



Application for Zoning Atlas Map Amendment

Application submission shall include the following:

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

In addition to a complete application, packets shall include:

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

1. Property Address/Location: St. Lucie Commerce Center, Energy Lane, Fort Pierce
2. Property Tax ID(s): 2431-800-0002-000-0; 2431-800-0003-000-7; 2431-800-0004-000-4; 2431-800-0005-000-; 12431-800-0008-000-8; 2431-800-0007-000-5
3. Total Acreage: 108.38
4. Existing Future Land Use Designation: Industrial (I)
5. Existing Zoning Classification: Light Industrial (I-1)
6. Proposed Zoning Classification: Planned Development (PD)
7. Other applications being submitted concurrent with this application, if any: N/A

8. Describe the existing uses, improvements and structures on the amendment lands: Use: Agricultural grazing;
Structures: None
9. Are there any identified or possible historical structures on the amendment lands? No
10. The reason for making this request: Provide for a more refined intensity modulation from adjacent intensive industrial uses to light industrial uses

11. CAPACITY ANALYSIS

I. Site Data:

	Existing Use	Future Land Use	Zoning
North	Concrete Batch Plant	Industrial	Heavy Industrial (I-3)
South	Vacant Concrete Production Single Family Home	Industrial (SLC) Mixed Use (Industrial) (SLC) Residential Suburban (SLC)	Industrial High (SLC) Planned Non-Residential Development (SLC) Residential Suburban 2 (SLC)
East	Vacant Vacant	Public Facilities (SLC) Low Density Residential	Utilities (SLC) Single Family Low Density
West	Wastewater Treatment Plant Gas Power Plant	Industrial Institutional	Light Industrial Light Industrial

	Future Land Use	Zoning Classification	Maximum Intensity Residential: Dwelling Units per Acre Other: Square Footage	Total Acreage	Flood Zone
Current	Industrial	Industrial Light	Entitled: 1,215,000 s.f.		X
Proposed	Industrial	Industrial Heavy	No Change		N/A

II. Public Facilities Information:

A. Potable Water:	
Average Use	Residential: 100 gallons per day per person (du x 2.6 = persons x 100 gpd = demand) Other: 0.125 gallons per day per square foot
Demand Analysis	Maximum
Current Zoning	Total gallons per day 151,875
Proposed Zoning	Total gallons per day 151,875
Change in Demand	Total gallons per day 0

B. Wastewater:		
Average Use	Residential: 100 gallons per day per person (du x 2.6= persons x 100 gpd = demand) Other: 0.1 gallons per day per square foot	
Demand Analysis	Maximum	
Current Zoning	Total gallons per day	121,500
Proposed Zoning	Total gallons per day	121,500
Change in Demand	Total gallons per day	0

C. Parks and Recreation (Residential Classifications Only): (Du x 2.6 = persons + 44,227 = population /LOS)				
Park Type	LOS	Existing Population Park Demand	Proposed Population Park Demand	Change in Demand
Regional	20 acres per 1,000 people	0	0	0
Urban District	5 acres per 1,000 people	0	0	0
Community	2.5 acres per 1,000 people	0	0	0
Neighborhood	1.36 acres per 1,000 people	0	0	0

D. Public Schools (Residential Classifications Only): Single Family: (du x 0.405 = students/70% K-8/30% High) Multi-family: (du x 0.207 = students/70% K-8/30% High)		
	K-8	High
School Name		
City		
Distance		
Current Zoning Enrollment Demand	0	0
Proposed Zoning Enrollment Demand	0	0
Change in Demand	0	0

E. Solid Waste: 2 yard serves 15 units, 4 yard serves 30 units, 6 yard serves 45 units, 8 yard serves 60 units	
Demand Analysis	Maximum
Current Zoning	
Proposed Zoning	
Change in Demand	No Residential Use

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

Impact	No change from existing entitlements in terms of impervious surface: St. Lucie Commerce Center Site Plan (Light Industrial uses)
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III. Transportation Analysis

G. Traffic		
Most recent ITE Code for use; HCM Roadway Capacity		
	AADT	AM/PM Peak Hour Trips
Demand Analysis	Maximum	Maximum
Current Zoning	I-1	
Proposed Zoning	PD	
Change in Demand	Trips 0	Trips 0
Impact to Capacity	Likely decrease in demand	

12. Name of Owner(s): St. Lucie Commerce Center LLC
 Mailing Address: 30 S Hope Chapel Rd.
 City Jackson State NJ Zip 08527
 Phone # 732-806-9899
 E-mail: chaim@sterlingeg.com

13. Name of Applicant: Chaim Weiss, Member
 Mailing Address: 30 S Hope Chapel Rd.
 City Jackson State NJ Zip 08527
 Phone # 732-806-9899 Fax # _____
 E-mail: chaim@sterlingeg.com

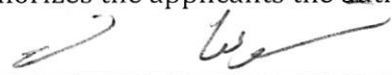
14. Name of Representative: Leslie Olson, AICP, District Planning Group
 Mailing Address: 130 S Indian River Drive Suite 202
 City Fort Pierce State FL Zip 34950
 Phone # (772) 882-5811 Fax # _____
 E-mail: leslie@districtplanninggroup.com

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

I certify that: (Check One)

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

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


 Applicant's Signature Date

30 S Hope Chapel Rd, Jackson

NJ

08527

Address

State

Zip

732-806-9899

chaim@sterlingeg.com

Phone

Fax

E-mail Address

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

Chaim Weiss Member, St. Lucie Commerce Center LLC 732-806-9899

Property Owner's Name (Please Print)

Phone

30 S Hope Chapel Rd, Jackson

NJ

08527

Address

State

Zip

Chaim Weiss

7/11/23

Property Owner's Signature

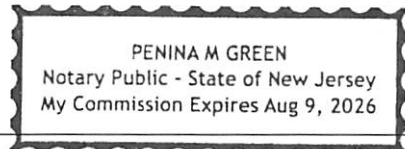
Date

STATE OF FLORIDA)
ST LUCIE COUNTY)

The foregoing instrument was acknowledged before me this 11 day of July, 2023, by Chaim Weiss who is personally known to me or has produced _____ as ident

Signature of Notary

(seal)



OFFICE USE:
DATE RECEIVED: _____ Signed: _____
File Number: _____ Check No: _____ Receipt No: _____
TRC Review: _____ Planning Board Review: _____ City Commission: _____
Ordinance No: _____ Date Approved: _____

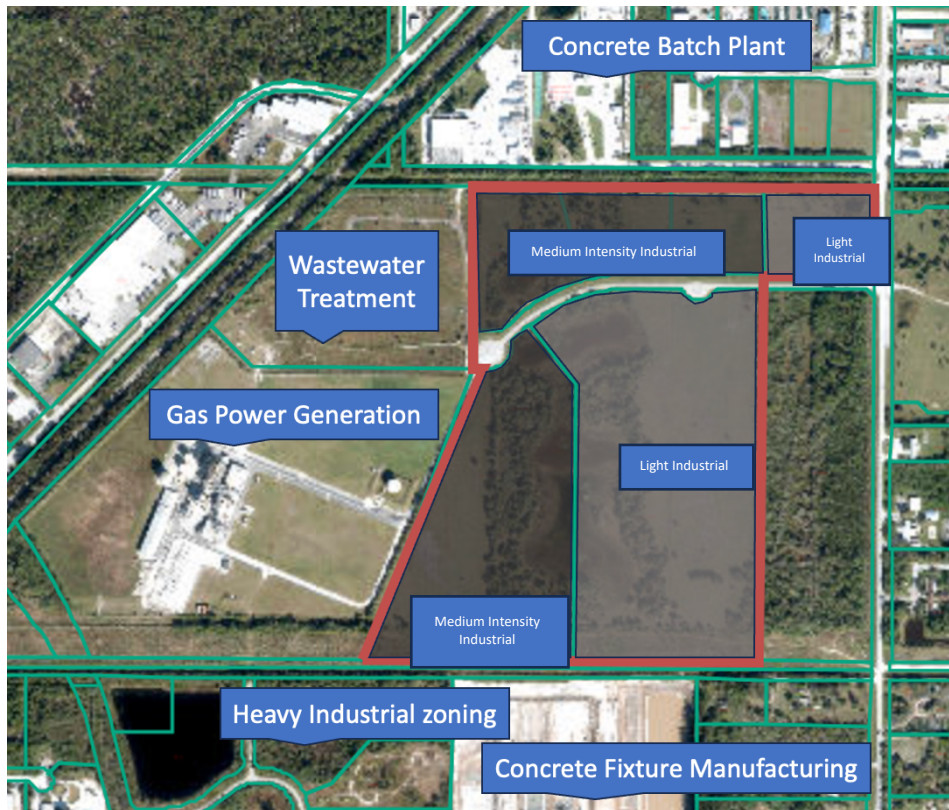


ST. LUCIE COMMERCE CENTER PLANNED DEVELOPMENT NARRATIVE AND PROPOSED USES

BACKGROUND

St. Lucie Commerce Center LLC owns six (6) parcels of I-1 Light Industrial zoned property in the Treasure Coast Business Park subdivision. The development, Fort Pierce Commerce Center (FPCC) was approved by the City of Fort Pierce City Commission on May 16, 2022 for development as a Light Industrial commerce park for the development of 1,215,000 s.f.. It is adjacent on its north property line to Heavy Industrial (I-3) zoning, occupied by a concrete batch plant, and adjacent to the western parcels are a natural gas-burning municipal power plant and a wastewater treatment facility which will process all sewer for the City of Fort Pierce. To the south of FPCC is a concrete fixture manufacturing facility and vacant land entitled for heavy industrial (SLC) development. Each of these uses is likely to create certain externalities to their neighbors including noise, dust, vibration, and odor.

Because of the existing and increasing intensity along the northern, western and southern property lines, FPCC proposes to amend the City of Fort Pierce Zoning Atlas to allow for a stepdown in intensity from those more intense uses on the subject boundaries while keeping the existing light industrial entitlements as a buffer to the east.



We have researched the City of Fort Pierce Code of Ordinances, evaluated the impacts of various uses, and propose a list of uses for a potential Planned Development which would permit Light Industrial Uses in the lighter gray-shaded areas, and a refined medium intensity industrial use set on the interior parcels adjacent to the heavy industrial uses. Because the Fort Pierce zoning code has a very limited list of permitted and conditional industrial uses, the St. Lucie County Land Development Code was also evaluated to develop a more comprehensive list of potential uses.

INTENT

It is the intent of the proposed Planned Development to create a transitional set of "medium intensity" uses for the FPCC parcels on the western side of the development, adjacent to the more intense industrial uses, while retaining the existing light industrial entitlements on the parcels adjacent to Selvitz Road and the County's proposed Intermodal Transit Facility.

USE ANALYSIS

Because many of the uses in the City of Fort Pierce Use Table are undefined, listed below are specific uses in the proposed Planned Development for a mid-intensity industrial area.

Permitted:**The following uses permitted in the City of Fort Pierce Light Industrial (I-1) Zoning District**

Storage, Self Service
 Auto/Boat Sales/Rentals
 Repair, Vehicle or Marine
 Woodworking
 Light Industrial Service
 Catering
 Contractor Services
 Marine Industrial
 Warehouse/Freight
 Parcel Service
 Wholesale Trade
 Heavy Equipment Sales
 Processing, food and related products
 Aquaculture
 Antenna (on existing structure)

In addition, include the following uses permitted in St. Lucie County Industrial Light (IL)

- a. Business services. (73)
- b. Communications - including telecommunication towers - subject to the standards of [Section 7.10.23](#). (48)
- c. Construction services:
 - (1) Building construction - general contractors. (15)
 - (2) Other construction - general contractors. (16)
 - (3) Construction - special trade contractors. (17)
- d. Engineering, architectural and surveying services. (871)
- f. Laundry, cleaning and garment services. (721)
- g. Local and suburban transit. (41)
- h. Manufacturing:
 - (1) Food and kindred products. (20)
 - (2) Tobacco products. (21)
 - (3) Textile mill products. (22)
 - (4) Apparel and other finished products. (23)
 - (5) Furniture and fixtures. (25)
 - (6) Printing, publishing and allied industries. (27)
 - (7) Drugs. (283)
 - (8) Leather and leather products. (31)
 - (9) Glass:
 - (10) Fabricated metal prod. - except machinery and transport. equip.:
 - (11) Industrial/commercial machinery and computer equipment:
 - (12) Electronic and other electrical equipment and components, except computer equipment:
 - (13) Measuring, analyzing and controlling instruments. (38)
 - (14) Photographic, medical and optical goods. (38)

- (15) Watches and clocks. (38)
- (16) Misc. manufacturing industries:
 - (a) Jewelry, silverware, and platedware. (391)
 - (b) Musical instruments and parts. (393)
 - (c) Dolls, toys, games and sporting goods. (394)
 - (d) Pens, pencils, and other office and artists' materials. (395)
 - (e) Costume jewelry, costume novelties, and notions. (396)
 - (f) Brooms and brushes. (3991)
 - (g) Signs and advertising displays. (3993)
 - (h) Morticians goods. (3995)
 - (i) Manufacturing industries, NEC. (3999)
- (17) Plastic products - fabrication, molding, cutting, extrusion, and injection processing.
- j. Millwork and structural wood members. (243)
- l. Motor freight transportation and warehousing. (42)
- m. Repair services:
 - (1) Automotive and automotive parking. (75)
 - (2) Electrical. (762)
 - (3) Watch, clock and jewelry repair. (763)
 - (4) Reupholstery and furniture repair. (764)
 - (5) Misc. repairs and services. (769)
- n. Retail trade:
 - (1) Lumber and other building materials. (521)
 - (2) Paint, glass and wallpaper. (523)
 - (3) Hardware. (525)
 - (4) Nurseries, lawn and garden supplies. (526)
 - (5) Mobile home dealers. (527)
 - (6) Automotive/boat/RV/motorcycle dealers. (55)
 - (7) Gasoline service. (55)
 - (8) Furniture and furnishings. (57)
- o. Research, development, and testing services. (873)
- p. Ship, boat building and repairing (373)
- q. Sorting, grading and packaging services - citrus/vegetables. (0723)
- r. Vocational schools. (824)
- s. Wholesale trade - durable goods:
 - (1) Motor vehicle and automotive equipment. (501)
 - (2) Furniture and home furnishings.(502)
 - (3) Lumber and other building materials. (503)
 - (4) Professional and commercial equipment/supplies. (504)
 - (5) Metals and minerals except petroleum. (505)
 - (6) Electrical goods. (506)
 - (7) Hardware, plumbing and heating equipment, and supplies. (507)
 - (8) Machinery, equipment, and supplies. (508)
 - (9) Misc. durable goods:
 - (a) Sporting and recreational goods. (5091)
 - (b) Toys and hobby goods. (5092)
 - (c) Jewelry, watches, precious stones and metals. (5094)
 - (d) Durable goods NEC. (5099)

t. Wholesale trade - nondurable goods:

- (1) Paper and paper products. (511)
- (2) Drugs. (512)
- (3) Dry goods and apparel. (513)
- (4) Groceries and related products. (514)
- (5) Farm products - raw materials. (515)
- (6) Chemicals, and allied products. (516)
- (7) Beer, wine, and distilled alcoholic beverages. (518)
- (8) Misc. nondurable goods:
 - (a) Farm supplies. (5191)
 - (b) Books, periodicals and newspapers. (5192)
 - (c) Flowers, nursery stock and florists' supplies. (5193)
 - (d) Tobacco/tobacco products. (5194)
 - (e) Paints, varnishes and supplies. (5198)
 - (f) Nondurable goods, NEC. (5199)

u. Mobile food vendors. (999)

x. Landscape and horticultural services. (078)

And the following St. Lucie County IH Conditional Uses are recommended as a Permitted Use:

b. Manufacturing

- (4) Stone, clay, glass and concrete products. (32)
- (5) Primary metal industries. (33)

e. Warehousing and storage services - stockyards. (Subject to landscaping and screening requirements)

The following uses, not listed in either City or County industrial districts, are recommended for inclusion in the proposed Planned Development as permitted uses:

- Screened outdoor storage of materials and equipment

No Conditional Uses are recommended at this time.

SUMMARY

This list of uses reflects all uses relevant uses permitted in Light Industrial Zoning (both in City of Fort Pierce and St. Lucie County jurisdictions,) as well as some Heavy Industrial Uses. All uses are proposed to be permitted, as the offsite impacts as they relate to this specific location and neighboring uses have been considered in their selection.

RELEVANT CITY OF FORT PIERCE CODE SECTIONS

Sec. 125-204. Light Industrial Zone (I-1).

- (a) *Purpose.* The purpose of this district is to provide for industrial and related uses with limited objectionable external effects in areas that are suitable for such operations due to the desirability of site characteristics, adequacy of utilities, appropriateness of transportation facilities and other factors. Acceptable manufacturing, warehousing, heavy commercial and similar uses are encouraged. Uses in the district may perform a support role for uses in other industrial areas.
- (b) *Basic use standards.* Uses in an I-1 zone must meet the requirements of this section. More restrictive requirements, set forth in accordance with other provisions of this chapter, must be satisfied by some conditional uses.
- (1) *Lot size.*
- a. The minimum lot width shall be 100 feet.
 - b. The minimum lot depth shall be 100 feet.
- (2) *Yards.* The minimum yard depth for portions of the property abutting a public right-of-way or nonindustrial district will be 15 feet.
- (c) *Other applicable use standards.*
- (1) Site plan review shall be required as outlined in section 125-313.
 - (2) Accessory buildings shall comply with all yard, lot coverage and building height requirements of this chapter.
 - (3) Every lot shall abut a street other than an alley for at least 50 feet.
 - (4) Materials or objects which would detract from the open space character of an uncovered or unenclosed area will not be permitted in such an area.
 - (5) All uses will comply with applicable access, parking and loading standards in sections 125-315 and 125-316.
 - (6) Conditional uses will meet the requirements in sections 125-235 through 125-247.
 - (7) Signs will comply with standards referred to in section 125-310.
 - (8) All other applicable ordinance requirements will also be satisfied.

(Code 1983, § 22-34; Ord. No. H-186, § 30-36, 6-15-1981; Ord. No. H-245, § 1, 12-20-1982; Ord. No. I-26, § 4, 8-15-1983; Ord. No. K-24, § 14, 8-21-2000; Ord. No. L-04, § 1, 3-3-2008; Ord. No. L-97, § 4, 11-16-2009; Ord. No. L-267, § 2, 11-5-2012; Ord. No. L-295, § 17, 11-4-2013 ; Ord. No. 19-016 , § 10, 5-20-2019)

Sec. 125-187 (g) I-1 Light Industrial Permitted Uses

[DPG translated the Use Table into list format and paraphrased where appropriate]

Permitted

Safety Service

Park and Open Space

Bus Shelter
Halfway House
Minor Utility
Dwelling Rental
Educational Service
Storage, Self Service
Auto/Boat Sales/Rentals
Repair, Vehicle or Marine
Woodworking
Light Industrial Service
Catering
Contractor Services
Marine Industrial
Warehouse/Freight
Parcel Service
Wholesale Trade
Heavy Equipment Sales
Processing, food and related products
Aquaculture
Antenna (on existing structure)

Conditional

Environmental Research and Education Facilities
College or University
Airport
Bus Terminal
Taxi Terminal
Social Service Institution
Major Utility
Eating and Drinking Establishments
Stadium
Office: Professional, Medical, General
Waste-related Use
Solid Waste Separation
Recycling
Salvage Yard
Community Gardens
Antenna Support Structure

Sec. 125-205. Heavy Industrial Zone (I-3).

- (a) *Purpose.* The purpose of this district is to provide for heavy industrial and related uses with limited objectionable external effects in areas that are suitable for such operations due to the desirability of site characteristics, adequacy of utilities, appropriateness of transportation facilities and other factors. Acceptable manufacturing, warehousing, heavy commercial and similar uses are encouraged.
- (b) *Basic use standards.* Uses in an I-3 zone must meet the requirements of this section. More-restrictive requirements, set forth in accordance with other provisions of this chapter, must be satisfied by some conditional uses.
- (1) *Lot size.*
- a. The minimum lot width shall be 100 feet.
 - b. The minimum lot depth shall be 100 feet.
- (2) *Yards.* The minimum yard depth for portions of the property abutting a public right-of-way or nonindustrial district will be 15 feet.
- (c) *Other applicable use standards.*
- (1) Site plan review shall be required as outlined in section 125-313.
 - (2) Accessory buildings shall comply with all yard, lot coverage and building height requirements of this chapter.
 - (3) Every lot shall abut a street other than an alley for at least 50 feet.
 - (4) Conditional uses will meet the requirements in sections 125-235 through 125-247.
 - (5) Signs will comply with standards referred to in section 125-310.
 - (6) All other applicable ordinance requirements will also be satisfied.
- (d) *Parking and loading standards.* The following are the off-street parking and loading standards for the I-3 zone:
- (1) *Parking.*
- a. Less than 100,000 square feet equals 2.0 spaces per 1,000 square feet of floor area.
 - b. More than 100,000 square feet equals 1.0 space per 1,000 square feet of floor area.
- (2) *Loading.*
- a. Zero to 24,999 square feet equals one loading space.
 - b. Twenty-five thousand to 59,999 square feet equals two loading spaces.
 - c. Sixty thousand to 119,999 square feet equals three loading spaces.
 - d. One hundred twenty thousand to 199,999 square feet equals four loading spaces.
 - e. Two hundred thousand to 299,999 square feet equals five loading spaces.
- (e) *Annexed property assigned I-3 zoning.* This subsection shall apply to any annexed property that does not comply with subsection (d) of this section and this subsection (e) at the time of annexation. Any property annexed and assigned I-3 zoning shall be allowed to continue all uses occurring on the property at the time of annexation. No modifications to any part of the property shall be required by the city. In the event the annexed property is damaged or destroyed due to fire or natural disaster, then the property owner shall be permitted to reconstruct the property to the form, manner and condition the property was in prior to the damage or destruction notwithstanding any non-compliance with subsection (d) of this section and this subsection (e). Property annexed and assigned I-3 zoning is exempt from section 125-322.

(Code 1983, § 22-34.1; Ord. No. L-63, § 1, 12-1-2008; Ord. No. L-219, § 7, 9-19-2011; Ord. No. L-295, § 18, 11-4-2013; Ord. No. 19-016, § 11, 5-20-2019)

Sec. 125-187 (h) I-3 Heavy Industrial Permitted Uses

[DPG translated the Use Table into list format and paraphrased where appropriate]

Permitted

Safety Service
Park and Open Space
Bus Shelter
Minor Utility
Major Utility
Dwelling Rental
Storage, Self Service
Auto or Boat Sales/Rentals
Vehicle Storage
Industrial, Artisan
Industrial, woodworking
Light Industrial Service
Catering Facility
Contractor Services
Research Service
Marine-Related Industrial
Warehouse and Freight
Parcel Service
Wholesale Trade
Heavy Industrial Service
Heavy Equipment Sales/Service
Processing, food & related products
Antenna (on existing structure)

Conditional

Environmental Research and Education Facilities
College or University
Airport
Bus Terminal
Taxi Terminal
Marine related commercial
Educational Service Establishments
Waste Related Use
Solid Waste Separation/Transfer Station
Recycling Center
Salvage Yard
Aquaculture
Community Gardens
Antenna (structure)

RELEVANT ST. LUCIE COUNTY CODE SECTIONS

Section 3.00.01.T**Industrial Light (IL) Zoning District**

Purpose. The purpose of this district is to provide and protect an environment suitable for light manufacturing, wholesale, and warehousing activities that do not impose undesirable noise, vibration, odor, dust, or other offensive effects on the surrounding area, together with such other uses as may be necessary to and compatible with light industrial surroundings. The number in "()" following each identified use corresponds to the SIC Code reference described in [Section 3.01.02\(B\)](#). The number 999 applies to a use not defined under the SIC Code but may be further defined in [Section 2.00.00](#) of this Code.

Permitted

- a. Business services. (73)
- b. Communications - including telecommunication towers - subject to the standards of [Section 7.10.23](#). (48)
- c. Construction services:
 - (1) Building construction - general contractors. (15)
 - (2) Other construction - general contractors. (16)
 - (3) Construction - special trade contractors. (17)
- d. Engineering, architectural and surveying services. (871)
- e. Commercial fishing. (091)
- f. Laundry, cleaning and garment services. (721)
- g. Local and suburban transit. (41)
- h. Manufacturing:
 - (1) Food and kindred products. (20)
 - (2) Tobacco products. (21)
 - (3) Textile mill products. (22)
 - (4) Apparel and other finished products. (23)
 - (5) Furniture and fixtures. (25)
 - (6) Printing, publishing and allied industries. (27)
 - (7) Drugs. (283)
 - (8) Leather and leather products. (31)
 - (9) Glass:
 - (10) Fabricated metal prod. - except machinery and transport. equip.:
 - (11) Industrial/commercial machinery and computer equipment:
 - (12) Electronic and other electrical equipment and components, except computer equipment:
 - (13) Measuring, analyzing and controlling instruments. (38)
 - (14) Photographic, medical and optical goods. (38)
 - (15) Watches and clocks. (38)
 - (16) Misc. manufacturing industries:
 - (a) Jewelry, silverware, and platedware. (391)
 - (b) Musical instruments and parts. (393)
 - (c) Dolls, toys, games and sporting goods. (394)
 - (d) Pens, pencils, and other office and artists' materials. (395)
 - (e) Costume jewelry, costume novelties, and notions. (396)
 - (f) Brooms and brushes. (3991)
 - (g) Signs and advertising displays. (3993)

(7) Beer, wine, and distilled alcoholic beverages. (518)

(8) Misc. nondurable goods:

(a) Farm supplies. (5191)

(b) Books, periodicals and newspapers. (5192)

(c) Flowers, nursery stock and florists' supplies. (5193)

(d) Tobacco/tobacco products. (5194)

(e) Paints, varnishes and supplies. (5198)

(f) Nondurable goods, NEC. (5199)

u. Mobile food vendors. (999)

v. Single-family detached dwelling units provided that the single-family dwelling unit is located on an existing lot or parcel or record, as further defined in this Code, that was existing on or before August 1, 1990. (999)

w. Kennels. Allowed as a permitted use only when the property is surrounded by industrial uses or zoning and is five hundred (500) feet or more from residential uses or zoning. All distance requirements shall be measured from the nearest point of the existing home or area of single-family zoning to the nearest point of the proposed kennel.

x. Landscape and horticultural services. (078)

y. Personal services. (72)

Conditional Uses

a. Airports, landing and takeoff fields - general aviation. (4581)

b. Manufacturing:

(1) Cut stone and stone products. (328)

(2) Motorcycles, bicycles, and parts. (375)

(3) Wood containers, wood buildings and mobile homes. (244/245)

c. Ship, boat building and repairing (excluding ship or boat salvaging) - forty-five (45) to one hundred fifty (150) feet. (373)

d. Wholesale:

(1) Petroleum bulk stations and terminals.

e. Scrap and waste materials - subject to the provisions of Section 7.10.12.A.

f. Kennels. (0752) Other than those permitted under [Section 3.01.03](#) T.2.w. of the Land Development Code.

Section 3.00.01.U**Heavy Industrial (IH) Zoning District**

Purpose. *The purpose of this district is to provide an environment suitable for heavy manufacturing and other activities that may impose undesirable noise, vibration, odor, dust, or other offensive effects on the surrounding area together with such other non-residential uses as may be necessary to and compatible with heavy industrial surroundings. The number in "()" following each identified use corresponds to the SIC Code reference described in [Section 3.01.02\(B\)](#). The number 999 applies to a use not defined under the SIC Code but may be further defined in [Section 2.00.00](#) of this Code.*

Permitted

Any Permitted Use in IL

Conditional Use

a. Airport, landing and takeoff fields - general aviation. (4581)

b. Manufacturing:

(1) Paper and allied products. (26)

(2) Chemicals and allied products. (28)

(3) Petroleum refining and related products. (29)

(4) Stone, clay, glass and concrete products. (32)

(5) Primary metal industries. (33)

(6) Ammunition and ordinance. (348)

c. Natural or manufactured gas storage and distribution points. (492)

d. Scrap, waste and land clearing and yard trash recycling operations - subject to the provisions of [Section 7.10.12](#).

e. Warehousing and storage services - stockyards. (999)

f. Wholesale trade - nondurable goods:

(1) Petroleum and petroleum products. (999)



ENVIRONMENTAL IMPACT REPORT
TREASURE COAST BUSINESS PARK

Prepared for

Dynamic Engineering Consultants, P.C.

100 Northeast 5th Avenue
Suite B2
Delray Beach, Florida 33483

Atwell Project No. 21003499

FINAL

Submitted by Atwell, LLC

11760 North US1
Suite 507
Palm Beach Gardens, Florida 33408

September 29, 2021

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NATURAL COMMUNITIES AND LAND COVER.....	3
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SITE VISIT.....	5
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FIGURES

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- 2 Sketch Layout
- 3 Soils Map
- 4 FLUCCS Map

APPENDIX

- A FNAI Report

INTRODUCTION

The approximately 108-acre property covered by this Environmental Impact Report is located within Section 31 Township 35 South, Range 40 East, in St. Lucie County, Florida (Figure 1 – Site Location Map). The property is bordered by industrial land uses to the north, an industrial facility to the southwest and by woodland and orchards to the east, south, and northwest. Additionally, existing transmission lines run along the southern border of the property.

PURPOSE AND INTENT

This report has been prepared to document potential environmental impacts on an approximately 108-acre property referred to as the Treasure Coast Building Park. The subject property is currently mostly undeveloped with Energy Lane crossing through the northern portion of the site and an overhead electrical transmission line corridor along the southern boundary of the site.

Atwell has prepared this report in accordance with City of Ft. Pierce, Code of Ordinances, Chapter 22 and Section 11.02.09.A.5 “Environmental Impact Report” of the St. Lucie County Land Development Code. Atwell’s review of the Ordinances and Section 11.02.09.A.5.a.1 in relations to this site determined that the following criteria apply to this site:

- The property is more than ten (10) acres.
- The property, regardless of size, contains any wetland.

The following requirements of the St. Lucie County Land Development Code are not applicable to this project:

- The property is identified on the “Inventory of Native Ecosystems for St. Lucie County”.
- The proposed development is located in whole or part within the One Hundred (100) Year Flood Plain.
- The property is located anywhere on North or South Hutchinson Island.

PROPERTY DESCRIPTION

The subject property is located at the intersection of Selvitz Road and Energy Lane approximately 0.9 miles north of Midway Road. Land use to the north appears to be industrial development, a combination of undeveloped land and small business development to the east, orchards to the south, and an industrial facility to the west.

Historic aerial imagery indicates Energy Lane was constructed in 2007. The subject property is currently undeveloped and dominated by rangeland and open fields and consists of upland

forested areas with adjacent wetland/surface water bodies, and an overhead electric transmission line along the southern boundary of the site. Wetlands H and I are present on the subject property (Figure 2 – Sketch Layout). These two features are located within the western portion of the property.

SOILS

A soils map obtained from the USDA Web Soil Survey and with the property boundary is attached (Figure 3 – Soil Map). According to the soil map, four soil types are found on the subject property. The description of these soils, in their natural state, according to the St. Lucie County Soil Survey is provided below:

Ankona and Farmton sands – These poorly drained soils are characteristically found on flatwoods on marine terraces and derive from sandy and loamy marine deposits. Slopes range from 0 to 2 percent. The permeability of these soils is moderately low to moderately high. Minor components make up approximately 10 percent and consist of Electra, Waveland, and Lawnwood soils.

Floridana sand, frequently ponded, 0 to 2 percent slopes – This very poorly drained soil is characteristically found in depressions on marine terraces and derive from sandy and loamy marine deposits. Slopes range from 0 to 1 percent. The permeability of this soil is moderately low to moderately high. Minor components make up approximately 15 percent and consist of Winder, Fleda, Anclote, and Tomoka soils.

Oldsmar sand, depressional – This very poorly drained soil is characteristically found in depressions on marine terraces and derive from sandy and loamy marine deposits. Slopes range from 0 to 2 percent. The permeability of this soil is moderately low to moderately high. Minor components make up approximately 10 percent and consist of Riviera soils.

Tantile and Pomona sands – These poorly drained soils are characteristically found on flatwoods on marine terraces and derive from sandy and loamy marine deposits. Slopes range from 0 to 2 percent. The permeability of these soils is moderately low to moderately high. Minor components make up approximately 12 percent and consist of Nettles, Pepper, Ankona, and Lawnwood soils.

NATURAL COMMUNITIES AND LAND COVER

The following is a summary of the land cover and vegetation communities found on the subject property. Land cover and vegetative community classifications were mapped based on the Florida Land Use, Cover and Forms Classification System (FLUCCS) developed by the Florida Department of Transportation. Field reconnaissance and aerial photograph interpretation were employed in the mapping effort of the vegetative communities on the subject property. Observed wildlife

species presence and potential usage of the habitat is further discussed in the subsequent section of this report.

There are five different FLUCCS classifications currently present within the project area including Mixed Rangeland (3300), Improved Pastures (2110), Pine Flatwoods (4110), Freshwater Marshes/Graminoid Prairie-Marsh (6410), and Electrical Power Transmission Lines (8320).

A land cover map of the observed community types is included as Figure 4 FLUCCS Map in this report. The land cover types observed on the property are described as follows:

3300 Mixed Rangeland – approximately 19.3 acres

This accounts for the northern portion of the project area. Mixed Rangeland consists of an intermixture of grassland and shrub-brushland range species.

2110 Improved Pastures – approximately 35.5 acres

This accounts for the central portion of the project area. This community type is composed of cleared, tilled, reseeded with specific grass types, and periodically improved with brush control and fertilizer application. Water ponds, troughs, feed bunkers, and cow trails may be evident.

4110 Pine Flatwoods – approximately 11.7 acres

This accounts for the western central portion of the project area. Historically, longleaf pines were common drier sites while slash pines were found in moister areas with wildfire influencing this distribution. Due to fire control and artificial reforestation, slash pine has extended into longleaf areas. This class is dominated by either slash or longleaf pine. Understory species include saw palmetto, wax myrtle, gallberry, and a variety of herbs and brush.

6410 Freshwater Marshes/Graminoid Prairie-Marsh – approximately 19.1 acres

This community is within the western portion of the project area. These marshes are characterized by sawgrass, cattail, arrowhead, maidencane, buttonbush, cordgrass, giant cutgrass, switchgrass, bulrush, needlerush, and common reed.

8320 Electrical Power Transmission Lines – approximately 19.3 acres

This runs along the southern edge and southwestern portion of the project area.

LISTED SPECIES

Atwell reviewed the standard literature for potentially present listed species and conducted specific searches to identify potential species or their preferred habitat within the subject

property. The FWC' online Waterbird Colony Locator was queried to identify any waterbird breeding colonies within or within the vicinity of the project area. The FWC's Bald Eagle Nest Location Data Records were queried to identify any Bald Eagle nests on or within the vicinity of the project area. The Florida Natural Areas Inventory (FNAI) Element Occurrence Records were also searched for the occurrence status of listed species on or in the vicinity of the project area.

Atwell reviewed the FWC' online Waterbird Colony Locator on September 17, 2021 which indicated there are no known waterbird colonies within or within the vicinity of the project area. Atwell also review the FWC' online Bald Eagle Nest Location Data Records on September 17, 2021 which indicated there are no known bald eagle nests within or within the vicinity of the project area. Atwell also requested a FNAI report (Appendix A) on September 16, 2021 which identified several species that may be on or near the project area:

- Blackwater stream
- Bald eagle (*Haliaeetus leucocephalus*)
- Southeastern fox squirrel (*Sciurus niger niger*)

A couple of species were identified as likely being on or near the project area:

- Mesic flatwoods
- Wood stork (*Mycteria americana*)

The FNAI report also identified these species as potentially being on or near the project area:

- Florida burrowing owl (*Athene cunicularia floridana*)
- Piedmont jointgrass (*Coelorachis tuberculosa*)
- Large-flowered rosemary (*Conradina grandiflora*)
- Eastern indigo snake (*Drymarchon couperi*)
- Coastal vervain (*Glandularia maritima*)
- Gopher tortoise (*Gopherus polyphemus*)
- Nodding pine weed (*Lechea cernua*)
- Small's flax (*Linum carteri* var. *smallii*)
- Celestial Lily (*Nemastylis floridana*)
- Tiny polygala (*Polygala smallii*)
- Giant orchid (*Pteroglossaspis ecristata*)
- Snail kite (*Rostrhamus sociabilis*)
- Florida scrub lizard (*Sceloporus woodi*)

SITE VISIT

Atwell's Certified Wildlife Biologist conducted a site visit on September 20, 2021. The site visit did not identify any of the above listed species, their nests, or suitable habitat on or directly adjacent to the site.

This site visit identified picklerweed (*Salicornia L.*), smartweed (*Polygonum spp.*), lily pads (*Nymphaea spp.*), and yellow nutsedge (*Cyperus esculentus*) within the wetlands. Other vegetation consisted of palmettos (*Sabal palmetto*), palm trees (*Cocos nucifera*), ponderosa pine (*Pinus ponderosa*), reed canary grass (*Phalaris arundinacea*), wax myrtle (*Myrica cerifera*), and dog fennel (*Eupatorium capillifolium*).

Non-Listed Species

During Atwell's site visit the following non listed wildlife species were observed:

- Cattle egrets (*Bubulcus ibis*)
- Great egrets (*Ardea alba*)
- Little blue herons (*Egretta caerulea*)

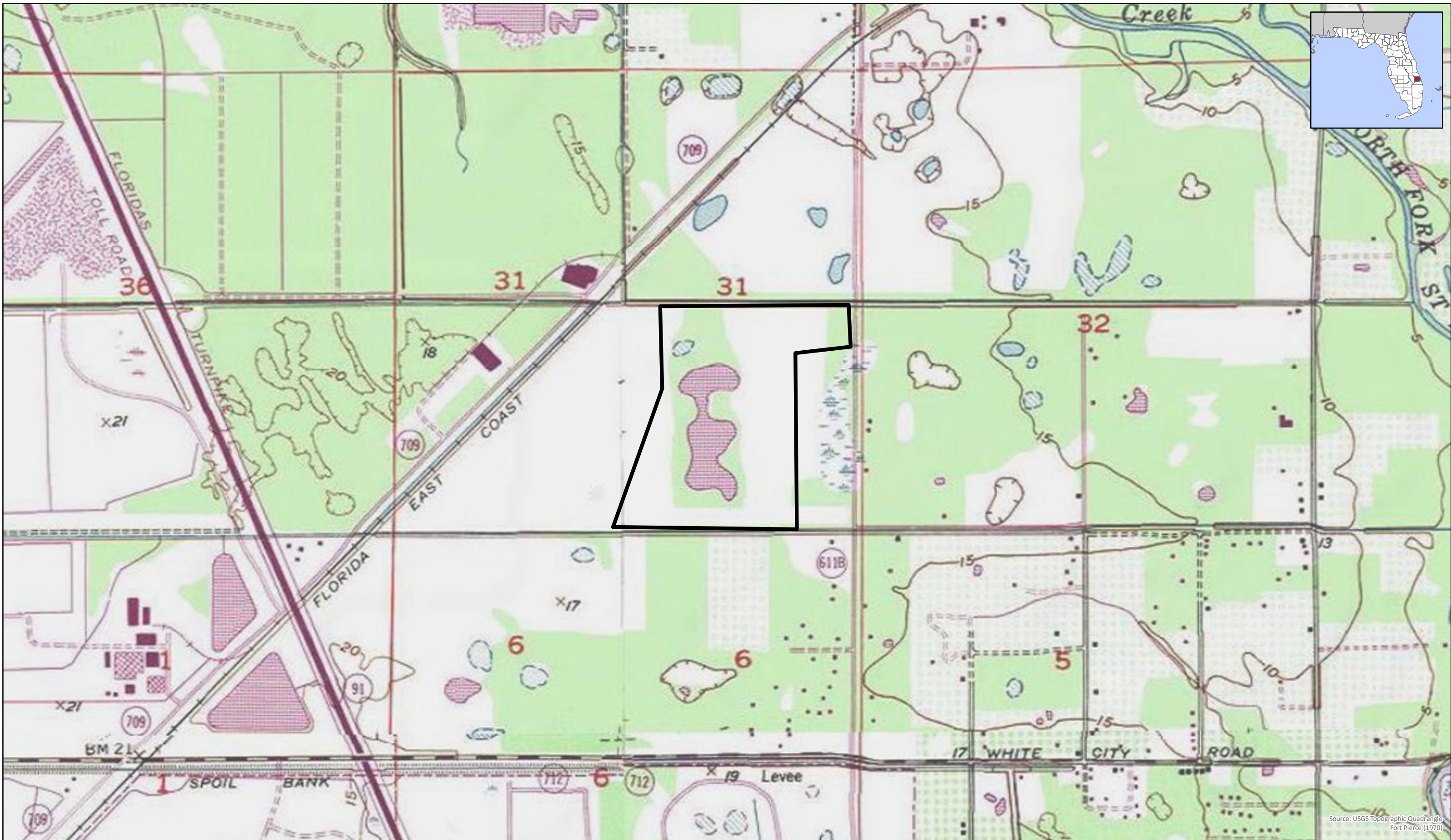
No eagle or water bird nests were observed on site during the site visit.

PROPOSED IMPACTS FROM DEVELOPMENT

Based on the desktop review, document review, site inspection, and review of the August 11, 2021 Sketch Layout, the proposed development areas are within upland and non-wetland areas, avoiding direct impacts to Wetlands H and I. Therefore, it does not appear wetland impact permits will be required from the South Florida Water Management District or the U.S. Army Corps of Engineers. Additionally, based on Atwell's review of the site, the proposed development areas are also not located within potentially suitable listed species habitat. Therefore, the project is not likely to impact wetlands or any listed species. Should you have any questions regarding this or any other matter, please feel free to contact our office at (248) 447-2000.

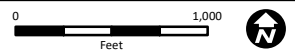
FIGURES

FIGURE 1
SITE LOCATION MAP



Source: USGS Topographic Quadrangle Fort Pierce (1970)

Environmental Impact Report
 Fort Pierce, Florida
 21003499
 September 22, 2021



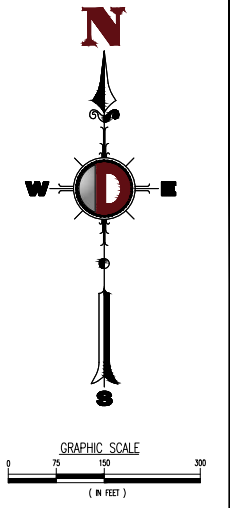
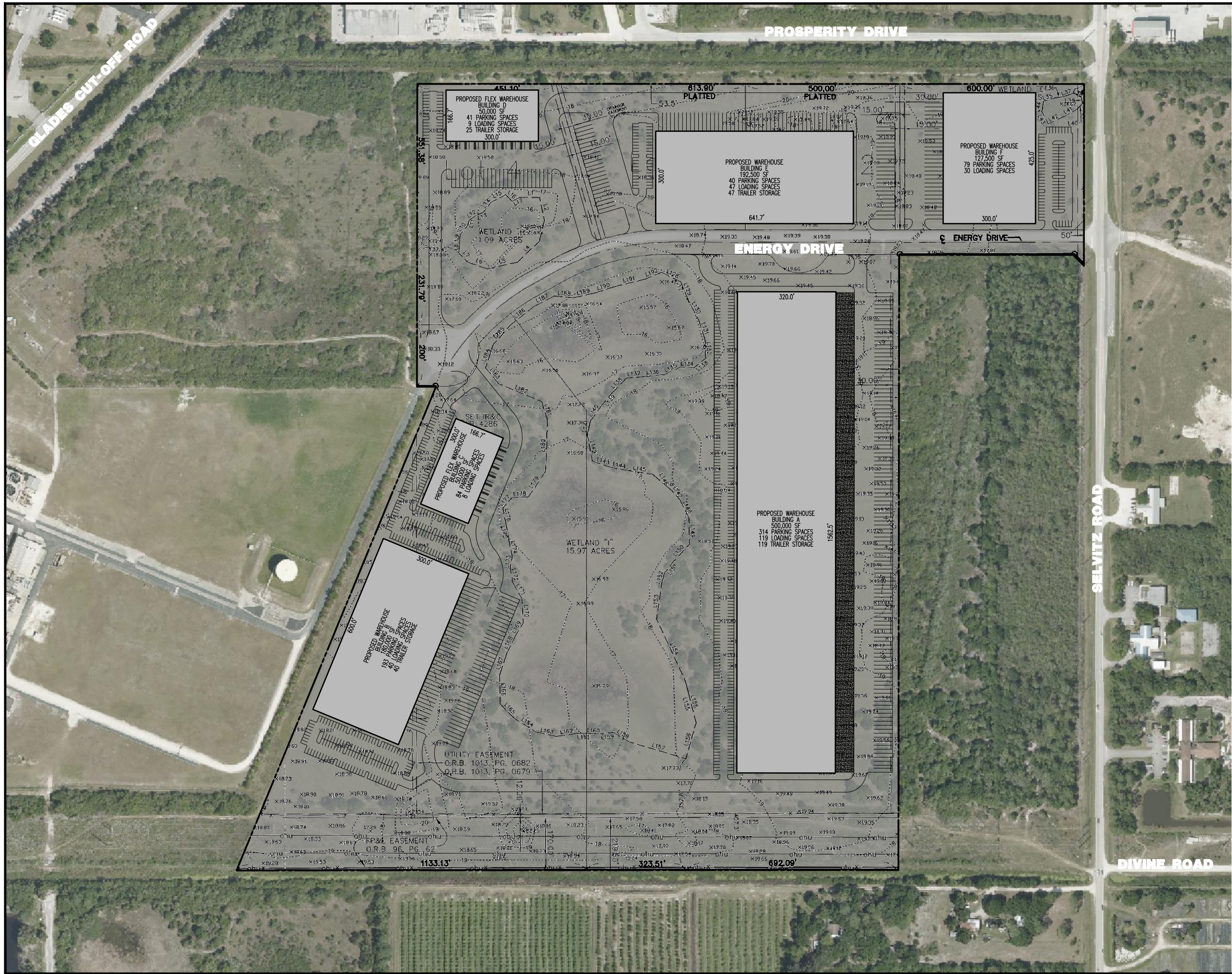
Project Area (~108 acres)

Site Location Map
 Section 31, T35S R40E
 St. Lucie County, Florida

FIGURE 2

SKETCH LAYOUT

Plotted: 08/11/21 - 6:05 PM, By: kkonkus
 File: P:\DEPCO OPPORTUNITY DATA\Fort Pierce - Midway Road\DWG\2021.08.09 - Sketch C.dwg, ----> SKETCH C



GENERAL NOTES

1. THIS PLAN HAS BEEN PREPARED BASED ON REFERENCES INCLUDING: BOUNDARY & TOPOGRAPHIC SURVEY PREPARED BY: CULPEPPER & TERPENING, INC. LAST REVISED: 04/17/2006
 GOOGLE AERIALS, DATED: 01/21/2021
2. THIS PLAN IS INTENDED FOR SKETCH PURPOSES ONLY. NO ORDINANCE OR OTHER AGENCY GUIDELINES HAVE BEEN REFERENCED IN THE DESIGN OF THIS PLAN AND IS SUBJECT TO A DUE DILIGENCE REVIEW.
3. THE EXISTING CONDITIONS SHOWN HEREON IS BASED UPON INFORMATION THAT WAS SUPPLIED TO OUR OFFICE AT THE TIME OF SKETCH PREPARATION AND MAY BE SUBJECT TO CHANGE AND MUST BE UPDATED UPON PERFORMANCE OF A SURVEY.



SKETCH C
 08/11/2021
 1"=150'

PROPOSED INDUSTRIAL DEVELOPMENT
 TREASURE COAST BUSINESS PARK PLAT
 FT. PIERCE, ST. LUCIE COUNTY, FLORIDA

STERLING EG

PREPARED BY:
 MICHAEL D. MILES, P.E.
 DYNAMIC ENGINEERING CONSULTANTS, P.C.
 100 NE. 5th AVE., SUITE B2
 DELRAY BEACH, FLORIDA 33484

DYNAMIC PROJECT NUMBER:

FIGURE 3

SOIL MAP

Soil Map—St. Lucie County, Florida
(Soils with Project Area)



Soil Map may not be valid at this scale.

Map Scale: 1:6,640 if printed on A landscape (11" x 8.5") sheet.

Meters

0 50 100 200 300

Feet

0 300 600 1200 1800


Map projection: Web Mercator Corner coordinates: WGS84 Edge tics: UTM Zone 17N WGS84



Soil Map—St. Lucie County, Florida
(Soils with Project Area)

MAP LEGEND

Area of Interest (AOI)

 Area of Interest (AOI)

Soils

 Soil Map Unit Polygons

 Soil Map Unit Lines

 Soil Map Unit Points

Special Point Features



Blowout



Borrow Pit



Clay Spot



Closed Depression



Gravel Pit



Gravelly Spot



Landfill



Lava Flow



Marsh or swamp



Mine or Quarry



Miscellaneous Water



Perennial Water



Rock Outcrop



Saline Spot



Sandy Spot



Severely Eroded Spot



Sinkhole



Slide or Slip



Sodic Spot



Spoil Area



Stony Spot



Very Stony Spot



Wet Spot



Other



Special Line Features

Water Features



Streams and Canals

Transportation



Rails



Interstate Highways



US Routes



Major Roads



Local Roads

Background



Aerial Photography

MAP INFORMATION

The soil surveys that comprise your AOI were mapped at 1:24,000.

Warning: Soil Map may not be valid at this scale.

Enlargement of maps beyond the scale of mapping can cause misunderstanding of the detail of mapping and accuracy of soil line placement. The maps do not show the small areas of contrasting soils that could have been shown at a more detailed scale.

Please rely on the bar scale on each map sheet for map measurements.

Source of Map: Natural Resources Conservation Service

Web Soil Survey URL:

Coordinate System: Web Mercator (EPSG:3857)

Maps from the Web Soil Survey are based on the Web Mercator projection, which preserves direction and shape but distorts distance and area. A projection that preserves area, such as the Albers equal-area conic projection, should be used if more accurate calculations of distance or area are required.

This product is generated from the USDA-NRCS certified data as of the version date(s) listed below.

Soil Survey Area: St. Lucie County, Florida

Survey Area Data: Version 14, Jun 9, 2020

Soil map units are labeled (as space allows) for map scales 1:50,000 or larger.

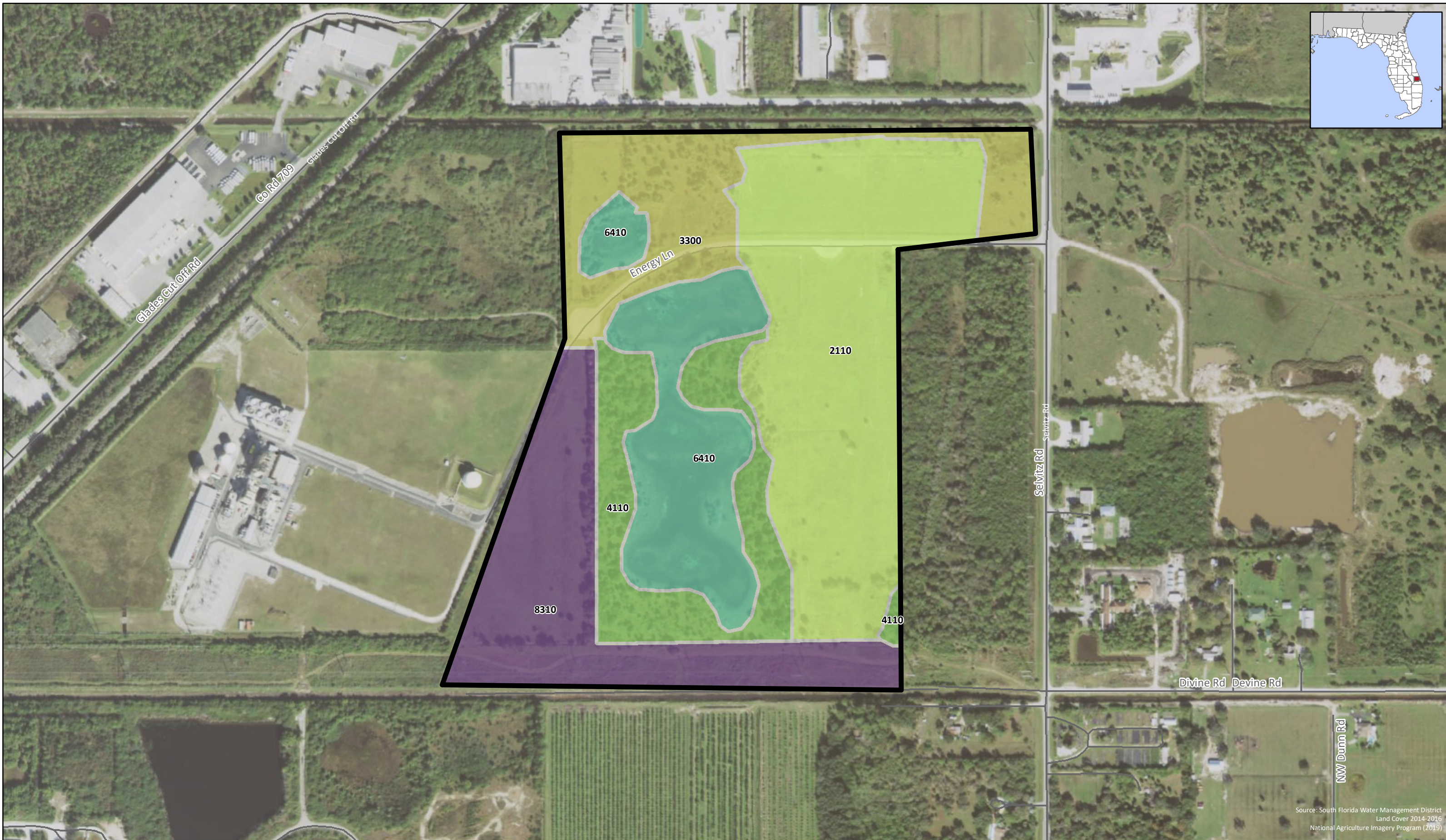
Date(s) aerial images were photographed: Mar 6, 2019—Mar 23, 2019

The orthophoto or other base map on which the soil lines were compiled and digitized probably differs from the background imagery displayed on these maps. As a result, some minor shifting of map unit boundaries may be evident.

Map Unit Legend

Map Unit Symbol	Map Unit Name	Acres in AOI	Percent of AOI
2	Ankona and Farnton sands	15.7	14.5%
13	Floridana sand, frequently ponded, 0 to 2 percent slopes	5.0	4.7%
26	Oldsmar sand, depressionnal	16.1	15.0%
44	Tantile and Pomona sands	70.9	65.8%
Totals for Area of Interest		107.7	100.0%

FIGURE 4
FLUCCS MAP



Source: South Florida Water Management District
Land Cover 2014-2016
National Agriculture Imagery Program (2019)



Environmental Impact Report
Fort Pierce, Florida
21003499
September 23, 2021



Project Area (~108 acres)
 Road

Florida Land Cover

- 2110, Improved Pastures
- 6410, Freshwater Marshes / Graminoid Prairie - Marsh
- 3300, Mixed Rangeland
- 4110, Pine Flatwoods
- 8310, Electric Power Facilities

FLUCCS Map
Section 31, T35S R40E
St. Lucie County, Florida

APPENDIX A
FNAI REPORT



1018 Thomasville Road
Suite 200-C
Tallahassee, FL 32303
850-224-8207
fax 850-681-9364
www.fnai.org

Elizabeth Wilk
Atwell, LLC
1240 East Diehl Road, Suite 300
Naperville, IL 60563

September 16, 2021

Dear Ms. Wilk,

Thank you for requesting information from the Florida Natural Areas Inventory (FNAI). At your request we have produced the following report for your project area.

The purpose of this Standard Data Report is to provide objective scientific information on natural resources located in the vicinity of a site of interest, in order to inform those involved in project planning and evaluation. This Report makes no determination of the suitability of a proposed project for this location, or the potential impacts of the project on natural resources in the area.

Project: Fort Pierce
Date Received: 9/15/2021
Location: St Lucie County

Element Occurrences

A search of our maps and database indicates that we currently have a few element occurrences mapped in the vicinity of the study area (see enclosed map and element occurrence table). Please be advised that a lack of element occurrences in the FNAI database is not a sufficient indication of the absence of rare or endangered species on a site.

The element occurrences data layer includes occurrences of rare species and natural communities. The map legend indicates that some element occurrences occur in the general vicinity of the label point. This may be due to lack of precision of the source data, or an element that occurs over an extended area (such as a wide ranging species or large natural community). For animals and plants, element occurrences generally refer to more than a casual sighting; they usually indicate a viable population of the species. Note that some element occurrences represent historically documented observations which may no longer be extant. Extirpated element occurrences will be marked with an 'X' following the occurrence label on the enclosed map.

Likely and Potential Rare Species

In addition to documented occurrences, other rare species and natural communities may be identified on or near the site based on habitat models and species range models (see enclosed Biodiversity Matrix Report). These species should be taken into consideration in field surveys, land management, and impact avoidance and mitigation.

FNAI habitat models indicate areas, which based on land cover type, offer suitable habitat for one or more rare species that is known to occur in the vicinity. Habitat models have been developed for approximately 300 of the rarest species tracked by the Inventory, including all federally listed species.



Florida Resources
and Environmental
Analysis Center

Institute of Science
and Public Affairs

The Florida State University

Tracking Florida's Biodiversity

FNAI species range models indicate areas that are within the known or predicted range of a species, based on climate variables, soils, vegetation, and/or slope. Species range models have been developed for approximately 340 species, including all federally listed species.

The FNAI Biodiversity Matrix Geodatabase compiles Documented, Likely, and Potential species and natural communities for each square mile Matrix Unit statewide.

CLIP

The enclosed map shows natural resource conservation priorities based on the Critical Lands and Waters Identification Project. CLIP is based on many of the same natural resource data developed for the Florida Forever Conservation Needs Assessment, but provides an overall picture of conservation priorities across different resource categories, including biodiversity, landscapes, surface waters, and aggregated CLIP priorities (that combine the individual resource categories). CLIP is also based primarily on remote sensed data and is not intended to be the definitive authority on natural resources on a site.

For more information on CLIP, visit <https://www.fnai.org/services/clip>.

The Inventory always recommends that professionals familiar with Florida's flora and fauna conduct a site-specific survey to determine the current presence or absence of rare, threatened, or endangered species.

Please visit www.fnai.org/trackinglist.cfm for county or statewide element occurrence distributions and links to more element information.

The database maintained by the Florida Natural Areas Inventory is the single most comprehensive source of information available on the locations of rare species and other significant ecological resources. However, the data are not always based on comprehensive or site-specific field surveys. Therefore this information should not be regarded as a final statement on the biological resources of the site being considered, nor should it be substituted for on-site surveys. Inventory data are designed for the purposes of conservation planning and scientific research, and are not intended for use as the primary criteria for regulatory decisions.

Information provided by this database may not be published without prior written notification to the Florida Natural Areas Inventory, and the Inventory must be credited as an information source in these publications. **The maps contain sensitive environmental information, please do not distribute or publish without prior consent from FNAI.** FNAI data may not be resold for profit.

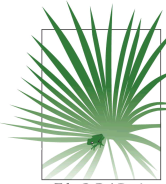
Thank you for your use of FNAI services. An invoice will be mailed separately. If I can be of further assistance, please contact me at (850) 224-8207 or at kbrinegar@fnai.fsu.edu.

Sincerely,

Kerri Brinegar

Kerri Brinegar
GIS / Data Services

Encl



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Suite 200-C
Tallahassee, FL 32303
(850) 224-8207
(850) 681-9364 Fax
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FLORIDA
Natural Areas
INVENTORY

Element Occurrences

- Animals
- Plants
- Communities
- Other
- Data Sensitive

Point Indicates General Vicinity of Element

U.S. Fish & Wildlife Service Scrub Jay Survey 1992-96

Conservation Lands

- Federal
- State
- Local
- Private
- State Aquatic Preserves



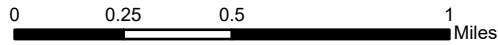
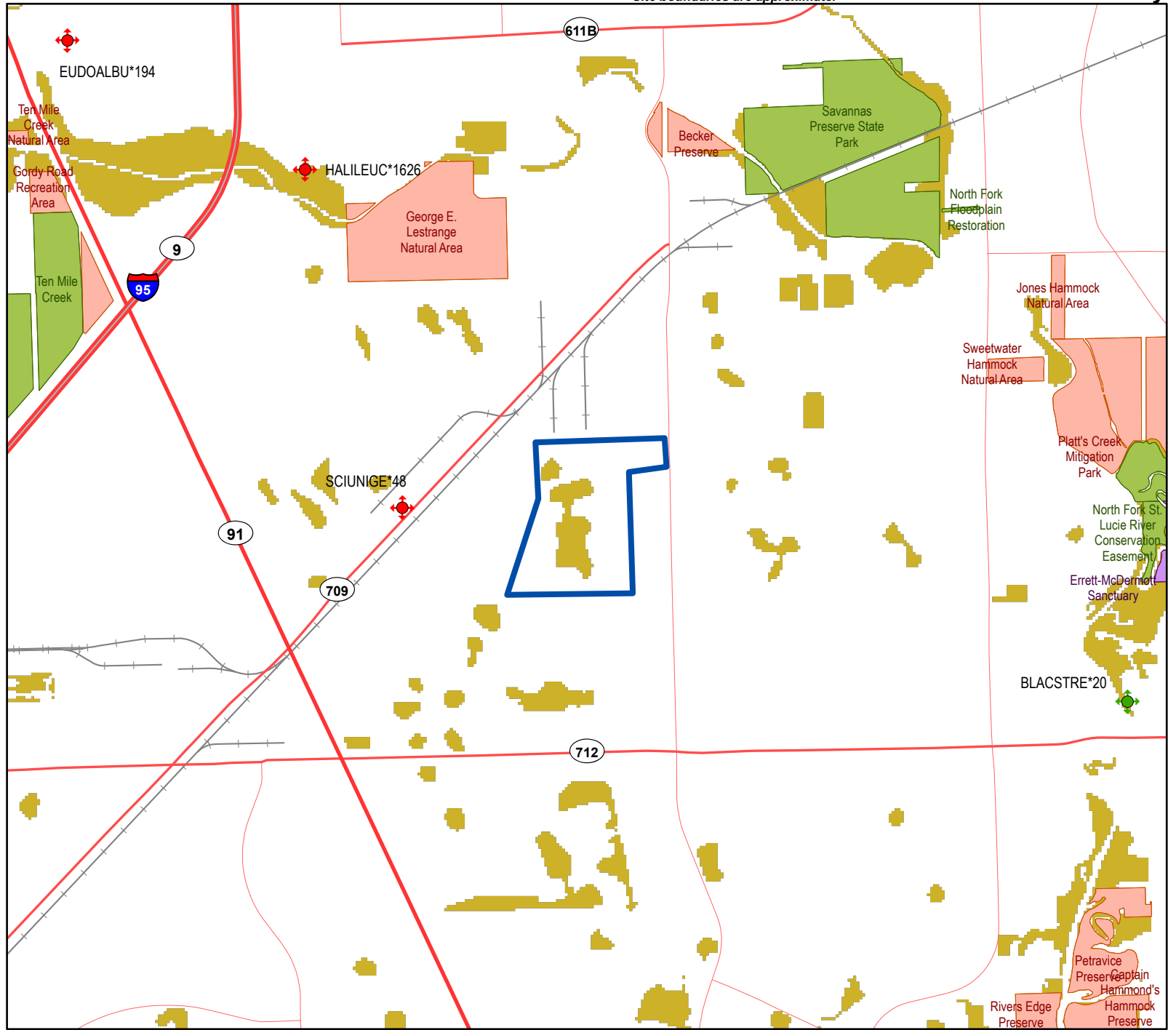
Land Acquisition Projects

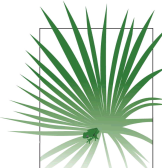
Florida Forever Board of Trustees Projects

- FNAI Rare Species Habitat
- FNAI Biodiversity Matrix Square Mile Units
- County Boundary
- Roads
- Water

NOTE

This map contains environmentally sensitive information. Please do not distribute or publish without prior consent from FNAI. Map should not be interpreted without accompanying documents.





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CLIP v4.0 Resource Priorities

Biodiversity Resource Category

- Priority 1 - highest
- Priority 2
- Priority 3
- Priority 4
- Priority 5

Landscape Resource Category

- Priority 1 - highest
- Priority 2
- Priority 3
- Priority 4
- Priority 5

Surface Water Resource Category

- Priority 1 - highest
- Priority 2
- Priority 3
- Priority 4
- Priority 5

Aggregated CLIP Priorities

- Priority 1 - highest
- Priority 2
- Priority 3
- Priority 4
- Priority 5

Site Boundary

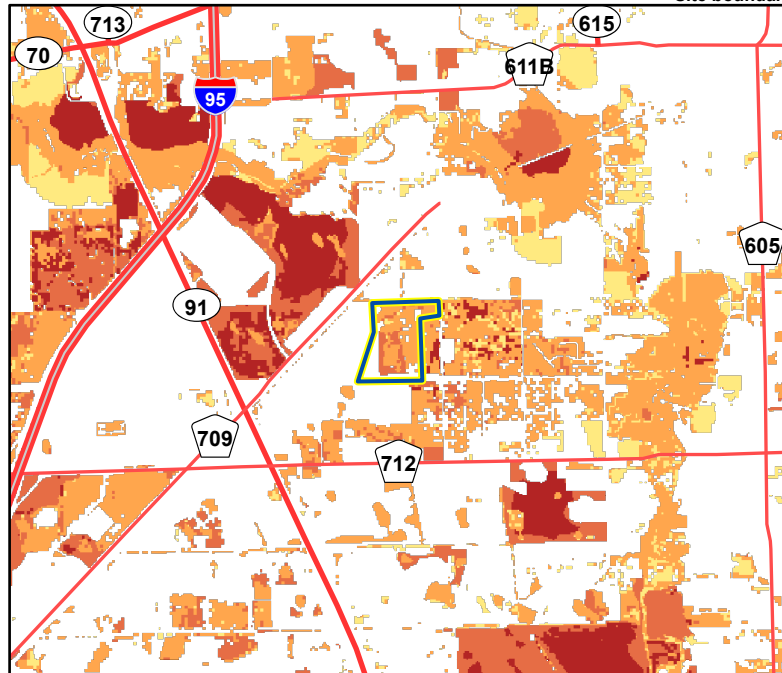
Map should not be interpreted without accompanying documents.

Critical Lands and Waters Identification Project (CLIP) is a cooperative effort between the FSU Florida Natural Areas Inventory, UF Center for Landscape Conservation Planning, and FL Fish & Wildlife Conservation Commission, with additional funding from FL Dept of Environmental Protection and US Fish & Wildlife Service.

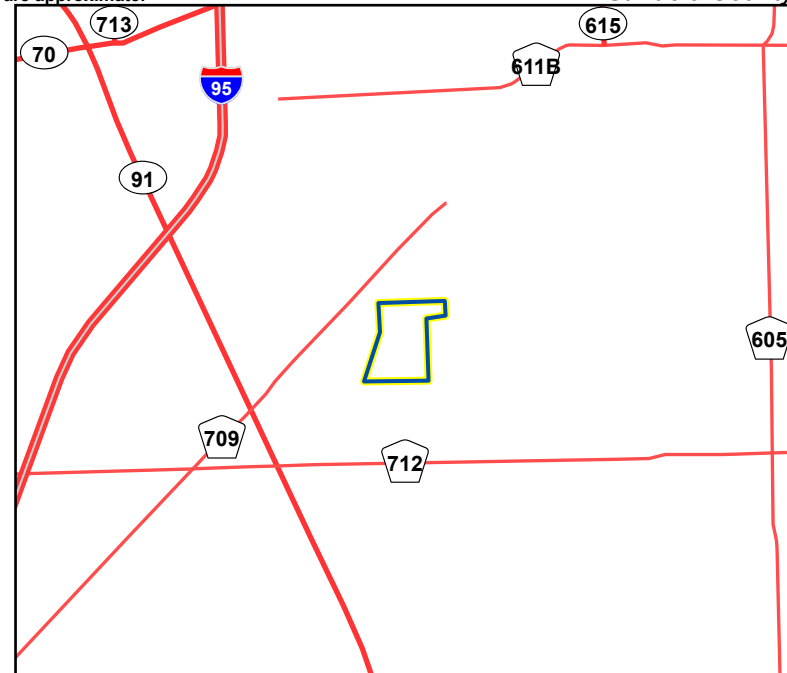
Fort Pierce

Site boundaries are approximate.

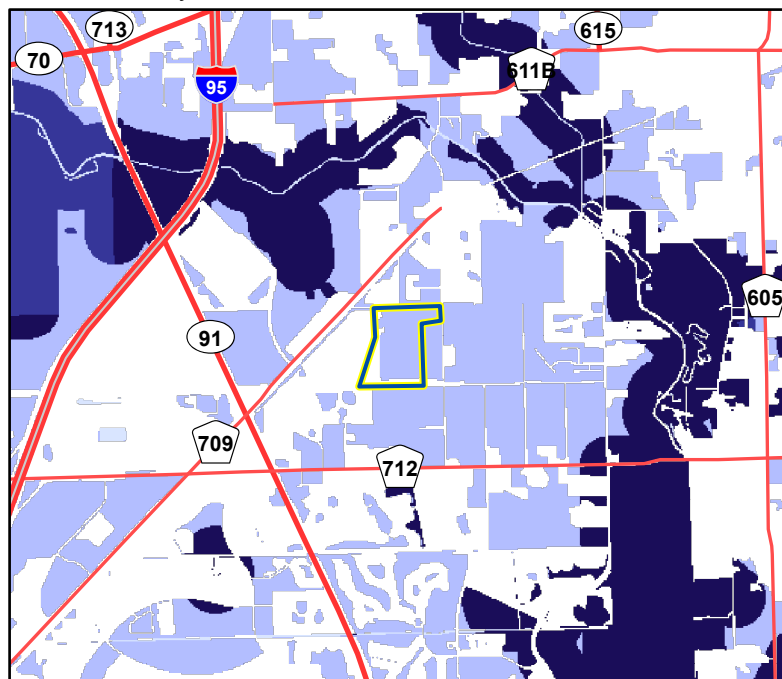
St Lucie County



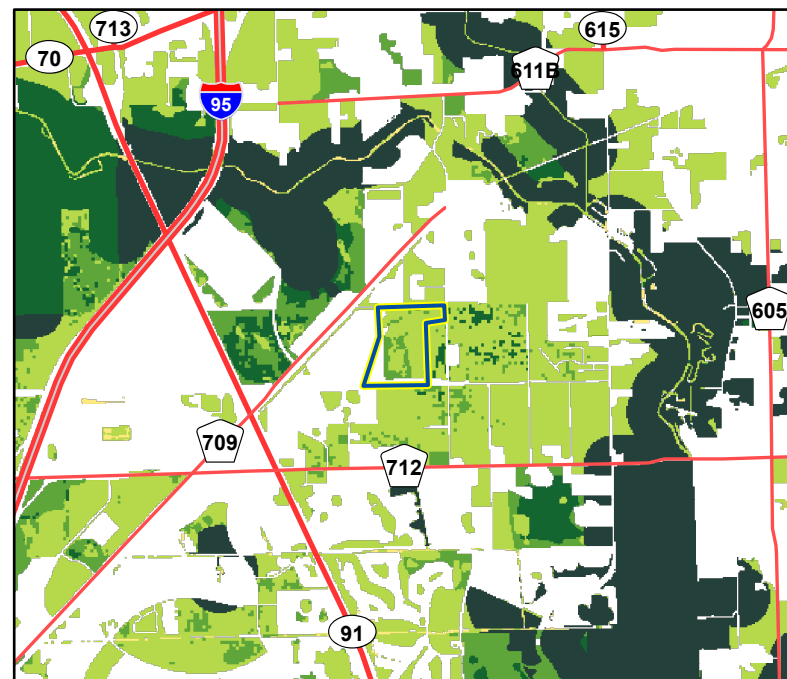
CLIP Biodiversity Resource Priorities



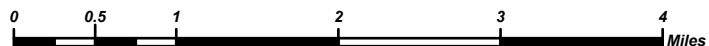
CLIP Landscape Resource Priorities

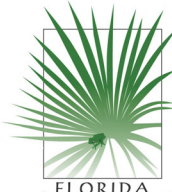


CLIP Surface Water Resource Priorities



CLIP Aggregated Resource Priorities





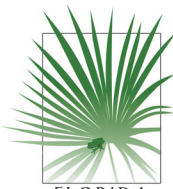
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 (850) 681-9364 Fax
 www.fnai.org

FLORIDA
Natural Areas
 INVENTORY

FNAI ELEMENT OCCURRENCE REPORT on or near Fort Pierce



Map Label	Scientific Name	Common Name	Global State Federal State Observation				Date	Description	EO Comments
			Rank	Rank	Status	Listing			
BLACSTRE*20	Blackwater stream		G4	S3	N	N	2004	16 MI OF DESIGNATED AQUATIC PRESERVE.	2004: extant based on aerial photography (PNDJAC01FLUS). 1982-Pre: see U82NPS01FLUS.
HALILEUC*1626	<i>Haliaeetus leucocephalus</i>	Bald Eagle	G5	S3	N	N	2003	2005-07-12: Source does not provide a description.	Nest status: Active, 2003, 2002, 2001, 2000; Unknown status or not assessed, 1999;(U03FWC01FLUS)
SCIUNIGE*48	<i>Sciurus niger niger</i>	Southeastern Fox Squirrel	G5T5	S3	N	N	1980-06-01	No general description given	SPEC (UF-20941) COLL 1 JUNE 1980 BY BILL AND HELEN DOWSLING.



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FLORIDA
Natural Areas
INVENTORY

Florida Natural Areas Inventory

Biodiversity Matrix Report



Scientific Name	Common Name	Global Rank	State Rank	Federal Status	State Listing
Matrix Unit ID: 65971					
Likely					
Mesic flatwoods		G4	S4	N	N
<i>Mycteria americana</i>	Wood Stork	G4	S2	T	FT
Potential					
<i>Athene cunicularia floridana</i>	Florida Burrowing Owl	G4T3	S3	N	ST
<i>Coelorachis tuberculosa</i>	Piedmont jointgrass	G3	S3	N	T
<i>Conradina grandiflora</i>	large-flowered rosemary	G3	S3	N	T
<i>Drymarchon couperi</i>	Eastern Indigo Snake	G3	S2?	T	FT
<i>Glandularia maritima</i>	coastal vervain	G3	S3	N	E
<i>Gopherus polyphemus</i>	Gopher Tortoise	G3	S3	C	ST
<i>Lechea cernua</i>	nodding pinweed	G3	S3	N	T
<i>Linum carteri</i> var. <i>smallii</i>	Small's flax	G2T2	S2	N	E
<i>Nemastylis floridana</i>	celestial lily	G2	S2	N	E
<i>Polygala smallii</i>	tiny polygala	G1	S1	E	E
<i>Pteroglossaspis ecristata</i>	giant orchid	G2G3	S2	N	T
<i>Rostrhamus sociabilis</i>	Snail Kite	G4G5	S2	E	FE
<i>Sceloporus woodi</i>	Florida Scrub Lizard	G2G3	S2S3	N	N
<i>Sciurus niger niger</i>	Southeastern Fox Squirrel	G5T5	S3	N	N

Definitions: Documented - Rare species and natural communities documented on or near this site.
 Documented-Historic - Rare species and natural communities documented, but not observed/reported within the last twenty years.
 Likely - Rare species and natural communities likely to occur on this site based on suitable habitat and/or known occurrences in the vicinity.
 Potential - This site lies within the known or predicted range of the species listed.

Elements and Element Occurrences

An **element** is any exemplary or rare component of the natural environment, such as a species, natural community, bird rookery, spring, sinkhole, cave, or other ecological feature.

An **element occurrence (EO)** is an area of land and/or water in which a species or natural community is, or was, present. An EO should have practical conservation value for the Element as evidenced by potential continued (or historical) presence and/or regular recurrence at a given location.

Element Ranking and Legal Status

Using a ranking system developed by NatureServe and the Natural Heritage Program Network, the Florida Natural Areas Inventory assigns two ranks for each element. The global rank is based on an element's worldwide status; the state rank is based on the status of the element in Florida. Element ranks are based on many factors, the most important ones being estimated number of Element Occurrences (EOs), estimated abundance (number of individuals for species; area for natural communities), geographic range, estimated number of adequately protected EOs, relative threat of destruction, and ecological fragility.

FNAI GLOBAL ELEMENT RANK

- G1** = Critically imperiled globally because of extreme rarity (5 or fewer occurrences or less than 1000 individuals) or because of extreme vulnerability to extinction due to some natural or man-made factor.
- G2** = Imperiled globally because of rarity (6 to 20 occurrences or less than 3000 individuals) or because of vulnerability to extinction due to some natural or man-made factor.
- G3** = Either very rare and local throughout its range (21-100 occurrences or less than 10,000 individuals) or found locally in a restricted range or vulnerable to extinction from other factors.
- G4** = Apparently secure globally (may be rare in parts of range).
- G5** = Demonstrably secure globally.
- GH** = Of historical occurrence throughout its range, may be rediscovered (e.g., ivory-billed woodpecker).
- GX** = Believed to be extinct throughout range.
- GXC** = Extirpated from the wild but still known from captivity or cultivation.
- G#?** = Tentative rank (e.g., G2?).
- G#G#** = Range of rank; insufficient data to assign specific global rank (e.g., G2G3).
- G#T#** = Rank of a taxonomic subgroup such as a subspecies or variety; the G portion of the rank refers to the entire species and the T portion refers to the specific subgroup; numbers have same definition as above (e.g., G3T1).
- G#Q** = Rank of questionable species - ranked as species but questionable whether it is species or subspecies; numbers have same definition as above (e.g., G2Q).
- G#T#Q** = Same as above, but validity as subspecies or variety is questioned.
- GU** = Unrankable; due to a lack of information no rank or range can be assigned (e.g., GUT2).
- GNA** = Ranking is not applicable because the element is not a suitable target for conservation (e.g. a hybrid species).
- GNR** = Element not yet ranked (temporary).
- GNRTNR** = Neither the element nor the taxonomic subgroup has yet been ranked.

FNAI STATE ELEMENT RANK

- S1** = Critically imperiled in Florida because of extreme rarity (5 or fewer occurrences or less than 1000 individuals) or because of extreme vulnerability to extinction due to some natural or man-made factor.
- S2** = Imperiled in Florida because of rarity (6 to 20 occurrences or less than 3000 individuals) or because of vulnerability to extinction due to some natural or man-made factor.
- S3** = Either very rare and local in Florida (21-100 occurrences or less than 10,000 individuals) or found locally in a restricted range or vulnerable to extinction from other factors.
- S4** = Apparently secure in Florida (may be rare in parts of range).
- S5** = Demonstrably secure in Florida.
- SH** = Of historical occurrence in Florida, possibly extirpated, but may be rediscovered (e.g., ivory-billed woodpecker).
- SX** = Believed to be extirpated throughout Florida.
- SU** = Unrankable; due to a lack of information no rank or range can be assigned.
- SNA** = State ranking is not applicable because the element is not a suitable target for conservation (e.g. a hybrid species).
- SNR** = Element not yet ranked (temporary).

FEDERAL LEGAL STATUS

Legal status information provided by FNAI for information only. For official definitions and lists of protected species, consult the relevant federal agency.

Definitions derived from U.S. Endangered Species Act of 1973, Sec. 3. Note that the federal status given by FNAI refers only to Florida populations and that federal status may differ elsewhere.

C = Candidate species for which federal listing agencies have sufficient information on biological vulnerability and threats to support proposing to list the species as Endangered or Threatened.

E = Endangered: species in danger of extinction throughout all or a significant portion of its range.

E, T = Species currently listed endangered in a portion of its range but only listed as threatened in other areas

E, PDL = Species currently listed endangered but has been proposed for delisting.

E, PT = Species currently listed endangered but has been proposed for listing as threatened.

E, XN = Species currently listed endangered but tracked population is a non-essential experimental population.

T = Threatened: species likely to become Endangered within the foreseeable future throughout all or a significant portion of its range.

PE = Species proposed for listing as endangered

PS = Partial status: some but not all of the species' infraspecific taxa have federal

PT = Species proposed for listing as threatened

SAT = Treated as threatened due to similarity of appearance to a species which is federally listed such that enforcement personnel have difficulty in attempting to differentiate between the listed and unlisted species.

SC = Not currently listed, but considered a "species of concern" to USFWS.

STATE LEGAL STATUS

Provided by FNAI for information only. For official definitions and lists of protected species, consult the relevant state agency.

Animals: Definitions derived from "Florida's Endangered Species and Species of Special Concern, Official Lists" published by Florida Fish and Wildlife Conservation Commission, 1 August 1997, and subsequent updates.

C = Candidate for listing at the Federal level by the U. S. Fish and Wildlife Service

FE = Listed as Endangered Species at the Federal level by the U. S. Fish and Wildlife Service

FT = Listed as Threatened Species at the Federal level by the U. S. Fish and Wildlife Service

FXN = Federal listed as an experimental population in Florida

FT(S/A) = Federal Threatened due to similarity of appearance

ST = State population listed as Threatened by the FFWCC. Defined as a species, subspecies, or isolated population which is acutely vulnerable to environmental alteration, declining in number at a rapid rate, or whose range or habitat is decreasing in area at a rapid rate and as a consequence is destined or very likely to become an endangered species within the foreseeable future.

SSC = Listed as Species of Special Concern by the FFWCC. Defined as a population which warrants special protection, recognition, or consideration because it has an inherent significant vulnerability to habitat modification, environmental alteration, human disturbance, or substantial human exploitation which, in the foreseeable future, may result in its becoming a threatened species. (SSC* for *Pandion haliaetus* (Osprey) indicates that this status applies in Monroe county only.)

N = Not currently listed, nor currently being considered for listing.

Plants: Definitions derived from Sections 581.011 and 581.185(2), Florida Statutes, and the Preservation of Native Flora of Florida Act, 5B-40.001. FNAI does not track all state-regulated plant species; for a complete list of state-regulated plant species, call Florida Division of Plant Industry, 352-372-3505 or see: <http://www.doacs.state.fl.us/pi/>.

E = Endangered: species of plants native to Florida that are in imminent danger of extinction within the state, the survival of which is unlikely if the causes of a decline in the number of plants continue; includes all species determined to be endangered or threatened pursuant to the U.S. Endangered Species Act.

T = Threatened: species native to the state that are in rapid decline in the number of plants within the state, but which have not so decreased in number as to cause them to be Endangered.

N = Not currently listed, nor currently being considered for listing.

Element Occurrence Ranking

FNAI ranks of quality of the element occurrence in terms of its viability (EORANK). Viability is estimated using a combination of factors that contribute to continued survival of the element at the location. Among these are the size of the EO, general condition of the EO at the site, and the conditions of the landscape surrounding the EO (e.g. an immediate threat to an EO by local development pressure could lower an EO rank).

- A** = Excellent estimated viability
- A?** = Possibly excellent estimated viability
- AB** = Excellent or good estimated viability
- AC** = Excellent, good, or fair estimated viability
- B** = Good estimated viability
- B?** = Possibly good estimated viability
- BC** = Good or fair estimated viability
- BD** = Good, fair, or poor estimated viability
- C** = Fair estimated viability
- C?** = Possibly fair estimated viability
- CD** = Fair or poor estimated viability
- D** = Poor estimated viability
- D?** = Possibly poor estimated viability
- E** = Verified extant (viability not assessed)
- F** = Failed to find
- H** = Historical
- NR** = Not ranked, a placeholder when an EO is not (yet) ranked.
- U** = Unrankable
- X** = Extirpated

*For additional detail on the above ranks see: <http://www.natureserve.org/explorer/eorankguide.htm>

FNAI also uses the following EO ranks:

- H?** = Possibly historical
- F?** = Possibly failed to find
- X?** = Possibly extirpated

The following offers further explanation of the H and X ranks as they are used by FNAI:

The rank of H is used when there is a lack of recent field information verifying the continued existence of an EO, such as (a) when an EO is based only on historical collections data; or (b) when an EO was ranked A, B, C, D, or E at one time and is later, without field survey work, considered to be possibly extirpated due to general habitat loss or degradation of the environment in the area. This definition of the H rank is dependent on an interpretation of what constitutes "recent" field information. Generally, if there is no known survey of an EO within the last 20 to 40 years, it should be assigned an H rank. While these time frames represent suggested maximum limits, the actual time period for historical EOs may vary according to the biology of the element and the specific landscape context of each occurrence (including anthropogenic alteration of the environment). Thus, an H rank may be assigned to an EO before the maximum time frames have lapsed. Occurrences that have not been surveyed for periods exceeding these time frames should not be ranked A, B, C, or D. The higher maximum limit for plants and communities (i.e., ranging from 20 to 40 years) is based upon the assumption that occurrences of these elements generally have the potential to persist at a given location for longer periods of time. This greater potential is a reflection of plant biology and community dynamics. However, landscape factors must also be considered. Thus, areas with more anthropogenic impacts on the environment (e.g., development) will be at the lower end of the range, and less-impacted areas will be at the higher end.

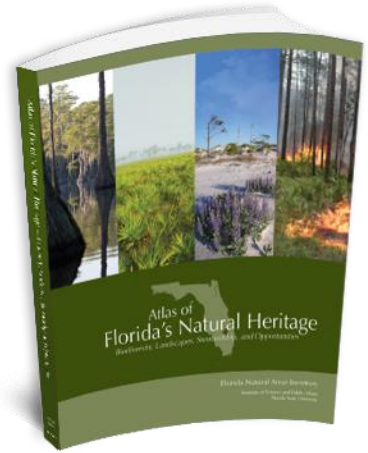
The rank of X is assigned to EOs for which there is documented destruction of habitat or environment, or persuasive evidence of eradication based on adequate survey (i.e., thorough or repeated survey efforts by one or more experienced observers at times and under conditions appropriate for the Element at that location).



Atlas of Florida's Natural Heritage

Biodiversity, Landscapes, Stewardship, and Opportunities

The Florida Natural Areas Inventory is pleased to announce the publication of the ***Atlas of Florida's Natural Heritage: Biodiversity, Landscapes, Stewardship, and Opportunities***. This high-quality, full-color *Atlas* is sure to become a standard reference for anyone involved in the conservation, management, study, or enjoyment of Florida's rich natural resources. We hope the *Atlas* will inspire, educate, and raise awareness of and interest in biodiversity and conservation issues.



Learn more about the Atlas, view sample pages and order your copy today at:
<https://www.fnai.org/publications/atlas-natural-heritage>

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<http://fnai.blogspot.com/>

and



December 10th, 2021

City of Fort Pierce
Planning Department
100 North US Highway 1
Fort Pierce, Florida 34950

**Re: Fort Pierce Commerce Center
Drainage Statement
Selvitz Road & Energy Lane
Parcel/Tax ID No: 2431-800-0005-000-1, 2431-
800-0004-000-4, 2431-800-0002-000-0, 2431-800-
0006-000-8, 2431-800-0007-000-5, 2431-800-0003-
000-7
DEC No.: 3342-99-005**

Dear members of the Planning Department,

On behalf of our client, St. Lucie Commerce Center, LLC (the “Applicant”) please accept this drainage narrative for the Fort Pierce Commerce Center (the “Project”). The 108.78-acre project site is designated at the subject location in the City of Fort Pierce. The applicant is proposing to construct +/-1,215,000 SF or 27.89 acres of industrial/warehouse building with associated site improvements including, but not limited to, truck loading, trailer storage, parking, stormwater management, utility infrastructure, landscaping, and lighting. This statement has been prepared to analyze the proposed drainage conditions for the Applicant’s proposed project.

The subject property is under the jurisdiction of the City of Fort Pierce, North St. Lucie River Water Control District (NSLRWCD) and South Florida Water Management District (SFWMD), bordered on both the northern and southern boundaries by NSLRWCD canals 101 and 102. The receiving water bodies are NSLRWCD Canals 101 & 102, and have been identified as impaired by SFWMD. The subject property was previously permitted under SFWMD Permit No. 56-02297-P for a similar industrial development. A portion of the permitted work was completed, which included utility and stormwater infrastructure, and the construction of Energy Lane. The existing stormwater management system consists of approximately 17.53 acres of preserved wetlands, a series of interconnected catch basins, and two control structures that allow stormwater runoff discharge from the subject property into the NSLRWCD canals 101 and 102.

The following table, Table 1, shows the pre-development and post-development land use breakdown.

Land Use	Approved Under Permit 56-02297-P (ac)	Pre-Development (ac)	Post-Development (ac)	Post Development (%)
Building	40.79	0.00	27.89	25.64
Wetland Area	17.06	17.53	17.53	16.12
Wet Detention	N/A	0.00	3.67	3.37
Other Impervious	25.51	1.82	28.35	26.06
Pervious (excluding Dry Detention)	17.59	89.43	27.84	25.59
Dry Detention	7.80	0.00	3.50	3.22
Total	108.78	108.78	108.78	100.00

Table 1

The proposed stormwater management design for the subject property will include dry detention ponds, wet detention ponds, swales, existing wetlands, and a series of interconnected inlets and underground drainage pipe system that will route the stormwater through the existing two control structures to outfall stormwater to the NSLRWCD canals 101 and 102. Water quality is attained by following the SWERP Manual – Surface Water Quality Standards of the Florida Department of Environmental Protection Rule 62-302. The required design treatment volume for new development is the greater of the following:

- a. The first inch of runoff from the entire contributing area,
- b. 2.5 inches times the percentage of imperviousness for the contributing area.

For the subject property, the greater of the two criteria above referenced is option (b). 2.5 inches times the percentage of imperviousness for the contributing area. Based on the proposed land values in Table 1 provided above, a treatment volume of 9.72 ac-ft is required. Separately, 0.5” of dry-pretreatment is required for the entire project area, which equates to 3.66 ac-ft of dry-pretreatment. Treatment calculations were based on developable project area. The preserved wetland area was not included in required treatment calculations.

The 3.66 ac-ft of dry pre-treatment volume is provided by interpolation, using the proposed stage storage calculations provided, at stage 17.77 (N.A.V.D.) within the dry swales and dry detention areas. Therefore, catch basins’ elevations will be set at the pre-treatment elevation prior to draining into the wet detention areas. This is to ensure that all dry-pretreatment is provided prior to overflow into the wet detention system. Additionally, the 8.64 ac-ft of treatment volume is being provided at stage 15.96 (N.A.V.D.). Therefore, the weirs, prior to any discharge into the wetlands, will be set at 16.00 (N.A.V.D.) to ensure all water quality is provided prior to outfall into the preserved wetlands. The calculations for these design parameters are conceptual in nature and available in the Drainage Calculations attached to this document, and were calculated without discharge using TR-55 criteria.

Based on the findings of the geotechnical investigation report by Dynamic Earth (DEARTH), the groundwater table was located at an average of 3' below ground level. The control water elevation is 15.51 (N.A.V.D.). Available information for the water table data for the NSLRWCD Canals 101 and 102 were also used to set the control water elevation, and the available data was consistent with the 15.51 (N.A.V.D.) elevation.

Per NSLRWCD, the allowable discharge during the 10-yr/72-hr storm event is 2" volume per day. Therefore, the allowable discharge for the proposed development is 9.14 cfs.

The perimeter berm elevation is based on the 25-yr/72-hr storm event. The subject property has no base flood information per FEMA FIRMette 12111C0188K (attached to this document); therefore, the Finished Floor Elevation (FFE) was governed by the 100 year/72-hr storm stage elevation. The preliminary peak stages (no discharge accounted for) and proposed grading parameters are as listed on the following table, Table 2:

Design Storm Event (Freq/Duration)	Rainfall (in)	Runoff Volume (ac-ft) (NAVD)	Post Development (ft) (NAVD)	Proposed Minimum Design Parameters (NAVD)	Parameter Criteria
10-Year/1-hr	3.20	15.73	16.30	N/A	N/A
10-Year/24-hr	6.00	38.72	17.22	18.18	Inlet/TOB
10-Year/72-hr	8.00	56.01	17.86	N/A	Discharge
25-Year/72-hr	9.50	69.18	18.32	18.51	Perimeter Berm
100-Year/72-hr	12.23	93.39	18.85	23.59	Finished Floor

Table 2

The proposed development has been conceptually designed with provisions for the safe and efficient control of stormwater runoff in a manner that will not adversely impact the existing drainage patterns, adjacent roadways or adjacent parcels. A final site grading and drainage calculations/impacts will be provided at time of permit. We respectfully request your review and approval of the requested stormwater permits for construction.

Sincerely,
 Dynamic Engineering Consultants, P.C.

Michael D. Miles, PE
 Regional Manager/ Principal
 FL Professional Engineer License No.81313

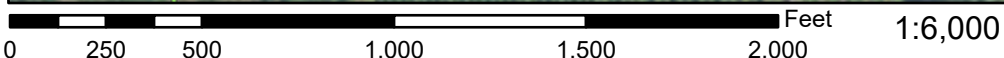
Attachments:

- FEMA FIRMette 12111C0188K
- Drainage Calculations

National Flood Hazard Layer FIRMMette



80°22'34"W 27°23'17"N



Basemap: USGS National Map: Orthoimagery: Data refreshed October, 2020

Legend

SEE FIS REPORT FOR DETAILED LEGEND AND INDEX MAP FOR FIRM PANEL LAYOUT

SPECIAL FLOOD HAZARD AREAS		Without Base Flood Elevation (BFE) <i>Zone A, V, A99</i>
		With BFE or Depth <i>Zone AE, AO, AH, VE, AR</i>
		Regulatory Floodway
OTHER AREAS OF FLOOD HAZARD		0.2% Annual Chance Flood Hazard, Areas of 1% annual chance flood with average depth less than one foot or with drainage areas of less than one square mile <i>Zone X</i>
		Future Conditions 1% Annual Chance Flood Hazard <i>Zone X</i>
		Area with Reduced Flood Risk due to Levee. See Notes. <i>Zone X</i>
		Area with Flood Risk due to Levee <i>Zone D</i>
OTHER AREAS		NO SCREEN Area of Minimal Flood Hazard <i>Zone X</i>
		Effective LOMRs
		Area of Undetermined Flood Hazard <i>Zone D</i>
GENERAL STRUCTURES		Channel, Culvert, or Storm Sewer
		Levee, Dike, or Floodwall
OTHER FEATURES		20.2 Cross Sections with 1% Annual Chance Water Surface Elevation
		17.5 Cross Sections with 1% Annual Chance Water Surface Elevation
		Coastal Transect
		Base Flood Elevation Line (BFE)
		Limit of Study
		Jurisdiction Boundary
		Coastal Transect Baseline
		Profile Baseline
		Hydrographic Feature
MAP PANELS		Digital Data Available
		No Digital Data Available
		Unmapped
		The pin displayed on the map is an approximate point selected by the user and does not represent an authoritative property location.



This map complies with FEMA's standards for the use of digital flood maps if it is not void as described below. The basemap shown complies with FEMA's basemap accuracy standards

The flood hazard information is derived directly from the authoritative NFHL web services provided by FEMA. This map was exported on **11/19/2021 at 11:26 AM** and does not reflect changes or amendments subsequent to this date and time. The NFHL and effective information may change or become superseded by new data over time.

This map image is void if the one or more of the following map elements do not appear: basemap imagery, flood zone labels, legend, scale bar, map creation date, community identifiers, FIRM panel number, and FIRM effective date. Map images for unmapped and unmodernized areas cannot be used for regulatory purposes.



Land Use & Soil Storage Calculations

Fort Pierce Commerce Center

Job No: 3342-99-005

Designed by: JCP/ ACM

Checked by: MDM/ ACM

Date: 12/9/2021

<u>Post-Development Land Uses</u>	<u>Sub-Area (ac)</u>	<u>Area (ac)</u>
Impervious Areas		60.04
Buildings	27.89	
Asphalt, Pavement, Sidewalk, Misc. Impervious	28.35	
Wet Detention Surfaces	3.80	
Wet Detention Banks	0.77	
Wetland Surfaces		17.53
Wetland Banks		3.37
Pervious Areas		27.84
Dry Detention (17.50)	0.20	
Dry Detention Banks (19.50-17.50)	0.11	
Dry Detention (16.51)	0.99	
Dry Detention Banks (17.51-16.51)	0.23	
Dry Detention (17.28)	0.05	
Dry Detention Banks (18.28-17.28)	0.02	
Dry Detention (16.51)	1.27	
Dry Detention Banks (18.51-16.51)	0.63	
Landscaping	23.57	
Total Area		108.78

<u>Soil Storage</u>	<u>Existing</u>	<u>Proposed</u>	
Control Water Elevation	15.51	15.51	NAVD
Average Site Elevation (Dry Detention)	10.85	17.60	NAVD
Average Depth to Water Table (Dry Detention)	-4.66	2.09	ft
Soil Storage Capability (Coastal)	0.00	1.88	in
Soil Storage (S) Over the Site (Dry Detention)	0.00	0.03	in
Average Site Elevation (Landscaping)	15.87	19.51	NAVD
Average Depth to Water Table (Landscaping)	0.36	4.00	ft
Soil Storage Capability (Coastal)	0.00	8.18	in
Soil Storage (S) Over the Site (Landscaping)	0.00	1.77	in
Soil Storage (S) Over the Site (Entire Site)	0.00	1.81	in
Curve Number (CN) Based on Soil Storage (S)	100.00	84.71	

Post Development Stage-Storage Calculations



Fort Pierce Commerce Center

Land Uses	Storage Type	Area (AC)	Elevation Range NAVD		Stage Step Interval:	0.50	
	(Linear/Vertical)		Average Low	Average High	Start Stage Elevation:	15.50	
Impervious Areas	L	28.35	18.18	21.59			
Dry Detention (17.50)	V	0.20	17.50				
Dry Detention Banks (19.50-17.50)	L	0.11	17.50	19.50			
Dry Detention (16.51)	V	0.99	16.51				
Dry Detention Banks (17.51-16.51)	L	0.23	16.51	17.51			
Dry Detention (17.28)	V	0.05	17.28				
Dry Detention Banks (18.28-17.28)	L	0.02	17.28	18.28			
Dry Detention (16.51)	V	1.27	16.51				
Dry Detention Banks (18.51-16.51)	L	0.63	16.51	18.51			
Landscaping	L	23.57	18.18	21.59			
Wet Detention Surfaces	V	0.00	15.51				
Wet Detention Banks	L	0.00	15.51	18.51			
Wetland Surfaces	V	17.53	15.51				
Wetland Banks	L	3.37	15.51	16.51			
Total Area =		76.32	DOES NOT INCLUDE BLDGS				

TOTAL CUMULATIVE STORAGE	DRY CUMULATIVE STORAGE
--------------------------	------------------------

Stage	Impervious Areas	Dry Detention (16.51)	Dry Detention Banks (18.51-16.51)	Landscaping	Wetland Surfaces	Wetland Banks	Wet Detention Surfaces	Wet Detention Banks	Dry Detention (17.50)	Dry Detention Banks (19.50-17.50)	Dry Detention (16.51)	Dry Detention Banks (17.51-16.51)	Dry Detention (17.28)	Dry Detention Banks (18.28-17.28)	(AC-FT)	(AC-FT)
15.50	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
16.00	0.00	0.00	0.00	0.00	8.77	0.40	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	9.17	0.00
16.50	0.00	0.00	0.00	0.00	17.53	1.65	0.40	0.00	0.00	0.00	0.00	0.00	0.00	0.00	19.59	0.00
17.00	0.00	0.64	0.04	0.00	26.30	3.34	1.65	0.00	0.00	0.00	0.50	0.03	0.00	0.00	32.48	1.20
17.50	0.00	1.27	0.15	0.00	35.06	5.02	3.34	0.00	0.00	0.00	0.99	0.11	0.03	0.00	45.97	2.55
18.00	0.00	1.91	0.35	0.00	43.83	6.71	5.02	0.00	0.10	0.01	1.49	0.23	0.05	0.01	59.68	4.13
18.50	0.43	2.54	0.62	0.35	52.59	8.39	6.71	0.00	0.20	0.03	1.98	0.34	0.08	0.02	74.27	5.80
19.00	2.80	3.18	0.94	2.32	61.36	10.08	8.39	8.39	0.30	0.06	2.48	0.46	0.10	0.03	100.87	7.53
19.50	7.24	3.81	1.25	6.02	70.12	11.76	10.08	10.08	0.40	0.11	2.97	0.57	0.13	0.04	124.58	9.28
20.00	13.77	4.45	1.57	11.45	78.89	13.45	11.76	11.76	0.50	0.17	3.47	0.69	0.15	0.05	152.10	11.03
20.50	22.37	5.08	1.88	18.60	87.65	15.13	13.45	13.45	0.60	0.22	3.96	0.80	0.18	0.06	183.43	12.78
21.00	33.06	5.72	2.20	27.48	96.42	16.82	15.13	15.13	0.70	0.28	4.46	0.92	0.20	0.07	218.56	14.53
21.50	45.82	6.35	2.51	38.09	105.18	18.50	16.82	16.82	0.80	0.33	4.95	1.03	0.23	0.08	257.50	16.28
22.00	59.99	6.99	2.83	49.88	113.95	20.19	18.50	18.50	0.90	0.39	5.45	1.15	0.25	0.09	299.03	18.03
22.50	74.17	7.62	3.14	61.66	122.71	21.87	20.19	20.19	1.00	0.44	5.94	1.26	0.28	0.10	340.56	19.78
23.00	88.34	8.26	3.46	73.45	131.48	23.56	21.87	21.87	1.10	0.50	6.44	1.38	0.30	0.11	382.09	21.53
23.50	102.52	8.89	3.77	85.23	140.24	25.24	23.56	23.56	1.20	0.55	6.93	1.49	0.33	0.12	423.62	23.28
24.00	116.69	9.53	4.09	97.02	149.01	26.93	25.24	25.24	1.30	0.61	7.43	1.61	0.35	0.13	465.15	25.03
24.50	130.87	10.16	4.40	108.80	157.77	28.61	26.93	26.93	1.40	0.66	7.92	1.72	0.38	0.14	506.68	26.78
25.00	145.04	10.80	4.72	120.59	166.54	30.30	28.61	28.61	1.50	0.72	8.42	1.84	0.40	0.15	548.21	28.53



Fort Pierce Commerce Center Water Quality Treatment Calculations

LAND USE

Wet Detention Surface Area =	3.80 ac.	4.13%
Buildings =	27.89 ac.	30.31%
Pavement & Others =	28.35 ac.	30.81%
Green Areas =	31.98 ac.	34.75%
Total =	92.02 ac.*	100%
* Total area excludes wetlands for calculation purposes		
Total overall impervious surface =		65.25%

WATER QUALITY CRITERIA:

Water quality treatment shall be provided during a 3 year, 1 hour storm event (3.28") for one of the following conditions:

- If a wet detention system is proposed, then whichever is the greater of the following governs treatment criteria:
- a. The first inch of runoff from the entire contributing area.
 - b. 2.5 inches times the percentage of imperviousness for the contributing area.
2. Exfiltration trench requires the volume required for the wet detention system.
 3. If a dry detention system is proposed, 75% of volume required for wet detention is required.
 4. If a retention system (no outfall) is proposed, 50% of volume required for wet detention is required.

WATER QUALITY CALCULATIONS:

Volume of first inch of runoff from the entire contributing area:
 = 1.00 inch X 92.02 acres X (1 foot / 12 inches)
 = **7.67 ac-ft for the first inch of runoff required of wet detention storage**

Volume of 2.5 inches times the percentage of imperviousness for the contributing area:
 Site area for water quality pervious & impervious calculations only:
 Total Project - (Wet Detention Surface Area + Buildings)
 = 92.020 acres - 31.69 acres
 = **60.33 acres of contributing area for quality calculations**

Impervious area for water quality pervious / impervious calculations:
 = Site Area (wq) - Pervious
 = 60.33 acres - 31.98 acres
 = **28.35 acres of impervious area requiring treatment**

Percentage of impervious area requiring quality treatment:
 = Impervious area requiring treatment / contributing area requiring treatment
 = 28.35 acres / 60.33 acres
 = **46.99 % Impervious**

For 2.5 inches times the percentage of impervious area:
 = 2.5 inches X 46.99 %
 = **1.17 inches to be treated**

Volume required for quality detention treatment:
 = Inches to be treated X (Total Contributing Area - Wet Detention Surface Areas)
 = 1.17 inches X (92.02 acres - 3.80 acres) x (1 foot / 12 inches)
 = **8.64 ac-ft treatment required of wet detention storage**

The first inch of runoff from the entire developed site = 7.67 ac-ft
 2.5 inches times the percentage of impervious area = 8.64 ac-ft

The volume of	8.64	ac-ft
The volume of	6.48	ac-ft
The volume of	9.72	ac-ft controls

25% Credit per Note 3 above
 Additional 50% for impaired receiving water bodies

**Post-Development
TR-55 Volume Calculations
Fort Pierce Commerce Center**



Equations Utilized (TR55)
 $S = (1000/CN) - 10$
 $Q = (P_{25} - 0.2S)^2 / (P_{25} + 0.8S)$
 $V_r \text{ (ac-ft)} = (Q)(A)/12$

STAGE-STORAGE TABLE	
Stage (elev., ft)	Site Storage (ac-ft)
15.50	0.00
16.00	9.17
16.50	19.59
17.00	32.48
17.50	45.97
18.00	59.68
18.50	74.27
19.00	100.87
19.50	124.58
20.00	152.10
20.50	183.43
21.00	218.56
21.50	257.50
22.00	299.03
22.50	340.56
23.00	382.09
23.50	423.62
24.00	465.15
24.50	506.68
25.00	548.213

RUNOFF VOLUMES					
Design Storm Event	10-year / 1-hr	10-year / 24-hr	10-year / 72-hr	25-year / 72-hr	100-year / 72-hr
Soil Retention (S) (in)	1.81	1.81	1.81	1.81	1.81
Rainfall (P) (in)	3.20	6.00	8.00	9.50	12.23
Site Drainage Area (A) (ac)	108.78	108.78	108.78	108.78	108.78
Runoff (Q) (in)	1.74	4.27	6.18	7.63	10.30
Volume of Runoff (V _r) (ac-ft)	15.73	38.72	56.01	69.18	93.39

SUMMARY					
Design Storm	Proposed TR-55 Peak Stage (ft)	ICPR Routed Peak Stage (ft)	Design Elevation Parameter Criteria	Proposed Design Parameter	
10-year / 1-hr	16.30	N/A	N/A	N/A	
10-year / 24-hr	17.22	N/A	Inlet	18.18	
10-year / 72-hr	17.86	N/A	Discharge	N/A	
25-year / 72-hr	18.32	N/A	Perimeter Berm	18.51	
100-year / 72-hr	18.85	N/A	Finished Floor	23.59	
Design Storm	Allowable Discharge (cfs)	Allowable Discharge:			
10-year / 72-hr	9.14	2" / AC / DAY PER NSLRWCD DESIGN STANDARDS FOR CANALS 101 & 102			



O'ROURKE
ENGINEERING & PLANNING

TRAFFIC ANALYSIS

FOR

**Ft. Pierce Commerce Center
(FKA Energy & Selvitz)**

Prepared for:

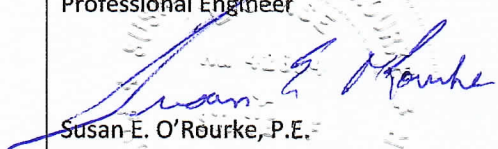
**Mr. Michael D. Miles, P.E.
Dynamic Engineering Consultants, P.C.
100 NE 5th Ave, Suite B2
Delray Beach, FL 33483**

Prepared by:

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

**December 7, 2021
Updated May 12, 2022
Updated August 11, 2022**

SR21093.0

<p>Prepared by: O'Rourke Engineering & Planning Certificate of Authorization: #26869 22 SE Seminole Street Stuart, Florida 34994 772-781-7918</p>	<p>Professional Engineer  Susan E. O'Rourke, P.E. Date signed and sealed: 8/11/2022 License #: 42684</p>
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O'ROURKE
ENGINEERING & PLANNING

December 3, 2021

Mr. Michael D. Miles, P.E.
Dynamic Engineering Consultants, P.C.
100 NE 5th Ave, Suite B2
Delray Beach, FL 33483

Re: Ft. Pierce Commerce Center

Dear Mr. Miles, P.E. :

O'Rourke Engineering & Planning has completed the analysis of the proposed Ft. Pierce Commerce Center warehouse development located on Energy Lane and west of Selvitz 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

Ft. Pierce Commerce Ctr Traffic Analysis 8.11.2022

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INTRODUCTION

O'Rourke Engineering & Planning was retained to prepare a traffic analysis for the proposed commercial development located south of Prosperity Drive and west of Selvitz Road in St. Lucie County. The purpose of this report is to determine the projects impact on the surrounding roadway system.

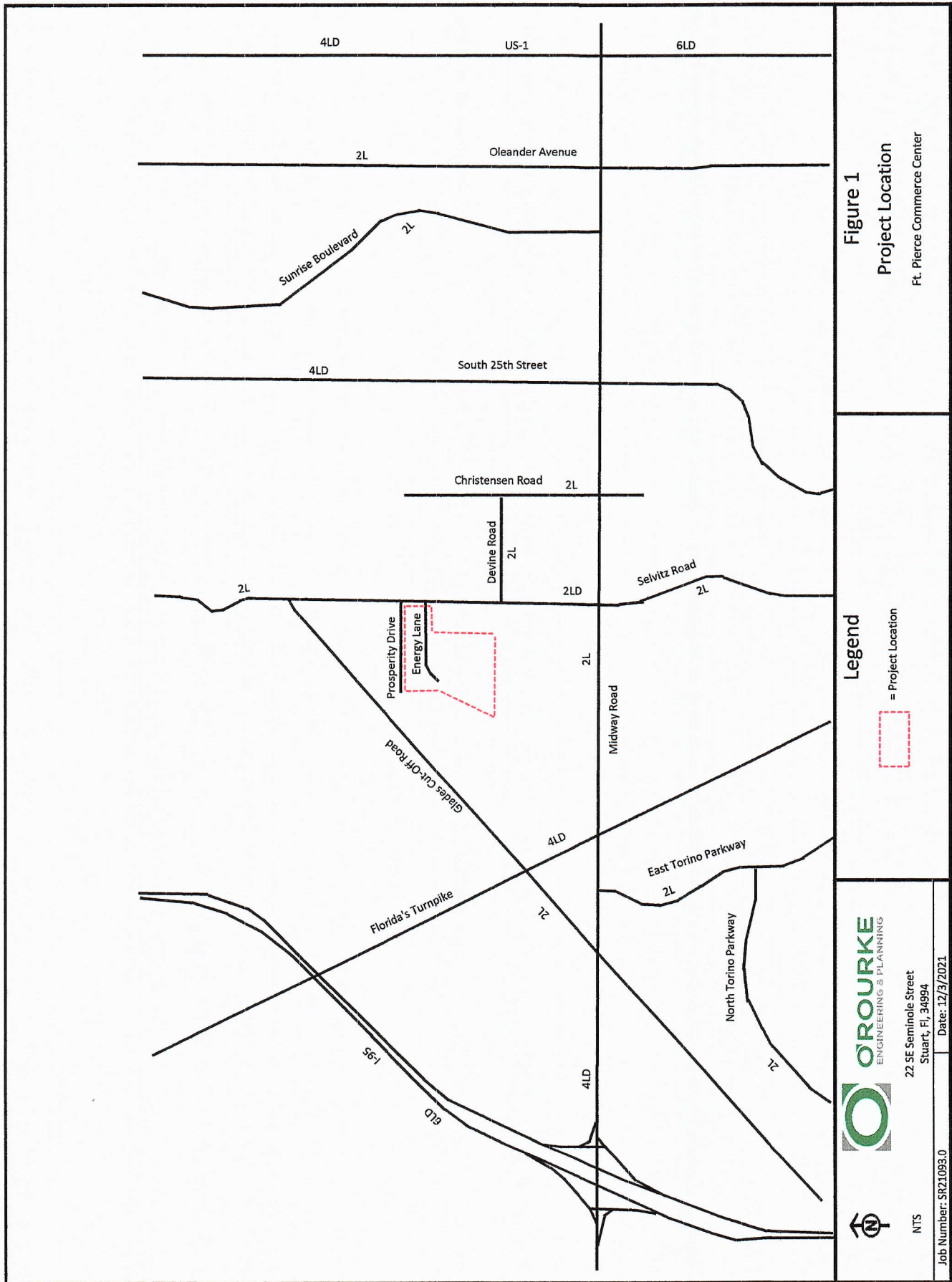
In order to make the determination that the project complies with County Concurrency Guidelines, the following analytical steps were taken:

- 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 south of Prosperity Drive and west of Selvitz Road in St. Lucie County will consist of 1,115,000 square feet of warehousing and 100,000 square feet of Industrial Park (Flex Warehouse). The site is currently vacant. A transit center with limited government offices is proposed to the east of the project. The applicant and team are coordinating impact and access and will make necessary adjustments to the plan moving forward. The analyses reflect the impact from the transit center as known today. The project location is shown in **Figure 1**.



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 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.

- W Midway Road is a two-lane arterial west of Selvitz Rd and a four-lane arterial east of Selvitz road with an east/west alignment. Midway Road from Glades Cut-Off to Selvitz is included in the LRTP to go to four lanes divided for year 2026 to 2030.
- Selvitz road is a four-lane arterial and transitions into a two lane arterial, 1,200 feet north of Midway road. It has a north/south alignment.
- S Jenkins Road is a two-lane minor arterial with a north/ south alignment.
- 25th Street is a four-lane arterial with a north/south 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. The service volumes were developed based on the functional classification contained in the County Comprehensive Plan and the St. Lucie County Traffic Counts and Level of Service Report. The 2012 FDOT Quality Level of Service and St. Lucie TPO 2021 Level of Service Report were used to establish capacity. These documents are included in **Appendix B**.

PROJECT TRAFFIC

To estimate future traffic generated by the development, the ITE Trip Generation, 11th Edition trip rates were applied to the office and manufacturing land uses to estimate the trips generated by the proposed development. These calculations are shown in **Tables 1a and 1b**.

Buildout will generate 2,137 gross daily trips. There will be 224 new AM peak hour trips with 174 entering the project and 50 trips exiting the project. There will be 235 net new PM peak hour trips with 63 trips entering the project and 172 trips exiting the project.

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 for Phase 1. 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 Midway Road.

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
Industrial Park	130	100,000	SF	T = 3.37(X)	50%	50%	169	168	337
Warehousing	150	1,115,000	SF	T = 1.58(X) + 38.29	50%	50%	900	900	1,800
TOTALS							1,069	1,068	2,137

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
Industrial Park	130	100,000	SF	T = 0.34(X)	81%	19%	28	6	34
Warehousing	150	1,115,000	SF	T = 0.17(X)	77%	23%	146	44	190
TOTALS							174	50	224

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
Industrial Park	130	100,000	SF	T = 0.34(X)	22%	78%	7	27	34
Warehousing	150	1,115,000	SF	T = 0.18(X)	28%	72%	56	145	201
TOTALS							63	172	235

Source: ITE 11th Edition Trip Generation Rates

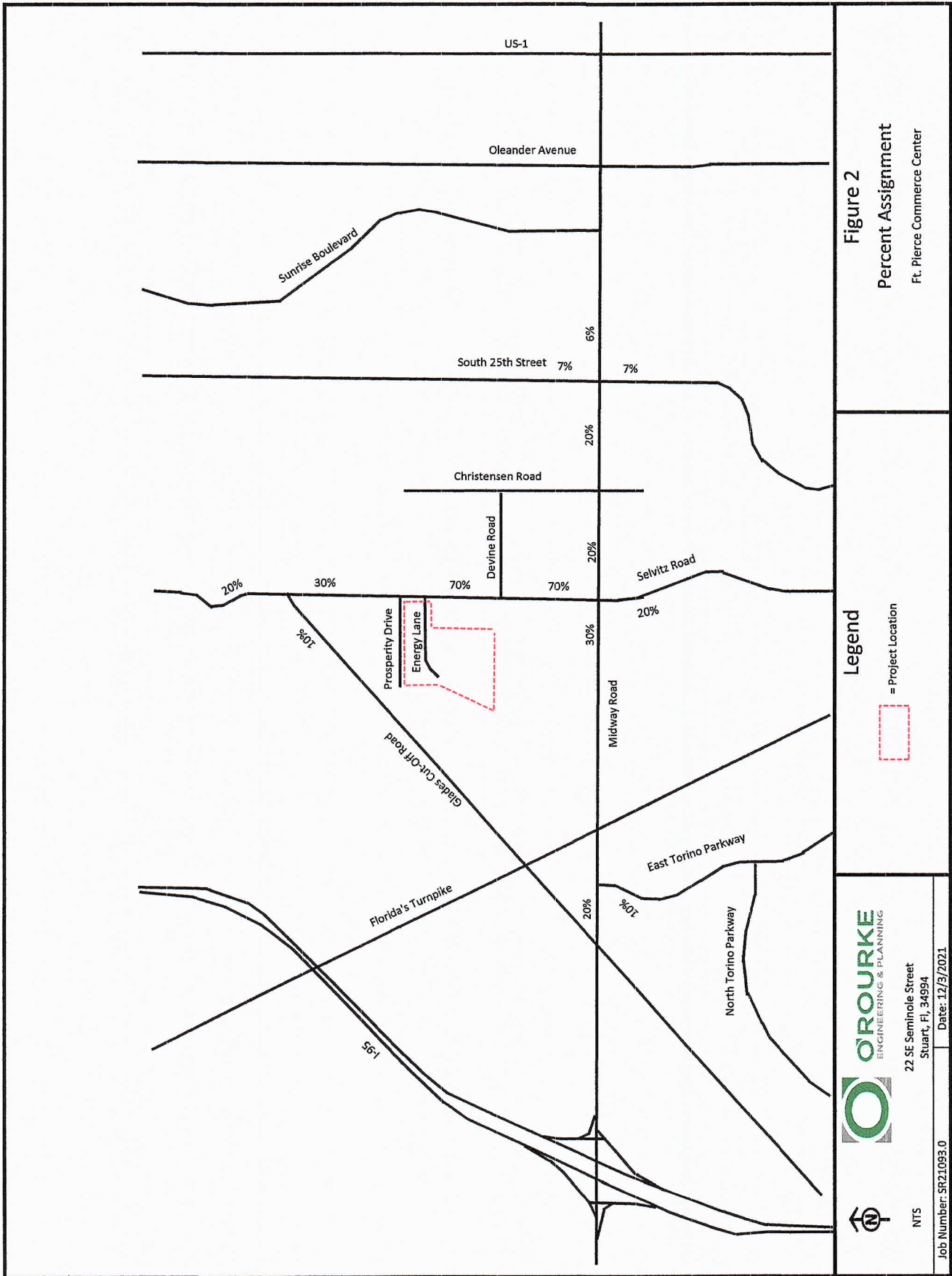


Figure 2
Percent Assignment
Ft. Pierce Commerce Center

Legend
= Project Location



22 SE Seminole Street
Stuart, FL 34994

Date: 12/3/2021



NTS

Job Number: SR21093.0

TABLE 2 - Project Percent Impact - AM

Segment	From	To	Direction	IN/OUT	Greater than 3% (1% on Adjacent Links) ⁽²⁾	Peak Hour Service Capacity (E+C) ⁽¹⁾	Project Volume Peak Direction	% Project of Capacity-Peak Hour	Project Percent Assignment
Midway Rd	Glades Cut-Off	East Torino Pkwy	EB	IN	NO	2100	35	1.67%	20%
	Glades Cut-Off	East Torino Pkwy	WB	OUT	NO	2100	10	0.48%	20%
	East Torino Pkwy	Milner(Jenkins)	EB	IN	YES	880	52	5.91%	30%
	East Torino Pkwy	Milner(Jenkins)	WB	OUT	NO	880	15	1.70%	30%
	Milner(Jenkins)	W of Selvitz Rd	EB	IN	YES	790	52	6.58%	30%
	Milner(Jenkins)	W of Selvitz Rd	WB	OUT	NO	790	15	1.90%	30%
	W of Selvitz Rd	Selvitz Rd *	EB	IN	YES	2100	52	2.48%	30%
	W of Selvitz Rd	Selvitz Rd *	WB	OUT	NO	2100	15	0.71%	30%
	Selvitz Rd	Christensen Road *	EB	OUT	NO	2100	10	0.48%	20%
	Selvitz Rd	Christensen Road *	WB	IN	YES	2100	35	1.67%	20%
	Christensen Rd	E 25th St *	EB	OUT	NO	2100	10	0.48%	20%
	Christensen Rd	E 25th St *	WB	IN	NO	2100	35	1.67%	20%
	E 25th St	Sunrise Blvd *	EB	OUT	NO	790	3	0.38%	6%
	E 25th St	Sunrise Blvd *	WB	IN	NO	790	10	1.27%	6%
St James Drive	Telford Ave	Midway Rd	NB	IN	NO	2100	0	0.00%	0%
	Telford Ave	Midway Rd	SB	OUT	NO	2100	0	0.00%	0%
E Torino Pkwy	Midway Rd	Torino Pkwy	NB	IN	NO	880	17	1.93%	10%
	Midway Rd	Torino Pkwy	SB	OUT	NO	880	5	0.57%	10%
25th Street	Midway Rd	Bell Ave	NB	OUT	NO	1800	4	0.22%	7%
	Midway Rd	Bell Ave	SB	IN	NO	1800	12	0.67%	7%
Selvitz Rd	Glades Cut-Off Rd	Project Entrance	NB	OUT	YES	790	15	1.90%	30%
	Glades Cut-Off Rd	Project Entrance	SB	IN	YES	790	52	6.58%	30%
	Project Entrance	Midway Rd	NB	IN	YES	790	122	15.44%	70%
	Project Entrance	Midway Rd	SB	OUT	YES	790	35	4.43%	70%
	Midway Rd	St. James Rd	NB	IN	YES	540	35	6.48%	20%
Midway Rd	St. James Rd	SB	OUT	YES	540	10	1.85%	20%	

(1) FDOT 2012 Service Capacity Tables & St. Lucie TPO - Midway is 4LD and/or committed to 4LD from w. of Selvitz to Selvitz

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

* Currently 2L, under construction to 4DL

Two-Way: 224
 Net In: 174
 Net Out: 50

TABLE 2 - Project Percent Impact - PM

Segment	From	To	Direction	IN/OUT	Greater than 3% (1% on Adjacent Links) ⁽²⁾	Peak Hour Service Capacity (E+C) ⁽¹⁾	Project Volume Peak Direction	% Project of Capacity-Peak Hour	Project Percent Assignment
Midway Rd	Glades Cut-Off	East Torino Pkwy	EB	IN	NO	2100	13	0.62%	20%
	Glades Cut-Off	East Torino Pkwy	WB	OUT	NO	2100	34	1.62%	20%
	East Torino Pkwy	Milner(Jenkins)	EB	IN	NO	880	19	2.16%	30%
	East Torino Pkwy	Milner(Jenkins)	WB	OUT	YES	880	52	5.91%	30%
	Milner(Jenkins)	W of Selvitz Rd	EB	IN	NO	790	19	2.41%	30%
	Milner(Jenkins)	W of Selvitz Rd	WB	OUT	YES	790	52	6.58%	30%
	W of Selvitz Rd	Selvitz Rd *	EB	IN	NO	2100	19	0.90%	30%
	W of Selvitz Rd	Selvitz Rd *	WB	OUT	YES	2100	52	2.48%	30%
	Selvitz Rd	Christensen Road *	EB	OUT	YES	2100	34	1.62%	20%
	Selvitz Rd	Christensen Road *	WB	IN	NO	2100	13	0.62%	20%
	Christensen Road	E 25th St *	EB	OUT	NO	2100	34	1.62%	20%
	Christensen Road	E 25th St *	WB	IN	NO	2100	13	0.62%	20%
	E 25th St	Sunrise Blvd *	EB	OUT	NO	790	10	1.27%	6%
	E 25th St	Sunrise Blvd *	WB	IN	NO	790	4	0.51%	6%
St James Drive	Telford Ave	Midway Rd	NB	IN	NO	2100	0	0.00%	0%
	Telford Ave	Midway Rd	SB	OUT	NO	2100	0	0.00%	0%
E Torino Pkwy	Midway Rd	Torino Pkwy	NB	IN	NO	880	6	0.68%	10%
	Midway Rd	Torino Pkwy	SB	OUT	NO	880	17	1.93%	10%
25th Street	Midway Rd	Bell Ave	NB	OUT	NO	1800	12	0.67%	7%
	Midway Rd	Bell Ave	SB	IN	NO	1800	4	0.22%	7%
Selvitz Rd	Glades Cut-Off Rd	Project Entrance	NB	OUT	YES	790	52	6.58%	30%
	Glades Cut-Off Rd	Project Entrance	SB	IN	YES	790	19	2.41%	30%
	Project Entrance	Midway Rd	NB	IN	YES	790	44	5.57%	70%
	Project Entrance	Midway Rd	SB	OUT	YES	790	120	15.19%	70%
	Midway Rd	St. James Rd	NB	IN	YES	540	13	2.41%	20%
Midway Rd	St. James Rd	SB	OUT	YES	540	34	6.30%	20%	

(1) FDOT 2012 Service Capacity Tables & St. Lucie TPO - Midway is 4LD and/or committed to 4LD from w. of Selvitz to Selvitz

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

* Currently 2L, under construction to 4DL

Two-Way: 235
 Net In: 63
 Net Out: 172

OTHER PROJECT TRAFFIC/GROWTH RATE

Existing traffic volumes were grown using a 1% growth rate plus other projects. Other project data includes committed traffic from Southern Groves DRI, Western Grove, Wilson Groves, Riverland, LTC Ranch, Village at Midway, Willow Lakes, Ravinia, Wawa, the County Transit Center, Waste Pro, and Arcosa. The resultant growth rate exceeds the countywide growth rate of 2.5% per year.

Details of the background traffic and growth rate calculation are included in **Appendix C**.

LINK ANALYSIS / REVIEW

The adjacent links of Midway Road have an impact of more than 1% and 3%, Selvitz Road also has links that have impacts of more than 1% and 3%. These links were analyzed further to ensure they will meet concurrency. **Table 3a and 3b** summarizes the results of the link analysis. As shown, the link of Midway Road from Milner to west of Selvitz will operate below acceptable standards. However, because the road operated below acceptable standards for the “without project” scenario, the project is not obligated to any improvements needed to address the “backlogged condition.” The future four-laning of Midway will provide the needed capacity. As shown, all other roadways operate at an acceptable level of service for Project Buildout.

INTERSECTION ANALYSIS

Five intersections were analyzed using HCS: Selvitz and Midway, Selvitz and Glades Cut-Off, Selvitz and Edwards Road, Midway Road and Edwards Road, and Selvitz and Energy Lane.

The results of the analyses are summarized below.

Table 4: Intersection Results

INTERSECTIONS	EXISTING				2024 WITHOUT PROJECT				2024 WITH PROJECT			
	AM		PM		AM		PM		AM		PM	
	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
Selvitz / Midway	36.5	D	31.2	C	61.0	E	44.7	D	66.6	E	50.7	D
Selvitz / Edwards	68.5	E	65.8	E	89.1	F	87.0	F	97.3	F	93.1	F
Selvitz / Glades Cut-Off*	337.5	F	466.3	F	486.6	F	663.7	F	550.8	F	741.7	F
Midway / East Torino	62.6	E	38.8	D	114.8	F	80.3	F	123.9	F	92.4	F
Selvitz / Energy Ln*								→	15.4	C	14.6	B

*EBL

The intersection data and analyses are included in **Appendix D**.

As shown, Selvitz at Edwards Road, Selvitz at Glades Cut-Off, and Midway at E. Torino are all backlogged facilities. Therefore, the project is not obligated to improvements to address backlogged facilities. All three intersections are in the process of being improved.

TABLE 3 - Link Analysis - AM

Segment	From	To	Direction	IN/OUT	Greater than 3% (1% on Adjacent Links)	2021 Peak Hour Directional Volumes ⁽²⁾	Growth Rate	2021 AM Peak Hour + Growth	AM Peak Hour Committed Projects Directional	2024 Growth + Committed Peak Direction	Resultant Growth	Peak Hour Service Capacity (E+C) ⁽¹⁾	Project Volume Peak Direction	Total Traffic (Peak Direction)	% Project Capacity- Peak Hour	Does Project Meet Concurrency?	Project Percent Assignment	
Midway Rd	Glades Cut-Off	East Torino Pkwy	EB	IN	NO	1056	1.01	1088	209	1297	1.0709	2100	35	1332	1.67%	YES	20%	
	Glades Cut-Off	East Torino Pkwy	WB	OUT	NO	1056	1.01	1088	248	1336	1.0816	2100	10	1346	0.48%	YES	20%	
	East Torino Pkwy	Milner(Jenkins)	EB	IN	YES	1001	1.01	1031	301	1332	1.1000	880	52	1384	5.91%	YES ^(B)	30%	
	East Torino Pkwy	Milner(Jenkins)	WB	OUT	NO	1001	1.01	1031	345	1376	1.1120	880	15	1391	1.70%	YES ^(B)	30%	
	Milner(Jenkins)	W of Selvitz Rd	EB	IN	YES	1001	1.01	1031	200	1231	1.0715	790	52	1283	6.58%	YES ^(B)	30%	
	Milner(Jenkins)	W of Selvitz Rd	WB	OUT	NO	1001	1.01	1031	273	1304	1.0922	790	15	1319	1.90%	YES ^(B)	30%	
	W of Selvitz Rd	Selvitz Rd *	EB	IN	NO	1001	1.01	1031	200	1231	1.0715	2100	52	1283	2.48%	YES	30%	
	W of Selvitz Rd	Selvitz Rd *	WB	OUT	NO	1001	1.01	1031	200	1231	1.0715	2100	15	1319	0.71%	YES	30%	
	Selvitz Rd	Christensen Road*	EB	OUT	NO	793	1.01	817	169	986	1.0753	2100	10	996	0.48%	YES	20%	
	Selvitz Rd	Christensen Road*	WB	IN	NO	793	1.01	817	232	1049	1.0978	2100	35	1084	1.67%	YES	20%	
	Christensen Rd	E 25th St *	EB	OUT	NO	793	1.01	817	169	986	1.0753	2100	10	996	0.48%	YES	20%	
	Christensen Rd	E 25th St *	WB	IN	NO	793	1.01	817	232	1049	1.0978	2100	35	1084	1.67%	YES	20%	
	Selvitz Rd	Glades Cut-Off Rd	Project Entrance	NB	OUT	NO	504	1.01	519	35	554	1.0322	700	15	569	2.14%	YES	30%
		Glades Cut-Off Rd	Project Entrance	SB	IN	YES	504	1.01	519	32	551	1.0303	700	52	603	7.43%	YES	30%
		Project Entrance	Midway Rd	NB	IN	YES	504	1.01	519	35	554	1.0322	700	122	676	17.43%	YES	70%
Project Entrance		Midway Rd	SB	OUT	YES	504	1.01	519	35	551	1.0303	700	35	586	5.00%	YES	70%	
Midway Rd		St. James Rd	NB	IN	YES	419	1.01	432	40	472	1.0403	750	35	507	4.67%	YES	20%	
Midway Rd		St. James Rd	SB	OUT	YES	419	1.01	432	47	479	1.0454	750	10	489	1.33%	YES	20%	

(1) St. Lucie County 2019 Traffic Counts and LOS Report

(2) FDOT Florida Traffic Online

* Currently 2L under construction to 4DL

(3) Background traffic backlogged, improvements for backlog of 4LD with 2100 capacity will resolve "with project traffic"

Two-Way: 224
 Net In: 174
 Net Out: 50
 Years Grown: 3

TABLE 3 - Link Analysis - PM

Segment	From	To	Direction	IN/OUT	Greater than 3% (1% on Adjacent Links)	2021 Peak Hour Directional Volumes ⁽²⁾	Growth Rate	2021 PM Peak Hour + Growth	PM Peak Hour Committed Projects Directional	2024 Growth + Committed Peak Direction	Resultant Growth	Peak Hour Service Capacity (E+C) ⁽¹⁾	Project Volume Peak Direction	Total Traffic (Peak Direction)	% Project Capacity- Peak Hour	Does Project Meet Concurrency?	Project Percent Assignment	
Midway Rd	Glades Cut-Off	East Torino Pkwy	EB	IN	NO	1087	1.01	1120	288	1408	1.0901	2100	13	1421	0.62%	YES	20%	
	Glades Cut-Off	East Torino Pkwy	WB	OUT	NO	1087	1.01	1120	248	1368	1.0796	2100	34	1402	1.62%	YES	20%	
	East Torino Pkwy	Milner(Jenkins)	EB	IN	NO	1053	1.01	1085	433	1518	1.1296	880	19	1537	2.16%	YES ^(B)	30%	
	East Torino Pkwy	Milner(Jenkins)	WB	OUT	YES	1053	1.01	1085	365	1450	1.1125	880	52	1502	5.91%	YES ^(B)	30%	
	Milner(Jenkins)	W of Selvitz Rd	EB	IN	NO	1053	1.01	1085	299	1384	1.0954	790	19	1403	2.41%	YES ^(B)	30%	
	Milner(Jenkins)	W of Selvitz Rd	WB	OUT	YES	1053	1.01	1085	255	1340	1.0836	790	52	1392	6.58%	YES ^(B)	30%	
	W of Selvitz Rd	Selvitz Rd *	EB	IN	NO	1053	1.01	1085	299	1384	1.0954	2100	19	1403	0.90%	YES	30%	
	W of Selvitz Rd	Selvitz Rd *	WB	OUT	NO	1053	1.01	1085	255	1340	1.0836	2100	52	1392	2.48%	YES	30%	
	Selvitz Rd	Christensen Road*	EB	OUT	NO	756	1.01	779	259	1088	1.1114	2100	34	1072	1.62%	YES	20%	
	Selvitz Rd	Christensen Road*	WB	IN	NO	756	1.01	779	222	1001	1.0991	2100	13	1014	0.62%	YES	20%	
	Christensen Rd	E 25th St *	EB	OUT	NO	756	1.01	779	259	1088	1.1114	2100	34	1072	1.62%	YES	20%	
	Christensen Rd	E 25th St *	WB	IN	NO	756	1.01	779	222	1001	1.0991	2100	13	1014	0.62%	YES	20%	
	Selvitz Rd	Glades Cut-Off Rd	Project Entrance	NB	OUT	YES	508	1.01	523	31	554	1.0296	700	52	606	7.43%	YES	30%
		Glades Cut-Off Rd	Project Entrance	SB	IN	NO	508	1.01	523	36	559	1.0326	700	19	578	2.71%	YES	30%
		Project Entrance	Midway Rd	NB	IN	YES	508	1.01	523	31	554	1.0296	700	44	598	6.29%	YES	70%
Project Entrance		Midway Rd	SB	OUT	YES	508	1.01	523	36	559	1.0326	700	120	679	17.14%	YES	70%	
Midway Rd		St. James Blvd	NB	IN	NO	419	1.01	432	37	469	1.0381	750	13	482	1.73%	YES	20%	
Midway Rd		St. James Blvd	SB	OUT	YES	419	1.01	432	40	472	1.0403	750	34	506	4.53%	YES	20%	

(1) St. Lucie County 2019 Traffic Counts and LOS Report

(2) FDOT Florida Traffic Online

* Currently 2L under construction to 4DL

(3) Background traffic backlogged, improvements for backlog of 4LD with 2100 capacity will resolve "with project traffic"

Two-Way: 235
 Net In: 63
 Net Out: 172
 Years Grown: 3

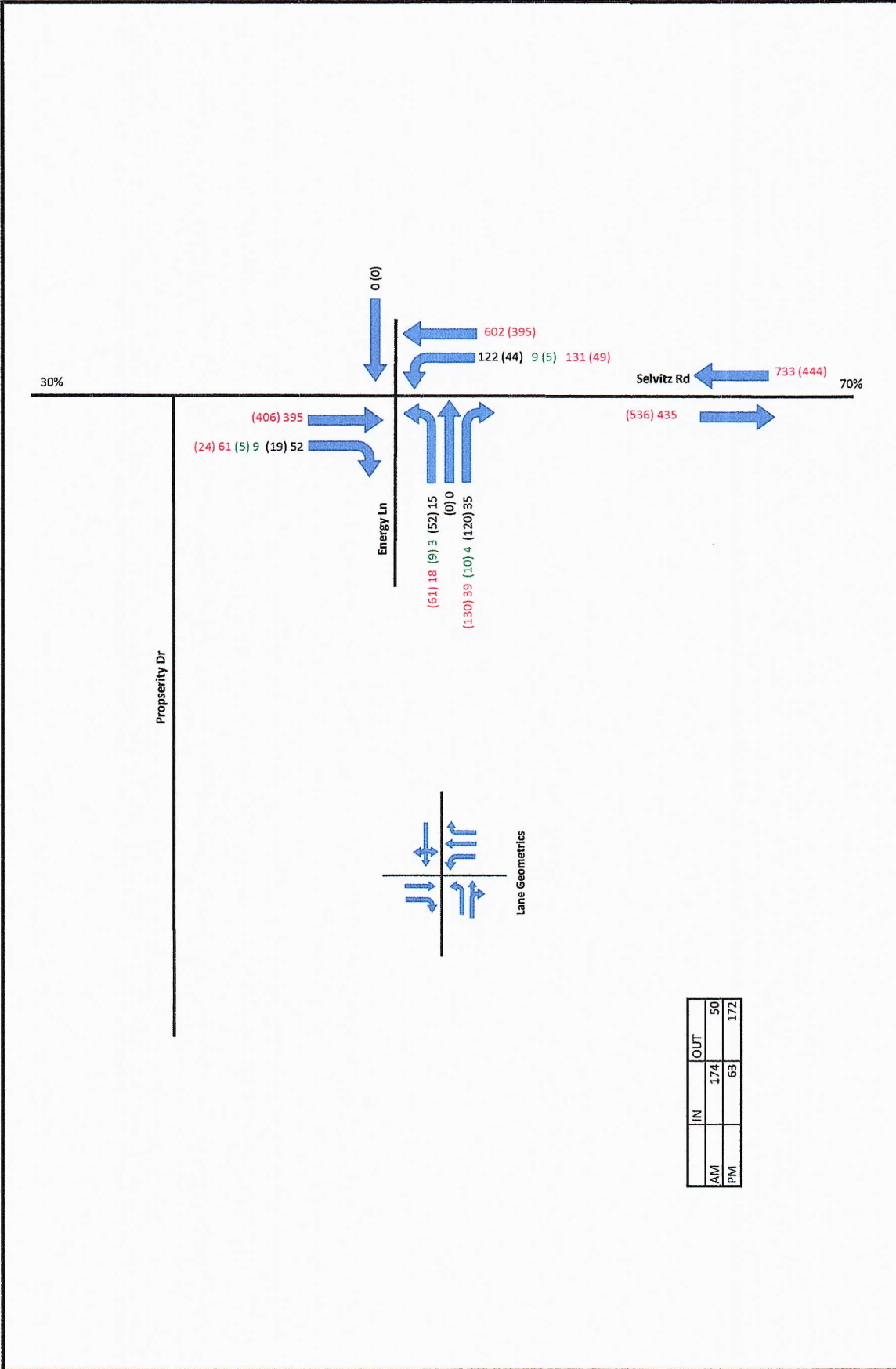
DRIVEWAY ANALYSIS

The project proposes one full access driveway to Selvitz Road from Energy Lane. Energy Lane has a southbound right turn lane and a northbound left turn lane. **Figure 3** illustrates the driveway volumes. The intersection was analyzed using HCS. The intersection of Energy Lane / Selvitz Road will operate at LOS C in the AM peak hour and LOS B in the PM peak hour. The HCS worksheets are included in **Appendix D**.

CONCLUSION

With 224 net new AM peak hour trips and 235 net new PM peak hour trips, all links and intersections operate at acceptable levels of service with the existing and committed roadway network with the exception of Midway between E. Torino and west of Selvitz. This is a backlogged link with long term cost feasible improvement. Therefore, the project meets the requirements for concurrency.

As noted, the project will continue to coordinate with St. Lucie County on the transit center.



	IN	OUT
AM	174	50
PM	63	172

Figure 3
Driveway Volumes
 Ft. Pierce Commerce Center

Legend
 XX (XX) = AM (PM) Project Traffic
 XX (XX) = Transit at Driveway
 XX (XX) = Total Traffic



22 SE Seminole Street
 Stuart, FL 34994

Date: 12/6/2021

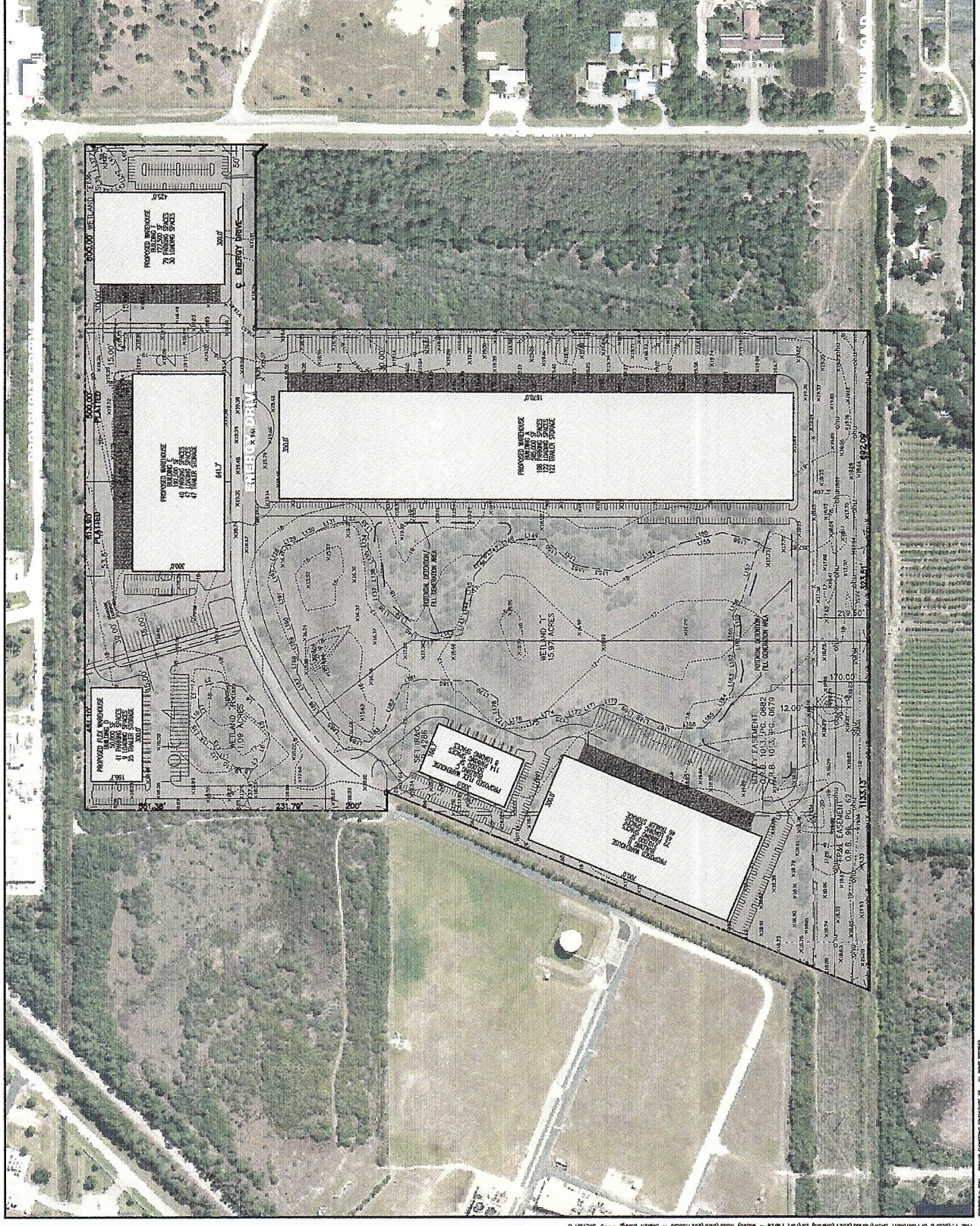
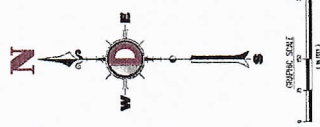


NTS

Job Number: SR21093.0

APPENDIX A

SITE PLAN



GENERAL NOTES

1. THE PLAN HAS BEEN PREPARED BASED ON PREVIOUS RECORDS. THE DESIGNER HAS CONDUCTED VISUAL GENERAL VERIFICATION OF THE RECORDS. THE DESIGNER HAS NOT CONDUCTED A FIELD SURVEY OF THE SITE.
2. THE DESIGNER HAS NOT CONDUCTED A FIELD SURVEY OF THE SITE TO VERIFY THE ACCURACY OF THE RECORDS. THE DESIGNER HAS NOT CONDUCTED A FIELD SURVEY OF THE SITE TO VERIFY THE ACCURACY OF THE RECORDS.
3. THE DESIGNER HAS NOT CONDUCTED A FIELD SURVEY OF THE SITE TO VERIFY THE ACCURACY OF THE RECORDS. THE DESIGNER HAS NOT CONDUCTED A FIELD SURVEY OF THE SITE TO VERIFY THE ACCURACY OF THE RECORDS.

STERLING EG

DYNAMIC ENGINEERING

STERLING EG
 10000 W. UNIVERSITY BLVD.
 SUITE 1000
 FT. PIERCE, FLORIDA 34947

PREPARED BY:
 DYNAMIC ENGINEERING, FT. PIERCE, FLORIDA
 DATE: 08/20/21

PROJECT NUMBER:
 2021-001

APPENDIX B

**ST. LUCIE COUNTY 2021 LEVEL OF SERVICE REPORT,
FDOT 2012 QUALITY LEVEL OF SERVICE,
& ST. LUCIE COUNTY 5-YEAR TIP**

Traffic Counts and Level of Service Report 2021

Roadway Name	Location	STATION ID	AADT	Last Count Year	Pk Hr Service Capacity	AM Pk Hr Pk Dir			PM Pk Hr Pk Dir		
						Volume	LOS	V/C	Volume	LOS	V/C
PORT ST LUCIE BLVD	MORNINGSIDE BLVD to US 1	945072	33,000	2020	3,170	2,399	C	0.757	1,496	C	0.472
PRIMA VISTA BLVD	BAYSHORE BLVD to AIROSO BLVD	314	24,000	2021	2,100	1,055	C	0.502	1,157	C	0.551
PRIMA VISTA BLVD	AIROSO BLVD to FLORESTA DR	150	20,000	2021	2,100	850	C	0.405	843	C	0.401
PRIMA VISTA BLVD	FLORESTA DR to NARANJA AVE	148	26,500	2021	2,100	1,525	C	0.726	1,451	C	0.691
PRIMA VISTA BLVD	NARANJA AVE to RIO MAR DR	148	26,500	2021	2,000	1,525	C	0.763	1,451	C	0.726
PRIMA VISTA BLVD	RIO MAR DR to US 1	146	17,500	2021	2,100	911	C	0.434	824	C	0.392
PRIMA VISTA BLVD	US 1 to LENNARD RD	699	8,500	2021	1,790	459	C	0.256	437	C	0.244
RANGE LINE RD	MARTIN C.L. to BECKER RD	145	1,767	2019	1,080	118	B	0.109	118	B	0.109
RANGE LINE RD	BECKER RD to 2 MI S OF GLADES CUT-OFF RD	145	1,767	2019	1,080	118	B	0.109	118	B	0.109
RANGE LINE RD	2 MI S OF GLADES CUT-OFF RD to GLADES CUT-OF...	145	1,767	2019	1,080	118	B	0.109	118	B	0.109
RIO MAR DR	PRIMA VISTA BLVD to BEACH AVE	147	5,856	2020	750	362	C	0.483	380	D	0.507
RIO MAR DR	BEACH AVE to US 1	147	5,856	2020	790	362	C	0.458	380	C	0.481
ROSSER BLVD	APRICOT RD to GATLIN BLVD	948510	4,400	2020	920	203	C	0.221	203	C	0.221
ROSSER BLVD	PAAR DR to APRICOT RD	948510	4,400	2020	1,070	203	B	0.19	203	B	0.19
SAVONA BLVD	BECKER RD to PAAR DR	236	9,200	2021	790	819	E	1.037	736	D	0.932
SAVONA BLVD	PAAR DR to GATLIN BLVD	236	9,200	2021	750	819	F	1.092	736	D	0.981
SAVONA BLVD	GATLIN BLVD to CALIFORNIA BLVD	702	13,000	2021	790	603	D	0.763	636	D	0.805
SAVAGE BLVD	GATLIN BLVD to GALIANO RD	168	4,030	2018	920	265	C	0.288	214	C	0.233
SAVANNAH RD	US 1 to INDIAN RIVER DR	514	2,178	2019	540	155	C	0.287	152	C	0.281
SELVITZ RD	BAYSHORE BLVD to ST JAMES BLVD	948501	8,600	2020	750	419	D	0.559	419	D	0.559
SELVITZ RD	ST JAMES BLVD to MIDWAY RD	948501	8,600	2020	750	419	D	0.559	419	D	0.559
SELVITZ RD	MIDWAY RD to GLADES CUT-OFF RD	703	8,600	2021	700	504	C	0.72	508	C	0.726
SELVITZ RD	GLADES CUT-OFF RD to EDWARDS RD	704	13,500	2021	790	715	D	0.905	713	D	0.903
SHINN RD	MIDWAY RD to OKEECHOBEE RD	705	800	2017	580	53	C	0.091	50	C	0.086
SHINN RD	OKEECHOBEE RD to ORANGE AVE	149	804	2019	1,080	60	B	0.056	61	B	0.056

* Note: A six digit number in the "STATION ID" column identifies segment counted by FDOT

* Volumes shown were adjusted using FDOT Seasonal Factors

* AADT = Annual Average Daily Traffic (volumes for both directions where applicable)

* Counts with an ID format of 6 digits have data extracted from FDOT count stations.

Traffic Counts and Level of Service Report 2021

Roadway Name	Location	STATION ID	AADT	Last Count Year	Pk Hr Service Capacity	AM Pk Hr Pk Dir			PM Pk Hr Pk Dir		
						Volume	LOS	V/C	Volume	LOS	V/C
17TH ST	ORANGE AVE to AVENUE D	608	2,400	2021	750	134	C	0.179	128	C	0.171
17TH ST	AVENUE D to AVENUE O	608	2,400	2021	750	134	C	0.179	128	C	0.171
25TH ST	MIDWAY RD to BELL AVE	940016	18,200	2020	2,100	1,097	C	0.522	1,023	C	0.487
25TH ST	BELL AVE to EDWARDS RD	159	17,500	2021	2,100	1,026	C	0.489	1,024	C	0.488
25TH ST	EDWARDS RD to CORTEZ BLVD	940021	19,700	2020	2,000	1,097	C	0.549	1,093	C	0.547
25TH ST	CORTEZ BLVD to VIRGINIA AVE	529	23,633	2020	2,000	1,330	C	0.665	1,419	C	0.71
25TH ST	VIRGINIA AVE to NEBRASKA AVE	940015	22,000	2020	2,000	1,195	C	0.598	1,071	C	0.536
25TH ST	NEBRASKA AVE to OKEECHOBEE RD	940015	22,000	2020	2,000	1,195	C	0.598	1,071	C	0.536
25TH ST	OKEECHOBEE RD to GEORGIA AVE	609	21,500	2021	1,630	993	D	0.609	1,030	D	0.632
25TH ST	GEORGIA AVE to DELAWARE AVE	609	21,500	2021	1,630	993	D	0.609	1,030	D	0.632
25TH ST	DELAWARE AVE to ORANGE AVE	940014	20,200	2020	1,630	976	D	0.599	970	D	0.595
25TH ST	ORANGE AVE to AVENUE D	610	17,459	2020	1,630	805	D	0.494	831	D	0.51
25TH ST	AVENUE D to AVENUE O	940050	18,900	2020	1,630	904	D	0.555	879	D	0.539
25TH ST	AVENUE O to JUANITA AVE	945152	17,200	2020	2,000	849	C	0.425	778	C	0.389
25TH ST	JUANITA AVE to ST LUCIE BLVD	945165	9,400	2020	2,100	438	C	0.209	488	C	0.232
25TH ST	ST LUCIE BLVD to US 1	945165	9,400	2020	2,100	438	C	0.209	488	C	0.232
33RD ST	OKEECHOBEE RD to DELAWARE AVE	611	6,647	2020	750	398	D	0.531	349	C	0.465
33RD ST	DELAWARE AVE to ORANGE AVE	948507	6,000	2020	790	277	C	0.351	277	C	0.351
35TH ST	KIRBY LOOP RD to CORTEZ BLVD	612	6,559	2020	540	517	D	0.957	422	D	0.781
35TH ST	CORTEZ BLVD to VIRGINIA AVE	612	6,559	2020	790	517	D	0.654	422	D	0.534
35TH ST	VIRGINIA AVE to OKEECHOBEE RD	613	4,500	2021	750	221	C	0.295	238	C	0.317
53RD ST	ANGLE RD to JUANITA AVE	614	2,833	2016	540	151	C	0.28	167	C	0.309
AE BACKUS AVE	7TH ST to US 1	632	1,067	2017	750	72	C	0.096	84	C	0.112
AIROSO BLVD	PORT ST LUCIE BLVD to THORNHILL DR	303	17,605	2019	2,100	1,149	C	0.547	967	C	0.46
AIROSO BLVD	THORNHILL DR to CROSSTOWN PKWY	303	17,605	2019	2,100	1,149	C	0.547	967	C	0.46

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

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

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

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

Traffic Counts and Level of Service Report
2021

Roadway Name	Location	STATION ID	AADT	Last Count Year	Pk Hr Service Capacity	AM Pk Hr Pk Dir			PM Pk Hr Pk Dir		
						Volume	LOS	V/C	Volume	LOS	V/C
MCCARTY RD	WILLIAMS RD to MIDWAY RD	680	383	2017	540	33	C	0.061	36	C	0.067
MCCARTY RD	MIDWAY RD to OKEECHOBEE RD	681	391	2020	540	34	C	0.063	34	C	0.063
MCNEIL RD	OKEECHOBEE RD to KIRBY LOOP RD	682	6,480	2020	790	396	D	0.501	395	D	0.5
MCNEIL RD	KIRBY LOOP RD to EDWARDS RD	682	6,480	2020	540	396	D	0.733	395	D	0.731
MELALEUCA BLVD	LENNARD RD to GREEN RIVER PKWY	683	11,000	2021	920	647	C	0.703	617	C	0.671
MIDWAY RD	EAST TORINO PKWY to MILNER DR	134	20,500	2021	880	1,001	F	1.137	1,053	F	1.197
MIDWAY RD	MILNER DR to W. OF SELVITZ RD	134	20,500	2021	790	1,001	F	1.267	1,053	F	1.333
MIDWAY RD	OKEECHOBEE RD to SHINN RD	940732	8,400	2020	760	408	C	0.537	519	C	0.683
MIDWAY RD	SHINN RD to MCCARTY RD	940732	8,400	2020	630	408	C	0.648	519	C	0.824
MIDWAY RD	MCCARTY RD to I-95	940732	8,400	2020	700	408	C	0.583	519	C	0.741
MIDWAY RD	I-95 to GLADES CUT-OFF RD	945140	19,400	2020	2,100	899	C	0.428	996	C	0.474
MIDWAY RD	GLADES CUT-OFF RD to EAST TORINO PKWY	228	20,000	2021	2,100	1,056	C	0.503	1,087	C	0.518
MIDWAY RD	W. OF SELVITZ RD to SELVITZ RD	134	20,500	2021	920	1,001	F	1.088	1,053	F	1.145
MIDWAY RD	SELVITZ RD to CHRISTENSEN RD	132	16,500	2021	920	793	C	0.862	756	C	0.822
MIDWAY RD	CHRISTENSEN RD to 25TH ST	132	16,500	2021	840	793	E	0.944	756	D	0.9
MIDWAY RD	25TH ST to SUNRISE BLVD	130	18,855	2016	840	1,029	F	1.225	945	F	1.125
MIDWAY RD	SUNRISE BLVD to OLEANDER AVE	130	18,855	2016	840	1,029	F	1.225	945	F	1.125
MIDWAY RD	OLEANDER AVE to US 1	242	15,197	2016	840	802	E	0.955	794	E	0.945
MIDWAY RD	US 1 to WALLACE ST	940023	3,600	2020	840	196	C	0.233	216	C	0.257
MIDWAY RD	WALLACE ST to WEATHERBEE RD	940023	3,600	2020	920	196	C	0.213	216	C	0.235
MIDWAY RD	WEATHERBEE RD to INDIAN RIVER DR	940023	3,600	2020	630	196	C	0.311	216	C	0.343
MORNINGSIDE BLVD	WESTMORELAND BLVD to PORT ST LUCIE BLVD	333	2,577	2017	920	155	C	0.168	148	C	0.161
MORNINGSIDE BLVD	PORT ST LUCIE BLVD to LYGATE DR	331	3,910	2020	880	311	C	0.353	330	C	0.375
NEBASKA AVE	25TH ST to 13TH ST	684	3,733	2017	1,710	232	C	0.136	196	C	0.115
OAKRIDGE DR	MOUNTWELL ST to OAKLYN ST	621	6,623	2019	700	412	C	0.589	358	C	0.511

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

APPENDIX C

OTHER PROJECT DATA/GROWTH RATE

AM APPROVED PROJECTS			Southern Grove DRI				Western Grove DRI				Wilson Groves DRI				Riverland DRI				Arcosa				LTC Ranch				Wawa Midway & Selvitz				Village at Midway				Ravinia				Willow Lakes				SUM Directional N/E		SUM Directional S/W		Directional N/E		Directional S/W	
Road Name	From	To	%	Is N/E In or Out	Directional N/E	Directional S/W	%	Is N/E In or Out	Directional N/E	Directional S/W	%	Is N/E In or Out	Directional N/E	Directional S/W	%	Is N/E In or Out	Directional N/E	Directional S/W	%	Is N/E In or Out	Directional N/E	Directional S/W	%	Is N/E In or Out	Directional N/E	Directional S/W	%	Is N/E In or Out	Directional N/E	Directional S/W	%	Is N/E In or Out	Directional N/E	Directional S/W	Non-Residential	Residential	Non-Residential	Residential	Double Count	Net	Double Count	Net								
Midway Rd	Glades Cut Off Rd	East Torino Pkwy	0.2%	Out	3	3	0.7%	Out	4	2	0.7%	Out	7	7	0.7%	Out	10	8	42%	In	25	7	17%	Out	69	78	22%	In	17	17	10%	Out	15	36	40%	In	9	27	25%	-	67	85	149	75	158	112	-15	209	-22	248
	East Torino Pkwy	Florida's Turnpike	1.6%	Out	21	25	0.7%	Out	4	2	0.7%	Out	7	7	0.7%	Out	10	8	50%	In	30	8	34%	Out	138	155	29%	In	23	23	10%	Out	15	36	40%	In	9	27	23%	-	61	78	246	70	265	105	-14	302	-21	349
	Florida's Turnpike	Corporate Way	1.6%	Out	21	25	0.7%	Out	4	2	0.7%	Out	7	7	0.7%	Out	10	8	50%	In	30	8	34%	Out	138	155	29%	In	23	23	9%	Out	14	33	40%	In	9	27	23%	-	61	78	245	70	261	105	-14	301	-21	345
	Corporate Way	Jenkins Rd	1.4%	Out	18	22	0.7%	Out	4	2	0.7%	Out	7	7	0.7%	Out	10	8	50%	In	30	8	19%	Out	76	86	29%	In	23	23	7%	Out	11	25	40%	In	9	27	23%	-	61	78	178	70	181	105	-14	234	-21	265
	Jenkins Rd	Selvitz Rd	1.1%	Out	14	17	0.7%	Out	4	2	0.7%	Out	7	7	0.7%	Out	10	8	51%	Out	8	30	15%	Out	62	70	36%	In	28	28	7%	Out	11	25	40%	In	9	27	23%	-	61	78	164	70	189	105	-14	200	-21	273
	Selvitz Rd	25th St	1.1%	Out	14	17	0.6%	Out	3	2	0.6%	Out	6	6	0.6%	Out	8	7	31%	Out	5	18	13%	Out	51	58	31%	Out	24	24	5%	Out	8	18	55%	In	12	37	19%	-	51	64	119	63	151	102	-13	169	-20	232
	Selvitz Rd	Bayshore Blvd	0.2%	Out	3	3	0.0%	Out	0	0	0.0%	Out	0	0	0.0%	Out	0	0	8%	In	5	1	1%	In	2	2	15%	In	12	12	0%	-	0	0	0%	-	0	0	3%	-	8	10	21	8	18	10	-2	28	-2	26
	Midway Rd	Glades Cut Off Rd	0.1%	Out	1	3	0.0%	Out	0	0	0.0%	Out	0	0	0.0%	Out	0	0	10%	Out	2	6	1%	Out	2	2	18%	Out	14	14	0%	-	0	0	0%	-	0	0	1%	-	3	3	19	3	24	3	-1	21	-1	27
5% of Large Project for 3 year horizon					In	1,555			In	538			In	969			In	1,198			In	59			In	457			In	79			In	363			In	22			In	339								
					Out	1,308			Out	534			Out	952			Out	1,392			Out	16			Out	405			Out	78			Out	151			Out	68			Out	266								
					In	6,218			In	1,352			In	3,875			In	4,791			In	59			In	1,828			In	79			In	1,451			In	22			In	1,355								
					Out	5,233			Out	2,135			Out	3,807			Out	5,568			Out	16			Out	1,619			Out	78			Out	605			Out	68			Out	1,085								

+ Transit/Waste Pro

2/1 5/5 35/32
9/10 10/10 40/47

PM APPROVED PROJECTS			Southern Grove DRI				Western Grove DRI				Wilson Groves DRI				Riverland DRI				Arcosa				LTC Ranch				Wawa Midway & Selvitz				Village at Midway				Ravinia				Willow Lakes				SUM Directional N/E		SUM Directional S/W		Directional N/E		Directional S/W				
Road Name	From	To	%	Is N/E In or Out	Directions I N/E	Directions I S/W	%	Is N/E In or Out	Directions I N/E	Directions I S/W	%	Is N/E In or Out	Directions I N/E	Directions I S/W	%	Daily	Two-Way Trips	Is N/E In or Out	Directions I N/E	Directions I S/W	%	Is N/E In or Out	Directions I N/E	Directions I S/W	%	Is N/E In or Out	Directions I N/E	Directions I S/W	%	Is N/E In or Out	Directions I N/E	Directions I S/W	%	Is N/E In or Out	Directions I N/E	Directions I S/W	%	Two-Way Trips	Is N/E In or Out	Directions I N/E	Directions I S/W	Non-Residential	Residential	Non-Residential	Residential	Double Count	Net	Double Count	Net				
Midway Rd	Glades Cut Off Rd	East Torino Pkwy	0.2%	Out	5	3	0.7%	Out	4	4	0.7%	Out	10	8	0.7%	0	25	Out	13	12	42.0%	In	9	14	17.0%	Out	112	87	22.0%	in	14	14	10.0%	Out	46	18	40.0%	In	31	18	25%	248	-	65	91	212	96	162	108	-19	288	-22	248
	East Torino Pkwy	Florida's Turnpike	1.6%	Out	40	28	0.7%	Out	4	4	0.7%	Out	10	8	0.7%	0	25	Out	13	12	50.0%	In	11	17	34.0%	Out	225	174	29.0%	in	18	18	10.0%	Out	46	18	40.0%	In	31	25	23%	228	-	60	83	365	90	280	108	-18	437	-22	367
	Florida's Turnpike	Corporate Way	1.6%	Out	40	28	0.7%	Out	4	4	0.7%	Out	10	8	0.7%	0	25	Out	13	12	50.0%	In	11	17	34.0%	Out	225	174	29.0%	in	18	18	9.0%	Out	41	16	40.0%	In	31	25	23%	228	-	60	83	361	90	278	108	-18	433	-22	365
	Corporate Way	Jenkins Rd	1.4%	Out	35	24	0.7%	Out	4	4	0.7%	Out	10	8	0.7%	0	25	Out	13	12	50.0%	In	11	17	18.8%	Out	124	96	29.0%	in	18	18	7.0%	Out	32	13	40.0%	In	31	25	23%	228	-	60	83	246	90	193	108	-18	318	-22	280
	Jenkins Rd	Selvitz Rd	1.1%	Out	28	19	0.7%	Out	4	4	0.7%	Out	10	8	0.7%	0	25	Out	13	12	51.0%	Out	17	11	15.4%	Out	102	79	36.0%	in	22	22	7.0%	Out	32	13	40.0%	In	31	25	23%	228	-	60	83	227	90	169	108	-18	299	-22	255
	Selvitz Rd	25th St	1.1%	Out	28	19	0.6%	Out	3	4	0.6%	Out	8	7	0.6%	0	22	Out	11	11	31.0%	Out	11	7	12.6%	Out	83	65	31.0%	out	19	19	5.0%	Out	23	9	55.0%	In	42	34	19%	189	-	49	69	186	92	140	103	-18	259	-21	222
	Bayshore Blvd	Midway Rd	0.2%	Out	5	3	0.0%	Out	0	0	0.0%	Out	0	0	0.0%	0	0	Out	0	0	8.0%	In	2	3	0.5%	in	3	3	15.0%	in	9	9	0.0%	-	0	0	0.0%	-	0	0	3%	30	-	8	11	19	8	19	11	-2	25	-2	28
	Midway Rd	Glades Cut Off Rd	0.1%	Out	3	2	0.0%	Out	0	0	0.0%	Out	0	0	0.0%	0	0	Out	0	0	10.0%	Out	3	2	0.5%	out	3	3	18.0%	out	11	11	0.0%	-	0	0	0.0%	-	0	0	1%	10	-	3	4	20	3	18	4	-1	22	-1	20
(Using 25% of large project for 3 year horizon)					In	1,748			In	628			In	1,136		0	3,593			In	1,774			In	513			In	62				In	182			In	77			In	363											
					Out	2,518			Out	515			Out	1,410						Out	1,819			Out	661			Out	62				Out	456			Out	44			Out	259											
					In	6,990			In	2,510			In	4,543		0	14,372			In	7,095		0	In	21			In	2,052				In	726			In	77			In	1,450											
					Out	10,071			Out	2,061			Out	5,639						Out	7,277			Out	34			Out	2,642				Out	1,824			Out	44			Out	1,036											

* Transit and Waste Pro 113 515 31/36
5110 10/10 37/40

Historical Growth Rate Calculation

Segment	From	To	2018 AADT	2021 AADT	3 Year Historical Growth Rate
Midway	Milner(Jenkins)	W of Selvitz Rd	21,000	20,500	-0.80%
	W of Selvitz Rd	Selvitz Rd	21,000	20,500	-0.80%
	Selvitz Rd	Christensen Rd	22,000	16,500	-9.14%
		Total	64,000	57,500	-2.64%

*Source St Lucie Historical Traffic Counts Use 1% + Committed



St. Lucie County Bus Maintenance Facility Trip Generation

The proposed Project includes a 20,000 square foot administration building, a 4,500 square foot maintenance building with four bus maintenance bays, a four-pump fueling station, and 50 total employees. The Project will also include parking for approximately 150 buses and 180 cars. It is assumed that 150 bus routes will start and end at the facility each day. Bus drivers will arrive for work and park their personal vehicles, transfer to a bus for their shift, and transfer back to their personal vehicle at the end of their shift.

Project trip generation is based on the rates published in the Institute of Transportation Engineers (ITE) *Trip Generation, 8th Edition*, and is calculated on a daily basis as well as for the A.M. and P.M peak periods. Because the *Trip Generation Manual* does not include a specific land use for bus maintenance facilities, Warehousing (Land Use 150) was used to represent the administration and maintenance portion of the Project (Table 1). The *Trip Generation* description of Warehousing states “Warehouses are primarily devoted to the storage of materials, but they may also include office and maintenance areas.”

Table 1: ITE Land Use

ITE LAND USE			
ITE CODE	LAND USE	INTENSITY	UNITS
150	Warehousing	50	Employees

The Daily, AM Peak Hour and PM Peak Hour trips for the Administration and Maintenance buildings were calculated using the average trip generation rates rather than the fitted curve equations because the average rate provided more accurate estimates for sites with fewer than 500 employees. (See Tables 2-4)

Table 2: Daily Trip Generation

DAILY (ADMIN & MAINTENANCE)					
RATE / EQUATION	TRIPS	% IN	IN	% OUT	OUT
T=3.89X	195	50%	97	50%	97

X= Number of employees

Table 3: AM Peak Hour Trip Generation

AM PEAK HOUR					
RATE / EQUATION	TRIPS	% IN	IN	% OUT	OUT
T=0.51X	26	72%	18	28%	7

X= Number of employees



Table 4: PM Peak Hour Trip Generation

PM PEAK HOUR					
RATE / EQUATION	TRIPS	% IN	IN	% OUT	OUT
T=0.59X	30	35%	10	65%	19

X= Number of employees

Daily trips for the bus fleet were estimated by including both bus drivers coming to and from work in their personal vehicles (150x2=300 trips per day) as well as the buses exiting and returning to the Project site (an additional 150x2=300 trips per day) for a total of 600 trips per day. (Table 5) Because bus routes typically begin earlier than the AM peak and end later than the PM peak, the bus fleet trips are included in the daily trips, but not the AM and PM peak hour trips.

Table 5: Daily Trip Generation (Bus Fleet)

DAILY (BUS FLEET)					
RATE / EQUATION	TRIPS	% IN	IN	% OUT	OUT
T=2N+2N	600	50%	300	50%	300

N= Number of bus routes originating at facility

The total daily trips generated by the administration building, bus maintenance facility, and bus fleet are shown in Table 6. The Project is expected to add approximately 800 additional daily trips to the surrounding roadways, with 26 of these trips occurring during the AM peak hour and 30 during the PM peak hour (Tables 3 and 4).

Table 6: Total Daily Trip Generation

DAILY (TOTAL)				
TRIPS	% IN	IN	% OUT	OUT
795	50%	397	50%	397

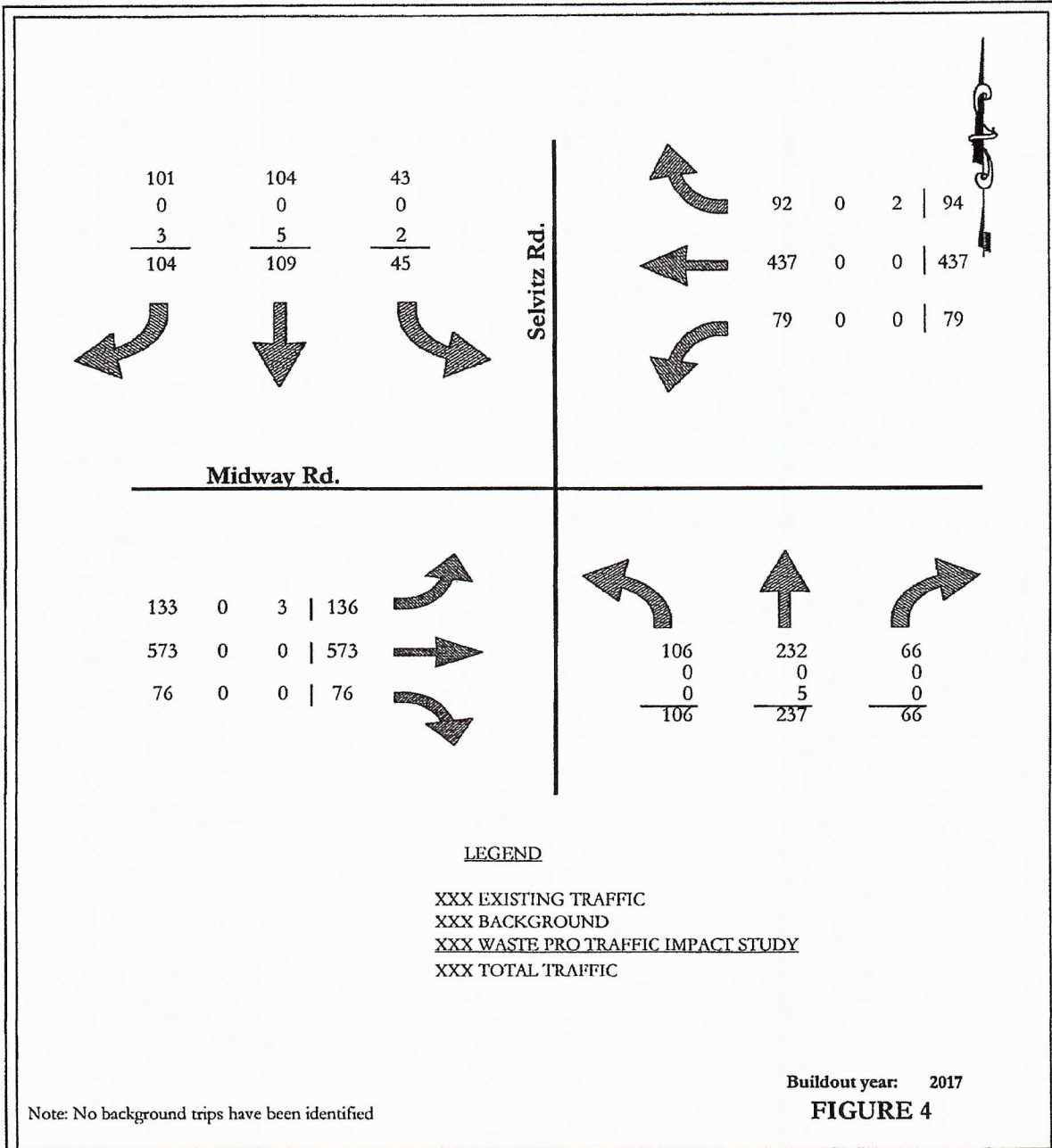


FIGURE 4



CULPEPPER & TERPENING, INC.
 CONSULTING ENGINEERS LAND SURVEYORS

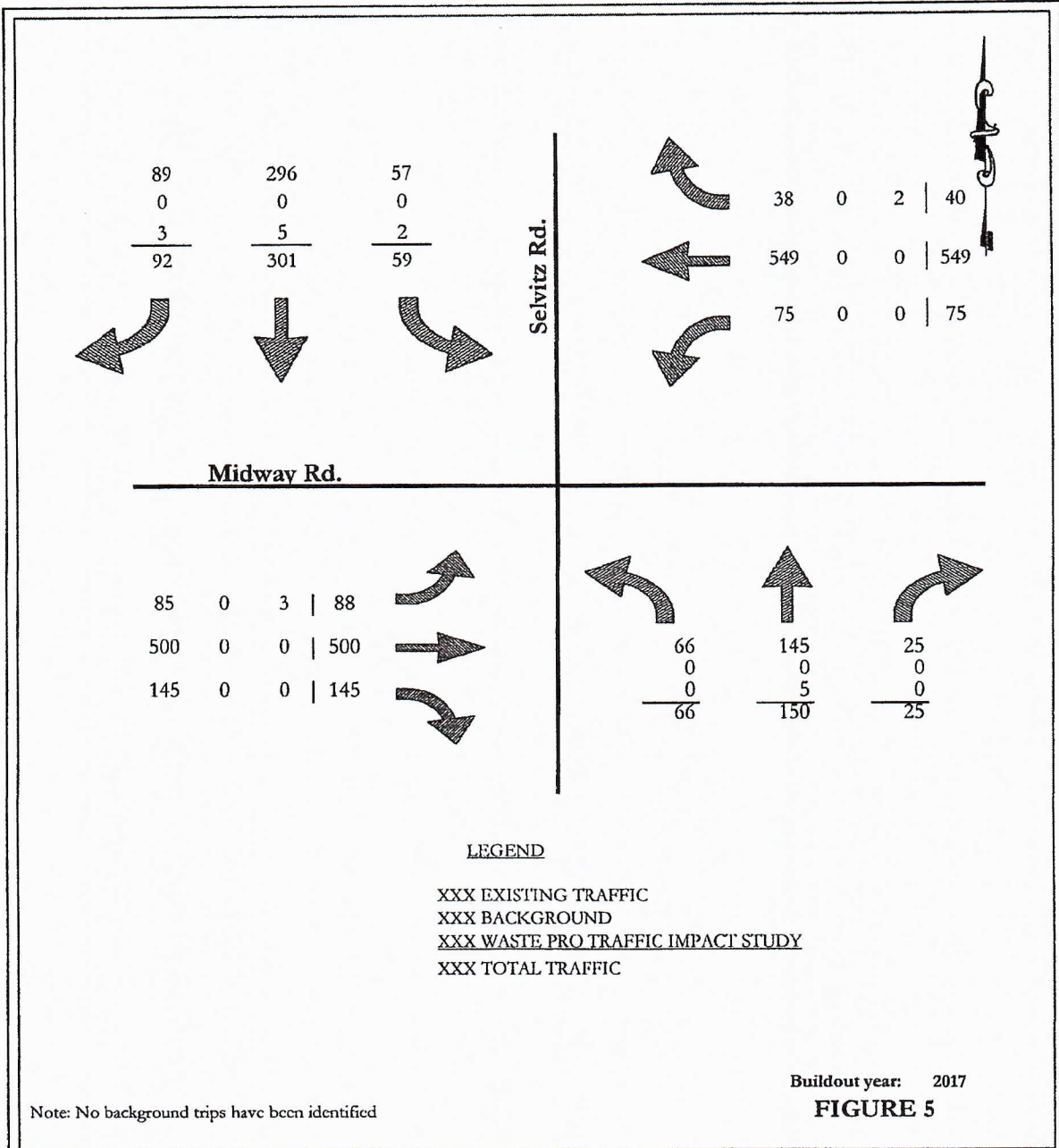

2980 SOUTH 25th STREET
 FORT PIERCE, FLORIDA 34981
 (772) 464-3537

STATE OF FLORIDA BOARD PROFESSIONAL ENGINEERS AUTHORIZATION NO. 438

AM PEAK HOUR TURNING MOVEMENTS

Selvitz Rd. & Midway Rd.

Waste Pro Traffic Impact Study

CULPEPPER & TERPENING, INC.
 CONSULTING ENGINEERS LAND SURVEYORS

2980 SOUTH 25th STREET
 FORT PIERCE, FLORIDA 34981
 (772) 464-3537

STATE OF FLORIDA BOARD PROFESSIONAL ENGINEERS AUTHORIZATION NO. 4288

PM PEAK HOUR TURNING MOVEMENTS

Selvitz Rd. & Midway Rd.

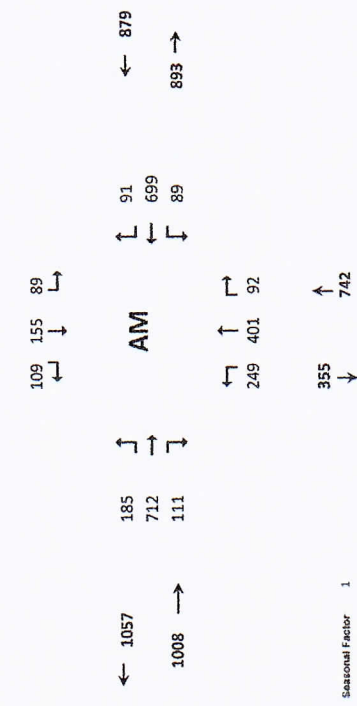
Waste Pro Traffic Impact Study

APPENDIX D

INTERSECTION ANALYSIS DATA

TURNING MOVEMENT VOLUME COUNTS

N/S STREET: Selwitz Rd
 FILENAME: Energy and Selwitz
 COUNT DATE: 2/18/2020
 REPORT DATE: 2/18/2020
 DAY: Tuesday
 ANALYSIS YEAR: 2020 - Existing
 CITY: St Lucie
 E/W STREET: Midway Rd
 CONTROL: Signalized

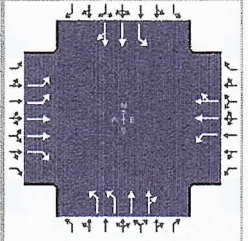


15 Min Period	Northbound			Southbound			Eastbound			Westbound			ONE HOUR SUM	
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR		TOTAL
7:00-7:15	45	71	24	18	24	32	30	196	33	9	148	21	651	2982
7:15-7:30	63	81	22	15	32	27	44	183	28	18	145	23	681	2958
7:30-7:45	67	122	22	37	39	22	59	151	32	22	213	21	807	2853
7:45-8:00	74	177	24	19	60	28	52	182	18	40	193	26	843	2606
8:00-8:15	54	52	11	21	31	20	40	173	28	16	168	13	627	2265
8:15-8:30	52	59	23	13	28	20	34	127	26	17	167	10	576	
8:30-8:45	60	57	23	12	33	25	30	151	29	7	111	22	560	
8:45-9:00	38	39	23	19	15	15	30	150	30	10	116	17	502	
7:00AM TO 8:00AM														
Volumes	249	401	92	89	155	109	185	712	111	89	699	91	2982	
Season Factor	249	401	92	89	155	109	185	712	111	89	699	91	2982	1.01
Growth	249	401	92	89	155	109	185	712	111	89	699	91	2982	0
Total	249	401	92	89	155	109	185	712	111	89	699	91	2982	

Seasonal Factor 1
 Growth Rate 1.01
 Years Growth 0

HCS Signalized Intersection Input Data

General Information				Intersection Information			
Agency	O'Rourke Engineering			Duration, h	0.250		
Analyst	MM	Analysis Date	Aug 11, 2022	Area Type	Other		
Jurisdiction	St. Lucie County	Time Period	AM Peak Hour	PHF	0.88		
Urban Street	Midway Rd	Analysis Year	Existing	Analysis Period	1> 7:00		
Intersection	Selvitz and Midway	File Name	Midway Rd Selvitz.AM.existingmax 8.11.2022.xus				
Project Description	Ft. Pierce Commerce Center 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	185	712	111	89	699	91	249	401	92	89	155	109

Signal Information														
Cycle, s	84.1	Reference Phase	2											
Offset, s	0	Reference Point	End											
Uncoordinated	Yes	Simult. Gap E/W	On	Green	9.1	2.9	23.1	9.1	0.9	15.1				
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	4.0	0.0	4.0	4.0	0.0	4.0				
				Red	2.0	0.0	2.0	2.0	0.0	2.0				

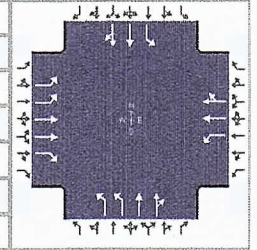
Traffic Information	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Demand (v), veh/h	185	712	111	89	699	91	249	401	92	89	155	109
Initial Queue (Q _b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s ₀), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N _m), man/h	None			0	L+R	0	None			None		
Heavy Vehicles (P _{HV}), %	0	0	0	0	0	0	0	0	0	0	0	0
Ped / Bike / RTOR, /h	0	0	0	0	0	0	0	0	0	0	0	0
Buses (N _b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (AT)	3	3	3	3	3	3	3	3	3	3	3	3
Upstream Filtering (f)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (W), ft	12.0	12.0	12.0	12.0	12.0		12.0	12.0		12.0	12.0	
Turn Bay Length, ft	0	0	0	0	0		0	0		0	0	
Grade (Pg), %	0			0			0			0		
Speed Limit, mi/h	35	35	35	35	35	35	35	35	35	35	35	35

Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
	Maximum Green (G _{max}) or Phase Split, s	22.0	24.0	16.0	24.0	14.0	60.0	13.0
Yellow Change Interval (Y), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Red Clearance Interval (R _c), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Minimum Green (G _{min}), s	12	10	10	10	10	10	10	10
Start-Up Lost Time (l _t), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (e), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (PT), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Recall Mode	Off	Min	Off	Min	Off	Off	Off	Off
Dual Entry	No	Yes	No	Yes	No	Yes	No	Yes
Walk (Walk), s		0.0		0.0		0.0		0.0
Pedestrian Clearance Time (PC), s		0.0		0.0		0.0		0.0

Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius	0.0	No	25.0	0.0	No	25.0	0.0	No	25.0	0.0	No	25.0
Walkway / Crosswalk Width / Length, ft	9.0	12.0	0.0	9.0	12.0	0.0	9.0	12.0	0.0	9.0	12.0	0.0
Street Width / Island / Curb, ft	0.0	0	No	0.0	0	No	0.0	0	No	0.0	0	No
Width Outside / Bike Lane / Shoulder, ft	12.0	5.0	2.0	12.0	5.0	2.0	12.0	5.0	2.0	12.0	5.0	2.0
Pedestrian Signal / Occupied Parking	No		0.50	No		0.50	No		0.50	No		0.50

HCS Signalized Intersection Intermediate Values

General Information				Intersection Information			
Agency	O'Rourke Engineering			Duration, h	0.250		
Analyst	MM	Analysis Date	Aug 11, 2022	Area Type	Other		
Jurisdiction	St. Lucie County	Time Period	AM Peak Hour	PHF	0.88		
Urban Street	Midway Rd	Analysis Year	Existing	Analysis Period	1> 7:00		
Intersection	Selvitz and Midway	File Name	Midway Rd_Selvitz.AM.existingmax 8.11.2022.xus				
Project Description	Ft. Pierce Commerce Center Existing						



Demand Information	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	185	712	111	89	699	91	249	401	92	89	155	109

Signal Information				Signal Phases											
Cycle, s	84.1	Reference Phase	2	EB			WB			NB			SB		
Offset, s	0	Reference Point	End	Green	9.1	2.9	23.1	9.1	0.9	15.1	1	2	3	4	
Uncoordinated	Yes	Simult. Gap E/W	On	Yellow	4.0	0.0	4.0	4.0	0.0	4.0	5	6	7	8	
Force Mode	Fixed	Simult. Gap N/S	On	Red	2.0	0.0	2.0	2.0	0.0	2.0					

Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)												
Heavy Vehicles and Grade Factor (f_{HVg})												
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	1.000	1.000	0.900	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)												
Lane Utilization Adjustment Factor (f_{LU})	0.971	0.952	1.000	1.000	1.000	1.000	0.971	1.000	1.000	1.000	1.000	1.000
Left-Turn Adjustment Factor (f_{LT})	0.952	0.000		0.952	0.000		0.952	0.000		0.952	0.000	
Right-Turn Adjustment Factor (f_{RT})		0.000	0.847		0.861	0.861		0.935	0.935		0.866	0.866
Left-Turn Pedestrian Adjustment Factor (f_{LPB})	1.000			1.000			1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{RPB})			1.000			1.000			1.000			1.000
Work Zone Adjustment Factor (f_{WZ})												
DDI Factor (f_{DDI})												
Movement Saturation Flow Rate (s), veh/h	3514	3618	1610	1810	3129	407	3514	2995	682	1810	2132	1414
Proportion of Vehicles Arriving on Green (P)	0.14	0.31	0.31	0.11	0.28	0.28	0.12	0.19	0.19	0.11	0.18	0.18
Incremental Delay Factor (k)	0.04	0.25	0.04	0.04	0.40	0.40	0.04	0.04	0.04	0.04	0.04	0.04

Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t _L)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Green Ratio (g/C)	0.14	0.31	0.11	0.28	0.12	0.19	0.11	0.18
Permitted Saturation Flow Rate (s _p), veh/h/ln	0	0	0	0	0	0	0	0
Shared Saturation Flow Rate (s _{sh}), veh/h/ln								
Permitted Effective Green Time (g _p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Permitted Service Time (g _u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Permitted Queue Service Time (g _{ps}), s								
Time to First Blockage (g _t), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Service Time Before Blockage (g _{rs}), s								
Protected Right Saturation Flow (s _R), veh/h/ln			1610					
Protected Right Effective Green Time (g _R), s			10.0					

Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v	1.710	0.000	1.557	0.000	1.557	0.000	1.852	0.000
Pedestrian F_s / F_{delay}	0.000	0.120	0.000	0.124	0.000	0.133	0.000	0.134
Pedestrian M_{corner} / M_{cw}	0.00		0.00		0.00		0.00	
Bicycle C_b / d_b	617.95	20.08	550.16	22.10	380.39	27.58	358.38	28.33
Bicycle F_w / F_v	-3.64	0.95	-3.64	0.82	-3.64	0.70	-3.64	0.33

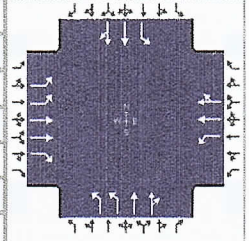
HCS Signalized Intersection Results Graphical Summary

General Information

Agency: O'Rourke Engineering
 Analyst: MM
 Jurisdiction: St. Lucie County
 Urban Street: Midway Rd
 Intersection: Selvitz and Midway
 Project Description: Ft. Pierce Commerce Center Existing

Intersection Information

Duration, h: 0.250
 Area Type: Other
 PHF: 0.88
 Analysis Year: Existing
 Analysis Period: 1 > 7:00
 File Name: Midway Rd Selvitz.AM.existingmax 8.11.2022.xus



Demand Information

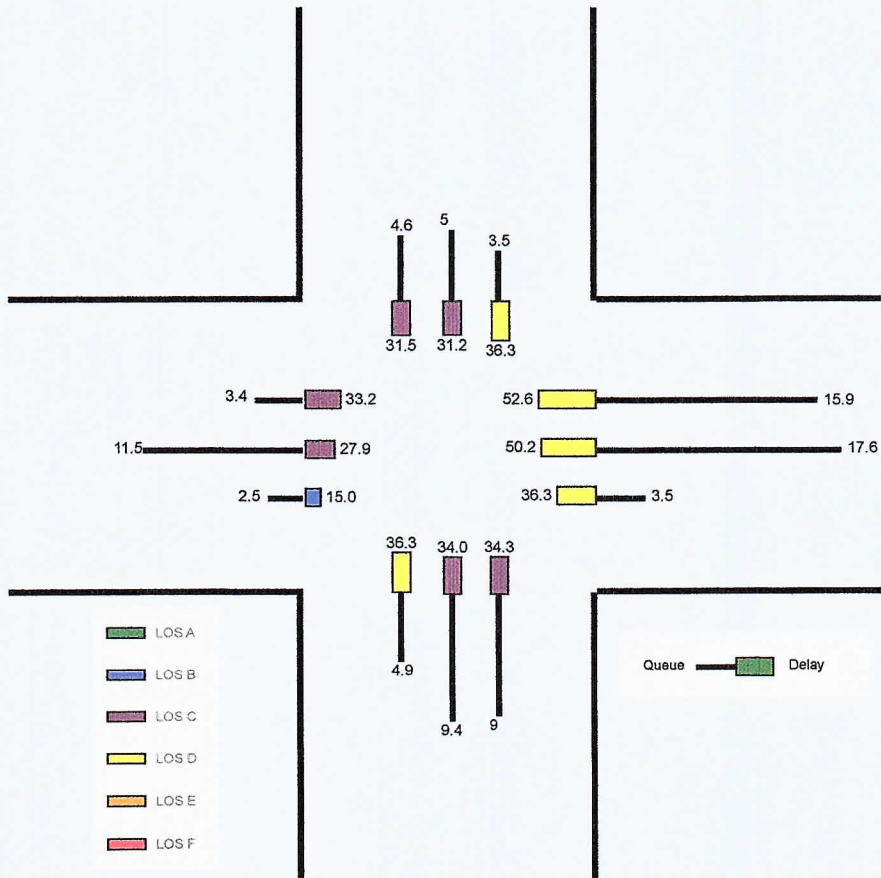
Approach Movement	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	185	712	111	89	699	91	249	401	92	89	155	109

Signal Information

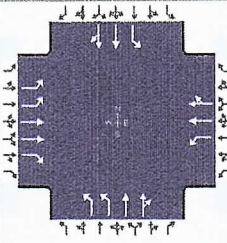
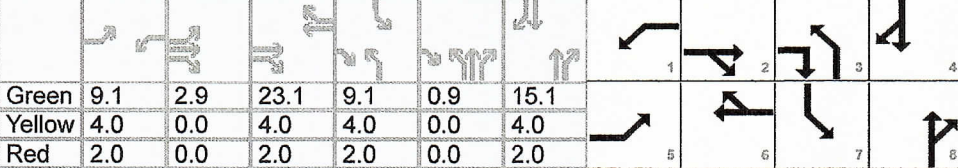
Cycle, s	84.1	Reference Phase	2	Diagram								
Offset, s	0	Reference Point	End	Diagram								
Uncoordinated	Yes	Simult. Gap E/W	On	Diagram								
Force Mode	Fixed	Simult. Gap N/S	On	Diagram								
Green	9.1	2.9	23.1	9.1	0.9	15.1	Diagram					
Yellow	4.0	0.0	4.0	4.0	0.0	4.0	Diagram					
Red	2.0	0.0	2.0	2.0	0.0	2.0	Diagram					

Movement Group Results

Approach Movement	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (Q), ft/ln (95 th percentile)												
Back of Queue (Q), veh/ln (95 th percentile)	3.4	11.5	2.5	3.5	17.6	15.9	4.9	9.4	9.0	3.5	5.0	4.6
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
Control Delay (d), s/veh	33.2	27.9	15.0	36.3	50.2	52.6	36.3	34.0	34.3	36.3	31.2	31.5
Level of Service (LOS)	C	C	B	D	D	D	D	C	C	D	C	C
Approach Delay, s/veh / LOS	27.5	C		49.8	D		34.9	C		32.6	C	
Intersection Delay, s/veh / LOS	36.5						D					



HCS Signalized Intersection Results Summary

General Information						Intersection Information													
Agency		O'Rourke Engineering				Duration, h		0.250											
Analyst		MM		Analysis Date		Aug 11, 2022		Area Type		Other									
Jurisdiction		St. Lucie County		Time Period		AM Peak Hour		PHF		0.88									
Urban Street		Midway Rd		Analysis Year		Existing		Analysis Period		1 > 7:00									
Intersection		Selvitz and Midway		File Name		Midway Rd Selvitz.AM.existingmax 8.11.2022.xus													
Project Description		Ft. Pierce Commerce Center 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				185	712	111	89	699	91	249	401	92	89	155	109				
Signal Information																			
Cycle, s		84.1														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				9.1	2.9	23.1	9.1	0.9	15.1										
Yellow				4.0	0.0	4.0	4.0	0.0	4.0										
Red				2.0	0.0	2.0	2.0	0.0	2.0										
Timer Results				EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT								
Assigned Phase				5	2	1	6	3	8	7	4								
Case Number				2.0	3.0	2.0	4.0	2.0	4.0	2.0	4.0								
Phase Duration, s				17.9	32.0	15.1	29.1	16.0	22.0	15.1	21.1								
Change Period, (Y+R _c), s				6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0								
Max Allow Headway (MAH), s				3.1	3.1	3.1	3.1	3.1	3.1	3.1	3.1								
Queue Clearance Time (g _s), s				6.6	18.7	6.4	22.7	8.5	14.3	6.4	8.6								
Green Extension Time (g _e), s				0.4	2.4	0.1	0.4	0.3	1.7	0.1	1.7								
Phase Call Probability				0.99	1.00	0.91	1.00	1.00	1.00	0.91	1.00								
Max Out Probability				0.00	0.68	0.00	1.00	0.10	0.00	0.01	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				5	2	12	1	6	16	3	8	18	7	4	14				
Adjusted Flow Rate (v), veh/h				210	809	126	101	482	416	283	288	272	101	156	144				
Adjusted Saturation Flow Rate (s), veh/h/ln				1757	1809	1610	1810	1900	1637	1757	1900	1777	1810	1900	1646				
Queue Service Time (g _s), s				4.6	16.7	4.1	4.4	20.7	20.7	6.5	12.2	12.3	4.4	6.2	6.6				
Cycle Queue Clearance Time (g _c), s				4.6	16.7	4.1	4.4	20.7	20.7	6.5	12.2	12.3	4.4	6.2	6.6				
Green Ratio (g/C)				0.14	0.31	0.43	0.11	0.28	0.28	0.12	0.19	0.19	0.11	0.18	0.18				
Capacity (c), veh/h				498	1118	689	195	523	450	417	361	338	195	341	295				
Volume-to-Capacity Ratio (X)				0.422	0.724	0.183	0.519	0.922	0.923	0.678	0.796	0.806	0.519	0.457	0.489				
Back of Queue (Q), ft/ln (95 th percentile)																			
Back of Queue (Q), veh/ln (95 th percentile)				3.4	11.5	2.5	3.5	17.6	15.9	4.9	9.4	9.0	3.5	5.0	4.6				
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				33.0	25.9	14.9	35.5	29.6	29.6	35.5	32.5	32.6	35.5	30.9	31.1				
Incremental Delay (d ₂), s/veh				0.2	2.0	0.0	0.8	20.6	22.9	0.7	1.5	1.7	0.8	0.4	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				33.2	27.9	15.0	36.3	50.2	52.6	36.3	34.0	34.3	36.3	31.2	31.5				
Level of Service (LOS)				C	C	B	D	D	D	D	C	C	D	C	C				
Approach Delay, s/veh / LOS				27.5		C	49.8		D	34.9		C	32.6		C				
Intersection Delay, s/veh / LOS				36.5						D									
Multimodal Results				EB			WB			NB			SB						
Pedestrian LOS Score / LOS				2.43		B	2.28		B	2.29		B	2.59		C				
Bicycle LOS Score / LOS				1.43		A	1.31		A	1.18		A	0.82		A				

TURNING MOVEMENT VOLUME COUNTS

I/S STREET: Selvitz Rd
 FILENAME: Energy and Selvitz
 COUNT DATE: 2/18/2020
 REPORT DATE: 5-12-2022

EW STREET: Midway Rd
 County: SICO

CONTROL: Signalized

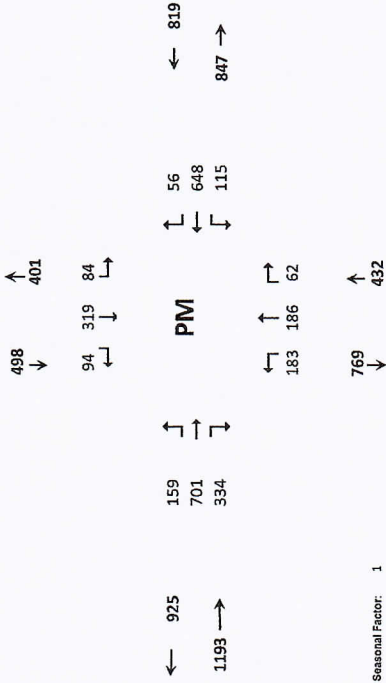
DAY: Tuesday
 ANALYSIS YEAR: Existing

15 Min Period lanes	Northbound			Southbound			Eastbound			Westbound			ONE HOUR SUM	
	NBL	NBR	NBT	SBL	SBT	SBT	EBL	EBT	EBR	WBL	WBT	WBR		TOTAL
4:00-4:15	52	57	12	24	55	39	31	186	58	35	173	10	732	2810
4:15-4:30	72	56	17	15	66	27	36	159	44	37	154	16	699	2794
4:30-4:45	48	49	22	20	69	21	52	151	74	26	162	8	702	2855
4:45-5:00	57	40	13	16	73	22	35	157	75	29	144	16	677	2762
5:00-5:15	24	48	7	33	86	23	26	190	85	23	157	14	716	2635
5:15-5:30	49	44	18	13	82	25	41	182	90	34	166	16	760	
5:30-5:45	30	46	6	14	55	22	29	159	64	28	143	13	609	
5:45-6:00	44	42	11	11	53	12	25	122	59	29	129	13	550	

PM PEAK HOUR IS FROM:

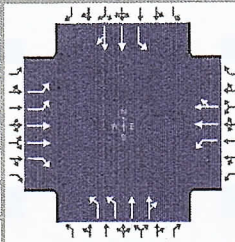
4:30 PM TO 5:30 PM
 Volumes: 178 181 60 82 310 91 154 680 324 112 679 54 2855
 Season Factor: 178 181 60 82 310 91 154 680 324 112 679 54 2855
 Growth: 183 186 62 84 319 94 159 701 334 115 648 56 2942

Seasonal Factor: 1
 Growth Rate: 1.01
 Years Growth: 0



HCS Signalized Intersection Input Data

General Information				Intersection Information			
Agency	O'Rourke Engineering			Duration, h	0.250		
Analyst	MM	Analysis Date	Aug 11, 2022	Area Type	Other		
Jurisdiction	St. Lucie County	Time Period	PM Peak Hour	PHF	0.88		
Urban Street	Midway Rd	Analysis Year	Existing	Analysis Period	1 > 7:00		
Intersection	Selvitz and Midway	File Name	Ft Pierce Commerce -Midway Selvitz.PM.existing...				
Project Description	Ft. Pierce Commerce Center - 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	159	701	334	115	648	56	183	186	62	84	319	94

Signal Information				Signal Timing and Phases												
Cycle, s	80.8	Reference Phase	2	[Signal Timing Diagram]												
Offset, s	0	Reference Point	End	[Signal Timing Diagram]												
Uncoordinated	Yes	Simult. Gap E/W	On	Green	9.5	2.3	21.6	8.8	1.1	13.5	[Signal Timing Diagram]					
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	4.0	0.0	4.0	4.0	0.0	4.0	[Signal Timing Diagram]					
				Red	2.0	0.0	2.0	2.0	0.0	2.0	[Signal Timing Diagram]					

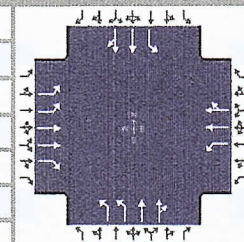
Traffic Information	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Demand (v), veh/h	159	701	334	115	648	56	183	186	62	84	319	94
Initial Queue (Q _b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s ₀), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N _m), man/h	None			0	L + R	0	None			None		
Heavy Vehicles (P _{HV}), %	0	0	0	0	0		0	0		0	0	
Ped / Bike / RTOR, /h	0	0	0	0	0	0	0	0	0	0	0	0
Buses (N _b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (AT)	3	3	3	3	3	3	3	3	3	3	3	3
Upstream Filtering (f)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (W), ft	12.0	12.0	12.0	12.0	12.0		12.0	12.0		12.0	12.0	
Turn Bay Length, ft	0	0	0	0	0		0	0		0	0	
Grade (Pg), %	0			0			0			0		
Speed Limit, mi/h	35	35	35	35	35	35	35	35	35	35	35	35

Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G _{max}) or Phase Split, s	22.0	24.0	16.0	24.0	14.0	60.0	13.0	60.0
Yellow Change Interval (Y), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Red Clearance Interval (R _c), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Minimum Green (G _{min}), s	12	10	10	10	10	10	10	10
Start-Up Lost Time (f), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (e), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (PT), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Recall Mode	Off	Min	Off	Min	Off	Off	Off	Off
Dual Entry	No	Yes	No	Yes	No	Yes	No	Yes
Walk (Walk), s		0.0		0.0		0.0		0.0
Pedestrian Clearance Time (PC), s		0.0		0.0		0.0		0.0

Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius	0.0	No	25.0	0.0	No	25.0	0.0	No	25.0	0.0	No	25.0
Walkway / Crosswalk Width / Length, ft	9.0	12.0	0.0	9.0	12.0	0.0	9.0	12.0	0.0	9.0	12.0	0.0
Street Width / Island / Curb, ft	0.0	0	No	0.0	0	No	0.0	0	No	0.0	0	No
Width Outside / Bike Lane / Shoulder, ft	12.0	5.0	2.0	12.0	5.0	2.0	12.0	5.0	2.0	12.0	5.0	2.0
Pedestrian Signal / Occupied Parking	No	0.50		No	0.50		No	0.50		No	0.50	

HCS Signalized Intersection Intermediate Values

General Information				Intersection Information			
Agency	O'Rourke Engineering			Duration, h	0.250		
Analyst	MM	Analysis Date	Aug 11, 2022	Area Type	Other		
Jurisdiction	St. Lucie County	Time Period	PM Peak Hour	PHF	0.88		
Urban Street	Midway Rd	Analysis Year	Existing	Analysis Period	1 > 7:00		
Intersection	Selvitz and Midway	File Name	Ft Pierce Commerce -Midway Selvitz.PM.existing...				
Project Description	Ft. Pierce Commerce Center - 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	159	701	334	115	648	56	183	186	62	84	319	94

Signal Information				Signal Phases													
Cycle, s	80.8	Reference Phase	2														
Offset, s	0	Reference Point	End														
Uncoordinated	Yes	Simult. Gap E/W	On														
Force Mode	Fixed	Simult. Gap N/S	On														
		Green		9.5	2.3	21.6	8.8	1.1	13.5								
		Yellow		4.0	0.0	4.0	4.0	0.0	4.0								
		Red		2.0	0.0	2.0	2.0	0.0	2.0								

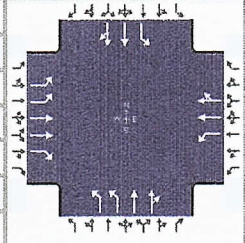
Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)												
Heavy Vehicles and Grade Factor (f_{HVg})												
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	1.000	1.000	0.900	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)												
Lane Utilization Adjustment Factor (f_{LU})	0.971	0.952	1.000	1.000	1.000	1.000	0.971	1.000	1.000	1.000	1.000	1.000
Left-Turn Adjustment Factor (f_{LT})	0.952	0.000		0.952	0.000		0.952	0.000		0.952	0.000	
Right-Turn Adjustment Factor (f_{RT})		0.000	0.847		0.873	0.873		0.916	0.916		0.922	0.922
Left-Turn Pedestrian Adjustment Factor (f_{LPB})	1.000			1.000			1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{RPB})			1.000			1.000			1.000			1.000
Work Zone Adjustment Factor (f_{wz})												
DDI Factor (f_{DDI})												
Movement Saturation Flow Rate (s), veh/h	3514	3618	1610	1810	3276	283	3514	2750	890	1810	2830	822
Proportion of Vehicles Arriving on Green (P)	0.15	0.30	0.30	0.12	0.27	0.27	0.12	0.18	0.18	0.11	0.17	0.17
Incremental Delay Factor (k)	0.04	0.26	0.10	0.04	0.28	0.28	0.04	0.04	0.04	0.04	0.04	0.04

Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Green Ratio (g/C)	0.15	0.30	0.12	0.27	0.12	0.18	0.11	0.17
Permitted Saturation Flow Rate (S_p), veh/h/ln	0	0	0	0	0	0	0	0
Shared Saturation Flow Rate (S_{sh}), veh/h/ln								
Permitted Effective Green Time (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Permitted Service Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Permitted Queue Service Time (g_{ps}), s								
Time to First Blockage (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Service Time Before Blockage (g_{rs}), s								
Protected Right Saturation Flow (S_R), veh/h/ln			1610					
Protected Right Effective Green Time (g_R), s			9.9					

Multimodal	EB			WB			NB			SB		
Pedestrian F_w / F_v	1.710	0.000		1.557	0.000		1.557	0.000		1.852	0.000	
Pedestrian F_s / F_{delay}	0.000	0.120		0.000	0.123		0.000	0.132		0.000	0.134	
Pedestrian M_{corner} / M_{cw}	0.00			0.00			0.00			0.00		
Bicycle C_b / d_b	593.10	19.99		535.60	21.66		360.07	27.17		333.40	28.06	
Bicycle F_w / F_v	-3.64	1.12		-3.64	0.77		-3.64	0.40		-3.64	0.47	

HCS Signalized Intersection Results Graphical Summary

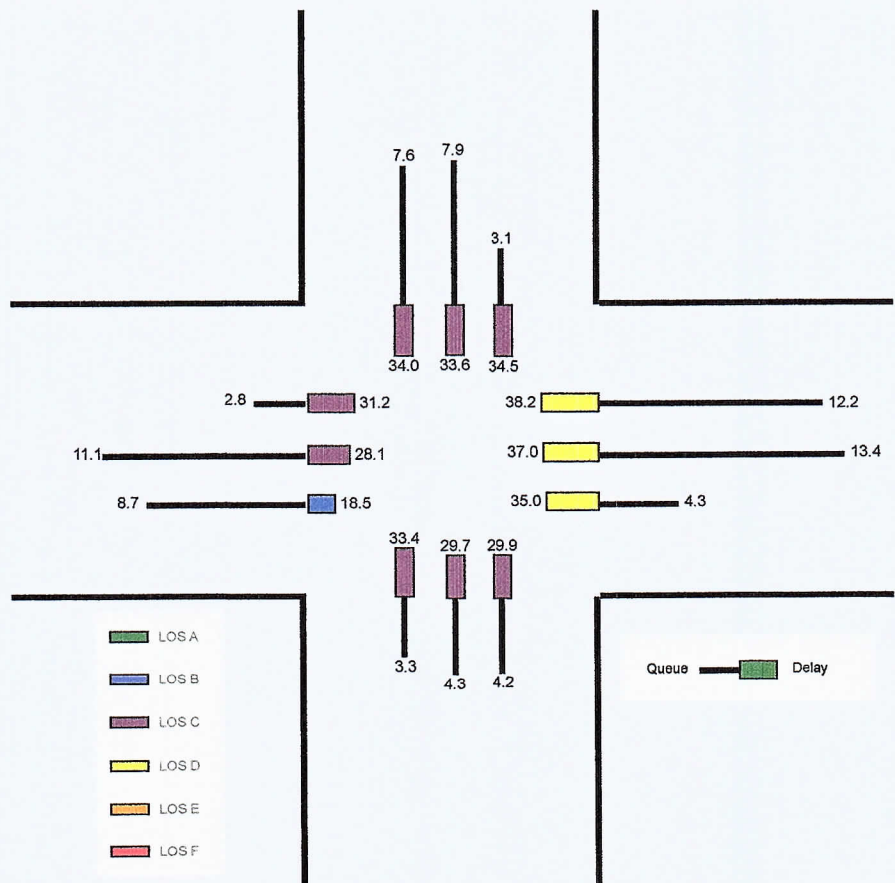
General Information				Intersection Information			
Agency	O'Rourke Engineering			Duration, h	0.250		
Analyst	MM	Analysis Date	Aug 11, 2022	Area Type	Other		
Jurisdiction	St. Lucie County	Time Period	PM Peak Hour	PHF	0.88		
Urban Street	Midway Rd	Analysis Year	Existing	Analysis Period	1> 7:00		
Intersection	Selvitz and Midway	File Name	Ft Pierce Commerce -Midway Selvitz.PM.existing...				
Project Description	Ft. Pierce Commerce Center - Existing						



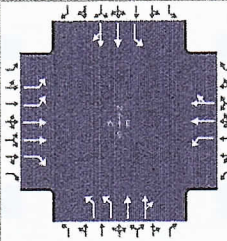
Demand Information	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Demand (v), veh/h	159	701	334	115	648	56	183	186	62	84	319	94

Signal Information													
Cycle, s	80.8	Reference Phase	2										
Offset, s	0	Reference Point	End										
Uncoordinated	Yes	Simult. Gap E/W	On	Green	9.5	2.3	21.6	8.8	1.1	13.5			
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	4.0	0.0	4.0	4.0	0.0	4.0			
				Red	2.0	0.0	2.0	2.0	0.0	2.0			

Movement Group Results	EB			WB			NB			SB			
	L	T	R	L	T	R	L	T	R	L	T	R	
Approach Movement													
Back of Queue (Q), ft/ln (95 th percentile)													
Back of Queue (Q), veh/ln (95 th percentile)	2.8	11.1	8.7	4.3	13.4	12.2	3.3	4.3	4.2	3.1	7.9	7.6	
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	
Control Delay (d), s/veh	31.2	28.1	18.5	35.0	37.0	38.2	33.4	29.7	29.9	34.5	33.6	34.0	
Level of Service (LOS)	C	C	B	D	D	D	C	C	C	C	C	C	
Approach Delay, s/veh / LOS	25.8	C		37.2	D		31.3	C			33.9	C	
Intersection Delay, s/veh / LOS	31.2						C						



HCS Signalized Intersection Results Summary

General Information				Intersection Information		
Agency	O'Rourke Engineering			Duration, h	0.250	
Analyst	MM	Analysis Date	Aug 11, 2022	Area Type	Other	
Jurisdiction	St. Lucie County	Time Period	PM Peak Hour	PHF	0.88	
Urban Street	Midway Rd	Analysis Year	Existing	Analysis Period	1> 7:00	
Intersection	Selvitz and Midway	File Name	Ft Pierce Commerce -Midway Selvitz.PM.existing...			
Project Description	Ft. Pierce Commerce Center - 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	159	701	334	115	648	56	183	186	62	84	319	94

Signal Information													
Cycle, s	80.8	Reference Phase	2										
Offset, s	0	Reference Point	End										
Uncoordinated	Yes	Simult. Gap E/W	On	Green	9.5	2.3	21.6	8.8	1.1	13.5			
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	4.0	0.0	4.0	4.0	0.0	4.0			
				Red	2.0	0.0	2.0	2.0	0.0	2.0			

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6	3	8	7	4
Case Number	2.0	3.0	2.0	4.0	2.0	4.0	2.0	4.0
Phase Duration, s	17.8	30.0	15.5	27.6	15.9	20.5	14.8	19.5
Change Period, (Y+R c), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Allow Headway (MAH), s	3.1	3.1	3.1	3.1	3.1	3.1	3.1	3.1
Queue Clearance Time (g s), s	5.7	18.1	7.6	19.2	6.5	7.7	6.0	12.1
Green Extension Time (g e), s	0.3	2.8	0.1	2.5	0.3	1.4	0.1	1.4
Phase Call Probability	0.98	1.00	0.95	1.00	0.99	1.00	0.88	1.00
Max Out Probability	0.00	0.65	0.00	0.77	0.01	0.00	0.01	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	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (v), veh/h	181	797	380	131	427	373	208	144	138	95	242	228
Adjusted Saturation Flow Rate (s), veh/h/ln	1757	1809	1610	1810	1900	1659	1757	1900	1740	1810	1900	1752
Queue Service Time (g s), s	3.7	16.1	14.5	5.6	17.1	17.2	4.5	5.4	5.7	4.0	9.8	10.1
Cycle Queue Clearance Time (g c), s	3.7	16.1	14.5	5.6	17.1	17.2	4.5	5.4	5.7	4.0	9.8	10.1
Green Ratio (g/C)	0.15	0.30	0.42	0.12	0.27	0.27	0.12	0.18	0.18	0.11	0.17	0.17
Capacity (c), veh/h	513	1073	675	212	509	444	431	342	313	198	317	292
Volume-to-Capacity Ratio (X)	0.352	0.742	0.562	0.616	0.839	0.840	0.483	0.421	0.440	0.483	0.763	0.779
Back of Queue (Q), ft/ln (95 th percentile)												
Back of Queue (Q), veh/ln (95 th percentile)	2.8	11.1	8.7	4.3	13.4	12.2	3.3	4.3	4.2	3.1	7.9	7.6
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	31.1	25.6	17.8	33.9	27.9	28.0	33.1	29.4	29.5	33.8	32.1	32.2
Incremental Delay (d 2), s/veh	0.2	2.5	0.7	1.1	9.0	10.3	0.3	0.3	0.4	0.7	1.4	1.7
Initial Queue Delay (d 3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	31.2	28.1	18.5	35.0	37.0	38.2	33.4	29.7	29.9	34.5	33.6	34.0
Level of Service (LOS)	C	C	B	D	D	D	C	C	C	C	C	C
Approach Delay, s/veh / LOS	25.8	C		37.2	D		31.3	C		33.9	C	
Intersection Delay, s/veh / LOS	31.2						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.43	B	2.28	B	2.29	B	2.58	C
Bicycle LOS Score / LOS	1.61	B	1.26	A	0.89	A	0.95	A

TURNING MOVEMENT VOLUME COUNTS

N/STREET: Selwitz Rd
 FILENAME: Energy and Selwitz
 COUNT DATE: 2/18/2020
 REPORT DATE:

EW STREET: Midway Rd
 CITY: St. Lucie

CONTROL: Signalized

DAY: Tuesday
 ANALYSIS YEAR: 2023

15 Min
 Period

15 Min Period	Northbound				Southbound				Eastbound				Westbound			
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL	ONE HOUR SUM		
7:00-7:15	45	71	24	18	24	32	30	196	33	9	148	21	651	2982		
7:15-7:30	63	81	22	15	32	27	44	183	28	18	145	23	681	2958		
7:30-7:45	67	122	22	37	39	22	59	151	32	22	213	21	807	2853		
7:45-8:00	74	127	24	19	60	28	52	182	18	40	193	26	843	2606		
8:00-8:15	54	52	11	21	31	20	40	173	28	16	168	13	627	2265		
8:15-8:30	52	59	23	13	28	20	34	127	26	17	167	10	576			
8:30-8:45	60	57	23	12	33	25	30	151	29	7	111	22	560			
8:45-9:00	38	39	23	19	15	15	30	150	30	10	116	17	502			



AM PEAK HOUR IS FROM:

Seasonal Factor: 1
 Growth Rate: 1.01
 Years Grown: 3

Trips In: 210
 Trips Out: 132

Energy and Selwitz
 Arcosa: 59
 Southern Grove DRI: 1,555
 Western Grove DRI: 338
 Wilson Grove DRI: 969
 Riverland DRI: 1,198
 LTC Ranch: 456
 Wawa Midway & Selwitz: 79
 Village at Midway: 363
 Ravina: 22
 Willow Lakes: 339

Trips In: 402
 Trips Out: 805

Energy and Selwitz
 Arcosa: 31%
 Southern Grove DRI: 0.7%
 Western Grove DRI: 1.1%
 Wilson Grove DRI: 0.7%
 Riverland DRI: 0.6%
 LTC Ranch: 6.3%
 Wawa Midway & Selwitz: 31.0%
 Village at Midway: 5.0%
 Ravina: 16.0%
 Willow Lakes: 19.0%

Energy and Selwitz
 Arcosa: 8%
 Southern Grove DRI: 10%
 Western Grove DRI: 5%
 Wilson Grove DRI: 6%
 Riverland DRI: 8%
 LTC Ranch: 25%
 Wawa Midway & Selwitz: 15.0%
 Village at Midway: 1.0%
 Ravina: 6.0%
 Willow Lakes: 3.0%

Energy and Selwitz
 Arcosa: 1
 Southern Grove DRI: 2
 Western Grove DRI: 9
 Wilson Grove DRI: 6
 Riverland DRI: 7
 LTC Ranch: 25
 Wawa Midway & Selwitz: 12
 Village at Midway: 4
 Ravina: 1
 Willow Lakes: 3
 Waste Pro: 2

Energy and Selwitz
 Arcosa: 91
 Southern Grove DRI: 91
 Western Grove DRI: 94
 Wilson Grove DRI: 7
 Riverland DRI: 7
 LTC Ranch: 29
 Wawa Midway & Selwitz: 25
 Village at Midway: 18
 Ravina: 11
 Willow Lakes: 64

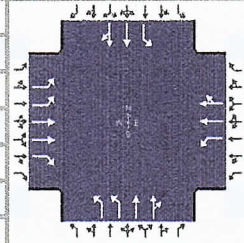
Energy and Selwitz
 Arcosa: 16
 Southern Grove DRI: 1,308
 Western Grove DRI: 534
 Wilson Grove DRI: 952
 Riverland DRI: 1,392
 LTC Ranch: 406
 Wawa Midway & Selwitz: 78
 Village at Midway: 151
 Ravina: 68
 Willow Lakes: 266

Energy and Selwitz
 Arcosa: 0
 Southern Grove DRI: 0
 Western Grove DRI: 0
 Wilson Grove DRI: 0
 Riverland DRI: 0
 LTC Ranch: 0
 Wawa Midway & Selwitz: 0
 Village at Midway: 0
 Ravina: 0
 Willow Lakes: 0
 Waste Pro: 0

Energy and Selwitz
 Arcosa: 290
 Southern Grove DRI: 210
 Western Grove DRI: 857
 Wilson Grove DRI: 123
 Riverland DRI: 178
 LTC Ranch: 132
 Wawa Midway & Selwitz: 132
 Village at Midway: 210
 Ravina: 901
 Willow Lakes: 104

HCS Signalized Intersection Input Data

General Information				Intersection Information			
Agency	O'Rourke Engineering			Duration, h	0.250		
Analyst	MM	Analysis Date	Aug 11, 2022	Area Type	Other		
Jurisdiction	St. Lucie County	Time Period	AM Peak Hour	PHF	0.88		
Urban Street	Midway Rd	Analysis Year	2023 AM Without	Analysis Period	1> 7:00		
Intersection	Selvitz and Midway	File Name	Ft Pierce Commerce - Midway Selvitz.AM.without...				
Project Description	Ft. Pierce Commerce Center - Without Project						



Demand Information	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Demand (v), veh/h	210	857	132	93	901	104	290	420	95	135	178	125

Signal Information				Signal Timing (s)								Signal Phases			
Cycle, s	86.8	Reference Phase	2												
Offset, s	0	Reference Point	End	Green	9.2	2.7	24.0	9.8	0.5	16.6					
Uncoordinated	Yes	Simult. Gap E/W	On	Yellow	4.0	0.0	4.0	4.0	0.0	4.0					
Force Mode	Fixed	Simult. Gap N/S	On	Red	2.0	0.0	2.0	2.0	0.0	2.0					

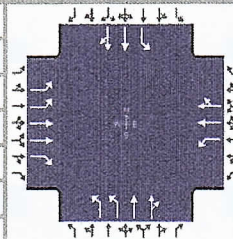
Traffic Information	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Demand (v), veh/h	210	857	132	93	901	104	290	420	95	135	178	125
Initial Queue (Q _b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s ₀), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N _m), man/h		None		0	L + R	0		None			None	
Heavy Vehicles (P _{HV}), %	0	0	0	0	0		0	0		0	0	
Ped / Bike / RTOR, /h	0	0	0	0	0	0	0	0	0	0	0	0
Buses (N _b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (AT)	3	3	3	3	3	3	3	3	3	3	3	3
Upstream Filtering (f)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (W), ft	12.0	12.0	12.0	12.0	12.0		12.0	12.0		12.0	12.0	
Turn Bay Length, ft	0	0	0	0	0		0	0		0	0	
Grade (P _g), %		0			0			0			0	
Speed Limit, mi/h	35	35	35	35	35	35	35	35	35	35	35	35

Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G _{max}) or Phase Split, s	22.0	24.0	16.0	24.0	14.0	60.0	13.0	60.0
Yellow Change Interval (Y), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Red Clearance Interval (R _c), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Minimum Green (G _{min}), s	12	10	10	10	10	10	10	10
Start-Up Lost Time (l _t), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (e), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (PT), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Recall Mode	Off	Min	Off	Min	Off	Off	Off	Off
Dual Entry	No	Yes	No	Yes	No	Yes	No	Yes
Walk (Walk), s		0.0		0.0		0.0		0.0
Pedestrian Clearance Time (PC), s		0.0		0.0		0.0		0.0

Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius	0.0	No	25.0	0.0	No	25.0	0.0	No	25.0	0.0	No	25.0
Walkway / Crosswalk Width / Length, ft	9.0	12.0	0.0	9.0	12.0	0.0	9.0	12.0	0.0	9.0	12.0	0.0
Street Width / Island / Curb, ft	0.0	0	No	0.0	0	No	0.0	0	No	0.0	0	No
Width Outside / Bike Lane / Shoulder, ft	12.0	5.0	2.0	12.0	5.0	2.0	12.0	5.0	2.0	12.0	5.0	2.0
Pedestrian Signal / Occupied Parking	No	0.50		No	0.50		No	0.50		No	0.50	

HCS Signalized Intersection Intermediate Values

General Information				Intersection Information	
Agency	O'Rourke Engineering			Duration, h	0.250
Analyst	MM	Analysis Date	Aug 11, 2022	Area Type	Other
Jurisdiction	St. Lucie County	Time Period	AM Peak Hour	PHF	0.88
Urban Street	Midway Rd	Analysis Year	2023 AM Without	Analysis Period	1> 7:00
Intersection	Selvitz and Midway	File Name	Ft Pierce Commerce - Midway Selvitz.AM.without...		
Project Description	Ft. Pierce Commerce Center - Without Project				



Demand Information	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Demand (v), veh/h	210	857	132	93	901	104	290	420	95	135	178	125

Signal Information													
Cycle, s	86.8	Reference Phase	2										
Offset, s	0	Reference Point	End										
Uncoordinated	Yes	Simult. Gap E/W	On	Green	9.2	2.7	24.0	9.8	0.5	16.6			
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	4.0	0.0	4.0	4.0	0.0	4.0			
				Red	2.0	0.0	2.0	2.0	0.0	2.0			

Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)												
Heavy Vehicles and Grade Factor (f_{HVg})												
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	1.000	1.000	0.900	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)												
Lane Utilization Adjustment Factor (f_{LU})	0.971	0.952	1.000	1.000	1.000	1.000	0.971	1.000	1.000	1.000	1.000	1.000
Left-Turn Adjustment Factor (f_{LT})	0.952	0.000		0.952	0.000		0.952	0.000		0.952	0.000	
Right-Turn Adjustment Factor (f_{RT})		0.000	0.847		0.865	0.865		0.936	0.936		0.866	0.866
Left-Turn Pedestrian Adjustment Factor (f_{LPB})	1.000			1.000			1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{RPB})			1.000			1.000			1.000			1.000
Work Zone Adjustment Factor (f_{wz})												
DDI Factor (f_{DDI})												
Movement Saturation Flow Rate (s), veh/h	3514	3618	1610	1810	3178	367	3514	3004	675	1810	2126	1418
Proportion of Vehicles Arriving on Green (P)	0.14	0.31	0.31	0.11	0.28	0.28	0.12	0.20	0.20	0.11	0.19	0.19
Incremental Delay Factor (k)	0.04	0.38	0.04	0.04	0.50	0.50	0.12	0.04	0.04	0.10	0.04	0.04

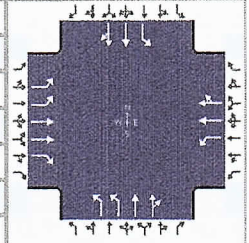
Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Green Ratio (g/C)	0.14	0.31	0.11	0.28	0.12	0.20	0.11	0.19
Permitted Saturation Flow Rate (s_p), veh/h/ln	0	0	0	0	0	0	0	0
Shared Saturation Flow Rate (s_{sh}), veh/h/ln								
Permitted Effective Green Time (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Permitted Service Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Permitted Queue Service Time (g_{ps}), s								
Time to First Blockage (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Service Time Before Blockage (g_{fs}), s								
Protected Right Saturation Flow (s_R), veh/h/ln			1610					
Protected Right Effective Green Time (g_R), s			10.3					

Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v	1.710	0.000	1.557	0.000	1.557	0.000	1.852	0.000
Pedestrian F_s / F_{delay}	0.000	0.122	0.000	0.125	0.000	0.134	0.000	0.134
Pedestrian M_{corner} / M_{cw}	0.00		0.00		0.00		0.00	
Bicycle c_b / d_b	616.22	20.78	553.00	22.72	393.63	28.00	382.15	28.40
Bicycle F_w / F_v	-3.64	1.12	-3.64	1.03	-3.64	0.75	-3.64	0.41

HCS Signalized Intersection Results Graphical Summary

General Information

Agency	O'Rourke Engineering			Duration, h	0.250
Analyst	MM	Analysis Date	Aug 11, 2022	Area Type	Other
Jurisdiction	St. Lucie County	Time Period	AM Peak Hour	PHF	0.88
Urban Street	Midway Rd	Analysis Year	2023 AM Without	Analysis Period	1 > 7:00
Intersection	Selvitz and Midway	File Name	Ft Pierce Commerce - Midway Selvitz.AM.without...		
Project Description	Ft. Pierce Commerce Center - Without Project				



Demand Information

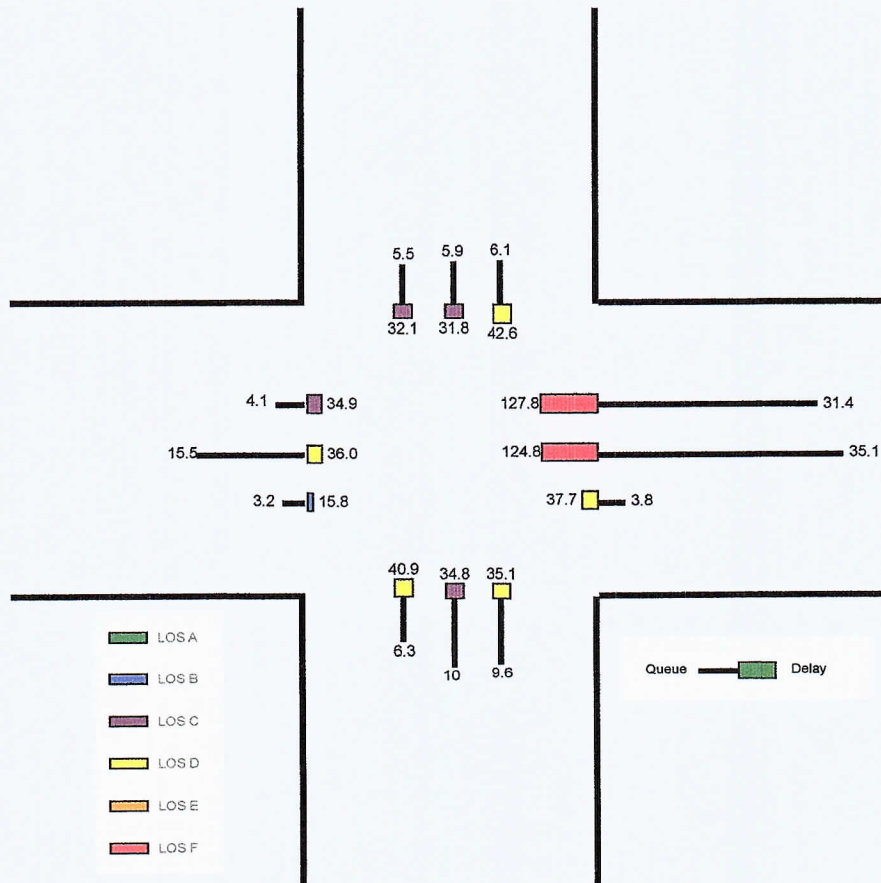
Approach Movement	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	210	857	132	93	901	104	290	420	95	135	178	125

Signal Information

Cycle, s	86.8	Reference Phase	2										
Offset, s	0	Reference Point	End										
Uncoordinated	Yes	Simult. Gap E/W	On	Green	9.2	2.7	24.0	9.8	0.5	16.6			
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	4.0	0.0	4.0	4.0	0.0	4.0			
				Red	2.0	0.0	2.0	2.0	0.0	2.0			

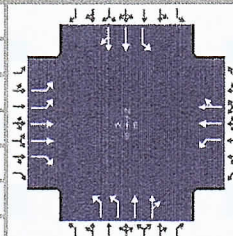
Movement Group Results

Approach Movement	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (Q), ft/ln (95 th percentile)												
Back of Queue (Q), veh/ln (95 th percentile)	4.1	15.5	3.2	3.8	35.1	31.4	6.3	10.0	9.6	6.1	5.9	5.5
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
Control Delay (d), s/veh	34.9	36.0	15.8	37.7	124.8	127.8	40.9	34.8	35.1	42.6	31.8	32.1
Level of Service (LOS)	C	D	B	D	F	F	D	C	D	D	C	C
Approach Delay, s/veh / LOS	33.6 C			118.7 F			37.1 D			35.2 D		
Intersection Delay, s/veh / LOS	61.0						E					



HCS Signalized Intersection Results Summary

General Information				Intersection Information			
Agency	O'Rourke Engineering			Duration, h	0.250		
Analyst	MM	Analysis Date	Aug 11, 2022	Area Type	Other		
Jurisdiction	St. Lucie County	Time Period	AM Peak Hour	PHF	0.88		
Urban Street	Midway Rd	Analysis Year	2023 AM Without	Analysis Period	1> 7:00		
Intersection	Selvitz and Midway	File Name	Ft Pierce Commerce - Midway Selvitz.AM.without...				
Project Description	Ft. Pierce Commerce Center - Without Project						



Demand Information	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Demand (v), veh/h	210	857	132	93	901	104	290	420	95	135	178	125

Signal Information																	
Cycle, s	86.8	Reference Phase	2	Green		Yellow		Red		Phase 1		Phase 2		Phase 3		Phase 4	
Offset, s	0	Reference Point	End	9.2	2.7	24.0	9.8	0.5	16.6	5		6		7		8	
Uncoordinated	Yes	Simult. Gap E/W	On	4.0	0.0	4.0	4.0	0.0	4.0	5		6		7		8	
Force Mode	Fixed	Simult. Gap N/S	On	2.0	0.0	2.0	2.0	0.0	2.0	5		6		7		8	

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6	3	8	7	4
Case Number	2.0	3.0	2.0	4.0	2.0	4.0	2.0	4.0
Phase Duration, s	18.0	32.7	15.2	30.0	16.3	23.1	15.8	22.6
Change Period, (Y+R _c), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Allow Headway (MAH), s	3.1	3.1	3.1	3.1	3.1	3.1	3.1	3.1
Queue Clearance Time (g _s), s	7.5	24.1	6.8	26.0	9.9	15.3	9.1	9.8
Green Extension Time (g _e), s	0.5	0.0	0.1	0.0	0.3	1.8	0.1	1.8
Phase Call Probability	1.00	1.00	0.92	1.00	1.00	1.00	0.98	1.00
Max Out Probability	0.00	1.00	0.00	1.00	0.43	0.00	0.43	0.00

Movement Group Results	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (v), veh/h	239	974	150	106	612	530	330	301	284	153	180	165
Adjusted Saturation Flow Rate (s), veh/h/ln	1757	1809	1610	1810	1900	1644	1757	1900	1779	1810	1900	1645
Queue Service Time (g _s), s	5.5	22.1	5.1	4.8	24.0	24.0	7.9	13.1	13.3	7.1	7.3	7.8
Cycle Queue Clearance Time (g _c), s	5.5	22.1	5.1	4.8	24.0	24.0	7.9	13.1	13.3	7.1	7.3	7.8
Green Ratio (g/C)	0.14	0.31	0.43	0.11	0.28	0.28	0.12	0.20	0.20	0.11	0.19	0.19
Capacity (c), veh/h	484	1115	686	192	525	455	415	374	350	203	363	314
Volume-to-Capacity Ratio (X)	0.493	0.874	0.219	0.550	1.165	1.166	0.794	0.804	0.812	0.754	0.495	0.524
Back of Queue (Q), ft/ln (95 th percentile)												
Back of Queue (Q), veh/ln (95 th percentile)	4.1	15.5	3.2	3.8	35.1	31.4	6.3	10.0	9.6	6.1	5.9	5.5
Queue Storage Ratio (RQ) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d ₁), s/veh	34.6	28.4	15.8	36.8	31.4	31.4	37.2	33.3	33.3	37.4	31.4	31.6
Incremental Delay (d ₂), s/veh	0.3	7.6	0.1	0.9	93.4	96.4	3.7	1.6	1.8	5.2	0.4	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	34.9	36.0	15.8	37.7	124.8	127.8	40.9	34.8	35.1	42.6	31.8	32.1
Level of Service (LOS)	C	D	B	D	F	F	D	C	D	D	C	C
Approach Delay, s/veh / LOS	33.6 / C			118.7 / F			37.1 / D			35.2 / D		
Intersection Delay, s/veh / LOS	61.0						E					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.43	B	2.28	B	2.29	B	2.59	C
Bicycle LOS Score / LOS	1.61	B	1.52	B	1.24	A	0.90	A

TURNING MOVEMENT VOLUME COUNTS

I/A STREET: Selvitz Rd
 FILENAME: Energy and Selvitz
 COUNT DATE: 2/18/2020
 REPORT DATE: 5.12.2022

E/W STREET: Midway Rd
 County: SILCO

CONTROL: Signalized

DAY: Tuesday
 ANALYSIS YEAR: 2023 PM (without project)

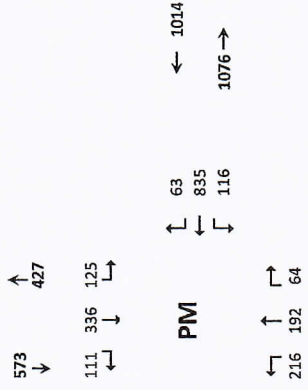
15 Min Period lanes

	Northbound			Southbound			Eastbound			Westbound			TOTAL	ONE HOUR SUM
	NBL	NBR	SBL	SBR	EBL	EBT	EBR	WBL	WBT	WBR	WBL	WBT		
4:00-4:15	57	12	24	55	31	186	58	35	173	10	732	2810		
4:15-4:30	72	17	15	66	36	159	44	37	154	16	699	2794		
4:30-4:45	48	49	20	69	52	151	74	26	162	8	702	2855		
4:45-5:00	57	40	13	16	73	22	35	29	144	16	677	2762		
5:00-5:15	24	48	7	33	86	23	26	190	85	23	157	14	716	2635
5:15-5:30	49	44	18	13	82	25	41	182	90	34	166	16	760	
5:30-5:45	30	46	6	14	55	22	29	159	64	28	143	13	609	
5:45-6:00	44	42	11	11	53	12	25	122	59	29	129	13	550	

PM PEAK HOURS FROM:

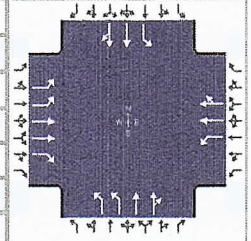
Seasonal Factor: 1
 Growth Rate: 1.01
 Years Growth: 3
 Energy and Selvitz

	4:30 PM TO 5:30 PM	Trips In	Trips Out
Volumes	178	181	181
Season Factor	178	181	181
Growth	183	186	183
In/Out	0%	20%	20%
PROJECT	0	0	0
Arcosa %	8%	3	0
Southern Grove DRI %	3	0	0
Western Grove DRI %	1.4%	8	8
Wilson Grove DRI %	15.0%	9	9
Riverland DRI %	1.0%	2	2
LTC Ranch %	49.0%	30	30
Wawa Midway & Selvitz %	6.0%	5	5
Village at Midway %	2.0%	2	2
Bavina %	6.0%	5	5
Willow Lakes %	3.0%	4	4
Willow Lakes	11	5	5
Waste Pro	1	1	1
Trennit			
Total	216	192	64



HCS Signalized Intersection Input Data

General Information						Intersection Information				
Agency	O'Rourke Engineering					Duration, h	0.250			
Analyst	MM	Analysis Date	Aug 11, 2022			Area Type	Other			
Jurisdiction	St. Lucie County	Time Period	PM Peak Hour			PHF	0.88			
Urban Street	Midway Rd	Analysis Year	2023 PM Without			Analysis Period	1> 7:00			
Intersection	Selvitz and Midway	File Name	Ft Pierce Commerce - Midway Selvitz.PM.without...							
Project Description	Ft. Pierce Commerce Center - Without Project									



Demand Information	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Demand (v), veh/h	172	887	360	116	835	63	216	192	64	125	336	125

Signal Information													
Cycle, s	85.4	Reference Phase	2										
Offset, s	0	Reference Point	End										
Uncoordinated	Yes	Simult. Gap E/W	On	Green	9.6	2.3	24.0	9.7	0.3	15.5			
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	4.0	0.0	4.0	4.0	0.0	4.0			
				Red	2.0	0.0	2.0	2.0	0.0	2.0			

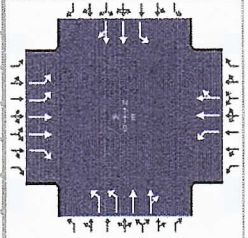
Traffic Information	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Demand (v), veh/h	172	887	360	116	835	63	216	192	64	125	336	125
Initial Queue (Q _b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s ₀), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N _m), man/h		None		0	L + R	0		None			None	
Heavy Vehicles (P _{HV}), %	0	0	0	0	0		0	0		0	0	
Ped / Bike / RTOR, /h	0	0	0	0	0	0	0	0	0	0	0	0
Buses (N _b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (AT)	3	3	3	3	3	3	3	3	3	3	3	3
Upstream Filtering (I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (W), ft	12.0	12.0	12.0	12.0	12.0		12.0	12.0		12.0	12.0	
Turn Bay Length, ft	0	0	0	0	0		0	0		0	0	
Grade (P _g), %		0			0			0			0	
Speed Limit, mi/h	35	35	35	35	35	35	35	35	35	35	35	35

Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G _{max}) or Phase Split, s	22.0	24.0	16.0	24.0	14.0	60.0	13.0	60.0
Yellow Change Interval (Y), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Red Clearance Interval (R _c), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Minimum Green (G _{min}), s	12	10	10	10	10	10	10	10
Start-Up Lost Time (I _t), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (e), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (PT), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Recall Mode	Off	Min	Off	Min	Off	Off	Off	Off
Dual Entry	No	Yes	No	Yes	No	Yes	No	Yes
Walk (Walk), s		0.0		0.0		0.0		0.0
Pedestrian Clearance Time (PC), s		0.0		0.0		0.0		0.0

Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius	0.0	No	25.0	0.0	No	25.0	0.0	No	25.0	0.0	No	25.0
Walkway / Crosswalk Width / Length, ft	9.0	12.0	0.0	9.0	12.0	0.0	9.0	12.0	0.0	9.0	12.0	0.0
Street Width / Island / Curb, ft	0.0	0	No	0.0	0	No	0.0	0	No	0.0	0	No
Width Outside / Bike Lane / Shoulder, ft	12.0	5.0	2.0	12.0	5.0	2.0	12.0	5.0	2.0	12.0	5.0	2.0
Pedestrian Signal / Occupied Parking	No	0.50		No	0.50		No	0.50		No	0.50	

HCS Signalized Intersection Intermediate Values

General Information					Intersection Information	
Agency	O'Rourke Engineering			Duration, h	0.250	
Analyst	MM	Analysis Date	Aug 11, 2022		Area Type	Other
Jurisdiction	St. Lucie County	Time Period	PM Peak Hour		PHF	0.88
Urban Street	Midway Rd	Analysis Year	2023 PM Without		Analysis Period	1> 7:00
Intersection	Selvitz and Midway	File Name	Ft Pierce Commerce - Midway Selvitz.PM.without...			
Project Description	Ft. Pierce Commerce Center - Without Project					



Demand Information	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Demand (v), veh/h	172	887	360	116	835	63	216	192	64	125	336	125

Signal Information													
Cycle, s	85.4	Reference Phase	2	Green		9.6	2.3	24.0	9.7	0.3	15.5	1	
Offset, s	0	Reference Point	End	Yellow		4.0	0.0	4.0	4.0	0.0	4.0	2	
Uncoordinated	Yes	Simult. Gap E/W	On	Red		2.0	0.0	2.0	2.0	0.0	2.0	3	
Force Mode	Fixed	Simult. Gap N/S	On									4	

Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)												
Heavy Vehicles and Grade Factor (f_{HVg})												
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	1.000	1.000	0.900	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)												
Lane Utilization Adjustment Factor (f_{LU})	0.971	0.952	1.000	1.000	1.000	1.000	0.971	1.000	1.000	1.000	1.000	1.000
Left-Turn Adjustment Factor (f_{LT})	0.952	0.000		0.952	0.000		0.952	0.000		0.952	0.000	
Right-Turn Adjustment Factor (f_{RT})		0.000	0.847		0.876	0.876		0.916	0.916		0.908	0.908
Left-Turn Pedestrian Adjustment Factor (f_{LPb})	1.000			1.000			1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})			1.000			1.000			1.000			1.000
Work Zone Adjustment Factor (f_{wz})												
DDI Factor (f_{DDI})												
Movement Saturation Flow Rate (s), veh/h	3514	3618	1610	1810	3315	250	3514	2749	890	1810	2652	973
Proportion of Vehicles Arriving on Green (P)	0.14	0.31	0.31	0.11	0.28	0.28	0.12	0.19	0.19	0.11	0.18	0.18
Incremental Delay Factor (k)	0.04	0.41	0.13	0.04	0.50	0.50	0.04	0.04	0.04	0.05	0.04	0.04

Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Green Ratio (g/C)	0.14	0.31	0.11	0.28	0.12	0.19	0.11	0.18
Permitted Saturation Flow Rate (s_p), veh/h/ln	0	0	0	0	0	0	0	0
Shared Saturation Flow Rate (s_{sh}), veh/h/ln								
Permitted Effective Green Time (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Permitted Service Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Permitted Queue Service Time (g_{ps}), s								
Time to First Blockage (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Service Time Before Blockage (g_{fs}), s								
Protected Right Saturation Flow (s_R), veh/h/ln			1610					
Protected Right Effective Green Time (g_R), s			10.0					

Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v	1.710	0.000	1.557	0.000	1.557	0.000	1.852	0.000
Pedestrian F_s / F_{delay}	0.000	0.121	0.000	0.124	0.000	0.134	0.000	0.134
Pedestrian M_{corner} / M_{cw}	0.00		0.00		0.00		0.00	
Bicycle c_b / d_b	616.75	20.42	562.34	22.05	370.62	28.33	363.26	28.58
Bicycle F_w / F_v	-3.64	1.33	-3.64	0.95	-3.64	0.44	-3.64	0.55

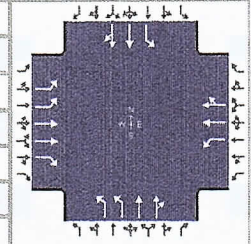
HCS Signalized Intersection Results Graphical Summary

General Information

Agency	O'Rourke Engineering
Analyst	MM
Jurisdiction	St. Lucie County
Urban Street	Midway Rd
Intersection	Selvitz and Midway
Project Description	Ft. Pierce Commerce Center - Without Project

Intersection Information

Duration, h	0.250
Area Type	Other
PHF	0.88
Analysis Year	2023 PM Without
Analysis Period	1> 7:00
File Name	Ft Pierce Commerce - Midway Selvitz.PM.without...



Demand Information

Approach Movement	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	172	887	360	116	835	63	216	192	64	125	336	125

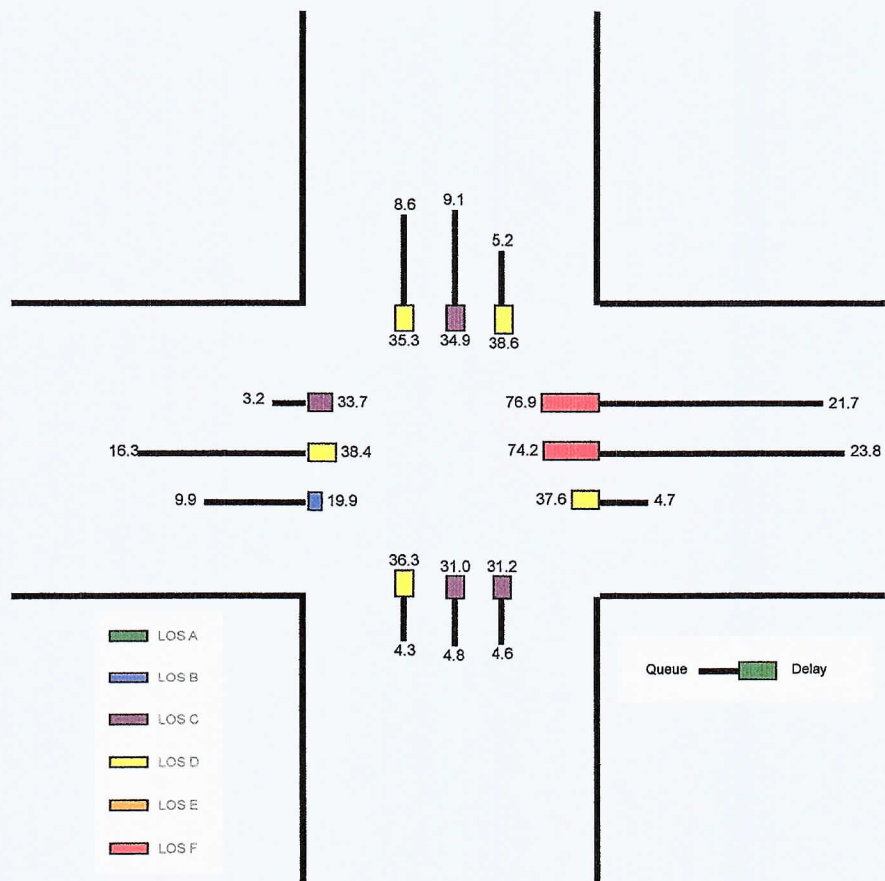
Signal Information

Cycle, s	85.4	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

	EB		WB			NB			SB		
	L	T	L	T	R	L	T	R	L	T	R
Green	9.6	2.3	24.0	9.7	0.3	15.5					
Yellow	4.0	0.0	4.0	4.0	0.0	4.0					
Red	2.0	0.0	2.0	2.0	0.0	2.0					

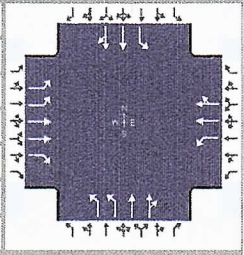
Movement Group Results

Approach Movement	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (Q), ft/ln (95 th percentile)												
Back of Queue (Q), veh/ln (95 th percentile)	3.2	16.3	9.9	4.7	23.8	21.7	4.3	4.8	4.6	5.2	9.1	8.6
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
Control Delay (d), s/veh	33.7	38.4	19.9	37.6	74.2	76.9	36.3	31.0	31.2	38.6	34.9	35.3
Level of Service (LOS)	C	D	B	D	F	F	D	C	C	D	C	D
Approach Delay, s/veh / LOS	33.1	C		71.2	E		33.5	C		35.8	D	
Intersection Delay, s/veh / LOS	44.7						D					



HCS Signalized Intersection Results Summary

General Information				Intersection Information			
Agency	O'Rourke Engineering			Duration, h	0.250		
Analyst	MM	Analysis Date	Aug 11, 2022	Area Type	Other		
Jurisdiction	St. Lucie County	Time Period	PM Peak Hour	PHF	0.88		
Urban Street	Midway Rd	Analysis Year	2023 PM Without	Analysis Period	1> 7:00		
Intersection	Selvitz and Midway	File Name	Ft Pierce Commerce - Midway Selvitz.PM.without...				
Project Description	Ft. Pierce Commerce Center - Without Project						



Demand Information	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Demand (v), veh/h	172	887	360	116	835	63	216	192	64	125	336	125

Signal Information				Signal Phases										
Cycle, s	85.4	Reference Phase	2	EB		WB		NB		SB				
Offset, s	0	Reference Point	End	Green	9.6	2.3	24.0	9.7	0.3	15.5	1	2	3	4
Uncoordinated	Yes	Simult. Gap E/W	On	Yellow	4.0	0.0	4.0	4.0	0.0	4.0	5	6	7	8
Force Mode	Fixed	Simult. Gap N/S	On	Red	2.0	0.0	2.0	2.0	0.0	2.0				

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6	3	8	7	4
Case Number	2.0	3.0	2.0	4.0	2.0	4.0	2.0	4.0
Phase Duration, s	17.9	32.3	15.6	30.0	16.0	21.8	15.7	21.5
Change Period, (Y+R _c), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Allow Headway (MAH), s	3.1	3.1	3.1	3.1	3.1	3.1	3.1	3.1
Queue Clearance Time (g _s), s	6.3	24.8	8.0	26.0	7.7	8.2	8.4	13.9
Green Extension Time (g _e), s	0.4	0.0	0.1	0.0	0.3	1.6	0.1	1.6
Phase Call Probability	0.99	1.00	0.96	1.00	1.00	1.00	0.97	1.00
Max Out Probability	0.00	1.00	0.00	1.00	0.04	0.00	0.19	0.00

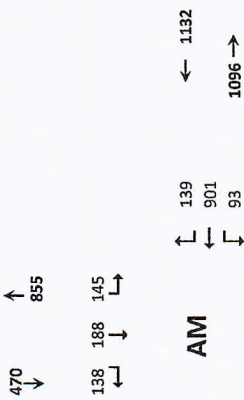
Movement Group Results	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (v), veh/h	195	1008	409	132	544	477	245	149	142	142	272	252
Adjusted Saturation Flow Rate (s), veh/h/ln	1757	1809	1610	1810	1900	1665	1757	1900	1740	1810	1900	1725
Queue Service Time (g _s), s	4.3	22.8	16.7	6.0	24.0	24.0	5.7	5.9	6.2	6.4	11.7	11.9
Cycle Queue Clearance Time (g _c), s	4.3	22.8	16.7	6.0	24.0	24.0	5.7	5.9	6.2	6.4	11.7	11.9
Green Ratio (g/C)	0.14	0.31	0.43	0.11	0.28	0.28	0.12	0.19	0.19	0.11	0.18	0.18
Capacity (c), veh/h	489	1116	685	203	534	468	410	352	322	205	345	313
Volume-to-Capacity Ratio (X)	0.399	0.904	0.598	0.650	1.018	1.018	0.598	0.423	0.441	0.694	0.788	0.804
Back of Queue (Q), ft/ln (95 th percentile)												
Back of Queue (Q), veh/ln (95 th percentile)	3.2	16.3	9.9	4.7	23.8	21.7	4.3	4.8	4.6	5.2	9.1	8.6
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	33.5	28.3	18.9	36.3	30.7	30.7	35.8	30.7	30.8	36.4	33.4	33.5
Incremental Delay (d ₂), s/veh	0.2	10.1	1.0	1.3	43.6	46.2	0.5	0.3	0.4	2.1	1.5	1.8
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	33.7	38.4	19.9	37.6	74.2	76.9	36.3	31.0	31.2	38.6	34.9	35.3
Level of Service (LOS)	C	D	B	D	F	F	D	C	C	D	C	D
Approach Delay, s/veh / LOS	33.1	C		71.2	E		33.5	C		35.8	D	
Intersection Delay, s/veh / LOS	44.7						D					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.43	B	2.28	B	2.29	B	2.59	C
Bicycle LOS Score / LOS	1.82	B	1.44	A	0.93	A	1.04	A

TURNING MOVEMENT VOLUME COUNTS

I/S STREET: Selvitz Rd
 FILENAME: Energy and Selvitz
 COUNT DATE: 2/18/2020
 REPORT DATE: 5.12.2022

EW STREET: Midway Rd
 CONTROL: Signalized
 DAY: Tuesday
 ANALYSIS YEAR: 2023 (with project)



15 Min Period	Northbound			Southbound			Eastbound			Westbound			ONE HOUR SUM	
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR		TOTAL
7:00-7:15	45	71	24	18	24	32	30	196	33	9	148	21	651	2982
7:15-7:30	63	81	22	15	32	27	44	183	28	18	145	23	681	2958
7:30-7:45	67	122	22	37	39	22	59	151	32	22	213	21	807	2853
7:45-8:00	74	127	24	19	60	28	52	182	18	40	193	26	843	2606
8:00-8:15	54	52	11	21	31	20	40	173	28	16	168	13	627	2265
8:15-8:30	52	59	23	13	28	20	34	127	26	17	167	10	576	
8:30-8:45	60	57	23	12	33	25	30	151	29	7	111	22	560	
8:45-9:00	38	39	23	19	15	15	30	150	30	10	116	17	502	

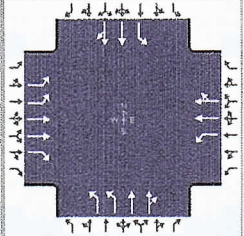
AM PEAK HOUR IS FROM: 7:00AM TO 8:00AM

Seasonal Factor	Growth Rate	Years Growth	Trips In	Trips Out
1	1.01	3	174	50

Area	Percentage	Trips In	Trips Out
Arcosa	8%	59	16
Southern Grove DRI	0.7%	1,555	1,308
Western Grove DRI	1.1%	338	534
Wilson Grove DRI	0.7%	969	952
Riverland DRI	0.6%	1,198	1,392
LTC Ranch	6.3%	456	406
Waava Midway & Selvitz	49.0%	79	78
Village at Midway	1.0%	363	151
Ravina	2.0%	22	68
Willow Lakes	3.0%	339	266
Waste Pro	1.0%		
Transit	4		
Total		174	50

HCS Signalized Intersection Input Data

General Information				Intersection Information			
Agency	O'Rourke Engineering			Duration, h	0.250		
Analyst	MM	Analysis Date	Aug 11, 2022	Area Type	Other		
Jurisdiction	St. Lucie County	Time Period	AM Peak Hour	PHF	0.88		
Urban Street	Midway Rd	Analysis Year	2023 AM With Project	Analysis Period	1 > 7:00		
Intersection	Selvitz and Midway	File Name	Ft Pierce Commerce - Midway Selvitz.AM.with pr...				
Project Description	Ft. Pierce Commerce Center - With Project						



Demand Information	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Demand (v), veh/h	93	901	139	262	857	132	290	455	95	145	188	138

Signal Information				Phase Diagram								
Cycle, s	93.5	Reference Phase	2									
Offset, s	0	Reference Point	End									
Uncoordinated	Yes	Simult. Gap E/W	On									
Force Mode	Fixed	Simult. Gap N/S	On									
Green	11.2	4.8	24.0	10.3	0.6	18.6						
Yellow	4.0	0.0	4.0	4.0	0.0	4.0						
Red	2.0	0.0	2.0	2.0	0.0	2.0						

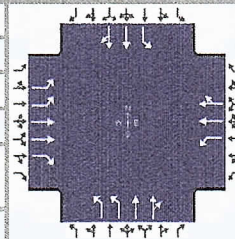
Traffic Information	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Demand (v), veh/h	93	901	139	262	857	132	290	455	95	145	188	138
Initial Queue (Q _b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s ₀), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N _m), man/h	None			0	L + R	0	None			None		
Heavy Vehicles (P _{HV}), %	0	0	0	0	0		0	0		0	0	
Ped / Bike / RTOR, /h	0	0	0	0	0	0	0	0	0	0	0	0
Buses (N _b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (AT)	3	3	3	3	3	3	3	3	3	3	3	3
Upstream Filtering (I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (W), ft	12.0	12.0	12.0	12.0	12.0		12.0	12.0		12.0	12.0	
Turn Bay Length, ft	0	0	0	0	0		0	0		0	0	
Grade (P _g), %	0			0			0			0		
Speed Limit, mi/h	35	35	35	35	35	35	35	35	35	35	35	35

Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G _{max}) or Phase Split, s	22.0	24.0	16.0	24.0	14.0	60.0	13.0	60.0
Yellow Change Interval (Y), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Red Clearance Interval (R _c), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Minimum Green (G _{min}), s	12	10	10	10	10	10	10	10
Start-Up Lost Time (I _t), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (e), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (PT), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Recall Mode	Off	Min	Off	Min	Off	Off	Off	Off
Dual Entry	No	Yes	No	Yes	No	Yes	No	Yes
Walk (Walk), s		0.0		0.0		0.0		0.0
Pedestrian Clearance Time (PC), s		0.0		0.0		0.0		0.0

Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius	0.0	No	25.0	0.0	No	25.0	0.0	No	25.0	0.0	No	25.0
Walkway / Crosswalk Width / Length, ft	9.0	12.0	0.0	9.0	12.0	0.0	9.0	12.0	0.0	9.0	12.0	0.0
Street Width / Island / Curb, ft	0.0	0	No	0.0	0	No	0.0	0	No	0.0	0	No
Width Outside / Bike Lane / Shoulder, ft	12.0	5.0	2.0	12.0	5.0	2.0	12.0	5.0	2.0	12.0	5.0	2.0
Pedestrian Signal / Occupied Parking	No	0.50		No	0.50		No	0.50		No	0.50	

HCS Signalized Intersection Intermediate Values

General Information				Intersection Information			
Agency	O'Rourke Engineering			Duration, h	0.250		
Analyst	MM	Analysis Date	Aug 11, 2022	Area Type	Other		
Jurisdiction	St. Lucie County	Time Period	AM Peak Hour	PHF	0.88		
Urban Street	Midway Rd	Analysis Year	2023 AM With Project	Analysis Period	1> 7:00		
Intersection	Selvitz and Midway	File Name	Ft Pierce Commerce - Midway Selvitz.AM.with pr...				
Project Description	Ft. Pierce Commerce Center - With Project						



Demand Information	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Demand (v), veh/h	93	901	139	262	857	132	290	455	95	145	188	138

Signal Information				Signal Phases											
Cycle, s	93.5	Reference Phase	2												
Offset, s	0	Reference Point	End												
Uncoordinated	Yes	Simult. Gap E/W	On												
Force Mode	Fixed	Simult. Gap N/S	On												
Green	11.2	4.8	24.0	10.3	0.6	18.6									
Yellow	4.0	0.0	4.0	4.0	0.0	4.0									
Red	2.0	0.0	2.0	2.0	0.0	2.0									

Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f _w)												
Heavy Vehicles and Grade Factor (f _{HVG})												
Parking Activity Adjustment Factor (f _p)	1.000	1.000	1.000	1.000	1.000	0.900	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f _{bb})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f _a)												
Lane Utilization Adjustment Factor (f _{LU})	0.971	0.952	1.000	1.000	1.000	1.000	0.971	1.000	1.000	1.000	1.000	1.000
Left-Turn Adjustment Factor (f _{LT})	0.952	0.000		0.952	0.000		0.952	0.000		0.952	0.000	
Right-Turn Adjustment Factor (f _{RT})		0.000	0.847		0.855	0.855		0.940	0.940		0.862	0.862
Left-Turn Pedestrian Adjustment Factor (f _{LPB})	1.000			1.000			1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f _{RPB})			1.000			1.000			1.000			1.000
Work Zone Adjustment Factor (f _{wz})												
DDI Factor (f _{DDI})												
Movement Saturation Flow Rate (s), veh/h	3514	3618	1610	1810	3055	470	3514	3052	634	1810	2083	1455
Proportion of Vehicles Arriving on Green (P)	0.12	0.26	0.26	0.17	0.31	0.31	0.12	0.21	0.21	0.11	0.20	0.20
Incremental Delay Factor (k)	0.04	0.50	0.04	0.46	0.50	0.50	0.16	0.04	0.04	0.18	0.04	0.04

Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t _L)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Green Ratio (g/C)	0.12	0.26	0.17	0.31	0.12	0.21	0.11	0.20
Permitted Saturation Flow Rate (s _p), veh/h/ln	0	0	0	0	0	0	0	0
Shared Saturation Flow Rate (s _{sh}), veh/h/ln								
Permitted Effective Green Time (g _p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Permitted Service Time (g _u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Permitted Queue Service Time (g _{ps}), s								
Time to First Blockage (g _f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Service Time Before Blockage (g _{rs}), s								
Protected Right Saturation Flow (s _R), veh/h/ln			1610					
Protected Right Effective Green Time (g _R), s			10.8					

Multimodal	EB		WB		NB		SB	
Pedestrian F _w / F _v	1.710	0.000	1.557	0.000	1.557	0.000	1.852	0.000
Pedestrian F _s / F _{delay}	0.000	0.130	0.000	0.125	0.000	0.136	0.000	0.136
Pedestrian M _{corner} / M _{cow}	0.00		0.00		0.00		0.00	
Bicycle C _b / d _b	513.57	25.81	615.66	22.39	410.79	29.51	398.45	29.97
Bicycle F _w / F _v	-3.64	1.06	-3.64	1.17	-3.64	0.79	-3.64	0.44

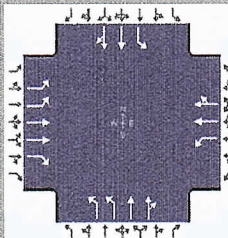
HCS Signalized Intersection Results Graphical Summary

General Information

Agency	O'Rourke Engineering
Analyst	MM
Jurisdiction	St. Lucie County
Urban Street	Midway Rd
Intersection	Selvitz and Midway
Project Description	Ft. Pierce Commerce Center - With Project

Intersection Information

Duration, h	0.250
Area Type	Other
PHF	0.88
Analysis Year	2023 AM With Project
Analysis Period	1> 7:00
File Name	Ft Pierce Commerce - Midway Selvitz.AM.with pr...



Demand Information

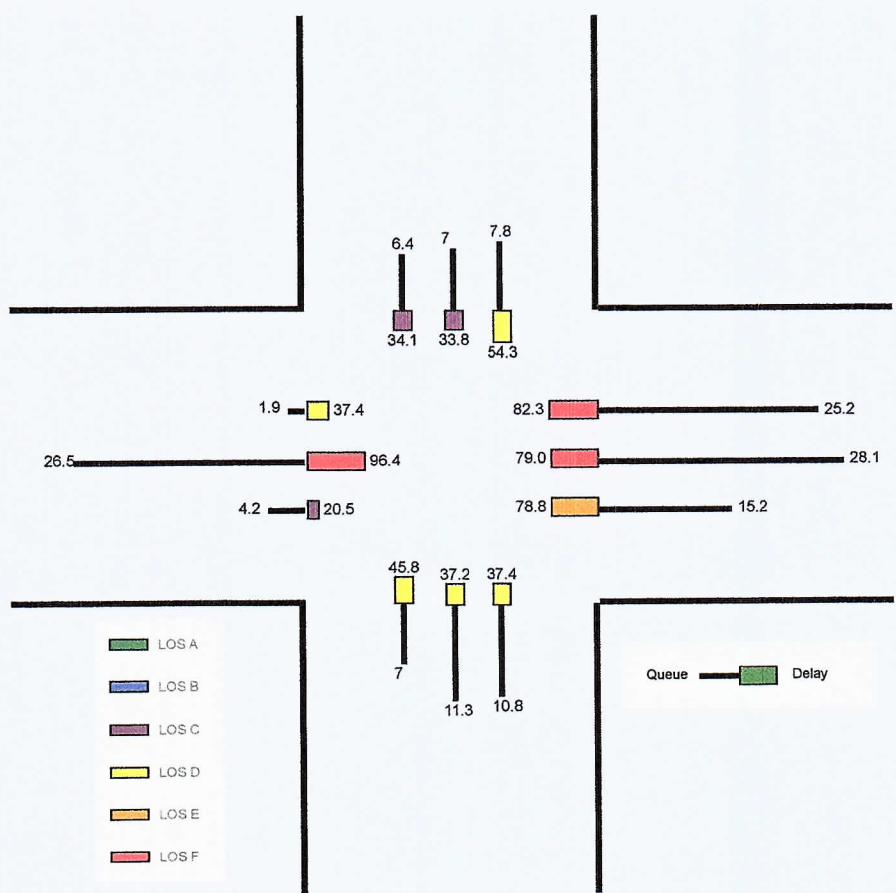
Approach Movement	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	93	901	139	262	857	132	290	455	95	145	188	138

Signal Information

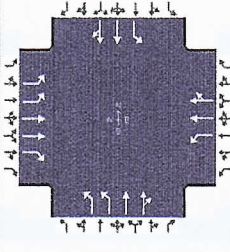
Cycle, s	93.5	Reference Phase	2										
Offset, s	0	Reference Point	End										
Uncoordinated	Yes	Simult. Gap E/W	On	Green	11.2	4.8	24.0	10.3	0.6	18.6			
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	4.0	0.0	4.0	4.0	0.0	4.0			
				Red	2.0	0.0	2.0	2.0	0.0	2.0			

Movement Group Results

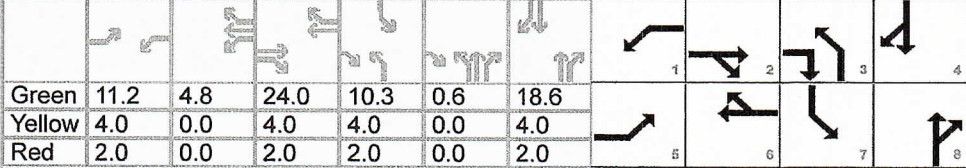
Approach Movement	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (Q), ft/ln (95 th percentile)												
Back of Queue (Q), veh/ln (95 th percentile)	1.9	26.5	4.2	15.2	28.1	25.2	7.0	11.3	10.8	7.8	7.0	6.4
Queue Storage Ratio (RQ) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Control Delay (d), s/veh	37.4	96.4	20.5	78.8	79.0	82.3	45.8	37.2	37.4	54.3	33.8	34.1
Level of Service (LOS)	D	F	C	E	F	F	D	D	D	D	C	C
Approach Delay, s/veh / LOS	82.2	F		80.1	F		40.2	D		40.2	D	
Intersection Delay, s/veh / LOS	66.6						E					



HCS Signalized Intersection Results Summary

General Information				Intersection Information		
Agency	O'Rourke Engineering			Duration, h	0.250	
Analyst	MM	Analysis Date	Aug 11, 2022	Area Type	Other	
Jurisdiction	St. Lucie County	Time Period	AM Peak Hour	PHF	0.88	
Urban Street	Midway Rd	Analysis Year	2023 AM With Project	Analysis Period	1> 7:00	
Intersection	Selvitz and Midway	File Name	Ft Pierce Commerce - Midway Selvitz.AM.with pr...			
Project Description	Ft. Pierce Commerce Center - 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	93	901	139	262	857	132	290	455	95	145	188	138

Signal Information												
Cycle, s	93.5	Reference Phase	2									
Offset, s	0	Reference Point	End									
Uncoordinated	Yes	Simult. Gap E/W	On									
Force Mode	Fixed	Simult. Gap N/S	On									
Green	11.2	4.8	24.0	10.3	0.6	18.6						
Yellow	4.0	0.0	4.0	4.0	0.0	4.0						
Red	2.0	0.0	2.0	2.0	0.0	2.0						

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6	3	8	7	4
Case Number	2.0	3.0	2.0	4.0	2.0	4.0	2.0	4.0
Phase Duration, s	17.2	30.0	22.0	34.8	16.8	25.2	16.3	24.6
Change Period, (Y+R _c), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Allow Headway (MAH), s	3.1	3.1	3.1	3.1	3.1	3.1	3.1	3.1
Queue Clearance Time (g _s), s	4.5	26.0	17.3	30.8	10.6	17.2	10.3	11.0
Green Extension Time (g _e), s	0.2	0.0	0.0	0.0	0.3	2.0	0.1	2.0
Phase Call Probability	0.94	1.00	1.00	1.00	1.00	1.00	0.99	1.00
Max Out Probability	0.00	1.00	1.00	1.00	0.75	0.00	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	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (v), veh/h	106	1024	158	298	605	518	330	321	304	165	194	177
Adjusted Saturation Flow Rate (s), veh/h/ln	1757	1809	1610	1810	1900	1625	1757	1900	1786	1810	1900	1638
Queue Service Time (g _s), s	2.5	24.0	6.4	15.3	28.8	28.8	8.6	15.1	15.2	8.3	8.5	9.0
Cycle Queue Clearance Time (g _c), s	2.5	24.0	6.4	15.3	28.8	28.8	8.6	15.1	15.2	8.3	8.5	9.0
Green Ratio (g/C)	0.12	0.26	0.37	0.17	0.31	0.31	0.12	0.21	0.21	0.11	0.20	0.20
Capacity (c), veh/h	422	929	600	310	585	500	408	390	367	199	379	326
Volume-to-Capacity Ratio (X)	0.250	1.102	0.263	0.961	1.035	1.036	0.808	0.822	0.829	0.829	0.512	0.541
Back of Queue (Q), ft/ln (95 th percentile)												
Back of Queue (Q), veh/ln (95 th percentile)	1.9	26.5	4.2	15.2	28.1	25.2	7.0	11.3	10.8	7.8	7.0	6.4
Queue Storage Ratio (RQ) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d ₁), s/veh	37.3	34.7	20.4	38.4	32.4	32.4	40.3	35.5	35.6	40.7	33.4	33.6
Incremental Delay (d ₂), s/veh	0.1	61.6	0.1	40.4	46.6	50.0	5.5	1.7	1.9	13.6	0.4	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	37.4	96.4	20.5	78.8	79.0	82.3	45.8	37.2	37.4	54.3	33.8	34.1
Level of Service (LOS)	D	F	C	E	F	F	D	D	D	D	C	C
Approach Delay, s/veh / LOS	82.2			F			80.1			F		
Intersection Delay, s/veh / LOS	66.6						E					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.44	B	2.28	B	2.29	B	2.59	C
Bicycle LOS Score / LOS	1.55	B	1.66	B	1.28	A	0.93	A

TURNING MOVEMENT VOLUME COUNTS

N/S STREET: Selvitz Rd
 FILENAME: Energy and Selvitz
 COUNT DATE: 2/18/2020
 REPORT DATE: 5.12.2022
 DAY: Tuesday
 ANALYSIS YEAR: 2023 PM (with project)
 COUNTY: #REF!
 CONTROL: Signalized
 EW STREET: Midway Rd

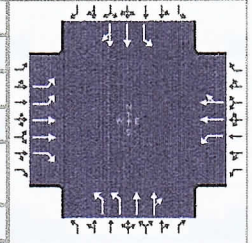
15 Min Period lanes	Northbound				Southbound				Eastbound				Westbound				ONE HOUR SUM
	NBL	NBT	NBR	NBL	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL			
4:30-4:15	52	57	12	24	55	39	31	186	58	35	173	10	732	2810			
4:15-4:30	72	56	17	15	66	27	36	159	44	37	154	16	699	2794			
4:30-4:45	48	49	22	20	69	21	52	151	74	26	162	8	702	2855			
4:45-5:00	57	40	13	16	73	22	35	157	75	29	144	16	677	2762			
5:00-5:15	24	48	7	33	86	23	26	190	85	23	157	14	716	2635			
5:15-5:30	49	44	18	13	82	25	41	182	90	34	166	16	760				
5:30-5:45	30	46	6	14	55	22	29	159	64	28	143	13	609				
5:45-6:00	44	42	11	11	53	12	25	122	59	29	129	13	550				

PM PEAK HOUR IS FROM: 4:30 PM TO 5:30 PM
 Volumes: 178 181 60 82 310 91 154 680 324 112 629 54 2855
 Season Factor: 1.01
 Growth Rate: 1.01
 Years Growth: 3
 In/Out: IN 183 62 84 319 94 159 701 334 115 648 56 2942
 Percentage: 0% 20% 0% 20% 20% 30% 30% 30% 0% 0% 0% 0% 20% 165
 PROJECT: 0 13 0 34 34 52 19 0 0 0 0 0 13 165

Location	Seasonal Factor	Growth Rate	Years Growth	Trips In	Trips Out
Arcoosa %	8%	0	0	0	34
Southern Grove DRI %	3%	0	0	0	0
Western Grove DRI %	1.4%	8	1.4%	11	31
Wilson Grove DRI %	15.0%	9	30	9	15.0%
Riverland DRI %	1.0%	2	2.0%	5	6.0%
LTC Ranch %	3.0%	11	4	3	3
Wawa Midway & Selvitz %	11	1	4	3	3
Village at Midway %	2	2	4	3	2
Ravina %	11	1	4	3	3
Willow Lakes %	11	1	4	3	3
Waste Pro	1	1	4	3	3
Trasnit	1	1	4	3	3
Total	216	205	64	160	371

HCS Signalized Intersection Input Data

General Information				Intersection Information			
Agency	O'Rourke Engineering			Duration, h	0.250		
Analyst	MM	Analysis Date	Aug 11, 2022	Area Type	Other		
Jurisdiction	St. Lucie County	Time Period	PM Peak Hour	PHF	0.88		
Urban Street	Midway Rd	Analysis Year	2023 PM With Project	Analysis Period	1> 7:00		
Intersection	Selvitz and Midway	File Name	Ft Pierce Commerce - Midway Selvitz.PM.with pr...				
Project Description	Ft. Pierce Commerce Center - With Project						



Demand Information	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Demand (v), veh/h	191	887	360	116	835	75	216	205	64	160	371	163

Signal Information													
Cycle, s	88.0	Reference Phase	2										
Offset, s	0	Reference Point	End										
Uncoordinated	Yes	Simult. Gap E/W	On	Green	9.6	2.3	24.0	10.0	0.6	17.5			
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	4.0	0.0	4.0	4.0	0.0	4.0			
				Red	2.0	0.0	2.0	2.0	0.0	2.0			

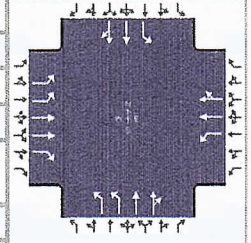
Traffic Information	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Demand (v), veh/h	191	887	360	116	835	75	216	205	64	160	371	163
Initial Queue (Q _b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s ₀), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N _m), man/h		None		0	L + R	0		None			None	
Heavy Vehicles (P _{HV}), %	0	0	0	0	0		0	0		0	0	
Ped / Bike / RTOR, /h	0	0	0	0	0	0	0	0	0	0	0	0
Buses (N _b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (AT)	3	3	3	3	3	3	3	3	3	3	3	3
Upstream Filtering (I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (W), ft	12.0	12.0	12.0	12.0	12.0		12.0	12.0		12.0	12.0	
Turn Bay Length, ft	0	0	0	0	0		0	0		0	0	
Grade (P _g), %		0			0			0			0	
Speed Limit, mi/h	35	35	35	35	35	35	35	35	35	35	35	35

Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G _{max}) or Phase Split, s	22.0	24.0	16.0	24.0	14.0	60.0	13.0	60.0
Yellow Change Interval (Y), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Red Clearance Interval (R _c), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Minimum Green (G _{min}), s	12	10	10	10	10	10	10	10
Start-Up Lost Time (I _f), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (e), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (PT), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Recall Mode	Off	Min	Off	Min	Off	Off	Off	Off
Dual Entry	No	Yes	No	Yes	No	Yes	No	Yes
Walk (Walk), s		0.0		0.0		0.0		0.0
Pedestrian Clearance Time (PC), s		0.0		0.0		0.0		0.0

Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius	0.0	No	25.0	0.0	No	25.0	0.0	No	25.0	0.0	No	25.0
Walkway / Crosswalk Width / Length, ft	9.0	12.0	0.0	9.0	12.0	0.0	9.0	12.0	0.0	9.0	12.0	0.0
Street Width / Island / Curb, ft	0.0	0	No	0.0	0	No	0.0	0	No	0.0	0	No
Width Outside / Bike Lane / Shoulder, ft	12.0	5.0	2.0	12.0	5.0	2.0	12.0	5.0	2.0	12.0	5.0	2.0
Pedestrian Signal / Occupied Parking	No	0.50		No	0.50		No	0.50		No	0.50	

HCS Signalized Intersection Intermediate Values

General Information				Intersection Information			
Agency	O'Rourke Engineering			Duration, h	0.250		
Analyst	MM	Analysis Date	Aug 11, 2022	Area Type	Other		
Jurisdiction	St. Lucie County	Time Period	PM Peak Hour	PHF	0.88		
Urban Street	Midway Rd	Analysis Year	2023 PM With Project	Analysis Period	1> 7:00		
Intersection	Selvitz and Midway	File Name	Ft Pierce Commerce - Midway Selvitz.PM.with pr...				
Project Description	Ft. Pierce Commerce Center - With Project						



Demand Information	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Demand (v), veh/h	191	887	360	116	835	75	216	205	64	160	371	163

Signal Information				Signal Phases												
Cycle, s	88.0	Reference Phase	2	[Signal diagrams for 12 phases]												
Offset, s	0	Reference Point	End	Green	9.6	2.3	24.0	10.0	0.6	17.5	[Signal diagrams]					
Uncoordinated	Yes	Simult. Gap E/W	On	Yellow	4.0	0.0	4.0	4.0	0.0	4.0	[Signal diagrams]					
Force Mode	Fixed	Simult. Gap N/S	On	Red	2.0	0.0	2.0	2.0	0.0	2.0	[Signal diagrams]					

Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f _w)												
Heavy Vehicles and Grade Factor (f _{HVG})												
Parking Activity Adjustment Factor (f _p)	1.000	1.000	1.000	1.000	1.000	0.900	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f _{bb})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f _a)												
Lane Utilization Adjustment Factor (f _{LU})	0.971	0.952	1.000	1.000	1.000	1.000	0.971	1.000	1.000	1.000	1.000	1.000
Left-Turn Adjustment Factor (f _{LT})	0.952	0.000		0.952	0.000		0.952	0.000		0.952	0.000	
Right-Turn Adjustment Factor (f _{RT})		0.000	0.847		0.872	0.872		0.919	0.919		0.897	0.897
Left-Turn Pedestrian Adjustment Factor (f _{LPB})	1.000			1.000			1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f _{RPB})			1.000			1.000			1.000			1.000
Work Zone Adjustment Factor (f _{wz})												
DDI Factor (f _{DDI})												
Movement Saturation Flow Rate (s), veh/h	3514	3618	1610	1810	3264	293	3514	2796	851	1810	2512	1091
Proportion of Vehicles Arriving on Green (P)	0.14	0.30	0.30	0.11	0.27	0.27	0.11	0.20	0.20	0.12	0.21	0.21
Incremental Delay Factor (k)	0.04	0.44	0.15	0.04	0.50	0.50	0.04	0.04	0.04	0.21	0.04	0.04

Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t _L)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Green Ratio (g/C)	0.14	0.30	0.11	0.27	0.11	0.20	0.12	0.21
Permitted Saturation Flow Rate (s _p), veh/h/ln	0	0	0	0	0	0	0	0
Shared Saturation Flow Rate (s _{sh}), veh/h/ln								
Permitted Effective Green Time (g _p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Permitted Service Time (g _u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Permitted Queue Service Time (g _{ps}), s								
Time to First Blockage (g _i), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Service Time Before Blockage (g _{ts}), s								
Protected Right Saturation Flow (s _R), veh/h/ln			1610					
Protected Right Effective Green Time (g _R), s			10.0					

Multimodal	EB		WB		NB		SB	
Pedestrian F _w / F _v	1.710	0.000	1.557	0.000	1.557	0.000	1.852	0.000
Pedestrian F _s / F _{delay}	0.000	0.123	0.000	0.126	0.000	0.134	0.000	0.133
Pedestrian M _{corner} / M _{cw}	0.00		0.00		0.00		0.00	
Bicycle c _b / d _b	598.66	21.60	545.51	23.27	396.74	28.27	410.85	27.78
Bicycle F _w / F _v	-3.64	1.35	-3.64	0.96	-3.64	0.45	-3.64	0.65

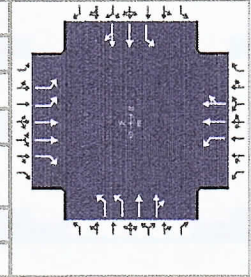
HCS Signalized Intersection Results Graphical Summary

General Information

Agency	O'Rourke Engineering		
Analyst	MM	Analysis Date	Aug 11, 2022
Jurisdiction	St. Lucie County	Time Period	PM Peak Hour
Urban Street	Midway Rd	Analysis Year	2023 PM With Project
Intersection	Selvitz and Midway	File Name	Ft Pierce Commerce - Midway Selvitz.PM.with pr...
Project Description	Ft. Pierce Commerce Center - With Project		

Intersection Information

Duration, h	0.250
Area Type	Other
PHF	0.88
Analysis Period	1> 7:00



Demand Information

Approach Movement	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	191	887	360	116	835	75	216	205	64	160	371	163

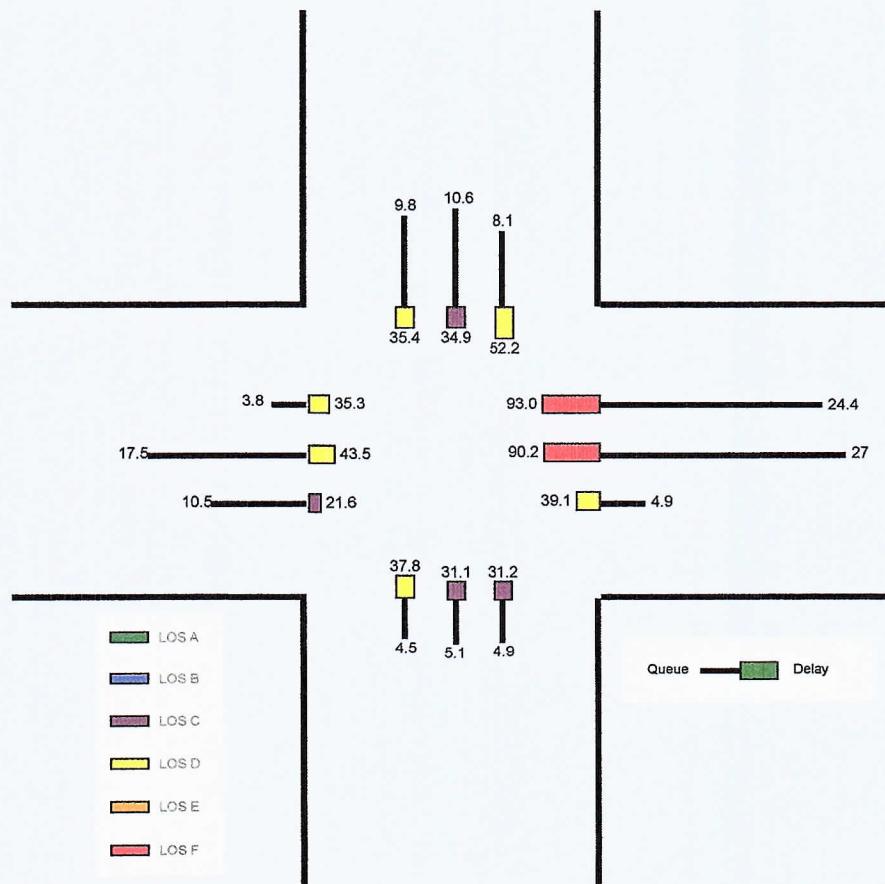
Signal Information

Cycle, s	88.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

	EB	WB	NB	SB
Green	9.6	2.3	24.0	10.0
Yellow	4.0	0.0	4.0	4.0
Red	2.0	0.0	2.0	2.0

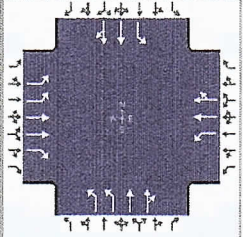
Movement Group Results

Approach Movement	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (Q), ft/ln (95 th percentile)												
Back of Queue (Q), veh/ln (95 th percentile)	3.8	17.5	10.5	4.9	27.0	24.4	4.5	5.1	4.9	8.1	10.6	9.8
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
Control Delay (d), s/veh	35.3	43.5	21.6	39.1	90.2	93.0	37.8	31.1	31.2	52.2	34.9	35.4
Level of Service (LOS)	D	D	C	D	F	F	D	C	C	D	C	D
Approach Delay, s/veh / LOS	37.0	D		85.6	F		34.1	C		39.1	D	
Intersection Delay, s/veh / LOS	50.7						D					



HCS Signalized Intersection Results Summary

General Information				Intersection Information			
Agency	O'Rourke Engineering			Duration, h	0.250		
Analyst	MM	Analysis Date	Aug 11, 2022	Area Type	Other		
Jurisdiction	St. Lucie County	Time Period	PM Peak Hour	PHF	0.88		
Urban Street	Midway Rd	Analysis Year	2023 PM With Project	Analysis Period	1> 7:00		
Intersection	Selvitz and Midway	File Name	Ft Pierce Commerce - Midway Selvitz.PM.with pr...				
Project Description	Ft. Pierce Commerce Center - With Project						



Demand Information	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Demand (v), veh/h	191	887	360	116	835	75	216	205	64	160	371	163

Signal Information				Signal Timing Diagram											
Cycle, s	88.0	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	9.6	2.3	24.0	10.0	0.6	17.5									
Yellow	4.0	0.0	4.0	4.0	0.0	4.0									
Red	2.0	0.0	2.0	2.0	0.0	2.0									

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6	3	8	7	4
Case Number	2.0	3.0	2.0	4.0	2.0	4.0	2.0	4.0
Phase Duration, s	17.9	32.3	15.6	30.0	16.0	23.5	16.6	24.1
Change Period, (Y+R _c), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Allow Headway (MAH), s	3.1	3.1	3.1	3.1	3.1	3.1	3.1	3.1
Queue Clearance Time (g _s), s	7.0	25.8	8.2	26.0	7.9	8.6	10.6	16.3
Green Extension Time (g _e), s	0.4	0.0	0.1	0.0	0.3	1.8	0.1	1.8
Phase Call Probability	1.00	1.00	0.96	1.00	1.00	1.00	0.99	1.00
Max Out Probability	0.00	1.00	0.00	1.00	0.04	0.00	1.00	0.00

Movement Group Results	EB			WB			NB			SB			
	L	T	R	L	T	R	L	T	R	L	T	R	
Approach Movement													
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14	
Adjusted Flow Rate (v), veh/h	217	1008	409	132	552	482	245	156	149	182	318	289	
Adjusted Saturation Flow Rate (s), veh/h/ln	1757	1809	1610	1810	1900	1657	1757	1900	1747	1810	1900	1704	
Queue Service Time (g _s), s	5.0	23.8	17.6	6.2	24.0	24.0	5.9	6.3	6.6	8.6	14.0	14.3	
Cycle Queue Clearance Time (g _c), s	5.0	23.8	17.6	6.2	24.0	24.0	5.9	6.3	6.6	8.6	14.0	14.3	
Green Ratio (g/C)	0.14	0.30	0.41	0.11	0.27	0.27	0.11	0.20	0.20	0.12	0.21	0.21	
Capacity (c), veh/h	477	1083	664	197	518	452	398	377	347	218	390	350	
Volume-to-Capacity Ratio (X)	0.455	0.931	0.616	0.668	1.066	1.066	0.616	0.415	0.431	0.834	0.814	0.826	
Back of Queue (Q), ft/ln (95 th percentile)													
Back of Queue (Q), veh/ln (95 th percentile)	3.8	17.5	10.5	4.9	27.0	24.4	4.5	5.1	4.9	8.1	10.6	9.8	
Queue Storage Ratio (RQ) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Uniform Delay (d ₁), s/veh	35.0	29.9	20.3	37.7	32.0	32.0	37.2	30.8	30.9	37.8	33.4	33.5	
Incremental Delay (d ₂), s/veh	0.3	13.6	1.3	1.5	58.2	61.0	0.6	0.3	0.3	14.4	1.6	1.9	
Initial Queue Delay (d ₃), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Control Delay (d), s/veh	35.3	43.5	21.6	39.1	90.2	93.0	37.8	31.1	31.2	52.2	34.9	35.4	
Level of Service (LOS)	D	D	C	D	F	F	D	C	C	D	C	D	
Approach Delay, s/veh / LOS	37.0	D		85.6	F		34.1	C			39.1	D	
Intersection Delay, s/veh / LOS	50.7						D						

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.43	B	2.28	B	2.29	B	2.58	C
Bicycle LOS Score / LOS	1.84	B	1.45	A	0.94	A	1.14	A

St. Lucie County



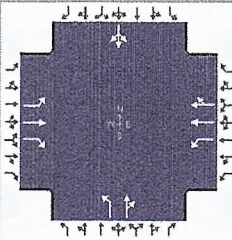
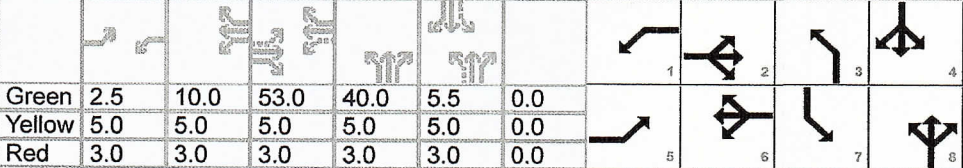
00026 - MIDWAY RD @ SELVITZ RD - - Econolite Type - Cobalt

Controller Timing Plan (MM) 2-1

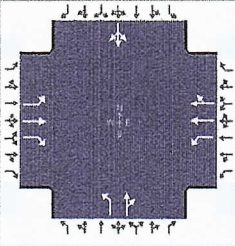
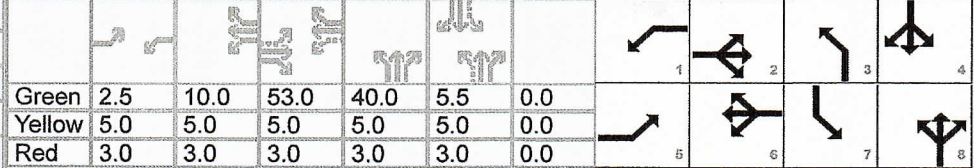
Plan 1 - ""

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Direction	N-L	S-T	E-L	W-T	S-L	N-T	W-L	E-T	N	N	N	N	N	N	N	N
Min Green	10	10	12	10	10	10	10	10	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	24	0	26	0	26	0	29	0	16	0	16	0	16	0	16
Ped Clear 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Ext	5.0	3.0	5.0	5.0	5.0	3.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Vehicle Ext 2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max1	14	60	22	24	13	60	16	24	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	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Red Clear	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Red Max	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Revert	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Act B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sec/Act	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Int	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Wt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STPTDuc	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TTReduc	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Gap	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

HCS Signalized Intersection Input Data

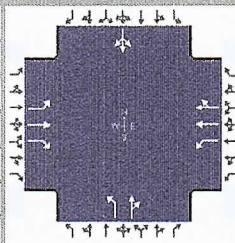
General Information				Intersection Information											
Agency	OREP			Duration, h	0.250										
Analyst	MM	Analysis Date	Aug 11, 2022	Area Type	Other										
Jurisdiction	SLCo.	Time Period	AM Existing	PHF	0.92										
Urban Street	Midway	Analysis Year	2022	Analysis Period	1 > 7:00										
Intersection	Torino and Midway		File Name	Midway and Torino.8.11.2022 AM Existing.xus											
Project Description	Ft Pierce CC (Energy Selvitz)														
Demand Information				EB			WB			NB			SB		
Approach Movement				L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h				12	586	262	265	586	15	532	3	461	14	5	18
Signal Information															
Cycle, s	151.1	Reference Phase	2	Green	2.5	10.0	53.0	40.0	5.5	0.0					
Offset, s	0	Reference Point	End	Yellow	5.0	5.0	5.0	5.0	5.0	0.0					
Uncoordinated	Yes	Simult. Gap E/W	On	Red	3.0	3.0	3.0	3.0	3.0	0.0					
Force Mode	Fixed	Simult. Gap N/S	On												
Traffic Information				EB			WB			NB			SB		
Approach Movement				L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h				12	586	262	265	586	15	532	3	461	14	5	18
Initial Queue (Q _b), veh/h				0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s ₀), veh/h				1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N _m), man/h				None			None			None			None		
Heavy Vehicles (P _{HV}), %				0	0	0	0	0	0	0	0	0	0	0	0
Ped / Bike / RTOR, /h				0	0	0	0	0	0	0	0	0	0	0	0
Buses (N _b), buses/h				0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (AT)				3	3	3	3	3	3	3	3	3	3	3	3
Upstream Filtering (f)				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (W), ft				12.0	12.0	12.0	12.0	12.0		12.0	12.0			12.0	
Turn Bay Length, ft				0	0	0	0	0		0	0			0	
Grade (Pg), %					0			0			0			0	
Speed Limit, mi/h				35	35	35	35	35	35	35	35	35	35	35	35
Phase Information				EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT				
Maximum Green (G _{max}) or Phase Split, s				15.0	60.0	35.0	60.0	40.0	40.0	15.0	10.0				
Yellow Change Interval (Y), s				5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0				
Red Clearance Interval (R _c), s				3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0				
Minimum Green (G _{min}), s				6	7	7	7	7	7	6	6				
Start-Up Lost Time (l _t), s				2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0				
Extension of Effective Green (e), s				2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0				
Passage (PT), s				2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0				
Recall Mode				Off	Min	Off	Min	Off	Off	Off	Off				
Dual Entry				No	Yes	No	Yes	No	Yes	No	Yes				
Walk (Walk), s					0.0		0.0		0.0		0.0				
Pedestrian Clearance Time (PC), s					0.0		0.0		0.0		0.0				
Multimodal Information				EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius				0.0	No	25.0	0.0	No	25.0	0.0	No	25.0	0.0	No	25.0
Walkway / Crosswalk Width / Length, ft				9.0	12.0	0.0	9.0	12.0	0.0	9.0	12.0	0.0	9.0	12.0	0.0
Street Width / Island / Curb, ft				0.0	0	No	0.0	0	No	0.0	0	No	0.0	0	No
Width Outside / Bike Lane / Shoulder, ft				12.0	5.0	2.0	12.0	5.0	2.0	12.0	5.0	2.0	12.0	5.0	2.0
Pedestrian Signal / Occupied Parking				No	0.50	No	0.50	No	0.50	No	0.50	No	0.50	No	0.50

HCS Signalized Intersection Intermediate Values

General Information				Intersection Information											
Agency	OREP			Duration, h	0.250										
Analyst	MM	Analysis Date	Aug 11, 2022	Area Type	Other										
Jurisdiction	SLCo.	Time Period	AM Existing	PHF	0.92										
Urban Street	Midway	Analysis Year	2022	Analysis Period	1> 7:00										
Intersection	Torino and Midway		File Name	Midway and Torino.8.11.2022 AM Existing.xus											
Project Description	Ft Pierce CC (Energy Selvitz)														
Demand Information				EB			WB			NB			SB		
Approach Movement				L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h				12	586	262	265	586	15	532	3	461	14	5	18
Signal Information															
Cycle, s	151.1	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				2.5	10.0	53.0	40.0	5.5	0.0						
Yellow				5.0	5.0	5.0	5.0	5.0	0.0						
Red				3.0	3.0	3.0	3.0	3.0	0.0						
Saturation Flow / Delay				L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f _w)															
Heavy Vehicles and Grade Factor (f _{HVg})															
Parking Activity Adjustment Factor (f _p)				1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f _{bb})				1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f _a)															
Lane Utilization Adjustment Factor (f _{LU})				1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Adjustment Factor (f _{LT})				0.952	0.000		0.952	0.000		0.952	0.000		0.031	0.031	
Right-Turn Adjustment Factor (f _{RT})					0.000	0.847		0.991	0.991		0.848	0.848		0.000	0.000
Left-Turn Pedestrian Adjustment Factor (f _{LPB})				1.000			1.000			1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f _{RPB})						1.000			1.000			1.000			1.000
Work Zone Adjustment Factor (f _{wz})															
DDI Factor (f _{DDI})															
Movement Saturation Flow Rate (s), veh/h				1810	1900	1610	1810	3689	94	1810	10	1601	23	8	29
Proportion of Vehicles Arriving on Green (P)				0.02	0.35	0.35	0.14	0.47	0.47	0.26	0.35	0.35	0.04	0.04	0.04
Incremental Delay Factor (k)				0.04	0.36	0.04	0.13	0.04	0.04	0.50	0.39			0.09	
Signal Timing / Movement Groups				EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R				
Lost Time (t _L)				8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0				
Green Ratio (g/C)				0.37	0.35	0.50	0.47	0.31	0.35	0.00	0.04				
Permitted Saturation Flow Rate (s _p), veh/h/ln				792	0	804	0	1408	0	0	909				
Shared Saturation Flow Rate (s _{sh}), veh/h/ln											0				
Permitted Effective Green Time (g _p), s				53.0	0.0	55.0	0.0	7.5	0.0	0.0	4.0				
Permitted Service Time (g _u), s				52.3	0.0	3.6	0.0	2.1	0.0	0.0	0.0				
Permitted Queue Service Time (g _{ps}), s				0.0		3.6		2.1			0.0				
Time to First Blockage (g _t), s				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1				
Queue Service Time Before Blockage (g _{fs}), s											0.1				
Protected Right Saturation Flow (s _R), veh/h/ln					0										
Protected Right Effective Green Time (g _R), s					0.0										
Multimodal				EB			WB			NB			SB		
Pedestrian F _w / F _v				1.198	0.000	0.972	0.000	1.389	0.000	1.557	0.000				
Pedestrian F _s / F _{delay}				0.000	0.139	0.000	0.122	0.000	0.138	0.000	0.170				
Pedestrian M _{corner} / M _{cw}				0.00		0.00		0.00		0.00					
Bicycle C _b / d _b				701.80	31.83	940.18	21.22	708.64	31.50	73.31	70.11				
Bicycle F _w / F _v				-3.64	1.54	-3.64	0.78	-3.64	1.79	-3.64	0.07				

HCS Signalized Intersection Results Graphical Summary

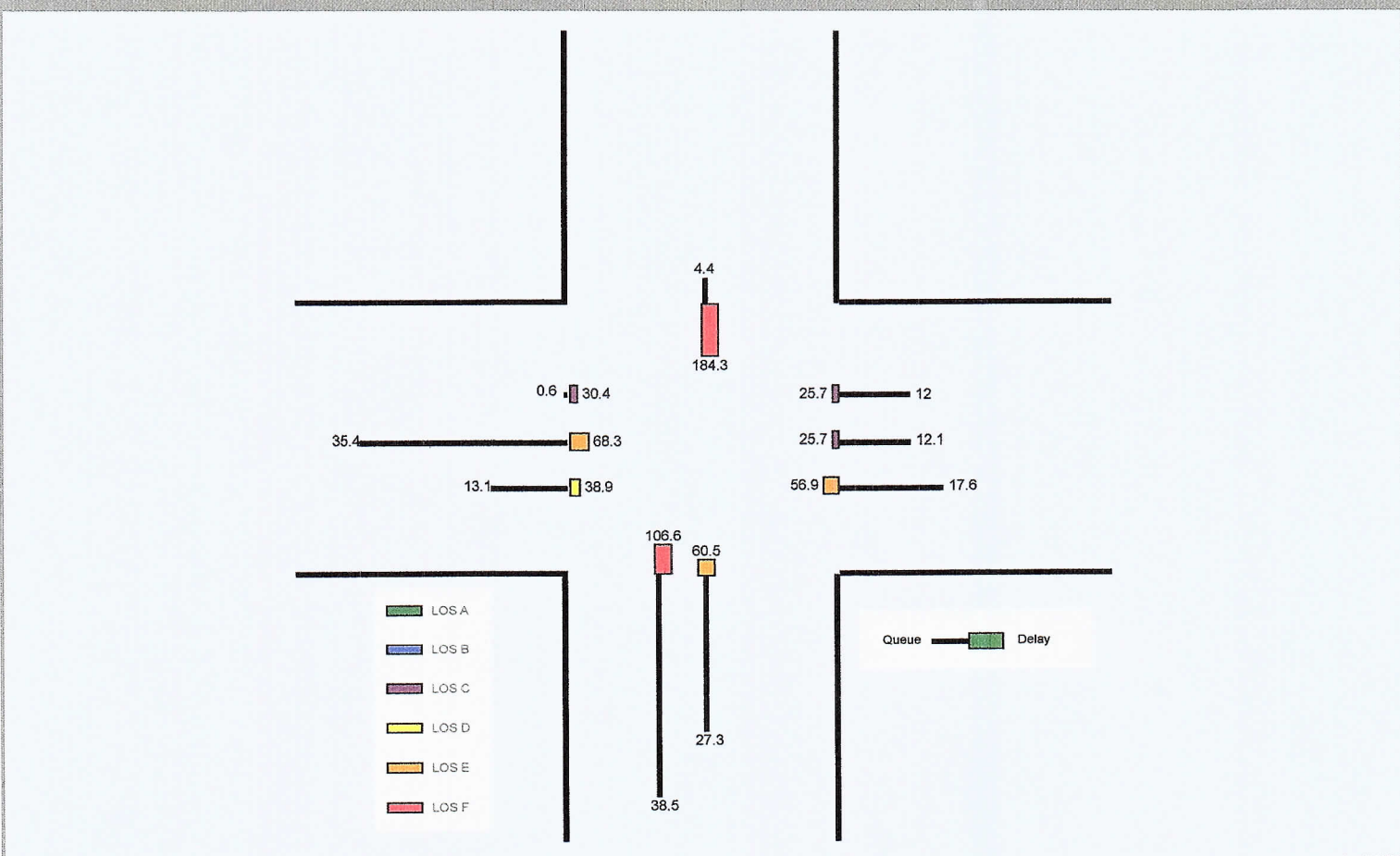
General Information				Intersection Information			
Agency	OREP			Duration, h	0.250		
Analyst	MM	Analysis Date	Aug 11, 2022	Area Type	Other		
Jurisdiction	SLCo.	Time Period	AM Existing	PHF	0.92		
Urban Street	Midway	Analysis Year	2022	Analysis Period	1 > 7:00		
Intersection	Torino and Midway	File Name	Midway and Torino.8.11.2022 AM Existing.xus				
Project Description	Ft Pierce CC (Energy Selvitz)						



Demand Information	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Demand (v), veh/h	12	586	262	265	586	15	532	3	461	14	5	18

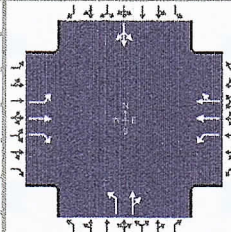
Signal Information				Signal Phases								
Cycle, s	151.1	Reference Phase	2	EB		WB		NB		SB		
Offset, s	0	Reference Point	End	Green	2.5	10.0	53.0	40.0	5.5	0.0		
Uncoordinated	Yes	Simult. Gap E/W	On	Yellow	5.0	5.0	5.0	5.0	5.0	0.0		
Force Mode	Fixed	Simult. Gap N/S	On	Red	3.0	3.0	3.0	3.0	3.0	0.0		

Movement Group Results	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Back of Queue (Q), ft/ln (95 th percentile)												
Back of Queue (Q), veh/ln (95 th percentile)	0.6	35.4	13.1	17.6	12.1	12.0	38.5	27.3			4.4	
Queue Storage Ratio (RQ) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00			0.00	
Control Delay (d), s/veh	30.4	68.3	38.9	56.9	25.7	25.7	106.6	60.5			184.3	
Level of Service (LOS)	C	E	D	E	C	C	F	E			F	
Approach Delay, s/veh / LOS	58.8 E			35.3 D			85.1 F			184.3 F		
Intersection Delay, s/veh / LOS	62.6						E					



HCS Signalized Intersection Results Summary

General Information					Intersection Information			
Agency	OREP				Duration, h	0.250		
Analyst	MM	Analysis Date	Aug 11, 2022		Area Type	Other		
Jurisdiction	SLCo.	Time Period	AM Existing		PHF	0.92		
Urban Street	Midway	Analysis Year	2022		Analysis Period	1 > 7:00		
Intersection	Torino and Midway		File Name	Midway and Torino.8.11.2022 AM Existing.xus				
Project Description	Ft Pierce CC (Energy Selvitz)							



Demand Information	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	12	586	262	265	586	15	532	3	461	14	5	18

Signal Information				Signal Timing (s)								Signal Phases			
Cycle, s	151.1	Reference Phase	2	Green	2.5	10.0	53.0	40.0	5.5	0.0	1	2	3	4	
Offset, s	0	Reference Point	End	Yellow	5.0	5.0	5.0	5.0	5.0	0.0	5	6	7	8	
Uncoordinated	Yes	Simult. Gap E/W	On	Red	3.0	3.0	3.0	3.0	3.0	0.0					
Force Mode	Fixed	Simult. Gap N/S	On												

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6	3	8	7	4
Case Number	1.1	3.0	1.1	4.0	1.1	4.0	0.0	14.0
Phase Duration, s	10.5	61.0	28.5	79.0	48.0	61.5	0.0	13.5
Change Period, (Y+R _c), s	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0
Max Allow Headway (MAH), s	3.1	3.1	3.1	3.1	3.1	3.4	0.0	3.4
Queue Clearance Time (g _s), s	2.7	51.5	20.1	18.7	42.0	46.4		5.5
Green Extension Time (g _e), s	0.0	1.6	0.5	3.4	0.0	0.0	0.0	0.0
Phase Call Probability	0.42	1.00	1.00	1.00	1.00	1.00		1.00
Max Out Probability	0.00	0.33	0.00	0.00	1.00	1.00		0.58

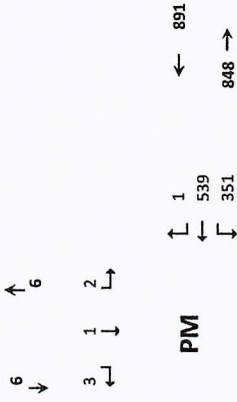
Movement Group Results	EB			WB			NB			SB														
	L	T	R	L	T	R	L	T	R	L	T	R												
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14												
Adjusted Flow Rate (v), veh/h	13	637	285	288	328	325	578	504			40													
Adjusted Saturation Flow Rate (s), veh/h/ln	1810	1900	1610	1810	1900	1883	1810	1612			60													
Queue Service Time (g _s), s	0.7	49.5	21.1	18.1	16.7	16.7	40.0	44.4			3.5													
Cycle Queue Clearance Time (g _c), s	0.7	49.5	21.1	18.1	16.7	16.7	40.0	44.4			3.5													
Green Ratio (g/C)	0.37	0.35	0.35	0.50	0.47	0.47	0.31	0.35			0.04													
Capacity (c), veh/h	352	667	565	313	893	885	546	571			35													
Volume-to-Capacity Ratio (X)	0.037	0.955	0.504	0.921	0.367	0.368	1.059	0.883			1.145													
Back of Queue (Q), ft/ln (95 th percentile)																								
Back of Queue (Q), veh/ln (95 th percentile)	0.6	35.4	13.1	17.6	12.1	12.0	38.5	27.3			4.4													
Queue Storage Ratio (RQ) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00			0.00													
Uniform Delay (d ₁), s/veh	30.4	47.9	38.7	44.5	25.6	25.6	51.3	45.8			75.2													
Incremental Delay (d ₂), s/veh	0.0	20.4	0.3	12.5	0.1	0.1	55.2	14.6			109.1													
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													
Control Delay (d), s/veh	30.4	68.3	38.9	56.9	25.7	25.7	106.6	60.5			184.3													
Level of Service (LOS)	C	E	D	E	C	C	F	E			F													
Approach Delay, s/veh / LOS	58.8			E			35.3			D			85.1			F			184.3			F		
Intersection Delay, s/veh / LOS	62.6						E																	

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.94	B	1.69	B	2.13	B	2.33	B
Bicycle LOS Score / LOS	2.03	B	1.26	A	2.27	B	0.55	A

TURNING MOVEMENT VOLUME COUNTS

N/S STREET: Torino
 Fort Pierce Commerce Ctr
 FILENAME: 2/20/2022
 COUNTY: 400
 ANALYSIS YEAR: Existing
 REPORT DATE: 5/13/2022

EW STREET: Midway Road
 CONTROL: Signalized



15 Min Period lanes	Northbound				Southbound				Eastbound				Westbound				TOTAL	ONE HOUR SUM
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	WBL	WBT	WBR	TOTAL		
4:00-4:15	50	1	59	0	2	0	1	143	71	58	98	0	483	2137				
4:15-4:30	41	0	76	0	1	0	0	92	95	106	183	1	595	2230				
4:30-4:45	54	0	76	0	1	3	1	117	69	63	128	0	512	2303				
4:45-5:00	53	0	66	0	0	0	1	141	103	85	98	0	547	2334				
5:00-5:15	43	0	63	0	1	2	3	94	98	86	185	1	576	2280				
5:15-5:30	57	0	107	0	0	0	1	153	137	89	124	0	668					
5:30-5:45	42	0	71	2	0	1	0	126	104	81	116	0	543					
5:45-6:00	61	1	74	0	0	0	1	107	82	70	95	2	493					

PM PEAK HOUR IS FROM:

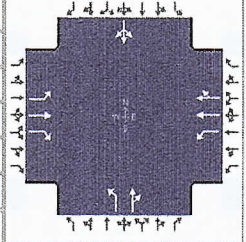
4:45PM TO 5:45PM

Subprojects	In/Out	Volume	%	In/Out	Volume	%	In/Out	Volume	%	In/Out	Volume	%	In/Out	Volume	%	In/Out	Volume	%	Trips In	Trips Out
Arcosa	21	34																	0	0
Southern Grove DRI	1,748	2,518																	0	0
Western Grove DRI	628	515																	0	0
Wilson Grove DRI	1,136	1,410																	0	0
Riverland DRI	1,774	1,819																	0	0
LTC Ranch	580	743																	0	0
Wawa Midway & Schvitz	62	62																	0	0
Village at Midway	182	456																	0	0
Ravina	77	44																	0	0
Willow Lakes	363	259																	0	0
Subtotal	201	0	316	2	1	3	5	530	455	351	539	1	2405					0	0	

* Trips represent 25% of total.

HCS Signalized Intersection Input Data

General Information				Intersection Information	
Agency	OREP			Duration, h	0.250
Analyst	MM	Analysis Date	Aug 11, 2022	Area Type	Other
Jurisdiction		Time Period	PM Existing	PHF	0.87
Urban Street	Midway	Analysis Year	2022	Analysis Period	1 > 7:00
Intersection	Torino and Midway	File Name	Midway and Torino.8.11.2022 PM Existing.xus		
Project Description	Ft Pierce CC (Energy Selvitz)				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	5	530	455	351	539	1	201	0	316	2	1	18

Signal Information				Signal Timing and Phases									
Cycle, s	117.8	Reference Phase	2										
Offset, s	0	Reference Point	End										
Uncoordinated	Yes	Simult. Gap E/W	On										
Force Mode	Fixed	Simult. Gap N/S	On										
		Green		1.0	12.8	41.7	16.2	6.0	0.0				
		Yellow		5.0	5.0	5.0	5.0	5.0	0.0				
		Red		3.0	3.0	3.0	3.0	3.0	0.0				

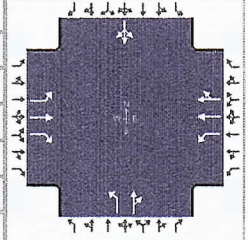
Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	5	530	455	351	539	1	201	0	316	2	1	18
Initial Queue (Q _b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s ₀), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N _m), man/h	None			None			None			None		
Heavy Vehicles (P _{HV}), %	0	0	0	0	0	0	0	0	0	0	0	0
Ped / Bike / RTOR, /h	0	0	0	0	0	0	0	0	0	0	0	0
Buses (N _b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (AT)	3	3	3	3	3	3	3	3	3	3	3	3
Upstream Filtering (f)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (W), ft	12.0	12.0	12.0	12.0	12.0		12.0	12.0		12.0		
Turn Bay Length, ft	0	0	0	0	0		0	0		0		
Grade (Pg), %	0			0			0			0		
Speed Limit, mi/h	35	35	35	35	35	35	35	35	35	35	35	35

Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G _{max}) or Phase Split, s	15.0	60.0	35.0	60.0	40.0	40.0	15.0	10.0
Yellow Change Interval (Y), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Red Clearance Interval (R _c), s	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Minimum Green (G _{min}), s	6	7	7	7	7	7	6	6
Start-Up Lost Time (l _t), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (e), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (PT), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Recall Mode	Off	Min	Off	Min	Off	Off	Off	Off
Dual Entry	No	Yes	No	Yes	No	Yes	No	Yes
Walk (Walk), s		0.0		0.0		0.0		0.0
Pedestrian Clearance Time (PC), s		0.0		0.0		0.0		0.0

Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius	0.0	No	25.0	0.0	No	25.0	0.0	No	25.0	0.0	No	25.0
Walkway / Crosswalk Width / Length, ft	9.0	12.0	0.0	9.0	12.0	0.0	9.0	12.0	0.0	9.0	12.0	0.0
Street Width / Island / Curb, ft	0.0	0	No	0.0	0	No	0.0	0	No	0.0	0	No
Width Outside / Bike Lane / Shoulder, ft	12.0	5.0	2.0	12.0	5.0	2.0	12.0	5.0	2.0	12.0	5.0	2.0
Pedestrian Signal / Occupied Parking	No	0.50		No	0.50		No	0.50		No	0.50	

HCS Signalized Intersection Intermediate Values

General Information				Intersection Information			
Agency	OREP			Duration, h	0.250		
Analyst	MM	Analysis Date	Aug 11, 2022	Area Type	Other		
Jurisdiction		Time Period	PM Existing	PHF	0.87		
Urban Street	Midway	Analysis Year	2022	Analysis Period	1> 7:00		
Intersection	Torino and Midway	File Name	Midway and Torino.8.11.2022 PM Existing.xus				
Project Description	Ft Pierce CC (Energy Selvitz)						



Demand Information	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Demand (v), veh/h	5	530	455	351	539	1	201	0	316	2	1	18

Signal Information													
Cycle, s	117.8	Reference Phase	2										
Offset, s	0	Reference Point	End										
Uncoordinated	Yes	Simult. Gap E/W	On	Green	1.0	12.8	41.7	16.2	6.0	0.0			
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	5.0	5.0	5.0	5.0	5.0	0.0			
				Red	3.0	3.0	3.0	3.0	3.0	0.0			

Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f _w)												
Heavy Vehicles and Grade Factor (f _{HVG})												
Parking Activity Adjustment Factor (f _p)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f _{bb})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f _a)												
Lane Utilization Adjustment Factor (f _{LU})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Adjustment Factor (f _{LT})	0.952	0.000		0.952	0.000		0.952	0.000		0.213	0.213	
Right-Turn Adjustment Factor (f _{RT})		0.000	0.847		0.999	0.999		0.847	0.847		0.000	0.000
Left-Turn Pedestrian Adjustment Factor (f _{LPB})	1.000			1.000			1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f _{RPB})			1.000			1.000			1.000			1.000
Work Zone Adjustment Factor (f _{wz})												
DDI Factor (f _{DDI})												
Movement Saturation Flow Rate (s), veh/h	1810	1900	1610	1810	3792	7	1810	0	1610	39	19	347
Proportion of Vehicles Arriving on Green (P)	0.01	0.35	0.35	0.19	0.53	0.53	0.14	0.00	0.26	0.05	0.05	0.05
Incremental Delay Factor (k)	0.04	0.16	0.17	0.16	0.04	0.04	0.04	0.19			0.04	

Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t _L)	8.0	8.0	8.0	8.0	8.0	8.0		8.0
Green Ratio (g/C)	0.36	0.35	0.56	0.53	0.21	0.26	0.00	0.05
Permitted Saturation Flow Rate (s _p), veh/h/ln	816	0	825	0	1412	0	0	1035
Shared Saturation Flow Rate (s _{sh}), veh/h/ln								0
Permitted Effective Green Time (g _p), s	41.8	0.0	43.8	0.0	8.0	0.0	0.0	4.0
Permitted Service Time (g _u), s	42.3	0.0	5.8	0.0	4.3	0.0	0.0	0.0
Permitted Queue Service Time (g _{ps}), s	0.0		5.8		0.7			0.0
Time to First Blockage (g _t), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.4
Queue Service Time Before Blockage (g _{ts}), s								1.4
Protected Right Saturation Flow (s _R), veh/h/ln		0						
Protected Right Effective Green Time (g _R), s		0.0						

Multimodal	EB		WB		NB		SB	
Pedestrian F _w / F _v	1.198	0.000	0.972	0.000	1.389	0.000	1.557	0.000
Pedestrian F _s / F _{delay}	0.000	0.128	0.000	0.103	0.000	0.140	0.000	0.159
Pedestrian M _{corner} / M _{cw}	0.00		0.00		0.00		0.00	
Bicycle c _b / d _b	707.72	24.59	1061.45	12.97	513.36	32.54	101.93	53.04
Bicycle F _w / F _v	-3.64	1.88	-3.64	0.84	-3.64	0.98	-3.64	0.04

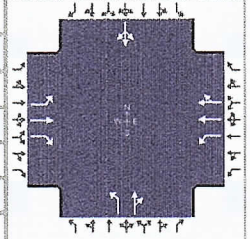
HCS Signalized Intersection Results Graphical Summary

General Information

Agency	OREP			Duration, h	0.250
Analyst	MM	Analysis Date	Aug 11, 2022	Area Type	Other
Jurisdiction		Time Period	PM Existing	PHF	0.87
Urban Street	Midway	Analysis Year	2022	Analysis Period	1 > 7:00
Intersection	Torino and Midway	File Name	Midway and Torino.8.11.2022 PM Existing.xus		
Project Description	Ft Pierce CC (Energy Selvitiz)				

Intersection Information

Duration, h	0.250	
Area Type	Other	
PHF	0.87	
Analysis Period	1 > 7:00	
File Name	Midway and Torino.8.11.2022 PM Existing.xus	



Demand Information

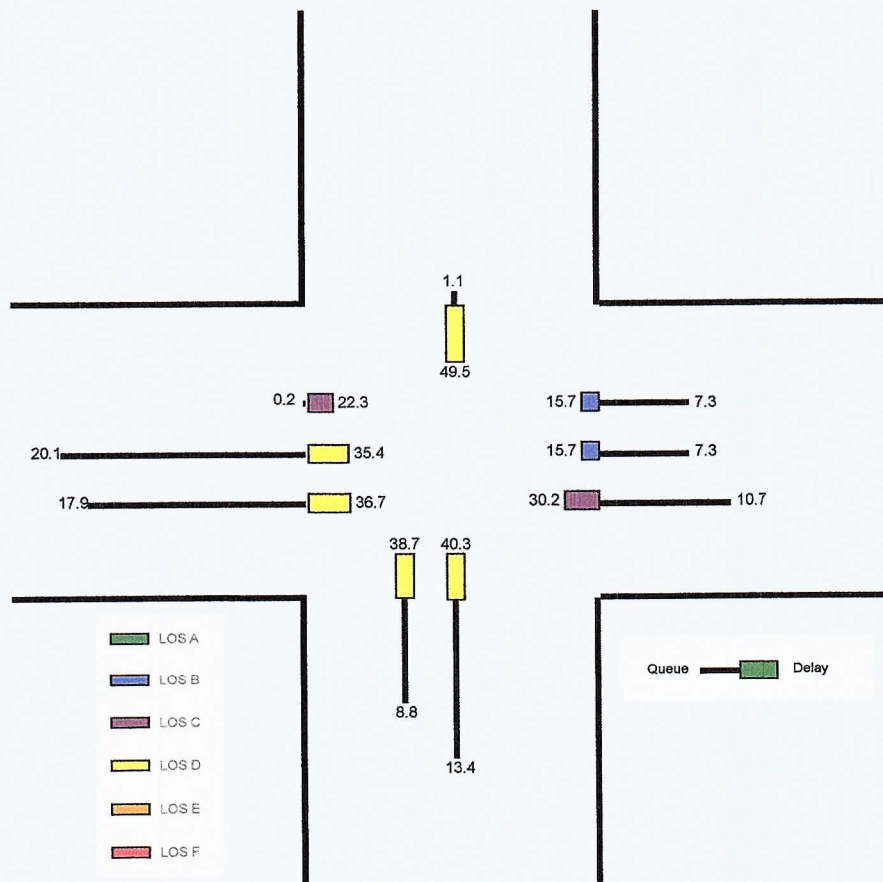
Approach Movement	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	5	530	455	351	539	1	201	0	316	2	1	18

Signal Information

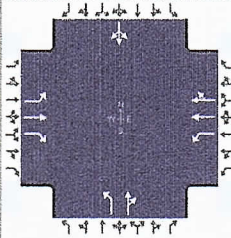

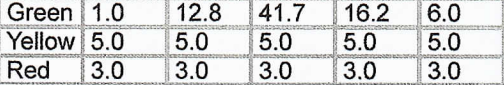
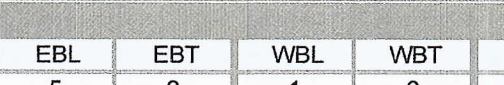

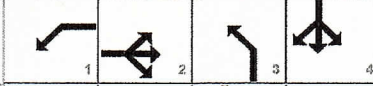

Cycle, s	117.8	Reference Phase	2												
Offset, s	0	Reference Point	End	Green	1.0	12.8	41.7	16.2	6.0	0.0	0.0	0.0	0.0	0.0	0.0
Uncoordinated	Yes	Simult. Gap E/W	On	Yellow	5.0	5.0	5.0	5.0	5.0	5.0	0.0	0.0	0.0	0.0	0.0
Force Mode	Fixed	Simult. Gap N/S	On	Red	3.0	3.0	3.0	3.0	3.0	3.0	0.0	0.0	0.0	0.0	0.0

Movement Group Results

Approach Movement	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (Q), ft/ln (95 th percentile)												
Back of Queue (Q), veh/ln (95 th percentile)	0.2	24.4	21.9	18.6	8.1	8.1	10.2	16.6			1.3	
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	
Control Delay (d), s/veh	24.1	43.3	45.9	42.8	15.6	15.6	43.5	52.4			56.4	
Level of Service (LOS)	C	D	D	D	B	B	D	D			E	
Approach Delay, s/veh / LOS	44.4		D	26.3		C	48.9		D	56.4		E
Intersection Delay, s/veh / LOS	38.8						D					



HCS Signalized Intersection Results Summary

General Information					Intersection Information								
Agency	OREP				Duration, h	0.250							
Analyst	MM	Analysis Date	Aug 11, 2022		Area Type	Other							
Jurisdiction		Time Period	PM Existing		PHF	0.87							
Urban Street	Midway	Analysis Year	2022		Analysis Period	1> 7:00							
Intersection	Torino and Midway	File Name	Midway and Torino.8.11.2022 PM Existing.xus										
Project Description	Ft Plerce CC (Energy Selvitz)												
Demand Information													
		EB			WB			NB			SB		
Approach Movement		L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h		5	530	455	351	539	1	201	0	316	2	1	18
Signal Information													
Cycle, s	117.8	Reference Phase	2										
Offset, s	0	Reference Point	End		Green	1.0	12.8	41.7	16.2	6.0	0.0		
Uncoordinated	Yes	Simult. Gap E/W	On		Yellow	5.0	5.0	5.0	5.0	5.0	0.0		
Force Mode	Fixed	Simult. Gap N/S	On		Red	3.0	3.0	3.0	3.0	3.0	0.0		
Timer Results													
		EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT				
Assigned Phase		5	2	1	6	3	8	7	4				
Case Number		1.1	3.0	1.1	4.0	1.1	4.0	0.0	14.0				
Phase Duration, s		9.0	49.7	29.9	70.5	24.2	38.2	0.0	14.0				
Change Period, (Y+R _c), s		8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0				
Max Allow Headway (MAH), s		3.1	3.1	3.1	3.1	3.1	3.4	0.0	3.4				
Queue Clearance Time (g _s), s		2.2	38.7	21.1	12.8	15.7	27.6		3.7				
Green Extension Time (g _e), s		0.0	2.8	0.7	4.1	0.4	0.8	0.0	0.5				
Phase Call Probability		0.17	1.00	1.00	1.00	1.00	1.00		1.00				
Max Out Probability		0.00	0.05	0.00	0.00	0.00	0.00		0.16				
Movement Group Results													
		EB			WB			NB			SB		
Approach Movement		L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement		5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (v), veh/h		6	609	523	403	310	310	231	363			24	
Adjusted Saturation Flow Rate (s), veh/h/ln		1810	1900	1610	1810	1900	1899	1810	1610			405	
Queue Service Time (g _s), s		0.2	36.0	36.7	19.1	10.8	10.8	13.7	25.6			1.7	
Cycle Queue Clearance Time (g _c), s		0.2	36.0	36.7	19.1	10.8	10.8	13.7	25.6			1.7	
Green Ratio (g/C)		0.36	0.35	0.35	0.56	0.53	0.53	0.21	0.26			0.05	
Capacity (c), veh/h		366	673	570	438	1009	1009	363	413			57	
Volume-to-Capacity Ratio (X)		0.016	0.905	0.917	0.921	0.308	0.308	0.637	0.879			0.424	
Back of Queue (Q), ft/ln (95 th percentile)													
Back of Queue (Q), veh/ln (95 th percentile)		0.2	24.4	21.9	18.6	8.1	8.1	10.2	16.6			1.3	
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	
Uniform Delay (d ₁), s/veh		24.0	36.3	36.5	31.1	15.5	15.5	42.8	42.1			54.6	
Incremental Delay (d ₂), s/veh		0.0	7.1	9.4	11.7	0.1	0.1	0.7	10.2			1.9	
Initial Queue Delay (d ₃), s/veh		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			0.0	
Control Delay (d), s/veh		24.1	43.3	45.9	42.8	15.6	15.6	43.5	52.4			56.4	
Level of Service (LOS)		C	D	D	D	B	B	D	D			E	
Approach Delay, s/veh / LOS		44.4			D			26.3			C		
Intersection Delay, s/veh / LOS		38.8						D					
Multimodal Results													
		EB			WB			NB			SB		
Pedestrian LOS Score / LOS		1.93	B		1.67	B		2.13	B		2.32	B	
Bicycle LOS Score / LOS		2.37	B		1.33	A		1.47	A		0.53	A	

TURNING MOVEMENT VOLUME COUNTS

N/S STREET: Torino
FILENAME: Fort Pierce Commerce Ctr
COUNT DATE: 2/20/2020
REPORT DATE: 5/13/2022
CONTROL: Signalized
EW STREET: Midway Road
County: St. Croix
DAY: Tuesday
ANALYSIS YEAR: 2023 AM without project

15 Min Period	Northbound				Southbound				Eastbound				Westbound				ONE HOUR SUM
	NBL	NBT	NBR	NBL	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL			
7:00-7:15	136	0	126	3	2	1	3	117	52	45	124	5	615	2677			
7:15-7:30	103	0	85	1	2	5	4	110	55	64	162	3	594	2623			
7:30-7:45	135	1	108	6	0	7	1	161	77	92	145	1	794	2605			
7:45-8:00	142	1	128	4	0	4	4	181	70	56	138	6	794	2311			
8:00-8:15	110	1	101	2	0	3	8	123	41	49	121	2	561	1969			
8:15-8:30	81	0	93	1	0	8	11	134	47	55	143	3	576				
8:30-8:45	82	1	67	3	1	5	4	93	35	48	99	2	440				
8:45-9:00	34	0	57	0	0	3	5	92	52	43	104	2	382				

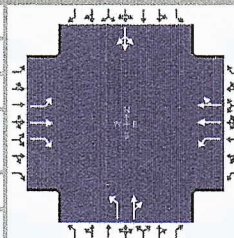
AM PEAK HOURS FROM: 7:00AM TO 8:00AM
 Volumes: 516 3 447 14 4 17 12 569 254 257 569 15 2677
 Season Factor: 1.01
 Growth to 2023: 1.01
 In/Out: 532 3 461 14 4 18 12 586 262 265 586 15 2758
 Percentage: 0% 0% 0% 0% 0% 0% 0% 0% 30% 0% 0% 0% 0% 0%
 PROJECT: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
 SUBPROJECTS: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
 Trips In: 0
 Trips Out: 0

Project	Seasonal Factor	Growth Rate to 2021	Growth Rate to 2023	Years Grown	Trips In	Trips Out
Arcosa *	1	1.01	1.01	3	59	16
Southern Grove DRI *	1	1.01	1.01	3	1,555	1,308
Western Grove DRI *	1	1.01	1.01	3	338	534
Wilson Grove DRI *	1	1.01	1.01	3	969	952
Riverland DRI *	1	1.01	1.01	3	1,198	1,392
Wawa Midway & Schlitz	1	1.01	1.01	3	79	78
Village at Midway *	1	1.01	1.01	3	363	151
Ravina	1	1.01	1.01	3	22	68
Willow Lakes *	1	1.01	1.01	3	339	266
LTC Ranch *	1	1.01	1.01	3	456	406
Subtotal					14	14
Total					546	17

* Trips represent 25% of total.

HCS Signalized Intersection Input Data

General Information				Intersection Information			
Agency	OREP			Duration, h	0.250		
Analyst	MM	Analysis Date	5/13/2022	Area Type	Other		
Jurisdiction	SLCo	Time Period	AM Without Project	PHF	0.92		
Urban Street	Midway	Analysis Year	2023	Analysis Period	1 > 7:00		
Intersection	Torino and Midway		File Name	Midway and Torino.8.11.2022 AM without project...			
Project Description	Ft Pierce CC (Energy Selvitz)						



Demand Information	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	12	762	273	316	805	15	546	17	508	14	18	18

Signal Information				Signal Timing and Phases															
Cycle, s	169.3	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		2.8	19.3	60.0	40.0	7.2	0.0										
		Yellow		5.0	5.0	5.0	5.0	5.0	0.0										
		Red		3.0	3.0	3.0	3.0	3.0	0.0										

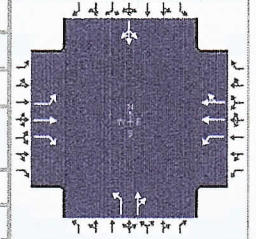
Traffic Information	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Demand (v), veh/h	12	762	273	316	805	15	546	17	508	14	18	18
Initial Queue (Q _b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s ₀), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N _m), man/h		None		0	L			None			None	
Heavy Vehicles (P _{HV}), %	0	0	0	0	0		0	0			0	
Ped / Bike / RTOR, /h	0	0	0	0	0	0	0	0	0	0	0	0
Buses (N _b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (AT)	3	3	3	3	3	3	3	3	3	3	3	3
Upstream Filtering (I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (W), ft	12.0	12.0	12.0	12.0	12.0		12.0	12.0			12.0	
Turn Bay Length, ft	0	0	0	0	0		0	0			0	
Grade (P _g), %		0			0			0			0	
Speed Limit, mi/h	35	35	35	35	35	35	35	35	35	35	35	35

Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G _{max}) or Phase Split, s	15.0	60.0	35.0	60.0	40.0	40.0	15.0	10.0
Yellow Change Interval (Y), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Red Clearance Interval (R _c), s	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Minimum Green (G _{min}), s	6	7	7	7	7	7	6	6
Start-Up Lost Time (I _f), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (e), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (PT), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Recall Mode	Off	Min	Off	Min	Off	Off	Off	Off
Dual Entry	No	Yes	No	Yes	No	Yes	No	Yes
Walk (Walk), s		0.0		0.0		0.0		0.0
Pedestrian Clearance Time (PC), s		0.0		0.0		0.0		0.0

Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius	0.0	No	25.0	0.0	No	25.0	0.0	No	25.0	0.0	No	25.0
Walkway / Crosswalk Width / Length, ft	9.0	12.0	0.0	9.0	12.0	0.0	9.0	12.0	0.0	9.0	12.0	0.0
Street Width / Island / Curb, ft	0.0	0	No	0.0	0	No	0.0	0	No	0.0	0	No
Width Outside / Bike Lane / Shoulder, ft	12.0	5.0	2.0	12.0	5.0	2.0	12.0	5.0	2.0	12.0	5.0	2.0
Pedestrian Signal / Occupied Parking	No	0.50		No	0.50		No	0.50		No	0.50	

HCS Signalized Intersection Intermediate Values

General Information				Intersection Information			
Agency	OREP			Duration, h	0.250		
Analyst	MM	Analysis Date	5/13/2022	Area Type	Other		
Jurisdiction	SLCo	Time Period	AM Without Project	PHF	0.92		
Urban Street	Midway	Analysis Year	2023	Analysis Period	1> 7:00		
Intersection	Torino and Midway	File Name	Midway and Torino.8.11.2022 AM without project...				
Project Description	Ft Pierce CC (Energy Selvitz)						



Demand Information	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Demand (v), veh/h	12	762	273	316	805	15	546	17	508	14	18	18

Signal Information				Signal Timing (s)								Signal Phases			
Cycle, s	169.3	Reference Phase	2	Green	2.8	19.3	60.0	40.0	7.2	0.0	1	2	3	4	
Offset, s	0	Reference Point	End	Yellow	5.0	5.0	5.0	5.0	5.0	0.0	5	6	7	8	
Uncoordinated	Yes	Simult. Gap E/W	On	Red	3.0	3.0	3.0	3.0	3.0	0.0					
Force Mode	Fixed	Simult. Gap N/S	On												

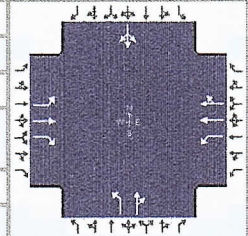
Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)												
Heavy Vehicles and Grade Factor (f_{HVg})												
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)												
Lane Utilization Adjustment Factor (f_{LU})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Adjustment Factor (f_{LT})	0.952	0.000		0.952	0.000		0.952	0.000		0.013	0.013	
Right-Turn Adjustment Factor (f_{RT})		0.000	0.847		0.993	0.993		0.852	0.852		0.000	0.000
Left-Turn Pedestrian Adjustment Factor (f_{LPB})	1.000			1.000			1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{RPB})			1.000			1.000			1.000			1.000
Work Zone Adjustment Factor (f_{wz})												
DDI Factor (f_{DDI})												
Movement Saturation Flow Rate (s), veh/h	1810	1900	1610	1810	3718	69	1810	52	1566	7	9	9
Proportion of Vehicles Arriving on Green (P)	0.02	0.35	0.35	0.18	0.52	0.52	0.24	0.33	0.33	0.04	0.04	0.04
Incremental Delay Factor (k)	0.04	0.50	0.06	0.34	0.04	0.04	0.50	0.50			0.50	

Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t _l)	8.0	8.0	8.0	8.0	8.0	8.0		8.0
Green Ratio (g/C)	0.37	0.35	0.54	0.52	0.29	0.33	0.00	0.04
Permitted Saturation Flow Rate (s _p), veh/h/ln	634	0	672	0	1390	0	0	855
Shared Saturation Flow Rate (s _{sh}), veh/h/ln								0
Permitted Effective Green Time (g _p), s	60.0	0.0	62.0	0.0	9.2	0.0	0.0	4.0
Permitted Service Time (g _u), s	60.0	0.0	0.0	0.0	2.0	0.0	0.0	0.0
Permitted Queue Service Time (g _{ps}), s	0.0		0.0		2.0			0.0
Time to First Blockage (g _t), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Service Time Before Blockage (g _{ts}), s								0.0
Protected Right Saturation Flow (s _R), veh/h/ln		0						
Protected Right Effective Green Time (g _R), s		0.0						

Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v	1.198	0.000	0.972	0.000	1.389	0.000	1.557	0.000
Pedestrian F_s / F_{delay}	0.000	0.143	0.000	0.120	0.000	0.146	0.000	0.174
Pedestrian M_{corner} / M_{cw}	0.00		0.00		0.00		0.00	
Bicycle c_b / d_b	708.95	35.27	1031.61	19.84	652.29	38.43	85.14	77.58
Bicycle F_w / F_v	-3.64	1.88	-3.64	1.02	-3.64	1.92	-3.64	0.09

HCS Signalized Intersection Results Graphical Summary

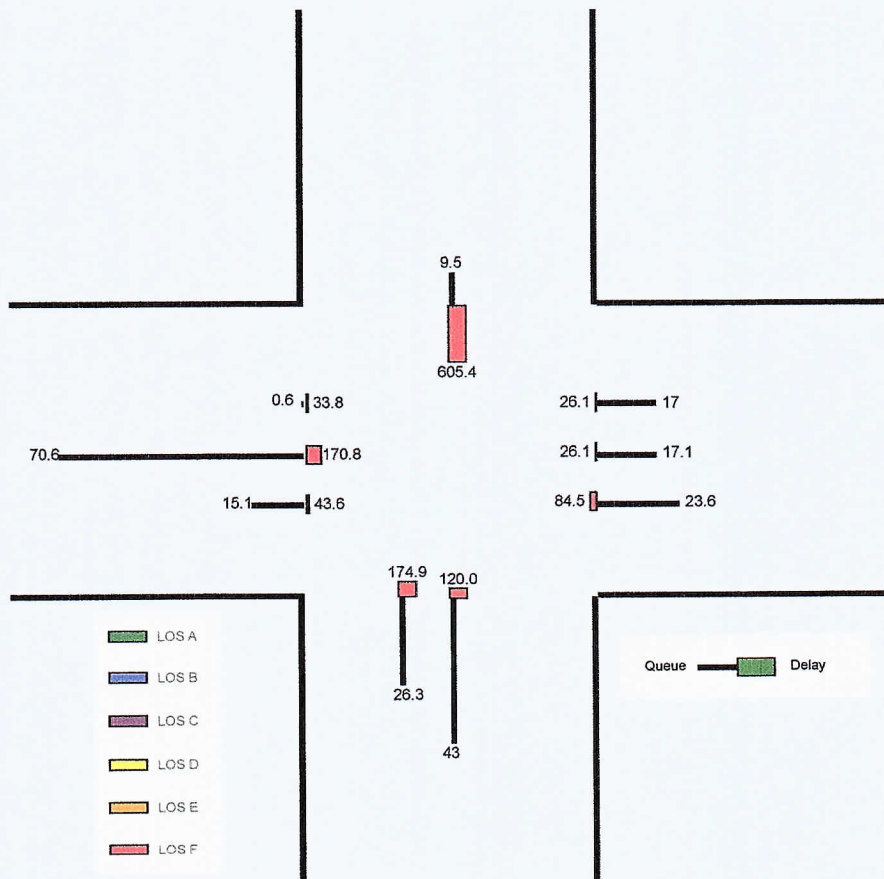
General Information				Intersection Information	
Agency	OREP			Duration, h	0.250
Analyst	MM	Analysis Date	5/13/2022	Area Type	Other
Jurisdiction	SLCo	Time Period	AM Without Project	PHF	0.92
Urban Street	Midway	Analysis Year	2023	Analysis Period	1 > 7:00
Intersection	Torino and Midway	File Name	Midway and Torino.8.11.2022 AM without project....		
Project Description	Ft Pierce CC (Energy Selvitz)				



Demand Information	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	12	762	273	316	805	15	546	17	508	14	18	18

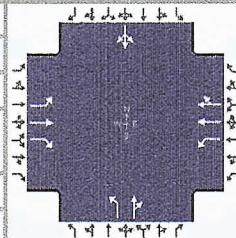
Signal Information													
Cycle, s	169.3	Reference Phase	2										
Offset, s	0	Reference Point	End										
Uncoordinated	Yes	Simult. Gap E/W	On	Green	2.8	19.3	60.0	40.0	7.2	0.0			
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	5.0	5.0	5.0	5.0	5.0	0.0			
				Red	3.0	3.0	3.0	3.0	3.0	0.0			

Movement Group Results	EB			WB			NB			SB			
	L	T	R	L	T	R	L	T	R	L	T	R	
Back of Queue (Q), ft/ln (95 th percentile)													
Back of Queue (Q), veh/ln (95 th percentile)	0.6	70.6	15.1	23.6	17.1	17.0	26.3	43.0			9.5		
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		
Control Delay (d), s/veh	33.8	170.8	43.6	84.5	26.1	26.1	174.9	120.0			605.4		
Level of Service (LOS)	C	F	D	F	C	C	F	F			F		
Approach Delay, s/veh / LOS	136.0		F	42.3		D	148.0		F		605.4		F
Intersection Delay, s/veh / LOS	114.8						F						



HCS Signalized Intersection Results Summary

General Information				Intersection Information			
Agency	OREP			Duration, h	0.250		
Analyst	MM	Analysis Date	5/13/2022	Area Type	Other		
Jurisdiction	SLCo	Time Period	AM Without Project	PHF	0.92		
Urban Street	Midway	Analysis Year	2023	Analysis Period	1 > 7:00		
Intersection	Torino and Midway		File Name	Midway and Torino.8.11.2022 AM without project...			
Project Description	Ft Pierce CC (Energy Selvitz)						



Demand Information	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Demand (v), veh/h	12	762	273	316	805	15	546	17	508	14	18	18

Signal Information				Phase Diagrams										
Cycle, s	169.3	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	2.8	19.3	60.0	40.0	7.2	0.0	1		2		3		4	
Yellow	5.0	5.0	5.0	5.0	5.0	0.0	5		6		7		8	
Red	3.0	3.0	3.0	3.0	3.0	0.0								

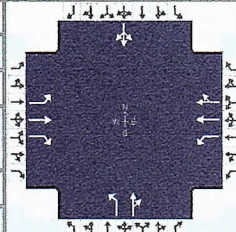
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6	3	8	7	4
Case Number	1.1	3.0	1.1	4.0	1.1	4.0	0.0	14.0
Phase Duration, s	10.8	68.0	38.1	95.3	48.0	63.2	0.0	15.2
Change Period, (Y+R _c), s	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0
Max Allow Headway (MAH), s	3.1	3.1	3.1	3.1	3.1	3.4	0.0	3.4
Queue Clearance Time (g _s), s	2.8	62.0	29.7	27.2	42.0	57.2		7.2
Green Extension Time (g _e), s	0.0	0.0	0.4	4.9	0.0	0.0	0.0	0.0
Phase Call Probability	0.46	1.00	1.00	1.00	1.00	1.00		1.00
Max Out Probability	0.00	1.00	0.19	0.02	1.00	1.00		1.00

Movement Group Results	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (v), veh/h	13	828	297	343	447	444	593	571			54	
Adjusted Saturation Flow Rate (s), veh/h/ln	1810	1900	1610	1810	1900	1888	1810	1618			24	
Queue Service Time (g _s), s	0.8	60.0	24.7	27.7	25.2	25.2	40.0	55.2			5.2	
Cycle Queue Clearance Time (g _c), s	0.8	60.0	24.7	27.7	25.2	25.2	40.0	55.2			5.2	
Green Ratio (g/C)	0.37	0.35	0.35	0.54	0.52	0.52	0.29	0.33			0.04	
Capacity (c), veh/h	297	674	571	364	980	974	487	528			28	
Volume-to-Capacity Ratio (X)	0.044	1.230	0.520	0.944	0.456	0.456	1.219	1.081			1.923	
Back of Queue (Q), ft/ln (95 th percentile)												
Back of Queue (Q), veh/ln (95 th percentile)	0.6	70.6	15.1	23.6	17.1	17.0	26.3	43.0			9.5	
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	
Uniform Delay (d ₁), s/veh	33.8	54.6	43.2	57.4	25.9	25.9	59.0	57.0			84.4	
Incremental Delay (d ₂), s/veh	0.0	116.1	0.4	27.1	0.1	0.1	115.9	62.9			521.0	
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	
Control Delay (d), s/veh	33.8	170.8	43.6	84.5	26.1	26.1	174.9	120.0			605.4	
Level of Service (LOS)	C	F	D	F	C	C	F	F			F	
Approach Delay, s/veh / LOS	136.0		F	42.3		D	148.0		F	605.4		F
Intersection Delay, s/veh / LOS	114.8						F					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.94	B	1.69	B	2.13	B	2.33	B
Bicycle LOS Score / LOS	2.37	B	1.51	B	2.41	B	0.58	A

HCS Signalized Intersection Input Data

General Information				Intersection Information			
Agency	OREP			Duration, h	0.250		
Analyst	MM	Analysis Date	Aug 11, 2022	Area Type	Other		
Jurisdiction	SLCo.	Time Period	PM Without Project	PHF	0.87		
Urban Street	Midway	Analysis Year	2023	Analysis Period	1> 7:00		
Intersection	Torino and Midway	File Name	Midway and Torino.8.11.2022 PM without project...				
Project Description	Ft Pierce CC (Energy Selvitz)						



Demand Information	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Demand (v), veh/h	5	717	468	399	747	1	213	11	359	2	12	3

Signal Information				EB				WB				NB				SB			
Cycle, s	159.0	Reference Phase	2																
Offset, s	0	Reference Point	End	Green	1.3	25.7	60.0	20.0	12.0	0.0									
Uncoordinated	Yes	Simult. Gap E/W	On	Yellow	5.0	5.0	5.0	5.0	5.0	0.0									
Force Mode	Fixed	Simult. Gap N/S	On	Red	3.0	3.0	3.0	3.0	3.0	0.0									

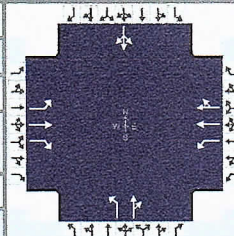
Traffic Information	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Demand (v), veh/h	5	717	468	399	747	1	213	11	359	2	12	3
Initial Queue (Q _b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s ₀), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N _m), man/h		None			None			None			None	
Heavy Vehicles (P _{HV}), %	0	0	0	0	0		0	0			0	
Ped / Bike / RTOR, /h	0	0	0	0	0	0	0	0	0	0	0	0
Buses (N _b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (AT)	3	3	3	3	3	3	3	3	3	3	3	3
Upstream Filtering (I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (W), ft	12.0	12.0	12.0	12.0	12.0		12.0	12.0			12.0	
Turn Bay Length, ft	0	0	0	0	0		0	0			0	
Grade (Pg), %		0			0			0			0	
Speed Limit, mi/h	35	35	35	35	35	35	35	35	35	35	35	35

Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G _{max}) or Phase Split, s	15.0	60.0	35.0	60.0	20.0	40.0	15.0	10.0
Yellow Change Interval (Y), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Red Clearance Interval (R _c), s	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Minimum Green (G _{min}), s	6	7	7	7	7	7	6	6
Start-Up Lost Time (I _l), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (ε), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (PT), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Recall Mode	Off	Min	Off	Min	Off	Off	Off	Off
Dual Entry	No	Yes	No	Yes	No	Yes	No	Yes
Walk (Walk), s		0.0		0.0		0.0		0.0
Pedestrian Clearance Time (PC), s		0.0		0.0		0.0		0.0

Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius	0.0	No	25.0	0.0	No	25.0	0.0	No	25.0	0.0	No	25.0
Walkway / Crosswalk Width / Length, ft	9.0	12.0	0.0	9.0	12.0	0.0	9.0	12.0	0.0	9.0	12.0	0.0
Street Width / Island / Curb, ft	0.0	0	No	0.0	0	No	0.0	0	No	0.0	0	No
Width Outside / Bike Lane / Shoulder, ft	12.0	5.0	2.0	12.0	5.0	2.0	12.0	5.0	2.0	12.0	5.0	2.0
Pedestrian Signal / Occupied Parking	No	0.50		No	0.50		No	0.50		No	0.50	

HCS Signalized Intersection Intermediate Values

General Information				Intersection Information	
Agency	OREP			Duration, h	0.250
Analyst	MM	Analysis Date	Aug 11, 2022	Area Type	Other
Jurisdiction	SLCo.	Time Period	PM Without Project	PHF	0.87
Urban Street	Midway	Analysis Year	2023	Analysis Period	1> 7:00
Intersection	Torino and Midway	File Name	Midway and Torino.8.11.2022 PM without project....		
Project Description	Ft Plerce CC (Energy Selvitz)				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	5	717	468	399	747	1	213	11	359	2	12	3

Signal Information														
Cycle, s	159.0	Reference Phase	2											
Offset, s	0	Reference Point	End											
Uncoordinated	Yes	Simult. Gap E/W	On	Green	1.3	25.7	60.0	20.0	12.0	0.0				
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	5.0	5.0	5.0	5.0	5.0	0.0				
				Red	3.0	3.0	3.0	3.0	3.0	0.0				

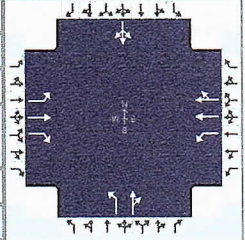
Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)												
Heavy Vehicles and Grade Factor (f_{HVg})												
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)												
Lane Utilization Adjustment Factor (f_{LU})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Adjustment Factor (f_{LT})	0.952	0.000		0.952	0.000		0.952	0.000		0.110	0.110	
Right-Turn Adjustment Factor (f_{RT})		0.000	0.847		1.000	1.000		0.851	0.851		0.000	0.000
Left-Turn Pedestrian Adjustment Factor (f_{LPB})	1.000			1.000			1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{RPB})			1.000			1.000			1.000			1.000
Work Zone Adjustment Factor (f_{wz})												
DDI Factor (f_{DDI})												
Movement Saturation Flow Rate (s), veh/h	1810	1900	1610	1810	3794	5	1810	48	1569	25	147	37
Proportion of Vehicles Arriving on Green (P)	0.01	0.38	0.38	0.22	0.59	0.59	0.13	0.25	0.25	0.08	0.08	0.08
Incremental Delay Factor (k)	0.04	0.50	0.39	0.50	0.04	0.04	0.20	0.50			0.04	

Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)	8.0	8.0	8.0	8.0	8.0	8.0		8.0
Green Ratio (g/C)	0.39	0.38	0.61	0.59	0.21	0.25	0.00	0.08
Permitted Saturation Flow Rate (s_p), veh/h/ln	653	0	675	0	1418	0	0	977
Shared Saturation Flow Rate (s_{sh}), veh/h/ln								0
Permitted Effective Green Time (g_p), s	60.0	0.0	62.0	0.0	14.0	0.0	0.0	4.0
Permitted Service Time (g_u), s	60.0	0.0	0.0	0.0	10.4	0.0	0.0	0.0
Permitted Queue Service Time (g_{ps}), s	0.0		0.0		0.7			0.0
Time to First Blockage (g_t), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.3
Queue Service Time Before Blockage (g_{ts}), s								0.8
Protected Right Saturation Flow (s_R), veh/h/ln		0						
Protected Right Effective Green Time (g_R), s		0.0						

Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v	1.198	0.000	0.972	0.000	1.389	0.000	1.557	0.000
Pedestrian F_s / F_{delay}	0.000	0.137	0.000	0.104	0.000	0.152	0.000	0.169
Pedestrian M_{corner} / M_{cw}	0.00		0.00		0.00		0.00	
Bicycle C_b / d_b	754.71	30.82	1178.03	13.43	503.14	44.53	150.94	67.95
Bicycle F_w / F_v	-3.64	2.26	-3.64	1.09	-3.64	1.11	-3.64	0.03

HCS Signalized Intersection Results Graphical Summary

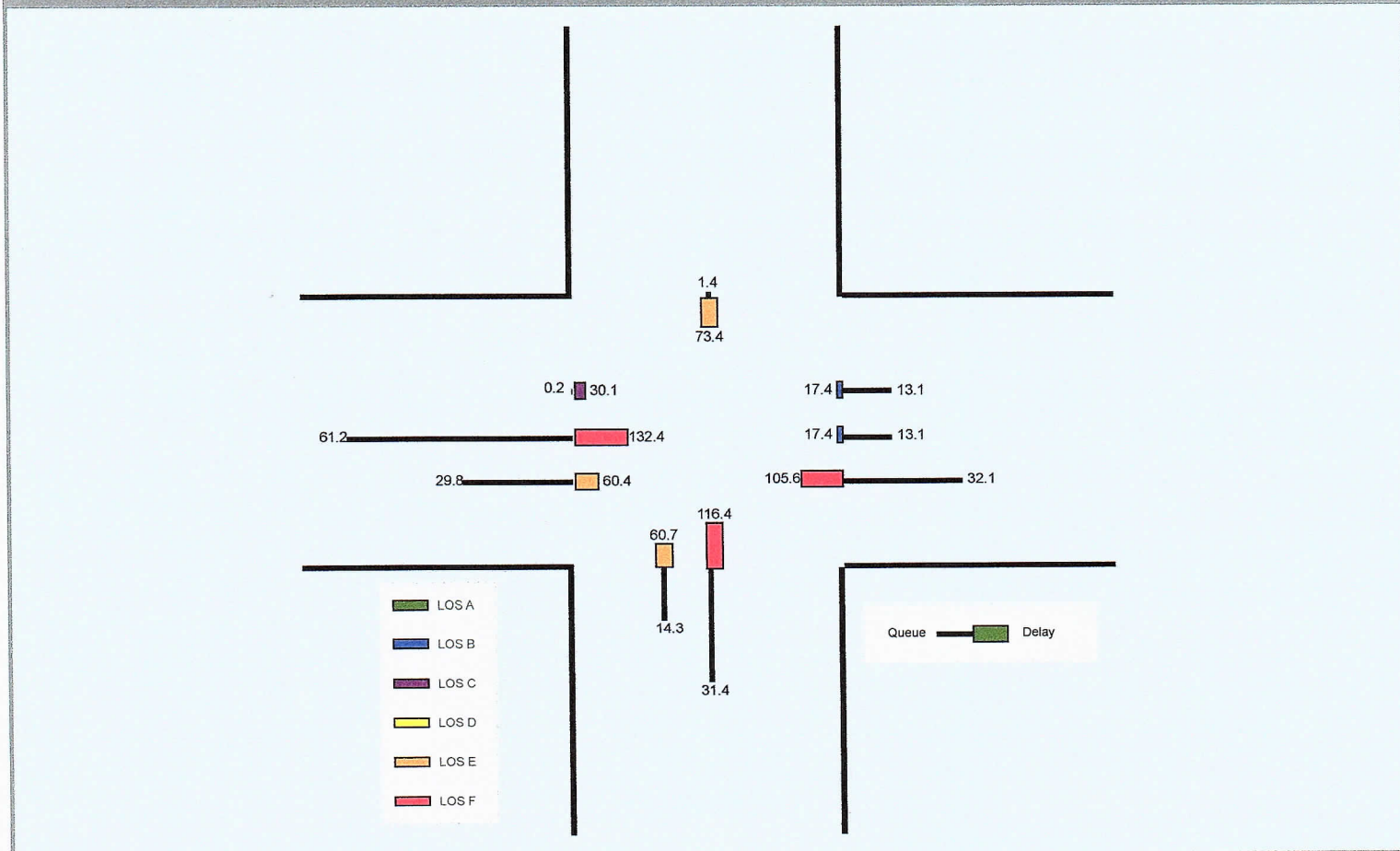
General Information				Intersection Information			
Agency	OREP			Duration, h	0.250		
Analyst	MM	Analysis Date	Aug 11, 2022	Area Type	Other		
Jurisdiction	SLCo.	Time Period	PM Without Project	PHF	0.87		
Urban Street	Midway	Analysis Year	2023	Analysis Period	1 > 7:00		
Intersection	Torino and Midway	File Name	Midway and Torino.8.11.2022 PM without project...				
Project Description	Ft Plerce CC (Energy Selvitz)						



Demand Information	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Demand (v), veh/h	5	717	468	399	747	1	213	11	359	2	12	3

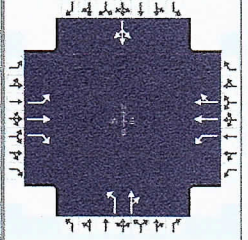
Signal Information				Signal Phases											
Cycle, s	159.0	Reference Phase	2												
Offset, s	0	Reference Point	End												
Uncoordinated	Yes	Simult. Gap E/W	On												
Force Mode	Fixed	Simult. Gap N/S	On												
		Green		1.3	25.7	60.0	20.0	12.0	0.0						
		Yellow		5.0	5.0	5.0	5.0	5.0	0.0						
		Red		3.0	3.0	3.0	3.0	3.0	0.0						

Movement Group Results	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Back of Queue (Q), ft/ln (95 th percentile)												
Back of Queue (Q), veh/ln (95 th percentile)	0.2	61.2	29.8	32.1	13.1	13.1	14.3	31.4			1.4	
Queue Storage Ratio (RQ) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00			0.00	
Control Delay (d), s/veh	30.1	132.4	60.4	105.6	17.4	17.4	60.7	116.4			73.4	
Level of Service (LOS)	C	F	E	F	B	B	E	F			E	
Approach Delay, s/veh / LOS	103.7		F	48.1		D	96.0	F		73.4		E
Intersection Delay, s/veh / LOS	80.3						F					



HCS Signalized Intersection Results Summary

General Information				Intersection Information			
Agency	OREP			Duration, h	0.250		
Analyst	MM	Analysis Date	Aug 11, 2022	Area Type	Other		
Jurisdiction	SLCo.	Time Period	PM Without Project	PHF	0.87		
Urban Street	Midway	Analysis Year	2023	Analysis Period	1 > 7:00		
Intersection	Torino and Midway	File Name	Midway and Torino.8.11.2022 PM without project....				
Project Description	Ft Pierce CC (Energy Selvitz)						



Demand Information	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Demand (v), veh/h	5	717	468	399	747	1	213	11	359	2	12	3

Signal Information				Phase Diagrams									
Cycle, s	159.0	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		1.3	25.7	60.0	20.0	12.0	0.0				
		Yellow		5.0	5.0	5.0	5.0	5.0	0.0				
		Red		3.0	3.0	3.0	3.0	3.0	0.0				

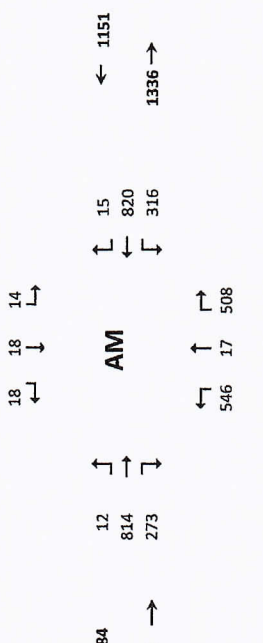
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6	3	8	7	4
Case Number	1.1	3.0	1.1	4.0	1.1	4.0	0.0	14.0
Phase Duration, s	9.3	68.0	43.0	101.7	28.0	48.0	0.0	20.0
Change Period, (Y+R _c), s	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0
Max Allow Headway (MAH), s	3.1	3.1	3.1	3.1	3.1	3.4	0.0	3.4
Queue Clearance Time (g _s), s	2.3	62.0	37.0	21.1	21.6	42.0		3.6
Green Extension Time (g _e), s	0.0	0.0	0.0	5.9	0.0	0.0	0.0	0.7
Phase Call Probability	0.22	1.00	1.00	1.00	1.00	1.00		1.00
Max Out Probability	0.00	1.00	1.00	0.02	1.00	1.00		0.17

Movement Group Results	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (v), veh/h	6	824	538	459	430	430	245	425			20	
Adjusted Saturation Flow Rate (s), veh/h/ln	1810	1900	1610	1810	1900	1899	1810	1618			209	
Queue Service Time (g _s), s	0.3	60.0	49.7	35.0	19.1	19.1	19.6	40.0			1.6	
Cycle Queue Clearance Time (g _c), s	0.3	60.0	49.7	35.0	19.1	19.1	19.6	40.0			1.6	
Green Ratio (g/C)	0.39	0.38	0.38	0.61	0.59	0.59	0.21	0.25			0.08	
Capacity (c), veh/h	307	717	608	444	1119	1119	366	407			42	
Volume-to-Capacity Ratio (X)	0.019	1.149	0.885	1.034	0.384	0.384	0.669	1.045			0.470	
Back of Queue (Q), ft/ln (95 th percentile)												
Back of Queue (Q), veh/ln (95 th percentile)	0.2	61.2	29.8	32.1	13.1	13.1	14.3	31.4			1.4	
Queue Storage Ratio (RQ) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00			0.00	
Uniform Delay (d ₁), s/veh	30.1	49.5	46.3	53.9	17.4	17.4	56.9	59.5			70.4	
Incremental Delay (d ₂), s/veh	0.0	82.9	14.2	51.7	0.1	0.1	3.8	56.9			3.1	
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	
Control Delay (d), s/veh	30.1	132.4	60.4	105.6	17.4	17.4	60.7	116.4			73.4	
Level of Service (LOS)	C	F	E	F	B	B	E	F			E	
Approach Delay, s/veh / LOS	103.7		F	48.1		D	96.0		F		73.4	
Intersection Delay, s/veh / LOS	80.3						F					

Multimodal Results	EB		WB		NB		SB	
	Pedestrian LOS Score / LOS	1.93	B	1.68	B	2.14	B	2.33
Bicycle LOS Score / LOS	2.74	C	1.58	B	1.59	B	0.52	A

TURNING MOVEMENT VOLUME COUNTS

N/S STREET: Torino
 FILENAME: Fort Pierce Commerce Ctr
 COUNT DATE: 2/20/2020
 REPORT DATE: 5/13/2022
 DAY: Tuesday
 ANALYSIS YEAR: 2023 AM with project
 COUNTY: 5LCo
 CONTROL: Signalized
 ENW STREET: Midway Road



15 Min Period	Northbound				Southbound				Eastbound				Westbound				TOTAL	ONE HOUR SUM
	NBL	NBT	NBR	SBL	SRT	SRR	EBL	EBS	EBR	WBL	WBT	WBR	WBL	WBT	WBR			
7:00-7:15	136	1	126	3	2	1	3	117	52	45	124	5	615	2677				
7:15-7:30	103	0	85	1	2	5	4	110	55	64	162	3	594	2623				
7:30-7:45	135	1	108	6	0	7	1	161	77	92	145	1	734	2605				
7:45-8:00	142	1	128	4	0	4	4	181	70	56	138	6	734	2311				
8:00-8:15	110	1	101	2	0	3	8	123	41	49	121	2	561	1969				
8:15-8:30	81	0	93	1	0	8	11	134	47	55	143	3	576					
8:30-8:45	82	1	67	3	1	5	4	93	35	48	99	2	440					
8:45-9:00	34	0	57	0	0	3	5	92	52	43	104	2	392					

AM PEAK HOURS FROM: 7:00AM TO 8:00AM
 Seasonal Factor: 1
 Growth Rate to 2021: 1.01
 Growth Rate from to 2023: 1.01
 Years Growth: 3
 Project

PROJECT	Trips In	Trips Out
Subtotal	174	50
Total	174	50

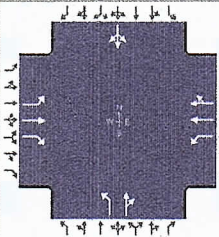
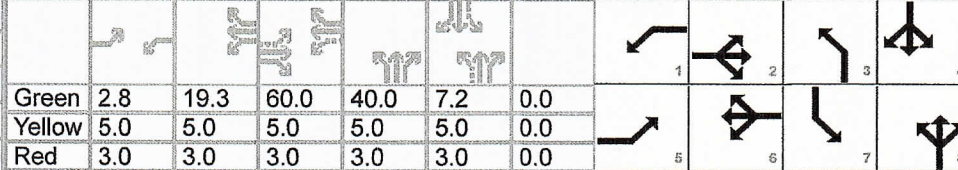
PROJECT	Trips In	Trips Out
Arcoosa *	59	16
Southern Grove DRI *	1,555	1,308
Western Grove DRI *	338	534
Wilson Grove DRI *	969	952
Riverland DRI *	1,198	1,392
Wawa Midway & Solvitz	79	78
Village at Midway *	363	151
Ravina	22	68
Willow Lakes *	339	266
LTC Ranch *	456	406

* Trips represent 25% of total.

HCS Signalized Intersection Input Data

General Information						Intersection Information										
Agency		OREP				Duration, h		0.250								
Analyst		MM		Analysis Date		Aug 11, 2022		Area Type		Other						
Jurisdiction		SLCo.		Time Period		AM With Project		PHF		0.92						
Urban Street		Midway		Analysis Year		2023		Analysis Period		1> 7:00						
Intersection		Torino and Midway		File Name		Midway and Torino.8.11.2022 AM with project.xus										
Project Description		Ft Pierce CC (Energy Selvitz)														
Demand Information			EB			WB			NB			SB				
Approach Movement			L	T	R	L	T	R	L	T	R	L	T	R		
Demand (v), veh/h			12	814	273	316	820	15	546	17	508	14	18	18		
Signal Information																
Cycle, s		169.3	Reference Phase											2		
Offset, s		0	Reference Point											End		
Uncoordinated		Yes	Simult. Gap E/W											On		
Force Mode		Fixed	Simult. Gap N/S											On		
Traffic Information			EB			WB			NB			SB				
Approach Movement			L	T	R	L	T	R	L	T	R	L	T	R		
Demand (v), veh/h			12	814	273	316	820	15	546	17	508	14	18	18		
Initial Queue (Q _b), veh/h			0	0	0	0	0	0	0	0	0	0	0	0		
Base Saturation Flow Rate (s ₀), veh/h			1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900		
Parking (N _m), man/h			None			None			None			None				
Heavy Vehicles (P _{HV}), %			0	0	0	0	0	0	0	0	0	0	0	0		
Ped / Bike / RTOR, /h			0	0	0	0	0	0	0	0	0	0	0	0		
Buses (N _b), buses/h			0	0	0	0	0	0	0	0	0	0	0	0		
Arrival Type (AT)			3	3	3	3	3	3	3	3	3	3	3	3		
Upstream Filtering (f)			1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Lane Width (W), ft			12.0	12.0	12.0	12.0	12.0		12.0	12.0			12.0			
Turn Bay Length, ft			0	0	0	0	0		0	0			0			
Grade (Pg), %				0			0			0			0			
Speed Limit, mi/h			35	35	35	35	35	35	35	35	35	35	35	35		
Phase Information			EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT						
Maximum Green (G _{max}) or Phase Split, s			15.0	60.0	35.0	60.0	40.0	40.0	15.0	10.0						
Yellow Change Interval (Y), s			5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0						
Red Clearance Interval (R _c), s			3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0						
Minimum Green (G _{min}), s			6	7	7	7	7	7	6	6						
Start-Up Lost Time (l _t), s			2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0						
Extension of Effective Green (e), s			2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0						
Passage (PT), s			2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0						
Recall Mode			Off	Min	Off	Min	Off	Off	Off	Off						
Dual Entry			No	Yes	No	Yes	No	Yes	No	Yes						
Walk (Walk), s				0.0		0.0		0.0		0.0						
Pedestrian Clearance Time (PC), s				0.0		0.0		0.0		0.0						
Multimodal Information			EB			WB			NB			SB				
85th % Speed / Rest in Walk / Corner Radius			0.0	No	25.0	0.0	No	25.0	0.0	No	25.0	0.0	No	25.0		
Walkway / Crosswalk Width / Length, ft			9.0	12.0	0.0	9.0	12.0	0.0	9.0	12.0	0.0	9.0	12.0	0.0		
Street Width / Island / Curb, ft			0.0	0	No	0.0	0	No	0.0	0	No	0.0	0	No		
Width Outside / Bike Lane / Shoulder, ft			12.0	5.0	2.0	12.0	5.0	2.0	12.0	5.0	2.0	12.0	5.0	2.0		
Pedestrian Signal / Occupied Parking			No	0.50	No	No	0.50	No	No	0.50	No	No	0.50	No		

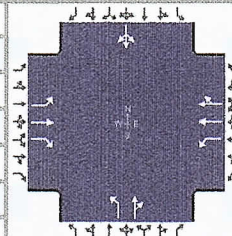
HCS Signalized Intersection Intermediate Values

General Information					Intersection Information											
Agency	OREP				Duration, h	0.250										
Analyst	MM	Analysis Date	Aug 11, 2022		Area Type	Other										
Jurisdiction	SLCo.	Time Period	AM With Project		PHF	0.92										
Urban Street	Midway	Analysis Year	2023		Analysis Period	1 > 7:00										
Intersection	Torino and Midway		File Name	Midway and Torino.8.11.2022 AM with project.xus												
Project Description	Ft Pierce CC (Energy Selvitz)															
Demand Information					EB			WB			NB			SB		
Approach Movement					L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h					12	814	273	316	820	15	546	17	508	14	18	18
Signal Information																
Cycle, s	169.3	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	2.8	19.3	60.0	40.0	7.2	0.0					
					Yellow	5.0	5.0	5.0	5.0	5.0	0.0					
					Red	3.0	3.0	3.0	3.0	3.0	0.0					
Saturation Flow / Delay					L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)																
Heavy Vehicles and Grade Factor (f_{HVg})																
Parking Activity Adjustment Factor (f_p)					1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})					1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	
Area Type Adjustment Factor (f_a)																
Lane Utilization Adjustment Factor (f_{LU})					1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	
Left-Turn Adjustment Factor (f_{LT})					0.952	0.000		0.952	0.000		0.952	0.000		0.013	0.013	
Right-Turn Adjustment Factor (f_{RT})						0.000	0.847		0.994	0.994		0.852	0.852		0.000	0.000
Left-Turn Pedestrian Adjustment Factor (f_{LPB})					1.000			1.000			1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{RPB})							1.000			1.000			1.000		1.000	
Work Zone Adjustment Factor (f_{wz})																
DDI Factor (f_{DDI})																
Movement Saturation Flow Rate (s), veh/h					1810	1900	1610	1810	3720	68	1810	52	1566	7	9	9
Proportion of Vehicles Arriving on Green (P)					0.02	0.35	0.35	0.18	0.52	0.52	0.24	0.33	0.33	0.04	0.04	0.04
Incremental Delay Factor (k)					0.04	0.50	0.06	0.34	0.04	0.04	0.50	0.50			0.50	
Signal Timing / Movement Groups					EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R				
Lost Time (t _L)					8.0	8.0	8.0	8.0	8.0	8.0					8.0	
Green Ratio (g/C)					0.37	0.35	0.54	0.52	0.29	0.33	0.00	0.04				
Permitted Saturation Flow Rate (s _p), veh/h/ln					624	0	638	0	1390	0	0	855				
Shared Saturation Flow Rate (s _{sh}), veh/h/ln															0	
Permitted Effective Green Time (g _p), s					60.0	0.0	62.0	0.0	9.2	0.0	0.0	4.0				
Permitted Service Time (g _v), s					59.5	0.0	0.0	0.0	2.0	0.0	0.0	0.0				
Permitted Queue Service Time (g _{ps}), s					0.0		0.0		2.0							
Time to First Blockage (g _t), s					0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0				
Queue Service Time Before Blockage (g _{fs}), s															0.0	
Protected Right Saturation Flow (s _R), veh/h/ln						0										
Protected Right Effective Green Time (g _R), s						0.0										
Multimodal					EB			WB			NB			SB		
Pedestrian F_w / F_v					1.198	0.000	0.972	0.000	1.389	0.000	1.557	0.000				
Pedestrian F_s / F_{delay}					0.000	0.143	0.000	0.120	0.000	0.146	0.000	0.174				
Pedestrian $M_{correct} / M_{cw}$					0.00		0.00		0.00		0.00					
Bicycle C_b / d_b					708.95	35.27	1031.61	19.84	652.29	38.43	85.14	77.58				
Bicycle F_w / F_v					-3.64	1.97	-3.64	1.03	-3.64	1.92	-3.64	0.09				

HCS Signalized Intersection Results Graphical Summary

General Information

Agency	OREP			Duration, h	0.250
Analyst	MM	Analysis Date	Aug 11, 2022	Area Type	Other
Jurisdiction	SLCo.	Time Period	AM With Project	PHF	0.92
Urban Street	Midway	Analysis Year	2023	Analysis Period	1 > 7:00
Intersection	Torino and Midway	File Name	Midway and Torino.8.11.2022 AM with project.xus		
Project Description	Ft Plerce CC (Energy Selvitz)				



Demand Information

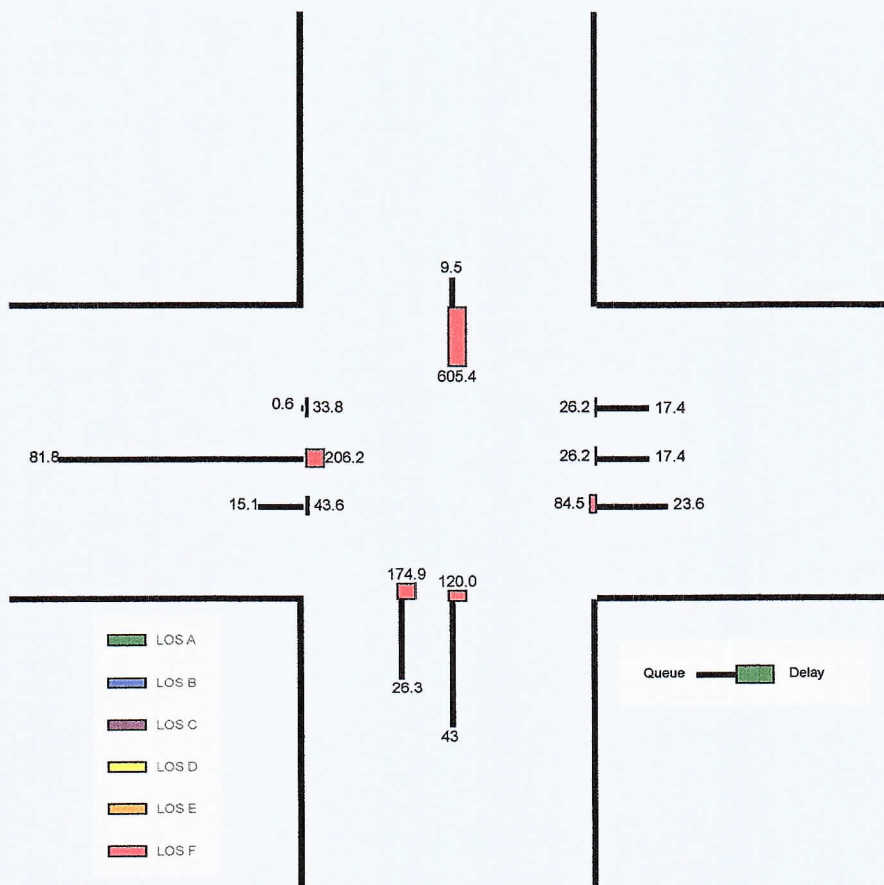
Approach Movement	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	12	814	273	316	820	15	546	17	508	14	18	18

Signal Information

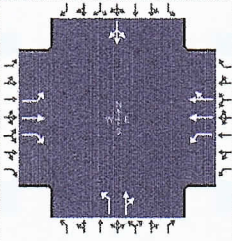
Cycle, s	169.3	Reference Phase	2										
Offset, s	0	Reference Point	End	Green	2.8	19.3	60.0	40.0	7.2	0.0			
Uncoordinated	Yes	Simult. Gap E/W	On	Yellow	5.0	5.0	5.0	5.0	5.0	0.0			
Force Mode	Fixed	Simult. Gap N/S	On	Red	3.0	3.0	3.0	3.0	3.0	0.0			

Movement Group Results

Approach Movement	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (Q), ft/ln (95 th percentile)												
Back of Queue (Q), veh/ln (95 th percentile)	0.6	81.8	15.1	23.6	17.4	17.4	26.3	43.0			9.5	
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	
Control Delay (d), s/veh	33.8	206.2	43.6	84.5	26.2	26.2	174.9	120.0			605.4	
Level of Service (LOS)	C	F	D	F	C	C	F	F			F	
Approach Delay, s/veh / LOS	164.0		F	42.2		D	148.0		F		605.4	
Intersection Delay, s/veh / LOS	123.9						F					



HCS Signalized Intersection Results Summary

General Information						Intersection Information													
Agency		OREP				Duration, h		0.250											
Analyst		MM		Analysis Date		Aug 11, 2022		Area Type		Other									
Jurisdiction		SLCo.		Time Period		AM With Project		PHF		0.92									
Urban Street		Midway		Analysis Year		2023		Analysis Period		1> 7:00									
Intersection		Torino and Midway		File Name		Midway and Torino.8.11.2022 AM with project.xus													
Project Description		Ft Pierce CC (Energy Selvitz)																	
Demand Information				EB			WB			NB			SB						
Approach Movement				L	T	R	L	T	R	L	T	R	L	T	R				
Demand (v), veh/h				12	814	273	316	820	15	546	17	508	14	18	18				
Signal Information																			
Cycle, s		169.3	Reference Phase	2															
Offset, s		0	Reference Point	End															
Uncoordinated		Yes	Simult. Gap E/W	On		Green	2.8	19.3	60.0	40.0	7.2	0.0							
Force Mode		Fixed	Simult. Gap N/S	On		Yellow	5.0	5.0	5.0	5.0	5.0	0.0							
						Red	3.0	3.0	3.0	3.0	3.0	0.0							
Timer Results				EBL		EBT		WBL		WBT		NBL		NBT		SBL		SBT	
Assigned Phase				5		2		1		6		3		8		7		4	
Case Number				1.1		3.0		1.1		4.0		1.1		4.0		0.0		14.0	
Phase Duration, s				10.8		68.0		38.1		95.3		48.0		63.2		0.0		15.2	
Change Period, (Y+R _c), s				8.0		8.0		8.0		8.0		8.0		8.0		8.0		8.0	
Max Allow Headway (MAH), s				3.1		3.1		3.1		3.1		3.1		3.4		0.0		3.4	
Queue Clearance Time (g _s), s				2.8		62.0		29.7		27.8		42.0		57.2				7.2	
Green Extension Time (g _e), s				0.0		0.0		0.4		5.3		0.0		0.0		0.0		0.0	
Phase Call Probability				0.46		1.00		1.00		1.00		1.00		1.00				1.00	
Max Out Probability				0.00		1.00		0.19		0.03		1.00		1.00				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				5	2	12	1	6	16	3	8	18	7	4	14				
Adjusted Flow Rate (v), veh/h				13	885	297	343	455	452	593	571			54					
Adjusted Saturation Flow Rate (s), veh/h/ln				1810	1900	1610	1810	1900	1888	1810	1618			24					
Queue Service Time (g _s), s				0.8	60.0	24.7	27.7	25.8	25.8	40.0	55.2			5.2					
Cycle Queue Clearance Time (g _c), s				0.8	60.0	24.7	27.7	25.8	25.8	40.0	55.2			5.2					
Green Ratio (g/C)				0.37	0.35	0.35	0.54	0.52	0.52	0.29	0.33			0.04					
Capacity (c), veh/h				291	674	571	364	980	974	487	528			28					
Volume-to-Capacity Ratio (X)				0.045	1.314	0.520	0.944	0.465	0.465	1.219	1.081			1.923					
Back of Queue (Q), ft/ln (95 th percentile)																			
Back of Queue (Q), veh/ln (95 th percentile)				0.6	81.8	15.1	23.6	17.4	17.4	26.3	43.0			9.5					
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					
Uniform Delay (d ₁), s/veh				33.8	54.6	43.2	57.4	26.1	26.1	59.0	57.0			84.4					
Incremental Delay (d ₂), s/veh				0.0	151.6	0.4	27.1	0.1	0.1	115.9	62.9			521.0					
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					
Control Delay (d), s/veh				33.8	206.2	43.6	84.5	26.2	26.2	174.9	120.0			605.4					
Level of Service (LOS)				C	F	D	F	C	C	F	F			F					
Approach Delay, s/veh / LOS				164.0		F		42.2		D		148.0		F		605.4		F	
Intersection Delay, s/veh / LOS				123.9						F									
Multimodal Results				EB			WB			NB			SB						
Pedestrian LOS Score / LOS				1.94	B		1.69	B		2.13	B		2.33	B					
Bicycle LOS Score / LOS				2.46	B		1.52	B		2.41	B		0.58	A					

TURNING MOVEMENT VOLUME COUNTS

N/S STREET: Torino
 FILENAME: Fort Pierce Commerce Ctr
 COUNT DATE: 2/20/2020
 REPORT DATE: 5/13/2022

EW STREET: Midway Road
 CONTROL: Signalized

DAY: Tuesday
 ANALYSIS YEAR: 2023 PM with project

17 ↓ 17 ↑
 3 ↓ 12 ↓ 2 ↓

← 1005 5 787 1 1188
 ← 1260 → 468 ← 788 ← 399 ← 1148 →

PM

15 Min Period lanes	Northbound			Southbound			Eastbound			Westbound			TOTAL	ONE HOUR SUM
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR		
4:00-4:15	50	1	59	0	2	0	1	143	71	58	98	0	483	2137
4:15-4:30	41	0	76	0	1	0	0	92	95	106	183	1	595	2330
4:30-4:45	54	0	66	0	1	3	1	117	69	63	128	0	512	2303
4:45-5:00	53	0	76	0	0	0	1	141	103	85	98	0	547	2334
5:00-5:15	43	0	63	0	1	2	3	94	98	86	185	1	576	2280
5:15-5:30	57	0	107	0	0	0	1	153	137	89	124	0	668	
5:30-5:45	42	0	71	2	0	1	0	126	104	81	116	0	543	
5:45-6:00	61	1	74	0	0	0	1	107	82	70	95	2	493	

879 ↓ 584 ↑

Project	Trips In	Trips Out
Acrossa	21	34
Southern Grove DRI	1,748	2,518
Western Grove DRI	628	515
Wilson Grove DRI	1,136	1,410
Riverland DRI	1,774	1,819
LTC Ranch	580	743
Wawa Midway & Selvitz	62	62
Village at Midway	182	456
Ravina	77	44
Willow Lakes	363	259

PM PEAK HOUR IS FROM: 4:45PM TO 5:45PM

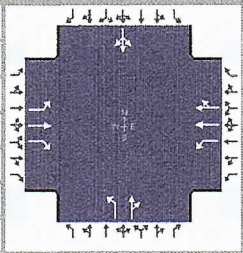
Project	In/Out	Volume	%
Acrossa	21	34	0.0%
Southern Grove DRI	1,748	2,518	0.0%
Western Grove DRI	628	515	0.0%
Wilson Grove DRI	1,136	1,410	0.0%
Riverland DRI	1,774	1,819	0.0%
LTC Ranch	580	743	0.0%
Wawa Midway & Selvitz	62	62	0.0%
Village at Midway	182	456	0.0%
Ravina	77	44	0.0%
Willow Lakes	363	259	0.0%
LTC Ranch	398	229	0.0%
Subtotal	0	0	0.0%
Total	213	11	2516

Project	Northbound			Southbound			Eastbound			Westbound			TOTAL	ONE HOUR SUM
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR		
Acrossa	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Southern Grove DRI	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Western Grove DRI	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Wilson Grove DRI	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Riverland DRI	0	0	0	0	0	0	0	0	0	0	0	0	0	0
LTC Ranch	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Wawa Midway & Selvitz	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Village at Midway	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ravina	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Willow Lakes	0	0	0	0	0	0	0	0	0	0	0	0	0	0
LTC Ranch	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
Total	13	11	43	0	11	0	0	187	13	48	208	0	0	0
Total	213	11	359	2	12	3	5	787	468	399	788	1	2516	

* Trips represent 25% of total.

HCS Signalized Intersection Input Data

General Information				Intersection Information			
Agency	OREP			Duration, h	0.250		
Analyst	MM	Analysis Date	Aug 11, 2022	Area Type	Other		
Jurisdiction	SLCo.	Time Period	PM With Project	PHF	0.87		
Urban Street	Midway	Analysis Year	2023	Analysis Period	1> 7:00		
Intersection	Torino and Midway		File Name	Midway and Torino.8.11.2022 PM with project.xus			
Project Description	Ft Pierce CC (Energy Selvitz)						



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	5	787	468	399	788	1	213	11	359	2	12	3

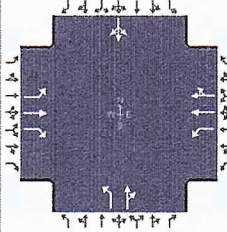
Signal Information																		
Cycle, s	159.0	Reference Phase	2															
Offset, s	0	Reference Point	End															
Uncoordinated	Yes	Simult. Gap E/W	On	Green	1.3	25.7	60.0	22.0	10.0	0.0	1		2		3		4	
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	5.0	5.0	5.0	5.0	5.0	0.0	5		6		7		8	
				Red	3.0	3.0	3.0	3.0	3.0	0.0								

Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	5	787	468	399	788	1	213	11	359	2	12	3
Initial Queue (Q _b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (S ₀), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N _m), man/h	None			None			None			None		
Heavy Vehicles (P _{HV}), %	0	0	0	0	0		0	0			0	
Ped / Bike / RTOR, /h	0	0	0	0	0	0	0	0	0	0	0	0
Buses (N _b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (AT)	3	3	3	3	3	3	3	3	3	3	3	3
Upstream Filtering (f)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (W), ft	12.0	12.0	12.0	12.0	12.0		12.0	12.0			12.0	
Turn Bay Length, ft	0	0	0	0	0		0	0			0	
Grade (P _g), %	0			0			0			0		
Speed Limit, mi/h	35	35	35	35	35	35	35	35	35	35	35	35





















Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G _{max}) or Phase Split, s	15.0	60.0	35.0	60.0	40.0	40.0	15.0	10.0
Yellow Change Interval (Y), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Red Clearance Interval (R _c), s	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Minimum Green (G _{min}), s	6	7	7	7	7	7	6	6
Start-Up Lost Time (l _t), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (e), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (P _T), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Recall Mode	Off	Min	Off	Min	Off	Off	Off	Off
Dual Entry	No	Yes	No	Yes	No	Yes	No	Yes
Walk (Walk), s	0.0		0.0		0.0		0.0	
Pedestrian Clearance Time (P _C), s	0.0		0.0		0.0		0.0	

Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius	0.0	No	25.0	0.0	No	25.0	0.0	No	25.0	0.0	No	25.0
Walkway / Crosswalk Width / Length, ft	9.0	12.0	0.0	9.0	12.0	0.0	9.0	12.0	0.0	9.0	12.0	0.0
Street Width / Island / Curb, ft	0.0	0	No	0.0	0	No	0.0	0	No	0.0	0	No
Width Outside / Bike Lane / Shoulder, ft	12.0	5.0	2.0	12.0	5.0	2.0	12.0	5.0	2.0	12.0	5.0	2.0
Pedestrian Signal / Occupied Parking	No	0.50		No	0.50		No	0.50		No	0.50	

HCS Signalized Intersection Intermediate Values

General Information				Intersection Information				
Agency	OREP			Duration, h	0.250			
Analyst	MM	Analysis Date	Aug 11, 2022	Area Type	Other			
Jurisdiction	SLCo.	Time Period	PM With Project	PHF	0.87			
Urban Street	Midway	Analysis Year	2023	Analysis Period	1> 7:00			
Intersection	Torino and Midway	File Name	Midway and Torino.8.11.2022 PM with project.xus					
Project Description	Ft Pierce CC (Energy Selvitz)							

Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	5	787	468	399	788	1	213	11	359	2	12	3

Signal Information																			
Cycle, s	159.0	Reference Phase	2																
Offset, s	0	Reference Point	End	Green	1.3	25.7	60.0	22.0	10.0	0.0									
Uncoordinated	Yes	Simult. Gap E/W	On	Yellow	5.0	5.0	5.0	5.0	5.0	0.0									
Force Mode	Fixed	Simult. Gap N/S	On	Red	3.0	3.0	3.0	3.0	3.0	0.0									

Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)												
Heavy Vehicles and Grade Factor (f_{HVg})												
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)												
Lane Utilization Adjustment Factor (f_{LU})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Adjustment Factor (f_{LT})	0.952	0.000		0.952	0.000		0.952	0.000		0.132	0.132	
Right-Turn Adjustment Factor (f_{RT})		0.000	0.847		1.000	1.000		0.851	0.851		0.000	0.000
Left-Turn Pedestrian Adjustment Factor (f_{LPb})	1.000			1.000			1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{RPb})			1.000			1.000			1.000			1.000
Work Zone Adjustment Factor (f_{wz})												
DDI Factor (f_{DDI})												
Movement Saturation Flow Rate (s), veh/h	1810	1900	1610	1810	3794	5	1810	48	1569	29	176	44
Proportion of Vehicles Arriving on Green (P)	0.01	0.38	0.38	0.22	0.59	0.59	0.14	0.25	0.25	0.06	0.06	0.06
Incremental Delay Factor (k)	0.04	0.50	0.39	0.50	0.04	0.04	0.04	0.50			0.04	

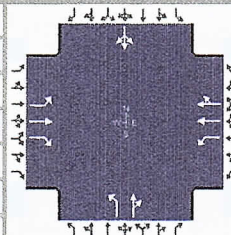
Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t _L)	8.0	8.0	8.0	8.0	8.0	8.0		8.0
Green Ratio (g/C)	0.39	0.38	0.61	0.59	0.21	0.25	0.00	0.06
Permitted Saturation Flow Rate (s _p), veh/h/ln	625	0	626	0	1418	0	0	977
Shared Saturation Flow Rate (s _{sh}), veh/h/ln								0
Permitted Effective Green Time (g _p), s	60.0	0.0	62.0	0.0	12.0	0.0	0.0	4.0
Permitted Service Time (g _u), s	60.0	0.0	0.0	0.0	8.4	0.0	0.0	0.0
Permitted Queue Service Time (g _{ps}), s	0.0		0.0		0.8			0.0
Time to First Blockage (g _r), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.3
Queue Service Time Before Blockage (g _{ts}), s								0.8
Protected Right Saturation Flow (s _R), veh/h/ln		0						
Protected Right Effective Green Time (g _R), s		0.0						

Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v	1.198	0.000	0.972	0.000	1.389	0.000	1.557	0.000
Pedestrian F_s / F_{delay}	0.000	0.137	0.000	0.104	0.000	0.152	0.000	0.170
Pedestrian M_{cprgr} / M_{cww}	0.00		0.00		0.00		0.00	
Bicycle c_b / d_b	754.71	30.82	1178.03	13.43	503.14	44.53	126.14	69.79
Bicycle F_w / F_v	-3.64	2.39	-3.64	1.13	-3.64	1.11	-3.64	0.03

HCS Signalized Intersection Results Graphical Summary

General Information

Agency	OREP			Duration, h	0.250
Analyst	MM	Analysis Date	Aug 11, 2022	Area Type	Other
Jurisdiction	SLCo.	Time Period	PM With Project	PHF	0.87
Urban Street	Midway	Analysis Year	2023	Analysis Period	1 > 7:00
Intersection	Torino and Midway	File Name	Midway and Torino.8.11.2022 PM with project.xus		
Project Description	Ft Pierce CC (Energy Selvitz)				



Demand Information

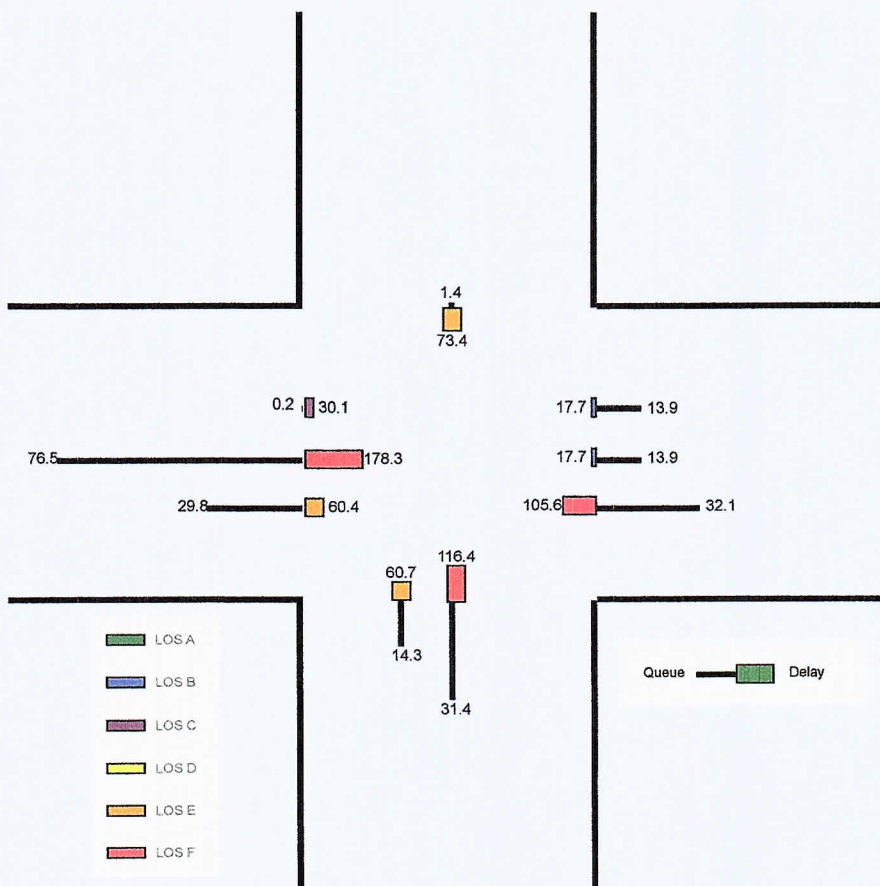
Approach Movement	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	5	787	468	399	788	1	213	11	359	2	12	3

Signal Information

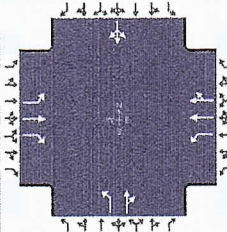
Cycle, s	159.0	Reference Phase	2														
Offset, s	0	Reference Point	End	Green	1.3	25.7	60.0	22.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Uncoordinated	Yes	Simult. Gap E/W	On	Yellow	5.0	5.0	5.0	5.0	5.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Force Mode	Fixed	Simult. Gap N/S	On	Red	3.0	3.0	3.0	3.0	3.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Movement Group Results

Approach Movement	EB			WB			NB			SB			
	L	T	R	L	T	R	L	T	R	L	T	R	
Back of Queue (Q), ft/ln (95 th percentile)													
Back of Queue (Q), veh/ln (95 th percentile)	0.2	76.5	29.8	32.1	13.9	13.9	13.9	31.4			1.4		
Queue Storage Ratio (RQ) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00			0.00		
Control Delay (d), s/veh	30.1	178.3	60.4	105.6	17.7	17.7	57.6	116.4			75.0		
Level of Service (LOS)	C	F	E	F	B	B	E	F			E		
Approach Delay, s/veh / LOS	134.0		F	47.2		D	94.9		F		75.0		E
Intersection Delay, s/veh / LOS	92.4						F						



HCS Signalized Intersection Results Summary

General Information					Intersection Information															
Agency	OREP				Duration, h	0.250														
Analyst	MM	Analysis Date	Aug 11, 2022		Area Type	Other														
Jurisdiction	SLCo.	Time Period	PM With Project		PHF	0.87														
Urban Street	Midway	Analysis Year	2023		Analysis Period	1 > 7:00														
Intersection	Torino and Midway		File Name	Midway and Torino.8.11.2022 PM with project.xus																
Project Description	Ft Pierce CC (Energy Selvitz)																			
Demand Information					EB			WB			NB			SB						
Approach Movement					L	T	R	L	T	R	L	T	R	L	T	R				
Demand (v), veh/h					5	787	468	399	788	1	213	11	359	2	12	3				
Signal Information																				
Cycle, s	159.0	Reference Phase	2																	
Offset, s	0	Reference Point	End																	
Uncoordinated	Yes	Simult. Gap E/W	On		Green	1.3	25.7	60.0	22.0	10.0	0.0									
Force Mode	Fixed	Simult. Gap N/S	On		Yellow	5.0	5.0	5.0	5.0	5.0	0.0									
					Red	3.0	3.0	3.0	3.0	3.0	0.0									
Timer Results					EBL		EBT		WBL		WBT		NBL		NBT		SBL		SBT	
Assigned Phase					5	2		1	6		3	8		7	4					
Case Number					1.1	3.0		1.1	4.0		1.1	4.0		0.0	14.0					
Phase Duration, s					9.3	68.0		43.0	101.7		30.0	48.0		0.0	18.0					
Change Period, (Y+R c), s					8.0	8.0		8.0	8.0		8.0	8.0		8.0	8.0					
Max Allow Headway (MAH), s					3.1	3.1		3.1	3.1		3.1	3.4		0.0	3.4					
Queue Clearance Time (g s), s					2.3	62.0		37.0	22.5		21.6	42.0			3.6					
Green Extension Time (g e), s					0.0	0.0		0.0	6.5		0.4	0.0		0.0	0.6					
Phase Call Probability					0.22	1.00		1.00	1.00		1.00	1.00			1.00					
Max Out Probability					0.00	1.00		1.00	0.03		0.00	1.00			0.17					
Movement Group Results					EB			WB			NB			SB						
Approach Movement					L	T	R	L	T	R	L	T	R	L	T	R				
Assigned Movement					5	2	12	1	6	16	3	8	18	7	4	14				
Adjusted Flow Rate (v), veh/h					6	905	538	459	454	453	245	425			20					
Adjusted Saturation Flow Rate (s), veh/h/ln					1810	1900	1610	1810	1900	1899	1810	1618			250					
Queue Service Time (g s), s					0.3	60.0	49.7	35.0	20.5	20.5	19.6	40.0			1.6					
Cycle Queue Clearance Time (g c), s					0.3	60.0	49.7	35.0	20.5	20.5	19.6	40.0			1.6					
Green Ratio (g/C)					0.39	0.38	0.38	0.61	0.59	0.59	0.21	0.25			0.06					
Capacity (c), veh/h					296	717	608	444	1119	1119	370	407			42					
Volume-to-Capacity Ratio (X)					0.019	1.262	0.885	1.034	0.405	0.405	0.661	1.045			0.470					
Back of Queue (Q), ft/ln (95 th percentile)																				
Back of Queue (Q), veh/ln (95 th percentile)					0.2	76.5	29.8	32.1	13.9	13.9	13.9	31.4			1.4					
Queue Storage Ratio (RQ) (95 th percentile)					0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00			0.00					
Uniform Delay (d 1), s/veh					30.1	49.5	46.3	53.9	17.6	17.6	56.9	59.5			72.0					
Incremental Delay (d 2), s/veh					0.0	128.8	14.2	51.7	0.1	0.1	0.8	56.9			3.1					
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					
Control Delay (d), s/veh					30.1	178.3	60.4	105.6	17.7	17.7	57.6	116.4			75.0					
Level of Service (LOS)					C	F	E	F	B	B	E	F			E					
Approach Delay, s/veh / LOS					134.0	F		47.2	D		94.9	F		75.0	E					
Intersection Delay, s/veh / LOS					92.4						F									
Multimodal Results					EB			WB			NB			SB						
Pedestrian LOS Score / LOS					1.93	B		1.68	B		2.14	B		2.33	B					
Bicycle LOS Score / LOS					2.88	C		1.61	B		1.59	B		0.52	A					



00027 - MIDWAY RD @ TORINO PKWY -- Econolite Type - Cobalt

Controller Timing Plan (MM) 2-1

Plan 1 - ""

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Direction	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	7	7	7	7	7	7	7	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	0	0	0	0	0	0	0	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	0	0	0	0	0	0	0	0	16	0	16	0	16	0	16
Ped Clear 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Ext	5.0	5.0	5.0	5.0	5.0	5.0	5.0	3.0	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	15	60	15	40	35	60	40	10	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	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Red Clear	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	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

Ø in use

TURNING MOVEMENT VOLUME COUNTS

N/S STREET: Schwitz Rd
 E/W STREET: Edwards Rd
 CONTROL: Signalized
 Fort Pierce Commerce Ctr
 County SLCO
 DAY: Tuesday
 4/21/2022
 ANALYSIS YEAR: Existing Count
 REPORT DATE:

15 Min Period	Northbound			Southbound			Eastbound			Westbound			ONE HOUR SUM	
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR		TOTAL
7:00-7:15	67	0	50	0	0	0	0	64	37	54	90	0	362	1862
7:15-7:30	88	0	55	0	0	0	0	79	49	86	114	0	471	2031
7:30-7:45	91	0	66	0	0	0	0	89	59	74	105	0	484	2091
7:45-8:00	97	0	80	0	0	0	0	102	70	85	111	0	545	2104
8:00-8:15	103	0	78	0	0	0	0	93	79	87	91	0	531	2020
8:15-8:30	115	0	61	0	0	0	0	97	73	102	83	0	531	
8:30-8:45	112	0	81	0	0	0	0	75	70	68	91	0	497	
8:45-9:00	88	0	70	0	0	0	0	66	60	78	99	0	461	

AM PEAK HOUR IS FROM: 7:45AM TO 8:45AM

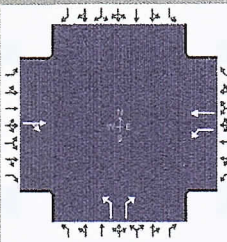
Volumes	427	0	300	0	0	0	367	292	342	376	0	2104
Season Factor	440	0	309	0	0	0	378	301	352	387	0	2167
Growth to 2033	440	0	309	0	0	0	378	301	352	387	0	2167
In/Out	0	0	0	0	0	0	0	0	0	0	0	0
Percentage	10%	0%	10%	0%	0%	0%	0%	10%	10%	0%	0%	0
PROJECT	0	0	0	0	0	0	0	0	0	0	0	0
SUBPROJECTS	0	0	0	0	0	0	0	0	0	0	0	0

Seasonal Factor: 1.03
 Growth Rate to 2033: 1
 Growth Rate: 1.0495
 Years Growth: 0
 Project:

	In/Out	Volume	%	In/Out	Volume	%	In/Out	Volume	%	In/Out	Volume	%	In/Out	Volume	%
Arcoosa	0	0	0%	0	0	0%	0	0	0%	0	0	0%	0	0	0%
Wawa at Midway/Schwitz	0	0	0%	0	0	0%	0	0	0%	0	0	0%	0	0	0%
LTC Ranch	0	0	0%	0	0	0%	0	0	0%	0	0	0%	0	0	0%
Ravinia	0	0	0%	0	0	0%	0	0	0%	0	0	0%	0	0	0%
Total	440	0	309	0	0	0	378	301	352	387	0	2167			

HCS Signalized Intersection Input Data

General Information				Intersection Information			
Agency	OREP			Duration, h	0.250		
Analyst	MM	Analysis Date	5/13/2022	Area Type	Other		
Jurisdiction	SLCO	Time Period	AM Existing	PHF	0.92		
Urban Street	Edwards Road	Analysis Year	2022	Analysis Period	1> 7:00		
Intersection	Edwards and Selvitz	File Name	Edwards and Selvitz AM Existing 5.11.2022.xus				
Project Description	Ft. Pierce Commerce (Energy/Selvitz)						



Demand Information				EB			WB			NB			SB		
Approach Movement				L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h					378	301	352	387		440		309			

Signal Information				EB				WB				NB				SB																
Cycle, s	111.1	Reference Phase	2	Green	48.1	15.0	30.0	0.0	0.0	0.0	0.0	Green	48.1	15.0	30.0	0.0	0.0	0.0	Green	48.1	15.0	30.0	0.0	0.0	0.0	Green	48.1	15.0	30.0	0.0	0.0	0.0
Offset, s	0	Reference Point	End	Yellow	4.0	4.0	4.0	0.0	0.0	0.0	0.0	Yellow	4.0	4.0	4.0	0.0	0.0	0.0	Yellow	4.0	4.0	4.0	0.0	0.0	0.0	Yellow	4.0	4.0	4.0	0.0	0.0	0.0
Uncoordinated	Yes	Simult. Gap E/W	On	Red	2.0	2.0	2.0	0.0	0.0	0.0	0.0	Red	2.0	2.0	2.0	0.0	0.0	0.0	Red	2.0	2.0	2.0	0.0	0.0	0.0	Red	2.0	2.0	2.0	0.0	0.0	0.0
Force Mode	Fixed	Simult. Gap N/S	On																													

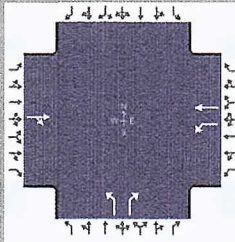
Traffic Information				EB			WB			NB			SB		
Approach Movement				L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h					378	301	352	387		440		309			
Initial Queue (Q _b), veh/h					0	0	0	0		0		0			
Base Saturation Flow Rate (s ₀), veh/h					1900	1900	1900	1900		1900		1900			
Parking (N _m), man/h					None			None			None				
Heavy Vehicles (P _{HV}), %					0		0	0		0		0		0	
Ped / Bike / RTOR, /h					0	0	0	0		0	0		0	0	
Buses (N _b), buses/h					0	0	0	0		0	0		0	0	
Arrival Type (AT)					3	3	3	3		3		3			
Upstream Filtering (f)					1.00	1.00	1.00	1.00		1.00		1.00			
Lane Width (W), ft					12.0		12.0	12.0		12.0		12.0			
Turn Bay Length, ft					0		0	0		0		0			
Grade (Pg), %					0			0			0			0	
Speed Limit, mi/h					35	35	35	35		35		35			

Phase Information				EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G _{max}) or Phase Split, s					50.0	15.0	50.0		30.0		
Yellow Change Interval (Y), s					4.0	4.0	4.0		4.0		
Red Clearance Interval (R _c), s					2.0	2.0	2.0		2.0		
Minimum Green (G _{min}), s					15	7	15		10		
Start-Up Lost Time (l _t), s					2.0	2.0	2.0	2.0			
Extension of Effective Green (e), s					2.0	2.0	2.0	2.0			
Passage (PT), s					2.0	2.0	2.0		2.0		
Recall Mode					Min	Off	Min		Off		
Dual Entry					Yes	No	Yes		Yes		
Walk (Walk), s					0.0				0.0		0.0
Pedestrian Clearance Time (PC), s					0.0				0.0		0.0

Multimodal Information				EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius				0.0	No	25.0				0.0	No	25.0	0.0	No	25.0
Walkway / Crosswalk Width / Length, ft				9.0	12.0	0.0				9.0	12.0	0.0	9.0	12.0	0.0
Street Width / Island / Curb, ft				0.0	0	No	0.0		No	0.0	0	No		0	
Width Outside / Bike Lane / Shoulder, ft				12.0	5.0	2.0	12.0	5.0	2.0	12.0	5.0	2.0			
Pedestrian Signal / Occupied Parking				No		0.50			0.50	No		0.50	No		0.50

HCS Signalized Intersection Intermediate Values

General Information				Intersection Information			
Agency	OREP			Duration, h	0.250		
Analyst	MM	Analysis Date	5/13/2022	Area Type	Other		
Jurisdiction	SLCO	Time Period	AM Existing	PHF	0.92		
Urban Street	Edwards Road	Analysis Year	2022	Analysis Period	1 > 7:00		
Intersection	Edwards and Selvitz	File Name	Edwards and Selvitz AM Existing 5.11.2022.xus				
Project Description	Ft. Pierce Commerce (Energy/Selvitz)						



Demand Information	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Demand (v), veh/h		378	301	352	387		440		309			

Signal Information				Signal Phases									
Cycle, s	111.1	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	On	48.1	15.0	30.0	0.0	0.0	0.0	0.0	0.0	0.0	
		Yellow	On	4.0	4.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0	
		Red	On	2.0	2.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	

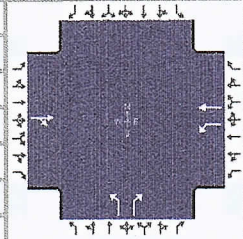
Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)												
Heavy Vehicles and Grade Factor (f_{HVg})												
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	0.000	0.000	0.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	0.000	0.000	0.000
Area Type Adjustment Factor (f_a)												
Lane Utilization Adjustment Factor (f_{LU})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Adjustment Factor (f_{LT})	1.000	0.926		0.952	0.000		0.952	0.000				
Right-Turn Adjustment Factor (f_{RT})		0.000	0.926		1.000	1.000		0.000	0.847			
Left-Turn Pedestrian Adjustment Factor (f_{LPB})	1.000			1.000			1.000					
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})			1.000			1.000			1.000			
Work Zone Adjustment Factor (f_{wz})												
DDI Factor (f_{DDI})												
Movement Saturation Flow Rate (s), veh/h	0	980	780	1810	1900	0	1810	0	1610			
Proportion of Vehicles Arriving on Green (P)	0.00	0.43	0.43	0.13	0.62	0.00	0.27	0.00	0.27	0.00	0.00	0.00
Incremental Delay Factor (k)		0.44		0.50	0.04		0.48		0.29			

Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (tL)		6.0	6.0	6.0		4.0		
Green Ratio (g/C)		0.43	0.55	0.62		0.27		
Permitted Saturation Flow Rate (s _p), veh/h/ln		982	732	0		1810		
Shared Saturation Flow Rate (s _{sh}), veh/h/ln		0						
Permitted Effective Green Time (g _p), s		0.0	46.1	0.0		0.0		
Permitted Service Time (g _u), s		0.0	0.6	0.0		0.0		
Permitted Queue Service Time (g _{ps}), s			0.6					
Time to First Blockage (g _t), s		48.1	0.0	0.0		0.0		
Queue Service Time Before Blockage (g _{rs}), s								
Protected Right Saturation Flow (s _R), veh/h/ln						0		
Protected Right Effective Green Time (g _R), s						0.0		

Multimodal	EB	WB	NB	SB
Pedestrian F_w / F_v	1.198	0.000	0.000	0.972
Pedestrian F_s / F_{delay}	0.000	0.149	0.083	0.161
Pedestrian M_{comer} / M_{cw}	0.00	0.00	0.00	0.00
Bicycle c_b / d_b	269.99	41.57	7.94	-90.00
Bicycle F_w / F_v	-3.64	1.22	1.33	-3.64

HCS Signalized Intersection Results Graphical Summary

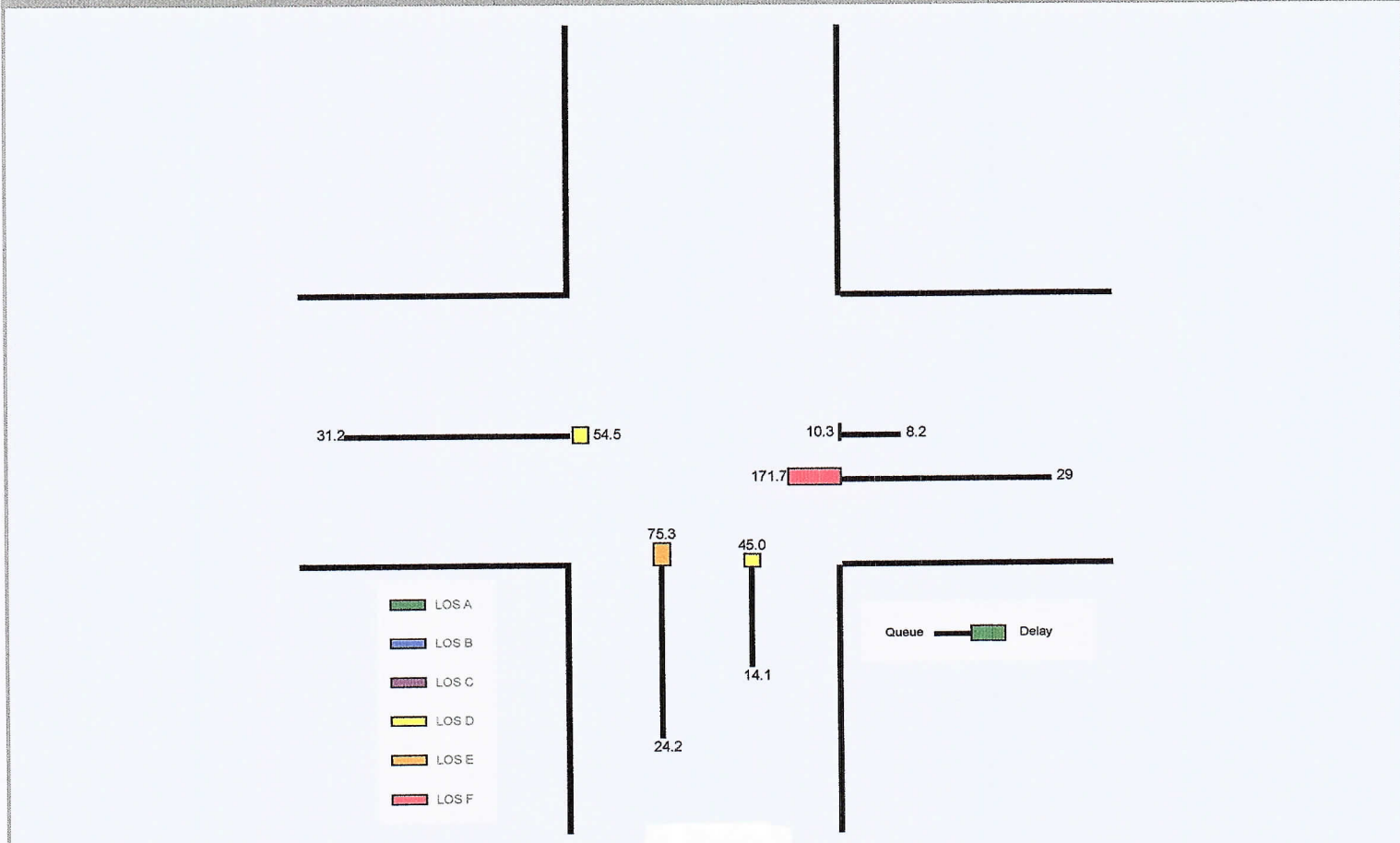
General Information				Intersection Information	
Agency	OREP			Duration, h	0.250
Analyst	MM	Analysis Date	5/13/2022	Area Type	Other
Jurisdiction	SLCO	Time Period	AM Existing	PHF	0.92
Urban Street	Edwards Road	Analysis Year	2022	Analysis Period	1> 7:00
Intersection	Edwards and Selvitz	File Name	Edwards and Selvitz AM Existing 5.11.2022.xus		
Project Description	Ft. Pierce Commerce (Energy/Selvitz)				



Demand Information	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Demand (v), veh/h		378	301	352	387		440		309			

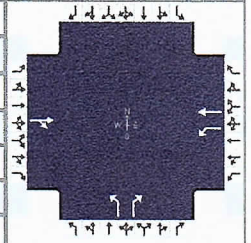
Signal Information				Signal Timing (s)									Signal Phases				
Cycle, s	111.1	Reference Phase	2														
Offset, s	0	Reference Point	End	Green	48.1	15.0	30.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Uncoordinated	Yes	Simult. Gap E/W	On	Yellow	4.0	4.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Force Mode	Fixed	Simult. Gap N/S	On	Red	2.0	2.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Movement Group Results	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Back of Queue (Q), ft/ln (95 th percentile)												
Back of Queue (Q), veh/ln (95 th percentile)		31.2		29.0	8.2		24.2		14.1			
Queue Storage Ratio (RQ) (95 th percentile)		0.00		0.00	0.00		0.00		0.00			
Control Delay (d), s/veh		54.5		171.7	10.3		75.3		45.0			
Level of Service (LOS)		D		F	B		E		D			
Approach Delay, s/veh / LOS	54.5		D	87.1		F	62.8		E	0.0		
Intersection Delay, s/veh / LOS	68.5						E					



HCS Signalized Intersection Results Summary

General Information				Intersection Information			
Agency	OREP			Duration, h	0.250		
Analyst	MM	Analysis Date	5/13/2022	Area Type	Other		
Jurisdiction	SLCO	Time Period	AM Existing	PHF	0.92		
Urban Street	Edwards Road	Analysis Year	2022	Analysis Period	1> 7:00		
Intersection	Edwards and Selvitz	File Name	Edwards and Selvitz AM Existing 5.11.2022.xus				
Project Description	Ft. Pierce Commerce (Energy/Selvitz)						



Demand Information	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Demand (v), veh/h		378	301	352	387		440		309			

Signal Information														
Cycle, s	111.1	Reference Phase	2											
Offset, s	0	Reference Point	End											
Uncoordinated	Yes	Simult. Gap E/W	On	Green	48.1	15.0	30.0	0.0	0.0	0.0	1	2	3	4
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	4.0	4.0	4.0	0.0	0.0	0.0				
				Red	2.0	2.0	2.0	0.0	0.0	0.0	5	6	7	8

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		2	1	6		8		
Case Number		8.4	1.0	4.0		9.0		
Phase Duration, s		54.1	21.0	75.1		36.0		
Change Period, (Y+R _c), s		6.0	6.0	6.0		6.0		
Max Allow Headway (MAH), s		3.2	3.1	3.1		3.2		
Queue Clearance Time (g _s), s		47.5	17.0	13.9		31.1		
Green Extension Time (g _e), s		0.6	0.0	1.6		0.0		
Phase Call Probability		1.00	1.00	1.00		1.00		
Max Out Probability		1.00	1.00	0.00		1.00		

Movement Group Results	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement		2	12	1	6		3		18			
Adjusted Flow Rate (v), veh/h		738		383	421		478		336			
Adjusted Saturation Flow Rate (s), veh/h/ln		1760		1810	1900		1810		1610			
Queue Service Time (g _s), s		45.5		15.0	11.9		29.1		21.4			
Cycle Queue Clearance Time (g _c), s		45.5		15.0	11.9		29.1		21.4			
Green Ratio (g/C)		0.43		0.55	0.62		0.27		0.27			
Capacity (c), veh/h		762		313	1182		489		435			
Volume-to-Capacity Ratio (X)		0.969		1.222	0.356		0.979		0.773			
Back of Queue (Q), ft/ln (95 th percentile)												
Back of Queue (Q), veh/ln (95 th percentile)		31.2		29.0	8.2		24.2		14.1			
Queue Storage Ratio (RQ) (95 th percentile)		0.00		0.00	0.00		0.00		0.00			
Uniform Delay (d ₁), s/veh		30.8		46.4	10.2		40.2		37.4			
Incremental Delay (d ₂), s/veh		23.8		125.3	0.1		35.0		7.6			
Initial Queue Delay (d ₃), s/veh		0.0		0.0	0.0		0.0		0.0			
Control Delay (d), s/veh		54.5		171.7	10.3		75.3		45.0			
Level of Service (LOS)		D		F	B		E		D			
Approach Delay, s/veh / LOS	54.5		D	87.1		F	62.8		E	0.0		
Intersection Delay, s/veh / LOS	68.5						E					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.95	B	0.68	A	1.96	B	1.73	B
Bicycle LOS Score / LOS	1.71	B	1.81	B		F		

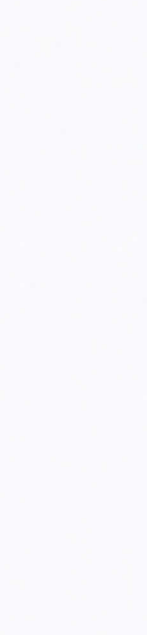
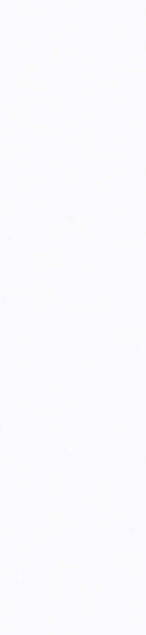
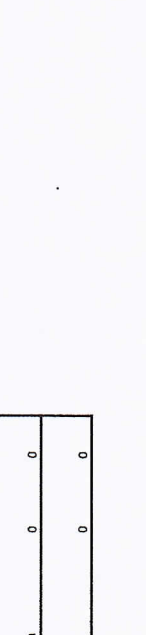
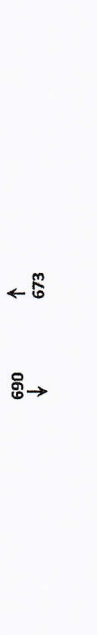
TURNING MOVEMENT VOLUME COUNTS

IN/S STREET: Salvitz Rd
FILENAME: Fort Pierce Commerce Ctr
COUNT DATE: 4/21/2022
REPORT DATE:

CONTROL: Signalized
EW STREET: Edwards Rd
 County sico

DAY: Tuesday
ANALYSIS YEAR: Existing Count

15 Min Period lanes	Northbound				Southbound				Eastbound				Westbound				ONE HOUR SUM
	NBL	NBT	NBR	NBL	SBL	SBT	SBR	SBL	EBL	EBT	EBR	EBL	WBL	WBT	WBR	WBL	
4:00-4:15	70	0	63	0	0	0	0	0	0	85	82	0	43	76	0	419	1850
4:15-4:30	84	0	46	0	0	0	0	0	0	99	72	0	61	70	0	432	1963
4:30-4:45	77	0	84	0	0	0	0	0	0	96	97	0	53	86	0	493	2026
4:45-5:00	78	0	78	0	0	0	0	0	0	104	105	0	49	92	0	506	1970
5:00-5:15	102	0	79	0	0	0	0	0	0	81	123	0	71	76	0	532	1901
5:15-5:30	95	0	60	0	0	0	0	0	0	92	106	0	66	76	0	495	
5:30-5:45	86	0	45	0	0	0	0	0	0	89	86	0	61	70	0	437	
5:45-6:00	91	0	48	0	0	0	0	0	0	89	83	0	51	75	0	437	



PM PEAK HOUR IS FROM:

Subprojects	In/Out	Volume	%
Arcoosa	0	0	0.0%
Wawa at Midway/Salvitz	0	0	0.0%
LTC Ranch	0	0	0.0%
Ravinta	0	0	0.0%

4:30 PM TO 5:30 PM

Subprojects	In/Out	Volume	%
Arcoosa	0	0	0.0%
Wawa at Midway/Salvitz	0	0	0.0%
LTC Ranch	0	0	0.0%
Ravinta	0	0	0.0%

5:30 PM TO 6:00 PM

Subprojects	In/Out	Volume	%
Arcoosa	0	0	0.0%
Wawa at Midway/Salvitz	0	0	0.0%
LTC Ranch	0	0	0.0%
Ravinta	0	0	0.0%

6:00 PM TO 6:30 PM

Subprojects	In/Out	Volume	%
Arcoosa	0	0	0.0%
Wawa at Midway/Salvitz	0	0	0.0%
LTC Ranch	0	0	0.0%
Ravinta	0	0	0.0%

6:30 PM TO 7:00 PM

Subprojects	In/Out	Volume	%
Arcoosa	0	0	0.0%
Wawa at Midway/Salvitz	0	0	0.0%
LTC Ranch	0	0	0.0%
Ravinta	0	0	0.0%

7:00 PM TO 7:30 PM

Subprojects	In/Out	Volume	%
Arcoosa	0	0	0.0%
Wawa at Midway/Salvitz	0	0	0.0%
LTC Ranch	0	0	0.0%
Ravinta	0	0	0.0%

7:30 PM TO 8:00 PM

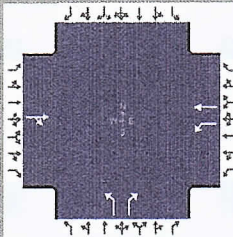
Subprojects	In/Out	Volume	%
Arcoosa	0	0	0.0%
Wawa at Midway/Salvitz	0	0	0.0%
LTC Ranch	0	0	0.0%
Ravinta	0	0	0.0%

8:00 PM TO 8:30 PM

Subprojects	In/Out	Volume	%
Arcoosa	0	0	0.0%
Wawa at Midway/Salvitz	0	0	0.0%
LTC Ranch	0	0	0.0%
Ravinta	0	0	0.0%

HCS Signalized Intersection Input Data

General Information				Intersection Information			
Agency	OREP			Duration, h	0.250		
Analyst	MM	Analysis Date	5/13/2022	Area Type	Other		
Jurisdiction	SLCO	Time Period	PM Existing	PHF	0.92		
Urban Street	Edwards Road	Analysis Year	2022	Analysis Period	1> 7:00		
Intersection	Edwards and Selvitz	File Name	Edwards and Selvitz PM Existing 5.11.2022.xus				
Project Description	Ft. Pierce Commerce (Energy/Selvitz)						



Demand Information	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Demand (v), veh/h		384	444	246	340		363		309			

Signal Information				Signal Timing (s)									
Cycle, s	107.4	Reference Phase	2										
Offset, s	0	Reference Point	End										
Uncoordinated	Yes	Simult. Gap E/W	On	Green	50.0	13.7	25.7	0.0	0.0	0.0	0.0		
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	4.0	4.0	4.0	0.0	0.0	0.0	0.0		
				Red	2.0	2.0	2.0	0.0	0.0	0.0	0.0		

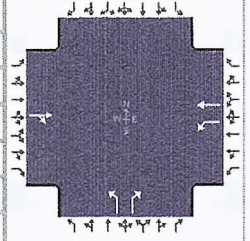
Traffic Information	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Demand (v), veh/h		384	444	246	340		363		309			
Initial Queue (Q _b), veh/h		0	0	0	0		0		0			
Base Saturation Flow Rate (s ₀), veh/h		1900	1900	1900	1900		1900		1900			
Parking (N _m), man/h		None			None			None				
Heavy Vehicles (P _{HV}), %		0		0	0		0		0			
Ped / Bike / RTOR, /h	0	0	0	0	0		0	0		0	0	
Buses (N _b), buses/h	0	0	0	0	0	0	0	0	0			
Arrival Type (AT)		3	3	3	3		3		3			
Upstream Filtering (f)		1.00	1.00	1.00	1.00		1.00		1.00			
Lane Width (W), ft		12.0		12.0	12.0		12.0		12.0			
Turn Bay Length, ft		0		0	0		0		0			
Grade (P _g), %		0			0			0			0	
Speed Limit, mi/h		35	35	35	35		35		35			

Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
	Maximum Green (G _{max}) or Phase Split, s		50.0	15.0	50.0		30.0	
Yellow Change Interval (Y), s		4.0	4.0	4.0		4.0		
Red Clearance Interval (R _c), s		2.0	2.0	2.0		2.0		
Minimum Green (G _{min}), s		15	7	15		10		
Start-Up Lost Time (l), s		2.0	2.0	2.0	2.0			
Extension of Effective Green (e), s		2.0	2.0	2.0	2.0			
Passage (PT), s		2.0	2.0	2.0		2.0		
Recall Mode		Min	Off	Min		Off		
Dual Entry		Yes	No	Yes		Yes		
Walk (Walk), s		0.0				0.0		0.0
Pedestrian Clearance Time (PC), s		0.0				0.0		0.0

Multimodal Information	EB			WB			NB			SB		
	0.0	No	25.0				0.0	No	25.0	0.0	No	25.0
85th % Speed / Rest in Walk / Corner Radius												
Walkway / Crosswalk Width / Length, ft	9.0	12.0	0.0				9.0	12.0	0.0	9.0	12.0	0.0
Street Width / Island / Curb, ft	0.0	0	No	0.0		No	0.0	0	No		0	
Width Outside / Bike Lane / Shoulder, ft	12.0	5.0	2.0	12.0	5.0	2.0	12.0	5.0	2.0			
Pedestrian Signal / Occupied Parking	No		0.50			0.50	No		0.50	No		

HCS Signalized Intersection Intermediate Values

General Information				Intersection Information			
Agency	OREP			Duration, h	0.250		
Analyst	MM	Analysis Date	5/13/2022	Area Type	Other		
Jurisdiction	SLCO	Time Period	PM Existing	PHF	0.92		
Urban Street	Edwards Road	Analysis Year	2022	Analysis Period	1 > 7:00		
Intersection	Edwards and Selvitz	File Name	Edwards and Selvitz PM Existing 5.11.2022.xus				
Project Description	Ft. Pierce Commerce (Energy/Selvitz)						



Demand Information	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Demand (v), veh/h		384	444	246	340		363		309			

Signal Information																		
Cycle, s	107.4	Reference Phase	2															
Offset, s	0	Reference Point	End															
Uncoordinated	Yes	Simult. Gap E/W	On	Green	50.0	13.7	25.7	0.0	0.0	0.0								
				Yellow	4.0	4.0	4.0	0.0	0.0	0.0								
Force Mode	Fixed	Simult. Gap N/S	On	Red	2.0	2.0	2.0	0.0	0.0	0.0								

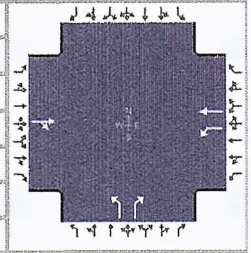
Saturation Flow / Delay	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)												
Heavy Vehicles and Grade Factor (f_{HVg})												
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	0.000	0.000	0.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	0.000	0.000	0.000
Area Type Adjustment Factor (f_a)												
Lane Utilization Adjustment Factor (f_{LU})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Adjustment Factor (f_{LT})	1.000	0.912		0.952	0.000		0.952	0.000				
Right-Turn Adjustment Factor (f_{RT})		0.000	0.912		1.000	1.000		0.000	0.847			
Left-Turn Pedestrian Adjustment Factor (f_{LPB})	1.000			1.000			1.000					
Right-Turn Ped-Bike Adjustment Factor (f_{RPB})			1.000			1.000			1.000			
Work Zone Adjustment Factor (f_{wz})												
DDI Factor (f_{DDI})												
Movement Saturation Flow Rate (s), veh/h	0	804	929	1810	1900	0	1810	0	1610			
Proportion of Vehicles Arriving on Green (P)	0.00	0.47	0.47	0.13	0.65	0.00	0.24	0.00	0.24	0.00	0.00	0.00
Incremental Delay Factor (k)		0.50		0.35	0.04		0.30		0.27			

Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)		6.0	6.0	6.0		4.0		
Green Ratio (g/C)		0.47	0.57	0.65		0.24		
Permitted Saturation Flow Rate (s_p), veh/h/ln		1029	629	0		1810		
Shared Saturation Flow Rate (s_{sh}), veh/h/ln		0						
Permitted Effective Green Time (g_p), s		0.0	48.0	0.0		0.0		
Permitted Service Time (g_u), s		0.0	0.0	0.0		0.0		
Permitted Queue Service Time (g_{ps}), s			0.0					
Time to First Blockage (g), s		50.0	0.0	0.0		0.0		
Queue Service Time Before Blockage (g_{ts}), s								
Protected Right Saturation Flow (s_R), veh/h/ln						0		
Protected Right Effective Green Time (g_R), s						0.0		

Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v	1.198	0.000	0.000	0.000	1.198	0.000	0.972	0.000
Pedestrian F_s / F_{delay}	0.000	0.149	0.000	0.076	0.000	0.160	0.000	0.160
Pedestrian M_{corner} / M_{cw}	0.00		0.00		0.00		0.00	
Bicycle c_b / d_b	254.79	40.89	1297.61	6.62		60.93	-93.11	58.82
Bicycle F_w / F_v	-3.64	1.49	-3.64	1.05	-3.64	Infinity	-3.64	

HCS Signalized Intersection Results Graphical Summary

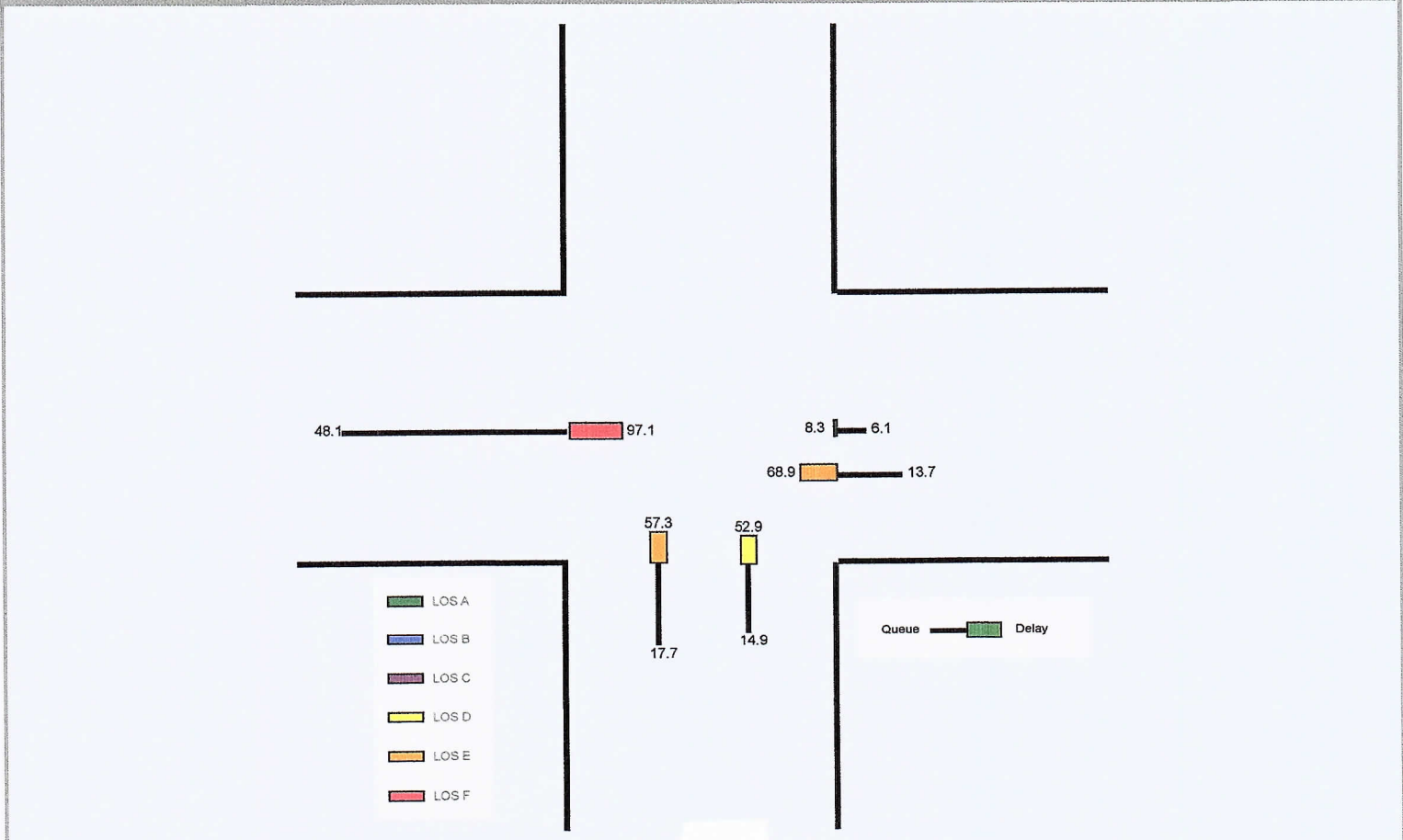
General Information				Intersection Information			
Agency	OREP			Duration, h	0.250		
Analyst	MM	Analysis Date	5/13/2022	Area Type	Other		
Jurisdiction	SLCO	Time Period	PM Existing	PHF	0.92		
Urban Street	Edwards Road	Analysis Year	2022	Analysis Period	1> 7:00		
Intersection	Edwards and Selvitz	File Name	Edwards and Selvitz PM Existing 5.11.2022.xus				
Project Description	Ft. Pierce Commerce (Energy/Selvitz)						



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h		384	444	246	340		363		309			

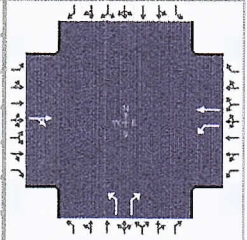
Signal Information														
Cycle, s	107.4	Reference Phase	2											
Offset, s	0	Reference Point	End	Green	50.0	13.7	25.7	0.0	0.0	0.0				
Uncoordinated	Yes	Simult. Gap E/W	On	Yellow	4.0	4.0	4.0	0.0	0.0	0.0				
Force Mode	Fixed	Simult. Gap N/S	On	Red	2.0	2.0	2.0	0.0	0.0	0.0				

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (Q), ft/ln (95 th percentile)												
Back of Queue (Q), veh/ln (95 th percentile)		48.1		13.7	6.1		17.7		14.9			
Queue Storage Ratio (RQ) (95 th percentile)		0.00		0.00	0.00		0.00		0.00			
Control Delay (d), s/veh		97.1		68.9	8.3		57.3		52.9			
Level of Service (LOS)		F		E	A		E		D			
Approach Delay, s/veh / LOS	97.1		F	33.7		C	55.3		E	0.0		
Intersection Delay, s/veh / LOS	65.8						E					



HCS Signalized Intersection Results Summary

General Information				Intersection Information			
Agency	OREP			Duration, h	0.250		
Analyst	MM	Analysis Date	5/13/2022	Area Type	Other		
Jurisdiction	SLCO	Time Period	PM Existing	PHF	0.92		
Urban Street	Edwards Road	Analysis Year	2022	Analysis Period	1 > 7:00		
Intersection	Edwards and Selvitz	File Name	Edwards and Selvitz PM Existing 5.11.2022.xus				
Project Description	Ft. Pierce Commerce (Energy/Selvitz)						



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h		384	444	246	340		363		309			

Signal Information			
Cycle, s	107.4	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

	Green	Yellow	Red	Green	Yellow	Red	Green	Yellow	Red	Green	Yellow	Red
EB	50.0	4.0	2.0	13.7	4.0	2.0	25.7	4.0	2.0	0.0	0.0	0.0
WB												
NB												
SB												

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		2	1	6		8		
Case Number		8.4	1.0	4.0		9.0		
Phase Duration, s		56.0	19.7	75.7		31.7		
Change Period, (Y+R _c), s		6.0	6.0	6.0		6.0		
Max Allow Headway (MAH), s		3.2	3.1	3.1		3.2		
Queue Clearance Time (g _s), s		52.0	13.6	11.1		24.8		
Green Extension Time (g _e), s		0.0	0.1	1.2		0.9		
Phase Call Probability		1.00	1.00	1.00		1.00		
Max Out Probability		1.00	1.00	0.00		0.43		

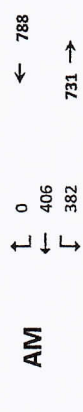
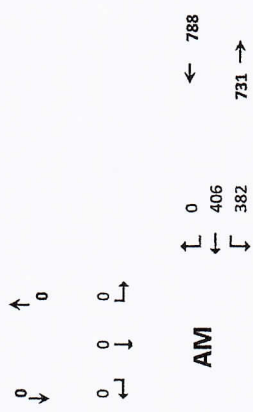
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement		2	12	1	6		3	18				
Adjusted Flow Rate (v), veh/h		900		267	370		395	336				
Adjusted Saturation Flow Rate (s), veh/h/ln		1733		1810	1900		1810	1610				
Queue Service Time (g _s), s		50.0		11.6	9.1		22.8	21.5				
Cycle Queue Clearance Time (g _c), s		50.0		11.6	9.1		22.8	21.5				
Green Ratio (g/C)		0.47		0.57	0.65		0.24	0.24				
Capacity (c), veh/h		807		298	1233		433	386				
Volume-to-Capacity Ratio (X)		1.116		0.899	0.300		0.911	0.871				
Back of Queue (Q), ft/ln (95 th percentile)												
Back of Queue (Q), veh/ln (95 th percentile)		48.1		13.7	6.1		17.7	14.9				
Queue Storage Ratio (RQ) (95 th percentile)		0.00		0.00	0.00		0.00	0.00				
Uniform Delay (d ₁), s/veh		28.7		44.5	8.2		39.7	39.2				
Incremental Delay (d ₂), s/veh		68.4		24.4	0.1		17.6	13.6				
Initial Queue Delay (d ₃), s/veh		0.0		0.0	0.0		0.0	0.0				
Control Delay (d), s/veh		97.1		68.9	8.3		57.3	52.9				
Level of Service (LOS)		F		E	A		E	D				
Approach Delay, s/veh / LOS	97.1	F		33.7	C		55.3	E		0.0		
Intersection Delay, s/veh / LOS	65.8						E					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.95	B	0.68	A	1.96	B	1.73	B
Bicycle LOS Score / LOS	1.97	B	1.54	B		F		

TURNING MOVEMENT VOLUME COUNTS

M/S STREET: Selvitz Rd
FILENAME: Fort Pierce Commerce Ctr
COUNT DATE: 4/21/2022
REPORT DATE: 4/21/2022
DAY: Tuesday
ANALYSIS YEAR: 2023 AM Without Project
CONTROL: Signalized
EW STREET: Edwards Rd
County: SLCO

15 Min Period	Northbound			Southbound			Eastbound			Westbound			ONE HOUR SUM	
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR		TOTAL
7:00-7:15	67	0	50	0	0	0	0	64	37	90	54	80	362	1862
7:15-7:30	88	0	55	0	0	0	0	79	49	86	114	0	471	2031
7:30-7:45	91	0	66	0	0	0	0	89	59	74	105	0	484	2091
7:45-8:00	97	0	80	0	0	0	0	102	70	85	111	0	545	2104
8:00-8:15	103	0	78	0	0	0	0	93	79	87	91	0	531	2020
8:15-8:30	115	0	61	0	0	0	0	97	73	102	83	0	531	
8:30-8:45	112	0	81	0	0	0	0	75	70	68	91	0	497	
8:45-9:00	88	0	70	0	0	0	0	66	60	78	99	0	461	

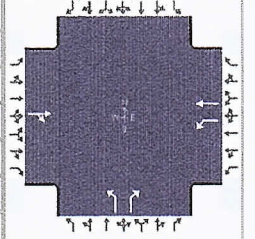


AM PEAK HOUR IS FROM: 7:45AM TO 8:45AM
 Volumes: 427 0 300 0% 5% 0% 0% 0% 0% 0% 5% 5% 0% 0% 0%
 Season Factor: 1.03
 Growth to 2023: 1
 In/Out: 462 0 324 0 0 0 0 0 397 316 370 406 0 2274
 Percentage: 10% 0% 10% 0% 0% 0% 0% 0% 0% 10% 10% 0% 0% 0%
 PROJECT: 0 0 0 0 0 0 0 0 0 0 0 0 0 0
 SUBPROJECTS: 0 0 0 0 0 0 0 0 0 0 0 0 0 0
 Trips In: 0 0 0 0 0 0 0 0 0 0 0 0 0 0
 Trips Out: 0 0 0 0 0 0 0 0 0 0 0 0 0 0

%	In/Out	Volume	%	In	Out	%	In	Out	%	In	Out	%	In	Out	Volume	Project
5%	0	0	0%	0	0	0%	0	0	5%	3	3	0%	0	0	0	0
9.0%	0	0	0.0%	0	0	0.0%	0	0	9.0%	3	3	0.0%	0	0	0	0
7	0	7	0	0	0	0	0	7	7	7	7	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
3.0%	0	0	0.0%	0	0	0.0%	0	0	3.0%	1	1	0.0%	0	0	0	0
2	0	2	0	0	0	0	0	2	2	2	2	0	0	0	0	0
10	0	10	0	0	0	0	0	11	12	12	12	0	0	0	0	0
471	0	334	0	0	0	0	0	397	326	382	406	0	0	0	2274	

HCS Signalized Intersection Input Data

General Information				Intersection Information			
Agency	OREP			Duration, h	0.250		
Analyst	MM	Analysis Date	5/13/2022	Area Type	Other		
Jurisdiction	SLCO	Time Period	AM Without	PHF	0.92		
Urban Street	Edwards Road	Analysis Year	2023	Analysis Period	1> 7:00		
Intersection	Edwards and Selvitz	File Name	Edwards and Selvitz AM without 5.11.2022.xus				
Project Description	Ft. Pierce Commerce (Energy/Selvitz)						



Demand Information	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h		397	326	382	406		471		334			

Signal Information				Signal Timing (s)									
Cycle, s	113.0	Reference Phase	2	Green	50.0	15.0	30.0	0.0	0.0	0.0	0.0	0.0	0.0
Offset, s	0	Reference Point	End	Yellow	4.0	4.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0
Uncoordinated	Yes	Simult. Gap E/W	On	Red	2.0	2.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0
Force Mode	Fixed	Simult. Gap N/S	On										

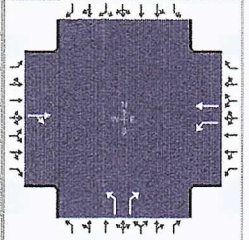
Traffic Information	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Demand (v), veh/h		397	326	382	406		471		334			
Initial Queue (Q _b), veh/h		0	0	0	0		0		0			
Base Saturation Flow Rate (s ₀), veh/h		1900	1900	1900	1900		1900		1900			
Parking (N _m), man/h		None			None			None				
Heavy Vehicles (P _{HV}), %		0		0	0		0		0			
Ped / Bike / RTOR, /h	0	0	0	0	0		0	0		0	0	
Buses (N _b), buses/h	0	0	0	0	0	0	0	0	0			
Arrival Type (AT)		3	3	3	3		3		3			
Upstream Filtering (f)		1.00	1.00	1.00	1.00		1.00		1.00			
Lane Width (W), ft		12.0		12.0	12.0		12.0		12.0			
Turn Bay Length, ft		0		0	0		0		0			
Grade (Pg), %		0			0			0			0	
Speed Limit, mi/h		35	35	35	35		35		35			

Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G _{max}) or Phase Split, s		50.0	15.0	50.0		30.0		
Yellow Change Interval (Y), s		4.0	4.0	4.0		4.0		
Red Clearance Interval (R _c), s		2.0	2.0	2.0		2.0		
Minimum Green (G _{min}), s		15	7	15		10		
Start-Up Lost Time (l _t), s		2.0	2.0	2.0	2.0			
Extension of Effective Green (e), s		2.0	2.0	2.0	2.0			
Passage (PT), s		2.0	2.0	2.0		2.0		
Recall Mode		Min	Off	Min		Off		
Dual Entry		Yes	No	Yes		Yes		
Walk (Walk), s		0.0				0.0		0.0
Pedestrian Clearance Time (PC), s		0.0				0.0		0.0

Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius	0.0	No	25.0				0.0	No	25.0	0.0	No	25.0
Walkway / Crosswalk Width / Length, ft	9.0	12.0	0.0				9.0	12.0	0.0	9.0	12.0	0.0
Street Width / Island / Curb, ft	0.0	0	No	0.0		No	0.0	0	No		0	
Width Outside / Bike Lane / Shoulder, ft	12.0	5.0	2.0	12.0	5.0	2.0	12.0	5.0	2.0			
Pedestrian Signal / Occupied Parking	No		0.50			0.50	No		0.50	No		

HCS Signalized Intersection Intermediate Values

General Information				Intersection Information			
Agency	OREP			Duration, h	0.250		
Analyst	MM	Analysis Date	5/13/2022	Area Type	Other		
Jurisdiction	SLCO	Time Period	AM Without	PHF	0.92		
Urban Street	Edwards Road	Analysis Year	2023	Analysis Period	1> 7:00		
Intersection	Edwards and Selvitz	File Name	Edwards and Selvitz AM without 5.11.2022.xus				
Project Description	Ft. Pierce Commerce (Energy/Selvitz)						



Demand Information	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Demand (v), veh/h		397	326	382	406		471		334			

Signal Information				Signal Timing (s)													
Cycle, s	113.0	Reference Phase	2														
Offset, s	0	Reference Point	End	Green	50.0	15.0	30.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Uncoordinated	Yes	Simult. Gap E/W	On	Yellow	4.0	4.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Force Mode	Fixed	Simult. Gap N/S	On	Red	2.0	2.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)												
Heavy Vehicles and Grade Factor (f_{HVg})												
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	0.000	0.000	0.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	0.000	0.000	0.000
Area Type Adjustment Factor (f_a)												
Lane Utilization Adjustment Factor (f_{LU})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Adjustment Factor (f_{LT})	1.000	0.925		0.952	0.000		0.952	0.000				
Right-Turn Adjustment Factor (f_{RT})		0.000	0.925		1.000	1.000		0.000	0.847			
Left-Turn Pedestrian Adjustment Factor (f_{LPb})	1.000			1.000			1.000					
Right-Turn Ped-Bike Adjustment Factor (f_{RPb})			1.000			1.000			1.000			
Work Zone Adjustment Factor (f_{WZ})												
DDI Factor (f_{DDI})												
Movement Saturation Flow Rate (s), veh/h	0	965	792	1810	1900	0	1810	0	1610			
Proportion of Vehicles Arriving on Green (P)	0.00	0.44	0.44	0.13	0.63	0.00	0.27	0.00	0.27	0.00	0.00	0.00
Incremental Delay Factor (k)		0.50		0.50	0.04		0.50		0.36			

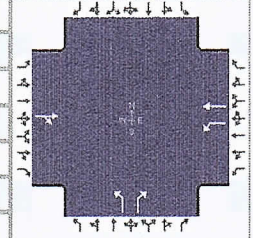
Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)		6.0	6.0	6.0		4.0		
Green Ratio (g/C)		0.44	0.56	0.63		0.27		
Permitted Saturation Flow Rate (s_p), veh/h/ln		963	700	0		1810		
Shared Saturation Flow Rate (s_{sh}), veh/h/ln		0						
Permitted Effective Green Time (g_p), s		0.0	48.0	0.0		0.0		
Permitted Service Time (g_u), s		0.0	0.0	0.0		0.0		
Permitted Queue Service Time (g_{ps}), s			0.0					
Time to First Blockage (g_t), s		50.0	0.0	0.0		0.0		
Queue Service Time Before Blockage (g_{fs}), s								
Protected Right Saturation Flow (s_R), veh/h/ln						0		
Protected Right Effective Green Time (g_R), s						0.0		

Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v	1.198	0.000	0.000	0.000	1.198	0.000	0.972	0.000
Pedestrian F_s / F_{delay}	0.000	0.150	0.000	0.082	0.000	0.162	0.000	0.162
Pedestrian M_{corner} / M_{Cw}	0.00		0.00		0.00		0.00	
Bicycle C_b / d_b	265.49	42.50	1256.63	7.81		63.72	-88.50	61.61
Bicycle F_w / F_v	-3.64	1.30	-3.64	1.41	-3.64	Infinity	-3.64	

HCS Signalized Intersection Results Graphical Summary

General Information

Agency	OREP			Duration, h	0.250
Analyst	MM	Analysis Date	5/13/2022	Area Type	Other
Jurisdiction	SLCO	Time Period	AM Without	PHF	0.92
Urban Street	Edwards Road	Analysis Year	2023	Analysis Period	1> 7:00
Intersection	Edwards and Selvitz	File Name	Edwards and Selvitz AM without 5.11.2022.xus		
Project Description	Ft. Pierce Commerce (Energy/Selvitz)				



Demand Information

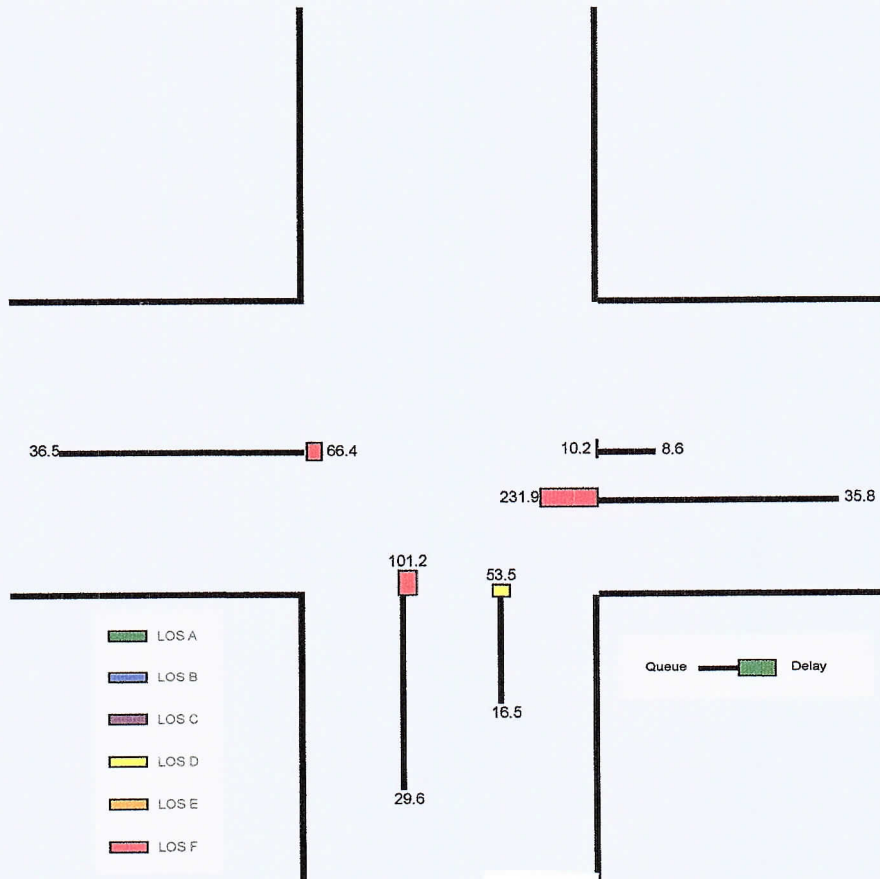
Approach Movement	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h		397	326	382	406		471		334			

Signal Information

Cycle, s	113.0	Reference Phase	2																			
Offset, s	0	Reference Point	End																			
Uncoordinated	Yes	Simult. Gap E/W	On	Green	50.0	15.0	30.0	0.0	0.0	0.0	1			2			3			4		
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	4.0	4.0	4.0	0.0	0.0	0.0	5			6			7			8		
				Red	2.0	2.0	2.0	0.0	0.0	0.0												

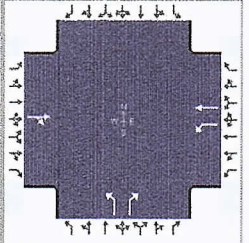
Movement Group Results

Approach Movement	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (Q), ft/ln (95 th percentile)												
Back of Queue (Q), veh/ln (95 th percentile)		36.5		35.8	8.6		29.6		16.5			
Queue Storage Ratio (RQ) (95 th percentile)		0.00		0.00	0.00		0.00		0.00			
Control Delay (d), s/veh		66.4		231.9	10.2		101.2		53.5			
Level of Service (LOS)		F		F	B		F		D			
Approach Delay, s/veh / LOS	66.4		E	117.7		F	81.4		F	0.0		
Intersection Delay, s/veh / LOS	89.1						F					



HCS Signalized Intersection Results Summary

General Information				Intersection Information			
Agency	OREP			Duration, h	0.250		
Analyst	MM	Analysis Date	5/13/2022	Area Type	Other		
Jurisdiction	SLCO	Time Period	AM Without	PHF	0.92		
Urban Street	Edwards Road	Analysis Year	2023	Analysis Period	1> 7:00		
Intersection	Edwards and Selvitz	File Name	Edwards and Selvitz AM without 5.11.2022.xus				
Project Description	Ft. Pierce Commerce (Energy/Selvitz)						



Demand Information	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Demand (v), veh/h		397	326	382	406		471		334			

Signal Information												
Cycle, s	113.0	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		50.0	15.0	30.0	0.0	0.0	0.0	0.0	0.0	0.0
		Yellow		4.0	4.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0
		Red		2.0	2.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0

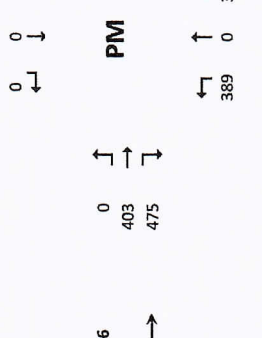
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		2	1	6		8		
Case Number		8.4	1.0	4.0		9.0		
Phase Duration, s		56.0	21.0	77.0		36.0		
Change Period, (Y+R _c), s		6.0	6.0	6.0		6.0		
Max Allow Headway (MAH), s		3.2	3.1	3.1		3.2		
Queue Clearance Time (g _s), s		52.0	17.0	14.7		32.0		
Green Extension Time (g _e), s		0.0	0.0	1.7		0.0		
Phase Call Probability		1.00	1.00	1.00		1.00		
Max Out Probability		1.00	1.00	0.00		1.00		

Movement Group Results	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement		2	12	1	6		3		18			
Adjusted Flow Rate (v), veh/h		786		415	441		512		363			
Adjusted Saturation Flow Rate (s), veh/h/ln		1757		1810	1900		1810		1610			
Queue Service Time (g _s), s		50.0		15.0	12.7		30.0		24.2			
Cycle Queue Clearance Time (g _c), s		50.0		15.0	12.7		30.0		24.2			
Green Ratio (g/C)		0.44		0.56	0.63		0.27		0.27			
Capacity (c), veh/h		778		304	1194		480		427			
Volume-to-Capacity Ratio (X)		1.011		1.366	0.370		1.066		0.849			
Back of Queue (Q), ft/ln (95 th percentile)												
Back of Queue (Q), veh/ln (95 th percentile)		36.5		35.8	8.6		29.6		16.5			
Queue Storage Ratio (RQ) (95 th percentile)		0.00		0.00	0.00		0.00		0.00			
Uniform Delay (d ₁), s/veh		31.5		47.4	10.2		41.5		39.4			
Incremental Delay (d ₂), s/veh		34.9		184.5	0.1		59.7		14.2			
Initial Queue Delay (d ₃), s/veh		0.0		0.0	0.0		0.0		0.0			
Control Delay (d), s/veh		66.4		231.9	10.2		101.2		53.5			
Level of Service (LOS)		F		F	B		F		D			
Approach Delay, s/veh / LOS	66.4	E		117.7	F		81.4	F	0.0			
Intersection Delay, s/veh / LOS	89.1						F					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.95	B	0.68	A	1.96	B	1.73	B
Bicycle LOS Score / LOS	1.78	B	1.90	B	F			

TURNING MOVEMENT VOLUME COUNTS

N/S STREET: Selvitz Rd
 FILENAME: Fort Pierce Commerce Ctr
 COUNT DATE: 4/21/2022
 REPORT DATE: 4/21/2022
 DAY: Tuesday
 ANALYSIS YEAR: 2023 without PM
 E/W STREET: Edwards Rd
 CONTROL: Signalized
 County: sico



15 Min Period	Northbound				Southbound				Eastbound				Westbound			
	NBL	NBT	NBR	SUM	SBL	SBT	SBR	SUM	EBL	EBT	EBR	SUM	WBL	WBT	WBR	SUM
4:00-4:15	70	0	63	0	0	0	0	0	85	82	82	43	76	0	0	1850
4:15-4:30	84	0	46	0	0	0	0	0	99	72	72	61	70	0	0	1963
4:30-4:45	77	0	84	0	0	0	0	0	96	97	97	53	86	0	0	2026
4:45-5:00	78	0	78	0	0	0	0	0	104	105	105	49	92	0	0	1970
5:00-5:15	102	0	79	0	0	0	0	0	81	123	123	71	76	0	0	1901
5:15-5:30	95	0	60	0	0	0	0	0	92	106	106	66	76	0	0	495
5:30-5:45	86	0	45	0	0	0	0	0	89	86	86	61	70	0	0	437
5:45-6:00	91	0	48	0	0	0	0	0	89	83	83	51	75	0	0	437

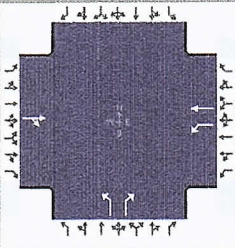


PM PEAK HOUR IS FROM:

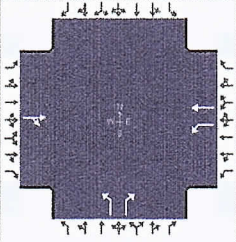
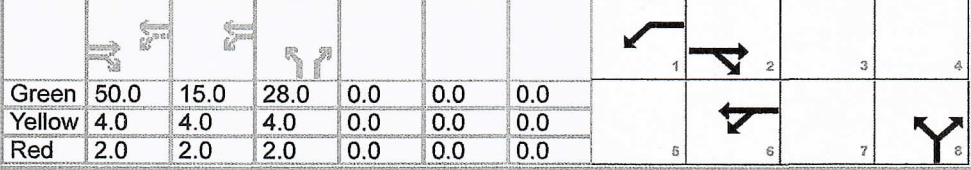
Project	Trips In	Trips Out
Arcosa	21	34
Wawa at Midway/Selvitz	62	62
LTC Ranch	580	743
Ravinia	77	44
Total	389	723

Project	Volume	In/Out	%
Arcosa	55	55	100%
Wawa at Midway/Selvitz	124	124	100%
LTC Ranch	1323	1323	100%
Ravinia	121	121	100%
Total	1623	1623	100%

HCS Signalized Intersection Input Data

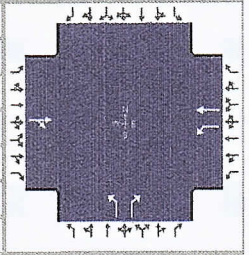
General Information				Intersection Information											
Agency	OREP			Duration, h	0.250										
Analyst	MM			Analysis Date	5/13/2022										
Jurisdiction	SLCO			Time Period	PM Without										
Urban Street	Edwards Road			Analysis Year	2023										
Intersection	Edwards and Selvitz			File Name	Edwards and Selvitz PM without 5.11.2022.xus										
Project Description	Ft. Pierce Commerce (Energy/Selvitz)														
Demand Information				EB			WB			NB			SB		
Approach Movement				L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h					403	475	266	357		389		334			
Signal Information															
Cycle, s	111.0	Reference Phase	2												
Offset, s	0	Reference Point	End												
Uncoordinated	Yes	Simult. Gap E/W	On	Green	50.0	15.0	28.0	0.0	0.0	0.0	0.0				
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	4.0	4.0	4.0	0.0	0.0	0.0	0.0				
				Red	2.0	2.0	2.0	0.0	0.0	0.0	0.0				
Traffic Information				EB			WB			NB			SB		
Approach Movement				L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h					403	475	266	357		389		334			
Initial Queue (Q _b), veh/h					0	0	0	0		0		0			
Base Saturation Flow Rate (s ₀), veh/h					1900	1900	1900	1900		1900		1900			
Parking (N _m), man/h					None			None			None				
Heavy Vehicles (P _{HV}), %					0		0	0		0		0			
Ped / Bike / RTOR, /h				0	0	0	0	0		0	0		0	0	
Buses (N _b), buses/h				0	0	0	0	0	0	0	0	0			
Arrival Type (AT)					3	3	3	3		3		3			
Upstream Filtering (f)					1.00	1.00	1.00	1.00		1.00		1.00			
Lane Width (W), ft					12.0		12.0	12.0		12.0		12.0			
Turn Bay Length, ft					0		0	0		0		0			
Grade (Pg), %					0			0			0			0	
Speed Limit, mi/h					35	35	35	35		35		35			
Phase Information				EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT				
Maximum Green (G _{max}) or Phase Split, s					50.0	15.0	50.0		30.0						
Yellow Change Interval (Y), s					4.0	4.0	4.0		4.0						
Red Clearance Interval (R _c), s					2.0	2.0	2.0		2.0						
Minimum Green (G _{min}), s					15	7	15		10						
Start-Up Lost Time (l _t), s					2.0	2.0	2.0	2.0							
Extension of Effective Green (e), s					2.0	2.0	2.0	2.0							
Passage (PT), s					2.0	2.0	2.0		2.0						
Recall Mode					Min	Off	Min		Off						
Dual Entry					Yes	No	Yes		Yes						
Walk (Walk), s					0.0				0.0			0.0			
Pedestrian Clearance Time (PC), s					0.0				0.0			0.0			
Multimodal Information				EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius				0.0	No	25.0				0.0	No	25.0	0.0	No	25.0
Walkway / Crosswalk Width / Length, ft				9.0	12.0	0.0				9.0	12.0	0.0	9.0	12.0	0.0
Street Width / Island / Curb, ft				0.0	0	No	0.0		No	0.0	0	No		0	
Width Outside / Bike Lane / Shoulder, ft				12.0	5.0	2.0	12.0	5.0	2.0	12.0	5.0	2.0			
Pedestrian Signal / Occupied Parking				No		0.50			0.50	No		0.50	No		

HCS Signalized Intersection Intermediate Values

General Information					Intersection Information								
Agency	OREP				Duration, h	0.250							
Analyst	MM	Analysis Date	5/13/2022		Area Type	Other							
Jurisdiction	SLCO	Time Period	PM Without		PHF	0.92							
Urban Street	Edwards Road	Analysis Year	2023		Analysis Period	1> 7:00							
Intersection	Edwards and Selvitz	File Name	Edwards and Selvitz PM without 5.11.2022.xus										
Project Description	Ft. Pierce Commerce (Energy/Selvitz)												
Demand Information		EB			WB			NB			SB		
Approach Movement		L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h			403	475	266	357		389		334			
Signal Information													
Cycle, s	111.0	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	50.0	15.0	28.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	4.0	4.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red	2.0	2.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturation Flow / Delay		L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)													
Heavy Vehicles and Grade Factor (f_{HVg})													
Parking Activity Adjustment Factor (f_p)		1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	0.000	0.000	0.000
Bus Blockage Adjustment Factor (f_{bb})		1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	0.000	0.000	0.000
Area Type Adjustment Factor (f_a)													
Lane Utilization Adjustment Factor (f_{LU})		1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Adjustment Factor (f_{LT})		1.000	0.911		0.952	0.000		0.952	0.000				
Right-Turn Adjustment Factor (f_{RT})			0.000	0.911		1.000	1.000		0.000	0.847			
Left-Turn Pedestrian Adjustment Factor (f_{LPB})		1.000			1.000			1.000					
Right-Turn Ped-Bike Adjustment Factor (f_{RPB})				1.000			1.000			1.000			
Work Zone Adjustment Factor (f_{WZ})													
DDI Factor (f_{DDI})													
Movement Saturation Flow Rate (s), veh/h		0	795	937	1810	1900	0	1810	0	1610			
Proportion of Vehicles Arriving on Green (P)		0.00	0.45	0.45	0.14	0.64	0.00	0.25	0.00	0.25	0.00	0.00	0.00
Incremental Delay Factor (k)			0.50		0.44	0.04		0.38		0.35			
Signal Timing / Movement Groups		EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R				
Lost Time (t _L)			6.0	6.0	6.0		4.0						
Green Ratio (g/C)			0.45	0.57	0.64		0.25						
Permitted Saturation Flow Rate (s _p), veh/h/ln			1011	597	0		1810						
Shared Saturation Flow Rate (s _{sh}), veh/h/ln			0										
Permitted Effective Green Time (g _p), s			0.0	48.0	0.0		0.0						
Permitted Service Time (g _u), s			0.0	0.0	0.0		0.0						
Permitted Queue Service Time (g _{ps}), s				0.0									
Time to First Blockage (g _t), s			50.0	0.0	0.0		0.0						
Queue Service Time Before Blockage (g _{fs}), s													
Protected Right Saturation Flow (s _R), veh/h/ln							0						
Protected Right Effective Green Time (g _R), s							0.0						
Multimodal		EB	WB	NB	SB								
Pedestrian F_w / F_v		1.198	0.000	0.000	0.000	1.198	0.000	0.972	0.000				
Pedestrian F_s / F_{delay}		0.000	0.149	0.000	0.079	0.000	0.161	0.000	0.161				
Pedestrian M_{corner} / M_{cw}		0.00		0.00		0.00		0.00					
Bicycle c_b / d_b		270.38	41.49	1279.82	7.19		62.70	-90.13	60.59				
Bicycle F_w / F_v		-3.64	1.57	-3.64	1.12	-3.64	Infinity	-3.64					

HCS Signalized Intersection Results Graphical Summary

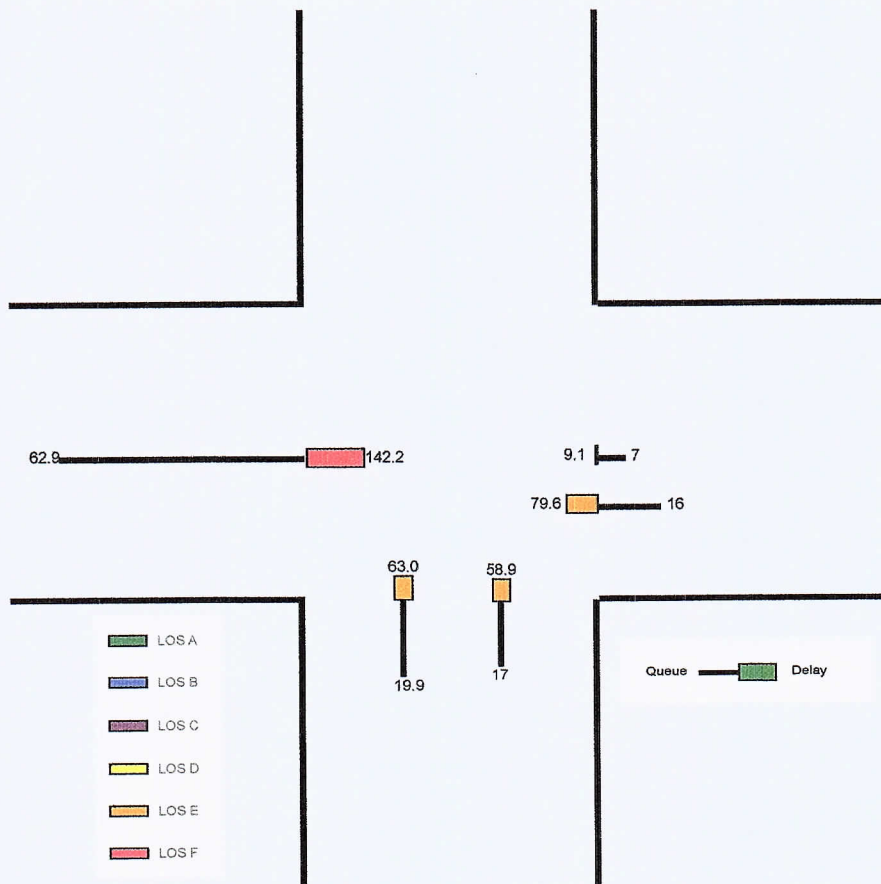
General Information				Intersection Information	
Agency	OREP			Duration, h	0.250
Analyst	MM	Analysis Date	5/13/2022	Area Type	Other
Jurisdiction	SLCO	Time Period	PM Without	PHF	0.92
Urban Street	Edwards Road	Analysis Year	2023	Analysis Period	1> 7:00
Intersection	Edwards and Selvitz	File Name	Edwards and Selvitz PM without 5.11.2022.xus		
Project Description	Ft. Pierce Commerce (Energy/Selvitz)				



Demand Information	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Demand (v), veh/h		403	475	266	357		389		334			

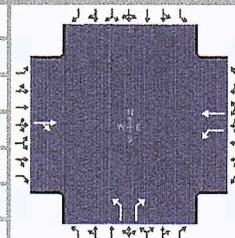
Signal Information				Signal Phases									
Cycle, s	111.0	Reference Phase	2										
Offset, s	0	Reference Point	End										
Uncoordinated	Yes	Simult. Gap E/W	On										
Force Mode	Fixed	Simult. Gap N/S	On										
Green	50.0	15.0	28.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Yellow	4.0	4.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Red	2.0	2.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	

Movement Group Results	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Back of Queue (Q), ft/ln (95 th percentile)												
Back of Queue (Q), veh/ln (95 th percentile)		62.9		16.0	7.0		19.9		17.0			
Queue Storage Ratio (RQ) (95 th percentile)		0.00		0.00	0.00		0.00		0.00			
Control Delay (d), s/veh		142.2		79.6	9.1		63.0		58.9			
Level of Service (LOS)		F		E	A		E		E			
Approach Delay, s/veh / LOS	142.2		F	39.2		D	61.1		E	0.0		
Intersection Delay, s/veh / LOS	87.0						F					



HCS Signalized Intersection Results Summary

General Information				Intersection Information			
Agency	OREP			Duration, h	0.250		
Analyst	MM	Analysis Date	5/13/2022	Area Type	Other		
Jurisdiction	SLCO	Time Period	PM Without	PHF	0.92		
Urban Street	Edwards Road	Analysis Year	2023	Analysis Period	1> 7:00		
Intersection	Edwards and Selvitz	File Name	Edwards and Selvitz PM without 5.11.2022.xus				
Project Description	Ft. Pierce Commerce (Energy/Selvitz)						



Demand Information	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h		403	475	266	357		389		334			

Signal Information													
Cycle, s	111.0	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	50.0	15.0	28.0	0.0	0.0	0.0	0.0	0.0	0.0
				Yellow	4.0	4.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0
				Red	2.0	2.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		2	1	6		8		
Case Number		8.4	1.0	4.0		9.0		
Phase Duration, s		56.0	21.0	77.0		34.0		
Change Period, (Y+R _c), s		6.0	6.0	6.0		6.0		
Max Allow Headway (MAH), s		3.2	3.1	3.1		3.2		
Queue Clearance Time (g _s), s		52.0	15.5	12.3		27.3		
Green Extension Time (g _e), s		0.0	0.0	1.3		0.6		
Phase Call Probability		1.00	1.00	1.00		1.00		
Max Out Probability		1.00	1.00	0.00		1.00		

Movement Group Results	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	2	12		1	6		3		18			
Adjusted Flow Rate (v), veh/h	954			289	388		423		363			
Adjusted Saturation Flow Rate (s), veh/h/ln	1731			1810	1900		1810		1610			
Queue Service Time (g _s), s	50.0			13.5	10.3		25.3		24.2			
Cycle Queue Clearance Time (g _c), s	50.0			13.5	10.3		25.3		24.2			
Green Ratio (g/C)	0.45			0.57	0.64		0.25		0.25			
Capacity (c), veh/h	780			310	1216		456		406			
Volume-to-Capacity Ratio (X)	1.223			0.934	0.319		0.928		0.895			
Back of Queue (Q), ft/ln (95 th percentile)												
Back of Queue (Q), veh/ln (95 th percentile)		62.9		16.0	7.0		19.9		17.0			
Queue Storage Ratio (RQ) (95 th percentile)		0.00		0.00	0.00		0.00		0.00			
Uniform Delay (d ₁), s/veh		30.5		45.8	9.0		40.5		40.1			
Incremental Delay (d ₂), s/veh		111.8		33.8	0.1		22.5		18.8			
Initial Queue Delay (d ₃), s/veh		0.0		0.0	0.0		0.0		0.0			
Control Delay (d), s/veh		142.2		79.6	9.1		63.0		58.9			
Level of Service (LOS)		F		E	A		E		E			
Approach Delay, s/veh / LOS	142.2		F	39.2		D	61.1		E		0.0	
Intersection Delay, s/veh / LOS	87.0						F					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.95	B	0.68	A	1.96	B	1.73	B
Bicycle LOS Score / LOS	2.06	B	1.60	B		F		

TURNING MOVEMENT VOLUME COUNTS

N/S STREET: Selwitz Rd
FILE NAME: Fort Pierce Commerce Ctr
COUNT DATE: 4/21/2022
REPORT DATE:

EW STREET: Edwards Rd
CONTROL: Signalized
County: St. Johns
Day: Tuesday
Analysis Year: 2023 AM with Project

15 Min Period	Northbound			Southbound			Eastbound			Westbound			TOTAL	ONE HOUR SUM
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR		
7:00-7:15	67	0	50	0	0	0	0	64	37	54	90	0	362	1862
7:15-7:30	88	0	55	0	0	0	0	79	49	86	114	0	471	2031
7:30-7:45	91	0	66	0	0	0	0	89	59	74	105	0	484	2091
7:45-8:00	97	0	80	0	0	0	0	102	70	85	111	0	545	2104
8:00-8:15	103	0	78	0	0	0	0	93	79	87	91	0	531	2020
8:15-8:30	115	0	61	0	0	0	0	97	73	102	83	0	531	
8:30-8:45	112	0	81	0	0	0	0	75	70	68	91	0	497	
8:45-9:00	88	0	70	0	0	0	0	66	60	78	99	0	461	

AM PEAK HOUR IS FROM: 7:45AM TO 8:45AM
Volumes: 427 0 300 0 0 0 0 367 292 342 376 0 2104
Season Factor: 1.03
Growth to 2023: 462 0 324 0 0 0 0 378 301 352 387 0 2167
In/Out: 10% 0% 10% 0% 0% 0% 0% 0% 10% 10% 0% 0% 0% 45
PROJECT: 5 0 5 0 0 0 0 0 0 17 17 0 0 45
TRIPS IN: 174
TRIPS OUT: 50

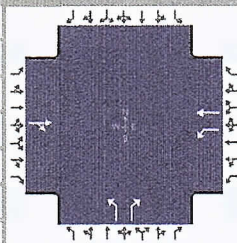
Subtotal: 476 0 339 0 0 0 0 357 344 398 406 0 2319
Total: 476 0 339 0 0 0 0 357 344 398 406 0 2319

Seasonal Factor: 1.03
Growth Rate to 2021: 1
Years Grown: 1

Project	Trips In	Trips Out
Arcosa	59	16
Wave at Midway/Selwitz	79	76
LTC Ranch	456	406
Bavaria	22	68

HCS Signalized Intersection Input Data

General Information				Intersection Information			
Agency	OREP			Duration, h	0.250		
Analyst	MM	Analysis Date	5/13/2022	Area Type	Other		
Jurisdiction	SLCO	Time Period	AM With Project	PHF	0.92		
Urban Street	Edwards Road	Analysis Year	2023	Analysis Period	1 > 7:00		
Intersection	Edwards and Selvitz	File Name	Edwards and Selvitz AM with project 5.11.2022.xus				
Project Description	Ft. Pierce Commerce (Energy/Selvitz)						



Demand Information	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h		397	344	398	406		476		339			

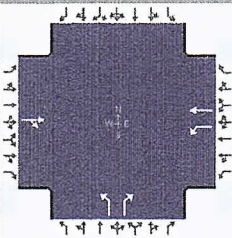
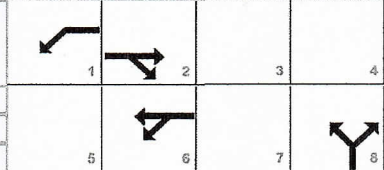
Signal Information													
Cycle, s	113.0	Reference Phase	2										
Offset, s	0	Reference Point	End										
Uncoordinated	Yes	Simult. Gap E/W	On										
Force Mode	Fixed	Simult. Gap N/S	On										
				Green	50.0	15.0	30.0	0.0	0.0	0.0			
				Yellow	4.0	4.0	4.0	0.0	0.0	0.0			
				Red	2.0	2.0	2.0	0.0	0.0	0.0			

Traffic Information	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h		397	344	398	406		476		339			
Initial Queue (Q _b), veh/h		0	0	0	0		0		0			
Base Saturation Flow Rate (s ₀), veh/h		1900	1900	1900	1900		1900		1900			
Parking (N _m), man/h		None			None				None			
Heavy Vehicles (P _{HV}), %		0		0	0		0		0			
Ped / Bike / RTOR, /h	0	0	0	0	0		0	0		0	0	
Buses (N _b), buses/h	0	0	0	0	0	0	0	0	0			
Arrival Type (AT)		3	3	3	3		3		3			
Upstream Filtering (f)		1.00	1.00	1.00	1.00		1.00		1.00			
Lane Width (W), ft		12.0		12.0	12.0		12.0		12.0			
Turn Bay Length, ft		0		0	0		0		0			
Grade (Pg), %		0			0			0			0	
Speed Limit, mi/h		35	35	35	35		35		35			

Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
	Maximum Green (G _{max}) or Phase Split, s		50.0	15.0	50.0		30.0	
Yellow Change Interval (Y), s		4.0	4.0	4.0		4.0		
Red Clearance Interval (R _c), s		2.0	2.0	2.0		2.0		
Minimum Green (G _{min}), s		15	7	15		10		
Start-Up Lost Time (f), s		2.0	2.0	2.0	2.0			
Extension of Effective Green (e), s		2.0	2.0	2.0	2.0			
Passage (PT), s		2.0	2.0	2.0		2.0		
Recall Mode		Min	Off	Min		Off		
Dual Entry		Yes	No	Yes		Yes		
Walk (Walk), s		0.0				0.0		0.0
Pedestrian Clearance Time (PC), s		0.0				0.0		0.0

Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius	0.0	No	25.0				0.0	No	25.0	0.0	No	25.0
Walkway / Crosswalk Width / Length, ft	9.0	12.0	0.0				9.0	12.0	0.0	9.0	12.0	0.0
Street Width / Island / Curb, ft	0.0	0	No	0.0		No	0.0	0	No		0	
Width Outside / Bike Lane / Shoulder, ft	12.0	5.0	2.0	12.0	5.0	2.0	12.0	5.0	2.0			
Pedestrian Signal / Occupied Parking	No		0.50			0.50	No		0.50	No		

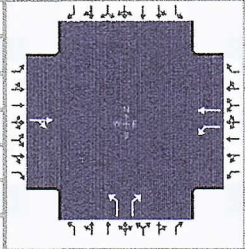
HCS Signalized Intersection Intermediate Values

General Information					Intersection Information										
Agency	OREP				Duration, h	0.250									
Analyst	MM		Analysis Date	5/13/2022		Area Type	Other								
Jurisdiction	SLCO		Time Period	AM With Project		PHF	0.92								
Urban Street	Edwards Road		Analysis Year	2023		Analysis Period	1> 7:00								
Intersection	Edwards and Selvitz		File Name	Edwards and Selvitz AM with project 5.11.2022.xus											
Project Description	Ft. Pierce Commerce (Energy/Selvitz)														
Demand Information				EB			WB			NB			SB		
Approach Movement				L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h					397	344	398	406		476		339			
Signal Information															
Cycle, s	113.0	Reference Phase	2	Green	50.0	15.0	30.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Offset, s	0	Reference Point	End	Yellow	4.0	4.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Uncoordinated	Yes	Simult. Gap E/W	On	Red	2.0	2.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Force Mode	Fixed	Simult. Gap N/S	On												
Saturation Flow / Delay				L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)															
Heavy Vehicles and Grade Factor (f_{HVg})															
Parking Activity Adjustment Factor (f_p)				1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	0.000	0.000	0.000
Bus Blockage Adjustment Factor (f_{bb})				1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	0.000	0.000	0.000
Area Type Adjustment Factor (f_a)															
Lane Utilization Adjustment Factor (f_{LU})				1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Adjustment Factor (f_{LT})				1.000	0.923		0.952	0.000		0.952	0.000				
Right-Turn Adjustment Factor (f_{RT})					0.000	0.923		1.000	1.000		0.000	0.847			
Left-Turn Pedestrian Adjustment Factor (f_{LPb})				1.000			1.000			1.000					
Right-Turn Ped-Bike Adjustment Factor (f_{RPb})						1.000			1.000			1.000			
Work Zone Adjustment Factor (f_{wz})															
DDI Factor (f_{DDI})															
Movement Saturation Flow Rate (s), veh/h				0	939	814	1810	1900	0	1810	0	1610			
Proportion of Vehicles Arriving on Green (P)				0.00	0.44	0.44	0.13	0.63	0.00	0.27	0.00	0.27	0.00	0.00	0.00
Incremental Delay Factor (k)					0.50		0.50	0.04		0.50		0.37			
Signal Timing / Movement Groups				EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R				
Lost Time (t_L)					6.0	6.0	6.0		4.0						
Green Ratio (g/C)					0.44	0.56	0.63		0.27						
Permitted Saturation Flow Rate (s_p), veh/h/ln					963	687	0		1810						
Shared Saturation Flow Rate (s_{sh}), veh/h/ln					0										
Permitted Effective Green Time (g_p), s					0.0	48.0	0.0		0.0						
Permitted Service Time (g_u), s					0.0	0.0	0.0		0.0						
Permitted Queue Service Time (g_{ps}), s						0.0									
Time to First Blockage (g_t), s					50.0	0.0	0.0		0.0						
Queue Service Time Before Blockage (g_{ts}), s															
Protected Right Saturation Flow (s_R), veh/h/ln									0						
Protected Right Effective Green Time (g_R), s									0.0						
Multimodal				EB			WB			NB			SB		
Pedestrian F_w / F_v				1.198	0.000	0.000	0.000	1.198	0.000	0.972	0.000				
Pedestrian F_s / F_{delay}				0.000	0.150	0.000	0.082	0.000	0.162	0.000	0.162				
Pedestrian M_{corner} / M_{cw}				0.00		0.00		0.00		0.00					
Bicycle C_b / d_b				265.49	42.50	1256.63	7.81		63.72	-88.50	61.61				
Bicycle F_w / F_v				-3.64	1.33	-3.64	1.44	-3.64	Infinity	-3.64					

HCS Signalized Intersection Results Graphical Summary

General Information

Agency	OREP			Duration, h	0.250
Analyst	MM	Analysis Date	5/13/2022	Area Type	Other
Jurisdiction	SLCO	Time Period	AM With Project	PHF	0.92
Urban Street	Edwards Road	Analysis Year	2023	Analysis Period	1 > 7:00
Intersection	Edwards and Selvitz	File Name	Edwards and Selvitz AM with project 5.11.2022.xus		
Project Description	Ft. Pierce Commerce (Energy/Selvitz)				



Demand Information

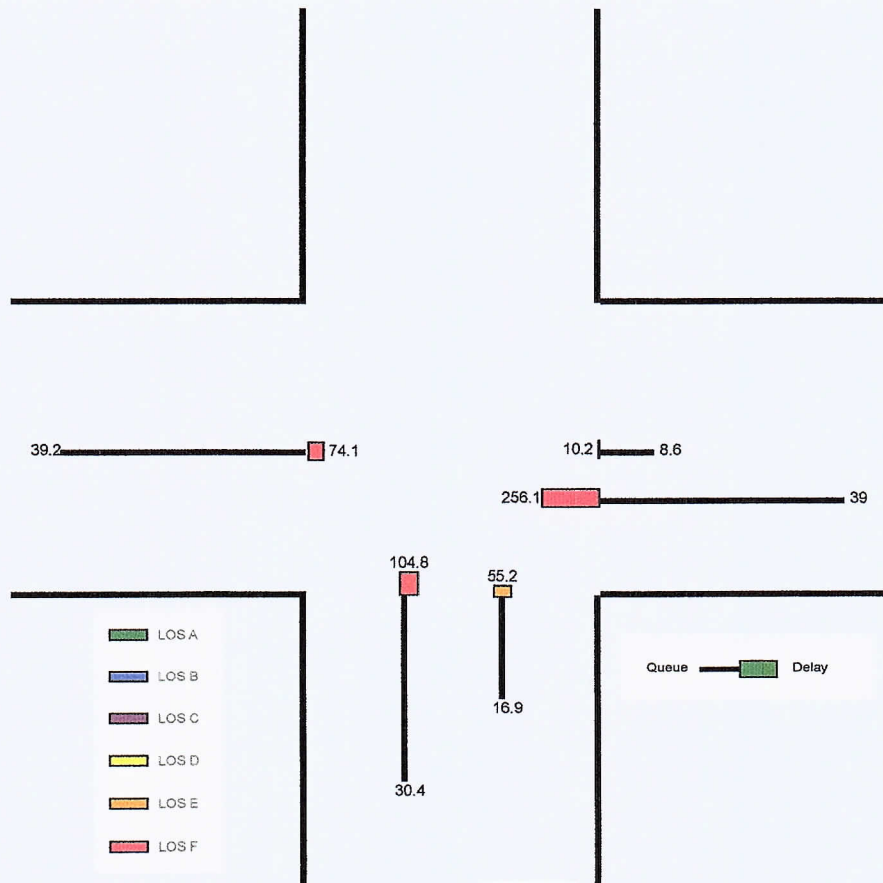
Approach Movement	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h		397	344	398	406		476		339			

Signal Information

Cycle, s	113.0	Reference Phase	2									
Offset, s	0	Reference Point	End									
Uncoordinated	Yes	Simult. Gap E/W	On	Green	50.0	15.0	30.0	0.0	0.0	0.0	0.0	0.0
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	4.0	4.0	4.0	0.0	0.0	0.0	0.0	0.0
				Red	2.0	2.0	2.0	0.0	0.0	0.0	0.0	0.0

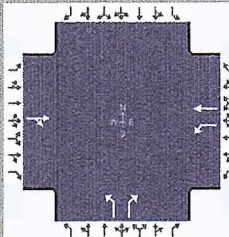
Movement Group Results

Approach Movement	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (Q), ft/ln (95 th percentile)												
Back of Queue (Q), veh/ln (95 th percentile)		39.2		39.0	8.6		30.4		16.9			
Queue Storage Ratio (RQ) (95 th percentile)		0.00		0.00	0.00		0.00		0.00			
Control Delay (d), s/veh		74.1		256.1	10.2		104.8		55.2			
Level of Service (LOS)		F		F	B		F		E			
Approach Delay, s/veh / LOS	74.1		E	132.0		F	84.2		F	0.0		
Intersection Delay, s/veh / LOS				97.3								F



HCS Signalized Intersection Results Summary

General Information				Intersection Information			
Agency	OREP			Duration, h	0.250		
Analyst	MM	Analysis Date	5/13/2022	Area Type	Other		
Jurisdiction	SLCO	Time Period	AM With Project	PHF	0.92		
Urban Street	Edwards Road	Analysis Year	2023	Analysis Period	1> 7:00		
Intersection	Edwards and Selvitz	File Name	Edwards and Selvitz AM with project 5.11.2022.xus				
Project Description	Ft. Pierce Commerce (Energy/Selvitz)						



Demand Information	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Demand (v), veh/h		397	344	398	406		476		339			

Signal Information													
Cycle, s	113.0	Reference Phase	2										
Offset, s	0	Reference Point	End										
Uncoordinated	Yes	Simult. Gap E/W	On	Green	50.0	15.0	30.0	0.0	0.0	0.0			
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	4.0	4.0	4.0	0.0	0.0	0.0			
				Red	2.0	2.0	2.0	0.0	0.0	0.0			

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		2	1	6		8		
Case Number		8.4	1.0	4.0		9.0		
Phase Duration, s		56.0	21.0	77.0		36.0		
Change Period, (Y+R _c), s		6.0	6.0	6.0		6.0		
Max Allow Headway (MAH), s		3.2	3.1	3.1		3.2		
Queue Clearance Time (g _s), s		52.0	17.0	14.7		32.0		
Green Extension Time (g _e), s		0.0	0.0	1.7		0.0		
Phase Call Probability		1.00	1.00	1.00		1.00		
Max Out Probability		1.00	1.00	0.00		1.00		

Movement Group Results	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	2	12		1	6		3		18			
Adjusted Flow Rate (v), veh/h	805			433	441		517		368			
Adjusted Saturation Flow Rate (s), veh/h/ln	1753			1810	1900		1810		1610			
Queue Service Time (g _s), s	50.0			15.0	12.7		30.0		24.6			
Cycle Queue Clearance Time (g _c), s	50.0			15.0	12.7		30.0		24.6			
Green Ratio (g/C)	0.44			0.56	0.63		0.27		0.27			
Capacity (c), veh/h	776			304	1194		480		427			
Volume-to-Capacity Ratio (X)	1.038			1.423	0.370		1.077		0.862			
Back of Queue (Q), ft/ln (95 th percentile)												
Back of Queue (Q), veh/ln (95 th percentile)	39.2			39.0	8.6		30.4		16.9			
Queue Storage Ratio (RQ) (95 th percentile)	0.00			0.00	0.00		0.00		0.00			
Uniform Delay (d ₁), s/veh	31.5			47.4	10.2		41.5		39.5			
Incremental Delay (d ₂), s/veh	42.6			208.7	0.1		63.3		15.7			
Initial Queue Delay (d ₃), s/veh	0.0			0.0	0.0		0.0		0.0			
Control Delay (d), s/veh	74.1			256.1	10.2		104.8		55.2			
Level of Service (LOS)	F			F	B		F		E			
Approach Delay, s/veh / LOS	74.1	E		132.0	F		84.2	F		0.0		
Intersection Delay, s/veh / LOS	97.3						F					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.95	B	0.68	A	1.96	B	1.73	B
Bicycle LOS Score / LOS	1.82	B	1.93	B		F		

TURNING MOVEMENT VOLUME COUNTS

N/S STREET: Selvitz Rd
 FILENAME: Fort Pierce Commerce Ctr
 COUNT DATE: 4/21/2022
 REPORT DATE:

EW STREET: Edwards Rd
 County site

CONTROL: Signalized

DAY: Tuesday
 ANALYSIS YEAR: 2023 PM with project

0 ↓ 0 ↑

0 ↓ 0 ↑

↑ 0 ↓ 0

← 357 → 274

PM

← 763 → 884

↑ 0 ↓ 0

← 406 → 351

↑ 755 ↓ 757

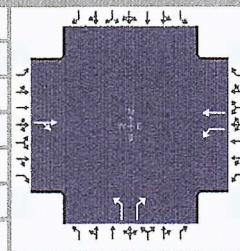
15 Min Period lanes	Northbound				Southbound				Eastbound				Westbound				ONE HOUR TOTAL SUM
	NBL	NBT	NBR	NBL	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL			
4:00-4:15	70	0	63	0	0	0	0	0	85	82	43	76	0	419			
4:15-4:30	84	0	46	0	0	0	0	99	72	72	61	70	0	432			
4:30-4:45	77	0	84	0	0	0	0	96	97	53	86	0	0	483			
4:45-5:00	78	0	78	0	0	0	0	104	105	49	92	0	0	506			
5:00-5:15	102	0	79	0	0	0	0	81	123	71	76	0	0	532			
5:15-5:30	95	0	60	0	0	0	0	92	106	86	76	0	0	485			
5:30-5:45	86	0	45	0	0	0	0	89	86	61	70	0	0	437			
5:45-6:00	91	0	48	0	0	0	0	89	83	51	75	0	0	437			

4:30 PM TO 5:30PM														
Volumes	352	0	301	0	0	0	0	373	431	239	330	0	0	2026
Season Factor	363	0	310	0	0	0	0	384	444	246	340	0	0	2087
Growth to 2021	383	0	310	0	0	0	0	384	444	246	340	0	0	2087
Growth to 2023	381	0	323	0	0	0	0	403	486	238	357	0	0	2190
In/Out	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Percentage	10%	0%	10%	0%	0%	0%	0%	10%	10%	10%	0%	0%	0%	0%
PROJECT	17	0	17	0	0	0	0	6	6	6	0	0	0	47
SUBPROJECTS	5%	0%	5%	0%	0%	0%	0%	0%	5%	5%	0%	0%	0%	0%
In/Out	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Volume	2	0	2	0	0	0	0	1	1	1	0	0	0	0
%	9.0%	0.0%	9.0%	0.0%	0.0%	0.0%	0.0%	9.0%	9.0%	9.0%	0.0%	0.0%	0.0%	0.0%
In/Out	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Volume	6	0	6	0	0	0	0	6	6	6	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%
In/Out	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0
%	3.0%	0.0%	3.0%	0.0%	0.0%	0.0%	0.0%	3.0%	3.0%	3.0%	0.0%	0.0%	0.0%	0.0%
In/Out	1	0	1	0	0	0	0	2	2	2	0	0	0	0
Volume	9	0	9	0	0	0	0	9	9	9	0	0	0	0
Subtotal	406	0	351	0	0	0	0	403	481	274	357	0	0	2237
Total														

	Trips In	Trips Out	Project
Arcoosa	21	34	
Wawa at Midway/Selvitz	62	62	
LTC Ranch	580	743	
Ravinia	77	44	
Total	63	172	

HCS Signalized Intersection Input Data

General Information				Intersection Information			
Agency	OREP			Duration, h	0.250		
Analyst	MM	Analysis Date	5/13/2022	Area Type	Other		
Jurisdiction	SLCO	Time Period	PM With Project	PHF	0.92		
Urban Street	Edwards Road	Analysis Year	2023	Analysis Period	1> 7:00		
Intersection	Edwards and Selvitz	File Name	Edwards and Selvitz PM with project 5.11.2022.xus				
Project Description	Ft. Pierce Commerce (Energy/Selvitz)						



Demand Information	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Demand (v), veh/h		403	481	274	357		406		351			

Signal Information				Signal Phases								
Cycle, s	112.1	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	50.0	15.0	29.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	4.0	4.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red	2.0	2.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

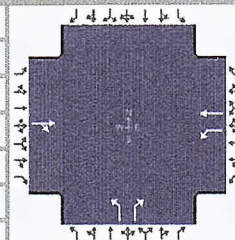
Traffic Information	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Demand (v), veh/h		403	481	274	357		406		351			
Initial Queue (Q _b), veh/h		0	0	0	0		0		0			
Base Saturation Flow Rate (s ₀), veh/h		1900	1900	1900	1900		1900		1900			
Parking (N _m), man/h		None			None				None			
Heavy Vehicles (P _{HV}), %		0		0	0		0		0			
Ped / Bike / RTOR, /h	0	0	0	0	0		0	0		0	0	
Buses (N _b), buses/h	0	0	0	0	0	0	0	0	0			
Arrival Type (AT)		3	3	3	3		3		3			
Upstream Filtering (I)		1.00	1.00	1.00	1.00		1.00		1.00			
Lane Width (W), ft		12.0		12.0	12.0		12.0		12.0			
Turn Bay Length, ft		0		0	0		0		0			
Grade (P _g), %		0			0			0			0	
Speed Limit, mi/h		35	35	35	35		35		35			

Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
	Maximum Green (G _{max}) or Phase Split, s		50.0	15.0	50.0		30.0	
Yellow Change Interval (Y), s		4.0	4.0	4.0		4.0		
Red Clearance Interval (R _c), s		2.0	2.0	2.0		2.0		
Minimum Green (G _{min}), s		15	7	15		10		
Start-Up Lost Time (I _t), s		2.0	2.0	2.0	2.0			
Extension of Effective Green (e), s		2.0	2.0	2.0	2.0			
Passage (PT), s		2.0	2.0	2.0		2.0		
Recall Mode		Min	Off	Min		Off		
Dual Entry		Yes	No	Yes		Yes		
Walk (Walk), s		0.0				0.0		0.0
Pedestrian Clearance Time (PC), s		0.0				0.0		0.0

Multimodal Information	EB			WB			NB			SB		
	85th % Speed	Rest in Walk	Corner Radius	85th % Speed	Rest in Walk	Corner Radius	85th % Speed	Rest in Walk	Corner Radius	85th % Speed	Rest in Walk	Corner Radius
85th % Speed / Rest in Walk / Corner Radius	0.0	No	25.0				0.0	No	25.0	0.0	No	25.0
Walkway / Crosswalk Width / Length, ft	9.0	12.0	0.0				9.0	12.0	0.0	9.0	12.0	0.0
Street Width / Island / Curb, ft	0.0	0	No	0.0		No	0.0	0	No		0	
Width Outside / Bike Lane / Shoulder, ft	12.0	5.0	2.0	12.0	5.0	2.0	12.0	5.0	2.0			
Pedestrian Signal / Occupied Parking	No		0.50			0.50	No		0.50	No		

HCS Signalized Intersection Intermediate Values

General Information				Intersection Information			
Agency	OREP			Duration, h	0.250		
Analyst	MM	Analysis Date	5/13/2022	Area Type	Other		
Jurisdiction	SLCO	Time Period	PM With Project	PHF	0.92		
Urban Street	Edwards Road	Analysis Year	2023	Analysis Period	1> 7:00		
Intersection	Edwards and Selvitz	File Name	Edwards and Selvitz PM with project 5.11.2022.xus				
Project Description	Ft. Pierce Commerce (Energy/Selvitz)						



Demand Information	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Demand (v), veh/h		403	481	274	357		406		351			

Signal Information																	
Cycle, s	112.1	Reference Phase	2														
Offset, s	0	Reference Point	End														
Uncoordinated	Yes	Simult. Gap E/W	On	Green	50.0	15.0	29.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	4.0	4.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
				Red	2.0	2.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

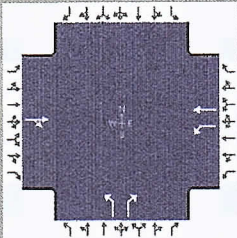
Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)												
Heavy Vehicles and Grade Factor (f_{HVg})												
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	0.000	0.000	0.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	0.000	0.000	0.000
Area Type Adjustment Factor (f_a)												
Lane Utilization Adjustment Factor (f_{LU})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Adjustment Factor (f_{LT})	1.000	0.911		0.952	0.000		0.952	0.000				
Right-Turn Adjustment Factor (f_{RT})		0.000	0.911		1.000	1.000		0.000	0.847			
Left-Turn Pedestrian Adjustment Factor (f_{LPb})	1.000			1.000			1.000					
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})			1.000			1.000			1.000			
Work Zone Adjustment Factor (f_{wz})												
DDI Factor (f_{DDI})												
Movement Saturation Flow Rate (s), veh/h	0	789	942	1810	1900	0	1810	0	1610			
Proportion of Vehicles Arriving on Green (P)	0.00	0.45	0.45	0.13	0.63	0.00	0.26	0.00	0.26	0.00	0.00	0.00
Incremental Delay Factor (k)		0.50		0.47	0.04		0.42		0.39			

Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)		6.0	6.0	6.0		4.0		
Green Ratio (g/C)		0.45	0.56	0.63		0.26		
Permitted Saturation Flow Rate (s_p), veh/h/ln		1011	594	0		1810		
Shared Saturation Flow Rate (s_{sh}), veh/h/ln		0						
Permitted Effective Green Time (g_p), s		0.0	48.0	0.0		0.0		
Permitted Service Time (g_u), s		0.0	0.0	0.0		0.0		
Permitted Queue Service Time (g_{ps}), s			0.0					
Time to First Blockage (g_f), s		50.0	0.0	0.0		0.0		
Queue Service Time Before Blockage (g_{fs}), s								
Protected Right Saturation Flow (s_R), veh/h/ln						0		
Protected Right Effective Green Time (g_R), s						0.0		

Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v	1.198	0.000	0.000	0.000	1.198	0.000	0.972	0.000
Pedestrian F_s / F_{delay}	0.000	0.150	0.000	0.081	0.000	0.161	0.000	0.161
Pedestrian M_{corner} / M_{cw}	0.00		0.00		0.00		0.00	
Bicycle c_b / d_b	267.57	42.06	1266.48	7.54		63.28	-89.19	61.17
Bicycle F_w / F_v	-3.64	1.59	-3.64	1.13	-3.64	Infinity	-3.64	

HCS Signalized Intersection Results Graphical Summary

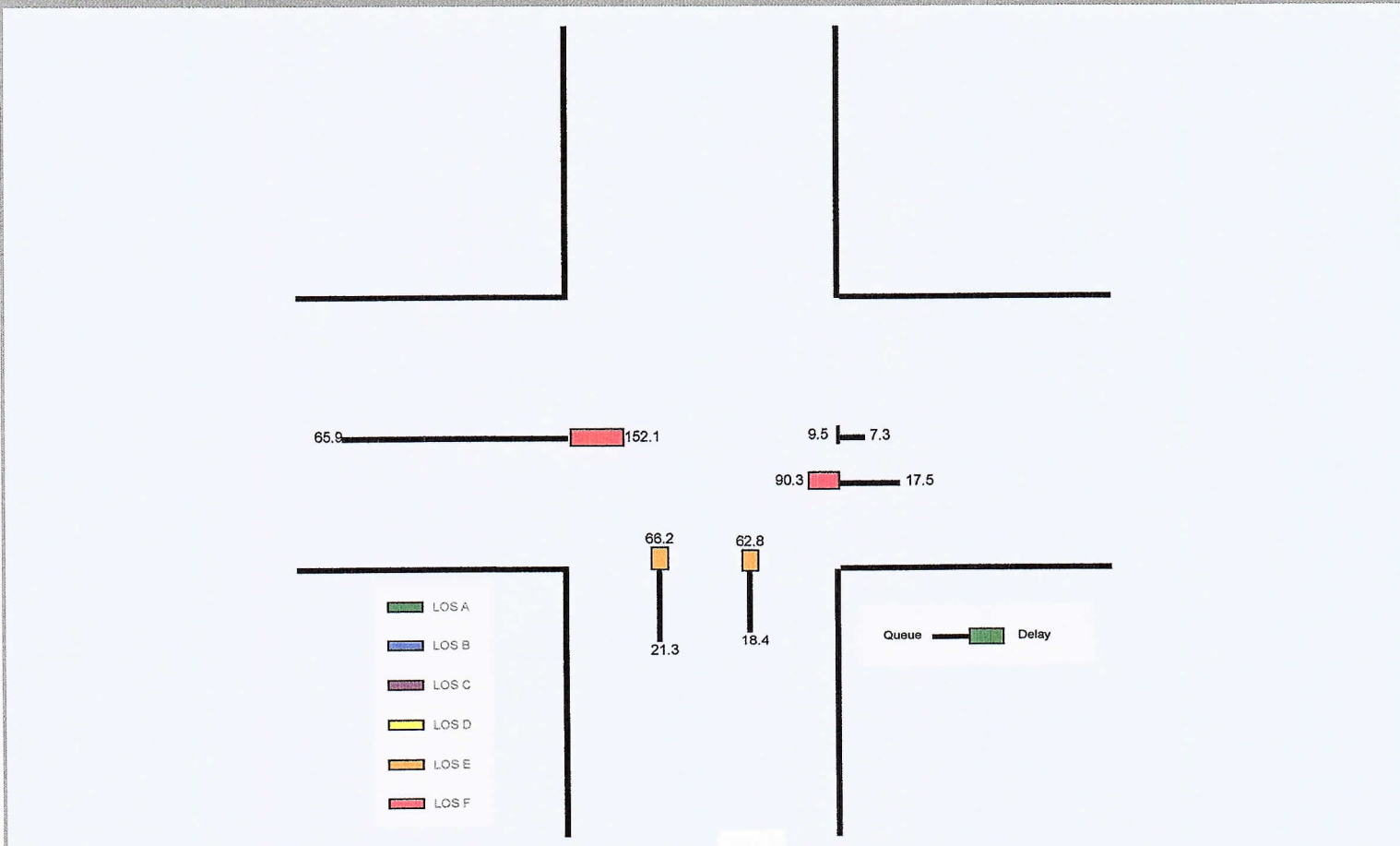
General Information				Intersection Information			
Agency	OREP			Duration, h	0.250		
Analyst	MM	Analysis Date	5/13/2022	Area Type	Other		
Jurisdiction	SLCO	Time Period	PM With Project	PHF	0.92		
Urban Street	Edwards Road	Analysis Year	2023	Analysis Period	1> 7:00		
Intersection	Edwards and Selvitz	File Name	Edwards and Selvitz PM with project 5.11.2022.xus				
Project Description	Ft. Pierce Commerce (Energy/Selvitz)						



Demand Information	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h		403	481	274	357		406		351			

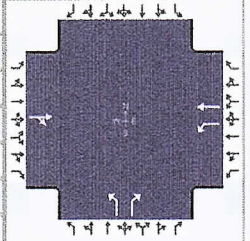
Signal Information				Signal Phases								
Cycle, s	112.1	Reference Phase	2									
Offset, s	0	Reference Point	End									
Uncoordinated	Yes	Simult. Gap E/W	On									
Force Mode	Fixed	Simult. Gap N/S	On									
Green	50.0	15.0	29.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	4.0	4.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red	2.0	2.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Movement Group Results	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (Q), ft/ln (95 th percentile)												
Back of Queue (Q), veh/ln (95 th percentile)		65.9		17.5	7.3		21.3		18.4			
Queue Storage Ratio (RQ) (95 th percentile)		0.00		0.00	0.00		0.00		0.00			
Control Delay (d), s/veh		152.1		90.3	9.5		66.2		62.8			
Level of Service (LOS)		F		F	A		E		E			
Approach Delay, s/veh / LOS	152.1		F	44.6		D	64.6		E	0.0		
Intersection Delay, s/veh / LOS	93.1						F					



HCS Signalized Intersection Results Summary

General Information				Intersection Information			
Agency	OREP			Duration, h	0.250		
Analyst	MM	Analysis Date	5/13/2022	Area Type	Other		
Jurisdiction	SLCO	Time Period	PM With Project	PHF	0.92		
Urban Street	Edwards Road	Analysis Year	2023	Analysis Period	1> 7:00		
Intersection	Edwards and Selvitz	File Name	Edwards and Selvitz PM with project 5.11.2022.xus				
Project Description	Ft. Pierce Commerce (Energy/Selvitz)						



Demand Information	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h		403	481	274	357		406		351			

Signal Information				Phase Diagram									
Cycle, s	112.1	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	50.0	15.0	29.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Yellow	4.0	4.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Red	2.0	2.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		2	1	6		8		
Case Number		8.4	1.0	4.0		9.0		
Phase Duration, s		56.0	21.0	77.0		35.1		
Change Period, (Y+R _c), s		6.0	6.0	6.0		6.0		
Max Allow Headway (MAH), s		3.2	3.1	3.1		3.2		
Queue Clearance Time (g _s), s		52.0	16.4	12.6		28.8		
Green Extension Time (g _e), s		0.0	0.0	1.3		0.4		
Phase Call Probability		1.00	1.00	1.00		1.00		
Max Out Probability		1.00	1.00	0.00		1.00		

Movement Group Results	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	2	12		1	6		3		18			
Adjusted Flow Rate (v), veh/h	961			298	388		441		382			
Adjusted Saturation Flow Rate (s), veh/h/ln	1731			1810	1900		1810		1610			
Queue Service Time (g _s), s	50.0			14.4	10.6		26.8		25.8			
Cycle Queue Clearance Time (g _c), s	50.0			14.4	10.6		26.8		25.8			
Green Ratio (g/C)	0.45			0.56	0.63		0.26		0.26			
Capacity (c), veh/h	772			306	1203		470		418			
Volume-to-Capacity Ratio (X)	1.245			0.972	0.323		0.939		0.912			
Back of Queue (Q), ft/ln (95 th percentile)												
Back of Queue (Q), veh/ln (95 th percentile)	65.9			17.5	7.3		21.3		18.4			
Queue Storage Ratio (RQ) (95 th percentile)	0.00			0.00	0.00		0.00		0.00			
Uniform Delay (d ₁), s/veh	31.1			46.7	9.5		40.6		40.3			
Incremental Delay (d ₂), s/veh	121.1			43.6	0.1		25.6		22.5			
Initial Queue Delay (d ₃), s/veh	0.0			0.0	0.0		0.0		0.0			
Control Delay (d), s/veh	152.1			90.3	9.5		66.2		62.8			
Level of Service (LOS)	F			F	A		E		E			
Approach Delay, s/veh / LOS	152.1	F		44.6	D		64.6	E		0.0		
Intersection Delay, s/veh / LOS	93.1						F					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.95	B	0.68	A	1.96	B	1.73	B
Bicycle LOS Score / LOS	2.07	B	1.62	B		F		

St. Lucie County



MOVING TRAFFIC FORWARD

00012 - EDWARDS RD @ SELVITZ RD - - Econolite Type - Cobalt

Controller Timing Plan (MM) 2-1

Ø in use

Plan 1 - ""

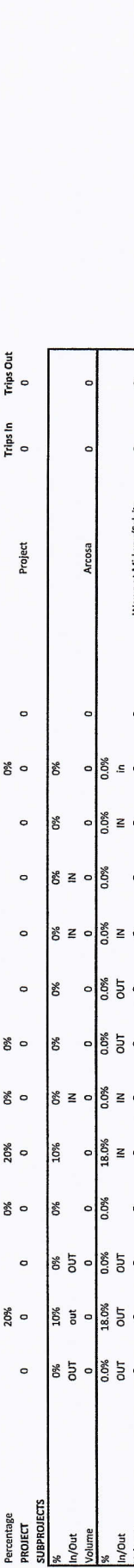
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Direction	N	E-T	N	N-T	E-L	W-T	N-L	N-T	N	N	N	N	N	N	N	N
Min Green	0	15	0	10	7	15	0	0	5	5	5	5	5	5	5	5
Bk Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CS Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	0	0	0	0	0	0	0	0	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	0	0	0	0	0	0	0	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	0.0	5.0	0.0	7.0	5.0	5.0	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	0	50	0	35	15	50	0	0	35	35	35	35	35	35	35	35
Max2	0	0	0	0	0	0	0	0	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	0.0	4.0	0.0	4.0	4.0	4.0	0.0	0.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Red Clear	0.0	2.0	0.0	2.0	2.0	2.0	0.0	0.0	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	0.0	2.0	0.0	2.0	0.0	0.0	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

TURNING MOVEMENT VOLUME COUNTS

N/S STREET: Selvitz Rd
 FILENAME: Fort Pierce Commerce Ctr
 COUNT DATE: 4/14/2022
 REPORT DATE:
 DAY: Tuesday
 ANALYSIS YEAR: Existing
 COUNTY: SLCO
 CONTROL: Signalized
 EW STREET: Gladys Cur off

15 Min Period	Northbound			Southbound			Eastbound			Westbound			ONE HOUR SUM	
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR		TOTAL
7:00-7:15	12	87	0	0	57	36	40	0	12	0	0	0	244	1219
7:15-7:30	15	84	0	0	76	57	40	0	14	0	0	0	286	1368
7:30-7:45	18	121	0	0	72	46	37	0	20	0	0	0	314	1460
7:45-8:00	21	114	0	0	90	73	55	0	22	0	0	0	375	1496
8:00-8:15	14	128	0	0	83	83	66	0	19	0	0	0	393	1457
8:15-8:30	10	102	0	0	88	78	83	0	17	0	0	0	378	
8:30-8:45	6	124	0	0	84	43	81	0	12	0	0	0	350	
8:45-9:00	9	109	0	0	103	46	60	0	9	0	0	0	336	

AM PEAK HOUR IS FROM: 7:45AM TO 8:45AM
 Volumes: 51 468 0 0 345 277 285 0 70 0 0 0 0 1496
 Season Factor: 52 477 0 0 352 283 291 0 71 0 0 0 0 1526
 Growth to 2023: 52 477 0 0 352 283 291 0 71 0 0 0 0 1526
 In/Out: 20% 20% 0% 20% 0% 0% 0% 0% 0% 0% 0% 0% 0%
 PROJECT: 0 0 0 0 0 0 0 0 0 0 0 0 0
 SUBPROJECTS: 0% 10% 0% 0% 10% 0% 0% 0% 0% 0% 0% 0% 0%
 In/Out: 0 0 0 0 0 0 0 0 0 0 0 0 0
 Volume: 0 0 0 0 0 0 0 0 0 0 0 0 0
 %: 0.0% 18.0% 0.0% 0.0% 18.0% 0.0% 0.0% 0.0% 0.0% 0.0% 0.0% 0.0%
 In/Out: 0 0 0 0 0 0 0 0 0 0 0 0 0
 Volume: 0 0 0 0 0 0 0 0 0 0 0 0 0
 %: 0.0% 0.0% 0.0% 0.0% 0.0% 0.0% 0.0% 0.0% 0.0% 0.0% 0.0% 0.0%
 In/Out: 0 0 0 0 0 0 0 0 0 0 0 0 0
 Volume: 0 0 0 0 0 0 0 0 0 0 0 0 0
 %: 0.0% 0.0% 0.0% 0.0% 0.0% 0.0% 0.0% 0.0% 0.0% 0.0% 0.0% 0.0%
 In/Out: 0 0 0 0 0 0 0 0 0 0 0 0 0
 Volume: 0 0 0 0 0 0 0 0 0 0 0 0 0
 %: 0.0% 0.0% 0.0% 0.0% 0.0% 0.0% 0.0% 0.0% 0.0% 0.0% 0.0% 0.0%
 Subtotal: 52 477 0 0 352 283 291 0 71 0 0 0 0 1526
 Total: 52 477 0 0 352 283 291 0 71 0 0 0 0 1526



HCS Two-Way Stop-Control Report

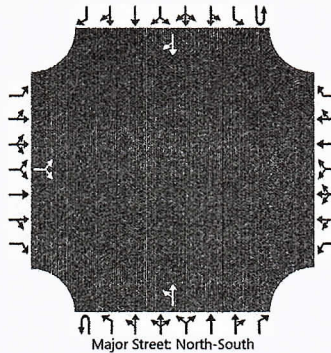
General Information

Analyst	MM
Agency/Co.	O'REP
Date Performed	5/13/2022
Analysis Year	2022
Time Analyzed	AM Peak Hour
Intersection Orientation	North-South
Project Description	Ft Pierce CC (Energy/Selvitz)

Site Information

Intersection	Glades Cut Off and Selvitz
Jurisdiction	St Lucie County
East/West Street	Glades Cut Off
North/South Street	Selvitz
Peak Hour Factor	0.95
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound				
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	
Movement																	
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6	
Number of Lanes		0	1	0		0	0	0	0	0	1	0	0	0	1	0	
Configuration			LR							LT						TR	
Volume (veh/h)		291		71						52	477				352	283	
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							

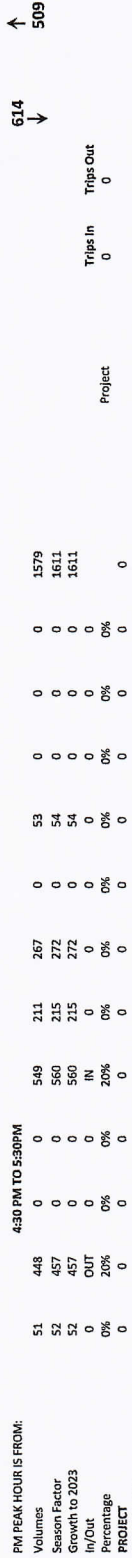
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			381							55							
Capacity, c (veh/h)			234							917							
v/c Ratio			1.63							0.06							
95% Queue Length, Q ₉₅ (veh)			24.2							0.2							
Control Delay (s/veh)			337.5							9.2	0.8						
Level of Service (LOS)			F							A	A						
Approach Delay (s/veh)		337.5								1.6							
Approach LOS		F								A							

TURNING MOVEMENT VOLUME COUNTS

N/S STREET: Selvitz Rd
 FILENAME: Fort Pierce Commerce Ctr
 COUNTY DATE: 4/14/2022
 REPORT DATE: 4/14/2022
 DAY: Tuesday
 ANALYSIS YEAR: Existing
 CONTROL: Signalized
 EW STREET: Glades Cut off
 County: sico

15 Min Period	Northbound			Southbound			Eastbound			Westbound			ONE HOUR SUM	
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR		TOTAL
4:00-4:15	12	93	0	0	91	56	53	0	14	0	0	0	319	1346
4:15-4:30	8	60	0	0	96	45	58	0	18	0	0	0	285	1477
4:30-4:45	8	106	0	0	121	57	70	0	14	0	0	0	376	1579
4:45-5:00	18	108	0	0	128	47	53	0	12	0	0	0	366	1543
5:00-5:15	15	120	0	0	159	60	80	0	16	0	0	0	450	1488
5:15-5:30	10	114	0	0	141	47	64	0	11	0	0	0	387	
5:30-5:45	9	98	0	0	123	44	53	0	13	0	0	0	340	
5:45-6:00	12	101	0	0	110	29	60	0	9	0	0	0	321	



Project	Trips In	Trips Out
Arcosa	0	0
Wawa at Midway/Selvitz	0	0
LTC Ranch	0	0
Ravinia	0	0
Subtotal	0	0
Total	52	457

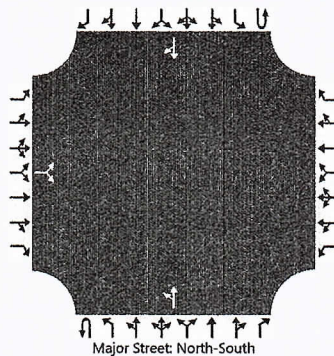
PM PEAK HOUR IS FROM: 4:30 PM TO 5:30 PM

Category	In/Out	Volume	%
Volumes	51	448	0%
Season Factor	52	457	0%
Growth to 2023	52	457	0%
In/Out	0	0	0%
Percentage	0%	20%	0%
PROJECT	0	0	0%
SUBPROJECTS	0	0	0%
%	0%	10%	0%
In/Out	0	0	0%
Volume	0	0	0%
%	0.0%	18.0%	0.0%
In/Out	0	0	0%
Volume	0	0	0%
%	0.0%	0.0%	0.0%
In/Out	0	0	0%
Volume	0	0	0%
%	0.0%	6.0%	0.0%
In/Out	0	0	0%
Volume	0	0	0%
Subtotal	0	0	0%
Total	52	457	0%

HCS Two-Way Stop-Control Report

General Information				Site Information			
Analyst	MM	Intersection	Glades Cut Off and Selvitz				
Agency/Co.	O'REP	Jurisdiction	St Lucie County				
Date Performed	5/13/2022	East/West Street	Glades Cut Off				
Analysis Year	2022	North/South Street	Selvitz				
Time Analyzed	PM Peak Hour	Peak Hour Factor	0.95				
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25				
Project Description	Ft Plerce CC (Energy/Selvitz)						

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound				
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	
Movement																	
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6	
Number of Lanes		0	1	0		0	0	0		0	1	0		0	1	0	
Configuration			LR							LT						TR	
Volume (veh/h)		272		54						52	457				560	215	
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)		343							55								
Capacity, c (veh/h)		181							807								
v/c Ratio		1.90							0.07								
95% Queue Length, Q ₉₅ (veh)		25.3							0.2								
Control Delay (s/veh)		466.3							9.8	0.9							
Level of Service (LOS)		F							A	A							
Approach Delay (s/veh)		466.3								1.8							
Approach LOS		F								A							

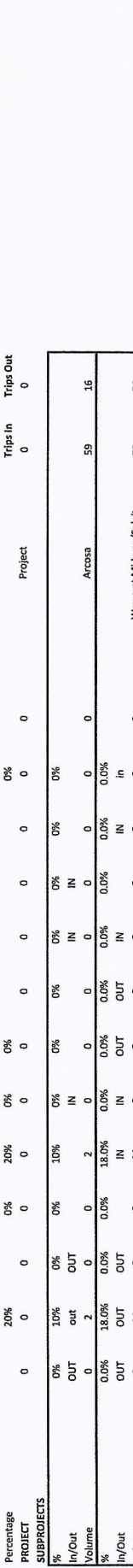
TURNING MOVEMENT VOLUME COUNTS

N/S STREET: Schwitz Rd
 FILENAME: Fort Pierce Commerce Ctr
 COUNTY: St. Lucie
 COUNTY DATE: 4/14/2022
 REPORT DATE:

E/W STREET: Glades Cut off
 CONTROL: Signalized
 DAY: Tuesday
 ANALYSIS YEAR: 2023 AM without project

15 Min Period	Northbound			Southbound			Eastbound			Westbound			ONE HOUR SUM	
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR		TOTAL
7:00-7:15	12	87	0	0	57	36	40	0	12	0	0	0	244	1219
7:15-7:30	15	84	0	0	76	57	40	0	14	0	0	0	286	1368
7:30-7:45	18	121	0	0	72	46	37	0	20	0	0	0	314	1460
7:45-8:00	21	114	0	0	90	73	55	0	22	0	0	0	375	1496
8:00-8:15	14	128	0	0	83	83	66	0	19	0	0	0	393	1457
8:15-8:30	10	102	0	0	88	78	83	0	17	0	0	0	378	
8:30-8:45	6	124	0	0	84	43	81	0	12	0	0	0	350	
8:45-9:00	9	109	0	0	103	46	60	0	9	0	0	0	356	

AM PEAK HOUR IS FROM: 7:45AM TO 8:45AM
 Volumes: 51 468 0 0 345 277 285 0 70 0 0 0 0 1496
 Season Factor: 52 477 0 0 352 283 291 0 71 0 0 0 0 1526
 Growth to 2023: 55 501 0 0 369 297 305 0 75 0 0 0 0 1601
 In/Out: 0 0 0 0 0 0 0 0 0 0 0 0 0 0
 Percentage: 20% 20% 0% 20% 0% 0%
 PROJECT: 0 0 0 0 0 0 0 0 0 0 0 0 0 0
 SUBPROJECTS: 0 0 0 0 0 0 0 0 0 0 0 0 0 0
 % In/Out: 0% 10% 0% 0% 10% 0% 0% 0% 0% 0% 0% 0% 0% 0%
 Volume: 0 2 0 0 2 0 0 0 0 0 0 0 0 0
 % In/Out: 0.0% 18.0% 0.0% 0.0% 18.0% 0.0% 0.0% 0.0% 0.0% 0.0% 0.0% 0.0% 0.0%
 Volume: 0 14 0 0 14 0 0 0 0 0 0 0 0 0
 % In/Out: 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%
 Volume: 0 0 0 0 0 0 0 0 0 0 0 0 0 0
 % In/Out: 0.0% 6.0% 0.0% 0.0% 6.0% 0.0% 0.0% 0.0% 0.0% 0.0% 0.0% 0.0% 0.0%
 Volume: 0 4 0 0 1 0 0 0 0 0 0 0 0 0
 Subtotal: 0 19 0 0 17 0 0 0 0 0 0 0 0 0
 Total: 55 520 0 0 386 297 305 0 75 0 0 0 0 1601



HCS Two-Way Stop-Control Report

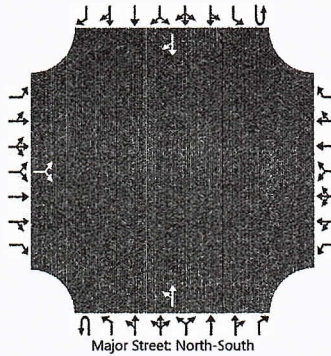
General Information

Analyst	MM
Agency/Co.	O'REP
Date Performed	5/13/2022
Analysis Year	2022
Time Analyzed	AM Peak Hour-W/O Project
Intersection Orientation	North-South
Project Description	Ft Pierce CC (Energy/Selvitz) - Without Project

Site Information

Intersection	Glades Cut Off and Selvitz
Jurisdiction	St Lucie County
East/West Street	Glades Cut Off
North/South Street	Selvitz
Peak Hour Factor	0.95
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound				
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	
Movement																	
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6	
Number of Lanes		0	1	0		0	0	0		0	1	0		0	1	0	
Configuration			LR							LT						TR	
Volume (veh/h)		305		75						55	520				386	297	
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)			400							58						
Capacity, c (veh/h)			204							878						
v/c Ratio			1.96							0.07						
95% Queue Length, Q ₉₅ (veh)			29.5							0.2						
Control Delay (s/veh)			486.6							9.4	0.9					
Level of Service (LOS)			F							A	A					
Approach Delay (s/veh)		486.6									1.7					
Approach LOS		F									A					

HCS Two-Way Stop-Control Report

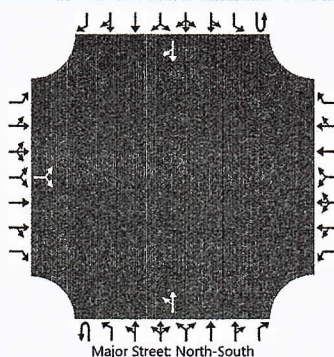
General Information

Analyst	MM
Agency/Co.	O'REP
Date Performed	5/13/2022
Analysis Year	2022
Time Analyzed	PM Peak Hour-W/O Project
Intersection Orientation	North-South
Project Description	Ft Pierce CC (Energy/Selvitz) - Without Project

Site Information

Intersection	Glades Cut Off and Selvitz
Jurisdiction	St Lucie County
East/West Street	Glades Cut Off
North/South Street	Selvitz
Peak Hour Factor	0.95
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound				
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	
Movement																	
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6	
Number of Lanes		0	1	0		0	0	0	0	0	1	0	0	0	1	0	
Configuration			LR							LT						TR	
Volume (veh/h)		286		57						55	499				605	226	
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

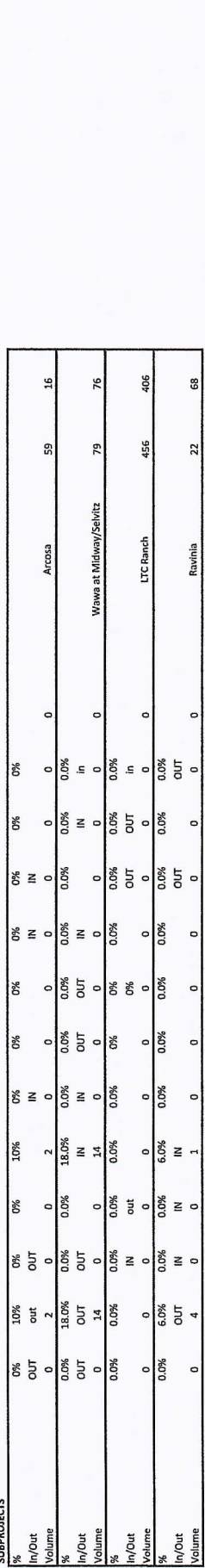
Flow Rate, v (veh/h)		361								58						
Capacity, c (veh/h)		155								767						
v/c Ratio		2.33								0.08						
95% Queue Length, Q ₉₅ (veh)		30.2								0.2						
Control Delay (s/veh)		663.7							10.1	1.1						
Level of Service (LOS)		F							B	A						
Approach Delay (s/veh)	663.7								2.0							
Approach LOS	F								A							

TURNING MOVEMENT VOLUME COUNTS

N/S STREET: Selvitiz Rd
 FILENAME: Fort Pierce Commerce Ctr
 COUNTY DATE: 4/14/2022
 REPORT DATE: 4/14/2022
 DAY: Tuesday
 ANALYSIS YEAR: 2023 AM with project
 CONTROL: Signalized
 ENV STREET: Gladys Cut off
 County S/Cs

15 Min Period	Northbound			Southbound			Eastbound			Westbound			ONE HOUR SUM	
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR		TOTAL
7:00-7:15	12	87	0	0	57	36	40	0	12	0	0	0	244	1219
7:15-7:30	15	84	0	0	76	57	40	0	14	0	0	0	285	1368
7:30-7:45	18	121	0	0	72	46	37	0	20	0	0	0	314	1460
7:45-8:00	21	114	0	0	90	73	55	0	22	0	0	0	375	1496
8:00-8:15	14	128	0	0	83	83	66	0	19	0	0	0	393	1457
8:15-8:30	10	102	0	0	88	78	83	0	17	0	0	0	378	
8:30-8:45	6	124	0	0	84	43	81	0	12	0	0	0	350	
8:45-9:00	9	109	0	0	103	46	60	0	9	0	0	0	336	

AM PEAK HOUR IS FROM: 7:45AM TO 8:45AM
 Volumes: 51 468 0 0 345 277 285 0 70 0 0 0 0 1496
 Season Factor: 52 477 0 0 352 263 291 0 71 0 0 0 0 1526
 Growth to 2023: 55 501 0 0 369 297 305 0 75 0 0 0 0 1601
 In/Out: 20% 0% 0% 0% 20% 0% 0%
 Percentage: 0 10 0 0 35 0 0 0 0 0 0 0 0 45
 PROJECT: 0 10 0 0 35 0 0 0 0 0 0 0 0 45
 SUBPROJECTS: 0% 10% 0% 0% 10% 0% 0% 0% 0% 0% 0% 0% 0% 0%
 In/Out: 0 2 0 0 2 0 0 0 0 0 0 0 0 0 0
 Volume: 0.0% 18.0% 0.0% 0.0% 0.0% 0.0% 0.0% 0.0% 0.0% 0.0% 0.0% 0.0% 0.0%
 In/Out: 0 14 0 0 14 0 0 0 0 0 0 0 0 0
 Volume: 0.0% 0.0% 0.0% 0.0% 0.0% 0.0% 0.0% 0.0% 0.0% 0.0% 0.0% 0.0% 0.0%
 In/Out: 0 0 0 0 0 0 0 0 0 0 0 0 0 0
 Volume: 0.0% 6.0% 0.0% 0.0% 6.0% 0.0% 0.0% 0.0% 0.0% 0.0% 0.0% 0.0% 0.0%
 In/Out: 0 4 0 0 1 0 0 0 0 0 0 0 0 0
 Volume: 0 19 0 0 17 0 0 0 0 0 0 0 0 0
 Subtotal: 55 530 0 0 421 297 305 0 75 0 0 0 0 1646
 Total: 55 530 0 0 421 297 305 0 75 0 0 0 0 1646



HCS Two-Way Stop-Control Report

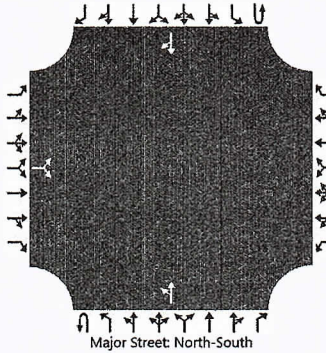
General Information

Analyst	MM
Agency/Co.	O'REP
Date Performed	5/13/2022
Analysis Year	2022
Time Analyzed	AM Peak Hour-With Project
Intersection Orientation	North-South
Project Description	Ft Plerce CC (Energy/Selvitz) - With Project

Site Information

Intersection	Glades Cut Off and Selvitz
Jurisdiction	St Lucie County
East/West Street	Glades Cut Off
North/South Street	Selvitz
Peak Hour Factor	0.95
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound				
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	
Movement																	
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6	
Number of Lanes		0	1	0		0	0	0	0	0	1	0	0	0	1	0	
Configuration			LR							LT						TR	
Volume (veh/h)		305		75						55	530				421	297	
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)		400								58							
Capacity, c (veh/h)		191								850							
v/c Ratio		2.10								0.07							
95% Queue Length, Q ₉₅ (veh)		31.0								0.2							
Control Delay (s/veh)		550.8							9.5	0.9							
Level of Service (LOS)		F							A	A							
Approach Delay (s/veh)		550.8								1.8							
Approach LOS		F								A							

TURNING MOVEMENT VOLUME COUNTS

N/S STREET: Selwitz Rd
 FILENAME: Fort Pierce Commerce Ctr
 COUNT DATE: 4/14/2022
 REPORT DATE:

EW STREET: Glades Cut off
 CONTROL: Signalized
 County sico

DAY: Tuesday
 ANALYSIS YEAR: 2023 PM with project

15 Min Period lanes	Northbound			Southbound			Eastbound			Westbound			ONE HOUR SUM
	NBL	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL	
4:00-4:15	93	0	0	91	56	53	0	14	0	0	0	319	1346
4:15-4:30	8	60	0	96	45	58	0	18	0	0	0	285	1477
4:30-4:45	8	106	0	121	57	70	0	14	0	0	0	376	1579
4:45-5:00	18	108	0	128	47	53	0	12	0	0	0	366	1543
5:00-5:15	15	120	0	159	60	80	0	16	0	0	0	450	1498
5:15-5:30	10	114	0	141	47	64	0	11	0	0	0	387	
5:30-5:45	9	98	0	123	44	53	0	13	0	0	0	340	
5:45-6:00	12	101	0	110	29	60	0	9	0	0	0	321	

843 ↓ ↑ 819

226 ← 617 ↓

PM

← 280 → 286 ↓ 0 → 57

← 343 →

↑ 0 ← 0 ↓ 0

↑ 0 ← 0 ↓ 0

↑ 0 ← 0 ↓ 0

↑ 0 ← 0 ↓ 0

↑ 0 ← 0 ↓ 0

674 ↓ ↑ 588

Trips In 63 Project Trips Out 172

4:30 PM TO 5:30 PM

Category	In/Out	Volume	%	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT
Volumes	448	0	0%	549	211	267	0	53	0	0	0	0	0	0	0	1579	0
Season Factor	457	0	0%	560	215	272	0	54	0	0	0	0	0	0	0	1611	0
Growth to 2023	460	0	0%	588	226	286	0	57	0	0	0	0	0	0	0	1690	0
In/Out	0	0	0%	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT
Percentage	0%	20%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PROJECT	0	34	0%	0	13	0	0	0	0	0	0	0	0	0	0	47	0
SUBPROJECTS	0%	10%	0%	10%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
In/Out	0	0	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Volume	2	0	0%	2	0	0	0	0	0	0	0	0	0	0	0	0	0
%	0.0%	18.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
In/Out	0	0	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Volume	14	0	0%	14	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%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
In/Out	0	0	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Volume	0	0	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0
%	0.0%	6.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
In/Out	0	0	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Volume	4	0	0%	1	0	0	0	0	0	0	0	0	0	0	0	0	0
Subtotal	0	19	0%	17	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	55	533	0%	617	226	286	0	57	0	0	0	0	0	0	0	1737	0

HCS Two-Way Stop-Control Report

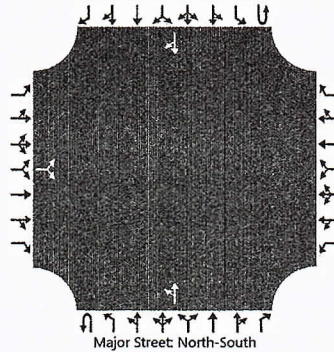
General Information

Analyst	MM
Agency/Co.	O'REP
Date Performed	5/13/2022
Analysis Year	2022
Time Analyzed	PM Peak Hour-With Project
Intersection Orientation	North-South
Project Description	Ft Plerce CC (Energy/Selvitz) - With Project

Site Information

Intersection	Glades Cut Off and Selvitz
Jurisdiction	St Lucie County
East/West Street	Glades Cut Off
North/South Street	Selvitz
Peak Hour Factor	0.95
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound					
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R		
Movement																		
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6		
Number of Lanes		0	1	0		0	0	0	0	0	1	0	0	0	1	0		
Configuration			LR							LT							TR	
Volume (veh/h)		286		57						55	533					617	226	
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							

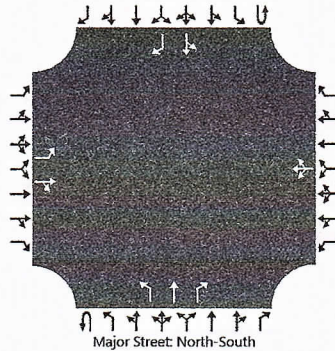
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			361							58							
Capacity, c (veh/h)			145							759							
v/c Ratio			2.49							0.08							
95% Queue Length, Q ₉₅ (veh)			31.4							0.2							
Control Delay (s/veh)			741.7							10.1	1.1						
Level of Service (LOS)			F							B	A						
Approach Delay (s/veh)		741.7								2.0							
Approach LOS		F								A							

HCS7 Two-Way Stop-Control Report

General Information				Site Information			
Analyst	SOR			Intersection	Energy and Selvitz		
Agency/Co.	OREP			Jurisdiction	Stuart		
Date Performed	12/7/2021			East/West Street	Energy Lane		
Analysis Year	2023			North/South Street	Selvitz		
Time Analyzed	AM			Peak Hour Factor	0.92		
Intersection Orientation	North-South			Analysis Time Period (hrs)	0.25		
Project Description	Ft. Pierce Commerce Ctr.						

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound				
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6	
Number of Lanes		1	1	0		0	1	0		0	1	1	1	0	0	1	1
Configuration		L		TR			LTR			L	T	R			LT		R
Volume (veh/h)		18	0	39		0	0	0		131	602	0		0	395	61	
Percent Heavy Vehicles (%)		10	10	10		3	3	3		3				3			
Proportion Time Blocked																	
Percent Grade (%)		0				0											
Right Turn Channelized										No				No			
Median Type Storage		Left Only								1							

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)		7.20	6.60	6.30		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)		3.59	4.09	3.39		3.53	4.03	3.33		2.23				2.23		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		20		42		0				142				0			
Capacity, c (veh/h)		206		609						1063				928			
v/c Ratio		0.09		0.07						0.13				0.00			
95% Queue Length, Q ₉₅ (veh)		0.3		0.2						0.5				0.0			
Control Delay (s/veh)		24.3		11.4						8.9				8.9			
Level of Service (LOS)		C		B						A				A			
Approach Delay (s/veh)		15.4								1.6				0.0			
Approach LOS		C															

HCS7 Two-Way Stop-Control Report

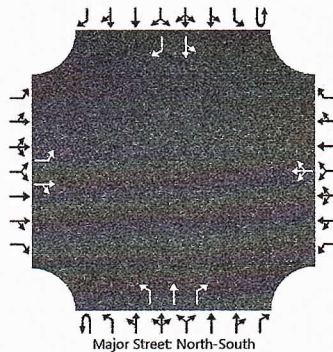
General Information

Analyst	SOR
Agency/Co.	OREP
Date Performed	12/7/2021
Analysis Year	2023
Time Analyzed	PM
Intersection Orientation	North-South
Project Description	Ft. Pierce Commerce Ctr.

Site Information

Intersection	Energy and Selvitz
Jurisdiction	Stuart
East/West Street	Energy Lane
North/South Street	Selvitz
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement																
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		1	1	0		0	1	0		0	1	1		0	0	1
Configuration		L		TR			LTR			L	T	R		LT		R
Volume (veh/h)		61	0	130		0	0	0		49	395	0		0	406	24
Percent Heavy Vehicles (%)		10	10	10		3	3	3		3				3		
Proportion Time Blocked																
Percent Grade (%)		0				0										
Right Turn Channelized										No				No		
Median Type Storage		Left Only								1						

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)		7.20	6.60	6.30		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)		3.59	4.09	3.39		3.53	4.03	3.33		2.23				2.23		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		66		141				0		53				0		
Capacity, c (veh/h)		339		600						1089				1125		
v/c Ratio		0.20		0.24						0.05				0.00		
95% Queue Length, Q ₉₅ (veh)		0.7		0.9						0.2				0.0		
Control Delay (s/veh)		18.2		12.8						8.5				8.2		
Level of Service (LOS)		C		B						A				A		
Approach Delay (s/veh)		14.6								0.9				0.0		
Approach LOS		B														

2019 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
 CATEGORY: 9401 CEN.-W OF US1 TO I95

WEEK	DATES	SF	MOCF: 0.94 PSCF
1	01/01/2019 - 01/05/2019	1.01	1.07
2	01/06/2019 - 01/12/2019	0.99	1.05
3	01/13/2019 - 01/19/2019	0.96	1.02
* 4	01/20/2019 - 01/26/2019	0.95	1.01
* 5	01/27/2019 - 02/02/2019	0.94	1.00
* 6	02/03/2019 - 02/09/2019	0.93	0.99
* 7	02/10/2019 - 02/16/2019	0.92	0.98
* 8	02/17/2019 - 02/23/2019	0.92	0.98
* 9	02/24/2019 - 03/02/2019	0.93	0.99
*10	03/03/2019 - 03/09/2019	0.93	0.99
*11	03/10/2019 - 03/16/2019	0.93	0.99
*12	03/17/2019 - 03/23/2019	0.94	1.00
*13	03/24/2019 - 03/30/2019	0.94	1.00
*14	03/31/2019 - 04/06/2019	0.95	1.01
*15	04/07/2019 - 04/13/2019	0.95	1.01
*16	04/14/2019 - 04/20/2019	0.96	1.02
17	04/21/2019 - 04/27/2019	0.97	1.03
18	04/28/2019 - 05/04/2019	0.98	1.04
19	05/05/2019 - 05/11/2019	0.99	1.05
20	05/12/2019 - 05/18/2019	1.00	1.06
21	05/19/2019 - 05/25/2019	1.01	1.07
22	05/26/2019 - 06/01/2019	1.02	1.09
23	06/02/2019 - 06/08/2019	1.02	1.09
24	06/09/2019 - 06/15/2019	1.03	1.10
25	06/16/2019 - 06/22/2019	1.04	1.11
26	06/23/2019 - 06/29/2019	1.05	1.12
27	06/30/2019 - 07/06/2019	1.05	1.12
28	07/07/2019 - 07/13/2019	1.06	1.13
29	07/14/2019 - 07/20/2019	1.07	1.14
30	07/21/2019 - 07/27/2019	1.06	1.13
31	07/28/2019 - 08/03/2019	1.06	1.13
32	08/04/2019 - 08/10/2019	1.05	1.12
33	08/11/2019 - 08/17/2019	1.04	1.11
34	08/18/2019 - 08/24/2019	1.05	1.12
35	08/25/2019 - 08/31/2019	1.07	1.14
36	09/01/2019 - 09/07/2019	1.08	1.15
37	09/08/2019 - 09/14/2019	1.10	1.17
38	09/15/2019 - 09/21/2019	1.11	1.18
39	09/22/2019 - 09/28/2019	1.09	1.16
40	09/29/2019 - 10/05/2019	1.07	1.14
41	10/06/2019 - 10/12/2019	1.04	1.11
42	10/13/2019 - 10/19/2019	1.02	1.09
43	10/20/2019 - 10/26/2019	1.02	1.09
44	10/27/2019 - 11/02/2019	1.02	1.09
45	11/03/2019 - 11/09/2019	1.01	1.07
46	11/10/2019 - 11/16/2019	1.01	1.07
47	11/17/2019 - 11/23/2019	1.01	1.07
48	11/24/2019 - 11/30/2019	1.01	1.07
49	12/01/2019 - 12/07/2019	1.01	1.07
50	12/08/2019 - 12/14/2019	1.01	1.07
51	12/15/2019 - 12/21/2019	1.01	1.07
52	12/22/2019 - 12/28/2019	0.99	1.05
53	12/29/2019 - 12/31/2019	0.96	1.02



* PEAK SEASON

14-FEB-2020 15:39:28

830UPD

4_9401_PKSEASON.TXT

St. Lucie County - Planned/Needed Roadway Widening Projects (Impact Fees)

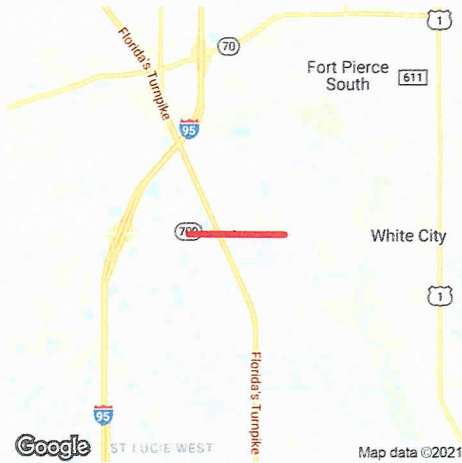
Roadway	From	To	FY20-21	FY21-22	FY22-23	FY23-24	FY24-25	FY25-26
Bell Avenue Sidewalk	South 25th Street	Sunrise Boulevard			\$200,000			
Glades Cut-Off Road	Range Line Road	Selvitz Road		\$4,500,000				
Jenkins Road - PD&E Study TRIP Grant Obligation	Orange Avenue	Midway Road				\$600,000		
Jenkins Road Design/ROW Construction*	Glades Cut-Off Road	Midway Road	\$2,000,000	\$5,000,000	\$5,000,000			
Lennard Road ROW (ERD Parcel)			\$350,000					
Midway Road	Glades Cut-Off Road	Jenkins Road						
Midway Road TRIP Match CIGP Match	Jenkins Road	Selvitz Road					\$1,250,000 \$1,000,000	
North County Connector Roadway	Florida's Turnpike	King's Highway						
Oleander Avenue Vision Study	Edwards Road	Midway Road	\$550,000					
Oleander Avenue Sidewalk	Midway Road	South Market Avenue	\$350,000					
Oleander Avenue Sidewalk	South Market Avenue	Edwards Road				\$450,000		
Selvitz Road Widening Design ROW/Mitigation Construction*	Edwards Road	Glades Cut-Off Road	\$1,000,000	\$2,000,000 \$5,000,000	\$5,000,000			
St. Lucie West/Peacock Blvd Intersection Construction - SB Right to WB Thru Construction - Add 3rd EB to NB LT Lane Add 2nd WB RT Lane, Add NB through Lane						\$500,000		\$1,000,000
Turnpike Interchange at Midway Road				\$3,500,000				

* Estimated Construction Costs for Budgeting Purposes Only

Construction Costs will be Updated During the Design Process

\$4,250,000 \$20,000,000 \$10,200,000 \$1,550,000 \$2,250,000 \$1,000,000

MIDWAY RD FROM GLADES CUT OFF RD TO SELVITZ RD
2314403 Non-SIS



Project Description: ADD LANES & RECONSTRUCT

Extra Description: 2021 TPO PRIORITY #2 WIDENING FROM 2 TO 4 LANES LFA WITH ST. LUCIE COUNTY FOR PD&E AND DESIGN CK #09828620 RECD FROM ST. LUCIE CO. BCC FOR 1.65M ON 10/7/14 FOR PD&E. THIS IS A CAT2 CHECK RECD 1/25/2017 FROM ST. LUCIE CO. \$2,108,000 PH32/37

Lead Agency: MANAGED BY FDOT

From: GLADES CUT OFF RD

Length: 1.577

To: SELVITZ RD

Phase Group: ENVIRONMENTAL, RIGHT OF WAY, RAILRD & UTILITIES, P D & E, PRELIMINARY ENGINEERING

Phase	Fund Code	2022	2023	2024	2025	2026	Total
ROW	SA	0	494,625	0	0	0	494,625
ROW	SU	0	0	973,875	0	0	973,875
			494,625	973,875			1,468,500

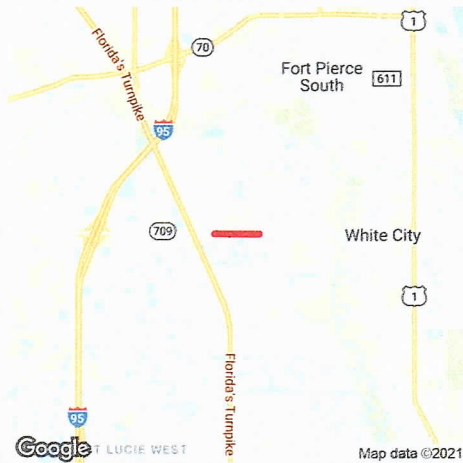
Prior Year Cost: 77,488,992

Future Year Cost: 0

Total Project Cost: 102,822,264

LRTP: Page 8-2

MIDWAY RD FROM WEST OF JENKINS RD TO SELVITZ RD
2314405 Non-SIS



Project Description: ADD LANES & RECONSTRUCT

Extra Description: 2021 TPO PRIORITY #2 WIDENING FROM 2 TO 4 LANES. BASED ON PD&E COMPLETED UNDER 231440-3 DESIGN AND RIGHT OF WAY ON 231440-3 56-01:UTILITIES RELOCATION

Lead Agency: MANAGED BY FDOT

From: WEST OF JENKINS RD

Length: 0.785

To: SELVITZ RD

Phase Group: CONSTRUCTION, RAILRD & UTILITIES

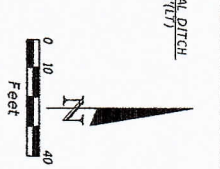
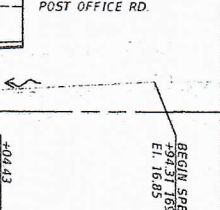
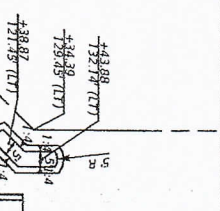
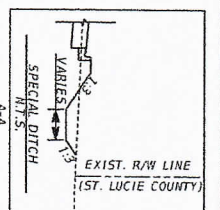
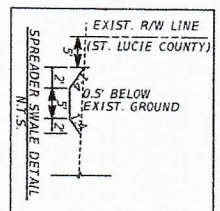
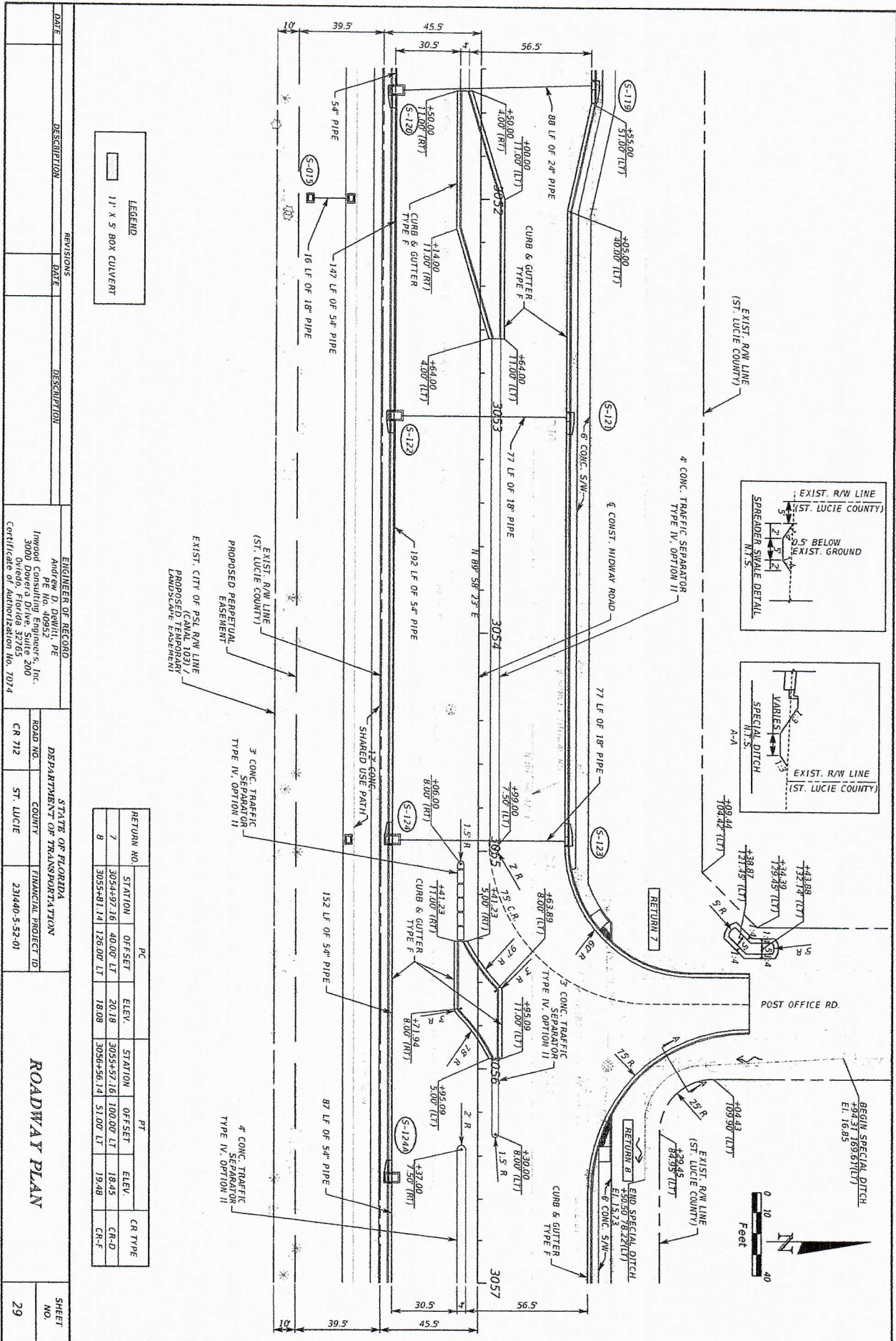
Phase	Fund Code	2022	2023	2024	2025	2026	Total
CST	TRIP	0	0	0	0	1,231,795	1,231,795
CST	SU	0	0	0	0	3,171,529	3,171,529
CST	SA	0	0	0	0	4,415,004	4,415,004
CST	CIGP	0	0	0	0	6,996,444	6,996,444
CST	LF	0	0	0	0	8,000,000	8,000,000
RRU	SU	0	0	0	50,000	0	50,000
						50,000	23,814,772
							23,864,772

Prior Year Cost: 77,488,992

Future Year Cost: 0

Total Project Cost: 102,822,264

LRTP: Page 8-11



LEGEND
 11' X 5' BOX CULVERT

DATE	DESCRIPTION	REVISIONS	DATE	DESCRIPTION

ENGINEER OF RECORD ANDREW H. OBERG, P.E. Inwood Consulting Engineers, Inc. 3000 Dovers Drive, Suite 200 Oviedo, Florida 32765 Certificate of Authorization No. 7074	DEPARTMENT OF TRANSPORTATION ROAD NO. CR 712 COUNTY ST. LUCIE FINANCIAL PROJECT ID 231440-5-52-01	STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION COUNTY ST. LUCIE FINANCIAL PROJECT ID 231440-5-52-01
--	--	---

RETURN NO.	STATION	PC	OFFSET	ELEV.	STATION	PT	OFFSET	ELEV.	CR TYPE
7	3054+92.16	40.00'	LT	20.18	3055+57.16	100.00'	LT	18.45	CR-D
8	3055+81.14	126.00'	LT	18.08	3056+56.14	51.00'	LT	19.48	CR-F

ROADWAY PLAN

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Property Identification

Site Address: Energy DR
Sec/Town/Range: 31/35S/40E
Parcel ID: 2431-800-0002-000-0
Jurisdiction: Fort Pierce

Use Type: 6000
Account #: 175750
Map ID: 24/31S
Zoning: Light Indu

Ownership

St. Lucie Commerce Center LLC
30 S Hope Chapel RD
Jackson, NJ 08527

Legal Description

TREASURE COAST BUSINESS PARK (PB 64-36)- LOT 1

Current Values

Just/Market Value: \$143,964
Assessed Value: \$1,795
Exemptions: \$0
Taxable Value: \$1,795

Property taxes are subject to change upon change of ownership.

- Past taxes are not a reliable projection of future taxes.
- The sale of a property will prompt the removal of all exemptions, assessment caps, and special classifications.

Taxes for this parcel: SLC Tax Collector's Office [📄](#)

Download TRIM for this parcel: [Download PDF](#) [📄](#)



Total Areas

Finished/Under Air (SF): 0
Gross Sketched Area (SF): 0
Land Size (acres): 6.53
Land Size (SF): 284,403

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
Dec 3, 2021	4746 / 1204	0205	WD	TAHOE 1212 LLC	\$6,500,000
Dec 8, 2020	4523 / 2168	0205	SPWD	Midway Properties Of St Lucie	\$2,380,000
Nov 30, 2011	3350 / 0797	0311	SPWD	Midway Properties Of St Lucie	\$100
Dec 31, 2003	1908 / 1661	XX01	PRDEED	Midway Properties Of St Lucie	\$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
 Full Baths: 0
 Half Baths: 0
 A/C %: 0%

Electric:
 Heat Type:
 Heat Fuel:
 Heated %: N/A%

Primary Int Wall:
 Avg Hgt/Floor: 0
 Primary Floors:
 Sprinkled %: 0%



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Sketch Area Legend

Sub Area Description Area Fin. Area Perimeter

Special Features and Yard Items

Type Qty Units Year Blt

Current Year Values

Current Values Breakdown

Building: \$0
 Land: \$143,964
 Just/Market: \$143,964
 Ag Credit: \$142,169
 Save Our Homes or 10% Cap: \$0
 Assessed: \$1,795
 Exemption(s): \$0
 Taxable: \$1,795

Current Year Exemption Value Breakdown

Current Year Special Assessment Breakdown

Start Year	AssessCode	Units	Description	Amount
2011	0041	9.3	Fort Pierce Stormwater Charge	\$641.70
Start Year	AssessCode	Units	Description	Amount
2013	0054	6.52899	North St. Lucie Water Management District	\$150.17

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	\$143,964	\$1,795	\$0	\$1,795
2021	\$143,964	\$1,795	\$0	\$1,795
2020	\$228,515	\$1,795	\$0	\$1,795

Permits

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

Notice: This does not necessarily represent all the permits for this property.

Click the following link to check for additional permit data in Fort Pierce

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

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Property Identification

Site Address: Energy DR
Sec/Town/Range: 31/35S/40E
Parcel ID: 2431-800-0003-000-7
Jurisdiction: Fort Pierce

Use Type: 6000
Account #: 175751
Map ID: 24/31S
Zoning: Light Indu

Ownership

St. Lucie Commerce Center LLC
30 S Hope Chapel RD
Jackson, NJ 08527

Legal Description

TREASURE COAST BUSINESS PARK (PB 64-36)- LOT 2

Current Values

Just/Market Value: \$133,574
Assessed Value: \$1,499
Exemptions: \$0
Taxable Value: \$1,499



Property taxes are subject to change upon change of ownership.

- Past taxes are not a reliable projection of future taxes.
- The sale of a property will prompt the removal of all exemptions, assessment caps, and special classifications.

Taxes for this parcel: SLC Tax Collector's Office [📄](#)

Download TRIM for this parcel: [Download PDF](#) [📄](#)

Total Areas

Finished/Under Air (SF): 0
Gross Sketched Area (SF): 0
Land Size (acres): 5.45
Land Size (SF): 237,489

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
Dec 3, 2021	4746 / 1204	0205	WD	TAHOE 1212 LLC	\$6,500,000
Dec 8, 2020	4523 / 2168	0205	SPWD	Midway Properties Of St Lucie	\$2,380,000
Nov 30, 2011	3350 / 0797	0311	SPWD	Midway Properties Of St Lucie	\$100
Dec 31, 2003	1908 / 1661	XX01	PRDEED	Midway Properties Of St Lucie	\$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
 Full Baths: 0
 Half Baths: 0
 A/C %: 0%

Electric:
 Heat Type:
 Heat Fuel:
 Heated %: N/A%

Primary Int Wall:
 Avg Hgt/Floor: 0
 Primary Floors:
 Sprinkled %: 0%



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Sketch Area Legend

Sub Area Description Area Fin. Area Perimeter

Special Features and Yard Items

Type Qty Units Year Blt

Current Year Values


Current Values Breakdown

Building: \$0
 Land: \$133,574
 Just/Market: \$133,574
 Ag Credit: \$132,075
 Save Our Homes or 10% Cap: \$0
 Assessed: \$1,499
 Exemption(s): \$0
 Taxable: \$1,499

Current Year Exemption Value Breakdown

Current Year Special Assessment Breakdown

Start Year	AssessCode	Units	Description	Amount
2011	0041	7.7	Fort Pierce Stormwater Charge	\$531.30
Start Year	AssessCode	Units	Description	Amount
2013	0054	5.452	North St. Lucie Water Management District	\$125.40

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

Historical Values

Year Just/Market Assessed Exemptions Taxable

2022	\$133,574	\$1,499	\$0	\$1,499
2021	\$133,574	\$1,499	\$0	\$1,499
2020	\$190,820	\$1,499	\$0	\$1,499

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: Energy DR
Sec/Town/Range: 31/35S/40E
Parcel ID: 2431-800-0004-000-4
Jurisdiction: Fort Pierce

Use Type: 6000
Account #: 175752
Map ID: 24/31S
Zoning: Light Indu

Ownership

St. Lucie Commerce Center LLC
30 S Hope Chapel RD
Jackson, NJ 08527

Legal Description

TREASURE COAST BUSINESS PARK (PB 64-36)- LOT 3

Current Values

Just/Market Value: \$146,951
Assessed Value: \$1,649
Exemptions: \$0
Taxable Value: \$1,649

Property taxes are subject to change upon change of ownership.

- Past taxes are not a reliable projection of future taxes.
- The sale of a property will prompt the removal of all exemptions, assessment caps, and special classifications.

Taxes for this parcel: SLC Tax Collector's Office [📄](#)

Download TRIM for this parcel: [Download PDF](#) [📄](#)



Total Areas

Finished/Under Air (SF): 0
Gross Sketched Area (SF): 0
Land Size (acres): 6
Land Size (SF): 261,273

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
Dec 3, 2021	4746 / 1204	0205	WD	TAHOE 1212 LLC	\$6,500,000
Dec 8, 2020	4523 / 2168	0205	SPWD	Midway Properties Of St Lucie	\$2,380,000
Nov 30, 2011	3350 / 0797	0311	SPWD	Midway Properties Of St Lucie	\$100
Dec 31, 2003	1908 / 1661	XX01	PRDEED	Midway Properties Of St Lucie	\$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
 Full Baths: 0
 Half Baths: 0
 A/C %: 0%

Electric:
 Heat Type:
 Heat Fuel:
 Heated %: N/A%

Primary Int Wall:
 Avg Hgt/Floor: 0
 Primary Floors:
 Sprinkled %: 0%



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Sketch Area Legend

Sub Area Description Area Fin. Area Perimeter

Special Features and Yard Items

Type Qty Units Year Blt

Current Year Values


Current Values Breakdown

Building: \$0
 Land: \$146,951
 Just/Market: \$146,951
 Ag Credit: \$145,302
 Save Our Homes or 10% Cap: \$0
 Assessed: \$1,649
 Exemption(s): \$0
 Taxable: \$1,649

Current Year Exemption Value Breakdown

Current Year Special Assessment Breakdown

Start Year	AssessCode	Units	Description	Amount
2011	0041	8.5	Fort Pierce Stormwater Charge	\$586.50
Start Year	AssessCode	Units	Description	Amount
2013	0054	5.998	North St. Lucie Water Management District	\$137.95

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	\$146,951	\$1,649	\$0	\$1,649
2021	\$146,951	\$1,649	\$0	\$1,649
2020	\$209,930	\$1,649	\$0	\$1,649

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: Energy DR
Sec/Town/Range: 31/35S/40E
Parcel ID: 2431-800-0005-000-1
Jurisdiction: Fort Pierce

Use Type: 6000
Account #: 175753
Map ID: 24/31S
Zoning: Light Indu

Ownership

St. Lucie Commerce Center LLC
30 S Hope Chapel RD
Jackson, NJ 08527

Legal Description

TREASURE COAST BUSINESS PARK (PB 64-36)- LOT 4

Current Values

Just/Market Value: \$230,115
Assessed Value: \$2,006
Exemptions: \$0
Taxable Value: \$2,006

Property taxes are subject to change upon change of ownership.

- Past taxes are not a reliable projection of future taxes.
- The sale of a property will prompt the removal of all exemptions, assessment caps, and special classifications.

Taxes for this parcel: SLC Tax Collector's Office [📄](#)

Download TRIM for this parcel: [Download PDF](#) [📄](#)



Total Areas

Finished/Under Air (SF): 0
Gross Sketched Area (SF): 0
Land Size (acres): 8.19
Land Size (SF): 356,713

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
Dec 3, 2021	4746 / 1204	0205	WD	TAHOE 1212 LLC	\$6,500,000
Dec 8, 2020	4523 / 2168	0205	SPWD	Midway Properties Of St Lucie	\$2,380,000
Nov 30, 2011	3350 / 0797	0311	SPWD	Midway Properties Of St Lucie	\$100
Dec 31, 2003	1908 / 1661	XX01	PRDEED	Midway Properties Of St Lucie	\$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
 Full Baths: 0
 Half Baths: 0
 A/C %: 0%

Electric:
 Heat Type:
 Heat Fuel:
 Heated %: N/A%

Primary Int Wall:
 Avg Hgt/Floor: 0
 Primary Floors:
 Sprinkled %: 0%



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Sketch Area Legend

Sub Area Description Area Fin. Area Perimeter

Special Features and Yard Items

Type Qty Units Year Blt

Current Year Values

Current Values Breakdown

Building: \$0
 Land: \$230,115
 Just/Market: \$230,115
 Ag Credit: \$228,109
 Save Our Homes or 10% Cap: \$0
 Assessed: \$2,006
 Exemption(s): \$0
 Taxable: \$2,006

Current Year Exemption Value Breakdown

Current Year Special Assessment Breakdown

Start Year	AssessCode	Units	Description	Amount
2011	0041	11.6	Fort Pierce Stormwater Charge	\$800.40
Start Year	AssessCode	Units	Description	Amount
2013	0054	8.189	North St. Lucie Water Management District	\$188.35

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	\$230,115	\$2,006	\$0	\$2,006
2021	\$230,115	\$2,006	\$0	\$2,006
2020	\$230,115	\$2,006	\$0	\$2,006

Permits

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

Notice: This does not necessarily represent all the permits for this property.

Click the following link to check for additional permit data in Fort Pierce

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

Site Address: Energy DR
Sec/Town/Range: 31/35S/40E
Parcel ID: 2431-800-0006-000-8
Jurisdiction: Fort Pierce

Use Type: 6000
Account #: 175754
Map ID: 24/31S
Zoning: Light Indu

Ownership

St. Lucie Commerce Center LLC
30 S Hope Chapel RD
Jackson, NJ 08527

Legal Description

TREASURE COAST BUSINESS PARK (PB 64-36)- LOT 5

Current Values

Just/Market Value: \$755,478
Assessed Value: \$11,102
Exemptions: \$0
Taxable Value: \$11,102

Property taxes are subject to change upon change of ownership.

- Past taxes are not a reliable projection of future taxes.
- The sale of a property will prompt the removal of all exemptions, assessment caps, and special classifications.

Taxes for this parcel: SLC Tax Collector's Office [📄](#)

Download TRIM for this parcel: [Download PDF](#) [📄](#)



Total Areas

Finished/Under Air (SF): 0
Gross Sketched Area (SF): 0
Land Size (acres): 47.58
Land Size (SF): 2,072,498

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
Dec 3, 2021	4746 / 1204	0205	WD	TAHOE 1212 LLC	\$6,500,000
Dec 8, 2020	4523 / 2168	0205	SPWD	Midway Properties Of St Lucie	\$2,380,000
Nov 30, 2011	3350 / 0797	0311	SPWD	Midway Properties Of St Lucie	\$100
Dec 31, 2003	1908 / 1661	XX01	PRDEED	Midway Properties Of St Lucie	\$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
 Full Baths: 0
 Half Baths: 0
 A/C %: 0%

Electric:
 Heat Type:
 Heat Fuel:
 Heated %: N/A%

Primary Int Wall:
 Avg Hgt/Floor: 0
 Primary Floors:
 Sprinkled %: 0%



Image
 or
 Sketch
 unavailable
 for display

Sketch Area Legend

Sub Area Description Area Fin. Area Perimeter

Special Features and Yard Items

Type Qty Units Year Blt

Current Year Values


Current Values Breakdown

Building: \$0
 Land: \$755,478
 Just/Market: \$755,478
 Ag Credit: \$744,376
 Save Our Homes or 10% Cap: \$0
 Assessed: \$11,102
 Exemption(s): \$0
 Taxable: \$11,102

Current Year Exemption Value Breakdown

Current Year Special Assessment Breakdown

Start Year	AssessCode	Units	Description	Amount
2011	0041	67.3	Fort Pierce Stormwater Charge	\$4,643.70
Start Year	AssessCode	Units	Description	Amount
2013	0054	47.57801	North St. Lucie Water Management District	\$1,094.29

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	\$755,478	\$11,102	\$0	\$11,102
2021	\$755,478	\$11,102	\$0	\$11,102
2020	\$1,261,480	\$11,102	\$0	\$11,102

Permits

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

Notice: This does not necessarily represent all the permits for this property.

Click the following link to check for additional permit data in Fort Pierce

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

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Property Identification

Site Address: Energy DR
Sec/Town/Range: 31/35S/40E
Parcel ID: 2431-800-0007-000-5
Jurisdiction: Fort Pierce

Use Type: 6000
Account #: 175755
Map ID: 24/31S
Zoning: Light Indu

Ownership

St. Lucie Commerce Center LLC
30 S Hope Chapel RD
Jackson, NJ 08527

Legal Description

TREASURE COAST BUSINESS PARK (PB 64-36)- LOT 6

Current Values

Just/Market Value: \$471,302
Assessed Value: \$6,977
Exemptions: \$0
Taxable Value: \$6,977

Property taxes are subject to change upon change of ownership.

- Past taxes are not a reliable projection of future taxes.
- The sale of a property will prompt the removal of all exemptions, assessment caps, and special classifications.

Taxes for this parcel: SLC Tax Collector's Office [📄](#)

Download TRIM for this parcel: [Download PDF](#) [📄](#)



Total Areas

Finished/Under Air (SF): 0
Gross Sketched Area (SF): 0
Land Size (acres): 30.18
Land Size (SF): 1,314,423

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
Dec 3, 2021	4746 / 1204	0205	WD	TAHOE 1212 LLC	\$6,500,000
Dec 8, 2020	4523 / 2168	0205	SPWD	Midway Properties Of St Lucie	\$2,380,000
Nov 30, 2011	3350 / 0797	0311	SPWD	Midway Properties Of St Lucie	\$100
Dec 31, 2003	1908 / 1661	XX01	PRDEED	Midway Properties Of St Lucie	\$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
 Full Baths: 0
 Half Baths: 0
 A/C %: 0%

Electric:
 Heat Type:
 Heat Fuel:
 Heated %: N/A%

Primary Int Wall:
 Avg Hgt/Floor: 0
 Primary Floors:
 Sprinkled %: 0%



Image
 or
 Sketch
 unavailable
 for display

Sketch Area Legend

Sub Area Description Area Fin. Area Perimeter

Special Features and Yard Items

Type Qty Units Year Blt

Current Year Values

Current Values Breakdown

Building: \$0
 Land: \$471,302
 Just/Market: \$471,302
 Ag Credit: \$464,325
 Save Our Homes or 10% Cap: \$0
 Assessed: \$6,977
 Exemption(s): \$0
 Taxable: \$6,977

Current Year Exemption Value Breakdown

Current Year Special Assessment Breakdown

Start Year	AssessCode	Units	Description	Amount
2011	0041	42.7	Fort Pierce Stormwater Charge	\$2,946.30
Start Year	AssessCode	Units	Description	Amount
2013	0054	30.175	North St. Lucie Water Management District	\$694.03

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	\$471,302	\$6,977	\$0	\$6,977
2021	\$471,302	\$6,977	\$0	\$6,977
2020	\$786,935	\$6,977	\$0	\$6,977

Permits

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

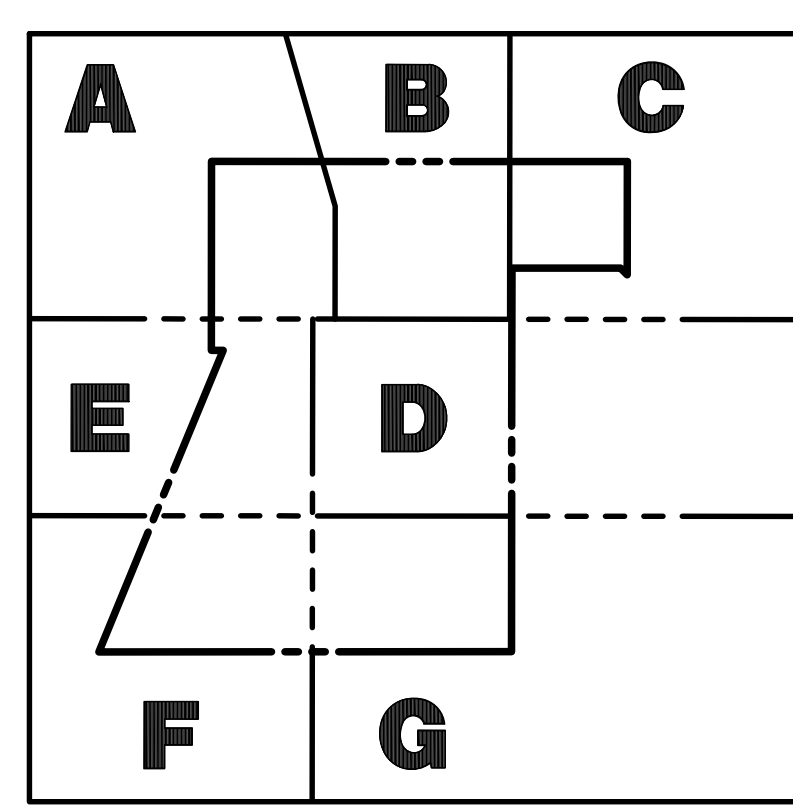
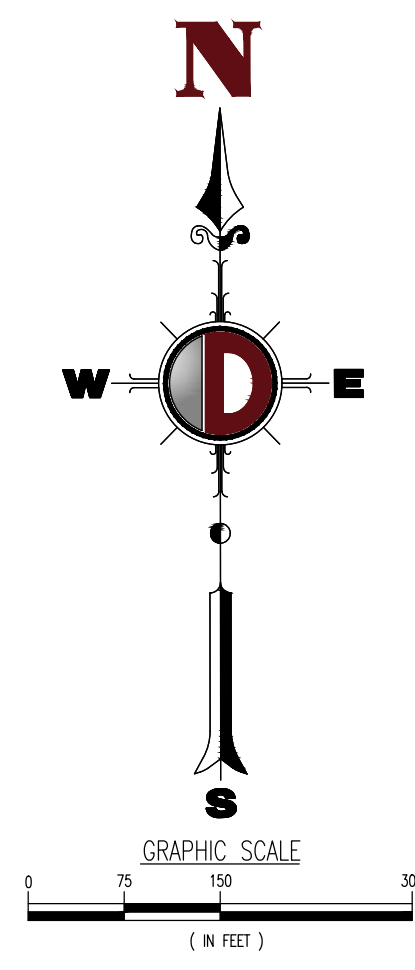
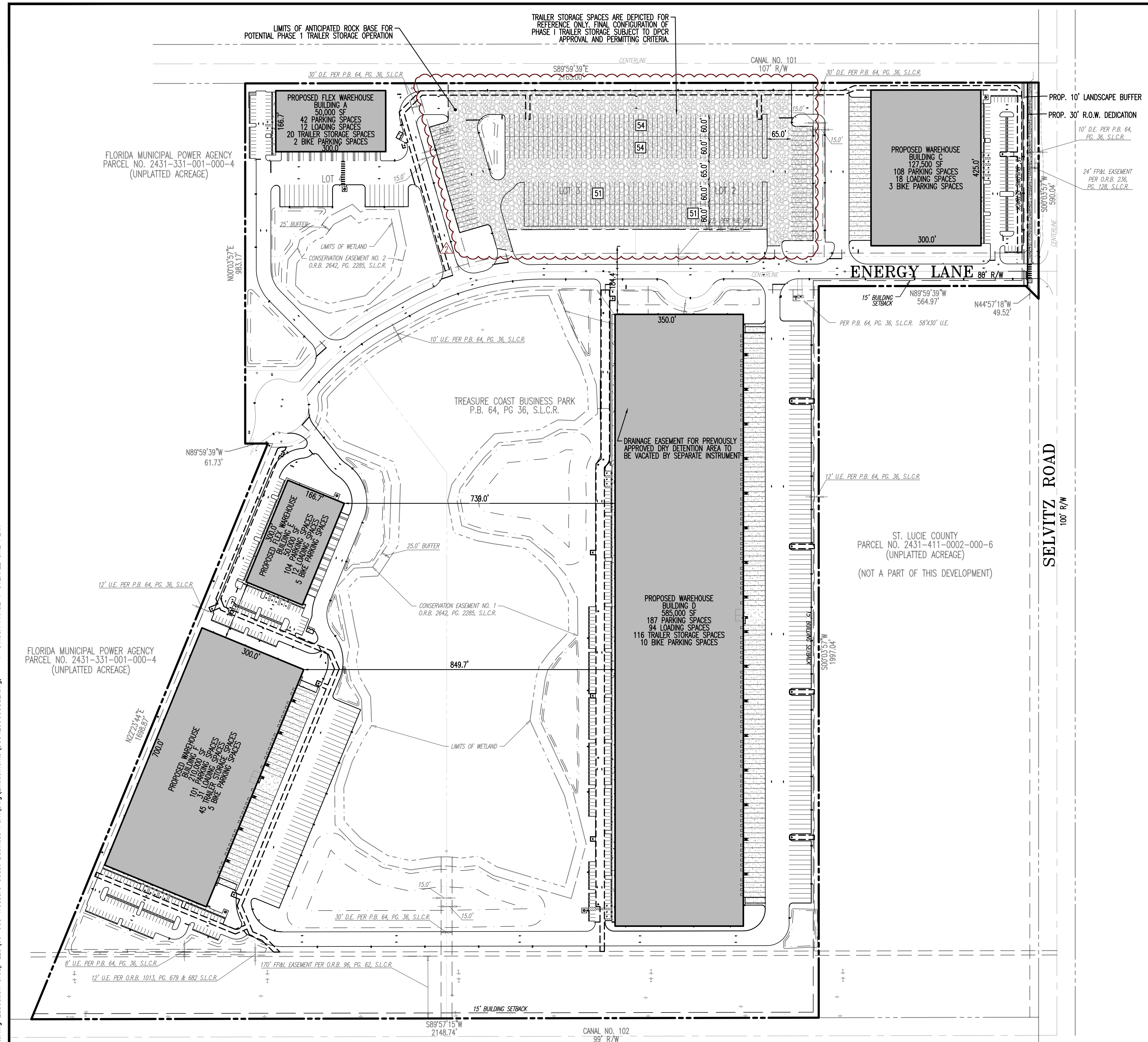
Notice: This does not necessarily represent all the permits for this property.

[Click the following link to check for additional permit data in Fort Pierce](#)

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

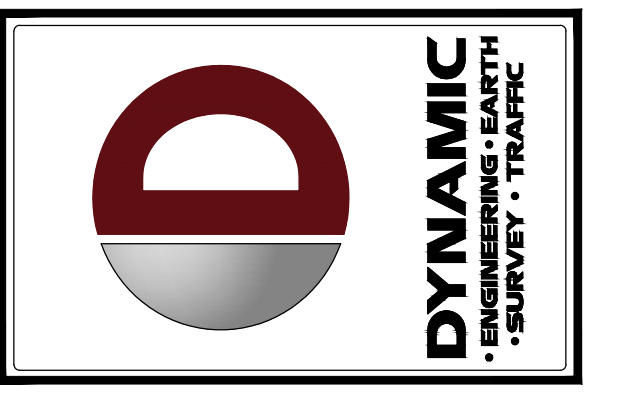
© Copyright 2023 Saint Lucie County Property Appraiser. All rights reserved.

Plotted: 07/12/23 - 10:49 AM. By: joan
 File: F:\DEPC PROJECTS\3342 Sterling Education Group LLC\09-005 Treasure Coast Business Park\Eng\Entitlements\03342900552.dwg. ---> C:\00A PHASE 1 OVERALL SITE PLAN



NOTE: THIS PHASE 1 PLAN ENTITLES OUTDOOR TRAILER STORAGE FOR THE COMBINED LOTS 2 AND 3. ALL OTHER IMPROVEMENTS DEPICTED ON THIS PLAN ARE FOR REFERENCE ONLY. REFER TO OVERALL FINAL SITE PLAN FOR FINAL CONFIGURATION OF LOTS 1 THROUGH 6. SEE SHEET C1.00 FOR FINAL SITE DATA.

HORIZONTAL CONTROL & STRIPING NOTES
 1. ALL DIMENSIONS SHOWN OTHER THAN LANDSCAPE DIMENSIONS, ARE TO FACE OF CURB FOR TYPE "D" CURB OR EDGE OF PAVEMENT FOR NO CURB, UNLESS OTHERWISE NOTED. LANDSCAPE DIMENSIONS ARE SHOWN TO BACK OF CURB.
 2. ALL CURB RAMPS AND SIDEWALKS ENTERING PARKING OR TRAVEL LANE SHALL HAVE DETECTABLE WARNING SURFACES 2" DEEP AND THE WIDTH OF THE SIDEWALK. REFER TO THE LATEST FOOT STANDARD PLANS & INDEXES.
 3. ALL STOP BARS, DIRECTIONAL ARROWS AND CROSSWALKS SHALL BE THERMOPLASTIC. ALL OTHER PAVEMENT MARKINGS ARE PAINT, UNLESS OTHERWISE NOTED.
 4. ALL RADI ARE 3' UNLESS OTHERWISE NOTED ON PLANS.



REV.	DATE	COMMENTS
2	06/30/23	REVISION TO PLANNED DEVELOPMENT
1	02/07/22	PER CITY OF FT. PIERCE COMMENTS

THIS PLAN SET IS FOR PERMITTING PURPOSES ONLY AND MAY NOT BE USED FOR CONSTRUCTION

DESIGNED BY: KAK
 CHECKED BY: ACM
 MDW
 MDM

PROJECT: **FORT PIERCE COMMERCE CENTER**
 ST. LUCIE COMMERCE CENTER, LLC
 SELVITZ ROAD & ENERGY LANE
 CITY OF FT. PIERCE, ST. LUCIE COUNTY, FL 34981
 SECTION 31, TOWNSHIP 35S, RANGE 40E

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 Philadelphia, Pennsylvania • 215.315.4444
 San Antonio, Pennsylvania • 714.388.8400
 Fort Worth, Texas • 817.524.2000
 Dallas, Texas • 214.789.8400
 Austin, Texas • 817.244.2444
 Delray Beach, Florida • 561.921.8570

Florida Certificate of Authorization No. 32535
 www.dynamicce.com

MICHAEL D. MILES
 PROFESSIONAL ENGINEER
 FLORIDA LICENSE No. 81313
 DATE: FEBRUARY 18TH, 2022

ÁNGEL PIÑERO
 PROFESSIONAL ENGINEER
 FLORIDA LICENSE No. 88047
 DATE:

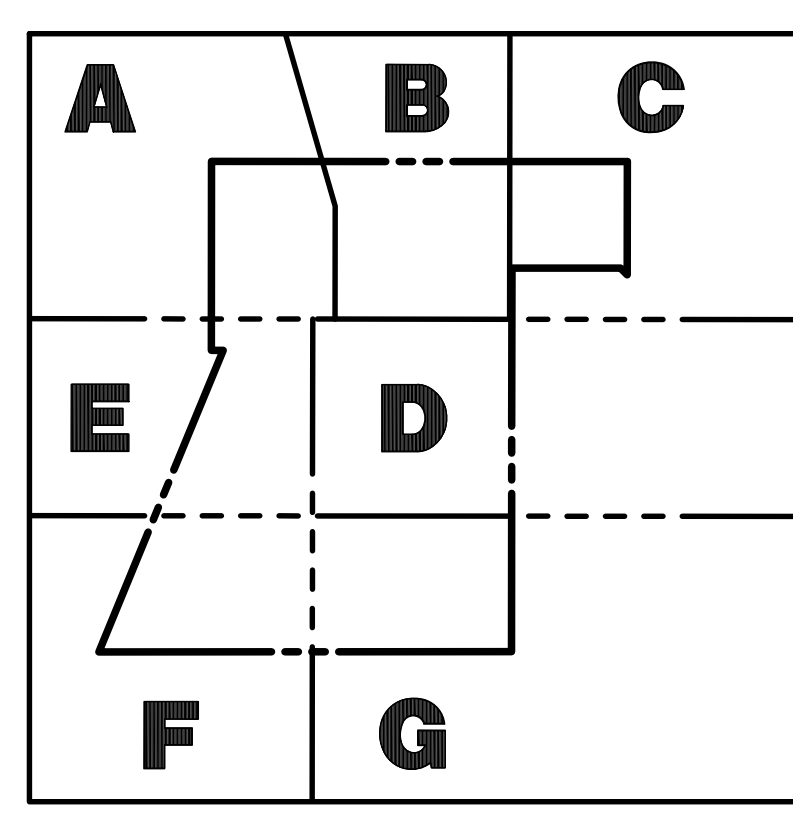
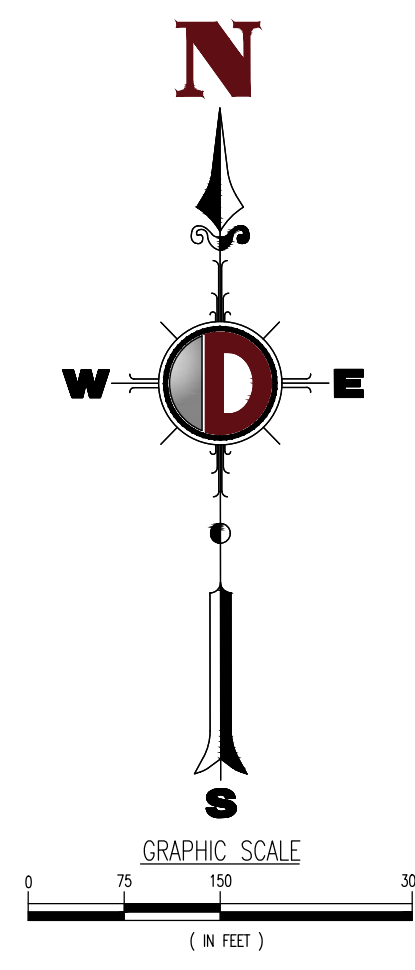
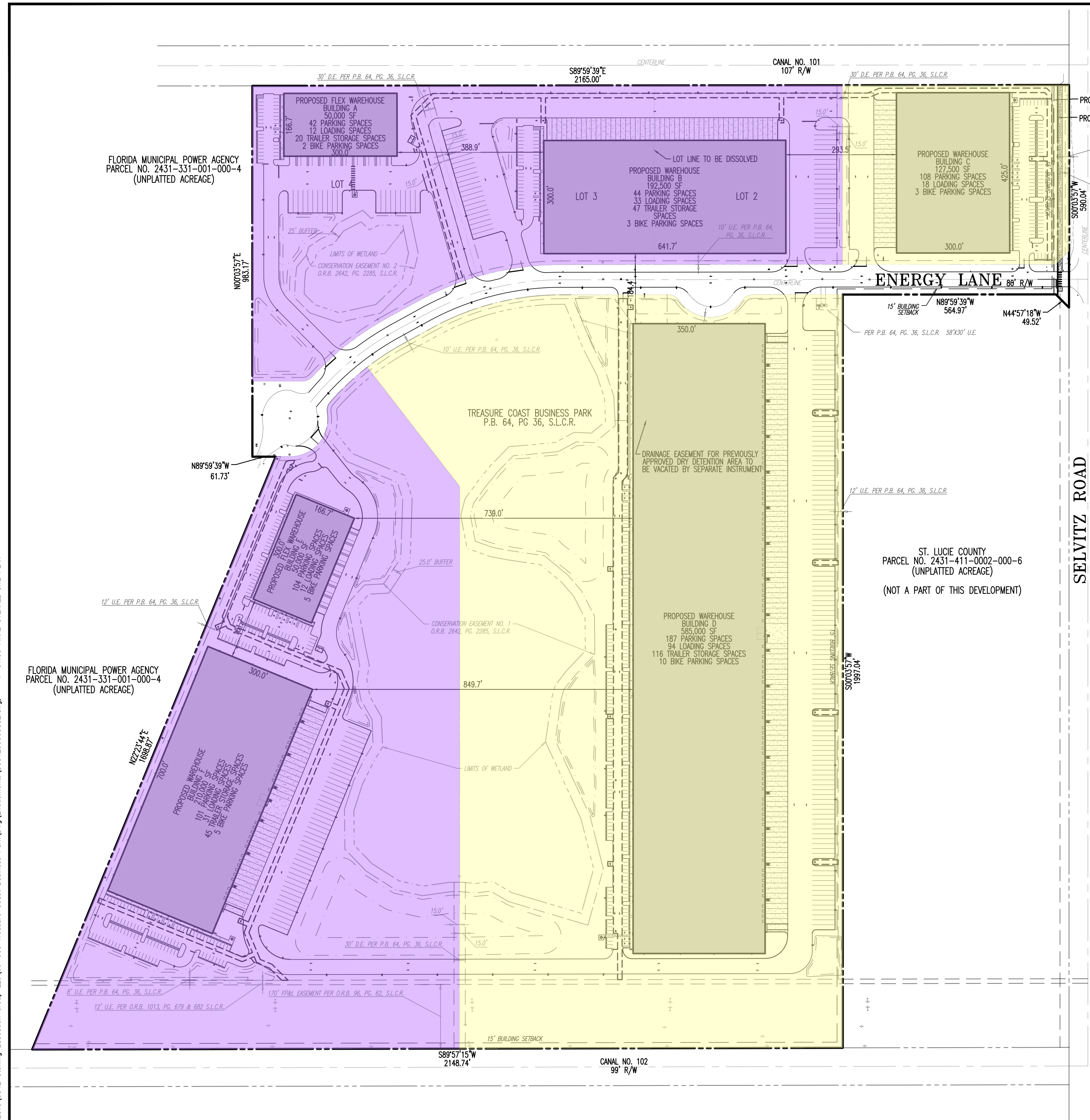
TITLE: **PHASE 1 OVERALL SITE PLAN**

SCALE: (H) AS SHOWN (N) NOTED DATE: 12/03/2021
 PROJECT No: 3342-99-005

SHEET No: **C1.00A** Rev. #: **2**

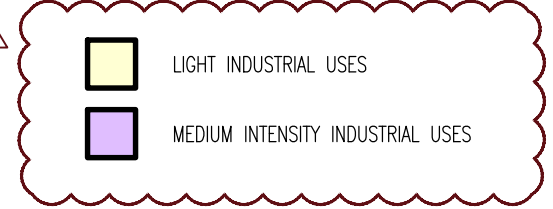
811
 PROTECT YOURSELF
 ALL STATES REQUIRE NOTIFICATION OF EXCAVATORS, DESIGNERS, OR ANY PERSON PREPARING TO OCCUPY THE EARTH'S SURFACE ANYWHERE IN ANY STATE
 FOR STATE SPECIFIC DIRECT PHONE NUMBERS VISIT WWW.CALL811.COM

Plotted: 07/12/23 - 10:49 AM. By: joan
 File: F:\DEPC PROJECTS\3342 Steiling Education Group LLC\99-005 Treasure Coast Business Park\Eng\Entitlements\33429900552.dwg. ---> C:1.00 FINAL OVERALL SITE PLAN

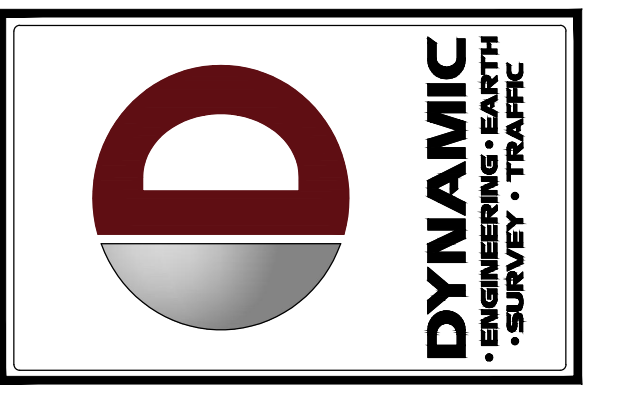


HORIZONTAL CONTROL & STRIPING NOTES

1. ALL DIMENSIONS SHOWN, OTHER THAN LANDSCAPE DIMENSIONS, ARE TO FACE OF CURB FOR TYPE 'D' CURB OR EDGE OF PAVEMENT FOR NO CURB, UNLESS OTHERWISE NOTED. LANDSCAPE DIMENSIONS ARE SHOWN TO BACK OF CURB.
2. ALL CURB RAMP AND SIDEWALKS ENTERING PARKING OR TRAVEL WAYS SHALL HAVE DETECTABLE WARNING SURFACES 2' DEEP AND THE WIDTH OF THE SIDEWALK. REFER TO THE LATEST FOOT STANDARD PLANS & INDEXES.
3. ALL STOP BARS, DIRECTIONAL ARROWS AND CROSSMARKS SHALL BE THERMOPLASTIC. ALL OTHER PAVEMENT MARKINGS ARE PAINT, UNLESS OTHERWISE NOTED.
4. ALL RADII ARE 3' UNLESS OTHERWISE NOTED ON PLANS.



SITE DATA			
PARCEL NO.:	2431-800-0005-000-1	2431-800-0004-000-4	2431-800-0002-000-0
ADDRESS:	ENERGY LANE, FT. PIERCE, FL 34981		
OWNER:	ST. LUCIE COMMERCE CENTER, LLC		
PROJECT NAME:	FORT PIERCE COMMERCE CENTER		
APPLICANT NAME:	ST. LUCIE COMMERCE CENTER, LLC		
EXISTING ZONING:	I-1 (LIGHT INDUSTRIAL)		
EXISTING USE:	VACANT		
PROPOSED ZONING:	PD (PLANNED DEVELOPMENT)		
FUTURE LAND USE:	INDUSTRIAL		
DEVELOPMENT TYPE:	INDUSTRIAL		
LEGAL DESCRIPTION:	LOTS 1 THROUGH 6, TREASURE COAST BUSINESS PARK, ACCORDING TO THE PLAT THEREOF, AS RECORDED IN PLAT BOOK 64, PAGES 36 THROUGH 42, OF THE PUBLIC RECORDS OF ST. LUCIE COUNTY, FLORIDA.		
ADJACENT ZONING:	NORTH: I-1 (LIGHT INDUSTRIAL) AND I-3 (HEAVY INDUSTRIAL) SOUTH: IND (INDUSTRIAL) AND MID (MIXED USE) UNINCORPORATED EAST: I (INSTITUTIONAL) UNINCORPORATED WEST: I-1 (LIGHT INDUSTRIAL)		
ADJACENT FUTURE LAND USE:	SOUTH: AR-1 (AGRICULTURE RESIDENTIAL) UNINCORPORATED EAST: PIF (PUBLIC FACILITY) UNINCORPORATED WEST: I (INDUSTRIAL) AND INST. (INSTITUTIONAL)		
DEVELOPMENT DATA			
LOT COVERAGE	EXISTING (SF)	PROPOSED (SF)	PROPOSED (AC)
PROJECT SITE AREA:	4,738,491	4,721,227	108.38
BUILDING GFA:	0	1,215,000	27.89
PAVEMENT AREA:	79,182	1,208,334	27.74
SIDEWALKS:	0	28,096	0.64
WET STORMWATER MANAGEMENT AREA**:	0	165,602	3.80
WETLAND SURFACE AREA:	763,607	763,607	17.53
TOTAL IMPERVIOUS (INCLUDES BUILDING):	842,789	2,457,430	56.41
DRY STORMWATER MANAGEMENT AREA**:	0	117,542	2.70
LANDSCAPING/OPEN SPACE:	3,895,702	1,217,046	27.94
TOTAL PERVIOUS:	3,895,702	2,263,797	51.97
* CALCULATED FROM CONTROL WATER ELEVATION ** CALCULATED FROM BOTTOM OF DRY DETENTION AREA			
BUILDING SETBACKS			
	EXISTING	REQUIRED	PROPOSED
NORTH:	N/A	N/A	20.0'
SOUTH:	N/A	15'	250.4'
EAST:	N/A	15'	157.2'
WEST:	N/A	N/A	25.0'
PARKING			
PARKING RATIO:	REQUIRED (PER ITE)	TYPE	EXISTING
0.38 SPACES/1,000 SF GFA	474 SPACES	STANDARD	0
		ADA	0
		TOTAL	0
BICYCLE RACKS:			586
	1 BIKE RACK SPACE/200 PARKING SPACES	28 BIKE RACK SPACES	28
NOTE: LOT 1 AND LOT 5 WILL RETAIN LIGHT-INDUSTRIAL ZONING USES. LOTS 2, 3, 4, AND 6, WILL CONSIST OF A MIX OF MEDIUM INTENSITY INDUSTRIAL USES. SEE PLANNED DEVELOPMENT NARRATIVE.			



REV	DATE	COMMENTS
2	06/30/23	REVISION TO PLANNED DEVELOPMENT
1	02/07/22	PER CITY OF FT. PIERCE COMMENTS

THIS PLAN SET IS FOR PERMITTING PURPOSES ONLY AND MAY NOT BE USED FOR CONSTRUCTION

DESIGNED BY: KAK
 CHECKED BY: MDW
 ACW
 MDM
 FORT PIERCE COMMERCE CENTER
 ST. LUCIE COMMERCE CENTER, LLC
 CITY OF FT. PIERCE, ST. LUCIE COUNTY, FL 34981
 SECTION 31, TOWNSHIP 35S, RANGE 40E

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 Delray Beach, Florida • 561.921.8570

Florida Certificate of Authorization No. 32535
 www.dynamicce.com

MICHAEL D. MILES
 PROFESSIONAL ENGINEER
 FLORIDA LICENSE No. 81313
 DATE: FEBRUARY 18TH, 2022

ÁNGEL PIÑERO
 PROFESSIONAL ENGINEER
 FLORIDA LICENSE No. 88047
 DATE:

TITLE: **FINAL OVERALL SITE PLAN**

SCALE: (H) AS SHOWN
 (N) NOTED
 DATE: 12/03/2021
 PROJECT No: 3342-99-005

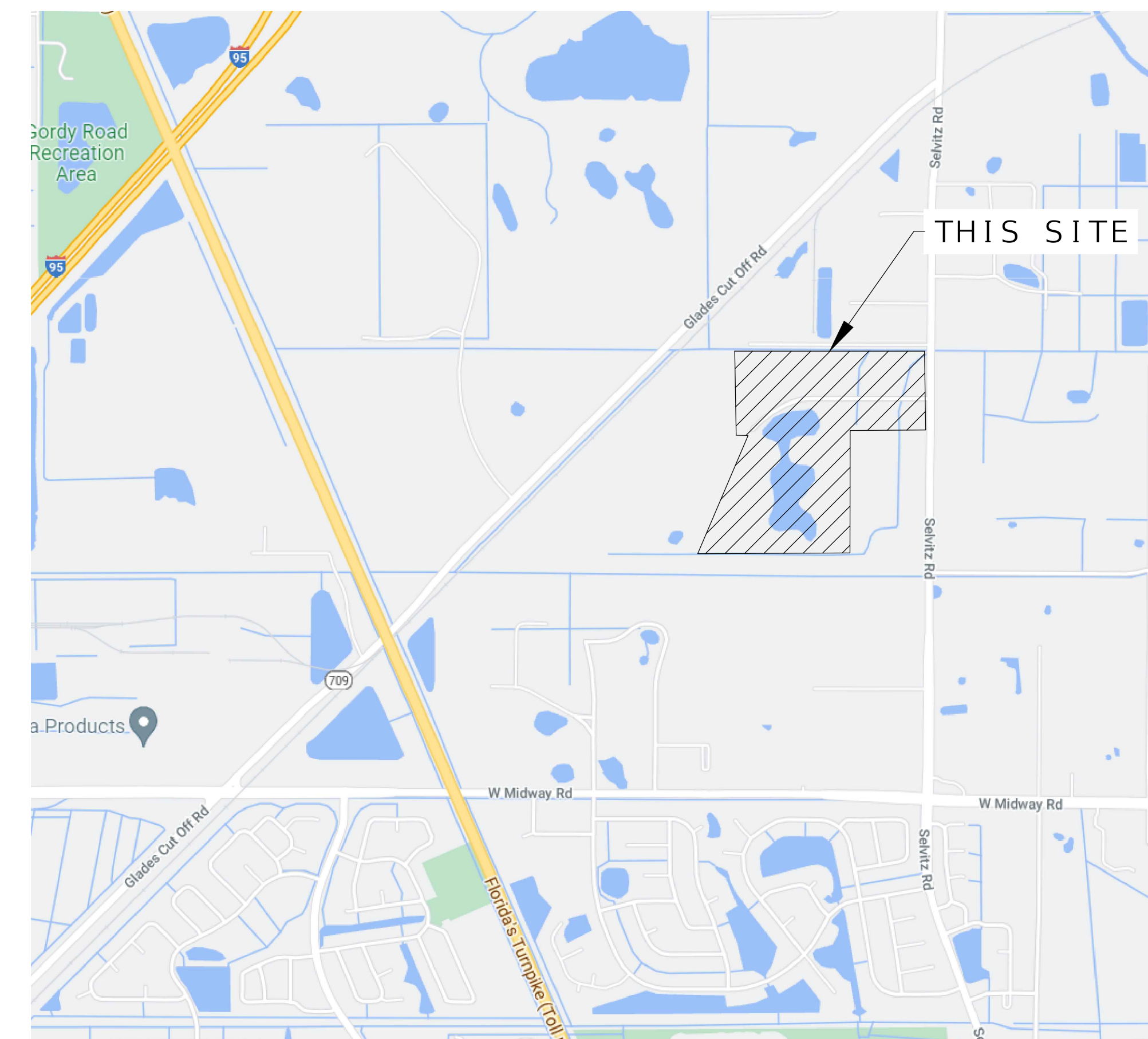
SHEET No: **C1.00**
 Rev. #: **2**

SURVEY NOTES:

- THIS IS A BOUNDARY SURVEY, PREPARED IN ACCORDANCE WITH THE APPLICABLE PORTIONS OF THE STANDARDS OF PRACTICE SET FORTH IN RULE 5J-17.051 THROUGH 5J-17.053, FLORIDA ADMINISTRATIVE CODE.
- BEARINGS ARE BASED ON SOUTH 89°57'15" WEST (GRID, NAD 83, 2011 ADJUSTMENT) ALONG THE SOUTH LINE OF "TREASURE COAST BUSINESS PARK", ACCORDING TO THE PLAT THEREOF, AS RECORDED IN PLAT BOOK 64, PAGE 36, IN THE PUBLIC RECORDS OF SAINT LUCIE COUNTY, FLORIDA.
- ELEVATIONS SHOWN HEREON ARE BASED ON THE NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD 88) AND WERE BASED ON REAL-TIME KINEMATIC (RTK) GPS OBSERVATIONS UTILIZING THE FLORIDA DEPARTMENT OF TRANSPORTATION "FLORIDA PERMANENT REFERENCE NETWORK". THE EXPECTED VERTICAL ACCURACY IS ±0.15 FEET.
- THIS SURVEY WAS PREPARED WITH THE BENEFIT OF A TITLE COMMITMENT. EASEMENTS, RESTRICTIONS, AND OTHER ITEMS OF RECORD SHOWN ARE PER RIVERSIDE ABSTRACT IN FILE NO RAFL-43195, DATED SEPTEMBER 5, 2021. EASEMENTS AND/OR OTHER ENCUMBRANCES ARE SHOWN IN THE ADJOINING TABLE.
- THE LEGAL DESCRIPTION THAT IS SHOWN HEREON WAS PROVIDED IN THE TITLE COMMITMENT.
- ALL DISTANCES AND ELEVATIONS ARE IN US SURVEY FEET AND ARE MEASURED UNLESS NOTED OTHERWISE.
- ALL FIELD-MEASURED DIMENSIONS ALONG THE BOUNDARY WERE IN SIGNIFICANT AGREEMENT WITH THE PLAT, DEED, AND/OR CALCULATED VALUES.
- ALL FIELD-MEASURED CONTROL MEASUREMENTS EXCEEDED THE ACCURACY REQUIREMENTS OF 1:10,000.
- ADDITIONS OR DELETIONS TO SURVEY MAPS OR REPORTS BY OTHER THAN THE SIGNING PARTY OR PARTIES IS PROHIBITED WITHOUT WRITTEN CONSENT OF THE SIGNING PARTY OR PARTIES.
- THIS MAP IS INTENDED TO BE DISPLAYED AT A SCALE OF 1"=150', ON A 24x36" SHEET.
- SOME TOPOGRAPHIC FEATURES MAY BE EXAGGERATED IN SCALE FOR CLARITY. THE CENTER OF THE SYMBOL OF SUCH FEATURES IS THE CORRECT LOCATION.
- ALL FIELDWORK WAS COMPLETED BY RITZEL-MASON, INC. AND PROVIDED TO ZEMAN CONSULTANT GROUP, LLC FOR THE EXPRESS PURPOSE OF CREATING THIS ALTA/NSPS SURVEY.

ALTA/NSPS NOTES:

- MONUMENTS WERE FOUND AT ALL BOUNDARY CORNERS AND ARE NOTED ON THE SURVEY.
- ADDRESS OF THE SITE IS KNOWN AS 0 ENERGY DRIVE, FORT PIERCE, FLORIDA.
- THE SUBJECT PARCEL DOES NOT LIE IN A FLOOD HAZARD ZONE ACCORDING TO FEMA FLOOD MAP NUMBER 12111C0188K DATED FEBRUARY 19, 2020.
- AREA = 108.781 ACRES, MORE OR LESS.
- THIS SURVEY WAS PREPARED WITH THE BENEFIT OF A TITLE COMMITMENT. EASEMENTS, RESTRICTIONS, AND OTHER ITEMS OF RECORD SHOWN ARE PER OLD REPUBLIC NATIONAL TITLE INSURANCE COMPANY IN FILE NO 18-29479C, POLICY NUMBER OXFL-08643015, DATED FEBRUARY 22, 2018 AND POLICY NUMBER OXFL-08630748, DATED JANUARY 5, 2018. NO EASEMENTS OR OTHER ENCUMBRANCES WERE NOTED IN EITHER POLICY.
- ZONING AND SETBACK INFORMATION WERE NOT PROVIDED TO THE SURVEYOR.
- NO BUILDINGS AND/OR STRUCTURES EXIST ON THE PROPERTY AT THE TIME OF THIS SURVEY.
- ALL SUBSTANTIAL FEATURES FOUND ON THE PROPERTY DURING THIS SURVEY ARE SHOWN HEREON.
- THERE WERE NO IDENTIFIABLE PARKING SPACES FOUND ON THE PROPERTY DURING THIS SURVEY.
- NO PARTY WALLS WERE FOUND ON THE PROPERTY DURING THIS SURVEY.
- ADJOINING PROPERTY INFORMATION IS SHOWN HEREON.
- THERE WAS NO EVIDENCE OF RECENT EARTH MOVING WORK, BUILDING CONSTRUCTION, OR BUILDING ADDITIONS OBSERVED IN THE PROCESS OF CONDUCTING THE FIELDWORK.
- THERE WAS NO EVIDENCE OF PROPOSED CHANGES IN STREET RIGHT OF WAY LINES OR EVIDENCE OF RECENT STREET OR SIDEWALK CONSTRUCTION OR REPAIRS.



VICINITY MAP

(NOT TO SCALE)

LEGAL DESCRIPTION:
 LOTS 1 THROUGH 6, TREASURE COAST BUSINESS PARK, ACCORDING TO THE PLAT THEREOF, AS RECORDED IN PLAT BOOK 64, PAGES 36 THROUGH 42, OF THE PUBLIC RECORDS OF ST. LUCIE COUNTY, FLORIDA.

SCHEDULE B-II EXCEPTIONS

NUMBER	DESCRIPTION	RECORDING	AFFECTS	PLOTTED	NOTES
1-8	STANDARD EXCEPTIONS/TAXES/LIENS/MINERALS	N/A	N/A	NO	NOT A SURVEY MATTER
9	RESTRICTIONS, COVENANTS, CONDITIONS, EASEMENTS PER PLAT	P.B. 64, PG. 36	YES	YES	
10	FP&L RIGHT OF WAY AGREEMENT	O.R.B. 96, PG. 62	YES	YES	
11	FP&L EASEMENT	O.R.B. 200, PG. 2575	YES	YES	
12	FORT PIERCE UTILITY EASEMENT	O.R.B. 1013, PG. 679	YES	YES	
13	FORT PIERCE UTILITY EASEMENT	O.R.B. 1013, PG. 682	YES	YES	
14	PERPETUAL CONSERVATION EASEMENT	O.R.B. 1330, PG. 2441	NO	NO	SUBJECT PROPERTY NOT DESCRIBED IN DOCUMENT
15	ANNEXATION AGREEMENT - REQUEST FOR WATER/SEWER SERVICE	O.R.B. 2566, PG. 197	YES	NO	NOT A SURVEY MATTER
16	RESTRICTIONS FROM DEED OF CONSERVATION EASEMENT	O.R.B. 2642, PG. 2285	YES	YES	
17	FORT PIERCE UTILITY EASEMENT	O.R.B. 3085, PG 150	YES	YES	ALREADY PLOTTED FROM PLAT
18	JOINT MAINTENANCE AGREEMENT	O.R.B. 3261, PG. 1109	YES	YES	NOT A SURVEY MATTER

SHEET INDEX

SHEET NO.	DESCRIPTION
1	ALTA/NSPS NOTES
2	ALTA/NSPS SURVEY
3	SHEET NUMBER GRAPHIC
4-11	TOPOGRAPHIC DETAILS

VERTICAL DATUM INFORMATION

ALL ELEVATIONS SHOWN ARE IN NORTH AMERICAN VERTICAL DATUM OF 1988(NAVD88)
 CONVERSION FACTOR:
 NAVD88 + 1.489 = NGVD29 IN THIS AREA

CERTIFIED TO:
 HOPE COMMERCIAL HOLDINGS
 RIVERSIDE ABSTRACT, LLC
 ST. LUCIE COMMERCE CENTER, LLC
 AMERICAN NATIONAL BANK, A NATIONAL BANKING ASSOCIATION, ISAOA ATIMA
 OLD REPUBLIC NATIONAL TITLE INSURANCE COMPANY

THIS IS TO CERTIFY THAT THIS MAP OR PLAT AND THE SURVEY ON WHICH IT IS BASED WERE MADE ACCORDANCE WITH THE 2021 MINIMUM STANDARD DETAIL REQUIREMENTS FOR ALTA/NSPS LAND TITLE SURVEYS, JOINTLY ESTABLISHED AND ADOPTED BY ALTA AND NSPS, AND INCLUDES ITEMS 1, 2, 3, 4, 6(A), 6(B), 7A, 7B, 7C, 8, 9, 10, 13, 16, 17 & 19 OF TABLE A THEREOF. THE FIELDWORK WAS COMPLETED ON OCTOBER 9, 2021.

DATE OF PLAT OR MAP: OCTOBER 11, 2021

LEE POWERS, PSM
 STATE OF FLORIDA NO. 6805

DATE	REVISION	BY
10/29/21	ADD ADD'L TREES, FENCES AND ELEV'S	LP



FIELD BY	N/A	PROJECT NO.	21030.00
FIELD BOOK(S)	N/A	SCALE	1" = 150'
PAGE(S)	N/A	DATE OF LAST FIELDWORK	10/09/21
DRAWN BY	LP	DATE OF MAP	10/11/21
CHECKED BY	ED		

SURVEYOR'S SEAL

ALTA/NSPS SURVEY
FORT PIERCE COMMERCE CENTER
 CITY OF FORT PIERCE, ST. LUCIE COUNTY, FLORIDA

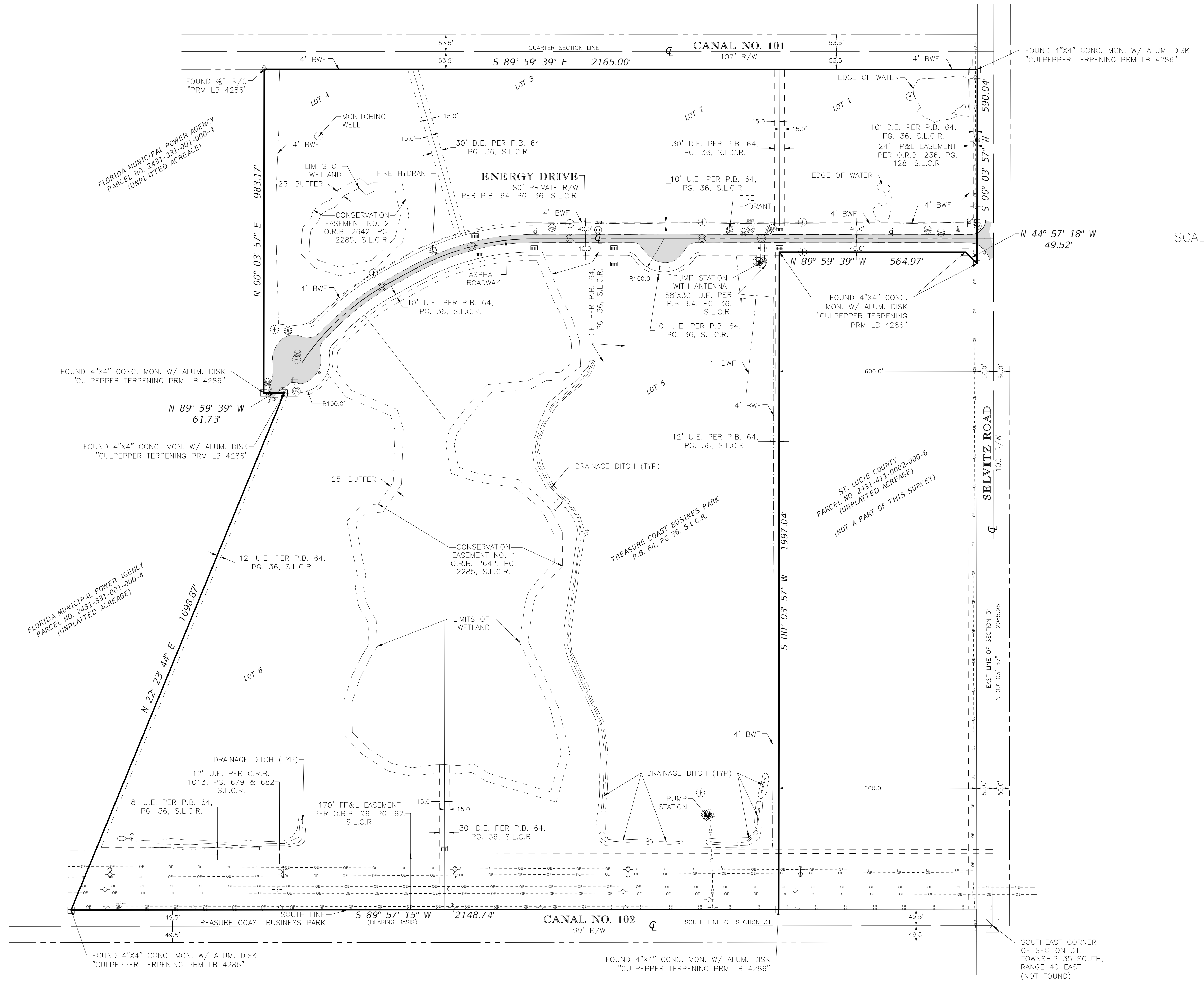
SHEET
1 OF 11

ABBREVIATIONS:

ALUM.	ALUMINUM
BM	BENCHMARK
BWF	BARBED WIRE FENCE
CL	CENTERLINE
CONC.	CONCRETE
D.E.	DRAINAGE EASEMENT
E.	EASTING
ELEV.	ELEVATION
INV.	INVERT
IR/C	IRON ROD WITH CAP
LB	LICENSED BUSINESS
N.	NORTHING
N/A	NOT APPLICABLE
O.R.B.	OFFICIAL RECORDS BOOK
P.B.	PLAT BOOK
PG.	PAGE
R	RADIUS
RCP	REINFORCED CONCRETE PIPE
R/W	RIGHT OF WAY
S.L.C.R.	SAINT LUCIE COUNTY RECORDS
TYP.	TYPICAL
U.E.	UTILITY EASEMENT
W/	WITH

SYMBOLS AND LINETYPES:

	CATCH BASIN
	FIRE HYDRANT
	GUY ANCHOR
	LIGHT POLE
	MANHOLE - SANITARY
	STANDPIPE
	WATER METER
	UTILITY POLE
	SIGN
	VALVE COVER - GAS
	VALVE COVER - WATER
	VALVE COVER - SANITARY
	UTILITY MARKER
	OVERHEAD UTILITY LINE



SCALE: 1"=150'

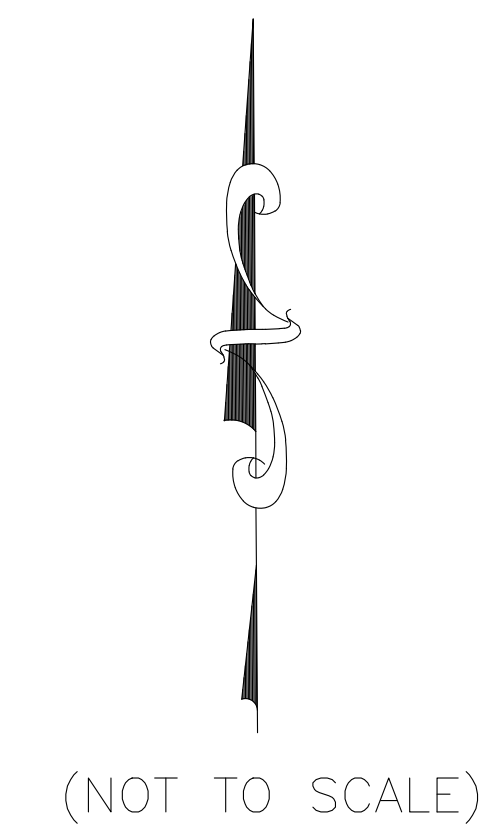
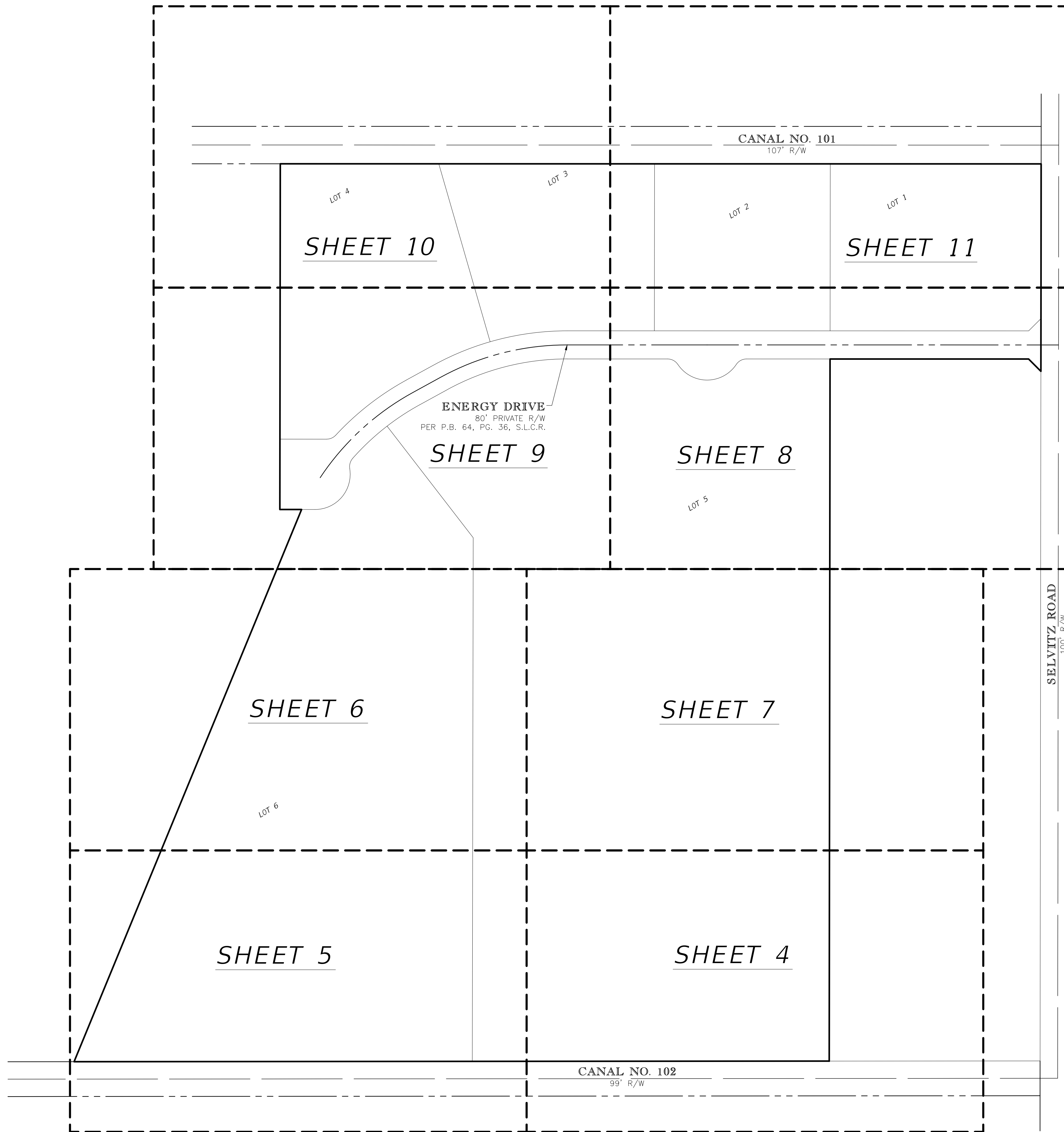
DATE	REVISION	BY



FIELD BY	N/A	PROJECT NO.	21030.00
FIELD BOOK(S)	N/A	SCALE	1" = 150'
PAGE(S)	N/A	DATE OF LAST FIELDWORK	10/09/21
DRAWN BY	LP	DATE OF MAP	10/11/21
CHECKED BY	ED		

SURVEYOR'S SEAL

ALTA/NSPS SURVEY
FORT PIERCE COMMERCE CENTER



DATE	REVISION	BY

ZEMAN
CONSULTING GROUP

3970 RCA BLVD, SUITE #7750
PALM BEACH GARDENS, FL 33410 - LB 8431

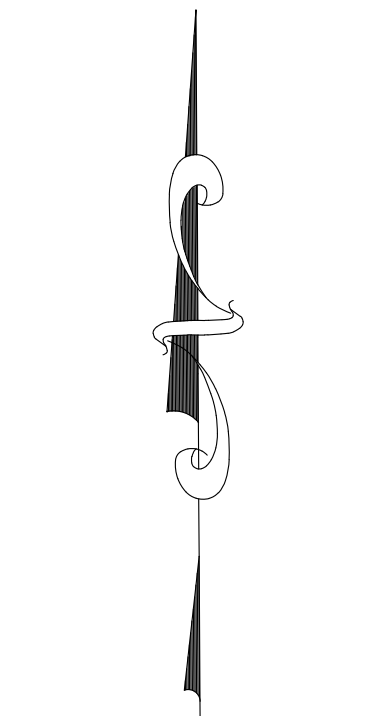
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FIELD BOOK(S)	N/A	SCALE	N/A
PAGE(S)	N/A	DATE OF LAST FIELDWORK	10/09/21
DRAWN BY	LP	DATE OF MAP	10/11/21
CHECKED BY	ED		

SURVEYOR'S SEAL

SHEET NUMBER GRAPHIC
FORT PIERCE COMMERCE CENTER

SHEET
3 OF 11

(SEE SHEET 7)



SCALE: 1" = 40'

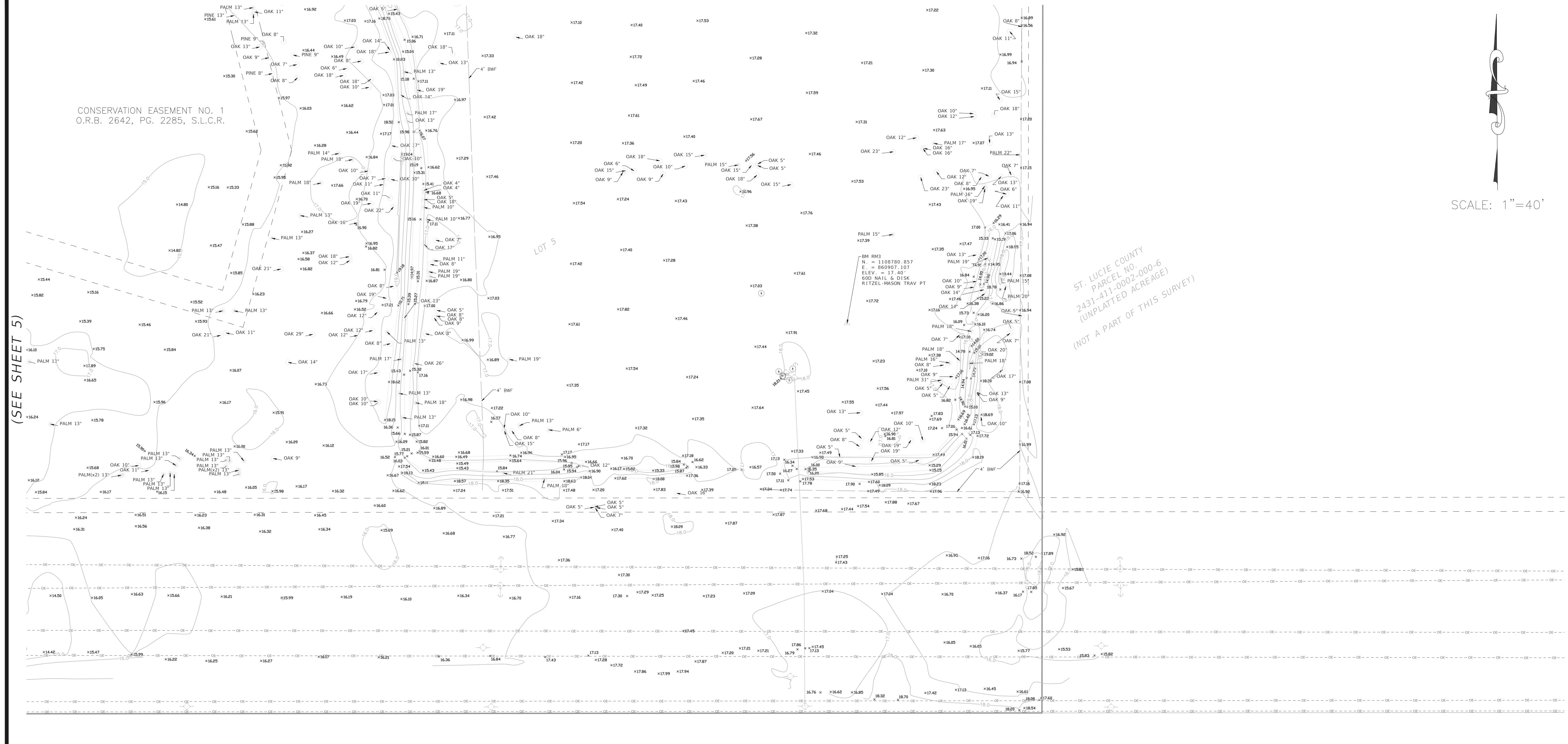
CONSERVATION EASEMENT NO. 1
O.R.B. 2642, PG. 2285, S.L.C.R.

(SEE SHEET 5)

ST. LUCIE COUNTY
PARCEL NO.
2431-411-0002-000-6
(UNPLATTED ACREAGE)
(NOT A PART OF THIS SURVEY)

LOT 5

CANAL NO. 102
99' R/W



DATE	REVISION	BY



FIELD BY	N/A	PROJECT NO.	21030.00
FIELD BOOK(S)	N/A	SCALE	1" = 40'
PAGE(S)	N/A	DATE OF LAST FIELDWORK	10/09/21
DRAWN BY	LP	DATE OF MAP	10/11/21
CHECKED BY	ED		

SURVEYOR'S SEAL

TOPOGRAPHIC DETAIL SHEET

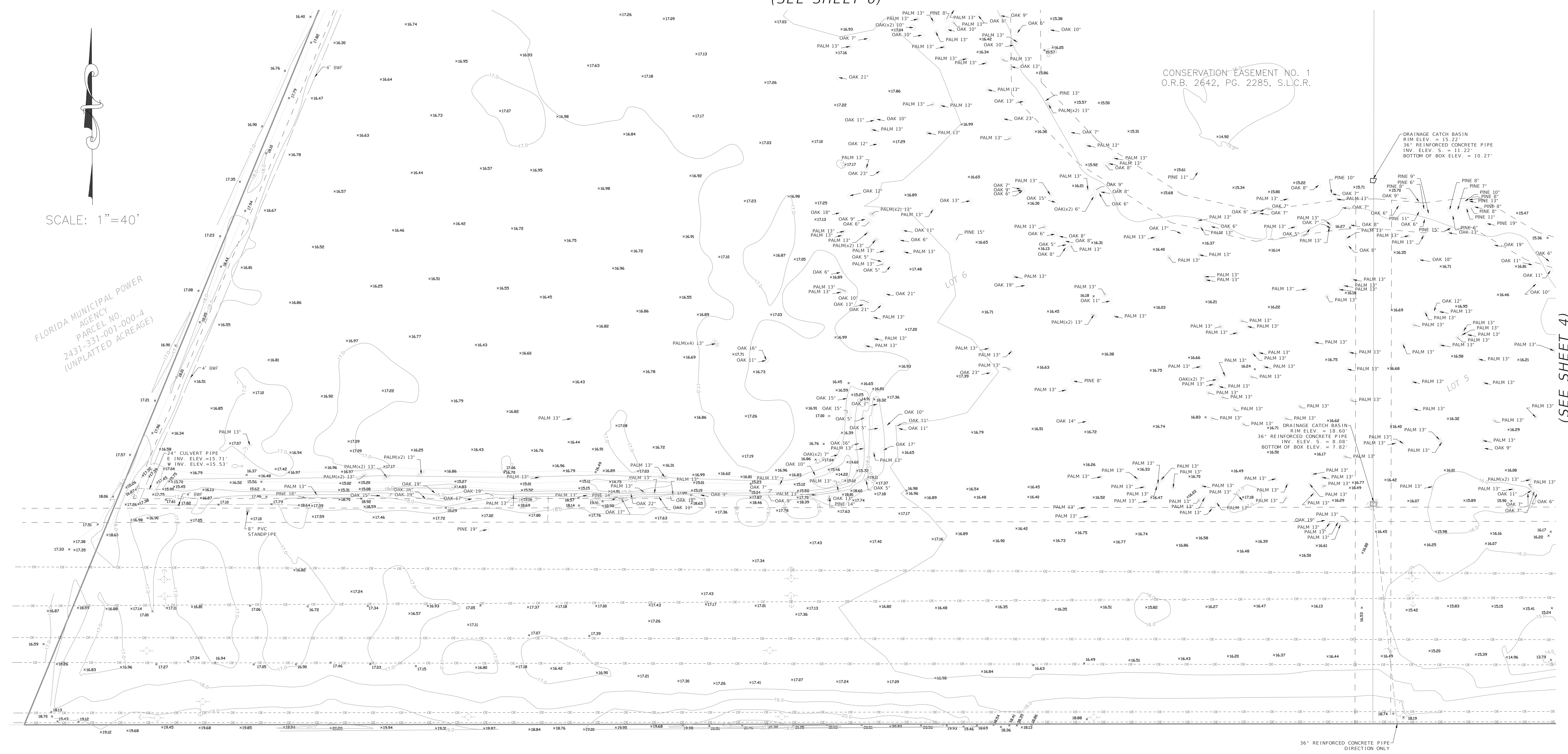
FORT PIERCE COMMERCE CENTER

(SEE SHEET 6)

CONSERVATION EASEMENT NO. 1
O.R.B. 2642, PG. 2285, S.L.C.R.

SCALE: 1" = 40'

FLORIDA MUNICIPAL POWER
AGENCY
PARCEL NO.
2431-331-001-000-4
(UNPLATTED ACREAGE)



CANAL NO. 102
99' R/W

36" REINFORCED CONCRETE PIPE
DIRECTION ONLY

DATE	REVISION	BY

ZEMAN
CONSULTING GROUP

3970 RCA BLVD, SUITE #7750
PALM BEACH GARDENS, FL 33410 - LB 8431

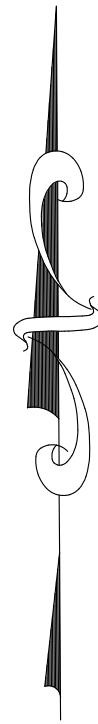
FIELD BY	N/A	PROJECT NO.	21030.00
FIELD BOOK(S)	N/A	SCALE	1" = 40'
PAGE(S)	N/A	DATE OF LAST FIELDWORK	10/09/21
DRAWN BY	LP	DATE OF MAP	10/11/21
CHECKED BY	ED		

SURVEYOR'S SEAL

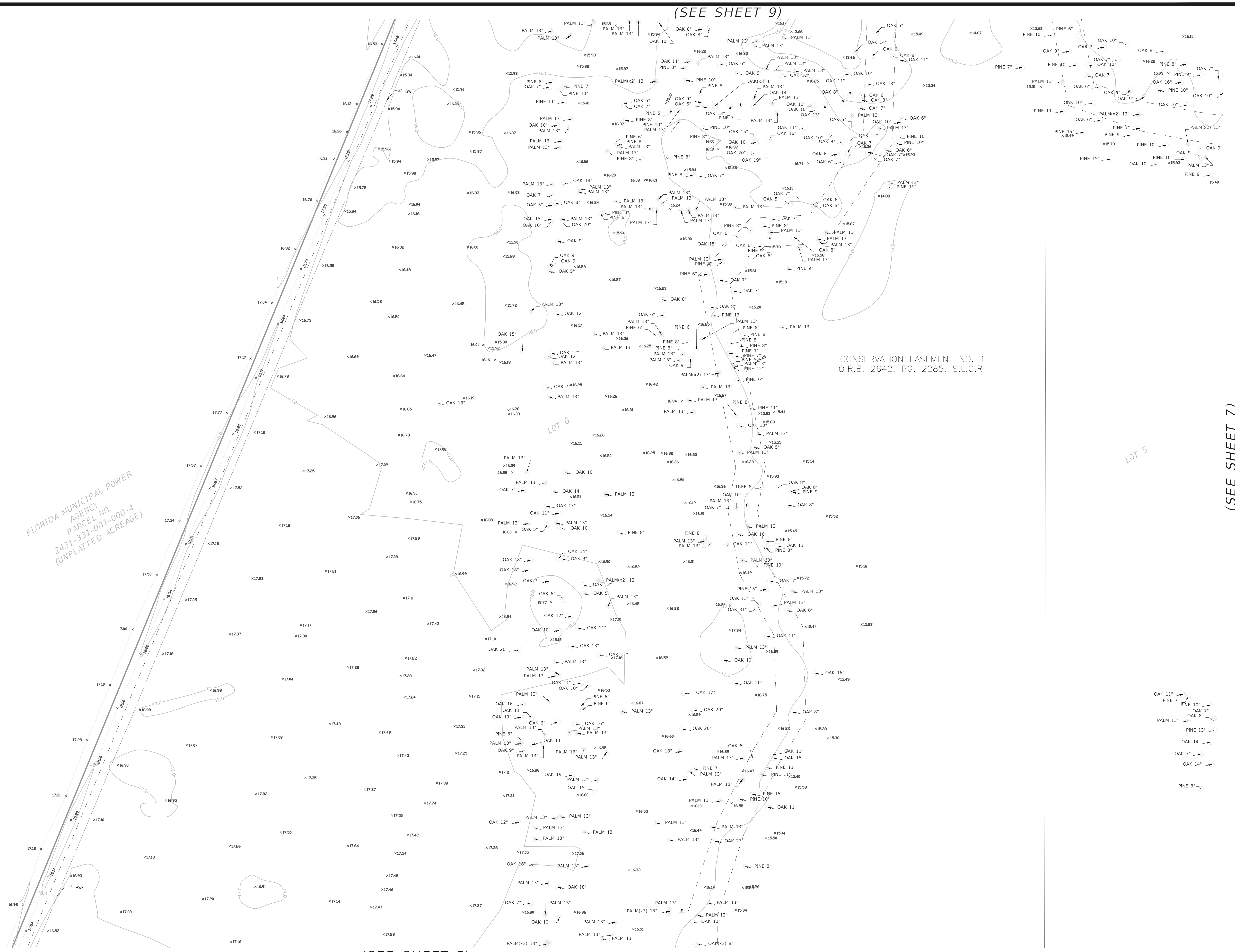
TOPOGRAPHIC DETAIL SHEET

FORT PIERCE COMMERCE CENTER

SHEET
5 OF 11



SCALE: 1" = 40'



(SEE SHEET 9)

(SEE SHEET 5)

(SEE SHEET 7)

DATE	REVISION	BY

ZEMAN
CONSULTING GROUP

3970 RCA BLVD, SUITE #7750
PALM BEACH GARDENS, FL 33410 - LB 8431

FIELD BY	N/A	PROJECT NO.	21030.00
FIELD BOOK(S)	N/A	SCALE	1" = 40'
PAGE(S)	N/A	DATE OF LAST FIELDWORK	10/09/21
DRAWN BY	LP	DATE OF MAP	10/11/21
CHECKED BY	ED		

SURVEYOR'S SEAL

TOPOGRAPHIC DETAIL SHEET
FORT PIERCE COMMERCE CENTER

(SEE SHEET 8)

(SEE SHEET 6)

CONSERVATION EASEMENT NO. 1
O.R.B. 2642, PG. 2285, S.L.C.R.

(SEE SHEET 4)

SCALE: 1"=40'

ST. LUCIE COUNTY
PARCEL NO.
2431-411-0002-000-6
(UNPLATTED ACREAGE)
(NOT A PART OF THIS SURVEY)

DATE	REVISION	BY



3970 RCA BLVD, SUITE #7750
PALM BEACH GARDENS, FL 33410 - LB 8431

FIELD BY	N/A	PROJECT NO.	21030.00
FIELD BOOK(S)	N/A	SCALE	1" = 40'
PAGE(S)	N/A	DATE OF LAST FIELDWORK	10/09/21
DRAWN BY	LP	DATE OF MAP	10/11/21
CHECKED BY	ED		

SURVEYOR'S SEAL

TOPOGRAPHIC DETAIL SHEET

FORT PIERCE COMMERCE CENTER

(SEE SHEET 10)



SCALE: 1"=40'

FLORIDA MUNICIPAL POWER AGENCY
PARCEL NO. 2431-331-001-000-4
(UNPLATTED ACREAGE)

DM RING
N. = 1110182.234
E. = 859635.327
ELEV. = 20.48'
MAG NAIL AND DISK
RITZEL-MASON TRAV PT

CONSERVATION EASEMENT NO. 2
O.R.B. 2642, PG. 2285, S.L.C.R.

CONSERVATION EASEMENT NO. 1
O.R.B. 2642, PG. 2285, S.L.C.R.

CONSERVATION EASEMENT NO. 1
O.R.B. 2642, PG. 2285, S.L.C.R.

D.E. PER P.B. 64,
PG. 36, S.L.C.R.

(SEE SHEET 8)

(SEE SHEET 6)

DATE	REVISION	BY

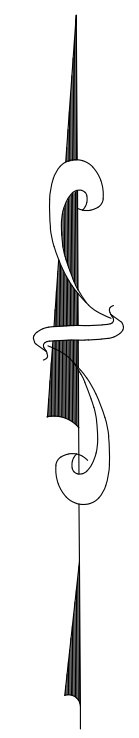
2970 RCA BLVD, SUITE #7750
PALM BEACH GARDENS, FL 33410 - LB 8431

FIELD BY	N/A	PROJECT NO.	21030.00
FIELD BOOK(S)	N/A	SCALE	1" = 40'
PAGE(S)	N/A	DATE OF LAST FIELDWORK	10/09/21
DRAWN BY	LP	DATE OF MAP	10/11/21
CHECKED BY	ED		

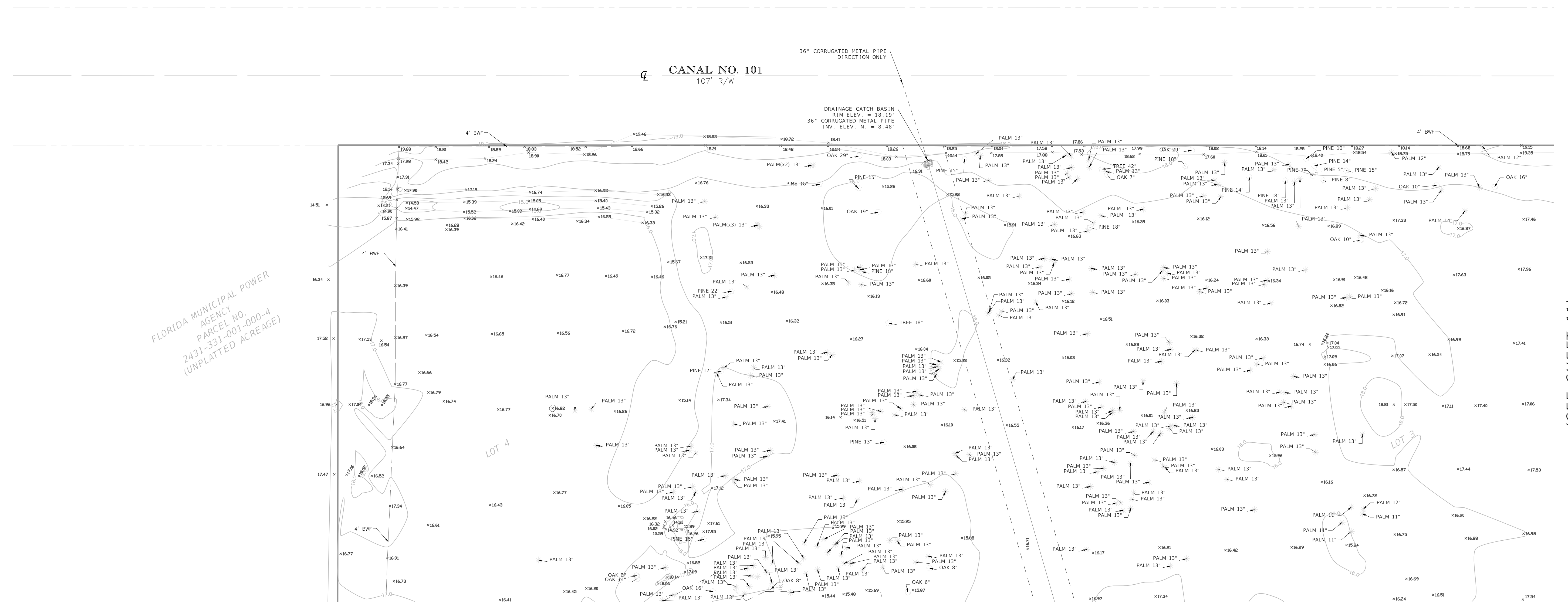
SURVEYOR'S SEAL

TOPOGRAPHIC DETAIL SHEET

FORT PIERCE COMMERCE CENTER



SCALE: 1"=40'



FLORIDA MUNICIPAL POWER
AGENCY
PARCEL NO.
2431-331-001-000-4
(UNPLATTED ACREAGE)

(SEE SHEET 9)

(SEE SHEET 11)

DATE	REVISION	BY

3970 RCA BLVD, SUITE #7750
PALM BEACH GARDENS, FL 33410 - LB 8431

FIELD BY	N/A	PROJECT NO.	21030.00
FIELD BOOK(S)	N/A	SCALE	1" = 40'
PAGE(S)	N/A	DATE OF LAST FIELDWORK	10/09/21
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SURVEYOR'S SEAL

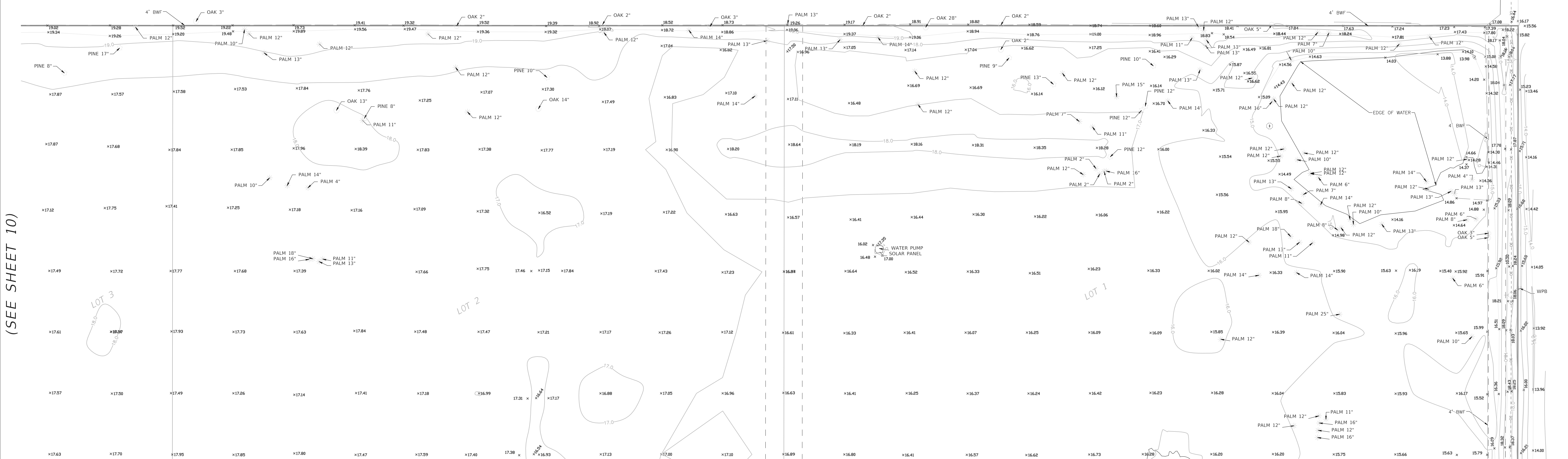
TOPOGRAPHIC DETAIL SHEET

FORT PIERCE COMMERCE CENTER



SCALE: 1"=40'

CANAL NO. 101
107' R/W



(SEE SHEET 10)

(SEE SHEET 8)

DATE	REVISION	BY



FIELD BY	N/A	PROJECT NO.	21030.00
FIELD BOOK(S)	N/A	SCALE	1" = 40'
PAGE(S)	N/A	DATE OF LAST FIELDWORK	10/09/21
DRAWN BY	LP	DATE OF MAP	10/11/21
CHECKED BY	ED		

SURVEYOR'S SEAL

TOPOGRAPHIC DETAIL SHEET

FORT PIERCE COMMERCE CENTER

This Instrument Prepared by:
Riverside Abstract
1 Paragon Drive, Suite 150B
Montvale, NJ 07654

Return to:
Jeffrey Wolfe, Esq.
Sachs Sax Caplan, P.L.
6111 Broken Sound Parkway NW #200
Boca Raton, FL 33473

Property Folio Number:
2431-800-0002-000-0
2431-800-0003-000-7
2431-800-0004-000-4
2431-800-0005-000-1
2431-800-0006-000-8
2431-800-0007-000-5

WARRANTY DEED

This Warranty Deed made and executed the 3 day of December, 2021, by Tahoe1212 LLC, a Delaware limited liability company, whose address is 2093 Philadelphia Pike # 5041 Claymont, DE 19703, hereinafter called the grantor, to St. Lucie Commerce Center LLC, a Florida limited liability company, whose address is 30 S. Hope Chapel Road, Jackson, NJ 08527, hereinafter called the grantee:

(Wherever used herein the term "grantor" and grantee" include all the parties to this instrument, singular and plural, the heirs, legal representatives, and assigns of individuals, and the successors and assigns, wherever the context so admits or requires.)

Witnesseth: That the said grantor, for and in consideration of the sum of \$10.00 and other valuable considerations, receipt whereof is hereby acknowledged, by these presents does grant, bargain, sell, alien, remise, release, convey and confirm unto the grantee all that certain land situate in St. Lucie County, State of Florida, viz:

SEE EXHIBIT A

Together with all the elements, hereditaments and appurtenances thereto belonging or in anywise appertaining.

To Have and to Hold, the same in fee simple forever.

And the grantor hereby covenants with said grantee that it is lawfully seized of said land in

fee simple, that it has good right and lawful authority to sell and convey said land, that it hereby fully warrants the title to said land and will defend the same against the lawful claims of all persons whomsoever; and that said land is free of all encumbrances except for real estate taxes for the year 2022 and subsequent years.

IN WITNESS WHEREOF, the grantor has caused these presents to be executed in its name, and its corporate seal to be hereunto affixed by its proper officers thereunto duly authorized, the day and year first written above.

Tahoe1212, LLC, a Delaware limited liability company

WITNESS

Stephen E Gries
(signature)

HRW Management, LLC,
a Nevada limited liability company

Name: STEPHEN E. GRIES
(print)

By: ACH MJW, LLC,
an Arizona limited liability company

By: [Signature]
Michael Wick
Its: Manager

WITNESS

Portia Frost
(signature)

Name: Portia Frost
(print)

STATE OF _____
COUNTY OF _____

The foregoing instrument was acknowledged before me this ____ day of December, 2021, by means of [] physical presence or [] online notarization by _____, as _____ of Tahoe1212 LLC, a Delaware limited liability company, on behalf of the company. He/She is personally known to me or has produced _____ as identification.

NOTARY PUBLIC:

Sign _____
Print _____
State of _____ at Large (Seal)
My Commission Expires: _____

See attached CA Acknowledgment

Exhibit A

Lots 1 through 6, Treasure Coast Business Park, according to the plat thereof, as recorded in Plat Book 64, Pages 36 through 42, of the Public Records of St. Lucie County, Florida

CALIFORNIA ALL-PURPOSE CERTIFICATE OF ACKNOWLEDGMENT

A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

State of California }

County of Los Angeles }

On December 3 2021 before me, Portia Frost "Notary Public"
(Please insert name and title of the officer)

personally appeared Michael Wick
 who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) (s) are subscribed to the within instrument and acknowledged to me that (s) he/she/they executed the same in (his) his/her/their authorized capacity(ies), and that by (his) his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

Portia Frost
 Notary Public Signature

(Notary Public Seal)



ADDITIONAL OPTIONAL INFORMATION

DESCRIPTION OF THE ATTACHED DOCUMENT
Warranty Deed
(Title or description of attached document)

Emerg Dr. Ft Pierce FL
(Title or description of attached document continued)

Number of Pages 3 Document Date 12/3/21

CAPACITY CLAIMED BY THE SIGNER

- Individual (s)
- Corporate Officer

(Title)

- Partner(s)
- Attorney-in-Fact
- Trustee(s)
- Other _____

INSTRUCTIONS FOR COMPLETING THIS FORM

This form complies with current California statutes regarding notary wording and, if needed, should be completed and attached to the document. Acknowledgments from other states may be completed for documents being sent to that state so long as the wording does not require the California notary to violate California notary law.

- State and County information must be the State and County where the document signer(s) personally appeared before the notary public for acknowledgment.
- Date of notarization must be the date that the signer(s) personally appeared which must also be the same date the acknowledgment is completed.
- The notary public must print his or her name as it appears within his or her commission followed by a comma and then your title (notary public).
- Print the name(s) of document signer(s) who personally appear at the time of notarization.
- Indicate the correct singular or plural forms by crossing off incorrect forms (i.e. ~~he/she/they~~ - is /are) or circling the correct forms. Failure to correctly indicate this information may lead to rejection of document recording.
- The notary seal impression must be clear and photographically reproducible. Impression must not cover text or lines. If seal impression smudges, re-seal if a sufficient area permits. otherwise complete a different acknowledgment form.
- Signature of the notary public must match the signature on file with the office of the county clerk.
 - ✦ Additional information is not required but could help to ensure this acknowledgment is not misused or attached to a different document.
 - ✦ Indicate title or type of attached document, number of pages and date.
 - ✦ Indicate the capacity claimed by the signer. If the claimed capacity is a corporate officer, indicate the title (i.e. CEO, CFO, Secretary).
- Securely attach this document to the signed document with a staple.