



MILLCREEK PD
CITY OF FORT PIERCE, FLORIDA

TRAFFIC IMPACT ANALYSIS

PREPARED FOR:
DREAM FINDERS HOMES, LLC

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1. INTRODUCTION

JFO Group Inc. has been retained to prepare a traffic impact analysis to determine compliance with the *St Lucie TPO Standardized Traffic Impact Studies (TIS) Methodology and Procedures for St Lucie County, City of Fort Pierce and the City of Port St Lucie* for the Millcreek PD project. The property is located north of Orange Avenue, ±¼-mile east of Jenkins Road in the City of Fort Pierce, Florida.



Figure 1: Project Location

Parcel Control Number associated with this project is 2407-124-0001-000-3. Exhibit 1 includes information from the Saint Lucie County Property Appraiser’s office for the parcels included in the proposed site plan. Figure 1 shows an aerial location of the site in relation to the transportation network.

The subject property has a current Future Land Use Designation of Medium Density Residential (RM) and a Zoning designation of Planned Development (PD). The Millcreek PD project is proposing 313 townhomes and 130 single family homes. Exhibit 2 includes a copy of a conceptual site plan. Project build-out is expected in the year 2027.

2. TRIP GENERATION

Project traffic potentially generated by the proposed project was calculated using the Institute of Transportation Engineers (ITE) publication *Trip Generation Manual, 11th Edition*. When fitted curve equations were not available, weighted average rates were used. Similarly, when data plots had at least 20 data points and a fitted curve equation with an R² of at least 0.75, fitted curve equations were used. Exhibit 3 includes an excerpt from the ITE Trip Generation manual for the trip generation rates used in this analysis.

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

Table 1: Trip Generation Rates

Land Use	ITE Code	Daily	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
Single Family Detached	210	$LN(T)=0.92$ $LN(X)+2.68$	26%	74%	$LN(T)=0.91$ $LN(X)+0.12$	63%	37%	$LN(T)=0.94$ $LN(X)+0.27$
Townhomes	220	$T = 6.41(X)$ $+ 75.31$	24%	76%	$T = 0.31(X)$ $+ 22.85$	63%	37%	$T = 0.43(X)$ $+ 20.55$

According to Table 2, the net Daily, AM and PM peak hour trips potentially generated due to the planned development are 3,367, 215 (54 In/161 Out) and 282 (178 In/104 Out) trips respectively.

Table 2: Trip Generation

Land Use	Intensity	Daily Traffic	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
Single Family	130 DUs	1,285	25	70	95	80	47	127
Townhomes	313 DUs	2,082	29	91	120	98	57	155
Net Proposed Traffic		3,367	54	161	215	178	104	282

3. EXISTING CONDITIONS

Orange Avenue is the major roadway serving as primary access to the project. It consists of a four (4) lane divided road in the project vicinity.

4. BACKGROUND TRAFFIC

The University of Florida’s Bureau of Economic and Business Research (BEBR) from the College of Liberal Arts and Sciences calculates population projections for Florida and Its Counties. Table 3 includes the St. Lucie County BEBR growth rates for Year 2025 based on data included in the BEBR Bulletin 198 from January 2024. Exhibit 4 includes the applicable excerpts from the BEBR bulletin.

Table 3: 2025 UF-BEBR Growth Rate

County	BEBR Population Estimate April 1, 2023	BEBR Population Projections (April 1)		2025
		Range	2025	
St. Lucie	368,628	Low	362,300	-0.57%
		Medium	385,400	1.50%
		High	408,600	3.60%

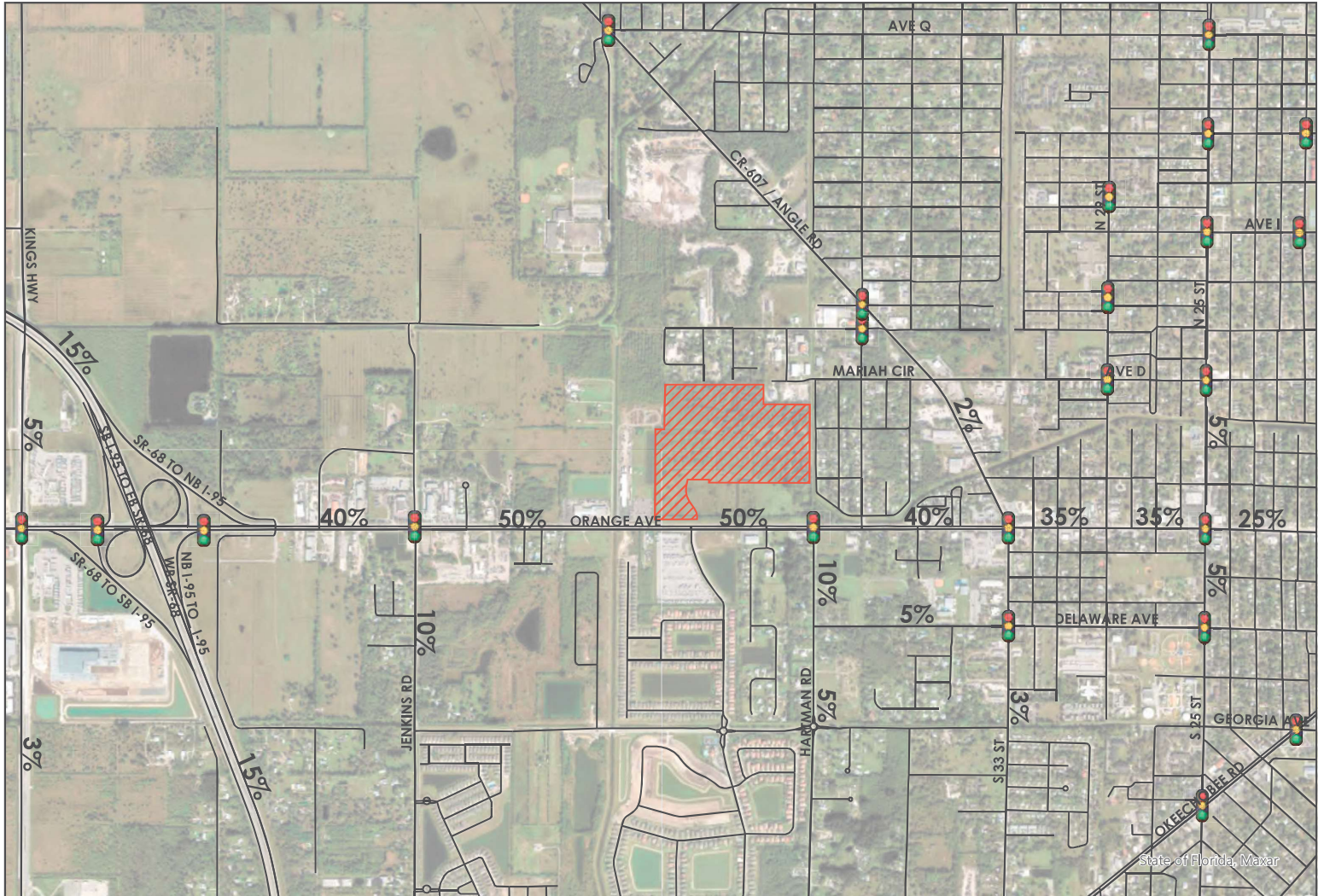
In order to provide a conservative analysis, the BEBR medium growth rate (1.50%) was used in this analysis to determine background traffic on the transportation network.

5. TRIP DISTRIBUTION AND ASSIGNMENT

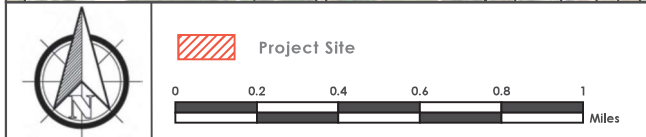
Trip distribution and assignment incorporates the characteristics of the proposed development as well as the surrounding network configuration. Figure 2 shows the project trip distribution for all roadway links in the project vicinity, as well as the signalized intersections.

Table 4: Project Impact

Roadway	From	To	LOS Capacity	Traffic Assignment	Project Traffic	Project Impact
Kings Hwy	Picos Rd To Orange Ave		880	5%	9	1.02%
Kings Hwy	Orange Ave to Angle Rd		920	3%	5	0.54%
I-95	Okeechobee Rd To Orange Ave		7,320	15%	27	0.37%
I-95	Orange Ave to Indrio Rd		7,320	15%	27	0.37%
Jenkins Rd	Peterson Rd to Orange Ave		920	10%	18	1.96%
Hartman Rd	Okeechobee Rd to Peterson Rd		750	5%	9	1.20%
Hartman Rd	Peterson Rd to Delaware Ave		540	5%	9	1.67%
Hartman Rd	Delaware Ave to Orange Ave		790	10%	18	2.28%
33rd St	Okeechobee Rd to Delaware Ave		750	1%	2	0.27%
33rd St	Delaware Ave to Orange Ave		790	3%	5	0.63%
Angle Rd	Orange Ave to Avenue D		840	2%	4	0.48%
Angle Rd	Avenue D to Avenue Q		580	2%	4	0.69%
25th St	Okeechobee Rd to Georgia Ave		1,630	5%	9	0.55%
25th St	Georgia Ave to Delaware Ave		1,630	5%	9	0.55%
25th St	Delaware Ave to Orange Ave		1,630	5%	9	0.55%
25th St	Orange Ave to Avenue D		1,630	5%	9	0.55%
25th St	Avenue D to Avenue Q		1,630	5%	9	0.55%
Delaware Ave	Hartman Rd to 33rd St		600	5%	9	1.50%
Delaware Ave	33rd St to 25th St		1,710	5%	9	0.53%
Delaware Ave	25th St to Okeechobee Rd		1,220	5%	9	0.74%
Orange Ave	Campbell Rd to Kings Hwy		1,070	2%	4	0.37%
Orange Ave	Kings Hwy to I-95		2,100	10%	18	0.86%
Orange Ave	I-95 to Jenkins Rd		2,100	30%	53	2.52%
Orange Ave	Jenkins Rd to Hartman Rd		2,100	50%	89	4.24%
Orange Ave	Hartman Rd to Angle Rd		2,100	40%	71	3.38%
Orange Ave	Angle Rd to 25th St		1,710	35%	62	3.63%
Avenue D	Angle Rd to 29th St		600	1%	2	0.33%
Avenue D	29th St to 25th St		790	3%	5	0.63%
Avenue D	25th St to 17th St		750	2%	4	0.53%



State of Florida, Maxar



 Project Site

Figure 2:
Traffic Assignment
MILLCREEK PD



As can be seen in Table 4, the project impact to the first connection to the Major Road Network will consume more than one percent (1%) of the peak-hour peak-direction capacity while the remaining Major Roadway Segments will consume less than five percent (5%).

Exhibit 5 includes excerpts from the St. Lucie Transportation Planning Organization 2023 Traffic Counts and Level of Service Report used in this analysis. Table 5 includes Level of Service analysis on the first accessible link as required by the *St Lucie TPO Standardized Traffic Impact Studies (TIS) Methodology and Procedures for St Lucie County, City of Fort Pierce and the City of Port St Lucie*. As shown in Table 5, the first accessible link meets the adopted service volume.

Table 5: Peak Hour Link Analysis

Road	From	To	Ln	2023 Traffic		2027 Background Traffic ¹		Project Assignment	Project Traffic		Total Traffic With Project		Peak Direction Service Volume	Meets peak direction LOS?
				AM	PM	AM	PM		AM	PM	AM	PM		
Orange Ave	Jenkins Rd to Site		4	825	825	876	876	50%	81	89	957	965	2,100	YES
Orange Ave	Site to Hartman Rd		4	825	825	876	876	50%	81	89	957	965	2,100	YES

Peak Hour-Peak Direction	
AM	PM
161	178

¹ Calculated GR = 1.50%. See Table 3.

6. DRIVEWAY ANALYSIS

The Millcreek PD development is proposing one (1) full driveway on Orange Avenue. According to the National Cooperative Highway Research Program (NCHRP) Report 457, a left-turn lane is recommended on the unstopped approach of any intersection when the combination of intersection volumes intersect above or to the right of the appropriate trend line shown in Figure 2-5 of the NCHRP Report. Likewise, the November 2019 FDOT Access Management Guidebook includes recommended guidelines for exclusive right-turn lanes to unsignalized driveways based on the NCHRP Report 420, Impacts of Access Management Techniques.

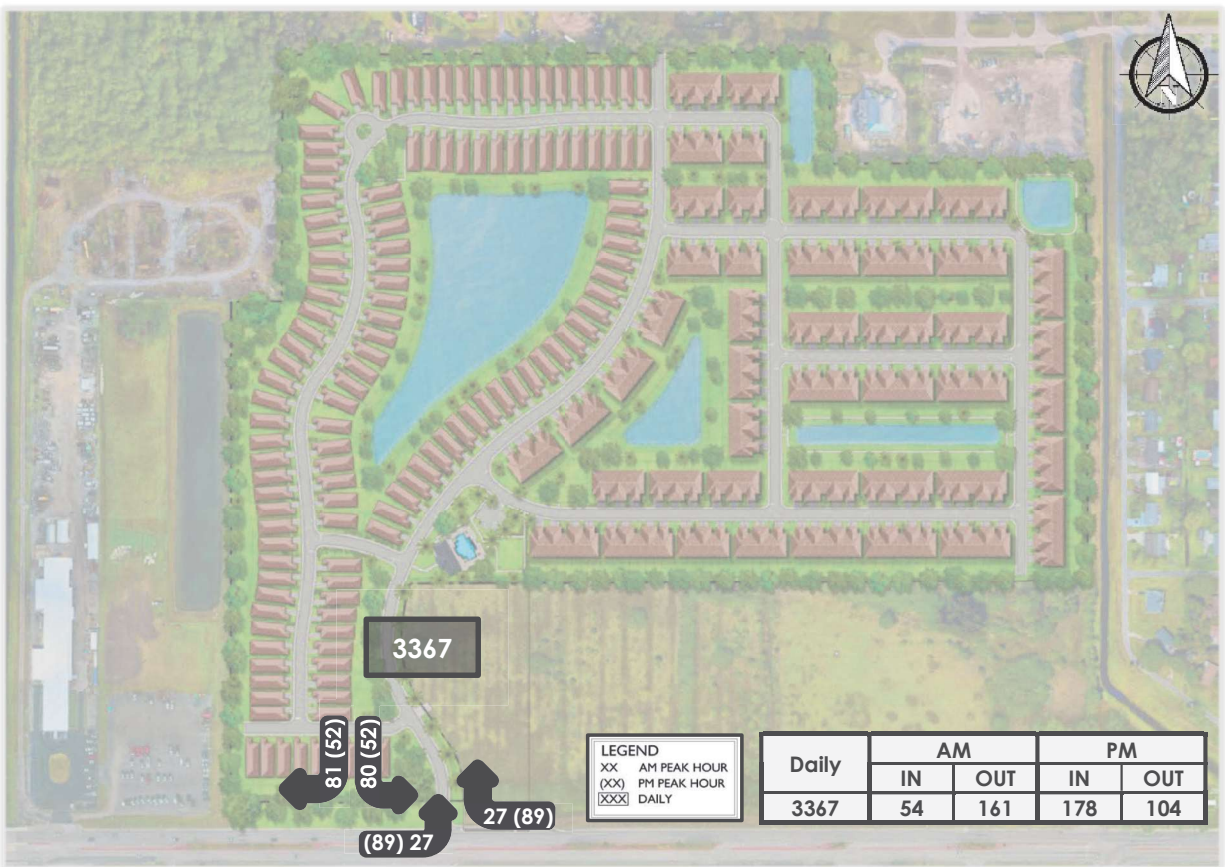


Figure 3: Project Driveway Volumes

Figure 3 provides Daily, AM and PM peak hour driveway volumes for the Millcreek PD Property project. Based on the information presented in this figure, NCHRP Reports 457 and 420, additional turn lanes are not warranted. Exhibit 7 includes right turn lane requirements.

7. CONCLUSIONS AND RECOMMENDATIONS

The Millcreek PD project is located north of Orange Avenue, $\pm\frac{3}{4}$ -mile east of Jenkins Road in the City of Fort Pierce, Florida. The subject property has a current Future Land Use Designation of Medium Density Residential (RM) and a Zoning designation of Planned Development (PD). The Millcreek PD project is proposing 313 townhomes and 130 single family homes.

The proposed project will likely generate 3,367 net daily trips where 215 (54 In/161 Out) trips will occur during the AM peak hour and 282 (178 In/104 Out) during the PM peak hour. The project's first connection to the Major Road Network is on Orange Avenue between Jenkins Road and Hartman Road, at the existing intersection of Orange Avenue and Bent Creek Drive. There is an existing eastbound left turn at the proposed driveway that will remain and improved if required by FDOT. An additional westbound right turn lane is not warranted at this time.

At the time this traffic analysis was prepared, the *St Lucie TPO Transportation Improvement Program (TIP) - FY 2023/24 - FY 2027/2028* shows ATMS - Arterial Traffic Mgmt improvements along Orange Avenue.

The proposed Millcreek PD Property project has been evaluated following the *St Lucie TPO Standardized Traffic Impact Studies (TIS) Methodology and Procedures for St Lucie County, City of Fort Pierce and the City of Port St Lucie*. This analysis shows the proposed development will meet the adopted Level of Service on the roadway links significantly impacted.

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EXHIBIT 1: PROPERTY APPRAISER

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

Property Identification

Site Address: ORANGE AVE
 Sec/Town/Range: 07/35S/40E
 Parcel ID: 2407-124-0001-000-3
 Jurisdiction: Fort Pierce

Use Type: 6000
 Account #: 19834
 Map ID: 24/07N
 Zoning: Planned De

Ownership

FM Millcreek Holding LLC
 1698 W Hibiscus Blvd Ste A
 Melbourne, FL 32901

Legal Description

7 35 40 S 1/2 OF SE 1/4 OF NE 1/4 OF NE 1/4 AND SW 1/4 OF NE 1/4 OF NE 1/4 AND SE 1/4 OF NW 1/4 OF NE 1/4-LESS N 50 FT FOR RD R/W- AND SE 1/4 OF NE 1/4-LESS S 600 FT AND LESS FOR CANAL R/W- AND E 791.25 FT OF SW 1/4 OF NE 1/4-LESS E 65.98 FT OF S 600 FT AND LESS RD AND CANAL R/W AND LESS THAT PART MPDAF: FROM SE COR OF SW 1/4 OF NE 1/4 RUN N 00 00 56 E 40 FT, TH S 89 42 09 W 65.98 FT TO POB, TH CONT S 89 42 09 W 157.17 FT, TH N 00 17 51 W 92.93 FT TO CURVE CONC SW,R OF 206.46 FT, TH NWLY ALG ARC 125.20 FT, TH N 35 02 28 W 109.91 FT TO CURVE CONC E,R OF 280 FT, TH NLY ALG ARC 194.58 FT, TH N 04 46 28 E 18.58 FT TO CURVE CONC E,R OF 477.11 FT, TH NLY ALG ARC 98.22 FT, TH N 89 42 09 E 288.42 FT, TH S 00 00 56 W 600.01 FT TO POB-LESS ADDN R/W AS IN OR 3026-1790 SUBJ TO PERM DR ESMT AS IN CA 82-59.05- AND LESS ADDN RD R/W AS IN OR 3210-468-(62.51 AC) (OR 2483-1551)



Current Values

Just/Market Value: \$2,820,329
 Assessed Value: \$17,543
 Exemptions: \$0
 Taxable Value: \$17,543

Total Areas

Finished/Under Air (SF): 0
 Gross Sketched Area (SF): 0
 Land Size (acres): 62.51
 Land Size (SF): 2,722,935.6

Building Design Wind Speed

Occupancy Category	I	II	III
Speed	140	150	160

Sources/links:

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](#)

Sale History

Date	Book/Page	Sale Code	Deed	Grantor	Price
Jan 31, 2006	2483 / 1551	XX01	WD	FM Florida Land Company LLC	\$4,950,000
Nov 23, 2005	2430 / 2546	XX02	SPWD	Orange Ave Dev LLC	\$6,616,000
Apr 6, 2004	1940 / 2324	XX02	WD	Linda Davis Trust	\$3,000,000
Apr 2, 2004	1940 / 2328	XX04	WD	Linda Davis Trust	\$100
Apr 1, 2004	1940 / 2330	XX04	WD	Linda Davis Trust	\$100
Mar 31, 2004	1940 / 2326	XX04	WD	Linda Davis Trust	\$100
Jan 26, 1998	1124 / 1276	XX04	PRDEED	Linda	\$100
Jan 26, 1998	1124 / 1271	XX04	PRDEED	Linda	\$100
Jan 26, 1998	1124 / 1266	XX04	PRDEED	Linda	\$100
Dec 27, 1996	1053 / 1888	XX02	PRDEED	Jean M Davis	\$100
Dec 21, 1994	0935 / 1908	XX02	WD	Jean M Davis	\$850,000

Special Features and Yard Items

Type Qty Units Year Blt

Current Year Values

Current Values Breakdown		Current Year Exemption Value Breakdown				
		Tax Year	Grant Year	Code	Description	Amount
Building:	\$1,300					
Land:	\$2,819,029					
Just/Market:	\$2,820,329					
Ag Credit:	\$2,801,839					
Save Our Homes or 10% Cap:	\$947					
Assessed:	\$17,543					
Exemption(s):	\$0					
Taxable:	\$17,543					

Current Year Special Assessment Breakdown

Start Year	AssessCode	Units	Description	Amount
2013	0054	62.51	North St. Lucie Water Management District	\$1,437.73
2023	0041	169.7	Fort Pierce Stormwater Charge	\$11,709.30

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
2023	\$2,820,329	\$17,543	\$0	\$17,543
2022	\$1,354,434	\$17,511	\$0	\$17,511
2021	\$826,432	\$17,482	\$0	\$17,482
2020	\$826,432	\$17,456	\$0	\$17,456

Permits

Number	Issue Date	Description	Amount	Fee
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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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EXHIBIT 2: CONCEPTUAL SITE PLAN

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EXHIBIT 3: ITE TRIP GENERATION RATES

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Land Use: 210

Single-Family Detached Housing

Description

A single-family detached housing site includes any single-family detached home on an individual lot. A typical site surveyed is a suburban subdivision.

Specialized Land Use

Data have been submitted for several single-family detached housing developments with homes that are commonly referred to as patio homes. A patio home is a detached housing unit that is located on a small lot with little (or no) front or back yard. In some subdivisions, communal maintenance of outside grounds is provided for the patio homes. The three patio home sites total 299 dwelling units with overall weighted average trip generation rates of 5.35 vehicle trips per dwelling unit for weekday, 0.26 for the AM adjacent street peak hour, and 0.47 for the PM adjacent street peak hour. These patio home rates based on a small sample of sites are lower than those for single-family detached housing (Land Use 210), lower than those for single-family attached housing (Land Use 251), and higher than those for senior adult housing -- single-family (Land Use 251). Further analysis of this housing type will be conducted in a future edition of *Trip Generation Manual*.

Additional Data

The technical appendices provide supporting information on time-of-day distributions for this land use. The appendices can be accessed through either the ITETripGen web app or the trip generation resource page on the ITE website (<https://www.ite.org/technical-resources/topics/trip-and-parking-generation/>).

For 30 of the study sites, data on the number of residents and number of household vehicles are available. The overall averages for the 30 sites are 3.6 residents per dwelling unit and 1.5 vehicles per dwelling unit.

The sites were surveyed in the 1980s, the 1990s, the 2000s, and the 2010s in Arizona, California, Connecticut, Delaware, Illinois, Indiana, Kentucky, Maryland, Massachusetts, Minnesota, Montana, New Jersey, North Carolina, Ohio, Ontario (CAN), Oregon, Pennsylvania, South Carolina, South Dakota, Tennessee, Vermont, Virginia, and West Virginia.

Source Numbers

100, 105, 114, 126, 157, 167, 177, 197, 207, 211, 217, 267, 275, 293, 300, 319, 320, 356, 357, 367, 384, 387, 407, 435, 522, 550, 552, 579, 598, 601, 603, 614, 637, 711, 716, 720, 728, 735, 868, 869, 903, 925, 936, 1005, 1007, 1008, 1010, 1033, 1066, 1077, 1078, 1079

Single-Family Detached Housing (210)

Vehicle Trip Ends vs: Dwelling Units
On a: Weekday

Setting/Location: General Urban/Suburban

Number of Studies: 174

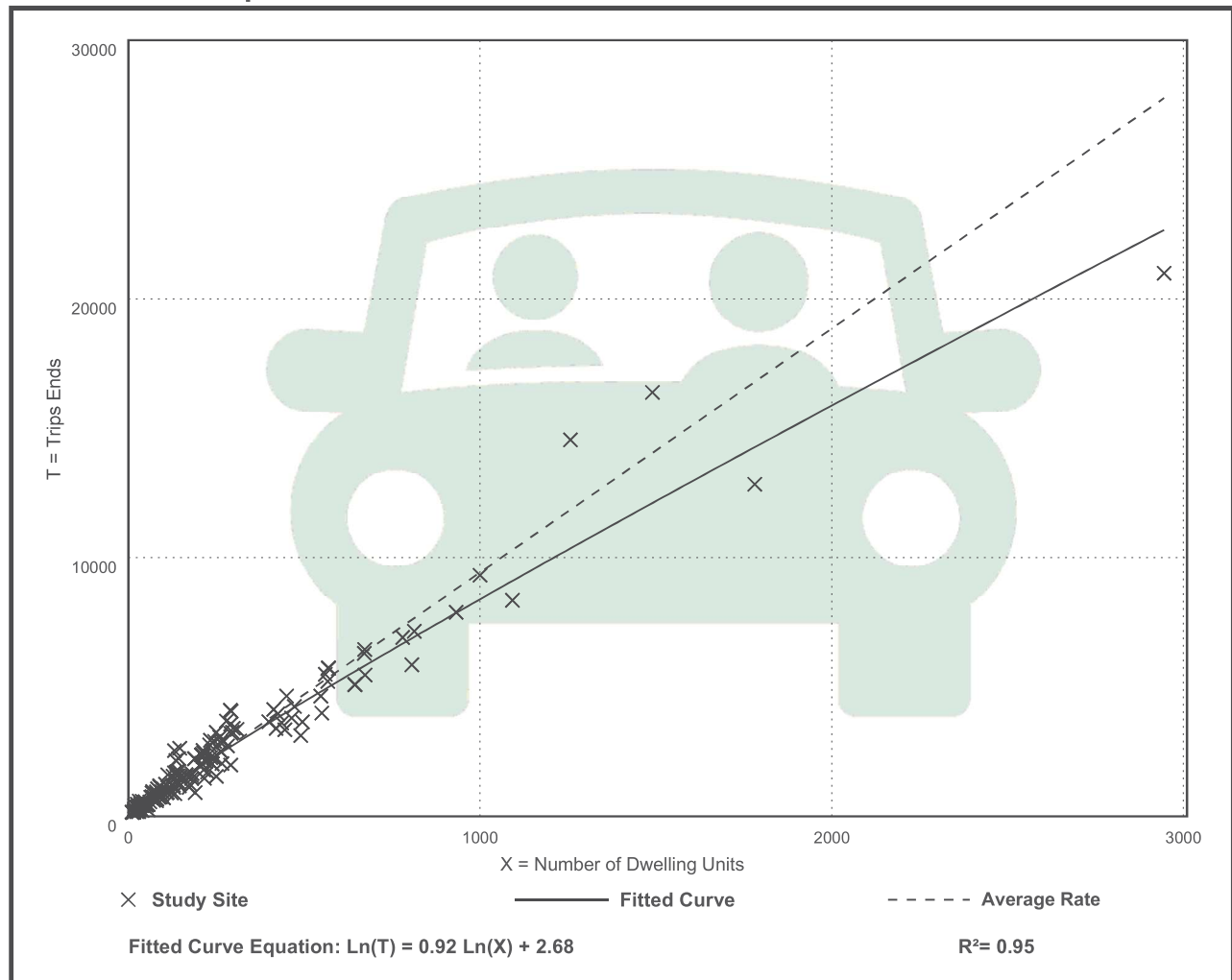
Avg. Num. of Dwelling Units: 246

Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
9.43	4.45 - 22.61	2.13

Data Plot and Equation



Single-Family Detached Housing (210)

Vehicle Trip Ends vs: Dwelling Units

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 7 and 9 a.m.

Setting/Location: General Urban/Suburban

Number of Studies: 192

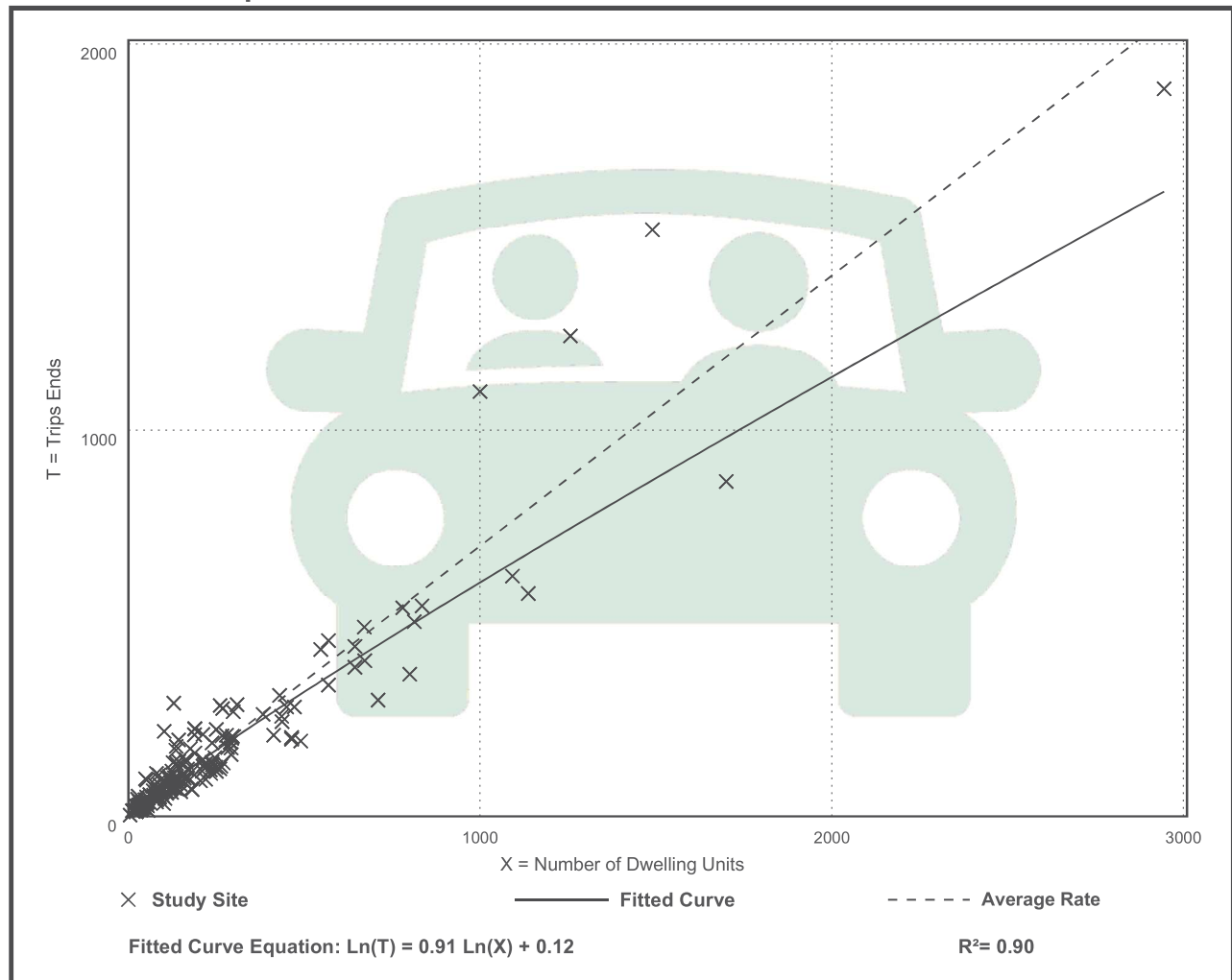
Avg. Num. of Dwelling Units: 226

Directional Distribution: 26% entering, 74% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.70	0.27 - 2.27	0.24

Data Plot and Equation



Single-Family Detached Housing (210)

Vehicle Trip Ends vs: Dwelling Units

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 4 and 6 p.m.

Setting/Location: General Urban/Suburban

Number of Studies: 208

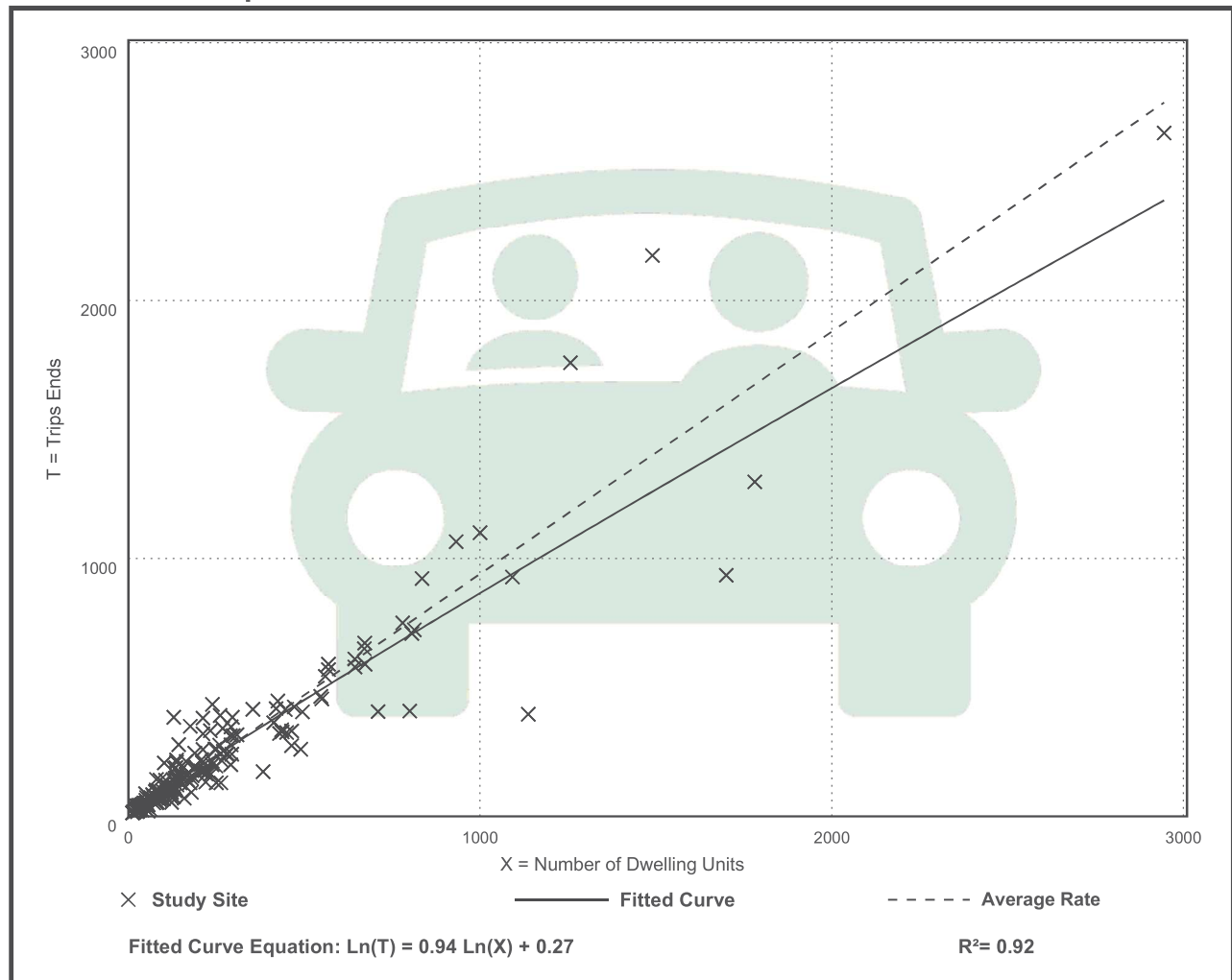
Avg. Num. of Dwelling Units: 248

Directional Distribution: 63% entering, 37% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.94	0.35 - 2.98	0.31

Data Plot and Equation



Land Use: 220

Multifamily Housing (Low-Rise)

Description

Low-rise multifamily housing includes apartments, townhouses, and condominiums located within the same building with at least three other dwelling units and that have two or three floors (levels). Various configurations fit this description, including walkup apartment, mansion apartment, and stacked townhouse.

- A walkup apartment typically is two or three floors in height with dwelling units that are accessed by a single or multiple entrances with stairways and hallways.
- A mansion apartment is a single structure that contains several apartments within what appears to be a single-family dwelling unit.
- A fourplex is a single two-story structure with two matching dwelling units on the ground and second floors. Access to the individual units is typically internal to the structure and provided through a central entry and stairway.
- A stacked townhouse is designed to match the external appearance of a townhouse. But, unlike a townhouse dwelling unit that only shares walls with an adjoining unit, the stacked townhouse units share both floors and walls. Access to the individual units is typically internal to the structure and provided through a central entry and stairway.

Multifamily housing (mid-rise) (Land Use 221), multifamily housing (high-rise) (Land Use 222), affordable housing (Land Use 223), and off-campus student apartment (low-rise) (Land Use 225) are related land uses.

Land Use Subcategory

Data are presented for two subcategories for this land use: (1) not close to rail transit and (2) close to rail transit. A site is considered close to rail transit if the walking distance between the residential site entrance and the closest rail transit station entrance is $\frac{1}{2}$ mile or less.

Additional Data

For the three sites for which both the number of residents and the number of occupied dwelling units were available, there were an average of 2.72 residents per occupied dwelling unit.

For the two sites for which the numbers of both total dwelling units and occupied dwelling units were available, an average of 96.2 percent of the total dwelling units were occupied.

The technical appendices provide supporting information on time-of-day distributions for this land use. The appendices can be accessed through either the ITETripGen web app or the trip

generation resource page on the ITE website (<https://www.ite.org/technical-resources/topics/trip-and-parking-generation/>).

For the three sites for which data were provided for both occupied dwelling units and residents, there was an average of 2.72 residents per occupied dwelling unit.

It is expected that the number of bedrooms and number of residents are likely correlated to the trips generated by a residential site. To assist in future analysis, trip generation studies of all multifamily housing should attempt to obtain information on occupancy rate and on the mix of residential unit sizes (i.e., number of units by number of bedrooms at the site complex).

The sites were surveyed in the 1980s, the 1990s, the 2000s, the 2010s, and the 2020s in British Columbia (CAN), California, Delaware, Florida, Georgia, Illinois, Indiana, Maine, Maryland, Massachusetts, Minnesota, New Jersey, Ontario (CAN), Oregon, Pennsylvania, South Carolina, South Dakota, Tennessee, Texas, Utah, and Washington.

Source Numbers

188, 204, 237, 300, 305, 306, 320, 321, 357, 390, 412, 525, 530, 579, 583, 638, 864, 866, 896, 901, 903, 904, 936, 939, 944, 946, 947, 948, 963, 964, 966, 967, 1012, 1013, 1014, 1036, 1047, 1056, 1071, 1076

Multifamily Housing (Low-Rise) Not Close to Rail Transit (220)

Vehicle Trip Ends vs: Dwelling Units
On a: Weekday

Setting/Location: General Urban/Suburban

Number of Studies: 22

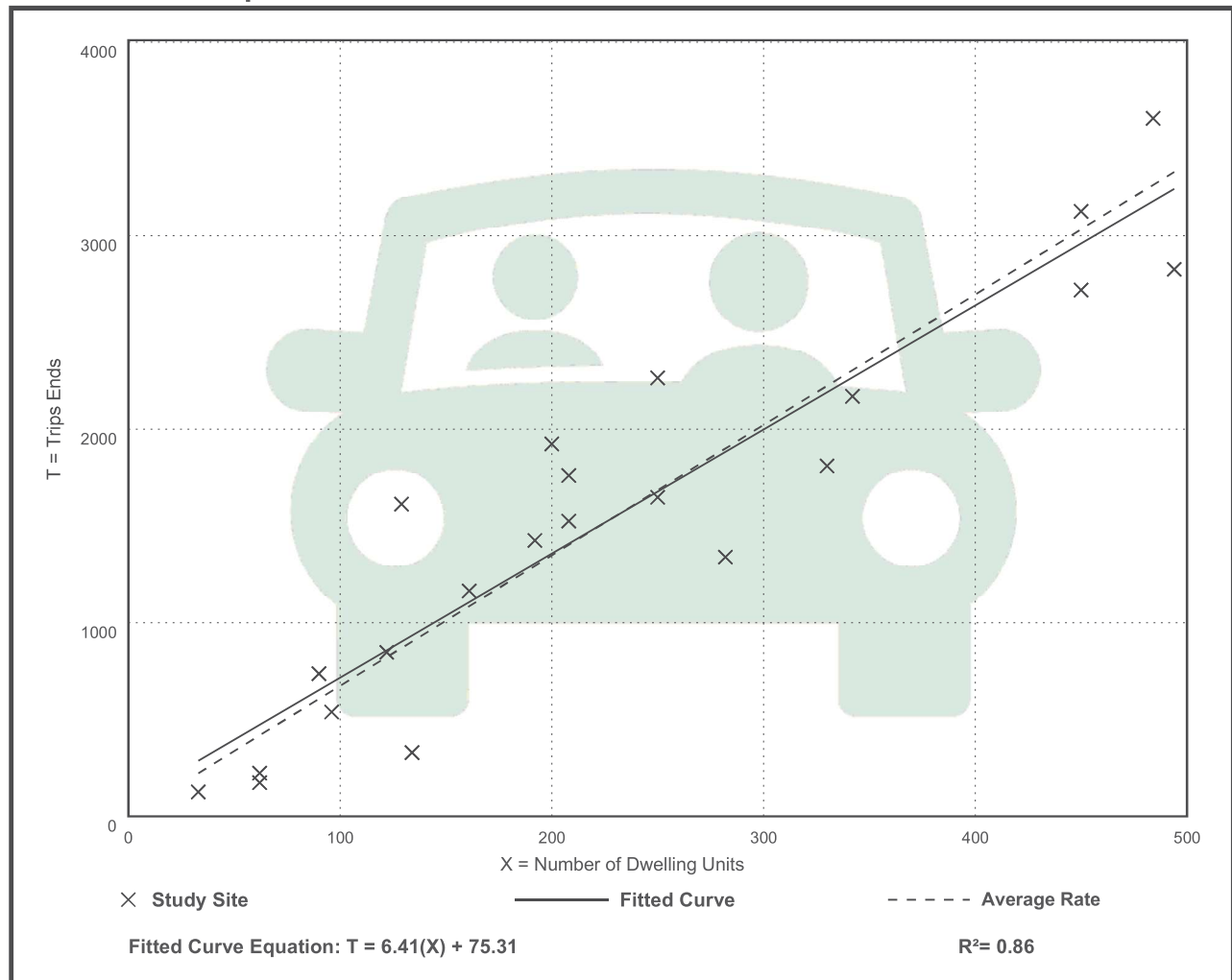
Avg. Num. of Dwelling Units: 229

Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
6.74	2.46 - 12.50	1.79

Data Plot and Equation



Multifamily Housing (Low-Rise) Not Close to Rail Transit (220)

Vehicle Trip Ends vs: Dwelling Units

On a: **Weekday,**

Peak Hour of Adjacent Street Traffic,

One Hour Between 7 and 9 a.m.

Setting/Location: General Urban/Suburban

Number of Studies: 49

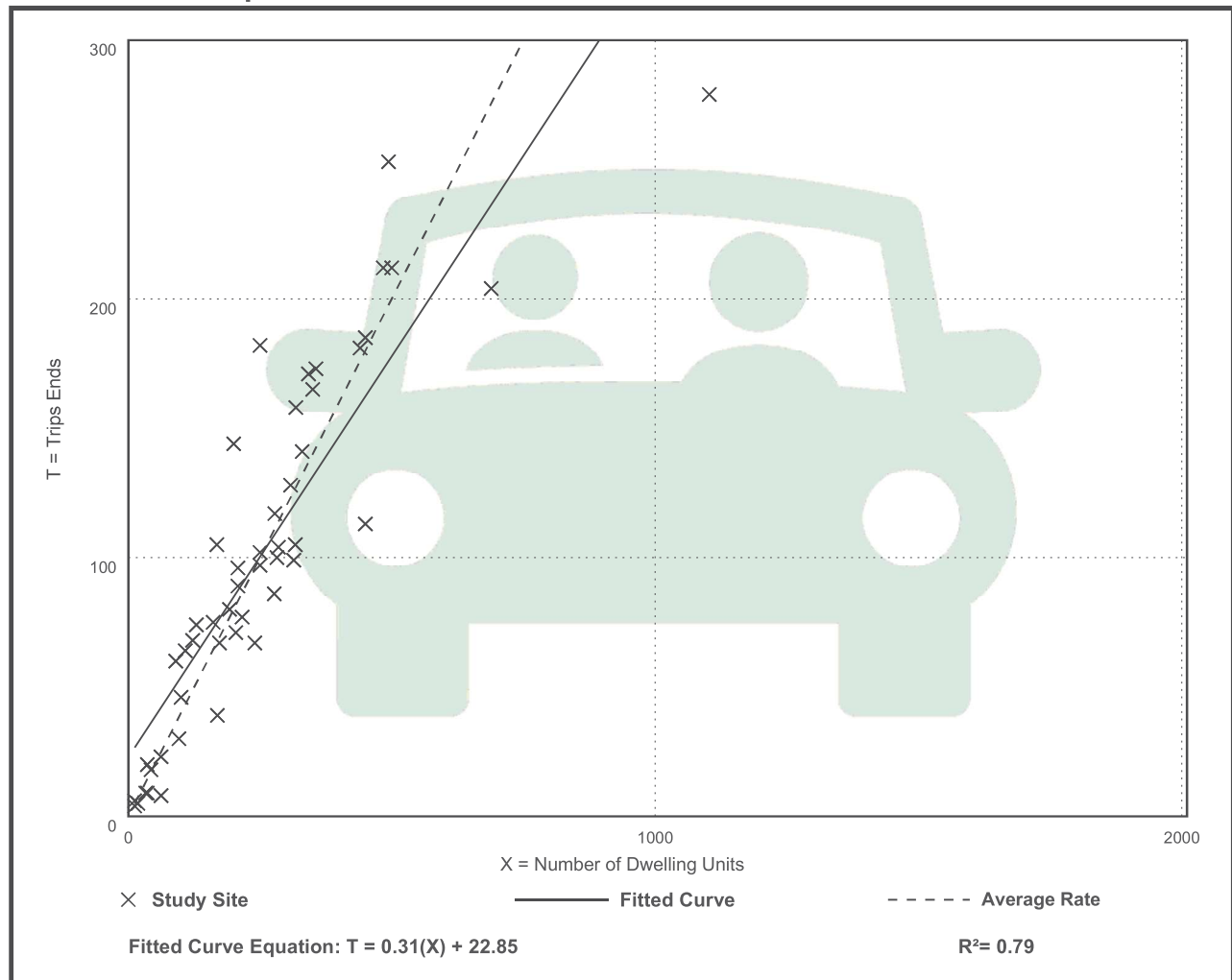
Avg. Num. of Dwelling Units: 249

Directional Distribution: 24% entering, 76% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.40	0.13 - 0.73	0.12

Data Plot and Equation



Multifamily Housing (Low-Rise) Not Close to Rail Transit (220)

Vehicle Trip Ends vs: Dwelling Units

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 4 and 6 p.m.

Setting/Location: General Urban/Suburban

Number of Studies: 59

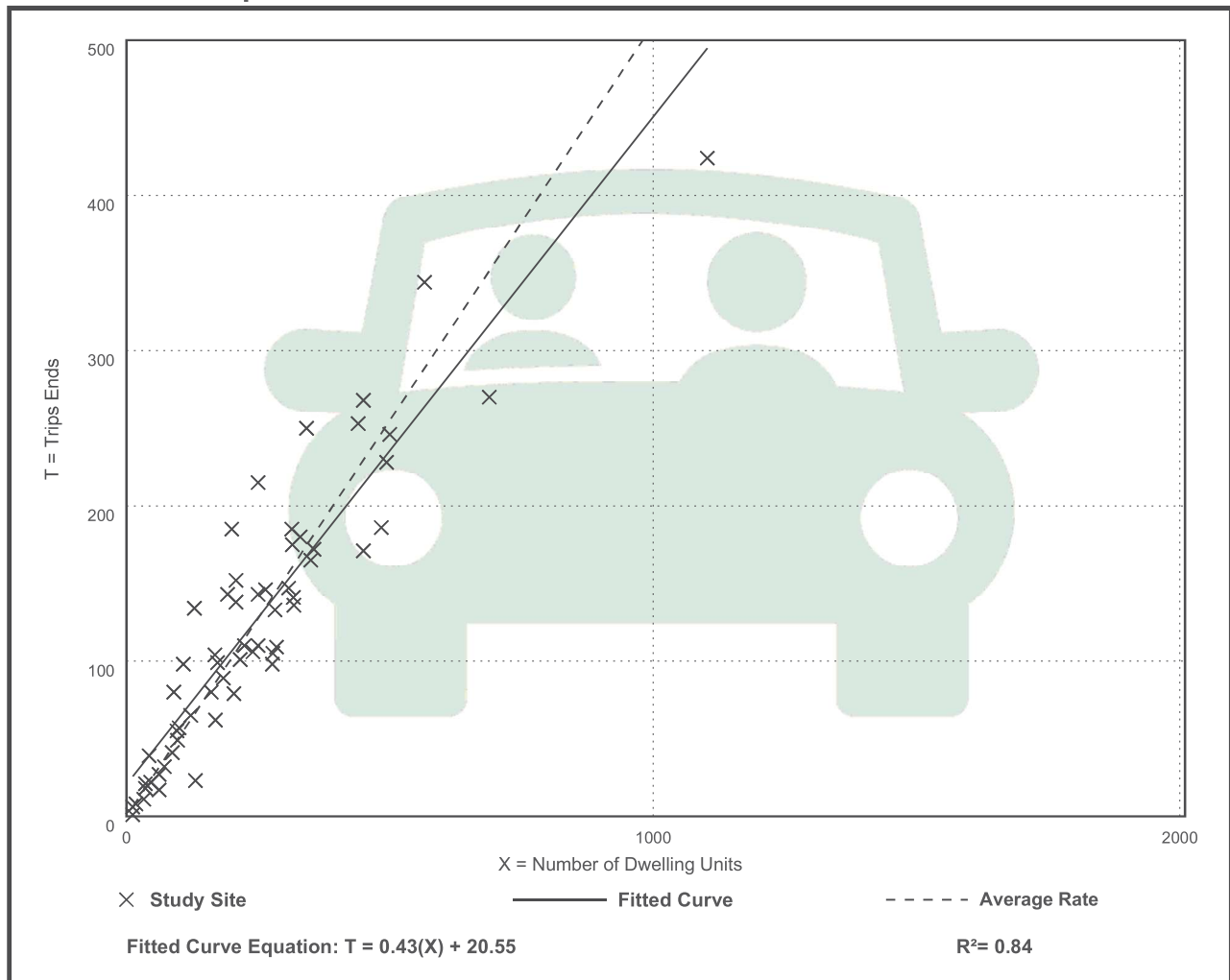
Avg. Num. of Dwelling Units: 241

Directional Distribution: 63% entering, 37% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.51	0.08 - 1.04	0.15

Data Plot and Equation



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EXHIBIT 4: UF BEBR POPULATIONS PROJECTIONS

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Projections of Florida Population by County, 2025–2050, with Estimates for 2023

Stefan Rayer, Population Program Director
Conor Comfort, Research Demographer

The Bureau of Economic and Business Research (BEBR) at the University of Florida has produced population projections for Florida and its counties since the 1970s. This report presents our 2024 set of projections and describes the methodology used to construct those projections. To account for uncertainty regarding future population growth, we publish three series of projections – low, medium, and high. We recommend using the medium series for most purposes; this series has historically provided the most accurate forecasts for Florida counties. It should be noted that these projections refer solely to the resident population of Florida; they do not include temporary or seasonal residents whose usual place of residence is in another jurisdiction.

State Projections

The starting point for the state-level projections was the decennial census count for April 1, 2020. Projections were made in one-year intervals using a cohort-component methodology in which births, deaths, and migration are projected separately for each age-sex cohort in Florida.

Survival rates were applied by single year of age and sex to project future deaths in the population. These rates were based on Florida Life Tables for 2012–2018, using mortality data published by the Office of Vital Statistics in the Florida Department of Health. We adjusted the survival rates for 2020–2028 to make them consistent with recent mortality trends, and to align

the projected deaths with those from the State of Florida’s Demographic Estimating Conference (DEC) held November 28, 2023. After 2028, we made small adjustments to the survival rates based on projected changes in survival rates released by the U.S. Census Bureau.

Domestic migration rates by age and sex were based on Public Use Microdata Sample (PUMS) files from the 2011–2019 American Community Survey (ACS) 1-year estimates and 2015–2019 ACS 5-year estimates. We calculated an average of those two sets of migration estimates; projections based on input data from more than one period tend to be more accurate than those based on a single period. By combining 1-year ACS estimates, which are more current, with 5-year ACS estimates, which are more stable, we make use of the different strengths of each type of ACS data.

We applied smoothing techniques to the migration rates by single year of age and sex to adjust for data irregularities caused by small sample sizes. The smoothed in- and out-migration rates were weighted to account for recent changes in Florida’s population growth rates. Projections of domestic in-migration were made by applying weighted in-migration rates to the projected population of the United States (minus Florida), using the most recent set of national projections produced by the U.S. Census Bureau. Projections of out-migration were made by applying weighted out-migration rates to the Florida population. In both instances, rates were calculated separately for males and females for each age up to 90 and over.

Projections of Florida Population by County, 2025–2050, with Estimates for 2023

County and State	Estimates April 1, 2023	Projections, April 1					
		2025	2030	2035	2040	2045	2050
MIAMI-DADE	2,768,954						
Low		2,673,300	2,663,100	2,630,800	2,587,800	2,543,600	2,501,800
Medium		2,814,000	2,910,500	2,981,000	3,035,500	3,083,200	3,127,200
High		2,954,700	3,157,900	3,331,300	3,483,200	3,622,700	3,752,700
MONROE	84,511						
Low		80,300	78,400	76,000	73,300	70,700	68,100
Medium		85,400	87,100	88,100	88,600	88,900	89,000
High		90,600	95,800	100,200	103,900	107,100	110,000
NASSAU	100,763						
Low		97,300	101,400	103,400	103,800	102,800	101,300
Medium		105,700	116,600	125,700	133,500	139,900	145,800
High		114,200	131,700	148,000	163,200	177,000	190,200
OKALOOSA	219,260						
Low		211,400	212,900	211,500	208,500	204,700	200,600
Medium		224,900	236,500	245,200	251,900	257,500	262,200
High		238,400	260,200	278,900	295,400	310,300	323,800
OKEECHOBEE	39,591						
Low		37,800	36,600	35,500	34,500	33,500	32,600
Medium		39,800	40,000	40,300	40,500	40,600	40,800
High		41,800	43,400	45,000	46,400	47,700	48,900
ORANGE	1,492,951						
Low		1,454,400	1,497,700	1,513,900	1,510,700	1,496,500	1,479,200
Medium		1,547,200	1,664,100	1,755,300	1,825,600	1,882,400	1,933,600
High		1,640,000	1,830,500	1,996,600	2,140,500	2,268,300	2,388,000
OSCEOLA	439,225						
Low		436,200	470,500	490,600	500,600	505,200	507,300
Medium		469,000	531,600	582,300	623,800	660,500	695,000
High		501,900	592,800	674,000	747,000	815,700	882,600
PALM BEACH	1,532,718						
Low		1,489,100	1,503,700	1,500,300	1,485,500	1,463,900	1,440,800
Medium		1,567,500	1,643,400	1,700,000	1,742,500	1,774,400	1,801,100
High		1,645,800	1,783,100	1,899,800	1,999,500	2,084,900	2,161,300
PASCO	610,743						
Low		598,400	624,100	640,000	644,400	644,100	642,200
Medium		636,600	693,400	742,100	778,700	810,200	839,500
High		674,800	762,800	844,100	913,000	976,300	1,036,700
PINELLAS	974,689						
Low		943,000	926,100	909,600	893,000	877,200	862,600
Medium		982,200	995,900	1,007,800	1,017,600	1,025,900	1,033,000
High		1,021,500	1,065,600	1,106,100	1,142,300	1,174,700	1,203,500
POLK	797,616						
Low		782,400	817,400	838,800	845,700	846,100	844,100
Medium		832,400	908,200	972,600	1,022,000	1,064,300	1,103,400
High		882,300	999,000	1,106,300	1,198,400	1,282,500	1,362,700
PUTNAM	75,906						
Low		72,600	71,000	69,000	66,900	65,100	63,500
Medium		76,400	77,600	78,100	78,500	79,000	79,400
High		80,300	84,200	87,300	90,100	92,800	95,300
ST. JOHNS	315,317						
Low		313,800	341,200	359,500	368,300	372,800	375,100
Medium		337,400	385,500	426,700	459,000	487,300	513,900
High		361,000	429,800	493,900	549,600	601,800	652,600
ST. LUCIE	368,628						
Low		362,300	381,600	394,000	400,600	404,500	406,000
Medium		385,400	423,900	456,800	484,200	508,800	530,700
High		408,600	466,300	519,600	567,700	613,100	655,400



EXHIBIT 5: 2023 TRAFFIC COUNTS AND LOS REPORT

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Traffic Counts and Level of Service Report 2023

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

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



Coco Vista Centre
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Traffic Counts and Level of Service Report 2023

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

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 * AADT = Annual Average Daily Traffic

Traffic Counts and Level of Service Report 2023

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

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 * AADT = Annual Average Daily Traffic

Traffic Counts and Level of Service Report 2023

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

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Traffic Counts and Level of Service Report 2023

Roadway Name	Location	AADT	Pk Hr Service Capacity	AM Pk Hr Pk Dir			PM Pk Hr Pk Dir		
				Volume	LOS	V/C	Volume	LOS	V/C
25TH ST	BELL AVE to EDWARDS RD	19,086	2,100	1,120	C	0.53	1,117	C	0.53
25TH ST	EDWARDS RD to CORTEZ BLVD	21,959	2,000	1,072	C	0.54	1,072	C	0.54
25TH ST	CORTEZ BLVD to VIRGINIA AVE	22,500	2,000	1,324	C	0.66	1,090	C	0.55
25TH ST	VIRGINIA AVE to NEBRASKA AVE	22,168	2,000	1,082	C	0.54	1,082	C	0.54
25TH ST	NEBRASKA AVE to OKEECHOBEE RD	22,168	2,000	1,082	C	0.54	1,082	C	0.54
25TH ST	OKEECHOBEE RD to GEORGIA AVE	21,986	1,630	1,016	D	0.62	1,053	D	0.65
25TH ST	GEORGIA AVE to DELAWARE AVE	21,986	1,630	1,016	D	0.62	1,053	D	0.65
25TH ST	DELAWARE AVE to ORANGE AVE	21,569	1,630	1,053	D	0.65	1,053	D	0.65
25TH ST	ORANGE AVE to AVENUE D	23,000	1,630	1,145	D	0.70	1,325	D	0.81
25TH ST	AVENUE D to AVENUE Q	17,945	1,630	876	D	0.54	876	D	0.54
25TH ST	AVENUE Q to JUANITA AVE	16,821	2,000	821	C	0.41	821	C	0.41
25TH ST	JUANITA AVE to ST LUCIE BLVD	16,315	2,100		B			B	
25TH ST	ST LUCIE BLVD to US 1	7,934	2,100	387	C	0.18	387	C	0.18
33RD ST	OKEECHOBEE RD to DELAWARE AVE	7,200	750	408	D	0.54	366	C	0.49
33RD ST	DELAWARE AVE to ORANGE AVE	6,285	790	290	C	0.37	290	C	0.37
35TH ST	KIRBY LOOP RD to CORTEZ BLVD	5,100	540	369	D	0.68	317	D	0.59
35TH ST	CORTEZ BLVD to VIRGINIA AVE	5,100	790	369	C	0.47	317	C	0.40
35TH ST	VIRGINIA AVE to OKEECHOBEE RD	4,639	750	228	C	0.30	246	C	0.33
53RD ST	ANGLE RD to JUANITA AVE	2,515	540	164	C	0.30	169	C	0.31
AE BACKUS AVE	7TH ST to US 1	960	750	68	C	0.09	70	C	0.09
AIROSO BLVD	PORT ST LUCIE BLVD to THORNHILL DR	17,955	2,100	1,135	C	0.54	939	C	0.45
AIROSO BLVD	THORNHILL DR to CROSSTOWN PKWY	17,955	2,100	1,135	C	0.54	939	C	0.45
AIROSO BLVD	CROSSTOWN PKWY to PRIMA VISTA BLVD	18,600	2,100	932	C	0.44	965	C	0.46
AIROSO BLVD	PRIMA VISTA BLVD to FLORESTA DR	15,302	2,000	763	C	0.38	789	C	0.40
AIROSO BLVD	FLORESTA DR to ST JAMES DR	22,893	2,100	1,290	C	0.61	1,230	C	0.59
ANGLE RD	ORANGE AVE to AVENUE D	8,603	790	421	D	0.53	404	D	0.51
ANGLE RD	AVENUE D to AVENUE Q	8,603	540	421	D	0.78	404	D	0.75
ANGLE RD	AVENUE Q to 53RD ST	8,700	600	583	D	0.97	524	D	0.87
ANGLE RD	53RD ST to KEEN RD	6,000	630	378	C	0.60	325	C	0.52

* Volumes shown were adjusted using FDOT Seasonal Factors

* AADT = Annual Average Daily Traffic



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

Traffic Counts and Level of Service Report 2023

Roadway Name	Location	AADT	Pk Hr Service Capacity	AM Pk Hr Pk Dir			PM Pk Hr Pk Dir		
				Volume	LOS	V/C	Volume	LOS	V/C
ANGLE RD	KEEN RD to KINGS HWY	6,000	880	378	C	0.43	325	C	0.37
ANGLE RD	KINGS HWY to JOHNSTON RD	5,758	1,070	358	B	0.34	344	B	0.32
ANGLE RD	JOHNSTON RD to FLORIDA'S TURNPIKE	2,028	1,070	96	B	0.09	96	B	0.09
AVENUE A	7TH ST to US 1	862	790	81	C	0.10	81	C	0.10
AVENUE A	US 1 to INDIAN RIVER DR	2,208	600	109	C	0.18	109	C	0.18
AVENUE D	ANGLE RD to 29TH ST	4,624	600	247	C	0.41	254	C	0.42
AVENUE D	29TH ST to 25TH ST	4,624	790	247	C	0.31	254	C	0.32
AVENUE D	25TH ST to 17TH ST	4,921	750	244	C	0.33	240	C	0.32
AVENUE D	17TH ST to 13TH ST	3,419	750	190	C	0.25	181	C	0.24
AVENUE D	13TH ST to 10TH ST	2,310	750	120	C	0.16	122	C	0.16
AVENUE D	10TH ST to 7TH ST	2,642	750	134	C	0.18	138	C	0.18
AVENUE D	7TH ST to US 1	2,642	750	134	C	0.18	138	C	0.18
AVENUE I	25TH ST to 17TH ST	2,166	750	157	C	0.21	130	C	0.17
AVENUE I	17TH ST to 13TH ST	2,166	750	157	C	0.21	130	C	0.17
AVENUE H	13TH ST to 7TH ST	1,974	540	116	C	0.22	117	C	0.22
AVENUE H	7TH ST to US 1	1,581	750	87	C	0.12	85	C	0.11
AVENUE Q	ANGLE RD to 25TH ST	5,000	750	260	C	0.35	254	C	0.34
AVENUE Q	25TH ST to 17TH ST	3,357	750	196	C	0.26	204	C	0.27
AVENUE Q	17TH ST to 13TH ST	3,357	540	196	C	0.36	204	C	0.38
AVENUE O	13TH ST to US 1	2,073	540	118	C	0.22	115	C	0.21
AVENUE C	10TH ST to 7TH ST	395	540	34	C	0.06	31	C	0.06
BAYSHORE BLVD	MOUNTWELL ST to PORT ST LUCIE BLVD	7,113	830	442	C	0.53	385	C	0.46
BAYSHORE BLVD	PORT ST LUCIE BLVD to THORNHILL DR	30,530	2,100	1,507	C	0.72	1,475	C	0.70
BAYSHORE BLVD	THORNHILL DR to CROSSTOWN PKWY	24,218	2,100	1,120	C	0.53	1,120	C	0.53
BAYSHORE BLVD	CROSSTOWN PKWY to PRIMA VISTA BLVD	32,500	2,100	1,883	C	0.90	1,872	C	0.89
BAYSHORE BLVD	PRIMA VISTA BLVD to FLORESTA DR	19,114	920	1,096	F	1.19	958	F	1.04
BAYSHORE BLVD	FLORESTA DR to SELVITZ RD	14,500	790	839	F	1.06	790	D	1.00
BAYSHORE BLVD	SELVITZ RD to ST JAMES DR	14,500	750	839	F	1.12	790	E	1.05
BEACH AVE	OLEANDER AVE to RIO MAR DR	3,412	540	199	C	0.37	192	C	0.36

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



EXHIBIT 6: FIVE YEAR WORK PROGRAM

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100 Projects

St. Lucie TPO FY 2023/24 - FY 2027/2028 Transportation Improvement Program (TIP). The TIP provides a prioritized list of all transportation projects in the St. Lucie Planning Area funded from federal and state sources over the next five years.

Performance Charts & Measures

Filter Map Projects

Projects

- Highway/Roadway/Sidewalk
- Aviation
- Transit Operations
- Miscellaneous
- Planning
- Bridge
- Turnpike Enterprise
- Seaport

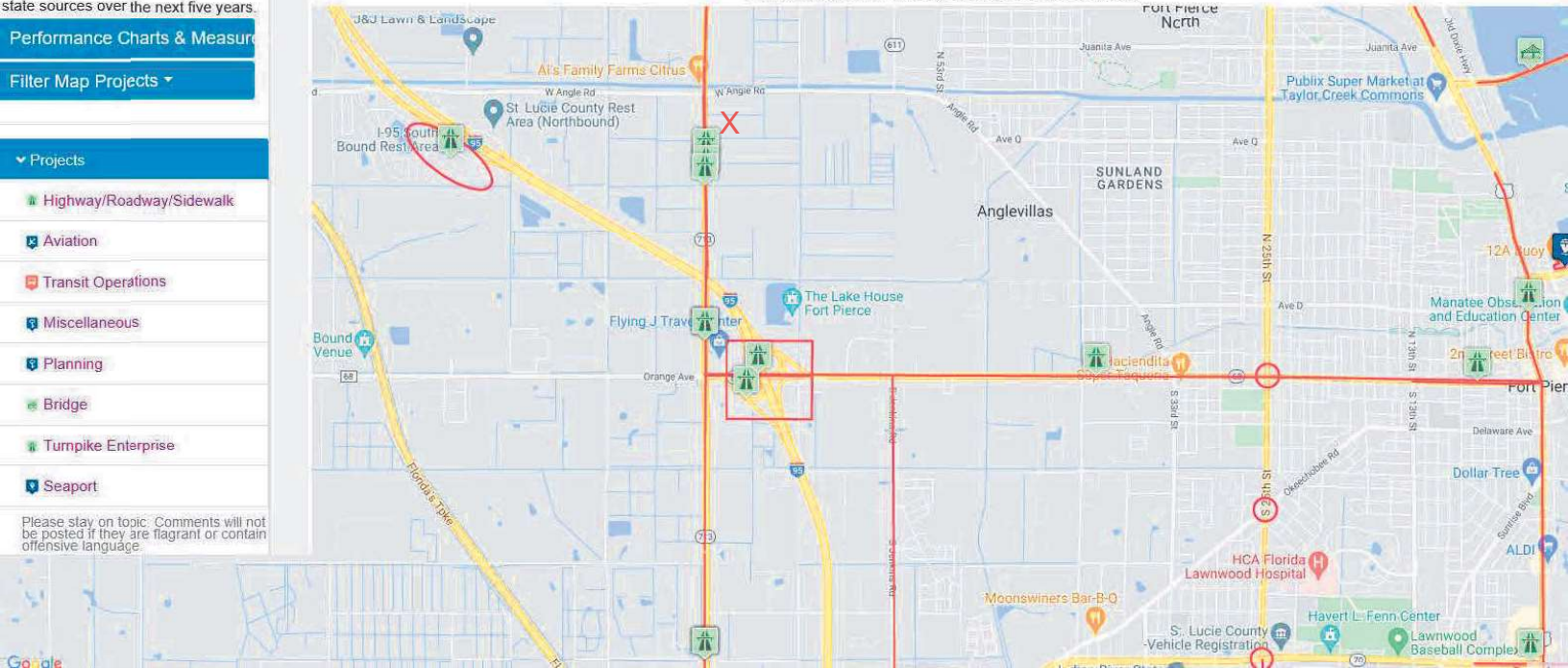
Please stay on topic. Comments will not be posted if they are flagrant or contain offensive language.

Map Menu

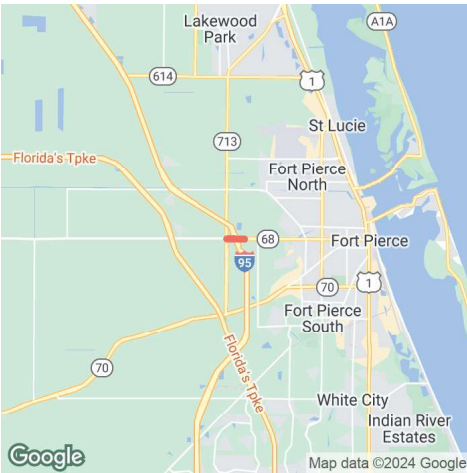


St. Lucie Transportation Planning Organization

Commenting is now closed, thank you for participating



ORANGE AVE FROM KINGS HWY TO EAST OF I-95 SB RAMP
4461681 SIS



Project Description: INTERCHANGE - ADD LANES

Extra Description: ADD EB RIGHT TURN LANE FROM ORANGE AVE/SR-68 TO I-95 SB ON-RAMP & ADD WB RIGHT-TURN LANE FROM ORANGE AVE/SR-68 TO NB KINGS HWY/SR-713 NB & WB PROTECTED RIGHT TURN PHASES TO BE ADDED AT INTERSECTION OF ORANGE AVE/SR-68 AND KINGS HWY/ SR-713 EB TO SB ON-RAMP ENTRANCE TO BE RELOCATED TO THE EXISTING SIGNALIZED INTERSECTION FOR THE WB TO SB (SEE WP45)

Lead Agency: MANAGED BY FDOT

From: KINGS HWY

County: ST. LUCIE

To: EAST OF I-95 SB RAMP

Length: 0.646

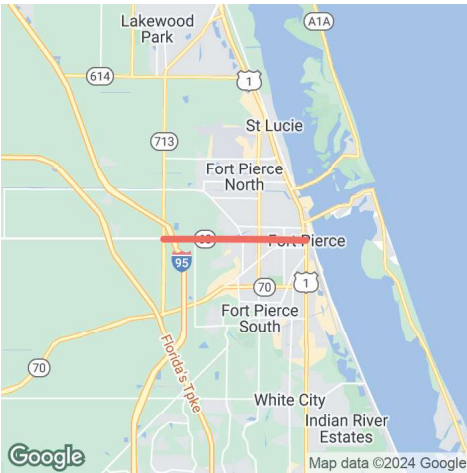
Phase Group: P D & E, PRELIMINARY ENGINEERING, RIGHT OF WAY, CONSTRUCTION, ENVIRONMENTAL

Prior Year Cost: 47,172
Future Year Cost: 5,621,289
Total Project Cost: 6,890,984
LRTP: Page 8-3

Phase	Fund Code	2024	2025	2026	2027	2028	Total
PE	ACFP	614,283	24,423	0	0	0	638,706
ROW	ACFP	0	382,386	0	0	0	382,386
ROW	DDR	0	145,513	0	0	0	145,513
ENV	ACFP	10,000	0	0	0	0	10,000
		624,283	552,322				1,176,605

Notes

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



Project Description: ATMS - ARTERIAL TRAFFIC MGMT

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

Lead Agency: MANAGED BY FDOT

From: KINGS HWY

County: ST. LUCIE

To: US-1

Length: 4.187

Phase Group: PRELIMINARY ENGINEERING

Phase	Fund Code	2024	2025	2026	2027	2028	Total
PE	DDR	0	0	0	320,627	0	320,627
PE	DIH	0	0	0	25,650	0	25,650
					346,277		346,277

Prior Year Cost: 0

Future Year Cost: 0

Total Project Cost: 346,277

LRTP: Page 8-11

Notes

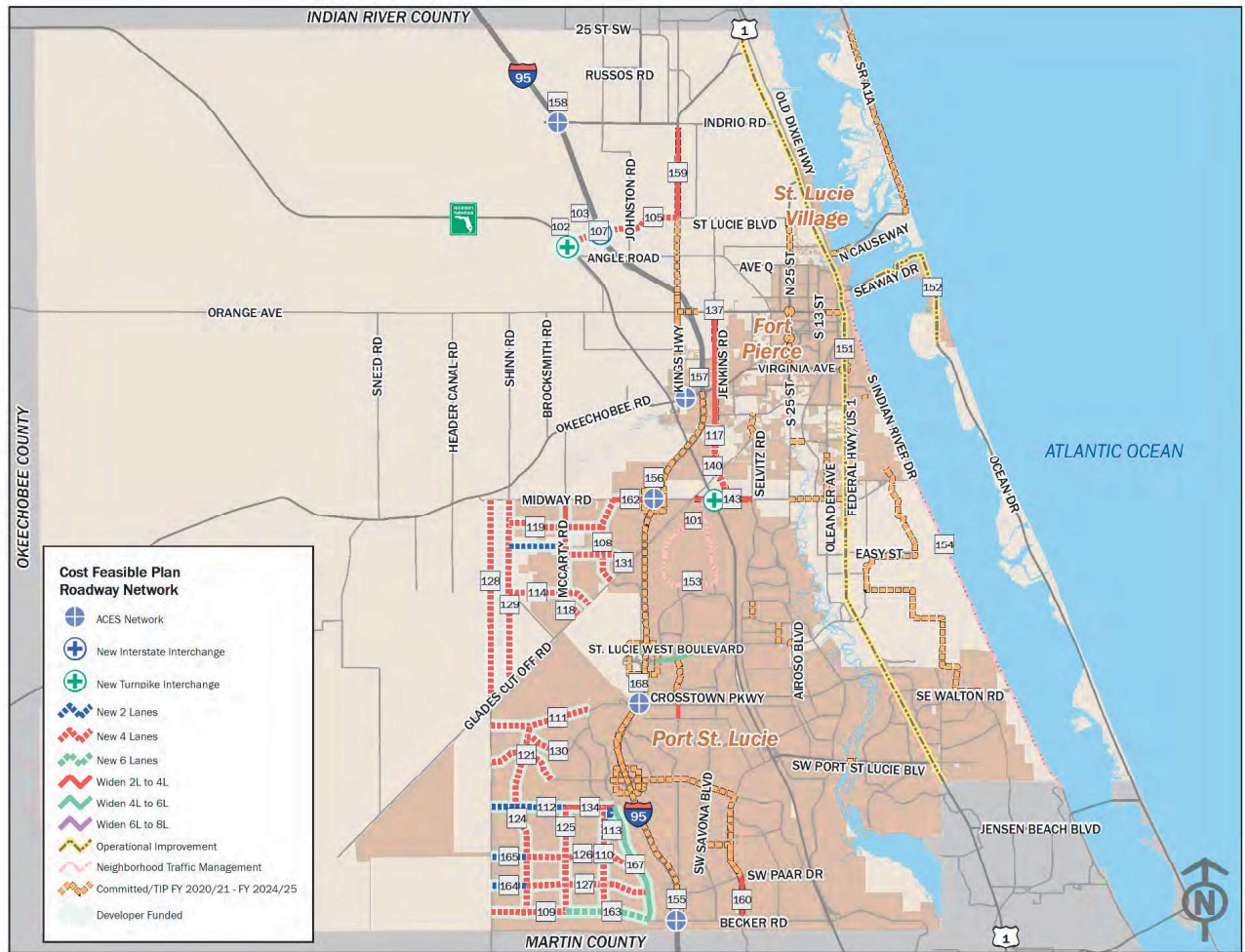
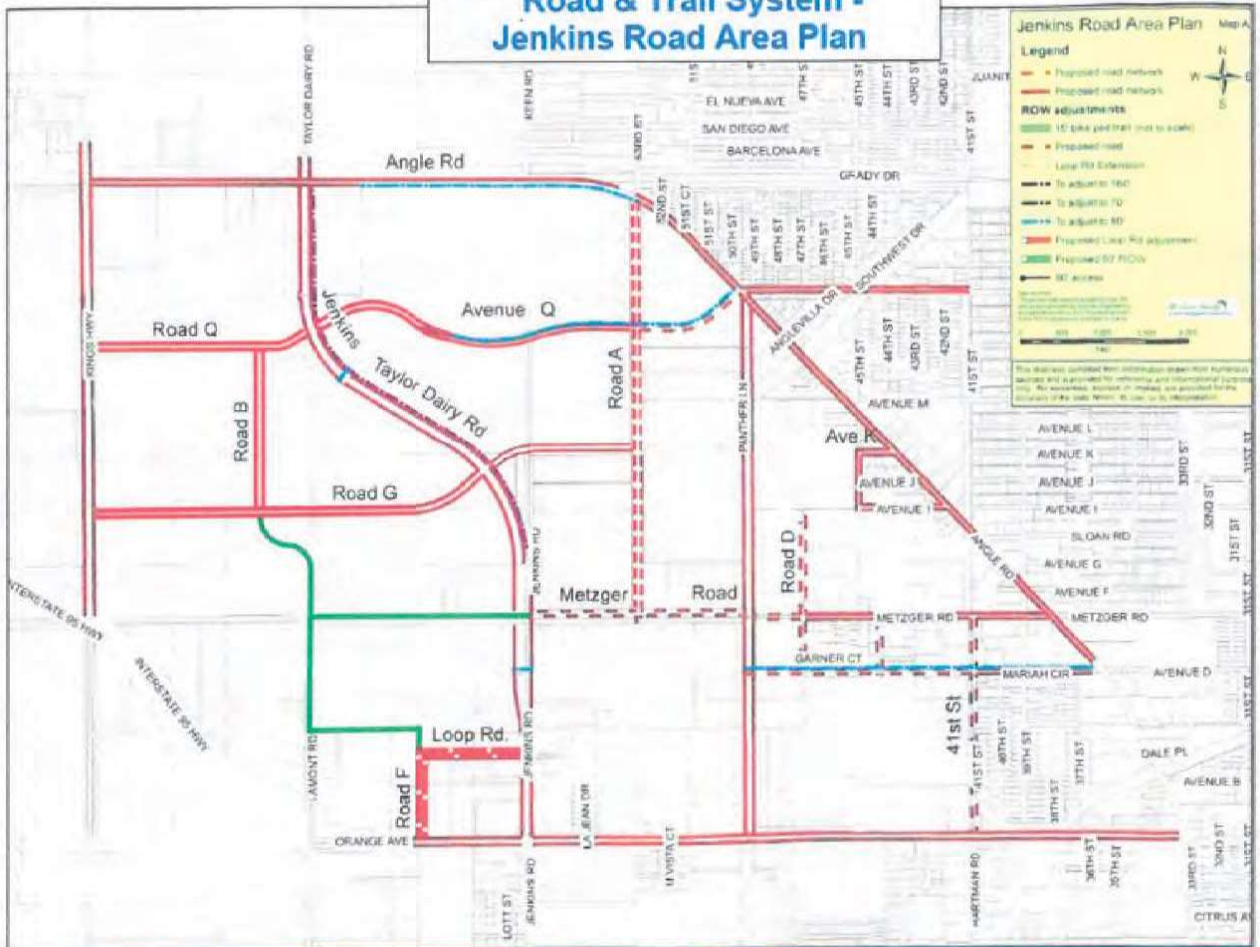


Figure 8-1. Cost Feasible Plan – Roadway Network

Road & Trail System - Jenkins Road Area Plan



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EXHIBIT 7: DRIVEWAY ANALYSIS

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When Not to Consider Exclusive Right-Turn Lanes

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

When Exclusive Right-Turn Lanes are Beneficial

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

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

Roadway Posted Speed Limit	Number of Right Turns Per Hour
45 mph or less	80 – 125 ¹
Over 45 mph	35 – 55 ²
<i>Note: A posted speed limit of 45 mph may be used with these thresholds if the operating speeds are known to be over 45 mph during the time of peak right turn demand.</i>	
<i>Note on traffic projections: Projecting turning volumes is, at best, a knowledgeable estimate. Keep this in mind especially if the projections of right turns are close to meeting the guidelines. In that case, consider requiring the turn lane.</i>	
¹ <i>The lower threshold of 80 right-turn vehicles per hour would be most used for higher volume (greater than 600 vehicles per hour, per lane in one direction on the major roadway) or two-lane roads where lateral movement is restricted. The 125 right-turn vehicles per hour upper threshold would be most appropriate on lower volume roadways, multilane highways, or driveways with a large entry radius (50 feet or greater).</i>	
² <i>The lower threshold of 35 right-turn vehicles per hour would be most appropriately used on higher volume two-lane roadways where lateral movement is restricted. The 55 right-turn vehicles per hour upper threshold would be most appropriate on lower volume roadways, multilane highways, or driveways with large entry radius (50 feet or greater).</i>	

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

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

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

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

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

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Traffic Engineering & Transportation Planning

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