O'ROURKE
ENGINEERING & PLANNING

TRAFFIC ANALYSIS

FOR

Integrity First

Prepared for:

Mr. Guiseppe "Joe" Scionti
The Integrity First Group
1812 Aragon Ave, Suite A
Lake Worth Beach, Florida 33461

Prepared by:

O'Rourke Engineering & Planning
3725 S East Ocean Blvd, Suite 201
Stuart, Florida 34996
772-781-7918

April 16, 2024

24164.01.03

Prepared by: O'Rourke Engineering & Planning Certificate of Authorization: #26869 3725 S East Ocean Blvd, Suite 201 Stuart, Florida 34996 772-781-7918	Professional Engineer Susan E. O'Rourke, P.E. Date signed and sealed: 04/16/2024 License #: 42684

O'ROURKE
ENGINEERING & PLANNING

April 16, 2024

Mr. Guiseppe "Joe" Scionti
The Integrity First Group
1812 Aragon Ave, Suite A
Lake Worth Beach, Florida 33461

Re: Integrity First

Dear Mr. Scionti:

O'Rourke Engineering & Planning has completed the analysis of the proposed residential development located on Sunrise Boulevard 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

C6 - Integrity First - TIA

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INTRODUCTION

O'Rourke Engineering & Planning was retained to prepare a traffic analysis for the proposed development consisting of 50 Single Family dwelling units located on Sunrise Boulevard in St. Lucie County, Florida. The purpose of this report is to determine the project's impact on the surrounding roadway system.

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

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

Each of these steps is outlined herein.

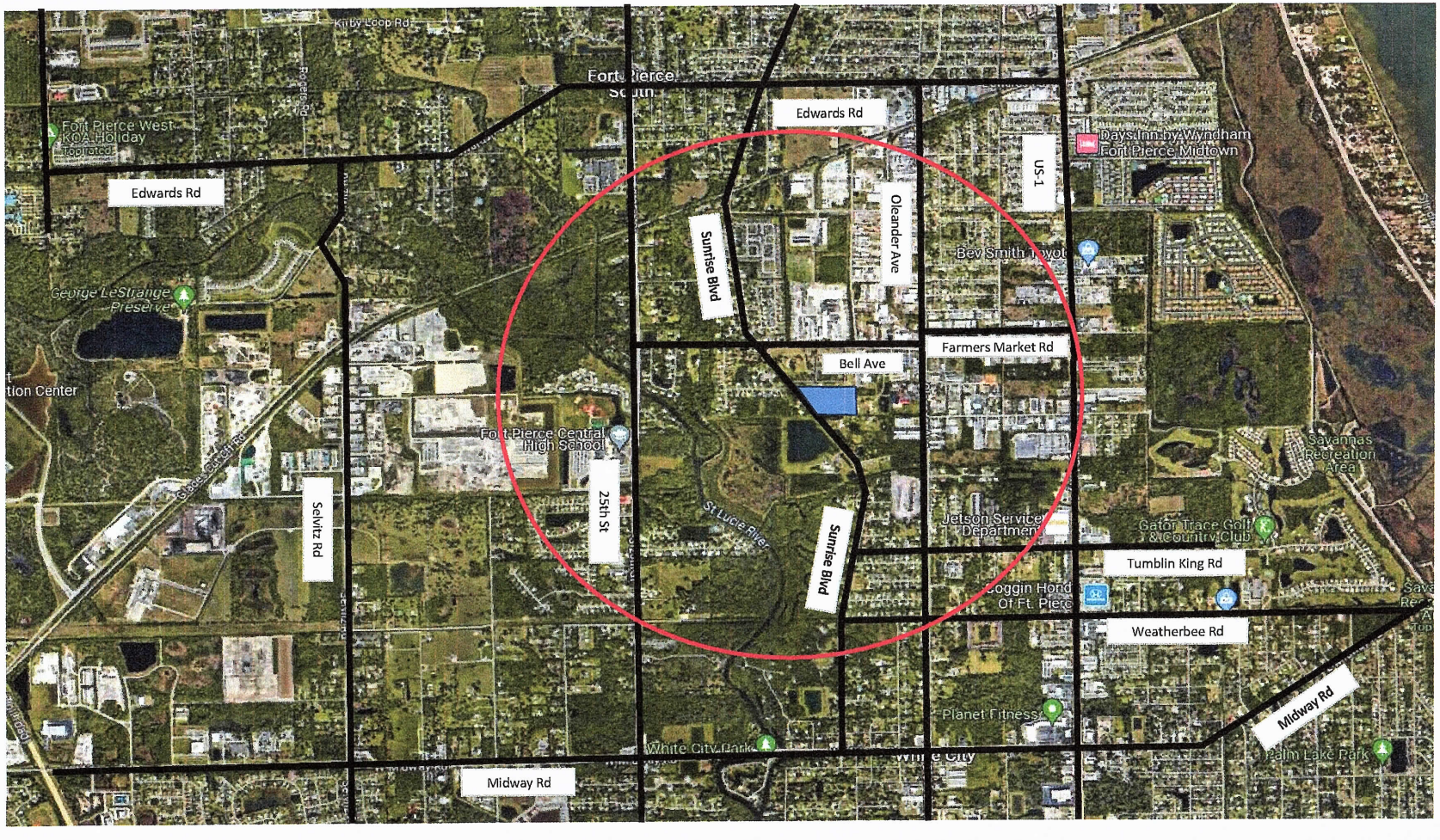
PROJECT DESCRIPTION

The proposed development located on Sunrise Boulevard in St. Lucie County, Florida, will consist of 50 Single Family dwelling units. The site is currently vacant. The project will have access to Sunrise Boulevard via one full access driveway. The project has an anticipated buildout year of 2027. The project location is shown in **Figure 1**. The number of lanes is also shown in **Figure 1**.

PROJECT TRAFFIC

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

As shown, the project will generate 533 new daily trips. There will be 40 AM peak hour trips with 10 entering the project and 30 trips exiting the project. The project will generate 52 new PM peak hour trips. There will be 33 trips entering the project and 19 trips exiting the project in the PM peak hour.



NTS

O'ROURKE ENGINEERING & PLANNING

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

Job Number:

Date:

Legend

= Project Location

= 1 Mile Radius

Figure 1

Project Location

Integrity First

Table 1 - Trip Generation

Table 1a: Daily

Land Use	ITE Code	Intensity	Units	Trip Generation Rate	Directional Split		Net New Trips		
					In	Out	In	Out	Total
Single Family Detached	210	50	DU	Ln(T) = 0.92Ln(X) + 2.68	50%	50%	267	266	533
TOTALS							**267**	**266**	**533**

Source: ITE 11th Edition Trip Generation Rates

Table 1b: AM Peak Hour

Land Use	ITE Code	Intensity	Units	Trip Generation Rate	Directional Split		Net New Trips		
					In	Out	In	Out	Total
Single Family Detached	210	50	DU	Ln(T) = 0.91Ln(X) + 0.12	25%	75%	10	30	40
TOTALS							**10**	**30**	**40**

Source: ITE 11th Edition Trip Generation Rates

Table 1c: PM Peak Hour

Land Use	ITE Code	Intensity	Units	Trip Generation Rate	Directional Split		Net New Trips		
					In	Out	In	Out	Total
Single Family Detached	210	50	DU	Ln(T) = 0.94Ln(X) + 0.27	63%	37%	33	19	52
TOTALS							**33**	**19**	**52**

Source: ITE 11th Edition Trip Generation Rates

EXISTING CONDITIONS

The study area is defined as the roadways upon which the project has an impact of 1% of the level of service capacity within the radius of development influence of 1 mile. Once the project traffic was assigned, the study area was refined based on the impact percentages.

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

Existing Lane Geometrics and Traffic Control

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

- Sunrise Boulevard is a two-lane undivided major collector roadway with a general north/south alignment.
- Bell Avenue is a two-lane undivided major collector with an east/west alignment.
- Midway Road is a four-lane divided principal arterial with an east/west alignment.
- 25th Street is a four-lane divided principal arterial with a north/south alignment.
- Oleander Avenue is a two-lane minor arterial with a north/south alignment.

Existing Traffic Volumes/ Service Volume

Link volume data was obtained from the St. Lucie County TPO. The count data along with the number of lanes and the associated peak hour/peak direction service volumes will be summarized in the upcoming sections of the report. The service volumes were developed based on the St. Lucie County 2023 Traffic Counts and Level of Service Report. Traffic volumes for the intersection of Sunrise Boulevard and Bell Avenue were counted on April 2, 2024, during the AM and PM peak periods.

Appendix B includes the St. Lucie County 2023 Traffic Counts and Level of Service Report.

PROJECT DISTRIBUTION/ ASSIGNMENT/IMPACT

The project traffic was distributed by general geographic direction and then assigned to the roadway network.

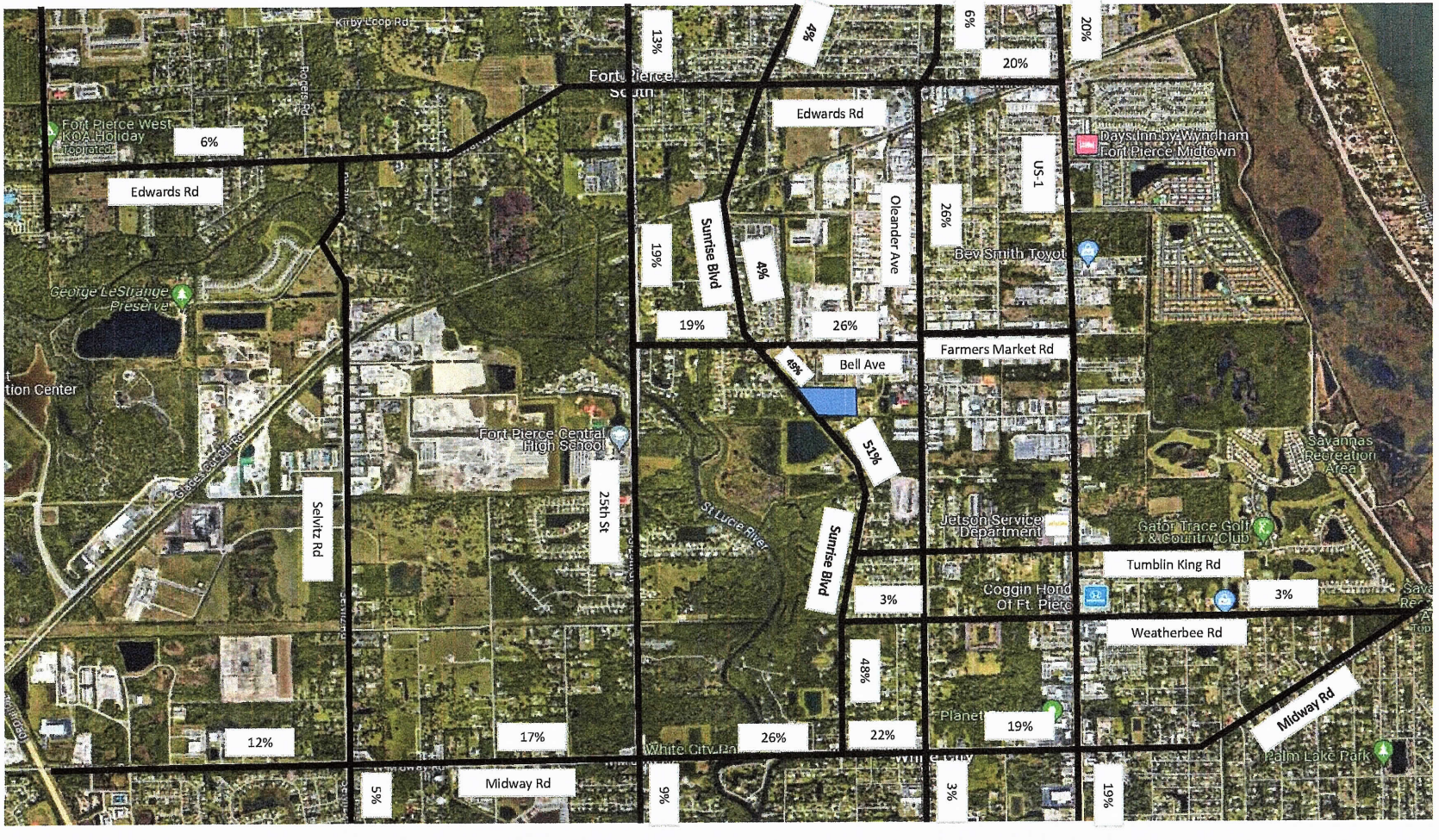
Distribution/ Assignment – This general distribution led to an assignment of trips based on the anticipated ultimate destinations and the roadway paths used to reach those destinations. The project assignment for the proposed development is shown in **Figure 2.**

Impact – Tables 2a and 2b summarize the project impact as a percent of service volume capacity. Significant is defined as 1% or more within the radius of development impact. As shown in **Tables 2a and 2b**, the project is significant on Sunrise Boulevard, Bell Avenue, and Oleander Avenue.

LINK ANALYSIS

The links where the project traffic is significant were analyzed further to ensure they will meet concurrency. A 5-year area wide growth rate was calculated using the FDOT Historical Traffic Count volumes. The calculated growth rate resulted in a rate of 1.16%. Existing traffic volumes were taken from the TPO Level of Service report and grown using the higher of 2.5% per year or 1% plus committed projects. "Other approved" unbuilt projects include Dade & Sunrise, American Silicon, Oleander Oaks, and Napa Auto. Project traffic was then added to create total traffic. **Tables 3a and 3b** summarize the results of the link analysis. As shown, the link of Oleander Avenue from Bell Avenue to Farmer's Market Road is currently operating below the adopted level of service. Based on FS 163.318 the project is not responsible for deficient links. All other significant links will remain at an acceptable level of service at project buildout.

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



NTS

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

Job Number:

Date:

Legend

= Project Location

Figure 2

Project Percent Assignment

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Table 2a: Percent Impact - AM Peak Hour

Segment	From	To	Direction		Lanes	Is Project Traffic More than 1%of Capacity?	LOS D Directional Peak Hour	Directional Peak Project Volume	Project Percent Assignment	Directional Percent Project of Capacity
Sunrise Blvd	Midway Rd	Project Entrance	NB	IN	2L	No	540	5	51%	0.93%
	Midway Rd	Project Entrance	SB	OUT	2L	Yes	540	15	51%	2.78%
	Project Entrance	Bell Ave	NB	OUT	2L	Yes	540	15	49%	2.78%
	Project Entrance	Bell Ave	SB	IN	2L	No	540	5	49%	0.93%
	Bell Ave	Edwards Road	NB	OUT	2L	No	750	1	4%	0.13%
	Bell Ave	Edwards Road	SB	IN	2L	No	750	0	4%	0.00%
	Edwards Road	Cortez Blvd	NB	OUT	2L	No	600	1	4%	0.17%
	Edwards Road	Cortez Blvd	SB	IN	2L	No	600	0	4%	0.00%
Bell Ave	25th St	Sunrise Blvd	EB	IN	2L	No	790	2	19%	0.25%
	25th St	Sunrise Blvd	WB	OUT	2L	No	790	6	19%	0.76%
	Sunrise Blvd	Oleander Ave	EB	OUT	2L	Yes	600	8	26%	1.33%
	Sunrise Blvd	Oleander Ave	WB	IN	2L	No	600	3	26%	0.50%
Oleander Ave	Kitterman Rd	Midway Rd	NB	IN	2L	No	750	0	3%	0.00%
	Kitterman Rd	Midway Rd	SB	OUT	2L	No	750	1	3%	0.13%
	Bell Ave	Farmer's Market Rd	NB	OUT	2L	Yes	540	8	26%	1.48%
	Bell Ave	Farmer's Market Rd	SB	IN	2L	No	540	3	26%	0.56%
	Farmer's Market Rd	Edwards Road	NB	OUT	2L	Yes	750	8	26%	1.07%
	Farmer's Market Rd	Edwards Road	SB	IN	2L	No	750	3	26%	0.40%
	Edwards Road	Wisteria Ave	NB	OUT	2L	No	750	2	6%	0.27%
	Edwards Road	Wisteria Ave	SB	IN	2L	No	750	1	6%	0.13%
Midway Rd	Selvitz Rd	25th St	EB	IN	4LD	No	2100	2	17%	0.10%
	Selvitz Rd	25th St	WB	OUT	4LD	No	2100	5	17%	0.24%
	25th St	Sunrise Blvd	EB	IN	4LD	No	2100	3	26%	0.14%
	25th St	Sunrise Blvd	WB	OUT	4LD	No	2100	8	26%	0.38%
	Sunrise Blvd	Oleander Ave	EB	OUT	4LD	No	2100	7	22%	0.33%
	Sunrise Blvd	Oleander Ave	WB	IN	4LD	No	2100	2	22%	0.10%
	Oleander Ave	US-1	EB	OUT	4LD	No	2100	6	19%	0.29%
	Oleander Ave	US-1	WB	IN	4LD	No	2100	2	19%	0.10%
25th St	Bell Ave	Edwards Road	NB	OUT	4LD	No	2100	6	19%	0.29%
	Bell Ave	Edwards Road	SB	IN	4LD	No	2100	2	19%	0.10%
	Edwards Road	Cortez Blvd	NB	OUT	4LD	No	2000	4	13%	0.20%
	Edwards Road	Cortez Blvd	SB	IN	4LD	No	2000	1	13%	0.05%
Edwards Road	McNeil Rd	Selvitz Rd	EB	IN	4LD	No	700	1	6%	0.14%
	McNeil Rd	Selvitz Rd	WB	OUT	4LD	No	700	2	6%	0.29%
	Selvitz Rd	25th St	EB	IN	2L	No	880	1	6%	0.11%
	Selvitz Rd	25th St	WB	OUT	2L	No	880	2	6%	0.23%
	Oleander Ave	US-1	EB	OUT	4LD	No	1630	6	20%	0.37%
	Oleander Ave	US-1	WB	IN	4LD	No	1630	2	20%	0.12%

Source: St. Lucie County Traffic Counts and Level of Service Report 2023

In: 10
Out: 30

Table 2b: Percent Impact - PM Peak Hour

Segment	From	To	Direction		Lanes	Is Project Traffic More than 1%of Capacity?	LOS D Directional Peak Hour	Directional Peak Project Volume	Project Percent Assignment	Directional Percent Project of Capacity
Sunrise Blvd	Midway Rd	Project Entrance	NB	IN	2L	Yes	540	17	51%	3.15%
	Midway Rd	Project Entrance	SB	OUT	2L	Yes	540	10	51%	1.85%
	Project Entrance	Bell Ave	NB	OUT	2L	Yes	540	9	49%	1.67%
	Project Entrance	Bell Ave	SB	IN	2L	Yes	540	16	49%	2.96%
	Bell Ave	Edwards Road	NB	OUT	2L	No	750	1	4%	0.13%
	Bell Ave	Edwards Road	SB	IN	2L	No	750	1	4%	0.13%
	Edwards Road	Cortez Blvd	NB	OUT	2L	No	600	1	4%	0.17%
	Edwards Road	Cortez Blvd	SB	IN	2L	No	600	1	4%	0.17%
Bell Ave	25th St	Sunrise Blvd	EB	IN	2L	No	790	6	19%	0.76%
	25th St	Sunrise Blvd	WB	OUT	2L	No	790	4	19%	0.51%
	Sunrise Blvd	Oleander Ave	EB	OUT	2L	No	600	5	26%	0.83%
	Sunrise Blvd	Oleander Ave	WB	IN	2L	Yes	600	9	26%	1.50%
Oleander Ave	Kitterman Rd	Midway Rd	NB	IN	2L	No	750	1	3%	0.13%
	Kitterman Rd	Midway Rd	SB	OUT	2L	No	750	1	3%	0.13%
	Bell Ave	Farmer's Market Rd	NB	OUT	2L	No	540	5	26%	0.93%
	Bell Ave	Farmer's Market Rd	SB	IN	2L	Yes	540	9	26%	1.67%
	Farmer's Market Rd	Edwards Road	NB	OUT	2L	No	750	5	26%	0.67%
	Farmer's Market Rd	Edwards Road	SB	IN	2L	Yes	750	9	26%	1.20%
	Edwards Road	Wisteria Ave	NB	OUT	2L	No	750	1	6%	0.13%
	Edwards Road	Wisteria Ave	SB	IN	2L	No	750	2	6%	0.27%
Midway Rd	Selvitz Rd	25th St	EB	IN	4LD	No	2100	6	17%	0.29%
	Selvitz Rd	25th St	WB	OUT	4LD	No	2100	3	17%	0.14%
	25th St	Sunrise Blvd	EB	IN	4LD	No	2100	9	26%	0.43%
	25th St	Sunrise Blvd	WB	OUT	4LD	No	2100	5	26%	0.24%
	Sunrise Blvd	Oleander Ave	EB	OUT	4LD	No	2100	4	22%	0.19%
	Sunrise Blvd	Oleander Ave	WB	IN	4LD	No	2100	7	22%	0.33%
	Oleander Ave	US-1	EB	OUT	4LD	No	2100	4	19%	0.19%
	Oleander Ave	US-1	WB	IN	4LD	No	2100	6	19%	0.29%
25th St	Bell Ave	Edwards Road	NB	OUT	4LD	No	2100	4	19%	0.19%
	Bell Ave	Edwards Road	SB	IN	4LD	No	2100	6	19%	0.29%
	Edwards Road	Cortez Blvd	NB	OUT	4LD	No	2000	2	13%	0.10%
	Edwards Road	Cortez Blvd	SB	IN	4LD	No	2000	4	13%	0.20%
Edwards Road	McNeil Rd	Selvitz Rd	EB	IN	4LD	No	700	2	6%	0.29%
	McNeil Rd	Selvitz Rd	WB	OUT	4LD	No	700	1	6%	0.14%
	Selvitz Rd	25th St	EB	IN	2L	No	880	2	6%	0.23%
	Selvitz Rd	25th St	WB	OUT	2L	No	880	1	6%	0.11%
	Oleander Ave	US-1	EB	OUT	4LD	No	1630	4	20%	0.25%
	Oleander Ave	US-1	WB	IN	4LD	No	1630	7	20%	0.43%

Source: St. Lucie County Traffic Counts and Level of Service Report 2023

In: 33
Out: 19

Table 3a: Link Analysis - AM Peak Hour

Segment	From	To	Direction		Lanes	Is Project Traffic More than 1% of Capacity?	2023 AADT [1]	D Factor	2023 Volume Peak Hour Peak Direction (TPO)	2023 Volume Peak Hour Directional [1]	Growth Rate [2]	2027 Peak Hour, Direct. Volume (2023 + Growth)	AM Commited Traffic	2027 Peak Hour, Direct. Volume (1% Growth + Committed)	Highest Growth	LOS D Directional Peak Hour	Directional Peak Project Volume	Project Percent Assignment	Directional Percent Project of Capacity	Total Traffic (Peak Direction)	Does Project Meet Concurrency?
Sunrise Blvd	Midway Rd	Project Entrance	SB	OUT	2L	Yes	3,611	0.530	218	218	2.50%	241	7	234	241	540	15	51%	2.78%	256	Yes
	Project Entrance	Bell Ave	NB	OUT	2L	Yes	3,611	0.470	218	193	2.50%	213	2	203	213	540	15	49%	2.78%	228	Yes
Bell Ave	Sunrise Blvd	Oleander Ave	EB	OUT	2L	Yes	4,600	0.480	280	258	2.50%	285	1	270	285	600	8	26%	1.33%	293	Yes
Oleander Ave	Bell Ave	Farmer's Market Rd	NB	OUT	2L	Yes	12,703	0.514	613	613	2.50%	677	86	724	724	540	8	26%	1.48%	732	Yes [3]
	Farmer's Market Rd	Edwards Road	NB	OUT	2L	Yes	12,703	0.514	613	613	2.50%	677	77	715	715	750	8	26%	1.07%	723	Yes

(1) St. Lucie County Traffic Counts and Level of Service Report 2023
(2) Growth rate calculated from FDOT Historical AADT
(3) Existing Roadway Failure, Project Not Responsible For Mitigation

In:	10
Out:	30
Years Grown	4

Table 3b: Link Analysis - PM Peak Hour

Segment	From	To	Direction		Lanes	Is Project Traffic More than 1% of Capacity?	2023 AADT [1]	D Factor	2023 Volume Peak Hour Peak Direction TPO	2023 Volume Peak Hour Directional [1]	Growth Rate [2]	2027 Peak Hour, Direct. Volume (2023 + Growth)	PM Commited Traffic	2027 Peak Hour, Direct. Volume (1% Growth + Committed)	Highest Growth	LOS D Directional Peak Hour	Directional Peak Project Volume	Project Percent Assignment	Directional Percent Project of Capacity	Total Traffic (Peak Direction)	Does Project Meet Concurrency?
Sunrise Blvd	Midway Rd	Project Entrance	NB	IN	2L	Yes	3,611	0.510	230	230	2.50%	254	7	246	254	540	17	51%	3.15%	271	Yes
	Midway Rd	Project Entrance	SB	OUT	2L	Yes	3,611	0.490	230	221	2.50%	244	4	234	244	540	10	51%	1.85%	254	Yes
	Project Entrance	Bell Ave	NB	OUT	2L	Yes	3,611	0.510	230	230	2.50%	254	7	246	254	540	9	49%	1.67%	263	Yes
	Project Entrance	Bell Ave	SB	IN	2L	Yes	3,611	0.490	230	221	2.50%	244	4	234	244	540	16	49%	2.96%	260	Yes
Bell Ave	Sunrise Blvd	Oleander Ave	WB	IN	2L	Yes	4,600	0.560	256	256	2.50%	283	1	267	283	600	9	26%	1.50%	292	Yes
Oleander Ave	Bell Ave	Farmer's Market Rd	SB	IN	2L	Yes	12,703	0.514	581	581	2.50%	641	64	669	669	540	9	26%	1.67%	678	Yes [3]
	Farmer's Market Rd	Edwards Road	SB	IN	2L	Yes	12,703	0.514	581	581	2.50%	641	56	661	661	750	9	26%	1.20%	670	Yes

(1) St. Lucie County Traffic Counts and Level of Service Report Fall 2023
(2) Growth rate calculated from FDOT Historical AADT
(3) Existing Roadway Failure, Project Not Responsible For Mitigation

In:	33
Out:	19
Years Grown	4

INTERSECTION ANALYSIS

The intersection of Bell Avenue and Sunrise Boulevard is a four-way stop, with flashing beacons. There is a single approach on all lanes except the northbound flared right turn lane. The analysis does not reflect the lane since the through and left queues could block access during the peak hour. The intersection was counted during the AM and PM peak hours on April 2, 2024. A seasonal factor of 1.01 was applied to the traffic counts. The growth rate of 2.5% was applied for 3 years, and the background projects consisting of Dade & Sunrise, Oleander Oaks, American Silicone, and Napa Auto were then added. Finally, project traffic was added to determine the 2027 total traffic.

The intersection was analyzed using HCS for unsignalized intersections. As shown in **Table 4**, the Sunrise Boulevard & Bell Avenue intersection will operate at a LOS B in the AM and PM peak hours with the existing lane configuration for Existing and Total Traffic 2027 conditions.

Appendix D includes the intersection analysis and data.

Table 4: Intersection/Driveway Level of Service

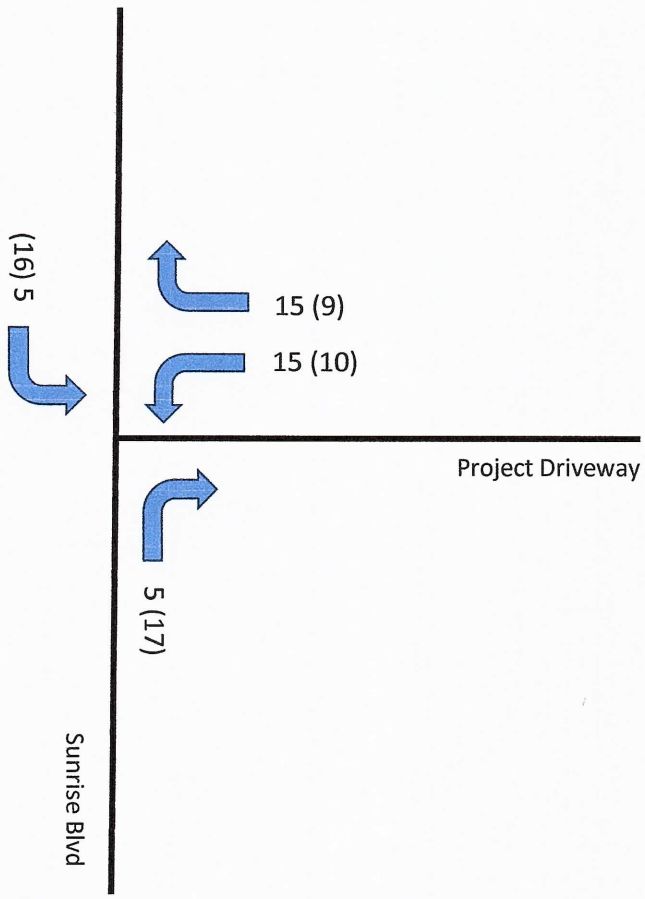
Intersection	Period	Existing		2027 wo/Project		2027 w/Project	
		Delay	LOS	Delay	LOS	Delay	LOS
Sunrise Blvd & Bell Ave	AM	11.4	B	12.7	B	13.0	B
	PM	12.3	B	14.1	B	14.7	B
Sunrise Blvd & Project Driveway	AM	N/A	N/A	N/A	N/A	11.3	B
	PM	N/A	N/A	N/A	N/A	11.6	B

DRIVEWAY ANALYSIS

There will be one project driveway located on Sunrise Boulevard. The driveway on Sunrise Boulevard will be a full access driveway. **Figure 3** illustrates the project traffic at the driveway. The FDOT multi-modal guidebook was used to determine the need for right and left turn lanes at the project driveways. Sunrise Boulevard has a posted speed limit of 35 MPH. The PM peak hour has the highest turning volumes. The Project Driveway has approximately 6% southbound left turns and an approaching volume of 263 vehicles and an opposing volume of 279 vehicles in the peak hour. Therefore, a southbound left-turn lane is not warranted at the Project Driveway. The Project Driveway has a northbound right-turn volume of 17 vehicles in the peak hour and an approach volume of 279 vehicles. Therefore, a northbound right-turn lane is not warranted at the Project Driveway.

The project driveway was analyzed using HCS for unsignalized intersections. As shown in Table 4, the Project Driveway will operate at a LOS B in the AM and PM peak hours at project buildout.

Appendix E includes the driveway analysis and data.



	IN	OUT
AM	10	30
PM	33	19

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Stuart, Fl, 34996

Job #:

Date:

Legend

Figure 3

Driveway Volumes

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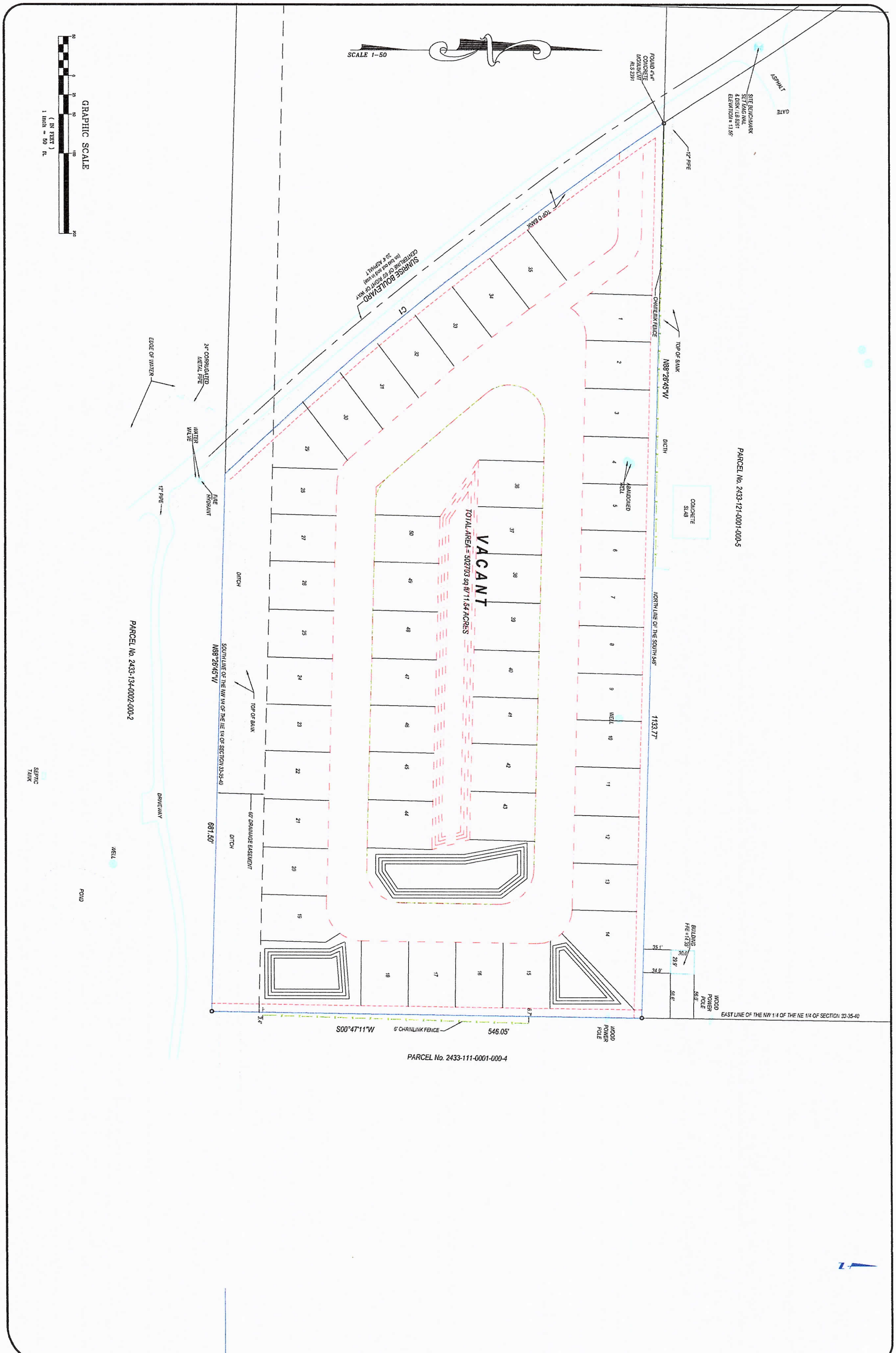
CONCLUSION

With 40 net new AM peak hour trips and 52 net new PM peak hour trips, all links and intersections are projected to operate at acceptable levels of service with the existing roadway network, with the exception of Oleander Avenue from Bell Avenue to Farmer's Market Road, which is currently operating below the adopted level of service. As this is an existing deficiency, the project is not responsible for improvements to this roadway. Therefore, the project meets the requirements for concurrency.

APPENDIX A

Site Plan


GRAPHIC SCALE
(IN FEET)
1 inch = 50 ft.
SCALE 1=50
SUNRISE BOULEVARD
VACANT
TOTAL AREA = 502703 sq.ft/ 11.54 ACRES
PARCEL No. 2433-121-0001-000-5
PARCEL No. 2433-134-0002-000-2
PARCEL No. 2433-111-0001-000-4
N88°26'45"W
1133.77'
681.50'
S00°47'11"W
546.05'
6' CHAINLINK FENCE
CONCRETE SLAB
EAST LINE OF THE NW 1/4 OF THE NE 1/4 OF SECTION 33-35-40

APPENDIX B

St. Lucie County 2023 Traffic Counts and Level of Service Report

St. Lucie Transportation Planning Organization

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

Traffic Counts and Level of Service Report
2023

Roadway Name	Location	AADT	Pk Hr Service Capacity	AM Pk Hr Pk Dir			PM Pk Hr Pk Dir		
				Volume	LOS	V/C	Volume	LOS	V/C
2ND ST	CITRUS AVE to ORANGE AVE	2,152	540	152	C	0.28	159	C	0.29
2ND ST	ORANGE AVE to AVENUE A	2,358	540	147	C	0.27	146	C	0.27
7TH ST	SUNRISE BLVD to GEORGIA AVE	1,700	600	113	C	0.19	133	C	0.22
7TH ST	GEORGIA AVE to DELAWARE AVE	2,700	790	203	C	0.26	217	C	0.28
7TH ST	DELAWARE AVE to CITRUS AVE	3,600	790	252	C	0.32	235	C	0.30
7TH ST	CITRUS AVE to ORANGE AVE	3,600	750	252	C	0.34	235	C	0.31
7TH ST	ORANGE AVE to AVENUE C	2,922	750	207	C	0.28	209	C	0.28
7TH ST	AVENUE C to AE BACKUS AVE	2,922	540	207	C	0.38	209	C	0.39
7TH ST	AE BACKUS AVE to AVENUE D	2,922	750	207	C	0.28	209	C	0.28
7TH ST	AVENUE D to AVENUE H	1,884	750	127	C	0.17	128	C	0.17
10TH ST	DELAWARE AVE to ORANGE AVE	1,358	600	90	C	0.15	80	C	0.13
10TH ST	ORANGE AVE to AVENUE C	1,358	600	90	C	0.15	80	C	0.13
10TH ST	AVENUE C to AVENUE D	1,358	540	90	C	0.17	80	C	0.15
13TH ST	VIRGINIA AVE to NEBRASKA AVE	6,900	750	469	D	0.63	445	D	0.59
13TH ST	NEBRASKA AVE to GEORGIA AVE	6,900	790	469	D	0.59	445	D	0.56
13TH ST	GEORGIA AVE to DELAWARE AVE	4,711	750	231	C	0.31	239	C	0.32
13TH ST	DELAWARE AVE to ORANGE AVE	4,076	750	253	C	0.34	221	C	0.30
13TH ST	ORANGE AVE to AVENUE B	3,336	750	186	C	0.25	179	C	0.24
13TH ST	AVENUE B to AVENUE D	3,336	750	186	C	0.25	179	C	0.24
13TH ST	AVENUE D to AVENUE H	2,975	750	159	C	0.21	159	C	0.21
13TH ST	AVENUE H to AVENUE I	2,975	540	159	C	0.29	159	C	0.29
13TH ST	AVENUE I to AVENUE O	2,975	540	159	C	0.29	159	C	0.29
13TH ST	AVENUE O to AVENUE Q	2,975	540	159	C	0.29	159	C	0.29
17TH ST	GEORGIA AVE to DELAWARE AVE	2,689	600	169	C	0.28	166	C	0.28
17TH ST	DELAWARE AVE to ORANGE AVE	5,700	790	290	C	0.37	274	C	0.35
17TH ST	ORANGE AVE to AVENUE D	2,505	750	140	C	0.19	133	C	0.18
17TH ST	AVENUE D to AVENUE Q	2,505	750	140	C	0.19	133	C	0.18
25TH ST	MIDWAY RD to BELL AVE	19,280	2,100	941	C	0.45	941	C	0.45

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

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BECKER RD	VILLAGE PKWY to I-95	5,800	3,170	441	C	0.14	398	C	0.13
BECKER RD	I-95 to SAVONA BLVD	26,500	2,000	2,031	F	1.02	1,944	D	0.97
BECKER RD	SAVONA BLVD to PORT ST LUCIE BLVD	23,000	2,100	1,443	C	0.69	1,424	C	0.68
BECKER RD	ALBACORE ST to DARWIN BLVD	17,500	1,500	995	C	0.66	986	C	0.66
BECKER RD	PORT ST LUCIE BLVD to ALBACORE ST	17,500	2,100	995	C	0.47	986	C	0.47
BECKER RD	ATHENA DR to FLORIDA'S TURNPIKE	18,000	1,500	1,476	D	0.98	1,276	C	0.85
BECKER RD	DARWIN BLVD to ATHENA DR	18,000	2,000	1,476	C	0.74	1,276	C	0.64
BECKER RD	FLORIDA'S TURNPIKE to SOUTHBEND BLVD	19,500	2,100	1,204	C	0.57	1,169	C	0.56
BECKER RD	SOUTHBEND BLVD to GILSON RD	13,000	920	939	F	1.02	1,004	F	1.09
BELL AVE	25TH ST to SUNRISE BLVD	5,900	790	398	D	0.50	369	C	0.47
BELL AVE	SUNRISE BLVD to OLEANDER AVE	4,600	600	280	C	0.47	256	C	0.43
CALIFORNIA BLVD	CAMEO BLVD to DEL RIO BLVD	8,568	750	520	D	0.69	450	D	0.60
CALIFORNIA BLVD	DEL RIO BLVD to SAVONA BLVD	13,500	920	808	C	0.88	742	C	0.81
CALIFORNIA BLVD	SAVONA BLVD to DEL RIO BLVD	12,000	920	685	C	0.75	803	C	0.87
CALIFORNIA BLVD	DEL RIO BLVD to CROSSTOWN PKWY	18,000	920	1,332	F	1.45	1,109	F	1.21
CALIFORNIA BLVD	CROSSTOWN PKWY to HEATHERWOOD BLVD	21,000	920	1,057	F	1.15	1,053	F	1.15
CALIFORNIA BLVD	HEATHERWOOD BLVD to ST LUCIE WEST BLVD	21,000	920	1,057	F	1.15	1,053	F	1.15
CALIFORNIA BLVD	ST LUCIE WEST BLVD to COUNTRY CLUB DR	9,245	920	564	C	0.61	542	C	0.59
CALIFORNIA BLVD	COUNTRY CLUB DR to UNIVERSITY BLVD	7,685	790	494	C	0.63	497	C	0.63
CALIFORNIA BLVD	UNIVERSITY BLVD to PEACOCK BLVD	7,685	630	494	C	0.78	497	C	0.79
CALIFORNIA BLVD	PEACOCK BLVD to TORINO PKWY	13,000	630	861	F	1.37	763	F	1.21
CAMEO BLVD	PORT ST LUICE BLVD to CALIFORNIA BLVD	5,100	750	363	C	0.48	315	C	0.42
CAMEO BLVD	CALIFORNIA BLVD to CROSSTOWN PKWY	10,409	790	736	D	0.93	619	D	0.78
CAMPBELL RD	PICOS RD to ORANGE AVE	814	540	80	C	0.15	58	C	0.11
CANE SLOUGH RD	US 1 to LENNARD RD	9,637	1,710	487	C	0.28	491	C	0.29
CARLTON RD	CARLTON RD (S) to OKEECHOBEE RD	676	390	40	B	0.10	41	B	0.11
CASHMERE BLVD	PEACOCK BLVD to TORINO PKWY	11,692	630	767	F	1.22	712	F	1.13
CASHMERE BLVD	DEL RIO BLVD to CROSSTOWN PKWY	10,803	920	665	C	0.72	651	C	0.71
CASHMERE BLVD	CROSSTOWN PKWY to HEATHERWOOD BLVD	12,364	920	690	C	0.75	605	C	0.66

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DELAWARE AVE	25TH ST to OKEECHOBEE RD	1,300	1,220	60	C	0.05	60	C	0.05
DELAWARE AVE	OKEECHOBEE RD to 13TH ST	11,500	790	645	D	0.82	613	D	0.78
DELAWARE AVE	13TH ST to 10TH ST	7,451	750	405	D	0.54	386	D	0.52
DELAWARE AVE	10TH ST to 7TH ST	7,451	600	405	D	0.68	386	D	0.64
DELAWARE AVE	7TH ST to US 1	6,900	750	447	D	0.60	402	D	0.54
EAST TORINO PKWY	CASHMERE BLVD to TORINO PKWY	12,553	830	740	C	0.89	731	C	0.88
EAST TORINO PKWY	TORINO PKWY to MIDWAY RD	15,500	880	1,016	F	1.16	987	F	1.12
EASY ST	US 1 to BUCHANAN DR	7,207	750	399	D	0.53	506	D	0.68
EASY ST	BUCHANAN DR to YUCCA DR	7,207	540	399	D	0.74	506	D	0.94
EDWARDS RD	JENKINS RD to MCNEIL RD	11,153	630	513	C	0.81	516	C	0.82
EDWARDS RD	MCNEIL RD to SELVITZ RD	11,153	700	513	C	0.73	516	C	0.74
EDWARDS RD	SELVITZ RD to 25TH ST	15,291	880	769	C	0.87	782	C	0.89
EDWARDS RD	25TH ST to SUNRISE BLVD	17,013	1,630	827	D	0.51	828	D	0.51
EDWARDS RD	SUNRISE BLVD to OLEANDER AVE	15,984	1,630	793	D	0.49	773	D	0.47
EDWARDS RD	OLEANDER AVE to US 1	9,722	1,630	535	C	0.33	467	C	0.29
FARMER'S MARKET RD	OLEANDER AVE to US 1	1,700	750	89	C	0.12	103	C	0.14
FLORESTA DR	OAKLYN ST to PORT ST LUCIE BLVD	14,500	920	975	F	1.06	817	C	0.89
FLORESTA DR	THORNHILL DR to CROSSTOWN PKWY	14,098	880	960	F	1.09	851	D	0.97
FLORESTA DR	PORT ST LUCIE BLVD to THORNHILL DR	14,098	880	960	F	1.09	851	D	0.97
FLORESTA DR	CROSSTOWN PKWY to PRIMA VISTA BLVD	12,183	920	675	C	0.73	619	C	0.67
FLORESTA DR	PRIMA VISTA BLVD to AIROSO BLVD	10,748	920	594	C	0.65	655	C	0.71
FLORESTA DR	SELVITZ RD to BAYSHORE BLVD	4,750	630	341	C	0.54	363	C	0.58
FLORESTA DR	AIROSO BLVD to SELVITZ RD	4,750	880	341	C	0.39	363	C	0.41
FLORIDA'S TURNPIKE	MARTIN C.L. to BECKER RD	47,500	3,020	2,270	C	0.75	2,270	C	0.75
FLORIDA'S TURNPIKE	PORT ST LUCIE BLVD to OKEECHOBEE RD	55,100	3,020	2,791	C	0.92	2,791	C	0.92
FLORIDA'S TURNPIKE	OKEECHOBEE RD to INDIAN RIVER C.L.	43,200	1,680	2,157	C	1.28	2,157	C	1.28
FT PIERCE BLVD	INDRIO RD to EMERSON AVE	3,200	540	217	C	0.40	223	C	0.41
GARDENIA AVE	OLEANDER AVE to US 1	2,780	750	214	C	0.28	204	C	0.27
GATLIN BLVD	W OF I-95 to E OF I-95	49,323	3,170	2,408	C	0.76	2,408	C	0.76

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

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

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SUNRISE BLVD	MIDWAY RD to BELL AVE	3,611	540	218	C	0.40	230	C	0.43
SUNRISE BLVD	BELL AVE to EDWARDS RD	4,050	750	267	C	0.36	270	C	0.36
SUNRISE BLVD	EDWARDS RD to CORTEZ BLVD	7,600	600	586	D	0.98	511	D	0.85
SUNRISE BLVD	CORTEZ BLVD to VIRGINIA AVE	7,600	750	586	D	0.78	511	D	0.68
SUNRISE BLVD	VIRGINIA AVE to OLEANDER AVE	6,700	750	419	D	0.56	416	D	0.56
SUNRISE BLVD	OLEANDER AVE to 7TH ST	5,053	1,540	291	C	0.19	357	C	0.23
SUNRISE BLVD	7TH ST to US 1	5,053	1,710	291	C	0.17	357	C	0.21
TIFFANY AVE	US 1 to HILLMOOR DR	17,532	2,100	992	C	0.47	904	C	0.43
TIFFANY AVE	HILLMOOR DR to VILLAGE GREEN DR	17,532	2,100	992	C	0.47	904	C	0.43
TIFFANY AVE	VILLAGE GREEN DR to LENNARD RD	4,227	2,100	205	C	0.10	199	C	0.10
TORINO PKWY	CASHMERE BLVD to CALIFORNIA BLVD	7,020	630	449	C	0.71	410	C	0.65
TORINO PKWY	CALIFORNIA BLVD to EAST TORINO PKWY	4,984	630	329	C	0.52	269	C	0.43
TRADITION PKWY	COMMUNITY BLVD to VILLAGE PKWY	7,590	1,710	794	D	0.46	770	C	0.45
TRADITION PKWY	VILLAGE PKWY to W OF I-95	46,500	3,170	2,338	C	0.74	2,116	C	0.67
TULIP BLVD	DARWIN BLVD to PORT ST LUCIE BLVD	9,314	790	610	D	0.77	551	D	0.70
TULIP BLVD	PORT ST LUCIE BLVD to PAAR DR	10,813	790	605	D	0.77	647	D	0.82
TULIP BLVD	PAAR DR to DARWIN BLVD	10,813	790	605	D	0.77	647	D	0.82
TURNPIKE FEEDER RD	TURNPIKE FEEDER RD SB RAMP to US 1	4,920	660		B			B	
TURNPIKE FEEDER RD	INDIAN PINES BLVD to TURNPIKE FEEDER RD SB R...	11,335	870	553	C	0.64	553	C	0.64
TURNPIKE FEEDER RD	INDRIO RD to INDIAN PINES BLVD	13,204	870	644	C	0.74	644	C	0.74
US 1	MARTIN C.L. to LENNARD RD	47,386	4,240	2,354	C	0.56	2,354	C	0.56
US 1	LENNARD RD to PORT ST LUCIE BLVD	47,386	4,040	2,354	C	0.58	2,354	C	0.58
US 1	PORT ST LUCIE BLVD to JENNINGS RD	32,450	3,020	1,612	C	0.53	1,612	C	0.53
US 1	JENNINGS RD to TIFFANY AVE	32,450	3,020	1,612	C	0.53	1,612	C	0.53
US 1	TIFFANY AVE to WALTON RD	32,450	3,020	1,612	C	0.53	1,612	C	0.53
US 1	WALTON RD to VILLAGE GREEN DR	44,760	3,020	2,223	C	0.74	2,223	C	0.74
US 1	VILLAGE GREEN DR to SPANISH LAKES BLVD	46,801	3,170	2,325	C	0.73	2,325	C	0.73
US 1	SPANISH LAKES BLVD to PRIMA VISTA BLVD	46,801	3,170	2,325	C	0.73	2,325	C	0.73
US 1	PRIMA VISTA BLVD to RIO MAR DR	35,621	3,170	1,769	C	0.56	1,769	C	0.56

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

APPENDIX C

Growth Rate

&

Background Projects

Historical Growth Rate Calculation

Segment	From	To	2017 AADT	2022 AADT	5 Year Historical Growth Rate
US-1	Edwards Rd	Weatherbee Rd	33,000	34,000	0.60%
	Weatherbee Rd	Midway Rd	31,000	30,000	-0.65%
25th St	Edwards Rd	Bell Ave	18,200	15,700	-2.91%
	Bell Ave	Midway Rd	19,100	18,100	-1.07%
Sunrise Blvd	Edwards Rd	Bell Ave	3,500	3,700	1.12%
	Bell Ave	Midway Rd	1,550	2,700	11.74%
Midway Rd	25th St	US-1	15,300	17,000	2.13%
Oleander Ave	Edwards Rd	Bell Ave	7,800	10,000	5.09%
	Bell Ave	Midway Rd	6,400	7,200	2.38%
Edwards Rd	25th St	Sunrise Blvd	13,600	16,900	4.44%
	Sunrise Blvd	Oleander Ave	12,100	11,000	-1.89%
	Oleander Ave	US-1	8,500	8,300	-0.48%
Bell Ave	25th St	Sunrise Blvd	3,500	6,800	14.21%
	Sunrise Blvd	Oleander Ave	2,900	5,500	13.66%
		Total	176,450	186,900	1.16%

*Source FDOT Historical Traffic Counts

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2022 HISTORICAL AADT REPORT

COUNTY: 94 - ST.LUCIE

SITE: 0012 - SR 5/US 1 - S OF CR 611/EDWARDS RD (COUNTY 12)

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2022	34000 C	N 17000	S 17000	9.00	52.30	6.10
2021	30000 C	N 14000	S 16000	9.00	51.80	6.10
2020	41500 C	N 16500	S 25000	9.00	52.60	6.10
2019	33000 F	N 15500	S 17500	9.00	52.50	2.10
2018	33000 C	N 15500	S 17500	9.00	52.40	2.10
2017	33000 C	N 16000	S 17000	9.00	52.00	2.10
2016	32000 C	N 16000	S 16000	9.00	52.30	1.60
2015	30000 C	N 15000	S 15000	9.00	52.70	1.60
2014	28000 C	N 14000	S 14000	9.00	52.50	5.70
2013	30000 C	N 15000	S 15000	9.00	55.90	5.50
2012	34000 C	N 17000	S 17000	9.00	55.80	5.50
2011	29000 C	N 13500	S 15500	9.00	56.20	5.50
2010	32000 C	N 16000	S 16000	11.16	56.34	8.80
2009	33000 C	N 16500	S 16500	11.51	56.49	7.10
2008	34000 C	N 17000	S 17000	11.31	55.19	2.60
2007	45000 C	N 22000	S 23000	11.33	56.77	2.60

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

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2022 HISTORICAL AADT REPORT

COUNTY: 94 - ST.LUCIE

SITE: 0016 - CR 615/25 ST S - N OF CR 712/MIDWAY RD (COUNTY 171 AND 16)

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2022	18100 C	N 8800	S 9300	9.00	51.40	5.00
2021	18000 V	N 8600	S 9400	9.00	50.90	7.20
2020	18200 R	N 8700	S 9500	9.00	51.30	31.50
2019	19000 T	N 9100	S 9900	9.00	51.00	7.80
2018	19200 S	N 9200	S 10000	9.00	51.30	5.80
2017	19100 F	N 9100	S 10000	9.00	50.90	10.00
2016	18900 C	N 8900	S 10000	9.00	50.90	6.20
2015	15900 V	N 7800	S 8100	9.00	51.00	4.90
2014	15900 R	N 7800	S 8100	9.00	50.80	5.90
2013	15900 T	N 7800	S 8100	9.00	50.80	8.50
2012	15900 S	N 7800	S 8100	9.00	56.80	4.20
2011	16100 F	N 7900	S 8200	9.00	57.20	6.20
2010	16100 C	N 7900	S 8200	10.32	55.40	6.20
2009	15400 C	N 7800	S 7600	10.27	57.35	6.20
2007	12600 C	N 6100	S 6500	10.31	58.74	5.20

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
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2022 HISTORICAL AADT REPORT

COUNTY: 94 - ST.LUCIE

SITE: 0020 - SR 5 / US 1 - N OF CR 712/MIDWAY RD (COUNTY 20)

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2022	30000 C	N 15000	S 15000	9.00	52.30	7.70
2021	34500 C	N 19000	S 15500	9.00	51.80	7.70
2020	27000 C	N 13500	S 13500	9.00	52.60	6.30
2019	32000 S	N 16000	S 16000	9.00	52.50	8.50
2018	32000 F	N 16000	S 16000	9.00	52.40	6.10
2017	31000 C	N 15500	S 15500	9.00	52.00	4.50
2016	31500 C	N 16000	S 15500	9.00	52.30	4.50
2015	29000 C	N 14500	S 14500	9.00	52.70	4.50
2014	29000 C	N 14500	S 14500	9.00	52.50	4.60
2013	28500 C	N 14000	S 14500	9.00	55.90	2.80
2012	32000 C	N 16000	S 16000	9.00	55.80	2.80
2011	28000 F	N 14000	S 14000	9.00	56.20	6.20
2010	28000 C	N 14000	S 14000	11.16	56.34	6.20
2009	27000 C	N 13500	S 13500	11.51	56.49	7.10
2007	39000 F			11.33	56.77	5.70

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

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2022 HISTORICAL AADT REPORT

COUNTY: 94 - ST.LUCIE

SITE: 0027 - CR 611-B/EDWARDS RD - W OF SR 5/US1 (COUNTY 173)

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2022	8300 T	E 4100	W 4200	9.00	51.40	5.00
2021	8300 S	E 4100	W 4200	9.00	50.90	7.20
2020	8500 F	E 4200	W 4300	9.00	51.30	31.50
2019	8900 C	E 4400	W 4500	9.00	51.00	7.80
2018	8500 V	E 4200	W 4300	9.00	51.30	5.80
2017	8500 R	E 4200	W 4300	9.00	50.90	10.00
2016	8300 T	E 4100	W 4200	9.00	50.90	6.20
2015	8300 S	E 4100	W 4200	9.00	51.00	41.80
2014	8300 F	E 4100	W 4200	9.00	50.80	49.50
2013	8300 C	E 4100	W 4200	9.00	50.80	11.90
2012	9000 S	E 4500	W 4500	9.00	56.80	7.10
2011	9000 F	E 4500	W 4500	9.00	57.20	7.60
2010	9000 C	E 4500	W 4500	10.32	55.40	4.90

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

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2022 HISTORICAL AADT REPORT

COUNTY: 94 - ST.LUCIE

SITE: 0168 - CR 605/OLEANDER AVE - N OF CR 712/MIDWAY RD (COUNTY 139)

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2022	7200 T	N 3600	S 3600	9.00	51.40	5.00
2021	7200 S	N 3600	S 3600	9.00	50.90	7.20
2020	7200 F	N 3600	S 3600	9.00	51.30	31.50
2019	7600 C	N 3800	S 3800	9.00	51.00	7.80
2018	6400 V	N 3200	S 3200	9.00	51.30	5.80
2017	6400 R	N 3200	S 3200	9.00	50.90	10.00
2016	6200 T	N 3100	S 3100	9.00	50.90	6.20
2015	6200 S	N 3100	S 3100	9.00	51.00	41.80
2014	6200 F	N 3100	S 3100	9.00	50.80	49.50
2013	6200 C	N 3100	S 3100	9.00	50.80	11.90
2012	6800 S	N 3300	S 3500	9.00	56.80	9.20
2011	6800 F	N 3300	S 3500	9.00	57.20	9.20
2010	6800 C	N 3300	S 3500	10.32	55.40	9.20
2009	9000 C	N 4400	S 4600	10.27	57.35	6.30
2008	10500 C	N 5200	S 5300	10.45	58.06	7.10

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
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FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2022 HISTORICAL AADT REPORT

COUNTY: 94 - ST.LUCIE

SITE: 7002 - ON BELL AVE - E. OF SUNRISE BLVD (COUNTY 102)

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2022	5500 R	E 3000	W 2500	9.00	51.40	5.00
2021	5500 T	E 3000	W 2500	9.00	50.90	7.20
2020	5500 S	E 3000	W 2500	9.00	51.30	31.50
2019	5700 F	E 3100	W 2600	9.00	51.00	7.80
2018	5700 C	E 3100	W 2600	9.00	51.30	5.80
2017	2900 V	E 1500	W 1400	9.00	50.90	10.00
2016	2900 R	E 1500	W 1400	9.00	50.90	6.20
2015	2900 T	E 1500	W 1400	9.00	51.00	41.80
2014	2900 S	E 1500	W 1400	9.00	50.80	49.50
2013	2900 F	E 1500	W 1400	9.00	50.80	11.90
2012	2900 C	E 1500	W 1400	9.00	56.80	7.10
2011	3000 S	E 1600	W 1400	9.00	57.20	12.40
2010	3000 F	E 1600	W 1400	10.32	55.40	12.40
2009	3000 C	E 1600	W 1400	10.27	57.35	12.40
2008	3100 C	E 1600	W 1500	10.45	58.06	8.60

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

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2022 HISTORICAL AADT REPORT

COUNTY: 94 - ST.LUCIE

SITE: 7003 - ON BELL AVE - W. OF SUNRISE BLVD (COUNTY 104)

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2022	6800 R	E 2900	W 3900	9.00	51.40	5.00
2021	6800 T	E 2900	W 3900	9.00	50.90	7.20
2020	6900 S	E 2900	W 4000	9.00	51.30	31.50
2019	7200 F	E 3000	W 4200	9.00	51.00	7.80
2018	7200 C	E 3000	W 4200	9.00	51.30	5.80
2017	3500 V	E 1700	W 1800	9.00	50.90	10.00
2016	3500 R	E 1700	W 1800	9.00	50.90	6.20
2015	3500 T	E 1700	W 1800	9.00	51.00	41.80
2014	3500 S	E 1700	W 1800	9.00	50.80	49.50
2013	3500 F	E 1700	W 1800	9.00	50.80	11.90
2012	3500 C	E 1700	W 1800	9.00	56.80	7.10
2011	3000 S	E 1500	W 1500	9.00	57.20	9.50
2010	3000 F	E 1500	W 1500	10.32	55.40	9.50
2009	3000 C	E 1500	W 1500	10.27	57.35	9.50
2008	2500 C	E 1300	W 1200	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

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2022 HISTORICAL AADT REPORT

COUNTY: 94 - ST.LUCIE

SITE: 7007 - ON EDWARDS RD - W. OF SUNRISE BLVD (COUNTY 108)

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2022	16900 R	E 8700	W 8200	9.00	51.40	5.00
2021	17000 T	E 8800	W 8200	9.00	50.90	7.20
2020	17200 S	E 8900	W 8300	9.00	51.30	31.50
2019	18000 F	E 9300	W 8700	9.00	51.00	7.80
2018	18200 C	E 9400	W 8800	9.00	51.30	5.80
2017	13600 V	E 6900	W 6700	9.00	50.90	10.00
2016	13400 R	E 6800	W 6600	9.00	50.90	6.20
2015	13200 T	E 6700	W 6500	9.00	51.00	41.80
2014	13200 S	E 6700	W 6500	9.00	50.80	49.50
2013	13200 F	E 6700	W 6500	9.00	50.80	11.90
2012	13200 C	E 6700	W 6500	9.00	56.80	7.10
2011	14200 F	E 7200	W 7000	9.00	57.20	7.60
2010	14200 C	E 7200	W 7000	10.32	55.40	4.90

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
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COUNTY: 94 - ST.LUCIE

SITE: 7041 - SUNRISE BLVD - S OF EDWARDS RD (COUNTY 153)

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2022	3700 T	N 1700	S 2000	9.00	51.40	5.00
2021	3700 S	N 1700	S 2000	9.00	50.90	7.20
2020	3700 F	N 1700	S 2000	9.00	51.30	31.50
2019	3900 C	N 1800	S 2100	9.00	51.00	7.80
2018	3500 V	N 1700	S 1800	9.00	51.30	5.80
2017	3500 R	N 1700	S 1800	9.00	50.90	10.00
2016	3500 T	N 1700	S 1800	9.00	50.90	6.20
2015	3500 S	N 1700	S 1800	9.00	51.00	41.80
2014	3500 F	N 1700	S 1800	9.00	50.80	49.50
2013	3500 C	N 1700	S 1800	9.00	50.80	11.90
2012	3300 S	N 1600	S 1700	9.00	56.80	3.30
2011	3300 F	N 1600	S 1700	9.00	57.20	3.30
2010	3300 C	N 1600	S 1700	10.32	55.40	3.30
2009	3700 C	N 1800	S 1900	10.27	57.35	5.20

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
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2022 HISTORICAL AADT REPORT

COUNTY: 94 - ST.LUCIE

SITE: 7045 - SUNRISE BLVD - N. OF MIDWAY RD WEST (COUNTY 157)

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2022	2700 F	N 1300	S 1400	9.00	51.40	7.40
2021	2700 C	N 1300	S 1400	9.00	50.90	7.40
2020	2500 S	N 1400	S 1100	9.00	51.30	6.00
2019	2700 F	N 1500	S 1200	9.00	51.00	6.00
2018	2700 C	N 1500	S 1200	9.00	51.30	6.00
2017	1550 S	N 750	S 800	9.00	50.90	10.00
2016	1550 F	N 750	S 800	9.00	50.90	6.20
2015	1550 C	N 750	S 800	9.00	51.00	41.80
2014	2100 V	N 1100	S 1000	9.00	50.80	49.50
2013	2100 X	N 1100	S 1000	9.00	50.80	11.90
2012	2100 T	N 1100	S 1000	9.00	56.80	7.10
2011	2100 S	N 1100	S 1000	9.00	57.20	9.80
2010	2100 F	N 1100	S 1000	10.32	55.40	9.80
2009	2100 C	N 1100	S 1000	10.27	57.35	9.80
2008	2900 C	N 1500	S 1400	10.45	58.06	10.20

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
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COUNTY: 94 - ST.LUCIE

SITE: 8540 - MIDWAY RD FROM OLEOANDER AVE MEVILLE RD (HPMS)

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2022	17000 R	E 8700	W 8300	9.00	51.40	5.00
2021	17100 T	E 8800	W 8300	9.00	50.90	7.20
2020	17300 S	E 8900	W 8400	9.00	51.30	31.50
2019	18100 F	E 9300	W 8800	9.00	51.00	7.80
2018	18300 C	E 9400	W 8900	9.00	51.30	5.80
2017	15300 S	E 7900	W 7400	9.00	50.90	8.80
2016	15100 F	E 7800	W 7300	9.00	50.90	8.80
2015	14900 C	E 7700	W 7200	9.00	51.00	8.80
2014	18300 F	E 8400	W 9900	9.00	50.80	6.60
2013	18300 C	E 8400	W 9900	9.00	50.80	6.60
2012	15900 C	E 8400	W 7500	9.00	56.80	6.60
2011	11400 T	0	0	9.00	57.20	7.60
2010	11400 S	E 5600	W 5800	10.32	55.40	12.00
2009	11400 F	E 5600	W 5800	10.27	57.35	12.00
2008	11600 C	E 5700	W 5900	10.45	58.06	12.00

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

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2022 HISTORICAL AADT REPORT

COUNTY: 94 - ST.LUCIE

SITE: 8541 - OLEANDER AVE FROM FARMER MARKET RD TO KANNER DR (HPMS)

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2022	10000 F	N 5400	S 4600	9.00	51.40	7.40
2021	10000 C	N 5400	S 4600	9.00	50.90	7.40
2020	9300 S	N 5100	S 4200	9.00	51.30	8.50
2019	9700 F	N 5300	S 4400	9.00	51.00	8.50
2018	9700 C	N 5300	S 4400	9.00	51.30	8.50
2017	7800 S	N 4100	S 3700	9.00	50.90	11.70
2016	7600 F	N 4000	S 3600	9.00	50.90	11.70
2015	7600 C	N 4000	S 3600	9.00	51.00	11.70
2014	9100 F	N 5000	S 4100	9.00	50.80	6.00
2013	9100 C	N 5000	S 4100	9.00	50.80	6.00
2012	8500 C	N 4200	S 4300	9.00	56.80	6.00
2011	10900 T	0	0	9.00	57.20	7.60
2010	10900 S	N 5500	S 5400	10.32	55.40	10.10
2009	10900 F	N 5500	S 5400	10.27	57.35	10.10
2008	11100 C	N 5600	S 5500	10.45	58.06	10.10

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

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2022 HISTORICAL AADT REPORT

COUNTY: 94 - ST.LUCIE

SITE: 8543 - EDWARDS RD/CR 611B FROM S 25 ST TO OLEANDER AVE (COUNTY 502) (HPMS)

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2022	11000 T	E 6000	W 5000	9.00	51.40	5.00
2021	11000 S	E 6000	W 5000	9.00	50.90	19.60
2020	11200 F	E 6100	W 5100	9.00	51.30	19.60
2019	11700 C	E 6400	W 5300	9.00	51.00	19.60
2018	13900 C	E 7100	W 6800	9.00	51.30	5.80
2017	12100 S	E 6200	W 5900	9.00	50.90	10.60
2016	11900 F	E 6100	W 5800	9.00	50.90	10.60
2015	11700 C	E 6000	W 5700	9.00	51.00	10.60
2014	13300 F	E 6700	W 6600	9.00	50.80	5.40
2013	13300 C	E 6700	W 6600	9.00	50.80	5.40
2012	12300 C	E 6300	W 6000	9.00	56.80	5.40
2011	11800 T	0	0	9.00	57.20	7.60
2010	11800 S	E 6000	W 5800	10.32	55.40	10.60
2009	11800 F	E 6000	W 5800	10.27	57.35	10.60
2008	12000 C	E 6100	W 5900	10.45	58.06	10.60

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

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2022 HISTORICAL AADT REPORT

COUNTY: 94 - ST.LUCIE

SITE: 8549 - S 25TH ST (CR 615) - N OF DADE RD (HPMS)

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2022	15700 F	N 7600	S 8100	9.00	51.40	18.10
2021	15700 C	N 7600	S 8100	9.00	50.90	18.10
2020	16800 S	N 8300	S 8500	9.00	51.30	5.20
2019	17600 F	N 8700	S 8900	9.00	51.00	5.20
2018	17800 C	N 8800	S 9000	9.00	51.30	5.20
2017	18200 S	N 8900	S 9300	9.00	50.90	10.00
2016	17800 F	N 8700	S 9100	9.00	50.90	10.00
2015	17600 C	N 8600	S 9000	9.00	51.00	10.00
2014	16300 C	N 8000	S 8300	9.00	50.80	3.60
2013	14100 C	N 7300	S 6800	9.00	50.80	3.60

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

AMERICAN SILICONE (Fort Pierce, FL)

Traffic Impact Report

September 2021
Revised January 2024

Kimley»Horn

Table 1: Trip Generation Summary

	Land Use	ITE LUC	Size	Units	Trip Rate[1]	Daily Trip Generation				
						Total	In[1]		Out[1]	
DAILY	Retail	820	**7.878**	KSF	135.57	1,068	*50%*	534	*50%*	534
	Coffee/Donut Shop w/ Drive-Through	937	**2.500**	KSF	820.38	2,051	*50%*	1,026	*50%*	1,025
	General Light Industrial	110	**22.680**	KSF	4.96	112	*50%*	56	*50%*	56
	Total Generated Trips					**3,231**	**1,616**		**1,615**	
	Internal Capture[2]	23.8%				742	371		371	
	Total Driveway Trips					**2,489**	**1,245**		**1,244**	
	LUC 820 Pass-by Trips[3]	34%				*278*	*139*		*139*	
	LUC 938 Pass-by Trips[3, 4]	89%				*1,392*	*696*		*696*	
	10% of Adjacent Street Traffic Cap[5]	710				710	355		355	
	Net New External Trips					**1,779**	**890**		**889**	

	Land Use	ITE LUC	Size	Units	Trip Rate[1]	AM Peak Hour Trip Generation				
						Total	In[1]		Out[1]	
AM PEAK HOUR	Retail	820	**7.878**	KSF	0.94	7	*62%*	4	*38%*	3
	Coffee/Donut Shop w/ Drive-Through	937	**2.500**	KSF	88.99	222	*51%*	113	*49%*	109
	General Light Industrial	110	**22.680**	KSF	0.70	16	*88%*	14	*12%*	2
	Total Generated Trips					**245**	**131**		**114**	
	Internal Capture[2]	0.0%				0	0		0	
	Total Driveway Trips					**245**	**131**		**114**	
	LUC 820 Pass-by Trips[3]	34%				*4*	*2*		*2*	
	LUC 938 Pass-by Trips[3, 4]	89%				*198*	*99*		*99*	
	10% of Adjacent Street Traffic Cap[5]	39				39	20		19	
	Net New External Trips					**206**	**111**		**95**	

	Land Use	ITE LUC	Size	Units	Trip Rate[1]	PM Peak Hour Trip Generation				
						Total	In[1]		Out[1]	
PM PEAK HOUR	Retail	820	**7.878**	KSF	10.52	83	*48%*	40	*52%*	43
	Coffee/Donut Shop w/ Drive-Through	937	**2.500**	KSF	43.38	108	*50%*	54	*50%*	54
	General Light Industrial	110	**22.680**	KSF	0.63	14	*13%*	2	*87%*	12
	Total Generated Trips					**205**	**96**		**109**	
	Internal Capture[2]	33.9%				64	32		32	
	Total Driveway Trips					**141**	**64**		**77**	
	LUC 820 Pass-by Trips[3]	34%				*20*	*10*		*10*	
	LUC 938 Pass-by Trips[3, 4]	89%				*64*	*32*		*32*	
	10% of Adjacent Street Traffic Cap[5]	42				42	21		21	
	Net New External Trips					**99**	**43**		**56**	

[1] Vehicle trip rates and directional splits per data and procedures outlined in ITE Trip Generation, 10th Edition

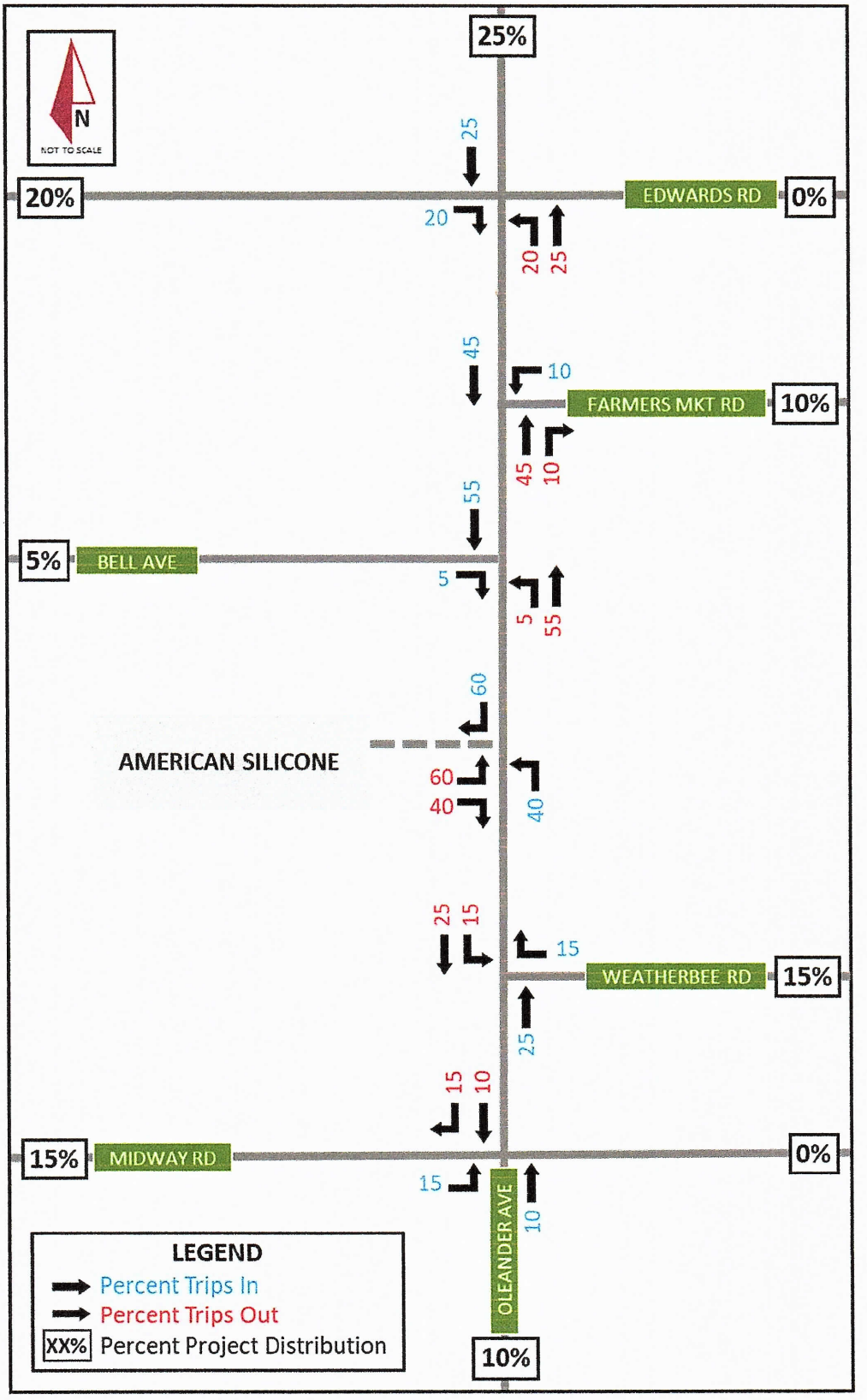
[2] Internal Capture rate per ITE Trip Generation Handbook, 3rd Edition

[3] Pass-by trip rate per ITE Trip Generation Handbook, 3rd Edition, capped at 10% of adjacent street traffic

[4] Pass-by trip rate for LUC 938 (Coffee/Donut Shop w/ Drive-Through Window and No Indoor Seating) was referenced as ITE does not provide a rate for LUC 937

[5] Adjacent Street Traffic on Oleander Avenue from latest St. Lucie TPO Traffic Counts and Level of Service Report:
Daily: 7,100 AM Peak Hour: 388 PM Peak Hour: 421

Figure 1: Project Trip Distribution



O'ROURKE
ENGINEERING & PLANNING

TRAFFIC ANALYSIS

FOR

Dade & Sunrise – Parcels North

Prepared for:

Mrs. Patricia Sesta
EDC
10250 SW Village Parkway, Suite 201
Port St. Lucie, FL 34987

Prepared by

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

February 11, 2022
Revised June 17, 2022
SR22012.0

Prepared by: O'Rourke Engineering & Planning Certificate of Authorization: #26869 22 SE Seminole St Stuart, Florida 34994 772-781-7918	Professional Engineer Susan E. O'Rourke, P.E. Date signed and sealed: 6/17/2022 License #: 42684

Table 1 - Trip Generation

Table 1a: Daily

Land Use	ITE Code	Intensity	Units	Trip Generation Rate	Directional Split		Net New Trips		
					In	Out	In	Out	Total
Multifamily Housing (Low-Rise)	220	216	DU	T = 6.41(X) + 75.31	50%	50%	730	730	1,460
TOTALS							**730**	**730**	**1,460**

Source: ITE 11th Edition Trip Generation Rates

Table 1b: AM Peak Hour

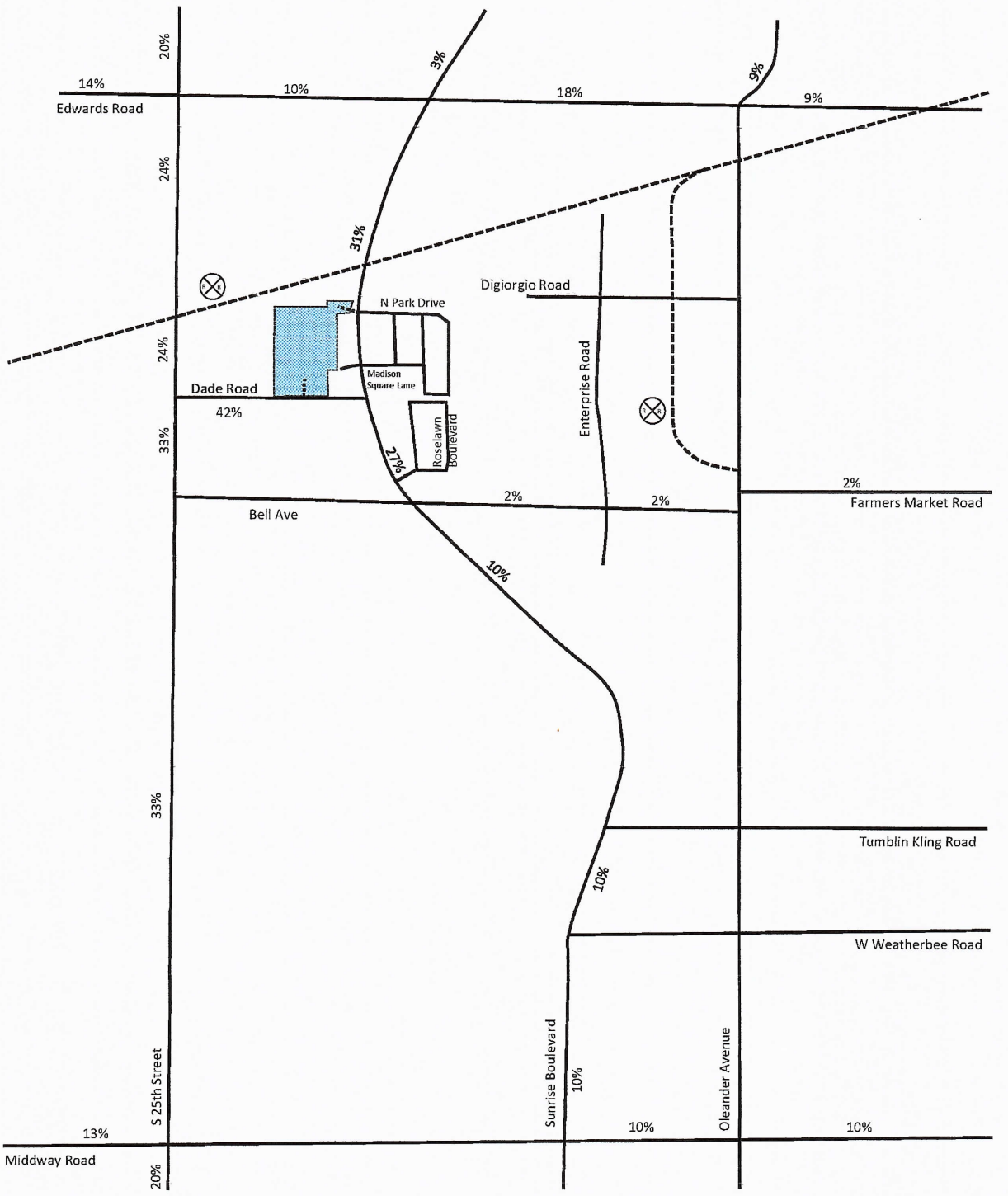
Land Use	ITE Code	Intensity	Units	Trip Generation Rate	Directional Split		Net New Trips		
					In	Out	In	Out	Total
Multifamily Housing (Low-Rise)	220	216	DU	T = 0.31(X) + 22.85	24%	76%	22	68	90
TOTALS							**22**	**68**	**90**

Source: ITE 11th Edition Trip Generation Rates

Table 1c: PM Peak Hour

Land Use	ITE Code	Intensity	Units	Trip Generation Rate	Directional Split		Net New Trips		
					In	Out	In	Out	Total
Multifamily Housing (Low-Rise)	220	216	DU	T = 0.43(X) + 20.55	63%	37%	71	42	113
TOTALS							**71**	**42**	**113**

Source: ITE 11th Edition Trip Generation Rates



NTS 22 SE Seminole Street Stuart, Fl, 34994 Job Number: SR22012.0 Date: 06-17-22	Legend = Project Location	Figure 2 Percent Assignment Dade & Sunrise - North Parcels

NAPA Auto Parts

Traffic Impact Analysis

December 2022

Kimley»Horn

Table 1: Trip Generation Summary

Land Use	Intensity	Daily Trips	AM Peak Hour of Adjacent Street			PM Peak Hour of Adjacent Street		
			Total	In	Out	Total	In	Out
Proposed Development								
Automobile Parts Sales	10 KSF	546	25	14	11	49	23	26
	Subtotal	*546*	*25*	*14*	*11*	*49*	*23*	*26*
Pass-By Traffic								
Automobile Parts Sales	43%	235	11	6	5	21	11	10
	Subtotal	*235*	*11*	*6*	*5*	*21*	*11*	*10*
Net External Trips		**311**	**14**	**8**	**6**	**28**	**12**	**16**
TOTAL NET EXTERNAL TRIPS		**311**	**14**	**8**	**6**	**28**	**12**	**16**

Note 1: Trip Generation was calculated using the data from ITE's Trip Generation Manual, 11th Edition

Automobile Parts Sales (ITE 843)

Daily	T = 54.57*X; (X is KSF)
AM Peak Hour of Adjacent Street	T = 2.51*X; (X is KSF); (55% in/ 45% out)
PM Peak Hour of Adjacent Street	T = 4.90*X; (X is KSF); (48% in/ 52% out)

Figure 1: Project Trip Distribution

OLEANDER OAKS (Fort Pierce, FL)

Traffic Impact Study

April 2021

Kimley»Horn

Table 1: Trip Generation Summary

	Land Use	ITE LUC	Size	Units	Trip Rate[1]	Daily Trip Generation				
						Total	In[1]		Out[1]	
DAILY	Single-Family Detached Housing	210	63	DU	10.79	680	50%	340	50%	340
	Total Generated Trips					**680**	**340**		**340**	
	Land Use	**ITE LUC**	**Size**	**Units**	**Trip Rate[1]**	**AM Peak Hour Trip Generation**				
						Total	**In[1]**		**Out[1]**	
AM PEAK HOUR	Single-Family Detached Housing	210	63	DU	0.79	50	25%	13	75%	37
	Total Generated Trips					**50**	**13**		**37**	
	Land Use	**ITE LUC**	**Size**	**Units**	**Trip Rate[1]**	**PM Peak Hour Trip Generation**				
						Total	**In[1]**		**Out[1]**	
PM PEAK HOUR	Single-Family Detached Housing	210	63	DU	1.03	65	63%	41	37%	24
	Total Generated Trips					**65**	**41**		**24**	

[1] Vehicle trip rates and directional splits per data and procedures outlined in ITE Trip Generation, 10th Edition

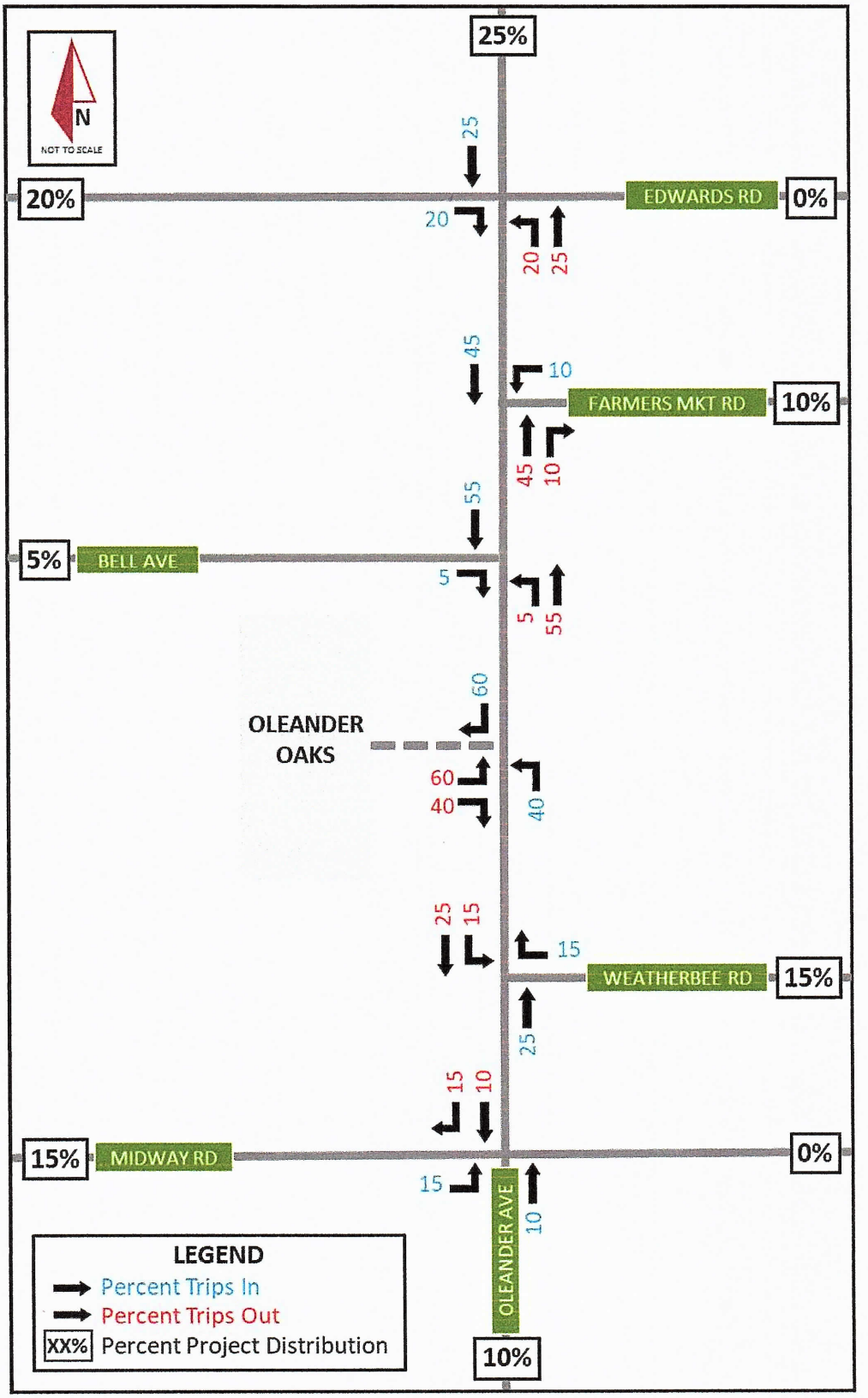
2.2 TRIP DISTRIBUTION AND TRIP ASSIGNMENT

Projected traffic demand of project trips on study roadways was derived with use of the adopted regional travel demand model. Land use data for the project was entered into a new traffic analysis zone (TAZ) within the Greater Treasure Coast Regional Planning Model (GTCRPM) set and situated within the existing roadway network to appropriately represent project access. The model was used to assign trips for all trip purposes between allocated origin and destination pairs using project buildout year model data. Trip distribution for the project was extracted from the completed model assignment and reviewed for logic. The resulting model plots showing percent of daily project distribution are provided in **Appendix C.**

Daily model project distribution was referenced to manually assign project distribution at the study area intersections and driveways in general accordance with model output. **Figure 1** shows the intersection movement project distribution surrounding Oleander Oaks used in this TIS.

Project trip distribution percentages were used to assign anticipated project trips to the study area roadways and intersections. **Figure 2** shows the anticipated AM and PM peak hour project volumes at the study area intersections.

Figure 1: Project Trip Distribution



APPENDIX D

Intersection Analysis

DE TRAFFIC

detraffic.com
(386) 341-4186
Sunrise Blvd at Bell Ave
St. Lucie County, FI

File Name : Sunrise at Bell
Site Code : 00000001
Start Date : 4/2/2024
Page No : 1

Groups Printed- Autmobiles - Commercial

	Sunrise Blvd Southbound				Bell Ave Westbound				Sunrise Blvd Northbound				Bell Ave Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	3	19	2	24	2	29	3	34	11	17	2	30	7	22	9	38	126
07:15 AM	4	25	4	33	3	29	4	36	19	27	3	49	8	30	11	49	167
07:30 AM	3	36	4	43	6	32	7	45	19	29	4	52	8	39	17	64	204
07:45 AM	3	32	2	37	6	35	4	45	23	27	4	54	11	34	20	65	201
Total	13	112	12	137	17	125	18	160	72	100	13	185	34	125	57	216	698
08:00 AM	5	35	4	44	5	40	9	54	17	35	6	58	10	30	24	64	220
08:15 AM	5	26	6	37	5	32	4	41	18	30	4	52	7	36	27	70	200
08:30 AM	4	25	4	33	4	28	5	37	19	24	3	46	9	31	27	67	183
08:45 AM	3	26	6	35	5	21	4	30	13	27	1	41	9	32	22	63	169
Total	17	112	20	149	19	121	22	162	67	116	14	197	35	129	100	264	772
04:00 PM	6	39	8	53	3	37	6	46	13	26	4	43	1	27	13	41	183
04:15 PM	6	28	9	43	6	40	5	51	15	35	4	54	6	30	12	48	196
04:30 PM	6	31	12	49	4	47	7	58	21	35	5	61	6	29	16	51	219
04:45 PM	5	35	11	51	4	49	6	59	19	26	5	50	5	35	19	59	219
Total	23	133	40	196	17	173	24	214	68	122	18	208	18	121	60	199	817
05:00 PM	4	37	16	57	5	52	3	60	24	29	4	57	5	43	17	65	239
05:15 PM	6	36	10	52	4	47	2	53	26	35	5	66	2	35	15	52	223
05:30 PM	4	27	9	40	2	45	4	51	24	31	4	59	5	31	20	56	206
05:45 PM	4	24	8	36	6	42	6	54	16	32	6	54	4	29	13	46	190
Total	18	124	43	185	17	186	15	218	90	127	19	236	16	138	65	219	858
Grand Total	71	481	115	667	70	605	79	754	297	465	64	826	103	513	282	898	3145
Apprch %	10.6	72.1	17.2		9.3	80.2	10.5		36	56.3	7.7		11.5	57.1	31.4		
Total %	2.3	15.3	3.7	21.2	2.2	19.2	2.5	24	9.4	14.8	2	26.3	3.3	16.3	9	28.6	
Autmobiles	67	466	112	645	66	573	75	714	292	439	62	793	97	488	278	863	3015
% Autmobiles	94.4	96.9	97.4	96.7	94.3	94.7	94.9	94.7	98.3	94.4	96.9	96	94.2	95.1	98.6	96.1	95.9
Commercial	4	15	3	22	4	32	4	40	5	26	2	33	6	25	4	35	130
% Commercial	5.6	3.1	2.6	3.3	5.7	5.3	5.1	5.3	1.7	5.6	3.1	4	5.8	4.9	1.4	3.9	4.1

2022 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL

CATEGORY: 9401 CEN.-W OF US1 TO I95

MOCF: 0.95

WEEK	DATES	SF	PSCF
1	01/01/2022 - 01/01/2022	0.99	1.04
2	01/02/2022 - 01/08/2022	0.99	1.04
3	01/09/2022 - 01/15/2022	0.98	1.03
* 4	01/16/2022 - 01/22/2022	0.97	1.02
* 5	01/23/2022 - 01/29/2022	0.96	1.01
* 6	01/30/2022 - 02/05/2022	0.96	1.01
* 7	02/06/2022 - 02/12/2022	0.95	1.00
* 8	02/13/2022 - 02/19/2022	0.94	0.99
* 9	02/20/2022 - 02/26/2022	0.94	0.99
*10	02/27/2022 - 03/05/2022	0.94	0.99
*11	03/06/2022 - 03/12/2022	0.94	0.99
*12	03/13/2022 - 03/19/2022	0.94	0.99
*13	03/20/2022 - 03/26/2022	0.95	1.00
*14	03/27/2022 - 04/02/2022	0.96	1.01
*15	04/03/2022 - 04/09/2022	0.96	1.01
*16	04/10/2022 - 04/16/2022	0.97	1.02
17	04/17/2022 - 04/23/2022	0.98	1.03
18	04/24/2022 - 04/30/2022	0.99	1.04
19	05/01/2022 - 05/07/2022	0.99	1.04
20	05/08/2022 - 05/14/2022	1.00	1.05
21	05/15/2022 - 05/21/2022	1.01	1.06
22	05/22/2022 - 05/28/2022	1.02	1.07
23	05/29/2022 - 06/04/2022	1.03	1.08
24	06/05/2022 - 06/11/2022	1.04	1.09
25	06/12/2022 - 06/18/2022	1.05	1.11
26	06/19/2022 - 06/25/2022	1.07	1.13
27	06/26/2022 - 07/02/2022	1.08	1.14
28	07/03/2022 - 07/09/2022	1.10	1.16
29	07/10/2022 - 07/16/2022	1.11	1.17
30	07/17/2022 - 07/23/2022	1.09	1.15
31	07/24/2022 - 07/30/2022	1.07	1.13
32	07/31/2022 - 08/06/2022	1.05	1.11
33	08/07/2022 - 08/13/2022	1.03	1.08
34	08/14/2022 - 08/20/2022	1.01	1.06
35	08/21/2022 - 08/27/2022	1.02	1.07
36	08/28/2022 - 09/03/2022	1.03	1.08
37	09/04/2022 - 09/10/2022	1.04	1.09
38	09/11/2022 - 09/17/2022	1.05	1.11
39	09/18/2022 - 09/24/2022	1.03	1.08
40	09/25/2022 - 10/01/2022	1.02	1.07
41	10/02/2022 - 10/08/2022	1.00	1.05
42	10/09/2022 - 10/15/2022	0.98	1.03
43	10/16/2022 - 10/22/2022	0.99	1.04
44	10/23/2022 - 10/29/2022	1.00	1.05
45	10/30/2022 - 11/05/2022	1.02	1.07
46	11/06/2022 - 11/12/2022	1.03	1.08
47	11/13/2022 - 11/19/2022	1.04	1.09
48	11/20/2022 - 11/26/2022	1.03	1.08
49	11/27/2022 - 12/03/2022	1.02	1.07
50	12/04/2022 - 12/10/2022	1.00	1.05
51	12/11/2022 - 12/17/2022	0.99	1.04
52	12/18/2022 - 12/24/2022	0.99	1.04
53	12/25/2022 - 12/31/2022	0.98	1.03

* PEAK SEASON

23-FEB-2023 09:11:22 830UPD 4_9401_PKSEASON.TXT

TURNING MOVEMENT VOLUME COUNTS

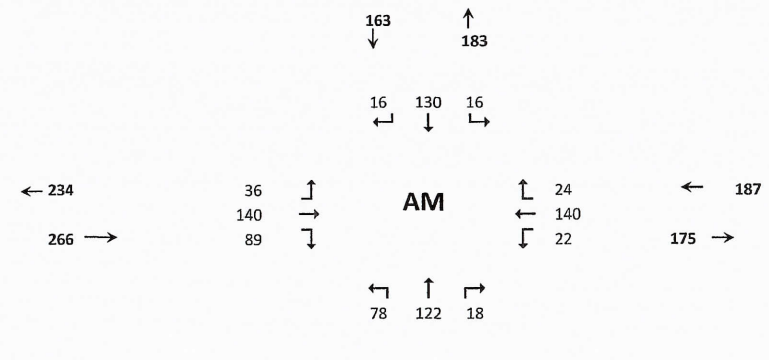
N/S STREET: Sunrise Blvd **E/W STREET:** Bell Ave **CONTROL:** AWSC

FILENAME: C6 - TMC - Sunrise Blvd & Bell Ave.xlsx

COUNT DATE: 4/2/2024 **DAY:** Tuesday **CITY:** St Lucie

REPORT DATE: 4/3/2024 **ANALYSIS YEAR:** 2024 Existing

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	11	17	2	3	19	2	7	22	9	2	29	3	126	698
7:15-7:30	19	27	3	4	25	4	8	30	11	3	29	4	167	792
7:30-7:45	19	29	4	3	36	4	8	39	17	6	32	7	204	825
7:45-8:00	23	27	4	3	32	2	11	34	20	6	35	4	201	804
8:00-8:15	17	35	6	5	35	4	10	30	24	5	40	9	220	772
8:15-8:30	18	30	4	5	26	6	7	36	27	5	32	4	200	
8:30-8:45	19	24	3	4	25	4	9	31	27	4	28	5	183	
8:45-9:00	13	27	1	3	26	6	9	32	22	5	21	4	169	
AM PEAK HOUR IS FROM:	7:30 AM TO 8:30AM													
Volumes	77	121	18	16	129	16	36	139	88	22	139	24	825	
Season Factor	78	122	18	16	130	16	36	140	89	22	140	24	833	
Growth	78	122	18	16	130	16	36	140	89	22	140	24	833	
In/Out	-	-	-	-	-	-	-	-	-	-	-	-		
Percentage	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
PROJECT	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	78	122	18	16	130	16	36	140	89	22	140	24	833	

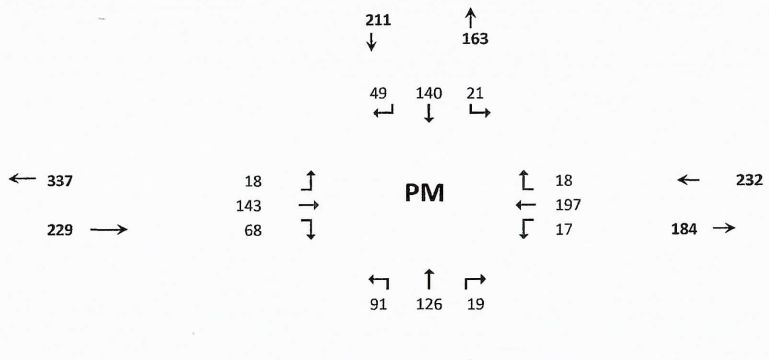


PHF: 0.94
Seasonal Factor: 1.01
Growth Rate: 1
Years Grown: 0

Trips In: 0 Trips Out: 0

Sunrise Blvd & Bell Ave
Existing

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	13	26	4	6	39	8	1	27	13	3	37	6	183	817
4:15-4:30	15	35	4	6	28	9	6	30	12	6	40	5	196	873
4:30-4:45	21	35	5	6	31	12	6	29	16	4	47	7	219	900
4:45-5:00	19	26	5	5	35	11	5	35	19	4	49	6	219	887
5:00-5:15	24	29	4	4	37	16	5	43	17	5	52	3	239	858
5:15-5:30	26	35	5	6	36	10	2	35	15	4	47	2	223	
5:30-5:45	24	31	4	4	27	9	5	31	20	2	45	4	206	
5:45-6:00	16	32	6	4	24	8	4	29	13	6	42	6	190	
PM PEAK HOUR IS FROM:	4:30 PM TO 5:30PM													
Volumes	90	125	19	21	139	49	18	142	67	17	195	18	900	
Season Factor	91	126	19	21	140	49	18	143	68	17	197	18	909	
Growth	91	126	19	21	140	49	18	143	68	17	197	18	909	
In/Out	-	-	-	-	-	-	-	-	-	-	-	-		
Percentage	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
PROJECT	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	91	126	19	21	140	49	18	143	68	17	197	18	909	



PHF: 0.94
Seasonal Factor: 1.01
Growth Rate: 1
Years Grown: 0

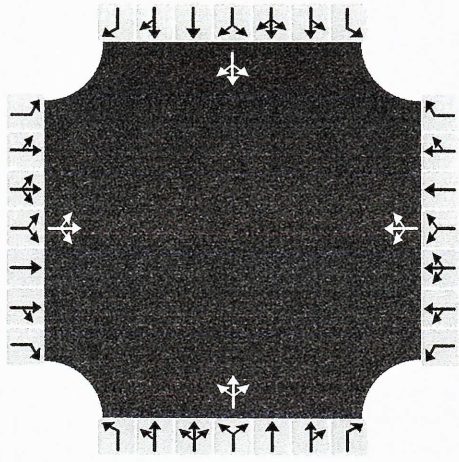
Trips In Trips Out

HCS All-Way Stop Control Report

General and Site Information

Analyst	James Kemp
Agency/Co.	O'Rourke Engineering
Date Performed	4/3/2024
Analysis Year	2024
Analysis Time Period (hrs)	0.25
Time Analyzed	AM Peak Hour
Project Description	Existing
Intersection	Sunrise Blvd & Bell Ave
Jurisdiction	St. Lucie County
East/West Street	Bell Avenue
North/South Street	Sunrise Blvd
Peak Hour Factor	0.94

Lanes



Turning Movement Demand Volumes

Approach	Eastbound			Westbound			Northbound			Southbound		
Movement	L	T	R	L	T	R	L	T	R	L	T	R
Volume (veh/h)	36	140	89	22	140	24	78	122	18	16	130	16
% Thrus in Shared Lane												

Lane Flow Rate and Adjustments

Approach	Eastbound			Westbound			Northbound			Southbound		
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	LTR			LTR			LTR			LTR		
Flow Rate, v (veh/h)	282			198			232			172		
Percent Heavy Vehicles	2			2			2			2		
Initial Departure Headway, h_d (s)	3.20			3.20			3.20			3.20		
Initial Degree of Utilization, x	0.251			0.176			0.206			0.153		
Final Departure Headway, h_d (s)	5.27			5.52			5.59			5.64		
Final Degree of Utilization, x	0.412			0.303			0.360			0.270		
Move-Up Time, m (s)	2.0			2.0			2.0			2.0		
Service Time, t_s (s)	3.27			3.52			3.59			3.64		

Capacity, Delay and Level of Service

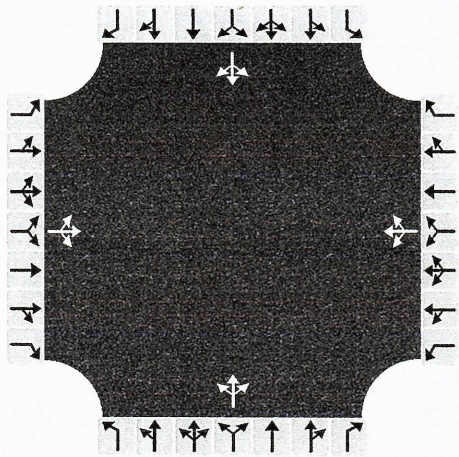
Approach	Eastbound			Westbound			Northbound			Southbound		
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	LTR			LTR			LTR			LTR		
Flow Rate, v (veh/h)	282			198			232			172		
Capacity (veh/h)	684			652			644			638		
95% Queue Length, Q_{95} (veh)	2.0			1.3			1.6			1.1		
95% Queue Length, Q_{95} (ft)	50.8			33.0			40.6			27.9		
Control Delay (s/veh)	11.9			10.9			11.7			10.7		
Level of Service, LOS	B			B			B			B		
Approach Delay (s/veh) | LOS	11.9	B		10.9	B		11.7	B		10.7	B	
Intersection Delay (s/veh) | LOS	11.4						B					

HCS All-Way Stop Control Report

General and Site Information

Analyst	James Kemp
Agency/Co.	O'Rourke Engineering
Date Performed	4/3/2024
Analysis Year	2024
Analysis Time Period (hrs)	0.25
Time Analyzed	PM Peak Hour
Project Description	Existing
Intersection	Sunrise Blvd & Bell Ave
Jurisdiction	St. Lucie County
East/West Street	Bell Avenue
North/South Street	Sunrise Blvd
Peak Hour Factor	0.94

Lanes



Turning Movement Demand Volumes

Approach	Eastbound			Westbound			Northbound			Southbound		
Movement	L	T	R	L	T	R	L	T	R	L	T	R
Volume (veh/h)	18	143	68	17	197	18	91	126	19	21	140	49
% Thrus in Shared Lane												

Lane Flow Rate and Adjustments

Approach	Eastbound			Westbound			Northbound			Southbound		
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	LTR			LTR			LTR			LTR		
Flow Rate, v (veh/h)	244			247			251			223		
Percent Heavy Vehicles	2			2			2			2		
Initial Departure Headway, h_d (s)	3.20			3.20			3.20			3.20		
Initial Degree of Utilization, x	0.217			0.219			0.223			0.199		
Final Departure Headway, h_d (s)	5.64			5.76			5.81			5.73		
Final Degree of Utilization, x	0.382			0.395			0.406			0.355		
Move-Up Time, m (s)	2.0			2.0			2.0			2.0		
Service Time, t_s (s)	3.64			3.76			3.81			3.73		

Capacity, Delay and Level of Service

Approach	Eastbound			Westbound			Northbound			Southbound		
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	LTR			LTR			LTR			LTR		
Flow Rate, v (veh/h)	244			247			251			223		
Capacity (veh/h)	638			625			619			628		
95% Queue Length, Q_{95} (veh)	1.8			1.9			2.0			1.6		
95% Queue Length, Q_{95} (ft)	45.7			48.3			50.8			40.6		
Control Delay (s/veh)	12.1			12.5			12.7			11.9		
Level of Service, LOS	B			B			B			B		
Approach Delay (s/veh) | LOS	12.1	B		12.5	B		12.7	B		11.9	B	
Intersection Delay (s/veh) | LOS	12.3						B					

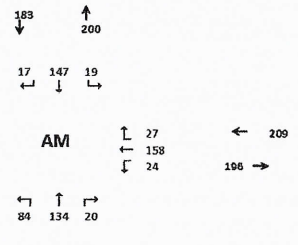
TURNING MOVEMENT VOLUME COUNTS

N/S STREET: Sunrise Blvd **E/W STREET:** Bell Ave **CONTROL:** AWSC
FILENAME: C6 - TMC - Sunrise Blvd & Bell Ave - 4.11.23.xlsx
COUNT DATE: 4/2/2024 **DAY:** Tuesday **CITY:** St Lucie
REPORT DATE: 4/3/2024 **ANALYSIS YEAR:** 2027 *Background*

15 Min Period	Northbound NBL	NBT	NBR	Southbound SBL	SBT	SBR	Eastbound EBL	EBT	EBR	Westbound WBL	WBT	WBR	TOTAL	ONE HOUR SUM
7:00-7:15	11	17	2	3	19	2	7	22	9	2	29	3	126	698
7:15-7:30	19	27	3	4	25	4	8	30	11	3	29	4	167	792
7:30-7:45	19	29	4	3	36	4	8	39	17	6	32	7	204	825
7:45-8:00	23	27	4	3	32	2	11	34	20	6	35	4	201	604
8:00-8:15	17	35	6	5	35	4	10	30	24	5	40	9	220	772
8:15-8:30	18	30	4	5	26	6	7	36	27	5	32	4	200	
8:30-8:45	19	24	3	4	25	4	9	31	27	4	28	5	183	
8:45-9:00	13	27	1	3	26	6	9	32	22	5	21	4	169	
AM PEAK HOUR IS FROM:				7:30 AM TO 8:30AM										
Volumes	77	121	18	16	129	16	36	139	89	22	139	24	825	
Season Factor	78	122	18	16	130	16	36	140	89	22	140	24	833	
Growth	84	132	20	17	140	17	39	151	96	24	151	26	897	
In/Out	-	-	-	-	-	-	-	-	-	-	-	-		
Percentage	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
PROJECT	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	84	132	20	17	140	17	39	151	96	24	151	26	897	
Other Projects														
Percentage	0%	10%	0%	2%	10%	0%	0%	0%	0%	0%	0%	2%	0%	
In/Out	-	IN	-	OUT	OUT	-	-	-	-	-	-	IN		
PROJECT	0	2	0	1	7	0	0	0	0	0	0	0	0	
%	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%	5%	0%		
In/Out	-	-	-	-	-	-	-	IN	-	-	OUT	-		
Volume	0	0	0	0	0	0	0	1	0	0	2	0	0	
%	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%	5%	0%		
In/Out	-	-	-	-	-	-	-	IN	-	-	OUT	-		
Volume	0	0	0	0	0	0	0	6	0	0	5	0	0	
%	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%	5%	0%		
In/Out	-	-	-	-	-	-	-	IN	-	-	OUT	-		
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	
Subtotal	0	2	0	1	7	0	0	7	0	0	7	0	24	
Total	84	134	20	19	147	17	39	158	96	24	158	27	922	

PHF: 0.94
Seasonal Factor: 1.01
Growth Rate: 1.025
Years Grown: 3
Trips In / Trips Out: 0 / 0

Project Name	Trips In	Trips Out
Dade & Sunrise	22	68
Oleander Oaks	13	37
American Silicone	111	95
Napa Auto	8	8



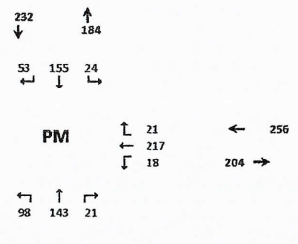
D-6

Sunrise Blvd & Bell Ave
Background

15 Min Period lanes	Northbound NBL	NBT	NBR	Southbound SBL	SBT	SBR	Eastbound EBL	EBT	EBR	Westbound WBL	WBT	WBR	TOTAL	ONE HOUR SUM
4:00-4:15	13	26	4	6	39	8	1	27	13	3	37	6	183	817
4:15-4:30	15	35	4	6	28	9	6	30	12	6	40	5	196	873
4:30-4:45	21	35	5	6	31	12	6	29	16	4	47	7	219	900
4:45-5:00	19	26	5	5	35	11	5	35	19	4	49	6	219	887
5:00-5:15	24	29	4	4	37	16	5	43	17	5	52	3	239	858
5:15-5:30	26	35	5	6	36	10	2	35	15	4	47	2	223	
5:30-5:45	24	31	4	4	27	9	5	31	20	2	45	4	206	
5:45-6:00	16	32	6	4	24	8	4	29	13	6	42	6	190	
PM PEAK HOUR IS FROM:				4:30 PM TO 5:30PM										
Volumes	90	125	19	21	139	49	18	142	67	17	195	18	900	
Season Factor	91	126	19	21	140	49	18	143	68	17	197	18	909	
Growth	98	136	21	23	151	53	20	154	73	18	212	20	979	
In/Out	-	-	-	-	-	-	-	-	-	-	-	-		
Percentage	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
PROJECT	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	98	136	21	23	151	53	20	154	73	18	212	20	979	
Other Projects														
%	0%	10%	0%	2%	10%	0%	0%	0%	0%	0%	0%	2.0%		
In/Out	-	IN	-	OUT	OUT	-	-	-	-	-	-	IN		
PROJECT	0	7	0	1	4	0	0	0	0	0	0	1	14	
%	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%	5%	0%		
In/Out	-	-	-	-	-	-	-	IN	-	-	OUT	-		
Volume	0	0	0	0	0	0	0	2	0	0	1	0	3	
%	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%	5%	0%		
In/Out	-	-	-	-	-	-	-	IN	-	-	OUT	-		
Volume	0	0	0	0	0	0	0	2	0	0	3	0	5	
%	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%	5%	0%		
In/Out	-	-	-	-	-	-	-	IN	-	-	OUT	-		
Volume	0	0	0	0	0	0	0	1	0	0	1	0	1	

PHF: 0.94
Seasonal Factor: 1.01
Growth Rate: 1.025
Years Grown: 3
Trips In / Trips Out:

Project Name	Trips In	Trips Out
Dade & Sunrise	71	42
Oleander Oaks	41	24
American Silicone	43	56
Napa Auto	12	16

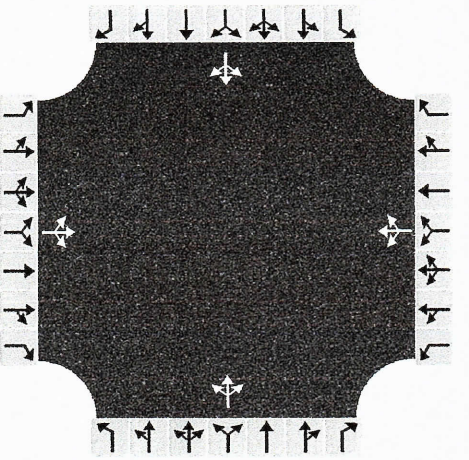


HCS All-Way Stop Control Report

General and Site Information

Analyst	James Kemp
Agency/Co.	O'Rourke Engineering
Date Performed	4/3/2024
Analysis Year	2027
Analysis Time Period (hrs)	0.25
Time Analyzed	AM Peak Hour
Project Description	Background without Project
Intersection	Sunrise Blvd & Bell Ave
Jurisdiction	St. Lucie County
East/West Street	Bell Avenue
North/South Street	Sunrise Blvd
Peak Hour Factor	0.94

Lanes



Turning Movement Demand Volumes

Approach	Eastbound			Westbound			Northbound			Southbound		
Movement	L	T	R	L	T	R	L	T	R	L	T	R
Volume (veh/h)	39	158	96	24	158	27	84	134	20	19	147	17
% Thrus in Shared Lane												

Lane Flow Rate and Adjustments

Approach	Eastbound			Westbound			Northbound			Southbound		
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	LTR			LTR			LTR			LTR		
Flow Rate, v (veh/h)	312			222			253			195		
Percent Heavy Vehicles	2			2			2			2		
Initial Departure Headway, h_d (s)	3.20			3.20			3.20			3.20		
Initial Degree of Utilization, x	0.277			0.198			0.225			0.173		
Final Departure Headway, h_d (s)	5.54			5.81			5.88			5.95		
Final Degree of Utilization, x	0.479			0.359			0.414			0.322		
Move-Up Time, m (s)	2.0			2.0			2.0			2.0		
Service Time, t_s (s)	3.54			3.81			3.88			3.95		

Capacity, Delay and Level of Service

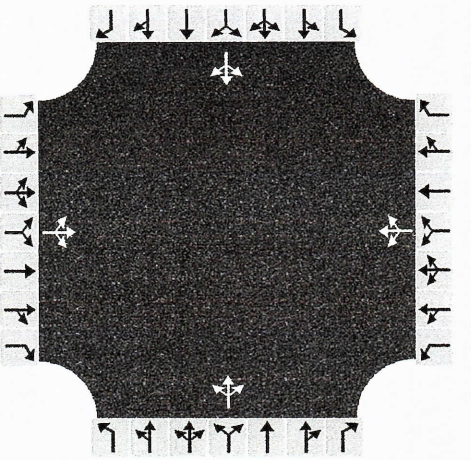
Approach	Eastbound			Westbound			Northbound			Southbound		
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	LTR			LTR			LTR			LTR		
Flow Rate, v (veh/h)	312			222			253			195		
Capacity (veh/h)	650			620			612			605		
95% Queue Length, Q_{95} (veh)	2.6			1.6			2.0			1.4		
95% Queue Length, Q_{95} (ft)	66.0			40.6			50.8			35.6		
Control Delay (s/veh)	13.5			12.0			13.0			11.7		
Level of Service, LOS	B			B			B			B		
Approach Delay (s/veh) | LOS	13.5	B		12.0	B		13.0	B		11.7	B	
Intersection Delay (s/veh) | LOS	12.7						B					

HCS All-Way Stop Control Report

General and Site Information

Analyst	James Kemp
Agency/Co.	O'Rourke Engineering
Date Performed	4/3/2024
Analysis Year	2027
Analysis Time Period (hrs)	0.25
Time Analyzed	PM Peak Hour
Project Description	Background without Project
Intersection	Sunrise Blvd & Bell Ave
Jurisdiction	St. Lucie County
East/West Street	Bell Avenue
North/South Street	Sunrise Blvd
Peak Hour Factor	0.94

Lanes



Turning Movement Demand Volumes

Approach	Eastbound			Westbound			Northbound			Southbound		
Movement	L	T	R	L	T	R	L	T	R	L	T	R
Volume (veh/h)	20	159	73	18	217	21	98	143	21	24	155	53
% Thrus in Shared Lane												

Lane Flow Rate and Adjustments

Approach	Eastbound			Westbound			Northbound			Southbound		
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	LTR			LTR			LTR			LTR		
Flow Rate, v (veh/h)	268			272			279			247		
Percent Heavy Vehicles	2			2			2			2		
Initial Departure Headway, h_d (s)	3.20			3.20			3.20			3.20		
Initial Degree of Utilization, x	0.238			0.242			0.248			0.219		
Final Departure Headway, h_d (s)	6.03			6.13			6.18			6.12		
Final Degree of Utilization, x	0.449			0.464			0.479			0.420		
Move-Up Time, m (s)	2.0			2.0			2.0			2.0		
Service Time, t_s (s)	4.03			4.13			4.18			4.12		

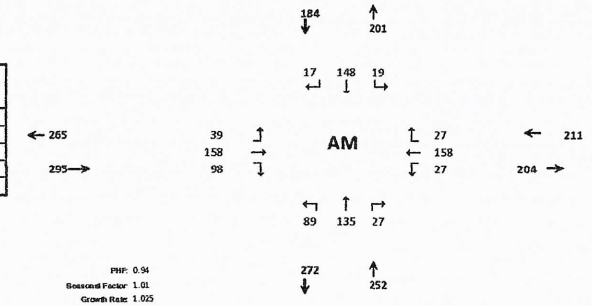
Capacity, Delay and Level of Service

Approach	Eastbound			Westbound			Northbound			Southbound		
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	LTR			LTR			LTR			LTR		
Flow Rate, v (veh/h)	268			272			279			247		
Capacity (veh/h)	597			587			582			588		
95% Queue Length, Q_{95} (veh)	2.3			2.4			2.6			2.1		
95% Queue Length, Q_{95} (ft)	58.4			61.0			66.0			53.3		
Control Delay (s/veh)	13.8			14.3			14.7			13.5		
Level of Service, LOS	B			B			B			B		
Approach Delay (s/veh) | LOS	13.8	B		14.3	B		14.7	B		13.5	B	
Intersection Delay (s/veh) | LOS	14.1						B					

TURNING MOVEMENT VOLUME COUNTS

N/S STREET: Sunrise Blvd **E/W STREET:** Bell Ave **CONTROL:** AWSC
FILENAME: C6 - TMC - Sunrise Blvd & Bell Ave - 4.11.23.xlsx
COUNT DATE: 4/2/2024 **DAY:** Tuesday **CITY:** St Lucie
REPORT DATE: 4/3/2024 **ANALYSIS YEAR:** 2027 Future Total

15 Min Period	Northbound NBL	NBT	NBR	Southbound SBL	SBT	SBR	Eastbound EBL	EBT	EBR	Westbound WBL	WBT	WBR	TOTAL	ONE HOUR SUM
7:00-7:15	11	17	2	3	19	2	7	22	9	2	29	3	126	698
7:15-7:30	19	27	3	4	25	4	8	30	11	3	29	4	167	792
7:30-7:45	19	29	4	3	36	4	8	39	17	6	32	7	204	825
7:45-8:00	23	27	4	3	32	2	11	34	20	6	35	4	201	804
8:00-8:15	17	35	6	5	35	4	10	30	24	5	40	9	220	772
8:15-8:30	18	30	4	5	26	6	7	36	27	5	32	4	200	
8:30-8:45	19	24	3	4	25	4	9	31	27	4	28	5	183	
8:45-9:00	13	27	1	3	26	6	9	32	22	5	21	4	169	



AM PEAK HOUR IS FROM: 7:30 AM TO 8:30AM													
Volumes	77	121	18	16	129	16	36	139	68	22	139	24	825
Season Factor	78	122	18	16	130	16	36	140	69	22	140	24	833
Growth	84	132	20	17	140	17	39	151	96	24	151	26	897
In/Out	OUT	OUT	OUT	-	IN	-	-	-	IN	IN	-	-	
Percentage	19%	4%	26%	0%	4%	0%	0%	0%	19%	26%	0%	0%	
PROJECT	6	1	8	0	0	0	0	0	2	3	0	0	20
Total	89	133	27	17	141	17	39	151	98	27	151	26	917

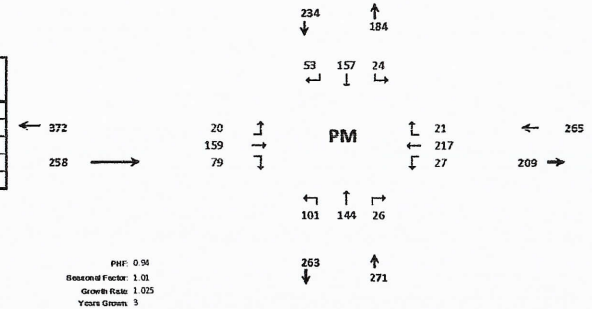
PHF: 0.94
Seasonal Factor: 1.01
Growth Rate: 1.025
Years Grown: 3

	Trips In	Trips Out
	10	30

Other Projects														Project Name	Trips In	Trips Out
Percentage	0%	10%	0%	2%	10%	0%	0%	0%	0%	0%	0%	2%				
In/Out	-	IN	-	OUT	OUT	-	-	-	-	-	-	IN		Dade & Sunrise	22	68
PROJECT	0	2	0	1	7	0	0	0	0	0	0	0	0			
%	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%	5%	0%				
In/Out	-	-	-	-	-	-	-	IN	-	-	OUT	-		Oleander Oaks		
Volume	0	0	0	0	0	0	0	1	0	0	2	0	0		13	37
%	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%	5%	0%				
In/Out	-	-	-	-	-	-	-	IN	-	-	OUT	-		American Silicone		
Volume	0	0	0	0	0	0	0	6	0	0	5	0	0		111	95
%	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%	5%	0%				
In/Out	-	-	-	-	-	-	-	IN	-	-	OUT	-		Napa Auto		
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0		8	6
Subtotal	0	2	0	1	7	0	0	7	0	0	7	0	24			
Total	89	135	27	19	148	17	39	158	98	27	158	27	941			

Sunrise Blvd & Bell Ave
Future Total

15 Min Period (Janes)	Northbound NBL	NBT	NBR	Southbound SBL	SBT	SBR	Eastbound EBL	EBT	EBR	Westbound WBL	WBT	WBR	TOTAL	ONE HOUR SUM
4:00-4:15	13	26	4	6	39	8	1	27	13	3	37	6	183	817
4:15-4:30	15	35	4	6	28	9	6	30	12	6	40	5	196	878
4:30-4:45	21	35	5	6	31	12	6	29	16	4	47	7	219	900
4:45-5:00	19	26	5	5	35	11	5	35	19	4	49	6	219	887
5:00-5:15	24	29	4	4	37	16	5	43	17	5	52	3	239	858
5:15-5:30	26	35	5	6	36	10	2	35	15	4	47	2	223	
5:30-5:45	24	31	4	4	27	9	5	31	20	2	45	4	206	
5:45-6:00	10	32	6	4	24	8	4	29	13	6	42	6	190	



PM PEAK HOUR IS FROM: 4:30 PM TO 5:30PM													
Volumes	90	125	19	21	139	49	18	142	67	17	195	18	900
Season Factor	91	126	19	21	140	49	18	143	68	17	197	18	909
Growth	98	136	21	23	151	53	20	154	73	18	212	20	979
In/Out	OUT	OUT	OUT	-	IN	-	-	-	IN	IN	-	-	
Percentage	19%	4%	26%	0%	4%	0%	0%	0%	19%	26%	0%	0%	
PROJECT	4	1	5	0	1	0	0	0	6	9	0	0	25
Total	101	137	26	23	153	53	20	154	79	27	212	20	1004

PHF: 0.94
Seasonal Factor: 1.01
Growth Rate: 1.025
Years Grown: 3

	Trips In	Trips Out
	33	19

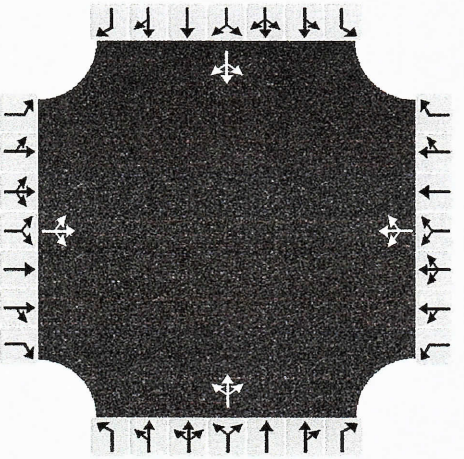
Other Projects															Trips In	Trips Out
%	0%	10%	0%	2%	10%	0%	0%	0%	0%	0%	0%	2%				
In/Out	-	IN	-	OUT	OUT	-	-	-	-	-	-	IN		Dade & Sunrise		
PROJECT	0	7	0	1	4	0	0	0	0	0	0	1	14		71	42
%	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%	5%	0%				
In/Out	-	-	-	-	-	-	-	IN	-	-	OUT	-		Oleander Oaks		
Volume	0	0	0	0	0	0	0	2	0	0	1	0	3		41	24
%	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%	5%	0%				
In/Out	-	-	-	-	-	-	-	IN	-	-	OUT	-		American Silicone		
Volume	0	0	0	0	0	0	0	2	0	0	3	0	5		43	56
%	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%	5%	0%				
In/Out	-	-	-	-	-	-	-	IN	-	-	OUT	-		Napa Auto		
Volume	0	0	0	0	0	0	0	1	0	0	1	0	1		12	16

HCS All-Way Stop Control Report

General and Site Information

Analyst	James Kemp
Agency/Co.	O'Rourke Engineering
Date Performed	4/3/2024
Analysis Year	2027
Analysis Time Period (hrs)	0.25
Time Analyzed	AM Peak Hour
Project Description	Future Total with Project
Intersection	Sunrise Blvd & Bell Ave
Jurisdiction	St. Lucie County
East/West Street	Bell Avenue
North/South Street	Sunrise Blvd
Peak Hour Factor	0.94

Lanes



Turning Movement Demand Volumes

Approach	Eastbound			Westbound			Northbound			Southbound		
Movement	L	T	R	L	T	R	L	T	R	L	T	R
Volume (veh/h)	39	158	98	27	158	27	89	135	27	19	148	17
% Thrus in Shared Lane												

Lane Flow Rate and Adjustments

Approach	Eastbound			Westbound			Northbound			Southbound		
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	LTR			LTR			LTR			LTR		
Flow Rate, v (veh/h)	314			226			267			196		
Percent Heavy Vehicles	2			2			2			2		
Initial Departure Headway, h_d (s)	3.20			3.20			3.20			3.20		
Initial Degree of Utilization, x	0.279			0.200			0.237			0.174		
Final Departure Headway, h_d (s)	5.60			5.88			5.91			6.02		
Final Degree of Utilization, x	0.488			0.368			0.438			0.327		
Move-Up Time, m (s)	2.0			2.0			2.0			2.0		
Service Time, t_s (s)	3.60			3.88			3.91			4.02		

Capacity, Delay and Level of Service

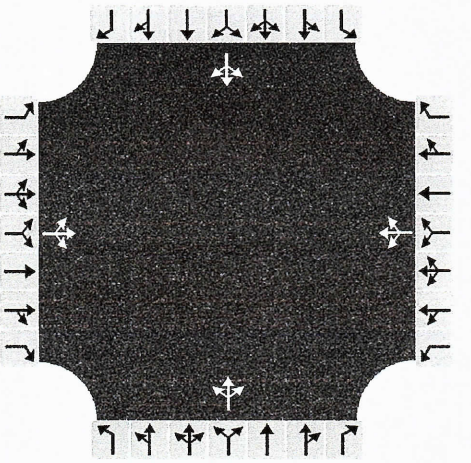
Approach	Eastbound			Westbound			Northbound			Southbound		
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	LTR			LTR			LTR			LTR		
Flow Rate, v (veh/h)	314			226			267			196		
Capacity (veh/h)	643			612			609			598		
95% Queue Length, Q_{95} (veh)	2.7			1.7			2.2			1.4		
95% Queue Length, Q_{95} (ft)	68.6			43.2			55.9			35.6		
Control Delay (s/veh)	13.8			12.3			13.4			11.9		
Level of Service, LOS	B			B			B			B		
Approach Delay (s/veh) | LOS	13.8	B		12.3	B		13.4	B		11.9	B	
Intersection Delay (s/veh) | LOS	13.0						B					

HCS All-Way Stop Control Report

General and Site Information

Analyst	James Kemp
Agency/Co.	O'Rourke Engineering
Date Performed	4/3/2024
Analysis Year	2027
Analysis Time Period (hrs)	0.25
Time Analyzed	PM Peak Hour
Project Description	Future Total with Project
Intersection	Sunrise Blvd & Bell Ave
Jurisdiction	St. Lucie County
East/West Street	Bell Avenue
North/South Street	Sunrise Blvd
Peak Hour Factor	0.94

Lanes



Turning Movement Demand Volumes

Approach	Eastbound			Westbound			Northbound			Southbound		
Movement	L	T	R	L	T	R	L	T	R	L	T	R
Volume (veh/h)	20	159	79	27	217	21	101	144	26	24	157	53
% Thrus in Shared Lane												

Lane Flow Rate and Adjustments

Approach	Eastbound			Westbound			Northbound			Southbound		
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	LTR			LTR			LTR			LTR		
Flow Rate, v (veh/h)	274			282			288			249		
Percent Heavy Vehicles	2			2			2			2		
Initial Departure Headway, h_d (s)	3.20			3.20			3.20			3.20		
Initial Degree of Utilization, x	0.244			0.251			0.256			0.221		
Final Departure Headway, h_d (s)	6.12			6.23			6.27			6.24		
Final Degree of Utilization, x	0.467			0.488			0.502			0.431		
Move-Up Time, m (s)	2.0			2.0			2.0			2.0		
Service Time, t_s (s)	4.12			4.23			4.27			4.24		

Capacity, Delay and Level of Service

Approach	Eastbound			Westbound			Northbound			Southbound		
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	LTR			LTR			LTR			LTR		
Flow Rate, v (veh/h)	274			282			288			249		
Capacity (veh/h)	588			578			574			577		
95% Queue Length, Q_{95} (veh)	2.5			2.7			2.8			2.2		
95% Queue Length, Q_{95} (ft)	63.5			68.6			71.1			55.9		
Control Delay (s/veh)	14.4			15.0			15.4			13.9		
Level of Service, LOS	B			C			C			B		
Approach Delay (s/veh) | LOS	14.4	B		15.0	C		15.4	C		13.9	B	
Intersection Delay (s/veh) | LOS	14.7						B					

APPENDIX E

Driveway Analysis

TURNING MOVEMENT VOLUME COUNTS

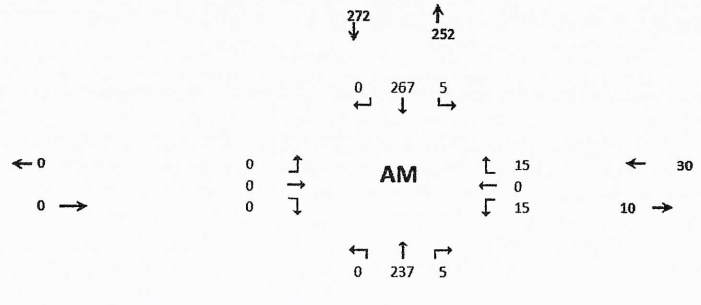
N/S STREET: Sunrise Blvd
E/W STREET: Project Driveway
CONTROL: TWSC
FILENAME: C6 - TMC - Sunrise & Project Driveway - 4.11.23.xlsx
COUNT DATE: 4/2/2024
DAY: Tuesday
CITY: St Lucie
REPORT DATE: 4/3/2024
ANALYSIS YEAR: 2027
Future Total

15 Min Period	Northbound NBL	NBT	NBR	Southbound SBL	SBT	SBR	Eastbound EBL	EBT	EBR	Westbound WBL	WBT	WBR	TOTAL	ONE HOUR SUM
7:00-7:15	0	30	0	0	30	0	0	0	0	0	0	0	60	371
7:15-7:30	0	49	0	0	39	0	0	0	0	0	0	0	88	433
7:30-7:45	0	52	0	0	59	0	0	0	0	0	0	0	111	455
7:45-8:00	0	54	0	0	58	0	0	0	0	0	0	0	112	446
8:00-8:15	0	58	0	0	64	0	0	0	0	0	0	0	122	428
8:15-8:30	0	52	0	0	58	0	0	0	0	0	0	0	110	
8:30-8:45	0	46	0	0	56	0	0	0	0	0	0	0	102	
8:45-9:00	0	41	0	0	53	0	0	0	0	0	0	0	94	
AM PEAK HOUR IS FROM:		7:30 AM TO 8:30AM												
Volumes	0	216	0	0	239	0	0	0	0	0	0	0	455	
Season Factor	0	218	0	0	241	0	0	0	0	0	0	0	460	
Growth	0	235	0	0	260	0	0	0	0	0	0	0	495	
In/Out	-	-	IN	IN	-	-	-	-	-	OUT	-	OUT		
Percentage	0%	0%	51%	49%	0%	0%	0%	0%	0%	51%	0%	49%		
PROJECT	0	0	5	5	0	0	0	0	0	15	0	15	40	
Total	0	235	5	5	260	0	0	0	0	15	0	15	535	
Other Projects														
Percentage	0%	10%	0%	0%	10%	0%	0%	0%	0%	0%	0%	0%		
In/Out	-	IN	-	-	OUT	-	-	-	-	-	-	-		
PROJECT	0	2	0	0	7	0	0	0	0	0	0	0	0	
Subtotal	0	2	0	0	7	0	0	0	0	0	0	0	9	
Total	0	237	5	5	267	0	0	0	0	15	0	15	544	

PHF: 0.93
Seasonal Factor: 1.01
Growth Rate: 1.025
Years Grown: 3

Trips In	Trips Out
10	30

Project Name	Trips In	Trips Out
Dade & Sunrise	22	68



E-1

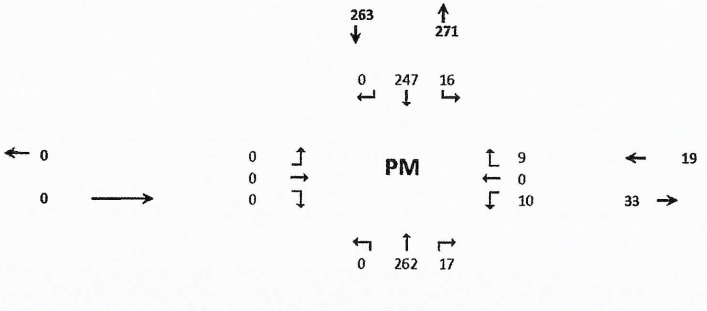
Sunrise Blvd & Project Driveway
Future Total

15 Min Period lanes	Northbound NBL	NBT	NBR	Southbound SBL	SBT	SBR	Eastbound EBL	EBT	EBR	Westbound WBL	WBT	WBR	TOTAL	ONE HOUR SUM
4:00-4:15	0	43	0	0	55	0	0	0	0	0	0	0	98	418
4:15-4:30	0	54	0	0	46	0	0	0	0	0	0	0	100	436
4:30-4:45	0	61	0	0	51	0	0	0	0	0	0	0	112	457
4:45-5:00	0	50	0	0	58	0	0	0	0	0	0	0	108	453
5:00-5:15	0	57	0	0	59	0	0	0	0	0	0	0	116	442
5:15-5:30	0	66	0	0	55	0	0	0	0	0	0	0	121	
5:30-5:45	0	59	0	0	49	0	0	0	0	0	0	0	108	
5:45-6:00	0	54	0	0	43	0	0	0	0	0	0	0	97	
PM PEAK HOUR IS FROM:		4:30 PM TO 5:30PM												
Volumes	0	234	0	0	223	0	0	0	0	0	0	0	457	
Season Factor	0	236	0	0	225	0	0	0	0	0	0	0	462	
Growth	0	255	0	0	243	0	0	0	0	0	0	0	497	
In/Out	-	-	IN	IN	-	-	-	-	-	OUT	-	OUT		
Percentage	0%	0%	51%	49%	0%	0%	0%	0%	0%	51%	0%	49%		
PROJECT	0	0	17	16	0	0	0	0	0	10	0	9	52	
Total	0	255	17	16	243	0	0	0	0	10	0	9	549	
Other Projects														
%	0%	10%	0%	0%	10%	0%	0%	0%	0%	0%	0%	0%		
In/Out	-	IN	-	-	OUT	-	-	-	-	-	-	-		
PROJECT	0	7	0	0	4	0	0	0	0	0	0	0	11	

PHF: 0.94
Seasonal Factor: 1.01
Growth Rate: 1.025
Years Grown: 3

Trips In	Trips Out
33	19

Dade & Sunrise	Trips In	Trips Out
	71	42



HCS Two-Way Stop-Control Report

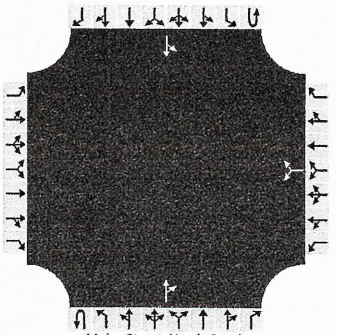
General Information

Analyst	James Kemp
Agency/Co.	O'Rourke Engineering
Date Performed	4/3/2024
Analysis Year	2027
Time Analyzed	AM Peak Hour
Intersection Orientation	North-South
Project Description	Future Total with Project

Site Information

Intersection	Sunrise Blvd & Project Driveway
Jurisdiction	St. Lucie County
East/West Street	Project Driveway
North/South Street	Sunrise Blvd
Peak Hour Factor	0.93
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)						15		15			237	5		5	267	
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)							32							5		
Capacity, c (veh/h)							600							1298		
v/c Ratio							0.05							0.00		
95% Queue Length, Q_{95} (veh)							0.2							0.0		
95% Queue Length, Q_{95} (ft)							5.1							0.0		
Control Delay (s/veh)							11.3							7.8	0.0	
Level of Service (LOS)							B							A	A	
Approach Delay (s/veh)					11.3								0.2			
Approach LOS					B								A			

HCS Two-Way Stop-Control Report

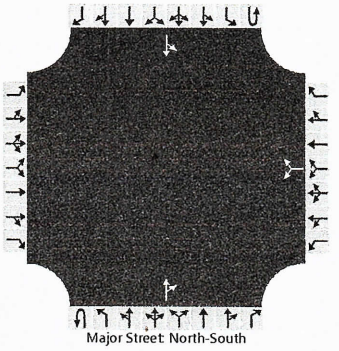
General Information

Analyst	James Kemp
Agency/Co.	O'Rourke Engineering
Date Performed	4/3/2024
Analysis Year	2027
Time Analyzed	PM Peak Hour
Intersection Orientation	North-South
Project Description	Future Total with Project

Site Information

Intersection	Sunrise Blvd & Project Driveway
Jurisdiction	St. Lucie County
East/West Street	Project Driveway
North/South Street	Sunrise Blvd
Peak Hour Factor	0.94
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		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)						10		9			262	17		16	247	
Percent Heavy Vehicles (%)						3		3						3		
Proportion Time Blocked																
Percent Grade (%)						0										
Right Turn Channelized																
Median Type | Storage	Undivided															

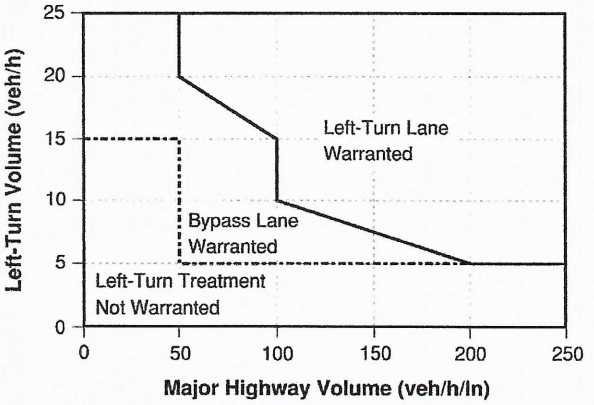
Critical and Follow-up Headways

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		

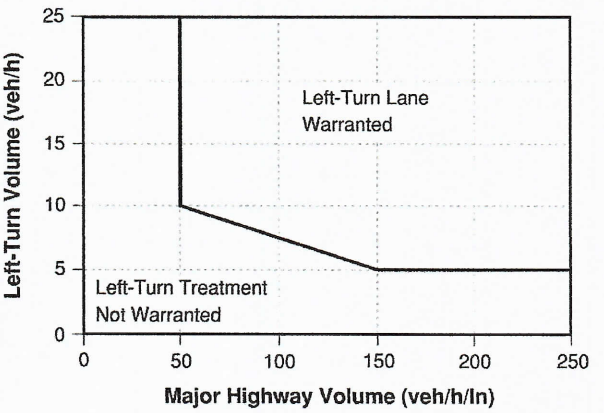
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)							20							17		
Capacity, c (veh/h)							566							1259		
v/c Ratio							0.04							0.01		
95% Queue Length, Q_{95} (veh)							0.1							0.0		
95% Queue Length, Q_{95} (ft)							2.6							0.0		
Control Delay (s/veh)							11.6							7.9	0.1	
Level of Service (LOS)							B							A	A	
Approach Delay (s/veh)						11.6								0.6		
Approach LOS						B								A		

Figure 78 | Left-Turn Lane Warrants for Two-Lane Rural Roadways (Unsignalized)

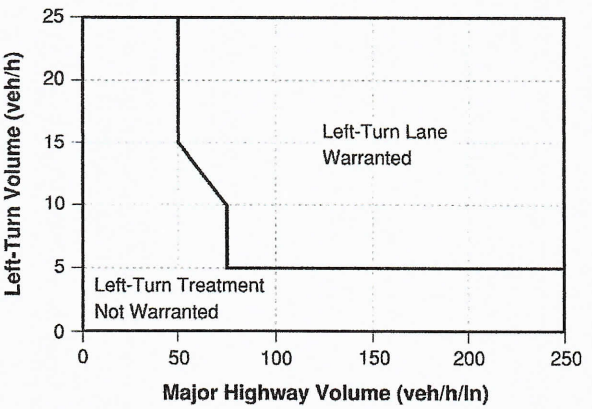


(a) Three-Leg Intersections

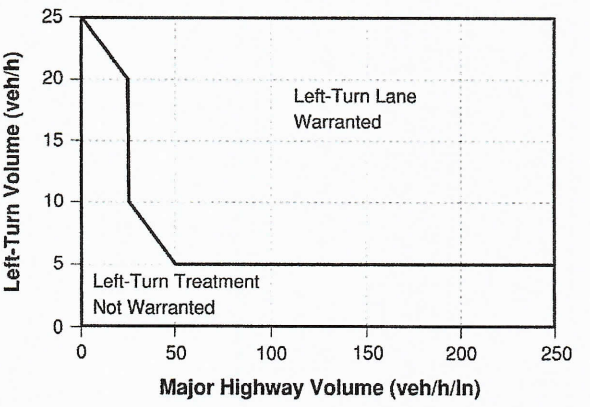


(b) Four-Leg Intersections

Figure 79 | Left-Turn Lane Warrants for Four-Lane Rural Roadways (Unsignalized)

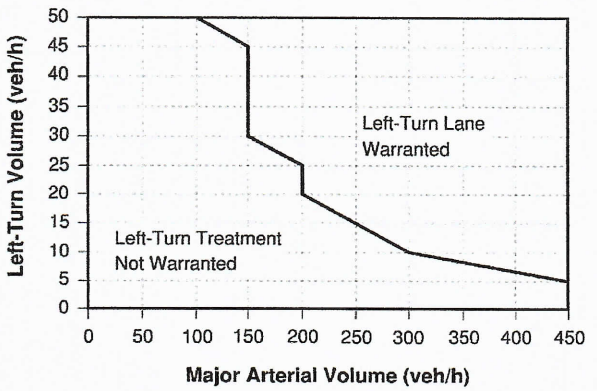


(a) Three-Leg Intersections

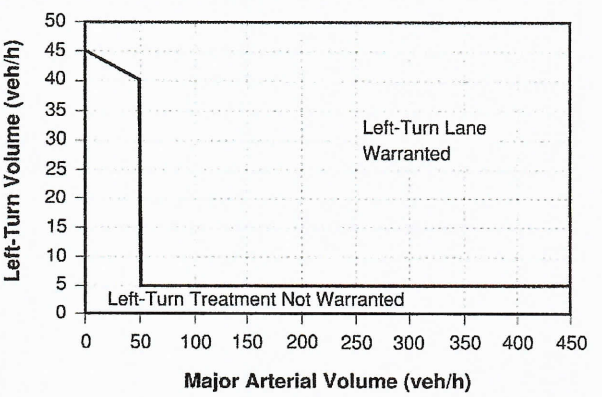


(b) Four-Leg Intersections

Figure 80 | Left-Turn Lane Warrants for Urban and Suburban Arterials



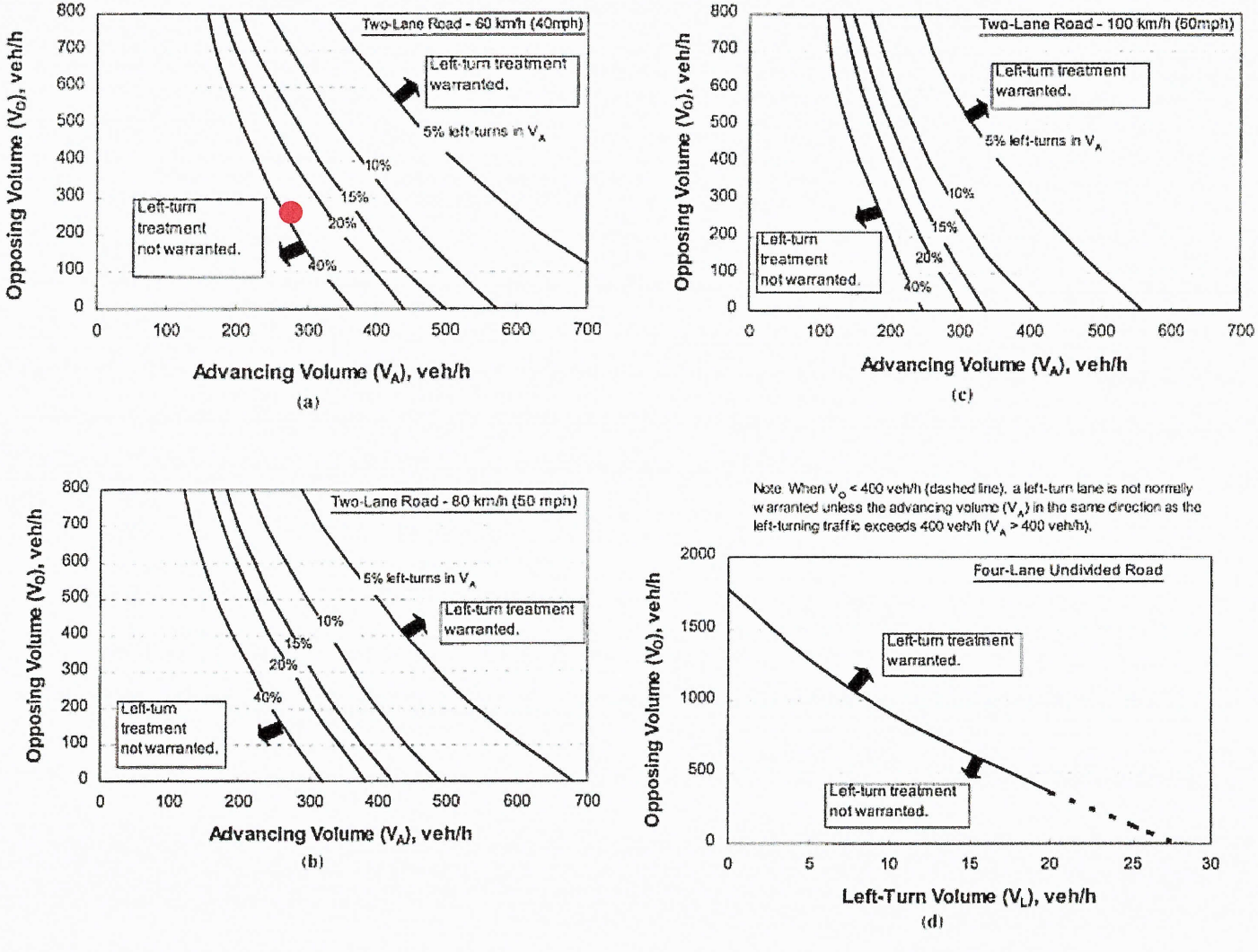
(a) Three-Leg Intersections



(b) Four-Leg Intersections

Source: NCHRP Report 745

Figure 81 | Left-Turn Lane Warrants (Unsignalized Intersections) – Alternate Method



Source: NCHRP Report 457

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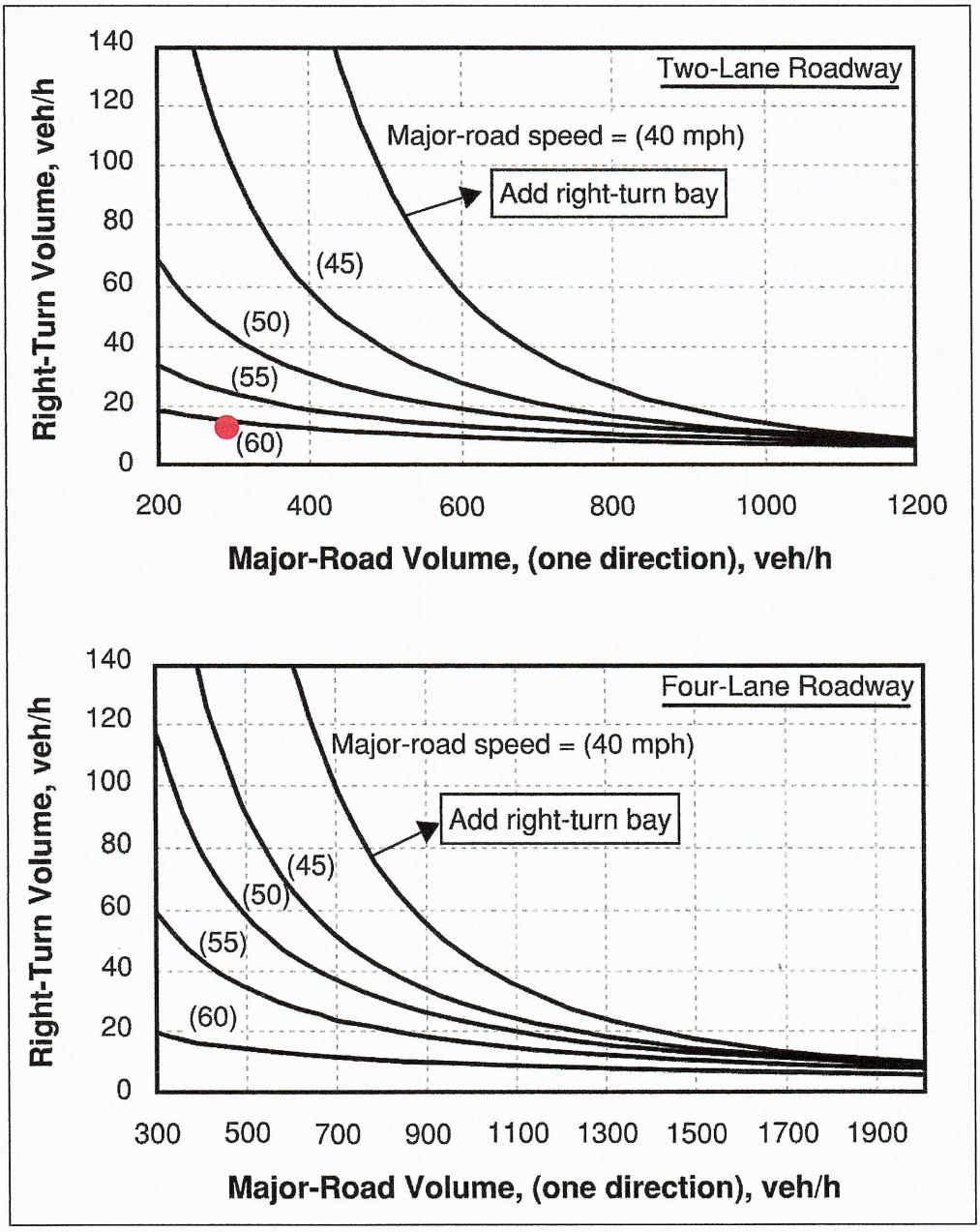
Figure 74 | Recommended Guidelines for Exclusive Right-Turn Lanes to Unsignalized Driveway/Intersection



Source: NCHRP Report 457, TDOT Highway System Access Manual