



ATMCCompany

TRAFFIC ANALYSIS

Prepared for:

**Ms. Lara Swanson
Gordy Creek , LLC
1548 SE 6th Street
Deerfield Beach, FL 33441**

Prepared by:

**O'Rourke Engineering & Planning
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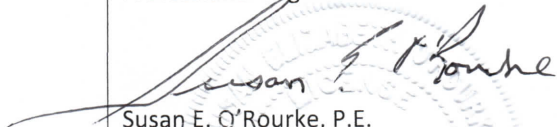
October 27, 2023

Revised for FDOT Comments 1/17/24

Revised 03/06/24

Revised 08/06/24

SR23071.0

<p>Prepared by: O'Rourke Engineering & Planning Certificate of Authorization: #26869 3725 SE Ocean Blvd. Suite 201 Stuart, Florida 34996 772-781-7918</p>	<p>Professional Engineer  Susan E. O'Rourke, P.E. Date signed and sealed: 08/06/24 License #: 42684</p>
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October 27, 2023

Ms. Lara Swanson, Manager
Gordy Creek, LLC
1548 SE 6th Street
Deerfield Beach, FL 33441

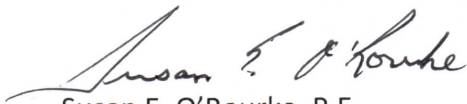
Re: Gordy Creek

Dear Ms. Swanson:

O'Rourke Engineering & Planning has completed the analysis of the proposed development located on Gordy Road in Fort Pierce, 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 – Traffic

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INTRODUCTION

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

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

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

Each of these steps is outlined herein.

PROJECT DESCRIPTION

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

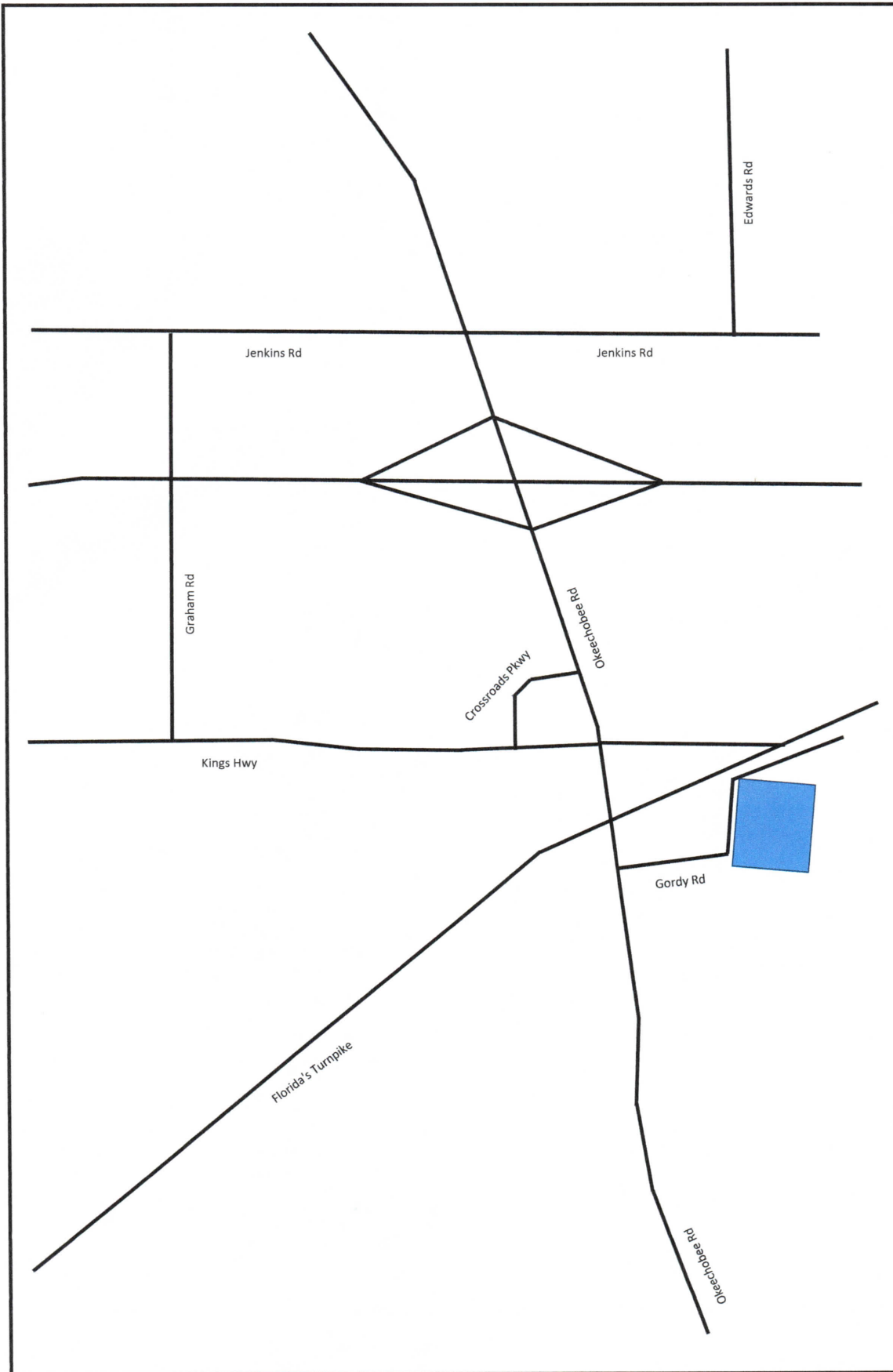


Figure 1
Project Location
Gordy Creek

Legend
 = Project Location



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Stuart, FL, 34956



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EXISTING CONDITIONS

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

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

Existing/Proposed Lane Geometrics and Traffic Control

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

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

Existing Traffic Volumes/ Service Volume

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

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

PROJECT TRAFFIC

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

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

Table 1 - Trip Generation

Table 1a: Daily

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

Source: ITE 11th Edition Trip Generation Rates

Table 1b: AM Peak Hour

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

Source: ITE 11th Edition Trip Generation Rates

Table 1c: PM Peak Hour

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

Source: ITE 11th Edition Trip Generation Rates

PROJECT DISTRIBUTION/ ASSIGNMENT/IMPACT

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

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

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

LINK ANALYSIS / REVIEW

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

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

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

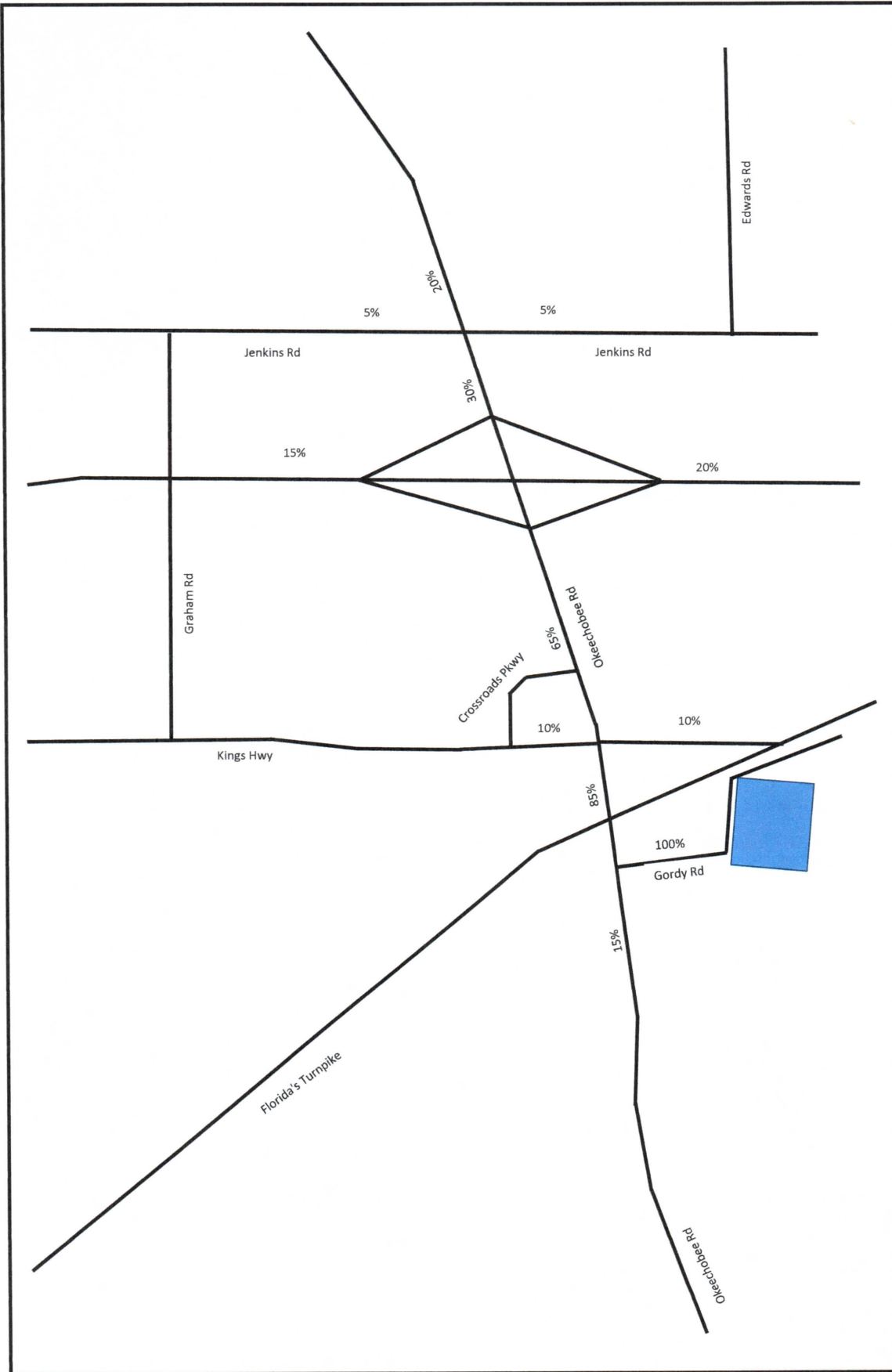


Figure 2
Project Assignment
Gordy Creek

Legend
= Project Location



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Stuart, FL 34996



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TABLE 2a - Project Percent Impact - AM Peak Hour

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

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

IN: 49
OUT: 143

TABLE 2b - Project Percent Impact - PM Peak Hour

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

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

IN: 158
OUT: 93

TABLE 3a - Link Analysis - AM Peak Hour

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

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

(1) Calculated from Turning Movement Counts

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

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

IN: 49
OUT: 143
Years Grown: 3

TABLE 3b - Link Analysis - PM Peak Hour

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

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

(1) Calculated from Turning Movement Counts

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

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

IN: 158
OUT: 93
Years Grown: 3

INTERSECTION ANALYSIS

Two intersections were analyzed for Existing, Background without Project, and Future Total with Project scenarios for both the AM and PM peak hours. The two intersections analyzed are Okeechobee Road & Gordy Road and Okeechobee Road & Kings Highway.

Okeechobee Road & Kings Highway - The intersection of Okeechobee Road & Kings Highway will continue to operate at an acceptable level of service of D or better at project build out with the existing lanes.

Okeechobee Road & Gordy Road - The intersection of Okeechobee Road & Gordy Road is projected to operate at a LOS C in the AM and LOS D in the PM in the Future Total scenario. The need for an eastbound right-turn lane at the intersection was evaluated using the NCHRP 457. With the highest right-turn volume of 51 vehicles and total approach of 797 vehicles in the PM peak hour, an eastbound right-turn lane is proposed at the intersection.

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

Table 4 summarizes the delay and LOS.

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

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

DRIVEWAY ANALYSIS

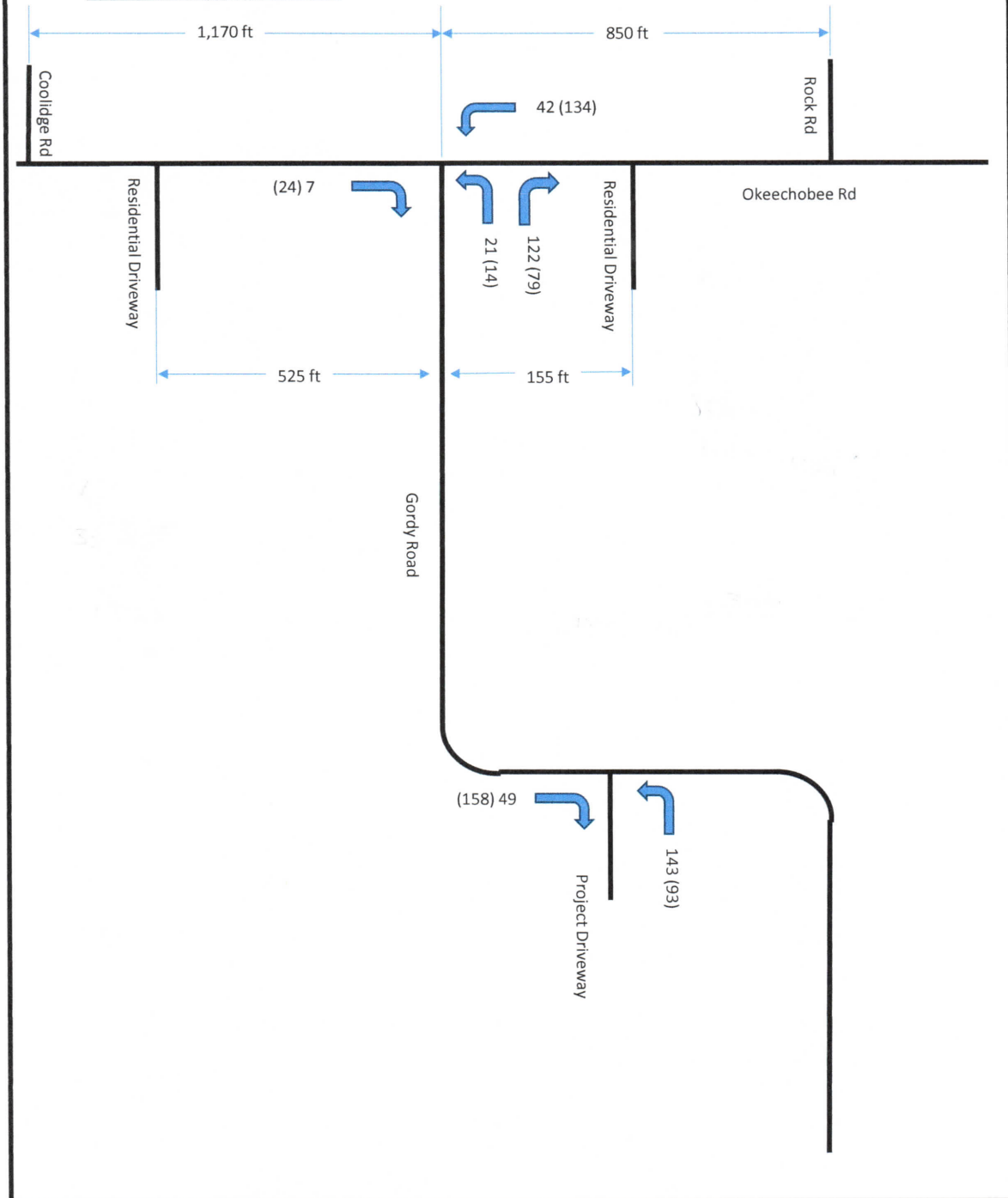
The project will have one driveway located on Gordy Road. The project driveway will be a full access driveway serving entering and exiting vehicles. **Figure 3** shows the driveway volumes for the AM and PM peak hours. The driveway was analyzed using HCS. The analysis shows the driveway will operate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

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

Table 4: Intersection Level of Service

Intersection	Period	Existing		2026 wo/Project		2026 w/Project	
		Delay	LOS	Delay	LOS	Delay	LOS
Gordy Road & Project Driveway	AM	N/A	N/A	N/A	N/A	10.2	B
	PM	N/A	N/A	N/A	N/A	10.3	B
Okeechobee Road & Gordy Road	AM	13	B	14.3	B	18.7	C
	PM	17.3	C	20.1	C	28.2	D
Okeechobee Road & Kings Highway	AM	42.1	D	46.1	D	46.1	D
	PM	41.5	D	49.8	D	49.7	D

	IN	OUT
AM	49	143
PM	158	93






NTS 3725 SE Ocean Blvd, Suite 201
 Stuart, FL, 34996

Job #: _____ Date: _____

Legend

XX (XX) = AM (PM)

Figure 3

Driveway Volumes

Gordy Creek

CONCLUSION

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

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

Therefore, the project meets the requirements for concurrency.

APPENDIX A

SITE PLAN

DRAINAGE STATEMENT

PARKING
 ALL BUILDING SHALL MEET OR EXCEED INSTITUTE OF TRANSPORTATION ENGINEERS STANDARDS FOR THE CITY OF FT. PIERCE REQUIREMENTS

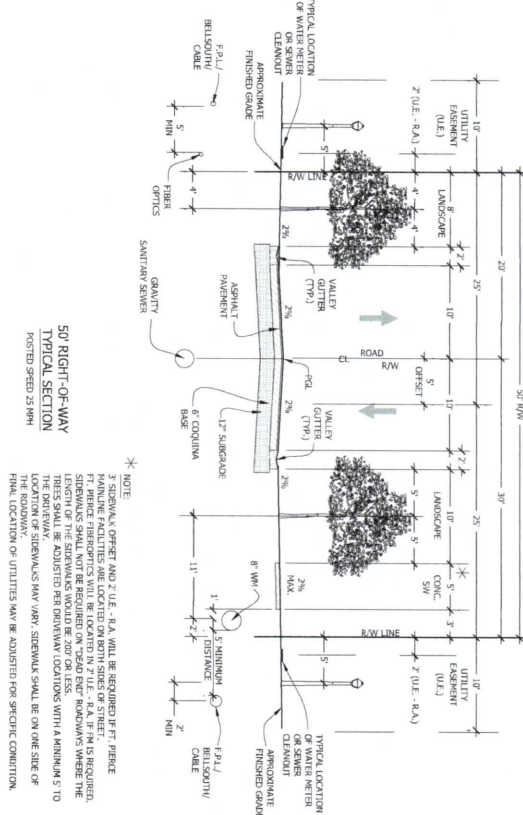
TRAFFIC STATEMENT

OPEN SPACE TABLE	TOTAL AREA BY USE (AC)	% REQUIRED
CONCRETE DRIVEWAY	0.36	1.7%
CONCRETE SIDEWALK	0.27	1.2%
LANDSCAPE BUFFERS	0.14	0.6%
DRIVEWAY ELEMENTS	2.53	12.0%
LANDSCAPE	17.45	82.5%
PRESERVES		
TOTAL AREA	34.75	48.9%

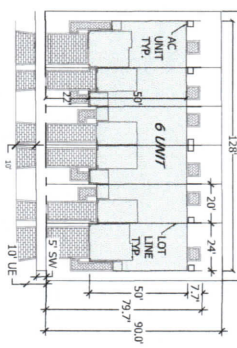
DEVELOPMENT STANDARDS

DEVELOPMENT STANDARD	SINGLE-FAMILY	TOWNHOUSES/THE FLEXI-GUARD	MAX
PRIMARY STRUCTURE			
Minimum Lot Width	40'	15'	15'
Minimum Lot Depth	115'	95'	95'
Minimum Lot Area	4,600	1,425	1,425
Minimum Impervious Lot Coverage	80%	80%	80%
Minimum Open Space	20%	10%	10%
Minimum Front Setback (Front Yard)	18'	18'	18%
Minimum Side Setback (Side Yard)	10'	10'	10'
Minimum Side Setback (Front Eave)	5'	5'	5'
Minimum Side Setback (Corner Lot)	15'	10'	10'
Minimum Rear Setback	15' in width or greater	5'	5'
Minimum Rear Setback (Corner Lot)	10'	10'	10'
Minimum Rear Setback (Internal Lot)	10'	10'	10'
ACCESSORY STRUCTURES			
Maximum Floor Area	3'	3'	3'
Maximum Height	0'	0'	0'
Maximum Side Setback	2'	2'	2'
Maximum Side Setback (Corner Lot)	15'	15'	15'

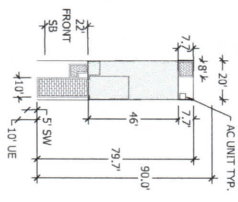
40' ROW TYPICAL



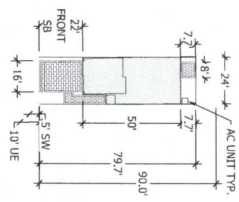
6-UNIT TOWNHOME TYPICAL



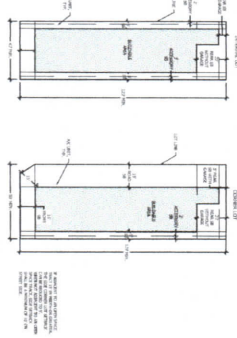
20' TOWNHOME LOT TYPICAL



24' TOWNHOME LOT TYPICAL



40' LOT TYPICAL



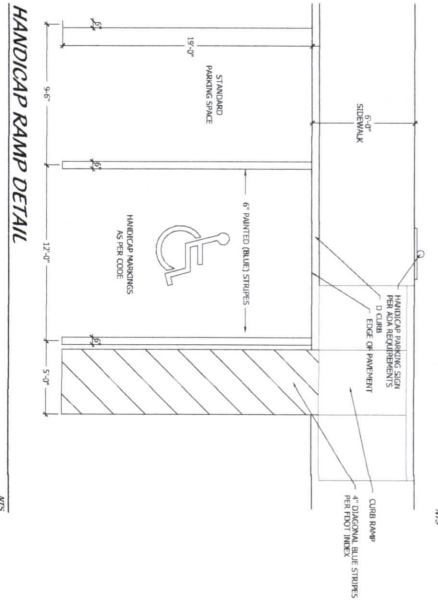
PD SITE DETAILS



Cottler & Hearing, Inc.
 Licensed Architects
 Licensed Professional Engineers
 Environmental Consultants
 1124 Commercial Lane
 Jupiter, Florida 33458
 561.747.6536 - FAX 747.1377
 www.cottlerhearing.com
 LIC# CP28000525

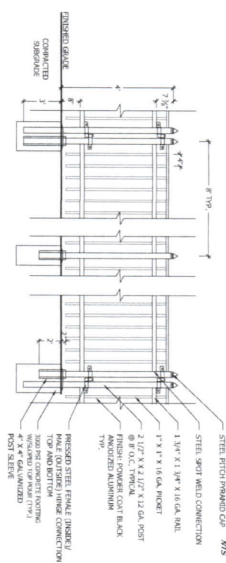
Gordy Creek
 Fort Pierce, Florida

STANDARD AND HANDICAP PARKING DETAIL



M/S

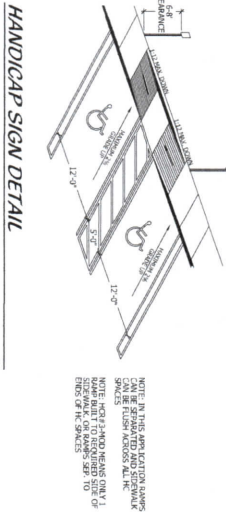
DECORATIVE FENCE DETAIL



LIGHTING DETAIL

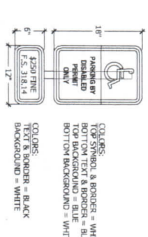


M/S

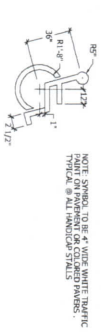


M/S

HANDICAP SIGN DETAIL

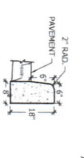


HANDICAP SYMBOL DETAIL

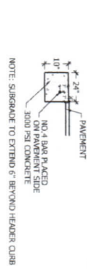


M/S

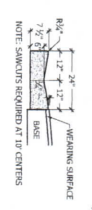
D CURB DETAIL



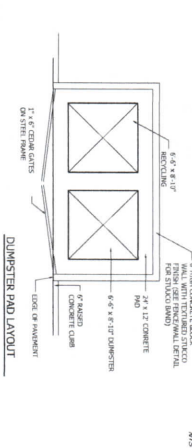
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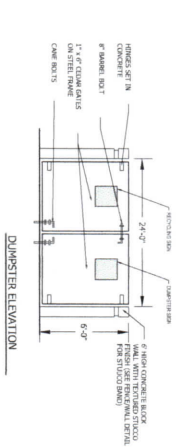
VALLEY CURB DETAIL



DUMPSTER DETAIL



M/S



M/S



NOTE: SHADE STRUCTURE CENTER TO CENTER IS 8' 0\"/>

TOT LOT SHADE SAIL DETAIL

SITE DETAILS



Colteur & Hearing
 Landscape Architects
 Environmental Consultants
 1904 Commerce Lane
 Suite 100
 Fort Pierce, FL 34946
 Phone: 888-742-6338 Fax: 774-1377
 www.colteurhearing.com
 LPA# LC-28000555

Gordy Creek
 Fort Pierce, Florida

DESIGNED BY	REVISIONS
DRAWN BY	NO. DATE
APPROVED BY	20 DATE
DATE	01-22-24
REVISIONS	

APPENDIX B

ST. LUCIE COUNTY 2023 LEVEL OF SERVICE REPORT

Traffic Counts and Level of Service Report 2023

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

Traffic Counts and Level of Service Report 2023

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

Traffic Counts and Level of Service Report 2023

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

* Volumes shown were adjusted using FDOT Seasonal Factors

* AADT = Annual Average Daily Traffic

Traffic Counts and Level of Service Report 2023

Roadway Name	Location	AADT	Pk Hr Service Capacity	AM Pk Hr Pk Dir			PM Pk Hr Pk Dir		
				Volume	LOS	V/C	Volume	LOS	V/C
MIDWAY RD	OKEECHOBEE RD to SHINN RD	6,581	760	331	C	0.44	331	C	0.44
MIDWAY RD	SHINN RD to MCCARTY RD	6,581	630	331	C	0.53	331	C	0.53
MIDWAY RD	MCCARTY RD to I-95	6,581	700	331	C	0.47	331	C	0.47
MIDWAY RD	I-95 to GLADES CUT-OFF RD	20,913	2,100	1,021	C	0.49	1,021	C	0.49
MIDWAY RD	GLADES CUT-OFF RD to EAST TORINO PKWY	23,000	2,100	1,190	C	0.57	1,256	C	0.60
MIDWAY RD	W OF SELVITZ RD to SELVITZ RD	25,000	2,100	1,245	C	0.59	1,298	C	0.62
MIDWAY RD	SELVITZ RD to CHRISTENSEN RD	23,000	2,100	1,176	C	0.56	1,166	C	0.56
MIDWAY RD	CHRISTENSEN RD to 25TH ST	23,000	2,100	1,176	C	0.56	1,166	C	0.56
MIDWAY RD	25TH ST to SUNRISE BLVD	23,000	2,100	1,245	C	0.59	1,147	C	0.55
MIDWAY RD	SUNRISE BLVD to OLEANDER AVE	23,000	2,100	1,245	C	0.59	1,147	C	0.55
MIDWAY RD	OLEANDER AVE to US 1	20,000	2,100	1,011	C	0.48	974	C	0.46
MIDWAY RD	US 1 to WALLACE ST	3,690	790	183	C	0.23	183	C	0.23
MIDWAY RD	WALLACE ST to WEATHERBEE RD	3,690	920	183	C	0.20	183	C	0.20
MIDWAY RD	WEATHERBEE RD to INDIAN RIVER DR	3,690	630	183	C	0.29	183	C	0.29
MORNINGSIDE BLVD	WESTMORELAND BLVD to PORT ST LUCIE BLVD	2,289	920	123	C	0.13	123	C	0.13
MORNINGSIDE BLVD	PORT ST LUCIE BLVD to LYGATE 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

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

APPENDIX C

OTHER PROJECT DATA/GROWTH RATE

FLORIDA DEPARTMENT OF TRANSPORTATION
 TRANSPORTATION STATISTICS OFFICE
 2022 HISTORICAL AADT REPORT

COUNTY: 94 - ST. LUCIE

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

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

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

FLORIDA DEPARTMENT OF TRANSPORTATION
 TRANSPORTATION STATISTICS OFFICE
 2022 HISTORICAL AADT REPORT

COUNTY: 94 - ST. LUCIE

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

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

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
 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: 0029 - SR 70 / OKEECHOBEE RD - E OF SR 9/I-95 (COUNTY 29)

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

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

FLORIDA DEPARTMENT OF TRANSPORTATION
 TRANSPORTATION STATISTICS OFFICE
 2022 HISTORICAL AADT REPORT

COUNTY: 94 - ST. LUCIE

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

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

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

FLORIDA DEPARTMENT OF TRANSPORTATION
 TRANSPORTATION STATISTICS OFFICE
 2022 HISTORICAL AADT REPORT

COUNTY: 94 - ST. LUCIE

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

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

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

AM Peak Hour - D Factor Calculation

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

Source: TMC Counts

PM Peak Hour - D Factor Calculation

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

Source: TMC Counts

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

PM APPROVED PROJECTS			SUM Daily		SUM 2 Way		SUM Directional N/E		SUM Directional S/W		Two Way		Directional N/E		Directional S/W	
Road Name	From	To	Residentia 	Non-Residentia 	Residentia 	Non-Residentia 	Residentia 	Non-Residentia 	Residentia 	Non-Residentia 	Double Count	Net 2 Way	Double Count	Net	Double Count	Net
Okeechobee Rd	Florida's Turnpike	Kings Hwy	988	1,039	89	123	56	44	33	79	-22	190	-9	91	-8	104
	Kings Hwy	Crossroads Pkwy	2,628	1,684	211	199	105	109	106	91	-40	371	-22	192	-18	179
	Crossroads Pkwy	I95	2,628	2,027	211	245	105	142	106	102	-49	407	-26	221	-20	188
	I95	Jenkins Rd	4,377	1,537	350	171	200	101	151	70	-34	487	-20	280	-14	207
	Jenkins Rd	McNeil Rd	2,532	1,149	197	128	73	70	124	58	-26	300	-14	129	-12	170
	McNeil Rd	Virginia Ave	3,224	767	245	79	112	41	134	38	-16	309	-8	144	-8	165
Virginia Ave.	Hartman Rd	620	135	47	9	18	5	29	5	-2	54	-1	21	-1	33	

APPENDIX D

INTERSECTION ANALYSIS



Florida Department of Transportation

RON DESANTIS
GOVERNOR

3400 West Commercial Boulevard
Fort Lauderdale, FL 33309

JARED W. PERDUE, P.E.
SECRETARY

June 17, 2024

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

Dear Susan O'Rourke,

RE: Variance Committee Review to allow for **Category D Driveway**

Applicant/Property Owner: Zentex Ventures LTD

St Lucie County City of Fort Pierce State Road: SR 70 **Section:** 94030000 **MP:** 20.20

Access Class: 03 **Posted Speed:** 45 mph **SIS:** Influence Area

FDOT Ref. Project: FM 447653.1-Jeffrey Robbert-RESURFACING **Site Acreage:** 58.23 Acres

Development Size: 179 Single Family Dwelling Units and 138 Multi-Family Dwelling Units

Project Name & Address: Zentex - Gordy Road south of SR-70, Fort Pierce

AMRC Meeting Date: April 4, 2024

AMRC Meeting Date: May 22, 2024 (Follow-up Meeting)

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

This request is: **Approved with Conditions**

Conditions / Comments:

- The existing westbound left turn lane at SR 70 and Gordy Road intersection shall be extended to accommodate the project traffic. The left turn/U-turn lane shall meet the minimum requirements in the Florida Design Manual (FDM). A queueing analysis shall be submitted at the time of permit to determine the required queue length.
- Reconstruct existing median opening at SR 70 and Rock Road intersection to an eastbound directional median opening. The left turn/U-turn lane shall meet the minimum requirements in the Florida Design Manual (FDM). A queueing analysis shall be submitted at the time of permit to determine the required queue length.
- All existing driveways not approved in this letter must be fully removed and the area restored.
- Drainage mitigation is required for any impacts within FDOT right-of-way (i.e. increased runoff or reduction of existing storage).
- A Storm Water Pollution Prevention Plan must be submitted with the application if there will be more than one acre of "disturbed area" (as defined by the Florida Department of Environmental Protection (FDEP))
- If additional right-of-way is required to implement the proposed improvements, the applicant shall donate the right-of-way to the Department.

TURNING MOVEMENT VOLUME COUNTS

N/S STREET: Gortly Rd
 FILENAME: Gortly Rd & Okeschoobe - TMC - Existing
 COUNT DATE: 8/17/2022
 REPORT DATE: 9/17/2023
 DAY: Tuesday
 ANALYSIS YEAR: 2022
 CITY: Fort Pierce
 EW STREET: Okeschoobe RD
 Existing

15 Min Period	Northbound				Southbound				Eastbound				Westbound				ONE HOUR TOTAL SUM
	NBL	NBT	NBR	NBL	SBL	SBT	SBR	EBL	EBT	EBR	Uturn	WBL	WBT	WBR	Uturn	TOTAL	
7:00-7:15	2	0	3	0	0	0	0	0	85	2	0	2	127	0	2	223	
7:15-7:30	5	0	2	0	0	0	0	126	2	0	0	114	0	2	254		
7:30-7:45	3	0	6	0	0	0	0	137	1	2	0	121	0	0	272		
7:45-8:00	0	0	4	0	0	0	0	133	3	0	0	114	0	2	256		
8:00-8:15	3	0	5	0	0	0	0	119	5	2	2	132	0	2	270		
8:15-8:30	2	0	2	0	0	0	0	132	4	0	1	99	0	4	244		
8:30-8:45	0	0	3	0	0	0	0	153	3	1	3	125	0	4	292		
8:45-9:00	1	0	2	0	0	0	0	152	2	0	2	87	0	2	248		

AM PEAK HOURS FROM: 7:45AM TO 8:45AM
 Volumes: 5 0 14 0 0 0 537 15 3 6 470 0 12 1062
 Season Factor: 6 0 17 0 0 0 639 18 4 7 559 0 14 1250
 Growth: 6 0 17 0 0 0 639 18 4 7 559 0 14 1250
 In/Out: - - - - - - - - - - - - - - -
 Percentage: 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0%
 PROJECT: 0 0 0 0 0 0 0 0 0 0 0 0 0 0

PHF: 0.91
 Seasonal Factor: 1.19
 Trips In: 0
 Trips Out: 0
 Growth Rate: 1
 Years Grown: 0

15 Min Period lanes	Northbound				Southbound				Eastbound				Westbound				ONE HOUR TOTAL SUM
	NBL	NBT	NBR	NBL	SBL	SBT	SBR	EBL	EBT	EBR	Uturn	WBL	WBT	WBR	Uturn	TOTAL	
4:00-4:15	3	0	1	0	0	0	0	0	109	3	1	2	186	0	4	309	
4:15-4:30	3	0	1	0	0	0	0	128	2	0	0	1	212	0	6	353	
4:30-4:45	6	0	4	0	0	0	0	128	2	0	0	2	198	0	5	345	
4:45-5:00	4	0	2	0	0	0	0	135	5	1	5	217	0	8	377		
5:00-5:15	4	0	5	0	0	0	0	126	6	2	4	243	0	8	398		
5:15-5:30	2	0	2	0	0	0	0	138	4	1	2	204	0	5	358		
5:30-5:45	3	0	4	0	0	0	0	126	7	0	3	195	0	8	346		
5:45-6:00	4	0	2	0	0	0	0	104	3	0	5	180	0	7	305		

PM PEAK HOURS FROM: 4:45PM TO 5:45PM
 Volumes: 13 0 13 0 0 0 525 22 4 14 859 0 29 1479
 Season Factor: 15 0 15 0 0 0 625 26 5 17 1022 0 35 1726
 Growth: 15 0 15 0 0 0 625 26 5 17 1022 0 35 1726
 In/Out: - - - - - - - - - - - - - - -
 Percentage: 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0%
 PROJECT: 0 0 0 0 0 0 0 0 0 0 0 0 0 0

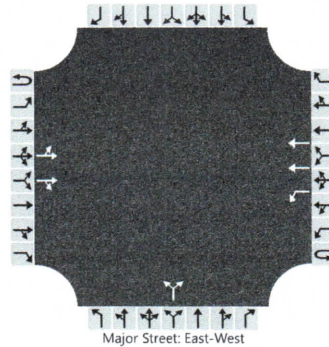
PHF: 0.93
 Seasonal Factor: 1.19
 Growth Rate: 1
 Trips In: 0
 Trips Out: 0
 Years Grown: 0

Total: 15 0 15 0 0 0 625 26 5 17 1022 0 35 1726

HCS Two-Way Stop-Control Report

General Information				Site Information			
Analyst	James Kemp			Intersection	Gordy Rd and Okeechobee		
Agency/Co.	O'Rourke Engineering			Jurisdiction	Ft. Pierce		
Date Performed	9/1/2023			East/West Street	Okeechobee Rd		
Analysis Year	2022			North/South Street	Gordy Rd		
Time Analyzed	AM Peak Hour			Peak Hour Factor	0.91		
Intersection Orientation	East-West			Analysis Time Period (hrs)	0.25		
Project Description	Existing						

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Priority																
Number of Lanes	0	0	2	0	0	1	2	0		0	1	0		0	0	0
Configuration		LT		TR		L	T				LR					
Volume (veh/h)		4	639	18	14	7	559			6		17				
Percent Heavy Vehicles (%)		3			3	3				3		3				
Proportion Time Blocked																
Percent Grade (%)										0						
Right Turn Channelized																
Median Type Storage					Left Only								1			

Critical and Follow-up Headways

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

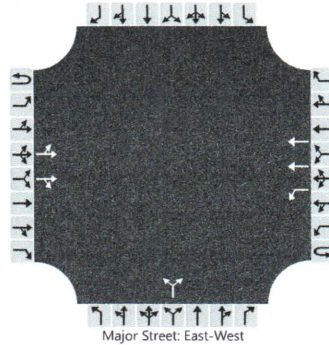
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		4			23					25						
Capacity, c (veh/h)		954			566					478						
v/c Ratio		0.00			0.04					0.05						
95% Queue Length, Q ₉₅ (veh)		0.0			0.1					0.2						
Control Delay (s/veh)		8.8	0.1		11.6					13.0						
Level of Service (LOS)		A	A		B					B						
Approach Delay (s/veh)		0.1			0.4					13.0						
Approach LOS		A			A					B						

HCS Two-Way Stop-Control Report

General Information				Site Information			
Analyst	James Kemp			Intersection	Gordy Rd and Okeechobee		
Agency/Co.	O'Rourke Engineering			Jurisdiction	Ft. Pierce		
Date Performed	9/1/2023			East/West Street	Okeechobee Rd		
Analysis Year	2022			North/South Street	Gordy Rd		
Time Analyzed	PM Peak Hour			Peak Hour Factor	0.93		
Intersection Orientation	East-West			Analysis Time Period (hrs)	0.25		
Project Description	Existing						

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Priority																
Number of Lanes	0	0	2	0	0	1	2	0		0	1	0		0	0	0
Configuration		LT		TR		L	T				LR					
Volume (veh/h)		5	625	26	35	17	1022			15		15				
Percent Heavy Vehicles (%)		3			3	3				3		3				
Proportion Time Blocked																
Percent Grade (%)										0						
Right Turn Channelized																
Median Type Storage					Left Only								1			

Critical and Follow-up Headways

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

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		5				56					32					
Capacity, c (veh/h)		625				583					325					
v/c Ratio		0.01				0.10					0.10					
95% Queue Length, Q ₉₅ (veh)		0.0				0.3					0.3					
Control Delay (s/veh)		10.8	0.1			11.8					17.3					
Level of Service (LOS)		B	A			B					C					
Approach Delay (s/veh)		0.2				0.6					17.3					
Approach LOS		A				A					C					

TURNING MOVEMENT VOLUME COUNTS

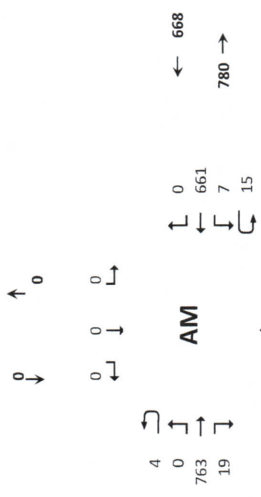
N/S STREET: Gordy Rd
 FILENAME: Gordy Rd & Okeschoobe - TMC - Background
 COUNT DATE: 8/17/2022
 REPORT DATE: 9/17/2023
 DAY: Tuesday
 ANALYSIS YEAR: 2026
 CITY: Fort Peice
 Background

EW STREET: Okeschoobe RD
 Background

15 Min Period	Northbound			Southbound			Eastbound			Westbound			ONE HOUR SUM			
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	Uturn	WBL	WBT		WBR	Uturn	TOTAL
7:00-7:15	2	0	3	0	0	0	0	85	2	0	2	127	0	2	223	1005
7:15-7:30	5	0	2	0	0	0	0	126	2	0	3	114	0	2	254	1052
7:30-7:45	3	0	6	0	0	0	0	137	1	2	2	121	0	0	272	1042
7:45-8:00	0	0	4	0	0	0	0	133	3	0	0	114	0	2	256	1062
8:00-8:15	3	0	5	0	0	0	0	119	5	2	2	132	0	2	270	1054
8:15-8:30	2	0	2	0	0	0	0	132	4	0	1	99	0	4	244	
8:30-8:45	0	0	3	0	0	0	0	153	3	1	3	125	0	4	292	
8:45-9:00	1	0	2	0	0	0	0	152	2	0	2	87	0	2	248	

AM PEAK HOUR IS FROM: 7:45AM TO 8:45AM
 Volumes: 5 0 14 0 0 0 0 537 15 3 6 470 0 12 1062
 Season Factor: 6 0 17 0 0 0 0 639 18 4 7 559 0 14 1250
 Growth: 6 0 17 0 0 0 0 665 19 4 7 582 0 15 1300
 In/Out: 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0%
 Percentage: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
 PROJECT: Background 98 79

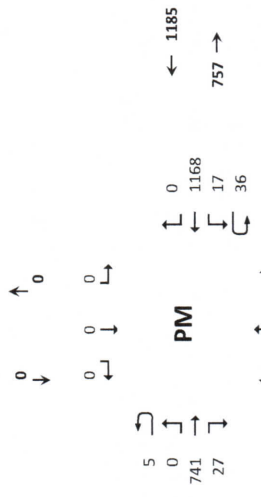
PHF: 0.91
 Seasonal Factor: 1.19
 Trips In: 0
 Trips Out: 0
 Growth Rate: 1.01
 Years Growth: 4



15 Min Period Lanes	Northbound			Southbound			Eastbound			Westbound			ONE HOUR SUM			
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	Uturn	WBL	WBT		WBR	Uturn	TOTAL
4:00-4:15	3	0	1	0	0	0	0	109	3	1	2	186	0	4	309	1384
4:15-4:30	3	0	1	0	0	0	0	128	2	0	1	212	0	6	353	1473
4:30-4:45	6	0	4	0	0	0	0	128	2	0	2	198	0	5	345	1478
4:45-5:00	4	0	2	0	0	0	0	135	5	1	5	217	0	8	377	1479
5:00-5:15	4	0	5	0	0	0	0	126	6	2	4	243	0	8	398	1407
5:15-5:30	2	0	2	0	0	0	0	138	4	1	2	204	0	5	358	
5:30-5:45	3	0	4	0	0	0	0	126	7	0	3	195	0	8	346	
5:45-6:00	4	0	2	0	0	0	0	104	3	0	5	180	0	7	305	

PM PEAK HOUR IS FROM: 4:45PM TO 5:45PM
 Volumes: 13 0 13 0 0 0 0 525 22 4 859 0 29 1479
 Season Factor: 15 0 15 0 0 0 0 625 26 5 1022 0 35 1726
 Growth: 16 0 16 0 0 0 0 650 27 5 1064 0 36 1795
 In/Out: 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0%
 Percentage: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
 PROJECT: Background 91 104

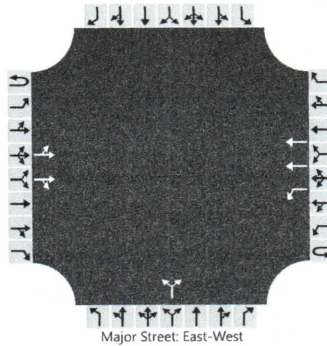
PHF: 0.93
 Seasonal Factor: 1.19
 Growth Rate: 1.01
 Trips In: 0
 Trips Out: 0
 Years Growth: 4



HCS Two-Way Stop-Control Report

General Information		Site Information	
Analyst	James Kemp	Intersection	Gordy Rd and Okeechobee
Agency/Co.	O'Rourke Engineering	Jurisdiction	Ft. Pierce
Date Performed	8/31/2023	East/West Street	Okeechobee Rd
Analysis Year	2026	North/South Street	Gordy Rd
Time Analyzed	AM Peak Hour	Peak Hour Factor	0.91
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	Background without Project		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Priority																
Number of Lanes	0	0	2	0	0	1	2	0		0	1	0		0	0	0
Configuration		LT		TR		L	T				LR					
Volume (veh/h)		4	763	19	15	7	661			6		17				
Percent Heavy Vehicles (%)		3			3	3				3		3				
Proportion Time Blocked																
Percent Grade (%)										0						
Right Turn Channelized																
Median Type Storage					Left Only								1			

Critical and Follow-up Headways

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

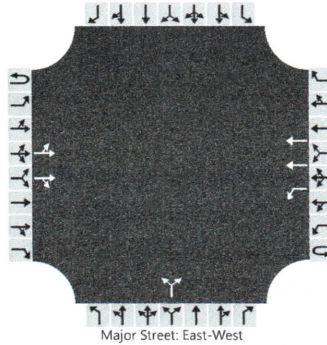
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		4			24					25						
Capacity, c (veh/h)		866			465					412						
v/c Ratio		0.01			0.05					0.06						
95% Queue Length, Q ₉₅ (veh)		0.0			0.2					0.2						
95% Queue Length, Q ₉₅ (ft)		0.0			5.1					5.1						
Control Delay (s/veh)		9.2	0.1		13.2					14.3						
Level of Service (LOS)		A	A		B					B						
Approach Delay (s/veh)		0.1			0.4					14.3						
Approach LOS		A			A					B						

HCS Two-Way Stop-Control Report

General Information		Site Information	
Analyst	James Kemp	Intersection	Gordy Rd and Okeechobee
Agency/Co.	O'Rourke Engineering	Jurisdiction	Ft. Pierce
Date Performed	8/31/2023	East/West Street	Okeechobee Rd
Analysis Year	2026	North/South Street	Gordy Rd
Time Analyzed	PM Peak Hour	Peak Hour Factor	0.93
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	Background without Project		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Priority																
Number of Lanes	0	0	2	0	0	1	2	0	0	1	0		0	0	0	
Configuration		LT		TR		L	T				LR					
Volume (veh/h)		5	741	27	36	17	1168			16		16				
Percent Heavy Vehicles (%)		3			3	3				3		3				
Proportion Time Blocked																
Percent Grade (%)										0						
Right Turn Channelized																
Median Type Storage					Left Only								1			

Critical and Follow-up Headways

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

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		5			57					34						
Capacity, c (veh/h)		544			489					273						
v/c Ratio		0.01			0.12					0.13						
95% Queue Length, Q ₉₅ (veh)		0.0			0.4					0.4						
95% Queue Length, Q ₉₅ (ft)		0.0			10.2					10.2						
Control Delay (s/veh)		11.7	0.1		13.3					20.1						
Level of Service (LOS)		B	A		B					C						
Approach Delay (s/veh)		0.2			0.6				20.1							
Approach LOS		A			A				C							

TURNING MOVEMENT VOLUME COUNTS

N/S STREET: Gordy Rd
 FILENAME: Gordy Rd & Okeechobee - TMC - with Project
 COUNT DATE: 8/17/2022
 REPORT DATE: 9/11/2023

EW STREET: Okeechobee RD
 CITY: Fort Pierce
 DAY: Tuesday
 ANALYSIS YEAR: 2026
 with Project

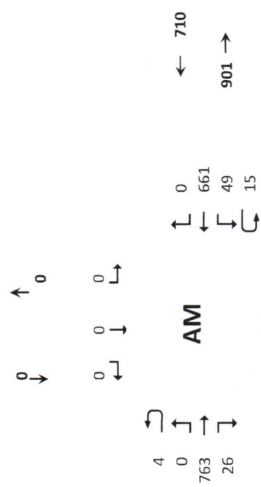
15 Min Period	Northbound			Southbound			Eastbound			Westbound			ONE HOUR SUM		
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	Utturn	WBL	WBT		WBR	Utturn
7:00-7:15	2	0	3	0	0	0	0	85	2	0	2	127	0	2	223
7:15-7:30	5	0	2	0	0	0	0	126	2	0	3	114	0	2	254
7:30-7:45	3	0	6	0	0	0	0	137	1	2	2	121	0	0	272
7:45-8:00	0	0	4	0	0	0	0	133	3	0	0	114	0	2	256
8:00-8:15	3	0	5	0	0	0	0	119	5	2	2	132	0	2	270
8:15-8:30	2	0	2	0	0	0	0	132	4	0	1	99	0	4	244
8:30-8:45	0	0	3	0	0	0	0	153	3	1	3	125	0	4	292
8:45-9:00	1	0	2	0	0	0	0	152	2	0	2	87	0	2	248

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

Volumes: 5 0 14 0 0 0 0 0 537 15 3 6 470 0 12 1062
 Season Factor: 6 0 17 0 0 0 0 0 639 18 4 7 559 0 14 1250
 Growth: 6 0 17 0 0 0 0 0 665 19 4 7 582 0 15 1300
 In/Out: - - - - - - - - - - - - - - - - - -
 Percentage: 15% 0% 85% 0% 0% 0% 0% 0% 15% 0% 85% 0% 0% 0% 0% 0%
 PROJECT: 21 0 122 0 0 0 0 0 7 0 0 42 0 0 0 0

PHF: 0.91
 Seasonal Factor: 1.19
 Trips In: 49
 Trips Out: 143
 Growth Rate: 1.01
 Years Grown: 4

Background: 27 0 138 0 0 0 0 0 763 26 4 49 661 0 15 1659



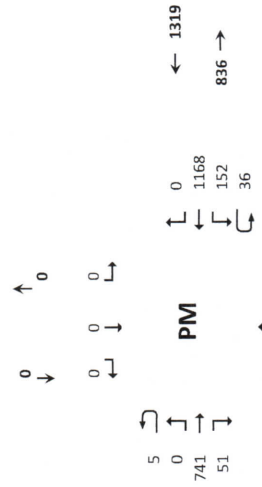
15 Min Period lanes	Northbound			Southbound			Eastbound			Westbound			ONE HOUR SUM		
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	Utturn	WBL	WBT		WBR	Utturn
4:00-4:15	3	0	1	0	0	0	0	109	3	1	2	186	0	4	309
4:15-4:30	3	0	1	0	0	0	0	128	2	0	1	212	0	6	353
4:30-4:45	6	0	4	0	0	0	0	128	2	0	2	198	0	5	345
4:45-5:00	4	0	2	0	0	0	0	135	5	1	5	217	0	8	377
5:00-5:15	4	0	5	0	0	0	0	126	6	2	4	243	0	8	398
5:15-5:30	2	0	2	0	0	0	0	138	4	1	2	204	0	5	358
5:30-5:45	3	0	4	0	0	0	0	126	7	0	3	195	0	8	346
5:45-6:00	4	0	2	0	0	0	0	104	3	0	5	180	0	7	305

PM PEAK HOUR IS FROM: 4:45PM TO 5:45PM

Volumes: 13 0 13 0 0 0 0 0 525 22 4 14 859 0 29 1479
 Season Factor: 15 0 15 0 0 0 0 0 625 26 5 17 1022 0 35 1726
 Growth: 16 0 16 0 0 0 0 0 650 27 5 17 1064 0 36 1795
 In/Out: - - - - - - - - - - - - - - - - - -
 Percentage: 15% 0% 85% 0% 0% 0% 0% 0% 15% 0% 85% 0% 0% 0% 0% 0%
 PROJECT: 14 0 79 0 0 0 0 0 24 0 0 134 0 0 0 0

PHF: 0.93
 Seasonal Factor: 1.19
 Growth Rate: 1.01
 Trips In: 158
 Trips Out: 93
 Years Grown: 4

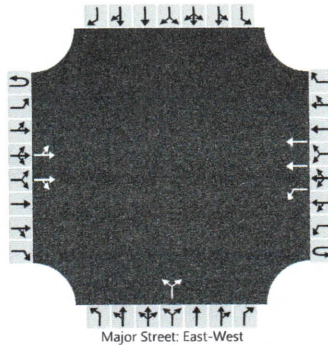
Background: 30 0 95 0 0 0 0 0 741 51 5 152 1168 0 36 2241



HCS Two-Way Stop-Control Report

General Information		Site Information	
Analyst	Kyle Scherer	Intersection	Gordy Rd and Okeechobee
Agency/Co.	O'Rourke Engineering & PI	Jurisdiction	Ft. Pierce
Date Performed	2/14/2024	East/West Street	Okeechobee Rd
Analysis Year	2026	North/South Street	Gordy Rd
Time Analyzed	AM Peak Hour	Peak Hour Factor	0.91
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	Future Total with Project		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Priority																
Number of Lanes	0	0	2	0	0	1	2	0		0	1	0		0	0	0
Configuration		LT		TR		L	T				LR					
Volume (veh/h)		4	763	26	15	49	661			27		138				
Percent Heavy Vehicles (%)		3			3	3				3		3				
Proportion Time Blocked																
Percent Grade (%)										0						
Right Turn Channelized																
Median Type Storage					Left Only								1			

Critical and Follow-up Headways

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

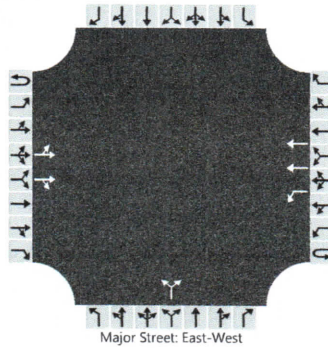
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		4				70						181				
Capacity, c (veh/h)		866				556						442				
v/c Ratio		0.01				0.13						0.41				
95% Queue Length, Q ₉₅ (veh)		0.0				0.4						2.0				
95% Queue Length, Q ₉₅ (ft)		0.0				10.2						51.2				
Control Delay (s/veh)		9.2	0.1			12.4						18.7				
Level of Service (LOS)		A	A			B						C				
Approach Delay (s/veh)		0.1				1.1						18.7				
Approach LOS		A				A						C				

HCS Two-Way Stop-Control Report

General Information				Site Information			
Analyst	James Kemp			Intersection	Gordy Rd and Okeechobee		
Agency/Co.	O'Rourke Engineering & PI			Jurisdiction	Ft. Pierce		
Date Performed	2/14/2024			East/West Street	Okeechobee Rd		
Analysis Year	2026			North/South Street	Gordy Rd		
Time Analyzed	PM Peak Hour			Peak Hour Factor	0.93		
Intersection Orientation	East-West			Analysis Time Period (hrs)	0.25		
Project Description	Future Total with Project						

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Priority																
Number of Lanes	0	0	2	0	0	1	2	0		0	1	0		0	0	0
Configuration		LT		TR		L	T				LR					
Volume (veh/h)		4	741	51	36	152	1168			30		95				
Percent Heavy Vehicles (%)		3			3	3				3		3				
Proportion Time Blocked																
Percent Grade (%)										0						
Right Turn Channelized																
Median Type Storage					Left Only								1			

Critical and Follow-up Headways

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

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		4			202					134						
Capacity, c (veh/h)		544			621					286						
v/c Ratio		0.01			0.33					0.47						
95% Queue Length, Q ₉₅ (veh)		0.0			1.4					2.4						
95% Queue Length, Q ₉₅ (ft)		0.0			35.8					61.4						
Control Delay (s/veh)		11.7	0.1		13.6					28.2						
Level of Service (LOS)		B	A		B					D						
Approach Delay (s/veh)		0.2			1.9					28.2						
Approach LOS		A			A					D						

TURNING MOVEMENT VOLUME COUNTS

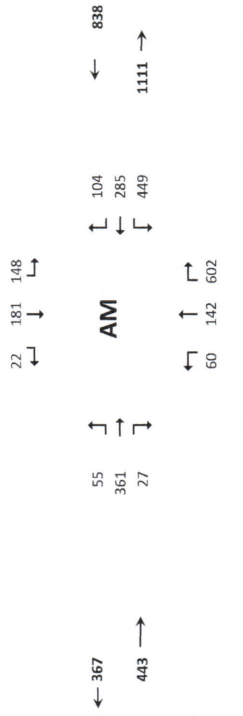
CONTROL: Signalized

EW STREET, Okenechobee Rd

Kings Highway

N/S STREET: Kings Highway
 FILENAME: Oct. 2017 FDOT Adjusted
 COUNT DATE: 10/16/2022
 REPORT DATE: 10/16/2022

DAY: Wednesday
 CITY: St Lucie
 ANALYSIS YEAR: 2022
 Existing

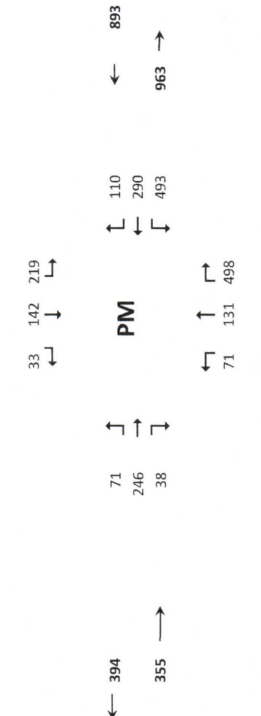


15 Min Period	Northbound				Southbound				Eastbound				Westbound				ONE HOUR SUM
	NBL	NBT	NBR	NBL	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL			
7:00-7:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
7:15-7:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
7:30-7:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
7:45-8:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
8:00-8:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
8:15-8:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
8:30-8:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
8:45-9:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		

AM PEAK HOUR IS FROM:
 Volumes 55 130 550 135 165 20 50 330 25 410 260 95 0
 Season Factor 55 130 550 135 165 20 50 330 25 410 260 95 2225
 Growth 60 142 602 148 181 22 55 361 27 449 285 104 2436
 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
 Total 60 142 602 148 181 22 55 361 27 449 285 104 2436

Seasonal Factor: 1
 Growth Rate: 1.0184
 Years Grown: 5
 Trips In 0
 Trips Out 0

Okenechobee Rd & Kings Hwy Existing



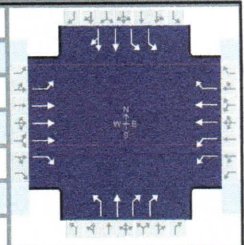
15 Min Period lanes	Northbound				Southbound				Eastbound				Westbound				ONE HOUR SUM
	NBL	NBT	NBR	NBL	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL			
4:00-4:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
4:15-4:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
4:30-4:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
4:45-5:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
5:00-5:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
5:15-5:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
5:30-5:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
5:45-6:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0			

PM PEAK HOUR IS FROM:
 Volumes 65 120 455 200 130 30 65 225 35 450 265 100 0
 Season Factor 65 120 455 200 130 30 65 225 35 450 265 100 2140
 Growth 71 131 498 219 142 33 71 246 38 493 290 110 2342
 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
 Total 71 131 498 219 142 33 71 246 38 493 290 110 2342

Seasonal Factor: 1
 Growth Rate: 1.0184
 Years Grown: 5
 Trips In 0
 Trips Out 0

HCS Signalized Intersection Results Summary

General Information				Intersection Information			
Agency	O'Rourke Engineering			Duration, h	0.250		
Analyst	James Kemp	Analysis Date	Nov 18, 2022	Area Type	Other		
Jurisdiction	St. Lucie County	Time Period	AM Peak Hour	PHF	0.92		
Urban Street	Okeechobee Road	Analysis Year	2022	Analysis Period	1 > 7:00		
Intersection	Kings Highway	File Name	C6 - Okeechobee & Kings - Existing - AM.xus				
Project Description	Existing						



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	55	361	27	449	285	104	60	142	602	148	181	22

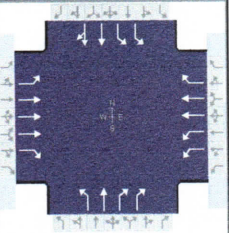
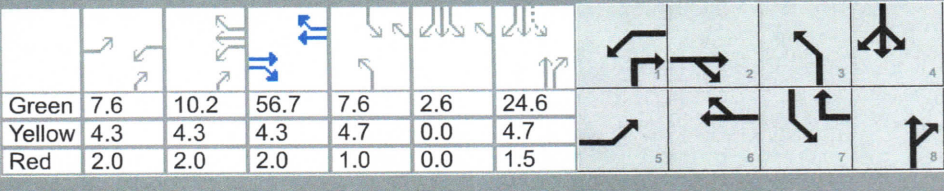
Signal Information				Signal Timing (s)									Signal Phases			
Cycle, s	140.0	Reference Phase	2	EB			WB			NB			SB			
Offset, s	0	Reference Point	End	Green	6.3	8.9	56.8	6.5	0.7	29.9	Phase 1			Phase 2		
Uncoordinated	No	Simult. Gap E/W	On	Yellow	4.3	4.3	4.3	4.7	0.0	4.7	Phase 3			Phase 4		
Force Mode	Float	Simult. Gap N/S	On	Red	2.0	2.0	2.0	1.0	0.0	1.5	Phase 5			Phase 6		

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6	3	8	7	4
Case Number	2.0	3.0	2.0	3.0	2.0	3.0	1.1	4.0
Phase Duration, s	12.6	63.1	27.8	78.3	12.2	36.1	12.9	36.9
Change Period, (Y+R _c), s	6.3	6.3	6.3	6.3	5.7	6.2	5.7	6.2
Max Allow Headway (MAH), s	3.1	0.0	3.1	0.0	3.1	3.3	3.1	3.3
Queue Clearance Time (g _s), s	6.6		21.1		7.0	28.4	6.9	9.0
Green Extension Time (g _e), s	0.1	0.0	0.4	0.0	0.1	1.6	0.3	2.6
Phase Call Probability	0.90		1.00		0.92	1.00	1.00	1.00
Max Out Probability	0.00		1.00		0.00	0.49	0.00	0.00

Movement Group Results	EB			WB			NB			SB				
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R		
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14		
Adjusted Flow Rate (v), veh/h	60	392	29	488	310	113	65	154	654	161	111	109		
Adjusted Saturation Flow Rate (s), veh/h/ln	1810	1725	1610	1757	1809	1610	1810	1900	1425	1757	1900	1828		
Queue Service Time (g _s), s	4.6	6.8	1.5	19.1	6.4	4.6	5.0	9.7	26.4	4.9	6.8	7.0		
Cycle Queue Clearance Time (g _c), s	4.6	6.8	1.5	19.1	6.4	4.6	5.0	9.7	26.4	4.9	6.8	7.0		
Green Ratio (g/C)	0.05	0.41	0.41	0.15	0.51	0.57	0.05	0.21	0.37	0.27	0.22	0.22		
Capacity (c), veh/h	82	2100	653	540	1861	911	84	406	1047	646	416	401		
Volume-to-Capacity Ratio (X)	0.732	0.187	0.045	0.904	0.167	0.124	0.775	0.380	0.625	0.249	0.267	0.273		
Back of Queue (Q), ft/ln (95 th percentile)	99.4	129.1	27.9	367.3	122.5	78.4	109.3	204.2	354.9	96.6	145.6	143.5		
Back of Queue (Q), veh/ln (95 th percentile)	4.0	5.2	1.1	14.7	4.9	3.1	4.4	8.2	14.2	3.9	5.8	5.7		
Queue Storage Ratio (RQ) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		
Uniform Delay (d ₁), s/veh	66.0	26.7	25.2	58.2	18.1	14.2	66.0	47.1	36.4	39.9	45.3	45.4		
Incremental Delay (d ₂), s/veh	4.7	0.2	0.1	15.5	0.2	0.3	5.6	0.2	0.7	0.1	0.1	0.1		
Initial Queue Delay (d ₃), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Control Delay (d), s/veh	70.7	26.9	25.3	73.8	18.3	14.5	71.6	47.3	37.0	40.0	45.5	45.5		
Level of Service (LOS)	E	C	C	E	B	B	E	D	D	D	D	D		
Approach Delay, s/veh / LOS	32.3	C			47.5	D		41.4	D			43.2	D	
Intersection Delay, s/veh / LOS	42.1						D							

Multimodal Results	EB			WB			NB			SB				
Pedestrian LOS Score / LOS	2.44	B			2.27	B		2.73	C			2.60	C	
Bicycle LOS Score / LOS	0.75	A			1.24	A		1.93	B			0.80	A	

HCS Signalized Intersection Results Summary

General Information				Intersection Information											
Agency	O'Rourke Engineering			Duration, h	0.250										
Analyst	James Kemp	Analysis Date	Nov 18, 2022	Area Type	Other										
Jurisdiction	St. Lucie County	Time Period	PM Peak Hour	PHF	0.92										
Urban Street	Okeechobee Road	Analysis Year	2022	Analysis Period	1 > 7:00										
Intersection	Kings Highway	File Name	C6 - Okeechobee & Kings - Existing - PM.xus												
Project Description	Existing														
Demand Information				EB			WB			NB			SB		
Approach Movement				L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h				71	246	38	493	290	110	71	131	498	219	142	33
Signal Information															
Cycle, s	140.0	Reference Phase	2												
Offset, s	0	Reference Point	End												
Uncoordinated	No	Simult. Gap E/W	On												
Force Mode	Float	Simult. Gap N/S	On												
Green	7.6	10.2	56.7	7.6	2.6	24.6									
Yellow	4.3	4.3	4.3	4.7	0.0	4.7									
Red	2.0	2.0	2.0	1.0	0.0	1.5									
Timer Results				EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT				
Assigned Phase				5	2	1	6	3	8	7	4				
Case Number				2.0	3.0	2.0	3.0	2.0	3.0	1.1	4.0				
Phase Duration, s				13.9	63.0	30.4	79.5	13.3	30.8	15.8	33.3				
Change Period, ($Y+R_c$), s				6.3	6.3	6.3	6.3	5.7	6.2	5.7	6.2				
Max Allow Headway (MAH), s				3.1	0.0	3.1	0.0	3.1	3.3	3.1	3.3				
Queue Clearance Time (g_s), s				7.9		22.9		7.9	23.4	9.7	8.3				
Green Extension Time (g_e), s				0.1	0.0	1.2	0.0	0.1	1.1	0.5	2.2				
Phase Call Probability				0.95		1.00		0.95	1.00	1.00	1.00				
Max Out Probability				0.00		0.00		0.00	0.64	0.00	0.00				
Movement Group Results				EB			WB			NB			SB		
Approach Movement				L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement				5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (v), veh/h				77	267	41	536	315	120	77	142	541	238	96	94
Adjusted Saturation Flow Rate (s), veh/h/ln				1810	1725	1610	1757	1809	1610	1810	1900	1425	1757	1900	1778
Queue Service Time (g_s), s				5.9	4.5	2.2	20.9	6.4	4.5	5.9	9.4	21.4	7.7	6.0	6.3
Cycle Queue Clearance Time (g_c), s				5.9	4.5	2.2	20.9	6.4	4.5	5.9	9.4	21.4	7.7	6.0	6.3
Green Ratio (g/C)				0.05	0.41	0.41	0.17	0.52	0.60	0.05	0.18	0.35	0.25	0.19	0.19
Capacity (c), veh/h				98	2097	653	604	1892	959	98	333	990	632	368	344
Volume-to-Capacity Ratio (X)				0.787	0.127	0.063	0.887	0.167	0.125	0.787	0.427	0.547	0.376	0.262	0.273
Back of Queue (Q), ft/ln (95 th percentile)				128.6	85.8	39.6	365.9	122.2	76.4	128.5	199	298.9	150.5	129.5	126.7
Back of Queue (Q), veh/ln (95 th percentile)				5.1	3.4	1.6	14.6	4.9	3.1	5.1	8.0	12.0	6.0	5.2	5.1
Queue Storage Ratio (RQ) (95 th percentile)				0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh				65.4	26.1	25.4	56.6	17.5	12.4	65.4	51.5	36.8	42.8	47.9	48.1
Incremental Delay (d_2), s/veh				5.2	0.1	0.2	4.4	0.2	0.3	5.1	0.3	0.2	0.1	0.1	0.2
Initial Queue Delay (d_3), s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh				70.6	26.2	25.6	61.0	17.6	12.6	70.6	51.8	37.0	43.0	48.1	48.2
Level of Service (LOS)				E	C	C	E	B	B	E	D	D	D	D	D
Approach Delay, s/veh / LOS				35.0			D			41.0			D		
Intersection Delay, s/veh / LOS				41.5						D					
Multimodal Results				EB			WB			NB			SB		
Pedestrian LOS Score / LOS				2.44	B	2.27	B	2.74	C	2.60	C				
Bicycle LOS Score / LOS				0.70	A	1.29	A	1.74	B	0.84	A				

TURNING MOVEMENT VOLUME COUNTS

N/S STREET: Kings Highway
 FILENAME: Oct_2017 FDOT Adjusted & Grown to 2022
 COUNT DATE: 10/16/2022
 REPORT DATE: 10/16/2022

EW STREET: Oweethabee Rd
 CONTROL: Signalized
 CITY: St. Lucie

15 Min Period



AM PEAK HOUR IS FROM:

Seasonal Factor: 1
 Growth Rate: 1.01
 Years Grown: 4

Trips In: 393
 Trips Out: 117

Trips In: 69
 Trips Out: 196

Trips In: 76
 Trips Out: 17

Trips In: 341
 Trips Out: 31

Trips In: 45
 Trips Out: 167

Trips In: 62
 Trips Out: 186

Trips In: 63
 Trips Out: 64

Trips In: 342
 Trips Out: 341

Trips In: 463
 Trips Out: 114

Trips In: 7
 Trips Out: 5

Trips In: 36
 Trips Out: 12

Trips In: 30
 Trips Out: 96

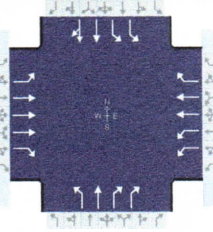
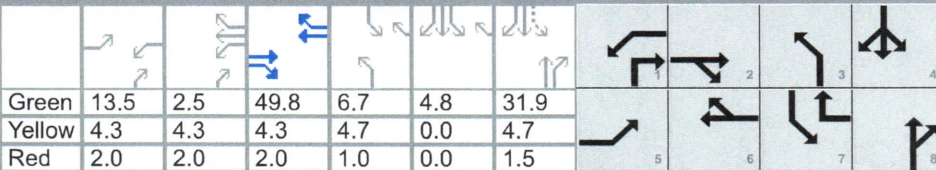
Trips In: 203
 Trips Out: 56

Trips In: 45
 Trips Out: 46

Trips In: 75
 Trips Out: 223

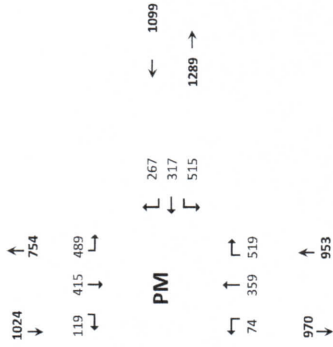
PROJECT	Northbound				Southbound				Eastbound				Westbound				ONE HOUR SUM	Project Name	Trips In	Trips Out
	NBL	NBT	NBR	NBL	SBL	SRT	SBR	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL	48E				
60	142	602	148	181	22	55	361	27	449	285	104	2436	0	0	0	0	0	0	0	
60	142	602	148	181	22	55	361	27	449	285	104	2436	0	0	0	0	0	0	0	
62	148	626	154	188	23	57	376	28	467	297	108	2535	0	0	0	0	0	0	0	
0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
PROJECT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	62	148	626	154	23	57	376	28	467	297	108	2535	0	0	0	0	0	0	0	
0%	8%	0%	5%	8%	5%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
In/Out	In	IN	OUT	OUT	OUT	IN	IN	IN	IN	IN	IN	IN	IN	IN	IN	IN	IN	IN	IN	
0%	31	6	9	6	20	0	0	0	0	0	0	20	0	0	0	0	0	0	0	
0%	8%	0%	5%	8%	5%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
In/Out	In	OUT	IN	IN	IN	IN	IN	IN	IN	IN	IN	IN	IN	IN	IN	IN	IN	IN	IN	
0%	6	10	16	10	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	
0%	5%	0%	30%	5%	5%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
In/Out	In	OUT	OUT	IN	IN	IN	IN	IN	IN	IN	IN	IN	IN	IN	IN	IN	IN	IN	IN	
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In/Out	In	OUT	OUT	IN	IN	IN	IN	IN	IN	IN	IN	IN	IN	IN	IN	IN	IN	IN	IN	
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In/Out	In	OUT	OUT	IN	IN	IN	IN	IN	IN	IN	IN	IN	IN	IN	IN	IN	IN	IN	IN	
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In/Out	In	OUT	OUT	IN	IN	IN	IN	IN	IN	IN	IN	IN	IN	IN	IN	IN	IN	IN	IN	
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0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
In/Out	In	OUT	OUT	IN	IN	IN	IN	IN	IN	IN	IN	IN	IN	IN	IN	IN	IN	IN	IN	
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0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
In/Out	In	OUT	OUT	IN	IN	IN	IN	IN	IN	IN	IN	IN	IN	IN	IN	IN	IN	IN	IN	
0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
In/Out	In	OUT	OUT	IN	IN	IN	IN	IN	IN	IN	IN	IN	IN	IN	IN	IN	IN	IN	IN	
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In/Out	In	OUT	OUT	IN	IN	IN	IN	IN	IN	IN	IN	IN	IN	IN	IN	IN	IN	IN	IN	
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0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
In/Out	In	OUT	OUT	IN	IN	IN	IN	IN	IN	IN	IN	IN	IN	IN	IN	IN	IN	IN	IN	
0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
In/Out	In	OUT	OUT	IN	IN	IN	IN	IN	IN	IN	IN	IN	IN	IN	IN	IN	IN	IN	IN	
0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
In/Out	In	OUT	OUT	IN	IN	IN	IN	IN	IN	IN	IN	IN	IN	IN	IN	IN	IN	IN	IN	
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0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
In/Out	In	OUT	OUT	IN	IN	IN	IN	IN	IN	IN	IN	IN	IN	IN	IN	IN	IN	IN	IN	
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0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
In/Out	In	OUT	OUT	IN	IN	IN	IN	IN	IN	IN	IN	IN	IN	IN	IN	IN	IN	IN	IN	
0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
In/Out	In	OUT	OUT	IN	IN	IN	IN	IN	IN	IN	IN	IN	IN	IN	IN	IN	IN	IN	IN	
0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
In/Out	In	OUT	OUT	IN	IN	IN	IN	IN	IN	IN	IN	IN	IN	IN	IN	IN	IN	IN	IN	
0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
In/Out	In	OUT	OUT	IN	IN	IN	IN	IN	IN	IN	IN	IN	IN	IN	IN	IN	IN	IN	IN	
0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
In/Out	In	OUT	OUT	IN	IN	IN	IN	IN	IN	IN	IN	IN	IN	IN	IN	IN	IN	IN	IN	
0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
In/Out	In	OUT	OUT	IN	IN	IN	IN	IN	IN	IN	IN	IN	IN	IN	IN	IN	IN	IN	IN	
0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
In/Out	In	OUT	OUT	IN	IN	IN	IN	IN	IN	IN	IN	IN	IN	IN	IN	IN	IN	IN	IN	
0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
In/Out	In	OUT	OUT	IN	IN	IN	IN	IN	IN	IN	IN	IN	IN	IN	IN	IN	IN	IN	IN	
0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0%	0%	0%	0%	0%	0															

HCS Signalized Intersection Results Summary

General Information					Intersection Information																			
Agency	O'Rourke Engineering				Duration, h	0.250																		
Analyst	James Kemp	Analysis Date	Nov 18, 2022		Area Type	Other																		
Jurisdiction	St. Lucie County	Time Period	AM Peak Hour		PHF	0.92																		
Urban Street	Okeechobee Road	Analysis Year	2026		Analysis Period	1 > 7:00																		
Intersection	Kings Highway	File Name	C6 - Okeechobee & Kings - Background - AM.xus																					
Project Description	Background without Project																							
Demand Information					EB			WB			NB			SB										
Approach Movement	L		T		R		L		T		R		L		T		R							
Demand (v), veh/h	137		385		28		468		320		354		62		369		628		277		359		67	
Signal Information																								
Cycle, s	140.0	Reference Phase	2																					
Offset, s	0	Reference Point	End																					
Uncoordinated	No	Simult. Gap E/W	On																					
Force Mode	Float	Simult. Gap N/S	On																					
Green	13.5	2.5	49.8	6.7	4.8	31.9																		
Yellow	4.3	4.3	4.3	4.7	0.0	4.7																		
Red	2.0	2.0	2.0	1.0	0.0	1.5																		
Timer Results					EBL		EBT		WBL		WBT		NBL		NBT		SBL		SBT					
Assigned Phase	5		2		1		6		3		8		7		4									
Case Number	2.0		3.0		2.0		3.0		2.0		3.0		1.1		4.0									
Phase Duration, s	19.8		56.1		28.5		64.9		12.4		38.1		17.3		43.0									
Change Period, (Y+R _c), s	6.3		6.3		6.3		6.3		5.7		6.2		5.7		6.2									
Max Allow Headway (MAH), s	3.1		0.0		3.1		0.0		3.1		3.2		3.1		3.2									
Queue Clearance Time (g _s), s	13.3				21.9				7.2		30.9		10.9		16.9									
Green Extension Time (g _e), s	0.2		0.0		0.3		0.0		0.1		1.0		0.6		3.7									
Phase Call Probability	1.00				1.00				0.93		1.00		1.00		1.00									
Max Out Probability	0.00				1.00				0.00		1.00		0.00		0.06									
Movement Group Results					EB			WB			NB			SB										
Approach Movement	L		T		R		L		T		R		L		T		R							
Assigned Movement	5		2		12		1		6		16		3		8		18		7		4		14	
Adjusted Flow Rate (v), veh/h	149		418		30		509		348		385		67		401		683		301		236		227	
Adjusted Saturation Flow Rate (s), veh/h/ln	1810		1725		1610		1757		1809		1610		1810		1900		1425		1757		1900		1796	
Queue Service Time (g _s), s	11.3		7.9		1.7		19.9		8.7		21.9		5.2		28.9		27.0		8.9		14.7		14.9	
Cycle Queue Clearance Time (g _c), s	11.3		7.9		1.7		19.9		8.7		21.9		5.2		28.9		27.0		8.9		14.7		14.9	
Green Ratio (g/C)	0.10		0.36		0.36		0.16		0.42		0.50		0.05		0.23		0.39		0.32		0.26		0.26	
Capacity (c), veh/h	174		1841		573		558		1513		806		87		433		1102		436		499		472	
Volume-to-Capacity Ratio (X)	0.855		0.227		0.053		0.912		0.230		0.477		0.777		0.926		0.619		0.691		0.474		0.481	
Back of Queue (Q), ft/ln (95 th percentile)	231		152		31.8		383.6		172.3		338.1		112.8		579.3		361.1		174.9		281.3		272.8	
Back of Queue (Q), veh/ln (95 th percentile)	9.2		6.1		1.3		15.3		6.9		13.5		4.5		23.2		14.4		7.0		11.3		10.9	
Queue Storage Ratio (RQ) (95 th percentile)	0.00		0.00		0.00		0.00		0.00		0.00		0.00		0.00		0.00		0.00		0.00		0.00	
Uniform Delay (d ₁), s/veh	62.3		31.6		29.6		57.9		26.2		22.9		65.9		52.9		34.6		39.2		43.5		43.6	
Incremental Delay (d ₂), s/veh	4.6		0.3		0.2		17.1		0.4		2.0		5.5		23.5		0.7		0.7		0.3		0.3	
Initial Queue Delay (d ₃), s/veh	0.0		0.0		0.0		0.0		0.0		0.0		0.0		0.0		0.0		0.0		0.0		0.0	
Control Delay (d), s/veh	66.9		31.9		29.8		75.0		26.6		24.9		71.4		76.4		35.3		40.0		43.7		43.9	
Level of Service (LOS)	E		C		C		E		C		C		E		E		D		D		D		D	
Approach Delay, s/veh / LOS	40.5		D		45.9		D		51.7		D		42.3		D									
Intersection Delay, s/veh / LOS	46.1												D											
Multimodal Results					EB			WB			NB			SB										
Pedestrian LOS Score / LOS	2.45		B		2.28		B		2.73		C		2.60		C									
Bicycle LOS Score / LOS	0.82		A		1.51		B		2.39		B		1.12		A									

TURNING MOVEMENT VOLUME COUNTS

Oreochobee Rd & Kings Hwy
Background



15 Min Period lanes	Northbound				Southbound				Eastbound				Westbound			
	NBL	NRT	NBR	SBR	SBL	SRT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL	ONE HOUR SUM	
4:00-4:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:15-4:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:30-4:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:45-5:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:00-5:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:15-5:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:30-5:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:45-6:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

Seasonal Factor: 1
Growth Rate: 1.01
Years Crown: 4

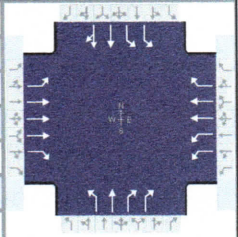
PM PEAK HOUR IS FROM:

5:00PM TO 6:00PM	Trips In	Trips Out
KRE	151	389
Pineapple Grove	233	137
Project Hunt	19	57
St. Lucie Commerce Center	52	196
Whispering Oaks	172	94
Bent Creek	193	113
Wawa Kings	57	58
Kings Highway Warehouse	458	216
Kings Highway Commerce Park / White Parcel	142	458
Walsh Crossroads	10	11
Project Hurricane	23	37
Celebration Point	100	57
Stonement	70	192
7-11 Angle Road	40	40
Sunnyland	261	154

Other Projects	In/Out	Volume	%	In/Out	Volume	%	In/Out	Volume	%	In/Out	Volume	%	In/Out	Volume	%	In/Out	Volume	%
PROJECT	0	12	0%	0	19	31%	0	0	0%	0	0	0%	0	0	0%	0	0	0%
In/Out	-	8%	0%	5%	8%	5%	5%	5%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Volume	0	19	0%	7	11	7%	12	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
%	0%	5%	0%	30%	5%	30%	5%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PROJECT	0	1	0%	0	17	3%	3	1	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
In/Out	-	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Volume	0	0	0%	0	0	0%	0	0	0%	0%	0%	0%	0	0	0%	0	0	0%
%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PROJECT	0	0	0%	0	0	0%	0	0	0%	0%	0%	0%	0	0	0%	0	0	0%
In/Out	-	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Volume	0	0	0%	0	0	0%	0	0	0%	0%	0%	0%	0	0	0%	0	0	0%
%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PROJECT	0	0	0%	0	0	0%	0	0	0%	0%	0%	0%	0	0	0%	0	0	0%
In/Out	-	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Volume	0	0	0%	0	0	0%	0	0	0%	0%	0%	0%	0	0	0%	0	0	0%
%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PROJECT	0	0	0%	0	0	0%	0	0	0%	0%	0%	0%	0	0	0%	0	0	0%
In/Out	-	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Volume	0	0	0%	0	0	0%	0	0	0%	0%	0%	0%	0	0	0%	0	0	0%
%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PROJECT	0	0	0%	0	0	0%	0	0	0%	0%	0%	0%	0	0	0%	0	0	0%
In/Out	-	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Volume	0	0	0%	0	0	0%	0	0	0%	0%	0%	0%	0	0	0%	0	0	0%
%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PROJECT	0	0	0%	0	0	0%	0	0	0%	0%	0%	0%	0	0	0%	0	0	0%
In/Out	-	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Volume	0	0	0%	0	0	0%	0	0	0%	0%	0%	0%	0	0	0%	0	0	0%
%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PROJECT	0	0	0%	0	0	0%	0	0	0%	0%	0%	0%	0	0	0%	0	0	0%
In/Out	-	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Volume	0	0	0%	0	0	0%	0	0	0%	0%	0%	0%	0	0	0%	0	0	0%
%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PROJECT	0	0	0%	0	0	0%	0	0	0%	0%	0%	0%	0	0	0%	0	0	0%
In/Out	-	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Volume	0	0	0%	0	0	0%	0	0	0%	0%	0%	0%	0	0	0%	0	0	0%
%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PROJECT	0	0	0%	0	0	0%	0	0	0%	0%	0%	0%	0	0	0%	0	0	0%
In/Out	-	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Volume	0	0	0%	0	0	0%	0	0	0%	0%	0%	0%	0	0	0%	0	0	0%
%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PROJECT	0	0	0%	0	0	0%	0	0	0%	0%	0%	0%	0	0	0%	0	0	0%
In/Out	-	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Volume	0	0	0%	0	0	0%	0	0	0%	0%	0%	0%	0	0	0%	0	0	0%
%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PROJECT	0	0	0%	0	0	0%	0	0	0%	0%	0%	0%	0	0	0%	0	0	0%
In/Out	-	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Volume	0	0	0%	0	0	0%	0	0	0%	0%	0%	0%	0	0	0%	0	0	0%
%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PROJECT	0	0	0%	0	0	0%	0	0	0%	0%	0%	0%	0	0	0%	0	0	0%
In/Out	-	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Volume	0	0	0%	0	0	0%	0	0	0%	0%	0%	0%	0	0	0%	0	0	0%
%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PROJECT	0	0	0%	0	0	0%	0	0	0%	0%	0%	0%	0	0	0%	0	0	0%
In/Out	-	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Volume	0	0	0%	0	0	0%	0	0	0%	0%	0%	0%	0	0	0%	0	0	0%
%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PROJECT	0	0	0%	0	0	0%	0	0	0%	0%	0%	0%	0	0	0%	0	0	0%
In/Out	-	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Volume	0	0	0%	0	0	0%	0	0	0%	0%	0%	0%	0	0	0%	0	0	0%
%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PROJECT	0	0	0%	0	0	0%	0	0	0%	0%	0%	0%	0	0	0%	0	0	0%
In/Out	-	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Volume	0	0	0%	0	0	0%	0	0	0%	0%	0%	0%	0	0	0%	0	0	0%
%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PROJECT	0	0	0%	0	0	0%	0	0	0%	0%	0%	0%	0	0	0%	0	0	0%
In/Out	-	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Volume	0	0	0%	0	0	0%	0	0	0%	0%	0%	0%	0	0	0%	0	0	0%
%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PROJECT	0	0	0%	0	0	0%	0	0	0%	0%	0%	0%	0	0	0%	0	0	0%
In/Out	-	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Volume	0	0	0%	0	0	0%	0	0	0%	0%	0%	0%	0	0	0%	0	0	

HCS Signalized Intersection Results Summary

General Information				Intersection Information			
Agency	O'Rourke Engineering			Duration, h	0.250		
Analyst	James Kemp	Analysis Date	Nov 18, 2022	Area Type	Other		
Jurisdiction	St. Lucie County	Time Period	PM Peak Hour	PHF	0.92		
Urban Street	Okeechobee Road	Analysis Year	2026	Analysis Period	1 > 7:00		
Intersection	Kings Highway	File Name	C6 - Okeechobee & Kings - Background - PM.xus				
Project Description	Background without Project						



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	128	281	40	515	317	267	74	359	519	489	415	119

Signal Information												
Cycle, s	140.0	Reference Phase	2									
Offset, s	0	Reference Point	End									
Uncoordinated	No	Simult. Gap E/W	On									
Force Mode	Float	Simult. Gap N/S	On									
Green	12.7	6.0	43.0	7.9	6.1	27.8						
Yellow	4.3	4.3	4.3	4.7	4.7	4.7						
Red	2.0	2.0	2.0	1.0	1.0	1.5						

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6	3	8	7	4
Case Number	2.0	3.0	2.0	3.0	2.0	3.0	1.1	4.0
Phase Duration, s	19.0	49.3	31.3	61.7	13.6	34.0	25.3	45.8
Change Period, ($Y+R_c$), s	6.3	6.3	6.3	6.3	5.7	6.2	5.7	6.2
Max Allow Headway (MAH), s	3.1	0.0	3.1	0.0	3.1	3.2	3.1	3.2
Queue Clearance Time (g_s), s	12.6		23.8		8.1	29.8	18.6	21.1
Green Extension Time (g_e), s	0.2	0.0	1.2	0.0	0.1	0.0	1.0	3.1
Phase Call Probability	1.00		1.00		0.96	1.00	1.00	1.00
Max Out Probability	0.00		0.00		0.00	1.00	0.01	0.21

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (v), veh/h	139	305	43	560	345	290	80	390	564	532	300	280
Adjusted Saturation Flow Rate (s), veh/h/ln	1810	1725	1610	1757	1809	1610	1810	1900	1425	1757	1900	1754
Queue Service Time (g_s), s	10.6	6.1	2.7	21.8	8.9	14.3	6.1	27.8	21.5	16.6	18.8	19.1
Cycle Queue Clearance Time (g_c), s	10.6	6.1	2.7	21.8	8.9	14.3	6.1	27.8	21.5	16.6	18.8	19.1
Green Ratio (g/C)	0.09	0.31	0.31	0.18	0.40	0.54	0.06	0.20	0.38	0.35	0.28	0.28
Capacity (c), veh/h	164	1591	495	628	1430	863	102	377	1075	596	537	496
Volume-to-Capacity Ratio (X)	0.848	0.192	0.088	0.891	0.241	0.336	0.790	1.034	0.525	0.892	0.559	0.566
Back of Queue (Q), ft/ln (95 th percentile)	219.1	117.7	50	381.3	178.4	235	133.7	667	298.2	307.8	346.4	329
Back of Queue (Q), veh/ln (95 th percentile)	8.8	4.7	2.0	15.3	7.1	9.4	5.3	26.7	11.9	12.3	13.9	13.2
Queue Storage Ratio (RQ) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh	62.7	35.7	34.5	56.2	28.3	18.4	65.2	56.1	33.8	39.7	42.8	42.9
Incremental Delay (d_2), s/veh	4.6	0.3	0.4	5.3	0.4	1.1	5.1	55.5	0.2	7.8	0.8	0.9
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	67.3	36.0	34.9	61.4	28.7	19.5	70.3	111.6	34.1	47.5	43.6	43.8
Level of Service (LOS)	E	D	C	E	C	B	E	F	C	D	D	D
Approach Delay, s/veh / LOS	44.8		D	41.8		D	66.1		E	45.5		D
Intersection Delay, s/veh / LOS	49.8						D					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.45	B	2.29	B	2.74	C	2.59	C
Bicycle LOS Score / LOS	0.76	A	1.47	A	2.19	B	1.40	A

TURNING MOVEMENT VOLUME COUNTS

CONTROL - Signalized

EW STREET - Okeschubee Rd

Kings Highway

City: St Lucie

DATE: Wednesday 10/6/2022

ANALYSIS YEAR: 2026

Future Total

15 Min Period	Northbound				Southbound				Eastbound				Westbound				ONE HOUR SUM
	NBL	NBT	NBR	NBL	SBL	SBT	SBR	SBL	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL		
7:00-7:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
7:15-7:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
7:30-7:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
7:45-8:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
8:00-8:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
8:15-8:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
8:30-8:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
8:45-9:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		

708 ↓ 873 ↑

72 359 277

← 491 →

↑ 354 ↓ 352

← 1173 →

↑ 468 ↓ 468

← 1383 →

↑ 67 ↓ 628

↑ 869 ↓ 1064

← 491 →

↑ 151 ↓ 478

← 671 →

↑ 42 ↓ 42

↑ 1064 ↓

↑ 1064 ↓

↑ 1064 ↓

AM PEAK HOURS FROM:

8:00AM TO 9:00AM

Seasonal Factor: 1

Growth Rate: 1.01

Years Crown: 4

Trips In: 143

Trips Out: 143

Trips In: 143

Trips Out: 143

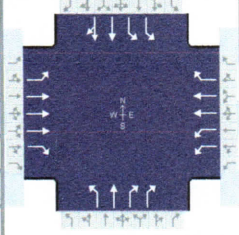
PROJECT	In/Out	Volume	%	Project Name	Trips In	Trips Out
Other Projects						
PROJECT	In/Out	Volume	%	Project Name	Trips In	Trips Out
	In/Out	Volume	%	KRE	393	117
	In/Out	Volume	%	Pineapple Grove	69	196
	In/Out	Volume	%	Project Hunt	76	17
	In/Out	Volume	%	St. Lucie Commerce Center	141	31
	In/Out	Volume	%	Whispering Oaks	45	167
	In/Out	Volume	%	Bent Creek	62	186
	In/Out	Volume	%	Wawa Kings	63	64
	In/Out	Volume	%	Kings Highway Warehouse	342	341
	In/Out	Volume	%	Kings Highway Commerce Park/White Fence	463	114
	In/Out	Volume	%	Walsh Crossroads	7	5
	In/Out	Volume	%	Project Hurricane	36	12
	In/Out	Volume	%	Celebration Point	30	96
	In/Out	Volume	%	Stonemont	203	56
	In/Out	Volume	%	7.11 Angle Road	45	46
	In/Out	Volume	%	Sunnyland	75	223

Subtotal 5 221 2 123 170 49 94 102 14 1 55 245 163

Total 67 369 628 277 359 72 151 478 42 468 352 354 2698

HCS Signalized Intersection Results Summary

General Information				Intersection Information			
Agency	O'Rourke Engineering			Duration, h	0.250		
Analyst	James Kemp	Analysis Date	Nov 18, 2022	Area Type	Other		
Jurisdiction	St. Lucie County	Time Period	AM Peak Hour	PHF	0.92		
Urban Street	Okeechobee Road	Analysis Year	2026	Analysis Period	1 > 7:00		
Intersection	Kings Highway	File Name	C6 - Okeechobee & Kings - Future Total - AM 2.1...				
Project Description	Future Total with Project						



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	151	478	42	468	352	354	67	369	628	277	359	72

Signal Information				Signal Timing (s)																				
Cycle, s	140.0	Reference Phase	2	Green	14.7	1.3	49.8	7.2	4.4	31.9	Yellow	4.3	4.3	4.3	4.7	0.0	4.7	Red	2.0	2.0	2.0	1.0	0.0	1.5
Offset, s	0	Reference Point	End																					
Uncoordinated	No	Simult. Gap E/W	On																					
Force Mode	Float	Simult. Gap N/S	On																					

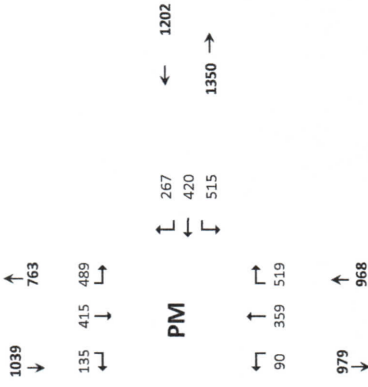
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6	3	8	7	4
Case Number	2.0	3.0	2.0	3.0	2.0	3.0	1.1	4.0
Phase Duration, s	21.0	56.1	28.5	63.6	12.9	38.1	17.3	42.5
Change Period, (Y+R _c), s	6.3	6.3	6.3	6.3	5.7	6.2	5.7	6.2
Max Allow Headway (MAH), s	3.1	0.0	3.1	0.0	3.1	3.2	3.1	3.2
Queue Clearance Time (g _s), s	14.5		21.9		7.6	30.9	11.0	17.2
Green Extension Time (g _e), s	0.2	0.0	0.3	0.0	0.1	1.0	0.6	3.7
Phase Call Probability	1.00		1.00		0.94	1.00	1.00	1.00
Max Out Probability	0.00		1.00		0.00	1.00	0.00	0.06

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (v), veh/h	164	520	46	509	383	385	73	401	683	301	239	229
Adjusted Saturation Flow Rate (s), veh/h/ln	1810	1725	1610	1757	1809	1610	1810	1900	1425	1757	1900	1790
Queue Service Time (g _s), s	12.5	10.1	2.6	19.9	9.8	22.3	5.6	28.9	27.0	9.0	14.9	15.2
Cycle Queue Clearance Time (g _c), s	12.5	10.1	2.6	19.9	9.8	22.3	5.6	28.9	27.0	9.0	14.9	15.2
Green Ratio (g/C)	0.10	0.36	0.36	0.16	0.41	0.49	0.05	0.23	0.39	0.32	0.26	0.26
Capacity (c), veh/h	189	1840	572	558	1482	793	93	433	1102	437	493	464
Volume-to-Capacity Ratio (X)	0.866	0.282	0.080	0.912	0.258	0.485	0.782	0.926	0.619	0.690	0.486	0.494
Back of Queue (Q), ft/ln (95 th percentile)	255.1	192.3	48.3	383.6	193.7	343.7	121.4	579.3	361.1	176.1	286.1	276.6
Back of Queue (Q), veh/ln (95 th percentile)	10.2	7.7	1.9	15.3	7.7	13.7	4.9	23.2	14.4	7.0	11.4	11.1
Queue Storage Ratio (RQ) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d ₁), s/veh	61.7	32.3	29.9	57.9	27.3	23.7	65.6	52.9	34.6	39.4	43.9	44.0
Incremental Delay (d ₂), s/veh	7.9	0.4	0.3	17.1	0.4	2.1	5.3	23.5	0.7	0.7	0.3	0.3
Initial Queue Delay (d ₃), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	69.6	32.7	30.2	75.0	27.7	25.8	70.9	76.4	35.3	40.2	44.2	44.4
Level of Service (LOS)	E	C	C	E	C	C	E	E	D	D	D	D
Approach Delay, s/veh / LOS	40.9		D	46.0		D	51.8		D	42.7		D
Intersection Delay, s/veh / LOS	46.1						D					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.45	B	2.29	B	2.73	C	2.60	C
Bicycle LOS Score / LOS	0.89	A	1.54	B	2.40	B	1.12	A

TURNING MOVEMENT VOLUME COUNTS

Okeechobee Rd & Kings Hwy
Future Total



15 Min Period lanes	Northbound			Southbound			Eastbound			Westbound			ONE HOUR SUM	
	NBL	NBR	NBT	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR		TOTAL
4:00-4:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15-4:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30-4:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45-5:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00-5:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15-5:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30-5:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45-6:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0

PM PEAK HOUR IS FROM: 5:00PM TO 6:00PM

Seasonal Factor: 1
Growth Rate: 1.01
Years Grown: 4

Trips In: 158
Trips Out: 93

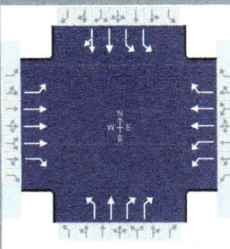
Other Projects: KRE, Pineapple Grove, Project Hunt, St. Lucie Commerce Center, Whispering Oaks, Bent Creek, Wawa Kings, Kings Highway Warehouse, Kings Highway Commerce Park/White Palace, Walsh Crossroads, Project Hurricane, Celebration Point, Stoneport, 7-11 Angle Road, Sunnyland

PROJECT	In/Out	Volume	Trips In	Trips Out
KRE	0	0	151	389
Pineapple Grove	0	0	233	137
Project Hunt	0	0	19	57
St. Lucie Commerce Center	0	0	52	196
Whispering Oaks	0	0	172	94
Bent Creek	0	0	193	113
Wawa Kings	0	0	57	58
Kings Highway Warehouse	0	0	458	216
Kings Highway Commerce Park/White Palace	0	0	142	458
Walsh Crossroads	0	0	10	11
Project Hurricane	0	0	23	37
Celebration Point	0	0	100	57
Stoneport	0	0	70	192
7-11 Angle Road	0	0	40	40
Sunnyland	0	0	261	154

PROJECT	In/Out	Volume	Trips In	Trips Out
Subtotal	16	223	1	261
Total	90	359	519	489

HCS Signalized Intersection Results Summary

General Information					Intersection Information			
Agency	O'Rourke Engineering				Duration, h	0.250		
Analyst	James Kemp	Analysis Date	Nov 18, 2022		Area Type	Other		
Jurisdiction	St. Lucie County	Time Period	PM Peak Hour		PHF	0.92		
Urban Street	Okeechobee Road	Analysis Year	2026		Analysis Period	1 > 7:00		
Intersection	Kings Highway	File Name	C6 - Okeechobee & Kings - Future Total - PM 2.1...					
Project Description	Future Total with Project							



Demand Information	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Demand (v), veh/h	137	341	49	515	420	267	90	359	519	489	415	135

Signal Information				Signal Timing (s)																				
Cycle, s	140.0	Reference Phase	2	Green	13.5	5.3	43.0	9.4	4.6	27.8	Yellow	4.3	4.3	4.3	4.7	4.7	4.7	Red	2.0	2.0	2.0	1.0	1.0	1.5
Offset, s	0	Reference Point	End																					
Uncoordinated	No	Simult. Gap E/W	On																					
Force Mode	Float	Simult. Gap N/S	On																					

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6	3	8	7	4
Case Number	2.0	3.0	2.0	3.0	2.0	3.0	1.1	4.0
Phase Duration, s	19.8	49.3	31.3	60.9	15.1	34.0	25.3	44.3
Change Period, (Y+R _c), s	6.3	6.3	6.3	6.3	5.7	6.2	5.7	6.2
Max Allow Headway (MAH), s	3.1	0.0	3.1	0.0	3.1	3.2	3.1	3.2
Queue Clearance Time (g _s), s	13.3		23.8		9.5	29.8	18.6	22.2
Green Extension Time (g _e), s	0.2	0.0	1.2	0.0	0.1	0.0	1.0	3.0
Phase Call Probability	1.00		1.00		0.98	1.00	1.00	1.00
Max Out Probability	0.00		0.00		0.00	1.00	0.01	0.27

Movement Group Results	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (v), veh/h	149	371	53	560	457	290	98	390	564	532	310	288
Adjusted Saturation Flow Rate (s), veh/h/ln	1810	1725	1610	1757	1809	1610	1810	1900	1425	1757	1900	1740
Queue Service Time (g _s), s	11.3	7.5	3.3	21.8	12.3	14.5	7.5	27.8	21.5	16.6	19.9	20.2
Cycle Queue Clearance Time (g _c), s	11.3	7.5	3.3	21.8	12.3	14.5	7.5	27.8	21.5	16.6	19.9	20.2
Green Ratio (g/C)	0.10	0.31	0.31	0.18	0.39	0.53	0.07	0.20	0.38	0.35	0.27	0.27
Capacity (c), veh/h	174	1591	495	628	1411	854	121	377	1075	596	517	473
Volume-to-Capacity Ratio (X)	0.856	0.233	0.108	0.891	0.324	0.340	0.808	1.034	0.525	0.892	0.600	0.608
Back of Queue (Q), ft/ln (95 th percentile)	232.2	145	61.7	381.3	234	237.5	161.6	667	298.2	307.8	365.3	344.8
Back of Queue (Q), veh/ln (95 th percentile)	9.3	5.8	2.5	15.3	9.4	9.5	6.5	26.7	11.9	12.3	14.6	13.8
Queue Storage Ratio (RQ) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d ₁), s/veh	62.3	36.2	34.7	56.2	29.8	18.8	64.4	56.1	33.8	39.7	44.3	44.4
Incremental Delay (d ₂), s/veh	5.3	0.3	0.4	5.3	0.6	1.1	4.8	55.5	0.2	7.8	1.4	1.6
Initial Queue Delay (d ₃), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	67.6	36.5	35.2	61.4	30.4	19.9	69.2	111.6	34.1	47.5	45.7	46.1
Level of Service (LOS)	E	D	D	E	C	B	E	F	C	D	D	D
Approach Delay, s/veh / LOS	44.5		D	41.4		D	66.1		E	46.7		D
Intersection Delay, s/veh / LOS	49.7						D					

Multimodal Results	EB	WB	NB	SB				
Pedestrian LOS Score / LOS	2.45	B	2.29	B	2.74	C	2.60	C
Bicycle LOS Score / LOS	0.80	A	1.57	B	2.22	B	1.42	A

APPENDIX E

DRIVEWAY ANALYSIS

TURNING MOVEMENT VOLUME COUNTS

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

15 Min Period	Northbound			Southbound			Eastbound			Westbound			ONE HOUR SUM	
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR		TOTAL
7:00-7:15	0	0	0	0	0	0	0	4	0	0	5	0	9	40
7:15-7:30	0	0	0	0	0	0	0	5	0	0	7	0	12	46
7:30-7:45	0	0	0	0	0	0	0	3	0	0	9	0	12	43
7:45-8:00	0	0	0	0	0	0	0	3	0	0	4	0	7	40
8:00-8:15	0	0	0	0	0	0	0	7	0	0	8	0	15	40
8:15-8:30	0	0	0	0	0	0	0	5	0	0	4	0	9	
8:30-8:45	0	0	0	0	0	0	0	6	0	0	3	0	9	
8:45-9:00	0	0	0	0	0	0	0	4	0	0	3	0	7	

AM PEAK HOURS FROM: 7:15AM TO 8:15AM
 Volumes: 0 0 0 0 0 0 0 0 18 0 0 28 0 46
 Season Factor: 0.77
 Growth: 0 0 0 0 0 0 0 0 21 0 0 33 0 55
 In/Out: 0 0 0 0 0 0 0 0 24 0 0 37 0 61
 Percentage: 100% 0% 0% 0% 0% 0% 0% 0% 100% 0% 0% 0% 0% 0%
 PROJECT: 143 0 0 0 0 0 0 0 0 49 0 0 0 0

Total 143 0 0 0 0 0 0 0 24 49 0 37 0 253

15 Min Period lanes	Northbound			Southbound			Eastbound			Westbound			ONE HOUR SUM	
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR		TOTAL
4:00-4:15	0	0	0	0	0	0	0	5	0	0	4	0	9	46
4:15-4:30	0	0	0	0	0	0	0	3	0	0	4	0	7	56
4:30-4:45	0	0	0	0	0	0	0	4	0	0	10	0	14	59
4:45-5:00	0	0	0	0	0	0	0	10	0	0	6	0	16	62
5:00-5:15	0	0	0	0	0	0	0	10	0	0	9	0	19	60
5:15-5:30	0	0	0	0	0	0	0	6	0	0	4	0	10	
5:30-5:45	0	0	0	0	0	0	0	10	0	0	7	0	17	
5:45-6:00	0	0	0	0	0	0	0	8	0	0	6	0	14	

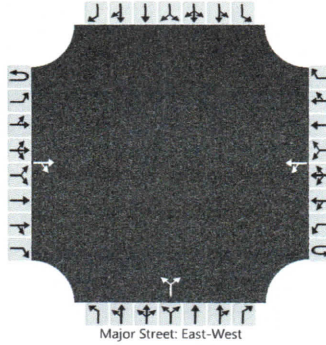
PM PEAK HOURS FROM: 4:45PM TO 5:45PM
 Volumes: 0 0 0 0 0 0 0 0 36 0 0 26 0 62
 Season Factor: 1.19
 Growth: 0 0 0 0 0 0 0 0 43 0 0 31 0 74
 In/Out: 0 0 0 0 0 0 0 0 47 0 0 34 0 82
 Percentage: 100% 0% 0% 0% 0% 0% 0% 0% 100% 0% 0% 0% 0% 0%
 PROJECT: 93 0 0 0 0 0 0 0 0 158 0 0 0 0

Total 93 0 0 0 0 0 0 0 47 158 0 34 0 333

HCS Two-Way Stop-Control Report

General Information		Site Information	
Analyst	James Kemp	Intersection	Gordy & Project Driveway
Agency/Co.	O'Rourke Engineering	Jurisdiction	St. Lucie County
Date Performed	9/1/2023	East/West Street	Project Driveway
Analysis Year	2026	North/South Street	Gordy Road
Time Analyzed	AM Peak Hour	Peak Hour Factor	0.77
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	Future Total with Project		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Priority																
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	0	0
Configuration				TR		LT					LR					
Volume (veh/h)			24	49		0	37			143		0				
Percent Heavy Vehicles (%)						3				3		3				
Proportion Time Blocked																
Percent Grade (%)										0						
Right Turn Channelized																
Median Type Storage	Undivided															

Critical and Follow-up Headways

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

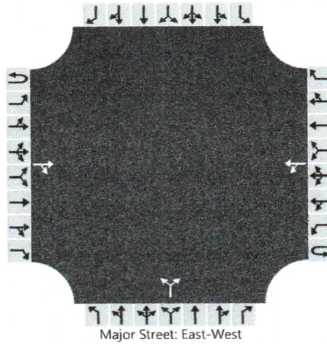
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						0					186					
Capacity, c (veh/h)						1493					883					
v/c Ratio						0.00					0.21					
95% Queue Length, Q ₉₅ (veh)						0.0					0.8					
95% Queue Length, Q ₉₅ (ft)											20.5					
Control Delay (s/veh)						7.4	0.0				10.2					
Level of Service (LOS)						A	A				B					
Approach Delay (s/veh)						0.0					10.2					
Approach LOS						A					B					

HCS Two-Way Stop-Control Report

General Information				Site Information			
Analyst	James Kemp			Intersection	Gordy & Project Driveway		
Agency/Co.	O'Rourke Engineering			Jurisdiction	St. Lucie County		
Date Performed	9/1/2023			East/West Street	Project Driveway		
Analysis Year	2026			North/South Street	Gordy Road		
Time Analyzed	PM Peak Hour			Peak Hour Factor	0.82		
Intersection Orientation	East-West			Analysis Time Period (hrs)	0.25		
Project Description	Future Total with Project						

Lanes



Vehicle Volumes and Adjustments

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

Critical and Follow-up Headways

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

Delay, Queue Length, and Level of Service

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

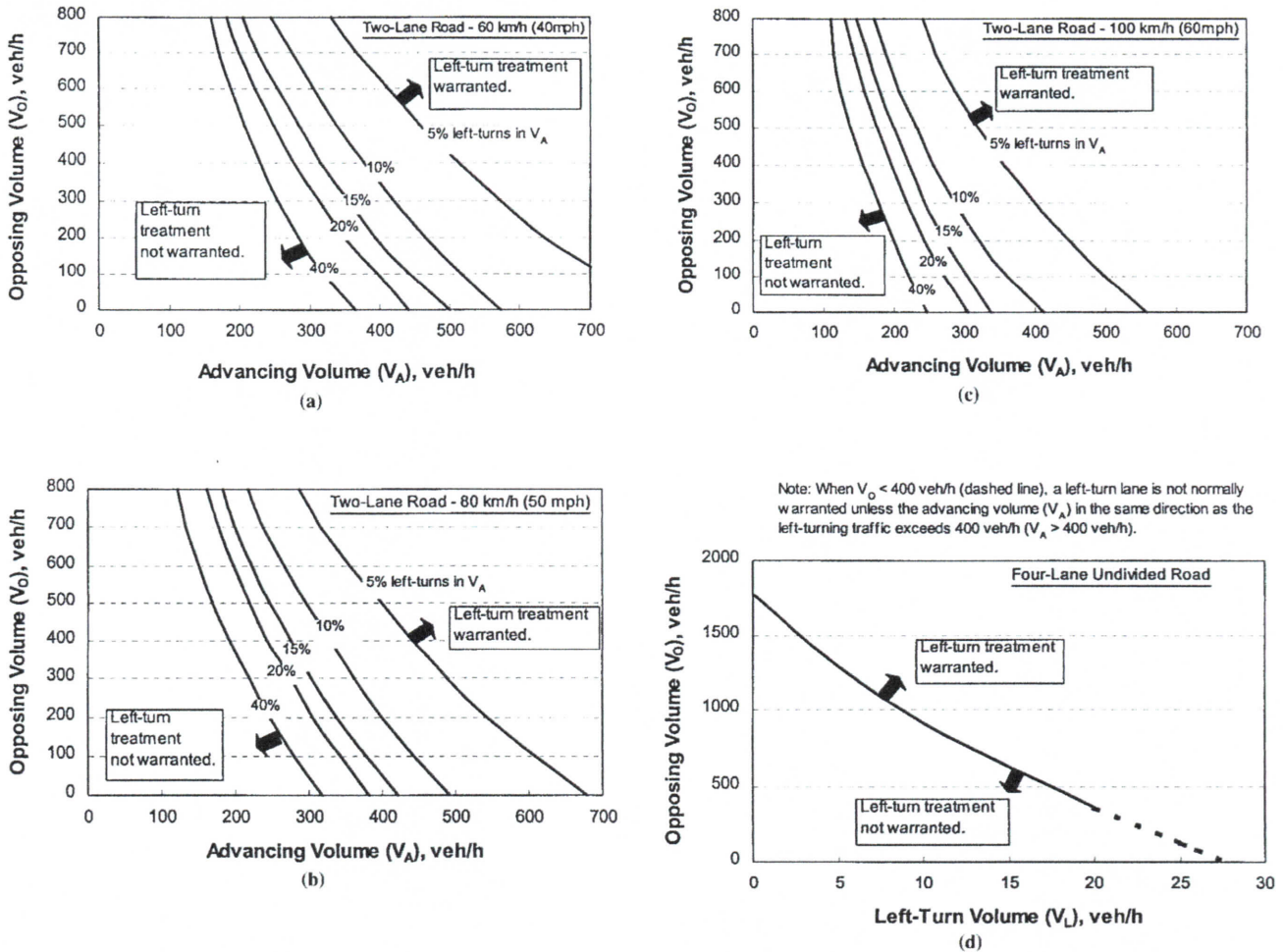


Figure 2-5. Guideline for determining the need for a major-road left-turn bay at a two-way stop-controlled intersection.

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

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

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

be used or, as a more conservative approach, the operating speed can be rounded up to the nearest speed for which a figure is provided.

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

Add a Right-Turn Bay on the Major Road

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

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

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

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

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

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

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

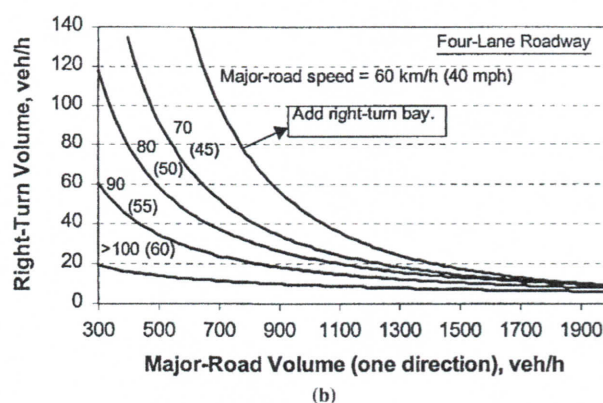
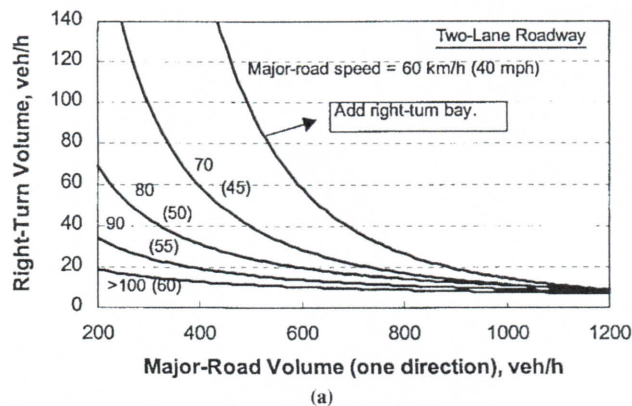


Figure 2-6. Guideline for determining the need for a major-road right-turn bay at a two-way stop-controlled intersection.

Increase Length of Turn Bay

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

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

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