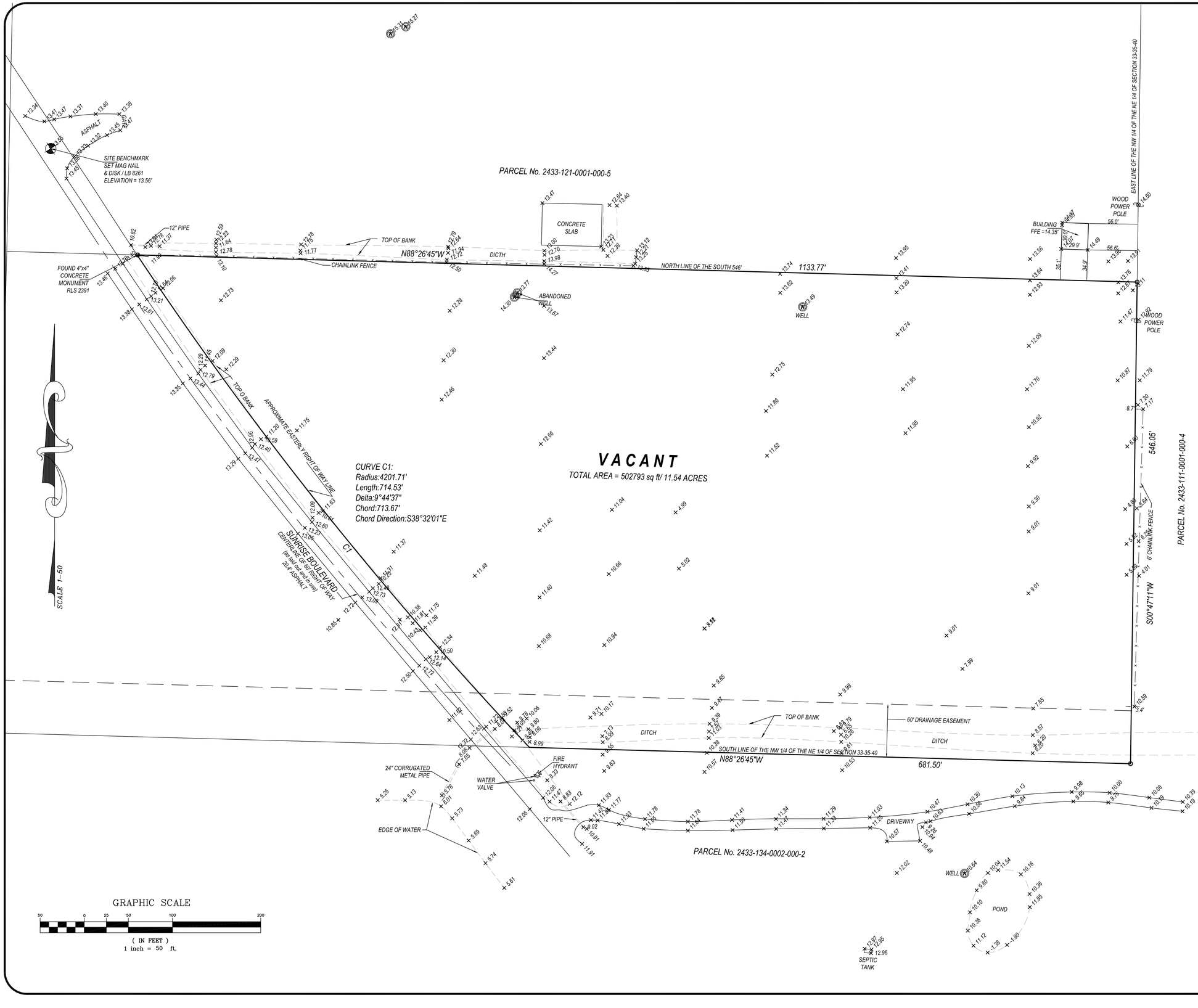
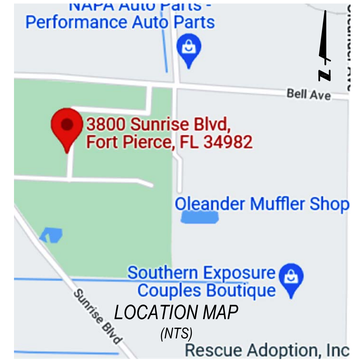


GRAPHIC SCALE

50 0 25 50 100 200

(IN FEET)

1 inch = 50 ft.



PROPERTY ADDRESS:
3804 SUNRISE BLVD
FORT PIERCE, FLORIDA 34982

FLOOD ZONE: *"X"*
PANEL NO: *12111C 0189K*
DATE: *FEBRUARY 19, 2020*

CERTIFIED TO:
DT VENTURES 1 LLC, A FLORIDA LLC.
OLD REPUBLIC NATIONAL TITLE INSURANCE COMPANY
RAHMAN LE PLLC
ATTORNEYS' TITLE FUND SERVICES LLC

LEGAL DESCRIPTION:
THE SOUTH 546 FEET OF THE NORTHWEST 1/4 OF THE NORTHEAST 1/4, LYING EAST OF WHITE CITY ROAD (SUNRISE BOULEVARD) IN SECTION 33, TOWNSHIP 35 SOUTH, RANGE 40 EAST, SAID LAND LYING AND BEING IN ST. LUCIE COUNTY, FLORIDA.

SURVEYORS' NOTES:
1. I HEREBY CERTIFY THIS SURVEY MEETS STANDARDS OF PRACTICE SET FORTH IN RULE 5J-17.050-.052, OF THE FLORIDA ADMINISTRATIVE CODE, ADOPTED BY THE FLORIDA BOARD OF PROFESSIONAL SURVEYORS AND MAPPERS, PURSUANT TO CHAPTER 472.027 OF THE FLORIDA STATUTES.
2. THE SURVEY MAP AND REPORT AND THE COPIES THEREOF ARE NOT VALID WITHOUT THE SIGNATURE AND THE ORIGINAL RAISED SEAL OR VERIFIED ELECTRONIC SIGNATURE OF A FLORIDA LICENSED SURVEYOR AND MAPPER.
3. UNDERGROUND OR OBSCURED IMPROVEMENTS WERE NOT LOCATED.
4. DIMENSIONS ARE RECORD AND FIELD UNLESS OTHERWISE NOTED.
5. STATED DIMENSIONS TAKE PRECEDENCE OVER SCALED DIMENSIONS.
6. THIS FIRM'S CERTIFICATE OF AUTHORIZATION NUMBER IS LB 8261.
7. ADDITIONS OR DELETIONS TO SURVEY MAPS OR REPORTS BY OTHER THAN THE SIGNING PARTY OR PARTIES IS PROHIBITED WITHOUT WRITTEN CONSENT OF THE SIGNING PARTY OR PARTIES.
8. SURVEY SUBJECT TO RESERVATIONS, RESTRICTIONS, EASEMENTS AND RIGHTS-OF-WAY OF RECORD. (UNLESS A TITLE REVIEW, COMMITMENT REVIEW, OR OWNERSHIP AND ENCUMBRANCE REVIEW IS PRESENT ON THE FACE OF THIS DOCUMENT, THIS SURVEY HAS BEEN COMPLETED IN THE ABSENCE OF A TITLE INSURANCE POLICY).
9. LOCATION MAP IS GLEANED FROM ONLINE MAPPING SITES AND AND IS ONLY APPROXIMATE.
10. ELEVATIONS SHOWN HEREON ARE BASED ON NORTH AMERICAN VERTICAL DATUM OF 1988. (NAVD'88)
11. NO FIELD VISIT WAS COMPLETED AT THE TIME OF THIS RECERTIFICATION

JOB#	DB	AK	12-19-23
22-0387	FIELD	CD	06-25-22
	RECERTIFY BOUNDARY SURVEY PURPOSE	DRAFT	DATE

SIGNED: *DOUG WALKER, PSM, PRINCIPAL SURVEYOR AND MAPPER*
PROFESSIONAL LAND SURVEYOR AND MAPPER
FLORIDA CERTIFICATE No. 7211

BOUNDARY AND TOPOGRAPHIC SURVEY

PRINCIPAL MERIDIAN SURVEYING, Inc.
LICENSED BUSINESS No. 8261
4546 CAMBRIDGE STREET
WEST PALM BEACH, FL 33415
OFFICE 561-478-7764

Legal Description

The south 546 feet of the northwest ¼ of the northeast ¼, lying east of White City Road (Sunrise Boulevard) in Section 33, Township 35 South, Range 40 East, said land lying and being in St. Lucie County, Florida.

MICHELLE R. MILLER, CLERK OF THE CIRCUIT COURT - SAINT LUCIE COUNTY
FILE # 5282370 OR BOOK 5087 PAGE 2982, Recorded 12/27/2023 11:19:18 AM Doc Tax: $6405.00

Prepared by and return to:
Javed Rahman, Attorney at Law
RAHMAN | LE PLLC
1000 Southwest 86th Court
Miami, FL 33144
(305) 542-0402
File No 23-407

Parcel Identification No 2433-123-0001-000-1

[Space Above This Line For Recording Data]

WARRANTY DEED

(STATUTORY FORM – SECTION 689.02, F.S.)

This indenture made the 21 **day of December, 2023** between **CONGREGATION OF THE SACRED HEART OF JESUS INC, a Florida Not for Profit corporation**, whose post office address is **2921 Northeast 48th Street, Lighthouse Point, FL 33064**, of the County of Broward, State of Florida, Grantor, to **DT VENTURES 1 LLC, a Florida limited liability company**, whose post office address is **PO Box 92280, Rochester, NY 14692**, of the County of Monroe, State of New York, Grantee:

(Whenever used herein the terms "grantor" and "grantee" include all the parties to this instrument and the heirs, legal representatives, and assigns of individuals, and the successors and assigns of corporations, trusts and trustees.)

Witnesseth, that said Grantor, for and in consideration of the sum of TEN DOLLARS (U.S.$10.00) and other good and valuable considerations to said Grantor in hand paid by said Grantee, the receipt whereof is hereby acknowledged, has granted, bargained, and sold to the said Grantee, and Grantee's heirs and assigns forever, the following described land, situate, lying and being in **Saint Lucie County, Florida**, to-wit:

The South 546 feet of the Northwest 1/4 of the Northeast 1/4, lying East of the White City Road (Sunrise Boulevard), in Section 33, Township 35 South, Range 40 East, said land lying and being in Saint Lucie County, Florida.

a/k/a 3804 Sunrise Boulevard, Fort Pierce, FL 34982 *(for informational purposes only)*

Together with all the tenements, hereditaments and appurtenances thereto belonging or in anywise appertaining.

Subject to taxes for 2024 and subsequent years, not yet due and payable; covenants, restrictions, easements, reservations and limitations of record, if any, but said reference shall not operate to reimpose same.

TO HAVE AND TO HOLD the same in fee simple forever.

And Grantor hereby covenant with the Grantee that the Grantor is lawfully seized of said land in fee simple, that Grantor have good right and lawful authority to sell and convey said land and that the Grantor hereby fully warrant the title to said land and will defend the same against the lawful claims of all persons whomsoever; and that said land is free of all encumbrances except taxes accruing subsequent to December 31, 2023.

[REMAINDER OF PAGE INTENTIONALLY LEFT BLANK]
[SIGNATURE PAGE FOLLOWS]

WARRANTY DEED – Signature Page
PIN: 2433-123-0001-000-1

In Witness Whereof, Grantor have hereunto set Grantor's hand and seal the day and year first above written.

Signed, sealed and delivered in our presence:

WITNESS 1
PRINT NAME: Javed Rahman
WITNESS 1
ADDRESS: 1000 SW 86th Ct. Miami FL

CONGREGATION OF THE SACRED HEART OF JESUS INC,
a Florida Not For Profit Corporation

By: _____
Peter Tan Le, President

WITNESS 2
PRINT NAME: Chabeli Roqueta
WITNESS 2
ADDRESS: 1000 SW 86th Ct. Miami FL

STATE OF FLORIDA
COUNTY OF Miami-Dade

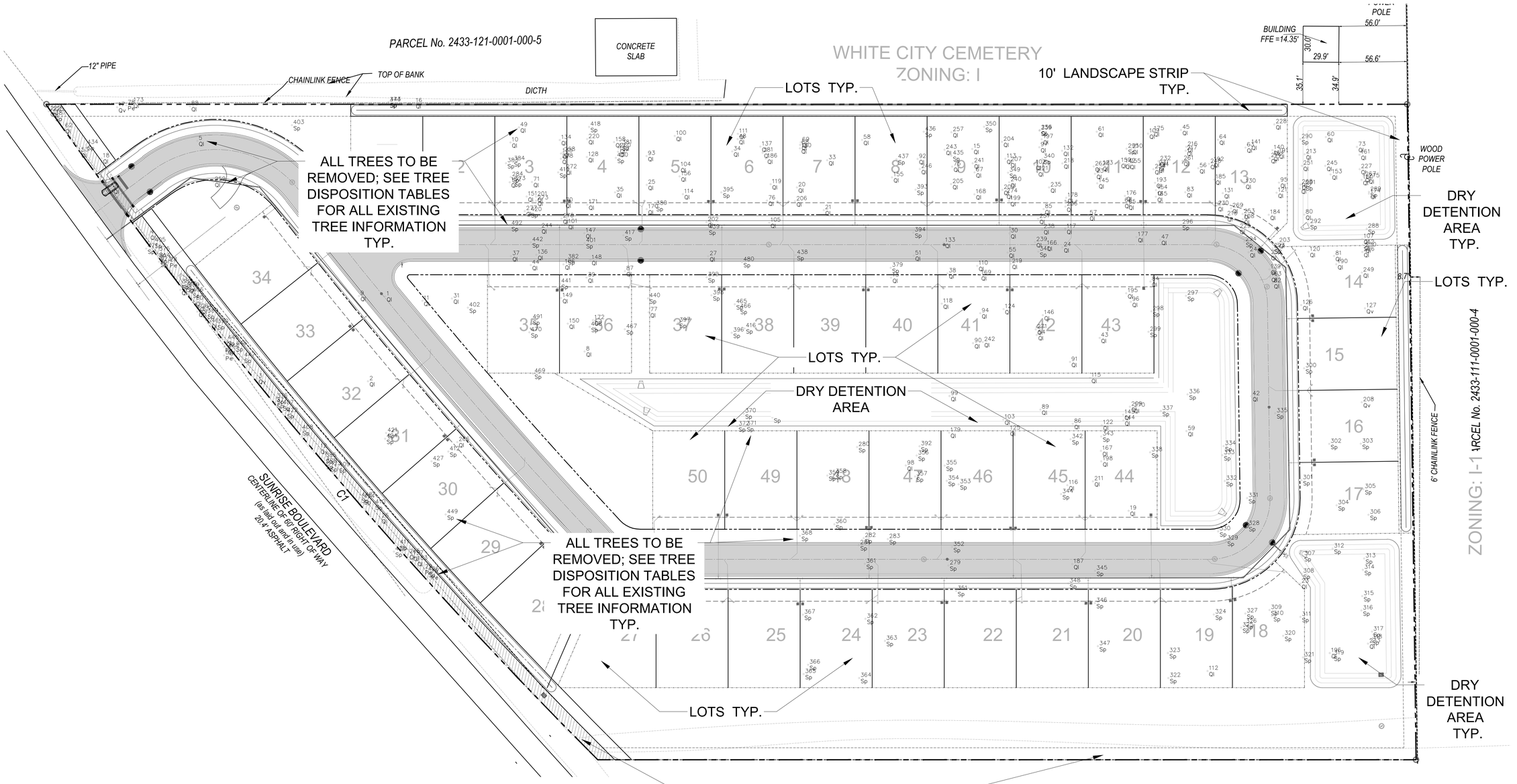
The foregoing instrument was acknowledged before me by means of (X) physical presence or ( ) online notarization this 21 day of December, 2023 by Peter Tan Le, President of Congregation of the Sacred Heart of Jesus Inc, a Florida Not for Profit corporation, on behalf of the corporation.

[Notary Seal]

Javed Rahman
Comm.#HH000009
Expires: May 14, 2024
Bonded Thru Aaron Notary

Signature of Notary Public
Print, Type/Stamp Name of Notary

Personally known: _____ OR Produced Identification: X Type of Identification Produced: FL



*SEE SHEET TD-2 FOR TREE INVENTORY TABLES

*SEE SHEET TD-3 FOR TREE MITIGATION TABLES & DATA

DRAWING INDEX:

TD-1: EXISTING TREE DISPOSITION PLAN

TD-2: TREE INVENTORY TABLES

TD-3: TREE MITIGATION TABLES & DATA

Project Team

Landscape Architect:

LANDSCAPE ARCHITECTURAL SERVICES, LLC

Brandon White | Owner
772-834-1357 | brandon@las-fl.com
Paul Goulas | Owner
772-631-8400 | paul@las-fl.com
1708 SE Joy Haven Street
Port St. Lucie, Fl. 34983

Civil Engineer:

KMA
ENGINEERING & SURVEYING, LLC

SUNRISE PROPERTY

3904 Sunrise Blvd.
City of Fort Pierce, Florida

Tree Disposition Plan

Revisions		
Date	Init.	Description
9.12.24	PG	Submittal
11.07.24	PG	Revised per Site Plan

REGISTERED LANDSCAPE ARCHITECT
PAUL A. GOULAS
LA 6666807
STATE OF FLORIDA

PAUL GOULAS, RLA
FLORIDA REG. # LA6666807

Drawn By:	PG
Checked By:	PG
Municipal Project:	
Scale:	

NORTH

SCALE: 1" = 40'

0 20' 40' 80'

TD-1

TREE INVENTORY & DISPOSITION

TREE #	SIZE DBH	TYPE	DISPOSITION
0	54	Laurel Oak	To Be Removed
1	40	Laurel Oak	To Be Removed
2	35	Laurel Oak	To Be Removed
3	35	Live Oak	To Be Removed
4	33	Laurel Oak	To Be Removed
5	31	Laurel Oak	To Be Removed
6	30.6	Laurel Oak	To Be Removed
7	30	Laurel Oak	To Be Removed
8	30	Laurel Oak	To Be Removed
9	29	Laurel Oak	To Be Removed
10	27.2	Laurel Oak	To Be Removed
11	27	Laurel Oak	To Be Removed
12	27	Live Oak	To Be Removed
13	26.5	Laurel Oak	To Be Removed
14	26	Laurel Oak	To Be Removed
15	26	Laurel Oak	To Be Removed
16	26	Laurel Oak	To Be Removed
17	26	Live Oak	To Be Removed
18	25.5	Laurel Oak	To Be Removed
19	25	Laurel Oak	To Be Removed
20	24.6	Laurel Oak	To Be Removed
21	24.4	Laurel Oak	To Be Removed
22	24	Sash Pine	To Be Removed
23	24	Laurel Oak	To Be Removed
24	24	Laurel Oak	To Be Removed
25	24	Laurel Oak	To Be Removed
26	23.5	Laurel Oak	To Be Removed
27	23.5	Laurel Oak	To Be Removed
28	23	Sash Pine	To Be Removed
29	23	Sash Pine	To Be Removed
30	23	Laurel Oak	To Be Removed
31	23	Laurel Oak	To Be Removed
32	22	Sash Pine	To Be Removed
33	22	Laurel Oak	To Be Removed
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532	10'CT MIN	Sabal Palm	To Be Removed

Project Team

Landscape Architect:

LANDSCAPE ARCHITECTURAL SERVICES, LLC

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Civil Engineer:

KMA
ENGINEERING & SURVEYING, LLC

SUNRISE PROPERTY

3904 Sunrise Blvd.
City of Fort Pierce, Florida

Tree Inventory & Disposition Tables

Revisions		
Date	Init.	Description
9.12.24	PG	Submittal
11.07.24	PG	Revised per Site Plan

REGISTERED LANDSCAPE ARCHITECT
PAUL A. GOULAS
LA 6666807
STATE OF FLORIDA

PAUL GOULAS, RLA
FLORIDA REG. # LA6666807

Drawn By:	PG
Checked By:	PG
Municipal Project:	
Scale:	

TD-2

LAUREL OAKS REQUIRING MITIGATION

TREE #	SIZE DBH	TYPE
0	54	Laurel Oak
1	40	Laurel Oak
2	35	Laurel Oak
4	33	Laurel Oak
5	31	Laurel Oak
6	30.6	Laurel Oak
7	30	Laurel Oak
8	30	Laurel Oak
9	29	Laurel Oak
10	27.2	Laurel Oak
11	27	Laurel Oak
13	26.5	Laurel Oak
14	26	Laurel Oak
15	26	Laurel Oak
16	26	Laurel Oak
18	25.5	Laurel Oak
19	25	Laurel Oak
20	24.6	Laurel Oak
21	24.4	Laurel Oak
23	24	Laurel Oak
24	24	Laurel Oak
25	24	Laurel Oak
26	23.5	Laurel Oak
27	23.5	Laurel Oak
30	23	Laurel Oak
31	23	Laurel Oak
33	22	Laurel Oak
34	22	Laurel Oak
35	22	Laurel Oak
36	21.9	Laurel Oak
37	21.6	Laurel Oak
38	21	Laurel Oak
39	21	Laurel Oak
40	20	Laurel Oak
41	20	Laurel Oak
42	20	Laurel Oak
43	20	Laurel Oak
44	20	Laurel Oak
45	19.4	Laurel Oak
46	19.3	Laurel Oak
47	19.2	Laurel Oak
48	19	Laurel Oak
49	19	Laurel Oak
50	18.6	Laurel Oak
51	18.5	Laurel Oak
53	18	Laurel Oak
54	18	Laurel Oak
55	17.5	Laurel Oak
56	17.5	Laurel Oak
57	17.3	Laurel Oak
58	17.3	Laurel Oak
59	17.2	Laurel Oak
60	17.2	Laurel Oak
61	17.1	Laurel Oak
62	17	Laurel Oak
63	17	Laurel Oak
64	17	Laurel Oak
65	17	Laurel Oak
66	17	Laurel Oak
67	17	Laurel Oak
68	17	Laurel Oak
69	17	Laurel Oak
70	17	Laurel Oak
71	17	Laurel Oak
72	16.6	Laurel Oak
73	16.6	Laurel Oak
75	16.5	Laurel Oak
76	16.5	Laurel Oak
77	16.4	Laurel Oak
80	16	Laurel Oak
81	16	Laurel Oak
82	16	Laurel Oak
83	16	Laurel Oak
84	16	Laurel Oak
85	16	Laurel Oak
86	16	Laurel Oak
87	16	Laurel Oak
88	16	Laurel Oak
89	15.8	Laurel Oak
90	15.5	Laurel Oak
91	15.5	Laurel Oak
92	15.5	Laurel Oak
93	15.2	Laurel Oak
94	15.1	Laurel Oak
95	15	Laurel Oak
96	15	Laurel Oak
97	15	Laurel Oak
98	15	Laurel Oak
99	15	Laurel Oak
100	15	Laurel Oak
101	14.9	Laurel Oak
102	14.5	Laurel Oak
103	14.5	Laurel Oak
104	14.5	Laurel Oak
105	14.5	Laurel Oak
106	14.4	Laurel Oak
107	14	Laurel Oak
108	14	Laurel Oak
109	14	Laurel Oak
110	14	Laurel Oak
Total	**1999.9**	

LIVE OAKS REQUIRING MITIGATION

TREE #	SIZE DBH	TYPE
3	35	Live Oak
12	27	Live Oak
17	26	Live Oak
127	12.4	Live Oak
Total	**100.4**	

PINE TREES REQUIRING MITIGATION

TREE #	SIZE DBH	TYPE
22	24	Slash Pine
28	23	Slash Pine
29	23	Slash Pine
32	22	Slash Pine
52	18	Slash Pine
74	16.5	Slash Pine
78	16	Slash Pine
79	16	Slash Pine
Total	**158.5**	

SABAL PALMS REQUIRING MITIGATION

TREE #	SIZE CT	TYPE
279	10' MIN	Sabal Palm
280	10' MIN	Sabal Palm
281	10' MIN	Sabal Palm
282	10' MIN	Sabal Palm
283	10' MIN	Sabal Palm
284	10' MIN	Sabal Palm
285	10' MIN	Sabal Palm
286	10' MIN	Sabal Palm
287	10' MIN	Sabal Palm
288	10' MIN	Sabal Palm
289	10' MIN	Sabal Palm
290	10' MIN	Sabal Palm
291	10' MIN	Sabal Palm
292	10' MIN	Sabal Palm
293	10' MIN	Sabal Palm
294	10' MIN	Sabal Palm
295	10' MIN	Sabal Palm
296	10' MIN	Sabal Palm
297	10' MIN	Sabal Palm
298	10' MIN	Sabal Palm
299	10' MIN	Sabal Palm
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307	10' MIN	Sabal Palm
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529	10' MIN	Sabal Palm
530	10' MIN	Sabal Palm
531	10' MIN	Sabal Palm
532	10' MIN	Sabal Palm
Total	254	

Mitigation Data:

Total DBH of Native Trees 14" DBH & Larger to be Removed: 2,258.8" DBH

Total Sabal Palms 10' CT & Larger to be Removed: 254 Palms

Tree Mitigation Method TBD

Mitigation Notes:

1. Tree mitigation is for the removal of healthy existing native trees 14" dbh & greater.
2. Palm mitigation is for the removal of existing native palms10' clear trunk height & greater.

Project Team

Landscape Architect:

LANDSCAPE ARCHITECTURAL SERVICES, LLC

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Civil Engineer:

KMA
ENGINEERING & SURVEYING, LLC

SUNRISE PROPERTY

3904 Sunrise Blvd.
City of Fort Pierce, Florida

Tree Mitigation Tables & Data

Revisions		
Date	Init.	Description
9.12.24	PG	Submittal
11.07.24	PG	Revised per Site Plan

REGISTERED LANDSCAPE ARCHITECT
PAUL A. GOULAS
LA 6666807
STATE OF FLORIDA

PAUL GOULAS, RLA
FLORIDA REG. # LA6666807

Drawn By:	PG
Checked By:	PG
Municipal Project:	
Scale:	

TD-3

80°20'27"W
80°20'24"W
80°20'21"W
80°20'18"W
27°23'39"N
27°23'36"N

N
0 10 20 40 Meters
0 30 60 120 Feet

3804 Sunrise BLVD

DRY DETENTION POND

DRY DETENTION POND

DRY DETENTION POND

Legend

Species

- Slash pine (Pinus elliottii)
- Laurel oak (Quercus laurifolia)
- Live oak (Quercus virginiana)
- Sabal palm (Sabal palmetto)
- Impact Trees
- Preserved Trees

O'ROURKE
ENGINEERING & PLANNING

ATMC Company

TRAFFIC ANALYSIS

FOR

4945 Edwards Road

Prepared for:

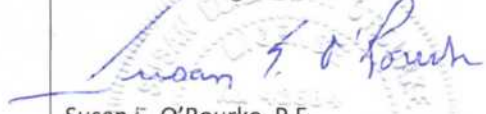
Mr. Erdem Altinok
Capital Investments Real Estate Corporation
4512 N. Flagler Dr. #206
West Palm Beach, FL 33407

Prepared by:

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

July 16, 2024

24203.01.03

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

O'ROURKE
ENGINEERING & PLANNING

ATMC Company

July 16, 2024

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

Re: 4945 Edwards Road

Dear Mr. Rivera:

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

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

Respectfully submitted,

O'Rourke Engineering & Planning

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

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INTRODUCTION

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

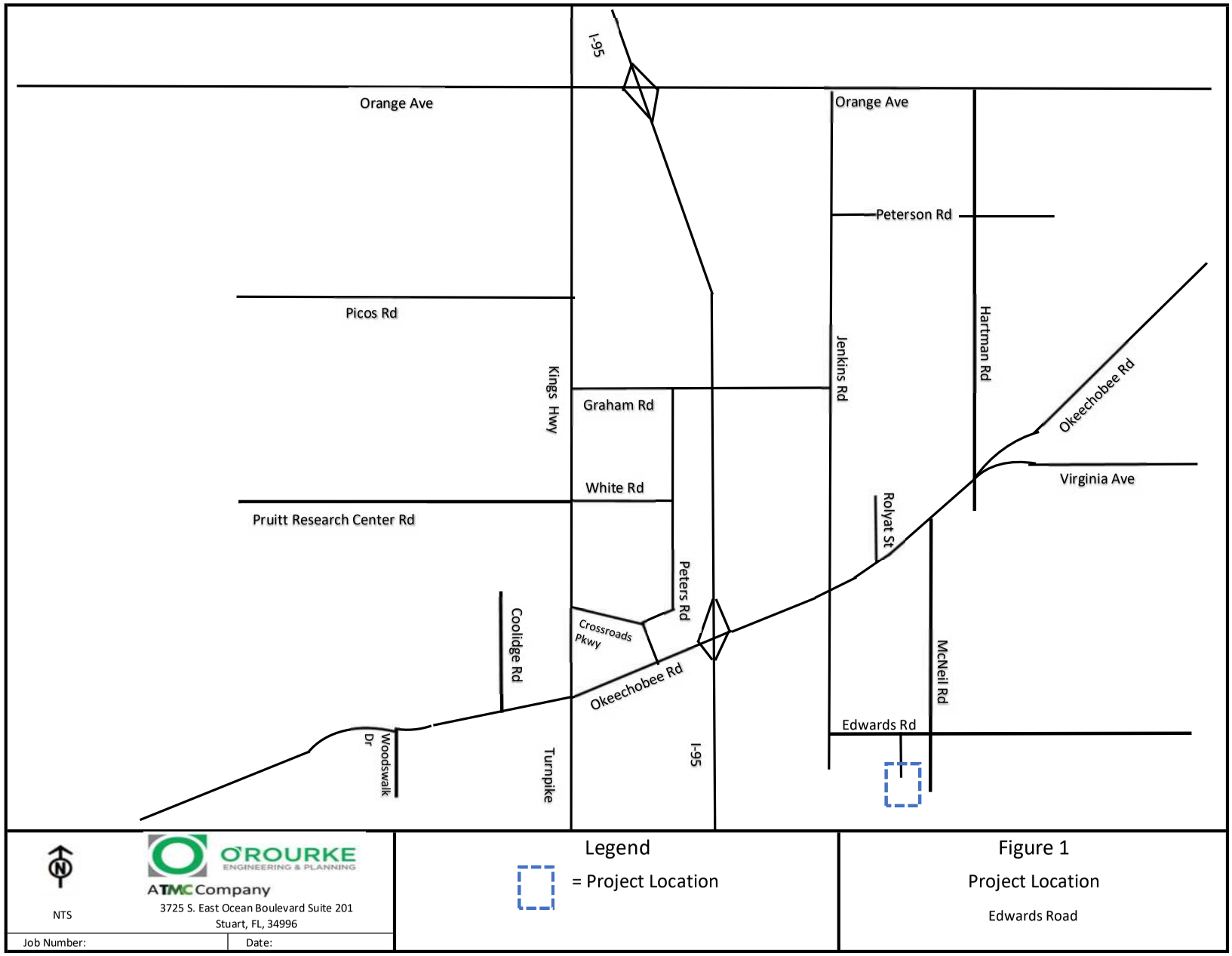
In order to make the determination that the project complies with County Concurrency Guidelines, the following analytical steps were taken:

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

Each of these steps is outlined herein.

PROJECT DESCRIPTION

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


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

EXISTING CONDITIONS

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

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

Existing/Proposed Lane Geometrics and Traffic Control

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

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

Existing Traffic Volumes/Service Volume

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

PROJECT TRAFFIC

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

As shown, the project will generate 803 new daily trips. There will be 53 AM peak hour trips with 13 entering the project and 40 trips exiting the project. The project will generate 63 new PM peak hour trips. There will be 37 trips entering the project and 26 trips exiting the project in the PM peak hour.

Table 1 - Trip Generation

Table 1a: Daily

Land Use	ITE Code	Intensity	Units	Trip Generation Rate	Directional Split		Gross Trips		
					In	Out	In	Out	Total
Single Family Attached Housing	215	112	DU	T = 7.62(X) - 50.48	50%	50%	402	401	803
TOTALS							**402**	**401**	**803**

Source: ITE 11th Edition Trip Generation Rates

Table 1b: AM Peak Hour

Land Use	ITE Code	Intensity	Units	Trip Generation Rate	Directional Split		Gross Trips		
					In	Out	In	Out	Total
Single Family Attached Housing	215	112	DU	T = 0.52(X) - 5.70	25%	75%	13	40	53
TOTALS							**13**	**40**	**53**

Source: ITE 11th Edition Trip Generation Rates

Table 1c: PM Peak Hour

Land Use	ITE Code	Intensity	Units	Trip Generation Rate	Directional Split		Gross Trips		
					In	Out	In	Out	Total
Single Family Attached Housing	215	112	DU	T = 0.60(X) - 3.93	59%	41%	37	26	63
TOTALS							**37**	**26**	**63**

Source: ITE 11th Edition Trip Generation Rates

PROJECT DISTRIBUTION/ ASSIGNMENT/IMPACT

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

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

LINK ANALYSIS / REVIEW

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

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

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

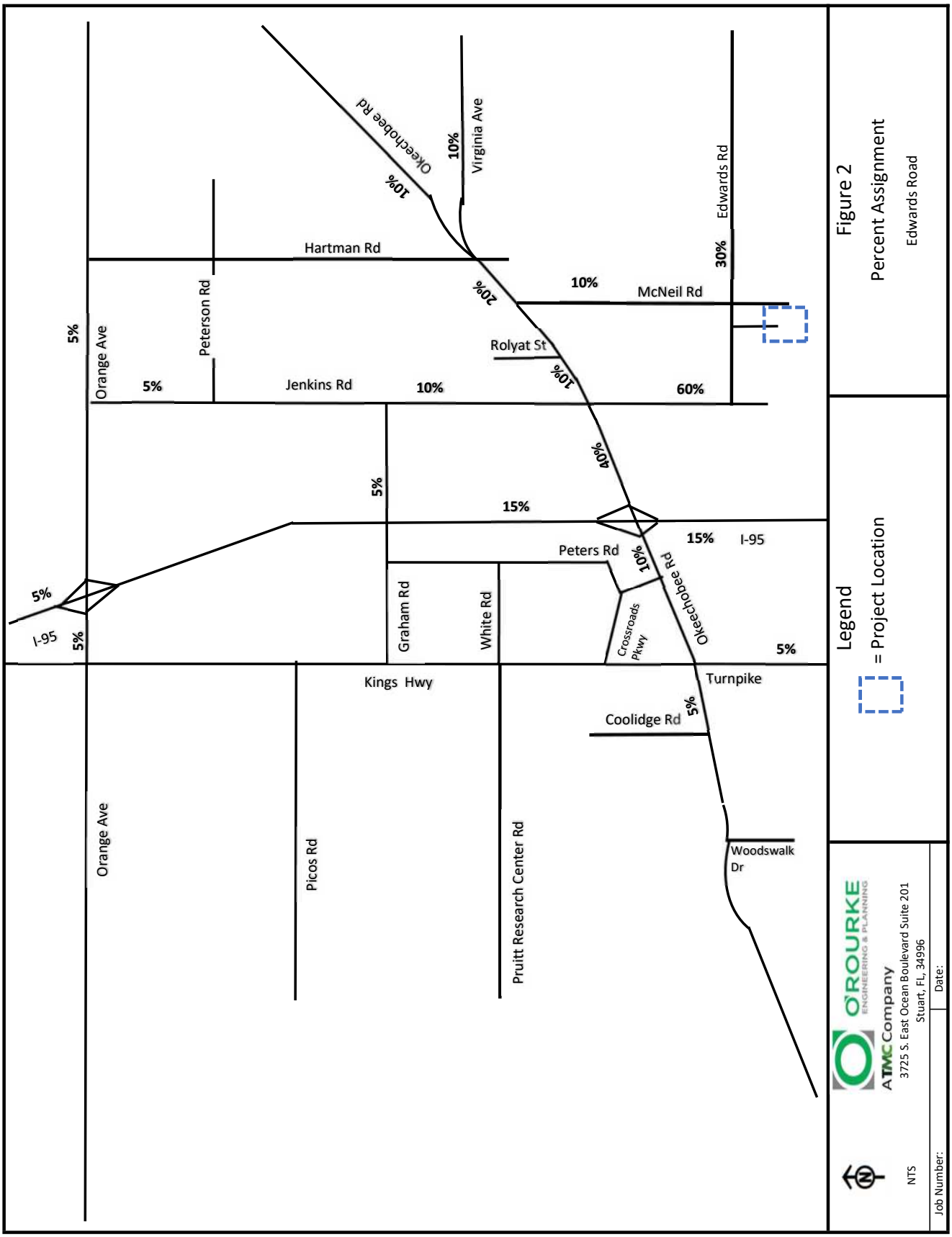

Okeechobee Rd
Virginia Ave
Edwards Rd
Hartman Rd
Peterson Rd
McNeil Rd
Orange Ave
Rolyat St
Jenkins Rd
Peters Rd
I-95
Graham Rd
White Rd
Crossroads Pkwy
Okeechobee Rd
Kings Hwy
Turnpike
Coolidge Rd
Woodswalk Dr
Picos Rd
Pruitt Research Center Rd
10%
20%
30%
60%
40%
15%
5%
Figure 2
Percent Assignment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

TABLE 2a - Project Percent Impact - AM

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

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

IN: 13
OUT: 40

TABLE 2b - Project Percent Impact - PM

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

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

IN: 37
OUT: 26

TABLE 3a - Link Analysis - AM

Segment	From	To	Direction	IN/OUT	Greater than 5% (1% on Adjacent Links)	D Factor (3)	Growth Rate (2)	2024 Peak Hour Volumes (1)	2027 Peak Hour Volumes w/ Growth Factor	2027 Peak Hour w/ 1% Growth	AM Peak Hour Committed Projects Directional	2027 1% Growth + Committed Peak Direction	Higher of Growth Rate or 1% + Commited	Peak Hour Service Capacity (E+C)	Project Volume Peak Direction	Total Traffic (Peak Direction)	% Project of Capacity- Peak Hour	Does Project Meet Concurrency?	Project Percent Assignment
Edwards Rd	Jenkins Rd	McNeil Rd	EB	IN	YES	0.49	4.94%	713	824	735	18	753	824	630 (5)	8	832	1.27%	YES (4)	60%
	Jenkins Rd	McNeil Rd	WB	OUT	YES	0.51	4.94%	742	857	764	6	770	857	630 (5)	24	881	3.81%	YES (4)	60%

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

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

TABLE 3b - Link Analysis - PM

Segment	From	To	Direction	IN/OUT	Greater than 5% (1% on Adjacent Links)	D Factor (3)	Growth Rate (2)	2024 Peak Hour Volumes (1)	2027 Peak Hour Volumes w/ Growth Factor	2027 Peak Hour w/ 1% Growth	PM Peak Hour Committed Projects Directional	2027 1% Growth + Committed Peak Direction	Higher of Growth Rate or 1% + Commited	Peak Hour Service Capacity (E+C)	Project Volume Peak Direction	Total Traffic (Peak Direction)	% Project of Capacity- Peak Hour	Does Project Meet Concurrency?	Project Percent Assignment
Edwards Rd	Jenkins Rd	McNeil Rd	EB	IN	YES	0.52	4.94%	718	830	740	11	751	830	630 (5)	22	852	3.49%	YES (4)	60%
	Jenkins Rd	McNeil Rd	WB	OUT	YES	0.48	4.94%	663	766	683	19	702	766	630 (5)	16	782	2.54%	YES (4)	60%

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

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

INTERSECTION ANALYSIS

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

McNeil/Edwards

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

McNeil/Okeechobee

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

Okeechobee/Jenkins

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

Edwards/Jenkins

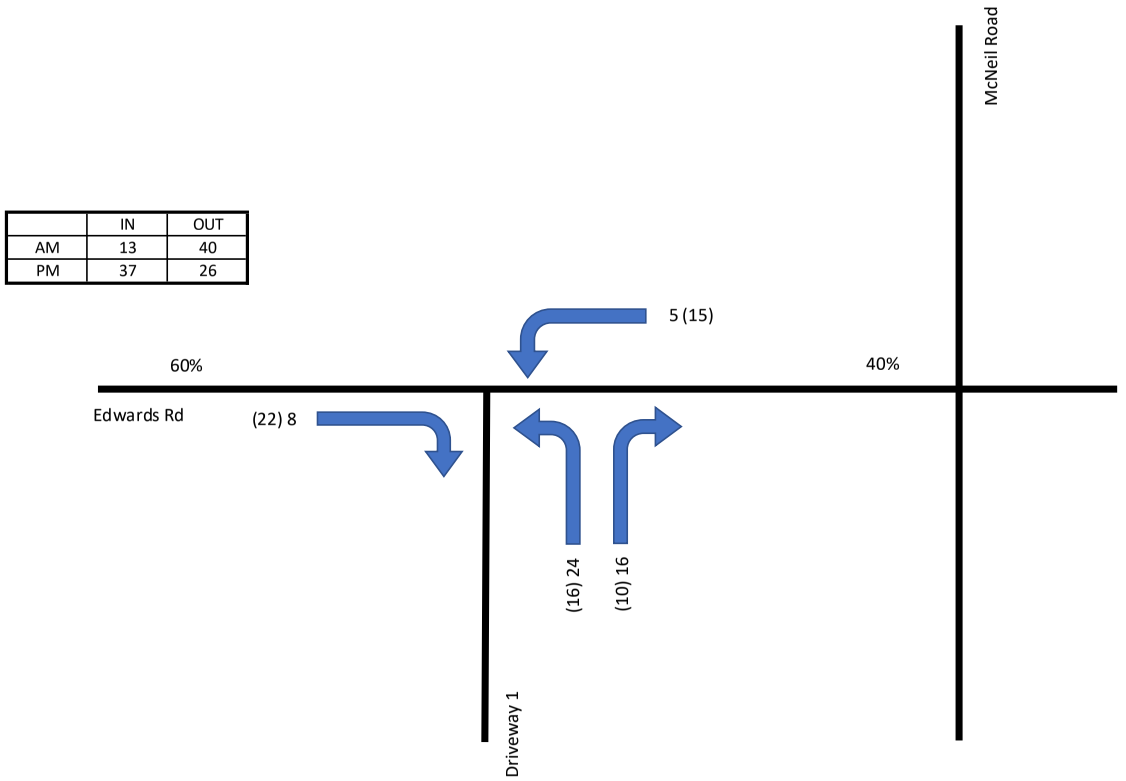
The intersection of Edwards/Jenkins is an unsignalized intersection with no turn lanes. The level of service is F under existing conditions and with no improvements would remain LOS F. Projects Viva at Treasure Coast East and Viva at Treasure Coast West are committed to providing improvements at this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

DRIVEWAY ANALYSIS

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

Table 4: Intersection Analysis

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



NTS

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

Job Number:

Date:

Legend

XX (XX) = AM (PM)

Figure 3

Driveway Volumes

Edwards Road

CONCLUSION

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

APPENDIX A

SITE PLAN

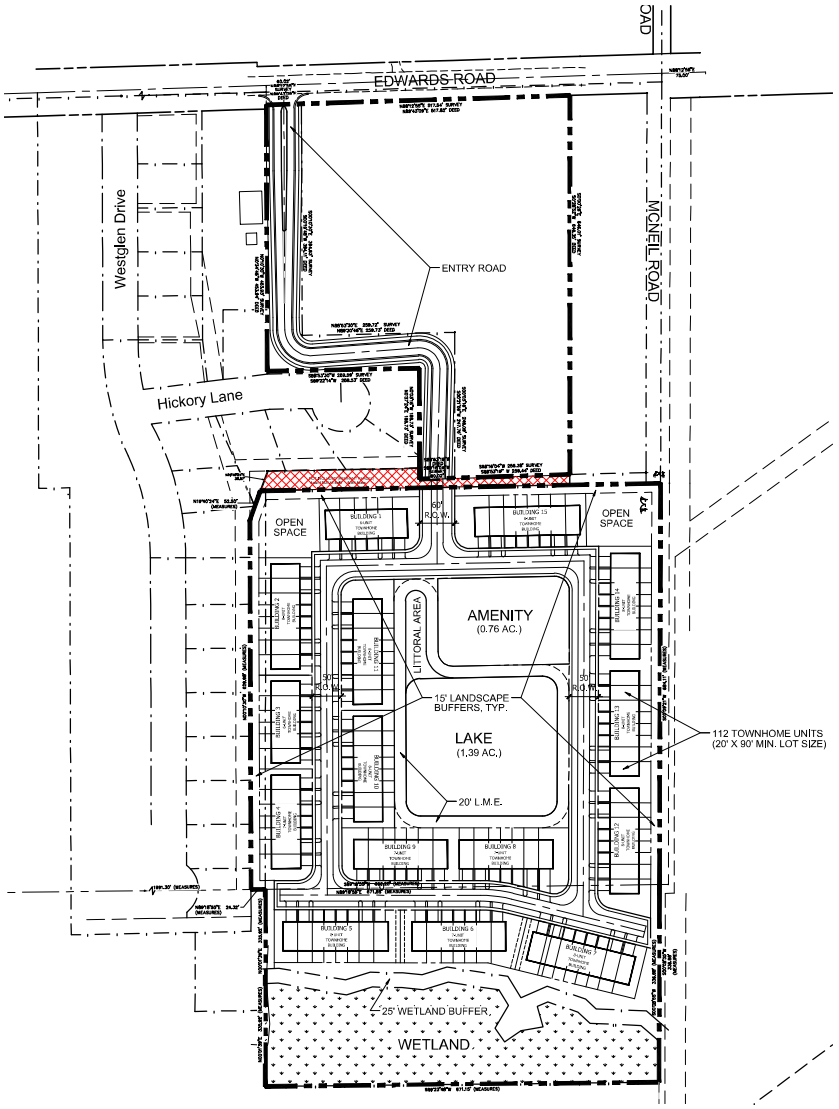


Figure 1.a

Multi-Family Master Plan

0 50' 100' 200' 300' 400'

NORTH

Scale: 1" = 100'

Litterick Landscape Architecture
2740 SW Martin Downs Blvd. #199
Palm City, Fl 34990
561-719-3876
JasonLA1677@yahoo.com

Project Name

4945 Edwards Road Residential
Ft. Pierce, Florida

Landscape Architect of Record

Jason M. Litterick, RLA
(LA#0001677)

Scale: 1" = 100'-0"

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

Sheet No.
MP-1

APPENDIX B

ST. LUCIE COUNTY 2024 LEVEL OF SERVICE REPORT

St. Lucie Transportation Planning Organization

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

Traffic Counts and Level of Service Report
2024

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

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2024

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

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

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

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

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

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

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

St. Lucie Transportation Planning Organization

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

Traffic Counts and Level of Service Report
2024

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

* **NOTE:** A six digit number in the "STATION ID" column identifies segment counted by FDOT. FDOT count stations use standard K and D factors to determine peak hour values.
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Traffic Counts and Level of Service Report
2024

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

B-7

Countywide Performance

Weighted V/C = **64.29**

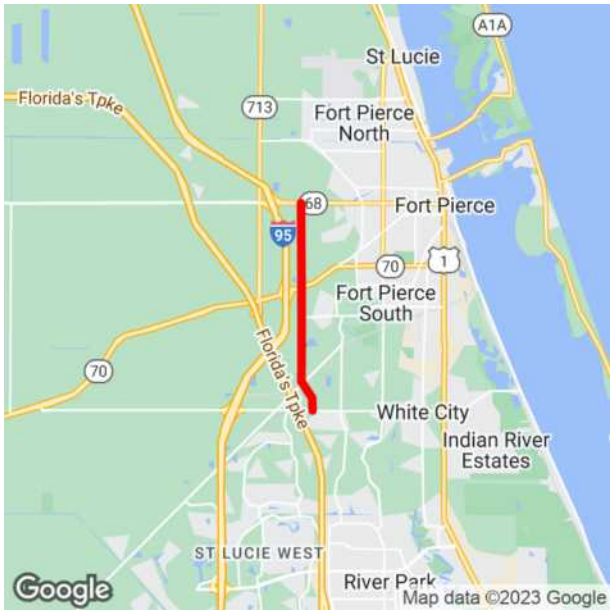
% VMT below Standard = **77.98%**

* **NOTE:** A six digit number in the "STATION ID" column identifies segment counted by FDOT. FDOT count stations use standard K and D factors to determine peak hour values.
Peak hour data is not available for locations on State roads due to differences in data availability, LOS Methodologies, and service level thresholds.
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JENKINS RD FROM MIDWAY RD TO ORANGE AVE
4463311 Non-SIS



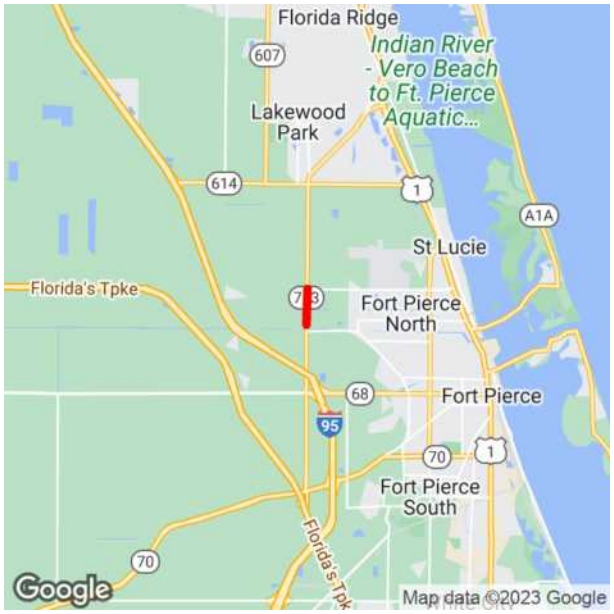
Project Description: PD&E/EMO STUDY
Extra Description: 2024 TPO PRIORITY #6 LFA WITH ST. LUCIE COUNTY R/W IS NEEDED 22-02 WIRE TRANSFER RECEIVED 11/13/23 $1M ST. LUCIE COUNTY
Lead Agency: MANAGED BY FDOT
From: MIDWAY RD
County: ST. LUCIE
To: ORANGE AVE
Length: 5.104
Phase Group: P D & E

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

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

B-8

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

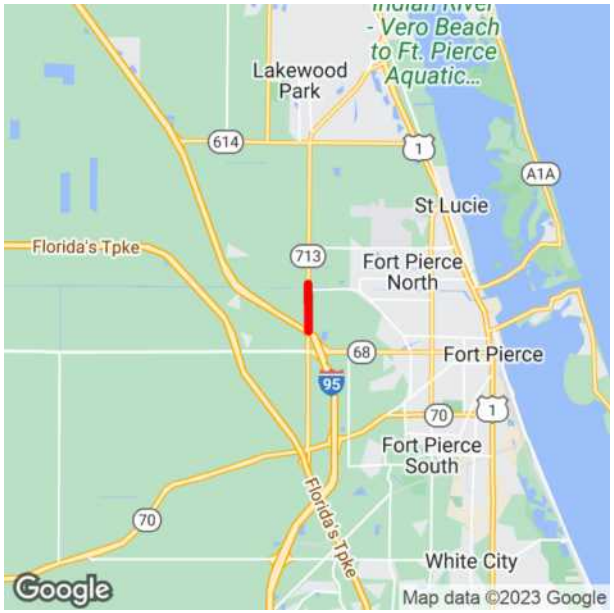


Project Description: ADD LANES & RECONSTRUCT
Extra Description: 2017 TPO PRIORITY #4 WIDENING FROM 2 TO 4 LANES; PD&E UNDER 230256-5 G/W 438379-5
Lead Agency: MANAGED BY FDOT
From: NORTH OF COMMERCIAL CIRCLE
County: ST. LUCIE
To: NORTH OF ST LUCIE BLVD
Length: 1.21
Phase Group: PRELIMINARY ENGINEERING,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

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

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

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



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

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

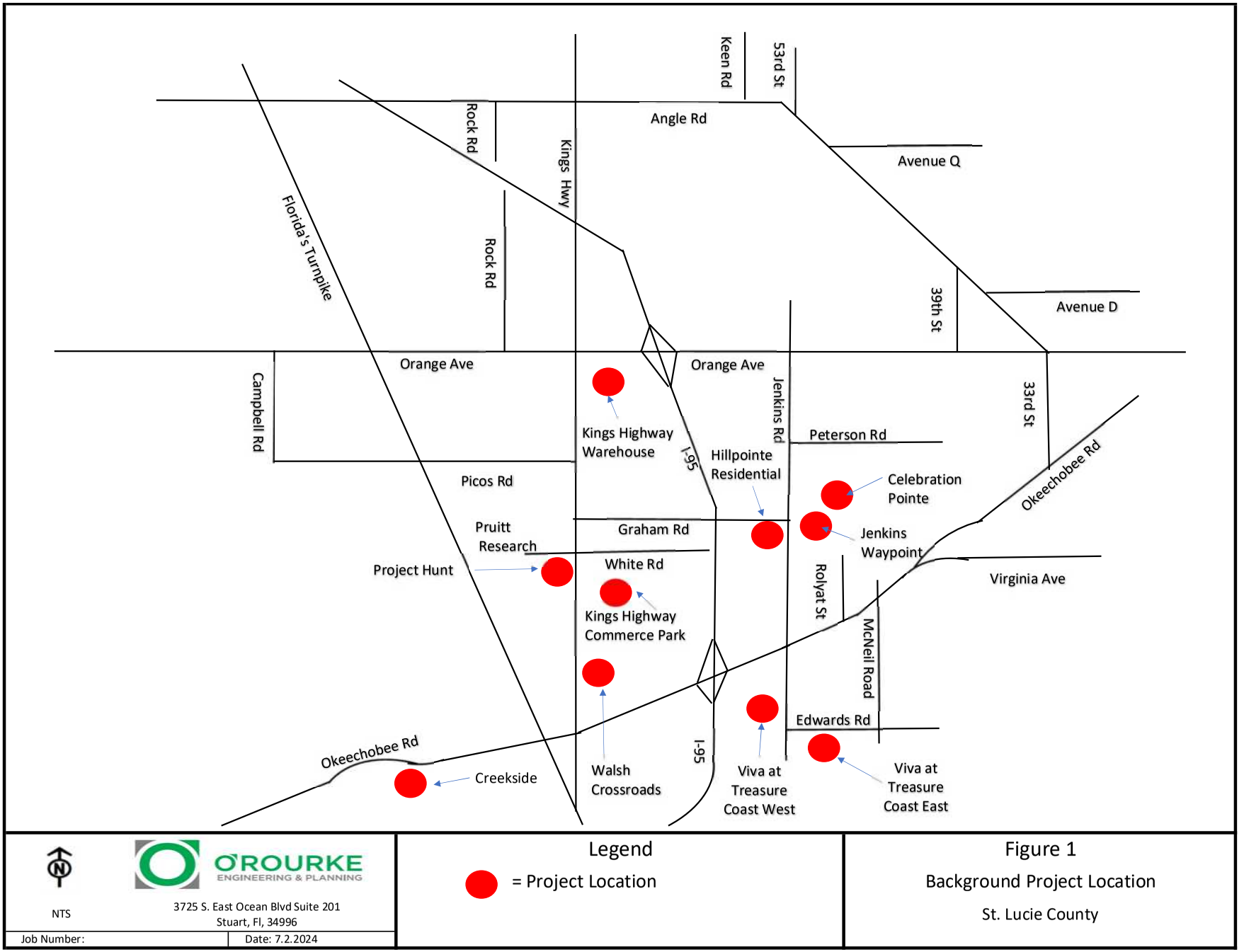
Prior Year Cost: 0
Future Year Cost: 0
Total Project Cost: 1,076,872
LRTP: Page 8-2

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

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

APPENDIX C

OTHER PROJECT DATA/GROWTH RATE



NTS

O'ROURKE ENGINEERING & PLANNING

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

Job Number:

Date: 7.2.2024

Legend

= Project Location

Figure 1

Background Project Location

St. Lucie County

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

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

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

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

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

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

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

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

Historical Growth Rate Calculation (5 Year)

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

*Source FDOT Historical Traffic Counts

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2023 HISTORICAL AADT REPORT

COUNTY: 94 - ST.LUCIE

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

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

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

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2023 HISTORICAL AADT REPORT

COUNTY: 94 - ST.LUCIE

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

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

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

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

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

C-19
C-13

PEAK VOLUME INFORMATION

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

AM = NB Peak
↑ 0.51 ↓ 0.49

PM = SB Peak
↑ 0.43 ↓ 0.57

GENERATED BY SPS 5.0.57P

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

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

AM = WB Peak
← 0.51
→ 0.49

PM = EB Peak
← 0.48
→ 0.52

PEAK VOLUME INFORMATION

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

C-20

C-14

GENERATED BY SPS 5.0.57P

APPENDIX D

INTERSECTION ANALYSIS

FORT PIERCE

City of Fort Pierce Engineering Department

Intersection Timing Sheet

Name **SR-70 at Jenkins Road**

Part I — *Actuated Timing Information*

Non-coordinated Operation

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

Part II — *Coordinated Timing Information*

Pattern Tables

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

Schedule Implementation

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

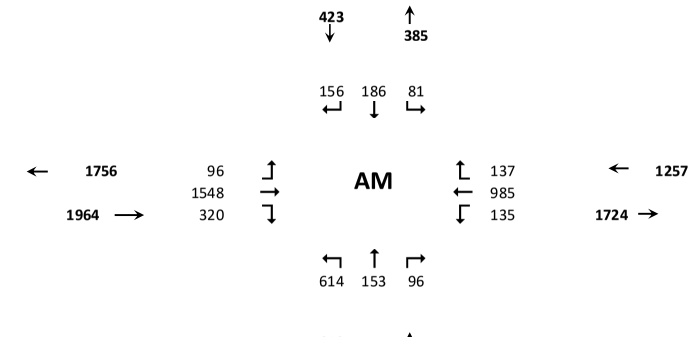
Part III — *Notes and Comments*

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

TURNING MOVEMENT VOLUME COUNTS

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

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

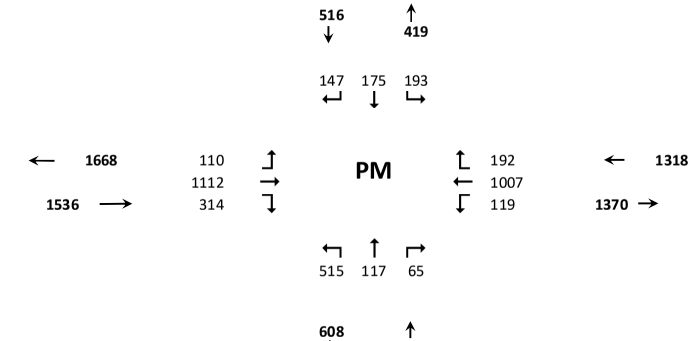


Seasonal Factor: 1.05
Growth Rate: 1.01
Years Grown: 0

	Trips In	Trips Out
Viva at Treasure Coast West	0	0

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

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

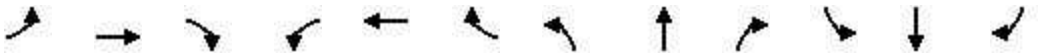


Seasonal Factor: 1.05
Growth Rate: 1.01
Years Grown: 0

	Trips In	Trips Out
Viva at Treasure Coast West	0	0

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

07/09/2024



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

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

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

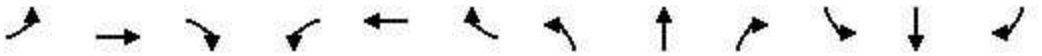
Notes

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

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

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

07/09/2024



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

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

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

Notes

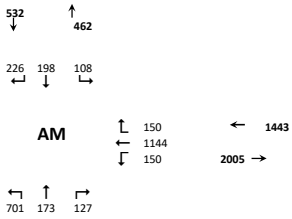
User approved pedestrian interval to be less than phase max green.

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

TURNING MOVEMENT VOLUME COUNTS

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

15 Min Period	Northbound NBL	NBT	NBR	Southbound SBL	SBT	SBR	Eastbound EBL	EBT	EBR	Westbound WBL	WBT	WBR	TOTAL	ONE HOUR SUM
7:00-7:15	108	29	17	12	27	20	11	237	42	9	154	12	678	3704
7:15-7:30	119	35	19	19	36	28	18	320	52	20	239	22	927	4144
7:30-7:45	127	43	19	20	41	36	19	344	76	26	229	28	1008	4292
7:45-8:00	142	35	26	21	53	30	21	418	68	29	227	21	1091	4277
8:00-8:15	152	32	29	19	43	39	27	379	84	31	255	28	1118	4091
8:15-8:30	164	36	17	17	40	44	24	333	77	43	227	53	1075	
8:30-8:45	117	43	21	24	51	39	22	319	67	29	214	47	993	
8:45-9:00	98	34	14	22	44	28	17	296	76	24	207	45	905	



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

Volumes	585	146	91	77	177	149	91	1474	305	129	938	130	4292	
Season Factor	614	153	96	81	186	156	96	1548	320	135	985	137	4507	
Growth	639	160	99	84	193	163	99	1611	333	141	1025	142	4690	
In/Out														
Percentage	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
PROJECT	0	0	0	0	0	0	0	0	0	0	0	0	0	

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

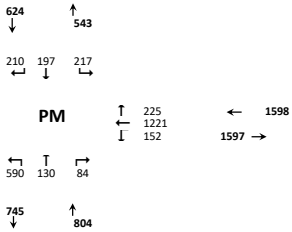
	Trips In	Trips Out
0	0	0

SUBPROJECTS

															Trips In	Trips Out
%	0%	0%	0%	0%	0%	0%	0%	10%	0%	0%	10%	0%				
In/Out								OUT			IN					
Volume	0	0	0	0	0	0	0	11	0	0	46	0	0	Kings Highway Commerce Park	463	114
%	5.0%	0.0%	0.0%	0.0%	0.0%	5.0%	5.0%	30.0%	5.0%	0.0%	30.0%	0.0%				
In/Out	IN					IN	OUT	OUT	OUT		IN					
Volume	7	0	0	0	0	7	21	126	21	0	43	0	0	Creekside	143	421
%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0%	0%	0.0%	0.0%	0.0%	0.0%				
In/Out																
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	Celebration Pointe - 25%	128	383
%	0.0%	0.0%	0.0%	10.0%	0.0%	24.0%	24.0%	0.0%	0.0%	0.0%	0.0%	10.0%				
In/Out				OUT		OUT	IN					IN				
Volume	0	0	0	8	0	18	6	0	0	0	0	2	0	Hillpointe	24	77
%	40.0%	10.0%	20.0%	0.0%	10.0%	0.0%	0%	0%	40.0%	20.0%	0.0%	0.0%				
In/Out	OUT	OUT	OUT		IN				IN	IN						
Volume	28	7	14	0	2	0	0	0	9	4	0	0	0	Viva at Treasure Coast West	22	70
%	40.0%	10.0%	20.0%	0.0%	10.0%	0.0%	0.0%	0.0%	40.0%	20.0%	0.0%	0.0%				
In/Out	OUT	OUT	OUT		IN				IN	IN						
Volume	26	7	13	0	2	0	0	0	8	4	0	0	0	Viva at Treasure Coast East	21	66
%	0.0%	0.0%	0.0%	5.0%	0.0%	0.0%	0%	10%	0.0%	0.0%	11.0%	0.0%				
In/Out				OUT				OUT			IN					
Volume	0	0	0	1	0	0	0	2	0	0	9	0	0	Project Hunt	84	17
%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	6.0%	0.0%	0.0%	6.0%	0.0%				
In/Out								OUT		IN						
Volume	0	0	0	0	0	0	0	20	0	0	21	0	0	Kings Highway Warehouse	342	341
%	0.0%	0.0%	0.0%	10.0%	0.0%	24.0%	24%	0%	0.0%	0.0%	0.0%	10.0%				
In/Out				OUT		OUT	IN					IN				
Volume	0	0	0	16	0	37	13	0	0	0	0	5	0	Jenkins Waypoint	53	156
%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%				
In/Out																
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	Walsh Crossroads	7	5
Subtotal	62	14	27	24	4	63	40	160	38	9	119	8	0			
Total	701	173	127	108	198	226	139	1770	372	150	1144	150	4690			

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

15 Min Period lanes	Northbound NBL	NBT	NBR	Southbound SBL	SBT	SBR	Eastbound EBL	EBT	EBR	Westbound WBL	WBT	WBR	TOTAL	ONE HOUR SUM
4:00-4:15	106	32	7	47	38	24	34	215	63	23	207	34	830	3607
4:15-4:30	121	36	11	47	53	26	24	207	73	28	201	42	869	3759
4:30-4:45	143	31	19	44	45	46	20	230	88	22	229	55	972	3872
4:45-5:00	119	29	14	52	54	29	26	246	68	30	224	45	936	3853
5:00-5:15	105	26	16	47	37	33	29	289	64	33	265	38	982	3762
5:15-5:30	123	25	13	41	31	32	30	294	79	28	241	45	982	
5:30-5:45	104	33	11	43	36	33	26	284	70	28	252	33	953	
5:45-6:00	100	29	7	39	31	23	31	245	47	33	235	25	845	



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

Volumes	490	111	62	184	167	140	105	1059	299	113	959	183	3872	
Season Factor	515	117	65	193	175	147	110	1112	314	119	1007	192	4066	
Growth	535	121	68	201	182	153	115	1157	327	123	1048	200	4231	
In/Out														
Percentage	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
PROJECT	0	0	0	0	0	0	0	0	0	0	0	0	0	

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

	Trips In	Trips Out
0	0	0

SUBPROJECTS

															Trips In	Trips Out
%	0%	0%	0%	0%	0%	0%	0%	10%	0%	0%	10%	0%				
In/Out								OUT			IN					
Volume	0	0	0	0	0	0	0	46	0	0	14	0	0	Kings Highway Commerce Park	142	458
%	5%	0%	0%	0%	0%	5%	5%	30%	5%	0%	30%	0.0%				
In/Out	IN					IN	OUT	OUT	OUT		IN					
Volume	21	0	0	0	0	21	13	77	13	0	128	0	0	Creekside	426	256
%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%				
In/Out																
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	Celebration Pointe - 25%	405	228
%	0.0%	0.0%	0.0%	10.0%	0.0%	24.0%	24.0%	0.0%	0.0%	0.0%	0.0%	10.0%				
In/Out				OUT		OUT	IN					IN				
Volume	0	0	0	5	0	12	19	0	0	0	0	8	0	Hillpointe	81	48
%	40.0%	10.0%	20.0%	0.0%	10.0%	0.0%	0%	0%	40.0%	20.0%	0.0%	0.0%				
In/Out	OUT	OUT	OUT		IN				IN	IN						
Volume	17	4	9	0	7	0	0	0	29	15	0	0	0	Viva at Treasure Coast West	73	43
%	40.0%	10.0%	20.0%	0.0%	10.0%	0.0%	0.0%	0.0%	40.0%	20.0%	0.0%	0.0%				
In/Out	OUT	OUT	OUT		IN				IN	IN						
Volume	16	4	8	0	7	0	0	0	28	14	0	0	0	Viva at Treasure Coast East	69	40
%	0.0%	0.0%	0.0%	5.0%	0.0%	0.0%	0%	10%	0.0%	0.0%	11.0%	0.0%				
In/Out				OUT				OUT			IN					
Volume	0	0	0	1	0	0	0	3	0	0	3	0	0	Project Hunt	29	85
%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	6.0%	0.0%	0.0%	6.0%	0.0%				
In/Out								OUT		IN						
Volume	0	0	0	0	0	0	0	13	0	0	27	0	0	Kings Highway Warehouse	458	216
%	0.0%	0.0%	0.0%	10.0%	0.0%	24.0%	24%	0%	0.0%	0.0%	0.0%	10.0%				
In/Out				OUT		OUT	IN					IN				
Volume	0	0	0	10	0	24	41	0	0	0	0	17	0	Jenkins Waypoint	172	102
%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0.0%				
In/Out																
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	Walsh Crossroads	10	11
Subtotal	55	8	17	16	14	57	74	138	70	28	173	25	0			
Total	590	130	84	217	197	210	188	1296	396	152	1221	225	4231			

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

07/09/2024

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

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

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

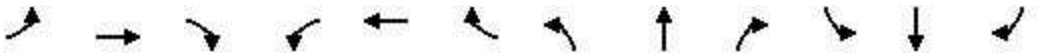
Notes

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

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

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

07/09/2024



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

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

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

Notes

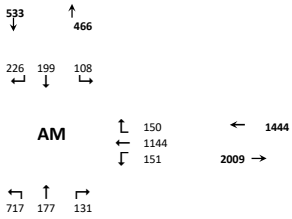
User approved pedestrian interval to be less than phase max green.

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

TURNING MOVEMENT VOLUME COUNTS

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

15 Min Period	Northbound NBL	NBT	NBR	Southbound SBL	SBT	SBR	Eastbound EBL	EBT	EBR	Westbound WBL	WBT	WBR	TOTAL	ONE HOUR SUM
7:00-7:15	108	29	17	12	27	20	11	237	42	9	154	12	678	3704
7:15-7:30	119	35	19	19	36	28	18	320	52	20	239	22	927	4144
7:30-7:45	127	43	19	20	41	36	19	344	76	26	229	28	1008	4292
7:45-8:00	142	35	26	21	53	30	21	418	68	29	227	21	1091	4277
8:00-8:15	152	32	29	19	43	39	27	379	84	31	255	28	1118	4091
8:15-8:30	164	36	17	17	40	44	24	333	77	43	227	53	1075	
8:30-8:45	117	43	21	24	51	39	22	319	67	29	214	47	993	
8:45-9:00	98	34	14	22	44	28	17	296	76	24	207	45	905	



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

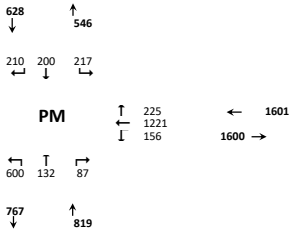
Volumes	585	146	91	77	177	149	91	1474	305	129	938	130	4292	
Season Factor	614	153	96	81	186	156	96	1548	320	135	985	137	4507	
Growth	639	160	99	84	193	163	99	1611	333	141	1025	142	4690	
In/Out	OUT	OUT	OUT		IN				IN	IN				
Percentage	40%	10%	10%	0%	10%	0%	0%	0%	40%	10%	0%	0%	0%	
PROJECT	16	4	4	0	1	0	0	0	5	1	0	0	32	
SUBPROJECTS														
%	0%	0%	0%	0%	0%	0%	0%	10%	0%	0%	10%	0%		
In/Out								OUT			IN			
Volume	0	0	0	0	0	0	0	11	0	0	46	0	0	Kings Highway Commerce Park
%	5.0%	0.0%	0.0%	0.0%	0.0%	5.0%	5.0%	30.0%	5.0%	0.0%	30.0%	0.0%		
In/Out	IN					IN	OUT	OUT	OUT		IN			
Volume	7	0	0	0	0	7	21	126	21	0	43	0	0	Creekside
%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0%	0%	0.0%	0.0%	0.0%	0.0%		
In/Out														
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	Celebration Pointe - 25%
%	0.0%	0.0%	0.0%	10.0%	0.0%	24.0%	24.0%	0.0%	0.0%	0.0%	0.0%	10.0%		
In/Out				OUT		OUT	IN					IN		
Volume	0	0	0	8	0	18	6	0	0	0	0	2	0	Hillpointe
%	40.0%	10.0%	20.0%	0.0%	10.0%	0.0%	0%	0%	40.0%	20.0%	0.0%	0.0%		
In/Out	OUT	OUT	OUT		IN				IN	IN				
Volume	28	7	14	0	2	0	0	0	9	4	0	0	0	Viva at Treasure Coast West
%	40.0%	10.0%	20.0%	0.0%	10.0%	0.0%	0.0%	0.0%	40.0%	20.0%	0.0%	0.0%		
In/Out	OUT	OUT	OUT		IN				IN	IN				
Volume	26	7	13	0	2	0	0	0	8	4	0	0	0	Viva at Treasure Coast East
%	0.0%	0.0%	0.0%	5.0%	0.0%	0.0%	0%	10%	0.0%	0.0%	11.0%	0.0%		
In/Out				OUT				OUT			IN			
Volume	0	0	0	1	0	0	0	2	0	0	9	0	0	Project Hunt
%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	6.0%	0.0%	0.0%	6.0%	0.0%		
In/Out								OUT		IN				
Volume	0	0	0	0	0	0	0	20	0	0	21	0	0	Kings Highway Warehouse
%	0.0%	0.0%	0.0%	10.0%	0.0%	24.0%	24%	0%	0.0%	0.0%	0.0%	10.0%		
In/Out				OUT		OUT	IN					IN		
Volume	0	0	0	16	0	37	13	0	0	0	0	5	0	Jenkins Waypoint
%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%		
In/Out														
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	Walsh Crossroads
Subtotal	62	14	27	24	4	63	40	160	38	9	119	8	0	
Total	717	177	131	108	199	226	139	1770	377	151	1144	150	4721	

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

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

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

15 Min Period lanes	Northbound NBL	NBT	NBR	Southbound SBL	SBT	SBR	Eastbound EBL	EBT	EBR	Westbound WBL	WBT	WBR	TOTAL	ONE HOUR SUM
4:00-4:15	106	32	7	47	38	24	34	215	63	23	207	34	830	3607
4:15-4:30	121	36	11	47	53	26	24	207	73	28	201	42	869	3759
4:30-4:45	143	31	19	44	45	46	20	230	88	22	229	55	972	3872
4:45-5:00	119	29	14	52	54	29	26	246	68	30	224	45	936	3853
5:00-5:15	105	26	16	47	37	33	29	289	64	33	265	38	982	3762
5:15-5:30	123	25	13	41	31	32	30	294	79	28	241	45	982	
5:30-5:45	104	33	11	43	36	33	26	284	70	28	252	33	953	
5:45-6:00	100	29	7	39	31	23	31	245	47	33	235	25	845	



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

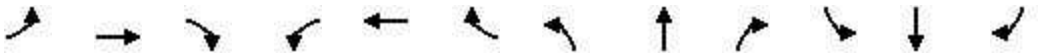
Volumes	490	111	62	184	167	140	105	1059	299	113	959	183	3872	
Season Factor	515	117	65	193	175	147	110	1112	314	119	1007	192	4066	
Growth	535	121	68	201	182	153	115	1157	327	123	1048	200	4231	
In/Out	OUT	OUT	OUT		IN				IN	IN				
Percentage	40%	10%	10%	0%	10%	0%	0%	0%	40%	10%	0%	0%	0%	
PROJECT	10	3	3	0	4	0	0	0	15	4	0	0	38	
SUBPROJECTS														
%	0%	0%	0%	0%	0%	0%	0%	10%	0%	0%	10%	0%		
In/Out								OUT			IN			
Volume	0	0	0	0	0	0	0	46	0	0	14	0	0	Kings Highway Commerce Park
%	5%	0%	0%	0%	0%	5%	5%	30%	5%	0%	30%	0.0%		
In/Out	IN					IN	OUT	OUT	OUT		IN			
Volume	21	0	0	0	0	21	13	77	13	0	128	0	0	Creekside
%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%		
In/Out														
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	Celebration Pointe - 25%
%	0.0%	0.0%	0.0%	10.0%	0.0%	24.0%	24.0%	0.0%	0.0%	0.0%	0.0%	10.0%		
In/Out				OUT		OUT	IN					IN		
Volume	0	0	0	5	0	12	19	0	0	0	0	8	0	Hillpointe
%	40.0%	10.0%	20.0%	0.0%	10.0%	0.0%	0%	0%	40.0%	20.0%	0.0%	0.0%		
In/Out	OUT	OUT	OUT		IN				IN	IN				
Volume	17	4	9	0	7	0	0	0	29	15	0	0	0	Viva at Treasure Coast West
%	40.0%	10.0%	20.0%	0.0%	10.0%	0.0%	0.0%	0.0%	40.0%	20.0%	0.0%	0.0%		
In/Out	OUT	OUT	OUT		IN				IN	IN				
Volume	16	4	8	0	7	0	0	0	28	14	0	0	0	Viva at Treasure Coast East
%	0.0%	0.0%	0.0%	5.0%	0.0%	0.0%	0%	10%	0.0%	0.0%	11.0%	0.0%		
In/Out				OUT				OUT			IN			
Volume	0	0	0	1	0	0	0	3	0	0	3	0	0	Project Hunt
%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	6.0%	0.0%	0.0%	6.0%	0.0%		
In/Out								OUT		IN				
Volume	0	0	0	0	0	0	0	13	0	0	27	0	0	Kings Highway Warehouse
%	0.0%	0.0%	0.0%	10.0%	0.0%	24.0%	24%	0%	0.0%	0.0%	0.0%	10.0%		
In/Out				OUT		OUT	IN					IN		
Volume	0	0	0	10	0	24	41	0	0	0	0	17	0	Jenkins Waypoint
%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0.0%		
In/Out														
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	Walsh Crossroads
Subtotal	55	8	17	16	14	57	74	138	70	28	173	25	0	
Total	600	132	87	217	200	210	188	1296	411	156	1221	225	4268	

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

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

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

07/11/2024



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

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

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

Notes

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

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

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

07/11/2024

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

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

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

Notes

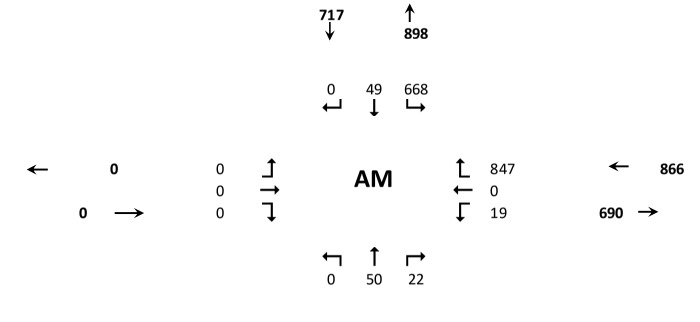
User approved pedestrian interval to be less than phase max green.

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

TURNING MOVEMENT VOLUME COUNTS

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

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

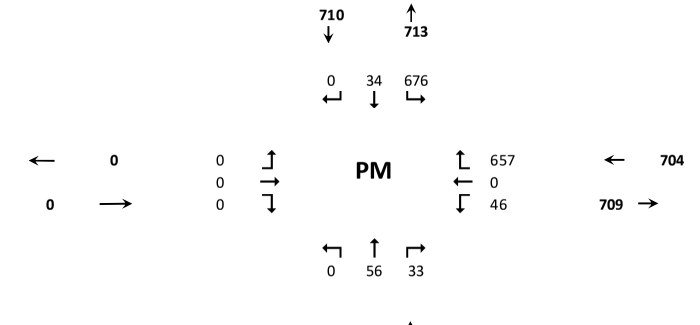


Seasonal Factor: 1.05
Growth Rate: 1.01
Years Grown: 0

	Trips In	Trips Out
Viva at Treasure Coast	0	0

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

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



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

	Trips In	Trips Out
Viva at Treasure Coast	0	0

HCS Two-Way Stop-Control Report

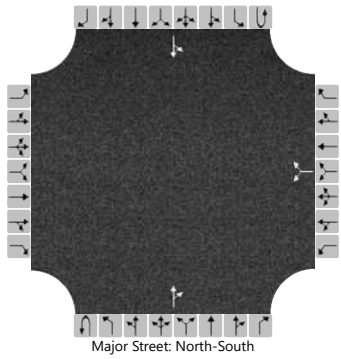
General Information

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

Site Information

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

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

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

Critical and Follow-up Headways

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

Delay, Queue Length, and Level of Service

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

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HCS Two-Way Stop-Control Report

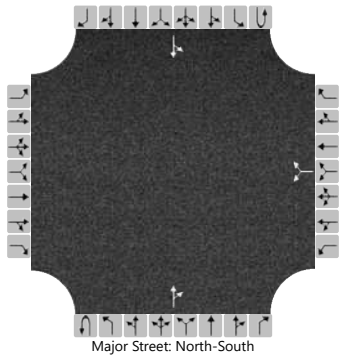
General Information

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

Site Information

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

Lanes



Major Street: North-South

Vehicle Volumes and Adjustments

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

Critical and Follow-up Headways

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

Delay, Queue Length, and Level of Service

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

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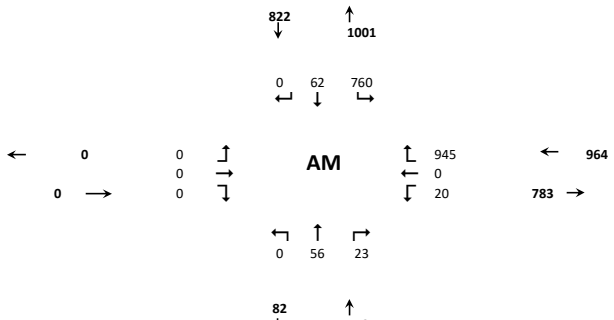
TURNING MOVEMENT VOLUME COUNTS

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

15 Min Period	Northbound NBL	NBT	NBR	Southbound SBL	SBT	SBR	Eastbound EBL	EBT	EBR	Westbound WBL	WBT	WBR	TOTAL	ONE HOUR SUM
7:00-7:15	0	8	4	91	6	0	0	0	0	3	0	140	252	1256
7:15-7:30	0	9	2	110	5	0	0	0	0	4	0	158	288	1434
7:30-7:45	0	13	7	128	6	0	0	0	0	2	0	184	340	1565
7:45-8:00	0	8	4	159	9	0	0	0	0	2	0	194	376	1577
8:00-8:15	0	13	7	182	16	0	0	0	0	6	0	206	430	1504
8:15-8:30	0	16	4	159	12	0	0	0	0	5	0	223	419	
8:30-8:45	0	11	6	136	10	0	0	0	0	5	0	184	352	
8:45-9:00	0	6	3	121	9	0	0	0	0	4	0	160	303	
AM PEAK HOUR IS FROM:			**7:45AM TO 8:45AM**											
Volumes	0	48	21	636	47	0	0	0	0	18	0	807	1577	
Season Factor	0	50	22	668	49	0	0	0	0	19	0	847	1656	
Growth	0	52	23	695	51	0	0	0	0	20	0	882	1723	
In/Out														
Percentage	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
PROJECT	0	0	0	0	0	0	0	0	0	0	0	0	0	
SUBPROJECTS														
%	0.0%	0.0%	0.0%	5.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	5.0%		
In/Out				OUT								IN		
Volume	0	0	0	19	0	0	0	0	0	0	0	6	0	Celebration Pointe - 25%
%	0.0%	2.5%	0.0%	2.5%	2.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	2.5%		
In/Out		IN		OUT	OUT							IN		
Volume	0	4	0	11	11	0	0	0	0	0	0	4	0	Creekside
%	0.0%	0.0%	0.0%	70.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	70.0%		
In/Out				IN								OUT		
Volume	0	0	0	15	0	0	0	0	0	0	0	46	0	Viva at Treasure Coast East
%	0.0%	0.0%	0.0%	30.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	30.0%		
In/Out				OUT								IN		
Volume	0	0	0	21	0	0	0	0	0	0	0	7	0	Viva at Treasure Coast West
Subtotal	0	4	0	65	11	0	0	0	0	0	0	63	0	
Total	0	56	23	760	62	0	0	0	0	20	0	945	1723	

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

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

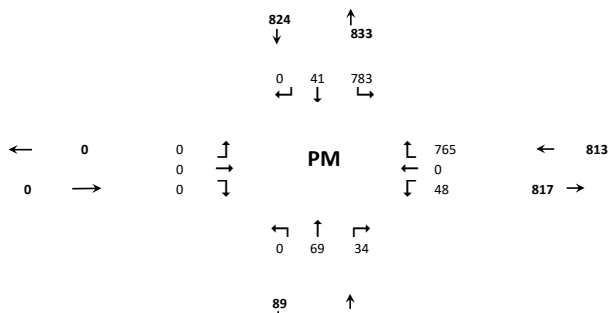


N/S STREET: Jenkins Rd **E/W STREET**: Edwards Rd **CONTROL**: Unsignalized
FILENAME:
COUNT DATE: 6/15/2023 **DAY**: Thursday **CITY**: St Lucie
REPORT DATE: 7/2/2024 **ANALYSIS YEAR**: 2027

15 Min Period lanes	Northbound NBL	NBT	NBR	Southbound SBL	SBT	SBR	Eastbound EBL	EBT	EBR	Westbound WBL	WBT	WBR	TOTAL	ONE HOUR SUM
4:00-4:15	0	11	9	133	6	0	0	0	0	11	0	121	291	1368
4:15-4:30	0	25	7	162	7	0	0	0	0	18	0	151	370	1430
4:30-4:45	0	11	8	147	9	0	0	0	0	11	0	180	366	1416
4:45-5:00	0	9	8	153	8	0	0	0	0	8	0	155	341	1349
5:00-5:15	0	8	8	182	8	0	0	0	0	7	0	140	353	1292
5:15-5:30	0	13	10	153	10	0	0	0	0	9	0	161	356	
5:30-5:45	0	8	7	121	9	0	0	0	0	7	0	147	299	
5:45-6:00	0	7	9	113	7	0	0	0	0	8	0	140	284	
PM PEAK HOUR IS FROM:			**4:15PM TO 5:15PM**											
Volumes	0	53	31	644	32	0	0	0	0	44	0	626	1430	
Season Factor	0	56	33	676	34	0	0	0	0	46	0	657	1502	
Growth	0	58	34	704	35	0	0	0	0	48	0	684	1562	
In/Out														
Percentage	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
PROJECT	0	0	0	0	0	0	0	0	0	0	0	0	0	
SUBPROJECTS														
%	0.0%	0.0%	0.0%	5.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	5.0%		
In/Out				OUT								IN		
Volume	0	0	0	11	0	0	0	0	0	0	0	20	0	Celebration Pointe - 25%
%	0.0%	2.5%	0.0%	2.5%	2.5%	0.0%	0%	0%	0.0%	0.0%	0.0%	2.5%		
In/Out		IN		OUT	OUT							IN		
Volume	0	11	0	6	6	0	0	0	0	0	0	11	0	Creekside
%	0.0%	0.0%	0.0%	70.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	70.0%		
In/Out				IN								OUT		
Volume	0	0	0	48	0	0	0	0	0	0	0	28	0	Viva at Treasure Coast East
%	0.0%	0.0%	0.0%	30.0%	0.0%	0.0%	0%	0%	0.0%	0.0%	0.0%	30.0%		
In/Out				OUT								IN		
Volume	0	0	0	13	0	0	0	0	0	0	0	22	0	Viva at Treasure Coast West
Subtotal	0	11	0	79	6	0	0	0	0	0	0	81	0	
Total	0	69	34	783	41	0	0	0	0	48	0	765	1562	

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

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





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

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

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



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

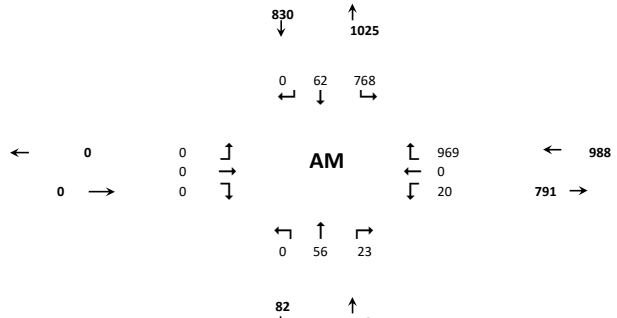
Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	23.0	24.0				47.0	7.2
Change Period (Y+Rc), s	4.5	4.5				4.5	4.5
Max Green Setting (Gmax), s	44.5	19.5				68.5	42.5
Max Q Clear Time (g_c+I1), s	15.0	4.4				2.3	3.5
Green Ext Time (p_c), s	3.5	0.4				0.2	0.1

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

TURNING MOVEMENT VOLUME COUNTS

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

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

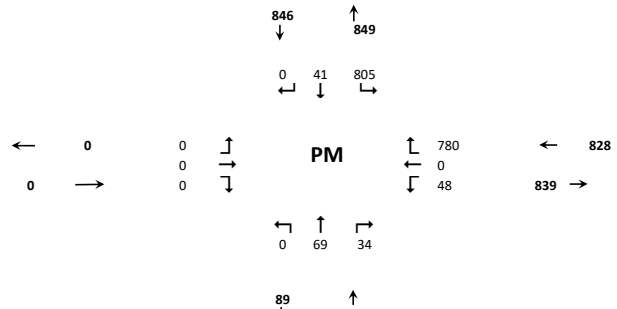


Seasonal Factor: 1.05
Growth Rate: 1.01
Years Grown: 4

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

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

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



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

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



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

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

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



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

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

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

Fort Pierce, FL

ECONOLITE

MOVING TRAFFIC FORWARD

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

Controller Timing Plan (MM) 2-1

Plan 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Direction																
Min Green	5	12	10	7	5	12	0	0	5	5	5	5	5	5	5	5
Bk Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CS Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	7	0	7	0	7	0	0	0	10	0	10	0	10	0	10
Walk2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear	0	28	0	22	0	15	0	0	0	2	0	16	0	16	0	16
Ped Clear 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Ext	3.0	3.0	4.0	3.0	3.0	3.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Vehicle Ext 2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max1	20	60	35	30	20	60	0	0	35	35	35	35	35	35	35	35
Max2	0	0	30	30	20	60	0	0	40	40	40	40	40	40	40	40
Max3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dym Step	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	4.8	4.8	3.7	3.7	4.8	4.8	3.0	4.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Red Clear	2.0	2.0	2.5	2.5	2.0	2.0	2.0	2.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Red Max	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Revert	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Act B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sec/Act	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Int	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Wt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STPTDuc	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TTReduc	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Min Gap	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Plan 2

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

Plan 3

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

Plan 4

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

Fort Pierce, FL

ECONOLITE

MOVING TRAFFIC FORWARD

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

Controller Overlaps

Vehicle Overlaps (MM) 2-2

Overlap	Type	Lag Green	Yellow	Red	Adv. Green

Phases

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

PPLT FYA

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

Guaranteed Minimum Time Data (MM) 2-4

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

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MOVING TRAFFIC FORWARD

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

Included	Pedestrian Overlaps

Fort Pierce, FL

ECONOLITE

MOVING TRAFFIC FORWARD

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

Controller Start / Flash Data (MM) 2-5

Start Up

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

Overlap
A
B
C
D

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

Automatic Flash

Entry
4

Exit
6

Overlap Exit
A
B
C
D

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

Fort Pierce, FL

ECONOLITE

MOVING TRAFFIC FORWARD

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

Controller Options

Controller Options (MM) 2-6-1

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

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

Pre-Timed Mode (MM) 2-7

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

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

Phase Recall Options (MM) 2-8

Plan # 1

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

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

Coordination Options

Options (MM) 3-1

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

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

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

Split Demand (MM) 3-5

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

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

Fort Pierce, FL

ECONOLITE

MOVING TRAFFIC FORWARD

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

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

Coordinator Pattern # 1

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

Split Preference Phases

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

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

Misc. Data

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

Split Pattern

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

Coordinator Pattern # 2

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

Split Preference Phases

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

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

Misc. Data

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

Split Pattern

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

Coordinator Pattern # 3

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

Split Preference Phases

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

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

Misc. Data

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

Split Pattern

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

Coordinator Pattern # 4

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

Split Preference Phases

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

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

Misc. Data

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

Split Pattern

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

Coordinator Pattern # 5

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

Split Preference Phases

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

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

Misc. Data

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

Split Pattern

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

Coordinator Pattern # 6

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

Split Preference Phases

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

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

Misc. Data

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

Split Pattern

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

Fort Pierce, FL

ECONOLITE

MOVING TRAFFIC FORWARD

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

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

Split Pattern # 1

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

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

Split Pattern # 2

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

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

Split Pattern # 3

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

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

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

Split Pattern # 4

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

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

Split Pattern # 5

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

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

Split Pattern # 6

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

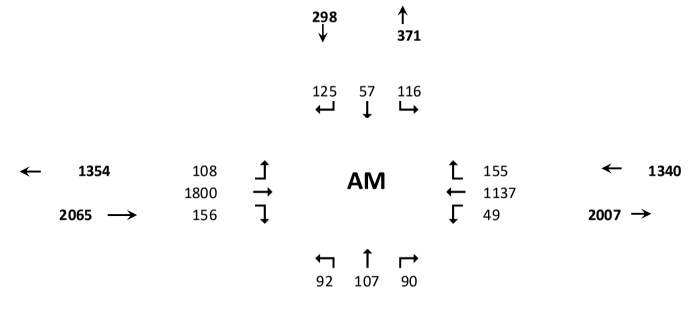
Recall to Max. Time																
Omit Phase									X	X	X	X	X	X	X	X

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

TURNING MOVEMENT VOLUME COUNTS

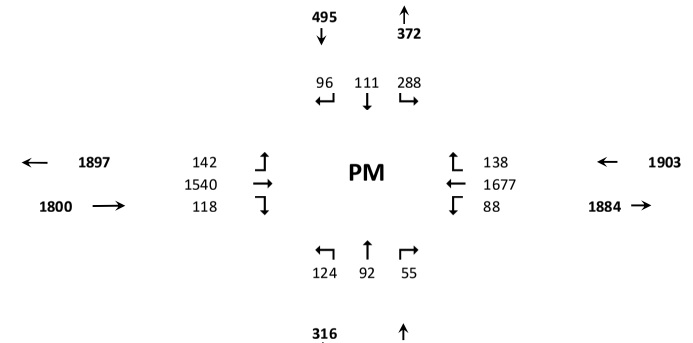
N/S STREET: McNeil Rd **E/W STREET**: Okeechobee Rd **CONTROL**: Signalized
FILENAME:
COUNT DATE: 6/20/2024 **DAY**: Thursday **CITY**: St. Lucie
REPORT DATE: 7/2/2024 **ANALYSIS YEAR**: 2024

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



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

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



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

07/09/2024

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

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

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

Notes

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

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

07/09/2024

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

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

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

Notes

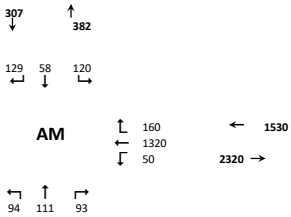
User approved pedestrian interval to be less than phase max green.

User approved volume balancing among the lanes for turning movement.

TURNING MOVEMENT VOLUME COUNTS

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

15 Min Period	Northbound NBL	NBT	NBR	Southbound SBL	SBT	SBR	Eastbound EBL	EBT	EBR	Westbound WBL	WBT	WBR	TOTAL	ONE HOUR SUM
7:00-7:15	8	16	14	19	9	20	19	313	19	2	198	18	655	3174
7:15-7:30	21	18	14	29	11	16	19	331	25	6	233	21	744	3377
7:30-7:45	19	24	20	34	15	26	19	396	34	11	269	25	892	3533
7:45-8:00	18	26	19	28	15	35	25	388	42	7	246	34	883	3449
8:00-8:15	21	26	23	21	11	25	26	381	34	12	235	43	858	3331
8:15-8:30	23	19	18	20	9	25	26	428	28	13	256	35	900	
8:30-8:45	15	22	24	24	8	24	19	372	25	15	232	28	808	
8:45-9:00	14	17	16	26	13	19	14	356	26	13	219	32	765	



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

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

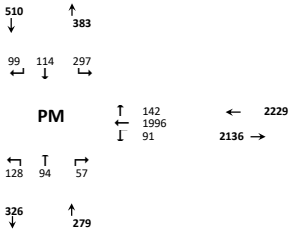
Seasonal Factor: 1.13
Growth Rate: 1.01
Years Grown: 3

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

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

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

15 Min Period lanes	Northbound NBL	NBT	NBR	Southbound SBL	SBT	SBR	Eastbound EBL	EBT	EBR	Westbound WBL	WBT	WBR	TOTAL	ONE HOUR SUM
4:00-4:15	25	19	10	70	19	20	26	289	11	13	283	36	821	3669
4:15-4:30	20	15	5	74	24	26	27	332	16	15	328	39	921	3866
4:30-4:45	24	19	11	62	27	25	33	349	23	15	370	30	988	3955
4:45-5:00	32	25	12	52	24	21	30	304	26	18	359	36	939	3880
5:00-5:15	29	17	13	75	26	20	36	344	32	21	375	30	1018	3742
5:15-5:30	25	20	13	66	21	19	27	366	23	24	380	26	1010	
5:30-5:45	19	16	9	42	16	17	26	337	20	22	359	30	913	
5:45-6:00	22	11	7	37	11	11	28	316	16	19	297	26	801	



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

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

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

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

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

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

07/09/2024

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

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

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

Notes

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

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

07/09/2024

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

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

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

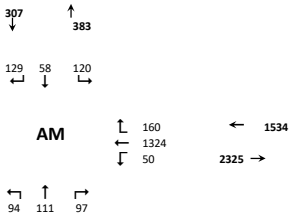
Notes

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

TURNING MOVEMENT VOLUME COUNTS

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

15 Min Period	Northbound NBL	NBT	NBR	Southbound SBL	SBT	SBR	Eastbound EBL	EBT	EBR	Westbound WBL	WBT	WBR	TOTAL	ONE HOUR SUM
7:00-7:15	8	16	14	19	9	20	19	313	19	2	198	18	655	3174
7:15-7:30	21	18	14	29	11	16	19	331	25	6	233	21	744	3377
7:30-7:45	19	24	20	34	15	26	19	396	34	11	269	25	892	3533
7:45-8:00	18	26	19	28	15	35	25	388	42	7	246	34	883	3449
8:00-8:15	21	26	23	21	11	25	26	381	34	12	235	43	858	3331
8:15-8:30	23	19	18	20	9	25	26	428	28	13	256	35	900	
8:30-8:45	15	22	24	24	8	24	19	372	25	15	232	28	808	
8:45-9:00	14	17	16	26	13	19	14	356	26	13	219	32	765	



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

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

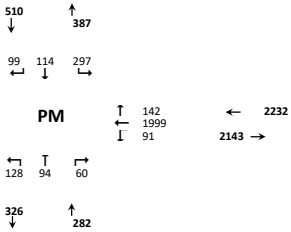
Seasonal Factor: 1.13
Growth Rate: 1.01
Years Grown: 3

SUBPROJECTS

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

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

15 Min Period lanes	Northbound NBL	NBT	NBR	Southbound SBL	SBT	SBR	Eastbound EBL	EBT	EBR	Westbound WBL	WBT	WBR	TOTAL	ONE HOUR SUM
4:00-4:15	25	19	10	70	19	20	26	289	11	13	283	36	821	3669
4:15-4:30	20	15	5	74	24	26	27	332	16	15	328	39	921	3866
4:30-4:45	24	19	11	62	27	25	33	349	23	15	370	30	988	3955
4:45-5:00	32	25	12	52	24	21	30	304	26	18	359	36	939	3880
5:00-5:15	29	17	13	75	26	20	36	344	32	21	375	30	1018	3742
5:15-5:30	25	20	13	66	21	19	27	366	23	24	380	26	1010	
5:30-5:45	19	16	9	42	16	17	26	337	20	22	359	30	913	
5:45-6:00	22	11	7	37	11	11	28	316	16	19	297	26	801	



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

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

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

SUBPROJECTS

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

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

07/09/2024

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

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

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

Notes

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

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

07/09/2024

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

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

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

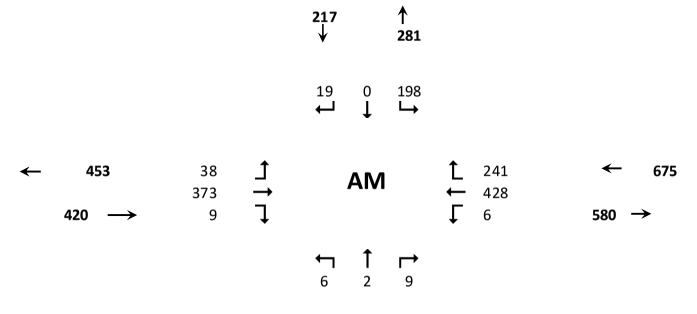
Notes

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

TURNING MOVEMENT VOLUME COUNTS

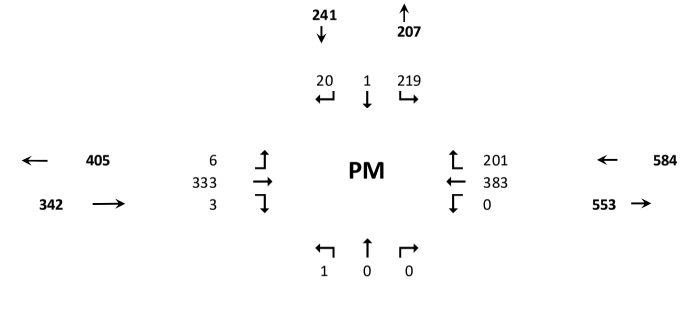
N/S STREET: McNeil Rd **E/W STREET**: Edwards Rd **CONTROL**: Unsignalized
FILENAME:
COUNT DATE: 6/20/2024 **DAY**: Thursday **CITY**: St. Lucie
REPORT DATE: 7/2/2024 **ANALYSIS YEAR**: 2024

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



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

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



HCS Two-Way Stop-Control Report

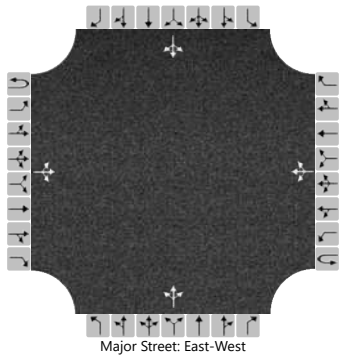
General Information

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

Site Information

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

Lanes


Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		38	373	9		6	428	241		6	2	9		198	0	19
Percent Heavy Vehicles (%)		3				3				3	3	3		3	3	3
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

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

Delay, Queue Length, and Level of Service

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

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HCS Two-Way Stop-Control Report

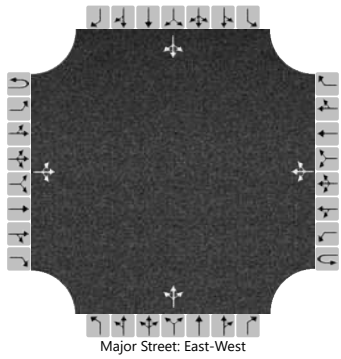
General Information

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

Site Information

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

Lanes


Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		6	333	3		0	383	201		1	0	0		219	1	20
Percent Heavy Vehicles (%)		3				3				3	3	3		3	3	3
Proportion Time Blocked																
Percent Grade (%)										0				0		
Right Turn Channelized																
Median Type | Storage		Undivided														

Critical and Follow-up Headways

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

Delay, Queue Length, and Level of Service

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

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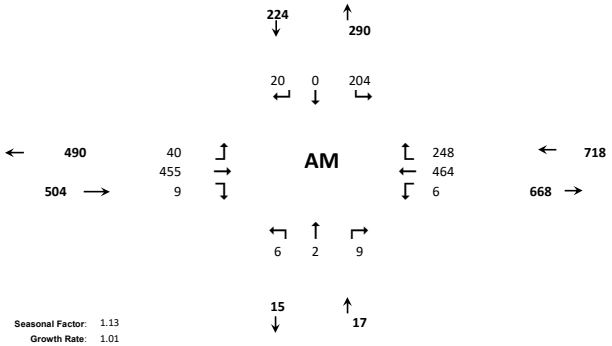
TURNING MOVEMENT VOLUME COUNTS

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

15 Min Period	Northbound NBL	NBT	NBR	Southbound SBL	SBT	SBR	Eastbound EBL	EBT	EBR	Westbound WBL	WBT	WBR	TOTAL	ONE HOUR SUM
7:00-7:15	0	1	0	24	0	3	7	61	0	1	78	29	204	1048
7:15-7:30	0	0	0	28	0	5	8	69	2	0	85	43	240	1148
7:30-7:45	2	0	2	43	0	2	7	81	2	2	94	57	292	1176
7:45-8:00	1	1	4	51	0	5	8	91	4	1	92	54	312	1127
8:00-8:15	1	1	0	42	0	4	9	84	1	2	102	58	304	1022
8:15-8:30	1	0	2	39	0	6	10	74	1	0	91	44	268	
8:30-8:45	0	2	0	35	0	1	8	65	1	2	80	49	243	
8:45-9:00	0	1	0	40	0	2	6	53	0	1	63	41	207	
AM PEAK HOUR IS FROM:			**7:30 AM TO 8:30AM**											
Volumes	5	2	8	175	0	17	34	330	8	5	379	213	1176	
Season Factor	6	2	9	198	0	19	38	373	9	6	428	241	1329	
Growth	6	2	9	204	0	20	40	384	9	6	441	248	1369	
In/Out														
Percentage	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
PROJECT	0	0	0	0	0	0	0	0	0	0	0	0	0	
SUBPROJECTS														
%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	5.0%	0.0%	0.0%	5.0%	0.0%		
In/Out								OUT			IN			
Volume	0	0	0	0	0	0	0	19	0	0	6	0	0	Celebration Pointe - 25%
%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	2.5%	0.0%	0.0%	2.5%	0.0%		
In/Out								OUT			IN			
Volume	0	0	0	0	0	0	0	11	0	0	4	0	0	Creekside
%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	30.0%	0.0%	0.0%	30.0%	0.0%		
In/Out								OUT			IN			
Volume	0	0	0	0	0	0	0	20	0	0	6	0	0	Viva at Treasure Coast East
%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	30.0%	0.0%	0.0%	30.0%	0.0%		
In/Out								OUT			IN			
Volume	0	0	0	0	0	0	0	21	0	0	7	0	0	Viva at Treasure Coast West
Subtotal	0	0	0	0	0	0	0	70	0	0	23	0	0	
Total	6	2	9	204	0	20	40	455	9	6	464	248	1369	

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

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

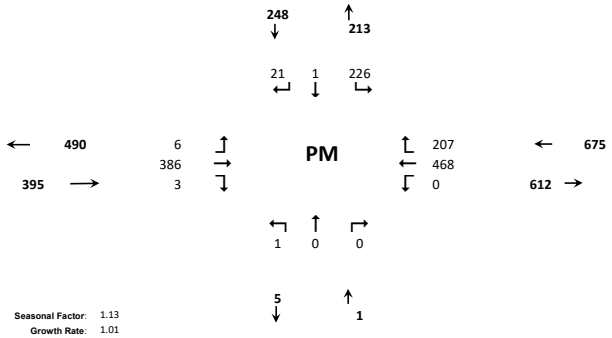


N/S STREET: McNeil Rd **E/W STREET**: Edwards Rd **CONTROL**: Unsignalized
FILENAME:
COUNT DATE: 6/20/2024 **DAY**: Thursday **CITY**: St Lucie
REPORT DATE: 7/2/2024 **ANALYSIS YEAR**: 2027

15 Min Period lanes	Northbound NBL	NBT	NBR	Southbound SBL	SBT	SBR	Eastbound EBL	EBT	EBR	Westbound WBL	WBT	WBR	TOTAL	ONE HOUR SUM
4:00-4:15	0	0	2	30	1	2	0	86	0	0	69	37	227	985
4:15-4:30	0	0	0	35	0	4	1	71	0	1	78	38	228	1017
4:30-4:45	0	0	0	44	0	3	0	76	1	0	82	37	243	1034
4:45-5:00	0	0	0	55	0	4	1	78	0	0	95	54	287	1012
5:00-5:15	1	0	0	44	1	7	3	70	2	0	89	42	259	885
5:15-5:30	0	0	0	51	0	4	1	71	0	0	73	45	245	
5:30-5:45	0	0	1	37	2	5	2	56	0	0	80	38	221	
5:45-6:00	0	0	0	35	0	5	2	45	0	0	41	32	160	
PM PEAK HOUR IS FROM:			**4:30 PM TO 5:30PM**											
Volumes	1	0	0	194	1	18	5	295	3	0	339	178	1034	
Season Factor	1	0	0	219	1	20	6	333	3	0	383	201	1168	
Growth	1	0	0	226	1	21	6	343	3	0	395	207	1204	
In/Out		0	0		0							0		
Percentage	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
PROJECT	0	0	0	0	0	0	0	0	0	0	0	0	0	
SUBPROJECTS														
%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	5.0%	0.0%	0.0%	5.0%	0.0%		
In/Out								OUT			IN			
Volume	0	0	0	0	0	0	0	11	0	0	20	0	0	Celebration Pointe - 25%
%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0%	2.5%	0.0%	0.0%	2.5%	0.0%		
In/Out								OUT			IN			
Volume	0	0	0	0	0	0	0	6	0	0	11	0	0	Creekside
%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	30.0%	0.0%	0.0%	30.0%	0.0%		
In/Out								OUT			IN			
Volume	0	0	0	0	0	0	0	12	0	0	21	0	0	Viva at Treasure Coast East
%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0%	30%	0.0%	0.0%	30.0%	0.0%		
In/Out								OUT			IN			
Volume	0	0	0	0	0	0	0	13	0	0	22	0	0	Viva at Treasure Coast West
Subtotal	0	0	0	0	0	0	0	43	0	0	74	0	0	
Total	1	0	0	226	1	21	6	386	3	0	468	207	1204	

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

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



HCS Two-Way Stop-Control Report

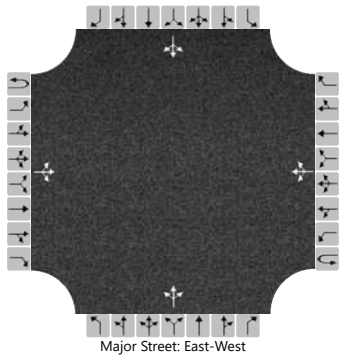
General Information

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

Site Information

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

Lanes


Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		40	455	9		6	464	248		6	2	9		204	0	20
Percent Heavy Vehicles (%)		3				3				3	3	3		3	3	3
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

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

Delay, Queue Length, and Level of Service

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

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HCS Two-Way Stop-Control Report

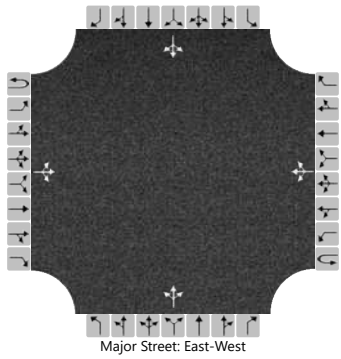
General Information

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

Site Information

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

Lanes


Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		6	386	3		0	468	207		1	0	0		226	1	21
Percent Heavy Vehicles (%)		3				3				3	3	3		3	3	3
Proportion Time Blocked																
Percent Grade (%)										0				0		
Right Turn Channelized																
Median Type | Storage			Undivided													

Critical and Follow-up Headways

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

Delay, Queue Length, and Level of Service

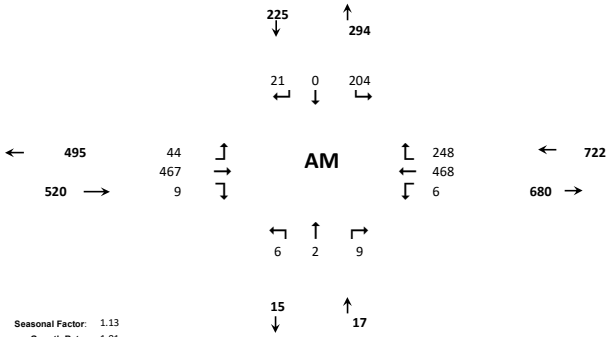
Flow Rate, v (veh/h)		7				0					1				270	
Capacity, c (veh/h)		867				1131					187				211	
v/c Ratio		0.01				0.00					0.01				1.28	
95% Queue Length, Q_{95} (veh)		0.0				0.0					0.0				14.4	
95% Queue Length, Q_{95} (ft)											0.0				368.6	
Control Delay (s/veh)		9.2	0.1	0.1		8.2	0.0	0.0			24.4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

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TURNING MOVEMENT VOLUME COUNTS

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

15 Min Period	Northbound NBL	NBT	NBR	Southbound SBL	SBT	SBR	Eastbound EBL	EBT	EBR	Westbound WBL	WBT	WBR	TOTAL	ONE HOUR SUM
7:00-7:15	0	1	0	24	0	3	7	61	0	1	78	29	204	1048
7:15-7:30	0	0	0	28	0	5	8	69	2	0	85	43	240	1148
7:30-7:45	2	0	2	43	0	2	7	81	2	2	94	57	292	1176
7:45-8:00	1	1	4	51	0	5	8	91	4	1	92	54	312	1127
8:00-8:15	1	1	0	42	0	4	9	84	1	2	102	58	304	1022
8:15-8:30	1	0	2	39	0	6	10	74	1	0	91	44	268	
8:30-8:45	0	2	0	35	0	1	8	65	1	2	80	49	243	
8:45-9:00	0	1	0	40	0	2	6	53	0	1	63	41	207	
AM PEAK HOUR IS FROM:			**7:30 AM TO 8:30AM**											
Volumes	5	2	8	175	0	17	34	330	8	5	379	213	1176	
Season Factor	6	2	9	198	0	19	38	373	9	6	428	241	1329	
Growth	6	2	9	204	0	20	40	384	9	6	441	248	1369	
In/Out						IN	OUT	OUT			IN			
Percentage	0%	0%	0%	0%	0%	10%	10%	30%	0%	0%	30%	0%		
PROJECT	0	0	0	0	0	1	4	12	0	0	4	0	21	
SUBPROJECTS														
%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	5.0%	0.0%	0.0%	5.0%	0.0%		
In/Out								OUT			IN			
Volume	0	0	0	0	0	0	0	19	0	0	6	0	0	
%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	2.5%	0.0%	0.0%	2.5%	0.0%		
In/Out								OUT			IN			
Volume	0	0	0	0	0	0	0	11	0	0	4	0	0	
%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	30.0%	0.0%	0.0%	30.0%	0.0%		
In/Out								OUT			IN			
Volume	0	0	0	0	0	0	0	20	0	0	6	0	0	
%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	30.0%	0.0%	0.0%	30.0%	0.0%		
In/Out								OUT			IN			
Volume	0	0	0	0	0	0	0	21	0	0	7	0	0	
Subtotal	0	0	0	0	0	0	0	70	0	0	23	0	0	
Total	6	2	9	204	0	21	44	467	9	6	468	248	1390	

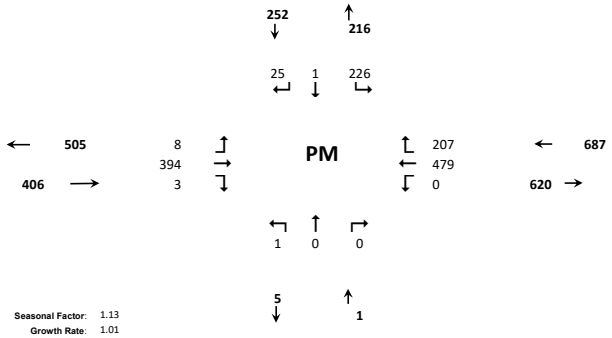


Seasonal Factor: 1.13
Growth Rate: 1.01
Years Grown: 3

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

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

15 Min Period lanes	Northbound NBL	NBT	NBR	Southbound SBL	SBT	SBR	Eastbound EBL	EBT	EBR	Westbound WBL	WBT	WBR	TOTAL	ONE HOUR SUM
4:00-4:15	0	0	2	30	1	2	0	86	0	0	69	37	227	985
4:15-4:30	0	0	0	35	0	4	1	71	0	1	78	38	228	1017
4:30-4:45	0	0	0	44	0	3	0	76	1	0	82	37	243	1034
4:45-5:00	0	0	0	55	0	4	1	78	0	0	95	54	287	1012
5:00-5:15	1	0	0	44	1	7	3	70	2	0	89	42	259	885
5:15-5:30	0	0	0	51	0	4	1	71	0	0	73	45	245	
5:30-5:45	0	0	1	37	2	5	2	56	0	0	80	38	221	
5:45-6:00	0	0	0	35	0	5	2	45	0	0	41	32	160	
PM PEAK HOUR IS FROM:			**4:30 PM TO 5:30PM**											
Volumes	1	0	0	194	1	18	5	295	3	0	339	178	1034	
Season Factor	1	0	0	219	1	20	6	333	3	0	383	201	1168	
Growth	1	0	0	226	1	21	6	343	3	0	395	207	1204	
In/Out						IN	OUT	OUT			IN			
Percentage	0%	0%	0%	0%	0%	10%	10%	30%	0%	0%	30%	0%		
PROJECT	0	0	0	0	0	4	3	8	0	0	11	0	25	
SUBPROJECTS														
%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	5.0%	0.0%	0.0%	5.0%	0.0%		
In/Out								OUT			IN			
Volume	0	0	0	0	0	0	0	11	0	0	20	0	0	
%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0%	2.5%	0.0%	0.0%	2.5%	0.0%		
In/Out								OUT			IN			
Volume	0	0	0	0	0	0	0	6	0	0	11	0	0	
%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	30.0%	0.0%	0.0%	30.0%	0.0%		
In/Out								OUT			IN			
Volume	0	0	0	0	0	0	0	12	0	0	21	0	0	
%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0%	30%	0.0%	0.0%	30.0%	0.0%		
In/Out								OUT			IN			
Volume	0	0	0	0	0	0	0	13	0	0	22	0	0	
Subtotal	0	0	0	0	0	0	0	43	0	0	74	0	0	
Total	1	0	0	226	1	25	8	394	3	0	479	207	1229	



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

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

HCS Two-Way Stop-Control Report

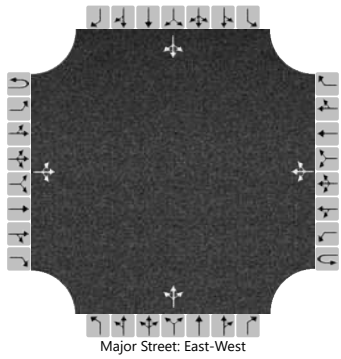
General Information

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

Site Information

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

Lanes


Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		44	467	9		6	468	248		6	2	9		204	0	21
Percent Heavy Vehicles (%)		3				3				3	3	3		3	3	3
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

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

Delay, Queue Length, and Level of Service

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

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HCS Two-Way Stop-Control Report

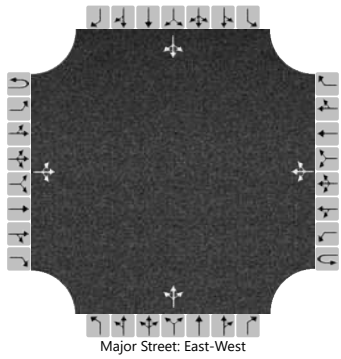
General Information

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

Site Information

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

Lanes


Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		8	394	3		0	479	207		1	0	0		226	1	25
Percent Heavy Vehicles (%)		3				3				3	3	3		3	3	3
Proportion Time Blocked																
Percent Grade (%)										0				0		
Right Turn Channelized																
Median Type | Storage		Undivided														

Critical and Follow-up Headways

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

Delay, Queue Length, and Level of Service

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

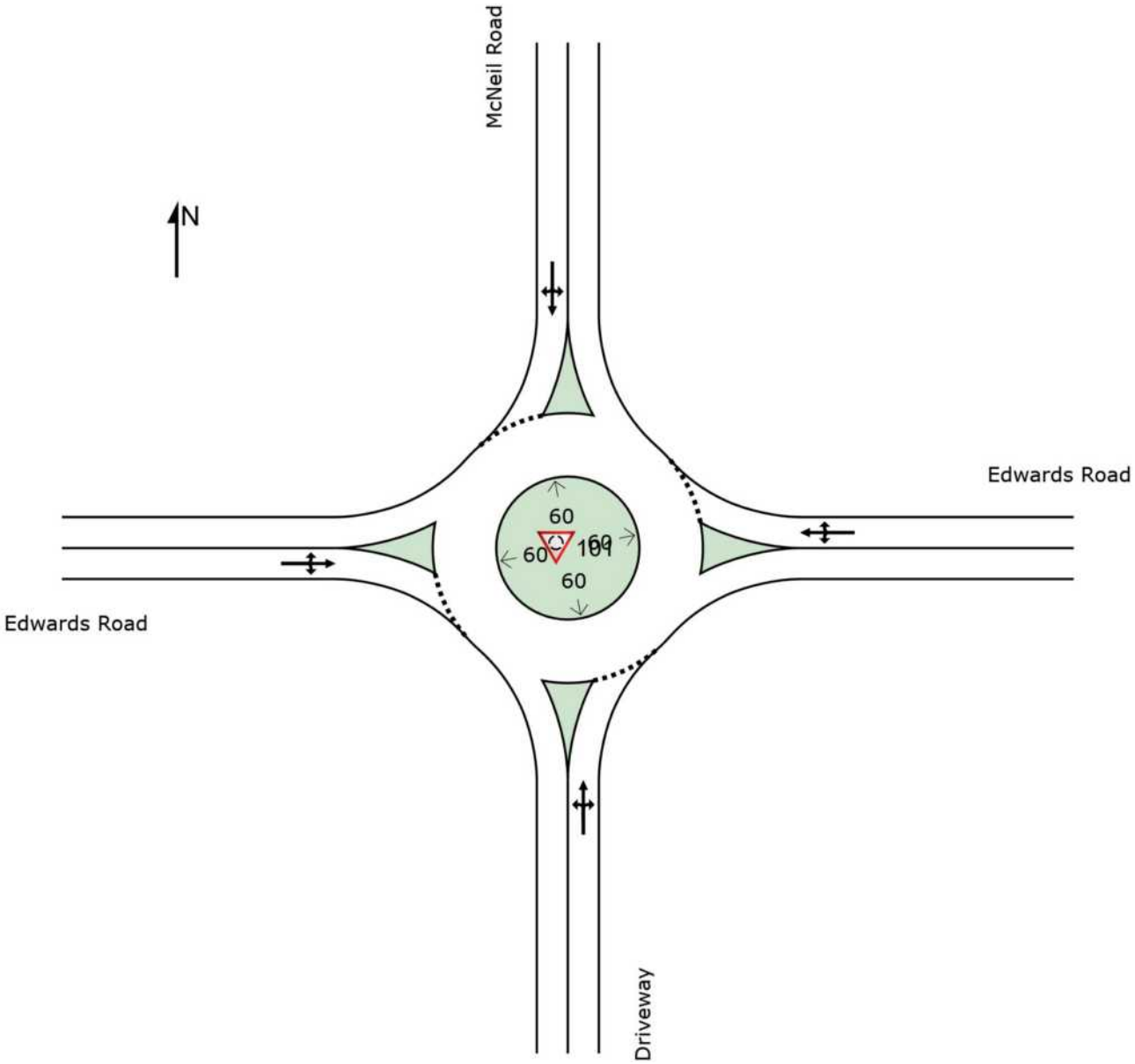
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SITE LAYOUT

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

Roundabout
Site Category: (None)
Roundabout

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



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MOVEMENT SUMMARY

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

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

Roundabout
Site Category: (None)
Roundabout

Vehicle Movement Performance

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

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

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MOVEMENT SUMMARY

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

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

Roundabout
Site Category: (None)
Roundabout

Vehicle Movement Performance

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

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

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MOVEMENT SUMMARY

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

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

Roundabout
Site Category: (None)
Roundabout

Vehicle Movement Performance

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

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

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MOVEMENT SUMMARY

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

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

Roundabout
Site Category: (None)
Roundabout

Vehicle Movement Performance

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

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

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APPENDIX E

DRIVEWAY ANALYSIS

APPENDIX G

TURN LANE NEED AND LENGTH DETERMINATION

a. Right Turn Lanes

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

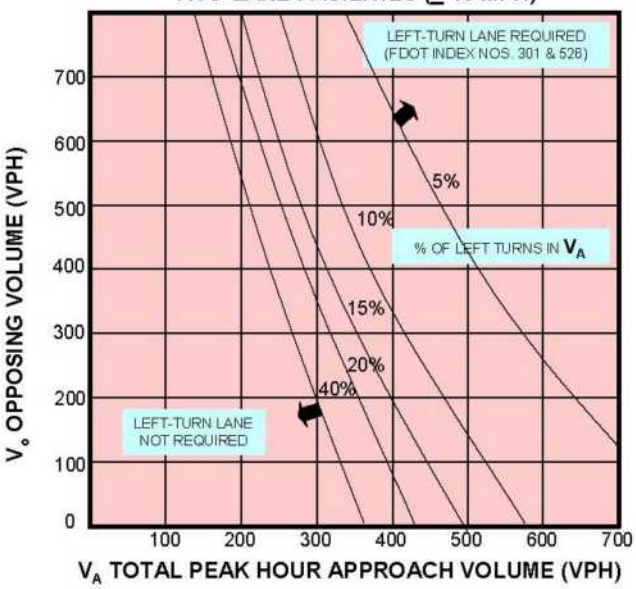
b. Left Turn Lanes

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

c. Deceleration and Storage Lengths

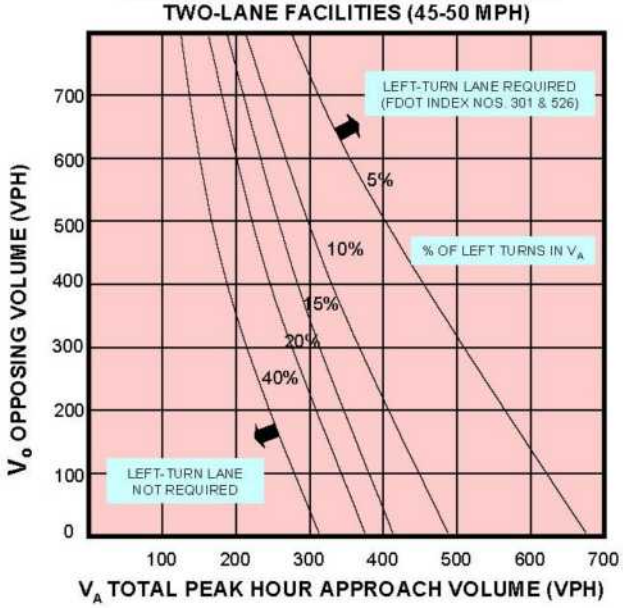
1) Deceleration length shall be based on Index 301 of FDOT's *Design Standards*.
2) Storage Length shall be based on 95th percentile queue estimates provided by the software used in the level of service computation.
3) The provision of deceleration and storage lengths may be modified or waived by the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

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



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

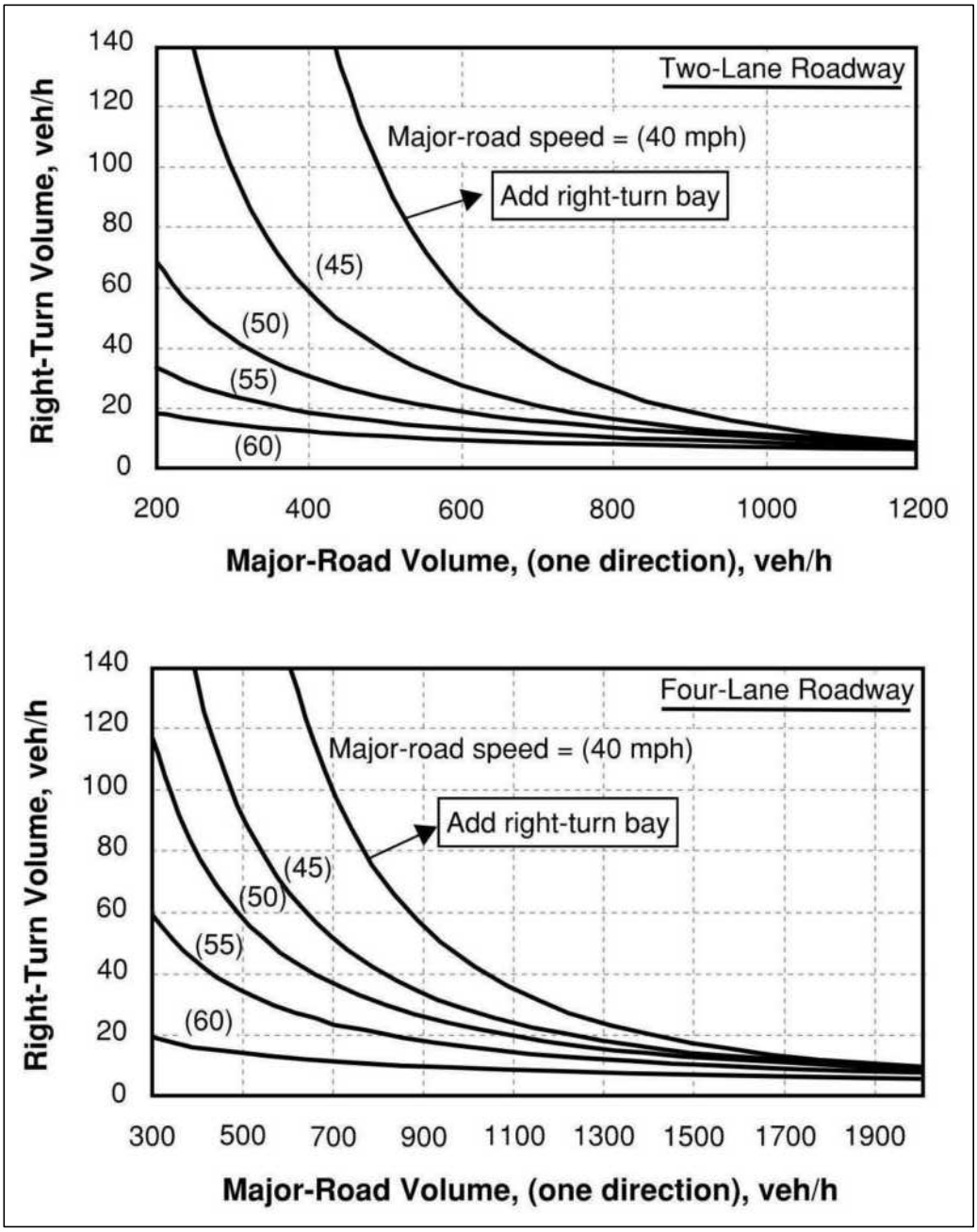
GRAPH 2B. LEFT-TURN LANE WARRANTS – TWO-LANE FACILITIES (45-50 MPH)



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

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

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



Source: NCHRP Report 457, TDOT Highway System Access Manual

HCS Two-Way Stop-Control Report

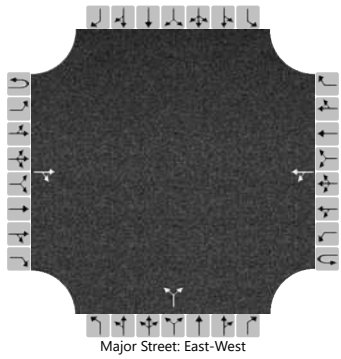
General Information

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

Site Information

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

Lanes


Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	0	0
Configuration				TR		LT					LR					
Volume (veh/h)			520	8		5	495			24		16				
Percent Heavy Vehicles (%)						3				3		3				
Proportion Time Blocked																
Percent Grade (%)										0						
Right Turn Channelized																
Median Type | Storage						Undivided										

Critical and Follow-up Headways

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

Delay, Queue Length, and Level of Service

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

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HCS Two-Way Stop-Control Report

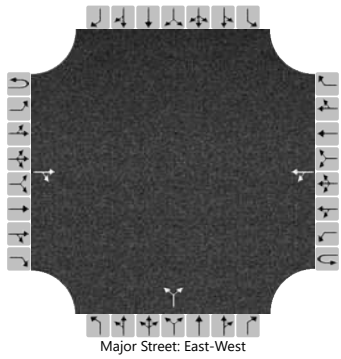
General Information

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

Site Information

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

Lanes


Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	0	0
Configuration				TR		LT					LR					
Volume (veh/h)			406	22		15	505			16		10				
Percent Heavy Vehicles (%)						3				3		3				
Proportion Time Blocked																
Percent Grade (%)										0						
Right Turn Channelized																
Median Type | Storage						Undivided										

Critical and Follow-up Headways

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

Delay, Queue Length, and Level of Service

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

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Kimley»Horn

To: Kori Benton, AICP
Planning Manager
St. Lucie County Planning & Development Services

From: Alex Memering, P.E.
Kimley-Horn and Associates, Inc. ARM

Date: March 11, 2025

Re: **Integrity First**
Final Review Traffic Impact Study

Kimley-Horn has reviewed the traffic impact study (dated January 23, 2025) prepared by Traffic & Mobility Consultants. related to the above-mentioned project. The project consists of a 50 single-family detached dwelling unit (ITE LUC 210) and is located on Sunrise Boulevard, south of Bell Avenue.

It is anticipated that the proposed trip generation potential for the site is as follows: 40 (10 entering /30 exiting) AM peak hour trips and 52 (33 entering /19 exiting) PM peak hour trips.

The analysis shows study area roadway segments and intersections will operate acceptably upon buildout except for the roadway segment of Oleander Road from Bell Avenue to Farmers Market Road which operates with and failing LOS during existing traffic conditions. Ingress turn lanes are not warranted at the proposed driveway connection. Buildout deficiencies are not anticipated due to project traffic.

Thank you for the opportunity to assist the St. Lucie County in reviewing this project. Please contact us if you have any questions or need additional information.

100% GOPHER TORTOISE SURVEY
COMPLETION REPORT

3804 SUNRISE BLVD, FORT PIERCE, FL – 11.34 ACRES
SAINT LUCIE COUNTY
PARCEL ID: 2433-123-0001-000-1
SECTION 33, TOWNSHIP 35 SOUTH AND RANGE 40 EAST

Prepared for:

DT VENTURES 1 LLC
PO Box 92280
Rochester, NY 14692-0280

Prepared By:

Patrick Zuloaga

Florida Fish and Wildlife Conservation Commission Gopher Tortoise Agent

Permit No.: GTA-13-00002D

January 26, 2024

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Methods 2
Results/Discussion 3
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Figure 4. Gopher Tortoise Survey Map 3

INTRODUCTION

An upland habitat survey for gopher tortoise (*Gopherus polyphemus*) was conducted on the approximately 11.34-acre property located on 3804 Sunrise Blvd, Fort Pierce, Florida (see Figure 1). The survey included review of 100% of potential gopher tortoise habitat within the subject property.

The objectives of the survey were to document gopher tortoise burrows within the construction footprint of the property to confirm presence/absence, document the status and location of gopher tortoise burrows, and approximate the number of tortoises that would need relocation. The results of the survey determine the subsequent actions required to develop the subject property.

This Survey Report provides a summary of the survey activities conducted, including methods used and areas surveyed. Survey activities were executed according to the burrow survey methodology from the Florida Fish and Wildlife Conservation Commission (FWC) Gopher Tortoise Permitting Guidelines, April 2008, Revised April 2023, Appendix 4 Methods for Burrow Surveys on Development (Donor) and Recipient Sites, 100% Burrow Survey Protocol. Survey activities were conducted on January 25 and the morning January 26, 2024. The information contained herein is based on the findings from the field survey.

SITE LOCATION AND DESCRIPTION

The ±11.34-acre property is located in White City, a census-designated place (CDP) in Saint Lucie County within Section 33, Township 35 South and Range 40 East. The subject property is along the east side of Sunrise Blvd. The Saint Lucie County Property Appraiser lists the Property Parcel ID as 2433-123-0001-000-1. The Future Land Use designation is residential.

The vegetative component of the subject property is predominantly exotic vegetation, shrub brushland, cabbage palms and scattered hardwoods. An isolated waterbody is present within the north west corner and a water filled ditch runs along the southern boundary of the subject property. The Florida Cooperative Land Cover (CLC) System developed by the Florida Fish and Wildlife Conservation Commission (FWC) classifies the land cover as 1821 – Low Structure Density and 18332 – Fallow Orchards. The predominant land cover classification is Fallow Orchards (1832). Figure 2 provides the CLC map for the subject property.

The vegetative community was characterized in the field as a degraded mixed upland community consisting of shallow ridge and furrows with a sparse canopy and dense shrub stratum. The ridge and furrow landform is a result of the historic orchard land use. The canopy stratum consists primarily of cabbage palm (*Sabal palmetto*), and laurel oak (*Quercus laurifolia*). The shrub stratum consisted of dense ceaserweed (*Urena lobata*), Jack-in-the-bush (*Chromolaena odorata*), Brazillian pepper (*Schinus terebinthifolia*), and shoebutton ardisia (*Ardisia elliptica*). Ground cover stratum was generally limited due to the dense canopy, shrub and vine cover. Limited areas with herbaceous vegetative cover were observed providing suitable forage for gopher tortoises.

The Natural Resources Conservation Service (NRCS) Web Soil Survey lists five soil types within the subject property. Table 1 provides a summary of the soil types present within the subject property. Figure 3 provides the NRCS Web Soil Survey graphically for the subject property. A brief description of each soils type follows.

Table 1. Web Soil Survey Summary

Map Unit Symbol	Map Unit Name	Acres	Percent of property
2	Ankona and Farmton sands	2.6	23.2%
4	Arents, 0 to 5 percent slopes	1.3	11.8%
43	Susanna and Wauchula sands	3.6	32.3%
44	Tantile and Pomona sands	1.5	13.2%
55	Winder loamy sand	2.2	19.5%
Totals for Area of Interest		**11.1**	**100.0%**

Ankona and Farmton sands is poorly drained soil found in flatwoods on marine terraces. The seasonal high-water table is at a depth of 6 to 18 inches. The gopher tortoise burrowing suitability is rated as "less suited". Less Suited rating states that these soils have characteristics that may limit establishment, maintenance, or use of the site by gopher tortoise. Colonization and population densities may be below average or restricted in the area due to the limiting factors even though all of the other species habitat requirements are met (USDA, 2024).

Arents are Somewhat poorly drained sandy soils found on rises in marine terraces. Depth to water is 18 to 36 inches. This soils type is listed as not rated in the Web Soil Survey gopher tortoise burrowing suitability.

Susanna and Wauchula sands are poorly drained soil found in flatwoods on marine terraces. The seasonal high-water table is at a depth of 6 to 18 inches. The gopher tortoise burrowing suitability is rated as "unsuitable". These soils have characteristics that may limit establishment, maintenance, or use of the site by gopher tortoise. Areas of included soils with better drainage may provide suitable soil properties in some locations (USDA, 2024).

Tantile and Pomona sands are poorly drained soil found in flatwoods on marine terraces. The seasonal high-water table is at a depth of 6 to 18 inches. The gopher tortoise burrowing suitability is rated as "unsuitable" (USDA, 2024).

Winder loamy sand is poorly drained soil found in flats on marine terraces. The seasonal high-water table is at a depth of 12 to 18 inches. The gopher tortoise burrowing suitability is rated as "less suited" (USDA, 2024).

METHODS

The survey activities were completed by an FWC gopher tortoise agent and performed in accordance with those specified in Appendix 4 of the FWC Guidelines. Equipment utilized during the survey included a camera, Trimble DGPS unit, and a handheld datalogger running Solo Field mapping software.

The pedestrian survey was conducted by walking pre-determined transects in an approximate east-west orientation at 50-foot spacing across 100 percent of the subject property (see Figure 4). Apparent burrow activity status (active, inactive, or abandoned), size (juvenile <5 in.; subadult 5-8 in.; adult >8 in.), GPS coordinates, and photographs were recorded for each burrow encountered along each transect. Burrows that were not clearly made by a tortoise were not recorded.

RESULTS/DISCUSSION

The 100 % pedestrian survey of the project area resulted in no potentially occupied burrows. Multiple burrows from other burrowing fauna (i.e., armadillo *[Dasypus novemcinctus*]) were noted during the survey. Figure 4 provides the survey design graphically.

An apparent high-water table and dense vegetative cover provides poor quality gopher tortoise habitat throughout the majority of the subject property. Ponding, saturated soils, and organic soils were observed throughout the property. Optimal forage species (i.e., asgrasses and forbes) were generally absent due to the dense canopy and shrub, and cover. Additionally, approximately 50 percent of the soil types on the property are classified as "unsuitable" while the other 50 percent are listed as "less suited".

In Florida, gopher tortoises are categorized as Threatened on the Endangered Species List and are therefore protected by state law, Chapter 68A - 27.003, FL Administrative Code. An FWC relocation permit is required prior to any disturbance to a burrow or handling of a tortoise. Please note that ground disturbances within 25 feet in any direction from the burrow is prohibited until a relocation permit has been obtained and the tortoise has been relocated to either and offsite recipient site or a suitable onsite relocation area. The findings of this survey are valid for a period of ninety days. A resurvey must be completed prior to construction activities that will occur beyond the ninety-day period.

REFERENCES

Florida Fish and Wildlife Conservation Commission Gopher Tortoise Permitting Guidelines. Revised April 2023. 133 pp.

U.S. Department of Agriculture, Natural Resources Conservation Service, Web Soil Survey. Accessed 1/25/2024.

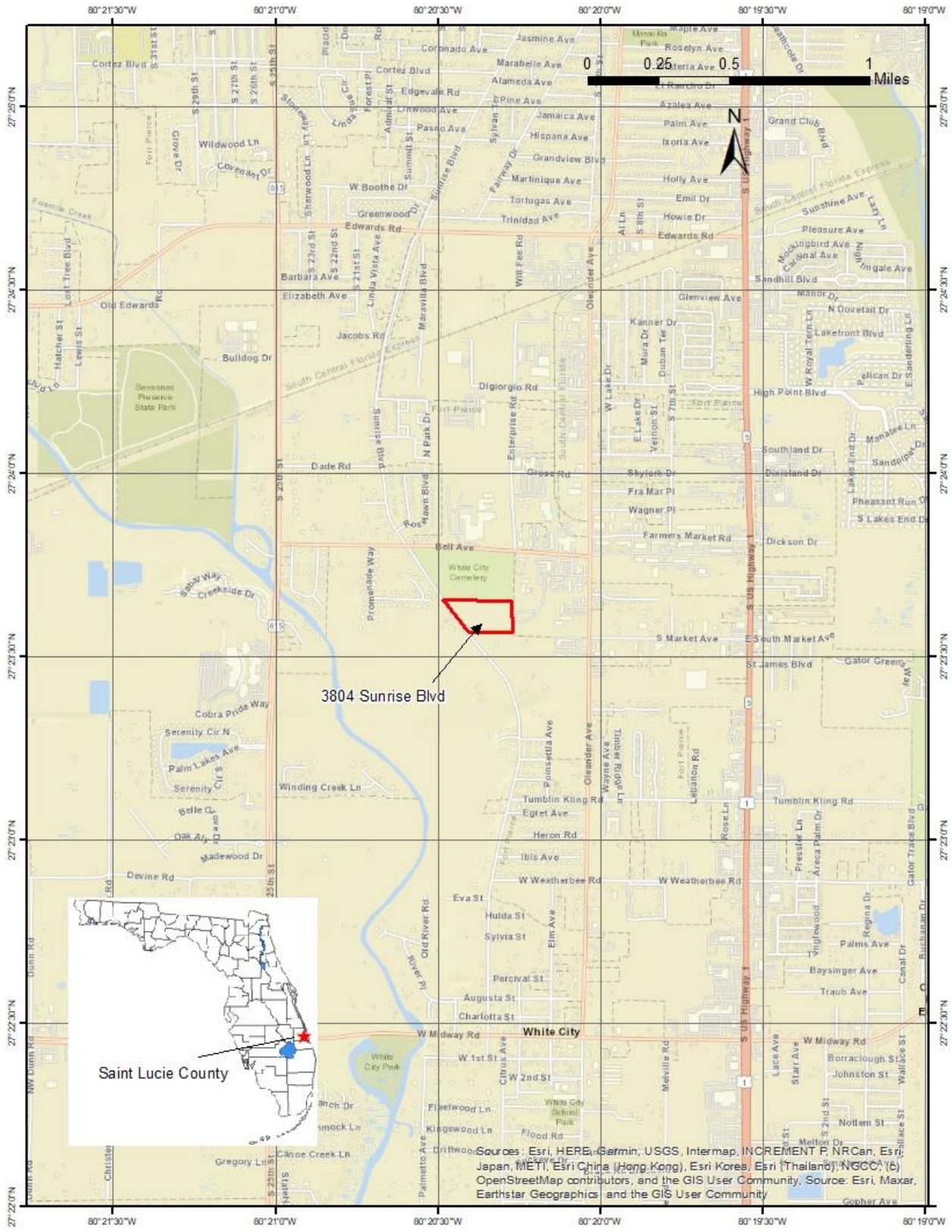


Figure 1. Project Location Map

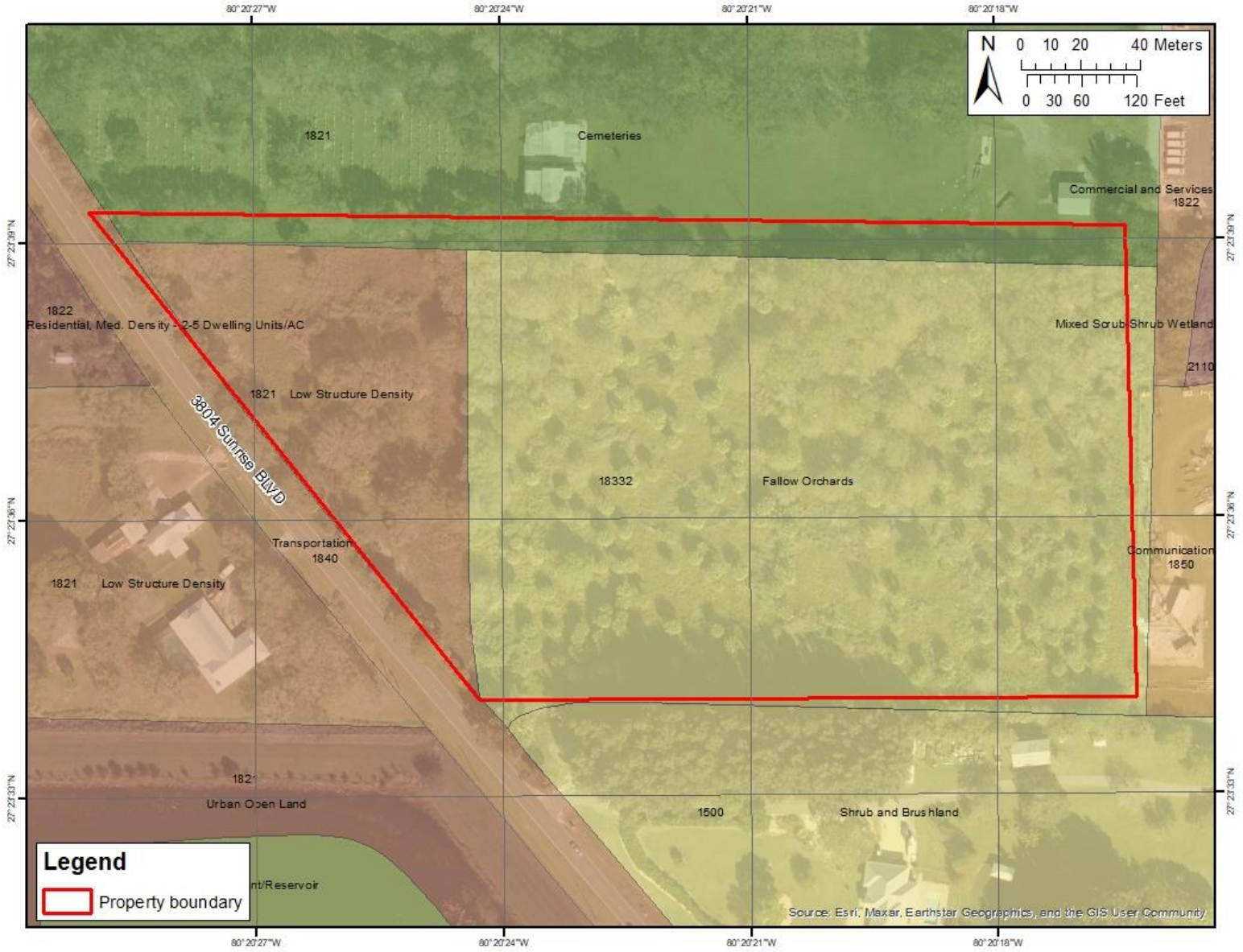


Figure 2. Cooperative Land Cover Map



Figure 3. Soils Map

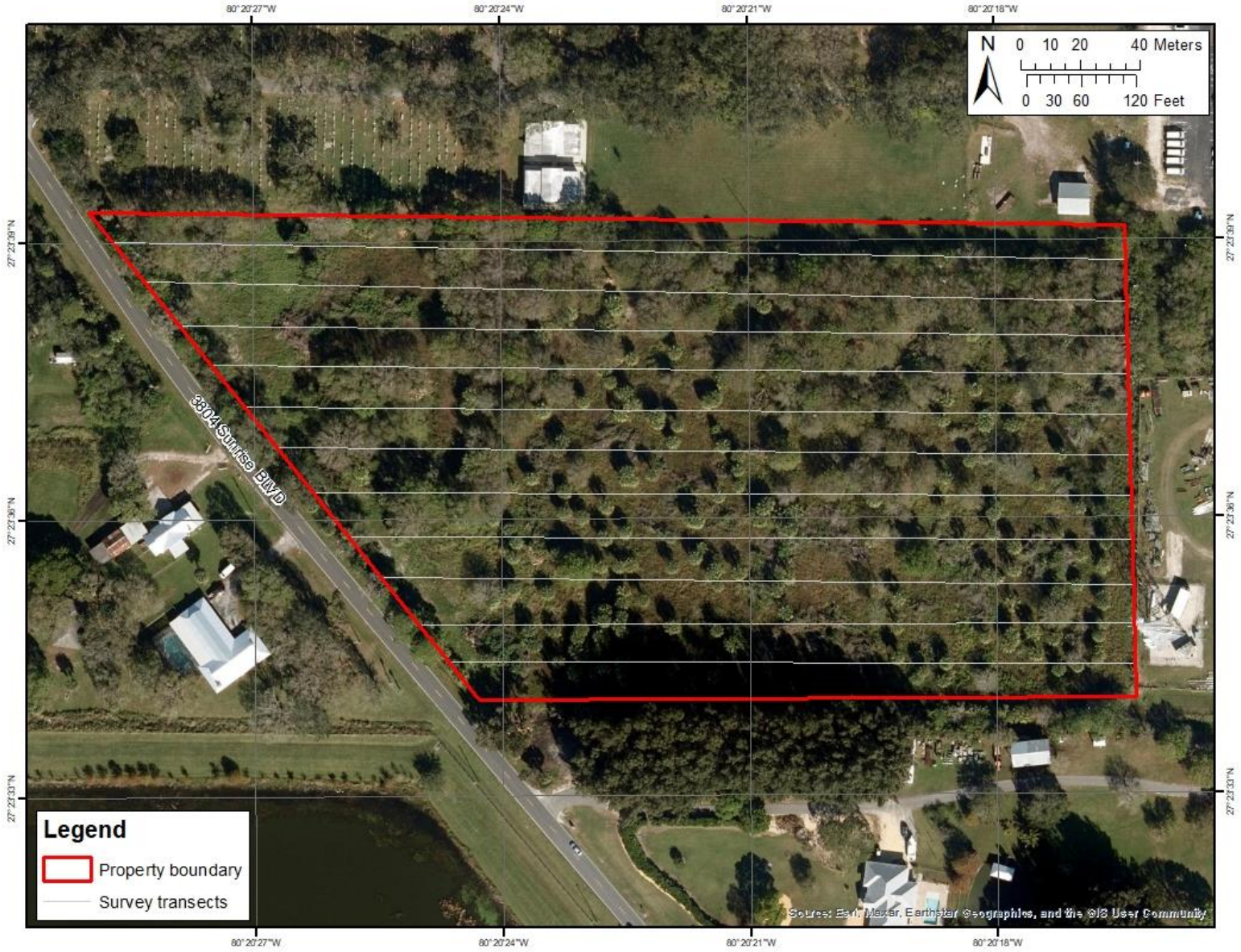


Figure 4. Gopher Tortoise Survey Map

KMA
ENGINEERING & SURVEYING

Sunrise Lakes

STORMWATER MAINTENANCE PLAN

AND SEDIMENTATION AND EROSION CONTROL PLAN

I. Project Description

The project consists of fifty (50) single family lots and an amenity center,. The project is served by a stormwater management system that provides stormwater attenuation and water quality pretreatment in accordance with City of Fort Pierce requirements.

The system contains the following features:

Storm Sewer
Stormwater Inlets
Dry Detention Ponds

II. Sedimentation and Erosion Control Measures

A silt fence shall be constructed around the perimeter of the construction areas before construction commences, as shown on the plans. Refer to the Florida Sediment and Erosion Control Manual, latest edition for requirements. Sedimentation and erosion control measures shall be monitored continuously and maintained as necessary.

During periods of dry weather and windy conditions, wind erosion can be a problem in areas that have not been stabilized. When these conditions occur, the soil shall be wetted down as necessary.

III. Pre-construction Meeting and Construction Monitoring Requirements

A pre-construction meeting will be held between the contractor, County inspector and KMA Engineering & Surveying representatives prior to release of the plans. Construction monitoring requirements will be reviewed at the meeting and are specified on the Paving and Drainage Plan (Construction Field Observations)

IV. Release into Service

Prior to release into service, the stormwater system shall be certified by the engineer-of-record, including the submittal of as-built drawings. The following items, at a minimum, will be required:

1. Remove any debris and vegetation in the storm sewer system.
2. After clean-up and stabilization of grassed area, all sedimentation and erosion control temporary measures, such as filter cloth at inlet grates, silt fences, turbidity barriers, hay bales, etc., shall be removed.
3. Removal of all nuisance exotic vegetation.
4. Permanent stabilization of all lake banks, swales, etc.

V. Operation & Maintenance

Sunrise Lakes Homeowners Assocaition shall be responsible for the implementation of the Stormwater Maintenance Plan including all catch basins, pipes, and retention pond areas. Maintenance shall occur on a regular basis, monthly or quarterly, and after any severe rainfall events, and shall consist of the following:

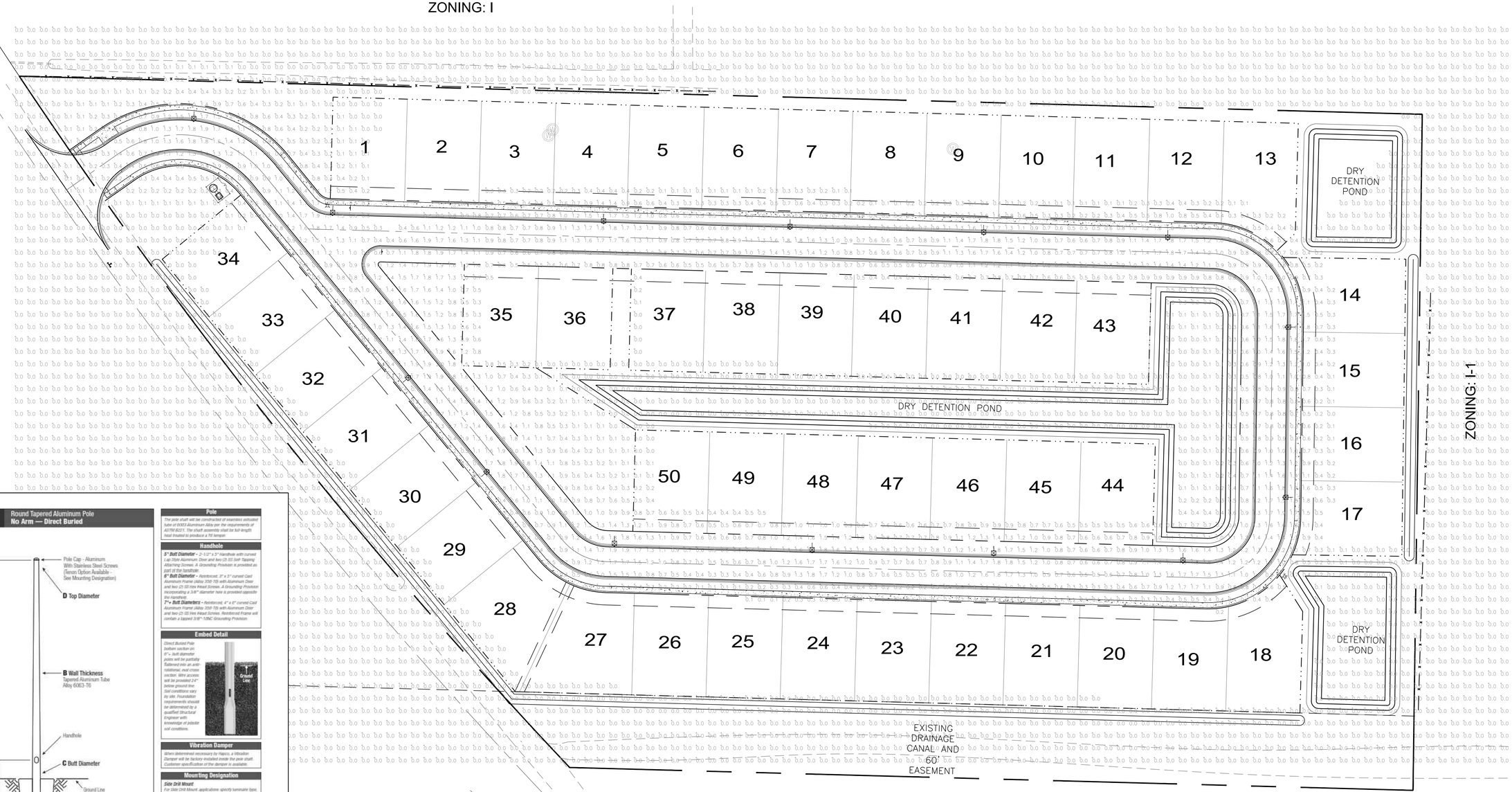
1. All silt, debris, and vegetation shall be removed from all catch basins and pipes.

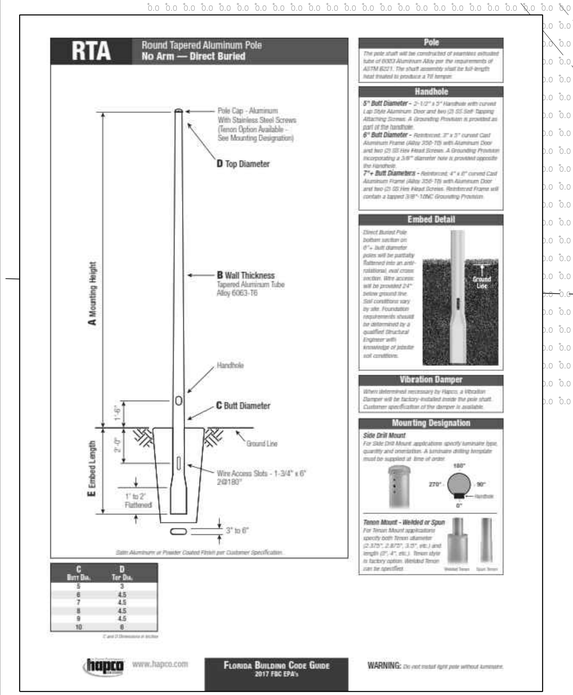
2. Any deterioration to the structures shall be repaired promptly.
3. No chemicals, oils, greases, or similar wastes shall come in to contact with the stormwater management system. This could result in clogging of the soil in the retention pond areas.
4. No grass clippings shall be disposed of in the system. This will cause clogging of the system and will create ideal conditions for breeding mosquitoes.
5. Inspect the discharge pipes at least once per year to ensure the system is functioning properly.
6. Silt in culverts and inlets shall be removed at least every six months and no less than once a year in order to prevent clogging of the storm pipe and inlets.
7. All nuisance exotic vegetation shall be removed on a monthly basis. All re-growth shall be removed effectively.
8. No fertilizer is to be applied to the grass within the retention area.
9. Lake banks shall be inspected for erosion or shoals at least every six months and no less than one year. Should erosion or shoals appear, they shall be corrected immediately to prevent further issues with the system.
10. Operation and maintenance of all operable control structures.

Blaine Bergstresser,
P.E.

FL Lic. No.84598

WHITE CITY CEMETERY
ZONING: I





Landreth Lighting Luminaire Schedule

Symbol	Manufacturer	Qty	Label	Arrangement	Description	LLF	BUG Rating	Arranged Watts	Arranged Lumens
	Lithonia Lighting	15	SLA	Single	DSX0 LED P5 30K 70CRI T3M MVOLT RPA NLTAIR2 PIRHN HS FINISH TBD: MOUNTED 25' AFG ON ROUND TAPERED ALUMINUM DIRECT BURIED POLE	1.000	B1-U0-G3	90.12	10055

Landreth Lighting Calculation Summary

Label	CalcType	Units	Avg	Max	Min	Avg/Min	Max/Min
Entire Site	Illuminance	Fc	0.26	2.0	0.0	N.A.	N.A.
Drive Lane	Illuminance	Fc	1.20	2.0	0.5	2.40	4.00

North
GRAPHIC SCALE
40 0 40 80 120
SCALE: (1 Inch = 40 Feet)

ZONING: RS-3

KMA
ENGINEERING & SURVEYING, LLC.
3001 INDUSTRIAL AVE 2
FORT PIERCE, FL 34946
(772) 569-5505
FBPE C.O.A. # 33705

REVISIONS:

BY:	DATE:	COMMENT:

NOT FOR CONSTRUCTION

PROJECT: SUNRISE LAKES
CITY OF FORT PIERCE, FLORIDA

CLIENT: INTEGRITY 1ST CONSTRUCTION GROUP

BLAINE ROBERT BERGSTRESSER LICENSE NO. 84598 STATE OF FLORIDA PROFESSIONAL ENGINEER

BLAINE BERGSTRESSER, P.E.
FLORIDA LICENSE No. 84598
02/24/2022

811 KNOW WHAT'S BELOW ALWAYS CALL 811 BEFORE YOU DIG
It's fast. It's free. It's the law.
www.callsunshine.com

PROJECT No.:	24-1001
DRAWN BY:	SCB
CHECKED BY:	BRB
DATE:	04/02/2024
CAD I.D.:	24-1001-PHOTO

SHEET TITLE:
PHOTO-01

SHEET NUMBER:

Printed on Tuesday, July 09, 2024, 12:17 PM by Blaine Bergstresser - X:\24-1001-PHOTO-------XLAPLUS PHOTO.dt



Legend

- Electric Primary Wire
- Transmission Wire
- Gas Main
- Fiber Optic Cable
- Potable Water Main
- Raw Water Main
- Wastewater Force Main
- WW Gravity Main
- Pole
- Fuse
- Transformers
  - Overhead
  - Pad Mount
- Valves
  - Gas
  - Water
  - Raw Water
  - Waste Water
- Fire Hydrant
- Well
- PS Lift Station

Disclaimer:

The data contained herein is offered "as is", with no claim or warranty as to its accuracy or completeness. The data is for reference only and should not be considered to be of survey precision. Due to formatting restrictions, the information provided in the map may not be represented in the legend.

811 Know what's below. Call before you dig.

Date: 3/25/2024

FPUA COMMUNITY PROUD

N

1 inch = 200 feet

FPUA Web Map

Created By:
Name

(772) 466-1600
FAX (772) 461-1938

KMA Engineering & Surveying, LLC
3001 Industrial Avenue 2
Ft. Pierce, FL 32946
Phone: (772) 569-5505 Fax: (772) 569-1455

June 7, 2024

City of Fort Pierce
Planning Department
100 N. US Highway 1
Fort Pierce, FL 34950

Re: Sunrise Residential PD Benefits

The main Public Benefit of the project is the deceased density. Currently the project allows for 6 units per acre which would allow for sixty-nine(69) single family residents. This decreases the number of traffic trips on the existing roads. The decrease in lots size and setbacks allows for a shared amenity lot that all the residents can enjoy.

Should you have any questions or require additional information, please feel free to contact this office at your earliest convenience.

Sincerely,

Blaine Bergstresser, P.E.
Florida License No. 84598

DISTRICT PLANNING GROUP

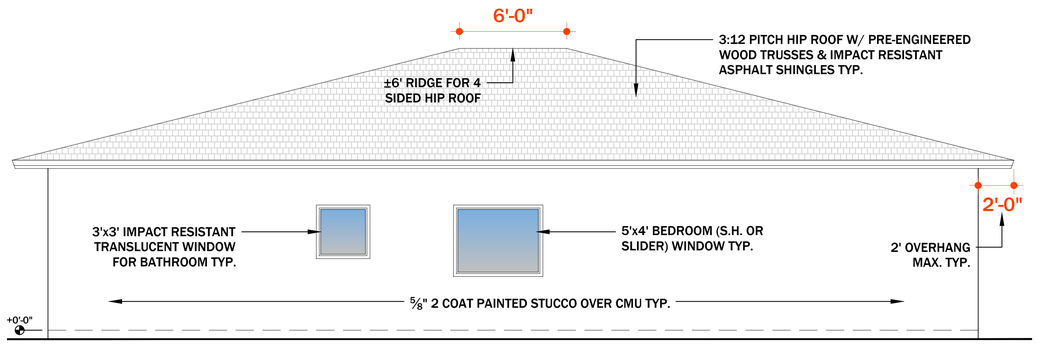
Sunset Gardens

Master Planned Development

Phasing Plan

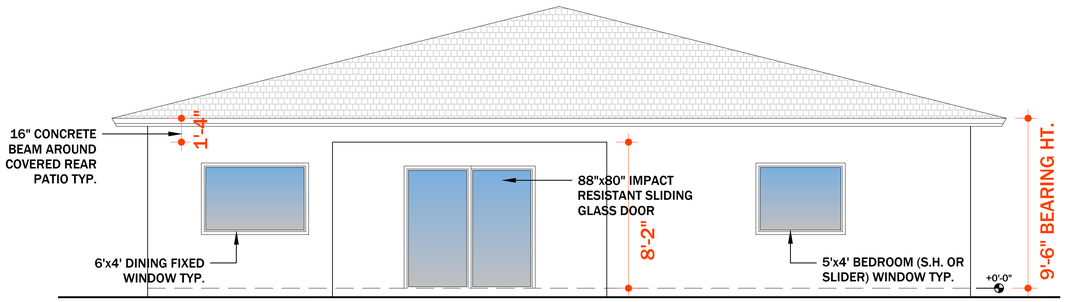
Phasing is not planned for the Sunset Gardens Planned Development at this time.

"IT IS A VIOLATION OF THE LAW FOR ANY PERSON, UNLESS ACTING UNDER THE DIRECTION OF A LICENSED ARCHITECT TO ALTER THESE PLANS AND SPECIFICATIONS." THIS DOCUMENT CONTAINS PROPERTY INFORMATION AND SHALL NOT BE USED OR REPRODUCED, OR ITS CONTENTS DISCLOSED, IN WHOLE OR IN PART, WITHOUT THE PRIOR WRITTEN CONSENT OF ALL TERRAIN ARCHITECT, LLC - LICENSE #AR100808
CONTRACTOR(S) SHALL VERIFY EXISTING CONDITIONS AND CORRELATE DIMENSIONS PRIOR TO PROVIDING THE WORK DETAILED IN THESE DRAWINGS, AND SHALL PROMPTLY NOTIFY THE DESIGNER OF ANY DISCREPANCIES.



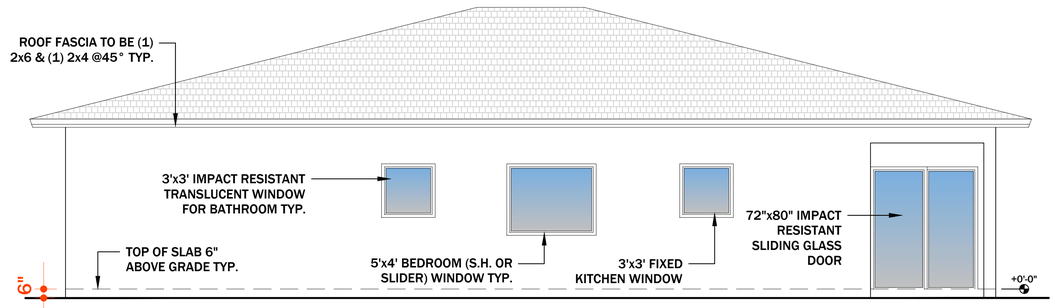
5 PROPOSED SIDE ELEVATION

SCALE: 1/4" = 1'-0"



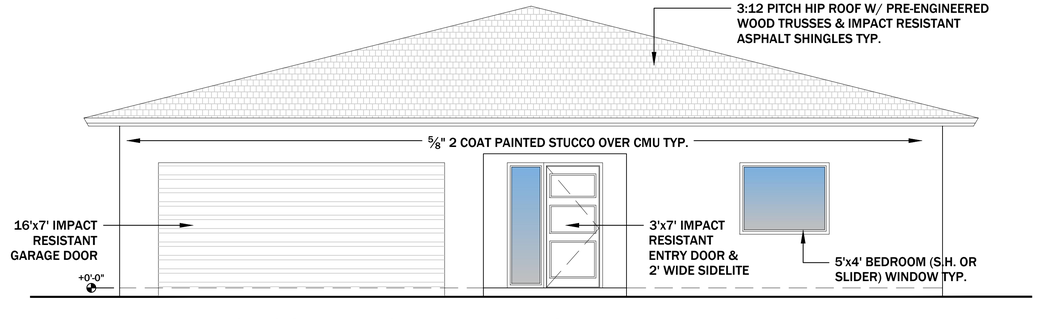
4 PROPOSED REAR ELEVATION

SCALE: 1/4" = 1'-0"



3 PROPOSED SIDE ELEVATION

SCALE: 1/4" = 1'-0"

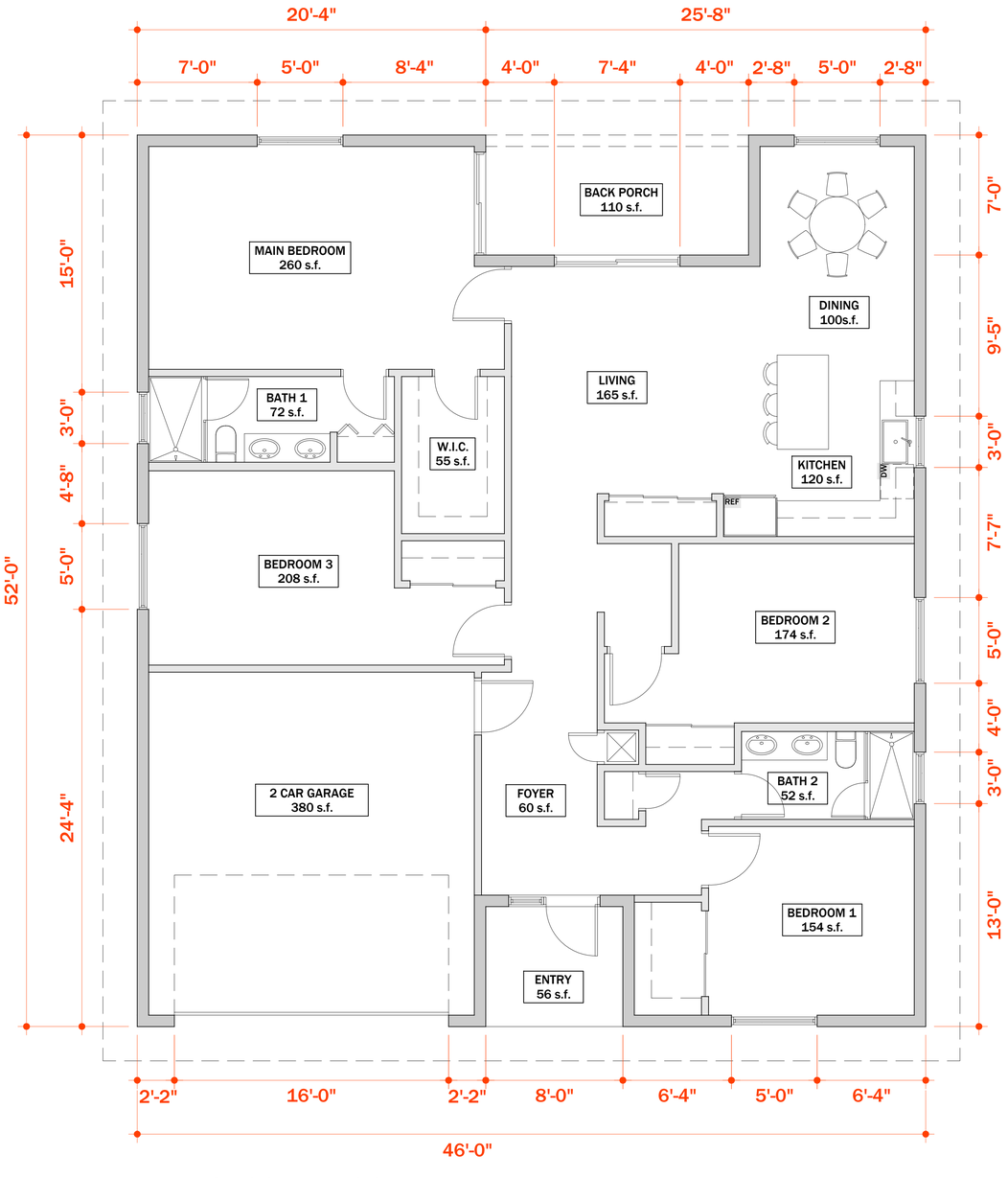


2 PROPOSED FRONT ELEVATION

SCALE: 1/4" = 1'-0"

HOUSE MODEL A: 4 BED 2 BATH / 2,392 S.F.

TOTAL FOOTPRINT: 2,392 S.F.
HVAC SPACE: 1,818 S.F.



1 PROPOSED FLOOR PLAN

SCALE: 1/4" = 1'-0"

VARIES

© 2024

ALL TERRAIN ARCHITECT LLC

OFFICES:
8051 N TAMIAMI TRAIL
E6
SARASOTA
FL 34243

21266 SUMMERTRACE CIR.
BOCA RATON
FL 33428

PROJECT
SUNRISE LAKES RESIDENTIAL COMMUNITY

3804 SUNRISE BLVD
FORT PIERCE
FL 34982

DATE: 4/15/2024
PROJECT # 24101

REVISION	DATE
1	
2	
3	
4	
5	
6	

NOTES:
1. DO NOT SCALE THE DRAWINGS DUE TO SHEET & PLOTTING DIFFERENTIAL. FOLLOW THE DIMENSIONS & ALWAYS FIELD VERIFY

SCHEMATIC DESIGN

STATE OF FLORIDA
ARTHUR MOLINARI
AR 100808
REGISTERED ARCHITECT

MODEL A PLAN & ELEVATIONS

0' 1' 2' 4' 8'
SCALE: 1/4" = 1'-0"

A-1.0

DRAWN BY: ATA

THE SUNRISE CITY
FORT PIERCE
PLANNING DEPARTMENT
Florida

CONCURRENCY
CAPACITY ANALYSIS

I. Site Data:

	Existing Use	Future Land Use	Zoning
North	Cemetary	P/F	Institution
South	SFR	RU	RS-3 Cou
East	State Use		Light IND
West	SFR	RU	RS-3 Cou

	Future Land Use	Zoning Classification	Maximum Intensity Residential: Dwelling Units per Acre Other: Square Footage	Total Acreage	Flood Zone
Current	RM	RS-3 Cou	RS-3-6 DU/AC	11.54	X & AE
****Proposed**	RM	PD	PD 2.24 DU/AC	11.54	N/A

II. Public Facilities Information:

A. Potable Water:	
Average Use	Residential: 100 gallons per day per person (du x 2.6= persons x 100 gpd = demand) Other: 0.125 gallons per day per square foot
Demand Analysis	Maximum
Current Zoning/FLU	Total gallons per day
**Proposed Zoning/FLU	Total gallons per day
**Change in Demand	Total gallons per day

B. Wastewater:	
Average Use	Residential: 100 gallons per day per person (du x 2.6= persons x 100 gpd = demand) Other: 0.1 gallons per day per square foot
Demand Analysis	Maximum
Current Zoning/FLU	Total gallons per day
**Proposed Zoning/FLU	Total gallons per day
**Change in Demand	Total gallons per day

C. Parks and Recreation (Residential Classifications Only):
(Du x 2.6 = persons + 44,227 = population /LOS)

Park Type	LOS	Existing Population Park Demand	Proposed Population Park Demand	Change in Demand
Regional	20 acres per 1,000 people			
Urban District	5 acres per 1,000 people			
Community	2.5 acres per 1,000 people			
Neighborhood	1.36 acres per 1,000 people			

D. Public Schools (Residential Classifications Only):
Single Family: (du x 0.405 = students/70% K-8/30% High)
Multi-family: (du x 0.207 = students/70% K-8/30% High)

	K-8	High
School Name	White City Elementary & Forest Grove Middle	Fort Pierce Central
City	Fort Pierce	Fort Pierce
Distance	1.5 mi & 1.2 mi	0.8 mi
Current Zoning/FLU Enrollment Demand		
****Proposed Zoning/FLU Enrollment Demand**		
****Change in Demand**		

E. Solid Waste: Residential (2 yard serves 15 units, 4 yard serves 30 units, 6 yard serves 45 units, 8 yard serves 60 units)	
Demand Analysis	Maximum
Current Zoning/FLU	RS-3
****Proposed Zoning/FLU**	PD
***Change in Demand**	

F. Stormwater:
Potential increase in volume discharged due to increased impervious coverage, reduced groundwater seepage or loss of surface water storage impacting Adopted LOS of 25-year 3-day storm Pre vs. Post Runoff (Storm sewers to convey 5 year- 1 day storm event; Canals to convey 3 year – 1 day storm event)

Impact	

III. Transportation Analysis: *Complete ITE Trip Generation Form (Attached)*

G. Transportation Analysis: Complete ITE Trip Generation Data Form Most recent ITE Code for use; HCM Roadway Capacity		
	AADT	**AM/PM Peak Hour Trips**
Demand Analysis	Maximum	Maximum
Current Zoning/FLU	RS-3	
****Proposed Zoning/FLU**	PD	
***Change in Demand**	Trips	Trips 40 AM, 52 PM
Impact to Capacity	Meets Concurrency	

IV. Project Description

PHASING			
Is this project (phase) part of a larger project?	☐ Yes	☑ No	
If yes, enumerate each phase, the number of units or square footage in each phase and beginning/completion date.			
Total Project: Residential Units: 50	Single Family: 50	Multifamily:	
Non-residential (square footage):			
Mixed-use (describe use):			
(If this is a single phase project, name it Phase I – Total)			

RESIDENTIAL DATA					
Type	**Phase**	**Number of Units**	**Acres**	**Expected beginning date**	**Expected completion date**
Single-family, detached		50	11.54		
Single-family, attached					
Multi-family					
Other (specify)					

NON-RESIDENTIAL DATA					
Type(s) specify	**Phase**	**Square footage**	**Acres**	**Expecting beginning date**	**Expected completion date**

A. Indicate whether the proposed project will be eliminating any existing recreational facilities. If yes, detail the number and type being eliminated. ☐ Yes ☐ No

B. 1. Does this application involve demolition or re-use of any structure(s)? ☐ Yes ☐ No
If yes, what is the size of the structure(s) to be demolished or re-used? _____
2. What is the current use of the structure to be demolished or re-used? _____
3. Are you claiming trip credits for the demolition or re-use of a structure(s) at the site? ☐ Yes ☐ No
If yes, provide estimates of credits for each previous use at the site. (Attach sheet with calculations)

C. Exemptions Requested:

** Complete section if requesting a change in zoning, future land use, or expanding

CITY OF FORT PIERCE
COMMUNITY DEVELOPMENT DEPARTMENT
PLANNING DIVISION

COMPREHENSIVE PLANNING ◊ DEVELOPMENT REVIEW
HISTORIC PRESERVATION ◊ URBAN DESIGN ◊ URBAN FORESTRY ◊ ZONING

PROPERTY OWNER RESPONSE SUMMARY

REQUEST: Approvals of a Preliminary Plat, Preliminary Development Plan, and Rezoning to Planned Unit Development (PUD) to construct a 40-unit single-family home development.

LOCATION: 4945 Edwards Road

PROPERTY SIZE: 17.62 acres

OWNER: Orange Gardens Development, Inc.
4863 SW 147th Place
Miami, Florida 33185

APPLICANT: Same

# OF LETTERS SENT TO PROPERTY OWNERS		**105**
20% DISAPPROVAL THRESHOLD		**21**
RESPONSES	**Total**	**10**
	Approve	**3**
	Disapprove	**7**

As of: March 11, 2008

100 NORTH U.S. HIGHWAY 1 ◊ P.O. BOX 1480 ◊ FORT PIERCE, FL 34954-1480 ◊ 772-460-2200 ◊ FAX: 772-466-5808
WWW.CITYOFFORTPIERCE.COM

City Clerk 3-17-08

CITY OF FORT PIERCE, FLORIDA

City Commission Meeting

Agenda Item # 1

Commission Meeting March 17, 2008

To: The Honorable Mayor and Members of the City Commission

Through: Dennis W. Beach, City Manager

From: Peter Buchwald-Assistant Director-Planning & Zoning

Re: **Preliminary Development Plan, Rezoning, and Preliminary Plat**
Orange Gardens
4945 Edwards Road

Date: March 11, 2008

ISSUE(S): Approvals of a Preliminary Plat, Preliminary Development Plan, and Rezoning to Planned Unit Development (PUD) to construct a 40-unit single-family home development

SUMMARY:

- Property is 17.62 acres in size and is currently vacant.
- Rezoning from R-1 to PUD is requested.
- 40 single-family units are proposed resulting in a density of 2.89 units per acre.
- Lots are 6,660 square feet to 11,000 square feet in size.
- 3.8 acres of wetlands will be preserved in southern portion.
- The development includes significant amount of open space with meandering artificial creek and trail, a clubhouse, pool, playground, and gazebo.
- Homes feature a contemporary design with 2-car garages and hurricane protection measures.
- Left and right turn lanes into the development will be constructed on Edwards Road.
- On December 11, 2007, Planning Board recommended approval with two conditions, one was addressed directly.
- 105 notifications were mailed. As of March 11, 2008, 10 responses received, 3 approve and 7 disapprove.

FISCAL IMPACT: None

RECOMMENDATION: Approve the applications

ALTERNATIVES: Deny the applications

RESPONSIBLE STAFF: Peter Buchwald, Assistant Director-Planning & Zoning

COORDINATED WITH: Not applicable

ATTACHMENTS: Rezoning Ordinance, Staff Report, Property Owner Response Summary, Planning Board Minutes, Property Record Card, Location/Aerial Map, Zoning Map, Applications, PUD Document, Traffic Update, Environmental Impact Report, Survey, Plans, Elevations, and Preliminary Plat

City Clerk

CITY OF FORT PIERCE
COMMUNITY DEVELOPMENT DEPARTMENT
PLANNING DIVISION

COMPREHENSIVE PLANNING ◊ DEVELOPMENT REVIEW
HISTORIC PRESERVATION ◊ URBAN DESIGN ◊ URBAN FORESTRY ◊ ZONING

TO: David L. Recor, Deputy City Manager

FROM: Peter Buchwald, Assistant Director-Planning & Zoning P. B.

RE: **Preliminary Development Plan Review, Rezoning, and Preliminary Plat Review**
Orange Gardens
4945 Edwards Road

DATE: March 11, 2008

STAFF REPORT

Owner: Orange Gardens Development, Inc.
4863 SW 147th Place
Miami, Florida 33185

Applicant: Same

Representative: Steven Ball, AICP
Land Planning Systems, Inc. 2100 SE Hillmoor Dr., Suite 202
~~201 S.W. Port St. Lucie Boulevard, Suite 203~~
Port St. Lucie, Florida ~~34984~~ 34952

Requested Action: Approvals of a Preliminary Plat, Preliminary Development Plan, and Rezoning to Planned Unit Development (PUD) to construct a 40-unit single-family home development.

Location: 4945 Edwards Road

Parcel Size: 17.62 acres

Current Zoning: R-1, Single Family Low Density Zone

Proposed Zoning: PUD, Planned Unit Development

Comprehensive Plan: RL: Low Density Residential, single-family, multi-family residences, limited public uses, limited convenience goods and services. The Preliminary Plat, Preliminary Development Plan, and Rezoning are consistent with the Comprehensive Plan.

Utilities: Located within the FPUA Retail Service Area

Staff Analysis:

The applicant is proposing to construct 40 single-family residential units on a 17.62-acre site located on the south side of Edwards Road east of Jenkins Road. The development will consist exclusively of single-family homes and will incorporate existing native vegetation and wetlands into the design. The applicant also requests a rezoning of the subject property from R-1, Single Family Low Density, to Planned Unit Development (PUD) to permit the proposed development.

The 17.62-acre parcel is currently vacant and was occupied by a citrus grove. The property is zoned R-1, Single Family Low Density with a Future Land use of RL, Low Density Residential. The properties to the north of the proposed development are vacant or occupied by single-family homes and located within unincorporated St. Lucie County. The property to the south is currently vacant and unincorporated. The properties to the west are zoned R-4, Medium Density Residential, and are occupied by multi-family homes. The vacant properties to the east are unincorporated and consist of single-family homes.

The PUD will be completed in one phase and will only consist of 40 single family homes. Based on the development schedule, the anticipated rate of construction is 20 homes per year with an estimated completion date of summer of 2010.

The development is situated approximately 650 feet south of Edwards Road. Access to the development is provided by a 60-foot-wide meandering access drive that extends from Edwards Road into the development. The development will not be gated and will include a dedicated school bus stop at the entrance roundabout.

The density for the proposed development is 2.89 units per acre which is less than the maximum permitted density in the R-1 zoning district of 4 units per acre and less than the maximum permitted density in a PUD of 15 units per acre. Although the density is considerably lower than what is permitted by straight zoning, the Preliminary Plat specifies that the proposed lot dimensions are less than 75 feet wide and less than 110 feet in depth which are the minimum lot requirements specified in the R-1 zoning district. As such, the applicant is requesting the development be zoned to PUD to allow for the smaller lot sizes since there are no specific lot size requirements identified in Section 22-40 which pertains to PUDs. The lots range in size from 6,660 square feet to 11,000 square feet. Each lot will include a 5-foot drainage and utility easement that extends on all sides of the lot.

A total of 3.8 acres of wetlands are located in the southern portion of the property. The wetlands will be preserved and a 25-foot wetland buffer area will be planted with a substantial amount of trees and vegetation to further enhance the native vegetation and wetlands. To ensure that the wetlands and upland protection areas are protected in the future, a conservation easement will placed over the preservation area and dedicated to the home owners association.

The development further includes open space and common open space in the upland area in quantities which significantly exceed the PUD standards. The open space will also integrate a meandering artificial creek which will be constructed on the east and west property lines and will

flow to several ponds which further enhance the environmental and open space qualities of the development.

It should be noted that the southern half of the subject property lies within a flood zone due to the close proximity to 10 Mile Creek. The elevation of the property changes from 15 feet in the northern portion to 2 feet at the wetland boundaries in the southern portion. As a result, a retaining wall will be constructed along the south end of the upland area to protect against flood conditions for the homes located in the lower elevations. Upon submittal for building permit application, Staff will further confirm that the homes meet the flood provision criteria specified in the City Code.

The homes feature a contemporary design with mixed façade materials. Each single-family home will include a 2-car garage and natural gas-fired electrical generators for power outage situations. In addition, all homes will incorporate additional hurricane protection measures including the exceedance of current code requirements for wind loads. Sidewalks will be installed on both sides of the street throughout the development and will connect to Edwards Road. In addition to trails located though the common open space areas, recreational amenities will include a clubhouse, pool, playground, and gazebo located in the northern portion of the development.

A Traffic Impact Analysis updated by Boyle Engineering in February 2008 indicates that 383 average daily trips would be generated by the proposed development with 37 AM peak hour trips and 47 PM peak hour trips. As part of the development, separate left and right turn lanes will be constructed on Edwards Road to prevent unwarranted stacking. The analysis concludes that the traffic from the project will not significantly impact the Levels of Service for the roadway links or intersections, and no additional off-site roadway improvements are necessary.

All affected Departments have reviewed the submittals and have approved the proposed Site Plan based on it meeting the requirements of the City Code.

In addition, the proposed rezoning satisfies the following standards specified in Section 22-131 of the City Code:

1) The amendment is consistent with the comprehensive plan;

2) The amendment will not have an adverse affect on the ability of the city to:
   a. Satisfy land and water use needs; and
   b. Meet transportation demands and provide community facilities and services; and

3) The amendment will promote and protect the public health, safety and general welfare.

Planning Board Comments:

At their meeting on December 11, 2007, the Planning Board voted unanimously to recommend **approvals** of the Preliminary Plat, Preliminary Development Plan, and Rezoning from R-1 to PUD with the conditions that the applicant endeavors to make adjustments to the curves on the entrance road and that the preliminary plat is corrected to show 14-foot lanes on the entrance road. The preliminary plat has been corrected and the applicant reportedly discussed adjustments to the

entrance road curves with the City Traffic Engineer but it was mutually agreed upon that such adjustments would not produce the desired effect on traffic through the curves.

Property Owner Response Summary:

A notification of the Rezoning was mailed to the owners of properties located within 500 feet of the proposed development. A total of 105 notifications were mailed. As of March 11, 2008, 10 responses have been received, 3 of which approve and 7 of which disapprove of the Rezoning.

Staff Comments:

Based on the Preliminary Plat and Preliminary Development Plan meeting the requirements of the City Code and based on the Rezoning satisfying City Code standards, Staff recommends **approvals** of the Preliminary Plat, Preliminary Development Plan, and Rezoning.

CITY OF FORT PIERCE

2005 Florida League of Cities "City of Excellence" Award Winner

DEPARTMENT OF PLANNING

"IMPROVING THE WAY WE DO BUSINESS"

ZONING ADMINISTRATION
DEVELOPMENT REVIEW
COMPREHENSIVE PLANNING
URBAN DESIGN
HISTORIC PRESERVATION
CULTURAL RESOURCES

APPLICATION FOR SITE PLAN

1. Project description of real property in the City of Fort Pierce, for which site plan approval is requested. A residential P.U.D. to include 40 single family dwelling units and a Clubhouse with recreational amenities. 17.62 acres legally described as a portion of the NE ¼ of the SW ¼ of Section 30, Township 35 South, Range 40 East. Please see attached sheet for full legal.

2. Property Tax I.D. # 2430-244-0001-0004

3. Property address 4945 Edwards Road, Fort Pierce

4. Zoning district of described property R – 1 (Proposed P.U.D. on separate application)

5. Future Land Use RL – Residential, Low Density (Low Density)

6. Name of owner(s) "Please Print" Orange Gardens Development, Inc., Janos Gyory, President
   Signature of owner(s) Janos Gyory, PRES.
   Mailing Address 4863 SW 147th Place, Miami, Florida 33185
   Phone number(s) Phone: (305) 553-3695 Fax: (305) 220-9983

7. Name of applicant(s) "Please Print" Same as owner listed above
   Signature of applicant(s) Janos Gyory
   Mailing Address Same as above
   Phone number(s) Same as above

8. Name of representative(s) "Please Print" Steven Ball, AICP, Land Planning Systems, Inc. (Agent)
   Signature of representative(s)
   Mailing Address 201 S.W. Port St. Lucie Blvd., Suite 203, Port St. Lucie, FL 34984
   Phone number(s) Phone: (772) 785-7006 Fax: (772) 785-7008

*Revised application per February 2007 re-submittal

To be completed by the City of Fort Pierce

Date Received _____ By _____

Fee Paid Receipt Number RCPT-

Full Legal Description

30 35 40 SE 1/4 OF SE 1/4 OF NW 1/4 AND N 1/2 OF NE 1/4 OF NE 1/4 OF SW 1/4 AND FROM THE NW COR OF S 1/2 OF NW 1/4 RUN N 89 02 18 E ALG N LI OF S 1/2 2024.51 FT TO INT WITH W LI OF NE 1/4 OF SE 1/4 OF NW 1/4 ALSO BEING NLY EXT OF E LI OF WESTGLEN S/D, TH S 00 34 45 W ALG W LI OF NE 1/4 OF SE 1/4 OF NW 1/4 21.73 FT TO WLY R/W LI OF EDWARDS RD AND POB, TH N 88 43 09 E ALG SLY R/W LI 60.02 FT, TH S 00 19 48 W ALG A LI 60 FT E OF AND // TO E LI OF TRACT A AND LOT 7 OF WESTGLEN S/D 394.11 FT, TH N 89 30 46 E ALG A LI 60 FT N OF & // TO N LI OF LOT 8 259.73 FT, TH S 00 21 56 W ALG LI 60 FT E OF & // TO E LI OF WESTGLEN S/D 247.76 FT, TH S 88 53 19 W 60.02 FT TO INT WITH E LI OF WESTGLEN S/D, TH N 00 37 24 E ALG E LI 188.33 FT TO NLY LI OF LOT 8, TH S 89 22 14 W ALG NLY LI 259.69 FT TO INT WITH W LI OF NE 1/4 OF SE 1/4 OF NW 1/4, ALSO BEING ELY LI OF WESTGLEN S/D, TH N 00 34 45 W ALG W LI 453.29 FT TO POB- EX CANAL- (16.54 AC) (OR 2060-2096)

CITY OF FORT PIERCE CITY PLANNING DEPARTMENT
100 N. US #1, Fort Pierce, Florida 34954
Phone: (772) 460-2200

APPLICATION FOR CHANGE OF ZONING

(Items 1-6 must be completed)

1. **Legal description of real property in the City of Fort Pierce, Florida, for which a Change in zoning is requested:**

   A portion of the Northeast ¼ of the Southwest ¼ of Section 30, Township 35 South, Range Range 40 East. Please see previous page for full legal description.

2. **Size of described property:** 17.62 Acres

3. **Zoning district of described property (present):** R - 1

4. **Zoning district requested for described property (proposed):** P.U.D.

5. **Reason(s) for proposed change:** Residential units with density of ~~2.3~~ 2.89 units per acre (the lot sizes vary from the alternative zoning district)

6. **Name of Owner(s)(please print):** Orange Gardens Development, Inc., Janos Gyory, President

   Signature of Owner: Janos Gyory, Pres

   Mailing Address: 4863 SW 147th Place

Miami	Florida	33185	(305) 553-3695
City	State	Zip Code	Telephone Number

7. **Name of Applicant (if different from owner) Please Print:** Same as above

   Signature of Applicant: Janos Gyory

   Mailing Address: Same as above

City	State	Zip Code	Telephone Number

8. **Name of Representative:** Steven Ball, AICP, Land Planning Systems, Inc. (Agent)

   Mailing Address: 201 SW Port St. Lucie Boulevard, Suite 203

Port St. Lucie	Florida	34984	(772) 785-7006 Fax (772) 785-7008
City	State	Zip Code	Telephone Number

*Revised application per February 2007 re-submittal

TO BE COMPLETED BY CITY

Date Received _____ **By** _____
Fee Paid: $ _____ **Receipt No.** _____

CITY OF FORT PIERCE
DEPARTMENT OF PLANNING

100 North U.S. #1
Fort Pierce, Florida 34954
Telephone: (772)'460-2200

APPLICATION FOR SUBDIVISION REVIEW

1a. Legal description of real property in the City of Fort Pierce, Florida, for which subdivision approval is requested. A portion of the northeast ¼ of the southwest ¼ of Section 30, Township 35 South Range 40 East. Please see attached sheet for the full legal description.

1b. Property Tax I.D. # 2430-244-0001-0004

2. Property Address 4945 Edwards Road, Fort Pierce, Florida

3. Project description and location 17.62 acres located south of Edwards Road and west of McNeil Road recently annexed into the city of Fort Pierce.

4. Future Land Use Residential – Low Density

5. Zoning district of described property Planned Unit Development (PUD)

6. Name of owner(s) "Please Print" Orange Gardens Development, Inc., Janos Gyory, President

Signature of owner James Gyory, PRESIDENT

Mailing address 4863 SW 147th Place, Miami, Florida 33185

Phone number(s) 305-553-3695

7. Name of applicant(s) (if different from owner(s) "Please Print" Land Planning Systems - Agent

Signature of applicant

Mailing address 201 SW Port St. Lucie Blvd., Ste. 203, Port St. Lucie, Florida 34984

Phone number(s) (772) 785-7006, Fax: (772) 785-7008

8. Name of representative Steven Ball, President of Land Planning Systems - Agent

Phone number (772) 785-7006, Fax: (772) 785-7008

Mailing address	201 SW Port St. Lucie Blvd., Ste. 203, Port St. Lucie, Florida 34984

TO BE COMPLETED BY CITY

Date Received _____ by _____

Fee Paid $ _____ Receipt Number _____

CITY OF FORT PIERCE
Florida

OFFICE OF CITY CLERK
CITY HALL, 100 NORTH U.S. 1
P. O. BOX 1480
FORT PIERCE, FLORIDA 34954-1480
TEL. (772) 460-2200
www.cityoffortpierce.com

March 18, 2008

Orange Gardens Development Inc.
Janos Gyory, President
4863 SW 147th Place
Miami, FL 33185

Re: Preliminary Development Plan

Dear Applicant:

At their meeting on March 17, 2008, the City Commission of the City of Fort Pierce held a Public Hearing on the Application for Preliminary Development Plan to construct Orange Gardens (residential PUD with 40 dwelling units and clubhouse) to be located on 17.62 acres located at 4945 Edwards Road in Fort Pierce, Florida.

After discussion, the City Commission passed a motion to approve the Preliminary Development Plan.

Very truly yours,

Cassandra Steele, CMC
City Clerk

/cs

cc: Assistant Director for Planning & Zoning
Land Planning Systems, Inc. (Representative)

CITY OF FORT PIERCE
Florida

OFFICE OF CITY CLERK
CITY HALL, 100 NORTH U.S. 1
P. O. BOX 1480
FORT PIERCE, FLORIDA 34954-1480
TEL. (772) 460-2200
www.cityoffortpierce.com

March 18, 2008

Orange Gardens Development Inc.
Janos Gyory, President
4863 SW 147th Place
Miami, FL 33185

Re: Preliminary Plat

Dear Applicant:

At their meeting on March 17, 2008, the City Commission of the City of Fort Pierce held a Public Hearing on the Application for Preliminary Plat to construct Orange Gardens Subdivision to be located on 17.62 acres located at 4945 Edwards Road in Fort Pierce, Florida.

After discussion, the City Commission passed a motion to approve the Preliminary Plat.

Very truly yours,

Cassandra Steele, CMC
City Clerk

/cs

cc: Assistant Director for Planning & Zoning
Land Planning Systems, Inc. (Representative)

CITY OF FORT PIERCE
Florida

OFFICE OF CITY CLERK
CITY HALL, 100 NORTH U.S. 1
P. O. BOX 1480
FORT PIERCE, FLORIDA 34954-1480
TEL. (772) 460-2200
www.cityoffortpierce.com

February 26, 2008

Orange Gardens Development Inc.
Janos Gyory, President
4863 SW 147th Place
Miami, FL 33185

Dear Property Owner/Applicant:

We are in receipt of an Application for Site Plan Review submitted for a Preliminary Development Plan for Orange Gardens (residential PUD with 52 dwelling units and clubhouse) to be located on 17.62 acres located at 4945 Edwards Road in Fort Pierce, Florida.

This property is currently zoned R-1, Single Family Low Density Zone; but is concurrently being considered for rezoning to PUD, Planned Unit Development. Said property is legally described as: 30 35 40 SE 1/4 OF SE 1/4 OF NW 1/4 AND N 1/2 OF NE 1/4 OF NE 1/4 OF SW 1/4 AND FROM THE NW COR OF S 1/2 OF NW 1/4 RUN N 89 02 18 E ALG N LI OF S 1/2 2024.51 FT TO INT WITH W LI OF NE 1/4 OF SE 1/4 OF NW 1/4 ALSO BEING NLY EXT OF E LI OF WESTGLEN S/D, TH S 00 34 45 W ALG W LI OF NE 1/4 OF SE 1/4 OF NW 1/4 21.73 FT TO WLY R/W LI OF EDWARDS RD AND POB, TH N 88 43 09 E ALG SLY R/W LI 60.02 FT, TH S 00 19 48 W ALG A LI 60 FT E OF AND // TO E LI OF TRACT A AND LOT 7 OF WESTGLEN S/D 394.11 FT, TH N 89 30 46 E ALG A LI 60 FT N OF & // TO N LI OF LOT 8 259.73 FT, TH S 00 21 56 W ALG LI 60 FT E OF & // TO E LI OF WESTGLEN S/D 247.76 FT, TH S 88 53 19 W 60.02 FT TO INT WITH E LI OF WESTGLEN S/D, TH N 00 37 24 E ALG E LI 188.33 FT TO NLY LI OF LOT 8, TH S 89 22 14 W ALG NLY LI 259.69 FT TO INT WITH W LI OF NE 1/4 OF SE 1/4 OF NW 1/4, ALSO BEING ELY LI OF WESTGLEN S/D, TH N 00 34 45 W ALG W LI 453.29 FT TO POB - EX CANAL - (16.54 AC) (OR 2060-2096) (PARCEL I.D. 2430-244-0001-000-4)

The City Planning Board, at their meeting on December 11, 2007, voted to recommend approval with the conditions that the applicant endeavors to make adjustments to the curves on the entrance road and that the plat is corrected to show 14-foot lanes on the entrance road.

There will be a Public Hearing before the City Commission of the City of Fort Pierce, Florida, at their meeting which begins at **6:30 p.m. on Monday, March 17, 2008, in the City Hall Commission Chambers, 100 North U.S. #1, Fort Pierce, Florida,** on the Application for Site Plan Review - Preliminary Development Plan. All interested parties are invited to attend this meeting and be heard, and to answer any questions that might arise.

Very truly yours,

Cassandra Steele, CMC
City Clerk

/cs

cc: Zoning Administrator
Land Planning Systems Inc. (Representative)

Orange Gardens Site Plan

Client Name:
Advertiser:
Section/Page/Zone: E/E21/F
Description:
Ad Number:
Insertion Number:
Size:
Color Type:

Scripps Treasure Coast Newspapers
News/Press-Tribune • Jupiter Courier • Sebastian Sun
Publication Date: 02/29/2008
This E-Sheet(R) is provided as conclusive evidence that the ad appeared in Treasure Coast News/Press-Tribune on the date and page indicated. You may not create derivative works, or in any way exploit or repurpose any content.

9420 NOTICE OF SALE

Lucie County, Florida, I will sell the property situate in St. Lucie County, Florida, described as:
LOT 38, BLOCK 3264, FIRST REPLAT OF PORT ST. LUCIE SECTION FORTY-EIGHT, ACCORDING TO THE PLAT THEREOF, AS RECORDED IN PLAT BOOK 26, PAGES 23, 23A THROUGH 23L, OF THE PUBLIC RECORDS OF SAINT LUCIE COUNTY, FLORIDA.
A/K/A
6489 NW Omega Rd
Port St. Lucie, FL 34983

at public sale, to the highest and best bidder, for cash, in the Jury assembly room of the St. Lucie County Courthouse, 218 S. Second Street, Ft. Pierce, FL at 11:00 am., on March 19, 2008.

DATED THIS 25TH DAY OF FEBRUARY, 2008.
Any person claiming an interest in the surplus from the sale, if any, other than the property owner as of the date of the lis pendens, must file a claim within 60 days after the sale.

Witness, my hand and seal of this Court on the 25th day of February, 2008.
Edwin M. Fry, Jr.
Clerk of Circuit Court
By: Cheryl Davis
Deputy Clerk

Law Offices of
Daniel C. Consuegra
9204 King Palm Drive
Tampa, FL 33619-1328
Tel (813) 915-8660
Fax (813) 915-0659
In accordance with the American with Disabilities Act of 1990, persons needing a special accommodation to participate in this proceeding should contact the ASA Coordinator no later than seven (7) days prior to the proceedings. If hearing impaired, please call (800) 955- 9771 (TDD) or (800) 955-8770 (voice), via Florida Relay Service.

Publish: February 29, March 7, 2008
1799039

IN THE CIRCUIT COURT OF THE NINETEENTH JUDICIAL CIRCUIT IN AND FOR ST. LUCIE COUNTY, FLORIDA
CASE NO. 56-2007-CA-000570-AXXX-HC

CIT HOME EQUITY TRUST 1997-1
Plaintiff,
v.
THE UNKNOWN HEIRS, GRANTEES, DEVISEES, LIENORS, TRUSTEE, AND CREDITORS OF ALEXANDER LESESNE,DECEASED, AND ALL CLAIMANTS, PERSONS OR PARTIES, NAUTRAL OR CORPORATE, AND WHOSE EXACT LEGAL STATUS IS UNKNOWN CLAIMING BY THOUGH , UNDER OR AGAINST ALEXANDER LESESNE, DECEASED, OR ANY OF THE HEREIN NAMED OR DESCRIBED DEFENDANTS OR PARTIES CLAIMING TO HAVE ANY RIGHT, TITLE OR INTERST IN AND TO THE PROPERTY HEREIN DESCRIBED; VANESSA LESESNE; ALEXZENA VERNELL LESESNE;and and all unknown parties claiming by, through, under or against the herein named Defendants, who are not known to be dead or alive, whether said unknown parties claim as heirs, devisees, grantees, assignees, lienors, creditors, trustees, spouses, or other claimants; TENANT #1 and/or TENANT #2, the parties intended to account for the person or persons in possession; UNITED STATES OF AMERICA;SUNTRUST BANK f/k/a SUNTRUST BANK-CARD, NATIONAL ASSOCIATION f/k/a SUN-BANK
Defendants.

NOTICE OF SALE
Notice is hereby given that, pursuant to the Summary Final Judgment of Foreclosure entered on December 3, 2007, and the Order Rescheduling Foreclosure Sale entered on February 13,2008 in this cause, I will sell the property situated in ST. LUCIE County, Florida described as:
THE WEST 152 FEET OF LOT 9 AND THE WEST 152 FEET OF THE SOUTH 65 FEET OF LOT 8, OF BLOCK "A" OF HARMONY ESTATES, A SUBDIVISION AS PER PLAT THEREOF RECORDED IN PLAT BOOK 8, PAGE 78, OF THE PUBLIC RECORDS OF ST. LUCIE COUNTY, FLORIDA.
A/KA 2110 Keen Road, Fort Pierce, FL 34946-2003

at public sale, to the highest and best bidder, for cash, at the East Door of the Old St. Lucie County Courthouse located at 218 South Second Street, Ft. Pierce, Florida, at 11:00 o'clock a.m., on March 19, 2008.
Any person claiming an interest in the surplus from the sale, if any, other than the property owner as of the date of the lis pendens must file a claim within 60 days after the sale.
Dated at Ft. Pierce, Florida this 25th day of February , 2008.
Edwin M. Fry, Jr.,
Clerk of the Circuit Court
By: Cheryl Davis
Deputy Clerk
Douglas C. Zahm, P.A.-
18830 U.S. Hwy 19 N., #300
Clearwater, FL 33764
(727) 538-4911 phone / (727) 539-1094 fax

Pub: February 29, March 7,2008
1799267

IN THE CIRCUIT COURT OF THE NINETEENTH JUDICIAL CIRCUIT IN AND FOR ST. LUCIE COUNTY, FLORIDA
CASE NO. 2007-CA-004441

VISTANA PSL, INC., a Florida corporation,
Plaintiff,
vs.
THE ESTATE OF HOWARD E. PORTER, SR., deceased and THE UNKNOWN PARTIES, claiming as heirs, devisees, grantees, assignees, lienors, creditors, trustees, personal representatives, administrators or other claimants, by, through, under or against Howard E. Porter, Sr., deceased,
Defendants.

NOTICE OF SALE AS TO THE ESTATE OF HOWARD E. PORTER, SR., DECEASED AND THE UNKNOWN PARTIES, CLAIMING AS HEIRS, DEVISEES, GRANTEES, ASSIGNEES, LIENORS, CREDITORS, TRUSTEES, PERSONAL REPRESENTATIVES, ADMINISTRATORS OR OTHER CLAIMANTS, BY, THROUGH, UNDER OR AGAINST HOWARD E. PORTER, SR., DECEASED

NOTICE IS HEREBY GIVEN that on March 24, 2008, at 11:00 a.m., at the Jury Assembly Room, St. Lucie County Courthouse, 218 South Second Street, Ft. Pierce, Florida the undersigned Clerk will offer for sale the following described real property:
Unit Week 3 in Unit 04104, an Odd Biennial Unit Week of VILLAGE NORTH CONDOMINIUM, together with all appurtenance thereto, according and subject to the Declaration of Condominium of Village North Condominium, as recorded in Official Records Book 1309, Page 0985, Public Records of St. Lucie County, Florida, and all amendments thereof and supplements thereto, if any ("Declaration"), subject to taxes for the current year and subsequent years, and all other matters of record.

The aforsaid sale will be made pursuant to a Default Final Judgment of Foreclosure AS TO THE ESTATE OF HOWARD E. PORTER, SR., DECEASED AND THE UNKNOWN PARTIES, CLAIMING AS HEIRS, DEVISEES, GRANTEES, ASSIGNEES, LIENORS, CREDITORS, TRUSTEES, PERSONAL REPRESENTATIVES, ADMINISTRATORS OR OTHER CLAIMANTS BY, THROUGH, UNDER OR AGAINST HOWARD E. PORTER, SR., DECEASED, entered in Civil No. 2007-CA-004441 now pending in the Circuit Court of the NINETEENTH Judicial Circuit in and for St. Lucie County, Florida.
ANY PERSON CLAIMING AN INTEREST IN THE SURPLUS FROM THE SALE, IF ANY, OTHER THAN PROPERTY OWNER AS OF THE DATE OF THE LIS PENDENS MUST FILE A CLAIM WITHIN 60 DAYS AFTER THE SALE.
DATED on February 21, 2008.
Edwin M. Fry, Jr.
Clerk of the Circuit Court
By: Patricia McPherson
Deputy Clerk

Valerie N. Brown, Esq.
Florida Bar No.: 0010193
Lowndes , Drosdick, Doster, Kantor & Reed, Professional Association
215 North Eola Drive
PO Box 2809
Orlando, FL 32802
(407)843-4600
Attorneys for Plaintiff

IF YOU ARE A PERSON WITH A DISABILITY WHO NEEDS ANY ACCOMMODATION IN ORDER TO PARTICIPATE IN THIS PROCEEDING, YOU ARE ENTITLED, AT NO COST TO YOU, TO THE PROVISION OF CERTAIN ASSISTANCE. PLEASE CONTACT ST. LUCIE COUNTY COURTHOUSE, 218 SOUTH SECOND STREET, FT. PIERCE, FL 34950 WITHIN 2 WORKING DAYS OF YOUR RECEIPT OF THIS NOTICE OF SALE: IF YOU ARE HEARING IMPAIRED CALL: 1-800-955-8771; IF YOU ARE VOICE IMPAIRED CALL: 1-800-955-8770

Publish: February 29, March7,2008
1799274

9424 NOTICE OF MEETING

CITY OF FORT PIERCE
NOTICE OF PUBLIC HEARING

The City Commission of the City of Fort Pierce, Florida, pursuant to Section 22 143 of the Code of Ordinances of the City of Fort Pierce, will on Monday, March 17, 2008, hold a Public Hearing in the City Hall Commission Chambers, 100 North U.S. #1, at their meeting which begins at 6:30 p.m., to consider the following:

Application for Conceptual Development Plan Review submitted by Atlantic Housing Partners LLLP and Kirtus LLC for Jenkins Pointe, a 310-unit affordable housing rental community to be located on the east side of Jenkins Road, south of Graham Road, in Fort Pierce, Florida. Said property is zoned R-4, Medium Density Residential Zone; and is legally described as: 18-35-40 - S 3/4 OF NE 1/4 OF SW 1/4 OF SW 1/4 AND S 3/4 OF NW 1/4 OF SE 1/4 OF SW 1/4- LESS RD R/W-(108) (14.60 AC) (OR 2136-2279) (Property ID 2418-331-0001-000-3) and 18-35-40 - SW 1/4 OF SE 1/4 OF SW 1/4 - LESS RD R/W (19a) (8.94 AC) (OR 2136-2279) (Property ID 2418-343-0001-000-0) and 18-35-40 - NW 1/4 OF SW 1/4 OF SW 1/4 - LESS W 40 FT FOR RD R/W (10 AC) (OR 2322-1942,1944) (Property ID 2418-322-0002-000-2)

All interested parties may appear at the meeting and be heard with respect to the Application for Conceptual Development Plan Review. Said application will be available for inspection in the City Clerk's Office, City Hall, 100 North U.S. #1, Fort Pierce, Florida.

ANY PERSON SEEKING TO APPEAL THE DECISION OF THE CITY COMMISSION AS TO THE FOREGOING IS ADVISED THAT A RECORD OF PROCEEDINGS IS REQUIRED IN ANY SUCH APPEAL AND THAT SUCH PERSON MAY NEED TO INSURE THAT A VERBATIM RECORD OF PROCEEDINGS IS MADE INCLUDING THE TESTIMONY AND EVIDENCE UPON WHICH THE APPEAL IS TO BE BASED.

/s/ Cassandra Steele
City Clerk

Pub.: February 29, 2008
1798550

PLEASE NOTE
Due to the increase in legal advertising deadline to place a legal ad is now
3PM
3 BUSINESS DAYS
prior to publication

CITY OF FORT PIERCE
NOTICE OF PUBLIC HEARING

The City Commission of the City of Fort Pierce, Florida, pursuant to Section 22 143 of the Code of Ordinances of the City of Fort Pierce, will on Monday, March 17, 2008, hold a Public Hearing in the City Hall Commission Chambers, 100 North U.S. #1, at their meeting which begins at 6:30 p.m., on the following:

Application for Subdivision Review - Preliminary Plat for Orange Gardens S/D - submitted by Orange Gardens Development Inc. for property located at 4945 Edwards Road in Fort Pierce, Florida. This property is currently zoned R-1, Single Family Low Density Zone; but is concurrently being considered for rezoning to PUD, Planned Unit Development. Said property is legally described as: 30 35 40 SE 1/4 OF SE 1/4 OF NW 1/4 AND N 1/2 OF NE 1/4 OF NE 1/4 OF SW 1/4 AND FROM THE NW COR OF S 1/2 OF NW 1/4 RUN N 89 02 18 E ALG N LI OF S 1/2 2024.51 FT TO INT WITH W LI OF NE 1/4 OF SE 1/4 OF NW 1/4 ALSO BEING NLY EXT OF E LI OF WESTGLEN S/D, TH S 00 34 45 W ALG W LI OF NE 1/4 OF SE 1/4 OF NW 1/4 21.73 FT TO W LI OF ED-WARDS RD AND POB, TH N 88 43 09 E ALG SLY R/W LI 80.02 FT, TH S 00 19 48 W ALG A LI 60 FT E OF AND // TO E LI OF TRACT A AND LOT 7 OF WESTGLEN S/D 394.11 FT, TH N 89 30 46 E ALG A LI 60 FT N OF & // TO N LI OF LOT 8 259.73 FT, TH S 00 21 56 W ALG LI 60 FT E OF & // TO E LI OF WESTGLEN S/D 247.76 FT, TH S 88 53 19 W 60.02 FT TO INT WITH E LI OF WESTGLEN S/D, TH N 00 37 24 E ALG E LI 188.33 FT TO NLY LI OF LOT 8, TH S 89 22 14 W ALG NLY LI 259.69 FT TO INT WITH W LI OF NE 1/4 OF NW 1/4, ALSO BEING ELY LI OF WESTGLEN S/D, TH N 00 34 45 W ALG W LI 453.29 FT TO POB - EX CANAL - (16.54 AC) (OR 2060-2096) (PARCEL I.D. 2430-244-0001-000-4)

All interested parties may appear at the Public Hearings and be heard with respect to the Application. Said Application will be available for inspection in the City Clerk's Office, City Hall, 100 North U.S. #1, Fort Pierce, Florida.

ANY PERSON SEEKING TO APPEAL THE DECISION OF THE CITY COMMISSION AS TO THE FOREGOING IS ADVISED THAT A RECORD OF PROCEEDINGS IS REQUIRED IN ANY SUCH APPEAL AND THAT SUCH PERSON MAY NEED TO INSURE THAT A VERBATIM RECORD OF PROCEEDINGS IS MADE INCLUDING THE TESTIMONY AND EVIDENCE UPON WHICH THE APPEAL IS TO BE BASED.

/s/ Cassandra Steele
City Clerk

Pub.: February 29, 2008
1798554

CITY OF FORT PIERCE
NOTICE OF PUBLIC HEARING

The City Commission of the City of Fort Pierce, Florida, pursuant to Section 22 143 of the Code of Ordinances of the City of Fort Pierce, will on Monday, March 17, 2008, hold a Public Hearing in the City Hall Commission Chambers, 100 North U.S. #1, at their meeting which begins at 6:30 p.m., to consider the following:

Application for Site Plan Review submitted by Orange Gardens Development Inc. for Site Plan Review submitted for a Preliminary Development Plan for Orange Gardens (residential PUD with 52 dwelling units and clubhouse) to be located on 17.62 acres located at 4945 Edwards Road in Fort Pierce, Florida. This property is currently zoned R-1, Single Family Low Density Zone; but is concurrently being considered for rezoning to PUD, Planned Unit Development. Said property is legally described as: 30 35 40 SE 1/4 OF SE 1/4 OF NW 1/4 AND N 1/2 OF NE 1/4 OF NE 1/4 OF SW 1/4 AND FROM THE NW COR OF S 1/2 OF NW 1/4 RUN N 89 02 18 E ALG N LI OF S 1/2 2024.51 FT TO INT WITH W LI OF NE 1/4 OF SE 1/4 OF NW 1/4 ALSO BEING NLY EXT OF E LI OF WESTGLEN S/D, TH S 00 34 45 W ALG W LI OF NE 1/4 OF SE 1/4 OF NW 1/4 21.73 FT TO WLY R/W LI OF EDWARDS RD AND POB, TH N 88 43 09 E ALG SLY R/W LI 60.02 FT, TH S 00 19 48 W ALG A LI 60 FT E OF AND // TO E LI OF TRACT A AND LOT 7 OF WESTGLEN S/D 394.11 FT, TH N 89 30 46 E ALG A LI 60 FT N OF & // TO N LI OF LOT 8 259.73 FT, TH S 00 21 56 W ALG LI 60 FT E OF & // TO E LI OF WESTGLEN S/D 247.76 FT, TH S 88 53 19 W 60.02 FT TO INT WITH E LI OF WESTGLEN S/D, TH N 00 37 24 E ALG E LI 188.33 FT TO NLY LI OF LOT 8, TH S 89 22 14 W ALG NLY LI 259.69 FT TO INT WITH W LI OF NE 1/4 OF NW 1/4, ALSO BEING ELY LI OF WESTGLEN S/D, TH N 00 34 45 W ALG W LI 453.29 FT TO POB - EX CANAL - (16.54 AC) (OR 2060-2096) (PARCEL I.D. 2430-244-0001-000-4)

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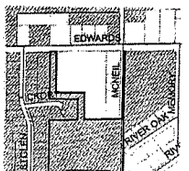
9404 ORDINANCES AND PETITIONS

9404 ORDINANCES AND PETITIONS

CITY OF FORT PIERCE
NOTICE OF PROPOSED ORDINANCE

The City Commission of the City of Fort Pierce, Florida, pursuant to F.S. 166.041, will on Monday, March 17, 2008, and on Monday, April 7, 2008, hold Public Hearings on the enactment of a proposed ordinance on first and second readings respectively in the City Hall Commission Chambers, 100 North U.S. #1, Fort Pierce, Florida, at their meeting which begins at 6:30 p.m.; said ordinance entitled:

AN ORDINANCE BY THE CITY COMMISSION OF THE CITY OF FORT PIERCE, FLORIDA, REZONING PROPERTY LOCATED AT 4945 EDWARDS ROAD, FROM R-1, SINGLE FAMILY LOW DENSITY ZONE, TO PUD, PLANNED UNIT DEVELOPMENT ZONE; REPEALING ALL ORDINANCES OR PARTS THEREOF IN CONFLICT HEREWITH; AND PROVIDING FOR AN EFFECTIVE DATE.



All interested parties may appear at the Public Hearings and be heard with respect to the proposed ordinance. Said proposed ordinance will be available for inspection in the City Clerk's Office, City Hall, 100 North U.S. #1, Fort Pierce, Florida.

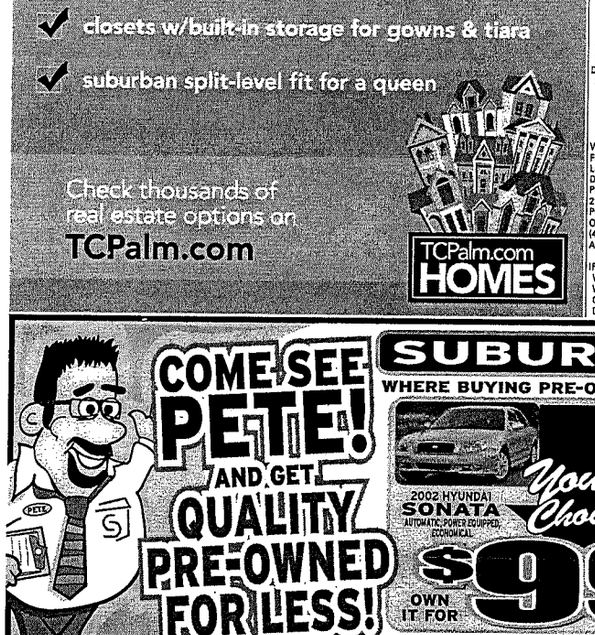
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/s/ Cassandra Steele
City Clerk

Pub:February29,2008

17989





Landscape Design Associates
Landscape Architecture, Land Planning
License No: LC26000247

February 7, 2008

Land Planning Systems
Attn: Steve Ball
2100 SE Hillmoor Drive, Ste. 202
Port St. Lucie, FL 34952

Re: Orange Gardens Conceptual Landscape Plans
Our Reference No. 05-029

Dear Mr. Ball

During the Planning & Zoning Board meeting on December 11, 2007 it was suggested to add more Pine Trees and Saw Palmetto to the landscape palette.

The plants selected for this project will thrive in the areas proposed. The design intend is to create a creek environment along the back of the homes and the trees are suitable for this purpose. The landscape plans will be finalized during the Final Site Plan review process and consideration will certainly be given to incorporate more Pine trees and Saw Palmetto where appropriate.

If you need any further assistance, please do not hesitate to call.

Thank you

Sincerely
Landscape Design Associates, LLC

Sabine Marcks, RLA
President

C:\Documents and Settings\Sabine Marcks\My Documents\LDA\Projects 2005\05-029\wdoc\Orange Gardens P&Z Response 2.7.08.doc

7410 S US Hwy 1, Suite 103
Port St. Lucie, FL 34952
772.871.5816 ph; 772.871.9905 fax

MEMORANDUM

Leo Giangrande, PE
No. 66387

TO: City of Fort Pierce

February 26, 2008

FROM: Leo Giangrande, P.E.

FEB 26 2012

SUBJECT: Orange Gardens

LBFH, Inc. No. 959
3550 S.W. Corporate Parkway
Palm City, FL 34990

Below is a summary of the capacity analysis for the proposed Orange Gardens, located in City of Fort Pierce, FL performed by Boyle Engineering (formerly LBFH, Inc.).

Existing traffic volumes were projected out to the year 2008 for the project build-out. **Table 1** below compares the impact of the change in land use from the initially published traffic study. There is a minor increase in traffic due to the type of residential unit change.

Table 1

Orange Gardens

Trip Generation Summary

			AM Peak Hour			PM Peak Hour			
Code	**Land Use**	**Amount**	**In**	**Out**	**Total**	**In**	**Out**	**Total**	**ADT**
230	Townhouse/Condo	52 SF	5	25	31	24	12	35	368
210	Single-Family Detached	40 SF	9	28	37	30	17	47	383
Total Proposed Development			**-4**	**-3**	**-7**	**-6**	**-6**	**-12**	**-15**

Traffic data from 2006 is available from St. Lucie County for both Edwards Road and Jenkins Road in the vicinity of the proposed project. Traffic volumes in this general vicinity have been increasing at a rate of about 3 percent per year. With a daily traffic estimate of 383 vehicles from this project potentially added to the projected volumes, neither Jenkins Road nor Edwards Road will exceed the established LOS threshold. **Table 2** below is summary of the capacity and impact of this project.

Table 2

Orange Gardens

Capacity Analysis

Roadway Name	2006 Existing ADT	2008 Growth ADT	Project Traffic	Capacity	Projected Traffic
Edwards Road	10500	11139	383	13800	11522
Jenkins Road	8218	8718	57	13800	8776

lbfh INC.
CONSULTING CIVIL ENGINEERS
SURVEYORS & MAPPERS

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TRANSPORTATION
SURVEYING AND MAPPING

"Partners for Results
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TRAFFIC IMPACT ANALYSIS

For

Orange Gardens

Prepared for:

G&G Project Managers, LLC
John Gyory, General Manager
Fort Pierce, Florida

Prepared by:

Donald E. Holloman
PE Reg # 37496
8/4/06

3550 SW Corporate Pkwy.
Palm City, FL 34990
(772) 286-3883
(772) 286-3925
www.lbfh.com

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Existing Traffic Condition Analysis	3
Traffic Conditions with Project	4
Conclusions	5

LBFH INC.
CONSULTING CIVIL ENGINEERS
SURVEYORS & MAPPERS

Introduction

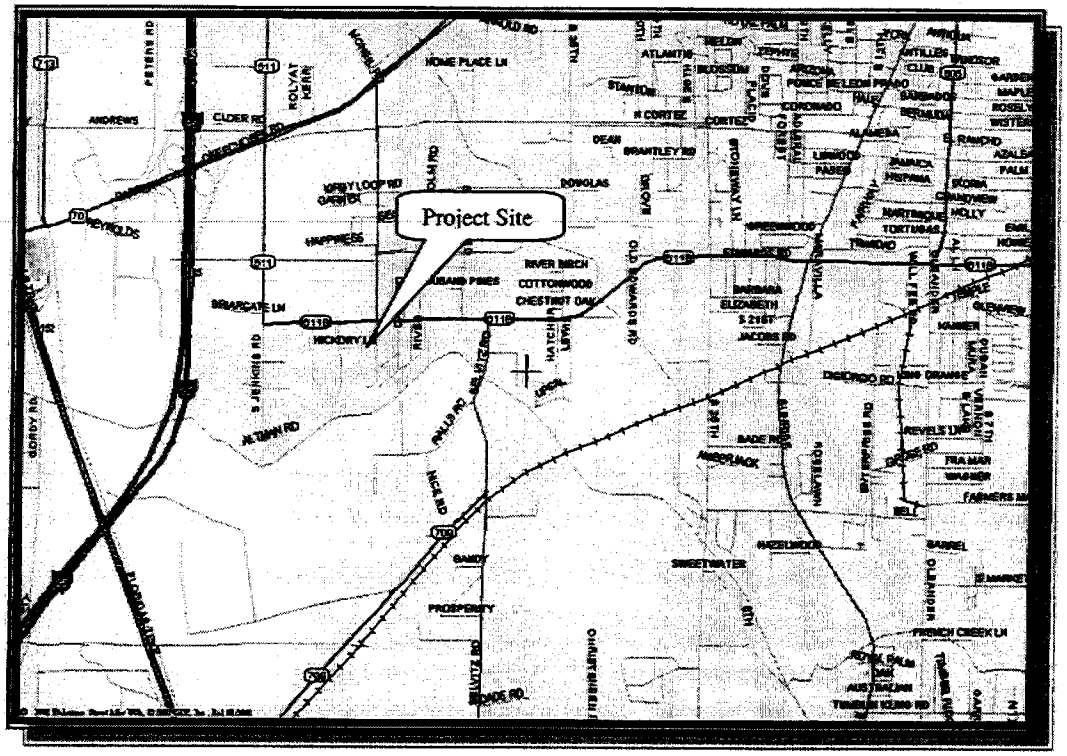
LBFH was retained to update a traffic impact analysis for a parcel of property located on Edwards Road in Fort Pierce. The property is located just to the west of McNeil Road and is on the south side of Edwards Road. The property is approximately 17.62 acres in size.

The development plan for the site includes 52 residential units within a PUD.

The site will have access onto Edwards Road via a single driveway. A copy of the preliminary site plan is included in ***Appendix A***.

The site location and surrounding road network are shown in the ***Figure 1*** below.

Figure 1 - Site Location



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Trip Generation

Trip Generation for the project was developed utilizing the latest ITE Trip Generation Rates.

The project trip rates were made utilizing ITE Code 230, Residential Condominium, with 52 dwelling units as the unit of measure. ***Table 1*** below summarizes the potential trip generation from the site in both the AM and PM peak traffic periods. A print out of the trip generation characteristics of this development is included in ***Appendix B.***

Table 1 - Trip Generation Summary

Orange Gardens
Summary of Average Vehicle Trip Generation
For 52 Dwelling Units of Residential Condominium / Townhouse
4-Aug-06

	24 Hour Two-Way Volume	7-9 AM Pk Hour Enter	7-9 AM Pk Hour Exit	4-6 PM Pk Hour Enter	4-6 PM Pk Hour Exit
Average Weekday	368	5	25	24	12

Trip Distribution

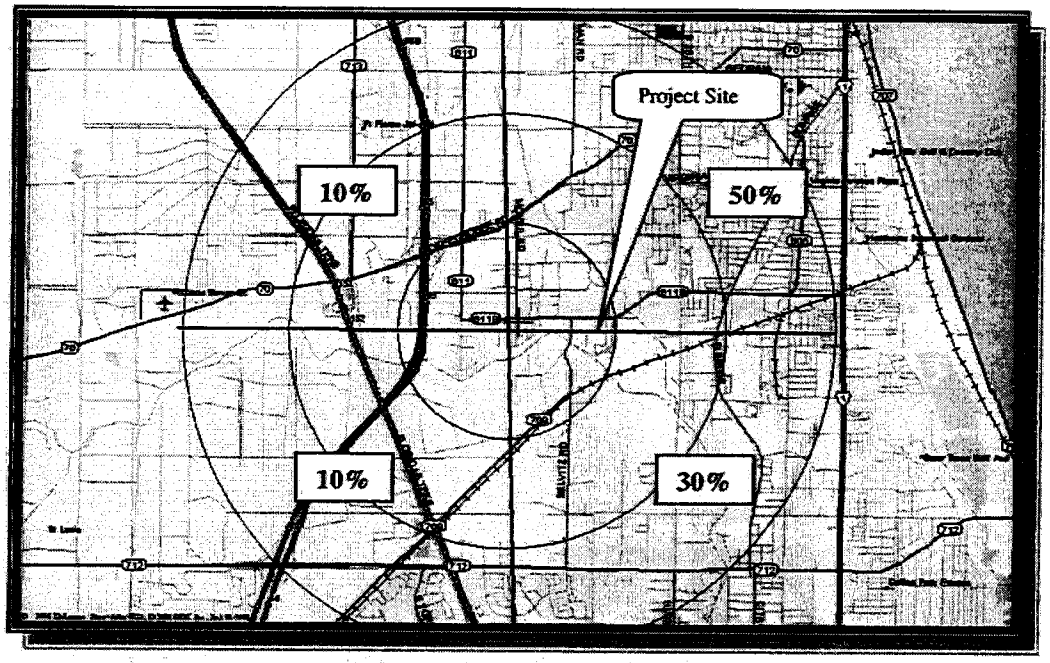
It is expected that the daily traffic activity associated with the proposed project will be consistent with the existing traffic patterns and population centers within this general region.

The demographics of the region indicate that approximately 80% of the trips to and from this development will be to the east. This will likely split with 50% to the northeast and 30% to the southeast.

With this in mind, we established a pattern for traffic approaching and departing the site that would be consistent with the opportunities and restraints afforded by

the adjacent roadways. ***Figure 2*** below provides an overview of the estimated distribution of trips from the site.

Figure 2 - Trip Distribution



Appendix C includes graphics depicting the anticipated flows into and out of the project site for both the AM and PM traffic periods. A total of 26 vehicles are expected to turn left off Edwards Road into the site during the afternoon peak period.

It is not expected that the volume of traffic entering and exiting the site during the afternoon traffic period will be of a magnitude to require off-site traffic improvements.

The entrance to the site is being located away from McNeil Road in order not to interfere with traffic movements there.

Existing Traffic Condition Analysis

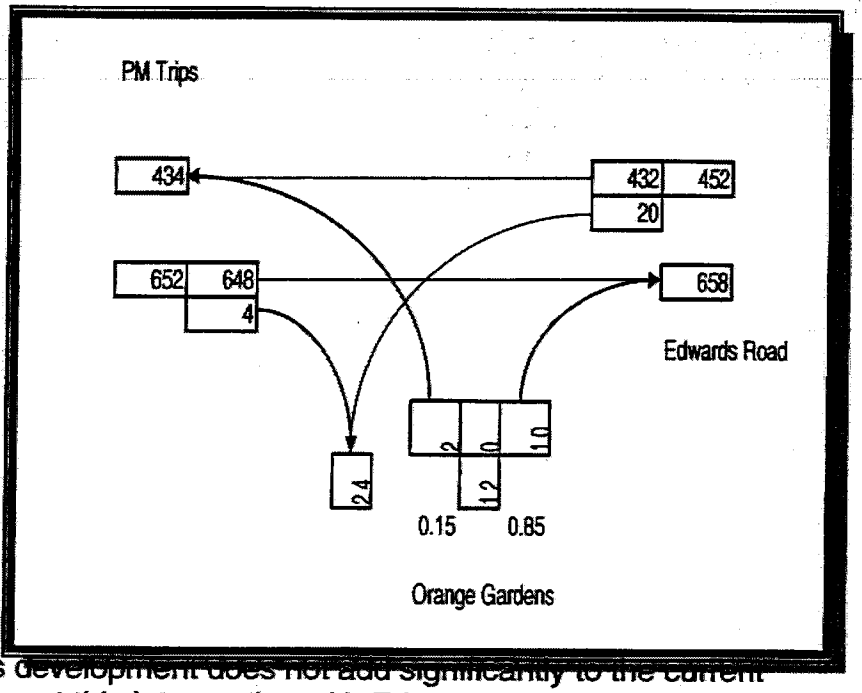
Traffic data for 2005 was available from St. Lucie County for both Edwards Road and for Jenkins Road in the vicinity of the proposed project. Traffic volume for 2005 on Edwards Road is listed at 10,000 vehicles per day. The volume for Jenkins Road in this area is 7,300 vehicles per day. Each facility is listed as operating at level of service C.

Traffic Conditions Witth Protect

Traffic volumes in this general vicinity have been increasing at a rate of about 3 percent per year. With a 2005 base year and the anticipated completion of this project within a year, the design year traffic volumes would then be for 2007. The compounded growth factor for 2 years growth would be 1.06. This factor would increase the volume for Edwards Road to about 10600 vehicles per day and the volume on Jenkins Road to about 7750 vehicles per day. With a daily total traffic estimate of 368 vehicles from this project potentially added to these volumes, neither would exceed the established LOS threshold.

Peak hour traffic volumes in this area are typically about 10.2 percent of the daily volume with a directional split of about 60 percent in the peak direction. With this in mind, the traffic that is likely on Edwards Road in the afternoon peak hour would be about 1081 vehicles in an hour with about 648 traveling in the peak direction.

With the anticipated future traffic conditions, the projected project traffic was added to the network and the operating parameters analyzed. The graphic below summarizes the anticipated traffic movements at the project entrance in the afternoon peak period.



These data were input into a traffic simulation program for the purpose of making a determination as to the operating conditions of the entrance to this development during the peak traffic period.

Based on the results of this analysis, the additional traffic expected from this development does not add significantly to the current operating conditions at this intersection with Edwards Road. A print out of the analysis report for the expected operating conditions with the project in place is included in ***Appendix D.***

Conclusions

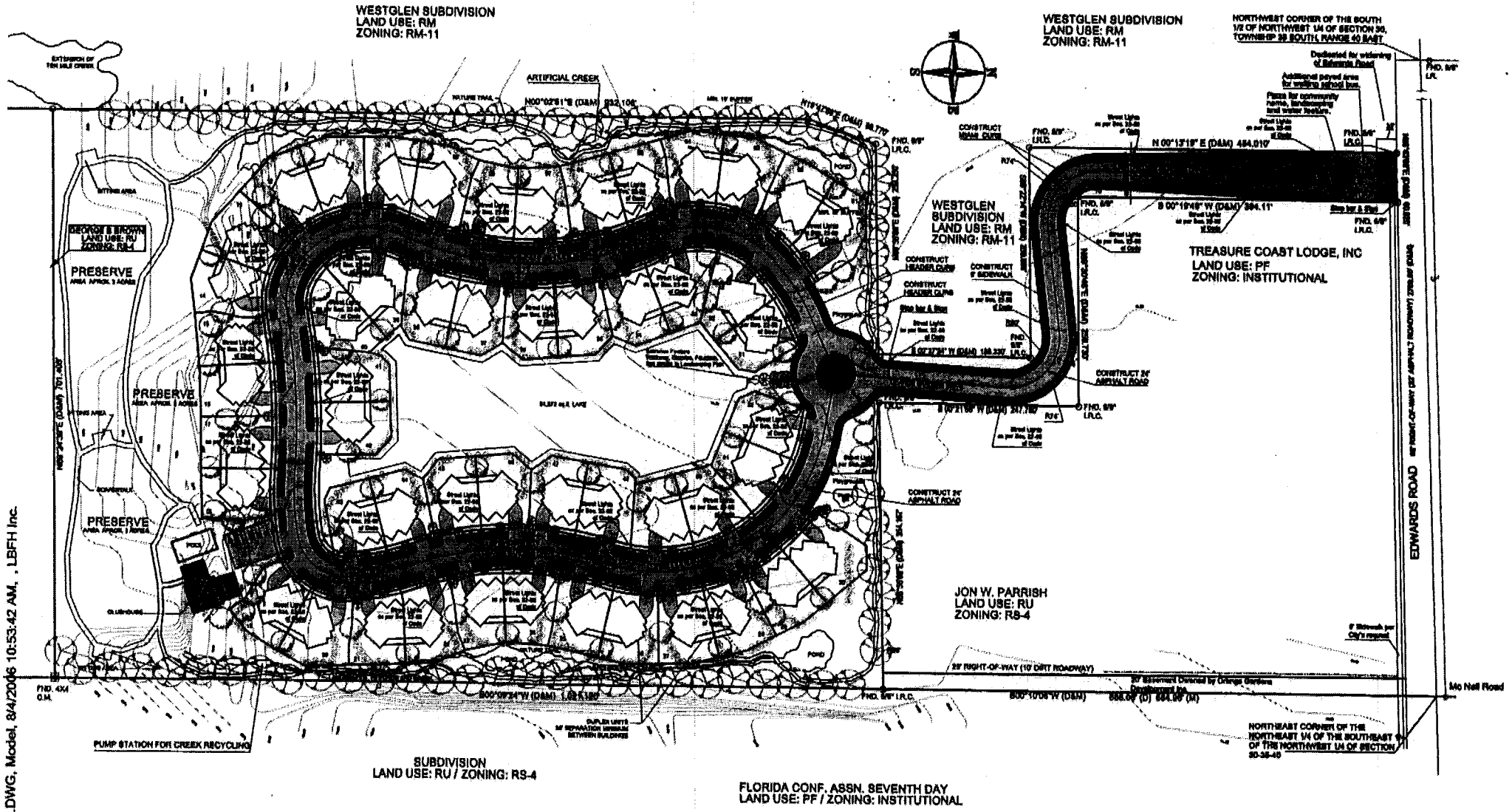
The proposed development of the residential PUD on this site will have a minimal impact on traffic conditions in the area.

The 2005 level of service thresholds for the facilities in the immediate vicinity of this project will not be exceeded by this development.

No off-site improvements are required for traffic to operate satisfactorily with this project in place.

Appendix A

Preliminary Site Plan



D:\UPDATED SITE PLAN.DWG, Model, 8/4/2006 10:53:42 AM, , LBFH Inc.

Appendix B

Trip Generation Summary

Orange Gardens
Summary of Trip Generation Calculation
For 52 Dwelling Units of Residential Condominium / Townhouse
August 04, 2006

	Average Rate	Standard Deviation	Adjustment Factor	Driveway Volume
Avg. Weekday 2-Way Volume	7.08	0.00	1.00	368
7-9 AM Peak Hour Enter	0.10	0.00	1.00	5
7-9 AM Peak Hour Exit	0.49	0.00	1.00	25
7-9 AM Peak Hour Total	0.59	0.00	1.00	31
4-6 PM Peak Hour Enter	0.45	0.00	1.00	24
4-6 PM Peak Hour Exit	0.22	0.00	1.00	12
4-6 PM Peak Hour Total	0.68	0.00	1.00	35
Saturday 2-Way Volume	11.85	0.00	1.00	616
Saturday Peak Hour Enter	0.60	0.00	1.00	31
Saturday Peak Hour Exit	0.51	0.00	1.00	27
Saturday Peak Hour Total	1.11	0.00	1.00	58

Note: A zero indicates no data available.
The above rates were calculated from these equations:

24-Hr. 2-Way Volume:	LN(T) = .85LN(X) + 2.55, R^2 = 0.83
7-9 AM Peak Hr. Total:	LN(T) = .8LN(X) + .26
	R^2 = 0.76 , 0.17 Enter, 0.83 Exit
4-6 PM Peak Hr. Total:	LN(T) = .82LN(X) + .32
	R^2 = 0.8 , 0.67 Enter, 0.33 Exit
AM Gen Pk Hr. Total:	LN(T) = .82LN(X) + .17
	R^2 = 0.8 , 0.18 Enter, 0.82 Exit
PM Gen Pk Hr. Total:	T = .34(X) + 38.31
	R^2 = 0.83 , 0.64 Enter, 0.36 Exit
Sat. 2-Way Volume:	T = 3.62(X) + 427.93, R^2 = 0.84
Sat. Pk Hr. Total:	T = .29(X) + 42.63
	R^2 = 0.84 , 0.54 Enter, 0.46 Exit
Sun. 2-Way Volume:	T = 3.13(X) + 357.26, R^2 = 0.88
Sun. Pk Hr. Total:	T = .23(X) + 50.01
	R^2 = 0.78 , 0.49 Enter, 0.51 Exit

Source: Institute of Transportation Engineers
Trip Generation, 7th Edition, 2003.

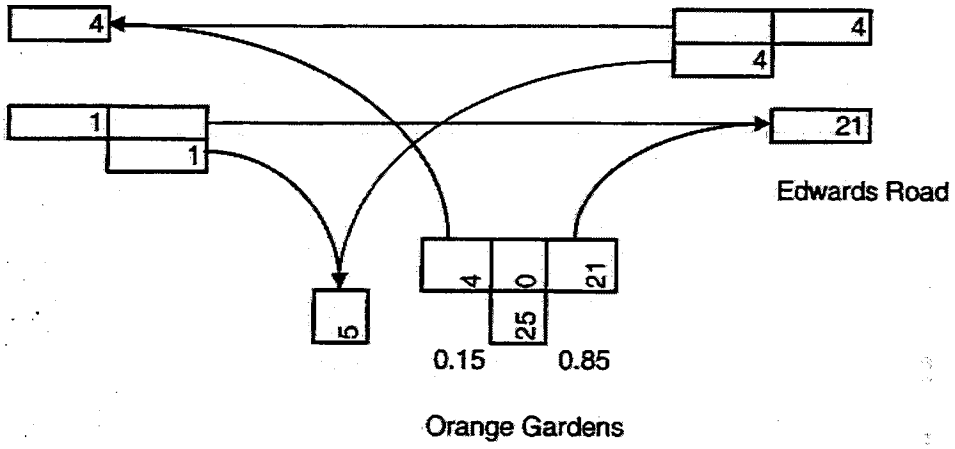
TRIP GENERATION BY MICROTRANS

Appendix C

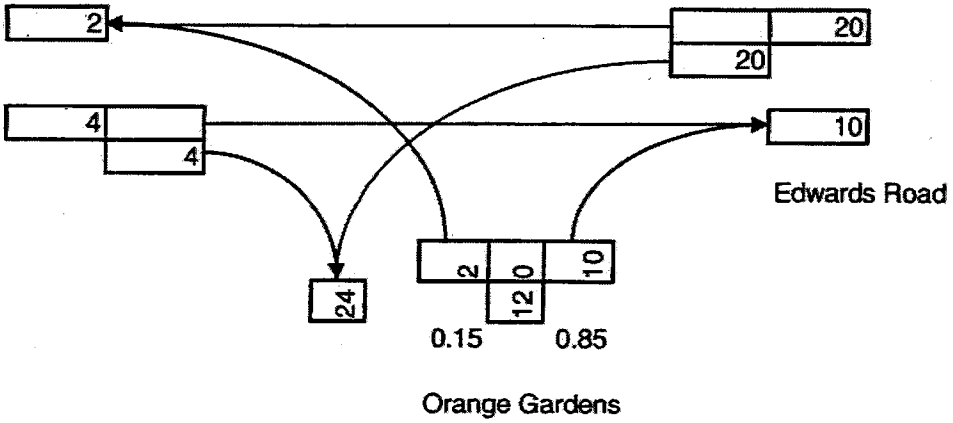
AM and Pm Driveway Volumes

LbFh INC.

AM Trips



PM Trips



Appendix D

Pm Operating Conditions with Project

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Volume (veh/h)	648	4	20	432	2	10
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	704	4	22	470	2	11
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type					None	
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			709		1220	707
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			709		1220	707
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			98		99	98
cM capacity (veh/h)			890		194	436

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	709	491	13
Volume Left	0	22	2
Volume Right	4	0	11
cSH	1700	890	361
Volume to Capacity	0.42	0.02	0.04
Queue Length 95th (ft)	0	2	3
Control Delay (s)	0.0	0.7	15.4
Lane LOS		A	C
Approach Delay (s)	0.0	0.7	15.4
Approach LOS			C

Intersection Summary			
Average Delay	0.4		
Intersection Capacity Utilization	49.0%	ICU Level of Service	A
Analysis Period (min)	15		

Attachment to Ordinance No. K-346



Binding PUD Agreement:

The property submitted for review and approval for a Conceptual Development Plan and known as Orange Gardens Development Inc. is under unified control of the petitioner. The petitioner agrees to proceed with the proposed development according to all provisions in the City of Fort Pierce PUD Zoning Regulations and or as indicated on the approved PUD Plans and shall provide all agreements, contract, deed restrictions and sureties as are acceptable to the City of Fort Pierce for the completion of the development in accordance with the plan approved by the city.

The petitioner shall be responsible for the continuing operation and maintenance of such areas, functions and facilities until such time as the private property owners association agrees to accept responsibility. Such responsibilities are not to be provided or maintained at public expense, unless otherwise agreed to by the City of Fort Pierce. The petitioner agrees to bind all successors in title to the commitments herein in this paragraph made.

In WITNESS WHEREOF, we have unto set our hands and seal this 23 day of September, 2005.

Orange Gardens Development Inc.
Owner and Developer of the PUD

By: _____
Janos Gyory, President
Orange Gardens Development Inc.

SWORN to and subscribed before me this 23rd day of *September*, 2005. Personally known to me or has produced _____ as identification.

_____
Notary Public *Janette Smith*

Janette Smith
Commission #DD325969
Expires: Jun 03, 2008
Bonded Thru
Atlantic Bonding Co., Inc.

My commission expires: *June 3, 2008*.

This Document Prepared By and Return to:
St. Lucie Title Services, Inc.
800 Virginia Avenue, Suite 47
Fort Pierce, Florida 34982
Courthouse Box 160

Parcel ID Number:

Warranty Deed

This Indenture, Made this 31st day of August , 2004 A.D., **Between**
Walter S. Miller, joined by his wife, Vicki S. Miller

of the County of St. Lucie , State of Florida , **grantor,** and
Orange Gardens Development, Inc., a corporation existing under the laws of the State of Florida
whose address is: 4863 SW 147th Place , Miami, FL 33185

of the County of Miami-Dade , State of Florida , **grantee.**

Witnesseth that the GRANTOR, for and in consideration of the sum of
----------TEN DOLLARS ($10)---------- DOLLARS,
and other good and valuable consideration to GRANTOR in hand paid by GRANTEE, the receipt whereof is hereby acknowledged, has granted, bargained and sold to the said GRANTEE and GRANTEE'S heirs, successors and assigns forever, the following described land, situate, lying and being in the County of St.Lucie State of Florida to wit:

Commence at the Northwest corner or the South 1/2 of said Northwest 1/4 of Section 30; thence run North 89°02'18" East, along the North line of said South 1/2, a distance of 2024.51 feet, to an intersection with the West line of said Northeast 1/4 of the Southeast 1/4 of the Northwest 1/4 of Section 30, also being the Northerly extension of the East line of Westglen, a subdivision as recorded in Plat Book 14, page 51 of the public records of St. Lucie County, Florida; thence South 00°34'45" West, along said West line of the Northeast 1/4 of the Southeast 1/4 of the Northwest 1/4, a distance of 21.73 feet, to the Southerly right of way line of Edwards Road, as laid out and now is use for the Point of Beginning; thence run North 88°43'09" East, along said Southerly right of way line a distance of 60.02 feet to a point; thence South 00°19'48" West along a line 60 feet East of and parallel to the East line of Tract "A" and Lot 7 of Westglen Subdivsion, Plat Book 14, page 51, St. Lucie County, Florida, a distance of 394.11 feet; thence North 89°30'46" East along a line 60 feet North of and parallel to the North line of Lot 8 of said Westglen Subdivision, a distance of 259.73 feet; thence South 00°21'56" West along a line 60 feet East of and parallel to the East line of said Westglen Subdivision, a distance of 247.76 feet; thence run South 88°53'19" West a distance of 60.02 feet to an intersection with the East line of said Westglen Subdivision; thence run North 00°37'24" East along said East line of Westglen Subdivision, a distance of 188.33 feet, to the

(Continued on Attached)

and the grantor does hereby fully warrant the title to said land, and will defend the same against lawful claims of all persons whomsoever.

In Witness Whereof, the grantor has hereunto set his hand and seal the day and year first above written.

Signed, sealed and delivered in our presence:

Printed Name: Elizabeth Moran
Witness

Walter S. Miller (Seal)
Walter S. Miller
P.O. Address: 5500 Orange Avenue, Fort Pierce, FL 34947

Printed Name: Elaine Redden
Witness

Vicki S. Miller (Seal)
Vicki S. Miller
P.O. Address:

STATE OF Florida
COUNTY OF St. Lucie

The foregoing instrument was acknowledged before me this 31st day of August , 2004 by
Walter S. Miller and Vicki S. Miller

he is personally known to me or he has produced his Florida driver's license as identification.

ELIZABETH MORAN
MY COMMISSION # DD 265106
EXPIRES: March 6, 2008
Bonded Thru Notary Public Underwriters

Printed Name:
Notary Public
My Commission Expires:

Northerly line of Lot 8 of said Westglen Subdivision; thence run South 89°22'14" West along said Northerly line of said Westglen Subdivision, a distance of 259.69 feet, to a point of intersection with the said West line of the Northeast 1/4 of the Southeast 1/4 of the Northwest 1/4, also being the Easterly line of said Westlglen Subdivision; thence run North 00°34'45" West along said West line 453.29 feet to a point of intersection with said Southerly right of way line of Edwards Road and the Point of Beginning.

AND

The Southeast 1/4 of the Southeast 1/4 of the Northwest 1/4 and the North 1/2 of the Northeast 1/4 of the Northeast 1/4 of the Southwest 1/4 of Section 30, Township 35 South, Range 40 East, excepting therefrom canal right of way. Said property lying and being in St. Lucie County, Florida.

AND

The East 1/4 of the Southwest 1/4 of the Southeast 1/4 of the Northwest 1/4, less West Glen as in Plat Book 14, page 51, Public Records of St. Lucie County, Florida, all lying and being in Section 30, Township 35 South, Range 40 East.

July 25, 2005

City of Fort Pierce
Department of Development
100 North U.S. Highway 1
Fort Pierce, FL 34954

Re: Authorization Letter

To Whom It May Concern:

This letter is to serve as authorization for Steven Ball of Land Planning Systems, Inc. and its employees to act on behalf of Orange Gardens Development, Inc. with regard to all issues involving applications, approvals and permitting of the 17 acre Planned Unit Development located south of Edwards Road and west of McNeil Road, in Fort Pierce of St. Lucie County, Florida (Parcel identification # 2430-244-0001-000-4).

Feel free to contact me at (305) 297-9771 if you have any questions.

Sincerely,

Janos Gyory, President of
Orange Gardens Development, Inc.







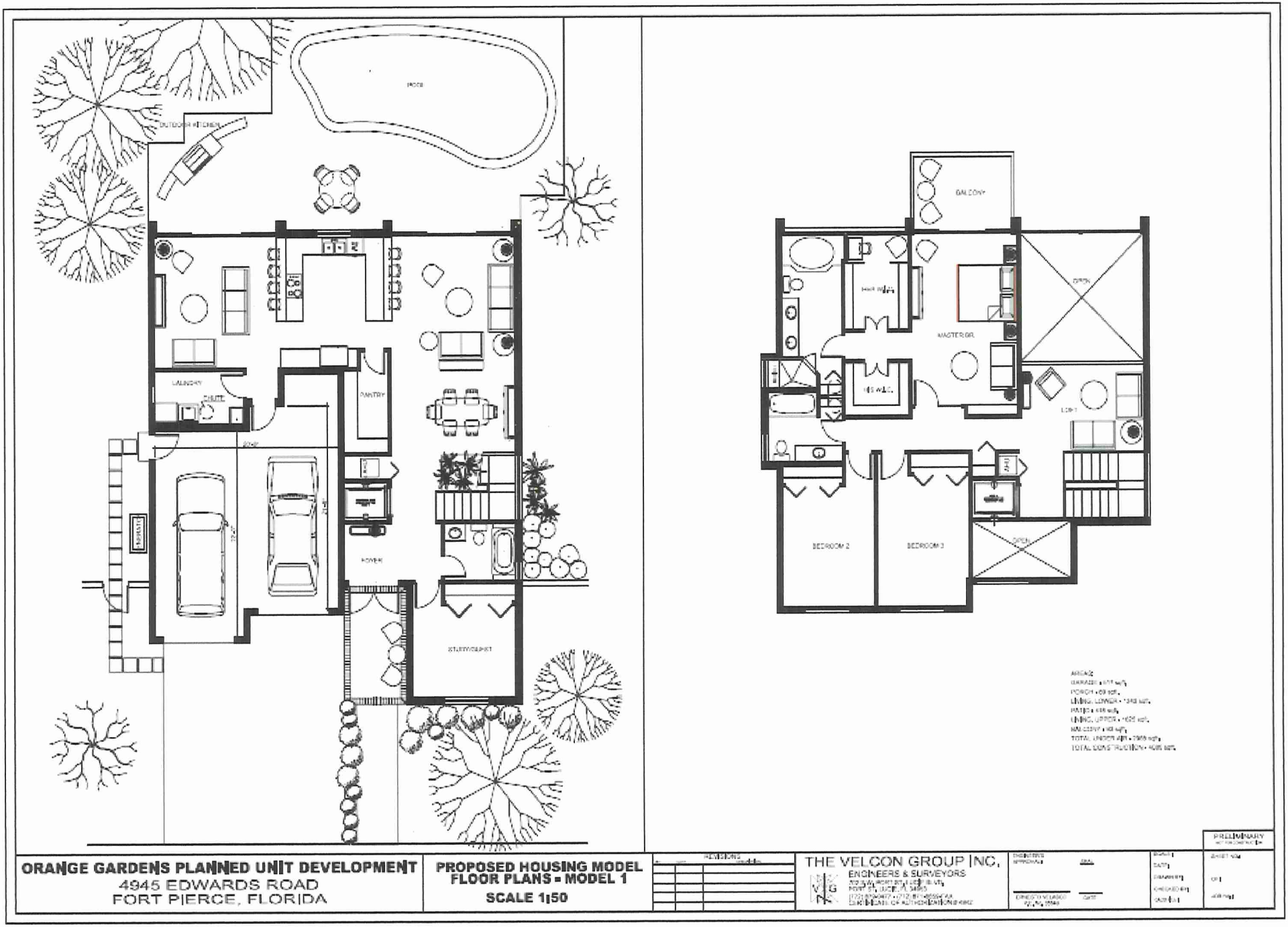


ORANGE GARDENS PLANNED UNIT DEVELOPMENT
4945 EDWARDS ROAD
FORT PIERCE, FLORIDA

PROPOSED HOUSING MODEL ELEVATIONS - MODEL 2
SCALE 1:50

THE VELCON GROUP INC.
ENGINEERS & SURVEYORS

PRELIMINARY

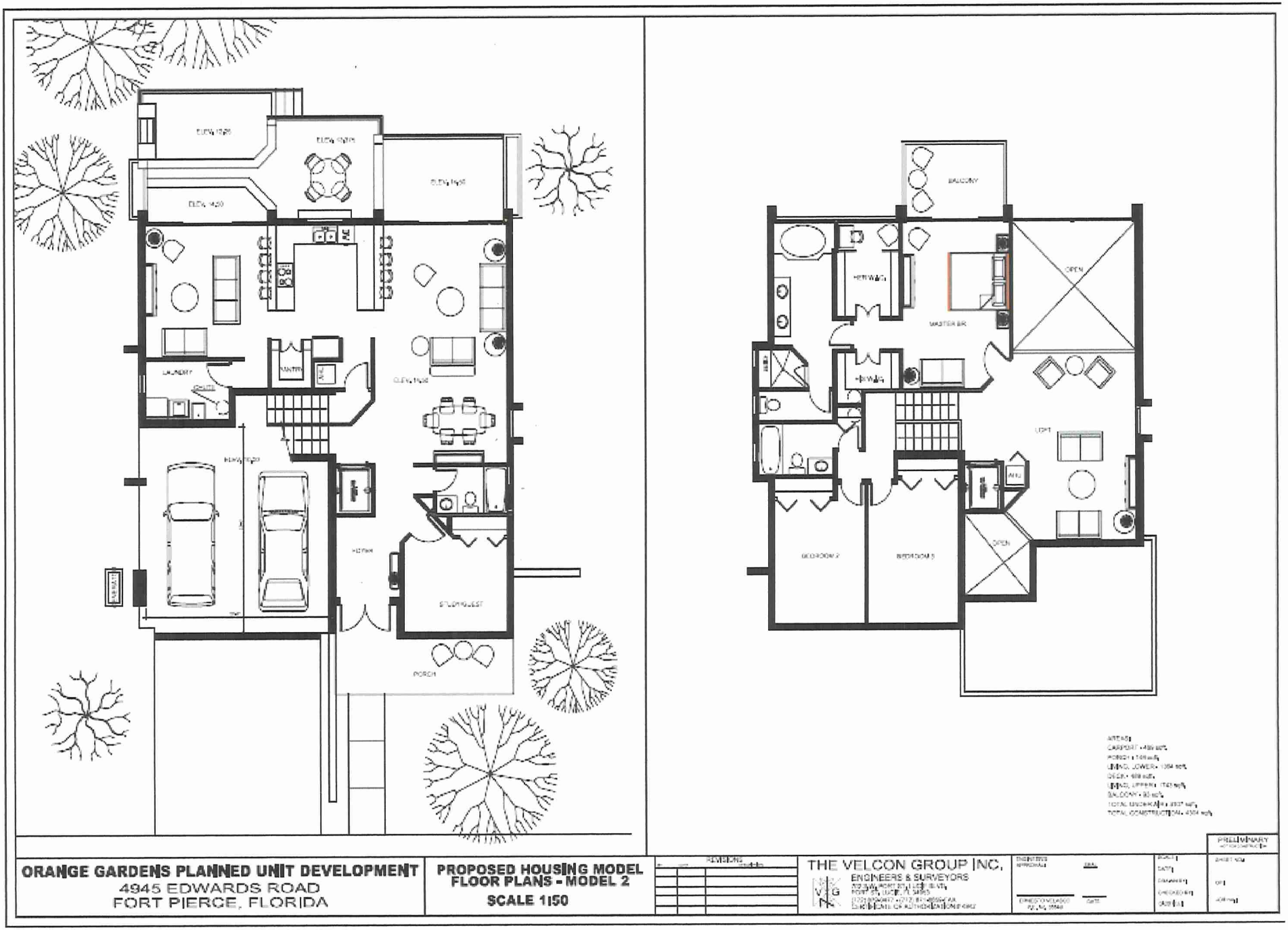


ORANGE GARDENS PLANNED UNIT DEVELOPMENT
4945 EDWARDS ROAD
FORT PIERCE, FLORIDA

PROPOSED HOUSING MODEL FLOOR PLANS - MODEL 1
SCALE 1:50

REVISIONS

THE VELCON GROUP INC,
ENGINEERS & SURVEYORS



ORANGE GARDENS PLANNED UNIT DEVELOPMENT
4945 EDWARDS ROAD
FORT PIERCE, FLORIDA

PROPOSED HOUSING MODEL FLOOR PLANS - MODEL 2
SCALE 1:50

REVISIONS

THE VELCON GROUP INC.
ENGINEERS & SURVEYORS

PRELIMINARY







P.U.D. Zoning, Preliminary Development Plan & Preliminary Plat Applications for

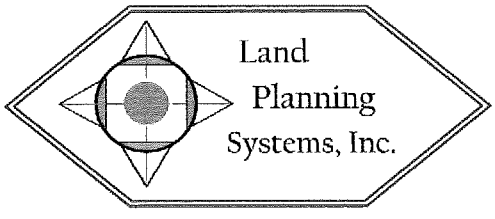
Orange Gardens Development

Submitted To:

City of Fort Pierce
Department of Planning
100 North U.S. Highway One
Fort Pierce, Florida 34954

Original Submittal: September 23, 2005
City Planning Board Recommends Approval with Conditions: Dec. 11, 2007
Revised per Planning Board Comments: February 2008
Fort Pierce City Commission: March 17, 2008

Prepared by:



Urban & Environmental Planning Consultants
2100 SE Hillmoor Drive, Suite 202
Port Saint Lucie, Florida 34952
772.446.6363 Fax: 772.446-6365

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XII.	Traffic Report	Attached

XI. Environmental Impact Report (see separate attachment)

XII. Traffic Report (see separate attachment)

II. Application Fees

The following application fees have been paid to the City of Fort Pierce:

Site Plan - 1st Acre		200.00	
Site Plan - each add. Acre		498.60	
(30 x 16.62)	Total:	$698.60	Paid on Sept. 23, 2005
Rezoning - 1st Acre		100.00	
Rezoning - each add. Acre		498.60	
(30 x 16.62)	Total:	$598.60	Paid on Sept. 23, 2005
Preliminary Plat - 1st Acre		$100.00	
Plat – each add. Acre		498.60	
(30 x 16.62)	Total:	$598.60	Paid on Feb. 24, 2006

III. Project Description

The project consists of 40 units on a 17.62 acre site located south of Edwards Road in St. Lucie County. The project will include extensive landscaping and designed to be integrated with nature. The site was mostly a previous citrus grove, but also includes several acres adjacent to the grove for the preservation of trees and to be used as an amenity for the project. Trails and boardwalks are integrated into the design concept.

The property address is 4945 Edwards Road. The main body of the parcel is approximately 650 feet south of Edwards Road, and is connected to Edwards Road by a sixty foot wide access parcel. This separation of the parcel from Edwards Road gives the development a unique advantage regarding tranquility and privacy.

The project will not be gated and includes a bus-turnaround area at the entrance and a larger traffic circle as you enter this project. Water is integrated into the design concept with a central storage lake with water features and trails on the outside of the project. A clubhouse and pool facility is also included with the project.

It is the intention that the project will be designed to provide additional services to the residents. This single family design includes, careful arrangement of the units along with extra landscaping will ensure privacy.

The design concept for Orange Gardens envisions a community within a natural preserve. Ponds, creeks and lakes lusciously landscaped surround the homes giving all of them views of landscaped areas, water features and sounds of nature.

Orange Gardens will consist of 40 single family dwelling units. It will also have a clubhouse for recreational activities and it will be integrated to an open area where the swimming pool is located. Sidewalks line the streets on both sides.

Each unit is provided with a two car garage and an ample driveway where visitors may

park. A twenty four foot wide paved street would also allow for some curbside parking on special occasions. Visitor parking is also provided in the area of the clubhouse. Utilities will all be underground to minimize the impact on the landscaping. Refuse collection will be done individually for each residence, and mail delivery will also be in individual mailboxes.

All dwelling units will be sold fee simple and subdivided. All common areas will be part of the homeowner's association.

As part of the development review process, the following 15 improvements are noted as related to the project:

1. Extensive landscaping and water features which exceeds city code requirements.
2. Removal of gates to keep the project open to public access.
3. A bus stop located at the roundabout leading to the entrance road within the project to maintain safety.
4. Agreed to provide sidewalk access on Edwards Road.
5. Agreed to provide 32' of right of way along Edwards road at time of final subdivision plat approval.
6. Agreed to limit density to that of adjacent properties, less than 3 units per acre.
7. Agreed to increase hurricane protection measures including designing the homes above code wind load standards (155 mph) and having natural gas powered back up generators.
8. Trails and sidewalks are provided for throughout the project.
9. An entrance feature with a gazebo and playground is included in the plan.
10. A conservation easement for wetland protection and upland buffer will be placed over the preservation area at the time of subdivision review and approval. This will ensure that the area cannot be developed in the future.
11. Open space exceeds 60% of the project site keeping within the theme of landscaping and privacy.
12. Home values are estimated to exceed $500,000 therefore increasing the city's tax base and providing for quality design and value to the neighborhood.
13. Agreed to put turn lanes into the project per county staff's request.

The proposed PUD is intended to provide for a comprehensive development plan incorporating residential uses and a substantial amount of open space. It is designed to

achieve a desirable environment in an overall site plan consistent with the City of Fort Pierce Comprehensive Plan and Land Development Regulations.

Concurrency

The proposed PUD will not create excessive traffic congestion on nearby streets (See Traffic Analysis) or overburden the following public facilities and services in terms of their capacities, operational costs or maintenance costs: water, sewer, storm drainage, electrical services, fire protection, police protection and schools.

Market Demand

A demand exists for the planned unit development at the proposed location and the applicant has the capacity to assure completion of the project and that development complies with City standards, zoning ordinance provisions and other city laws.

The following use is proposed in the PUD:

40 units of attached single-family dwellings on individual lots.

The proposed PUD is established on a parcel of land 17.62 acres in size which is suitable for the proposed development.

Density

Current proposed density is 2.89 units per acre. The land use allows for up to 6 units per acre (See Site Data on the Conceptual Master Plan). However, the proposed application is below the permitted land use density of the site.

The area, width, depth, yard and lot coverage for lots in the PUD relate to the characteristics of the use, the rest of the planned unit development and the surrounding area, including those characteristics relating to use compatibility, physical feature constraints and utility and transportation capacities. No building within the planned unit development is located closer than fifteen (15) feet to any street or street right-of-way.

Open Space

Approximately 69% or 12.18 acres is pervious area or devoted to open space area. Nonresidential acreage does not exist.

The location, shape, size and character of the common open space is suitable for the development. The common open space is for amenity and recreational purposes. The uses authorized are appropriate for the scale and character of the development based on consideration of its size, density, expected population, topography and the number of

type of dwellings provided. The common open space will be suitably improved for its intended use. Common open space containing natural features worthy of preservation shall be left unimproved. Buildings, structures and improvements to be permitted in the common open space are appropriate to the uses which are authorized for the common open space. No parking facilities are included in areas designated as common open space with the exception of recreation facilities which will be utilized by all residents and as a temporary sales office.

Development Schedule

Development will begin upon approval of a site plan.

The development schedule which is part of the development plan coordinates the improvement of the common open space and the construction of buildings and other structures in the common open space with the building of residential dwellings in the planned unit development.

Construction will commence approximately three months after zoning approvals, which is estimated to be in the summer of 2008. The project will be built in one phase over a two year period. The construction of the housing units will overlap and follow the advance of the infrastructure. The anticipated rate of development is 20 units per year and continues as such until completed. None of the housing units will be turned over until the entire infrastructure and the common open space areas are completed. Estimated completion date is the summer of 2010.

Paving and Drainage

Conceptual paving, drainage and utility development plans are submitted as part of this site plan review process. It will follow the principle that the water falling on a given site should be absorbed to the extent that after development the quantity and rate of water leaving the site would not be significantly different than if the site had remained undeveloped. The intent of the plan is to minimize the adverse cumulative effects of development in an area on drainage.

The development plan includes provisions needed to control water and wind erosion during and after construction associated with the development. Runoff from impervious surfaces or other potential polluting sources shall be directed to retention areas or through vegetated areas as needed to allow sedimentation and filtration of contaminants to occur before runoff enters canals, rivers or wetland areas. Any adverse water quality impacts of the use will be reduced to the extent practical.

A suitable site layout has been designed to be used for all street and on-site drives; parking, loading and unloading areas; refuse collection and disposal points; sidewalks; bike paths; and other transportation facilities (See Conceptual Master Plan).

Principal vehicular access points are designed to permit smooth traffic flow and to minimize hazards to vehicular and pedestrian traffic. Minor streets within a planned unit development are not be connected to streets outside the development in such a way as to encourage their use by through traffic.

Streets in the PUD shall be retained in private ownership.

Development will comply with all applicable drainage and flood control design criteria.

Landscaping

An attractively designed and maintained buffer in the form of vegetation shall provide reasonable privacy for existing or potential uses adjacent to the development. A copy of a landscape plan consistent with city landscaping requirements is being submitted as part of this application.

Unified Control

Please refer to the binding PUD agreement, warranty deed, and letter of authorization included in the exhibits of this application.

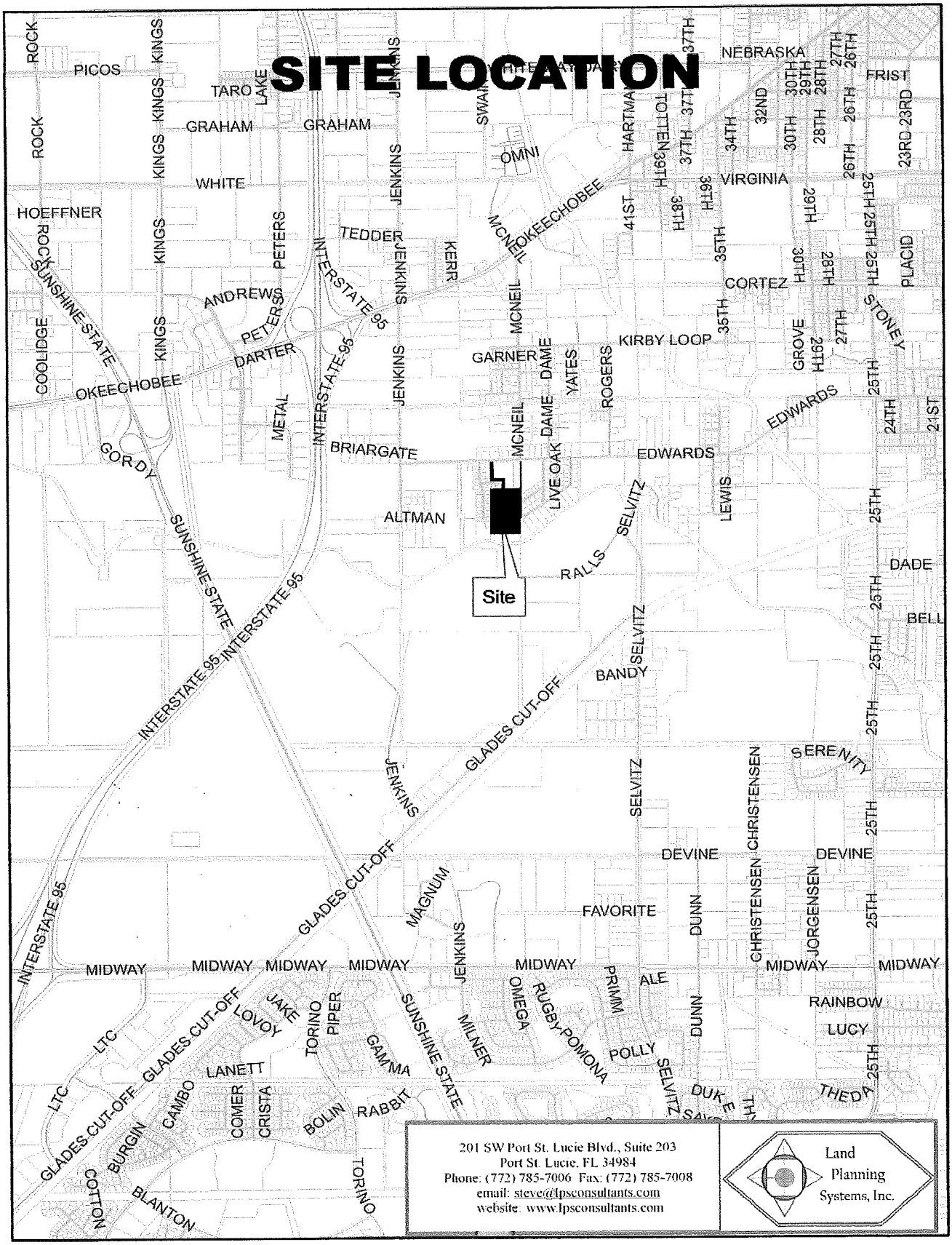
Maintenance of Common Areas

Easements necessary for the orderly extension and maintenance of public utilities, if required, shall be provided as a condition of approval. Common areas will be maintained by a homeowner's association.

The PUD will comply with regulations affecting signs and applicable portions of the city's regulations governing subdivisions.

Special Application Requirements

This application is submitted to include the property in a PUD Zone and has been prepared to include all written information as required in section 22-40 (q) of the Ft Pierce Code. As requested by city staff, a preliminary plat application was submitted to the City of Fort Pierce on February 24, 2006.



201 SW Port St. Lucie Blvd., Suite 203
Port St. Lucie, FL 34984
Phone: (772) 785-7006 Fax: (772) 785-7008
email: steve@lpsconsultants.com
website: www.lpsconsultants.com

Land Planning Systems, Inc.

SITE LOCATION



Land Planning Systems, Inc.
201 SW Port St. Lucie Blvd., Suite 203
Port St. Lucie, FL 34984
Phone: (772) 785-7006 Fax: (772) 785-7008
email: steve@lpsconsultants.com
website: www.lpsconsultants.com

FORT PIERCE UTILITIES AUTHORITY
"Committed to Quality"

206 South Sixth Street (34950)
Post Office Box 3191
Fort Pierce, Florida 34948-3191

Phone 772-466-1600
Fax 772-465-6984

April 8, 2005

Janos Gyory
Orange Gardens Development, Inc.
4863 SW 147 Place
Miami, Florida 33185

Re: Water/Wastewater Availability – 4945 Edwards Road
Parcel I.D. #2430-244-0001-0004 (85 units, 3 & 4 bedroom)

Dear Mr. Gyory:

As requested, the Fort Pierce Utilities Authority (FPUA) would like to confirm the availability of water/wastewater service to the above referenced parcel. Availability is, however, contingent upon construction of the required infrastructure, payment of the applicable fees and charges, and completion of a City of Fort Pierce Annexation Agreement located on our web site, FPUA.com.

Please contact me at extension 3480, if you have additional questions.

Sincerely,

Bo Hutchinson
Environmental Engineer

BH/fkm

pc: Dave Mellert, Environmental Engineer
Daniel Retherford, Utility Designer

ORDINANCE NO. K-346

AN ORDINANCE EXTENDING THE TERRITORIAL LIMITS OF THE CITY OF FORT PIERCE, FLORIDA, TO INCLUDE PROPERTIES LOCATED IN **WESTGLEN SUBDIVISION, ON THE EAST AND WEST SIDE OF WESTGLEN DRIVE AND PROPERTIES ON THE NORTH AND SOUTH SIDE OF HICKORY LANE**; DIRECTING THE ST. LUCIE COUNTY PROPERTY APPRAISER TO ASSESS SAID PROPERTY AND PLACE IT ON THE CITY TAX ROLLS AS THE FINAL DATE OF ENACTMENT OF THIS ORDINANCE; DIRECTING THE ST. LUCIE COUNTY TAX COLLECTOR TO COLLECT TAXES ON THE HEREIN DESCRIBED PROPERTY; CERTIFYING PUBLICATION OF THIS ORDINANCE; ZONING SAID LAND; ESTABLISHING THE FUTURE LAND USE DESIGNATION; REPEALING ALL ORDINANCES OR PARTS OF ORDINANCES IN CONFLICT HEREWITH; AND PROVIDING FOR THE EFFECTIVE DATE HEREOF.

BE IT ORDAINED BY THE CITY COMMISSION OF THE CITY OF FORT PIERCE, FLORIDA:

SECTION 1. The territorial limits of the City of Fort Pierce, Florida, be and they are hereby extended to annex to the said City properties located in Westglen Subdivision, on the east and west side of Westglen Drive and Properties on the North and South Side of Hickory Lane; legally described as:

WESTGLEN S/D TRACT A (0.92 AC)(OR 512-2454: 1105-134 (PROPERTY I.D. 2430-601-0001-000-9)

WESTGLEN S/D TRACT B (0.33 AC) (OR 512-2454: 1105-134)(PROPERTY I.D. 2430-601-0002-000-6).

WESTGLEN S/D AN UNNUMBERED TRACT BEING 5 FT X 125 FT LYG N OF AND ADJ TO HICKORY LN (0.01 AC)(OR 1105-140)(PROPERTY I.D. 2430-601-0002-100-7).

WESTGLEN S/D LOT 1(0.22 AC)(OR 2050-1795) (Property I.D. 2430-601-0003-000-3) 90 Westglen Drive

WESTGLEN S/D LOT 2 (0.19 AC)(OR 2056-486) (PROPERTY I.D. 2430-601-0004-000-0) 98 Westglen Drive

WESTGLEN S/D LOT 3 (0.19 AC) (OR 1993-288)(PROPERTY I.D. 2430-601-0005-000-7) 106 Westglen Drive

WESTGLEN S/D LOT 4 (0.20 AC) (OR 2037-1981) (PROPERTY I.D. 2430-601-0006-000-4) 112 Westglen Drive

WESTGLEN S/D LOT 5 (0.19 AC)(OR 1125-1617)(PROPERTY I.D. 2430-601-0008-000-8) 116 Westglen Drive

WESTGLEN S/D LOT 6 (0.20 AC)(OR 2056-513)(PROPERTY I.D. 2430-601-0009-000-5) 120 Westglen Drive

WESTGLEN S/D LOT 7 (0.20 AC)(OR 2174-2555)(PROPERTY I.D. 2430-601-0010-000-5) 202 HICKORY LANE

WESTGLEN S/D LOT 8 LESS BEG AT SE COR LOT 8 RUN N 00 02 23 E ALG E LI OF LOT 8 46.30 FT, TH N 55 59 28 W 50.99 FT, TH S 88 38 52 W 22.67 FT, TH N 76 46 13 W 21.21 FT TO ELY R/W LI OF HICKORY LN AND TO CURVE CONCAVE NW, R OF 50 FT, TH SW LY ALG ARC TO SW COR OF LOT 8, TH S 55 05 47 E ALG SLY LI LOT 8 112.72 FT TO POB(0.17 AC)(OR 2050-1817)(PROPERTY I.D.2430-601-0011-000-2) 203 HICKORY LANE

WESTGLEN S/D THAT PART OF LOT 8 MPDAF: BEG AT SE COR LOT 8 RUN N 00 02 23 E ALG E LI OF LOT 8 46.30 FT, TH N 55 59 28 W 50.99 FT, TH S 88 38 52 W 22.67 FT, TH N76 46 13 W 21.21 FT TO ELY R/W LI OF HICKORY LN AND TO CURVE CONCAVE NW, R OF 50 FT, TH SW LY ALG ARC TO SW COR OF LOT 8, TH S 55 05 47 E ALG SLY LI LOT 8 112.72 FT TO POB AND ALL OF LOT 9 (0.29 AC) (OR 2174-2555)(PROPERTY I.D. 2430-601-0012-000-9) 209 HICKORY LANE

WESTGLEN S/D LOT 10 (0.21 AC) (OR 2050-1792) (PROPERTY I.D. 2430-601-0013-000-6) 205 HICKORY LANE

WESTGLEN S/D LOT 11 (0.21 AC)(OR 2037-2329)(PROPERTY I.D. 2430-601-0014-000-3)201 HICKORY LANE

WESTGLEN S/D LOT 12 (0.20 AC) (OR 2174-2555) (PROPERTY I.D.2430-601-0015-000-0)124 WESTGLEN DRIVE

WESTGLEN S/D LOT 13 (0.20 AC) (OR 2050-1797)(PROPERTY I.D. 2430-601-0016-000-7) 128 WESTGLEN DRIVE

WESTGLEN S/D LOT 14 (0.21 AC) (OR 2022-1003)(PROPERTY I.D. 2430-601-0017-000-4) 132 WESTGLEN DRIVE

WESTGLEN S/D LOT 15 (0.20 AC) (OR 2037-2354)(PROPERTY I.D. 2430-601-0018-000-1) 136 WESTGLEN DRIVE

WESTGLEN S/D LOT 16 (0.19 AC) (OR 1999-2237)(PROPERTY I.D. 2430-601-0019-000-8) 140 WESTGLEN DRIVE

WESTGLEN S/D LOT 17 (0.19 AC) (OR 1999-2257)(PROPERTY I.D. 2430-601-0020-000-8) 144 WESTGLEN DRIVE

WESTGLEN S/D LOT 18 (0.19 AC) (OR 2037-1932)(PROPERTY I.D. 2430-601-0021-000-5) 148 WESTGLEN DRIVE

WESTGLEN S/D LOT 19 (0.19 AC) (OR 2037-1903) PROPERTY I.D. 2430-601-0022-000-2) 152 WESTGLEN DRIVE

WESTGLEN S/D LOT 20 (0.19 AC) (OR 2056-488) (PROPERTY I.D. 2430-601-0023-000-9) 156 WESTGLEN DRIVE

WESTGLEN S/D LOT 21 (0.19 AC) (OR 1105-147) (PROPERTY I.D. 2430-601-0024-000-6) 160 WESTGLEN DRIVE

WESTGLEN S/D LOT 22 (0.20 AC) (OR 1994-563) (PROPERTY I.D. 2430-601-0025-000-3) 164 WESTGLEN DRIVE

WESTGLEN S/D LOT 23 (0.20 AC) (OR 2174-2555) (PROPERTY I.D. 2430-601-0026-000-0) 169 WESTGLEN DRIVE

WESTGLEN S/D LOT 24 (0.19 AC) (OR 2174-2555) (PROPERTY I.D. 2430-601-0027-000-7) 165 WESTGLEN DRIVE

WESTGLEN S/D LOT 25 (0.19 AC) (OR 1976-291) (PROPERTY I.D. 2430-601-0028-000-4) 161 WESTGLEN DRIVE

WESTGLEN S/D LOT 26 (0.19 AC) (OR 2113-139) (PROPERTY I.D. 2430-601-0029-000-1) 157 WESTGLEN DRIVE

WESTGLEN S/D LOT 27 (0.19 AC) (OR 2113-139) (PROPERTY I.D. 2430-601-0030-000-1) 153 WESTGLEN DRIVE

WESTGLEN S/D LOT 28 (0.19 AC) (OR 2113-139) (PROPERTY I.D. 2430-601-0031-000-8) 149 WESTGLEN DRIVE

WESTGLEN S/D LOT 29 (0.19 AC) (OR 2113-139) (PROPERTY I.D. 2430-601-0032-000-5) 145 WESTGLEN DRIVE

WESTGLEN S/D LOT 30 (0.24 AC) (OR 2174-2555) (PROPERTY I.D. 2430-601-0033-000-2) 141 WESTGLEN DRIVE

WESTGLEN S/D LOT 31 (0.23 AC) (OR 2056-542) (PROPERTY I.D. 2430-601-0034-000-9) 137 WESTGLEN DRIVE

WESTGLEN S/D LOT 32 (0.21 AC) (OR 2022-892) (PROPERTY I.D. 2430-601-0035-000-6) 133 WESTGLEN DRIVE

WESTGLEN S/D LOT 33 (0.30 AC) (OR 2037-1961) (PROPERTY I.D. 2430-601-0036-000-3) 129 WESTGLEN DRIVE

WESTGLEN S/D LOT 34 (0.22 AC) (OR 2022-923) (PROPERTY I.D. 2430-601-0037-000-0) 125 WESTGLEN DRIVE

WESTGLEN S/D LOT 35 (0.20 AC) (OR 2022-953) (PROPERTY I.D. 2430-601-0038-000-7) 121 WESTGLEN DRIVE

WESTGLEN S/D LOT 36 (0.19 AC) (OR 2037-2356) (PROPERTY I.D. 2430-601-0039-000-4) 117 WESTGLEN DRIVE

WESTGLEN S/D LOT 37 (0.19 AC) (OR 2037-2303) (PROPERTY I.D. 2430-601-0040-000-4) 113 WESTGLEN DRIVE

WESTGLEN S/D LOT 38 (0.19 AC) (OR 2022-983) (PROPERTY I.D. 2430-601-0041-000-1) 105 WESTGLEN DRIVE

WESTGLEN S/D LOT 39 (0.19 AC) (OR 2037-2201: 2109-402) (PROPERTY I.D. 2430-601-0042-000-8) 99 WESTGLEN DRIVE

WESTGLEN S/D LOT 40 (0.21 AC) (OR 2050-1790) (PROPERTY I.D. 2430-601-0043-000-5) 91 WESTGLEN DRIVE

30 35 40 E 1/2 OF SW 1/4 OF SE 1/4 OF NW 1/4-LESS WESTGLEN AS IN PL BK 14-51- (0.44 AC) (OR 2060-2096) (PROPERTY I.D. 2430-243-0001-000-1)

30 35 40 N 220 FT OF E 125 FT OF E 1/2 OF NW 1/4 OF NE 1/4 OF SW 1/4-LESS WEST GLEN S/D-AND E 10 FT OF E 1/2 OF NW 1/4 OF NE 1/4 OF SW 1/4-LESS THAT PART LYG S OF C/L TEN MILE CREEK (CANAL 71) (0.53 AC) (OR 512-2454: 1105-134) (PROPERTY I.D. 2430-312-0003-000-6)

SECTION 2. That the St. Lucie County Property Appraiser and the St. Lucie County Tax Collector are directed to place upon and add to the assessment roll, and to collect taxes on the land described in Section 1 hereof as of as the final date of enactment of this ordinance and subsequent years, and to enter the same at such valuation that it will bear an equal and just proportion of taxes as of that date and subsequent years.

SECTION 3. That the City Clerk shall cause notice of this annexation to be published once each week for two consecutive weeks prior to final passage in The Tribune in Fort Pierce, Florida.

SECTION 4. That upon this ordinance becoming effective, the land hereinabove described and annexed to the territorial limits of the City of Fort Pierce shall be and the same is zoned R-4, Medium Density Residential Zone, and the Future Land Use Designation is

RH, High Density Residential Land Use, in accordance with the Zoning Ordinance of the City of Fort Pierce, Florida.

SECTION 5. All ordinances or parts of ordinances in conflict herewith are hereby repealed.

SECTION 6. This ordinance shall be and become effective immediately upon final passage.

STATE OF FLORIDA) ss
ST. LUCIE COUNTY)

WE, THE UNDERSIGNED, Mayor Commissioner and the City Clerk of the City of Fort Pierce, Florida, do hereby certify that the foregoing and above Ordinance No. K-346 was duly advertised in accordance with Section 171.044(2) of the Florida Statutes in The Tribune in Fort Pierce, Florida, on March 23, 2005, and on March 30, 2005; copy of said ordinance was made available at the office of the City Clerk to the public upon request; said ordinance was duly introduced, read by title only, and passed on first reading by the City Commission of the City of Fort Pierce, Florida, on April 4, 2005; and was duly introduced, read by title only, and passed on second and final reading on April 18, 2005, by the City Commission of the City of Fort Pierce, Florida.

IN WITNESS HEREWITH, we hereunto set our hands and affix the Official Seal of the City of Fort Pierce, Florida, this the 19th day of April, 2005.

MAYOR COMMISSIONER

CITY CLERK

CITY SEAL)

Chairman Johnson said has anyone had a chance to review the minutes for the November 13, 2007? Is there any corrections or changes that need to be made?

Motion made by Mr. Poitier, seconded by Mr. Hayek to approve the minutes.

Unanimously approved by voice vote.

The next item considered - **#6 – Rezoning, Preliminary Plat, Preliminary Development Plan – Orange Gardens** – Applications for Rezoning from R-1, Single Family Low Density Residential to PUD, Planned Unit Development, Preliminary Plat, and Preliminary Development Plan approvals to construct a 40 single-family dwelling subdivision at 4945 Edwards Road. The owner/applicant is Orange Gardens Development Inc., and the representative is Land Planning Systems, Inc.

Mr. Buchwald said Mr. Chairman, members of the Board, for the last time this year, David Carlin will present in front of you.

Mr. Carlin said good evening members of the Board. Tonight the Applicant is proposing to construct 40 residential units on a 17.62 acre parcel located on the South side of Edwards Road East of Jenkins Road. The development will consist exclusively of single-family homes and will incorporate existing native vegetation and wetlands into the design. The Applicant also requests a rezoning of the subject property from R1 medium density residential to Planned Unit Development (PUD) to permit the proposed development. As you can see in the photo, the 17.62 acre parcel is vacant and was previously occupied by a citrus grove. Now the property is zoned R1 – single family low density with a future land use of RL- low density residential. The properties to the North of the proposed development are occupied by single family homes and located within unincorporated St. Lucie County. Now the property to the South is currently vacant and also unincorporated. The properties to the West as you can see are zoned R4 and consist of duplexes. The vacant properties to the East are unincorporated and consist of single family homes. What you're looking at here is a photo of the East property boundary looking North at the current site conditions. This photo represents the current native vegetation that currently exists on the property. Now to the East there is a residential development that is located in unincorporated St. Lucie County. As far as the construction schedule goes for this development, the PUD will be completed in one phase and will only consist of 40 single family homes. Now based on the development schedule, the anticipated rate of construction will be approximately 20 homes per year with an estimated completion date of 2010. Now the density for this proposed development is 2.89 units per acre which is less than the maximum allowed in the R1 zoning district which is 4 units per acre and less than 15 units per acre as allowed by the PUD. Now although the density is considerably lower than both the R1 zoning district and the PUD requirements, the preliminary plat specifies that the lot dimensions will be less than the 75 foot wide requirement and the 110 foot depth requirement. As such, the Applicant is requesting the development to be zoned a PUD to allow for the smaller lot sizes since there are no specific standards identified in the PUD, Section 22-40. Now the lot sizes will range from 6600 square feet to approximately 11,000 square feet and each lot will include a 5 foot drainage easement on each side. In addition, the proposed development will have 50 foot right of

ways with also five foot easements on either side for a total of 60 feet. Now as far as the open space and recreation component of this particular PUD, the PUD standards do require that a substantial amount of open space and appropriate commercial public and semi-public uses are provided. Greater than 60% of the site for this development will be devoted to open space for residents which are substantially higher than the minimum requirement. In the concept behind providing substantial open space for this particular development, is based on the fact that there are environmentally-sensitive lands located on the South side of the property and by integrating the open space with the wetlands, the residents and the public can come in and actually enjoy the open space areas. Now to ensure safety and to maximize the recreational amenities, this development does actually incorporate sidewalks on both sides of the street and will connect to Edwards Road. The recreational amenities will also include a club house, pool, and gazebo for the 40 single family homes. What you're looking at here is a photo of the transitional area between the current citrus grove and where the wetlands actually begin. So this gives you an idea of what kind of buffering will be preserved between the areas that will be developed and where the natural wetlands are. Now according to the environmental report, there are 3.88 acres of wetlands on the property and they will all be preserved as part of the development. In addition, the development will enhance the 25 foot buffer area around areas where the development will occur. In that 25 foot buffer area, substantial trees and vegetation will also be integrated in that area to further enhance the environmental characteristics to the property. In addition, to ensure that the wetlands and upland protection areas area are protected in the future, the conservation easement will be placed over the preservation area and dedicated to the homeowners association. Now, this slide basically represents the actual wetlands as you can see shaded in light yellow on the left hand side of your screen and the red area represents that transitional that buffer area that 25 where the vegetation will be placed. The yellow line represents flood land. Half of this property is located within a flood zone because of the close proximity to ten-mile creek and the elevation actually changes considerably from the right hand side of the screen which would be the northern part of the property from approximately 15 feet all the way down to an elevation of 2 feet at the beginning of the wetland areas. Now based on these conditions, and the fact that some of those homes are located within a flood hazard zone at the time for building permit, the Planning Division will assess whether or not the homes are actually flood-proofed to meet the flood requirements as specified in the City Code. What you're looking at here is an example of the types of homes that will be constructed within this particular development. Each single family home will include a two car garage and a 19 foot wide driveway to accommodate visitor parking. In addition, each home will be provided with a gas backup powered generator for power outage situations and each home will actually be constructed and have additional hurricane measures to protect against high winds. The development is actually situated approximately 650 feet South of Edwards Road. Access to the development will be provided by a 60 foot wide meandering access drive that extends from Edwards Road down into the development as shaded by green. The development will not be gated and will include a dedicated school bus stop at the entrance of the roundabout. Access to the development will be provided by separate turn lanes along Edwards Road heading east and west there will be actual dedicated turn lanes into the development. This slide just represents where the entrance will be located on Edwards Road. As far as traffic impacts are concerned, a traffic report conducted by LBFH specified that approximately 368 trips will be generated by the proposed development and the general trip distribution indicates that 80% will head to the east, 20% to the west. The report also

specified that the proposed development will not have any significant impacts on the surrounding roadway network. Now all the affected departments have reviewed this submittal and have approved the proposed site plan based on it meeting the requirements of the Code. Staff recommends that the Planning Board forwards a recommendation for approvals of the preliminary plat, the preliminary development plan and the rezoning to the City Commission.

Chairman Johnson said thank you very much. Any questions of staff from the Board?

Vice Chair Olson said I didn't think I saw any paths through utilizing the conservation element of this plan. Are there any planned?

Mr. Carlin said Mr. Chair, Ms. Olson, there are actually no paths within the wetland area. That requires substantial permitting and it may not even be allowed. One thing to consider with this property is that there is actually, and I'll go back to the aerial, does not abut ten mile creek so there is another parcel that is located further to the South that is not part of this development. The answer to your question is no, there are no specific sidewalks or paths within that conservation area. My understanding is that it's very difficult to get those types of permits.

Vice Chair Olson said thank you.

Chairman Johnson said any other questions?

Mr. Reilly said my understanding is--the only--you have the--as far the zoning on it currently, you have the--the only thing you really have a problem with is just the size of the lot, the frontage I guess that's what you...?

Mr. Carlin said Mr. Chair, Mr. Reilly that is correct. It's specifically the lot size and dimensions. They don't meet the standard dimensions for the R1 zoning for that. As I pointed out, the density is significantly lower than what would be permitted and allowed in the R1 zoning, so we're just dealing with lot size dimensions.

Chairman Johnson said any other questions?

Mr. Knott said yes Mr. Chairman. On the entry drive, there are two different dimensions for the width. On the plat their showing a pavement width of 12 feet on sheet 2 on the plat I believe it is 2 of 3; in other words, divided out by Edwards Road but on the construction plans, on sheet 2 of 12 it shows 14 feet. I think both of them meet Code but just for continuity.

Mr. Carlin said Mr. Chair, Mr. Knott that is correct. There is a discrepancy there and there was a last minute change by the City Engineering Department that addressed this specific issue with the actual entrance widths. I'd have to go back into the folder to see exactly what the change was but—Bob, do you remember what the requirement was?

Bob Frank said (from the audience)[inaudible]

Mr. Knott said it was the 14 width, Bob, is that what you're saying?

Mr. Carlin said Mr. Chair, Mr. Knott I believe the 14 foot wide lane widths are the correct widths. The Engineering Department had an issue with the 12 foot lane widths, but there were last minute revisions that probably wasn't...

Mr. Knott said just wasn't reflected on the plat. I'm sure the Applicant will take care of that. On that entry road, Bob was talking about the radiuses on these things. It's almost like a switch back entrance into this thing. I realize it's not a high density and only 40 units in here but there is going to be a lot of traffic going around those two curves to get back to it. I was wondering if there was any discussion during the review or during the design, I guess I can ask the Applicant when he comes up here, about trying to add a little pavement on the inside curves of these and that I don't think they can do it on the first curve off of Edwards because they are about ready up against the back of the walk. It's almost about a foot off of the property line but on the next curve, it appeared to have about five feet in there. If they could flatten out that radius just on that interior, the inside lane, they could probably pick up about four or five feet of pavement on that inside because you're going to need it with that much turn there. Twelve is more than required but if they can go to 16 or 18 or something like that on that inside lane, that's where it's really going to hurt. Also, just curious if there is any conversation during the review of perhaps super elevating the outside lanes so that when you go around the outside lane you're not drifting off the thing. If you super elevate it, that half would look like Daytona, but it could--it'll push it down—push the car through that curve instead of off of it. Do you know if there was any discussion about super elevating that?

Mr. Carlin said Mr. Chair. Mr. Knott, I'm not aware of any discussion on the elevation but as far as the entrance driving width, original that was just one wide 60 foot section which the Code doesn't allow that. There had to be sidewalks factored into the equation as well to get access out of Edwards Road so I think that played somewhat of a factor into the lane configuration. I know the Engineering Department specifically had their own set of parameters for this particular entrance and I don't know what those—Bob would be the best person to answer that.

Mr. Knott said I'll ask the Applicant when he comes up then on that one curve and maybe super elevating the outside on the others because I think that would help negotiating those two very sharp curves there. Thank you.

Vice Chair Olson said Mr. Carlin, do you know the speed limit that they are going to post on that access ramp?

Mr. Carlin said no ma'am.

Chairman Johnson said okay, any other questions? Okay, I'd like to invite the Applicant forward at this time. If you would state your name and association for the record, please.

Mr. Ball said Steve Ball with Land Planning Systems representing the Applicants, Orange Gardens Development. I'd like to thank David for helping us resolve the last few problems

and issues just to make changes and to get us here tonight. We're glad to be here. I don't want to be too redundant but just a few points. This is a 40 lot subdivision. It was 52 originally and we reduced it to enable us to increase some of the open space requirements. I think it's unique in both design and architecture. With the design, we had a significant amount of open space, we're incorporating water that flows behind the units and so we'll have, essentially, like a running stream behind the units which will be a nice amenity. The recreation features backup power gas generators. One of the owner's concerns, and the owner is here, Mr. Gary, was to have a project that essentially is hurricane proof in the sense that you wouldn't lose power through the back up generators and the wind design of the units would withstand a major force hurricane so that's been incorporated into the design. Of course, wetland protection and landscaping and then we're under 3 units per acre. The architecture, we think, is unique because it incorporates stone work and windows and you have copies of that in your PUD packet on pages 24 and 25. One of the goals was to try and integrate the homes into the environment so we incorporated a lot of landscaping and use of water and this sort of a more natural stone sort of design on the project. Finally, I think the other thing to note is that this will have a very positive economic impact on the City. We estimate that the homes will be valued at $500,000 or greater so there will be a very nice project in tax revenue for the City. The consultant team and the owners are here. We're available to answer any of your questions and we're just here to support the project and staff's recommendation for approval. Thank you.

Chairman Johnson said thank you. Any questions of the Applicant? I guess I had a couple of things that I would need you guys to address would be the question Mr. Knott brought up about the roadway design—the entrance design.

Mr. Ball said Mr. Velasco, our Engineer.

Mr. Velasco said good evening ladies and gentlemen. Mr. Knott, in particular with the comments you had regarding our entry road, it appears to me that we all have ideas on how we are going approach a problem. In particular, in engineering, of course, and just so you know a little bit of the history and what happened here. Our first design had somewhat of an urban setting as if you come into any intersection in Fort Pierce. So we had a very sharp 90 degree turn and we had a very small radius at the intersection and that met with a little opposition from the Engineering Department and then we had two or three different people giving us variations on how this should be done. So what you see here at the end of the day is a collaboration of different ideas from different people in your many departments. We're trying to please everybody which was the extent of the problem which was married at the end of the day as well. We're open to suggestions. We can certainly approach this in different ways and again, this is just the outcome of many thoughts in the process.

Mr. Knott said the one problem, the opportunity I see here is that one inside lane there, it looks you've got a little leeway if you'll look at that. You got, it looks like, about five or six feet back to that property corner on that second turn on the inside curve from the back of the walk to that property corner.

Mr. Velasco said the back of the walk is maybe a foot—foot and a half from the corner so that's where

Mr. Knott said so that's the first curve.

Mr. Velasco said that's actually both of them.

Mr. Knott said that's not what you're drawings are showing. If you scale them on there, I put a scale. If these drawings which I'm assuming their accurate because their computer drawn, there's from that actual corner to the back of your sidewalk, you've got about five feet on there. It's scaled about five feet. The other one doesn't. It looks like the intent was one foot.

Mr. Velasco said I think maybe the drawing, correct me if I'm wrong, is this the plat drawing that we're looking at on the screen?

Mr. Knott said no actually both of them. I looked at the plat and I looked at your construction notes.

Chairman Johnson said this one seems to be different.

Vice-Chairman Olson said what page are you on?

Chairman Johnson said 1 of 12 is what I'm looking at.

Mr. Carlin said we're on page 2.

Mr. Velasco said if you look at the corner, which I believe you're referring to, I have barely a foot and of course as you said with the computer we can be very accurate with that, but there is very little space left.

Mr. Knott said that first line you're looking at is not your property line now, that's a contour line. If you'll follow that around, that's one of your generated copy of that.

Mr. Velasco said actually that's the back of the sidewalk.

Mr. Knott said okay the first back—what are you looking at there?

Mr. Velasco my outside line if I follow it here that would be my property walk.

Mr. Knott said that's your property line, right?

Mr. Velasco said back of sidewalk.

Mr. Knott what? Yeah I know. I see you're back of sidewalk. That's what I was going to. Now if go out that first corner you go to is not your property corner, that's a contour line. That's a 14 contour. The second line out there is your property line, so you see what I'm talking about?

Chairman Johnson said it's the outside right angle.

Mr. Knott and if you put a scale on it, it's about 5 feet. Look up at your other corner. If you want to move up the page to see what I'm talking about. You'll see it at the first curve, if you just move it down, you can see the—if you look up the other one you can see how you are one foot off of that property corner. Okay, now you're talking, what page is that.

Chairman Johnson said that's the site plan page and that's sheet 1.

Mr. Knott said and that's about 5 feet, that dimension. It doesn't look like much here, but believe me as you know that extra 4 feet or whatever that's going to give you, if you pull that back, that's going to make that curve a whole lot more manageable to have an extra 4 feet of pavement. Can you do that?

Mr. Velasco said we can certainly give that a shot.

Mr. Knott said okay. Just do that for that corner as you did for the first corner up there because you have one foot off up there it'll just flatten that out in there. How about the super elevation? Do you think that would help at all? I know this is low speed and super elevation is for higher speed but, if you kicked up that outside lane, wouldn't that help hold the cars in the lane rather than drift off the pavement? What do you think?

Mr. Velasco said I'll be happy to accommodate any of your ideas.

Mr. Knott said I think that those two items, if you incorporate them or try to incorporate those into your final plan, I think that's going to make, it's not going to make it perfect but it's certainly going to make it I think a little bit better to get those people around those corners because you're going to make those people drift across those lanes as it is even though they are only going 10 miles per hour. So you all won't have any trouble if we include it in our motion to try to take care of it?

Mr. Velasco said not at all.

Mr. Knott said one other question I had on this too. Are these as being platted--so these will be fee simple as far as you know?

Mr. Velasco said yes.

Mr. Knott said and the right of ways are all going to City for maintenance.

Mr. Velasco said they are going to be private.

Mr. Knott said they are going to be private. Will it be gated?

Mr. Velasco said no; not gated, but private.

Mr. Knott said okay. So that answered my question about all the preservation land too.

Mr. Velasco said I'll give that to South Florida Water Management.

Mr. Knott said preservation but your ponds that will be part of the POA then?

Mr. Velasco said correct.

Mr. Knott said thank you.

Mr. Hayek said your design said it was rated for 155 mph winds, Steve?

Mr. Velasco said that's the architect's work, I claim no help in that. Mr. Ball is here he is one of the owner's of the project.

Chairman Johnson said Mr. Ball if you would come forward.

Mr. Ball said yes, at least 150. It could be higher than that.

Mr. Hayek said the plan shows flat decks on all your houses. After the hurricanes, it seemed like most of the flat decks gave up. The flat decks had more of the damage than a typical roof. Are these being reengineered to allow for that.

Mr. Ball said it's a little bit out of the, I'm not the Planner so I'm not the actual Architect on it but I guess all I can say is that they will be designed to handle that kind of wind load.

Chairman Johnson said I guess in regards to that also each individual unit will have their own generator, is that correct or is there one central.

Mr. Velasco said it is one unit per home.

Chairman Johnson said and are those located typical on the side of the property?

Mr. Carlin said Mr. Chair, I can show you a rendering of that if you want but it is located on the side.

Chairman Johnson said yeah, I guess I didn't see it and being that they are hurricane I don't want to say friendly.

Mr. Ball said that's a great marketing idea. I'd love to have a backup gas/fire generator and no one has to put up shutters and feel safe in my home even though a big storm's coming.

Chairman Johnson said did this project fall into the design review? I know it's a PUD but how late

Mr. Carlin said Mr. Chair, no it did not. This project has been here for some time. I think, when was the original submitted, back in 2005? 2005.

Mr. Ball said actually we went through with some previous staff members we did review the design and work with them a little bit to have a little stronger street presence of the homes, and the sidewalks and the landscaping so it would have more of a community feel.

Chairman Johnson said so because of the design rating of the house, it'll be hurricane impact glass since there's

Mr. Ball said yes.

Vice Chair Olson said you mentioned that there is going to be a flow to the creeks you provide?

Mr. Ball said yes. The creeks behind the homes are artificial creeks so

Vice Chair Olson said where does the flow come from?

Mr. Ball said there will be pumps to circulate the water.

Vice Chair Olson said oh really?

Mr. Ball said yes. It'll have the appearance of a little stream behind your house.

Vice Chair Olson said I just thought it was a very thin pond. Okay. I'm just interested about the modern design the 60s modern design that you guys chose. You don't see that at all and I'm just curious about it. Most people think that's a little risky for marketability.

Mr. Ball said yes, it's a different idea. We think it's unique and it'll provide for a different market. We're hopeful.

Vice Chair Olson said one other thing I had a question in regards to the environmental impact report. Would you be the right person to address that?

Mr. Ball said we have environmentalist here, Chris Fodnick.

Vice Chair Olson said and it ties into your landscape plan.

Mr. Fodnick said Chris Fodnick, Ecological Consultant of Florida.

Vice Chair Olson said I was taking a look at the soil survey that you have in here. I noticed that the two soil types are most prevalent where the houses are going to be built are the Riviera Fine Sand and the Suzanna. I noticed that common to both of those types are some common landscaping plants—cabbage palms/pine saw palmetto—would you recommend those plants as plants to use in more abundance than they are currently in their landscape plan?

Mr. Fodnick said in a natural setting, the soil type has those types of plants in a natural setting. From a landscaping standpoint, any of the vegetation that has been selected in here

will do just fine in that type of a soil setting. That just happens to be the ones that you find in Florida that naturally occur in that soil type. With regards to existing plants, we do have particular within the wetland buffer area the more native species and there is some showier things and I'm not the landscape architect but the landscape architect did incorporate into the actual lots that are going to be there. But to answer your question, I think either plant will do just fine in that type of a soil type. One other thing just to address an earlier question you had Ms. Olson is that you had asked about the preservation area, and whether or not you could do trails or there were no trails shown. As Mr. Carlin indicated, it is a permitting task to do that and that's not something that we want to incorporate in there. To be prepared in the future, the client would like to consider that in the future so what we've done is the conservation easement we propose to Water Management District is the recreational one that would allow for that specific use in the future as it comes up. With the 10 mile creek corridor, we know that there's going to be other interest along that even though we don't own the property all the way to the creek. We do have a significant amount of flood plain there.

Vice Chair Olson said okay. Thank you.

Chairman Johnson said thank you. Any other questions from the Board?

Vice Chair Olson said yes. I'm not exactly sure which consultant to address this question to but when you guys come back before us for site plan, I was wondering if you could bring us some line of sight renderings for how this would look since we're doing smaller lot sizes. I'd just like to know not just not how like one how looks but like how a couple of houses down the street would look. How close together they look and how they look. I'd like to see that.

Mr. Ball said the final site plan?

Vice Chair Olson said when you come back before us for site plan. I'd like to see that. The other thing is I'd just like to recommend especially for the Saw Palmetto and the Slash Pine. Both the Saw Palmetto and the Slash Pine have a very angular look to them.

Mr. Ball said we have some photographs that our artist he can show them on here that were part of our previous submittal. We didn't include it in our final one. We had provided these. I had forgot about them.

Vice Chair Olson said yeah. That is a different design, isn't it.

Mr. Ball said this was a different design concept for the

Vice Chair Olson said yeah, but if you could do something like that for these that would be great.

Mr. Ball said this was one of our original design concepts but it gives you the idea of how the building is set in relation to those three. We have changed these to reflect most of the current design.

Vice Chair Olson said I was just going to say that I would just recommend using more of the saw palmetto and the slash pine in your landscape design. They are both very angular and I think the 60s modern style that you are choosing and they would also grow well in the soil. Go back a little bit more towards the native so it's just a suggestion.

Mr. Ball said our landscape architect is not here but we'll review everything.

Chairman Johnson said anything else Olson?

Vice Chair Olson said no, Sir.

Chairman Johnson said any other questions from the Board? Okay. Thank you very much. Is there anyone here for or against this Project? Okay. I didn't think so. Seeing none. I'll open it to the Board and entertain a motion.

Mr. Knott said Mr. Chairman, I move that we recommend approval of the project with the stipulation that the Applicant endeavors to increase the pavement in the inside lane pavement on his entrance road for the two curves on the entrance road to a point where the back of the sidewalk would be one foot off of the property corners for both of the turns—both of the curves and also that they try to or consider using super elevation on the outside lanes within the limits of the two sharp entry curves.

Chairman Johnson said so your motion is to approve the rezoning preliminary plat and some recommendations for the preliminary development.

Mr. Knott said yes and one other thing just to also confirm that they correct the plat to show that there is a 14 foot lanes on the entry roads off of Edwards.

Chairman Johnson said okay.

Motion was made by Mr. Knott, seconded by Mr. Poitier, to forward a recommendation to the City Commission for approval of the rezoning and recommend adjustments for the preliminary development.

Chairman Johnson said a motion and a second any discussion?

Vice Chair Olson said Mr. Chair, I would just like to comment that this one of those PUDs, in my opinion, that really deserves to be a PUD without commercial like we like to try and say that PUDs should include commercial but this is a good example of in my opinion, a great PUD a great reason to have a PUD to increase the wetland and decrease the lot sizes so that you can throw out some of those Code restrictions to get a better project. I'm glad we saw it and I think it's a good project.

Chairman Johnson said I agree. Any other discussion?

Mr. Buchwald said Mr. Chair. Mr. Knott, again for clarification on that super elevation element is that for the purposes of providing a safer turning movement on that?

Mr. Knott said yes, on the outside lane rather than have it slope away from it, it will kick it up and the gravity will keep the vehicles in their lane as it goes around.

Mr. Buchwald said a question I would have would be, would that encourage a greater speed through that area or should perhaps the design in and out of that curve that provides more of a traffic calming created them to then force the vehicle to go slower and also accommodate that as well.

Mr. Knott said I thought about Mr. Buchwald and the degree of those curves are the 62 foot centerline radius that they have I debated that too. Are you going to encourage speed or are you going to provide a perhaps a little safety and I think they are going to be so slow I don't think there is going to be a tendency, there is not enough leeway on these things I think to kick it up. My feeling is, maybe they need to talk with the staff or go back to the design manuals on this and see, but if they could do it, I feel that it would be a safer—it would act as a traffic calmer if you leave it the other way because you'll probably find some of the people drifting off to the side going around it and it may go up over onto the sidewalk. This way, at least they would be funneled back into the traffic and not up onto the design sidewalks.

Chairman Johnson said this comes back before us, right, for site plan.

Mr. Buchwald said no, Mr. Chair. This would be it so it's all three at once, the preliminary development plan, the preliminary plat and rezoning. However, the traffic engineer is whispering in my ear, our City traffic engineer that he has understood what you are referring to and that he will work with the applicant in order to provide that type of super elevation and also the safety while ensuring that it doesn't encourage –it doesn't become a greater speed—increase a greater speed.

Mr. Knott said I think it would be so subtle that you'd really have to kick it up a foot on that outside before you would get a NASCAR effect on this thing so I'm thinking that you was trying to get it a little more comfortable to get around that.

Mr. Buchwald said he's thinking that there is some type of 8 degrees slope meter or slopeometer or obviously he's very excited I've never seen him this excited so he can't wait to work with that Applicant. Thank you for bringing up that point.

Mr. Knott said I'd just take the 2% slope right on across that you have on the inside lanes is 2% I think be adequate. It's just it's a negative force if you going around the outside and the pavement is sloping that way, but if you get it up this way, it certainly helps you get around the corners.

Chairman Johnson said I think another thing that you're going to have to take into account as they work through this is you're site is limited at that spot so you're taking an outside and you're raising it, you either are going raise the sidewalk, are you drop off to the property line are you causing other issues so I know they are looking at all angles.

Mr. Knott said I saw how much the existing grade and how much they would have to kick that up so but they are only bringing it up about six inches I think but that's something if they would look at that that's why I want to put it in the motion and talk with the City Engineer again about that. Now is the time to do if we are going to try and do it and hopefully it'll work out.

Vice Chair Olson said Mr. Chair, I just want to clarify with Mr. Buchwald. Mr. Buchwald, you said this is the only time we are going to see this project. It's not coming back for final site plan?

Mr. Buchwald said no. Mr. Chair, members of the Board, let me just check on that for final development plan just to be sure I'm speaking correctly.

Vice Chair Olson said because this says preliminary development plan.

Chairman Johnson said Mr. Walker, any input?

Board Attorney Walker said Mr. Chair, Mr. Buchwald is correct. The procedure is set out at Section 22-40(r) that provides that the Planning Board reviews the preliminary plat but the only procedure governing approval of the final plan is public hearing in front of the Commission.

Mr. Buchwald said and if I may elaborate on the purpose of that is if it's not consistent with the preliminary plan then the Commission sends that back to you and sends through the process again so if there is any significant deviations from that, then it would be brought before you. But if it is not, this is the only time it would be before you.

Chairman Johnson said thank you. Any other discussion? Can we have roll call please.

Those in favor were: Mr. Dannahower, Mrs. Dixon, Mr. Harris, Mr. Hayek, Mr. Knott, Mr. Lloyd, Vice Chair Olson, Mr. Poitier, Mr. Reilly, and Chairman Johnson. Those opposed: None.

The next item considered - **#7a – Other business. Discussion of Land Development Regulation Update Process.**

Mr. Buchwald said Mr. Chair, members of the Board. As we look forward the upcoming rewrite of the Land Development Regulations in the next year, first I'd like to summarize the past year because it's been a busy year for all of you just going over some of the numbers that you have considered. Over 25 site plans that resulted in the approval of over 1,000 residential units. But, more importantly, you approved close to 1 million square feet in commercial/industrial space. If you recall, the site plans include the Interstate Business Park, Old Florida Village and the downtown Parking Garage. You also reviewed 6 plats, 2 conceptual plans, and 6 rezonings. You also approved 10 alcohol licenses, 8 conditional uses, 4 special exceptions. You also considered 6 zoning text amendments. If you recall, these included such things as creation of the E2, E3 zoning districts. The Outside Storage

The next items on the Agenda were: (a) Public Hearing on Application for **Site Plan Review** submitted for a Preliminary Development Plan for **Orange Gardens** (residential PUD with 40 dwelling units and clubhouse) to be located on 17.62 acres at 4945 Edwards Road; said property currently zoned R-1, Single Family Low Density Zone, but is concurrently being considered for rezoning to PUD, Planned Unit Development.

(b) Ordinance No. L-08 entitled, "AN ORDINANCE BY THE CITY COMMISSION OF THE CITY OF FORT PIERCE, FLORIDA, **REZONING** PROPERTY LOCATED AT 4945 EDWARDS ROAD FROM R-1, SINGLE FAMILY LOW DENSITY RESIDENTIAL ZONE, TO PUD, PLANNED UNIT DEVELOPMENT ZONE; REPEALING ALL ORDINANCES OR PARTS THEREOF IN CONFLICT HEREWITH; AND PROVIDING FOR AN EFFECTIVE DATE." was placed on first reading and read by title only. (Applicant: Orange Gardens Development Inc.)

(c) Public Hearing on Application for **Subdivision Review** - Preliminary Plat - submitted by Orange Gardens Development, Inc. for **Orange Gardens S/D** to be located at 4945 Edwards Road.

Mr. Peter Buchwald, Zoning Administrator, said the applicant is proposing to construct 40 residential units on a 17.62 acre site located on the south side of Edwards Road east of Jenkins Road. The development will consist exclusively of single-family homes. The parcel is currently vacant and was occupied by a citrus grove. The applicant requests a rezoning of such property from R-1, Low Density Residential, to PUD, Planned Unit Development, and approval of a Preliminary Development Plan, and approval of a Preliminary Plat. The property is zoned R-1, with a Future Land Use of RL, Low Density Residential. The properties to the north are vacant or occupied by single family homes and located within unincorporated St. Lucie County. The property to the south is currently vacant and also unincorporated. The properties to the west are zoned R-4 and are occupied by duplexes. The vacant properties to the east are unincorporated and consist of single-family homes. The density for the proposed development is 2.89 units per acre, which is less than the maximum permitted in the R-4 zoning district, which is 4 units per acre, and less than the maximum permitted of 15 units per acre for a PUD. The Preliminary Plat specifies that the proposed lot dimensions will range in size from 6,600 to 11,000 square feet. The development includes open space and common open space in the upland area in quantities which significantly exceed the PUD requirements. To ensure safety and to maximize recreational amenities, the development will incorporate sidewalks on both sides of the street and will connect to Edwards Road. Recreational amenities also consist of a clubhouse, pool, playground, and a gazebo located toward the front of the development. Access to the

development is provided by a 60-foot-wide meandering access drive that extends from Edwards Road into the development. The development will not be gated and will include a roundabout with a dedicated school bus stop at the entrance. Access to the development will be provided by separate left- and right-hand turn lanes on Edwards Road. A Traffic Impact Analysis updated by Boyle Engineering in February 2008 indicates that 383 daily trips will be generated by the development with 37 AM peak hour trips and 47 PM peak hour trips. The analysis concludes that the traffic from the project will not significantly impact the Levels of Service for the roadway links or intersections, and no additional off-site roadway improvements are necessary. Each home will be provided with natural gas backup generators during power outage situations and all homes will incorporate additional hurricane protection measures including designing homes above the current wind load requirements. Here is a streetscape view of the development. Based on the development schedule, they anticipate the rate of construction is 20 homes per year with an estimated completion date in the summer of 2010. All affected Departments have reviewed the submittals and have approved the proposed Site Plan based on it meeting the requirements of the Code. At their meeting on December 11, 2007, the Planning Board voted unanimously to recommend approval of the applications with the conditions that the applicant endeavors to make adjustments to the curves on the entrance road and that the preliminary plat is corrected to show 14-foot lanes at the entrance road. The preliminary plat has been corrected and the applicant discussed the adjustments to the entrance road curves with the City Traffic Engineer, but it was mutually agreed upon by both the City Traffic Engineer and by the applicant that such adjustments would not produce the desired effect on traffic through the curves. A total of 105 notifications of the rezoning application were mailed to property owners located within 500 feet of the establishment. As of today 16 responses have been received - 3 of which approve the rezoning and 13 of which oppose the rezoning. Based on the Preliminary Plat and Preliminary Development Plan meeting the requirements of the City Code and based on the Rezoning satisfying City Code standards, Staff recommends approvals of the Preliminary Subdivision Plat, Preliminary Development Plan, and Rezoning.

Commissioner Alexander said he thinks this would be a beautiful fit for the City of Fort Pierce, but his main concern would be the opposing of this.

Mr. Buchwald said the majority of the opposition comes from the subdivision located to the east. The vast majority of the opposition is from those homes to the east which is in unincorporated St. Lucie County.

Commissioner Alexander asked they are talking about 40 homes which are going to be self-contained, self-sufficient, and the whole nine yards, right?

Mr. Buchwald said yes. And there will be buffering along that.

Commissioner Becht asked does Staff know who owns the property between there and what is Five-Mile Creek?

Mr. Buchwald said it is owned by a private party. He doesn't know off the top of his head who owns it.

Commissioner Becht asked but not the applicant?

Mr. Buchwald said no, it is a different property owner.

Commissioner Alexander asked do they know how much property that is?

Mr. Buchwald asked in terms of the size? Not off the top of his head.

Commissioner Alexander said so pretty much nothing can be placed on that property. He doesn't see any entrance or exit to that property.

Mr. Buchwald said that is correct. All of it is in a flood plain, it is wetlands. It doesn't seem like it could be developed.

Mayor Benton said it floods really bad along there. They could build something on real tall stilts in there. It is going to get real wet.

Commissioner Alexander asked all of that is going to be greenery there, right? How would they get to it?

Mr. Buchwald said the development includes preservation of that south end where they see the heavy foliage, it will be in conservation.

Commissioner Becht said as a followup to that, his concern is that he knows the County is trying to assemble a greenway and they are trying to do that on Five-Mile Creek. If the property is too low or too flooded on the south... The property that is not the applicant's property that actually fronts on Five-Mile Creek, if that is too low to be usable, it might be advantageous if they got appropriate easements or consents from this applicant, as they

assemble the greenway trails, that they could come onto their property at a higher point so they have usable property, albeit it is not on the actual Five-Mile Creek.

Commissioner Alexander asked the entrance that looks like a maze there, do they have a sufficient area for fire trucks and emergency vehicles and so forth there?

Mr. Buchwald said yes. The Fire District has approved of the plan. They have already analyzed it in accordance with what they require.

Mayor Benton declared a Public Hearing in session and asked if anyone in the audience wished to be heard.

Mr. Steve Ball, Land Planning Systems, Inc., said this is a 40-unit residential subdivision which he thinks is both unique in design and architecture. Regarding the design, there is a significant amount of open space including the flowing waterway idea behind the units which will operate through a pump system, so they will actually have running water throughout the project and use that as an amenity. There are other recreational amenities. There are backup generators. It will be designed to withstand major hurricanes. So there is a very unique sort of market here that they are trying to design for the safety factor of these residential units. There is also the wetland protection as they mentioned. A pretty low density rate. There are some drawings in their packet regarding the architecture and the unique design of stone and glass. He thinks it is very attractive. Finally, they think this will have a very positive economic impact on the City. The units will be sold for above $500,000, probably starting somewhere around $600,000 and up from there. They are very pleased about adding that tax base to the City. Their consulting team is here, their engineers and traffic planners, and they will be glad to answer any questions the Commissioners may have.

Mayor Benton said when he looks at this, the architecture is definitely different, he is seeing flat roofs. Is this something where they can put in... He knows there are some solar panels out there today which they can put on a home like that and on a good day they use very little electricity, on a cloudy day they will be pulling some. He knows it is something that has been talked about when they are talking about the price of the home. That would be something, if they are not talking about it, to look into.

Mr. Boyle said he would be glad to look into it. They haven't really had that discussion with the owners. But he thinks it may

be something that could be another amenity and worthwhile to look at.

Mayor Benton said it appears to be getting affordable and there might be some State grants to help do it. It seems like they want to grant everything else for green. That might be a way to really entice people into it.

Commissioner Sessions asked as far as the fiscal impact of the project itself, in light of the potential tax base of this particular project, is there any particular reason why Mr. Buchwald's memo outlines fiscal impact being none?

Mr. Buchwald said he sees that on the cover sheet. That is an oversight. Typically on those Staff does indicate about how the increased improvements will increase the tax base and will provide the potential for additional tax revenue. There is no negative impact as they see it in terms of the fiscal impact. That is an oversight to not include that standard language as they have done in the past. He appreciates him bringing that to their attention.

Commissioner Sessions said hats off to the developer, especially in times like these when they are in such an economic state of depression, for a developer to come forward with a top notch project like this. He wishes the previous applicant had stayed to hear this presentation so they could get an idea as to what their Staff smiles on and what this Commission smiles on in terms of potential projects. But at any rate, he commends them.

Mr. Terry McQuillen, 200 West Glen Drive, said he lives to the west of the project. He has been down here for about seven years. It is a flood zone. The impact of this to his property, he is concerned about traffic and noise. He bought the house for privacy and quiet. He worked seven years on it. He has been through a few floods. He is concerned about the flooding and just the number of people who will be in his area.

Mayor Benton said he understands his concern and feels for him because he grew up out in that area. But with West Glen next door and what was proposed out on the corner there and several developments now that have fallen by the wayside, which to him is a blessing. At least this is a single-family more or less and not so many townhomes.

Mr. McQuillen said he understands that. He would like to meet with the representative and see what exact impact it would have on his

property. He is not totally against it, but he doesn't know enough.

Mayor Benton said those other projects, he didn't vote for a lot of them. But this one just appears to be a little bit nicer than what they have seen.

Mr. McQuillen asked has anybody thought about looking at the flooding aspect of it?

Mayor Benton said that is something that South Florida Water Management District will have a lot of say in. They are the ones who work with the engineering staff to determine...

Mr. McQuillen asked does he have access to talk to Staff about this?

Mayor Benton said yes.

Mr. Buchwald said it has been taken into account with the design. For those homes in the southern part, they propose to erect a retaining wall along the south and the upland area to protect against the flood elevations for those southern properties.

Mr. McQuillen asked they are going to build a wall between the wetlands and the property, is that what he is telling him?

Mr. Buchwald said on the upland side where it is lower, where there is the greatest potential for impact of flood, yes.

Mr. McQuillen said they don't own all the way to the creek.

Mr. Buchwald said no, they do not. But they own that large conservation area they see as the buffer between where the homes will be and that part that they do not own.

Mr. McQuillen asked will they have access to the creek?

Mayor Benton said these questions Staff can answer later, what was presented tonight. They are quite a ways from the water there anyway where their buffer is.

Mr. McQuillen asked he could just make an appointment to come in and see Staff?

Mayor Benton said yes. Any concerns, please feel free to call them.

Seeing no one further and hearing no one wishing to be heard, Mayor Benton declared the Public Hearing closed.

Motion was made by Commissioner Becht, seconded by Commissioner Coke, (a) Approve the Preliminary Development Plan for Orange Gardens at 4945 Edwards Road; (b) Ordinance No. L-08 be passed on first reading; and (c) Approve the Preliminary Plat for Orange Gardens Subdivision.

Commissioner Alexander asked do they have adequate buffers between the east and the west?

Mr. Buchwald said yes, they do. They can pull up that Site Plan again and show the extent of the buffer. It includes the artificial creek that is being created. The buffers not only includes the yards, but the open space areas around it. Those will be heavily vegetated and landscaped. So there is what they consider to be adequate buffers.

Commissioner Alexander asked are those nature trails he is looking at there or sidewalks?

Mr. Buchwald said nature trails.

Those voting in favor of the motion, and passage of Ordinance No. L-08 on first reading, were: Commissioners Alexander, Becht, Coke, Sessions, and Benton. Those opposed: None.
