

# TRAFFIC IMPACT ANALYSIS

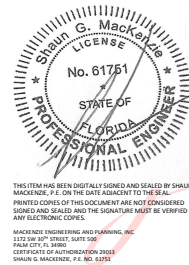
## Selvitz Phase I Fort Pierce, FL

*Prepared for:*  
Selvitz I, LLC  
North Palm Beach, Florida 33408

*Prepared by:*

  
Engineering & Planning, Inc.

1172 SW 30<sup>th</sup> Street, Suite 500  
Palm City, FL 34990  
(772) 286-8030



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by Shaun G  
MacKenzie  
Date:  
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November 2024  
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CA 29013

Shaun G. MacKenzie P.E.  
PE Number 61751

## ***EXECUTIVE SUMMARY***

MacKenzie Engineering & Planning, Inc. was retained to prepare the traffic impacts report for the Selvitz Phase I located at the northeast corner of Selvitz Road & Devine Road, Fort Pierce, FL (PCN: 2432-211-0006-000-3). The applicant proposes to construct 286 single family homes. The build out year is 2029.

The proposed development is expected to generate the following net external and driveway trips:

- 2,653 daily, 194 AM peak hour (49 in/145 out), and 267 PM peak hour (168 in/99 out) trips.

A 235-foot left-turn lane into the project and 185 feet right-turn lane are recommended at the Selvitz Road & Project Driveway intersection.

The project satisfies Fort Pierce transportation concurrency requirements with the addition of the recommended project improvements.

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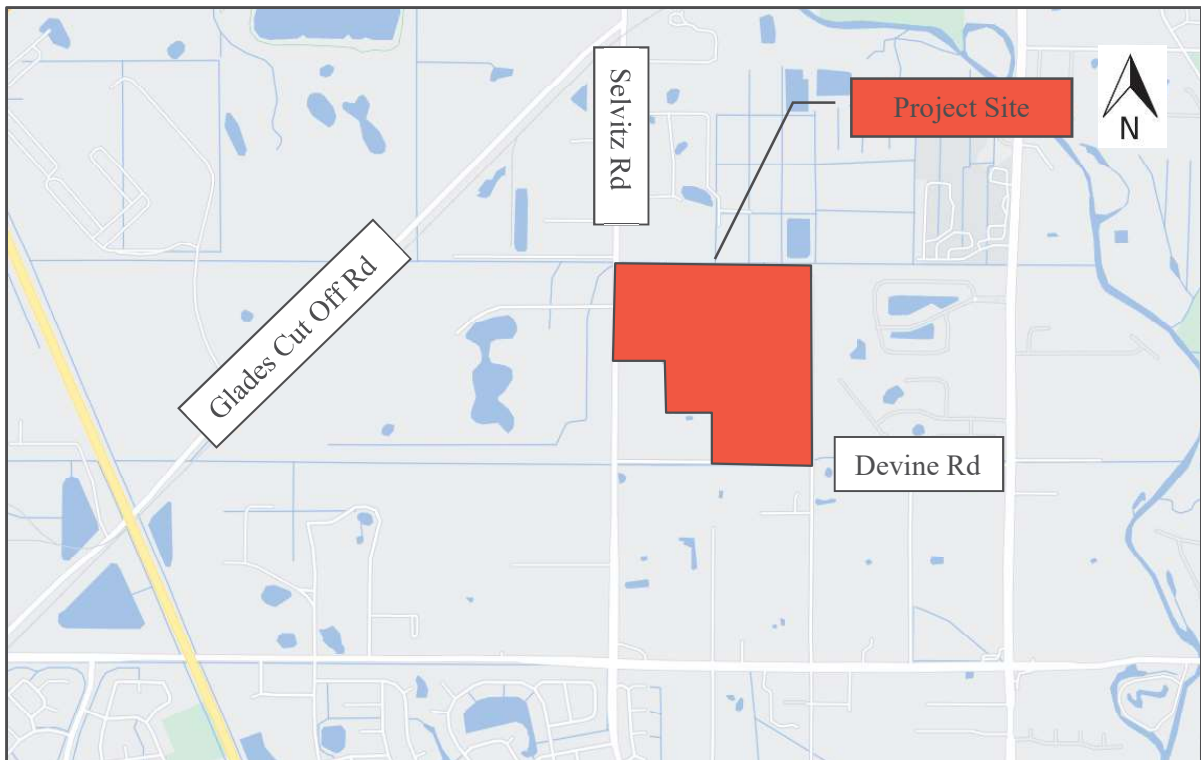
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## ***INTRODUCTION***

MacKenzie Engineering & Planning, Inc. was retained to prepare the traffic impacts report for the Selvitz Phase I located at the northeast corner of Selvitz Road & Devine Road, Fort Pierce, FL (PCN: 2432-211-0006-000-3). The applicant proposes to construct 286 single family homes. The build out year is 2029. Figure 1 shows the site location.

The proceeding analysis will examine the ability of the existing roadway network to accommodate the increased demand and the future roadway network to accommodate the increased demand.

**Figure 1. Site Location Map**



## **CURRENT DATA**

The information contained below was used to develop the foregoing future land use traffic analysis.

- *Trip Generation, 11<sup>th</sup> Edition* (ITE report)
- Comprehensive Plan
- St. Lucie County Transportation Improvement Program (FY 2023/24 – FY 2027/28)
- St. Lucie County LRTP (2045)

## **TRIP GENERATION**

The study uses trip generation rates for Single Family (ITE Land Use 210 Single Family Detached Housing) published in the Institute of Transportation Engineers' (ITE) report, *Trip Generation (11th Edition)*.

### *Proposed Uses*

- 286 Single Family Detached DUs (ITE Land Use 210 – Single Family Detached)

The proposed development is expected to generate the following net external and driveway trips:

- 2,653 daily, 194 AM peak hour (49 in/145 out), and 267 PM peak hour (168 in/99 out) trips.

### *Internal Capture*

Internal capture is 0.

### *Pass-by Trip Capture*

The pass-by capture is 0.

Table 1. Trip Generation

ITE Use	Intensity	Daily	AM Peak Hour			PM Peak Hour		
		Trips	Total	In	Out	Total	In	Out
<b>Proposed Site Traffic</b>								
Single Family Detached	286 DU	2,653	194	49	145	267	168	99
<b>NET PROPOSED TRIPS</b>		<b>2,653</b>	<b>194</b>	<b>49</b>	<b>145</b>	<b>267</b>	<b>168</b>	<b>99</b>
<b>Total Proposed Driveway Volumes</b>		<b>2,653</b>	<b>194</b>	<b>49</b>	<b>145</b>	<b>267</b>	<b>168</b>	<b>99</b>
Note: Trip generation was calculated using the following data:								
Land Use	ITE Code	Unit	Daily Rate	Pass-by Rate	AM Peak Hour		PM Peak Hour	
					in/out	Rate	in/out	Equation
Single Family Detached	210	DU	$\text{Ln}(T) = 0.92 \text{Ln}(X) + 2.68$	0%	25/75	$\text{Ln}(T) = 0.91 \text{Ln}(X) + 0.12$	63/37	$\text{Ln}(T) = 0.94 \text{Ln}(X) + 0.27$

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ITE 11th Edition

## **HISTORICAL GROWTH**

Historic growth rates were determined based on St. Lucie County TPO traffic data as shown in Table 2. Growth on the roads is based on the best fit slope, which is an estimated annual growth rate in vehicles. The total average annual growth (in vehicles) was divided by the estimated total traffic to result in a weighted average growth rate. The historic annual growth on the surrounding facilities between 2017 and 2024 is 1.0%. A two percent (2%) annual compound growth rate will be used in the study to provide a conservative analysis.

Table 2. Growth Rate Calculation

Road Name	Segments	Count Site	2017 AADT	2018 AADT	2019 AADT	2020 AADT	2021 AADT	2022 AADT	2023 AADT	2024 AADT	Annual Absolute Growth	Growth Rate
Selvitz Rd	Midway to Glades	703	11000		9,400		-			9,000	-246	-2.7%
Midway Rd	560 feet West of Selvitz Rd	134	20500	20500		-	-	22,000	23,000	25,500	601	2.4%
	685 feet West of 25th St	132	17500	22000		-	-	18,500	21,500	22,500	345	1.5%
Glades Cut Off Rd	SW of Selvitz Rd	113							5,400			
25th St/CR 615	730 feet South of Midway Rd	172	17000			15,500				17,500	95	0.5%
	N of CR 712/Midway Rd	940016	19100	19200	19000	18,200	18,000	18,100	18,600		-168	-0.9%
<b>Weighted Average</b>											<b>1.0%</b>	
<b>Growth Rate Used</b>											<b>2.0%</b>	

\* 2020 & 2021 traffic counts are removed from calculation.

## **ASSURED, PROGRAMMED AND PLANNED CONSTRUCTION**

A review conducted of the Five-Year Plan of TPO LRTP, St. Lucie County and FDOT, as well as those improvements committed by the developers of projects in the area include:

- Midway Road – Glades Cut-Off Road to Selvitz Road – 4-Laning (Increases Roadway Capacity to 1,850)
- Selvitz Road & Glades Cut-Off Road – Intersection Improvements
- Selvitz Road – Midway Road to Glades Cut-Off Road (Increase Roadway Capacity to 960 (1,070 x 0.9))
- Selvitz Road – Edwards Road to Glades Cut-Off Road – 4-Laning (Increase Roadway Capacity to 1,665 (1,850 x 0.9))

## ***TRAFFIC DISTRIBUTION AND ASSIGNMENT***

Traffic distribution and assignment was determined using engineering judgment, trip lengths based on the uses and from a review of the roadway network. The project traffic assignment is illustrated in Figure 2. The overall distribution is summarized by general directions and is depicted below:

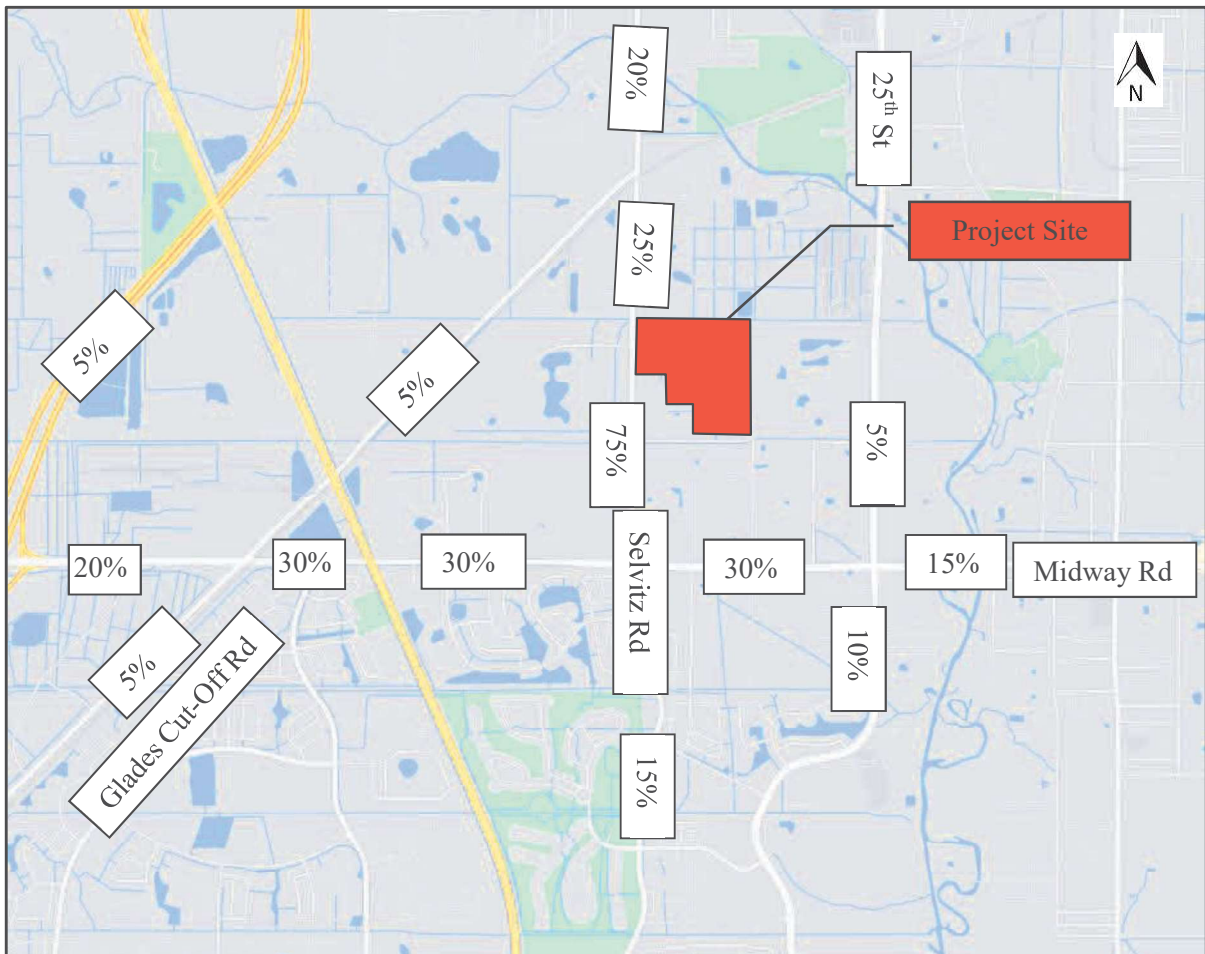
NORTH - 25 percent

SOUTH - 25 percent

WEST - 35 percent

EAST - 15 percent

**Figure 2. Traffic Assignment**



## ***ROADWAY ANALYSIS***

### ***Roadway Capacity***

Roadway classification follows the local government’s Comprehensive Plan outlining the roadway functional classification. The local government Transportation Element outlines the minimum Level of Service (LOS) for each roadway functional classification. Roadway Capacity is based on the St. Lucie TPO’s 2024 Level of Service Report. Where road segment information is not available or improvements are committed or needed, the study uses local government’s minimum LOS stands to apply FDOT’s 2023 Multimodal Quality/LOS Handbook.

### ***Study Area***

The study area is 2.0 miles based on the St. Lucie TPO Standardized TIS Methodology and Procedures manual. Impacts of less than one percent (1%) are considered to de minimis impacts. Impacts of greater than five percent (5%) outside of the 2-mile radius are considered to have significant impact and require study as well. Table 3 displays the determination of study roadway segments.

Table 3. Project Impacts (Significance)

Roadway	From	To	E+C Lanes	Service Capacity	Percent Assignment	Project Traffic	Impact	Insignificant Impact?
<b>Selvitz Rd</b>	Bayshore Blvd	St. James Blvd	2	750	15%	25	3.33%	NO
	St. James Blvd	Midway Rd	2	750	15%	25	3.33%	NO
	Midway Rd	Project	2	960	75%	126	13.13%	NO
	Project	Glades Cut Off Rd	2	960	25%	42	4.38%	NO
	Glades Cut Off Rd	Edwards Road	4	1,665	20%	34	2.04%	NO
<b>25th St</b>	Midway Rd	Bell Ave	4	2,100	5%	8	0.38%	YES
	Bell Ave	Edwards Road	4	2,100	5%	8	0.38%	YES
<b>St James Dr</b>	Edwards Road	Bayshore Blvd	4	2,100	10%	17	0.81%	YES
<b>Glades Cut Off Rd</b>	Midway Rd	Jenkins Rd	2	790	5%	8	1.01%	NO
	Jenkins	Selvitz Rd	2	830	5%	8	0.96%	YES
<b>Midway Rd</b>	Mccarty Rd	I-95	2	700	5%	8	1.14%	YES
	I-95	Glades Cut Off Rd	4	2,100	20%	34	1.62%	NO
	Glades Cut Off Rd	East Torino Pkwy	4	2,100	30%	50	2.38%	NO
	East Torino Pkwy	Milner Dr	4	1,850	30%	50	2.70%	NO
	Milner Dr	W of Selvitz Rd	4	1,850	30%	50	2.70%	NO
	W of Selvitz Rd	Selvitz Rd	4	2,100	30%	50	2.38%	NO
	Selvitz Rd	Christensen Rd	4	2,100	30%	50	2.38%	NO
	Christensen Rd	25th St	4	2,100	30%	50	2.38%	NO
25th St	Oleander Ave	4	2,100	15%	25	1.19%	NO	
<b>Jenkins Rd</b>	SR 70	Edwards Rd	2	880	3%	5	0.57%	YES
<b>Edwards Rd</b>	Jenkins Rd	Selvitz Rd	2	700	3%	5	0.71%	YES
	Selvitz Rd	25th St	2	880	10%	17	1.93%	NO

### *Background Analysis*

Existing traffic volumes were obtained from St. Lucie County TPO. The existing volumes grown at the historic 2.0 percent annual growth rate to project 2029 background volumes. The projected total traffic volumes were compared to the service volume on each respective roadway segment to determine if each roadway segment is projected to operate acceptably in the background condition. The background conditions analysis is shown in Tables 4A & 4B.

### *Buildout Analysis*

Total volumes were developed by adding background traffic volume plus project trips as shown in Tables 5A & 5B.



Table 4A. Background PM Peak Hour One-Way Roadway Analysis (2029) – AM

Roadway	From	To	E+C Lanes	Service Capacity	AM Peak Hour Existing Traffic	Count Year	Growth Rate	2029 Traffic Growth	2029 Background Traffic	Meets Service Volume
Selvitz Rd	Bayshore Blvd	St. James Blvd	2	750	457	2024	2.0%	48	505	YES
	St. James Blvd	Midway Rd	2	750	457	2024	2.0%	48	505	YES
	Midway Rd	Project	2	960	542	2024	2.0%	56	598	YES
	Project	Glades Cut Off Rd	2	960	542	2024	2.0%	56	598	YES
	Glades Cut Off Rd	Edwards Road	4	1,665	765	2024	2.0%	80	845	YES
Glades Cut Off Rd	Midway Rd	Jenkins Rd	2	790	471	2024	2.0%	49	520	YES
Midway Rd	I-95	Glades Cut Off Rd	4	2,100	1,060	2024	2.0%	110	1,170	YES
	Glades Cut Off Rd	East Torino Pkwy	4	2,100	1,203	2024	2.0%	125	1,328	YES
	East Torino Pkwy	Milner Dr	4	1,850	1,275	2024	2.0%	133	1,408	YES
	Milner Dr	W of Selvitz Rd	4	1,850	1,275	2024	2.0%	133	1,408	YES
	W of Selvitz Rd	Selvitz Rd	4	2,100	1,275	2024	2.0%	133	1,408	YES
	Selvitz Rd	Christensen Rd	4	2,100	1,155	2024	2.0%	120	1,275	YES
	Christensen Rd	25th St	4	2,100	1,155	2024	2.0%	120	1,275	YES
25th St	Oleander Ave	4	2,100	1,825*	2024	2.0%	190	2,015	YES	
Edwards Rd	Selvitz Rd	25th St	2	880	711	2024	2.0%	74	785	YES

\* TPO Volume reviewed based on County Station 130 and corrected to 1,825 based on Peak Hour Peak Season Peak Direction Volume

Table 4B. Background PM Peak Hour One-Way Roadway Analysis (2029) – PM

Roadway	From	To	E+C Lanes	Service Capacity	PM Peak Hour Existing Traffic	Count Year	Growth Rate	2029 Traffic Growth	2029 Background Traffic	Meets Service Volume
Selvitz Rd	Bayshore Blvd	St. James Blvd	2	750	457	2024	2.0%	48	505	YES
	St. James Blvd	Midway Rd	2	750	457	2024	2.0%	48	505	YES
	Midway Rd	Project	2	960	523	2024	2.0%	54	577	YES
	Project	Glades Cut Off Rd	2	960	523	2024	2.0%	54	577	YES
	Glades Cut Off Rd	Edwards Road	4	1,665	770	2024	2.0%	80	850	YES
Glades Cut Off Rd	Midway Rd	Jenkins Rd	2	790	465	2024	2.0%	48	513	YES
Midway Rd	I-95	Glades Cut Off Rd	4	2,100	1,060	2024	2.0%	110	1,170	YES
	Glades Cut Off Rd	East Torino Pkwy	4	2,100	1,193	2024	2.0%	124	1,317	YES
	East Torino Pkwy	Milner Dr	4	1,850	1,380	2024	2.0%	144	1,524	YES
	Milner Dr	W of Selvitz Rd	4	1,850	1,380	2024	2.0%	144	1,524	YES
	W of Selvitz Rd	Selvitz Rd	4	2,100	1,380	2024	2.0%	144	1,524	YES
	Selvitz Rd	Christensen Rd	4	2,100	1,222	2024	2.0%	127	1,349	YES
	Christensen Rd	25th St	4	2,100	1,222	2024	2.0%	127	1,349	YES
25th St	Oleander Ave	4	2,100	1,271*	2024	2.0%	132	1,403	YES	
Edwards Rd	Selvitz Rd	25th St	2	880	702	2024	2.0%	73	775	YES

\* TPO Volume reviewed based on County Station 130 and corrected to 1,271 based on Peak Hour Peak Season Peak Direction Volume



Table 5A. Peak Hour One-Way Roadway Analysis (2029) – AM

Roadway	From	To	E+C Lanes	Service Capacity	AM Peak Hour Existing Traffic	Count Year	Growth Rate	2029 Traffic Growth	2029 Background Traffic	Percent Assignment	Project Traffic	2029 Total Traffic	Meets Service Volume
Selvitz Rd	Bayshore Blvd	St. James Blvd	2	750	457	2024	2.0%	48	505	15%	15	519	YES
	St. James Blvd	Midway Rd	2	750	457	2024	2.0%	48	505	15%	15	519	YES
	Midway Rd	Project	2	960	542	2024	2.0%	56	598	75%	109	707	YES
	Project	Glades Cut Off Rd	2	960	542	2024	2.0%	56	598	25%	36	635	YES
	Glades Cut Off Rd	Edwards Road	4	1,665	765	2024	2.0%	80	845	20%	29	874	YES
Glades Cut Off Rd	Midway Rd	Jenkins Rd	2	790	471	2024	2.0%	49	520	5%	7	527	YES
Midway Rd	I-95	Glades Cut Off Rd	4	2,100	1,060	2024	2.0%	110	1,170	20%	29	1,199	YES
	Glades Cut Off Rd	East Torino Pkwy	4	2,100	1,203	2024	2.0%	125	1,328	30%	44	1,372	YES
	East Torino Pkwy	Milner Dr	4	1,850	1,275	2024	2.0%	133	1,408	30%	44	1,451	YES
	Milner Dr	W of Selvitz Rd	4	1,850	1,275	2024	2.0%	133	1,408	30%	44	1,451	YES
	W of Selvitz Rd	Selvitz Rd	4	2,100	1,275	2024	2.0%	133	1,408	30%	44	1,451	YES
	Selvitz Rd	Christensen Rd	4	2,100	1,155	2024	2.0%	120	1,275	30%	44	1,319	YES
	Christensen Rd	25th St	4	2,100	1,155	2024	2.0%	120	1,275	30%	44	1,319	YES
	25th St	Oleander Ave	4	2,100	1,825*	2024	2.0%	190	2,015	15%	22	2,037	YES
Edwards Rd	Selvitz Rd	25th St	2	880	711	2024	2.0%	74	785	10%	15	800	YES

\* TPO Volume reviewed based on County Station 130 and corrected to 1,825 based on Peak Hour Peak Season Peak Direction Volume

Table 5B. Peak Hour One-Way Roadway Analysis (2029) – PM

Roadway	From	To	E+C Lanes	Service Capacity	PM Peak Hour Existing Traffic	Count Year	Growth Rate	2029 Traffic Growth	2029 Background Traffic	Percent Assignment	Project Traffic	2029 Total Traffic	Meets Service Volume
Selvitz Rd	Bayshore Blvd	St. James Blvd	2	750	457	2024	2.0%	48	505	15%	15	519	YES
	St. James Blvd	Midway Rd	2	750	457	2024	2.0%	48	505	15%	15	519	YES
	Midway Rd	Project	2	960	523	2024	2.0%	54	577	75%	126	703	YES
	Project	Glades Cut Off Rd	2	960	523	2024	2.0%	54	577	25%	42	619	YES
	Glades Cut Off Rd	Edwards Road	4	1,665	770	2024	2.0%	80	850	20%	34	884	YES
Glades Cut Off Rd	Midway Rd	Jenkins Rd	2	790	465	2024	2.0%	48	513	5%	8	522	YES
Midway Rd	I-95	Glades Cut Off Rd	4	2,100	1,060	2024	2.0%	110	1,170	20%	34	1,204	YES
	Glades Cut Off Rd	East Torino Pkwy	4	2,100	1,193	2024	2.0%	124	1,317	30%	50	1,368	YES
	East Torino Pkwy	Milner Dr	4	1,850	1,380	2024	2.0%	144	1,524	30%	50	1,574	YES
	Milner Dr	W of Selvitz Rd	4	1,850	1,380	2024	2.0%	144	1,524	30%	50	1,574	YES
	W of Selvitz Rd	Selvitz Rd	4	2,100	1,380	2024	2.0%	144	1,524	30%	50	1,574	YES
	Selvitz Rd	Christensen Rd	4	2,100	1,222	2024	2.0%	127	1,349	30%	50	1,400	YES
	Christensen Rd	25th St	4	2,100	1,222	2024	2.0%	127	1,349	30%	50	1,400	YES
	25th St	Oleander Ave	4	2,100	1,271*	2024	2.0%	132	1,403	15%	25	1,428	YES
Edwards Rd	Selvitz Rd	25th St	2	880	702	2024	2.0%	73	775	10%	17	792	YES

\* TPO Volume reviewed based on County Station 130 and corrected to 1,271 based on Peak Hour Peak Season Peak Direction Volume

## ***INTERSECTION ANALYSIS***

### ***Intersections***

The intersections within the study area were evaluated in 2029 total (existing traffic plus background plus project) traffic conditions. This study analyzes the impacts to the following intersections for the AM and PM peak hours:

- Selvitz Road & Midway Road
- Selvitz Road & Energy Lane
- Selvitz Road & Glades Cut-Off Road

Data from the existing facilities within the study area were collected based on aerial photography and site observations. MacKenzie Engineering and Planning, Inc. collected AM and PM peak hour turning movement counts. The counts were adjusted to peak season conditions using FDOT's peak season adjustment factors.

### ***Peak Hour Factor (PHF)***

Field observed peak hour factors were utilized in the intersection analysis and were adjusted as follows:

- PHF greater than 0.95 was reduced to 0.95
- PHF less than 0.92 was increased to 0.92

The adjustment is based on FDOT's Quality/LOS Handbook that recommends using a PHF factor of 0.95 for urbanized areas and 0.92 for transitioning/urban areas and is also recommended in FDOT's Traffic Analysis handbook page 34.

## Analysis

### **Selvitz Road & Midway Road**

MEP evaluated the Selvitz Road & Midway Road using HCS 2024. The intersection is projected to operate acceptably with all movements operating under capacity (v/c ratio less than 1.0).

Table 6. Selvitz Road & Midway Road Intersection Results

	Direction	AM 95 <sup>th</sup> Percentile Queue (ft)	PM 95 <sup>th</sup> Percentile Queue (ft)	Existing Storage (ft)	Acceptable ?
Eastbound	Left-Turn	102	91	245	YES
Southbound	Left-Turn	198	143	250	YES
Delay/LOS		31.4/C	28.0/C	-	YES

### **Selvitz Road & Energy Lane**

MEP evaluated the Selvitz Road & Energy Lane using HCS 2024. The intersection is projected to operate acceptably with all movements operating under capacity (v/c ratio less than 1.0).

Table 7. Selvitz Road & Energy Road Intersection Results

	AM	PM	Acceptable?
Delay/LOS	20.2/C	19.0/C	YES

### **Selvitz Road & Glades Cut-Off Road**

MEP evaluated the Selvitz Road & Glades Cut-Off Road using HCS 2024. The study includes a dedicated northbound left-turn, southbound right-turn and traffic signal based on the committed improvements. The intersection is projected to operate acceptably with all movements operating under capacity (v/c ratio less than 1.0) with the committed improvements.

Table 8. Selvitz Road & Glades Cut-Off Road Intersection Results

	AM	PM	Acceptable?
Delay/LOS	8.9/A	10.3/B	YES

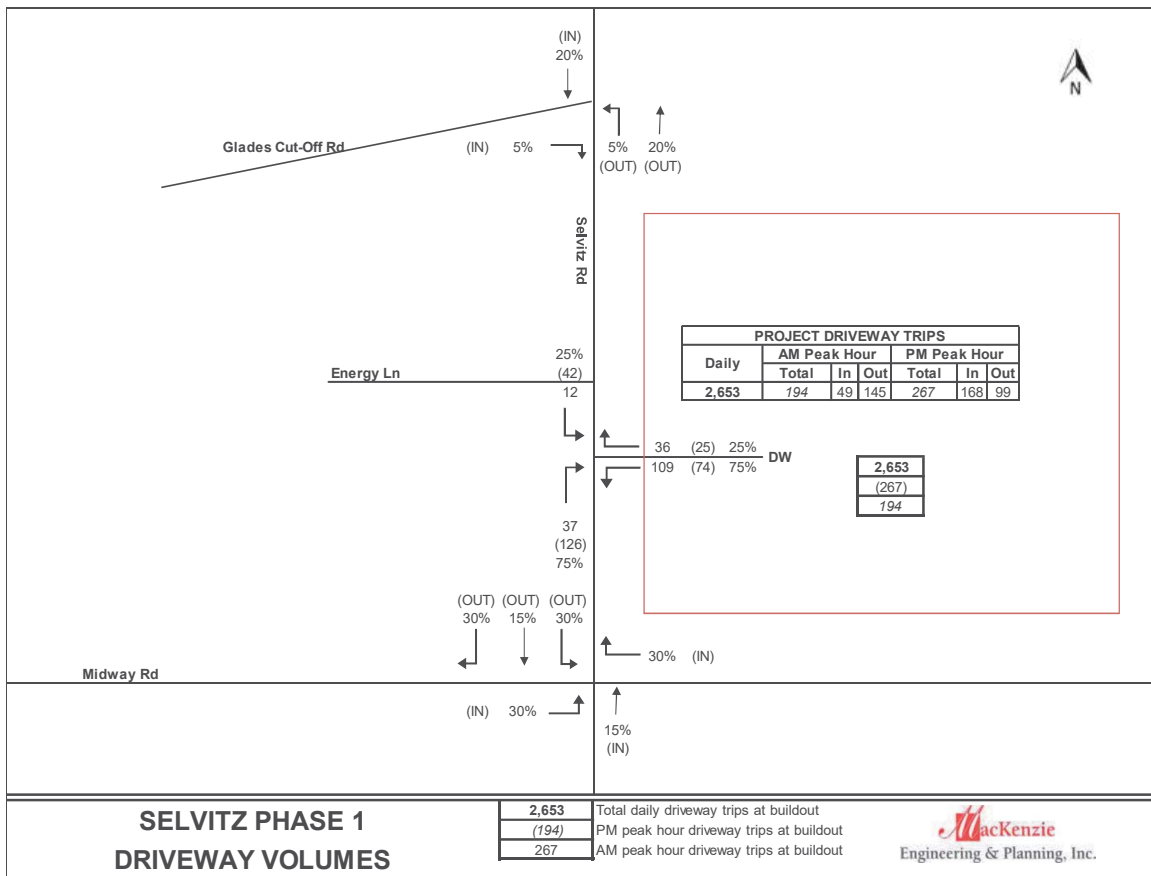
## ACCESS

The project site proposes one point of access located about 630 feet south of Energy Lane. The proposed access is as follows:

- Driveway – Full Opening

Driveway laneage is based on the most conservative estimate of projected driveway volumes. Figure 3 shows the proposed project driveway volumes.

**Figure 3. Driveway Volumes**



## Driveway

### **Ingress Right-Turn Lane**

FDOT's Access Manage Guidebook recommends a right-turn lane when right-turn movements exceed 80-125 vehicles per hour during the peak hour for an unsignalized intersection with a posted speed limit 45 mph or less. A right-turn lane into the project is needed at the proposed driveway. A total turn lane length of 185 feet is recommended based on a design speed of 45 MPH.

### **Ingress Left Turn Lane Analysis**

A left-turn lane into the project is warranted based on project 42 left-turns during the peak hour based on an analysis using NCHRP-457 as shown in Figure 4. The posted speed is 40 miles per hour. The turn lane length is recommended to be 235 feet (185 feet of deceleration plus 50 feet of queue storage).

**Figure 4. Selvitz Road Left-Turn Lane Warrant Analysis**

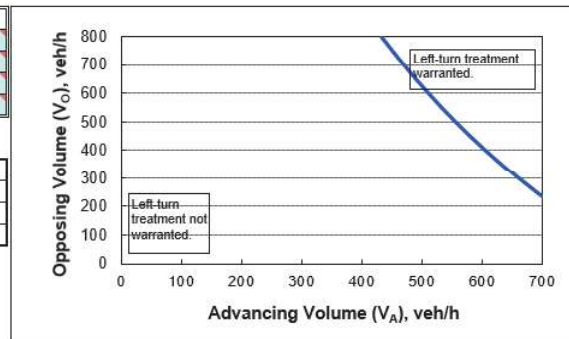
**2-lane roadway (English)**

**INPUT**

Variable	Value
85 <sup>th</sup> percentile speed, mph:	40
Percent of left-turns in advancing volume (V <sub>A</sub> ), %:	6%
Advancing volume (V <sub>A</sub> ), veh/h:	726
Opposing volume (V <sub>O</sub> ), veh/h:	608

**OUTPUT**

Variable	Value
Limiting advancing volume (V <sub>A</sub> ), veh/h:	508
<b>Guidance for determining the need for a major-road left-turn bay:</b>	
<b>Left-turn treatment warranted.</b>	



**CALIBRATION CONSTANTS**

Variable	Value
Average time for making left-turn, s:	2.2
Critical headway, s:	4.2
Average time for left-turn vehicle to clear the advancing lane, s:	1.9

MEP evaluated the Selvitz Road & Driveway intersection using HCS 2024. With project traffic, the intersection is projected to operate acceptably with all movements operating under capacity (v/c ratio less than 1.0)

## ***SIGNAL WARRANT ANALYSIS***

Signal warrant analysis was performed for the Selvitz Road & Project Driveway intersection. The procedure described in the 2009 Edition of the Manual on Uniform Traffic Control Devices (MUTCD) was employed in the analysis based on the FDOT Manual on Uniform Traffic Studies. The following three warrants were analyzed:

- Warrant 1: Eight-Hour Vehicular Volume
- Warrant 2: Four-Hour Vehicular Volume
- Warrant 3: Peak Hour

Warrants 4, 5, 6, 7, 8, and 9 are not applicable to this situation. Each of the above-mentioned warrants require satisfaction of minimum hourly vehicular volumes along the intersection's major and minor streets.

### ***Selvitz Road & Project Driveway***

The major street for this analysis is Selvitz Road and the minor street is Project Driveway. Minor street volumes are estimated based on the hourly traffic distribution of entering and exiting vehicles trips by Land Use 210 (Single Family Detached) (<https://itetripgen.org>).

The minor street was applied as 1-lane and right-turns were excluded based on the ability to make right-turns. The major street is Selvitz Road and is 1-lane (in each direction). Selvitz Road speed limit is 40 miles per hour. As shown in Exhibits 3 & 4, the hourly volumes at the intersection do not meet the vehicular volume warrants (Warrants 1, 2 or 3). Therefore, a traffic signal is not recommended at this intersection.

## **CONCLUSION**

MacKenzie Engineering & Planning, Inc. was retained to prepare the traffic impacts report for the Selvitz Phase I located at the northeast corner of Selvitz Road & Devine Road, Fort Pierce, FL (PCN: 2432-211-0006-000-3). The applicant proposes to construct 286 single family homes. The build out year is 2029.

The proposed development is expected to generate the following net external and driveway trips:

- 2,653 daily, 194 AM peak hour (49 in/145 out), and 267 PM peak hour (168 in/99 out) trips.

A 235-foot left-turn lane into the project and 185 feet right-turn lane are recommended at the Selvitz Road & Project Driveway intersection.

The project satisfies Fort Pierce transportation concurrency requirements with the addition of the recommended project improvements.

## **APPENDICES**

Exhibit 1. Trip Generation

Exhibit 2. Intersection Analysis

Exhibits 3 & 4. Signal Warrant Analysis

- A. St. Lucie County TPO Traffic Counts
- B. Site Plan
- C. St. Lucie County Transportation Improvement Program (FY 2023/24 – FY 2027/28)
- D. FDOT Q/LOS Handbook 2023
- E. Institute of Traffic Engineers' (ITE) Report, Trip Generation (11th Edition)
- F. Property ID Cards
- G. St. Lucie TPO Traffic Counts and Level of Service Report 2024
- H. St. Lucie TPO 48 Hour Traffic Volume Summary – Selvitz Road (Count Station 703)
- I. St. Lucie County Peak Season Factor Category Report (2023)
- J. St. Lucie County Capital Improvement Plan
- K. St. Lucie County TPO Volume – County Station 130

**EXHIBIT 1**  
**Selvitz Phase I Road Ft. Pierce**  
**Trip Generation**

ITE Use	Intensity	Daily	AM Peak Hour			PM Peak Hour		
		Trips	Total	In	Out	Total	In	Out
<b>Proposed Site Traffic</b>								
Single Family Detached	286 DU	2,653	194	49	145	267	168	99
<b>NET PROPOSED TRIPS</b>		<b>2,653</b>	<b>194</b>	<b>49</b>	<b>145</b>	<b>267</b>	<b>168</b>	<b>99</b>
<b>Total Proposed Driveway Volumes</b>		<b>2,653</b>	<b>194</b>	<b>49</b>	<b>145</b>	<b>267</b>	<b>168</b>	<b>99</b>

Note: Trip generation was calculated using the following data:

Land Use	ITE Code	Unit	Daily Rate	Pass-by Rate	AM Peak Hour		PM Peak Hour	
					in/out	Rate	in/out	Equation
Single Family Detached	210	DU	$\text{Ln}(T) = 0.92 \text{Ln}(X) + 2.68$	0%	25/75	$\text{Ln}(T) = 0.91 \text{Ln}(X) + 0.12$	63/37	$\text{Ln}(T) = 0.94 \text{Ln}(X) + 0.27$

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Selvitz Phase 1  
 AM PEAKPEAK HOUR TURNING MOVEMENTS  
 EXHIBIT 2  
 Midway Rd & Selvitz Rd

		ebu	ebl	ebt	ebr	wbu	wbl	wbt	wbr	nbu	nbl	nbt	nbr	sbu	sbl	sbt	sbr	totals
7:00 AM	7:15 AM	1	26	151	34	2	15	133	28	0	51	76	22	7	23	32	34	634
7:15 AM	7:30 AM	0	40	161	31	2	16	148	41	0	43	61	18	3	32	39	39	674
7:30 AM	7:45 AM	0	40	170	52	0	14	152	41	1	44	68	24	2	31	39	41	719
7:45 AM	8:00 AM	0	26	198	51	0	20	149	48	0	65	86	35	4	43	48	58	831
8:00 AM	8:15 AM	0	29	176	66	2	22	133	33	0	47	41	28	1	31	30	41	680
8:15 AM	8:30 AM	0	31	163	68	3	13	136	22	0	59	46	23	1	32	37	38	672
8:30 AM	8:45 AM	1	20	159	44	0	20	149	23	0	54	60	26	5	21	42	39	662
8:45 AM	9:00 AM	1	27	169	45	0	14	148	27	0	50	50	35	1	23	37	33	659

**Peak Hour Traffic Volume**

7:15 AM	8:15 AM	0	135	705	200	4	72	582	163	1	199	256	105	10	137	156	179	2904
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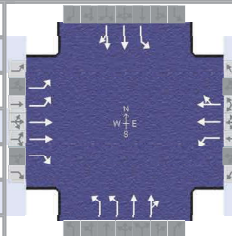
Count Taken: 10/16/2024  
 Buildout year: 2029  
 Growth Rate: 2.00%  
 PSCF: 1.12  
 PHF: 0.87

Adjusted PHF 0.92

	ebu	ebl	ebt	ebr	wbu	wbl	wbt	wbr	nbu	nbl	nbt	nbr	sbu	sbl	sbt	sbr
10/16/2024	0	135	705	200	4	72	582	163	1	199	256	105	10	137	156	179
Peak Season Factor	0	16	85	24	0	9	70	20	0	24	31	13	1	16	19	21
Adjusted Volumes	0	151	790	224	4	81	652	183	1	223	287	118	11	153	175	200
2029 Growth 2%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%
2029 Volumes	0	167	872	247	4	89	720	202	1	246	317	130	12	169	193	221
2029 Pre Dev	0	167	872	247	4	89	720	202	1	246	317	130	12	169	193	221
Project Traffic	0	14	0	0	0	0	0	14	0	0	7	0	0	44	22	44
2029 Post Dev	0	181	872	247	4	89	720	216	1	246	324	130	12	213	215	265
Project Traffic Assignment	0%	In 30%	0%	0%	0%	0%	0%	In 30%	0%	0%	In 15%	0%	0%	Out 30%	Out 15%	Out 30%

## HCS Signalized Intersection Input Data

General Information				Intersection Information		
Agency	MEP			Duration, h	0.250	
Analyst	MEP		Analysis Date	10/29/2024	Area Type	Other
Jurisdiction		Time Period		PHF	0.92	
Urban Street		Analysis Year	2029	Analysis Period	1 > 7:00	
Intersection	Midway Rd & Selvitz Rd	File Name	1. Selvitz Rd & Midway Rd 2029 Post AM.xus			
Project Description	2029 Post AM					



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand ( v ), veh/h	181	872	247	93	720	216	247	324	130	225	215	265

Signal Information				Signal Timing (s)										
Cycle, s	96.0	Reference Phase	2											
Offset, s	0	Reference Point	End	Green	5.6	2.0	32.6	8.4	4.4	16.9				
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	2.5	0.0	2.5	2.5	0.0	2.5				

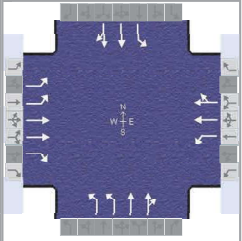
Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand ( v ), veh/h	181	872	247	93	720	216	247	324	130	225	215	265
Initial Queue ( Q <sub>b</sub> ), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate ( s <sub>0</sub> ), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking ( N <sub>m</sub> ), man/h		None			None			None			None	
Heavy Vehicles ( P <sub>HV</sub> ), %	2	2	2	2	2		2	2		2	2	
Ped / Bike / RTOR, /h	0	0	0	0	0	0	0	0	0	0	0	0
Buses ( N <sub>b</sub> ), 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	245	0	275	235	0		350	0		250	0	
Grade ( P <sub>g</sub> ), %		0			0			0			0	
Speed Limit, mi/h	45	45	45	45	45	45	40	40	40	40	40	40

Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green ( G <sub>max</sub> ) or Phase Split, s	20.0	50.0	20.0	50.0	20.0	30.0	20.0	30.0
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 <sub>c</sub> ), s	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
Minimum Green ( G <sub>min</sub> ), s	6	6	6	6	6	6	6	6
Start-Up Lost Time ( l <sub>t</sub> ), 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 <sub>T</sub> ), 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 <sub>C</sub> ), 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 Results Summary

General Information				Intersection Information				
Agency	MEP			Duration, h	0.250			
Analyst	MEP		Analysis Date	10/29/2024		Area Type	Other	
Jurisdiction				Time Period				
Urban Street				Analysis Year	2029		Analysis Period	1 > 7:00
Intersection	Midway Rd & Selvitz Rd		File Name	1. Selvitz Rd & Midway Rd 2029 Post AM.xus				
Project Description	2029 Post AM							



Demand Information	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Demand ( v ), veh/h	181	872	247	93	720	216	247	324	130	225	215	265

Signal Information				Signal Timing (s)											
Cycle, s	96.0	Reference Phase	2												
Offset, s	0	Reference Point	End	Green	5.6	2.0	32.6	8.4	4.4	16.9					
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	2.5	0.0	2.5	2.5	0.0	2.5					

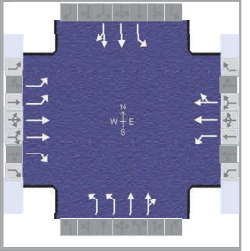
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6	3	8	7	4
Case Number	2.0	3.0	1.1	4.0	1.1	4.0	1.1	4.0
Phase Duration, s	14.1	41.2	12.1	39.1	14.9	23.4	19.3	27.8
Change Period, ( Y+R <sub>c</sub> ), s	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5
Max Allow Headway ( MAH ), s	3.0	3.0	3.0	3.0	3.1	3.1	3.1	3.1
Queue Clearance Time ( g <sub>s</sub> ), s	7.3	24.3	5.5	27.1	8.0	14.9	12.6	18.6
Green Extension Time ( g <sub>e</sub> ), s	0.3	5.6	0.1	5.5	0.5	1.9	0.3	1.7
Phase Call Probability	0.99	1.00	0.93	1.00	1.00	1.00	1.00	1.00
Max Out Probability	0.00	0.05	0.00	0.07	0.00	0.02	0.02	0.06

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	197	948	268	101	530	488	268	256	237	245	234	288
Adjusted Saturation Flow Rate ( s ), veh/h/ln	1730	1781	1585	1781	1870	1721	1730	1870	1689	1781	1870	1585
Queue Service Time ( g <sub>s</sub> ), s	5.3	22.3	10.8	3.5	25.1	25.1	6.0	12.6	12.9	10.6	10.7	16.6
Cycle Queue Clearance Time ( g <sub>c</sub> ), s	5.3	22.3	10.8	3.5	25.1	25.1	6.0	12.6	12.9	10.6	10.7	16.6
Green Ratio ( g/C )	0.08	0.36	0.45	0.40	0.34	0.34	0.26	0.18	0.18	0.31	0.22	0.22
Capacity ( c ), veh/h	276	1288	713	244	636	586	504	329	297	351	415	351
Volume-to-Capacity Ratio ( X )	0.714	0.736	0.377	0.415	0.832	0.833	0.533	0.780	0.799	0.697	0.564	0.820
Back of Queue ( Q ), ft/ln ( 95 th percentile)	102	346	165	62	411	384	110	244	230	198	210	276
Back of Queue ( Q ), veh/ln ( 95 th percentile)	4.0	13.6	6.5	2.5	16.2	15.1	4.3	9.6	9.1	7.8	8.3	10.9
Queue Storage Ratio ( RQ ) ( 95 th percentile)	0.42	0.00	0.60	0.27	0.00	0.00	0.31	0.00	0.00	0.79	0.00	0.00
Uniform Delay ( d <sub>1</sub> ), s/veh	43.2	26.7	17.5	21.5	29.2	29.2	29.5	37.8	38.0	27.7	33.3	35.6
Incremental Delay ( d <sub>2</sub> ), s/veh	1.3	0.4	0.1	0.4	2.2	2.4	0.3	1.5	1.9	1.1	0.4	5.1
Initial Queue Delay ( d <sub>3</sub> ), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay ( d ), s/veh	44.5	27.1	17.7	21.9	31.4	31.6	29.8	39.4	39.9	28.8	33.7	40.7
Level of Service ( LOS )	D	C	B	C	C	C	C	D	D	C	C	D
Approach Delay, s/veh / LOS	27.7	C		30.6	C		36.2	D		34.8	C	
Intersection Delay, s/veh / LOS	31.4						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.43	B	2.28	B	2.30	B	2.59	C
Bicycle LOS Score / LOS	1.65	B	1.41	A	1.12	A	1.12	A

## HCS Signalized Intersection Intermediate Values

General Information				Intersection Information	
Agency	MEP			Duration, h	0.250
Analyst	MEP	Analysis Date	10/29/2024	Area Type	Other
Jurisdiction		Time Period		PHF	0.92
Urban Street		Analysis Year	2029	Analysis Period	1 > 7:00
Intersection	Midway Rd & Selvitz Rd	File Name	1. Selvitz Rd & Midway Rd 2029 Post AM.xus		
Project Description	2029 Post AM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand ( v ), veh/h	181	872	247	93	720	216	247	324	130	225	215	265

Signal Information													
Cycle, s	96.0	Reference Phase	2										
Offset, s	0	Reference Point	End										
Uncoordinated	Yes	Simult. Gap E/W	On	Green	5.6	2.0	32.6	8.4	4.4	16.9			
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	4.0	0.0	4.0	4.0	0.0	4.0			
				Red	2.5	0.0	2.5	2.5	0.0	2.5			

Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor ( $f_w$ )	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles and Grade Factor ( $f_{HVg}$ )	0.984	0.984	0.984	0.984	0.984	0.984	0.984	0.984	0.984	0.984	0.984	0.984
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 ( $f_a$ )	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
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		0.920	0.920		0.903	0.903		0.847	0.847
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 ( $f_{WZ}$ )	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
DDI Factor ( $f_{DDI}$ )	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 Prot. CAV Adj. Factor ( $f_{CAV,prot}$ )	1.00			1.00			1.00			1.00		
Left-Turn Perm. CAV Adj. Factor ( $f_{CAV,perm}$ )												
Movement Saturation Flow Rate (s), veh/h	3459	3561	1585	1781	2763	829	3459	2553	1007	1781	1870	1585
Proportion of Vehicles Arriving on Green (P)	0.08	0.36	0.36	0.06	0.34	0.34	0.09	0.18	0.18	0.13	0.22	0.22
Incremental Delay Factor (k)	0.04	0.05	0.04	0.04	0.08	0.08	0.04	0.04	0.04	0.05	0.04	0.12

Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time ( $t_L$ )	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5
Green Ratio (g/C)	0.08	0.36	0.40	0.34	0.26	0.18	0.31	0.22
Permitted Saturation Flow Rate ( $s_p$ ), veh/h/ln	0	0	592	0	880	0	904	0
Shared Saturation Flow Rate ( $s_{sh}$ ), veh/h/ln								
Permitted Effective Green Time ( $g_p$ ), s	0.0	0.0	32.7	0.0	16.9	0.0	16.9	0.0
Permitted Service Time ( $g_u$ ), s	0.0	0.0	10.6	0.0	2.7	0.0	4.0	0.0
Permitted Queue Service Time ( $g_{ps}$ ), s			4.6		2.6		4.0	
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								
Protected Right Saturation Flow ( $s_R$ ), veh/h/ln			1585					
Protected Right Effective Green Time ( $g_R$ ), s			8.5					

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	0.119	0.000	0.122	0.000	0.140	0.000	0.135
Pedestrian $M_{corner} / M_{cw}$	0.00		0.00		0.00		0.00	
Bicycle $c_b / d_b$	722.50	19.58	680.09	20.90	351.24	32.61	442.92	29.08
Bicycle $F_w / F_v$	-3.64	1.17	-3.64	0.92	-3.64	0.63	-3.64	0.63

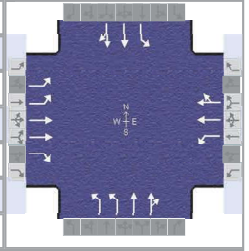
# HCS Signalized Intersection Results Graphical Summary

## General Information

Agency	MEP			Duration, h	0.250
Analyst	MEP	Analysis Date	10/29/2024	Area Type	Other
Jurisdiction		Time Period		PHF	0.92
Urban Street		Analysis Year	2029	Analysis Period	1 > 7:00
Intersection	Midway Rd & Selvitz Rd	File Name	1. Selvitz Rd & Midway Rd 2029 Post AM.xus		
Project Description	2029 Post AM				

## Intersection Information

Duration, h	0.250	
Area Type	Other	
PHF	0.92	
Analysis Period	1 > 7:00	
File Name	1. Selvitz Rd & Midway Rd 2029 Post AM.xus	



## Demand Information

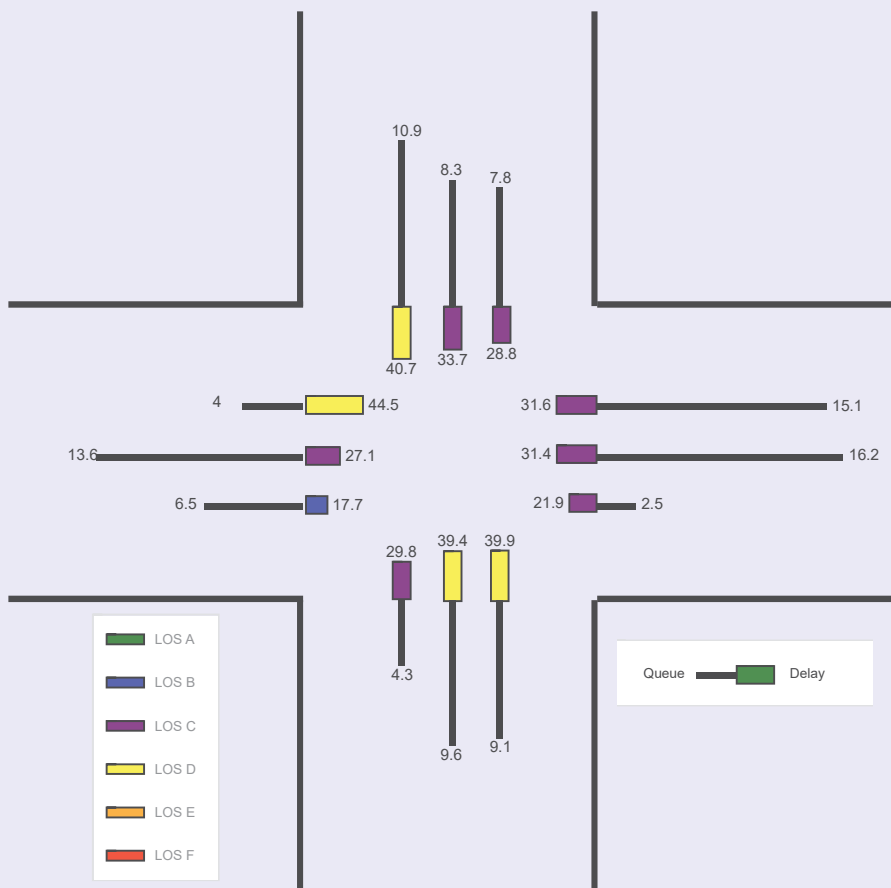
Approach Movement	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Demand ( v ), veh/h	181	872	247	93	720	216	247	324	130	225	215	265

## Signal Information

Cycle, s	96.0	Reference Phase	2										
Offset, s	0	Reference Point	End										
Uncoordinated	Yes	Simult. Gap E/W	On	Green	5.6	2.0	32.6	8.4	4.4	16.9			
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	4.0	0.0	4.0	4.0	0.0	4.0			
				Red	2.5	0.0	2.5	2.5	0.0	2.5			

## 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)	102	346	165	62	411	384	110	244	230	198	210	276	
Back of Queue ( Q ), veh/ln ( 95 th percentile)	4.0	13.6	6.5	2.5	16.2	15.1	4.3	9.6	9.1	7.8	8.3	10.9	
Queue Storage Ratio ( RQ ) ( 95 th percentile)	0.42	0.00	0.60	0.27	0.00	0.00	0.31	0.00	0.00	0.79	0.00	0.00	
Control Delay ( d ), s/veh	44.5	27.1	17.7	21.9	31.4	31.6	29.8	39.4	39.9	28.8	33.7	40.7	
Level of Service ( LOS)	D	C	B	C	C	C	C	D	D	C	C	D	
Approach Delay, s/veh / LOS	27.7	C		30.6	C		36.2	D			34.8	C	
Intersection Delay, s/veh / LOS	31.4						C						



Selvitz Phase 1  
 PM PEAK PEAK HOUR TURNING MOVEMENTS  
 EXHIBIT 2  
 Midway Rd & Selvitz Rd

		ebu	ebl	ebt	ebr	wbu	wbl	wbt	wbr	nbu	nbl	nbt	nbr	sbu	sbl	sbt	sbr	totals
4:00 PM	4:15 PM	3	17	185	82	0	30	152	23	0	35	38	14	2	26	58	29	691
4:15 PM	4:30 PM	0	34	185	64	1	25	143	21	0	56	50	18	2	31	60	30	720
4:30 PM	4:45 PM	0	31	187	78	1	23	156	28	0	47	40	18	7	37	69	41	763
4:45 PM	5:00 PM	1	29	208	58	0	30	147	28	1	46	43	20	3	23	66	30	732
5:00 PM	5:15 PM	1	25	209	90	0	18	139	32	0	30	29	14	4	25	66	23	704
5:15 PM	5:30 PM	0	24	199	74	0	26	155	36	0	41	46	11	1	24	77	27	741
5:30 PM	5:45 PM	0	31	150	77	0	24	126	21	0	42	31	26	3	16	69	29	645
5:45 PM	6:00 PM	0	20	163	59	1	22	131	22	1	41	45	21	0	20	64	28	638

**Peak Hour Traffic Volume**

4:30 PM	5:30 PM	2	109	803	300	1	97	597	124	1	164	158	63	15	109	278	121	2940
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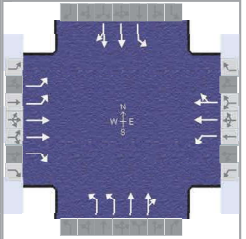
Count Taken: 10/16/2024  
 Buildout year: 2029  
 Growth Rate: 2.00%  
 PSCF: 1.12  
 PHF: 0.96

Adjusted PHF: 0.95

	ebu	ebl	ebt	ebr	wbu	wbl	wbt	wbr	nbu	nbl	nbt	nbr	sbu	sbl	sbt	sbr
10/16/2024	2	109	803	300	1	97	597	124	1	164	158	63	15	109	278	121
Peak Season Factor	0	13	96	36	0	12	72	15	0	20	19	8	2	13	33	15
Adjusted Volumes	2	122	899	336	1	109	669	139	1	184	177	71	17	122	311	136
	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%
2029 Growth 2%	-2	13	94	35	0	11	70	14	0	19	18	7	2	13	32	14
2029 Volumes	0	135	993	371	1	120	739	153	1	203	195	78	19	135	343	150
2029 Pre Dev	0	135	993	371	1	120	739	153	1	203	195	78	19	135	343	150
Project Traffic	0	50	0	0	0	0	0	50	0	0	25	0	0	29	15	29
2029 Post Dev	0	185	993	371	1	120	739	203	1	203	220	78	19	164	358	179
Project Traffic Assignment	In	In	In	In	In	In	In	In	In	In	In	In	In	Out	Out	Out
	0%	30%	0%	0%	0%	0%	0%	30%	0%	0%	15%	0%	0%	30%	15%	30%

# HCS Signalized Intersection Input Data

General Information				Intersection Information				
Agency	MEP			Duration, h	0.250			
Analyst	MEP		Analysis Date	10/29/2024		Area Type	Other	
Jurisdiction				Time Period				
Urban Street				Analysis Year	2029		Analysis Period	1 > 16:00
Intersection	Midway Rd & Selvitz Rd		File Name	1. Selvitz Rd & Midway Rd 2029 Post PM.xus				
Project Description	2029 Post PM							



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	993	371	121	739	203	204	220	78	183	358	179

Signal Information				Signal Phases											
Cycle, s	87.3	Reference Phase	2												
Offset, s	0	Reference Point	End	Green	5.8	1.2	30.3	6.8	3.1	14.0					
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	2.5	0.0	2.5	2.5	0.0	2.5					

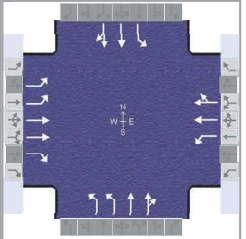
Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand ( $v$ ), veh/h	185	993	371	121	739	203	204	220	78	183	358	179
Initial Queue ( $Q_b$ ), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate ( $s_o$ ), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking ( $N_m$ ), man/h	None			None			None			None		
Heavy Vehicles ( $P_{HV}$ ), %	2	2	2	2	2		2	2		2	2	
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	245	0	275	235	0		350	0		250	0	
Grade ( $P_g$ ), %	0			0			0			0		
Speed Limit, mi/h	45	45	45	45	45	45	40	40	40	40	40	40

Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green ( $G_{max}$ ) or Phase Split, s	20.0	50.0	20.0	50.0	20.0	30.0	20.0	30.0
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	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
Minimum Green ( $G_{min}$ ), s	6	6	6	6	6	6	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 Results Summary

General Information				Intersection Information				
Agency	MEP			Duration, h	0.250			
Analyst	MEP		Analysis Date	10/29/2024		Area Type	Other	
Jurisdiction				Time Period				
Urban Street				Analysis Year	2029		Analysis Period	1 > 16:00
Intersection	Midway Rd & Selvitz Rd		File Name	1. Selvitz Rd & Midway Rd 2029 Post PM.xus				
Project Description	2029 Post PM							



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	993	371	121	739	203	204	220	78	183	358	179

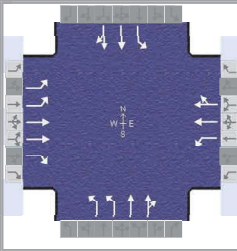
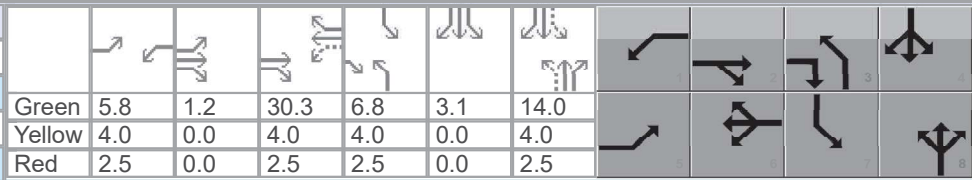
Signal Information				Signal Phases											
Cycle, s	87.3	Reference Phase	2												
Offset, s	0	Reference Point	End	Green	5.8	1.2	30.3	6.8	3.1	14.0					
Uncoordinated	Yes	Simult. Gap E/W	On	Yellow	4.0	0.0	4.0	4.0	0.0	4.0					
Force Mode	Fixed	Simult. Gap N/S	On	Red	2.5	0.0	2.5	2.5	0.0	2.5					

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	1.1	4.0	1.1	4.0	1.1	4.0
Phase Duration, s	13.6	38.1	12.3	36.8	13.3	20.5	16.4	23.6
Change Period, ( Y+R <sub>c</sub> ), s	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5
Max Allow Headway ( MAH ), s	3.0	3.0	3.0	3.0	3.1	3.1	3.1	3.1
Queue Clearance Time ( g <sub>s</sub> ), s	6.8	25.2	5.9	23.7	6.4	9.2	9.7	15.6
Green Extension Time ( g <sub>e</sub> ), s	0.3	6.3	0.2	6.4	0.4	1.6	0.2	1.5
Phase Call Probability	0.99	1.00	0.95	1.00	0.99	1.00	0.99	1.00
Max Out Probability	0.00	0.09	0.00	0.07	0.00	0.00	0.00	0.01

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	195	1045	391	127	515	477	215	161	153	193	297	269
Adjusted Saturation Flow Rate ( s ), veh/h/ln	1730	1781	1585	1781	1870	1731	1730	1870	1705	1781	1870	1661
Queue Service Time ( g <sub>s</sub> ), s	4.8	23.2	16.0	3.9	21.7	21.7	4.4	6.9	7.2	7.7	13.2	13.6
Cycle Queue Clearance Time ( g <sub>c</sub> ), s	4.8	23.2	16.0	3.9	21.7	21.7	4.4	6.9	7.2	7.7	13.2	13.6
Green Ratio ( g/C )	0.08	0.36	0.44	0.42	0.35	0.35	0.24	0.16	0.16	0.27	0.20	0.20
Capacity ( c ), veh/h	280	1289	697	241	650	602	465	301	275	368	368	326
Volume-to-Capacity Ratio ( X )	0.694	0.811	0.561	0.528	0.792	0.792	0.462	0.534	0.557	0.524	0.807	0.823
Back of Queue ( Q ), ft/ln ( 95 th percentile)	91	352	229	69	350	329	80	139	133	143	250	233
Back of Queue ( Q ), veh/ln ( 95 th percentile)	3.6	13.9	9.0	2.7	13.8	12.9	3.2	5.5	5.2	5.6	9.8	9.2
Queue Storage Ratio ( RQ ) ( 95 th percentile)	0.37	0.00	0.83	0.29	0.00	0.00	0.23	0.00	0.00	0.57	0.00	0.00
Uniform Delay ( d <sub>1</sub> ), s/veh	39.1	25.2	18.2	20.4	25.7	25.7	28.1	33.7	33.8	26.2	33.6	33.7
Incremental Delay ( d <sub>2</sub> ), s/veh	1.2	0.6	0.3	0.7	0.8	0.9	0.3	0.5	0.7	0.4	1.6	2.0
Initial Queue Delay ( d <sub>3</sub> ), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay ( d ), s/veh	40.3	25.8	18.5	21.1	26.5	26.6	28.3	34.2	34.5	26.6	35.2	35.7
Level of Service ( LOS )	D	C	B	C	C	C	C	C	C	C	D	D
Approach Delay, s/veh / LOS	25.8	C		25.9	C		31.9	C		33.2	C	
Intersection Delay, s/veh / LOS	28.0						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.43	B	2.27	B	2.29	B	2.59	C
Bicycle LOS Score / LOS	1.83	B	1.41	A	0.92	A	1.11	A

## HCS Signalized Intersection Intermediate Values

General Information					Intersection Information																		
Agency	MEP				Duration, h	0.250																	
Analyst	MEP		Analysis Date	10/29/2024		Area Type	Other																
Jurisdiction			Time Period			PHF	0.95																
Urban Street			Analysis Year	2029		Analysis Period	1 > 16:00																
Intersection	Midway Rd & Selvitz Rd		File Name	1. Selvitz Rd & Midway Rd 2029 Post PM.xus																			
Project Description	2029 Post PM																						
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	993	371	121	739	203	204	220	78	183	358	179								
Signal Information																							
Cycle, s	87.3	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	5.8	1.2	30.3	6.8	3.1	14.0	Yellow	4.0	0.0	4.0	4.0	4.0	Red	2.5	0.0	2.5	2.5	0.0	2.5
Saturation Flow / Delay				L	T	R	L	T	R	L	T	R	L	T	R								
Lane Width Adjustment Factor ( $f_w$ )				1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000								
Heavy Vehicles and Grade Factor ( $f_{HVg}$ )				0.984	0.984	0.984	0.984	0.984	0.984	0.984	0.984	0.984	0.984	0.984	0.984								
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 ( $f_a$ )				1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000								
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		0.925	0.925		0.912	0.912		0.888	0.888								
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 ( $f_{WZ}$ )				1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000								
DDI Factor ( $f_{DDI}$ )				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 Prot. CAV Adj. Factor ( $f_{CAV,prot}$ )				1.00			1.00			1.00			1.00										
Left-Turn Perm. CAV Adj. Factor ( $f_{CAV,perm}$ )																							
Movement Saturation Flow Rate (s), veh/h				3459	3561	1585	1781	2825	776	3459	2660	916	1781	2366	1165								
Proportion of Vehicles Arriving on Green (P)				0.08	0.36	0.36	0.07	0.35	0.35	0.08	0.16	0.16	0.11	0.20	0.20								
Incremental Delay Factor (k)				0.04	0.05	0.04	0.04	0.04	0.04	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 ( $t_L$ )				6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5												
Green Ratio (g/C)				0.08	0.36	0.42	0.35	0.24	0.16	0.27	0.20												
Permitted Saturation Flow Rate ( $s_p$ ), veh/h/ln				0	0	540	0	846	0	1066	0												
Shared Saturation Flow Rate ( $s_{sh}$ ), veh/h/ln																							
Permitted Effective Green Time ( $g_p$ ), s				0.0	0.0	30.4	0.0	14.1	0.0	14.1	0.0												
Permitted Service Time ( $g_u$ ), s				0.0	0.0	6.5	0.0	1.6	0.0	6.9	0.0												
Permitted Queue Service Time ( $g_{ps}$ ), s						6.5		1.6		1.6													
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																							
Protected Right Saturation Flow ( $s_R$ ), veh/h/ln					1585																		
Protected Right Effective Green Time ( $g_R$ ), s					6.8																		
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	0.115	0.000	0.117	0.000	0.137	0.000	0.134												
Pedestrian $M_{corner} / M_{cw}$				0.00		0.00		0.00		0.00													
Bicycle $c_b / d_b$				723.34	17.79	694.97	18.59	321.64	30.75	392.63	28.21												
Bicycle $F_w / F_v$				-3.64	1.35	-3.64	0.92	-3.64	0.44	-3.64	0.63												

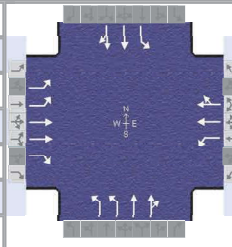
# HCS Signalized Intersection Results Graphical Summary

## General Information

Agency	MEP			Duration, h	0.250
Analyst	MEP	Analysis Date	10/29/2024	Area Type	Other
Jurisdiction		Time Period		PHF	0.95
Urban Street		Analysis Year	2029	Analysis Period	1 > 16:00
Intersection	Midway Rd & Selvitz Rd	File Name	1. Selvitz Rd & Midway Rd 2029 Post PM.xus		
Project Description	2029 Post PM				

## Intersection Information

Duration, h	0.250		
Area Type	Other		
PHF	0.95		
Analysis Period	1 > 16:00		
File Name	1. Selvitz Rd & Midway Rd 2029 Post PM.xus		



## Demand Information

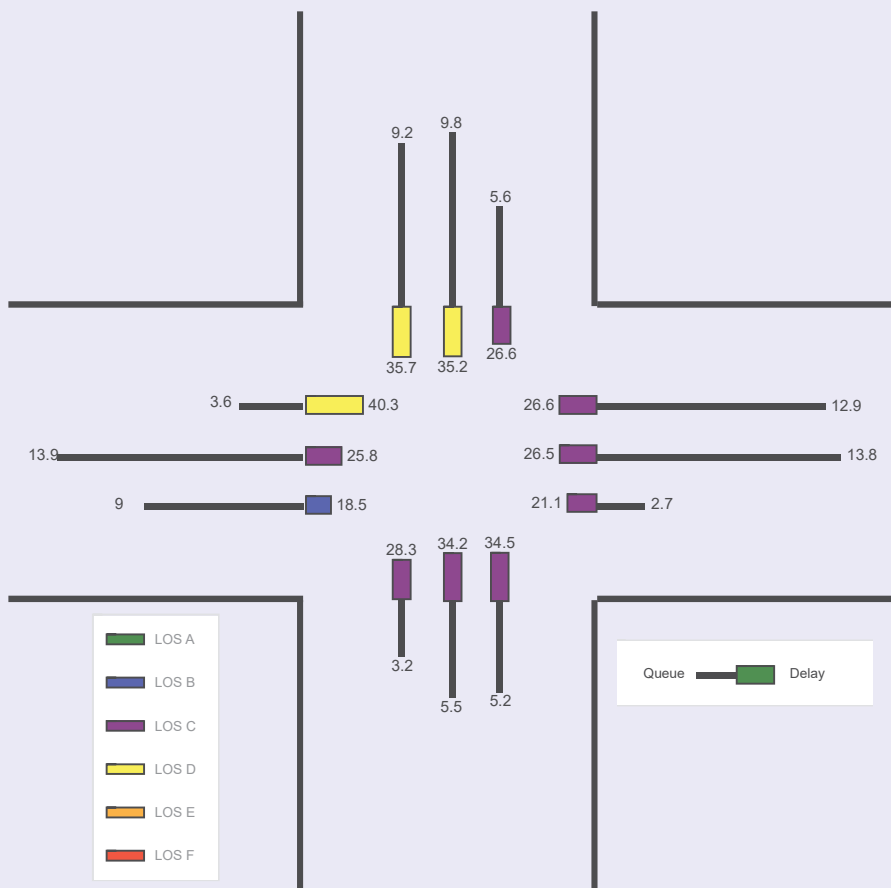
Approach Movement	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Demand ( v ), veh/h	185	993	371	121	739	203	204	220	78	183	358	179

## Signal Information

Cycle, s	87.3	Reference Phase	2										
Offset, s	0	Reference Point	End										
Uncoordinated	Yes	Simult. Gap E/W	On	Green	5.8	1.2	30.3	6.8	3.1	14.0			
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	4.0	0.0	4.0	4.0	0.0	4.0			
				Red	2.5	0.0	2.5	2.5	0.0	2.5			

## Movement Group Results

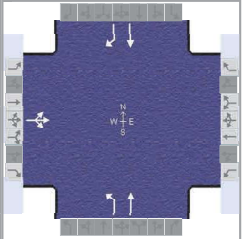
Approach Movement	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue ( Q ), ft/ln ( 95 th percentile)	91	352	229	69	350	329	80	139	133	143	250	233
Back of Queue ( Q ), veh/ln ( 95 th percentile)	3.6	13.9	9.0	2.7	13.8	12.9	3.2	5.5	5.2	5.6	9.8	9.2
Queue Storage Ratio ( RQ ) ( 95 th percentile)	0.37	0.00	0.83	0.29	0.00	0.00	0.23	0.00	0.00	0.57	0.00	0.00
Control Delay ( d ), s/veh	40.3	25.8	18.5	21.1	26.5	26.6	28.3	34.2	34.5	26.6	35.2	35.7
Level of Service ( LOS)	D	C	B	C	C	C	C	C	C	C	D	D
Approach Delay, s/veh / LOS	25.8 C			25.9 C			31.9 C			33.2 C		
Intersection Delay, s/veh / LOS	28.0						C					





## HCS Signalized Intersection Input Data

General Information				Intersection Information			
Agency	MEP			Duration, h	0.250		
Analyst	MEP			Analysis Date	10/29/2024		
Jurisdiction				Area Type	Other		
Urban Street				Time Period	PHF		
Intersection	Selvitz Rd & Glades Cut...			Analysis Year	2024		
Project Description	2029 Post AM			File Name	2. Selvitz Rd & Glades Cut-Off Rd 2029 Post AM ....		



Demand Information	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Demand ( v ), veh/h	165	0	57				41	535			473	286

Signal Information											
Cycle, s	32.6	Reference Phase	2	↓	↘					↙	←
Offset, s	0	Reference Point	End	↑	↗					↘	↖
Uncoordinated	Yes	Simult. Gap E/W	On	Green	13.6	6.0	0.0	0.0	0.0	0.0	0.0
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	4.0	4.0	0.0	0.0	0.0	0.0	0.0
				Red	2.5	2.5	0.0	0.0	0.0	0.0	0.0

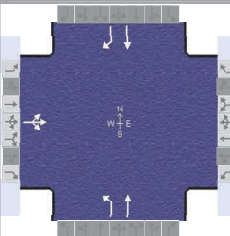
Traffic Information	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Demand ( v ), veh/h	165	0	57				41	535			473	286
Initial Queue ( Q <sub>b</sub> ), veh/h	0	0	0				0	0			0	0
Base Saturation Flow Rate ( s <sub>0</sub> ), veh/h	1900	1900	1900				1900	1900			1900	1900
Parking ( N <sub>m</sub> ), man/h		None						None			None	
Heavy Vehicles ( P <sub>HV</sub> ), %		2					2	2			2	2
Ped / Bike / RTOR, /h	0	0	0	0	0		0	0		0	0	0
Buses ( N <sub>b</sub> ), buses/h	0	0	0				0	0	0	0	0	0
Arrival Type ( AT )	3	3	3				3	3			3	3
Upstream Filtering ( I )	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
Turn Bay Length, ft		0					0	0			0	0
Grade ( P <sub>g</sub> ), %		0			0			0			0	
Speed Limit, mi/h	40	40	40				40	40			40	40

Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
	Maximum Green ( G <sub>max</sub> ) or Phase Split, s		30.0				120.0	
Yellow Change Interval ( Y ), s		4.0				4.0		4.0
Red Clearance Interval ( R <sub>c</sub> ), s		2.5				2.5		2.5
Minimum Green ( G <sub>min</sub> ), s		6				6		6
Start-Up Lost Time ( l <sub>t</sub> ), s	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
Passage ( PT ), s		2.0				2.0		2.0
Recall Mode		Off				Min		Min
Dual Entry		Yes				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		0.0		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
Pedestrian Signal / Occupied Parking	No		0.50	No					0.50	No		0.50

## HCS Signalized Intersection Results Summary

General Information				Intersection Information			
Agency	MEP			Duration, h	0.250		
Analyst	MEP			Analysis Date	10/29/2024		
Jurisdiction				Area Type	Other		
Urban Street				Time Period	PHF		
Intersection	Selvitz Rd & Glades Cut...			Analysis Year	2024		
Project Description	2029 Post AM			File Name	2. Selvitz Rd & Glades Cut-Off Rd 2029 Post AM ....		



Demand Information	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Demand ( $v$ ), veh/h	165	0	57				41	535			473	286

Signal Information												
Cycle, s	32.6	Reference Phase	2									
Offset, s	0	Reference Point	End									
Uncoordinated	Yes	Simult. Gap E/W	On	Green	13.6	6.0	0.0	0.0	0.0	0.0		
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	4.0	4.0	0.0	0.0	0.0	0.0		
				Red	2.5	2.5	0.0	0.0	0.0	0.0		

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4				2		6
Case Number		12.0				6.0		7.0
Phase Duration, s		12.5				20.1		20.1
Change Period, ( $Y+R_c$ ), s		6.5				6.5		6.5
Max Allow Headway ( $MAH$ ), s		3.1				3.1		3.1
Queue Clearance Time ( $g_s$ ), s		6.3				10.5		9.1
Green Extension Time ( $g_e$ ), s		0.4				3.1		3.1
Phase Call Probability		0.89				1.00		1.00
Max Out Probability		0.00				0.00		0.00

Movement Group Results	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14				5	2			6	16
Adjusted Flow Rate ( $v$ ), veh/h	239						44	575			509	308
Adjusted Saturation Flow Rate ( $s$ ), veh/h/ln	1726						891	1870			1870	1585
Queue Service Time ( $g_s$ ), s	4.3						1.4	8.5			7.1	4.6
Cycle Queue Clearance Time ( $g_c$ ), s	4.3						8.4	8.5			7.1	4.6
Green Ratio ( $g/C$ )	0.18						0.42	0.42			0.42	0.42
Capacity ( $c$ ), veh/h	318						402	782			782	663
Volume-to-Capacity Ratio ( $X$ )	0.750						0.110	0.736			0.650	0.464
Back of Queue ( $Q$ ), ft/ln ( 95 th percentile)	57						8	80			66	36
Back of Queue ( $Q$ ), veh/ln ( 95 th percentile)	2.2						0.3	3.1			2.6	1.4
Queue Storage Ratio ( $RQ$ ) ( 95 th percentile)	0.00						0.00	0.00			0.00	0.00
Uniform Delay ( $d_1$ ), s/veh	12.6						10.9	8.0			7.6	6.9
Incremental Delay ( $d_2$ ), s/veh	1.3						0.0	0.5			0.3	0.2
Initial Queue Delay ( $d_3$ ), s/veh	0.0						0.0	0.0			0.0	0.0
Control Delay ( $d$ ), s/veh	14.0						11.0	8.5			7.9	7.1
Level of Service ( LOS )	B						B	A			A	A
Approach Delay, s/veh / LOS	14.0	B		0.0			8.7	A		7.6	A	
Intersection Delay, s/veh / LOS	8.9						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.91	B	1.91	B	1.35	A	1.64	B
Bicycle LOS Score / LOS	0.88	A			1.51	B	1.83	B

## HCS Signalized Intersection Intermediate Values

General Information				Intersection Information		
Agency	MEP			Duration, h	0.250	
Analyst	MEP	Analysis Date	10/29/2024	Area Type	Other	
Jurisdiction		Time Period		PHF	0.93	
Urban Street		Analysis Year	2024	Analysis Period	1 > 7:00	
Intersection	Selvitz Rd & Glades Cut...	File Name	2. Selvitz Rd & Glades Cut-Off Rd 2029 Post AM ....			
Project Description	2029 Post AM					

Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand ( v ), veh/h	165	0	57				41	535			473	286

Signal Information													
Cycle, s	32.6	Reference Phase	2	↓	↑	↔					↑	↔	
Offset, s	0	Reference Point	End	Green	13.6	6.0	0.0	0.0	0.0	0.0			
Uncoordinated	Yes	Simult. Gap E/W	On	Yellow	4.0	4.0	0.0	0.0	0.0	0.0			
Force Mode	Fixed	Simult. Gap N/S	On	Red	2.5	2.5	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 ( $f_w$ )	1.000	1.000	1.000				1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles and Grade Factor ( $f_{HVg}$ )	1.000	0.984	1.000				0.984	0.984	1.000	1.000	0.984	0.984
Parking Activity Adjustment Factor ( $f_p$ )	1.000	1.000	1.000	0.000	0.000	0.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor ( $f_{bb}$ )	1.000	1.000	1.000	0.000	0.000	0.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor ( $f_a$ )	1.000	1.000	1.000				1.000	1.000	1.000	1.000	1.000	1.000
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 ( $f_{LT}$ )	0.923	0.923					0.469	0.000		1.000	1.000	
Right-Turn Adjustment Factor ( $f_{RT}$ )		0.000	0.000					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 ( $f_{WZ}$ )	1.000	1.000	1.000				1.000	1.000	1.000	1.000	1.000	1.000
DDI Factor ( $f_{DDI}$ )	1.000	1.000	1.000				1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Prot. CAV Adj. Factor ( $f_{CAV,prot}$ )												
Left-Turn Perm. CAV Adj. Factor ( $f_{CAV,perm}$ )							1.00			1.00		
Movement Saturation Flow Rate (s), veh/h	1283	0	443				891	1870	0	0	1870	1585
Proportion of Vehicles Arriving on Green (P)	0.18	0.00	0.18	0.00	0.00	0.00	0.42	0.42	0.00	0.00	0.42	0.42
Incremental Delay Factor (k)		0.04					0.04	0.04			0.04	0.04

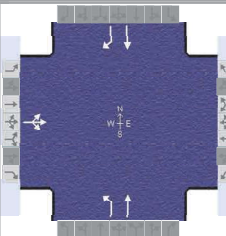
Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time ( $t_L$ )		4.0				6.5		6.5
Green Ratio (g/C)		0.18				0.42		0.42
Permitted Saturation Flow Rate ( $s_p$ ), veh/h/ln		0				891		851
Shared Saturation Flow Rate ( $s_{sh}$ ), veh/h/ln								0
Permitted Effective Green Time ( $g_p$ ), s		0.0				13.7		0.0
Permitted Service Time ( $g_u$ ), s		0.0				6.7		0.0
Permitted Queue Service Time ( $g_{ps}$ ), s						1.4		
Time to First Blockage ( $g_t$ ), s		0.0				0.0		13.7
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	1.198	0.000	0.681	0.000	0.972	0.000
Pedestrian $F_s / F_{delay}$	0.000	0.112	0.000	0.112	0.000	0.069	0.000	0.069
Pedestrian $M_{corner} / M_{cw}$	0.00		0.00		0.00		0.00	
Bicycle $c_b / d_b$	-460.22	24.66	-306.82	21.68	835.19	5.53	835.15	5.53
Bicycle $F_w / F_v$	-3.64	0.39	-3.64		-3.64	1.02	-3.64	1.35

# HCS Signalized Intersection Results Graphical Summary

## General Information

Agency	MEP			Duration, h	0.250	
Analyst	MEP		Analysis Date	10/29/2024	Area Type	Other
Jurisdiction		Time Period		PHF	0.93	
Urban Street		Analysis Year	2024	Analysis Period	1 > 7:00	
Intersection	Selvitz Rd & Glades Cut...	File Name	2. Selvitz Rd & Glades Cut-Off Rd 2029 Post AM ....			
Project Description	2029 Post AM					



## Demand Information

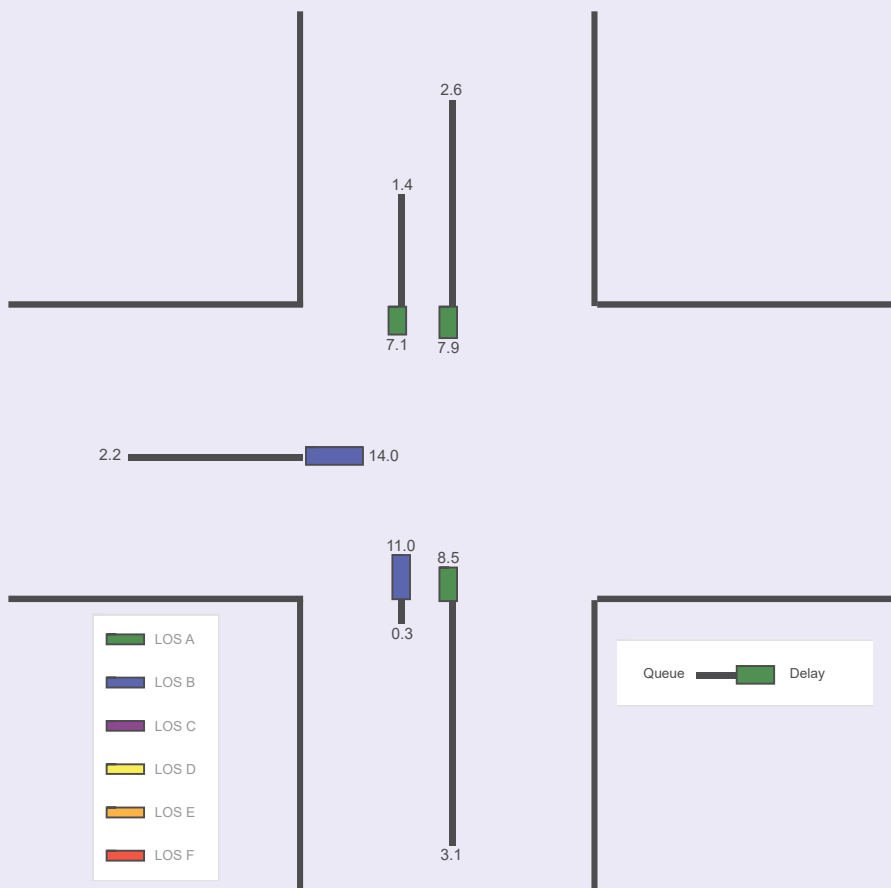
Approach Movement	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Demand ( v ), veh/h	165	0	57				41	535			473	286

## Signal Information

Cycle, s	32.6	Reference Phase	2									
Offset, s	0	Reference Point	End									
Uncoordinated	Yes	Simult. Gap E/W	On	Green	13.6	6.0	0.0	0.0	0.0	0.0		
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	4.0	4.0	0.0	0.0	0.0	0.0		
				Red	2.5	2.5	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)		57					8	80			66	36
Back of Queue ( Q ), veh/ln ( 95 th percentile)		2.2					0.3	3.1			2.6	1.4
Queue Storage Ratio ( RQ ) ( 95 th percentile)		0.00					0.00	0.00			0.00	0.00
Control Delay ( d ), s/veh		14.0					11.0	8.5			7.9	7.1
Level of Service ( LOS)		B					B	A			A	A
Approach Delay, s/veh / LOS	14.0		B	0.0			8.7		A	7.6		A
Intersection Delay, s/veh / LOS	8.9						A					



Selvitz Phase 1  
 PM PEAKPEAK HOUR TURNING MOVEMENTS  
 EXHIBIT 2  
 Glades Cut-Off Rd & Selvitz Rd

		ebu	ebl	ebt	ebr	wbu	wbl	wbt	wbr	nbu	nbl	nbt	nbr	sbu	sbl	sbt	sbr	totals
4:00 PM	4:15 PM	0	54	0	14	0	0	0	0	0	9	73	0	0	0	81	68	299
4:15 PM	4:30 PM	0	47	0	12	0	0	0	0	0	15	98	0	0	0	79	63	314
4:30 PM	4:45 PM	0	61	0	9	0	0	0	0	0	9	97	0	0	0	75	57	308
4:45 PM	5:00 PM	0	67	0	9	0	0	0	0	0	4	95	0	0	0	90	40	305
5:00 PM	5:15 PM	0	44	0	5	0	0	0	0	0	13	100	0	0	0	100	50	312
5:15 PM	5:30 PM	0	58	0	3	0	0	0	0	0	2	88	0	0	0	62	50	263
5:30 PM	5:45 PM	0	52	0	5	0	0	0	0	0	5	93	0	0	0	93	63	311
5:45 PM	6:00 PM	0	51	0	1	0	0	0	0	0	6	71	0	0	0	76	44	249

**Peak Hour Traffic Volume**

4:15 PM	5:15 PM	0	219	0	35	0	0	0	0	0	41	390	0	0	0	344	210	1239
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Count Taken: 10/16/2024  
 Buildout year: 2029  
 Growth Rate: 2.00%  
 PSCF: 1.12  
 PHF: 0.99

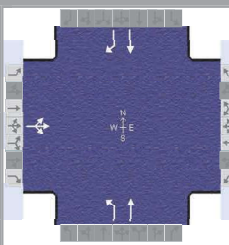
Adjusted PHF: 0.95

	ebu	ebl	ebt	ebr	wbu	wbl	wbt	wbr	nbu	nbl	nbt	nbr	sbu	sbl	sbt	sbr
10/16/2024	0	219	0	35	0	0	0	0	0	41	390	0	0	0	344	210
Peak Season Factor	0	26	0	4	0	0	0	0	0	5	47	0	0	0	41	25
Adjusted Volumes	0	245	0	39	0	0	0	0	0	46	437	0	0	0	385	235
2029 Growth 2%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%
2029 Volumes	0	25	0	4	0	0	0	0	0	5	45	0	0	0	40	24
2029 Pre Dev	0	270	0	43	0	0	0	0	0	51	482	0	0	0	425	259
2029 Post Dev	0	270	0	43	0	0	0	0	0	51	482	0	0	0	425	259
Project Traffic	0	0	0	8	0	0	0	0	5	20	0	0	0	0	34	0
2029 Post Dev	0	270	0	51	0	0	0	0	0	56	502	0	0	0	459	259

Project Traffic Assignment	In				Out				Out				In				
	0%	0%	0%	5%	0%	0%	0%	0%	0%	5%	20%	0%	0%	0%	0%	20%	0%

## HCS Signalized Intersection Input Data

General Information				Intersection Information			
Agency	MEP			Duration, h	0.250		
Analyst	MEP			Analysis Date	10/29/2024		
Jurisdiction				Area Type	Other		
Urban Street				Time Period	PHF		
Intersection	Selvitz Rd & Glades Cut...			Analysis Year	2024		
Project Description	2029 Post PM			Analysis Period	1 > 16:00		
	File Name			2. Selvitz Rd & Glades Cut-Off Rd 2029 Post PM...			



Demand Information	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Demand ( v ), veh/h	270	0	51				56	502			459	259

Signal Information												
Cycle, s	36.5	Reference Phase	2									
Offset, s	0	Reference Point	End									
Uncoordinated	Yes	Simult. Gap E/W	On	Green	14.6	8.9	0.0	0.0	0.0	0.0		
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	4.0	4.0	0.0	0.0	0.0	0.0		
				Red	2.5	2.5	0.0	0.0	0.0	0.0		

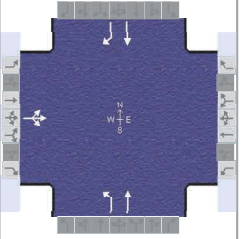
Traffic Information	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Demand ( v ), veh/h	270	0	51				56	502			459	259
Initial Queue ( Q <sub>b</sub> ), veh/h	0	0	0				0	0			0	0
Base Saturation Flow Rate ( s <sub>0</sub> ), veh/h	1900	1900	1900				1900	1900			1900	1900
Parking ( N <sub>m</sub> ), man/h	None						None				None	
Heavy Vehicles ( P <sub>HV</sub> ), %	2						2	2			2	2
Ped / Bike / RTOR, /h	0	0	0	0	0		0	0		0	0	0
Buses ( N <sub>b</sub> ), buses/h	0	0	0				0	0	0	0	0	0
Arrival Type ( AT )	3	3	3				3	3			3	3
Upstream Filtering ( I )	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
Turn Bay Length, ft	0						0	0			0	0
Grade ( P <sub>g</sub> ), %	0				0		0				0	
Speed Limit, mi/h	40	40	40				40	40			40	40

Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
	Maximum Green ( G <sub>max</sub> ) or Phase Split, s		30.0				120.0	
Yellow Change Interval ( Y ), s		4.0				4.0		4.0
Red Clearance Interval ( R <sub>c</sub> ), s		2.5				2.5		2.5
Minimum Green ( G <sub>min</sub> ), s		6				6		6
Start-Up Lost Time ( l <sub>t</sub> ), s	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
Passage ( P <sub>T</sub> ), s		2.0				2.0		2.0
Recall Mode		Off				Min		Min
Dual Entry		Yes				Yes		Yes
Walk ( Walk ), s		0.0		0.0				0.0
Pedestrian Clearance Time ( P <sub>C</sub> ), 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		0.0		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
Pedestrian Signal / Occupied Parking	No		0.50	No					0.50	No		0.50

## HCS Signalized Intersection Results Summary

General Information				Intersection Information			
Agency	MEP			Duration, h	0.250		
Analyst	MEP			Analysis Date	10/29/2024		
Jurisdiction				Area Type	Other		
Urban Street				Time Period	PHF		
Intersection	Selvitz Rd & Glades Cut...			Analysis Year	2024		
Project Description	2029 Post PM			Analysis Period	1 > 16:00		
	File Name			2. Selvitz Rd & Glades Cut-Off Rd 2029 Post PM...			



Demand Information	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Demand ( v ), veh/h	270	0	51				56	502			459	259

Signal Information												
Cycle, s	36.5	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	14.6	8.9	0.0	0.0	0.0	0.0				
		Yellow	4.0	4.0	0.0	0.0	0.0	0.0				
		Red	2.5	2.5	0.0	0.0	0.0	0.0				

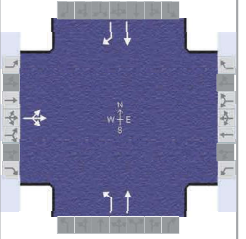
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4				2		6
Case Number		12.0				6.0		7.0
Phase Duration, s		15.4				21.1		21.1
Change Period, ( Y+R <sub>c</sub> ), s		6.5				6.5		6.5
Max Allow Headway ( MAH ), s		3.1				3.1		3.1
Queue Clearance Time ( g <sub>s</sub> ), s		8.6				11.8		9.6
Green Extension Time ( g <sub>e</sub> ), s		0.6				2.9		2.9
Phase Call Probability		0.97				1.00		1.00
Max Out Probability		0.00				0.00		0.00

Movement Group Results	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14				5	2			6	16
Adjusted Flow Rate ( v ), veh/h	338						59	528			483	273
Adjusted Saturation Flow Rate ( s ), veh/h/ln	1747						912	1870			1870	1585
Queue Service Time ( g <sub>s</sub> ), s	6.6						2.0	8.6			7.6	4.6
Cycle Queue Clearance Time ( g <sub>c</sub> ), s	6.6						9.8	8.6			7.6	4.6
Green Ratio ( g/C )	0.24						0.40	0.40			0.40	0.40
Capacity ( c ), veh/h	428						368	746			746	632
Volume-to-Capacity Ratio ( X )	0.789						0.160	0.709			0.648	0.431
Back of Queue ( Q ), ft/ln ( 95 th percentile)	90						14	98			86	43
Back of Queue ( Q ), veh/ln ( 95 th percentile)	3.5						0.6	3.8			3.4	1.7
Queue Storage Ratio ( RQ ) ( 95 th percentile)	0.00						0.00	0.00			0.00	0.00
Uniform Delay ( d <sub>1</sub> ), s/veh	12.9						12.9	9.2			8.9	8.0
Incremental Delay ( d <sub>2</sub> ), s/veh	1.2						0.1	0.5			0.4	0.2
Initial Queue Delay ( d <sub>3</sub> ), s/veh	0.0						0.0	0.0			0.0	0.0
Control Delay ( d ), s/veh	14.1						13.0	9.7			9.3	8.1
Level of Service ( LOS )	B						B	A			A	A
Approach Delay, s/veh / LOS	14.1	B		0.0			10.0	A		8.9	A	
Intersection Delay, s/veh / LOS	10.3						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.91	B	1.91	B	1.36	A	1.65	B
Bicycle LOS Score / LOS	1.05	A			1.46	A	1.73	B

## HCS Signalized Intersection Intermediate Values

General Information				Intersection Information				
Agency	MEP			Duration, h	0.250			
Analyst	MEP		Analysis Date	10/29/2024		Area Type	Other	
Jurisdiction				Time Period				
Urban Street				Analysis Year	2024		Analysis Period	1 > 16:00
Intersection	Selvitz Rd & Glades Cut...		File Name	2. Selvitz Rd & Glades Cut-Off Rd 2029 Post PM...				
Project Description	2029 Post PM							



Demand Information	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Demand ( v ), veh/h	270	0	51				56	502			459	259

Signal Information												
Cycle, s	36.5	Reference Phase	2									
Offset, s	0	Reference Point	End									
Uncoordinated	Yes	Simult. Gap E/W	On	Green	14.6	8.9	0.0	0.0	0.0	0.0		
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	4.0	4.0	0.0	0.0	0.0	0.0		
				Red	2.5	2.5	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 ( $f_w$ )	1.000	1.000	1.000				1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles and Grade Factor ( $f_{HVg}$ )	1.000	0.984	1.000				0.984	0.984	1.000	1.000	0.984	0.984
Parking Activity Adjustment Factor ( $f_p$ )	1.000	1.000	1.000	0.000	0.000	0.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor ( $f_{bb}$ )	1.000	1.000	1.000	0.000	0.000	0.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor ( $f_a$ )	1.000	1.000	1.000				1.000	1.000	1.000	1.000	1.000	1.000
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 ( $f_{LT}$ )	0.934	0.934					0.480	0.000		1.000	1.000	
Right-Turn Adjustment Factor ( $f_{RT}$ )		0.000	0.000					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 ( $f_{WZ}$ )	1.000	1.000	1.000				1.000	1.000	1.000	1.000	1.000	1.000
DDI Factor ( $f_{DDI}$ )	1.000	1.000	1.000				1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Prot. CAV Adj. Factor ( $f_{CAV,prot}$ )												
Left-Turn Perm. CAV Adj. Factor ( $f_{CAV,perm}$ )							1.00			1.00		
Movement Saturation Flow Rate (s), veh/h	1469	0	278				912	1870	0	0	1870	1585
Proportion of Vehicles Arriving on Green (P)	0.25	0.00	0.25	0.00	0.00	0.00	0.40	0.40	0.00	0.00	0.40	0.40
Incremental Delay Factor (k)		0.04					0.04	0.04			0.04	0.04

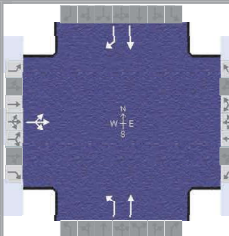
Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time ( $t_L$ )		4.0				6.5		6.5
Green Ratio (g/C)		0.24				0.40		0.40
Permitted Saturation Flow Rate ( $s_p$ ), veh/h/ln		0				912		889
Shared Saturation Flow Rate ( $s_{sh}$ ), veh/h/ln								0
Permitted Effective Green Time ( $g_p$ ), s		0.0				14.5		0.0
Permitted Service Time ( $g_u$ ), s		0.0				6.8		0.0
Permitted Queue Service Time ( $g_{ps}$ ), s						2.0		
Time to First Blockage ( $g_t$ ), s		0.0				0.0		14.5
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	1.198	0.000	0.681	0.000	0.972	0.000
Pedestrian $F_s / F_{delay}$	0.000	0.116	0.000	0.116	0.000	0.076	0.000	0.076
Pedestrian $M_{corner} / M_{cw}$	0.00		0.00		0.00		0.00	
Bicycle $c_b / d_b$	-410.85	26.53	-273.90	23.60	798.59	6.59	798.56	6.59
Bicycle $F_w / F_v$	-3.64	0.56	-3.64		-3.64	0.97	-3.64	1.25

# HCS Signalized Intersection Results Graphical Summary

## General Information

Agency	MEP			Duration, h	0.250
Analyst	MEP	Analysis Date	10/29/2024	Area Type	Other
Jurisdiction		Time Period		PHF	0.95
Urban Street		Analysis Year	2024	Analysis Period	1 > 16:00
Intersection	Selvitz Rd & Glades Cut...	File Name	2. Selvitz Rd & Glades Cut-Off Rd 2029 Post PM...		
Project Description	2029 Post PM				



## Demand Information

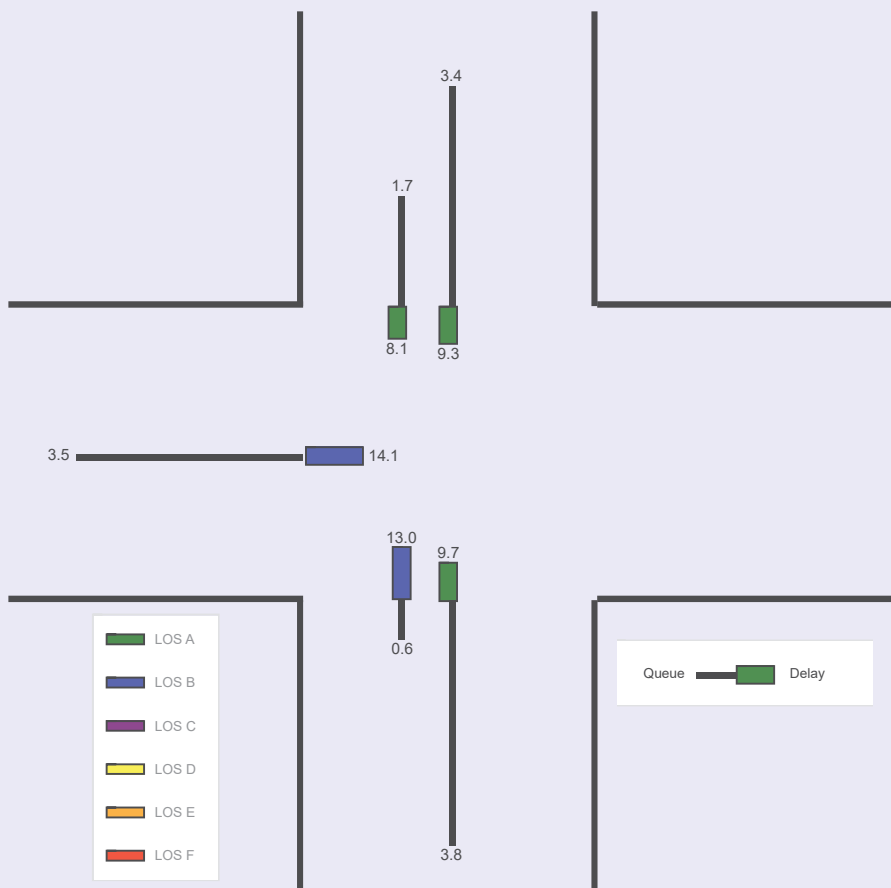
Approach Movement	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Demand ( v ), veh/h	270	0	51				56	502			459	259

## Signal Information

Cycle, s	36.5	Reference Phase	2	[Signal Diagrams]				[Signal Diagrams]				
Offset, s	0	Reference Point	End	Green	14.6	8.9	0.0	0.0	0.0	0.0	[Signal Diagrams]	
Uncoordinated	Yes	Simult. Gap E/W	On	Yellow	4.0	4.0	0.0	0.0	0.0	0.0	[Signal Diagrams]	
Force Mode	Fixed	Simult. Gap N/S	On	Red	2.5	2.5	0.0	0.0	0.0	0.0	[Signal Diagrams]	

## 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)		90					14	98			86	43
Back of Queue ( Q ), veh/ln ( 95 th percentile)		3.5					0.6	3.8			3.4	1.7
Queue Storage Ratio ( RQ ) ( 95 th percentile)		0.00					0.00	0.00			0.00	0.00
Control Delay ( d ), s/veh		14.1					13.0	9.7			9.3	8.1
Level of Service ( LOS)		B					B	A			A	A
Approach Delay, s/veh / LOS	14.1		B	0.0			10.0		A	8.9		A
Intersection Delay, s/veh / LOS	10.3						B					

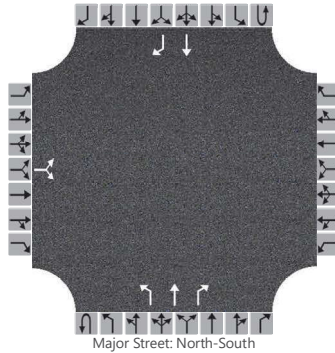




# HCS Two-Way Stop-Control Report

General Information				Site Information			
Analyst	MEP			Intersection	Selvitz Road & Energy Lane		
Agency/Co.	MEP			Jurisdiction			
Date Performed	10/29/2024			East/West Street	Selvitz Road		
Analysis Year	2029			North/South Street	Energy Lane		
Time Analyzed				Peak Hour Factor	0.92		
Intersection Orientation	North-South			Analysis Time Period (hrs)	0.25		
Project Description	2029 Post Development AM						

## 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		0	1	0		0	0	0	0	1	1	1	0	0	1	1	
Configuration			LR							L	T	R			T	R	
Volume (veh/h)		21		7						1	437	0			468	3	
Percent Heavy Vehicles (%)		2		2						2							
Proportion Time Blocked																	
Percent Grade (%)		0															
Right Turn Channelized										No				No			
Median Type   Storage		Undivided															

## Critical and Follow-up Headways

Base Critical Headway (sec)		7.1		6.2						4.1						
Critical Headway (sec)		7.12		6.22						4.12						
Base Follow-Up Headway (sec)		3.5		3.3						2.2						
Follow-Up Headway (sec)		3.52		3.32						2.22						

## Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			30							1							
Capacity, c (veh/h)			266							1053							
v/c Ratio			0.11							0.00							
95% Queue Length, Q <sub>95</sub> (veh)			0.4							0.0							
95% Queue Length, Q <sub>95</sub> (ft)			10.2							0.0							
Control Delay (s/veh)			20.2							8.4							
Level of Service (LOS)			C							A							
Approach Delay (s/veh)		20.2								0.0							
Approach LOS		C								A							

Selvitz Phase 1  
 PM PEAKPEAK HOUR TURNING MOVEMENTS  
 EXHIBIT 2  
 Energy Ln & Selvitz Rd

		ebu	ebl	ebt	ebr	wbu	wbl	wbt	wbr	nbu	nbl	nbt	nbr	sbu	sbl	sbt	sbr	totals
4:00 PM	4:15 PM	0	1	0	2	0	0	0	0	0	5	96	0	0	0	78	3	185
4:15 PM	4:30 PM	0	0	0	0	0	0	0	0	0	1	104	0	0	0	85	3	193
4:30 PM	4:45 PM	0	1	0	1	0	0	0	0	0	1	115	0	0	0	95	1	214
4:45 PM	5:00 PM	0	2	0	1	0	0	0	0	0	5	117	0	0	0	94	0	219
5:00 PM	5:15 PM	0	0	0	3	0	0	0	0	0	1	80	0	0	0	80	5	169
5:15 PM	5:30 PM	0	1	0	1	0	0	0	0	0	0	72	0	0	0	72	2	148
5:30 PM	5:45 PM	0	0	0	1	0	0	0	0	0	2	59	0	0	0	63	2	127
5:45 PM	6:00 PM	0	0	0	1	0	0	0	0	0	1	85	0	0	0	54	0	141

**Peak Hour Traffic Volume**

4:00 PM	5:00 PM	0	4	0	4	0	0	0	0	0	12	432	0	0	0	352	7	811
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Count Taken: 10/16/2024  
 Buildout year: 2029  
 Growth Rate: 2.00%  
 PSCF: 1.12  
 PHF: 0.93

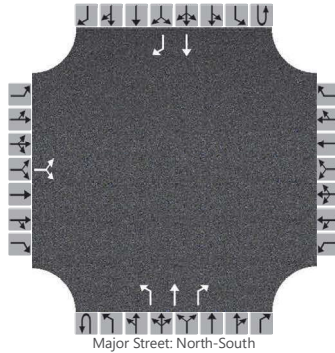
Adjusted PHF 0.93

	ebu	ebl	ebt	ebr	wbu	wbl	wbt	wbr	nbu	nbl	nbt	nbr	sbu	sbl	sbt	sbr
10/16/2024	0	4	0	4	0	0	0	0	0	12	432	0	0	0	352	7
Peak Season Factor	0	0	0	0	0	0	0	0	0	1	52	0	0	0	42	1
Adjusted Volumes	0	4	0	4	0	0	0	0	0	13	484	0	0	0	394	8
	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%
2029 Growth 2%	0	0	0	0	0	0	0	0	0	1	50	0	0	0	41	1
2029 Volumes	0	4	0	4	0	0	0	0	0	14	534	0	0	0	435	9
2029 Pre Dev	0	4	0	4	0	0	0	0	0	14	534	0	0	0	435	9
Project Traffic	0	0	0	0	0	0	0	0	0	0	25	0	0	0	42	0
2029 Post Dev	0	4	0	4	0	0	0	0	0	14	559	0	0	0	477	9
Project Traffic Assignment	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	25%	0%	0%	0%	25%	0%

# HCS Two-Way Stop-Control Report

General Information				Site Information			
Analyst	MEP			Intersection	Selvitz Road & Energy Lane		
Agency/Co.	MEP			Jurisdiction			
Date Performed	10/29/2024			East/West Street	Selvitz Road		
Analysis Year	2029			North/South Street	Energy Lane		
Time Analyzed				Peak Hour Factor	0.93		
Intersection Orientation	North-South			Analysis Time Period (hrs)	0.25		
Project Description	2029 Post Development PM						

## 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		0	1	0		0	0	0	0	1	1	1	0	0	1	1	
Configuration			LR							L	T	R			T	R	
Volume (veh/h)		4		4						14	559	0			477	9	
Percent Heavy Vehicles (%)		2		2						2							
Proportion Time Blocked																	
Percent Grade (%)		0															
Right Turn Channelized										No				No			
Median Type   Storage		Undivided															

## Critical and Follow-up Headways

Base Critical Headway (sec)		7.1		6.2						4.1						
Critical Headway (sec)		7.12		6.22						4.12						
Base Follow-Up Headway (sec)		3.5		3.3						2.2						
Follow-Up Headway (sec)		3.52		3.32						2.22						

## Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			9							15							
Capacity, c (veh/h)			266							1044							
v/c Ratio			0.03							0.01							
95% Queue Length, Q <sub>95</sub> (veh)			0.1							0.0							
95% Queue Length, Q <sub>95</sub> (ft)			2.5							0.0							
Control Delay (s/veh)			19.0							8.5							
Level of Service (LOS)			C							A							
Approach Delay (s/veh)		19.0								0.2							
Approach LOS		C								A							

Selvitz Phase 1  
 AM PEAK HOUR TURNING MOVEMENTS  
 EXHIBIT 2  
 DW & Selvitz Rd

		ebu	ebl	ebt	ebr	wbu	wbl	wbt	wbr	nbu	nbl	nbt	nbr	sbu	sbl	sbt	sbr	totals
7:00 AM	7:15 AM	0	0	0	0	0	0	0	0	0	0	68	0	0	0	98	0	166
7:15 AM	7:30 AM	0	0	0	0	0	0	0	0	0	0	95	0	0	0	84	0	179
7:30 AM	7:45 AM	0	0	0	0	0	0	0	0	0	0	98	0	0	0	105	0	203
7:45 AM	8:00 AM	0	0	0	0	0	0	0	0	0	0	72	0	0	0	84	0	156
8:00 AM	8:15 AM	0	0	0	0	0	0	0	0	0	0	90	0	0	0	101	0	191
8:15 AM	8:30 AM	0	0	0	0	0	0	0	0	0	0	80	0	0	0	89	0	169
8:30 AM	8:45 AM	0	0	0	0	0	0	0	0	0	0	60	0	0	0	99	0	159
8:45 AM	9:00 AM	0	0	0	0	0	0	0	0	0	0	65	0	0	0	90	0	155

Peak Hour Traffic Volume																		
7:15 AM	8:15 AM	0	0	0	0	0	0	0	0	0	0	355	0	0	0	374	0	729

Count Taken: 10/16/2024  
 Buildout year: 2029  
 Growth Rate: 2.00%  
 PSCF: 1.12  
 PHF: 0.90

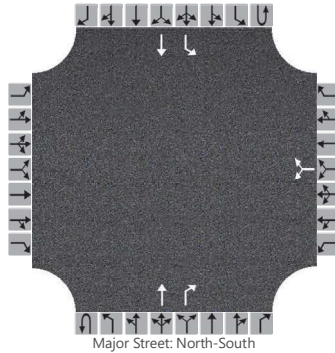
Adjusted PHF 0.92

	ebu	ebl	ebt	ebr	wbu	wbl	wbt	wbr	nbu	nbl	nbt	nbr	sbu	sbl	sbt	sbr
10/16/2024	0	0	0	0	0	0	0	0	0	0	355	0	0	0	374	0
Peak Season Factor	0	0	0	0	0	0	0	0	0	0	43	0	0	0	45	0
Adjusted Volumes	0	0	0	0	0	0	0	0	0	0	398	0	0	0	419	0
	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%
2029 Growth 2%	0	0	0	0	0	0	0	0	0	0	41	0	0	0	44	0
2029 Volumes	0	0	0	0	0	0	0	0	0	0	439	0	0	0	463	0
2029 Pre Dev	0	0	0	0	0	0	0	0	0	0	439	0	0	0	463	0
Project Traffic	0	0	0	0	0	109	0	36	0	0	36	0	12	0	0	0
2029 Post Dev	0	0	0	0	0	109	0	36	0	0	439	36	0	12	463	0
Project Traffic Assignment	0%	0%	0%	0%	0%	Out 75%	0%	Out 25%	0%	0%	0%	In 75%	0%	In 25%	0%	0%

# HCS Two-Way Stop-Control Report

General Information				Site Information			
Analyst	MEP			Intersection	Selvitz Road & DW		
Agency/Co.	MEP			Jurisdiction			
Date Performed	10/29/2024			East/West Street	Selvitz Road		
Analysis Year	2029			North/South Street	DW		
Time Analyzed				Peak Hour Factor	0.92		
Intersection Orientation	North-South			Analysis Time Period (hrs)	0.25		
Project Description	2029 Post Development AM						

## 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		0	0	0		0	1	0	0	0	1	1	0	1	1	0
Configuration							LR				T	R		L	T	
Volume (veh/h)						109		36			437	36		12	463	
Percent Heavy Vehicles (%)						2		2						2		
Proportion Time Blocked																
Percent Grade (%)						0										
Right Turn Channelized										No						
Median Type   Storage						Undivided										

## Critical and Follow-up Headways

Base Critical Headway (sec)						7.1		6.2						4.1		
Critical Headway (sec)						6.42		6.22						4.12		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.52		3.32						2.22		

## Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						158								13		
Capacity, c (veh/h)						307								1051		
v/c Ratio						0.51								0.01		
95% Queue Length, Q <sub>95</sub> (veh)						2.8								0.0		
95% Queue Length, Q <sub>95</sub> (ft)						71.1								0.0		
Control Delay (s/veh)						28.5								8.5		
Level of Service (LOS)						D								A		
Approach Delay (s/veh)						28.5								0.2		
Approach LOS						D								A		

Selvitz Phase 1  
 PM PEAKPEAK HOUR TURNING MOVEMENTS  
 EXHIBIT 2  
 DW & Selvitz Rd

		ebu	ebl	ebt	ebr	wbu	wbl	wbt	wbr	nbu	nbl	nbt	nbr	sbu	sbl	sbt	sbr	totals
4:00 PM	4:15 PM	0	0	0	0	0	0	0	0	0	0	101	0	0	0	80	0	181
4:15 PM	4:30 PM	0	0	0	0	0	0	0	0	0	0	105	0	0	0	85	0	190
4:30 PM	4:45 PM	0	0	0	0	0	0	0	0	0	0	116	0	0	0	96	0	212
4:45 PM	5:00 PM	0	0	0	0	0	0	0	0	0	0	122	0	0	0	95	0	217
5:00 PM	5:15 PM	0	0	0	0	0	0	0	0	0	0	81	0	0	0	83	0	164
5:15 PM	5:30 PM	0	0	0	0	0	0	0	0	0	0	72	0	0	0	73	0	145
5:30 PM	5:45 PM	0	0	0	0	0	0	0	0	0	0	61	0	0	0	64	0	125
5:45 PM	6:00 PM	0	0	0	0	0	0	0	0	0	0	86	0	0	0	55	0	141

**Peak Hour Traffic Volume**

4:00 PM	5:00 PM	0	0	0	0	0	0	0	0	0	0	444	0	0	0	356	0	800
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Count Taken: 10/16/2024  
 Buildout year: 2029  
 Growth Rate: 2.00%  
 PSCF: 1.12  
 PHF: 0.92

Adjusted PHF 0.92

	ebu	ebl	ebt	ebr	wbu	wbl	wbt	wbr	nbu	nbl	nbt	nbr	sbu	sbl	sbt	sbr
10/16/2024	0	0	0	0	0	0	0	0	0	0	444	0	0	0	356	0
Peak Season Factor	0	0	0	0	0	0	0	0	0	0	53	0	0	0	43	0
Adjusted Volumes	0	0	0	0	0	0	0	0	0	0	497	0	0	0	399	0
	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%
2029 Growth 2%	0	0	0	0	0	0	0	0	0	0	52	0	0	0	42	0
2029 Volumes	0	0	0	0	0	0	0	0	0	0	549	0	0	0	441	0
2029 Pre Dev	0	0	0	0	0	0	0	0	0	0	549	0	0	0	441	0
Project Traffic	0	0	0	0	0	74	0	25	0	0	0	126	0	42	0	0
2029 Post Dev	0	0	0	0	0	74	0	25	0	0	549	126	0	42	441	0

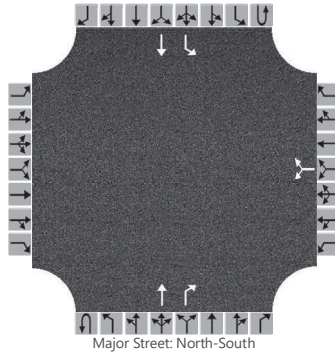
**Project Traffic Assignment**

	0%	0%	0%	0%	0%	Out	Out	In	In	0%	0%	0%	0%	0%	
						75%	0%	25%	0%	0%	75%	0%	25%	0%	0%

# HCS Two-Way Stop-Control Report

General Information				Site Information			
Analyst	MEP			Intersection	Selvitz Road & DW		
Agency/Co.	MEP			Jurisdiction			
Date Performed	10/29/2024			East/West Street	Selvitz Road		
Analysis Year	2029			North/South Street	DW		
Time Analyzed				Peak Hour Factor	0.92		
Intersection Orientation	North-South			Analysis Time Period (hrs)	0.25		
Project Description	2029 Post Development PM						

## 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		0	0	0		0	1	0		0	1	1		0	1	0
Configuration							LR				T	R		L	T	
Volume (veh/h)						74		25			549	126		42	441	
Percent Heavy Vehicles (%)						2		2						2		
Proportion Time Blocked																
Percent Grade (%)					0											
Right Turn Channelized									No							
Median Type   Storage	Undivided															

## Critical and Follow-up Headways

Base Critical Headway (sec)						7.1		6.2						4.1		
Critical Headway (sec)						6.42		6.22						4.12		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.52		3.32						2.22		

## Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						108								46		
Capacity, c (veh/h)						239								871		
v/c Ratio						0.45								0.05		
95% Queue Length, Q <sub>95</sub> (veh)						2.2								0.2		
95% Queue Length, Q <sub>95</sub> (ft)						55.9								5.1		
Control Delay (s/veh)						31.9								9.4		
Level of Service (LOS)						D								A		
Approach Delay (s/veh)					31.9								0.8			
Approach LOS					D								A			

**EXHIBIT 3  
SELVITZ ROAD & DRIVEWAY  
SIGNAL WARRANT ANALYSIS VOLUME DEVELOPMENT**

TIME PERIOD	HOURLY DISTRIBUTION OF TRAFFIC ITE 210		2,653 Single Family Detached ITE 210		TOTAL PROJECT ESTIMATED HOURLY TRAFFIC		TURNING MOVEMENTS AT SELVITZ ROAD		MINOR STREET APPROACH VOLUME		SELVITZ ROAD TRAFFIC COUNTS (1/23/2024) (GROWTH RATE 2.0%)				MAJOR STREET SELVITZ ROAD 2029 TOTAL TRAFFIC		
	Average Wkdy		Average Wkdy		Average Wkdy		Average Wkdy		WBL		2024 Existing Traffic		2029 Background Traffic		Total Traffic		
	% of 24-hour		Volume Entering	Volume Exiting	Volume Entering	Volume Exiting	Northbound Entering 75%	Southbound Entering 25%	WBL 75%	TOTAL	Northbound Approach	Southbound Approach	Northbound Approach	Southbound Approach	Northbound Approach	Southbound Approach	N/S bound Approaches
	Entering	Exiting															
6 - 7 AM	1.6%	5.8%	21	78	21	78	16	5	59	59	174	97	192	107	208	112	320
7 - 8 AM	3.1%	10.0%	41	132	41	132	31	10	99	99	318	217	351	240	382	250	632
8 - 9 AM	3.8%	8.5%	50	113	50	113	38	13	85	85	509	426	562	470	600	483	1083
9 - 10 AM	3.3%	5.8%	44	76	44	76	33	11	57	57	322	330	356	364	389	375	764
10 - 11 AM	4.2%	5.6%	56	74	56	74	42	14	56	56	287	256	317	283	359	297	656
11 - 12 PM	5.4%	5.1%	72	68	72	68	54	18	51	51	259	272	286	300	340	318	658
12 - 1 PM	5.7%	5.7%	76	75	76	75	57	19	56	56	267	302	295	333	352	352	704
1 - 2 PM	6.1%	6.0%	81	80	81	80	61	20	60	60	291	329	321	363	382	383	765
2 - 3 PM	7.1%	6.1%	94	81	94	81	71	24	61	61	286	307	316	339	387	363	750
3 - 4 PM	8.7%	6.2%	115	83	115	83	86	29	62	62	336	362	371	400	457	429	886
4 - 5 PM	10.5%	7.4%	140	98	140	98	105	35	74	74	337	429	372	474	477	509	986
5 - 6 PM	10.0%	7.3%	133	97	133	97	100	33	73	73	420	435	464	480	564	513	1077
6 - 7 PM	8.5%	5.9%	113	78	113	78	85	28	59	59	318	391	351	432	436	460	896
7 - 8 PM	6.1%	4.2%	80	56	80	56	60	20	42	42	187	231	206	255	266	275	541
8 - 9 PM	6.1%	3.1%	81	41	81	41	61	20	31	31	118	152	130	168	191	188	379
9 - 10 PM	4.4%	2.3%	59	30	59	30	44	15	23	23	95	106	105	117	149	132	281

## EXHIBIT 4 SELVITZ PHASE 1

### TRAFFIC SIGNAL VOLUME WARRANT ANALYSIS

INTERSECTION NAME: **Selvitz Road & Driveway**

COUNT DATE: **01/23/24 (Growth 2%) PSPF 1.01**

MAJOR STREET: **Selvitz Road**

# OF APPROACH LANES: **1**

MINOR STREET: **Driveway**

# OF APPROACH LANES: **1**

ISOLATED COMMUNITY WITH POPULATION LESS THAN 10,000 (Y OR N): **N**

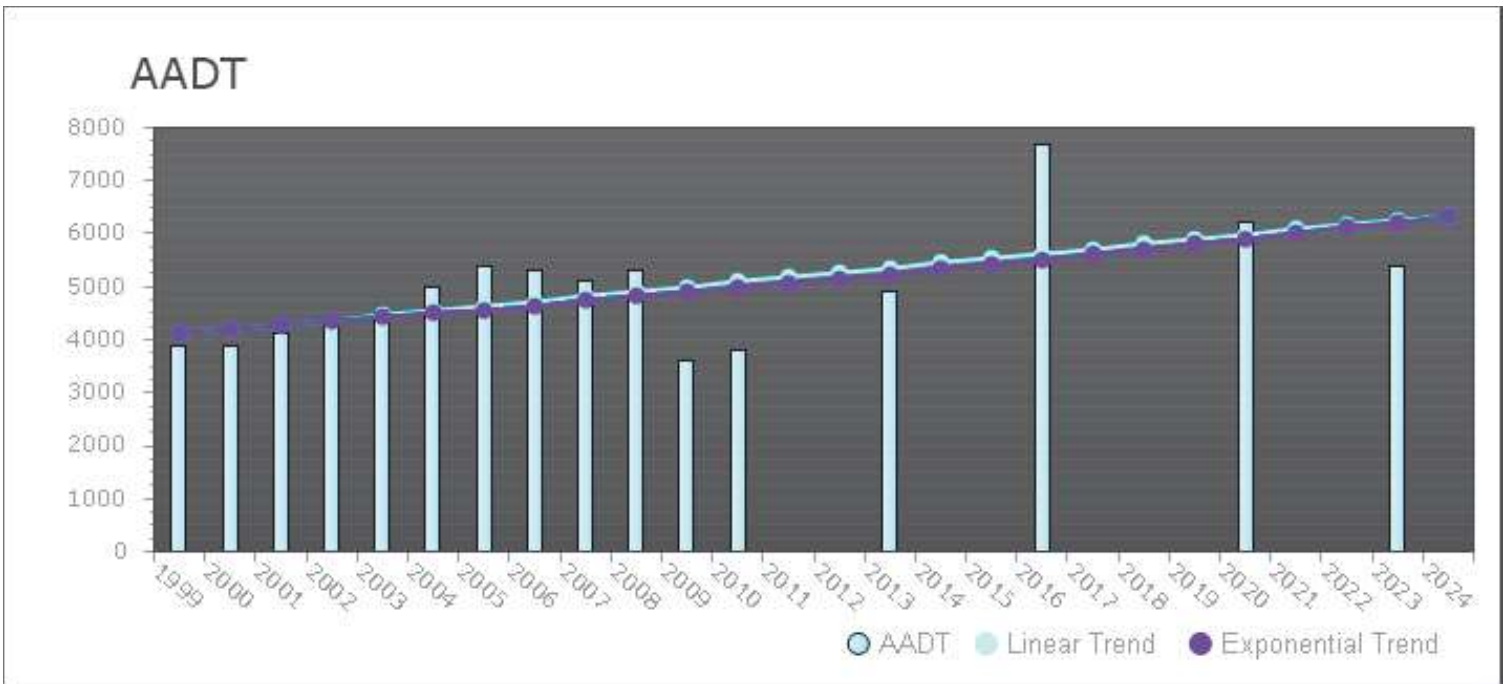
85TH PERCENTILE SPEED GREATER THAN 40 MPH ON MAJOR STREET (Y OR N): **N**

	MAJOR ST BOTH APPROACHES NB & SB Approach	MINOR ST HIGHEST APPROACH bound Approach	WARRANT 1A			WARRANT 1B			WARRANT 1 - Combination						WARRANT 2 Four-Hour	WARRANT 3 Peak Hour		
			MAJOR STREET	MINOR STREET	BOTH MET	MAJOR STREET	MINOR STREET	BOTH MET	WARRANT 1A			WARRANT 1B						
									MAJOR STREET	MINOR STREET	BOTH MET	MAJOR STREET	MINOR STREET	BOTH MET				
THRESHOLD VALUES			500	150		750	75		400	120		600	60					
06:00 AM	TO	07:00 AM	320	59														
07:00 AM	TO	08:00 AM	632	99	Y			Y	Y			Y	Y	Y				
08:00 AM	TO	09:00 AM	1,083	85	Y			Y	Y	Y		Y	Y	Y				
09:00 AM	TO	10:00 AM	764	57	Y			Y	Y			Y						
10:00 AM	TO	11:00 AM	656	56	Y				Y			Y						
11:00 AM	TO	12:00 PM	658	51	Y				Y			Y						
12:00 PM	TO	01:00 PM	704	56	Y				Y			Y						
01:00 PM	TO	02:00 PM	765	60	Y			Y	Y			Y	Y	Y				
02:00 PM	TO	03:00 PM	750	61	Y			Y	Y			Y	Y	Y				
03:00 PM	TO	04:00 PM	886	62	Y			Y	Y			Y	Y	Y				
04:00 PM	TO	05:00 PM	986	74	Y			Y	Y			Y	Y	Y				
05:00 PM	TO	06:00 PM	1,077	73	Y			Y	Y			Y	Y	Y				
06:00 PM	TO	07:00 PM	896	59	Y			Y	Y			Y						
07:00 PM	TO	08:00 PM	541	42	Y				Y									
			11,378	948	0			1			0			7			0	0
			8 HOURS NEEDED NOT SATISFIED			8 HOURS NEEDED NOT SATISFIED			8 HOURS OF BOTH WARRANT #1 AND WARRANT #2 NEEDED NOT SATISFIED						4 HRS NEEDED NOT SATISFIED	1 HR NEEDED NOT SATISFIED		

**Station 113**

GLADES CUT-OFF RD SW. OF SELVITZ RD

**Linear Growth = 1.42%**  
**Exponential Growth = 1.69%**

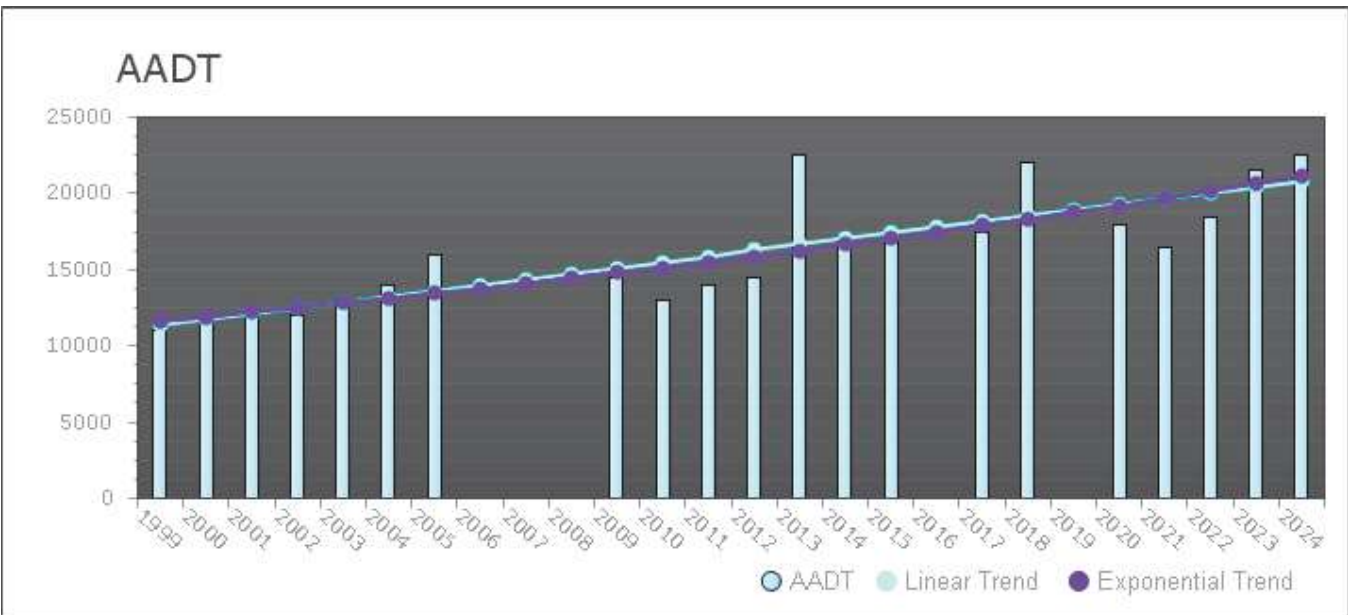


Year	Station	AAADT	K100	Avg DFactor	Heavy Vehicle %	AM Peak Vol	PM Peak Vol
2023	113	5400	0.106	0.5215	0	453	532
2020	113	6200	0.105	0.5565	0	535	600
2016	113	7700	0.114	0.5355	0	807	739
2013	113	4900			0	419	472
2010	113	3800	0.11	0.534	19.28	348	383
2009	113	3600	0.102	0.534		287	339
2008	113	5300	0.103	0.632		443	510
2007	113	5100	0.118	0.54		392	563
2006	113	5300	0.105	0.536		452	520
2005	113	5400	0.102	0.514		483	470
2004	113	5000	0.098	0.538		450	412
2003	113	4500	0.096	0.579		364	396
2002	113	4300	0.103	0.558		405	375
2001	113	4100	0.101	0.577		364	343
2000	113	3900	0.103	0.611		343	355
1999	113	3900	0.098	0.561		317	316

**Station 132**

MIDWAY RD 685 FEET WEST OF 25TH ST

Linear Growth = 1.81%  
Exponential Growth = 2.36%

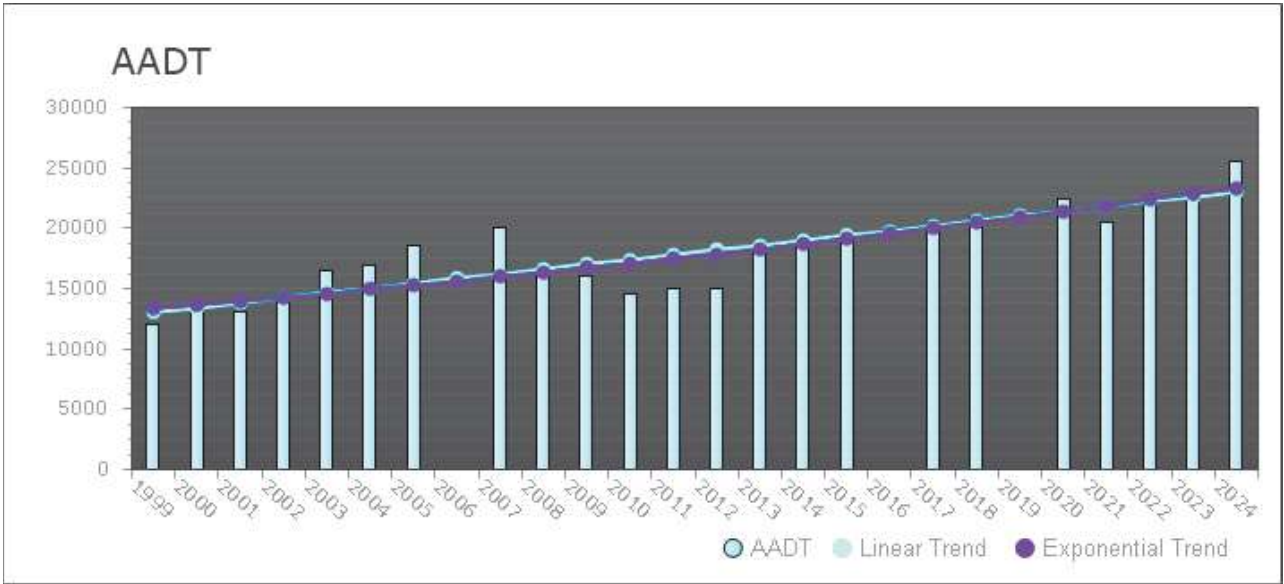


Year	Station	AADT	K100	Avg DFactor	Heavy Vehicle %	AM Peak Vol	PM Peak Vol
2024	132	22500	0.097	0.56	0	2011	1977
2023	132	21500	0.098	0.5175	0	1950	1921
2022	132	18500	0.099	0.5215	0	1674	1689
2021	132	16500	0.091	0.5035	0	1411	1299
2020	132	18000	0.1	0.5085	0	1657	1665
2018	132	22000	0.097	0.5085	0	1981	1803
2017	132	17500	0.101	0.507	0	1601	1549
2015	132	17000	0.096	0.517	0	1458	1516
2014	132	17000	0.101	0.519	0	1484	1615
2013	132	22500			0	2026	1875
2012	132	14500	0.098	0.5395	7.38	1222	1301
2011	132	14000	0.097	0.512	8.15	1154	1224
2010	132	13000	0.098	0.534	9.79	1071	1147
2009	132	14500	0.097	0.517		1164	1275
2005	132	16000	0.093	0.541		1294	1405
2004	132	14000	0.095	0.551		1186	1189
2003	132	13000	0.095	0.542		1122	1123
2002	132	12000	0.094	0.562		968	1023
2001	132	12000	0.096	0.537		972	1016
2000	132	11500	0.093	0.536		897	971
1999	132	11000	0.097	0.577		841	898

**Station 134**

MIDWAY RD 560 FEET WEST OF SELVITZ RD

Linear Growth = 1.73%  
Exponential Growth = 2.21%

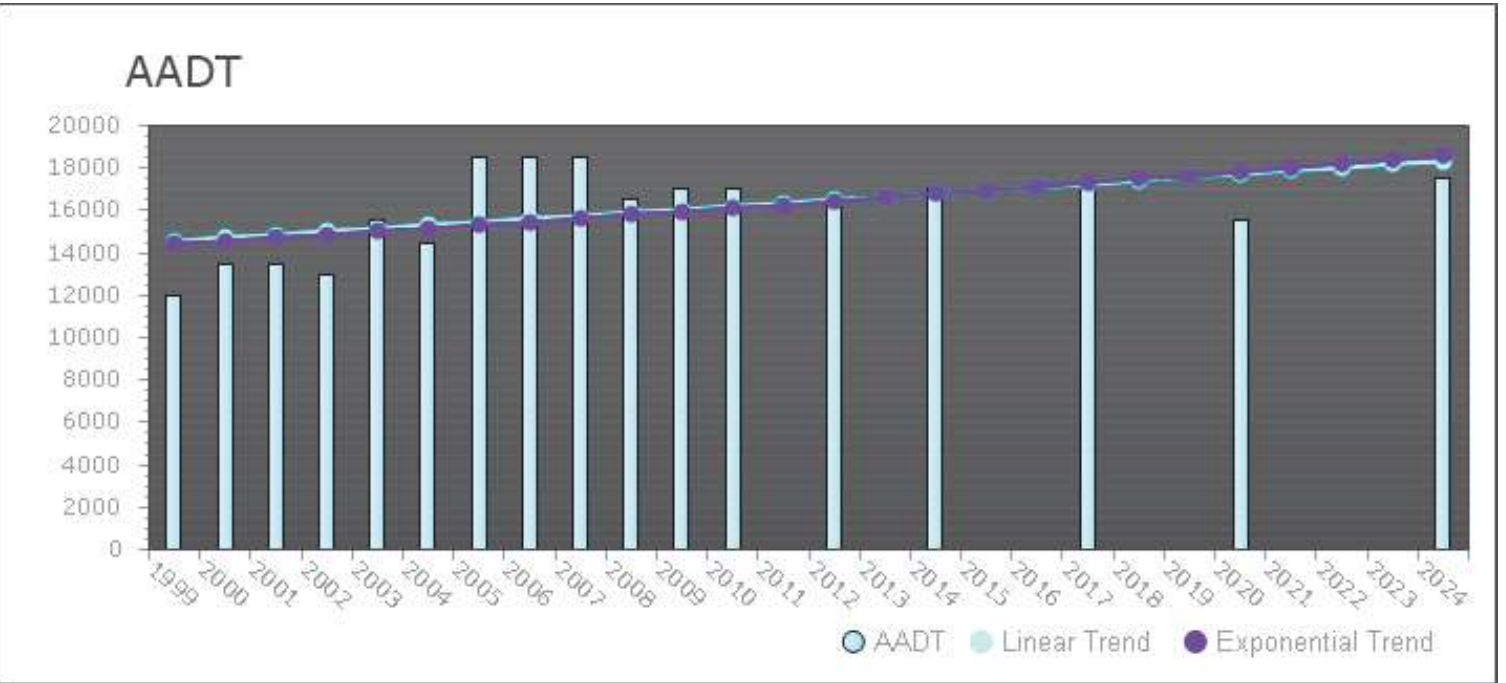


Year	Station	AADT	K100	Avg DFactor	Heavy Vehicle %	AM Peak Vol	PM Peak Vol
2024	134	25500	0.096	0.564	0	2254	2244
2023	134	23000	0.098	0.53	0	2060	2102
2022	134	22000	0.099	0.541	0	2004	2003
2021	134	20500	0.095	0.541	0	1697	1816
2020	134	22500	0.106	0.547	0	2171	2047
2018	134	21000	0.1	0.5375	0	1983	1933
2017	134	20500	0.101	0.5245	0	1847	1869
2015	134	19000	0.097	0.54	0	1708	1676
2014	134	19000	0.097	0.5345	0	1713	1706
2013	134	18000			0	1610	1556
2012	134	15000	0.098	0.5145	9.99	1229	1364
2011	134	15000	0.096	0.546	7.8	1197	1337
2010	134	14500	0.095	0.518	8.56	1147	1263
2009	134	16000	0.101	0.54		1383	1465
2008	134	16500	0.097	0.506		1422	1477
2007	134	20000	0.095	0.521		1782	1710
2005	134	18500	0.098	0.554		1553	1672
2004	134	17000	0.095	0.559		1381	1458
2003	134	16500	0.099	0.535		1475	1482
2002	134	14000	0.098	0.552		1151	1245
2001	134	13000	0.098	0.548		1029	1166
2000	134	13000	0.096	0.687		1064	1101
1999	134	12000	0.099	0.557		987	1042

**Station 172**

25TH ST 730 FEET SOUTH OF MIDWAY RD

Linear Growth = 0.82%  
Exponential Growth = 1.02%

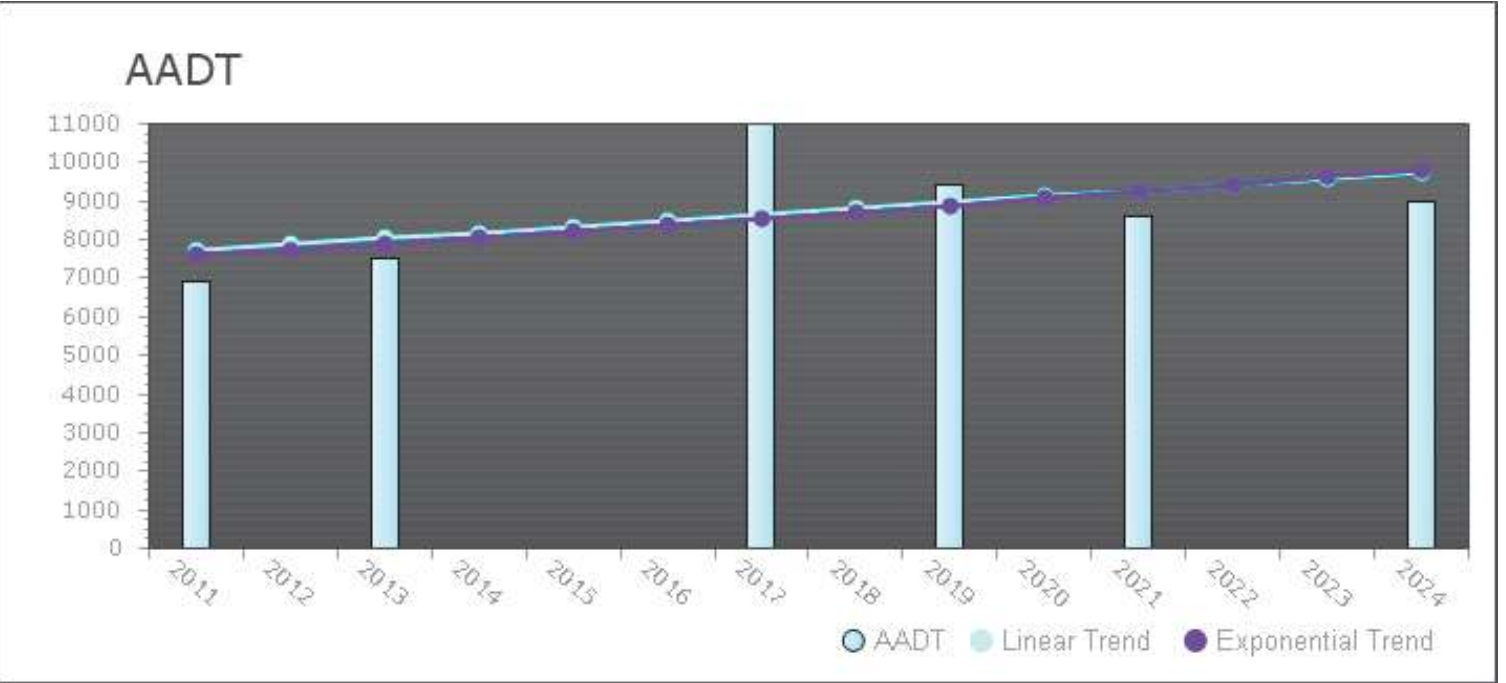


Year	Station	AADT	K100	Avg DFactor	Heavy Vehicle %	AM Peak Vol	PM Peak Vol
2024	172	17500	0.106	0.6365	0	1610	1689
2020	172	15500	0.104	0.6345	0	1492	1485
2017	172	17000	0.103	0.628	0	1618	1556
2014	172	17000	0.108	0.6625	0	1680	1695
2012	172	16500	0.109	0.637	0	1483	1669
2010	172	17000	0.109	0.652	0	1596	1690
2009	172	17000	0.11	0.672		1693	1668
2008	172	16500	0.114	0.699		1730	1644
2007	172	18500	0.131	0.68		2237	1871
2006	172	18500	0.121	0.824		1969	1758
2005	172	18500	0.109	0.643		1850	1786
2004	172	14500	0.124	0.516		1613	1222
2003	172	15500	0.127	0.551		1782	1354
2002	172	13000	0.118	0.561		1349	1147
2001	172	13500	0.111	0.611		1329	1264
2000	172	13500	0.107	0.631		1327	1284
1999	172	12000	0.11	0.61		1126	1036

**Station 703**

SELVITZ RD 0.23 MILES NORTH OF MIDWAY RD

**Linear Growth = 1.59%**  
**Exponential Growth = 1.95%**



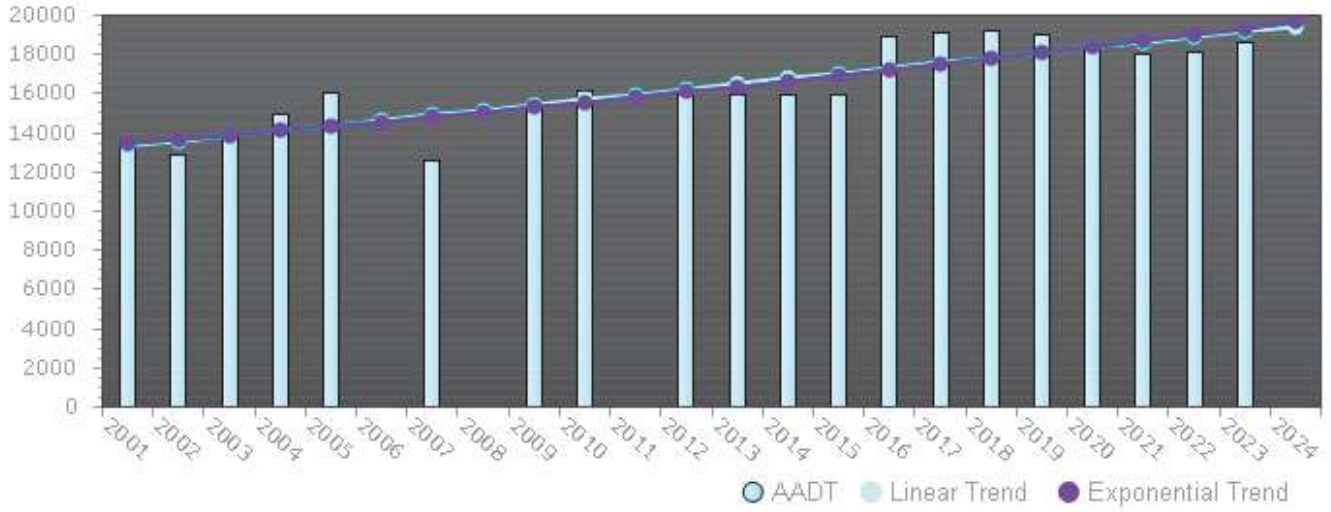
Year	Station	AADT	K100	Avg DFactor	Heavy Vehicle %	AM Peak Vol	PM Peak Vol
2024	703	9000	0.111	0.524	0	935	857
2021	703	8600	0.103	0.5735	0	800	820
2019	703	9400	0.113	0.5485	0	966	914
2017	703	11000	0.122	0.6585	0	1201	1059
2013	703	7500			0	754	698
2011	703	6900	0.115	0.562	0	724	657

**Station 940016**

**Linear Growth = 1.36%**  
**Exponential Growth = 1.64%**

CR 615 / 25 ST S - N OF CR 712/MIDWAY RD (COUNTY 171 AND 16)

**AADT**



Year	Station	AADT	K100	Avg DFactor	Heavy Vehicle %	AM Peak Vol	PM Peak Vol
2023	940016	18600	0.09	0.516		1799	1799
2022	940016	18100	0.09	0.514	0	1750	1750
2021	940016	18000	0.09	0.514	0	1741	1741
2020	940016	18200		0.514	-1		
2019	940016	19000		0.514			
2018	940016	19200		0.514			
2017	940016	19100		0.514			
2016	940016	18900		0.514			
2015	940016	15900		0.514			
2014	940016	15900		0.514			
2013	940016	15900		0.514			
2012	940016	15900		0.514			
2010	940016	16100		0.514	0	1490	1594
2009	940016	15400		0.514	0	2862	2957
2007	940016	12600		0.514	0	1201	1326
2005	940016	16000		0.514	0	1791	1666
2004	940016	15000		0.514	0	1316	1518
2003	940016	13800		0.514	0	1427	1401
2002	940016	12900		0.514	0	585	998
2001	940016	13500		0.514	0	1286	1334

**SITE DATA**

EXISTING LAND USE	MAO	FLOOD ZONE	X
EXISTING ZONING	PT	SITE ID#	PT01A
SITE ACREAGE	22.80		
PARCEL IDENTIFICATION NUMBERS: E402-211-0000-000-0, E402-211-0000-000-0, E402-040-0001-000-4			
POD 1 DATA	3032423.97 SF	88.00 AC	
DWELLING UNITS	286		
DUPAC			
OPEN SPACE/PERVIOUS	20% MIN		
POD 3 DATA	8278004.8 SF	19.00 AC	
POD 4 DATA	217044.83 SF	4.95 AC	
POD 5 DATA	468883.43 SF	10.70 AC	

<b>OPEN SPACE CALCULATIONS</b>			
REQUIRED (20%)	17.85 AC		
LAKES	14 AC	MIN/MAX	
LANDSCAPE AREA	3 AC	MIN/MAX	
OTHER	0.61 AC	MIN/MAX	

OPEN SPACE TABLE	TRACT	TOTAL AREA/USE (AC)	(20% REQUIRED)
COMMON/OPEN SPACE		9.02	10.25%
RECREATION SPACE		2.41	2.88%
LANDSCAPE BUFFERS		4.47	5.08%
DRAINAGE EASEMENTS		0.57	0.67%
LINE		3.84	4.47%
LAKES		14.10	16.02%
PRESERVE		3.08	3.50%
<b>TOTAL AREA</b>		<b>37.50</b>	<b>43.04%</b>

IMPERVIOUS SPACE TABLE	TRACT	AREA (AC)	PERVIOUS (%)
LOTS - SINGLE FAMILY		58.71	43.50%
DRIVEWAYS DRIVE		11.45	10.11%
<b>TOTAL AREA</b>		<b>70.16</b>	<b>56.96%</b>
ASPHALT		4.82	2.52%
CONCRETE		1.16	1.25%

**LEGAL DESCRIPTION**

**SEMITRIL L&L**  
 TRACT 1A, PARCEL OF LAND LYING IN SECTION 32, TOWNSHIP 35 SOUTH, RANGE 40 EAST, ST. LUCIE COUNTY, FLORIDA, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS: FOR A POINT OF REFERENCE, COMMENCE AT THE SOUTHWEST CORNER OF SAID SECTION 32; THENCE NORTH 89° 57' 00" EAST, ALONG THE WEST LINE OF THE SOUTHWEST QUARTER OF SAID SECTION 32, A DISTANCE OF 1452.21 FEET; THENCE SOUTH 89° 57' 00" EAST, A DISTANCE OF 50.00 FEET TO THE EAST RIGHT OF WAY LINE OF SELVETZ ROAD AND THE POINT OF BEGINNING; THENCE NORTH 04° 30' 00" EAST, ALONG THE SAID EAST RIGHT OF WAY LINE, A DISTANCE OF 381.00 FEET; THENCE SOUTH 89° 57' 00" EAST, A DISTANCE OF 120.00 FEET; THENCE NORTH 89° 57' 00" WEST, A DISTANCE OF 42.41 FEET; THENCE SOUTH 89° 57' 00" EAST, A DISTANCE OF 280.12 FEET; THENCE SOUTH 02° 00' 00" EAST, A DISTANCE OF 154.00 FEET; THENCE SOUTH 89° 57' 00" WEST, A DISTANCE OF 144.65 FEET; THENCE NORTH 89° 57' 00" EAST, A DISTANCE OF 48.00 FEET; THENCE SOUTH 89° 57' 00" WEST, A DISTANCE OF 512.00 FEET; THENCE NORTH 40° 32' 30" WEST, A DISTANCE OF 767.12 FEET; THENCE SOUTH 89° 57' 00" EAST, A DISTANCE OF 150.00 FEET TO THE EAST RIGHT OF WAY LINE OF SELVETZ ROAD AND THE POINT OF BEGINNING.

**SEMITRIL L&L**  
 THE NORTH 1/2 OF THE SOUTHWEST 1/4 OF THE SOUTHWEST 1/4 OF THE SOUTHWEST 1/4 OF THE SOUTHWEST 1/4 OF SECTION 32, TOWNSHIP 35 SOUTH, RANGE 40 EAST, ST. LUCIE COUNTY, FLORIDA, LESS AND EXCEPT THOSE PORTIONS OF THE ABOVE DESCRIBED PROPERTY DESCRIBED IN RIGHT OF WAY DEEDS, RECORDED IN DEED BOOK 140, PAGE 287 AND DEED BOOK 140, PAGE 108, AND ALSO LESS AND EXCEPT RIGHT OF WAY FOR NORTH ST. LUCIE RIVER WATER MANAGEMENT DISTRICT (CANAL NO. 30).

4.00 AC LESS EXCEPT THEREFROM.

**SEMITRIL L&L**  
 4 PARCELS OF LAND LYING IN SECTION 32, TOWNSHIP 35 SOUTH, RANGE 40 EAST, ST. LUCIE COUNTY, FLORIDA, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS: FOR A POINT OF REFERENCE, COMMENCE AT THE SOUTHWEST CORNER OF SAID SECTION 32; THENCE NORTH 89° 57' 00" EAST, ALONG THE WEST LINE OF THE SOUTHWEST QUARTER OF SAID SECTION 32, A DISTANCE OF 1452.21 FEET; THENCE SOUTH 89° 57' 00" EAST, A DISTANCE OF 50.00 FEET TO THE EAST RIGHT OF WAY LINE OF SELVETZ ROAD AND THE POINT OF BEGINNING; THENCE NORTH 04° 30' 00" EAST, ALONG THE SAID EAST RIGHT OF WAY LINE, A DISTANCE OF 381.00 FEET; THENCE SOUTH 89° 57' 00" EAST, A DISTANCE OF 120.00 FEET; THENCE NORTH 89° 57' 00" WEST, A DISTANCE OF 42.41 FEET; THENCE SOUTH 89° 57' 00" EAST, A DISTANCE OF 280.12 FEET; THENCE SOUTH 02° 00' 00" EAST, A DISTANCE OF 154.00 FEET; THENCE SOUTH 89° 57' 00" WEST, A DISTANCE OF 144.65 FEET; THENCE NORTH 89° 57' 00" EAST, A DISTANCE OF 48.00 FEET; THENCE SOUTH 89° 57' 00" WEST, A DISTANCE OF 512.00 FEET; THENCE NORTH 40° 32' 30" WEST, A DISTANCE OF 767.12 FEET; THENCE SOUTH 89° 57' 00" EAST, A DISTANCE OF 150.00 FEET TO THE EAST RIGHT OF WAY LINE OF SELVETZ ROAD AND THE POINT OF BEGINNING.

**SEMITRIL L&L**  
 THE SOUTHWEST 1/4 OF THE SOUTHWEST QUARTER OF THE SOUTHWEST QUARTER OF SECTION 32, TOWNSHIP 35 SOUTH, RANGE 40 EAST, ST. LUCIE COUNTY, FLORIDA, EXCEPTING THEREFROM EASEMENTS FOR PUBLIC ROADS AND DRAINAGE CANALS.

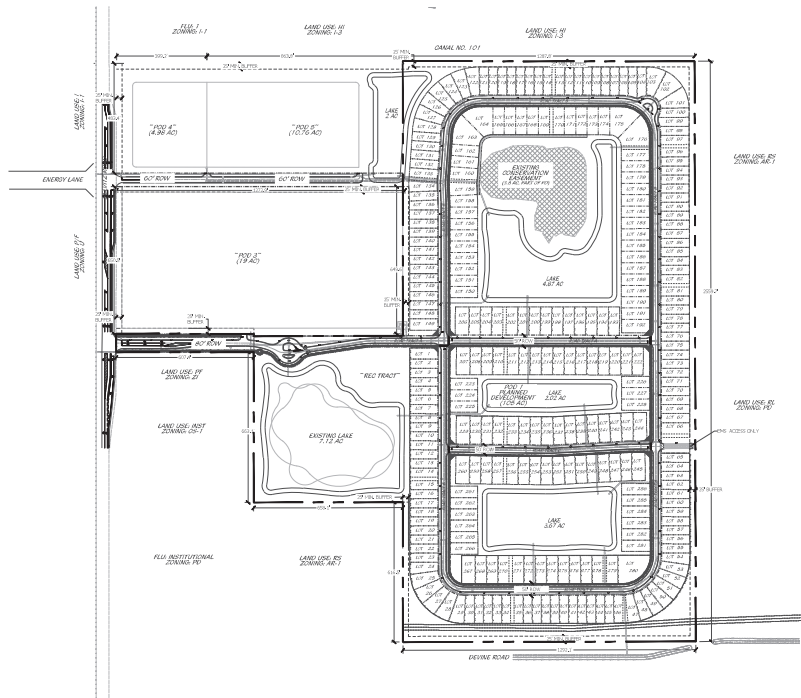
CONTAINING 1.197588 SQUARE FEET OR 122.8 ACRES, MORE OR LESS.

**TRAFFIC STATEMENT**

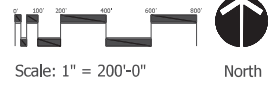
**PROJECT TEAM**

<b>OWNER/CLIENT:</b> SELVETZ UTILTY 615 NE HWY 1, SUITE 409 NORTH PALM BEACH, FL 33408 961.653.1214	<b>SURVEYOR:</b> EDDIE'S LAND SURVEYING 615 WEST INDEPENDENT RD, SUITE 200 SUITE 200, FL 33408 961.746.9454
<b>AGENT/LANDSCAPE ARCHITECT/PLANNER:</b> COTTEUR & HEARING, INC. 1934 COMMERCE LANE, SUITE 1 SUITE 1, FL 33408 961.551.4459	<b>ENVIRONMENTAL:</b> ADVANCED RESTORATION ECOLOGY 2818 NE ROBERTA ST 2800A REACH, FL 33457 772.242.7200
<b>TRAFFIC:</b> PROCEDES ENGINEERING AND PLANNING 1172 SW 30TH ST, SUITE 300 PALM BEACH, FL 33409 772.208.8010	<b>ENGINEER:</b> PHELPS GROUP & ASSOCIATES 700 22ND PLACE VERO BEACH, FL 33596 772.228.7281

**DRAINAGE SYSTEM**  
 THE PROPOSED DRAINAGE SYSTEM WILL CONSIST OF A NETWORK OF DITCHES AND CATCH BASINS INTERCONNECTING THE ROADWAYS TO THE PROPOSED ONSITE LAKES. WATER QUALITY WILL BE CHECKED WITHIN THE LAKE.  
 AS THE OVERALL PROPERTY IS DEVELOPED LAKES AND DITCHES WILL BE CONSTRUCTED TO PROVIDE SUFFICIENT ATTENUATION OF RUN-OFF AT VARIOUS STAGES OF THE PROJECT UNTIL THE OVERALL LAKE AND DRAINAGE SYSTEM IS COMPLETE.  
 THE PROJECT OUTFALL LOCATION IS THE NORTH ST. LUCIE WATER CONTROL DISTRICT LOCATED NORTH OF THE PROJECT SITE.



**PLANNED DEVELOPMENT  
 FINAL SITE PLAN**





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 Lic# LC-0000239

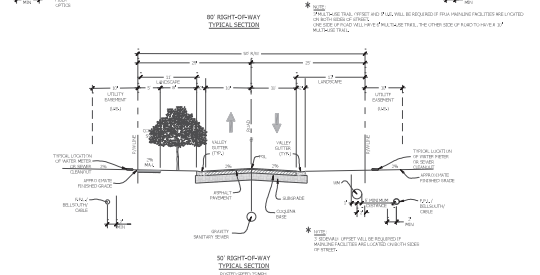
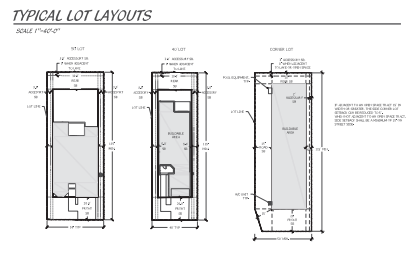
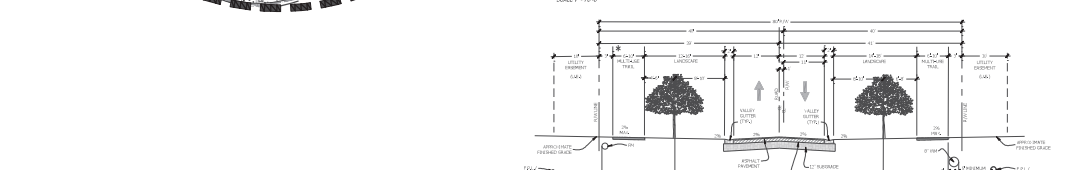
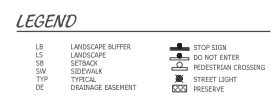
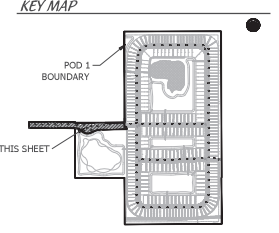
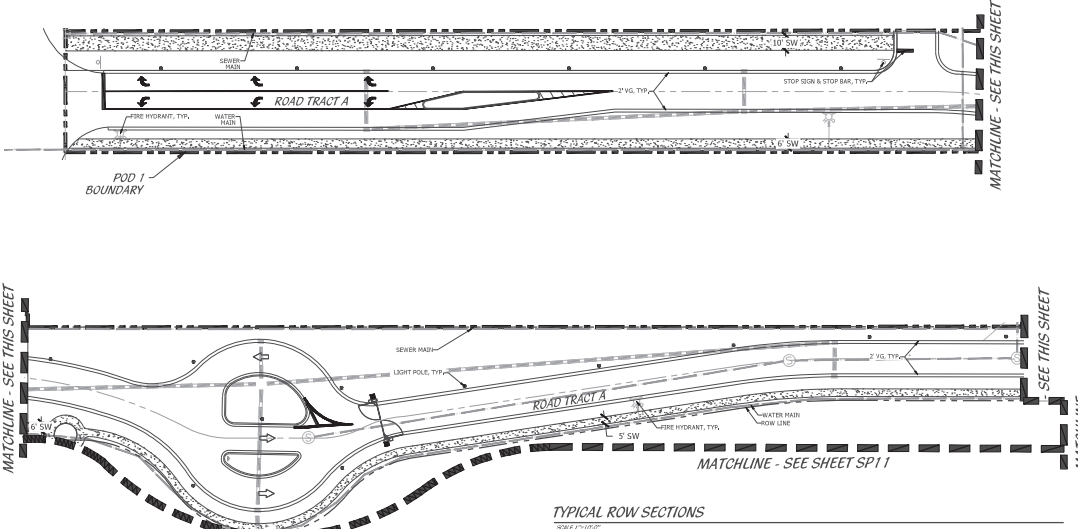
**SYMPHONY LAKES**

Ft. Pierce, Florida

CREATED BY: PDP  
 DRAWN BY: PDP  
 CHECKED BY: PDP  
 JOB NO: 669 - 11-27-16  
 DATE: 11-27-16  
 CDR: PDP

SHEET SP1 of 12

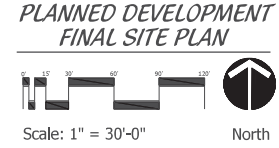
THIS SHEET IS PART OF A SET OF PLANS FOR THE PROJECT IDENTIFIED BY THE PROJECT NUMBER AND SHEET NUMBER SHOWN ABOVE. THE PROJECT NUMBER AND SHEET NUMBER WILL BE PRINTED ON EACH SHEET OF THE SET.



**DEVELOPMENT STANDARDS DATA**

Table 1. DEVELOPMENT USED AND STANDARDS

DEVELOPMENT STANDARD	SINGLE FAMILY
<b>PRIMARY STRUCTURE</b>	
Minimum Lot Width	40'
Minimum Lot Depth	115'
Maximum Lot Depth	None
Maximum Building Lot Coverage	80%
Maximum Impervious Lot Coverage	80%
Minimum Open Space	20%
Minimum Front Setback (Front Loaded)	10'
Minimum Front Setback (Side Loaded)	10'
Minimum Side Setback (Internal Lot) May be 0' on a zero-to-line provided that maximum building separation is 10' in maximum between units	0'
Minimum Side Setback (Front, City)	10'
Minimum Side Setback (Corner Lot)	10'
If adjacent to open space tract 15' or more in width	0'
Minimum Rear Setback (Corner Lot)	10'
Minimum Rear Setback (Internal Lot)	10'
<b>ACCESSORY STRUCTURES</b>	
Minimum Rear Setback	3'
If adjacent to open space, side of corner area tract 25' or wider	0'
Minimum Side Setback (Internal Lot)	2'
Minimum Side Setback (Corner Lot)	12'

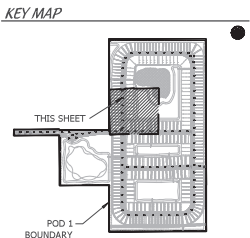
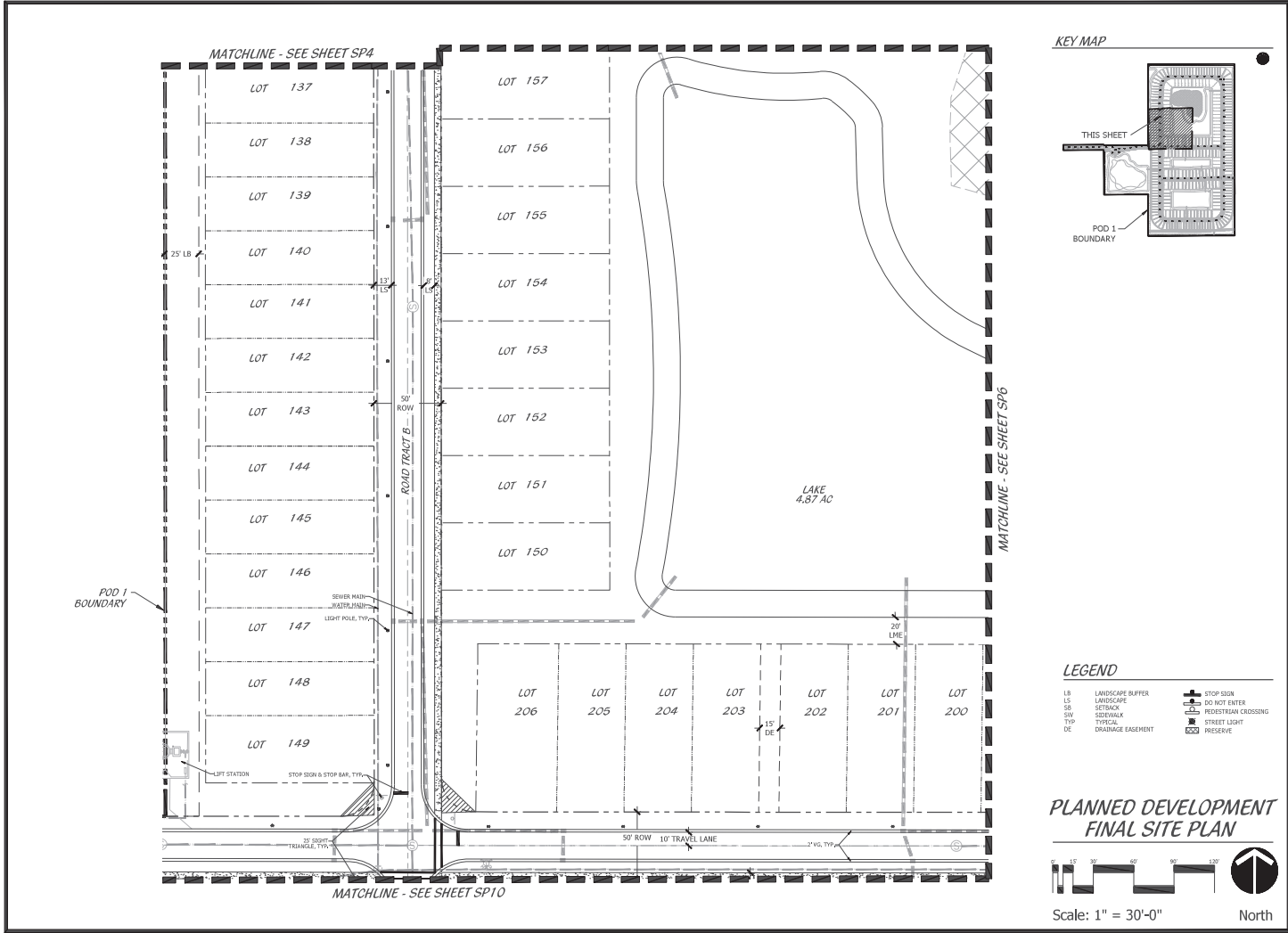


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Landscape Architects  
Land Planning  
Environmental Consultants  
1934 Commerce Lane  
Suite 101  
Ft. Pierce, Florida 33468  
888.741.2338 - Fax 787.1337  
www.coteleurhearing.com  
LIC# LC-0000239

**SYMPHONY LAKES**  
Ft. Pierce, Florida

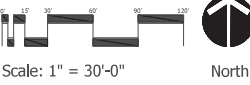
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DRAWN: JPB  
CHECKED: JPB  
JOB NO: 11-001  
DATE: 10/1/11  
SCALE: 1/8" = 1'-0"

SHEET: SP2 of 12



- LEGEND**
- LB LANDSCAPE BUFFER
  - LS LANDSCAPE
  - SB SETBACK
  - SW SIDEWALK
  - TOP TYPICAL
  - DE DRAINAGE EASEMENT
  - STOP SIGN
  - DO NOT ENTER
  - PEDESTRIAN CROSSING
  - STREET LIGHT
  - RESERVE

**PLANNED DEVELOPMENT  
FINAL SITE PLAN**

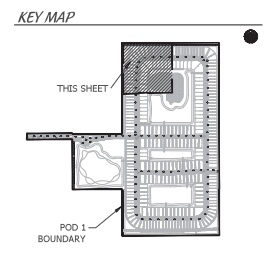
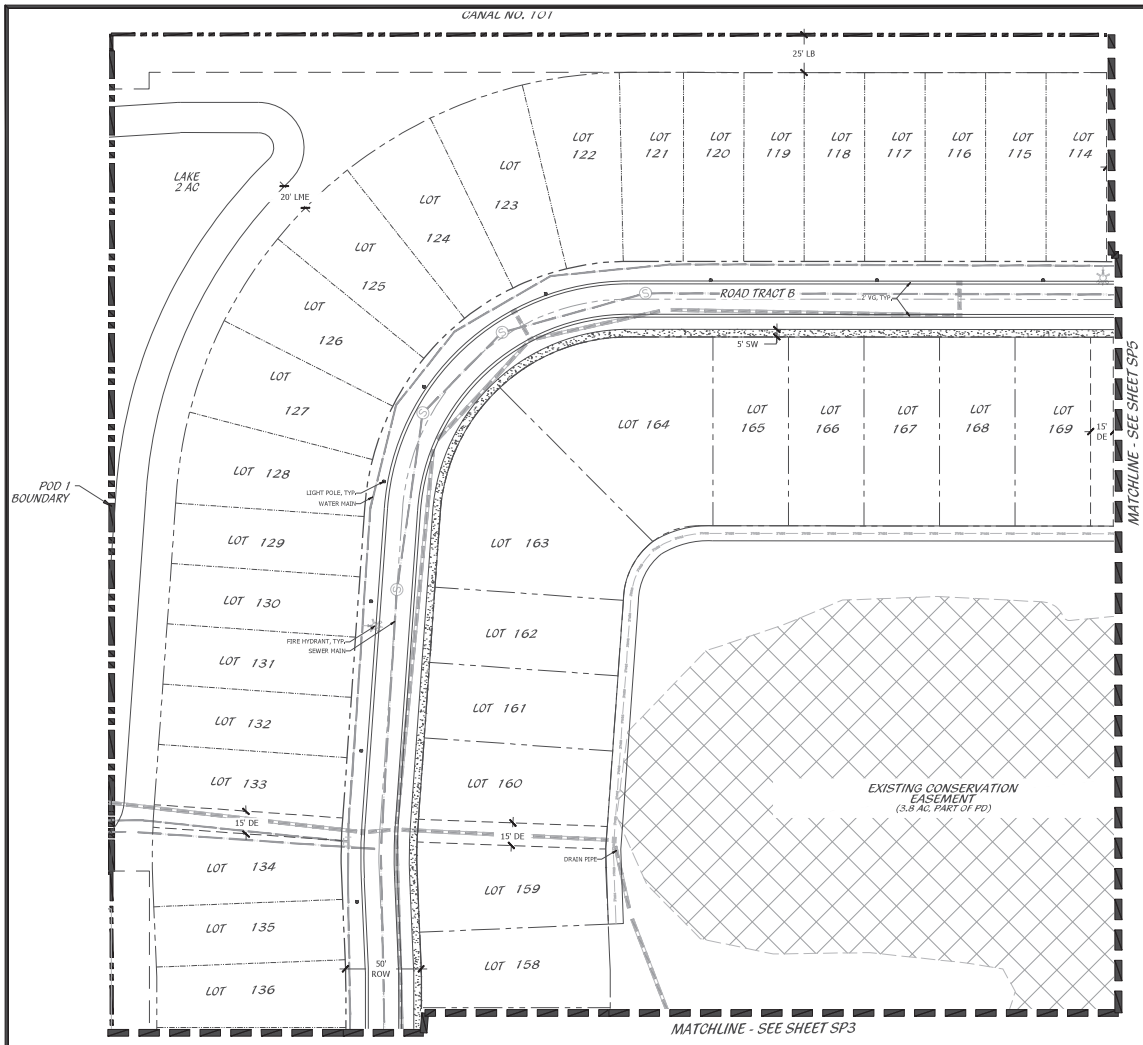


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 Landscape Architects  
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 1934 Commerce Lane  
 Suite 1  
 Ft. Pierce, Florida 33468  
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 www.coteleurhearing.com  
 Lic# LC-0000239

**SYMPHONY LAKES**  
 Ft. Pierce, Florida

DATE: 01-15-2019	REV: 000
DRAWN: JMB	APP: JMB
CHECKED: JMB	DATE: 01-15-2019
PROJECT: SYMPHONY LAKES	
SCALE: AS SHOWN	

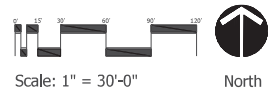
SHEET SP3 of 12



**LEGEND**

LB	LANDSCAPE BUFFER	STOP SIGN
LS	LANDSCAPE	DO NOT ENTER
SB	SETBACK	PEDESTRIAN CROSSING
SW	SIDEWALK	STREET LIGHT
TOP	TYPICAL	RESERVE
DE	DRAINAGE EASEMENT	

**PLANNED DEVELOPMENT  
FINAL SITE PLAN**



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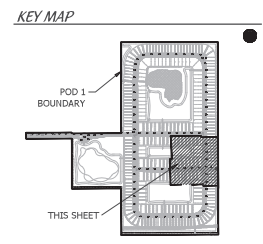
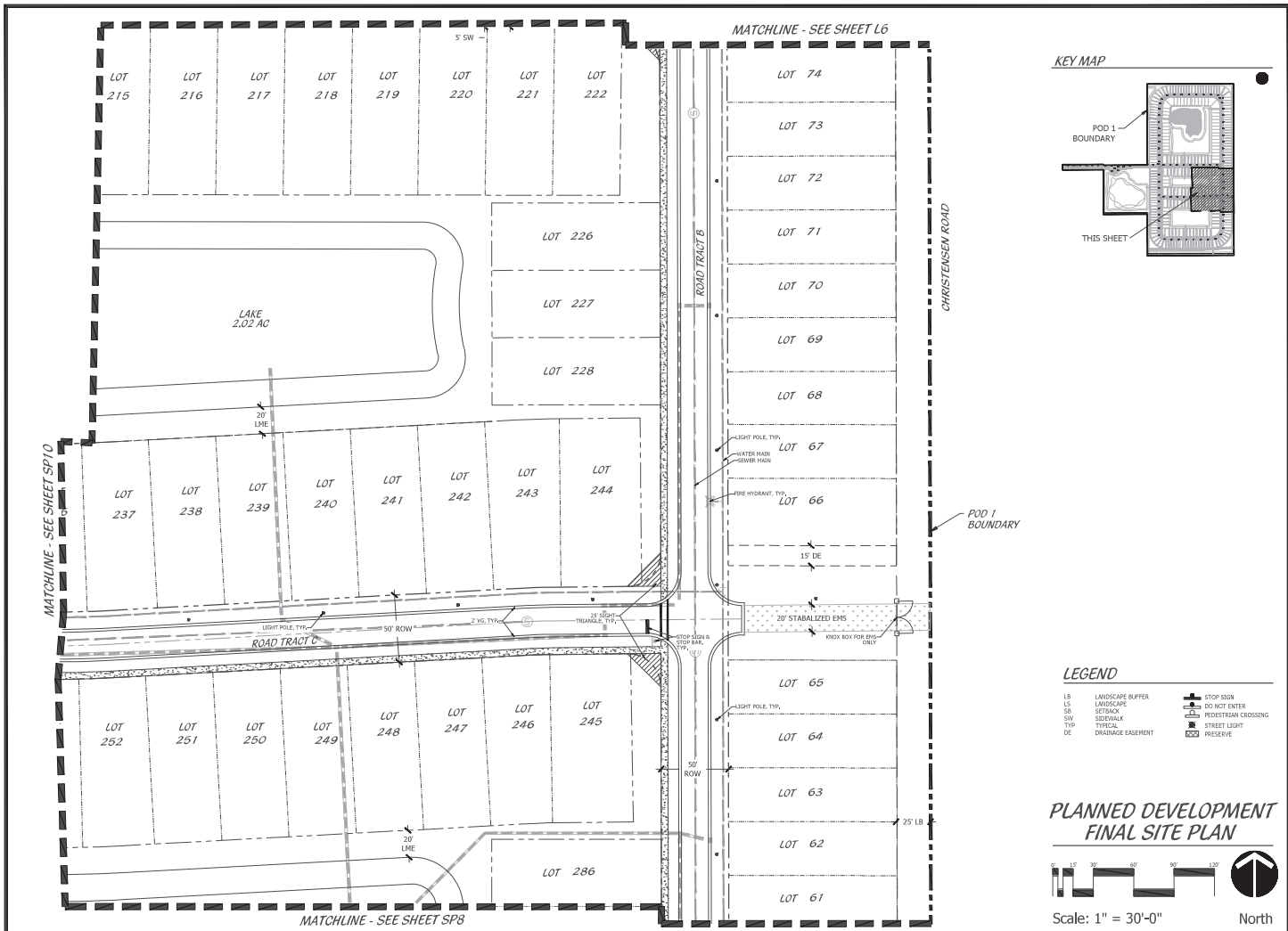
**SYMPHONY LAKES**  
Ft. Pierce, Florida

DATE: 01-15-2011	BY: JPB
DESIGN: JPB	APP: JPB
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DESIGN: JPB	APP: JPB
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DESIGN: JPB	APP: JPB

SHEET SP4 of 12



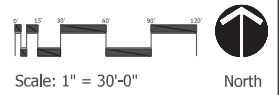




**LEGEND**

LR	LANDSCAPE BUFFER	STOP SIGN
LS	LANDSCAPE	DO NOT ENTER
SB	SETBACK	PEDESTRIAN CROSSING
SW	SIDEWALK	STREET LIGHT
TY	TYPICAL	RESERVE
DE	DRAINAGE EASEMENT	

**PLANNED DEVELOPMENT  
FINAL SITE PLAN**



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**SYMPHONY LAKES**  
 Ft. Pierce, Florida

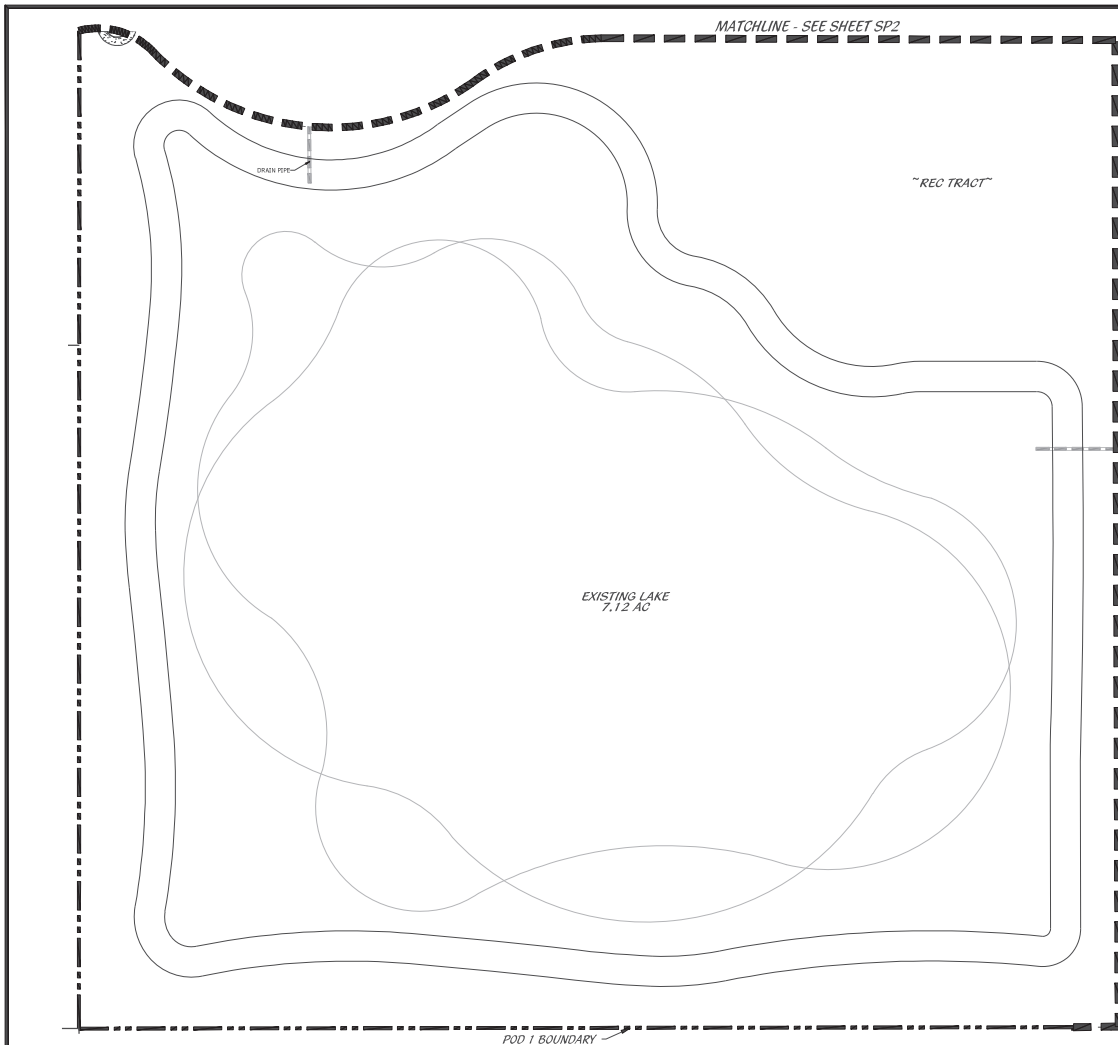
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SHEET: SP7 of 12

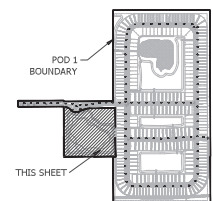








**KEY MAP**

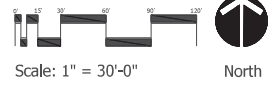


**LEGEND**

- |    |                   |                     |
|----|-------------------|---------------------|
| LR | LANDSCAPE BUFFER  | STOP SIGN           |
| LS | LANDSCAPE         | DO NOT ENTER        |
| SB | SETBACK           | PEDESTRIAN CROSSING |
| SW | SIDEWALK          | TYPICAL             |
| DE | DRAINAGE EASEMENT | STREET LIGHT        |
|    |                   | PRESERVE            |

\*NOTE: SEPARATE SITE PLAN APPLICATION WILL BE SUBMITTED FOR AMENITY REC TRACT 1

**PLANNED DEVELOPMENT  
FINAL SITE PLAN**



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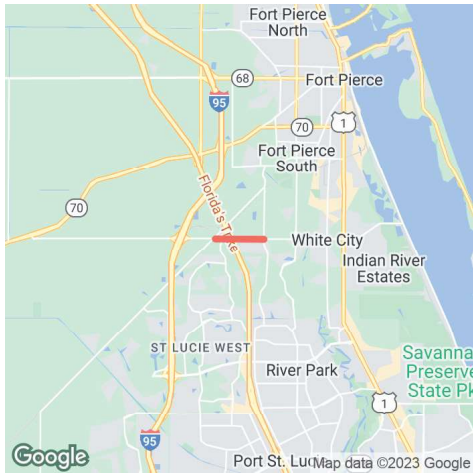
**SYMPHONY LAKES**  
Ft. Pierce, Florida

DATE: 01/11/12	APP
DRAWN: [Signature]	APP
CHECKED: [Signature]	APP
DATE: 01/11/12	APP
DATE: 01/11/12	APP
DATE: 01/11/12	APP

SHEET: SP11a12  
THIS SHEET IS A PART OF A PROJECT AND IS NOT TO BE REPRODUCED OR TRANSMITTED IN ANY FORM OR BY ANY MEANS, ELECTRONIC OR MECHANICAL, WITHOUT THE WRITTEN PERMISSION OF COTELEUR & HEARING, INC.



**MIDWAY RD FROM GLADES CUT OFF RD TO SELVITZ RD**  
**2314403 Non-SIS**



**Project Description:** ADD LANES & RECONSTRUCT

**Extra Description:** 2022 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

**County:** ST. LUCIE

**To:** SELVITZ RD

**Length:** 1.577

**Phase Group:** P D & E, PRELIMINARY ENGINEERING, RIGHT OF WAY, RAILROAD & UTILITIES, ENVIRONMENTAL

Phase	Fund Code	2024	2025	2026	2027	2028	Total
ROW	SA	0	468,500	1,000,000	0	0	1,468,500
			<b>468,500</b>	<b>1,000,000</b>			<b>1,468,500</b>

**Prior Year Cost: 78,845,424**

**Future Year Cost: 0**

**Total Project Cost: 132,170,787**

**LRTP: Page 8-2**

**Notes**

# C3C & C3R

## Motor Vehicle Arterial Generalized Service Volume Tables

### Peak Hour Directional

	B	C	D	E
1 Lane	*	760	1,070	**
2 Lane	*	1,520	1,810	**
3 Lane	*	2,360	2,680	**
4 Lane	*	3,170	3,180	**

### Peak Hour Two-Way

	B	C	D	E
2 Lane	*	1,380	1,950	**
4 Lane	*	2,760	3,290	**
6 Lane	*	4,290	4,870	**
8 Lane	*	5,760	5,780	**

### AADT

	B	C	D	E
2 Lane	*	15,300	21,700	**
4 Lane	*	30,700	36,600	**
6 Lane	*	47,700	54,100	**
8 Lane	*	64,000	64,200	**



(C3C-Suburban Commercial)

	B	C	D	E
1 Lane	*	970	1,110	**
2 Lane	*	1,700	1,850	**
3 Lane	*	2,620	2,730	**

	B	C	D	E
2 Lane	*	1,760	2,020	**
4 Lane	*	3,090	3,360	**
6 Lane	*	4,760	4,960	**

	B	C	D	E
2 Lane	*	19,600	22,400	**
4 Lane	*	34,300	37,300	**
6 Lane	*	52,900	55,100	**



(C3R-Suburban Residential)

This table does not constitute a standard and should be used only for general planning applications. The table should not be used for corridor or intersection design, where more refined techniques exist.

# 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

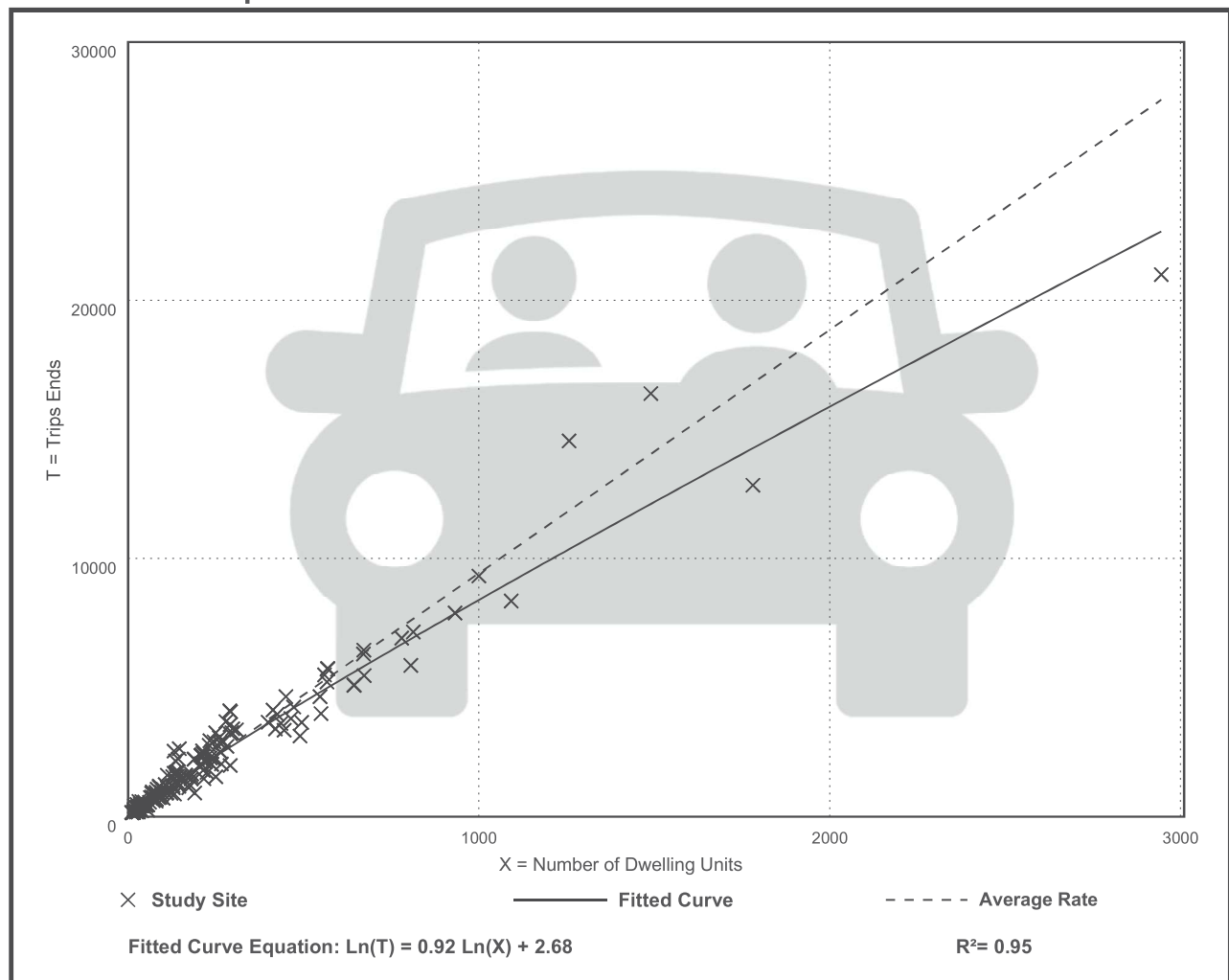
Avg. Num. of Dwelling Units: 246

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

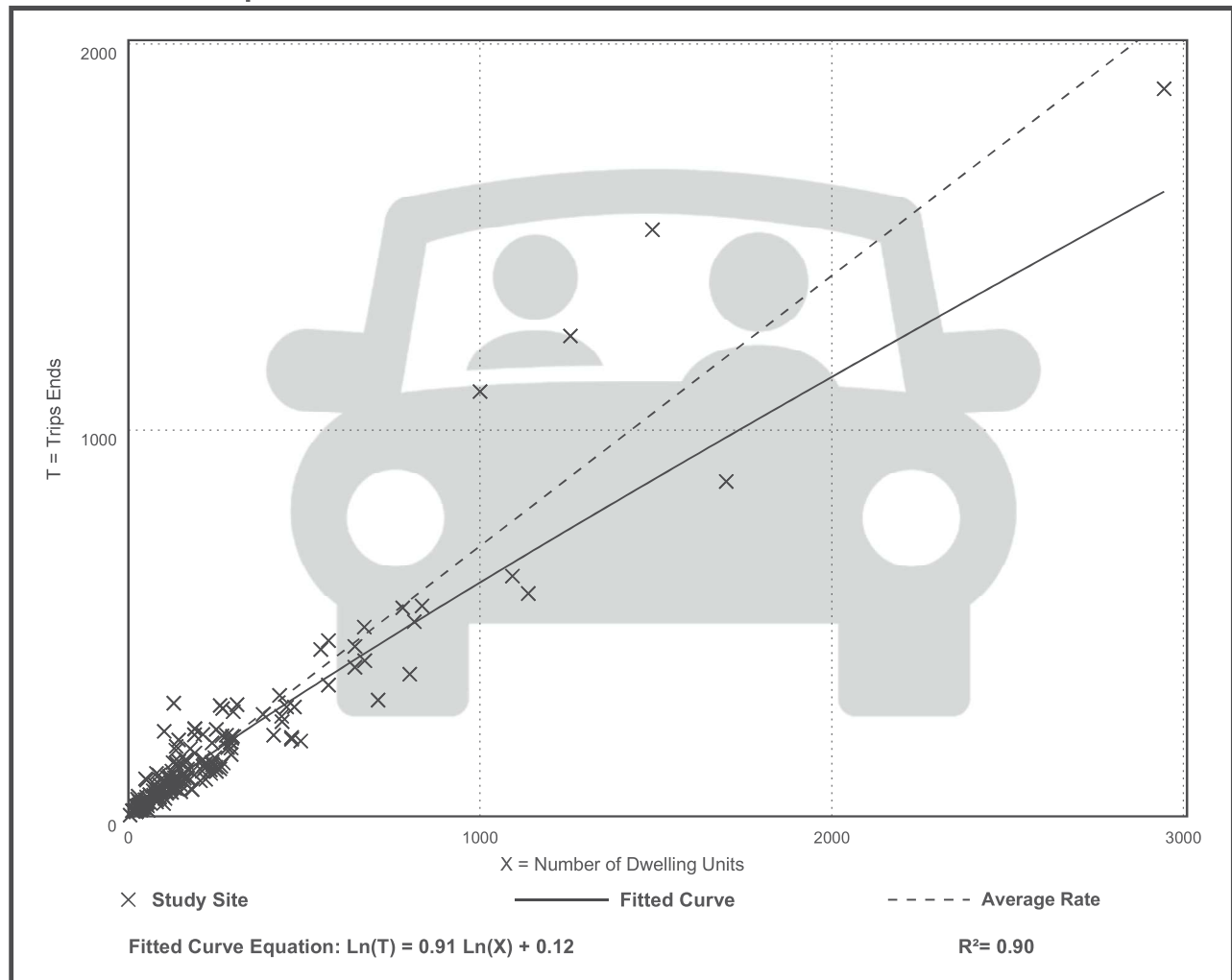
Avg. Num. of Dwelling Units: 226

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

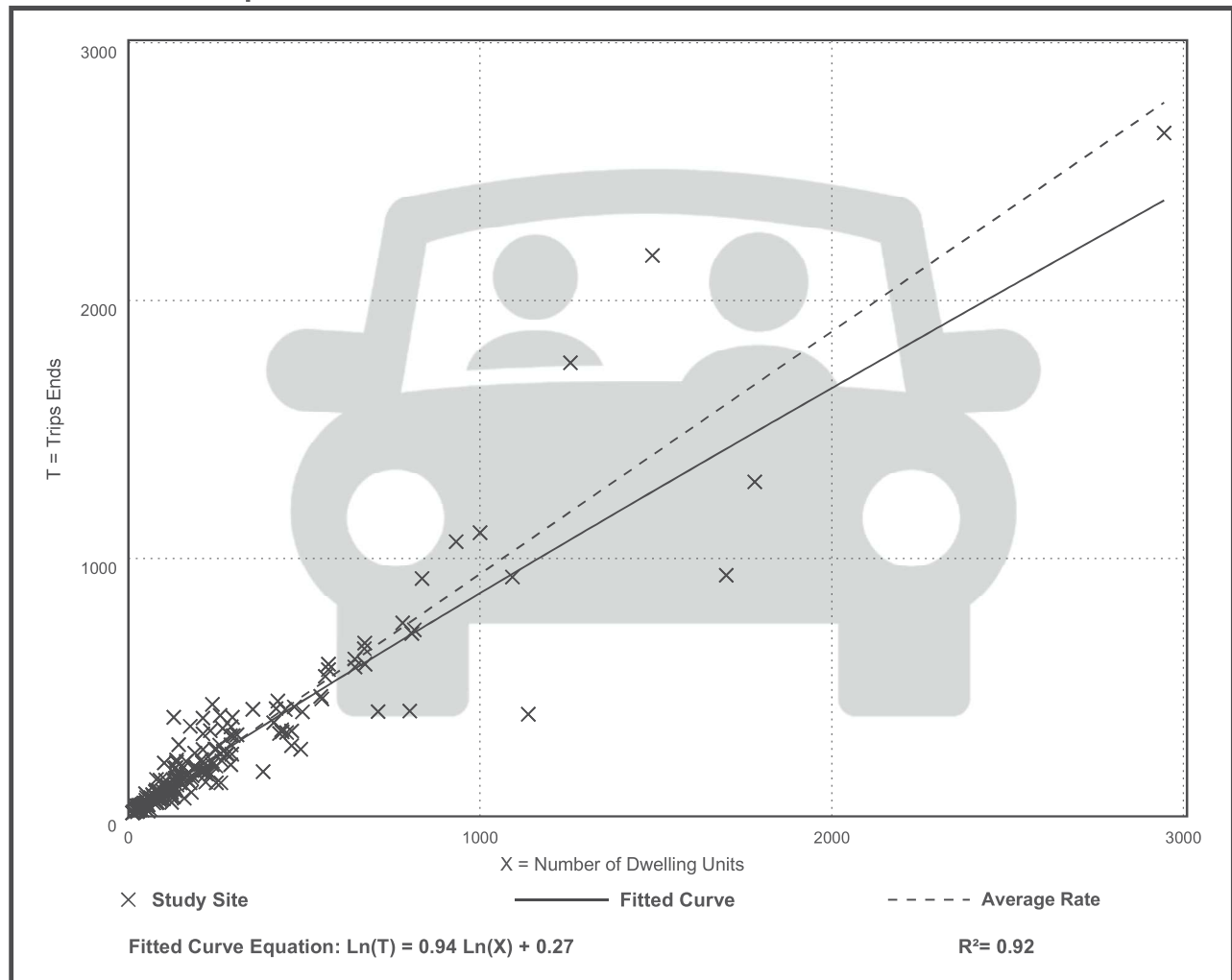
Avg. Num. of Dwelling Units: 248

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



### Property Identification

Site Address: 4300 Selvitz RD  
Sec/Town/Range: 32/35S/40E  
Parcel ID: 2432-211-0006-000-3  
Jurisdiction: Fort Pierce

Use Type: 6000  
Account #: 172971  
Map ID: 24/32S  
Zoning: SF Low Den

### Ownership

SELVITZ I LLC  
631 US Highway 1 Ste 409  
North Palm Beach, FL 33408

### Legal Description

32 35 40 THAT PART OF SEC MPDAF: BEG AT SW COR OF SEC RUN N 00 04 38 E 1457.23 FT, TH S 89 55 22 E 50 TO POB; TH N 00 04 38 E 1013.67 FT, TH S 89 58 14 E 150 FT, TH N 45 01 46 E 42.43 FT, TH S 89 58 14 E 2007.17 FT, TH S 00 07 05 E 1563.08 FT, TH S 89 55 13 W 1414.65 FT, TH N 00 01 42 E 463.09 FT, TH S 89 57 24 W 577.30 FT, TH N 45 02 36 W 70.71 FT, TH S 89 57 24 W 150 FT TO POB (69.59 AC)

### Current Values

Just/Market Value: \$1,826,738  
Assessed Value: \$19,137  
Exemptions: \$0  
Taxable Value: \$19,137



### Total Areas

Finished/Under Air (SF): 0  
Gross Sketched Area (SF): 0  
Land Size (acres): 69.59  
Land Size (SF): 3,031,340

### Property taxes are subject to change upon change of ownership.

- Past taxes are not a reliable projection of future taxes.
- The sale of a property will prompt the removal of all exemptions, assessment caps, and special classifications.

Taxes for this parcel: [SLC Tax Collector's Office](#)  
Download TRIM for this parcel: [Download PDF](#)

## Building Design Wind Speed

Occupancy Category	I	II	III
Speed	140	150	160

Sources/links:

**Traffic Counts and Level of Service Report  
2024**

Roadway Name	Location	STATION ID	2024 AADT *	Last Physical Count Year	Pk Hr Service Capacity	AM Pk Hr Pk Dir			PM Pk Hr Pk Dir		
						Volume	LOS	V/C	Volume	LOS	V/C
2ND ST	CITRUS AVE to ORANGE AVE	601	1,837	2022	540	130	C	0.24	135	C	0.25
2ND ST	ORANGE AVE to AVENUE A	602	2,011	2022	540	125	C	0.23	124	C	0.23
7TH ST	SUNRISE BLVD to GEORGIA AVE	519	1,165	2023	600	77	C	0.13	91	C	0.15
7TH ST	GEORGIA AVE to DELAWARE AVE	517	1,888	2023	790	142	C	0.18	152	C	0.19
7TH ST	DELAWARE AVE to CITRUS AVE	515	2,576	2023	790	180	C	0.23	168	C	0.21
7TH ST	CITRUS AVE to ORANGE AVE	515	2,576	2023	750	180	C	0.24	168	C	0.22
7TH ST	ORANGE AVE to AVENUE C	603	2,664	2022	750	189	C	0.25	191	C	0.25
7TH ST	AVENUE C to AE BACKUS AVE	603	2,664	2022	540	189	C	0.35	191	C	0.35
7TH ST	AE BACKUS AVE to AVENUE D	603	2,664	2022	750	189	C	0.25	191	C	0.25
7TH ST	AVENUE D to AVENUE H	604	1,759	2022	750	118	C	0.16	120	C	0.16
10TH ST	DELAWARE AVE to ORANGE AVE	605	1,392	2022	600	92	C	0.15	82	C	0.14
10TH ST	ORANGE AVE to AVENUE C	605	1,392	2022	600	92	C	0.15	82	C	0.14
10TH ST	AVENUE C to AVENUE D	605	1,392	2022	540	92	C	0.17	82	C	0.15
13TH ST	VIRGINIA AVE to NEBRASKA AVE	527	6,270	2023	750	426	D	0.57	404	D	0.54
13TH ST	NEBRASKA AVE to GEORGIA AVE	527	6,270	2023	790	426	D	0.54	404	D	0.51
13TH ST	GEORGIA AVE to DELAWARE AVE	525	4,590	2021	750	225	C	0.30	233	C	0.31
13TH ST	DELAWARE AVE to ORANGE AVE	523	3,708	2022	750	230	C	0.31	201	C	0.27
13TH ST	ORANGE AVE to AVENUE B	521	3,037	2022	750	169	C	0.23	163	C	0.22
13TH ST	AVENUE B to AVENUE D	521	3,037	2022	750	169	C	0.23	163	C	0.22
13TH ST	AVENUE D to AVENUE H	165	2,639	2022	750	141	C	0.19	141	C	0.19
13TH ST	AVENUE H to AVENUE I	165	2,639	2022	540	141	C	0.26	141	C	0.26
13TH ST	AVENUE I to AVENUE O	165	2,639	2022	540	141	C	0.26	141	C	0.26
13TH ST	AVENUE O to AVENUE Q	165	2,639	2022	540	141	C	0.26	141	C	0.26
17TH ST	GEORGIA AVE to DELAWARE AVE	606	2,400	2022	600	150	C	0.25	148	C	0.25
17TH ST	DELAWARE AVE to ORANGE AVE	607	5,485	2023	790	279	C	0.35	264	C	0.33
17TH ST	ORANGE AVE to AVENUE D	608	2,384	2021	750	133	C	0.18	127	C	0.17
17TH ST	AVENUE D to AVENUE Q	608	2,384	2021	750	133	C	0.18	127	C	0.17
25TH ST	MIDWAY RD to BELL AVE	940016	19,433	2023							
25TH ST	BELL AVE to EDWARDS RD	159	22,500	2024	2,100	1,261	C	0.60	1,295	C	0.62
25TH ST	EDWARDS RD to CORTEZ BLVD	940021	22,252	2023							
25TH ST	CORTEZ BLVD to VIRGINIA AVE	529	23,512	2023	2,000	1,383	C	0.69	1,139	C	0.57

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

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### Traffic Counts and Level of Service Report 2024

Roadway Name	Location	STATION ID	2024 AADT *	Last Physical Count Year	Pk Hr Service Capacity	AM Pk Hr Pk Dir			PM Pk Hr Pk Dir		
						Volume	LOS	V/C	Volume	LOS	V/C
COUNTRY CLUB DR	ST LUCIE WEST BLVD to CALIFORNIA BLVD	725	7,310	2023	1,710	529	C	0.31	500	C	0.29
CROSTOWN PKWY	COMMERCE CENTER DR to I-95	650	18,982	2021	3,170	903	C	0.28	966	C	0.30
CROSTOWN PKWY	I-95 to CALIFORNIA BLVD	651	44,500	2024	3,170	2,625	C	0.83	2,512	C	0.79
CROSTOWN PKWY	CALIFORNIA BLVD to CASHMERE BLVD	652	39,500	2024	3,170	2,239	C	0.71	2,303	C	0.73
CROSTOWN PKWY	CASHMERE BLVD to CAMEO BLVD	653	36,000	2024	3,170	2,016	C	0.64	1,935	C	0.61
CROSTOWN PKWY	CAMEO BLVD to BAYSHORE BLVD	654	46,000	2024	3,170	2,385	C	0.75	2,367	C	0.75
CROSTOWN PKWY	BAYSHORE BLVD to AIROSO BLVD	655	35,000	2024	3,170	1,920	C	0.61	1,855	C	0.59
CROSTOWN PKWY	AIROSO BLVD to SANDIA DR	656	17,705	2021	3,170	857	C	0.27	919	C	0.29
CROSTOWN PKWY	SANDIA DR to MANTH LN	657	21,986	2021	3,170	1,123	C	0.35	1,102	C	0.35
CROSTOWN PKWY	FLORESTA DR to US 1	66	34,500	2024	3,170	2,331	C	0.74	2,070	C	0.65
CROSSROADS PKWY	OKEECHOBEE RD to KINGS HWY	649	2,204	2022	790	115	C	0.15	122	C	0.15
CROSTOWN PKWY	VILLAGE PKWY to COMMERCE CENTER DR	733	27,500	2024	2,100	1,550	C	0.74	1,498	C	0.71
DARWIN BLVD	BECKER RD to PAAR DR	235	9,400	2024	630	812	F	1.29	715	F	1.13
DARWIN BLVD	PAAR DR to TULIP BLVD	235	9,400	2024	920	812	C	0.88	715	C	0.78
DARWIN BLVD	TULIP BLVD to PORT ST LUCIE BLVD	659	11,043	2023	920	582	C	0.63	542	C	0.59
DEL RIO BLVD	PORT ST LUCIE BLVD to CALIFORNIA BLVD	311	9,825	2022	920	585	C	0.64	518	C	0.56
DEL RIO BLVD	CALIFORNIA BLVD to CASHMERE BLVD	660	5,707	2022	880	336	C	0.38	357	C	0.41
DEL RIO BLVD	CASHMERE BLVD to CALIFORNIA BLVD	661	5,196	2021	880	276	C	0.31	280	C	0.32
DELAWARE AVE	HARTMAN RD to 33RD ST	662	1,600	2022	600	313	D	0.52	241	C	0.40
DELAWARE AVE	33RD ST to 25TH ST	500	2,160	2022	1,710	161	C	0.09	168	C	0.10
DELAWARE AVE	25TH ST to OKEECHOBEE RD	948526	1,308	2023	1,220	60	C	0.05	60	C	0.05
DELAWARE AVE	OKEECHOBEE RD to 13TH ST	663	10,632	2023	790	597	D	0.76	567	D	0.72
DELAWARE AVE	13TH ST to 10TH ST	664	8,100	2024	750	469	D	0.63	435	D	0.58
DELAWARE AVE	10TH ST to 7TH ST	664	8,100	2024	600	469	D	0.78	435	D	0.73
DELAWARE AVE	7TH ST to US 1	665	6,552	2023	750	424	D	0.57	382	D	0.51
EAST TORINO PKWY	CASHMERE BLVD to TORINO PKWY	710	10,500	2024	830	651	C	0.78	669	C	0.81
EAST TORINO PKWY	TORINO PKWY to MIDWAY RD	237	16,000	2024	880	1,093	F	1.24	918	F	1.04
EASY ST	US 1 to BUCHANAN DR	106	7,204	2021	750	399	D	0.53	505	D	0.67
EASY ST	BUCHANAN DR to YUCCA DR	106	7,204	2021	540	399	D	0.74	505	D	0.94
EDWARDS RD	JENKINS RD to MCNEIL RD	174	14,000	2024	630	742	F	1.18	718	F	1.14
EDWARDS RD	MCNEIL RD to SELVITZ RD	174	14,000	2024	700	742	F	1.06	718	F	1.03
EDWARDS RD	SELVITZ RD to 25TH ST	110	13,500	2024	880	711	C	0.81	702	C	0.80

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**Traffic Counts and Level of Service Report  
2024**

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

Roadway Name	Location	STATION ID	2024 AADT *	Last Physical Count Year	Pk Hr Service Capacity	AM Pk Hr Pk Dir			PM Pk Hr Pk Dir		
						Volume	LOS	V/C	Volume	LOS	V/C
GLADES CUT-OFF RD	COMMERCE CENTER DR to MIDWAY RD	731	5,600	2024	920	458	C	0.50	453	C	0.49
GLADES CUT-OFF RD	MIDWAY RD to JENKINS RD	115	8,200	2024	790	471	D	0.60	465	D	0.59
GLADES CUT-OFF RD	JENKINS RD to SELVITZ RD	113	6,351	2023	830	378	C	0.46	351	C	0.42
GRAHAM RD	KINGS HWY to JENKINS RD	669	2,344	2022	630	148	C	0.23	149	C	0.24
GREEN RIVER PKWY	MARTIN C.L. to CHARLESTON DR	319	5,200	2024	1,070	307	B	0.29	319	B	0.30
GREEN RIVER PKWY	CHARLESTON DR to MELALEUCA BLVD	319	5,200	2024	1,070	307	B	0.29	319	B	0.30
GREEN RIVER PKWY	MELALEUCA BLVD to WALTON RD	319	5,200	2024	1,070	307	B	0.29	319	B	0.30
HARTMAN RD	OKEECHOBEE RD to PETERSON RD	670	6,297	2021	750	300	C	0.40	293	C	0.39
HARTMAN RD	PETERSON RD to DELAWARE AVE	670	6,297	2021	540	300	D	0.56	293	D	0.54
HARTMAN RD	DELAWARE AVE to ORANGE AVE	670	6,297	2021	790	300	C	0.38	293	C	0.37
HEADER CANAL RD	OKEECHOBEE RD to ORANGE AVE	121	650	2024	670	44	B	0.07	42	B	0.06
HILLMOOR DR	US 1 to LENNARD RD	671	6,842	2023	790	380	C	0.48	359	C	0.45
I-95	MARTIN C.L. to GATLIN BLVD	890334	76,830	2023							
I-95	GATLIN BLVD to ST LUCIE WEST BLVD	941901	91,097	2023							
I-95	ST LUCIE WEST BLVD to MIDWAY RD	941904	74,453	2023							
I-95	MIDWAY RD to OKEECHOBEE RD	941902	81,653	2023							
I-95	OKEECHOBEE RD to ORANGE AVE	940260	72,427	2023							
I-95	ORANGE AVE to INDRIO RD	941905	54,180	2023							
I-95	INDRIO RD to INDIAN RIVER C.L.	882003	45,470	2023							
INDIAN RIVER DR	CITRUS AVE to ORANGE AVE	945029	5,686	2023	750	282	C	0.38	282	C	0.38
INDIAN RIVER DR	ORANGE AVE to AVENUE A	940003	6,275	2023	750	311	C	0.41	311	C	0.41
INDIAN RIVER DR	AVENUE D to SEAWAY DR	940004	6,352	2023	790	315	C	0.40	315	C	0.40
INDIAN RIVER DR	AVENUE A to AVENUE D	940004	6,352	2023	540	315	D	0.58	315	D	0.58
INDRIO RD	PRIVATE RD to I-95 W RAMP	940128	1,107	2023	1,080	56	B	0.05	56	B	0.05
INDRIO RD	I-95 W RAMP to I-95 E RAMP	940128	1,107	2023							
INDRIO RD	I-95 E RAMP to KOBLEGARD RD	940038	12,295	2023							
INDRIO RD	KOBLEGARD RD to JOHNSTON RD	940038	12,295	2023							
INDRIO RD	JOHNSTON RD to EMERSON AVE	940038	12,295	2023							
INDRIO RD	EMERSON RD to SEMINOLE RD	940281	11,436	2023							
INDRIO RD	SEMINOLE RD to KINGS HWY	940281	11,436	2023							
INDRIO RD	KINGS HWY to SLASH PINE TRL	114	5,773	2023	790	365	C	0.46	359	C	0.45
INDRIO RD	SLASH PINE TRL to US 1	114	5,773	2023	920	365	C	0.40	359	C	0.39

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**Traffic Counts and Level of Service Report  
2024**

Roadway Name	Location	STATION ID	2024 AADT *	Last Physical Count Year	Pk Hr Service Capacity	AM Pk Hr Pk Dir			PM Pk Hr Pk Dir		
						Volume	LOS	V/C	Volume	LOS	V/C
INDRIO RD	US 1 to OLD DIXIE HWY	672	1,067	2022	750	92	C	0.12	97	C	0.13
JENKINS RD	EDWARDS RD to OKEECHOBEE RD	133	12,000	2024	880	729	C	0.83	740	C	0.84
JENKINS RD	OKEECHOBEE RD to GRAHAM RD	131	11,500	2024	920	612	C	0.67	614	C	0.67
JENKINS RD	GRAHAM RD to PETERSON RD	739	6,500	2024	630	357	C	0.57	352	C	0.56
JENKINS RD	PETERSON RD to ORANGE AVE	739	6,500	2024	920	357	C	0.39	352	C	0.38
JENNINGS RD	US 1 to LENNARD RD	673	4,667	2022	2,100	244	C	0.12	233	C	0.11
JOHNSTON RD	ANGLE RD to L20	674	2,700	2022	1,070	212	B	0.20	186	B	0.17
JOHNSTON RD	L20 to MEADOWOOD DR	675	2,408	2022	1,070	159	B	0.15	150	B	0.14
JOHNSTON RD	MEADOWOOD DR to OLD JOHNSTON RD	675	2,408	2022	1,070	159	B	0.15	150	B	0.14
JOHNSTON RD	OLD JOHNSTON RD to INDRIIO RD	675	2,408	2022	1,070	159	B	0.15	150	B	0.14
JOHNSTON RD	INDRIO RD to RUSSOS RD	135	9,111	2023	1,070	528	C	0.49	499	C	0.47
JOHNSTON RD	RUSSOS RD to INDIAN RIVER C.L.	135	9,111	2023	1,070	528	C	0.49	499	C	0.47
JUANITA AVE	53RD ST to 25TH ST	122	1,602	2022	750	102	C	0.14	84	C	0.11
JUANITA AVE	25TH ST to US 1	120	3,505	2022	750	179	C	0.24	195	C	0.26
KEEN RD	ANGLE RD to JUANITA AVE	129	3,069	2023	630	224	C	0.36	243	C	0.39
KEEN RD	JUANITA AVE to ST LUCIE BLVD	129	3,069	2023	630	224	C	0.36	243	C	0.39
KINGS HWY	OKEECHOBEE RD to CROSSROADS PKWY	940757	9,104	2023							
KINGS HWY	CROSSROADS PKWY to GRAHAM RD	940757	9,104	2023							
KINGS HWY	GRAHAM RD to PICOS RD	940076	6,818	2023							
KINGS HWY	PICOS RD to ORANGE AVE	940076	6,818	2023							
KINGS HWY	ORANGE AVE to ANGLE RD	940077	14,734	2023							
KINGS HWY	ANGLE RD to ST LUCIE BLVD	940751	11,316	2023							
KINGS HWY	ST LUCIE BLVD to INDRIIO RD	940006	14,026	2023							
KIRBY LOOP RD	EDWARDS RD to 35TH ST	677	2,475	2021	630	144	C	0.23	133	C	0.21
KITTERMAN RD	OLEANDER AVE to US 1	124	3,193	2023	750	205	C	0.27	167	C	0.22
KITTERMAN RD	US 1 to LENNARD EXT	678	1,776	2022	750	104	C	0.14	108	C	0.14
LENNARD RD	US 1 to MARIPOSA AVE	325	19,980	2022	1,710	1,198	D	0.70	1,136	D	0.66
LENNARD RD	MARIPOSA AVE to MELALEUCA BLVD	325	19,980	2022	1,710	1,198	D	0.70	1,136	D	0.66
LENNARD RD	MELALEUCA BLVD to JENNINGS RD	325	19,980	2022	1,630	1,198	D	0.73	1,136	D	0.70
LENNARD RD	JENNINGS RD to HILLMOOR DR	325	19,980	2022	1,710	1,198	D	0.70	1,136	D	0.66
LENNARD RD	HILLMOOR DR to TIFFANY AVE	325	19,980	2022	1,710	1,198	D	0.70	1,136	D	0.66
LENNARD RD	TIFFANY AVE to WALTON RD	323	6,667	2022	1,710	365	C	0.21	352	C	0.21

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**Traffic Counts and Level of Service Report  
2024**

Roadway Name	Location	STATION ID	2024 AADT *	Last Physical Count Year	Pk Hr Service Capacity	AM Pk Hr Pk Dir			PM Pk Hr Pk Dir		
						Volume	LOS	V/C	Volume	LOS	V/C
LENNARD RD	WALTON RD to S OF SAVANNA CLUB BLVD	679	3,734	2021	790	258	C	0.33	245	C	0.31
LYNGATE DR	VETERANS MEMORIAL PKWY to MORNINGSIDE BLVD	306	10,212	2023	920	645	C	0.70	582	C	0.63
LYNGATE DR	MORNINGSIDE BLVD to US 1	306	10,212	2023	920	645	C	0.70	582	C	0.63
MARIPOSA AVE	LENNARD RD to HALLAHAN ST	166	6,758	2023	880	526	C	0.60	501	C	0.57
MCCARTY RD	WILLIAMS RD to MIDWAY RD	680	368	2022	540	27	C	0.05	25	C	0.05
MCCARTY RD	MIDWAY RD to OKEECHOBEE RD	681	300	2024	540	24	C	0.04	21	C	0.04
MCNEIL RD	OKEECHOBEE RD to KIRBY LOOP RD	682	5,510	2023	790	345	C	0.44	336	C	0.43
MCNEIL RD	KIRBY LOOP RD to EDWARDS RD	682	5,510	2023	540	345	D	0.64	336	D	0.62
MELALEUCA BLVD	LENNARD RD to GREEN RIVER PKWY	683	9,600	2024	920	613	C	0.67	586	C	0.64
MIDWAY RD	EAST TORINO PKWY to MILNER DR	134	25,500	2024	880	1,275	F	1.45	1,380	F	1.57
MIDWAY RD	MILNER DR to W OF SELVITZ RD	134	25,500	2024	790	1,275	F	1.61	1,380	F	1.75
MIDWAY RD	OKEECHOBEE RD to SHINN RD	940732	6,743	2023	760	342	C	0.45	342	C	0.45
MIDWAY RD	SHINN RD to MCCARTY RD	940732	6,743	2023	630	342	C	0.54	342	C	0.54
MIDWAY RD	MCCARTY RD to I-95	940732	6,743	2023	700	342	C	0.49	342	C	0.49
MIDWAY RD	I-95 to GLADES CUT-OFF RD	945140	21,637	2023	2,100	1,060	C	0.50	1,060	C	0.50
MIDWAY RD	GLADES CUT-OFF RD to EAST TORINO PKWY	228	23,000	2024	2,100	1,203	C	0.57	1,193	C	0.57
MIDWAY RD	W OF SELVITZ RD to SELVITZ RD	134	25,500	2024	2,100	1,275	C	0.61	1,380	C	0.66
MIDWAY RD	SELVITZ RD to CHRISTENSEN RD	132	22,500	2024	2,100	1,155	C	0.55	1,222	C	0.58
MIDWAY RD	CHRISTENSEN RD to 25TH ST	132	22,500	2024	2,100	1,155	C	0.55	1,222	C	0.58
MIDWAY RD	25TH ST to SUNRISE BLVD	130	25,000	2024	2,100	1,943	C	0.93	1,569	C	0.75
MIDWAY RD	SUNRISE BLVD to OLEANDER AVE	130	25,000	2024	2,100	1,943	C	0.93	1,569	C	0.75
MIDWAY RD	OLEANDER AVE to US 1	242	19,000	2024	2,100	1,050	C	0.50	972	C	0.46
MIDWAY RD	US 1 to WALLACE ST	940023	3,813	2023	790	189	C	0.24	189	C	0.24
MIDWAY RD	WALLACE ST to WEATHERBEE RD	940023	3,813	2023	920	189	C	0.21	189	C	0.21
MIDWAY RD	WEATHERBEE RD to INDIAN RIVER DR	940023	3,813	2023	630	189	C	0.30	189	C	0.30
MORNINGSIDE BLVD	WESTMORELAND BLVD to PORT ST LUCIE BLVD	333	2,110	2022	920	113	C	0.12	113	C	0.12
MORNINGSIDE BLVD	PORT ST LUCIE BLVD to LYNGATE DR	331	3,200	2024	880	262	C	0.30	258	C	0.29
NEBRASKA AVE	25TH ST to 13TH ST	684	3,437	2022	1,710	228	C	0.13	176	C	0.10
OAKRIDGE DR	MOUNTWELL ST to OAKLYN ST	621	6,100	2024	700	304	C	0.43	289	C	0.41
OHIO AVE	SUNRISE BLVD to COLONIAL RD	686	3,632	2022	540	192	C	0.36	212	C	0.39
OHIO AVE	COLONIAL RD to US 1	686	3,632	2022	750	192	C	0.26	212	C	0.28
OKEECHOBEE RD	OKEECHOBEE C.L. to BLUEFIELD RD	687	9,900	2024	1,580	536	B	0.34	542	B	0.34

\* **NOTE:** A six digit number in the "STATION ID" column identifies segment counted by FDOT. FDOT count stations use standard K and D factors to determine peak hour values.

Peak hour data is not available for locations on State roads due to differences in data availability, LOS Methodologies, and service level thresholds.

Please refer to FDOT sources for detailed data on FDOT traffic counts.

\* Volumes shown were adjusted using FDOT Seasonal Factors

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

\* **NOTE:** If the Last Count Year is older than the year of the report, the AADT is projected from historical traffic count data.

**Traffic Counts and Level of Service Report  
2024**

Roadway Name	Location	STATION ID	2024 AADT *	Last Physical 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	DARWIN BLVD to GATLIN BLVD	697	35,121	2021	3,020	1,797	C	0.60	1,775	C	0.59
PORT ST LUCIE BLVD	GATLIN BLVD to DEL RIO BLVD	698	40,901	2023	3,170	2,307	C	0.73	2,221	C	0.70
PORT ST LUCIE BLVD	DEL RIO BLVD to CAMEO BLVD	945074	49,526	2023	3,170	2,427	C	0.77	2,427	C	0.77
PORT ST LUCIE BLVD	CAMEO BLVD to FLORIDA'S TURNPIKE	945074	49,526	2023	3,020	2,427	C	0.80	2,427	C	0.80
PORT ST LUCIE BLVD	FLORIDA'S TURNPIKE to BAYSHORE BLVD	945074	49,526	2023							
PORT ST LUCIE BLVD	BAYSHORE BLVD to AIROSO BLVD	945073	47,848	2023							
PORT ST LUCIE BLVD	AIROSO BLVD to FLORESTA DR	940780	48,530	2023							
PORT ST LUCIE BLVD	FLORESTA DR to VETERANS MEMORIAL PKWY	940778	55,266	2023							
PORT ST LUCIE BLVD	VETERANS MEMORIAL PKWY to MORNINGSIDE BLVD	940776	37,800	2023							
PORT ST LUCIE BLVD	MORNINGSIDE BLVD to US 1	945072	37,326	2023							
PRIMA VISTA BLVD	BAYSHORE BLVD to AIROSO BLVD	314	21,500	2024	2,100	1,089	C	0.52	1,156	C	0.55
PRIMA VISTA BLVD	AIROSO BLVD to FLORESTA DR	150	21,500	2024	2,100	954	C	0.45	970	C	0.46
PRIMA VISTA BLVD	FLORESTA DR to NARANJA AVE	148	33,034	2023	2,100	1,869	C	0.89	1,678	C	0.80
PRIMA VISTA BLVD	NARANJA AVE to RIO MAR DR	148	33,034	2023	2,000	1,869	C	0.93	1,678	C	0.84
PRIMA VISTA BLVD	RIO MAR DR to US 1	146	19,500	2024	2,100	1,144	C	0.54	1,003	C	0.48
PRIMA VISTA BLVD	US 1 to LENNARD RD	699	8,934	2021	1,710	483	C	0.28	460	C	0.27
RANGE LINE RD	MARTIN C.L. to BECKER RD	145	1,963	2023	1,080	115	B	0.11	124	B	0.11
RANGE LINE RD	BECKER RD to DISCOVERY WAY	738	2,100	2024	1,080	170	B	0.16	161	B	0.15
RANGE LINE RD	DISCOVERY WAY to CROSSTOWN PKWY	737	2,100	2024	1,080	170	B	0.16	161	B	0.15
RANGE LINE RD	CROSSTOWN PKWY to GLADES CUT-OFF RD	736	2,100	2024	1,080	170	B	0.16	161	B	0.15
RIO MAR DR	PRIMA VISTA BLVD to BEACH AVE	147	5,389	2023	750	330	C	0.44	392	D	0.52
RIO MAR DR	BEACH AVE to US 1	147	5,389	2023	790	330	C	0.42	392	D	0.50
ROSSER BLVD	APRICOT RD to GATLIN BLVD	948510	5,267	2023	920	244	C	0.27	244	C	0.27
ROSSER BLVD	PAAR DR to APRICOT RD	948510	5,267	2023	1,070	244	B	0.23	244	B	0.23
SAVAGE BLVD	GATLIN BLVD to GALIANO RD	168	3,934	2023	920	287	C	0.31	234	C	0.25
SAVANNAH RD	US 1 to INDIAN RIVER DR	514	2,029	2023	540	126	C	0.23	130	C	0.24
SAVONA BLVD	BECKER RD to PAAR DR	236	11,500	2024	790	1,038	F	1.31	841	F	1.06
SAVONA BLVD	PAAR DR to GATLIN BLVD	236	11,500	2024	750	1,038	F	1.38	841	F	1.12
SAVONA BLVD	GATLIN BLVD to CALIFORNIA BLVD	702	14,000	2024	790	673	D	0.85	636	D	0.81
SELVITZ RD	BAYSHORE BLVD to ST JAMES BLVD	948501	9,844	2023	750	457	D	0.61	457	D	0.61
SELVITZ RD	ST JAMES BLVD to MIDWAY RD	948501	9,844	2023	750	457	D	0.61	457	D	0.61
SELVITZ RD	MIDWAY RD to GLADES CUT-OFF RD	703	9,000	2024	700	542	C	0.77	523	C	0.75

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Please refer to FDOT sources for detailed data on FDOT traffic counts.

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**Traffic Counts and Level of Service Report  
2024**

Roadway Name	Location	STATION ID	2024 AADT *	Last Physical Count Year	Pk Hr Service Capacity	AM Pk Hr Pk Dir			PM Pk Hr Pk Dir		
						Volume	LOS	V/C	Volume	LOS	V/C
SELVITZ RD	GLADES CUT-OFF RD to EDWARDS RD	704	13,000	2024	790	765	D	0.97	770	D	0.97
SHINN RD	MIDWAY RD to OKEECHOBEE RD	705	460	2022	580	38	C	0.07	30	C	0.05
SHINN RD	OKEECHOBEE RD to ORANGE AVE	149	977	2023	1,080	65	B	0.06	63	B	0.06
SNEED RD	OKEECHOBEE RD to ORANGE AVE	151	1,089	2023	670	75	B	0.11	77	B	0.11
SOUTHBEND BLVD	BECKER RD to FLORESTA DR	337	18,636	2023	790	1,236	F	1.56	1,087	F	1.38
SR A1A NORTH	US 1 to OLD DIXIE HWY	940709	10,826	2023							
SR A1A NORTH	OLD DIXIE HWY to N HWY A1A	706	9,600	2024	920	551	C	0.60	563	C	0.61
SR A1A NORTH	SHOREWINDS DR to INDIAN RIVER C.L.	940114	8,339	2023							
SR A1A SOUTH	MARTIN C.L. to NETTLES ISLAND	890157	17,184	2023							
SR A1A SOUTH	NETTLES ISLAND to FPL PLANT	940719	4,953	2023							
SR A1A SOUTH	FPL PLANT to BLUE HERON BLVD	940116	4,405	2023							
SR A1A SOUTH	BLUE HERON BLVD to SEAWAY DR	945016	8,061	2023							
SR A1A SOUTH	OCEAN DR to BINNEY DR	940115	15,209	2023							
SR A1A SOUTH	BINNEY DR to S CAUSEWAY PARK	940115	15,209	2023							
SR A1A SOUTH	S CAUSEWAY PARK to INDIAN RIVER DR	940711	12,400	2023							
SR A1A SOUTH	INDIAN RIVER DR to US 1	940711	12,400	2023							
ST JAMES DR	AIROSO BLVD to ST JAMES BLVD	172	17,500	2024	2,100	1,161	C	0.55	1,180	C	0.56
ST JAMES DR	ST JAMES BLVD to PEACHTREE BLVD	239	18,960	2023	2,100	1,192	C	0.57	1,195	C	0.57
ST JAMES DR	PEACHTREE BLVD to TELFORD AVE	172	17,500	2024	1,800	1,161	C	0.65	1,180	C	0.66
ST JAMES DR	TELFORD AVE to MIDWAY RD	345	22,737	2023	2,100	1,281	C	0.61	1,339	C	0.64
ST JAMES BLVD	SELVITZ RD to ST JAMES DR	707	5,149	2021	790	286	C	0.36	286	C	0.36
ST LUCIE BLVD	KINGS HWY to KEEN RD	156	6,102	2021	880	408	C	0.46	448	C	0.51
ST LUCIE BLVD	KEEN RD to 25TH ST	156	6,102	2021	880	408	C	0.46	448	C	0.51
ST LUCIE BLVD	25TH ST to SENECA AVE	940270	4,423	2023							
ST LUCIE BLVD	SENECA AVE to US 1	940270	4,423	2023							
ST LUCIE WEST BLVD	COMMERCE CENTER DR to W OF I-95	152	15,500	2024	700	906	F	1.29	864	F	1.23
ST LUCIE WEST BLVD	I-95 to CALIFORNIA BLVD	318	39,595	2023	2,100	1,620	C	0.77	1,700	C	0.81
ST LUCIE WEST BLVD	CALIFORNIA BLVD to COUNTRY CLUB DR	318	39,595	2023	2,100	1,620	C	0.77	1,700	C	0.81
ST LUCIE WEST BLVD	COUNTRY CLUB DR to CASHMERE BLVD	318	39,595	2023	2,100	1,620	C	0.77	1,700	C	0.81
ST LUCIE WEST BLVD	CASHMERE BLVD to BAYSHORE BLVD	316	45,500	2024	3,170	2,262	C	0.71	2,316	C	0.73
SUNRISE BLVD	MIDWAY RD to BELL AVE	155	3,629	2021	540	219	C	0.41	232	C	0.43
SUNRISE BLVD	BELL AVE to EDWARDS RD	153	3,838	2022	750	253	C	0.34	256	C	0.34

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# 48 Hour Traffic Volume Summary

St Lucie TPO

**Count Station:** 703

**Location:** SELVITZ RD 0.23 MILES NORTH OF MIDWAY RD

**Summary Begin Date:** January 23, 2024

Hour Ending	Day 1		Day 2	
	North	South	North	South
01:00	11	8	18	27
02:00	9	14	6	8
03:00	10	20	17	11
04:00	24	22	17	11
05:00	67	38	74	43
06:00	194	115	151	77
07:00	335	219	294	211
08:00	554	408	453	435
09:00	333	325	304	328
10:00	278	231	290	275
11:00	252	284	260	253
12:00	256	270	272	327
13:00	273	318	302	334
14:00	292	308	273	299
15:00	329	362	336	353
16:00	347	435	320	415
17:00	394	415	437	447
18:00	317	365	312	409
19:00	168	227	201	231
20:00	116	153	119	148
21:00	95	91	93	120
22:00	40	69	45	75
23:00	31	43	25	43
24:00	8	23	12	17
<b>Totals:</b>	<b>4,733</b>	<b>4,763</b>	<b>4,631</b>	<b>4,897</b>

Average			Hour Ending
North	South	Total	
14	17	31	01:00
7	11	18	02:00
13	15	28	03:00
20	16	36	04:00
70	40	110	05:00
172	96	268	06:00
315	215	530	07:00
504	422	926	08:00
319	327	646	09:00
284	253	537	10:00
256	269	525	11:00
264	299	563	12:00
288	326	614	13:00
283	304	587	14:00
333	358	691	15:00
334	425	759	16:00
416	431	847	17:00
315	387	702	18:00
185	229	414	19:00
117	150	267	20:00
94	105	199	21:00
42	72	114	22:00
28	43	71	23:00
10	20	30	24:00
<b>4,683</b>	<b>4,830</b>	<b>9,513</b>	

Day 1: Tuesday, January 23, 2024

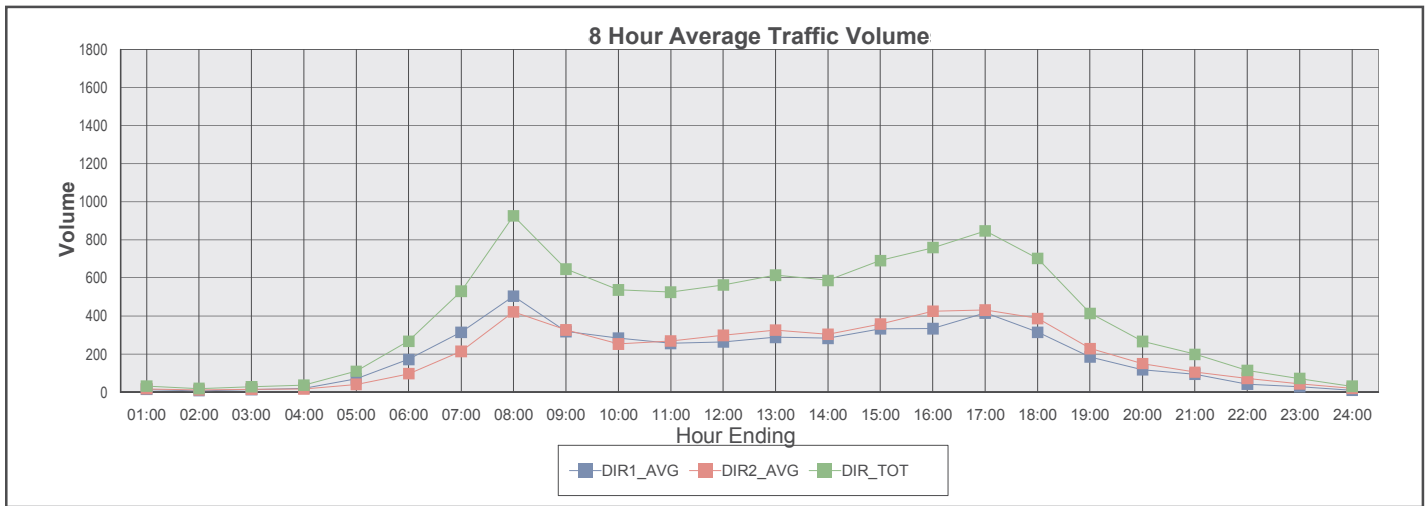
Day 2: Wednesday, January 24, 2024

01/23/24 - 01/24/24	Tuesday	Wednesday	Average
AM P:D:	0.100	0.090	0.097
AM DFac:	0.58	0.51	0.54
AM Pk Hr Begins:	0700	0700	n/a
PM P:D:	0.090	0.090	0.090
PM DFac:	0.54	0.51	0.52
PM Pk Hr Begins:	1530	1600	n/a

<b>AM Peak Hr Peak Season Vol</b>	<b>935</b>
<b>PM Peak Hr Peak Season Vol</b>	<b>857</b>

P:D	MOCF	K100
0.097	0.94	0.103

ADT	SF	AADT
9,513	0.95	9,000



2023 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL  
 CATEGORY: 9401 CEN.-W OF US1 TO I95

WEEK	DATES	SF	MOCF: 0.93 PSCF
1	01/01/2023 - 01/07/2023	1.00	1.08
2	01/08/2023 - 01/14/2023	0.98	1.05
* 3	01/15/2023 - 01/21/2023	0.95	1.02
* 4	01/22/2023 - 01/28/2023	0.94	1.01
* 5	01/29/2023 - 02/04/2023	0.93	1.00
* 6	02/05/2023 - 02/11/2023	0.92	0.99
* 7	02/12/2023 - 02/18/2023	0.91	0.98
* 8	02/19/2023 - 02/25/2023	0.91	0.98
* 9	02/26/2023 - 03/04/2023	0.92	0.99
*10	03/05/2023 - 03/11/2023	0.92	0.99
*11	03/12/2023 - 03/18/2023	0.92	0.99
*12	03/19/2023 - 03/25/2023	0.93	1.00
*13	03/26/2023 - 04/01/2023	0.94	1.01
*14	04/02/2023 - 04/08/2023	0.95	1.02
*15	04/09/2023 - 04/15/2023	0.96	1.03
16	04/16/2023 - 04/22/2023	0.97	1.04
17	04/23/2023 - 04/29/2023	0.98	1.05
18	04/30/2023 - 05/06/2023	0.98	1.05
19	05/07/2023 - 05/13/2023	0.99	1.06
20	05/14/2023 - 05/20/2023	1.00	1.08
21	05/21/2023 - 05/27/2023	1.01	1.09
22	05/28/2023 - 06/03/2023	1.02	1.10
23	06/04/2023 - 06/10/2023	1.03	1.11
24	06/11/2023 - 06/17/2023	1.04	1.12
25	06/18/2023 - 06/24/2023	1.05	1.13
26	06/25/2023 - 07/01/2023	1.06	1.14
27	07/02/2023 - 07/08/2023	1.06	1.14
28	07/09/2023 - 07/15/2023	1.07	1.15
29	07/16/2023 - 07/22/2023	1.07	1.15
30	07/23/2023 - 07/29/2023	1.07	1.15
31	07/30/2023 - 08/05/2023	1.06	1.14
32	08/06/2023 - 08/12/2023	1.06	1.14
33	08/13/2023 - 08/19/2023	1.06	1.14
34	08/20/2023 - 08/26/2023	1.06	1.14
35	08/27/2023 - 09/02/2023	1.07	1.15
36	09/03/2023 - 09/09/2023	1.07	1.15
37	09/10/2023 - 09/16/2023	1.07	1.15
38	09/17/2023 - 09/23/2023	1.06	1.14
39	09/24/2023 - 09/30/2023	1.06	1.14
40	10/01/2023 - 10/07/2023	1.05	1.13
41	10/08/2023 - 10/14/2023	1.05	1.13
42	10/15/2023 - 10/21/2023	1.04	1.12
43	10/22/2023 - 10/28/2023	1.04	1.12
44	10/29/2023 - 11/04/2023	1.03	1.11
45	11/05/2023 - 11/11/2023	1.03	1.11
46	11/12/2023 - 11/18/2023	1.02	1.10
47	11/19/2023 - 11/25/2023	1.02	1.10
48	11/26/2023 - 12/02/2023	1.01	1.09
49	12/03/2023 - 12/09/2023	1.01	1.09
50	12/10/2023 - 12/16/2023	1.00	1.08
51	12/17/2023 - 12/23/2023	0.98	1.05
52	12/24/2023 - 12/30/2023	0.97	1.04
53	12/31/2023 - 12/31/2023	0.95	1.02

\* PEAK SEASON

09-MAR-2024 18:41:41

830UPD

4\_9401\_PKSEASON.TXT

**ROADS IMPACT FEES COMBINED - FUND 3100XX**  
**CAPITAL IMPROVEMENT PLAN**

<i>REVENUES:</i>	FY 2024	<i>Un-Appropriated Subsequent Years</i>			
	Recommended	FY 2025	FY 2026	FY 2027	FY 2028
Available Major Project Reserves	\$ 20,195,476	\$ 10,814,486	\$ 9,646,658	\$ 10,151,450	\$ 12,470,055
Residential Impact Fees	\$ 8,413,791	\$ 8,126,589	\$ 7,690,100	\$ 7,459,529	\$ 7,459,529
Commercial Impact Fees	\$ 934,866	\$ 902,954	\$ 854,456	\$ 828,837	\$ 828,837
Reimbursement		\$ 5,000,000	\$ 5,000,000	\$ 5,000,000	\$ -
Interest	\$ 302,932	\$ 162,217	\$ 144,700	\$ 152,272	\$ 187,051
Less 5 Percent	\$ (482,579)	\$ (709,588)	\$ (684,463)	\$ (672,032)	\$ (423,771)
<b>Total Budgeted Revenues</b>	<b>\$ 29,364,486</b>	<b>\$ 24,296,658</b>	<b>\$ 22,651,450</b>	<b>\$ 22,920,055</b>	<b>\$ 20,521,700</b>

<i>EXPENDITURES:</i>	FY24	<i>Un-Appropriated Subsequent Years</i>				FUTURE ANTICIPATED NEEDS
	Recommended	FY 2025	FY 2026	FY 2027	FY 2028	
Arterial A (Midway Road to Orange Avenue)	\$ -	\$ -	\$ -	\$ -	\$ 1,000,000	\$ 2,000,000
Glades Cut Off Rd Widening & Improvements	\$ -	\$ 2,500,000	\$ 2,000,000	\$ 6,000,000	\$ -	\$ 81,100,000
Jenkins Road Phase 1 (from Midway to Glades Cut Off Rd)	\$ 12,000,000	\$ -	\$ -	\$ -	\$ -	\$ -
Jenkins Road Phase 2 (from Glades Cut Off Rd to Orange Ave)	\$ 1,000,000	\$ -	\$ -	\$ -	\$ -	\$ 69,000,000
Jenkins Road Phase 3 (from Orange Ave to St Lucie Blvd)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 49,000,000
Lennard Rd / Tilton Rd Drainage	\$ -	\$ 1,500,000	\$ -	\$ -	\$ -	\$ -
Midway Rd (Glades Cut Off to Jenkins) Includes Tpk Interchange	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 75,250,000
Selvitz Road Improvements (Glades Cut Off Rd to Edwards Rd)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Walton Road Sidewalk (Lennard Rd to Green River Pkwy)	\$ 1,500,000	\$ -	\$ -	\$ -	\$ -	\$ -
North County Airport Connector (I-95 to King's Hwy)	\$ 50,000	\$ -	\$ -	\$ 2,000,000	\$ 2,000,000	\$ 50,000,000
Selvitz Rd and Glades Cut Off Rd Intersection Improvements	\$ -	\$ 8,500,000	\$ 8,500,000	\$ -	\$ -	\$ 17,000,000
Oleander Ave Sidewalk (South Market Ave to Edwards Rd)	\$ 1,000,000	\$ 150,000	\$ -	\$ 450,000	\$ -	\$ -
Edwards Rd Widening (Jenkins Rd to 25th St)	\$ 1,500,000	\$ 2,000,000	\$ 2,000,000	\$ 2,000,000	\$ 1,000,000	\$ 15,000,000
St. Lucie West at Peacock Blvd Intersection (City of PSL)	\$ 1,500,000	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Total Budgeted Expenses</b>	<b>\$ 18,550,000</b>	<b>\$ 14,650,000</b>	<b>\$ 12,500,000</b>	<b>\$ 10,450,000</b>	<b>\$ 3,000,000</b>	<b>\$ 356,350,000</b>

<i>SUMMARY:</i>					
Revenues	\$ 29,364,486	\$ 24,296,658	\$ 22,651,450	\$ 22,920,055	\$ 20,521,700
Expenses	\$ (18,550,000)	\$ (14,650,000)	\$ (12,500,000)	\$ (10,450,000)	\$ (3,000,000)
<b>CIP Reserve for Future Projects</b>	<b>\$ 10,814,486</b>	<b>\$ 9,646,658</b>	<b>\$ 10,151,450</b>	<b>\$ 12,470,055</b>	<b>\$ 17,521,700</b>

# 48 Hour Traffic Volume Summary

St Lucie TPO

**Count Station:** 130

**Location:** MIDWAY RD 750 FEET WEST OF SUNRISE BLVD

**Summary Begin Date:** January 23, 2024

Hour Ending	Day 1		Day 2	
	East	West	East	West
01:00	120	105	167	89
02:00	40	53	68	53
03:00	29	33	59	25
04:00	29	27	49	35
05:00	44	52	46	44
06:00	84	99	110	110
07:00	246	274	361	284
08:00	632	615	893	616
09:00	1,458	814	1,768	862
10:00	1,430	734	1,111	757
11:00	850	608	801	649
12:00	734	640	697	631
13:00	765	686	746	725
14:00	768	745	751	731
15:00	808	725	731	748
16:00	925	891	952	870
17:00	978	956	1,057	975
18:00	1,187	917	1,089	884
19:00	1,102	873	998	917
20:00	914	589	675	569
21:00	604	364	511	450
22:00	556	356	406	346
23:00	421	234	256	262
24:00	174	97	147	100
<b>Totals:</b>	<b>14,898</b>	<b>11,487</b>	<b>14,449</b>	<b>11,732</b>

Hour Ending	Average		
	East	West	Total
01:00	143	97	240
02:00	54	53	107
03:00	44	29	73
04:00	39	31	70
05:00	45	48	93
06:00	97	104	201
07:00	304	279	583
08:00	763	616	1,379
09:00	1,613	838	2,451
10:00	1,271	746	2,017
11:00	826	629	1,455
12:00	716	636	1,352
13:00	756	706	1,462
14:00	760	738	1,498
15:00	770	737	1,507
16:00	939	881	1,820
17:00	1,018	966	1,984
18:00	1,138	901	2,039
19:00	1,050	895	1,945
20:00	794	579	1,373
21:00	557	407	964
22:00	481	351	832
23:00	338	248	586
24:00	160	98	258
<b>Totals:</b>	<b>14,676</b>	<b>11,613</b>	<b>26,289</b>

Day 1: Tuesday, January 23, 2024

Day 2: Wednesday, January 24, 2024

Based on Counts

Peak AM -  $25,000 \times 0.106 \times 0.68 = 1,802$

Peak PM -  $25,000 \times 0.081/0.94 \times 0.55 = 1,185$

Peak AM Vol x Peak Season Factor -  $1,807 \times 1.01 = 1,825$

Peak PM Vol x Peak Season Factor -  $1,258 \times 1.01 = 1,271$

Use Highest

01/23/24 - 01/24/24	Tuesday	Wednesday	Average
AM P:D:	0.100	0.100	0.100
AM DFac:	0.68	0.67	0.68
AM Pk Hr Begins:	0830	0815	n/a
PM P:D:	0.080	0.080	0.081
PM DFac:	0.57	0.52	0.55
PM Pk Hr Begins:	1730	1600	n/a

<b>AM Peak Hr Peak Season Vol</b>	2,651
<b>PM Peak Hr Peak Season Vol</b>	2,139

P:D	MOCF	K100
0.100	0.94	0.106

ADT	SF	AADT
26,289	0.95	25,000

