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TRAFFIC ANALYSIS

FOR

Gordy Creek

Prepared for:

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Prepared by:

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October 27, 2023
Revised for FDOT Comments 1/17/24
Revised 03/06/24
Revised 08/06/24
Revised 01/14/25

24137.03, v1.4

PROFESSIONAL ENGINEERING CERTIFICATION

I hereby certify that I am a Professional Engineer properly registered in the State of Florida practicing with Traffic & Mobility Consultants LLC, a corporation authorized to operate as an engineering business, CA-30024, by the State of Florida Department of Professional Regulation, Board of Professional Engineers, and that I have prepared or approved the evaluations, findings, opinions, conclusions, or technical advice attached hereto for:

PROJECT: Gordy Creek

LOCATION: St. Lucie County, Florida

CLIENT: Gordy Creek, LLC

I hereby acknowledge that the procedures and references used to develop the results contained in these computations are standard to the professional practice of Transportation Engineering as applied through professional judgment and experience.

THIS ITEM HAS BEEN DIGITALLY SIGNED AND SEALED BY

AYMAN H AS-SAIDI

Digitally signed by AYMAN H AS-SAIDI
Date: 2025.01.22 11:11:13 -05'00'

ON THE DATE ADJACENT TO THE SEAL

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TRAFFIC & MOBILITY CONSULTANTS LLC
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ORLANDO, FLORIDA 32803

CERTIFICATE OF AUTHORIZATION CA-30024

Ayman As-Saidi, P.E. № 56849

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INTRODUCTION

O'Rourke Engineering & Planning was retained to prepare a traffic analysis for the proposed development consisting of 178 single family dwelling units and 138 multi family dwelling units located on Gordy Road in Ft. Pierce, St. Lucie County, Florida. The purpose of this report is to determine the project's impact on the surrounding roadway system.

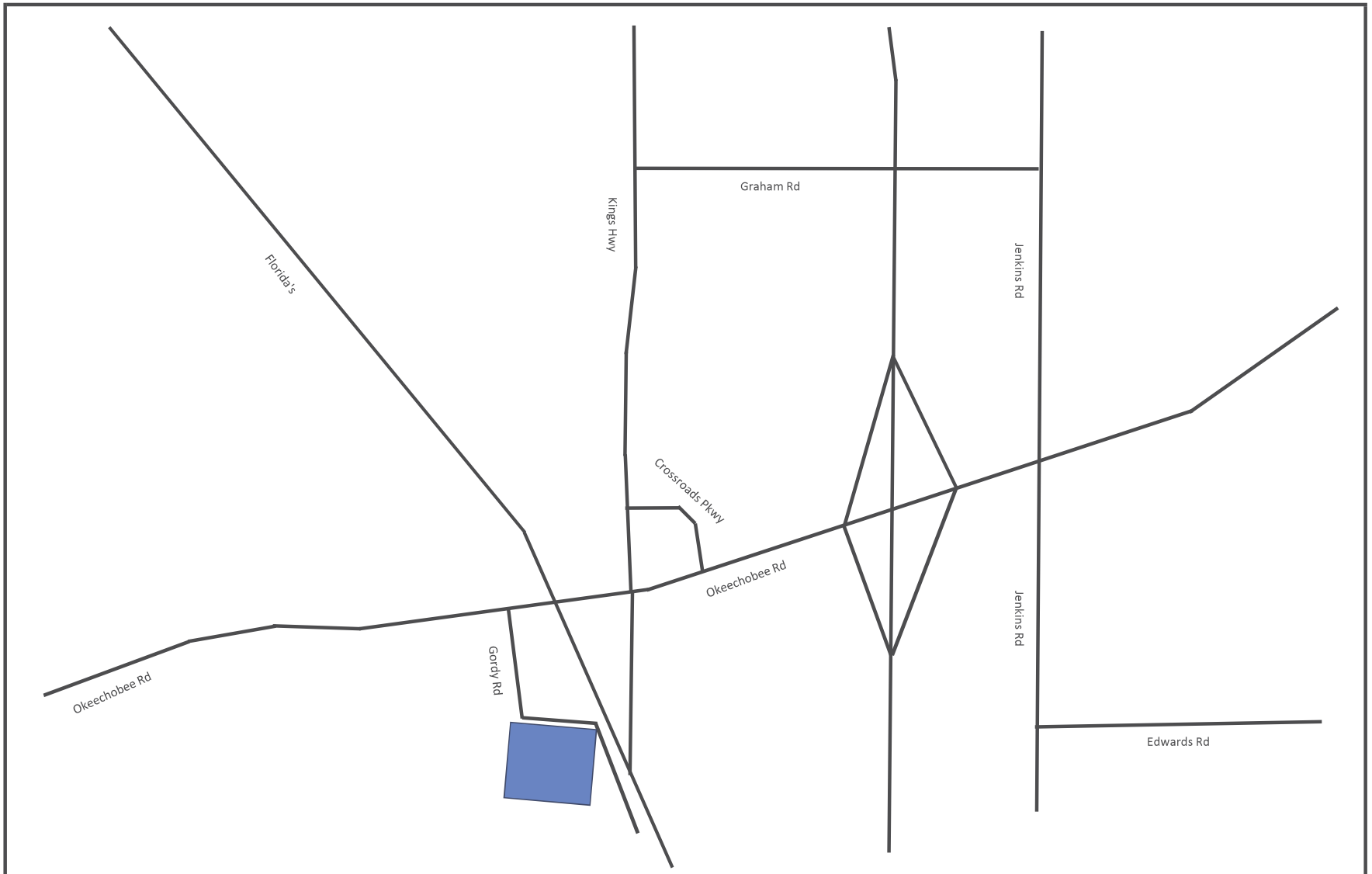
In order to make the determination that the project complies with County Concurrency Guidelines, the following analytical steps were taken:

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

Each of these steps is outlined herein.

PROJECT DESCRIPTION

The proposed development will consist of 178 single family and 138 multi-family dwelling units. The project is located west of Gordy Road and south of Okeechobee Road in Fort Pierce, Florida. The project location is shown in **Figure 1**.



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Stuart, Fl, 34996

Job Number:

Date:

Legend

= Project Location

Figure 1

Project Location

Gordy Creek LLC

EXISTING CONDITIONS

The study area is defined as the roadways upon which the project has an impact of 5% of the level of service capacity of the roadway and 1% on the adjacent link. Once the project traffic was assigned, the study area was refined based on the impact percentages.

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

Existing/Proposed Lane Geometrics and Traffic Control

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

- Okeechobee Road is a multi-lane divided arterial roadway with an east/west alignment. It is a four-lane divided roadway west of Kings Highway and east of Virginia Avenue. It is a six-lane divided roadway from Rolyat Street to Virginia Avenue and from Kings Highway to I-95. There is an eight-lane divided section from east of I-95 to Rolyat Street. There are numerous extended turn lanes and freeway auxiliary lanes.
- Gordy Road is a two-lane local road with a primarily north/south alignment.
- The Turnpike has a future unfunded project that includes relocating ramps to the Gordy/SR 70 intersection.
- Kings Highway is a four-lane arterial with a north/south alignment currently from Okeechobee to Orange Avenue.
- Graham Road is a two-lane local roadway with an E/W alignment.
- Jenkins Road is a two-lane arterial roadway with a N/S alignment.

Existing Traffic Volumes/ Service Volume

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

Sources of the count data and network information are included in **Appendix B.**

PROJECT TRAFFIC

To estimate future traffic generated by the development, the ITE Trip Generation, 11th Edition trip rates for Single Family Housing Detached (Land Use Code 210) and Multi-Family Housing (Land Use Code 220) was applied to estimate the trips generated by the proposed development. These calculations are shown in **Tables 1a, 1b, and 1c**.

As shown, the project will generate 2,675 new daily trips. There will be 192 AM peak hour trips with 49 entering the project and 143 trips exiting the project. The project will generate 251 new PM peak hour trips. There will be 158 trips entering the project and 93 trips exiting the project in the PM peak hour.

Table 1 - Trip Generation

Table 1a: Daily

Land Use	ITE Code	Intensity	Units	Trip Generation Rate	Directional Split		Gross Trips		
					In	Out	In	Out	Total
Single Family Detached	210	178	DU	Ln(T) = 0.92 Ln(X) +2.68	50%	50%	858	857	1,715
Multi-Family (Low-Rise)	220	138	DU	T = 6.41(X) + 75.31	50%	50%	480	480	960
TOTALS							**1,338**	**1,337**	**2,675**

Source: ITE 11th Edition Trip Generation Rates

Table 1b: AM Peak Hour

Land Use	ITE Code	Intensity	Units	Trip Generation Rate	Directional Split		Gross Trips		
					In	Out	In	Out	Total
Single Family Detached	210	178	DU	Ln(T) = 0.91 Ln(X) + 0.12	26%	74%	33	93	126
Multi-Family (Low-Rise)	220	138	DU	T = 0.31(X) + 22.85	24%	76%	16	50	66
TOTALS							**49**	**143**	**192**

Source: ITE 11th Edition Trip Generation Rates

Table 1c: PM Peak Hour

Land Use	ITE Code	Intensity	Units	Trip Generation Rate	Directional Split		Gross Trips		
					In	Out	In	Out	Total
Single Family Detached	210	178	DU	Ln(T) = 0.94(X) + 0.27	63%	37%	108	63	171
Multi-Family (Low-Rise)	220	138	DU	T = 0.43(X) + 20.55	63%	37%	50	30	80
TOTALS							**158**	**93**	**251**

Source: ITE 11th Edition Trip Generation Rates

PROJECT DISTRIBUTION/ ASSIGNMENT/IMPACT

The project traffic was distributed by general geographic direction and then assigned to the roadway network within the study area. With 2,675 daily trips the area of influence of study area is 2.0 miles.

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

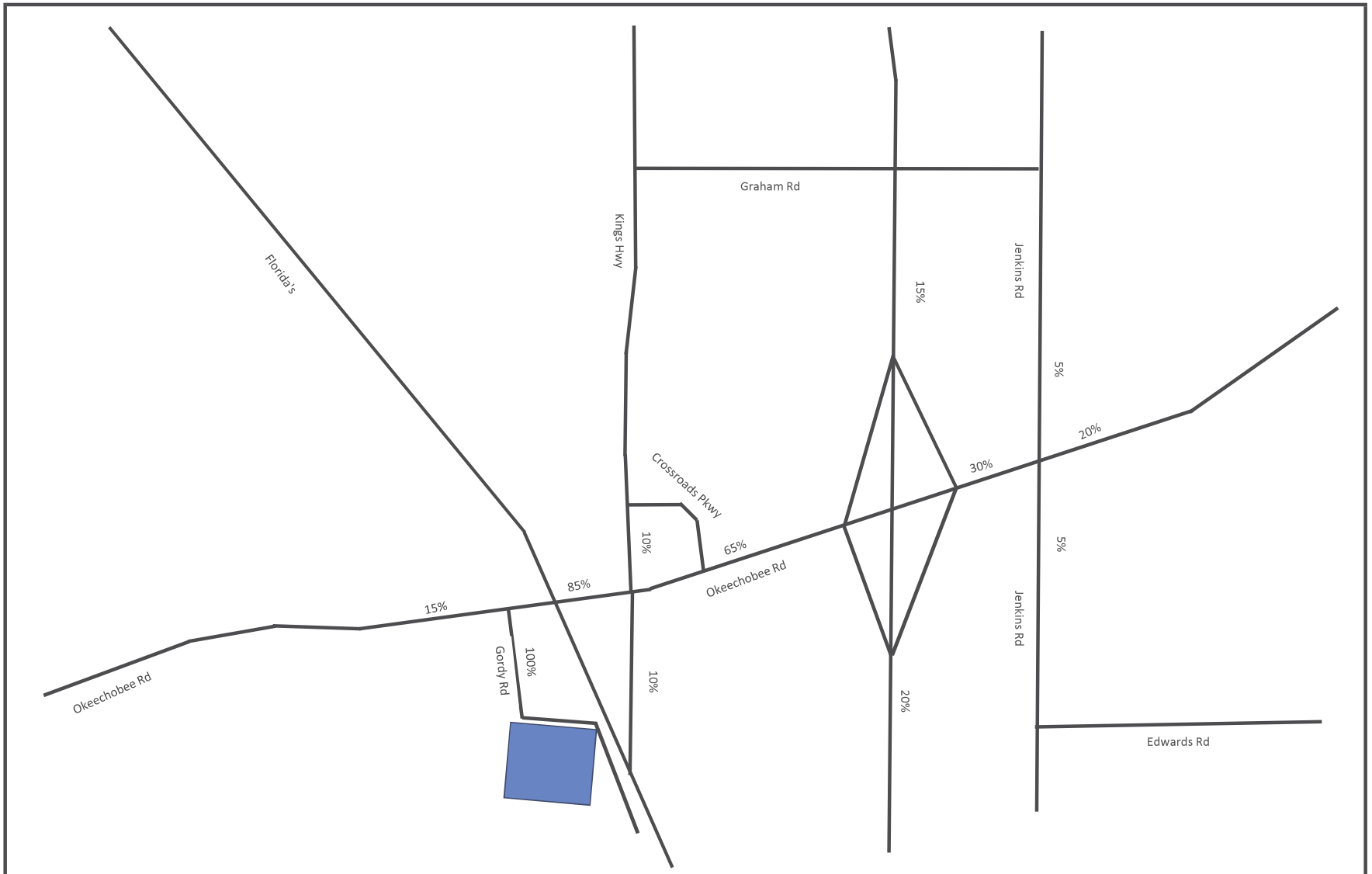
Impact – Tables 2a and 2b summarize the project impact as a percentage of service volume capacity.

LINK ANALYSIS / REVIEW

Links where the project was significant were analyzed further to ensure they will meet concurrency. A project buildout of 2026 was used in the analysis. A growth rate of 1.21% was calculated using a 4-year growth rate obtained from 2022 FDOT AADT volumes. The county average is 2.55% countywide, therefore the greater of 2.55% growth or 1% plus traffic from other committed projects in the area was used to determine the 2026 background without project traffic. Other project data includes committed traffic from Ferrell Communities, Kings Hwy Commerce Park, Sunnyland, Drawdy Angle Road, KRE, Stonemont, Orange 95, Celebration Pointe, Hillpointe Residential, Whispering Oaks, Viva at Treasure Coast, Project Hunt, Regatta, Kings Highway Warehouse, Woodspring Suites, Jenkins Waypoint, and Project Hurricane. Project traffic was then added to determine the 2026 Future Total traffic.

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

Table 3a and 3b summarize the results of the link analysis. As shown, all roadways will operate at acceptable levels of service at project buildout.



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Job Number:

Date:

Legend

= Project Location

Figure 2

Project Assignment

Gordy Creek LLC

TABLE 2a - Project Percent Impact - AM Peak Hour

Segment	From	To	Lanes	Direction	IN/OUT	Greater than 5% (1% on Adjacent Links)	Peak Hour Service Capacity[1]	Project Volume Peak Direction	% Project of Capacity-Peak Hour	Project Percent Assignment
Gordy Rd	Project Driveway	Okeechobee Rd	2L	NB	OUT	**YES**	880	143	16.25%	100%
	Project Driveway	Okeechobee Rd	2L	SB	IN	**YES**	880	49	5.57%	100%
Jenkins Rd	Okeechobee Rd	Graham Rd	2L	NB	OUT	NO	920	7	0.76%	5%
	Okeechobee Rd	Graham Rd	2L	SB	IN	NO	920	2	0.22%	5%
	Graham Rd	Peterson Rd	2L	NB	OUT	NO	630	7	1.11%	5%
	Graham Rd	Peterson Rd	2L	SB	IN	NO	630	2	0.32%	5%
Kings Hwy	Okeechobee Rd	Crossroads Pkwy	4LD	NB	OUT	NO	2,000	14	0.70%	10%
	Okeechobee Rd	Crossroads Pkwy	4LD	SB	IN	NO	2,000	5	0.25%	10%
	Crossroads Pkwy	Graham Rd	4LD	NB	OUT	NO	2,000	14	0.70%	10%
	Crossroads Pkwy	Graham Rd	4LD	SB	IN	NO	2,000	5	0.25%	10%
	Graham Rd	Picos Rd	4LD	NB	OUT	NO	2,000	14	0.70%	10%
	Graham Rd	Picos Rd	4LD	SB	IN	NO	2,000	5	0.25%	10%
	Picos Rd	Orange Ave	4LD	NB	OUT	NO	2,000	14	0.70%	10%
	Picos Rd	Orange Ave	4LD	SB	IN	NO	2,000	5	0.25%	10%
Okeechobee Rd	McCarty Rd	Florida's Turnpike	4LD	EB	IN	NO	3,240	7	0.22%	15%
	McCarty Rd	Florida's Turnpike	4LD	WB	OUT	NO	3,240	21	0.65%	15%
	Florida's Turnpike	Kings Hwy	4LD	EB	OUT	**YES**	2,100	122	5.81%	85%
	Florida's Turnpike	Kings Hwy	4LD	WB	IN	NO	2,100	42	2.00%	85%
	Kings Hwy	Crossroads Pkwy	8LD	EB	OUT	NO	4,240	93	2.19%	65%
	Kings Hwy	Crossroads Pkwy	8LD	WB	IN	NO	4,240	32	0.75%	65%
	Crossroads Pkwy	I-95	8LD	EB	OUT	NO	4,240	93	2.19%	65%
	Crossroads Pkwy	I-95	8LD	WB	IN	NO	4,240	32	0.75%	65%
	I95	Jenkins Rd	6LD	EB	OUT	NO	4,240	43	1.01%	30%
	I95	Jenkins Rd	6LD	WB	IN	NO	4,240	15	0.35%	30%
	Jenkins Rd	McNeil Rd	6LD	EB	OUT	NO	4,040	29	0.72%	20%
	Jenkins Rd	McNeil Rd	6LD	WB	IN	NO	4,040	10	0.25%	20%
I-95	Midway Rd	Okeechobee Rd	6LD	NB	IN	NO	5,500	10	0.18%	20%
	Midway Rd	Okeechobee Rd	6LD	SB	OUT	NO	5,500	29	0.53%	20%
	Okeechobee Rd	Orange Ave	8LD	NB	OUT	NO	7,320	21	0.29%	15%
	Okeechobee Rd	Orange Ave	8LD	SB	IN	NO	7,320	7	0.10%	15%

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

IN: 49
OUT: 143

TABLE 2b - Project Percent Impact - PM Peak Hour

Segment	From	To	Lanes	Direction	IN/OUT	Greater than 5% (1% on Adjacent Links)	Peak Hour Service Capacity[1]	Project Volume Peak Direction	% Project of Capacity-Peak Hour	Project Percent Assignment
Gordy Rd	Project Driveway	Okeechobee Rd	2L	NB	OUT	**YES**	880	93	10.57%	100%
	Project Driveway	Okeechobee Rd	2L	SB	IN	**YES**	880	158	17.95%	100%
Jenkins Rd	Okeechobee Rd	Graham Rd	2L	NB	OUT	NO	920	5	0.54%	5%
	Okeechobee Rd	Graham Rd	2L	SB	IN	NO	920	8	0.87%	5%
	Graham Rd	Peterson Rd	2L	NB	OUT	NO	630	5	0.79%	5%
	Graham Rd	Peterson Rd	2L	SB	IN	NO	630	8	1.27%	5%
Kings Hwy	Okeechobee Rd	Crossroads Pkwy	4LD	NB	OUT	NO	2,000	9	0.45%	10%
	Okeechobee Rd	Crossroads Pkwy	4LD	SB	IN	NO	2,000	16	0.80%	10%
	Crossroads Pkwy	Graham Rd	4LD	NB	OUT	NO	2,000	9	0.45%	10%
	Crossroads Pkwy	Graham Rd	4LD	SB	IN	NO	2,000	16	0.80%	10%
	Graham Rd	Picos Rd	4LD	NB	OUT	NO	2,000	9	0.45%	10%
	Graham Rd	Picos Rd	4LD	SB	IN	NO	2,000	16	0.80%	10%
	Picos Rd	Orange Ave	4LD	NB	OUT	NO	2,000	9	0.45%	10%
	Picos Rd	Orange Ave	4LD	SB	IN	NO	2,000	16	0.80%	10%
Okeechobee Rd	McCarty Rd	Florida's Turnpike	4LD	EB	IN	NO	2,100	24	1.14%	15%
	McCarty Rd	Florida's Turnpike	4LD	WB	OUT	NO	2,100	14	0.67%	15%
	Florida's Turnpike	Kings Hwy	4LD	EB	OUT	NO	2,100	79	3.76%	85%
	Florida's Turnpike	Kings Hwy	4LD	WB	IN	**YES**	2,100	134	6.38%	85%
	Kings Hwy	Crossroads Pkwy	8LD	EB	OUT	NO	4,240	60	1.42%	65%
	Kings Hwy	Crossroads Pkwy	8LD	WB	IN	NO	4,240	103	2.43%	65%
	Crossroads Pkwy	I-95	8LD	EB	OUT	NO	4,240	60	1.42%	65%
	Crossroads Pkwy	I-95	8LD	WB	IN	NO	4,240	103	2.43%	65%
	I95	Jenkins Rd	6LD	EB	OUT	NO	4,240	28	0.66%	30%
	I95	Jenkins Rd	6LD	WB	IN	NO	4,240	47	1.11%	30%
	Jenkins Rd	McNeil Rd	6LD	EB	OUT	NO	4,040	19	0.47%	20%
	Jenkins Rd	McNeil Rd	6LD	WB	IN	NO	4,040	32	0.79%	20%
I-95	Midway Rd	Okeechobee Rd	6LD	NB	IN	NO	5,500	32	0.58%	20%
	Midway Rd	Okeechobee Rd	6LD	SB	OUT	NO	5,500	19	0.35%	20%
	Okeechobee Rd	Orange Ave	8LD	NB	OUT	NO	7,320	14	0.19%	15%
	Okeechobee Rd	Orange Ave	8LD	SB	IN	NO	7,320	24	0.33%	15%

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

IN: 158
OUT: 93

TABLE 3a - Link Analysis - AM Peak Hour

Segment	From	To	Direction	IN/OUT	Greater than 5% (1% on Adjacent Links)	D Factor (1)	2023 Directional Peak Hour Volumes	Growth Rate(2)	2026 Peak Hour Volumes w/ Growth Factor	2026 Peak Hour w/ 1% Growth	AM Peak Hour Committed Projects Directional	2026 1% Growth + Committed Peak Direction	Higher of Growth Rate or 1% + Commited	Peak Hour Service Capacity (E+C)	Project Volume Peak Direction	Total Traffic (Peak Direction)	% Project of Capacity-Peak Hour	Does Project Meet Concurrency ?	Project Percent Assignment
Gordy Rd	Project Driveway	Okeechobee Rd	NB	OUT	**YES**	0.479	23(3)	2.55%	25	24	0	24	25	880	143	168	16.25%	YES	100%
	Project Driveway	Okeechobee Rd	SB	IN	**YES**	0.521	25(3)	2.55%	27	26	0	26	27	880	49	76	5.57%	YES	100%
Okeechobee Rd	Florida's Turnpike	Kings Hwy	EB	OUT	**YES**	0.547	490	2.55%	528	505	98	603	603	2,100	122	725	5.81%	YES	85%

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

(1) Calculated from Turning Movement Counts

(2) Growth rate calculated from FDOT 2022 Annual Average Daily Traffic Reports

(3) Volume obtained from Turning Movement Count at Okeechobee & Gordy

IN: 49

OUT: 143

Years Grown: 3

TABLE 3b - Link Analysis - PM Peak Hour

Segment	From	To	Direction	IN/OUT	Greater than 5% (1% on Adjacent Links)	D Factor (1)	2023 Directional Peak Hour Volumes	Growth Rate(2)	2026 Peak Hour Volumes w/ Growth Factor	2026 Peak Hour w/ 1% Growth	PM Peak Hour Committed Projects Directional	2026 1% Growth + Committed Peak Direction	Higher of Growth Rate or 1% + Commited	Peak Hour Service Capacity (E+C)	Project Volume Peak Direction	Total Traffic (Peak Direction)	% Project of Capacity-Peak Hour	Does Project Meet Concurrency ?	Project Percent Assignment
Gordy Rd	Project Driveway	Okeechobee Rd	NB	OUT	**YES**	0.419	31(3)	2.55%	33	32	0	32	33	880	93	126	10.57%	YES	100%
	Project Driveway	Okeechobee Rd	SB	IN	**YES**	0.581	43(3)	2.55%	46	44	0	44	46	880	158	204	17.95%	YES	100%
Okeechobee Rd	McCarty Rd	Florida's Turnpike	EB	IN	NO	0.474	442	2.55%	476	455	91	546	546	2,100	24	570	1.14%	YES	15%
	Florida's Turnpike	Kings Hwy	EB	OUT	NO	0.474	442	2.55%	476	455	91	546	546	2,100	79	625	3.76%	YES	85%
	Florida's Turnpike	Kings Hwy	WB	IN	**YES**	0.526	490	2.55%	528	505	104	609	609	2,100	134	743	6.38%	YES	85%

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

(1) Calculated from Turning Movement Counts

(2) Growth rate calculated from FDOT 2022 Annual Average Daily Traffic Reports

(3) Volume obtained from Turning Movement Count at Okeechobee & Gordy

IN: 158

OUT: 93

Years Grown: 3

INTERSECTION ANALYSIS

Three intersections were analyzed for Existing, Background without Project, and Future Total with Project scenarios for both the AM and PM peak hours. The three intersections analyzed include Okeechobee Road & Gordy Road, Okeechobee Road & Kings Highway, and Okeechobee Road & Crossroads Parkway.

Okeechobee Road & Kings Highway - The intersection of Okeechobee Road & Kings Highway currently operates at a level of service B in the AM and PM peak hours. The intersection will continue to operate at an acceptable level of service C at project build out with the existing lanes.

Okeechobee Road & Gordy Road - The intersection of Okeechobee Road & Gordy Road currently operates at a level of service B in the AM peak hour and a level of service C in the PM peak hour. The intersection is projected to operate at a LOS C in the AM peak hour and LOS D in the PM peak hour at project buildout.

The need for an eastbound right-turn lane at the intersection was evaluated using the NCHRP 457. With the highest right-turn volume of 50 vehicles and total approach of 785 vehicles in the PM peak hour, an eastbound right-turn lane is proposed at the intersection.

Based on the queues shown in the HCS and the speed limit of 55 mph the westbound left turn lane will require 400 total feet including taper and queue storage. The eastbound right turn lane shall be 350 total feet including taper and queue storage. The westbound left turn lane will be extended by the project to accommodate the proposed length.

Okeechobee Road & Crossroads Parkway - The intersection of Okeechobee Road & Crossroads Parkway currently operates at a level of service B in the AM and PM peak hours. The intersection will continue to operate at an acceptable level of service B at project build out with the existing lanes.

Table 4 summarizes the delay and LOS for the study intersections.

The intersection of Okeechobee Road & Gordy Road required a pre-app meeting with the FDOT. FDOT will require an eastbound right turn lane and an evaluation of the westbound left turn lane to determine the appropriate length. The project was reviewed with the FDOT and conditions were placed on the approval. The conditions include; extend the westbound left turn lane at Gordy and Okeechobee and reconstruct the median opening at SR 70 and Rock Road to create an eastbound directional median opening (no southbound left).

The intersection data is included in **Appendix D** along with the FDOT Pre-App letter.

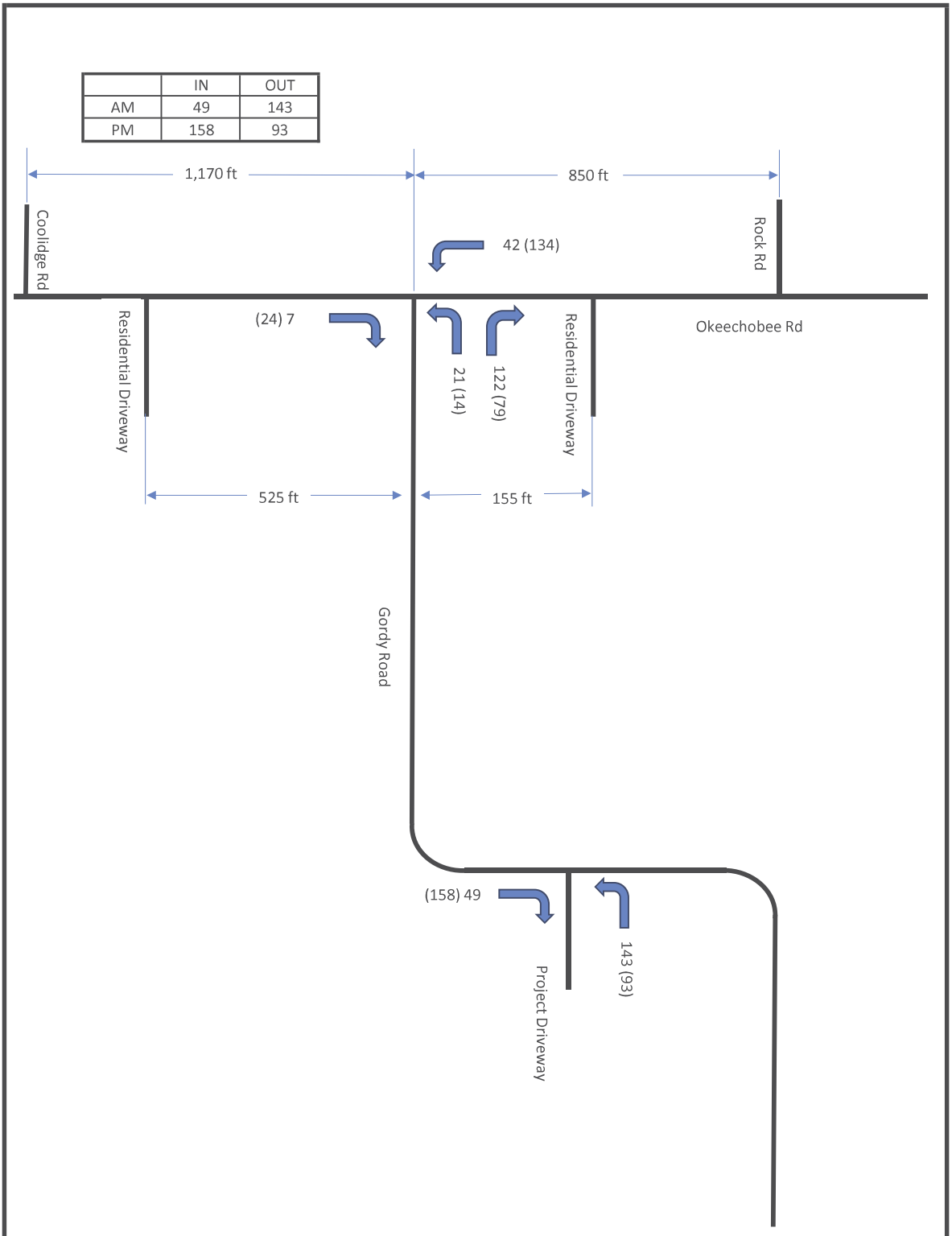
DRIVEWAY ANALYSIS

The project will have one driveway located on Gordy Road. The project driveway will be a full access driveway serving entering and exiting vehicles. **Figure 3** shows the driveway volumes for the AM and PM peak hours. The driveway was analyzed using HCS. The analysis shows the driveway will operate at acceptable levels of service in the AM and PM peak hours.

The need for a turn lane at the entering project driveway was analyzed. NCHRP 457 was used to evaluate this driveway and according to the criteria presented in NCHRP 457 and the volumes at the driveway a right turn lane is not warranted. The driveway data and analyses are included in **Appendix E**.

Table 4: Intersection Level of Service

Intersection	Period	Existing		2026 wo/Project		2026 w/Project	
		Delay	LOS	Delay	LOS	Delay	LOS
Okeechobee Road & Gordy Road	AM	13.0	B	14.2	B	18.4	C
	PM	17.7	C	19.6	C	26.8	D
Okeechobee Road & Kings Highway	AM	16.8	B	28	C	29.2	C
	PM	16.2	B	22.3	C	23.7	C
Okeechobee Road & Crossroads Parkway	AM	13.5	B	13.8	B	13.8	B
	PM	14.4	B	14.7	B	14.7	B
Gordy Road & Project Driveway	AM	N/A	N/A	N/A	N/A	10.1	B
	PM	N/A	N/A	N/A	N/A	10.3	B



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Job #:

Date:

Legend

XX (XX) = AM (PM)

Figure 3

Driveway Volumes

Gordy Creek

CONCLUSION

With 192 net new AM peak hour trips and 251 net new PM peak hour trips, all links and intersections operate at acceptable levels of service with the existing roadway network.

An eastbound right-turn lane is proposed at the intersection of Okeechobee Road and Gordy Road. The westbound left turn lane will be extended as needed.

Therefore, the project meets the requirements for concurrency.

APPENDIX A

SITE PLAN

SITE DATA

EXISTING LAND USE	MXD	**PROPOSED LAND USE**	MXD	**FLOOD ZONE**	X
EXISTING ZONING	AG-1	**PROPOSED ZONING**	PD	**UTILITY PROVIDER**	FPUA
SITE ACREAGE	76.97	**DEVELOPABLE AREA**	59.52		

PARCEL NUMBERS
PARCEL 1 2326-130-0000-000-7
PARCEL 2 2326-130-0000-010-0

DWELLING UNITS		TOWNHOMES	SINGLE FAMILY LOT
PROPOSED UNITS	316	138 DU	178 DU
MAX GROSS DU/AC	6		

RESIDENTIAL DEVELOPMENT STANDARDS	TOWNHOMES	40' LOT
MINIMUM LOT SIZE	1520	4800
MINIMUM LOT DEPTH	95	120
MINIMUM LOT WIDTH	16	40
MINIMUM LOT COVERAGE	N/A	80%
MINIMUM FRONT SETBACK	18	18
FOR SIDELOAD GARAGE	10	
MINIMUM SIDE SETBACK	5	5
MINIMUM SIDE SETBACK (CORNER)		15
MINIMUM REAR SETBACK	10	10
MAXIMUM BUILDING HEIGHT	35'	35'

PROJECT TEAM

OWNER/CLIENT:
LARA SWANSON
SWANSON LAND COMPANY
1934 COMMERCE LANE, SUITE 1
DEERFIELD BEACH, FL 33458
904.219.3330

TRAFFIC:
SUSAN O'ROURKE
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22 SE SEMINOLE STREET
STUART, FL 34994
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AGENT/LANDSCAPE ARCHITECT/PLANNER:
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1934 COMMERCE LANE, SUITE 1
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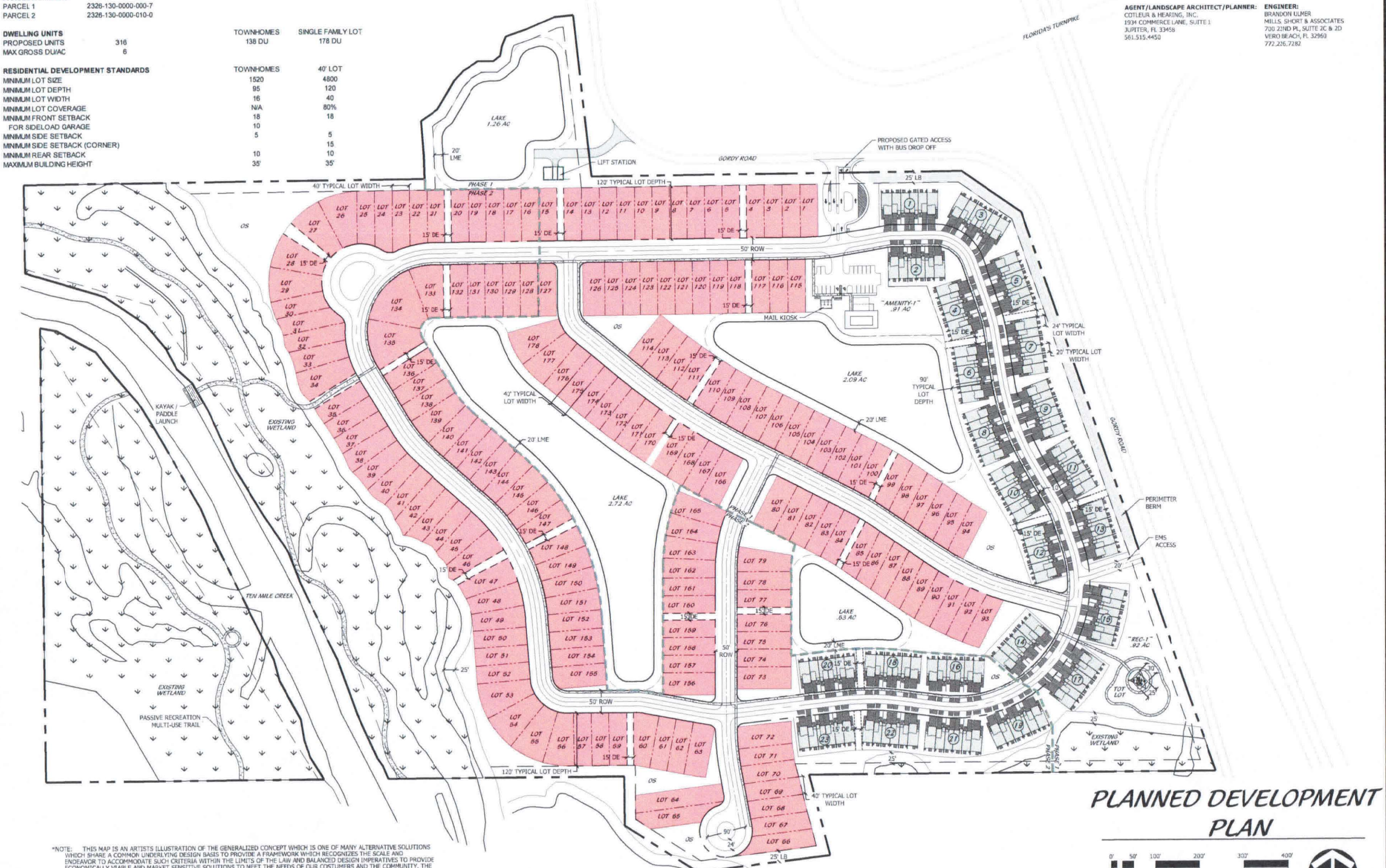

PLANNED DEVELOPMENT PLAN

*NOTE: THIS MAP IS AN ARTISTS ILLUSTRATION OF THE GENERALIZED CONCEPT WHICH IS ONE OF MANY ALTERNATIVE SOLUTIONS WHICH SHARE A COMMON UNDERLYING DESIGN BASIS TO PROVIDE A FRAMEWORK WHICH RECOGNIZES THE SCALE AND ENDEAVOR TO ACCOMMODATE SUCH CRITERIA WITHIN THE LIMITS OF THE LAW AND BALANCED DESIGN IMPERATIVES TO PROVIDE ECONOMICALLY VIABLE AND MARKET SENSITIVE SOLUTIONS TO MEET THE NEEDS OF OUR COSTUMERS AND THE COMMUNITY. THE POD SITE PLANS MAY VARY AS THE NATURAL EVOLUTION OF THE SPECIFIC SOLUTIONS ARE PROCESSED THROUGH THE VARIOUS DESIGN AND JURISDICTIONAL AUTHORITIES TO FINAL APPROVAL. NOTWITHSTANDING VARIATIONS IN DESIGN AS THE DETAILED SITE PLANS BECOME MORE REFINED, PRIOR APPROVALS SHALL ENTITLE THE APPLICANT WITHOUT RETURNING FOR REVISION REVIEW BY PRIOR AUTHORITY, TO CONTINUE SUBSEQUENT MORE LOCALIZED DECISIONS AS FUNCTIONAL DETAILS BECOME EVIDENT. THE PROPERTY OWNER AND/OR DEVELOPERS RESERVE ALL RIGHTS TO MAKE SUCH ADJUSTMENTS AS NEEDED TO ACCOMPLISH THESE FUNCTIONAL DESIGN ACCOMMODATIONS.

Cotleur & Hearing
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561.747.6336 · Fax 747.1377
www.cotleurhearing.com
Lic# LC-26000535

Gordy Creek

Fort Pierce, Florida

A-1

DESIGNED	PRP/DTS
DRAWN	PRP
APPROVED	DTS
JOB NUMBER	23-0711
DATE	01-22-24
REVISIONS	

SHEET 1 OF 3

DRAINAGE STATEMENT

X.

PARKING

ALL PARKING WILL MEET OR EXCEED INSTITUTE OF TRANSPORTATION ENGINEERS STANDARDS PER THE CITY OF FT. PIERCE REQUIREMENTS

TRAFFIC STATEMENT

X

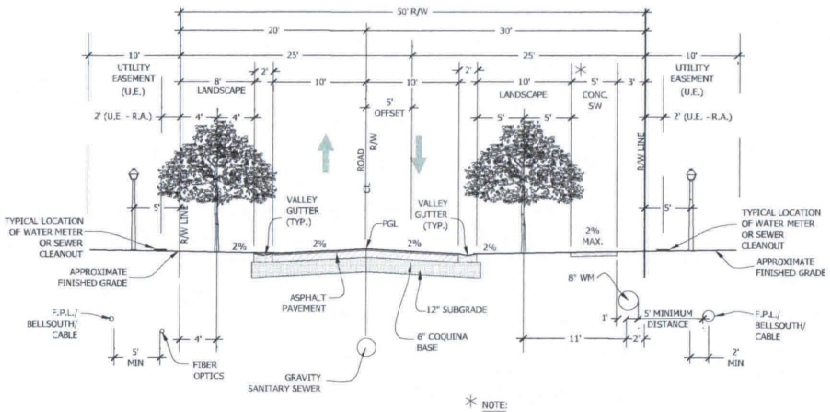
OPEN SPACE TABLE		(20% REQUIRED)
TRACT	TOTAL AREA BY USE (AC)	PROVIDED (%)
COMMON/OPEN SPACE	5.96	7.74%
RECREATION SPACE	0.91	1.19%
LANDSCAPE BUFFERS	0.27	0.35%
DRAINAGE EASEMENTS	0.94	1.22%
LIME	2.53	3.29%
LAKES	6.7	8.70%
PRESERVES	17.46	22.67%
TOTAL AREA	34.76	45.16%

DEVELOPMENT STANDARDS

Table 1. DEVELOPMENT USED AND STANDARDS

DEVELOPMENT STANDARD	SINGLE-FAMILY	TOWNHOMES/ TRI-PLEX/ QUAD-PLEX
PRIMARY STRUCTURE		
Minimum Lot Width	40'	16'
Minimum Lot Depth	115'	95'
Maximum Lot Depth	None	None
Maximum Building Lot Coverage	80%	90%
Maximum Impervious Lot Coverage	80%	80%
Minimum Open Space	20%	10%
Minimum Front Setback (Front Loaded)	18'	18'%
Minimum Front Setback (Side Loaded)	10'	-
Minimum Side Setback (Internal Lot) (May be 0' on a zero-lot-line provided that minimum building separation of 10' is maintained between units, 15' building separation for Townhome)	5'	
Minimum Side Setback (Side-Entry)		
Minimum Side Setback (Front- Entry)		5'
Minimum Side Setback (Corner Lot)	15'	10'
If adjacent to open space tract 15' in width or greater	5'	5'
Minimum Rear Setback (Corner Lot)	10'	10'
Minimum Rear Setback (Internal Lot)	10'	10'
ACCESSORY STRUCTURES		
Minimum Rear Setback	3'	3'
If adjacent to open space or common area tract 25' or wider	0'	0'
Minimum Side Setback (Internal Lot)	2' (2' from property line)	2'
Minimum Side Setback (Corner Lot)	15'	15'

40' ROW TYPICAL



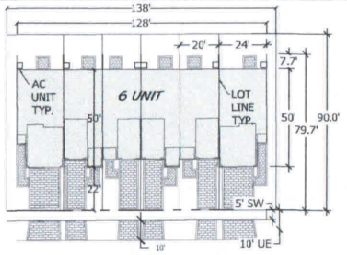
50' RIGHT-OF-WAY
TYPICAL SECTION
POSTED SPEED 25 MPH

✳ NOTE:
3' SIDEWALK OFFSET AND 2' U.E. - R.A. WILL BE REQUIRED IF FT. PIERCE MAINLINE FACILITIES ARE LOCATED ON BOTH SIDES OF STREET.
FT. PIERCE FIBEROPTICS WILL BE LOCATED IN 2' U.E. - R.A. IF FM IS REQUIRED.
SIDEWALKS SHALL NOT BE REQUIRED ON "DEAD END" ROADWAYS WHERE THE LENGTH OF THE SIDEWALKS WOULD BE 200' OR LESS.
TREES SHALL BE ADJUSTED PER DRIVEWAY LOCATIONS WITH A MINIMUM 5' TO THE DRIVEWAY.
LOCATION OF SIDEWALKS MAY VARY. SIDEWALK SHALL BE ON ONE SIDE OF THE ROADWAY.
FINAL LOCATION OF UTILITIES MAY BE ADJUSTED FOR SPECIFIC CONDITION.

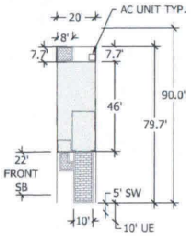
LEGAL DESCRIPTION

PARCEL 1:
X

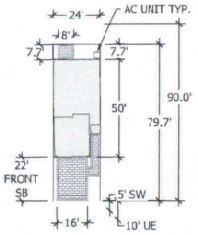
6-UNIT TOWNHOME TYPICAL



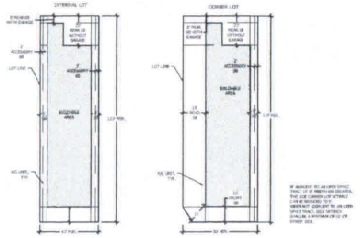
20' TOWNHOME LOT TYPICAL



24' TOWNHOME LOT TYPICAL



40' LOT TYPICAL



PD SITE DETAILS

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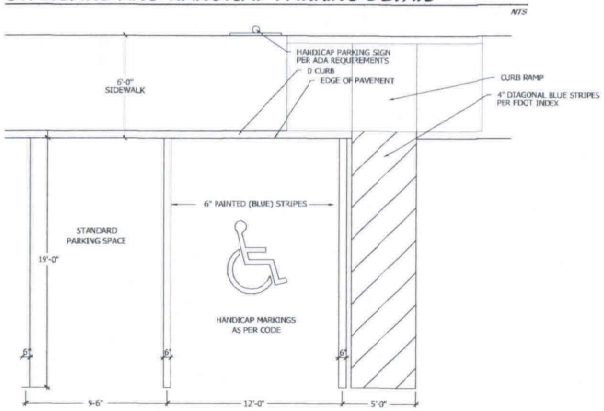
Gordy Creek
Fort Pierce, Florida

A-2

DESIGNED PRP/DTS
DRAWN PRP
APPROVED DTS
JOB NUMBER 23-0711
DATE 01-22-24
REVISIONS

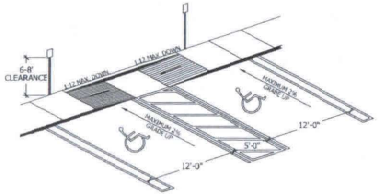
STANDARD AND HANDICAP PARKING DETAIL

NTS



HANDICAP RAMP DETAIL

NTS

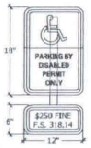


NOTE: IN THIS APPLICATION RAMPS CAN BE SEPARATED AND SIDEWALK CAN BE FLUSH ACROSS ALL HC SPACES

NOTE: HCR#3-MOD MEANS ONLY 1 RAMP BUILT TO REQUIRED SIDE OF SIDEWALK, OR RAMPS SEP. TO ENDS OF HC SPACES

HANDICAP SIGN DETAIL

NTS

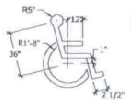


COLORS:
TOP SYMBOL & BORDER = WHITE
BOTTOM TEXT & BORDER = BLACK
TOP BACKGROUND = BLUE
BOTTOM BACKGROUND = WHITE

COLORS:
TEXT & BORDER = BLACK
BACKGROUND = WHITE

HANDICAP SYMBOL DETAIL

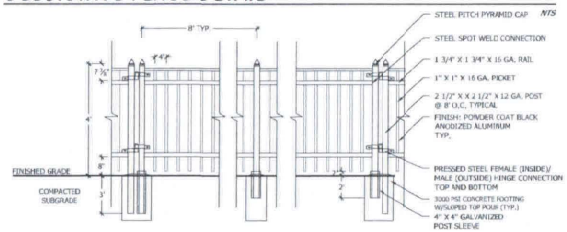
NTS



NOTE: SYMBOL TO BE 4" WIDE WHITE TRAFFIC PAINT ON PAVEMENT OR COLORED PAVERS. TYPICAL @ ALL HANDICAP STALLS

DECORATIVE FENCE DETAIL

NTS

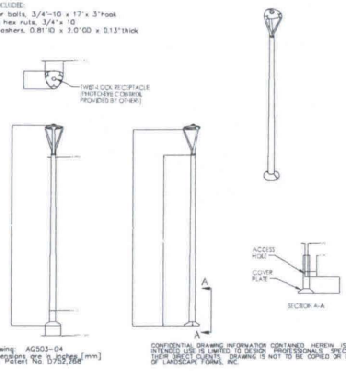


LIGHTING DETAIL

NTS

FGP Area Light, 16ft, Type 5, with cover plate, with twist-lock
Product Drawing
www.landscapeforms.com
Date: 10/3/2018
Ph: 800.521.2546

ANCHORING HARDWARE INCLUDES:
(4) Galvanized anchor bolts, 3/4"-10 x 17" x 3" hook
(8) Galvanized heavy hex nuts, 3/4" x 10
(8) Galvanized flat washers, 0.81"ID x 3.0"OD x 0.13" thick



landscapeforms Drawing: AG503-04
Dimensions are in inches [mm]
U.S. Patent No. D752,768

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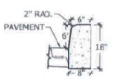
TOT LOT SHADE SAIL DETAIL

NTS

*NOTE: SHADE STRUCTURE, CUSTOM SIZED 16' HT, 40' X 40' X 40' PRODUCT VENDOR TO BE DETERMINED BY CONTRACTOR

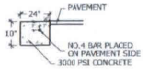
D CURB DETAIL

NTS



HEADER CURB DETAIL

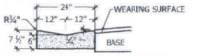
NTS



NOTE: SUBGRADE TO EXTEND 6" BEYOND HEADER CURB

VALLEY CURB DETAIL

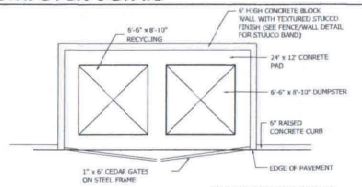
NTS



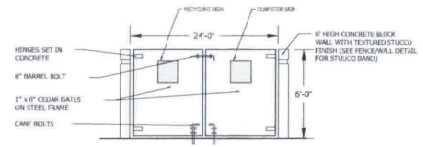
NOTE: SAWCUTS REQUIRED AT 10' CENTERS

DUMPSTER DETAIL

NTS



DUMPSTER PAD LAYOUT



DUMPSTER ELEVATION

SITE DETAILS

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APPROVED	DTS
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REVISIONS	

SHEET 3 OF 3

APPENDIX B

ST. LUCIE COUNTY 2023 LEVEL OF SERVICE REPORT

St. Lucie Transportation Planning Organization

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

Traffic Counts and Level of Service Report
2023

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

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

St. Lucie Transportation Planning Organization

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

Traffic Counts and Level of Service Report
2023

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

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* AADT = Annual Average Daily Traffic

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772-462-1593 www.stlucietpo.org

Traffic Counts and Level of Service Report
2023

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

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

St. Lucie Transportation Planning Organization

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

Traffic Counts and Level of Service Report
2023

Roadway Name	Location	AADT	Pk Hr Service Capacity	AM Pk Hr Pk Dir			PM Pk Hr Pk Dir		
				Volume	LOS	V/C	Volume	LOS	V/C
MIDWAY RD	OKEECHOBEE RD to SHINN RD	6,581	760	331	C	0.44	331	C	0.44
MIDWAY RD	SHINN RD to MCCARTY RD	6,581	630	331	C	0.53	331	C	0.53
MIDWAY RD	MCCARTY RD to I-95	6,581	700	331	C	0.47	331	C	0.47
MIDWAY RD	I-95 to GLADES CUT-OFF RD	20,913	2,100	1,021	C	0.49	1,021	C	0.49
MIDWAY RD	GLADES CUT-OFF RD to EAST TORINO PKWY	23,000	2,100	1,190	C	0.57	1,256	C	0.60
MIDWAY RD	W OF SELVITZ RD to SELVITZ RD	25,000	2,100	1,245	C	0.59	1,298	C	0.62
MIDWAY RD	SELVITZ RD to CHRISTENSEN RD	23,000	2,100	1,176	C	0.56	1,166	C	0.56
MIDWAY RD	CHRISTENSEN RD to 25TH ST	23,000	2,100	1,176	C	0.56	1,166	C	0.56
MIDWAY RD	25TH ST to SUNRISE BLVD	23,000	2,100	1,245	C	0.59	1,147	C	0.55
MIDWAY RD	SUNRISE BLVD to OLEANDER AVE	23,000	2,100	1,245	C	0.59	1,147	C	0.55
MIDWAY RD	OLEANDER AVE to US 1	20,000	2,100	1,011	C	0.48	974	C	0.46
MIDWAY RD	US 1 to WALLACE ST	3,690	790	183	C	0.23	183	C	0.23
MIDWAY RD	WALLACE ST to WEATHERBEE RD	3,690	920	183	C	0.20	183	C	0.20
MIDWAY RD	WEATHERBEE RD to INDIAN RIVER DR	3,690	630	183	C	0.29	183	C	0.29
MORNINGSIDE BLVD	WESTMORELAND BLVD to PORT ST LUCIE BLVD	2,289	920	123	C	0.13	123	C	0.13
MORNINGSIDE BLVD	PORT ST LUCIE BLVD to LYNGATE DR	3,728	880	296	C	0.34	314	C	0.36
NEBRASKA AVE	25TH ST to 13TH ST	3,752	1,710	249	C	0.15	192	C	0.11
OAKRIDGE DR	MOUNTWELL ST to OAKLYN ST	7,113	700	442	C	0.63	385	C	0.55
OHIO AVE	SUNRISE BLVD to COLONIAL RD	3,875	540	205	C	0.38	227	C	0.42
OHIO AVE	COLONIAL RD to US 1	3,875	750	205	C	0.27	227	C	0.30
OKEECHOBEE RD	OKEECHOBEE C.L. to BLUEFIELD RD	11,835	1,580	618	B	0.39	665	B	0.42
OKEECHOBEE RD	BLUEFIELD RD to CARLTON RD	11,835	2,000	618	B	0.31	665	B	0.33
OKEECHOBEE RD	CARLTON RD to SNEED RD	8,931	2,100	449	B	0.21	449	B	0.21
OKEECHOBEE RD	IDEAL HOLDING RD to HEADER CANAL RD	8,931	2,100	449	B	0.21	449	B	0.21
OKEECHOBEE RD	SNEED RD to IDEAL HOLDING RD	8,931	2,100	449	B	0.21	449	B	0.21
OKEECHOBEE RD	HEADER CANAL RD to MIDWAY RD	8,931	2,450	449	B	0.18	449	B	0.18
OKEECHOBEE RD	MIDWAY RD to SHINN RD	8,931	3,110	449	B	0.14	449	B	0.14
OKEECHOBEE RD	SHINN RD to MCCARTY RD	7,079	3,240	335	B	0.10	335	B	0.10
OKEECHOBEE RD	MCCARTY RD to FLORIDA'S TURNPIKE	9,733	3,240	490	B	0.15	490	B	0.15

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Traffic Counts and Level of Service Report
2023

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

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* AADT = Annual Average Daily Traffic

APPENDIX C

OTHER PROJECT DATA/GROWTH RATE

Roadway	*Count Location*	*Station Number*	*2018 AADT*	*2022 AADT*	*Growth Rate*
Kings Hwy	N of SR 70/Okeechobee	940757	13600	7000	-15.30%
Okeechobee Rd	W of SR 91/Turnpike	940025	8900	10200	3.47%
	East of SR 713/Kings	940748	23500	27500	4.01%
	East of SR 9/I-95	940029	31000	38000	5.22%
Jenkins Rd	N of SR 70/Okeechobee	940273	10000	8600	-3.70%
		Total:	87000	91300	

Area Wide Growth Rate: 1.21%

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2022 HISTORICAL AADT REPORT

COUNTY: 94 - ST.LUCIE

SITE: 0025 - SR 70/OKEECHOBEE RD - W OF SR 91/TPK (COUNTY 25)

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2022	10200 C	E 5000	W 5200	9.50	53.00	9.40
2021	13800 C	E 5900	W 7900	9.50	53.10	12.10
2020	8600 C	E 4200	W 4400	9.50	54.30	19.30
2019	8400 C	E 4500	W 3900	9.50	54.30	18.60
2018	8900 C	E 4300	W 4600	9.50	55.20	19.60
2017	11600 C	E 5700	W 5900	9.50	56.20	28.00
2016	7100 C	E 3600	W 3500	9.00	57.10	15.60
2015	7100 C	E 3600	W 3500	9.00	56.30	13.30
2014	6100 C	E 3100	W 3000	9.00	54.70	13.60
2013	6100 C	E 3100	W 3000	9.00	57.20	26.20
2012	4200 C	E 2100	W 2100	9.00	57.00	13.00
2011	6600 C	E 3200	W 3400	9.00	56.50	13.00
2010	5700 C	E 2700	W 3000	11.51	57.07	20.00
2009	6500 C	E 3300	W 3200	11.11	58.68	19.70
2008	7500 C	E 3700	W 3800	11.51	54.38	19.70
2007	8300 C	E 4200	W 4100	11.51	58.16	19.70

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

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2022 HISTORICAL AADT REPORT

COUNTY: 94 - ST.LUCIE

SITE: 0748 - SR 70/OKEECHOBEE RD - E OF SR 713/KINGS HWY (COUNTY 742)

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2022	27500 C	E 15500	W 12000	9.00	53.00	24.20
2021	28000 C	E 15000	W 13000	9.00	53.10	36.00
2020	22500 C	E 12500	W 10000	9.00	54.30	23.60
2019	26000 C	E 14500	W 11500	9.00	54.30	20.70
2018	23500 C	E 13000	W 10500	9.00	55.20	21.70
2017	29500 C	E 15500	W 14000	9.00	56.20	21.20
2016	20500 C	E 11000	W 9500	9.00	57.10	19.60
2015	21100 C	E 11500	W 9600	9.00	56.30	18.60
2014	20400 C	E 9900	W 10500	9.00	54.70	17.60
2013	20000 C	E 11000	W 9000	9.00	57.20	18.30
2012	23000 F	E 10000	W 13000	9.00	57.00	17.40
2011	24000 C	E 10500	W 13500	9.00	56.50	17.40
2010	21500 C	E 11000	W 10500	11.51	57.07	21.50
2009	25000 C	E 13000	W 12000	11.11	58.68	24.10
2008	25000 C	E 13500	W 11500	11.51	54.38	22.90
2007	24000 C	E 12500	W 11500	11.51	58.16	27.10

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
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V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
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FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2022 HISTORICAL AADT REPORT

COUNTY: 94 - ST.LUCIE

SITE: 0029 - SR 70 / OKEECHOBEE RD - E OF SR 9/I-95 (COUNTY 29)

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2022	38000 C	E 19000	W 19000	9.00	51.40	11.80
2021	25100 C	E 17000	W 8100	9.00	50.90	11.00
2020	32000 F	E 16500	W 15500	9.00	51.30	11.00
2019	33000 C	E 17000	W 16000	9.00	51.00	11.00
2018	31000 C	E 15000	W 16000	9.00	51.30	4.70
2017	34500 C	E 17500	W 17000	9.00	50.90	12.30
2016	28500 F	E 14000	W 14500	9.00	50.90	12.30
2015	28500 C	E 14000	W 14500	9.00	51.00	12.30
2014	25500 F	E 14000	W 11500	9.00	50.80	4.90
2013	25500 C	E 14000	W 11500	9.00	50.80	4.90
2012	28000 C	E 14000	W 14000	9.00	56.80	4.90
2011	30500 C	E 15500	W 15000	9.00	57.20	10.90
2010	30500 C	E 15500	W 15000	10.32	55.40	10.90
2009	26500 C	E 13000	W 13500	10.27	57.35	10.90
2008	29500 C	E 15500	W 14000	10.45	58.06	6.70
2007	33000 C	E 17000	W 16000	10.31	58.74	5.20

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

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2022 HISTORICAL AADT REPORT

COUNTY: 94 - ST.LUCIE

SITE: 0757 - SR 713 / KINGS HWY - N OF SR 70/OKEECHOBEE RD (COUNTY 757)

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2022	7000 C	N 3400	S 3600	9.00	53.00	31.80
2021	13100 C	N 6800	S 6300	9.00	53.10	37.00
2020	7900 C	N 3900	S 4000	9.00	54.30	37.00
2019	7600 C	N 3700	S 3900	9.00	54.30	23.40
2018	13600 C	N 6500	S 7100	9.00	55.20	23.90
2017	12800 C	N 6100	S 6700	9.00	56.20	23.90
2016	6400 C	N 3100	S 3300	9.00	57.10	23.90
2015	6300 C	N 3000	S 3300	9.00	56.30	26.90
2014	9100 C	N 3900	S 5200	9.00	54.70	46.50
2013	6000 C	N 3000	S 3000	9.00	57.20	17.40
2012	5400 C	N 2700	S 2700	9.00	57.00	17.40
2011	6200 C	N 3200	S 3000	9.00	56.50	22.90
2010	13500 C	N 6800	S 6700	11.51	57.07	22.90
2009	8000 C	N 4000	S 4000	11.11	58.68	22.90
2008	7400 C	N 3500	S 3900	11.51	54.38	23.20
2007	8900 C	N 4400	S 4500	11.51	58.16	25.50

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

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2022 HISTORICAL AADT REPORT

COUNTY: 94 - ST.LUCIE

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

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

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

AM Peak Hour - D Factor Calculation

Segment	Location	Intersection Used	Volume		D Factor	
			N/E	S/W	N/E	S/W
Jenkins Road	South of Orange	Orange & Jenkins	251	252	0.499	0.501
	North of Graham	Jenkins & Graham	309	325	0.487	0.513
	South of Graham	Jenkins & Graham	304	429	0.415	0.585
Orange Ave	West of I-95	Orange & Kings	1076	980	0.523	0.477
	East of I-95	Orange & Jenkins	776	948	0.450	0.550
Kings Hwy	North of Okeechobee	Okeechobee & Kings	301	351	0.462	0.538
	South of Orange Ave	Orange & Kings	473	566	0.455	0.545
	North of Orange Ave	Orange & Kings	797	820	0.493	0.507
	North of Angle Rd	Kings & Angle	619	474	0.566	0.434
Angle Rd	West of Kings Hwy	Kings & Angle	194	91	0.681	0.319
	East of Kings Hwy	Kings & Angle	340	195	0.636	0.364
Okeechobee Rd	West of Kings Hwy	Okeechobee & Kings	443	367	0.547	0.453
	East of Kings Hwy	Okeechobee & Kings	1111	838	0.570	0.430
	West of Jenkins	Okeechobee & Jenkins	1964	1756	0.528	0.472
	East of Jenkins	Okeechobee & Jenkins	1724	1257	0.578	0.422

Source: TMC Counts

PM Peak Hour - D Factor Calculation

Segment	Location	Intersection Used	Volume		D Factor	
			N/E	S/W	N/E	S/W
Jenkins Road	South of Orange	Orange & Jenkins	324	332	0.494	0.506
	North of Graham	Jenkins & Graham	339	300	0.531	0.469
	South of Graham	Jenkins & Graham	365	363	0.501	0.499
Orange Ave	West of I-95	Orange & Kings	1014	944	0.518	0.482
	East of I-95	Orange & Jenkins	840	855	0.496	0.504
Kings Hwy	North of Okeechobee	Okeechobee & Kings	312	394	0.442	0.558
	South of Orange Ave	Orange & Kings	510	530	0.490	0.510
	North of Orange Ave	Orange & Kings	797	863	0.480	0.520
	North of Angle Rd	Kings & Angle	632	561	0.530	0.470
Angle Rd	West of Kings Hwy	Kings & Angle	188	216	0.465	0.535
	East of Kings Hwy	Kings & Angle	340	285	0.544	0.456
Okeechobee Rd	West of Kings Hwy	Okeechobee & Kings	355	394	0.474	0.526
	East of Kings Hwy	Okeechobee & Kings	963	893	0.519	0.481
	West of Jenkins	Okeechobee & Jenkins	1536	1668	0.479	0.521
	East of Jenkins	Okeechobee & Jenkins	1370	1318	0.510	0.490

Source: TMC Counts

AM APPROVED PROJECTS			Ferrell Communities						Kings Hwy Commerce Park / White Parcel						Sunnyland						
Road Name	From	To	%	Daily	Two-Way Trips	Is N/E In or Out	Directional N/E	Directional S/W	%	Daily	Two-Way Trips	Is N/E In or Out	Directional N/E	Directional S/W	%	Daily	Two-Way Trips	Is N/E In or Out	Directional N/E	Directional S/W	%
Okeechobee Rd	Florida's Turnpike	Kings Hwy	5%	133	9	IN	2	7	5%	257	29	IN	23	6	5%	205	15	IN	4	11	5%
	Kings Hwy	Crossroads Pkwy	40%	1,062	72	OUT	56	17	5%	257	29	OUT	6	23	5%	205	15	OUT	11	4	5%
	Crossroads Pkwy	I95	40%	1,062	72	OUT	56	17	5%	257	29	OUT	6	23	5%	205	15	OUT	11	4	5%
	I95	Jenkins Rd	25%	664	45	OUT	35	11	5%	257	29	OUT	6	23	5%	205	15	OUT	11	4	5%
	Jenkins Rd	McNeil Rd	20%	531	36	OUT	28	8	0%	0	0	-	0	0	0%	0	0	-	0	0	0%
	McNeil Rd	Virginia Ave	15%	398	27	OUT	21	6	0%	0	0	-	0	0	0%	0	0	-	0	0	0%
	Virginia Ave.	Hartman Rd	7%	186	13	OUT	10	3	0%	0	0	-	0	0	0%	0	0	-	0	0	0%
				2,655	**181**		**In**	**42**		**5,135**	**577**		**In**	**463**		**4,092**	**298**		**In**	**75**	
				Daily	**Two-Way**		**Out**	**139**		**Daily**	**Two-Way**		**Out**	**114**		**Daily**	**Two-Way**		**Out**	**223**	

AM APPROVED PROJECTS			Drawdy Angle Road FKA: Pineapple Grove						KRE						Stonemont							
Road Name	From	To	Daily	Two-Way Trips	Is N/E In or Out	Directional N/E	Directional S/W	%	Daily	Two-Way Trips	Is N/E In or Out	Directional N/E	Directional S/W	%	Daily	Two-Way Trips	Is N/E In or Out	Directional N/E	Directional S/W	%	Daily
Okeechobee Rd	Florida's Turnpike	Kings Hwy	182	13	IN	3	10	5%	239	26	IN	20	6	5%	111	13	IN	10	3	5%	51
	Kings Hwy	Crossroads Pkwy	182	13	OUT	10	3	5%	239	26	OUT	6	20	5%	111	13	OUT	3	10	0%	0
	Crossroads Pkwy	I95	182	13	OUT	10	3	5%	239	26	OUT	6	20	5%	111	13	OUT	3	10	0%	0
	I95	Jenkins Rd	182	13	OUT	10	3	5%	239	26	OUT	6	20	5%	111	13	OUT	3	10	0%	0
	Jenkins Rd	McNeil Rd	0	0	-	0	0	0%	0	0	-	0	0	0%	0	0	-	0	0	10%	101
	McNeil Rd	Virginia Ave	0	0	-	0	0	0%	0	0	-	0	0	0%	0	0	-	0	0	0%	0
	Virginia Ave.	Hartman Rd	0	0	-	0	0	0%	0	0	-	0	0	0%	0	0	-	0	0	0%	0
			3,646	**265**		**In**	**66**		**4,778**	**510**		**In**	**393**		**2,226**	**259**		**In**	**203**		**1,012**
			Daily	**Two-Way**		**Out**	**199**		**Daily**	**Two-Way**		**Out**	**117**		**Daily**	**Two-Way**		**Out**	**56**		**Daily**

AM APPROVED PROJECTS			Orange 95 Parcel B				Orange 95 Parcels D & E						Celebration Pointe @ 25% Complete City of Fort Pierce					
Road Name	From	To	Two-Way Trips	Is N/E In or Out	Directional N/E	Directional S/W	%	Daily	Two-Way Trips	Is N/E In or Out	Directional N/E	Directional S/W	%	Daily	Two-Way Trips	Is N/E In or Out	Directional N/E	Directional S/W
Okeechobee Rd	Florida's Turnpike	Kings Hwy	6	IN	5	1	5%	54	7	IN	6	1	5%	79	6	IN	2	5
	Kings Hwy	Crossroads Pkwy	0	-	0	0	0%	0	0	-	0	0	5%	79	6	IN	2	5
	Crossroads Pkwy	I95	0	-	0	0	0%	0	0	-	0	0	5%	79	6	IN	2	5
	I95	Jenkins Rd	0	-	0	0	0%	0	0	-	0	0	5%	79	6	IN	2	5
	Jenkins Rd	McNeil Rd	12	OUT	2	10	10%	109	13	OUT	2	11	5%	79	6	OUT	5	2
	McNeil Rd	Virginia Ave	0	-	0	0	0%	0	0	-	0	0	0%	0	0	-	0	0
	Virginia Ave.	Hartman Rd	0	-	0	0	0%	0	0	-	0	0	0%	0	0	-	0	0
			123		In	103		1,086	133		In	111		1,585	128		In	32
			Two-Way		Out	20		Daily	Two-Way		Out	22		Daily	Two-Way		Out	96

AM APPROVED PROJECTS			Hillpointe Residential						Interstate Commerce Center						Whispering Oaks					
Road Name	From	To	%	Daily	Two-Way Trips	Is N/E In or Out	Directional N/E	Directional S/W	%	Daily	Two-Way Trips	Is N/E In or Out	Directional N/E	Directional S/W	%	Daily	Two-Way Trips	Is N/E In or Out	Directional N/E	Directional S/W
Okeechobee Rd	Florida's Turnpike	Kings Hwy	0%	0	0	-	0	0	0%	0	0	-	0	0	5%	140	11	IN	2	8
	Kings Hwy	Crossroads Pkwy	8%	135	8	IN	2	6	35%	131	12	IN	9	3	5%	140	11	IN	2	8
	Crossroads Pkwy	I95	8%	135	8	IN	2	6	45%	168	16	OUT	4	12	5%	140	11	IN	2	8
	I95	Jenkins Rd	24%	406	24	IN	6	18	0%	0	0	-	0	0	5%	140	11	IN	2	8
	Jenkins Rd	McNeil Rd	10%	169	10	OUT	8	2	0%	0	0	-	0	0	2%	56	4	OUT	3	1
	McNeil Rd	Virginia Ave	0%	0	0	-	0	0	0%	0	0	-	0	0	2%	56	4	OUT	3	1
	Virginia Ave.	Hartman Rd	0%	0	0	-	0	0	0%	0	0	-	0	0	0%	0	0	-	0	0
				1,691	**101**		**In**	**24**		**373**	**35**		**In**	**27**		**2,806**	**212**		**In**	**45**
				Daily	**Two-Way**		**Out**	**77**		**Daily**	**Two-Way**		**Out**	**8**		**Daily**	**Two-Way**		**Out**	**167**

AM APPROVED PROJECTS			Viva at Treasure Coast West						Viva at Treasure Coast East						3000 Virginia					
Road Name	From	To	%	Daily	Two-Way Trips	Is N/E In or Out	Directional N/E	Directional S/W	%	Daily	Two-Way Trips	Is N/E In or Out	Directional N/E	Directional S/W	%	Daily	Two-Way Trips	Is N/E In or Out	Directional N/E	Directional S/W
Okeechobee Rd	Florida's Turnpike	Kings Hwy	5%	75	5	IN	1	4	5%	70	4	IN	1	3	0%	0	0	-	0	0
	Kings Hwy	Crossroads Pkwy	10%	150	9	IN	2	7	10%	140	9	IN	2	7	0%	0	0	-	0	0
	Crossroads Pkwy	I95	10%	150	9	IN	2	7	10%	140	9	IN	2	7	0%	0	0	-	0	0
	I95	Jenkins Rd	40%	599	37	IN	9	28	40%	558	35	IN	8	26	0%	0	0	-	0	0
	Jenkins Rd	McNeil Rd	40%	599	37	OUT	28	9	40%	558	35	OUT	26	8	0%	0	0	-	0	0
	McNeil Rd	Virginia Ave	40%	599	37	OUT	28	9	40%	558	35	OUT	26	8	45%	1,072	60	IN	14	46
	Virginia Ave.	Hartman Rd	15%	225	14	OUT	11	3	15%	209	13	OUT	10	3	0%	0	0	-	0	0
				1,498	**92**		**In**	**22**		**1,396**	**87**		**In**	**21**		**2,383**	**134**		**In**	**32**
				Daily	**Two-Way**		**Out**	**70**		**Daily**	**Two-Way**		**Out**	**66**		**Daily**	**Two-Way**		**Out**	**102**

AM APPROVED PROJECTS			Project Hunt						Regatta						Kings Highway Warehouse					
Road Name	From	To	%	Daily	Two-Way Trips	Is N/E In or Out	Directional N/E	Directional S/W	%	Daily	Two-Way Trips	Is N/E In or Out	Directional N/E	Directional S/W	%	Daily	Two-Way Trips	Is N/E In or Out	Directional N/E	Directional S/W
Okeechobee Rd	Florida's Turnpike	Kings Hwy	5%	48	5	IN	4	1	5.0%	104	6	IN	1	5	4%	204	27	IN	14	14
	Kings Hwy	Crossroads Pkwy	30%	287	30	OUT	5	25	13.0%	270	16	IN	4	12	11%	561	75	OUT	38	38
	Crossroads Pkwy	I95	30%	287	30	OUT	5	25	13.0%	270	16	IN	4	12	11%	561	75	OUT	38	38
	I95	Jenkins Rd	10%	96	10	OUT	2	8	36.0%	747	43	IN	10	33	6%	306	41	OUT	20	21
	Jenkins Rd	McNeil Rd	11%	105	11	OUT	2	9	10.0%	208	12	OUT	9	3	6%	306	41	OUT	20	21
	McNeil Rd	Virginia Ave	9%	86	9	OUT	2	8	10.0%	208	12	OUT	9	3	3%	153	20	OUT	10	10
	Virginia Ave.	Hartman Rd	0%	0	0	-	0	0	0%	0	0	-	0	0	0%	0	0	-	0	0
				956	**101**		**In**	**84**		**2,075**	**120**		**In**	**29**		**5,100**	**683**		**In**	**342**
				Daily	**Two-Way**		**Out**	**17**		**Daily**	**Two-Way**		**Out**	**91**		**Daily**	**Two-Way**		**Out**	**341**

AM APPROVED PROJECTS			Woodspring Suites Ft Pierce						Jenkins Waypoint / Resurrection Life					
Road Name	From	To	%	Daily	Two-Way Trips	Is N/E In or Out	Directional N/E	Directional S/W	%	Daily	Two-Way Trips	Is N/E In or Out	Directional N/E	Directional S/W
Okeechobee Rd	Florida's Turnpike	Kings Hwy	5%	45	3	IN	2	1	0%	0	0	-	0	0
	Kings Hwy	Crossroads Pkwy	10%	90	5	IN	3	2	8%	265	17	IN	4	12
	Crossroads Pkwy	I95	10%	90	5	IN	3	2	8%	265	17	IN	4	12
	I95	Jenkins Rd	40%	360	22	IN	12	10	24%	796	50	IN	13	37
	Jenkins Rd	McNeil Rd	40%	360	22	OUT	10	12	10%	332	21	OUT	16	5
	McNeil Rd	Virginia Ave	40%	360	22	OUT	10	12	10%	332	21	OUT	16	5
	Virginia Ave.	Hartman Rd	15%	135	8	OUT	4	5	0%	0	0	-	0	0
				899	**54**		**In**	**30**		**3,318**	**209**		**In**	**53**
				Daily	**Two-Way**		**Out**	**24**		**Daily**	**Two-Way**		**Out**	**156**

AM APPROVED PROJECTS			Walsh Crossroads						Project Hurricane					
Road Name	From	To	%	Daily	Two-Way Trips	Is N/E In or Out	Directional N/E	Directional S/W	%	Daily	Two-Way Trips	Is N/E In or Out	Directional N/E	Directional S/W
Okeechobee Rd	Florida's Turnpike	Kings Hwy	5%	9	1	IN	0	0	5%	21	2	IN	2	1
	Kings Hwy	Crossroads Pkwy	5%	9	1	OUT	0	0	0%	0	0	-	0	0
	Crossroads Pkwy	I95	45%	83	5	OUT	2	3	55%	232	26	OUT	7	20
	I95	Jenkins Rd	0%	0	0	-	0	0	40%	169	19	OUT	5	14
	Jenkins Rd	McNeil Rd	0%	0	0	-	0	0	40%	169	19	OUT	5	14
	McNeil Rd	Virginia Ave	0%	0	0	-	0	0	40%	169	19	OUT	5	14
	Virginia Ave.	Hartman Rd	0%	0	0	-	0	0	0%	0	0	-	0	0
				184	**12**		**In**	**7**		**422**	**48**		**In**	**36**
				Daily	**Two-Way**		**Out**	**5**		**Daily**	**Two-Way**		**Out**	**12**

AM APPROVED PROJECTS			SUM Daily		SUM 2 Way		SUM Directional N/E		SUM Directional S/W		Two Way		Directional N/E		Directional S/W	
Road Name	From	To	Residential	Non-Residential	Residential	Non-Residential	Residential	Non-Residential	Residential	Non-Residential	Double Count	Net 2 Way	Double Count	Net	Double Count	Net
Okeechobee Rd	Florida's Turnpike	Kings Hwy	988	1,039	69	118	17	85	53	33	-17	170	-4	98	-7	79
	Kings Hwy	Crossroads Pkwy	2,628	1,684	176	191	95	70	81	121	-38	329	-14	151	-20	182
	Crossroads Pkwy	I95	2,628	2,027	176	226	95	72	81	153	-44	358	-14	153	-20	214
	I95	Jenkins Rd	4,377	1,537	280	159	106	53	174	106	-32	407	-11	148	-21	258
	Jenkins Rd	McNeil Rd	2,532	1,149	161	118	123	41	39	78	-24	256	-8	155	-10	107
	McNeil Rd	Virginia Ave	3,224	767	196	70	118	26	79	44	-14	252	-5	139	-9	114
	Virginia Ave.	Hartman Rd	620	135	40	8	30	4	9	5	-2	46	-1	33	-1	13

PM APPROVED PROJECTS			Ferrell Communities						Kings Hwy Commerce Park / White Parcel						Sunnyland						
Road Name	From	To	%	Daily	Two-Way Trips	Is N/E In or Out	Directional N/E	Directional S/W	%	Daily	Two-Way Trips	Is N/E In or Out	Directional N/E	Directional S/W	%	Daily	Two-Way Trips	Is N/E In or Out	Directional N/E	Directional S/W	%
Okeechobee Rd	Florida's Turnpike	Kings Hwy	5%	133	10	IN	6	4	5%	257	30	IN	7	23	5%	205	21	IN	13	8	5%
	Kings Hwy	Crossroads Pkwy	40%	1,062	76	OUT	30	46	5%	257	30	OUT	23	7	5%	205	21	OUT	8	13	5%
	Crossroads Pkwy	I95	40%	1,062	76	OUT	30	46	5%	257	30	OUT	23	7	5%	205	21	OUT	8	13	5%
	I95	Jenkins Rd	25%	664	48	OUT	19	29	5%	257	30	OUT	23	7	5%	205	21	OUT	8	13	5%
	Jenkins Rd	McNeil Rd	20%	531	38	OUT	15	23	0%	0	0	-	0	0	0%	0	0	-	0	0	0%
	McNeil Rd	Virginia Ave	15%	398	29	OUT	11	17	0%	0	0	-	0	0	0%	0	0	-	0	0	0%
	Virginia Ave.	Hartman Rd	7%	186	13	OUT	5	8	0%	0	0	-	0	0	0%	0	0	-	0	0	0%
				2,655	**190**		**In**	**116**		**5,135**	**600**		**In**	**142**		**4,092**	**415**		**In**	**261**	
				Daily	**Two-Way**		**Out**	**74**		**Daily**	**Two-Way**		**Out**	**458**		**Daily**	**Two-Way**		**Out**	**154**	

PM APPROVED PROJECTS			Drawdy Angle Road FKA: Pineapple Grove						KRE						Stonemont							
Road Name	From	To	Daily	Two-Way Trips	Is N/E In or Out	Directional N/E	Directional S/W	%	Daily	Two-Way Trips	Is N/E In or Out	Directional N/E	Directional S/W	%	Daily	Two-Way Trips	Is N/E In or Out	Directional N/E	Directional S/W	%	Daily
Okeechobee Rd	Florida's Turnpike	Kings Hwy	182	18	IN	12	7	5%	239	27	IN	8	19	5%	111	13	IN	4	10	5%	51
	Kings Hwy	Crossroads Pkwy	182	18	OUT	7	12	5%	239	27	OUT	19	8	5%	111	13	OUT	10	4	0%	0
	Crossroads Pkwy	I95	182	18	OUT	7	12	5%	239	27	OUT	19	8	5%	111	13	OUT	10	4	0%	0
	I95	Jenkins Rd	182	18	OUT	7	12	5%	239	27	OUT	19	8	5%	111	13	OUT	10	4	0%	0
	Jenkins Rd	McNeil Rd	0	0	-	0	0	0%	0	0	-	0	0	0%	0	0	-	0	0	10%	101
	McNeil Rd	Virginia Ave	0	0	-	0	0	0%	0	0	-	0	0	0%	0	0	-	0	0	0%	0
	Virginia Ave.	Hartman Rd	0	0	-	0	0	0%	0	0	-	0	0	0%	0	0	-	0	0	0%	0
			3,646	**369**		**In**	**232**		**4,778**	**540**		**In**	**151**		**2,226**	**262**		**In**	**70**		**1,012**
			Daily	**Two-Way**		**Out**	**137**		**Daily**	**Two-Way**		**Out**	**389**		**Daily**	**Two-Way**		**Out**	**192**		**Daily**

PM APPROVED PROJECTS			Orange 95 Parcel B				Orange 95 Parcels D & E						Celebration Pointe @ 25% Complete City of Fort Pierce						Hillpointe		
Road Name	From	To	Two-Way Trips	Is N/E In or Out	Directional N/E	Directional S/W	%	Daily	Two-Way Trips	Is N/E In or Out	Directional N/E	Directional S/W	%	Daily	Two-Way Trips	Is N/E In or Out	Directional N/E	Directional S/W	%	Daily	Two-Way Trips
Okeechobee Rd	Florida's Turnpike	Kings Hwy	6	IN	1	5	5%	54	7	IN	2	5	5%	79	8	IN	5	3	0%	0	0
	Kings Hwy	Crossroads Pkwy	0	-	0	0	0%	0	0	-	0	0	5%	79	8	IN	5	3	8%	135	10
	Crossroads Pkwy	I95	0	-	0	0	0%	0	0	-	0	0	5%	79	8	IN	5	3	8%	135	10
	I95	Jenkins Rd	0	-	0	0	0%	0	0	-	0	0	5%	79	8	IN	5	3	24%	406	31
	Jenkins Rd	McNeil Rd	13	OUT	10	3	10%	109	14	OUT	11	3	5%	79	8	OUT	3	5	10%	169	13
	McNeil Rd	Virginia Ave	0	-	0	0	0%	0	0	-	0	0	0%	0	0	-	0	0	0%	0	0
	Virginia Ave.	Hartman Rd	0	-	0	0	0%	0	0	-	0	0	0%	0	0	-	0	0	0%	0	0
			127		In	28		1,086	137		In	30		1,585	158		In	101		1,691	129
			Two-Way		Out	99		Daily	Two-Way		Out	107		Daily	Two-Way		Out	57		Daily	Two-Way

PM APPROVED PROJECTS			Residential			Interstate Commerce Center						Whispering Oaks						Viva at Treasure Coast \			
Road Name	From	To	Is N/E In or Out	Directional N/E	Directional S/W	%	Daily	Two-Way Trips	Is N/E In or Out	Directional N/E	Directional S/W	%	Daily	Two-Way Trips	Is N/E In or Out	Directional N/E	Directional S/W	%	Daily	Two-Way Trips	Is N/E In or Out
Okeechobee Rd	Florida's Turnpike	Kings Hwy	-	0	0	0%	0	0	-	0	0	5%	140	13	IN	9	5	5%	75	6	IN
	Kings Hwy	Crossroads Pkwy	IN	6	4	35%	131	14	IN	4	10	5%	140	13	IN	9	5	10%	150	12	IN
	Crossroads Pkwy	I95	IN	6	4	45%	168	18	OUT	13	5	5%	140	13	IN	9	5	10%	150	12	IN
	I95	Jenkins Rd	IN	19	12	0%	0	0	-	0	0	5%	140	13	IN	9	5	40%	599	46	IN
	Jenkins Rd	McNeil Rd	OUT	5	8	0%	0	0	-	0	0	2%	56	5	OUT	2	3	40%	599	46	OUT
	McNeil Rd	Virginia Ave	-	0	0	0%	0	0	-	0	0	2%	56	5	OUT	2	3	40%	599	46	OUT
	Virginia Ave.	Hartman Rd	-	0	0	0%	0	0	-	0	0	0%	0	0	-	0	0	15%	225	17	OUT
				In	81		373	39		In	11		2,806	266		In	172		1,498	116	
				Out	48		Daily	Two-Way		Out	28		Daily	Two-Way		Out	94		Daily	Two-Way	

PM APPROVED PROJECTS			Vest		Viva at Treasure Coast East						3000 Virginia					
Road Name	From	To	Directional N/E	Directional S/W	%	Daily	Two-Way Trips	Is N/E In or Out	Directional N/E	Directional S/W	%	Daily	Two-Way Trips	Is N/E In or Out	Directional N/E	Directional S/W
Okeechobee Rd	Florida's Turnpike	Kings Hwy	4	2	5%	70	5	IN	3	2	0%	0	0	-	0	0
	Kings Hwy	Crossroads Pkwy	7	4	10%	140	11	IN	7	4	0%	0	0	-	0	0
	Crossroads Pkwy	I95	7	4	10%	140	11	IN	7	4	0%	0	0	-	0	0
	I95	Jenkins Rd	29	17	40%	558	44	IN	28	16	0%	0	0	-	0	0
	Jenkins Rd	McNeil Rd	17	29	40%	558	44	OUT	16	28	0%	0	0	-	0	0
	McNeil Rd	Virginia Ave	17	29	40%	558	44	OUT	16	28	45%	1,072	79	IN	50	29
	Virginia Ave.	Hartman Rd	6	11	15%	209	16	OUT	6	10	0%	0	0	-	0	0
			In	73		1,396	109		In	69		2,383	175		In	110
			Out	43		Daily	Two-Way		Out	40		Daily	Two-Way		Out	65

PM APPROVED PROJECTS			Project Hunt						Regatta						Kings Highway Warehouse					
Road Name	From	To	%	Daily	Two-Way Trips	Is N/E In or Out	Directional N/E	Directional S/W	%	Daily	Two-Way Trips	Is N/E In or Out	Directional N/E	Directional S/W	%	Daily	Two-Way Trips	Is N/E In or Out	Directional N/E	Directional S/W
Okeechobee Rd	Florida's Turnpike	Kings Hwy	5%	48	6	IN	1	4	5%	104	8	IN	5	3	4%	204	27	IN	18	9
	Kings Hwy	Crossroads Pkwy	30%	287	34	OUT	26	9	13%	270	20	IN	13	7	11%	561	74	OUT	24	50
	Crossroads Pkwy	I95	30%	287	34	OUT	26	9	13%	270	20	IN	13	7	11%	561	74	OUT	24	50
	I95	Jenkins Rd	10%	96	11	OUT	9	3	36%	747	56	IN	35	21	6%	306	40	OUT	13	27
	Jenkins Rd	McNeil Rd	11%	105	13	OUT	9	3	10%	208	16	OUT	6	10	6%	306	40	OUT	13	27
	McNeil Rd	Virginia Ave	9%	86	10	OUT	8	3	10%	208	16	OUT	6	10	3%	153	20	OUT	6	14
	Virginia Ave.	Hartman Rd	0%	0	0	-	0	0	0%	0	0	-	0	0	0%	0	0	-	0	0
				956	**114**		**In**	**29**		**2,075**	**155**		**In**	**98**		**5,100**	**674**		**In**	**458**
				Daily	**Two-Way**		**Out**	**85**		**Daily**	**Two-Way**		**Out**	**57**		**Daily**	**Two-Way**		**Out**	**216**

PM APPROVED PROJECTS			Woodspring Suites Ft Pierce						Jenkins Waypoint / Resurrection Life					
Road Name	From	To	%	Daily	Two-Way Trips	Is N/E In or Out	Directional N/E	Directional S/W	%	Daily	Two-Way Trips	Is N/E In or Out	Directional N/E	Directional S/W
Okeechobee Rd	Florida's Turnpike	Kings Hwy	5%	45	3	IN	2	2	0%	0	0	-	0	0
	Kings Hwy	Crossroads Pkwy	10%	90	6	IN	3	3	8%	265	22	IN	14	8
	Crossroads Pkwy	I95	10%	90	6	IN	3	3	8%	265	22	IN	14	8
	I95	Jenkins Rd	40%	360	25	IN	13	12	24%	796	66	IN	41	24
	Jenkins Rd	McNeil Rd	40%	360	25	OUT	12	13	10%	332	27	OUT	10	17
	McNeil Rd	Virginia Ave	40%	360	25	OUT	12	13	10%	332	27	OUT	10	17
	Virginia Ave.	Hartman Rd	15%	135	9	OUT	5	5	0%	0	0	-	0	0
				899	**62**		**In**	**32**		**3,318**	**274**		**In**	**172**
				Daily	Two-Way		Out	30		Daily	Two-Way		Out	102

PM APPROVED PROJECTS			Walsh Crossroads						Project Hurricane					
Road Name	From	To	%	Daily	Two-Way Trips	Is N/E In or Out	Directional N/E	Directional S/W	%	Daily	Two-Way Trips	Is N/E In or Out	Directional N/E	Directional S/W
Okeechobee Rd	Florida's Turnpike	Kings Hwy	5%	9	1	IN	1	1	5%	21	3	IN	1	2
	Kings Hwy	Crossroads Pkwy	5%	9	1	OUT	1	1	0%	0	0	-	0	0
	Crossroads Pkwy	I95	45%	83	9	OUT	5	5	55%	232	33	OUT	20	13
	I95	Jenkins Rd	0%	0	0	-	0	0	40%	169	24	OUT	15	9
	Jenkins Rd	McNeil Rd	0%	0	0	-	0	0	40%	169	24	OUT	15	9
	McNeil Rd	Virginia Ave	0%	0	0	-	0	0	40%	169	24	OUT	15	9
	Virginia Ave.	Hartman Rd	0%	0	0	-	0	0	0%	0	0	-	0	0
				184	**21**		**In**	**10**		**422**	**60**		**In**	**23**
				Daily	Two-Way		Out	11		Daily	Two-Way		Out	37

PM APPROVED PROJECTS			SUM Daily		SUM 2 Way		SUM Directional N/E		SUM Directional S/W		Two Way		Directional N/E		Directional S/W	
Road Name	From	To	Residential	Non-Residential	Residential	Non-Residential	Residential	Non-Residential	Residential	Non-Residential	Double Count	Net 2 Way	Double Count	Net	Double Count	Net
Okeechobee Rd	Florida's Turnpike	Kings Hwy	988	1,039	89	123	56	44	33	79	-22	190	-9	91	-8	104
	Kings Hwy	Crossroads Pkwy	2,628	1,684	211	199	105	109	106	91	-40	371	-22	192	-18	179
	Crossroads Pkwy	I95	2,628	2,027	211	245	105	142	106	102	-49	407	-26	221	-20	188
	I95	Jenkins Rd	4,377	1,537	350	171	200	101	151	70	-34	487	-20	280	-14	207
	Jenkins Rd	McNeil Rd	2,532	1,149	197	128	73	70	124	58	-26	300	-14	129	-12	170
	McNeil Rd	Virginia Ave	3,224	767	245	79	112	41	134	38	-16	309	-8	144	-8	165
	Virginia Ave.	Hartman Rd	620	135	47	9	18	5	29	5	-2	54	-1	71	-1	33

APPENDIX D

INTERSECTION ANALYSIS

Florida Department of Transportation

RON DESANTIS
GOVERNOR

3400 West Commercial Boulevard
Fort Lauderdale, FL 33309

JARED W. PERDUE, P.E.
SECRETARY

June 17, 2024

Susan O'Rourke, P.E.
O'Rourke Engineering & Planning
3725 S. East Ocean Boulevard, Stuart FL, 34996

Dear Susan O'Rourke,

RE: Variance Committee Review to allow for **Category D Driveway**
Applicant/Property Owner: Zentex Ventures LTD
St Lucie County **City of** Fort Pierce **State Road:** SR 70 **Section:** 94030000 **MP:** 20.20
Access Class: 03 **Posted Speed:** 45 mph **SIS:** Influence Area
FDOT Ref. Project: FM 447653.1-Jeffrey Robbert-RESURFACING **Site Acreage:** 58.23 Acres
Development Size: 179 Single Family Dwelling Units and 138 Multi-Family Dwelling Units
Project Name & Address: Zentex - Gordy Road south of SR-70, Fort Pierce
AMRC Meeting Date: April 4, 2024
AMRC Meeting Date: May 22, 2024 (Follow-up Meeting)

Request: Maintain full median opening access at the intersection of Gordy Road & SR-70, approximately 850 feet west of Rock Road.

This request is: **Approved with Conditions**

Conditions / Comments:

☐ **The existing westbound left turn lane at SR 70 and Gordy Road intersection shall be extended to accommodate the project traffic. The left turn/U-turn lane shall meet the minimum requirements in the Florida Design Manual (FDM). A queueing analysis shall be submitted at the time of permit to determine the required queue length.**

☐ **Reconstruct existing median opening at SR 70 and Rock Road intersection to an eastbound directional median opening. The left turn/U-turn lane shall meet the minimum requirements in the Florida Design Manual (FDM). A queueing analysis shall be submitted at the time of permit to determine the required queue length.**

- All existing driveways not approved in this letter must be fully removed and the area restored.
- Drainage mitigation is required for any impacts within FDOT right-of-way (i.e. increased runoff or reduction of existing storage.
- A Storm Water Pollution Prevention Plan must be submitted with the application if there will be more than one acre of "disturbed area" (as defined by the Florida Department of Environmental Protection (FDEP)
- If additional right-of-way is required to implement the proposed improvements, the applicant shall donate the right-of-way to the Department.

Comments:
Please note that the dimensions between driveways are measured from the near edge of pavement to near edge of pavement and dimensions between median openings are measured from centerline to centerline unless otherwise indicated.

The purpose of this letter is to document the conceptual review of the approximate location of driveway(s) to the State Highway system and to note any required improvements. Earlier Department decisions on this request shall be voided unless expressly approved herein. If the above concept is approved, the applicant may submit engineering plans to the Department for permitting. The Department's personnel shall review these plans for compliance with this letter as well as current Department standards and/or specifications. Final design must consider the existing roadway profile and any impacts to the existing drainage system. **Please note that this letter does not guarantee permit approval.** The permit may be denied based on the review of the submitted engineering plans. Be aware that any approved median openings may be modified (or closed) in the future, at the sole discretion of the Department.

Committee approvals and conditions which are at variance with Department rules or standards are not binding in the permitting process for more than **12 months**.

Please contact the Access Management Manager - Tel. # 954-777-4363 or e-mail: D4AccessManagement@dot.state.fl.us with any questions regarding the Pre-Approval Letter.

For right-of-way dedication requirements go to: https://osp.fdot.gov: Click on Statewide Permit News. Scroll down to District 4. Scroll down to Additional Information and Examples and choose Right-of-way Donations/Dedications.

THE DISTRICT ACCESS MANAGEMENT REVIEW COMMITTEE

	With the above ruling I	Agree	Disagree	
John Olson, P.E. District Design Engineer	DocuSigned by: John Olson D38BA4C842F840E...	X		June 17, 2024
Jonathan Overton, P.E. District Traffic Operations Engineer	DocuSigned by: Jonathan Overton 2655D45A...	X		June 17, 2024
Antonio Castro, P.E. District Maintenance Engineer	DocuSigned by: E4936E24FD0D4BD...	X		June 17, 2024

Acknowledgement:
Ronald Kareiva, P.E.
Concept Development Supervisor
Strategic Intermodal System (SIS) Coordinator

DocuSigned by:
6F3313FB82174C9...

cc: Nesa Harden; Vikrant Srivastava, PE, PMP, CPM;
File S:\Transportation Operations\Traffic Operations\Access Management\1. Pre-Apps and Variance\2024-04-04 & AMRC\AMRC 01. 94030000 MP 20.20 SR 70_Zentex\AMRC 01. 94030000 MP 20.20 SR 70_Zentex.docx

2023 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
CATEGORY: 9402 WEST-W OF I95

MOCF: 0.92

WEEK	DATES	SF	PSCF
1	01/01/2023 - 01/07/2023	1.00	1.09
2	01/08/2023 - 01/14/2023	0.99	1.08
3	01/15/2023 - 01/21/2023	0.98	1.07
* 4	01/22/2023 - 01/28/2023	0.96	1.04
* 5	01/29/2023 - 02/04/2023	0.93	1.01
* 6	02/05/2023 - 02/11/2023	0.90	0.98
* 7	02/12/2023 - 02/18/2023	0.87	0.95
* 8	02/19/2023 - 02/25/2023	0.88	0.96
* 9	02/26/2023 - 03/04/2023	0.89	0.97
*10	03/05/2023 - 03/11/2023	0.91	0.99
*11	03/12/2023 - 03/18/2023	0.92	1.00
*12	03/19/2023 - 03/25/2023	0.93	1.01
*13	03/26/2023 - 04/01/2023	0.94	1.02
*14	04/02/2023 - 04/08/2023	0.95	1.03
*15	04/09/2023 - 04/15/2023	0.96	1.04
*16	04/16/2023 - 04/22/2023	0.97	1.05
17	04/23/2023 - 04/29/2023	0.98	1.07
18	04/30/2023 - 05/06/2023	0.99	1.08
19	05/07/2023 - 05/13/2023	1.00	1.09
20	05/14/2023 - 05/20/2023	1.01	1.10
21	05/21/2023 - 05/27/2023	1.03	1.12
22	05/28/2023 - 06/03/2023	1.04	1.13
23	06/04/2023 - 06/10/2023	1.06	1.15
24	06/11/2023 - 06/17/2023	1.07	1.16
25	06/18/2023 - 06/24/2023	1.08	1.17
26	06/25/2023 - 07/01/2023	1.10	1.20
27	07/02/2023 - 07/08/2023	1.11	1.21
28	07/09/2023 - 07/15/2023	1.12	1.22
29	07/16/2023 - 07/22/2023	1.11	1.21
30	07/23/2023 - 07/29/2023	1.10	1.20
31	07/30/2023 - 08/05/2023	1.10	1.20
32	08/06/2023 - 08/12/2023	1.09	1.18
33	08/13/2023 - 08/19/2023	1.08	1.17
34	08/20/2023 - 08/26/2023	1.08	1.17
35	08/27/2023 - 09/02/2023	1.08	1.17
36	09/03/2023 - 09/09/2023	1.09	1.18
37	09/10/2023 - 09/16/2023	1.09	1.18
38	09/17/2023 - 09/23/2023	1.08	1.17
39	09/24/2023 - 09/30/2023	1.06	1.15
40	10/01/2023 - 10/07/2023	1.05	1.14
41	10/08/2023 - 10/14/2023	1.04	1.13
42	10/15/2023 - 10/21/2023	1.03	1.12
43	10/22/2023 - 10/28/2023	1.02	1.11
44	10/29/2023 - 11/04/2023	1.01	1.10
45	11/05/2023 - 11/11/2023	0.99	1.08
46	11/12/2023 - 11/18/2023	0.98	1.07
47	11/19/2023 - 11/25/2023	0.99	1.08
48	11/26/2023 - 12/02/2023	0.99	1.08
49	12/03/2023 - 12/09/2023	1.00	1.09
50	12/10/2023 - 12/16/2023	1.00	1.09
51	12/17/2023 - 12/23/2023	0.99	1.08
52	12/24/2023 - 12/30/2023	0.99	1.08
53	12/31/2023 - 12/31/2023	0.98	1.07

* PEAK SEASON

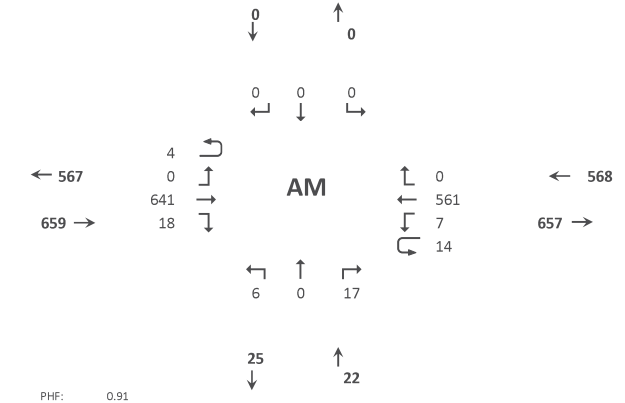
09-MAR-2024 18:41:41 830UPD 4_9402_PKSEASON.TXT

TURNING MOVEMENT VOLUME COUNTS

N/S STREET: Gordy Rd
E/W STREET: Okeechobee RD
FILENAME: Gordy Rd & Okeechobee - TMC - Background
COUNT DATE: 8/17/2022
DAY: Tuesday
CITY: Fort Perice
REPORT DATE: 9/1/2023
ANALYSIS YEAR: 2024
Existing

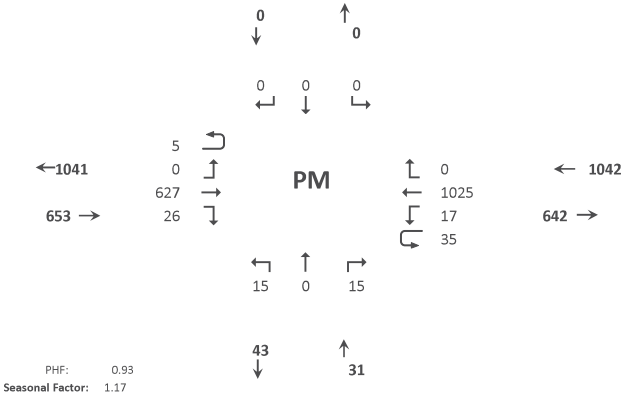
15 Min Period	Northbound NBL	NBT	NBR	Southbound SBL	SBT	SBR	Eastbound EBL	EBT	EBR	Uturn	Westbound WBL	WBT	WBR	Uturn	TOTAL	ONE HOUR SUM
7:00-7:15	2	0	3	0	0	0	0	85	2	0	2	127	0	2	223	1005
7:15-7:30	5	0	2	0	0	0	0	126	2	0	3	114	0	2	254	1052
7:30-7:45	3	0	6	0	0	0	0	137	1	2	2	121	0	0	272	1042
7:45-8:00	0	0	4	0	0	0	0	133	3	0	0	114	0	2	256	1062
8:00-8:15	3	0	5	0	0	0	0	119	5	2	2	132	0	2	270	1054
8:15-8:30	2	0	2	0	0	0	0	132	4	0	1	99	0	4	244	
8:30-8:45	0	0	3	0	0	0	0	153	3	1	3	125	0	4	292	
8:45-9:00	1	0	2	0	0	0	0	152	2	0	2	87	0	2	248	
AM PEAK HOUR IS FROM:			7:45AM TO 8:45AM													
Volumes	5	0	14	0	0	0	0	537	15	3	6	470	0	12	1062	
Season Factor	6	0	16	0	0	0	0	628	18	4	7	550	0	14	1229	
Growth	6	0	17	0	0	0	0	641	18	4	7	561	0	14	1253	
In/Out	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Percentage	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
PROJECT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	
Total	6	0	17	0	0	0	0	641	18	4	7	561	0	14	1253	

PHF: 0.91
Seasonal Factor: 1.17
Trips In 0
Trips Out 0
Growth Rate: 1.01
Years Grown: 2



15 Min Period lanes	Northbound NBL	NBT	NBR	Southbound SBL	SBT	SBR	Eastbound EBL	EBT	EBR	Uturn	Westbound WBL	WBT	WBR	Uturn	TOTAL	ONE HOUR SUM
4:00-4:15	3	0	1	0	0	0	0	109	3	1	2	186	0	4	309	1384
4:15-4:30	3	0	1	0	0	0	0	128	2	0	1	212	0	6	353	1473
4:30-4:45	6	0	4	0	0	0	0	128	2	0	2	198	0	5	345	1478
4:45-5:00	4	0	2	0	0	0	0	135	5	1	5	217	0	8	377	1479
5:00-5:15	4	0	5	0	0	0	0	126	6	2	4	243	0	8	398	1407
5:15-5:30	2	0	2	0	0	0	0	138	4	1	2	204	0	5	358	
5:30-5:45	3	0	4	0	0	0	0	126	7	0	3	195	0	8	346	
5:45-6:00	4	0	2	0	0	0	0	104	3	0	5	180	0	7	305	
PM PEAK HOUR IS FROM:			4:45PM TO 5:45PM													
Volumes	13	0	13	0	0	0	0	525	22	4	14	859	0	29	1479	
Season Factor	15	0	15	0	0	0	0	614	26	5	16	1005	0	34	1697	
Growth	15	0	15	0	0	0	0	627	26	5	17	1025	0	35	1730	
In/Out	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Percentage	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Project	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	
Total	15	0	15	0	0	0	0	627	26	5	17	1025	0	35	1730	

PHF: 0.93
Seasonal Factor: 1.17
Growth Rate: 1.01
Trips In: 0
Trips Out: 0
Years Grown: 2



HCS Two-Way Stop-Control Report

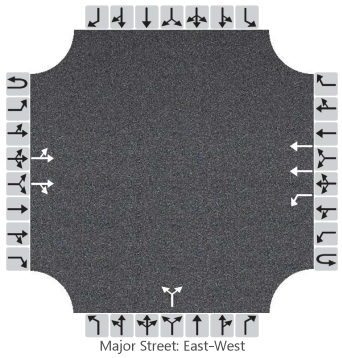
General Information

Analyst	James Kemp
Agency/Co.	O'Rourke Engineering
Date Performed	1/14/2025
Analysis Year	2024
Time Analyzed	AM Peak Hour
Intersection Orientation	East-West
Project Description	Existing

Site Information

Intersection	Gordy Rd and Okeechobee
Jurisdiction	Ft. Pierce
East/West Street	Okeechobee Rd
North/South Street	Gordy Rd
Peak Hour Factor	0.91
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	2	0	0	1	2	0		0	1	0		0	0	0
Configuration		LT		TR		L	T				LR					
Volume (veh/h)		4	641	18	14	7	561			6		17				
Percent Heavy Vehicles (%)		3			3	3				3		3				
Proportion Time Blocked																
Percent Grade (%)										0						
Right Turn Channelized																
Median Type | Storage		Left Only								1						

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1			6.4	4.1				7.5		6.9				
Critical Headway (sec)		4.16			6.46	4.16				7.56		6.96				
Base Follow-Up Headway (sec)		2.2			2.5	2.2				3.5		3.3				
Follow-Up Headway (sec)		2.23			2.53	2.23				3.53		3.33				

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		4				23					25					
Capacity, c (veh/h)		953				564					477					
v/c Ratio		0.00				0.04					0.05					
95% Queue Length, Q_{95} (veh)		0.0				0.1					0.2					
95% Queue Length, Q_{95} (ft)		0.0				2.6					5.1					
Control Delay (s/veh)		8.8	0.1			11.7					13.0					
Level of Service (LOS)		A	A			B					B					
Approach Delay (s/veh)	0.1				0.4				13.0							
Approach LOS	A				A				B							

HCS Two-Way Stop-Control Report

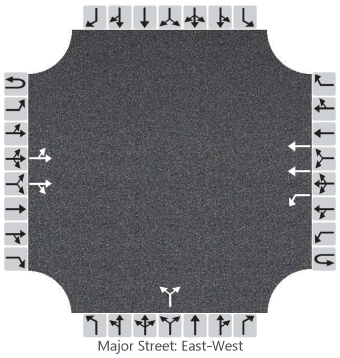
General Information

Analyst	James Kemp
Agency/Co.	O'Rourke Engineering
Date Performed	1/14/2025
Analysis Year	2024
Time Analyzed	PM Peak Hour
Intersection Orientation	East-West
Project Description	Existing

Site Information

Intersection	Gordy Rd and Okeechobee
Jurisdiction	Ft. Pierce
East/West Street	Okeechobee Rd
North/South Street	Gordy Rd
Peak Hour Factor	0.93
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	2	0	0	1	2	0		0	1	0		0	0	0
Configuration		LT		TR		L	T				LR					
Volume (veh/h)		5	637	27	35	17	1043			16		16				
Percent Heavy Vehicles (%)		3			3	3				3		3				
Proportion Time Blocked																
Percent Grade (%)										0						
Right Turn Channelized																
Median Type | Storage		Left Only								1						

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1			6.4	4.1				7.5		6.9				
Critical Headway (sec)		4.16			6.46	4.16				7.56		6.96				
Base Follow-Up Headway (sec)		2.2			2.5	2.2				3.5		3.3				
Follow-Up Headway (sec)		2.23			2.53	2.23				3.53		3.33				

Delay, Queue Length, and Level of Service

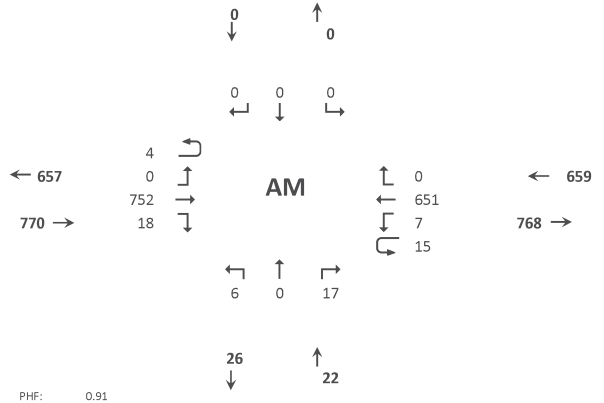
Flow Rate, v (veh/h)		5				56					34					
Capacity, c (veh/h)		613				571					318					
v/c Ratio		0.01				0.10					0.11					
95% Queue Length, Q_{95} (veh)		0.0				0.3					0.4					
95% Queue Length, Q_{95} (ft)		0.0				7.7					10.2					
Control Delay (s/veh)		10.9	0.1			12.0					17.7					
Level of Service (LOS)		B	A			B					C					
Approach Delay (s/veh)	0.2				0.6				17.7							
Approach LOS	A				A				C							

TURNING MOVEMENT VOLUME COUNTS

N/S STREET: Gordy Rd **E/W STREET**: Okeechobee RD
FILENAME: Gordy Rd & Okeechobee - TMC - Background
COUNT DATE: 8/17/2022 **DAY**: Tuesday **CITY**: Fort Perice
REPORT DATE: 9/1/2023 **ANALYSIS YEAR**: 2026 Background

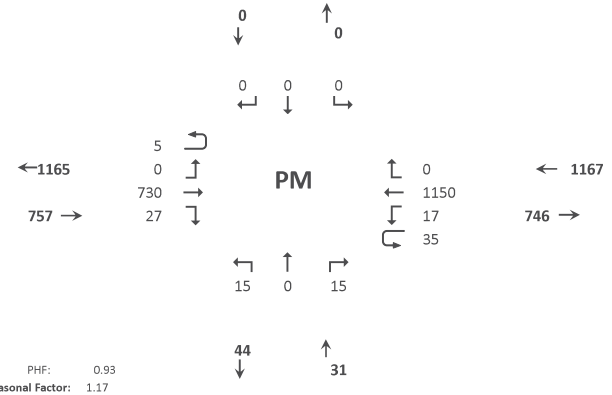
	Northbound			Southbound			Eastbound				Westbound					
15 Min Period	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	Uturn	WBL	WBT	WBR	Uturn	TOTAL	ONE HOUR SUM
7:00-7:15	2	0	3	0	0	0	0	85	2	0	2	127	0	2	223	1005
7:15-7:30	5	0	2	0	0	0	0	126	2	0	3	114	0	2	254	1052
7:30-7:45	3	0	6	0	0	0	0	137	1	2	2	121	0	0	272	1042
7:45-8:00	0	0	4	0	0	0	0	133	3	0	0	114	0	2	256	1062
8:00-8:15	3	0	5	0	0	0	0	119	5	2	2	132	0	2	270	1054
8:15-8:30	2	0	2	0	0	0	0	132	4	0	1	99	0	4	244	
8:30-8:45	0	0	3	0	0	0	0	153	3	1	3	125	0	4	292	
8:45-9:00	1	0	2	0	0	0	0	152	2	0	2	87	0	2	248	
AM PEAK HOUR IS FROM:			7:45AM TO 8:45AM													
Volumes	5	0	14	0	0	0	0	537	15	3	6	470	0	12	1062	
Season Factor	6	0	16	0	0	0	0	628	18	4	7	550	0	14	1229	
Growth	6	0	17	0	0	0	0	654	18	4	7	572	0	15	1278	
In/Out	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Percentage	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
PROJECT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	
Background								98				79				
Total	6	0	17	0	0	0	0	752	18	4	7	651	0	15	1455	

PHF: 0.91
Seasonal Factor: 1.17
Trips In 0
Trips Out 0
Growth Rate: 1.01
Years Grown: 4



	Northbound			Southbound			Eastbound				Westbound					
15 Min Period lanes	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	Uturn	WBL	WBT	WBR	Uturn	TOTAL	ONE HOUR SUM
4:00-4:15	3	0	1	0	0	0	0	109	3	1	2	186	0	4	309	1384
4:15-4:30	3	0	1	0	0	0	0	128	2	0	1	212	0	6	353	1473
4:30-4:45	6	0	4	0	0	0	0	128	2	0	2	198	0	5	345	1478
4:45-5:00	4	0	2	0	0	0	0	135	5	1	5	217	0	8	377	1479
5:00-5:15	4	0	5	0	0	0	0	126	6	2	4	243	0	8	398	1407
5:15-5:30	2	0	2	0	0	0	0	138	4	1	2	204	0	5	358	
5:30-5:45	3	0	4	0	0	0	0	126	7	0	3	195	0	8	346	
5:45-6:00	4	0	2	0	0	0	0	104	3	0	5	180	0	7	305	
PM PEAK HOUR IS FROM:			4:45PM TO 5:45PM													
Volumes	13	0	13	0	0	0	0	525	22	4	14	859	0	29	1479	
Season Factor	15	0	15	0	0	0	0	614	26	5	16	1005	0	34	1697	
Growth	15	0	15	0	0	0	0	639	27	5	17	1046	0	35	1764	
In/Out	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Percentage	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Project	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	
Background								91				104				
Total	15	0	15	0	0	0	0	730	27	5	17	1150	0	35	1959	

PHF: 0.93
Seasonal Factor: 1.17
Growth Rate: 1.01
Trips In: 0
Trips Out: 0
Years Grown: 4



HCS Two-Way Stop-Control Report

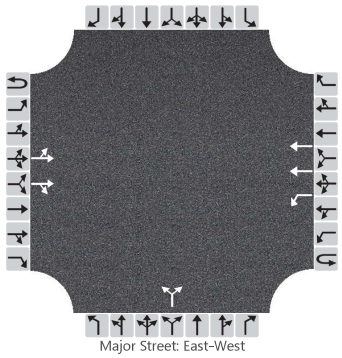
General Information

Analyst	James Kemp
Agency/Co.	O'Rourke Engineering
Date Performed	8/31/2023
Analysis Year	2026
Time Analyzed	AM Peak Hour
Intersection Orientation	East-West
Project Description	Background without Project

Site Information

Intersection	Gordy Rd and Okeechobee
Jurisdiction	Ft. Pierce
East/West Street	Okeechobee Rd
North/South Street	Gordy Rd
Peak Hour Factor	0.91
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	2	0	0	1	2	0		0	1	0		0	0	0
Configuration		LT		TR		L	T				LR					
Volume (veh/h)		4	752	18	15	7	651			6		17				
Percent Heavy Vehicles (%)		3			3	3				3		3				
Proportion Time Blocked																
Percent Grade (%)										0						
Right Turn Channelized																
Median Type | Storage		Left Only								1						

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1			6.4	4.1				7.5		6.9				
Critical Headway (sec)		4.16			6.46	4.16				7.56		6.96				
Base Follow-Up Headway (sec)		2.2			2.5	2.2				3.5		3.3				
Follow-Up Headway (sec)		2.23			2.53	2.23				3.53		3.33				

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		4				24					25					
Capacity, c (veh/h)		874				474					418					
v/c Ratio		0.01				0.05					0.06					
95% Queue Length, Q_{95} (veh)		0.0				0.2					0.2					
95% Queue Length, Q_{95} (ft)		0.0				5.1					5.1					
Control Delay (s/veh)		9.1	0.1			13.0					14.2					
Level of Service (LOS)		A	A			B					B					
Approach Delay (s/veh)		0.1				0.4				14.2						
Approach LOS		A				A				B						

HCS Two-Way Stop-Control Report

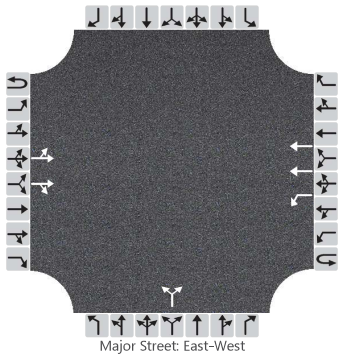
General Information

Analyst	James Kemp
Agency/Co.	O'Rourke Engineering
Date Performed	8/31/2023
Analysis Year	2026
Time Analyzed	PM Peak Hour
Intersection Orientation	East-West
Project Description	Background without Project

Site Information

Intersection	Gordy Rd and Okeechobee
Jurisdiction	Ft. Pierce
East/West Street	Okeechobee Rd
North/South Street	Gordy Rd
Peak Hour Factor	0.93
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	2	0	0	1	2	0		0	1	0		0	0	0
Configuration		LT		TR		L	T				LR					
Volume (veh/h)		5	730	27	35	17	1150			15		15				
Percent Heavy Vehicles (%)		3			3	3				3		3				
Proportion Time Blocked																
Percent Grade (%)										0						
Right Turn Channelized																
Median Type | Storage		Left Only								1						

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1			6.4	4.1				7.5		6.9				
Critical Headway (sec)		4.16			6.46	4.16				7.56		6.96				
Base Follow-Up Headway (sec)		2.2			2.5	2.2				3.5		3.3				
Follow-Up Headway (sec)		2.23			2.53	2.23				3.53		3.33				

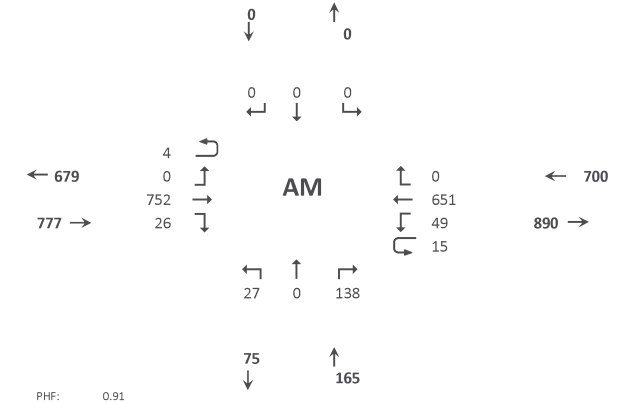
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		5				56					32					
Capacity, c (veh/h)		554				499					279					
v/c Ratio		0.01				0.11					0.12					
95% Queue Length, Q_{95} (veh)		0.0				0.4					0.4					
95% Queue Length, Q_{95} (ft)		0.0				10.2					10.2					
Control Delay (s/veh)		11.6	0.1			13.1					19.6					
Level of Service (LOS)		B	A			B					C					
Approach Delay (s/veh)	0.2				0.6				19.6							
Approach LOS	A				A				C							

TURNING MOVEMENT VOLUME COUNTS

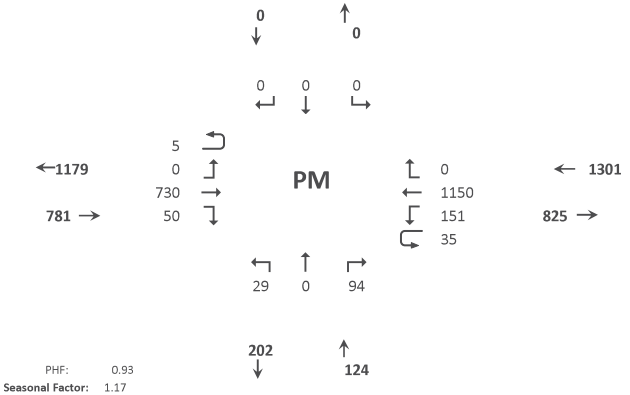
N/S STREET: Gordy Rd **E/W STREET**: Okeechobee RD
FILENAME: Gordy Rd & Okeechobee - TMC - with Project
COUNT DATE: 8/17/2022 **DAY**: Tuesday **CITY**: Fort Pierce
REPORT DATE: 9/1/2023 **ANALYSIS YEAR**: 2026 with Project

15 Min Period	Northbound NBL	NBT	NBR	Southbound SBL	SBT	SBR	Eastbound EBL	EBT	EBR	Uturn	Westbound WBL	WBT	WBR	Uturn	TOTAL	ONE HOUR SUM
7:00-7:15	2	0	3	0	0	0	0	85	2	0	2	127	0	2	223	1005
7:15-7:30	5	0	2	0	0	0	0	126	2	0	3	114	0	2	254	1052
7:30-7:45	3	0	6	0	0	0	0	137	1	2	2	121	0	0	272	1042
7:45-8:00	0	0	4	0	0	0	0	133	3	0	0	114	0	2	256	1062
8:00-8:15	3	0	5	0	0	0	0	119	5	2	2	132	0	2	270	1054
8:15-8:30	2	0	2	0	0	0	0	132	4	0	1	99	0	4	244	
8:30-8:45	0	0	3	0	0	0	0	153	3	1	3	125	0	4	292	
8:45-9:00	1	0	2	0	0	0	0	152	2	0	2	87	0	2	248	
AM PEAK HOUR IS FROM:			7:45AM TO 8:45AM													
Volumes	5	0	14	0	0	0	0	537	15	3	6	470	0	12	1062	
Season Factor	6	0	16	0	0	0	0	628	18	4	7	550	0	14	1229	
Growth	6	0	17	0	0	0	0	654	18	4	7	572	0	15	1278	
In/Out	OUT	-	OUT	-	-	-	-	-	IN	-	IN	-	-	-	-	
Percentage	15%	0%	85%	0%	0%	0%	0%	0%	15%	0%	85%	0%	0%	0%	0%	
PROJECT	21	0	122	0	0	0	0	0	7	0	42	0	0	0	**0**	
Background								98				79				
Total	27	0	138	0	0	0	0	752	26	4	49	651	0	15	1647	



PHF: 0.91
Seasonal Factor: 1.17
Trips In 49
Trips Out 143
Growth Rate: 1.01
Years Grown: 4

15 Min Period lanes	Northbound NBL	NBT	NBR	Southbound SBL	SBT	SBR	Eastbound EBL	EBT	EBR	Uturn	Westbound WBL	WBT	WBR	Uturn	TOTAL	ONE HOUR SUM
4:00-4:15	3	0	1	0	0	0	0	109	3	1	2	186	0	4	309	1384
4:15-4:30	3	0	1	0	0	0	0	128	2	0	1	212	0	6	353	1473
4:30-4:45	6	0	4	0	0	0	0	128	2	0	2	198	0	5	345	1478
4:45-5:00	4	0	2	0	0	0	0	135	5	1	5	217	0	8	377	1479
5:00-5:15	4	0	5	0	0	0	0	126	6	2	4	243	0	8	398	1407
5:15-5:30	2	0	2	0	0	0	0	138	4	1	2	204	0	5	358	
5:30-5:45	3	0	4	0	0	0	0	126	7	0	3	195	0	8	346	
5:45-6:00	4	0	2	0	0	0	0	104	3	0	5	180	0	7	305	
PM PEAK HOUR IS FROM:			4:45PM TO 5:45PM													
Volumes	13	0	13	0	0	0	0	525	22	4	14	859	0	29	1479	
Season Factor	15	0	15	0	0	0	0	614	26	5	16	1005	0	34	1697	
Growth	15	0	15	0	0	0	0	639	27	5	17	1046	0	35	1764	
In/Out	OUT	-	OUT	-	-	-	-	-	IN	-	IN	-	-	-	-	
Percentage	15%	0%	85%	0%	0%	0%	0%	0%	15%	0%	85%	0%	0%	0%	0%	
Project	14	0	79	0	0	0	0	0	24	0	134	0	0	0	**0**	
Background								91				104				
Total	29	0	94	0	0	0	0	730	50	5	151	1150	0	35	2210	



PHF: 0.93
Seasonal Factor: 1.17
Growth Rate: 1.01
Trips In: 158
Trips Out: 93
Years Grown: 4

HCS Two-Way Stop-Control Report

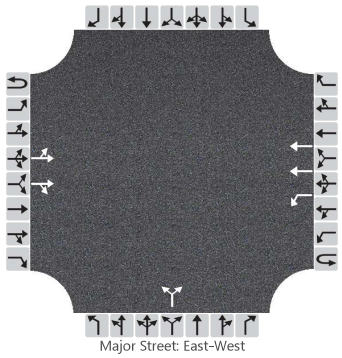
General Information

Analyst	Kyle Scherer
Agency/Co.	O'Rourke Engineering & Pl
Date Performed	2/14/2024
Analysis Year	2026
Time Analyzed	AM Peak Hour
Intersection Orientation	East-West
Project Description	Future Total with Project

Site Information

Intersection	Gordy Rd and Okeechobee
Jurisdiction	Ft. Pierce
East/West Street	Okeechobee Rd
North/South Street	Gordy Rd
Peak Hour Factor	0.91
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	2	0	0	1	2	0		0	1	0		0	0	0
Configuration		LT		TR		L	T				LR					
Volume (veh/h)		4	752	26	15	49	651			27		138				
Percent Heavy Vehicles (%)		3			3	3				3		3				
Proportion Time Blocked																
Percent Grade (%)										0						
Right Turn Channelized																
Median Type | Storage	Left Only								1							

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1			6.4	4.1				7.5		6.9				
Critical Headway (sec)		4.16			6.46	4.16				7.56		6.96				
Base Follow-Up Headway (sec)		2.2			2.5	2.2				3.5		3.3				
Follow-Up Headway (sec)		2.23			2.53	2.23				3.53		3.33				

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		4				70					181					
Capacity, c (veh/h)		874				565					448					
v/c Ratio		0.01				0.12					0.41					
95% Queue Length, Q_{95} (veh)		0.0				0.4					1.9					
95% Queue Length, Q_{95} (ft)		0.0				10.2					48.6					
Control Delay (s/veh)		9.1	0.1			12.3					18.4					
Level of Service (LOS)		A	A			B					C					
Approach Delay (s/veh)	0.1				1.1				18.4							
Approach LOS	A				A				C							

HCS Two-Way Stop-Control Report

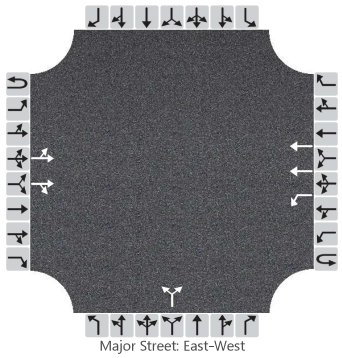
General Information

Analyst	James Kemp
Agency/Co.	O'Rourke Engineering & Pl
Date Performed	2/14/2024
Analysis Year	2026
Time Analyzed	PM Peak Hour
Intersection Orientation	East-West
Project Description	Future Total with Project

Site Information

Intersection	Gordy Rd and Okeechobee
Jurisdiction	Ft. Pierce
East/West Street	Okeechobee Rd
North/South Street	Gordy Rd
Peak Hour Factor	0.93
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	2	0	0	1	2	0		0	1	0		0	0	0
Configuration		LT		TR		L	T				LR					
Volume (veh/h)		5	730	50	35	151	1150			29		94				
Percent Heavy Vehicles (%)		3			3	3				3		3				
Proportion Time Blocked																
Percent Grade (%)										0						
Right Turn Channelized																
Median Type | Storage		Left Only								1						

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1			6.4	4.1				7.5		6.9				
Critical Headway (sec)		4.16			6.46	4.16				7.56		6.96				
Base Follow-Up Headway (sec)		2.2			2.5	2.2				3.5		3.3				
Follow-Up Headway (sec)		2.23			2.53	2.23				3.53		3.33				

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		5				200					132					
Capacity, c (veh/h)		554				633					295					
v/c Ratio		0.01				0.32					0.45					
95% Queue Length, Q_{95} (veh)		0.0				1.4					2.2					
95% Queue Length, Q_{95} (ft)		0.0				35.8					56.3					
Control Delay (s/veh)		11.6	0.1			13.3					26.8					
Level of Service (LOS)		B	A			B					D					
Approach Delay (s/veh)	0.2				1.8				26.8							
Approach LOS	A				A				D							

Fort Pierce, FL

ECONOLITE

MOVING TRAFFIC FORWARD

SR70 & Kings Hwy (SR713) - Cobalt [redacted] - Econolite Type - Cobalt

Controller Timing Plan (MM) 2-1

Plan 1 - "" ~~1E-L/NWT/SEL/NT/WL/ET/NWL/ST~~

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Direction	~~NWL~~	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N
Min Green	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
Bk Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CS Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	10	0	10	0	10	0	10	0	10	0	10	0	10	0	10
Walk2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear	0	16	0	16	0	16	0	16	0	16	0	16	0	16	0	16
Ped Clear 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Ext	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Vehicle Ext 2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max1	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35
Max2	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40
Max3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dym Step	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Red Clear	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Red Max	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Revert	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Act B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sec/Act	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Max Int	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Wt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STPTDuc	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TTReduc	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Gap	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Plan 3 - ""

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

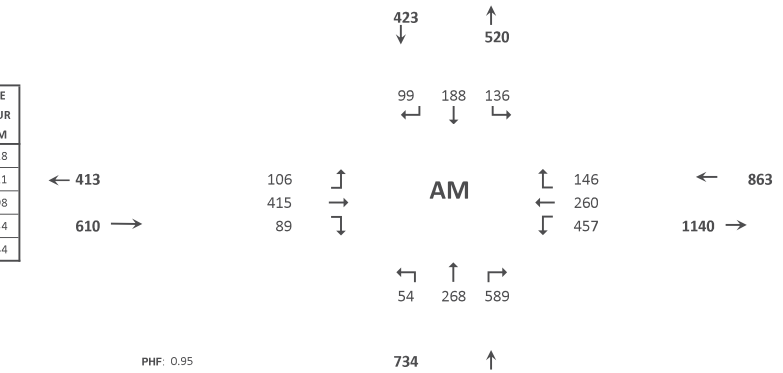
TURNING MOVEMENT VOLUME COUNTS

N/S STREET: Kings Highway
E/W STREET: Okeechobee Rd
CONTROL: Signalized
FILENAME:
COUNT DATE: 1/8/2025
DAY: Wednesday
CITY: St Lucie
REPORT DATE: 1/10/2025
ANALYSIS YEAR: 2025
Existing

15 Min Period	Northbound NBL	NBT	NBR	Southbound SBL	SBT	SBR	Eastbound EBL	EBT	EBR	Westbound WBL	WBT	WBR	TOTAL	ONE HOUR SUM
7:00-7:15	11	53	81	25	38	15	15	85	11	97	56	28	515	2418
7:15-7:30	13	60	97	29	34	23	23	104	12	86	66	30	577	2521
7:30-7:45	14	68	112	33	48	23	23	114	19	102	62	27	645	2598
7:45-8:00	12	66	140	28	37	23	27	105	20	113	72	38	681	2534
8:00-8:15	12	61	156	29	45	22	23	75	20	100	46	29	618	2344
8:15-8:30	12	53	137	36	44	24	25	90	23	108	61	41	654	
8:30-8:45	14	48	111	32	40	17	21	81	20	97	66	34	581	
8:45-9:00	12	44	105	30	30	18	16	60	13	87	48	28	491	
AM PEAK HOUR IS FROM:			7:30 AM TO 8:30AM											
Volumes	50	248	545	126	174	92	98	384	82	423	241	135	2598	
Season Factor	54	268	589	136	188	99	106	415	89	457	260	146	2806	
Growth	54	268	589	136	188	99	106	415	89	457	260	146	2807	
In/Out	-	-	-	-	-	-	-	-	-	-	-	-		
Percentage	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
PROJECT	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	54	268	589	136	188	99	106	415	89	457	260	146	2807	

PHF: 0.95
Seasonal Factor: 1.08
Growth Rate: 1
Years Grown: 0

Trips In	Trips Out
0	0

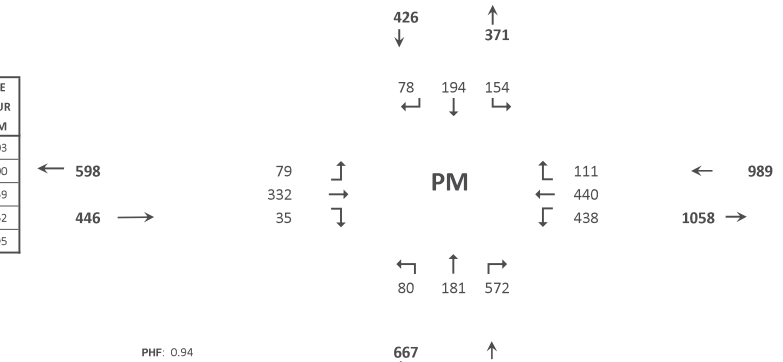


Okeechobee Rd & Kings Hwy
Existing

15 Min Period lanes	Northbound NBL	NBT	NBR	Southbound SBL	SBT	SBR	Eastbound EBL	EBT	EBR	Westbound WBL	WBT	WBR	TOTAL	ONE HOUR SUM
4:00-4:15	10	39	126	30	86	20	18	64	15	112	92	36	648	2503
4:15-4:30	13	30	97	38	61	28	17	65	10	129	106	28	622	2500
4:30-4:45	21	38	116	42	51	9	12	90	9	109	112	29	638	2559
4:45-5:00	18	35	121	27	43	14	16	78	13	94	105	31	595	2552
5:00-5:15	15	39	152	42	54	20	17	75	8	104	99	20	645	2495
5:15-5:30	15	47	147	40	43	19	15	96	6	107	125	21	681	
5:30-5:45	22	39	122	33	49	19	21	69	11	115	102	29	631	
5:45-6:00	22	43	109	28	34	14	20	67	7	80	81	33	538	
PM PEAK HOUR IS FROM:			4:30 PM TO 5:30PM											
Volumes	74	168	530	143	180	72	73	307	32	406	407	103	2495	
Season Factor	80	181	572	154	194	78	79	332	35	438	440	111	2695	
Growth	80	181	572	154	194	78	79	332	35	438	440	111	2694	
In/Out	-	-	-	-	-	-	-	-	-	-	-	-		
Percentage	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
PROJECT	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	80	181	572	154	194	78	79	332	35	438	440	111	2694	

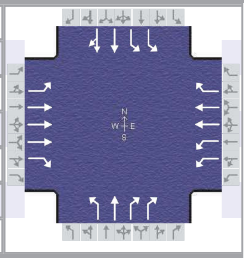
PHF: 0.94
Seasonal Factor: 1.08
Growth Rate: 1
Years Grown: 0

Trips In	Trips Out



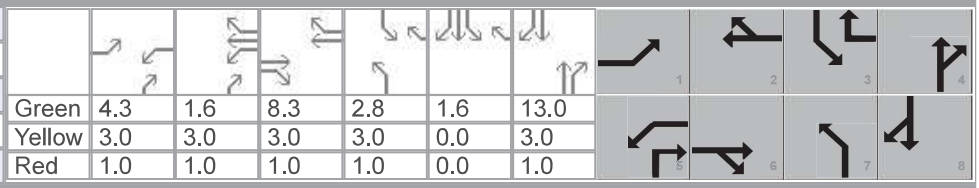
HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	O'Rourke Engineering			Duration, h	0.250
Analyst	James Kemp	Analysis Date	Jan 14, 2025	Area Type	Other
Jurisdiction	St. Lucie County	Time Period	AM Peak Hour	PHF	0.95
Urban Street	Okeechobee Road	Analysis Year	2025	Analysis Period	1> 7:00
Intersection	Kings Highway	File Name	C6 - Okeechobee & Kings - Existing - AM.xus		
Project Description	Existing				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	106	415	89	457	260	146	54	268	589	136	188	99

Signal Information			
Cycle, s	51.5	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Float	Simult. Gap N/S	On



Green	4.3	1.6	8.3	2.8	1.6	13.0
Yellow	3.0	3.0	3.0	3.0	0.0	3.0
Red	1.0	1.0	1.0	1.0	0.0	1.0

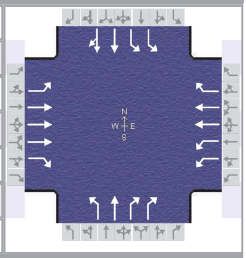
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6	5	2	7	4	3	8
Case Number	2.0	3.0	2.0	3.0	2.0	3.0	2.0	4.0
Phase Duration, s	8.3	12.3	13.8	17.9	6.8	17.0	8.4	18.6
Change Period, ($Y+R_c$), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Allow Headway (*MAH*), s	3.1	3.1	3.1	3.1	3.1	3.2	3.1	3.2
Queue Clearance Time (g_s), s	5.1	6.0	8.6	5.5	3.6	10.0	4.0	5.5
Green Extension Time (g_e), s	0.2	2.3	1.2	2.3	0.1	3.0	0.3	3.0
Phase Call Probability	0.80	1.00	1.00	1.00	0.56	1.00	0.87	1.00
Max Out Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	7	4	14	3	8	18
Adjusted Flow Rate (*v*), veh/h	112	437	94	481	274	154	57	282	620	143	156	146
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1810	1725	1610	1757	1809	1610	1810	1900	1425	1757	1900	1684
Queue Service Time (g_s), s	3.1	4.0	2.7	6.6	3.1	3.5	1.6	6.7	8.0	2.0	3.3	3.5
Cycle Queue Clearance Time (g_c), s	3.1	4.0	2.7	6.6	3.1	3.5	1.6	6.7	8.0	2.0	3.3	3.5
Green Ratio (*g/C*)	0.08	0.16	0.16	0.19	0.27	0.35	0.71	0.25	0.44	0.08	0.28	0.28
Capacity (*c*), veh/h	150	836	260	671	975	571	98	481	1265	298	538	477
Volume-to-Capacity Ratio (*X*)	0.745	0.522	0.360	0.717	0.281	0.269	0.577	0.587	0.490	0.481	0.290	0.306
Back of Queue (*Q*), ft/ln (95 th percentile)	59	64	41	109	49	48	30	116	87	34	56	52
Back of Queue (*Q*), veh/ln (95 th percentile)	2.4	2.6	1.6	4.3	2.0	1.9	1.2	4.6	3.5	1.4	2.2	2.1
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh	23.1	19.8	19.3	19.6	14.9	11.9	23.8	16.9	10.2	22.5	14.4	14.5
Incremental Delay (d_2), s/veh	2.8	0.2	0.3	0.5	0.1	0.1	2.0	0.4	0.1	0.4	0.1	0.1
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	25.9	20.0	19.6	20.1	15.0	12.0	25.8	17.3	10.3	23.0	14.6	14.7
Level of Service (LOS)	C	C	B	C	B	B	C	B	B	C	B	B
Approach Delay, s/veh / LOS	21.0	C		17.2	B		13.3	B		17.3	B	
Intersection Delay, s/veh / LOS	16.8						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.43	B	2.26	B	2.69	C	2.55	C
Bicycle LOS Score / LOS	0.84	A	1.24	A	2.07	B	0.85	A

HCS Signalized Intersection Results Summary

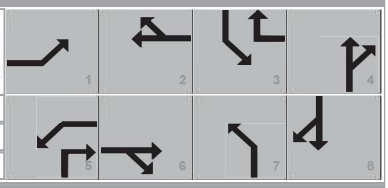
General Information				Intersection Information	
Agency	O'Rourke Engineering			Duration, h	0.250
Analyst	James Kemp	Analysis Date	Jan 14, 2025	Area Type	Other
Jurisdiction	St. Lucie County	Time Period	PM Peak Hour	PHF	0.94
Urban Street	Okeechobee Road	Analysis Year	2025	Analysis Period	1> 7:00
Intersection	Kings Highway	File Name	C6 - Okeechobee & Kings - Existing - PM.xus		
Project Description	Existing				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	79	332	35	438	440	111	80	181	572	154	194	78

Signal Information			
Cycle, s	49.6	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Float	Simult. Gap N/S	On

Green	3.4	1.9	7.5	3.5	1.0	12.4						
Yellow	3.0	3.0	3.0	3.0	0.0	3.0						
Red	1.0	1.0	1.0	1.0	0.0	1.0						



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6	5	2	7	4	3	8
Case Number	2.0	3.0	2.0	3.0	2.0	3.0	2.0	4.0
Phase Duration, s	7.4	11.5	13.3	17.3	7.5	16.4	8.5	17.4
Change Period, ($Y+R_c$), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Allow Headway (*MAH*), s	3.1	3.1	3.1	3.1	3.1	3.2	3.1	3.2
Queue Clearance Time (g_s), s	4.3	5.1	8.2	7.4	4.3	9.6	4.2	5.2
Green Extension Time (g_e), s	0.1	2.4	1.1	2.4	0.1	2.7	0.4	2.8
Phase Call Probability	0.69	1.00	1.00	1.00	0.69	1.00	0.90	1.00
Max Out Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

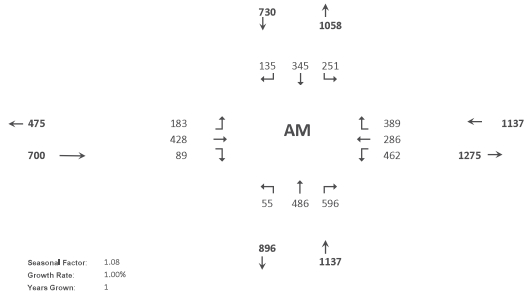
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	7	4	14	3	8	18
Adjusted Flow Rate (*v*), veh/h	84	353	37	466	468	118	85	193	609	164	148	141
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1810	1725	1610	1757	1809	1610	1810	1900	1425	1757	1900	1718
Queue Service Time (g_s), s	2.3	3.1	1.0	6.2	5.4	2.5	2.3	4.2	7.6	2.2	3.1	3.2
Cycle Queue Clearance Time (g_c), s	2.3	3.1	1.0	6.2	5.4	2.5	2.3	4.2	7.6	2.2	3.1	3.2
Green Ratio (*g/C*)	0.07	0.15	0.15	0.19	0.27	0.36	0.71	0.25	0.44	0.09	0.27	0.27
Capacity (*c*), veh/h	126	780	243	661	974	579	127	473	1246	318	512	463
Volume-to-Capacity Ratio (*X*)	0.668	0.453	0.153	0.705	0.481	0.204	0.672	0.407	0.488	0.516	0.290	0.304
Back of Queue (*Q*), ft/ln (95 th percentile)	42	50	15	100	85	33	43	71	82	38	51	49
Back of Queue (*Q*), veh/ln (95 th percentile)	1.7	2.0	0.6	4.0	3.4	1.3	1.7	2.9	3.3	1.5	2.1	2.0
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh	22.6	19.2	18.4	18.9	15.3	11.0	22.6	15.6	10.0	21.6	14.4	14.4
Incremental Delay (d_2), s/veh	2.3	0.2	0.1	0.5	0.1	0.1	2.3	0.2	0.1	0.5	0.1	0.1
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	24.9	19.4	18.5	19.4	15.4	11.1	24.9	15.8	10.1	22.1	14.5	14.6
Level of Service (LOS)	C	B	B	B	B	B	C	B	B	C	B	B
Approach Delay, s/veh / LOS	20.3	C		16.7	B		12.8	B		17.3	B	
Intersection Delay, s/veh / LOS	16.2						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.43	B	2.26	B	2.69	C	2.55	C
Bicycle LOS Score / LOS	0.75	A	1.36	A	1.95	B	0.86	A

TURNING MOVEMENT VOLUME COUNTS

N/S STREET: Kings Highway
E/W STREET: Okeechobee Rd
CONTROL: Signalized
FILENAME:
COUNT DATE: 1/8/2025
DAY: Wednesday
CITY: St Lucie
REPORT DATE: 1/10/2025
ANALYSIS YEAR: 2026
Background

15 Min Period	Northbound NBL	NBT	NBR	Southbound SBL	SBT	SBR	Eastbound EBL	EBT	EBR	Westbound WBL	WBT	WBR	TOTAL	ONE HOUR SUM
7:00-7:15	11	53	81	25	38	15	15	85	11	97	56	28	515	2418
7:15-7:30	13	60	97	29	34	23	23	104	12	86	66	30	577	2521
7:30-7:45	14	68	112	33	48	23	23	114	19	102	62	27	645	2598
7:45-8:00	12	66	140	28	37	23	27	105	20	113	72	38	681	2534
8:00-8:15	12	61	156	29	45	22	23	75	20	100	46	29	618	2344
8:15-8:30	12	53	137	36	44	24	25	90	23	108	61	41	654	
8:30-8:45	14	48	111	32	40	17	21	81	20	97	66	34	581	
8:45-9:00	12	44	105	30	30	18	16	60	13	87	48	28	491	



AM PEAK HOUR IS FROM:	7:30 AM TO 8:30AM													
Volumes	50	248	545	126	174	92	98	384	82	423	241	135	2598	
Season Factor	54	268	589	136	188	99	106	415	89	457	260	146	2806	
Growth	55	271	594	137	190	100	107	419	89	461	263	147	2834	
In/Out	-	-	-	-	-	-	-	-	-	-	-	-		
Percentage	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
PROJECT	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	55	271	594	137	190	100	107	419	89	461	263	147	2834	

Seasonal Factor: 1.08
Growth Rate: 1.00%
Years Grown: 1

Trips In	Trips Out
0	0

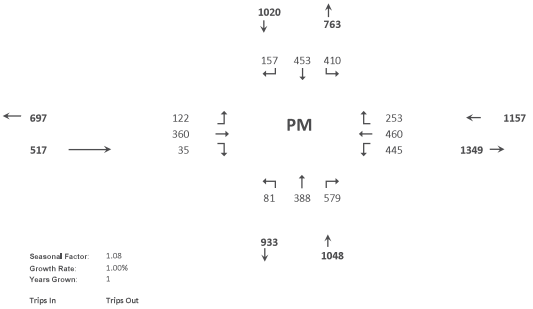
Other Projects														
Percentage	0%	8%	0%	5%	8%	5%	5%	0%	0%	0%	0%	5%	0%	
In/Out	-	IN	-	OUT	OUT	OUT	IN	-	-	-	-	IN		
PROJECT	0	31	0	6	9	6	20	0	0	0	0	20	0	
%	0%	0%	0%	10%	0%	0%	0%	0%	0%	0%	0%	10%		
In/Out	-	-	-	OUT	-	-	-	-	-	-	-	IN		
Volume	0	0	0	22	0	0	0	0	0	0	0	8	0	
%	0%	5%	0%	30%	5%	5%	5%	0%	0%	0%	0%	30%		
In/Out	-	IN	-	OUT	OUT	OUT	IN	-	-	-	-	IN		
Volume	0	4	0	5	1	1	4	0	0	0	0	23	0	
%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
In/Out	-	-	-	-	-	-	-	-	-	-	-	-		
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	
%	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%	5%	0%		
In/Out	-	-	-	-	-	-	-	IN	-	-	OUT	-		
Volume	0	0	0	0	0	0	0	2	0	0	8	0	0	
%	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%	5%	0%		
In/Out	-	-	-	-	-	-	-	IN	-	-	OUT	-		
Volume	0	0	0	0	0	0	0	3	0	0	9	0	0	
%	0%	5%	0%	5%	5%	5%	5%	0%	0%	0%	0%	5%		
In/Out	-	IN	-	OUT	OUT	OUT	IN	-	-	-	-	IN		
Volume	0	3	0	3	3	3	3	0	0	0	0	3	0	
%	0%	37%	0%	11%	37%	4%	4%	0%	0%	0%	0%	11%		
In/Out	-	IN	-	OUT	OUT	OUT	IN	-	-	-	-	IN		
Volume	0	127	0	38	126	14	14	0	0	0	0	38	0	
%	0%	8%	0%	30%	8%	5%	5%	0%	0%	0%	0%	30%		
In/Out	-	IN	-	OUT	OUT	OUT	IN	-	-	-	-	IN		
Volume	0	37	0	34	9	6	23	0	0	0	0	139	0	
%	0%	20%	0%	0%	20%	0%	0%	5%	0%	0%	5%	0%		
In/Out	-	IN	-	-	OUT	-	-	IN	-	-	OUT	-		
Volume	0	1	0	0	1	0	0	0	0	0	0	0	0	
%	0%	0%	5%	0%	0%	0%	0%	5%	0%	5%	5%	0%		
In/Out	-	-	IN	-	-	-	-	IN	-	OUT	OUT	-		
Volume	0	0	2	0	0	0	0	2	0	1	1	0	0	
%	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%	5%	0%		
In/Out	-	-	-	-	-	-	-	IN	-	-	OUT	-		
Volume	0	0	0	0	0	0	0	2	0	0	5	0	0	
%	0%	5%	0%	5%	5%	5%	5%	0%	0%	0%	0%	5%		
In/Out	-	IN	-	OUT	OUT	OUT	IN	-	-	-	-	IN		
Volume	0	10	0	3	3	3	10	0	0	0	0	10	0	
%	0.0%	5.0%	0.0%	5.0%	5.0%	5.0%	5.0%	0.0%	0.0%	0.0%	0.0%	5.0%		
In/Out	-	IN	-	OUT	OUT	OUT	IN	-	-	-	-	IN		
Volume	0	2	0	2	2	2	2	0	0	0	0	2	0	

Project Name	Trips In	Trips Out
KRE	393	117
Sunnyland	75	223
Project Hunt	76	17
St. Lucie Commerce Center	141	31
Whispering Oaks	45	167
Bent Creek	62	186
Wawa Kings	63	64
Kings Highway Warehouse	342	341
Kings Highway Commerce Park / White Parcel	463	114
Walsh Crossroads	7	5
Project Hurricane	36	12
Celebration Point	30	96
Stonemont	203	56
7-11 Angle Road	45	46

Subtotal	0	215	2	113	155	34	76	9	0	1	23	242	0	
Total	55	486	596	251	345	135	183	428	89	462	286	389	2834	

Okeechobee Rd & Kings Hwy
Background

15 Min Period lanes	Northbound NBL	NBT	NBR	Southbound SBL	SBT	SBR	Eastbound EBL	EBT	EBR	Westbound WBL	WBT	WBR	TOTAL	ONE HOUR SUM
4:00-4:15	10	39	126	30	86	20	18	64	15	112	92	36	648	2503
4:15-4:30	13	30	97	38	61	28	17	65	10	129	106	28	622	2500
4:30-4:45	21	38	116	42	51	9	12	90	9	109	112	29	638	2559
4:45-5:00	18	35	121	27	43	14	16	78	13	94	105	31	595	2552
5:00-5:15	15	39	152	42	54	20	17	75	8	104	99	20	645	2495
5:15-5:30	15	47	147	40	43	19	15	96	6	107	125	21	681	
5:30-5:45	22	39	122	33	49	19	21	69	11	115	102	29	631	
5:45-6:00	22	43	109	28	34	14	20	67	7	80	81	33	538	



PM PEAK HOUR IS FROM:	4:30 PM TO 5:30PM													
Volumes	74	168	530	143	180	72	73	307	32	406	407	103	2495	
Season Factor	80	181	572	154	194	78	79	332	35	438	440	111	2695	
Growth	81	183	578	156	196	79	80	335	35	443	444	112	2722	
In/Out	-	-	-	-	-	-	-	-	-	-	-	-		
Percentage	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
PROJECT	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	81	183	578	156	196	79	80	335	35	443	444	112	2722	

Seasonal Factor: 1.08
Growth Rate: 1.00%
Years Grown: 1

Trips In	Trips Out

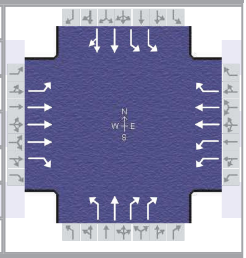
Other Projects														
%	0%	8%	0%	5%	8%	5%	5%	0%	0%	0%	0%	5.0%		
In/Out	-	IN	-	OUT	OUT	OUT	IN	-	-	-	-	IN		
PROJECT	0	12	0	19	31	19	8	0	0	0	0	8	97	
%	0%	0%	0%	10%	0%	0%	0%	0%	0%	0%	0%	10%		
In/Out	-	-	-	OUT	-	-	-	-	-	-	-	IN		
Volume	0	0	0	15	0	0	0	0	0	0	0	26	42	
%	0%	5%	0%	30%	5%	5%	5%	0%	0%	0%	0%	30%		
In/Out	-	IN	-	OUT	OUT	OUT	IN	-	-	-	-	IN		
Volume	0	1	0	17	3	3	1	0	0	0	0	6	30	
%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
In/Out	-	-	-	-	-	-	-	-	-	-	-	-		
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	
%	0%	0%	0%	0%	0%	0%	0%	5%	0%	5%	5%	0%		
In/Out	-	-	-	-	-	-	-	IN	-	-	OUT	-		
Volume	0	0	0	0	0	0	0	9	0	0	5	0	13	
%	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%	5%	0%		
In/Out	-	-	-	-	-	-	-	IN	-	-	OUT	-		
Volume	0	0	0	0	0	0	0	10	0	0	6	0	15	
%	0%	5%	0%	5%	5%	5%	5%	0%	0%	0%	0%	5%		
In/Out	-	IN	-	OUT	OUT	OUT	IN	-	-	-	-	IN		
Volume	0	3	0	3	3	3	3	0	0	0	0	3	17	
%	0%	37%	0%	11%	37%	4%	4%	0%	0%	0%	0%	11%		
In/Out	-	IN	-	OUT	OUT	OUT	IN	-	-	-	-	IN		
Volume	0	169	0	50	169	18	18	0	0	0	0	50	476	
%	0%	8%	0%	30%	8%	5%	5%	0%	0%	0%	0%	30%		
In/Out	-	IN	-	OUT	OUT	OUT	IN	-	-	-	-	IN		
Volume	0	11	0	137	37	23	7	0	0	0	0	43	258	
%	0%	20%	0%	0%	20%	0%	0%	5%	0%	0%	5%	0%		
In/Out	-	IN	-	-	OUT	-	-	IN	-	-	OUT	-		
Volume	0	2	0	0	2	0	0	1	0	0	1	0	5	
%	0%	0%	5%	0%	0%	0%	0%	5%	0%	5%	5%	0%		
In/Out	-	-	IN	-	-	-	-	IN	-	OUT	OUT	-		
Volume	0	0	1	0	0	0	0	1	0	2	2	0	6	
%	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%	5%	0%		
In/Out	-	-	-	-	-	-	-	IN	-	-	OUT	-		
Volume	0	0	0	0	0	0	0	5	0	0	3	0	8	
%	0%	5%	0%	5%	5%	5%	5%	0%	0%	0%	0%	5%		
In/Out	-	IN	-	OUT	OUT	OUT	IN	-	-	-	-	IN		
Volume	0	4	0	10	10	10	4	0	0	0	0	4	39	
%	0%	5%	0%	5%	5%	5%	5%	0%	0%	0%	0%	5%		
In/Out	-	IN	-	OUT	OUT	OUT	IN	-	-	-	-	IN		
Volume	0	2	0	2	2	2	2	0	0	0	0	2	12	

Project Name	Trips In	Trips Out
KRE	151	389
Sunnyland	261	154
Project Hunt	19	57
St. Lucie Commerce Center	52	196
Whispering Oaks	172	94
Bent Creek	193	113
Wawa Kings	57	58
Kings Highway Warehouse	458	216
Kings Highway Commerce Park / White Parcel	142	458
Walsh Crossroads	10	11
Project Hurricane	23	37
Celebration Point	100	57
Stonemont	70	192
7-11 Angle Road	40	40

Subtotal	0	204	1	254	257	78	42	25	0	2	16	141	1020	
Total	81	388	579	410	453	157	122	360	35	445	460	253	3741	

HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	O'Rourke Engineering			Duration, h	0.250
Analyst	James Kemp	Analysis Date	Jan 14, 2025	Area Type	Other
Jurisdiction	St. Lucie County	Time Period	AM Peak Hour	PHF	0.95
Urban Street	Okeechobee Road	Analysis Year	2026	Analysis Period	1> 7:00
Intersection	Kings Highway	File Name	C6 - Okeechobee & Kings - Background - AM.xus		
Project Description	Background - without Project				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	183	428	89	462	286	389	55	486	596	251	345	135

Signal Information			
Cycle, s	88.3	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Float	Simult. Gap N/S	On

Green	11.5	3.6	20.3	3.8	1.3	27.8							
Yellow	3.0	0.0	3.0	3.0	3.0	3.0							
Red	1.0	0.0	1.0	1.0	1.0	1.0							

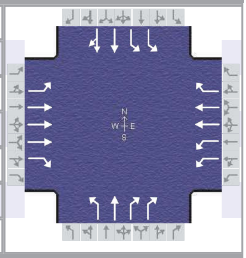
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6	5	2	7	4	3	8
Case Number	2.0	3.0	2.0	3.0	2.0	3.0	2.0	4.0
Phase Duration, s	15.5	24.3	19.0	27.9	7.8	31.8	13.1	37.1
Change Period, ($Y+R_c$), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Allow Headway (*MAH*), s	3.1	3.2	3.1	3.2	3.1	3.2	3.1	3.2
Queue Clearance Time (g_s), s	11.2	8.5	13.8	20.9	4.8	24.3	8.5	11.1
Green Extension Time (g_e), s	0.3	3.2	1.2	2.9	0.1	3.4	0.6	4.1
Phase Call Probability	0.99	1.00	1.00	1.00	0.76	1.00	1.00	1.00
Max Out Probability	0.00	0.00	0.00	0.05	0.00	0.24	0.00	0.02

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	7	4	14	3	8	18
Adjusted Flow Rate (*v*), veh/h	193	451	94	486	301	409	58	512	627	264	262	243
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1810	1725	1610	1757	1809	1610	1810	1900	1425	1757	1900	1719
Queue Service Time (g_s), s	9.2	6.5	4.2	11.8	5.9	18.9	2.8	22.3	12.9	6.5	8.9	9.1
Cycle Queue Clearance Time (g_c), s	9.2	6.5	4.2	11.8	5.9	18.9	2.8	22.3	12.9	6.5	8.9	9.1
Green Ratio (*g/C*)	0.13	0.23	0.23	0.17	0.27	0.37	0.04	0.32	0.49	0.10	0.38	0.38
Capacity (*c*), veh/h	235	1192	371	599	979	602	78	599	1385	362	713	645
Volume-to-Capacity Ratio (*X*)	0.818	0.378	0.253	0.812	0.307	0.680	0.741	0.854	0.453	0.729	0.368	0.376
Back of Queue (*Q*), ft/ln (95 th percentile)	185	118	71	216	110	278	60	402	173	124	169	157
Back of Queue (*Q*), veh/ln (95 th percentile)	7.4	4.7	2.9	8.6	4.4	11.1	2.4	16.1	6.9	5.0	6.8	6.3
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh	37.5	28.7	27.9	35.4	25.7	23.3	41.9	28.4	15.0	38.5	20.1	20.1
Incremental Delay (d_2), s/veh	2.7	0.1	0.1	1.0	0.1	0.6	5.1	6.6	0.1	1.1	0.1	0.1
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	40.2	28.8	28.0	36.4	25.8	23.9	47.0	35.0	15.1	39.6	20.2	20.3
Level of Service (LOS)	D	C	C	D	C	C	D	D	B	D	C	C
Approach Delay, s/veh / LOS	31.7	C		29.5	C		25.1	C		26.9	C	
Intersection Delay, s/veh / LOS	28.0						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.44	B	2.28	B	2.70	C	2.57	C
Bicycle LOS Score / LOS	0.89	A	1.47	A	2.46	B	1.12	A

HCS Signalized Intersection Results Summary

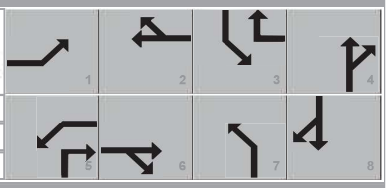
General Information				Intersection Information	
Agency	O'Rourke Engineering			Duration, h	0.250
Analyst	James Kemp	Analysis Date	Jan 14, 2025	Area Type	Other
Jurisdiction	St. Lucie County	Time Period	PM Peak Hour	PHF	0.94
Urban Street	Okeechobee Road	Analysis Year	2026	Analysis Period	1> 7:00
Intersection	Kings Highway	File Name	C6 - Okeechobee & Kings - Background - PM.xus		
Project Description	Background - without Project				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	122	360	35	445	460	253	81	388	579	410	453	157

Signal Information			
Cycle, s	69.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Float	Simult. Gap N/S	On

Green	6.5	1.6	9.7	4.4	2.9	19.9							
Yellow	3.0	3.0	3.0	3.0	3.0	3.0							
Red	1.0	1.0	1.0	1.0	1.0	1.0							



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6	5	2	7	4	3	8
Case Number	2.0	3.0	2.0	3.0	2.0	3.0	2.0	4.0
Phase Duration, s	10.5	13.7	16.1	19.3	8.4	23.9	15.3	30.8
Change Period, ($Y+R_c$), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Allow Headway (*MAH*), s	3.1	3.1	3.1	3.1	3.1	3.2	3.1	3.2
Queue Clearance Time (g_s), s	6.8	6.8	10.9	10.5	5.2	15.7	10.2	11.3
Green Extension Time (g_e), s	0.2	2.9	1.1	2.9	0.1	4.1	1.0	4.2
Phase Call Probability	0.92	1.00	1.00	1.00	0.81	1.00	1.00	1.00
Max Out Probability	0.00	0.00	0.00	0.00	0.00	0.05	0.00	0.02

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	7	4	14	3	8	18
Adjusted Flow Rate (*v*), veh/h	130	383	37	473	489	269	86	413	616	436	338	311
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1810	1725	1610	1757	1809	1610	1810	1900	1425	1757	1900	1733
Queue Service Time (g_s), s	4.8	4.8	1.4	8.9	8.4	8.5	3.2	13.7	10.2	8.2	9.2	9.3
Cycle Queue Clearance Time (g_c), s	4.8	4.8	1.4	8.9	8.4	8.5	3.2	13.7	10.2	8.2	9.2	9.3
Green Ratio (*g/C*)	0.09	0.14	0.14	0.18	0.22	0.39	0.06	0.29	0.46	0.16	0.39	0.39
Capacity (*c*), veh/h	172	729	227	617	802	621	116	548	1322	577	738	673
Volume-to-Capacity Ratio (*X*)	0.755	0.525	0.164	0.767	0.610	0.433	0.745	0.754	0.466	0.756	0.458	0.462
Back of Queue (*Q*), ft/ln (95 th percentile)	96	84	23	160	152	128	66	241	128	148	162	149
Back of Queue (*Q*), veh/ln (95 th percentile)	3.8	3.4	0.9	6.4	6.1	5.1	2.6	9.6	5.1	5.9	6.5	6.0
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh	30.6	27.6	26.2	27.2	24.3	15.7	31.9	22.4	12.7	27.6	15.8	15.8
Incremental Delay (d_2), s/veh	2.5	0.2	0.1	0.8	0.3	0.2	3.5	0.8	0.1	0.8	0.2	0.2
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	33.1	27.8	26.3	28.0	24.6	15.9	35.4	23.2	12.8	28.4	15.9	16.0
Level of Service (LOS)	C	C	C	C	C	B	D	C	B	C	B	B
Approach Delay, s/veh / LOS	29.0	C		24.0	C		18.4	B		20.9	C	
Intersection Delay, s/veh / LOS	22.3						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.44	B	2.28	B	2.70	C	2.55	C
Bicycle LOS Score / LOS	0.79	A	1.50	B	2.33	B	1.38	A

TURNING MOVEMENT VOLUME COUNTS

N/S STREET: Kings Highway
E/W STREET: Okeechobee Rd
CONTROL: Signalized
FILENAME:
COUNT DATE: 1/8/2025
DAY: Wednesday
CITY: St Lucie
REPORT DATE: 1/10/2025
ANALYSIS YEAR: 2026
Future Total

15 Min Period	Northbound NBL	NBT	NBR	Southbound SBL	SBT	SBR	Eastbound EBL	EBT	EBR	Westbound WBL	WBT	WBR	TOTAL	ONE HOUR SUM
7:00-7:15	11	53	81	25	38	15	15	85	11	97	56	28	515	2418
7:15-7:30	13	60	97	29	34	23	23	104	12	86	66	30	577	2521
7:30-7:45	14	68	112	33	48	23	23	114	19	102	62	27	645	2598
7:45-8:00	12	66	140	28	37	23	27	105	20	113	72	38	681	2534
8:00-8:15	12	61	156	29	45	22	23	75	20	100	46	29	618	2344
8:15-8:30	12	53	137	36	44	24	25	90	23	108	61	41	654	
8:30-8:45	14	48	111	32	40	17	21	81	20	97	66	34	581	
8:45-9:00	12	44	105	30	30	18	16	60	13	87	48	28	491	
AM PEAK HOUR IS FROM:				7:30 AM TO 8:30AM										
Volumes	50	248	545	126	174	92	98	384	82	423	241	135	2598	
Season Factor	54	268	589	136	188	99	106	415	89	457	260	146	2806	
Growth	55	271	594	137	190	100	107	419	89	461	263	147	2834	
In/Out	IN	-	-	-	-	IN	OUT	OUT	OUT	-	IN	-		
Percentage	10%	0%	0%	0%	0%	10%	10%	65%	10%	0%	65%	0%		
PROJECT	5	0	0	0	0	5	14	93	14	0	32	0	163	
Total	59	271	594	137	190	105	121	512	104	461	295	147	2997	
Other Projects														
Percentage	0%	8%	0%	5%	8%	5%	5%	0%	0%	0%	0%	5%		
In/Out	-	IN	-	OUT	OUT	OUT	IN	-	-	-	-	IN		
PROJECT	0	31	0	6	9	6	20	0	0	0	0	20	0	
%	0%	0%	0%	10%	0%	0%	0%	0%	0%	0%	0%	10%		
In/Out	-	-	-	OUT	-	-	-	-	-	-	-	IN		
Volume	0	0	0	22	0	0	0	0	0	0	0	8	0	
%	0%	5%	0%	30%	5%	5%	5%	0%	0%	0%	0%	30%		
In/Out	-	IN	-	OUT	OUT	OUT	IN	-	-	-	-	IN		
Volume	0	4	0	5	1	1	4	0	0	0	0	23	0	
%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
In/Out	-	-	-	-	-	-	-	-	-	-	-	-		
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	
%	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%	5%	0%		
In/Out	-	-	-	-	-	-	-	IN	-	-	OUT	-		
Volume	0	0	0	0	0	0	0	2	0	0	8	0	0	
%	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%	5%	0%		
In/Out	-	-	-	-	-	-	-	IN	-	-	OUT	-		
Volume	0	0	0	0	0	0	0	3	0	0	9	0	0	
%	0%	5%	0%	5%	5%	5%	5%	0%	0%	0%	0%	5%		
In/Out	-	IN	-	OUT	OUT	OUT	IN	-	-	-	-	IN		
Volume	0	3	0	3	3	3	3	0	0	0	0	3	0	
%	0%	37%	0%	11%	37%	4%	4%	0%	0%	0%	0%	11%		
In/Out	-	IN	-	OUT	OUT	OUT	IN	-	-	-	-	IN		
Volume	0	127	0	38	126	14	14	0	0	0	0	38	0	
%	0%	8%	0%	30%	8%	5%	5%	0%	0%	0%	0%	30%		
In/Out	-	IN	-	OUT	OUT	OUT	IN	-	-	-	-	IN		
Volume	0	37	0	34	9	6	23	0	0	0	0	139	0	
%	0%	20%	0%	0%	20%	0%	0%	5%	0%	0%	5%	0%		
In/Out	-	IN	-	-	OUT	-	-	IN	-	-	OUT	-		
Volume	0	1	0	0	1	0	0	0	0	0	0	0	0	
%	0%	0%	5%	0%	0%	0%	0%	5%	0%	5%	5%	0%		
In/Out	-	-	IN	-	-	-	-	IN	-	OUT	OUT	-		
Volume	0	0	2	0	0	0	0	2	0	1	1	0	0	
%	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%	5%	0%		
In/Out	-	-	-	-	-	-	-	IN	-	-	OUT	-		
Volume	0	0	0	0	0	0	0	2	0	0	5	0	0	
%	0%	5%	0%	5%	5%	5%	5%	0%	0%	0%	0%	5%		
In/Out	-	IN	-	OUT	OUT	OUT	IN	-	-	-	-	IN		
Volume	0	10	0	3	3	3	10	0	0	0	0	10	0	
%	0%	5%	0%	5%	5%	5%	5%	0%	0%	0%	0%	5%		
In/Out	-	IN	-	OUT	OUT	OUT	IN	-	-	-	-	IN		
Volume	0	2	0	2	2	2	2	0	0	0	0	2	0	
Subtotal	5	215	2	113	155	39	90	102	14	1	55	242	163	
Total	59	486	596	251	345	140	197	521	104	462	318	389	2997	

735 ↓ 1072

140 ↵ 345 ↓ 251 ↳

← 517 | 197 ↑ 521 → 104 ↴ | AM | ↰ 389 ← 318 ↲ 462 | ← 1169 | 1368 →

822 →

↰ 59 ↑ 486 ↱ 596

910 ↓ 1142

Seasonal Factor: 1.08
Growth Rate: 1.00%
Years Grown: 1

Trips In: 49 | Trips Out: 143

Project Name	Trips In	Trips Out
KRE	393	117
Sunnyland	75	223
Project Hunt	76	17
St. Lucie Commerce Center	141	31
Whispering Oaks	45	167
Bent Creek	62	186
Wawa Kings	63	64
Kings Highway Warehouse	342	341
Kings Highway Commerce Park/ White Parcel	463	114
Walsh Crossroads	7	5
Project Hurricane	36	12
Celebration Point	30	96
Stonemont	203	56
7-11 Angle Road	45	46

Okeechobee Rd & Kings Hwy
Future Total

15 Min Period lanes	Northbound NBL	NBT	NBR	Southbound SBL	SBT	SBR	Eastbound EBL	EBT	EBR	Westbound WBL	WBT	WBR	TOTAL	ONE HOUR SUM
4:00-4:15	10	39	126	30	86	20	18	64	15	112	92	36	648	2503
4:15-4:30	13	30	97	38	61	28	17	65	10	129	106	28	622	2500
4:30-4:45	21	38	116	42	51	9	12	90	9	109	112	29	638	2559
4:45-5:00	18	35	121	27	43	14	16	78	13	94	105	31	595	2552
5:00-5:15	15	39	152	42	54	20	17	75	8	104	99	20	645	2495
5:15-5:30	15	47	147	40	43	19	15	96	6	107	125	21	681	
5:30-5:45	22	39	122	33	49	19	21	69	11	115	102	29	631	
5:45-6:00	22	43	109	28	34	14	20	67	7	80	81	33	538	
PM PEAK HOUR IS FROM:				4:30 PM TO 5:30PM										
Volumes	74	168	530	143	180	72	73	307	32	406	407	103	2495	
Season Factor	80	181	572	154	194	78	79	332	35	438	440	111	2695	
Growth	81	183	578	156	196	79	80	335	35	443	444	112	2722	
In/Out	IN	-	-	-	-	IN	OUT	OUT	OUT	-	IN	-		
Percentage	10%	0%	0%	0%	0%	10%	10%	65%	10%	0%	65%	0%		
PROJECT	16	0	0	0	0	16	9	60	9	0	103	0	213	
Total	97	183	578	156	196	94	89	395	44	443	547	112	2935	
Other Projects														
%	0%	8%	0%	5%	8%	5%	5%	0%	0%	0%	0%	5%		
In/Out	-	IN	-	OUT	OUT	OUT	IN	-	-	-	-	IN		
PROJECT	0	12	0	19	31	19	8	0	0	0	0	8	97	
%	0%	0%	0%	10%	0%	0%	0%	0%	0%	0%	0%	10%		
In/Out	-	-	-	OUT	-	-	-	-	-	-	-	IN		
Volume	0	0	0	15	0	0	0	0	0	0	0	26	42	
%	0%	5%	0%	30%	5%	5%	5%	0%	0%	0%	0%	30%		
In/Out	-	IN	-	OUT	OUT	OUT	IN	-	-	-	-	IN		
Volume	0	1	0	17	3	3	1	0	0	0	0	6	30	
%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
In/Out	-	-	-	-	-	-	-	-	-	-	-	-		
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	
%	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%	5%	0%		
In/Out	-	-	-	-	-	-	-	IN	-	-	OUT	-		
Volume	0	0	0	0	0	0	0	9	0	0	5	0	13	
%	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%	5%	0%		
In/Out	-	-	-	-	-	-	-	IN	-	-	OUT	-		
Volume	0	0	0	0	0	0	0	10	0	0	6	0	15	
%	0%	5%	0%	5%	5%	5%	5%	0%	0%	0%	0%	5%		
In/Out	-	IN	-	OUT	OUT	OUT	IN	-	-	-	-	IN		
Volume	0	3	0	3	3	3	3	0	0	0	0	3	17	
%	0%	37%	0%	11%	37%	4%	4%	0%	0%	0%	0%	11%		
In/Out	-	IN	-	OUT	OUT	OUT	IN	-	-	-	-	IN		
Volume	0	169	0	50	169	18	18	0	0	0	0	50	476	
%	0%	8%	0%	30%	8%	5%	5%	0%	0%	0%	0%	30%		
In/Out	-	IN	-	OUT	OUT	OUT	IN	-	-	-	-	IN		
Volume	0	11	0	137	37	23	7	0	0	0	0	43	258	
%	0%	20%	0%	0%	20%	0%	0%	5%	0%	0%	5%	0%		
In/Out	-	IN	-	-	OUT	-	-	IN	-	-	OUT	-		
Volume	0	2	0	0	2	0	0	1	0	0	1	0	5	
%	0%	0%	5%	0%	0%	0%	0%	5%	0%	5%	5%	0%		
In/Out	-	-	IN	-	-	-	-	IN	-	OUT	OUT	-		
Volume	0	0	1	0	0	0	0	1	0	2	2	0	6	
%	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%	5%	0%		
In/Out	-	-	-	-	-	-	-	IN	-	-	OUT	-		
Volume	0	0	0	0	0	0	0	5	0	0	3	0	8	
%	0%	5%	0%	5%	5%	5%	5%	0%	0%	0%	0%	5%		
In/Out	-	IN	-	OUT	OUT	OUT	IN	-	-	-	-	IN		
Volume	0	4	0	10	10	10	4	0	0	0	0	4	39	
%	0%	5%	0%	5%	5%	5%	5%	0%	0%	0%	0%	5%		
In/Out	-	IN	-	OUT	OUT	OUT	IN	-	-	-	-	IN		
Volume	0	2	0	2	2	2	2	0	0	0	0	2	12	
Subtotal	16	204	1	254	257	94	52	85	9	2	118	141	1174	
Total	97	388	579	410	453	172	131	420	44	445	562	253	3896	

1036 ↓ 772

172 ↵ 453 ↓ 410 ↳

← 831 | 131 ↑ 420 → 44 ↴ | PM | ↰ 253 ← 562 ↲ 445 | ← 1260 | 1410 →

596 →

↰ 97 ↑ 388 ↱ 579

942 ↓ 1063

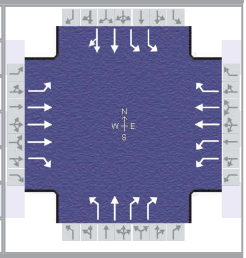
Seasonal Factor: 1.08
Growth Rate: 1.00%
Years Grown: 1

Trips In: 158 | Trips Out: 93

KRE	Trips In	Trips Out
	151	389
Sunnyland	261	154
Project Hunt	19	57
St. Lucie Commerce Center	52	196
Whispering Oaks	172	94
Bent Creek	193	113
Wawa Kings	57	58
Kings Highway Warehouse	458	216
Kings Highway Commerce Park/ White Parcel	142	458
Walsh Crossroads	10	11
Project Hurricane	23	37
Celebration Point	100	57
Stonemont	70	192
7-11 Angle Road	40	40

HCS Signalized Intersection Results Summary

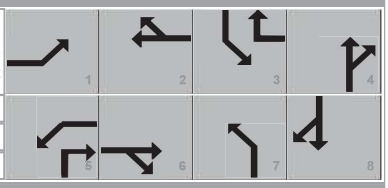
General Information				Intersection Information	
Agency	O'Rourke Engineering			Duration, h	0.250
Analyst	James Kemp	Analysis Date	Jan 14, 2025	Area Type	Other
Jurisdiction	St. Lucie County	Time Period	AM Peak Hour	PHF	0.95
Urban Street	Okeechobee Road	Analysis Year	2026	Analysis Period	1> 7:00
Intersection	Kings Highway	File Name	C6 - Okeechobee & Kings - Future Total - AM.xus		
Project Description	Buildout - with Project				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	197	521	104	462	318	389	59	486	596	251	345	140

Signal Information			
Cycle, s	91.2	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Float	Simult. Gap N/S	On

Green	12.6	2.9	22.0	4.1	1.2	28.5	
Yellow	3.0	0.0	3.0	3.0	3.0	3.0	
Red	1.0	0.0	1.0	1.0	1.0	1.0	



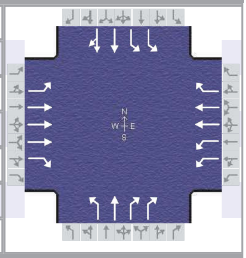
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6	5	2	7	4	3	8
Case Number	2.0	3.0	2.0	3.0	2.0	3.0	2.0	4.0
Phase Duration, s	16.6	26.0	19.4	28.8	8.1	32.5	13.3	37.7
Change Period, ($Y+R_c$), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Allow Headway (*MAH*), s	3.1	3.2	3.1	3.2	3.1	3.2	3.1	3.2
Queue Clearance Time (g_s), s	12.2	10.2	14.2	21.5	5.1	25.2	8.7	11.6
Green Extension Time (g_e), s	0.4	3.6	1.2	3.2	0.1	3.3	0.6	4.2
Phase Call Probability	0.99	1.00	1.00	1.00	0.79	1.00	1.00	1.00
Max Out Probability	0.00	0.00	0.00	0.08	0.00	0.29	0.00	0.02

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	7	4	14	3	8	18
Adjusted Flow Rate (*v*), veh/h	207	548	109	486	335	409	62	512	627	264	266	245
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1810	1725	1610	1757	1809	1610	1810	1900	1425	1757	1900	1714
Queue Service Time (g_s), s	10.2	8.2	5.1	12.2	6.8	19.5	3.1	23.2	13.4	6.7	9.4	9.6
Cycle Queue Clearance Time (g_c), s	10.2	8.2	5.1	12.2	6.8	19.5	3.1	23.2	13.4	6.7	9.4	9.6
Green Ratio (*g/C*)	0.14	0.24	0.24	0.17	0.27	0.37	0.05	0.31	0.48	0.10	0.37	0.37
Capacity (*c*), veh/h	250	1246	388	595	985	603	82	595	1374	359	702	633
Volume-to-Capacity Ratio (*X*)	0.831	0.440	0.282	0.817	0.340	0.679	0.753	0.860	0.456	0.736	0.378	0.387
Back of Queue (*Q*), ft/ln (95 th percentile)	203	150	86	223	128	289	66	420	182	129	181	167
Back of Queue (*Q*), veh/ln (95 th percentile)	8.1	6.0	3.4	8.9	5.1	11.5	2.7	16.8	7.3	5.2	7.2	6.7
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh	38.4	29.5	28.3	36.7	26.7	24.0	43.2	29.6	15.7	39.9	21.2	21.2
Incremental Delay (d_2), s/veh	2.7	0.1	0.1	1.1	0.1	0.8	5.1	7.6	0.1	1.1	0.1	0.1
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	41.2	29.6	28.5	37.7	26.8	24.8	48.3	37.2	15.8	41.0	21.3	21.4
Level of Service (LOS)	D	C	C	D	C	C	D	D	B	D	C	C
Approach Delay, s/veh / LOS	32.2	C		30.5	C		26.6	C		28.0	C	
Intersection Delay, s/veh / LOS	29.2						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.44	B	2.28	B	2.71	C	2.57	C
Bicycle LOS Score / LOS	0.96	A	1.50	B	2.47	B	1.13	A

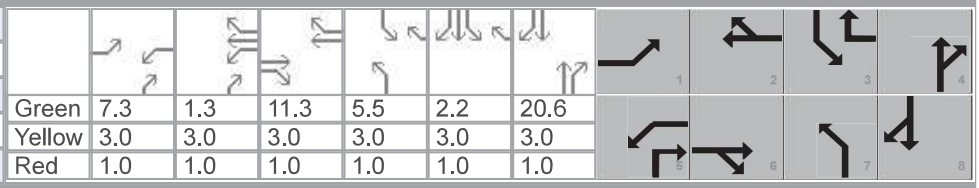
HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	O'Rourke Engineering			Duration, h	0.250
Analyst	James Kemp	Analysis Date	Jan 14, 2025	Area Type	Other
Jurisdiction	St. Lucie County	Time Period	PM Peak Hour	PHF	0.94
Urban Street	Okeechobee Road	Analysis Year	2026	Analysis Period	1> 7:00
Intersection	Kings Highway	File Name	C6 - Okeechobee & Kings - Future Total - PM.xus		
Project Description	Buildout - with Project				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	131	420	44	445	562	253	97	388	579	410	453	172

Signal Information			
Cycle, s	72.2	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Float	Simult. Gap N/S	On



Green	7.3	1.3	11.3	5.5	2.2	20.6
Yellow	3.0	3.0	3.0	3.0	3.0	3.0
Red	1.0	1.0	1.0	1.0	1.0	1.0

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6	5	2	7	4	3	8
Case Number	2.0	3.0	2.0	3.0	2.0	3.0	2.0	4.0
Phase Duration, s	11.3	15.3	16.6	20.6	9.5	24.6	15.7	30.9
Change Period, ($Y+R_c$), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Allow Headway (*MAH*), s	3.1	3.1	3.1	3.1	3.1	3.2	3.1	3.2
Queue Clearance Time (g_s), s	7.4	7.8	11.3	13.1	6.1	16.4	10.6	12.3
Green Extension Time (g_e), s	0.2	3.5	1.1	3.4	0.2	4.1	1.0	4.2
Phase Call Probability	0.94	1.00	1.00	1.00	0.88	1.00	1.00	1.00
Max Out Probability	0.00	0.00	0.00	0.01	0.00	0.06	0.00	0.03

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	7	4	14	3	8	18
Adjusted Flow Rate (*v*), veh/h	139	447	47	473	598	269	103	413	616	436	347	318
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1810	1725	1610	1757	1809	1610	1810	1900	1425	1757	1900	1721
Queue Service Time (g_s), s	5.4	5.8	1.8	9.3	11.1	8.8	4.1	14.4	10.8	8.6	10.2	10.3
Cycle Queue Clearance Time (g_c), s	5.4	5.8	1.8	9.3	11.1	8.8	4.1	14.4	10.8	8.6	10.2	10.3
Green Ratio (*g/C*)	0.10	0.16	0.16	0.17	0.23	0.39	0.08	0.29	0.46	0.16	0.37	0.37
Capacity (*c*), veh/h	183	812	253	612	832	632	138	543	1311	572	707	641
Volume-to-Capacity Ratio (*X*)	0.762	0.550	0.185	0.773	0.719	0.426	0.747	0.760	0.470	0.763	0.491	0.496
Back of Queue (*Q*), ft/ln (95 th percentile)	108	103	30	170	199	134	82	253	138	157	184	169
Back of Queue (*Q*), veh/ln (95 th percentile)	4.3	4.1	1.2	6.8	8.0	5.4	3.3	10.1	5.5	6.3	7.4	6.8
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh	31.8	28.2	26.6	28.6	25.8	16.1	32.8	23.7	13.5	29.0	17.5	17.5
Incremental Delay (d_2), s/veh	2.5	0.2	0.1	0.8	0.4	0.2	3.0	0.8	0.1	0.8	0.2	0.2
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	34.2	28.5	26.7	29.4	26.2	16.2	35.8	24.5	13.6	29.9	17.7	17.8
Level of Service (LOS)	C	C	C	C	C	B	D	C	B	C	B	B
Approach Delay, s/veh / LOS	29.6	C		25.3	C		19.6	B		22.5	C	
Intersection Delay, s/veh / LOS	23.7						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.44	B	2.28	B	2.70	C	2.56	C
Bicycle LOS Score / LOS	0.84	A	1.59	B	2.36	B	1.40	A

Fort Pierce, FL

ECONOLITE

MOVING TRAFFIC FORWARD

SR70 & Crossroads/Peters Rd - ASC3 [redacted] - Econolite Type - ASC/3

Controller Timing Plan (MM) 2-1

Plan 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Direction	E-L	W-T	SE-L	N-T	W-L	E-T	NW-L	S-T								
Min Green	5	12	8	9	5	12	8	8	5	5	5	5	5	5	5	5
Bk Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CS Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	7	0	5	0	7	0	5	0	10	0	10	0	10	0	10
Walk2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear	0	35	0	30	0	35	0	30	0	16	0	16	0	16	0	16
Ped Clear 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Ext	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Vehicle Ext 2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max1	20	60	20	30	20	60	20	30	20	60	20	30	20	60	20	30
Max2	40	40	40	40	40	40	40	40	25	60	25	35	25	60	25	35
Max3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dym Step	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	4.8	4.8	4.0	4.0	4.8	4.8	4.0	4.0
Red Clear	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Red Max	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Revert	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Act B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sec/Act	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Max Int	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Wt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STPTDuc	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TTReduc	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Gap	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

TURNING MOVEMENT VOLUME COUNTS

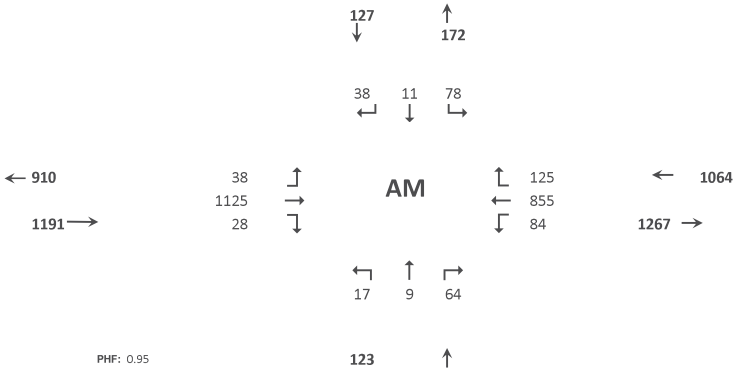
N/S STREET: Crossroads Pkwy **E/W STREET**: Okeechobee Rd (SR-70) **CONTROL**: Signalized

FILENAME:

COUNT DATE: 1/8/2025 **DAY**: Wednesday **CITY**: St Lucie

REPORT DATE: 1/10/2025 **ANALYSIS YEAR**: 2025 Existing

	Northbound			Southbound			Eastbound			Westbound				
15 Min Period	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL	ONE HOUR SUM
7:00-7:15	4	1	9	11	3	7	6	174	7	13	164	36	435	2051
7:15-7:30	2	2	15	8	3	4	5	219	5	20	172	23	478	2206
7:30-7:45	4	1	9	7	3	10	8	244	9	21	195	23	534	2289
7:45-8:00	4	1	12	19	3	5	7	270	6	21	220	36	604	2278
8:00-8:15	6	3	19	21	2	11	9	265	6	22	197	29	590	2154
8:15-8:30	2	3	19	25	2	9	11	263	5	14	180	28	561	
8:30-8:45	4	1	15	21	1	9	10	226	5	19	187	25	523	
8:45-9:00	4	3	12	13	3	8	10	205	7	20	167	28	480	
AM PEAK HOUR IS FROM:			7:30 AM TO 8:30AM											
Volumes	16	8	59	72	10	35	35	1042	26	78	792	116	2289	
Season Factor	17	9	64	78	11	38	38	1125	28	84	855	125	2472	
Growth	17	9	64	78	11	38	38	1125	28	84	855	125	2472	
In/Out	-	-	-	-	-	-	-	-	-	-	-	-		
Percentage	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
PROJECT	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	17	9	64	78	11	38	38	1125	28	84	855	125	2472	

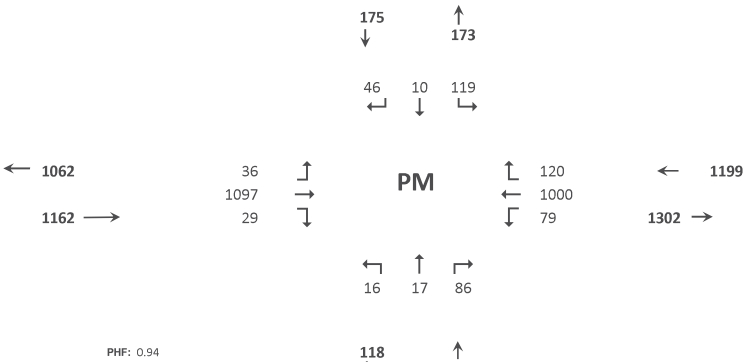


PHF: 0.95
Seasonal Factor: 1.08
Growth Rate: 1
Years Grown: 0

Trips In: 0 Trips Out: 0

Okeechobee Rd & Kings Hwy
Existing

	Northbound			Southbound			Eastbound			Westbound				
15 Min Period lanes	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL	ONE HOUR SUM
4:00-4:15	5	1	20	34	2	16	11	209	9	21	248	24	600	2495
4:15-4:30	5	5	25	47	3	12	11	222	11	22	251	26	640	2530
4:30-4:45	7	3	35	37	4	6	11	247	11	23	256	25	665	2575
4:45-5:00	9	1	22	42	3	11	10	228	6	17	211	30	590	2518
5:00-5:15	5	3	26	34	1	10	13	259	8	17	232	27	635	2459
5:15-5:30	3	7	27	32	0	10	8	287	4	23	259	25	685	
5:30-5:45	2	3	14	23	4	12	6	251	10	21	231	31	608	
5:45-6:00	5	3	13	21	4	11	6	219	5	12	204	28	531	
PM PEAK HOUR IS FROM:			4:30 PM TO 5:30PM											
Volumes	15	16	80	110	9	43	33	1016	27	73	926	111	2459	
Season Factor	16	17	86	119	10	46	36	1097	29	79	1000	120	2656	
Growth	16	17	86	119	10	46	36	1097	29	79	1000	120	2655	
In/Out	-	-	-	-	-	-	-	-	-	-	-	-		
Percentage	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
PROJECT	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	16	17	86	119	10	46	36	1097	29	79	1000	120	2655	

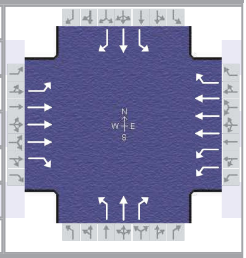


PHF: 0.94
Seasonal Factor: 1.08
Growth Rate: 1
Years Grown: 0

Trips In: Trips Out:

HCS Signalized Intersection Results Summary

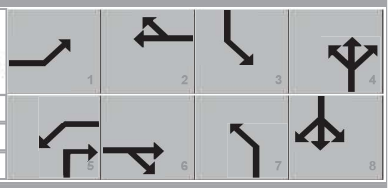
General Information				Intersection Information	
Agency	Traffic & Mobility Consultants			Duration, h	0.250
Analyst	James Kemp	Analysis Date	Jan 14, 2025	Area Type	Other
Jurisdiction	St. Lucie County	Time Period	AM Peak Hour	PHF	0.95
Urban Street	Okeechobee Road	Analysis Year	2025	Analysis Period	1> 7:00
Intersection	Crossroads Parkway	File Name	C6 - Okeechobee & Crossroads - Existing - AM.xus		
Project Description	Existing				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	38	1125	28	84	855	125	17	9	64	78	11	38

Signal Information			
Cycle, s	52.6	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	2.2	1.4	19.4	1.8	3.8	7.9	
Yellow	3.0	0.0	3.0	3.0	0.0	3.0	
Red	1.0	0.0	1.0	1.0	0.0	1.0	



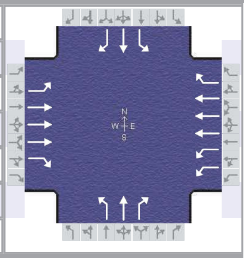
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6	5	2	7	4	3	8
Case Number	2.0	3.0	2.0	3.0	1.1	3.0	1.1	3.0
Phase Duration, s	6.2	23.4	7.6	24.8	5.8	11.9	9.6	15.7
Change Period, ($Y+R_c$), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Allow Headway (*MAH*), s	3.1	3.1	3.1	3.1	3.1	3.3	3.1	3.3
Queue Clearance Time (g_s), s	3.1	11.9	3.3	8.7	2.4	3.8	3.8	3.0
Green Extension Time (g_e), s	0.0	7.5	0.1	7.5	0.0	0.2	0.1	0.2
Phase Call Probability	0.44	1.00	0.73	1.00	0.23	0.88	0.70	0.95
Max Out Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	7	4	14	3	8	18
Adjusted Flow Rate (*v*), veh/h	40	1184	29	88	900	132	18	9	67	82	12	40
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1810	1725	1610	1757	1725	1610	1810	1900	1610	1810	1900	1610
Queue Service Time (g_s), s	1.1	9.9	0.6	1.3	6.7	2.8	0.4	0.2	1.8	1.8	0.3	1.0
Cycle Queue Clearance Time (g_c), s	1.1	9.9	0.6	1.3	6.7	2.8	0.4	0.2	1.8	1.8	0.3	1.0
Green Ratio (*g/C*)	0.04	0.37	0.37	0.07	0.40	0.40	0.19	0.15	0.22	0.29	0.22	0.22
Capacity (*c*), veh/h	77	1910	594	243	2049	637	416	287	355	540	423	358
Volume-to-Capacity Ratio (*X*)	0.523	0.620	0.050	0.364	0.439	0.206	0.043	0.033	0.190	0.152	0.027	0.112
Back of Queue (*Q*), ft/ln (95 th percentile)	22	142	8	22	94	37	7	4	27	28	4	15
Back of Queue (*Q*), veh/ln (95 th percentile)	0.9	5.7	0.3	0.9	3.8	1.5	0.3	0.2	1.1	1.1	0.2	0.6
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh	24.7	13.6	10.7	23.4	11.6	10.5	17.6	19.1	16.7	13.9	16.0	16.3
Incremental Delay (d_2), s/veh	2.0	0.1	0.0	0.3	0.1	0.1	0.0	0.0	0.1	0.0	0.0	0.1
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	26.7	13.7	10.7	23.7	11.7	10.5	17.6	19.1	16.8	13.9	16.0	16.4
Level of Service (LOS)	C	B	B	C	B	B	B	B	B	B	B	B
Approach Delay, s/veh / LOS	14.1	B		12.5	B		17.2	B		14.8	B	
Intersection Delay, s/veh / LOS	13.5						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.25	B	2.08	B	2.82	C	2.69	C
Bicycle LOS Score / LOS	1.18	A	1.10	A	0.64	A	0.71	A

HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	Traffic & Mobility Consultants			Duration, h	0.250
Analyst	James Kemp	Analysis Date	Jan 14, 2025	Area Type	Other
Jurisdiction	St. Lucie County	Time Period	PM Peak Hour	PHF	0.94
Urban Street	Okeechobee Road	Analysis Year	2025	Analysis Period	1> 7:00
Intersection	Crossroads Parkway	File Name	C6 - Okeechobee & Crossroads - Existing - PM.xus		
Project Description	Existing				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	36	1097	29	79	1000	120	16	17	86	119	10	46

Signal Information			
Cycle, s	55.6	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	2.2	1.4	20.5	1.9	1.0	8.5	1	2	3	4		
Yellow	3.0	0.0	3.0	3.0	3.0	3.0	5	6	7	8		
Red	1.0	0.0	1.0	1.0	1.0	1.0						

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6	5	2	7	4	3	8
Case Number	2.0	3.0	2.0	3.0	1.1	3.0	1.1	3.0
Phase Duration, s	6.2	24.5	7.6	25.9	5.9	12.5	10.9	17.5
Change Period, ($Y+R_c$), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Allow Headway (*MAH*), s	3.1	3.0	3.1	3.0	3.1	3.3	3.1	3.3
Queue Clearance Time (g_s), s	3.2	12.2	3.3	10.7	2.4	4.6	4.9	3.3
Green Extension Time (g_e), s	0.0	8.3	0.1	8.3	0.0	0.3	0.2	0.3
Phase Call Probability	0.45	1.00	0.73	1.00	0.23	0.94	0.86	0.99
Max Out Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	7	4	14	3	8	18
Adjusted Flow Rate (*v*), veh/h	38	1167	31	84	1064	128	17	18	91	127	11	49
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1810	1725	1610	1757	1725	1610	1810	1900	1610	1810	1900	1610
Queue Service Time (g_s), s	1.2	10.2	0.7	1.3	8.7	2.9	0.4	0.5	2.6	2.9	0.2	1.3
Cycle Queue Clearance Time (g_c), s	1.2	10.2	0.7	1.3	8.7	2.9	0.4	0.5	2.6	2.9	0.2	1.3
Green Ratio (*g/C*)	0.04	0.37	0.37	0.07	0.40	0.40	0.19	0.15	0.22	0.31	0.24	0.24
Capacity (*c*), veh/h	73	1915	596	230	2045	636	408	291	352	559	462	392
Volume-to-Capacity Ratio (*X*)	0.525	0.610	0.052	0.365	0.520	0.201	0.042	0.062	0.260	0.226	0.023	0.125
Back of Queue (*Q*), ft/ln (95 th percentile)	23	151	9	22	126	39	7	8	40	46	4	20
Back of Queue (*Q*), veh/ln (95 th percentile)	0.9	6.0	0.4	0.9	5.0	1.6	0.3	0.3	1.6	1.9	0.2	0.8
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh	26.1	14.2	11.2	24.9	12.8	11.0	18.6	20.1	18.0	14.2	16.0	16.4
Incremental Delay (d_2), s/veh	2.2	0.1	0.0	0.4	0.1	0.1	0.0	0.0	0.1	0.1	0.0	0.1
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	28.3	14.4	11.3	25.2	12.9	11.1	18.6	20.2	18.1	14.3	16.0	16.5
Level of Service (LOS)	C	B	B	C	B	B	B	C	B	B	B	B
Approach Delay, s/veh / LOS	14.7	B		13.5	B		18.5	B		14.9	B	
Intersection Delay, s/veh / LOS	14.4						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.25	B	2.08	B	2.83	C	2.69	C
Bicycle LOS Score / LOS	1.17	A	1.19	A	0.70	A	0.79	A

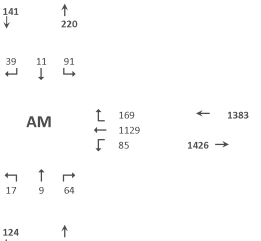
TURNING MOVEMENT VOLUME COUNTS

N/S STREET: Crossroads Pkwy
E/W STREET: Okeechobee Rd (SR-70)
CONTROL: Signalized
FILENAME:
COUNT DATE: 1/8/2025
DAY: Wednesday
CITY: St Lucie
REPORT DATE: 1/10/2025
ANALYSIS YEAR: 2026
Background

15 Min Period	Northbound NBL	NBT	NBR	Southbound SBL	SBT	SBR	Eastbound EBL	EBT	EBR	Westbound WBL	WBT	WBR	TOTAL	ONE HOUR SUM
7:00-7:15	4	1	9	11	3	7	6	174	7	13	164	36	435	2051
7:15-7:30	2	2	15	8	3	4	5	219	5	20	172	23	478	2206
7:30-7:45	4	1	9	7	3	10	8	244	9	21	195	23	534	2289
7:45-8:00	4	1	12	19	3	5	7	270	6	21	220	36	604	2278
8:00-8:15	6	3	19	21	2	11	9	265	6	22	197	29	590	2154
8:15-8:30	2	3	19	25	2	9	11	263	5	14	180	28	561	
8:30-8:45	4	1	15	21	1	9	10	226	5	19	187	25	523	
8:45-9:00	4	3	12	13	3	8	10	205	7	20	167	28	480	
AM PEAK HOUR IS FROM:				7:30 AM TO 8:30AM										
Volumes	16	8	59	72	10	35	35	1042	26	78	792	116	2289	
Season Factor	17	9	64	78	11	38	38	1125	28	84	855	125	2472	
Growth	17	9	64	79	11	38	38	1137	28	85	864	127	2497	
In/Out	-	-	-	-	-	-	-	-	-	-	-	-		
Percentage	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
PROJECT	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	17	9	64	79	11	38	38	1137	28	85	864	127	2497	
Other Projects														
Percentage	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%	5%	0%	0%	
In/Out	-	-	-	-	-	-	-	IN	-	-	IN	-		
PROJECT	0	0	0	0	0	0	0	20	0	0	20	0	0	
%	0%	0%	0%	0%	0%	0%	0%	10%	0%	0%	10%	0%		
In/Out	-	-	-	-	-	-	-	OUT	-	-	IN	-		
Volume	0	0	0	0	0	0	0	22	0	0	8	0	0	
%	0%	0%	0%	0%	0%	0%	0%	30%	0%	0%	30%	0%		
In/Out	-	-	-	-	-	-	-	OUT	-	-	IN	-		
Volume	0	0	0	0	0	0	0	5	0	0	23	0	0	
%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
In/Out	-	-	-	-	-	-	-	-	-	-	-	-		
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	
%	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%	5%	0%		
In/Out	-	-	-	-	-	-	-	IN	-	-	OUT	-		
Volume	0	0	0	0	0	0	0	2	0	0	8	0	0	
%	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%	5%	0%		
In/Out	-	-	-	-	-	-	-	IN	-	-	OUT	-		
Volume	0	0	0	0	0	0	0	3	0	0	9	0	0	
%	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%	5%	0%		
In/Out	-	-	-	-	-	-	-	OUT	-	-	IN	-		
Volume	0	0	0	0	0	0	0	3	0	0	3	0	0	
%	0%	0%	0%	0%	0%	0%	0%	11%	0%	0%	11%	0%		
In/Out	-	-	-	-	-	-	-	OUT	-	-	IN	-		
Volume	0	0	0	0	0	0	0	38	0	0	38	0	0	
%	0%	0%	0%	5%	0%	0%	0%	30%	0%	0%	30%	5%		
In/Out	-	-	-	OUT	-	-	-	OUT	-	-	IN	IN		
Volume	0	0	0	6	0	0	0	34	0	0	139	23	0	
%	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%	5%	0%		
In/Out	-	-	-	-	-	-	-	IN	-	-	OUT	-		
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	
%	0%	0%	0%	55%	0%	10%	10%	0%	0%	0%	0%	55%		
In/Out	-	-	-	OUT	-	OUT	IN	-	-	-	-	IN		
Volume	0	0	0	7	0	1	4	0	0	0	0	20	0	
%	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%	5%	0%		
In/Out	-	-	-	-	-	-	-	IN	-	-	OUT	-		
Volume	0	0	0	0	0	0	0	2	0	0	5	0	0	
%	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%	5%	0%		
In/Out	-	-	-	-	-	-	-	OUT	-	-	IN	-		
Volume	0	0	0	0	0	0	0	3	0	0	10	0	0	
%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	5.0%	0.0%	0.0%	5.0%	0.0%		
In/Out	-	-	-	-	-	-	-	OUT	-	-	IN	-		
Volume	0	0	0	0	0	0	0	2	0	0	2	0	0	
Subtotal	0	0	0	12	0	1	4	134	0	0	265	43	0	
Total	17	9	64	91	11	39	42	1271	28	85	1129	169	2497	

Seasonal Factor: 1.08
Growth Rate: 1.00%
Years Grown: 1
Trips In 0 **Trips Out** 0

Project Name KRE	Trips In	Trips Out
	393	117
Sunnyland	75	223
Project Hunt	76	17
St. Lucie Commerce Center	141	31
Whispering Oaks	45	167
Bent Creek	62	186
Wawa Kings	63	64
Kings Highway Warehouse	342	341
Kings Highway Commerce Park / White Parcel	463	114
Walsh Crossroads	7	5
Project Hurricane	36	12
Celebration Point	30	96
Stonemont	203	56
7-11 Angle Road	45	46

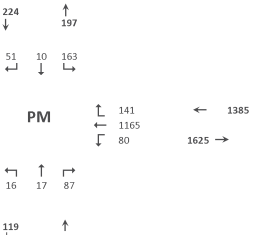


Okeechobee Rd & Kings Hwy
Background

15 Min Period lanes	Northbound NBL	NBT	NBR	Southbound SBL	SBT	SBR	Eastbound EBL	EBT	EBR	Westbound WBL	WBT	WBR	TOTAL	ONE HOUR SUM
4:00-4:15	5	1	20	34	2	16	11	209	9	21	248	24	600	2495
4:15-4:30	5	5	25	47	3	12	11	222	11	22	251	26	640	2530
4:30-4:45	7	3	35	37	4	6	11	247	11	23	256	25	665	2575
4:45-5:00	9	1	22	42	3	11	10	228	6	17	211	30	590	2518
5:00-5:15	5	3	26	34	1	10	13	259	8	17	232	27	635	2459
5:15-5:30	3	7	27	32	0	10	8	287	4	23	259	25	685	
5:30-5:45	2	3	14	23	4	12	6	251	10	21	231	31	608	
5:45-6:00	5	3	13	21	4	11	6	219	5	12	204	28	531	
PM PEAK HOUR IS FROM:				4:30 PM TO 5:30PM										
Volumes	15	16	80	110	9	43	33	1016	27	73	926	111	2459	
Season Factor	16	17	86	119	10	46	36	1097	29	79	1000	120	2656	
Growth	16	17	87	120	10	47	36	1108	29	80	1010	121	2682	
In/Out	-	-	-	-	-	-	-	-	-	-	-	-		
Percentage	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
PROJECT	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	16	17	87	120	10	47	36	1108	29	80	1010	121	2682	
Other Projects														
%	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%	5%	0.0%		
In/Out	-	-	-	-	-	-	-	IN	-	-	IN	-		
PROJECT	0	0	0	0	0	0	0	8	0	0	8	0	15	
%	0%	0%	0%	0%	0%	0%	0%	10%	0%	0%	10%	0%		
In/Out	-	-	-	-	-	-	-	OUT	-	-	IN	-		
Volume	0	0	0	0	0	0	0	15	0	0	26	0	42	
%	0%	0%	0%	0%	0%	0%	0%	30%	0%	0%	30%	0%		
In/Out	-	-	-	-	-	-	-	OUT	-	-	IN	-		
Volume	0	0	0	0	0	0	0	17	0	0	6	0	23	
%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
In/Out	-	-	-	-	-	-	-	-	-	-	-	-		
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	
%	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%	5%	0%		
In/Out	-	-	-	-	-	-	-	IN	-	-	OUT	-		
Volume	0	0	0	0	0	0	0	9	0	0	5	0	13	
%	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%	5%	0%		
In/Out	-	-	-	-	-	-	-	IN	-	-	OUT	-		
Volume	0	0	0	0	0	0	0	10	0	0	6	0	15	
%	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%	5%	0%		
In/Out	-	-	-	-	-	-	-	OUT	-	-	IN	-		
Volume	0	0	0	0	0	0	0	3	0	0	3	0	6	
%	0%	0%	0%	0%	0%	0%	0%	11%	0%	0%	11%	0%		
In/Out	-	-	-	-	-	-	-	OUT	-	-	IN	-		
Volume	0	0	0	0	0	0	0	50	0	0	50	0	101	
%	0%	0%	0%	5%	0%	0%	0%	30%	0%	0%	30%	5%		
In/Out	-	-	-	OUT	-	-	-	OUT	-	-	IN	IN		
Volume	0	0	0	23	0	0	0	137	0	0	43	7	210	
%	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%	5%	0%		
In/Out	-	-	-	-	-	-	-	IN	-	-	OUT	-		
Volume	0	0	0	0	0	0	0	1	0	0	1	0	1	
%	0%	0%	0%	55%	0%	10%	10%	0%	0%	0%	0%	55%		
In/Out	-	-	-	OUT	-	OUT	IN	-	-	-	-	IN		
Volume	0	0	0	20	0	4	2	0	0	0	0	13	39	
%	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%	5%	0%		
In/Out	-	-	-	-	-	-	-	IN	-	-	OUT	-		
Volume	0	0	0	0	0	0	0	5	0	0	3	0	8	
%	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%	5%	0%		
In/Out	-	-	-	-	-	-	-	OUT	-	-	IN	-		
Volume	0	0	0	0	0	0	0	10	0	0	4	0	13	
%	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%	5%	0%		
In/Out	-	-	-	-	-	-	-	OUT	-	-	IN	-		
Volume	0	0	0	0	0	0	0	2	0	0	2	0	4	
Subtotal	0	0	0	43	0	4	2	266	0	0	154	20	490	
Total	16	17	87	163	10	51	38	1374	29	80	1165	141	3172	

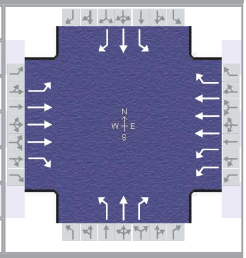
Seasonal Factor: 1.08
Growth Rate: 1.00%
Years Grown: 1
Trips In **Trips Out**

KRE	Trips In	Trips Out
	151	589
Sunnyland	261	154
Project Hunt	19	57
St. Lucie Commerce Center	52	196
Whispering Oaks	172	94
Bent Creek	193	113
Wawa Kings	57	58
Kings Highway Warehouse	458	216
Kings Highway Commerce Park / White Parcel	142	458
Walsh Crossroads	10	11
Project Hurricane	23	37
Celebration Point	100	57
Stonemont	70	192
7-11 Angle Road	40	40



HCS Signalized Intersection Results Summary

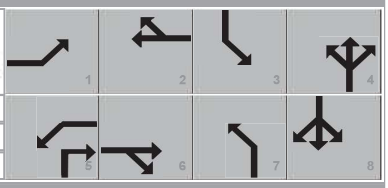
General Information				Intersection Information	
Agency	Traffic & Mobility Consultants			Duration, h	0.250
Analyst	James Kemp	Analysis Date	Jan 14, 2025	Area Type	Other
Jurisdiction	St. Lucie County	Time Period	AM Peak Hour	PHF	0.95
Urban Street	Okeechobee Road	Analysis Year	2026	Analysis Period	1> 7:00
Intersection	Crossroads Parkway	File Name	C6 - Okeechobee & Crossroads - Background - A...		
Project Description	Background- without Project				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	42	1271	28	85	1129	169	17	9	64	91	11	39

Signal Information			
Cycle, s	58.9	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	2.6	1.3	24.5	2.0	0.3	8.2						
Yellow	3.0	0.0	3.0	3.0	3.0	3.0						
Red	1.0	0.0	1.0	1.0	1.0	1.0						



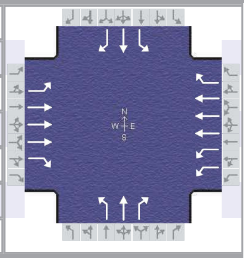
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6	5	2	7	4	3	8
Case Number	2.0	3.0	2.0	3.0	1.1	3.0	1.1	3.0
Phase Duration, s	6.6	28.5	7.8	29.8	6.0	12.2	10.3	16.5
Change Period, ($Y+R_c$), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Allow Headway (*MAH*), s	3.1	3.1	3.1	3.1	3.1	3.3	3.1	3.3
Queue Clearance Time (g_s), s	3.4	14.0	3.4	11.9	2.5	4.0	4.4	3.2
Green Extension Time (g_e), s	0.0	10.5	0.1	10.6	0.0	0.2	0.1	0.2
Phase Call Probability	0.52	1.00	0.77	1.00	0.25	0.91	0.79	0.98
Max Out Probability	0.00	0.02	0.00	0.02	0.00	0.00	0.00	0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	7	4	14	3	8	18
Adjusted Flow Rate (*v*), veh/h	44	1338	29	89	1188	178	18	9	67	96	12	41
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1810	1725	1610	1757	1725	1610	1810	1900	1610	1810	1900	1610
Queue Service Time (g_s), s	1.4	12.0	0.6	1.4	9.9	4.1	0.5	0.3	2.0	2.4	0.3	1.2
Cycle Queue Clearance Time (g_c), s	1.4	12.0	0.6	1.4	9.9	4.1	0.5	0.3	2.0	2.4	0.3	1.2
Green Ratio (*g/C*)	0.04	0.42	0.42	0.07	0.44	0.44	0.17	0.14	0.20	0.28	0.21	0.21
Capacity (*c*), veh/h	79	2156	671	230	2267	705	383	264	329	510	403	342
Volume-to-Capacity Ratio (*X*)	0.557	0.621	0.044	0.390	0.524	0.252	0.047	0.036	0.205	0.188	0.029	0.120
Back of Queue (*Q*), ft/ln (95 th percentile)	28	176	9	26	142	55	8	5	32	40	5	19
Back of Queue (*Q*), veh/ln (95 th percentile)	1.1	7.0	0.4	1.0	5.7	2.2	0.3	0.2	1.3	1.6	0.2	0.8
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh	27.6	13.5	10.2	26.4	12.1	10.5	20.3	22.0	19.5	16.2	18.4	18.8
Incremental Delay (d_2), s/veh	2.3	0.1	0.0	0.4	0.1	0.1	0.0	0.0	0.1	0.1	0.0	0.1
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	29.9	13.6	10.2	26.8	12.2	10.5	20.3	22.0	19.6	16.2	18.4	18.8
Level of Service (LOS)	C	B	B	C	B	B	C	C	B	B	B	B
Approach Delay, s/veh / LOS	14.1	B		12.9	B		20.0	B		17.1	B	
Intersection Delay, s/veh / LOS	13.8						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.25	B	2.08	B	2.83	C	2.70	C
Bicycle LOS Score / LOS	1.26	A	1.29	A	0.64	A	0.73	A

HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	Traffic & Mobility Consultants			Duration, h	0.250
Analyst	James Kemp	Analysis Date	Jan 14, 2025	Area Type	Other
Jurisdiction	St. Lucie County	Time Period	PM Peak Hour	PHF	0.94
Urban Street	Okeechobee Road	Analysis Year	2026	Analysis Period	1> 7:00
Intersection	Crossroads Parkway	File Name	C6 - Okeechobee & Crossroads - Background - P…		
Project Description	Background- without Project				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	38	1374	29	80	1165	141	16	17	87	163	10	51

Signal Information			
Cycle, s	64.1	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	2.6	1.3	27.9	2.1	1.5	8.7	1	2	3	4		
Yellow	3.0	0.0	3.0	3.0	3.0	3.0	5	6	7	8		
Red	1.0	0.0	1.0	1.0	1.0	1.0						

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6	5	2	7	4	3	8
Case Number	2.0	3.0	2.0	3.0	1.1	3.0	1.1	3.0
Phase Duration, s	6.6	31.9	7.9	33.2	6.1	12.7	11.6	18.3
Change Period, ($Y+R_c$), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Allow Headway (*MAH*), s	3.1	3.0	3.1	3.0	3.1	3.3	3.1	3.3
Queue Clearance Time (g_s), s	3.4	16.3	3.5	13.0	2.5	5.1	6.9	3.7
Green Extension Time (g_e), s	0.0	11.6	0.1	11.7	0.0	0.3	0.2	0.3
Phase Call Probability	0.51	1.00	0.78	1.00	0.26	0.97	0.95	1.00
Max Out Probability	0.00	0.04	0.00	0.03	0.00	0.00	0.00	0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	7	4	14	3	8	18
Adjusted Flow Rate (*v*), veh/h	40	1462	31	85	1239	150	17	18	93	173	11	54
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1810	1725	1610	1757	1725	1610	1810	1900	1610	1810	1900	1610
Queue Service Time (g_s), s	1.4	14.3	0.7	1.5	11.0	3.6	0.5	0.5	3.1	4.9	0.3	1.7
Cycle Queue Clearance Time (g_c), s	1.4	14.3	0.7	1.5	11.0	3.6	0.5	0.5	3.1	4.9	0.3	1.7
Green Ratio (*g/C*)	0.04	0.43	0.43	0.06	0.46	0.46	0.17	0.14	0.20	0.29	0.22	0.22
Capacity (*c*), veh/h	73	2250	700	214	2358	734	365	258	317	509	422	358
Volume-to-Capacity Ratio (*X*)	0.557	0.650	0.044	0.397	0.526	0.204	0.047	0.070	0.292	0.341	0.025	0.152
Back of Queue (*Q*), ft/ln (95 th percentile)	28	208	10	27	162	49	9	10	50	84	5	28
Back of Queue (*Q*), veh/ln (95 th percentile)	1.1	8.3	0.4	1.1	6.5	2.0	0.4	0.4	2.0	3.3	0.2	1.1
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh	30.2	14.3	10.4	29.0	12.5	10.5	22.4	24.2	22.0	18.1	19.5	20.1
Incremental Delay (d_2), s/veh	2.5	0.1	0.0	0.4	0.1	0.1	0.0	0.0	0.2	0.1	0.0	0.1
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	32.7	14.4	10.5	29.4	12.6	10.5	22.4	24.2	22.2	18.3	19.5	20.2
Level of Service (LOS)	C	B	B	C	B	B	C	C	C	B	B	C
Approach Delay, s/veh / LOS	14.8	B		13.3	B		22.5	C		18.8	B	
Intersection Delay, s/veh / LOS	14.7						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.25	B	2.08	B	2.83	C	2.70	C
Bicycle LOS Score / LOS	1.33	A	1.30	A	0.70	A	0.88	A

TURNING MOVEMENT VOLUME COUNTS

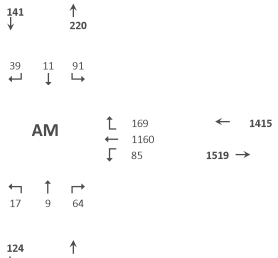
N/S STREET: Crossroads Pkwy
E/W STREET: Okeechobee Rd (SR-70)
CONTROL: Signalized
FILENAME:
COUNT DATE: 1/8/2025
DAY: Wednesday
CITY: St Lucie
REPORT DATE: 1/10/2025
ANALYSIS YEAR: 2026
Future Total

15 Min Period	Northbound NBL	NBT	NBR	Southbound SBL	SBT	SBR	Eastbound EBL	EBT	EBR	Westbound WBL	WBT	WBR	TOTAL	ONE HOUR SUM
7:00-7:15	4	1	9	11	3	7	6	174	7	13	164	36	435	2051
7:15-7:30	2	2	15	8	3	4	5	219	5	20	172	23	478	2206
7:30-7:45	4	1	9	7	3	10	8	244	9	21	195	23	534	2289
7:45-8:00	4	1	12	19	3	5	7	270	6	21	220	36	604	2278
8:00-8:15	6	3	19	21	2	11	9	265	6	22	197	29	590	2154
8:15-8:30	2	3	19	25	2	9	11	263	5	14	180	28	561	
8:30-8:45	4	1	15	21	1	9	10	226	5	19	187	25	523	
8:45-9:00	4	3	12	13	3	8	10	205	7	20	167	28	480	
AM PEAK HOUR IS FROM:				7:30 AM TO 8:30AM										
Volumes	16	8	59	72	10	35	35	1042	26	78	792	116	2289	
Season Factor	17	9	64	78	11	38	38	1125	28	84	855	125	2472	
Growth	17	9	64	79	11	38	38	1137	28	85	864	127	2497	
In/Out	-	-	-	-	-	-	-	OUT	-	-	IN	-		
Percentage	0%	0%	0%	0%	0%	0%	0%	65%	0%	0%	65%	0%		
PROJECT	0	0	0	0	0	0	0	93	0	0	32	0	125	
Total	17	9	64	79	11	38	38	1230	28	85	896	127	2622	
Other Projects														
Percentage	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%	5%	0%		
In/Out	-	-	-	-	-	-	-	IN	-	-	IN	-		
PROJECT	0	0	0	0	0	0	0	20	0	0	20	0	0	
%	0%	0%	0%	0%	0%	0%	0%	10%	0%	0%	10%	0%		
In/Out	-	-	-	-	-	-	-	OUT	-	-	IN	-		
Volume	0	0	0	0	0	0	0	22	0	0	8	0	0	
%	0%	0%	0%	0%	0%	0%	0%	30%	0%	0%	30%	0%		
In/Out	-	-	-	-	-	-	-	OUT	-	-	IN	-		
Volume	0	0	0	0	0	0	0	5	0	0	23	0	0	
%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
In/Out	-	-	-	-	-	-	-	-	-	-	-	-		
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	
%	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%	5%	0%		
In/Out	-	-	-	-	-	-	-	IN	-	-	OUT	-		
Volume	0	0	0	0	0	0	0	2	0	0	8	0	0	
%	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%	5%	0%		
In/Out	-	-	-	-	-	-	-	IN	-	-	OUT	-		
Volume	0	0	0	0	0	0	0	3	0	0	9	0	0	
%	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%	5%	0%		
In/Out	-	-	-	-	-	-	-	OUT	-	-	IN	-		
Volume	0	0	0	0	0	0	0	3	0	0	3	0	0	
%	0%	0%	0%	0%	0%	0%	0%	11%	0%	0%	11%	0%		
In/Out	-	-	-	-	-	-	-	OUT	-	-	IN	-		
Volume	0	0	0	0	0	0	0	38	0	0	38	0	0	
%	0%	0%	0%	5%	0%	0%	0%	30%	0%	0%	30%	5%		
In/Out	-	-	-	OUT	-	-	-	OUT	-	-	IN	IN		
Volume	0	0	0	6	0	0	0	34	0	0	139	23	0	
%	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%	5%	0%		
In/Out	-	-	-	-	-	-	-	IN	-	-	OUT	-		
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	
%	0%	0%	0%	55%	0%	10%	10%	0%	0%	0%	0%	55%		
In/Out	-	-	-	OUT	-	OUT	IN	-	-	-	-	IN		
Volume	0	0	0	7	0	1	4	0	0	0	0	20	0	
%	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%	5%	0%		
In/Out	-	-	-	-	-	-	-	IN	-	-	OUT	-		
Volume	0	0	0	0	0	0	0	2	0	0	5	0	0	
%	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%	5%	0%		
In/Out	-	-	-	-	-	-	-	OUT	-	-	IN	-		
Volume	0	0	0	0	0	0	0	3	0	0	10	0	0	
%	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%	5%	0%		
In/Out	-	-	-	-	-	-	-	OUT	-	-	IN	-		
Volume	0	0	0	0	0	0	0	2	0	0	2	0	0	
Subtotal	0	0	0	12	0	1	4	227	0	0	297	43	125	
Total	17	9	64	91	11	39	42	1364	28	85	1160	169	2622	

Seasonal Factor: 1.08
Growth Rate: 1.00%
Years Grown: 1

Project Name KRE	Trips In	Trips Out
	393	117
Sunnyland	75	223
Project Hunt	76	17
St. Lucie Commerce Center	141	31
Whispering Oaks	45	167
Bent Creek	62	186
Wawa Kings	63	64
Kings Highway Warehouse	342	341
Kings Highway Commerce Park/ White Parcel	463	114
Walsh Crossroads	7	5
Project Hurricane	36	12
Celebration Point	30	96
Stonemont	203	56
7-11 Angle Road	45	46

Trips In: 49
Trips Out: 143



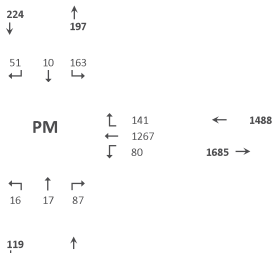
Okeechobee Rd & Kings Hwy
Future Total

15 Min Period lanes	Northbound NBL	NBT	NBR	Southbound SBL	SBT	SBR	Eastbound EBL	EBT	EBR	Westbound WBL	WBT	WBR	TOTAL	ONE HOUR SUM
4:00-4:15	5	1	20	34	2	16	11	209	9	21	248	24	600	2495
4:15-4:30	5	5	25	47	3	12	11	222	11	22	251	26	640	2530
4:30-4:45	7	3	35	37	4	6	11	247	11	23	256	25	665	2575
4:45-5:00	9	1	22	42	3	11	10	228	6	17	211	30	590	2518
5:00-5:15	5	3	26	34	1	10	13	259	8	17	232	27	635	2459
5:15-5:30	3	7	27	32	0	10	8	287	4	23	259	25	685	
5:30-5:45	2	3	14	23	4	12	6	251	10	21	231	31	608	
5:45-6:00	5	3	13	21	4	11	6	219	5	12	204	28	531	
PM PEAK HOUR IS FROM:				4:30 PM TO 5:30PM										
Volumes	15	16	80	110	9	43	33	1016	27	73	926	111	2459	
Season Factor	16	17	86	119	10	46	36	1097	29	79	1000	120	2656	
Growth	16	17	87	120	10	47	36	1108	29	80	1010	121	2682	
In/Out	-	-	-	-	-	-	-	OUT	-	-	IN	-		
Percentage	0%	0%	0%	0%	0%	0%	0%	65%	0%	0%	65%	0%		
PROJECT	0	0	0	0	0	0	0	60	0	0	103	0	163	
Total	16	17	87	120	10	47	36	1169	29	80	1113	121	2845	
Other Projects														
%	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%	5%	0%		
In/Out	-	-	-	-	-	-	-	IN	-	-	IN	-		
PROJECT	0	0	0	0	0	0	0	8	0	0	8	0	15	
%	0%	0%	0%	0%	0%	0%	0%	10%	0%	0%	10%	0%		
In/Out	-	-	-	-	-	-	-	OUT	-	-	IN	-		
Volume	0	0	0	0	0	0	0	15	0	0	26	0	42	
%	0%	0%	0%	0%	0%	0%	0%	30%	0%	0%	30%	0%		
In/Out	-	-	-	-	-	-	-	OUT	-	-	IN	-		
Volume	0	0	0	0	0	0	0	17	0	0	6	0	23	
%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
In/Out	-	-	-	-	-	-	-	-	-	-	-	-		
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	
%	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%	5%	0%		
In/Out	-	-	-	-	-	-	-	IN	-	-	OUT	-		
Volume	0	0	0	0	0	0	0	9	0	0	5	0	13	
%	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%	5%	0%		
In/Out	-	-	-	-	-	-	-	IN	-	-	OUT	-		
Volume	0	0	0	0	0	0	0	10	0	0	6	0	15	
%	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%	5%	0%		
In/Out	-	-	-	-	-	-	-	OUT	-	-	IN	-		
Volume	0	0	0	0	0	0	0	3	0	0	3	0	6	
%	0%	0%	0%	0%	0%	0%	0%	11%	0%	0%	11%	0%		
In/Out	-	-	-	-	-	-	-	OUT	-	-	IN	-		
Volume	0	0	0	0	0	0	0	50	0	0	50	0	101	
%	0%	0%	0%	5%	0%	0%	0%	30%	0%	0%	30%	5%		
In/Out	-	-	-	OUT	-	-	-	OUT	-	-	IN	IN		
Volume	0	0	0	23	0	0	0	137	0	0	43	7	210	
%	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%	5%	0%		
In/Out	-	-	-	-	-	-	-	IN	-	-	OUT	-		
Volume	0	0	0	0	0	0	0	1	0	0	1	0	1	
%	0%	0%	0%	55%	0%	10%	10%	0%	0%	0%	0%	55%		
In/Out	-	-	-	OUT	-	OUT	IN	-	-	-	-	IN		
Volume	0	0	0	20	0	4	2	0	0	0	0	13	39	
%	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%	5%	0%		
In/Out	-	-	-	-	-	-	-	IN	-	-	OUT	-		
Volume	0	0	0	0	0	0	0	5	0	0	3	0	8	
%	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%	5%	0%		
In/Out	-	-	-	-	-	-	-	OUT	-	-	IN	-		
Volume	0	0	0	0	0	0	0	10	0	0	4	0	13	
%	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%	5%	0%		
In/Out	-	-	-	-	-	-	-	OUT	-	-	IN	-		
Volume	0	0	0	0	0	0	0	2	0	0	2	0	4	
Subtotal	0	0	0	43	0	4	2	327	0	0	257	20	628	
Total	16	17	87	163	10	51	38	1435	29	80	1267	141	3310	

Seasonal Factor: 1.08
Growth Rate: 1.00%
Years Grown: 1

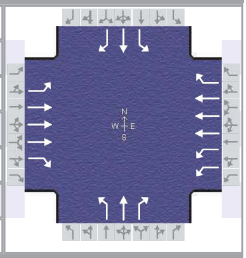
KRE	Trips In	Trips Out
	151	389
Sunnyland	261	154
Project Hunt	19	57
St. Lucie Commerce Center	52	196
Whispering Oaks	172	94
Bent Creek	193	113
Wawa Kings	57	58
Kings Highway Warehouse	458	216
Kings Highway Commerce Park/ White Parcel	142	458
Walsh Crossroads	10	11
Project Hurricane	23	37
Celebration Point	100	57
Stonemont	70	192
7-11 Angle Road	40	40

Trips In: 158
Trips Out: 93



HCS Signalized Intersection Results Summary

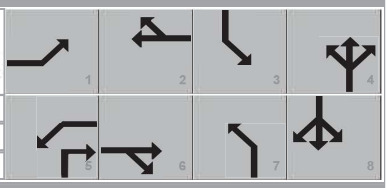
General Information				Intersection Information	
Agency	Traffic & Mobility Consultants			Duration, h	0.250
Analyst	James Kemp	Analysis Date	Jan 14, 2025	Area Type	Other
Jurisdiction	St. Lucie County	Time Period	AM Peak Hour	PHF	0.95
Urban Street	Okeechobee Road	Analysis Year	2026	Analysis Period	1> 7:00
Intersection	Crossroads Parkway	File Name	C6 - Okeechobee & Crossroads - Future Total - A...		
Project Description	Buildout- with Project				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	42	1364	28	85	1160	169	17	9	64	91	11	39

Signal Information			
Cycle, s	61.4	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	2.7	1.3	26.8	2.1	0.3	8.3						
Yellow	3.0	0.0	3.0	3.0	3.0	3.0						
Red	1.0	0.0	1.0	1.0	1.0	1.0						



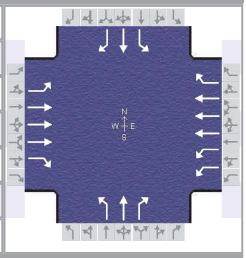
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6	5	2	7	4	3	8
Case Number	2.0	3.0	2.0	3.0	1.1	3.0	1.1	3.0
Phase Duration, s	6.7	30.8	7.9	32.0	6.1	12.3	10.4	16.6
Change Period, ($Y+R_c$), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Allow Headway (*MAH*), s	3.1	3.1	3.1	3.1	3.1	3.3	3.1	3.3
Queue Clearance Time (g_s), s	3.5	15.3	3.5	12.3	2.5	4.2	4.5	3.3
Green Extension Time (g_e), s	0.0	11.5	0.1	11.5	0.0	0.2	0.1	0.2
Phase Call Probability	0.53	1.00	0.78	1.00	0.26	0.92	0.81	0.98
Max Out Probability	0.00	0.03	0.00	0.03	0.00	0.00	0.00	0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	7	4	14	3	8	18
Adjusted Flow Rate (*v*), veh/h	44	1436	29	89	1221	178	18	9	67	96	12	41
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1810	1725	1610	1757	1725	1610	1810	1900	1610	1810	1900	1610
Queue Service Time (g_s), s	1.5	13.3	0.6	1.5	10.3	4.1	0.5	0.3	2.2	2.5	0.3	1.3
Cycle Queue Clearance Time (g_c), s	1.5	13.3	0.6	1.5	10.3	4.1	0.5	0.3	2.2	2.5	0.3	1.3
Green Ratio (*g/C*)	0.04	0.44	0.44	0.06	0.46	0.46	0.17	0.13	0.20	0.27	0.21	0.21
Capacity (*c*), veh/h	78	2257	702	224	2364	735	371	256	320	494	390	331
Volume-to-Capacity Ratio (*X*)	0.565	0.636	0.042	0.399	0.517	0.242	0.048	0.037	0.211	0.194	0.030	0.124
Back of Queue (*Q*), ft/ln (95 th percentile)	29	194	9	27	148	56	9	5	34	43	6	20
Back of Queue (*Q*), veh/ln (95 th percentile)	1.2	7.8	0.4	1.1	5.9	2.2	0.4	0.2	1.4	1.7	0.2	0.8
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh	28.8	13.5	10.0	27.6	11.9	10.2	21.4	23.1	20.6	17.2	19.5	19.9
Incremental Delay (d_2), s/veh	2.4	0.1	0.0	0.4	0.1	0.1	0.0	0.0	0.1	0.1	0.0	0.1
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	31.2	13.6	10.0	28.1	11.9	10.3	21.4	23.1	20.7	17.3	19.5	20.0
Level of Service (LOS)	C	B	A	C	B	B	C	C	C	B	B	B
Approach Delay, s/veh / LOS	14.1	B		12.7	B		21.1	C		18.2	B	
Intersection Delay, s/veh / LOS	13.8						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.25	B	2.08	B	2.83	C	2.70	C
Bicycle LOS Score / LOS	1.32	A	1.31	A	0.64	A	0.73	A

HCS Signalized Intersection Results Summary

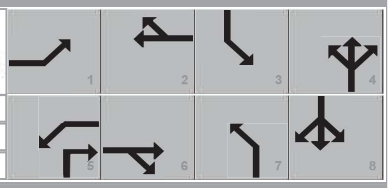
General Information				Intersection Information	
Agency	Traffic & Mobility Consultants			Duration, h	0.250
Analyst	James Kemp	Analysis Date	Jan 14, 2025	Area Type	Other
Jurisdiction	St. Lucie County	Time Period	PM Peak Hour	PHF	0.94
Urban Street	Okeechobee Road	Analysis Year	2026	Analysis Period	1> 7:00
Intersection	Crossroads Parkway	File Name	C6 - Okeechobee & Crossroads - Future Total - P…		
Project Description	Buildout- with Project				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	38	1435	29	80	1267	141	16	17	87	163	10	51

Signal Information			
Cycle, s	66.5	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	2.6	1.3	30.1	2.2	1.5	8.7	
Yellow	3.0	0.0	3.0	3.0	3.0	3.0	
Red	1.0	0.0	1.0	1.0	1.0	1.0	



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6	5	2	7	4	3	8
Case Number	2.0	3.0	2.0	3.0	1.1	3.0	1.1	3.0
Phase Duration, s	6.6	34.1	8.0	35.5	6.2	12.7	11.7	18.3
Change Period, ($Y+R_c$), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Allow Headway (*MAH*), s	3.1	3.0	3.1	3.0	3.1	3.3	3.1	3.3
Queue Clearance Time (g_s), s	3.5	17.2	3.6	14.4	2.5	5.3	7.1	3.8
Green Extension Time (g_e), s	0.0	12.9	0.1	13.0	0.0	0.3	0.2	0.3
Phase Call Probability	0.53	1.00	0.79	1.00	0.27	0.97	0.96	1.00
Max Out Probability	0.00	0.06	0.00	0.05	0.00	0.00	0.00	0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	7	4	14	3	8	18
Adjusted Flow Rate (*v*), veh/h	40	1527	31	85	1348	150	17	18	93	173	11	54
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1810	1725	1610	1757	1725	1610	1810	1900	1610	1810	1900	1610
Queue Service Time (g_s), s	1.5	15.2	0.7	1.6	12.4	3.6	0.5	0.6	3.3	5.1	0.3	1.8
Cycle Queue Clearance Time (g_c), s	1.5	15.2	0.7	1.6	12.4	3.6	0.5	0.6	3.3	5.1	0.3	1.8
Green Ratio (*g/C*)	0.04	0.45	0.45	0.06	0.47	0.47	0.16	0.13	0.19	0.28	0.21	0.21
Capacity (*c*), veh/h	72	2346	730	210	2449	762	355	250	308	492	407	345
Volume-to-Capacity Ratio (*X*)	0.563	0.651	0.042	0.406	0.550	0.197	0.048	0.072	0.301	0.353	0.026	0.157
Back of Queue (*Q*), ft/ln (95 th percentile)	30	220	10	29	182	50	10	11	53	89	6	29
Back of Queue (*Q*), veh/ln (95 th percentile)	1.2	8.8	0.4	1.1	7.3	2.0	0.4	0.4	2.1	3.6	0.2	1.2
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh	31.4	14.1	10.1	30.2	12.5	10.2	23.5	25.4	23.1	19.3	20.7	21.3
Incremental Delay (d_2), s/veh	2.6	0.1	0.0	0.5	0.1	0.0	0.0	0.0	0.2	0.2	0.0	0.1
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	34.0	14.2	10.2	30.6	12.6	10.2	23.5	25.4	23.3	19.5	20.7	21.3
Level of Service (LOS)	C	B	B	C	B	B	C	C	C	B	C	C
Approach Delay, s/veh / LOS	14.7	B		13.3	B		23.6	C		19.9	B	
Intersection Delay, s/veh / LOS	14.7						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.25	B	2.08	B	2.84	C	2.70	C
Bicycle LOS Score / LOS	1.37	A	1.36	A	0.70	A	0.88	A

APPENDIX E

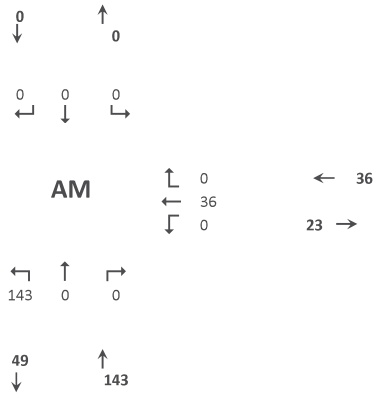
DRIVEWAY ANALYSIS

TURNING MOVEMENT VOLUME COUNTS

N/S STREET: Gordy Rd
E/W STREET: Project Driveway
FILENAME: Gordy Rd & Project Driveway - TMC
COUNT DATE: 8/17/2022
DAY: Tuesday
CITY: Fort Perice
REPORT DATE: 9/1/2023
ANALYSIS YEAR: 2026
Future Total

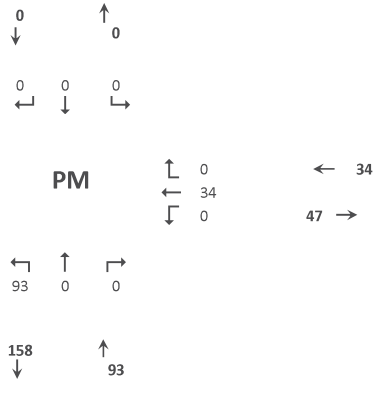
15 Min Period	Northbound NBL	NBT	NBR	Southbound SBL	SBT	SBR	Eastbound EBL	EBT	EBR	Westbound WBL	WBT	WBR	TOTAL	ONE HOUR SUM
7:00-7:15	0	0	0	0	0	0	0	4	0	0	5	0	9	40
7:15-7:30	0	0	0	0	0	0	0	5	0	0	7	0	12	46
7:30-7:45	0	0	0	0	0	0	0	3	0	0	9	0	12	43
7:45-8:00	0	0	0	0	0	0	0	3	0	0	4	0	7	40
8:00-8:15	0	0	0	0	0	0	0	7	0	0	8	0	15	40
8:15-8:30	0	0	0	0	0	0	0	5	0	0	4	0	9	
8:30-8:45	0	0	0	0	0	0	0	6	0	0	3	0	9	
8:45-9:00	0	0	0	0	0	0	0	4	0	0	3	0	7	
AM PEAK HOUR IS FROM:			7:15AM TO 8:15AM											
Volumes	0	0	0	0	0	0	0	18	0	0	28	0	46	
Season Factor	0	0	0	0	0	0	0	21	0	0	33	0	54	
Growth	0	0	0	0	0	0	0	23	0	0	36	0	60	
In/Out	OUT	-	-	-	-	-	-	-	IN	-	-	-	-	
Percentage	100%	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%	0%	0%	
PROJECT	143	0	0	0	0	0	0	0	49	0	0	0	**0**	
Total	143	0	0	0	0	0	0	23	49	0	36	0	252	

PHF: 0.77
Seasonal Factor: 1.17
Trips In 49
Trips Out 143
Growth Rate: 1.0255
Years Grown: 4



15 Min Period lanes	Northbound NBL	NBT	NBR	Southbound SBL	SBT	SBR	Eastbound EBL	EBT	EBR	Westbound WBL	WBT	WBR	TOTAL	ONE HOUR SUM
4:00-4:15	0	0	0	0	0	0	0	5	0	0	4	0	9	46
4:15-4:30	0	0	0	0	0	0	0	3	0	0	4	0	7	56
4:30-4:45	0	0	0	0	0	0	0	4	0	0	10	0	14	59
4:45-5:00	0	0	0	0	0	0	0	10	0	0	6	0	16	62
5:00-5:15	0	0	0	0	0	0	0	10	0	0	9	0	19	60
5:15-5:30	0	0	0	0	0	0	0	6	0	0	4	0	10	
5:30-5:45	0	0	0	0	0	0	0	10	0	0	7	0	17	
5:45-6:00	0	0	0	0	0	0	0	8	0	0	6	0	14	
PM PEAK HOUR IS FROM:			4:45PM TO 5:45PM											
Volumes	0	0	0	0	0	0	0	36	0	0	26	0	62	
Season Factor	0	0	0	0	0	0	0	42	0	0	30	0	73	
Growth	0	0	0	0	0	0	0	47	0	0	34	0	80	
In/Out	OUT	-	-	-	-	-	-	-	IN	-	-	-	-	
Percentage	100%	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%	0%	0%	
Project	93	0	0	0	0	0	0	0	158	0	0	0	**0**	
Total	93	0	0	0	0	0	0	47	158	0	34	0	331	

PHF: 0.82
Seasonal Factor: 1.17
Growth Rate: 1.0255
Trips In: 158
Trips Out: 93
Years Grown: 4



HCS Two-Way Stop-Control Report

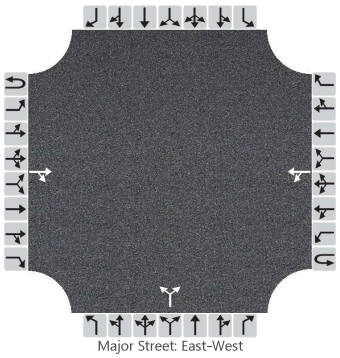
General Information

Analyst	James Kemp
Agency/Co.	O'Rourke Engineering
Date Performed	9/1/2023
Analysis Year	2026
Time Analyzed	AM Peak Hour
Intersection Orientation	East-West
Project Description	Future Total with Project

Site Information

Intersection	Gordy & Project Driveway
Jurisdiction	St. Lucie County
East/West Street	Project Driveway
North/South Street	Gordy Road
Peak Hour Factor	0.77
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	0	0
Configuration				TR		LT					LR					
Volume (veh/h)			23	49		0	36			143		0				
Percent Heavy Vehicles (%)						3				3		3				
Proportion Time Blocked																
Percent Grade (%)										0						
Right Turn Channelized																
Median Type | Storage						Undivided										

Critical and Follow-up Headways

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

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						0					186					
Capacity, c (veh/h)						1494					886					
v/c Ratio						0.00					0.21					
95% Queue Length, Q_{95} (veh)						0.0					0.8					
95% Queue Length, Q_{95} (ft)											20.5					
Control Delay (s/veh)						7.4	0.0				10.1					
Level of Service (LOS)						A	A				B					
Approach Delay (s/veh)					0.0				10.1							
Approach LOS					A				B							

HCS Two-Way Stop-Control Report

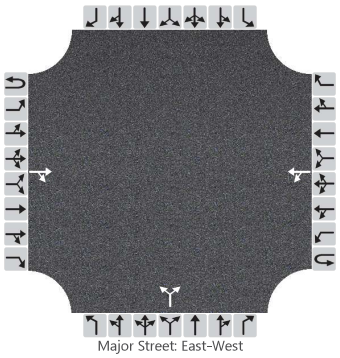
General Information

Analyst	James Kemp
Agency/Co.	O'Rourke Engineering
Date Performed	9/1/2023
Analysis Year	2026
Time Analyzed	PM Peak Hour
Intersection Orientation	East-West
Project Description	Future Total with Project

Site Information

Intersection	Gordy & Project Driveway
Jurisdiction	St. Lucie County
East/West Street	Project Driveway
North/South Street	Gordy Road
Peak Hour Factor	0.82
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	0	0
Configuration				TR		LT					LR					
Volume (veh/h)			47	158		0	34			93		0				
Percent Heavy Vehicles (%)						3				3		3				
Proportion Time Blocked																
Percent Grade (%)										0						
Right Turn Channelized																
Median Type | Storage						Undivided										

Critical and Follow-up Headways

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

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						0					113					
Capacity, c (veh/h)						1310					791					
v/c Ratio						0.00					0.14					
95% Queue Length, Q_{95} (veh)						0.0					0.5					
95% Queue Length, Q_{95} (ft)											12.8					
Control Delay (s/veh)						7.7	0.0				10.3					
Level of Service (LOS)						A	A				B					
Approach Delay (s/veh)					0.0				10.3							
Approach LOS					A				B							

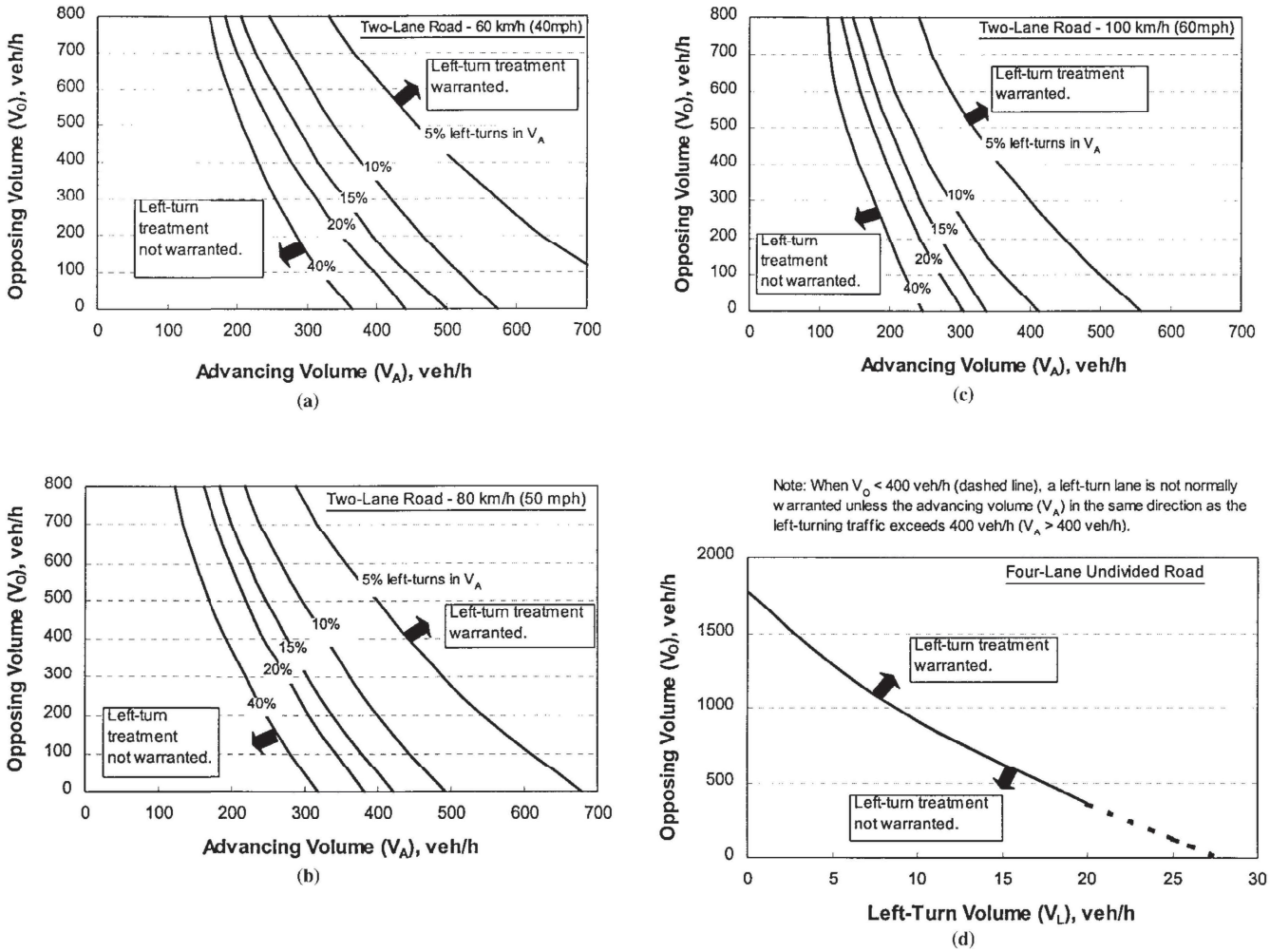


Figure 2-5. Guideline for determining the need for a major-road left-turn bay at a two-way stop-controlled intersection.

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

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

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

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

Add a Right-Turn Bay on the Major Road

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

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

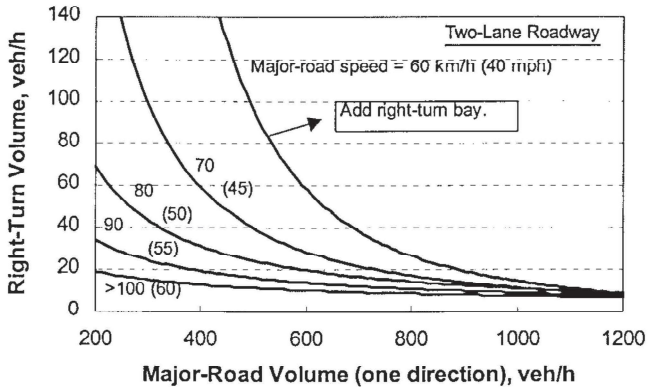
One disadvantage of adding a bay to the major-road approach is that it may require reallocating the existing pavement or widening of the approach cross section. Sometimes the pavement width needed for the additional lane is available within the existing roadway cross section. However, in downtown settings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

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

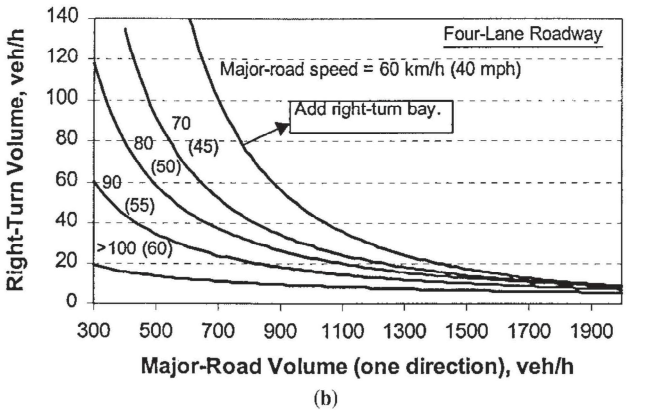
Application. The guidance described in the preceding section defines conditions that may justify the provision of a right-turn bay. Application of this guidance requires two types of data:

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

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



(a)



(b)

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

Increase Length of Turn Bay

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

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

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