O'ROURKE
ENGINEERING & PLANNING

ATMC Company

TRAFFIC ANALYSIS

FOR

4945 Edwards Road

Prepared for:

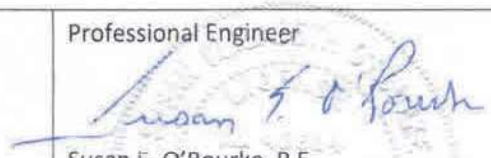
Mr. Erdem Altinok
Capital Investments Real Estate Corporation
4512 N. Flagler Dr. #206
West Palm Beach, FL 33407

Prepared by:

O'Rourke Engineering & Planning
3725 S. East Ocean Blvd
Stuart, Florida 34996
772-781-7918

July 16, 2024

24203.01.03

Prepared by: O'Rourke Engineering & Planning Certificate of Authorization: #26869 3725 S. East Ocean Blvd Stuart, Florida 34994 772-781-7918	Professional Engineer  Susan E. O'Rourke, P.E. Date signed and sealed: 7/16/2024 License #: 42684

O'ROURKE
ENGINEERING & PLANNING

ATMC Company

July 16, 2024

Mr. Erdem Altinok
Capitol Investments Real Estate Corporation
4512 N. Flagler Dr. #206
West Palm Beach, FL 33407

Re: 4945 Edwards Road

Dear Mr. Rivera:

O'Rourke Engineering & Planning has completed the analysis of the proposed development located on Jenkins Road and Edwards Road in St. Lucie County, Florida. The steps in the analysis and the ensuing results are presented herein.

It has been a pleasure working with you. If you have any questions or comments, please give me a call.

Respectfully submitted,

O'Rourke Engineering & Planning

Susan E. O'Rourke, P.E.
Registered Civil Engineer

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INTRODUCTION

O'Rourke Engineering & Planning was retained to prepare a traffic analysis for the proposed development consisting of 112 townhouse dwelling units located on Edwards Road in Ft. Pierce, St. Lucie County, Florida. The purpose of this report is to determine the projects impact on the surrounding roadway system.

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

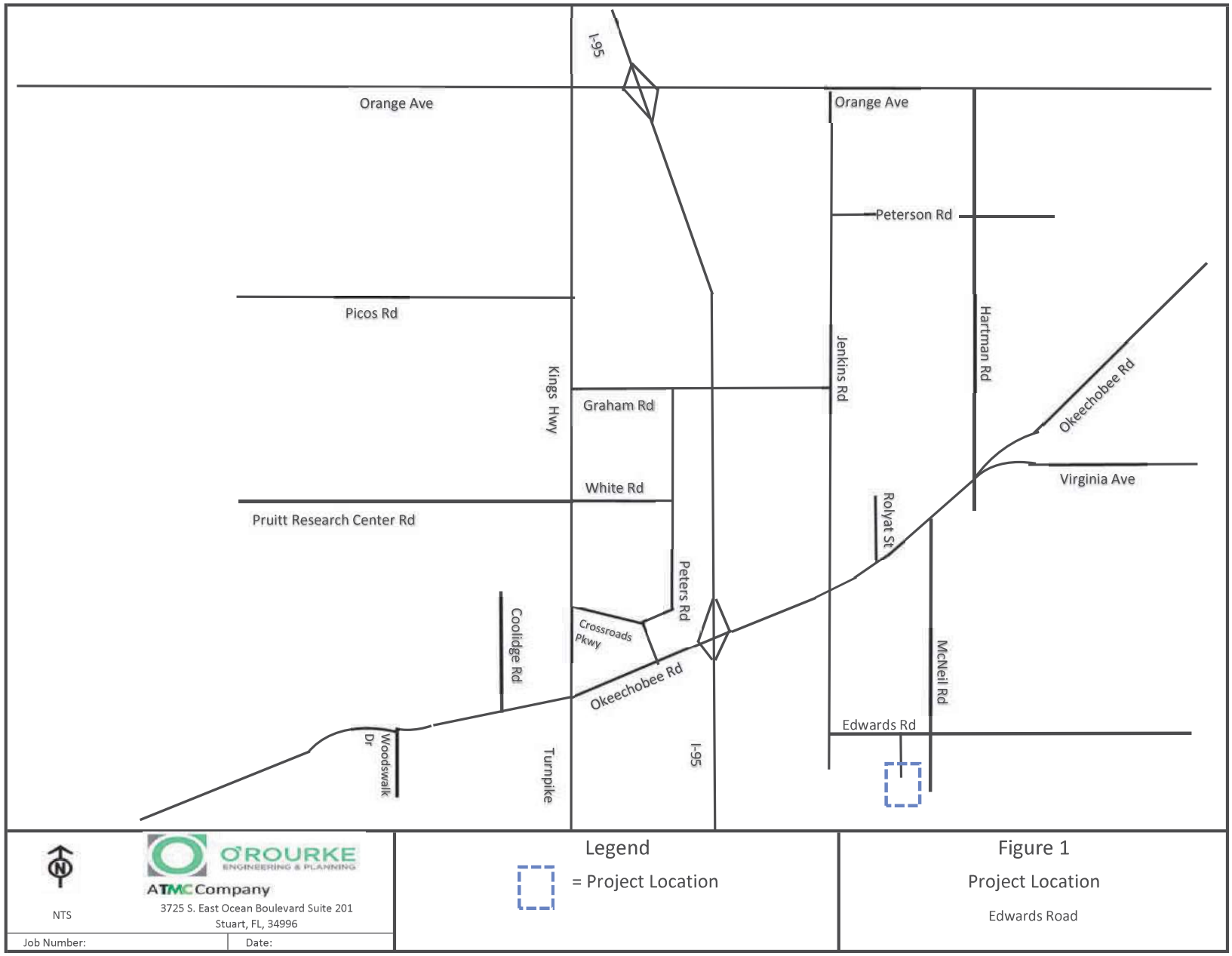
- summary of the project
- summary of existing lane geometries
- summary of the existing traffic volumes
- assessment of project traffic
- determination of impact area
- summary of buildout cumulative traffic volumes
- summary of levels of service with the project traffic added

Each of these steps is outlined herein.

PROJECT DESCRIPTION

The proposed development will consist of 112 townhouse dwelling units. The project is located east of Jenkins Road and south of Edwards Road. The location is shown in **Figure 1**.

1


I-95
Orange Ave
Orange Ave
Peterson Rd
Picos Rd
Kings Hwy
Jenkins Rd
Hartman Rd
Graham Rd
Okeechobee Rd
Virginia Ave
White Rd
Pruitt Research Center Rd
Rolyat St
Peters Rd
Coolidge Rd
Crossroads Pkwy
McNeil Rd
Okeechobee Rd
Edwards Rd
Woodswalk Dr
Turnpike
I-95
NTS
O'ROURKE ENGINEERING & PLANNING
ATMC Company
3725 S. East Ocean Boulevard Suite 201
Stuart, FL, 34996
Job Number:
Date:
Legend
= Project Location
Figure 1
Project Location
Edwards Road

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 four-lane divided west of Kings Highway and east of Virginia Avenue. It is six-lane divided from Rolyat Street to Virginia Avenue and from Kings Highway to I-95. There is an eight-lane divided section from east of I-95 to Rolyat Street. There are numerous extended turn lanes and freeway auxiliary lanes.
- Kings Highway is under construction in portions and included in the 5-year TIP to be widened to a four-lane divided roadway.
- Edwards Road is a two-lane arterial roadway with an E/W alignment.
- Jenkins Road is a two-lane arterial roadway with a N/S alignment.
- McNeil Road is a two-lane local roadway with a N/S alignment.

Existing Traffic Volumes/Service Volume

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

PROJECT TRAFFIC

To estimate future traffic generated by the development, the ITE Trip Generation, 11th Edition trip rates for Single Family Attached Housing (Land Use Code 215) was applied to estimate the trips generated by the proposed development. This land use code is used for townhomes developments. These calculations are shown in **Tables 1a, 1b, and 1c**.

As shown, the project will generate 803 new daily trips. There will be 53 AM peak hour trips with 13 entering the project and 40 trips exiting the project. The project will generate 63 new PM peak hour trips. There will be 37 trips entering the project and 26 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 Attached Housing	215	112	DU	T = 7.62(X) - 50.48	50%	50%	402	401	803
TOTALS							**402**	**401**	**803**

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 Attached Housing	215	112	DU	T = 0.52(X) - 5.70	25%	75%	13	40	53
TOTALS							**13**	**40**	**53**

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 Attached Housing	215	112	DU	T = 0.60(X) - 3.93	59%	41%	37	26	63
TOTALS							**37**	**26**	**63**

Source: ITE 11th Edition Trip Generation Rates

PROJECT DISTRIBUTION/ ASSIGNMENT/IMPACT

Distribution/ Assignment – The overall distribution and assignment were based on other approved residential projects in the area. The project assignment is shown in **Figure 2.**

Impact – Tables 2a and 2b summarize the project impact as a percent of service volume capacity. Significant is defined as 1% or more on an adjacent link and 5% or more on all other links. As shown, the project is significant on Edwards Road – the immediately adjacent link.

LINK ANALYSIS / REVIEW

Links where the project was significant were analyzed further to ensure they will meet concurrency at project buildout-2027. A growth rate of 4.94% was calculated for each significant link. Other project data includes committed traffic from Kings Highway Commerce Park, Creekside, Celebration Pointe, Hillpointe Residential, Viva at Treasure Coast West, Viva at Treasure Coast East, Project Hunt, Kings Highway Warehouse, Jenkins Waypoint, and Walsh Crossroads.

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

Table 3a and 3b summarizes the results of the link analysis. As shown, the link of Edwards Road from Jenkins Road to McNeil Road will be over capacity in 2027. This failure is due to background traffic and therefor the project meets concurrency on this link.

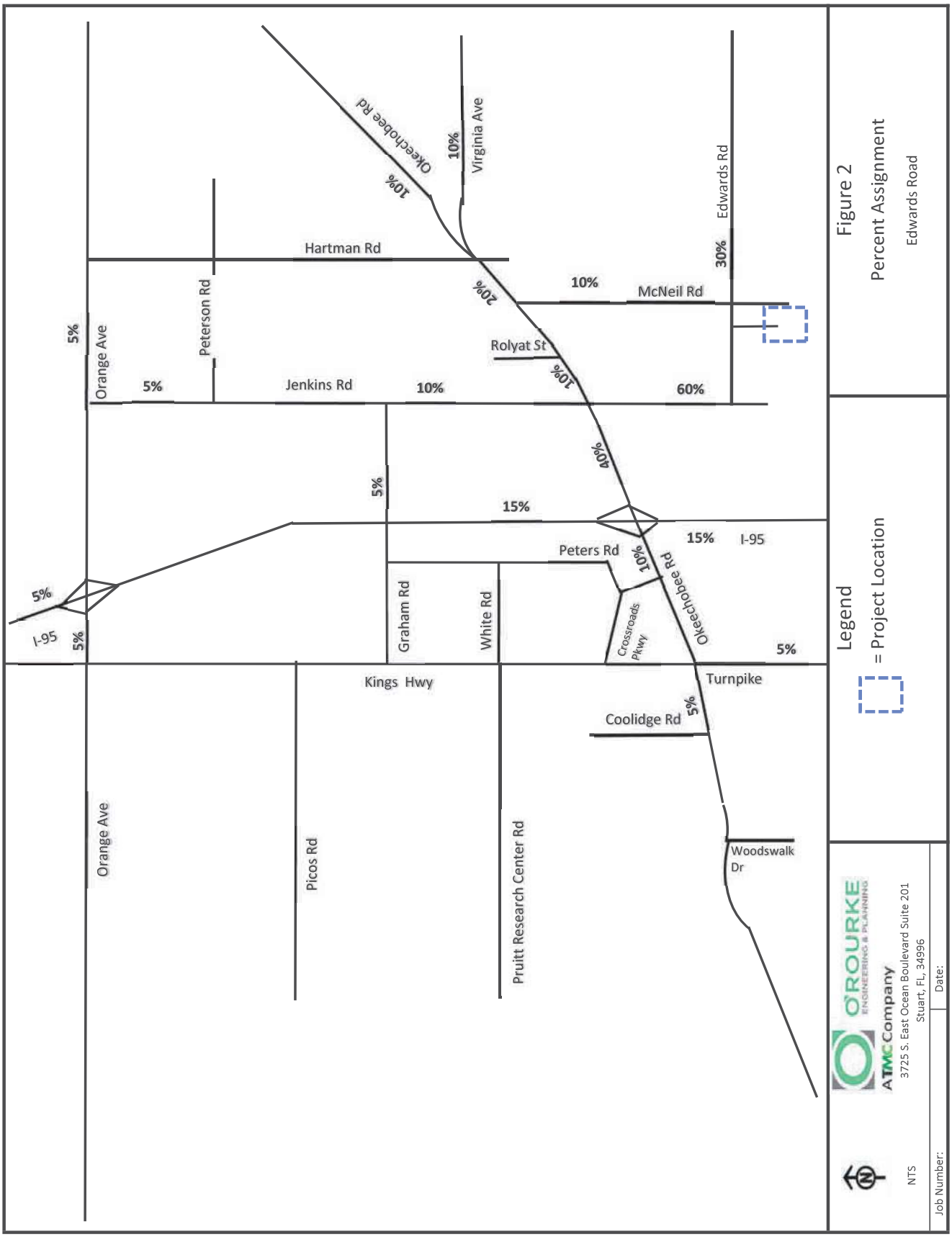

Okeechobee Rd
10%
Virginia Ave
10%
Edwards Rd
30%
Hartman Rd
20%
10%
McNeil Rd
Peterson Rd
Rolyat St
10%
5%
Orange Ave
5%
Jenkins Rd
10%
60%
40%
5%
15%
15%
I-95
Peters Rd
10%
Okeechobee Rd
5%
I-95
5%
Graham Rd
White Rd
Crossroads Pkwy
5%
Kings Hwy
Turnpike
5%
Coolidge Rd
Orange Ave
Picos Rd
Pruitt Research Center Rd
Woodswalk Dr
Figure 2
Percent Assignment
Edwards Road
Legend
= Project Location
O'ROURKE ENGINEERING & PLANNING
ATMC Company
3725 S. East Ocean Boulevard Suite 201
Stuart, FL, 34996
NTS
Job Number:
Date:

TABLE 2a - Project Percent Impact - AM

Segment	From	To	Lanes	Direction	IN/OUT	Greater than 5% (1% on Adjacent Links)	Peak Hour Service Capacity	Project Volume Peak Direction	% Project of Capacity-Peak Hour	Project Percent Assignment
Edwards Rd	Jenkins Rd	McNeil Rd	2L	EB	IN	YES	630	8	1.27%	60%
	Jenkins Rd	McNeil Rd	2L	WB	OUT	YES	630	24	3.81%	60%
	McNeil Rd	Selvitz Rd	2L	EB	OUT	NO	700	12	1.71%	30%
	McNeil Rd	Selvitz Rd	2L	WB	IN	NO	700	4	0.57%	30%
McNeil Rd	Jenkins Rd	Okeechobee Rd	2L	NB	OUT	NO	540	4	0.74%	10%
	Jenkins Rd	Okeechobee Rd	2L	SB	IN	NO	540	1	0.19%	10%
Jenkins Rd	Orange Ave	Peterson Rd	2L	NB	OUT	NO	920	2	0.22%	5%
	Orange Ave	Peterson Rd	2L	SB	IN	NO	920	1	0.11%	5%
	Peterson Rd	Graham Rd	2L	NB	OUT	NO	630	2	0.32%	5%
	Peterson Rd	Graham Rd	2L	SB	IN	NO	630	1	0.16%	5%
	Graham Rd	Okeechobee Rd	2L	NB	OUT	NO	920	4	0.43%	10%
	Graham Rd	Okeechobee Rd	2L	SB	IN	NO	920	1	0.11%	10%
	Okeechobee Rd	Edwards Rd	2L	NB	OUT	NO	880	24	2.73%	60%
	Okeechobee Rd	Edwards Rd	2L	SB	IN	NO	880	8	0.91%	60%
Orange Ave	I-95	Jenkins Rd	4LD	EB	IN	NO	2,100	1	0.05%	5%
	I-95	Jenkins Rd	4LD	WB	OUT	NO	2,100	2	0.10%	5%
	Jenkins Rd	Hartman Rd	4LD	EB	OUT	NO	2,100	2	0.10%	5%
	Jenkins Rd	Hartman Rd	4LD	WB	IN	NO	2,100	1	0.05%	5%
Okeechobee Rd	Florida's Turnpike	Kings Hwy	4LD	EB	IN	NO	2,100	1	0.05%	5%
	Florida's Turnpike	Kings Hwy	4LD	WB	OUT	NO	2,100	2	0.10%	5%
	Kings Hwy	Crossroads Pkwy	8LD	EB	IN	NO	4,240	1	0.02%	10%
	Kings Hwy	Crossroads Pkwy	8LD	WB	OUT	NO	4,240	4	0.09%	10%
	Crossroads Pkwy	I-95	8LD	EB	IN	NO	4,240	1	0.02%	10%
	Crossroads Pkwy	I-95	8LD	WB	OUT	NO	4,240	4	0.09%	10%
	I95	Jenkins Rd	6LD	EB	IN	NO	4,240	5	0.12%	40%
	I95	Jenkins Rd	6LD	WB	OUT	NO	4,240	16	0.38%	40%
	Jenkins Rd	McNeil Rd	6LD	EB	OUT	NO	4,040	4	0.10%	10%
	Jenkins Rd	McNeil Rd	6LD	WB	IN	NO	4,040	1	0.02%	10%
	McNeil Rd	Virginia Ave	6LD	EB	OUT	NO	3,170	8	0.25%	20%
	McNeil Rd	Virginia Ave	6LD	WB	IN	NO	3,170	3	0.09%	20%
	Virginia Ave	Hartman Rd	4LD	EB	OUT	NO	2,100	4	0.19%	10%
	Virginia Ave	Hartman Rd	4LD	WB	IN	NO	2,100	1	0.05%	10%
Virginia Ave	Okeechobee Rd	Hartman Rd	6LD	EB	OUT	NO	3,020	4	0.13%	10%
	Okeechobee Rd	Hartman Rd	6LD	WB	IN	NO	3,020	1	0.03%	10%
I-95	Orange Ave	Okeechobee Rd	8LD	NB	OUT	NO	7,320	6	0.08%	15%
	Orange Ave	Okeechobee Rd	8LD	SB	IN	NO	7,320	2	0.03%	15%
	Okeechobee Rd	Midway Rd	6LD	NB	IN	NO	5,500	2	0.04%	15%
	Okeechobee Rd	Midway Rd	6LD	SB	OUT	NO	5,500	6	0.11%	15%

Source: St. Lucie County Traffic Counts and Level of Service Report 2024

IN: 13
OUT: 40

TABLE 2b - Project Percent Impact - PM

Segment	From	To	Lanes	Direction	IN/OUT	Greater than 5% (1% on Adjacent Links)	Peak Hour Service Capacity	Project Volume Peak Direction	% Project of Capacity-Peak Hour	Project Percent Assignment
Edwards Rd	Jenkins Rd	McNeil Rd	2L	EB	IN	YES	630	22	3.49%	60%
	Jenkins Rd	McNeil Rd	2L	WB	OUT	YES	630	16	2.54%	60%
	McNeil Rd	Selvitz Rd	2L	EB	OUT	NO	700	8	1.14%	30%
	McNeil Rd	Selvitz Rd	2L	WB	IN	NO	700	11	1.57%	30%
McNeil Rd	Jenkins Rd	Okeechobee Rd	2L	NB	OUT	NO	540	3	0.56%	10%
	Jenkins Rd	Okeechobee Rd	2L	SB	IN	NO	540	4	0.74%	10%
Jenkins Rd	Orange Ave	Peterson Rd	2L	NB	OUT	NO	920	1	0.11%	5%
	Orange Ave	Peterson Rd	2L	SB	IN	NO	920	2	0.22%	5%
	Peterson Rd	Graham Rd	2L	NB	OUT	NO	630	1	0.16%	5%
	Peterson Rd	Graham Rd	2L	SB	IN	NO	630	2	0.32%	5%
	Graham Rd	Okeechobee Rd	2L	NB	OUT	NO	920	3	0.33%	10%
	Graham Rd	Okeechobee Rd	2L	SB	IN	NO	920	4	0.43%	10%
	Okeechobee Rd	Edwards Rd	2L	NB	OUT	NO	880	16	1.82%	60%
	Okeechobee Rd	Edwards Rd	2L	SB	IN	NO	880	22	2.50%	60%
Orange Ave	I-95	Jenkins Rd	4LD	EB	IN	NO	2,100	2	0.10%	5%
	I-95	Jenkins Rd	4LD	WB	OUT	NO	2,100	1	0.05%	5%
	Jenkins Rd	Hartman Rd	4LD	EB	OUT	NO	2,100	1	0.05%	5%
	Jenkins Rd	Hartman Rd	4LD	WB	IN	NO	2,100	2	0.10%	5%
Okeechobee Rd	Florida's Turnpike	Kings Hwy	4LD	EB	IN	NO	2,100	2	0.10%	5%
	Florida's Turnpike	Kings Hwy	4LD	WB	OUT	NO	2,100	1	0.05%	5%
	Kings Hwy	Crossroads Pkwy	8LD	EB	IN	NO	4,240	4	0.09%	10%
	Kings Hwy	Crossroads Pkwy	8LD	WB	OUT	NO	4,240	3	0.07%	10%
	Crossroads Pkwy	I-95	8LD	EB	IN	NO	4,240	4	0.09%	10%
	Crossroads Pkwy	I-95	8LD	WB	OUT	NO	4,240	3	0.07%	10%
	I95	Jenkins Rd	6LD	EB	IN	NO	4,240	15	0.35%	40%
	I95	Jenkins Rd	6LD	WB	OUT	NO	4,240	10	0.24%	40%
	Jenkins Rd	McNeil Rd	6LD	EB	OUT	NO	4,040	3	0.07%	10%
	Jenkins Rd	McNeil Rd	6LD	WB	IN	NO	4,040	4	0.10%	10%
	McNeil Rd	Virginia Ave	6LD	EB	OUT	NO	3,170	5	0.16%	20%
	McNeil Rd	Virginia Ave	6LD	WB	IN	NO	3,170	7	0.22%	20%
	Virginia Ave	Hartman Rd	4LD	EB	OUT	NO	2,100	3	0.14%	10%
	Virginia Ave	Hartman Rd	4LD	WB	IN	NO	2,100	4	0.19%	10%
Virginia Ave	Okeechobee Rd	Hartman Rd	6LD	EB	OUT	NO	3,020	3	0.10%	10%
	Okeechobee Rd	Hartman Rd	6LD	WB	IN	NO	3,020	4	0.13%	10%
I-95	Orange Ave	Okeechobee Rd	8LD	NB	OUT	NO	7,320	4	0.05%	15%
	Orange Ave	Okeechobee Rd	8LD	SB	IN	NO	7,320	6	0.08%	15%
	Okeechobee Rd	Midway Rd	6LD	NB	IN	NO	5,500	6	0.11%	15%
	Okeechobee Rd	Midway Rd	6LD	SB	OUT	NO	5,500	4	0.07%	15%

Source: St. Lucie County Traffic Counts and Level of Service Report 2024

IN: 37
OUT: 26

TABLE 3a - Link Analysis - AM

Segment	From	To	Direction	IN/OUT	Greater than 5% (1% on Adjacent Links)	D Factor (3)	Growth Rate (2)	2024 Peak Hour Volumes (1)	2027 Peak Hour Volumes w/ Growth Factor	2027 Peak Hour w/ 1% Growth	AM Peak Hour Committed Projects Directional	2027 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
Edwards Rd	Jenkins Rd	McNeil Rd	EB	IN	YES	0.49	4.94%	713	824	735	18	753	824	630 (5)	8	832	1.27%	YES (4)	60%
	Jenkins Rd	McNeil Rd	WB	OUT	YES	0.51	4.94%	742	857	764	6	770	857	630 (5)	24	881	3.81%	YES (4)	60%

Note: TPO Provides Peak Direction, off-peak derived from D Factor
(1) St. Lucie County Traffic Counts and Level of Service Report 2024
(2) Growth rate calculated from FDOT Historical Traffic Counts
(3) FDOT Hourly County Data
(4) Fails with background traffic therefore improvements assumed in place
(5) Roadway is anticipated to be widened

Net In: 13
Net Out: 40
Years Grown: 3

TABLE 3b - Link Analysis - PM

Segment	From	To	Direction	IN/OUT	Greater than 5% (1% on Adjacent Links)	D Factor (3)	Growth Rate (2)	2024 Peak Hour Volumes (1)	2027 Peak Hour Volumes w/ Growth Factor	2027 Peak Hour w/ 1% Growth	PM Peak Hour Committed Projects Directional	2027 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
Edwards Rd	Jenkins Rd	McNeil Rd	EB	IN	YES	0.52	4.94%	718	830	740	11	751	830	630 (5)	22	852	3.49%	YES (4)	60%
	Jenkins Rd	McNeil Rd	WB	OUT	YES	0.48	4.94%	663	766	683	19	702	766	630 (5)	16	782	2.54%	YES (4)	60%

Note: TPO Provides Peak Direction, off-peak derived from D Factor
(1) St. Lucie County Traffic Counts and Level of Service Report 2024
(2) Growth rate calculated from FDOT Historical Traffic Counts
(3) FDOT Hourly Count Data
(4) Fails with background traffic therefore improvements assumed in place
(5) Roadway is anticipated to be widened

Net In: 37
Net Out: 26
Years Grown: 3

INTERSECTION ANALYSIS

The intersections of Okeechobee at Jenkins, Edwards at Jenkins, Okeechobee at McNeil, and Edwards at McNeil were analyzed for three scenarios; existing, 2027 without project traffic and 2027 with project traffic. The AM and PM peak hours were analyzed for each scenario. **Table 4** summarizes the delay and LOS.

McNeil/Edwards

The intersection of McNeil/Edwards is an unsignalized intersection with no turn lanes. The level of service is F under existing conditions and with no improvements would remain LOS F. As a background failure, the project is not responsible for the improvements and improvements needed to improve background will accommodate the project as well. A SIDRA analysis was used to analyze the placement of a roundabout. A roundabout would mitigate the delay for the 2027 with and without project traffic scenarios.

McNeil/Okeechobee

McNeil/Okeechobee is an existing signalized intersection. The intersection operates at LOS C under existing conditions and will operate at LOS D through project buildout

Okeechobee/Jenkins

Okeechobee/Jenkins is an existing signalized intersection. The intersection operates at LOS D under existing conditions and will operate at LOS E in the background scenario and through project buildout. With the adjustment in signal timings, the intersection will operate at a LOS D, as shown in the final AM and PM analysis of the intersection.

Edwards/Jenkins

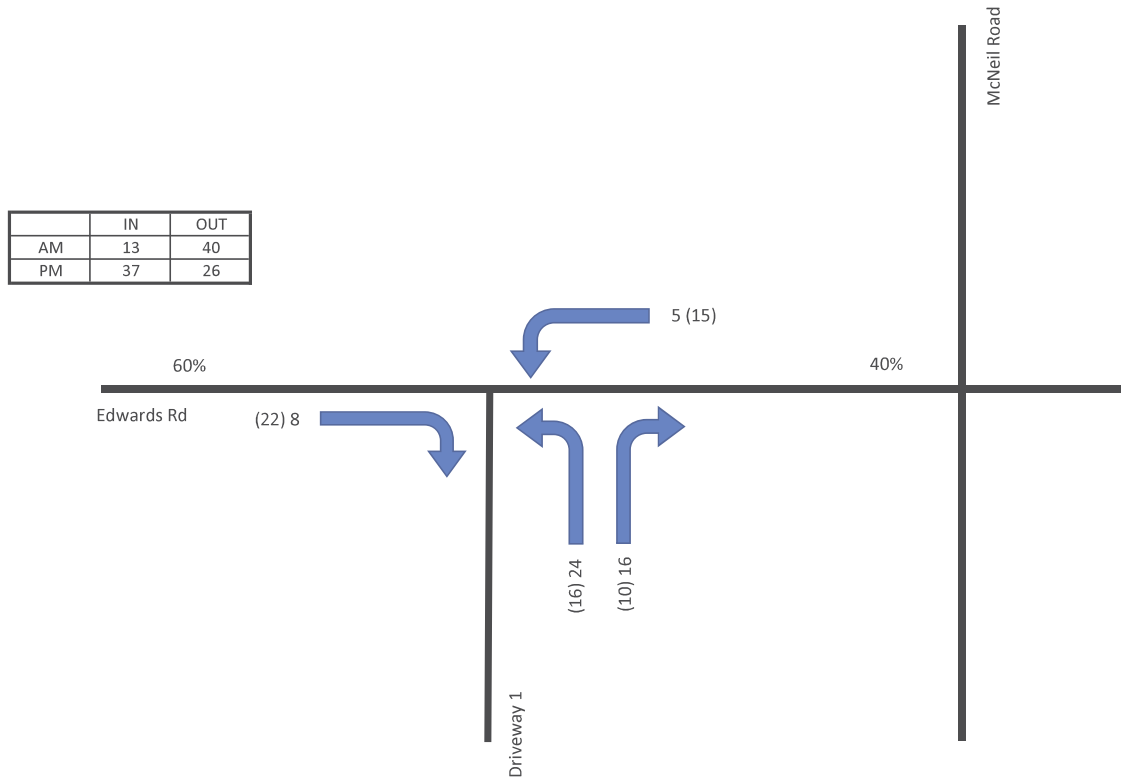
The intersection of Edwards/Jenkins is an unsignalized intersection with no turn lanes. The level of service is F under existing conditions and with no improvements would remain LOS F. Projects Viva at Treasure Coast East and Viva at Treasure Coast West are committed to providing improvements at this intersection which includes signalizing the intersection and adding a dedicated westbound left, westbound right, and a dedicated southbound left. With these improvements the intersection will operate at a LOS B in the AM and LOS A in the PM.

DRIVEWAY ANALYSIS

The project will have a single driveway that will be a full access driveway located on Edwards Road. **Figure 3** shows the driveway volumes for the AM and PM peak hours. The driveway was analyzed using HCS. The analysis shows the driveway will operate at LOS C for the northbound movement and LOS A on Edwards Road during the AM and PM peak hours. There is sufficient storage to accommodate the northbound movement. NCHRP 457 was used to determine that a left turn lane is not needed at 0.96% of the advancing volume for the AM volume and 3.69% of the advancing volume in the PM peak hour. FDOT criteria for a right turn lane is included and with the 22 trips turning right and 406 trips in the same direction, a right turn lane is not needed. The driveway data and analyses are in **Appendix E**.

Table 4: Intersection Analysis

Scenario	Approach	Jenkins / Okeechobee				Jenkins / Edwards				McNeil / Okeechobee				McNeil / Edwards				McNeil / Edwards w/ Roundabout Improvements			
		AM	LOS	PM	LOS	AM	LOS	PM	LOS	AM	LOS	PM	LOS	AM	LOS	PM	LOS	AM	LOS	PM	LOS
Existing	N/S	47.3	D	48.7	D	9.2	A	9.2	A	31.4	C	33.8	C	228	F	90.2	F	N/A	N/A	N/A	N/A
	E/W					148.4	F	199.4	F					1.4	A	0.2	A	N/A	N/A	N/A	N/A
2027 Without Project	N/S	64.1	E	65.1	E	13.5	B	7	A	33.4	C	37.8	D	401.6	F	201.4	F	8.4	A	8.8	A
	E/W													1.4	A	0.2	A	9.6	A	8	A
2027 With Project	N/S	53.7	D	50.2	D	15.1	B	7.6	A	33.6	C	38	D	443.3	F	227.8	F	8.5	A	9.1	A
	E/W													1.5	A	0.3	A	9.9	A	8.2	A



NTS

O'ROURKE ENGINEERING & PLANNING
ATMC Company
3725 S. East Ocean Boulevard Suite 201
Stuart, FL, 34996

Job Number:

Date:

Legend

XX (XX) = AM (PM)

Figure 3

Driveway Volumes

Edwards Road

CONCLUSION

With 53 net new AM peak hour trips and 63 net new PM peak hour trips, all links and intersections operate at acceptable levels of service with the existing roadway network and planned/funded roadway improvements. Therefore, the project meets the requirements for concurrency.

APPENDIX A

SITE PLAN

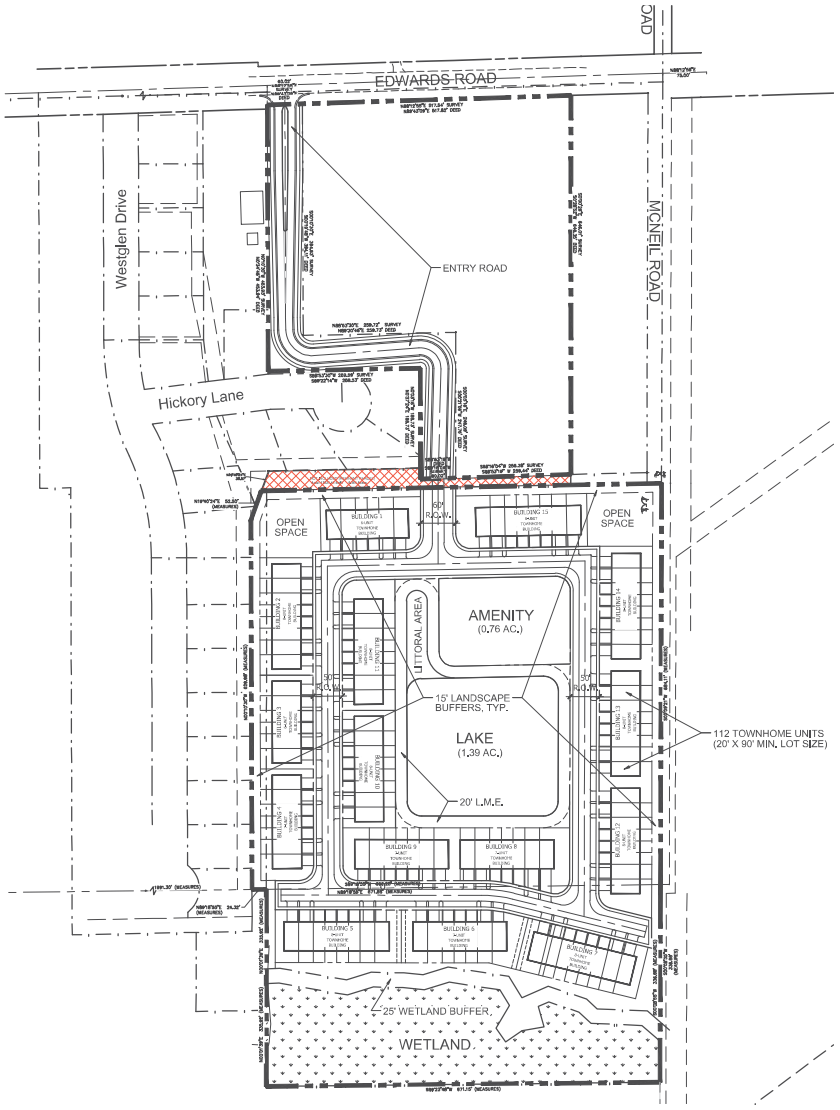


Figure 1.a

Multi-Family Master Plan

0 50' 100' 200' 300' 400'

NORTH

Scale: 1" = 100'

Litterick Landscape Architecture
2740 SW Martin Downs Blvd. #199
Palm City, FL 34990
561-219-2876
JasonLA1677@yahoo.com

Project Name

4945 Edwards Road Residential

Ft. Pierce, Florida

Landscape Architect of Record

Jason M. Litterick, RLA
(LA#0001677)

Scale: 1" = 100'-0"

Designed:	JML
Drawn:	JML
Approved:	JML
Date:	3/7/24
Job no.	
Revisions:	

Sheet No.

MP-1

A-1

APPENDIX B

ST. LUCIE COUNTY 2024 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
2024

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

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

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

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

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OKEECHOBEE RD	BLUEFIELD RD to CARLTON RD	687	9,900	2024	2,000	536	B	0.27	542	B	0.27
OKEECHOBEE RD	CARLTON RD to SNEED RD	940039	9,696	2023							
OKEECHOBEE RD	IDEAL HOLDING RD to HEADER CANAL RD	940039	9,696	2023							
OKEECHOBEE RD	SNEED RD to IDEAL HOLDING RD	940039	9,696	2023							
OKEECHOBEE RD	HEADER CANAL RD to MIDWAY RD	940039	9,696	2023							
OKEECHOBEE RD	MIDWAY RD to SHINN RD	940039	9,696	2023							
OKEECHOBEE RD	SHINN RD to MCCARTY RD	940195	7,267	2023							
OKEECHOBEE RD	MCCARTY RD to FLORIDA'S TURNPIKE	940025	10,118	2023							
OKEECHOBEE RD	FLORIDA'S TURNPIKE to KINGS HWY	940025	10,118	2023							
OKEECHOBEE RD	KINGS HWY to CROSSROADS PKWY	940748	24,489	2023							
OKEECHOBEE RD	CROSSROADS PKWY to I-95	940106	26,459	2023							
OKEECHOBEE RD	I-95 to JENKINS RD	940029	33,776	2023							
OKEECHOBEE RD	JENKINS RD to MCNEIL RD	940029	33,776	2023							
OKEECHOBEE RD	MCNEIL RD to VIRGINIA AVE	940742	32,311	2023							
OKEECHOBEE RD	VIRGINIA AVE to HARTMAN RD	688	13,178	2023	2,100	681	C	0.32	672	C	0.32
OKEECHOBEE RD	HARTMAN RD to 35TH ST	688	13,178	2023	1,630	681	C	0.42	672	C	0.41
OKEECHOBEE RD	35TH ST to 33RD ST	689	15,615	2023	1,630	813	D	0.50	778	D	0.48
OKEECHOBEE RD	33RD ST to 25TH ST	689	15,615	2023	1,630	813	D	0.50	778	D	0.48
OKEECHOBEE RD	25TH ST to GEORGIA AVE	690	11,736	2023	1,630	680	C	0.42	603	C	0.37
OKEECHOBEE RD	GEORGIA AVE to DELAWARE AVE	690	11,736	2023	1,710	680	C	0.40	603	C	0.35
OLD DIXIE HWY	US 1 to SR A1A NORTH	691	436	2022	790	68	C	0.09	64	C	0.08
OLD DIXIE HWY	SR A1A NORTH to ST LUCIE BLVD	948521	1,820	2023	750	85	C	0.11	85	C	0.11
OLD DIXIE HWY	ST LUCIE BLVD to INDRIO RD	227	1,785	2022	790	145	C	0.18	106	C	0.13
OLD DIXIE HWY	INDRIO RD to INDIAN RIVER C.L.	948523	1,495	2023	870	70	C	0.08	70	C	0.08
OLEANDER AVE	BEACH AVE to KITTERMAN RD	692	2,997	2021	540	173	C	0.32	196	C	0.36
OLEANDER AVE	KITTERMAN RD to MIDWAY RD	141	6,174	2021	750	359	C	0.48	359	C	0.48
OLEANDER AVE	MIDWAY RD to WEATHERBEE RD	139	6,049	2023	750	342	C	0.46	345	C	0.46
OLEANDER AVE	WEATHERBEE RD to BELL AVE	139	6,049	2023	540	342	D	0.63	345	D	0.64
OLEANDER AVE	BELL AVE to FARMER'S MARKET RD	240	9,400	2024	540	465	D	0.86	461	D	0.85
OLEANDER AVE	FARMER'S MARKET RD to EDWARDS RD	240	9,400	2024	750	465	D	0.62	461	D	0.61
OLEANDER AVE	EDWARDS RD to WISTERIA AVE	505	9,200	2024	750	590	D	0.79	518	D	0.69
OLEANDER AVE	WISTERIA AVE to GARDENIA AVE	505	9,200	2024	540	590	F	1.09	518	D	0.96

* **NOTE:** A six digit number in the "STATION ID" column identifies segment counted by FDOT. FDOT count stations use standard K and D factors to determine peak hour values.
Peak hour data is not available for locations on State roads due to differences in data availability, LOS Methodologies, and service level thresholds.
Please refer to FDOT sources for detailed data on FDOT traffic counts.

* Volumes shown were adjusted using FDOT Seasonal Factors
* AADT = Annual Average Daily Traffic (volumes for both directions where applicable)

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

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
2024

Roadway Name	Location	STATION ID	2024 AADT *	Last Physical Count Year	Pk Hr Service Capacity	AM Pk Hr Pk Dir			PM Pk Hr Pk Dir		
						Volume	LOS	V/C	Volume	LOS	V/C
OLEANDER AVE	GARDENIA AVE to VIRGINIA AVE	505	9,200	2024	790	590	D	0.75	518	D	0.66
OLEANDER AVE	VIRGINIA AVE to SUNRISE BLVD	503	4,768	2023	600	268	C	0.45	277	C	0.46
ORANGE AVE	OKEECHOBEE C.L. to SNEED RD	144	5,337	2021	670	312	C	0.47	297	C	0.44
ORANGE AVE	SNEED RD to HEADER CANAL RD	144	5,337	2021	670	312	C	0.47	297	C	0.44
ORANGE AVE	HEADER CANAL RD to SHINN RD	144	5,337	2021	670	312	C	0.47	297	C	0.44
ORANGE AVE	SHINN RD to CAMPBELL RD	940144	3,090	2023	1,070	147	B	0.14	147	B	0.14
ORANGE AVE	CAMPBELL RD to KINGS HWY	940144	3,090	2023	1,070	147	B	0.14	147	B	0.14
ORANGE AVE	KINGS HWY to I-95	940041	17,555	2023							
ORANGE AVE	I-95 to JENKINS RD	940035	15,314	2023							
ORANGE AVE	JENKINS RD to HARTMAN RD	940028	17,481	2023							
ORANGE AVE	HARTMAN RD to ANGLE RD	940028	17,481	2023							
ORANGE AVE	ANGLE RD to 25TH ST	940151	9,247	2013							
ORANGE AVE	25TH ST to 17TH ST	945040	13,991	2023							
ORANGE AVE	17TH ST to 13TH ST	945040	13,991	2023							
ORANGE AVE	13TH ST to 10TH ST	945040	13,991	2023							
ORANGE AVE	10TH ST to 7TH ST	940155	10,272	2023							
ORANGE AVE	7TH ST to US 1	945134	7,668	2023							
ORANGE AVE	US 1 to 2ND ST	945133	4,253	2023	600	211	C	0.35	211	C	0.35
ORANGE AVE	2ND ST to INDIAN RIVER DR	945133	4,253	2023	750	211	C	0.28	211	C	0.28
PARR DR	PORT ST LUCIE BLVD to DARWIN BLVD	209	2,040	2022	700	158	C	0.23	136	C	0.19
PARR DR	DARWIN BLVD to TULIP BLVD	723	1,928	2023	540	169	C	0.31	128	C	0.24
PARR DR	SAVONA BLVD to PORT ST LUCIE BLVD	209	2,040	2022	700	158	C	0.23	136	C	0.19
PARR DR	ROSSER BLVD to SAVONA BLVD	209	2,040	2022	630	158	C	0.25	136	C	0.22
PEACOCK BLVD	CALIFORNIA BLVD to CASHMERE BLVD	693	5,637	2021	630	357	C	0.57	396	C	0.63
PEACOCK BLVD	UNIVERSITY BLVD to CALIFORNIA BLVD	694	10,500	2024	920	756	C	0.82	758	C	0.82
PEACOCK BLVD	ST LUCIE WEST BLVD to UNIVERSITY BLVD	948514	14,858	2023	2,100	689	C	0.33	689	C	0.33
PETERSON RD	BENT CREEK DR to HARTMAN RD	695	2,114	2022	540	157	C	0.29	145	C	0.27
PICOS RD	CAMPBELL RD to KINGS HWY	696	1,211	2023	540	81	C	0.15	81	C	0.15
PORT ST LUCIE BLVD	MARTIN C.L. to BECKER RD	948519	17,264	2023	920	801	C	0.87	801	C	0.87
PORT ST LUCIE BLVD	BECKER RD to PAAR DR	948519	17,264	2023	920	801	C	0.87	801	C	0.87
PORT ST LUCIE BLVD	PAAR DR to TULIP BLVD	948519	17,264	2023	700	801	F	1.14	801	F	1.14
PORT ST LUCIE BLVD	TULIP BLVD to DARWIN BLVD	948519	17,264	2023	920	801	C	0.87	801	C	0.87

* **NOTE:** A six digit number in the "STATION ID" column identifies segment counted by FDOT. FDOT count stations use standard K and D factors to determine peak hour values.
Peak hour data is not available for locations on State roads due to differences in data availability, LOS Methodologies, and service level thresholds.
Please refer to FDOT sources for detailed data on FDOT traffic counts.

* Volumes shown were adjusted using FDOT Seasonal Factors
* AADT = Annual Average Daily Traffic (volumes for both directions where applicable)

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

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Traffic Counts and Level of Service Report
2024

Roadway Name	Location	STATION ID	2024 AADT *	Last Physical Count Year	Pk Hr Service Capacity	AM Pk Hr Pk Dir			PM Pk Hr Pk Dir		
						Volume	LOS	V/C	Volume	LOS	V/C
VIRGINIA AVE	35TH ST to 25TH ST	940032	23,450	2023							
VIRGINIA AVE	OKEECHOBEE RD to HARTMAN RD	940030	22,526	2023							
VIRGINIA AVE	HARTMAN RD to 35TH ST	940030	22,526	2023							
VIRGINIA AVE	25TH ST to 13TH ST	940033	21,782	2023							
VIRGINIA AVE	13TH ST to 11TH ST	940794	23,667	2023							
VIRGINIA AVE	11TH ST to SUNRISE BLVD	940794	23,667	2023							
VIRGINIA AVE	SUNRISE BLVD to OLEANDER AVE	940792	20,380	2023							
VIRGINIA AVE	OLEANDER AVE to COLONIAL RD	940034	18,402	2023							
VIRGINIA AVE	COLONIAL RD to US 1	940034	18,402	2023							
WALTON RD	US 1 to VILLAGE GREEN DR	330	10,000	2024	1,710	581	C	0.34	589	C	0.34
WALTON RD	VILLAGE GREEN DR to LENNARD RD	328	17,500	2024	1,710	957	D	0.56	1,057	D	0.62
WALTON RD	LENNARD RD to GREEN RIVER PKWY	326	12,000	2024	880	747	C	0.85	757	C	0.86
WALTON RD	GREEN RIVER PKWY to INDIAN RIVER DR	324	6,014	2022	630	386	C	0.61	366	C	0.58
WEATHERBEE RD	OLEANDER AVE to US 1	721	3,164	2023	750	198	C	0.26	180	C	0.24
WEATHERBEE RD	US 1 to MIDWAY RD	158	5,987	2023	750	379	D	0.51	379	D	0.51
WESTCLIFFE LN	TREMONTE AVE to VILLAGE PKWY	722	6,219	2023	1,470	457	C	0.31	419	C	0.29
WESTMORELAND BLVD	MORNINGSIDE BLVD to PORT ST LUCIE BLVD	339	14,645	2023	920	784	C	0.85	884	D	0.96
WESTMORELAND BLVD	MARTIN C.L. to MORNINGSIDE BLVD	245	9,076	2022	920	477	C	0.52	522	C	0.57

B-7

Countywide Performance

Weighted V/C = **64.29**

% VMT below Standard = **77.98%**

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

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

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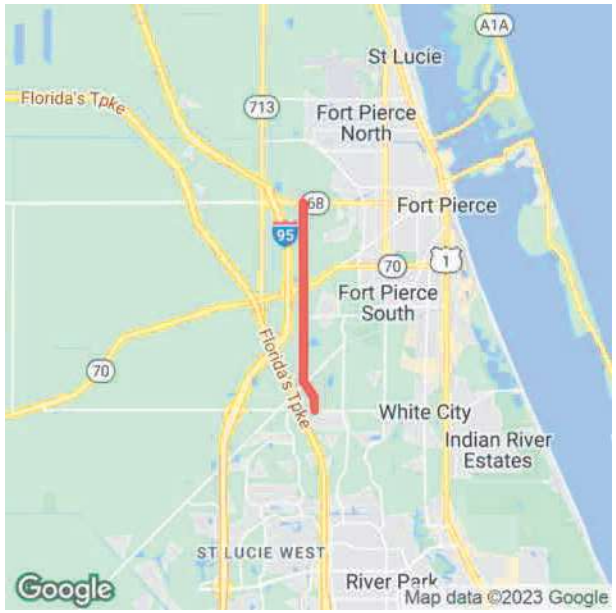
JENKINS RD FROM MIDWAY RD TO ORANGE AVE
4463311 Non-SIS



Project Description: PD&E/EMO STUDY
Extra Description: 2024 TPO PRIORITY #6 LFA WITH ST. LUCIE COUNTY R/W IS NEEDED 22-02 WIRE TRANSFER RECEIVED 11/13/23 $1M ST. LUCIE COUNTY
Lead Agency: MANAGED BY FDOT
From: MIDWAY RD
County: ST. LUCIE
To: ORANGE AVE
Length: 5.104
Phase Group: P D & E

Phase	Fund Code	2025	2026	2027	2028	2029	Total
PDE	ACSU	811,624	0	0	0	0	811,624
PDE	SU	828,376	0	0	0	0	828,376
		1,640,000					**1,640,000**

Prior Year Cost: 5,182,865
Future Year Cost: 0
Total Project Cost: 6,822,865
LRTP: Page 8-3

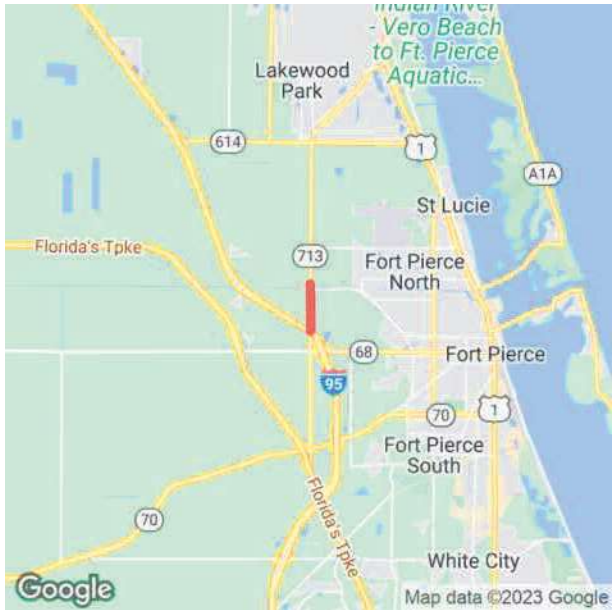
KINGS HWY FROM NORTH OF COMMERCIAL CIRCLE TO NORTH OF ST LUCIE BLVD
4383792 Non-SIS

Project Description: ADD LANES & RECONSTRUCT
Extra Description: 2017 TPO PRIORITY #4 WIDENING FROM 2 TO 4 LANES; PD&E UNDER 230256-5 G/W 438379-5
Lead Agency: MANAGED BY FDOT
From: NORTH OF COMMERCIAL CIRCLE
County: ST. LUCIE
To: NORTH OF ST LUCIE BLVD
Length: 1.21
Phase Group: PRELIMINARY ENGINEERING, RIGHT OF WAY, ENVIRONMENTAL

Phase	Fund Code	2025	2026	2027	2028	2029	Total
ROW	CM	0	380,000	0	0	0	380,000
ROW	DDR	0	4,432,414	0	0	0	4,432,414
ROW	SA	2,805,455	0	0	0	0	2,805,455
ROW	SU	1,000,000	0	0	0	0	1,000,000
		3,805,455	**4,812,414**				**8,617,869**

Prior Year Cost: 21,404,740
Future Year Cost: 0
Total Project Cost: 67,751,867
LRTP: Page 8-2

KINGS HWY FROM NORTH OF I-95 OVERPASS TO NORTH OF COMMERCIAL CIRCLE
4492911 Non-SIS



Project Description: LANDSCAPING
Extra Description: STANDALONE LANDSCAPE
Lead Agency: MANAGED BY FDOT
From: NORTH OF I-95 OVERPASS
County: ST. LUCIE
To: NORTH OF COMMERCIAL CIRCLE
Length: 1.4
Phase Group: PRELIMINARY ENGINEERING, CONSTRUCTION

Phase	Fund Code	2025	2026	2027	2028	2029	Total
PE	DDR	0	141,293	0	0	0	141,293
PE	DIH	0	11,303	0	0	0	11,303
CST	DDR	0	0	0	890,792	0	890,792
CST	DIH	0	0	0	33,484	0	33,484
			152,596		**924,276**		**1,076,872**

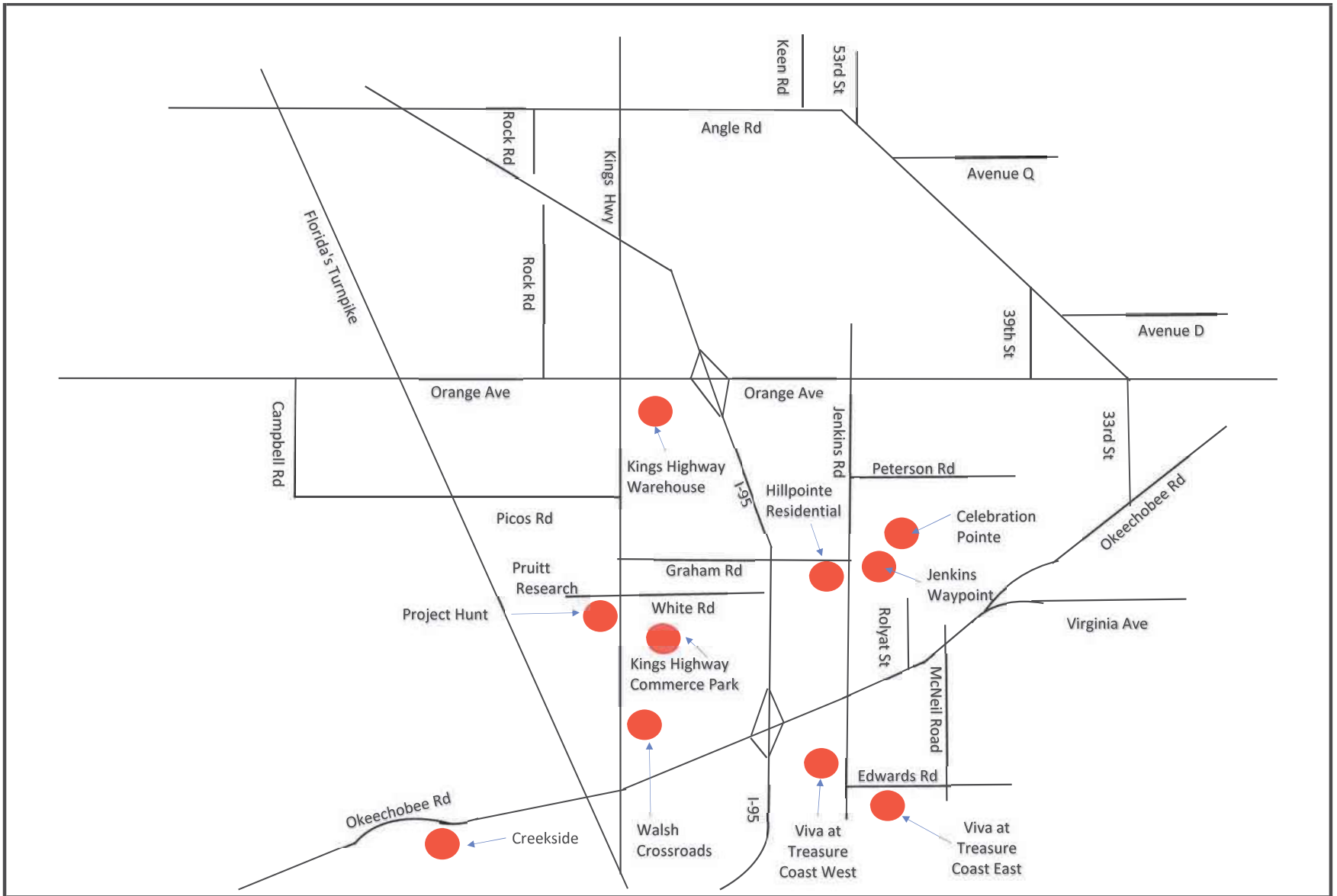
Prior Year Cost: 0
Future Year Cost: 0
Total Project Cost: 1,076,872
LRTP: Page 8-2

ST. LUCIE COUNTY PLANNED ROADWAY WIDENING PROJECTS (FY21-FY25)
PROGRAMMED ROAD IMPACT FEE REVENUE

PLANNED CAPACITY IMPROVEMENT PROJECTS FUNDED BY IMPACT FEES (FY2021-FY2031)													
ID #	PLANNED ROADWAY PROJECTS (2021-2031)	FY2021	FY2022	FY2023	FY2024	FY2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	Out Year Costs
1	**Midway Road Widening Phase 1 (Selvitz Road to Jenkins Road)***												
	Design Phase	500,000											
	Construction Funds			28,000,000									
2	**Midway Road Widening Phase 2 (Jenkins Road to Glades Cut-off Road)***												
	Includes Turnpike Interchange												
	PD&E Re-Evaluation for Interchange (Design)		1,500,000										
	Design Phase		2,000,000										
	Right of Way Phase												
	Construction Phase						2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	50,000,000
3	**Jenkins Road Extension South (Midway Road to Glades Cut-off Road)**												
	Design Phase	2,000,000											
	Right of Way Phase		3,500,000										
	Construction Phase				12,000,000								-
4	**Jenkins Road Widening (Glades Cut-off Road to Orange Ave.)***												
	Trip Grant Obligation - PD &E Phase			375,000	1,000,000								
	Design Phase								5,000,000				
	Right of Way Phase									6,000,000	6,000,000		
	Construction Phase											45,000,000	
5	**Selvitz Road Widening (Edwards Road to Glades Cut-off Road)**												
	Includes Glades Cut-Off Road & Selvitz Intersection												
	Design Phase	2,685,000	1,315,000										
	Right of Way Phase		3,000,000										
	Construction Phase					17,000,000							
6	**Glades Cut-off Road Widening (Selvitz Road to Midway Road)**												
	PD &E Phase** (covers Selvitz Road to Rangeline Road)		4,500,000										
	Design Phase				2,500,000								
	Right of Way Phase						2,000,000	6,000,000	2,000,000				
	Construction Phase												60,100,000
7	**Edwards Road Widening (S. 25th Street to Jenkins Road)**												
	PD &E Phase												
	Design Phase				1,500,000								
	Right of Way Phase					2,000,000							
	Construction Phase						10,000,000						
8	**Glades Cut-off Road Widening (Midway Road to Rangeline)**												
	PD & E Phase												
	Design Phase									2,000,000			
	Right of Way Phase										10,000,000		
	Construction Phase												
9	**Jenkins Road Extension North (Orange Avenue to St. Lucie Boulevard)**							2,000,000					
	PD &E Phase												
	Design Phase									2,000,000	2,000,000		
	Right of Way Phase										10,000,000		10,000,000
	Construction Phase												40,000,000
10	**North County Airport Connector Road (St. Lucie Boulevard to I-95)**												
	PD &E Phase							2,000,000					
	Design Phase										2,000,000		
	Right of Way Phase												10,000,000
	Construction Phase												40,600,000
11	**Lennard Road (Silver Oak Drive to US Hwy 1)**												
	Stormwater Pond Design Phase	350,000											
	Stormwater Pond Construction		2,000,000										
	PD&E Re-evaluation												
12	**Oleander Vision Study (Edwards Road Intersection to Midway Road)**												
	Planning & Design Phase	550,000											
	PLANNED INTERSECTION EXPANSION PROJECTS (2021-2025)												
13	**St. Lucie West Boulevard & Peacock Boulevard Expansion by City of PSL**												
	Matching Funds -Construction Phase 1				500,000								
	Matching Funds - Construction Phase 2							1,000,000					
	PLANNED SIDEWALK PROJECTS (2021-2025)												
	Oleander Ave Sidewalk (S Market Avenue to Edwards Road)*												
	Matching Funds - Design Phase				1,000,000	200,000							
	Bell Avenue Sidewalk (25th Street to Sunrise Blvd.)*												
	Matching Funds - Design Phase		200,000										
	Construction			100,000									
	Walton Road Sidewalk - Lennard Road to Green River Parkway*												
	Matching Funds - Design Phase			200,000									
	Construction				1,000,000								
	Impact Fee Expenditure TOTALS:	**6,085,000**	**18,015,000**	**28,675,000**	**19,500,000**	**19,200,000**	**14,000,000**	**13,000,000**	**9,000,000**	**12,000,000**	**32,000,000**	**47,000,000**	**210,700,000**
	Impact Fee Account Balance		**46,812,314**	**35,497,314**	**13,522,314**	**722,314**	**(11,777,686)**	**(19,077,686)**	**(25,377,686)**	**(27,677,686)**	**(32,977,686)**	**(58,277,686)**	
	Forecasted Impact Fee Revenue**		6,700,000	6,700,000	6,700,000	6,700,000	6,700,000	6,700,000	6,700,000	6,700,000	6,700,000	6,700,000	
	**=Based on estimates from Office of Management and Budget												
	* = Funding amounts reflected in FDOT current 5-year work plan												

APPENDIX C

OTHER PROJECT DATA/GROWTH RATE



NTS

O'ROURKE ENGINEERING & PLANNING

3725 S. East Ocean Blvd Suite 201
Stuart, Fl, 34996

Job Number:

Date: 7.2.2024

Legend

= Project Location

Figure 1

Background Project Location

St. Lucie County

AM APPROVED PROJECTS			Kings Hwy Commerce Park / White Parcel						Creekside						Celebration Pointe @ 25% Complete City of Fort Pierce					
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
Jenkins Rd	Okeechobee	Edwards	0%	0	0	-	0	0	5%	372	28	OUT	21	7	5%	79	6	IN	2	5
Edwards Rd.	25th	Jenkins Rd	0%	0	0	-	0	0	0%	0	0	-	0	0	5%	79	6	OUT	5	2
				5,135	**577**		**In**	**463**		**7,443**	**564**		**In**	**143**		**1,585**	**128**		**In**	**32**
				Daily	**Two-Way**		**Out**	**114**		**Daily**	**Two-Way**		**Out**	**421**		**Daily**	**Two-Way**		**Out**	**96**

AM APPROVED PROJECTS			Hillpointe Residential						Viva at Treasure Coast West						Viva at Treasure Coast East					
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
Jenkins Rd	Okeechobee	Edwards	0%	0	0	-	0	0	90%	1,348	83	OUT	63	20	90%	1,256	78	OUT	59	19
Edwards Rd.	25th	Jenkins Rd	0%	0	0	-	0	0	10%	150	9	OUT	7	2	10%	140	9	OUT	7	2
				1,691	**101**		**In**	**24**		**1,498**	**92**		**In**	**22**		**1,396**	**87**		**In**	**21**
				Daily	**Two-Way**		**Out**	**77**		**Daily**	**Two-Way**		**Out**	**70**		**Daily**	**Two-Way**		**Out**	**66**

AM APPROVED PROJECTS			Project Hunt						Kings Highway Warehouse						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	%	Daily	Two-Way Trips	Is N/E In or Out	Directional N/E	Directional S/W
Jenkins Rd	Okeechobee	Edwards	0%	0	0	-	0	0	0%	0	0	-	0	0	0%	0	0	-	0	0
Edwards Rd.	25th	Jenkins Rd	0%	0	0	-	0	0	0%	0	0	-	0	0	0%	0	0	-	0	0
				956	**101**		**In**	**84**		**5,100**	**683**		**In**	**342**		**3,318**	**209**		**In**	**53**
				Daily	**Two-Way**		**Out**	**17**		**Daily**	**Two-Way**		**Out**	**341**		**Daily**	**Two-Way**		**Out**	**156**

AM APPROVED PROJECTS			Walsh Crossroads						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	%	Daily	Two-Way Trips	Is N/E In or Out	Directional N/E	Directional S/W	Residential	Non-Residential	Residential	Non-Residential	Residential	Non-Residential	Residential	Non-Residential	Double Count	Net 2 Way	Double Count	Net	Double Count	Net
Jenkins Rd	Okeechobee	Edwards	0%	0	0	-	0	0	3,056	0	196	0	145	0	51	0	0	196	0	145	0	51
Edwards Rd.	25th	Jenkins Rd	0%	0	0	-	0	0	369	0	24	0	18	0	6	0	0	24	0	18	0	6
				184	12		In	7														
				Daily	Two-Way		Out	5														

PM APPROVED PROJECTS			Kings Hwy Commerce Park / White Parcel						Creekside						Celebration Pointe @ 25% Complete City of Fort Pierce					
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
Jenkins Rd	Okeechobee	Edwards	0%	0	0	-	0	0	5%	372	34	OUT	13	21	5%	79	8	IN	5	3
Edwards Rd.	25th	Jenkins Rd	0%	0	0	-	0	0	0%	0	0	-	0	0	5%	79	8	OUT	3	5
				5,135	**600**		**In**	**142**		**7,443**	**682**		**In**	**426**		**1,585**	**158**		**In**	**101**
				Daily	**Two-Way**		**Out**	**458**		**Daily**	**Two-Way**		**Out**	**256**		**Daily**	**Two-Way**		**Out**	**57**

PM APPROVED PROJECTS			Hillpointe Residential						Viva at Treasure Coast West						Viva at Treasure Coast East					
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
Jenkins Rd	Okeechobee	Edwards	0%	0	0	-	0	0	90%	1,348	104	OUT	39	66	90%	1,256	98	OUT	36	62
Edwards Rd.	25th	Jenkins Rd	0%	0	0	-	0	0	10%	150	12	OUT	4	7	10%	140	11	OUT	4	7
				1,691	**129**		**In**	**81**		**1,498**	**116**		**In**	**73**		**1,396**	**109**		**In**	**69**
				Daily	**Two-Way**		**Out**	**48**		**Daily**	**Two-Way**		**Out**	**43**		**Daily**	**Two-Way**		**Out**	**40**

PM APPROVED PROJECTS			Project Hunt						Kings Highway Warehouse						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	%	Daily	Two-Way Trips	Is N/E In or Out	Directional N/E	Directional S/W
Jenkins Rd	Okeechobee	Edwards	0%	0	0	-	0	0	0%	0	0	-	0	0	0%	0	0	-	0	0
Edwards Rd.	25th	Jenkins Rd	0%	0	0	-	0	0	0%	0	0	-	0	0	0%	0	0	-	0	0
				956	**114**		**In**	**29**		**5,100**	**674**		**In**	**458**		**3,318**	**274**		**In**	**172**
				Daily	**Two-Way**		**Out**	**85**		**Daily**	**Two-Way**		**Out**	**216**		**Daily**	**Two-Way**		**Out**	**102**

PM APPROVED PROJECTS			Walsh Crossroads						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	%	Daily	Two-Way Trips	Is N/E In or Out	Directional N/E	Directional S/W	Residential	Non-Residential	Residential	Non-Residential	Residential	Non-Residential	Residential	Non-Residential	Double Count	Net 2 Way	Double Count	Net	Double Count	Net
Jenkins Rd	Okeechobee	Edwards	0%	0	0	-	0	0	3,056	0	245	0	93	0	152	0	0	245	0	93	0	152
Edwards Rd.	25th	Jenkins Rd	0%	0	0	-	0	0	369	0	30	0	11	0	19	0	0	30	0	11	0	19
				184	21		In	10														
				Daily	Two-Way		Out	11														

Historical Growth Rate Calculation (5 Year)

Segment	From	To	2018 AADT	2023 AADT	5 Year Historical Growth Rate
Edwards Rd	Jenkins Rd	McNeil Rd	10,100	12,200	3.85%
Jenkins Rd	Okeechobee Rd	Edwards Rd	7,500	10,200	6.34%
		Total	17,600	22,400	4.94%

*Source FDOT Historical Traffic Counts

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2023 HISTORICAL AADT REPORT

COUNTY: 94 - ST.LUCIE

SITE: 7027 - ON JENKINS RD SOUTH - S. OF OKEECHOBEE RD (COUNTY 133)

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2023	10200 F	N 5000	S 5200	9.00	51.60	7.10
2022	10000 C	N 4900	S 5100	9.00	51.40	5.00
2021	7100 V	N 3600	S 3500	9.00	50.90	7.20
2020	7100 R	N 3600	S 3500	9.00	51.30	31.50
2019	7500 T	N 3800	S 3700	9.00	51.00	7.80
2018	7500 S	N 3800	S 3700	9.00	51.30	16.70
2017	7500 F	N 3800	S 3700	9.00	50.90	16.70
2016	7300 C	N 3700	S 3600	9.00	50.90	16.70
2015	7300 S	N 3800	S 3500	9.00	51.00	41.80
2014	7300 F	N 3800	S 3500	9.00	50.80	49.50
2013	7300 C	N 3800	S 3500	9.00	50.80	11.90
2012	6400 F	N 3200	S 3200	9.00	56.80	7.10
2011	6400 C	N 3200	S 3200	9.00	57.20	16.40
2010	6500 F	N 3200	S 3300	10.32	55.40	16.40
2009	6500 C	N 3200	S 3300	10.27	57.35	16.40

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
2023 HISTORICAL AADT REPORT

COUNTY: 94 - ST.LUCIE

SITE: 7056 - EDWARDS RD - W. OF SELVITZ RD (COUNTY 174)

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2023	12200 F	E 6100	W 6100	9.00	51.60	7.10
2022	11800 C	E 5900	W 5900	9.00	51.40	5.00
2021	9500 V	E 4700	W 4800	9.00	50.90	7.20
2020	9700 R	E 4800	W 4900	9.00	51.30	31.50
2019	10100 T	E 5000	W 5100	9.00	51.00	7.80
2018	10100 S	E 5000	W 5100	9.00	51.30	5.80
2017	10100 F	E 5000	W 5100	9.00	50.90	10.00
2016	9900 C	E 4900	W 5000	9.00	50.90	6.20
2015	10000 V	E 5000	W 5000	9.00	51.00	41.80
2014	10000 R	E 5000	W 5000	9.00	50.80	49.50
2013	10000 T	E 5000	W 5000	9.00	50.80	11.90
2012	10000 S	E 5000	W 5000	9.00	56.80	9.20
2011	10200 F	E 5100	W 5100	9.00	57.20	9.20
2010	10200 C	E 5100	W 5100	10.32	55.40	9.20
2009	8800 F	E 4500	W 4300	10.27	57.35	17.50
2008	9000 C	E 4600	W 4400	10.45	58.06	17.50

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

COUNTY: 94
STATION: 7027
DESCRIPTION: ON JENKINS RD SOUTH - S. OF OKEECHOBEE RD (COUNTY
START DATE: 01/26/2022
START TIME: 0000

TIME	DIRECTION: N 1ST	2ND	3RD	4TH	TOTAL	DIRECTION: S 1ST	2ND	3RD	4TH	TOTAL	COMBINED TOTAL
0000	10	6	8	10	34	5	16	9	9	40	74
0100	5	8	3	6	22	7	4	10	5	26	48
0200	9	8	8	10	35	10	12	4	6	32	67
0300	4	3	7	22	36	5	2	12	6	25	61
0400	10	17	9	31	67	9	12	16	17	54	121
0500	17	28	40	64	149	16	21	34	30	101	250
0600	76	76	85	91	328	42	60	63	91	256	584
0700	86	101	99	138	424	102	89	103	125	419	843
0800	131	113	122	82	448	90	90	94	90	364	812
0900	88	99	105	80	372	80	79	83	87	329	701
1000	79	69	64	61	273	76	87	66	90	319	592
1100	74	80	82	73	309	78	90	79	83	330	639
1200	94	62	72	96	324	74	74	98	64	310	634
1300	56	98	84	75	313	84	87	95	80	346	659
1400	81	80	75	63	299	88	81	77	87	333	632
1500	70	76	95	92	333	90	93	100	96	379	712
1600	80	83	104	105	372	126	127	127	109	489	861
1700	116	104	114	73	407	129	120	104	80	433	840
1800	80	58	58	40	236	78	101	70	73	322	558
1900	61	28	35	22	146	49	42	40	27	158	304
2000	23	38	30	27	118	33	31	18	22	104	222
2100	32	25	19	11	87	22	30	26	20	98	185
2200	14	13	7	10	44	16	16	15	12	59	103
2300	10	4	7	6	27	10	13	14	21	58	85
24-HOUR TOTALS:					5203					5384	10587

PEAK VOLUME INFORMATION

	DIRECTION: N HOUR	VOLUME	DIRECTION: S HOUR	VOLUME	COMBINED DIRECTIONS HOUR	VOLUME
A.M.	745	504	700	419	745	903
P.M.	1645	439	1615	492	1630	914
DAILY	745	504	1615	492	1630	914

GENERATED BY SPS 5.0.57P

C-19

C-13

AM = NB Peak

↑ 0.51 ↓ 0.49

PM = SB Peak

↑ 0.43 ↓ 0.57

COUNTY: 94
STATION: 7056
DESCRIPTION: EDWARDS RD - W. OF SELVITZ RD (COUNTY 174)
START DATE: 01/26/2022
START TIME: 0000

TIME	DIRECTION: E 1ST	2ND	3RD	4TH	TOTAL	DIRECTION: W 1ST	2ND	3RD	4TH	TOTAL	COMBINED TOTAL
0000	13	11	8	8	40	10	12	4	11	37	77
0100	9	6	5	9	29	4	8	4	12	28	57
0200	9	13	7	8	37	8	10	6	11	35	72
0300	5	3	9	12	29	4	7	11	20	42	71
0400	6	13	20	19	58	9	23	10	35	77	135
0500	22	26	38	42	128	14	31	39	68	152	280
0600	51	68	73	94	286	77	75	83	90	325	611
0700	119	107	113	111	450	93	116	134	123	466	916
0800	114	114	104	119	451	100	113	111	96	420	871
0900	89	94	89	108	380	108	118	120	105	451	831
1000	85	87	89	103	364	92	96	79	81	348	712
1100	85	115	99	85	384	96	90	95	91	372	756
1200	92	89	100	86	367	106	80	96	105	387	754
1300	93	113	105	97	408	74	111	91	96	372	780
1400	94	91	94	100	379	97	108	102	89	396	775
1500	120	123	126	105	474	109	107	130	106	452	926
1600	136	142	119	152	549	114	106	143	136	499	1048
1700	149	129	124	103	505	138	123	115	97	473	978
1800	90	106	82	62	340	88	72	75	56	291	631
1900	59	50	54	30	193	82	45	46	34	207	400
2000	47	45	20	29	141	36	44	29	37	146	287
2100	32	32	34	21	119	40	31	30	22	123	242
2200	21	19	14	17	71	17	23	11	14	65	136
2300	13	19	18	19	69	10	7	11	8	36	105
24-HOUR TOTALS:					6251					6200	12451

AM = WB Peak
← 0.51
→ 0.49

PM = EB Peak
← 0.48
→ 0.52

PEAK VOLUME INFORMATION

	DIRECTION: E HOUR	VOLUME	DIRECTION: W HOUR	VOLUME	COMBINED DIRECTIONS HOUR	VOLUME
A.M.	730	452	715	473	730	922
P.M.	1615	562	1630	540	1630	1089
DAILY	1615	562	1630	540	1630	1089

C-20

C-14

GENERATED BY SPS 5.0.57P

APPENDIX D

INTERSECTION ANALYSIS

FORT PIERCE

City of Fort Pierce Engineering Department

Intersection Timing Sheet

Name **SR-70 at Jenkins Road**

Part I — *Actuated Timing Information*

Non-coordinated Operation

Phase	*1*	*2*	*3*	*4*	*5*	*6*	*7*	*8*		
Approach	EBLT	WBT	SBLT	NBT	WBLT	EBT	NBLT	SBT		
Initial	7	12	7	7	7	12	7	7		
Passage	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		
Max1	25.0	50.0	25.0	25.0	25.0	50.0	25.0	25.0		
Yellow	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8		
Red	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5		
Walk		5.0		5.0		5.0				
Ped Clear		34.0		47.0		26.0				
Recall		Min				Min				
LT Type	Prot		Prot		Prot		Prot			

Part II — *Coordinated Timing Information*

Pattern Tables

PHASE	*1*	*2*	*3*	*4*	*5*	*6*	*7*	*8*	*Cycle*	*Offset*
Split Pattern 1	21	46	32	31	21	46	32	31	130	12
Split Pattern 2	23	57	25	25	23	57	25	25	130	93
Split Pattern 3	25	52	28	25	15	62	28	25	130	36
Split Pattern 4	18	42	18	22	15	45	18	22	100	48
Split Pattern 5	18	57	20	25	18	57	20	25	120	38

Schedule Implementation

Schedule Notes	Day Plan 1 (WEEKDAYS)			Day Plan 2 (WEEKENDS)			Day Plan 3 (Special)		
	Start	End	Pattern	Start	End	Pattern			
	0:00	6:30	Free	0:00	7:00	Free			
	6:30	10:00	1	7:00	10:00	4			
	10:00	15:00	2	10:00	18:00	5			
	15:00	19:00	3	18:00	21:00	4			
	19:00	21:00	4	21:00	0:00	Free			
	21:00	0:00	Free						

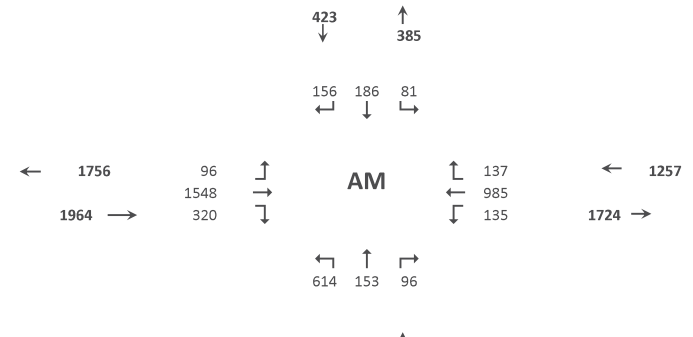
Part III — *Notes and Comments*

1. Installed new system and signal timing by AECOM (FDOT Retiming Contract C9O28; FM 230017 7 32 01)

TURNING MOVEMENT VOLUME COUNTS

N/S STREET: Jenkins Rd
E/W STREET: Okeechobee Rd
CONTROL: Signalized
FILENAME:
COUNT DATE: 6/15/2023
DAY: Thursday
CITY: St. Lucie
REPORT DATE: 6/16/2023
ANALYSIS YEAR: 2023

15 Min Period	Northbound			Southbound			Eastbound			Westbound				ONE HOUR SUM
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL	
7:00-7:15	108	29	17	12	27	20	11	237	42	9	154	12	678	3704
7:15-7:30	119	35	19	19	36	28	18	320	52	20	239	22	927	4144
7:30-7:45	127	43	19	20	41	36	19	344	76	26	229	28	1008	4292
7:45-8:00	142	35	26	21	53	30	21	418	68	29	227	21	1091	4277
8:00-8:15	152	32	29	19	43	39	27	379	84	31	255	28	1118	4091
8:15-8:30	164	36	17	17	40	44	24	333	77	43	227	53	1075	
8:30-8:45	117	43	21	24	51	39	22	319	67	29	214	47	993	
8:45-9:00	98	34	14	22	44	28	17	296	76	24	207	45	905	
AM PEAK HOUR IS FROM:	7:30 AM TO 8:30AM													
Volumes	585	146	91	77	177	149	91	1474	305	129	938	130	4292	
Season Factor	614	153	96	81	186	156	96	1548	320	135	985	137	4507	
Growth	614	153	96	81	186	156	96	1548	320	135	985	137	4507	
In/Out	OUT	OUT	OUT		IN				IN	IN				
Percentage	40%	10%	40%	0%	90%	0%	0%	0%	90%	90%	0%	0%	0%	
PROJECT	0	0	0	0	0	0	0	0	0	0	0	0	0	
Subtotal	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	614	153	96	81	186	156	96	1548	320	135	985	137	4507	

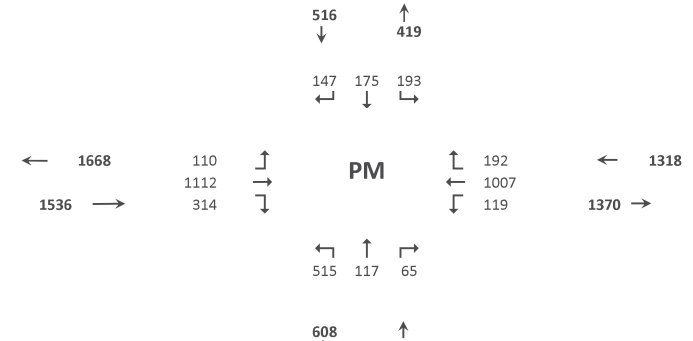


Seasonal Factor: 1.05
Growth Rate: 1.01
Years Grown: 0

	Trips In	Trips Out
Viva at Treasure Coast West	0	0

N/S STREET: Jenkins Rd
E/W STREET: Okeechobee Rd
CONTROL: Signalized
FILENAME:
COUNT DATE: 6/15/2023
DAY: Thursday
CITY: St Lucie
REPORT DATE: 6/16/2023
ANALYSIS YEAR: 2023

15 Min Period lanes	Northbound			Southbound			Eastbound			Westbound				ONE HOUR SUM
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL	
4:00-4:15	106	32	7	47	38	24	34	215	63	23	207	34	830	3607
4:15-4:30	121	36	11	47	53	26	24	207	73	28	201	42	869	3759
4:30-4:45	143	31	19	44	45	46	20	230	88	22	229	55	972	3872
4:45-5:00	119	29	14	52	54	29	26	246	68	30	224	45	936	3853
5:00-5:15	105	26	16	47	37	33	29	289	64	33	265	38	982	3762
5:15-5:30	123	25	13	41	31	32	30	294	79	28	241	45	982	
5:30-5:45	104	33	11	43	36	33	26	284	70	28	252	33	953	
5:45-6:00	100	29	7	39	31	23	31	245	47	33	235	25	845	
PM PEAK HOUR IS FROM:	4:30 PM TO 5:30PM													
Volumes	490	111	62	184	167	140	105	1059	299	113	959	183	3872	
Season Factor	515	117	65	193	175	147	110	1112	314	119	1007	192	4066	
Growth	515	117	65	193	175	147	110	1112	314	119	1007	192	4066	
In/Out	OUT	OUT	OUT		IN				IN	IN				
Percentage	40%	10%	40%	0%	90%	0%	0%	0%	90%	90%	0%	0%	0%	
PROJECT	0	0	0	0	0	0	0	0	0	0	0	0	0	
Subtotal	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	515	117	65	193	175	147	110	1112	314	119	1007	192	4066	



Seasonal Factor: 1.05
Growth Rate: 1.01
Years Grown: 0

	Trips In	Trips Out
Viva at Treasure Coast West	0	0

HCM 7th Signalized Intersection Summary
3: Jenkins road & Okeechobee Road

07/09/2024

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	96	1548	320	135	985	137	614	153	96	81	186	156
Future Volume (veh/h)	96	1548	320	135	985	137	614	153	96	81	186	156
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	104	1683	0	147	1071	149	667	166	104	88	202	170
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	186	2314		173	2591	638	657	568	337	186	458	204
Arrive On Green	0.05	0.36	0.00	0.10	0.40	0.40	0.19	0.26	0.26	0.05	0.13	0.13
Sat Flow, veh/h	3456	6434	1585	1781	6434	1585	3456	2145	1273	3456	3554	1585
Grp Volume(v), veh/h	104	1683	0	147	1071	149	667	136	134	88	202	170
Grp Sat Flow(s),veh/h/ln	1728	1609	1585	1781	1609	1585	1728	1777	1641	1728	1777	1585
Q Serve(g_s), s	3.8	29.5	0.0	10.6	15.5	8.1	24.7	7.9	8.5	3.2	6.8	13.6
Cycle Q Clear(g_c), s	3.8	29.5	0.0	10.6	15.5	8.1	24.7	7.9	8.5	3.2	6.8	13.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.78	1.00		1.00
Lane Grp Cap(c), veh/h	186	2314		173	2591	638	657	471	435	186	458	204
V/C Ratio(X)	0.56	0.73		0.85	0.41	0.23	1.02	0.29	0.31	0.47	0.44	0.83
Avail Cap(c_a), veh/h	364	2314		188	2591	638	657	471	435	657	648	289
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	60.0	36.1	0.0	57.8	27.8	25.6	52.7	38.0	38.2	59.7	52.3	55.3
Incr Delay (d2), s/veh	2.6	1.2	0.0	27.9	0.5	0.9	39.1	0.3	0.4	1.9	0.7	13.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	11.3	0.0	6.0	5.9	3.2	14.2	3.5	3.5	1.5	3.1	6.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	62.6	37.3	0.0	85.6	28.3	26.5	91.8	38.4	38.6	61.6	53.0	68.5
LnGrp LOS	E	D		F	C	C	F	D	D	E	D	E
Approach Vol, veh/h		1787			1367			937			460	
Approach Delay, s/veh		38.7			34.3			76.4			60.3	
Approach LOS		D			C			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.3	59.7	14.3	41.7	19.9	54.1	32.0	24.0
Change Period (Y+Rc), s	7.3	7.3	7.3	7.3	7.3	7.3	7.3	7.3
Max Green Setting (Gmax), s	13.7	38.7	24.7	23.7	13.7	38.7	24.7	23.7
Max Q Clear Time (g_c+I1), s	5.8	17.5	5.2	10.5	12.6	31.5	26.7	15.6
Green Ext Time (p_c), s	0.1	7.7	0.2	1.2	0.0	5.4	0.0	1.1

Intersection Summary	
HCM 7th Control Delay, s/veh	47.3
HCM 7th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.

Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.

HCM 7th Signalized Intersection Summary
3: Jenkins road & Okeechobee Road

07/09/2024

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	110	1112	314	119	1007	192	515	117	65	193	175	147
Future Volume (veh/h)	110	1112	314	119	1007	192	515	117	65	193	175	147
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	120	1209	0	129	1095	209	560	127	71	210	190	160
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	186	2824		106	2858	704	550	446	235	272	420	187
Arrive On Green	0.05	0.44	0.00	0.06	0.44	0.44	0.16	0.20	0.20	0.08	0.12	0.12
Sat Flow, veh/h	3456	6434	1585	1781	6434	1585	3456	2249	1185	3456	3554	1585
Grp Volume(v), veh/h	120	1209	0	129	1095	209	560	99	99	210	190	160
Grp Sat Flow(s),veh/h/ln	1728	1609	1585	1781	1609	1585	1728	1777	1657	1728	1777	1585
Q Serve(g_s), s	4.4	16.9	0.0	7.7	14.8	11.0	20.7	6.1	6.6	7.7	6.5	12.9
Cycle Q Clear(g_c), s	4.4	16.9	0.0	7.7	14.8	11.0	20.7	6.1	6.6	7.7	6.5	12.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.72	1.00		1.00
Lane Grp Cap(c), veh/h	186	2824		106	2858	704	550	353	329	272	420	187
V/C Ratio(X)	0.64	0.43		1.22	0.38	0.30	1.02	0.28	0.30	0.77	0.45	0.86
Avail Cap(c_a), veh/h	471	2824		106	2858	704	550	353	329	550	484	216
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	60.3	25.2	0.0	61.2	24.2	23.1	54.6	44.2	44.4	58.7	53.4	56.2
Incr Delay (d2), s/veh	3.7	0.1	0.0	159.2	0.4	1.1	42.9	0.4	0.5	4.6	0.8	24.5
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.0	6.2	0.0	8.1	5.5	4.3	12.3	2.8	2.8	3.6	2.9	6.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	64.0	25.3	0.0	220.3	24.6	24.2	97.5	44.6	44.9	63.3	54.2	80.7
LnGrp LOS	E	C		F	C	C	F	D	D	E	D	F
Approach Vol, veh/h		1329			1433			758			560	
Approach Delay, s/veh		28.8			42.1			83.8			65.2	
Approach LOS		C			D			F			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.3	65.1	17.5	33.1	15.0	64.4	28.0	22.6
Change Period (Y+Rc), s	7.3	7.3	7.3	7.3	7.3	7.3	7.3	7.3
Max Green Setting (Gmax), s	17.7	44.7	20.7	17.7	7.7	54.7	20.7	17.7
Max Q Clear Time (g_c+I1), s	6.4	16.8	9.7	8.6	9.7	18.9	22.7	14.9
Green Ext Time (p_c), s	0.2	9.0	0.5	0.7	0.0	9.8	0.0	0.5

Intersection Summary	
HCM 7th Control Delay, s/veh	48.7
HCM 7th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.

Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.

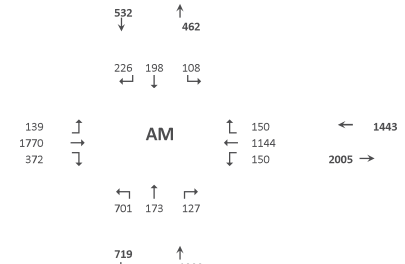
TURNING MOVEMENT VOLUME COUNTS

N/S STREET: Jenkins Rd **E/W STREET:** Okeechobee Rd **CONTROL:** Signalized
FILENAME:
COUNT DATE: 6/15/2023 **DAY:** Thursday **CITY:** St. Lucie
REPORT DATE: 7/2/2024 **ANALYSIS YEAR:** 2027

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	108	29	17	12	27	20	11	237	42	9	154	12	678	3704
7:15-7:30	119	35	19	19	36	28	18	320	52	20	239	22	927	4144
7:30-7:45	127	43	19	20	41	36	19	344	76	26	229	28	1008	4292
7:45-8:00	142	35	26	21	53	30	21	418	68	29	227	21	1091	4277
8:00-8:15	152	32	29	19	43	39	27	379	84	31	255	28	1118	4091
8:15-8:30	164	36	17	17	40	44	24	333	77	43	227	53	1075	
8:30-8:45	117	43	21	24	51	39	22	319	67	29	214	47	993	
8:45-9:00	98	34	14	22	44	28	17	296	76	24	207	45	905	
AM PEAK HOUR IS FROM:			7:30 AM TO 8:30AM											
Volumes	585	146	91	77	177	149	91	1474	305	129	938	130	4292	
Season Factor	614	153	96	81	186	156	96	1548	320	135	985	137	4507	
Growth	639	160	99	84	193	163	99	1611	333	141	1025	142	4690	
In/Out														
Percentage	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	
SUBPROJECTS														
%	0%	0%	0%	0%	0%	0%	0%	10%	0%	0%	10%	0%		
In/Out								OUT			IN			
Volume	0	0	0	0	0	0	0	11	0	0	46	0	0	Kings Highway Commerce Park
%	5.0%	0.0%	0.0%	0.0%	0.0%	5.0%	5.0%	30.0%	5.0%	0.0%	30.0%	0.0%		
In/Out	IN					IN	OUT	OUT	OUT		IN			
Volume	7	0	0	0	0	7	21	126	21	0	43	0	0	Creekside
%	0.0%	0.0%	0.0%	0.0%	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	Celebration Pointe - 25%
%	0.0%	0.0%	0.0%	10.0%	0.0%	24.0%	24.0%	0.0%	0.0%	0.0%	0.0%	10.0%		
In/Out				OUT		OUT	IN					IN		
Volume	0	0	0	8	0	18	6	0	0	0	0	2	0	Hillpointe
%	40.0%	10.0%	20.0%	0.0%	10.0%	0.0%	0%	0%	40.0%	20.0%	0.0%	0.0%		
In/Out	OUT	OUT	OUT		IN				IN	IN				
Volume	28	7	14	0	2	0	0	0	9	4	0	0	0	Viva at Treasure Coast West
%	40.0%	10.0%	20.0%	0.0%	10.0%	0.0%	0.0%	0.0%	40.0%	20.0%	0.0%	0.0%		
In/Out	OUT	OUT	OUT		IN				IN	IN				
Volume	26	7	13	0	2	0	0	0	8	4	0	0	0	Viva at Treasure Coast East
%	0.0%	0.0%	0.0%	5.0%	0.0%	0.0%	0%	10%	0.0%	0.0%	11.0%	0.0%		
In/Out				OUT				OUT			IN			
Volume	0	0	0	1	0	0	0	2	0	0	9	0	0	Project Hunt
%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	6.0%	0.0%	0.0%	6.0%	0.0%		
In/Out								OUT		IN				
Volume	0	0	0	0	0	0	0	20	0	0	21	0	0	Kings Highway Warehouse
%	0.0%	0.0%	0.0%	10.0%	0.0%	24.0%	24%	0%	0.0%	0.0%	0.0%	10.0%		
In/Out				OUT		OUT	IN					IN		
Volume	0	0	0	16	0	37	13	0	0	0	0	5	0	Jenkins Waypoint
%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%		
In/Out														
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	Walsh Crossroads
Subtotal	62	14	27	24	4	63	40	160	38	9	119	8	0	
Total	701	173	127	108	198	226	139	1770	372	150	1144	150	4690	

Seasonal Factor: 1.05
Growth Rate: 1.01
Years Grown: 4

	Trips In	Trips Out
	0	0
Kings Highway Commerce Park	463	114
Creekside	143	421
Celebration Pointe - 25%	128	383
Hillpointe	24	77
Viva at Treasure Coast West	22	70
Viva at Treasure Coast East	21	66
Project Hunt	84	17
Kings Highway Warehouse	342	341
Jenkins Waypoint	53	156
Walsh Crossroads	7	5

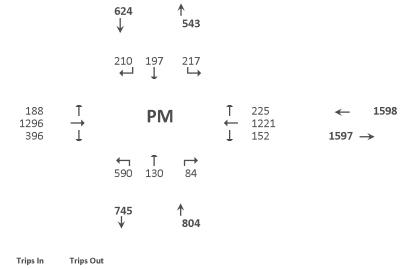


N/S STREET: Jenkins Rd **E/W STREET:** Okeechobee Rd **CONTROL:** Signalized
FILENAME:
COUNT DATE: 6/15/2023 **DAY:** Thursday **CITY:** St Lucie
REPORT DATE: 7/2/2024 **ANALYSIS YEAR:** 2027

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	106	32	7	47	38	24	34	215	63	23	207	34	830	3607
4:15-4:30	121	36	11	47	53	26	24	207	73	28	201	42	869	3759
4:30-4:45	143	31	19	44	45	46	20	230	88	22	229	55	972	3872
4:45-5:00	119	29	14	52	54	29	26	246	68	30	224	45	936	3853
5:00-5:15	105	26	16	47	37	33	29	289	64	33	265	38	982	3762
5:15-5:30	123	25	13	41	31	32	30	294	79	28	241	45	982	
5:30-5:45	104	33	11	43	36	33	26	284	70	28	252	33	953	
5:45-6:00	100	29	7	39	31	23	31	245	47	33	235	25	845	
PM PEAK HOUR IS FROM:			4:30 PM TO 5:30PM											
Volumes	490	111	62	184	167	140	105	1059	299	113	959	183	3872	
Season Factor	515	117	65	193	175	147	110	1112	314	119	1007	192	4066	
Growth	535	121	68	201	182	153	115	1157	327	123	1048	200	4231	
In/Out														
Percentage	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	
SUBPROJECTS														
%	0%	0%	0%	0%	0%	0%	0%	10%	0%	0%	10%	0%		
In/Out								OUT			IN			
Volume	0	0	0	0	0	0	0	46	0	0	14	0	0	Kings Highway Commerce Park
%	5%	0%	0%	0%	0%	5%	5%	30%	5%	0%	30%	0.0%		
In/Out	IN					IN	OUT	OUT	OUT		IN			
Volume	21	0	0	0	0	21	13	77	13	0	128	0	0	Creekside
%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%		
In/Out														
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	Celebration Pointe - 25%
%	0.0%	0.0%	0.0%	10.0%	0.0%	24.0%	24.0%	0.0%	0.0%	0.0%	0.0%	10.0%		
In/Out				OUT		OUT	IN					IN		
Volume	0	0	0	5	0	12	19	0	0	0	0	8	0	Hillpointe
%	40.0%	10.0%	20.0%	0.0%	10.0%	0.0%	0%	0%	40.0%	20.0%	0.0%	0.0%		
In/Out	OUT	OUT	OUT		IN				IN	IN				
Volume	17	4	9	0	7	0	0	0	29	15	0	0	0	Viva at Treasure Coast West
%	40.0%	10.0%	20.0%	0.0%	10.0%	0.0%	0.0%	0.0%	40.0%	20.0%	0.0%	0.0%		
In/Out	OUT	OUT	OUT		IN				IN	IN				
Volume	16	4	8	0	7	0	0	0	28	14	0	0	0	Viva at Treasure Coast East
%	0.0%	0.0%	0.0%	5.0%	0.0%	0.0%	0%	10%	0.0%	0.0%	11.0%	0.0%		
In/Out				OUT				OUT			IN			
Volume	0	0	0	1	0	0	0	3	0	0	3	0	0	Project Hunt
%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	6.0%	0.0%	0.0%	6.0%	0.0%		
In/Out								OUT		IN				
Volume	0	0	0	0	0	0	0	13	0	0	27	0	0	Kings Highway Warehouse
%	0.0%	0.0%	0.0%	10.0%	0.0%	24.0%	24%	0%	0.0%	0.0%	0.0%	10.0%		
In/Out				OUT		OUT	IN					IN		
Volume	0	0	0	10	0	24	41	0	0	0	0	17	0	Jenkins Waypoint
%	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	Walsh Crossroads
Subtotal	55	8	17	16	14	57	74	138	70	28	173	25	0	
Total	590	130	84	217	197	210	188	1296	396	152	1221	225	4231	

Seasonal Factor: 1.05
Growth Rate: 1.01
Years Grown: 4

	Trips In	Trips Out
	0	0
Kings Highway Commerce Park	142	458
Creekside	426	256
Celebration Pointe - 25%	405	228
Hillpointe	81	48
Viva at Treasure Coast West	73	43
Viva at Treasure Coast East	69	40
Project Hunt	29	85
Kings Highway Warehouse	458	216
Jenkins Waypoint	172	102
Walsh Crossroads	10	11



HCM 7th Signalized Intersection Summary
3: Jenkins road & Okeechobee Road

07/09/2024

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	139	1770	372	150	1144	150	701	172	127	108	198	226
Future Volume (veh/h)	139	1770	372	150	1144	150	701	172	127	108	198	226
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	151	1924	0	163	1243	163	762	187	138	117	215	246
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	207	1987		188	2280	562	657	614	429	186	608	271
Arrive On Green	0.06	0.31	0.00	0.11	0.35	0.35	0.19	0.31	0.31	0.05	0.17	0.17
Sat Flow, veh/h	3456	6434	1585	1781	6434	1585	3456	1999	1397	3456	3554	1585
Grp Volume(v), veh/h	151	1924	0	163	1243	163	762	165	160	117	215	246
Grp Sat Flow(s),veh/h/ln	1728	1609	1585	1781	1609	1585	1728	1777	1619	1728	1777	1585
Q Serve(g_s), s	5.6	38.3	0.0	11.7	20.1	9.6	24.7	9.2	9.9	4.3	6.9	19.8
Cycle Q Clear(g_c), s	5.6	38.3	0.0	11.7	20.1	9.6	24.7	9.2	9.9	4.3	6.9	19.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.86	1.00		1.00
Lane Grp Cap(c), veh/h	207	1987		188	2280	562	657	546	498	186	608	271
V/C Ratio(X)	0.73	0.97		0.87	0.55	0.29	1.16	0.30	0.32	0.63	0.35	0.91
Avail Cap(c_a), veh/h	364	1987		188	2280	562	657	546	498	657	648	289
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	60.1	44.3	0.0	57.3	33.6	30.2	52.7	34.4	34.6	60.2	47.5	52.9
Incr Delay (d2), s/veh	4.9	13.5	0.0	32.4	0.9	1.3	88.4	0.3	0.4	3.5	0.3	29.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.5	16.5	0.0	6.8	7.8	3.9	18.7	4.1	4.0	2.0	3.1	10.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	64.9	57.8	0.0	89.7	34.5	31.5	141.1	34.7	35.0	63.7	47.9	82.0
LnGrp LOS	E	E		F	C	C	F	C	C	E	D	F
Approach Vol, veh/h		2075			1569			1087			578	
Approach Delay, s/veh		58.3			39.9			109.3			65.6	
Approach LOS		E			D			F			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.1	53.4	14.3	47.3	21.0	47.4	32.0	29.6
Change Period (Y+Rc), s	7.3	7.3	7.3	7.3	7.3	7.3	7.3	7.3
Max Green Setting (Gmax), s	13.7	38.7	24.7	23.7	13.7	38.7	24.7	23.7
Max Q Clear Time (g_c+I1), s	7.6	22.1	6.3	11.9	13.7	40.3	26.7	21.8
Green Ext Time (p_c), s	0.2	8.0	0.3	1.5	0.0	0.0	0.0	0.5

Intersection Summary	
HCM 7th Control Delay, s/veh	64.1
HCM 7th LOS	E

Notes

User approved pedestrian interval to be less than phase max green.

Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.

HCM 7th Signalized Intersection Summary
3: Jenkins road & Okeechobee Road

07/09/2024

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	188	1296	396	152	1221	225	590	130	84	217	197	210
Future Volume (veh/h)	188	1296	396	152	1221	225	590	130	84	217	197	210
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	204	1409	0	165	1327	245	641	141	91	236	214	228
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	264	2707		106	2598	640	550	444	269	299	484	216
Arrive On Green	0.08	0.42	0.00	0.06	0.40	0.40	0.16	0.21	0.21	0.09	0.14	0.14
Sat Flow, veh/h	3456	6434	1585	1781	6434	1585	3456	2126	1289	3456	3554	1585
Grp Volume(v), veh/h	204	1409	0	165	1327	245	641	116	116	236	214	228
Grp Sat Flow(s),veh/h/ln	1728	1609	1585	1781	1609	1585	1728	1777	1638	1728	1777	1585
Q Serve(g_s), s	7.5	21.1	0.0	7.7	20.1	14.2	20.7	7.2	7.8	8.7	7.2	17.7
Cycle Q Clear(g_c), s	7.5	21.1	0.0	7.7	20.1	14.2	20.7	7.2	7.8	8.7	7.2	17.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.79	1.00		1.00
Lane Grp Cap(c), veh/h	264	2707		106	2598	640	550	371	342	299	484	216
V/C Ratio(X)	0.77	0.52		1.56	0.51	0.38	1.16	0.31	0.34	0.79	0.44	1.06
Avail Cap(c_a), veh/h	471	2707		106	2598	640	550	371	342	550	484	216
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	58.9	27.9	0.0	61.2	29.1	27.3	54.6	43.5	43.8	58.2	51.6	56.2
Incr Delay (d2), s/veh	4.8	0.2	0.0	294.5	0.7	1.7	92.7	0.5	0.6	4.6	0.6	76.9
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.4	7.9	0.0	12.0	7.6	5.7	16.1	3.2	3.3	4.0	3.3	11.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	63.8	28.1	0.0	355.7	29.8	29.1	147.4	44.0	44.4	62.8	52.2	133.1
LnGrp LOS	E	C		F	C	C	F	D	D	E	D	F
Approach Vol, veh/h		1613			1737			873			678	
Approach Delay, s/veh		32.6			60.7			119.9			83.1	
Approach LOS		C			E			F			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	17.2	59.8	18.6	34.4	15.0	62.0	28.0	25.0
Change Period (Y+Rc), s	7.3	7.3	7.3	7.3	7.3	7.3	7.3	7.3
Max Green Setting (Gmax), s	17.7	44.7	20.7	17.7	7.7	54.7	20.7	17.7
Max Q Clear Time (g_c+I1), s	9.5	22.1	10.7	9.8	9.7	23.1	22.7	19.7
Green Ext Time (p_c), s	0.4	10.4	0.6	0.7	0.0	11.6	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	65.1
HCM 7th LOS	E

Notes

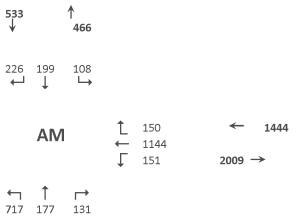
User approved pedestrian interval to be less than phase max green.

Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.

TURNING MOVEMENT VOLUME COUNTS

N/S STREET: Jenkins Rd **E/W STREET:** Okeechobee Rd **CONTROL:** Signalized
FILENAME:
COUNT DATE: 6/15/2023 **DAY:** Thursday **CITY:** St. Lucie
REPORT DATE: 7/2/2024 **ANALYSIS YEAR:** 2027

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	108	29	17	12	27	20	11	237	42	9	154	12	678	3704
7:15-7:30	119	35	19	19	36	28	18	320	52	20	239	22	927	4144
7:30-7:45	127	43	19	20	41	36	19	344	76	26	229	28	1008	4292
7:45-8:00	142	35	26	21	53	30	21	418	68	29	227	21	1091	4277
8:00-8:15	152	32	29	19	43	39	27	379	84	31	255	28	1118	4091
8:15-8:30	164	36	17	17	40	44	24	333	77	43	227	53	1075	
8:30-8:45	117	43	21	24	51	39	22	319	67	29	214	47	993	
8:45-9:00	98	34	14	22	44	28	17	296	76	24	207	45	905	
AM PEAK HOUR IS FROM:			7:30 AM TO 8:30AM											
Volumes	585	146	91	77	177	149	91	1474	305	129	938	130	4292	
Season Factor	614	153	96	81	186	156	96	1548	320	135	985	137	4507	
Growth	639	160	99	84	193	163	99	1611	333	141	1025	142	4690	
In/Out	OUT	OUT	OUT		IN				IN	IN				
Percentage	40%	10%	10%	0%	10%	0%	0%	0%	40%	10%	0%	0%	0%	
PROJECT	16	4	4	0	1	0	0	0	5	1	0	0	32	
SUBPROJECTS														
%	0%	0%	0%	0%	0%	0%	0%	10%	0%	0%	10%	0%		
In/Out								OUT			IN			
Volume	0	0	0	0	0	0	0	11	0	0	46	0	0	
%	5.0%	0.0%	0.0%	0.0%	0.0%	5.0%	5.0%	30.0%	5.0%	0.0%	30.0%	0.0%		
In/Out	IN					IN	OUT	OUT	OUT		IN			
Volume	7	0	0	0	0	7	21	126	21	0	43	0	0	
%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0%	0%	0.0%	0.0%	0.0%	0.0%		
In/Out														
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	
%	0.0%	0.0%	0.0%	10.0%	0.0%	24.0%	24.0%	0.0%	0.0%	0.0%	0.0%	10.0%		
In/Out				OUT		OUT	IN					IN		
Volume	0	0	0	8	0	18	6	0	0	0	0	2	0	
%	40.0%	10.0%	20.0%	0.0%	10.0%	0.0%	0%	0%	40.0%	20.0%	0.0%	0.0%		
In/Out	OUT	OUT	OUT		IN				IN	IN				
Volume	28	7	14	0	2	0	0	0	9	4	0	0	0	
%	40.0%	10.0%	20.0%	0.0%	10.0%	0.0%	0.0%	0.0%	40.0%	20.0%	0.0%	0.0%		
In/Out	OUT	OUT	OUT		IN				IN	IN				
Volume	26	7	13	0	2	0	0	0	8	4	0	0	0	
%	0.0%	0.0%	0.0%	5.0%	0.0%	0.0%	0%	10%	0.0%	0.0%	11.0%	0.0%		
In/Out				OUT				OUT			IN			
Volume	0	0	0	1	0	0	0	2	0	0	9	0	0	
%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	6.0%	0.0%	0.0%	6.0%	0.0%		
In/Out								OUT		IN				
Volume	0	0	0	0	0	0	0	20	0	0	21	0	0	
%	0.0%	0.0%	0.0%	10.0%	0.0%	24.0%	24%	0%	0.0%	0.0%	0.0%	10.0%		
In/Out				OUT		OUT	IN					IN		
Volume	0	0	0	16	0	37	13	0	0	0	0	5	0	
%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%		
In/Out														
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	
Subtotal	62	14	27	24	4	63	40	160	38	9	119	8	0	
Total	717	177	131	108	199	226	139	1770	377	151	1144	150	4721	

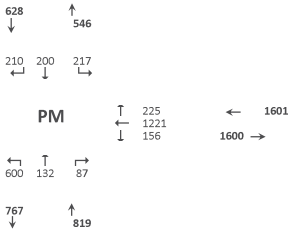


	Trips In	Trips Out
4945 Edwards Road	13	40
Kings Highway Commerce Park	463	114
Creekside	143	421
Celebration Pointe - 25%	128	383
Hillpointe	24	77
Viva at Treasure Coast West	22	70
Viva at Treasure Coast East	21	66
Project Hunt	84	17
Kings Highway Warehouse	342	341
Jenkins Waypoint	53	156
Walsh Crossroads	7	5

Seasonal Factor: 1.05
Growth Rate: 1.01
Years Grown: 4

N/S STREET: Jenkins Rd **E/W STREET:** Okeechobee Rd **CONTROL:** Signalized
FILENAME:
COUNT DATE: 6/15/2023 **DAY:** Thursday **CITY:** St Lucie
REPORT DATE: 7/2/2024 **ANALYSIS YEAR:** 2027

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	106	32	7	47	38	24	34	215	63	23	207	34	830	3607
4:15-4:30	121	36	11	47	53	26	24	207	73	28	201	42	869	3759
4:30-4:45	143	31	19	44	45	46	20	230	88	22	229	55	972	3872
4:45-5:00	119	29	14	52	54	29	26	246	68	30	224	45	936	3853
5:00-5:15	105	26	16	47	37	33	29	289	64	33	265	38	982	3762
5:15-5:30	123	25	13	41	31	32	30	294	79	28	241	45	982	
5:30-5:45	104	33	11	43	36	33	26	284	70	28	252	33	953	
5:45-6:00	100	29	7	39	31	23	31	245	47	33	235	25	845	
PM PEAK HOUR IS FROM:			4:30 PM TO 5:30PM											
Volumes	490	111	62	184	167	140	105	1059	299	113	959	183	3872	
Season Factor	515	117	65	193	175	147	110	1112	314	119	1007	192	4066	
Growth	535	121	68	201	182	153	115	1157	327	123	1048	200	4231	
In/Out	OUT	OUT	OUT		IN				IN	IN				
Percentage	40%	10%	10%	0%	10%	0%	0%	0%	40%	10%	0%	0%	0%	
PROJECT	10	3	3	0	4	0	0	0	15	4	0	0	38	
SUBPROJECTS														
%	0%	0%	0%	0%	0%	0%	0%	10%	0%	0%	10%	0%		
In/Out								OUT			IN			
Volume	0	0	0	0	0	0	0	46	0	0	14	0	0	
%	5%	0%	0%	0%	0%	5%	5%	30%	5%	0%	30%	0.0%		
In/Out	IN					IN	OUT	OUT	OUT		IN			
Volume	21	0	0	0	0	21	13	77	13	0	128	0	0	
%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%		
In/Out														
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	
%	0.0%	0.0%	0.0%	10.0%	0.0%	24.0%	24.0%	0.0%	0.0%	0.0%	0.0%	10.0%		
In/Out				OUT		OUT	IN					IN		
Volume	0	0	0	5	0	12	19	0	0	0	0	8	0	
%	40.0%	10.0%	20.0%	0.0%	10.0%	0.0%	0%	0%	40.0%	20.0%	0.0%	0.0%		
In/Out	OUT	OUT	OUT		IN				IN	IN				
Volume	17	4	9	0	7	0	0	0	29	15	0	0	0	
%	40.0%	10.0%	20.0%	0.0%	10.0%	0.0%	0.0%	0.0%	40.0%	20.0%	0.0%	0.0%		
In/Out	OUT	OUT	OUT		IN				IN	IN				
Volume	16	4	8	0	7	0	0	0	28	14	0	0	0	
%	0.0%	0.0%	0.0%	5.0%	0.0%	0.0%	0%	10%	0.0%	0.0%	11.0%	0.0%		
In/Out				OUT				OUT			IN			
Volume	0	0	0	1	0	0	0	3	0	0	3	0	0	
%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	6.0%	0.0%	0.0%	6.0%	0.0%		
In/Out								OUT		IN				
Volume	0	0	0	0	0	0	0	13	0	0	27	0	0	
%	0.0%	0.0%	0.0%	10.0%	0.0%	24.0%	24%	0%	0.0%	0.0%	0.0%	10.0%		
In/Out				OUT		OUT	IN					IN		
Volume	0	0	0	10	0	24	41	0	0	0	0	17	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	
Subtotal	55	8	17	16	14	57	74	138	70	28	173	25	0	
Total	600	132	87	217	200	210	188	1296	411	156	1221	225	4268	



	Trips In	Trips Out
4945 Edwards Road	37	26
Kings Highway Commerce Park	142	458
Creekside	426	256
Celebration Pointe - 25%	405	228
Hillpointe	81	48
Viva at Treasure Coast West	73	43
Viva at Treasure Coast East	69	40
Project Hunt	29	85
Kings Highway Warehouse	458	216
Jenkins Waypoint	172	102
Walsh Crossroads	10	11

Seasonal Factor: 1.05
Growth Rate: 1.01
Years Grown: 4

HCM 7th Signalized Intersection Summary
3: Jenkins Road & Okeechobee Road

07/11/2024

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	139	1770	377	151	1144	150	717	177	131	108	199	226
Future Volume (veh/h)	139	1770	377	151	1144	150	717	177	131	108	199	226
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	151	1924	0	164	1243	163	779	192	142	117	216	246
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	268	2251		193	2222	547	815	679	476	168	543	365
Arrive On Green	0.08	0.35	0.00	0.07	0.35	0.35	0.24	0.34	0.34	0.05	0.15	0.15
Sat Flow, veh/h	3456	6434	1585	1781	6434	1585	3456	1996	1400	3456	3554	1585
Grp Volume(v), veh/h	151	1924	0	164	1243	163	779	170	164	117	216	246
Grp Sat Flow(s),veh/h/ln	1728	1609	1585	1781	1609	1585	1728	1777	1618	1728	1777	1585
Q Serve(g_s), s	6.5	43.0	0.0	9.1	24.3	11.6	34.5	10.8	11.5	5.2	8.5	21.9
Cycle Q Clear(g_c), s	6.5	43.0	0.0	9.1	24.3	11.6	34.5	10.8	11.5	5.2	8.5	21.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.86	1.00		1.00
Lane Grp Cap(c), veh/h	268	2251		193	2222	547	815	604	551	168	543	365
V/C Ratio(X)	0.56	0.85		0.85	0.56	0.30	0.96	0.28	0.30	0.70	0.40	0.67
Avail Cap(c_a), veh/h	350	2251		244	2222	547	818	604	551	818	543	365
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	69.0	46.7	0.0	37.6	41.2	37.0	58.4	37.3	37.6	72.6	59.2	54.3
Incr Delay (d2), s/veh	1.9	3.4	0.0	19.8	1.0	1.4	21.3	0.3	0.3	5.1	0.5	4.8
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.9	17.3	0.0	4.9	9.6	4.8	17.5	4.8	4.7	2.4	3.9	9.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	70.8	50.2	0.0	57.3	42.2	38.4	79.7	37.6	37.9	77.7	59.7	59.2
LnGrp LOS	E	D		E	D	D	E	D	D	E	E	E
Approach Vol, veh/h		2075			1570			1113			579	
Approach Delay, s/veh		51.7			43.4			67.1			63.1	
Approach LOS		D			D			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	19.3	60.8	14.8	60.0	18.6	61.5	43.9	31.0
Change Period (Y+Rc), s	7.3	7.3	7.3	7.3	7.3	7.3	7.3	7.3
Max Green Setting (Gmax), s	15.7	49.7	36.7	23.7	15.7	49.7	36.7	23.7
Max Q Clear Time (g_c+I1), s	8.5	26.3	7.2	13.5	11.1	45.0	36.5	23.9
Green Ext Time (p_c), s	0.2	9.5	0.4	1.4	0.2	4.0	0.1	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	53.7
HCM 7th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.

Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.

HCM 7th Signalized Intersection Summary
3: Jenkins Road & Okeechobee Road

07/11/2024

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	188	1296	411	156	1221	225	600	132	87	217	200	210
Future Volume (veh/h)	188	1296	411	156	1221	225	600	132	87	217	200	210
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	204	1409	0	170	1327	245	652	143	95	236	217	228
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	280	2452		193	2626	647	670	480	300	293	425	318
Arrive On Green	0.08	0.38	0.00	0.11	0.41	0.41	0.19	0.23	0.23	0.08	0.12	0.12
Sat Flow, veh/h	3456	6434	1585	1781	6434	1585	3456	2101	1311	3456	3554	1585
Grp Volume(v), veh/h	204	1409	0	170	1327	245	652	120	118	236	217	228
Grp Sat Flow(s),veh/h/ln	1728	1609	1585	1781	1609	1585	1728	1777	1634	1728	1777	1585
Q Serve(g_s), s	8.5	25.7	0.0	13.9	22.8	16.0	27.7	8.2	8.9	9.9	8.5	17.7
Cycle Q Clear(g_c), s	8.5	25.7	0.0	13.9	22.8	16.0	27.7	8.2	8.9	9.9	8.5	17.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.80	1.00		1.00
Lane Grp Cap(c), veh/h	280	2452		193	2626	647	670	406	374	293	425	318
V/C Ratio(X)	0.73	0.57		0.88	0.51	0.38	0.97	0.29	0.32	0.81	0.51	0.72
Avail Cap(c_a), veh/h	413	2452		213	2626	647	670	406	374	577	425	318
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	66.4	36.3	0.0	65.1	32.7	30.7	59.3	47.2	47.5	66.5	61.1	55.2
Incr Delay (d2), s/veh	3.6	0.3	0.0	30.5	0.7	1.7	28.0	0.4	0.5	5.2	1.0	7.5
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.8	9.9	0.0	7.9	8.8	6.5	14.8	3.7	3.7	4.6	3.9	8.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	70.0	36.6	0.0	95.6	33.4	32.4	87.3	47.6	47.9	71.7	62.1	62.7
LnGrp LOS	E	D		F	C	C	F	D	D	E	E	E
Approach Vol, veh/h		1613			1742			890			681	
Approach Delay, s/veh		40.8			39.3			76.7			65.6	
Approach LOS		D			D			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	19.3	67.7	19.9	41.1	23.3	63.7	36.0	25.0
Change Period (Y+Rc), s	7.3	7.3	7.3	7.3	7.3	7.3	7.3	7.3
Max Green Setting (Gmax), s	17.7	44.7	24.7	17.7	17.7	54.7	28.7	17.7
Max Q Clear Time (g_c+I1), s	10.5	24.8	11.9	10.9	15.9	27.7	29.7	19.7
Green Ext Time (p_c), s	0.3	9.8	0.6	0.7	0.1	11.0	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	50.2
HCM 7th LOS	D

Notes

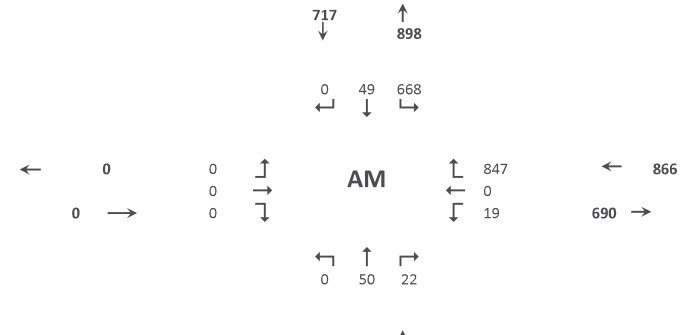
User approved pedestrian interval to be less than phase max green.

Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.

TURNING MOVEMENT VOLUME COUNTS

N/S STREET: Jenkins Rd
E/W STREET: Edwards Rd
CONTROL: Signalized
FILENAME:
COUNT DATE: 6/15/2023
DAY: Thursday
CITY: St. Lucie
REPORT DATE: 7/2/2024
ANALYSIS YEAR: 2023

15 Min Period	Northbound			Southbound			Eastbound			Westbound				ONE HOUR SUM
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL	
7:00-7:15	0	8	4	91	6	0	0	0	0	3	0	140	252	1256
7:15-7:30	0	9	2	110	5	0	0	0	0	4	0	158	288	1434
7:30-7:45	0	13	7	128	6	0	0	0	0	2	0	184	340	1565
7:45-8:00	0	8	4	159	9	0	0	0	0	2	0	194	376	1577
8:00-8:15	0	13	7	182	16	0	0	0	0	6	0	206	430	1504
8:15-8:30	0	16	4	159	12	0	0	0	0	5	0	223	419	
8:30-8:45	0	11	6	136	10	0	0	0	0	5	0	184	352	
8:45-9:00	0	6	3	121	9	0	0	0	0	4	0	160	303	
AM PEAK HOUR IS FROM:			7:45AM TO 8:45AM											
Volumes	0	48	21	636	47	0	0	0	0	18	0	807	1577	
Season Factor	0	50	22	668	49	0	0	0	0	19	0	847	1656	
Growth	0	50	22	668	49	0	0	0	0	19	0	847	1656	
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	
Subtotal	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	0	50	22	668	49	0	0	0	0	19	0	847	1656	

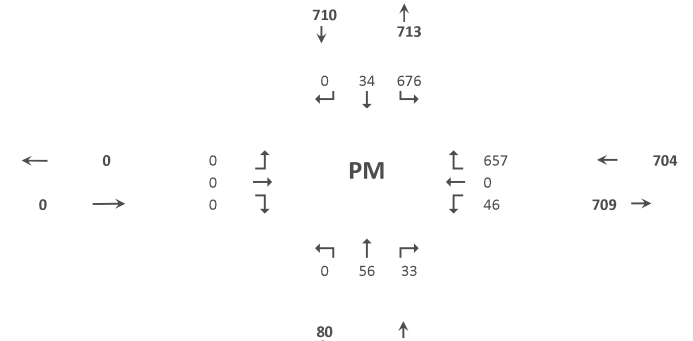


Seasonal Factor: 1.05
Growth Rate: 1.01
Years Grown: 0

	Trips In	Trips Out
Viva at Treasure Coast	0	0

N/S STREET: Jenkins Rd
E/W STREET: Edwards Rd
CONTROL: Signalized
FILENAME:
COUNT DATE: 6/15/2023
DAY: Thursday
CITY: St Lucie
REPORT DATE: 7/2/2024
ANALYSIS YEAR: 2023

15 Min Period lanes	Northbound			Southbound			Eastbound			Westbound				ONE HOUR SUM
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL	
4:00-4:15	0	11	9	133	6	0	0	0	0	11	0	121	291	1368
4:15-4:30	0	25	7	162	7	0	0	0	0	18	0	151	370	1430
4:30-4:45	0	11	8	147	9	0	0	0	0	11	0	180	366	1416
4:45-5:00	0	9	8	153	8	0	0	0	0	8	0	155	341	1349
5:00-5:15	0	8	8	182	8	0	0	0	0	7	0	140	353	1292
5:15-5:30	0	13	10	153	10	0	0	0	0	9	0	161	356	
5:30-5:45	0	8	7	121	9	0	0	0	0	7	0	147	299	
5:45-6:00	0	7	9	113	7	0	0	0	0	8	0	140	284	
PM PEAK HOUR IS FROM:			4:15PM TO 5:15PM											
Volumes	0	53	31	644	32	0	0	0	0	44	0	626	1430	
Season Factor	0	56	33	676	34	0	0	0	0	46	0	657	1502	
Growth	0	56	33	676	34	0	0	0	0	46	0	657	1502	
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	
Subtotal	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	0	56	33	676	34	0	0	0	0	46	0	657	1502	



Seasonal Factor: 1.05
Growth Rate: 1.01
Years Grown: 0

	Trips In	Trips Out
Viva at Treasure Coast	0	0

HCS Two-Way Stop-Control Report

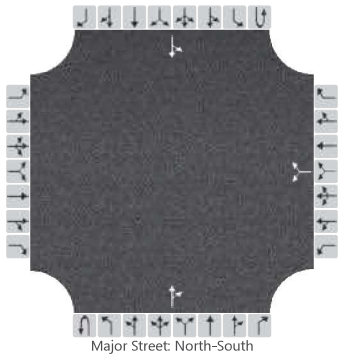
General Information

Analyst	KS
Agency/Co.	OREP
Date Performed	7/9/2024
Analysis Year	2024
Time Analyzed	AM Peak Hour
Intersection Orientation	North-South
Project Description	Existing

Site Information

Intersection	Jenkins and Edwards
Jurisdiction	St Lucie County
East/West Street	Edwards Road
North/South Street	Jenkins Road
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Major Street: North-South

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		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	1	0	0	0	1	0
Configuration							LR					TR		LT		
Volume (veh/h)						19		847			50	22		668	49	
Percent Heavy Vehicles (%)						3		3						3		
Proportion Time Blocked																
Percent Grade (%)						0										
Right Turn Channelized																
Median Type | Storage		Undivided														

Critical and Follow-up Headways

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

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)							941							726		
Capacity, c (veh/h)							745							1514		
v/c Ratio							1.26							0.48		
95% Queue Length, Q_{95} (veh)							34.7							2.7		
95% Queue Length, Q_{95} (ft)							888.3							69.1		
Control Delay (s/veh)							148.4							9.6	4.7	
Level of Service (LOS)							F							A	A	
Approach Delay (s/veh)						148.4								9.2		
Approach LOS						F								A		

HCS Two-Way Stop-Control Report

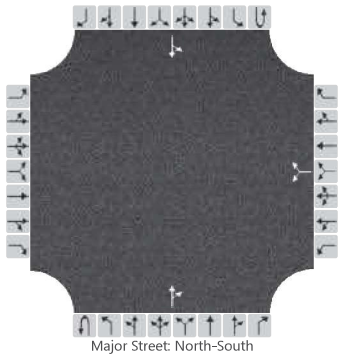
General Information

Analyst	KS
Agency/Co.	OREP
Date Performed	7/9/2024
Analysis Year	2023
Time Analyzed	PM Peak Hour
Intersection Orientation	North-South
Project Description	Existing

Site Information

Intersection	Jenkins and Edwards
Jurisdiction	St Lucie County
East/West Street	Edwards Road
North/South Street	Jenkins Road
Peak Hour Factor	0.97
Analysis Time Period (hrs)	0.25

Lanes



Major Street: North-South

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		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	1	0	0	0	1	0
Configuration							LR					TR		LT		
Volume (veh/h)						46		657			56	33		676	34	
Percent Heavy Vehicles (%)						3		3						3		
Proportion Time Blocked																
Percent Grade (%)						0										
Right Turn Channelized																
Median Type | Storage		Undivided														

Critical and Follow-up Headways

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

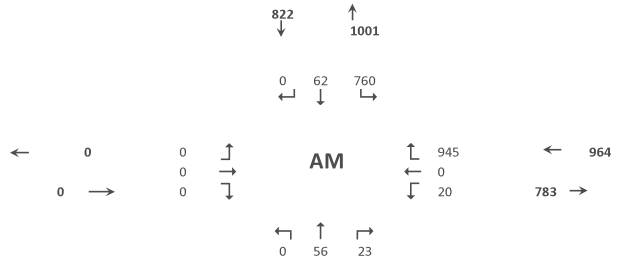
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)							725							697		
Capacity, c (veh/h)							530							1497		
v/c Ratio							1.37							0.47		
95% Queue Length, Q_{95} (veh)							32.7							2.5		
95% Queue Length, Q_{95} (ft)							837.1							64.0		
Control Delay (s/veh)							199.4							9.5	4.5	
Level of Service (LOS)							F							A	A	
Approach Delay (s/veh)						199.4							9.2			
Approach LOS						F							A			

TURNING MOVEMENT VOLUME COUNTS

N/S STREET: Jenkins Rd **E/W STREET**: Edwards Rd **CONTROL**: Unsignalized
FILENAME:
COUNT DATE: 6/15/2023 **DAY**: Thursday **CITY**: St. Lucie
REPORT DATE: 7/2/2024 **ANALYSIS YEAR**: 2027

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	8	4	91	6	0	0	0	0	3	0	140	252	1256
7:15-7:30	0	9	2	110	5	0	0	0	0	4	0	158	288	1434
7:30-7:45	0	13	7	128	6	0	0	0	0	2	0	184	340	1565
7:45-8:00	0	8	4	159	9	0	0	0	0	2	0	194	376	1577
8:00-8:15	0	13	7	182	16	0	0	0	0	6	0	206	430	1504
8:15-8:30	0	16	4	159	12	0	0	0	0	5	0	223	419	
8:30-8:45	0	11	6	136	10	0	0	0	0	5	0	184	352	
8:45-9:00	0	6	3	121	9	0	0	0	0	4	0	160	303	



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

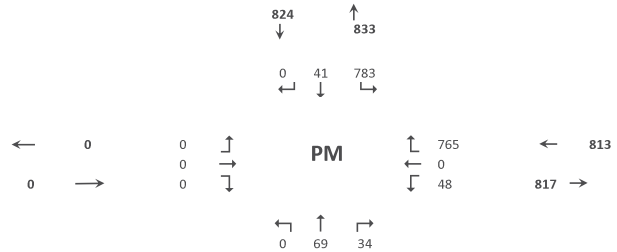
Volumes	0	48	21	636	47	0	0	0	0	18	0	807	1577	
Season Factor	0	50	22	668	49	0	0	0	0	19	0	847	1656	
Growth	0	52	23	695	51	0	0	0	0	20	0	882	1723	
In/Out														
Percentage	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
PROJECT	0	0	0	0	0	0	0	0	0	0	0	0	0	

Seasonal Factor: 1.05
Growth Rate: 1.01
Years Grown: 4

SUBPROJECTS															Trips In	Trips Out
%	0.0%	0.0%	0.0%	5.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	5.0%				
In/Out				OUT								IN				
Volume	0	0	0	19	0	0	0	0	0	0	0	6	0	Celebration Pointe - 25%	128	383
%	0.0%	2.5%	0.0%	2.5%	2.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	2.5%				
In/Out		IN		OUT	OUT							IN				
Volume	0	4	0	11	11	0	0	0	0	0	0	4	0	Creekside	143	421
%	0.0%	0.0%	0.0%	70.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	70.0%				
In/Out				IN								OUT				
Volume	0	0	0	15	0	0	0	0	0	0	0	46	0	Viva at Treasure Coast East	21	66
%	0.0%	0.0%	0.0%	30.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	30.0%				
In/Out				OUT								IN				
Volume	0	0	0	21	0	0	0	0	0	0	0	7	0	Viva at Treasure Coast West	22	70
Subtotal	0	4	0	65	11	0	0	0	0	0	0	63	0			
Total	0	56	23	760	62	0	0	0	0	20	0	945	1723			

N/S STREET: Jenkins Rd **E/W STREET**: Edwards Rd **CONTROL**: Unsignalized
FILENAME:
COUNT DATE: 6/15/2023 **DAY**: Thursday **CITY**: St Lucie
REPORT DATE: 7/2/2024 **ANALYSIS YEAR**: 2027

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	11	9	133	6	0	0	0	0	11	0	121	291	1368
4:15-4:30	0	25	7	162	7	0	0	0	0	18	0	151	370	1430
4:30-4:45	0	11	8	147	9	0	0	0	0	11	0	180	366	1416
4:45-5:00	0	9	8	153	8	0	0	0	0	8	0	155	341	1349
5:00-5:15	0	8	8	182	8	0	0	0	0	7	0	140	353	1292
5:15-5:30	0	13	10	153	10	0	0	0	0	9	0	161	356	
5:30-5:45	0	8	7	121	9	0	0	0	0	7	0	147	299	
5:45-6:00	0	7	9	113	7	0	0	0	0	8	0	140	284	



PM PEAK HOUR IS FROM: **4:15PM TO 5:15PM**

Volumes	0	53	31	644	32	0	0	0	0	44	0	626	1430	
Season Factor	0	56	33	676	34	0	0	0	0	46	0	657	1502	
Growth	0	58	34	704	35	0	0	0	0	48	0	684	1562	
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	

Seasonal Factor: 1.05
Growth Rate: 1.01
Years Grown: 4

SUBPROJECTS															Trips In	Trips Out
%	0.0%	0.0%	0.0%	5.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	5.0%				
In/Out				OUT								IN				
Volume	0	0	0	11	0	0	0	0	0	0	0	20	0	Celebration Pointe - 25%	405	228
%	0.0%	2.5%	0.0%	2.5%	2.5%	0.0%	0%	0%	0.0%	0.0%	0.0%	2.5%				
In/Out		IN		OUT	OUT							IN				
Volume	0	11	0	6	6	0	0	0	0	0	0	11	0	Creekside	426	256
%	0.0%	0.0%	0.0%	70.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	70.0%				
In/Out				IN								OUT				
Volume	0	0	0	48	0	0	0	0	0	0	0	28	0	Viva at Treasure Coast East	69	40
%	0.0%	0.0%	0.0%	30.0%	0.0%	0.0%	0%	0%	0.0%	0.0%	0.0%	30.0%				
In/Out				OUT								IN				
Volume	0	0	0	13	0	0	0	0	0	0	0	22	0	Viva at Treasure Coast West	73	43
Subtotal	0	11	0	79	6	0	0	0	0	0	0	81	0			
Total	0	69	34	783	41	0	0	0	0	48	0	765	1562			

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	20	945	56	23	760	62
Future Volume (veh/h)	20	945	56	23	760	62
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	22	201	61	25	826	67
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	284	253	358	147	1070	1327
Arrive On Green	0.16	0.16	0.28	0.28	0.36	0.71
Sat Flow, veh/h	1781	1585	1261	517	1781	1870
Grp Volume(v), veh/h	22	201	0	86	826	67
Grp Sat Flow(s),veh/h/ln	1781	1585	0	1777	1781	1870
Q Serve(g_s), s	0.7	8.4	0.0	2.5	19.4	0.7
Cycle Q Clear(g_c), s	0.7	8.4	0.0	2.5	19.4	0.7
Prop In Lane	1.00	1.00		0.29	1.00	
Lane Grp Cap(c), veh/h	284	253	0	505	1070	1327
V/C Ratio(X)	0.08	0.79	0.00	0.17	0.77	0.05
Avail Cap(c_a), veh/h	1103	981	0	505	1584	1866
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	24.5	27.8	0.0	18.5	7.2	3.0
Incr Delay (d2), s/veh	0.1	5.6	0.0	0.7	1.4	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	3.4	0.0	1.1	5.5	0.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	24.7	33.4	0.0	19.2	8.6	3.0
LnGrp LOS	C	C		B	A	A
Approach Vol, veh/h	223		86			893
Approach Delay, s/veh	32.5		19.2			8.2
Approach LOS	C		B			A

Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	29.2	24.0				53.2	15.5
Change Period (Y+Rc), s	4.5	4.5				4.5	4.5
Max Green Setting (Gmax), s	44.5	19.5				68.5	42.5
Max Q Clear Time (g_c+I1), s	21.4	4.5				2.7	10.4
Green Ext Time (p_c), s	3.3	0.3				0.4	0.7

Intersection Summary	
HCM 7th Control Delay, s/veh	13.5
HCM 7th LOS	B

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	48	765	69	34	783	41
Future Volume (veh/h)	48	765	69	34	783	41
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	52	0	75	37	851	45
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	89	79	425	210	1146	1466
Arrive On Green	0.05	0.00	0.36	0.36	0.34	0.78
Sat Flow, veh/h	1781	1585	1182	583	1781	1870
Grp Volume(v), veh/h	52	0	0	112	851	45
Grp Sat Flow(s),veh/h/ln	1781	1585	0	1765	1781	1870
Q Serve(g_s), s	1.5	0.0	0.0	2.4	13.0	0.3
Cycle Q Clear(g_c), s	1.5	0.0	0.0	2.4	13.0	0.3
Prop In Lane	1.00	1.00		0.33	1.00	
Lane Grp Cap(c), veh/h	89	79	0	634	1146	1466
V/C Ratio(X)	0.58	0.00	0.00	0.18	0.74	0.03
Avail Cap(c_a), veh/h	1395	1242	0	634	1998	2361
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	25.2	0.0	0.0	11.9	4.1	1.3
Incr Delay (d2), s/veh	5.9	0.0	0.0	0.6	1.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	0.0	0.0	0.9	2.0	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	31.1	0.0	0.0	12.5	5.1	1.3
LnGrp LOS	C			B	A	A
Approach Vol, veh/h	52		112			896
Approach Delay, s/veh	31.1		12.5			4.9
Approach LOS	C		B			A

Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	23.0	24.0				47.0	7.2
Change Period (Y+Rc), s	4.5	4.5				4.5	4.5
Max Green Setting (Gmax), s	44.5	19.5				68.5	42.5
Max Q Clear Time (g_c+I1), s	15.0	4.4				2.3	3.5
Green Ext Time (p_c), s	3.5	0.4				0.2	0.1

Intersection Summary	
HCM 7th Control Delay, s/veh	7.0
HCM 7th LOS	A

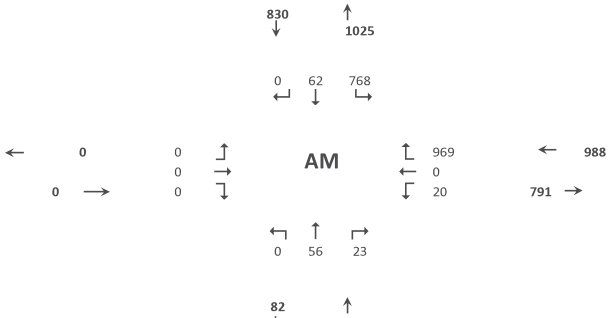
TURNING MOVEMENT VOLUME COUNTS

N/S STREET: Jenkins Rd **E/W STREET**: Edwards Rd **CONTROL**: Unsignalized
FILENAME:
COUNT DATE: 6/15/2023 **DAY**: Thursday **CITY**: St. Lucie
REPORT DATE: 7/2/2024 **ANALYSIS YEAR**: 2027

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	8	4	91	6	0	0	0	0	3	0	140	252	1256
7:15-7:30	0	9	2	110	5	0	0	0	0	4	0	158	288	1434
7:30-7:45	0	13	7	128	6	0	0	0	0	2	0	184	340	1565
7:45-8:00	0	8	4	159	9	0	0	0	0	2	0	194	376	1577
8:00-8:15	0	13	7	182	16	0	0	0	0	6	0	206	430	1504
8:15-8:30	0	16	4	159	12	0	0	0	0	5	0	223	419	
8:30-8:45	0	11	6	136	10	0	0	0	0	5	0	184	352	
8:45-9:00	0	6	3	121	9	0	0	0	0	4	0	160	303	
AM PEAK HOUR IS FROM:				7:45AM TO 8:45AM										
Volumes	0	48	21	636	47	0	0	0	0	18	0	807	1577	
Season Factor	0	50	22	668	49	0	0	0	0	19	0	847	1656	
Growth	0	52	23	695	51	0	0	0	0	20	0	882	1723	
In/Out				IN								OUT		
Percentage	0%	0%	0%	60%	0%	0%	0%	0%	0%	0%	0%	60%		
PROJECT	0	0	0	8	0	0	0	0	0	0	0	24	32	
SUBPROJECTS														
%	0.0%	0.0%	0.0%	5.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	5.0%		
In/Out				OUT								IN		
Volume	0	0	0	19	0	0	0	0	0	0	0	6	0	
%	0.0%	2.5%	0.0%	2.5%	2.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	2.5%		
In/Out		IN		OUT	OUT							IN		
Volume	0	4	0	11	11	0	0	0	0	0	0	4	0	
%	0.0%	0.0%	0.0%	70.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	70.0%		
In/Out				IN								OUT		
Volume	0	0	0	15	0	0	0	0	0	0	0	46	0	
%	0.0%	0.0%	0.0%	30.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	30.0%		
In/Out				OUT								IN		
Volume	0	0	0	21	0	0	0	0	0	0	0	7	0	
Subtotal	0	4	0	65	11	0	0	0	0	0	0	63	0	
Total	0	56	23	768	62	0	0	0	0	20	0	969	1755	

Seasonal Factor: 1.05
Growth Rate: 1.01
Years Grown: 4

	Trips In	Trips Out
4945 Edwards Road	13	40
Celebration Pointe - 25%	128	383
Creekside	143	421
Viva at Treasure Coast East	21	66
Viva at Treasure Coast West	22	70

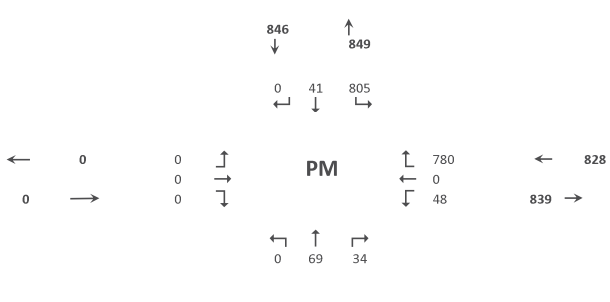


N/S STREET: Jenkins Rd **E/W STREET**: Edwards Rd **CONTROL**: Unsignalized
FILENAME:
COUNT DATE: 6/15/2023 **DAY**: Thursday **CITY**: St Lucie
REPORT DATE: 7/2/2024 **ANALYSIS YEAR**: 2027

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	11	9	133	6	0	0	0	0	11	0	121	291	1368
4:15-4:30	0	25	7	162	7	0	0	0	0	18	0	151	370	1430
4:30-4:45	0	11	8	147	9	0	0	0	0	11	0	180	366	1416
4:45-5:00	0	9	8	153	8	0	0	0	0	8	0	155	341	1349
5:00-5:15	0	8	8	182	8	0	0	0	0	7	0	140	353	1292
5:15-5:30	0	13	10	153	10	0	0	0	0	9	0	161	356	
5:30-5:45	0	8	7	121	9	0	0	0	0	7	0	147	299	
5:45-6:00	0	7	9	113	7	0	0	0	0	8	0	140	284	
PM PEAK HOUR IS FROM:				4:15PM TO 5:15PM										
Volumes	0	53	31	644	32	0	0	0	0	44	0	626	1430	
Season Factor	0	56	33	676	34	0	0	0	0	46	0	657	1502	
Growth	0	58	34	704	35	0	0	0	0	48	0	684	1562	
In/Out				IN								OUT		
Percentage	0%	0%	0%	60%	0%	0%	0%	0%	0%	0%	0%	60%		
PROJECT	0	0	0	22	0	0	0	0	0	0	0	16	38	
SUBPROJECTS														
%	0.0%	0.0%	0.0%	5.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	5.0%		
In/Out				OUT								IN		
Volume	0	0	0	11	0	0	0	0	0	0	0	20	0	
%	0.0%	2.5%	0.0%	2.5%	2.5%	0.0%	0%	0%	0.0%	0.0%	0.0%	2.5%		
In/Out		IN		OUT	OUT							IN		
Volume	0	11	0	6	6	0	0	0	0	0	0	11	0	
%	0.0%	0.0%	0.0%	70.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	70.0%		
In/Out				IN								OUT		
Volume	0	0	0	48	0	0	0	0	0	0	0	28	0	
%	0.0%	0.0%	0.0%	30.0%	0.0%	0.0%	0%	0%	0.0%	0.0%	0.0%	30.0%		
In/Out				OUT								IN		
Volume	0	0	0	13	0	0	0	0	0	0	0	22	0	
Subtotal	0	11	0	79	6	0	0	0	0	0	0	81	0	
Total	0	69	34	805	41	0	0	0	0	48	0	780	1600	

Seasonal Factor: 1.05
Growth Rate: 1.01
Years Grown: 4

	Trips In	Trips Out
4945 Edwards Road	37	26
Celebration Pointe - 25%	405	228
Creekside	426	256
Viva at Treasure Coast East	69	40
Viva at Treasure Coast West	73	43



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	20	969	56	23	768	62
Future Volume (veh/h)	20	969	56	23	768	62
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	22	227	61	25	835	67
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	313	279	340	139	1060	1309
Arrive On Green	0.18	0.18	0.27	0.27	0.37	0.70
Sat Flow, veh/h	1781	1585	1261	517	1781	1870
Grp Volume(v), veh/h	22	227	0	86	835	67
Grp Sat Flow(s),veh/h/ln	1781	1585	0	1777	1781	1870
Q Serve(g_s), s	0.7	10.0	0.0	2.7	21.4	0.8
Cycle Q Clear(g_c), s	0.7	10.0	0.0	2.7	21.4	0.8
Prop In Lane	1.00	1.00		0.29	1.00	
Lane Grp Cap(c), veh/h	313	279	0	479	1060	1309
V/C Ratio(X)	0.07	0.81	0.00	0.18	0.79	0.05
Avail Cap(c_a), veh/h	1046	931	0	479	1500	1771
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	24.9	28.7	0.0	20.3	8.0	3.4
Incr Delay (d2), s/veh	0.1	5.7	0.0	0.8	1.9	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	4.1	0.0	1.2	6.6	0.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	25.0	34.4	0.0	21.1	9.9	3.4
LnGrp LOS	C	C		C	A	A
Approach Vol, veh/h	249		86			902
Approach Delay, s/veh	33.6		21.1			9.4
Approach LOS	C		C			A

Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	31.1	24.0				55.1	17.2
Change Period (Y+Rc), s	4.5	4.5				4.5	4.5
Max Green Setting (Gmax), s	44.5	19.5				68.5	42.5
Max Q Clear Time (g_c+I1), s	23.4	4.7				2.8	12.0
Green Ext Time (p_c), s	3.3	0.3				0.4	0.8

Intersection Summary			
HCM 7th Control Delay, s/veh		15.1	
HCM 7th LOS		B	

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	48	780	69	34	805	41
Future Volume (veh/h)	48	780	69	34	805	41
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	52	18	75	37	875	45
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	105	94	409	202	1147	1461
Arrive On Green	0.06	0.06	0.35	0.35	0.36	0.78
Sat Flow, veh/h	1781	1585	1182	583	1781	1870
Grp Volume(v), veh/h	52	18	0	112	875	45
Grp Sat Flow(s),veh/h/ln	1781	1585	0	1765	1781	1870
Q Serve(g_s), s	1.6	0.6	0.0	2.5	14.3	0.3
Cycle Q Clear(g_c), s	1.6	0.6	0.0	2.5	14.3	0.3
Prop In Lane	1.00	1.00		0.33	1.00	
Lane Grp Cap(c), veh/h	105	94	0	611	1147	1461
V/C Ratio(X)	0.49	0.19	0.00	0.18	0.76	0.03
Avail Cap(c_a), veh/h	1344	1196	0	611	1922	2274
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	25.7	25.2	0.0	12.9	4.4	1.4
Incr Delay (d2), s/veh	3.6	1.0	0.0	0.7	1.1	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	0.2	0.0	1.0	2.4	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	29.2	26.2	0.0	13.5	5.5	1.4
LnGrp LOS	C	C		B	A	A
Approach Vol, veh/h	70		112			920
Approach Delay, s/veh	28.5		13.5			5.3
Approach LOS	C		B			A

Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	24.5	24.0				48.5	7.8
Change Period (Y+Rc), s	4.5	4.5				4.5	4.5
Max Green Setting (Gmax), s	44.5	19.5				68.5	42.5
Max Q Clear Time (g_c+I1), s	16.3	4.5				2.3	3.6
Green Ext Time (p_c), s	3.7	0.4				0.2	0.2

Intersection Summary	
HCM 7th Control Delay, s/veh	7.6
HCM 7th LOS	A

Fort Pierce, FL

ECONOLITE

MOVING TRAFFIC FORWARD

Sr70 & McNeil Rd - ASC/3 [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																
Min Green	5	12	10	7	5	12	0	0	5	5	5	5	5	5	5	5
Bk Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CS Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	7	0	7	0	7	0	0	0	10	0	10	0	10	0	10
Walk2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear	0	28	0	22	0	15	0	0	0	2	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	4.0	3.0	3.0	3.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Vehicle Ext 2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max1	20	60	35	30	20	60	0	0	35	35	35	35	35	35	35	35
Max2	0	0	30	30	20	60	0	0	40	40	40	40	40	40	40	40
Max3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dym Step	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	4.8	4.8	3.7	3.7	4.8	4.8	3.0	4.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Red Clear	2.0	2.0	2.5	2.5	2.0	2.0	2.0	2.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Red Max	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Revert	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Act B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sec/Act	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Int	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Wt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STPTDuc	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TTReduc	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Min Gap	0.0	0.0	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

Plan 2

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Direction																
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																
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 4

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Direction																
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

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ECONOLITE

MOVING TRAFFIC FORWARD

Sr70 & McNeil Rd - ASC/3 [redacted] - Econolite Type - ASC/3

Controller Overlaps

Vehicle Overlaps (MM) 2-2

Overlap	Type	Lag Green	Yellow	Red	Adv. Green

Phases

Overlap	Phase	Included	Protect	Ped Protect	Not Overlap	Modifier	Lag X Phases	Lag 2 Phases	Flash Green

PPLT FYA

Overlap	Protected Phase (Left Turn)	Permissive Phase (Opposing Thru)	Flashing Arrow Output	Flashing Arrow Output CH	Delay Start of FYA	Delay Start of Clearance	Action Plan SF Bit Disable	Ped Protected Enable

Guaranteed Minimum Time Data (MM) 2-4

Phase	Min Green	Walk	Ped Clear	Yellow	Red Clear	Overlap Green
A01	5	0	7	3.0	0.0	5
B02	5	0	7	3.0	0.0	5
C03	10	0	7	3.0	0.0	5
D04	5	0	7	3.0	0.0	5
E05	5	0	7	3.0	0.0	5
F06	5	0	7	3.0	0.0	5
G07	5	0	7	3.0	0.0	5
H08	5	0	7	3.0	0.0	5
I09	5	0	7	3.0	0.0	5
J10	5	0	7	3.0	0.0	5
K11	5	0	7	3.0	0.0	5
L12	5	0	7	3.0	0.0	5
M13	5	0	7	3.0	0.0	5
N14	5	0	7	3.0	0.0	5
O15	5	0	7	3.0	0.0	5
P16	5	0	7	3.0	0.0	5

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Controller Pedestrian Overlaps
Vehicle / Pedestrian Overlaps (MM) 2-3

Included	Pedestrian Overlaps

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Sr70 & McNeil Rd - ASC/3 [redacted] - Econolite Type - ASC/3

Controller Start / Flash Data (MM) 2-5

Start Up

Phase	Phase Setting
1	.
2	.
3	.
4	.
5	.
6	G
7	.
8	.
9	.
10	.
11	.
12	.
13	.
14	.
15	.
16	.

Overlap
A
B
C
D

Flash Thru Mon: No
Flash Time: 0
All Red: 6
Power Start Seq: 1
MUTCD Enabled: No
Y->G: n/a

Automatic Flash

Entry
4

Exit
6

Overlap Exit
A
B
C
D

Flash Thru Mon: No
Exit Flash: W
Minimum Flash: 8
Mimimum Recall: No
Cycle Through Phase: No

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MOVING TRAFFIC FORWARD

Sr70 & McNeil Rd - ASC/3 [redacted] - Econolite Type - ASC/3

Controller Options

Controller Options (MM) 2-6-1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Flashing Grn Ph	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Guar Passage																
Non-Act I		X				X										
Non-Act II				X				X								
Dual Entry																
Cond Service																
Cond Reservice																
Ped Re-Service																
Rest In Walk		X				X										
Flashing Walk																
Ped Clr-Yel																
Ped Clr-Red																
IGRN + Veh Ext																

Ped Clear Protect: Off Unit Red Revert: 2.0 MUTCD 3 Seconds Don't Walk: No

Pre-Timed Mode (MM) 2-7

Enable Pre-Timed Mode: No Free Input Disables Pre-Timed: No

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Pre-Timed																

Phase Recall Options (MM) 2-8

Plan # 1

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Lock Detector		X				X			X	X	X	X	X	X	X	X
Vehicle Recall		X				X										
Ped Recall		X				X										
Max Recall																
Soft Recall																
No Rest																
AI Calc																

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MOVING TRAFFIC FORWARD

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Coordination Options

Options (MM) 3-1

Manual Pattern	Auto	ECPI Coord	Yes
System Source	SYS	System Format	STD
Splits In	Seconds	Offsets In	Seconds
Transition	Smooth	Max Select	MAXINH
Dwell / Add Time	0		
Delay Coord Wk-LZ	No	Force Off	Float
Offset Reference	Lead	Use Ped Time	Yes
Ped Recall	No	Ped Reservice	No
Local Zero Override	No	FO Added Ini Green	No
Re-sync Count	0	Multisync	No

Auto Perm Minimum Green (Seconds) (MM) 3-4

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Minimum Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Split Demand (MM) 3-5

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Demand 1																
Demand 2																

Demand	1	2
Detector	0	0
Call Time (Sec)	0	0
Cycle Count	0	0

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MOVING TRAFFIC FORWARD

Sr70 & McNeil Rd - ASC/3 [redacted] - Econolite Type - ASC/3

Coordination Pattern Data
Coordinator Pattern Data (MM) 3-2

Coordinator Pattern # 1

Split Pattern	1	TS2 (Pat-Off)	0-1	Splits In	Seconds
Cycle	130	Std (COS)	9	Offsets In	Seconds
Offset Value	76s	Dwell/Add Time	0		
Actuated Coord	Yes	Timing Plan	1		
Actuated Walk Rest	Yes	Sequence	0		
Phase Reservice	No	Action Plan	1		
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description																
Splits (Split Pat 1)	15	51	34	30	15	51	0	0	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	130s	66s	0s	0s

Misc. Data

Veh Perm 1	0	Veh Perm 2	0	Veh Perm 2 Disp	0
Split Demand Pat 1	0	Split Demand Pat 2	0	Crossing Arterial Pat	0

Split Pattern

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X				X										
Vehicle Recall		X				X										
Pedestrian Recall																
Recall to Max. Time																
Omit Phase							X	X	X	X	X	X	X	X	X	X
Special Funciton Outputs																

Coordinator Pattern # 2

Split Pattern	2	TS2 (Pat-Off)	0-2	Splits In	Seconds
Cycle	130	Std (COS)	10	Offsets In	Seconds
Offset Value	63s	Dwell/Add Time	0		
Actuated Coord	Yes	Timing Plan	1		
Actuated Walk Rest	Yes	Sequence	0		
Phase Reservice	No	Action Plan	2		
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description																
Splits (Split Pat 2)	15	55	35	25	15	55	0	0	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	130s	70s	0s	0s

Misc. Data

Veh Perm 1	0	Veh Perm 2	0	Veh Perm 2 Disp	0
Split Demand Pat 1	0	Split Demand Pat 2	0	Crossing Arterial Pat	0

Split Pattern

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X				X										
Vehicle Recall		X				X										
Pedestrian Recall																
Recall to Max. Time																
Omit Phase									X	X	X	X	X	X	X	X
Special Funciton Outputs																

Coordinator Pattern # 3

Split Pattern	3	TS2 (Pat-Off)	0-3	Splits In	Seconds
Cycle	130	Std (COS)	11	Offsets In	Seconds
Offset Value	109s	Dwell/Add Time	0		
Actuated Coord	Yes	Timing Plan	1		
Actuated Walk Rest	Yes	Sequence	0		
Phase Reservice	No	Action Plan	3		
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description																
Splits (Split Pat 3)	17	51	36	26	17	51	0	0	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	130s	68s	0s	0s

Misc. Data

Veh Perm 1	0	Veh Perm 2	0	Veh Perm 2 Disp	0
Split Demand Pat 1	0	Split Demand Pat 2	0	Crossing Arterial Pat	0

Split Pattern

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X				X										
Vehicle Recall		X				X										
Pedestrian Recall																
Recall to Max. Time																
Omit Phase									X	X	X	X	X	X	X	X
Special Funciton Outputs																

Coordinator Pattern # 4

Split Pattern	4	TS2 (Pat-Off)	1-1	Splits In	Seconds
Cycle	100	Std (COS)	12	Offsets In	Seconds
Offset Value	9s	Dwell/Add Time	0		
Actuated Coord	Yes	Timing Plan	1		
Actuated Walk Rest	Yes	Sequence	0		
Phase Reservice	No	Action Plan	4		
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description																
Splits (Split Pat 4)	15	37	30	18	15	37	0	0	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	100s	52s	0s	0s

Misc. Data

Veh Perm 1	0	Veh Perm 2	0	Veh Perm 2 Disp	0
Split Demand Pat 1	0	Split Demand Pat 2	0	Crossing Arterial Pat	0

Split Pattern

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X				X										
Vehicle Recall		X				X										
Pedestrian Recall																
Recall to Max. Time			X													
Omit Phase									X	X	X	X	X	X	X	X
Special Funciton Outputs																

Coordinator Pattern # 5

Split Pattern	5	TS2 (Pat-Off)	1-2	Splits In	Seconds
Cycle	120	Std (COS)	13	Offsets In	Seconds
Offset Value	114s	Dwell/Add Time	0		
Actuated Coord	Yes	Timing Plan	1		
Actuated Walk Rest	Yes	Sequence	0		
Phase Reservice	No	Action Plan	5		
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description																
Splits (Split Pat 5)	15	50	34	21	15	50	0	0	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	120s	65s	0s	0s

Misc. Data

Veh Perm 1	0	Veh Perm 2	0	Veh Perm 2 Disp	0
Split Demand Pat 1	0	Split Demand Pat 2	0	Crossing Arterial Pat	0

Split Pattern

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X				X										
Vehicle Recall		X				X										
Pedestrian Recall																
Recall to Max. Time			X													
Omit Phase									X	X	X	X	X	X	X	X
Special Funciton Outputs																

Coordinator Pattern # 6

Split Pattern	6	TS2 (Pat-Off)	1-3	Splits In	Seconds
Cycle	120	Std (COS)	14	Offsets In	Seconds
Offset Value	11s	Dwell/Add Time	0		
Actuated Coord	No	Timing Plan	0		
Actuated Walk Rest	Yes	Sequence	0		
Phase Reservice	No	Action Plan	0		
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description																
Splits (Split Pat 6)	0	0	36	20	15	49	0	0	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	56s	64s	0s	0s

Misc. Data

Veh Perm 1	0	Veh Perm 2	0	Veh Perm 2 Disp	0
Split Demand Pat 1	0	Split Demand Pat 2	0	Crossing Arterial Pat	0

Split Pattern

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase						X										
Vehicle Recall						X										
Pedestrian Recall																
Recall to Max. Time																
Omit Phase									X	X	X	X	X	X	X	X
Special Funciton Outputs																

Fort Pierce, FL

ECONOLITE

MOVING TRAFFIC FORWARD

Sr70 & McNeil Rd - ASC/3 [redacted] - Econolite Type - ASC/3

Coordination Split Pattern
Split Pattern Data (MM) 3-3

Split Pattern # 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description																
Split (seconds)	15	51	34	30	15	51	0	0	0	0	0	0	0	0	0	0
Coord Phase		X				X										
Vehicle Recall		X				X										
Pedestrian Recall																
Recall to Max. Time																
Omit Phase							X	X	X	X	X	X	X	X	X	X

Ring	1	2	3	4
Split Sum	130s	66s	0s	0s

Split Pattern # 2

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description																
Split (seconds)	15	55	35	25	15	55	0	0	0	0	0	0	0	0	0	0
Coord Phase		X				X										
Vehicle Recall		X				X										
Pedestrian Recall																
Recall to Max. Time																
Omit Phase									X	X	X	X	X	X	X	X

Ring	1	2	3	4
Split Sum	130s	70s	0s	0s

Split Pattern # 3

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description																
Split (seconds)	17	51	36	26	17	51	0	0	0	0	0	0	0	0	0	0
Coord Phase		X				X										
Vehicle Recall		X				X										

Pedestrian Recall																
Recall to Max. Time																
Omit Phase									X	X	X	X	X	X	X	X

Ring	1	2	3	4
Split Sum	130s	68s	0s	0s

Split Pattern # 4

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description																
Split (seconds)	15	37	30	18	15	37	0	0	0	0	0	0	0	0	0	0
Coord Phase		X				X										
Vehicle Recall		X				X										
Pedestrian Recall																
Recall to Max. Time			X													
Omit Phase									X	X	X	X	X	X	X	X

Ring	1	2	3	4
Split Sum	100s	52s	0s	0s

Split Pattern # 5

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description																
Split (seconds)	15	50	34	21	15	50	0	0	0	0	0	0	0	0	0	0
Coord Phase		X				X										
Vehicle Recall		X				X										
Pedestrian Recall																
Recall to Max. Time			X													
Omit Phase									X	X	X	X	X	X	X	X

Ring	1	2	3	4
Split Sum	120s	65s	0s	0s

Split Pattern # 6

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description																
Split (seconds)	0	0	36	20	15	49	0	0	0	0	0	0	0	0	0	0
Coord Phase						X										
Vehicle Recall						X										
Pedestrian Recall																

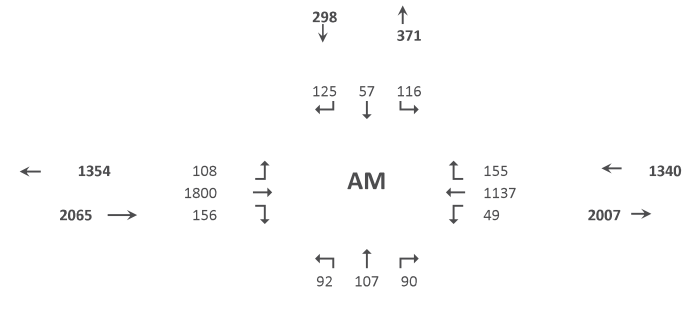
Recall to Max. Time																
Omit Phase									X	X	X	X	X	X	X	X

Ring	1	2	3	4
Split Sum	56s	64s	0s	0s

TURNING MOVEMENT VOLUME COUNTS

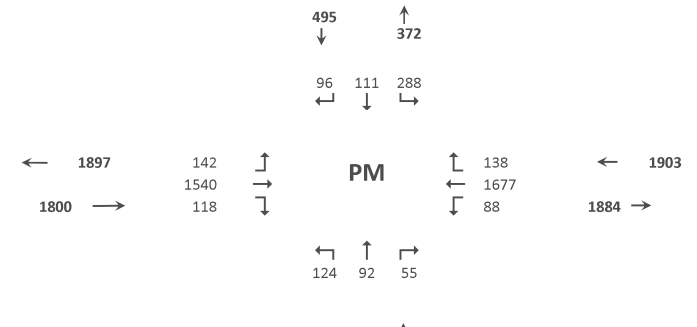
N/S STREET: McNeil Rd **E/W STREET**: Okeechobee Rd **CONTROL**: Signalized
FILENAME:
COUNT DATE: 6/20/2024 **DAY**: Thursday **CITY**: St. Lucie
REPORT DATE: 7/2/2024 **ANALYSIS YEAR**: 2024

15 Min Period	Northbound			Southbound			Eastbound			Westbound				ONE HOUR SUM
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL	
7:00-7:15	8	16	14	19	9	20	19	313	19	2	198	18	655	3174
7:15-7:30	21	18	14	29	11	16	19	331	25	6	233	21	744	3377
7:30-7:45	19	24	20	34	15	26	19	396	34	11	269	25	892	3533
7:45-8:00	18	26	19	28	15	35	25	388	42	7	246	34	883	3449
8:00-8:15	21	26	23	21	11	25	26	381	34	12	235	43	858	3331
8:15-8:30	23	19	18	20	9	25	26	428	28	13	256	35	900	
8:30-8:45	15	22	24	24	8	24	19	372	25	15	232	28	808	
8:45-9:00	14	17	16	26	13	19	14	356	26	13	219	32	765	
AM PEAK HOUR IS FROM:	7:30 AM TO 8:30AM													
Volumes	81	95	80	103	50	111	96	1593	138	43	1006	137	3533	
Season Factor	92	107	90	116	57	125	108	1800	156	49	1137	155	3992	
Growth	92	107	90	116	57	125	108	1800	156	49	1137	155	3992	
In/Out														
Percentage	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	
Subtotal	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	92	107	90	116	57	125	108	1800	156	49	1137	155	3992	



N/S STREET: McNeil Rd **E/W STREET**: Okeechobee Rd **CONTROL**: Signalized
FILENAME:
COUNT DATE: 6/202024 **DAY**: Thursday **CITY**: St Lucie
REPORT DATE: 7/2/2024 **ANALYSIS YEAR**: 2024

15 Min Period lanes	Northbound			Southbound			Eastbound			Westbound				ONE HOUR SUM
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL	
4:00-4:15	25	19	10	70	19	20	26	289	11	13	283	36	821	3669
4:15-4:30	20	15	5	74	24	26	27	332	16	15	328	39	921	3866
4:30-4:45	24	19	11	62	27	25	33	349	23	15	370	30	988	3955
4:45-5:00	32	25	12	52	24	21	30	304	26	18	359	36	939	3880
5:00-5:15	29	17	13	75	26	20	36	344	32	21	375	30	1018	3742
5:15-5:30	25	20	13	66	21	19	27	366	23	24	380	26	1010	
5:30-5:45	19	16	9	42	16	17	26	337	20	22	359	30	913	
5:45-6:00	22	11	7	37	11	11	28	316	16	19	297	26	801	
PM PEAK HOUR IS FROM:	4:30 PM TO 5:30PM													
Volumes	110	81	49	255	98	85	126	1363	104	78	1484	122	3955	
Season Factor	124	92	55	288	111	96	142	1540	118	88	1677	138	4469	
Growth	124	92	55	288	111	96	142	1540	118	88	1677	138	4469	
In/Out														
Percentage	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	
Subtotal	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	124	92	55	288	111	96	142	1540	118	88	1677	138	4469	



HCM 7th Signalized Intersection Summary
8: Okeechobee Road & McNeil Road

07/09/2024

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	116	57	125	92	107	90	108	1800	156	49	1137	155
Future Volume (veh/h)	116	57	125	92	107	90	108	1800	156	49	1137	155
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	94	107	136	100	116	98	117	1957	0	53	1236	168
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	192	202	171	149	157	133	112	2910		68	2479	337
Arrive On Green	0.11	0.11	0.11	0.08	0.08	0.08	0.06	0.57	0.00	0.04	0.55	0.55
Sat Flow, veh/h	1781	1870	1585	1781	1870	1585	1781	5106	1585	1781	4545	618
Grp Volume(v), veh/h	94	107	136	100	116	98	117	1957	0	53	926	478
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	1870	1585	1781	1702	1585	1781	1702	1759
Q Serve(g_s), s	6.5	7.0	10.9	7.1	7.9	7.8	8.2	34.7	0.0	3.8	22.1	22.1
Cycle Q Clear(g_c), s	6.5	7.0	10.9	7.1	7.9	7.8	8.2	34.7	0.0	3.8	22.1	22.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.35
Lane Grp Cap(c), veh/h	192	202	171	149	157	133	112	2910		68	1856	959
V/C Ratio(X)	0.49	0.53	0.80	0.67	0.74	0.74	1.04	0.67		0.78	0.50	0.50
Avail Cap(c_a), veh/h	381	400	339	326	342	290	112	2910		112	1856	959
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	54.6	54.9	56.6	57.8	58.2	58.1	60.9	19.5	0.0	62.0	18.5	18.5
Incr Delay (d2), s/veh	1.9	2.2	8.2	5.1	6.7	7.7	96.4	1.3	0.0	16.9	1.0	1.9
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.0	3.4	4.8	3.4	4.0	3.4	6.6	13.0	0.0	2.0	8.4	9.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	56.6	57.0	64.8	62.9	64.8	65.8	157.3	20.7	0.0	78.8	19.4	20.3
LnGrp LOS	E	E	E	E	E	E	F	C		E	B	C
Approach Vol, veh/h		337			314			2074			1457	
Approach Delay, s/veh		60.0			64.5			28.5			21.9	
Approach LOS		E			E			C			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	15.0	77.7		17.1	11.8	80.9		20.2				
Change Period (Y+Rc), s	6.8	6.8		6.2	6.8	6.8		6.2				
Max Green Setting (Gmax), s	8.2	44.2		23.8	8.2	44.2		27.8				
Max Q Clear Time (g_c+I1), s	10.2	24.1		9.9	5.8	36.7		12.9				
Green Ext Time (p_c), s	0.0	9.1		1.0	0.0	6.1		1.1				

Intersection Summary		
HCM 7th Control Delay, s/veh	31.4	
HCM 7th LOS	C	

Notes

User approved pedestrian interval to be less than phase max green.
User approved volume balancing among the lanes for turning movement.

HCM 7th Signalized Intersection Summary
8: Okeechobee Road & McNeil Road

07/09/2024

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	288	111	96	124	92	55	142	1540	118	88	1677	138
Future Volume (veh/h)	288	111	96	124	92	55	142	1540	118	88	1677	138
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	217	255	104	135	100	60	154	1674	0	96	1823	150
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	291	306	259	170	179	152	178	2813		119	2490	204
Arrive On Green	0.16	0.16	0.16	0.10	0.10	0.10	0.10	0.55	0.00	0.07	0.52	0.52
Sat Flow, veh/h	1781	1870	1585	1781	1870	1585	1781	5106	1585	1781	4809	394
Grp Volume(v), veh/h	217	255	104	135	100	60	154	1674	0	96	1289	684
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	1870	1585	1781	1702	1585	1781	1702	1799
Q Serve(g_s), s	15.1	17.2	7.6	9.6	6.6	4.6	11.1	28.5	0.0	6.9	38.2	38.5
Cycle Q Clear(g_c), s	15.1	17.2	7.6	9.6	6.6	4.6	11.1	28.5	0.0	6.9	38.2	38.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.22
Lane Grp Cap(c), veh/h	291	306	259	170	179	152	178	2813		119	1762	932
V/C Ratio(X)	0.74	0.83	0.40	0.79	0.56	0.40	0.86	0.60		0.81	0.73	0.73
Avail Cap(c_a), veh/h	438	460	390	301	317	268	178	2813		178	1762	932
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	51.8	52.7	48.7	57.5	56.2	55.2	57.6	19.5	0.0	59.8	24.3	24.4
Incr Delay (d2), s/veh	3.8	8.0	1.0	8.0	2.7	1.7	33.0	0.9	0.0	14.9	2.7	5.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.1	8.7	3.1	4.7	3.3	1.9	6.5	10.7	0.0	3.6	15.0	16.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	55.6	60.7	49.7	65.5	58.9	56.9	90.6	20.4	0.0	74.7	27.0	29.5
LnGrp LOS	E	E	D	E	E	E	F	C		E	C	C
Approach Vol, veh/h		576			295			1828			2069	
Approach Delay, s/veh		56.8			61.5			26.4			30.1	
Approach LOS		E			E			C			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	17.0	71.3		16.4	12.7	75.6		25.3				
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0				
Max Green Setting (Gmax), s	13.0	47.0		22.0	13.0	47.0		32.0				
Max Q Clear Time (g_c+I1), s	13.1	40.5		11.6	8.9	30.5		19.2				
Green Ext Time (p_c), s	0.0	5.3		0.8	0.1	10.2		2.1				

Intersection Summary	
HCM 7th Control Delay, s/veh	33.8
HCM 7th LOS	C

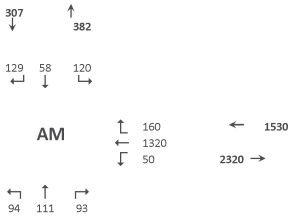
Notes

User approved pedestrian interval to be less than phase max green.
User approved volume balancing among the lanes for turning movement.

TURNING MOVEMENT VOLUME COUNTS

N/S STREET: McNeil Rd **E/W STREET:** Okeechobee Rd **CONTROL:** Signalized
FILENAME:
COUNT DATE: 6/20/2024 **DAY:** Thursday **CITY:** St. Lucie
REPORT DATE: 7/2/2024 **ANALYSIS YEAR:** 2027

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	8	16	14	19	9	20	19	313	19	2	198	18	655	3174
7:15-7:30	21	18	14	29	11	16	19	331	25	6	233	21	744	3377
7:30-7:45	19	24	20	34	15	26	19	396	34	11	269	25	892	3533
7:45-8:00	18	26	19	28	15	35	25	388	42	7	246	34	883	3449
8:00-8:15	21	26	23	21	11	25	26	381	34	12	235	43	858	3331
8:15-8:30	23	19	18	20	9	25	26	428	28	13	256	35	900	
8:30-8:45	15	22	24	24	8	24	19	372	25	15	232	28	808	
8:45-9:00	14	17	16	26	13	19	14	356	26	13	219	32	765	



AM PEAK HOUR IS FROM: **7:30 AM TO 8:30AM**

Volumes	81	95	80	103	50	111	96	1593	138	43	1006	137	3533
Season Factor	92	107	90	116	57	125	108	1800	156	49	1137	155	3992
Growth	94	111	93	120	58	129	112	1855	161	50	1171	160	4113
In/Out													
Percentage	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

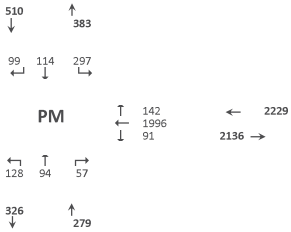
Seasonal Factor: 1.13
Growth Rate: 1.01
Years Grown: 3

SUBPROJECTS													
%	0%	0%	0%	0%	0%	0%	0%	10%	0%	0%	10%	0%	
In/Out								OUT			IN		
Volume	0	0	0	0	0	0	0	11	0	0	46	0	0
%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	40.0%	0.0%	0.0%	40.0%	0.0%	
In/Out								OUT			IN		
Volume	0	0	0	0	0	0	0	168	0	0	57	0	0
%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0%	0%	0.0%	0.0%	0.0%	0.0%	
In/Out													
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0
%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	10.0%	0.0%	0.0%	10.0%	0.0%	
In/Out								OUT			IN		
Volume	0	0	0	0	0	0	0	8	0	0	2	0	0
%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0%	20%	0.0%	0.0%	20.0%	0.0%	
In/Out								OUT			IN		
Volume	0	0	0	0	0	0	0	14	0	0	4	0	0
%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	20.0%	0.0%	0.0%	20.0%	0.0%	
In/Out								OUT			IN		
Volume	0	0	0	0	0	0	0	13	0	0	4	0	0
%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0%	10%	0.0%	0.0%	10.0%	0.0%	
In/Out								OUT			IN		
Volume	0	0	0	0	0	0	0	2	0	0	8	0	0
%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	6.0%	0.0%	0.0%	6.0%	0.0%	
In/Out								OUT			IN		
Volume	0	0	0	0	0	0	0	20	0	0	21	0	0
%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0%	10%	0.0%	0.0%	10.0%	0.0%	
In/Out								OUT			IN		
Volume	0	0	0	0	0	0	0	16	0	0	5	0	0
%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
In/Out													
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0
Subtotal	0	0	0	0	0	0	0	252	0	0	149	0	0
Total	94	111	93	120	58	129	112	2107	161	50	1320	160	4113

	Trips In	Trips Out
0	0	0
Kings Highway Commerce Park	463	114
Creekside	143	421
Celebration Pointe - 25%	128	383
Hillpointe	24	77
Viva at Treasure Coast West	22	70
Viva at Treasure Coast East	21	66
Project Hunt	84	17
Kings Highway Warehouse	342	341
Jenkins Waypoint	53	156
Walsh Crossroads	7	5

N/S STREET: McNeil Rd **E/W STREET:** Okeechobee Rd **CONTROL:** Signalized
FILENAME:
COUNT DATE: 6/20/2024 **DAY:** Thursday **CITY:** St Lucie
REPORT DATE: 7/2/2024 **ANALYSIS YEAR:** 2027

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	25	19	10	70	19	20	26	289	11	13	283	36	821	3669
4:15-4:30	20	15	5	74	24	26	27	332	16	15	328	39	921	3866
4:30-4:45	24	19	11	62	27	25	33	349	23	15	370	30	988	3955
4:45-5:00	32	25	12	52	24	21	30	304	26	18	359	36	939	3880
5:00-5:15	29	17	13	75	26	20	36	344	32	21	375	30	1018	3742
5:15-5:30	25	20	13	66	21	19	27	366	23	24	380	26	1010	
5:30-5:45	19	16	9	42	16	17	26	337	20	22	359	30	913	
5:45-6:00	22	11	7	37	11	11	28	316	16	19	297	26	801	



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

Volumes	110	81	49	255	98	85	126	1363	104	78	1484	122	3955
Season Factor	124	92	55	288	111	96	142	1540	118	88	1677	138	4469
Growth	128	94	57	297	114	99	147	1587	121	91	1728	142	4605
In/Out													
Percentage	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

Seasonal Factor: 1.13
Growth Rate: 1.01
Years Grown: 3

SUBPROJECTS													
%	0%	0%	0%	0%	0%	0%	0%	10%	0%	0%	10%	0%	
In/Out								OUT			IN		
Volume	0	0	0	0	0	0	0	46	0	0	14	0	0
%	0%	0%	0%	0%	0%	0%	0%	40%	0%	0%	40%	0.0%	
In/Out								OUT			IN		
Volume	0	0	0	0	0	0	0	102	0	0	170	0	0
%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
In/Out													
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0
%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	10.0%	0.0%	0.0%	10.0%	0.0%	
In/Out								OUT			IN		
Volume	0	0	0	0	0	0	0	5	0	0	8	0	0
%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0%	20%	0.0%	0.0%	20.0%	0.0%	
In/Out								OUT			IN		
Volume	0	0	0	0	0	0	0	9	0	0	15	0	0
%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	20.0%	0.0%	0.0%	20.0%	0.0%	
In/Out								OUT			IN		
Volume	0	0	0	0	0	0	0	8	0	0	14	0	0
%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0%	10%	0.0%	0.0%	10.0%	0.0%	
In/Out								OUT			IN		
Volume	0	0	0	0	0	0	0	3	0	0	3	0	0
%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	6.0%	0.0%	0.0%	6.0%	0.0%	
In/Out								OUT			IN		
Volume	0	0	0	0	0	0	0	13	0	0	27	0	0
%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0%	10%	0.0%	0.0%	10.0%	0.0%	
In/Out								OUT			IN		
Volume	0	0	0	0	0	0	0	10	0	0	17	0	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
Subtotal	0	0	0	0	0	0	0	196	0	0	269	0	0
Total	128	94	57	297	114	99	147	1783	121	91	1996	142	4605

	Trips In	Trips Out
0	0	0
Kings Highway Commerce Park	142	458
Creekside	426	256
Celebration Pointe - 25%	405	228
Hillpointe	81	48
Viva at Treasure Coast West	73	43
Viva at Treasure Coast East	69	40
Project Hunt	29	85
Kings Highway Warehouse	458	216
Jenkins Waypoint	172	102
Walsh Crossroads	10	11

HCM 7th Signalized Intersection Summary
8: Okeechobee Road & McNeil Road

07/09/2024

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	120	58	129	94	111	93	112	2107	161	50	1320	160
Future Volume (veh/h)	120	58	129	94	111	93	112	2107	161	50	1320	160
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	97	110	140	102	121	101	122	2290	0	54	1435	174
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	197	207	175	154	162	137	112	2879		70	2491	302
Arrive On Green	0.11	0.11	0.11	0.09	0.09	0.09	0.06	0.56	0.00	0.04	0.54	0.54
Sat Flow, veh/h	1781	1870	1585	1781	1870	1585	1781	5106	1585	1781	4614	559
Grp Volume(v), veh/h	97	110	140	102	121	101	122	2290	0	54	1058	551
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	1870	1585	1781	1702	1585	1781	1702	1770
Q Serve(g_s), s	6.7	7.2	11.2	7.2	8.2	8.1	8.2	46.1	0.0	3.9	27.0	27.0
Cycle Q Clear(g_c), s	6.7	7.2	11.2	7.2	8.2	8.1	8.2	46.1	0.0	3.9	27.0	27.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.32
Lane Grp Cap(c), veh/h	197	207	175	154	162	137	112	2879		70	1837	955
V/C Ratio(X)	0.49	0.53	0.80	0.66	0.75	0.73	1.09	0.80		0.78	0.58	0.58
Avail Cap(c_a), veh/h	381	400	339	326	342	290	112	2879		112	1837	955
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	54.4	54.7	56.4	57.5	58.0	57.9	60.9	22.4	0.0	61.9	20.0	20.0
Incr Delay (d2), s/veh	1.9	2.1	8.1	4.7	6.7	7.4	109.9	2.4	0.0	16.6	1.3	2.5
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.1	3.5	4.9	3.5	4.2	3.5	7.1	17.5	0.0	2.1	10.4	11.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	56.3	56.8	64.6	62.3	64.6	65.3	170.8	24.8	0.0	78.5	21.3	22.5
LnGrp LOS	E	E	E	E	E	E	F	C		E	C	C
Approach Vol, veh/h		347			324			2412			1663	
Approach Delay, s/veh		59.8			64.1			32.2			23.6	
Approach LOS		E			E			C			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	15.0	77.0		17.5	11.9	80.1		20.6				
Change Period (Y+Rc), s	6.8	6.8		6.2	6.8	6.8		6.2				
Max Green Setting (Gmax), s	8.2	44.2		23.8	8.2	44.2		27.8				
Max Q Clear Time (g_c+I1), s	10.2	29.0		10.2	5.9	48.1		13.2				
Green Ext Time (p_c), s	0.0	8.9		1.1	0.0	0.0		1.2				

Intersection Summary	
HCM 7th Control Delay, s/veh	33.4
HCM 7th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.
User approved volume balancing among the lanes for turning movement.

HCM 7th Signalized Intersection Summary
8: Okeechobee Road & McNeil Road

07/09/2024

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	297	114	99	128	94	57	147	1783	121	91	1996	142
Future Volume (veh/h)	297	114	99	128	94	57	147	1783	121	91	1996	142
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	224	263	108	139	102	62	160	1938	0	99	2170	154
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	299	314	266	175	183	155	178	2769		122	2489	175
Arrive On Green	0.17	0.17	0.17	0.10	0.10	0.10	0.10	0.54	0.00	0.07	0.51	0.51
Sat Flow, veh/h	1781	1870	1585	1781	1870	1585	1781	5106	1585	1781	4870	343
Grp Volume(v), veh/h	224	263	108	139	102	62	160	1938	0	99	1511	813
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	1870	1585	1781	1702	1585	1781	1702	1809
Q Serve(g_s), s	15.6	17.7	7.9	9.9	6.8	4.8	11.5	36.4	0.0	7.1	50.8	51.9
Cycle Q Clear(g_c), s	15.6	17.7	7.9	9.9	6.8	4.8	11.5	36.4	0.0	7.1	50.8	51.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.19
Lane Grp Cap(c), veh/h	299	314	266	175	183	155	178	2769		122	1739	924
V/C Ratio(X)	0.75	0.84	0.41	0.80	0.56	0.40	0.90	0.70		0.81	0.87	0.88
Avail Cap(c_a), veh/h	438	460	390	301	317	268	178	2769		178	1739	924
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	51.5	52.4	48.3	57.4	55.9	55.0	57.8	21.9	0.0	59.7	28.0	28.2
Incr Delay (d2), s/veh	4.0	8.6	1.0	8.0	2.6	1.7	40.0	1.5	0.0	16.0	6.2	11.7
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.3	9.1	3.2	4.9	3.3	2.0	7.1	13.9	0.0	3.7	20.6	23.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	55.5	61.0	49.3	65.4	58.6	56.7	97.9	23.4	0.0	75.6	34.2	39.9
LnGrp LOS	E	E	D	E	E	E	F	C		E	C	D
Approach Vol, veh/h		595			303			2098			2423	
Approach Delay, s/veh		56.8			61.3			29.1			37.8	
Approach LOS		E			E			C			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	17.0	70.4		16.7	12.9	74.5		25.8				
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0				
Max Green Setting (Gmax), s	13.0	47.0		22.0	13.0	47.0		32.0				
Max Q Clear Time (g_c+I1), s	13.5	53.9		11.9	9.1	38.4		19.7				
Green Ext Time (p_c), s	0.0	0.0		0.8	0.1	6.8		2.1				

Intersection Summary		
HCM 7th Control Delay, s/veh	37.8	
HCM 7th LOS	D	

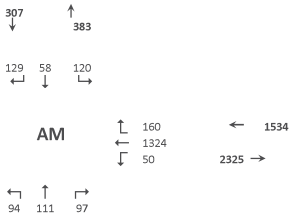
Notes

User approved pedestrian interval to be less than phase max green.
User approved volume balancing among the lanes for turning movement.

TURNING MOVEMENT VOLUME COUNTS

N/S STREET: McNeil Rd **E/W STREET:** Okeechobee Rd **CONTROL:** Signalized
FILENAME:
COUNT DATE: 6/20/2024 **DAY:** Thursday **CITY:** St. Lucie
REPORT DATE: 7/2/2024 **ANALYSIS YEAR:** 2027

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	8	16	14	19	9	20	19	313	19	2	198	18	655	3174
7:15-7:30	21	18	14	29	11	16	19	331	25	6	233	21	744	3377
7:30-7:45	19	24	20	34	15	26	19	396	34	11	269	25	892	3533
7:45-8:00	18	26	19	28	15	35	25	388	42	7	246	34	883	3449
8:00-8:15	21	26	23	21	11	25	26	381	34	12	235	43	858	3331
8:15-8:30	23	19	18	20	9	25	26	428	28	13	256	35	900	
8:30-8:45	15	22	24	24	8	24	19	372	25	15	232	28	808	
8:45-9:00	14	17	16	26	13	19	14	356	26	13	219	32	765	



AM PEAK HOUR IS FROM: **7:30 AM TO 8:30AM**

Volumes	81	95	80	103	50	111	96	1593	138	43	1006	137	3533
Season Factor	92	107	90	116	57	125	108	1800	156	49	1137	155	3992
Growth	94	111	93	120	58	129	112	1855	161	50	1171	160	4113
In/Out			OUT				IN	IN			OUT		
Percentage	0%	0%	10%	0%	0%	0%	10%	10%	0%	0%	10%	0%	0%
PROJECT	0	0	4	0	0	0	1	1	0	0	4	0	11

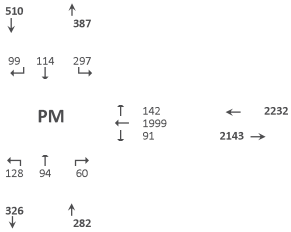
Seasonal Factor: 1.13
Growth Rate: 1.01
Years Grown: 3

SUBPROJECTS

															Trips In	Trips Out
%	0%	0%	0%	0%	0%	0%	0%	10%	0%	0%	10%	0%				
In/Out								OUT			IN					
Volume	0	0	0	0	0	0	0	11	0	0	46	0	0	4945 Edwards Road	13	40
%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	40.0%	0.0%	0.0%	40.0%	0.0%				
In/Out								OUT			IN					
Volume	0	0	0	0	0	0	0	168	0	0	57	0	0	Kings Highway Commerce Park	463	114
%	0.0%	0.0%	0.0%	0.0%	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	Creekside	143	421
%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	10.0%	0.0%	0.0%	10.0%	0.0%				
In/Out								OUT			IN					
Volume	0	0	0	0	0	0	0	8	0	0	2	0	0	Celebration Pointe - 25%	128	383
%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0%	20%	0.0%	0.0%	20.0%	0.0%				
In/Out								OUT			IN					
Volume	0	0	0	0	0	0	0	14	0	0	4	0	0	Hillpointe	24	77
%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	20.0%	0.0%	0.0%	20.0%	0.0%				
In/Out								OUT			IN					
Volume	0	0	0	0	0	0	0	13	0	0	4	0	0	Viva at Treasure Coast West	22	70
%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0%	10%	0.0%	0.0%	10.0%	0.0%				
In/Out								OUT			IN					
Volume	0	0	0	0	0	0	0	2	0	0	8	0	0	Viva at Treasure Coast East	21	66
%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	6.0%	0.0%	0.0%	6.0%	0.0%				
In/Out								OUT			IN					
Volume	0	0	0	0	0	0	0	20	0	0	21	0	0	Project Hunt	84	17
%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0%	10%	0.0%	0.0%	10.0%	0.0%				
In/Out								OUT			IN					
Volume	0	0	0	0	0	0	0	16	0	0	5	0	0	Kings Highway Warehouse	342	341
%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%				
In/Out														Jenkins Waypoint	53	156
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	Walsh Crossroads	7	5
Subtotal	0	0	0	0	0	0	0	252	0	0	149	0	0			
Total	94	111	97	120	58	129	113	2108	161	50	1324	160	4124			

N/S STREET: McNeil Rd **E/W STREET:** Okeechobee Rd **CONTROL:** Signalized
FILENAME:
COUNT DATE: 6/20/2024 **DAY:** Thursday **CITY:** St Lucie
REPORT DATE: 7/2/2024 **ANALYSIS YEAR:** 2027

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	25	19	10	70	19	20	26	289	11	13	283	36	821	3669
4:15-4:30	20	15	5	74	24	26	27	332	16	15	328	39	921	3866
4:30-4:45	24	19	11	62	27	25	33	349	23	15	370	30	988	3955
4:45-5:00	32	25	12	52	24	21	30	304	26	18	359	36	939	3880
5:00-5:15	29	17	13	75	26	20	36	344	32	21	375	30	1018	3742
5:15-5:30	25	20	13	66	21	19	27	366	23	24	380	26	1010	
5:30-5:45	19	16	9	42	16	17	26	337	20	22	359	30	913	
5:45-6:00	22	11	7	37	11	11	28	316	16	19	297	26	801	



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

Volumes	110	81	49	255	98	85	126	1363	104	78	1484	122	3955
Season Factor	124	92	55	288	111	96	142	1540	118	88	1677	138	4469
Growth	128	94	57	297	114	99	147	1587	121	91	1728	142	4605
In/Out			OUT				IN	IN			OUT		
Percentage	0%	0%	10%	0%	0%	0%	10%	10%	0%	0%	10%	0%	0%
PROJECT	0	0	3	0	0	0	4	4	0	0	3	0	13

Seasonal Factor: 1.13
Growth Rate: 1.01
Years Grown: 3

SUBPROJECTS

															Trips In	Trips Out
%	0%	0%	0%	0%	0%	0%	0%	10%	0%	0%	10%	0%				
In/Out								OUT			IN					
Volume	0	0	0	0	0	0	0	46	0	0	14	0	0	4945 Edwards Road	37	26
%	0%	0%	0%	0%	0%	0%	0%	40%	0%	0%	40%	0.0%				
In/Out								OUT			IN					
Volume	0	0	0	0	0	0	0	102	0	0	170	0	0	Kings Highway Commerce Park	142	458
%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%				
In/Out														Creekside	426	256
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	Celebration Pointe - 25%	405	228
%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	10.0%	0.0%	0.0%	10.0%	0.0%				
In/Out								OUT			IN					
Volume	0	0	0	0	0	0	0	5	0	0	8	0	0	Hillpointe	81	48
%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0%	20%	0.0%	0.0%	20.0%	0.0%				
In/Out								OUT			IN					
Volume	0	0	0	0	0	0	0	9	0	0	15	0	0	Viva at Treasure Coast West	73	43
%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	20.0%	0.0%	0.0%	20.0%	0.0%				
In/Out								OUT			IN					
Volume	0	0	0	0	0	0	0	8	0	0	14	0	0	Viva at Treasure Coast East	69	40
%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0%	10%	0.0%	0.0%	10.0%	0.0%				
In/Out								OUT			IN					
Volume	0	0	0	0	0	0	0	3	0	0	3	0	0	Project Hunt	29	85
%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	6.0%	0.0%	0.0%	6.0%	0.0%				
In/Out								OUT			IN					
Volume	0	0	0	0	0	0	0	13	0	0	27	0	0	Kings Highway Warehouse	458	216
%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0%	10%	0.0%	0.0%	10.0%	0.0%				
In/Out								OUT			IN					
Volume	0	0	0	0	0	0	0	10	0	0	17	0	0	Jenkins Waypoint	172	102
%	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	Walsh Crossroads	10	11
Subtotal	0	0	0	0	0	0	0	196	0	0	269	0	0			
Total	128	94	60	297	114	99	150	1786	121	91	1999	142	4617			

HCM 7th Signalized Intersection Summary
8: Okeechobee Road & McNeil Road

07/09/2024

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	120	58	129	94	111	97	112	2108	161	51	1324	160
Future Volume (veh/h)	120	58	129	94	111	97	112	2108	161	51	1324	160
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	97	110	140	102	121	105	122	2291	0	55	1439	174
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	197	207	175	157	165	140	112	2867		71	2484	300
Arrive On Green	0.11	0.11	0.11	0.09	0.09	0.09	0.06	0.56	0.00	0.04	0.54	0.54
Sat Flow, veh/h	1781	1870	1585	1781	1870	1585	1781	5106	1585	1781	4616	558
Grp Volume(v), veh/h	97	110	140	102	121	105	122	2291	0	55	1061	552
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	1870	1585	1781	1702	1585	1781	1702	1770
Q Serve(g_s), s	6.7	7.2	11.2	7.2	8.2	8.4	8.2	46.4	0.0	4.0	27.2	27.2
Cycle Q Clear(g_c), s	6.7	7.2	11.2	7.2	8.2	8.4	8.2	46.4	0.0	4.0	27.2	27.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.32
Lane Grp Cap(c), veh/h	197	207	175	157	165	140	112	2867		71	1832	953
V/C Ratio(X)	0.49	0.53	0.80	0.65	0.73	0.75	1.09	0.80		0.78	0.58	0.58
Avail Cap(c_a), veh/h	381	400	339	326	342	290	112	2867		112	1832	953
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	54.4	54.7	56.4	57.3	57.8	57.9	60.9	22.7	0.0	61.8	20.1	20.1
Incr Delay (d2), s/veh	1.9	2.1	8.1	4.4	6.1	7.8	109.9	2.4	0.0	16.4	1.3	2.6
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.1	3.5	4.9	3.4	4.2	3.7	7.1	17.7	0.0	2.1	10.5	11.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	56.3	56.8	64.6	61.8	63.9	65.7	170.8	25.1	0.0	78.2	21.5	22.7
LnGrp LOS	E	E	E	E	E	E	F	C		E	C	C
Approach Vol, veh/h		347			328			2413			1668	
Approach Delay, s/veh		59.8			63.8			32.5			23.8	
Approach LOS		E			E			C			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	15.0	76.8		17.7	12.0	79.8		20.6				
Change Period (Y+Rc), s	6.8	6.8		6.2	6.8	6.8		6.2				
Max Green Setting (Gmax), s	8.2	44.2		23.8	8.2	44.2		27.8				
Max Q Clear Time (g_c+I1), s	10.2	29.2		10.4	6.0	48.4		13.2				
Green Ext Time (p_c), s	0.0	8.9		1.1	0.0	0.0		1.2				

Intersection Summary	
HCM 7th Control Delay, s/veh	33.6
HCM 7th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.
User approved volume balancing among the lanes for turning movement.

HCM 7th Signalized Intersection Summary
8: Okeechobee Road & McNeil Road

07/09/2024

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	297	114	99	128	94	60	147	1786	121	94	1999	142
Future Volume (veh/h)	297	114	99	128	94	60	147	1786	121	94	1999	142
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	224	263	108	139	102	65	160	1941	0	102	2173	154
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	299	314	266	175	183	155	178	2759		126	2488	175
Arrive On Green	0.17	0.17	0.17	0.10	0.10	0.10	0.10	0.54	0.00	0.07	0.51	0.51
Sat Flow, veh/h	1781	1870	1585	1781	1870	1585	1781	5106	1585	1781	4870	342
Grp Volume(v), veh/h	224	263	108	139	102	65	160	1941	0	102	1513	814
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	1870	1585	1781	1702	1585	1781	1702	1809
Q Serve(g_s), s	15.6	17.7	7.9	9.9	6.8	5.0	11.5	36.6	0.0	7.3	50.9	52.0
Cycle Q Clear(g_c), s	15.6	17.7	7.9	9.9	6.8	5.0	11.5	36.6	0.0	7.3	50.9	52.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.19
Lane Grp Cap(c), veh/h	299	314	266	175	183	155	178	2759		126	1739	924
V/C Ratio(X)	0.75	0.84	0.41	0.80	0.56	0.42	0.90	0.70		0.81	0.87	0.88
Avail Cap(c_a), veh/h	438	460	390	301	317	268	178	2759		178	1739	924
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	51.5	52.4	48.3	57.4	55.9	55.1	57.8	22.1	0.0	59.6	28.0	28.3
Incr Delay (d2), s/veh	4.0	8.6	1.0	8.0	2.6	1.8	40.0	1.5	0.0	17.0	6.3	11.8
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.3	9.1	3.2	4.9	3.3	2.1	7.1	14.0	0.0	3.8	20.7	23.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	55.5	61.0	49.3	65.3	58.5	56.9	97.9	23.7	0.0	76.6	34.3	40.0
LnGrp LOS	E	E	D	E	E	E	F	C		E	C	D
Approach Vol, veh/h		595			306			2101			2429	
Approach Delay, s/veh		56.8			61.3			29.3			38.0	
Approach LOS		E			E			C			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	17.0	70.4		16.7	13.2	74.3		25.8				
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0				
Max Green Setting (Gmax), s	13.0	47.0		22.0	13.0	47.0		32.0				
Max Q Clear Time (g_c+I1), s	13.5	54.0		11.9	9.3	38.6		19.7				
Green Ext Time (p_c), s	0.0	0.0		0.8	0.1	6.7		2.1				

Intersection Summary		
HCM 7th Control Delay, s/veh	38.0	
HCM 7th LOS	D	

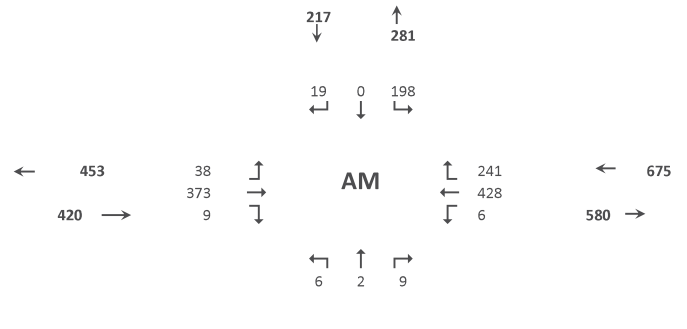
Notes

User approved pedestrian interval to be less than phase max green.
User approved volume balancing among the lanes for turning movement.

TURNING MOVEMENT VOLUME COUNTS

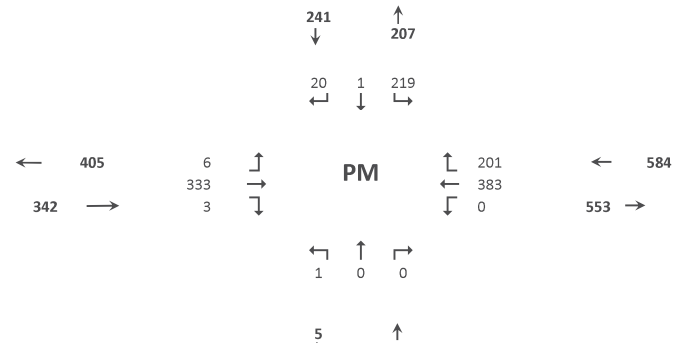
N/S STREET: McNeil Rd
E/W STREET: Edwards Rd
CONTROL: Unsignalized
FILENAME:
COUNT DATE: 6/20/2024
DAY: Thursday
CITY: St. Lucie
REPORT DATE: 7/2/2024
ANALYSIS YEAR: 2024

15 Min Period	Northbound			Southbound			Eastbound			Westbound				ONE HOUR SUM
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL	
7:00-7:15	0	1	0	24	0	3	7	61	0	1	78	29	204	1048
7:15-7:30	0	0	0	28	0	5	8	69	2	0	85	43	240	1148
7:30-7:45	2	0	2	43	0	2	7	81	2	2	94	57	292	1176
7:45-8:00	1	1	4	51	0	5	8	91	4	1	92	54	312	1127
8:00-8:15	1	1	0	42	0	4	9	84	1	2	102	58	304	1022
8:15-8:30	1	0	2	39	0	6	10	74	1	0	91	44	268	
8:30-8:45	0	2	0	35	0	1	8	65	1	2	80	49	243	
8:45-9:00	0	1	0	40	0	2	6	53	0	1	63	41	207	
AM PEAK HOUR IS FROM:			7:30 AM TO 8:30AM											
Volumes	5	2	8	175	0	17	34	330	8	5	379	213	1176	
Season Factor	6	2	9	198	0	19	38	373	9	6	428	241	1329	
Growth	6	2	9	198	0	19	38	373	9	6	428	241	1329	
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	
Subtotal	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	6	2	9	198	0	19	38	373	9	6	428	241	1329	



N/S STREET: McNeil Rd
E/W STREET: Edwards Rd
CONTROL: Unsignalized
FILENAME:
COUNT DATE: 6/20/2024
DAY: Thursday
CITY: St Lucie
REPORT DATE: 7/2/2024
ANALYSIS YEAR: 2024

15 Min Period lanes	Northbound			Southbound			Eastbound			Westbound				ONE HOUR SUM
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL	
4:00-4:15	0	0	2	30	1	2	0	86	0	0	69	37	227	985
4:15-4:30	0	0	0	35	0	4	1	71	0	1	78	38	228	1017
4:30-4:45	0	0	0	44	0	3	0	76	1	0	82	37	243	1034
4:45-5:00	0	0	0	55	0	4	1	78	0	0	95	54	287	1012
5:00-5:15	1	0	0	44	1	7	3	70	2	0	89	42	259	885
5:15-5:30	0	0	0	51	0	4	1	71	0	0	73	45	245	
5:30-5:45	0	0	1	37	2	5	2	56	0	0	80	38	221	
5:45-6:00	0	0	0	35	0	5	2	45	0	0	41	32	160	
PM PEAK HOUR IS FROM:			4:30 PM TO 5:30PM											
Volumes	1	0	0	194	1	18	5	295	3	0	339	178	1034	
Season Factor	1	0	0	219	1	20	6	333	3	0	383	201	1168	
Growth	1	0	0	219	1	20	6	333	3	0	383	201	1168	
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	
Subtotal	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	1	0	0	219	1	20	6	333	3	0	383	201	1168	



HCS Two-Way Stop-Control Report

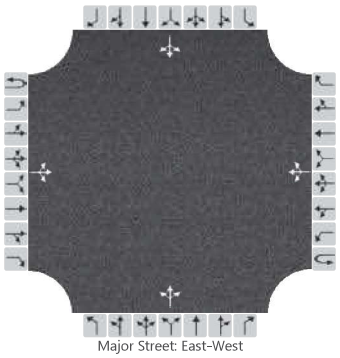
General Information

Analyst	KS
Agency/Co.	OREP
Date Performed	7/9/2024
Analysis Year	2024
Time Analyzed	AM Peak Hour
Intersection Orientation	East-West
Project Description	Existing

Site Information

Intersection	McNeil and Edwards
Jurisdiction	St Lucie County
East/West Street	Edwards Road
North/South Street	McNeil Road
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Major Street: East-West

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	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		38	373	9		6	428	241		6	2	9		198	0	19
Percent Heavy Vehicles (%)		3				3				3	3	3		3	3	3
Proportion Time Blocked																
Percent Grade (%)										0				0		
Right Turn Channelized																
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.1	6.5	6.2		7.1	6.5	6.2
Critical Headway (sec)		4.13				4.13				7.13	6.53	6.23		7.13	6.53	6.23
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.23				2.23				3.53	4.03	3.33		3.53	4.03	3.33

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		41				7					18				236	
Capacity, c (veh/h)		872				1138					271				179	
v/c Ratio		0.05				0.01					0.07				1.32	
95% Queue Length, Q_{95} (veh)		0.1				0.0					0.2				13.6	
95% Queue Length, Q_{95} (ft)											5.1				348.2	
Control Delay (s/veh)		9.3	0.6	0.6		8.2	0.1	0.1			19.3				228.0	
Level of Service (LOS)		A	A	A		A	A	A			C				F	
Approach Delay (s/veh)	1.4				0.2				19.3				228.0			
Approach LOS	A				A				C				F			

HCS Two-Way Stop-Control Report

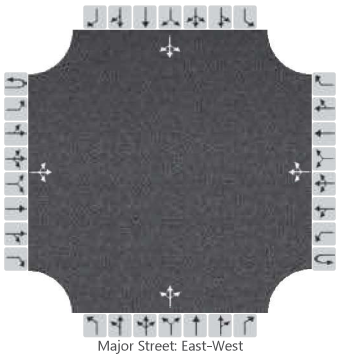
General Information

Analyst	KS
Agency/Co.	OREP
Date Performed	7/9/2024
Analysis Year	2024
Time Analyzed	PM Peak Hour
Intersection Orientation	East-West
Project Description	Existing

Site Information

Intersection	McNeil and Edwards
Jurisdiction	St Lucie County
East/West Street	Edwards Road
North/South Street	McNeil Road
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Major Street: East-West

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	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		6	333	3		0	383	201		1	0	0		219	1	20
Percent Heavy Vehicles (%)		3				3				3	3	3		3	3	3
Proportion Time Blocked																
Percent Grade (%)										0				0		
Right Turn Channelized																
Median Type | Storage			Undivided													

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.1	6.5	6.2		7.1	6.5	6.2
Critical Headway (sec)		4.13				4.13				7.13	6.53	6.23		7.13	6.53	6.23
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.23				2.23				3.53	4.03	3.33		3.53	4.03	3.33

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		7				0					1				261	
Capacity, c (veh/h)		944				1188					240				267	
v/c Ratio		0.01				0.00					0.00				0.98	
95% Queue Length, Q_{95} (veh)		0.0				0.0					0.0				9.5	
95% Queue Length, Q_{95} (ft)											0.0				243.2	
Control Delay (s/veh)		8.8	0.1	0.1		8.0	0.0	0.0			20.1				90.2	
Level of Service (LOS)		A	A	A		A	A	A			C				F	
Approach Delay (s/veh)	0.2				0.0				20.1				90.2			
Approach LOS	A				A				C				F			

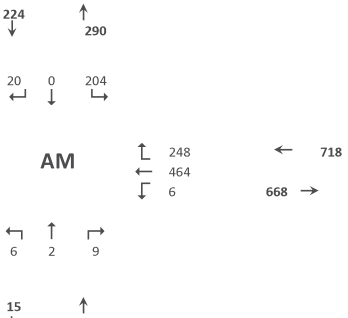
TURNING MOVEMENT VOLUME COUNTS

N/S STREET: McNeil Rd **E/W STREET**: Edwards Rd **CONTROL**: Unsignalized
FILENAME:
COUNT DATE: 6/20/2024 **DAY**: Thursday **CITY**: St. Lucie
REPORT DATE: 7/2/2024 **ANALYSIS YEAR**: 2027

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	1	0	24	0	3	7	61	0	1	78	29	204	1048
7:15-7:30	0	0	0	28	0	5	8	69	2	0	85	43	240	1148
7:30-7:45	2	0	2	43	0	2	7	81	2	2	94	57	292	1176
7:45-8:00	1	1	4	51	0	5	8	91	4	1	92	54	312	1127
8:00-8:15	1	1	0	42	0	4	9	84	1	2	102	58	304	1022
8:15-8:30	1	0	2	39	0	6	10	74	1	0	91	44	268	
8:30-8:45	0	2	0	35	0	1	8	65	1	2	80	49	243	
8:45-9:00	0	1	0	40	0	2	6	53	0	1	63	41	207	
AM PEAK HOUR IS FROM:			7:30 AM TO 8:30AM											
Volumes	5	2	8	175	0	17	34	330	8	5	379	213	1176	
Season Factor	6	2	9	198	0	19	38	373	9	6	428	241	1329	
Growth	6	2	9	204	0	20	40	384	9	6	441	248	1369	
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	
SUBPROJECTS														
%	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	19	0	0	6	0	0	Celebration Pointe - 25%
%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	2.5%	0.0%	0.0%	2.5%	0.0%		
In/Out								OUT			IN			
Volume	0	0	0	0	0	0	0	11	0	0	4	0	0	Creekside
%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	30.0%	0.0%	0.0%	30.0%	0.0%		
In/Out								OUT			IN			
Volume	0	0	0	0	0	0	0	20	0	0	6	0	0	Viva at Treasure Coast East
%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	30.0%	0.0%	0.0%	30.0%	0.0%		
In/Out								OUT			IN			
Volume	0	0	0	0	0	0	0	21	0	0	7	0	0	Viva at Treasure Coast West
Subtotal	0	0	0	0	0	0	0	70	0	0	23	0	0	
Total	6	2	9	204	0	20	40	455	9	6	464	248	1369	

Seasonal Factor: 1.13
Growth Rate: 1.01
Years Grown: 3

	Trips In	Trips Out
PROJECT	0	0
Celebration Pointe - 25%	128	383
Creekside	143	421
Viva at Treasure Coast East	21	66
Viva at Treasure Coast West	22	70

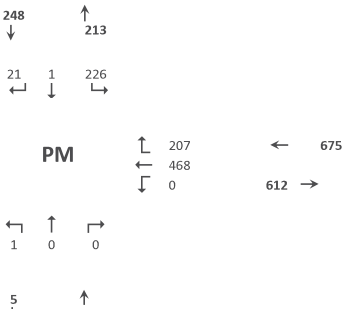


N/S STREET: McNeil Rd **E/W STREET**: Edwards Rd **CONTROL**: Unsignalized
FILENAME:
COUNT DATE: 6/20/2024 **DAY**: Thursday **CITY**: St Lucie
REPORT DATE: 7/2/2024 **ANALYSIS YEAR**: 2027

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	2	30	1	2	0	86	0	0	69	37	227	985
4:15-4:30	0	0	0	35	0	4	1	71	0	1	78	38	228	1017
4:30-4:45	0	0	0	44	0	3	0	76	1	0	82	37	243	1034
4:45-5:00	0	0	0	55	0	4	1	78	0	0	95	54	287	1012
5:00-5:15	1	0	0	44	1	7	3	70	2	0	89	42	259	885
5:15-5:30	0	0	0	51	0	4	1	71	0	0	73	45	245	
5:30-5:45	0	0	1	37	2	5	2	56	0	0	80	38	221	
5:45-6:00	0	0	0	35	0	5	2	45	0	0	41	32	160	
PM PEAK HOUR IS FROM:			4:30 PM TO 5:30PM											
Volumes	1	0	0	194	1	18	5	295	3	0	339	178	1034	
Season Factor	1	0	0	219	1	20	6	333	3	0	383	201	1168	
Growth	1	0	0	226	1	21	6	343	3	0	395	207	1204	
In/Out		0	0		0							0		
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	
SUBPROJECTS														
%	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	11	0	0	20	0	0	Celebration Pointe - 25%
%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0%	2.5%	0.0%	0.0%	2.5%	0.0%		
In/Out								OUT			IN			
Volume	0	0	0	0	0	0	0	6	0	0	11	0	0	Creekside
%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	30.0%	0.0%	0.0%	30.0%	0.0%		
In/Out								OUT			IN			
Volume	0	0	0	0	0	0	0	12	0	0	21	0	0	Viva at Treasure Coast East
%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0%	30%	0.0%	0.0%	30.0%	0.0%		
In/Out								OUT			IN			
Volume	0	0	0	0	0	0	0	13	0	0	22	0	0	Viva at Treasure Coast West
Subtotal	0	0	0	0	0	0	0	43	0	0	74	0	0	
Total	1	0	0	226	1	21	6	386	3	0	468	207	1204	

Seasonal Factor: 1.13
Growth Rate: 1.01
Years Grown: 3

	Trips In	Trips Out
0	0	0
Celebration Pointe - 25%	405	228
Creekside	426	256
Viva at Treasure Coast East	69	40
Viva at Treasure Coast West	73	43



HCS Two-Way Stop-Control Report

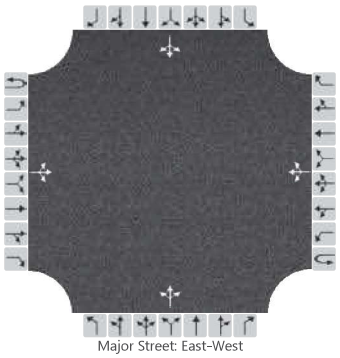
General Information

Analyst	KS
Agency/Co.	OREP
Date Performed	7/9/2024
Analysis Year	2027
Time Analyzed	AM Peak Hour
Intersection Orientation	East-West
Project Description	Background

Site Information

Intersection	McNeil and Edwards
Jurisdiction	St Lucie County
East/West Street	Edwards Road
North/South Street	McNeil Road
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Major Street: East-West

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	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		40	455	9		6	464	248		6	2	9		204	0	20
Percent Heavy Vehicles (%)		3				3				3	3	3		3	3	3
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.1	6.5	6.2		7.1	6.5	6.2
Critical Headway (sec)		4.13				4.13				7.13	6.53	6.23		7.13	6.53	6.23
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.23				2.23				3.53	4.03	3.33		3.53	4.03	3.33

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		43				7					18				243	
Capacity, c (veh/h)		837				1055					221				142	
v/c Ratio		0.05				0.01					0.08				1.71	
95% Queue Length, Q_{95} (veh)		0.2				0.0					0.3				17.8	
95% Queue Length, Q_{95} (ft)											7.7				455.7	
Control Delay (s/veh)		9.5	0.7	0.7		8.4	0.1	0.1			22.8				401.6	
Level of Service (LOS)		A	A	A		A	A	A			C				F	
Approach Delay (s/veh)	1.4				0.2				22.8				401.6			
Approach LOS	A				A				C				F			

HCS Two-Way Stop-Control Report

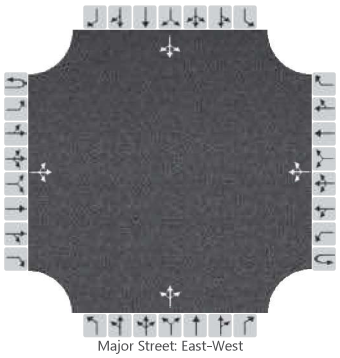
General Information

Analyst	KS
Agency/Co.	OREP
Date Performed	7/9/2024
Analysis Year	2027
Time Analyzed	PM Peak Hour
Intersection Orientation	East-West
Project Description	Background

Site Information

Intersection	McNeil and Edwards
Jurisdiction	St Lucie County
East/West Street	Edwards Road
North/South Street	McNeil Road
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Major Street: East-West

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	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		6	386	3		0	468	207		1	0	0		226	1	21
Percent Heavy Vehicles (%)		3				3				3	3	3		3	3	3
Proportion Time Blocked																
Percent Grade (%)										0				0		
Right Turn Channelized																
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.1	6.5	6.2		7.1	6.5	6.2
Critical Headway (sec)		4.13				4.13				7.13	6.53	6.23		7.13	6.53	6.23
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.23				2.23				3.53	4.03	3.33		3.53	4.03	3.33

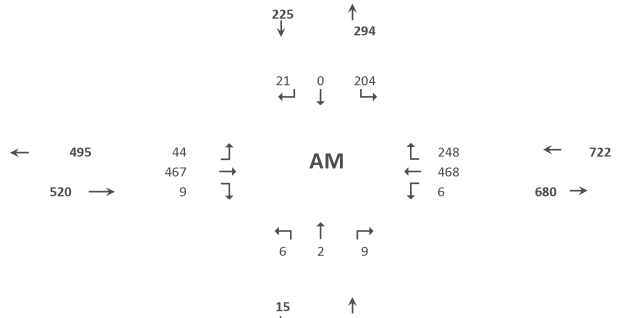
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		7				0					1				270	
Capacity, c (veh/h)		867				1131					187				211	
v/c Ratio		0.01				0.00					0.01				1.28	
95% Queue Length, Q_{95} (veh)		0.0				0.0					0.0				14.4	
95% Queue Length, Q_{95} (ft)											0.0				368.6	
Control Delay (s/veh)		9.2	0.1	0.1		8.2	0.0	0.0			24.4				201.4	
Level of Service (LOS)		A	A	A		A	A	A			C				F	
Approach Delay (s/veh)	0.2				0.0				24.4				201.4			
Approach LOS	A				A				C				F			

TURNING MOVEMENT VOLUME COUNTS

N/S STREET: McNeil Rd **E/W STREET**: Edwards Rd **CONTROL**: Unsignalized
FILENAME:
COUNT DATE: 6/20/2024 **DAY**: Thursday **CITY**: St. Lucie
REPORT DATE: 7/2/2024 **ANALYSIS YEAR**: 2027

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	1	0	24	0	3	7	61	0	1	78	29	204	1048
7:15-7:30	0	0	0	28	0	5	8	69	2	0	85	43	240	1148
7:30-7:45	2	0	2	43	0	2	7	81	2	2	94	57	292	1176
7:45-8:00	1	1	4	51	0	5	8	91	4	1	92	54	312	1127
8:00-8:15	1	1	0	42	0	4	9	84	1	2	102	58	304	1022
8:15-8:30	1	0	2	39	0	6	10	74	1	0	91	44	268	
8:30-8:45	0	2	0	35	0	1	8	65	1	2	80	49	243	
8:45-9:00	0	1	0	40	0	2	6	53	0	1	63	41	207	



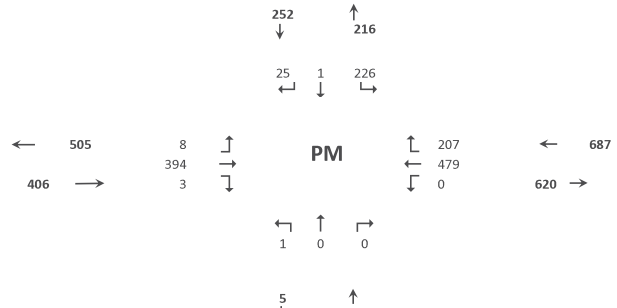
AM PEAK HOUR IS FROM:	7:30 AM TO 8:30AM												
Volumes	5	2	8	175	0	17	34	330	8	5	379	213	1176
Season Factor	6	2	9	198	0	19	38	373	9	6	428	241	1329
Growth	6	2	9	204	0	20	40	384	9	6	441	248	1369
In/Out						IN	OUT	OUT			IN		
Percentage	0%	0%	0%	0%	0%	10%	10%	30%	0%	0%	30%	0%	
PROJECT	0	0	0	0	0	1	4	12	0	0	4	0	21
SUBPROJECTS													
%	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	19	0	0	6	0	0
%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	2.5%	0.0%	0.0%	2.5%	0.0%	
In/Out								OUT			IN		
Volume	0	0	0	0	0	0	0	11	0	0	4	0	0
%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	30.0%	0.0%	0.0%	30.0%	0.0%	
In/Out								OUT			IN		
Volume	0	0	0	0	0	0	0	20	0	0	6	0	0
%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	30.0%	0.0%	0.0%	30.0%	0.0%	
In/Out								OUT			IN		
Volume	0	0	0	0	0	0	0	21	0	0	7	0	0
Subtotal	0	0	0	0	0	0	0	70	0	0	23	0	0
Total	6	2	9	204	0	21	44	467	9	6	468	248	1390

Seasonal Factor: 1.13
Growth Rate: 1.01
Years Grown: 3

	Trips In	Trips Out
4945 Edwards Rd	13	40
Celebration Pointe - 25%	128	383
Creekside	143	421
Viva at Treasure Coast East	21	66
Viva at Treasure Coast West	22	70

N/S STREET: McNeil Rd **E/W STREET**: Edwards Rd **CONTROL**: Unsignalized
FILENAME:
COUNT DATE: 6/20/2024 **DAY**: Thursday **CITY**: St Lucie
REPORT DATE: 7/2/2024 **ANALYSIS YEAR**: 2027

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	2	30	1	2	0	86	0	0	69	37	227	985
4:15-4:30	0	0	0	35	0	4	1	71	0	1	78	38	228	1017
4:30-4:45	0	0	0	44	0	3	0	76	1	0	82	37	243	1034
4:45-5:00	0	0	0	55	0	4	1	78	0	0	95	54	287	1012
5:00-5:15	1	0	0	44	1	7	3	70	2	0	89	42	259	885
5:15-5:30	0	0	0	51	0	4	1	71	0	0	73	45	245	
5:30-5:45	0	0	1	37	2	5	2	56	0	0	80	38	221	
5:45-6:00	0	0	0	35	0	5	2	45	0	0	41	32	160	



PM PEAK HOUR IS FROM:	4:30 PM TO 5:30PM												
Volumes	1	0	0	194	1	18	5	295	3	0	339	178	1034
Season Factor	1	0	0	219	1	20	6	333	3	0	383	201	1168
Growth	1	0	0	226	1	21	6	343	3	0	395	207	1204
In/Out						IN	OUT	OUT			IN		
Percentage	0%	0%	0%	0%	0%	10%	10%	30%	0%	0%	30%	0%	
PROJECT	0	0	0	0	0	4	3	8	0	0	11	0	25
SUBPROJECTS													
%	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	11	0	0	20	0	0
%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0%	2.5%	0.0%	0.0%	2.5%	0.0%	
In/Out								OUT			IN		
Volume	0	0	0	0	0	0	0	6	0	0	11	0	0
%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	30.0%	0.0%	0.0%	30.0%	0.0%	
In/Out								OUT			IN		
Volume	0	0	0	0	0	0	0	12	0	0	21	0	0
%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0%	30%	0.0%	0.0%	30.0%	0.0%	
In/Out								OUT			IN		
Volume	0	0	0	0	0	0	0	13	0	0	22	0	0
Subtotal	0	0	0	0	0	0	0	43	0	0	74	0	0
Total	1	0	0	226	1	25	8	394	3	0	479	207	1229

Seasonal Factor: 1.13
Growth Rate: 1.01
Years Grown: 3

	Trips In	Trips Out
4945 Edwards Rd	37	26
Celebration Pointe - 25%	405	228
Creekside	426	256
Viva at Treasure Coast East	69	40
Viva at Treasure Coast West	73	43

HCS Two-Way Stop-Control Report

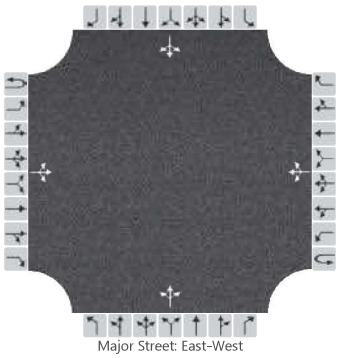
General Information

Analyst	KS
Agency/Co.	OREP
Date Performed	7/9/2024
Analysis Year	2027
Time Analyzed	AM Peak Hour
Intersection Orientation	East-West
Project Description	Background with Project

Site Information

Intersection	McNeil and Edwards
Jurisdiction	St Lucie County
East/West Street	Edwards Road
North/South Street	McNeil Road
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Major Street: East-West

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	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		44	467	9		6	468	248		6	2	9		204	0	21
Percent Heavy Vehicles (%)		3				3				3	3	3		3	3	3
Proportion Time Blocked																
Percent Grade (%)										0				0		
Right Turn Channelized																
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.1	6.5	6.2		7.1	6.5	6.2
Critical Headway (sec)		4.13				4.13				7.13	6.53	6.23		7.13	6.53	6.23
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.23				2.23				3.53	4.03	3.33		3.53	4.03	3.33

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		48				7					18				245	
Capacity, c (veh/h)		834				1043					211				136	
v/c Ratio		0.06				0.01					0.09				1.80	
95% Queue Length, Q_{95} (veh)		0.2				0.0					0.3				18.5	
95% Queue Length, Q_{95} (ft)											7.7				473.6	
Control Delay (s/veh)		9.6	0.8	0.8		8.5	0.1	0.1			23.7				443.3	
Level of Service (LOS)		A	A	A		A	A	A			C				F	
Approach Delay (s/veh)	1.5				0.2				23.7				443.3			
Approach LOS	A				A				C				F			

HCS Two-Way Stop-Control Report

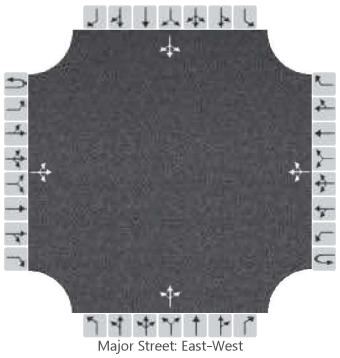
General Information

Analyst	KS
Agency/Co.	OREP
Date Performed	7/9/2024
Analysis Year	2027
Time Analyzed	PM Peak Hour
Intersection Orientation	East-West
Project Description	Background with Project

Site Information

Intersection	McNeil and Edwards
Jurisdiction	St Lucie County
East/West Street	Edwards Road
North/South Street	McNeil Road
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Major Street: East-West

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	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		8	394	3		0	479	207		1	0	0		226	1	25
Percent Heavy Vehicles (%)		3				3				3	3	3		3	3	3
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.1	6.5	6.2		7.1	6.5	6.2
Critical Headway (sec)		4.13				4.13				7.13	6.53	6.23		7.13	6.53	6.23
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.23				2.23				3.53	4.03	3.33		3.53	4.03	3.33

Delay, Queue Length, and Level of Service

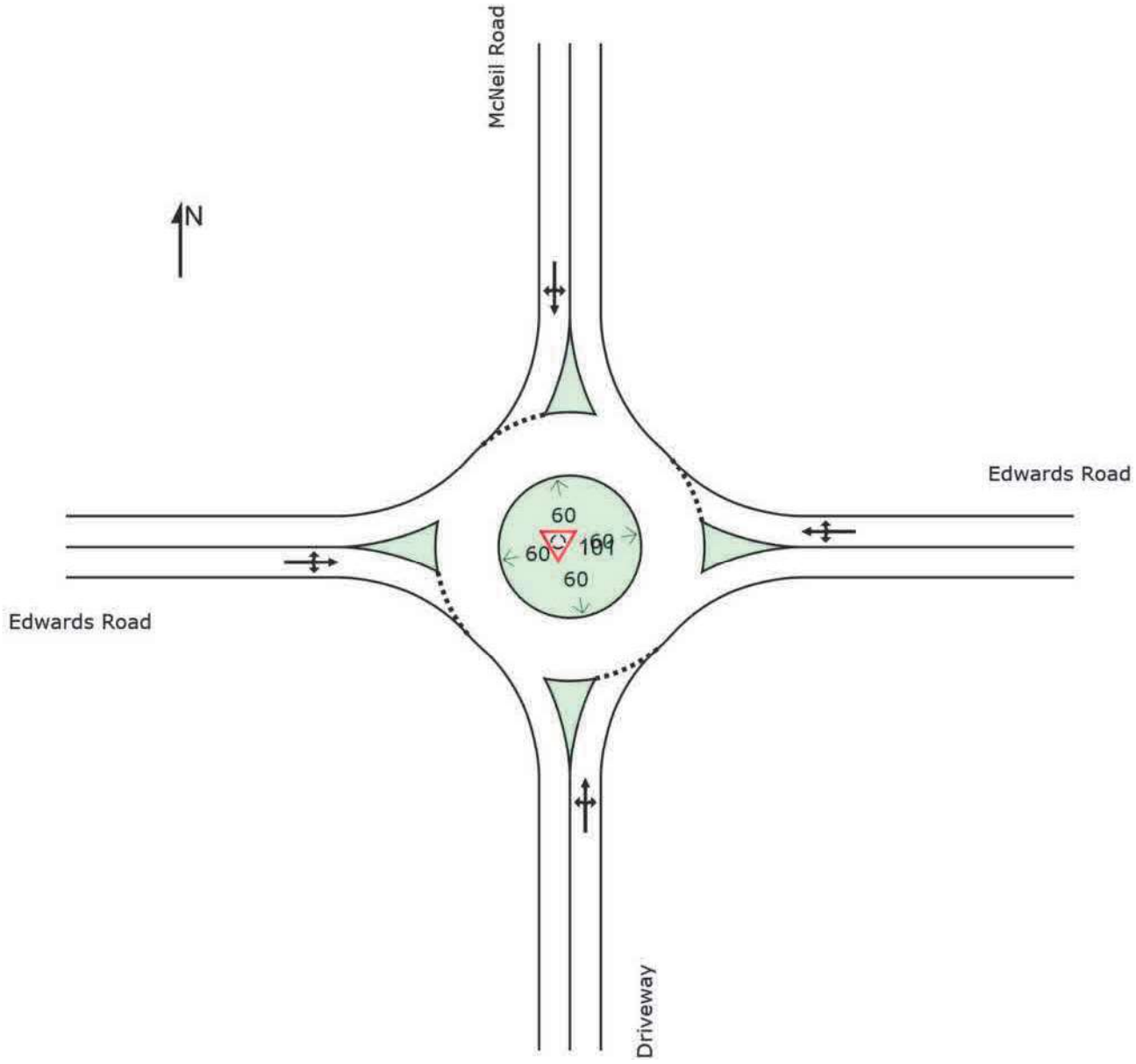
Flow Rate, v (veh/h)		9				0					1				274	
Capacity, c (veh/h)		858				1123					176				204	
v/c Ratio		0.01				0.00					0.01				1.34	
95% Queue Length, Q_{95} (veh)		0.0				0.0					0.0				15.4	
95% Queue Length, Q_{95} (ft)											0.0				394.2	
Control Delay (s/veh)		9.2	0.1	0.1		8.2	0.0	0.0			25.5				227.8	
Level of Service (LOS)		A	A	A		A	A	A			D				F	
Approach Delay (s/veh)	0.3				0.0				25.5				227.8			
Approach LOS	A				A				D				F			

SITE LAYOUT

Site: 101 [McNeil and Edwards (Site Folder: General)]

Roundabout
Site Category: (None)
Roundabout

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



MOVEMENT SUMMARY

Site: 101 [McNeil and Edwards (Site Folder: General)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

Roundabout
Site Category: (None)
Roundabout

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] ft	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed mph
South: Driveway															
3	L2	All MCs	7	3.0	7	3.0	0.031	6.5	LOS A	0.1	2.9	0.60	0.53	0.60	31.3
8	T1	All MCs	2	3.0	2	3.0	0.031	6.5	LOS A	0.1	2.9	0.60	0.53	0.60	31.9
18	R2	All MCs	10	3.0	10	3.0	0.031	6.5	LOS A	0.1	2.9	0.60	0.53	0.60	31.6
Approach			18	3.0	18	3.0	0.031	6.5	LOS A	0.1	2.9	0.60	0.53	0.60	31.5
East: Edwards Road															
1	L2	All MCs	7	3.0	7	3.0	0.615	9.4	LOS A	6.0	152.4	0.37	0.13	0.37	30.7
6	T1	All MCs	504	3.0	504	3.0	0.615	9.4	LOS A	6.0	152.4	0.37	0.13	0.37	31.2
16	R2	All MCs	270	3.0	270	3.0	0.615	9.4	LOS A	6.0	152.4	0.37	0.13	0.37	31.0
Approach			780	3.0	780	3.0	0.615	9.4	LOS A	6.0	152.4	0.37	0.13	0.37	31.1
North: McNeil Road															
7	L2	All MCs	222	3.0	222	3.0	0.319	8.4	LOS A	1.4	37.1	0.63	0.51	0.63	29.6
4	T1	All MCs	1	3.0	1	3.0	0.319	8.4	LOS A	1.4	37.1	0.63	0.51	0.63	30.0
14	R2	All MCs	22	3.0	22	3.0	0.319	8.4	LOS A	1.4	37.1	0.63	0.51	0.63	29.8
Approach			245	3.0	245	3.0	0.319	8.4	LOS A	1.4	37.1	0.63	0.51	0.63	29.6
West: Edwards Road															
5	L2	All MCs	43	3.0	43	3.0	0.523	9.6	LOS A	3.5	88.9	0.59	0.36	0.59	30.5
2	T1	All MCs	495	3.0	495	3.0	0.523	9.6	LOS A	3.5	88.9	0.59	0.36	0.59	31.0
12	R2	All MCs	10	3.0	10	3.0	0.523	9.6	LOS A	3.5	88.9	0.59	0.36	0.59	30.8
Approach			548	3.0	548	3.0	0.523	9.6	LOS A	3.5	88.9	0.59	0.36	0.59	30.9
All Vehicles			1591	3.0	1591	3.0	0.615	9.3	LOS A	6.0	152.4	0.49	0.27	0.49	30.8

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Roundabout LOS Method: Same as Sign Control.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
Roundabout Capacity Model: US HCM 6.
Delay Model: HCM Delay Formula (Stopline Delay: Geometric Delay is not included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: Siegloch M1 implied by US HCM 6 Roundabout Capacity Model.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

MOVEMENT SUMMARY

Site: 101 [McNeil and Edwards (Site Folder: General)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

Roundabout
Site Category: (None)
Roundabout

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] ft	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed mph
South: Driveway															
3	L2	All MCs	1	3.0	1	3.0	0.005	5.6	LOS A	0.0	0.5	0.57	0.40	0.57	31.7
8	T1	All MCs	1	3.0	1	3.0	0.005	5.6	LOS A	0.0	0.5	0.57	0.40	0.57	32.3
18	R2	All MCs	1	3.0	1	3.0	0.005	5.6	LOS A	0.0	0.5	0.57	0.40	0.57	32.0
Approach			3	3.0	3	3.0	0.005	5.6	LOS A	0.0	0.5	0.57	0.40	0.57	32.0
East: Edwards Road															
1	L2	All MCs	1	3.0	1	3.0	0.552	6.5	LOS A	5.0	127.4	0.12	0.02	0.12	32.0
6	T1	All MCs	509	3.0	509	3.0	0.552	6.5	LOS A	5.0	127.4	0.12	0.02	0.12	32.5
16	R2	All MCs	225	3.0	225	3.0	0.552	6.5	LOS A	5.0	127.4	0.12	0.02	0.12	32.3
Approach			735	3.0	735	3.0	0.552	6.5	LOS A	5.0	127.4	0.12	0.02	0.12	32.4
North: McNeil Road															
7	L2	All MCs	246	3.0	246	3.0	0.349	8.8	LOS A	1.6	41.8	0.64	0.52	0.65	29.4
4	T1	All MCs	1	3.0	1	3.0	0.349	8.8	LOS A	1.6	41.8	0.64	0.52	0.65	29.9
14	R2	All MCs	23	3.0	23	3.0	0.349	8.8	LOS A	1.6	41.8	0.64	0.52	0.65	29.7
Approach			270	3.0	270	3.0	0.349	8.8	LOS A	1.6	41.8	0.64	0.52	0.65	29.4
West: Edwards Road															
5	L2	All MCs	7	3.0	7	3.0	0.418	8.0	LOS A	2.4	61.6	0.54	0.34	0.54	31.2
2	T1	All MCs	420	3.0	420	3.0	0.418	8.0	LOS A	2.4	61.6	0.54	0.34	0.54	31.8
12	R2	All MCs	3	3.0	3	3.0	0.418	8.0	LOS A	2.4	61.6	0.54	0.34	0.54	31.6
Approach			429	3.0	429	3.0	0.418	8.0	LOS A	2.4	61.6	0.54	0.34	0.54	31.8
All Vehicles			1437	3.0	1437	3.0	0.552	7.4	LOS A	5.0	127.4	0.34	0.21	0.34	31.6

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Roundabout LOS Method: Same as Sign Control.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
Roundabout Capacity Model: US HCM 6.
Delay Model: HCM Delay Formula (Stopline Delay: Geometric Delay is not included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: Siegloch M1 implied by US HCM 6 Roundabout Capacity Model.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

MOVEMENT SUMMARY

Site: 101 [McNeil and Edwards (Site Folder: General)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

Roundabout
Site Category: (None)
Roundabout

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] ft	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed mph
South: Driveway															
3	L2	All MCs	7	3.0	7	3.0	0.032	6.6	LOS A	0.1	2.9	0.61	0.54	0.61	31.3
8	T1	All MCs	2	3.0	2	3.0	0.032	6.6	LOS A	0.1	2.9	0.61	0.54	0.61	31.8
18	R2	All MCs	10	3.0	10	3.0	0.032	6.6	LOS A	0.1	2.9	0.61	0.54	0.61	31.6
Approach			18	3.0	18	3.0	0.032	6.6	LOS A	0.1	2.9	0.61	0.54	0.61	31.5
East: Edwards Road															
1	L2	All MCs	7	3.0	7	3.0	0.621	9.6	LOS A	6.1	155.0	0.39	0.14	0.39	30.6
6	T1	All MCs	509	3.0	509	3.0	0.621	9.6	LOS A	6.1	155.0	0.39	0.14	0.39	31.1
16	R2	All MCs	270	3.0	270	3.0	0.621	9.6	LOS A	6.1	155.0	0.39	0.14	0.39	30.9
Approach			785	3.0	785	3.0	0.621	9.6	LOS A	6.1	155.0	0.39	0.14	0.39	31.0
North: McNeil Road															
7	L2	All MCs	222	3.0	222	3.0	0.322	8.5	LOS A	1.5	37.4	0.63	0.52	0.63	29.5
4	T1	All MCs	1	3.0	1	3.0	0.322	8.5	LOS A	1.5	37.4	0.63	0.52	0.63	30.0
14	R2	All MCs	23	3.0	23	3.0	0.322	8.5	LOS A	1.5	37.4	0.63	0.52	0.63	29.8
Approach			246	3.0	246	3.0	0.322	8.5	LOS A	1.5	37.4	0.63	0.52	0.63	29.6
West: Edwards Road															
5	L2	All MCs	48	3.0	48	3.0	0.539	9.9	LOS A	3.8	96.1	0.61	0.38	0.62	30.3
2	T1	All MCs	508	3.0	508	3.0	0.539	9.9	LOS A	3.8	96.1	0.61	0.38	0.62	30.8
12	R2	All MCs	10	3.0	10	3.0	0.539	9.9	LOS A	3.8	96.1	0.61	0.38	0.62	30.6
Approach			565	3.0	565	3.0	0.539	9.9	LOS A	3.8	96.1	0.61	0.38	0.62	30.8
All Vehicles			1614	3.0	1614	3.0	0.621	9.5	LOS A	6.1	155.0	0.50	0.28	0.51	30.7

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Roundabout LOS Method: Same as Sign Control.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
Roundabout Capacity Model: US HCM 6.
Delay Model: HCM Delay Formula (Stopline Delay: Geometric Delay is not included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: Siegloch M1 implied by US HCM 6 Roundabout Capacity Model.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

MOVEMENT SUMMARY

Site: 101 [McNeil and Edwards (Site Folder: General)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

Roundabout
Site Category: (None)
Roundabout

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] ft	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed mph
South: Driveway															
3	L2	All MCs	1	3.0	1	3.0	0.005	5.7	LOS A	0.0	0.5	0.57	0.41	0.57	31.7
8	T1	All MCs	1	3.0	1	3.0	0.005	5.7	LOS A	0.0	0.5	0.57	0.41	0.57	32.2
18	R2	All MCs	1	3.0	1	3.0	0.005	5.7	LOS A	0.0	0.5	0.57	0.41	0.57	32.0
Approach			3	3.0	3	3.0	0.005	5.7	LOS A	0.0	0.5	0.57	0.41	0.57	32.0
East: Edwards Road															
1	L2	All MCs	1	3.0	1	3.0	0.563	6.8	LOS A	5.2	132.3	0.14	0.03	0.14	31.8
6	T1	All MCs	521	3.0	521	3.0	0.563	6.8	LOS A	5.2	132.3	0.14	0.03	0.14	32.4
16	R2	All MCs	225	3.0	225	3.0	0.563	6.8	LOS A	5.2	132.3	0.14	0.03	0.14	32.1
Approach			747	3.0	747	3.0	0.563	6.8	LOS A	5.2	132.3	0.14	0.03	0.14	32.3
North: McNeil Road															
7	L2	All MCs	246	3.0	246	3.0	0.359	9.1	LOS A	1.7	44.4	0.65	0.55	0.68	29.3
4	T1	All MCs	1	3.0	1	3.0	0.359	9.1	LOS A	1.7	44.4	0.65	0.55	0.68	29.8
14	R2	All MCs	27	3.0	27	3.0	0.359	9.1	LOS A	1.7	44.4	0.65	0.55	0.68	29.6
Approach			274	3.0	274	3.0	0.359	9.1	LOS A	1.7	44.4	0.65	0.55	0.68	29.4
West: Edwards Road															
5	L2	All MCs	9	3.0	9	3.0	0.429	8.2	LOS A	2.5	63.9	0.54	0.34	0.54	31.2
2	T1	All MCs	428	3.0	428	3.0	0.429	8.2	LOS A	2.5	63.9	0.54	0.34	0.54	31.7
12	R2	All MCs	3	3.0	3	3.0	0.429	8.2	LOS A	2.5	63.9	0.54	0.34	0.54	31.5
Approach			440	3.0	440	3.0	0.429	8.2	LOS A	2.5	63.9	0.54	0.34	0.54	31.7
All Vehicles			1464	3.0	1464	3.0	0.563	7.6	LOS A	5.2	132.3	0.36	0.22	0.36	31.5

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Roundabout LOS Method: Same as Sign Control.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
Roundabout Capacity Model: US HCM 6.
Delay Model: HCM Delay Formula (Stopline Delay: Geometric Delay is not included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: Siegloch M1 implied by US HCM 6 Roundabout Capacity Model.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

APPENDIX E

DRIVEWAY ANALYSIS

APPENDIX G

TURN LANE NEED AND LENGTH DETERMINATION

a. Right Turn Lanes

The potential need for right-turn lanes at the site access connections shall be evaluated based on guidelines provided in the Florida Department of Transportation's Driveway Handbook (March 2005). These guidelines are essentially based on roadway speed and type.

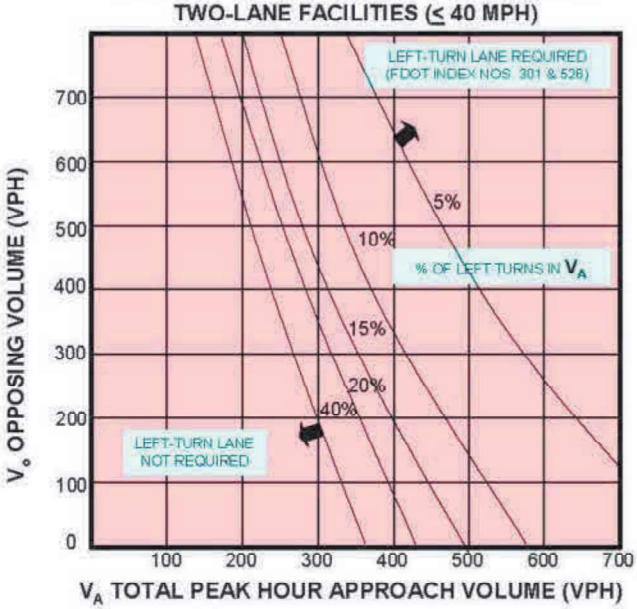
b. Left Turn Lanes

The need for left-turn lanes is typically evaluated based on research documented in National Cooperative Highway Research Program (NCHRP) Report 279 Intersection Channelization Design Guide. The curves included in this report are included below.

c. Deceleration and Storage Lengths

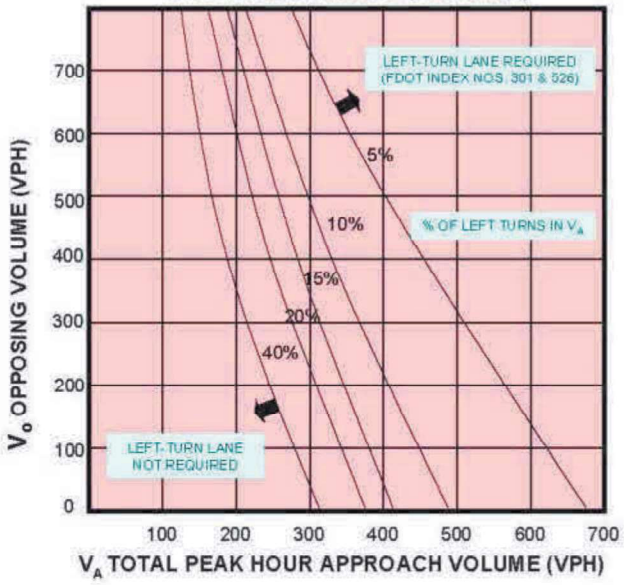
1) Deceleration length shall be based on Index 301 of FDOT's *Design Standards*.
2) Storage Length shall be based on 95th percentile queue estimates provided by the software used in the level of service computation.
3) The provision of deceleration and storage lengths may be modified or waived by the Local Government's Engineer or his/her designee if it is determined that due to site specific constraints, the implementation will not be feasible or practical.

GRAPH 2A. LEFT-TURN LANE WARRANTS – TWO-LANE FACILITIES (≤ 40 MPH)



Note: Left-turn lane not required when intersection of V_A and V_O is below the curve corresponding to the % of left turns in V_A.

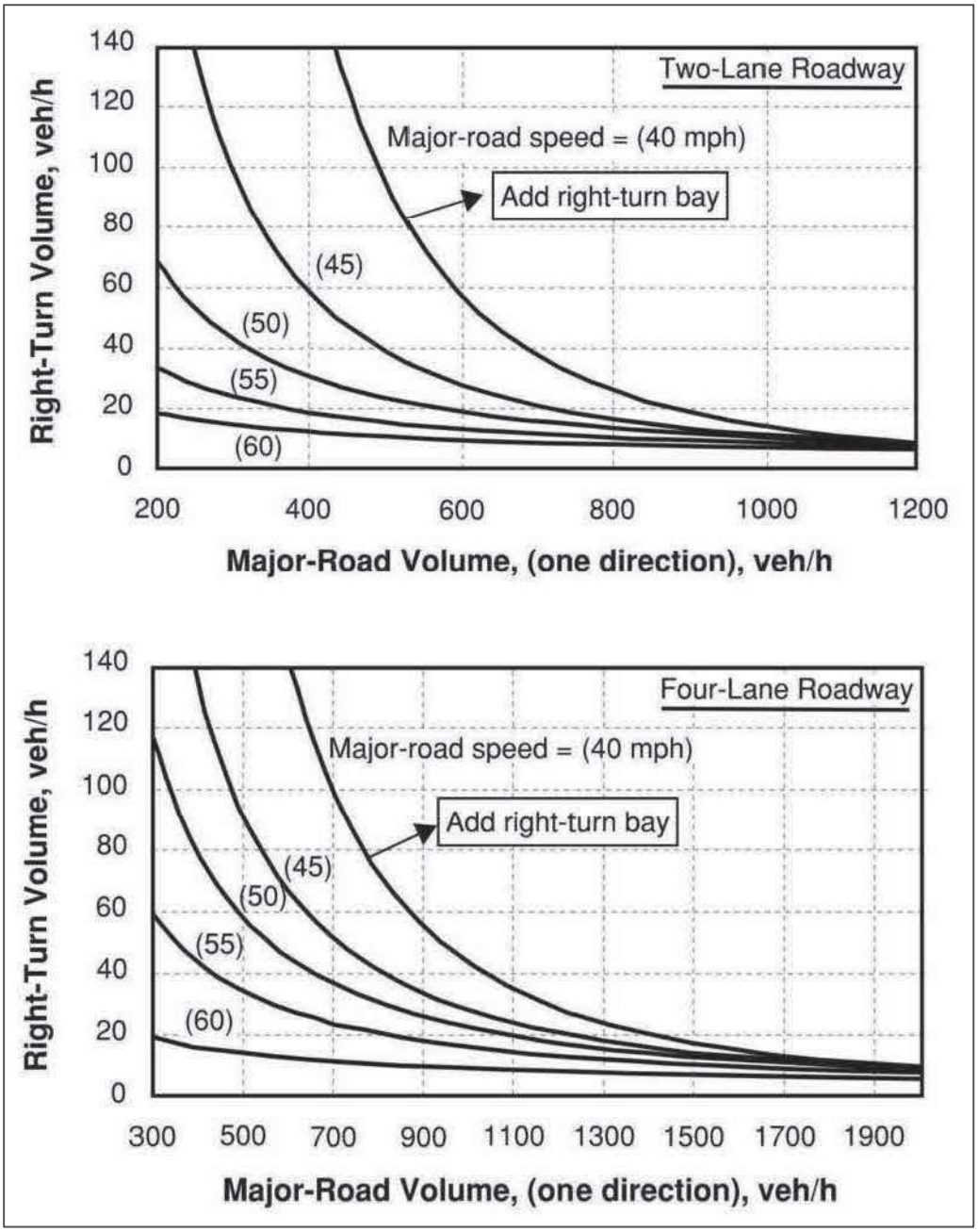
GRAPH 2B. LEFT-TURN LANE WARRANTS – TWO-LANE FACILITIES (45-50 MPH)



Note: Left-turn lane not required when intersection of V_A and V_O is below the curve corresponding to the % of left turns in V_A.

Graph 2A & 2B – Source: Derived from National Cooperative Highway Research Program Report #279.

Figure 74 | Recommended Guidelines for Exclusive Right-Turn Lanes to Unsignalized Driveway/Intersection



Source: NCHRP Report 457, TDOT Highway System Access Manual

HCS Two-Way Stop-Control Report

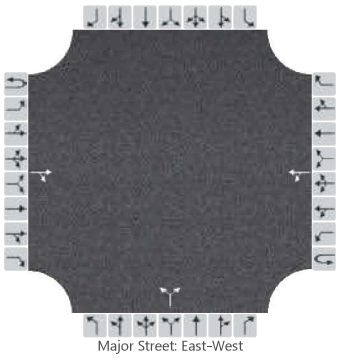
General Information

Analyst	KS
Agency/Co.	OREP
Date Performed	7/9/2024
Analysis Year	2027
Time Analyzed	AM Peak Hour
Intersection Orientation	East-West
Project Description	Project Buildout

Site Information

Intersection	Edwards and Project Driveway
Jurisdiction	St Lucie County
East/West Street	Edwards Road
North/South Street	Project Driveway
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Major Street: East-West

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)			520	8		5	495			24		16				
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)						5					43					
Capacity, c (veh/h)						994					292					
v/c Ratio						0.01					0.15					
95% Queue Length, Q_{95} (veh)						0.0					0.5					
95% Queue Length, Q_{95} (ft)						0.0					12.8					
Control Delay (s/veh)						8.6	0.1				19.5					
Level of Service (LOS)						A	A				C					
Approach Delay (s/veh)					0.2				19.5							
Approach LOS					A				C							

HCS Two-Way Stop-Control Report

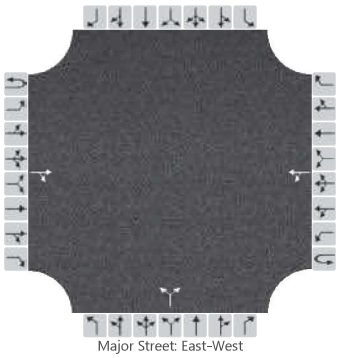
General Information

Analyst	KS
Agency/Co.	OREP
Date Performed	7/9/2024
Analysis Year	2027
Time Analyzed	PM Peak Hour
Intersection Orientation	East-West
Project Description	Project Buildout

Site Information

Intersection	Edwards and Project Driveway
Jurisdiction	St Lucie County
East/West Street	Edwards Road
North/South Street	Project Driveway
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Major Street: East-West

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)			406	22		15	505			16		10				
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)						16					28					
Capacity, c (veh/h)						1091					323					
v/c Ratio						0.01					0.09					
95% Queue Length, Q_{95} (veh)						0.0					0.3					
95% Queue Length, Q_{95} (ft)						0.0					7.7					
Control Delay (s/veh)						8.4	0.2				17.2					
Level of Service (LOS)						A	A				C					
Approach Delay (s/veh)					0.4				17.2							
Approach LOS					A				C							