ), s                     |                                 |                 |                                           | 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                                                                                 |       |       |       |                                                                                     |       |  |
| Queue Clearance Time ( $g_s$ ), s                 |                                 |                 |                                           | 5.3                                                                                | 15.5    | 6.2   | 23.2  | 14.0  | 11.7  | 3.5                                                                                 | 4.4   |       |       |                                                                                     |       |  |
| Green Extension Time ( $g_e$ ), s                 |                                 |                 |                                           | 0.1                                                                                | 6.0     | 0.1   | 5.7   | 0.0   | 0.4   | 0.0                                                                                 | 0.1   |       |       |                                                                                     |       |  |
| Phase Call Probability                            |                                 |                 |                                           | 0.93                                                                               | 1.00    | 0.97  | 1.00  | 1.00  | 1.00  | 0.59                                                                                | 1.00  |       |       |                                                                                     |       |  |
| Max Out Probability                               |                                 |                 |                                           | 0.01                                                                               | 0.02    | 0.04  | 0.06  | 1.00  | 0.10  | 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                 |                                 |                 |                                           | 121                                                                                | 741     | 218   | 153   | 1040  | 171   | 344                                                                                 | 55    | 218   | 40    | 26                                                                                  | 55    |  |
| Adjusted Saturation Flow Rate ( $s$ ), veh/h/in   |                                 |                 |                                           | 1781                                                                               | 1781    | 1585  | 1781  | 1781  | 1585  | 1781                                                                                | 1870  | 1585  | 1781  | 1870                                                                                | 1585  |  |
| Queue Service Time ( $g_s$ ), s                   |                                 |                 |                                           | 3.3                                                                                | 13.5    | 8.2   | 4.2   | 21.2  | 6.2   | 12.0                                                                                | 1.8   | 9.7   | 1.5   | 1.0                                                                                 | 2.4   |  |
| Cycle Queue Clearance Time ( $g_c$ ), s           |                                 |                 |                                           | 3.3                                                                                | 13.5    | 8.2   | 4.2   | 21.2  | 6.2   | 12.0                                                                                | 1.8   | 9.7   | 1.5   | 1.0                                                                                 | 2.4   |  |
| Green Ratio ( $g/C$ )                             |                                 |                 |                                           | 0.44                                                                               | 0.36    | 0.36  | 0.44  | 0.36  | 0.36  | 0.32                                                                                | 0.24  | 0.24  | 0.20  | 0.14                                                                                | 0.14  |  |
| Capacity ( $c$ ), veh/h                           |                                 |                 |                                           | 274                                                                                | 1272    | 566   | 376   | 1283  | 571   | 540                                                                                 | 453   | 384   | 376   | 269                                                                                 | 228   |  |
| Volume-to-Capacity Ratio ( $X$ )                  |                                 |                 |                                           | 0.441                                                                              | 0.583   | 0.384 | 0.406 | 0.811 | 0.300 | 0.638                                                                               | 0.121 | 0.567 | 0.107 | 0.096                                                                               | 0.239 |  |
| Back of Queue ( $Q$ ), ft/in ( 95 th percentile)  |                                 |                 |                                           | 54                                                                                 | 221.9   | 124.6 | 68.5  | 319.5 | 94.2  | 228                                                                                 | 34.5  | 159.4 | 27.1  | 18.7                                                                                | 40.5  |  |
| Back of Queue ( $Q$ ), veh/in ( 95 th percentile) |                                 |                 |                                           | 2.1                                                                                | 8.7     | 4.9   | 2.7   | 12.6  | 3.7   | 9.0                                                                                 | 1.4   | 6.3   | 1.1   | 0.7                                                                                 | 1.6   |  |
| 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                    |                                 |                 |                                           | 17.7                                                                               | 20.9    | 19.2  | 15.1  | 23.2  | 18.4  | 23.4                                                                                | 23.7  | 26.7  | 26.5  | 29.8                                                                                | 30.4  |  |
| Incremental Delay ( $d_2$ ), s/veh                |                                 |                 |                                           | 0.4                                                                                | 0.2     | 0.2   | 0.3   | 0.7   | 0.1   | 1.9                                                                                 | 0.0   | 1.2   | 0.0   | 0.1                                                                                 | 0.2   |  |
| 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                      |                                 |                 |                                           | 18.2                                                                               | 21.1    | 19.3  | 15.4  | 23.9  | 18.5  | 25.3                                                                                | 23.7  | 27.9  | 26.6  | 29.8                                                                                | 30.6  |  |
| Level of Service (LOS)                            |                                 |                 |                                           | B                                                                                  | C       | B     | B     | C     | B     | C                                                                                   | C     | C     | C     | C                                                                                   | C     |  |
| Approach Delay, s/veh / LOS                       |                                 |                 |                                           | 20.4                                                                               | C       |       | 22.2  | C     |       | 26.1                                                                                | C     |       | 29.1  | C                                                                                   |       |  |
| Intersection Delay, s/veh / LOS                   |                                 |                 |                                           | 22.6                                                                               |         |       |       |       |       | 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                           |                                 |                 |                                           | 1.38                                                                               | A       |       | 1.61  | B     |       | 1.50                                                                                | B     |       | 0.69  | A                                                                                   |       |  |



## 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                      | 0.95    |  |  |
| 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 | 60 | 900 | 357 | 288 | 799 | 48 | 335 | 19 | 203 | 58 | 56 | 89 |

| Signal Information |       |                 |     | EB     |     |     |      | WB  |     |      |       | NB     |     |      |     | SB  |      |       |        |     |      |     |     |      |        |     |     |      |     |     |      |
|--------------------|-------|-----------------|-----|--------|-----|-----|------|-----|-----|------|-------|--------|-----|------|-----|-----|------|-------|--------|-----|------|-----|-----|------|--------|-----|-----|------|-----|-----|------|
| Cycle, s           | 83.8  | Reference Phase | 2   | Green  | 5.4 | 0.2 | 28.1 | 5.3 | 1.4 | 11.6 | Green | 5.4    | 0.2 | 28.1 | 5.3 | 1.4 | 11.6 | Green | 5.4    | 0.2 | 28.1 | 5.3 | 1.4 | 11.6 | Green  | 5.4 | 0.2 | 28.1 | 5.3 | 1.4 | 11.6 |
| Offset, s          | 0     | Reference Point | End | Yellow | 4.3 | 4.3 | 4.3  | 4.3 | 4.3 | 4.3  | 4.3   | Yellow | 4.3 | 4.3  | 4.3 | 4.3 | 4.3  | 4.3   | Yellow | 4.3 | 4.3  | 4.3 | 4.3 | 4.3  | Yellow | 4.3 | 4.3 | 4.3  | 4.3 | 4.3 | 4.3  |
| Uncoordinated      | Yes   | Simult. Gap E/W | On  | Red    | 1.0 | 1.0 | 1.0  | 1.0 | 1.0 | 1.0  | Red   | 1.0    | 1.0 | 1.0  | 1.0 | 1.0 | 1.0  | Red   | 1.0    | 1.0 | 1.0  | 1.0 | 1.0 | Red  | 1.0    | 1.0 | 1.0 | 1.0  | 1.0 | 1.0 |      |
| Force Mode         | Fixed | Simult. Gap N/S | On  |        |     |     |      |     |     |      |       |        |     |      |     |     |      |       |        |     |      |     |     |      |        |     |     |      |     |     |      |

| Timer Results                     | EBL  | EBT  | WBL  | WBT  | NBL  | NBT  | SBL  | SBT  |
|-----------------------------------|------|------|------|------|------|------|------|------|
| Assigned Phase                    | 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                 | 10.7 | 33.4 | 16.2 | 38.9 | 17.3 | 23.6 | 10.6 | 16.9 |
| 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 | 3.8  | 22.2 | 10.8 | 17.5 | 14.0 | 12.2 | 4.4  | 6.5  |
| Green Extension Time ( $g_e$ ), s | 0.0  | 5.9  | 0.1  | 6.1  | 0.0  | 0.4  | 0.0  | 0.2  |
| Phase Call Probability            | 0.77 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.76 | 1.00 |
| Max Out Probability               | 0.00 | 0.06 | 1.00 | 0.03 | 1.00 | 0.16 | 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                 | 63    | 947   | 376   | 303   | 841   | 51    | 353   | 20    | 214   | 61    | 59    | 94    |
| 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                   | 1.8   | 20.2  | 17.3  | 8.8   | 15.5  | 1.7   | 12.0  | 0.7   | 10.2  | 2.4   | 2.3   | 4.5   |
| Cycle Queue Clearance Time ( $g_c$ ), s           | 1.8   | 20.2  | 17.3  | 8.8   | 15.5  | 1.7   | 12.0  | 0.7   | 10.2  | 2.4   | 2.3   | 4.5   |
| Green Ratio ( $g/C$ )                             | 0.40  | 0.34  | 0.34  | 0.49  | 0.40  | 0.40  | 0.31  | 0.22  | 0.22  | 0.20  | 0.14  | 0.14  |
| Capacity ( $c$ ), veh/h                           | 326   | 1195  | 532   | 373   | 1427  | 635   | 490   | 409   | 346   | 392   | 259   | 220   |
| Volume-to-Capacity Ratio ( $X$ )                  | 0.194 | 0.793 | 0.707 | 0.813 | 0.589 | 0.080 | 0.720 | 0.049 | 0.617 | 0.156 | 0.227 | 0.426 |
| Back of Queue ( $Q$ ), ft ( 95 th percentile)     | 31.5  | 313.1 | 253.1 | 188.5 | 246   | 24.9  | 258.4 | 13.6  | 176   | 43.6  | 46.4  | 76.3  |
| Back of Queue ( $Q$ ), veh/ln ( 95 th percentile) | 1.2   | 12.3  | 10.0  | 7.4   | 9.7   | 1.0   | 10.2  | 0.5   | 6.9   | 1.7   | 1.8   | 3.0   |
| 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                    | 16.6  | 25.2  | 24.2  | 17.9  | 19.7  | 15.5  | 26.1  | 25.9  | 29.6  | 27.6  | 32.1  | 33.0  |
| Incremental Delay ( $d_2$ ), s/veh                | 0.1   | 0.5   | 0.7   | 10.5  | 0.1   | 0.0   | 4.4   | 0.0   | 2.4   | 0.1   | 0.2   | 0.5   |
| 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                      | 16.7  | 25.7  | 24.9  | 28.4  | 19.8  | 15.6  | 30.5  | 25.9  | 32.0  | 27.7  | 32.3  | 33.5  |
| Level of Service (LOS)                            | B     | C     | C     | C     | B     | B     | C     | C     | C     | C     | C     | C     |
| Approach Delay, s/veh / LOS                       | 25.0  | C     |       | 21.8  | C     |       | 30.9  | C     |       | 31.5  | C     |       |
| Intersection Delay, s/veh / LOS                   | 25.3  |       |       |       |       |       | C     |       |       |       |       |       |

| Multimodal Results         | EB   |   | WB   |   | NB   |   | SB   |   |
|----------------------------|------|---|------|---|------|---|------|---|
| Pedestrian LOS Score / LOS | 2.11 | B | 2.10 | B | 2.44 | B | 2.45 | B |
| Bicycle LOS Score / LOS    | 1.63 | B | 1.47 | A | 1.46 | A | 0.84 | A |

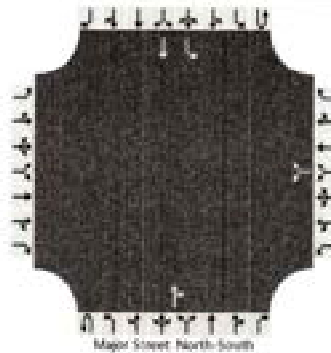
**APPENDIX F**  
**DRIVEWAY ANALYSIS**



# HCS Two-Way Stop-Control Report

| General Information      |                           | Site Information           |                               |
|--------------------------|---------------------------|----------------------------|-------------------------------|
| Analyst                  | James Kemp                | Intersection               | Jenkins Rd & Project Driveway |
| Agency/Co.               | O'Rourke Engineering      | Jurisdiction               | St. Lucie                     |
| Date Performed           | 7/27/2023                 | East/West Street           | Project Driveway              |
| Analysis Year            | 2026                      | North/South Street         | Jenkins Road                  |
| Time Analyzed            | AM Peak Hour              | Peak Hour Factor           | 0.84                          |
| Intersection Orientation | North-South               | Analysis Time Period (hrs) | 0.25                          |
| Project Description      | Future Total with Project |                            |                               |

## Lanes



## Vehicle Volumes and Adjustments

| Approach                   | Eastbound |    |    |    | Westbound |           |    |    | Northbound |   |     |    | Southbound |    |     |   |
|----------------------------|-----------|----|----|----|-----------|-----------|----|----|------------|---|-----|----|------------|----|-----|---|
|                            | U         | L  | T  | R  | U         | L         | T  | R  | U          | L | T   | R  | U          | L  | T   | R |
| Priority                   |           | 10 | 11 | 12 |           | 7         | 8  | 9  | 10         | 1 | 2   | 3  | 4          | 5  | 6   |   |
| Number of Lanes            |           | 0  | 0  | 0  |           | 0         | 1  | 0  |            | 0 | 1   | 0  |            | 0  | 1   | 0 |
| Configuration              |           |    |    |    |           |           | LR |    |            |   |     | TR |            | L  | T   |   |
| Volume (veh/h)             |           |    |    |    |           | 44        |    | 47 |            |   | 437 | 14 |            | 15 | 612 |   |
| 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)                     |  |  |  |  |  | 271  |  |  |  |  |  |  |  |     | 1026 |  |  |
| v/c Ratio                               |  |  |  |  |  | 0.40 |  |  |  |  |  |  |  |     | 0.02 |  |  |
| 95% Queue Length, Q <sub>95</sub> (veh) |  |  |  |  |  | 1.8  |  |  |  |  |  |  |  |     | 0.1  |  |  |
| Control Delay (s/veh)                   |  |  |  |  |  | 26.9 |  |  |  |  |  |  |  |     | 8.6  |  |  |
| Level of Service (LOS)                  |  |  |  |  |  | D    |  |  |  |  |  |  |  |     | A    |  |  |
| Approach Delay (s/veh)                  |  |  |  |  |  | 26.9 |  |  |  |  |  |  |  | 0.2 |      |  |  |
| Approach LOS                            |  |  |  |  |  | D    |  |  |  |  |  |  |  | A   |      |  |  |

# HCS Two-Way Stop-Control Report

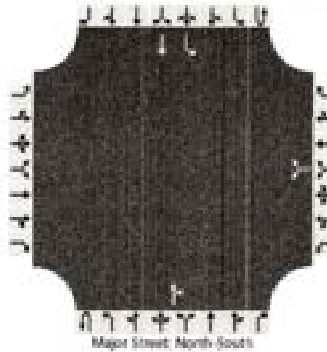
## General Information

|                          |                           |
|--------------------------|---------------------------|
| 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



## Vehicle Volumes and Adjustments

| Approach                   | Eastbound |    |    |    | Westbound |    |    |    | Northbound |   |     |    | Southbound |    |     |   |  |
|----------------------------|-----------|----|----|----|-----------|----|----|----|------------|---|-----|----|------------|----|-----|---|--|
|                            | U         | L  | T  | R  | U         | L  | T  | R  | U          | L | T   | R  | U          | L  | T   | R |  |
| Movement                   |           |    |    |    |           |    |    |    |            |   |     |    |            |    |     |   |  |
| Priority                   |           | 10 | 11 | 12 |           | 7  | 8  | 9  | 10         | 1 | 2   | 3  | 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 |            |   | 578 | 47 |            | 51 | 519 |   |  |
| 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)                     |      |  |  |  |  | 253  |  |  |     |  |  |  |  |  |  | 920  |  |
| v/c Ratio                               |      |  |  |  |  | 0.24 |  |  |     |  |  |  |  |  |  | 0.06 |  |
| 95% Queue Length, Q <sub>95</sub> (veh) |      |  |  |  |  | 0.9  |  |  |     |  |  |  |  |  |  | 0.2  |  |
| Control Delay (s/veh)                   |      |  |  |  |  | 23.7 |  |  |     |  |  |  |  |  |  | 9.2  |  |
| Level of Service (LOS)                  |      |  |  |  |  | C    |  |  |     |  |  |  |  |  |  | A    |  |
| Approach Delay (s/veh)                  | 23.7 |  |  |  |  |      |  |  |     |  |  |  |  |  |  |      |  |
| Approach LOS                            | C    |  |  |  |  |      |  |  |     |  |  |  |  |  |  |      |  |
|                                         | 23.7 |  |  |  |  |      |  |  | 0.8 |  |  |  |  |  |  |      |  |
|                                         | C    |  |  |  |  |      |  |  | A   |  |  |  |  |  |  |      |  |

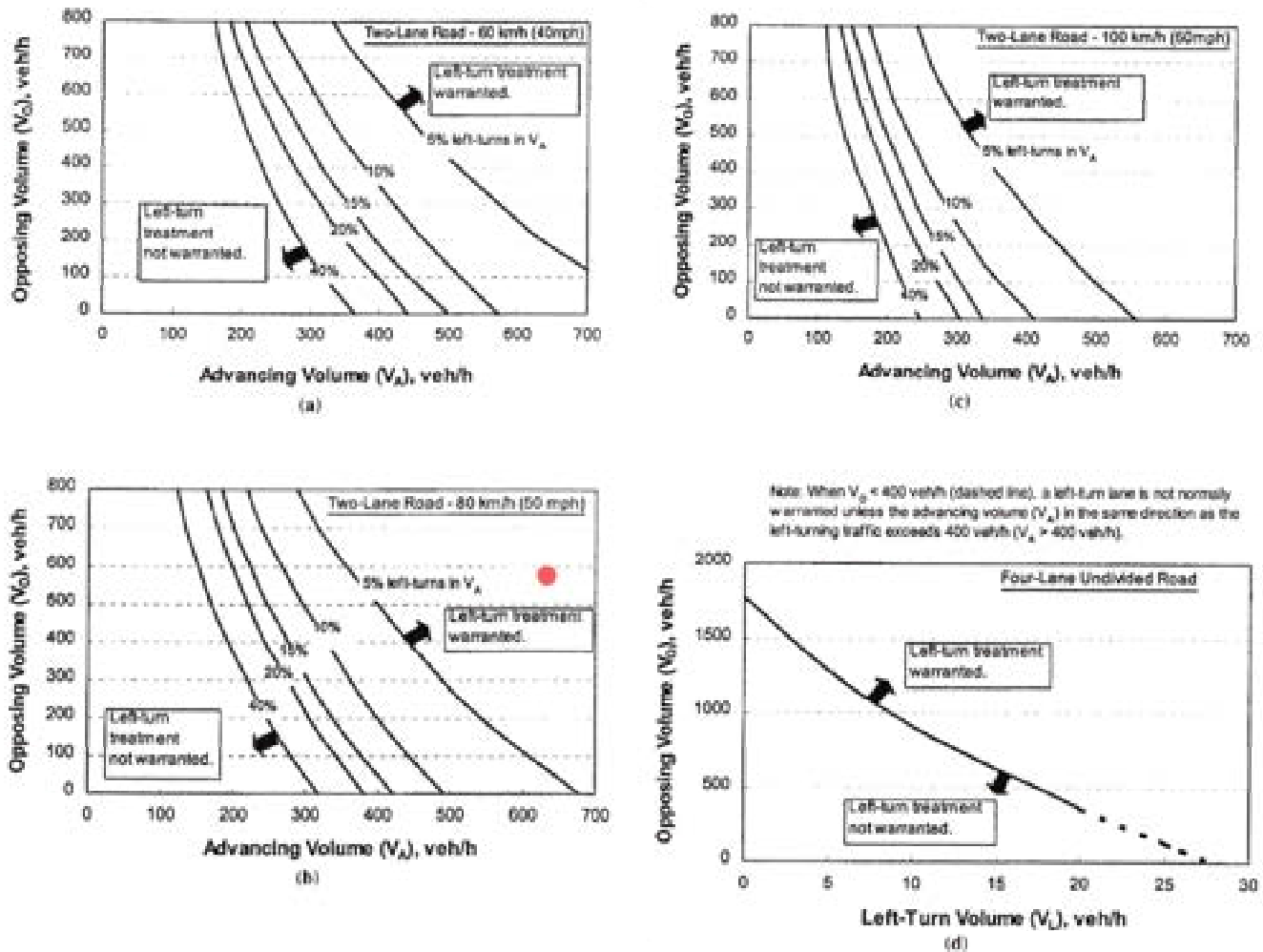


Figure 2-5. Guideline for determining the need for a major-road left-turn bay at a two-way stop-controlled intersection.

**Application.** The guidance stated in the preceding section defines the conditions that may justify the provision of a left-turn bay. Application of this guidance requires two types of data:

1. Major-road turn movement volume for the peak hour of the average day and
2. Major-road 85<sup>th</sup> percentile speed (posted speed can be substituted if data are unavailable).

Use of Figure 2-5 requires determination of the opposing volume, the advancing volume, and the operating speed. The opposing volume should include only the right-turn and through movements on the approach across from (and heading in the opposite direction of) the subject major-road approach. The advancing volume should include the left-turn, right-turn, and through movements on the subject approach. The operating speed can be estimated as the 85<sup>th</sup> percentile speed. If the operating speed does not coincide with 60, 80, or 100 km/h (i.e., 40, 50, or 60 mph), then interpolation can

be used or, as a more conservative approach, the operating speed can be rounded up to the nearest speed for which a figure is provided.

In application, Figure 2-5 is used once for each major-road approach to the intersection. The appropriate trend line is identified on the basis of the percentage of left-turns on the subject major-road approach. If the advancing and opposing volume combination intersects above or to the right of this trend line, a left-turn bay should be considered for the subject approach. If a bay is included at the intersection, it should be long enough to store left-turn vehicles 99.5 percent of the time (i.e., the bay should not overflow more than 0.5 percent of the time). Techniques for estimating this storage length are provided in the section, [Increase the Length of the Turn Bay](#).

#### Add a Right-Turn Bay on the Major Road

**Introduction.** Provision of a right-turn bay on the major road to a two-way stop-controlled intersection can signifi-

cantly improve operations and safety at the intersection. A right-turn bay effectively separates those vehicles that are slowing or stopped to turn from those vehicles in the through traffic lanes. This separation minimizes turn-related collisions (e.g., angle, rear-end, and same-direction-sideswipe) and eliminates unnecessary delay to through vehicles.

One disadvantage of adding a bay to the major-road approach is that it may require reallocating the existing pavement or widening of the approach cross section. Sometimes the pavement width needed for the additional lane is available within the existing roadway cross section. However, in downtown settings this reallocation may require the removal of some curb parking stalls and can affect adjacent business significantly. Occasionally, the cross section must be widened to provide for the turn bay. If the needed width can be provided within the available right-of-way, the cost may be limited to that of construction. However, if additional right-of-way is needed, the costs of acquiring this property in urban settings can be high.

**Guidance.** Hasan and Stokes (22) developed guidelines for determining when to provide a right-turn bay on the major road of a two-way stop-controlled intersection. These guidelines were based on an evaluation of the operating and collision costs associated with the right-turn maneuver relative to the cost of constructing a right-turn bay. The operating costs included those of road-user fuel and delay. Separate guidelines were developed for two-lane and four-lane roadways. These guidelines are shown in Figure 2-6.

**Application.** The guidance described in the preceding section defines conditions that may justify the provision of a right-turn bay. Application of this guidance requires two types of data:

1. Major-road turn movement volume for the peak hour of the average day and
2. Major-road 85<sup>th</sup> percentile speed (posted speed can be substituted if data are unavailable).

Figure 2-6 should be consulted once for each major-road approach. If the combination of major-road approach volume and right-turn volume intersects above or to the right of the trend line corresponding to the major-road operating speed, then a right-turn bay is a viable alternative.

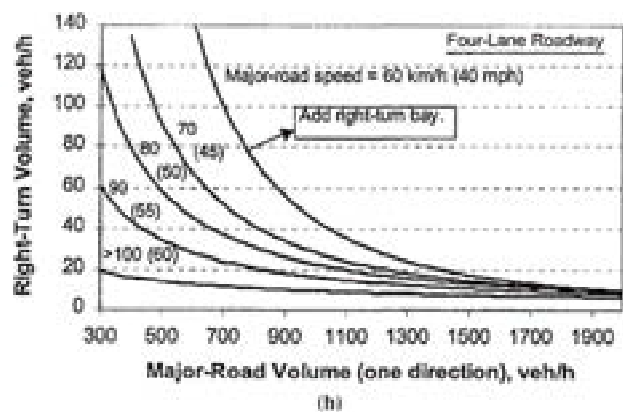
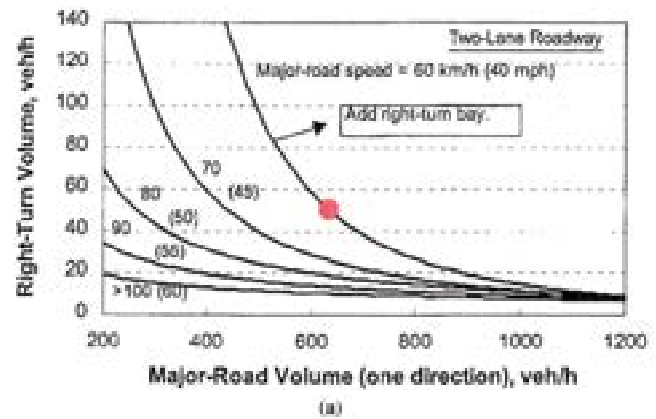


Figure 2-6 Guideline for determining the need for a major-road right-turn bay at a two-way stop-controlled intersection.

#### Increase Length of Turn Bay

**Introduction.** Turn bay length can affect the safety and operation of the intersection approach significantly. This effect becomes more negative as the frequency with which vehicles exceed the available storage increases. Also, for unstopped approaches, this effect becomes more negative as more of the turning vehicle's deceleration occurs in the through lane, prior to the bay. The need to provide adequate storage length, deceleration length, or both is dependent on the type of approach control used and whether the vehicle is turning left or right. Table 2-13 identifies the appropriate bay

TABLE 2-13 Turn-bay length components at unsignalized intersections

| Approach Control | Length Components                    |                     |
|------------------|--------------------------------------|---------------------|
|                  | Left-Turn Bay                        | Right-Turn Bay      |
| Unstopped        | Storage Length + Deceleration Length | Deceleration Length |
| Stopped          | Storage Length                       | Storage Length      |

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% + Committed | Resultant Growth Rate | 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                                     | 10.99%                | 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                                     | 17.05%                | 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                                     | 10.99%                | 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                                     | 17.05%                | 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                                     | 18.25%                | 630                              | 32                            | 719                            | 5.08%                           | YES <sup>(3)</sup>              | 35%                        |
|            | Graham Rd        | Peterson Rd      | SB        | IN     | NO                                     | 0.577        | 567                                    | 567                                | 1.10%           | 586                                     | 584                         | 165                                         | 749                                       | 749                                     | 9.73%                 | 630                              | 10                            | 759                            | 1.59%                           | YES <sup>(3)</sup>              | 35%                        |
|            | Peterson Rd      | Orange Ave       | NB        | OUT    | YES                                    | 0.539        | 567                                    | 567                                | 1.10%           | 586                                     | 584                         | 352                                         | 936                                       | 936                                     | 18.19%                | 920                              | 32                            | 968                            | 3.48%                           | YES <sup>(3)</sup>              | 35%                        |
|            | Peterson Rd      | Orange Ave       | SB        | IN     | NO                                     | 0.461        | 567                                    | 485                                | 1.10%           | 501                                     | 500                         | 171                                         | 671                                       | 671                                     | 11.41%                | 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 Committed 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) | 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 Growth Rate or 1% + Committed | Resultant Growth Rate | 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                                     | 13.78%                | 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                                     | 13.01%                | 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                                     | 13.78%                | 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                                     | 13.01%                | 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                                     | 12.73%                | 630                              | 20                            | 842                            | 3.17%                           | YES <sup>(3)</sup>              | 35%                        |
|            | Graham Rd        | Peterson Rd      | SB        | IN     | YES                                    | 0.470        | 574                                    | 509                                    | 1.10%           | 526                                     | 524                         | 289                                         | 813                                       | 813                                     | 16.91%                | 630                              | 34                            | 847                            | 5.40%                           | YES <sup>(3)</sup>              | 35%                        |
|            | Peterson Rd      | Orange Ave       | NB        | OUT    | NO                                     | 0.437        | 574                                    | 446                                    | 1.10%           | 460                                     | 459                         | 265                                         | 724                                       | 724                                     | 17.57%                | 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                                     | 19.13%                | 920                              | 34                            | 1004                           | 3.70%                           | YES <sup>(3)</sup>              | 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 Committed Project trips cause the roadway to exceed service capacity

IN: 98  
 OUT: 57  
 Years Grown: 3

oo