C I T Y O F F O R T P I E R C E

CITY COMMISSION AGENDA

Regular Meeting - Monday, May 4, 2026 - 5:05 p.m.
City Hall - City Commission Chambers, 100 North U.S. #1, Fort Pierce, Florida

1. **CALL TO ORDER**

2. **OPENING PRAYER - Pastor Hazel Holyman - In the Image of Christ.**

3. **PLEDGE OF ALLEGIANCE**

4. **ROLL CALL**

5. **APPROVAL OF MINUTES**

   A. Approval of minutes from the April 20, 2026 Regular Meeting.

6. **PROCLAMATIONS**

   A. National Small Business Week, U.S. Small Business Administration South Florida District Office.

   B. Student Leadership Week, Fort Pierce Central High School

7. **LETTERS TO COMMISSION**

8. **ADDITIONS OR DELETIONS TO AGENDA AND APPROVAL OF AGENDA**

9. **COMMENTS FROM THE PUBLIC ON AGENDA ITEMS NOT REQUIRING PUBLIC HEARINGS**

   Any person who wishes to comment on an agenda item which is not under Public Hearings on the Agenda may be heard at this time and must sign up to speak in advance. Please limit your comments to three (3) minutes or less, as directed by the Mayor, as this section of the Agenda is limited to thirty minutes. The City Commission will not be able to take any official actions under Comments from the Public. Speakers will address the Mayor, Commissioners, and the Public with respect. Inappropriate language will not be tolerated.

10. **MISCELLANEOUS REPORTS**

11. **CONSENT AGENDA**

A. Approval of Specific Authorization No. 4 for Kimley Horn and Associates under Continuing Contract RFQ 2025-022 for Professional Engineering Services for completion of plans, construction documents, and estimates of the South 13th Street Improvements from Georgia Avenue to Orange Avenue.

12. **PUBLIC HEARINGS**

Quasi-Judicial Hearings follow a strict set of rules and procedures which can be found on the City's website using this link: https://www.cityoffortpierce.com/DocumentCenter/View/6740/Quasi-Judicial-Procedures. All Quasi-Judicial decisions by the City Commission must be based on competency substantial evidence. Competent substantial evidence is evidence which will establish a substantial basis from which the fact at issue can reasonably be inferred. It includes fact or opinion evidence offered by an expert on a matter that requires specialized knowledge and that is relevant to the issues to be decided. It is evidence a reasonable mind could accept as having probative weight and adequate to support a legal conclusion. Hypothetical, speculative, fear or emotion based generalized statements that do not address the relevant issues and that cannot be reasonably said to support the action advocated, are not competent substantial evidence.

A. Quasi-Judicial Hearing - Review and Approval of an application for Major Site Plan Amendment submitted by property owner, Scannell Properties #533 LLC and Representative Jeff Iravani, Inc., to construct a 1.1 million sq. ft. refrigerated warehouse and office building at 2300 S. Kings Highway, Fort Pierce, FL. The property is zoned Commercial Parkway (CP-1). Parcel ID: 2324-210-0000-000-6.

13. **CITY COMMISSION**

A. Clarification of roles of City Manager and City Attorney.

14. **COMMENTS FROM THE PUBLIC**

Any person who wishes to comment on any subject may be heard at this time. Please limit your comments to three (3) minutes or less, as directed by the Mayor, as this section of the Agenda is limited to thirty minutes. The City Commission will not be able to take any official actions under Comments from the Public. Speakers will address the Mayor, Commissioners, and the Public with respect. Inappropriate language will not be tolerated.

15. **COMMENTS FROM THE CITY MANAGER**

16. **COMMENTS FROM THE COMMISSION**

17. **ADJOURNMENT**

Immediately following adjournment, please move toward the doors and exit the chambers. This allows for the safe and courteous exit of all persons, and those on the dais. Conversations after the meeting should be held outside of chambers, in the foyer or elsewhere, but not in the commission chambers where lights will be out as soon as the chambers are empty.

Pursuant to Sec. 2-49, Fort Pierce Code of Ordinances, persons desiring to place an item on the agenda may make written request to the city manager no later than 5:00 p.m. fifteen (15) days preceding the regular city commission meeting. Such request must state the subject matter of the individual's appearance and should include any background materials pertinent to the issue. The city manager shall review the request to determine if the item might be handled administratively or whether the subject matter is an item of city business. If appropriate, the city manager shall submit the item for placement on the agenda to the city clerk no later than 5:00 p.m. ten (10) days preceding the regular city commission meeting. The mayor may impose a time limitation of five (5) minutes, or allow such additional time he or she determines necessary and appropriate for such person to make presentation. All reports, communications, ordinances, resolutions, contracts, documents or other materials to be submitted to the commission shall, no later than 12:00 noon on Wednesday prior to each meeting, be delivered to the city clerk and furnish each member thereof with a copy of the same prior to the regular meeting.

Pursuant to Section 286.0105, Florida Statutes, the City hereby advises you that if you or another person decide to appeal any decision made by the City Commission with respect to any matter considered at its meeting or hearing, that you or said person will need a record of the proceedings, and that for such purpose, affected persons may need to insure that a verbatim record of the proceedings is made, which record includes the testimony and evidence upon which the appeal is to be based. This notice does not constitute consent by the City for the introduction or admission into evidence of otherwise inadmissible or irrelevant evidence, nor does it authorize challenges or appeals not otherwise allowed by law.

In accordance with the Americans with Disabilities Act and Section 286.26, Florida Statutes, persons with disabilities needing special accommodation to participate in this meeting should contact the City Clerk’s Office at (772) 467-3065 at least 48 hours prior to the meeting.

City Commission Regular Meeting - 5:05 PM **5. A.**

Meeting Date: 05/04/2026

Re:

Submitted For: Linda Cox, City Clerk, City Clerk

SUBJECT:

Approval of minutes from the April 20, 2026 Regular Meeting.

SUMMARY:

RECOMMENDATION:

ALTERNATIVES:

RESPONSIBLE STAFF:

COORDINATED WITH:

Attachments

4.20.2026 minutes

MINUTES OF A REGULAR MEETING OF THE CITY COMMISSION OF THE CITY OF FORT PIERCE, FLORIDA, HELD IN THE CITY HALL COMMISSION CHAMBERS, 100 NORTH U.S. #1, FORT PIERCE, FLORIDA, AT 5:05 P.M. ON MONDAY, APRIL 20, 2026.

1. CALL TO ORDER

Mayor Hudson called this meeting to order at 5:05pm.

2. OPENING PRAYER - Commissioner Arnold Gaines.

3. PLEDGE OF ALLEGIANCE

4. ROLL CALL

Present: Commissioner Michael Broderick; Commissioner Chris Dzadovsky; Commissioner Arnold Gaines; Commissioner Curtis Johnson, Jr.; Mayor Linda Hudson

Staff Present: City Manager Richard Chess
City Attorney Sara Hedges
City Clerk Linda Cox

5. APPROVAL OF MINUTES

A. Approval of minutes from the April 6, 2026 Regular Meeting.

Motion was made by Commissioner Curtis Johnson, Jr., seconded by Commissioner Arnold Gaines to approve the minutes from the April 6, 2026 regular meeting.

AYE: Commissioner Michael Broderick, Commissioner Chris Dzadovsky, Commissioner Arnold Gaines, Commissioner Curtis Johnson, Jr., Mayor Linda Hudson

Passed

6. **PROCLAMATIONS**

A. Arbor Day, City of Fort Pierce

B. Ft. Pierce Sunrise Kiwanis 100th Anniversary Celebration Month, St. Lucie County

C. World Landscape Architecture Month, Florida Chapter of the American Society of Landscape Architects

7. **LETTERS TO COMMISSION**

8. **ADDITIONS OR DELETIONS TO AGENDA AND APPROVAL OF AGENDA**

City Manager Richard Chess requested to pull item 11A as there are three sticking points that have to be worked out with the vendor.

Motion was made by Commissioner Michael Broderick, seconded by Commissioner Curtis Johnson, Jr. to approve the agenda with the removal of item 11A.

AYE: Commissioner Michael Broderick, Commissioner Chris Dzadovsky, Commissioner Arnold Gaines, Commissioner Curtis Johnson, Jr., Mayor Linda Hudson

Passed

9. **COMMENTS FROM THE PUBLIC ON AGENDA ITEMS NOT REQUIRING PUBLIC HEARINGS**

Any person who wishes to comment on an agenda item which is not under Public Hearings on the Agenda may be heard at this time and must sign up to speak in advance. Please limit your comments to three (3) minutes or less, as directed by the Mayor, as this section of the Agenda is limited to thirty minutes. The City Commission will not be able to take any official actions under Comments from the Public. Speakers will address the Mayor, Commissioners, and the Public with respect. Inappropriate language will not be tolerated.

10. MISCELLANEOUS REPORTS

A. Lincoln Park Main Street, Inc. Second Quarter Program Update covering FY2026 (January 1, 2026 to March 31, 2026).

Pamela Carithers, Lincoln Park Main Street, gave a brief presentation covering completed and anticipated projects along with their revenue and expenses. Ms. Carithers shared that a boxing gym opened on 910 Avenue D through the support and advertisement from Lincoln Park Main Street. Ms. Carithers shared that Lincoln Park Main Street has partnered with Sunrise City Community Housing Development Organization Inc to develop models for sustainable housing within Lincoln Park. Commissioner Curtis Johnson Jr. asked for City Manager Richard Chess to receive the budget to provide Commissioner Johnson with an understanding why Lincoln Park Main Street's budget is in a deficit. Ms. Cartithers stated the Lincoln Park Main Street has not received City funding for the second quarter so that is why their budget is showing to be in a deficit. Mr. Chess inquired if Lincoln Park Main Street has paid for their expenses and if so, where the funding comes from. Ms. Carithers stated that they paid for their expenses with their savings reserve. Commissioner Arnold Gaines inquired as to how the community is benefitting from Lincoln Park Main Street directly. Ms. Carithers shared that they advertise events going on in the community; Commissioner Gaines asked to schedule a meeting so that she can provide him with more information of what Lincoln Park Main Street does to directly benefit the community.

B. Main Street Fort Pierce, Inc. Second Quarter Program Update covering FY2026 (January 21, 2026 to March 31, 2026).

Michelle Cavalcanti, Main Street Fort Pierce, gave a brief presentation discussing publications and on going projects along with their revenue and expenses. Ms. Cavalcanti shared updates regarding to the work Main Street Fort Pierce has done on the Platts/Backus House. Commissioner Chris Dzadovsky suggested that Main Street Fort Pierce should consider acting as a "welcoming step" to support individuals and businesses looking to open business in Fort Pierce. Ms. Cavalcanti stated that Main Street Fort Pierce would be willing to assist and would like to work with the Engineering and Building departments to expand their knowledge to better assist. Commissioner Arnold Gaines inquired if there is a report done by Main Street Fort Pierce to showcase how many new businesses are being generated in correlation to their publications. Ms. Cavalcanti indicated that she will look into having that report generated. Commissioner Curtis Johnson, Jr. inquired if Main Street Fort Pierce has a board to discuss their strategic planning; Ms. Cavalcanti confirmed they do and that the strategic plan is presented to the public during Main Street Fort Pierce's annual meeting on May 20, 2026.

11. CONSENT AGENDA

A. PULLED AT STAFF'S REQUEST. Approval of Management Agreement with VenuWorks of Fort Pierce, LLC for Operation of the Sunrise Theatre

B. Approval for the Mayor to execute the Management Control Agreement between SLCSO, FPPD, and PSLPD and St. Lucie County to update authorized signatories to reflect current officeholders.

C. Approval of a license agreement to temporarily allow FDOT access to perform maintenance work on City of Fort Pierce Parcel No. 2422-413-0000-010-3.

D. Approval of a license agreement to temporarily allow FDOT access to perform maintenance work on City of Fort Pierce Parcel No. 2422-601-0008-000-3.

E. Approval of Lincoln Park Main Street, Inc.'s FY2026 Second Quarter Disbursement in the amount of $12,500 subject to acceptance of the FY2026 Second Quarter Report.

F. Approval of Main Street Fort Pierce Inc.'s FY2026 Second Quarter Disbursement in the amount of $12,500 subject to acceptance of the FY2026 Second Quarter Report.

G. Approval of Letter of Support for the Lincoln Park Main Street Small Business Accelerator program.

Motion was made by Commissioner Michael Broderick, seconded by Commissioner Arnold Gaines to approve items 11B through 11G of the Consent Agenda.

AYE: Commissioner Michael Broderick, Commissioner Chris Dzadovsky, Commissioner Arnold Gaines, Commissioner Curtis Johnson, Jr., Mayor Linda Hudson

Passed

12. PUBLIC HEARINGS

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13. CITY COMMISSION

A. Resolution 26-R29 accepting City Audit on all funds for the fiscal year ended September 30, 2025, as prepared by DiBartolomeo, McBee, Hartley & Barnes, P.A.

City Clerk Linda Cox introduced the resolution, read by title only, into the record.

A RESOLUTION OF THE CITY COMMISSION OF THE CITY OF FORT PIERCE, FLORIDA; ACCEPTING THE CITY OF FORT PIERCE'S FY2025 ANNUAL COMPREHENSIVE FINANCIAL REPORT FOR THE FISCAL YEAR BEGINNING OCTOBER 1, 2024 AND ENDING SEPTEMBER 30, 2025; AND PROVIDING FOR AN EFFECTIVE DATE.

Mark Barnes, DiBartolomeo, McBee, Hartley & Barnes, P.A., gave a brief presentation highlighting items from the audit of the 2025 Fiscal Year. Mr. Barnes shared that the City's cash and investments went up by $5.8 million since the City's revenue had exceeded its expenses. Liability decreased by $6.8 million due to the American Rescue Grant received by the City. Commissioner Chris Dzadovsky provided commentary that the report done by a State Representative stating that the City spent over $10 million was not an official audit; Mr. Barnes confirmed it was not an audit as the City's detailed records were not reviewed. Mr. Barnes shared that the City's tax revenue increased by $13 million over the last five years. Mayor Linda Hudson requested clarification that the tax revenue increase was due to the increase in property value; Mr. Barnes affirmed.

Commissioner Curtis Johnson Jr. inquired if any early trend indicators presented an

impact on the Solid Waste with the increase in fuel prices, equipment costs, and the tonnage being picked up. Mr. Barnes shared that the expenses increased by $400,000 while the revenue increased by $200,000. Commissioner Johnson expressed concern regarding the expected trends that will impact Solid Waste. Commissioner Johnson requested clarification on the 21% operating income increase for the Stormwater fund. Mr. Barnes provided that the City's revenue went up by $200,000 while the expenses went down by $100,000 and the net non-operating revenue also went down which made up the additional profit.

Commissioner Michael Broderick questioned if the auditors get a list of the outstanding account receivables and if it is incorporated into the financial report; Mr. Barnes stated that the total for the outstanding account receivables are provided in the report. Commissioner Johnson provided commentary that the Golf Course's negative revenue can be decreased if the concessions there are improved. Both Commissioner Broderick and Commissioner Dzadovsky provided ideas of improvements that can assist the revenue of the Golf Course that are to be further discussed during the City's Strategic Planning. Mr. Barnes stated that the Animal Adoption Center's negative income is $800,000. Commissioner Arnold Gaines stated a discussion must be had to see what can be done to keep the City from continuing to lose money.

Commissioner Broderick inquired if the auditors found any anomalies in the financial report; Mr. Barnes provided that they left comments in the letter regarding any sections that need adjustments. Commissioner Broderick questioned if the auditors look at the City-owned properties' real estate tax invoices and if so, where any anomalies found. Mr. Barnes provided that the auditors do a random sampling and no anomalies were found. Commissioner Broderick stated a detailed forensic analysis must be completed so that the City has a clear understanding of any outstanding balances that need to be collected on.

Motion was made by Commissioner Michael Broderick, seconded by Commissioner Arnold Gaines to approve Resolution 26-R29.

AYE: Commissioner Michael Broderick, Commissioner Chris Dzadovsky, Commissioner Arnold Gaines, Commissioner Curtis Johnson, Jr., Mayor Linda Hudson

Passed

14. COMMENTS FROM THE PUBLIC

Any person who wishes to comment on any subject may be heard at this time. Please limit your comments to three (3) minutes or less, as directed by the Mayor, as this section of the Agenda is limited to thirty minutes. The City Commission will not be able to take any official actions under Comments from the Public. Speakers will address the Mayor, Commissioners, and the Public with respect. Inappropriate language will not be tolerated.

Delores Hogan-Johnson

15. COMMENTS FROM THE CITY MANAGER

City Manager Richard Chess shared that the Employee Picnic will take place on April 25th at Jaycee Park.
City Clerk Linda Cox and City Attorney Sara Hedges had no comments.

A. City Manager Report

16. COMMENTS FROM THE COMMISSION

Commissioner Arnold Gaines shared Charles and Hassie Russ' legacy in the City of Fort Pierce and gave his condolences. Commissioner Gaines shared that he is now 1 of 52 individuals, in the State of Florida, as a Certified Retirement Board Trustee from FPPTA. Commissioner Curtis Johnson Jr. acknowledged the Russ' significant lives and legacy to Fort Pierce and expressed his condolences. Commissioner Johnson shared that due to prior commitments, he will be out of town the following week. Commissioner Johnson stated that by having tough conversations regarding things that must change, the commission will move the City of Fort Pierce forward. Additionally, Commissioner Johnson stated that the vandalism to the Highwaymen Museum's gate is unacceptable and he will be discussing with Fort Pierce Police Chief David Smith to rectify this situation. Commissioner Michael Broderick seconded Commissioner Johnson's comment regarding the vandalism and stated that the activity on that corner of Avenue D is constant. Commissioner Broderick stated that the Fort Pierce Police Department has to get involved in the situation. Additionally, Commissioner Broderick thanked Commissioner Gaines for his commitment to the Retirement Board for the betterment of the City. Commissioner Chris Dzadovsky discussed his research of the City Charter concerning the roles of the City Manager, City Clerk, and City Attorney. Mayor Linda Hudson suggested for Commissioner Dzadovsky to request to add an agenda item moving forward so that the Commission is prepared for the extensive discussion and so that the public may view the attachments as well. Mayor Hudson shared that she is open to discussing the City Charter and believes it would be a great refresher for the Commission.

Commissioner Dzadovsky opened the discussion if the City Attorney Sara Hedges must be involved in the City Manager Richard Chess' communication with outside counsel regarding a City employee. Commissioner Broderick stated that the outside counsel is contracted through the City Attorney's budget; thus, Ms. Hedges is within her scope to request to be involved in the conversation. Commissioner Dzadovsky challenged by stating that Ms. Hedges' role is advisory only and that Mr. Chess is within his scope to make decision on behalf of the City without Ms. Hedges' involvement. Commissioner Dzadovsky further stated, in his opinion, Ms. Hedges' conducted unnecessary legal research of information regarding the discussed employee. Commissioner Broderick countered by stating that Ms. Hedges was within her scope of work as the research was conducted after the City was served. Mayor Hudson stated that if Ms. Hedges was involved in the communication made to the outside counsel, she would not have had to conduct additional research. Commissioner Gaines reminded the Commission that was is stated on the record can be used for any potential lawsuits. Commissioner Gaines expressed concern regarding how a decision was made without the acknowledgement of an established federal law. Additionally, Commissioner Gaines suggested that this discussion should be added as a separate agenda item for an upcoming meeting. Commissioner Johnson expressed concern that it seems that there is missing information in this discussion and stated that a discussion should be had with all involved parties to ensure the Commission has all the necessary information to move forward. Commissioner Broderick requested a special meeting be held to further this discussion. City Clerk Linda Cox shared that the May 4th City Commission meeting can shut down for any further items and this discussion can be added as the final agenda item for discussion.

17. ADJOURNMENT

Immediately following adjournment, please move toward the doors and exit the chambers. This allows for the safe and courteous exit of all persons, and those on the dais. Conversations after the meeting should be held outside of chambers, in the foyer or elsewhere, but not in the commission chambers where lights will be out as soon as the chambers are empty.

Mayor Hudson adjourned this meeting at 7:55pm.

ATTEST:

_____ _____

CITY CLERK

MAYOR COMMISSIONER

City Commission Regular Meeting - 5:05 PM **6. A.**

Meeting Date: 05/04/2026

Re:

SUBJECT:

National Small Business Week, U.S. Small Business Administration South Florida District Office.

Attachments

National Small Business Week proclamation

CITY OF FORT PIERCE, FLORIDA

PROCLAMATION

WHEREAS, small businesses are the engine of the American economy and the foundation of a free and prosperous nation, accounting for more than 99 percent of all private sector employers and creating most new jobs nationwide; and

WHEREAS, from our farms and factory floors to the frontiers of technology, small businesses drive innovation, strengthen local economies, and provide the products and services that keep America competitive, secure, and strong; and

WHEREAS, in recent years, inflation has come under control, real wages have begun to rise, and America's entrepreneurs are once again operating with confidence and optimism; and

WHEREAS, our nation now stands at the threshold of a new golden era for Main Street — built on common sense, pro-growth policies that put our people, our workers, and our job creators first; and

WHEREAS, National Small Business Week has been proclaimed by the President of the United States since 1963, honoring the vital role of small businesses in creating jobs, growing the economy, and anchoring our communities; and

WHEREAS, in 2026, the United States will commemorate the 250th anniversary of the signing of the Declaration of Independence, known as Freedom 250, marking a historic opportunity to reflect on our nation's founding principle of free enterprise.

NOW, THEREFORE, I, Linda Hudson, Mayor of the City of Fort Pierce, Florida, do hereby proclaim May 3-9, 2026 as:

National Small Business Week

in the City of Fort Pierce and encourage all citizens to support small businesses and celebrate their many achievements.

IN WITNESS WHEREOF, I have hereunto set my hand and caused the Official Seal of the City of Fort Pierce, Florida, to be affixed this 4th day of May, 2026.

_____

MAYOR/COMMISSIONER

City Commission Regular Meeting - 5:05 PM **6. B.**

Meeting Date: 05/04/2026

Re:

Submitted For: Linda Cox, City Clerk, City Clerk

SUBJECT:

Student Leadership Week, Fort Pierce Central High School

SUMMARY:

RECOMMENDATION:

ALTERNATIVES:

RESPONSIBLE STAFF:

COORDINATED WITH:

Attachments

Student Leadership Week proclamation

CITY OF FORT PIERCE, FLORIDA

PROCLAMATION

WHEREAS, schools sponsor student leadership activities in order to provide students with vital experience in exercising a voice in matters of common concern, reconciling diverse interests, and selecting leaders; and

WHEREAS, student leaders are a positive influence on their peers, modeling good character and scholarship in and out of the classroom, and serve as change agents to improve the overall climate and academic performance levels of their schools; and

WHEREAS, student leaders do not automatically develop sound leadership skills and require trained, dedicated faculty advisers to help them develop the essential traits and characteristics of a leader and to provide the positive experiences necessary to expand their skills and foster their paths to becoming effective leaders; and

WHEREAS, the support of school administrators and faculty, parents, and community members is necessary to help ensure the successful education of all emerging student leaders; and

WHEREAS, National Student Leadership Week serves as an ideal time to bring attention to the important and integral contributions that student leaders and all student activities make in our nation's schools.

NOW, THEREFORE, I, Linda Hudson, Mayor of the City of Fort Pierce, Florida, do hereby proclaim May 5-9, 2026 as:

Student Leadership Week

in the City of Fort Pierce and encourage all citizens, city officials, and employees to participate in events that recognize and celebrate our municipal government.

IN WITNESS WHEREOF, I have hereunto set my hand and caused the Official Seal of the City of Fort Pierce, Florida, to be affixed this 4th day of May 2026.

MAYOR/COMMISSIONER

City Commission Regular Meeting - 5:05 PM **11. A.**

Meeting Date: 05/04/2026

Re: Specific Authorization No. 4 for Kimley Horn and Associates (RFQ 2025-022) - South 13th Street Improvements

Submitted For: Mark Zrallack, City Engineer , Engineering

SUBJECT:

Approval of Specific Authorization No. 4 for Kimley Horn and Associates under Continuing Contract RFQ 2025-022 for Professional Engineering Services for completion of plans, construction documents, and estimates of the South 13th Street Improvements from Georgia Avenue to Orange Avenue.

SUMMARY:

The City of Fort Pierce has received a State of Florida General Appropriations Act grant of $500,000.00 with an expiration date of 12/31/2028 to complete construction of the improvements to South 13th Street.

Kimley Horn had previously provided 90% design plans for the project as early as 2009. The plans, estimates, and construction documents need to be updated to current design standards. Additionally, FDOT oversight has identified some corrections and revisions that need to be made to the plans and design to meet the requirements of the GAA grant.

Staff has negotiated this Specific Authorization with Kimley Horn to meet the requirements of FDOT and the GAA grant.

Attached are:
Specific Authorization No. 4
Kimley Horn Exhibits A & B Scope and Fee
Kimley Horn Exhibit C Workplan
Original Contract RFQ 2025-022
First Amendment to the Original Contract
City Attorney Memo

RECOMMENDATION:

Staff recommends approval of the Specific Authorization.

ALTERNATIVES:

Not approving the Specific Authorization would forfeit the GAA grant funds.

RESPONSIBLE STAFF:

Mark Zrallack
Selena Griffett

COORDINATED WITH:

FDOT
City Attorney
Kimley Horn and Associates

Fiscal Impact

Budgeted Y/N:	N
Fiscal Year:	2025/2026
Account:	1141111-563210
Amount:	$76,935

FISCAL IMPACT:

The Infrastructure Surtax Account will cover the costs of these plans.

Attachments

Specific Authorization No. 4
Exhibit A&B - Scope and Fee
Exhibit C - Workplan
Original Agreement RFG 2025-022
First Amendment to Original Agreement
CAO Memo

SPECIFIC AUTHORIZATION NO. 4
SOUTH 13TH STREET RECONSTRUCTION – GEORGIA AVENUE TO ORANGE AVENUE
PROFESSIONAL ENGINEERING SERVICES

REF. RFQ No. 2025-022

SCOPE OF SERVICES

Pursuant to the "Continuing Contract for RFQ No. 2025-022 – Professional Engineering Services" between the **City of Fort Pierce** (hereinafter referred to as "CITY") and **Kimley-Horn and Associates, Inc.** (hereinafter referred to as "ENGINEER") dated the 3rd day of November 2025, as amended by the First Amendment thereto, dated the 2nd day of February, 2026 (hereinafter collectively referred to as the "AGREEMENT"), CITY authorizes the ENGINEER to provide professional services as detailed herein.

The CITY desires professional engineering services related to the South 13th Street Reconstruction from Georgia Avenue to Orange Avenue, hereinafter referred to as the "PROJECT".

Section 1 - Scope of Work and Schedule of Services

ENGINEER will provide the following services in accordance with this AUTHORIZATION:

Professional consultant services are required finalize engineering plans to reconstruction South 13th Street including new roadway, sidewalks, curb and gutter, underground utilities, drainage improvements, street lighting, landscaping, and irrigation. The proposed services and scope of work are more particularly described in Exhibit "A", which is attached hereto and incorporated by reference herein.

Section 2 - Deliverables

ENGINEER shall provide the following deliverables to the CITY as listed below and described in Exhibit "A", which is attached hereto and incorporated by reference herein:

Supplemental Topographic Survey	1 Month from NTP
S 13th Street Maintenance Map	1 Month from NTP
FDOT ERC Responses	1 Month from NTP
South 13th Street Design Revision	4 Months from NTP
Citrus Avenue Drainage Improvements	4 Months from NTP

Section 3 - Method and Amount of Compensation

CITY will compensate ENGINEER for services under this AUTHORIZATION in accordance with the payment method as set forth in Exhibit "B" and further outlined in

Exhibit "C", which are attached hereto and incorporated by reference herein.

The budget (or fee) for the services is not to exceed $76,935.00.

Section 4 - CITY's Responsibilities

CITY hereby designates the City Engineer or their designee as CITY's representative for matters related to this AUTHORIZATION.

Section 5 - Other Provisions

All applicable portions of the AGREEMENT not specifically modified herein shall remain in full force and effect and are incorporated by reference herein.

IN WITNESS WHEREOF, this AUTHORIZATION has been fully executed on behalf of the ENGINEER by its duly authorized officer, and the CITY has caused the same to be duly executed in its name and on its behalf, effective as of the last date written below.

KIMLEY-HORN AND ASSOCIATES, INC.

By: _____ Date: 4/13/26
Brian Good, PE, Senior Vice President

CITY OF FORT PIERCE, FLORIDA:

By: _____ Date: _____
Linda Hudson, Mayor

ATTEST:

By: _____
Linda Cox, City Clerk

(seal)

APPROVED AS TO FORM & CORRECTNESS:

_____
Sara Hedges, City Attorney

EXHIBIT "A"
DETAILED DESCRIPTION OF THE PROJECT
AND
ENGINEER SCOPE OF SERVICES

SOUTH 13TH STREET IMPROVEMENTS – GEORGIA AVENUE TO ORANGE AVENUE

PROJECT DESCRIPTION:

The City has recently been awarded a grant for the reconstruction of South 13th Street between Georgia Avenue to Orange Avenue, approximately 2,650 linear feet. As part of the grant, the project has been submitted to the Florida Department of Transportation (FDOT) for review through the Electronic Review Comment System (ERC). The project will be reviewed and revised to be consistent with grant requirements. The ENGINEER will also assist the City in preparing Maintenance Maps to record existing property that has been maintained by the City yet is outside of the existing right-of-way. The City desires for the ENGINEER to review and respond to comments received through the FDOT ERC and for the ENGINEER to prepare responses and potential plan alterations to satisfy the comments. The ENGINEER will also revise the current design to remove any improvements outside of the existing right-of-way. The City would also like to replace the failing drainage infrastructure along Citrus Avenue between South 13th Street and Preston Court, approximately 450 linear feet.

DESCRIPTION OF TASK DELIVERABLES:

The ENGINEER agrees to perform professional roadway design and related services in connection with the project as required and set forth in the following:

A. General:

1. The ENGINEER will endeavor not to duplicate any previous work done on the project. After issuance of written authorization to proceed, the ENGINEER shall consult with the City to clarify and define the requirements for the project and review available data.

2. The ENGINEER will attend conferences with the City and its representatives upon reasonable request.

3. In order to accomplish the work described under this Task Order in the time frames and conditions set forth, the ENGINEER will observe the following requirements:

    a. The ENGINEER will complete his work on the project within the time allowed by maintaining an adequate staff of registered engineers, draftsmen, and other employees on the work.

    b. The ENGINEER will design the project in such a manner as to be in reasonable conformance with applicable federal, state and local laws, and shall comply with the Florida Department of Transportation's Plans Preparation Manual Design Criteria, latest edition.

    c. The ENGINEER will prepare all necessary sketches and completed application forms to accompany the City's applications for required federal, state, or local permits.

    d. The ENGINEER will cooperate with the City in order that all phases of the work may be properly scheduled and coordinated.

    e. The ENGINEER will send a complete preliminary set of construction plans to any city, county, state, regional or federal regulatory agency from which a permit or other approval is required prior to final approval of the design by the City Engineer, and will coordinate the project design with all applicable agencies.

4. Compensation to the ENGINEER for basic services shall be in accordance with Section IV – Compensation, of this Agreement, as mutually agreed upon by the ENGINEER and City.

B. Citrus Avenue Supplemental Topographic Survey:

The ENGINEER will provide supplemental topographic design survey services necessary to support and facilitate the contemplated drainage improvements along Citrus Avenue. This task will consist of the preparation of digital base map topographic surveys in accordance with the Professional Land Surveyors in Chapter 5J-17, Florida Administrative Code, pursuant to the intent of the Florida Standards of Practice set forth by the Florida Board of Professional Surveyors in Section 472.027, Florida Statutes.

C. S 13th Street Maintenance Maps:

The ENGINEER will provide survey services necessary to prepare a Maintenance Map for the Right-of-Way of South 13th Street. The Survey limits are the centerline of Orange Avenue to the centerline of Georgia Avenue. The Route Survey shall adhere to the Minimum Technical Standards as set forth by the Board of Surveyors and Mappers pursuant to Rule 5J-17 of the Florida Administrative Code. The Maintenance Map shall depict the following:

1. Horizontal datum shall be based on the East Zone of the Florida State Plane Coordinate System.
2. Located all above ground improvements within the Right-of-Way and 5' beyond.
3. Depict adjacent Parcels and Easements
4. Locate trees and edge of vegetation.
5. Prepare a Maintenance Map depicting the area of the Maintained area outside of the Right-of-Way.

D. FDOT ERC Responses:

The ENGINEER will review and respond to comments provided with the FDOT ERC system. The ENGINEER will revise the previously prepared construction plans for South 13th Street to satisfy the comments. This task assumes that one round of ERC comments will be received.

E. South 13th Street Design Revision

The ENGINEER will review the previously designed South 13th Street improvements and remove any proposed work outside of the existing right-of-way and will endeavor to remove Temporary Construction Easements/License Agreements needed for the project. The ENGINEER will make the necessary revisions to the project roadway profile, cross sections, proposed drainage and sidewalk facilities. All proposed improvements are to be depicted within the existing City of Fort Pierce right-of-way or within existing maintained areas that are depicted within the Maintenance Maps prepared in Task C.

F. Citrus Avenue Drainage Improvements

The ENGINEER will prepare construction documents to remove and reconstruct the existing drainage infrastructure along Citrus Avenue between South 13th Street and Preston Court utilizing the survey data collected by the ENGINEER. The design shall be consistent with Federal, State and City standards for construction of a drainage system and conform to City Land Development Regulations, Standards and Codes. The Citrus Avenue drainage improvements will be incorporated within the previously prepared South 13th Street plans. The Citrus Avenue drainage improvement construction documents will consist of plan view sheets. Profile and Cross section sheets will not be prepared for Citrus Avenue as part of this task.

M. Construction Phase Assistance

Bidding and Construction phase services are not included in this work order and shall be submitted to the City under a supplemental amendment, if so requested, once the construction documents have been finalized and construction duration has been determined.

TIME OF PERFORMANCE:

Supplemental Topographic Survey	1 month from NTP
S 13th Street Maintenance Map	1 month from NTP
FDOT ERC Responses	1 month from NTP
South 13th Street Design Revision	4 month from NTP
Citrus Avenue Drainage Improvements	4 months from NTP

EXHIBIT "B"

COMPENSATION

The City agrees to pay and the ENGINEER agrees to accept for services rendered pursuant to fees in accordance with the following:

A. Professional Services Fee: The basic compensation mutually agreed upon by the ENGINEER and the City follows:

Lump Sum Tasks

Task Description	Fee
Citrus Avenue Supplemental Topographic Survey	$ 3,200
S 13th Street Maintenance Map	$ 14,000
FDOT ERC Responses	$ 10,260
South 13th Street Design Revisions	$ 37,210
Citrus Avenue Drainage Improvements	$ 11,865
Grand Total	**$ 76,935**

Compensation will be computed at the hourly rates of

Principal	$	315.00
Senior Professional	$	270.00
Registered Professional	$	210.00
Professional 2	$	160.00
Professional 1	$	140.00
Designer	$	185.00
Senior Support Staff	$	100.00
Support Staff	$	100.00

EXHIBIT C

ESTIMATE FOR ENGINEERING SERVICES

Project Name 13th Street Update - Georgia Avenue to Orange Avenue
Task Summary Project Work Plan
Date 6-Apr-26

Task	QA/QC Manager	Project Manager	Project Engineer	Enviro Prof.	Analyst	Technician	Clerical
	$315	$270	$210	$160	$140	$185	$100
FDOT ERC Responses	0	4	12	0	0	36	0
S 13th Street Redesign	2	29	37	0	60	68	4
Citrus Ave Drainage	2	12	15	0	4	21	4
Total Hours =	4	45	64	0	64	125	8
Labor Fee =	$1,260	$12,150	$13,440	$0	$8,960	$23,125	$800

Roadway Design Fee =	$59,735	
Citrus Ave Topographic Survey =	$3,200	(Subconsultant)
S 13th St Maintenance Map =	$14,000	(Subconsultant)
Total Fee =	$76,935	

Activity: FDOT ERC Responses

Task	QA/QC Manager	Project Manager	Project Engineer	Enviro Prof.	Analyst	Technician	Clerical	*Remarks*
Address City Review Comments			6			14		
Address FDOT Comments via ERC		2	4			14		One round of ERC Comments
Revise to current FDOT design standards			2			8		
QC/QA								
Project Management		2						
Subtotal	0	4	12	0	0	36	0	

Activity: S 13th Street Redesign

Task	QA/QC Manager	Project Manager	Project Engineer	Enviro Prof.	Analyst	Technician	Clerical	*Remarks*
Typical Section		1	1			3		
Plan Sheets		8	12		20	20		Roadway Design, Profile Adjustments, Drainage
Cross Sections		6	12		30	45		Update Sections per revised profile and design
								(1 hr per section - 93 sections)
Cost Estimate		2	4		10		2	
Project Coordination								
City Eng Dept		8	8				2	
QC/QA	2							
Project Management		4						
Subtotal	2	29	37	0	60	68	4	

Activity: Citrus Ave Drainage

Task	QA/QC Manager	Project Manager	Project Engineer	Enviro Prof.	Analyst	Technician	Clerical	*Remarks*
Incorporate to S 23th Plans			1			2		
Typical Section		2	2			4		
Plan Sheet		2	10			15		
Cost Estimate			2		4			(incorporated into S 13th Plans)
Contract File		2					2	
Project Coordination								
City Eng Dept		4					2	
QC/QA	2							
Project Management		2						
Subtotal	2	12	15	0	4	21	4	

CONTINUING CONTRACT FOR RFQ No. 2025-022

PROFESSIONAL ENGINEERING SERVICES

THIS AGREEMENT for PROFESSIONAL ENGINEERING SERVICES (hereinafter referred to as "Agreement" or "Contract") is made and entered into this 3rd day of November, 2025 by and between the City of Fort Pierce, Florida, a political subdivision of the State of Florida (hereinafter referred to as the "City") and **KIMLEY-HORN AND ASSOCIATES, INC.**, whose local principal address is **445 24th Street, Suite 200, Vero Beach, FL 32960** (hereinafter referred to as "Consultant").

WHEREAS, pursuant to RFQ No. 2025-022 and Section 287.055, Florida Statutes, the City solicited proposals for non-exclusive continuing contracts to perform professional services; and

WHEREAS, the Consultant is qualified pursuant to Section 287.055, Florida Statutes, to provide services within the scope of practice of **professional engineering services** under a continuing contract; and

WHEREAS, at the regularly scheduled meeting on **August 18, 2025**, the City Commission of the City of Fort Pierce approved the negotiations of a continuing contract and authorized the execution of an agreement for Continuing Professional Services between the City and Consultant; and

WHEREAS, the Consultant is willing and able to render professional services for various projects on an as-needed basis and for the compensation and on the terms hereinafter set forth.

NOW, THEREFORE, the parties hereto, in consideration of the mutual covenants, agreements, terms, and condition contained herein, do agree as follows:

1. SERVICES

The Consultant's responsibility under this Agreement is to provide professional services within the scope of practice of **professional engineering services** (hereinafter "professional services").

Consultant represents to the City that the professional services to be performed under this Agreement shall be in accordance with the highest standards accepted and established practices and procedures recognized as such in Consultant's trade in general and that Consultant shall conform to this Agreement.

Consultant shall be responsible for the technical accuracy of its professional services and documents resulting therefrom, and City shall not be responsible for discovering deficiencies therein. Consultant shall correct any such deficiencies without additional compensation or cost to City, except to the extent any such deficiency is directly attributable to deficiencies in City-furnished information.

Consultant shall be responsible for the completeness and accuracy of the work prepared or compiled under Consultant's obligation for each project and shall correct, at Consultant's expense, all errors or omissions therein which may be disclosed. The cost necessary to correct those errors attributable to Consultant and any damage incurred by City as a result of additional costs to City caused by such errors shall be chargeable to Consultant and shall not be considered a cost of the Work. The fact that City has reviewed or approved Consultant's work shall in no way relieve Consultant of any of its responsibilities.

2. TERM

The term of this Agreement shall be for a period of two (2) years commencing on the date first written above, with three (3) one (1) year renewal options available unless otherwise extended or terminated in writing.

A. The City may extend this Agreement up to one hundred eighty (180) days beyond the expiration date of the existing Agreement. The rates in effect on the last day of the contract shall remain in effect for the Agreement extension period. Additional extensions shall be subject to agreement of both parties.

B. Any work that commences must be complete on or before the expiration of the Term period stated herein.

3. TECHNICAL AND PROFESSIONAL SERVICES

It shall be the responsibility of the Consultant to work with the City to provide professional services related projects for City. Each project will require a separate Specific Authorization using a form agreed to by both parties. The Specific Authorization shall set out the Scope of Work, time of performance, compensation schedule for each project, and any other necessary terms.

4. PERIOD OF SERVICE; SPECIFIC AUTHORIZATIONS

A. The Consultant will be available to begin work promptly after receipt of a fully executed copy of this Agreement. It is agreed that this Agreement shall be considered as a continuing contract and work will be initiated on an assignment-by-assignment basis through the execution of a Specific Authorization. The City reserves the right to select the respective Consultant who the City believes is in its best interest to perform the specified work.

B. If the Consultant's professional services called for under this Agreement are delayed for reasons beyond the Consultant's control, the time of performance shall be adjusted appropriately through a Change Order, and only upon agreement by the City to the adjustment and that the reasons were beyond the Consultant's control, as outlined in Paragraph 17, below.

C. Specific work assignments shall be set forth in individual Specific Authorizations, which will be issued to the Consultant. All Specific Authorizations shall be executed on behalf of the City in accordance with the City Purchasing Policy. The Specific Authorizations shall describe the scope of the work to be performed, cost to perform the work and shall set forth the schedule for completion of the work.

D. The City shall provide all criteria and full information as to City's requirements for the assignment and designate in writing a person with authority to act on City's behalf on all matters concerning this assignment.

5. TIME OF PERFORMANCE

Each project performed pursuant to this Agreement shall be performed in a timely manner without unreasonable delay within the time period identified in the Specific Authorization.

If the work is not fully completed according to the terms of the Agreement and within the time limits stipulated in the individual Specific Authorization, it is hereby acknowledged that the City will suffer damages which are not capable of ascertainment or calculation, and therefore the Consultant shall pay the City liquidated damages, a sum of which will be outlined in each individual Specific Authorization, per day for each day following the required completion date, until the date upon which actual completion occurs.

6. COMPENSATION

The Consultant shall be compensated for all services satisfactorily completed in accordance with the terms and conditions of this Agreement and each Specific Authorization. All invoices presented to the City for payment shall be on a Request for Payment form approved by the City. Payment for services performed will be processed within forty-five (45) days of receipt and approval of a proper invoice and in accordance with the applicable terms of the Local Government Prompt Payment Act, Sections 218.70-80, Florida Statutes.

7. GENERAL CONDITIONS

A. It is understood and agreed that the Consultant's services under this Agreement do not include participation, whatsoever, in any litigation. Should such services be required, a supplemental agreement may be negotiated between the City and the Consultant describing the services desired and providing a basis for compensation to the Consultant.

B. Upon the Consultant's written request, the City will furnish or cause to be furnished such reports, studies, instruments, documents, and other information as the

Consultant and City mutually deem necessary; and the Consultant may rely upon same in performing the services required under this Agreement.

8. TRUTH-IN-NEGOTIATION CERTIFICATE

Execution of this Agreement by Consultant shall act as the execution of a truth-in-negotiation certificate stating that wage rates and other factual unit costs supporting the compensation of this Agreement are accurate, complete and current at the time of execution of the Agreement. The original Agreement rates and any additions thereto shall be adjusted to exclude any significant sums by which City determines the Agreement rate(s) was increased due to inaccurate, incomplete, or non-current wage rates and other factual unit costs. All such rate adjustments shall be made within one year following the end of this Agreement.

9. DEFAULT/TERMINATION

A. FOR CAUSE

If either party fails to fulfill its obligations under this Agreement in a timely and proper manner, the other party shall have the right to terminate this Agreement by giving written notice of any deficiency and by allowing the party in default seven (7) calendar days to correct the deficiency. If the defaulting party fails to correct the deficiency within this time, this Agreement shall terminate at the expiration of the seven (7) calendar day time period.

With regard to the Consultant, the following items shall be considered a default under this Agreement:

1) If the Consultant should be adjudged bankrupt, or if he, or it, should make a general assignment for the benefit of his, or its, creditors, or if a receiver should be appointed on account of his, or its, insolvency.

2) If the Consultant should persistently or repeatedly refuse or fail, except in cases for which an extension of time is provided, to provide the services contemplated by this Agreement.

3) If the Consultant disregards laws, ordinances, or the instructions of the Project Manager or otherwise is guilty of a substantial violation of the provisions of this Agreement.

In the event of termination, the Consultant shall only be entitled to receive payment for work satisfactorily completed prior to the termination date.

B. WITHOUT CAUSE

Either party may terminate the Agreement without cause at any time upon thirty (30) calendar days prior written notice to the other party. In the event of termination, the City shall compensate the Consultant for all authorized work satisfactorily performed through the termination date.

10. SUBCONSULTANTS AND SUBCONTRACTORS

In the event the Consultant requires the services of any subconsultant, subcontractor or professional associate in connection with the services to be provided under this Agreement, Consultant shall secure the written approval of City Project Manager before engaging such subconsultant, subcontractor, or professional associate.

If a subconsultant fails to perform or make progress, as required by this Agreement, and it is necessary to replace the subconsultant to complete the work in a timely fashion, the Consultant shall promptly do so, subject to acceptance of the new subconsultant by the City. The substitution of a subcontractor shall not be adequate cause to excuse a delay in the performance of any portion of this Agreement as set forth in the Scope of Work.

The Consultant, its subconsultants, agents, servants, or employees agree to be bound by the Terms and Conditions of this Agreement and in the Consultant's agreement with the subconsultant for work to be performed for the City, the Consultant must incorporate the terms of this Agreement.

11. FEDERAL AND STATE TAX

The City is exempt from payment of Florida State Sales and Use Taxes.

The City will sign an exemption certificate submitted by the Consultant. The Consultant shall not be exempted from paying sales tax to its suppliers for materials used to fulfill contractual obligations with the City, nor is the Consultant authorized to use the City's Tax Exemption Number in securing such materials.

The Consultant shall be responsible for payment of its own and its share of its employees' payroll, payroll taxes, and benefits with respect to this Agreement.

12. INSURANCE

The Consultant shall, at its own expense, procure and maintain, with insurers acceptable to the City, the types and amounts of insurance conforming to the minimum requirements set forth herein. The Consultant shall not commence work until the required insurance is in force and evidence of insurance acceptable to the City has been provided to and approved by the City. As evidence of compliance with the insurance required herein, Consultant shall furnish the City with:

(a) A fully completed satisfactory Certificate of Insurance (ACORD Form 25 or equivalent) evidencing all coverage required herein, with a copy of the actual notice of cancellation endorsement(s) as issued on the policy(ies) and a copy of the actual additional insured endorsement as issued on the Commercial General Liability policy, signed by an authorized representative of the insurer(s) verifying inclusion of the Fort Pierce Redevelopment Agency and the City of Fort Pierce and their respective members, officials, officers and employees as additional insureds in the Commercial General Liability coverage;
(b) The original of the policy(ies); or
(c) Other evidence satisfactory to the City.

Until such insurance is no longer required by this Contract, Consultant shall provide the City with renewal or replacement evidence of insurance at least thirty (30) days prior to the expiration or termination of such insurance.

To the extent Consultant is permitted to and elects to sub-contract any of the work performed under this Contract, Consultant will require all subcontractors to provide insurance coverage complying with the requirements set forth herein and will provide the City with evidence of such coverage prior to the commencement of the subcontractor's work.

Workers' Compensation Insurance/Employer's Liability Insurance
Such insurance shall be no more restrictive than that provided by the Standard Workers' Compensation Policy, as filed for use in Florida by the National Council of Compensation Insurance (NCCI), without restrictive endorsements, other than any endorsement required by NCCI or the State of Florida. In addition to coverage for the Florida Workers' Compensation Act, where appropriate, coverage is to be included for the Federal Employer's Liability Act and any other applicable Federal or State law. The minimum amount of coverage (inclusive of any amount provided by an umbrella or excess policy) shall be:

Part One: Statutory
Part Two: $1,000,000 Each Accident
$1,000,000 Disease – Policy Limit
$1,000,000 Disease – Each Employee

The policy must be endorsed to waive the insurer's right to subrogation against the City, and their respective officials, officers and employees in the manner which would result from the attachment of NCCI's Waiver of Our Right to Recover From Others Endorsement (Advisory Form WC 00 03 13) with the City, and their respective officials, officers and employees scheduled thereon.

Commercial General Liability Insurance
Such insurance shall be no more restrictive than that provided by the latest edition of the standard Commercial General Liability Form (Form CG 00 01) as filed for use in the State of Florida by the Insurance Services Office (ISO), without any restrictive endorsements

other than those which are required by the State of Florida or those which under an ISO filing must be attached to the policy (i.e., mandatory endorsements).

The City, and their respective officials, officers and employees shall be included as an "Additional Insureds" on a form no more restrictive than ISO Form (CG 20 10, Additional Insured – Owners, Lessees, or contractors – Scheduled Person or Organization Endorsement) and ISO Form CG 20 37 (Additional Insured – Owners, Lessees or contractors Completed Operations). The minimum limits (inclusive of amounts provided by an umbrella or excess policy) shall be:

$2,000,000 General Aggregate
$2,000,000 Products/Completed Operations Aggregate
$1,000,000 Personal and Advertising Injury
$1,000,000 Each Occurrence

Consultant shall continue to maintain products/completed operations coverage in the amounts stated above for a period of three (3) years after the final completion of the Work. The insurance shall be on a form no more restrictive than, and shall cover those sources of liability which would be covered by Coverage A of the latest occurrence form edition of the Commercial General Liability Coverage Form (ISO Form CG 00 01), or of the occurrence Products/Completed Operations Liability Coverage Form (ISO Form CG 00 37), as filed for use in the State of Florida by ISO, without any restrictive endorsements other than those which, under an ISO filing, must be attached to the policy (i.e., mandatory endorsements).

Automobile Liability Insurance

Such insurance shall be no more restrictive than that provided by Section II (Liability Coverage) of the most recent version of the standard Business Auto Policy (ISO Form CA 00 01) without restrictive endorsements other than those required by the State of Florida or those under which an ISO filing must be attached to the policy (i.e., mandatory endorsements). The policy shall include coverage for liability contractually assumed, and shall cover all owned, non-owned, and hired autos used in connection with the performance of the work. Such insurance shall not be subject to any aggregate limit and the minimum limits (inclusive of any amounts provided by an umbrella or excess policy) shall be:

$1,000,000 Each Occurrence – Bodily Injury and Property Damage Combined

Design Professional Liability

Any entity hired to perform professional design services as a part of this Contract shall maintain professional liability coverage. Such coverage must be provided on an Occurrence Form or, if on a Claims Made Form, the retroactive date must be no later than the first date of this Contract and such claims-made coverage must respond to all claims reported within three (3) years following the period for which coverage is required and which would have been covered had the coverage been on an occurrence basis. The minimum limits (inclusive of amounts provided by an umbrella or excess policy) shall be:

$1,000,000 Per Claim
$1,000,000 Per Aggregate

Pollution Legal Liability
Any entity hired to perform services as part of this contract for environmental or pollution related concerns shall maintain Consultant's Pollution Liability coverage. Such insurance shall cover Consultant for liability resulting from pollution of other environmental impairment arising out of, or in connection with, work performed under this Contract, or which arises out of, or in connection with this Contract, including coverage for clean-up of pollution conditions and third-party bodily injury and property damage claims arising from pollution conditions. Such insurance shall also include transportation coverage and non-owned disposal site coverage.

Coverage must either be on an occurrence basis; or if on a claims-made basis, the coverage must respond to all claims reported with three years following the period for which coverage is required, and which would have been covered had the coverage been on an occurrence basis.

The insurance shall include the CITY, and their respective officials, officers and employees as additional insureds.

The minimum limits (inclusive of any amounts provided by an umbrella or excess policy) shall be:

$1,000,000 Per Loss
$2,000,000 Annual Aggregate

Property Insurance (Builders Risk / Installation Floater)
100% Contract Value. Such insurance shall be on a form acceptable to the City's Risk Management Department. The Property policy shall include SPECIAL FORM/ALL RISK COVERAGES. The Property policy shall not be subject to a coinsurance clause. A maximum $10,000 deductible for other than windstorm and hail. For windstorm and hail coverage, the maximum deductible applicable shall be 2% of the completed value of the project. The City shall be included as Insureds and as Loss Payees.

Payment Bond and Performance Bond
Consultant shall execute, deliver to the City, in accordance with the performance and payment bond requirement as stated herein, and record in the public records of the county where the improvement is located, a statutory payment bond and a common law performance bond in the amount of this Agreement. Consultant shall provide the City with a true copy of the recorded bond(s) as evidence of such recording. The payment and performance bonds shall be issued using the Statutory Payment Bond form and the Common Law Performance Bond form provided by the City.

Each bond shall be signed on behalf of the Consultant by an individual who is duly authorized to execute the bond on behalf of the Consultant Each executed bond should be accompanied by (a) appropriate acknowledgment of the respective parties, and (b) the Power-of-Attorney for the Attorney-in-Fact who has executed the bond.

All bonds required under this Agreement shall be written with a surety holding a certificate of authority authorizing it to write surety bonds in Florida and the surety bond shall be countersigned by a licensed Florida agent appointed by the surety. The surety shall have a minimum Best's Rating of "A-" according to A.M. Best Company and shall also maintain a current certificate of authority as an acceptable surety on Federal Bonds in accordance with U.S. Department of Treasury Circular 570, current revision.

General Conditions

The insurance provided by Consultant shall apply on a primary basis to any insurance or self-insurance maintained by the City. Any insurance or self-insurance maintained by the City shall be excess of, and shall not contribute with, the insurance provided by Consultant.

Except as otherwise specifically authorized in this Agreement, or for which prior written approval has been obtained hereunder, the insurance maintained by Consultant shall apply on a first dollar basis without application of a deductible or self-insured retention. Under limited circumstances, the City may permit Consultant to self-insure, in whole or in part, one or more of the insurance coverages required by this Agreement. All applicable deductibles and self-insured retentions must be disclosed to and approved by the City prior to being used to satisfy any of the insurance requirements contained herein. Consultant shall pay on behalf of the City, or their respective officials, officers, and employees any deductible or self-insured retention applicable to a claim against the City, or their respective officials, officers, and employees.

All policies of insurance provided by the Consultant shall be endorsed to provide that the Insurer waives its rights against the City of Fort Pierce and their members, officials, officers, and employees.

Compliance with these insurance requirements shall not limit the liability of Consultant. Any remedy provided to the City by the insurance provided by Consultant or the City shall be in addition to and not in lieu of any other remedy (including, but not limited to, as an indemnitee of Consultant) available to the City under this Agreement or otherwise.

All insurance policies provided by the Consultant shall be endorsed to provide the City with thirty (30) days' prior written notice of cancellation.

Neither approval nor failure to disapprove insurance furnished by Consultant shall relieve Consultant from responsibility to provide insurance as required by this Agreement.

Certificates of Insurance must be completed as follows:

Certificate Holder

City of Fort Pierce
Attention: Purchasing
100 N. U.S. Hwy 1
Fort Pierce, FL 34954-1480

Additional Insured for General Liability

City of Fort Pierce and their respective officials, officers and employees

13. INDEMNIFICATION

Except for expenses or liabilities arising from the negligence of the City, the Consultant hereby expressly agrees to indemnify and hold the City harmless against any and all expenses and liabilities arising out of the performance or default of this Contract as follows:

Consultant shall indemnify and hold harmless, to the maximum extent permitted by law, the City and their officials, officers and employees from and against any and all liability, damages, losses, (whether in contract or in tort, including personal injury, accidental death or property damage, and regardless, of whether the allegations are false, fraudulent or groundless), and costs (including reasonable attorney fees, litigation, arbitration, mediation, appeal expenses) to the extent caused by the negligence, recklessness or intentional wrongful misconduct of the Consultant and persons employed by or utilized by the Consultant in Consultant's performance of this Agreement.

Consultant's obligation to indemnify and hold harmless shall remain in effect and shall be binding upon Consultant whether such injury or damage shall accrue, or may be discovered, before or after termination of this Contract.

Consultant's failure to comply with this section's provisions shall constitute a material breach upon which the City may immediately terminate or suspend this Agreement.

The Consultant hereby acknowledges that the payments made under this Agreement include specific consideration for the indemnification herein provided. It is the specific intent of the parties hereto that the foregoing indemnification complies with Sections 725.06 and 725.08, Florida Statutes (Chapter 725).

14. ASSIGNMENT

The City and Consultant each binds itself and its successors, legal representatives, and assigns to the other party to this Agreement and to the partners, successors, legal representatives, and permitted assigns of such other party, in respect

to all covenants of this Agreement; and, neither the City nor the Consultant will assign or transfer its rights and obligations in this Agreement without the written consent of the other. Nothing herein shall be construed as creating any personal liability on the part of any officer or agent of any public body which may be a party hereto.

The Consultant agrees that the persons named in the Scope of Work shall provide services as described therein. The services of the person(s) so named are a substantial inducement and material consideration for this Agreement. In the event such persons can no longer provide the services required by this Agreement, the Consultant shall immediately notify the City in writing and the City may elect to terminate this Agreement without any liability to the Consultant for unfinished work product. The City may elect to compensate the Consultant for unfinished work product, provided it is in a form that is sufficiently documented and organized to provide for subsequent utilization in completion of the work product.

15. PUBLIC RECORDS

A. City strictly adheres to all statutes, court decisions, and the opinions of the Florida Attorney General with respect to disclosure of public information under Chapter 119, Florida Statutes. In accordance with Chapter 119, Florida Statutes, Consultant shall comply with all public records laws and specifically:

1. Keep and maintain public records required by City to perform the service.

2. Upon request from City's custodian of public records, provide City with a copy of the requested records or allow the records to be inspected or copied within a reasonable time as provided by law.

3. Ensure that public records that are exempt or confidential and exempt from public records disclosure requirements are not disclosed except as authorized by law for the duration of the Agreement term and following completion of the Agreement if Consultant does not transfer the records to City.

4. Upon completion of the Agreement, transfer, at no cost, to City all public records in possession of Consultant or keep and maintain public records required by City to perform the service. If Consultant transfers all public records to City upon completion of the Agreement, Consultant shall destroy any duplicate public records that are exempt or confidential and exempt from public records disclosure requirements. If Consultant keeps and maintains public records upon completion of the Agreement, Consultant shall meet all applicable requirements for retaining public records. All records stored electronically must be provided to City, upon request from City's custodian of public records, in a format that is compatible with the information technology systems of City.

B. IF CONSULTANT HAS QUESTIONS REGARDING THE APPLICATION OF CHAPTER 119, FLORIDA STATUTES, TO CONSULTANT'S DUTY TO PROVIDE PUBLIC RECORDS RELATING TO THIS AGREEMENT, CONTACT THE CUSTODIAN OF PUBLIC RECORDS THROUGH THE CITY CLERK AT 772-467-3065, lcox@cityoffortpierce.com, 100 North U.S. 1, Fort Pierce, FL 34950.

16. CONFLICT OF INTEREST

The Consultant represents that it presently has no interest and shall acquire no interest, either direct or indirect, which would conflict in any manner with the performance of services required hereunder, as provided for in Florida Statutes, to include, but not limited to, Sections 112.311 and 112.313, Florida Statutes. The Consultant further represents that no person having any interest shall be employed for said performance.

The Consultant shall promptly notify the City in writing by certified mail of all potential conflicts of interest prohibited by existing state law for any prospective business association, interest or other circumstance, which may influence or appear to influence the Consultant's judgment or quality of services being provided hereunder. Such written notification shall identify the prospective business association, interest or circumstance, the nature of work that the Consultant may undertake and request an opinion of the City as to whether the association, interest or circumstance would, in the opinion of the City, constitute a conflict of interest if entered into by the Consultant. The City agrees to notify the Consultant of its opinion by certified mail within thirty (30) days of receipt of notification by the Consultant. If, in the opinion of the City, the prospective business association, interest or circumstance would not constitute a conflict of interest by the Consultant, the City shall so state in the notification and the Consultant shall, at his option, enter into said association, interest or circumstance and it shall be deemed not in conflict of interest with respect to services provided to the City by the Consultant under the terms of this Agreement. If, in the opinion of the City, the prospective business association, interest or circumstance does constitute a conflict of interest by the Consultant, the City shall so state in the notification and the Consultant shall either not enter into said association or terminate this Agreement with the City prior to entering into said association.

17. EXCUSABLE DELAYS (FORCE MAJEURE)

Neither party shall be liable to the other for failure to perform its obligations hereunder if and to the extent that such failure to perform results from causes beyond

its reasonable control (financial difficulty shall not be considered a cause beyond a party's control) all of which causes herein are called "Force Majeure", including, but without being limited to, strikes, lockouts, or other industrial disturbances; fires; unusual climatic conditions; acts of God; acts of a public enemy; or inability to obtain transportation or necessary materials in the open market. Provided, however, that market conditions, labor conditions, construction industry price trends and similar matters which normally affect the bidding process shall not be considered a Force Majeure. The party unable to perform as a result of force majeure promptly shall notify the other of the beginning and ending of each such period, and City shall compensate Consultant at the rates set forth herein, for the services performed by Consultant hereunder, up to the date of the beginning of such period.

18. PLEDGE OF CREDIT, ARREARS

The Consultant shall not pledge the City's credit or make it a guarantor of payment of surety for any contract, debt, obligation, judgment, lien, or any form of indebtedness. The Consultant further warrants and represents that it has no obligation or indebtedness that would impair its ability to fulfill the terms of this Agreement.

19. OWNERSHIP OF DOCUMENTS

All original sketches, tracings, drawings, computations, details, design calculations, and other documents and plans that result from the Consultant's services under this Agreement are and remain the property of the City as instruments of service. The Consultant shall furnish copies to the City upon completion of such documents.

The City shall, at no additional expense, be furnished one (1) set of reproducible copies of any maps and/or drawings prepared for it by the Consultant. Consultant shall likewise submit copies of all field notes, calculation sheets and computer discs to the City.

20. INDEPENDENT CONSULTANT RELATIONSHIP

The relationship of the Consultant to the City will be solely that of a consultant. The Consultant is an independent consultant and is not an employee or agent of the City. Nothing in this Agreement shall be interpreted to establish any relationship other than that of an independent consultant, between the City and the Consultant, its employees, agents, subcontractors, or assigns, during or after the performance of this Agreement. The Consultant will provide the professional and technical services required for the successful completion of this Agreement in accordance with practices generally acceptable within the industry and good ethical standards.

21. ATTORNEYS' FEES AND COSTS

In the event of any dispute concerning the terms and conditions of this Agreement or in the event of any action by any party to this Agreement to judicially interpret or enforce this Agreement or any provision hereof, or in any dispute arising in any manner from this Agreement, the prevailing party shall be entitled to recover its reasonable costs, fees and expenses, including but not limited to, witness fees, expert fees, consultant fees, attorney, paralegal and legal assistant fees, costs and expenses and other professional fees, costs and expenses, whether suit be brought or not, and whether any settlement shall be entered in any declaratory action, at trial or on appeal.

22. VERIFICATION OF EMPLOYMENT STATUS

The Consultant agrees that it shall bear the responsibility for verifying the employment status, under the Immigration Reform and Control Act of 1986, of all persons it employs in the performance of this Agreement.

23. PROHIBITION AGAINST CONTINGENT FEES

Per Section 287.055(6)(a), Florida Statutes, "The architect (or registered surveyor and mapper or professional engineer, as applicable) warrants that he or she has not employed or retained any company or person, other than a bona fide employee working solely for the architect (or registered surveyor and mapper, or professional engineer, as applicable) to solicit or secure this agreement and that he or she has not paid or agreed to pay any person, company, corporation, individual, or firm, other than a bona fide employee working solely for the architect (or registered surveyor and mapper or professional engineer, as applicable) any fee, commission, percentage, gift, or other consideration contingent upon or resulting from the award or making of this agreement."

24. AUDIT

The Consultant agrees that the City or any of its duly authorized representatives shall, until the expiration of at least three years, or as otherwise applicable under law, after expenditure of funds under this Agreement, have access to and the right to examine any directly pertinent books, documents, papers, and records of the Consultant involving transactions related to this Agreement. The Consultant agrees that payment(s) made under this Agreement shall be subject to reduction for amounts charged thereto which are found based on audit examination not to constitute allowable costs under this Agreement. The Consultant shall refund by check payable to the City the amount of such reduction of payments. All required records shall be maintained until an audit is completed and all questions arising therefrom are resolved, or three years after completion of the project and issuance of the final certificate, or as otherwise applicable under law.

25. NON DISCRIMINATION

The Consultant covenants and agrees that the Consultant shall not discriminate against any employee or applicant for employment to be employed in the performance of the Agreement with respect to hiring, tenure, terms, conditions or privileges of

employment, or any matter directly or indirectly related to employment because of race or color; or, except where based on a bona fide occupational qualification, because of religion, sex, condition of pregnancy, national origin, age, handicap, or marital status.

26. AUTHORITY TO PRACTICE

The City represents that it is a political subdivision of the State of Florida with the authority to engage the professional and to accept the obligation for payment for the services.

The Consultant hereby represents and warrants that it has and will continue to maintain all licenses and approvals required to conduct its business, and that it will at all times conduct its business activities in a reputable manner. Proof of such licenses and approvals shall be submitted to the City's representative on an annual basis.

27. SEVERABILITY

If any term or provision of this Agreement, or the application thereof to any person or circumstances shall, to any extent, be held invalid or unenforceable, the remainder of this Agreement, or the application of such terms or provisions to persons or circumstances other than those as to which it is held invalid or unenforceable, shall not be affected, and every other term provision of this Agreement shall be deemed valid and enforceable to the extent permitted by law.

28. FLORIDA CONTRACTS

WHERE APPLICABLE AND PURSUANT TO SECTION 558.0035, FLORIDA STATUTES, AN INDIVIDUAL EMPLOYEE OR AGENT MAY NOT BE HELD INDIVIDUALLY LIABLE FOR NEGLIGENCE.

29. COMPLETE AGREEMENT

This Agreement states the entire understanding between the parties and supersedes any written or oral representations, statements, negotiations, or agreements to the contrary. The Consultant recognizes that any representations, statements or negotiations made by the City staff do not suffice to legally bind the City in a contractual relationship unless they have been reduced to writing, authorized, and signed by an authorized City representative. This Agreement shall bind the parties, their assigns, and successors in interest.

30. AMENDMENT

This Agreement may be amended only with the written approval and agreement of the parties.

31. MODIFICATIONS OF WORK

The City reserves the right to make changes in Scope of Work, including alterations, reductions therein, or additions thereto. Upon receipt by the Consultant of the City's notification of a contemplated change, the Consultant shall, in writing:

A. Provide a detailed estimate for the increase or decrease in cost due to the contemplated change,

B. Notify the City of any estimated change in the completion date, and

C. Advise the City if the contemplated change shall affect the Consultant's ability to meet the completion dates or schedules of this Agreement.

If the City so instructs in writing, the Consultant shall suspend work on that portion of the Scope of Work affected by a contemplated change, pending the City's decision to proceed with the change.

If the City elects to make the change, the City shall initiate an Agreement Amendment or Change Order and the Consultant shall not commence work on any such change until the authorized representative for the City signs such written Amendment.

32. NOTICE

All notices, requests, consents, and other communications required or permitted under this Agreement shall be in writing and shall be (as elected by the person giving such notice) hand delivered by messenger or courier service or mailed certified mail (postage prepaid) return receipt requested, addressed to:

City:
CITY OF FORT PIERCE
Attn: Purchasing Department
100 N. US Highway 1
Fort Pierce, FL 34950

Consultant:
Kimley-Horn and Associates, Inc.
Attn: Brian Good, P.E., Senior Vice President
4452 24th Street, Suite 200
Vero Beach, FL 32960

With a Copy to:
City Attorney
City Attorney's Office
100 N. US Highway 1
Fort Pierce, FL 34950

or to such other address as any party may designate by notice complying with the terms of this Section. Each such notice shall be deemed delivered (a) on the date delivered if

by personal delivery, (b) on the date upon which the return receipt is signed or delivery is refused or the notice is designated by the postal authorities as not deliverable, as the case may be, if mailed.

Should City or Consultant have a change of address, the other party shall immediately be notified in writing of such change, provided, however, that each address for notice must include a street address and not merely a post office box.

33. CAPTIONS AND HEADINGS

Captions and paragraph headings contained in this Agreement are for convenience and reference only and in no way define, describe, extend or limit the scope and intent of this Agreement, nor the intent of any provisions hereof.

34. WAIVER

No waiver by the City of any provision of this Agreement shall be deemed to be a waiver of any other provisions hereof or of any subsequent breach of the same, or any other provision or the enforcement thereof. City's consent to or approval of any act by Consultant requiring consent or approval shall not be deemed to render unnecessary the obtaining of City's consent to or approval of any subsequent act by Consultant requiring consent or approval, whether or not similar to the act so consented or approved.

35. COMPLIANCE WITH LAWS

The Consultant, its employees, subcontractors or assigns, shall comply with all applicable federal, state, and local laws and regulations relating to the performance of this Agreement. The City undertakes no duty to ensure such compliance, but will attempt to advise Consultant, upon request, as to any such laws of which it has present knowledge.

36. INTERPRETATION; CONTROLLING LAW; VENUE

This Agreement constitutes the entire agreement between the parties with respect to the subject matter hereof and supersedes all prior verbal or written agreements between the parties with respect thereto. This Agreement may only be amended by written document, properly authorized, executed and delivered by both parties hereto. This Agreement shall be interpreted as a whole unit and section headings are for convenience only. The laws of the State of Florida shall govern this Agreement and all interpretations thereof. In the event it is necessary for either party to initiate legal action regarding this Agreement, venue shall be in St. Lucie County, to include the Nineteenth Judicial Circuit of Florida for claims under state law and the Southern District of Florida for any claims which are justiciable in federal court.

37. DISPUTE RESOLUTION; WAIVER OF JURY TRIAL

Any disputes relating to interpretation of the terms of this Agreement or a question of fact or arising under this Agreement shall be resolved through good faith efforts upon the part of the Consultant and the City or its Project Manager. At all times, the Consultant shall carry on the work and maintain its progress schedule in accordance with the requirements of the Agreement and the determination of the City or its representatives, pending resolution of the dispute. All claims arising out of this Agreement or its breach shall be submitted first to mediation. The parties shall share the mediator's fee equally. The mediation shall be held in St. Lucie County, Florida. Agreements reached in mediation shall be enforceable as settlement agreements in any court having jurisdiction thereof. This Agreement shall be governed by the laws of the State of Florida. **TO ENCOURAGE PROMPT AND EQUITABLE RESOLUTION OF ANY LITIGATION, EACH PARTY HEREBY WAIVES ITS RIGHTS TO A TRIAL BY JURY IN ANY LITIGATION RELATED TO THIS AGREEMENT.**

38. ANTITRUST ASSIGNMENT

The Consultant, the City, and the State of Florida recognize that in actual economic practice, overcharges resulting from antitrust violations are in fact usually borne by the State of Florida and local governments. Therefore, the Consultant assigns to the State of Florida and the City any and all claims for such overcharges as to goods, materials or services purchased in connection with the Agreement.

39. CONFIDENTIALITY

Consultant shall not disclose, publish, or authorize others to disclose or publish, design data, drawings, specifications, reports, or other information pertaining to the projects assigned to Consultant by City or other information to which Consultant has had access during the term of this Agreement without the prior written approval of the City during the term of this Agreement and for a period of two (2) years after the termination of this Agreement.

Consultant shall consider all information provided by City and all drawings, reports, studies, design calculations, specifications, and other documents resulting from the Consultant's performance of the services to be proprietary unless such information is available from public sources. Consultant shall not publish or disclose proprietary information for any purpose other than the performance of the services without the prior written authorization of the City, in response to legal process, or in accordance with applicable law.

40. E-VERIFY

All requirements of Section 448.095, Florida Statutes, shall be complied with by Consultant. In accordance with, Section 448.095, Florida Statutes, Consultant shall register with and utilize the E-Verify System operated by the United States Department of Homeland Security to verify the employment eligibility of all new employees hired during the term of the Agreement and shall expressly require any subcontractors performing

work or providing services pursuant to this Agreement to likewise utilize the E-Verify System to verify the employment eligibility of all new employees hired by the subcontractor during the term of this Agreement. If Consultant enters into a contract with a subcontractor performing work or providing services on its behalf, Consultant shall also require the subcontractor to provide an affidavit stating that the subcontractor does not employ, contract with, or subcontract with an unauthorized alien. Information on registration for and use of the E-Verify System can be obtained via the internet at the Department of Homeland Security Web site: http://www.dhs.gov/E-Verify. Consultant shall, upon request, provide evidence of compliance with this provision to the City. A contract terminated pursuant to Section 448.095 is not a breach of contract and may not be considered as such. If the City terminates this contract with a contractor, the contractor may not be awarded a public contract for at least 1 year after the date on which the contract was terminated. Consultant is liable for any additional costs incurred by the City as a result of the termination of this contract under Section 448.095, Florida Statutes.

41. SOVEREIGN IMMUNITY

Nothing contained in this Agreement shall be deemed or otherwise interpreted as waiving the City's sovereign immunity protections existing under the laws of the State of Florida or as increasing the limits of liability as set forth in Section 768.28, Florida Statutes.

IN WITNESS WHEREOF, the parties hereto have accepted, made and executed this Agreement in counterparts each of which shall be treated as an original upon the terms and conditions above stated.

ATTEST:

Linda W. Cox
Linda Cox, City Clerk

CITY OF FORT PIERCE:

Linda Hudson
Linda Hudson, Mayor

11/3/2025
Date

APPROVED AS TO FORM CORRECTNESS:

By: _____
Sara Hedges, City Attorney

CONSULTANT:

By: _____

Print: Brian Good

Title: Senior Vice President

Today's Date: 10/20/25

Kimley»Horn

"EXHIBIT 1"

KIMLEY-HORN AND ASSOCIATES, INC.

OCTOBER 2025

RFQ NO 2025-022 – PROFESSIONAL ENGINEERING SERVICES

SCHEDULE OF HOURLY RATES

Effective October 1, 2025, the following rates are utilized in calculating invoices for services:

Category	Rate
Principal	$315.00
Senior Professional	$270.00
Registered Professional	$210.00
Professional 2	$160.00
Professional 1	$140.00
Designer	$185.00
Senior Support Staff	$100.00
Support Staff	$100.00

Approved By:

Brian Good, P.E.
Senior Vice-President

1. These hourly billing rates will remain effective for the initial duration of this Agreement and will escalate 4.25% each renewal period.
2. Sub-consultants will be billed pursuant to their respective contract.

CITY OF FORT PIERCE
AFFIDAVIT REGARDING THE USE COERCION FOR LABOR OR SERVICES

Vendor name: Kimley-Horn and Associates, Inc.

Authorized Representative's Name and Title: Brian Good P.E. Senior Vice President

Address: 445 24th Street, Suite 200

City: Vero Beach State: Florida Zip Code: 33478

Phone Number: 772-794-4083 Email Address: brian.good@kimley-horn.com

Section 787.06(13), Florida Statutes, requires all nongovernmental entities executing, renewing, or extending a contract with a governmental entity to provide an affidavit signed by an officer or representative of the nongovernmental entity under penalty of perjury that the nongovernmental entity does not use coercion for labor or services as defined in that statute. As the person authorized to sign on behalf of Vendor, I certify that the company identified does not:

1. Use or threaten to use physical force against any person;
2. Restrain, isolate, or confine or threaten to restrain, isolate, or confine any person without lawful authority and against her or his will;
3. Use lending or other credit methods to establish a debt by any person when labor or services are pledged as a security for the debt, if the value of the labor or services as reasonably assessed is not applied toward the liquidation of the debt, the length and nature of the labor or services are not respectively limited and defined;
4. Destroy, conceal, remove, confiscate, withhold, or possess any actual or purported passport, visa, or other immigration document, or any other actual or purported government identification document, of any person;
5. Cause or threaten to cause financial harm to any person;
6. Entice or lure any person by fraud or deceit; or
7. Provide a controlled substance as outlined in Schedule I or Schedule II of section 893.03, Florida Statutes, to any person for the purpose of exploitation of that person.

Under penalties of perjury, I declare that I have read the foregoing document and that the facts stated in it are true.

By: _____ Brian Good, Senior Vice President 1/20/25

Authorized Signature Printed Name and Title Date

STATE OF FLORIDA
COUNTY OF Indian River

Sworn (or affirmed) and subscribed before me by means of ☐ physical presence or ☐ online notarization this 20th day of October, 2025 by Brian Good, who is

☒ personally known or
☐ produced identification (ID produced: _____).

Notary Public Signature: Mary K. Brinson (Seal)

Print Name: Mary K. Brinson My Commission Expires: 04/07/2029

Notary Public State of Florida
Mary K. Brinson
My Commission HH 656622
Expires 4/7/2029

FIRST AMENDMENT TO THE
CONTINUING CONTRACT FOR PROFESSIONAL ENGINEERING SERVICES
BETWEEN THE CITY OF FORT PIERCE AND
KIMLEY-HORN AND ASSOCIATES, INC.

This First Amendment to the Continuing Contract for Professional Engineering Services (hereinafter referred to as the "Amendment") is made and entered into this 2nd day of February, 2026 by and between the City of Fort Pierce, Florida, a municipal corporation ("City"), and Kimley-Horn and Associates, Inc. (Consultant), with its principal place of business at 445 24th Street, Suite 200, Vero Beach, FL 32960 ("Contractor") (collectively referred to as the "Parties").

RECITALS:

WHEREAS, on November 3, 2025, the Parties entered into a Continuing Contract pursuant to RFQ No. 2025-022 for Professional Engineering Services; and

WHEREAS, the Parties desire to amend the Agreement to define "professional engineering services," to be consistent with the requirements of the RFQ, and with all other terms and conditions remaining unchanged.

NOW THEREFORE, in consideration of the mutual terms, conditions, promises, covenants and other good and valuable consideration, receipt of which is hereby acknowledged, the Parties hereby agree as follows:

1. **Recitals**. The foregoing recitations are true and correct and are incorporated herein by reference.

2. **Professional Engineering Services Defined**. Professional Engineering Services, also referred to as "professional services," includes any services related to:
   a) Boundary and Topographic, Right-of-Way, Utility, and Easement Surveys
   b) Paving, Drainage, and Roadway Improvements
   c) Stormwater Management Design
   d) FDOT Roadway and Enhancement Project Design
   e) Local Park Improvement Design
   f) Marine Design Services
   g) Traffic Engineering
   h) State and Federal Permitting Services
   i) Special Services such as Feasibility Studies and Planning
   j) Construction Contract Administration
   k) Construction Engineering and Inspection

3. **Full Force and Effect.** Except as expressly modified herein, all other terms, conditions, and provisions of the Agreement shall remain in full force and effect.

4. **Effective Date.** This First Amendment shall be effective upon execution by the Parties.

5. **Conflicts/Amendment.** Except as otherwise set forth herein, the terms and conditions of the Continuing Services Agreement shall remain in full force and effect between the Parties. In the case of a perceived conflict between the terms of the Continuing Services Agreement and this Amendment, this Amendment shall govern.

6. **Counterparts.** The Parties agree for purposes of this Amendment, the Amendment may be executed in several counterparts, each of which shall be deemed an original and all of which shall constitute one and the same instrument, and shall become effective when counterparts have been signed by each of the Parties and delivered to the other Parties; it being understood that all Parties need not sign the same counterparts. Facsimile and electronic mail copies in "portable document format" (".pdf") form are acceptable and shall constitute effective execution and delivery of this Amendment as to the Parties and may be used in lieu of the original Amendment for all purposes. Signatures of the Parties transmitted by facsimile shall be deemed to be their original signatures for all purposes.

[Rest of page intentionally left blank]

IN WITNESS WHEREOF, the Parties hereto have accepted, made and executed this Amendment in counterparts, each of which shall be treated as an original upon the terms and conditions stated above.

CONTRACTOR:

KIMLEY-HORN AND ASSOCIATES, INC.

By: _____

Print: Brian Good

Title: Principal

Today's Date: 1/19/26

ATTEST:

Linda W. Cox

Linda Cox, City Clerk

CITY OF FORT PIERCE

Linda Hudson

Linda Hudson, Mayor

2/2/2026

Date

APPROVED AS TO FORM AND CORRECTNESS:

_____

Sara Hedges, Esq., City Attorney

TO: Selena Griffett, Engineering

FROM: Sara Hedges, City Attorney **SH**

RE: Specific Authorization No. 4 for Kimley Horn and Associates (RFQ 2025-022)

CAO RLS FILE: RLS 26-130

DATE: April 9, 2026

I have reviewed the above Request for Legal Services (RLS) related to a Specific Authorization with Kimley-Horn and Associates, Inc. I have made the following suggested changes to the Specific Authorization:

1. I have corrected the Effective Date of the Agreement.
2. I have added a reference to the First Amendment to this Agreement. I have included the a blank for the Effective Date of the First Amendment to be filled in by you. It was not included in the documents uploaded to Agenda Quick, by I am aware it has been approved. If any other amendments have been approved, they too must be included in the Specific Authorization.
3. Under Section 3, I have changed the Exhibit currently listed from Exhibit "A" to Exhibit "B".
4. Under Section 3, I have also included a reference to Exhibit "C", the Estimate for Engineering Services, provided. See below explanation for Exhibit "C".
    a. In Agenda Quick, documents titled Exhibit A and Exhibit B were uploaded for review. The document titled Exhibit A contains both an Exhibit A and an Exhibit B, which are both appropriate Exhibits needed for the Specific Authorization. The document titled Exhibit B contains a third document also indicated to be Exhibit B, but it is a different document than the other Exhibit B. The second Exbibit B appears to be a further breakdown of costs included in the first Exhibit B. Therefore, it needs to be relabeled Exhibit "C" so that it can be attached to the Specific Authorization as Exhibit C.
5. The signatures have been changed to include the Mayor and the City Clerk. This Specific Authorization is over the City Manager's approval authority and must go before the City Commission for approval and the Mayor's signature.

The Specific Authorization has been uploaded to Agenda Quick in Track Changes and Clean Copy versions. The Clean Copy, with the date filled in for the First Amendment and confirmation no

other amendments have been approved, is approved as to legal form and correctness. You must still correct and attach Exhibit “C” to the Specific Authorization.

Please note, the First Amendment to this Agreement was not included in the documents uploaded to Agenda Quick. Please ensure it is attached to the City Commission Agenda when this is presented.

If you have any questions, please do not hesitate to contact this Office via phone or e-mail.

Thank you.

City Commission Regular Meeting - 5:05 PM **12. A.**

Meeting Date: 05/04/2026

Re: PZSITE2026-00001, Major Site Plan Amendment, 2300 S. Kings Highway

Submitted For: Christopher Suneson, Assistant Planning Director, Planning Department

SUBJECT:

Quasi-Judicial Hearing - Review and Approval of an application for Major Site Plan Amendment submitted by property owner, Scannell Properties #533 LLC and Representative Jeff Iravani, Inc., to construct a 1.1 million sq. ft. refrigerated warehouse and office building at 2300 S. Kings Highway, Fort Pierce, FL. The property is zoned Commercial Parkway (CP-1). Parcel ID: 2324-210-0000-000-6.

SUMMARY:

The applicant and owner request review and approval of a Major Site Plan Amendment to construct a refrigerated warehouse facility with accessory office use of 1,070,080 square feet with associated site improvements on 69.19 acres located at 2300 S. Kings Highway. The subject parcel has a Future Land Use of GC, General Commercial and is zoned CP-1, Commercial Parkway.

The subject parcel is vacant, previously used for orange cultivation, and has been previously approved for similar uses as proposed in the application. The applicant has recently subdivided an original 107.69 acre parcel into three parcels with an associated right-of-way donation for White Road. Similar projects have recently been approved for General RV to the southeast of the subject parcel and for Thermo King to the west of the subject parcel. In addition, a 488-unit multifamily residential community was approved in January 2024. All of this activity signals broad interest in the Kings Highway Jobs Corridor. According to the applicant's materials, the subject project is expected to generate approximately 745 jobs.

RECOMMENDATION:

Staff recommends the City Commission APPROVE the proposed MAJOR SITE PLAN AMENDMENT with the following conditions:

1. All signage will be reviewed and permitted separately through building permits.
2. A final review of the tree survey and tree mitigation calculations will be performed at the time of Vegetative Removal/Land Clearing Permit.
3. A gopher tortoise survey shall be provided a minimum of 90 days prior to issuance of Land Clearing Permit.
4. All required State and Federal agency permits shall be required prior to issuance of a Land Development Permit.
5. A Saint Lucie County right-of-way permit will be required prior to issuance of a building permit for vertical construction of the building.

ALTERNATIVES:

- Approve with alternate conditions.
- Denial.

RESPONSIBLE STAFF:

Chris Suneson, Assistant Planning Director

COORDINATED WITH:

Planning Board
Technical Review Committee

Fiscal Impact

Budgeted Y/N:	N
Fiscal Year:	N/A
Account:	N/A
Amount:	N/A

OTHER INFORMATION:

This item does not impact the City budget.

Attachments

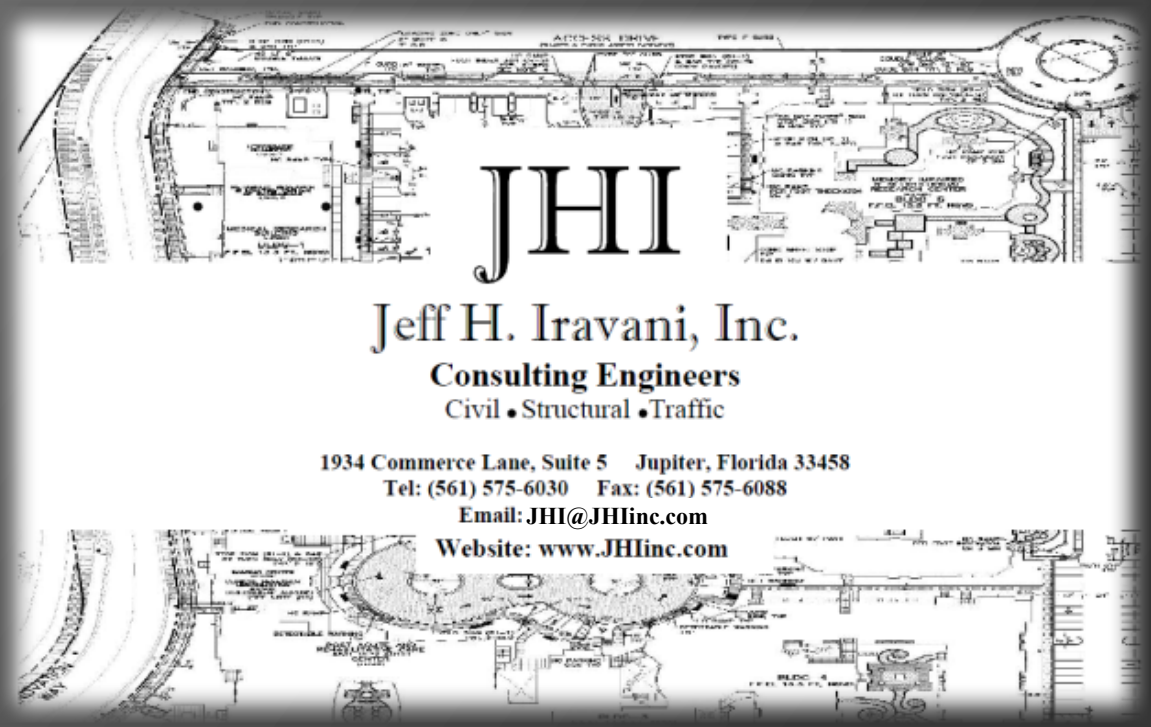
Applicant Presentation
Staff Presentation
Staff Report
TRC Comments
Vicinity Map
Property Card
Property Deed
Site Narrative
Justification Statement
Site Photos
Neighborhood Photos
Concurrency Analysis
Environmental Impact Report
Traffic Impact Analysis
Parking Justification
Survey
Site Plan
Floor Plan
Conceptual Drainage Plan
Lighting Plan
Landscape Plan

Design Review Narrative
Elevations
Color Renderings
Front Rendering
Fire Flow Calculations
Stormwater Report
Color Landscape Plan

DISTRIBUTION CENTER

KING'S HIGHWAY COMMERCE PARK
PARCEL-III

JHI PROJECT # 2409-1533



JHI

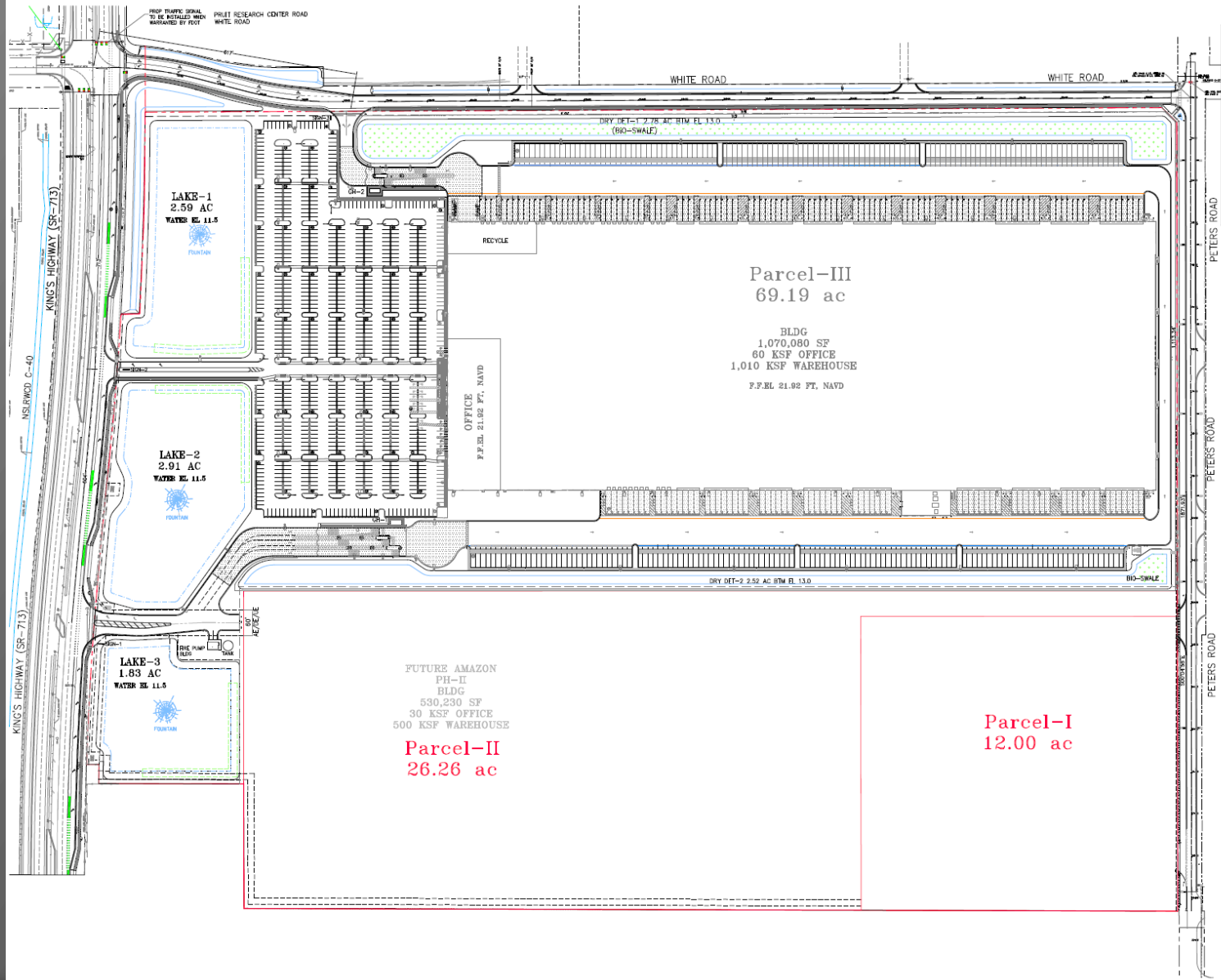
Jeff H. Iravani, Inc.

Consulting Engineers

Civil • Structural • Traffic

1934 Commerce Lane, Suite 5 Jupiter, Florida 33458
Tel: (561) 575-6030 Fax: (561) 575-6088
Email: JHI@JHIinc.com
Website: www.JHIinc.com

PROPOSED SITE PLAN

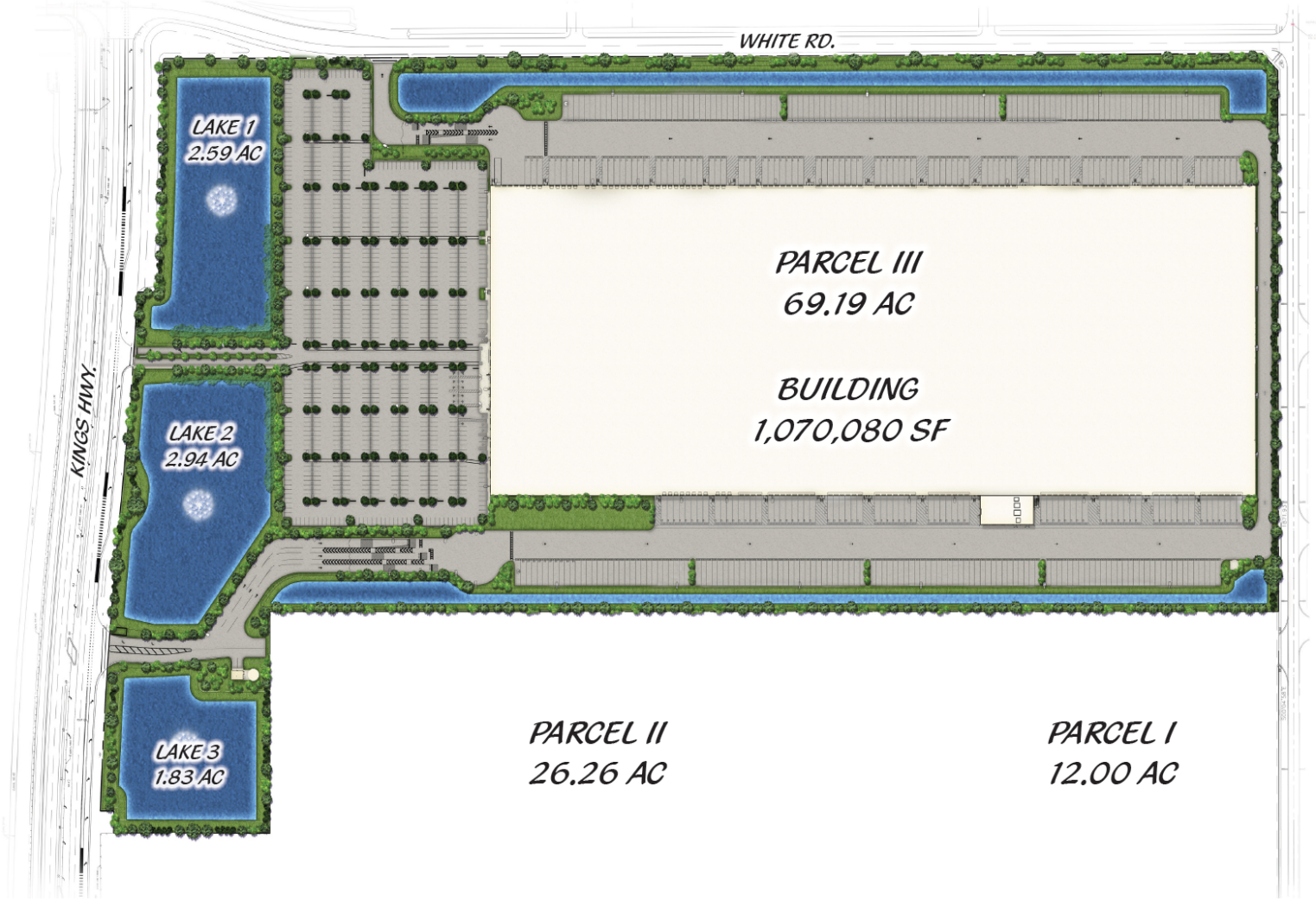


COLORED LANDSCAPE PLAN

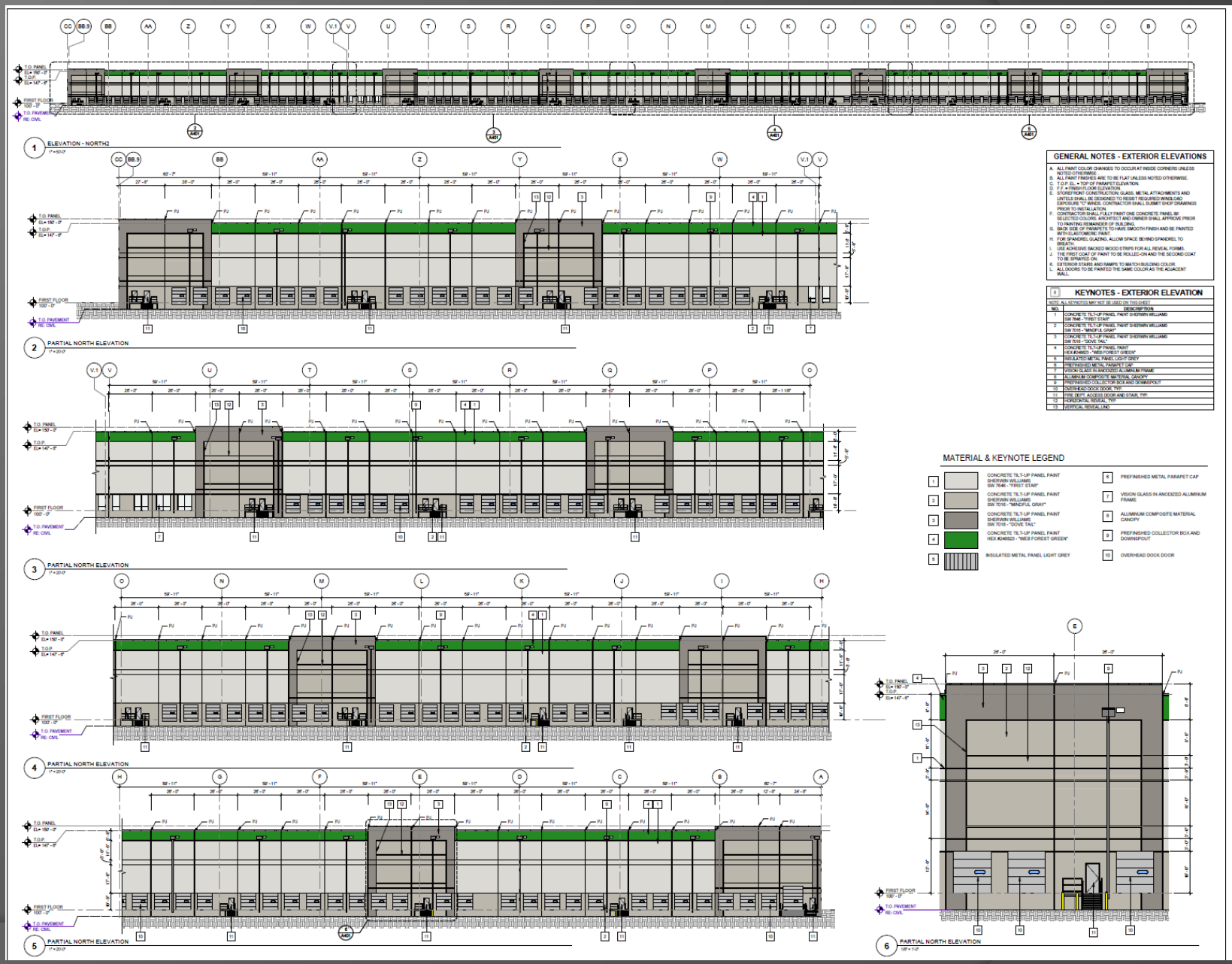
AMAZON DISTRIBUTION CENTER

Fort Pierce, Florida

Cotleur & Hearing



BUILDING ELEVATION NORTH



RSP

RSP Architects, Ltd | Qualifying Architect
AR93674
600 West 6th Street, Suite 1100, Fort Worth, TX 76102
682.206.0340
rspartfh.com

CONSULTANTS

CERTIFICATION

Name W. Scott Fay
License No. AR100551
Expiration Date 02/28/2027
Date Signed 03/02/2026

PROJECT FOR

HFL1 - AMAZON DISTRIBUTION CENTER
2300 S Kings Hwy.
Fort Pierce, FL
34945

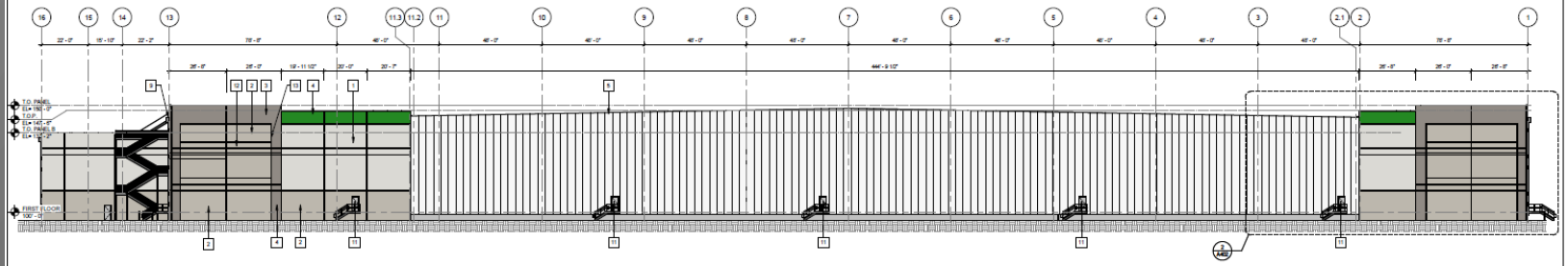
Project No. 2427.016.01
Drawn By ABE/KMS
Checked By EH
Date 03/10/26

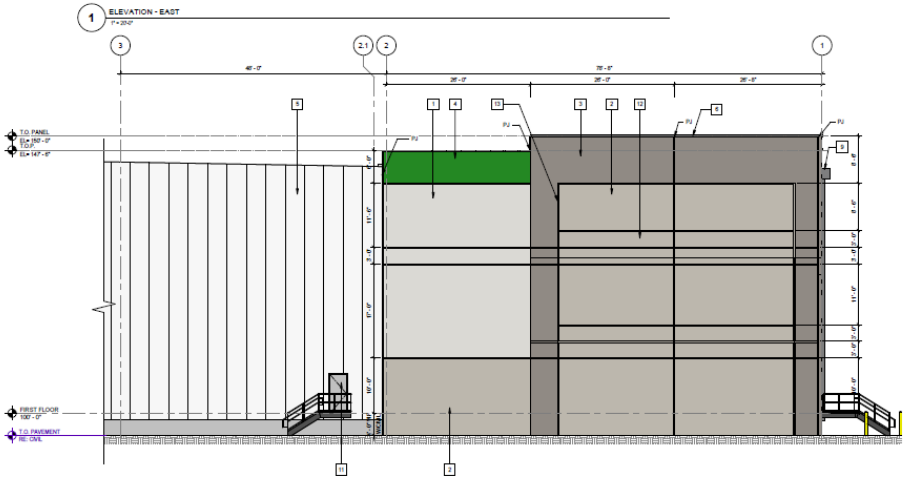
ISSUES / REVISIONS
NO. DATE DESCRIPTION

EXTERIOR ELEVATION - NORTH

A401

BUILDING ELEVATION EAST





GENERAL NOTES - EXTERIOR ELEVATIONS

A. ALL PAINT COLOR CHANGES TO OCCUR AT INSIDE CORNERS UNLESS NOTED OTHERWISE.
B. ALL PAINT FINISHES ARE TO BE FLAT UNLESS NOTED OTHERWISE.
C. T.O.P. EL. = TOP OF PARAPET ELEVATION.
D. F.F. = FINISH FLOOR ELEVATION.
E. STOREFRONT CONSTRUCTION, GLASS, METAL ATTACHMENTS AND LINTELS SHALL BE DESIGNED TO RESIST REQUIRED WIND LOAD EXPOSURE "C" WINDS. CONTRACTOR SHALL SUBMIT SHOP DRAWINGS PRIOR TO INSTALLATION.
F. CONTRACTOR SHALL FULLY PAINT ONE CONCRETE PANEL W/ SELECTED COLORS. ARCHITECT AND OWNER SHALL APPROVE PRIOR TO PAINTING REMAINDER OF BUILDING.
G. BACK SIDE OF PARAPETS TO HAVE SMOOTH FINISH AND BE PAINTED WITH ELASTOMERIC PAINT.
H. FOR SPANDREL GLAZING, ALLOW SPACE BEHIND SPANDREL TO BREATH.
I. USE ADHESIVE BACKED WOOD STRIPS FOR ALL REVEAL FORMS.
J. THE FIRST COAT OF PAINT TO BE ROLLED ON AND THE SECOND COAT TO BE SPRAYED ON.
K. EXTERIOR STAIRS AND RAMPS TO MATCH BUILDING COLOR.
L. ALL DOORS TO BE PAINTED THE SAME COLOR AS THE ADJACENT WALL.

KEYNOTES - EXTERIOR ELEVATION

NOTE: ALL KEYNOTES MAY NOT BE USED ON THIS SHEET

NO.	DESCRIPTION
1	CONCRETE TILT-UP PANEL PAINT SHERWIN WILLIAMS SW 7646 - "FIRST STAR"
2	CONCRETE TILT-UP PANEL PAINT SHERWIN WILLIAMS SW 7016 - "MINDFUL GRAY"
3	CONCRETE TILT-UP PANEL PAINT SHERWIN WILLIAMS SW 7018 - "DOVE TAIL"
4	CONCRETE TILT-UP PANEL PAINT HEX #246823 - "WEB FOREST GREEN"
5	INSULATED METAL PANEL LIGHT GREY
6	PREFINISHED METAL PARAPET CAP
7	VISION GLASS IN ANODIZED ALUMINUM FRAME
8	ALUMINUM COMPOSITE MATERIAL CANOPY
9	PREFINISHED COLLECTOR BOX AND DOWNSPOUT
10	OVERHEAD DOCK DOOR, TYP.
11	TYP. DEPT. ACCESS DOOR AND STAIR, TYP.
12	HORIZONTAL REVEAL TYP.
13	VERTICAL REVEAL LINO

MATERIAL & KEYNOTE LEGEND

1. CONCRETE TILT-UP PANEL PAINT SHERWIN WILLIAMS SW 7646 - "FIRST STAR"
2. CONCRETE TILT-UP PANEL PAINT SHERWIN WILLIAMS SW 7016 - "MINDFUL GRAY"
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7. VISION GLASS IN ANODIZED ALUMINUM FRAME
8. ALUMINUM COMPOSITE MATERIAL CANOPY
9. PREFINISHED COLLECTOR BOX AND DOWNSPOUT
10. OVERHEAD DOCK DOOR

RSP

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682.200.0340 rsparch.com

CONSULTANTS

CERTIFICATION

Name W. Scott Ray
License No. AR100551
Expiration Date 02/28/2027
Date Signed 03/02/2026

PROJECT FOR

HFL1 - AMAZON DISTRIBUTION CENTER
2300 S Kings Hwy.
Fort Pierce, FL
34945

Project No. 2427.016.01
Drawn By ABE/KMS
Checked By EH
Date 03/10/26

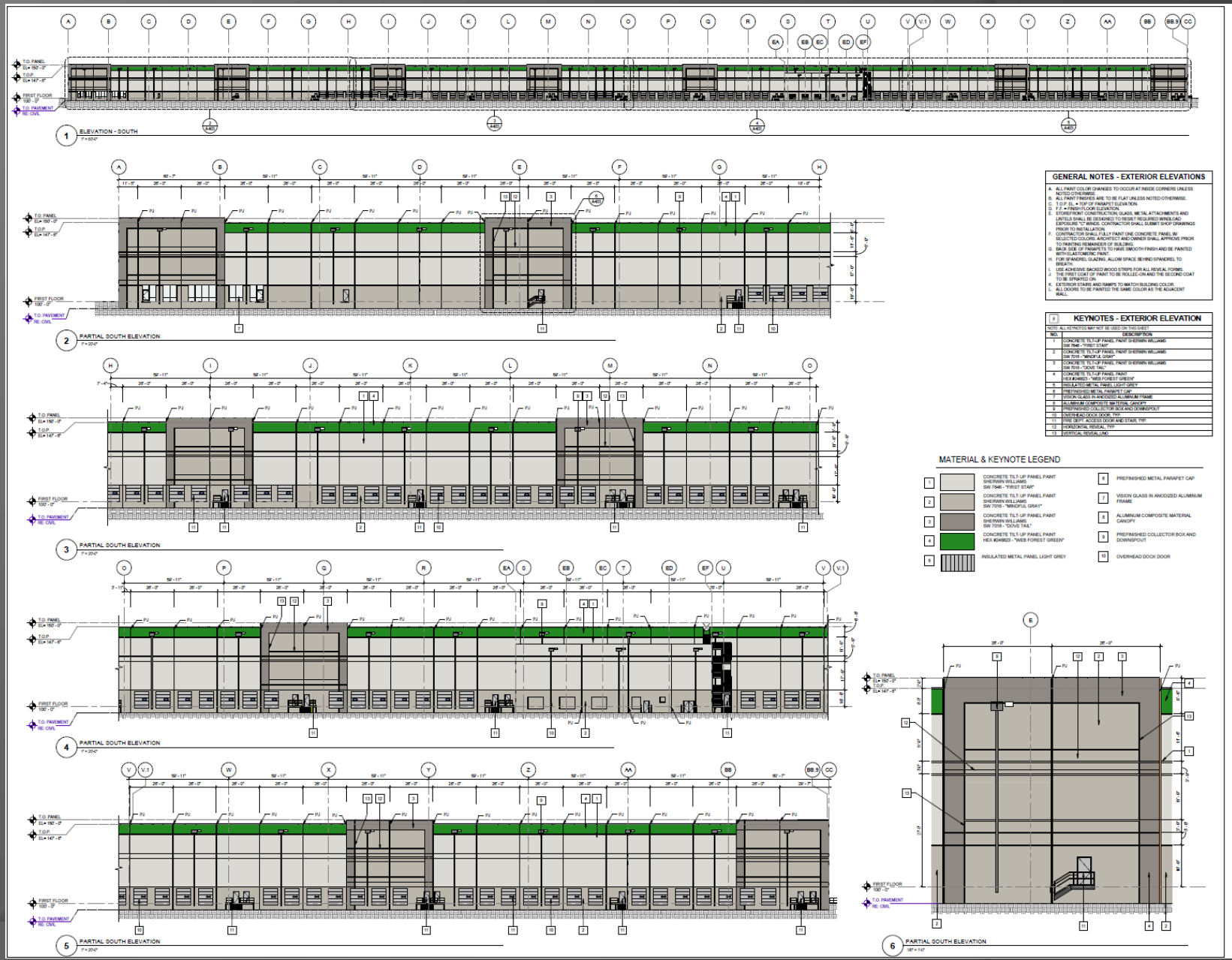
ISSUES / REVISIONS

NO.	DATE	DESCRIPTION

EXTERIOR ELEVATION - EAST

A402

BUILDING ELEVATION SOUTH



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CONSULTANTS

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Name W. Scott Fay
License No. AR100553
Expiration Date 02/28/2027
Date Signed 03/02/2026

PROJECT FOR

HFL1 - AMAZON DISTRIBUTION CENTER
2300 S Kings Hwy.
Fort Pierce, FL
34945

Project No. 2427.016.01
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Date 03/10/26

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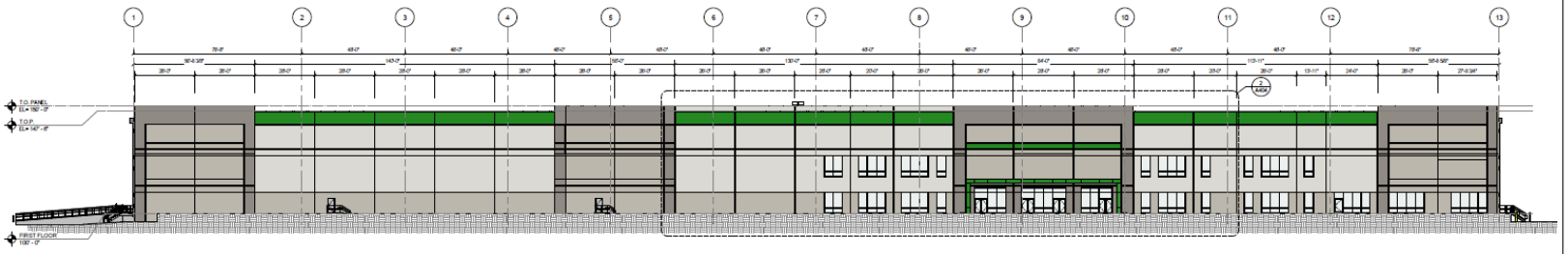
ISSUES / REVISIONS
NO. DATE DESCRIPTION

EXTERIOR ELEVATION - SOUTH

A403

BUILDING ELEVATION WEST



1 ELEVATION - WEST
1" = 20'-0"

MATERIAL & KEYNOTE LEGEND

1	CONCRETE TILT-UP PANEL PAINT SHERWIN WILLIAMS SW 7646 - "FIRST STAR"	6	PREFINISHED METAL PARAPET CAP
2	CONCRETE TILT-UP PANEL PAINT SHERWIN WILLIAMS SW 7016 - "MINDFUL GRAY"	7	VISION GLASS IN ANODIZED ALUMINUM FRAME
3	CONCRETE TILT-UP PANEL PAINT SHERWIN WILLIAMS SW 7018 - "DOVE TAIL"	8	ALUMINUM COMPOSITE MATERIAL CANOPY
4	CONCRETE TILT-UP PANEL PAINT HEX #046923 - "WEB FOREST GREEN"	9	PREFINISHED COLLECTOR BOX AND DOWNSPOUT
5	INSULATED METAL PANEL LIGHT GREY	10	OVERHEAD DOCK DOOR

GENERAL NOTES - EXTERIOR ELEVATIONS

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KEYNOTES - EXTERIOR ELEVATION

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10	OVERHEAD DOCK DOOR, TYP.
11	FIRE DEPT. ACCESS DOOR AND STAIR, TYP.
12	HORIZONTAL REVEAL, TYP.
13	VERTICAL REVEAL, TYP.

2 PARTIAL WEST ELEVATION
1/8" = 1'-0"

RSP

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rsparch.com

CONSULTANTS

CERTIFICATION

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PROJECT FOR

HFL1 - AMAZON DISTRIBUTION CENTER
2300 S Kings Hwy.
Fort Pierce, FL
34945

Project No.: 2427.016.01
Drawn By: ABE/KMS
Checked By: EH
Date: 03/10/26

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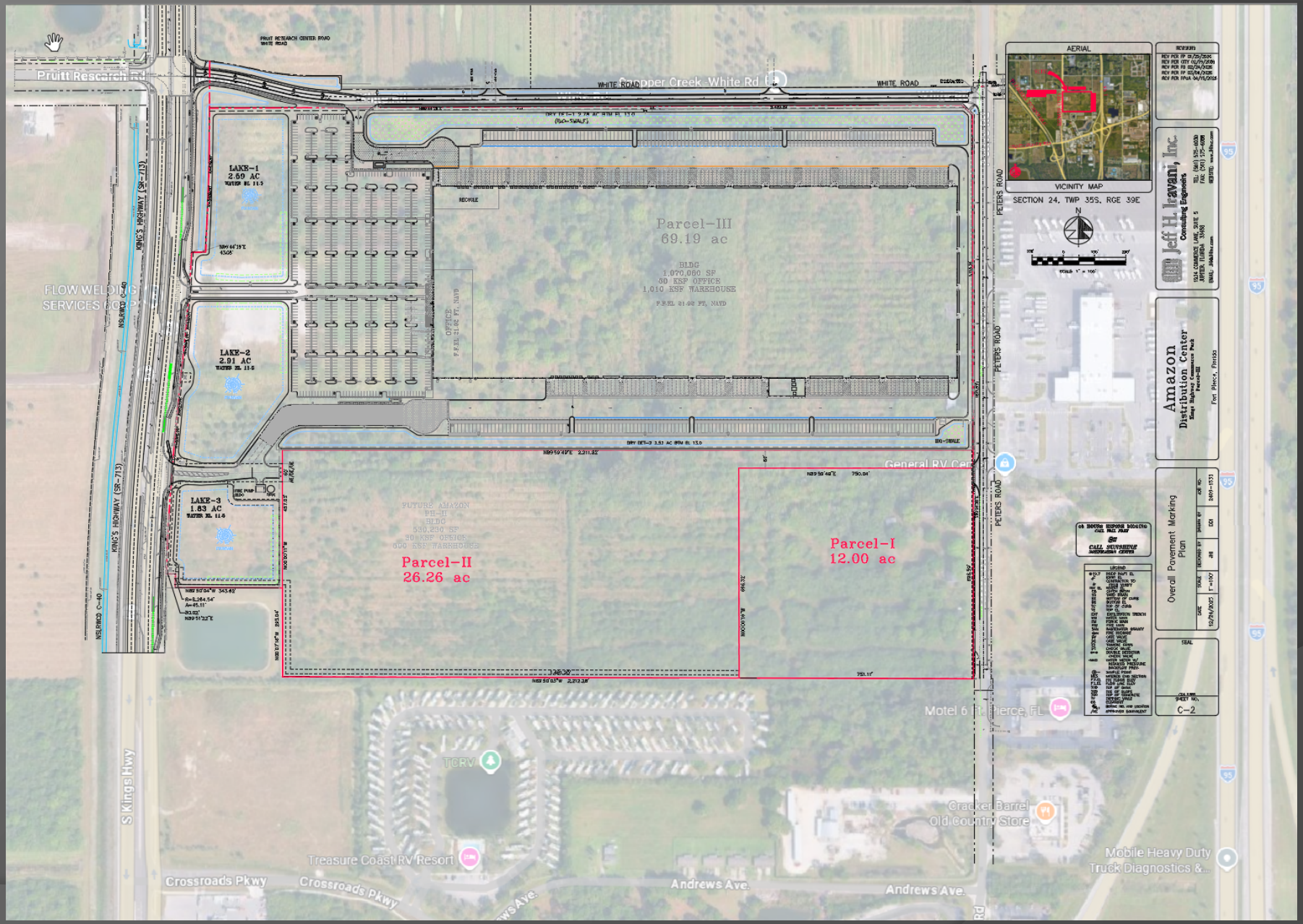
ISSUES / REVISIONS

NO.	DATE	DESCRIPTION

EXTERIOR ELEVATION - WEST

A404

SITE AERIAL



Pruitt Research Rd
Copper Creek-White Rd
WHITE ROAD
LAKE-1
2.59 AC
LAKE-2
2.91 AC
LAKE-3
1.83 AC
Parcel-III
69.19 ac
BLDG
1,070,080 SF
60 KSF OFFICE
1,010 KSF WAREHOUSE
FUTURE AMAZON
PH-II
BLDG
530,230 SF
30 KSF OFFICE
500 KSF WAREHOUSE
Parcel-II
26.26 ac
Parcel-I
12.00 ac
FLOW WELDING
SERVICES CORP
KING'S HIGHWAY (SR-713)
PETERS ROAD
General RV Center
AERIAL
VICINITY MAP
SECTION 24, TWP 35S, RGE 39E
Jeff H. Iravani, Inc.
Consulting Engineers
Amazon
Distribution Center
Fort Pierce, Florida
Overall Pavement Marking
Plan
C-2
Motel 6 Ft. Pierce, FL
TCRV
Cracker Barrel
Old Country Store
Treasure Coast RV Resort
Mobile Heavy Duty
Truck Diagnostics &...
S Kings Hwy
Crossroads Pkwy
Andrews Ave.

FRONT RENDERING

LEFT RENDERING

RIGHT RENDERING

CITY OF FORT PIERCE

April 13, 2026

PZSITE2026-00001
MAJOR SITE PLAN AMENDMENT
AMAZON DISTRIBUTION CENTER
2300 S. KINGS HIGHWAY

OWNER/APPLICANT

Scannell Properties #553/Jeff Iravani Inc.

PARCEL ID:

2324-210-0000-000-6

REQUEST:

Request to review and approve an application for a Major Site Plan Amendment by owner, Scannell Properties #553, represented by Jeff Iravani Inc., to construct a 1.1 million sq. ft. of refrigerated warehouse and office building with associated site improvements on 69.19 acres located at 2300 S. Kings Highway.

Site Location Map

SUMMARY

The subject parcel is currently vacant and is bound by S. Kings Highway on the west, White Road on the north and Peters Road on the east. The project location is on 69.19 acres of a larger 107.69 acres tract of land.

Current Future Land Use Designation / Zoning:

- FLU - GC, General Commercial
- Zone - CP-1, Commercial Parkway Zone

The property was previously rezoned in August 2021 under Ordinance 21-025 to its current CP-1 designation. In September 2021, a major site plan was approved to construct two buildings total 485,000 sq. ft. of office and warehouse distribution space.

FUTURE LAND USE

Fort Pierce FLU:

GC, General Commercial

Comprehensive Plan Policy 1.1.6B allows a floor to area ratio (FAR) of 1.0. The proposal is below this at 0.36.

Fort Pierce Land Use	SLC Land Use
GC – General Commercial	RU – Residential Urban
RM – Residential Medium	COM – Commercial
I – Industrial	MXD – Mixed Use
	SD – Special District

ZONING

Fort Pierce Zoning:

CP-1, Commercial Parkway Zone

Warehouse and freight are allowed by right in the zoning district. Office is accessory to the main use.

Fort Pierce Zoning

CP-1 – Commercial Parkway Zone

C-3 – General Commercial

PD – Planned Development

R-4 – Medium Density Residential

I-1 – Light Industrial

SLC Zoning

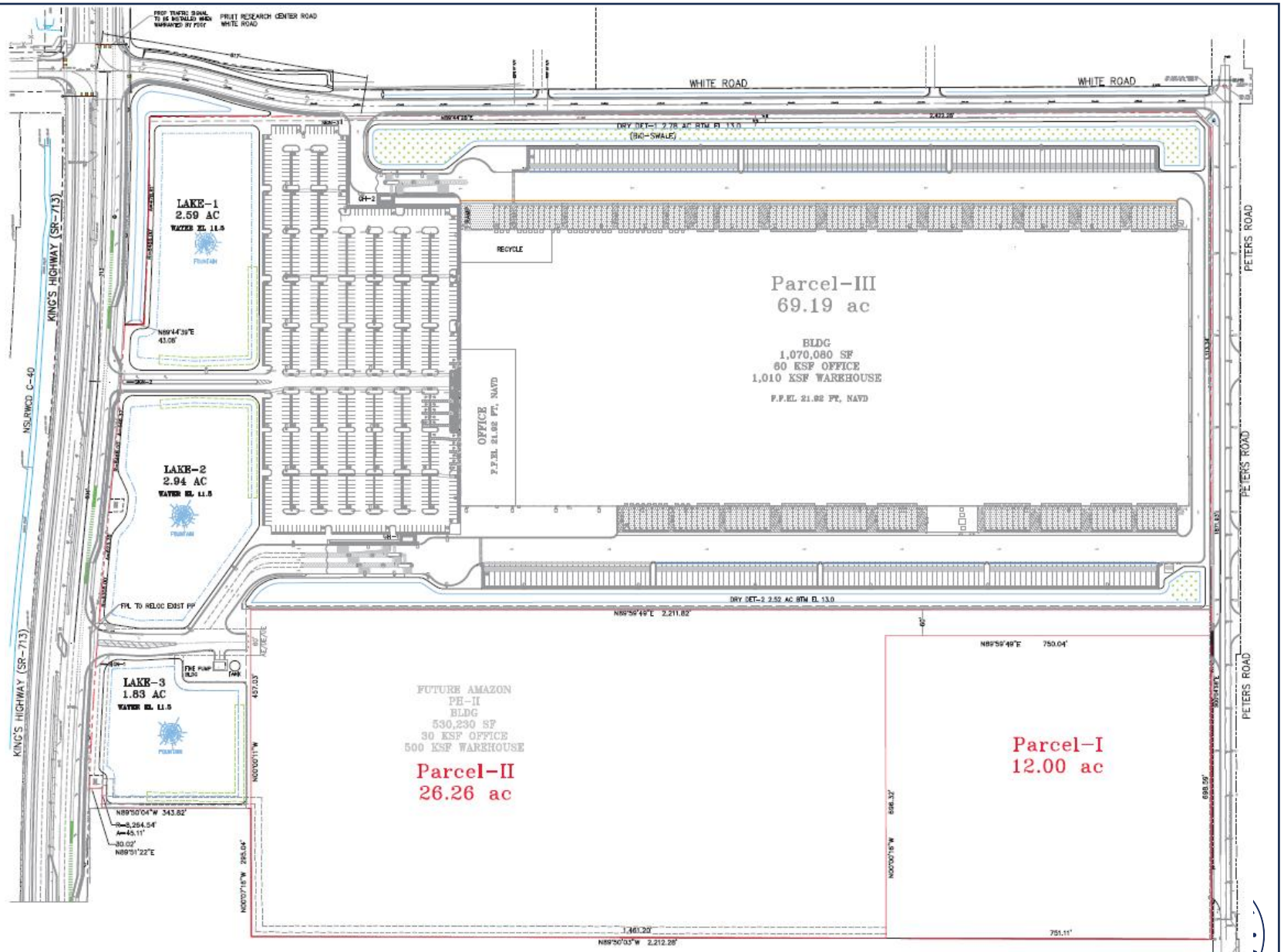
AR-1 – Agricultural Residential 1 du/ac

PNRD – Planned Non-Residential Development

CG – Commercial General

SITE PLAN

SITE DATA	
BLDG FOOTPRINT	1,070,080 SQ. FT.
WAREHOUSE	1,010,080 SQ. FT.
OFFICE	60,000 SQ. FT.
PAVING/PARKING	24.17 AC.
OPEN SPACE	20.36 AC.
DETENTION/ BIOSWALES	5.30 AC.
LAKES	7.42 AC.
LANDSCAPE	7.64 AC.
BUILDING HEIGHT	56.5 FT.

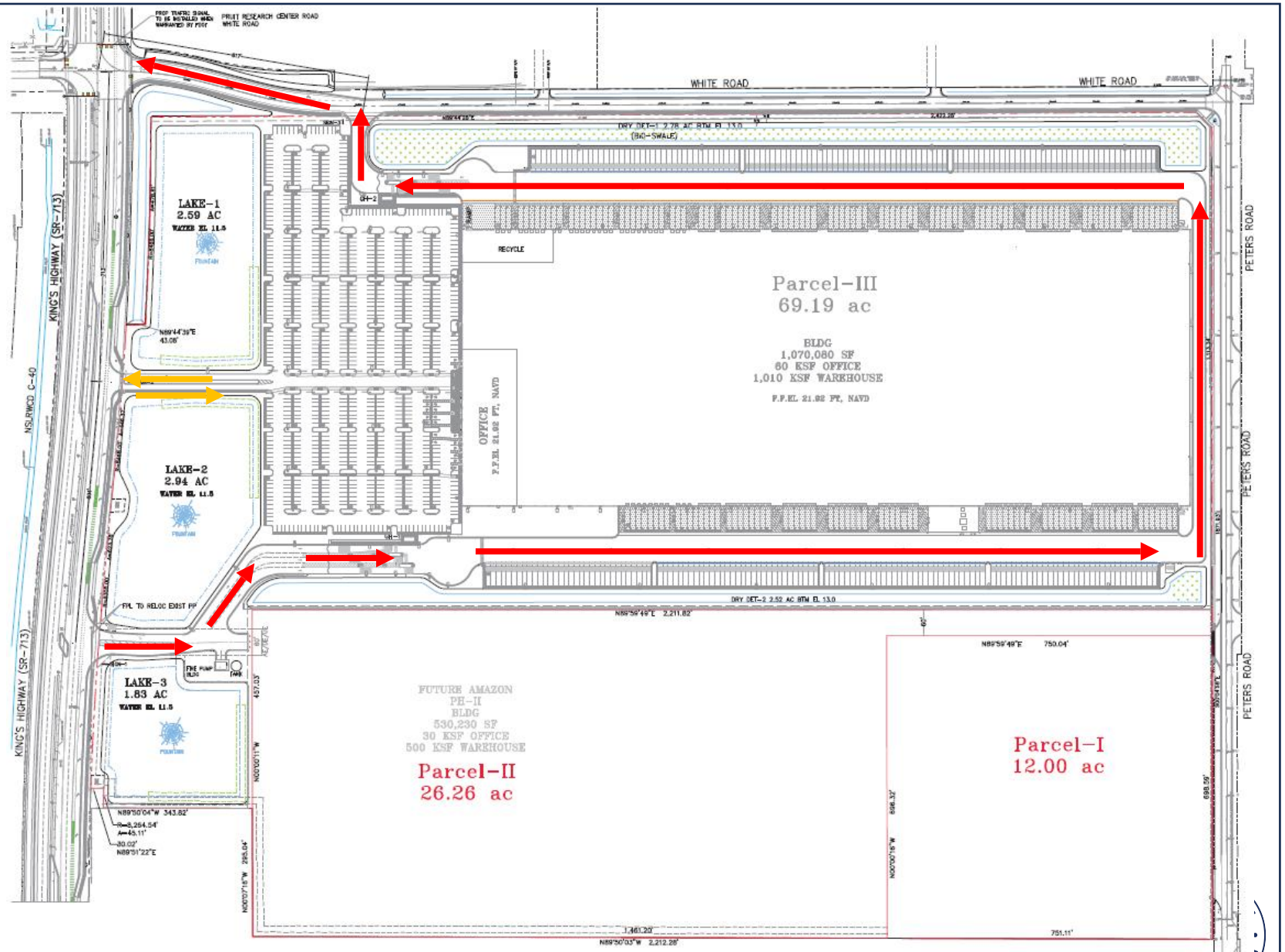


AMAZON DISTRIBUTION CENTER – MAJOR SITE PLAN AMENDMENT

CIRCULATION

Semi-Truck Traffic

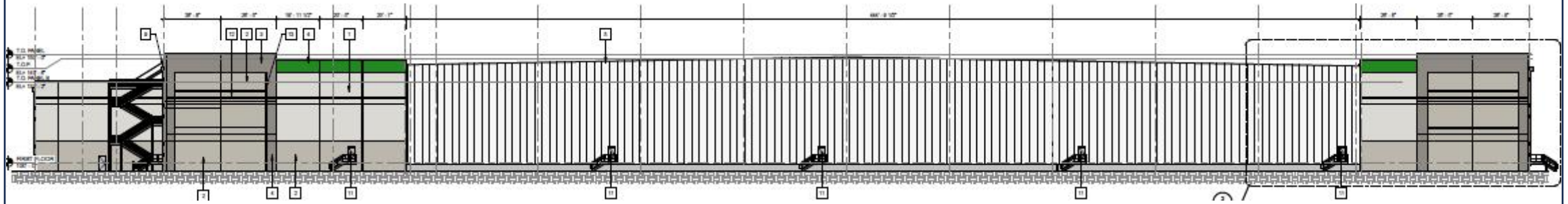
Passenger Vehicle Traffic



AMAZON DISTRIBUTION CENTER – MAJOR SITE PLAN AMENDMENT

BUILDING DESIGN

NORTH ELEVATION (WHITE ROAD)



EAST ELEVATION (PETERS ROAD)

SOUTH ELEVATION

WEST ELEVATION (KINGS HIGHWAY)

BUILDING DESIGN

LOOKING SOUTHEAST FROM KINGS HIGHWAY / WHITE ROAD INTERSECTION

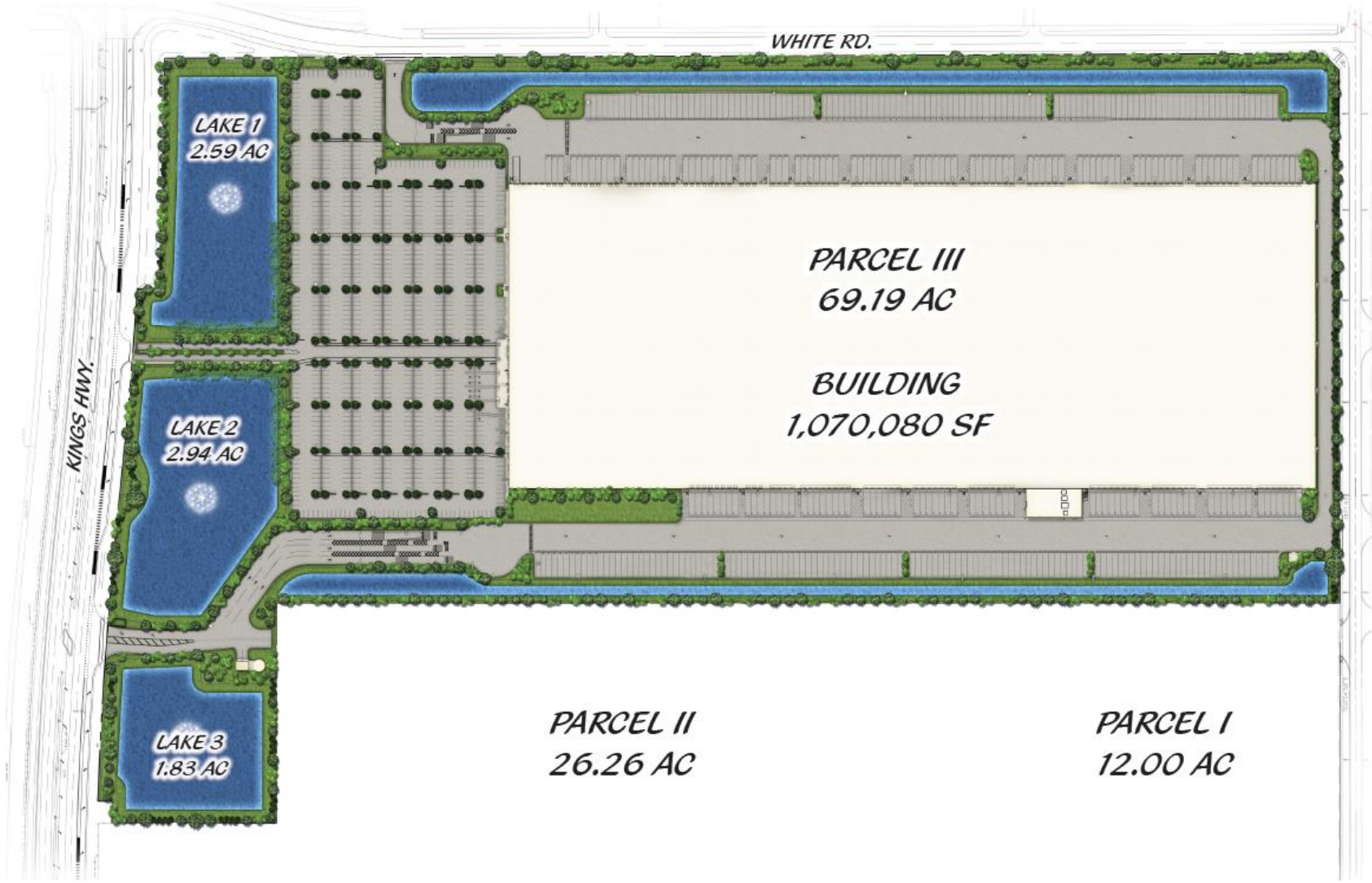
BUILDING DESIGN

LOOKING NORTHEAST FROM SOUTHERN LAKE AND ACCESS DRIVE

BUILDING DESIGN

LOOKING EAST FROM KINGS HIGHWAY AT NORTHERN DRIVEWAY AND WESTERN FACADE

LANDSCAPE DESIGN



TECHNICAL REVIEW COMMITTEE

All affected departments have reviewed the proposed MAJOR SITE PLAN AMENDMENT with regards to consistency with established ordinances and requirements of the City Code and Comprehensive Plan.

All Departments have supported the annexation, given the subject property conditions of approval.

STAFF RECOMMENDATION

Staff recommends the City Commission APPROVE the proposed MAJOR SITE PLAN AMENDMENT with the following conditions:

1. All signage will be reviewed and permitted separately through building permits.
2. A final review of the tree survey and tree mitigation calculations will be performed at the time of Vegetative Removal/Land Clearing Permit.
3. A gopher tortoise survey shall be provided a minimum of 90 days prior to issuance of Land Clearing Permit.
4. All required State and Federal agency permits shall be required prior to issuance of a Land Development Permit.
5. A Saint Lucie County right-of-way permit will be required prior to issuance of a building permit for vertical construction of the building.

Alternative actions of the City Commission:

- Approve with alternate conditions.

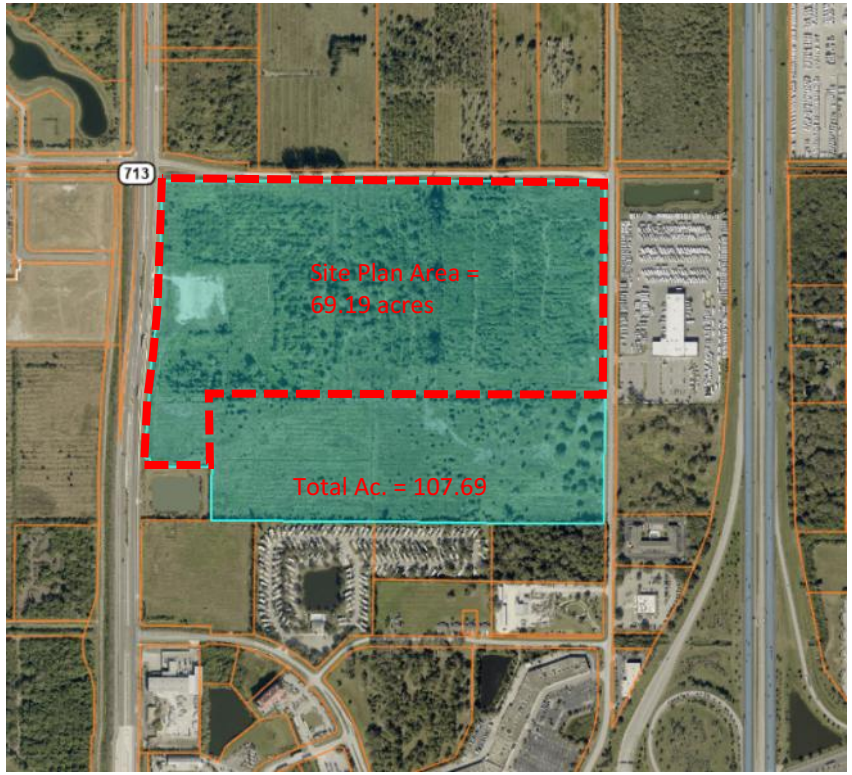
or

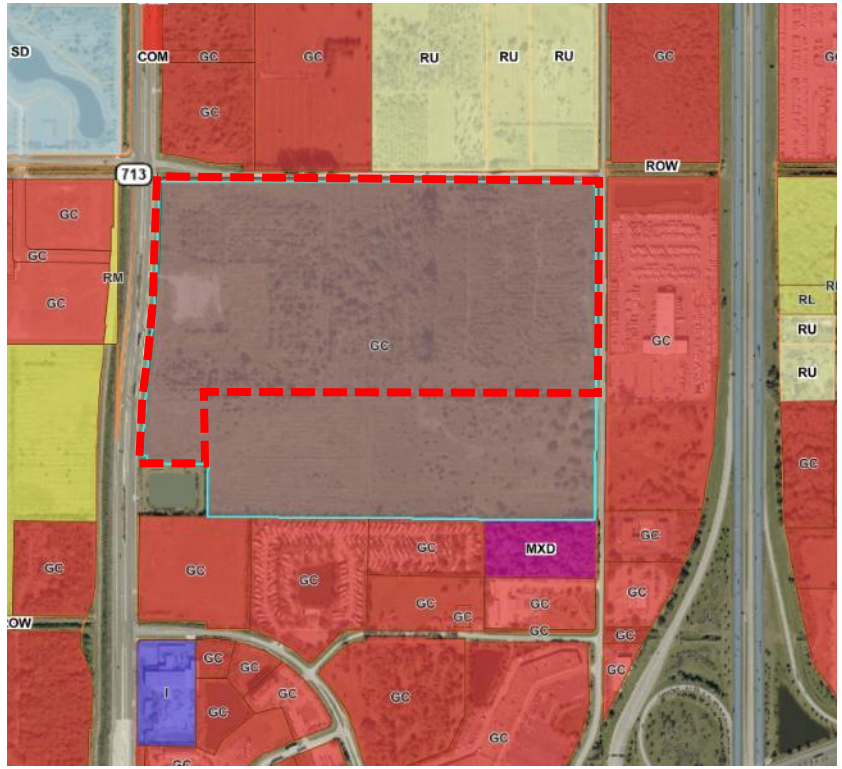
- Denial.

CITY OF FORT PIERCE

April 13, 2026

PZSITE2026-00001
MAJOR SITE PLAN AMENDMENT
AMAZON DISTRIBUTION CENTER
2300 S. KINGS HIGHWAY


713
Site Plan Area =
69.19 acres
Total Ac. = 107.69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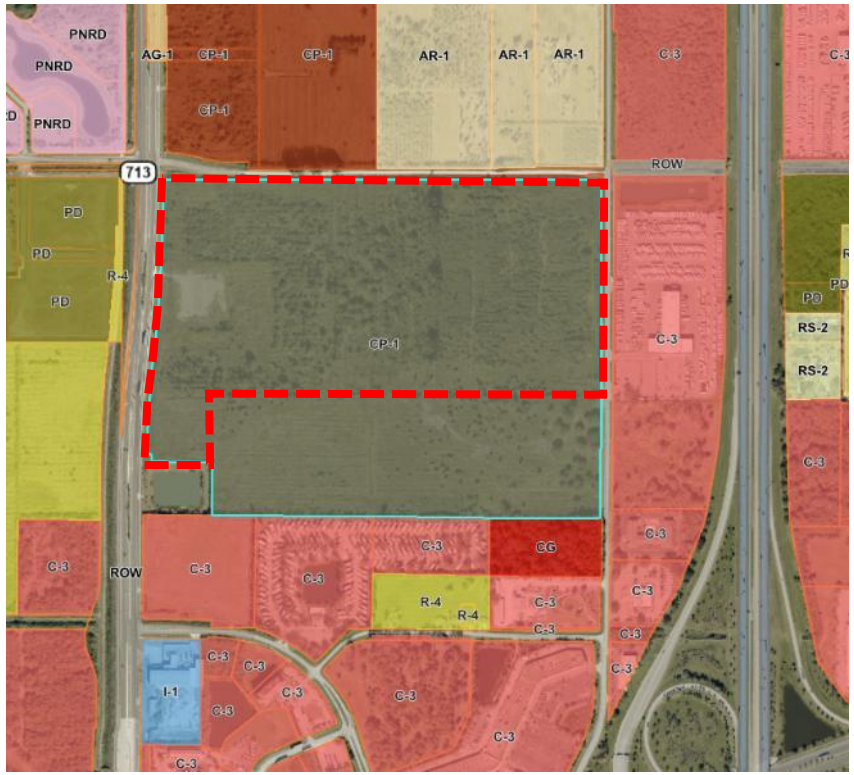
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CITY OF FORT PIERCE

PLANNING DEPARTMENT

PROJECT: PZANN2026-00001
MAJOR SITE PLAN AMENDMENT
AMAZON DISTRIBUTION CENTER
2300 S. KINGS HIGHWAY

TO: RICHARD CHESS, CITY MANAGER

THRU: KEV FREEMAN, PLANNING DIRECTOR

REVIEWER: CHRIS SUNESON, ASSISTANT PLANNING DIRECTOR

DATE: MAY 4, 2026

STAFF REPORT

Owner/Applicant: Scannell Properties #533 LLC/ Jeff Iravani, Inc.

Requested Action: Request to review and approve an application for a Major Site Plan Amendment by owner, Scannell Properties #553, represented by Jeff Iravani Inc., to construct a 1.1 million sq. ft. refrigerated warehouse and office building with associated site improvements on 69.19 acres located at 2300 S. Kings Highway.

Location: 2300 S. Kings Highway

Parcel ID(s): 2324-210-0000-000-6

Proposed Future Land Use: GC, General Commercial

Proposed Zoning: CP-1, Commercial Parkway Zone

Surrounding Zoning:

North	East	South	West
CP-1 (FP) AR-1(SLC)	C-3 (FP)	C-3 (FP) CG (SLC)	PD / R4 (FP)

Surrounding Future Land Use:

North	East	South	West
GC (FP) RU (SLC)	GC (FP)	GC (FP) MXD (SLC)	GC / RM (FP)

Site Area: **+/-** 69.19 Acres

Utilities: Located within the FPUA Service Area

Staff Analysis

Request

The applicant has requested review and approval of an application for a Major Site Plan Amendment by owner, Scannell Properties #553, represented by Jeff Iravani Inc., to construct 1,070,080 square feet of refrigerated warehouse and office building with associated site improvements on 69.19 acres located at 2300 S. Kings Highway.

According to applicant supplied documents, the project is anticipated to create approximately 745 jobs.

Location

The subject parcel is located west of Interstate 95 along the Kings Highway Jobs Corridor. The property is bounded on the west by S. Kings Highway, on the north by White Road, and on the west by Peters Road.

Figure 1: Site Location Map

History

The project location comprises 69.19 acres of a larger 107.69-acre tract of land.

The overall property was annexed into the City in December 2005 under Ordinance K-394. It was rezoned in August 2021 under Ordinance 21-025 from a combination of C-3, General Commercial and E-2, Residential Single-Family 2 units per acre, zoning to its current CP-1, Commercial Parkway Zone. In September 2021, the site was granted approval to construct two buildings totaling 485,000 sq. ft. of office and warehouse distribution space.

More recently, the applicant has separately submitted and had a minor subdivision application (PZSUB2025-00005) administratively approved to divide the overall tract into three parcels. This application also dedicated right-of-way along White Road.

The subject parcel is currently vacant and was previously used for orange cultivation.

Surrounding Development
In July 2023, the property immediately west of the subject parcel located at the southwest corner of Kings Highway and Pruitt Research Center Road was the subject of Future Land Use Amendment, Planned Development rezoning, and site plan approvals. The project developed a Thermo King facility for repair of semitrailer refrigeration units as well as addition outparcels on the overall tract.

In January 2024, the property immediately south of the Thermo King facility and west of the subject parcel underwent Site Plan with Conditional Use for Innovative Residential Development review and approval . The project was approved to construct a 488-unit multi-family community.

In September 2025, General RV Center located southeast of the subject parcel was administratively approved to expand its RV parking area south of their current location.

Future Land Use
The subject parcel has a land use designation of GC, General Commercial. The designation provides for higher intensity commercial developments or horizontal and vertical mixed-use developments. Uses allowed within this designation include multifamily residential, intensive and general commercial, retail, service, offices, tourist/entertainment facilities, hotels/motels, parks and recreation, along with compatible public, quasi-public, and special uses. This land use designation allows for a maximum density of 15 dwelling units per acre and a maximum Floor to Area Ratio (FAR) of 1.0. Development shall include either commercial or mixed uses fronting major roadway corridors with higher intensity near major intersections. Residential uses may comprise up to 20 percent of the total floor area of the General Commercial future land use designation.

The project's proposed square footage falls well below the maximum FAR at 0.36.

Fort Pierce Land Use
GC – General Commercial
RM – Residential Medium
I – Industrial

SLC Land Use
RU – Residential Urban
COM – Commercial
MXD – Mixed Use
SD – Special District

Figure 2: City/County Future Land Use Map

Zoning

The subject parcel is zoned CP-1, Commercial Parkway Zone.

This district was established for the purpose of providing space for large lot development along principal vehicular approaches into the city. This is a mixed-use district which should provide for certain types of office, commercial, and industrial operations which are typically characterized by a business park setting. This district may function as a transition zone between commercial/light industrial activities and uses which may be sensitive to nuisance such as residential land uses.

In addition to the project being located along a principal vehicular approach in the City, the project's proposed use of refrigerated warehouse and accessory office space are allowed by right with the CP-1 district. The proposed development meets all bulk area requirements of the CP-1 district.

Figure 3: City/County Zoning Map

Fort Pierce Zoning
CP-1 – Commercial Parkway Zone
C-3 – General Commercial
PD – Planned Development
R-4 – Medium Density Residential
I-1 – Light Industrial

SLC Zoning
AR-1 – Agricultural Residential 1 du/ac
PNRD – Planned Non-Residential Development
CG – Commercial General

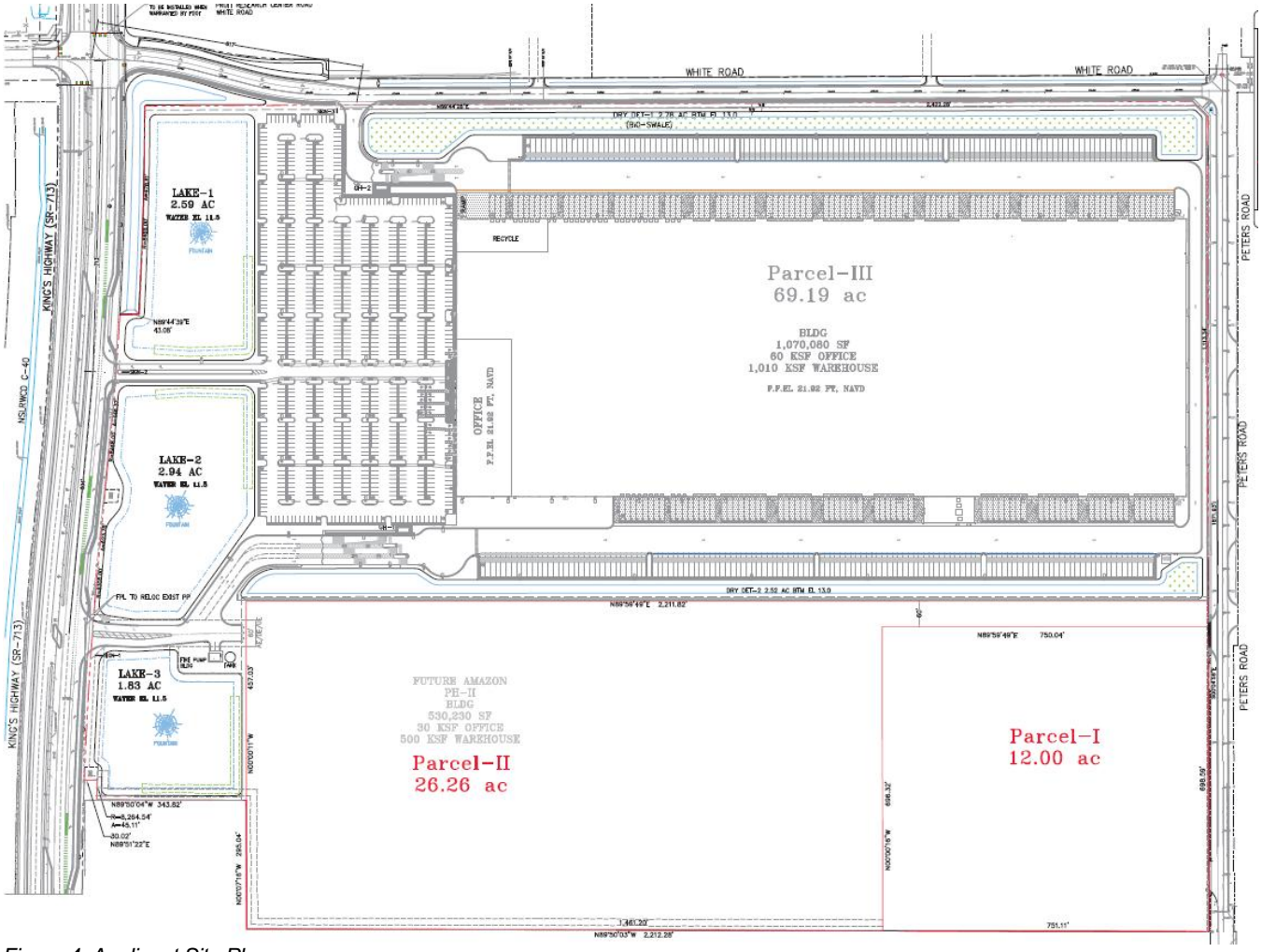


Figure 4: Applicant Site Plan

Site Design

The site comprises approximately 69.19 acres and the building will cover approximately 35.6% of the site. While parking and paving areas will cover 34.9% of the site, open space consisting of three lakes, bioswales on the north and south property lines, and landscape areas will cover 29.4% of the site.

A large portion of the site is committed to both employer/visitor parking on the west side of the site and semi-truck parking around the building and fringes of the site. Lakes and landscape will buffer these areas from public rights-of-way.

The applicant has submitted alternate parking generation rates based on the Institute of Traffic Engineers (ITE) Traffic Generation Manual as allowed under Land Development Code Section 123-315. While smaller in number than City Code required parking, the parking provided is anticipated to be sufficient for the number of employees and visitors based on data from the applicant's similarly situated facilities. Staff concurs with the reduction in required parking based on the analysis provided.

Sidewalks will be provided around the site perimeter on the west and north and connecting into existing sidewalk on the east side of the site. Due to required road improvements on both Kings Highway and White Road, new sidewalks will be constructed under required FDOT and County permitting.

Potable water connections will be made from an existing 12" main along Kings Highway and an existing 8" main along Peters Road.

Stormwater is designed to be directed from the building to the bioswales located along the north and south boundary lines. The bioswales will filter water prior to being discharged into the wet retention lakes which will be aerated with foundations. In addition, the passenger vehicle parking lot will be drained to collection points within the parking lot and discharge into the wet retention lakes.

Circulation
Two types of vehicular circulation occur on the site, one for passenger vehicles and another for semi-trucks.

Passenger vehicle traffic will enter and exit the site from the northernmost driveway between Lakes 1 and 2 along Kings Highway. The driveway will have a right-in, right-out movement since a median blocks access from southbound traffic on Kings Highway. As part of FDOT permitting, a free flow northbound right turn lane will be constructed to provide access to this driveway.

Semi-truck traffic circulation is designed to enter the site from the southernmost driveway between Lakes 2 and 3 along Kings Highway. As part of FDOT permit, a northbound right turn lane will be constructed to provide access to this driveway. On-site, semi-truck traffic will circulate one-way, counterclockwise through security gates and around the building. All semi-truck traffic will exit onto White Road. As part of a County right-of-way permit, improvements to White Road are required to accommodate increased traffic loading from both passenger vehicles and semi-trucks.

Under the applicant's FDOT permitting, signalization at the Kings Highway and White Road intersection has not been warranted as yet. As a condition of its permitting, FDOT is requiring the applicant to monitor the level of traffic at the intersection to determine when signal warrants (level of traffic) have been met. In the meantime, the applicant is required to post a bond for signalization improvements at the intersection which may be utilized by FDOT to construct them at any time.

The applicant has previously contributed funds for recent improvements on Peters Road along the site's eastern boundary.

Building Design
The architectural design follows client established standards and takes inspiration from the "Masonry Modern Style" as described in the City's Architectural Design Standards. The tilt-up panel construction provides a series of reveals that provide vertical interest and a sense of rhythm in the long building facades. The building will be painted in a palette of three neutral colors with a branded green band along the top of the building. These features are meant to reduce the scale and massing of the building.

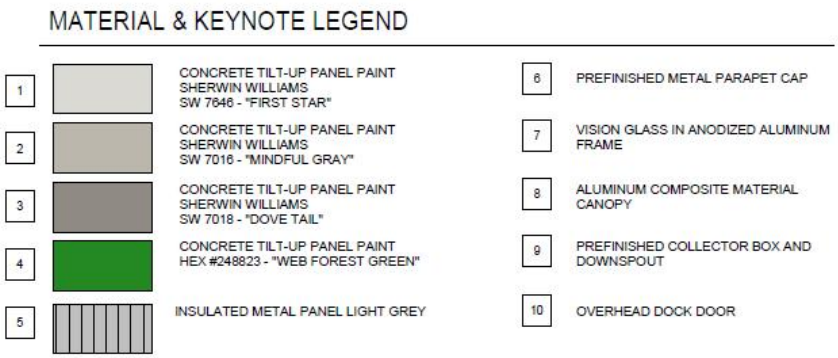


Figure 5: Building Colors and Materials

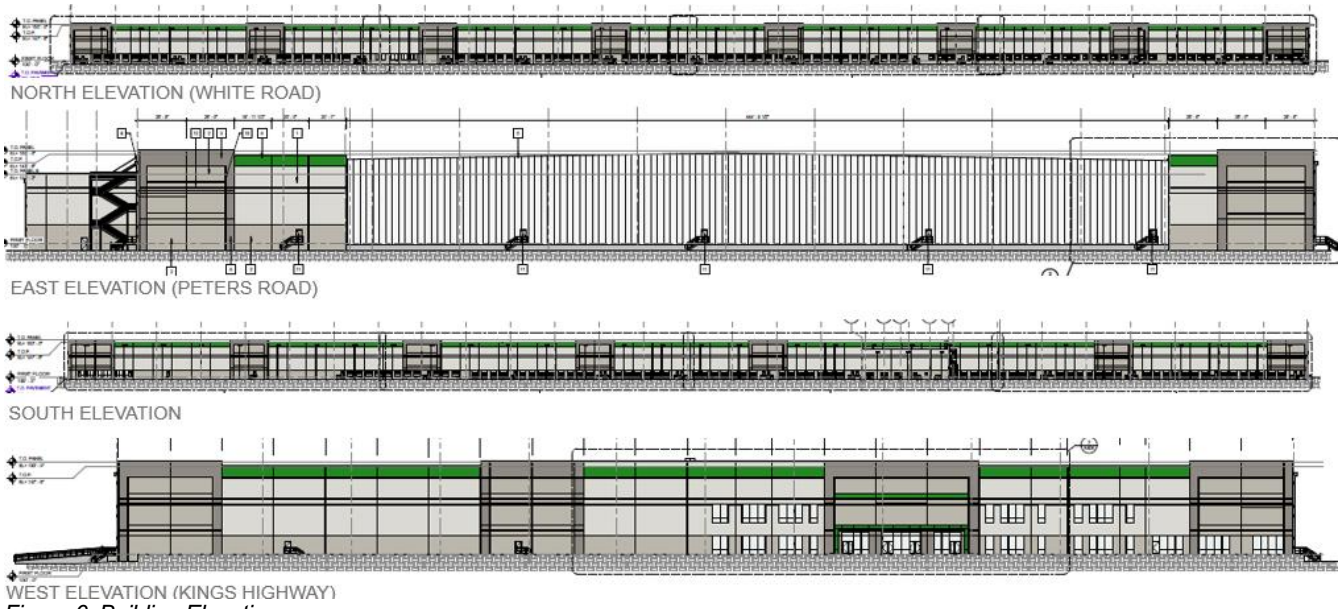


Figure 6: Building Elevations

Landscape Design

The landscape design is dominated by the large wet retention lakes that bound the entry drives to the site. In addition to the required landscape buffer, the lakes will be planted with Live Oaks and Sabal Palmettos that in time will create a thick screen for the traveling public utilizing Kings Highway. The wet retention ponds will also be provided with littoral plantings like Great Spike Rush and Fire Flag that will help filter storm water flows.

The interior parking lot will be planted with Crepe Myrtles in tree wells that will provide some shading to the area.

In addition to buffer plantings along the boundary, the bioswales along the north and south property lines will be planted with species such as Sea Oxeye Daisy and Wiregrass to assist with stormwater filtration.

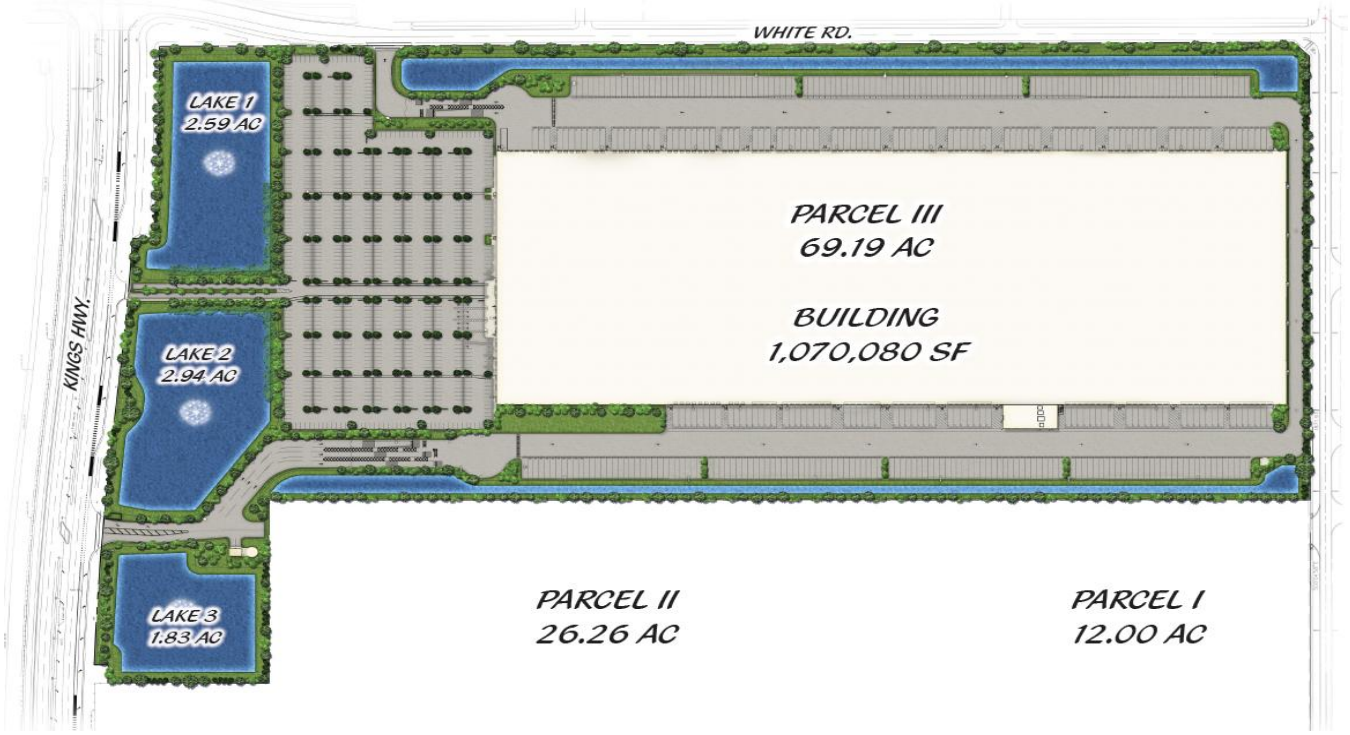


Figure 7: Illustrated Landscape Plan

Summary of Technical Review Committee

All affected departments have reviewed the proposed Major Site Plan Amendment with regards to consistency with established ordinances and requirements of the City Code. The Technical Review Committee reviewed this project, and all departments supported the Major Site Plan Amendment.

Staff Recommendation

Staff recommends the City Commission APPROVE the proposed MAJOR SITE PLAN AMENDMENT with the following conditions:

1. All signage will be reviewed and permitted separately through building permits.
2. A final review of the tree survey and tree mitigation calculations will be performed at the time of Vegetative Removal/Land Clearing Permit.
3. A gopher tortoise survey shall be provided a minimum of 90 days prior to issuance of Land Clearing Permit.
4. All required State and Federal agency permits shall be required prior to issuance of a Land Development Permit.
5. A Saint Lucie County right-of-way permit will be required prior to issuance of a building permit for vertical construction of the building.

THE SUNRISE CITY
FORT PIERCE
PLANNING DEPARTMENT Florida

March 26, 2026

Representative: Mr. Jeff Iravani
1934 Commerce Lane, Suite 5
Jupiter, FL 33458

Subject: **PZSITE2026-00001, Major Site Plan for Amazon Distribution Center**
Parcel ID: 2324-210-0000-000-6
Review Comments for March 11, 2026, Submittal #2

Proposal:
Review and approval of a Major Site Plan – Commercial by owner, Scannell Properties #533 LLC, represented by Jeff Iravani, Inc. to construct a 1.1 million sq. ft. refrigerated warehouse building on 69.19 acres. The site is located on Parcel ID: 2324-210-0000-000-6 at 2300 S Kings Highway. The Future Land Use is GC, General Commercial, and the property is zoned CP-1, Commercial Parkway Zone.

City of Fort Pierce Planning Department
The following comments are based on City of Fort Pierce Land Development Code and the applicant supplied documents for the above-referenced project. For particular questions regarding these comments, please contact Chris Suneson, Assistant Planning Director, at csuneson@cityoffortpierce.com

ALL PLANNING TRC COMMENTS HAVE BEEN ADDRESSED AND THE PROJECT IS READY TO MOVE FORWARD TO PUBLIC HEARINGS.

ADVISORY COMMENTS/CONDITIONS OF APPROVAL

1. A review of the tree survey and tree mitigation calculations will be performed at the time of Development Permit Compliance Review.
2. Per the submitted environmental report, evidence of consultation with US Fish and Wildlife will be required during Development Permit Compliance Review.
3. All signage will be permitted separately through building permits.
4. All required State and Federal agency permits shall be required at time of Development Permit Compliance Review.
5. A Saint Lucie County right-of-way permit will be required prior to Development Permit Compliance Review.
6. Issuance of a development permit or development order by a municipality does not create any right on the part of an applicant to obtain a permit from a state or federal agency and does not create any liability on the part of the municipality for issuance of the permit if the applicant fails to obtain requisite approvals or fulfill the obligations imposed by a state or federal agency or undertakes actions that result in a violation of state or federal law. A municipality shall attach such a disclaimer to the issuance of development permits and shall include a permit

condition that all other applicable state or federal permits be obtained before commencement of the development.

THE SUNRISE CITY
FORT PIERCE
Florida
ENGINEERING
DEPARTMENT

TO : Christopher Suneson, Assistant Planning Director

FROM : Tanner Retherford, P.E., Project Engineer

THRU : Mark Zrallack, P.E., City Engineer

RE : 2300 S. Kings Highway – Amazon One Grocery – Site Plan PZSITE2026-00001

DATE : March 23, 2026

This is to advise you that we have completed the review of the following documents as received by this office on March 23, 2026:

- ☑ Site Plan Application
- ☐ Construction Drawings
- ☐ Test Reports & Related Documents
- ☐ Executed Construction Contract
- ☐ Record Drawings
- ☐ Permits from applicable Local, State & Federal Agencies
- ☐ Clearances from all applicable Local, State and Federal Agencies

Based on our reviews and appropriate site final inspection, we

- ☑ Recommend
- ☐ Do Not Recommend

- ☑ Site Plan Approval
- ☐ DPCR/EPL
- ☐ C/O

Developer, Owner, Engineer, Contractor and other members of the Development Team must be aware, the above recommendation is based only on the construction requirements of the engineering plans and other engineering documentation approved by this department. The Development Team shall be responsible for the compliance with other City department requirements and all approved documents, as well as Local, State and Federal regulations. The development requirements for this project may necessitate additional construction requirements that are not subject to this department's review for approval.

- ☐ See attached for comments

Z:\Shared\4400 Engineering\ENGINEERING\Site Development Projects\A\Amazon One Grocery\PZSITE2026-00001\Submittal No. 2 - 032326\TRC Approval - 032326.docx

ADVISORY COMMENTS:

1. Please provide a letter of approval for development from U.S. Fish and Wildlife Services prior to site clearing and development operations as stated in the provided Environmental Report.

2. A SFWMD ERP and NSLRWCD drainage permit will be required prior to DPCR approval.

3. A conceptual review of the drainage pan was completed. A Technical review of the drainage plan and report will be completed at time of DPCR.

4. Note: Dry retention areas can only be a maximum of 36" in depth.

5. In review of the Drainage Report, the 25year-3day storm event produces 9.50 inches of rainfall per City of Fort Pierce Code Section 119-3(e)(7).

6. An SLC ROW permit will be required prior to DPCR approval.

7. An FDOT access permit will be required prior to DPCR approval.

MZ/TR

100 NORTH US 1, FORT PIERCE, FLORIDA 34950 • CITYOFFORTPIERCE.COM • TEL: 772.467.3000 • FAX: 772.460.6847

Fort Pierce Utilities Authority
Gas Operations
1701 South 37th Street (PO Box 3191)
Fort Pierce, FL 34947 (34948)

Thursday, February 19, 2026

Utility Load & Energy Resilience Consideration (FPUA):

Tentatively Approved. As electric demand continues to grow and infrastructure evolves, the Fort Pierce Utilities Authority (FPUA) encourages consideration of natural gas systems and appliances, where feasible, to help manage peak electric loads and support long-term system reliability.

Projects utilizing natural gas may be eligible for reduced or, in some cases, waived gas main and/or service line costs, contingent upon total connected gas load and system availability. Rebate incentives may also be available for qualifying natural gas appliances.

Natural gas services provide high reliability and results in lower month-to-month operational costs for end users when compared to all-electric designs. Early coordination with FPUA Gas Operations during the design phase is strongly recommended to evaluate availability, incentives, and long-term cost benefits.

For questions regarding natural gas availability, system capacity, or potential incentives associated with this project, early coordination with FPUA Gas Operations is encouraged. Please contact Billy Dupre at FPUA Gas Operations during the design phase to review feasibility, incentive eligibility, and long-term utility cost considerations.

Thank you kindly,

Billy Dupre
Business Development Representative
Gas Operations
Fort Pierce Utilities Authority
1701 S 37th Street
Fort Pierce FL 34947
C: 772-216-3498
O: 772-466-1600 X4705
F: 772-468-2418

Fort Pierce Utilities Authority
Water/Wastewater Engineering
1701 South 37th Street
Fort Pierce, FL 34947
772.466.1600 Ext 3473

Technical Review Committee Meeting

TECHNICAL REVIEW PROJECT: PZSITE2026-00001
Amazon One (KHCP Parcel III) - 2300 S Kings Hwy - 1st Resubmittal

W/WW Engineering: Approved as noted,

The Water and Wastewater Engineering Department is working with the EOR to have approved utility plan for this project, however, prior to the construction of any water and sewer utility infrastructures for this development, the following must be done:

- Water and Sewer DEP permit must be obtained,
- A preconstruction meeting is required with the department.
- Approved shop drawing
- Approved ROW permits

Electric Engineering: FPUA Electric & Gas Engineering has reviewed the application. **Approved with comments**. The developer will be responsible all costs associated with this project including off-site upgrades necessary to serve the site.

Due to supply chain issues, FPUA makes no guarantees regarding project completion or material availability.

Please contact Eric Meyer for customer requirements and project coordination.

Eric Meyer, P.E.
Supervising Engineer
Fort Pierce Utilities Authority
emeyer@fpua.com
(772) 466-1600 ext. 6305

Gas: Utility Load & Energy Resilience Consideration (FPUA):

(Con't pg 2)

Tentatively Approved. As electric demand continues to grow and infrastructure evolves, the Fort Pierce Utilities Authority (FPUA) encourages consideration of natural gas systems and appliances, where feasible, to help manage peak electric loads and support long-term system reliability.

Projects utilizing natural gas may be eligible for reduced or, in some cases, waived gas main and/or service line costs, contingent upon total connected gas load and system availability. Rebate incentives may also be available for qualifying natural gas appliances.

Natural gas services provide high reliability and results in lower month-to-month operational costs for end users when compared to all-electric designs. Early coordination with FPUA Gas Operations during the design phase is strongly recommended to evaluate availability, incentives, and long-term cost benefits.

For questions regarding natural gas availability, system capacity, or potential incentives associated with this project, early coordination with FPUA Gas Operations is encouraged. Please contact Billy Dupre at FPUA Gas Operations during the design phase to review feasibility, incentive eligibility, and long-term utility cost considerations.

Gas Plan Review Comments.pdf

FPUAnet Fiber: FPUAnet **Approves.**

Fiber Internet Service – Can be Available; Contact Eric Peters at (772) 468-1697 for Fiber Internet requirements.

Developer Letter.pdf

THE SUNRISE CITY
FORT PIERCE
Florida
POLICE DEPARTMENT
"In Honor We Serve"

Technical Review Committee meeting

February 19, 2026

Case #: PZSITE2026-00001

Planner: City of Ft. Pierce Planning Department.

Major Site Plan Amendment

2300 S. Kings Highway., Ft. Pierce (Amazon One Grocery)

Comments:

No comments at this time.

Officer Damian Spotts

Crime Prevention Practitioner

Fort Pierce Police Department.

ST. LUCIE COUNTY FIRE DISTRICT
Community Risk Reduction Division
Office of the Fire Marshal

Telephone: **(772) 621-3322**
Fax: **(772) 621-3604**

SITE PLAN REVIEW

TO: Site Plan Applicant

SITE PLAN: 2300 S. Kings Highway-2300 S. Kings Highway

REVIEW DATE: 2/13/2026

PLANNER: CHRIS SUNESON

REVIEWED BY: Captain Jesse Almand

Site Plan Approved with conditions: _____

Site Plan Requires Re-submittal: __X_____

The following Conditions/Revisions are necessary:

1. **Please submit a completed application for Development/Site Plan Review (St. Lucie County Fire District Development & Site Plan Review Application). This form is available on-line at https://www.slcfd.com.**
2. **Invoicing contact information will need to be provided in the Applicant/Agent for Owner section on the application. Please be sure to include the assigned project number, business name, address, primary contact name, phone number and email address for the responsible party. Invoices will be generated upon receipt of application and supporting documents. An abbreviated fee schedule is included on the application form. Payment can be made by credit card or check.**

3. **Fire District review fees are due at the time of submittal. An abbreviated fee schedule is included on the application form.**

4. **Written acknowledgement of the conditions/comments provided, as well as any required revisions are due at the time of application submittal.**

ST. LUCIE COUNTY FIRE DISTRICT
Community Risk Reduction Division
Office of the Fire Marshal

Telephone: **(772) 621-3322**
Fax: **(772) 621-3604**

5. **Fire District Development/Site Plan Review application, supporting documentation, and the associated review fee, are due prior to site plan approval.**

6. **A separate submittal to SLCFD for review and permitting will be required for any Fire Alarm, Fire Sprinkler, Underground Fire Main, or other life safety systems where required by the currently adopted version of the *Florida Fire Prevention Code.***

7. **Fire department access roads provided in accordance with 18.2.3 shall be provided at the start of a project and shall be maintained throughout construction. (NFPA 1 16.1.4). Surface. Fire department access roads shall be designed and maintained to support the imposed loads of fire apparatus and shall be provided with an all-weather driving surface. (NFPA 1.18.2.3.5.2)**

8. **Electronic security gates must have an access control key switch on the control panel to allow for Fire Department entry in an emergency. Manual security gates that will be locked require a Knox lock. All security gates shall maintain a clear width of 12 feet when open and provide a means to open the gates manually upon loss of power. (SLCFD Resolution 740-23)**

9. **At least 13 feet 6 inches nominal vertical clearance shall be provided and maintained over the full width of all means of access (including, but not limited to trees, canopies, etc.)**

10. **The Fire District reserves the right for future comments at the site plan & building construction phase.**

11. **Fire apparatus access roads shall be provided such that any portion of the facility or any portion of an exterior wall of the first story of the building is located not more than 150 ft from fire apparatus access roads as measured by an approved route around the exterior of the building or facility. NFPA 1 18.2.3.2.2. (*Installation of a sprinkler system will be required if this distance requirement is not met.)***

12. **Where buildings are protected throughout with an approved automatic sprinkler system that is installed in accordance with NFPA 13, NFPA 13R, or NFPA 13D, the**

distance in 18.2.3.2.2 shall be permitted to be increased to 450 ft (137 m). (NFPA 1 18.2.3.2.2.1)

13. **Please provide a truck circulation detail.**

14. **Be advised: Dimensions of largest vehicle are as follows: 38 tons or 77,000 lbs, 47.5 ft. total length, 21.5 ft. wheel base, 10.5 ft. total width, 41.5 degree turning radius. (SLCFD Resolution 740-23)**

15. **Minimum roadway pavement width (two-way traffic) shall be twenty (20) ft. (SLCFD Resolution 740-23)**

16. **Minimum roadway pavement width (one-way traffic) shall be twelve (12) ft. (SLCFD Resolution 740-23)**

17. **Fire apparatus access roads connecting to roadways shall be provided with curb cuts extending at least 2 ft (0.61 m) beyond each edge of the fire apparatus access road. (NFPA 1 18.2.3.5.3.3)**

18. **The angle of approach and departure for any means of fire apparatus access road shall not exceed 1 ft drop in 20 ft (0.3 m drop in 6 m) or the design limitations of the fire apparatus of the fire department, and shall be subject to approval by the AHJ.(NFPA 1 18.2.3.5.6.2)**

19. **A fire department access road shall extend to within 50 ft (15 m) of at least one exterior door that can be opened from the outside and that provides access to the interior of the building. (NFPA 1.18.2.3.2.1)**

20. **An approved water supply capable of supplying the required fire flow for fire protection shall be identified to all premises upon which facilities, buildings, or portions of buildings which are to be constructed or moved into the jurisdiction. The approved water supply shall be in accordance with NFPA 1:18.4.**

21. **Site Plans submitted in accordance with this Fire Prevention Code shall include the size, layout, and offsite connections for the water distribution system and the**

location of all existing and proposed fire hydrants within one thousand (1,000) feet of the proposed project.

22. **The procedure determining fire flow requirements for buildings hereafter constructed or moved into the jurisdiction shall be in accordance with NFPA 1 Section 18.4.**

23. **Fire hydrants shall be provided for buildings other than detached one-and-two-family dwellings IAW both of the following 1) The maximum distance to a fire hydrant from the closest point in the building shall not exceed 400 feet. 2) The maximum distance between fire hydrants shall not exceed 500 feet. NFPA 1:18.5.3.**

24. **Fire department connections shall be located on the street side of buildings and shall be located and arranged so that hose lines can be readily attached to the inlets without interference from any nearby objects, including buildings, fences, landscaping, or other fire department connections. The locations of connections shall be based upon the access requirements of the fire department.**

25. **The distance allowed between the fire department connection and a fire hydrant shall be no more than one hundred fifty (150) feet as a vehicle travels.**

26. **Where underground water mains and hydrants are to be provided, they shall be installed, completed, and in service prior to commencing construction work on any structure. It is not intended to prohibit the construction of non-combustible structure foundation elements such as foundations and footings prior to the completion of underground water mains and hydrants (NFPA 1 16.4.3.1.3).**

27. **The minimum size of water mains for supplying water for firefighting purposes shall be six (6) inches. b. The minimum size of water mains supplying hydrants on a dead end main shall be eight (8) inches. c. The maximum number of hydrants located on a dead end main shall be one (1). d. Grid or Tee systems shall be supplied by a minimum of an eight (8) inch looped main. Exceptions may be granted based on the capacity of the water distribution system but in no case shall the main size be less than six (6) inches. e. The minimum size water main(s) shall be determined by the needed fire flow as established by the Fire Marshal and based on the current Insurance Service Office (ISO) requirements.**

ST. LUCIE COUNTY FIRE DISTRICT
Community Risk Reduction Division
Office of the Fire Marshal

Telephone: **(772) 621-3322**
Fax: **(772) 621-3604**

28. Hydrants shall be located no more than 12ft. from the curb of roadways or from the edge of payment. Clearances of three feet (3 ft.) shall be maintained around the circumference of hydrants. A clear space of not less than five feet (5ft.) shall be provided in front of each hydrant connection having a diameter greater than 2 ½ inches. The center of hose outlet shall be not less than 18 inches above final grade. (SLCFD Fire Prevention Code Resolution 740-23).

St. Lucie Transportation Planning Organization

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

February 18, 2026 **VIA EMAIL**

Mr. Chris Suneson, Assistant Planning Director
City of Fort Pierce
100 North U.S. Highway 1
Fort Pierce, Florida 34950

RE: Potential Transportation Impact Review (PTIR)
Amazon One Grocery – 2300 South Kings Highway
Fort Pierce, Florida

Dear Mr. Suneson:

As the Federal and State-designated agency responsible for transportation planning for the City of Fort Pierce, City of Port St. Lucie, St. Lucie Village, and St. Lucie County, the St. Lucie Transportation Planning Organization (St. Lucie TPO) has completed a PTIR regarding the above-referenced proposed development. The proposed development consists of a 69.19-acre industrial development with 1.1 million square feet of industrial building space on currently undeveloped property. Based on the review, the following comments are provided:

- **Historical Growth Rate:** The Traffic Impact Study for the proposed development utilizes a growth rate of 2.25 percent. The actual historical growth rate in St. Lucie County is 2.55 percent. Therefore, 2.55 percent should be utilized for the historical growth rate in the Traffic Impact Analysis.

- **Traffic Impact Analysis**: The Roadway Capacity Analysis utilizes the St. Lucie TPO's 2019/2020 Level of Service Report which is outdated. The TPO's 2025 Level of Service Report is available. Therefore, the Roadway Capacity Analysis should be updated to utilize the TPO's 2025 Level of Service Report data.

- **Traffic Impact Analysis:** The Trip Generation utilizes calculations provided in the ITE Trip Manual Generation Manual, 10th Edition which is outdated. Traffic generation should be updated utilizing the most current ITE Trip Generation Manual, which is the 12th Edition.

- **Roadway Network Impacts:** The Traffic Impact Analysis also should be reviewed by the Florida Department of Transportation as transportation impacts from the proposed project will extend to FDOT's roadway network.

Please contact me should any additional information or clarification be required regarding this PTIR.

Sincerely,

Stephanie M. Torres

Stephanie M. Torres, CPM
PTIR Program Manager

cc: City of Fort Pierce Planning Department

Untitled Map

Write a description for your map.

Legend

- 2300 S Kings Hwy
- Farm to Fork Fresh Market
- Feature 1
- Feature 2
- Feature 3
- Feature 4

2300 S Kings Hwy

Pruitt Research Rd

White Rd

White Rd

Peters Rd

Peters Rd

Lazydays RV of Fort Pierce

95

Tedder Rd

Motel 6 Ft. Pierce, FL

95

Cracker Barrel Old Country Store

Treasure Coast RV Resort

Crossroads Pkwy

Andrews Ave

Sky High Comics & Games

La Quinta Inn & Suites by Wyndham Ft. Pierce

Cloer Rd

The Home Depot

Google Earth

Image Landsat / Copernicus

1000 ft

N

Michelle Franklin, CFA -- Saint Lucie County Property Appraiser -- All rights reserved -- 1/14/2025, 1:31 PM

Property Identification

Site Address: 2300 S KINGS HWY
Sec/Town/Range: 24/35S/39E
Parcel ID: 2324-210-0000-000-6
Jurisdiction: Fort Pierce

Use Type: 6000
Account #: 14251
Map ID: 23/24N
Zoning: Comm Parkw

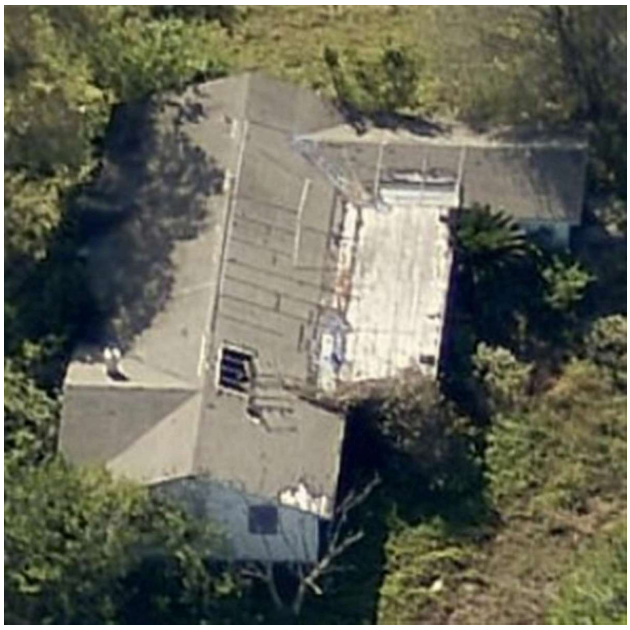
Ownership

SCANNELL PROPERTIES #533 LLC

8801 River Crossing BLVD Ste 300
Indianapolis, IN 46240-2394

Legal Description

24 35 39 THE N 1/2 OF THE NW 1/4-LESS E 25 FT FOR ROAD R/W AND LESS THE N 35 FT FOR ROAD R/W AND LESS THE W 25 FT FOR ROAD R/W AND LESS ADDL RD R/W AS IN OR 3917-899 AND LESS ADDL RD R/W MPDAF: FROM NW COR OF SEC, TH S 00 07 03 E ALG W SEC LI 538.44 FT, TH N 89 52 57 E 25 FT TO POB; TH N 89 44 39 E 95.42 FT TO CURVE CONC W, R OF 8,468 FT, TH SLY ALG ARC 401.48 FT, TH S 89 44 39 W 62.37 FT, TH N 00 07 03 W 400 FT TO POB-AND THE N 1/2 OF THE S 1/2 OF THE NW 1/4- LESS PETERS ROAD ROAD R/W AND LESS THE W 25 FT FOR ROAD R/W AND LESS ADDL RD R/W MPDAF: FROM W 1/4 COR OF SEC, TH N 00 07 03 W 1296.38 FT, TH N 89 52 57 E 25 FT TO POB; TH S 89 58 23 E 28.42 FT TO CURVE CONC E, R OF 8,308 FT, TH SELY ALG ARC 308.79 FT, TH N 89 52 57 E 30.02 FT TO CURVE CONC E, R OF 8,278 FT, TH SELY ALG ARC 45.13 FT, TH S 89 49 51 E 343.82 FT, TH S 00 07 03 E 295 FT, TH N 89 49 54 W 383.80 FT, TH N 00 07 03 W 648.28 FT TO POB- (108.30 AC - 4,717,765 SF) (OR 4855-896)



Current Values

Just/Market Value:	$10,148,500
Assessed Value:	$10,148,500
Exemptions:	$0
Taxable Value:	$10,148,500

Property taxes are subject to change upon change of ownership.

- **Past taxes are not a reliable projection of future taxes.**
- **The sale of a property will prompt the removal of all exemptions, assessment caps, and special classifications.**

Taxes for this parcel: SLC Tax Collector's Office
Download TRIM for this parcel: Download PDF

Total Areas

Finished/Under Air (SF):	7,674
Gross Sketched Area (SF):	12,279
Land Size (acres):	108.3
Land Size (SF):	4,717,765

Building Design Wind Speed

Occupancy Category	I	II	III
Speed	140	150	160

Sources/links:

Sale History

Date	Book/Page	Sale Code	Deed	Grantor	Price
Sep 15, 2021	4687 / 1640	0114	SPWD	Smith Joyce K	$900,000
Sep 15, 2021	4687 / 1640	0114	SPWD	Sapp (LF EST) Grady	$900,000
Sep 14, 2021	4688 / 1005	0205	WD	RV Development LLC	$2,978,700
Sep 14, 2021	4688 / 0997	0002	SPWD	Kings Highway Commercial South LLC	$2,131,200
Sep 14, 2021	4688 / 0982	0002	SPWD	Kings Hwy Commerce Park LLC	$3,908,400
Sep 14, 2021	4688 / 0869	0002	WD	Great American RV Prop LLC	$986,200
Sep 14, 2021	4688 / 0861	0002	SPWD	Australian Properties LLC	$810,800
Sep 14, 2005	2382 / 1143	XX00	WD	Craig Steven L	$4,600,000
May 1, 1986	0500 / 2004	XX00	CV		$771,700
Feb 1, 1980	0326 / 1420	XX00	CV		$200,000

Building Information (1 of 7)

Finished Area: 1,946 SF

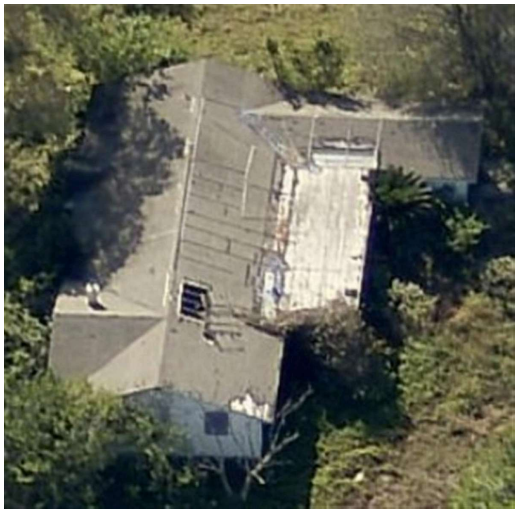
Gross Sketched Area: 3,027 SF

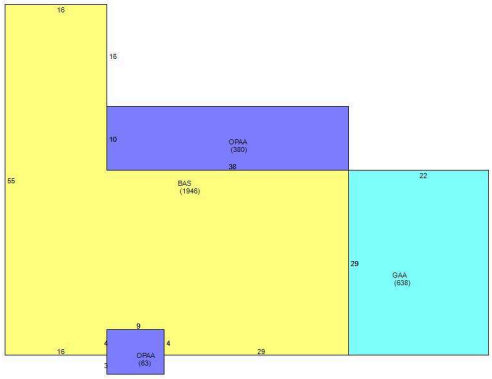
Exterior Data

View:	Roof Cover: Fibrglss Shg	Roof Structure: Gable
Building Type: SFF	Year Built: 1966	Frame:
Grade: SFF-Fair	Effective Year: 1966	Primary Wall: CB Stucco
Story Height: 1 Story	No. Units: 1N/A	Secondary Wall:

Interior Data

Bedrooms: 0	Electric: AVERAGE	Primary Int Wall:
Full Baths: 2	Heat Type: FrcdHotAir	Avg Hgt/Floor: 0
Half Baths: 0	Heat Fuel: ELEC	Primary Floors: Carpet
A/C %: 100%	Heated %: 100%	Sprinkled %: N/A%





Sketch Area Legend

Sub Area	Description	Area	Fin. Area	Perimeter
BAS	BASE AREA	1946	1946	226
GAA	Garage Attached Average	638	0	102
OPAA	Open Porch Attached Average	443	0	128

Building Information (2 of 7)

Finished Area: 0 SF

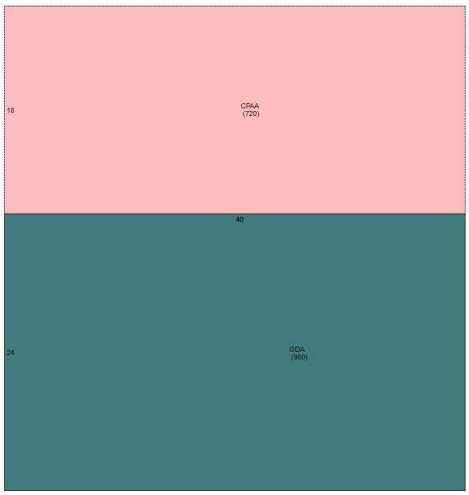
Gross Sketched Area: 1,680 SF

Exterior Data

View:	Roof Cover: Fibrglss Shg	Roof Structure: Gable
Building Type: DGAR	Year Built: 1966	Frame:
Grade: DG	Effective Year: 1926	Primary Wall: CB Stucco
Story Height: 1 Story	No. Units: 0	Secondary Wall:

Interior Data

Bedrooms: 0	Electric:	Primary Int Wall:
Full Baths: 0	Heat Type:	Avg Hgt/Floor: 0
Half Baths: 0	Heat Fuel:	Primary Floors:
A/C %: %	Heated %: %	Sprinkled %: %



Sketch Area Legend

Sub Area	Description	Area	Fin. Area	Perimeter
CPAA	Carport Attached Average	720	0	116
GDA	Garage Detached Average	960	0	128

Building Information (3 of 7)

Finished Area: 1,962 SF

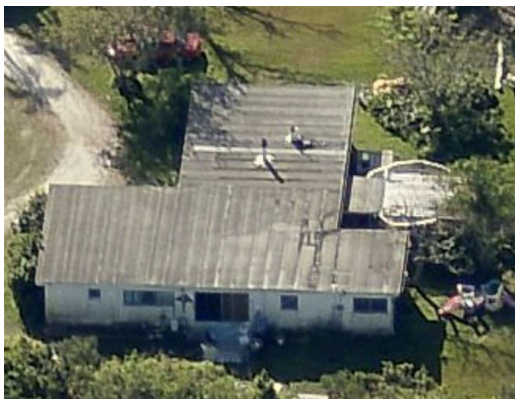
Gross Sketched Area: 2,738 SF

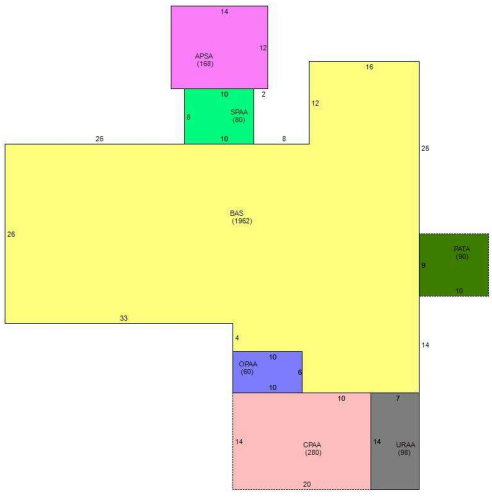
Exterior Data

View:	Roof Cover: Roll Comp	Roof Structure: Flat/Shed
Building Type: SFF	Year Built: 1956	Frame:
Grade: SFF-Fair	Effective Year: 1956	Primary Wall: Conc Block
Story Height: 1 Story	No. Units: 1	Secondary Wall:

Interior Data

Bedrooms: 0	Electric: AVERAGE	Primary Int Wall:
Full Baths: 2	Heat Type: FrcdHotAir	Avg Hgt/Floor: 0
Half Baths: 0	Heat Fuel: ELEC	Primary Floors: Carpet
A/C %: 100%	Heated %: 100%	Sprinkled %: %





Sketch Area Legend

Sub Area	Description	Area	Fin. Area	Perimeter

APSA	Aluminium Porch (Screen) Average	168	0	52
BAS	BASE AREA	1962	1962	216
CPAA	Carport Attached Average	280	0	68
OPAA	Open Porch Attached Average	60	0	32
PATA	Patio Average (Plain Slab)	90	0	38
SPAA	Screen Porch Attached Average	80	0	36
URAA	Utility Room Attached Average	98	0	42

Building Information (4 of 7)

Finished Area: 1,450 SF

Gross Sketched Area: 1,690 SF

Exterior Data

View:
Building Type: SFF
Grade: SFF-Fair
Story Height: 1 Story

Roof Cover: Metal
Year Built: 1957
Effective Year: 1957
No. Units: 1

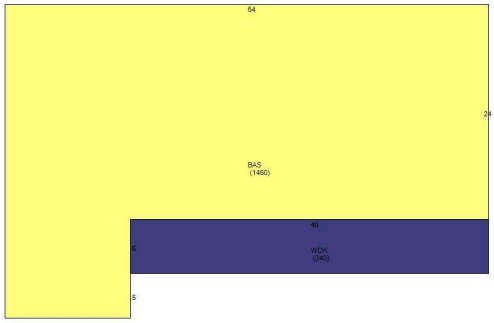
Roof Structure: Gable
Frame:
Primary Wall: CB Stucco
Secondary Wall:

Interior Data

Bedrooms: 0
Full Baths: 1
Half Baths: 0
A/C %: 100%

Electric: AVERAGE
Heat Type: FrcdHotAir
Heat Fuel: ELEC
Heated %: 100%

Primary Int Wall:
Avg Hgt/Floor: 0
Primary Floors: Hardwood
Sprinkled %: %



Sketch Area Legend

Sub Area	Description	Area	Fin. Area	Perimeter
BAS	BASE AREA	1450	1450	178
WDK	WOOD DECK	240	0	92

Building Information (5 of 7)

Finished Area: 1,404 SF

Gross Sketched Area: 1,404 SF

Exterior Data

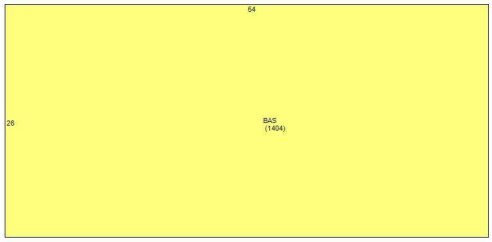
View:
Building Type: SFF
Grade: SFF-Fair
Story Height: 1 Story

Roof Cover: Fibrglss Shg
Year Built: 1983
Effective Year: 1983
No. Units: 1

Roof Structure: Gable
Frame:
Primary Wall: CB Stucco
Secondary Wall:

Interior Data

Bedrooms: 0	Electric: AVERAGE	Primary Int Wall:
Full Baths: 1	Heat Type: FrcdHotAir	Avg Hgt/Floor: 0
Half Baths: 0	Heat Fuel: ELEC	Primary Floors: Carpet
A/C %: 100%	Heated %: 100%	Sprinkled %: %



Sketch Area Legend

Sub Area	Description	Area	Fin. Area	Perimeter
BAS	BASE AREA	1404	1404	160

Building Information (6 of 7)

Finished Area: 0 SF

Gross Sketched Area: 600 SF

Exterior Data

View:	Roof Cover: Metal	Roof Structure: Gable
Building Type: DGAR	Year Built: 1999	Frame:
Grade: DG	Effective Year: 1999	Primary Wall: CB Stucco
Story Height: 1 Story	No. Units: 0	Secondary Wall:

Interior Data

Bedrooms: 0	Electric:	Primary Int Wall:
Full Baths: 0	Heat Type:	Avg Hgt/Floor: 0
Half Baths: 0	Heat Fuel:	Primary Floors:
A/C %: %	Heated %: %	Sprinkled %: %

Sketch Area Legend

Sub Area	Description	Area	Fin. Area	Perimeter
GDA	Garage Detached Average	600	0	100

Building Information (7 of 7)

Finished Area: 912 SF

Gross Sketched Area: 1,140 SF

Exterior Data

View:
Building Type: SFF
Grade: SFF-Fair
Story Height: 1 Story

Roof Cover: Fibrglss Shg
Year Built: 1995
Effective Year: 1995
No. Units: 1

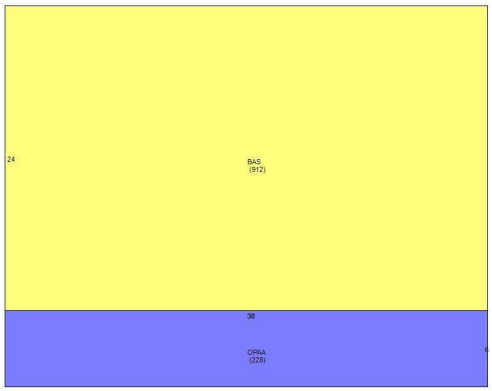
Roof Structure: Gable
Frame:
Primary Wall: Wood/Sheath
Secondary Wall:

Interior Data

Bedrooms: 0
Full Baths: 1
Half Baths: 0
A/C %: 100%

Electric: AVERAGE
Heat Type: FrcdHotAir
Heat Fuel: ELEC
Heated %: 100%

Primary Int Wall:
Avg Hgt/Floor: 0
Primary Floors: Carpet
Sprinkled %: %



Sketch Area Legend

Sub Area	Description	Area	Fin. Area	Perimeter
BAS	BASE AREA	912	912	124
OPAA	Open Porch Attached Average	228	0	88

Special Features and Yard Items

Type	Qty	Units	Year Blt
CHAINLINK 6'	1	385	2018

Current Year Values

Current Values Breakdown

Building and SFYI: $241,200

Current Year Exemption Value Breakdown

Land:	$9,907,300
Just/Market:	$10,148,500
Ag Credit:	$0
Save Our Homes or 10% Cap:	$0
Assessed:	$10,148,500
Exemption(s):	$0
Taxable:	$10,148,500

Current Year Special Assessment Breakdown

Start Year	AssessCode	Units	Description	Amount
2016	0054	108.3	North St. Lucie Water Management District	$2,599.20

Start Year	AssessCode	Units	Description	Amount
2017	0041	28.8	Fort Pierce Stormwater Charge	$1,987.20

This does not necessarily represent the total Special Assessements that could be charged against this property. The total amount charged for special assessments is reflected on the most current tax statement and information is available with the SLC Tax Collector's Office.

Historical Values

Year	Just/Market	Assessed	Exemptions	Taxable
2024	$10,148,500	$10,148,500	$0	$10,148,500
2023	$10,142,300	$10,142,300	$0	$10,142,300
2022	$8,846,800	$8,846,800	$0	$8,846,800
2021	$2,487,525	$10,731	$0	$10,731

Permits

Number	Issue Date	Description	Amount	Fee
200441	Dec 7, 2004	Property Off '04 Fire List St Lucie Co Fire Dept	$30,000	$0
0000158	Jul 1, 1971	RP Tag for Mobile Home	$0	$0
C94-01621	Apr 5, 1994	Residential New Construction	$47,880	$47,880
C05010518	Jan 12, 2005	Roof	$5,210	$0

Notice: This does not necessarily represent all the permits for this property.
Click the following link to check for additional permit data in Fort Pierce

All information is believed to be correct at this time, but is subject to change and is provided without any warranty.
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MICHELLE R. MILLER, CLERK OF THE CIRCUIT COURT - SAINT LUCIE COUNTY
FILE # 4926335 OR BOOK 4688 PAGE 982, Recorded 09/21/2021 02:25:21 PM Doc Tax: $27358.80

Prepared by and return to upon recording:

Bryan W. Sykes, Esq.
Meridian Partners Law P.A.
4923 W. Cypress Street
Tampa, FL 33607

Parcel No.: 2324-210-0000-000-6

Consideration: $3,908,314.10

SPACE ABOVE RESERVED FOR RECORDING INFORMATION

SPECIAL WARRANTY DEED

This **SPECIAL WARRANTY DEED** is executed this 15th day of September, 2021, by **KINGS HIGHWAY COMMERCE PARK, LLC,** a Florida limited liability company, having an address of 18860 Loxahatchee River Road, Jupiter, Florida 33548 (hereinafter, the "Grantor"), to **SCANNELL PROPERTIES #533, LLC,** an Indiana limited liability company, having an address of 8801 River Crossing Boulevard, Suite 300, Indianapolis, Indiana 46240 (hereinafter, the "Grantee"), the foregoing sometimes being referred to herein as the "Parties".

WITNESSETH, that Grantor, for and in consideration of the sum of $10.00 and/or other valuable consideration, the receipt and sufficiency whereof is hereby acknowledged, hereby grants, bargains, sells, aliens, remises, releases, conveys and confirms unto Grantee, all that certain land (the "Property") lying and situate in St. Lucie County, Florida, to-wit:

SEE ATTACHED EXHIBIT A.

SUBJECT TO all easements, restrictions, reservations, and limitations of record, if any, existing as of the date of this conveyance and those permitted exceptions set forth on **Exhibit B** hereof.

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

Together with all buildings, fixtures and other improvements as presently located on the Property.

Together with all of Grantor's right, title and interest in and to all strips and gores, any existing or proposed streets, roadways, alleys and/or adjacent rights of way and any land lying in the bed of any street, road or alley, open or proses, adjoining the Property

TO HAVE AND TO HOLD the same in fee simple forever. Grantor hereby covenants with Grantee that Grantor is lawfully seized of the aforesaid land in fee simple, that Grantor has good right and lawful authority to sell and convey said land and Grantor hereby warrants title to said land, and will defend the same against the lawful claims of all persons claiming by, through or under Grantor, but not otherwise.

SIGNATURE PAGE IMMEDIATELY FOLLOWS THIS PAGE

IN WITNESS WHEREOF, Grantor has signed and sealed these presents the day and year first above written.

Witnesses:

Name: Heather Neville

Name: Kaylee Marsillo

GRANTOR:

KINGS HIGHWAY COMMERCE PARK, LLC,
a Florida limited liability company

By: _____
Edward Sasso, Managing Member

STATE OF New York
COUNTY OF Jefferson

Executed and acknowledged before me by means of ☒ physical presence or ☐ online notarization, this 14 day of September, 2021 by Edward Sasso, as the Managing Member of **KINGS HIGHWAY COMMERCE PARK, LLC**, a Florida limited liability company. He ☐ is personally known to me; or ☒ produced Florida Driver License as identification.

(seal) Kelly Butcher
Notary Public, State of New York
Residing in Jefferson County
No. 01BU5075260
My Commission Expires Mar. 31 2023

Notary Public
State of Florida New York

Exhibit A
Legal Description

PARCEL 1 (FEE SIMPLE ESTATE)

The Northwest Quarter of the Northwest Quarter and the West Half of the West Half of the Northeast Quarter of the Northwest Quarter of Section 24, Township 35 South, Range 39 East, St. Lucie County, Florida; LESS AND EXCEPTING there from the South 400 feet of the North 903.20 feet of the East 750 feet of the West 775 feet of said Section 24; LESS right-of-way for Kings Highway and White Road.

Together with the following described Parcel "A":

A parcel of land lying in Section 24, Township 35 South, Range 39 East, St. Lucie County, Florida; more particularly described as follows:
The South 35.30 feet of the North 538.50 feet of the East 750 feet of the West 775 feet of the Northwest Quarter of the Northwest Quarter of Section 24, Township 35 South, Range 39 East, St. Lucie County, Florida.

Less the following described Parcel "B":

A parcel of land lying in Section 24, Township 35 South, Range 39 East, St. Lucie County, Florida; more particularly described as follows:
The South 35.30 feet of the North 938.50 feet of the East 750 feet of the West 775 feet of the Northwest Quarter of the Northwest Quarter of Section 24, Township 35 South, Range 39 East, St. Lucie County, Florida.

Further LESS AND EXCEPT the lands as more particularly described in Order of Taking recorded September 29, 2016 in Official Records Book 3917, Page 899.

PARCEL 2 (NON-EXCLUSIVE EASEMENT ESTATE)

Together with the non-exclusive easement as created by that certain Grant of Easement - Sewer recorded June 20, 2005 in Official Records Book 2276, Page 2280 as modified by Modification of Easement recorded in Official Records Book 2382, Page 1131, of the Public Records of St. Lucie County, Florida.

Exhibit B
Permitted Exceptions

1. Taxes and assessments for the year 2021 and subsequent years, which are not yet due and payable.

2. Easement in favor of Southern Bell Telephone and Telegraph Company, recorded October 30, 1956 in Deed Book 220, Page 436, with Subordination of Utility Interests recorded in Official Records Book 3837, Page 1758, as to Parcel 1.

3. Terms and conditions of Grant of Easement - Sewer by and between Graham Groves Development, LLC, a Florida limited liability company and Steven L. Craig, as Trustee under Trust Agreement dated May 17, 1985 and Christopher Cook, as Trustee under Trust Agreement dated May 17, 1985, recorded 2276, Page 2280 as modified by Modification of Easement recorded in Official Records Book 2382, Page 1131, as to Parcels 1 and 2.

4. Agreement for Right of Way Easement with Kirco Acquisition, LLC, recorded January 9, 2009 in Official Records Book 3050, Page 1234, as to Parcel 1.

5. Easements as set forth in Order of Taking recorded September 29, 2016 in Official Records Book 3917, Page 899, as to Parcel 1.

NOTE: Notice of Environmental Resource Permit recorded December 1, 2009 in Official Records Book 3149, Page 878.

NOTE: All recording references in this form shall refer to the public records of St. Lucie County, Florida, unless otherwise noted.

Jeff H. Iravani, Inc.
Consulting Engineers
1934 Commerce Lane, Suite 5 Jupiter, Fl 33458
Tel: (561) 575-6030 Fax: (561) 575-6088
JHI@bellsouth.net

Project Narrative
For
Amazon Distribution Center
Kings Highway Commerce Park Parcel-III

The site is located at the southeast corner of Kings Hwy and White Road approximately 1/2 mile north of Okeechobee Rd (SR-70) and consist of 107.45 ac of land. See Exhibit-A

A Commercial/industrial development is proposed with 1.1 msf of building area at buildout with the required infrastructure. The project is anticipated to provide approximately 745 jobs.

The intent of this project is to provide an industrial/distribution/commercial development as outlined under CP-1 zoning section 125-207a. The goal is to build a trend setting development considering the proximity to I-95 and Florida turnpike.

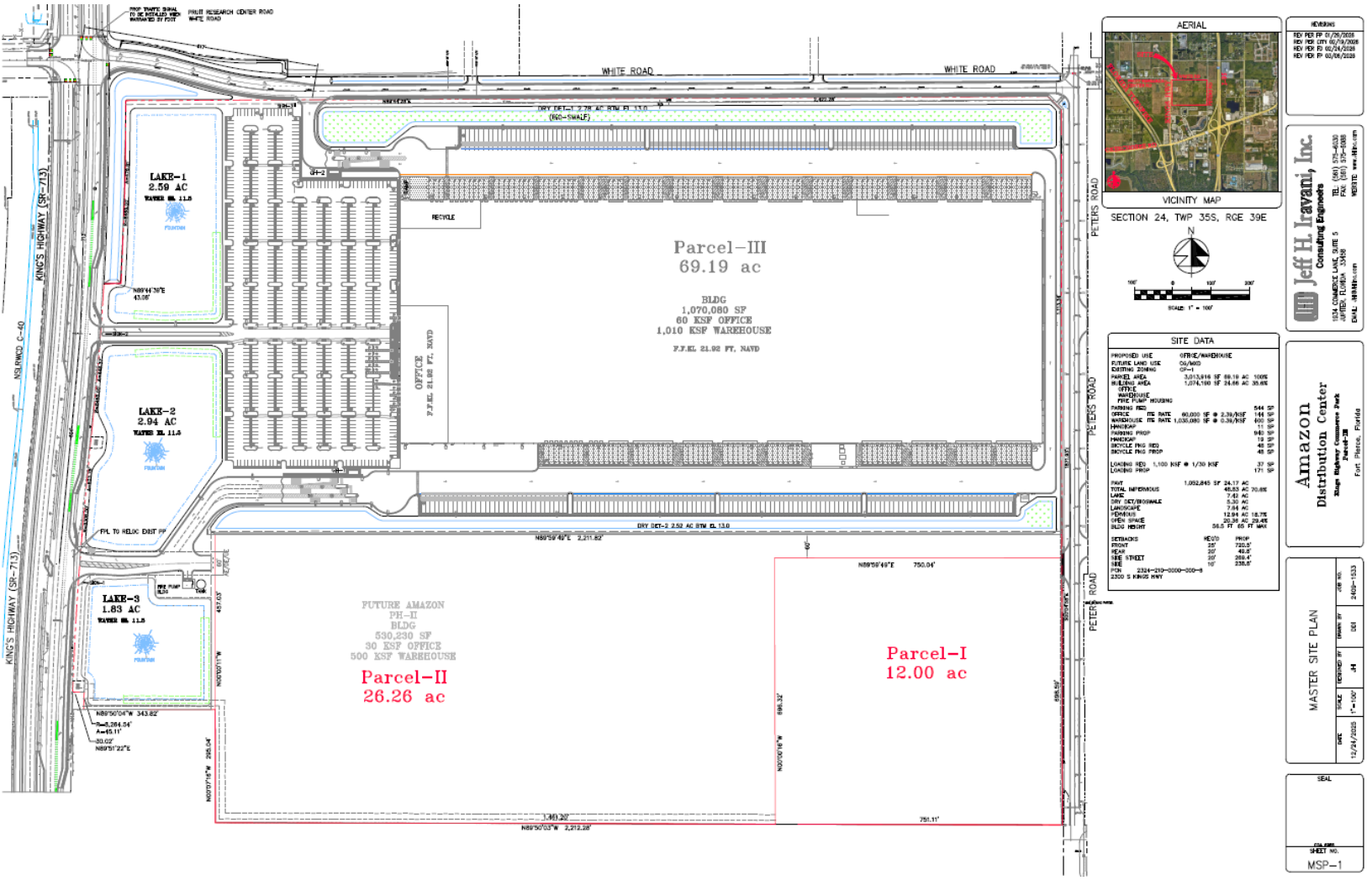
Phase-I of the project consists of 1.1 msf of office /warehouse.
A future Phase-II shall be 530 ksf of the same use is anticipated.
See Exhibit-B.

The intersection of Kings Hwy & White Road shall be improved to full access with signals to be installed in the future as warranted.
This project has already participated in re-construction of Peters Rd along its west property line.

We believe this project will be a model for future developments along King's Highway in this area considering the enormous growth of on-line commerce and the similar need for processing, storage and distribution facilities that are required to meet the broad variety of products that consumers demand.

Exhibit A
Aerial

Exhibit B
Master Site Plan



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Jupiter, Florida 33458
Tel: (561) 575-6030 Fax: (561) 575-6088
Email: JHI@jhiinc.com Website: www.jhilinc.com

Amazon Distribution Center

Kings Highway Commerce Park Parcel-III

Site Plan Justification Statement

March 11, 2026

Amazon One Grocery is a proposed 69.19 ac industrial development with 1.1 msf of building area. This project is Parcel-III of Kings Highway Commerce Park (KHCP) which is a proposed 107.45 ac industrial development located at the southeast corner of kings Highway & White Road approximately 1/2 mile north of Okeechobee Rd (SR-70). See Exhibit-A

This project was previously approved with the ultimate buildout of 92 ksf of office and 1,416 ksf of warehouse totaling 1,508 ksf of building coverage and was to be developed in 3 phases

The site is zoned CP-1 with a CG future land use.

It's now proposed to subdivide the site into 3 parcels and amend the site plan.

Parcel-I is a 12.0 ac with possible future RV sales and service development.

Parcel-II is 26.26 ac with possible future development of 530 ksf of Office/warehouse.

Parcel-III is Amazon Distribution Center.

The proposed development meets all the zoning requirements of CP-1 and provides an attractive and proper development for this location. Attractive landscaping, Bioswales and fountains in the lake are proposed to enhance the project esthetics. Building architecture is attractive and shall comply with city design review requirements as applicable. Where possible, Sabal Palms and Oak trees on site shall be relocated to ensure compliance with the City's tree preservation requirements.

This development provided partial funding of Peters Road reconstruction along its entire frontage which is approximately 2,000 ft.

Untitled Map

Write a description for your map.

Legend

- 2300 S Kings Hwy
- Farm to Fork Fresh Market
- Feature 1
- Feature 2
- Feature 3
- Feature 4

2300 S Kings Hwy

Pruitt Research Rd

White Rd

White Rd

Peters Rd

Peters Rd

Lazydays RV of Fort Pierce

95

Tedder Rd

Motel 6 Ft. Pierce, FL

95

Cracker Barrel Old Country Store

Treasure Coast RV Resort

Crossroads Pkwy

Andrews Ave

Sky High Comics & Games

La Quinta Inn & Suites by Wyndham Ft. Pierce

Cloer Rd

The Home Depot

Google Earth

Image Landsat / Copernicus

1000 ft

N

Untitled Map

Write a description for your map.

Legend

- 2300 S Kings Hwy
- Farm to Fork Fresh Market
- Feature 1
- Feature 2
- Feature 3
- Feature 4

© 2024 Google

Google Earth

© 2025 Google

6.07 ft

Untitled Map

Write a description for your map.

Legend

- 2300 S Kings Hwy
- Farm to Fork Fresh Market
- Feature 1
- Feature 2
- Feature 3
- Feature 4

© 2024 Google
© 2024 Google
© 2024 Google
Google Earth
©2025 Google

6.02 ft

Untitled Map

Write a description for your map.

Legend

- 2300 S Kings Hwy
- Farm to Fork Fresh Market
- Feature 1
- Feature 2
- Feature 3
- Feature 4

Untitled Map

Write a description for your map.

Legend

- 2300 S Kings Hwy
- Farm to Fork Fresh Market
- Feature 1
- Feature 2
- Feature 3
- Feature 4

Image © 2024 Google

Google Earth

©2025 Google

5.31 ft

N

Untitled Map

Write a description for your map.

Legend

- 2300 S Kings Hwy
- Farm to Fork Fresh Market
- Feature 1
- Feature 2
- Feature 3
- Feature 4

Google Earth
© 2025 Google

N

5.98 ft

Untitled Map

Write a description for your map.

Legend

- 2300 S Kings Hwy
- Farm to Fork Fresh Market
- Feature 1
- Feature 2
- Feature 3
- Feature 4

Google Earth
©2025 Google

N

5.28 ft

Untitled Map

Write a description for your map.

Legend

- 2300 S Kings Hwy
- Farm to Fork Fresh Market
- Feature 1
- Feature 2
- Feature 3
- Feature 4

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4.68 ft

Untitled Map

Write a description for your map.

Legend

- 2300 S Kings Hwy
- Farm to Fork Fresh Market
- Feature 1
- Feature 2
- Feature 3
- Feature 4

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Google Earth
©2025 Google

7.52 ft

THE SUNRISE CITY
FORT PIERCE
PLANNING DEPARTMENT
Florida

CONCURRENCY
CAPACITY ANALYSIS

I. Site Data:

	Existing Use	Future Land Use	Zoning
North	Vacant/ AG	GC / RU	CP-1/ AR-1
South	Vacant / RV Park	GC/ MXD	C-3 / CG
East	Vacant, Lazy Day RV	GC	C-3
West	Vacant	GC/RM	PD/R-4

	Future Land Use	Zoning Classification	Maximum Intensity Residential: Dwelling Units per Acre Other: Square Footage	Total Acreage	Flood Zone
Current	GC	CP-1	3,013,916.4 sf	69.19	X
****Proposed**	GC	CP-1	1,070,080 sf	69.19	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	376,739.55
**Proposed Zoning/FLU	Total gallons per day	133,760
**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 301,392
**Proposed Zoning/FLU	Total gallons per day 107,008
**Change in Demand	Total gallons per day

C. Parks and Recreation (Residential Classifications Only): NA
(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): NA
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		
City		
Distance		
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	60,278 CY
****Proposed Zoning/FLU**	21,402 CY
***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	The project has an active SFWMD permit to develop 1,508 ksf of building. A permit modification has been submitted to SFWMD and is under review. The proposed stormwater design shall meet the requirements of SFWMD, FDOT, NSLRWCD & City of Ft Pierce.

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	3,840	95/100
****Proposed Zoning/FLU**		
***Change in Demand**	Trips 0	Trips 0
Impact to Capacity	LOC-C or better @ 2030	

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: Single Family: Multifamily:
Non-residential (square footage): 1,070,080 SF
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					
Single-family, attached					
Multi-family					
Other (specify)					

NON-RESIDENTIAL DATA					
Type(s) specify	**Phase**	**Square footage**	**Acres**	**Expecting beginning date**	**Expected completion date**
Office/Warehouse		1,070,080	69.19	2026	2027

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? n/a

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

EW Consultants, Inc.
Natural Resource Management, Wetland, and Environmental Permitting Services

KINGS HIGHWAY PARCEL
ENVIRONMENTAL IMPACT REPORT

Prepared by:

EW CONSULTANTS, INC.

March 2021

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INTRODUCTION

The 109± acre-property covered by this Environmental Impact Report is located in Section 24, Township 35 South, Range 39 East, City of Ft. Pierce, Florida (Figures 1&2). The property is bordered to the north by White Road and agricultural lands, to the east by Peters Road and undeveloped land, to the south by undeveloped land and an RV vacation resort, and to the west by Kings Highway and agricultural lands.

This report has been prepared to document existing conditions, natural resources and potential environmental impacts on a 109 ± acre property referred to as the Kings Highway Parcel. The subject property is mostly undeveloped and currently utilized as unimproved pasture. This report has been prepared in accordance with City of Ft. Pierce, Land Development Ordinances and St. Lucie County, Land Development Code.

PROPERTY DESCRIPTION

The subject property is currently undeveloped except for a few residential structures along Peters Road on the eastern portion of the property, and a road construction staging area on the western portion of the property. The remainder of the land is utilized as unimproved pasture. Management practices and the presence of livestock were observed during the site assessment. Historical aerial imagery from c.1985 indicates that the majority of the property was previously planted with row crops which was likely citrus up to the mid-2000's. The unimproved pastures are now vegetated with typical pasture grasses, ruderal weeds and scattered clumps of trees and shrubs. A system of man-made ditches is present on the property, likely associated with prior agricultural uses for draining and irrigating the land.

SOILS

A soils map obtained from the USDA Web Soil Survey and with the property boundary is attached in the Appendix. According to the soil map, five soil types are found on the subject property. The description of these soils, in their natural state, according to the St. Lucie County Soil Survey is provided below:

Chobee loamy sands – Soils of the Chobee series are fine-loamy, siliceous, nearly level, very poorly drained, very slowly permeable soils that formed in unconsolidated, moderately fine marine sedi-ment. The water table is above the surface for 6 to 9 months in most years and is within 10 inches of the surface for most of the rest of the year except in very dry periods. Slope ranges from O to 2 percent. Under natural conditions, vegetation may consist of arrowhead, cabbage palm, Carolina willow, cypress, maidencane, pickerelweed, lilies, sawgrass, smartweed, wax myrtle, slash pine, water oak, understory of ferns and water tolerant grasses, and scattered swamp maples in treeless areas.

Pineda sand – Soils of the Pineda series are loamy, siliceous, poorly drained, slowly to very slowly permeable soils that formed in unconsolidated marine sandy and loamy materials. The water table is within a depth of 10 inches for 1 to 6 months and between depths of 10 to 40 inches for most of the rest of the year. Slope ranges from 0 to 2 inches. Under natural

conditions, vegetation consists of south Florida slash pine, cypress, myrtle, cabbage palm, blue maidencane, chalky bluestem, saw palmetto sedges, pineland threeawn, and sand cordgrass.

Riviera fine sand, 0 to 2 percent slopes – Soils of the Riviera series are loamy, siliceous, nearly level, poorly drained, slowly to very slowly permeable soils that formed in unconsolidated, marine sandy and loamy materials. The water table is within a depth of 10 inches for 2 to 4 months and between depths of 10 to 30 inches for most of the rest of the year. Depressional areas are ponded for 6 to 9 months or more annually. Nearly all of the acreage has been cleared and is planted to row crops/citrus or managed as pasture. Typical natural vegetation is cabbage palms and scattered longleaf pine and slash pine and an understory of wax myrtle and saw palmetto.

Wabasso sand – Soils of the Wabasso series are sandy, siliceous, nearly level, poorly drained, slowly and very slowly permeable soils that formed in beds of marine sandy and loamy materials. These soils are on broad flatwoods. In most years, the water table is within a depth of 10 inches for 1 to 4 months and between depths of 10 to 40 inches for 6 to 9 months. Slope ranges from 0 to 2 percent. The typical natural vegetation consists of longleaf pine, slash pine, cabbage palm, live oak, with an understory of saw palmetto, laurel oak, wax myrtle, chalky bluestem, creeping bluestem, indiangrass, little bluestem, Florida paspalum, running oak, south Florida slash pine and pineland threeawn.

Winder loamy sand – Soils of the Winder series are fine-loamy, siliceous, nearly level, poorly drained, slowly to very slowly permeable soils that formed in unconsolidated marine sand, and loamy mate-rials These soils are in hammocks, along poorly defined drainageways, and in depressional areas. A water table is within a depth of 10 inches for 2 to 4 months and between depths of 10 to 40 inches for most of the rest of the year. Depressional areas are ponded for 6 to 9 months in most years. Slope ranges from 0 to 2 percent. Typical natural vegetation consists of cordgrass, maidencane, cabbage palmetto, saw palmetto, and pineland threeawn.

NATURAL COMMUNITIES AND LAND COVER

The following is a summary of the land cover and vegetation communities found on the subject site. Land cover and vegetative community classifications were mapped based on the Florida Land Use, Cover and Forms Classification System (FLUCFCS) developed by the Florida Department of Transportation. Field reconnaissance and aerial photograph interpretation were employed in the mapping effort of the vegetative communities on the subject property. Observed and potential listed wildlife species presence and usage of the habitat is further discussed in the subsequent section of this report.

There are four different FLUCFCS classifications currently present on the site including (111) single family units, (140) commercial and services, (212) unimproved pasture, the ditches that network throughout the site are classified as streams and waterways (510).

A land cover map of the observed community types is included as Figure in the Appendix of this report. The land cover types observed on the property are described as follows:

111 Fixed Single Family Units – 9.3 ± acres

There are several single family and associated structures along the eastern portion of the property. Some appear dilapidated and uninhabited, and some appear maintained and inhabited. The property immediately surrounding these structures appears maintained and contains a variety of grasses, shrubs and trees, some landscaping and some natural.

140 Commercial Services – 7.4 ± acres
This area is located along the western portion of the property and appears to be utilized for road construction staging and storage. The area has been cleared of vegetation and the surface leveled and partially graveled.

212 Unimproved Pasture – 91.4 ± acres
This land cover accounts for the majority of the property where citrus and crops once existed. There is still evidence of rows and swales associated with prior uses, however the groundcover has been allowed to fill in and has possibly been supplemented with pasture grasses. Vegetation assemblages within this land cover type is predominantly short, herbaceous grass and ruderal weeds with dominant species including bahia grass, dropseed grass, guinea grass, dog fennel, ragweed, shrubby false buttonweed, pepperweed, Caesarweed and sandspur grass. Taller vegetation and trees consist mainly of Brazilian pepper, live oak, Australian pine, earleaf acacia and sabal palms. The remnant swales contain some wetland vegetation such as primrose willow, marsh purslane, spikerush and dollarweed.

510 Ditches – 0.9 ± acres
A system of drainage ditches extends throughout the property. The ditches are approximately 6-10 feet wide and are typically open water with scattered vegetation such as Carolina willow, primrose willow, cattail, and swamp fern.

WILDLIFE AND LISTED SPECIES

The pasture and ditch areas provide habitat for numerous wildlife species. Observations from the site visit conducted in March, 2021 included sightings or signs of great egret, white Ibis, glossy ibis, northern mocking bird, tri-colored heron, cattle egret, and raccoon.

Of these species observed, only the tri-colored heron is protected and listed by the State as a threatened species. The tri-colored heron was observed foraging in a ditch area and no nests were observed on the site. Although not observed, the site also provides suitable habitat for three Federally listed species, Audubon's crested caracara, wood stork, and eastern indigo snake. During the site plan approval process, the U.S Fish and Wildlife Service should be consulted for guidance and protection measures for these species.

The absence of natural habitat combined with active agricultural and land management practices has left the property unsuitable for most other listed species found in the region.

PROPOSED IMPACTS FROM DEVELOPMENT

Under the development proposal, the majority of the 109-acre site will be occupied with warehouse and office space with associated infrastructure such as parking and surface water

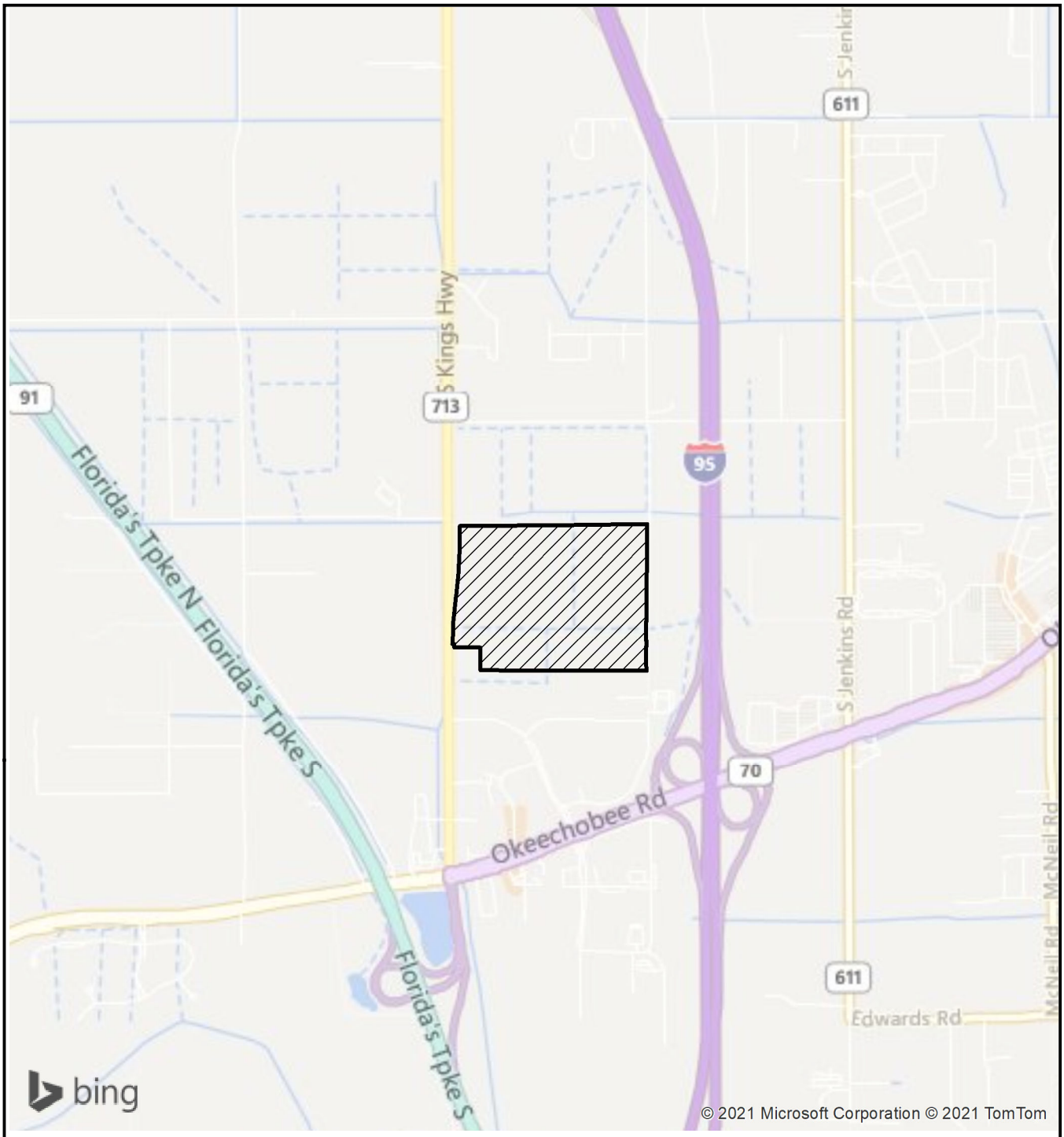
management systems. Because there is no significant native upland or native wetland habitat present on the site, the environmental impacts are minimal.

There are surface waters in the form of drainage ditches. Permits will be obtained from South Florida Water Management District (SFWMD) that will address impacts to surface waters. The proposed surface water management lakes will provide surface water area to offset the ditch impacts. Although federally listed species were not observed during the site assessment, U.S Fish and Wildlife Service will be consulted for guidance and protection measures for listed species habitat that occurs on the property.

APPENDIX

FIGURE 1. LOCATION MAP
FIGURE 2. QUAD MAP
FIGURE 3. AERIAL MAP
FIGURE 4. FLUCFCS MAP

ATTACHMENT
SOILS REPORT



LEGEND

- SITE (109+/- AC)

0 2,000 Feet

N

KINGS HIGHWAY PARCEL LOCATION

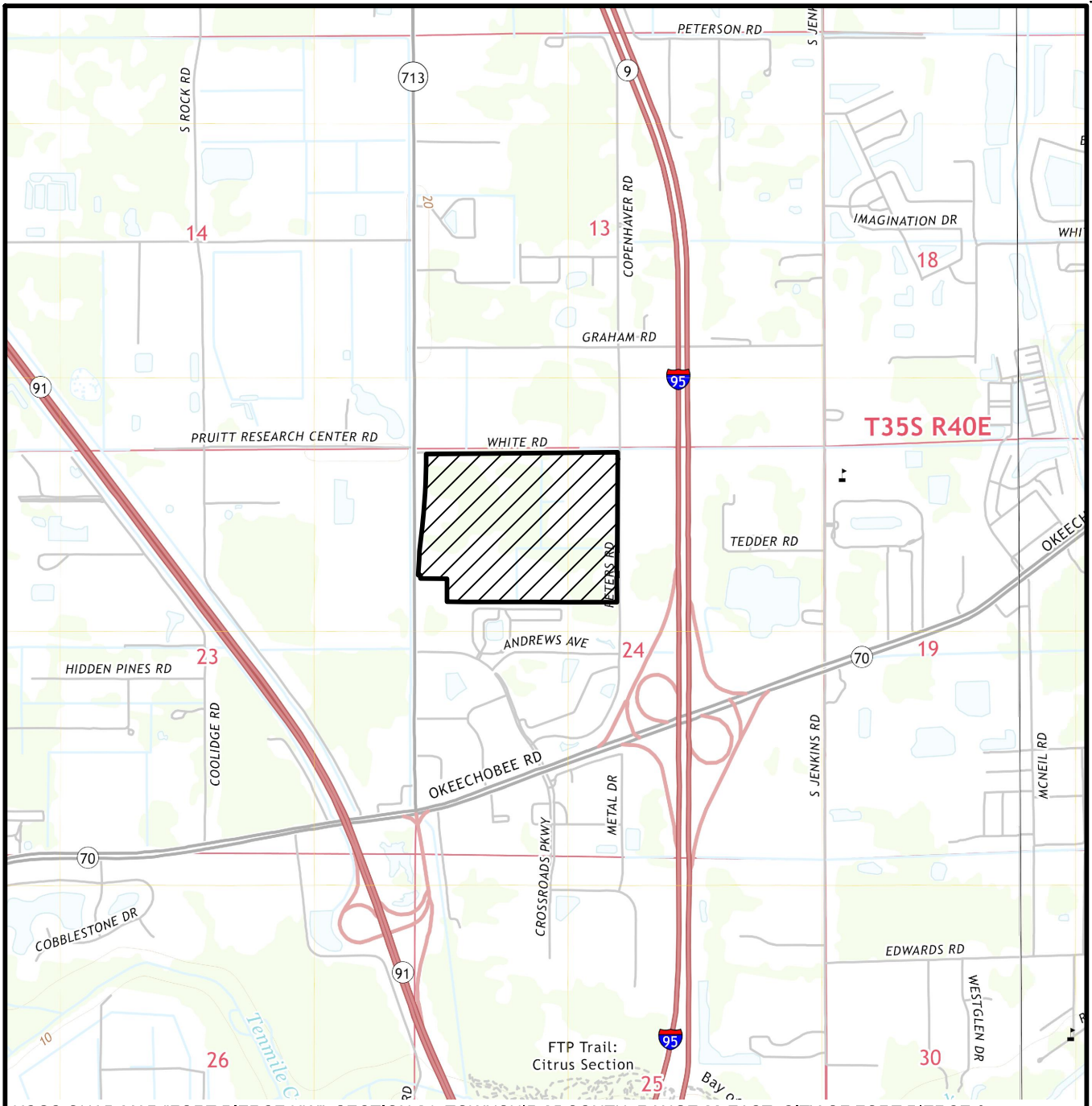
EW CONSULTANTS, INC.

2581 METROCENTRE BLVD., SUITE 1
WEST PALM BEACH, FL 33407
561-291-7950 PHONE 561-530-4908 FAX
WWW.EWCONSULTANTS.COM

MAR 2021

FIGURE

1



USGS QUAD MAP "FORT PIERCE NW", SECTION 24, TOWNSHIP 35 SOUTH, RANGE 39 EAST, CITY OF FORT PIERCE & UNINCORPORATED ST LUCIE COUNTY, FORT PIERCE, ST LUCIE COUNTY, FLORIDA, LATITUDE 27°25'26" LONGITUDE -80°23'42"

LEGEND

▨ - SITE (109± AC)

0 2000

SCALE IN FEET

KINGS HIGHWAY PARCEL

QUAD

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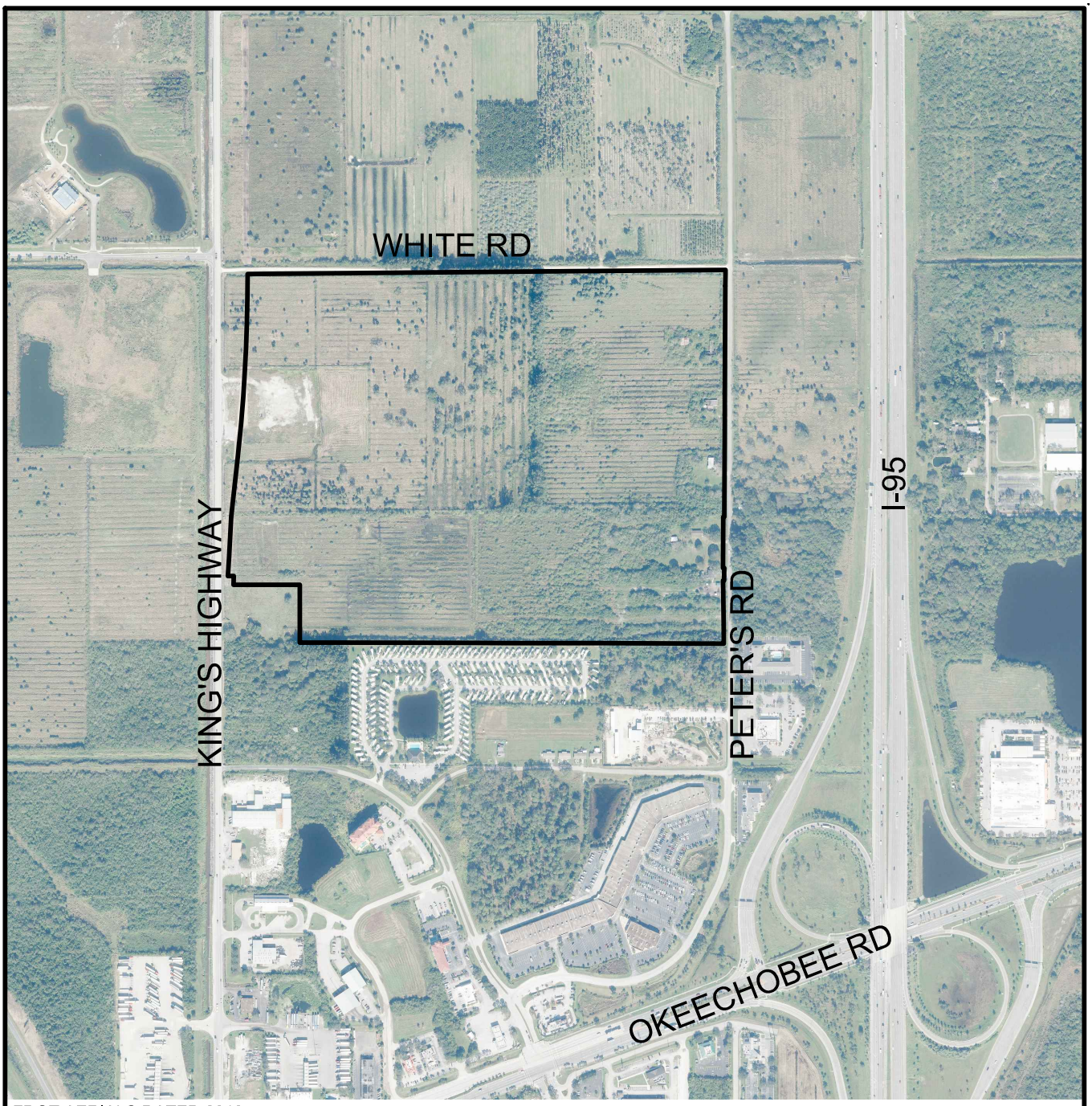
FIGURE

2

Kings Highway Parcel.dwg QUAD



FDOT AERIALS DATED 2018

0 800
SCALE IN FEET

KINGS HIGHWAY PARCEL

AERIAL

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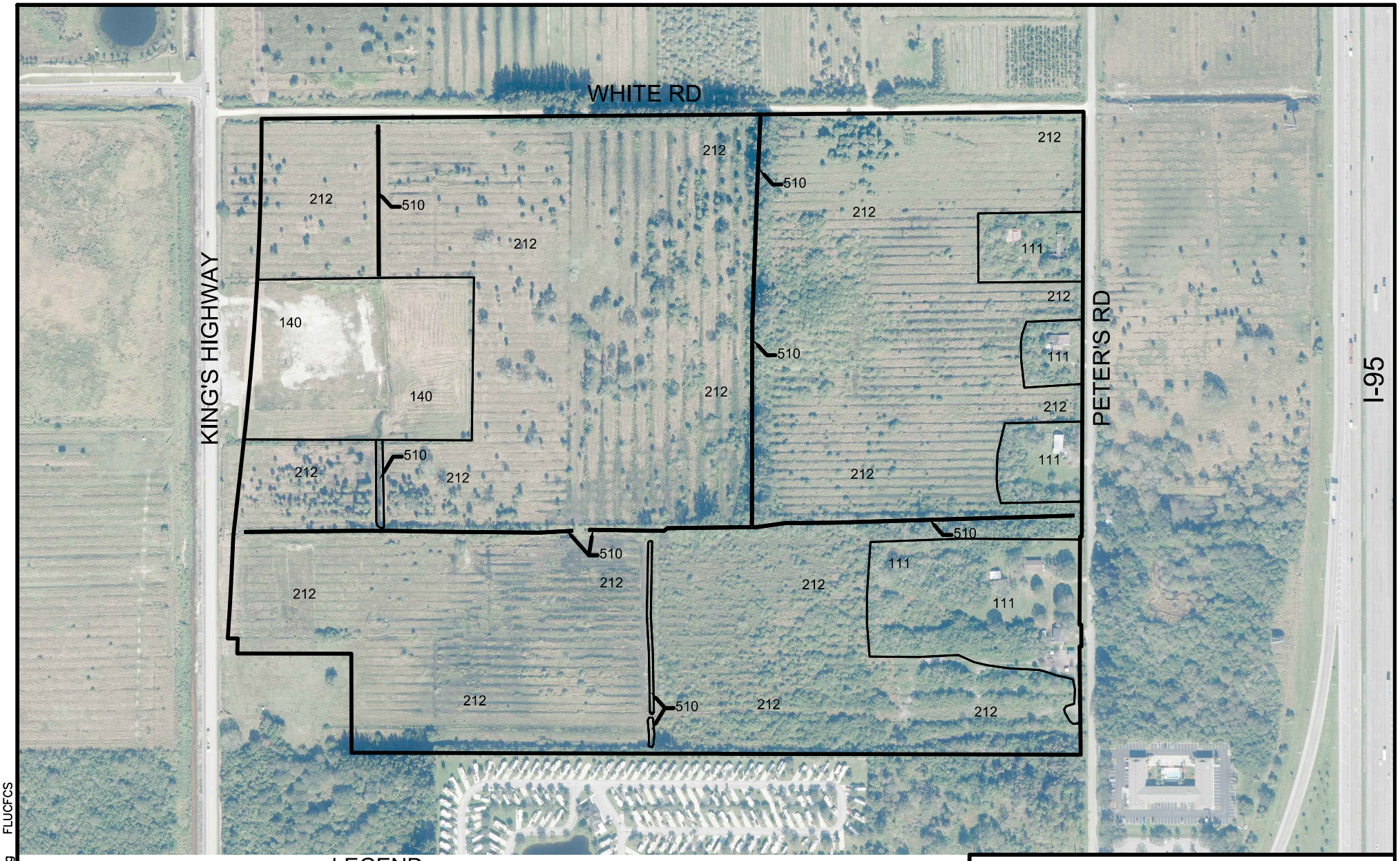
FIGURE
3

Kings Highway Parcel.dwg AERIAL



FDOT AERIALS DATED 2018

LEGEND

111 - FIXED SINGLE FAMILY UNITS (9.3± AC)
140 - COMMERCIAL & SERVICES (7.4± AC)
212 - UNIMPROVED PASTURE (91.4± AC)
510 - DITCHES (0.9± AC)
TOTAL SITE (109± AC)

0 400
SCALE IN FEET

KINGS HIGHWAY PARCEL FLUCFCS MAP

EW CONSULTANTS, INC.
2581 METROCENTRE BLVD., SUITE 1
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WWW.EWCONSULTANTS.COM

MAR 2021

FIGURE 4

Kings Highway Parcel.dwg FLUCFCS

Soil Map—St. Lucie County, Florida
(KINGS HIGHWAY PARCEL)

Map Scale: 1:5,010 if printed on A landscape (11" x 8.5") sheet.

N

Meters
0 50 100 200 300

Feet
0 200 400 800 1200

Map projection: Web Mercator Corner coordinates: WGS84 Edge tics: UTM Zone 17N WGS84

MAP LEGEND

Area of Interest (AOI)
- Area of Interest (AOI)

Soils
- Soil Map Unit Polygons
- Soil Map Unit Lines
- Soil Map Unit Points

Special Point Features
- Blowout
- Borrow Pit
- Clay Spot
- Closed Depression
- Gravel Pit
- Gravelly Spot
- Landfill
- Lava Flow
- Marsh or swamp
- Mine or Quarry
- Miscellaneous Water
- Perennial Water
- Rock Outcrop
- Saline Spot
- Sandy Spot
- Severely Eroded Spot
- Sinkhole
- Slide or Slip
- Sodic Spot
- Spoil Area
- Stony Spot
- Very Stony Spot
- Wet Spot
- Other
- Special Line Features

Transportation
- Rails
- Interstate Highways
- US Routes
- Major Roads
- Local Roads

Background
- Aerial Photography

MAP INFORMATION

The soil surveys that comprise your AOI were mapped at 1:24,000.

Warning: Soil Map may not be valid at this scale.

Enlargement of maps beyond the scale of mapping can cause misunderstanding of the detail of mapping and accuracy of soil line placement. The maps do not show the small areas of contrasting soils that could have been shown at a more detailed scale.

Please rely on the bar scale on each map sheet for map measurements.

Source of Map: Natural Resources Conservation Service
Web Soil Survey URL:
Coordinate System: Web Mercator (EPSG:3857)

Maps from the Web Soil Survey are based on the Web Mercator projection, which preserves direction and shape but distorts distance and area. A projection that preserves area, such as the Albers equal-area conic projection, should be used if more accurate calculations of distance or area are required.

This product is generated from the USDA-NRCS certified data as of the version date(s) listed below.

Soil Survey Area: St. Lucie County, Florida
Survey Area Data: Version 14, Jun 9, 2020

Soil map units are labeled (as space allows) for map scales 1:50,000 or larger.

Date(s) aerial images were photographed: Mar 6, 2019—Mar 23, 2019

The orthophoto or other base map on which the soil lines were compiled and digitized probably differs from the background imagery displayed on these maps. As a result, some minor shifting of map unit boundaries may be evident.

Map Unit Legend

Map Unit Symbol	Map Unit Name	Acres in AOI	Percent of AOI
11	Chobee loamy sand, frequently ponded, 0 to 1 percent slopes	0.7	0.6%
32	Pineda sand, 0 to 2 percent slopes	4.6	4.3%
38	Riviera fine sand, 0 to 2 percent slopes	4.2	3.8%
48	Wabasso sand, 0 to 2 percent slopes	8.1	7.4%
55	Winder loamy sand	91.5	83.9%
Totals for Area of Interest		**109.0**	**100.0%**

KHCP WF
Project № 25300.02.03 v1.2
February, 2026

Traffic Impact Analysis
St. Lucie County
Florida

Prepared for:

Jeff H. Iravani, Inc.
1934 Commerce Lane #5
Jupiter, FL 33458

Prepared by:

3725 SE Ocean Boulevard, Suite 201
Sewall's Point, Florida 34996
www.trafficmobility.com
(772) 781-7918

EXECUTIVE SUMMARY

Project Information

Name:	KHCP WF
Location:	East of Kings Highway and South of White Road
Jurisdiction	St. Lucie County, Florida
Description:	1,600.31 KSF of High-Cube Cold Storage Warehouse and 182.95 KSF Warehouse.

Findings

Trip Generation:	4,475 ADT / 198 AM Peak / 254 PM Peak
Adverse Impacts:	The transportation network is not projected to become adversely impacted due to the proposed development. The roadway segments of Jenkins Road from Graham Road to Peters Road and Edwards Road from Jenkins Road to McNeil Road and the intersections of Orange Avenue & Kings Highway, Kings Highway & Okeechobee Road, and Jenkins Road & Graham Road are projected to operate below the adopted level of service due to background traffic. Project impacts on these roadway segments and intersections are not significant; the project is not responsible for the mitigation of these deficiencies.

Recommendations

Access Improvements	Construct a 290’ northbound right-turn lane on Kings Highway at Driveway 1. Construct a 290’ northbound right-turn lane on Kings Highway at Driveway 3.
Off-Site Mitigation:	No off-site mitigation due to project impacts are proposed.

PROFESSIONAL ENGINEERING CERTIFICATION

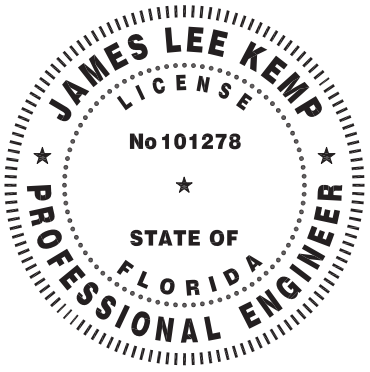
I hereby certify that I am a Professional Engineer properly registered in the State of Florida practicing with Traffic & Mobility Consultants LLC, a corporation authorized to operate as an engineering business, CA-30024, by the State of Florida Department of Professional Regulation, Board of Professional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

PROJECT: KHCP WF

LOCATION: St. Lucie County, Florida

CLIENT: Jeff H. Iravani, Inc.

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



THIS ITEM HAS BEEN DIGITALLY SIGNED AND SEALED BY

James L Kemp

Digitally signed by James L Kemp
DN: CN=James L Kemp, dnQualifier=A01410D000001973 18B38140008FD6D, O=Unaffiliated, C=US
Reason: I agree to the terms defined by the placement of my signature on this document
Date: 2026.02.25 10:35:20-05'00'

ON THE DATE ADJACENT TO THE SEAL

PRINTED COPIES OF THIS DOCUMENT ARE NOT CONSIDERED SIGNED AND SEALED AND THE SIGNATURE MUST BE VERIFIED ON ANY ELECTRONIC COPIES.

TRAFFIC & MOBILITY CONSULTANTS LLC
3725 SE OCEAN BOULEVARD, SUITE 201
SEWALL'S POINT, FLORIDA 34996

CERTIFICATE OF AUTHORIZATION CA-30024

JAMES LEE KEMP, P.E. № 101278

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Figure 6D PM Peak Intersection Volumes 25

1.0 INTRODUCTION

This analysis was prepared in support of a development application for KHCP WF. The project is a commercial development that includes the land uses and quantities presented in **Table 1**. The project's anticipated buildout date is 2030.

Table 1
Development Plan

Land Use	Size
High-Cube Cold Storage Warehouse	1,600.31 KSF
Warehouse	182.95 KSF

The site is located East of Kings Highway and South of White Road, in St. Lucie County, Florida. **Figure 1** depicts the site location, the 2-mile influence area, and the surrounding transportation network. A conceptual site plan depicting the site layout, land uses, and access points is included in **Appendix A**. The remaining 12-acre parcel for Phase 3 does not have a planned end user currently. Therefore, additional Warehouse was assumed to be constructed on the remaining 12-acre parcel with 35% building coverage, consistent with the current planned use.

The analysis was conducted in accordance with the Standardized Transportation Impact Studies (TIS) Methodology and Procedures as adopted by St. Lucie County.

Information used in this analysis includes data collected by Traffic & Mobility Consultants, information provided by the project team, and/or other data and information obtained from St. Lucie County, the Institute of Transportation Engineers (ITE), and the Florida Department of Transportation (FDOT).

TMC Traffic & Mobility CONSULTANTS

25300.02.03 KHCP WF

Project Location **Figure 1**

2.0 PROJECT TRAFFIC

2.1 Trip Generation

The trips generated by the proposed development were projected using data published in the ITE *Trip Generation Manual, 12th Edition*. Trip generation rates and/or equations published for the land use were applied to the proposed development program to determine the total trips generated by the project.

The trip generation calculations are summarized in **Table 2.** A truck trip generation was also conducted to determine the heavy vehicle percentage of the project. **Table 3** summarizes the truck trip generation. Detailed information of the trip generations are included in **Appendix B.**

Table 2
Trip Generation Summary

ITE			Daily		AM Peak Hour				PM Peak Hour			
Code	Land Use	Size	Rate	Trips	Rate	Total	Enter	Exit	Rate	Total	Enter	Exit
157	High-Cube Cold Storage Warehouse	1,600.31 KSF	2.64 (E)	4,223	0.11 (R)	176	111	65	0.14 (E)	227	102	125
150	Warehouse	182.95 KSF	1.38 (R)	252	0.12 (R)	22	17	5	0.15 (R)	27	8	19
	Total Trip Generation			**4,475**		**198**	**128**	**70**		**254**	**110**	**144**

Trip generation analysis based on ITE Trip Generation Manual, 12th Edition
ITE equations used with r^2 > 0.75
(E) = Equation; (R) = Rate

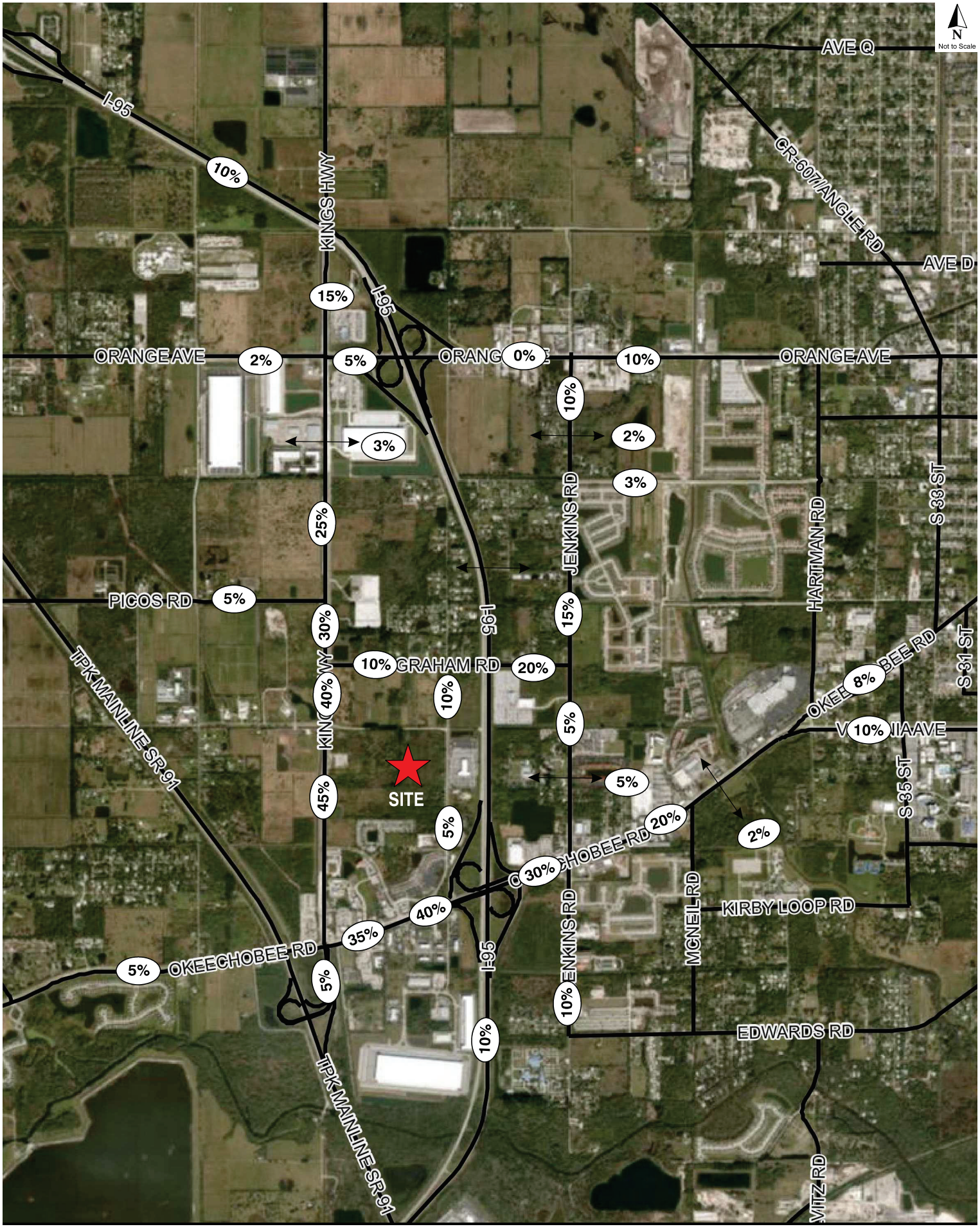
Table 3
Truck Trip Generation

ITE			Daily		AM Peak Hour				PM Peak Hour			
Code	Land Use	Size	Rate	Trips	Rate	Total	Enter	Exit	Rate	Total	Enter	Exit
157	High-Cube Cold Storage Warehouse	1,600.31 KSF	0.94 (E)	1,509	0.03 (R)	48	30	18	0.03 (E)	44	20	24
150	Warehouse	182.95 KSF	0.60 (R)	110	0.02 (R)	4	2	2	0.03 (R)	5	3	2
	Total Trip Generation (Trucks)			**1,619**		**52**	**32**	**20**		**49**	**23**	**26**

Trip generation analysis based on ITE Trip Generation Manual, 12th Edition
ITE equations used with r^2 > 0.75
(E) = Equation; (R) = Rate

2.2 Trip Distribution

A preliminary trip distribution pattern was developed using the Treasure Coast Regional Planning Model (TCRPM). The adopted model was modified to include a project specific Traffic Analysis Zone with the corresponding socio-economic data to reflect the proposed development. A Select Zone Analysis was executed to obtain a model-generated trip distribution pattern on the surrounding transportation network. Minor manual adjustments were applied to the model generated distribution pattern to better reflect the local transportation network and prevailing travel patterns. The final trip distribution pattern is illustrated in **Figure 2.** Individual driveway trip assignments are illustrated in **Figures 3A**, **3B**, and **3C** for passenger cars, heavy vehicles, and Phase 3 trips, respectively.



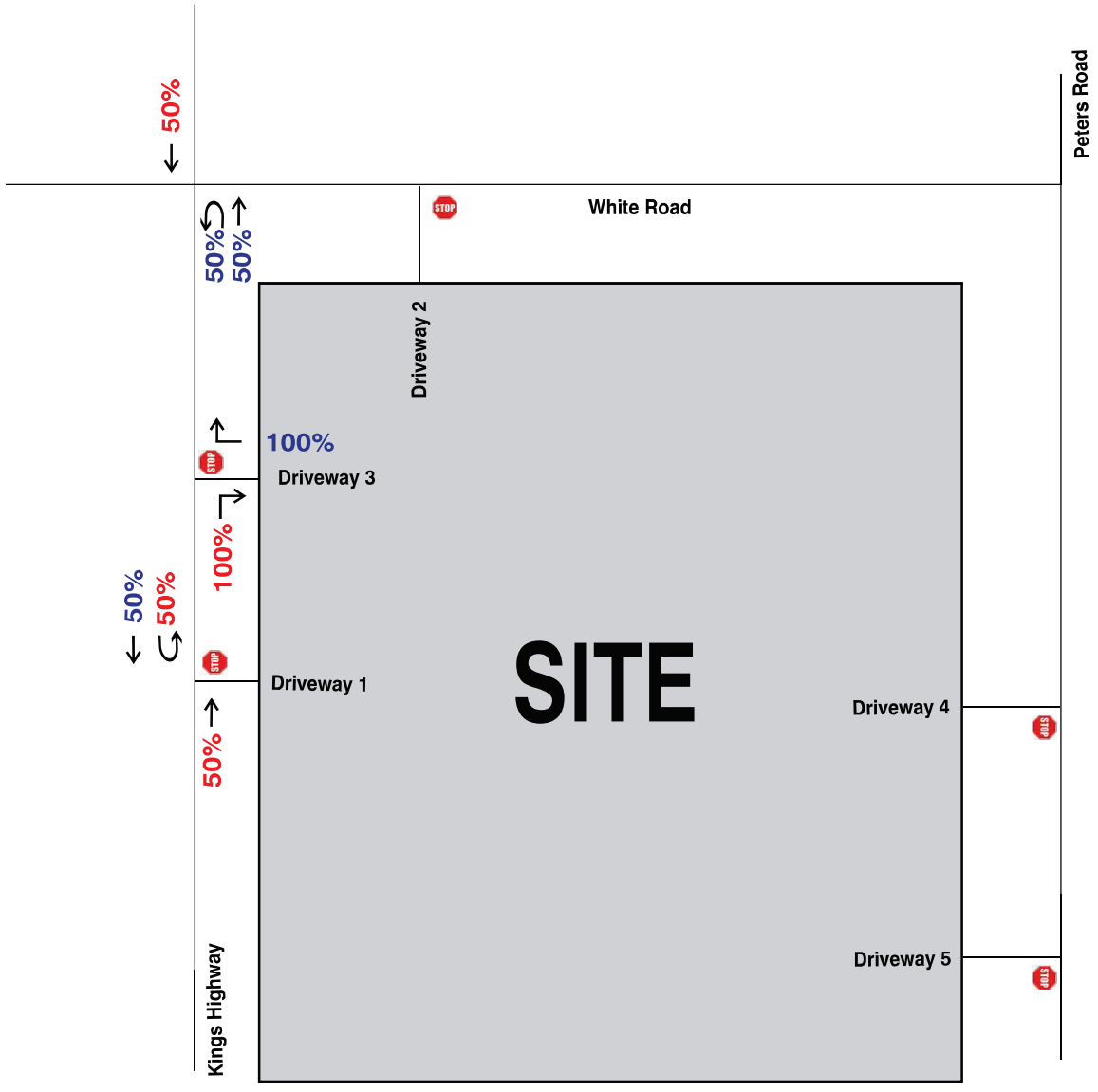
TMC Traffic & Mobility CONSULTANTS

25300.02.03 KHCP WF

Project Trip Distribution **Figure 2**

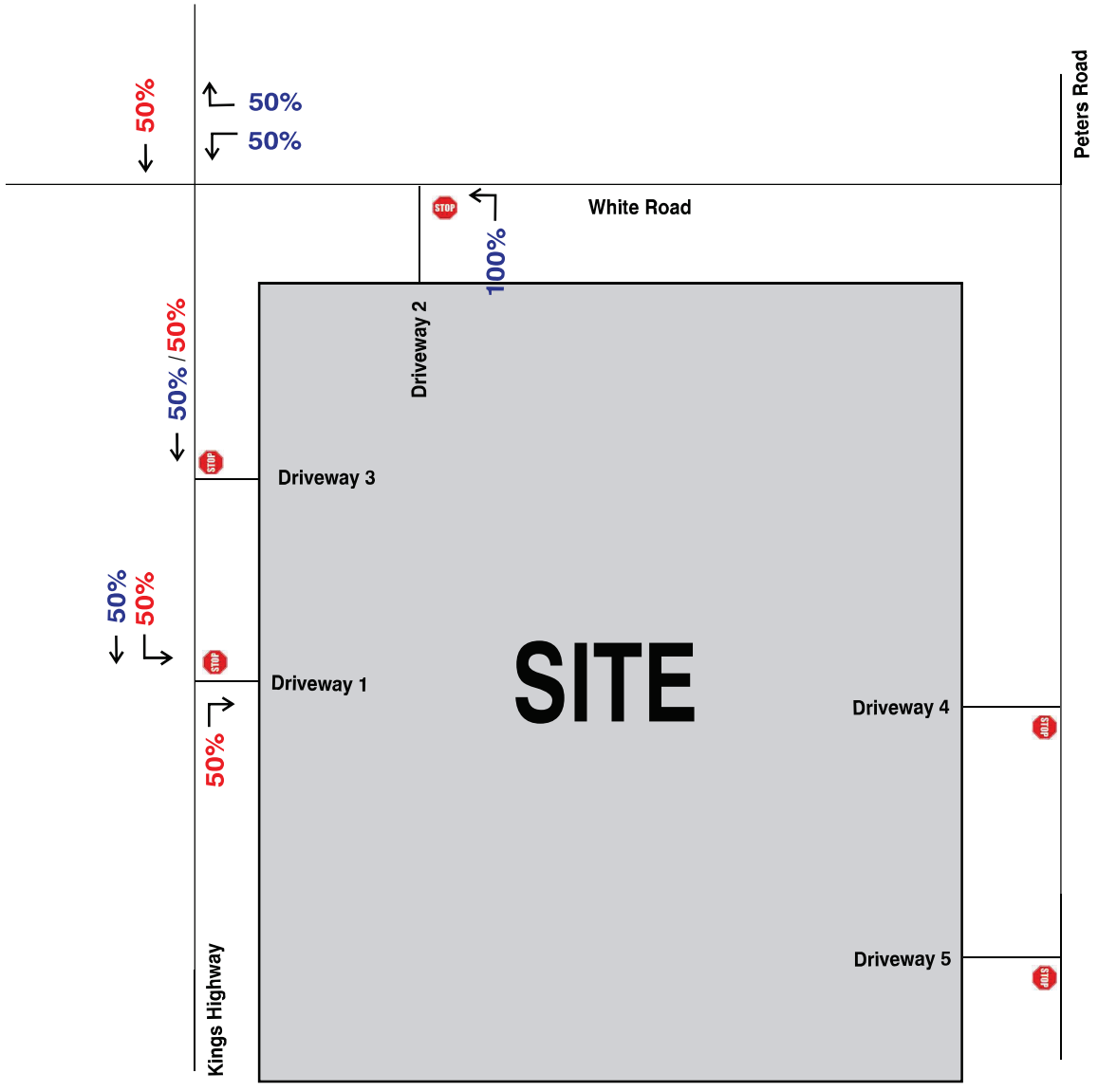
N

Not to Scale

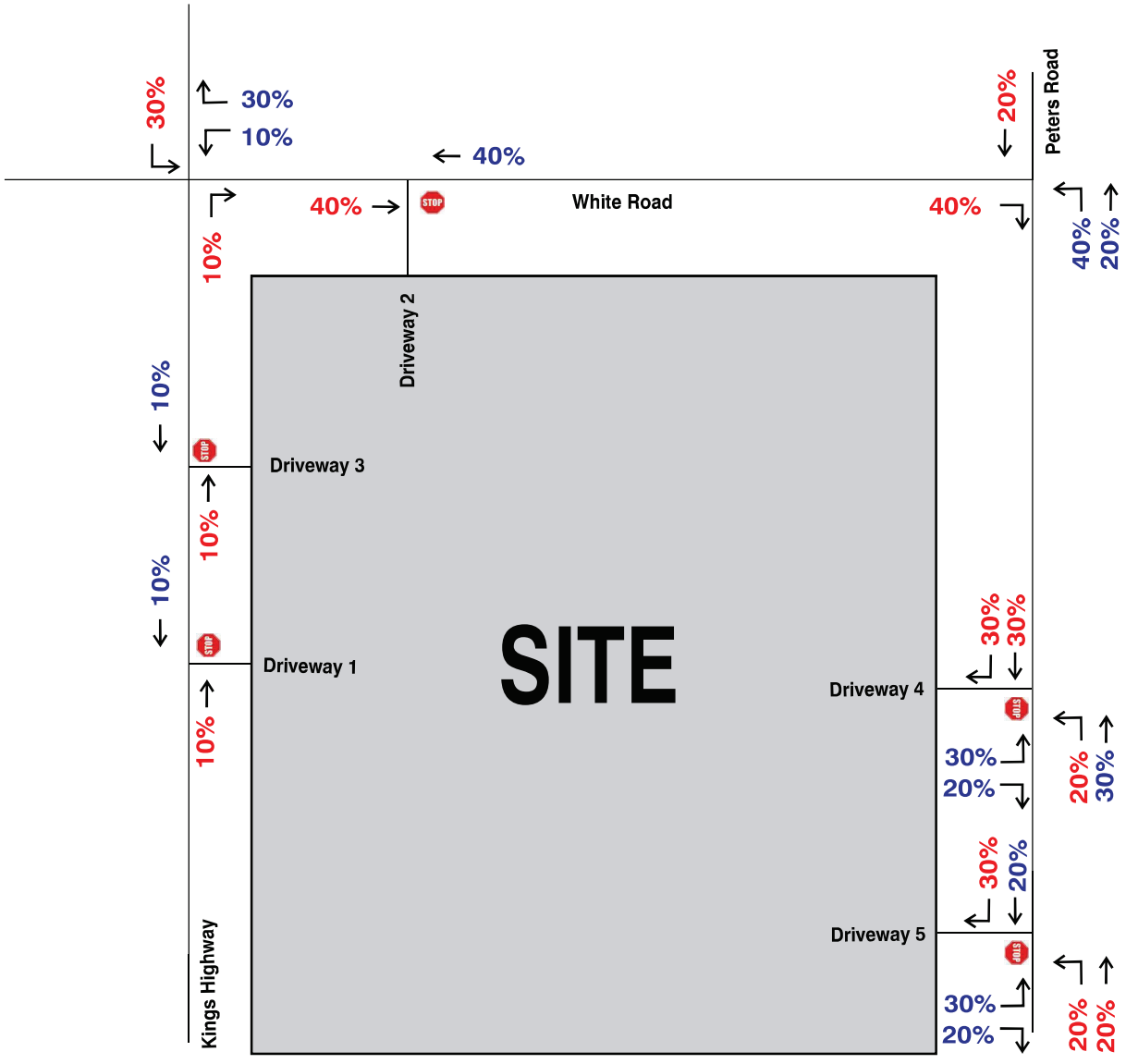


Legend:
xx% Net New Ingress Traffic Assignment
yy% Net New Egress Traffic Assignment

N
Not to Scale



Legend:
xx% Net New Ingress Traffic Assignment
yy% Net New Egress Traffic Assignment



Legend:
xx% Net New Ingress Traffic Assignment
yy% Net New Egress Traffic Assignment

3.0 STUDY AREA

3.1 Study Roadways

The study area was established in accordance with the requirements of St. Lucie County. The impact area includes roadway segments within the project's 2-mile influence area and where project trips are equivalent to 5% or more of the roadway segment's capacity. The project's study area determination is provided in **Table 4.** The roadway segment information and characteristics were obtained from St. Lucie County and the Florida Department of Transportation (FDOT) which are included in **Appendix C.**

Table 4
Study Segments

Segment Information			Exist	LOS	Exiting Peak	Proj	Peak Project Trips				
							Enter	PM Peak			In
Roadway	From	To	Lns	Std	Cap	Dist	Dir	NB/EB	SB/WB	Signif	Study?
Kings Highway	Okeechobee Road	Crossroads Parkway	4	D	2,910	45%	NB/EB	50	65	2%	Y
Kings Highway	Crossroads Parkway	White Road	4	D	2,910	45%	NB/EB	50	65	2%	Y
Kings Highway	White Road	Graham Road	4	D	2,910	40%	SB/WB	58	44	2%	Y
Kings Highway	Graham Road	Picos Road	4	D	2,910	30%	SB/WB	43	33	1%	Y
Kings Highway	Picos Road	Orange Avenue	4	D	2,910	25%	SB/WB	36	28	1%	Y
Kings Highway	Orange Avenue	Angle Rd	4	D	2,910	15%	SB/WB	22	17	1%	Y
Peters Road	Crossroads Parkway	Project Driveway	2	D	1,070	5%	NB/EB	6	7	1%	Y
Peters Road	Project Driveway	White Road	2	D	1,070	10%	SB/WB	14	11	1%	Y
Peters Road	White Road	Graham Road	2	D	1,070	10%	SB/WB	14	11	1%	Y
Okeechobee Road	McCarty Road	Florida's Turnpike	4	D	1,810	5%	NB/EB	6	7	0%	Y
Okeechobee Road	Florida's Turnpike	Kings Highway	4	D	1,810	5%	NB/EB	6	7	0%	Y
Okeechobee Road	Kings Highway	Crossroads Parkway	6	D	2,680	35%	SB/WB	50	39	2%	Y
Okeechobee Road	Crossroads Parkway	I-95	6	D	2,680	40%	SB/WB	58	44	2%	Y
Okeechobee Road	I-95	Jenkins Road	8	D	3,180	30%	SB/WB	43	33	1%	Y
Okeechobee Road	Jenkins Road	McNeil Road	6	D	2,680	20%	SB/WB	29	22	1%	Y
Okeechobee Road	McNeil Road	Virginia Avenue	6	D	2,680	20%	SB/WB	29	22	1%	Y
Okeechobee Road	Virginia Avenue	Hartman Road	4	D	2,100	8%	SB/WB	12	9	1%	Y
Okeechobee Road	Hartman Road	35th St	4	D	1,630	8%	SB/WB	12	9	1%	Y
Orange Avenue	Campbell Road	Kings Highway	2	D	1,070	2%	NB/EB	2	3	0%	Y
Orange Avenue	Kings Highway	I-95	6	D	2,680	5%	SB/WB	7	6	0%	Y
Orange Avenue	I-95	Jenkins Road	4	D	1,810	0%	SB/WB	0	0	0%	Y
Orange Avenue	Jenkins Road	Hartman Road	4	D	1,810	10%	SB/WB	14	11	1%	Y
Jenkins Road	Edwards Road	Okeechobee Road	2	D	880	10%	NB/EB	11	14	2%	Y
Jenkins Road	Okeechobee Road	Graham Road	2	D	920	5%	NB/EB	6	7	1%	Y
Jenkins Road	Graham Road	Peterson Road	2	D	630	15%	SB/WB	22	17	3%	Y
Jenkins Road	Peterson Road	Orange Avenue	2	D	920	10%	SB/WB	14	11	2%	Y
Crossroads Parkway	Okeechobee Road	Kings Highway	2	0	790	5%	NB/EB	6	7	1%	Y
Graham Road	Kings Highway	Jenkins Road	2	0	630	20%	SB/WB	29	22	5%	Y
Virginia Avenue	Okeechobee Road	Hartman Road	6	0	2,810	10%	SB/WB	14	11	0%	Y
Virginia Avenue	Hartman Road	35th St	6	0	2,810	10%	SB/WB	14	11	0%	Y
Edwards Road	Jenkins Road	McNeil Road	2	0	630	5%	SB/WB	7	6	1%	Y

3.2 Study Intersections

The study area encompasses major intersections that were identified in the radius of development influence. Additionally, the site is proposed to be served by 5 access points. Driveway 1 will be a directional access (left-in/right-in/right-out) driveway on Kings Highway that will primarily serve entering trips, Driveway 2 is a full access driveways located on White Road that will primarily serve exiting trips, Driveway 3 is a right-in/right-out driveway on Kings Highway, Driveway 4 and Driveway 5 are full access driveways located on Peters Road and will serve the future Phase 3 parcel. The study intersections and access points are presented in **Table 5.**

Table 5
Study Intersections

Int #	Intersection		Traffic Control
	Major Road	Minor Road	
1	Okeechobee Rd (SR-70)	Kings Highway	Signal
2	Kings Highway	White Road	Two-Way Stop
3	Orange Avenue	Kings Highway	Signal
4	Okeechobee Rd (SR-70)	Crossroads Parkway	Signal
5	Kings Highway	Driveway 1	Two-Way Stop
6	White Road	Driveway 2	Two-Way Stop
7	Kings Highway	Driveway 3	Two-Way Stop
8	Peters Road	Driveway 4	Two-Way Stop
9	Peters Road	Driveway 5	Two-Way Stop
10	SR-70	I-95 SB	Signal
11	SR-70	I-95 NB	Signal
12	Graham Road	Peters Road	Two-Way Stop
13	Jenkins Road	Graham Road	Two-Way Stop
14	Jenkins Road	Okeechobee Road	Signal
15	Jenkins Road	Edwards Road	Two-Way Stop
16	Orange Avenue	Jenkins Road	Signal

4.0 TRANSPORTATION IMPROVEMENTS

Transportation improvement programs published by St. Lucie County TPO and the FDOT work program were reviewed to determine if any transportation improvements that influence the project's study area are planned or programmed. Improvements that are funded for construction within four (4) years are considered programmed and will be incorporated in the analysis. The planned and programmed transportation improvements consist of widening Kings Highway from Orange Avenue to Angle Road from two-lanes to four-lanes and interchange improvements at Orange Avenue and the I-95 Ramps. Supporting information is included in **Appendix D.**

5.0 TRAFFIC PROJECTIONS

5.1 Projected Roadway Volumes

Existing roadway information was obtained from the St. Lucie TPO and FDOT. The information includes roadway segment data, existing traffic volumes, service volumes, adopted LOS standard, and capacity.

Projected background traffic in the buildout year 2030 was derived by comparing historical growth rate trends, vested trips, and a minimum annual growth rate of 2.5% and applying the highest resulting background volume. Historical traffic count data obtained from the *FDOT Traffic Online* and the Vested Trips data are included in **Appendix E.** The applicable growth rate calculations are summarized in **Table 6**.

The total projected volumes on the roadway segments include background traffic and project trips, which are calculated based on the project's trip generation and distribution pattern.

5.2 Projected Intersection Volumes

Existing AM and PM peak hour turning movement volumes were obtained at the study intersections on January 8, 2025. The counts were seasonally adjusted using the applicable seasonal factor (1.08) obtained from the *FDOT Traffic Online* data. The intersections of SR-70 and I-95 NB and SB ramps were counted on May 28, 2025. Seasonal factors of 1.09 and 1.13 were applied to the northbound ramp (east of I-95) and the southbound ramp (west of I-95) intersections, respectively. The raw turning movement volumes and supporting intersection information are provided in **Appendix F**.

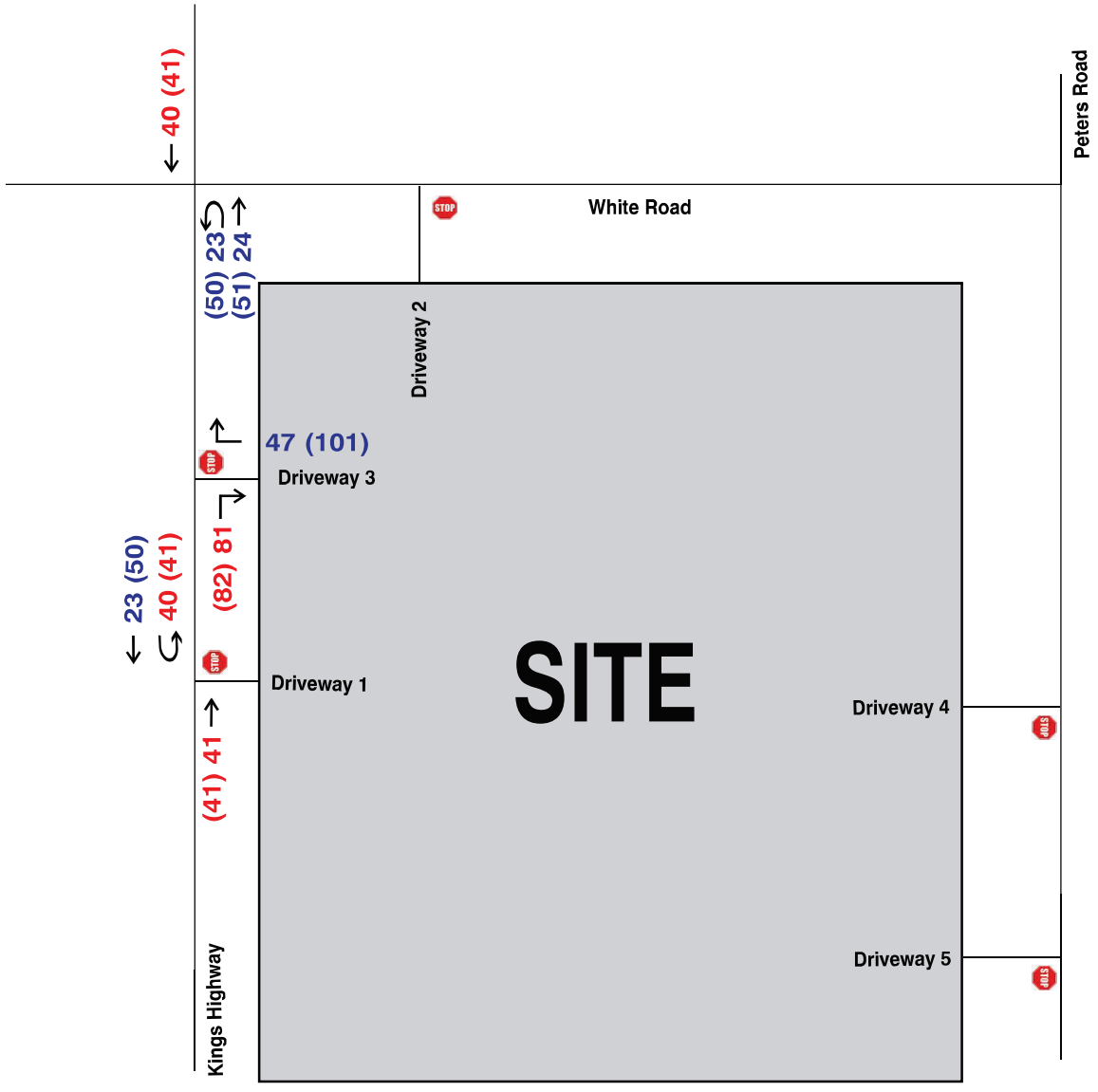
Table 6
Projected Background Volumes

Segment Information			2024 Existing Volumes PM Peak		Growth Calcs Historical Daily Vols						Committed Trips PM Peak		2030 Bkground Volume PM Peak		Effective Growth Rate PM Peak	
Roadway	From	To	NB/EB	SB/WB	2019	2020	2021	2022	2023	AGR	NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB
Kings Highway	Okeechobee Road	Crossroads Parkway	582	800	7600	7900	13100	7000	7400	-1.6%	533	496	1,115	1296	15.3%	10.3%
Kings Highway	Crossroads Parkway	White Road	582	800	7000	7000	7500	5400	5800	-7.5%	533	496	1115	1296	15.3%	10.3%
Kings Highway	White Road	Graham Road	582	800	7000	7000	7500	5400	5800	-7.5%	533	496	1115	1296	15.3%	10.3%
Kings Highway	Graham Road	Picos Road	582	800	7000	7000	7500	5400	5800	-7.5%	558	469	1140	1269	16.0%	9.8%
Kings Highway	Picos Road	Orange Avenue	461	509	7000	7000	7500	5400	5800	-7.5%	421	571	882	1080	15.2%	18.7%
Kings Highway	Orange Avenue	Angle Rd	686	712	0	0	0	0	0	0.0%	371	483	1057	1195	9.0%	11.3%
Peters Road	Crossroads Parkway	Project Driveway	41	47	0	0	0	0	0	0.0%	15	24	56	71	6.1%	8.5%
Peters Road	Project Driveway	White Road	41	47	0	0	0	0	0	0.0%	15	24	56	71	6.1%	8.5%
Peters Road	White Road	Graham Road	41	47	0	0	0	0	0	0.0%	13	8	54	55	5.3%	2.8%
Okeechobee Road	McCarty Road	Florida's Turnpike	489	965	8400	8600	13800	10200	10900	5.3%	313	463	802	1428	10.7%	8.0%
Okeechobee Road	Florida's Turnpike	Kings Highway	489	965	8400	8600	13800	10200	10900	5.3%	313	463	802	1428	10.7%	8.0%
Okeechobee Road	Kings Highway	Crossroads Parkway	1221	1007	26000	22500	28000	27500	28500	3.4%	369	507	1590	1514	5.0%	8.4%
Okeechobee Road	Crossroads Parkway	I-95	680	1721	32500	26500	31000	21700	27000	-6.9%	396	517	1076	2238	9.7%	5.0%
Okeechobee Road	I-95	Jenkins Road	1572	1680	33000	32000	25100	38000	40000	5.0%	322	342	2044	2184	5.0%	5.0%
Okeechobee Road	Jenkins Road	McNeil Road	1572	1680	33000	32000	25100	38000	40000	5.0%	191	278	2044	2184	5.0%	5.0%
Okeechobee Road	McNeil Road	Virginia Avenue	1734	1791	30500	29500	35500	33500	37000	4.4%	206	272	2192	2264	4.4%	4.4%
Okeechobee Road	Virginia Avenue	Hartman Road	676	676	17600	12900	15400	15300	15700	-0.9%	18	29	777	777	2.5%	2.5%
Okeechobee Road	Hartman Road	35th St	676	676	17600	12900	15400	15300	15700	-0.9%	18	29	777	777	2.5%	2.5%
Orange Avenue	Campbell Road	Kings Highway	500	500	2689	2700	2834	2948	3167	3.7%	234	368	734	868	7.8%	12.3%
Orange Avenue	Kings Highway	I-95	822	923	19800	19000	18700	14400	15400	-10.0%	615	565	1437	1488	12.5%	10.2%
Orange Avenue	I-95	Jenkins Road	769	981	15300	14700	13400	16200	17700	3.6%	412	381	1181	1362	8.9%	6.5%
Orange Avenue	Jenkins Road	Hartman Road	893	1034	15000	14400	18200	19100	18200	5.5%	264	250	1188	1375	5.5%	5.5%
Jenkins Road	Edwards Road	Okeechobee Road	678	678	9200	8800	8600	8600	8800	-1.2%	153	67	831	780	3.8%	2.5%
Jenkins Road	Okeechobee Road	Graham Road	595	595	9200	8800	8600	8600	8800	-1.2%	216	186	811	781	6.1%	5.2%
Jenkins Road	Graham Road	Peterson Road	352	352	9200	8800	8600	8600	8800	-1.2%	200	279	552	631	9.5%	13.2%
Jenkins Road	Peterson Road	Orange Avenue	352	352	9200	8800	8600	8600	8800	-1.2%	234	368	586	720	11.1%	17.4%
Crossroads Parkway	Okeechobee Road	Kings Highway	128	128	0	0	0	0	0	0.0%	0	0	147	147	2.5%	2.5%
Graham Road	Kings Highway	Jenkins Road	144	144	17600	12900	15400	15300	15700	-0.9%	0	0	166	166	2.5%	2.5%
Virginia Avenue	Okeechobee Road	Hartman Road	1514	1682	0	0	0	0	0	2.5%	0	0	1741	1934	2.5%	2.5%
Virginia Avenue	Hartman Road	35th St	1514	1682	0	0	0	0	0	2.5%	0	0	1741	1934	2.5%	2.5%
Edwards Road	Jenkins Road	McNeil Road	607	607	0	0	0	0	0	2.5%	0	0	698	698	2.5%	2.5%

Projected background intersection volumes in the buildout year 2030 were calculated using a 1% growth rate and distributing the vested trips at the intersection and adding them to the grown traffic volumes.

Project driveway volumes were calculated using the individual trip assignments for passenger cars, heavy vehicles, and RV trips. The project driveway volumes are illustrated in **Figures 4A**, **4B**, **4C**, and **4D** for passenger cars, heavy vehicles, Phase 3 trips, and total trips, respectively.

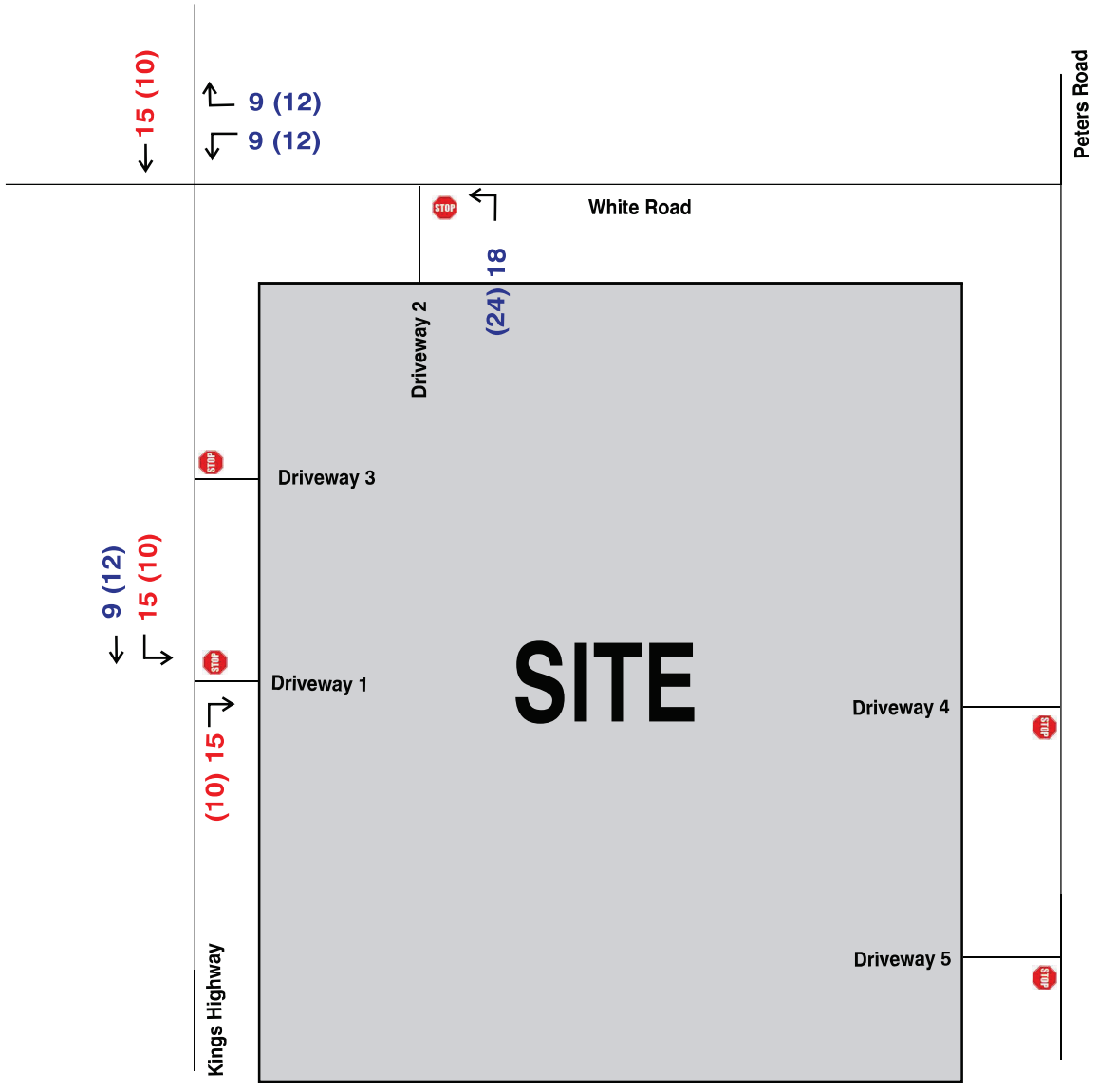
The total projected intersection volumes include background traffic and project trips, which are calculated based on the project's trip generation and assignment at each intersection. Detailed intersection volume calculations are provided in **Appendix G** and the resulting existing, background, and buildout volumes are illustrated in **Figures 5A, 5B, 5C, 5D** and **Figures 6A, 6B, 6C, 6D** for the AM and PM peak hour, respectively.



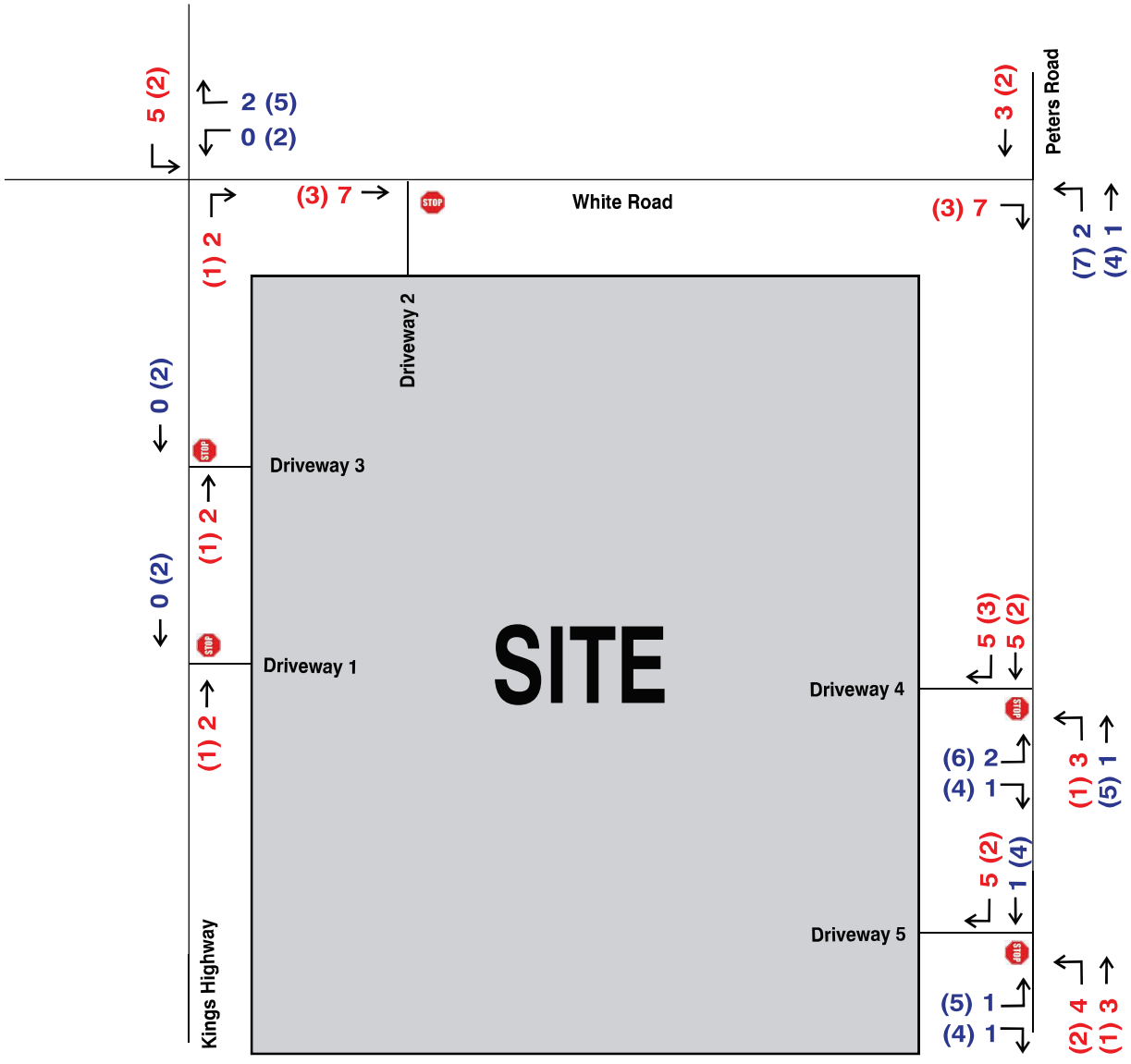
Legend:

xx (xx) = AM (PM) Net New Ingress Traffic Volumes

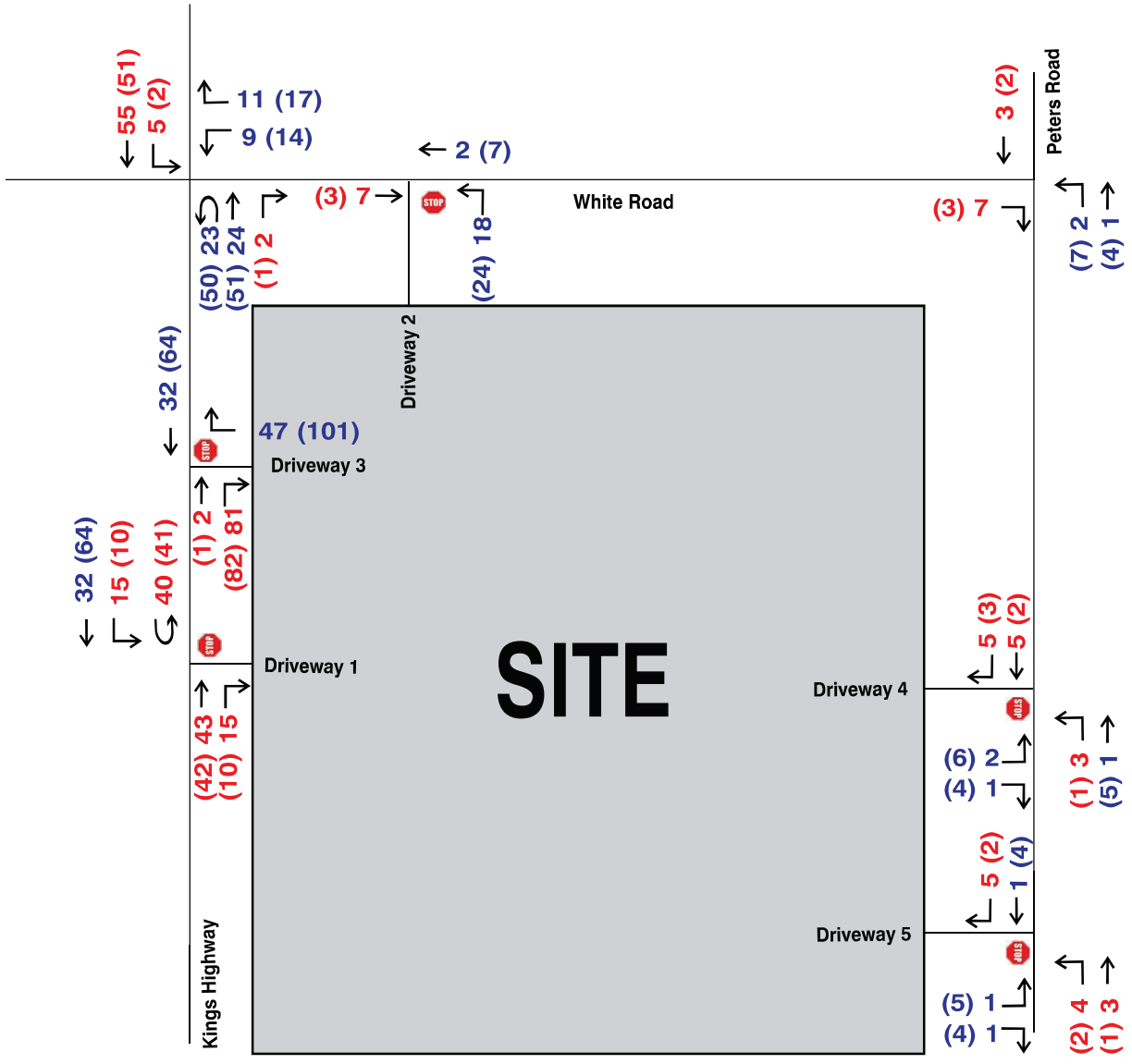
yy (xx) = AM (PM) Net New Egress Traffic Volumes



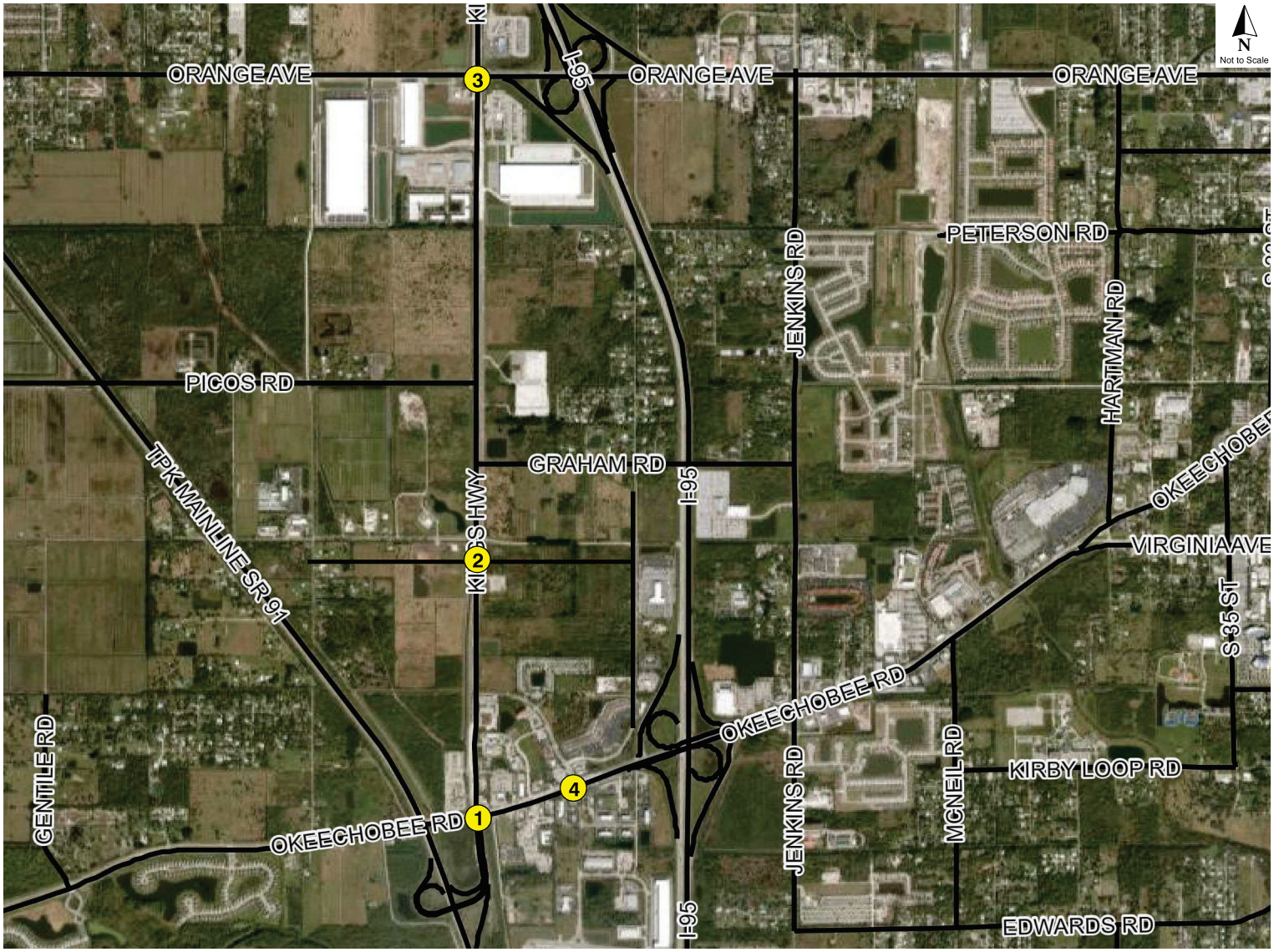
Legend:
xx (xx) = AM (PM) Net New Ingress Traffic Volumes
yy (xx) = AM (PM) Net New Egress Traffic Volumes



Legend:
xx (xx) = AM (PM) Net New Ingress Traffic Volumes
yy (xx) = AM (PM) Net New Egress Traffic Volumes



Legend:
xx (xx) = AM (PM) Net New Ingress Traffic Volumes
yy (xx) = AM (PM) Net New Egress Traffic Volumes



1. Okeechobee Rd (SR-70) & Kings Highway

	L	57
NB	T	281 + {185} + (6) = 472
	R	618 + {2} = 620
	L	143 + {85} + (25) = 253
SB	T	197 + {147} + (4) = 348
	R	104 + {30} + (4) = 138
	L	111 + {57} + (6) = 174
EB	T	436 + {9} = 445
	R	93
	L	480 + {1} = 481
WB	T	273 + {23} = 296
	R	153 + {130} + (45) = 328

				138	348	253	BO			
				134	344	228	BK			
				99	188	136	EX			
				0	2	2				
BO	BK	EX								
174	168	106	1					1	146	283	328
445	445	415	3					2	260	296	296
93	93	89	1					2	457	481	481
								EX	BK	BO	
				1	1	2				
			EX	54	268	589				
			BK	57	466	620				
			BO	57	472	620				

2. Kings Highway & White Road

	L	12 + (23) = 35
NB	T	765 + {272} + (24) = 1061
	R	2 + {29} + (2) = 33
	L	{9} + (5) = 14
SB	T	501 + {218} + (55) = 774
	R	24
	L	
EB	T	{2}
	R	18
	L	{7} + (9) = 16
WB	T	
	R	1 + {2} + (11) = 14

				24	774	14	BO			
				24	719	9	BK			
				23	477	0	EX			
				0	2	1	LN			
BO	BK	EX	LN							
0	0	0	0					1	1	3	14
2	2	0	0					0	0	0	0
18	18	17	1					0	0	7	16
								LN	EX	BK	BO
			LN	1	2	0				
			EX	11	729	2				
			BK	12	1,037	31				
			BO	35	1,061	33				

3. Orange Avenue & Kings Highway

	L	114 + {100} + (1) = 215
NB	T	432 + {169} + (11) = 612
	R	240 + {118} + (4) = 362
	L	243 + {59} = 302
SB	T	159 + {126} + (19) = 304
	R	87 + {33} = 120
	L	38 + {41} = 79
EB	T	150 + {150} = 300
	R	129 + {118} + (3) = 250
	L	198 + {208} + (6) = 412
WB	T	227 + {230} = 457
	R	392 + {178} = 570

				120	304	302	BO			
				120	285	302	BK			
				83	151	231	EX			
				1	2	1				
BO	BK	EX								
79	79	36	2					1	373	570	570
300	300	143	2					2	216	457	457
250	247	123	1					2	189	406	412
								EX	BK	BO	
				1	2	1				
			EX	109	411	229				
			BK	214	601	358				
			BO	215	612	362				

4. Okeechobee Rd (SR-70) & Crossroads Parkway

	L	18
NB	T	9
	R	67
	L	82 + {8} + (4) = 94
SB	T	12
	R	40 + {1} = 41
	L	40 + {4} = 44
EB	T	1181 + {106} + (25) = 1312
	R	29
	L	88
WB	T	898 + {153} + (45) = 1096
	R	131 + {24} + (6) = 161

				41	12	94	BO			
				41	12	90	BK			
				38	11	78	EX			
				1	1	1	LN			
BO	BK	EX	LN							
44	44	38	1					1	125	155	161
1,312	1,287	1,125	3					3	855	1,051	1,096
29	29	28	1					2	84	88	88
								LN	EX	BK	BO
			LN	1	1	1				
			EX	17	9	64				
			BK	18	9	67				
			BO	18	9	67				

Legend: Background + {Vested} + [Pass-by] + (Project) = Total

1 Lanes by movement

5. Kings Highway & Driveway 1

NB	L	
	T	779 + {302} + (43) = 1124
	R	(15)
SB	L	(55)
	T	520 + {224} + (32) = 776
	R	
EB	L	
	T	
	R	
WB	L	
	T	
	R	

BO	0	776	55	
BK	0	744	0	
EX	0	495	0	
LN	0	2	1	

BO	BK	EX	LN
0	0	0	0
0	0	0	0
0	0	0	0

1	0	0	0
0	0	0	0
0	0	0	0

LN EX BK BO

LN	1	2	1
EX	0	742	0
BK	0	1,081	0
BO	0	1,124	15

6. White Road & Driveway 2

NB	L	(18)
	T	
	R	
SB	L	
	T	
	R	
EB	L	
	T	{40} + (7) = 47
	R	
WB	L	
	T	3 + {9} + (2) = 14
	R	

BO	0	0	0	
BK	0	0	0	
EX	0	0	0	
LN	0	0	0	

BO	BK	EX	LN
0	0	0	0
47	40	0	1
0	0	0	0

0	0	0	0
1	3	12	14
0	0	0	0

LN EX BK BO

LN	0	1	0
EX	0	0	0
BK	0	0	0
BO	18	0	0

7. Kings Highway & Driveway 3

NB	L	
	T	779 + {302} + (2) = 1083
	R	(81)
SB	L	
	T	520 + {224} + (32) = 776
	R	
EB	L	
	T	
	R	
WB	L	
	T	
	R	(47)

BO	0	776	0	
BK	0	744	0	
EX	0	495	0	
LN	0	2	0	

BO	BK	EX
0	0	0
0	0	0
0	0	0

1	0	0	47
0	0	0	0
0	0	0	0

EX BK BO

	0	2	1
EX	0	742	0
BK	0	1,081	0
BO	0	1,083	81

8. Peters Road & Driveway 4

NB	L	(3)
	T	48 + {4} + (1) = 53
	R	
SB	L	
	T	30 + {1} + (5) = 36
	R	(5)
EB	L	(2)
	T	
	R	(1)
WB	L	
	T	
	R	

BO	5	36	0	
BK	0	31	0	
EX	0	29	0	
LN	0	1	0	

BO	BK	EX	LN
2	0	0	0
0	0	0	1
1	0	0	0

0	0	0	0
0	0	0	0
0	0	0	0

LN EX BK BO

LN	0	1	0
EX	0	46	0
BK	0	52	0
BO	3	53	0

9. Peters Road & Driveway 5

NB	L	(4)
	T	48 + {4} + (3) = 55
	R	
SB	L	
	T	30 + {1} + (1) = 32
	R	(5)
EB	L	(1)
	T	
	R	(1)
WB	L	
	T	
	R	

BO	5	32	0	
BK	0	31	0	
EX	0	29	0	
LN	0	1	0	

BO	BK	EX	LN
1	0	0	0
0	0	0	1
1	0	0	0

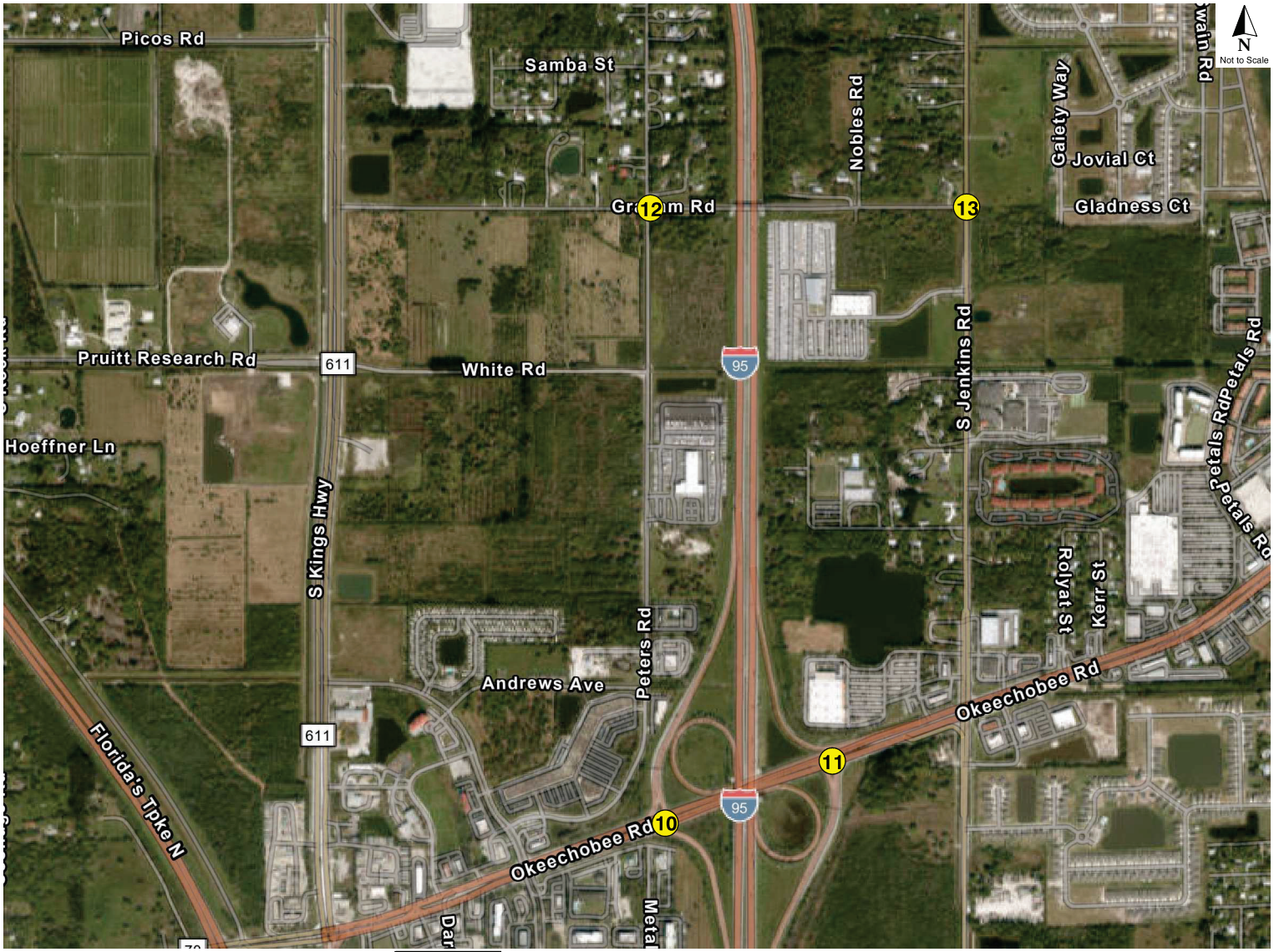
0	0	0	0
0	0	0	0
0	0	0	0

LN EX BK BO

LN	0	1	0
EX	0	46	0
BK	0	52	0
BO	4	55	0

Legend: Background + {Vested} + [Pass-by] + (Project) = Total

1 Lanes by movement



10. SR-70 & I-95 SB

NB	L	
	T	
	R	
SB	L	397
	T	
	R	472
EB	L	
	T	1226 + {106} + (21) = 1353
	R	200 + {10} + (7) = 217
WB	L	
	T	860 + {179} + (51) = 1090
	R	738

472	0	397	BO	
472	0	397	BK	
450	0	379	EX	
3	0	3	LN	

BO	BK	EX	LN					
0	0	0	0		1	703	738	738
1,353	1,332	1,168	3		3	819	1,039	1,090
217	210	191	2		0	0	0	0
					LN	EX	BK	BO

LN	0	0	0
EX	0	0	0
BK	0	0	0
BO	0	0	0

11. SR-70 & I-95 NB

NB	L	330 + {39} + (13) = 382
	T	
	R	908
SB	L	
	T	
	R	
EB	L	
	T	938 + {106} + (21) = 1065
	R	626
WB	L	
	T	1219 + {140} + (38) = 1397
	R	331

0	0	0	BO
0	0	0	BK
0	0	0	EX
0	0	0	LN

BO	BK	EX	LN					
0	0	0	0		1	315	331	331
1,065	1,044	894	3		3	1,161	1,359	1,397
626	626	596	1		0	0	0	0
					LN	EX	BK	BO

LN	3	0	3
EX	314	0	864
BK	369	0	908
BO	382	0	908

12. Graham Road & Peters Road

NB	L	6
	T	2
	R	5 + (7) = 12
SB	L	6
	T	1
	R	11
EB	L	3
	T	243 + {3} + (7) = 253
	R	8
WB	L	6 + (13) = 19
	T	247 + {10} + (13) = 270
	R	2

11	1	6	BO
11	1	6	BK
10	1	6	EX
0	1	0	LN

BO	BK	EX	LN					
3	3	3	0		0	2	2	2
253	247	232	1		1	235	257	270
8	8	8	0		0	6	6	19
					LN	EX	BK	BO

LN	0	1	0
EX	6	2	4
BK	6	2	4
BO	6	2	12

13. Jenkins Road & Graham Road

NB	L	88 + (6) = 94
	T	279 + {65} = 344
	R	
SB	L	
	T	337 + {120} = 457
	R	133 + {10} + (19) = 162
EB	L	104 + {3} + (11) = 118
	T	
	R	122 + (4) = 126
WB	L	
	T	
	R	

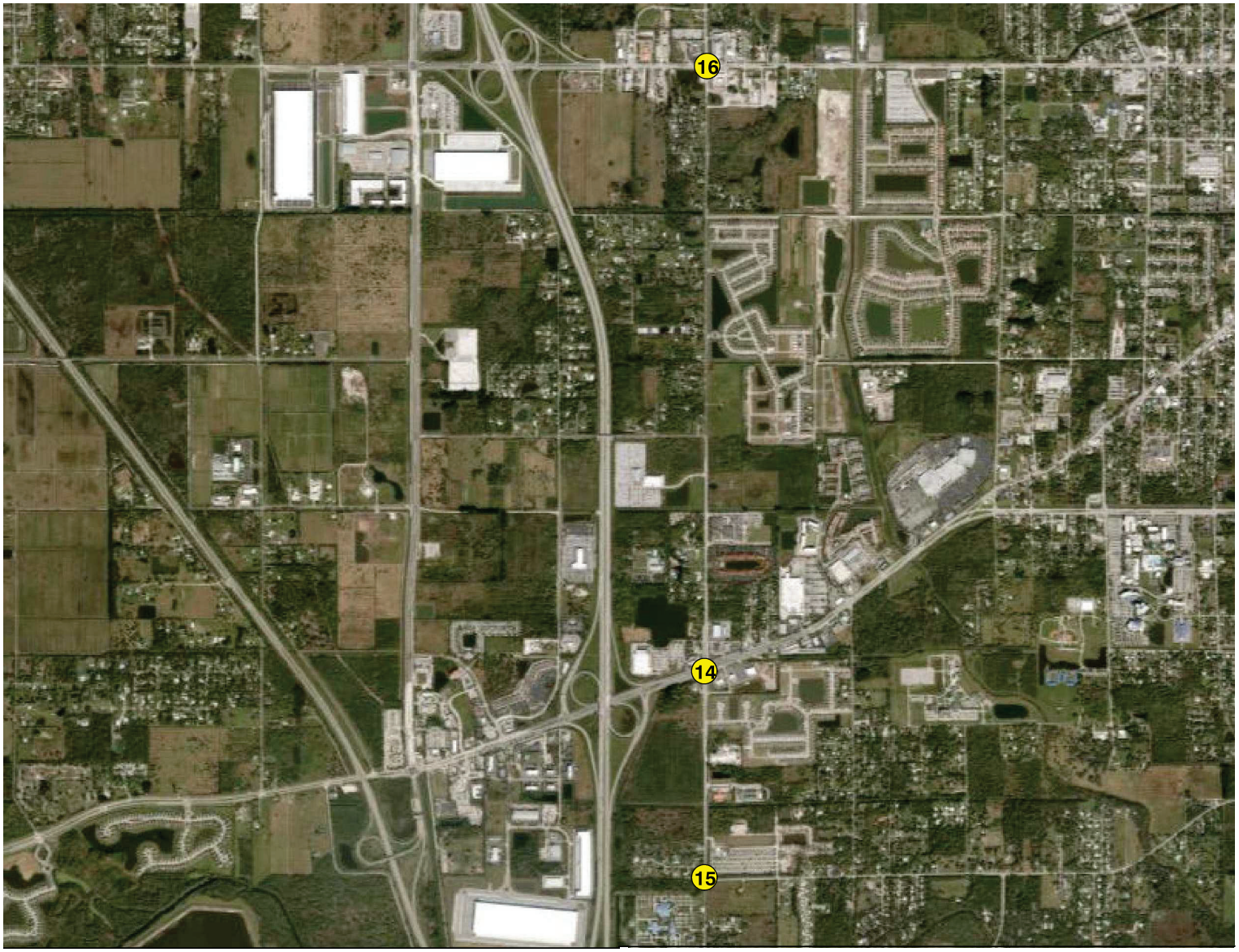
162	457	0	BO
143	457	0	BK
127	321	0	EX
0	1	0	LN

BO	BK	EX	LN					
118	107	99	0		0	0	0	0
0	0	0	1		0	0	0	0
126	122	116	0		0	0	0	0
					LN	EX	BK	BO

LN	0	1	0
EX	84	266	0
BK	88	344	0
BO	94	344	0

Legend: Background + {Vested} + [Pass-by] + (Project) = Total

1 Lanes by movement



14. Jenkins Road & Okeechobee Road

NB	L	350 + {78} + (13) = 441
	T	93 + {18} = 111
	R	89 + {31} = 120
SB	L	88 + {24} = 112
	T	148 + {6} = 154
	R	150 + {63} = 213
EB	L	86 + {40} = 126
	T	1380 + {160} + (14) = 1554
	R	247 + {43} + (7) = 297
WB	L	99 + {10} = 109
	T	870 + {119} + (26) = 1015
	R	97 + {8} = 105

213	154	112	BO	
213	154	112	BK	
143	141	84	EX	
1	2	2	LN	

BO	BK	EX	LN					
126	126	82	2		1	92	105	105
1,554	1,540	1,314	4		4	829	989	1,015
297	290	235	1		1	94	109	109
					LN	EX	BK	BO

2	2	0	
333	89	85	LN
428	111	120	EX
441	111	120	BK

15. Jenkins Road & Edwards Road

NB	L	
	T	20 + {4} = 24
	R	6
SB	L	421 + {73} + (7) = 501
	T	16 + {11} = 27
	R	
EB	L	
	T	
	R	
WB	L	7
	T	
	R	545 + {87} + (13) = 645

0	27	501	BO
0	27	494	BK
0	15	401	EX
0	1	0	LN

BO	BK	EX	LN					
0	0	0	0		0	519	632	645
0	0	0	0		1	0	0	0
0	0	0	0		0	7	7	7
					LN	EX	BK	BO

0	1	0	
0	19	6	LN
0	24	6	EX
0	24	6	BK

16. Orange Avenue & Jenkins Road

NB	L	104 + {156} = 260
	T	25 + {13} = 38
	R	100 + {25} + (7) = 132
SB	L	24 + {4} = 28
	T	11 + {3} = 14
	R	25
EB	L	19
	T	804 + {99} = 903
	R	97 + {61} = 158
WB	L	105 + {15} + (13) = 133
	T	773 + {214} = 987
	R	46 + {20} = 66

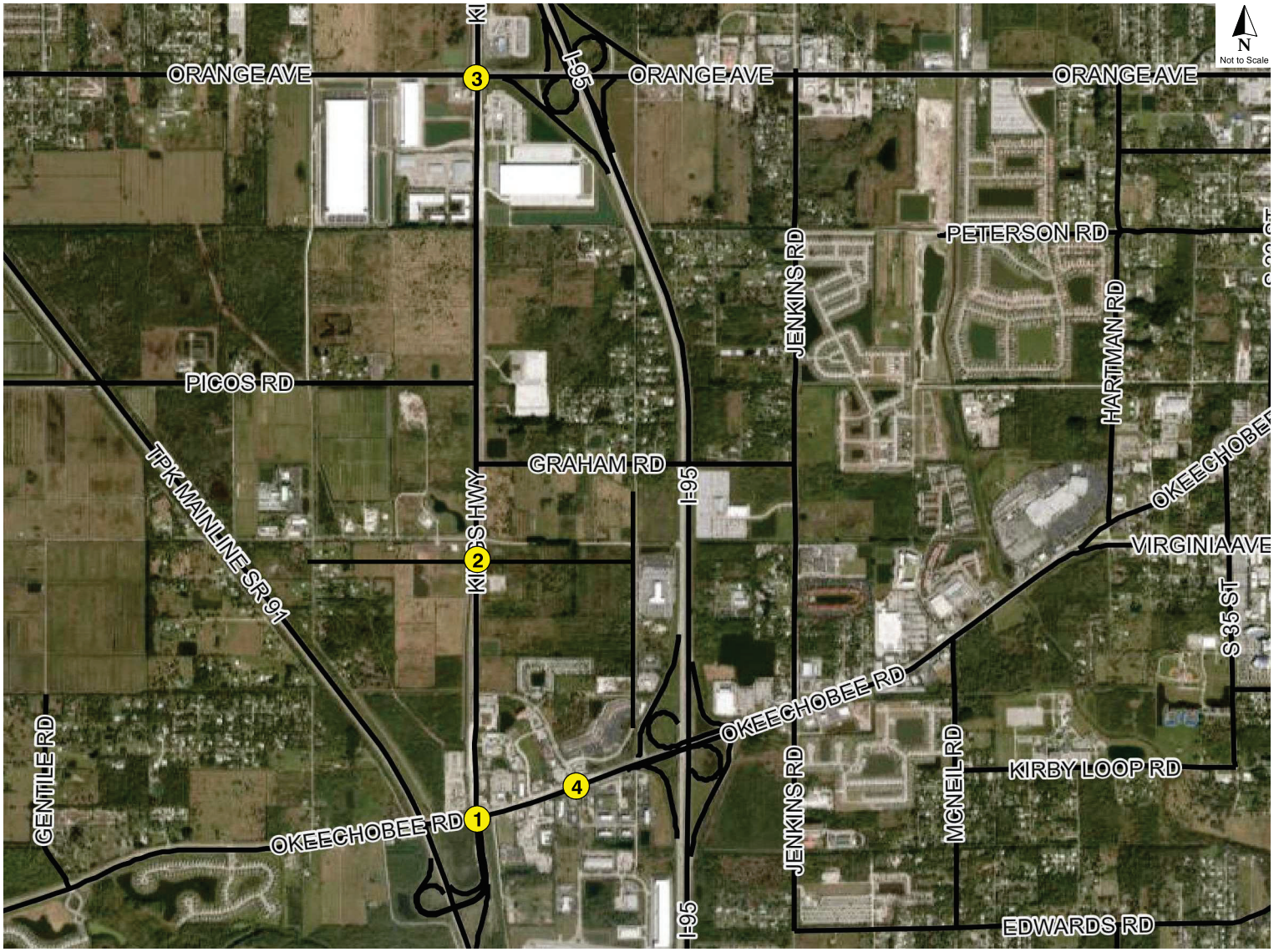
25	14	28	BO
25	14	28	BK
24	10	23	EX
1	1	1	LN

BO	BK	EX	LN					
19	19	18	1		1	44	66	66
903	903	766	2		2	736	987	987
158	158	92	1		1	100	120	133
					LN	EX	BK	BO

1	1	1	
99	24	95	LN
260	38	125	EX
260	38	132	BK

Legend: Background + {Vested} + [Pass-by] + (Project) = Total

1 Lanes by movement



1. Okeechobee Rd (SR-70) & Kings Highway

	L	84
NB	T	190 + {195} + (6) = 391
	R	601 + {1} = 602
	L	162 + {143} + (50) = 355
SB	T	204 + {227} + (7) = 438
	R	82 + {59} + (7) = 148
	L	83 + {36} + (6) = 125
EB	T	349 + {25} = 374
	R	37
	L	460 + {2} = 462
WB	T	462 + {16} = 478
	R	117 + {106} + (39) = 262

				148	438	355	BO
				141	431	305	BK
				78	194	154	EX
				0	2	2	

BO	BK	EX	
125	119	79	1
374	374	332	3
37	37	35	1

1	111	223	262
2	440	478	478
2	438	462	462
EX	BK	BO	

	1	1	2
EX	80	181	572
BK	84	385	602
BO	84	391	602

2. Kings Highway & White Road

	L	3 + (50) = 53
NB	T	538 + {288} + (51) = 877
	R	3 + {9} + (1) = 13
	L	8 + {3} + (2) = 13
SB	T	726 + {207} + (51) = 984
	R	9
	L	
EB	T	{1}
	R	14
	L	{29} + (14) = 43
WB	T	{2}
	R	3 + {9} + (17) = 29

				9	984	13	BO
				9	933	11	BK
				9	691	8	EX
				0	2	1	LN

BO	BK	EX	LN
0	0	0	0
1	1	0	0
14	14	13	1

1	3	12	29
0	0	2	2
0	0	29	43
LN	EX	BK	BO

LN	1	2	0
EX	3	512	3
BK	3	826	12
BO	53	877	13

3. Orange Avenue & Kings Highway

	L	117 + {103} + (3) = 223
NB	T	216 + {103} + (22) = 341
	R	249 + {158} + (7) = 414
	L	334 + {176} = 510
SB	T	419 + {195} + (17) = 631
	R	25 + {28} = 53
	L	93 + {66} = 159
EB	T	351 + {290} = 641
	R	123 + {184} + (2) = 309
	L	190 + {172} + (6) = 368
WB	T	293 + {132} = 425
	R	306 + {75} = 381

				53	631	510	BO
				53	614	510	BK
				24	399	318	EX
				1	2	1	

BO	BK	EX	
159	159	89	2
641	641	334	2
309	307	117	1

1	291	381	381
2	279	425	425
2	181	362	368
EX	BK	BO	

	1	2	1
EX	111	206	237
BK	220	319	407
BO	223	341	414

4. Okeechobee Rd (SR-70) & Crossroads Parkway

	L	17
NB	T	18
	R	90
	L	125 + {25} + (7) = 157
SB	T	11
	R	48 + {4} = 52
	L	38 + {2} = 40
EB	T	1152 + {155} + (50) = 1357
	R	30
	L	83
WB	T	1050 + {120} + (39) = 1209
	R	126 + {14} + (6) = 146

				52	11	157	BO
				52	11	150	BK
				46	10	119	EX
				1	1	1	LN

BO	BK	EX	LN
40	40	36	1
1,357	1,307	1,097	3
30	30	29	1

1	120	140	146
3	1,000	1,170	1,209
2	79	83	83
LN	EX	BK	BO

LN	1	1	1
EX	16	17	86
BK	17	18	90
BO	17	18	90

Legend: Background + {Vested} + [Pass-by] + (Project) = Total

[1] Lanes by movement

5. Kings Highway & Driveway 1

NB	L	
	T	544 + {296} + (42) = 882
	R	(10)
SB	L	(51)
	T	739 + {236} + (64) = 1039
	R	
EB	L	
	T	
	R	
WB	L	
	T	
	R	

	BO	BK	EX	LN
	0	1,039	51	BO
	0	975	0	BK
	0	704	0	EX
	0	2	1	LN
LN	0	0	0	
EX	0	0	0	
BK	0	0	0	
BO	1	0	0	0
			0	0
			0	0
	LN	EX	BK	BO

	LN	EX	BK	BO
	1	2	1	
EX	0	518	0	
BK	0	840	0	
BO	0	882	10	

6. White Road & Driveway 2

NB	L	(24)
	T	
	R	
SB	L	
	T	
	R	
EB	L	
	T	5 + {12} + (3) = 20
	R	
WB	L	
	T	3 + {39} + (7) = 49
	R	

	BO	BK	EX	LN
	0	0	0	BO
	0	0	0	BK
	0	0	0	EX
				LN
LN	0	0	0	
EX	20	17	5	1
BK	0	0	0	
BO	0			0
	1			3
	0			0
	LN			EX

	LN	EX	BK	BO
		1		
EX	0	0	0	
BK	0	0	0	
BO	24	0	0	

7. Kings Highway & Driveway 3

NB	L	
	T	544 + {296} + (1) = 841
	R	(82)
SB	L	
	T	739 + {236} + (64) = 1039
	R	
EB	L	
	T	
	R	
WB	L	
	T	
	R	(101)

	BO	BK	EX	LN
	0	1,039	0	BO
	0	975	0	BK
	0	704	0	EX
	0	2	0	
LN	0	0	0	
EX	0	0	0	
BK	0	0	0	
BO	1	0	0	101
			0	0
			0	0
	LN	EX	BK	BO

	LN	EX	BK	BO
	0	2	1	
EX	0	518	0	
BK	0	840	0	
BO	0	841	82	

8. Peters Road & Driveway 4

NB	L	(1)
	T	46 + {1} + (5) = 52
	R	
SB	L	
	T	54 + {4} + (2) = 60
	R	(3)
EB	L	(6)
	T	
	R	(4)
WB	L	
	T	
	R	

	BO	BK	EX	LN
	3	60	0	BO
	0	58	0	BK
	0	51	0	EX
		1		LN
LN	6	0	0	
EX	0	0	0	1
BK	4	0	0	
BO	0			0
	0			0
	0			0
	LN			EX

	LN	EX	BK	BO
		1		
EX	0	44	0	
BK	0	47	0	
BO	1	52	0	

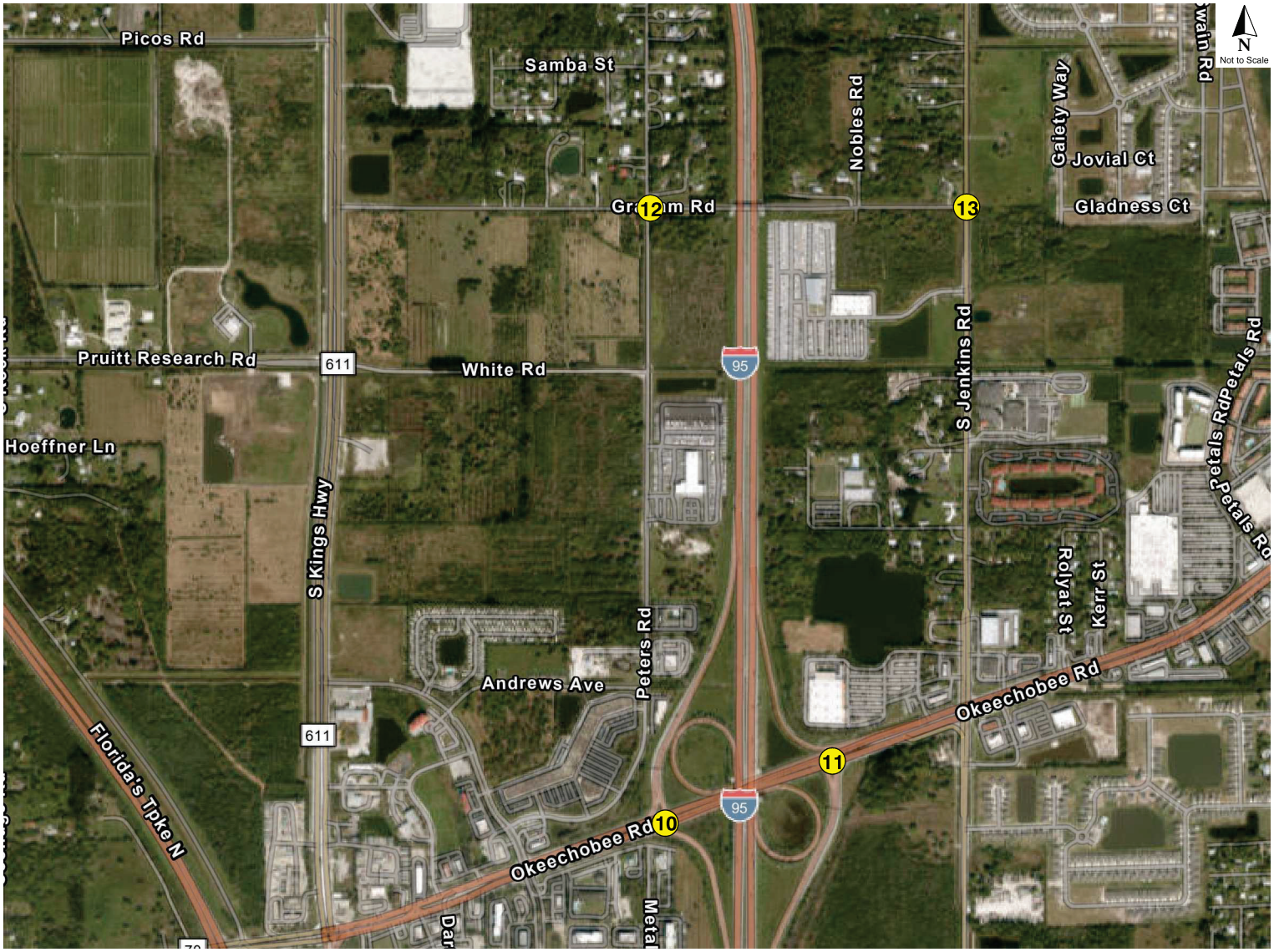
9. Peters Road & Driveway 5

NB	L	(2)
	T	46 + {1} + (1) = 48
	R	
SB	L	
	T	54 + {4} + (4) = 62
	R	(2)
EB	L	(5)
	T	
	R	(4)
WB	L	
	T	
	R	

	BO	BK	EX	LN
	2	62	0	BO
	0	58	0	BK
	0	51	0	EX
		1		LN
LN	5	0	0	
EX	0	0	0	1
BK	4	0	0	
BO	0			0
	0			0
	0			0
	LN			EX

	LN	EX	BK	BO
		1		
EX	0	44	0	
BK	0	47	0	
BO	2	48	0	

Legend: Background + {Vested} + [Pass-by] + (Project) = Total Lanes by movement



10. SR-70 & I-95 SB

NB	L	
	T	
	R	
SB	L	432
	T	
	R	485
EB	L	
	T	1319 + {148} + (43) = 1510
	R	215 + {34} + (14) = 263
WB	L	
	T	898 + {138} + (44) = 1080
	R	770

BO	485	0	432	BO
BK	485	0	432	BK
EX	462	0	411	EX
LN	3	0	3	LN

BO	BK	EX	LN					
0	0	0	0		1	733	770	770
1,510	1,467	1,257	3		3	855	1,036	1,080
263	249	205	2		0	0	0	0
					LN	EX	BK	BO

LN	0	0	0
EX	0	0	0
BK	0	0	0
BO	0	0	0

11. SR-70 & I-95 NB

NB	L	349 + {13} + (11) = 373
	T	
	R	731
SB	L	
	T	
	R	
EB	L	
	T	1011 + {147} + (43) = 1201
	R	758
WB	L	
	T	1236 + {125} + (33) = 1394
	R	372

BO	0	0	0	BO
BK	0	0	0	BK
EX	0	0	0	EX
LN	0	0	0	LN

BO	BK	EX	LN					
0	0	0	0		1	354	372	372
1,201	1,158	962	3		3	1,177	1,361	1,394
758	758	722	1		0	0	0	0
					LN	EX	BK	BO

LN	3	0	3
EX	332	0	697
BK	362	0	731
BO	373	0	731

12. Graham Road & Peters Road

NB	L	12
	T	1
	R	4 + (14) = 18
SB	L	1
	T	2
	R	11
EB	L	4
	T	258 + {10} + (14) = 282
	R	7
WB	L	7 + (11) = 18
	T	341 + {5} + (11) = 357
	R	4

BO	11	2	1	BO
BK	11	2	1	BK
EX	10	2	1	EX
LN	0	1	0	LN

BO	BK	EX	LN					
4	4	4	0		0	4	4	4
282	267	245	1		1	325	346	357
7	7	7	0		0	7	7	18
					LN	EX	BK	BO

LN	0	1	0
EX	11	1	4
BK	12	1	4
BO	12	1	18

13. Jenkins Road & Graham Road

NB	L	158 + (6) = 164
	T	342 + {128} = 470
	R	
SB	L	
	T	366 + {96} = 462
	R	148 + {5} + (17) = 170
EB	L	105 + {10} + (22) = 137
	T	
	R	141 + (7) = 148
WB	L	
	T	
	R	

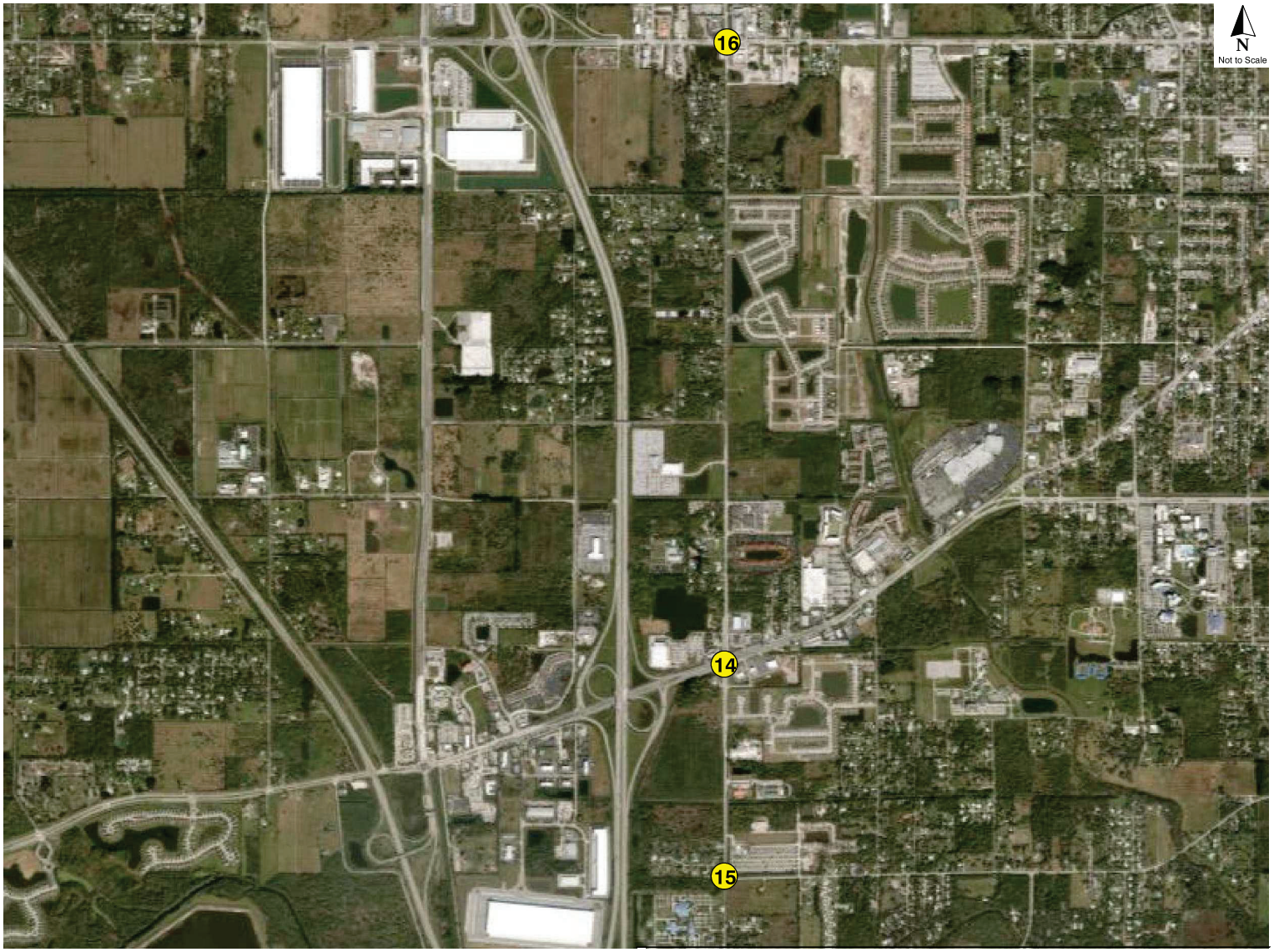
BO	170	462	0	BO
BK	153	462	0	BK
EX	141	349	0	EX
LN	0	1	0	LN

BO	BK	EX	LN					
137	115	100	0		0	0	0	0
0	0	0	1		0	0	0	0
148	141	134	0		0	0	0	0
					LN	EX	BK	BO

LN	0	1	0
EX	150	326	0
BK	158	470	0
BO	164	470	0

Legend: Background + {Vested} + [Pass-by] + (Project) = Total

1 Lanes by movement



14. Jenkins Road & Okeechobee Road

NB	L	337 + {65} + (11) = 413
	T	100 + {11} = 111
	R	83 + {19} = 102
SB	L	185 + {16} = 201
	T	155 + {18} = 173
	R	149 + {57} = 206
EB	L	132 + {74} = 206
	T	1212 + {138} + (29) = 1379
	R	299 + {84} + (14) = 397
WB	L	121 + {32} = 153
	T	1327 + {173} + (22) = 1522
	R	168 + {25} = 193

LN	BO	BK	EX
2	206	206	126
4	1,379	1,350	1,154
1	397	383	285

LN	EX	BK	BO
1	160	193	193
4	1,264	1,500	1,522
1	115	153	153

LN	EX	BK	BO
1	206	173	201
2	206	173	201
2	142	148	176
2	1	2	2

LN	EX	BK	BO
2	2	2	0
3	321	95	79
2	402	111	102
2	413	111	102

15. Jenkins Road & Edwards Road

NB	L	
	T	37 + {11} = 48
	R	9
SB	L	544 + {101} + (14) = 659
	T	24 + {6} = 30
	R	
EB	L	
	T	
	R	
WB	L	19
	T	
	R	462 + {96} + (11) = 569

LN	BO	BK	EX
0	0	0	0
0	0	0	0
0	0	0	0

LN	EX	BK	BO
0	440	558	569
1	0	0	0
0	18	19	19

LN	EX	BK	BO
0	30	659	0
0	30	645	0
0	23	518	0
0	1	0	0

LN	EX	BK	BO
0	1	0	0
0	35	9	0
0	48	9	0
0	48	9	0

16. Orange Avenue & Jenkins Road

NB	L	175 + {108} = 283
	T	24 + {4} = 28
	R	124 + {22} + (14) = 160
SB	L	20 + {19} = 39
	T	14 + {13} = 27
	R	23
EB	L	24
	T	746 + {228} = 974
	R	127 + {162} = 289
WB	L	151 + {28} + (11) = 190
	T	920 + {129} = 1049
	R	50 + {5} = 55

LN	BO	BK	EX
1	24	24	23
2	974	974	710
1	289	289	121

LN	EX	BK	BO
1	48	55	55
2	876	1,049	1,049
1	144	179	190

LN	EX	BK	BO
1	23	27	39
2	23	27	39
2	22	13	19
1	1	1	1

LN	EX	BK	BO
1	1	1	1
2	167	23	118
2	283	28	146
2	283	28	160

Legend: Background + {Vested} + [Pass-by] + (Project) = Total

[1] Lanes by movement

6.0 CAPACITY ANALYSIS

6.1 Roadway Segments

Roadway segment capacity was analyzed based on the adopted service volumes, capacity, and the corresponding traffic volumes to determine the resulting LOS, as summarized in **Table 7**.

The results of the capacity analysis reveal that the roadway segments of Jenkins Road from Graham Road to Peterson Road and Edwards Road from Jenkins Road to McNeil Road are projected to operate below the adopted LOS due to background traffic. Traffic from the proposed development does not significantly impact the adverse segment. All remaining segments are projected to operate at an acceptable level of service at project buildout.

Table 7
Segment Analysis

Segment Information			Exist	Imp	LOS	Peak	2024 Existing Conditions PM Peak				2030 Bkg'd Conditions PM Peak				Proj	Project Trips PM Peak		2030 Buildout Conditions PM Peak			
Roadway	From	To	Lns	Lns	Std	Cap	NB/EB	SB/WB	V/C	LOS	NB/EB	SB/WB	V/C	LOS	Dist	NB/EB	SB/WB	NB/EB	SB/WB	V/C	LOS
Kings Highway	Okeechobee Road	Crossroads Parkway	4	4	D	2,910	582	800	0.27	D	1115	1296	0.45	D	45%	50	65	1165	1361	0.47	D
Kings Highway	Crossroads Parkway	White Road	4	4	D	2,910	582	800	0.27	D	1115	1296	0.45	D	45%	50	65	1165	1361	0.47	D
Kings Highway	White Road	Graham Road	4	4	D	2,910	582	800	0.27	D	1115	1296	0.45	D	40%	58	44	1173	1340	0.46	D
Kings Highway	Graham Road	Picos Road	4	4	D	2,910	582	800	0.27	D	1140	1269	0.44	D	30%	43	33	1183	1302	0.45	D
Kings Highway	Picos Road	Orange Avenue	4	4	D	2,910	461	509	0.17	D	882	1080	0.37	D	25%	36	28	918	1108	0.38	D
Kings Highway	Orange Avenue	Angle Rd	4	4	D	2,910	686	712	0.24	D	1057	1195	0.41	D	15%	22	17	1079	1212	0.42	D
Peters Road	Crossroads Parkway	Project Driveway	2	2	D	1,070	41	47	0.04	D	56	71	0.07	D	5%	6	7	62	78	0.07	D
Peters Road	Project Driveway	White Road	2	2	D	1,070	41	47	0.04	D	56	71	0.07	D	10%	14	11	70	82	0.08	D
Peters Road	White Road	Graham Road	2	2	D	1,070	41	47	0.04	D	54	55	0.05	D	10%	14	11	68	66	0.06	D
Okeechobee Road	McCarty Road	Florida's Turnpike	4	4	D	1,810	489	965	0.53	D	802	1428	0.79	D	5%	6	7	808	1435	0.79	D
Okeechobee Road	Florida's Turnpike	Kings Highway	4	4	D	1,810	489	965	0.53	D	802	1428	0.79	D	5%	6	7	808	1435	0.79	D
Okeechobee Road	Kings Highway	Crossroads Parkway	6	6	D	2,680	1221	1007	0.46	D	1590	1514	0.59	D	35%	50	39	1640	1553	0.61	D
Okeechobee Road	Crossroads Parkway	I-95	6	6	D	2,680	680	1721	0.64	D	1076	2238	0.84	D	40%	58	44	1134	2282	0.85	D
Okeechobee Road	I-95	Jenkins Road	8	8	D	3,180	1572	1680	0.53	D	2044	2184	0.69	D	30%	43	33	2087	2217	0.70	D
Okeechobee Road	Jenkins Road	McNeil Road	6	6	D	2,680	1572	1680	0.63	D	2044	2184	0.81	D	20%	29	22	2073	2206	0.82	D
Okeechobee Road	McNeil Road	Virginia Avenue	6	6	D	2,680	1734	1791	0.67	D	2192	2264	0.84	D	20%	29	22	2221	2286	0.85	D
Okeechobee Road	Virginia Avenue	Hartman Road	4	4	D	2,100	676	676	0.32	D	777	777	0.37	D	8%	12	9	789	786	0.38	D
Okeechobee Road	Hartman Road	35th St	4	4	D	1,630	676	676	0.41	D	777	777	0.48	D	8%	12	9	789	786	0.48	D
Orange Avenue	Campbell Road	Kings Highway	2	2	D	1,070	500	500	0.47	D	734	868	0.81	D	2%	2	3	736	871	0.81	D
Orange Avenue	Kings Highway	I-95	6	6	D	2,680	822	923	0.34	D	1437	1488	0.56	D	5%	7	6	1444	1494	0.56	D
Orange Avenue	I-95	Jenkins Road	4	4	D	1,810	769	981	0.54	D	1181	1362	0.75	D	0%	0	0	1181	1362	0.75	D
Orange Avenue	Jenkins Road	Hartman Road	4	4	D	1,810	893	1034	0.57	D	1188	1375	0.76	D	10%	14	11	1202	1386	0.77	D
Jenkins Road	Edwards Road	Okeechobee Road	2	2	D	880	678	678	0.77	D	831	780	0.94	D	10%	11	14	842	794	0.96	D
Jenkins Road	Okeechobee Road	Graham Road	2	2	D	920	595	595	0.65	D	811	781	0.88	D	5%	6	7	817	788	0.89	D
Jenkins Road	Graham Road	Peterson Road	2	2	D	630	352	352	0.56	D	552	631	1.00	**F**	15%	22	17	574	648	1.03	**F**
Jenkins Road	Peterson Road	Orange Avenue	2	2	D	920	352	352	0.38	D	586	720	0.78	D	10%	14	11	600	731	0.79	D
Crossroads Parkway	Okeechobee Road	Kings Highway	2	2	D	790	128	128	0.16	D	147	147	0.19	D	5%	6	7	153	154	0.19	D
Graham Road	Kings Highway	Jenkins Road	2	2	D	630	144	144	0.23	D	166	166	0.26	D	20%	29	22	195	188	0.31	D
Virginia Avenue	Okeechobee Road	Hartman Road	6	6	D	2,810	1514	1682	0.60	D	1741	1934	0.69	D	10%	14	11	1755	1945	0.69	D
Virginia Avenue	Hartman Road	35th St	6	6	D	2,810	1514	1682	0.60	D	1741	1934	0.69	D	10%	14	11	1755	1945	0.69	D
Edwards Road	Jenkins Road	McNeil Road	2	2	D	630	607	607	0.96	D	698	698	1.11	**F**	5%	7	6	705	704	1.12	**F**

6.2 Intersections

The study intersections were analyzed in accordance with the methods of the *Highway Capacity Manual* (HCM) as applied in the *Synchro* analytical tool. The Synchro Analysis worksheets are provided in **Appendix H.** The analysis results for existing, background, and buildout conditions are summarized in **Table 8A** and **Table 8B**. The results of the analysis reveal that the intersections of Kings Highway & Orange Avenue and Jenkins Road & Graham Road will operate at an overall LOS F in the background conditions with no improvements. The intersection of Kings Highway & Okeechobee Road is projected to operate at a LOS E in the background conditions with no improvements.

A review of mitigating strategies was conducted to determine the necessary improvement for each analysis scenario. The mitigation strategies are summarized as follows:

Background Condition Proposed Improvements:

- Kings Highway & Orange Avenue: The construction of a second southbound left turn lane would mitigate the projected operations and restore the intersection to an LOS D operation.
- Jenkins Road & Graham Road: The addition of an eastbound right turn lane, northbound left turn lane, and southbound right turn lane would mitigate the projected operations and restore the intersection to an LOS D or better.
- Kings Highway & Okeechobee Road: Modifying the signal timing would mitigate the projected operations and restore the intersection to an LOS D or better.

Buildout Conditions: The improvements required to mitigate the background conditions adequately support the proposed development traffic and no additional improvements are necessary.

Additionally, the FDOT has approved the modification of the directional median at Kings Highway and White Road to be converted to a full access signalized intersection. The approved Signal Plan is also included in **Appendix H**.

With proposed background improvements identified above, all intersections analyzed within the study are projected to operate at adequate LOS at buildout of the development.

Table 8A
Intersection Analysis

Int	Intersection			Time		EB			WB			NB			SB			Overall	
#	Major Road	Minor Road	Control	Period	Scenario	Delay	LOS	v/c	Delay	LOS	v/c	Delay	LOS	v/c	Delay	LOS	v/c	Delay	LOS
1	Okeechobee Rd (SR-70)	Kings Highway	Signal	AM	Existing	32.0	C	0.81	32.1	C	0.85	32.6	C	0.85	40.7	D	0.72	33.5	C
					Backg'd	43.9	D	0.87	42.2	D	0.88	84.8	F	1.22	46.8	D	0.82	56.9	E
					Backg'd + Imp	43.6	D	0.86	52.9	D	0.98	37.9	D	0.97	36.0	D	0.83	43.0	D
					Buildout	44.9	D	0.88	43.1	D	0.89	91.5	F	1.26	47.2	D	0.83	59.3	E
					Buildout + Imp	53.0	D	0.88	52.1	D	0.92	37.2	D	0.94	41.8	D	0.87	45.5	D
				PM	Existing	31.4	C	0.80	29.8	C	0.84	30.5	C	0.81	40.5	D	0.71	31.9	C
					Backg'd	44.2	D	0.84	40.1	D	0.87	83.3	F	1.23	48.0	D	0.84	55.3	E
					Backg'd + Imp	54.4	D	0.85	47.9	D	0.88	32.9	C	0.90	37.7	D	0.84	42.0	D
					Buildout	46.1	D	0.85	41.4	D	0.88	93.1	F	1.29	48.4	D	0.85	58.6	E
					Buildout + Imp	57.3	E	0.86	50.8	D	0.89	38.1	D	0.93	38.7	D	0.85	45.1	D
2	Kings Highway	White Road	TWSC	AM	Existing	10.1	B	0.02	10.8	B	0.00	8.7	A	0.01	0.0	A	0.00	0.2	A
					Backg'd	11.1	B	0.04	13.6	B	0.03	9.6	A	0.02	12.0	B	0.02	0.3	A
					Backg'd + Imp	25.6	C	0.45	16.2	B	0.03	8.1	A	0.70	7.7	A	0.56	8.2	A
					Buildout	11.6	B	0.04	16.1	C	0.09	10.1	B	0.05	11.1	B	0.24	0.6	A
					Buildout + Imp	23.6	C	0.32	17.2	B	0.09	8.6	A	0.71	9.1	A	0.62	9.1	A
				PM	Existing	11.5	B	0.02	9.9	A	0.00	9.1	A	0.00	8.5	A	0.01	0.2	A
					Backg'd	13.1	B	0.03	13.9	B	0.10	10.2	B	0.01	9.8	A	0.02	0.5	A
					Backg'd + Imp	21.1	C	0.27	15.1	B	0.13	9.1	A	0.69	9.6	A	0.70	9.6	A
					Buildout	13.4	B	0.04	15.2	C	0.18	10.9	B	0.08	10.0	A	0.02	1.0	A
					Buildout + Imp	22.9	C	0.20	17.9	B	0.19	9.1	A	0.66	11.7	B	0.74	10.8	B
3	Orange Avenue	Kings Highway	Signal	AM	Existing	46.3	D	0.29	47.5	D	0.80	44.4	D	0.84	60.2	E	0.93	48.9	D
					Backg'd	56.2	E	0.62	66.8	E	0.95	84.9	F	1.36	111.5	F	1.28	78.5	E
					Backg'd + Imp	33.0	C	0.50	49.6	D	0.99	47.6	D	0.87	42.4	D	0.83	45.0	D
					Buildout	56.5	E	0.63	67.0	E	0.95	85.2	F	1.36	109.5	F	1.28	78.5	E
					Buildout + Imp	33.5	C	0.51	49.5	D	0.98	46.8	D	0.86	39.8	D	0.80	44.4	D
				PM	Existing	51.4	D	0.48	49.2	D	0.81	45.1	D	0.85	88.8	F	1.18	60.1	E
					Backg'd	65.2	E	0.84	59.6	E	0.93	122.7	F	1.57	298.3	F	2.22	138.4	F
					Backg'd + Imp	50.0	D	0.92	38.7	D	0.87	66.4	E	0.99	57.3	E	0.92	52.4	D
					Buildout	65.1	E	0.83	60.9	E	0.95	124.2	F	1.59	295.5	F	2.22	138.7	F
					Buildout + Imp	53.3	D	0.96	38.1	D	0.87	66.3	E	0.99	60.1	E	0.94	53.9	D
4	Okeechobee Rd (SR-70)	Crossroads Parkway	Signal	AM	Existing	20.2	C	0.80	19.3	B	0.62	30.7	C	0.15	28.2	C	0.17	20.6	C
					Backg'd	21.4	C	0.79	20.4	C	0.63	30.8	C	0.16	28.4	C	0.20	21.6	C
					Buildout	21.6	C	0.79	20.6	C	0.63	30.9	C	0.16	28.4	C	0.21	21.8	C
				PM	Existing	20.9	C	0.84	19.7	B	0.63	31.9	C	0.22	28.4	C	0.27	21.3	C
					Backg'd	23.5	C	0.83	21.7	C	0.64	32.9	C	0.23	28.5	C	0.33	23.4	C
					Buildout	24.2	C	0.83	22.1	C	0.64	33.1	C	0.23	28.5	C	0.34	23.9	C
5	Kings Highway	Driveway 1	TWSC	AM	Buildout	-	-	-	0.0	A	-	-	-	-	14.5	B	0.14	0.4	A
				PM	Buildout	-	-	-	0.0	A	-	-	-	-	11.5	B	0.09	0.3	A
6	White Road	Driveway 2	TWSC	AM	Buildout	-	-	-	0.0	A	-	10.0	A	0.03	-	-	-	2.3	A
				PM	Buildout	-	-	-	0.0	A	-	10.1	B	0.04	-	-	-	2.6	A
7	Kings Highway	Driveway 3	TWSC	AM	Buildout	-	-	-	14.0	B	0.11	-	-	-	-	-	-	0.3	A
				PM	Buildout	-	-	-	13.2	B	0.20	-	-	-	-	-	-	0.6	A
8	Peters Road	Driveway 4	TWSC	AM	Buildout	8.9	A	0.00	-	-	-	7.3	A	0.00	-	-	-	0.5	A
				PM	Buildout	9.0	A	0.01	-	-	-	7.4	A	0.00	-	-	-	0.8	A
9	Peters Road	Driveway 5	TWSC	AM	Buildout	8.8	A	0.00	-	-	-	7.3	A	0.00	-	-	-	0.5	A
				PM	Buildout	9.0	A	0.02	-	-	-	7.4	A	0.00	-	-	-	0.8	A
10	SR-70	I-95 SB	Signal	AM	Existing	8.9	A	0.39	3.2	A	0.80	-	-	-	48.0	D	0.74	15.7	B
					Backg'd	10.0	A	0.46	7.0	A	0.85	-	-	-	47.3	D	0.75	16.8	B
					Buildout	10.1	B	0.46	7.0	A	0.85	-	-	-	47.3	D	0.75	16.6	B
				PM	Existing	8.3	A	0.38	2.5	A	0.75	-	-	-	48.9	D	0.73	15.3	B
					Backg'd	9.4	A	0.45	5.3	A	0.80	-	-	-	48.1	D	0.74	16.1	B
					Buildout	9.5	A	0.47	5.3	A	0.80	-	-	-	48.1	D	0.74	16.0	B

Table 8B
Intersection Analysis

Int	Intersection			Time		EB			WB			NB			SB			Overall	
#	Major Road	Minor Road	Control	Period	Scenario	Delay	LOS	v/c	Delay	LOS	v/c	Delay	LOS	v/c	Delay	LOS	v/c	Delay	LOS
11	SR-70	I-95 NB	Signal	AM	Existing	14.2	B	0.66	12.1	B	0.40	44.1	D	0.86	-	-	-	22.8	C
					Backg'd	16.4	B	0.71	13.9	B	0.48	43.1	D	0.86	-	-	-	23.5	C
					Buildout	16.5	B	0.71	14.2	B	0.49	43.0	D	0.86	-	-	-	23.6	C
				PM	Existing	10.9	B	0.69	8.3	A	0.34	46.5	D	0.83	-	-	-	19.5	B
					Backg'd	14.0	B	0.78	10.1	B	0.42	45.3	D	0.83	-	-	-	20.6	C
					Buildout	14.2	B	0.78	10.3	B	0.44	45.2	D	0.83	-	-	-	20.6	C
12	Graham Road	Peters Road	TWSC	AM	Existing	7.7	A	0.00	7.7	A	0.01	11.7	B	0.02	11.0	B	0.03	0.8	A
					Backg'd	7.8	A	0.00	7.8	A	0.01	12.2	B	0.03	11.3	B	0.03	0.8	A
					Buildout	7.8	A	0.00	7.8	A	0.02	11.6	B	0.04	11.7	B	0.03	1.0	A
				PM	Existing	8.3	A	0.00	7.8	A	0.01	13.7	B	0.04	11.5	B	0.03	0.7	A
					Backg'd	8.4	A	0.00	7.8	A	0.01	14.5	B	0.05	11.7	B	0.03	0.7	A
					Buildout	8.4	A	0.00	7.9	A	0.02	13.2	B	0.07	12.0	B	0.03	1.1	A
13	Jenkins Road	Graham Road	TWSC	AM	Existing	25.2	D	0.57	-	-	-	8.7	A	0.09	-	-	-	6.1	A
					Backg'd	59.1	F	0.84	-	-	-	9.4	A	0.10	-	-	-	11.4	B
					Backg'd + Imp	16.3	C	0.32	-	-	-	9.4	A	0.10	-	-	-	3.6	A
					Buildout	81.3	F	0.95	-	-	-	9.5	A	0.11	-	-	-	15.9	C
					Buildout + Imp	17.0	C	0.36	-	-	-	9.5	A	0.11	-	-	-	3.9	A
				PM	Existing	44.6	E	0.76	-	-	-	9.1	A	0.15	-	-	-	9.8	A
					Backg'd	217.8	F	1.32	-	-	-	9.8	A	0.18	-	-	-	38.2	E
					Backg'd + Imp	19.8	C	0.44	-	-	-	9.8	A	0.18	-	-	-	4.4	A
					Buildout	334.3	F	1.59	-	-	-	9.9	A	0.19	-	-	-	62.5	F
					Buildout + Imp	22.4	C	0.53	-	-	-	9.9	A	0.19	-	-	-	5.2	A
14	Jenkins Road	Okeechobee Road	Signal	AM	Existing	28.1	C	0.53	25.9	C	0.80	50.0	D	0.83	53.9	D	0.81	33.7	C
					Backg'd	39.9	D	0.72	33.8	C	0.83	58.0	E	0.89	68.3	E	0.90	44.5	D
					Buildout	40.6	D	0.72	34.3	C	0.83	58.9	E	0.89	68.8	E	0.90	45.0	D
				PM	Existing	28.5	C	0.69	26.2	C	0.81	50.9	D	0.82	55.1	E	0.81	33.8	C
					Backg'd	39.9	D	0.79	37.1	D	0.86	59.4	E	0.87	67.6	E	0.90	44.8	D
					Buildout	40.5	D	0.79	37.6	D	0.86	60.1	E	0.88	68.0	E	0.90	45.4	D
15	Jenkins Road	Edwards Road	TWSC	AM	Existing	-	-	-	13.2	B	0.57	0.0	A	0.00	8.1	A	0.27	10.5	B
					Backg'd	-	-	-	32.9	C	0.92	17.5	B	0.06	13.6	B	0.66	24.1	C
					Buildout	-	-	-	36.2	D	0.94	17.5	B	0.06	13.9	B	0.67	26.0	C
				PM	Existing	-	-	-	14.8	B	0.56	0.0	A	0.00	8.5	A	0.34	10.7	B
					Backg'd	-	-	-	15.7	B	0.70	23.0	C	0.14	14.8	B	0.75	15.5	B
					Buildout	-	-	-	16.1	B	0.72	23.0	C	0.14	15.4	B	0.77	16.0	B
16	Orange Avenue	Jenkins Road	Signal	AM	Existing	15.6	B	0.47	12.8	B	0.42	33.0	C	0.39	34.0	C	0.16	16.8	B
					Backg'd	19.6	B	0.59	17.6	B	0.61	34.7	C	0.65	36.4	D	0.18	21.5	C
					Buildout	19.7	B	0.59	17.6	B	0.61	34.8	C	0.65	36.4	D	0.18	21.5	C
				PM	Existing	17.6	B	0.48	16.5	B	0.56	31.8	C	0.42	36.2	D	0.13	19.4	B
					Backg'd	22.0	C	0.67	19.6	B	0.67	38.7	D	0.73	36.4	D	0.15	23.9	C
					Buildout	22.2	C	0.68	19.8	B	0.69	39.5	D	0.73	36.6	D	0.15	24.2	C

A review of the existing turn lanes at the study intersections was conducted to determine if existing storage lengths can accommodate the buildout traffic conditions. The 95th percentile queue lengths were compared to existing storage lengths at the intersections. The background and buildout conditions include the committed and proposed mitigation improvements. The turn lane analysis results for existing, background, and buildout conditions are summarized in **Table 9**.

Table 9
Queue Analysis

Int #	Intersection		Control	App	Mvmt	Existing Conditions					Background Conditions					Buildout Conditions				
						Existing Length (ft)	Q (Veh)	Q (ft)	Decel Length	Total Length	Existing Length (ft)	Q (Veh)	Q (ft)	Decel Length	Total Length	Existing Length (ft)	Q (Veh)	Q (ft)	Decel Length	Total Length
1	Okeechobee Rd (SR-70)	Kings Highway	Signal	EB	Left	255	4.6	115	185	**300**	255	9.2	230	185	**415**	255	11.1	278	185	**463**
					Right	390	3.3	83	185	268	390	2.1	53	185	238	390	5	125	185	310
				WB	Left	420	10.5	263	185	**448**	420	13.5	338	185	**523**	420	13.8	345	185	**530**
					Right	800	3.8	95	185	280	800	9.8	245	185	430	800	13.4	335	185	520
				NB	Left	400	4.7	118	290	**408**	400	5.8	145	290	**435**	400	6.1	153	290	**443**
					Right	400	9.7	243	290	**533**	400	9.2	230	290	**520**	400	9.7	243	290	**533**
				SB	Left	445	4	100	290	390	445	9.1	228	290	**518**	445	10.5	263	290	**553**
2	Kings Highway	White Road	TWSC	EB	Left	280	0.1	3	120	123	280	0	0	120	120	280	0	0	120	120
				WB	Left	280	0	0	120	120	280	0.4	10	120	130	280	0.8	20	120	140
				NB	Left	500	0	0	290	290	500	0.1	3	290	293	500	0.4	10	290	300
					Right	315	0	0	290	290	315	0.2	5	290	295	315	0.2	5	290	295
				SB	Left	500	0	0	290	290	500	0.1	3	290	293	500	0.1	3	290	293
3	Orange Avenue	Kings Highway	Signal	EB	Left	330	3	75	185	260	330	4.2	105	185	290	330	3.9	98	185	283
					Right	230	6.6	165	185	**350**	230	11.6	290	185	**475**	230	11.4	285	185	**470**
				WB	Left	790	7	175	185	360	790	9.9	248	185	433	790	10	250	185	435
					Right	1000	17.3	433	185	618	1000	25.4	635	185	820	1000	25.3	633	185	818
				NB	Left	465	8.9	223	290	**513**	465	13.3	333	290	**623**	465	13.6	340	290	**630**
					Right	1000	11.1	278	290	568	1000	22	550	290	840	1000	21.4	535	290	825
				SB	Left	415	28.1	703	290	**993**	415	13.7	343	290	**633**	415	13.7	343	290	**633**
					Right	365	3.2	80	290	**370**	365	4.5	113	290	**403**	365	4.5	113	290	**403**
4	Okeechobee Rd (SR-70)	Crossroads Parkway	Signal	EB	Left	310	2.6	65	185	250	310	2.9	73	185	258	310	2.9	73	185	258
					Right	290	0.8	20	185	205	290	0.8	20	185	205	290	0.8	20	185	205
				WB	Left	525	2.3	58	185	243	525	2.4	60	185	245	525	2.4	60	185	245
					Right	270	3.2	80	185	265	270	4	100	185	**285**	270	4.4	110	185	**295**
				NB	Left	130	0.7	18	120	**138**	130	0.7	18	120	**138**	130	0.7	18	120	**138**
					Right	130	3.6	90	120	**210**	130	3.9	98	120	**218**	130	3.9	98	120	**218**
				SB	Left	230	4.5	113	120	**233**	230	5.8	145	120	**265**	230	6.1	153	120	**273**
					Right	230	1.9	48	120	168	230	2.1	53	120	173	230	2.1	53	120	173
10	SR-70	I-95 SB	Signal	SB	Left	950	7.5	188	525	713	950	7.8	195	525	720	950	7.8	195	525	720
					Right	950	9.1	228	525	753	950	9.4	235	525	760	950	9.4	235	525	760
11	SR-70	I-95 NB	Signal	NB	Left	950	5.4	135	525	660	950	6	150	525	675	950	6.2	155	525	680
					Right	950	14.8	370	525	895	950	15.4	385	525	910	950	15.4	385	525	910
14	Jenkins Road	Okeechobee Road	Signal	EB	Left	800	3.7	93	290	383	800	7	175	290	465	800	7	175	290	465
					Right	410	0	0	290	290	410	0	0	290	290	410	0	0	290	290
				WB	Left	500	7.1	178	290	468	500	10	250	290	**540**	500	10.1	253	290	**543**
					Right	570	5.5	138	290	428	570	8.6	215	290	505	570	8.6	215	290	505
				NB	Left	470	9.5	238	290	**528**	470	13.7	343	290	**633**	470	14.2	355	290	**645**
				SB	Left	570	5.1	128	290	418	570	6.8	170	290	460	570	6.8	170	290	460
					Right	620	8.7	218	290	508	620	15	375	290	**665**	620	15.1	378	290	**668**
16	Orange Avenue	Jenkins Road	Signal	EB	Left	325	0.4	10	290	300	325	0.5	13	290	303	325	0.5	13	290	303
					Right	370	3.1	78	290	368	370	8.9	223	290	**513**	370	9	225	290	**515**
				WB	Left	325	2.7	68	290	**358**	325	3.8	95	290	**385**	325	4.1	103	290	**393**
					Right	355	1	25	290	315	355	1.4	35	290	325	355	1.4	35	290	325
				NB	Left	310	6.3	158	290	**448**	310	10.2	255	290	**545**	310	10.2	255	290	**545**
					Right	250	4.7	118	290	**408**	250	6.4	160	290	**450**	250	7.2	180	290	**470**
				SB	Left	230	0.8	20	290	**310**	230	1.5	38	290	**328**	230	1.5	38	290	**328**
					Right	310	0.9	23	290	**313**	310	1	25	290	**315**	310	1	25	290	**315**

The analysis reveals that multiple turn lanes currently exceed the available capacity under existing conditions. The following turn lanes currently exceed the queue storage + deceleration length in the Existing conditions.

- Okeechobee Road & Kings Highway: Eastbound Left, westbound left, northbound left, and northbound right.
- Orange Avenue & Kings Highway: Eastbound right, northbound left, southbound left, and southbound right.
- Okeechobee Road & Crossroads Parkway: Northbound left, northbound right, and southbound left.
- Jenkins Road & Okeechobee Road: Northbound left.
- Orange Avenue & Jenkins Road: Westbound left, northbound left, northbound right, southbound left, and southbound right.

The following additional turn lanes are projected to exceed the available queue storage + deceleration length due to Background conditions.

- Okeechobee Road & Kings Highway: Southbound left.
- Okeechobee Road & Crossroads Parkway: Westbound right.
- Jenkins Road & Okeechobee Road: Westbound left and southbound right.
- Orange Avenue & Jenkins Road: Eastbound right.

There are no additional deficiencies due to project traffic. The addition of project traffic is not projected to significantly increase the queue lengths. All remaining turn lanes can adequately accommodate the buildout traffic conditions.

7.0 ACCESS REVIEW

The development's proposed access plan reflects one (1) directional access (left-in/right-in/right-out) driveway on Kings Highway (Driveway 1) which serves ingress truck trips for the Cold Storage Warehouse, one (1) full access driveway on White Road (Driveway 2) which serves egress truck trips for the Cold Storage Warehouse, one (1) right-in/right-out driveway on Kings Highway (Driveway 3) which serves ingress and egress employee trips for the Cold Storage Warehouse, and two (2) full access driveway connections on Peters Road (Driveways 4 and 5) which serves Phase 3 ingress and egress trips.

7.1 Access Treatment

Site access treatment was evaluated to determine the need for deceleration lanes and egress lanes at the project driveways. Turn lane warrants were evaluated based on the methods of the National Cooperative Highway Research Program (NCHRP) *Report 457 – Evaluating Intersection Improvements: An Engineering Study Guide.* The turn lane warrant evaluation results indicate that northbound right turn deceleration lanes are warranted on Kings Highway at Driveway 1 and Driveway 3. There is an existing southbound left turn lane at the proposed directional access driveway on Kings Highway. No other turn lanes are warranted at the remaining three driveways. The NCHRP Reports are provided in **Appendix I**.

- Northbound Right Turn Deceleration Lane
  Design Speed = 50 mph
  Deceleration = 290 ft (per FDM Table 212-1)

<u>Egress Lanes</u>

The driveways are projected to operate adequately with one egress lane at each driveway.

8.0 STUDY CONCLUSIONS

This traffic analysis was conducted to evaluate the impacts of KHCP WF. The site is located at East of Kings Highway and South of White Road, in St. Lucie County, Florida.

The analysis included a determination of trip generation, a review of transportation capacity and operations, and a review of the proposed site access plan. The results of the traffic analysis are summarized as follows:

Summary of Findings

- The proposed development is projected to generate 4,475 net new external daily trips, of which 198 trips occur during the AM peak hour, and 254 trips occur during the PM peak hour.

- The transportation network is not projected to become adversely impacted due to the proposed development.

  - Jenkins Road from Graham Road to Peterson Road and Edwards Road from Jenkins Road to McNeil Road are projected to operate below the adopted level of service due to background conditions. Traffic from the proposed development does not significantly impact the adverse segment.

- A review of intersection operations indicates that the study intersections are not projected to become adversely impacted due to the proposed development.

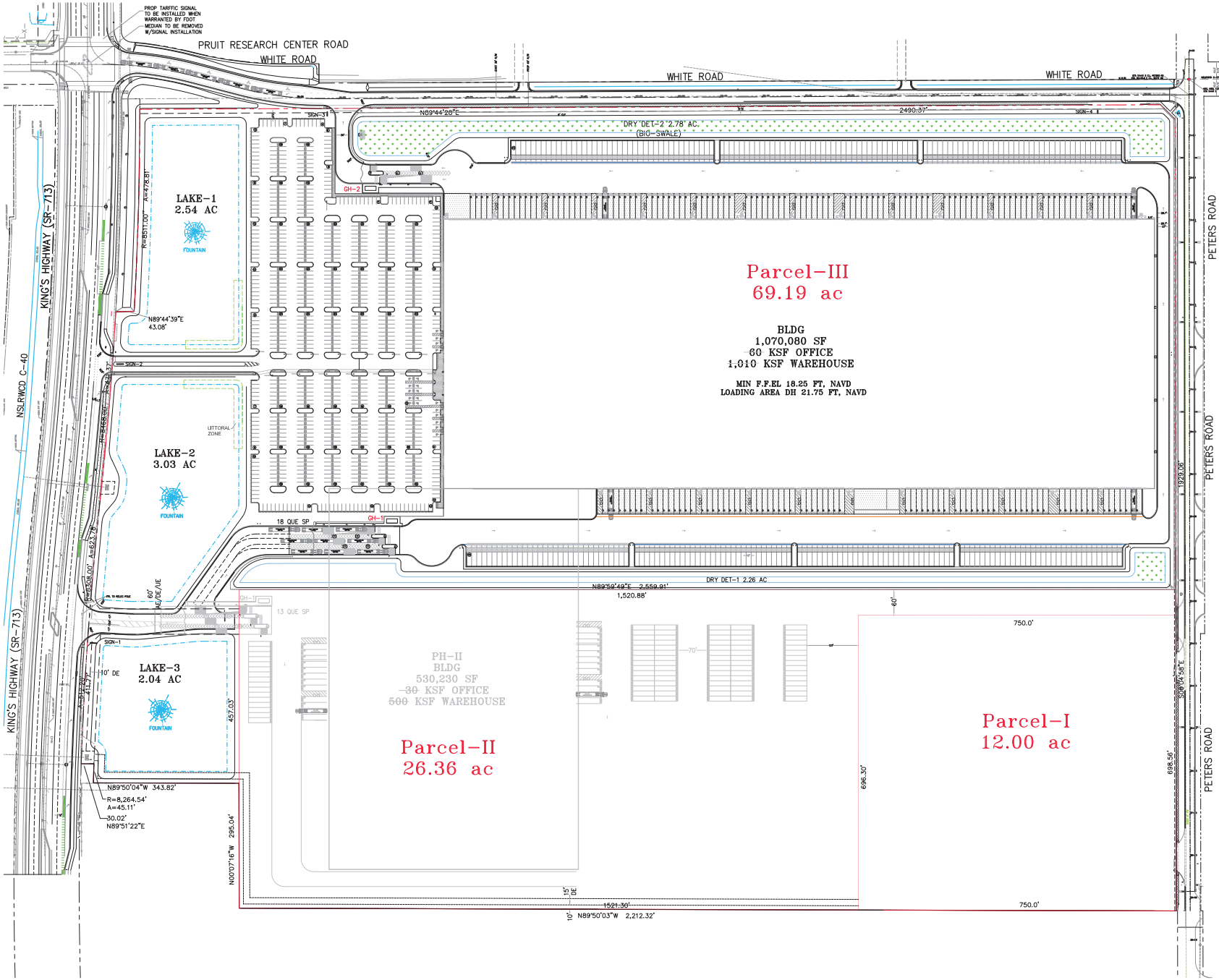
  - Orange Avenue & Kings Highway, Graham Road & Jenkins Road, and Kings Highway & Okeechobee Road are projected to operate at a level of service F due to background conditions. The improvements required to mitigate the background conditions adequately support the proposed development traffic and no additional improvements are necessary.

Summary of Recommendations

- The recommended access improvements are:
  - Driveway 1
    Construct a 290-foot-long northbound right-turn lane on Kings Highway at Driveway 1.
  - Driveway 3
    Construct a 290-foot-long northbound right-turn lane on Kings Highway at Driveway 3.

APPENDICES

Appendix A
Site Plan/Information



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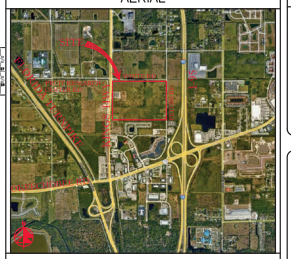

VICINITY MAP

SECTION 24, TWP 35S, RGE 39E

N

100' 0 100' 200'

SCALE: 1" = 100'

SITE DATA

PROPOSED USE	OFFICE/WAREHOUSE		
FUTURE LAND USE	CG/MXD		
EXISTING ZONING	CP-1		
PARCEL AREA	3,007,420 SF	69.04 AC	100%
BUILDING AREA	1,600,310 SF	24.56 AC	35.6%
OFFICE			
WAREHOUSE			
PARKING REQ			824 SP
OFFICE ITE RATE 100,000 SF @ 2.39/KSF			239 SP
WAREHOUSE ITE RATE 1,500,000 SF @ 0.39/KSF			585 SP
HANDICAP			11 SP
PARKING PROP			1,074 SP
HANDICAP			22 SP
BICYCLE PKG REQ 95 @ 1/10			10 SP
BICYCLE PKG PROP			10 SP
LOADING REQ 1,100 KSF @ 1/30 KSF			37 SP
LOADING PROP			158 SP
PAVT	775,212 SF	17.80 AC	
TOTAL IMPERVIOUS		42.36 AC	
LAKE		6.48 AC	
DRY DET/BIOSWALE		6.24 AC	
LANDSCAPE		13.96 AC	
PERVIOUS		20.20 AC	29.3%
OPEN SPACE		26.68 AC	38.6%
BLDG HEIGHT		65 FT MAX	
SETBACKS	REQ'D	PROP	
FRONT	25'		
REAR	20'		
SIDE STREET	20'		
SIDE	10'		
PCN 2324-210-0000-000-6			
2300 S KINGS HWY			

REVISIONS

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Amazon One Grocery
HFL1
Kings Highway Commerce Park
Parcel-I
Fort Pierce, Florida

CONCEPTUAL SITE PLAN

DATE	SCALE	DESIGNED BY	DRAWN BY	JOB NO.
01/09/2025	1"=100'	JHI	DDI	2409-1355

SEAL

COA 6986

SHEET NO.

CSP-1

MEMORANDUM

December 10, 2025

Re: **KHCP WF**
Traffic Impact Analysis Methodology
St. Lucie County, Florida
Project № 25300.02.03

The following methodology outlines the methods and assumptions for the Traffic Impact Analysis (TIA) for the proposed KHCP WF, a mixed land use development that consists of a 530.23 KSF High-Cube Cold Storage Warehouse building, a 1,070.08 KSF High-Cube Cold Storage Warehouse building, and 78.10 KSF of Recreational Vehicle Sales space. The methodology is consistent with the requirements of the Standardized Transportation Impact Studies (TIS) Methodology and Procedures adopted by the County.

Project Description

The proposed project consists of a total of 1,600.31 KSF of High-Cube Cold Storage Warehouse and 78.10 KSF Recreational Vehicle Sales space and is projected to be completed by 2030. The conceptual master plan is provided in **Attachment 1**. The site is located East of Kings Highway and South of White Road, in St. Lucie County, Florida, as shown in **Figure 1**.

Project Access

The development's proposed access plan reflects one (1) directional access (left-in/right-in/right-out) driveway on Kings Highway, one (1) right-in/right-out driveway on Kings Highway, one (1) full access driveway connection on White Road, and two (2) full access driveway connections on Peters Road.

TMC Traffic & Mobility CONSULTANTS

25300.02.03 KHCP WF

Project Location **Figure 1**

Trip Generation

A trip generation analysis was conducted for the proposed development using the Institute of Transportation Engineers (ITE) Trip Generation Manual, 12th Edition. **Table 1** summarizes the resulting trip generation analysis for the proposed development. Trip generation rates published for the land use were applied to the proposed development program to determine the total trips generated by the project. The detailed ITE trip generation information sheets are included in **Attachment 2**.

The proposed development is projected to generate 4,614 new external daily trips, of which 212 trips occur during the AM peak hour, and 287 trips occur during the PM peak hour at project buildout.

Table 1

Trip Generation Summary

ITE Code	Land Use	Size	Daily		AM Peak Hour				PM Peak Hour			
			Rate	Trips	Rate	Total	Enter	Exit	Rate	Total	Enter	Exit
157	High-Cube Cold Storage Warehouse	1,600.31 KSF	2.64 (E)	4,223	0.11 (R)	176	111	65	0.14 (E)	227	102	125
842	Recreational Vehicle Sales	78.10 KSF	5.00 (R)	391	0.46 (R)	36	31	5	0.77 (R)	60	19	41
Total Trip Generation				**4,614**		**212**	**142**	**70**		**287**	**121**	**166**

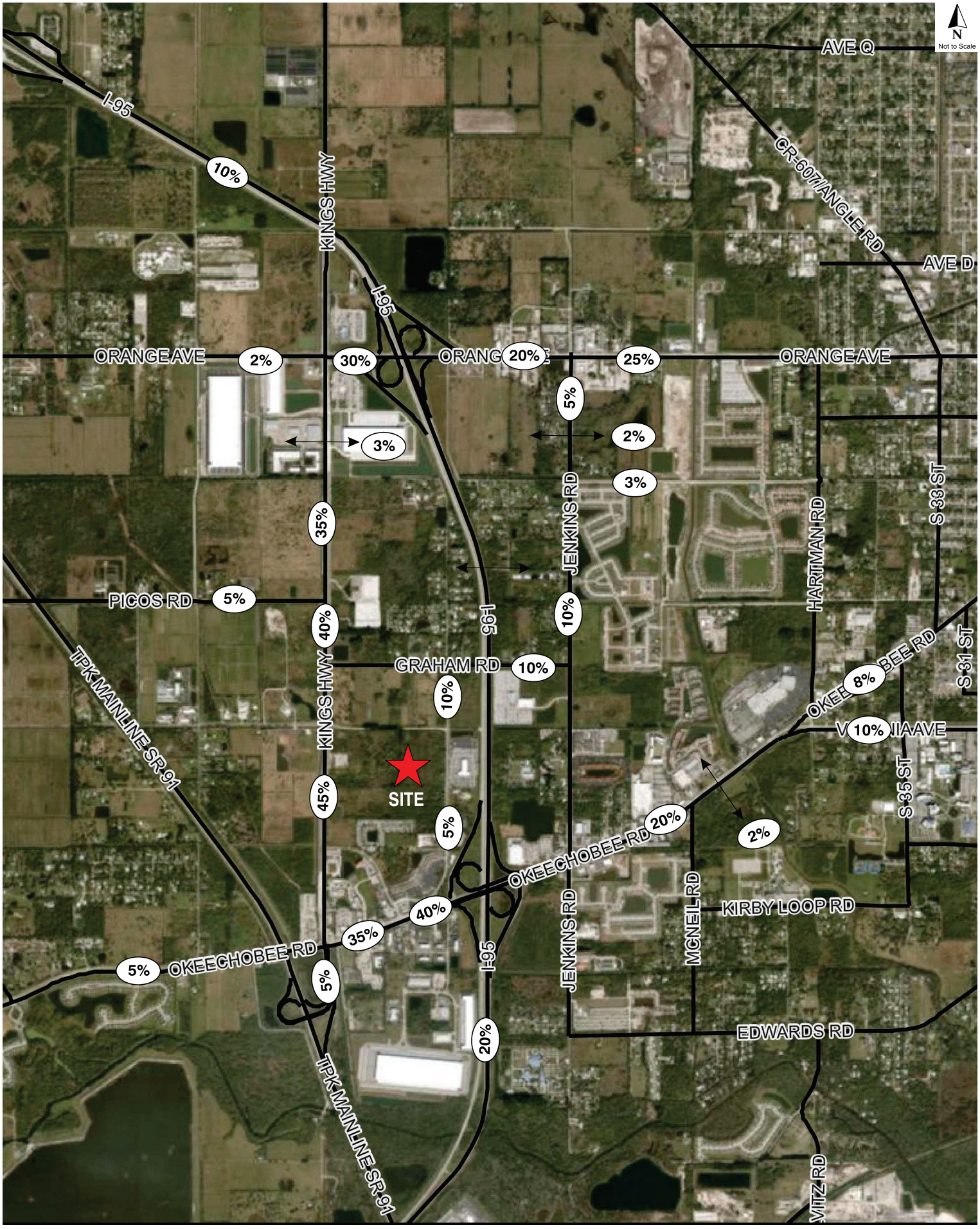
Trip generation analysis based on ITE Trip Generation Manual, 12th Edition
ITE equations used with r^2 > 0.75
(E) = Equation; (R) = Rate

Projected Traffic

Projected traffic includes the project trips, background traffic volumes, and/or committed trips generated by approved developments within the study area, if applicable. Projected background traffic will be calculated using growth rates from the FDOT Trends analysis tool and historical AADT obtained from FDOT, with a minimum growth rate of 2.5% applied when the observed growth is less than 2.5%.

Trip Distribution

A manual trip distribution was created for the development. The distribution was estimated using local knowledge, the prevailing traffic patterns, land uses of the development and neighboring areas, and the previously approved project on the site. The final trip distribution pattern is illustrated in **Figure 2**.



TMC Traffic & Mobility CONSULTANTS

25300.02.03 KHCP WF

Project Trip Distribution **Figure 2**

Study Area

The study area was established in accordance with the requirements of St. Lucie TPO Standardized Transportation Impact Studies (TIS) Methodology and Procedures. With 4,614 daily trips, the project has a Radius of Area of Influence of 2-miles. The study area includes roadway segments within the project's 2-mile influence area, plus any roadways beyond that area of influence with an impact of 5% or more of the capacity. The project's study area determination is provided in **Table 2**. The roadway segment information and characteristics were obtained from the *St. Lucie 2025 Traffic Counts and Level of Service Report and FDOT Q/LOS Tables.* The segment information and Radius of Development impact are included in **Attachment 3**.

Appropriate mitigation measures would be proposed for any identified operational deficiencies or level of service failures.

Table 2
Study Area Analysis

Segment Information			Exist	LOS	Exiting Peak	Proj	Peak Project Trips				
							Enter	PM Peak			In
Roadway	From	To	Lns	Std	Cap	Dist	Dir	NB/EB	SB/WB	Signif	Study?
Kings Highway	Okeechobee Road	Crossroads Parkway	4	D	2,910	45%	NB/EB	54	75	3%	Y
Kings Highway	Crossroads Parkway	White Road	4	D	2,910	45%	NB/EB	54	75	3%	Y
Kings Highway	White Road	Graham Road	4	D	2,910	40%	SB/WB	66	48	2%	Y
Kings Highway	Graham Road	Picos Road	4	D	2,910	40%	SB/WB	66	48	2%	Y
Kings Highway	Picos Road	Orange Avenue	4	D	2,910	35%	SB/WB	58	42	2%	Y
Peters Road	Crossroads Parkway	Project Driveway	2	D	1,070	5%	NB/EB	6	8	1%	Y
Peters Road	Project Driveway	White Road	2	D	1,070	10%	SB/WB	17	12	2%	Y
Peters Road	White Road	Graham Road	2	D	1,070	10%	SB/WB	17	12	2%	Y
Okeechobee Road	Florida's Turnpike	Kings Highway	4	D	1,810	5%	NB/EB	6	8	0%	Y
Okeechobee Road	Kings Highway	Crossroads Parkway	6	D	2,680	35%	SB/WB	58	42	2%	Y
Okeechobee Road	Crossroads Parkway	I-95	6	D	2,680	40%	SB/WB	66	48	2%	Y
Okeechobee Road	I-95	Jenkins Road	8	D	3,180	20%	SB/WB	33	24	1%	Y
Okeechobee Road	Jenkins Road	McNeil Road	6	D	2,680	20%	SB/WB	33	24	1%	Y
Okeechobee Road	McNeil Road	Virginia Avenue	6	D	2,680	20%	SB/WB	33	24	1%	Y
Okeechobee Road	Virginia Avenue	Hartman Road	4	D	2,100	8%	SB/WB	13	10	1%	Y
Orange Avenue	Campbell Road	Kings Highway	2	D	1,070	2%	NB/EB	2	3	0%	Y
Orange Avenue	Kings Highway	I-95	6	D	2,680	30%	SB/WB	50	36	2%	Y
Orange Avenue	I-95	Jenkins Road	4	D	1,810	20%	SB/WB	33	24	2%	Y
Orange Avenue	Jenkins Road	Hartman Road	4	D	1,810	25%	SB/WB	42	30	2%	Y
Jenkins Road	Graham Road	Peterson Road	2	D	630	10%	SB/WB	17	12	3%	Y
Jenkins Road	Peterson Road	Orange Avenue	2	D	920	7%	SB/WB	12	8	1%	Y
Crossroads Parkway	Okeechobee Road	Kings Highway	2	0	790	5%	NB/EB	6	8	1%	Y
Graham Road	Kings Highway	Jenkins Road	2	0	630	10%	SB/WB	17	12	3%	Y
Virginia Avenue	Okeechobee Road	Hartman Road	6	0	2,810	10%	SB/WB	17	12	1%	Y

Study Intersections

The study area encompasses major intersections identified within the development influence area. Additionally, the site is proposed to be served by 5 access points. There will be one (1) directional access (left-in/right-in/right-out) driveway on Kings Highway, one (1) right-in/right-out driveway on Kings Highway, one (1) full access driveway connection on White Road, and two (2) full access driveway connections on Peters Road. The study intersections are presented in **Table 3.**

Table 3
Study Intersections

Int #	Intersection		Traffic Control
	Major Road	Minor Road	
1	Okeechobee Rd (SR-70)	Kings Highway	Signal
2	Kings Highway	White Road	Two-Way Stop
3	Orange Avenue	Kings Highway	Signal
4	Okeechobee Rd (SR-70)	Crossroads Parkway	Signal
5	Kings Highway	Driveway 1	Two-Way Stop
6	White Road	Driveway 2	Two-Way Stop
7	Kings Highway	Driveway 3	Two-Way Stop
8	Peters Road	Driveway 4	Two-Way Stop
9	Peters Road	Driveway 5	Two-Way Stop
10	SR-70	I-95 SB	Signal
11	SR-70	I-95 NB	Signal

Access Review

A review of warrants for left and right turn deceleration lanes at the project access driveways will be conducted to determine if auxiliary turn lanes are necessary to maintain the integrity of traffic flow and road capacity during peak hours. The review will be conducted based on the *National Cooperative Highway Research Program (NCHRP) Report 457 – Evaluating Intersection Improvements: An Engineering Study Guide.*

Capacity Analysis

Roadway segment capacity will be analyzed for existing, background, and project buildout for the PM peak hour. Committed development trips will be added to the analysis if provided by the agencies. The study intersections will be analyzed for both AM and PM peak hours under existing, background, and buildout conditions using the methods of the *Highway Capacity Manual (HCM)* as applied in the *Synchro* software. The capacity analysis will be based on capacities obtained from the *St. Lucie 2025 Traffic Counts and Level of Service Report* and supplemented with the *FDOT 2023 M/QLOS Tables.*

Planned and Programmed Improvements

St. Lucie Transportation Planning Organization (TPO) FY 2025/26 - FY 2029/30 Transportation Improvement Program (TIP) and the Florida Department of Transportation (FDOT) *5-Year Work Program* were reviewed to determine if there are any capacity improvements within the study area. Improvements that are funded for construction within four (4) years are considered programmed and will be incorporated in the analysis. The planned and programmed transportation improvements consist of widening Kings Highway from the I-95 overpass to Angle Road from two lanes to four lanes and interchange improvements at Orange Avenue and the I-95 Ramps. Supporting information is included in **Attachment 4.**

Report

A traffic impact analysis report detailing the methods and findings of the study, including all associated graphics, tables, calculations, and supporting information, will be prepared for submittal to the St. Lucie County.

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: December 18, 2025

Re: **KHCP WF**
1st Traffic Impact Analysis Review

Kimley-Horn has reviewed the Traffic Impact Analysis Methodology (dated December 10, 2025) prepared by Traffic & Mobility Consultants. related to the above-mentioned project. Please find our review comments below pertaining to the development's impacts to adjacent transportation facilities.

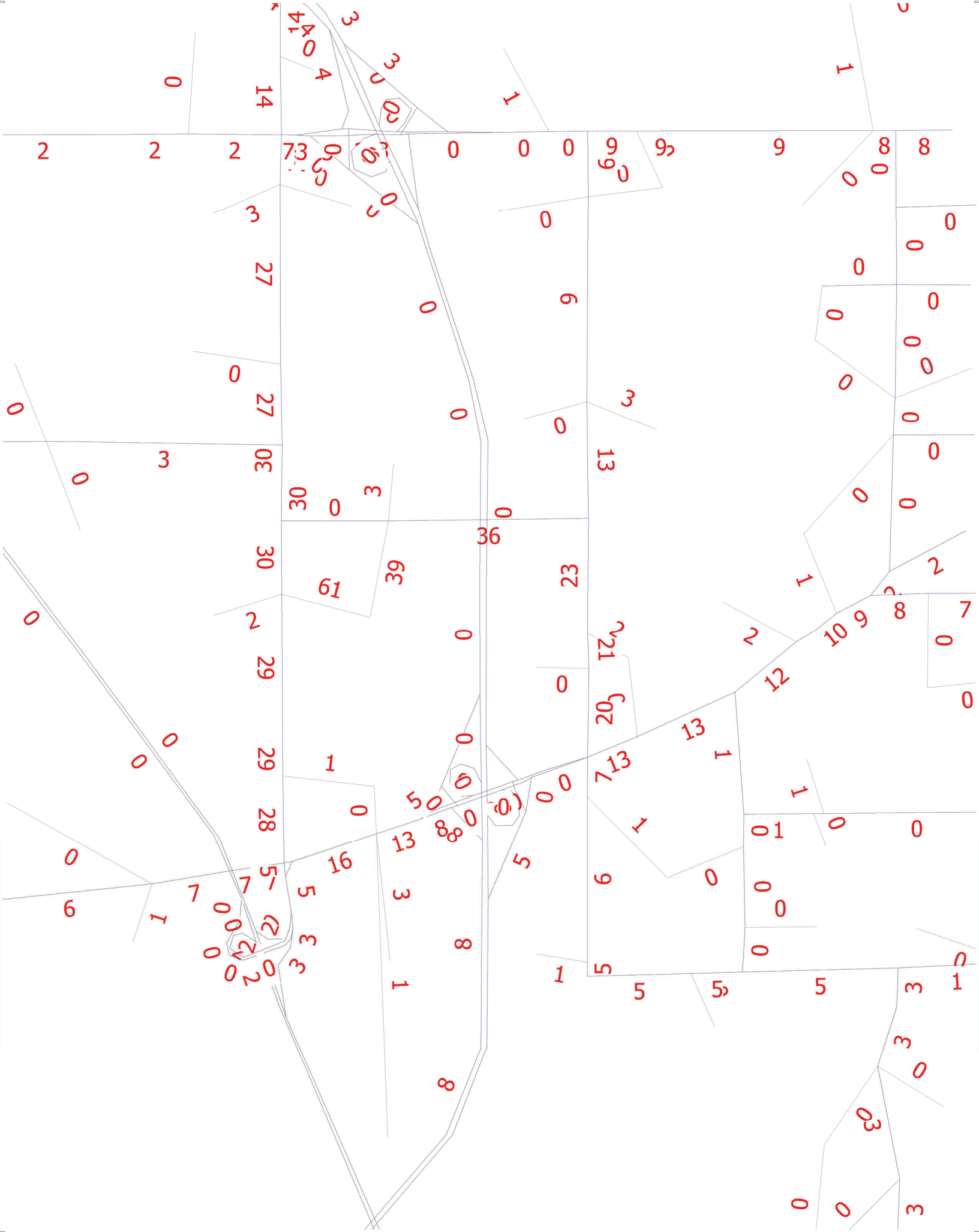
1) General Comments -
   a) Please confirm whether any vested trips need to be included with City Staff.
   b) Please include the RV Sales parcel on this site plan.

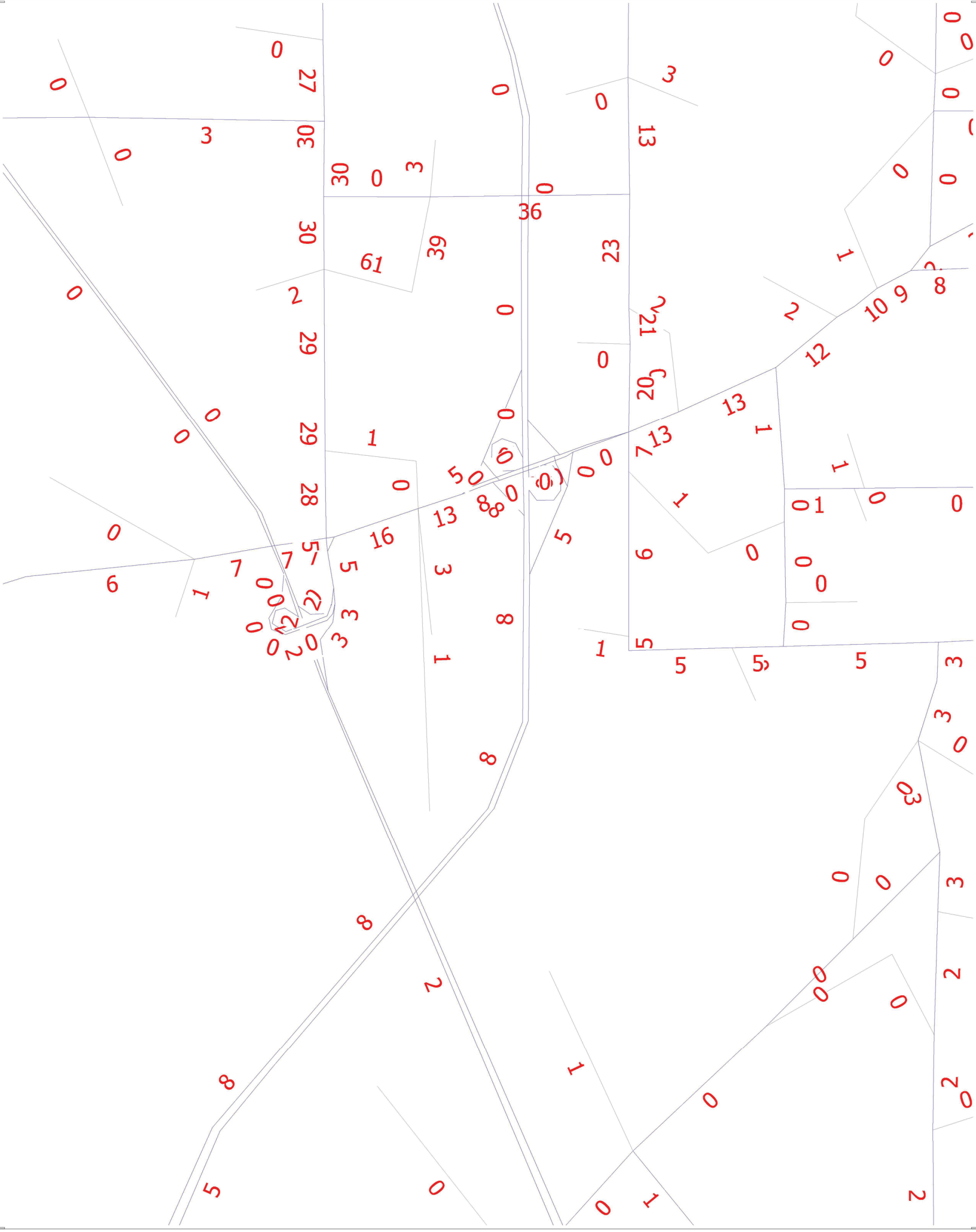
2) Study Area –
   a) Please include the intersection the following intersections:
      i) Jenkins Rd & Peters Rd
      ii) Graham Rd & Peters Rd

3) Trip Generation –
   a) Please include truck trips in the trip generation.

4) Trip Distribution –
   a) Please run a model using the TCRPM v5.1 and assign trip distribution based on its output.

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





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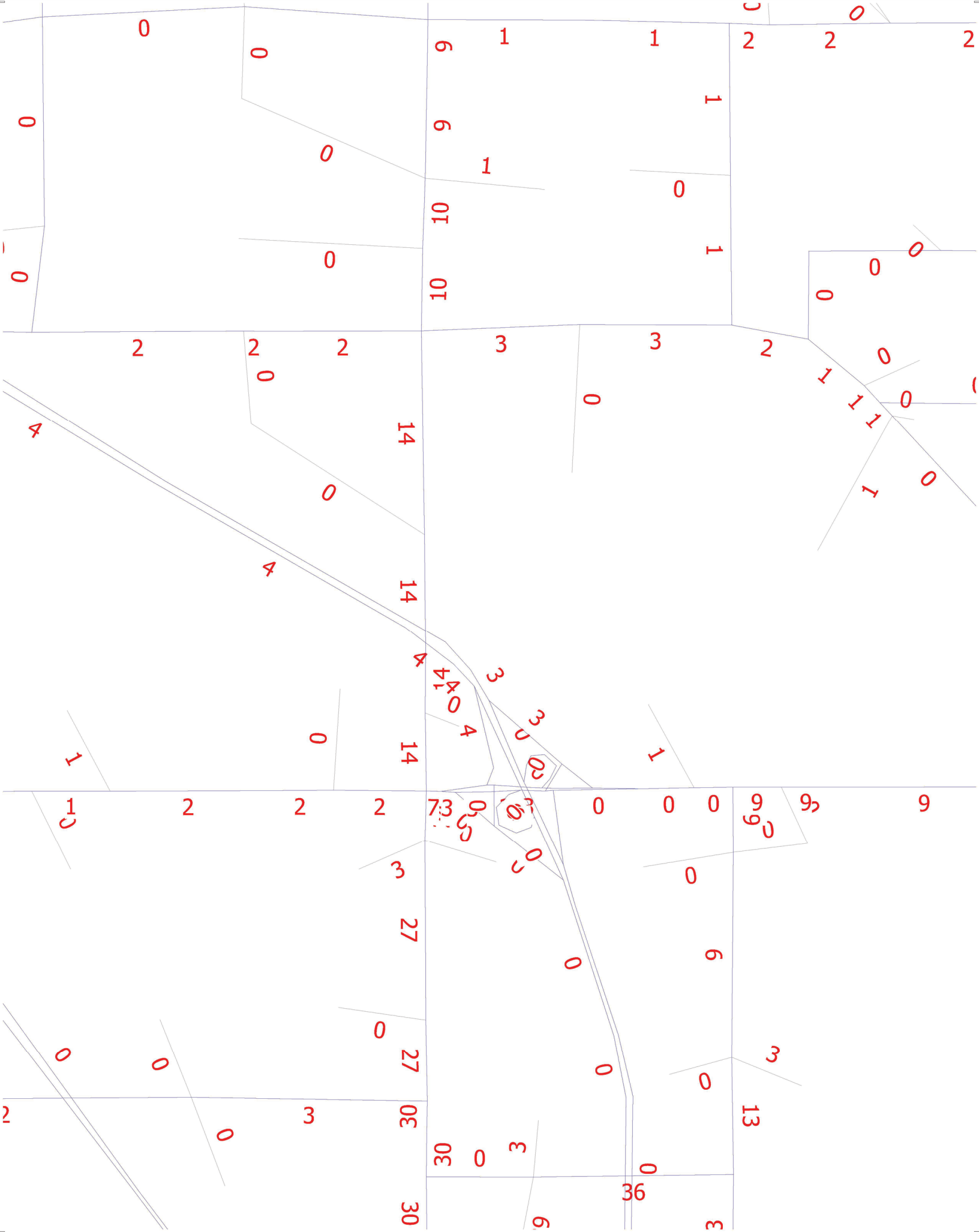


Appendix B
Trip Generation Information

High-Cube Cold Storage Warehouse
(157)

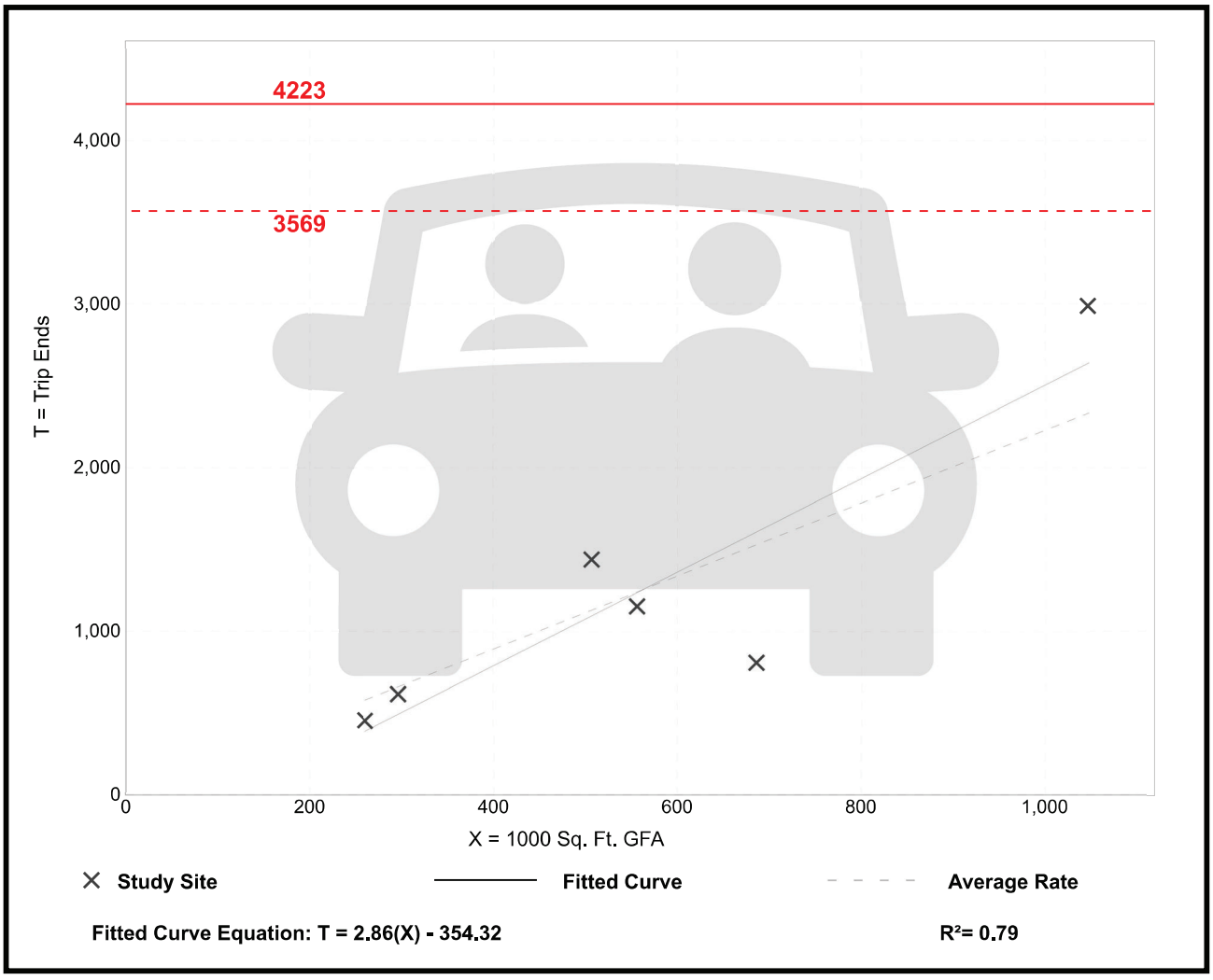
Vehicle Trip Ends vs: **1000 Sq. Ft. GFA**
On a: **Weekday**

Setting/Location: **General Urban/Suburban**
Number of Studies: 6
Avg. 1000 Sq. Ft. GFA: 559
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
2.23	1.18 - 2.85	0.72

Data Plot and Equation



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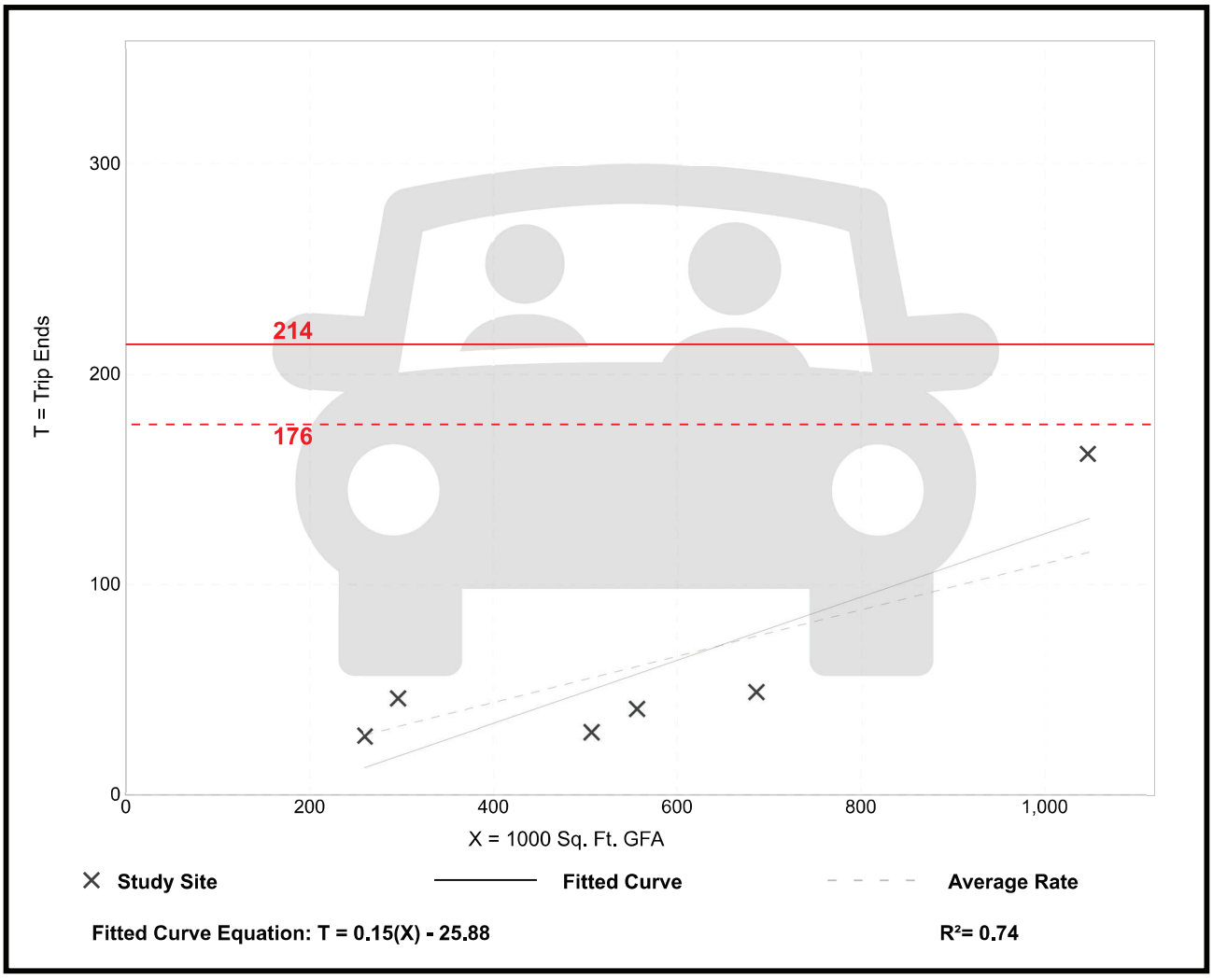
High-Cube Cold Storage Warehouse
(157)

Vehicle Trip Ends vs: **1000 Sq. Ft. GFA**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: **General Urban/Suburban**
Number of Studies: 6
Avg. 1000 Sq. Ft. GFA: 559
Directional Distribution: 63% entering, 37% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.11	0.06 - 0.15	0.05

Data Plot and Equation



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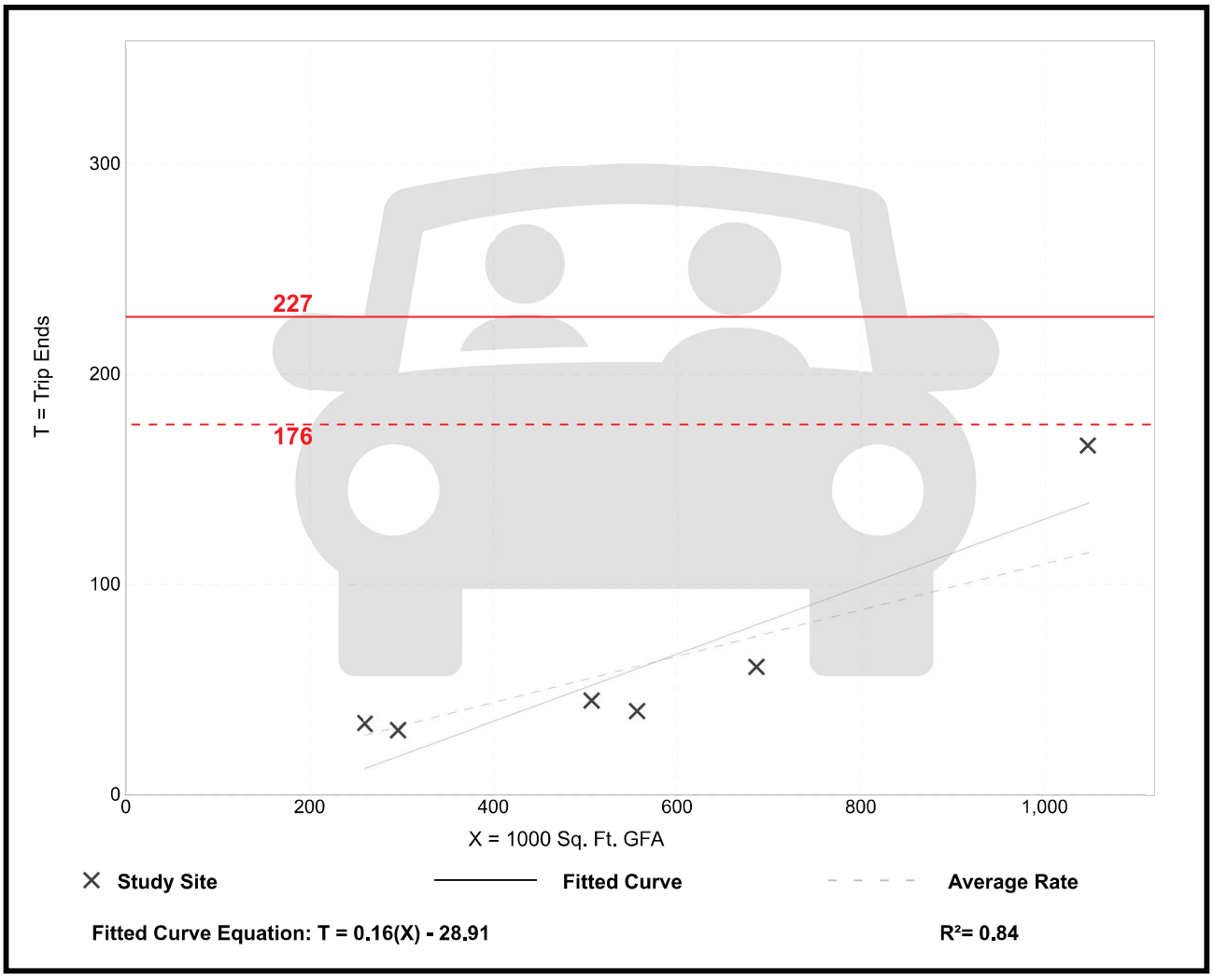
High-Cube Cold Storage Warehouse
(157)

Vehicle Trip Ends vs: **1000 Sq. Ft. GFA**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: **General Urban/Suburban**
Number of Studies: 6
Avg. 1000 Sq. Ft. GFA: 559
Directional Distribution: 45% entering, 55% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.11	0.07 - 0.16	0.04

Data Plot and Equation



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Warehouse
(150)

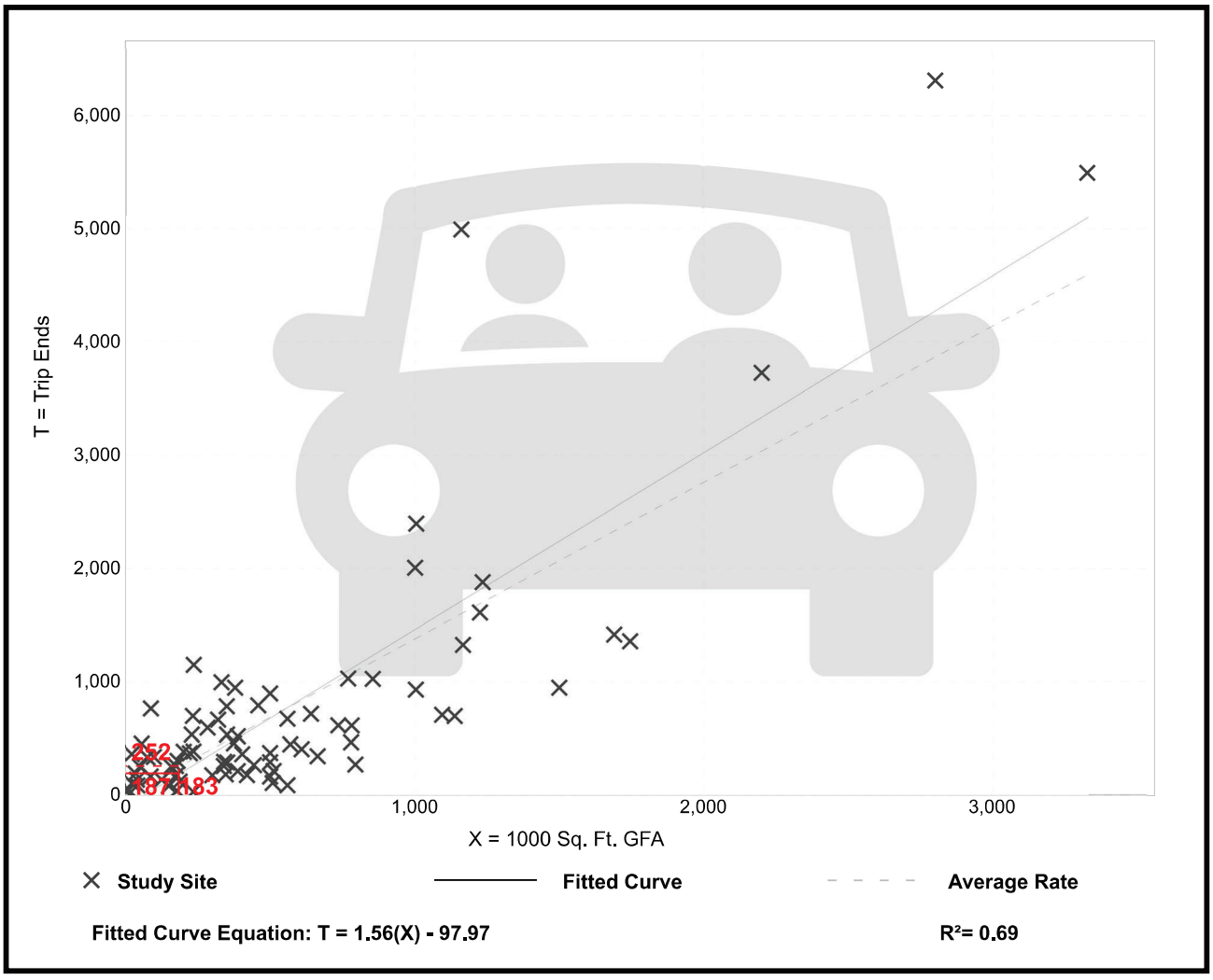
Vehicle Trip Ends vs: **1000 Sq. Ft. GFA**
On a: **Weekday**

Setting/Location: **General Urban/Suburban**
Number of Studies: 81
Avg. 1000 Sq. Ft. GFA: 554
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
1.38	0.15 - 16.93	1.05

Data Plot and Equation



Trip Gen Manual, 12th Edition ● Institute of Transportation Engineers

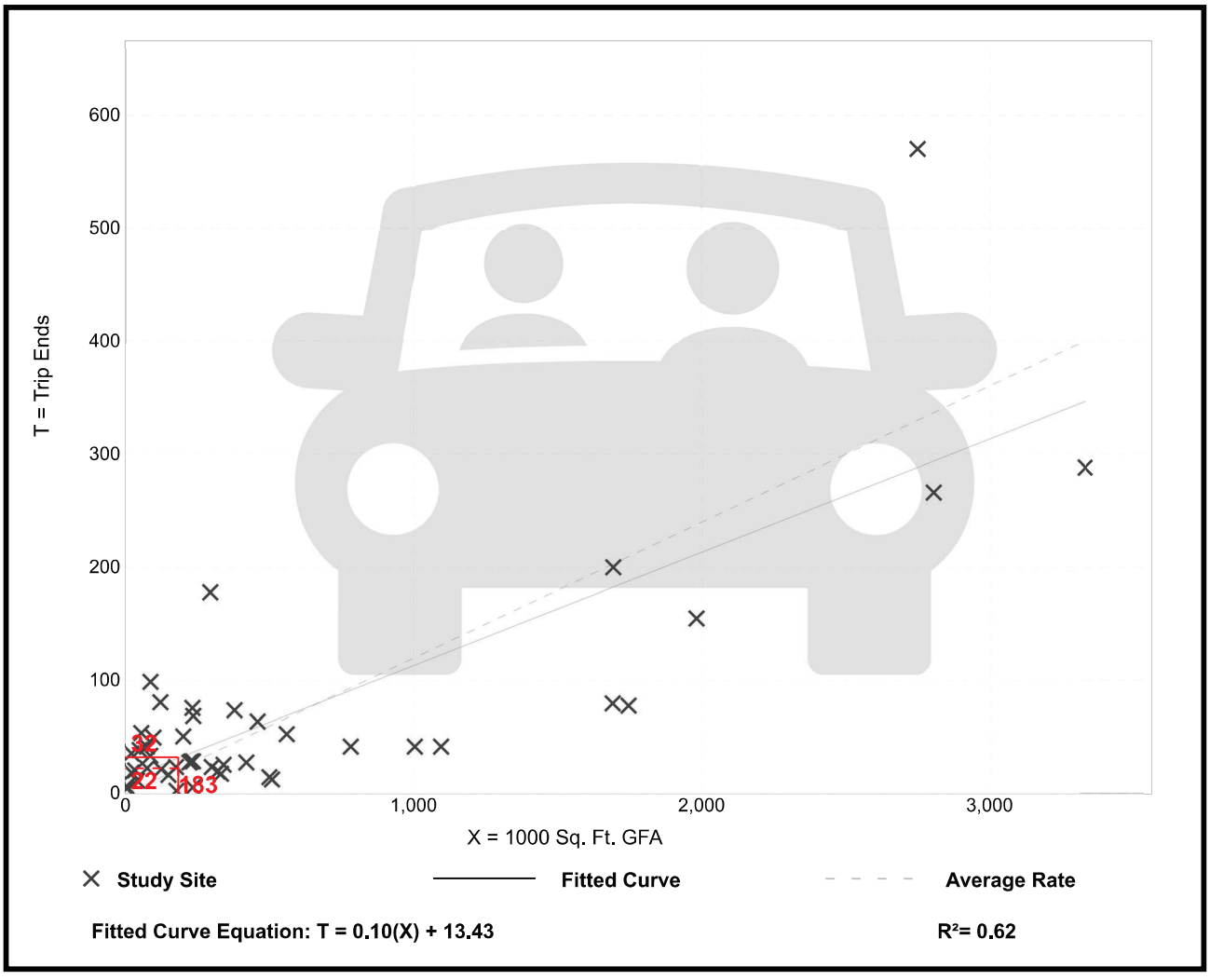
Warehouse
(150)

Vehicle Trip Ends vs: **1000 Sq. Ft. GFA**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: **General Urban/Suburban**
Number of Studies: 47
Avg. 1000 Sq. Ft. GFA: 559
Directional Distribution: 77% entering, 23% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.12	0.02 - 1.80	0.14

Data Plot and Equation



Trip Gen Manual, 12th Edition ● Institute of Transportation Engineers

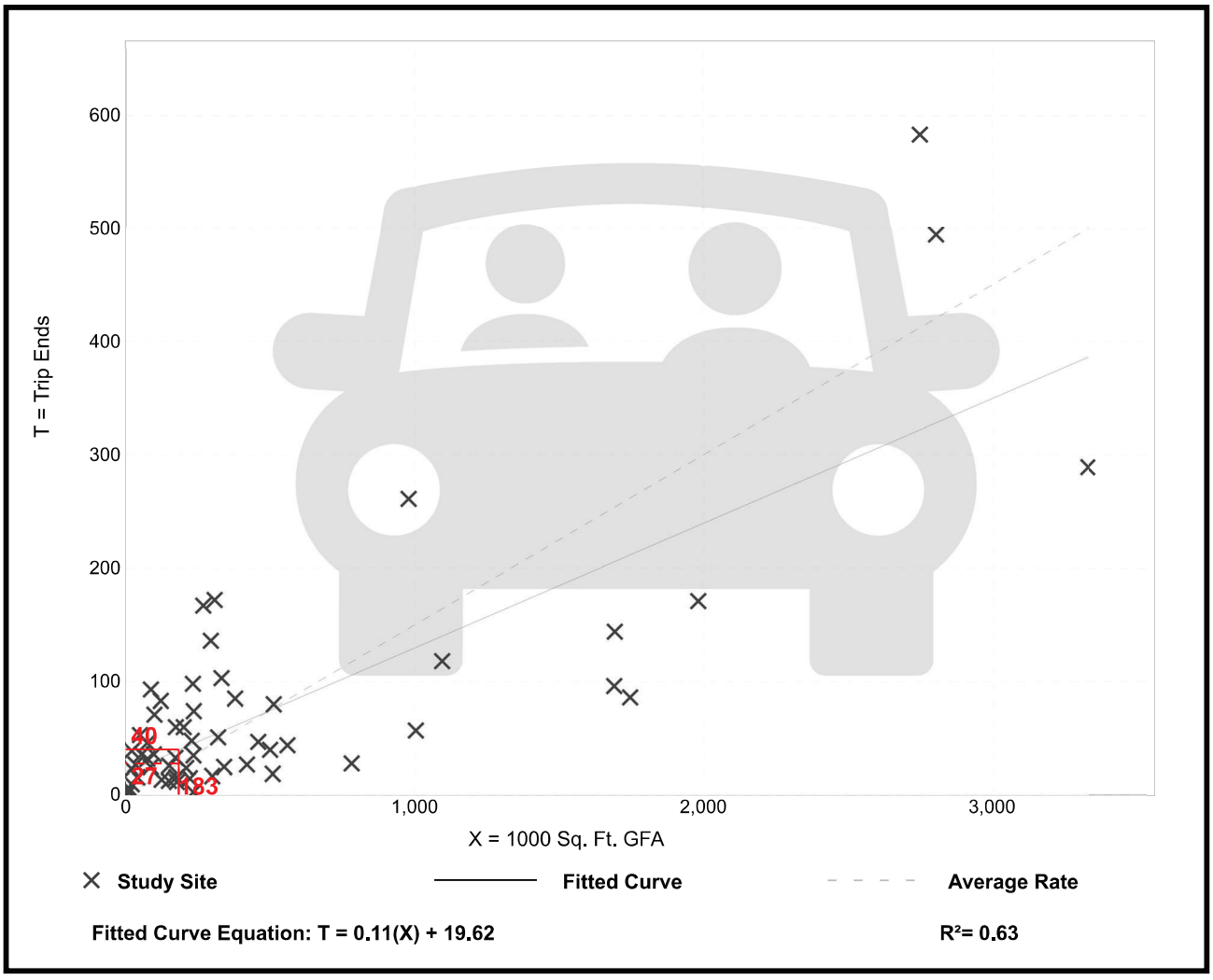
Warehouse
(150)

Vehicle Trip Ends vs: **1000 Sq. Ft. GFA**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: **General Urban/Suburban**
Number of Studies: 58
Avg. 1000 Sq. Ft. GFA: 503
Directional Distribution: 28% entering, 72% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.15	0.01 - 1.80	0.15

Data Plot and Equation



Trip Gen Manual, 12th Edition ● Institute of Transportation Engineers

High-Cube Cold Storage Warehouse (157)

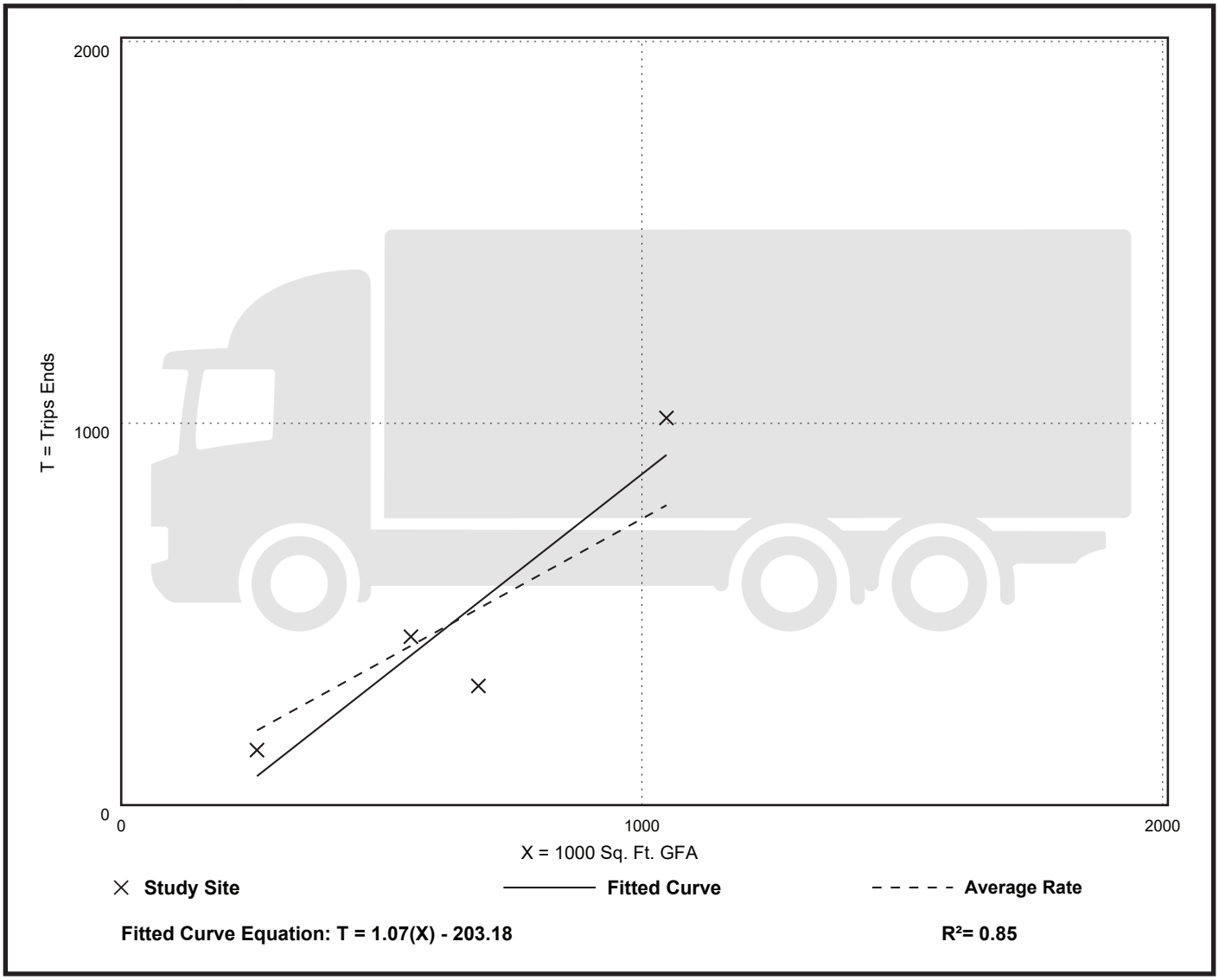
Truck Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 4
Avg. 1000 Sq. Ft. GFA: 638
Directional Distribution: 50% entering, 50% exiting

Truck Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.75	0.45 - 0.97	0.25

Data Plot and Equation



Fitted Curve Equation: T = 1.07(X) - 203.18

R^2= 0.85

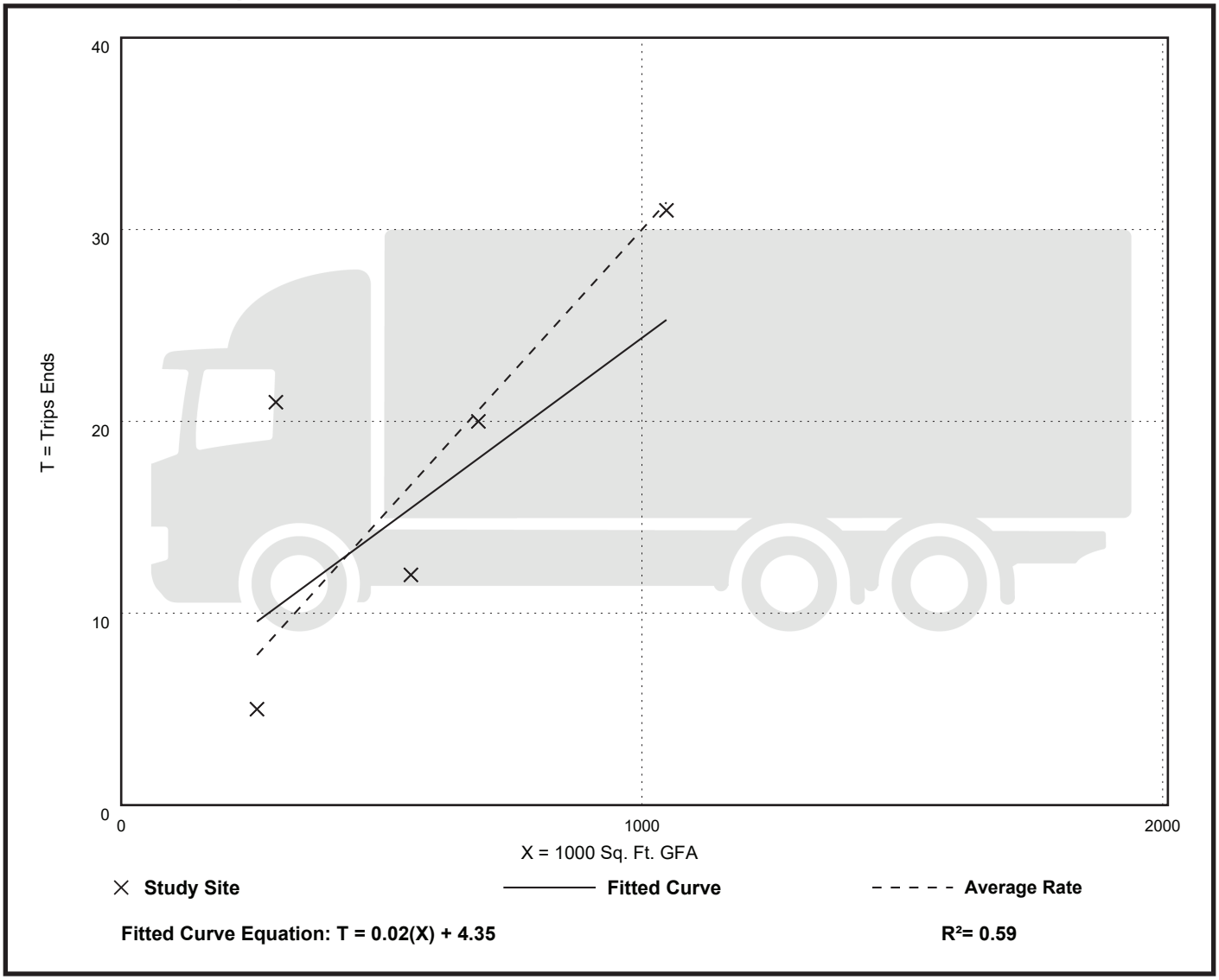
High-Cube Cold Storage Warehouse (157)

Truck Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: General Urban/Suburban
Number of Studies: 5
Avg. 1000 Sq. Ft. GFA: 569
Directional Distribution: 33% entering, 67% exiting

Truck Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.03	0.02 - 0.07	0.02

Data Plot and Equation



Fitted Curve Equation: T = 0.02(X) + 4.35

R^2= 0.59

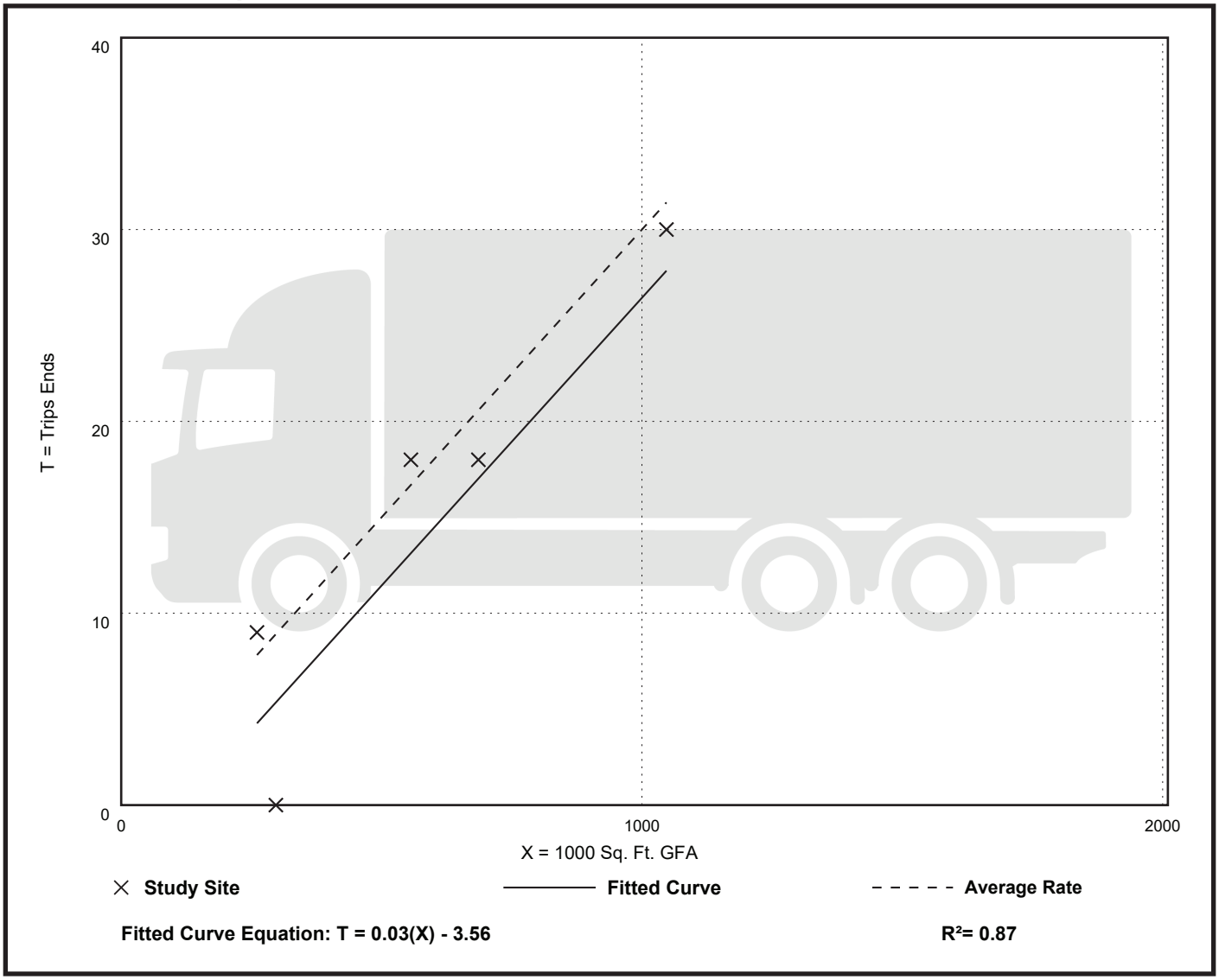
High-Cube Cold Storage Warehouse (157)

Truck Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: General Urban/Suburban
Number of Studies: 5
Avg. 1000 Sq. Ft. GFA: 569
Directional Distribution: Not Available

Truck Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.03	0.00 - 0.03	0.01

Data Plot and Equation



Fitted Curve Equation: T = 0.03(X) - 3.56

R^2= 0.87

Warehousing
(150)

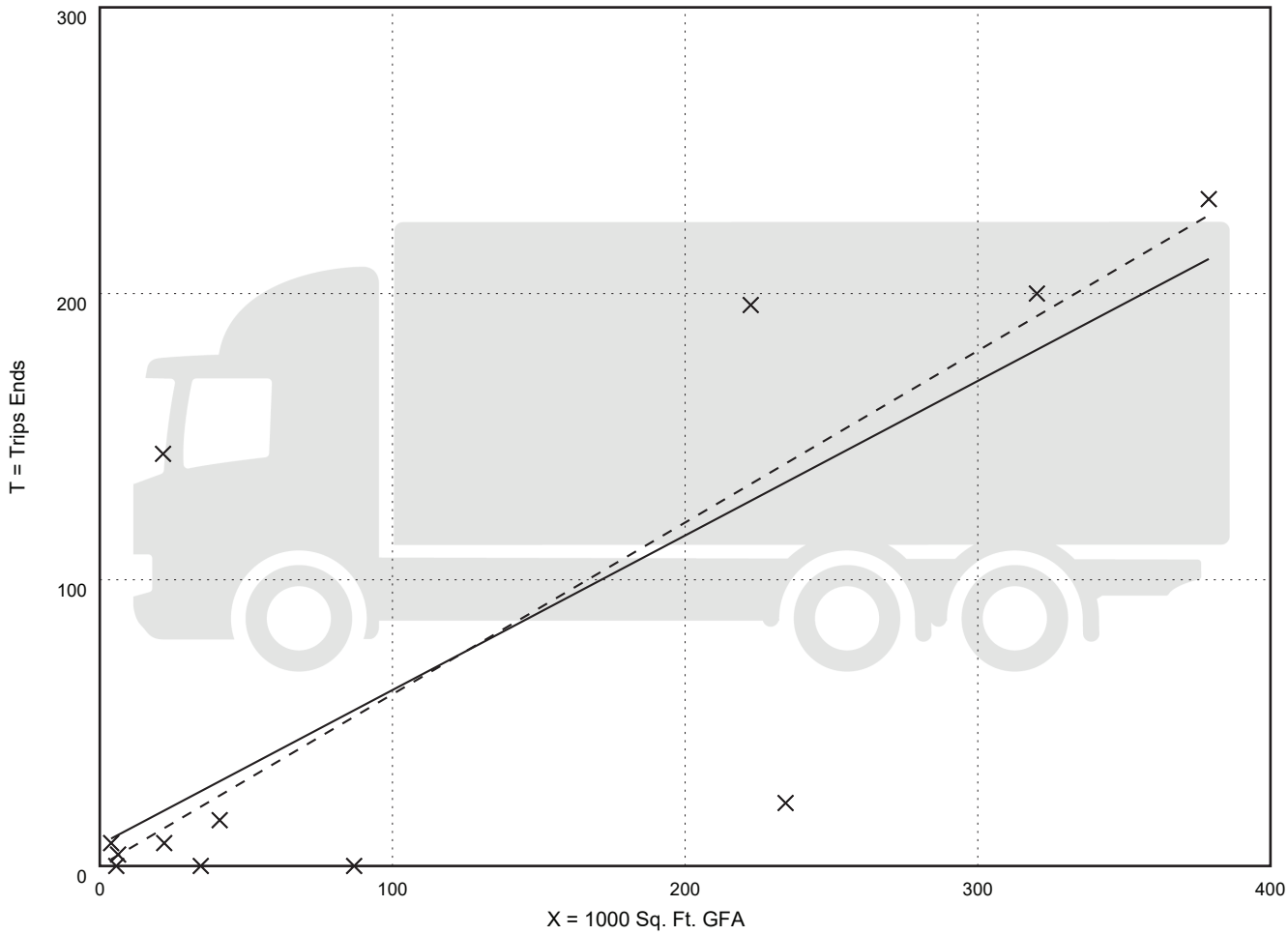
Truck Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 12
Avg. 1000 Sq. Ft. GFA: 115
Directional Distribution: 50% entering, 50% exiting

Truck Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.60	0.00 - 6.66	0.86

Data Plot and Equation



Fitted Curve Equation: T = 0.54(X) + 7.47

R^2= 0.61

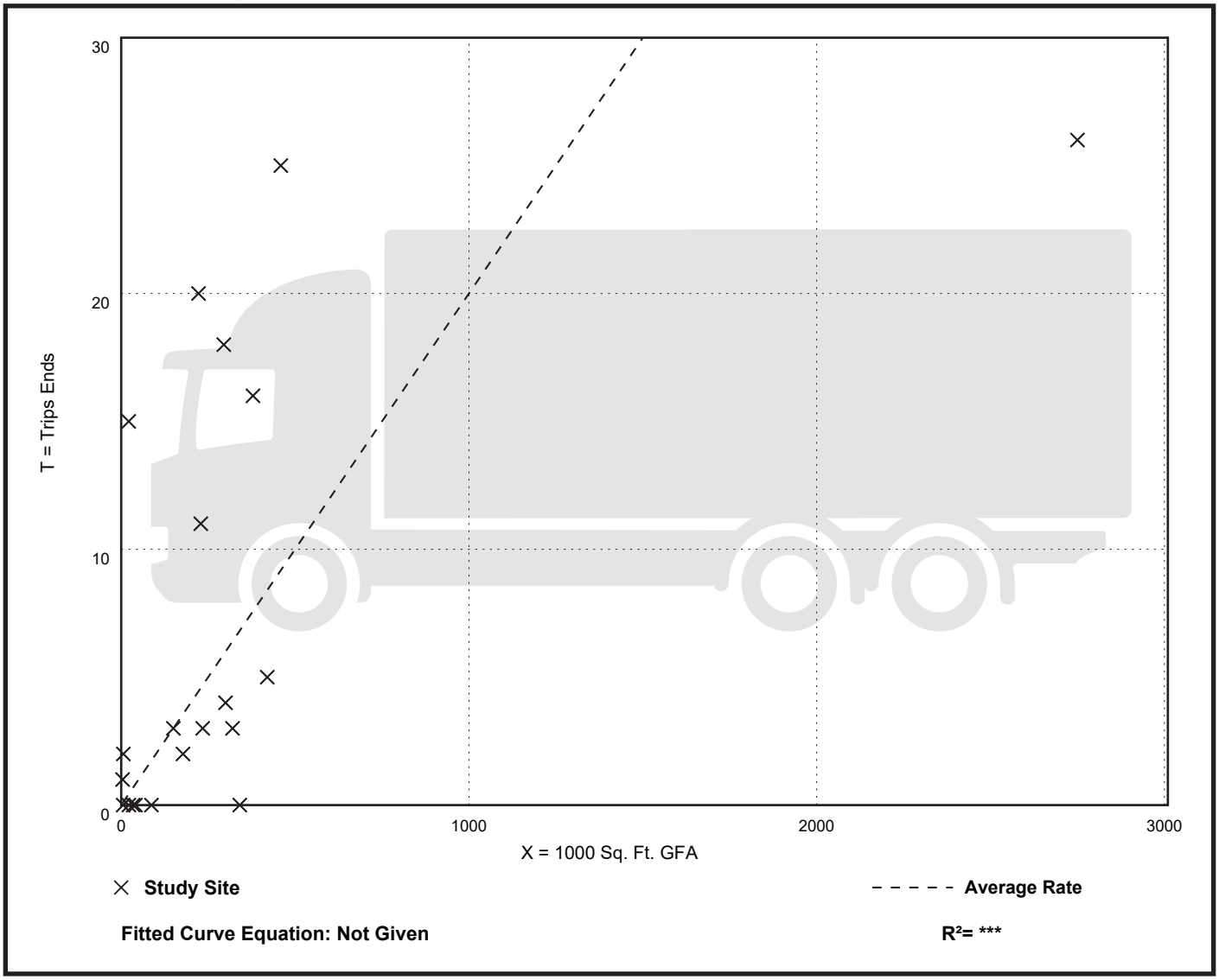
Warehousing
(150)

Truck Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: General Urban/Suburban
Number of Studies: 21
Avg. 1000 Sq. Ft. GFA: 309
Directional Distribution: 52% entering, 48% exiting

Truck Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.02	0.00 - 0.69	0.05

Data Plot and Equation



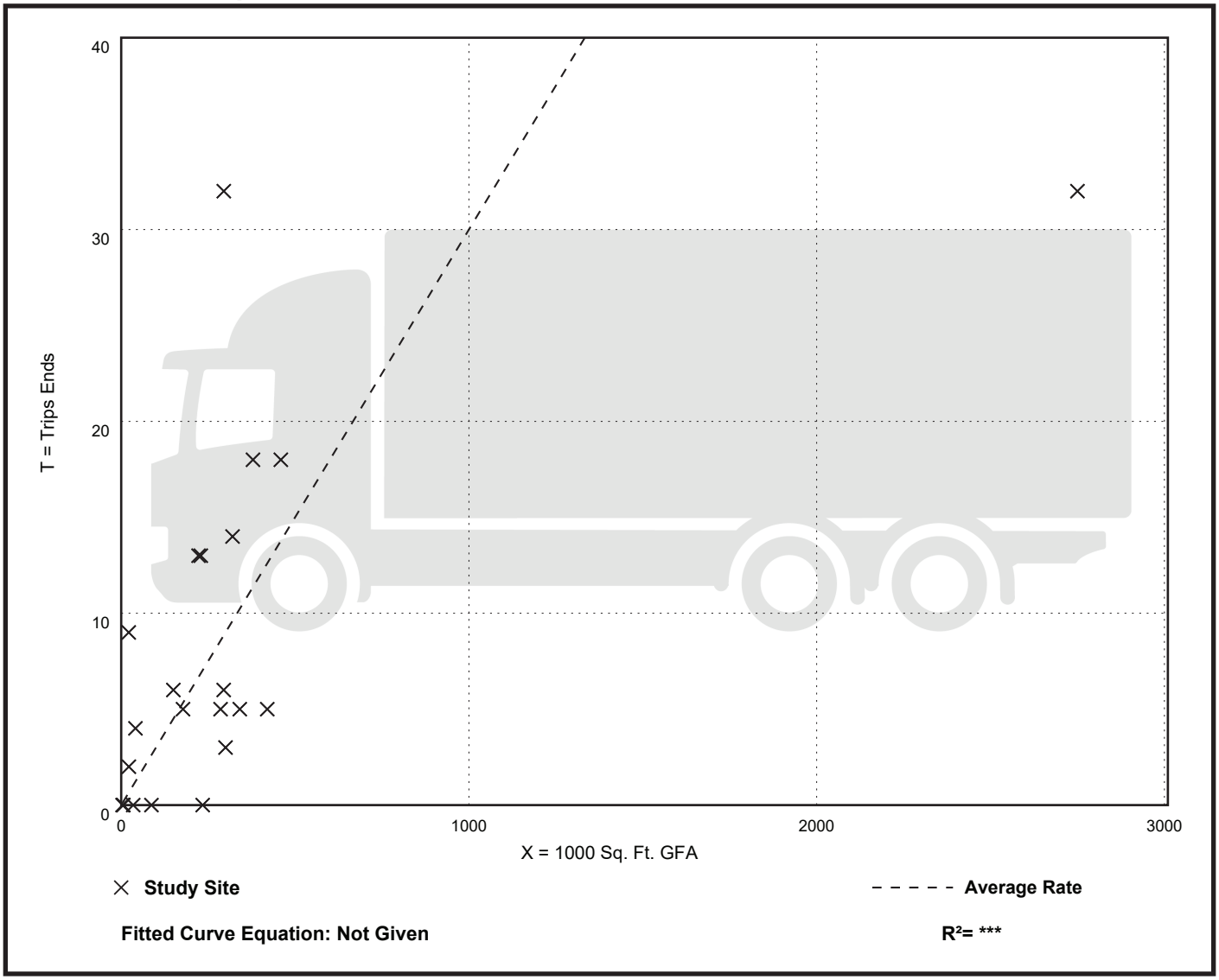
Warehousing
(150)

Truck Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: General Urban/Suburban
Number of Studies: 23
Avg. 1000 Sq. Ft. GFA: 308
Directional Distribution: 52% entering, 48% exiting

Truck Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.03	0.00 - 0.42	0.03

Data Plot and Equation



Fitted Curve Equation: Not Given

R^2= *

Appendix C
Traffic Volume Data/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
2025

Roadway Name	Location	STATION ID	2025 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
COMMERCE CENTER DR	END OF 4 LANES to GLADES CUT-OFF RD	732	6,300	2024	630	453	C	0.72	423	C	0.67
CORTEZ BLVD	35TH ST to 25TH ST	767	3,100	2025	750	215	C	0.29	230	C	0.31
CORTEZ BLVD	25TH ST to SUNRISE BLVD	648	3,025	2023	750	212	C	0.28	193	C	0.26
COUNTRY CLUB DR	ST LUCIE WEST BLVD to CALIFORNIA BLVD	725	7,390	2023	1,710	535	C	0.31	506	C	0.30
CROSSTOWN PKWY	COMMERCE CENTER DR to I-95	650	19,924	2021	3,170	948	C	0.30	1,014	C	0.32
CROSSTOWN PKWY	I-95 to CALIFORNIA BLVD	651	39,646	2024	3,170	2,339	C	0.74	2,238	C	0.71
CROSSTOWN PKWY	CALIFORNIA BLVD to CASHMERE BLVD	652	37,715	2024	3,170	2,138	C	0.67	2,199	C	0.69
CROSSTOWN PKWY	CASHMERE BLVD to CAMEO BLVD	653	37,546	2024	3,170	2,102	C	0.66	2,018	C	0.64
CROSSTOWN PKWY	CAMEO BLVD to BAYSHORE BLVD	654	45,694	2024	3,170	2,370	C	0.75	2,351	C	0.74
CROSSTOWN PKWY	BAYSHORE BLVD to AIROSO BLVD	655	35,146	2024	3,170	1,928	C	0.61	1,863	C	0.59
CROSSTOWN PKWY	AIROSO BLVD to SANDIA DR	656	18,627	2021	3,170	902	C	0.28	967	C	0.31
CROSSTOWN PKWY	SANDIA DR to MANTH LN	657	30,000	2025	3,170	1,910	C	0.60	1,702	C	0.54
CROSSTOWN PKWY	FLORESTA DR to US 1	66	36,000	2025	3,170	2,314	C	0.73	2,176	C	0.69
CROSSROADS PKWY	OKEECHOBEE RD to KINGS HWY	649	2,313	2022	790	121	C	0.15	128	C	0.16
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	8,972	2024	630	775	F	1.23	682	F	1.08
DARWIN BLVD	PAAR DR to TULIP BLVD	235	8,972	2024	920	775	C	0.84	682	C	0.74
DARWIN BLVD	TULIP BLVD to PORT ST LUCIE BLVD	659	10,941	2023	920	576	C	0.63	537	C	0.58
DEL RIO BLVD	PORT ST LUCIE BLVD to CALIFORNIA BLVD	311	10,500	2025	920	614	C	0.67	529	C	0.58
DEL RIO BLVD	CALIFORNIA BLVD to CASHMERE BLVD	660	5,602	2022	880	330	C	0.38	350	C	0.40
DEL RIO BLVD	CASHMERE BLVD to CALIFORNIA BLVD	661	5,286	2021	880	281	C	0.32	285	C	0.32
DELAWARE AVE	HARTMAN RD to 33RD ST	662	1,566	2022	600	306	D	0.51	236	C	0.39
DELAWARE AVE	33RD ST to 25TH ST	500	1,942	2022	1,710	145	C	0.08	151	C	0.09
DELAWARE AVE	25TH ST to OKEECHOBEE RD	772	2,300	2025	1,220	135	C	0.11	125	C	0.10
DELAWARE AVE	OKEECHOBEE RD to 13TH ST	663	10,644	2023	790	597	D	0.76	567	D	0.72
DELAWARE AVE	13TH ST to 10TH ST	664	7,780	2024	750	450	D	0.60	418	D	0.56
DELAWARE AVE	10TH ST to 7TH ST	664	7,780	2024	600	450	D	0.75	418	D	0.70
DELAWARE AVE	7TH ST to US 1	665	6,512	2023	750	421	D	0.56	380	D	0.51
DISCOVERY WAY	COMMUNITY BLVD to VILLAGE PKWY	778	6,500	2025	920	370	C	0.40	373	C	0.41
DISCOVERY WAY	RANGE LINE RD to COMMUNITY BLVD	778	6,500	2025	790	370	C	0.47	373	C	0.47
EAST TORINO PKWY	CASHMERE BLVD to TORINO PKWY	710	12,026	2024	830	746	C	0.90	766	C	0.92
EAST TORINO PKWY	TORINO PKWY to MIDWAY RD	237	14,000	2025	880	938	F	1.07	836	D	0.95

* **NOTE:** A six digit number in the "STATION ID" column identifies segment counted by FDOT.
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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*** NOTE:** If the Last Count Year is older than the year of the report, the AADT is projected from historical traffic count data.

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						Volume	LOS	V/C	Volume	LOS	V/C
EASY ST	US 1 to BUCHANAN DR	106	7,201	2021	750	399	D	0.53	505	D	0.67
EASY ST	BUCHANAN DR to YUCCA DR	106	7,201	2021	540	399	D	0.74	505	D	0.94
EDWARDS RD	JENKINS RD to MCNEIL RD	174	11,836	2024	630	627	D	1.00	607	D	0.96
EDWARDS RD	MCNEIL RD to SELVITZ RD	174	11,836	2024	700	627	C	0.90	607	C	0.87
EDWARDS RD	SELVITZ RD to 25TH ST	110	15,105	2024	880	796	C	0.90	786	C	0.89
EDWARDS RD	25TH ST to SUNRISE BLVD	108	16,580	2024	1,630	826	D	0.51	826	D	0.51
EDWARDS RD	SUNRISE BLVD to OLEANDER AVE	502	13,835	2024	1,630	698	C	0.43	680	C	0.42
EDWARDS RD	OLEANDER AVE to US 1	173	7,600	2025	1,630	394	C	0.24	356	C	0.22
EMERSON AVE	INDRIO RD to RUSSOS RD	105	6,494	2023	1,070	480	C	0.45	474	C	0.44
EMERSON AVE	RUSSOS RD to FT PIERCE BLVD	105	6,494	2023	760	480	C	0.63	474	C	0.62
FARMER'S MARKET RD	OLEANDER AVE to US 1	112	1,633	2023	750	85	C	0.11	99	C	0.13
FLORESTA DR	OAKLYN ST to PORT ST LUCIE BLVD	317	15,500	2025	920	1,043	F	1.13	917	D	1.00
FLORESTA DR	THORNHILL DR to CROSSTOWN PKWY	315	10,000	2025	880	701	C	0.80	621	C	0.71
FLORESTA DR	PORT ST LUCIE BLVD to THORNHILL DR	315	10,000	2025	880	701	C	0.80	621	C	0.71
FLORESTA DR	CROSSTOWN PKWY to PRIMA VISTA BLVD	109	9,400	2025	920	515	C	0.56	552	C	0.60
FLORESTA DR	PRIMA VISTA BLVD to AIROSO BLVD	107	9,000	2025	920	470	C	0.51	515	C	0.56
FLORESTA DR	SELVITZ RD to BAYSHORE BLVD	313	4,929	2021	630	354	C	0.56	377	C	0.60
FLORESTA DR	AIROSO BLVD to SELVITZ RD	313	4,929	2021	880	354	C	0.40	377	C	0.43
FLORIDA'S TURNPIKE	BECKER RD to PORT ST LUCIE BLVD	979913	64,338	2024							
FLORIDA'S TURNPIKE	MARTIN C.L. to BECKER RD	971958	66,500	2024							
FLORIDA'S TURNPIKE	PORT ST LUCIE BLVD to OKEECHOBEE RD	971964	55,450	2024							
FLORIDA'S TURNPIKE	OKEECHOBEE RD to INDIAN RIVER C.L.	971968	42,350	2024							
FT PIERCE BLVD	INDRIO RD to EMERSON AVE	226	3,375	2023	540	229	C	0.42	235	C	0.44
GARDENIA AVE	OLEANDER AVE to US 1	666	2,511	2022	750	194	C	0.26	184	C	0.25
GATLIN BLVD	W OF I-95 to E OF I-95	945075	53,466	2024	3,170	2,620	C	0.83	2,620	C	0.83
GATLIN BLVD	E OF I-95 to SAVAGE BLVD	945075	53,466	2024	3,170	2,620	C	0.83	2,620	C	0.83
GATLIN BLVD	SAVAGE BLVD to ROSSER BLVD	740	47,500	2025	3,170	2,111	C	0.67	2,481	C	0.78
GATLIN BLVD	ROSSER BLVD to SAVONA BLVD	741	40,500	2025	3,170	1,781	C	0.56	2,068	C	0.65
GATLIN BLVD	SAVONA BLVD to PORT ST LUCIE BLVD	742	34,500	2025	3,170	1,472	C	0.46	1,498	C	0.47
GEORGIA AVE	25TH ST to OKEECHOBEE RD	667	4,054	2023	600	236	C	0.39	226	C	0.38
GEORGIA AVE	OKEECHOBEE RD to 17TH ST	667	4,054	2023	750	236	C	0.31	226	C	0.30
GEORGIA AVE	17TH ST to 13TH ST	508	4,817	2023	600	245	C	0.41	247	C	0.41

* **NOTE:** A six digit number in the "STATION ID" column identifies segment counted by FDOT.
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2025

Roadway Name	Location	STATION ID	2025 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
GEORGIA AVE	13TH ST to 7TH ST	506	2,211	2023	600	134	C	0.22	150	C	0.25
GEORGIA AVE	7TH ST to US 1	504	1,972	2023	600	109	C	0.18	117	C	0.20
GILSON RD	MARTIN C.L. to BECKER RD	111	11,314	2024	710	963	F	1.36	1,019	F	1.44
GILSON RD	BECKER RD to NW LAKERIDGE DR	775	3,300	2025	540	177	C	0.33	198	C	0.37
GLADES CUT-OFF RD	RANGE LINE RD to RESERVE BLVD	668	2,743	2022	1,070	172	B	0.16	182	B	0.17
GLADES CUT-OFF RD	RESERVE BLVD to COMMERCE CENTER DR	119	5,565	2022	1,070	438	C	0.41	509	C	0.48
GLADES CUT-OFF RD	CARLTON RD to RANGE LINE RD	773	550	2025	390	32	B	0.08	32	B	0.08
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	10,534	2024	790	605	D	0.77	597	D	0.76
GLADES CUT-OFF RD	JENKINS RD to SELVITZ RD	113	6,441	2023	830	384	C	0.46	356	C	0.43
GRAHAM RD	KINGS HWY to JENKINS RD	669	2,268	2022	630	143	C	0.23	144	C	0.23
GREEN RIVER PKWY	MARTIN C.L. to CHARLESTON DR	319	5,910	2024	1,070	349	B	0.33	363	B	0.34
GREEN RIVER PKWY	CHARLESTON DR to MELALEUCA BLVD	319	5,910	2024	1,070	349	B	0.33	363	B	0.34
GREEN RIVER PKWY	MELALEUCA BLVD to WALTON RD	319	5,910	2024	1,070	349	B	0.33	363	B	0.34
HARTMAN RD	OKEECHOBEE RD to PETERSON RD	670	7,200	2025	750	452	D	0.60	392	D	0.52
HARTMAN RD	PETERSON RD to DELAWARE AVE	670	7,200	2025	540	452	D	0.84	392	D	0.73
HARTMAN RD	DELAWARE AVE to ORANGE AVE	670	7,200	2025	790	452	D	0.57	392	D	0.50
HEADER CANAL RD	OKEECHOBEE RD to ORANGE AVE	121	636	2024	670	43	B	0.06	42	B	0.06
HILLMOOR DR	US 1 to LENNARD RD	671	7,050	2023	790	391	D	0.49	370	C	0.47
I-95	MARTIN C.L. to GATLIN BLVD	890334	79,895	2024							
I-95	GATLIN BLVD to ST LUCIE WEST BLVD	941901	94,995	2024							
I-95	ST LUCIE WEST BLVD to MIDWAY RD	941904	77,652	2024							
I-95	MIDWAY RD to OKEECHOBEE RD	941902	82,598	2024							
I-95	OKEECHOBEE RD to ORANGE AVE	940260	74,811	2024							
I-95	ORANGE AVE to INDRIO RD	941905	56,920	2024							
I-95	INDRIO RD to INDIAN RIVER C.L.	882003	46,817	2024							
INDIAN RIVER DR	CITRUS AVE to ORANGE AVE	762	6,200	2025	750	378	D	0.50	395	D	0.53
INDIAN RIVER DR	ORANGE AVE to AVENUE A	762	6,200	2025	750	378	D	0.50	395	D	0.53
INDIAN RIVER DR	AVENUE D to SEAWAY DR	761	6,900	2025	790	371	C	0.47	392	D	0.50
INDIAN RIVER DR	AVENUE A to AVENUE D	761	6,900	2025	540	371	D	0.69	392	D	0.73
INDRIO RD	PRIVATE RD to I-95 W RAMP	771	6,600	2025	1,080	421	C	0.39	406	B	0.38
INDRIO RD	I-95 W RAMP to I-95 E RAMP	940128	1,238	2024							

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2025

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						Volume	LOS	V/C	Volume	LOS	V/C
INDRIO RD	I-95 E RAMP to KOBLEGARD RD	940038	12,642	2024							
INDRIO RD	KOBLEGARD RD to JOHNSTON RD	940038	12,642	2024							
INDRIO RD	JOHNSTON RD to EMERSON AVE	940038	12,642	2024							
INDRIO RD	EMERSON RD to SEMINOLE RD	940281	11,944	2024							
INDRIO RD	SEMINOLE RD to KINGS HWY	940281	11,944	2024							
INDRIO RD	KINGS HWY to SLASH PINE TRL	114	5,763	2023	790	364	C	0.46	358	C	0.45
INDRIO RD	SLASH PINE TRL to US 1	114	5,763	2023	920	364	C	0.40	358	C	0.39
INDRIO RD	US 1 to OLD DIXIE HWY	672	1,070	2022	750	93	C	0.12	98	C	0.13
JENKINS RD	EDWARDS RD to OKEECHOBEE RD	133	10,986	2024	880	668	C	0.76	678	C	0.77
JENKINS RD	OKEECHOBEE RD to GRAHAM RD	131	11,143	2024	920	593	C	0.64	595	C	0.65
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	4,691	2022	2,100	246	C	0.12	234	C	0.11
JOHNSTON RD	ANGLE RD to L20	674	2,766	2022	1,070	217	B	0.20	190	B	0.18
JOHNSTON RD	L20 to MEADOWOOD DR	675	2,477	2022	1,070	164	B	0.15	155	B	0.14
JOHNSTON RD	MEADOWOOD DR to OLD JOHNSTON RD	675	2,477	2022	1,070	164	B	0.15	155	B	0.14
JOHNSTON RD	OLD JOHNSTON RD to INDRIO RD	675	2,477	2022	1,070	164	B	0.15	155	B	0.14
JOHNSTON RD	INDRIO RD to RUSSOS RD	135	9,303	2023	1,070	539	C	0.50	509	C	0.48
JOHNSTON RD	RUSSOS RD to INDIAN RIVER C.L.	135	9,303	2023	1,070	539	C	0.50	509	C	0.48
JUANITA AVE	53RD ST to 25TH ST	122	1,369	2022	750	87	C	0.12	72	C	0.10
JUANITA AVE	25TH ST to US 1	120	3,445	2022	750	176	C	0.23	192	C	0.26
KEEN RD	ANGLE RD to JUANITA AVE	129	3,109	2023	630	227	C	0.36	246	C	0.39
KEEN RD	JUANITA AVE to ST LUCIE BLVD	129	3,109	2023	630	227	C	0.36	246	C	0.39
KINGS HWY	OKEECHOBEE RD to CROSSROADS PKWY	940757	9,986	2024							
KINGS HWY	CROSSROADS PKWY to GRAHAM RD	940757	9,986	2024							
KINGS HWY	GRAHAM RD to PICOS RD	940076	7,196	2024							
KINGS HWY	PICOS RD to ORANGE AVE	940076	7,196	2024							
KINGS HWY	ORANGE AVE to ANGLE RD	940077	15,122	2024							
KINGS HWY	ANGLE RD to ST LUCIE BLVD	940751	11,634	2024							
KINGS HWY	ST LUCIE BLVD to INDRIO RD	940006	14,415	2024							
KIRBY LOOP RD	EDWARDS RD to 35TH ST	677	2,369	2021	630	137	C	0.22	127	C	0.20
KITTERMAN RD	OLEANDER AVE to US 1	124	3,241	2023	750	209	C	0.28	170	C	0.23

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Traffic Counts and Level of Service Report
2025

Roadway Name	Location	STATION ID	2025 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
MORNINGSIDE BLVD	WESTMORELAND BLVD to PORT ST LUCIE BLVD	333	2,026	2022	920	109	C	0.12	109	C	0.12
MORNINGSIDE BLVD	PORT ST LUCIE BLVD to LYNGATE DR	331	3,416	2024	880	279	C	0.32	275	C	0.31
NEBRASKA AVE	25TH ST to 13TH ST	684	3,389	2022	1,710	225	C	0.13	173	C	0.10
OAKRIDGE DR	MOUNTWELL ST to OAKLYN ST	621	6,548	2024	700	327	C	0.47	310	C	0.44
OHIO AVE	SUNRISE BLVD to COLONIAL RD	686	3,655	2022	540	193	C	0.36	214	C	0.40
OHIO AVE	COLONIAL RD to US 1	686	3,655	2022	750	193	C	0.26	214	C	0.29
OKEECHOBEE RD	OKEECHOBEE C.L. to BLUEFIELD RD	687	11,285	2024	1,580	611	B	0.39	618	B	0.39
OKEECHOBEE RD	BLUEFIELD RD to CARLTON RD	687	11,285	2024	2,000	611	B	0.31	618	B	0.31
OKEECHOBEE RD	CARLTON RD to SNEED RD	940039	10,058	2024							
OKEECHOBEE RD	IDEAL HOLDING RD to HEADER CANAL RD	940039	10,058	2024							
OKEECHOBEE RD	SNEED RD to IDEAL HOLDING RD	940039	10,058	2024							
OKEECHOBEE RD	HEADER CANAL RD to MIDWAY RD	940039	10,058	2024							
OKEECHOBEE RD	MIDWAY RD to SHINN RD	940039	10,058	2024							
OKEECHOBEE RD	SHINN RD to MCCARTY RD	940195	7,458	2024							
OKEECHOBEE RD	MCCARTY RD to FLORIDA'S TURNPIKE	940025	10,829	2024							
OKEECHOBEE RD	FLORIDA'S TURNPIKE to KINGS HWY	940025	10,829	2024							
OKEECHOBEE RD	KINGS HWY to CROSSROADS PKWY	940748	24,802	2024							
OKEECHOBEE RD	CROSSROADS PKWY to I-95	940106	26,584	2024							
OKEECHOBEE RD	I-95 to JENKINS RD	940029	34,664	2024							
OKEECHOBEE RD	JENKINS RD to MCNEIL RD	940029	34,664	2024							
OKEECHOBEE RD	MCNEIL RD to VIRGINIA AVE	940742	33,563	2024							
OKEECHOBEE RD	VIRGINIA AVE to HARTMAN RD	688	13,254	2023	2,100	685	C	0.33	676	C	0.32
OKEECHOBEE RD	HARTMAN RD to 35TH ST	688	13,254	2023	1,630	685	C	0.42	676	C	0.41
OKEECHOBEE RD	35TH ST to 33RD ST	689	15,788	2023	1,630	822	D	0.50	787	D	0.48
OKEECHOBEE RD	33RD ST to 25TH ST	689	15,788	2023	1,630	822	D	0.50	787	D	0.48
OKEECHOBEE RD	25TH ST to GEORGIA AVE	690	11,662	2023	1,630	675	C	0.41	599	C	0.37
OKEECHOBEE RD	GEORGIA AVE to DELAWARE AVE	690	11,662	2023	1,710	675	C	0.39	599	C	0.35
OLD DIXIE HWY	US 1 to SR A1A NORTH	691	42	2022	790	6	C	0.01	6	C	0.01
OLD DIXIE HWY	SR A1A NORTH to ST LUCIE BLVD	768	9,800	2025	750	559	D	0.75	613	D	0.82
OLD DIXIE HWY	ST LUCIE BLVD to INDRIO RD	227	1,752	2022	790	142	C	0.18	104	C	0.13
OLD DIXIE HWY	INDRIO RD to INDIAN RIVER C.L.	769	2,000	2025	870	144	C	0.17	150	C	0.17
OLEANDER AVE	BEACH AVE to KITTERMAN RD	692	3,024	2021	540	175	C	0.32	198	C	0.37

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2025

Roadway Name	Location	STATION ID	2025 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	KITTERMAN RD to MIDWAY RD	141	5,200	2025	750	407	D	0.54	413	D	0.55
OLEANDER AVE	MIDWAY RD to WEATHERBEE RD	139	5,879	2023	750	332	C	0.44	335	C	0.45
OLEANDER AVE	WEATHERBEE RD to BELL AVE	139	5,879	2023	540	332	D	0.61	335	D	0.62
OLEANDER AVE	BELL AVE to FARMER'S MARKET RD	240	11,569	2024	540	573	E	1.06	567	E	1.05
OLEANDER AVE	FARMER'S MARKET RD to EDWARDS RD	240	11,569	2024	750	573	D	0.76	567	D	0.76
OLEANDER AVE	EDWARDS RD to WISTERIA AVE	505	9,680	2024	750	620	D	0.83	546	D	0.73
OLEANDER AVE	WISTERIA AVE to GARDENIA AVE	505	9,680	2024	540	620	F	1.15	546	E	1.01
OLEANDER AVE	GARDENIA AVE to VIRGINIA AVE	505	9,680	2024	790	620	D	0.78	546	D	0.69
OLEANDER AVE	VIRGINIA AVE to SUNRISE BLVD	503	4,773	2023	600	268	C	0.45	277	C	0.46
ORANGE AVE	OKEECHOBEE C.L. to SNEED RD	144	5,479	2021	670	320	C	0.48	305	C	0.46
ORANGE AVE	SNEED RD to HEADER CANAL RD	144	5,479	2021	670	320	C	0.48	305	C	0.46
ORANGE AVE	HEADER CANAL RD to SHINN RD	144	5,479	2021	670	320	C	0.48	305	C	0.46
ORANGE AVE	SHINN RD to CAMPBELL RD	759	9,900	2025	1,070	553	C	0.52	500	C	0.47
ORANGE AVE	CAMPBELL RD to KINGS HWY	759	9,900	2025	1,070	553	C	0.52	500	C	0.47
ORANGE AVE	KINGS HWY to I-95	940041	18,044	2024							
ORANGE AVE	I-95 to JENKINS RD	940035	15,959	2024							
ORANGE AVE	JENKINS RD to HARTMAN RD	940028	18,256	2024							
ORANGE AVE	HARTMAN RD to ANGLE RD	940028	18,256	2024							
ORANGE AVE	ANGLE RD to 25TH ST	940151	8,946	2013							
ORANGE AVE	25TH ST to 17TH ST	945040	14,095	2024							
ORANGE AVE	17TH ST to 13TH ST	945040	14,095	2024							
ORANGE AVE	13TH ST to 10TH ST	945040	14,095	2024							
ORANGE AVE	10TH ST to 7TH ST	940155	10,375	2024							
ORANGE AVE	7TH ST to US 1	945134	7,977	2024							
ORANGE AVE	US 1 to 2ND ST	760	3,500	2025	600	328	D	0.55	330	D	0.55
ORANGE AVE	2ND ST to INDIAN RIVER DR	760	3,500	2025	750	328	C	0.44	330	C	0.44
PARR DR	PORT ST LUCIE BLVD to DARWIN BLVD	209	1,986	2022	700	154	C	0.22	133	C	0.19
PARR DR	DARWIN BLVD to TULIP BLVD	723	1,935	2023	540	170	C	0.31	129	C	0.24
PARR DR	SAVONA BLVD to PORT ST LUCIE BLVD	747	6,300	2025	700	375	C	0.54	354	C	0.51
PARR DR	ROSSER BLVD to SAVONA BLVD	747	6,300	2025	630	375	C	0.60	354	C	0.56
PEACOCK BLVD	CALIFORNIA BLVD to CASHMERE BLVD	693	5,857	2021	630	370	C	0.59	412	C	0.65
PEACOCK BLVD	UNIVERSITY BLVD to CALIFORNIA BLVD	694	11,445	2024	920	824	C	0.90	827	C	0.90

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2025

Roadway Name	Location	STATION ID	2025 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
VETERANS MEMORIAL PKWY	PORT ST LUCIE BLVD to LYNGATE DR	329	12,500	2025	2,100	683	C	0.33	607	C	0.29
VETERANS MEMORIAL PKWY	LYNGATE DR to US 1	327	11,549	2024	2,100	658	C	0.31	623	C	0.30
VILLAGE GREEN DR	US 1 to WALTON RD	716	17,648	2024	2,100	1,100	C	0.52	1,190	C	0.57
VILLAGE GREEN DR	WALTON RD to TIFFANY AVE	717	4,664	2022	920	305	C	0.33	258	C	0.28
VILLAGE PKWY	DISCOVERY WAY to TRADITION PKWY	718	29,000	2025	2,650	1,400	D	0.53	1,386	D	0.52
VILLAGE PKWY	BECKER RD to DISCOVERY WAY	734	8,800	2024	1,710	590	C	0.35	609	C	0.36
VILLAGE PKWY	TRADITION PKWY to WESTCLIFFE LN	719	27,668	2024	1,710	1,491	D	0.87	1,471	D	0.86
VILLAGE PKWY	WESTCLIFFE LN to CROSSTOWN PKWY	720	18,528	2023	1,710	982	D	0.57	1,038	D	0.61
VIRGINIA AVE	35TH ST to 25TH ST	940032	23,774	2024							
VIRGINIA AVE	OKEECHOBEE RD to HARTMAN RD	940030	22,983	2024							
VIRGINIA AVE	HARTMAN RD to 35TH ST	940030	22,983	2024							
VIRGINIA AVE	25TH ST to 13TH ST	940033	22,068	2024							
VIRGINIA AVE	13TH ST to 11TH ST	940794	23,718	2024							
VIRGINIA AVE	11TH ST to SUNRISE BLVD	940794	23,718	2024							
VIRGINIA AVE	SUNRISE BLVD to OLEANDER AVE	940792	20,071	2024							
VIRGINIA AVE	OLEANDER AVE to COLONIAL RD	940034	18,681	2024							
VIRGINIA AVE	COLONIAL RD to US 1	940034	18,681	2024							
WALTON RD	US 1 to VILLAGE GREEN DR	330	12,775	2024	1,710	743	C	0.43	753	C	0.44
WALTON RD	VILLAGE GREEN DR to LENNARD RD	328	17,000	2025	1,710	964	D	0.56	1,014	D	0.59
WALTON RD	LENNARD RD to GREEN RIVER PKWY	326	11,285	2024	880	703	C	0.80	712	C	0.81
WALTON RD	GREEN RIVER PKWY to INDIAN RIVER DR	324	6,039	2022	630	388	C	0.62	368	C	0.58
WEATHERBEE RD	OLEANDER AVE to US 1	721	3,229	2023	750	202	C	0.27	184	C	0.25
WEATHERBEE RD	US 1 to MIDWAY RD	158	6,028	2023	750	382	D	0.51	382	D	0.51
WESTCLIFFE LN	TREMONTE AVE to VILLAGE PKWY	722	6,604	2023	1,470	485	C	0.33	445	C	0.30
WESTMORELAND BLVD	MORNINGSIDE BLVD to PORT ST LUCIE BLVD	339	14,905	2023	920	798	C	0.87	900	D	0.98
WESTMORELAND BLVD	MARTIN C.L. to MORNINGSIDE BLVD	245	8,300	2025	920	475	C	0.52	584	C	0.63

Countywide Performance

Weighted V/C = **21.49**

% VMT below Standard = **33.92%**

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COUNTY: 94
STATION: 0757
DESCRIPTION: SR 713 / KINGS HWY - N OF SR 70/OKEECHOBEE RD (COU
START DATE: 03/27/2024
START TIME: 0000

	DIRECTION: N					DIRECTION: S					COMBINED
TIME	1ST	2ND	3RD	4TH	TOTAL	1ST	2ND	3RD	4TH	TOTAL	TOTAL
0000	31	18	23	28	100	49	46	42	55	192	292
0100	37	40	21	29	127	47	36	35	43	161	288
0200	40	16	41	20	117	45	66	40	31	182	299
0300	36	16	8	33	93	47	44	55	40	186	279
0400	29	32	40	26	127	59	64	84	95	302	429
0500	49	52	47	54	202	103	100	98	118	419	621
0600	70	91	84	102	347	76	130	122	171	499	846
0700	82	82	124	95	383	166	166	178	160	670	1053
0800	120	107	115	79	421	131	148	165	163	607	1028
0900	87	110	103	127	427	126	162	163	117	568	995
1000	127	115	112	136	490	106	160	137	172	575	1065
1100	120	111	136	119	486	217	154	134	134	639	1125
1200	125	143	144	133	545	161	156	120	121	558	1103
1300	162	136	141	135	574	158	153	136	147	594	1168
1400	130	133	130	128	521	171	115	118	127	531	1052
1500	127	132	135	134	528	125	99	129	146	499	1027
1600	112	110	102	145	469	165	159	220	183	727	1196
1700	130	108	113	100	451	188	209	149	117	663	1114
1800	124	84	90	74	372	110	112	103	95	420	792
1900	82	80	76	87	325	102	79	84	92	357	682
2000	92	76	53	58	279	89	110	108	79	386	665
2100	62	63	48	71	244	78	65	69	53	265	509
2200	50	66	41	40	197	109	54	98	54	315	512
2300	21	46	23	25	115	53	41	61	46	201	316
24-HOUR TOTALS:					7940					10516	18456

PEAK VOLUME INFORMATION

	DIRECTION: N		DIRECTION: S		COMBINED DIRECTIONS	
	HOUR	VOLUME	HOUR	VOLUME	HOUR	VOLUME
A.M.	730	446	645	681	645	1071
P.M.	1215	[redacted]	1630	[redacted]	1630	1285
DAILY	1215	582	1630	800	1630	1285

GENERATED BY SPS 5.0.0.61

COUNTY: 94
STATION: 0076
DESCRIPTION: SR 713/KINGS HWY - S OF SR 68/ORANGE AVE (COUNTY 7
START DATE: 03/26/2024
START TIME: 0000

	DIRECTION: N					DIRECTION: S					COMBINED
TIME	1ST	2ND	3RD	4TH	TOTAL	1ST	2ND	3RD	4TH	TOTAL	TOTAL
0000	21	23	16	7	67	29	12	7	7	55	122
0100	13	22	8	20	63	14	15	17	10	56	119
0200	18	12	7	11	48	14	20	17	8	59	107
0300	8	6	24	9	47	12	11	22	15	60	107
0400	15	11	29	28	83	28	33	49	40	150	233
0500	20	24	41	34	119	37	44	42	72	195	314
0600	47	69	86	86	288	62	87	100	114	363	651
0700	95	90	94	111	390	112	126	100	117	455	845
0800	102	100	89	93	384	124	114	123	114	475	859
0900	74	70	106	102	352	107	116	112	130	465	817
1000	95	93	97	96	381	101	101	106	110	418	799
1100	96	89	97	94	376	87	92	90	89	358	734
1200	91	110	94	116	411	123	109	114	86	432	843
1300	97	101	107	122	427	106	102	101	112	421	848
1400	82	88	116	89	375	92	115	107	128	442	817
1500	104	119	124	102	449	114	119	125	119	477	926
1600	116	112	101	102	431	129	136	123	115	503	934
1700	113	112	98	116	439	129	132	109	100	470	909
1800	88	99	78	64	329	101	81	88	58	328	657
1900	71	74	59	47	251	61	58	53	56	228	479
2000	59	31	50	48	188	54	92	56	46	248	436
2100	49	38	35	33	155	40	30	31	36	137	292
2200	36	38	29	33	136	28	22	37	22	109	245
2300	18	21	17	24	80	9	28	18	15	70	150
24-HOUR TOTALS:					6269					6974	13243

PEAK VOLUME INFORMATION

	DIRECTION: N		DIRECTION: S		COMBINED DIRECTIONS	
	HOUR	VOLUME	HOUR	VOLUME	HOUR	VOLUME
A.M.	730	407	745	478	745	880
P.M.	1515	[redacted]	1530	[redacted]	1530	963
DAILY	1515	461	1530	509	1530	963

GENERATED BY SPS 5.0.0.61

COUNTY: 94
STATION: 0077
DESCRIPTION: SR 713/KINGS HWY - N OF SR 68/ORANGE AVE (COUNTY 7
START DATE: 02/28/2024
START TIME: 0000

	DIRECTION: N					DIRECTION: S					COMBINED
TIME	1ST	2ND	3RD	4TH	TOTAL	1ST	2ND	3RD	4TH	TOTAL	TOTAL
0000	29	35	24	26	114	28	23	19	17	87	201
0100	12	22	24	10	68	26	8	30	20	84	152
0200	18	13	14	17	62	20	19	11	20	70	132
0300	16	17	22	25	80	13	17	24	13	67	147
0400	27	33	53	47	160	25	35	41	44	145	305
0500	64	85	96	98	343	51	64	85	105	305	648
0600	99	102	144	149	494	114	118	121	149	502	996
0700	138	172	177	182	669	148	169	175	149	641	1310
0800	156	131	156	147	590	167	171	152	130	620	1210
0900	119	132	139	156	546	144	121	121	127	513	1059
1000	118	159	122	149	548	137	143	150	105	535	1083
1100	137	175	140	137	589	130	131	149	136	546	1135
1200	141	159	99	177	576	135	147	126	132	540	1116
1300	143	136	139	141	559	125	126	141	131	523	1082
1400	137	131	156	148	572	116	133	137	154	540	1112
1500	165	187	178	148	678	138	176	142	165	621	1299
1600	160	179	177	169	685	155	172	175	193	695	1380
1700	161	134	162	163	620	160	184	156	151	651	1271
1800	152	124	113	98	487	165	116	115	110	506	993
1900	115	99	99	105	418	96	90	86	81	353	771
2000	67	77	56	81	281	58	81	58	51	248	529
2100	65	61	62	59	247	45	67	53	46	211	458
2200	63	46	46	50	205	45	43	37	31	156	361
2300	51	41	29	26	147	27	35	26	26	114	261
24-HOUR TOTALS:					9738					9273	19011

PEAK VOLUME INFORMATION

	DIRECTION: N		DIRECTION: S		COMBINED DIRECTIONS	
	HOUR	VOLUME	HOUR	VOLUME	HOUR	VOLUME
A.M.	715	687	730	662	715	1347
P.M.	1615	[redacted]	1630	[redacted]	1615	1386
DAILY	715	687	1630	712	1615	1386

TRUCK PERCENTAGE 18.28 21.12 19.66

CLASSIFICATION SUMMARY DATABASE

DIR	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TOTTRK	TOTVOL
N	25	6396	1537	36	420	256	38	91	769	64	2	36	68	0	0	1780	9738
S	20	5801	1494	77	607	218	31	105	882	14	2	9	13	0	0	1958	9273

GENERATED BY SPS 5.0.0.61

COUNTY: 94
STATION: 0025
DESCRIPTION: SR 70/OKEECHOBEE RD - W OF SR 91/TPK (COUNTY 25)
START DATE: 02/29/2024
START TIME: 0000

	DIRECTION: E					DIRECTION: W					COMBINED
TIME	1ST	2ND	3RD	4TH	TOTAL	1ST	2ND	3RD	4TH	TOTAL	TOTAL
0000	20	22	14	11	67	10	16	7	12	45	112
0100	8	8	6	7	29	11	13	8	5	37	66
0200	3	5	10	3	21	3	1	8	7	19	40
0300	5	6	5	7	23	4	8	11	11	34	57
0400	10	13	12	24	59	12	16	16	15	59	118
0500	30	37	54	52	173	17	24	34	41	116	289
0600	74	89	111	123	397	44	55	57	72	228	625
0700	137	134	168	131	570	62	92	138	89	381	951
0800	124	108	118	109	459	89	97	73	75	334	793
0900	99	96	86	93	374	71	84	73	79	307	681
1000	117	103	117	94	431	95	78	89	81	343	774
1100	120	113	107	129	469	98	66	86	82	332	801
1200	131	113	131	114	489	79	99	76	91	345	834
1300	101	110	114	106	431	85	96	91	109	381	812
1400	114	118	122	100	454	101	105	74	109	389	843
1500	116	120	94	111	441	113	152	138	143	546	987
1600	113	108	130	104	455	155	157	120	117	549	1004
1700	123	110	102	98	433	141	165	174	151	631	1064
1800	104	102	78	62	346	160	178	145	151	634	980
1900	73	65	66	61	265	126	116	100	92	434	699
2000	65	63	62	73	263	64	63	58	64	249	512
2100	68	97	109	112	386	44	46	24	39	153	539
2200	129	129	127	139	524	29	24	25	26	104	628
2300	141	161	158	17	477	29	22	12	8	71	548
24-HOUR TOTALS:					8036					6721	14757

PEAK VOLUME INFORMATION

	DIRECTION: E		DIRECTION: W		COMBINED DIRECTIONS	
	HOUR	VOLUME	HOUR	VOLUME	HOUR	VOLUME
A.M.	700	570	730	413	715	965
P.M.	1200	[redacted]	1730	[redacted]	1730	1069
DAILY	2245	599	1730	663	1730	1069

TRUCK PERCENTAGE 13.10 16.63 14.71

CLASSIFICATION SUMMARY DATABASE

DIR	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TOTTRK	TOTVOL
E	22	5343	1618	45	534	49	16	197	209	2	0	1	0	0	0	1053	8036
W	26	4912	665	40	483	245	23	75	238	9	0	5	0	0	0	1118	6721

GENERATED BY SPS 5.0.0.61

COUNTY: 94
STATION: 0748
DESCRIPTION: SR 70/OKEECHOBEE RD - E OF SR 713/KINGS HWY (COUNT
START DATE: 03/13/2024
START TIME: 0000

	DIRECTION: E					DIRECTION: W					COMBINED
TIME	1ST	2ND	3RD	4TH	TOTAL	1ST	2ND	3RD	4TH	TOTAL	TOTAL
0000	48	44	39	41	172	39	37	25	21	122	294
0100	35	32	40	19	126	27	26	22	20	95	221
0200	23	23	31	23	100	20	14	19	25	78	178
0300	23	14	19	30	86	24	28	20	29	101	187
0400	32	38	34	50	154	24	29	36	47	136	290
0500	69	79	90	126	364	49	65	79	105	298	662
0600	118	168	189	225	700	97	154	145	193	589	1289
0700	222	270	290	319	1101	156	180	208	189	733	1834
0800	249	252	246	263	1010	206	189	182	162	739	1749
0900	220	240	267	197	924	171	190	192	183	736	1660
1000	209	244	267	282	1002	193	208	199	181	781	1783
1100	261	269	262	298	1090	218	182	214	230	844	1934
1200	296	275	295	273	1139	222	238	193	195	848	1987
1300	276	261	263	273	1073	227	204	206	206	843	1916
1400	274	267	297	314	1152	230	225	229	240	924	2076
1500	289	306	279	276	1150	248	234	244	241	967	2117
1600	321	293	326	281	1221	263	211	235	259	968	2189
1700	311	276	284	260	1131	259	254	221	216	950	2081
1800	263	209	250	224	946	189	186	174	166	715	1661
1900	226	180	197	210	813	153	143	139	118	553	1366
2000	154	134	135	132	555	106	141	102	113	462	1017
2100	130	119	118	98	465	95	104	69	94	362	827
2200	109	81	91	93	374	64	71	66	50	251	625
2300	89	57	78	60	284	42	46	40	34	162	446
24-HOUR TOTALS:					17132					13257	30389

PEAK VOLUME INFORMATION

	DIRECTION: E		DIRECTION: W		COMBINED DIRECTIONS	
	HOUR	VOLUME	HOUR	VOLUME	HOUR	VOLUME
A.M.	715	1128	730	792	715	1911
P.M.	1600	[redacted]	1630	[redacted]	1630	2201
DAILY	1600	1221	1630	1007	1630	2201

TRUCK PERCENTAGE 23.60 25.98 24.64

CLASSIFICATION SUMMARY DATABASE

DIR	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TOTTRK	TOTVOL
E	133	9601	3355	251	988	246	13	383	2074	41	28	17	2	0	0	4043	17132
W	44	6885	2803	279	1261	110	32	283	1399	31	20	12	17	0	81	3444	13257

GENERATED BY SPS 5.0.0.61

COUNTY: 94
STATION: 0106
DESCRIPTION: SR 70/OKEECHOBEE RD - W OF SR 9\I-95 (INCLUDE EB T
START DATE: 02/28/2024
START TIME: 0000

	DIRECTION: E					DIRECTION: W					COMBINED
TIME	1ST	2ND	3RD	4TH	TOTAL	1ST	2ND	3RD	4TH	TOTAL	TOTAL
0000	23	17	12	12	64	64	61	82	77	284	348
0100	16	8	8	6	38	44	35	41	56	176	214
0200	10	10	7	9	36	36	39	46	40	161	197
0300	6	4	6	9	25	38	43	40	44	165	190
0400	10	12	10	16	48	41	73	75	95	284	332
0500	24	30	34	48	136	102	111	131	175	519	655
0600	51	78	119	114	362	188	172	213	286	859	1221
0700	147	172	197	185	701	240	269	274	306	1089	1790
0800	159	165	165	191	680	274	257	255	262	1048	1728
0900	135	145	153	117	550	226	224	247	226	923	1473
1000	155	126	138	172	591	237	231	235	272	975	1566
1100	154	163	156	160	633	260	292	297	266	1115	1748
1200	161	141	165	160	627	284	295	348	282	1209	1836
1300	147	137	138	143	565	276	312	267	302	1157	1722
1400	152	133	139	144	568	267	281	308	283	1139	1707
1500	155	136	162	120	573	327	318	338	391	1374	1947
1600	158	147	159	166	630	377	421	405	419	1622	2252
1700	187	165	162	145	659	450	436	416	371	1673	2332
1800	158	169	116	119	562	371	384	422	362	1539	2101
1900	124	150	114	104	492	397	354	276	265	1292	1784
2000	100	109	93	137	439	265	212	209	183	869	1308
2100	106	122	102	123	453	168	126	119	106	519	972
2200	123	142	120	153	538	99	82	74	79	334	872
2300	131	142	172	149	594	55	64	62	53	234	828
24-HOUR TOTALS:					10564					20559	31123

PEAK VOLUME INFORMATION

	DIRECTION: E		DIRECTION: W		COMBINED DIRECTIONS	
	HOUR	VOLUME	HOUR	VOLUME	HOUR	VOLUME
A.M.	715	713	715	1123	715	1836
P.M.	1645	[redacted]	1645	[redacted]	1645	2401
DAILY	715	713	1645	1721	1645	2401

TRUCK PERCENTAGE 3.80 21.09 15.22

CLASSIFICATION SUMMARY DATABASE

DIR	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TOTTRK	TOTVOL
E	97	9613	445	62	166	36	13	47	51	23	0	0	3	0	8	401	10564
W	42	11848	4322	299	1458	183	70	243	1939	35	53	50	5	0	12	4335	20559

GENERATED BY SPS 5.0.0.61

COUNTY: 94
STATION: 0029
DESCRIPTION: SR 70 / OKEECHOBEE RD - E OF SR 9/I-95 (COUNTY 29
START DATE: 03/12/2024
START TIME: 0000

	DIRECTION: E					DIRECTION: W					COMBINED
TIME	1ST	2ND	3RD	4TH	TOTAL	1ST	2ND	3RD	4TH	TOTAL	TOTAL
0000	41	41	24	34	140	41	14	41	36	132	272
0100	20	36	24	23	103	20	23	14	27	84	187
0200	20	17	21	23	81	22	20	13	20	75	156
0300	17	12	24	24	77	21	26	30	24	101	178
0400	15	31	29	44	119	34	48	44	68	194	313
0500	54	76	103	141	374	75	90	133	133	431	805
0600	158	176	289	298	921	216	255	312	326	1109	2030
0700	290	405	495	474	1664	271	278	371	347	1267	2931
0800	375	365	326	346	1412	303	280	281	284	1148	2560
0900	301	303	303	300	1207	259	264	268	278	1069	2276
1000	263	230	287	286	1066	254	274	237	256	1021	2087
1100	315	259	275	293	1142	263	287	267	317	1134	2276
1200	307	313	325	354	1299	334	299	286	254	1173	2472
1300	315	298	300	304	1217	274	323	284	304	1185	2402
1400	301	276	318	331	1226	339	288	301	299	1227	2453
1500	286	310	365	383	1344	320	338	383	399	1440	2784
1600	339	355	367	382	1443	420	444	417	380	1661	3104
1700	356	420	414	352	1542	410	438	410	347	1605	3147
1800	339	349	307	282	1277	266	331	266	273	1136	2413
1900	247	246	212	214	919	255	238	261	214	968	1887
2000	177	186	153	156	672	210	199	177	157	743	1415
2100	155	122	105	105	487	152	111	113	114	490	977
2200	116	77	74	85	352	87	76	90	79	332	684
2300	54	54	49	45	202	87	32	60	42	221	423
24-HOUR TOTALS:					20286					19946	40232

PEAK VOLUME INFORMATION

	DIRECTION: E		DIRECTION: W		COMBINED DIRECTIONS	
	HOUR	VOLUME	HOUR	VOLUME	HOUR	VOLUME
A.M.	715	1749	730	1301	715	3048
P.M.	1645	[redacted]	1545	[redacted]	1645	3210
DAILY	715	1749	1545	1680	1645	3210

GENERATED BY SPS 5.0.0.61

COUNTY: 94
STATION: 0742
DESCRIPTION: SR 70/OKEECHOBEE RD - SW OF SR 70/VIRGINIA AVE (CO
START DATE: 03/26/2024
START TIME: 0000

	DIRECTION: E					DIRECTION: W					COMBINED
TIME	1ST	2ND	3RD	4TH	TOTAL	1ST	2ND	3RD	4TH	TOTAL	TOTAL
0000	29	26	18	21	94	29	21	18	24	92	186
0100	15	14	14	16	59	8	18	13	14	53	112
0200	7	12	12	13	44	13	20	11	12	56	100
0300	10	12	4	15	41	11	17	18	10	56	97
0400	12	20	32	24	88	21	32	32	45	130	218
0500	37	55	66	84	242	59	80	112	116	367	609
0600	118	152	224	252	746	135	229	233	260	857	1603
0700	235	300	420	511	1466	228	280	271	273	1052	2518
0800	432	379	352	335	1498	295	294	258	267	1114	2612
0900	326	353	281	334	1294	233	289	270	259	1051	2345
1000	297	267	322	345	1231	258	230	294	322	1104	2335
1100	309	310	280	344	1243	348	287	303	342	1280	2523
1200	313	357	309	371	1350	381	373	337	304	1395	2745
1300	314	318	308	307	1247	363	328	340	320	1351	2598
1400	308	328	340	316	1292	356	337	347	297	1337	2629
1500	296	313	327	381	1317	438	444	388	418	1688	3005
1600	369	384	381	433	1567	411	376	406	418	1611	3178
1700	409	433	459	387	1688	477	453	443	352	1725	3413
1800	393	403	355	330	1481	318	342	274	286	1220	2701
1900	280	256	236	224	996	330	287	285	292	1194	2190
2000	231	203	201	167	802	230	283	295	206	1014	1816
2100	158	149	125	112	544	165	144	150	134	593	1137
2200	118	103	70	67	358	103	100	70	55	328	686
2300	78	74	35	50	237	41	41	43	30	155	392
24-HOUR TOTALS:					20925					20823	41748

PEAK VOLUME INFORMATION

	DIRECTION: E		DIRECTION: W		COMBINED DIRECTIONS	
	HOUR	VOLUME	HOUR	VOLUME	HOUR	VOLUME
A.M.	730	1742	730	1133	730	2875
P.M.	1645	[redacted]	1645	[redacted]	1645	3525
DAILY	730	1742	1645	1791	1645	3525

TRUCK PERCENTAGE 4.05 8.47 6.25

CLASSIFICATION SUMMARY DATABASE

DIR	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TOTTRK	TOTVOL
E	76	17371	2532	85	282	105	79	77	165	44	1	0	9	0	99	847	20925
W	111	15829	3039	129	940	154	65	207	230	27	2	2	7	0	81	1763	20823

GENERATED BY SPS 5.0.0.61

COUNTY: 94
STATION: 0041
DESCRIPTION: SR 68 / ORANGE AVE - W OF SR 9/I-95 (COUNTY 41)
START DATE: 03/26/2024
START TIME: 0000

	DIRECTION: E					DIRECTION: W					COMBINED
TIME	1ST	2ND	3RD	4TH	TOTAL	1ST	2ND	3RD	4TH	TOTAL	TOTAL
0000	38	30	26	11	105	37	35	23	24	119	224
0100	23	24	19	17	83	33	14	23	26	96	179
0200	33	19	31	28	111	30	24	25	17	96	207
0300	28	21	34	19	102	16	12	52	40	120	222
0400	32	18	35	46	131	39	50	66	76	231	362
0500	42	57	70	75	244	79	95	115	141	430	674
0600	78	120	138	128	464	162	172	218	227	779	1243
0700	159	114	156	164	593	175	179	214	247	815	1408
0800	177	164	166	121	628	209	181	217	155	762	1390
0900	141	135	141	151	568	166	138	163	192	659	1227
1000	140	141	187	160	628	164	160	183	178	685	1313
1100	162	171	169	177	679	203	178	206	154	741	1420
1200	142	186	165	187	680	189	165	193	217	764	1444
1300	186	161	188	208	743	211	195	202	193	801	1544
1400	180	177	208	170	735	167	249	195	242	853	1588
1500	194	156	207	183	740	214	212	197	242	865	1605
1600	208	203	213	198	822	210	229	242	225	906	1728
1700	195	194	180	169	738	205	212	205	198	820	1558
1800	158	145	144	127	574	193	179	156	145	673	1247
1900	112	105	104	106	427	151	129	106	125	511	938
2000	91	92	76	75	334	128	121	114	104	467	801
2100	85	68	71	64	288	108	91	83	91	373	661
2200	44	49	40	51	184	80	86	74	53	293	477
2300	41	44	46	22	153	43	51	44	40	178	331
24-HOUR TOTALS:					10754					13037	23791

PEAK VOLUME INFORMATION

	DIRECTION: E		DIRECTION: W		COMBINED DIRECTIONS	
	HOUR	VOLUME	HOUR	VOLUME	HOUR	VOLUME
A.M.	745	671	745	854	745	1525
P.M.	1600	[redacted]	1545	[redacted]	1545	1730
DAILY	1600	822	1545	923	1545	1730

GENERATED BY SPS 5.0.0.61

COUNTY: 94
STATION: 0035
DESCRIPTION: SR 68 / ORANGE AVE - E OF SR 9/I-95 (COUNTY 35)
START DATE: 02/27/2024
START TIME: 0000

	DIRECTION: E					DIRECTION: W					COMBINED
TIME	1ST	2ND	3RD	4TH	TOTAL	1ST	2ND	3RD	4TH	TOTAL	TOTAL
0000	14	17	11	11	53	10	11	14	8	43	96
0100	6	7	3	9	25	10	7	10	10	37	62
0200	9	3	5	8	25	4	10	6	7	27	52
0300	12	9	9	10	40	5	10	17	13	45	85
0400	10	16	29	18	73	10	18	33	34	95	168
0500	23	44	66	71	204	37	53	72	84	246	450
0600	72	106	179	264	621	93	141	186	161	581	1202
0700	234	270	355	262	1121	151	171	202	194	718	1839
0800	193	167	167	171	698	166	150	180	112	608	1306
0900	131	145	155	135	566	122	138	118	107	485	1051
1000	131	130	132	156	549	130	104	120	102	456	1005
1100	147	132	128	124	531	119	112	138	150	519	1050
1200	137	138	167	158	600	131	135	119	132	517	1117
1300	163	128	141	131	563	148	134	150	160	592	1155
1400	167	164	152	173	656	158	153	169	191	671	1327
1500	174	182	168	177	701	174	255	223	197	849	1550
1600	157	195	191	161	704	251	214	229	210	904	1608
1700	189	228	163	144	724	257	285	201	165	908	1632
1800	155	154	96	107	512	145	124	104	101	474	986
1900	88	89	70	83	330	103	98	69	61	331	661
2000	59	41	47	45	192	66	69	62	52	249	441
2100	44	48	28	37	157	62	46	58	49	215	372
2200	41	26	48	29	144	42	34	38	28	142	286
2300	34	35	22	19	110	21	22	17	18	78	188
24-HOUR TOTALS:					9899					9790	19689

PEAK VOLUME INFORMATION

	DIRECTION: E		DIRECTION: W		COMBINED DIRECTIONS	
	HOUR	VOLUME	HOUR	VOLUME	HOUR	VOLUME
A.M.	645	1123	715	733	700	1839
P.M.	1630	[redacted]	1630	[redacted]	1630	1750
DAILY	645	1123	1630	981	700	1839
TRUCK PERCENTAGE	13.39		9.07		11.24	

CLASSIFICATION SUMMARY DATABASE

DIR	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TOTTRK	TOTVOL
E	38	6807	1729	87	810	166	19	91	142	5	2	3	0	0	0	1325	9899
W	29	7597	1276	48	474	131	24	43	146	10	3	8	1	0	0	888	9790

GENERATED BY SPS 5.0.0.61

COUNTY: 94
STATION: 0028
DESCRIPTION: SR 68/ORANGE AVE - E OF CR 611/B JENKINS RD (COUNT
START DATE: 02/27/2024
START TIME: 0000

	DIRECTION: E					DIRECTION: W					COMBINED
TIME	1ST	2ND	3RD	4TH	TOTAL	1ST	2ND	3RD	4TH	TOTAL	TOTAL
0000	19	19	11	11	60	18	7	10	9	44	104
0100	8	6	0	8	22	11	8	12	12	43	65
0200	6	6	3	8	23	3	11	11	8	33	56
0300	8	10	8	13	39	9	11	15	10	45	84
0400	7	14	18	19	58	17	26	42	44	129	187
0500	22	45	70	69	206	45	58	102	87	292	498
0600	75	92	163	222	552	123	163	222	215	723	1275
0700	237	253	342	298	1130	172	215	248	236	871	2001
0800	190	193	173	198	754	173	159	194	146	672	1426
0900	165	159	170	175	669	155	141	136	119	551	1220
1000	148	158	155	169	630	153	109	141	141	544	1174
1100	172	161	163	158	654	127	129	142	147	545	1199
1200	184	159	195	170	708	152	159	117	166	594	1302
1300	211	152	189	160	712	152	154	169	206	681	1393
1400	201	194	162	209	766	189	180	184	205	758	1524
1500	210	214	208	214	846	196	243	285	224	948	1794
1600	196	228	222	225	871	282	209	244	191	926	1797
1700	202	244	175	169	790	281	288	255	174	998	1788
1800	195	192	107	118	612	157	132	131	116	536	1148
1900	106	96	84	75	361	124	115	78	67	384	745
2000	65	56	49	51	221	76	75	71	54	276	497
2100	54	57	35	33	179	64	68	56	54	242	421
2200	49	32	50	37	168	45	44	39	32	160	328
2300	39	48	26	22	135	29	24	22	24	99	234
24-HOUR TOTALS:					11166					11094	22260

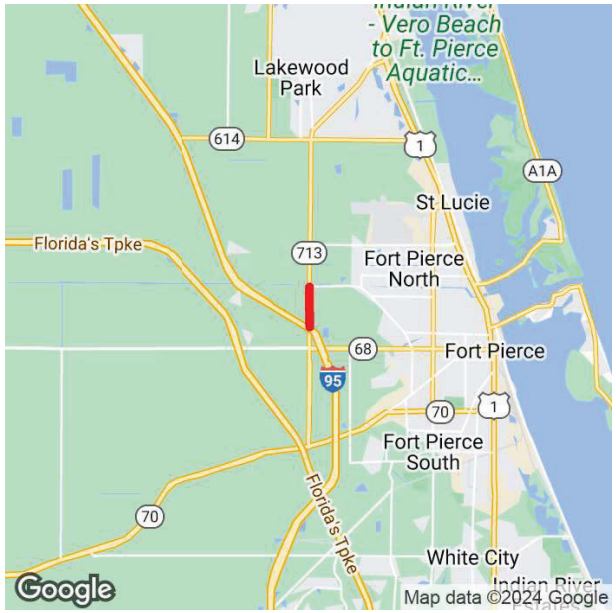
PEAK VOLUME INFORMATION

	DIRECTION: E		DIRECTION: W		COMBINED DIRECTIONS	
	HOUR	VOLUME	HOUR	VOLUME	HOUR	VOLUME
A.M.	700	1130	715	872	700	2001
P.M.	1630	[redacted]	1515	[redacted]	1630	1897
DAILY	700	1130	1515	1034	700	2001

GENERATED BY SPS 5.0.0.61

Appendix D
Planned & Programmed Improvements

KINGS HIGHWAY FROM NORTH OF I-95 OVERPASS TO SOUTH OF ANGLE RD
4383794 Non-SIS

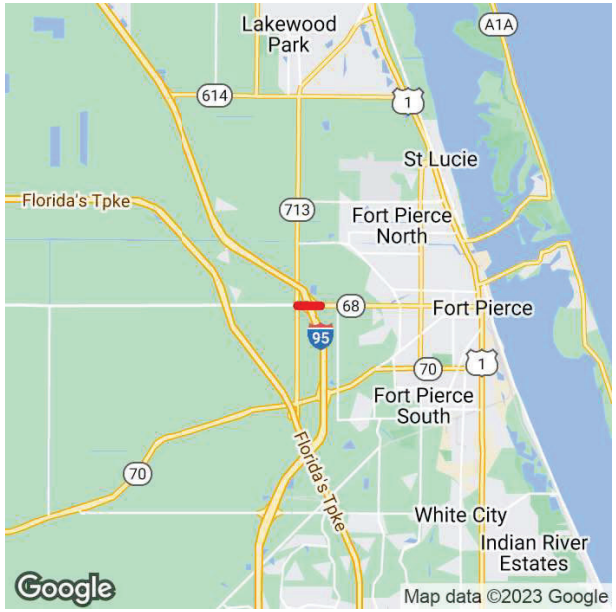


Project Description: ADD LANES & RECONSTRUCT
Extra Description: 2017 TPO PRIORITY #4 WIDENING 2 TO 4 LANES, PD&E UNDER 230256-5, DESIGN & ROW UNDER FM# 438379.1
Lead Agency: MANAGED BY FDOT
From: NORTH OF I-95 OVERPASS
Length: 0.97
To: SOUTH OF ANGLE RD
Phase Group: CONSTRUCTION

Phase	Fund Code	2025	2026	2027	2028	2029	Total
CST	DDR	0	0	11,893,027	1,972,725	0	13,865,752
CST	DIH	0	0	127,248	131,323	0	258,571
CST	DS	0	0	8,525,536	0	0	8,525,536
CST	SA	0	0	2,833,692	0	0	2,833,692
CST	SU	0	0	4,159,002	0	0	4,159,002
				27,538,505	**2,104,048**		**29,642,553**

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

ORANGE AVE FROM KINGS HWY TO EAST OF I-95 SB RAMP
4461681 SIS



Prior Year Cost: 805,014
Future Year Cost: 0
Total Project Cost: 8,825,234
LRTP: Page 8-3

Project Description: INTERCHANGE - ADD LANES
Extra Description: ADD EB RIGHT TURN LANE FROM ORANGE AVE/SR-68 TO I-95 SB ON-RAMP & ADD WB RIGHT-TURN LANE FR ORANGE AVE/SR-68 TO NB KINGS HWY/SR-713 NB & WB PROTECTED RIGHT TURN PHASES TO BE ADDED AT INTERSECTION OF ORANGE AVE/SR-68 AND KINGS HWY/ SR-713 EB TO SB ON-RAMP ENTRANCE TO BE RELOCATED TO THE EXISTING SIGNALIZED INTERSECTION FOR THE WB TO SB (SEE WP45)
Lead Agency: MANAGED BY FDOT
From: KINGS HWY
County: ST. LUCIE
To: EAST OF I-95 SB RAMP
Length: 0.646
Phase Group: P D & E, PRELIMINARY ENGINEERING, RIGHT OF WAY, CONSTRUCTION, ENVIRONMENTAL

Phase	Fund Code	2025	2026	2027	2028	2029	Total
PE	ACFP	24,423	0	0	0	0	24,423
ROW	ACFP	382,386	0	0	0	0	382,386
ROW	DDR	56,000	195,368	0	0	0	251,368
CST	ACNP	0	0	0	0	7,362,043	7,362,043
		462,809	**195,368**			**7,362,043**	**8,020,220**

Appendix E
Historical Traffic Counts & Vested Trip Data

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2023 HISTORICAL AADT REPORT

COUNTY: 94 - ST.LUCIE

SITE: 0007 - CR 770/OKEECHOBEE RD. - W. OF 33 AVE. (COUNTY 510)

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2023	15700 S	E 9000	W 6700	9.00	51.60	9.30
2022	15300 F	E 8800	W 6500	9.00	51.40	9.30
2021	15400 C	E 8900	W 6500	9.00	50.90	9.30
2020	12900 C	E 6600	W 6300	9.00	51.30	4.00
2019	17600 F	E 9900	W 7700	9.00	51.00	4.00
2018	17800 C	E 10000	W 7800	9.00	51.30	4.00

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

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2023 HISTORICAL AADT REPORT

COUNTY: 94 - ST.LUCIE

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

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2023	10900 C	E 5500	W 5400	9.50	53.50	17.00
2022	10200 C	E 5000	W 5200	9.50	53.00	9.40
2021	13800 C	E 5900	W 7900	9.50	53.10	12.10
2020	8600 C	E 4200	W 4400	9.50	54.30	19.30
2019	8400 C	E 4500	W 3900	9.50	54.30	18.60
2018	8900 C	E 4300	W 4600	9.50	55.20	19.60
2017	11600 C	E 5700	W 5900	9.50	56.20	28.00
2016	7100 C	E 3600	W 3500	9.00	57.10	15.60
2015	7100 C	E 3600	W 3500	9.00	56.30	13.30
2014	6100 C	E 3100	W 3000	9.00	54.70	13.60
2013	6100 C	E 3100	W 3000	9.00	57.20	26.20
2012	4200 C	E 2100	W 2100	9.00	57.00	13.00
2011	6600 C	E 3200	W 3400	9.00	56.50	13.00
2010	5700 C	E 2700	W 3000	11.51	57.07	20.00
2009	6500 C	E 3300	W 3200	11.11	58.68	19.70
2008	7500 C	E 3700	W 3800	11.51	54.38	19.70

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: 0028 - SR 68/ORANGE AVE - E OF CR 611/B JENKINS RD (COUNTY 28)

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2023	18200 C	E 9000	W 9200	9.00	51.60	15.50
2022	19100 C	E 9300	W 9800	9.00	51.40	15.50
2021	18200 C	E 9200	W 9000	9.00	50.90	11.10
2020	14400 F	E 6700	W 7700	9.00	51.30	11.10
2019	15000 C	E 7000	W 8000	9.00	51.00	11.10
2018	15900 C	E 7700	W 8200	9.00	51.30	7.70
2017	12100 C	E 6000	W 6100	9.00	50.90	7.70
2016	15600 C	E 7700	W 7900	9.00	50.90	7.70
2015	13800 C	E 6900	W 6900	9.00	51.00	10.30
2014	12800 C	E 6400	W 6400	9.00	50.80	9.20
2013	12400 C	E 6300	W 6100	9.00	50.80	17.20
2012	12700 C	E 6400	W 6300	9.00	56.80	10.30
2011	11100 C	E 5500	W 5600	9.00	57.20	10.30
2010	12300 C	E 6200	W 6100	10.32	55.40	10.30
2009	11400 C	E 5700	W 5700	10.27	57.35	9.70
2008	12300 C	E 6200	W 6100	10.45	58.06	9.70

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

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2023 HISTORICAL AADT REPORT

COUNTY: 94 - ST.LUCIE

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

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2023	40000 C	E 20000	W 20000	9.00	51.60	11.80
2022	38000 C	E 19000	W 19000	9.00	51.40	11.80
2021	25100 C	E 17000	W 8100	9.00	50.90	11.00
2020	32000 F	E 16500	W 15500	9.00	51.30	11.00
2019	33000 C	E 17000	W 16000	9.00	51.00	11.00
2018	31000 C	E 15000	W 16000	9.00	51.30	4.70
2017	34500 C	E 17500	W 17000	9.00	50.90	12.30
2016	28500 F	E 14000	W 14500	9.00	50.90	12.30
2015	28500 C	E 14000	W 14500	9.00	51.00	12.30
2014	25500 F	E 14000	W 11500	9.00	50.80	4.90
2013	25500 C	E 14000	W 11500	9.00	50.80	4.90
2012	28000 C	E 14000	W 14000	9.00	56.80	4.90
2011	30500 C	E 15500	W 15000	9.00	57.20	10.90
2010	30500 C	E 15500	W 15000	10.32	55.40	10.90
2009	26500 C	E 13000	W 13500	10.27	57.35	10.90
2008	29500 C	E 15500	W 14000	10.45	58.06	6.70

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: 0035 - SR 68 / ORANGE AVE - E OF SR 9/I-95 (COUNTY 35)

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2023	17700 C	E 8500	W 9200	9.00	51.60	18.70
2022	16200 C	E 7700	W 8500	9.00	51.40	18.70
2021	13400 C	E 6500	W 6900	9.00	50.90	18.70
2020	14700 F	E 7300	W 7400	9.00	51.30	16.60
2019	15300 C	E 7600	W 7700	9.00	51.00	16.60
2018	13100 C	E 7000	W 6100	9.00	51.30	16.60
2017	15400 C	E 7300	W 8100	9.00	50.90	10.80
2016	13900 C	E 6700	W 7200	9.00	50.90	10.80
2015	13600 C	E 6700	W 6900	9.00	51.00	10.80
2014	12600 F	E 6200	W 6400	9.00	50.80	10.40
2013	12600 C	E 6200	W 6400	9.00	50.80	10.40
2012	13700 C	E 6700	W 7000	9.00	56.80	10.40
2011	12900 C	E 6600	W 6300	9.00	57.20	16.30
2010	13800 C	E 6800	W 7000	10.32	55.40	16.30
2009	12200 C	E 6000	W 6200	10.27	57.35	16.30
2008	13200 C	E 6600	W 6600	10.45	58.06	9.70

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

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2023 HISTORICAL AADT REPORT

COUNTY: 94 - ST.LUCIE

SITE: 0041 - SR 68 / ORANGE AVE - W OF SR 9/I-95 (COUNTY 41)

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2023	15400 F	E 7400	W 8000	9.00	53.50	18.20
2022	14400 C	E 6900	W 7500	9.00	53.00	20.10
2021	18700 C	E 9100	W 9600	9.00	53.10	20.10
2020	19000 C	E 9000	W 10000	9.00	54.30	20.10
2019	19800 C	E 10500	W 9300	9.00	54.30	22.40
2018	21000 C	E 10500	W 10500	9.00	55.20	22.40
2017	19000 C	E 9800	W 9200	9.00	56.20	22.40
2016	21300 C	E 11500	W 9800	9.00	57.10	25.00
2015	17300 C	E 8500	W 8800	9.00	56.30	25.00
2014	15700 S	E 8000	W 7700	9.00	54.70	16.40
2013	15500 F	E 7900	W 7600	9.00	57.20	16.40
2012	15700 C	E 8000	W 7700	9.00	57.00	16.40
2011	17900 C	E 9000	W 8900	9.00	56.50	24.40
2010	18600 C	E 9400	W 9200	11.51	57.07	24.40
2009	16300 C	E 8200	W 8100	11.11	58.68	24.40
2008	26000 C	E 13000	W 13000	11.51	54.38	22.30

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: 0076 - SR 713/KINGS HWY - S OF SR 68/ORANGE AVE (COUNTY 76)

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2023	5800 F	N 3000	S 2800	9.00	53.50	28.10
2022	5400 C	N 2800	S 2600	9.00	53.00	31.80
2021	7500 C	N 3800	S 3700	9.00	53.10	24.60
2020	7000 F	N 3500	S 3500	9.00	54.30	37.00
2019	7000 C	N 3500	S 3500	9.00	54.30	22.80
2018	9700 C	N 4600	S 5100	9.00	55.20	22.80
2017	9500 C	N 4700	S 4800	9.00	56.20	22.80
2016	9600 C	N 4600	S 5000	9.00	57.10	32.40
2015	8400 C	N 4100	S 4300	9.00	56.30	32.40
2014	7900 C	N 3800	S 4100	9.00	54.70	19.90
2013	7200 C	N 3400	S 3800	9.00	57.20	14.20
2012	7100 C	N 3400	S 3700	9.00	57.00	14.20
2011	8000 C	N 3900	S 4100	9.00	56.50	17.20
2010	8900 C	N 4400	S 4500	11.51	57.07	17.20
2009	8000 C	N 3800	S 4200	11.11	58.68	17.20
2008	10600 C	N 5200	S 5400	11.51	54.38	11.20

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

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2023 HISTORICAL AADT REPORT

COUNTY: 94 - ST.LUCIE

SITE: 0106 - SR 70/OKEECHOBEE RD - W OF SR 9\I-95 (INCLUDE EB TO NB & SB I-95 RAMPS)

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2023	27000 C	E 11000	W 16000	9.00	53.50	8.90
2022	21700 C	E 7700	W 14000	9.00	53.00	8.90
2021	31000 C	E 10500	W 20500	9.00	53.10	19.60
2020	26500 C	E 13500	W 13000	9.00	54.30	9.70
2019	32500 C	E 15500	W 17000	9.00	54.30	38.40
2018	27000 C	E 14000	W 13000	9.00	55.20	4.70
2017	33000 C	E 17000	W 16000	9.00	56.20	18.80
2016	30000 C	E 16500	W 13500	9.00	57.10	29.30
2015	25500 C	E 13000	W 12500	9.00	56.30	8.80
2014	23000 F	E 12000	W 11000	9.00	54.70	21.60
2013	23000 C	E 12000	W 11000	9.00	57.20	21.60
2012	17100 C	E 8400	W 8700	9.00	57.00	18.40
2011	20200 C	E 10500	W 9700	9.00	56.50	18.40
2010	25000 C	E 12500	W 12500	11.51	57.07	18.40
2009	16600 C	E 8400	W 8200	11.11	58.68	5.00
2008	34000 C	E 17500	W 16500	11.51	54.38	19.30

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: 0144 - CR 68/ORANGE AVE .4 MI E OF JCT CR 609,ST LUCIE CO

YEAR	AADT	DIRECTION 1		DIRECTION 2		*K FACTOR	D FACTOR	T FACTOR
2023	3167 C	E	1563	W	1604	9.50	53.10	20.70
2022	2948 C	E	1457	W	1491	9.50	53.40	23.80
2021	2834 C	E	1398	W	1436	9.50	53.20	23.20
2020	2700 C	E	1342	W	1358	9.50	55.60	23.30
2019	2689 C	E	1333	W	1356	9.50	56.90	21.30
2018	2614 C	E	1299	W	1315	9.50	57.80	20.50
2017	2627 C	E	1305	W	1322	9.50	58.90	20.00
2016	2544 C	E	1265	W	1279	9.50	60.70	19.60
2015	2410 C	E	1198	W	1212	9.50	61.20	19.30
2014	2321 C	E	1158	W	1163	9.50	63.00	23.70
2013	2308 C	E	1143	W	1165	9.50	63.00	23.70
2012	2319 C	E	1148	W	1171	9.50	62.60	24.20
2011	2260 C	E	1119	W	1141	9.50	61.80	25.20
2010	2426 C	E	1199	W	1227	12.12	61.85	24.90
2009	2575 C	E	1260	W	1315	11.34	65.12	25.50
2008	2645 C	E	1298	W	1347	12.06	56.54	27.60

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

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2023 HISTORICAL AADT REPORT

COUNTY: 94 - ST.LUCIE

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

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2023	8800 R	N 4400	S 4400	9.00	51.60	7.10
2022	8600 T	N 4300	S 4300	9.00	51.40	5.00
2021	8600 S	N 4300	S 4300	9.00	50.90	7.20
2020	8800 F	N 4400	S 4400	9.00	51.30	31.50
2019	9200 C	N 4600	S 4600	9.00	51.00	7.80
2018	10000 V	N 4400	S 5600	9.00	51.30	5.80
2017	9900 R	N 4400	S 5500	9.00	50.90	10.00
2016	9700 T	N 4300	S 5400	9.00	50.90	6.20
2015	9600 S	N 4300	S 5300	9.00	51.00	41.80
2014	9600 F	N 4300	S 5300	9.00	50.80	49.50
2013	9600 C	N 4300	S 5300	9.00	50.80	11.90
2012	7100 S	N 3600	S 3500	9.00	56.80	4.80
2011	7100 F	N 3600	S 3500	9.00	57.20	4.80
2010	7100 C	N 3600	S 3500	10.32	55.40	4.80
2009	8500 C	N 4200	S 4300	10.27	57.35	10.70
2008	9100 C	N 4500	S 4600	10.45	58.06	6.60

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

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2023 HISTORICAL AADT REPORT

COUNTY: 94 - ST.LUCIE

SITE: 0742 - SR 70/OKEECHOBEE RD - SW OF SR 70/VIRGINIA AVE (COUNTY 742)

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2023	37000 C	E 19000	W 18000	9.00	51.60	11.40
2022	33500 C	E 17000	W 16500	9.00	51.40	11.40
2021	35500 C	E 18500	W 17000	9.00	50.90	11.40
2020	29500 F	E 14000	W 15500	9.00	51.30	4.60
2019	30500 C	E 14500	W 16000	9.00	51.00	4.60
2018	31500 C	E 16500	W 15000	9.00	51.30	4.60
2017	31500 C	E 15500	W 16000	9.00	50.90	12.00
2016	26000 C	E 15500	W 10500	9.00	50.90	12.00
2015	26500 C	E 11500	W 15000	9.00	51.00	12.00
2014	30000 C	E 15000	W 15000	9.00	50.80	6.10
2013	27000 C	E 12500	W 14500	9.00	50.80	3.80
2012	33000 C	E 16500	W 16500	9.00	56.80	3.80
2008	32500 C	E 16500	W 16000	10.45	58.06	6.70

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

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2023 HISTORICAL AADT REPORT

COUNTY: 94 - ST.LUCIE

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

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2023	28500 C	E 15500	W 13000	9.00	53.50	22.50
2022	27500 C	E 15500	W 12000	9.00	53.00	24.20
2021	28000 C	E 15000	W 13000	9.00	53.10	36.00
2020	22500 C	E 12500	W 10000	9.00	54.30	23.60
2019	26000 C	E 14500	W 11500	9.00	54.30	20.70
2018	23500 C	E 13000	W 10500	9.00	55.20	21.70
2017	29500 C	E 15500	W 14000	9.00	56.20	21.20
2016	20500 C	E 11000	W 9500	9.00	57.10	19.60
2015	21100 C	E 11500	W 9600	9.00	56.30	18.60
2014	20400 C	E 9900	W 10500	9.00	54.70	17.60
2013	20000 C	E 11000	W 9000	9.00	57.20	18.30
2012	23000 F	E 10000	W 13000	9.00	57.00	17.40
2011	24000 C	E 10500	W 13500	9.00	56.50	17.40
2010	21500 C	E 11000	W 10500	11.51	57.07	21.50
2009	25000 C	E 13000	W 12000	11.11	58.68	24.10
2008	25000 C	E 13500	W 11500	11.51	54.38	22.90

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

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2023	7400 F	N 3600	S 3800	9.00	53.50	31.80
2022	7000 C	N 3400	S 3600	9.00	53.00	31.80
2021	13100 C	N 6800	S 6300	9.00	53.10	37.00
2020	7900 C	N 3900	S 4000	9.00	54.30	37.00
2019	7600 C	N 3700	S 3900	9.00	54.30	23.40
2018	13600 C	N 6500	S 7100	9.00	55.20	23.90
2017	12800 C	N 6100	S 6700	9.00	56.20	23.90
2016	6400 C	N 3100	S 3300	9.00	57.10	23.90
2015	6300 C	N 3000	S 3300	9.00	56.30	26.90
2014	9100 C	N 3900	S 5200	9.00	54.70	46.50
2013	6000 C	N 3000	S 3000	9.00	57.20	17.40
2012	5400 C	N 2700	S 2700	9.00	57.00	17.40
2011	6200 C	N 3200	S 3000	9.00	56.50	22.90
2010	13500 C	N 6800	S 6700	11.51	57.07	22.90
2009	8000 C	N 4000	S 4000	11.11	58.68	22.90
2008	7400 C	N 3500	S 3900	11.51	54.38	23.20

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

PM APPROVED PROJECTS			Ferrell Communities						Kings Hwy Commerce Park						Sunnyland						Drawdy Angle Road FKA: Pineapple Grove					
Road Name	From	To	%	Daily	Two-Way Trips	Is N/E In or Out	Directional N/E	Directional S/W	%	Daily	Two-Way Trips	Is N/E In or Out	Directional N/E	Directional S/W	%	Daily	Two-Way Trips	Is N/E In or Out	Directional N/E	Directional S/W	%	Daily	Two-Way Trips	Is N/E In or Out	Directional N/E	Directional S/W
Jenkins Rd	Orange	Peterson	0%	0	0	-	0	0	10%	93	11	OUT	9	3	5%	205	21	IN	13	8	2%	73	7	IN	5	3
	Peterson	Graham Rd	0%	0	0	-	0	0	10%	93	11	OUT	9	3	5%	205	21	IN	13	8	2%	73	7	IN	5	3
	Graham Rd	Okeechobee	0%	0	0	-	0	0	10%	93	11	IN	3	9	5%	205	21	IN	13	8	2%	73	7	IN	5	3
	Okeechobee	Edwards	5%	133	10	IN	6	4	0%	0	0	-	0	0	0%	0	0	-	0	0	0%	0	0	-	0	0
Orange Ave	Cambell Rd	Kings Hwy	5%	133	10	IN	6	4	2%	19	2	IN	1	2	78%	3,192	324	OUT	120	204	2%	73	7	IN	5	3
	Kings Hwy	I-95	30%	797	57	OUT	22	35	30%	279	34	OUT	26	8	30%	1,228	125	OUT	46	78	40%	1,458	148	OUT	55	93
	I-95	Jenkins Rd	20%	531	38	OUT	15	23	20%	186	23	OUT	17	5	13%	532	54	OUT	20	34	10%	365	37	OUT	14	23
	Jenkins Rd	Hartman Rd	20%	531	38	OUT	15	23	25%	233	28	OUT	22	7	7%	286	29	OUT	11	18	8%	292	30	OUT	11	19
	Hartman	Angle Rd	20%	531	38	OUT	15	23	0%	0	0	-	0	0	7%	286	29	OUT	11	18	8%	292	30	OUT	11	19
	Angle	25th St	20%	531	38	OUT	15	23	0%	0	0	-	0	0	0%	0	0	-	0	0	8%	292	30	OUT	11	19
Kings Hwy	Okeechobee Rd	Graham Rd	60%	1,593	114	IN	70	44	45%	419	51	IN	12	39	40%	1,637	166	IN	104	62	18%	656	66	IN	42	25
	Graham Rd	Picos Rd	40%	1,062	76	OUT	30	46	32%	298	36	OUT	28	8	40%	1,637	166	IN	104	62	23%	839	85	IN	53	32
	Picos Rd	Orange Ave	40%	1,062	76	OUT	30	46	32%	298	36	OUT	28	8	40%	1,637	166	IN	104	62	23%	839	85	IN	53	32
	Orange Ave	Angle Rd (CR603)	5%	133	10	OUT	4	6	0%	0	0	-	0	0	4%	164	17	OUT	6	10	65%	2,370	240	IN	151	89
Okeechobee Rd	Florida's Turnpike	Kings Hwy	5%	133	10	IN	6	4	5%	47	6	IN	1	4	5%	205	21	IN	13	8	5%	182	18	IN	12	7
	Kings Hwy	Crossroads Pkwy	40%	1,062	76	OUT	30	46	5%	47	6	OUT	4	1	5%	205	21	OUT	8	13	5%	182	18	OUT	7	12
	Crossroads Pkwy	I95	40%	1,062	76	OUT	30	46	5%	47	6	OUT	4	1	5%	205	21	OUT	8	13	5%	182	18	OUT	7	12
	I95	Jenkins Rd	25%	664	48	OUT	19	29	5%	47	6	OUT	4	1	5%	205	21	OUT	8	13	5%	182	18	OUT	7	12
	Jenkins Rd	McNeil Rd	20%	531	38	OUT	15	23	0%	0	0	-	0	0	0%	0	0	-	0	0	0%	0	0	-	0	0
	McNeil Rd	Virginia Ave	15%	398	29	OUT	11	17	0%	0	0	-	0	0	0%	0	0	-	0	0	0%	0	0	-	0	0
	Virginia Ave.	Hartman Rd	7%	186	13	OUT	5	8	0%	0	0	-	0	0	0%	0	0	-	0	0	0%	0	0	-	0	0
Peters Road	Crossroads Pkwy	White Road	0%	0	0	-	0	0	0%	0	0	-	0	0	0%	0	0	-	0	0	0%	0	0	-	0	0
	White Road	Graham Rd	0%	0	0	-	0	0	0%	0	0	-	0	0	0%	0	0	-	0	0	0%	0	0	-	0	0
				2,655	**190**		**In**	**116**		**931**	**113**		**In**	**26**		**4,092**	**415**		**In**	**261**		**3,646**	**369**		**In**	**232**
				Daily	**Two-Way**		**Out**	**74**		**Daily**	**Two-Way**		**Out**	**87**		**Daily**	**Two-Way**		**Out**	**154**		**Daily**	**Two-Way**		**Out**	**137**

PM APPROVED PROJECTS			KRE						Stonemont						Creekside						Orange 95 Parcel B					
Road Name	From	To	%	Daily	Two-Way Trips	Is N/E In or Out	Directional N/E	Directional S/W	%	Daily	Two-Way Trips	Is N/E In or Out	Directional N/E	Directional S/W	%	Daily	Two-Way Trips	Is N/E In or Out	Directional N/E	Directional S/W	%	Daily	Two-Way Trips	Is N/E In or Out	Directional N/E	Directional S/W
Jenkins Rd	Orange	Peterson	2%	96	11	IN	3	8	5%	111	13	OUT	10	4	5%	372	34	OUT	13	21	12%	121	15	IN	3	12
	Peterson	Graham Rd	2%	96	11	IN	3	8	5%	111	13	OUT	10	4	5%	372	34	OUT	13	21	12%	121	15	IN	3	12
	Graham Rd	Okeechobee	2%	96	11	IN	3	8	3%	67	8	IN	2	6	5%	372	34	OUT	13	21	12%	121	15	IN	3	12
	Okeechobee	Edwards	0%	0	0	-	0	0	0%	0	0	-	0	0	5%	372	34	OUT	13	21	2%	20	3	IN	1	2
Orange Ave	Cambell Rd	Kings Hwy	2%	96	11	IN	3	8	55%	1,224	144	IN	39	106	0%	0	0	-	0	0	2%	20	3	IN	1	2
	Kings Hwy	I-95	40%	1,911	216	OUT	156	60	65%	1,447	170	OUT	125	46	0%	0	0	-	0	0	45%	455	57	IN	13	45
	I-95	Jenkins Rd	10%	478	54	OUT	39	15	15%	334	39	OUT	29	11	0%	0	0	-	0	0	70%	708	89	IN	20	69
	Jenkins Rd	Hartman Rd	8%	382	43	OUT	31	12	10%	223	26	OUT	19	7	0%	0	0	-	0	0	18%	182	23	OUT	18	5
	Hartman	Angle Rd	8%	382	43	OUT	31	12	5%	111	13	OUT	10	4	0%	0	0	-	0	0	18%	182	23	OUT	18	5
	Angle	25th St	0%	0	0	-	0	0	5%	111	13	OUT	10	4	0%	0	0	-	0	0	18%	182	23	OUT	18	5
Kings Hwy	Okeechobee Rd	Graham Rd	20%	956	108	IN	30	78	20%	445	52	IN	14	38	5%	372	34	OUT	13	21	16%	162	20	IN	4	16
	Graham Rd	Picos Rd	23%	1,099	124	IN	35	89	23%	512	60	IN	16	44	5%	372	34	OUT	13	21	19%	192	24	IN	5	19
	Picos Rd	Orange Ave	23%	1,099	124	IN	35	89	23%	512	60	IN	16	44	5%	372	34	OUT	13	21	19%	192	24	IN	5	19
	Orange Ave	Angle Rd (CR603)	65%	3,106	351	IN	98	253	13%	289	34	OUT	25	9	0%	0	0	-	0	0	24%	243	30	OUT	24	7
Okeechobee Rd	Florida's Turnpike	Kings Hwy	5%	239	27	IN	8	19	5%	111	13	IN	4	10	90%	6,699	614	OUT	230	383	5%	51	6	IN	1	5
	Kings Hwy	Crossroads Pkwy	5%	239	27	OUT	19	8	5%	111	13	OUT	10	4	80%	5,954	546	OUT	205	341	0%	0	0	-	0	0
	Crossroads Pkwy	I95	5%	239	27	OUT	19	8	5%	111	13	OUT	10	4	80%	5,954	546	OUT	205	341	0%	0	0	-	0	0
	I95	Jenkins Rd	5%	239	27	OUT	19	8	5%	111	13	OUT	10	4	40%	2,977	273	OUT	102	170	0%	0	0	-	0	0
	Jenkins Rd	McNeil Rd	0%	0	0	-	0	0	0%	0	0	-	0	0	30%	2,233	205	OUT	77	128	10%	101	13	OUT	10	3
	McNeil Rd	Virginia Ave	0%	0	0	-	0	0	0%	0	0	-	0	0	30%	2,233	205	OUT	77	128	0%	0	0	-	0	0
	Virginia Ave.	Hartman Rd	0%	0	0	-	0	0	0%	0	0	-	0	0	0%	0	0	-	0	0	0%	0	0	-	0	0
Peters Road	Crossroads Pkwy	White Road	0%	0	0	-	0	0	0%	0	0	-	0	0	0%	0	0	-	0	0	0%	0	0	-	0	0
	White Road	Graham Rd	0%	0	0	-	0	0	0%	0	0	-	0	0	0%	0	0	-	0	0	0%	0	0	-	0	0
				4,778	**540**		**In**	**151**		**2,226**	**262**		**In**	**70**		**7,443**	**682**		**In**	**426**		**1,012**	**127**		**In**	**28**
				Daily	**Two-Way**		**Out**	**389**		**Daily**	**Two-Way**		**Out**	**192**		**Daily**	**Two-Way**		**Out**	**256**		**Daily**	**Two-Way**		**Out**	**99**

PM APPROVED PROJECTS			Orange 95 Parcels D & E						Bent Creek @ 50% Complete City of Fort Pierce						Celebration Pointe @ 25% Complete City of Fort Pierce						Hillpointe Residential					
Road Name	From	To	%	Daily	Two-Way Trips	Is N/E In or Out	Directional N/E	Directional S/W	%	Daily	Two-Way Trips	Is N/E In or Out	Directional N/E	Directional S/W	%	Daily	Two-Way Trips	Is N/E In or Out	Directional N/E	Directional S/W	%	Daily	Two-Way Trips	Is N/E In or Out	Directional N/E	Directional S/W
Jenkins Rd	Orange	Peterson	12%	130	16	IN	4	13	2%	0	6	IN	4	2	30%	476	47	OUT	17	30	56%	947	72	OUT	27	45
	Peterson	Graham Rd	12%	130	16	IN	4	13	2%	0	6	IN	4	2	50%	793	79	OUT	29	51	56%	947	72	OUT	27	45
	Graham Rd	Okeechobee	12%	130	16	IN	4	13	2%	0	6	IN	4	2	50%	793	79	IN	51	29	34%	575	44	IN	28	16
	Okeechobee	Edwards	2%	22	3	IN	1	2	0%	0	0	-	0	0	5%	79	8	IN	5	3	0%	0	0	-	0	0
Orange Ave	Cambell Rd	Kings Hwy	2%	22	3	IN	1	2	0%	0	0	-	0	0	5%	79	8	IN	5	3	4%	68	5	IN	3	2
	Kings Hwy	I-95	45%	489	62	IN	14	48	5%	0	15	IN	10	6	10%	159	16	IN	10	6	12%	203	15	IN	10	6
	I-95	Jenkins Rd	70%	760	96	IN	21	75	20%	0	61	IN	39	23	25%	396	40	IN	25	14	25%	423	32	IN	20	12
	Jenkins Rd	Hartman Rd	18%	195	25	OUT	19	5	25%	0	77	IN	48	28	5%	79	8	OUT	3	5	31%	524	40	OUT	15	25
	Hartman	Angle Rd	18%	195	25	OUT	19	5	35%	0	107	OUT	40	68	5%	79	8	OUT	3	5	31%	524	40	OUT	15	25
	Angle	25th St	18%	195	25	OUT	19	5	33%	0	101	OUT	37	64	5%	79	8	OUT	3	5	0%	0	0	-	0	0
Kings Hwy	Okeechobee Rd	Graham Rd	16%	174	22	IN	5	17	3%	0	9	IN	6	3	2%	32	3	IN	2	1	5%	85	6	IN	4	2
	Graham Rd	Picos Rd	19%	206	26	IN	6	20	3%	0	9	IN	6	3	2%	32	3	OUT	1	2	5%	85	6	OUT	2	4
	Picos Rd	Orange Ave	19%	206	26	IN	6	20	3%	0	9	IN	6	3	2%	32	3	OUT	1	2	5%	85	6	OUT	2	4
	Orange Ave	Angle Rd (CR603)	24%	261	33	OUT	26	7	2%	0	6	OUT	2	4	3%	48	5	OUT	2	3	8%	135	10	OUT	4	6
Okeechobee Rd	Florida's Turnpike	Kings Hwy	5%	54	7	IN	2	5	0%	0	0	-	0	0	5%	79	8	IN	5	3	0%	0	0	-	0	0
	Kings Hwy	Crossroads Pkwy	0%	0	0	-	0	0	0%	0	0	-	0	0	5%	79	8	IN	5	3	8%	135	10	IN	6	4
	Crossroads Pkwy	I95	0%	0	0	-	0	0	0%	0	0	-	0	0	5%	79	8	IN	5	3	8%	135	10	IN	6	4
	I95	Jenkins Rd	0%	0	0	-	0	0	0%	0	0	-	0	0	5%	79	8	IN	5	3	24%	406	31	IN	19	12
	Jenkins Rd	McNeil Rd	10%	109	14	OUT	11	3	0%	0	0	-	0	0	5%	79	8	OUT	3	5	10%	169	13	OUT	5	8
	McNeil Rd	Virginia Ave	0%	0	0	-	0	0	0%	0	0	-	0	0	0%	0	0	-	0	0	0%	0	0	-	0	0
	Virginia Ave.	Hartman Rd	0%	0	0	-	0	0	0%	0	0	-	0	0	0%	0	0	-	0	0	0%	0	0	-	0	0
Peters Road	Crossroads Pkwy	White Road	0%	0	0	-	0	0	0%	0	0	-	0	0	0%	0	0	-	0	0	0%	0	0	-	0	0
	White Road	Graham Rd	0%	0	0	-	0	0	0%	0	0	-	0	0	0%	0	0	-	0	0	0%	0	0	-	0	0
				1,086	**137**		**In**	**30**		**0**	**306**		**In**	**193**		**1,585**	**158**		**In**	**101**		**1,691**	**129**		**In**	**81**
				Daily	**Two-Way**		**Out**	**107**		**Daily**	**Two-Way**		**Out**	**113**		**Daily**	**Two-Way**		**Out**	**57**		**Daily**	**Two-Way**		**Out**	**48**

PM APPROVED PROJECTS			Interstate Commerce Center						Whispering Oaks						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	%	Daily	Two-Way Trips	Is N/E In or Out	Directional N/E	Directional S/W
Jenkins Rd	Orange	Peterson	0%	0	0	-	0	0	70%	1,964	186	OUT	66	120	5%	75	6	OUT	2	4	5%	70	5	OUT	2	3
	Peterson	Graham Rd	0%	0	0	-	0	0	12%	337	32	IN	21	11	5%	75	6	OUT	2	4	5%	70	5	OUT	2	3
	Graham Rd	Okeechobee	0%	0	0	-	0	0	12%	337	32	IN	21	11	10%	150	12	OUT	4	7	10%	140	11	OUT	4	7
	Okeechobee	Edwards	0%	0	0	-	0	0	5%	140	13	IN	9	5	90%	1,348	104	OUT	39	66	90%	1,256	98	OUT	36	62
Orange Ave	Cambell Rd	Kings Hwy	0%	0	0	-	0	0	5%	140	13	IN	9	5	0%	0	0	-	0	0	0%	0	0	-	0	0
	Kings Hwy	I-95	0%	0	0	-	0	0	10%	281	27	IN	17	9	5%	75	6	IN	4	2	5%	70	5	IN	3	2
	I-95	Jenkins Rd	0%	0	0	-	0	0	60%	1,684	160	IN	103	56	0%	0	0	-	0	0	0%	0	0	-	0	0
	Jenkins Rd	Hartman Rd	0%	0	0	-	0	0	10%	281	27	OUT	9	17	5%	75	6	OUT	2	4	5%	70	5	OUT	2	3
	Hartman	Angle Rd	0%	0	0	-	0	0	20%	561	53	OUT	19	34	0%	0	0	-	0	0	0%	0	0	-	0	0
	Angle	25th St	0%	0	0	-	0	0	13%	365	35	OUT	12	22	0%	0	0	-	0	0	0%	0	0	-	0	0
Kings Hwy	Okeechobee Rd	Graham Rd	0%	0	0	-	0	0	2%	56	5	IN	3	2	0%	0	0	-	0	0	0%	0	0	-	0	0
	Graham Rd	Picos Rd	0%	0	0	-	0	0	2%	56	5	IN	3	2	0%	0	0	-	0	0	0%	0	0	-	0	0
	Picos Rd	Orange Ave	0%	0	0	-	0	0	2%	56	5	IN	3	2	0%	0	0	-	0	0	0%	0	0	-	0	0
	Orange Ave	Angle Rd (CR603)	0%	0	0	-	0	0	3%	84	8	OUT	3	5	0%	0	0	-	0	0	0%	0	0	-	0	0
Okeechobee Rd	Florida's Turnpike	Kings Hwy	0%	0	0	-	0	0	5%	140	13	IN	9	5	5%	75	6	IN	4	2	5%	70	5	IN	3	2
	Kings Hwy	Crossroads Pkwy	35%	131	14	IN	4	10	5%	140	13	IN	9	5	10%	150	12	IN	7	4	10%	140	11	IN	7	4
	Crossroads Pkwy	I95	45%	168	18	OUT	13	5	5%	140	13	IN	9	5	10%	150	12	IN	7	4	10%	140	11	IN	7	4
	I95	Jenkins Rd	0%	0	0	-	0	0	5%	140	13	IN	9	5	40%	599	46	IN	29	17	40%	558	44	IN	28	16
	Jenkins Rd	McNeil Rd	0%	0	0	-	0	0	2%	56	5	OUT	2	3	40%	599	46	OUT	17	29	40%	558	44	OUT	16	28
	McNeil Rd	Virginia Ave	0%	0	0	-	0	0	2%	56	5	OUT	2	3	40%	599	46	OUT	17	29	40%	558	44	OUT	16	28
	Virginia Ave.	Hartman Rd	0%	0	0	-	0	0	0%	0	0	-	0	0	15%	225	17	OUT	6	11	15%	209	16	OUT	6	10
Peters Road	Crossroads Pkwy	White Road	0%	0	0	-	0	0	0%	0	0	-	0	0	0%	0	0	-	0	0	0%	0	0	-	0	0
	White Road	Graham Rd	0%	0	0	-	0	0	0%	0	0	-	0	0	0%	0	0	-	0	0	0%	0	0	-	0	0
				373	**39**		**In**	**11**		**2,806**	**266**		**In**	**172**		**1,498**	**116**		**In**	**73**		**1,396**	**109**		**In**	**69**
				Daily	**Two-Way**		**Out**	**28**		**Daily**	**Two-Way**		**Out**	**94**		**Daily**	**Two-Way**		**Out**	**43**		**Daily**	**Two-Way**		**Out**	**40**

PM APPROVED PROJECTS			3000 Virginia						Project Hunt						Wawa Kings Highway						Kings Highway Warehouse					
Road Name	From	To	%	Daily	Two-Way Trips	Is N/E In or Out	Directional N/E	Directional S/W	%	Daily	Two-Way Trips	Is N/E In or Out	Directional N/E	Directional S/W	%	Daily	Two-Way Trips	Is N/E In or Out	Directional N/E	Directional S/W	%	Daily	Two-Way Trips	Is N/E In or Out	Directional N/E	Directional S/W
Jenkins Rd	Orange	Peterson	0%	0	0	-	0	0	2%	19	2	OUT	2	1	0%	0	0	-	0	0	0%	0	0	-	0	0
	Peterson	Graham Rd	0%	0	0	-	0	0	2%	19	2	OUT	2	1	0%	0	0	-	0	0	0%	0	0	-	0	0
	Graham Rd	Okeechobee	0%	0	0	-	0	0	5%	48	6	IN	1	4	0%	0	0	-	0	0	0%	0	0	-	0	0
	Okeechobee	Edwards	0%	0	0	-	0	0	0%	0	0	-	0	0	0%	0	0	-	0	0	0%	0	0	-	0	0
Orange Ave	Cambell Rd	Kings Hwy	0%	0	0	-	0	0	3%	29	3	IN	1	3	55%	782	63	OUT	32	31	4%	204	27	IN	18	9
	Kings Hwy	I-95	0%	0	0	-	0	0	40%	382	46	OUT	34	12	55%	782	63	OUT	32	31	26%	1,326	175	OUT	56	119
	I-95	Jenkins Rd	0%	0	0	-	0	0	20%	191	23	OUT	17	6	20%	284	23	OUT	12	11	3%	153	20	OUT	6	14
	Jenkins Rd	Hartman Rd	0%	0	0	-	0	0	18%	172	21	OUT	15	5	10%	142	12	OUT	6	6	3%	153	20	OUT	6	14
	Hartman	Angle Rd	0%	0	0	-	0	0	18%	172	21	OUT	15	5	10%	142	12	OUT	6	6	3%	153	20	OUT	6	14
	Angle	25th St	0%	0	0	-	0	0	0%	0	0	-	0	0	10%	142	12	OUT	6	6	3%	153	20	OUT	6	14
Kings Hwy	Okeechobee Rd	Graham Rd	0%	0	0	-	0	0	50%	478	57	IN	15	43	20%	284	23	IN	11	12	52%	2,652	350	IN	238	112
	Graham Rd	Picos Rd	0%	0	0	-	0	0	43%	411	49	OUT	37	12	20%	284	23	IN	11	12	52%	2,652	350	IN	238	112
	Picos Rd	Orange Ave	0%	0	0	-	0	0	43%	411	49	OUT	37	12	20%	284	23	IN	11	12	48%	2,448	324	OUT	104	220
	Orange Ave	Angle Rd (CR603)	0%	0	0	-	0	0	0%	0	0	OUT	0	0	20%	284	23	OUT	12	11	18%	918	121	OUT	39	82
Okeechobee Rd	Florida's Turnpike	Kings Hwy	0%	0	0	-	0	0	5%	48	6	IN	1	4	5%	71	6	IN	3	3	4%	204	27	IN	18	9
	Kings Hwy	Crossroads Pkwy	0%	0	0	-	0	0	30%	287	34	OUT	26	9	5%	71	6	OUT	3	3	11%	561	74	OUT	24	50
	Crossroads Pkwy	I95	0%	0	0	-	0	0	30%	287	34	OUT	26	9	5%	71	6	OUT	3	3	11%	561	74	OUT	24	50
	I95	Jenkins Rd	0%	0	0	-	0	0	10%	96	11	OUT	9	3	0%	0	0	0	0	0	6%	306	40	OUT	13	27
	Jenkins Rd	McNeil Rd	0%	0	0	-	0	0	11%	105	13	OUT	9	3	0%	0	0	-	0	0	6%	306	40	OUT	13	27
	McNeil Rd	Virginia Ave	45%	1,072	79	IN	50	29	9%	86	10	OUT	8	3	0%	0	0	-	0	0	3%	153	20	OUT	6	14
	Virginia Ave.	Hartman Rd	0%	0	0	-	0	0	0%	0	0	-	0	0	0%	0	0	-	0	0	0%	0	0	-	0	0
Peters Road	Crossroads Pkwy	White Road	0%	0	0	-	0	0	0%	0	0	-	0	0	0%	0	0	-	0	0	0%	0	0	-	0	0
	White Road	Graham Rd	0%	0	0	-	0	0	0%	0	0	-	0	0	0%	0	0	-	0	0	0%	0	0	-	0	0
				2,383	**175**		**In**	**110**		**956**	**114**		**In**	**29**		**1,422**	**115**		**In**	**57**		**5,100**	**674**		**In**	**458**
				Daily	**Two-Way**		**Out**	**65**		**Daily**	**Two-Way**		**Out**	**85**		**Daily**	**Two-Way**		**Out**	**58**		**Daily**	**Two-Way**		**Out**	**216**

PM APPROVED PROJECTS			7/11 Angle Road						Jenkins Waypoint / Resurrection Life						Walsh Crossroads						Project Hurricane					
Road Name	From	To	%	Daily	Two-Way Trips	Is N/E In or Out	Directional N/E	Directional S/W	%	Daily	Two-Way Trips	Is N/E In or Out	Directional N/E	Directional S/W	%	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	Orange	Peterson	2%	18	2	IN	1	1	56%	1,858	153	OUT	57	96	0%	0	0	-	0	0	15%	63	9	OUT	6	3
	Peterson	Graham Rd	0%	0	0	-	0	0	56%	1,858	153	OUT	57	96	0%	0	0	-	0	0	15%	63	9	OUT	6	3
	Graham Rd	Okeechobee	0%	0	0	-	0	0	34%	1,128	93	IN	58	35	0%	0	0	-	0	0	20%	84	12	IN	5	7
	Okeechobee	Edwards	0%	0	0	-	0	0	0%	0	0	-	0	0	0%	0	0	-	0	0	0%	0	0	-	0	0
Orange Ave	Cambell Rd	Kings Hwy	2%	18	2	IN	1	1	4%	133	11	IN	7	4	0%	0	0	-	0	0	5%	21	3	IN	1	2
	Kings Hwy	I-95	20%	180	16	OUT	8	8	12%	398	33	IN	21	12	0%	0	0	-	0	0	10%	42	6	OUT	4	2
	I-95	Jenkins Rd	15%	135	12	OUT	6	6	25%	830	69	IN	43	26	0%	0	0	-	0	0	0%	0	0	OUT	0	0
	Jenkins Rd	Hartman Rd	8%	72	6	OUT	3	3	31%	1,029	85	OUT	32	53	0%	0	0	-	0	0	15%	63	9	OUT	6	3
	Hartman	Angle Rd	8%	72	6	OUT	3	3	31%	1,029	85	OUT	32	53	0%	0	0	-	0	0	15%	63	9	OUT	6	3
	Angle	25th St	0%	0	0	-	0	0	0%	0	0	-	0	0	0%	0	0	-	0	0	15%	63	9	OUT	6	3
Kings Hwy	Okeechobee Rd	Graham Rd	20%	180	16	IN	8	8	5%	166	14	IN	9	5	30%	55	6	OUT	3	3	15%	63	9	IN	3	6
	Graham Rd	Picos Rd	25%	225	20	IN	10	10	5%	166	14	OUT	5	9	30%	55	6	OUT	3	3	15%	63	9	OUT	6	3
	Picos Rd	Orange Ave	25%	225	20	IN	10	10	0%	0	0	-	0	0	30%	55	6	OUT	3	3	15%	63	9	OUT	6	3
	Orange Ave	Angle Rd (CR603)	50%	450	40	IN	20	20	0%	0	0	-	0	0	0%	0	0	-	0	0	0%	0	0	-	0	0
Okeechobee Rd	Florida's Turnpike	Kings Hwy	0%	0	0	-	0	0	0%	0	0	-	0	0	5%	9	1	IN	1	1	5%	21	3	IN	1	2
	Kings Hwy	Crossroads Pkwy	0%	0	0	-	0	0	8%	265	22	IN	14	8	5%	9	1	OUT	1	1	0%	0	0	-	0	0
	Crossroads Pkwy	I95	0%	0	0	-	0	0	8%	265	22	IN	14	8	45%	83	9	OUT	5	5	55%	232	33	OUT	20	13
	I95	Jenkins Rd	0%	0	0	-	0	0	24%	796	66	IN	41	24	0%	0	0	-	0	0	40%	169	24	OUT	15	9
	Jenkins Rd	McNeil Rd	0%	0	0	-	0	0	10%	332	27	OUT	10	17	0%	0	0	-	0	0	40%	169	24	OUT	15	9
	McNeil Rd	Virginia Ave	0%	0	0	-	0	0	10%	332	27	OUT	10	17	0%	0	0	-	0	0	40%	169	24	OUT	15	9
	Virginia Ave.	Hartman Rd	0%	0	0	-	0	0	0%	0	0	-	0	0	0%	0	0	-	0	0	0%	0	0	-	0	0
Peters Road	Crossroads Pkwy	White Road	0%	0	0	-	0	0	0%	0	0	-	0	0	0%	0	0	-	0	0	65%	274	39	IN	15	24
	White Road	Graham Rd	0%	0	0	-	0	0	0%	0	0	-	0	0	0%	0	0	-	0	0	35%	148	21	OUT	13	8
				900	**80**		**In**	**40**		**3,318**	**274**		**In**	**172**		**184**	**21**		**In**	**10**		**422**	**60**		**In**	**23**
				Daily	**Two-Way**		**Out**	**40**		**Daily**	**Two-Way**		**Out**	**102**		**Daily**	**Two-Way**		**Out**	**11**		**Daily**	**Two-Way**		**Out**	**37**

PM APPROVED PROJECTS			SUM Daily		SUM 2 Way		SUM Directional N/E		SUM Directional S/W		Two Way		Directional N/E		Directional S/W	
Road Name	From	To	Residential	Non-Residential	Residential	Non-Residential	Residential	Non-Residential	Residential	Non-Residential	Double Count	Net 2 Way	Double Count	Net	Double Count	Net
Jenkins Rd	Orange	Peterson	6,039	652	539	80	205	36	333	43	-16	603	-7	234	-9	368
	Peterson	Graham Rd	4,729	634	416	78	172	36	245	43	-16	479	-7	200	-9	279
	Graham Rd	Okeechobee	3,771	639	339	79	200	21	139	59	-16	402	-4	216	-12	186
	Okeechobee	Edwards	3,329	42	267	5	107	1	160	4	-1	272	0	108	-1	164
Orange Ave	Cambell Rd	Kings Hwy	3,817	2,434	378	261	154	96	224	164	-52	586	-19	231	-33	355
	Kings Hwy	I-95	4,667	7,294	446	845	198	466	249	379	-112	1,180	-49	615	-62	565
	I-95	Jenkins Rd	4,760	3,230	490	379	279	167	211	212	-76	793	-33	412	-42	381
	Jenkins Rd	Hartman Rd	3,166	1,818	344	213	148	145	196	67	-43	514	-29	264	-13	250
	Hartman	Angle Rd	3,302	1,474	390	171	144	114	245	57	-34	527	-23	236	-11	291
	Angle	25th St	1,267	847	211	101	78	65	133	37	-20	292	-13	130	-7	162
Kings Hwy	Okeechobee Rd	Graham Rd	4,597	5,868	418	715	252	344	166	371	-105	1,029	-63	533	-41	496
	Graham Rd	Picos Rd	4,248	5,998	399	729	218	395	181	334	-100	1,028	-55	558	-45	469
	Picos Rd	Orange Ave	4,082	5,794	385	702	213	260	172	441	-96	990	-52	421	-43	571
	Orange Ave	Angle Rd (CR603)	2,933	5,551	295	633	171	243	124	390	-74	854	-43	371	-31	483
Okeechobee Rd	Florida's Turnpike	Kings Hwy	7,583	855	695	101	282	40	413	62	-20	776	-8	313	-12	463
	Kings Hwy	Crossroads Pkwy	8,313	1,455	737	175	297	90	440	85	-35	876	-18	369	-17	507
	Crossroads Pkwy	I95	8,313	1,798	737	220	297	123	440	96	-44	913	-25	396	-19	517
	I95	Jenkins Rd	6,607	967	567	122	267	70	301	52	-24	665	-14	322	-10	342
	Jenkins Rd	McNeil Rd	4,558	790	386	103	145	58	242	46	-21	469	-12	191	-9	278
	McNeil Rd	Virginia Ave	5,249	408	435	54	183	29	252	26	-11	478	-6	206	-5	272
	Virginia Ave.	Hartman Rd	620	0	47	0	18	0	29	0	0	47	0	18	0	29
Peters Road	Crossroads Pkwy	White Road	0	274	0	39	0	15	0	24	0	39	0	15	0	24
	White Road	Graham Rd	0	148	0	21	0	13	0	8	0	21	0	13	0	8

Appendix F
Intersection Traffic Counts & Data

DE TRAFFIC

detraffic.com
(386) 341-4186
Kings Hwy at Ockeechobe Rd (SR 70)
St. Lucie County, FL

File Name : Kings at SR 70
Site Code : 00000002
Start Date : 1/8/2025
Page No : 1

Groups Printed- Automobiles - Commercial

	Kings Hwy Southbound				Ockeechobee Rd (SR 70) Westbound				Turnpike Northbound				Ockeechobee Rd (SR 70) Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	25	38	15	78	97	56	28	181	11	53	81	145	15	85	11	111	515
07:15 AM	29	34	23	86	86	66	30	182	13	60	97	170	23	104	12	139	577
07:30 AM	33	48	23	104	102	62	27	191	14	68	112	194	23	114	19	156	645
07:45 AM	28	37	23	88	113	72	38	223	12	66	140	218	27	105	20	152	681
Total	115	157	84	356	398	256	123	777	50	247	430	727	88	408	62	558	2418
08:00 AM	29	45	22	96	100	46	29	175	12	61	156	229	23	75	20	118	618
08:15 AM	36	44	24	104	108	61	41	210	12	53	137	202	25	90	23	138	654
08:30 AM	32	40	17	89	97	66	34	197	14	48	111	173	21	81	20	122	581
08:45 AM	30	30	18	78	87	48	28	163	12	44	105	161	16	60	13	89	491
Total	127	159	81	367	392	221	132	745	50	206	509	765	85	306	76	467	2344
04:00 PM	30	86	20	136	112	92	36	240	10	39	126	175	18	64	15	97	648
04:15 PM	38	61	28	127	129	106	28	263	13	30	97	140	17	65	10	92	622
04:30 PM	42	51	9	102	109	112	29	250	21	38	116	175	12	90	9	111	638
04:45 PM	27	43	14	84	94	105	31	230	18	35	121	174	16	78	13	107	595
Total	137	241	71	449	444	415	124	983	62	142	460	664	63	297	47	407	2503
05:00 PM	42	54	20	116	104	99	20	223	15	39	152	206	17	75	8	100	645
05:15 PM	40	43	19	102	107	125	21	253	15	47	147	209	15	96	6	117	681
05:30 PM	33	49	19	101	115	102	29	246	22	39	122	183	21	69	11	101	631
05:45 PM	28	34	14	76	80	81	33	194	22	43	109	174	20	67	7	94	538
Total	143	180	72	395	406	407	103	916	74	168	530	772	73	307	32	412	2495
Grand Total	522	737	308	1567	1640	1299	482	3421	236	763	1929	2928	309	1318	217	1844	9760
Apprch %	33.3	47	19.7		47.9	38	14.1		8.1	26.1	65.9		16.8	71.5	11.8		
Total %	5.3	7.6	3.2	16.1	16.8	13.3	4.9	35.1	2.4	7.8	19.8	30	3.2	13.5	2.2	18.9	
Automobiles	385	458	245	1088	1304	1158	353	2815	167	463	1610	2240	242	1170	184	1596	7739
% Automobiles	73.8	62.1	79.5	69.4	79.5	89.1	73.2	82.3	70.8	60.7	83.5	76.5	78.3	88.8	84.8	86.6	79.3
Commercial	137	279	63	479	336	141	129	606	69	300	319	688	67	148	33	248	2021
% Commercial	26.2	37.9	20.5	30.6	20.5	10.9	26.8	17.7	29.2	39.3	16.5	23.5	21.7	11.2	15.2	13.4	20.7

DE TRAFFIC

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(386) 341-4186
Kings Hwy at Ockeechobe Rd (SR 70)
St. Lucie County, FL

File Name : Kings at SR 70
Site Code : 00000002
Start Date : 1/8/2025
Page No : 2

	Kings Hwy Southbound				Ockeechobee Rd (SR 70) Westbound				Turnpike Northbound				Ockeechobee Rd (SR 70) Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	33	48	23	104	102	62	27	191	14	68	112	194	23	114	19	156	645
07:45 AM	28	37	23	88	113	72	38	223	12	66	140	218	27	105	20	152	681
08:00 AM	29	45	22	96	100	46	29	175	12	61	156	229	23	75	20	118	618
08:15 AM	36	44	24	104	108	61	41	210	12	53	137	202	25	90	23	138	654
Total Volume	126	174	92	392	423	241	135	799	50	248	545	843	98	384	82	564	2598
% App. Total	32.1	44.4	23.5		52.9	30.2	16.9		5.9	29.4	64.7		17.4	68.1	14.5		
PHF	.875	.906	.958	.942	.936	.837	.823	.896	.893	.912	.873	.920	.907	.842	.891	.904	.954
Automobiles	86	96	73	255	320	205	103	628	31	168	479	678	79	354	69	502	2063
% Automobiles	68.3	55.2	79.3	65.1	75.7	85.1	76.3	78.6	62.0	67.7	87.9	80.4	80.6	92.2	84.1	89.0	79.4
Commercial	40	78	19	137	103	36	32	171	19	80	66	165	19	30	13	62	535
% Commercial	31.7	44.8	20.7	34.9	24.3	14.9	23.7	21.4	38.0	32.3	12.1	19.6	19.4	7.8	15.9	11.0	20.6

DE TRAFFIC

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Kings Hwy at Ockeechobe Rd (SR 70)
St. Lucie County, FL

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Start Date : 1/8/2025
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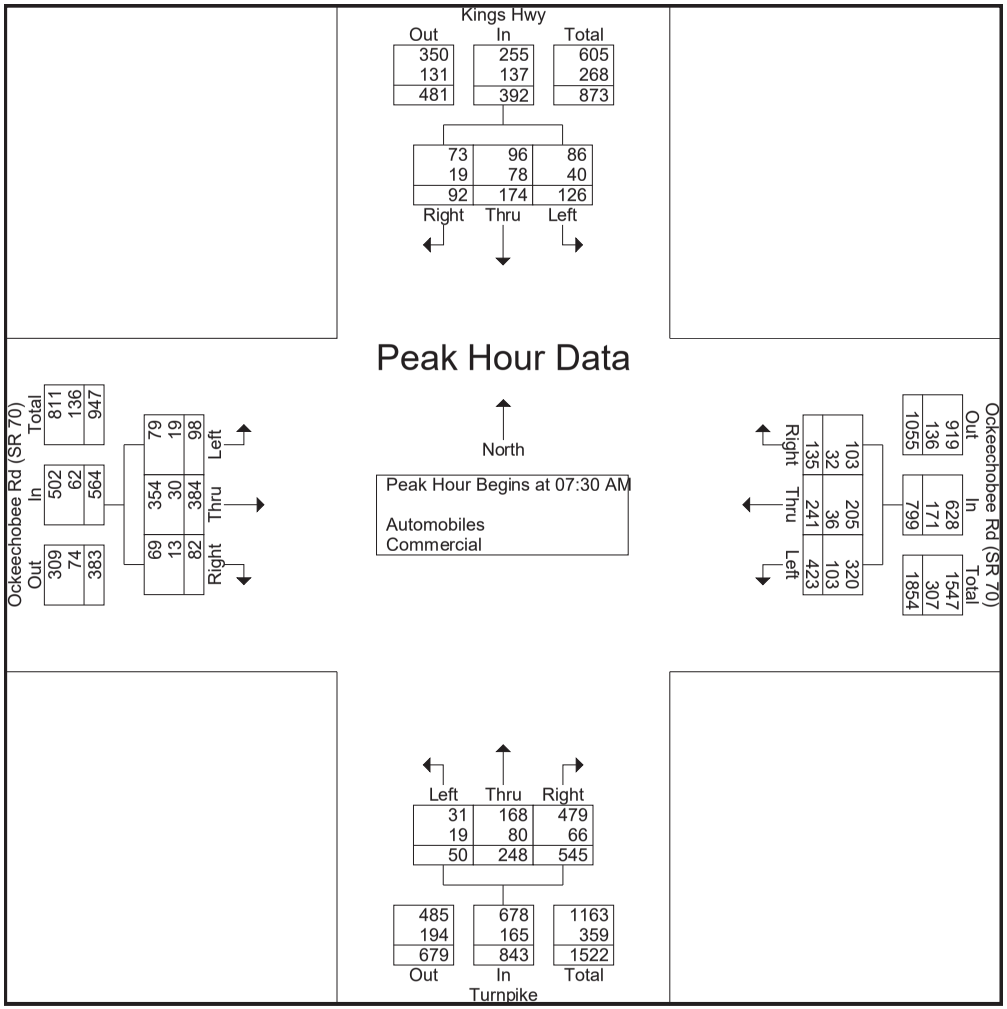

DE TRAFFIC

detraffic.com
(386) 341-4186
Kings Hwy at Ockeechobe Rd (SR 70)
St. Lucie County, FL

File Name : Kings at SR 70
Site Code : 00000002
Start Date : 1/8/2025
Page No : 4

	Kings Hwy Southbound				Ockeechobee Rd (SR 70) Westbound				Turnpike Northbound				Ockeechobee Rd (SR 70) Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	42	51	9	102	109	112	29	250	21	38	116	175	12	90	9	111	638
04:45 PM	27	43	14	84	94	105	31	230	18	35	121	174	16	78	13	107	595
05:00 PM	42	54	20	116	104	99	20	223	15	39	152	206	17	75	8	100	645
05:15 PM	40	43	19	102	107	125	21	253	15	47	147	209	15	96	6	117	681
Total Volume	151	191	62	404	414	441	101	956	69	159	536	764	60	339	36	435	2559
% App. Total	37.4	47.3	15.3		43.3	46.1	10.6		9	20.8	70.2		13.8	77.9	8.3		
PHF	.899	.884	.775	.871	.950	.882	.815	.945	.821	.846	.882	.914	.882	.883	.692	.929	.939
Automobiles	121	124	51	296	341	399	73	813	53	83	428	564	48	295	31	374	2047
% Automobiles	80.1	64.9	82.3	73.3	82.4	90.5	72.3	85.0	76.8	52.2	79.9	73.8	80.0	87.0	86.1	86.0	80.0
Commercial	30	67	11	108	73	42	28	143	16	76	108	200	12	44	5	61	512
% Commercial	19.9	35.1	17.7	26.7	17.6	9.5	27.7	15.0	23.2	47.8	20.1	26.2	20.0	13.0	13.9	14.0	20.0

DE TRAFFIC

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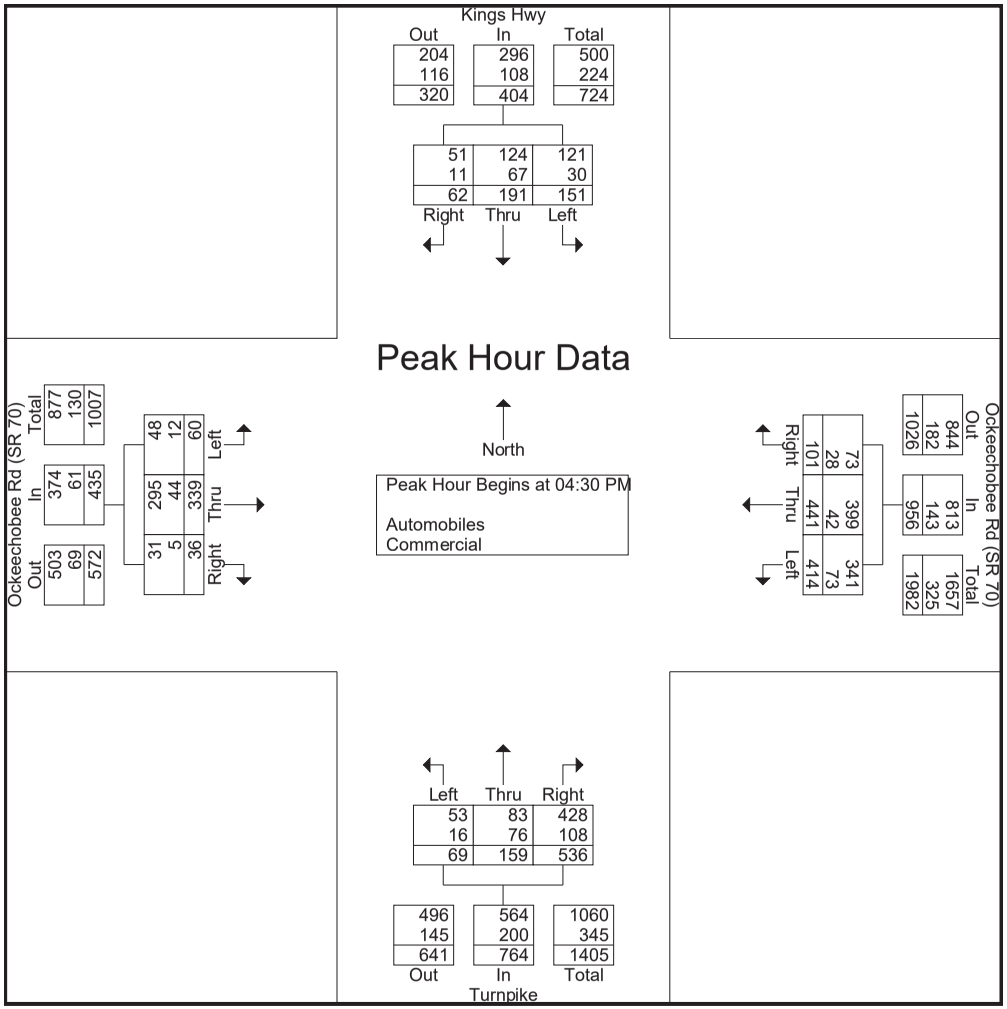
(386) 341-4186
Kings Hwy at Ockeechobe Rd (SR 70)
St. Lucie County, FL

File Name : Kings at SR 70
Site Code : 00000002
Start Date : 1/8/2025
Page No : 5



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(386) 341-4186
Kings Hwy at Ockeechobe Rd (SR 70)
St. Lucie County, FL

File Name : Kings at SR 70
Site Code : 00000002
Start Date : 1/8/2025
Page No : 6

Groups Printed- Peds

	Kings Hwy Southbound					Ockeechobee Rd (SR 70) Westbound					Turnpike Northbound					Ockeechobee Rd (SR 70) Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
07:45 AM	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	1	1	3
Total	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	1	1	3
08:15 AM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1	1	2
Total	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1	1	2
04:30 PM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	1
Total	0	0	0	1	1	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2
05:15 PM	0	0	0	1	1	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2
Total	0	0	0	1	1	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2
Grand Total	0	0	0	2	2	0	0	0	3	3	0	0	0	2	2	0	0	0	2	2	9
Apprch %	0	0	0	100		0	0	0	100		0	0	0	100		0	0	0	100		
Total %	0	0	0	22.2	22.2	0	0	0	33.3	33.3	0	0	0	22.2	22.2	0	0	0	22.2	22.2	

DE TRAFFIC

detraffic.com
(386) 341-4186
Peters Rd/Crossroads Pkwy at Ockeechobe Rd (SR 70)
St. Lucie County, FL

File Name : crossroad at sr 70
Site Code : 00000003
Start Date : 1/8/2025
Page No : 1

Groups Printed- Automobiles - Commercial

	Peters Rd Southbound				Ockeechobee Rd (SR 70) Westbound				Crossroads Pkwy Northbound				Ockeechobee Rd (SR 70) Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	11	3	7	21	13	164	36	213	4	1	9	14	6	174	7	187	435
07:15 AM	8	3	4	15	20	172	23	215	2	2	15	19	5	219	5	229	478
07:30 AM	7	3	10	20	21	195	23	239	4	1	9	14	8	244	9	261	534
07:45 AM	19	3	5	27	21	220	36	277	4	1	12	17	7	270	6	283	604
Total	45	12	26	83	75	751	118	944	14	5	45	64	26	907	27	960	2051
08:00 AM	21	2	11	34	22	197	29	248	6	3	19	28	9	265	6	280	590
08:15 AM	25	2	9	36	14	180	28	222	2	3	19	24	11	263	5	279	561
08:30 AM	21	1	9	31	19	187	25	231	4	1	15	20	10	226	5	241	523
08:45 AM	13	3	8	24	20	167	28	215	4	3	12	19	10	205	7	222	480
Total	80	8	37	125	75	731	110	916	16	10	65	91	40	959	23	1022	2154
04:00 PM	34	2	16	52	21	248	24	293	5	1	20	26	11	209	9	229	600
04:15 PM	47	3	12	62	22	251	26	299	5	5	25	35	11	222	11	244	640
04:30 PM	37	4	6	47	23	256	25	304	7	3	35	45	11	247	11	269	665
04:45 PM	42	3	11	56	17	211	30	258	9	1	22	32	10	228	6	244	590
Total	160	12	45	217	83	966	105	1154	26	10	102	138	43	906	37	986	2495
05:00 PM	34	1	10	45	17	232	27	276	5	3	26	34	13	259	8	280	635
05:15 PM	32	0	10	42	23	259	25	307	3	7	27	37	8	287	4	299	685
05:30 PM	23	4	12	39	21	231	31	283	2	3	14	19	6	251	10	267	608
05:45 PM	21	4	11	36	12	204	28	244	5	3	13	21	6	219	5	230	531
Total	110	9	43	162	73	926	111	1110	15	16	80	111	33	1016	27	1076	2459
Grand Total	395	41	151	587	306	3374	444	4124	71	41	292	404	142	3788	114	4044	9159
Apprch %	67.3	7	25.7		7.4	81.8	10.8		17.6	10.1	72.3		3.5	93.7	2.8		
Total %	4.3	0.4	1.6	6.4	3.3	36.8	4.8	45	0.8	0.4	3.2	4.4	1.6	41.4	1.2	44.2	
Automobiles	365	34	127	526	280	2777	402	3459	53	35	272	360	119	3228	84	3431	7776
% Automobiles	92.4	82.9	84.1	89.6	91.5	82.3	90.5	83.9	74.6	85.4	93.2	89.1	83.8	85.2	73.7	84.8	84.9
Commercial	30	7	24	61	26	597	42	665	18	6	20	44	23	560	30	613	1383
% Commercial	7.6	17.1	15.9	10.4	8.5	17.7	9.5	16.1	25.4	14.6	6.8	10.9	16.2	14.8	26.3	15.2	15.1

DE TRAFFIC

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(386) 341-4186
Peters Rd/Crossroads Pkwy at Ockeechobe Rd (SR 70)
St. Lucie County, FL

File Name : crossroad at sr 70
Site Code : 00000003
Start Date : 1/8/2025
Page No : 2

	Peters Rd Southbound				Ockeechobee Rd (SR 70) Westbound				Crossroads Pkwy Northbound				Ockeechobee Rd (SR 70) Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	7	3	10	20	21	195	23	239	4	1	9	14	8	244	9	261	534
07:45 AM	19	3	5	27	21	220	36	277	4	1	12	17	7	270	6	283	604
08:00 AM	21	2	11	34	22	197	29	248	6	3	19	28	9	265	6	280	590
08:15 AM	25	2	9	36	14	180	28	222	2	3	19	24	11	263	5	279	561
Total Volume	72	10	35	117	78	792	116	986	16	8	59	83	35	1042	26	1103	2289
% App. Total	61.5	8.5	29.9		7.9	80.3	11.8		19.3	9.6	71.1		3.2	94.5	2.4		
PHF	.720	.833	.795	.813	.886	.900	.806	.890	.667	.667	.776	.741	.795	.965	.722	.974	.947
Automobiles	66	7	30	103	74	618	105	797	11	5	57	73	32	913	20	965	1938
% Automobiles	91.7	70.0	85.7	88.0	94.9	78.0	90.5	80.8	68.8	62.5	96.6	88.0	91.4	87.6	76.9	87.5	84.7
Commercial	6	3	5	14	4	174	11	189	5	3	2	10	3	129	6	138	351
% Commercial	8.3	30.0	14.3	12.0	5.1	22.0	9.5	19.2	31.3	37.5	3.4	12.0	8.6	12.4	23.1	12.5	15.3

DE TRAFFIC

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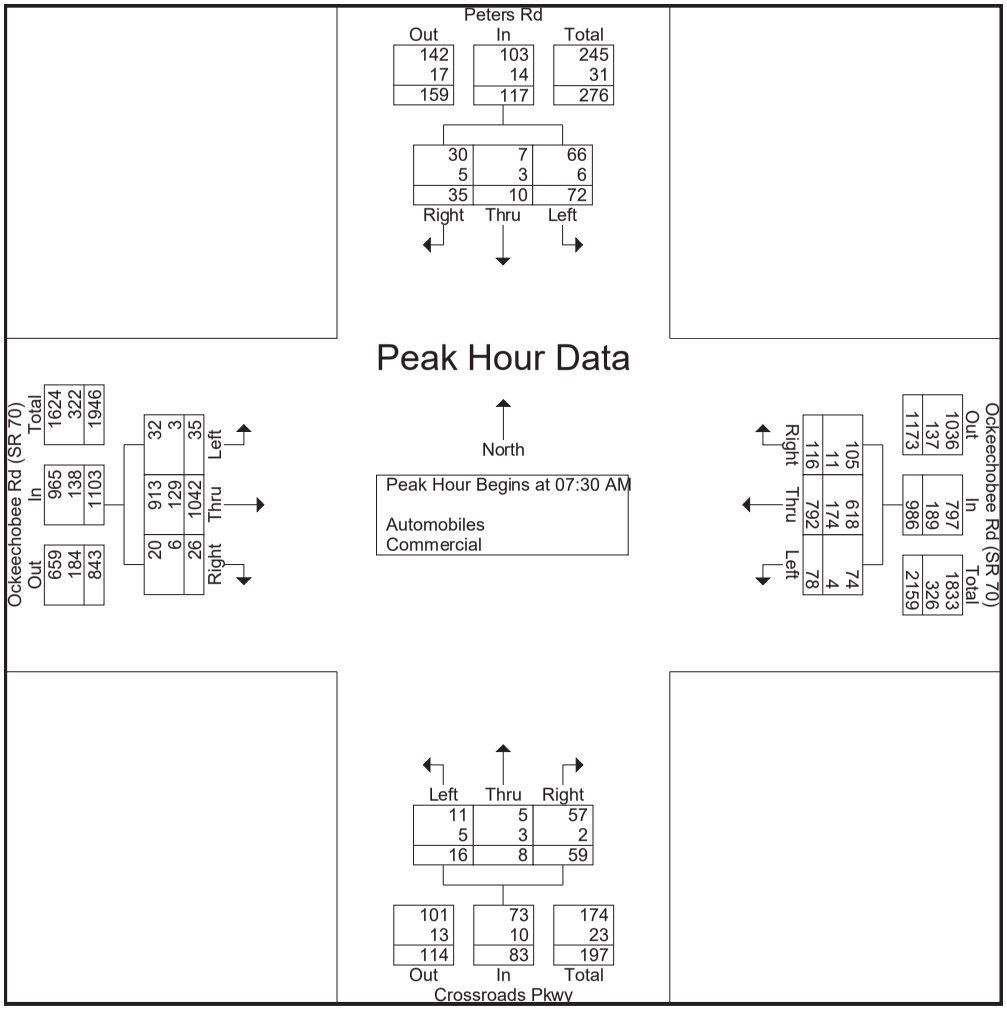
(386) 341-4186
Peters Rd/Crossroads Pkwy at Ockeechobe Rd (SR 70)
St. Lucie County, FL

File Name : crossroad at sr 70
Site Code : 00000003
Start Date : 1/8/2025
Page No : 3



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(386) 341-4186
Peters Rd/Crossroads Pkwy at Ockeechobe Rd (SR 70)
St. Lucie County, FL

File Name : crossroad at sr 70
Site Code : 00000003
Start Date : 1/8/2025
Page No : 4

	Peters Rd Southbound				Ockeechobee Rd (SR 70) Westbound				Crossroads Pkwy Northbound				Ockeechobee Rd (SR 70) Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	37	4	6	47	23	256	25	304	7	3	35	45	11	247	11	269	665
04:45 PM	42	3	11	56	17	211	30	258	9	1	22	32	10	228	6	244	590
05:00 PM	34	1	10	45	17	232	27	276	5	3	26	34	13	259	8	280	635
05:15 PM	32	0	10	42	23	259	25	307	3	7	27	37	8	287	4	299	685
Total Volume	145	8	37	190	80	958	107	1145	24	14	110	148	42	1021	29	1092	2575
% App. Total	76.3	4.2	19.5		7	83.7	9.3		16.2	9.5	74.3		3.8	93.5	2.7		
PHF	.863	.500	.841	.848	.870	.925	.892	.932	.667	.500	.786	.822	.808	.889	.659	.913	.940
Automobiles	135	6	33	174	71	815	94	980	18	12	101	131	33	851	22	906	2191
% Automobiles	93.1	75.0	89.2	91.6	88.8	85.1	87.9	85.6	75.0	85.7	91.8	88.5	78.6	83.3	75.9	83.0	85.1
Commercial	10	2	4	16	9	143	13	165	6	2	9	17	9	170	7	186	384
% Commercial	6.9	25.0	10.8	8.4	11.3	14.9	12.1	14.4	25.0	14.3	8.2	11.5	21.4	16.7	24.1	17.0	14.9

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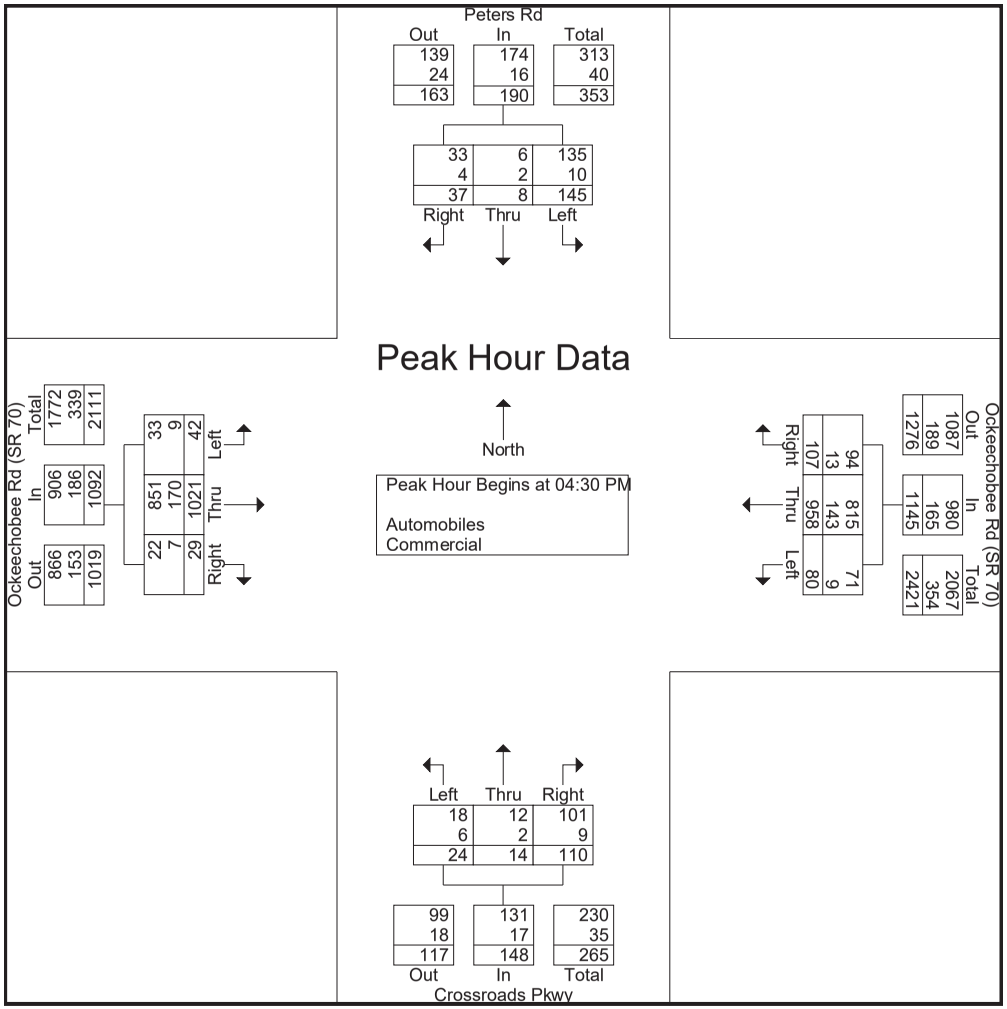
Peters Rd/Crossroads Pkwy at Ockeechobe Rd (SR 70)
St. Lucie County, FL

File Name : crossroad at sr 70
Site Code : 00000003
Start Date : 1/8/2025
Page No : 5



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(386) 341-4186
Peters Rd/Crossroads Pkwy at Ockeechobee Rd (SR 70)
St. Lucie County, FL

File Name : crossroad at sr 70
Site Code : 00000003
Start Date : 1/8/2025
Page No : 6

Groups Printed- Peds

	Peters Rd Southbound					Ockeechobee Rd (SR 70) Westbound					Crossroads Pkwy Northbound					Ockeechobee Rd (SR 70) Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
07:30 AM	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	2	2	4
Total	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	3	3	5
08:00 AM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1	1	2
Total	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1	1	2
04:45 PM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1	1	2
Total	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1	1	2
05:15 PM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
Total	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1	1	2
Grand Total	0	0	0	0	0	0	0	0	5	5	0	0	0	0	0	0	0	0	6	6	11
Apprch %	0	0	0	0		0	0	0	100		0	0	0	0		0	0	0	100		
Total %	0	0	0	0	0	0	0	0	45.5	45.5	0	0	0	0	0	0	0	0	54.5	54.5	

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(386) 341-4186
Kings Hwy at White Rd/Pruitt Research Rd
St. Lucie County, FL

File Name : Kings at White
Site Code : 00000003
Start Date : 1/8/2025
Page No : 1

Groups Printed- Automobiles - Commercial

	Kings Hwy Southbound				White Rd Westbound				Turnpike Northbound				Pruitt Research Rd Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	85	3	88	0	0	1	1	1	112	0	113	0	0	3	3	205
07:15 AM	0	95	7	102	0	0	1	1	3	147	1	151	0	0	3	3	257
07:30 AM	0	113	4	117	0	0	0	0	4	166	1	171	0	0	4	4	292
07:45 AM	0	100	10	110	0	0	1	1	3	166	0	169	0	0	4	4	284
Total	0	393	24	417	0	0	3	3	11	591	2	604	0	0	14	14	1038
08:00 AM	0	116	5	121	0	0	0	0	2	174	0	176	0	0	5	5	302
08:15 AM	0	113	2	115	0	0	0	0	1	169	1	171	0	0	3	3	289
08:30 AM	0	105	5	110	0	0	1	1	2	126	0	128	0	0	4	4	243
08:45 AM	0	98	3	101	0	0	2	2	11	105	1	117	0	0	2	2	222
Total	0	432	15	447	0	0	3	3	16	574	2	592	0	0	14	14	1056
04:00 PM	2	165	0	167	0	0	2	2	0	128	0	128	0	0	2	2	299
04:15 PM	2	170	2	174	0	0	1	1	1	120	1	122	0	0	3	3	300
04:30 PM	1	150	1	152	0	0	0	0	2	116	2	120	0	0	3	3	275
04:45 PM	2	155	5	162	0	0	0	0	0	110	0	110	0	0	4	4	276
Total	7	640	8	655	0	0	3	3	3	474	3	480	0	0	12	12	1150
05:00 PM	2	153	5	160	0	0	1	1	4	116	0	120	0	0	4	4	285
05:15 PM	1	121	8	130	0	0	0	0	3	115	1	119	0	0	0	0	249
05:30 PM	2	123	4	129	0	0	2	2	2	100	0	102	0	0	3	3	236
05:45 PM	0	99	6	105	0	0	0	0	0	92	0	92	0	0	1	1	198
Total	5	496	23	524	0	0	3	3	9	423	1	433	0	0	8	8	968
Grand Total	12	1961	70	2043	0	0	12	12	39	2062	8	2109	0	0	48	48	4212
Apprch %	0.6	96	3.4		0	0	100		1.8	97.8	0.4		0	0	100		
Total %	0.3	46.6	1.7	48.5	0	0	0.3	0.3	0.9	49	0.2	50.1	0	0	1.1	1.1	
Automobiles	12	1454	61	1527	0	0	12	12	35	1526	7	1568	0	0	43	43	3150
% Automobiles	100	74.1	87.1	74.7	0	0	100	100	89.7	74	87.5	74.3	0	0	89.6	89.6	74.8
Commercial	0	507	9	516	0	0	0	0	4	536	1	541	0	0	5	5	1062
% Commercial	0	25.9	12.9	25.3	0	0	0	0	10.3	26	12.5	25.7	0	0	10.4	10.4	25.2

DE TRAFFIC

detraffic.com
(386) 341-4186
Kings Hwy at White Rd/Pruitt Research Rd
St. Lucie County, FL

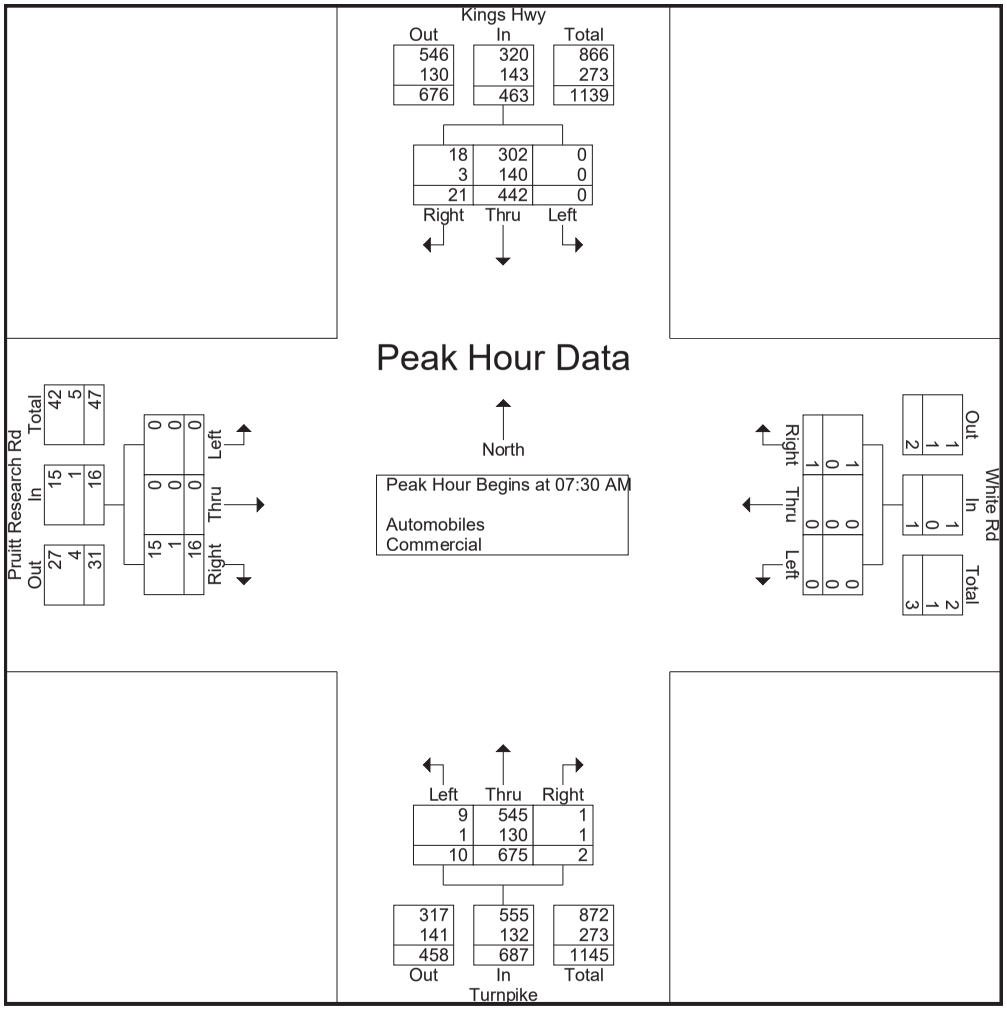
File Name : Kings at White
Site Code : 00000003
Start Date : 1/8/2025
Page No : 2

	Kings Hwy Southbound				White Rd Westbound				Turnpike Northbound				Pruitt Research Rd Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	113	4	117	0	0	0	0	4	166	1	171	0	0	4	4	292
07:45 AM	0	100	10	110	0	0	1	1	3	166	0	169	0	0	4	4	284
08:00 AM	0	116	5	121	0	0	0	0	2	174	0	176	0	0	5	5	302
08:15 AM	0	113	2	115	0	0	0	0	1	169	1	171	0	0	3	3	289
Total Volume	0	442	21	463	0	0	1	1	10	675	2	687	0	0	16	16	1167
% App. Total	0	95.5	4.5		0	0	100		1.5	98.3	0.3		0	0	100		
PHF	.000	.953	.525	.957	.000	.000	.250	.250	.625	.970	.500	.976	.000	.000	.800	.800	.966
Automobiles	0	302	18	320	0	0	1	1	9	545	1	555	0	0	15	15	891
% Automobiles	0	68.3	85.7	69.1	0	0	100	100	90.0	80.7	50.0	80.8	0	0	93.8	93.8	76.3
Commercial	0	140	3	143	0	0	0	0	1	130	1	132	0	0	1	1	276
% Commercial	0	31.7	14.3	30.9	0	0	0	0	10.0	19.3	50.0	19.2	0	0	6.3	6.3	23.7

DE TRAFFIC

detraffic.com
(386) 341-4186
Kings Hwy at White Rd/Pruitt Research Rd
St. Lucie County, FL

File Name : Kings at White
Site Code : 00000003
Start Date : 1/8/2025
Page No : 3



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Kings Hwy at White Rd/Pruitt Research Rd
St. Lucie County, FL

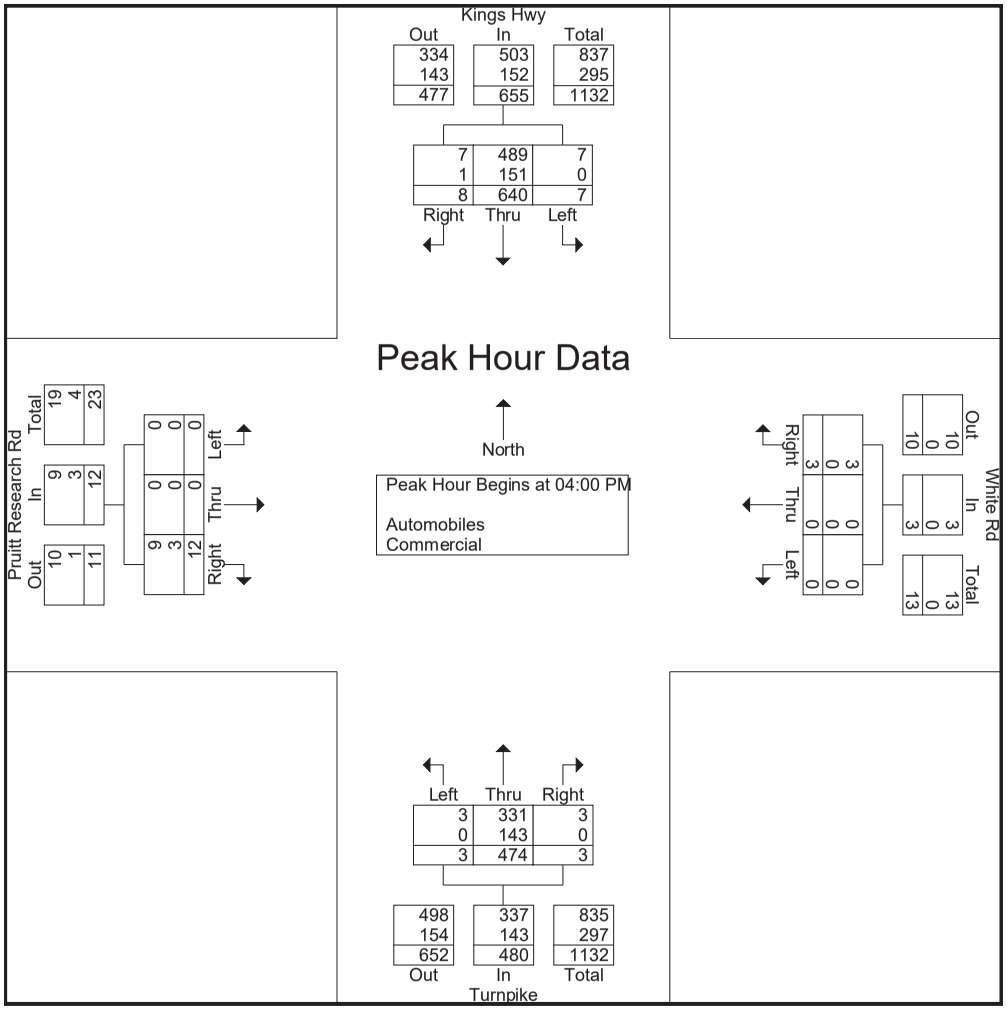
File Name : Kings at White
Site Code : 00000003
Start Date : 1/8/2025
Page No : 4

	Kings Hwy Southbound				White Rd Westbound				Turnpike Northbound				Pruitt Research Rd Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	2	165	0	167	0	0	2	2	0	128	0	128	0	0	2	2	299
04:15 PM	2	170	2	174	0	0	1	1	1	120	1	122	0	0	3	3	300
04:30 PM	1	150	1	152	0	0	0	0	2	116	2	120	0	0	3	3	275
04:45 PM	2	155	5	162	0	0	0	0	0	110	0	110	0	0	4	4	276
Total Volume	7	640	8	655	0	0	3	3	3	474	3	480	0	0	12	12	1150
% App. Total	1.1	97.7	1.2		0	0	100		0.6	98.8	0.6		0	0	100		
PHF	.875	.941	.400	.941	.000	.000	.375	.375	.375	.926	.375	.938	.000	.000	.750	.750	.958
Automobiles	7	489	7	503	0	0	3	3	3	331	3	337	0	0	9	9	852
% Automobiles	100	76.4	87.5	76.8	0	0	100	100	100	69.8	100	70.2	0	0	75.0	75.0	74.1
Commercial	0	151	1	152	0	0	0	0	0	143	0	143	0	0	3	3	298
% Commercial	0	23.6	12.5	23.2	0	0	0	0	0	30.2	0	29.8	0	0	25.0	25.0	25.9

DE TRAFFIC

detraffic.com
(386) 341-4186
Kings Hwy at White Rd/Pruitt Research Rd
St. Lucie County, FL

File Name : Kings at White
Site Code : 00000003
Start Date : 1/8/2025
Page No : 5



DE TRAFFIC

detraffic.com
(386) 341-4186
Kings Hwy at White Rd/Pruitt Research Rd
St. Lucie County, FL

File Name : Kings at White
Site Code : 00000003
Start Date : 1/8/2025
Page No : 6

Groups Printed- Peds

	Kings Hwy Southbound					White Rd Westbound					Turnpike Northbound					Pruitt Research Rd Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
07:45 AM	0	0	0	1	1	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2
Total	0	0	0	1	1	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2
08:15 AM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	1
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	2
Grand Total	0	0	0	2	2	0	0	0	0	0	0	0	0	3	3	0	0	0	0	0	5
Apprch %	0	0	0	100		0	0	0	0		0	0	0	100		0	0	0	0		
Total %	0	0	0	40	40	0	0	0	0	0	0	0	0	60	60	0	0	0	0	0	

DE TRAFFIC

detraffic.com
(386) 341-4186
Kings Hwy at Orange Ave
St. Lucie County, FL

File Name : Kings at Orange
Site Code : 00000004
Start Date : 1/8/2025
Page No : 1

Groups Printed- Automobiles - Commercial

	Kings Hwy Southbound				Orange Ave Westbound				Kings Hwy Northbound				Orange Ave Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	42	28	11	81	38	43	43	124	25	71	28	124	6	37	19	62	391
07:15 AM	48	47	12	107	32	49	67	148	21	84	35	140	6	38	21	65	460
07:30 AM	60	38	17	115	33	58	70	161	25	101	52	178	9	28	30	67	521
07:45 AM	52	34	18	104	53	50	87	190	31	109	61	201	6	27	29	62	557
Total	202	147	58	407	156	200	267	623	102	365	176	643	27	130	99	256	1929
08:00 AM	43	30	23	96	42	41	96	179	25	91	55	171	9	41	27	77	523
08:15 AM	59	38	19	116	47	51	92	190	20	80	44	144	9	36	28	73	523
08:30 AM	49	32	21	102	38	41	77	156	24	86	36	146	12	46	26	84	488
08:45 AM	42	29	21	92	32	34	63	129	17	82	35	134	10	33	29	72	427
Total	193	129	84	406	159	167	328	654	86	339	170	595	40	156	110	306	1961
04:00 PM	60	78	6	144	39	60	69	168	20	45	48	113	8	67	11	86	511
04:15 PM	61	92	3	156	44	68	67	179	22	51	52	125	18	76	28	122	582
04:30 PM	78	106	9	193	36	52	58	146	25	38	66	129	16	73	32	121	589
04:45 PM	68	90	5	163	49	61	74	184	33	50	64	147	20	62	26	108	602
Total	267	366	23	656	168	241	268	677	100	184	230	514	62	278	97	437	2284
05:00 PM	87	81	5	173	39	77	70	186	23	52	37	112	28	98	22	148	619
05:15 PM	81	66	7	154	26	38	62	126	33	49	36	118	17	66	22	105	503
05:30 PM	78	70	13	161	26	80	59	165	17	43	36	96	11	93	28	132	554
05:45 PM	66	62	7	135	39	62	54	155	14	31	22	67	16	90	24	130	487
Total	312	279	32	623	130	257	245	632	87	175	131	393	72	347	96	515	2163
Grand Total	974	921	197	2092	613	865	1108	2586	375	1063	707	2145	201	911	402	1514	8337
Apprch %	46.6	44	9.4		23.7	33.4	42.8		17.5	49.6	33		13.3	60.2	26.6		
Total %	11.7	11	2.4	25.1	7.4	10.4	13.3	31	4.5	12.8	8.5	25.7	2.4	10.9	4.8	18.2	
Automobiles	828	822	179	1829	474	756	884	2114	348	957	473	1778	179	855	360	1394	7115
% Automobiles	85	89.3	90.9	87.4	77.3	87.4	79.8	81.7	92.8	90	66.9	82.9	89.1	93.9	89.6	92.1	85.3
Commercial	146	99	18	263	139	109	224	472	27	106	234	367	22	56	42	120	1222
% Commercial	15	10.7	9.1	12.6	22.7	12.6	20.2	18.3	7.2	10	33.1	17.1	10.9	6.1	10.4	7.9	14.7

DE TRAFFIC

detraffic.com
(386) 341-4186
Kings Hwy at Orange Ave
St. Lucie County, FL

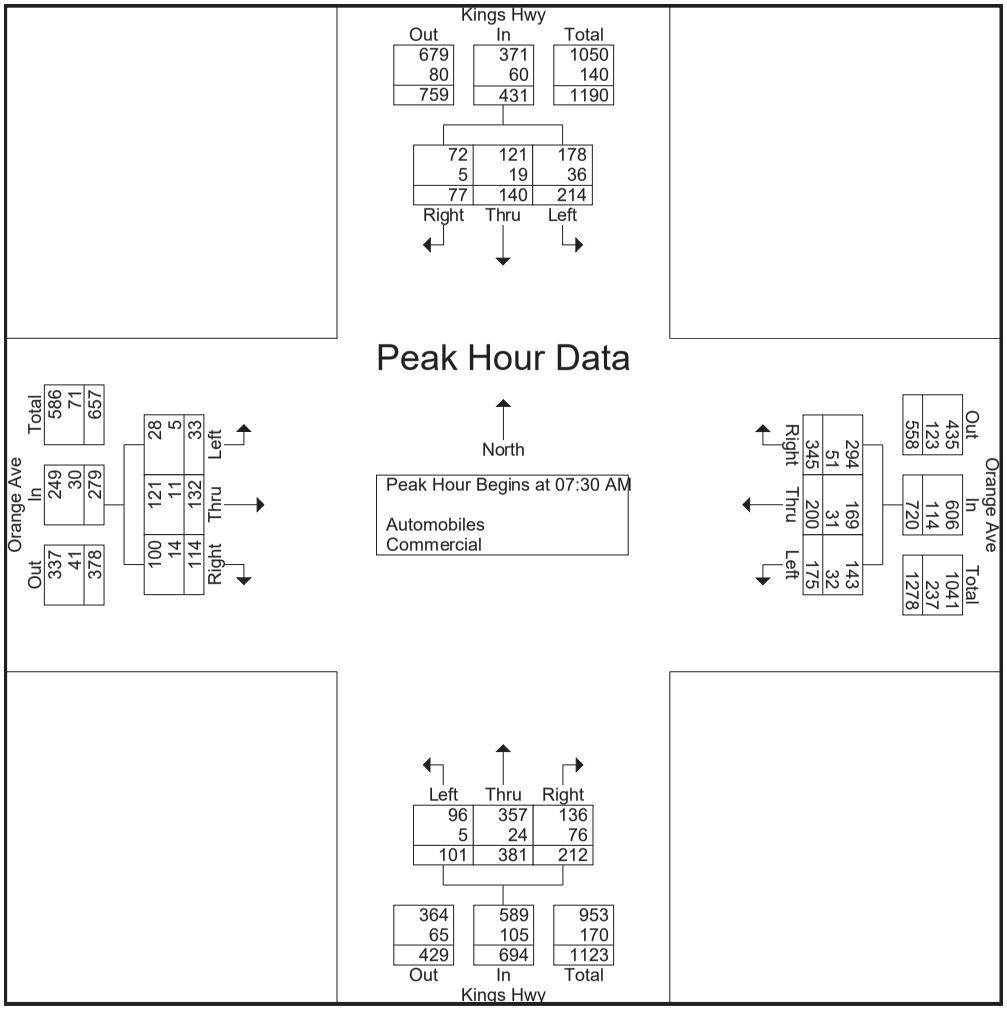
File Name : Kings at Orange
Site Code : 00000004
Start Date : 1/8/2025
Page No : 2

	Kings Hwy Southbound				Orange Ave Westbound				Kings Hwy Northbound				Orange Ave Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	60	38	17	115	33	58	70	161	25	101	52	178	9	28	30	67	521
07:45 AM	52	34	18	104	53	50	87	190	31	109	61	201	6	27	29	62	557
08:00 AM	43	30	23	96	42	41	96	179	25	91	55	171	9	41	27	77	523
08:15 AM	59	38	19	116	47	51	92	190	20	80	44	144	9	36	28	73	523
Total Volume	214	140	77	431	175	200	345	720	101	381	212	694	33	132	114	279	2124
% App. Total	49.7	32.5	17.9		24.3	27.8	47.9		14.6	54.9	30.5		11.8	47.3	40.9		
PHF	.892	.921	.837	.929	.825	.862	.898	.947	.815	.874	.869	.863	.917	.805	.950	.906	.953
Automobiles	178	121	72	371	143	169	294	606	96	357	136	589	28	121	100	249	1815
% Automobiles	83.2	86.4	93.5	86.1	81.7	84.5	85.2	84.2	95.0	93.7	64.2	84.9	84.8	91.7	87.7	89.2	85.5
Commercial	36	19	5	60	32	31	51	114	5	24	76	105	5	11	14	30	309
% Commercial	16.8	13.6	6.5	13.9	18.3	15.5	14.8	15.8	5.0	6.3	35.8	15.1	15.2	8.3	12.3	10.8	14.5

DE TRAFFIC

detraffic.com
(386) 341-4186
Kings Hwy at Orange Ave
St. Lucie County, FL

File Name : Kings at Orange
Site Code : 00000004
Start Date : 1/8/2025
Page No : 3



DE TRAFFIC

detraffic.com
(386) 341-4186
Kings Hwy at Orange Ave
St. Lucie County, FL

File Name : Kings at Orange
Site Code : 00000004
Start Date : 1/8/2025
Page No : 4

	Kings Hwy Southbound				Orange Ave Westbound				Kings Hwy Northbound				Orange Ave Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	61	92	3	156	44	68	67	179	22	51	52	125	18	76	28	122	582
04:30 PM	78	106	9	193	36	52	58	146	25	38	66	129	16	73	32	121	589
04:45 PM	68	90	5	163	49	61	74	184	33	50	64	147	20	62	26	108	602
05:00 PM	87	81	5	173	39	77	70	186	23	52	37	112	28	98	22	148	619
Total Volume	294	369	22	685	168	258	269	695	103	191	219	513	82	309	108	499	2392
% App. Total	42.9	53.9	3.2		24.2	37.1	38.7		20.1	37.2	42.7		16.4	61.9	21.6		
PHF	.845	.870	.611	.887	.857	.838	.909	.934	.780	.918	.830	.872	.732	.788	.844	.843	.966
Automobiles	254	341	18	613	120	234	192	546	91	164	142	397	72	294	94	460	2016
% Automobiles	86.4	92.4	81.8	89.5	71.4	90.7	71.4	78.6	88.3	85.9	64.8	77.4	87.8	95.1	87.0	92.2	84.3
Commercial	40	28	4	72	48	24	77	149	12	27	77	116	10	15	14	39	376
% Commercial	13.6	7.6	18.2	10.5	28.6	9.3	28.6	21.4	11.7	14.1	35.2	22.6	12.2	4.9	13.0	7.8	15.7

DE TRAFFIC

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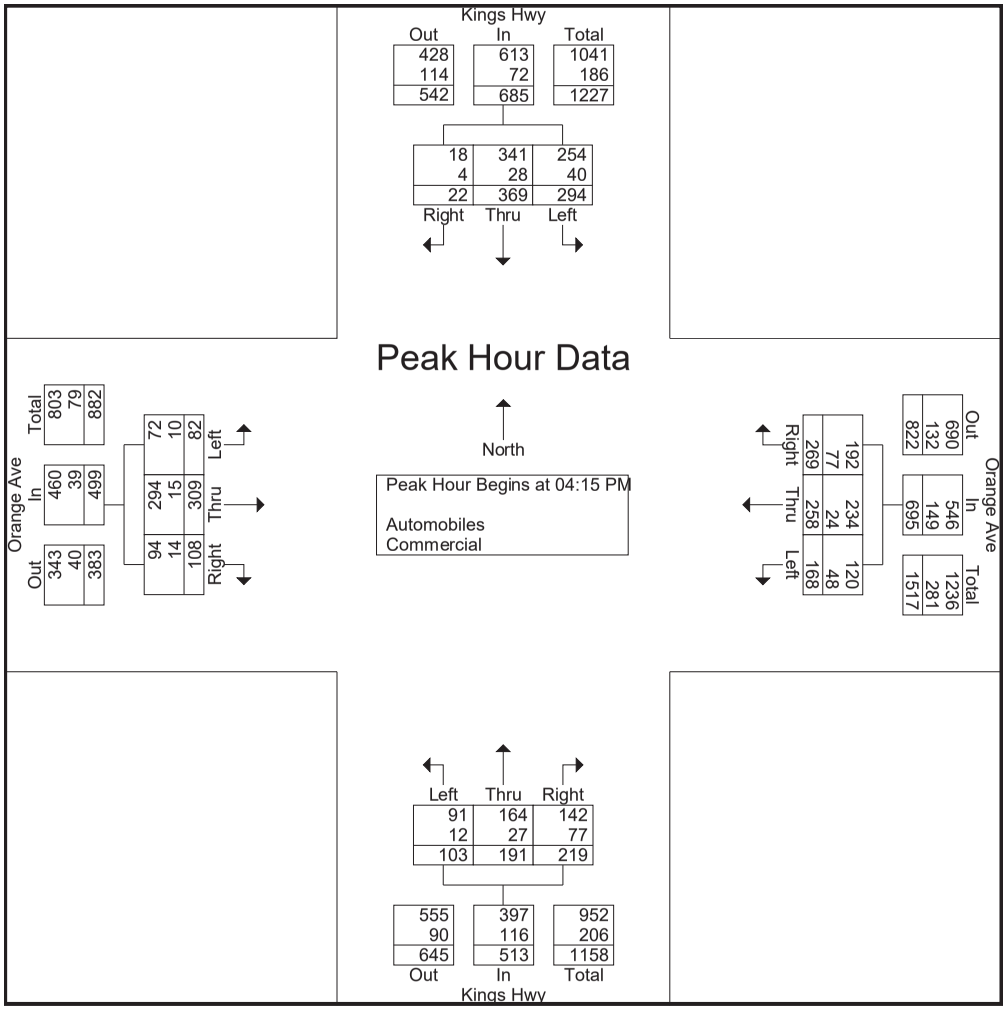
(386) 341-4186
Kings Hwy at Orange Ave
St. Lucie County, FL

File Name : Kings at Orange
Site Code : 00000004
Start Date : 1/8/2025
Page No : 5



DE TRAFFIC

detraffic.com
(386) 341-4186
Kings Hwy at Orange Ave
St. Lucie County, FL

File Name : Kings at Orange
Site Code : 00000004
Start Date : 1/8/2025
Page No : 6

Groups Printed- Peds

	Kings Hwy Southbound					Orange Ave Westbound					Kings Hwy Northbound					Orange Ave Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
07:30 AM	0	0	0	1	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	2
Total	0	0	0	1	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	2
08:00 AM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1
08:15 AM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	1	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	2
04:30 PM	0	0	0	1	1	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	1
Total	0	0	0	1	1	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	3
05:00 PM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Grand Total	0	0	0	4	4	0	0	0	2	2	0	0	0	2	2	0	0	0	0	0	8
Apprch %	0	0	0	100		0	0	0	100		0	0	0	100		0	0	0	0		
Total %	0	0	0	50	50	0	0	0	25	25	0	0	0	25	25	0	0	0	0	0	

NB Approach

SB Approach

EB Approach

WB Approach

detraffic	Turnpike/Kings Hwy at Okeechobee Rd	St. Lucie County
	detraffic.com	Project Number: O25-01 / Sheet Number: 1
	9239 Outlook Rock Trl. Windermere Fl. 34786	

NB Approach

SB Approach

EB Approach

WB Approach

de traffic	Peters Rd/Crossroads Pkwy at Okeechobee Rd	St. Lucie County
	detraffic.com	Project Number: O25-01 / Sheet Number: 2
	9239 Outlook Rock Trl. Windermere Fl. 34786	

NB Approach

SB Approach

EB Approach

WB Approach

detraffic	Kings Hwy at Pruitt Research Rd/White Rd	St. Lucie County
	detraffic.com	Project Number: O25-01 / Sheet Number: 3
	9239 Outlook Rock Trl. Windermere Fl. 34786	

NB Approach

SB Approach

EB Approach

WB Approach

detraffic	Kings Hwy at Orange Ave	St. Lucie County
	detraffic.com	Project Number: O25-01 / Sheet Number: 4
	9239 Outlook Rock Trl. Windermere Fl. 34786	

DE TRAFFIC

detraffic.com
(386) 341-4186
I-95 SB Ramp at Okeechobee Rd
St. Lucie County, Fl

File Name : 01 i95 sb at 70
Site Code : 00000001
Start Date : 5/28/2025
Page No : 1

Groups Printed- Automobiles - Commercial

	I-95 SB Ramp Southbound				Okeechobee Rd Westbound				N/A Northbound				Okeechobee Rd Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	52	0	84	136	0	118	91	209	0	0	0	0	0	187	37	224	569
07:15 AM	83	0	92	175	0	124	127	251	0	0	0	0	0	182	52	234	660
07:30 AM	88	0	83	171	0	156	156	312	0	0	0	0	0	204	57	261	744
07:45 AM	81	0	106	187	0	185	180	365	0	0	0	0	0	253	47	300	852
Total	304	0	365	669	0	583	554	1137	0	0	0	0	0	826	193	1019	2825
08:00 AM	86	0	99	185	0	240	149	389	0	0	0	0	0	323	36	359	933
08:15 AM	80	0	110	190	0	144	137	281	0	0	0	0	0	254	29	283	754
08:30 AM	68	0	83	151	0	192	110	302	0	0	0	0	0	232	38	270	723
08:45 AM	60	0	113	173	0	192	138	330	0	0	0	0	0	243	28	271	774
Total	294	0	405	699	0	768	534	1302	0	0	0	0	0	1052	131	1183	3184
04:00 PM	79	0	115	194	0	152	128	280	0	0	0	0	0	250	55	305	779
04:15 PM	87	0	132	219	0	185	138	323	0	0	0	0	0	253	46	299	841
04:30 PM	90	0	118	208	0	263	170	433	0	0	0	0	0	266	35	301	942
04:45 PM	109	0	136	245	0	188	191	379	0	0	0	0	0	309	37	346	970
Total	365	0	501	866	0	788	627	1415	0	0	0	0	0	1078	173	1251	3532
05:00 PM	82	0	121	203	0	242	172	414	0	0	0	0	0	360	59	419	1036
05:15 PM	105	0	117	222	0	235	161	396	0	0	0	0	0	316	39	355	973
05:30 PM	83	0	92	175	0	144	169	313	0	0	0	0	0	238	46	284	772
05:45 PM	94	0	79	173	0	136	147	283	0	0	0	0	0	198	37	235	691
Total	364	0	409	773	0	757	649	1406	0	0	0	0	0	1112	181	1293	3472
Grand Total	1327	0	1680	3007	0	2896	2364	5260	0	0	0	0	0	4068	678	4746	13013
Apprch %	44.1	0	55.9		0	55.1	44.9		0	0	0		0	85.7	14.3		
Total %	10.2	0	12.9	23.1	0	22.3	18.2	40.4	0	0	0	0	0	31.3	5.2	36.5	
Automobiles	1230	0	1499	2729	0	2566	2303	4869	0	0	0	0	0	3840	632	4472	12070
% Automobiles	92.7	0	89.2	90.8	0	88.6	97.4	92.6	0	0	0	0	0	94.4	93.2	94.2	92.8
Commercial	97	0	181	278	0	330	61	391	0	0	0	0	0	228	46	274	943
% Commercial	7.3	0	10.8	9.2	0	11.4	2.6	7.4	0	0	0	0	0	5.6	6.8	5.8	7.2

DE TRAFFIC

detraffic.com
(386) 341-4186
I-95 SB Ramp at Okeechobee Rd
St. Lucie County, Fl

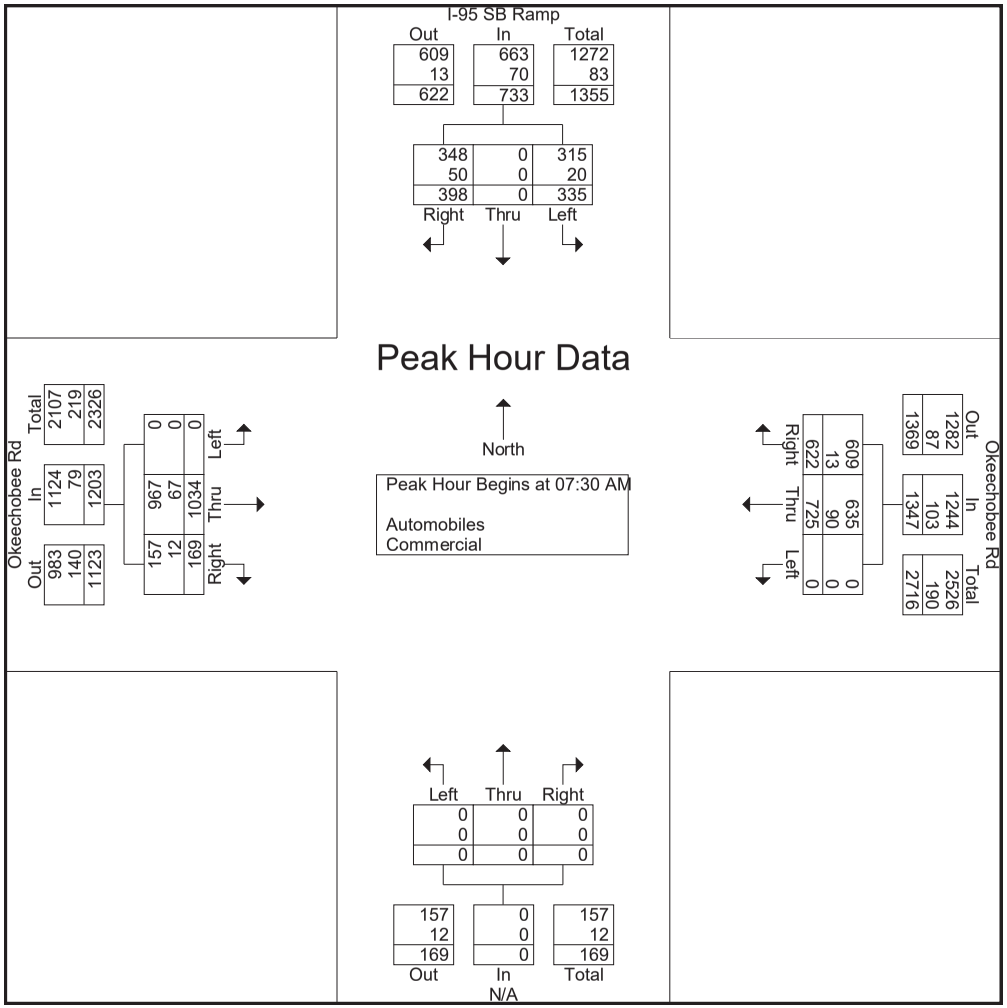
File Name : 01 i95 sb at 70
Site Code : 00000001
Start Date : 5/28/2025
Page No : 2

	I-95 SB Ramp Southbound				Okeechobee Rd Westbound				N/A Northbound				Okeechobee Rd Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	88	0	83	171	0	156	156	312	0	0	0	0	0	204	57	261	744
07:45 AM	81	0	106	187	0	185	180	365	0	0	0	0	0	253	47	300	852
08:00 AM	86	0	99	185	0	240	149	389	0	0	0	0	0	323	36	359	933
08:15 AM	80	0	110	190	0	144	137	281	0	0	0	0	0	254	29	283	754
Total Volume	335	0	398	733	0	725	622	1347	0	0	0	0	0	1034	169	1203	3283
% App. Total	45.7	0	54.3		0	53.8	46.2		0	0	0		0	86	14		
PHF	.952	.000	.905	.964	.000	.755	.864	.866	.000	.000	.000	.000	.000	.800	.741	.838	.880
Automobiles	315	0	348	663	0	635	609	1244	0	0	0	0	0	967	157	1124	3031
% Automobiles	94.0	0	87.4	90.5	0	87.6	97.9	92.4	0	0	0	0	0	93.5	92.9	93.4	92.3
Commercial	20	0	50	70	0	90	13	103	0	0	0	0	0	67	12	79	252
% Commercial	6.0	0	12.6	9.5	0	12.4	2.1	7.6	0	0	0	0	0	6.5	7.1	6.6	7.7

DE TRAFFIC

detraffic.com
(386) 341-4186
I-95 SB Ramp at Okeechobee Rd
St. Lucie County, Fl

File Name : 01 i95 sb at 70
Site Code : 00000001
Start Date : 5/28/2025
Page No : 3



DE TRAFFIC

detraffic.com
(386) 341-4186
I-95 SB Ramp at Okeechobee Rd
St. Lucie County, Fl

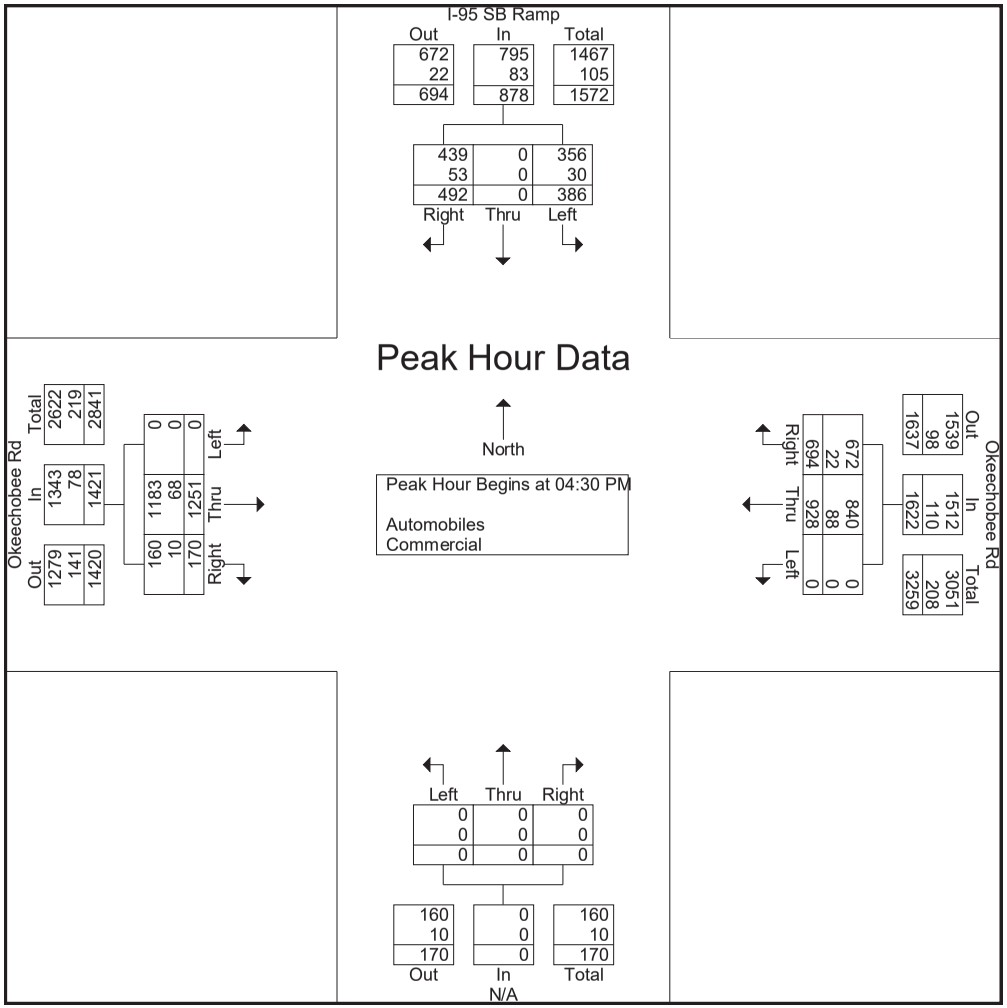
File Name : 01 i95 sb at 70
Site Code : 00000001
Start Date : 5/28/2025
Page No : 4

	I-95 SB Ramp Southbound				Okeechobee Rd Westbound				N/A Northbound				Okeechobee Rd Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	90	0	118	208	0	263	170	433	0	0	0	0	0	266	35	301	942
04:45 PM	109	0	136	245	0	188	191	379	0	0	0	0	0	309	37	346	970
05:00 PM	82	0	121	203	0	242	172	414	0	0	0	0	0	360	59	419	1036
05:15 PM	105	0	117	222	0	235	161	396	0	0	0	0	0	316	39	355	973
Total Volume	386	0	492	878	0	928	694	1622	0	0	0	0	0	1251	170	1421	3921
% App. Total	44	0	56		0	57.2	42.8		0	0	0		0	88	12		
PHF	.885	.000	.904	.896	.000	.882	.908	.936	.000	.000	.000	.000	.000	.869	.720	.848	.946
Automobiles	356	0	439	795	0	840	672	1512	0	0	0	0	0	1183	160	1343	3650
% Automobiles	92.2	0	89.2	90.5	0	90.5	96.8	93.2	0	0	0	0	0	94.6	94.1	94.5	93.1
Commercial	30	0	53	83	0	88	22	110	0	0	0	0	0	68	10	78	271
% Commercial	7.8	0	10.8	9.5	0	9.5	3.2	6.8	0	0	0	0	0	5.4	5.9	5.5	6.9

DE TRAFFIC

detraffic.com
(386) 341-4186
I-95 SB Ramp at Okeechobee Rd
St. Lucie County, Fl

File Name : 01 i95 sb at 70
Site Code : 00000001
Start Date : 5/28/2025
Page No : 5



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(386) 341-4186
I-95 NB Ramp at Okeechobee Rd
St. Lucie County, Fl

File Name : 01 i95 sb at 70
Site Code : 00000001
Start Date : 5/28/2025
Page No : 6

Groups Printed- Peds

	I-95 SB Ramp Southbound					Okeechobee Rd Westbound					N/A Northbound					Okeechobee Rd Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		
Total %																					

SB Approach

EB Approach

WB Approach

detraffic	I-95 SB Ramp at Okeechobee Rd (SR 70)	St. Lucie County
	detraffic.com	Project Number: O25-16 / Sheet Number: 1
	9239 Outlook Rock Trl. Windermere Fl. 34786	

DE TRAFFIC

detraffic.com
(386) 341-4186
I-95 NB Ramp at Okeechobee Rd
St. Lucie County, Fl

File Name : 02 i95 nb at 70
Site Code : 00000002
Start Date : 5/28/2025
Page No : 1

Groups Printed- Automobiles - Commercial

	N/A Southbound				Okeechobee Rd Westbound				I-95 NB Ramps Northbound				Okeechobee Rd Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	162	59	221	47	0	206	253	0	137	119	256	730
07:15 AM	0	0	0	0	0	205	66	271	46	0	232	278	0	160	101	261	810
07:30 AM	0	0	0	0	0	249	61	310	69	0	222	291	0	212	116	328	929
07:45 AM	0	0	0	0	0	305	82	387	64	0	217	281	0	196	125	321	989
Total	0	0	0	0	0	921	268	1189	226	0	877	1103	0	705	461	1166	3458
08:00 AM	0	0	0	0	0	304	66	370	84	0	186	270	0	215	159	374	1014
08:15 AM	0	0	0	0	0	207	80	287	71	0	168	239	0	197	147	344	870
08:30 AM	0	0	0	0	0	216	68	284	83	0	181	264	0	207	118	325	873
08:45 AM	0	0	0	0	0	244	58	302	83	0	156	239	0	183	137	320	861
Total	0	0	0	0	0	971	272	1243	321	0	691	1012	0	802	561	1363	3618
04:00 PM	0	0	0	0	0	211	88	299	68	0	159	227	0	166	147	313	839
04:15 PM	0	0	0	0	0	247	77	324	75	0	154	229	0	190	181	371	924
04:30 PM	0	0	0	0	0	345	84	429	81	0	164	245	0	238	179	417	1091
04:45 PM	0	0	0	0	0	274	87	361	101	0	184	285	0	222	170	392	1038
Total	0	0	0	0	0	1077	336	1413	325	0	661	986	0	816	677	1493	3892
05:00 PM	0	0	0	0	0	323	79	402	86	0	161	247	0	251	188	439	1088
05:15 PM	0	0	0	0	0	320	89	409	71	0	182	253	0	253	179	432	1094
05:30 PM	0	0	0	0	0	224	84	308	81	0	156	237	0	217	154	371	916
05:45 PM	0	0	0	0	0	213	73	286	67	0	140	207	0	162	141	303	796
Total	0	0	0	0	0	1080	325	1405	305	0	639	944	0	883	662	1545	3894
Grand Total	0	0	0	0	0	4049	1201	5250	1177	0	2868	4045	0	3206	2361	5567	14862
Apprch %	0	0	0		0	77.1	22.9		29.1	0	70.9		0	57.6	42.4		
Total %	0	0	0	0	0	27.2	8.1	35.3	7.9	0	19.3	27.2	0	21.6	15.9	37.5	
Automobiles	0	0	0	0	0	3823	1139	4962	1043	0	2773	3816	0	2952	2306	5258	14036
% Automobiles	0	0	0	0	0	94.4	94.8	94.5	88.6	0	96.7	94.3	0	92.1	97.7	94.4	94.4
Commercial	0	0	0	0	0	226	62	288	134	0	95	229	0	254	55	309	826
% Commercial	0	0	0	0	0	5.6	5.2	5.5	11.4	0	3.3	5.7	0	7.9	2.3	5.6	5.6

DE TRAFFIC

detraffic.com
(386) 341-4186
I-95 NB Ramp at Okeechobee Rd
St. Lucie County, Fl

File Name : 02 i95 nb at 70
Site Code : 00000002
Start Date : 5/28/2025
Page No : 2

	N/A Southbound				Okeechobee Rd Westbound				I-95 NB Ramps Northbound				Okeechobee Rd Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	0	0	0	0	249	61	310	69	0	222	291	0	212	116	328	929
07:45 AM	0	0	0	0	0	305	82	387	64	0	217	281	0	196	125	321	989
08:00 AM	0	0	0	0	0	304	66	370	84	0	186	270	0	215	159	374	1014
08:15 AM	0	0	0	0	0	207	80	287	71	0	168	239	0	197	147	344	870
Total Volume	0	0	0	0	0	1065	289	1354	288	0	793	1081	0	820	547	1367	3802
% App. Total	0	0	0		0	78.7	21.3		26.6	0	73.4		0	60	40		
PHF	.000	.000	.000	.000	.000	.873	.881	.875	.857	.000	.893	.929	.000	.953	.860	.914	.937
Automobiles	0	0	0	0	0	987	277	1264	257	0	768	1025	0	751	530	1281	3570
% Automobiles	0	0	0	0	0	92.7	95.8	93.4	89.2	0	96.8	94.8	0	91.6	96.9	93.7	93.9
Commercial	0	0	0	0	0	78	12	90	31	0	25	56	0	69	17	86	232
% Commercial	0	0	0	0	0	7.3	4.2	6.6	10.8	0	3.2	5.2	0	8.4	3.1	6.3	6.1

DE TRAFFIC

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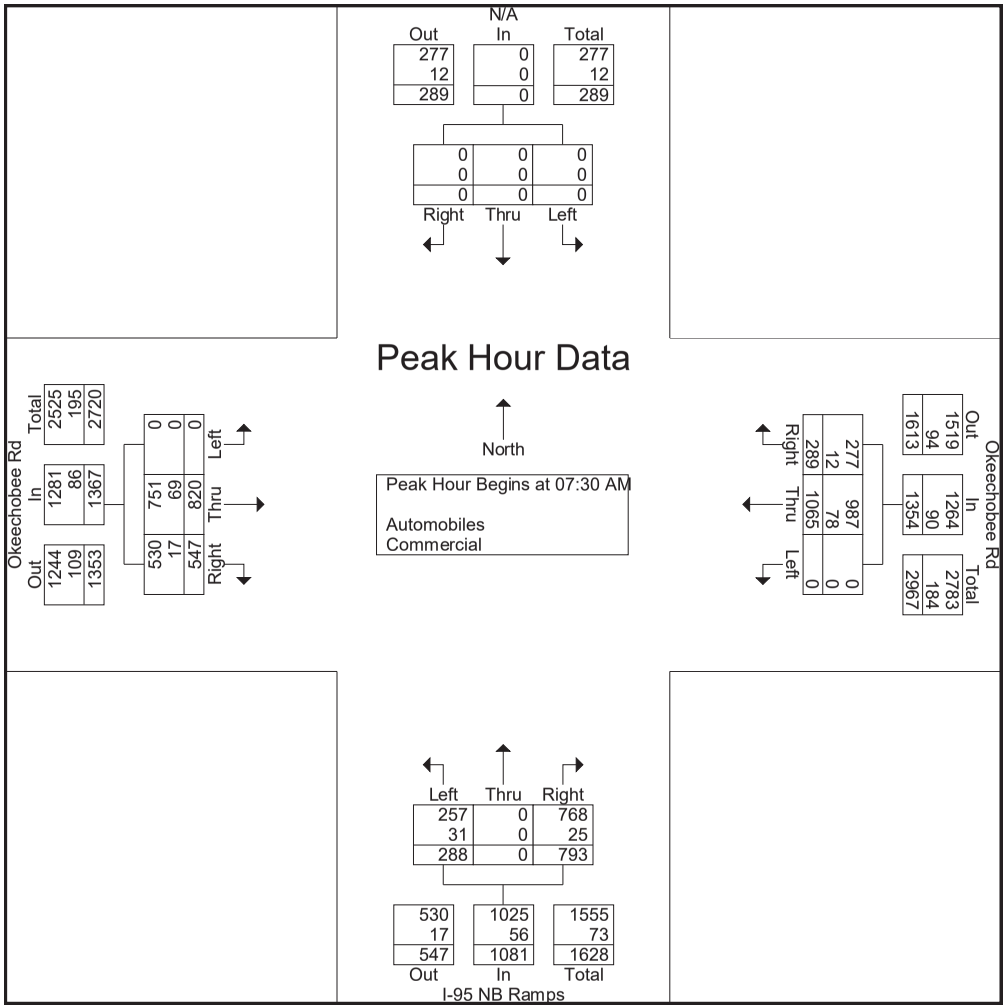
I-95 NB Ramp at Okeechobee Rd
St. Lucie County, Fl

File Name : 02 i95 nb at 70
Site Code : 00000002
Start Date : 5/28/2025
Page No : 3



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(386) 341-4186
I-95 NB Ramp at Okeechobee Rd
St. Lucie County, Fl

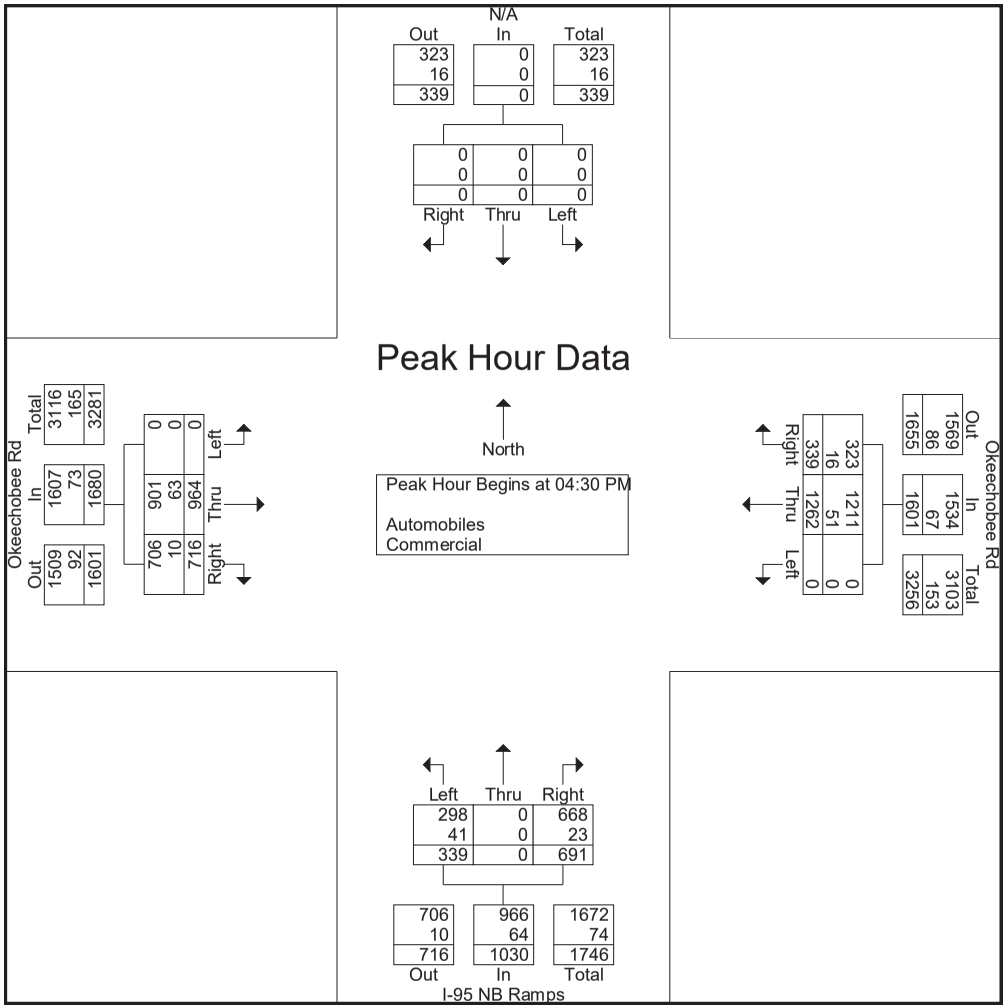
File Name : 02 i95 nb at 70
Site Code : 00000002
Start Date : 5/28/2025
Page No : 4

	N/A Southbound				Okeechobee Rd Westbound				I-95 NB Ramps Northbound				Okeechobee Rd Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	0	0	0	0	345	84	429	81	0	164	245	0	238	179	417	1091
04:45 PM	0	0	0	0	0	274	87	361	101	0	184	285	0	222	170	392	1038
05:00 PM	0	0	0	0	0	323	79	402	86	0	161	247	0	251	188	439	1088
05:15 PM	0	0	0	0	0	320	89	409	71	0	182	253	0	253	179	432	1094
Total Volume	0	0	0	0	0	1262	339	1601	339	0	691	1030	0	964	716	1680	4311
% App. Total	0	0	0		0	78.8	21.2		32.9	0	67.1		0	57.4	42.6		
PHF	.000	.000	.000	.000	.000	.914	.952	.933	.839	.000	.939	.904	.000	.953	.952	.957	.985
Automobiles	0	0	0	0	0	1211	323	1534	298	0	668	966	0	901	706	1607	4107
% Automobiles	0	0	0	0	0	96.0	95.3	95.8	87.9	0	96.7	93.8	0	93.5	98.6	95.7	95.3
Commercial	0	0	0	0	0	51	16	67	41	0	23	64	0	63	10	73	204
% Commercial	0	0	0	0	0	4.0	4.7	4.2	12.1	0	3.3	6.2	0	6.5	1.4	4.3	4.7

DE TRAFFIC

detraffic.com
(386) 341-4186
I-95 NB Ramp at Okeechobee Rd
St. Lucie County, Fl

File Name : 02 i95 nb at 70
Site Code : 00000002
Start Date : 5/28/2025
Page No : 5



DE TRAFFIC

detraffic.com
(386) 341-4186
I-95 NB Ramp at Okeechobee Rd
St. Lucie County, Fl

File Name : 02 i95 nb at 70
Site Code : 00000002
Start Date : 5/28/2025
Page No : 6

Groups Printed- Peds

	N/A Southbound					Okeechobee Rd Westbound					I-95 NB Ramps Northbound					Okeechobee Rd Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		
Total %																					

NB Approach

EB Approach

WB Approach

de traffic	I-95 NB Ramp at Okeechobee Rd (SR 70)	St. Lucie County
	detraffic.com	Project Number: O25-16 / Sheet Number: 2
	9239 Outlook Rock Trl. Windermere Fl. 34786	

DE TRAFFIC

detraffic.com
(386) 341-4186
Peters Rd at Graham Rd
St. Lucie County, Fl

File Name : Peters at Graham
Site Code : 00000001
Start Date : 1/8/2026
Page No : 1

Groups Printed- Automobiles - Commercial

	Peters Rd Southbound				Graham Rd Westbound				Peters Rd Northbound				Graham Rd Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	2	2	0	36	3	39	0	0	0	0	0	33	2	35	76
07:15 AM	1	0	4	5	0	48	2	50	0	0	1	1	0	28	4	32	88
07:30 AM	0	0	0	0	0	49	0	49	1	0	0	1	1	43	3	47	97
07:45 AM	2	1	2	5	2	50	1	53	2	0	2	4	0	52	2	54	116
Total	3	1	8	12	2	183	6	191	3	0	3	6	1	156	11	168	377
08:00 AM	1	0	1	2	1	52	0	53	0	1	1	2	2	52	2	56	113
08:15 AM	0	0	3	3	0	56	1	57	1	0	1	2	0	57	1	58	120
08:30 AM	2	0	3	5	2	56	0	58	2	1	0	3	1	50	2	53	119
08:45 AM	1	0	3	4	1	54	0	55	1	0	2	3	0	43	0	43	105
Total	4	0	10	14	4	218	1	223	4	2	4	10	3	202	5	210	457
04:00 PM	1	0	2	3	1	62	0	63	2	0	1	3	1	50	2	53	122
04:15 PM	0	1	1	2	2	62	2	66	1	0	0	1	0	53	0	53	122
04:30 PM	3	0	0	3	1	65	0	66	3	0	0	3	2	73	2	77	149
04:45 PM	0	2	5	7	2	61	1	64	4	0	1	5	1	57	0	58	134
Total	4	3	8	15	6	250	3	259	10	0	2	12	4	233	4	241	527
05:00 PM	0	0	0	0	0	75	0	75	2	1	0	3	0	54	4	58	136
05:15 PM	0	0	3	3	1	73	2	76	2	0	2	4	2	54	2	58	141
05:30 PM	1	0	1	2	3	86	1	90	2	0	1	3	1	58	0	59	154
05:45 PM	0	0	0	0	0	61	0	61	1	0	0	1	0	49	0	49	111
Total	1	0	4	5	4	295	3	302	7	1	3	11	3	215	6	224	542
Grand Total	12	4	30	46	16	946	13	975	24	3	12	39	11	806	26	843	1903
Apprch %	26.1	8.7	65.2		1.6	97	1.3		61.5	7.7	30.8		1.3	95.6	3.1		
Total %	0.6	0.2	1.6	2.4	0.8	49.7	0.7	51.2	1.3	0.2	0.6	2	0.6	42.4	1.4	44.3	
Automobiles	11	4	27	42	16	906	13	935	24	3	12	39	10	777	21	808	1824
% Automobiles	91.7	100	90	91.3	100	95.8	100	95.9	100	100	100	100	90.9	96.4	80.8	95.8	95.8
Commercial	1	0	3	4	0	40	0	40	0	0	0	0	1	29	5	35	79
% Commercial	8.3	0	10	8.7	0	4.2	0	4.1	0	0	0	0	9.1	3.6	19.2	4.2	4.2

DE TRAFFIC

detraffic.com
(386) 341-4186
Peters Rd at Graham Rd
St. Lucie County, Fl

File Name : Peters at Graham
Site Code : 00000001
Start Date : 1/8/2026
Page No : 2

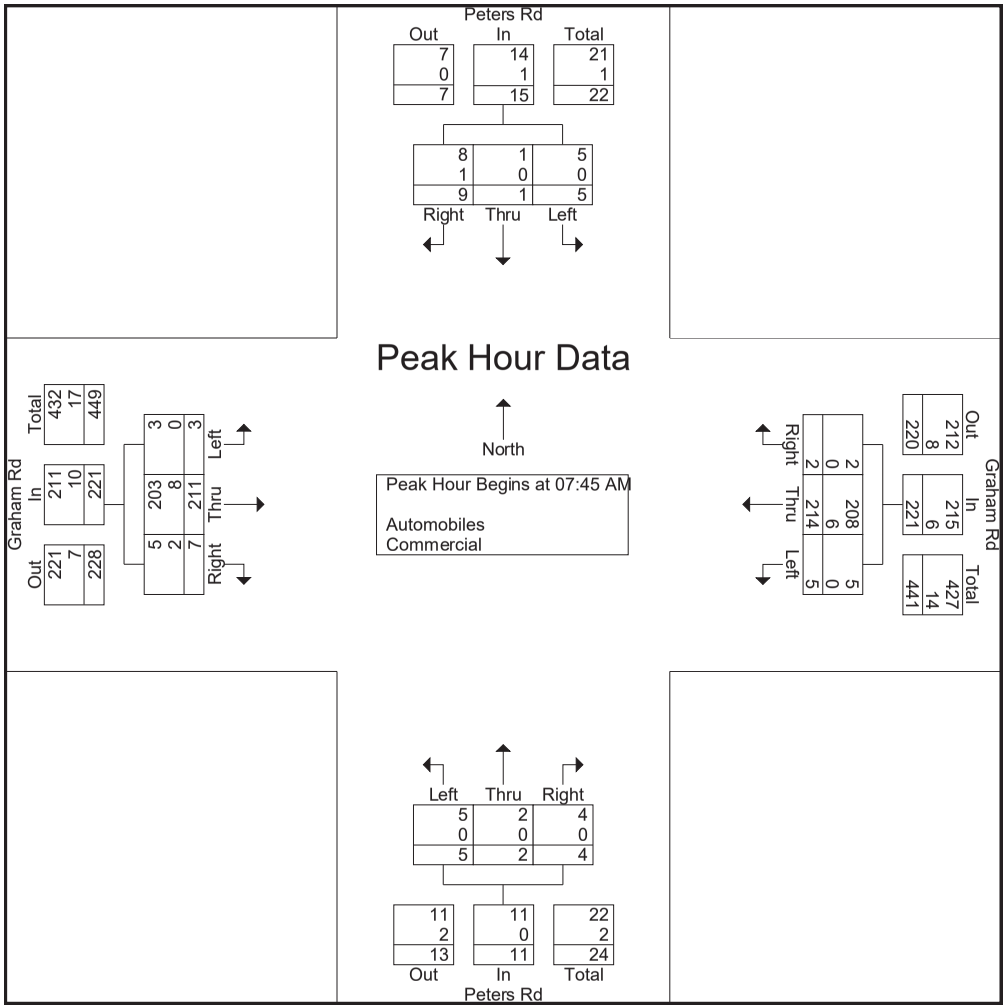
	Peters Rd Southbound				Graham Rd Westbound				Peters Rd Northbound				Graham Rd Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	2	1	2	5	2	50	1	53	2	0	2	4	0	52	2	54	116
08:00 AM	1	0	1	2	1	52	0	53	0	1	1	2	2	52	2	56	113
08:15 AM	0	0	3	3	0	56	1	57	1	0	1	2	0	57	1	58	120
08:30 AM	2	0	3	5	2	56	0	58	2	1	0	3	1	50	2	53	119
Total Volume	5	1	9	15	5	214	2	221	5	2	4	11	3	211	7	221	468
% App. Total	33.3	6.7	60		2.3	96.8	0.9		45.5	18.2	36.4		1.4	95.5	3.2		
PHF	.625	.250	.750	.750	.625	.955	.500	.953	.625	.500	.500	.688	.375	.925	.875	.953	.975
Automobiles	5	1	8	14	5	208	2	215	5	2	4	11	3	203	5	211	451
% Automobiles	100	100	88.9	93.3	100	97.2	100	97.3	100	100	100	100	100	96.2	71.4	95.5	96.4
Commercial	0	0	1	1	0	6	0	6	0	0	0	0	0	8	2	10	17
% Commercial	0	0	11.1	6.7	0	2.8	0	2.7	0	0	0	0	0	3.8	28.6	4.5	3.6

DE TRAFFIC

detraffic.com
(386) 341-4186

Peters Rd at Graham Rd
St. Lucie County, Fl

File Name : Peters at Graham
Site Code : 00000001
Start Date : 1/8/2026
Page No : 3



DE TRAFFIC

detraffic.com
(386) 341-4186
Peters Rd at Graham Rd
St. Lucie County, Fl

File Name : Peters at Graham
Site Code : 00000001
Start Date : 1/8/2026
Page No : 4

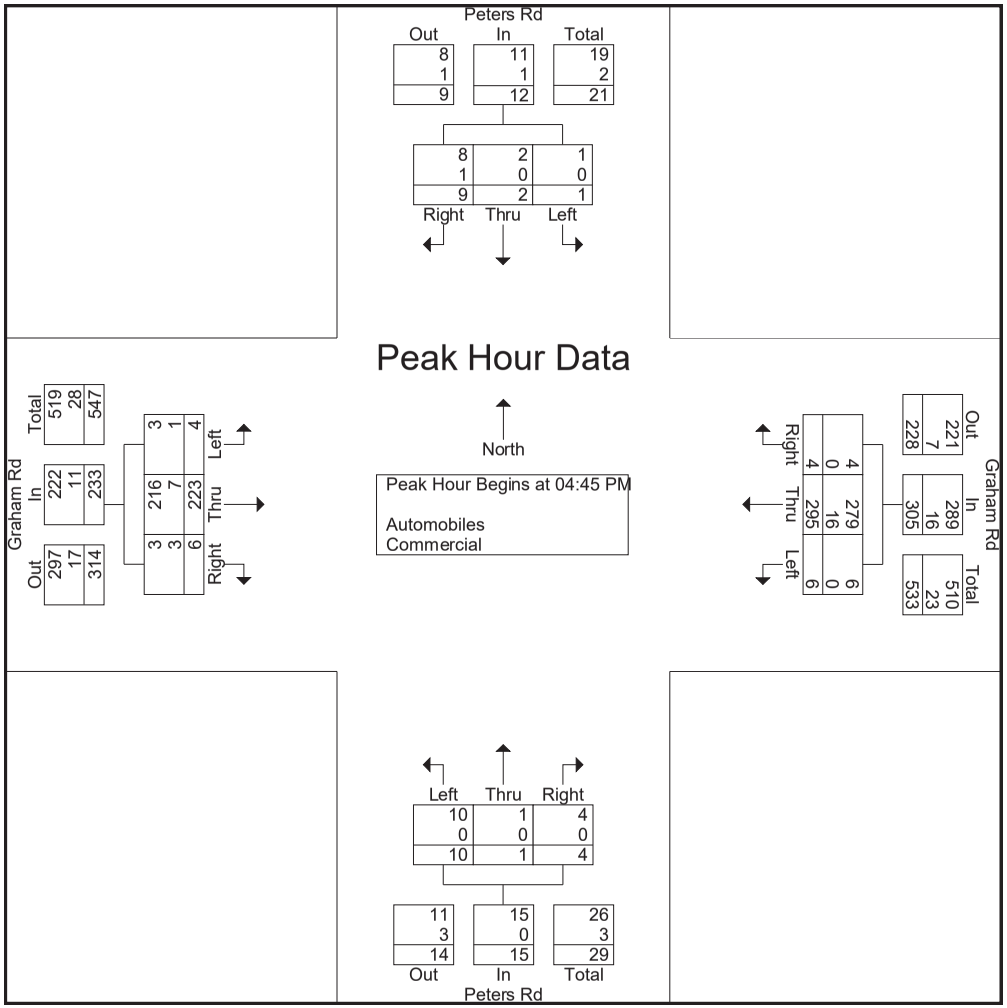
	Peters Rd Southbound				Graham Rd Westbound				Peters Rd Northbound				Graham Rd Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	2	5	7	2	61	1	64	4	0	1	5	1	57	0	58	134
05:00 PM	0	0	0	0	0	75	0	75	2	1	0	3	0	54	4	58	136
05:15 PM	0	0	3	3	1	73	2	76	2	0	2	4	2	54	2	58	141
05:30 PM	1	0	1	2	3	86	1	90	2	0	1	3	1	58	0	59	154
Total Volume	1	2	9	12	6	295	4	305	10	1	4	15	4	223	6	233	565
% App. Total	8.3	16.7	75		2	96.7	1.3		66.7	6.7	26.7		1.7	95.7	2.6		
PHF	.250	.250	.450	.429	.500	.858	.500	.847	.625	.250	.500	.750	.500	.961	.375	.987	.917
Automobiles	1	2	8	11	6	279	4	289	10	1	4	15	3	216	3	222	537
% Automobiles	100	100	88.9	91.7	100	94.6	100	94.8	100	100	100	100	75.0	96.9	50.0	95.3	95.0
Commercial	0	0	1	1	0	16	0	16	0	0	0	0	1	7	3	11	28
% Commercial	0	0	11.1	8.3	0	5.4	0	5.2	0	0	0	0	25.0	3.1	50.0	4.7	5.0

DE TRAFFIC

detraffic.com
(386) 341-4186

Peters Rd at Graham Rd
St. Lucie County, Fl

File Name : Peters at Graham
Site Code : 00000001
Start Date : 1/8/2026
Page No : 5



DE TRAFFIC

detraffic.com
(386) 341-4186
Peters Rd at Graham Rd
St. Lucie County, Fl

File Name : Peters at Graham
Site Code : 00000001
Start Date : 1/8/2026
Page No : 6

Groups Printed- Peds

	Peters Rd Southbound					Graham Rd Westbound					Peters Rd Northbound					Graham Rd Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		
Total %																					

NB Approach

SB Approach

EB Approach

WB Approach

de traffic	Peters Rd at Graham Rd	St. Lucie County
	detraffic.com	Project Number: O26-02 / Sheet Number: 1
	9239 Outlook Rock Trl. Windermere Fl. 34786	

DE TRAFFIC

detraffic.com
(386) 341-4186
Jenkins Rd at Graham Rd
St. Lucie County, Fl

File Name : Jenkins at Graham
Site Code : 00000002
Start Date : 1/8/2026
Page No : 1

Groups Printed- Automobiles - Commercial

	Jenkins Rd Southbound				N/A Westbound				Jenkins Rd Northbound				Graham Rd Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	44	26	70	0	0	0	0	11	54	0	65	17	0	15	32	167
07:15 AM	0	56	28	84	0	0	0	0	19	59	0	78	15	0	20	35	197
07:30 AM	0	68	29	97	0	0	0	0	19	62	0	81	20	0	25	45	223
07:45 AM	0	76	29	105	0	0	0	0	20	67	0	87	21	0	33	54	246
Total	0	244	112	356	0	0	0	0	69	242	0	311	73	0	93	166	833
08:00 AM	0	85	30	115	0	0	0	0	21	72	0	93	26	0	27	53	261
08:15 AM	0	80	34	114	0	0	0	0	21	55	0	76	28	0	27	55	245
08:30 AM	0	68	36	104	0	0	0	0	19	46	0	65	24	0	24	48	217
08:45 AM	0	55	35	90	0	0	0	0	17	39	0	56	20	0	20	40	186
Total	0	288	135	423	0	0	0	0	78	212	0	290	98	0	98	196	909
04:00 PM	0	73	23	96	0	0	0	0	40	78	0	118	18	0	29	47	261
04:15 PM	0	69	27	96	0	0	0	0	42	85	0	127	21	0	35	56	279
04:30 PM	0	72	31	103	0	0	0	0	36	80	0	116	26	0	42	68	287
04:45 PM	0	77	30	107	0	0	0	0	28	78	0	106	20	0	34	54	267
Total	0	291	111	402	0	0	0	0	146	321	0	467	85	0	140	225	1094
05:00 PM	0	86	36	122	0	0	0	0	37	86	0	123	26	0	28	54	299
05:15 PM	0	101	39	140	0	0	0	0	43	69	0	112	24	0	25	49	301
05:30 PM	0	81	45	126	0	0	0	0	39	59	0	98	24	0	29	53	277
05:45 PM	0	67	28	95	0	0	0	0	31	67	0	98	21	0	24	45	238
Total	0	335	148	483	0	0	0	0	150	281	0	431	95	0	106	201	1115
Grand Total	0	1158	506	1664	0	0	0	0	443	1056	0	1499	351	0	437	788	3951
Apprch %	0	69.6	30.4		0	0	0		29.6	70.4	0		44.5	0	55.5		
Total %	0	29.3	12.8	42.1	0	0	0	0	11.2	26.7	0	37.9	8.9	0	11.1	19.9	
Automobiles	0	1087	495	1582	0	0	0	0	414	996	0	1410	341	0	425	766	3758
% Automobiles	0	93.9	97.8	95.1	0	0	0	0	93.5	94.3	0	94.1	97.2	0	97.3	97.2	95.1
Commercial	0	71	11	82	0	0	0	0	29	60	0	89	10	0	12	22	193
% Commercial	0	6.1	2.2	4.9	0	0	0	0	6.5	5.7	0	5.9	2.8	0	2.7	2.8	4.9

DE TRAFFIC

detraffic.com
(386) 341-4186
Jenkins Rd at Graham Rd
St. Lucie County, Fl

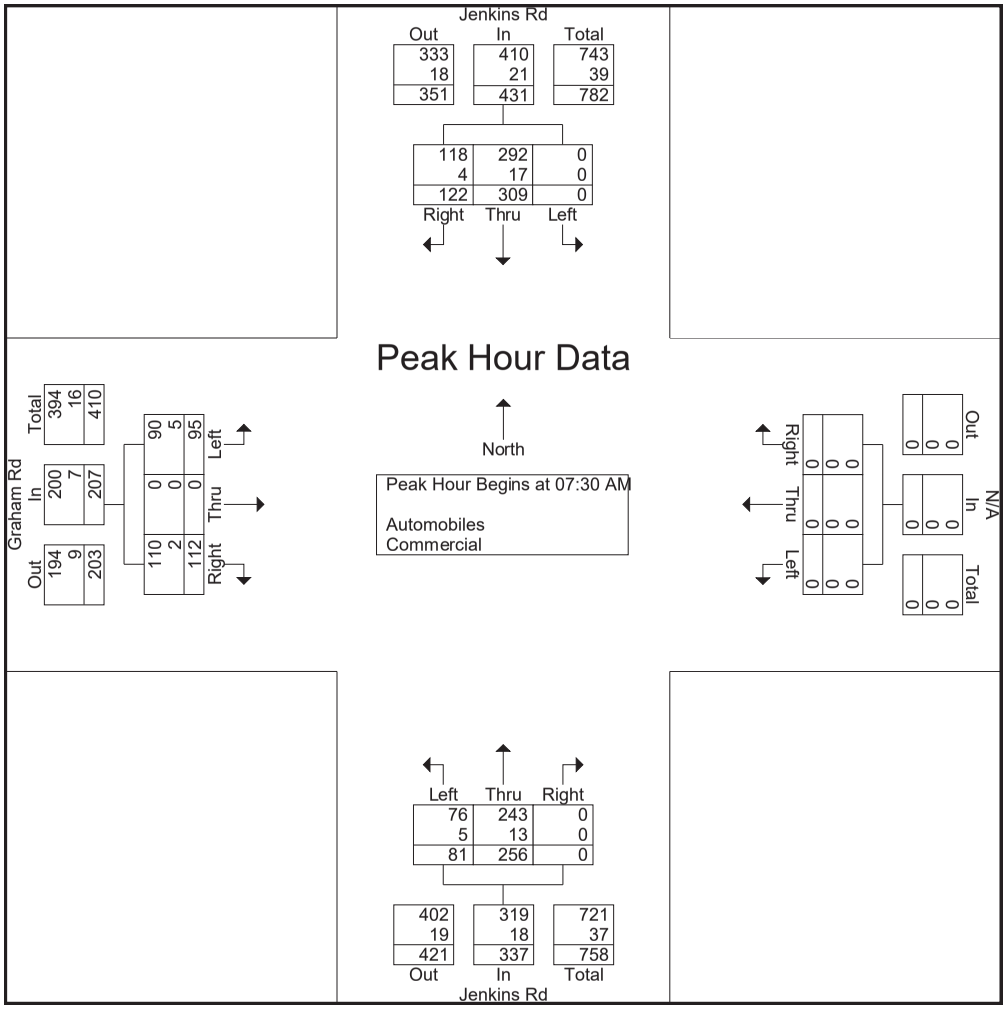
File Name : Jenkins at Graham
Site Code : 00000002
Start Date : 1/8/2026
Page No : 2

	Jenkins Rd Southbound				N/A Westbound				Jenkins Rd Northbound				Graham Rd Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	68	29	97	0	0	0	0	19	62	0	81	20	0	25	45	223
07:45 AM	0	76	29	105	0	0	0	0	20	67	0	87	21	0	33	54	246
08:00 AM	0	85	30	115	0	0	0	0	21	72	0	93	26	0	27	53	261
08:15 AM	0	80	34	114	0	0	0	0	21	55	0	76	28	0	27	55	245
Total Volume	0	309	122	431	0	0	0	0	81	256	0	337	95	0	112	207	975
% App. Total	0	71.7	28.3		0	0	0		24	76	0		45.9	0	54.1		
PHF	.000	.909	.897	.937	.000	.000	.000	.000	.964	.889	.000	.906	.848	.000	.848	.941	.934
Automobiles	0	292	118	410	0	0	0	0	76	243	0	319	90	0	110	200	929
% Automobiles	0	94.5	96.7	95.1	0	0	0	0	93.8	94.9	0	94.7	94.7	0	98.2	96.6	95.3
Commercial	0	17	4	21	0	0	0	0	5	13	0	18	5	0	2	7	46
% Commercial	0	5.5	3.3	4.9	0	0	0	0	6.2	5.1	0	5.3	5.3	0	1.8	3.4	4.7

DE TRAFFIC

detraffic.com
(386) 341-4186
Jenkins Rd at Graham Rd
St. Lucie County, Fl

File Name : Jenkins at Graham
Site Code : 00000002
Start Date : 1/8/2026
Page No : 3



DE TRAFFIC

detraffic.com
(386) 341-4186
Jenkins Rd at Graham Rd
St. Lucie County, Fl

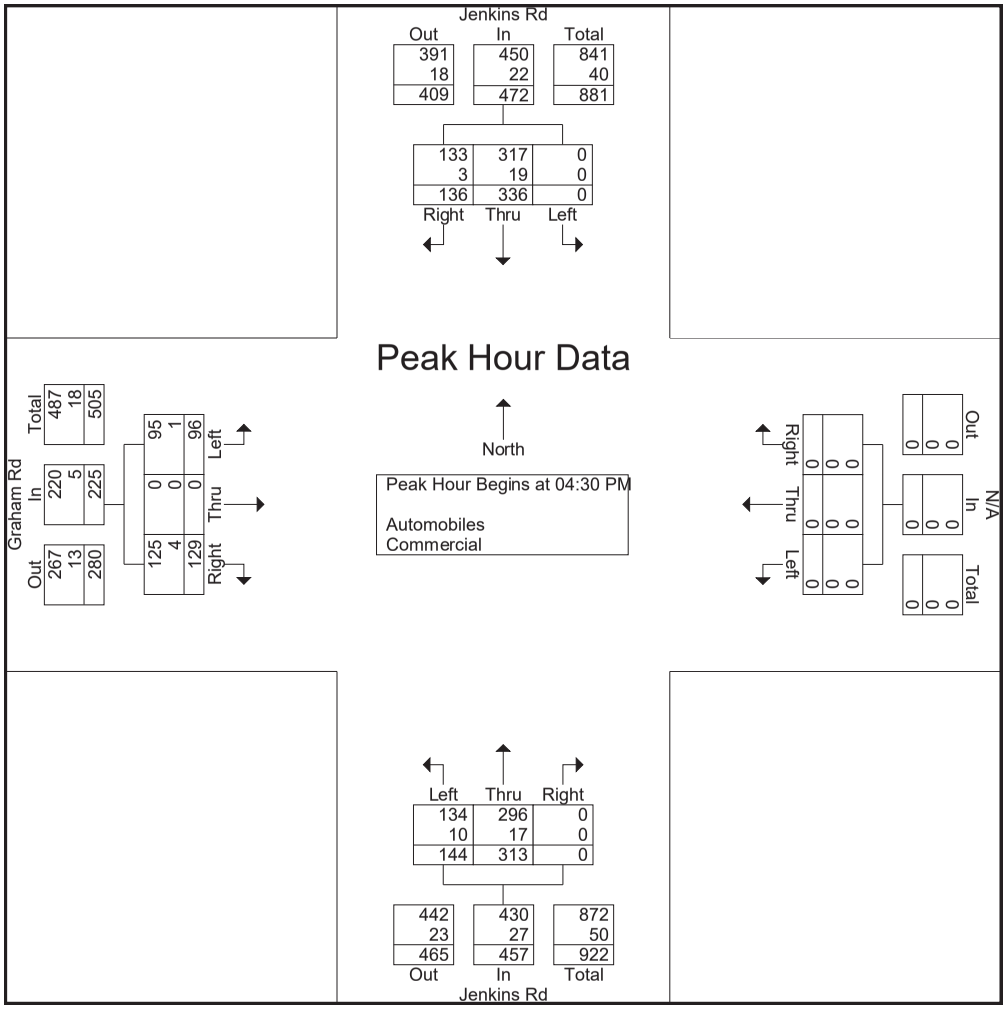
File Name : Jenkins at Graham
Site Code : 00000002
Start Date : 1/8/2026
Page No : 4

	Jenkins Rd Southbound				N/A Westbound				Jenkins Rd Northbound				Graham Rd Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	72	31	103	0	0	0	0	36	80	0	116	26	0	42	68	287
04:45 PM	0	77	30	107	0	0	0	0	28	78	0	106	20	0	34	54	267
05:00 PM	0	86	36	122	0	0	0	0	37	86	0	123	26	0	28	54	299
05:15 PM	0	101	39	140	0	0	0	0	43	69	0	112	24	0	25	49	301
Total Volume	0	336	136	472	0	0	0	0	144	313	0	457	96	0	129	225	1154
% App. Total	0	71.2	28.8		0	0	0		31.5	68.5	0		42.7	0	57.3		
PHF	.000	.832	.872	.843	.000	.000	.000	.000	.837	.910	.000	.929	.923	.000	.768	.827	.958
Automobiles	0	317	133	450	0	0	0	0	134	296	0	430	95	0	125	220	1100
% Automobiles	0	94.3	97.8	95.3	0	0	0	0	93.1	94.6	0	94.1	99.0	0	96.9	97.8	95.3
Commercial	0	19	3	22	0	0	0	0	10	17	0	27	1	0	4	5	54
% Commercial	0	5.7	2.2	4.7	0	0	0	0	6.9	5.4	0	5.9	1.0	0	3.1	2.2	4.7

DE TRAFFIC

detraffic.com
(386) 341-4186
Jenkins Rd at Graham Rd
St. Lucie County, Fl

File Name : Jenkins at Graham
Site Code : 00000002
Start Date : 1/8/2026
Page No : 5



DE TRAFFIC

detraffic.com
(386) 341-4186
Jenkins Rd at Graham Rd
St. Lucie County, Fl

File Name : Jenkins at Graham
Site Code : 00000002
Start Date : 1/8/2026
Page No : 6

Groups Printed- Peds

	Jenkins Rd Southbound					N/A Westbound					Jenkins Rd Northbound					Graham Rd Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		
Total %																					

NB Approach

SB Approach

EB Approach

detraffic	Jenkins Rd at Graham Rd	St. Lucie County
	detraffic.com	Project Number: O26-02 / Sheet Number: 2
	9239 Outlook Rock Trl. Windermere Fl. 34786	

DE TRAFFIC

detraffic.com
(386)341-4186
Jenkins Rd at Okeechobbe Rd
St. Lucie County, Fl

File Name : Jenkins at Okee
Site Code : 00000001
Start Date : 5/06/2025
Page No : 1

Groups Printed- Automobiles - Commercial

	Jenkins Rd Southbound				Okeechobee Rd Westbound				Jenkins Rd Northbound				Okeechobee Rd Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	9	20	12	41	14	142	10	166	58	13	11	82	18	304	25	347	636
07:15 AM	12	26	20	58	16	165	13	194	69	18	19	106	21	330	24	375	733
07:30 AM	19	34	25	78	20	194	22	236	80	22	19	121	20	328	51	399	834
07:45 AM	19	43	36	98	24	237	23	284	96	26	21	143	23	354	63	440	965
Total	59	123	93	275	74	738	68	880	303	79	70	452	82	1316	163	1561	3168
08:00 AM	21	35	44	100	36	232	22	290	88	20	22	130	19	346	57	422	942
08:15 AM	24	28	37	89	13	158	24	195	66	20	22	108	19	273	62	354	746
08:30 AM	20	17	35	72	17	132	30	179	98	19	21	138	19	279	66	364	753
08:45 AM	25	25	31	81	17	160	32	209	85	17	17	119	22	251	53	326	735
Total	90	105	147	342	83	682	108	873	337	76	82	495	79	1149	238	1466	3176
04:00 PM	30	30	23	83	21	257	23	301	69	22	11	102	18	236	37	291	777
04:15 PM	35	39	22	96	19	283	25	327	70	25	12	107	26	270	46	342	872
04:30 PM	42	43	30	115	25	350	35	410	79	21	15	115	36	273	53	362	1002
04:45 PM	52	45	46	143	36	252	44	332	82	25	23	130	34	285	80	399	1004
Total	159	157	121	437	101	1142	127	1370	300	93	61	454	114	1064	216	1394	3655
05:00 PM	45	33	37	115	30	346	35	411	62	27	22	111	28	322	68	418	1055
05:15 PM	35	26	28	89	23	303	44	370	95	21	18	134	27	263	81	371	964
05:30 PM	31	34	35	100	21	239	36	296	61	19	14	94	40	242	69	351	841
05:45 PM	35	27	29	91	18	209	28	255	71	19	17	107	28	223	45	296	749
Total	146	120	129	395	92	1097	143	1332	289	86	71	446	123	1050	263	1436	3609
Grand Total	454	505	490	1449	350	3659	446	4455	1229	334	284	1847	398	4579	880	5857	13608
Apprch %	31.3	34.9	33.8		7.9	82.1	10		66.5	18.1	15.4		6.8	78.2	15		
Total %	3.3	3.7	3.6	10.6	2.6	26.9	3.3	32.7	9	2.5	2.1	13.6	2.9	33.6	6.5	43	
Automobiles	432	481	449	1362	329	3522	398	4249	1170	300	255	1725	360	4480	841	5681	13017
% Automobiles	95.2	95.2	91.6	94	94	96.3	89.2	95.4	95.2	89.8	89.8	93.4	90.5	97.8	95.6	97	95.7
Commercial	22	24	41	87	21	137	48	206	59	34	29	122	38	99	39	176	591
% Commercial	4.8	4.8	8.4	6	6	3.7	10.8	4.6	4.8	10.2	10.2	6.6	9.5	2.2	4.4	3	4.3

DE TRAFFIC

detraffic.com
(386)341-4186
Jenkins Rd at Okeechobbe Rd
St. Lucie County, Fl

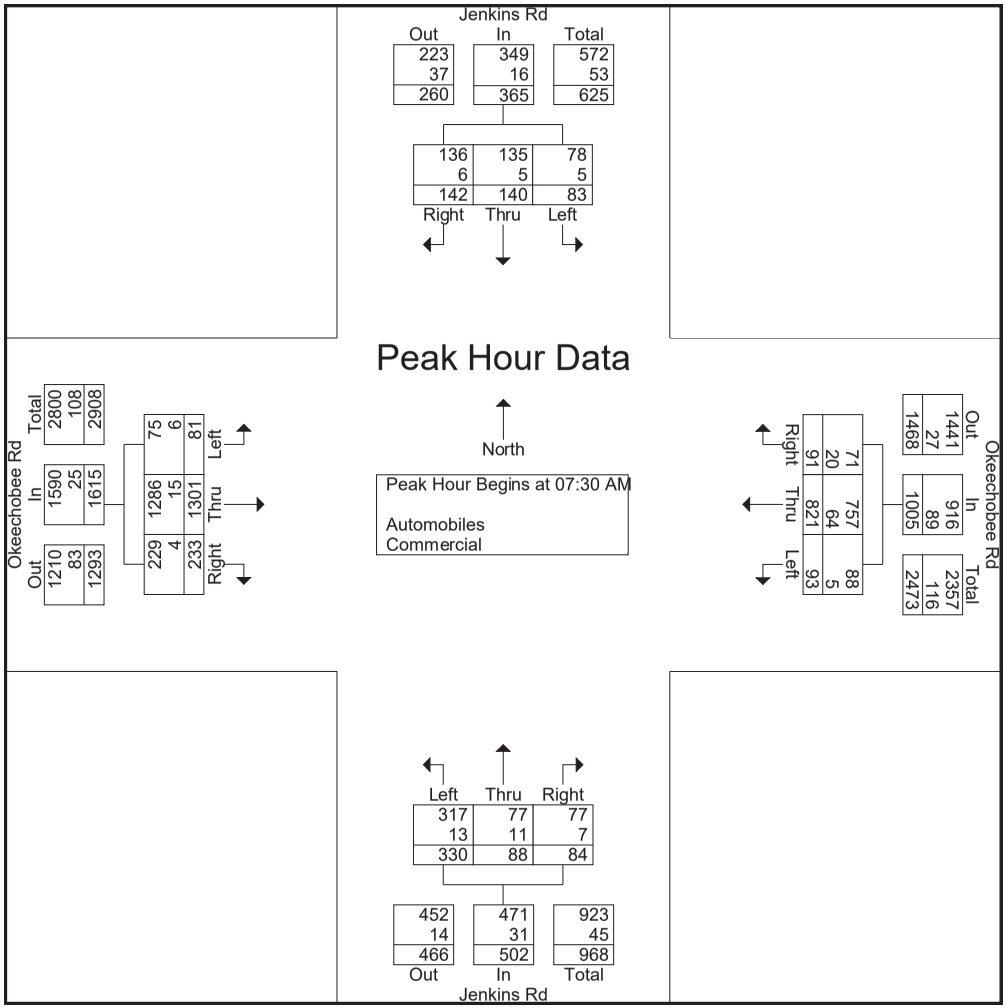
File Name : Jenkins at Okee
Site Code : 00000001
Start Date : 5/06/2025
Page No : 2

	Jenkins Rd Southbound				Okeechobee Rd Westbound				Jenkins Rd Northbound				Okeechobee Rd Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	19	34	25	78	20	194	22	236	80	22	19	121	20	328	51	399	834
07:45 AM	19	43	36	98	24	237	23	284	96	26	21	143	23	354	63	440	965
08:00 AM	21	35	44	100	36	232	22	290	88	20	22	130	19	346	57	422	942
08:15 AM	24	28	37	89	13	158	24	195	66	20	22	108	19	273	62	354	746
Total Volume	83	140	142	365	93	821	91	1005	330	88	84	502	81	1301	233	1615	3487
% App. Total	22.7	38.4	38.9		9.3	81.7	9.1		65.7	17.5	16.7		5	80.6	14.4		
PHF	.865	.814	.807	.913	.646	.866	.948	.866	.859	.846	.955	.878	.880	.919	.925	.918	.903
Automobiles	78	135	136	349	88	757	71	916	317	77	77	471	75	1286	229	1590	3326
% Automobiles	94.0	96.4	95.8	95.6	94.6	92.2	78.0	91.1	96.1	87.5	91.7	93.8	92.6	98.8	98.3	98.5	95.4
Commercial	5	5	6	16	5	64	20	89	13	11	7	31	6	15	4	25	161
% Commercial	6.0	3.6	4.2	4.4	5.4	7.8	22.0	8.9	3.9	12.5	8.3	6.2	7.4	1.2	1.7	1.5	4.6

DE TRAFFIC

detraffic.com
(386)341-4186
Jenkins Rd at Okeechobbe Rd
St. Lucie County, Fl

File Name : Jenkins at Okee
Site Code : 00000001
Start Date : 5/06/2025
Page No : 3



DE TRAFFIC

detraffic.com
(386)341-4186
Jenkins Rd at Okeechobbe Rd
St. Lucie County, Fl

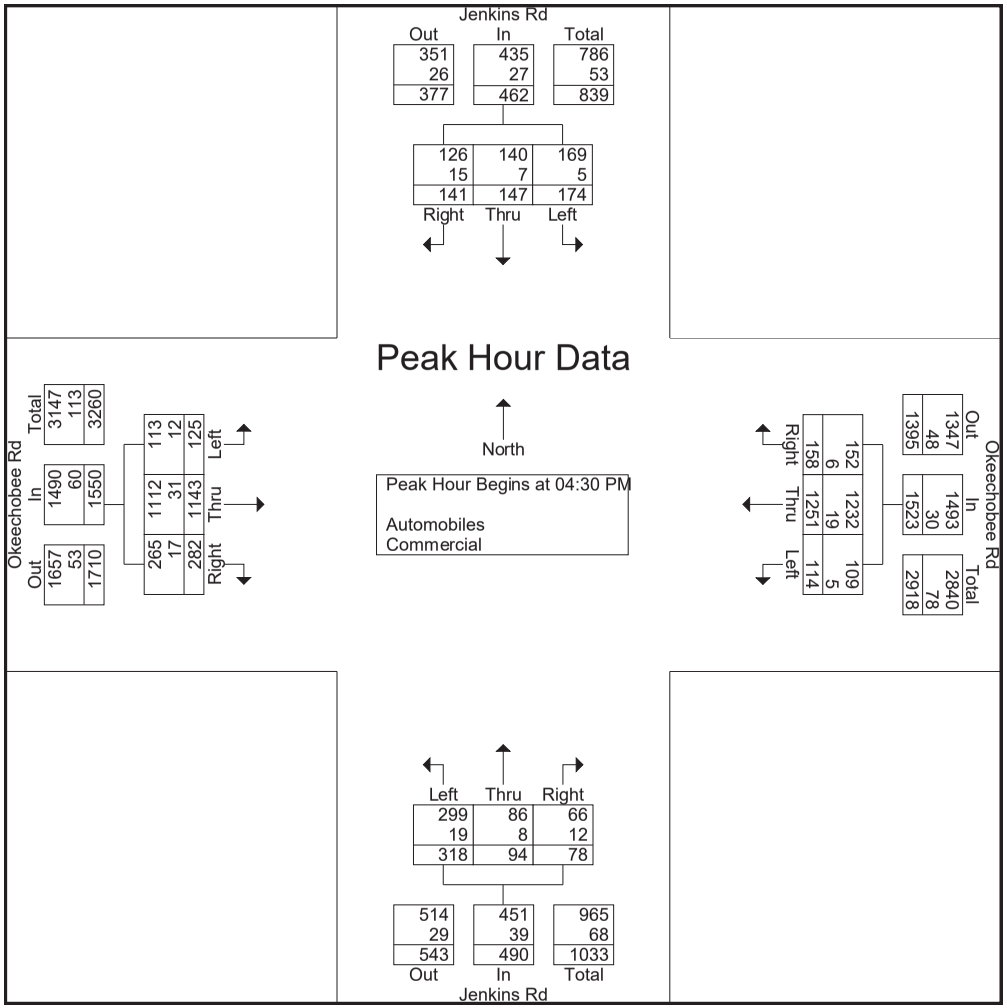
File Name : Jenkins at Okee
Site Code : 00000001
Start Date : 5/06/2025
Page No : 4

	Jenkins Rd Southbound				Okeechobee Rd Westbound				Jenkins Rd Northbound				Okeechobee Rd Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	42	43	30	115	25	350	35	410	79	21	15	115	36	273	53	362	1002
04:45 PM	52	45	46	143	36	252	44	332	82	25	23	130	34	285	80	399	1004
05:00 PM	45	33	37	115	30	346	35	411	62	27	22	111	28	322	68	418	1055
05:15 PM	35	26	28	89	23	303	44	370	95	21	18	134	27	263	81	371	964
Total Volume	174	147	141	462	114	1251	158	1523	318	94	78	490	125	1143	282	1550	4025
% App. Total	37.7	31.8	30.5		7.5	82.1	10.4		64.9	19.2	15.9		8.1	73.7	18.2		
PHF	.837	.817	.766	.808	.792	.894	.898	.926	.837	.870	.848	.914	.868	.887	.870	.927	.954
Automobiles	169	140	126	435	109	1232	152	1493	299	86	66	451	113	1112	265	1490	3869
% Automobiles	97.1	95.2	89.4	94.2	95.6	98.5	96.2	98.0	94.0	91.5	84.6	92.0	90.4	97.3	94.0	96.1	96.1
Commercial	5	7	15	27	5	19	6	30	19	8	12	39	12	31	17	60	156
% Commercial	2.9	4.8	10.6	5.8	4.4	1.5	3.8	2.0	6.0	8.5	15.4	8.0	9.6	2.7	6.0	3.9	3.9

DE TRAFFIC

detraffic.com
(386)341-4186
Jenkins Rd at Okeechobbe Rd
St. Lucie County, Fl

File Name : Jenkins at Okee
Site Code : 00000001
Start Date : 5/06/2025
Page No : 5



DE TRAFFIC

detraffic.com
(386)341-4186
Jenkins Rd at Okeechobbe Rd
St. Lucie County, Fl

File Name : Jenkins at Okee
Site Code : 00000001
Start Date : 5/06/2025
Page No : 6

Groups Printed- Peds

	Jenkins Rd Southbound					Okeechobee Rd Westbound					Jenkins Rd Northbound					Okeechobee Rd Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
07:30 AM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1
04:45 PM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1	1	2
Total	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1	1	2
05:00 PM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1	1	2
05:15 PM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	1	1	3
Grand Total	0	0	0	0	0	0	0	0	4	4	0	0	0	0	0	0	0	0	2	2	6
Apprch %	0	0	0	0		0	0	0	100		0	0	0	0		0	0	0	100		
Total %	0	0	0	0	0	0	0	0	66.7	66.7	0	0	0	0	0	0	0	0	33.3	33.3	

DE TRAFFIC

detraffic.com
(386)341-4186
Jenkins Rd at Edward Rd
St. Lucie County, Fl

File Name : Jenkins at Edwards
Site Code : 00000002
Start Date : 5/6/2025
Page No : 1

Groups Printed- Autmobiles - Commercial

	Jenkins Rd Southbound				Edward Rd Westbound				Jenkins Rd Northbound				N/A Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	59	2	0	61	1	0	93	94	0	2	1	3	0	0	0	0	158
07:15 AM	79	3	0	82	4	0	79	83	0	5	3	8	0	0	0	0	173
07:30 AM	91	4	0	95	1	0	90	91	0	4	0	4	0	0	0	0	190
07:45 AM	118	2	0	120	2	0	128	130	0	5	2	7	0	0	0	0	257
Total	347	11	0	358	8	0	390	398	0	16	6	22	0	0	0	0	778
08:00 AM	116	3	0	119	1	0	117	118	0	4	1	5	0	0	0	0	242
08:15 AM	84	5	0	89	3	0	114	117	0	6	2	8	0	0	0	0	214
08:30 AM	79	5	0	84	1	0	155	156	0	4	1	5	0	0	0	0	245
08:45 AM	80	4	0	84	2	0	135	137	0	3	2	5	0	0	0	0	226
Total	359	17	0	376	7	0	521	528	0	17	6	23	0	0	0	0	927
04:00 PM	84	6	0	90	6	0	110	116	0	4	3	7	0	0	0	0	213
04:15 PM	97	4	0	101	4	0	106	110	0	8	2	10	0	0	0	0	221
04:30 PM	136	8	0	144	5	0	102	107	0	9	4	13	0	0	0	0	264
04:45 PM	147	4	0	151	3	0	86	89	0	11	2	13	0	0	0	0	253
Total	464	22	0	486	18	0	404	422	0	32	11	43	0	0	0	0	951
05:00 PM	119	5	0	124	6	0	119	125	0	8	1	9	0	0	0	0	258
05:15 PM	111	6	0	117	4	0	129	133	0	7	2	9	0	0	0	0	259
05:30 PM	110	4	0	114	5	0	111	116	0	9	0	9	0	0	0	0	239
05:45 PM	103	5	0	108	4	0	103	107	0	7	2	9	0	0	0	0	224
Total	443	20	0	463	19	0	462	481	0	31	5	36	0	0	0	0	980
Grand Total	1613	70	0	1683	52	0	1777	1829	0	96	28	124	0	0	0	0	3636
Apprch %	95.8	4.2	0		2.8	0	97.2		0	77.4	22.6		0	0	0		
Total %	44.4	1.9	0	46.3	1.4	0	48.9	50.3	0	2.6	0.8	3.4	0	0	0	0	
Autmobiles	1546	69	0	1615	50	0	1701	1751	0	96	27	123	0	0	0	0	3489
% Autmobiles	95.8	98.6	0	96	96.2	0	95.7	95.7	0	100	96.4	99.2	0	0	0	0	96
Commercial	67	1	0	68	2	0	76	78	0	0	1	1	0	0	0	0	147
% Commercial	4.2	1.4	0	4	3.8	0	4.3	4.3	0	0	3.6	0.8	0	0	0	0	4

DE TRAFFIC

detraffic.com
(386)341-4186
Jenkins Rd at Edward Rd
St. Lucie County, Fl

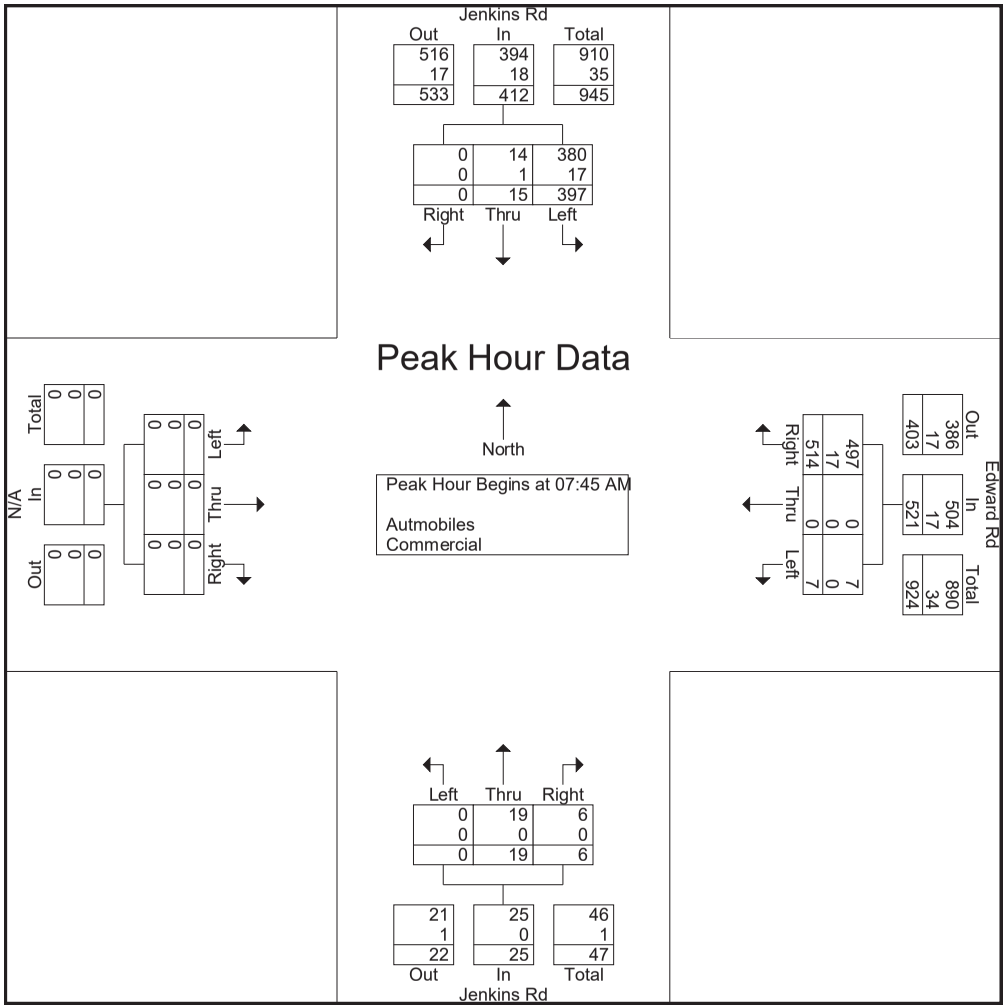
File Name : Jenkins at Edwards
Site Code : 00000002
Start Date : 5/6/2025
Page No : 2

	Jenkins Rd Southbound				Edward Rd Westbound				Jenkins Rd Northbound				N/A Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	118	2	0	120	2	0	128	130	0	5	2	7	0	0	0	0	257
08:00 AM	116	3	0	119	1	0	117	118	0	4	1	5	0	0	0	0	242
08:15 AM	84	5	0	89	3	0	114	117	0	6	2	8	0	0	0	0	214
08:30 AM	79	5	0	84	1	0	155	156	0	4	1	5	0	0	0	0	245
Total Volume	397	15	0	412	7	0	514	521	0	19	6	25	0	0	0	0	958
% App. Total	96.4	3.6	0		1.3	0	98.7		0	76	24		0	0	0		
PHF	.841	.750	.000	.858	.583	.000	.829	.835	.000	.792	.750	.781	.000	.000	.000	.000	.932
Autmobiles	380	14	0	394	7	0	497	504	0	19	6	25	0	0	0	0	923
% Autmobiles	95.7	93.3	0	95.6	100	0	96.7	96.7	0	100	100	100	0	0	0	0	96.3
Commercial	17	1	0	18	0	0	17	17	0	0	0	0	0	0	0	0	35
% Commercial	4.3	6.7	0	4.4	0	0	3.3	3.3	0	0	0	0	0	0	0	0	3.7

DE TRAFFIC

detraffic.com
(386)341-4186
Jenkins Rd at Edward Rd
St. Lucie County, Fl

File Name : Jenkins at Edwards
Site Code : 00000002
Start Date : 5/6/2025
Page No : 3



DE TRAFFIC

detraffic.com
(386)341-4186
Jenkins Rd at Edward Rd
St. Lucie County, Fl

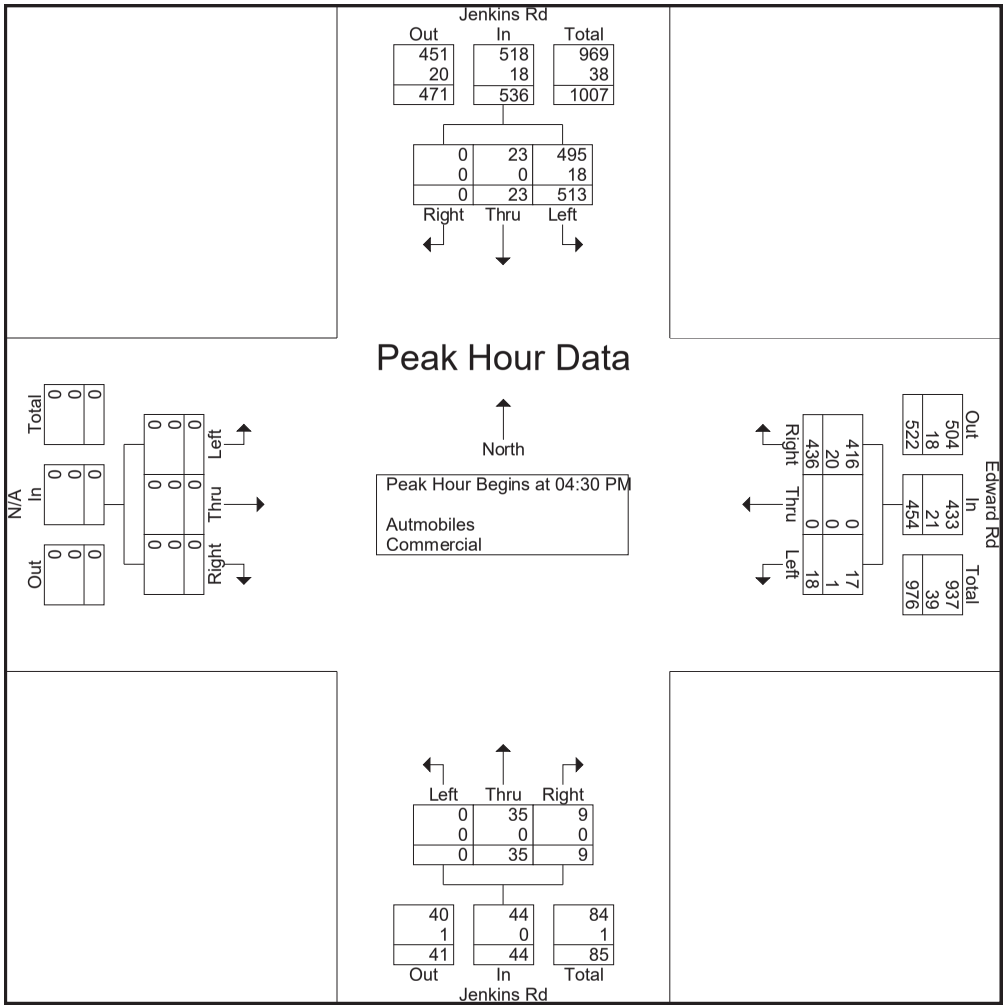
File Name : Jenkins at Edwards
Site Code : 00000002
Start Date : 5/6/2025
Page No : 4

	Jenkins Rd Southbound				Edward Rd Westbound				Jenkins Rd Northbound				N/A Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	136	8	0	144	5	0	102	107	0	9	4	13	0	0	0	0	264
04:45 PM	147	4	0	151	3	0	86	89	0	11	2	13	0	0	0	0	253
05:00 PM	119	5	0	124	6	0	119	125	0	8	1	9	0	0	0	0	258
05:15 PM	111	6	0	117	4	0	129	133	0	7	2	9	0	0	0	0	259
Total Volume	513	23	0	536	18	0	436	454	0	35	9	44	0	0	0	0	1034
% App. Total	95.7	4.3	0		4	0	96		0	79.5	20.5		0	0	0		
PHF	.872	.719	.000	.887	.750	.000	.845	.853	.000	.795	.563	.846	.000	.000	.000	.000	.979
Autmobiles	495	23	0	518	17	0	416	433	0	35	9	44	0	0	0	0	995
% Autmobiles	96.5	100	0	96.6	94.4	0	95.4	95.4	0	100	100	100	0	0	0	0	96.2
Commercial	18	0	0	18	1	0	20	21	0	0	0	0	0	0	0	0	39
% Commercial	3.5	0	0	3.4	5.6	0	4.6	4.6	0	0	0	0	0	0	0	0	3.8

DE TRAFFIC

detraffic.com
(386)341-4186
Jenkins Rd at Edward Rd
St. Lucie County, Fl

File Name : Jenkins at Edwards
Site Code : 00000002
Start Date : 5/6/2025
Page No : 5



DE TRAFFIC

detraffic.com
(386)341-4186
Jenkins Rd at Edward Rd
St. Lucie County, Fl

File Name : Jenkins at Edwards
Site Code : 00000002
Start Date : 5/6/2025
Page No : 6

Groups Printed- Peds

	Jenkins Rd Southbound					Edward Rd Westbound					Jenkins Rd Northbound					N/A Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		
Total %																					

NB Approach

SB Approach

EB Approach

WB Approach

detraffic	Jenkins Rd at Okeechobee Rd	St. Lucie County
	detraffic.com	Project Number: O25-13 / Sheet Number: 1
	9239 Outlook Rock Trl. Windermere Fl. 34786	

NB Approach

SB Approach

WB Approach

detraffic	Jenkins Rd at Edwards Rd	St. Lucie County
	detraffic.com	Project Number: O25-13 / Sheet Number: 2
	9239 Outlook Rock Trl. Windermere Fl. 34786	

DE TRAFFIC

detraffic.com
(386) 341-4186
Jenkins Rd at Orange Ave
St. Lucie County, Fl

File Name : Jenkins at Orange
Site Code : 00000002
Start Date : 9/30/2025
Page No : 1

Groups Printed- Automobiles - Commercial

	Jenkins Rd Southbound				Orange Ave Westbound				Jenkins Rd Northbound				Orange Ave Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	3	1	4	8	14	154	8	176	11	2	20	33	5	178	16	199	416
07:15 AM	5	2	5	12	21	180	6	207	19	6	17	42	4	188	19	211	472
07:30 AM	5	1	5	11	20	193	7	220	20	4	20	44	5	196	21	222	497
07:45 AM	6	5	5	16	24	181	12	217	27	8	25	60	5	187	28	220	513
Total	19	9	19	47	79	708	33	820	77	20	82	179	19	749	84	852	1898
08:00 AM	6	2	8	16	32	161	18	211	30	5	30	65	3	173	21	197	489
08:15 AM	4	4	10	18	32	149	16	197	26	8	25	59	5	170	18	193	467
08:30 AM	3	2	4	9	28	132	19	179	19	4	34	57	6	152	20	178	423
08:45 AM	3	2	5	10	25	143	9	177	24	9	31	64	7	143	14	164	415
Total	16	10	27	53	117	585	62	764	99	26	120	245	21	638	73	732	1794
04:00 PM	5	3	5	13	24	200	7	231	13	3	15	31	7	153	23	183	458
04:15 PM	1	2	6	9	20	197	11	228	20	5	21	46	4	167	22	193	476
04:30 PM	5	4	4	13	26	220	10	256	26	5	29	60	6	167	30	203	532
04:45 PM	5	3	7	15	40	222	15	277	37	5	31	73	2	172	32	206	571
Total	16	12	22	50	110	839	43	992	96	18	96	210	19	659	107	785	2037
05:00 PM	2	4	5	11	43	234	10	287	46	6	25	77	7	193	27	227	602
05:15 PM	6	2	5	13	31	174	12	217	53	6	30	89	7	157	28	192	511
05:30 PM	5	3	6	14	27	161	9	197	45	4	22	71	6	139	32	177	459
05:45 PM	4	2	4	10	32	151	9	192	39	3	22	64	6	104	29	139	405
Total	17	11	20	48	133	720	40	893	183	19	99	301	26	593	116	735	1977
Grand Total	68	42	88	198	439	2852	178	3469	455	83	397	935	85	2639	380	3104	7706
Apprch %	34.3	21.2	44.4		12.7	82.2	5.1		48.7	8.9	42.5		2.7	85	12.2		
Total %	0.9	0.5	1.1	2.6	5.7	37	2.3	45	5.9	1.1	5.2	12.1	1.1	34.2	4.9	40.3	
Automobiles	56	37	65	158	412	2587	157	3156	432	67	371	870	69	2446	319	2834	7018
% Automobiles	82.4	88.1	73.9	79.8	93.8	90.7	88.2	91	94.9	80.7	93.5	93	81.2	92.7	83.9	91.3	91.1
Commercial	12	5	23	40	27	265	21	313	23	16	26	65	16	193	61	270	688
% Commercial	17.6	11.9	26.1	20.2	6.2	9.3	11.8	9	5.1	19.3	6.5	7	18.8	7.3	16.1	8.7	8.9

DE TRAFFIC

detraffic.com
(386) 341-4186
Jenkins Rd at Orange Ave
St. Lucie County, Fl

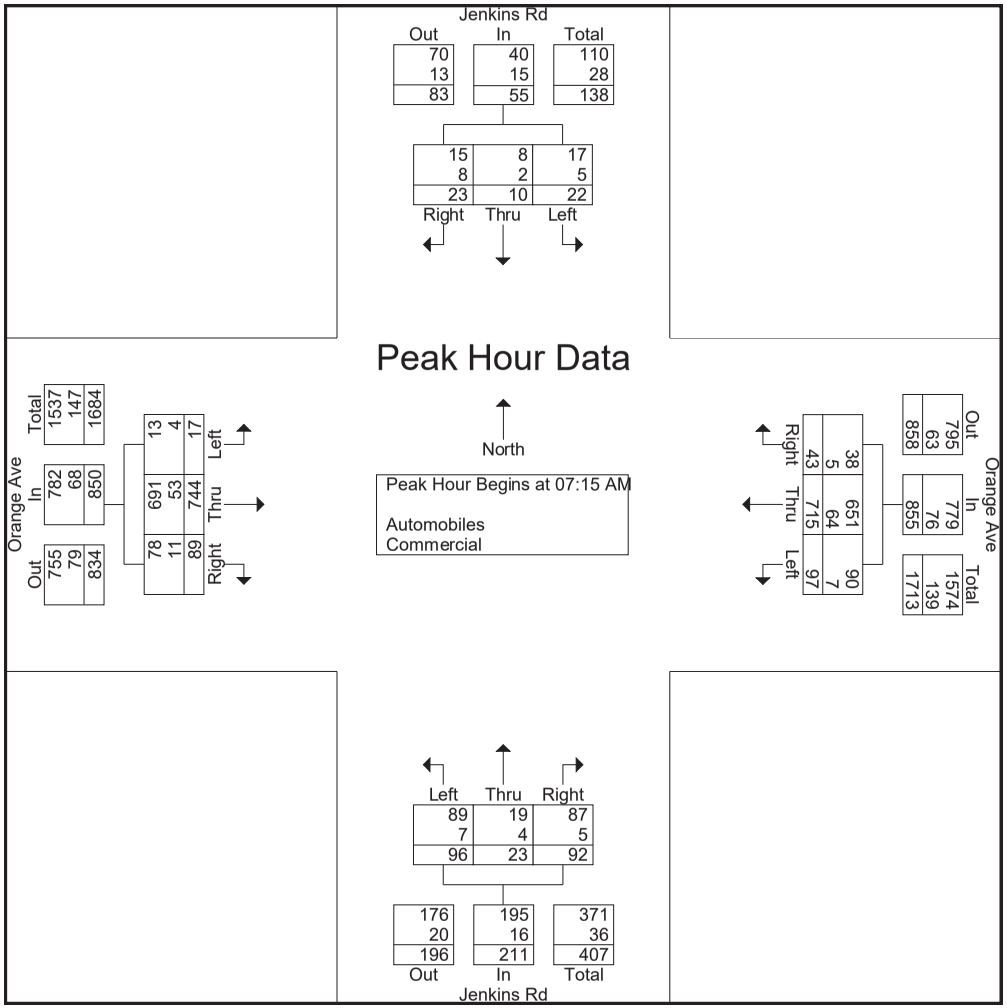
File Name : Jenkins at Orange
Site Code : 00000002
Start Date : 9/30/2025
Page No : 2

	Jenkins Rd Southbound				Orange Ave Westbound				Jenkins Rd Northbound				Orange Ave Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	5	2	5	12	21	180	6	207	19	6	17	42	4	188	19	211	472
07:30 AM	5	1	5	11	20	193	7	220	20	4	20	44	5	196	21	222	497
07:45 AM	6	5	5	16	24	181	12	217	27	8	25	60	5	187	28	220	513
08:00 AM	6	2	8	16	32	161	18	211	30	5	30	65	3	173	21	197	489
Total Volume	22	10	23	55	97	715	43	855	96	23	92	211	17	744	89	850	1971
% App. Total	40	18.2	41.8		11.3	83.6	5		45.5	10.9	43.6		2	87.5	10.5		
PHF	.917	.500	.719	.859	.758	.926	.597	.972	.800	.719	.767	.812	.850	.949	.795	.957	.961
Automobiles	17	8	15	40	90	651	38	779	89	19	87	195	13	691	78	782	1796
% Automobiles	77.3	80.0	65.2	72.7	92.8	91.0	88.4	91.1	92.7	82.6	94.6	92.4	76.5	92.9	87.6	92.0	91.1
Commercial	5	2	8	15	7	64	5	76	7	4	5	16	4	53	11	68	175
% Commercial	22.7	20.0	34.8	27.3	7.2	9.0	11.6	8.9	7.3	17.4	5.4	7.6	23.5	7.1	12.4	8.0	8.9

DE TRAFFIC

detraffic.com
(386) 341-4186
Jenkins Rd at Orange Ave
St. Lucie County, Fl

File Name : Jenkins at Orange
Site Code : 00000002
Start Date : 9/30/2025
Page No : 3



DE TRAFFIC

detraffic.com
(386) 341-4186
Jenkins Rd at Orange Ave
St. Lucie County, Fl

File Name : Jenkins at Orange
Site Code : 00000002
Start Date : 9/30/2025
Page No : 4

	Jenkins Rd Southbound				Orange Ave Westbound				Jenkins Rd Northbound				Orange Ave Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	5	4	4	13	26	220	10	256	26	5	29	60	6	167	30	203	532
04:45 PM	5	3	7	15	40	222	15	277	37	5	31	73	2	172	32	206	571
05:00 PM	2	4	5	11	43	234	10	287	46	6	25	77	7	193	27	227	602
05:15 PM	6	2	5	13	31	174	12	217	53	6	30	89	7	157	28	192	511
Total Volume	18	13	21	52	140	850	47	1037	162	22	115	299	22	689	117	828	2216
% App. Total	34.6	25	40.4		13.5	82	4.5		54.2	7.4	38.5		2.7	83.2	14.1		
PHF	.750	.813	.750	.867	.814	.908	.783	.903	.764	.917	.927	.840	.786	.892	.914	.912	.920
Automobiles	15	13	18	46	132	772	42	946	157	18	108	283	19	637	95	751	2026
% Automobiles	83.3	100	85.7	88.5	94.3	90.8	89.4	91.2	96.9	81.8	93.9	94.6	86.4	92.5	81.2	90.7	91.4
Commercial	3	0	3	6	8	78	5	91	5	4	7	16	3	52	22	77	190
% Commercial	16.7	0	14.3	11.5	5.7	9.2	10.6	8.8	3.1	18.2	6.1	5.4	13.6	7.5	18.8	9.3	8.6

DE TRAFFIC

detraffic.com
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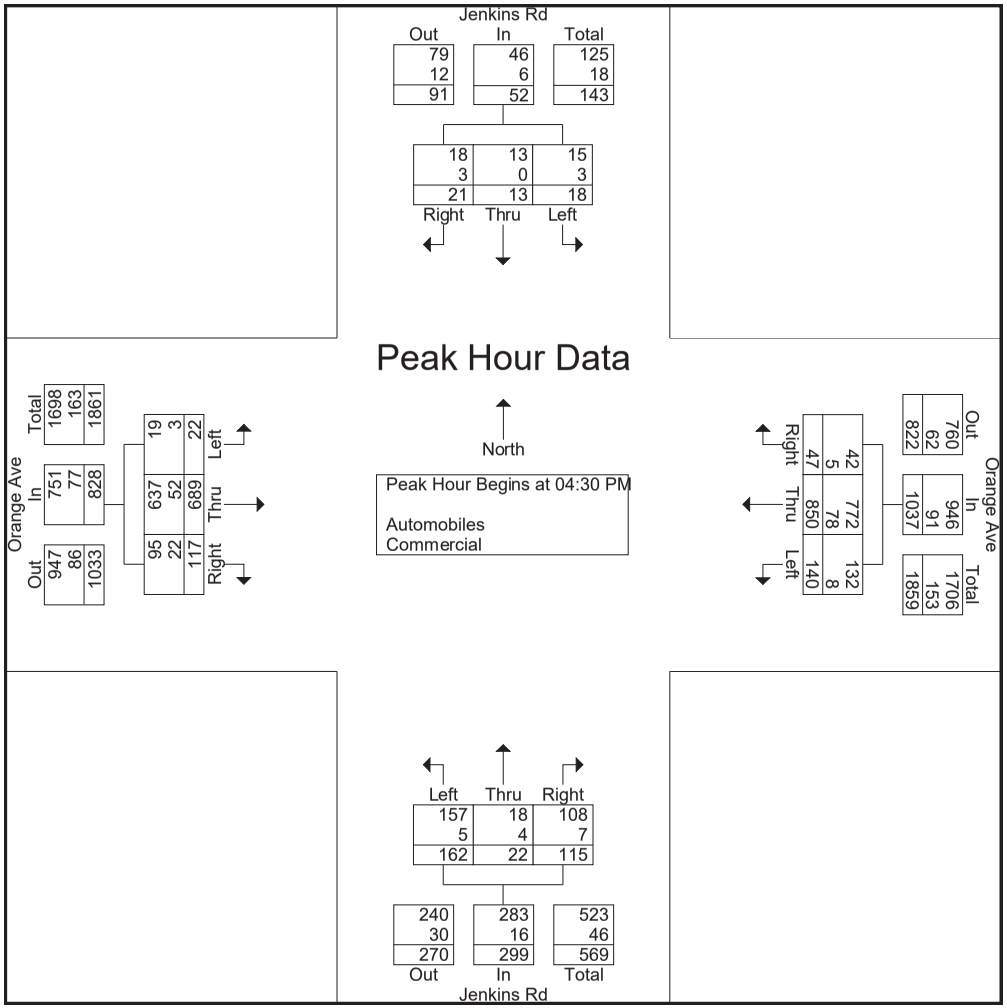
Jenkins Rd at Orange Ave
St. Lucie County, Fl

File Name : Jenkins at Orange
Site Code : 00000002
Start Date : 9/30/2025
Page No : 5



DE TRAFFIC

detraffic.com
(386) 341-4186
Jenkins Rd at Orange Ave
St. Lucie County, Fl

File Name : Jenkins at Orange
Site Code : 00000002
Start Date : 9/30/2025
Page No : 6

Groups Printed- Peds

	Jenkins Rd Southbound					Orange Ave Westbound					Jenkins Rd Northbound					Orange Ave Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		
Total %																					

NB Approach

SB Approach

EB Approach

WB Approach

detraffic	Jenkins Rd at Orange Ave	St. Lucie County
	detraffic.com	Project Number: O25-29 / Sheet Number: 2
	9239 Outlook Rock Trl. Windermere Fl. 34786	

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

MOCF: 0.92

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

* PEAK SEASON

2024 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
CATEGORY: 9401 CEN.-W OF US1 TO I95

MOCF: 0.95

WEEK	DATES	SF	PSCF
1	01/01/2024 - 01/06/2024	1.00	1.05
2	01/07/2024 - 01/13/2024	0.99	1.04
3	01/14/2024 - 01/20/2024	0.97	1.02
* 4	01/21/2024 - 01/27/2024	0.96	1.01
* 5	01/28/2024 - 02/03/2024	0.95	1.00
* 6	02/04/2024 - 02/10/2024	0.94	0.99
* 7	02/11/2024 - 02/17/2024	0.93	0.98
* 8	02/18/2024 - 02/24/2024	0.93	0.98
* 9	02/25/2024 - 03/02/2024	0.94	0.99
*10	03/03/2024 - 03/09/2024	0.94	0.99
*11	03/10/2024 - 03/16/2024	0.94	0.99
*12	03/17/2024 - 03/23/2024	0.94	0.99
*13	03/24/2024 - 03/30/2024	0.95	1.00
*14	03/31/2024 - 04/06/2024	0.95	1.00
*15	04/07/2024 - 04/13/2024	0.96	1.01
*16	04/14/2024 - 04/20/2024	0.96	1.01
17	04/21/2024 - 04/27/2024	0.98	1.03
18	04/28/2024 - 05/04/2024	1.00	1.05
19	05/05/2024 - 05/11/2024	1.01	1.06
20	05/12/2024 - 05/18/2024	1.03	1.08
21	05/19/2024 - 05/25/2024	1.04	1.09
22	05/26/2024 - 06/01/2024	1.04	1.09
23	06/02/2024 - 06/08/2024	1.05	1.11
24	06/09/2024 - 06/15/2024	1.05	1.11
25	06/16/2024 - 06/22/2024	1.06	1.12
26	06/23/2024 - 06/29/2024	1.06	1.12
27	06/30/2024 - 07/06/2024	1.07	1.13
28	07/07/2024 - 07/13/2024	1.07	1.13
29	07/14/2024 - 07/20/2024	1.08	1.14
30	07/21/2024 - 07/27/2024	1.07	1.13
31	07/28/2024 - 08/03/2024	1.07	1.13
32	08/04/2024 - 08/10/2024	1.06	1.12
33	08/11/2024 - 08/17/2024	1.05	1.11
34	08/18/2024 - 08/24/2024	1.05	1.11
35	08/25/2024 - 08/31/2024	1.05	1.11
36	09/01/2024 - 09/07/2024	1.05	1.11
37	09/08/2024 - 09/14/2024	1.05	1.11
38	09/15/2024 - 09/21/2024	1.05	1.11
39	09/22/2024 - 09/28/2024	1.04	1.09
40	09/29/2024 - 10/05/2024	1.03	1.08
41	10/06/2024 - 10/12/2024	1.01	1.06
42	10/13/2024 - 10/19/2024	1.00	1.05
43	10/20/2024 - 10/26/2024	1.00	1.05
44	10/27/2024 - 11/02/2024	1.00	1.05
45	11/03/2024 - 11/09/2024	1.00	1.05
46	11/10/2024 - 11/16/2024	1.00	1.05
47	11/17/2024 - 11/23/2024	1.00	1.05
48	11/24/2024 - 11/30/2024	1.00	1.05
49	12/01/2024 - 12/07/2024	1.00	1.05
50	12/08/2024 - 12/14/2024	1.00	1.05
51	12/15/2024 - 12/21/2024	1.00	1.05
52	12/22/2024 - 12/28/2024	0.99	1.04
53	12/29/2024 - 12/31/2024	0.97	1.02

* PEAK SEASON

Fort Pierce, FL

ECONOLITE

MOVING TRAFFIC FORWARD

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

Controller Timing Plan (MM) 2-1

Plan 1 - "" NE-L/NW-T/SE-L/N-T/W-L/E-T/NW-L/S-T/

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

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

Plan 3 - ""

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

Fort Pierce, FL

ECONOLITE

MOVING TRAFFIC FORWARD

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

Controller Timing Plan (MM) 2-1

Plan 1

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

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

St. Lucie County

ECONOLITE

MOVING TRAFFIC FORWARD

00018 - KINGS HWY @ ORANGE AVE - Kings Hwy @ Orange Ave. - Econolite Type - Cobalt

Controller Timing Plan (MM) 2-1

Q-Inuse 1-8

Plan 1 - ""

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Direction	N-L	S-T	E-L	W-T	S-L	N-T	W-L	E-T	N	N	N	N	N	N	N	N
Min Green	10	15	10	15	10	15	10	15	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	7	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	38	0	42	0	38	0	42	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	8.0	8.0	8.0	8.0	5.0	5.0	8.0	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	15	50	35	45	25	50	25	45	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	5.1	5.1	4.8	4.8	5.1	5.1	4.8	4.8	4.0	4.0	4.0	4.0	4.0	4.0	4.0	3.0
Red Clear	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	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

Fort Pierce, FL

ECONOLITE

MOVING TRAFFIC FORWARD

SR70 & I95 SB Ramps - ASC3 [redacted] - Econolite Type - ASC/3

Controller Timing Plan (MM) 2-1

Plan 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Direction		WB				EB		SBLT								
Min Green	5	5	5	5	5	5	5	7	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	0	0	0	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	16	0	0	0	16	0	0	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	4.0	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	0	40	0	0	0	40	0	40	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	4.5	3.0	3.0	3.0	4.5	3.0	4.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Red Clear	1.0	2.5	1.0	1.0	1.0	2.5	1.0	2.8	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Red Max	0.0	2.5	0.0	0.0	0.0	2.5	0.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Revert	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Act B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sec/Act	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Int	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Wt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STPTDuc	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TTReduc	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Min Gap	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

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ECONOLITE

MOVING TRAFFIC FORWARD

SR70 & I95 SB Ramps - ASC3 [redacted] - Econolite Type - ASC/3

Coordination Options

Options (MM) 3-1

Manual Pattern	Auto	ECPI Coord	Yes
System Source	TBC	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	Fixed
Offset Reference	Lead	Use Ped Time	Yes
Ped Recall	No	Ped Reservice	No
Local Zero Override	No	FO Added Ini Green	No
Re-sync Count	0	Multisync	No

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

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

Split Demand (MM) 3-5

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

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

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MOVING TRAFFIC FORWARD

SR70 & I95 SB Ramps - ASC3 [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	71s	Dwell/Add Time	0		
Actuated Coord	No	Timing Plan	0		
Actuated Walk Rest	No	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		WB				EB		SBLT								
Splits (Split Pat 1)	0	80	0	0	0	80	0	50	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	80s	130s	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 # 2

Split Pattern	2	TS2 (Pat-Off)	0-2	Splits In	Seconds
Cycle	130	Std (COS)	17	Offsets In	Seconds
Offset Value	30s	Dwell/Add Time	0		
Actuated Coord	No	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		WB				EB		SBLT								
Splits (Split Pat 2)	0	80	0	0	0	80	0	50	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	80s	130s	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)	25	Offsets In	Seconds
Offset Value	105s	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		WB				EB		SBLT								
Splits (Split Pat 3)	0	80	0	0	0	80	0	50	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	80s	130s	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)	33	Offsets In	Seconds
Offset Value	5s	Dwell/Add Time	0		
Actuated Coord	No	Timing Plan	1		
Actuated Walk Rest	Yes	Sequence	0		
Phase Reservice	No	Action Plan	4		
Max Select	None	Force Off	Float		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description		WB				EB		SBLT								
Splits (Split Pat 4)	0	60	0	0	0	60	0	40	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	60s	100s	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 # 5

Split Pattern	5	TS2 (Pat-Off)	1-2	Splits In	Seconds
Cycle	120	Std (COS)	41	Offsets In	Seconds
Offset Value	54s	Dwell/Add Time	0		
Actuated Coord	No	Timing Plan	1		
Actuated Walk Rest	No	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		WB				EB		SBLT								
Splits (Split Pat 5)	0	70	0	0	0	70	0	50	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	70s	120s	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																

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ECONOLITE

MOVING TRAFFIC FORWARD

SR 70 & I95 NB Ramp - ASC3[redacted] - Econolite Type - ASC/3

Controller Timing Plan (MM) 2-1

Plan 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Direction		WB		WBLT		EB										
Min Green	5	5	5	7	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	0	0	0	0	10	0	0	0	0	0	0	0	0	0	0
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	0	40	0	40	0	40	0	0	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	4.8	3.0	4.0	3.0	4.8	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Red Clear	1.0	2.5	1.0	3.0	1.0	2.5	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Red Max	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Revert	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Act B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sec/Act	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Int	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Wt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STPTDuc	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TTReduc	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Min Gap	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

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ECONOLITE

MOVING TRAFFIC FORWARD

SR 70 & I95 NB Ramp - ASC3 [redacted] - Econolite Type - ASC/3

Coordination Options

Options (MM) 3-1

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

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

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

Split Demand (MM) 3-5

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

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

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MOVING TRAFFIC FORWARD

SR 70 & I95 NB Ramp - ASC3 [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	118s	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	Float		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description		WB		WBLT		EB										
Splits (Split Pat 1)	0	75	0	55	0	75	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	75s	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 # 2

Split Pattern	2	TS2 (Pat-Off)	0-2	Splits In	Seconds
Cycle	130	Std (COS)	17	Offsets In	Seconds
Offset Value	80s	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		WB		WBLT		EB										
Splits (Split Pat 2)	0	80	0	50	0	80	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	80s	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)	25	Offsets In	Seconds
Offset Value	19s	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		WB		WBLT		EB										
Splits (Split Pat 3)	0	80	0	50	0	80	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	80s	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)	33	Offsets In	Seconds
Offset Value	35s	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		WB		WBLT		EB										
Splits (Split Pat 4)	0	60	0	40	0	60	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	60s	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 # 5

Split Pattern	5	TS2 (Pat-Off)	1-2	Splits In	Seconds
Cycle	120	Std (COS)	41	Offsets In	Seconds
Offset Value	10s	Dwell/Add Time	0		
Actuated Coord	No	Timing Plan	1		
Actuated Walk Rest	No	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		WB		WBLT		EB										
Splits (Split Pat 5)	0	75	0	45	0	75	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	75s	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																

St. Lucie County

ECONOLITE

MOVING TRAFFIC FORWARD

00032 - ORANGE AVE @ JENKINS RD - Econolite Type - Cobalt

Controller Timing Plan (MM) 2-1

8 - in use 1-8

Plan 1 - ""

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Direction	E-L	W-T	S-L	N-T	W-L	E-T	N-L	S-T	N	N	N	N	N	N	N	N
Min Green	7	11	7	12	7	11	6	12	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	7	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	17	0	27	0	15	0	26	0	16	0	16	0	16	0	16
Ped Clear 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Ext	3.0	3.0	3.0	0.0	0.0	0.0	0.0	0.0	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	12	45	12	18	12	45	12	18	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	4.3	4.3	4.3	4.3	4.3	4.3	4.3	4.3	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 & Jenkins Rd - Cobalt [redacted] - Econolite Type - Cobalt

Controller Timing Plan (MM) 2-1

Plan 1 - ""

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Direction	E-L	W-T	SE-L	N-T	W-L	E-T	NW-L	S-T	N	N	N	N	N	N	N	N
Min Green	7	12	7	7	7	12	7	7	0	0	0	0	0	0	0	0
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	5	0	5	0	5	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	34	0	47	0	26	0	0	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	3.0	3.0	3.0	8.0	3.0	3.0	3.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Vehicle Ext 2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max1	25	50	25	25	25	50	25	25	35	35	35	35	35	35	35	35
Max2	25	58	25	25	25	50	25	25	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	4.8	4.8	4.8	4.8	4.8	4.8	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Red Clear	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	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

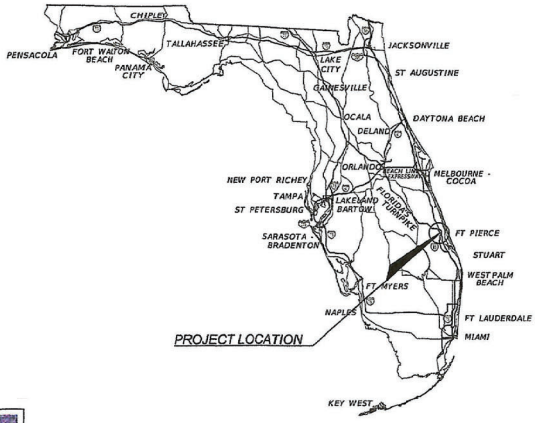
Max Int	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Wt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STPTDuc	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TTReduc	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Gap	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

STATE OF FLORIDA

ST. LUCIE COUNTY

SIGNALIZATION PLANS

KINGS HWY & WHITE RD
FORT PIERCE, FL, 34945

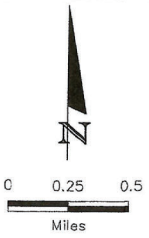


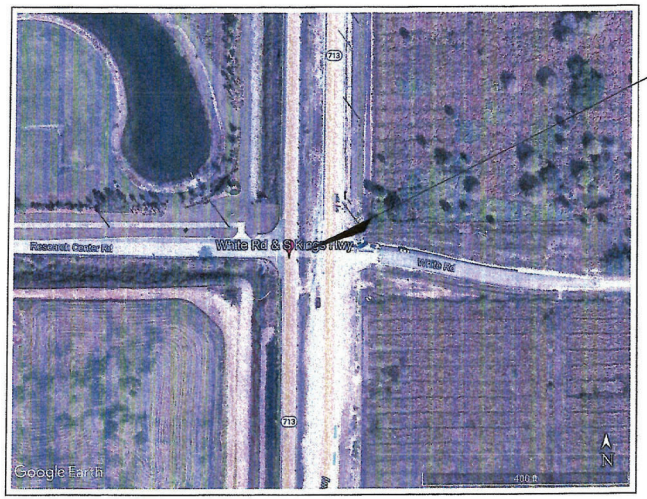
INDEX OF SIGNALIZATION PLANS

SHEET NO.	SHEET DESCRIPTION
T-1	KEY SHEET
T-2	TABULATION OF QUANTITIES
T-3a	GENERAL NOTES
T-3b	GENERAL NOTES
T-3c	GENERAL NOTES
T-4	SIGNALIZATION PLAN
T-5	MAST ARM TABULATION
T-6	STANDARD MAST ARM ASSEMBLIES
T-7	INTERCONNECT PLAN (TBP)
T-8	SOIL BORING RESULTS - SIGNED AND SEALED BY ALLAN G. ABUBAKAR

ATTACHMENT TO PLAN:

A - STRUCTURAL DESIGN CALCULATIONS
MAST ARM FOUNDATION DESIGN
SIGNED AND SEALED BY STRUCTURAL ENGINEER OF RECORD, MARK NIEDERMANN





PROJECT LOCATION

Signalization Shop Drawings
To Be Submitted To:

Susan E. O'Rourke, PE #42684
O'Rourke Engineering & Planning
22 SE Seminole Street
Stuart, FL 34994

2/20/23

SIGNALIZATION PLANS
ENGINEER OF RECORD:

Susan E. O'Rourke, PE #42684

O'Rourke Engineering & Planning
22 SE Seminole Street
Stuart, FL 34994
Cert of Authorization No. 26869

GOVERNING STANDARDS AND SPECIFICATIONS:

Florida Department of Transportation, 2022-2023 Standard Plans (Design Standard Drawings) and Florida Department of Transportion Standard Specifications for Road and Bridge Construction July 2022.
FDOT Index 102 Series (Maintenance of Traffic)
Florida Traffic Engineering Manual 2022
Manual On Uniform Traffic Control Devices (FHWA) 2009 Rev 1 & 2, May 2012

For FDOT Standard Plans 2022-2023 (Design Standards) click on link to the following web site:
https://www.fdot.gov/design/standardplans/current/default.shtm

For FDOT Standard Specifications for Road and Bridge Construction 2022 click on the link:
https://www.fdot.gov/programmanagement/implemented/specbooks/july2022/7-21ebook.pdf

For St. Lucie County Standards:
https://www.stlucie.gov/departments-and-services/public-works/engineering-division

FISCAL YEAR	SHEET NO.
22	T-1

TABULATION OF QUANTITIES

KINGS HIGHWAY AND WHITE ROAD

PAY ITEM NO	DESCRIPTION	UNIT	SHEET NUMBERS								TOTAL THIS SHEET		GRAND TOTAL		REF SHEET
			T-4												
			PLAN	FINAL	PLAN	FINAL	PLAN	FINAL	PLAN	FINAL	PLAN	FINAL	PLAN	FINAL	
													1		
101-1	MOBILIZATION	LS	1										1		
102-1	MAINTENANCE OF TRAFFIC	LS	1												
													30		
630-2-11	CONDUIT, FURNISH & INSTALL, UNDERGROUND	LF	30										440		
630-2-12	CONDUIT, FURNISH & INSTALL, DIRECTIONAL BORE	LF	440												
													1		
632-7-1	SIGNAL CABLE NEW OR RECONSTRUCTED INTERSECTION, F & I	PI	1												
													18		
635-2-11	PULL & SPLICE BOX, F&I, 13" X 24" COVER SIZE	EA	18												
													1		
639-1-121	ELECTRICAL POWER SERVICE, F&I	AS	1										0		
639-2-1	ELECTRIC SERVICE WIRE FURNISH & INSTALL	LF	0										1		
639-3-11	ELECTRICAL SERVICE DISCONNECT, F&I, POLE MOUNT	EA	1										1		
641-2-12	PRESTRESSED CONC POLE, F&I, TYPE P-11 SERVICE POLE	EA	1												
													3		
646-1-11	ALUMINUM SIGNALS POLE, F & I, PEDESTAL	EA	3												
649-21-1	STEEL MAST ARM ASSEMBLY, FURNISH AND INSTALL, SINGLE ARM 30'	EA	1										2		
649-21-10	STEEL MAST ARM ASSEMBLY, FURNISH AND INSTALL, SINGLE ARM 60'	EA	2										1		
649-21-15	STEEL MAST ARM ASSEMBLY, FURNISH AND INSTALL, SINGLE ARM 70'	EA	1										6		
650-1-34	TRAFFIC SIGNAL, F&I, POLYCARBONATE, 3-SECTION, 1-WAY	AS	6										4		
650-1-39	TRAFFIC SIGNAL, F&I, POLYCARBONATE, 5-SECTION CLUSTER, 1-WAY	AS	4												
													4		
653-1-11	PEDESTRIAN SIGNAL, F&I LED COUNTDOWN, 1 WAY	AS	4										2		
653-1-12	PEDESTRIAN SIGNAL, F&I LED COUNTDOWN, 2 WAYS	AS	2												
													1		
660-4-11	VEHICLE DETECTION SYSTEM - VIDEO, F&I CABINET EQUIPMENT	EA	1										4		
660-4-12	VEHICLE DETECTION SYSTEM - VIDEO, F&I ABOVE GROUND EQUIPMENT	EA	4												
													8		
665-1-11	PEDESTRIAN DETECTOR, F&I, STANDARD	EA	8												
													1		
670-5-110	TRAFFIC CONTROLLER ASSEMBLY, F&I, NEMA	EA	1												
													1		
682-1-113	ITS CCTV CAMERA,F&I, DOME PTZ ENCLOSURE-PRESSURIZED, IP, HIGH DEFINITION	EA	1												
													4		
700-5-21	INTERNALLY ILLUMINATED SIGN, F&I OH MOUNT, UP TO 12 SF	EA	4												
													4		
715-5-31	LUMINAIRE & BRACKET ARM - F&I NEW LUMINAIRE AND ARM ON NEW/EXISTING POLE	EA	4												

REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

Susan E. O'Rourke, PE #42684
O'Rourke Engineering & Planning
22 SE Seminole Street
Stuart, FL 34994
772-781-7918
Cert of Auth: 26869

Susan E. O'Rourke 2/20/23

ST. LUCIE COUNTY FL
TRAFFIC ENGINEERING DIVISION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
-	ST LUCIE	

TABULATION OF QUANTITIES

SHEET NO. T-2

2/20/2023 11:38:37 AM D:\Dropbox\atArchiDraft\Projects\atAD-20014-ORourkeEng-General\Kings Highway\King Highway-White Rd Signal Plans_T01-T02-T03-T05-T06_02.16.23.dwg

GENERAL NOTES:

1. TRAFFIC SHALL BE NOTIFIED AT (772) 462-2874 AT LEAST TWO (2) FULL BUSINESS DAYS PRIOR TO ANY WORK BEING PERFORMED AT A SIGNALIZED LOCATION IN ORDER TO PROPERLY TRANSFER MAINTENANCE RESPONSIBILITIES.

2. THE CONTRACTOR SHALL DELIVER ALL REMOVED TRAFFIC SIGNAL EQUIPMENT, EXCEPT CONCRETE STRAIN POLES, TO ROAD AND BRIDGE LOCATED AT 3071 OLEANDER AVE, FORT PIERCE FL. 34982. THE COST OF DELIVERY SHALL BE INCLUDED IN THE REMOVAL OF THE RELATED PAY ITEM. THE CONTRACTOR SHALL CONTACT SEVEN (7) FULL BUSINESS DAYS PRIOR TO THE DELIVERY OF ANY REMOVED EQUIPMENT. CONTRACTOR IS RESPONSIBLE FOR CONCRETE STRAIN POLE DISPOSAL AT THE CONTRACTOR'S EXPENSE.

3. THE CONTRACTOR SHALL BE ADVISED THAT OTHER PROJECTS MAY BE UNDER CONSTRUCTION CONCURRENTLY WITH THIS PROJECT AND THAT COORDINATION EFFORTS MAY BE NECESSARY. THE CONTRACTOR SHALL BE RESPONSIBLE FOR DETERMINING THE CONSTRUCTION SCHEDULE AND FOR THE AMOUNT OF COORDINATION REQUIRED.

4. THE CONTRACTOR SHALL CALL SUNSHINE STATE ONE-CALL AT 1-800-432-4770 FOR LOCATIONS OF UTILITIES WITHIN THE AREA(S) OF CONSTRUCTION FOR THIS PROJECT A MINIMUM OF TWO (2) FULL BUSINESS DAYS PRIOR TO ANY DIGGING OR EXCAVATION ACTIVITIES. THE CONTRACTOR SHALL ALSO BE RESPONSIBLE TO CONTACT ANY UTILITY OWNER(S) THAT MAY NOT BE A "SUNSHINE" MEMBER.

5. EXISTING UTILITIES ARE TO REMAIN IN PLACE UNLESS OTHERWISE NOTED. THE CONTRACTOR SHALL BE SOLELY RESPONSIBLE FOR THE LOCATION AND PROTECTION, REPAIR AND/OR REPLACMENT OF ALL UTILITIES THAT MAY BE AFFECTED BY THE CONSTRUCTION OF THIS PROJECT. EXISTING UTILITIES SHALL BE MAINTAINED IN SERVICE DURING CONSTRUCTION UNLESS OTHERWISE APPROVED BY THE UTILITY OWNER. THE CONTRACTOR SHALL BE RESPONSIBLE TO COORDINATE ANY REQUIRED UTILITY RELOCATIONS.

6. THE CONTRACTOR SHALL NOTIFY ALL INVOLVED UTILITIES TWO (2) FULL BUSINESS DAYS IN ADVANCE, BEFORE SETTING TRAFFIC SIGNAL POLES OR PERFORMING ANY DIGGING OR OTHER EXCAVATION WORK, SO THAT A COMPANY REPRESENTATIVE CAN BE PRESENT. THE LOCATION OF THE UTILITIES SHOWN IN THE PLANS ARE APPROXIMATE ONLY. THE EXACT LOCATION SHALL BE DETERMINED BY THE CONTRACTOR. KNOWN UTILITY COMPANIES INCLUDE:

COMPANY	FACILITIES	TELEPHONE NUMBER
AT&T	TELEPHONE	(877) 648-4734
CITY GAS COMPANY	GAS	(877) 945-7891
FLORIDA POWER & LIGHT	ELECTRIC	(772) 462-0555
FORT PIERCE UTILITIES (FPUA)	ELECTRIC, GAS, TELEPHONE	(772) 466-1600

7. ELECTRICAL
   a. THE CONTRACTOR SHALL COORDINATE AND FIELD VERIFY LOCATION(S) OF THE ELECTRIC SERVICE POINT PRIOR TO INSTALLING CONDUIT, DISCONNECT SWITCH, AND PULL BOXES.
   b. THE CONTRACTOR SHALL BE RESPONSIBLE FOR CONTRACTING THE COMPANY PROVIDING ELECTRICAL POWER TO DETERMINE IF A SERVICE PROCESSING FEE IS REQUIRED. IF REQUIRED, FEE SHALL BE REFLECTED IN THE CONTRACTOR'S BID UNIT PRICE FOR ELECTRICAL POWER SERVICE ASSEMBLY.
   c. (IF APPLICABLE) IT SHOULD BE NOTED THAT NO TEST BORINGS WERE MADE WHERE CONDUIT RUNS ARE TO BE INSTALLED BY JACKING OR TRENCHING. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO EXAMINE THE JOB SITE CONDITIONS BEFORE SUBMITTING BID PROPOSALS IN ACCORDANCE WITH SECTION 2-4 OF THE FDOT SPECIFICATIONS
   d. THE CONTRACTOR SHALL BE RESPONSIBLE FOR COORDINATION WITH ALL AGENCIES REQUIRED FOR APPROVAL OF THE COMPLETED INSTALLATION. THE LATESTS FDOT STANDARD PLANS INDEX NO. 639-002 (AS APPLICABLE) SHALL APPLY.
   e. THE CONTRACTOR SHALL BE RESPONSIBLE FOR SIZING THE CONDUCTORS FOR THE POWER SERVICE.

8. THE CONTRACTOR SHALL MAINTAIN TRAFFIC IN ACCORDANCE WITH THE APPLICABLE GUIDELINES SET FORTH IN FDOT DESIGN STANDARD INDEXES 600 THROUGH 660; THE MUTCD; AND SECTION 102 OF THE STANDARD SPECIFICATIONS.

9. THE CONSTACTOR SHALL MAKE ALL VIDEO DETECTORS INSTALLED AS PART OF THE PROJECT FULLY OPERATIONAL IN ACCORDANCE WITH THEIR ASSOCIATED ISOLATED INTERSECTION SIGNAL TIMING CHART PRIOR TO THE ACTIVATION OF THE SIGNAL WITHIN 24 HOURS.

10. THE CONTRACTOR SHALL VERIFY ALL SIGNAL POLE ELEVATIONS AND LOCATIONS INCLUDING POSSIBLE UTILITY CONFLICTS PRIOR TO PROCURMENT. THE CONTRACTOR SHALL VERIFY THAT ALL SIGNAL POLE ELEVATIONS WILL MEET MUTCD, FDOT AND ST LUCIE COUNTY REQUIREMENTS FOR LOW POINT OF CLEARANCE. ALL SIGNAL ASSEMBLIES SHALL HAVE A VERTICAL CLEARANCE OF 17.5 FEET MINIMUM AND 19 FEET MAXIMUM FROM THE BOTTOM OF THE ASSEMBLY TO THE ROAD.

11. UNDER NO CIRCUMSTANCES SHALL ENERGIZED CABLE BE PLACED IN THE SAME CONDUIT OR PULL BOX AS VIDEO DETECTION CABLE.

12. ALL FIELD WIRING SHALL BE NEATLY BUNDLED AND CLEARLY IDENTIFIED WITH PERMANENT LEGIBLE, WEATHERPROOF TAGS THAT ARE SECURELY ATTACHED TO EACH CABLE. THE TAGGING SYSTEM PROPOSED SHALL BE SUBMITTED FOR APPROVAL WITH THE OTHER EQUIPMENT SUBMITTALS REQUIRED FOR THIS PROJECT.

13. THE CABINET DOOR SHALL OPEN AWAY FROM THE INTERSECTION UNLESS SPECIFIED OTHERWISE

14. TRAFFIC SIGNAL ACCEPTANCE TESTING PROCEDURES SHALL BE IN ACCORDANCE WITH SECTION 611 OF THE STANDARD SPECIFICATIONS.

15. THERE WILL BE A 90 DAY WARRANTY PERIOD SUBJECT TO THE REQUIREMENTS CONTAINED IN ARTICLE (SECTIONS 611-5 THROUGH 611-7.3) "CONTRACTOR'S WARRANTY PERIOD FOR SIGNAL INSTALLATIONS" AS FOUND IN FDOT STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION.

16. THE CONTRACTOR SHALL PROVIDE FOUR COPIES OF MARKED-UP (AS-BUILT) CONSTRUCTION PLANS, AND ONE CAD FILE OF SUCH, COPY OF SHOW DRAWING AND A COPY OF MAST ARM SPECIFICATION AND ANY/ALL APPROVED SHOW DRAWINGS AT THE TIME OF THE SIGNAL CONDITIONAL ACCEPTANCE INSPECTION BY THE MAINTAINED AGENCY.

17. ALL SUBMITTALS AND SHOW DRAWINGS SHALL BE PROVIDED TO THE ST. LUCIE COUNTY TRAFFIC FOR REVIEW IN ACCORDANCE WITH SECTION 603 OF THE STANDARD SPECIFICATIONS.

18. THE CONTRACTOR SHALL PROVIDE AND MAINTAIN FOUR (4) PORTABLE CHANGEABLE (VARIABLE) MESSAGE SIGNS (PCMS) FOR A PERIOD OF TWO WEEKS. THE PCMS WILL BE LOCATED AT AN APPROPRIATE DISTANCE IN ADVANCE OF THE APPROACHES TO THE NEW SIGNALIZED INTERSECTION AS SPECIFIED BY THE MAINTAINING AGENCY'S SLCT. THE PCMS WILL BE PROVIDED ONE (1) WEEK PRIOR TO THE SCHEDULED ACTIVATION TO FULL COLOR OPERATION AND SHALL REMAIN IN PLACE FOR ONE (1) WEEK FOLLOWING ACTIVATION. COST OF FURNISHING PCMS TO BE INCLUDED UNDER PAY ITEM NO. 102-1 – MAINTENANCE OF TRAFFIC.

PRIOR TO ACTIVATION THE PCMS SIGN SHALL BE:
(PANEL ONE – LINE 1) "TRAFFIC"
(PANEL ONE – LINE 2) "SIGNAL"
(PANEL ONE – LINE 3) "WILL BE"
(PANEL TWO – LINE 1) "ACTIVE"
(PANEL TWO – LINE 2) "ON DAY"
(PANEL TWO – LINE 3) "MONTH XX"

REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

Susan E. O'Rourke, PE #42684
O'Rourke Engineering & Planning
22 SE Seminole Street
Stuart, FL 34994
772-781-7918
Cert of Auth: 26869

ST. LUCIE COUNTY FL
TRAFFIC ENGINEERING DIVISION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
-	ST. LUCIE	

GENERAL NOTES

SHEET NO.
T-3a

GENERAL NOTES:

SUBSTITUTION FOR THE WORD "DAY" SHALL BE AS FOLLOWS:
- SUNDAY AS "SUN"
- MONDAY AS "MON"
- TUESDAY AS "TUES"
- WEDNESDAY AS "WED"
- THURSDAY AS "THUR"
- FRIDAY AS "FRI"
- SATURDAY AS "SAT"

SUBSTITUTION FOR THE WORD "MONTH" SHALL BE AS FOLLOWS:
- JANUARY AS "JAN"
- FEBRUARY AS "FEB"
- MARCH AS "MAR"
- APRIL AS "APR"
- MAY AS "MAY"
- JUNE AS "JUN"
- JULY AS "JUL"
- AUGUST AS "AUG"
- SEPTEMBER AS "SEP"
- OCTOBER AS "OCT"
- NOVEMBER AS "NOV"
- DECEMBER AS "DEC"

SUBSTITUTION FOR THE WORD "XX" SHALL BE AS FOLLOWS:
THE NUMERICAL DAY OF THE MONTH, FROM ONE (1) TO THIRTY-ONE (31). THE DATES LESS THAN TEN (10) SHALL BE PROCEDED BY A ZERO (0); EXAMPLE: "JAN 03" FOR JANUARY 3RD.

AFTER THE TURN-ON, THE PCMS SHALL BE CHANGED TO:
- (PANEL ONE – LINE 1) "TRAFFIC"
- (PANEL ONE – LINE 2) "SIGNAL"
- (PANEL TWO – LINE 1) "NOW"
- (PANEL TWO – LINE 2) "ACTIVE"

PANEL TWO, LINE AND LINE 2, SHALL FLASH THREE (3) TIMES BEFORE REVERTING BACK TO PANEL ONE.

PRIOR TO SIGNAL ACTIVATION

PANEL 1

T	R	A	F	F	I	C	
	S	I	G	N	A	L	
W	I	L	L		B	E	

PANEL 2

	A	C	T	I	V	E	
	O	N		D	A	Y	
M	O	N	T	H		X	X

AFTER SIGNAL ACTIVATION

PANEL 1

T	R	A	F	F	I	C	
	S	I	G	N	A	L	

PANEL 2

		N	O	W			
	A	C	T	I	V	E	

19. THE CONTRACTOR SHALL SUBMIT IN WRITING A REQUEST FOR SIGNAL ACTIVATION (TURN-ON) TO THE MAINTAINING AGENCY. THE MAINTAINING AGENCY WILL SCHEDULE THE SIGNAL ACTIVATION A MINIMUM OF SEVEN (7) DAYS AFTER NOTIFICATION THAT THE SIGNAL HAS BEEN PLACED FLASHING MODE AND INSPECTIONS BY MAINTAINING AGENCY FORCES HAVE BEEN COMPLETED.

20. THE CONTRACTOR SHALL BE PRESENT AND SHALL CONDUCT THE TURN-ON TO FULL COLOR OPERATION IN THE PRESENCE OF THE MAINTAINING AGENCY. NO ACTIVATIONS SHALL BE SCHEDULED ON MONDAYS, FRIDAYS OR WEEKENDS UNLESS OTHERWISE APPROVED BY THE MAINTAINING AGENCY. ANY PROPOSED OR NECESSARY SCHEDULE CHANGE DURING THE SEVEN (7) DAYS PRIOR TO SCHEDULED TURN-ON WILL BE AT THE DETERMINATION AND DISCRETION OF THE ST. LUCIE COUNTY.

21. UPON COMPLETION AND FINAL ACCEPTANCE OF THE PERMANENT TRAFFIC SIGNAL INSTALLATION BY ST LUCIE COUNTY, THE SIGNALS AND EQUIPMENT SHALL BE MAINTAINED BY ST. LUCIE COUNTY.

22. POWER SERVICE
    - a POWER SERVICES SHALL FOLLOW THE LATEST FDOT STANDARD PLANS INDEX NO. 639-002
    - b POWER SERVICES ARE TO BE 120/240 VAC WITH TRIPLEX SERVICE DROP WIRE
    - c POWER SUPPLIED INSTALLATIONS REQUIRE A METER CAN
    - d MAST ARM POWER SERVICES SHALL BE MOUNTED ON A STUB POLE
    - e CONCRETE STRAIN POLE INSTALLATIONS SHALL HAVE THE POWER SERVICE MOUNTED ON THE STRAIN POLE.

23. CONTROLLER ASSEMBLY
    - a ECONOLITE V-TS2-T1 "PLUG-N-GO" TRAFFIC CABINET ASSEMBLY, SIZE 7 CABINET (72"Hx44"Wx24"D) WITH (3) THREE SHELVES 16 PHASE (4 PED AND 4 O/L)
    - b INTEGRATED DRAWER/COMPUTER SHELF
    - c ECONOLITE COBALT TS-2, TYPE 2 (WITH ABC CONNECTORS) CONTROLLER
    - d SDLC COMMUNICATION PANEL
    - e MALFUNCTION MANAGEMENT UNIT_ECONOLITE (OR) EDI MMU2-16LEIP
    - f CONFIGURATION #4, 16 LOAD BAY MAIN PANEL (SOP10) (PHASE 1-8, OVERLAPS A, B, C, D AND PED 2, 4, 6, 8)
    - g CONFIGURATION #2, 16 DETECTOR RACK
    - h LED CABINET LIGHTING SYSTEM DOOR MOUNTED FLEXIBLE LIGHT (GOOSE NECK)
    - i MOXA SWITCH (MOXA EDR-810 FOR COMMUNICATION
    - j MOXA MODERN (MOXA UC-8100-ME-T SERIES) FOR COMMUNICATION
    - k MOXA SFP-1G SERIES ADAPTOR
    - l PULS MINILINE -2 ML 15.241
    - m PREEMTION PANEL/RELAY REQUIRED
    - n VISION COMM MANAGER, ACP PRIMARY MODEL AVCM
    - o ALL RELAYS IN CABINET SHALL BE SOCKET MOUNTED
    - p GENERATOR TRANSFER SWITCH BUILT INTO CABINET

REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

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ST. LUCIE COUNTY FL
TRAFFIC ENGINEERING DIVISION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
-	ST. LUCIE	

GENERAL NOTES

SHEET NO. T-3b

GENERAL NOTES:

24. PAN, TILT, & ZOOM (PTZ) CAMERA
    a ECONOLITE WTI-VIPER H.264 HD30L – REQUIRED AT INTERSECTIONS

25. VEHICLE DETECTION SYSTEM
    a ECONOLITE AUTOSCOPE VISION

26. GENERATOR
    a HONDA EU3000IS GENERATOR

27. SCHOOL ZONE FLASHERS
    a TCS SIGNAL CABINETS W/CELLULAR CONNECTIVITY

28. MAST ARMS
    a ALL MAST ARMS SHALL BE GALVANIZED. THE COST OF ALL SUBSURFACE ANALYSIS AND STRUCTURAL ENGINEERING TO ENSURE THE PROPER DESIGN AND SIZING OF THE MAST ARM FOUNDATION SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR AND SHALL BE INCLUDED IN THE UNIT PRICE FOR EACH MAST ARM ASSEMBLY. ALL CERTIFIED REPORTS AND DESIGN CRITERIA SHALL BE SUBMITTED FOR THE OWNER'S RECORDS.
    b THE CONTRACTOR WILL BE ISSUED A PURCHASE ORDER FOR THE MAST ARMS PRIOR TO THE BEGINNING OF A PROJECT DUE TO THE EXCESSIVE LEAD-TIME ASSOCIATED WITH THIS PRODUCT. THE CONTRACTOR WILL NOT BE REIMBURSED FOR THE STORAGE OF THESE MAST ARMS PRIOR TO THEIR INSTALLATION. THE COSTS FOR STORAGE WILL BE INCLUDED IN THE BID ITEMS FOR MAST ARMS.
    c THE CONTRACTOR IS REQUIRED TO ORDER MAST ARMS WITHIN TEN (10) DAYS OF RECEIPT OF PURCHASE ORDER UNLESS OTHERWISE DIRECTED BY THE COUNTY. FAILURE OF THE CONTRACTOR TO FULFILL THE OBLIGATIONS OF THIS CONTRACT COULD CONSTITUTE GROUNDS FOR CANCELING THE CONTRACT.
    d ALL MAST ARM FOUNDATIONS SHALL BE DESIGNED FOR THE ABILITY TO RECONFIGURE AND INSTALL ADDITIONAL SIGNAL HEADS AND SIGNS IN THE FUTURE. THE FOUNDATIONS SHALL BE DESIGNED FOR THE MAXIMUM ALLOWABLE NUMBER OF SIGNAL HEADS ON THE DESIGNATED SEGMENT LENGTH OF THE MAST ARM AND THE ADDITION OF A SIGN.
    e MAST ARMS SHALL FOLLOW THE LATEST FDOT STANDARD PLANS INDEX NO. 649-030 AND 649-631
    f ALL MAST ARM POLES SHALL HAVE LED STREET LIGHTS 120-V 250-W.
    g MAST ARM POLES ARE TO HAVE A TERMINAL COMPARTMENT IN PLACE OF A HAND HOLE, PER FDOT STANDARD INDEX NO 17745
    h MAST ARM MOUNTING HEIGHT (MEASUREMENT UB INDEX NO. 649-030) SHALL BE 19-FEET FOR HORIZONTAL AND 20-FEET FOR VERTICAL MOUNTED SIGNALS, IN THE ABSENCES OF GEOMETRIC ABNORMALITIES.
    i MAST ARMS ARE TO HAVE LED INTERNALLY-ILLUMINATED SINGLE-SIDED STREET NAME SIGNS WITH LOCAL STREET NAMES AND 1" WHITE. BORDER. THE STREET NAME SIGNS ARE TO BE MOUNTED WITH FIXED BRACKETS ON THE ARM BETWEEN THE POLE AND THE FIRST TRAFFIC SIGNAL.

29. TRAFFIC SIGNAL POLES & SPAN WIRE
    a POLES SHALL FOLLOW THE LATEST FDOT STANDARD PLANS INDEX NO.641-010
    b STRAIN POLES SHALL HAVE LED LUMINARIES, BARRING OBSTRUCTIONS OR DESIGN.
    c BOTH UPPER AND LOWER SPAN SHALL BE 7/16-INCH CABLE WIRE.
    d THE SIGNAL CABLE SHALL BE ATTACHED TO THE MESSENGER WIRE BY LASHING RODS.

30. TRAFFIC SIGNAL HEADS
    a TRAFFIC SIGNALS MOUNTED ON SPAN CABLE ARE TO BE LIGHTWEIGHT, (RED SECTION TO BE ALUMINUM AND ALL OTHER SECTIONS TO BE POLY PASTIC), 12 INCH INDICATIONS.
    b TRAFFIC SIGNALS MOUNTED ON MAST SUPPORTS ARE TO BE POLYCARBONATE 12-INCH INDICATIONS. THE STANDARD MOUNTING SHALL BE VERTICAL USING PELCO ASTRO BRAC OR SLC-APPROVED EQUIVALENT. SPAN MOUNT SIGNALS ARE TO BE MOUNTED VERTICAL. ALL VEHICLE SIGNAL HEADS ARE TO HAVE RETRO-REFLECTIVE BACK PLATES.
    c TRAFFIC SIGNALS ARE TO BE SUPPLED WITH ALL LED INDICATIONS, INCLUDING ALL ARROWS AND YELLOWS.
    d TRAFFIC SIGNALS ARE TO BE SUPPLIED WITH TUNNEL VISORS
    e PEDESTRIAN SIGNALS ARE TO BE COUNT DOWN PEDESTRIAN SIGNALS WITH INTERNATIONAL-STYLE HAND/PERSON FULL SYMBOLS.

31. TRAFFIC SIGNAL COMMUNICATIONS INTERCONNECT
    a TWO 2" CONDUITS SHALL BE INSTALLED WITH ALL INTERCONNECT/FIBER RUNS
    b PULL BOXES CONTAINING INTERCONNECT ARE TO BE INSTALLED AT NO MORE THAN 1000 FOOT INTERVALS MARKED (THE LATEST FDOT STANDARD PLANS INDEX NO. 635-001).
    c FIBER OPTIC INTERCONNECT RUNS SHALL HAVE A SLACK/SPLICE BOX AT ALL SIGNALIZED INTERSECTIONS MARKED "FIBER OPTICS". SLACK/SPLICE BOXES SHALL CONTAIN A MINIMUM OF 100 FEET OF FIBER OPTIC CABLE SLACK (THE LATEST FDOT STANDARD PLANS INDEX NO. 635-001) AND SHALL BE LOCATED AT NO MORE THAN 1/2-MILE INTERVALS.
    d FIBER OPTIC CABLE SHALL BE 96-FIBER SINGLE MODE. A #14 AWG (OR SLC-APPROVED ALTERNATIVE) TRACE WIRE SHALL BE INSTALLED WITH THE FIBER RUN.
    e THE CONNECTION FROM THE SLACK/SPLICE BOX TO THE SIGNAL CABINET (PIG TAIL) SHALL BE A 12-FIBER SINGLE MODE CABLE. FIBER IN THE CABINET SHALL BE TERMINATED IN A FIBER OPTIC TERMINAL PANEL.

32. SIGNAL CONDUCTOR
    a SHALL BE INSTALLED PER THE LATEST FDOT STANDARD PLANS INDEX NO. 635-001, AS APPLICABLE. THREE SPARE CONDUCTORS PER SIGNAL CABLE ARE REQUIRED. SPARES SHALL BE GROUNDED TO THE BUS GROUNDING FACILITY IN THE CONTROLLER CABINET. THE CONTRACTOR SHALL VEIFY COLOR CODES ST. LUCIE COUNTY TRAFFIC FOR THE SIGNAL CONDUCTORS PRIOR TO ORDERING.

REVISIONS			
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2/20/23

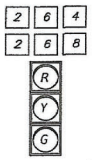
ST LUCIE COUNTY FL
TRAFFIC ENGINEERING DIVISION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
-	ST. LUCIE	

GENERAL NOTES

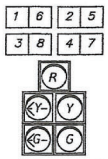
SHEET NO.
T-3c

SIGNAL HEAD DETAILS



3-SECT., 1-WAY

6 AS
650-1-34



5-SECT., 1-WAY

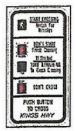
4 AS
650-1-39

PED. SIGNAL COUNT-DOWN 2-SECT., 1-WAY

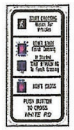
4 AS
653-1-11

PED. SIGNAL COUNT-DOWN 2-SECT., 2-WAY

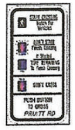
2 AS
653-1-12



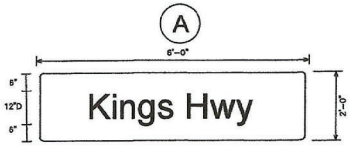
KINGS HWY (4EA) FTP-68B-06 TO BE PAID UNDER PAY ITEM 665-1-11



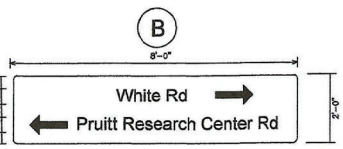
WHITE RD (2EA) FTP-68B-06 TO BE PAID UNDER PAY ITEM 665-1-11



PRUITT RD (2EA) FTP-68B-06 TO BE PAID UNDER PAY ITEM 665-1-11



700-5-21 2 EA



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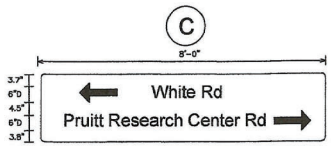
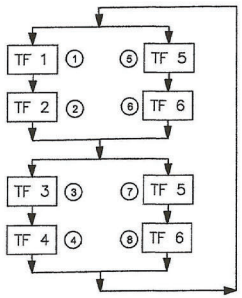
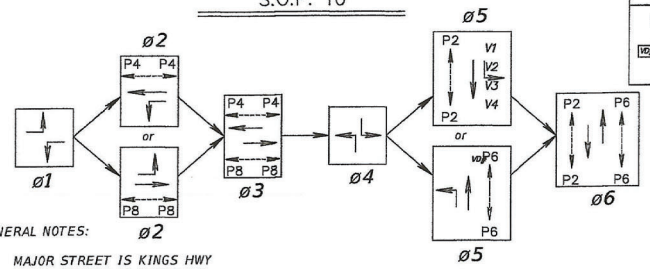


700-5-21 1 EA



S.O.P. 10



GENERAL NOTES:

1. MAJOR STREET IS KINGS HWY
   MINOR STREET IS WHITE RD
2. MOVEMENT 2 AND 6 TO FLASH YELLOW AND ALL OTHERS TO FLASH RED DURING FLASHING OPERATION.
3. SIGNAL TIMINGS TO BE PROVIDED BY ST. LUCIE COUNTY TRAFFIC
4. SPEED LIMIT IS 50 MPH ON KINGS HWY
5. THE SPARE CONDUIT RUN IN EACH DIRECTIONAL BORE TO BE TEMINATED IN A SPARE PULL BOX AND PLACED AT THE BASE OF EACH MAST ARM POLE
6. THE VIDEO DETECTION ZONE WILL BE SET 60 FEET FROM THE STOP BAR.

ELECTRIC SERVICE TBD

630-2-11	XX LF
635-2-11	2 EA
639-1-121	1 AS
639-2-1	XX LF
639-3-11	1 EA
641-2-12	1 EA

VIDEO DETECTION CHART

DETECTOR	MOVEMENT	ZONE
V1	4,7	VD4, VD7
V2	3,8	VD3, VD8
V3	2,5	VD2, VD5
V4	1,6	VD1, VD6

INDICATES VIDEO DETECTION DEVICE

VD# DEPICTS THE APPROXIMATE LIMITS OF VIDEO DETECTION ZONE SEE NOTE 6

PROPOSED MAST ARM STA 57+ 27 (80.7' LT)

635-2-11	2 EA
649-21-1	1 EA
660-4-12	1 EA
715-5-31	1 EA

630-2-11 10 LF
UNDERGROUND INCL. 3 CONDUITS TOTAL SIGNAL, VIDEO, SPARE

PROPOSED PED SIGNAL STA 57 + 35.7 (65.8' LT)

635-2-11	2 EA
646-1-11	1 EA
665-1-11	2 EA

630-2-11	5 LF
632-7-1	1 PI
635-2-11	5 EA
670-5-110	1 EA

PROPOSED MAST ARM STA 57 + 38.7 (68.9' LT)

635-2-11	2 EA
649-21-10	1 EA
660-4-12	1 EA
665-1-11	2 EA
715-5-31	1 EA

682-1-13 1 EA

630-2-12 135 LF
DIRECTIONAL BORE INCL. 3 CONDUITS TOTAL SIGNAL, VIDEO, SPARE

630-2-12 65 LF
DIRECTIONAL BORE INCL. 3 CONDUITS TOTAL SIGNAL, VIDEO, SPARE

630-2-12 95 LF
DIRECTIONAL BORE INCL. 3 CONDUITS TOTAL SIGNAL, VIDEO, SPARE

630-2-12 145 LF
DIRECTIONAL BORE INCL. 3 CONDUITS TOTAL SIGNAL, VIDEO, SPARE

630-2-12 148 LF

PROPOSED MAST ARM STA 56 + 55.5 (69.3' LT)

635-2-11	2 EA
649-21-15	1 EA
660-4-12	1 EA
665-1-11	1 EA
715-5-31	1 EA

630-2-11 15 LF
UNDERGROUND INCL. 3 CONDUITS TOTAL SIGNAL, VIDEO, SPARE

PROPOSED MAST ARM STA 56 + 36 (83.9' LT)

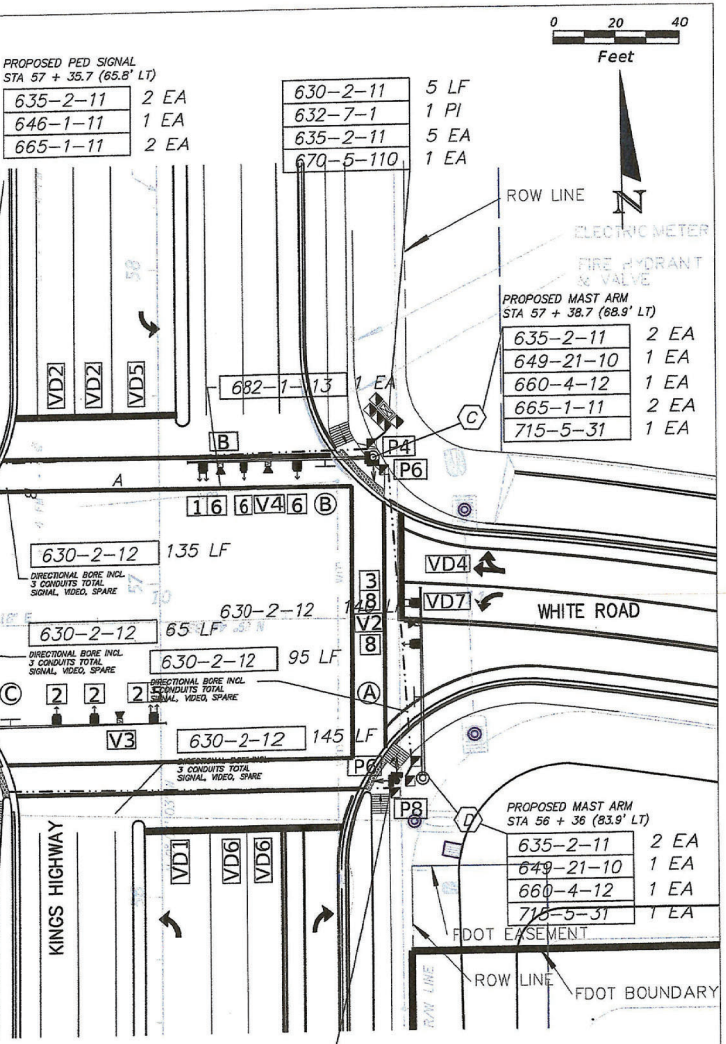
635-2-11	2 EA
649-21-10	1 EA
660-4-12	1 EA
715-5-31	1 EA

PROPOSED PED SIGNAL STA 56 + 37.3 (65.7' LT)

635-2-11	2 EA
646-1-11	1 EA
665-1-11	1 EA

PROPOSED PED SIGNAL STA 56 + 35.4 (75.5' LT)

635-2-11	2 EA
646-1-11	1 EA
665-1-11	2 EA



REVISIONS			
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ST. LUCIE COUNTY, FL
TRAFFIC ENGINEERING DIVISION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID

SIGNALIZATION PLAN

SHEET NO. T-4

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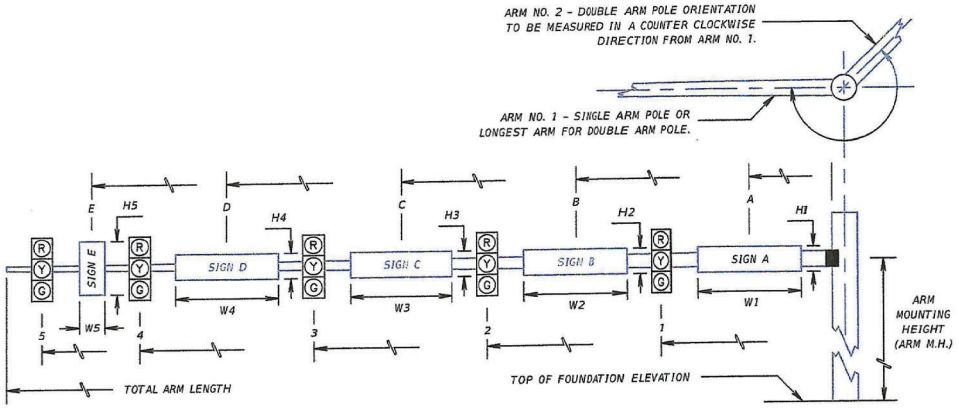
SPECIAL INSTRUCTIONS					
ID NO.	PED. BUTTON		PED. SIGNALS		HANDHOLE LOCATION



*DENOTES NUMBER OF SECTIONS IN SIGNAL HEAD ASSEMBLY

ID NO.	SHEET NO.	LOCATION BY STA.	TOP OF FOUNDATION ELEVATION	RDWY ARM NO.	CROWN ELEVATION	SIGNAL V/H	BACK PLATES Y/N	PED SIGNAL Y/N	SIGNAL DATA: DISTANCE FROM POLE 1	*	2	*	3	*	4	*	5	*	TOTAL ARM LENGTH	ARM M/H	BETWEEN DUAL ARMS	SIGN DATA: DISTANCE FROM POLE / HEIGHT AND WIDTH OF SIGN A	H1	W1	B	H2	W2	C	H3	W3	D	H4	W4	E	H5	W5	PAINT COLOR
A	T-4	56 + 55.50	18.9	1	20.2	V	Y	Y	35.0	3	47.0	3	66.0	5					70.0	20.0		20.0	2.0	6.0														GALVANIZED
				2																																		
B	T-4	57 + 27.00	19.1	1	18.7	V	Y	N	18.0	3	27.0	5							30.0	20.0		7.0	2.0	6.0														GALVANIZED
				2																																		
C	T-4	57 + 38.70	19.7	1	20.2	V	Y	Y	24.0	3	40.0	3	55.0	5					60.0	20.0		14.0	2.0	6.0														GALVANIZED
				2																																		
D	T-4	56 + 36.00	17.5	1	19.4	V	Y	N	42.0	3	55.0	5							60.0	20.0		25.0	2.0	6.0														GALVANIZED
				2																																		

REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

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ST. LUCIE COUNTY FL
TRAFFIC ENGINEERING DIVISION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
-	ST. LUCIE	

MAST ARM TABULATION

SHEET NO. T-5

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STANDARD MAST ARM ASSEMBLIES DATA TABLE											
STRUCTURE ID NUMBER	DESIGNATION	FIRST ARM		SECOND ARM		UF (deg)	LL (deg)	POLE			DRILLED SHAFT ID
		ARM ID	FAA (ft.)	ARM ID	FAA (ft.)			POLE ID	UAA (ft.)	UB (ft.)	
A	A70/S-P5/S/L	A70/S						P5/S/L		21.5	DS/20/5.0
B	A30/S-P1/S/L	A30/S						P1/S/L		20.0	DS/14/4.5
C	A60/S-P4/S/L	A60/S						P4/S/L		20.5	DS/18/5.0
D	A60/S-P4/S/L	A60/S						P4/S/L		22.0	DS/18/5.0

NOTES [Notes Date 09-01-20]

1. If an entry appears in column FAA, a shorter arm is required. This is obtained by removing length from the arm tip and the arm length shortened from FA to FAA. SAA Similar.

2. If an entry appears in column UAA, a shorter pole is required. This is obtained by removing length from the pole tip and the pole height shortened from UA to UAA. SAA Similar.

3. Work this sheet with the Signal Designer's "Mast Arm Tabulation". See "Mast Arm Tabulation" for special instructions that include non-standard Handhole location, paint color, terminal compartment requirement, and pedestrian features.

4. Work with Indexes 649-030 and 649-031.

REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION
01/23/23	Revised Pole UB And Drill Shaft ID		

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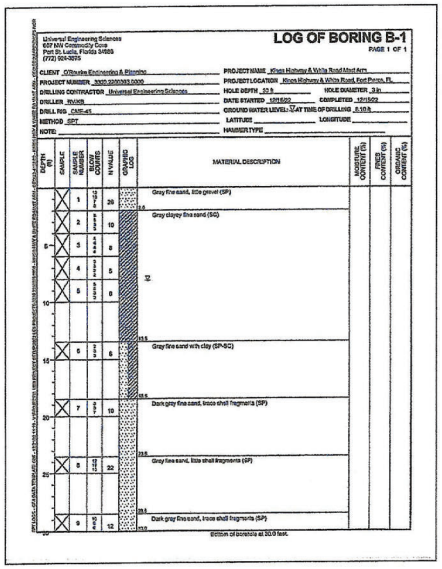
ST. LUCIE COUNTY FL
TRAFFIC ENGINEERING DIVISION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
-	ST. LUCIE	

STANDARD MAST ARM ASSEMBLIES

SHEET NO.
T-6



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LOG OF BORING B-1

PAGE 1 OF 1

CLIENT: O'Rourke Engineering & Planning — PROJECT NAME: Kings Highway & White Road Mast Arm
PROJECT NUMBER: 3330.2200303.0000 — PROJECT LOCATION: Kings Highway & White Road, Fort Pierce, FL
DRILLING CONTRACTOR: Universal Engineering Sciences — HOLE DEPTH: 30 ft — HOLE DIAMETER: 3 in
DRILLER: BS/MS — DATE STARTED: 12/6/22 — COMPLETED: 12/15/22
DRILL RIG: CME-45 — GROUND WATER LEVEL: AT TIME OF DRILLING: 5.10 ft
METHOD: SPT — LATITUDE: — LONGITUDE:
NOTE: — HAMMER TYPE:

DEPTH (ft)	SAMPLE	SAMPLE NUMBER / COUNTS	BLOW COUNTS	N-VALUE	GRAPHIC LOG	MATERIAL DESCRIPTION	MOISTURE CONTENT (%)	FINES CONTENT (%)	ORGANIC CONTENT (%)
0						Gray fine sand, little gravel (SP)			
		1	9-12-14	26					
5		2	4-5-5	10		Gray clayey fine sand (SC)			
		3	3-3-3	6					
		4	3-3-2	5					
		5	4-4-5	9					
10									
		6	3-3-3	6		Gray fine sand with clay (SP-SC)			
15									
		7	5-7-8	15		Dark gray fine sand, trace shell fragments (SP)			
20									
		8	11-12-20	32		Gray fine sand, little shell fragments (SP)			
25									
		9	4-5-5	12		Dark gray fine sand, trace shell fragments (SP)			
30									

Bottom of borehole at 30.0 feet.

NOTES RELATED TO BORING RECORDS AND GENERALIZED SUBSURFACE PROFILES

1. Groundwater levels (if encountered) were recorded either during or following the boring completion on the date indicated. Fluctuations in groundwater levels are common – see the report text for a discussion.
2. The boring locations were identified in the field by estimated distances and offsets from existing reference marks and/or other site landmarks.
3. The completed boreholes were backfilled to adjacent site grade using drilling spoils and patched with asphalt cold mix in pavement areas.
4. The Log of Boring records represent our interpretation of soil conditions based on visual classification of the soil samples recovered from the borings.
5. The Log of Boring records are subject to the limitations, conclusions, and recommendations presented in the report text.
6. The Standard Penetration Test (SPT) N-values contained on the Log of Boring records refer to the total blow counts of a 140-pound drop hammer falling 30 inches required to drive a split-barrel sampler a total distance of 12 inches into soil strata at specific depth intervals.
7. The Hand Cone Penetrometer (HCP) values contained on Log of Boring records and the Cone Penetration Test (CPT) values contained on the Cone Penetration Sounding logs refer to the cone tip resistance recorded when pushing the cone tip into the soil strata at specific depth intervals.
8. The soil and/or rock strata interfaces shown on the Log of Boring records are approximate and may vary from those shown on the logs. The soil and/or rock descriptions shown on the Log of Boring records refer to conditions at the specific location tested. Bedrock conditions may vary between test locations.
9. Relative density for coarse-grained soils (sands/gravels) and consistency for fine-grained soils (silts/clays) are described as follows:

Coarse Grained Soils (Sands and Gravels)				Fine Grained Soils (Silts and Clays)			
SPT N-Value	HCP Value (kg/cm²)	CPT Value (tsf)	Relative Density	SPT N-Value	HCP Value (kg/cm²)	CPT Value (tsf)	Consistency
0-4	0-16	0-30	Very Loose	0-2	0-20	0-3	Very Soft
5-10	17-35	31-60	Loose	3-4	21-35	4-5	Soft
11-30	36-119	61-150	Med. Dense	5-8	>35	7-15	Firm
31-50	117-169	151-200	Dense	9-15		12-25	Stiff
>50	> 169	>200	Very Dense	16-30		26-50	Very Stiff
				>30		>50	Hard

10. Grain size descriptions are as follows:

Description	Particle Size Limits
Boulder	Greater than 12 inches
Cobble	3 to 12 inches
Coarse Gravel	¾ to 3 inches
Fine Gravel	No. 4 sieve to ¾ inch
Coarse Sand	No. 10 to No. 4 sieve
Medium Sand	No. 40 to No. 10 sieve
Fine Sand	No. 200 to No. 40 sieve
Fines (Silt/Clay)	Smaller than No. 200 sieve

11. Definitions for modifiers used in soil/rock descriptions:

Proportion	Modifier	Approximate Root Diameter	Modifier
<5%	Trace	Less than ¼"	Fine roots
5% to 12%	Little	¼" to ¾"	Small roots
13% to 35%	Some	¾" to 1"	Medium roots
36% to 50%	And	Greater than 1"	Large roots

Organic Soils: Soils containing vegetative tissue in various stages of decomposition having a fibrous to amorphous texture. Usually having a dark brown to black color and an organic odor.
Organic Content Modifiers: <25%: Slightly to Highly Organic; 25% to 75%: Muck; >75%: Peat

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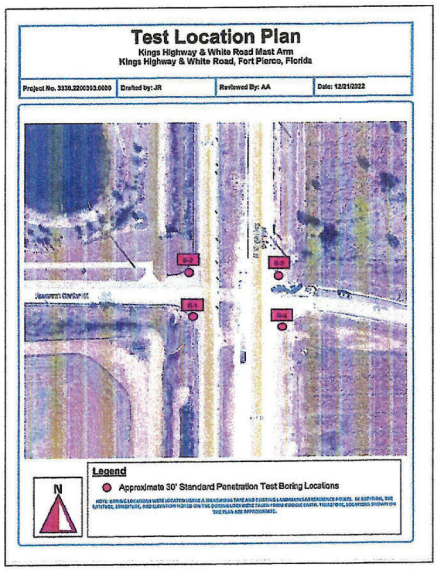


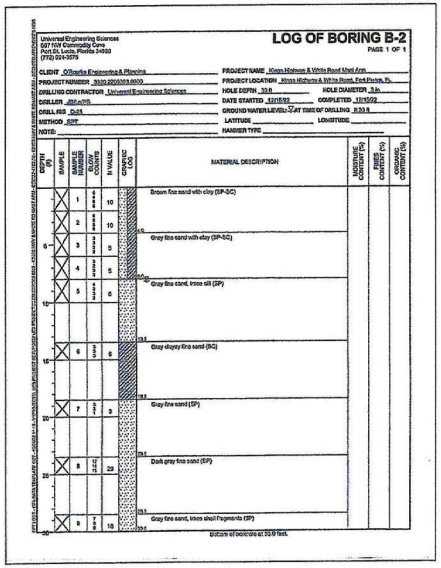
Test Location Plan

Kings Highway & White Road Mast Arm
Kings Highway & White Road, Fort Pierce, Florida

Project No. 3330.2200303.0000	Drafted by: JR	Reviewed By: AA	Date: 12/21/2022

Legend
- Approximate 30' Standard Penetration Test Boring Locations

NOTE: BORING LOCATIONS WERE LOCATED USING A GRID AND/OR TAPE AND FOOTING LANDMARKS AS REFERENCE POINTS. AS SUCH, THE LOCATIONS, DESCRIPTIONS, AND ELEVATIONS NOTED ON THE BORING LOGS AND SHOWN ON THE BORING LOCATION SKETCH ARE APPROXIMATE.



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Port St. Lucie, Florida 34986
(772) 924-3275

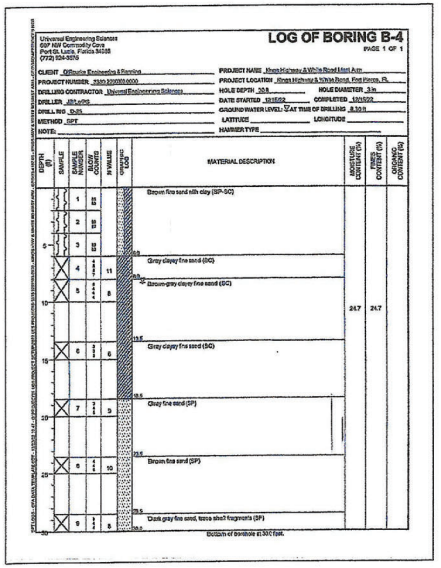
LOG OF BORING B-2

PAGE 1 OF 1

CLIENT: O'Rourke Engineering & Planning — PROJECT NAME: Kings Highway & White Road Mast Arm
PROJECT NUMBER: 3330.2200303.0000 — PROJECT LOCATION: Kings Highway & White Road, Fort Pierce, FL
DRILLING CONTRACTOR: Universal Engineering Sciences — HOLE DEPTH: 30 ft — HOLE DIAMETER: 3 in
DRILLER: BS/MS — DATE STARTED: 12/6/22 — COMPLETED: 12/15/22
DRILL RIG: CME-45 — GROUND WATER LEVEL: AT TIME OF DRILLING: 5.30 ft
METHOD: SPT — LATITUDE: — LONGITUDE:
NOTE: — HAMMER TYPE:

DEPTH (ft)	SAMPLE	SAMPLE NUMBER / COUNTS	BLOW COUNTS	N-VALUE	GRAPHIC LOG	MATERIAL DESCRIPTION	MOISTURE CONTENT (%)	FINES CONTENT (%)	ORGANIC CONTENT (%)
0						Brown fine sand with clay (SP-SC)			
		1	5-5-5	10					
5		2	4-5-5	10		Gray fine sand with clay (SP-SC)			
		3	3-3-2	5					
		4	3-3-3	6					
		5	3-3-3	6		Gray fine sand, trace silt (SP)			
10									
		6	3-3-3	6		Gray clayey fine sand (SC)			
15									
		7	4-4-5	9		Gray fine sand (SP)			
20									
		8	11-12-17	29		Dark gray fine sand (SP)			
25									
		9	4-5-5	10		Gray fine sand, trace shell fragments (SP)			
30									

Bottom of borehole at 30.0 feet.



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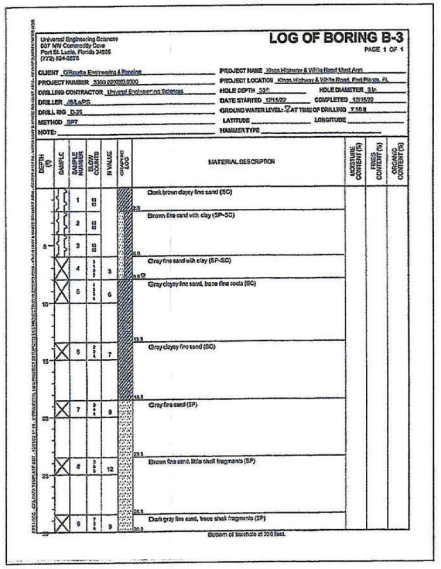
LOG OF BORING B-4

PAGE 1 OF 1

CLIENT: O'Rourke Engineering & Planning — PROJECT NAME: Kings Highway & White Road Mast Arm
PROJECT NUMBER: 3330.2200303.0000 — PROJECT LOCATION: Kings Highway & White Road, Fort Pierce, FL
DRILLING CONTRACTOR: Universal Engineering Sciences — HOLE DEPTH: 30 ft — HOLE DIAMETER: 3 in
DRILLER: JS/LeRS — DATE STARTED: 12/15/22 — COMPLETED: 12/15/22
DRILL RIG: Dutt — GROUND WATER LEVEL: AT TIME OF DRILLING: 5.30 ft
METHOD: SPT — LATITUDE: — LONGITUDE:
NOTE: — HAMMER TYPE:

DEPTH (ft)	SAMPLE	SAMPLE NUMBER / COUNTS	BLOW COUNTS	N-VALUE	GRAPHIC LOG	MATERIAL DESCRIPTION	MOISTURE CONTENT (%)	FINES CONTENT (%)	ORGANIC CONTENT (%)
0						Brown fine sand with clay (SP-SC)			
		1	3-3-3	6					
5		2	3-3-3	6					
		3	3-3-3	6					
		4	4-5-6	11		Gray clayey fine sand (SC)			
		5	3-4-4	8		Brown-gray clayey fine sand (SC)	24.7	24.7	
10									
		6	3-3-3	6		Gray clayey fine sand (SC)			
15									
		7	4-4-5	9		Gray fine sand (SP)			
20									
		8	4-5-5	10		Brown fine sand (SP)			
25									
		9	3-4-4	8		Dark gray fine sand, trace shell fragments (SP)			
30									

Bottom of borehole at 30.0 feet.



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LOG OF BORING B-3

PAGE 1 OF 1

CLIENT: O'Rourke Engineering & Planning — PROJECT NAME: Kings Highway & White Road Mast Arm
PROJECT NUMBER: 3330.2200303.0000 — PROJECT LOCATION: Kings Highway & White Road, Fort Pierce, FL
DRILLING CONTRACTOR: Universal Engineering Sciences — HOLE DEPTH: 30 ft — HOLE DIAMETER: 3 in
DRILLER: JS/LeRS — DATE STARTED: 12/15/22 — COMPLETED: 12/15/22
DRILL RIG: Dutt — GROUND WATER LEVEL: AT TIME OF DRILLING: 7.00 ft
METHOD: SPT — LATITUDE: — LONGITUDE:
NOTE: — HAMMER TYPE:

DEPTH (ft)	SAMPLE	SAMPLE NUMBER / COUNTS	BLOW COUNTS	N-VALUE	GRAPHIC LOG	MATERIAL DESCRIPTION	MOISTURE CONTENT (%)	FINES CONTENT (%)	ORGANIC CONTENT (%)
0						Dark brown clayey fine sand (SC)			
		1	2-3-3	6		Brown fine sand with clay (SP-SC)			
5		2	3-3-2	5					
		3	3-3-3	6					
		4	3-3-3	6		Gray fine sand with clay (SP-SC)			
		5	3-3-3	6		Gray clayey fine sand, trace fine roots (SC)			
10									
		6	3-3-4	7		Gray clayey fine sand (SC)			
15									
		7	4-4-5	9		Gray fine sand (SP)			
20									
		8	5-6-6	12		Brown fine sand, little shell fragments (SP)			
25									
		9	4-4-5	9		Dark gray fine sand, trace shell fragments (SP)			
30									

Bottom of borehole at 30.0 feet.

REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

Allan G Abubakar, P.E. #69952
Universal Engineering Sciences
607 NW Commodity Cove
Port St. Lucie, FL 34986
Cert of Auth: 4930

ALLAN G. ABUBAKAR LICENSE No. 69952 STATE OF FLORIDA PROFESSIONAL ENGINEER

Digitally signed by Allan G Abubakar
Date: 2023.02.20 10:56:07 -05'00'

ST. LUCIE COUNTY FL
TRAFFIC ENGINEERING DIVISION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID

KINGS HIGHWAY AND WHITE ROAD
SOIL BORING RESULTS

SHEET NO.
T-8

Appendix G
Projected Intersection Volumes

Project No. 25300.02.03
Intersection Volumes

Analysis Period	Factors SF	AGR	Years	Tgen Enter	Exit	Legend
AM Peak	1.08	1.00%	5	128	70	Backg'd + {Vested} + (Project) = Total

Intersection: Okeechobee Rd (SR-70) & Kings Highway — 1

App	Mvmt	Lns	Raw	SF	Adjusted	GR	Redirect	Vested	Growth	Adj Bg'd	ProjIn	ProjOut	Project	BldOut	Volumes
	L	1	50	1.08	**54**	1.05		0	57	**57**	0%	0%	**0**	**57**	57
NB	T	1	248	1.08	**268**	1.05		185	281	**466**	5%	0%	**6**	**472**	281 + {185} + (6) = 472
	R	2	545	1.08	**589**	1.05		2	618	**620**	0%	0%	**0**	**620**	618 + {2} = 620
	L	2	126	1.08	**136**	1.05		85	143	**228**	0%	35%	**25**	**253**	143 + {85} + (25) = 253
SB	T	2	174	1.08	**188**	1.05		147	197	**344**	0%	5%	**4**	**348**	197 + {147} + (4) = 348
	R	0	92	1.08	**99**	1.05		30	104	**134**	0%	5%	**4**	**138**	104 + {30} + (4) = 138
	L	1	98	1.08	**106**	1.05		57	111	**168**	5%	0%	**6**	**174**	111 + {57} + (6) = 174
EB	T	3	384	1.08	**415**	1.05		9	436	**445**	0%	0%	**0**	**445**	436 + {9} = 445
	R	1	82	1.08	**89**	1.05		0	93	**93**	0%	0%	**0**	**93**	93
	L	2	423	1.08	**457**	1.05		1	480	**481**	0%	0%	**0**	**481**	480 + {1} = 481
WB	T	2	241	1.08	**260**	1.05		23	273	**296**	0%	0%	**0**	**296**	273 + {23} = 296
	R	1	135	1.08	**146**	1.05		130	153	**283**	35%	0%	**45**	**328**	153 + {130} + (45) = 328

Intersection: Kings Highway & White Road — 2

Appr	Mvmt	Lns	Raw	SF	Adjusted	GR	Redirect	Vested	Growth	Adj Bg'd	ProjIn	ProjOut	Project	BldOut	Formula
	L	1	10	1.08	11	1.05		0	12	**12**	-	-	**23**	**35**	12 + (23) = 35
NB	T	2	675	1.08	729	1.05		272	765	**1037**	-	-	**24**	**1061**	765 + {272} + (24) = 1061
	R	0	2	1.08	2	1.05		29	2	**31**	-	-	**3**	**34**	2 + {29} + (3) = 34
	L	1	0	1.08	0	1.05		9	0	**9**	-	-	**10**	**19**	{9} + (10) = 19
SB	T	2	442	1.08	477	1.05		218	501	**719**	-	-	**55**	**774**	501 + {218} + (55) = 774
	R	0	21	1.08	23	1.05		0	24	**24**	-	-	**0**	**24**	24
	L	0	0	1.08	0	1.05		0	0	**0**	-	-	**0**	**0**	
EB	T	0	0	1.08	0	1.05		2	0	**2**	-	-	**0**	**2**	{2}
	R	1	16	1.08	17	1.05		0	18	**18**	-	-	**0**	**18**	18
	L	0	0	1.08	0	1.05		7	0	**7**	-	-	**9**	**16**	{7} + (9) = 16
WB	T	0	0	1.08	0	1.05		0	0	**0**	-	-	**0**	**0**	
	R	1	1	1.08	1	1.05		2	1	**3**	-	-	**11**	**14**	1 + {2} + (11) = 14

Intersection: Orange Avenue & Kings Highway — 3

Appr	Mvmt	Lns	Raw	SF	Adjusted	GR	Redirect	Vested	Growth	Adj Bg'd	ProjIn	ProjOut	Project	BldOut	Formula
	L	1	101	1.08	109	1.05		100	114	**214**	0%	2%	**1**	**215**	114 + {100} + (1) = 215
NB	T	2	381	1.08	411	1.05		169	432	**601**	0%	15%	**11**	**612**	432 + {169} + (11) = 612
	R	1	212	1.08	229	1.05		118	240	**358**	0%	5%	**4**	**362**	240 + {118} + (4) = 362
	L	1	214	1.08	231	1.05		59	243	**302**	0%	0%	**0**	**302**	243 + {59} = 302
SB	T	2	140	1.08	151	1.05		126	159	**285**	15%	0%	**19**	**304**	159 + {126} + (19) = 304
	R	1	77	1.08	83	1.05		33	87	**120**	0%	0%	**0**	**120**	87 + {33} = 120
	L	2	33	1.08	36	1.05		41	38	**79**	0%	0%	**0**	**79**	38 + {41} = 79
EB	T	2	132	1.08	143	1.05		150	150	**300**	0%	0%	**0**	**300**	150 + {150} = 300
	R	1	114	1.08	123	1.05		118	129	**247**	2%	0%	**3**	**250**	129 + {118} + (3) = 250
	L	2	175	1.08	189	1.05		208	198	**406**	5%	0%	**6**	**412**	198 + {208} + (6) = 412
WB	T	2	200	1.08	216	1.05		230	227	**457**	0%	0%	**0**	**457**	227 + {230} = 457
	R	1	345	1.08	373	1.05		178	392	**570**	0%	0%	**0**	**570**	392 + {178} = 570

Intersection: Okeechobee Rd (SR-70) & Crossroads Parkway — 4

Appr	Mvmt	Lns	Raw	SF	Adjusted	GR	Redirect	Vested	Growth	Adj Bg'd	ProjIn	ProjOut	Project	BldOut	Formula
	L	1	16	1.08	17	1.05		0	18	**18**	0%	0%	**0**	**18**	18
NB	T	1	8	1.08	9	1.05		0	9	**9**	0%	0%	**0**	**9**	9
	R	1	59	1.08	64	1.05		0	67	**67**	0%	0%	**0**	**67**	67
	L	1	72	1.08	78	1.05		8	82	**90**	0%	5%	**4**	**94**	82 + {8} + (4) = 94
SB	T	1	10	1.08	11	1.05		0	12	**12**	0%	0%	**0**	**12**	12
	R	1	35	1.08	38	1.05		1	40	**41**	0%	0%	**0**	**41**	40 + {1} = 41
	L	1	35	1.08	38	1.05		4	40	**44**	0%	0%	**0**	**44**	40 + {4} = 44
EB	T	3	1042	1.08	1,125	1.05		106	1181	**1287**	0%	35%	**25**	**1312**	1181 + {106} + (25) = 1312
	R	1	26	1.08	28	1.05		0	29	**29**	0%	0%	**0**	**29**	29
	L	2	78	1.08	84	1.05		0	88	**88**	0%	0%	**0**	**88**	88
WB	T	3	792	1.08	855	1.05		153	898	**1051**	35%	0%	**45**	**1096**	898 + {153} + (45) = 1096
	R	1	116	1.08	125	1.05		24	131	**155**	5%	0%	**6**	**161**	131 + {24} + (6) = 161

Intersection: Kings Highway & Driveway 1 — 5

Appr	Mvmt	Lns	Raw	SF	Adjusted	GR	Redirect	Vested	Growth	Adj Bg'd	ProjIn	ProjOut	Project	BldOut	Formula
	L	1	0	1.08	0	1.05			0	**0**	-	-	**0**	**0**	
NB	T	2	687	1.08	742	1.05		302	779	**1081**	-	-	**44**	**1125**	779 + {302} + (44) = 1125
	R	1	0	1.08	0	1.05			0	**0**	-	-	**15**	**15**	(15)
	L	1	0	1.08	0	1.05			0	**0**	-	-	**55**	**55**	(55)
SB	T	2	458	1.08	495	1.05		224	520	**744**	-	-	**32**	**776**	520 + {224} + (32) = 776
	R	0	0	1.08	0	1.05			0	**0**	-	-	**0**	**0**	
	L		0	1.08	0	1.05			0	**0**	-	-	**0**	**0**	
EB	T		0	1.08	0	1.05			0	**0**	-	-	**0**	**0**	
	R		0	1.08	0	1.05			0	**0**	-	-	**0**	**0**	
	L		0	1.08	0	1.05			0	**0**	-	-	**0**	**0**	
WB	T		0	1.08	0	1.05			0	**0**	-	-	**0**	**0**	
	R	1	0	1.08	0	1.05			0	**0**	-	-	**0**	**0**	

Intersection: White Road & Driveway 2 — 6

Appr	Mvmt	Lns	Raw	SF	Adjusted	GR	Redirect	Vested	Growth	Adj Bg'd	ProjIn	ProjOut	Project	BldOut	Formula
	L			1.08	0	1.05		0	0	**0**	-	-	**18**	**18**	(18)
NB	T	1		1.08	0	1.05		0	0	**0**	-	-	**0**	**0**	
	R			1.08	0	1.05		0	0	**0**	-	-	**0**	**0**	
	L			1.08	0	1.05		0	0	**0**	-	-	**0**	**0**	
SB	T			1.08	0	1.05		0	0	**0**	-	-	**0**	**0**	
	R			1.08	0	1.05		0	0	**0**	-	-	**0**	**0**	
	L			1.08	0	1.05		0	0	**0**	-	-	**0**	**0**	
EB	T	1		1.08	0	1.05		40	0	**40**	-	-	**13**	**53**	{40} + (13) = 53
	R			1.08	0	1.05		0	0	**0**	-	-	**0**	**0**	
	L			1.08	0	1.05		0	0	**0**	-	-	**0**	**0**	
WB	T	1	3	1.08	3	1.05		9	3	**12**	-	-	**2**	**14**	3 + {9} + (2) = 14
	R			1.08	0	1.05		0	0	**0**	-	-	**0**	**0**	

Project No. 25300.02.03
Intersection Volumes

Analysis Period	Factors SF	AGR	Years	Tgen Enter	Exit	Legend
AM Peak	1.08	1.00%	5	128	70	Backg'd + {Vested} + (Project) = Total

Intersection: Kings Highway & Driveway 3 — *7*

Appr	Mvmt	Lns	Raw	SF	Adjusted	GR	Redirect	Vested	Growth	Adj Bg'd	ProjIn	ProjOut	Project	BldOut	Formula
	L	0	0	1.08	0	1.05		0	0	**0**	-	-	**0**	**0**	
NB	T	2	687	1.08	742	1.05		302	779	**1081**	-	-	**3**	**1084**	779 + {302} + (3) = 1084
	R	1	0	1.08	0	1.05		0	0	**0**	-	-	**81**	**81**	(81)
	L	0	0	1.08	0	1.05		0	0	**0**	-	-	**0**	**0**	
SB	T	2	458	1.08	495	1.05		224	520	**744**	-	-	**32**	**776**	520 + {224} + (32) = 776
	R	0	0	1.08	0	1.05		0	0	**0**	-	-	**0**	**0**	
	L		0	1.08	0	1.05		0	0	**0**	-	-	**0**	**0**	
EB	T		0	1.08	0	1.05		0	0	**0**	-	-	**0**	**0**	
	R		0	1.08	0	1.05		0	0	**0**	-	-	**0**	**0**	
	L		0	1.08	0	1.05		0	0	**0**	-	-	**0**	**0**	
WB	T		0	1.08	0	1.05		0	0	**0**	-	-	**0**	**0**	
	R	1	0	1.08	0	1.05		0	0	**0**	-	-	**47**	**47**	(47)

Intersection: Peters Road & Driveway 4 — *8*

Appr	Mvmt	Lns	Raw	SF	Adjusted	GR	Redirect	Vested	Growth	Adj Bg'd	ProjIn	ProjOut	Project	BldOut	Formula
	L			1.08	0	1.05			0	**0**	-	-	**6**	**6**	(6)
NB	T	1	43	1.08	46	1.05		4	48	**52**	-	-	**1**	**53**	48 + {4} + (1) = 53
	R			1.08	0	1.05			0	**0**	-	-	**0**	**0**	
	L			1.08	0	1.05			0	**0**	-	-	**0**	**0**	
SB	T	1	27	1.08	29	1.05		1	30	**31**	-	-	**9**	**40**	30 + {1} + (9) = 40
	R			1.08	0	1.05			0	**0**	-	-	**10**	**10**	(10)
	L			1.08	0	1.05			0	**0**	-	-	**2**	**2**	(2)
EB	T	1		1.08	0	1.05			0	**0**	-	-	**0**	**0**	
	R			1.08	0	1.05			0	**0**	-	-	**1**	**1**	(1)
	L			1.08	0	1.05			0	**0**	-	-	**0**	**0**	
WB	T			1.08	0	1.05			0	**0**	-	-	**0**	**0**	
	R			1.08	0	1.05			0	**0**	-	-	**0**	**0**	

Intersection: Peters Road & Driveway 5 — *9*

Appr	Mvmt	Lns	Raw	SF	Adjusted	GR	Redirect	Vested	Growth	Adj Bg'd	ProjIn	ProjOut	Project	BldOut	Formula
	L			1.08	0	1.05			0	**0**	-	-	**6**	**6**	(6)
NB	T	1	43	1.08	46	1.05		4	48	**52**	-	-	**6**	**58**	48 + {4} + (6) = 58
	R			1.08	0	1.05			0	**0**	-	-	**0**	**0**	
	L			1.08	0	1.05			0	**0**	-	-	**0**	**0**	
SB	T	1	27	1.08	29	1.05		1	30	**31**	-	-	**1**	**32**	30 + {1} + (1) = 32
	R			1.08	0	1.05			0	**0**	-	-	**9**	**9**	(9)
	L			1.08	0	1.05			0	**0**	-	-	**1**	**1**	(1)
EB	T	1		1.08	0	1.05			0	**0**	-	-	**0**	**0**	
	R			1.08	0	1.05			0	**0**	-	-	**1**	**1**	(1)
	L			1.08	0	1.05			0	**0**	-	-	**0**	**0**	
WB	T			1.08	0	1.05			0	**0**	-	-	**0**	**0**	
	R			1.08	0	1.05			0	**0**	-	-	**0**	**0**	

Intersection: SR-70 & I-95 SB — *10*

Appr	Mvmt	Lns	Raw	SF	Adjusted	GR	Redirect	Vested	Growth	Adj Bg'd	ProjIn	ProjOut	Project	BldOut	Formula
	L	0	0	1.13	0	1.05		0	0	**0**	0%	0%	**0**	**0**	
NB	T	0	0	1.13	0	1.05		0	0	**0**	0%	0%	**0**	**0**	
	R	0	0	1.13	0	1.05		0	0	**0**	0%	0%	**0**	**0**	
	L	3	335	1.13	379	1.05		0	397	**397**	0%	0%	**0**	**397**	397
SB	T	0	0	1.13	0	1.05		0	0	**0**	0%	0%	**0**	**0**	
	R	3	398	1.13	450	1.05		0	472	**472**	0%	0%	**0**	**472**	472
	L	0	0	1.13	0	1.05		0	0	**0**	0%	0%	**0**	**0**	
EB	T	3	1034	1.13	1,168	1.05		106	1226	**1332**	0%	30%	**21**	**1353**	1226 + {106} + (21) = 1353
	R	2	169	1.13	191	1.05		10	200	**210**	0%	10%	**7**	**217**	200 + {10} + (7) = 217
	L	0	0	1.13	0	1.05		0	0	**0**	0%	0%	**0**	**0**	
WB	T	3	725	1.13	819	1.05		179	860	**1039**	40%	0%	**51**	**1090**	860 + {179} + (51) = 1090
	R	1	622	1.13	703	1.05		0	738	**738**	0%	0%	**0**	**738**	738

Intersection: SR-70 & I-95 NB — *11*

Appr	Mvmt	Lns	Raw	SF	Adjusted	GR	Redirect	Vested	Growth	Adj Bg'd	ProjIn	ProjOut	Project	BldOut	Formula
	L	3	288	1.09	314	1.05		39	330	**369**	10%	0%	**13**	**382**	330 + {39} + (13) = 382
NB	T	0	0	1.09	0	1.05		0	0	**0**	0%	0%	**0**	**0**	
	R	3	793	1.09	864	1.05		0	908	**908**	0%	0%	**0**	**908**	908
	L	0	0	1.09	0	1.05		0	0	**0**	0%	0%	**0**	**0**	
SB	T	0	0	1.09	0	1.05		0	0	**0**	0%	0%	**0**	**0**	
	R	0	0	1.09	0	1.05		0	0	**0**	0%	0%	**0**	**0**	
	L	0	0	1.09	0	1.05		0	0	**0**	0%	0%	**0**	**0**	
EB	T	3	820	1.09	894	1.05		106	938	**1044**	0%	30%	**21**	**1065**	938 + {106} + (21) = 1065
	R	1	547	1.09	596	1.05		0	626	**626**	0%	0%	**0**	**626**	626
	L	0	0	1.09	0	1.05		0	0	**0**	0%	0%	**0**	**0**	
WB	T	3	1065	1.09	1,161	1.05		140	1219	**1359**	30%	0%	**38**	**1397**	1219 + {140} + (38) = 1397
	R	1	289	1.09	315	1.05		0	331	**331**	0%	0%	**0**	**331**	331

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Analysis Period	Factors SF	AGR	Years	Tgen Enter	Exit	Legend
AM Peak	1.08	1.00%	5	128	70	Backg'd + {Vested} + (Project) = Total

Intersection: Graham Road & Peters Road — 12

Appr	Mvmt	Lns	Raw	SF	Adjusted	GR	Redirect	Vested	Growth	Adj Bg'd	ProjIn	ProjOut	Project	BldOut	Formula
	L	0	5	1.10	6	1.05			6	**6**	0%	0%	**0**	**6**	6
NB	T	1	2	1.10	2	1.05			2	**2**	0%	0%	**0**	**2**	2
	R	0	4	1.10	4	1.05			5	**4**	0%	10%	**7**	**12**	5 + (7) = 12
	L	0	5	1.10	6	1.05			6	**6**	0%	0%	**0**	**6**	6
SB	T	1	1	1.10	1	1.05			1	**1**	0%	0%	**0**	**1**	1
	R	0	9	1.10	10	1.05			11	**11**	0%	0%	**0**	**11**	11
	L	0	3	1.10	3	1.05			3	**3**	0%	0%	**0**	**3**	3
EB	T	1	211	1.10	232	1.05		3	243	**247**	0%	10%	**7**	**253**	243 + {3} + (7) = 253
	R	0	7	1.10	8	1.05			8	**8**	0%	0%	**0**	**8**	8
	L	0	5	1.10	6	1.05			6	**6**	10%	0%	**13**	**19**	6 + (13) = 19
WB	T	1	214	1.10	235	1.05		10	247	**257**	10%	0%	**13**	**270**	247 + {10} + (13) = 270
	R	0	2	1.10	2	1.05			2	**2**	0%	0%	**0**	**2**	2

Intersection: Jenkins Road & Graham Road — 13

Appr	Mvmt	Lns	Raw	SF	Adjusted	GR	Redirect	Vested	Growth	Adj Bg'd	ProjIn	ProjOut	Project	BldOut	Formula
	L	0	81	1.04	84	1.05			88	**88**	5%	0%	**6**	**94**	88 + (6) = 94
NB	T	1	256	1.04	266	1.05		65	279	**344**	0%	0%	**0**	**344**	279 + {65} = 344
	R	0	0	1.04	0	1.05			0	**0**	0%	0%	**0**	**0**	
	L	0	0	1.04	0	1.05			0	**0**	0%	0%	**0**	**0**	
SB	T	1	309	1.04	321	1.05		120	337	**457**	0%	0%	**0**	**457**	337 + {120} = 457
	R	0	122	1.04	127	1.05		10	133	**143**	15%	0%	**19**	**162**	133 + {10} + (19) = 162
	L	0	95	1.04	99	1.05		3	104	**107**	0%	15%	**11**	**118**	104 + {3} + (11) = 118
EB	T	1	0	1.04	0	1.05			0	**0**	0%	0%	**0**	**0**	
	R	0	112	1.04	116	1.05			122	**122**	0%	5%	**4**	**126**	122 + (4) = 126
	L	0	0	1.04	0	1.05			0	**0**	0%	0%	**0**	**0**	
WB	T	0	0	1.04	0	1.05			0	**0**	0%	0%	**0**	**0**	
	R	0	0	1.04	0	1.05			0	**0**	0%	0%	**0**	**0**	

Intersection: Jenkins Road & Okeechobee Road — 14

Appr	Mvmt	Lns	Raw	SF	Adjusted	GR	Redirect	Vested	Growth	Adj Bg'd	ProjIn	ProjOut	Project	BldOut	Formula
	L	2	330	1.01	333	1.05		78	350	**428**	10%	0%	**13**	**441**	350 + {78} + (13) = 441
NB	T	2	88	1.01	89	1.05		18	93	**111**	0%	0%	**0**	**111**	93 + {18} = 111
	R	0	84	1.01	85	1.05		31	89	**120**	0%	0%	**0**	**120**	89 + {31} = 120
	L	2	83	1.01	84	1.05		24	88	**112**	0%	0%	**0**	**112**	88 + {24} = 112
SB	T	2	140	1.01	141	1.05		6	148	**154**	0%	0%	**0**	**154**	148 + {6} = 154
	R	1	142	1.01	143	1.05		63	150	**213**	0%	0%	**0**	**213**	150 + {63} = 213
	L	2	81	1.01	82	1.05		40	86	**126**	0%	0%	**0**	**126**	86 + {40} = 126
EB	T	4	1301	1.01	1,314	1.05		160	1380	**1540**	0%	20%	**14**	**1554**	1380 + {160} + (14) = 1554
	R	1	233	1.01	235	1.05		43	247	**290**	0%	10%	**7**	**297**	247 + {43} + (7) = 297
	L	1	93	1.01	94	1.05		10	99	**109**	0%	0%	**0**	**109**	99 + {10} = 109
WB	T	4	821	1.01	829	1.05		119	870	**989**	20%	0%	**26**	**1015**	870 + {119} + (26) = 1015
	R	1	91	1.01	92	1.05		8	97	**105**	0%	0%	**0**	**105**	97 + {8} = 105

Intersection: Jenkins Road & Edwards Road — 15

Appr	Mvmt	Lns	Raw	SF	Adjusted	GR	Redirect	Vested	Growth	Adj Bg'd	ProjIn	ProjOut	Project	BldOut	Formula
	L	0	0	1.01	0	1.05			0	**0**	0%	0%	**0**	**0**	
NB	T	1	19	1.01	19	1.05		4	20	**24**	0%	0%	**0**	**24**	20 + {4} = 24
	R	0	6	1.01	6	1.05			6	**6**	0%	0%	**0**	**6**	6
	L	0	397	1.01	401	1.05		73	421	**494**	0%	10%	**7**	**501**	421 + {73} + (7) = 501
SB	T	1	15	1.01	15	1.05		11	16	**27**	0%	0%	**0**	**27**	16 + {11} = 27
	R	0	0	1.01	0	1.05			0	**0**	0%	0%	**0**	**0**	
	L	0	0	1.01	0	1.05			0	**0**	0%	0%	**0**	**0**	
EB	T	0	0	1.01	0	1.05			0	**0**	0%	0%	**0**	**0**	
	R	0	0	1.01	0	1.05			0	**0**	0%	0%	**0**	**0**	
	L	0	7	1.01	7	1.05			7	**7**	0%	0%	**0**	**7**	7
WB	T	1	0	1.01	0	1.05			0	**0**	0%	0%	**0**	**0**	
	R	0	514	1.01	519	1.05		87	545	**632**	10%	0%	**13**	**645**	545 + {87} + (13) = 645

Intersection: Orange Avenue & Jenkins Road — 16

Appr	Mvmt	Lns	Raw	SF	Adjusted	GR	Redirect	Vested	Growth	Adj Bg'd	ProjIn	ProjOut	Project	BldOut	Formula
	L	1	96	1.03	99	1.05		156	104	**260**	0%	0%	**0**	**260**	104 + {156} = 260
NB	T	1	23	1.03	24	1.05		13	25	**38**	0%	0%	**0**	**38**	25 + {13} = 38
	R	1	92	1.03	95	1.05		25	100	**125**	0%	10%	**7**	**132**	100 + {25} + (7) = 132
	L	1	22	1.03	23	1.05		4	24	**28**	0%	0%	**0**	**28**	24 + {4} = 28
SB	T	1	10	1.03	10	1.05		3	11	**14**	0%	0%	**0**	**14**	11 + {3} = 14
	R	1	23	1.03	24	1.05			25	**25**	0%	0%	**0**	**25**	25
	L	1	17	1.03	18	1.05			19	**19**	0%	0%	**0**	**19**	19
EB	T	2	744	1.03	766	1.05		99	804	**903**	0%	0%	**0**	**903**	804 + {99} = 903
	R	1	89	1.03	92	1.05		61	97	**158**	0%	0%	**0**	**158**	97 + {61} = 158
	L	1	97	1.03	100	1.05		15	105	**120**	10%	0%	**13**	**133**	105 + {15} + (13) = 133
WB	T	2	715	1.03	736	1.05		214	773	**987**	0%	0%	**0**	**987**	773 + {214} = 987
	R	1	43	1.03	44	1.05		20	46	**66**	0%	0%	**0**	**66**	46 + {20} = 66

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Intersection Volumes

Analysis Period	Factors SF	AGR	Years	Tgen Enter	Exit	Legend
PM Peak	1.08	1.00%	5	110	144	Backg'd + {Vested} + (Project) = Total

Intersection: Okeechobee Rd (SR-70) & Kings Highway — 1

App	Mvmt	Lns	Raw	SF	Adjusted	GR	Redirect	Vested	Growth	Adj Bg'd	ProjIn	ProjOut	Project	BldOut	Formula
	L	1	74	1.08	80	1.05		0	84	**84**	0%	0%	**0**	**84**	84
NB	T	1	168	1.08	181	1.05		195	190	**385**	5%	0%	**6**	**391**	190 + {195} + (6) = 391
	R	2	530	1.08	572	1.05		1	601	**602**	0%	0%	**0**	**602**	601 + {1} = 602
	L	2	143	1.08	154	1.05		143	162	**305**	0%	35%	**50**	**355**	162 + {143} + (50) = 355
SB	T	2	180	1.08	194	1.05		227	204	**431**	0%	5%	**7**	**438**	204 + {227} + (7) = 438
	R	0	72	1.08	78	1.05		59	82	**141**	0%	5%	**7**	**148**	82 + {59} + (7) = 148
	L	1	73	1.08	79	1.05		36	83	**119**	5%	0%	**6**	**125**	83 + {36} + (6) = 125
EB	T	3	307	1.08	332	1.05		25	349	**374**	0%	0%	**0**	**374**	349 + {25} = 374
	R	1	32	1.08	35	1.05		0	37	**37**	0%	0%	**0**	**37**	37
	L	2	406	1.08	438	1.05		2	460	**462**	0%	0%	**0**	**462**	460 + {2} = 462
WB	T	2	407	1.08	440	1.05		16	462	**478**	0%	0%	**0**	**478**	462 + {16} = 478
	R	1	103	1.08	111	1.05		106	117	**223**	35%	0%	**39**	**262**	117 + {106} + (39) = 262

Intersection: Kings Highway & White Road — 2

Appr	Mvmt	Lns	Raw	SF	Adjusted	GR	Redirect	Vested	Growth	Adj Bg'd	ProjIn	ProjOut	Project	BldOut	Formula
	L	1	3	1.08	3	1.05		0	3	**3**	-	-	**50**	**53**	3 + (50) = 53
NB	T	2	474	1.08	512	1.05		288	538	**826**	-	-	**51**	**877**	538 + {288} + (51) = 877
	R	0	3	1.08	3	1.05		9	3	**12**	-	-	**2**	**14**	3 + {9} + (2) = 14
	L	1	7	1.08	8	1.05		3	8	**11**	-	-	**5**	**16**	8 + {3} + (5) = 16
SB	T	2	640	1.08	691	1.05		207	726	**933**	-	-	**51**	**984**	726 + {207} + (51) = 984
	R	0	8	1.08	9	1.05		0	9	**9**	-	-	**0**	**9**	9
	L	0	0	1.08	0	1.05		0	0	**0**	-	-	**0**	**0**	
EB	T	0	0	1.08	0	1.05		1	0	**1**	-	-	**0**	**1**	{1}
	R	1	12	1.08	13	1.05		0	14	**14**	-	-	**0**	**14**	14
	L	0	0	1.08	0	1.05		29	0	**29**	-	-	**16**	**45**	{29} + (16) = 45
WB	T	0	0	1.08	0	1.05		2	0	**2**	-	-	**0**	**2**	{2}
	R	1	3	1.08	3	1.05		9	3	**12**	-	-	**25**	**37**	3 + {9} + (25) = 37

Intersection: Orange Avenue & Kings Highway — 3

Appr	Mvmt	Lns	Raw	SF	Adjusted	GR	Redirect	Vested	Growth	Adj Bg'd	ProjIn	ProjOut	Project	BldOut	Formula
	L	1	103	1.08	111	1.05		103	117	**220**	0%	2%	**3**	**223**	117 + {103} + (3) = 223
NB	T	2	191	1.08	206	1.05		103	216	**319**	0%	15%	**22**	**341**	216 + {103} + (22) = 341
	R	1	219	1.08	237	1.05		158	249	**407**	0%	5%	**7**	**414**	249 + {158} + (7) = 414
	L	1	294	1.08	318	1.05		176	334	**510**	0%	0%	**0**	**510**	334 + {176} = 510
SB	T	2	369	1.08	399	1.05		195	419	**614**	15%	0%	**17**	**631**	419 + {195} + (17) = 631
	R	1	22	1.08	24	1.05		28	25	**53**	0%	0%	**0**	**53**	25 + {28} = 53
	L	2	82	1.08	89	1.05		66	93	**159**	0%	0%	**0**	**159**	93 + {66} = 159
EB	T	2	309	1.08	334	1.05		290	351	**641**	0%	0%	**0**	**641**	351 + {290} = 641
	R	1	108	1.08	117	1.05		184	123	**307**	2%	0%	**2**	**309**	123 + {184} + (2) = 309
	L	2	168	1.08	181	1.05		172	190	**362**	5%	0%	**6**	**368**	190 + {172} + (6) = 368
WB	T	2	258	1.08	279	1.05		132	293	**425**	0%	0%	**0**	**425**	293 + {132} = 425
	R	1	269	1.08	291	1.05		75	306	**381**	0%	0%	**0**	**381**	306 + {75} = 381

Intersection: Okeechobee Rd (SR-70) & Crossroads Parkway — 4

Appr	Mvmt	Lns	Raw	SF	Adjusted	GR	Redirect	Vested	Growth	Adj Bg'd	ProjIn	ProjOut	Project	BldOut	Formula
	L	1	15	1.08	16	1.05		0	17	**17**	0%	0%	**0**	**17**	17
NB	T	1	16	1.08	17	1.05		0	18	**18**	0%	0%	**0**	**18**	18
	R	1	80	1.08	86	1.05		0	90	**90**	0%	0%	**0**	**90**	90
	L	1	110	1.08	119	1.05		25	125	**150**	0%	5%	**7**	**157**	125 + {25} + (7) = 157
SB	T	1	9	1.08	10	1.05		0	11	**11**	0%	0%	**0**	**11**	11
	R	1	43	1.08	46	1.05		4	48	**52**	0%	0%	**0**	**52**	48 + {4} = 52
	L	1	33	1.08	36	1.05		2	38	**40**	0%	0%	**0**	**40**	38 + {2} = 40
EB	T	3	1016	1.08	1,097	1.05		155	1152	**1307**	0%	35%	**50**	**1357**	1152 + {155} + (50) = 1357
	R	1	27	1.08	29	1.05		0	30	**30**	0%	0%	**0**	**30**	30
	L	2	73	1.08	79	1.05		0	83	**83**	0%	0%	**0**	**83**	83
WB	T	3	926	1.08	1,000	1.05		120	1050	**1170**	35%	0%	**39**	**1209**	1050 + {120} + (39) = 1209
	R	1	111	1.08	120	1.05		14	126	**140**	5%	0%	**6**	**146**	126 + {14} + (6) = 146

Intersection: Kings Highway & Driveway 1 — 5

Appr	Mvmt	Lns	Raw	SF	Adjusted	GR	Redirect	Vested	Growth	Adj Bg'd	ProjIn	ProjOut	Project	BldOut	Formula
	L	1	0	1.08	0	1.05			0	**0**	-	-	**0**	**0**	
NB	T	2	480	1.08	518	1.05		296	544	**840**	-	-	**43**	**883**	544 + {296} + (43) = 883
	R	1	0	1.08	0	1.05			0	**0**	-	-	**10**	**10**	(10)
	L	1	0	1.08	0	1.05			0	**0**	-	-	**51**	**51**	(51)
SB	T	2	652	1.08	704	1.05		236	739	**975**	-	-	**66**	**1041**	739 + {236} + (66) = 1041
	R	0	0	1.08	0	1.05			0	**0**	-	-	**0**	**0**	
	L		0	1.08	0	1.05			0	**0**	-	-	**0**	**0**	
EB	T		0	1.08	0	1.05			0	**0**	-	-	**0**	**0**	
	R		0	1.08	0	1.05			0	**0**	-	-	**0**	**0**	
	L		0	1.08	0	1.05			0	**0**	-	-	**0**	**0**	
WB	T		0	1.08	0	1.05			0	**0**	-	-	**0**	**0**	
	R	1	0	1.08	0	1.05			0	**0**	-	-	**0**	**0**	

Intersection: White Road & Driveway 2 — 6

Appr	Mvmt	Lns	Raw	SF	Adjusted	GR	Redirect	Vested	Growth	Adj Bg'd	ProjIn	ProjOut	Project	BldOut	Formula
	L			1.08	0	1.05		0	0	**0**	-	-	**24**	**24**	(24)
NB	T	1		1.08	0	1.05		0	0	**0**	-	-	**0**	**0**	
	R			1.08	0	1.05		0	0	**0**	-	-	**0**	**0**	
	L			1.08	0	1.05		0	0	**0**	-	-	**0**	**0**	
SB	T			1.08	0	1.05		0	0	**0**	-	-	**0**	**0**	
	R			1.08	0	1.05		0	0	**0**	-	-	**0**	**0**	
	L			1.08	0	1.05		0	0	**0**	-	-	**0**	**0**	
EB	T	1	5	1.08	5	1.05		12	5	**17**	-	-	**7**	**24**	5 + {12} + (7) = 24
	R			1.08	0	1.05		0	0	**0**	-	-	**0**	**0**	
	L			1.08	0	1.05		0	0	**0**	-	-	**0**	**0**	
WB	T	1	3	1.08	3	1.05		39	3	**42**	-	-	**17**	**59**	3 + {39} + (17) = 59
	R			1.08	0	1.05		0	0	**0**	-	-	**0**	**0**	

Project No. 25300.02.03
Intersection Volumes

Analysis Period	Factors SF	AGR	Years	Tgen Enter	Exit	Legend
PM Peak	1.08	1.00%	5	110	144	Backg'd + {Vested} + (Project) = Total

Intersection: Kings Highway & Driveway 3 — *7*

Appr	Mvmt	Lns	Raw	SF	Adjusted	GR	Redirect	Vested	Growth	Adj Bg'd	ProjIn	ProjOut	Project	BldOut	Formula
	L	0	0	1.08	0	1.05		0	0	**0**	-	-	**0**	**0**	
NB	T	2	480	1.08	518	1.05		296	544	**840**	-	-	**2**	**842**	544 + {296} + (2) = 842
	R	1	0	1.08	0	1.05		0	0	**0**	-	-	**82**	**82**	(82)
	L	0	0	1.08	0	1.05		0	0	**0**	-	-	**0**	**0**	
SB	T	2	652	1.08	704	1.05		236	739	**975**	-	-	**66**	**1041**	739 + {236} + (66) = 1041
	R	0	0	1.08	0	1.05		0	0	**0**	-	-	**0**	**0**	
	L		0	1.08	0	1.05		0	0	**0**	-	-	**0**	**0**	
EB	T		0	1.08	0	1.05		0	0	**0**	-	-	**0**	**0**	
	R		0	1.08	0	1.05		0	0	**0**	-	-	**0**	**0**	
	L		0	1.08	0	1.05		0	0	**0**	-	-	**0**	**0**	
WB	T		0	1.08	0	1.05		0	0	**0**	-	-	**0**	**0**	
	R	1	0	1.08	0	1.05		0	0	**0**	-	-	**101**	**101**	(101)

Intersection: Peters Road & Driveway 4 — *8*

Appr	Mvmt	Lns	Raw	SF	Adjusted	GR	Redirect	Vested	Growth	Adj Bg'd	ProjIn	ProjOut	Project	BldOut	Formula
	L			1.08	0	1.05		0	0	**0**	-	-	**4**	**4**	(4)
NB	T	1	41	1.08	44	1.05		1	46	**47**	-	-	**12**	**59**	46 + {1} + (12) = 59
	R			1.08	0	1.05		0	0	**0**	-	-	**0**	**0**	
	L			1.08	0	1.05		0	0	**0**	-	-	**0**	**0**	
SB	T	1	47	1.08	51	1.05		4	54	**58**	-	-	**5**	**63**	54 + {4} + (5) = 63
	R			1.08	0	1.05		0	0	**0**	-	-	**6**	**6**	(6)
	L			1.08	0	1.05		0	0	**0**	-	-	**0**	**0**	
EB	T	1		1.08	0	1.05		0	0	**0**	-	-	**0**	**0**	
	R			1.08	0	1.05		0	0	**0**	-	-	**0**	**0**	
	L			1.08	0	1.05		0	0	**0**	-	-	**13**	**13**	(13)
WB	T			1.08	0	1.05		0	0	**0**	-	-	**0**	**0**	
	R			1.08	0	1.05		0	0	**0**	-	-	**8**	**8**	(8)

Intersection: Peters Road & Driveway 5 — *9*

Appr	Mvmt	Lns	Raw	SF	Adjusted	GR	Redirect	Vested	Growth	Adj Bg'd	ProjIn	ProjOut	Project	BldOut	Formula
	L			1.08	0	1.05		0	0	**0**	-	-	**4**	**4**	(4)
NB	T	1	41	1.08	44	1.05		1	46	**47**	-	-	**4**	**51**	46 + {1} + (4) = 51
	R			1.08	0	1.05		0	0	**0**	-	-	**0**	**0**	
	L			1.08	0	1.05		0	0	**0**	-	-	**0**	**0**	
SB	T	1	47	1.08	51	1.05		4	54	**58**	-	-	**8**	**66**	54 + {4} + (8) = 66
	R			1.08	0	1.05		0	0	**0**	-	-	**5**	**5**	(5)
	L			1.08	0	1.05		0	0	**0**	-	-	**0**	**0**	
EB	T	1		1.08	0	1.05		0	0	**0**	-	-	**0**	**0**	
	R			1.08	0	1.05		0	0	**0**	-	-	**0**	**0**	
	L			1.08	0	1.05		0	0	**0**	-	-	**12**	**12**	(12)
WB	T			1.08	0	1.05		0	0	**0**	-	-	**0**	**0**	
	R			1.08	0	1.05		0	0	**0**	-	-	**8**	**8**	(8)

Intersection: SR-70 & I-95 SB — *10*

Appr	Mvmt	Lns	Raw	SF	Adjusted	GR	Redirect	Vested	Growth	Adj Bg'd	ProjIn	ProjOut	Project	BldOut	Formula
	L	0	0	1.13	0	1.05		0	0	**0**	0%	0%	**0**	**0**	
NB	T	0	0	1.13	0	1.05		0	0	**0**	0%	0%	**0**	**0**	
	R	0	0	1.13	0	1.05		0	0	**0**	0%	0%	**0**	**0**	
	L	3	364	1.13	411	1.05		0	432	**432**	0%	0%	**0**	**432**	432
SB	T	0	0	1.13	0	1.05		0	0	**0**	0%	0%	**0**	**0**	
	R	3	409	1.13	462	1.05		0	485	**485**	0%	0%	**0**	**485**	485
	L	0	0	1.13	0	1.05		0	0	**0**	0%	0%	**0**	**0**	
EB	T	3	1112	1.13	1,257	1.05		148	1319	**1467**	0%	30%	**43**	**1510**	1319 + {148} + (43) = 1510
	R	2	181	1.13	205	1.05		34	215	**249**	0%	10%	**14**	**263**	215 + {34} + (14) = 263
	L	0	0	1.13	0	1.05		0	0	**0**	0%	0%	**0**	**0**	
WB	T	3	757	1.13	855	1.05		138	898	**1036**	40%	0%	**44**	**1080**	898 + {138} + (44) = 1080
	R	1	649	1.13	733	1.05		0	770	**770**	0%	0%	**0**	**770**	770

Intersection: SR-70 & I-95 NB — *11*

Appr	Mvmt	Lns	Raw	SF	Adjusted	GR	Redirect	Vested	Growth	Adj Bg'd	ProjIn	ProjOut	Project	BldOut	Formula
	L	3	305	1.09	332	1.05		13	349	**362**	10%	0%	**11**	**373**	349 + {13} + (11) = 373
NB	T	0	0	1.09	0	1.05		0	0	**0**	0%	0%	**0**	**0**	
	R	3	639	1.09	697	1.05		0	731	**731**	0%	0%	**0**	**731**	731
	L	0	0	1.09	0	1.05		0	0	**0**	0%	0%	**0**	**0**	
SB	T	0	0	1.09	0	1.05		0	0	**0**	0%	0%	**0**	**0**	
	R	0	0	1.09	0	1.05		0	0	**0**	0%	0%	**0**	**0**	
	L	0	0	1.09	0	1.05		0	0	**0**	0%	0%	**0**	**0**	
EB	T	3	883	1.09	962	1.05		147	1011	**1158**	0%	30%	**43**	**1201**	1011 + {147} + (43) = 1201
	R	1	662	1.09	722	1.05		0	758	**758**	0%	0%	**0**	**758**	758
	L	0	0	1.09	0	1.05		0	0	**0**	0%	0%	**0**	**0**	
WB	T	3	1080	1.09	1,177	1.05		125	1236	**1361**	30%	0%	**33**	**1394**	1236 + {125} + (33) = 1394
	R	1	325	1.09	354	1.05		0	372	**372**	0%	0%	**0**	**372**	372

Project No. 25300.02.03
Intersection Volumes

Analysis Period	Factors SF	AGR	Years	Tgen Enter	Exit	Legend
PM Peak	1.08	1.00%	5	110	144	Backg'd + {Vested} + (Project) = Total

Intersection: Graham Road & Peters Road — 12

Appr	Mvmt	Lns	Raw	SF	Adjusted	GR	Redirect	Vested	Growth	Adj Bg'd	ProjIn	ProjOut	Project	BldOut	Formula
	L	0	10	1.10	11	1.05			12	**12**	0%	0%	**0**	**12**	12
NB	T	1	1	1.10	1	1.05			1	**1**	0%	0%	**0**	**1**	1
	R	0	4	1.10	4	1.05			4	**4**	0%	10%	**14**	**18**	4 + (14) = 18
	L	0	1	1.10	1	1.05			1	**1**	0%	0%	**0**	**1**	1
SB	T	1	2	1.10	2	1.05			2	**2**	0%	0%	**0**	**2**	2
	R	0	9	1.10	10	1.05			11	**11**	0%	0%	**0**	**11**	11
	L	0	4	1.10	4	1.05			4	**4**	0%	0%	**0**	**4**	4
EB	T	1	223	1.10	245	1.05		10	257	**267**	0%	10%	**14**	**281**	257 + {10} + (14) = 281
	R	0	6	1.10	7	1.05			7	**7**	0%	0%	**0**	**7**	7
	L	0	6	1.10	7	1.05			7	**7**	10%	0%	**11**	**18**	7 + (11) = 18
WB	T	1	295	1.10	325	1.05		5	341	**346**	10%	0%	**11**	**357**	341 + {5} + (11) = 357
	R	0	4	1.10	4	1.05			4	**4**	0%	0%	**0**	**4**	4

Intersection: Jenkins Road & Graham Road — 13

Appr	Mvmt	Lns	Raw	SF	Adjusted	GR	Redirect	Vested	Growth	Adj Bg'd	ProjIn	ProjOut	Project	BldOut	Formula
	L	0	144	1.04	150	1.05			158	**158**	5%	0%	**6**	**164**	158 + (6) = 164
NB	T	1	313	1.04	326	1.05		128	342	**470**	0%	0%	**0**	**470**	342 + {128} = 470
	R	0	0	1.04	0	1.05			0	**0**	0%	0%	**0**	**0**	
	L	0	0	1.04	0	1.05			0	**0**	0%	0%	**0**	**0**	
SB	T	1	336	1.04	349	1.05		96	366	**462**	0%	0%	**0**	**462**	366 + {96} = 462
	R	0	136	1.04	141	1.05		5	148	**153**	15%	0%	**17**	**170**	148 + {5} + (17) = 170
	L	0	96	1.04	100	1.05		10	105	**115**	0%	15%	**22**	**137**	105 + {10} + (22) = 137
EB	T	1	0	1.04	0	1.05			0	**0**	0%	0%	**0**	**0**	
	R	0	129	1.04	134	1.05			141	**141**	0%	5%	**7**	**148**	141 + (7) = 148
	L	0	0	1.04	0	1.05			0	**0**	0%	0%	**0**	**0**	
WB	T	0	0	1.04	0	1.05			0	**0**	0%	0%	**0**	**0**	
	R	0	0	1.04	0	1.05			0	**0**	0%	0%	**0**	**0**	

Intersection: Jenkins Road & Okeechobee Road — 14

Appr	Mvmt	Lns	Raw	SF	Adjusted	GR	Redirect	Vested	Growth	Adj Bg'd	ProjIn	ProjOut	Project	BldOut	Formula
	L	2	318	1.01	321	1.05		65	337	**402**	10%	0%	**11**	**413**	337 + {65} + (11) = 413
NB	T	2	94	1.01	95	1.05		11	100	**111**	0%	0%	**0**	**111**	100 + {11} = 111
	R	0	78	1.01	79	1.05		19	83	**102**	0%	0%	**0**	**102**	83 + {19} = 102
	L	2	174	1.01	176	1.05		16	185	**201**	0%	0%	**0**	**201**	185 + {16} = 201
SB	T	2	147	1.01	148	1.05		18	155	**173**	0%	0%	**0**	**173**	155 + {18} = 173
	R	1	141	1.01	142	1.05		57	149	**206**	0%	0%	**0**	**206**	149 + {57} = 206
	L	2	125	1.01	126	1.05		74	132	**206**	0%	0%	**0**	**206**	132 + {74} = 206
EB	T	4	1143	1.01	1,154	1.05		138	1212	**1350**	0%	20%	**29**	**1379**	1212 + {138} + (29) = 1379
	R	1	282	1.01	285	1.05		84	299	**383**	0%	10%	**14**	**397**	299 + {84} + (14) = 397
	L	1	114	1.01	115	1.05		32	121	**153**	0%	0%	**0**	**153**	121 + {32} = 153
WB	T	4	1251	1.01	1,264	1.05		173	1327	**1500**	20%	0%	**22**	**1522**	1327 + {173} + (22) = 1522
	R	1	158	1.01	160	1.05		25	168	**193**	0%	0%	**0**	**193**	168 + {25} = 193

Intersection: Jenkins Road & Edwards Road — 15

Appr	Mvmt	Lns	Raw	SF	Adjusted	GR	Redirect	Vested	Growth	Adj Bg'd	ProjIn	ProjOut	Project	BldOut	Formula
	L	0	0	1.01	0	1.05			0	**0**	0%	0%	**0**	**0**	
NB	T	1	35	1.01	35	1.05		11	37	**48**	0%	0%	**0**	**48**	37 + {11} = 48
	R	0	9	1.01	9	1.05			9	**9**	0%	0%	**0**	**9**	9
	L	0	513	1.01	518	1.05		101	544	**645**	0%	10%	**14**	**659**	544 + {101} + (14) = 659
SB	T	1	23	1.01	23	1.05		6	24	**30**	0%	0%	**0**	**30**	24 + {6} = 30
	R	0	0	1.01	0	1.05			0	**0**	0%	0%	**0**	**0**	
	L	0	0	1.01	0	1.05			0	**0**	0%	0%	**0**	**0**	
EB	T	0	0	1.01	0	1.05			0	**0**	0%	0%	**0**	**0**	
	R	0	0	1.01	0	1.05			0	**0**	0%	0%	**0**	**0**	
	L	0	18	1.01	18	1.05			19	**19**	0%	0%	**0**	**19**	19
WB	T	1	0	1.01	0	1.05			0	**0**	0%	0%	**0**	**0**	
	R	0	436	1.01	440	1.05		96	462	**558**	10%	0%	**11**	**569**	462 + {96} + (11) = 569

Intersection: Orange Avenue & Jenkins Road — 16

Appr	Mvmt	Lns	Raw	SF	Adjusted	GR	Redirect	Vested	Growth	Adj Bg'd	ProjIn	ProjOut	Project	BldOut	Formula
	L	1	162	1.03	167	1.05		108	175	**283**	0%	0%	**0**	**283**	175 + {108} = 283
NB	T	1	22	1.03	23	1.05		4	24	**28**	0%	0%	**0**	**28**	24 + {4} = 28
	R	1	115	1.03	118	1.05		22	124	**146**	0%	10%	**14**	**160**	124 + {22} + (14) = 160
	L	1	18	1.03	19	1.05		19	20	**39**	0%	0%	**0**	**39**	20 + {19} = 39
SB	T	1	13	1.03	13	1.05		13	14	**27**	0%	0%	**0**	**27**	14 + {13} = 27
	R	1	21	1.03	22	1.05			23	**23**	0%	0%	**0**	**23**	23
	L	1	22	1.03	23	1.05			24	**24**	0%	0%	**0**	**24**	24
EB	T	2	689	1.03	710	1.05		228	746	**974**	0%	0%	**0**	**974**	746 + {228} = 974
	R	1	117	1.03	121	1.05		162	127	**289**	0%	0%	**0**	**289**	127 + {162} = 289
	L	1	140	1.03	144	1.05		28	151	**179**	10%	0%	**11**	**190**	151 + {28} + (11) = 190
WB	T	2	850	1.03	876	1.05		129	920	**1049**	0%	0%	**0**	**1049**	920 + {129} = 1049
	R	1	47	1.03	48	1.05		5	50	**55**	0%	0%	**0**	**55**	50 + {5} = 55

TURNING MOVEMENT VOLUME COUNTS

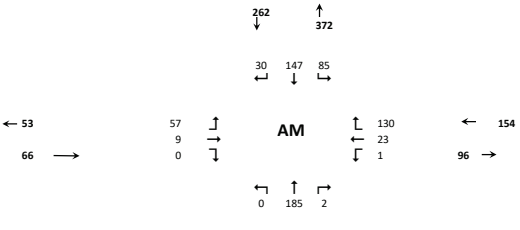
N/S STREET: Kings Highway **EW STREET:** Okeechobee Rd **CONTROL:** Signalized

FILENAME:

COUNT DATE: **DAY:** Wednesday **CITY:** St Lucie

REPORT DATE: **ANALYSIS YEAR:** 2030 Committed Trips

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



AM PEAK HOUR IS FROM: **8:00AM TO 9:00AM**

148 / 187

Volumes	0	0	0	0	0	0	0	0	0	0	0	0	0	
Season Factor	0	0	0	0	0	0	0	0	0	0	0	0	0	
Growth	0	0	0	0	0	0	0	0	0	0	0	0	0	
In/Out	-	-	-	-	-	-	-	-	-	-	-	-		
Percentage	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
PROJECT	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	

Seasonal Factor: 1.08
Growth Rate: 1.00%
Years Grown: 5

Trips In 0 **Trips Out** 0

Other Projects														**Project Name**	**Trips In**	**Trips Out**
Percentage	0%	8%	0%	5%	8%	5%	5%	0%	0%	0%	0%	5%	0%	KRE	393	117
In/Out	-	IN	-	OUT	OUT	OUT	IN	-	-	-	-	IN				
PROJECT	0	31	0	6	9	6	20	0	0	0	0	20	0			
%	0%	0%	0%	10%	0%	0%	0%	0%	0%	0%	0%	10%				
In/Out	-	-	-	OUT	-	-	-	-	-	-	-	IN		Sunnyland		
Volume	0	0	0	22	0	0	0	0	0	0	0	8	0		75	223
%	0%	5%	0%	30%	5%	5%	5%	0%	0%	0%	0%	30%				
In/Out	-	IN	-	OUT	OUT	OUT	IN	-	-	-	-	IN		Project Hunt		
Volume	0	4	0	5	1	1	4	0	0	0	0	23	0		76	17
%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%				
In/Out	-	-	-	-	-	-	-	-	-	-	-	-		St. Lucie Commerce Center		
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0		141	31
%	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%	5%	0%				
In/Out	-	-	-	-	-	-	-	IN	-	-	OUT	-		Whispering Oaks		
Volume	0	0	0	0	0	0	0	2	0	0	8	0	0		45	167
%	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%	5%	0%				
In/Out	-	-	-	-	-	-	-	IN	-	-	OUT	-		Bent Creek		
Volume	0	0	0	0	0	0	0	3	0	0	9	0	0		62	186
%	0%	5%	0%	5%	5%	5%	5%	0%	0%	0%	0%	5%				
In/Out	-	IN	-	OUT	OUT	OUT	IN	-	-	-	-	IN		Wawa Kings		
Volume	0	3	0	3	3	3	3	0	0	0	0	3	0		63	64
%	0%	37%	0%	11%	37%	4%	4%	0%	0%	0%	0%	11%				
In/Out	-	IN	-	OUT	OUT	OUT	IN	-	-	-	-	IN		Kings Highway Warehouse		
Volume	0	127	0	38	126	14	14	0	0	0	0	38	0		342	341
%	0%	8%	0%	30%	8%	5%	5%	0%	0%	0%	0%	30%				
In/Out	-	IN	-	OUT	OUT	OUT	IN	-	-	-	-	IN		Kings Highway Commerce Park		
Volume	0	7	0	6	2	1	4	0	0	0	0	27	0		89	20
%	0%	20%	0%	0%	20%	0%	0%	5%	0%	0%	5%	0%				
In/Out	-	IN	-	-	OUT	-	-	IN	-	-	OUT	-		Walsh Crossroads		
Volume	0	1	0	0	1	0	0	0	0	0	0	0	0		7	5
%	0%	0%	5%	0%	0%	0%	0%	5%	0%	5%	5%	0%				
In/Out	-	-	IN	-	-	-	-	IN	-	OUT	OUT	-		Project Hurricane		
Volume	0	0	2	0	0	0	0	2	0	1	1	0	0		36	12
%	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%	5%	0%				
In/Out	-	-	-	-	-	-	-	IN	-	-	OUT	-		Celebration Point		
Volume	0	0	0	0	0	0	0	2	0	0	5	0	0		30	96
%	0%	5%	0%	5%	5%	5%	5%	0%	0%	0%	0%	5%				
In/Out	-	IN	-	OUT	OUT	OUT	IN	-	-	-	-	IN		Stonemont		
Volume	0	10	0	3	3	3	10	0	0	0	0	10	0		203	56
%	0.0%	5.0%	0.0%	5.0%	5.0%	5.0%	5.0%	0.0%	0.0%	0.0%	0.0%	5.0%				
In/Out	-	IN	-	OUT	OUT	OUT	IN	-	-	-	-	IN		7-11 Angle Road		
Volume	0	2	0	2	2	2	2	0	0	0	0	2	0		45	46

Subtotal	0	185	2	85	147	30	57	9	0	1	23	130	0
Total	0	185	2	85	147	30	57	9	0	1	23	130	0

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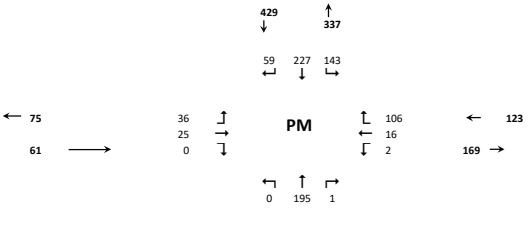
15 Min Period lanes	Northbound NBL	NBT	NBR	Southbound SBL	SBT	SBR	Eastbound EBL	EBT	EBR	Westbound WBL	WBT	WBR	TOTAL	ONE HOUR SUM
4:00-4:15													0	0
4:15-4:30													0	0
4:30-4:45													0	0
4:45-5:00													0	0
5:00-5:15													0	0
5:15-5:30													0	
5:30-5:45							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



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

229 / 196

Volumes	0	0	0	0	0	0	0	0	0	0	0	0	0	
Season Factor	0	0	0	0	0	0	0	0	0	0	0	0	0	
Growth	0	0	0	0	0	0	0	0	0	0	0	0	0	
In/Out	-	-	-	-	-	-	-	-	-	-	-	-		
Percentage	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
PROJECT	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	

Seasonal Factor: 1.08
Growth Rate: 1.00%
Years Grown: 5

Trips In **Trips Out**

Other Projects															**Trips In**	**Trips Out**
%	0%	8%	0%	5%	8%	5%	5%	0%	0%	0%	0%	5.0%				
In/Out	-	IN	-	OUT	OUT	OUT	IN	-	-	-	-	IN		KRE	151	389
PROJECT	0	12	0	19	31	19	8	0	0	0	0	8	97			
%	0%	0%	0%	10%	0%	0%	0%	0%	0%	0%	0%	10%				
In/Out	-	-	-	OUT	-	-	-	-	-	-	-	IN		Sunnyland		
Volume	0	0	0	15	0	0	0	0	0	0	0	26	42		261	154
%	0%	5%	0%	30%	5%	5%	5%	0%	0%	0%	0%	30%				
In/Out	-	IN	-	OUT	OUT	OUT	IN	-	-	-	-	IN		Project Hunt		
Volume	0	1	0	17	3	3	1	0	0	0	0	6	30		19	57
%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%				
In/Out	-	-	-	-	-	-	-	-	-	-	-	-		St. Lucie Commerce Center		
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0		52	196
%	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%	5%	0%				
In/Out	-	-	-	-	-	-	-	IN	-	-	OUT	-		Whispering Oaks		
Volume	0	0	0	0	0	0	0	9	0	0	5	0	13		172	94
%	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%	5%	0%				
In/Out	-	-	-	-	-	-	-	IN	-	-	OUT	-		Bent Creek		
Volume	0	0	0	0	0	0	0	10	0	0	6	0	15		193	113
%	0%	5%	0%	5%	5%	5%	5%	0%	0%	0%	0%	5%				
In/Out	-	IN	-	OUT	OUT	OUT	IN	-	-	-	-	IN		Wawa Kings		
Volume	0	3	0	3	3	3	3	0	0	0	0	3	17		57	58
%	0%	37%	0%	11%	37%	4%	4%	0%	0%	0%	0%	11%				
In/Out	-	IN	-	OUT	OUT	OUT	IN	-	-	-	-	IN		Kings Highway Warehouse		
Volume	0	169	0	50	169	18	18	0	0	0	0	50	476		458	216
%	0%	8%	0%	30%	8%	5%	5%	0%	0%	0%	0%	30%				
In/Out	-	IN	-	OUT	OUT	OUT	IN	-	-	-	-	IN		Kings Highway Commerce Park		
Volume	0	2	0	26	7	4	1	0	0	0	0	8	49		26	87
%	0%	20%	0%	0%	20%	0%	0%	5%	0%	0%	5%	0%				
In/Out	-	IN	-	-	OUT	-	-	IN	-	-	OUT	-		Walsh Crossroads		
Volume	0	2	0	0	2	0	0	1	0	0	1	0	5		10	11
%	0%	0%	5%	0%	0%	0%	0%	5%	0%	5%	5%	0%				
In/Out	-	-	IN	-	-	-	-	IN	-	OUT	OUT	-		Project Hurricane		
Volume	0	0	1	0	0	0	0	1	0	2	2	0	6		23	37
%	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%	5%	0%				
In/Out	-	-	-	-	-	-	-	IN	-	-	OUT	-		Celebration Point		
Volume	0	0	0	0	0	0	0	5	0	0	3	0	8		100	57
%	0%	5%	0%	5%	5%	5%	5%	0%	0%	0%	0%	5%				
In/Out	-	IN	-	OUT	OUT	OUT	IN	-	-	-	-	IN		Stonemont		
Volume	0	4	0	10	10	10	4	0	0	0	0	4	39		70	192
%	0%	5%	0%	5%	5%	5%	5%	0%	0%	0%	0%	5%				
In/Out	-	IN	-	OUT	OUT	OUT	IN	-	-	-	-	IN		7-11 Angle Road		
Volume	0	2	0	2	2	2	2	0	0	0	0	2	12		40	40

Subtotal	0	195	1	143	227	59	36	25	0	2	16	106	810
Total	0	195	1	143	227	59	36	25	0	2	16	106	810

TURNING MOVEMENT VOLUME COUNTS

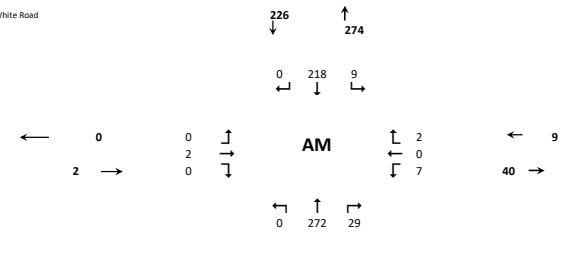
N/S STREET: Kings Highway **E/W STREET**: White Road **CONTROL**: TWSC

FILENAME:

COUNT DATE: **DAY**: **CITY**: Ft Pierce **INTERSECTION**: Kings Highway & White Road

REPORT DATE: **ANALYSIS YEAR**: 2030 **Committed Trips**

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



AM PEAK HOUR IS FROM: **8:00AM TO 9:00AM**

Volumes	0	0	0	0	0	0	0	0	0	0	0	0	0
Season Factor	0	0	0	0	0	0	0	0	0	0	0	0	0
Growth	0	0	0	0	0	0	0	0	0	0	0	0	0
In/Out	-	-	-	-	-	-	-	-	-	-	-	-	
Percentage	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
PROJECT	0	0	0	0	0	0	0	0	0	0	0	0	0

Seasonal Factor: 1.08
Growth Rate: 1.00%
Years Grown: 5
PHF: #DIV/0!

	Trips In	Trips Out
	0	0

SUBPROJECTS

%	0%	10%	33%	10%	10%	0%	0%	2%	0%	33%	2%	10%			
In/Out	-	IN	IN	IN	OUT	-	-	IN	-	OUT	OUT	OUT			
Volume	0	9	29	9	2	0	0	2	0	7	0	2	60	Kings Highway Commerce Park	89	20
%		30.0%			30.0%										
In/Out		IN			OUT										
Volume	0	42	0	0	9	0	0	0	0	0	0	0	52	St Lucie Commerce Center (25%)	141	31
%		2.0%			2.0%										
In/Out		IN			OUT										
Volume	0	1	0	0	3	0	0	0	0	0	0	0	4	Whispering Oaks	45	167
%		2.0%			2.0%										
In/Out		IN			OUT										
Volume	0	1	0	0	4	0	0	0	0	0	0	0	5	Bent Creek (50%)	62	186
%		15.0%			15.0%										
In/Out		IN			OUT										
Volume	0	9	0	0	10	0	0	0	0	0	0	0	19	Wawa Kings	63	64
%		52.0%			52.0%										
In/Out		IN			OUT										
Volume	0	178	0	0	177	0	0	0	0	0	0	0	355	Kings Highway Warehouse	342	341
%		15.0%			15.0%										
In/Out		IN			OUT										
Volume	0	30	0	0	8	0	0	0	0	0	0	0	38	Stonemont	197	55
%		30.0%			30.0%										
In/Out		OUT			IN										
Volume	0	2	0	0	2	0	0	0	0	0	0	0	4	Walsh Crossroads	7	5
%															
In/Out															
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	Project Hurricane	36	12
%		2.0%			2.0%										
In/Out		IN			OUT										
Volume	0	1	0	0	2	0	0	0	0	0	0	0	3	Celebration Pointe (25%)	30	96
Subtotal	0	272	29	9	218	0	0	2	0	7	0	2	539			
Total	0	272	29	9	218	0	0	2	0	7	0	2	539			

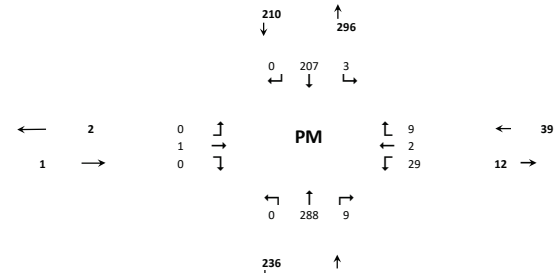
N/S STREET: Kings Highway **E/W STREET**: White Road **CONTROL**: TWSC

FILENAME:

COUNT DATE: 1/8/2025 **DAY**: **CITY**: Ft Pierce

REPORT DATE: 1/10/2025 **ANALYSIS YEAR**: 2030 **Committed Trips**

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
4:15-4:30													0	0
4:30-4:45													0	0
4:45-5:00													0	0
5:00-5:15													0	0
5:15-5:30													0	
5:30-5:45													0	
5:45-6:00													0	



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

Volumes	0	0	0	0	0	0	0	0	0	0	0	0	0
Season Factor	0	0	0	0	0	0	0	0	0	0	0	0	0
Growth	0	0	0	0	0	0	0	0	0	0	0	0	0
In/Out	-	-	-	-	-	-	-	-	-	-	-	-	
Percentage	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
PROJECT	0	0	0	0	0	0	0	0	0	0	0	0	0

Seasonal Factor: 1.08
Growth Rate: 1.00%
Years Grown: 5
PHF: #DIV/0!

	Trips In	Trips Out
	0	0

SUBPROJECTS

%	0.0%	10.0%	33.0%	10.0%	10.0%	0.0%	0.0%	2.0%	0.0%	33.0%	2.0%	10.0%			
In/Out	-	IN	IN	IN	OUT	-	-	IN	-	OUT	OUT	OUT			
Volume	0	3	9	3	9	0	0	1	0	29	2	9	62	Kings Highway Commerce Park	26	87
%		30.0%			30.0%										
In/Out		IN			OUT										
Volume	0	16	0	0	59	0	0	0	0	0	0	0	74	St Lucie Commerce Center (25%)	52	196
%		2.0%			2.0%										
In/Out		IN			OUT										
Volume	0	3	0	0	2	0	0	0	0	0	0	0	5	Whispering Oaks	172	94
%		2.0%			2.0%										
In/Out		IN			OUT										
Volume	0	4	0	0	2	0	0	0	0	0	0	0	6	Bent Creek (50%)	193	113
%		15.0%			15.0%										
In/Out		IN			OUT										
Volume	0	9	0	0	9	0	0	0	0	0	0	0	17	Wawa Kings	57	58
%		52.0%			52.0%										
In/Out		IN			OUT										
Volume	0	238	0	0	112	0	0	0	0	0	0	0	350	Kings Highway Warehouse	458	216
%		15.0%			15.0%										
In/Out		IN			OUT										
Volume	0	10	0	0	10	0	0	0	0	0	0	0	20	Stonemont	68	186
%		30.0%			30.0%										
In/Out		OUT			IN										
Volume	0	3	0	0	3	0	0	0	0	0	0	0	6	Walsh Crossroads	10	11
%															
In/Out															
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	Project Hurricane	23	37
%		2.0%			2.0%										
In/Out		IN			OUT										
Volume	0	2	0	0	1	0	0	0	0	0	0	0	3	Celebration Pointe (25%)	100	57
Subtotal	0	288	9	3	207	0	0	1	0	29	2	9	546			
Total	0	288	9	3	207	0	0	1	0	29	2	9	546			

TURNING MOVEMENT VOLUME COUNTS

N/S STREET: Kings Hwy **E/W STREET:** Orange Ave **CONTROL:** Signalized

FILENAME:

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

REPORT DATE: 1/10/2025 **ANALYSIS YEAR:** 2030 Committed Trips

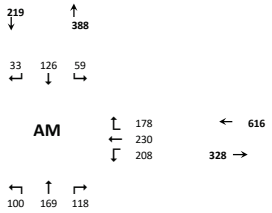
15 Min Period	Northbound NBL	NBT	NBR	Southbound SBL	SBT	SBR	Eastbound EBL	EBT	EBR	Westbound WBL	WBT	WBR	TOTAL	ONE HOUR SUM
7:00-7:15													0	0
7:15-7:30													0	0
7:30-7:45													0	0
7:45-8:00													0	0
8:00-8:15													0	0
8:15-8:30													0	
8:30-8:45													0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

AM PEAK HOUR IS FROM: **8:00AM TO 9:00AM**

Volumes	0	0	0	0	0	0	0	0	0	0	0	0	0	
Season Factor	0	0	0	0	0	0	0	0	0	0	0	0	0	
Growth	0	0	0	0	0	0	0	0	0	0	0	0	0	
In/Out	-	-	-	-	-	-	-	-	-	-	-	-		
Percentage	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
Project	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	

Seasonal Factor: 1.08
Growth Rate: 1.00%
Years Grown: 5
PHF: #DIV/0!

Other Projects																
In/Out	-	IN	-	OUT	OUT	OUT	IN	-	-	-	-	IN				
Percentage	0%	23%	0%	40%	23%	2%	2%	0%	0%	0%	0%	40%			**Trips In**	**Trips Out**
Volume	0	90	0	47	27	2	8	0	0	0	0	157	332	KRE	393	117
%	40%	0%	0%	0%	0%	4%	4%	30%	40%	0%	30%	0%				
In/Out	IN	-	-	-	-	IN	OUT	OUT	OUT	-	IN	-				
Volume	30	0	0	0	0	3	9	67	89	0	23	0	221	Sunnyland	75	223
%	3%	0%	40%	0%	0%	0%	0%	0%	3%	40%	0%	0%				
In/Out	OUT	-	OUT	-	-	-	-	-	IN	IN	-	-				
Volume	1	0	7	0	0	0	0	0	2	30	0	0	40	Hunt	76	17
%	30%	0%	0%	0%	0%	10%	10%	50%	30%	0%	50%	0%				
In/Out	IN	-	-	-	-	IN	OUT	OUT	OUT	-	IN	-				
Volume	42	0	0	0	0	14	3	16	9	0	70	0	155	St. Lucie Commerce Center (25%)	141	31
%	0%	0%	2%	3%	0%	0%	0%	5%	0%	2%	5%	3%				
In/Out	-	-	IN	IN	-	-	-	IN	-	OUT	OUT	OUT				
Volume	0	0	1	1	0	0	0	2	0	3	8	5	21	Whispering Oaks	45	167
%	0%	0%	3%	2%	0%	0%	0%	0%	0%	3%	0%	2%				
In/Out	-	-	IN	IN	-	-	-	-	-	OUT	-	OUT				
Volume	0	0	2	1	0	0	0	0	0	6	0	4	12	Bent Creek (50%)	62	186
%	20%	0%	0%	0%	10%	10%	20%	55%	0%	30%	25%	0%				
In/Out	IN	-	-	-	IN	IN	OUT	OUT	-	IN	IN	-				
Volume	13	0	0	0	6	6	13	35	0	19	16	0	108	Wawa Kings	63	64
%	4%	18%	26%	0%	18%	0%	0%	0%	4%	26%	0%	0%				
In/Out	OUT	OUT	OUT	-	IN	-	-	-	IN	IN	-	-				
Volume	14	61	89	0	62	0	0	0	14	89	0	0	328	Kings Highway Warehouse	342	341
%	2%	0%	30%	0%	0%	0%	0%	0%	2%	30%	0%	0%				
In/Out	OUT	-	OUT	-	-	-	-	-	IN	IN	-	-		Kings Highway Commerce Park		
Volume	0	0	6	0	0	0	0	0	2	27	0	0	35		89	20
%	0%	0%	30%	0%	0%	0%	0%	0%	0%	30%	0%	0%				
In/Out	-	-	OUT	-	-	-	-	-	-	IN	-	-				
Volume	0	0	2	0	0	0	0	0	0	2	0	0	4	Walsh Crossroads	7	5
%	5%	0%	10%	0%	0%	0%	0%	0%	5%	10%	0%	0%				
In/Out	OUT	-	OUT	-	-	-	-	-	IN	IN	-	-				
Volume	1	0	1	0	0	0	0	0	2	4	0	0	7	Project Hurricane	36	12
%	0%	0%	2%	3%	0%	0%	0%	5%	0%	2%	8%	3%				
In/Out	-	-	IN	IN	-	-	-	IN	-	OUT	OUT	OUT				
Volume	0	0	1	1	0	0	0	2	0	2	8	3	16	Celebration Pointe (25%)	30	96
%	0%	10%	18%	0%	10%	3%	13%	52%	0%	13%	52%	0%				
In/Out	-	OUT	OUT	-	IN	IN	OUT	OUT	-	IN	IN	OUT				
Volume	0	6	10	0	20	6	7	29	0	26	106	0	210	Stonemont	203	56
%	0%	25%	0%	20%	25%	2%	2%	0%	0%	0%	0%	20%				
In/Out	-	IN	-	OUT	OUT	OUT	IN	-	-	-	-	IN				
Volume	0	12	0	9	11	1	1	0	0	0	0	9	43	7-11 Angle	45	46
Subtotal	100	169	118	59	126	33	41	150	118	208	230	178	1530			
Total	100	169	118	59	126	33	41	150	118	208	230	178	1530			



Kings Hwy / Orange Ave - PM
Committed Trips

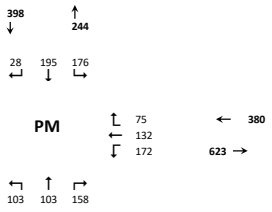
15 Min Period lanes	Northbound NBL	NBT	NBR	Southbound SBL	SBT	SBR	Eastbound EBL	EBT	EBR	Westbound WBL	WBT	WBR	TOTAL	ONE HOUR SUM
4:00-4:15													0	0
4:15-4:30													0	0
4:30-4:45													0	0
4:45-5:00													0	0
5:00-5:15													0	0
5:15-5:30													0	
5:30-5:45							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

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

Volumes	0	0	0	0	0	0	0	0	0	0	0	0	0	
Season Factor	0	0	0	0	0	0	0	0	0	0	0	0	0	
Growth	0	0	0	0	0	0	0	0	0	0	0	0	0	
In/Out	-	-	-	-	-	-	-	-	-	-	-	-		
Percentage	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
Project	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	

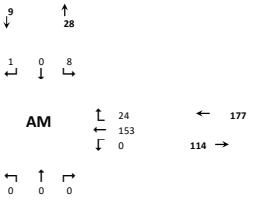
Seasonal Factor: 1.08
Growth Rate: 1.00%
Years Grown: 5
PHF: #DIV/0!

Other Projects																
In/Out	-	IN	-	OUT	OUT	OUT	IN	-	-	-	-	IN				
Percentage	0%	23%	0%	40%	23%	2%	2%	0%	0%	0%	0%	40%			**Trips In**	**Trips Out**
Volume	0	35	0	156	89	8	3	0	0	0	0	60	351	KRE	151	389
%	40%	0%	0%	0%	0%	4%	4%	30%	40%	0%	30%	0%				
In/Out	IN	-	-	-	-	IN	OUT	OUT	OUT	-	IN	-				
Volume	62	0	0	0	0	6	6	46	104	0	46	0	271	Sunnyland	261	154
%	3%	0%	40%	0%	0%	0%	0%	0%	3%	40%	0%	0%				
In/Out	OUT	-	OUT	-	-	-	-	-	IN	IN	-	-				
Volume	2	0	23	0	0	0	0	0	1	8	0	0	33	Hunt	19	57
%	30%	0%	0%	0%	0%	10%	10%	50%	30%	0%	50%	0%				
In/Out	IN	-	-	-	-	IN	OUT	OUT	OUT	-	IN	-				
Volume	16	0	0	0	0	5	20	98	59	0	26		223	St. Lucie Commerce Center (25%)	52	196
%	0%	0%	2%	3%	0%	0%	0%	5%	0%	2%	5%	3%				
In/Out	-	-	IN	IN	-	-	-	IN	-	OUT	OUT	OUT				
Volume	0	0	3	5	0	0	0	9	0	2	5	3	27	Whispering Oaks	172	94
%	0%	0%	3%	2%	0%	0%	0%	0%	0%	3%	0%	2%				
In/Out	-	-	IN	IN	-	-	-	-	-	OUT	-	OUT				
Volume	0	0	6	4	0	0	0	0	0	3	0	2	15	Bent Creek (50%)	193	113
%	20%	0%	0%	0%	10%	10%	20%	55%	0%	30%	25%	0%				
In/Out	IN	-	-	-	IN	IN	OUT	OUT	-	IN	IN	-				
Volume	11	0	0	0	6	6	12	32	0	17	14	0	98	Wawa Kings	57	58
%	4%	18%	26%	0%	18%	0%	0%	0%	4%	26%	0%	0%				
In/Out	OUT	OUT	OUT	-	IN	-	-	-	IN	IN	-	-				
Volume	9	39	56	0	82	0	0	0	18	119	0	0	324	Kings Highway Warehouse	458	216
%	2%	0%	30%	0%	0%	0%	0%	0%	2%	30%	0%	0%				
In/Out	OUT	-	OUT	-	-	-	-	-	IN	IN	-	-				
Volume	2	0	26	0	0	0	0	0	1	8	0	0	36	Kings Highway Commerce Park	26	87
%	0%	0%	30%	0%	0%	0%	0%	0%	0%	30%	0%	0%				
In/Out	-	-	OUT	-	-	-	-	-	-	IN	-	-				
Volume	0	0	3	0	0	0	0	0	0	3	0	0	6	Walsh Crossroads	10	11
%	5%	0%	10%	0%	0%	0%	0%	0%	5%	10%	0%	0%				
In/Out	OUT	-	OUT	-	-	-	-	-	IN	IN	-	-				
Volume	2	0	4	0	0	0	0	0	1	2	0	0	9	Project Hurricane	23	37
%	0%	0%	2%	3%	0%	0%	0%	5%	0%	2%	8%	3%				
In/Out	-	-	IN	IN	-	-	-	IN	-	OUT	OUT	OUT				
Volume	0	0	2	3	0	0	0	5	0	1	5	2	17	Celebration Pointe (25%)	100	57
%	0%	10%	18%	0%	10%	3%	13%	52%	0%	13%	52%	0%				
In/Out	-	OUT	OUT	-	IN	IN	OUT	OUT	-	IN	IN	OUT				
Volume	0	19	35	0	7	2	25	100	0	9	36	0	233	Stonemont	70	192
%	0%	25%	0%	20%	25%	2%	2%	0%	0%	0%	0%	20%				
In/Out	-	IN	-	OUT	OUT	OUT	IN	-	-	-	-	IN				
Volume	0	10	0	8	10	1	1	0	0	0	0	8	38	7-11 Angle	40	40
Subtotal	103	103	158	176	195	28	66	290	184	172	132	75	1680			
Total	103	103	158	176	195	28	66	290	184	172	132	75	1680			



TURNING MOVEMENT VOLUME COUNTS

N/S STREET: Crossroads Pkwy
E/W STREET: Okeechobee Rd (SR-70)
CONTROL: Signalized
FILENAME:
COUNT DATE: 1/8/2025
DAY: Wednesday
CITY: St Lucie
REPORT DATE: 1/10/2025
ANALYSIS YEAR: 2030
Committed Trips

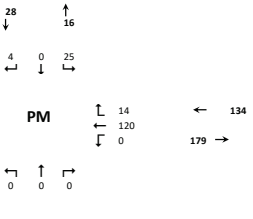


15 Min Period	Northbound NBL	NBT	NBR	Southbound SBL	SBT	SBR	Eastbound EBL	EBT	EBR	Westbound WBL	WBT	WBR	TOTAL	ONE HOUR SUM
7:00-7:15													0	0
7:15-7:30													0	0
7:30-7:45													0	0
7:45-8:00													0	0
8:00-8:15													0	0
8:15-8:30													0	
8:30-8:45													0	
8:45-9:00													0	
AM PEAK HOUR IS FROM:				8:00AM TO 9:00AM										
Volumes	0	0	0	0	0	0	0	0	0	0	0	0	0	
Season Factor	0	0	0	0	0	0	0	0	0	0	0	0	0	
Growth	0	0	0	0	0	0	0	0	0	0	0	0	0	
In/Out	-	-	-	-	-	-	-	-	-	-	-	-		
Percentage	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
PROJECT	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	
Other Projects														
Percentage	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%	5%	0%	0%	
In/Out	-	-	-	-	-	-	-	IN	-	-	IN	-		
PROJECT	0	0	0	0	0	0	0	20	0	0	20	0	0	
%	0%	0%	0%	0%	0%	0%	0%	10%	0%	0%	10%	0%		
In/Out	-	-	-	-	-	-	-	OUT	-	-	IN	-		
Volume	0	0	0	0	0	0	0	22	0	0	8	0	0	
%	0%	0%	0%	0%	0%	0%	0%	30%	0%	0%	30%	0%		
In/Out	-	-	-	-	-	-	-	OUT	-	-	IN	-		
Volume	0	0	0	0	0	0	0	5	0	0	23	0	0	
%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
In/Out	-	-	-	-	-	-	-	-	-	-	-	-		
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	
%	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%	5%	0%		
In/Out	-	-	-	-	-	-	-	IN	-	-	OUT	-		
Volume	0	0	0	0	0	0	0	2	0	0	8	0	0	
%	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%	5%	0%		
In/Out	-	-	-	-	-	-	-	IN	-	-	OUT	-		
Volume	0	0	0	0	0	0	0	3	0	0	9	0	0	
%	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%	5%	0%		
In/Out	-	-	-	-	-	-	-	OUT	-	-	IN	-		
Volume	0	0	0	0	0	0	0	3	0	0	3	0	0	
%	0%	0%	0%	0%	0%	0%	0%	11%	0%	0%	11%	0%		
In/Out	-	-	-	-	-	-	-	OUT	-	-	IN	-		
Volume	0	0	0	0	0	0	0	38	0	0	38	0	0	
%	0%	0%	0%	5%	0%	0%	0%	30%	0%	0%	30%	5%		
In/Out	-	-	-	OUT	-	-	-	OUT	-	-	IN	IN		
Volume	0	0	0	1	0	0	0	6	0	0	27	4	0	
%	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%	5%	0%		
In/Out	-	-	-	-	-	-	-	IN	-	-	OUT	-		
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	
%	0%	0%	0%	55%	0%	10%	10%	0%	0%	0%	0%	55%		
In/Out	-	-	-	OUT	-	OUT	IN	-	-	-	-	IN		
Volume	0	0	0	7	0	1	4	0	0	0	0	20	0	
%	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%	5%	0%		
In/Out	-	-	-	-	-	-	-	IN	-	-	OUT	-		
Volume	0	0	0	0	0	0	0	2	0	0	5	0	0	
%	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%	5%	0%		
In/Out	-	-	-	-	-	-	-	OUT	-	-	IN	-		
Volume	0	0	0	0	0	0	0	3	0	0	10	0	0	
%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	5.0%	0.0%	0.0%	5.0%	0.0%		
In/Out	-	-	-	-	-	-	-	OUT	-	-	IN	-		
Volume	0	0	0	0	0	0	0	2	0	0	2	0	0	
Subtotal	0	0	0	8	0	1	4	106	0	0	153	24	0	
Total	0	0	0	8	0	1	4	106	0	0	153	24	0	

Seasonal Factor: 1.08
Growth Rate: 1.00%
Years Grown: 5
Trips In 0 **Trips Out** 0

Project Name	Trips In	Trips Out
KRE	393	117
Sunnyland	75	223
Project Hunt	76	17
St. Lucie Commerce Center	141	31
Whispering Oaks	45	167
Bent Creek	62	186
Wawa Kings	63	64
Kings Highway Warehouse	342	341
Kings Highway Commerce Park	89	20
Walsh Crossroads	7	5
Project Hurricane	36	12
Celebration Point	30	96
Stonemont	203	56
7-11 Angle Road	45	46

Okeechobee Rd & Crossroads Pkwy
Committed Trips



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
4:15-4:30													0	0
4:30-4:45													0	0
4:45-5:00													0	0
5:00-5:15													0	0
5:15-5:30													0	
5:30-5:45													0	
5:45-6:00													0	
PM PEAK HOUR IS FROM:				5:00PM TO 6:00PM										
Volumes	0	0	0	0	0	0	0	0	0	0	0	0	0	
Season Factor	0	0	0	0	0	0	0	0	0	0	0	0	0	
Growth	0	0	0	0	0	0	0	0	0	0	0	0	0	
In/Out	-	-	-	-	-	-	-	-	-	-	-	-		
Percentage	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
PROJECT	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	
Other Projects														
%	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%	5%	0.0%		
In/Out	-	-	-	-	-	-	-	IN	-	-	IN	-		
PROJECT	0	0	0	0	0	0	0	8	0	0	8	0	15	
%	0%	0%	0%	0%	0%	0%	0%	10%	0%	0%	10%	0%		
In/Out	-	-	-	-	-	-	-	OUT	-	-	IN	-		
Volume	0	0	0	0	0	0	0	15	0	0	26	0	42	
%	0%	0%	0%	0%	0%	0%	0%	30%	0%	0%	30%	0%		
In/Out	-	-	-	-	-	-	-	OUT	-	-	IN	-		
Volume	0	0	0	0	0	0	0	17	0	0	6	0	23	
%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
In/Out	-	-	-	-	-	-	-	-	-	-	-	-		
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	
%	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%	5%	0%		
In/Out	-	-	-	-	-	-	-	IN	-	-	OUT	-		
Volume	0	0	0	0	0	0	0	9	0	0	5	0	13	
%	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%	5%	0%		
In/Out	-	-	-	-	-	-	-	IN	-	-	OUT	-		
Volume	0	0	0	0	0	0	0	10	0	0	6	0	15	
%	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%	5%	0%		
In/Out	-	-	-	-	-	-	-	OUT	-	-	IN	-		
Volume	0	0	0	0	0	0	0	3	0	0	3	0	6	
%	0%	0%	0%	0%	0%	0%	0%	11%	0%	0%	11%	0%		
In/Out	-	-	-	-	-	-	-	OUT	-	-	IN	-		
Volume	0	0	0	0	0	0	0	50	0	0	50	0	101	
%	0%	0%	0%	5%	0%	0%	0%	30%	0%	0%	30%	5%		
In/Out	-	-	-	OUT	-	-	-	OUT	-	-	IN	IN		
Volume	0	0	0	4	0	0	0	26	0	0	8	1	40	
%	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%	5%	0%		
In/Out	-	-	-	-	-	-	-	IN	-	-	OUT	-		
Volume	0	0	0	0	0	0	0	1	0	0	1	0	1	
%	0%	0%	0%	55%	0%	10%	10%	0%	0%	0%	0%	55%		
In/Out	-	-	-	OUT	-	OUT	IN	-	-	-	-	IN		
Volume	0	0	0	20	0	4	2	0	0	0	0	13	39	
%	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%	5%	0%		
In/Out	-	-	-	-	-	-	-	IN	-	-	OUT	-		
Volume	0	0	0	0	0	0	0	5	0	0	3	0	8	
%	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%	5%	0%		
In/Out	-	-	-	-	-	-	-	OUT	-	-	IN	-		
Volume	0	0	0	0	0	0	0	10	0	0	4	0	13	
%	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%	5%	0%		
In/Out	-	-	-	-	-	-	-	OUT	-	-	IN	-		
Volume	0	0	0	0	0	0	0	2	0	0	2	0	4	
Subtotal	0	0	0	25	0	4	2	155	0	0	120	14	319	
Total	0	0	0	25	0	4	2	155	0	0	120	14	319	

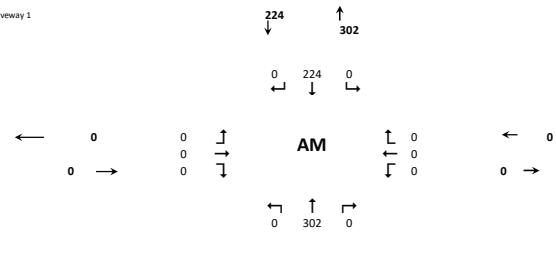
Seasonal Factor: 1.08
Growth Rate: 1.00%
Years Grown: 5
Trips In **Trips Out**

Project Name	Trips In	Trips Out
KRE	151	389
Sunnyland	261	154
Project Hunt	19	57
St. Lucie Commerce Center	52	196
Whispering Oaks	172	94
Bent Creek	193	113
Wawa Kings	57	58
Kings Highway Warehouse	458	216
Kings Highway Commerce Park	26	87
Walsh Crossroads	10	11
Project Hurricane	23	37
Celebration Point	100	57
Stonemont	70	192
7-11 Angle Road	40	40

TURNING MOVEMENT VOLUME COUNTS

N/S STREET: Kings Highway **E/W STREET**: Driveway 1 **CONTROL**: TWSC
FILENAME:
COUNT DATE: 1/8/2025 **DAY**: **CITY**: Ft Pierce **INTERSECTION**: Kings Highway & Driveway 1
REPORT DATE: 1/10/2025 **ANALYSIS YEAR**: 2030 **Committed Trips**

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



AM PEAK HOUR IS FROM: **8:00AM TO 9:00AM**

Volumes	0	0	0	0	0	0	0	0	0	0	0	0	0	
Season Factor	0	0	0	0	0	0	0	0	0	0	0	0	0	
Growth	0	0	0	0	0	0	0	0	0	0	0	0	0	
In/Out	-	-	-	-	-	-	-	-	-	-	-	-		
Percentage	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
PROJECT	0	0	0	0	0	0	0	0	0	0	0	0	0	

Seasonal Factor: 1.08
Growth Rate: 1.00%
Years Grown: 5
PHF: #DIV/0!

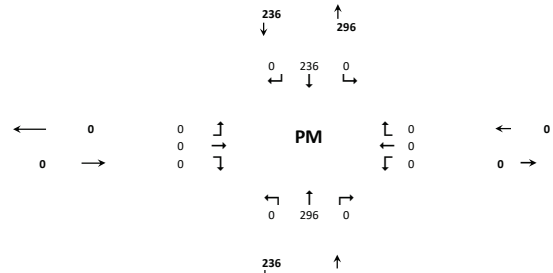
	Trips In	Trips Out
	0	0

SUBPROJECTS

%	0%	43%	0%	0%	43%	0%	0%	0%	0%	0%	0%	0%			
In/Out	-	IN	-	-	OUT	-	-	-	-	-	-	-			
Volume	0	38	0	0	9	0	0	0	0	0	0	0	47	Kings & White	89	20
%		30.0%			30.0%										
In/Out		IN			OUT										
Volume	0	42	0	0	9	0	0	0	0	0	0	0	52	St Lucie Commerce Center (25%)	141	31
%		2.0%			2.0%										
In/Out		IN			OUT										
Volume	0	1	0	0	3	0	0	0	0	0	0	0	4	Whispering Oaks	45	167
%		2.0%			2.0%										
In/Out		IN			OUT										
Volume	0	1	0	0	4	0	0	0	0	0	0	0	5	Bent Creek (50%)	62	186
%		15.0%			15.0%										
In/Out		IN			OUT										
Volume	0	9	0	0	10	0	0	0	0	0	0	0	19	Wawa Kings	63	64
%		52.0%			52.0%										
In/Out		IN			OUT										
Volume	0	178	0	0	177	0	0	0	0	0	0	0	355	Kings Highway Warehouse	342	341
%		15.0%			15.0%										
In/Out		IN			OUT										
Volume	0	30	0	0	8	0	0	0	0	0	0	0	38	Stonemont	197	55
%		30.0%			30.0%										
In/Out		OUT			IN										
Volume	0	2	0	0	2	0	0	0	0	0	0	0	4	Walsh Crossroads	7	5
%															
In/Out															
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	Project Hurricane	36	12
%		2.0%			2.0%										
In/Out		IN			OUT										
Volume	0	1	0	0	2	0	0	0	0	0	0	0	3	Celebration Pointe (25%)	30	96
Subtotal	0	302	0	0	224	0	0	0	0	0	0	0	526			
Total	0	302	0	0	224	0	0	0	0	0	0	0	526			

N/S STREET: Kings Highway **E/W STREET**: Driveway 1 **CONTROL**: TWSC
FILENAME:
COUNT DATE: 1/8/2025 **DAY**: **CITY**: Ft Pierce
REPORT DATE: 1/10/2025 **ANALYSIS YEAR**: 2030 **Committed Trips**

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
4:15-4:30													0	0
4:30-4:45													0	0
4:45-5:00													0	0
5:00-5:15													0	0
5:15-5:30													0	
5:30-5:45													0	
5:45-6:00													0	



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

Volumes	0	0	0	0	0	0	0	0	0	0	0	0	0	
Season Factor	0	0	0	0	0	0	0	0	0	0	0	0	0	
Growth	0	0	0	0	0	0	0	0	0	0	0	0	0	
In/Out	-	-	-	-	-	-	-	-	-	-	-	-		
Percentage	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
PROJECT	0	0	0	0	0	0	0	0	0	0	0	0	0	

Seasonal Factor: 1.08
Growth Rate: 1.00%
Years Grown: 5
PHF: #DIV/0!

	Trips In	Trips Out
	0	0

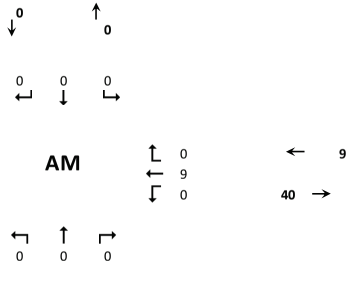
SUBPROJECTS

%	0.0%	43.0%	0.0%	0.0%	43.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
In/Out	-	IN	-	-	OUT	-	-	-	-	-	-	-			
Volume	0	11	0	0	37	0	0	0	0	0	0	0	49	Kings & White	26	87
%		30.0%			30.0%										
In/Out		IN			OUT										
Volume	0	16	0	0	59	0	0	0	0	0	0	0	74	St Lucie Commerce Center (25%)	52	196
%		2.0%			2.0%										
In/Out		IN			OUT										
Volume	0	3	0	0	2	0	0	0	0	0	0	0	5	Whispering Oaks	172	94
%		2.0%			2.0%										
In/Out		IN			OUT										
Volume	0	4	0	0	2	0	0	0	0	0	0	0	6	Bent Creek (50%)	193	113
%		15.0%			15.0%										
In/Out		IN			OUT										
Volume	0	9	0	0	9	0	0	0	0	0	0	0	17	Wawa Kings	57	58
%		52.0%			52.0%										
In/Out		IN			OUT										
Volume	0	238	0	0	112	0	0	0	0	0	0	0	350	Kings Highway Warehouse	458	216
%		15.0%			15.0%										
In/Out		IN			OUT										
Volume	0	10	0	0	10	0	0	0	0	0	0	0	20	Stonemont	68	186
%		30.0%			30.0%										
In/Out		OUT			IN										
Volume	0	3	0	0	3	0	0	0	0	0	0	0	6	Walsh Crossroads	10	11
%															
In/Out															
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	Project Hurricane	23	37
%		2.0%			2.0%										
In/Out		IN			OUT										
Volume	0	2	0	0	1	0	0	0	0	0	0	0	3	Celebration Pointe (25%)	100	57
Subtotal	0	296	0	0	236	0	0	0	0	0	0	0	532			
Total	0	296	0	0	236	0	0	0	0	0	0	0	532			

TURNING MOVEMENT VOLUME COUNTS

N/S STREET: Driveway 2 **E/W STREET**: White Road **CONTROL**: TWSC
FILENAME:
COUNT DATE: 1/8/2025 **DAY**: **CITY**: Ft Pierce **INTERSECTION**: Driveway 2 & White Road
REPORT DATE: 1/10/2025 **ANALYSIS YEAR**: 2030 **Committed Trips**

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



AM PEAK HOUR IS FROM: **8:00AM TO 9:00AM**

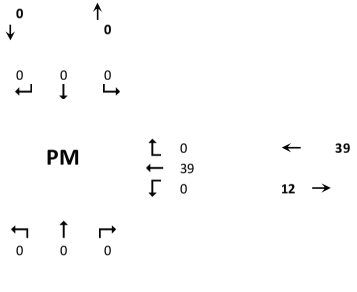
Volumes	0	0	0	0	0	0	0	0	0	0	0	0	0
Season Factor	0	0	0	0	0	0	0	0	0	0	0	0	0
Growth	0	0	0	0	0	0	0	0	0	0	0	0	0
In/Out	-	-	-	-	-	-	-	-	-	-	-	-	
Percentage	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
PROJECT	0	0	0	0	0	0	0	0	0	0	0	0	0
SUBPROJECTS													
%	0%	0%	0%	0%	0%	0%	0%	45%	0%	0%	45%	0%	
In/Out	-	-	-	-	-	-	-	IN	-	-	OUT	-	
Volume	0	0	0	0	0	0	0	40	0	0	9	0	49
Subtotal	0	0	0	0	0	0	0	40	0	0	9	0	49
Total	0	0	0	0	0	0	0	40	0	0	9	0	49

Seasonal Factor: 1.08
Growth Rate: 1.00%
Years Grown: 5
PHF: #DIV/0!

	Trips In	Trips Out
	0	0
Kings Highway Commerce Park	89	20

N/S STREET: Driveway 2 **E/W STREET**: White Road **CONTROL**: TWSC
FILENAME:
COUNT DATE: 1/8/2025 **DAY**: **CITY**: Ft Pierce
REPORT DATE: 1/10/2025 **ANALYSIS YEAR**: 2030 **Without Project**

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
4:15-4:30													0	0
4:30-4:45													0	0
4:45-5:00													0	0
5:00-5:15													0	0
5:15-5:30													0	
5:30-5:45													0	
5:45-6:00													0	



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

Volumes	0	0	0	0	0	0	0	0	0	0	0	0	0
Season Factor	0	0	0	0	0	0	0	0	0	0	0	0	0
Growth	0	0	0	0	0	0	0	0	0	0	0	0	0
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%	45.0%	0.0%	0.0%	45.0%	0.0%	
In/Out	-	-	-	-	-	-	-	IN	-	-	OUT	-	
Volume	0	0	0	0	0	0	0	12	0	0	39	0	51
Subtotal	0	0	0	0	0	0	0	12	0	0	39	0	51
Total	0	0	0	0	0	0	0	12	0	0	39	0	51

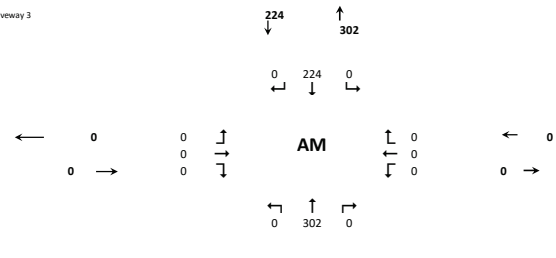
Seasonal Factor: 1.08
Growth Rate: 1.00%
Years Grown: 5
PHF: #DIV/0!

	Trips In	Trips Out
	0	0
Kings Highway Commerce Park	26	87

TURNING MOVEMENT VOLUME COUNTS

N/S STREET: Kings Highway **E/W STREET**: Driveway 3 **CONTROL**: TWSC
FILENAME:
COUNT DATE: 1/8/2025 **DAY**: **CITY**: Ft Pierce **INTERSECTION**: Kings Highway & Driveway 3
REPORT DATE: 1/10/2025 **ANALYSIS YEAR**: 2030 **Committed Trips**

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



AM PEAK HOUR IS FROM: **8:00AM TO 9:00AM**

Volumes	0	0	0	0	0	0	0	0	0	0	0	0	0	
Season Factor	0	0	0	0	0	0	0	0	0	0	0	0	0	
Growth	0	0	0	0	0	0	0	0	0	0	0	0	0	
In/Out	-	-	-	-	-	-	-	-	-	-	-	-		
Percentage	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
PROJECT	0	0	0	0	0	0	0	0	0	0	0	0	0	

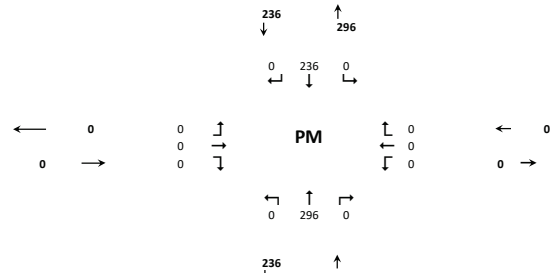
Seasonal Factor: 1.08
Growth Rate: 1.00%
Years Grown: 5
PHF: #DIV/0!

SUBPROJECTS

															Trips In	Trips Out
%	0%	43%	0%	0%	43%	0%	0%	0%	0%	0%	0%	0%				
In/Out	-	IN	-	-	OUT	-	-	-	-	-	-	-				
Volume	0	38	0	0	9	0	0	0	0	0	0	0	47	Kings & White	89	20
%		30.0%			30.0%											
In/Out		IN			OUT											
Volume	0	42	0	0	9	0	0	0	0	0	0	0	52	St Lucie Commerce Center (25%)	141	31
%		2.0%			2.0%											
In/Out		IN			OUT											
Volume	0	1	0	0	3	0	0	0	0	0	0	0	4	Whispering Oaks	45	167
%		2.0%			2.0%											
In/Out		IN			OUT											
Volume	0	1	0	0	4	0	0	0	0	0	0	0	5	Bent Creek (50%)	62	186
%		15.0%			15.0%											
In/Out		IN			OUT											
Volume	0	9	0	0	10	0	0	0	0	0	0	0	19	Wawa Kings	63	64
%		52.0%			52.0%											
In/Out		IN			OUT											
Volume	0	178	0	0	177	0	0	0	0	0	0	0	355	Kings Highway Warehouse	342	341
%		15.0%			15.0%											
In/Out		IN			OUT											
Volume	0	30	0	0	8	0	0	0	0	0	0	0	38	Stonemont	197	55
%		30.0%			30.0%											
In/Out		OUT			IN											
Volume	0	2	0	0	2	0	0	0	0	0	0	0	4	Walsh Crossroads	7	5
%																
In/Out																
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	Project Hurricane	36	12
%		2.0%			2.0%											
In/Out		IN			OUT											
Volume	0	1	0	0	2	0	0	0	0	0	0	0	3	Celebration Pointe (25%)	30	96
Subtotal	0	302	0	0	224	0	0	0	0	0	0	0	526			
Total	0	302	0	0	224	0	0	0	0	0	0	0	526			

N/S STREET: Kings Highway **E/W STREET**: Driveway 3 **CONTROL**: TWSC
FILENAME:
COUNT DATE: 1/8/2025 **DAY**: **CITY**: Ft Pierce
REPORT DATE: 1/10/2025 **ANALYSIS YEAR**: 2030 **Committed Trips**

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
4:15-4:30													0	0
4:30-4:45													0	0
4:45-5:00													0	0
5:00-5:15													0	0
5:15-5:30													0	
5:30-5:45													0	
5:45-6:00													0	



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

Volumes	0	0	0	0	0	0	0	0	0	0	0	0	0	
Season Factor	0	0	0	0	0	0	0	0	0	0	0	0	0	
Growth	0	0	0	0	0	0	0	0	0	0	0	0	0	
In/Out	-	-	-	-	-	-	-	-	-	-	-	-		
Percentage	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
PROJECT	0	0	0	0	0	0	0	0	0	0	0	0	0	

Seasonal Factor: 1.08
Growth Rate: 1.00%
Years Grown: 5
PHF: #DIV/0!

SUBPROJECTS

															Trips In	Trips Out
%	0.0%	43.0%	0.0%	0.0%	43.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%				
In/Out	-	IN	-	-	OUT	-	-	-	-	-	-	-				
Volume	0	11	0	0	37	0	0	0	0	0	0	0	49	Kings & White	26	87
%		30.0%			30.0%											
In/Out		IN			OUT											
Volume	0	16	0	0	59	0	0	0	0	0	0	0	74	St Lucie Commerce Center (25%)	52	196
%		2.0%			2.0%											
In/Out		IN			OUT											
Volume	0	3	0	0	2	0	0	0	0	0	0	0	5	Whispering Oaks	172	94
%		2.0%			2.0%											
In/Out		IN			OUT											
Volume	0	4	0	0	2	0	0	0	0	0	0	0	6	Bent Creek (50%)	193	113
%		15.0%			15.0%											
In/Out		IN			OUT											
Volume	0	9	0	0	9	0	0	0	0	0	0	0	17	Wawa Kings	57	58
%		52.0%			52.0%											
In/Out		IN			OUT											
Volume	0	238	0	0	112	0	0	0	0	0	0	0	350	Kings Highway Warehouse	458	216
%		15.0%			15.0%											
In/Out		IN			OUT											
Volume	0	10	0	0	10	0	0	0	0	0	0	0	20	Stonemont	68	186
%		30.0%			30.0%											
In/Out		OUT			IN											
Volume	0	3	0	0	3	0	0	0	0	0	0	0	6	Walsh Crossroads	10	11
%																
In/Out																
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	Project Hurricane	23	37
%		2.0%			2.0%											
In/Out		IN			OUT											
Volume	0	2	0	0	1	0	0	0	0	0	0	0	3	Celebration Pointe (25%)	100	57
Subtotal	0	296	0	0	236	0	0	0	0	0	0	0	532			
Total	0	296	0	0	236	0	0	0	0	0	0	0	532			

TURNING MOVEMENT VOLUME COUNTS

N/S STREET: Peters Road **E/W STREET**: Driveway 4 **CONTROL**: TWSC

FILENAME:

COUNT DATE: 1/8/2025 **DAY**: **CITY**: Ft Pierce **INTERSECTION**: Peters Road & Driveway 4

REPORT DATE: 1/10/2025 **ANALYSIS YEAR**: 2030 **Committed Trips**

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

AM PEAK HOUR IS FROM: **8:00AM TO 9:00AM**

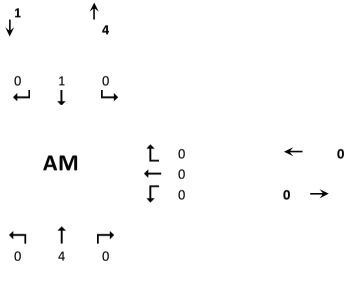
Volumes	0	0	0	0	0	0	0	0	0	0	0	0	0
Season Factor	0	0	0	0	0	0	0	0	0	0	0	0	0
Growth	0	0	0	0	0	0	0	0	0	0	0	0	0
In/Out	-	-	-	-	-	-	-	-	-	-	-	-	
Percentage	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
PROJECT	0	0	0	0	0	0	0	0	0	0	0	0	0
SUBPROJECTS													
%	0%	5%	0%	0%	5%	0%	0%	0%	0%	0%	0%	0%	
In/Out	-	IN	-	-	OUT	-	-	-	-	-	-	-	
Volume	0	4	0	0	1	0	0	0	0	0	0	0	5
Subtotal	0	4	0	0	1	0	0	0	0	0	0	0	5
Total	0	4	0	0	1	0	0	0	0	0	0	0	5

Seasonal Factor: 1.08
Growth Rate: 1.00%
Years Grown: 5
PHF: #DIV/0!

Kings Highway Commerce Park

	Trips In	Trips Out
	0	0
Kings Highway Commerce Park	89	20

Effective Growth Rate: #DIV/0!



N/S STREET: Peters Road **E/W STREET**: Driveway 4 **CONTROL**: TWSC

FILENAME:

COUNT DATE: 1/8/2025 **DAY**: **CITY**: Ft Pierce

REPORT DATE: 1/10/2025 **ANALYSIS YEAR**: 2030 **Committed Trips**

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
4:15-4:30													0	0
4:30-4:45													0	0
4:45-5:00													0	0
5:00-5:15													0	0
5:15-5:30													0	
5:30-5:45													0	
5:45-6:00													0	

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

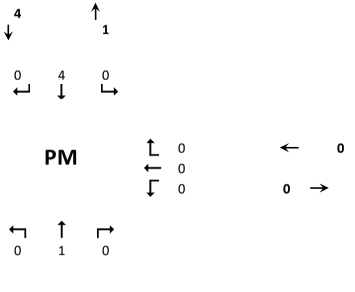
Volumes	0	0	0	0	0	0	0	0	0	0	0	0	0
Season Factor	0	0	0	0	0	0	0	0	0	0	0	0	0
Growth	0	0	0	0	0	0	0	0	0	0	0	0	0
In/Out	-	-	-	-	-	-	-	-	-	-	-	-	
Percentage	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
PROJECT	0	0	0	0	0	0	0	0	0	0	0	0	0
SUBPROJECTS													
%	0.0%	5.0%	0.0%	0.0%	5.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
In/Out	-	IN	-	-	OUT	-	-	-	-	-	-	-	
Volume	0	1	0	0	4	0	0	0	0	0	0	0	6
Subtotal	0	1	0	0	4	0	0	0	0	0	0	0	6
Total	0	1	0	0	4	0	0	0	0	0	0	0	6

Seasonal Factor: 1.08
Growth Rate: 1.00%
Years Grown: 5
PHF: #DIV/0!

Kings Highway Commerce Park

	Trips In	Trips Out
	0	0
Kings Highway Commerce Park	26	87

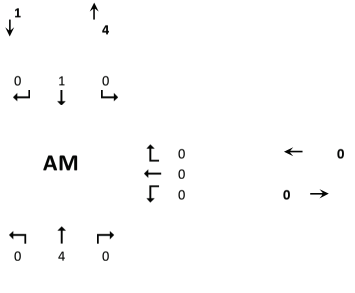
Effective Growth Rate: #DIV/0!



TURNING MOVEMENT VOLUME COUNTS

N/S STREET: Peters Road **E/W STREET**: Driveway 5 **CONTROL**: TWSC
FILENAME:
COUNT DATE: 1/8/2025 **DAY**: **CITY**: Ft Pierce **INTERSECTION**: Peters Road & Driveway 5
REPORT DATE: 1/10/2025 **ANALYSIS YEAR**: 2030 **Committed Trips**

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



AM PEAK HOUR IS FROM: **8:00AM TO 9:00AM**

Volumes	0	0	0	0	0	0	0	0	0	0	0	0	0
Season Factor	0	0	0	0	0	0	0	0	0	0	0	0	0
Growth	0	0	0	0	0	0	0	0	0	0	0	0	0
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%	5%	0%	0%	5%	0%	0%	0%	0%	0%	0%	0%	
In/Out	-	IN	-	-	OUT	-	-	-	-	-	-	-	
Volume	0	4	0	0	1	0	0	0	0	0	0	0	5
Subtotal	0	4	0	0	1	0	0	0	0	0	0	0	5
Total	0	4	0	0	1	0	0	0	0	0	0	0	5

Seasonal Factor: 1.08
Growth Rate: 1.00%
Years Grown: 5
PHF: #DIV/0!

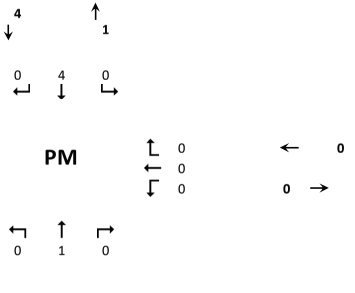
Kings Highway Commerce Park

	Trips In	Trips Out
PROJECT	0	0
Kings Highway Commerce Park	89	20

Effective Growth Rate: #DIV/0!

N/S STREET: Peters Road **E/W STREET**: Driveway 5 **CONTROL**: TWSC
FILENAME:
COUNT DATE: 1/8/2025 **DAY**: **CITY**: Ft Pierce
REPORT DATE: 1/10/2025 **ANALYSIS YEAR**: 2030 **Committed Trips**

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
4:15-4:30													0	0
4:30-4:45													0	0
4:45-5:00													0	0
5:00-5:15													0	0
5:15-5:30													0	
5:30-5:45													0	
5:45-6:00													0	



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

Volumes	0	0	0	0	0	0	0	0	0	0	0	0	0
Season Factor	0	0	0	0	0	0	0	0	0	0	0	0	0
Growth	0	0	0	0	0	0	0	0	0	0	0	0	0
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%	5.0%	0.0%	0.0%	5.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
In/Out	-	IN	-	-	OUT	-	-	-	-	-	-	-	
Volume	0	1	0	0	4	0	0	0	0	0	0	0	6
Subtotal	0	1	0	0	4	0	0	0	0	0	0	0	6
Total	0	1	0	0	4	0	0	0	0	0	0	0	6

Seasonal Factor: 1.08
Growth Rate: 1.00%
Years Grown: 5
PHF: #DIV/0!

Kings Highway Commerce Park

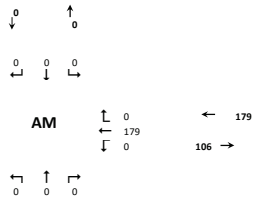
	Trips In	Trips Out
PROJECT	0	0
Kings Highway Commerce Park	26	87

Effective Growth Rate: #DIV/0!

TURNING MOVEMENT VOLUME COUNTS

N/S STREET: I-95 SB
EW STREET: Okeechobee Rd (SR-70)
CONTROL: Signalized
FILENAME:
COUNT DATE: 5/28/2025
DAY: Wednesday
CITY: St Lucie
REPORT DATE: 6/5/2025
ANALYSIS YEAR: 2030
Committed Trips

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



AM PEAK HOUR IS FROM: **8:00AM TO 9:00AM**

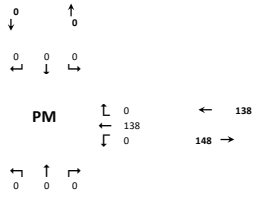
Volumes	0	0	0	0	0	0	0	0	0	0	0	0	0	
Season Factor	0	0	0	0	0	0	0	0	0	0	0	0	0	
Growth	0	0	0	0	0	0	0	0	0	0	0	0	0	
In/Out	-	-	-	-	-	-	-	-	-	-	-	-		
Percentage	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
PROJECT	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	

Seasonal Factor: 1.13
Growth Rate: 1.00%
Years Grown: 5
Trips In 0 **Trips Out** 0

Other Projects														**Project Name**	**Trips In**	**Trips Out**
Percentage	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%	5%	0%	0%	KRE	393	117
In/Out	-	-	-	-	-	-	-	IN	-	-	IN	-				
PROJECT	0	0	0	0	0	0	0	20	0	0	20	0	0			
%	0%	0%	0%	0%	0%	0%	0%	10%	0%	0%	10%	0%				
In/Out	-	-	-	-	-	-	-	OUT	-	-	IN	-		Sunnyland		
Volume	0	0	0	0	0	0	0	22	0	0	8	0	0		75	223
%	0%	0%	0%	0%	0%	0%	0%	10%	20%	0%	30%	0%				
In/Out	-	-	-	-	-	-	-	OUT	OUT	-	IN	-		Project Hunt		
Volume	0	0	0	0	0	0	0	2	3	0	23	0	0		76	17
%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%				
In/Out	-	-	-	-	-	-	-	-	-	-	-	-		St. Lucie Commerce Center		
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0		141	31
%	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%	5%	0%				
In/Out	-	-	-	-	-	-	-	IN	-	-	OUT	-		Whispering Oaks		
Volume	0	0	0	0	0	0	0	2	0	0	8	0	0		45	167
%	0%	0%	0%	0%	0%	0%	0%	7%	0%	0%	7%	0%				
In/Out	-	-	-	-	-	-	-	IN	-	-	OUT	-		Bent Creek		
Volume	0	0	0	0	0	0	0	4	0	0	13	0	0		62	186
%	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%	5%	0%				
In/Out	-	-	-	-	-	-	-	OUT	-	-	IN	-		Wawa Kings		
Volume	0	0	0	0	0	0	0	3	0	0	3	0	0		63	64
%	0%	0%	0%	0%	0%	0%	0%	11%	0%	0%	11%	0%				
In/Out	-	-	-	-	-	-	-	OUT	-	-	IN	-		Kings Highway Warehouse		
Volume	0	0	0	0	0	0	0	38	0	0	38	0	0		342	341
%	0%	0%	0%	0%	0%	0%	0%	10%	20%	0%	30%	0%				
In/Out	-	-	-	-	-	-	-	OUT	OUT	-	IN	-		Kings Highway Commerce Park		
Volume	0	0	0	0	0	0	0	2	4	0	27	0	0		89	20
%	0%	0%	0%	0%	0%	0%	0%	35%	10%	0%	45%	0%				
In/Out	-	-	-	-	-	-	-	OUT	OUT	-	IN	-		Walsh Crossroads		
Volume	0	0	0	0	0	0	0	2	1	0	3	0	0		7	5
%	0%	0%	0%	0%	0%	0%	0%	40%	15%	0%	55%	0%				
In/Out	-	-	-	-	-	-	-	OUT	OUT	-	IN	-		Project Hurricane		
Volume	0	0	0	0	0	0	0	5	2	0	20	0	0		36	12
%	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%	5%	0%				
In/Out	-	-	-	-	-	-	-	IN	-	-	OUT	-		Celebration Point		
Volume	0	0	0	0	0	0	0	2	0	0	5	0	0		30	96
%	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%	5%	0%				
In/Out	-	-	-	-	-	-	-	OUT	-	-	IN	-		Stonemont		
Volume	0	0	0	0	0	0	0	3	0	0	10	0	0		203	56
%	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	-		7-11 Angle Road		
Volume	0	0	0	0	0	0	0	2	0	0	2	0	0		45	46
Subtotal	0	0	0	0	0	0	0	106	10	0	179	0	0			
Total	0	0	0	0	0	0	0	106	10	0	179	0	0			

Okeechobee Rd & I-95 SB
Committed Trips

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
4:15-4:30													0	0
4:30-4:45													0	0
4:45-5:00													0	0
5:00-5:15													0	0
5:15-5:30													0	
5:30-5:45													0	
5:45-6:00													0	



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

Volumes	0	0	0	0	0	0	0	0	0	0	0	0	0	
Season Factor	0	0	0	0	0	0	0	0	0	0	0	0	0	
Growth	0	0	0	0	0	0	0	0	0	0	0	0	0	
In/Out	-	-	-	-	-	-	-	-	-	-	-	-		
Percentage	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
PROJECT	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	

Seasonal Factor: 1.13
Growth Rate: 1.00%
Years Grown: 5
Trips In **Trips Out**

Other Projects														**Project Name**	**Trips In**	**Trips Out**
%	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%	5%	0.0%				
In/Out	-	-	-	-	-	-	-	IN	-	-	IN	-		KRE	151	389
PROJECT	0	0	0	0	0	0	0	8	0	0	8	0	15			
%	0%	0%	0%	0%	0%	0%	0%	10%	0%	0%	10%	0%				
In/Out	-	-	-	-	-	-	-	OUT	-	-	IN	-		Sunnyland		
Volume	0	0	0	0	0	0	0	15	0	0	26	0	42		261	154
%	0%	0%	0%	0%	0%	0%	0%	10%	20%	0%	30%	0%				
In/Out	-	-	-	-	-	-	-	OUT	OUT	-	IN	-		Project Hunt		
Volume	0	0	0	0	0	0	0	6	11	0	6	0	23		19	57
%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%				
In/Out	-	-	-	-	-	-	-	-	-	-	-	-		St. Lucie Commerce Center		
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0		52	196
%	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%	5%	0%				
In/Out	-	-	-	-	-	-	-	IN	-	-	OUT	-		Whispering Oaks		
Volume	0	0	0	0	0	0	0	9	0	0	5	0	13		172	94
%	0%	0%	0%	0%	0%	0%	0%	7%	0%	0%	7%	0%				
In/Out	-	-	-	-	-	-	-	IN	-	-	OUT	-		Bent Creek		
Volume	0	0	0	0	0	0	0	14	0	0	8	0	21		193	113
%	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%	5%	0%				
In/Out	-	-	-	-	-	-	-	OUT	-	-	IN	-		Wawa Kings		
Volume	0	0	0	0	0	0	0	3	0	0	3	0	6		57	58
%	0%	0%	0%	0%	0%	0%	0%	11%	0%	0%	11%	0%				
In/Out	-	-	-	-	-	-	-	OUT	-	-	IN	-		Kings Highway Warehouse		
Volume	0	0	0	0	0	0	0	50	0	0	50	0	101		458	216
%	0%	0%	0%	0%	0%	0%	0%	10%	20%	0%	30%	0%				
In/Out	-	-	-	-	-	-	-	OUT	OUT	-	IN	-		Kings Highway Commerce Park		
Volume	0	0	0	0	0	0	0	9	17	0	8	0	34		26	87
%	0%	0%	0%	0%	0%	0%	0%	35%	10%	0%	45%	0%				
In/Out	-	-	-	-	-	-	-	OUT	OUT	-	IN	-		Walsh Crossroads		
Volume	0	0	0	0	0	0	0	4	1	0	5	0	9		10	11
%	0%	0%	0%	0%	0%	0%	0%	40%	15%	0%	55%	0%				
In/Out	-	-	-	-	-	-	-	OUT	OUT	-	IN	-		Project Hurricane		
Volume	0	0	0	0	0	0	0	15	6	0	13	0	33		23	37
%	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%	5%	0%				
In/Out	-	-	-	-	-	-	-	IN	-	-	OUT	-		Celebration Point		
Volume	0	0	0	0	0	0	0	5	0	0	3	0	8		100	57
%	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%	5%	0%				
In/Out	-	-	-	-	-	-	-	OUT	-	-	IN	-		Stonemont		
Volume	0	0	0	0	0	0	0	10	0	0	4	0	13		70	192
%	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%	5%	0%				
In/Out	-	-	-	-	-	-	-	OUT	-	-	IN	-		7-11 Angle Road		
Volume	0	0	0	0	0	0	0	2	0	0	2	0	4		40	40
Subtotal	0	0	0	0	0	0	0	148	34	0	138	0	322			
Total	0	0	0	0	0	0	0	148	34	0	138	0	322			

TURNING MOVEMENT VOLUME COUNTS

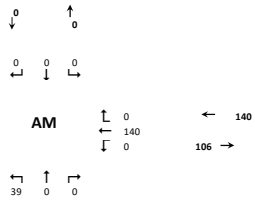
N/S STREET: I-95 NB **E/W STREET:** Okeechobee Rd (SR-70) **CONTROL:** Signalized

FILENAME:

COUNT DATE: 5/28/2025 **DAY:** Wednesday **CITY:** St Lucie

REPORT DATE: 6/5/2025 **ANALYSIS YEAR:** 2030 Committed Trips

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



AM PEAK HOUR IS FROM: **8:00AM TO 9:00AM**

Volumes	0	0	0	0	0	0	0	0	0	0	0	0	0
Season Factor	0	0	0	0	0	0	0	0	0	0	0	0	0
Growth	0	0	0	0	0	0	0	0	0	0	0	0	0
In/Out	-	-	-	-	-	-	-	-	-	-	-	-	
Percentage	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
PROJECT	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

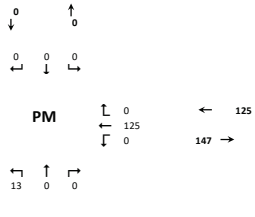
Seasonal Factor: 1.09
Growth Rate: 1.00%
Years Grown: 5

Trips In	Trips Out
0	0

Other Projects														Project Name	Trips In	Trips Out
Percentage	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%	5%	0%	0%			
In/Out	-	-	-	-	-	-	-	IN	-	-	IN	-		KRE	393	117
PROJECT	0	0	0	0	0	0	0	20	0	0	20	0	0			
%	0%	0%	0%	0%	0%	0%	0%	10%	0%	0%	10%	0%				
In/Out	-	-	-	-	-	-	-	OUT	-	-	IN	-		Sunnyland		
Volume	0	0	0	0	0	0	0	22	0	0	8	0	0		75	223
%	20%	0%	0%	0%	0%	0%	0%	10%	0%	0%	10%	0%				
In/Out	IN	-	-	-	-	-	-	OUT	-	-	IN	-		Project Hunt		
Volume	15	0	0	0	0	0	0	2	0	0	8	0	0		76	17
%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%				
In/Out	-	-	-	-	-	-	-	-	-	-	-	-		St. Lucie Commerce Center		
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0		141	31
%	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%	5%	0%				
In/Out	-	-	-	-	-	-	-	IN	-	-	OUT	-		Whispering Oaks		
Volume	0	0	0	0	0	0	0	2	0	0	8	0	0		45	167
%	0%	0%	0%	0%	0%	0%	0%	7%	0%	0%	7%	0%				
In/Out	-	-	-	-	-	-	-	IN	-	-	OUT	-		Bent Creek		
Volume	0	0	0	0	0	0	0	4	0	0	13	0	0		62	186
%	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%	5%	0%				
In/Out	-	-	-	-	-	-	-	OUT	-	-	IN	-		Wawa Kings		
Volume	0	0	0	0	0	0	0	3	0	0	3	0	0		63	64
%	0%	0%	0%	0%	0%	0%	0%	11%	0%	0%	11%	0%				
In/Out	-	-	-	-	-	-	-	OUT	-	-	IN	-		Kings Highway Warehouse		
Volume	0	0	0	0	0	0	0	38	0	0	38	0	0		342	341
%	20%	0%	0%	0%	0%	0%	0%	10%	0%	0%	10%	0%				
In/Out	IN	-	-	-	-	-	-	OUT	-	-	IN	-		Kings Highway Commerce Park		
Volume	18	0	0	0	0	0	0	2	0	0	9	0	0		89	20
%	10%	0%	0%	0%	0%	0%	0%	35%	0%	0%	35%	0%				
In/Out	IN	-	-	-	-	-	-	OUT	-	-	IN	-		Walsh Crossroads		
Volume	1	0	0	0	0	0	0	2	0	0	2	0	0		7	5
%	15%	0%	0%	0%	0%	0%	0%	40%	0%	0%	40%	0%				
In/Out	IN	-	-	-	-	-	-	OUT	-	-	IN	-		Project Hurricane		
Volume	5	0	0	0	0	0	0	5	0	0	14	0	0		36	12
%	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%	5%	0%				
In/Out	-	-	-	-	-	-	-	IN	-	-	OUT	-		Celebration Point		
Volume	0	0	0	0	0	0	0	2	0	0	5	0	0		30	96
%	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%	5%	0%				
In/Out	-	-	-	-	-	-	-	OUT	-	-	IN	-		Stonemont		
Volume	0	0	0	0	0	0	0	3	0	0	10	0	0		203	56
%	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	-		7-11 Angle Road		
Volume	0	0	0	0	0	0	0	2	0	0	2	0	0		45	46
Subtotal	39	0	0	0	0	0	0	106	0	0	140	0	0			
Total	39	0	0	0	0	0	0	106	0	0	140	0	0			

Okeechobee Rd & I-95 NB
Committed Trips

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
4:15-4:30													0	0
4:30-4:45													0	0
4:45-5:00													0	0
5:00-5:15													0	0
5:15-5:30													0	
5:30-5:45													0	
5:45-6:00													0	



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

Volumes	0	0	0	0	0	0	0	0	0	0	0	0	0
Season Factor	0	0	0	0	0	0	0	0	0	0	0	0	0
Growth	0	0	0	0	0	0	0	0	0	0	0	0	0
In/Out	-	-	-	-	-	-	-	-	-	-	-	-	
Percentage	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
PROJECT	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

Seasonal Factor: 1.09
Growth Rate: 1.00%
Years Grown: 5

Trips In	Trips Out
0	0

Other Projects														Trips In	Trips Out
%	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%	5%	0.0%			
In/Out	-	-	-	-	-	-	-	IN	-	-	IN	-		KRE	151	389
PROJECT	0	0	0	0	0	0	0	8	0	0	8	0	15			
%	0%	0%	0%	0%	0%	0%	0%	10%	0%	0%	10%	0%				
In/Out	-	-	-	-	-	-	-	OUT	-	-	IN	-		Sunnyland		
Volume	0	0	0	0	0	0	0	15	0	0	26	0	42		261	154
%	20%	0%	0%	0%	0%	0%	0%	10%	0%	0%	10%	0%				
In/Out	IN	-	-	-	-	-	-	OUT	-	-	IN	-		Project Hunt		
Volume	4	0	0	0	0	0	0	6	0	0	2	0	11		19	57
%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%				
In/Out	-	-	-	-	-	-	-	-	-	-	-	-		St. Lucie Commerce Center		
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0		52	196
%	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%	5%	0%				
In/Out	-	-	-	-	-	-	-	IN	-	-	OUT	-		Whispering Oaks		
Volume	0	0	0	0	0	0	0	9	0	0	5	0	13		172	94
%	0%	0%	0%	0%	0%	0%	0%	7%	0%	0%	7%	0%				
In/Out	-	-	-	-	-	-	-	IN	-	-	OUT	-		Bent Creek		
Volume	0	0	0	0	0	0	0	14	0	0	8	0	21		193	113
%	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%	5%	0%				
In/Out	-	-	-	-	-	-	-	OUT	-	-	IN	-		Wawa Kings		
Volume	0	0	0	0	0	0	0	3	0	0	3	0	6		57	58
%	0%	0%	0%	0%	0%	0%	0%	11%	0%	0%	11%	0%				
In/Out	-	-	-	-	-	-	-	OUT	-	-	IN	-		Kings Highway Warehouse		
Volume	0	0	0	0	0	0	0	50	0	0	50	0	101		458	216
%	20%	0%	0%	0%	0%	0%	0%	10%	0%	0%	10%	0%				
In/Out	IN	-	-	-	-	-	-	OUT	-	-	IN	-		Kings Highway Commerce Park		
Volume	5	0	0	0	0	0	0	9	0	0	3	0	17		26	87
%	10%	0%	0%	0%	0%	0%	0%	35%	0%	0%	35%	0%				
In/Out	IN	-	-	-	-	-	-	OUT	-	-	IN	-		Walsh Crossroads		
Volume	1	0	0	0	0	0	0	4	0	0	4	0	8		10	11
%	15%	0%	0%	0%	0%	0%	0%	40%	0%	0%	40%	0%				
In/Out	IN	-	-	-	-	-	-	OUT	-	-	IN	-		Project Hurricane		
Volume	3	0	0	0	0	0	0	15	0	0	9	0	27		23	37
%	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%	5%	0%				
In/Out	-	-	-	-	-	-	-	IN	-	-	OUT	-		Celebration Point		
Volume	0	0	0	0	0	0	0	5	0	0	3	0	8		100	57
%	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%	5%	0%				
In/Out	-	-	-	-	-	-	-	OUT	-	-	IN	-		Stonemont		
Volume	0	0	0	0	0	0	0	10	0	0	4	0	13		70	192
%	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%	5%	0%				
In/Out	-	-	-	-	-	-	-	OUT	-	-	IN	-		7-11 Angle Road		
Volume	0	0	0	0	0	0	0	2	0	0	2	0	4		40	40
Subtotal	13	0	0	0	0	0	0	147	0	0	125	0	286			
Total	13	0	0	0	0	0	0	147	0	0	125	0	286			

TURNING MOVEMENT VOLUME COUNTS

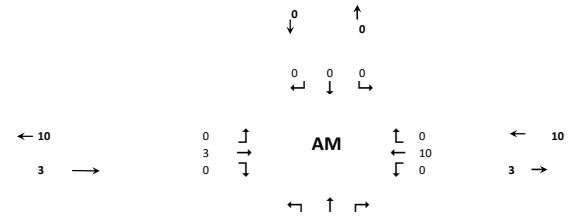
N/S STREET: Peters Rd **E/W STREET**: Graham Rd **CONTROL**: TWSC

FILENAME:

COUNT DATE: **DAY**: **CITY**: St Lucie

REPORT DATE: **ANALYSIS YEAR**: Committed Trips

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



AM PEAK HOUR IS FROM:	8:00AM TO 9:00AM												
Volumes	0	0	0	0	0	0	0	0	0	0	0	0	0
Season Factor	0	0	0	0	0	0	0	0	0	0	0	0	0
Growth to 2022	0	0	0	0	0	0	0	0	0	0	0	0	0
Growth 2022-2028	0	0	0	0	0	0	0	0	0	0	0	0	0
In/Out	-	-	-	-	-	-	-	-	-	-	-	-	
Percentage	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
PROJECT	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Projects													
Percentage	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
In/Out	-	-	-	-	-	-	-	-	-	-	-	-	
PROJECT	0	0	0	0	0	0	0	0	0	0	0	0	0
%	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%	5%	0%	
In/Out	-	-	-	-	-	-	-	OUT	-	-	IN	-	
Volume	0	0	0	0	0	0	0	1	0	0	4	0	0
%	0%	0%	0%	0%	0%	0%	0%	15%	0%	0%	15%	0%	
In/Out	-	-	-	-	-	-	-	OUT	-	-	IN	-	
Volume	0	0	0	0	0	0	0	2	0	0	5	0	0
Subtotal	0	0	0	0	0	0	0	3	0	0	10	0	0
Total	0	0	0	0	0	0	0	3	0	0	10	0	0

Seasonal Factor:

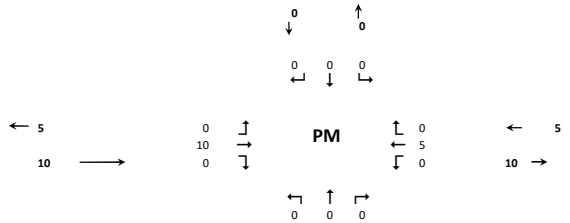
Growth rate to 2022:
Years Grown to 2022: 1
Growth Rate 2022+: 1
Years Grown: 1

Trips In	Trips Out
0	0

Project Name	Trips In	Trips Out
Pineapple Grove	66	199
Kings Highway Commerce Park	89	20
Project Hurricane	36	12

Graham & Peters
Committed Trips

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
4:15-4:30													0	0
4:30-4:45													0	0
4:45-5:00													0	0
5:00-5:15													0	0
5:15-5:30													0	
5:30-5:45													0	
5:45-6:00													0	



PM PEAK HOUR IS FROM:	5:00PM TO 6:00PM												
Volumes	0	0	0	0	0	0	0	0	0	0	0	0	0
Season Factor	0	0	0	0	0	0	0	0	0	0	0	0	0
Growth to 2022	0	0	0	0	0	0	0	0	0	0	0	0	0
Growth 2022-2028	0	0	0	0	0	0	0	0	0	0	0	0	0
In/Out	-	-	-	-	-	-	-	-	-	-	-	-	
Percentage	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
PROJECT	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Projects													
%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0.0%	
In/Out	-	-	-	-	-	-	-	-	-	-	-	-	
PROJECT	0	0	0	0	0	0	0	0	0	0	0	0	0
%	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%	5%	0%	
In/Out	-	-	-	-	-	-	-	OUT	-	-	IN	-	
Volume	0	0	0	0	0	0	0	4	0	0	1	0	6
%	0%	0%	0%	0%	0%	0%	0%	15%	0%	0%	15%	0%	
In/Out	-	-	-	-	-	-	-	OUT	-	-	IN	-	
Volume	0	0	0	0	0	0	0	6	0	0	3	0	9

Seasonal Factor:

Growth rate to 2022: 1
Years Grown to 2022: 1
Growth Rate: 1
Years Grown: 1

Trips In	Trips Out

Project Name	Trips In	Trips Out
Pineapple Grove	232	137
Kings Highway Commerce Park	26	87
Project Hurricane	23	37

TURNING MOVEMENT VOLUME COUNTS

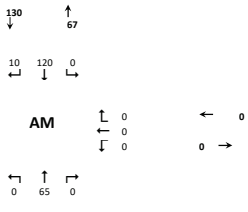
N/S STREET: Jenkins Ave **EW STREET:** Graham Rd **CONTROL:** TWSC

FILENAME:

COUNT DATE: **DAY:** **CITY:** St Lucie

REPORT DATE: **ANALYSIS YEAR:** Committed Trips

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

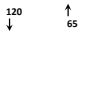


AM PEAK HOUR IS FROM: **8:00AM TO 9:00AM**

Volumes	0	0	0	0	0	0	0	0	0	0	0	0	0	
Season Factor	0	0	0	0	0	0	0	0	0	0	0	0	0	
Growth to 2022	0	0	0	0	0	0	0	0	0	0	0	0	0	
Growth 2022-2028	0	0	0	0	0	0	0	0	0	0	0	0	0	
In/Out	-	-	-	-	-	-	-	-	-	-	-	-		
Percentage	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
PROJECT	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	

Seasonal Factor:
Growth rate to 2022:
Years Grown to 2022: 1
Growth Rate 2022+: 1
Years Grown: 1

Trips In 0 **Trips Out** 0



Other Projects

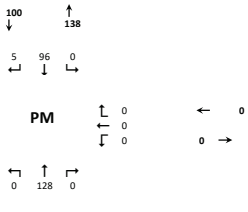
Percentage	0%	2%	0%	0%	2%	0%	0%	0%	0%	0%	0%	0%	0%	
In/Out	-	IN	-	-	OUT	-	-	-	-	-	-	-		
PROJECT	0	1	0	0	4	0	0	0	0	0	0	0	0	
%	0%	8%	0%	0%	8%	0%	0%	0%	0%	0%	0%	0%		
In/Out	-	IN	-	-	OUT	-	-	-	-	-	-	-		
Volume	0	6	0	0	18	0	0	0	0	0	0	0	0	
%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
In/Out	-	-	-	-	-	-	-	-	-	-	-	-		
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	
%	0%	40%	0%	0%	40%	0%	0%	0%	0%	0%	0%	0%		
In/Out	-	IN	-	-	OUT	-	-	-	-	-	-	-		
Volume	0	18	0	0	67	0	0	0	0	0	0	0	0	
%	0%	2%	0%	0%	2%	0%	0%	0%	0%	0%	0%	0%		
In/Out	-	IN	-	-	OUT	-	-	-	-	-	-	-		
Volume	0	1	0	0	4	0	0	0	0	0	0	0	0	
%	0%	10%	0%	0%	10%	0%	0%	0%	0%	0%	0%	0%		
In/Out	-	IN	-	-	OUT	-	-	-	-	-	-	-		
Volume	0	6	0	0	6	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%	5%	5%	0%	0%	0%	0%	0%		
In/Out	-	-	-	-	-	IN	OUT	-	-	-	-	-		
Volume	0	0	0	0	0	4	1	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%	15%	15%	0%	0%	0%	0%	0%		
In/Out	-	-	-	-	-	IN	OUT	-	-	-	-	-		
Volume	0	0	0	0	0	5	2	0	0	0	0	0	0	
%	0%	15%	0%	0%	15%	0%	0%	0%	0%	0%	0%	0%		
In/Out	-	IN	-	-	OUT	-	-	-	-	-	-	-		
Volume	0	5	0	0	14	0	0	0	0	0	0	0	0	
%	0%	3%	0%	0%	3%	0%	0%	0%	0%	0%	0%	0%		
In/Out	-	IN	-	-	OUT	-	-	-	-	-	-	-		
Volume	0	6	0	0	2	0	0	0	0	0	0	0	0	
%	0%	2%	0%	0%	2%	0%	0%	0%	0%	0%	0%	0%		
In/Out	-	IN	-	-	OUT	-	-	-	-	-	-	-		
Volume	0	8	0	0	2	0	0	0	0	0	0	0	0	
%	0%	12%	0%	0%	12%	0%	0%	0%	0%	0%	0%	0%		
In/Out	-	IN	-	-	OUT	-	-	-	-	-	-	-		
Volume	0	13	0	0	3	0	0	0	0	0	0	0	0	

Project Name	**Trips In**	**Trips Out**
Pineapple Grove	66	199
Sunnyland	75	223
Project Hunt	84	17
Whispering Oaks	45	167
Bent Creek (50%)	62	186
Wawa Kings	63	64
Kings Highway Warehouse	342	341
Kings Highway Commerce Park	89	20
Walsh Crossroads	7	5
Project Hurricane	36	12
Celebration Point (25%)	30	96
Stonemont	203	56
KRE	393	117
Orange 95 - Parcels D & E	111	22

Subtotal	0	65	0	0	120	10	3	0	0	0	0	0	0	
Total	0	65	0	0	120	10	3	0	0	0	0	0	0	

Graham & Jenkins
Committed Trips

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
4:15-4:30													0	0
4:30-4:45													0	0
4:45-5:00													0	0
5:00-5:15													0	0
5:15-5:30													0	
5:30-5:45													0	
5:45-6:00													0	

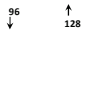


PM PEAK HOUR IS FROM: **5:00PM TO 6:00PM**

Volumes	0	0	0	0	0	0	0	0	0	0	0	0	0	
Season Factor	0	0	0	0	0	0	0	0	0	0	0	0	0	
Growth to 2022	0	0	0	0	0	0	0	0	0	0	0	0	0	
Growth 2022-2028	0	0	0	0	0	0	0	0	0	0	0	0	0	
In/Out	-	-	-	-	-	-	-	-	-	-	-	-		
Percentage	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
PROJECT	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	

Seasonal Factor:
Growth rate to 2022: 1
Years Grown to 2022: 1
Growth Rate: 1
Years Grown: 1

Trips In **Trips Out**



Other Projects

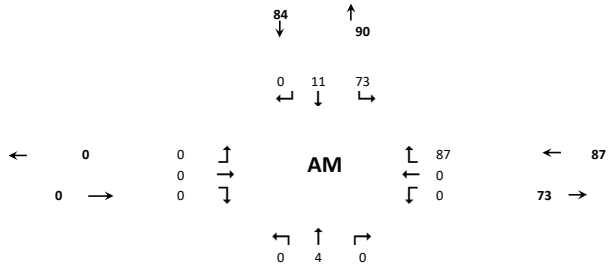
%	0%	2%	0%	0%	2%	0%	0%	0%	0%	0%	0%	0.0%		
In/Out	-	IN	-	-	OUT	-	-	-	-	-	-	-		
PROJECT	0	5	0	0	3	0	0	0	0	0	0	0	7	
%	0%	8%	0%	0%	8%	0%	0%	0%	0%	0%	0%	0%		
In/Out	-	IN	-	-	OUT	-	-	-	-	-	-	-		
Volume	0	21	0	0	12	0	0	0	0	0	0	0	33	
%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
In/Out	-	-	-	-	-	-	-	-	-	-	-	-		
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	
%	0%	40%	0%	0%	40%	0%	0%	0%	0%	0%	0%	0%		
In/Out	-	IN	-	-	OUT	-	-	-	-	-	-	-		
Volume	0	69	0	0	38	0	0	0	0	0	0	0	106	
%	0%	2%	0%	0%	2%	0%	0%	0%	0%	0%	0%	0%		
In/Out	-	IN	-	-	OUT	-	-	-	-	-	-	-		
Volume	0	4	0	0	2	0	0	0	0	0	0	0	6	
%	0%	10%	0%	0%	10%	0%	0%	0%	0%	0%	0%	0%		
In/Out	-	IN	-	-	OUT	-	-	-	-	-	-	-		
Volume	0	6	0	0	6	0	0	0	0	0	0	0	12	
%	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%	5%	5%	0%	0%	0%	0%	0%		
In/Out	-	-	-	-	-	IN	OUT	-	-	-	-	-		
Volume	0	0	0	0	0	1	4	0	0	0	0	0	6	
%	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%	15%	15%	0%	0%	0%	0%	0%		
In/Out	-	-	-	-	-	IN	OUT	-	-	-	-	-		
Volume	0	0	0	0	0	3	6	0	0	0	0	0	9	
%	0%	15%	0%	0%	15%	0%	0%	0%	0%	0%	0%	0%		
In/Out	-	IN	-	-	OUT	-	-	-	-	-	-	-		
Volume	0	15	0	0	9	0	0	0	0	0	0	0	24	
%	0%	3%	0%	0%	3%	0%	0%	0%	0%	0%	0%	0%		
In/Out	-	IN	-	-	OUT	-	-	-	-	-	-	-		

Project Name	**Trips In**	**Trips Out**
Pineapple Grove	232	137
Sunnyland	261	154
Project Hunt	29	85
Whispering Oaks	172	94
Bent Creek (50%)	193	113
Wawa Kings	57	58
Kings Highway Warehouse	458	216
Kings Highway Commerce Park	26	87
Walsh Crossroads	10	11
Project Hurricane	23	37
Celebration Point (25%)	100	57
Stonemont		

TURNING MOVEMENT VOLUME COUNTS

N/S STREET: Jenkins Rd **E/W STREET**: Edwards Rd **CONTROL**: Signalized
FILENAME:
COUNT DATE: 5/6/2025 **DAY**: Tuesday **CITY**: St. Lucie
REPORT DATE: 5/7/2025 Committed Trips

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



AM PEAK HOUR IS FROM: **8:00AM TO 9:00AM**

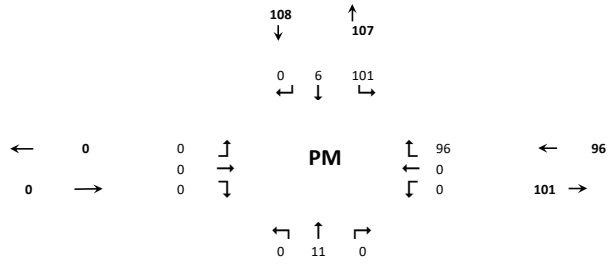
Volumes	0	0	0	0	0	0	0	0	0	0	0	0	0		
Season Factor	0	0	0	0	0	0	0	0	0	0	0	0	0		
Growth	0	0	0	0	0	0	0	0	0	0	0	0	0		
In/Out															
Percentage	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%			
PROJECT	0	0	0	0	0	0	0	0	0	0	0	0	0		
SUBPROJECTS															
%	0.0%	0.0%	0.0%	5.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	5.0%			
In/Out				OUT								IN			
Volume	0	0	0	19	0	0	0	0	0	0	0	6	0	Celebration Pointe - 25%	128	383
%	0.0%	2.5%	0.0%	2.5%	2.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	2.5%			
In/Out		IN		OUT	OUT							IN			
Volume	0	4	0	11	11	0	0	0	0	0	0	4	0	Creekside	143	421
%	0.0%	0.0%	0.0%	60.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	60.0%			
In/Out				IN								OUT			
Volume	0	0	0	8	0	0	0	0	0	0	0	24	0	4945 Edwards Road	13	40
%	0.0%	0.0%	0.0%	70.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	70.0%			
In/Out				IN								OUT			
Volume	0	0	0	15	0	0	0	0	0	0	0	46	0	Viva at Treasure Coast East	21	66
%	0.0%	0.0%	0.0%	30.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	30.0%			
In/Out				OUT								IN			
Volume	0	0	0	21	0	0	0	0	0	0	0	7	0	Viva at Treasure Coast West	22	70
Subtotal	0	4	0	73	11	0	0	0	0	0	0	87	0			
Total	0	4	0	73	11	0	0	0	0	0	0	87	0			

Seasonal Factor: 1.06
Growth Rate: 1.01
Years Grown: 2

	Trips In	Trips Out
	0	0

N/S STREET: Jenkins Rd **E/W STREET**: Edwards Rd **CONTROL**: Signalized
FILENAME:
COUNT DATE: 5/6/2025 **DAY**: Tuesday **CITY**: St. Lucie
REPORT DATE: 5/7/2025 Committed Trips

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
4:15-4:30													0	0
4:30-4:45													0	0
4:45-5:00													0	0
5:00-5:15													0	0
5:15-5:30													0	
5:30-5:45													0	
5:45-6:00													0	



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

Volumes	0	0	0	0	0	0	0	0	0	0	0	0	0		
Season Factor	0	0	0	0	0	0	0	0	0	0	0	0	0		
Growth	0	0	0	0	0	0	0	0	0	0	0	0	0		
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%	405	228
%	0.0%	2.5%	0.0%	2.5%	2.5%	0.0%	0%	0%	0.0%	0.0%	0.0%	2.5%			
In/Out		IN		OUT	OUT							IN			
Volume	0	11	0	6	6	0	0	0	0	0	0	11	0	Creekside	426	256
%	0.0%	0.0%	0.0%	60.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	60.0%	0			
In/Out				IN								OUT				
Volume	0	0	0	22	0	0	0	0	0	0	0	16	0	4945 Edwards Road	37	26
%	0.0%	0.0%	0.0%	70.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	70.0%			
In/Out				IN								OUT			
Volume	0	0	0	48	0	0	0	0	0	0	0	28	0	Viva at Treasure Coast East	69	40
%	0.0%	0.0%	0.0%	30.0%	0.0%	0.0%	0%	0%	0.0%	0.0%	0.0%	30.0%			
In/Out				OUT								IN			
Volume	0	0	0	13	0	0	0	0	0	0	0	22	0	Viva at Treasure Coast West	73	43
Subtotal	0	11	0	101	6	0	0	0	0	0	0	96	0			
Total	0	11	0	101	6	0	0	0	0	0	0	96	0			

Seasonal Factor: 1.06
Growth Rate: 1.01
Years Grown: 2

	Trips In	Trips Out
	0	0

TURNING MOVEMENT VOLUME COUNTS

N/S STREET: Jenkins Rd **E/W STREET**: Okeechobee Rd **CONTROL**: Signalized

FILENAME:

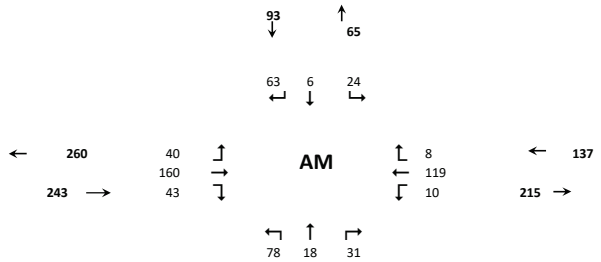
COUNT DATE: 5/6/2025 **DAY**: Tuesday **CITY**: St. Lucie

REPORT DATE: 5/7/2025 Committed Trips

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

AM PEAK HOUR IS FROM: **8:00AM TO 9:00AM**

Volumes	0	0	0	0	0	0	0	0	0	0	0	0	0
Season Factor	0	0	0	0	0	0	0	0	0	0	0	0	0
Growth	0	0	0	0	0	0	0	0	0	0	0	0	0
In/Out													
Percentage	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PROJECT	0	0	0	0	0	0	0	0	0	0	0	0	0
SUBPROJECTS													
%	0%	0%	0%	0%	0%	0%	0%	10%	0%	0%	10%	0%	
In/Out								OUT			IN		
Volume	0	0	0	0	0	0	0	11	0	0	46	0	0
%	5.0%	0.0%	0.0%	0.0%	0.0%	5.0%	5.0%	30.0%	5.0%	0.0%	30.0%	0.0%	
In/Out	IN					IN	OUT	OUT	OUT		IN		
Volume	7	0	0	0	0	7	21	126	21	0	43	0	0
%	0.0%	0.0%	0.0%	10.0%	0.0%	24.0%	24.0%	0.0%	0.0%	0.0%	0.0%	10.0%	
In/Out				OUT		OUT	IN					IN	
Volume	0	0	0	8	0	18	6	0	0	0	0	2	0
%	40.0%	10.0%	20.0%	0.0%	10.0%	0.0%	0%	0%	40.0%	20.0%	0.0%	0.0%	
In/Out	OUT	OUT	OUT		IN				IN	IN			
Volume	28	7	14	0	2	0	0	0	9	4	0	0	0
%	40.0%	10.0%	20.0%	0.0%	10.0%	0.0%	0.0%	0.0%	40.0%	20.0%	0.0%	0.0%	
In/Out	OUT	OUT	OUT		IN				IN	IN			
Volume	26	7	13	0	2	0	0	0	8	4	0	0	0
%	0.0%	0.0%	0.0%	5.0%	0.0%	0.0%	0%	10%	0.0%	0.0%	11.0%	0.0%	
In/Out				OUT				OUT			IN		
Volume	0	0	0	1	0	0	0	2	0	0	9	0	0
%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	6.0%	0.0%	0.0%	6.0%	0.0%	
In/Out								OUT			IN		
Volume	0	0	0	0	0	0	0	20	0	0	21	0	0
%	0.0%	0.0%	0.0%	10.0%	0.0%	24.0%	24%	0%	0.0%	0.0%	0.0%	10.0%	
In/Out				OUT		OUT	IN					IN	
Volume	0	0	0	16	0	37	13	0	0	0	0	5	0
%	40.0%	10.0%	10.0%	0.0%	10.0%	0.0%	0%	0%	40.0%	10.0%	0.0%	0.0%	
In/Out	OUT	OUT	OUT		IN				IN	IN			
Volume	16	4	4	0	1	0	0	0	5	1	0	0	0
Subtotal	78	18	31	24	6	63	40	160	43	10	119	8	0
Total	78	18	31	24	6	63	40	160	43	10	119	8	0



	Seasonal Factor: 1.06	Growth Rate: 1.01	Years Grown: 2		Trips In	Trips Out
				0	0	0
Kings Highway Commerce Park					463	114
Creekside					143	421
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
4945 Edwards Road					13	40

N/S STREET: Jenkins Rd **E/W STREET**: Okeechobee Rd **CONTROL**: Signalized

FILENAME:

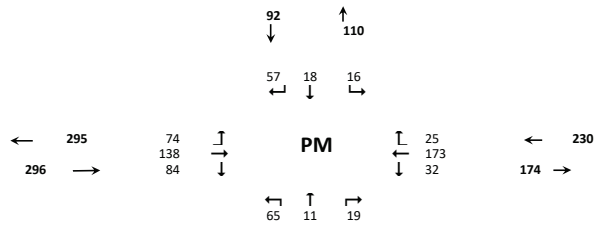
COUNT DATE: 5/6/2025 **DAY**: Tuesday **CITY**: St Lucie

REPORT DATE: 5/7/2025 Committed Trips

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
4:15-4:30													0	0
4:30-4:45													0	0
4:45-5:00													0	0
5:00-5:15													0	0
5:15-5:30													0	
5:30-5:45													0	
5:45-6:00													0	

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

Volumes	0	0	0	0	0	0	0	0	0	0	0	0	0
Season Factor	0	0	0	0	0	0	0	0	0	0	0	0	0
Growth	0	0	0	0	0	0	0	0	0	0	0	0	0
In/Out													
Percentage	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PROJECT	0	0	0	0	0	0	0	0	0	0	0	0	0
SUBPROJECTS													
%	0%	0%	0%	0%	0%	0%	0%	10%	0%	0%	10%	0%	
In/Out								OUT			IN		
Volume	0	0	0	0	0	0	0	46	0	0	14	0	0
%	5%	0%	0%	0%	0%	5%	5%	30%	5%	0%	30%	0.0%	
In/Out	IN					IN	OUT	OUT	OUT		IN		
Volume	21	0	0	0	0	21	13	77	13	0	128	0	0
%	0.0%	0.0%	0.0%	10.0%	0.0%	24.0%	24.0%	0.0%	0.0%	0.0%	0.0%	10.0%	
In/Out				OUT		OUT	IN					IN	
Volume	0	0	0	5	0	12	19	0	0	0	0	8	0
%	40.0%	10.0%	20.0%	0.0%	10.0%	0.0%	0%	0%	40.0%	20.0%	0.0%	0.0%	
In/Out	OUT	OUT	OUT		IN				IN	IN			
Volume	17	4	9	0	7	0	0	0	29	15	0	0	0
%	40.0%	10.0%	20.0%	0.0%	10.0%	0.0%	0.0%	0.0%	40.0%	20.0%	0.0%	0.0%	
In/Out	OUT	OUT	OUT		IN				IN	IN			
Volume	16	4	8	0	7	0	0	0	28	14	0	0	0
%	0.0%	0.0%	0.0%	5.0%	0.0%	0.0%	0%	10%	0.0%	0.0%	11.0%	0.0%	
In/Out				OUT				OUT			IN		
Volume	0	0	0	1	0	0	0	3	0	0	3	0	0
%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	6.0%	0.0%	0.0%	6.0%	0.0%	
In/Out								OUT			IN		
Volume	0	0	0	0	0	0	0	13	0	0	27	0	0
%	0.0%	0.0%	0.0%	10.0%	0.0%	24.0%	24%	0%	0.0%	0.0%	0.0%	10.0%	
In/Out				OUT		OUT	IN					IN	
Volume	0	0	0	10	0	24	41	0	0	0	0	17	0
%	40.0%	10.0%	10.0%	0.0%	10.0%	0.0%	0%	0%	40.0%	10.0%	0.0%	0.0%	
In/Out	OUT	OUT	OUT		IN				IN	IN			
Volume	10	3	3	0	4	0	0	0	15	4	0	0	0
Subtotal	65	11	19	16	18	57	74	138	84	32	173	25	0
Total	65	11	19	16	18	57	74	138	84	32	173	25	0



	Seasonal Factor: 1.06	Growth Rate: 1.01	Years Grown: 2		Trips In	Trips Out
				0	0	0
Kings Highway Commerce Park					142	458
Creekside					426	256
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
4945 Edwards Road					37	26

TURNING MOVEMENT VOLUME COUNTS

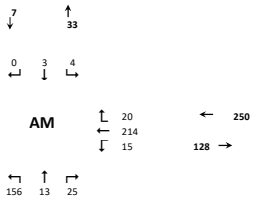
N/S STREET: Jenkins Ave **EW STREET:** Orange Ave **CONTROL:** Signalized

FILENAME:

COUNT DATE: **DAY:** **CITY:** St Lucie

REPORT DATE: **ANALYSIS YEAR:** Committed Trips

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



AM PEAK HOUR IS FROM: **8:00AM TO 9:00AM**

	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
Volumes	0	0	0	0	0	0	0	0	0	0	0	0	0
Season Factor	0	0	0	0	0	0	0	0	0	0	0	0	0
Growth to 2022	0	0	0	0	0	0	0	0	0	0	0	0	0
Growth 2022-2028	0	0	0	0	0	0	0	0	0	0	0	0	0
In/Out	-	-	-	-	-	-	-	-	-	-	-	-	
Percentage	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
PROJECT	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

Seasonal Factor:

Growth rate to 2022:

Years Grown to 2022: 1

Growth Rate 2022+: 1

Years Grown: 1

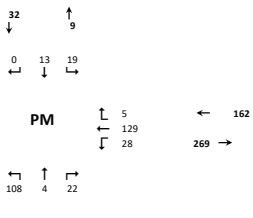
Trips In	Trips Out
0	0

Other Projects

	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL	Project Name	Trips In	Trips Out
Percentage	2%	0%	0%	0%	0%	0%	0%	8%	2%	0%	8%	0%	0%			
In/Out	IN	-	-	-	-	-	-	OUT	OUT	-	IN	-		Pineapple Grove	66	199
PROJECT	1	0	0	0	0	0	0	16	4	0	5	0	0			
%	8%	0%	0%	0%	0%	0%	0%	7%	5%	0%	7%	0%				
In/Out	IN	-	-	-	-	-	-	OUT	OUT	-	IN	-		Sunnyland		
Volume	6	0	0	0	0	0	0	16	11	0	5	0	0		75	223
%	0%	0%	0%	0%	0%	0%	0%	18%	0%	0%	18%	0%				
In/Out	-	-	-	-	-	-	-	OUT	-	-	IN	-		Project Hunt		
Volume	0	0	0	0	0	0	0	3	0	0	15	0	0		84	17
%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%				
In/Out	-	-	-	-	-	-	-	-	-	-	-	-		Jenkins Waypoint / Resurrection Life		
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0		53	156
%	60%	0%	10%	0%	0%	0%	0%	0%	60%	10%	0%	0%				
In/Out	OUT	-	OUT	-	-	-	-	-	IN	IN	-	-		Whispering Oaks		
Volume	100	0	17	0	0	0	0	0	27	5	0	0	0		45	167
%	0%	0%	2%	0%	0%	0%	0%	20%	0%	2%	20%	0%				
In/Out	-	-	IN	-	-	-	-	IN	-	OUT	OUT	-		Bent Creek (50%)		
Volume	0	0	1	0	0	0	0	12	0	4	37	0	0		62	186
%	10%	0%	0%	0%	0%	0%	0%	10%	10%	0%	10%	0%				
In/Out	IN	-	-	-	-	-	-	OUT	OUT	-	IN	-		Wawa Kings		
Volume	6	0	0	0	0	0	0	6	6	0	6	0	0		63	64
%	0%	0%	0%	0%	0%	0%	0%	3%	0%	0%	3%	0%				
In/Out	-	-	-	-	-	-	-	OUT	-	-	IN	-		Kings Highway Warehouse		
Volume	0	0	0	0	0	0	0	10	0	0	10	0	0		342	341
%	0%	0%	0%	0%	0%	0%	0%	18%	0%	0%	18%	0%				
In/Out	-	-	-	-	-	-	-	OUT	-	-	IN	-		Kings Highway Commerce Park		
Volume	0	0	0	0	0	0	0	21	0	0	83	0	0		463	114
%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%				
In/Out	-	-	-	-	-	-	-	-	-	-	-	-		Walsh Crossroads		
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0		7	5
%	0%	0%	15%	0%	0%	0%	0%	0%	0%	15%	0%	0%				
In/Out	-	-	OUT	-	-	-	-	-	-	IN	-	-		Project Hurricane		
Volume	0	0	2	0	0	0	0	0	0	5	0	0	0		36	12
%	25%	0%	5%	0%	0%	0%	0%	0%	25%	5%	0%	0%				
In/Out	OUT	-	OUT	-	-	-	-	-	IN	IN	-	-		Celebration Point (25%)		
Volume	24	0	5	0	0	0	0	0	8	2	0	0	0		30	96
%	5%	0%	0%	0%	0%	0%	0%	10%	5%	0%	10%	0%				
In/Out	IN	-	-	-	-	-	-	OUT	OUT	-	IN	-		Stonemont		
Volume	10	0	0	0	0	0	0	6	3	0	20	0	0		203	56
%	2%	0%	0%	0%	0%	0%	0%	8%	2%	0%	8%	0%				
In/Out	IN	-	-	-	-	-	-	OUT	OUT	-	IN	-		KRE		
Volume	8	0	0	0	0	0	0	9	2	0	31	0	0		393	117
%	0%	12%	0%	18%	12%	0%	0%	0%	0%	0%	0%	18%				
In/Out	-	IN	-	OUT	OUT	-	-	-	-	-	-	IN		Orange 95 - Parcels D & E		
Volume	0	13	0	4	3	0	0	0	0	0	0	20	0		111	22
Subtotal	156	13	25	4	3	0	0	99	61	15	214	20	0			
Total	156	13	25	4	3	0	0	99	61	15	214	20	0			

Orange & Jenkins
Committed Trips

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
4:15-4:30													0	0
4:30-4:45													0	0
4:45-5:00													0	0
5:00-5:15													0	0
5:15-5:30													0	
5:30-5:45													0	
5:45-6:00													0	



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

	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
Volumes	0	0	0	0	0	0	0	0	0	0	0	0	0
Season Factor	0	0	0	0	0	0	0	0	0	0	0	0	0
Growth to 2022	0	0	0	0	0	0	0	0	0	0	0	0	0
Growth 2022-2028	0	0	0	0	0	0	0	0	0	0	0	0	0
In/Out	-	-	-	-	-	-	-	-	-	-	-	-	
Percentage	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
PROJECT	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

Seasonal Factor:

Growth rate to 2022: 1

Years Grown to 2022: 1

Growth Rate: 1

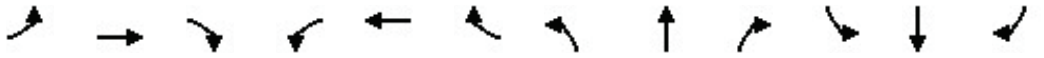
Years Grown: 1

Trips In	Trips Out

Other Projects

	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL	Project Name	Trips In	Trips Out
%	2%	0%	0%	0%	0%	0%	0%	8%	2%	0%	8%	0.0%				
In/Out	IN	-	-	-	-	-	-	OUT	OUT	-	IN	-		Pineapple Grove		
PROJECT	5	0	0	0	0	0	0	11	3	0	19	0	37		232	137
%	8%	0%	0%	0%	0%	0%	0%	7%	5%	0%	7%	0%				
In/Out	IN	-	-	-	-	-	-	OUT	OUT	-	IN	-		Sunnyland		
Volume	21	0	0	0	0	0	0	11	8	0	18	0	58		261	154
%	0%	0%	0%	0%	0%	0%	0%	18%	0%	0%	18%	0%				
In/Out	-	-	-	-	-	-	-	OUT	-	-	IN	-		Project Hunt		
Volume	0	0	0	0	0	0	0	15	0	0	5	0	21		29	85
%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%				
In/Out	-	-	-	-	-	-	-	-	-	-	-	-		Jenkins Waypoint / Resurrection Life		
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0		172	94
%	60%	0%	10%	0%	0%	0%	0%	0%	60%	10%	0%	0%				
In/Out	OUT	-	OUT	-	-	-	-	-	IN	IN	-	-		Whispering Oaks		
Volume	56	0	9	0	0	0	0	0	103	17	0	0	186		172	94
%	0%	0%	2%	0%	0%	0%	0%	20%	0%	2%	20%	0%				
In/Out	-	-	IN	-	-	-	-	IN	-	OUT	OUT	-		Bent Creek (50%)		
Volume	0	0	4	0	0	0	0	39	0	2	23	0	67		193	113
%	10%	0%	0%	0%	0%	0%	0%	10%	10%	0%	10%	0%				
In/Out	IN	-	-	-	-	-	-	OUT	OUT	-	IN	-		Wawa Kings		
Volume	6	0	0	0	0	0	0	6	6	0	6	0	23		57	58
%	0%	0%	0%	0%	0%	0%	0%	3%	0%	0%	3%	0%				
In/Out	-	-	-	-	-	-	-	OUT	-	-	IN	-		Kings Highway Warehouse		
Volume	0	0	0	0	0	0	0	14	0	0	14	0	27		458	216
%	0%	0%	0%	0%	0%	0%	0%	18%	0%	0%	18%	0%				
In/Out	-	-	-	-	-	-	-	OUT	-	-	IN	-		Kings Highway Commerce Park		
Volume	0	0	0	0	0	0	0	82	0	0	26	0	108		142	458
%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%				
In/Out	-	-	-	-	-	-	-	-	-	-	-	-		Walsh Crossroads		
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0		10	11
%	0%	0%	15%	0%	0%	0%	0%	0%	0%	15%	0%	0%				
In/Out	-	-	OUT	-	-	-	-	-	-	IN	-	-		Project Hurricane		
Volume	0	0	6	0	0	0	0	0	0	3	0	0	9		23	37
%	25%	0%	5%	0%	0%	0%	0%	0%	25%	5%	0%	0%				
In/Out	OUT	-	OUT	-	-	-	-	-	IN	IN	-	-		Celebration Point (25%)		
Volume	14	0	3	0	0	0	0	0	25	5	0	0	47		100	57
%	5%	0%	0%	0%	0%	0%	0%	10%	5%	0%	10%	0%				
In/Out	IN	-	-	-	-	-	-	OUT	OUT	-	IN	-		Stonemont		

Appendix H
HCM Worksheets



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	106	415	89	457	260	146	54	268	589	136	188	99
Future Volume (veh/h)	106	415	89	457	260	146	54	268	589	136	188	99
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	1618	1781	1663	1544	1678	1544	1337	1426	1722	1426	1233	1589
Adj Flow Rate, veh/h	112	437	94	481	274	154	57	282	620	143	198	104
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	19	8	16	24	15	24	38	32	12	32	45	21
Cap, veh/h	138	1634	474	563	1415	679	67	345	1129	198	400	201
Arrive On Green	0.09	0.34	0.34	0.20	0.44	0.44	0.05	0.24	0.24	0.08	0.26	0.26
Sat Flow, veh/h	1541	4863	1409	2853	3188	1309	1273	1426	2569	2634	1508	760
Grp Volume(v), veh/h	112	437	94	481	274	154	57	282	620	143	152	150
Grp Sat Flow(s),veh/h/ln	1541	1621	1409	1427	1594	1309	1273	1426	1284	1317	1171	1096
Q Serve(g_s), s	7.6	7.0	5.1	17.4	5.6	6.9	4.8	20.0	19.1	5.7	11.7	12.5
Cycle Q Clear(g_c), s	7.6	7.0	5.1	17.4	5.6	6.9	4.8	20.0	19.1	5.7	11.7	12.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.69
Lane Grp Cap(c), veh/h	138	1634	474	563	1415	679	67	345	1129	198	310	290
V/C Ratio(X)	0.81	0.27	0.20	0.85	0.19	0.23	0.85	0.82	0.55	0.72	0.49	0.52
Avail Cap(c_a), veh/h	518	1634	474	959	1415	679	428	479	1370	885	394	368
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	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	47.9	25.9	25.3	41.5	18.1	14.0	50.3	38.3	22.2	48.4	33.3	33.5
Incr Delay (d2), s/veh	10.8	0.4	0.9	3.9	0.3	0.8	24.5	7.5	0.4	4.9	1.2	1.4
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(95%),veh/ln	6.0	5.0	3.3	10.5	3.8	3.8	3.5	12.2	9.6	3.6	6.1	6.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	58.7	26.3	26.2	45.4	18.4	14.8	74.8	45.9	22.6	53.3	34.5	35.0
LnGrp LOS	E	C	C	D	B	B	E	D	C	D	C	C
Approach Vol, veh/h		643			909			959			445	
Approach Delay, s/veh		32.0			32.1			32.6			40.7	
Approach LOS		C			C			C			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.6	51.5	12.1	30.0	25.1	40.0	9.6	32.4
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	36.0	36.0	36.0	36.0	36.0	36.0	36.0	36.0
Max Q Clear Time (g_c+I1), s	9.6	8.9	7.7	22.0	19.4	9.0	6.8	14.5
Green Ext Time (p_c), s	0.3	2.4	0.5	3.9	1.7	3.5	0.1	1.8

Intersection Summary	
HCM 7th Control Delay, s/veh	33.5
HCM 7th LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	106	415	89	457	260	146	54	268	589	136	188	99
Future Volume (veh/h)	106	415	89	457	260	146	54	268	589	136	188	99
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q, 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	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1618	1781	1663	1544	1678	1544	1337	1426	1722	1426	1233	1589
Adj Flow Rate, veh/h	112	437	94	481	274	154	57	282	620	143	198	104
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	19	8	16	24	15	24	38	32	12	32	45	21
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	138	1634	474	563	1415	679	67	345	1129	198	400	201
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
Prop Arrive On Green	0.09	0.34	0.34	0.20	0.44	0.44	0.05	0.24	0.24	0.08	0.26	0.26
Unsig. Movement Delay												
Ln Grp Delay, s/veh	58.7	26.3	26.2	45.4	18.4	14.8	74.8	45.9	22.6	53.3	34.5	35.0
Ln Grp LOS	E	C	C	D	B	B	E	D	C	D	C	C
Approach Vol, veh/h		643			909			959			445	
Approach Delay, s/veh		32.0			32.1			32.6			40.7	
Approach LOS		C			C			C			D	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Case No	2.0	3.0	2.0	3.0	2.0	3.0	2.0	4.0
Phs Duration (G+Y+Rc), s	13.6	51.5	12.1	30.0	25.1	40.0	9.6	32.4
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green (Gmax), s	36.0	36.0	36.0	36.0	36.0	36.0	36.0	36.0
Max Allow Headway (MAH), s	3.9	4.9	3.9	4.5	3.9	5.1	3.9	5.5
Max Q Clear (g_c+I1), s	9.6	8.9	7.7	22.0	19.4	9.0	6.8	14.5
Green Ext Time (g_e), s	0.3	2.4	0.5	3.9	1.7	3.5	0.1	1.8
Prob of Phs Call (p_c)	0.96	1.00	0.99	1.00	1.00	1.00	0.82	1.00
Prob of Max Out (p_x)	0.00	0.00	0.00	0.15	0.00	0.00	0.00	0.00

Left-Turn Movement Data								
Assigned Mvmt	1		3		5		7	
Mvmt Sat Flow, veh/h	1541		2634		2853		1273	

Through Movement Data								
Assigned Mvmt		2		4		6		8
Mvmt Sat Flow, veh/h		3188		1426		4863		1508

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		18
Mvmt Sat Flow, veh/h		1309		2569		1409		760

Left Lane Group Data								
Assigned Mvmt	1	0	3	0	5	0	7	0

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	168	445	93	481	296	283	57	466	620	228	344	134
Future Volume (veh/h)	168	445	93	481	296	283	57	466	620	228	344	134
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	1618	1781	1663	1544	1678	1544	1337	1426	1722	1426	1233	1589
Adj Flow Rate, veh/h	177	468	98	506	312	298	60	491	653	240	362	141
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	19	8	16	24	15	24	38	32	12	32	45	21
Cap, veh/h	203	1369	397	572	1117	604	71	401	1238	293	558	214
Arrive On Green	0.13	0.28	0.28	0.20	0.35	0.35	0.06	0.28	0.28	0.11	0.34	0.34
Sat Flow, veh/h	1541	4863	1409	2853	3188	1309	1273	1426	2569	2634	1655	635
Grp Volume(v), veh/h	177	468	98	506	312	298	60	491	653	240	255	248
Grp Sat Flow(s),veh/h/ln	1541	1621	1409	1427	1594	1309	1273	1426	1284	1317	1171	1119
Q Serve(g_s), s	14.4	9.8	6.9	22.0	9.0	20.3	6.0	36.0	22.6	11.4	23.5	24.2
Cycle Q Clear(g_c), s	14.4	9.8	6.9	22.0	9.0	20.3	6.0	36.0	22.6	11.4	23.5	24.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.57
Lane Grp Cap(c), veh/h	203	1369	397	572	1117	604	71	401	1238	293	395	377
V/C Ratio(X)	0.87	0.34	0.25	0.88	0.28	0.49	0.84	1.22	0.53	0.82	0.64	0.66
Avail Cap(c_a), veh/h	434	1369	397	803	1117	604	359	401	1238	742	395	377
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	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	54.5	36.5	35.5	49.7	29.9	24.0	59.8	45.9	23.0	55.6	35.9	36.1
Incr Delay (d2), s/veh	11.0	0.7	1.5	8.7	0.6	2.9	22.3	120.8	0.4	5.6	3.6	4.2
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(95%),veh/ln	10.3	7.2	4.6	13.3	6.5	11.0	4.3	38.7	11.2	7.2	11.5	11.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	65.4	37.2	36.9	58.4	30.5	26.9	82.1	166.7	23.4	61.2	39.5	40.3
LnGrp LOS	E	D	D	E	C	C	F	F	C	E	D	D
Approach Vol, veh/h		743			1116			1204			743	
Approach Delay, s/veh		43.9			42.2			84.8			46.8	
Approach LOS		D			D			F			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	20.8	48.8	18.2	40.0	29.6	40.0	11.1	47.1
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	36.0	36.0	36.0	36.0	36.0	36.0	36.0	36.0
Max Q Clear Time (g_c+I1), s	16.4	22.3	13.4	38.0	24.0	11.8	8.0	26.2
Green Ext Time (p_c), s	0.5	2.7	0.8	0.0	1.6	3.7	0.1	2.3

Intersection Summary	
HCM 7th Control Delay, s/veh	56.9
HCM 7th LOS	E

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	168	445	93	481	296	283	57	466	620	228	344	134
Future Volume (veh/h)	168	445	93	481	296	283	57	466	620	228	344	134
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q, 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	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1618	1781	1663	1544	1678	1544	1337	1426	1722	1426	1233	1589
Adj Flow Rate, veh/h	177	468	98	506	312	298	60	491	653	240	362	141
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	19	8	16	24	15	24	38	32	12	32	45	21
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	203	1369	397	572	1117	604	71	401	1238	293	558	214
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
Prop Arrive On Green	0.13	0.28	0.28	0.20	0.35	0.35	0.06	0.28	0.28	0.11	0.34	0.34
Unsig. Movement Delay												
Ln Grp Delay, s/veh	65.4	37.2	36.9	58.4	30.5	26.9	82.1	166.7	23.4	61.2	39.5	40.3
Ln Grp LOS	E	D	D	E	C	C	F	F	C	E	D	D
Approach Vol, veh/h		743			1116			1204			743	
Approach Delay, s/veh		43.9			42.2			84.8			46.8	
Approach LOS		D			D			F			D	

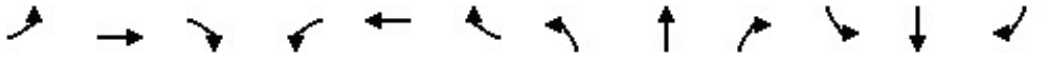
Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Case No	2.0	3.0	2.0	3.0	2.0	3.0	2.0	4.0
Phs Duration (G+Y+Rc), s	20.8	48.8	18.2	40.0	29.6	40.0	11.1	47.1
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green (Gmax), s	36.0	36.0	36.0	36.0	36.0	36.0	36.0	36.0
Max Allow Headway (MAH), s	3.9	4.7	3.9	4.7	3.9	5.1	3.9	5.5
Max Q Clear (g_c+I1), s	16.4	22.3	13.4	38.0	24.0	11.8	8.0	26.2
Green Ext Time (g_e), s	0.5	2.7	0.8	0.0	1.6	3.7	0.1	2.3
Prob of Phs Call (p_c)	1.00	1.00	1.00	1.00	1.00	1.00	0.88	1.00
Prob of Max Out (p_x)	0.00	0.00	0.00	1.00	0.02	0.00	0.00	0.37

Left-Turn Movement Data								
Assigned Mvmt	1		3		5		7	
Mvmt Sat Flow, veh/h	1541		2634		2853		1273	

Through Movement Data								
Assigned Mvmt		2		4		6		8
Mvmt Sat Flow, veh/h		3188		1426		4863		1655

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		18
Mvmt Sat Flow, veh/h		1309		2569		1409		635

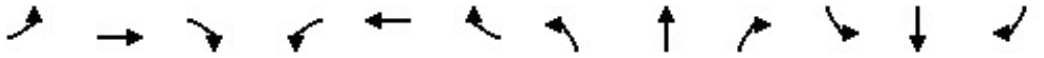
Left Lane Group Data								
Assigned Mvmt	1	0	3	0	5	0	7	0



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	168	445	93	481	296	283	57	466	620	228	344	134
Future Volume (veh/h)	168	445	93	481	296	283	57	466	620	228	344	134
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	1618	1781	1663	1544	1678	1544	1337	1426	1722	1426	1233	1589
Adj Flow Rate, veh/h	177	468	98	506	312	272	60	491	653	240	362	141
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	19	8	16	24	15	24	38	32	12	32	45	21
Cap, veh/h	205	954	276	514	775	461	69	505	1373	288	677	260
Arrive On Green	0.13	0.20	0.20	0.18	0.24	0.24	0.05	0.35	0.35	0.11	0.41	0.41
Sat Flow, veh/h	1541	4863	1409	2853	3188	1309	1273	1426	2569	2634	1655	635
Grp Volume(v), veh/h	177	468	98	506	312	272	60	491	653	240	255	248
Grp Sat Flow(s),veh/h/ln	1541	1621	1409	1427	1594	1309	1273	1426	1284	1317	1171	1119
Q Serve(g_s), s	11.2	8.6	6.0	17.7	8.2	17.0	4.7	33.9	15.9	8.9	16.4	16.9
Cycle Q Clear(g_c), s	11.2	8.6	6.0	17.7	8.2	17.0	4.7	33.9	15.9	8.9	16.4	16.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.57
Lane Grp Cap(c), veh/h	205	954	276	514	775	461	69	505	1373	288	479	458
V/C Ratio(X)	0.86	0.49	0.35	0.98	0.40	0.59	0.86	0.97	0.48	0.83	0.53	0.54
Avail Cap(c_a), veh/h	262	954	276	514	775	461	150	505	1373	290	479	458
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	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	42.4	35.7	34.7	40.8	31.7	26.4	46.9	31.8	14.5	43.6	22.3	22.4
Incr Delay (d2), s/veh	20.3	1.8	3.5	35.5	1.6	5.4	25.3	32.8	0.3	18.4	1.1	1.3
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(95%),veh/ln	9.2	6.3	0.5	13.5	5.9	9.8	3.5	22.4	7.9	6.5	8.0	8.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	62.7	37.5	38.2	76.4	33.3	31.9	72.2	64.6	14.8	62.0	23.4	23.7
LnGrp LOS	E	D	D	E	C	C	E	E	B	E	C	C
Approach Vol, veh/h		743			1090			1204			743	
Approach Delay, s/veh		43.6			52.9			37.9			36.0	
Approach LOS		D			D			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	17.3	28.3	14.9	39.4	22.0	23.6	9.4	44.9
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	17.0	20.6	11.0	35.4	18.0	19.6	11.8	34.6
Max Q Clear Time (g_c+I1), s	13.2	19.0	10.9	35.9	19.7	10.6	6.7	18.9
Green Ext Time (p_c), s	0.2	0.5	0.0	0.0	0.0	2.4	0.0	2.9

Intersection Summary	
HCM 7th Control Delay, s/veh	43.0
HCM 7th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	168	445	93	481	296	283	57	466	620	228	344	134
Future Volume (veh/h)	168	445	93	481	296	283	57	466	620	228	344	134
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q, 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	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1618	1781	1663	1544	1678	1544	1337	1426	1722	1426	1233	1589
Adj Flow Rate, veh/h	177	468	98	506	312	272	60	491	653	240	362	141
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	19	8	16	24	15	24	38	32	12	32	45	21
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	205	954	276	514	775	461	69	505	1373	288	677	260
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
Prop Arrive On Green	0.13	0.20	0.20	0.18	0.24	0.24	0.05	0.35	0.35	0.11	0.41	0.41
Unsig. Movement Delay												
Ln Grp Delay, s/veh	62.7	37.5	38.2	76.4	33.3	31.9	72.2	64.6	14.8	62.0	23.4	23.7
Ln Grp LOS	E	D	D	E	C	C	E	E	B	E	C	C
Approach Vol, veh/h		743			1090			1204			743	
Approach Delay, s/veh		43.6			52.9			37.9			36.0	
Approach LOS		D			D			D			D	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Case No	2.0	3.0	2.0	3.0	2.0	3.0	2.0	4.0
Phs Duration (G+Y+Rc), s	17.3	28.3	14.9	39.4	22.0	23.6	9.4	44.9
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green (Gmax), s	17.0	20.6	11.0	35.4	18.0	19.6	11.8	34.6
Max Allow Headway (MAH), s	3.9	4.7	3.9	4.7	3.9	5.1	3.9	5.5
Max Q Clear (g_c+I1), s	13.2	19.0	10.9	35.9	19.7	10.6	6.7	18.9
Green Ext Time (g_e), s	0.2	0.5	0.0	0.0	0.0	2.4	0.0	2.9
Prob of Phs Call (p_c)	0.99	1.00	1.00	1.00	1.00	1.00	0.81	1.00
Prob of Max Out (p_x)	1.00	0.00	1.00	1.00	1.00	0.00	0.24	0.09

Left-Turn Movement Data								
Assigned Mvmt	1		3		5		7	
Mvmt Sat Flow, veh/h	1541		2634		2853		1273	

Through Movement Data								
Assigned Mvmt		2		4		6		8
Mvmt Sat Flow, veh/h		3188		1426		4863		1655

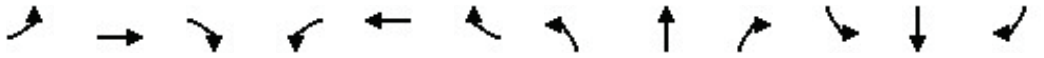
Right-Turn Movement Data								
Assigned Mvmt		12		14		16		18
Mvmt Sat Flow, veh/h		1309		2569		1409		635

Left Lane Group Data								
Assigned Mvmt	1	0	3	0	5	0	7	0

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	174	445	93	481	296	328	57	472	620	253	348	138
Future Volume (veh/h)	174	445	93	481	296	328	57	472	620	253	348	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	1618	1781	1663	1544	1678	1544	1337	1426	1722	1426	1233	1589
Adj Flow Rate, veh/h	183	468	98	506	312	345	60	497	653	266	366	145
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	19	8	16	24	15	24	38	32	12	32	45	21
Cap, veh/h	209	1350	391	571	1091	607	71	396	1227	319	565	220
Arrive On Green	0.14	0.28	0.28	0.20	0.34	0.34	0.06	0.28	0.28	0.12	0.34	0.34
Sat Flow, veh/h	1541	4863	1409	2853	3188	1309	1273	1426	2569	2634	1646	642
Grp Volume(v), veh/h	183	468	98	506	312	345	60	497	653	266	259	252
Grp Sat Flow(s),veh/h/ln	1541	1621	1409	1427	1594	1309	1273	1426	1284	1317	1171	1117
Q Serve(g_s), s	15.1	10.0	7.0	22.4	9.3	24.9	6.1	36.0	23.1	12.8	24.2	24.8
Cycle Q Clear(g_c), s	15.1	10.0	7.0	22.4	9.3	24.9	6.1	36.0	23.1	12.8	24.2	24.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.57
Lane Grp Cap(c), veh/h	209	1350	391	571	1091	607	71	396	1227	319	402	383
V/C Ratio(X)	0.88	0.35	0.25	0.89	0.29	0.57	0.84	1.26	0.53	0.83	0.64	0.66
Avail Cap(c_a), veh/h	428	1350	391	792	1091	607	354	396	1227	731	402	383
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	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	55.0	37.4	36.4	50.4	31.1	25.3	60.6	46.8	23.7	55.7	35.9	36.1
Incr Delay (d2), s/veh	11.1	0.7	1.5	9.1	0.7	3.8	22.3	134.1	0.4	5.6	3.5	4.1
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(95%),veh/ln	10.7	7.3	4.7	13.5	6.7	13.1	4.3	40.9	11.4	8.0	11.7	11.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	66.1	38.1	37.9	59.5	31.7	29.2	82.9	180.9	24.2	61.3	39.4	40.2
LnGrp LOS	E	D	D	E	C	C	F	F	C	E	D	D
Approach Vol, veh/h		749			1163			1210			777	
Approach Delay, s/veh		44.9			43.1			91.5			47.2	
Approach LOS		D			D			F			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	21.6	48.4	19.7	40.0	29.9	40.0	11.2	48.5
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	36.0	36.0	36.0	36.0	36.0	36.0	36.0	36.0
Max Q Clear Time (g_c+I1), s	17.1	26.9	14.8	38.0	24.4	12.0	8.1	26.8
Green Ext Time (p_c), s	0.5	2.3	0.9	0.0	1.6	3.6	0.1	2.2

Intersection Summary	
HCM 7th Control Delay, s/veh	59.3
HCM 7th LOS	E



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	174	445	93	481	296	328	57	472	620	253	348	138
Future Volume (veh/h)	174	445	93	481	296	328	57	472	620	253	348	138
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q, 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	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1618	1781	1663	1544	1678	1544	1337	1426	1722	1426	1233	1589
Adj Flow Rate, veh/h	183	468	98	506	312	345	60	497	653	266	366	145
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	19	8	16	24	15	24	38	32	12	32	45	21
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	209	1350	391	571	1091	607	71	396	1227	319	565	220
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
Prop Arrive On Green	0.14	0.28	0.28	0.20	0.34	0.34	0.06	0.28	0.28	0.12	0.34	0.34
Unsig. Movement Delay												
Ln Grp Delay, s/veh	66.1	38.1	37.9	59.5	31.7	29.2	82.9	180.9	24.2	61.3	39.4	40.2
Ln Grp LOS	E	D	D	E	C	C	F	F	C	E	D	D
Approach Vol, veh/h		749			1163			1210			777	
Approach Delay, s/veh		44.9			43.1			91.5			47.2	
Approach LOS		D			D			F			D	

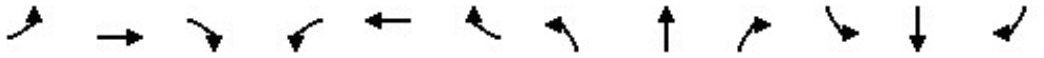
Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Case No	2.0	3.0	2.0	3.0	2.0	3.0	2.0	4.0
Phs Duration (G+Y+Rc), s	21.6	48.4	19.7	40.0	29.9	40.0	11.2	48.5
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green (Gmax), s	36.0	36.0	36.0	36.0	36.0	36.0	36.0	36.0
Max Allow Headway (MAH), s	3.9	4.7	3.9	4.7	3.9	5.1	3.9	5.5
Max Q Clear (g_c+I1), s	17.1	26.9	14.8	38.0	24.4	12.0	8.1	26.8
Green Ext Time (g_e), s	0.5	2.3	0.9	0.0	1.6	3.6	0.1	2.2
Prob of Phs Call (p_c)	1.00	1.00	1.00	1.00	1.00	1.00	0.88	1.00
Prob of Max Out (p_x)	0.00	0.00	0.00	1.00	0.03	0.00	0.00	0.43

Left-Turn Movement Data								
Assigned Mvmt	1		3		5		7	
Mvmt Sat Flow, veh/h	1541		2634		2853		1273	

Through Movement Data								
Assigned Mvmt		2		4		6		8
Mvmt Sat Flow, veh/h		3188		1426		4863		1646

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		18
Mvmt Sat Flow, veh/h		1309		2569		1409		642

Left Lane Group Data								
Assigned Mvmt	1	0	3	0	5	0	7	0



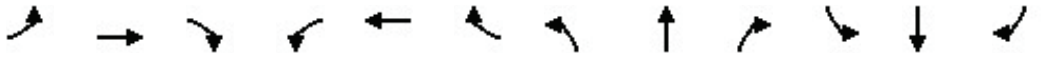
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	174	445	93	481	296	328	57	472	620	253	348	138
Future Volume (veh/h)	174	445	93	481	296	328	57	472	620	253	348	138
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	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	1618	1781	1663	1544	1678	1544	1337	1426	1722	1426	1233	1589
Adj Flow Rate, veh/h	183	468	98	506	312	319	60	497	653	266	366	145
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	19	8	16	24	15	24	38	32	12	32	45	21
Cap, veh/h	207	906	262	548	777	471	70	527	1443	307	710	277
Arrive On Green	0.13	0.19	0.19	0.19	0.24	0.24	0.06	0.37	0.37	0.12	0.43	0.43
Sat Flow, veh/h	1541	4863	1409	2853	3188	1309	1273	1426	2569	2634	1646	642
Grp Volume(v), veh/h	183	468	98	506	312	319	60	497	653	266	259	252
Grp Sat Flow(s),veh/h/ln	1541	1621	1409	1427	1594	1309	1273	1426	1284	1317	1171	1117
Q Serve(g_s), s	13.8	10.2	7.2	20.6	9.7	24.4	5.5	39.8	17.6	11.7	19.1	19.6
Cycle Q Clear(g_c), s	13.8	10.2	7.2	20.6	9.7	24.4	5.5	39.8	17.6	11.7	19.1	19.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.57
Lane Grp Cap(c), veh/h	207	906	262	548	777	471	70	527	1443	307	505	482
V/C Ratio(X)	0.88	0.52	0.37	0.92	0.40	0.68	0.86	0.94	0.45	0.87	0.51	0.52
Avail Cap(c_a), veh/h	248	906	262	556	777	471	137	543	1472	312	505	482
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	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	50.2	43.3	42.0	46.9	37.4	32.0	55.3	36.0	15.2	51.3	24.5	24.7
Incr Delay (d2), s/veh	25.9	2.1	4.0	21.1	1.5	7.6	24.0	24.8	0.2	21.6	0.9	1.0
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(95%),veh/ln	11.1	7.7	5.0	13.8	7.1	13.4	4.0	24.0	8.8	8.4	9.2	9.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	76.1	45.4	46.1	68.0	39.0	39.6	79.3	60.8	15.4	72.9	25.4	25.7
LnGrp LOS	E	D	D	E	D	D	E	E	B	E	C	C
Approach Vol, veh/h		749			1137			1210			777	
Approach Delay, s/veh		53.0			52.1			37.2			41.8	
Approach LOS		D			D			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	19.9	32.8	17.7	47.7	26.7	26.0	10.5	54.9
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	19.0	26.0	14.0	45.0	23.0	22.0	12.7	46.3
Max Q Clear Time (g_c+I1), s	15.8	26.4	13.7	41.8	22.6	12.2	7.5	21.6
Green Ext Time (p_c), s	0.2	0.0	0.0	1.9	0.1	2.5	0.0	3.5

Intersection Summary	
HCM 7th Control Delay, s/veh	45.5
HCM 7th LOS	D

Notes

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	174	445	93	481	296	328	57	472	620	253	348	138
Future Volume (veh/h)	174	445	93	481	296	328	57	472	620	253	348	138
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q, 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	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1618	1781	1663	1544	1678	1544	1337	1426	1722	1426	1233	1589
Adj Flow Rate, veh/h	183	468	98	506	312	319	60	497	653	266	366	145
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	19	8	16	24	15	24	38	32	12	32	45	21
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	207	906	262	548	777	471	70	527	1443	307	710	277
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
Prop Arrive On Green	0.13	0.19	0.19	0.19	0.24	0.24	0.06	0.37	0.37	0.12	0.43	0.43
Unsig. Movement Delay												
Ln Grp Delay, s/veh	76.1	45.4	46.1	68.0	39.0	39.6	79.3	60.8	15.4	72.9	25.4	25.7
Ln Grp LOS	E	D	D	E	D	D	E	E	B	E	C	C
Approach Vol, veh/h		749			1137			1210			777	
Approach Delay, s/veh		53.0			52.1			37.2			41.8	
Approach LOS		D			D			D			D	

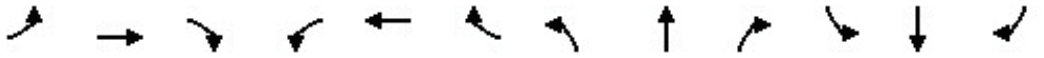
Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Case No	2.0	3.0	2.0	3.0	2.0	3.0	2.0	4.0
Phs Duration (G+Y+Rc), s	19.9	32.8	17.7	47.7	26.7	26.0	10.5	54.9
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green (Gmax), s	19.0	26.0	14.0	45.0	23.0	22.0	12.7	46.3
Max Allow Headway (MAH), s	3.9	4.7	3.9	4.7	3.9	5.1	3.9	5.5
Max Q Clear (g_c+I1), s	15.8	26.4	13.7	41.8	22.6	12.2	7.5	21.6
Green Ext Time (g_e), s	0.2	0.0	0.0	1.9	0.1	2.5	0.0	3.5
Prob of Phs Call (p_c)	1.00	1.00	1.00	1.00	1.00	1.00	0.86	1.00
Prob of Max Out (p_x)	1.00	0.00	1.00	1.00	1.00	0.00	0.22	0.01

Left-Turn Movement Data								
Assigned Mvmt	1		3		5		7	
Mvmt Sat Flow, veh/h	1541		2634		2853		1273	

Through Movement Data								
Assigned Mvmt		2		4		6		8
Mvmt Sat Flow, veh/h		3188		1426		4863		1646

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		18
Mvmt Sat Flow, veh/h		1309		2569		1409		642

Left Lane Group Data								
Assigned Mvmt	1	0	3	0	5	0	7	0



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	79	332	35	438	440	111	80	181	572	154	194	78
Future Volume (veh/h)	79	332	35	438	440	111	80	181	572	154	194	78
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	1604	1707	1693	1633	1752	1485	1559	1189	1604	1604	1381	1633
Adj Flow Rate, veh/h	84	353	37	466	468	118	85	193	609	164	206	83
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	20	13	14	18	10	28	23	48	20	20	35	18
Cap, veh/h	105	1591	489	554	1519	672	105	292	1027	230	466	181
Arrive On Green	0.07	0.34	0.34	0.18	0.46	0.46	0.07	0.25	0.25	0.08	0.25	0.25
Sat Flow, veh/h	1527	4661	1434	3018	3328	1259	1485	1189	2392	2963	1845	719
Grp Volume(v), veh/h	84	353	37	466	468	118	85	193	609	164	144	145
Grp Sat Flow(s),veh/h/ln	1527	1554	1434	1509	1664	1259	1485	1189	1196	1481	1312	1252
Q Serve(g_s), s	5.7	5.7	1.8	15.7	9.4	5.1	6.0	15.4	20.6	5.7	9.8	10.3
Cycle Q Clear(g_c), s	5.7	5.7	1.8	15.7	9.4	5.1	6.0	15.4	20.6	5.7	9.8	10.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.57
Lane Grp Cap(c), veh/h	105	1591	489	554	1519	672	105	292	1027	230	331	316
V/C Ratio(X)	0.80	0.22	0.08	0.84	0.31	0.18	0.81	0.66	0.59	0.71	0.44	0.46
Avail Cap(c_a), veh/h	521	1591	489	1030	1519	672	507	406	1256	1011	448	427
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	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	48.4	24.8	23.5	41.6	18.1	12.6	48.3	35.8	23.0	47.5	33.1	33.3
Incr Delay (d2), s/veh	13.0	0.3	0.3	3.5	0.5	0.6	13.3	2.6	0.6	4.1	0.9	1.0
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(95%),veh/ln	4.6	3.8	1.2	10.1	6.6	2.7	4.7	8.2	9.7	4.0	5.7	5.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	61.4	25.1	23.8	45.1	18.7	13.2	61.6	38.4	23.6	51.6	34.0	34.4
LnGrp LOS	E	C	C	D	B	B	E	D	C	D	C	C
Approach Vol, veh/h		474			1052			887			453	
Approach Delay, s/veh		31.4			29.8			30.5			40.5	
Approach LOS		C			C			C			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.3	52.1	12.2	29.9	23.4	40.0	11.5	30.6
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	36.0	36.0	36.0	36.0	36.0	36.0	36.0	36.0
Max Q Clear Time (g_c+I1), s	7.7	11.4	7.7	22.6	17.7	7.7	8.0	12.3
Green Ext Time (p_c), s	0.2	3.7	0.6	3.4	1.7	2.7	0.2	1.8

Intersection Summary	
HCM 7th Control Delay, s/veh	31.9
HCM 7th LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	79	332	35	438	440	111	80	181	572	154	194	78
Future Volume (veh/h)	79	332	35	438	440	111	80	181	572	154	194	78
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q, 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	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1604	1707	1693	1633	1752	1485	1559	1189	1604	1604	1381	1633
Adj Flow Rate, veh/h	84	353	37	466	468	118	85	193	609	164	206	83
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	20	13	14	18	10	28	23	48	20	20	35	18
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	105	1591	489	554	1519	672	105	292	1027	230	466	181
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
Prop Arrive On Green	0.07	0.34	0.34	0.18	0.46	0.46	0.07	0.25	0.25	0.08	0.25	0.25
Unsig. Movement Delay												
Ln Grp Delay, s/veh	61.4	25.1	23.8	45.1	18.7	13.2	61.6	38.4	23.6	51.6	34.0	34.4
Ln Grp LOS	E	C	C	D	B	B	E	D	C	D	C	C
Approach Vol, veh/h		474			1052			887			453	
Approach Delay, s/veh		31.4			29.8			30.5			40.5	
Approach LOS		C			C			C			D	

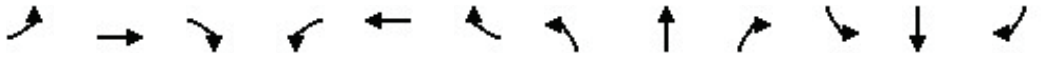
Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Case No	2.0	3.0	2.0	3.0	2.0	3.0	2.0	4.0
Phs Duration (G+Y+Rc), s	11.3	52.1	12.2	29.9	23.4	40.0	11.5	30.6
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green (Gmax), s	36.0	36.0	36.0	36.0	36.0	36.0	36.0	36.0
Max Allow Headway (MAH), s	3.9	5.0	3.9	4.4	3.9	5.2	3.9	5.5
Max Q Clear (g_c+I1), s	7.7	11.4	7.7	22.6	17.7	7.7	8.0	12.3
Green Ext Time (g_e), s	0.2	3.7	0.6	3.4	1.7	2.7	0.2	1.8
Prob of Phs Call (p_c)	0.91	1.00	0.99	1.00	1.00	1.00	0.92	1.00
Prob of Max Out (p_x)	0.00	0.00	0.00	0.12	0.00	0.00	0.00	0.00

Left-Turn Movement Data								
Assigned Mvmt	1		3		5		7	
Mvmt Sat Flow, veh/h	1527		2963		3018		1485	

Through Movement Data								
Assigned Mvmt		2		4		6		8
Mvmt Sat Flow, veh/h		3328		1189		4661		1845

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		18
Mvmt Sat Flow, veh/h		1259		2392		1434		719

Left Lane Group Data								
Assigned Mvmt	1	0	3	0	5	0	7	0



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	119	374	37	462	478	223	84	385	602	305	431	141
Future Volume (veh/h)	119	374	37	462	478	223	84	385	602	305	431	141
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	1604	1707	1693	1633	1752	1485	1559	1189	1604	1604	1381	1633
Adj Flow Rate, veh/h	127	398	39	491	509	237	89	410	640	324	459	150
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	20	13	14	18	10	28	23	48	20	20	35	18
Cap, veh/h	151	1302	401	562	1221	626	109	332	1113	388	657	213
Arrive On Green	0.10	0.28	0.28	0.19	0.37	0.37	0.07	0.28	0.28	0.13	0.34	0.34
Sat Flow, veh/h	1527	4661	1434	3018	3328	1259	1485	1189	2392	2963	1948	632
Grp Volume(v), veh/h	127	398	39	491	509	237	89	410	640	324	308	301
Grp Sat Flow(s),veh/h/ln	1527	1554	1434	1509	1664	1259	1485	1189	1196	1481	1312	1268
Q Serve(g_s), s	10.5	8.7	2.6	20.4	14.7	15.0	7.6	36.0	25.2	13.7	26.2	26.6
Cycle Q Clear(g_c), s	10.5	8.7	2.6	20.4	14.7	15.0	7.6	36.0	25.2	13.7	26.2	26.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.50
Lane Grp Cap(c), veh/h	151	1302	401	562	1221	626	109	332	1113	388	442	427
V/C Ratio(X)	0.84	0.31	0.10	0.87	0.42	0.38	0.82	1.23	0.57	0.84	0.70	0.70
Avail Cap(c_a), veh/h	427	1302	401	843	1221	626	415	332	1113	828	442	427
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	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	57.1	36.6	34.4	51.0	30.5	20.0	58.9	46.4	25.1	54.6	37.0	37.1
Incr Delay (d2), s/veh	11.8	0.6	0.5	6.9	1.1	1.7	13.8	128.9	0.7	4.8	4.7	5.2
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(95%),veh/ln	8.1	6.1	1.8	12.9	10.2	8.3	5.9	33.9	11.6	9.2	13.9	13.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	68.9	37.2	34.9	57.8	31.6	21.8	72.7	175.3	25.9	59.4	41.7	42.3
LnGrp LOS	E	D	C	E	C	C	E	F	C	E	D	D
Approach Vol, veh/h		564			1237			1139			933	
Approach Delay, s/veh		44.2			40.1			83.3			48.0	
Approach LOS		D			D			F			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	16.7	51.3	20.9	40.0	28.0	40.0	13.4	47.4
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	36.0	36.0	36.0	36.0	36.0	36.0	36.0	36.0
Max Q Clear Time (g_c+I1), s	12.5	17.0	15.7	38.0	22.4	10.7	9.6	28.6
Green Ext Time (p_c), s	0.3	4.2	1.1	0.0	1.6	2.9	0.2	2.3

Intersection Summary	
HCM 7th Control Delay, s/veh	55.3
HCM 7th LOS	E

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	119	374	37	462	478	223	84	385	602	305	431	141
Future Volume (veh/h)	119	374	37	462	478	223	84	385	602	305	431	141
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q, 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	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1604	1707	1693	1633	1752	1485	1559	1189	1604	1604	1381	1633
Adj Flow Rate, veh/h	127	398	39	491	509	237	89	410	640	324	459	150
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	20	13	14	18	10	28	23	48	20	20	35	18
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	151	1302	401	562	1221	626	109	332	1113	388	657	213
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
Prop Arrive On Green	0.10	0.28	0.28	0.19	0.37	0.37	0.07	0.28	0.28	0.13	0.34	0.34
Unsig. Movement Delay												
Ln Grp Delay, s/veh	68.9	37.2	34.9	57.8	31.6	21.8	72.7	175.3	25.9	59.4	41.7	42.3
Ln Grp LOS	E	D	C	E	C	C	E	F	C	E	D	D
Approach Vol, veh/h		564			1237			1139			933	
Approach Delay, s/veh		44.2			40.1			83.3			48.0	
Approach LOS		D			D			F			D	

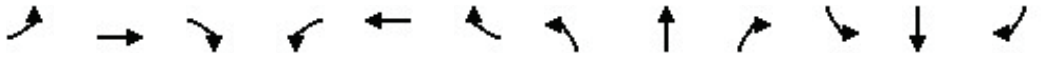
Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Case No	2.0	3.0	2.0	3.0	2.0	3.0	2.0	4.0
Phs Duration (G+Y+Rc), s	16.7	51.3	20.9	40.0	28.0	40.0	13.4	47.4
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green (Gmax), s	36.0	36.0	36.0	36.0	36.0	36.0	36.0	36.0
Max Allow Headway (MAH), s	3.9	4.9	3.9	4.6	3.9	5.2	3.9	5.5
Max Q Clear (g_c+I1), s	12.5	17.0	15.7	38.0	22.4	10.7	9.6	28.6
Green Ext Time (g_e), s	0.3	4.2	1.1	0.0	1.6	2.9	0.2	2.3
Prob of Phs Call (p_c)	0.99	1.00	1.00	1.00	1.00	1.00	0.96	1.00
Prob of Max Out (p_x)	0.00	0.00	0.00	1.00	0.01	0.00	0.00	0.68

Left-Turn Movement Data								
Assigned Mvmt	1		3		5		7	
Mvmt Sat Flow, veh/h	1527		2963		3018		1485	

Through Movement Data								
Assigned Mvmt		2		4		6		8
Mvmt Sat Flow, veh/h		3328		1189		4661		1948

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		18
Mvmt Sat Flow, veh/h		1259		2392		1434		632

Left Lane Group Data								
Assigned Mvmt	1	0	3	0	5	0	7	0



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	119	374	37	462	478	223	84	385	602	305	431	141
Future Volume (veh/h)	119	374	37	462	478	223	84	385	602	305	431	141
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	1604	1707	1693	1633	1752	1485	1559	1189	1604	1604	1381	1633
Adj Flow Rate, veh/h	127	398	39	491	509	237	89	410	640	324	459	150
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	20	13	14	18	10	28	23	48	20	20	35	18
Cap, veh/h	149	810	249	557	868	492	108	457	1362	386	862	280
Arrive On Green	0.10	0.17	0.17	0.18	0.26	0.26	0.07	0.38	0.38	0.13	0.44	0.44
Sat Flow, veh/h	1527	4661	1434	3018	3328	1259	1485	1189	2392	2963	1948	632
Grp Volume(v), veh/h	127	398	39	491	509	237	89	410	640	324	308	301
Grp Sat Flow(s),veh/h/ln	1527	1554	1434	1509	1664	1259	1485	1189	1196	1481	1312	1268
Q Serve(g_s), s	10.4	9.8	2.9	20.0	16.9	17.9	7.5	41.0	19.9	13.5	21.6	22.0
Cycle Q Clear(g_c), s	10.4	9.8	2.9	20.0	16.9	17.9	7.5	41.0	19.9	13.5	21.6	22.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.50
Lane Grp Cap(c), veh/h	149	810	249	557	868	492	108	457	1362	386	581	561
V/C Ratio(X)	0.85	0.49	0.16	0.88	0.59	0.48	0.83	0.90	0.47	0.84	0.53	0.54
Avail Cap(c_a), veh/h	229	810	249	739	868	492	218	592	1632	679	761	735
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	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	56.2	47.2	44.4	50.2	40.8	28.9	57.9	36.6	16.0	53.7	25.7	25.8
Incr Delay (d2), s/veh	16.6	2.1	1.3	9.6	2.9	3.3	14.5	13.7	0.3	4.9	0.8	0.8
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(95%),veh/ln	8.2	7.1	2.1	13.0	11.7	9.8	5.8	19.5	9.2	9.1	11.1	11.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	72.7	49.3	45.7	59.8	43.7	32.2	72.4	50.2	16.3	58.7	26.5	26.6
LnGrp LOS	E	D	D	E	D	C	E	D	B	E	C	C
Approach Vol, veh/h		564			1237			1139			933	
Approach Delay, s/veh		54.4			47.9			32.9			37.7	
Approach LOS		D			D			C			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	16.4	37.0	20.5	52.7	27.4	26.0	13.2	60.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	19.0	33.0	29.0	63.0	31.0	21.0	18.6	73.4
Max Q Clear Time (g_c+I1), s	12.4	19.9	15.5	43.0	22.0	11.8	9.5	24.0
Green Ext Time (p_c), s	0.2	3.6	1.0	5.7	1.3	1.9	0.1	4.6

Intersection Summary	
HCM 7th Control Delay, s/veh	42.0
HCM 7th LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	119	374	37	462	478	223	84	385	602	305	431	141
Future Volume (veh/h)	119	374	37	462	478	223	84	385	602	305	431	141
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q, 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	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1604	1707	1693	1633	1752	1485	1559	1189	1604	1604	1381	1633
Adj Flow Rate, veh/h	127	398	39	491	509	237	89	410	640	324	459	150
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	20	13	14	18	10	28	23	48	20	20	35	18
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	149	810	249	557	868	492	108	457	1362	386	862	280
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
Prop Arrive On Green	0.10	0.17	0.17	0.18	0.26	0.26	0.07	0.38	0.38	0.13	0.44	0.44
Unsig. Movement Delay												
Ln Grp Delay, s/veh	72.7	49.3	45.7	59.8	43.7	32.2	72.4	50.2	16.3	58.7	26.5	26.6
Ln Grp LOS	E	D	D	E	D	C	E	D	B	E	C	C
Approach Vol, veh/h		564			1237			1139			933	
Approach Delay, s/veh		54.4			47.9			32.9			37.7	
Approach LOS		D			D			C			D	

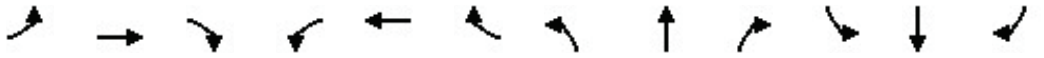
Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Case No	2.0	3.0	2.0	3.0	2.0	3.0	2.0	4.0
Phs Duration (G+Y+Rc), s	16.4	37.0	20.5	52.7	27.4	26.0	13.2	60.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green (Gmax), s	19.0	33.0	29.0	63.0	31.0	21.0	18.6	73.4
Max Allow Headway (MAH), s	3.9	4.9	3.9	4.6	3.9	5.2	3.9	5.5
Max Q Clear (g_c+I1), s	12.4	19.9	15.5	43.0	22.0	11.8	9.5	24.0
Green Ext Time (g_e), s	0.2	3.6	1.0	5.7	1.3	1.9	0.1	4.6
Prob of Phs Call (p_c)	0.99	1.00	1.00	1.00	1.00	1.00	0.96	1.00
Prob of Max Out (p_x)	0.07	0.00	0.00	0.10	0.09	0.00	0.00	0.00

Left-Turn Movement Data								
Assigned Mvmt	1		3		5		7	
Mvmt Sat Flow, veh/h	1527		2963		3018		1485	

Through Movement Data								
Assigned Mvmt		2		4		6		8
Mvmt Sat Flow, veh/h		3328		1189		4661		1948

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		18
Mvmt Sat Flow, veh/h		1259		2392		1434		632

Left Lane Group Data								
Assigned Mvmt	1	0	3	0	5	0	7	0



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	125	374	37	462	478	262	84	391	602	355	438	148
Future Volume (veh/h)	125	374	37	462	478	262	84	391	602	355	438	148
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	1604	1707	1693	1633	1752	1485	1559	1189	1604	1604	1381	1633
Adj Flow Rate, veh/h	133	398	39	491	509	279	89	416	640	378	466	157
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	20	13	14	18	10	28	23	48	20	20	35	18
Cap, veh/h	157	1269	390	559	1182	635	108	324	1094	442	673	225
Arrive On Green	0.10	0.27	0.27	0.19	0.35	0.35	0.07	0.27	0.27	0.15	0.35	0.35
Sat Flow, veh/h	1527	4661	1434	3018	3328	1259	1485	1189	2392	2963	1931	646
Grp Volume(v), veh/h	133	398	39	491	509	279	89	416	640	378	315	308
Grp Sat Flow(s),veh/h/ln	1527	1554	1434	1509	1664	1259	1485	1189	1196	1481	1312	1265
Q Serve(g_s), s	11.3	9.0	2.7	20.9	15.4	18.7	7.8	36.0	26.2	16.5	27.3	27.7
Cycle Q Clear(g_c), s	11.3	9.0	2.7	20.9	15.4	18.7	7.8	36.0	26.2	16.5	27.3	27.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.51
Lane Grp Cap(c), veh/h	157	1269	390	559	1182	635	108	324	1094	442	457	441
V/C Ratio(X)	0.85	0.31	0.10	0.88	0.43	0.44	0.82	1.29	0.58	0.85	0.69	0.70
Avail Cap(c_a), veh/h	416	1269	390	821	1182	635	404	324	1094	807	457	441
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	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	58.3	38.3	36.0	52.4	32.5	20.9	60.4	48.1	26.6	54.9	37.0	37.1
Incr Delay (d2), s/veh	11.9	0.6	0.5	7.5	1.1	2.2	14.0	150.0	0.8	4.8	4.4	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(95%),veh/ln	8.5	6.4	1.8	13.3	10.6	9.9	6.1	36.7	12.1	10.6	14.3	14.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	70.2	38.9	36.5	59.9	33.6	23.1	74.5	198.2	27.4	59.7	41.3	41.9
LnGrp LOS	E	D	D	E	C	C	E	F	C	E	D	D
Approach Vol, veh/h		570			1279			1145			1001	
Approach Delay, s/veh		46.1			41.4			93.1			48.4	
Approach LOS		D			D			F			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	17.6	50.9	23.7	40.0	28.5	40.0	13.7	50.1
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	36.0	36.0	36.0	36.0	36.0	36.0	36.0	36.0
Max Q Clear Time (g_c+I1), s	13.3	20.7	18.5	38.0	22.9	11.0	9.8	29.7
Green Ext Time (p_c), s	0.3	4.0	1.3	0.0	1.6	2.9	0.2	2.1

Intersection Summary	
HCM 7th Control Delay, s/veh	58.6
HCM 7th LOS	E

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	125	374	37	462	478	262	84	391	602	355	438	148
Future Volume (veh/h)	125	374	37	462	478	262	84	391	602	355	438	148
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q, 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	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1604	1707	1693	1633	1752	1485	1559	1189	1604	1604	1381	1633
Adj Flow Rate, veh/h	133	398	39	491	509	279	89	416	640	378	466	157
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	20	13	14	18	10	28	23	48	20	20	35	18
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	157	1269	390	559	1182	635	108	324	1094	442	673	225
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
Prop Arrive On Green	0.10	0.27	0.27	0.19	0.35	0.35	0.07	0.27	0.27	0.15	0.35	0.35
Unsig. Movement Delay												
Ln Grp Delay, s/veh	70.2	38.9	36.5	59.9	33.6	23.1	74.5	198.2	27.4	59.7	41.3	41.9
Ln Grp LOS	E	D	D	E	C	C	E	F	C	E	D	D
Approach Vol, veh/h		570			1279			1145			1001	
Approach Delay, s/veh		46.1			41.4			93.1			48.4	
Approach LOS		D			D			F			D	

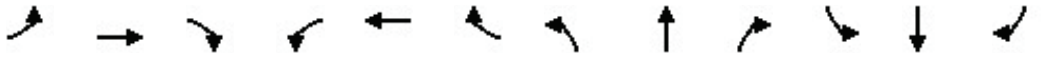
Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Case No	2.0	3.0	2.0	3.0	2.0	3.0	2.0	4.0
Phs Duration (G+Y+Rc), s	17.6	50.9	23.7	40.0	28.5	40.0	13.7	50.1
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green (Gmax), s	36.0	36.0	36.0	36.0	36.0	36.0	36.0	36.0
Max Allow Headway (MAH), s	3.9	4.9	3.9	4.6	3.9	5.2	3.9	5.5
Max Q Clear (g_c+I1), s	13.3	20.7	18.5	38.0	22.9	11.0	9.8	29.7
Green Ext Time (g_e), s	0.3	4.0	1.3	0.0	1.6	2.9	0.2	2.1
Prob of Phs Call (p_c)	0.99	1.00	1.00	1.00	1.00	1.00	0.96	1.00
Prob of Max Out (p_x)	0.00	0.00	0.00	1.00	0.01	0.00	0.00	0.85

Left-Turn Movement Data								
Assigned Mvmt	1		3		5		7	
Mvmt Sat Flow, veh/h	1527		2963		3018		1485	

Through Movement Data								
Assigned Mvmt		2		4		6		8
Mvmt Sat Flow, veh/h		3328		1189		4661		1931

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		18
Mvmt Sat Flow, veh/h		1259		2392		1434		646

Left Lane Group Data								
Assigned Mvmt	1	0	3	0	5	0	7	0



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	125	374	37	462	478	262	84	391	602	355	438	148
Future Volume (veh/h)	125	374	37	462	478	262	84	391	602	355	438	148
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	1604	1707	1693	1633	1752	1485	1559	1189	1604	1604	1381	1633
Adj Flow Rate, veh/h	133	398	39	491	509	279	89	416	640	378	466	157
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	20	13	14	18	10	28	23	48	20	20	35	18
Cap, veh/h	155	782	241	552	829	502	107	449	1340	444	879	294
Arrive On Green	0.10	0.17	0.17	0.18	0.25	0.25	0.07	0.38	0.38	0.15	0.45	0.45
Sat Flow, veh/h	1527	4661	1434	3018	3328	1259	1485	1189	2392	2963	1931	646
Grp Volume(v), veh/h	133	398	39	491	509	279	89	416	640	378	315	308
Grp Sat Flow(s),veh/h/ln	1527	1554	1434	1509	1664	1259	1485	1189	1196	1481	1312	1265
Q Serve(g_s), s	11.2	10.2	3.0	20.8	17.8	22.4	7.8	43.9	21.1	16.3	22.6	22.9
Cycle Q Clear(g_c), s	11.2	10.2	3.0	20.8	17.8	22.4	7.8	43.9	21.1	16.3	22.6	22.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.51
Lane Grp Cap(c), veh/h	155	782	241	552	829	502	107	449	1340	444	597	576
V/C Ratio(X)	0.86	0.51	0.16	0.89	0.61	0.56	0.83	0.93	0.48	0.85	0.53	0.53
Avail Cap(c_a), veh/h	233	782	241	690	829	502	211	490	1423	859	735	708
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	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	58.0	49.6	46.7	52.3	43.6	30.4	60.0	39.1	17.3	54.3	25.6	25.7
Incr Delay (d2), s/veh	18.0	2.4	1.4	11.7	3.4	4.4	14.7	22.9	0.3	4.7	0.7	0.8
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(95%),veh/ln	8.8	7.5	2.2	13.6	12.3	11.9	6.1	22.0	9.7	10.5	11.6	11.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	75.9	52.0	48.1	63.9	47.0	34.8	74.7	62.0	17.6	59.0	26.4	26.5
LnGrp LOS	E	D	D	E	D	C	E	E	B	E	C	C
Approach Vol, veh/h		570			1279			1145			1001	
Approach Delay, s/veh		57.3			50.8			38.1			38.7	
Approach LOS		E			D			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	17.3	36.7	23.6	53.5	28.0	26.0	13.5	63.6
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	20.0	32.0	38.0	54.0	30.0	22.0	18.6	73.4
Max Q Clear Time (g_c+I1), s	13.2	24.4	18.3	45.9	22.8	12.2	9.8	24.9
Green Ext Time (p_c), s	0.2	2.7	1.3	3.6	1.2	2.0	0.1	4.7

Intersection Summary	
HCM 7th Control Delay, s/veh	45.1
HCM 7th LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	125	374	37	462	478	262	84	391	602	355	438	148
Future Volume (veh/h)	125	374	37	462	478	262	84	391	602	355	438	148
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q, 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	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1604	1707	1693	1633	1752	1485	1559	1189	1604	1604	1381	1633
Adj Flow Rate, veh/h	133	398	39	491	509	279	89	416	640	378	466	157
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	20	13	14	18	10	28	23	48	20	20	35	18
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	155	782	241	552	829	502	107	449	1340	444	879	294
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
Prop Arrive On Green	0.10	0.17	0.17	0.18	0.25	0.25	0.07	0.38	0.38	0.15	0.45	0.45
Unsig. Movement Delay												
Ln Grp Delay, s/veh	75.9	52.0	48.1	63.9	47.0	34.8	74.7	62.0	17.6	59.0	26.4	26.5
Ln Grp LOS	E	D	D	E	D	C	E	E	B	E	C	C
Approach Vol, veh/h		570			1279			1145			1001	
Approach Delay, s/veh		57.3			50.8			38.1			38.7	
Approach LOS		E			D			D			D	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Case No	2.0	3.0	2.0	3.0	2.0	3.0	2.0	4.0
Phs Duration (G+Y+Rc), s	17.3	36.7	23.6	53.5	28.0	26.0	13.5	63.6
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green (Gmax), s	20.0	32.0	38.0	54.0	30.0	22.0	18.6	73.4
Max Allow Headway (MAH), s	3.9	4.9	3.9	4.6	3.9	5.2	3.9	5.5
Max Q Clear (g_c+I1), s	13.2	24.4	18.3	45.9	22.8	12.2	9.8	24.9
Green Ext Time (g_e), s	0.2	2.7	1.3	3.6	1.2	2.0	0.1	4.7
Prob of Phs Call (p_c)	0.99	1.00	1.00	1.00	1.00	1.00	0.96	1.00
Prob of Max Out (p_x)	0.07	0.00	0.00	0.61	0.21	0.00	0.00	0.00

Left-Turn Movement Data								
Assigned Mvmt	1		3		5		7	
Mvmt Sat Flow, veh/h	1527		2963		3018		1485	

Through Movement Data								
Assigned Mvmt		2		4		6		8
Mvmt Sat Flow, veh/h		3328		1189		4661		1931

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		18
Mvmt Sat Flow, veh/h		1259		2392		1434		646

Left Lane Group Data								
Assigned Mvmt	1	0	3	0	5	0	7	0

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	17	0	0	1	11	729	2	0	477	23
Future Vol, veh/h	0	0	17	0	0	1	11	729	2	0	477	23
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	0	450	-	-	450	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	0	0	6	0	0	0	10	19	50	0	32	14
Mvmt Flow	0	0	18	0	0	1	11	752	2	0	492	24

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	-	-	258	-	-	377	515	0	0	754	0	0
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	7.02	-	-	6.9	4.3	-	-	4.1	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.36	-	-	3.3	2.3	-	-	2.2	-	-
Pot Cap-1 Maneuver	0	0	729	0	0	627	993	-	-	866	-	-
Stage 1	0	0	-	0	0	-	-	-	-	-	-	-
Stage 2	0	0	-	0	0	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	-	729	-	-	627	993	-	-	866	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	10.06	10.75	0.13	0
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	993	-	-	729	627	866	-	-
HCM Lane V/C Ratio	0.011	-	-	0.024	0.002	-	-	-
HCM Ctrl Dly (s/v)	8.7	-	-	10.1	10.8	0	-	-
HCM Lane LOS	A	-	-	B	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0	0	-	-

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	20	0	0	10	12	1037	31	9	719	24
Future Vol, veh/h	0	0	20	0	0	10	12	1037	31	9	719	24
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	0	450	-	-	450	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	6	50	50	50	10	19	50	2	32	14
Mvmt Flow	0	0	21	0	0	11	13	1092	33	9	757	25

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	-	-	391	-	-	562	782	0	0	1124	0	0
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	7.02	-	-	7.9	4.3	-	-	4.14	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.36	-	-	3.8	2.3	-	-	2.22	-	-
Pot Cap-1 Maneuver	0	0	597	0	0	366	781	-	-	617	-	-
Stage 1	0	0	-	0	0	-	-	-	-	-	-	-
Stage 2	0	0	-	0	0	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	-	597	-	-	366	781	-	-	617	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

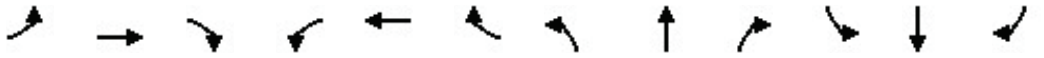
Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	11.26	15.13	0.11	0.13
HCM LOS	B	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	781	-	-	597	366	617	-	-
HCM Lane V/C Ratio	0.016	-	-	0.035	0.029	0.015	-	-
HCM Ctrl Dly (s/v)	9.7	-	-	11.3	15.1	10.9	-	-
HCM Lane LOS	A	-	-	B	C	B	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.1	0	-	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	2	18	7	0	3	12	1037	31	9	719	24
Future Volume (veh/h)	0	2	18	7	0	3	12	1037	31	9	719	24
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	1811	1159	1159	1159	1752	1618	1159	1870	1426	1693
Adj Flow Rate, veh/h	0	2	19	7	0	3	12	1069	32	9	741	25
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	6	50	50	50	10	19	50	2	32	14
Cap, veh/h	226	4	43	204	0	148	405	1538	491	321	1327	45
Arrive On Green	0.00	0.03	0.03	0.01	0.00	0.15	0.02	0.50	0.50	0.01	0.50	0.50
Sat Flow, veh/h	1781	153	1455	1104	0	982	1668	3075	982	1781	2674	90
Grp Volume(v), veh/h	0	0	21	7	0	3	12	1069	32	9	375	391
Grp Sat Flow(s),veh/h/ln	1781	0	1608	1104	0	982	1668	1537	982	1781	1354	1410
Q Serve(g_s), s	0.0	0.0	0.5	0.2	0.0	0.1	0.1	10.7	0.7	0.1	7.7	7.7
Cycle Q Clear(g_c), s	0.0	0.0	0.5	0.2	0.0	0.1	0.1	10.7	0.7	0.1	7.7	7.7
Prop In Lane	1.00		0.90	1.00		1.00	1.00		1.00	1.00		0.06
Lane Grp Cap(c), veh/h	226	0	47	204	0	148	405	1538	491	321	672	700
V/C Ratio(X)	0.00	0.00	0.45	0.03	0.00	0.02	0.03	0.70	0.07	0.03	0.56	0.56
Avail Cap(c_a), veh/h	443	0	723	332	0	441	587	2226	711	522	981	1021
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)	0.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	19.1	16.8	0.0	14.5	5.6	7.7	5.2	6.3	7.0	7.0
Incr Delay (d2), s/veh	0.0	0.0	6.5	0.1	0.0	0.1	0.0	0.6	0.1	0.0	0.7	0.7
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(95%),veh/ln	0.0	0.0	0.5	0.1	0.0	0.0	0.1	4.2	0.2	0.0	2.8	2.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	0.0	25.6	16.9	0.0	14.5	5.6	8.2	5.2	6.3	7.8	7.7
LnGrp LOS			C	B		B	A	A	A	A	A	A
Approach Vol, veh/h		21			10			1113			775	
Approach Delay, s/veh		25.6			16.2			8.1			7.7	
Approach LOS		C			B			A			A	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	5.0	24.5	4.9	5.7	5.1	24.4	0.0	10.5
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	5.0	29.0	5.0	18.0	5.0	29.0	5.0	18.0
Max Q Clear Time (g_c+I1), s	2.1	12.7	2.2	2.5	2.1	9.7	0.0	2.1
Green Ext Time (p_c), s	0.0	7.4	0.0	0.0	0.0	4.9	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	8.2
HCM 7th LOS	A



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	2	18	7	0	3	12	1037	31	9	719	24
Future Volume (veh/h)	0	2	18	7	0	3	12	1037	31	9	719	24
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q, 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	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1870	1870	1811	1159	1159	1159	1752	1618	1159	1870	1426	1693
Adj Flow Rate, veh/h	0	2	19	7	0	3	12	1069	32	9	741	25
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	6	50	50	50	10	19	50	2	32	14
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	226	4	43	204	0	148	405	1538	491	321	1327	45
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
Prop Arrive On Green	0.00	0.03	0.03	0.01	0.00	0.15	0.02	0.50	0.50	0.01	0.50	0.50
Unsig. Movement Delay												
Ln Grp Delay, s/veh	0.0	0.0	25.6	16.9	0.0	14.5	5.6	8.2	5.2	6.3	7.8	7.7
Ln Grp LOS			C	B		B	A	A	A	A	A	A
Approach Vol, veh/h		21			10			1113			775	
Approach Delay, s/veh		25.6			16.2			8.1			7.7	
Approach LOS		C			B			A			A	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Case No	1.1	3.0	1.1	4.0	1.1	4.0	1.1	4.0
Phs Duration (G+Y+Rc), s	5.0	24.5	4.9	5.7	5.1	24.4	0.0	10.5
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green (Gmax), s	5.0	29.0	5.0	18.0	5.0	29.0	5.0	18.0
Max Allow Headway (MAH), s	3.8	5.3	4.0	5.5	3.8	5.4	0.0	5.8
Max Q Clear (g_c+I1), s	2.1	12.7	2.2	2.5	2.1	9.7	0.0	2.1
Green Ext Time (g_e), s	0.0	7.4	0.0	0.0	0.0	4.9	0.0	0.0
Prob of Phs Call (p_c)	0.10	1.00	0.07	0.23	0.12	1.00	0.00	0.29
Prob of Max Out (p_x)	1.00	0.34	1.00	0.00	1.00	0.12	0.00	0.00

Left-Turn Movement Data								
Assigned Mvmt	1		3		5		7	
Mvmt Sat Flow, veh/h	1781		1104		1668		1781	

Through Movement Data								
Assigned Mvmt		2		4		6		8
Mvmt Sat Flow, veh/h		3075		153		2674		0

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		18
Mvmt Sat Flow, veh/h		982		1455		90		982

Left Lane Group Data								
Assigned Mvmt	1	0	3	0	5	0	7	0

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	20	0	0	30	35	1061	33	14	774	24
Future Vol, veh/h	0	0	20	0	0	30	35	1061	33	14	774	24
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	0	450	-	-	450	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	6	50	50	50	10	19	50	2	32	14
Mvmt Flow	0	0	21	0	0	32	37	1117	35	15	815	25

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	-	-	420	-	-	576	840	0	0	1152	0	0
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	7.02	-	-	7.9	4.3	-	-	4.14	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.36	-	-	3.8	2.3	-	-	2.22	-	-
Pot Cap-1 Maneuver	0	0	571	0	0	357	742	-	-	602	-	-
Stage 1	0	0	-	0	0	-	-	-	-	-	-	-
Stage 2	0	0	-	0	0	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	-	571	-	-	357	742	-	-	602	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	11.55	16.05	0.31	0.19
HCM LOS	B	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	742	-	-	571	357	602	-	-
HCM Lane V/C Ratio	0.05	-	-	0.037	0.088	0.024	-	-
HCM Ctrl Dly (s/v)	10.1	-	-	11.5	16	11.1	-	-
HCM Lane LOS	B	-	-	B	C	B	-	-
HCM 95th %tile Q(veh)	0.2	-	-	0.1	0.3	0.1	-	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	2	18	16	0	14	35	1061	33	14	774	24
Future Volume (veh/h)	0	2	18	16	0	14	35	1061	33	14	774	24
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	1811	1159	1159	1159	1752	1618	1159	1870	1426	1693
Adj Flow Rate, veh/h	0	2	19	17	0	15	37	1117	35	15	815	25
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	6	50	50	50	10	19	50	2	32	14
Cap, veh/h	222	6	59	209	0	160	397	1582	505	312	1321	41
Arrive On Green	0.00	0.04	0.04	0.02	0.00	0.16	0.04	0.51	0.51	0.02	0.49	0.49
Sat Flow, veh/h	1781	153	1455	1104	0	982	1668	3075	982	1781	2683	82
Grp Volume(v), veh/h	0	0	21	17	0	15	37	1117	35	15	411	429
Grp Sat Flow(s),veh/h/ln	1781	0	1608	1104	0	982	1668	1537	982	1781	1354	1411
Q Serve(g_s), s	0.0	0.0	0.6	0.6	0.0	0.6	0.5	12.3	0.8	0.2	9.8	9.9
Cycle Q Clear(g_c), s	0.0	0.0	0.6	0.6	0.0	0.6	0.5	12.3	0.8	0.2	9.8	9.9
Prop In Lane	1.00		0.90	1.00		1.00	1.00		1.00	1.00		0.06
Lane Grp Cap(c), veh/h	222	0	65	209	0	160	397	1582	505	312	667	695
V/C Ratio(X)	0.00	0.00	0.32	0.08	0.00	0.09	0.09	0.71	0.07	0.05	0.62	0.62
Avail Cap(c_a), veh/h	419	0	651	310	0	398	516	2351	751	478	1036	1079
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)	0.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	20.7	18.1	0.0	15.8	6.1	8.2	5.4	6.8	8.2	8.2
Incr Delay (d2), s/veh	0.0	0.0	2.8	0.2	0.0	0.3	0.1	0.6	0.1	0.1	0.9	0.9
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(95%),veh/ln	0.0	0.0	0.4	0.3	0.0	0.2	0.2	5.1	0.2	0.1	3.9	4.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	0.0	23.6	18.3	0.0	16.1	6.2	8.8	5.5	6.9	9.2	9.1
LnGrp LOS			C	B		B	A	A	A	A	A	A
Approach Vol, veh/h		21			32			1189			855	
Approach Delay, s/veh		23.6			17.2			8.6			9.1	
Approach LOS		C			B			A			A	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	5.3	27.4	5.4	6.3	6.3	26.4	0.0	11.7
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	5.0	34.0	5.0	18.0	5.0	34.0	5.0	18.0
Max Q Clear Time (g_c+I1), s	2.2	14.3	2.6	2.6	2.5	11.9	0.0	2.6
Green Ext Time (p_c), s	0.0	8.6	0.0	0.0	0.0	5.8	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	9.1
HCM 7th LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	2	18	16	0	14	35	1061	33	14	774	24
Future Volume (veh/h)	0	2	18	16	0	14	35	1061	33	14	774	24
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q, 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	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1870	1870	1811	1159	1159	1159	1752	1618	1159	1870	1426	1693
Adj Flow Rate, veh/h	0	2	19	17	0	15	37	1117	35	15	815	25
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	6	50	50	50	10	19	50	2	32	14
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	222	6	59	209	0	160	397	1582	505	312	1321	41
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
Prop Arrive On Green	0.00	0.04	0.04	0.02	0.00	0.16	0.04	0.51	0.51	0.02	0.49	0.49
Unsig. Movement Delay												
Ln Grp Delay, s/veh	0.0	0.0	23.6	18.3	0.0	16.1	6.2	8.8	5.5	6.9	9.2	9.1
Ln Grp LOS			C	B		B	A	A	A	A	A	A
Approach Vol, veh/h		21			32			1189			855	
Approach Delay, s/veh		23.6			17.2			8.6			9.1	
Approach LOS		C			B			A			A	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Case No	1.1	3.0	1.1	4.0	1.1	4.0	1.1	4.0
Phs Duration (G+Y+Rc), s	5.3	27.4	5.4	6.3	6.3	26.4	0.0	11.7
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green (Gmax), s	5.0	34.0	5.0	18.0	5.0	34.0	5.0	18.0
Max Allow Headway (MAH), s	3.8	5.3	4.0	5.5	3.8	5.4	0.0	5.8
Max Q Clear (g_c+I1), s	2.2	14.3	2.6	2.6	2.5	11.9	0.0	2.6
Green Ext Time (g_e), s	0.0	8.6	0.0	0.0	0.0	5.8	0.0	0.0
Prob of Phs Call (p_c)	0.17	1.00	0.19	0.36	0.37	1.00	0.00	0.48
Prob of Max Out (p_x)	1.00	0.27	1.00	0.00	1.00	0.10	0.00	0.00

Left-Turn Movement Data								
Assigned Mvmt	1		3		5		7	
Mvmt Sat Flow, veh/h	1781		1104		1668		1781	

Through Movement Data								
Assigned Mvmt		2		4		6		8
Mvmt Sat Flow, veh/h		3075		153		2683		0

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		18
Mvmt Sat Flow, veh/h		982		1455		82		982

Left Lane Group Data								
Assigned Mvmt	1	0	3	0	5	0	7	0

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	13	0	0	3	3	512	3	8	691	9
Future Vol, veh/h	0	0	13	0	0	3	3	512	3	8	691	9
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	0	450	-	-	450	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	0	0	25	0	0	0	0	30	0	0	24	13
Mvmt Flow	0	0	14	0	0	3	3	533	3	8	720	9

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	-	-	365	-	-	268	729	0	0	536	0	0
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	7.4	-	-	6.9	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.55	-	-	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	0	0	571	0	0	736	884	-	-	1042	-	-
Stage 1	0	0	-	0	0	-	-	-	-	-	-	-
Stage 2	0	0	-	0	0	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	-	571	-	-	736	884	-	-	1042	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	11.46	9.91	0.05	0.1
HCM LOS	B	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	884	-	-	571	736	1042	-	-
HCM Lane V/C Ratio	0.004	-	-	0.024	0.004	0.008	-	-
HCM Ctrl Dly (s/v)	9.1	-	-	11.5	9.9	8.5	-	-
HCM Lane LOS	A	-	-	B	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0	0	-	-

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	15	0	0	43	3	826	12	11	933	9
Future Vol, veh/h	0	0	15	0	0	43	3	826	12	11	933	9
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	0	450	-	-	450	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	25	2	2	50	2	30	2	2	24	13
Mvmt Flow	0	0	16	0	0	45	3	869	13	12	982	9

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	-	-	496	-	-	441	992	0	0	882	0	0
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	7.4	-	-	7.9	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.55	-	-	3.8	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	0	0	463	0	0	450	693	-	-	762	-	-
Stage 1	0	0	-	0	0	-	-	-	-	-	-	-
Stage 2	0	0	-	0	0	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	-	463	-	-	450	693	-	-	762	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	13.05	13.89	0.04	0.11
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	693	-	-	463	450	762	-	-
HCM Lane V/C Ratio	0.005	-	-	0.034	0.101	0.015	-	-
HCM Ctrl Dly (s/v)	10.2	-	-	13.1	13.9	9.8	-	-
HCM Lane LOS	B	-	-	B	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.3	0	-	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1	14	29	2	12	3	826	12	11	933	9
Future Volume (veh/h)	0	1	14	29	2	12	3	826	12	11	933	9
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	1530	1159	1159	1159	1870	1455	1870	1870	1544	1707
Adj Flow Rate, veh/h	0	1	15	31	2	13	3	869	13	12	982	9
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	25	50	50	50	2	30	2	2	24	13
Cap, veh/h	237	4	55	245	25	162	307	1263	724	341	1395	13
Arrive On Green	0.00	0.04	0.04	0.04	0.19	0.19	0.00	0.46	0.46	0.02	0.47	0.47
Sat Flow, veh/h	1781	100	1500	1104	134	869	1781	2765	1585	1781	2979	27
Grp Volume(v), veh/h	0	0	16	31	0	15	3	869	13	12	484	507
Grp Sat Flow(s),veh/h/ln	1781	0	1600	1104	0	1003	1781	1383	1585	1781	1467	1539
Q Serve(g_s), s	0.0	0.0	0.4	1.0	0.0	0.5	0.0	9.9	0.2	0.1	10.4	10.4
Cycle Q Clear(g_c), s	0.0	0.0	0.4	1.0	0.0	0.5	0.0	9.9	0.2	0.1	10.4	10.4
Prop In Lane	1.00		0.94	1.00		0.87	1.00		1.00	1.00		0.02
Lane Grp Cap(c), veh/h	237	0	58	245	0	187	307	1263	724	341	687	721
V/C Ratio(X)	0.00	0.00	0.27	0.13	0.00	0.08	0.01	0.69	0.02	0.04	0.70	0.70
Avail Cap(c_a), veh/h	458	0	727	347	0	458	524	2018	1157	538	1071	1123
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)	0.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	18.6	15.7	0.0	13.3	7.0	8.5	5.9	6.8	8.3	8.3
Incr Delay (d2), s/veh	0.0	0.0	2.5	0.2	0.0	0.2	0.0	0.7	0.0	0.0	1.3	1.3
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(95%),veh/ln	0.0	0.0	0.3	0.4	0.0	0.2	0.0	3.8	0.1	0.1	4.3	4.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	0.0	21.1	16.0	0.0	13.5	7.0	9.2	5.9	6.8	9.7	9.6
LnGrp LOS			C	B		B	A	A	A	A	A	A
Approach Vol, veh/h		16			46			885			1003	
Approach Delay, s/veh		21.1			15.1			9.1			9.6	
Approach LOS		C			B			A			A	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	5.1	22.6	5.9	5.9	4.7	23.0	0.0	11.9
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	5.6	28.9	5.1	18.0	5.0	28.9	5.0	18.1
Max Q Clear Time (g_c+I1), s	2.1	11.9	3.0	2.4	2.0	12.4	0.0	2.5
Green Ext Time (p_c), s	0.0	6.0	0.0	0.0	0.0	6.2	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	9.6
HCM 7th LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1	14	29	2	12	3	826	12	11	933	9
Future Volume (veh/h)	0	1	14	29	2	12	3	826	12	11	933	9
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q, 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	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1870	1870	1530	1159	1159	1159	1870	1455	1870	1870	1544	1707
Adj Flow Rate, veh/h	0	1	15	31	2	13	3	869	13	12	982	9
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	25	50	50	50	2	30	2	2	24	13
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	237	4	55	245	25	162	307	1263	724	341	1395	13
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
Prop Arrive On Green	0.00	0.04	0.04	0.04	0.19	0.19	0.00	0.46	0.46	0.02	0.47	0.47
Unsig. Movement Delay												
Ln Grp Delay, s/veh	0.0	0.0	21.1	16.0	0.0	13.5	7.0	9.2	5.9	6.8	9.7	9.6
Ln Grp LOS			C	B		B	A	A	A	A	A	A
Approach Vol, veh/h		16			46			885			1003	
Approach Delay, s/veh		21.1			15.1			9.1			9.6	
Approach LOS		C			B			A			A	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Case No	1.1	3.0	1.1	4.0	1.1	4.0	1.1	4.0
Phs Duration (G+Y+Rc), s	5.1	22.6	5.9	5.9	4.7	23.0	0.0	11.9
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green (Gmax), s	5.0	28.9	5.1	18.0	5.0	28.9	5.0	18.1
Max Allow Headway (MAH), s	3.8	5.3	4.0	5.6	3.8	5.3	0.0	5.7
Max Q Clear (g_c+I1), s	2.1	11.9	3.0	2.4	2.0	12.4	0.0	2.5
Green Ext Time (g_e), s	0.0	6.0	0.0	0.0	0.0	6.2	0.0	0.0
Prob of Phs Call (p_c)	0.12	1.00	0.29	0.29	0.03	1.00	0.00	0.49
Prob of Max Out (p_x)	1.00	0.20	1.00	0.00	1.00	0.30	0.00	0.00

Left-Turn Movement Data								
Assigned Mvmt	1		3		5		7	
Mvmt Sat Flow, veh/h	1781		1104		1781		1781	

Through Movement Data								
Assigned Mvmt		2		4		6		8
Mvmt Sat Flow, veh/h		2765		100		2979		134

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		18
Mvmt Sat Flow, veh/h		1585		1500		27		869

Left Lane Group Data								
Assigned Mvmt	1	0	3	0	5	0	7	0

Intersection	
Int Delay, s/veh	1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	15	0	0	74	53	877	13	13	984	9
Future Vol, veh/h	0	0	15	0	0	74	53	877	13	13	984	9
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	0	450	-	-	450	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	25	2	2	50	2	30	2	2	24	13
Mvmt Flow	0	0	16	0	0	78	56	923	14	14	1036	9

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	-	-	523	-	-	468	1045	0	0	937	0	0
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	7.4	-	-	7.9	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.55	-	-	3.8	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	0	0	443	0	0	430	661	-	-	727	-	-
Stage 1	0	0	-	0	0	-	-	-	-	-	-	-
Stage 2	0	0	-	0	0	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	-	443	-	-	430	661	-	-	727	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	13.42	15.23	0.62	0.13
HCM LOS	B	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	661	-	-	443	430	727	-	-
HCM Lane V/C Ratio	0.084	-	-	0.036	0.181	0.019	-	-
HCM Ctrl Dly (s/v)	10.9	-	-	13.4	15.2	10	-	-
HCM Lane LOS	B	-	-	B	C	B	-	-
HCM 95th %tile Q(veh)	0.3	-	-	0.1	0.7	0.1	-	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1	14	43	2	29	53	877	13	13	984	9
Future Volume (veh/h)	0	1	14	43	2	29	53	877	13	13	984	9
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	1900	1900	1530	1159	1159	1159	1870	1455	1870	1870	1544	1707
Adj Flow Rate, veh/h	0	1	15	45	2	31	56	923	14	14	1036	9
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	25	50	50	50	2	30	2	2	24	13
Cap, veh/h	225	5	76	238	12	178	350	1403	804	338	1402	12
Arrive On Green	0.00	0.05	0.05	0.05	0.19	0.19	0.05	0.51	0.51	0.02	0.47	0.47
Sat Flow, veh/h	1810	102	1524	1104	60	931	1781	2765	1585	1781	2981	26
Grp Volume(v), veh/h	0	0	16	45	0	33	56	923	14	14	510	535
Grp Sat Flow(s),veh/h/ln	1810	0	1626	1104	0	991	1781	1383	1585	1781	1467	1540
Q Serve(g_s), s	0.0	0.0	0.5	1.7	0.0	1.3	0.7	11.8	0.2	0.2	13.4	13.4
Cycle Q Clear(g_c), s	0.0	0.0	0.5	1.7	0.0	1.3	0.7	11.8	0.2	0.2	13.4	13.4
Prop In Lane	1.00		0.94	1.00		0.94	1.00		1.00	1.00		0.02
Lane Grp Cap(c), veh/h	225	0	81	238	0	190	350	1403	804	338	690	724
V/C Ratio(X)	0.00	0.00	0.20	0.19	0.00	0.17	0.16	0.66	0.02	0.04	0.74	0.74
Avail Cap(c_a), veh/h	411	0	614	304	0	376	439	1967	1127	494	1044	1095
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)	0.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	21.7	18.5	0.0	16.1	7.7	8.7	5.8	7.4	10.3	10.3
Incr Delay (d2), s/veh	0.0	0.0	1.2	0.4	0.0	0.4	0.2	0.5	0.0	0.0	1.6	1.5
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(95%),veh/ln	0.0	0.0	0.3	0.8	0.0	0.5	0.4	4.7	0.1	0.1	6.4	6.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	0.0	22.9	18.9	0.0	16.5	7.9	9.2	5.8	7.4	11.8	11.8
LnGrp LOS			C	B		B	A	A	A	A	B	B
Approach Vol, veh/h		16			78			993			1059	
Approach Delay, s/veh		22.9			17.9			9.1			11.7	
Approach LOS		C			B			A			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	5.3	28.7	6.7	6.9	7.1	26.9	0.0	13.6
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	5.0	33.9	5.1	18.0	5.0	33.9	5.0	18.1
Max Q Clear Time (g_c+I1), s	2.2	13.8	3.7	2.5	2.7	15.4	0.0	3.3
Green Ext Time (p_c), s	0.0	7.0	0.0	0.0	0.0	7.0	0.0	0.1

Intersection Summary	
HCM 7th Control Delay, s/veh	10.8
HCM 7th LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1	14	43	2	29	53	877	13	13	984	9
Future Volume (veh/h)	0	1	14	43	2	29	53	877	13	13	984	9
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q, 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	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1900	1900	1530	1159	1159	1159	1870	1455	1870	1870	1544	1707
Adj Flow Rate, veh/h	0	1	15	45	2	31	56	923	14	14	1036	9
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	25	50	50	50	2	30	2	2	24	13
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	225	5	76	238	12	178	350	1403	804	338	1402	12
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
Prop Arrive On Green	0.00	0.05	0.05	0.05	0.19	0.19	0.05	0.51	0.51	0.02	0.47	0.47
Unsig. Movement Delay												
Ln Grp Delay, s/veh	0.0	0.0	22.9	18.9	0.0	16.5	7.9	9.2	5.8	7.4	11.8	11.8
Ln Grp LOS			C	B		B	A	A	A	A	B	B
Approach Vol, veh/h		16			78			993			1059	
Approach Delay, s/veh		22.9			17.9			9.1			11.7	
Approach LOS		C			B			A			B	

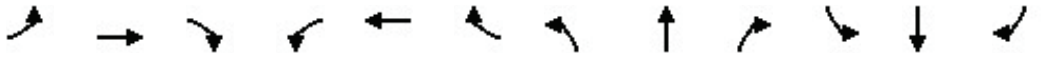
Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Case No	1.1	3.0	1.1	4.0	1.1	4.0	1.1	4.0
Phs Duration (G+Y+Rc), s	5.3	28.7	6.7	6.9	7.1	26.9	0.0	13.6
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green (Gmax), s	5.0	33.9	5.1	18.0	5.0	33.9	5.0	18.1
Max Allow Headway (MAH), s	3.8	5.3	4.0	5.6	3.8	5.3	0.0	5.7
Max Q Clear (g_c+I1), s	2.2	13.8	3.7	2.5	2.7	15.4	0.0	3.3
Green Ext Time (g_e), s	0.0	7.0	0.0	0.0	0.0	7.0	0.0	0.1
Prob of Phs Call (p_c)	0.17	1.00	0.45	0.48	0.52	1.00	0.00	0.71
Prob of Max Out (p_x)	1.00	0.16	1.00	0.00	1.00	0.28	0.00	0.00

Left-Turn Movement Data								
Assigned Mvmt	1		3		5		7	
Mvmt Sat Flow, veh/h	1781		1104		1781		1810	

Through Movement Data								
Assigned Mvmt		2		4		6		8
Mvmt Sat Flow, veh/h		2765		102		2981		60

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		18
Mvmt Sat Flow, veh/h		1585		1524		26		931

Left Lane Group Data								
Assigned Mvmt	1	0	3	0	5	0	7	0



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	36	143	123	189	216	373	109	411	229	231	151	83
Future Volume (veh/h)	36	143	123	189	216	373	109	411	229	231	151	83
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	1678	1781	1722	1633	1663	1678	1826	1811	1366	1648	1693	1796
Adj Flow Rate, veh/h	38	151	129	199	227	393	115	433	241	243	159	87
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	15	8	12	18	16	15	5	6	36	17	14	7
Cap, veh/h	166	754	440	247	793	594	137	1169	488	261	1375	733
Arrive On Green	0.05	0.22	0.22	0.08	0.25	0.25	0.08	0.34	0.34	0.17	0.43	0.43
Sat Flow, veh/h	3100	3385	1459	3018	3159	1422	1739	3441	1158	1570	3216	1522
Grp Volume(v), veh/h	38	151	129	199	227	393	115	433	241	243	159	87
Grp Sat Flow(s),veh/h/ln	1550	1692	1459	1509	1580	1422	1739	1721	1158	1570	1608	1522
Q Serve(g_s), s	1.7	5.3	10.0	9.5	8.5	32.7	9.6	14.0	22.4	22.5	4.4	4.6
Cycle Q Clear(g_c), s	1.7	5.3	10.0	9.5	8.5	32.7	9.6	14.0	22.4	22.5	4.4	4.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	166	754	440	247	793	594	137	1169	488	261	1375	733
V/C Ratio(X)	0.23	0.20	0.29	0.80	0.29	0.66	0.84	0.37	0.49	0.93	0.12	0.12
Avail Cap(c_a), veh/h	737	1035	561	513	966	672	177	1169	488	267	1375	733
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	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	66.7	46.5	39.4	66.4	44.5	34.5	66.9	36.7	31.1	60.5	25.3	21.0
Incr Delay (d2), s/veh	0.7	0.1	0.4	6.0	0.2	2.0	23.5	0.9	3.5	36.4	0.2	0.3
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(95%),veh/ln	1.3	4.1	6.6	7.0	6.1	17.3	8.9	10.2	11.1	17.2	3.1	3.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	67.4	46.7	39.8	72.4	44.6	36.5	90.4	37.6	34.6	96.9	25.5	21.3
LnGrp LOS	E	D	D	E	D	D	F	D	C	F	C	C
Approach Vol, veh/h		318			819			789			489	
Approach Delay, s/veh		46.3			47.5			44.4			60.2	
Approach LOS		D			D			D			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	18.7	70.0	14.7	43.8	31.6	57.1	18.9	39.6
Change Period (Y+Rc), s	7.1	7.1	6.8	6.8	7.1	7.1	6.8	6.8
Max Green Setting (Gmax), s	15.0	50.0	35.0	45.0	25.0	50.0	25.0	45.0
Max Q Clear Time (g_c+I1), s	11.6	6.6	3.7	34.7	24.5	24.4	11.5	12.0
Green Ext Time (p_c), s	0.1	1.4	0.1	2.2	0.0	4.0	0.5	1.4

Intersection Summary	
HCM 7th Control Delay, s/veh	48.9
HCM 7th LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	36	143	123	189	216	373	109	411	229	231	151	83
Future Volume (veh/h)	36	143	123	189	216	373	109	411	229	231	151	83
Number	3	8	18	7	4	14	1	6	16	5	2	12
Initial Q, 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	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1678	1781	1722	1633	1663	1678	1826	1811	1366	1648	1693	1796
Adj Flow Rate, veh/h	38	151	129	199	227	393	115	433	241	243	159	87
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	15	8	12	18	16	15	5	6	36	17	14	7
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	166	754	440	247	793	594	137	1169	488	261	1375	733
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
Prop Arrive On Green	0.05	0.22	0.22	0.08	0.25	0.25	0.08	0.34	0.34	0.17	0.43	0.43
Unsig. Movement Delay												
Ln Grp Delay, s/veh	67.4	46.7	39.8	72.4	44.6	36.5	90.4	37.6	34.6	96.9	25.5	21.3
Ln Grp LOS	E	D	D	E	D	D	F	D	C	F	C	C
Approach Vol, veh/h		318			819			789			489	
Approach Delay, s/veh		46.3			47.5			44.4			60.2	
Approach LOS		D			D			D			E	

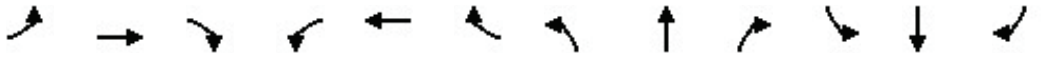
Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Case No	2.0	3.0	2.0	3.0	2.0	3.0	2.0	3.0
Phs Duration (G+Y+Rc), s	18.7	70.0	14.7	43.8	31.6	57.1	18.9	39.6
Change Period (Y+Rc), s	7.1	7.1	6.8	6.8	7.1	7.1	6.8	6.8
Max Green (Gmax), s	15.0	50.0	35.0	45.0	25.0	50.0	25.0	45.0
Max Allow Headway (MAH), s	3.8	4.9	3.9	4.5	3.9	4.9	3.9	4.7
Max Q Clear (g_c+I1), s	11.6	6.6	3.7	34.7	24.5	24.4	11.5	12.0
Green Ext Time (g_e), s	0.1	1.4	0.1	2.2	0.0	4.0	0.5	1.4
Prob of Phs Call (p_c)	0.99	1.00	0.79	1.00	1.00	1.00	1.00	1.00
Prob of Max Out (p_x)	1.00	0.00	0.00	0.20	1.00	0.00	0.00	0.00

Left-Turn Movement Data								
Assigned Mvmt	1		3		5		7	
Mvmt Sat Flow, veh/h	1739		3100		1570		3018	

Through Movement Data								
Assigned Mvmt		2		4		6		8
Mvmt Sat Flow, veh/h		3216		3159		3441		3385

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		18
Mvmt Sat Flow, veh/h		1522		1422		1158		1459

Left Lane Group Data								
Assigned Mvmt	1	0	3	0	5	0	7	0



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	79	300	247	406	457	570	214	601	358	302	285	120
Future Volume (veh/h)	79	300	247	406	457	570	214	601	358	302	285	120
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	1678	1781	1722	1633	1663	1678	1826	1811	1366	1648	1693	1796
Adj Flow Rate, veh/h	83	316	260	427	481	600	225	633	377	318	300	126
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	15	8	12	18	16	15	5	6	36	17	14	7
Cap, veh/h	192	657	422	463	903	632	166	1092	545	249	1225	674
Arrive On Green	0.06	0.19	0.19	0.15	0.29	0.29	0.10	0.32	0.32	0.16	0.38	0.38
Sat Flow, veh/h	3100	3385	1459	3018	3159	1422	1739	3441	1158	1570	3216	1522
Grp Volume(v), veh/h	83	316	260	427	481	600	225	633	377	318	300	126
Grp Sat Flow(s),veh/h/ln	1550	1692	1459	1509	1580	1422	1739	1721	1158	1570	1608	1522
Q Serve(g_s), s	4.1	13.1	24.3	22.0	20.2	45.0	15.0	24.2	40.2	25.0	10.0	7.9
Cycle Q Clear(g_c), s	4.1	13.1	24.3	22.0	20.2	45.0	15.0	24.2	40.2	25.0	10.0	7.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	192	657	422	463	903	632	166	1092	545	249	1225	674
V/C Ratio(X)	0.43	0.48	0.62	0.92	0.53	0.95	1.36	0.58	0.69	1.28	0.24	0.19
Avail Cap(c_a), veh/h	689	967	556	479	903	632	166	1092	545	249	1225	674
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	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	71.2	56.4	48.4	65.7	47.4	42.1	71.3	45.0	32.7	66.3	33.3	26.7
Incr Delay (d2), s/veh	1.5	0.5	1.5	23.0	0.6	24.0	195.5	2.2	7.0	151.8	0.5	0.6
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(95%),veh/ln	3.0	9.6	14.0	15.2	12.8	34.9	24.7	16.2	18.2	31.2	7.4	5.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	72.8	57.0	49.9	88.8	48.0	66.1	266.8	47.2	39.7	218.1	33.8	27.3
LnGrp LOS	E	E	D	F	D	E	F	D	D	F	C	C
Approach Vol, veh/h		659			1508			1235			744	
Approach Delay, s/veh		56.2			66.8			84.9			111.5	
Approach LOS		E			E			F			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	22.1	67.1	16.5	51.8	32.1	57.1	31.0	37.4
Change Period (Y+Rc), s	7.1	7.1	6.8	6.8	7.1	7.1	6.8	6.8
Max Green Setting (Gmax), s	15.0	50.0	35.0	45.0	25.0	50.0	25.0	45.0
Max Q Clear Time (g_c+I1), s	17.0	12.0	6.1	47.0	27.0	42.2	24.0	26.3
Green Ext Time (p_c), s	0.0	2.6	0.2	0.0	0.0	3.5	0.2	2.9

Intersection Summary	
HCM 7th Control Delay, s/veh	78.5
HCM 7th LOS	E

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	79	300	247	406	457	570	214	601	358	302	285	120
Future Volume (veh/h)	79	300	247	406	457	570	214	601	358	302	285	120
Number	3	8	18	7	4	14	1	6	16	5	2	12
Initial Q, 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	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1678	1781	1722	1633	1663	1678	1826	1811	1366	1648	1693	1796
Adj Flow Rate, veh/h	83	316	260	427	481	600	225	633	377	318	300	126
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	15	8	12	18	16	15	5	6	36	17	14	7
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	192	657	422	463	903	632	166	1092	545	249	1225	674
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
Prop Arrive On Green	0.06	0.19	0.19	0.15	0.29	0.29	0.10	0.32	0.32	0.16	0.38	0.38
Unsig. Movement Delay												
Ln Grp Delay, s/veh	72.8	57.0	49.9	88.8	48.0	66.1	266.8	47.2	39.7	218.1	33.8	27.3
Ln Grp LOS	E	E	D	F	D	E	F	D	D	F	C	C
Approach Vol, veh/h		659			1508			1235			744	
Approach Delay, s/veh		56.2			66.8			84.9			111.5	
Approach LOS		E			E			F			F	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Case No	2.0	3.0	2.0	3.0	2.0	3.0	2.0	3.0
Phs Duration (G+Y+Rc), s	22.1	67.1	16.5	51.8	32.1	57.1	31.0	37.4
Change Period (Y+Rc), s	7.1	7.1	6.8	6.8	7.1	7.1	6.8	6.8
Max Green (Gmax), s	15.0	50.0	35.0	45.0	25.0	50.0	25.0	45.0
Max Allow Headway (MAH), s	3.8	4.9	3.9	4.6	3.9	4.8	3.9	4.7
Max Q Clear (g_c+I1), s	17.0	12.0	6.1	47.0	27.0	42.2	24.0	26.3
Green Ext Time (g_e), s	0.0	2.6	0.2	0.0	0.0	3.5	0.2	2.9
Prob of Phs Call (p_c)	1.00	1.00	0.97	1.00	1.00	1.00	1.00	1.00
Prob of Max Out (p_x)	1.00	0.00	0.00	1.00	1.00	0.00	1.00	0.02

Left-Turn Movement Data								
Assigned Mvmt	1		3		5		7	
Mvmt Sat Flow, veh/h	1739		3100		1570		3018	

Through Movement Data								
Assigned Mvmt		2		4		6		8
Mvmt Sat Flow, veh/h		3216		3159		3441		3385

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		18
Mvmt Sat Flow, veh/h		1522		1422		1158		1459

Left Lane Group Data								
Assigned Mvmt	1	0	3	0	5	0	7	0

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	79	300	247	406	457	570	214	601	358	302	285	120
Future Volume (veh/h)	79	300	247	406	457	570	214	601	358	302	285	120
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	1678	1781	1722	1633	1663	1678	1826	1811	1366	1648	1693	1796
Adj Flow Rate, veh/h	83	316	260	427	481	568	225	633	377	318	300	126
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	15	8	12	18	16	15	5	6	36	17	14	7
Cap, veh/h	277	693	515	496	883	576	258	790	456	383	666	452
Arrive On Green	0.09	0.20	0.20	0.16	0.28	0.28	0.15	0.23	0.23	0.13	0.21	0.21
Sat Flow, veh/h	3100	3385	1459	3018	3159	1422	1739	3441	1158	3045	3216	1522
Grp Volume(v), veh/h	83	316	260	427	481	568	225	633	377	318	300	126
Grp Sat Flow(s),veh/h/ln	1550	1692	1459	1509	1580	1422	1739	1721	1158	1522	1608	1522
Q Serve(g_s), s	2.5	8.3	14.1	13.9	13.0	28.2	12.8	17.5	23.2	10.3	8.2	6.4
Cycle Q Clear(g_c), s	2.5	8.3	14.1	13.9	13.0	28.2	12.8	17.5	23.2	10.3	8.2	6.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	277	693	515	496	883	576	258	790	456	383	666	452
V/C Ratio(X)	0.30	0.46	0.50	0.86	0.54	0.99	0.87	0.80	0.83	0.83	0.45	0.28
Avail Cap(c_a), veh/h	307	693	515	604	883	576	312	790	456	480	666	452
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	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	43.0	35.2	25.7	41.0	30.9	29.7	42.0	36.7	27.5	43.0	35.0	27.2
Incr Delay (d2), s/veh	0.6	0.5	0.8	10.4	0.7	33.7	20.0	8.4	15.7	9.6	2.2	1.5
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(95%),veh/ln	1.8	6.2	8.6	9.8	8.7	25.4	11.2	12.9	15.0	7.8	6.1	4.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	43.6	35.7	26.5	51.4	31.6	63.4	62.1	45.1	43.1	52.6	37.2	28.7
LnGrp LOS	D	D	C	D	C	E	E	D	D	D	D	C
Approach Vol, veh/h		659			1476			1235			744	
Approach Delay, s/veh		33.0			49.6			47.6			42.4	
Approach LOS		C			D			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	22.0	28.0	15.8	35.0	19.8	30.3	23.4	27.4
Change Period (Y+Rc), s	7.1	7.1	6.8	6.8	7.1	7.1	6.8	6.8
Max Green Setting (Gmax), s	18.1	20.9	10.0	28.2	15.9	23.1	20.2	18.0
Max Q Clear Time (g_c+I1), s	14.8	10.2	4.5	30.2	12.3	25.2	15.9	16.1
Green Ext Time (p_c), s	0.2	1.7	0.1	0.0	0.4	0.0	0.7	0.6

Intersection Summary	
HCM 7th Control Delay, s/veh	45.0
HCM 7th LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	79	300	247	406	457	570	214	601	358	302	285	120
Future Volume (veh/h)	79	300	247	406	457	570	214	601	358	302	285	120
Number	3	8	18	7	4	14	1	6	16	5	2	12
Initial Q, 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	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1678	1781	1722	1633	1663	1678	1826	1811	1366	1648	1693	1796
Adj Flow Rate, veh/h	83	316	260	427	481	568	225	633	377	318	300	126
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	15	8	12	18	16	15	5	6	36	17	14	7
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	277	693	515	496	883	576	258	790	456	383	666	452
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
Prop Arrive On Green	0.09	0.20	0.20	0.16	0.28	0.28	0.15	0.23	0.23	0.13	0.21	0.21
Unsig. Movement Delay												
Ln Grp Delay, s/veh	43.6	35.7	26.5	51.4	31.6	63.4	62.1	45.1	43.1	52.6	37.2	28.7
Ln Grp LOS	D	D	C	D	C	E	E	D	D	D	D	C
Approach Vol, veh/h		659			1476			1235			744	
Approach Delay, s/veh		33.0			49.6			47.6			42.4	
Approach LOS		C			D			D			D	

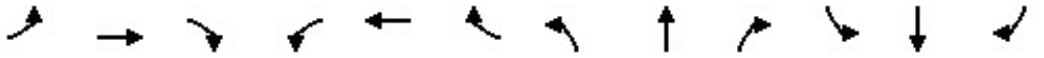
Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Case No	2.0	3.0	2.0	3.0	2.0	3.0	2.0	3.0
Phs Duration (G+Y+Rc), s	22.0	28.0	15.8	35.0	19.8	30.3	23.4	27.4
Change Period (Y+Rc), s	7.1	7.1	6.8	6.8	7.1	7.1	6.8	6.8
Max Green (Gmax), s	18.1	20.9	10.0	28.2	15.9	23.1	20.2	18.0
Max Allow Headway (MAH), s	3.8	4.9	3.9	4.6	3.9	4.8	3.9	4.7
Max Q Clear (g_c+I1), s	14.8	10.2	4.5	30.2	12.3	25.2	15.9	16.1
Green Ext Time (g_e), s	0.2	1.7	0.1	0.0	0.4	0.0	0.7	0.6
Prob of Phs Call (p_c)	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00
Prob of Max Out (p_x)	1.00	0.00	0.14	1.00	1.00	0.00	0.79	1.00

Left-Turn Movement Data								
Assigned Mvmt	1		3		5		7	
Mvmt Sat Flow, veh/h	1739		3100		3045		3018	

Through Movement Data								
Assigned Mvmt		2		4		6		8
Mvmt Sat Flow, veh/h		3216		3159		3441		3385

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		18
Mvmt Sat Flow, veh/h		1522		1422		1158		1459

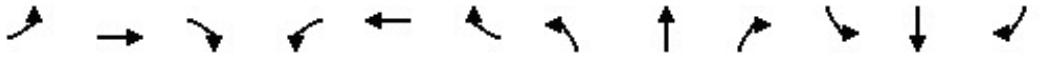
Left Lane Group Data								
Assigned Mvmt	1	0	3	0	5	0	7	0



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	79	300	250	412	457	570	215	612	362	302	304	120
Future Volume (veh/h)	79	300	250	412	457	570	215	612	362	302	304	120
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	1678	1781	1722	1633	1663	1678	1826	1811	1366	1648	1693	1796
Adj Flow Rate, veh/h	83	316	263	434	481	600	226	644	381	318	320	126
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	15	8	12	18	16	15	5	6	36	17	14	7
Cap, veh/h	192	650	419	469	903	632	166	1092	548	249	1225	674
Arrive On Green	0.06	0.19	0.19	0.16	0.29	0.29	0.10	0.32	0.32	0.16	0.38	0.38
Sat Flow, veh/h	3100	3385	1459	3018	3159	1422	1739	3441	1158	1570	3216	1522
Grp Volume(v), veh/h	83	316	263	434	481	600	226	644	381	318	320	126
Grp Sat Flow(s),veh/h/ln	1550	1692	1459	1509	1580	1422	1739	1721	1158	1570	1608	1522
Q Serve(g_s), s	4.1	13.1	24.7	22.4	20.2	45.0	15.0	24.8	40.7	25.0	10.8	7.9
Cycle Q Clear(g_c), s	4.1	13.1	24.7	22.4	20.2	45.0	15.0	24.8	40.7	25.0	10.8	7.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	192	650	419	469	903	632	166	1092	548	249	1225	674
V/C Ratio(X)	0.43	0.49	0.63	0.93	0.53	0.95	1.36	0.59	0.70	1.28	0.26	0.19
Avail Cap(c_a), veh/h	689	967	556	479	903	632	166	1092	548	249	1225	674
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	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	71.2	56.7	48.8	65.6	47.4	42.1	71.3	45.2	32.6	66.3	33.5	26.7
Incr Delay (d2), s/veh	1.5	0.6	1.5	23.8	0.6	24.0	197.9	2.3	7.1	151.8	0.5	0.6
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(95%),veh/ln	3.0	9.6	14.2	15.4	12.8	34.9	24.9	16.5	18.4	31.2	7.8	5.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	72.8	57.3	50.4	89.4	48.0	66.1	269.2	47.5	39.8	218.1	34.0	27.3
LnGrp LOS	E	E	D	F	D	E	F	D	D	F	C	C
Approach Vol, veh/h		662			1515			1251			764	
Approach Delay, s/veh		56.5			67.0			85.2			109.5	
Approach LOS		E			E			F			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	22.1	67.1	16.5	51.8	32.1	57.1	31.3	37.1
Change Period (Y+Rc), s	7.1	7.1	6.8	6.8	7.1	7.1	6.8	6.8
Max Green Setting (Gmax), s	15.0	50.0	35.0	45.0	25.0	50.0	25.0	45.0
Max Q Clear Time (g_c+I1), s	17.0	12.8	6.1	47.0	27.0	42.7	24.4	26.7
Green Ext Time (p_c), s	0.0	2.7	0.2	0.0	0.0	3.4	0.1	2.9

Intersection Summary	
HCM 7th Control Delay, s/veh	78.5
HCM 7th LOS	E



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	79	300	250	412	457	570	215	612	362	302	304	120
Future Volume (veh/h)	79	300	250	412	457	570	215	612	362	302	304	120
Number	3	8	18	7	4	14	1	6	16	5	2	12
Initial Q, 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	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1678	1781	1722	1633	1663	1678	1826	1811	1366	1648	1693	1796
Adj Flow Rate, veh/h	83	316	263	434	481	600	226	644	381	318	320	126
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	15	8	12	18	16	15	5	6	36	17	14	7
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	192	650	419	469	903	632	166	1092	548	249	1225	674
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
Prop Arrive On Green	0.06	0.19	0.19	0.16	0.29	0.29	0.10	0.32	0.32	0.16	0.38	0.38
Unsig. Movement Delay												
Ln Grp Delay, s/veh	72.8	57.3	50.4	89.4	48.0	66.1	269.2	47.5	39.8	218.1	34.0	27.3
Ln Grp LOS	E	E	D	F	D	E	F	D	D	F	C	C
Approach Vol, veh/h		662			1515			1251			764	
Approach Delay, s/veh		56.5			67.0			85.2			109.5	
Approach LOS		E			E			F			F	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Case No	2.0	3.0	2.0	3.0	2.0	3.0	2.0	3.0
Phs Duration (G+Y+Rc), s	22.1	67.1	16.5	51.8	32.1	57.1	31.3	37.1
Change Period (Y+Rc), s	7.1	7.1	6.8	6.8	7.1	7.1	6.8	6.8
Max Green (Gmax), s	15.0	50.0	35.0	45.0	25.0	50.0	25.0	45.0
Max Allow Headway (MAH), s	3.8	4.9	3.9	4.6	3.9	4.9	3.9	4.7
Max Q Clear (g_c+I1), s	17.0	12.8	6.1	47.0	27.0	42.7	24.4	26.7
Green Ext Time (g_e), s	0.0	2.7	0.2	0.0	0.0	3.4	0.1	2.9
Prob of Phs Call (p_c)	1.00	1.00	0.97	1.00	1.00	1.00	1.00	1.00
Prob of Max Out (p_x)	1.00	0.00	0.00	1.00	1.00	0.00	1.00	0.02

Left-Turn Movement Data								
Assigned Mvmt	1		3		5		7	
Mvmt Sat Flow, veh/h	1739		3100		1570		3018	

Through Movement Data								
Assigned Mvmt		2		4		6		8
Mvmt Sat Flow, veh/h		3216		3159		3441		3385

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		18
Mvmt Sat Flow, veh/h		1522		1422		1158		1459

Left Lane Group Data								
Assigned Mvmt	1	0	3	0	5	0	7	0

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	79	300	250	412	457	570	215	612	362	302	304	120
Future Volume (veh/h)	79	300	250	412	457	570	215	612	362	302	304	120
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	1678	1781	1722	1633	1663	1678	1826	1811	1366	1648	1693	1796
Adj Flow Rate, veh/h	83	316	263	434	481	568	226	644	381	318	320	126
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	15	8	12	18	16	15	5	6	36	17	14	7
Cap, veh/h	277	677	511	501	875	579	262	787	457	396	671	453
Arrive On Green	0.09	0.20	0.20	0.17	0.28	0.28	0.15	0.23	0.23	0.13	0.21	0.21
Sat Flow, veh/h	3100	3385	1459	3018	3159	1422	1739	3441	1158	3045	3216	1522
Grp Volume(v), veh/h	83	316	263	434	481	568	226	644	381	318	320	126
Grp Sat Flow(s),veh/h/ln	1550	1692	1459	1509	1580	1422	1739	1721	1158	1522	1608	1522
Q Serve(g_s), s	2.5	8.3	14.4	14.2	13.1	28.0	12.8	18.0	23.1	10.3	8.8	6.4
Cycle Q Clear(g_c), s	2.5	8.3	14.4	14.2	13.1	28.0	12.8	18.0	23.1	10.3	8.8	6.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	277	677	511	501	875	579	262	787	457	396	671	453
V/C Ratio(X)	0.30	0.47	0.51	0.87	0.55	0.98	0.86	0.82	0.83	0.80	0.48	0.28
Avail Cap(c_a), veh/h	306	677	511	597	875	579	397	787	457	738	671	453
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	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	43.1	35.7	26.0	41.1	31.2	29.6	42.0	37.0	27.6	42.7	35.2	27.2
Incr Delay (d2), s/veh	0.6	0.5	0.9	11.2	0.7	32.6	11.9	9.2	16.2	3.8	2.4	1.5
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(95%),veh/ln	1.8	6.2	8.7	10.0	8.7	25.3	10.4	13.2	15.3	7.3	6.6	4.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	43.7	36.2	26.9	52.2	31.9	62.2	53.8	46.2	43.7	46.5	37.6	28.7
LnGrp LOS	D	D	C	D	C	E	D	D	D	D	D	C
Approach Vol, veh/h		662			1483			1251			764	
Approach Delay, s/veh		33.5			49.5			46.8			39.8	
Approach LOS		C			D			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	22.3	28.2	15.8	34.8	20.3	30.2	23.6	27.0
Change Period (Y+Rc), s	7.1	7.1	6.8	6.8	7.1	7.1	6.8	6.8
Max Green Setting (Gmax), s	23.1	21.1	10.0	28.0	24.5	19.7	20.0	18.0
Max Q Clear Time (g_c+I1), s	14.8	10.8	4.5	30.0	12.3	25.1	16.2	16.4
Green Ext Time (p_c), s	0.4	1.8	0.1	0.0	0.9	0.0	0.6	0.5

Intersection Summary	
HCM 7th Control Delay, s/veh	44.4
HCM 7th LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	79	300	250	412	457	570	215	612	362	302	304	120
Future Volume (veh/h)	79	300	250	412	457	570	215	612	362	302	304	120
Number	3	8	18	7	4	14	1	6	16	5	2	12
Initial Q, 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	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1678	1781	1722	1633	1663	1678	1826	1811	1366	1648	1693	1796
Adj Flow Rate, veh/h	83	316	263	434	481	568	226	644	381	318	320	126
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	15	8	12	18	16	15	5	6	36	17	14	7
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	277	677	511	501	875	579	262	787	457	396	671	453
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
Prop Arrive On Green	0.09	0.20	0.20	0.17	0.28	0.28	0.15	0.23	0.23	0.13	0.21	0.21
Unsig. Movement Delay												
Ln Grp Delay, s/veh	43.7	36.2	26.9	52.2	31.9	62.2	53.8	46.2	43.7	46.5	37.6	28.7
Ln Grp LOS	D	D	C	D	C	E	D	D	D	D	D	C
Approach Vol, veh/h		662			1483			1251			764	
Approach Delay, s/veh		33.5			49.5			46.8			39.8	
Approach LOS		C			D			D			D	

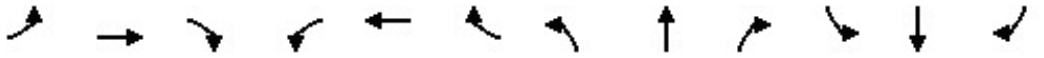
Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Case No	2.0	3.0	2.0	3.0	2.0	3.0	2.0	3.0
Phs Duration (G+Y+Rc), s	22.3	28.2	15.8	34.8	20.3	30.2	23.6	27.0
Change Period (Y+Rc), s	7.1	7.1	6.8	6.8	7.1	7.1	6.8	6.8
Max Green (Gmax), s	23.1	21.1	10.0	28.0	24.5	19.7	20.0	18.0
Max Allow Headway (MAH), s	3.8	4.9	3.9	4.6	3.9	4.9	3.9	4.7
Max Q Clear (g_c+I1), s	14.8	10.8	4.5	30.0	12.3	25.1	16.2	16.4
Green Ext Time (g_e), s	0.4	1.8	0.1	0.0	0.9	0.0	0.6	0.5
Prob of Phs Call (p_c)	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00
Prob of Max Out (p_x)	0.04	0.00	0.14	1.00	0.00	0.00	1.00	1.00

Left-Turn Movement Data								
Assigned Mvmt	1		3		5		7	
Mvmt Sat Flow, veh/h	1739		3100		3045		3018	

Through Movement Data								
Assigned Mvmt		2		4		6		8
Mvmt Sat Flow, veh/h		3216		3159		3441		3385

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		18
Mvmt Sat Flow, veh/h		1522		1422		1158		1459

Left Lane Group Data								
Assigned Mvmt	1	0	3	0	5	0	7	0



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	89	334	117	181	279	291	111	206	237	318	399	24
Future Volume (veh/h)	89	334	117	181	279	291	111	206	237	318	399	24
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	1722	1826	1707	1470	1767	1470	1722	1693	1381	1693	1781	1633
Adj Flow Rate, veh/h	92	344	121	187	288	300	114	212	244	328	411	25
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	12	5	13	29	9	29	12	14	35	14	8	18
Cap, veh/h	214	715	417	230	751	494	134	1109	503	278	1473	696
Arrive On Green	0.07	0.21	0.21	0.08	0.22	0.22	0.08	0.34	0.34	0.17	0.44	0.44
Sat Flow, veh/h	3182	3469	1447	2716	3357	1246	1640	3216	1171	1612	3385	1384
Grp Volume(v), veh/h	92	344	121	187	288	300	114	212	244	328	411	25
Grp Sat Flow(s),veh/h/ln	1591	1735	1447	1358	1678	1246	1640	1608	1171	1612	1692	1384
Q Serve(g_s), s	4.0	12.7	9.4	9.8	10.6	27.8	9.9	6.7	21.8	25.0	11.3	1.3
Cycle Q Clear(g_c), s	4.0	12.7	9.4	9.8	10.6	27.8	9.9	6.7	21.8	25.0	11.3	1.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	214	715	417	230	751	494	134	1109	503	278	1473	696
V/C Ratio(X)	0.43	0.48	0.29	0.81	0.38	0.61	0.85	0.19	0.49	1.18	0.28	0.04
Avail Cap(c_a), veh/h	768	1077	568	468	1042	601	170	1109	503	278	1473	696
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	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	65.0	50.7	40.1	65.2	47.8	34.8	65.7	33.3	29.8	60.0	26.3	18.3
Incr Delay (d2), s/veh	1.4	0.5	0.4	6.7	0.3	1.2	26.2	0.4	3.3	111.8	0.5	0.1
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(95%),veh/ln	3.0	9.5	6.2	6.5	8.0	13.4	8.9	4.9	10.9	28.1	8.3	0.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	66.3	51.2	40.5	71.9	48.1	36.0	91.8	33.7	33.1	171.8	26.8	18.4
LnGrp LOS	E	D	D	E	D	D	F	C	C	F	C	B
Approach Vol, veh/h		557			775			570			764	
Approach Delay, s/veh		51.4			49.2			45.1			88.8	
Approach LOS		D			D			D			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	19.0	70.2	16.6	39.2	32.1	57.1	19.1	36.7
Change Period (Y+Rc), s	7.1	7.1	6.8	6.8	7.1	7.1	6.8	6.8
Max Green Setting (Gmax), s	15.0	50.0	35.0	45.0	25.0	50.0	25.0	45.0
Max Q Clear Time (g_c+I1), s	11.9	13.3	6.0	29.8	27.0	23.8	11.8	14.7
Green Ext Time (p_c), s	0.1	3.1	0.3	2.7	0.0	2.3	0.5	2.8

Intersection Summary	
HCM 7th Control Delay, s/veh	60.1
HCM 7th LOS	E

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	89	334	117	181	279	291	111	206	237	318	399	24
Future Volume (veh/h)	89	334	117	181	279	291	111	206	237	318	399	24
Number	3	8	18	7	4	14	1	6	16	5	2	12
Initial Q, 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	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1722	1826	1707	1470	1767	1470	1722	1693	1381	1693	1781	1633
Adj Flow Rate, veh/h	92	344	121	187	288	300	114	212	244	328	411	25
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	12	5	13	29	9	29	12	14	35	14	8	18
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	214	715	417	230	751	494	134	1109	503	278	1473	696
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
Prop Arrive On Green	0.07	0.21	0.21	0.08	0.22	0.22	0.08	0.34	0.34	0.17	0.44	0.44
Unsig. Movement Delay												
Ln Grp Delay, s/veh	66.3	51.2	40.5	71.9	48.1	36.0	91.8	33.7	33.1	171.8	26.8	18.4
Ln Grp LOS	E	D	D	E	D	D	F	C	C	F	C	B
Approach Vol, veh/h		557			775			570			764	
Approach Delay, s/veh		51.4			49.2			45.1			88.8	
Approach LOS		D			D			D			F	

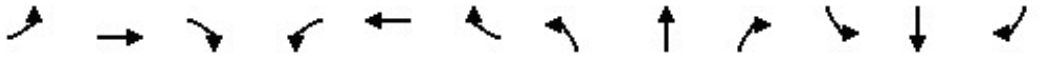
Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Case No	2.0	3.0	2.0	3.0	2.0	3.0	2.0	3.0
Phs Duration (G+Y+Rc), s	19.0	70.2	16.6	39.2	32.1	57.1	19.1	36.7
Change Period (Y+Rc), s	7.1	7.1	6.8	6.8	7.1	7.1	6.8	6.8
Max Green (Gmax), s	15.0	50.0	35.0	45.0	25.0	50.0	25.0	45.0
Max Allow Headway (MAH), s	3.8	5.2	3.8	4.7	3.9	4.7	3.9	5.0
Max Q Clear (g_c+I1), s	11.9	13.3	6.0	29.8	27.0	23.8	11.8	14.7
Green Ext Time (g_e), s	0.1	3.1	0.3	2.7	0.0	2.3	0.5	2.8
Prob of Phs Call (p_c)	0.99	1.00	0.98	1.00	1.00	1.00	1.00	1.00
Prob of Max Out (p_x)	1.00	0.00	0.00	0.05	1.00	0.00	0.00	0.00

Left-Turn Movement Data								
Assigned Mvmt	1		3		5		7	
Mvmt Sat Flow, veh/h	1640		3182		1612		2716	

Through Movement Data								
Assigned Mvmt		2		4		6		8
Mvmt Sat Flow, veh/h		3385		3357		3216		3469

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		18
Mvmt Sat Flow, veh/h		1384		1246		1171		1447

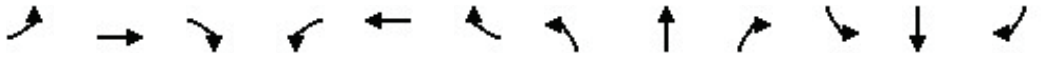
Left Lane Group Data								
Assigned Mvmt	1	0	3	0	5	0	7	0



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	159	641	307	362	425	381	220	319	407	510	614	53
Future Volume (veh/h)	159	641	307	362	425	381	220	319	407	510	614	53
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	1722	1826	1707	1470	1767	1470	1722	1693	1381	1693	1781	1633
Adj Flow Rate, veh/h	167	675	323	381	447	401	232	336	428	537	646	56
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	12	5	13	29	9	29	12	14	35	14	8	18
Cap, veh/h	213	807	467	408	1060	580	148	966	527	242	1220	591
Arrive On Green	0.07	0.23	0.23	0.15	0.32	0.32	0.09	0.30	0.30	0.15	0.36	0.36
Sat Flow, veh/h	3182	3469	1447	2716	3357	1246	1640	3216	1171	1612	3385	1384
Grp Volume(v), veh/h	167	675	323	381	447	401	232	336	428	537	646	56
Grp Sat Flow(s),veh/h/ln	1591	1735	1447	1358	1678	1246	1640	1608	1171	1612	1692	1384
Q Serve(g_s), s	8.6	30.9	32.4	23.1	17.5	42.2	15.0	13.6	50.0	25.0	25.1	4.0
Cycle Q Clear(g_c), s	8.6	30.9	32.4	23.1	17.5	42.2	15.0	13.6	50.0	25.0	25.1	4.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	213	807	467	408	1060	580	148	966	527	242	1220	591
V/C Ratio(X)	0.78	0.84	0.69	0.93	0.42	0.69	1.57	0.35	0.81	2.22	0.53	0.09
Avail Cap(c_a), veh/h	669	937	521	408	1060	580	148	966	527	242	1220	591
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	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	76.5	60.9	49.2	70.0	45.0	35.0	75.8	45.5	39.7	70.8	42.1	28.5
Incr Delay (d2), s/veh	6.2	5.9	3.4	28.6	0.3	3.5	286.7	1.0	12.8	561.8	1.6	0.3
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(95%),veh/ln	6.7	20.5	18.0	14.8	11.9	19.5	28.9	9.6	23.8	75.4	16.4	2.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	82.8	66.8	52.6	98.6	45.2	38.5	362.5	46.5	52.4	632.6	43.8	28.8
LnGrp LOS	F	E	D	F	D	D	F	D	D	F	D	C
Approach Vol, veh/h		1165			1229			996			1239	
Approach Delay, s/veh		65.2			59.6			122.7			298.3	
Approach LOS		E			E			F			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	22.1	67.1	17.9	59.4	32.1	57.1	31.8	45.5
Change Period (Y+Rc), s	7.1	7.1	6.8	6.8	7.1	7.1	6.8	6.8
Max Green Setting (Gmax), s	15.0	50.0	35.0	45.0	25.0	50.0	25.0	45.0
Max Q Clear Time (g_c+I1), s	17.0	27.1	10.6	44.2	27.0	52.0	25.1	34.4
Green Ext Time (p_c), s	0.0	4.8	0.5	0.4	0.0	0.0	0.0	4.3

Intersection Summary	
HCM 7th Control Delay, s/veh	138.4
HCM 7th LOS	F



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	159	641	307	362	425	381	220	319	407	510	614	53
Future Volume (veh/h)	159	641	307	362	425	381	220	319	407	510	614	53
Number	3	8	18	7	4	14	1	6	16	5	2	12
Initial Q, 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	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1722	1826	1707	1470	1767	1470	1722	1693	1381	1693	1781	1633
Adj Flow Rate, veh/h	167	675	323	381	447	401	232	336	428	537	646	56
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	12	5	13	29	9	29	12	14	35	14	8	18
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	213	807	467	408	1060	580	148	966	527	242	1220	591
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
Prop Arrive On Green	0.07	0.23	0.23	0.15	0.32	0.32	0.09	0.30	0.30	0.15	0.36	0.36
Unsig. Movement Delay												
Ln Grp Delay, s/veh	82.8	66.8	52.6	98.6	45.2	38.5	362.5	46.5	52.4	632.6	43.8	28.8
Ln Grp LOS	F	E	D	F	D	D	F	D	D	F	D	C
Approach Vol, veh/h		1165			1229			996			1239	
Approach Delay, s/veh		65.2			59.6			122.7			298.3	
Approach LOS		E			E			F			F	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Case No	2.0	3.0	2.0	3.0	2.0	3.0	2.0	3.0
Phs Duration (G+Y+Rc), s	22.1	67.1	17.9	59.4	32.1	57.1	31.8	45.5
Change Period (Y+Rc), s	7.1	7.1	6.8	6.8	7.1	7.1	6.8	6.8
Max Green (Gmax), s	15.0	50.0	35.0	45.0	25.0	50.0	25.0	45.0
Max Allow Headway (MAH), s	3.8	5.2	3.8	4.7	3.9	4.6	3.9	4.9
Max Q Clear (g_c+I1), s	17.0	27.1	10.6	44.2	27.0	52.0	25.1	34.4
Green Ext Time (g_e), s	0.0	4.8	0.5	0.4	0.0	0.0	0.0	4.3
Prob of Phs Call (p_c)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Prob of Max Out (p_x)	1.00	0.00	0.00	1.00	1.00	0.00	1.00	0.44

Left-Turn Movement Data								
Assigned Mvmt	1		3		5		7	
Mvmt Sat Flow, veh/h	1640		3182		1612		2716	

Through Movement Data								
Assigned Mvmt		2		4		6		8
Mvmt Sat Flow, veh/h		3385		3357		3216		3469

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		18
Mvmt Sat Flow, veh/h		1384		1246		1171		1447

Left Lane Group Data								
Assigned Mvmt	1	0	3	0	5	0	7	0

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	159	641	307	362	425	381	220	319	407	510	614	53
Future Volume (veh/h)	159	641	307	362	425	381	220	319	407	510	614	53
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	1722	1826	1707	1470	1767	1470	1722	1693	1381	1693	1781	1633
Adj Flow Rate, veh/h	167	675	323	381	447	401	232	336	407	537	646	56
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	12	5	13	29	9	29	12	14	35	14	8	18
Cap, veh/h	284	737	534	436	953	587	257	612	411	585	747	429
Arrive On Green	0.09	0.21	0.21	0.16	0.28	0.28	0.16	0.19	0.19	0.19	0.22	0.22
Sat Flow, veh/h	3182	3469	1447	2716	3357	1246	1640	3216	1171	3127	3385	1384
Grp Volume(v), veh/h	167	675	323	381	447	401	232	336	407	537	646	56
Grp Sat Flow(s),veh/h/ln	1591	1735	1447	1358	1678	1246	1640	1608	1171	1564	1692	1384
Q Serve(g_s), s	5.6	21.2	20.2	15.3	12.3	28.0	15.5	10.5	21.2	18.8	20.5	3.2
Cycle Q Clear(g_c), s	5.6	21.2	20.2	15.3	12.3	28.0	15.5	10.5	21.2	18.8	20.5	3.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	284	737	534	436	953	587	257	612	411	585	747	429
V/C Ratio(X)	0.59	0.92	0.60	0.87	0.47	0.68	0.90	0.55	0.99	0.92	0.86	0.13
Avail Cap(c_a), veh/h	320	737	534	536	1018	611	259	612	411	592	747	429
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	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	48.8	42.9	28.5	45.7	33.0	23.0	46.2	40.8	36.0	44.5	41.8	27.7
Incr Delay (d2), s/veh	2.3	16.2	1.9	12.7	0.4	3.0	31.5	3.5	42.1	19.2	12.8	0.6
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(95%),veh/ln	4.2	16.0	11.6	9.9	8.7	13.2	13.3	7.9	22.0	13.7	14.9	2.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	51.0	59.1	30.5	58.3	33.3	26.0	77.6	44.3	78.1	63.7	54.6	28.3
LnGrp LOS	D	E	C	E	C	C	E	D	E	E	D	C
Approach Vol, veh/h		1165			1229			975			1239	
Approach Delay, s/veh		50.0			38.7			66.4			57.3	
Approach LOS		D			D			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	24.6	31.7	16.7	38.5	28.0	28.3	24.7	30.5
Change Period (Y+Rc), s	7.1	7.1	6.8	6.8	7.1	7.1	6.8	6.8
Max Green Setting (Gmax), s	17.5	24.6	11.2	33.8	21.1	21.1	22.0	23.0
Max Q Clear Time (g_c+I1), s	17.5	22.5	7.6	30.0	20.8	23.2	17.3	23.2
Green Ext Time (p_c), s	0.0	1.0	0.2	1.7	0.1	0.0	0.6	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	52.4
HCM 7th LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	159	641	307	362	425	381	220	319	407	510	614	53
Future Volume (veh/h)	159	641	307	362	425	381	220	319	407	510	614	53
Number	3	8	18	7	4	14	1	6	16	5	2	12
Initial Q, 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	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1722	1826	1707	1470	1767	1470	1722	1693	1381	1693	1781	1633
Adj Flow Rate, veh/h	167	675	323	381	447	401	232	336	407	537	646	56
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	12	5	13	29	9	29	12	14	35	14	8	18
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	284	737	534	436	953	587	257	612	411	585	747	429
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
Prop Arrive On Green	0.09	0.21	0.21	0.16	0.28	0.28	0.16	0.19	0.19	0.19	0.22	0.22
Unsig. Movement Delay												
Ln Grp Delay, s/veh	51.0	59.1	30.5	58.3	33.3	26.0	77.6	44.3	78.1	63.7	54.6	28.3
Ln Grp LOS	D	E	C	E	C	C	E	D	E	E	D	C
Approach Vol, veh/h		1165			1229			975			1239	
Approach Delay, s/veh		50.0			38.7			66.4			57.3	
Approach LOS		D			D			E			E	

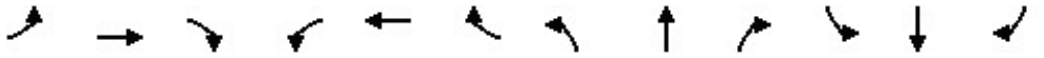
Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Case No	2.0	3.0	2.0	3.0	2.0	3.0	2.0	3.0
Phs Duration (G+Y+Rc), s	24.6	31.7	16.7	38.5	28.0	28.3	24.7	30.5
Change Period (Y+Rc), s	7.1	7.1	6.8	6.8	7.1	7.1	6.8	6.8
Max Green (Gmax), s	17.6	24.6	11.2	33.8	21.1	21.1	22.0	23.0
Max Allow Headway (MAH), s	3.8	5.2	3.8	4.7	3.9	4.7	3.9	4.9
Max Q Clear (g_c+I1), s	17.5	22.5	7.6	30.0	20.8	23.2	17.3	23.2
Green Ext Time (g_e), s	0.0	1.0	0.2	1.7	0.1	0.0	0.6	0.0
Prob of Phs Call (p_c)	1.00	1.00	0.99	1.00	1.00	1.00	1.00	1.00
Prob of Max Out (p_x)	1.00	0.00	1.00	1.00	1.00	0.00	0.63	1.00

Left-Turn Movement Data								
Assigned Mvmt	1		3		5		7	
Mvmt Sat Flow, veh/h	1640		3182		3127		2716	

Through Movement Data								
Assigned Mvmt		2		4		6		8
Mvmt Sat Flow, veh/h		3385		3357		3216		3469

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		18
Mvmt Sat Flow, veh/h		1384		1246		1171		1447

Left Lane Group Data								
Assigned Mvmt	1	0	3	0	5	0	7	0



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	159	641	309	368	425	381	223	341	414	510	631	53
Future Volume (veh/h)	159	641	309	368	425	381	223	341	414	510	631	53
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	1722	1826	1707	1470	1767	1470	1722	1693	1381	1693	1781	1633
Adj Flow Rate, veh/h	167	675	325	387	447	401	235	359	436	537	664	56
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	12	5	13	29	9	29	12	14	35	14	8	18
Cap, veh/h	213	810	468	407	1062	581	148	964	527	242	1218	591
Arrive On Green	0.07	0.23	0.23	0.15	0.32	0.32	0.09	0.30	0.30	0.15	0.36	0.36
Sat Flow, veh/h	3182	3469	1447	2716	3357	1246	1640	3216	1171	1612	3385	1384
Grp Volume(v), veh/h	167	675	325	387	447	401	235	359	436	537	664	56
Grp Sat Flow(s),veh/h/ln	1591	1735	1447	1358	1678	1246	1640	1608	1171	1612	1692	1384
Q Serve(g_s), s	8.6	30.9	32.7	23.5	17.5	42.2	15.0	14.7	50.0	25.0	26.0	4.0
Cycle Q Clear(g_c), s	8.6	30.9	32.7	23.5	17.5	42.2	15.0	14.7	50.0	25.0	26.0	4.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	213	810	468	407	1062	581	148	964	527	242	1218	591
V/C Ratio(X)	0.78	0.83	0.69	0.95	0.42	0.69	1.59	0.37	0.83	2.22	0.55	0.09
Avail Cap(c_a), veh/h	668	936	521	407	1062	581	148	964	527	242	1218	591
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	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	76.6	60.8	49.2	70.2	44.9	35.0	75.9	46.0	40.2	70.9	42.5	28.5
Incr Delay (d2), s/veh	6.3	5.8	3.5	32.0	0.3	3.5	296.2	1.1	13.9	563.0	1.8	0.3
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(95%),veh/ln	6.7	20.5	18.1	15.2	11.9	19.5	29.5	10.2	24.6	75.4	16.9	2.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	82.9	66.6	52.7	102.2	45.2	38.4	372.0	47.1	54.2	633.9	44.3	28.9
LnGrp LOS	F	E	D	F	D	D	F	D	D	F	D	C
Approach Vol, veh/h		1167			1235			1030			1257	
Approach Delay, s/veh		65.1			60.9			124.2			295.5	
Approach LOS		E			E			F			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	22.1	67.1	18.0	59.6	32.1	57.1	31.8	45.7
Change Period (Y+Rc), s	7.1	7.1	6.8	6.8	7.1	7.1	6.8	6.8
Max Green Setting (Gmax), s	15.0	50.0	35.0	45.0	25.0	50.0	25.0	45.0
Max Q Clear Time (g_c+I1), s	17.0	28.0	10.6	44.2	27.0	52.0	25.5	34.7
Green Ext Time (p_c), s	0.0	4.9	0.5	0.4	0.0	0.0	0.0	4.3

Intersection Summary	
HCM 7th Control Delay, s/veh	138.7
HCM 7th LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	159	641	309	368	425	381	223	341	414	510	631	53
Future Volume (veh/h)	159	641	309	368	425	381	223	341	414	510	631	53
Number	3	8	18	7	4	14	1	6	16	5	2	12
Initial Q, 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	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1722	1826	1707	1470	1767	1470	1722	1693	1381	1693	1781	1633
Adj Flow Rate, veh/h	167	675	325	387	447	401	235	359	436	537	664	56
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	12	5	13	29	9	29	12	14	35	14	8	18
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	213	810	468	407	1062	581	148	964	527	242	1218	591
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
Prop Arrive On Green	0.07	0.23	0.23	0.15	0.32	0.32	0.09	0.30	0.30	0.15	0.36	0.36
Unsig. Movement Delay												
Ln Grp Delay, s/veh	82.9	66.6	52.7	102.2	45.2	38.4	372.0	47.1	54.2	633.9	44.3	28.9
Ln Grp LOS	F	E	D	F	D	D	F	D	D	F	D	C
Approach Vol, veh/h		1167			1235			1030			1257	
Approach Delay, s/veh		65.1			60.9			124.2			295.5	
Approach LOS		E			E			F			F	

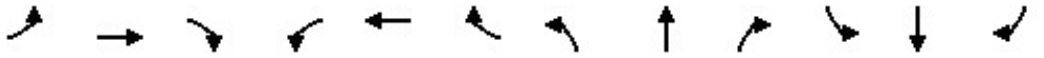
Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Case No	2.0	3.0	2.0	3.0	2.0	3.0	2.0	3.0
Phs Duration (G+Y+Rc), s	22.1	67.1	18.0	59.6	32.1	57.1	31.8	45.7
Change Period (Y+Rc), s	7.1	7.1	6.8	6.8	7.1	7.1	6.8	6.8
Max Green (Gmax), s	15.0	50.0	35.0	45.0	25.0	50.0	25.0	45.0
Max Allow Headway (MAH), s	3.8	5.2	3.8	4.7	3.9	4.7	3.9	4.9
Max Q Clear (g_c+I1), s	17.0	28.0	10.6	44.2	27.0	52.0	25.5	34.7
Green Ext Time (g_e), s	0.0	4.9	0.5	0.4	0.0	0.0	0.0	4.3
Prob of Phs Call (p_c)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Prob of Max Out (p_x)	1.00	0.00	0.00	1.00	1.00	0.00	1.00	0.46

Left-Turn Movement Data								
Assigned Mvmt	1		3		5		7	
Mvmt Sat Flow, veh/h	1640		3182		1612		2716	

Through Movement Data								
Assigned Mvmt		2		4		6		8
Mvmt Sat Flow, veh/h		3385		3357		3216		3469

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		18
Mvmt Sat Flow, veh/h		1384		1246		1171		1447

Left Lane Group Data								
Assigned Mvmt	1	0	3	0	5	0	7	0



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	159	641	309	368	425	381	223	341	414	510	631	53
Future Volume (veh/h)	159	641	309	368	425	381	223	341	414	510	631	53
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	1722	1826	1707	1470	1767	1470	1722	1693	1381	1693	1781	1633
Adj Flow Rate, veh/h	167	675	325	387	447	401	235	359	410	537	664	56
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	12	5	13	29	9	29	12	14	35	14	8	18
Cap, veh/h	297	706	516	445	918	567	252	609	413	568	736	431
Arrive On Green	0.09	0.20	0.20	0.16	0.27	0.27	0.15	0.19	0.19	0.18	0.22	0.22
Sat Flow, veh/h	3182	3469	1447	2716	3357	1246	1640	3216	1171	3127	3385	1384
Grp Volume(v), veh/h	167	675	325	387	447	401	235	359	410	537	664	56
Grp Sat Flow(s),veh/h/ln	1591	1735	1447	1358	1678	1246	1640	1608	1171	1564	1692	1384
Q Serve(g_s), s	5.3	20.4	19.8	14.8	11.8	27.4	15.0	10.8	20.1	18.0	20.3	3.1
Cycle Q Clear(g_c), s	5.3	20.4	19.8	14.8	11.8	27.4	15.0	10.8	20.1	18.0	20.3	3.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	297	706	516	445	918	567	252	609	413	568	736	431
V/C Ratio(X)	0.56	0.96	0.63	0.87	0.49	0.71	0.93	0.59	0.99	0.94	0.90	0.13
Avail Cap(c_a), veh/h	321	706	516	542	918	567	252	609	413	568	736	431
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	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	46.0	41.8	28.3	43.3	32.3	23.2	44.4	39.3	34.2	42.9	40.4	26.3
Incr Delay (d2), s/veh	1.9	23.7	2.4	12.3	0.4	4.0	39.0	4.2	42.4	24.8	16.4	0.6
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(95%),veh/ln	3.9	16.4	11.4	9.6	8.4	13.2	13.6	8.1	21.4	13.7	15.2	2.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	48.0	65.5	30.8	55.6	32.7	27.2	83.4	43.4	76.6	67.7	56.8	26.9
LnGrp LOS	D	E	C	E	C	C	F	D	E	E	E	C
Approach Vol, veh/h		1167			1235			1004			1257	
Approach Delay, s/veh		53.3			38.1			66.3			60.1	
Approach LOS		D			D			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	23.4	30.2	16.7	35.9	26.4	27.2	24.2	28.4
Change Period (Y+Rc), s	7.1	7.1	6.8	6.8	7.1	7.1	6.8	6.8
Max Green Setting (Gmax), s	16.3	23.1	10.7	22.1	19.3	20.1	21.2	21.6
Max Q Clear Time (g_c+I1), s	17.0	22.3	7.3	29.4	20.0	22.1	16.8	22.4
Green Ext Time (p_c), s	0.0	0.4	0.2	0.0	0.0	0.0	0.6	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	53.9
HCM 7th LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	159	641	309	368	425	381	223	341	414	510	631	53
Future Volume (veh/h)	159	641	309	368	425	381	223	341	414	510	631	53
Number	3	8	18	7	4	14	1	6	16	5	2	12
Initial Q, 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	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1722	1826	1707	1470	1767	1470	1722	1693	1381	1693	1781	1633
Adj Flow Rate, veh/h	167	675	325	387	447	401	235	359	410	537	664	56
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	12	5	13	29	9	29	12	14	35	14	8	18
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	297	706	516	445	918	567	252	609	413	568	736	431
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
Prop Arrive On Green	0.09	0.20	0.20	0.16	0.27	0.27	0.15	0.19	0.19	0.18	0.22	0.22
Unsig. Movement Delay												
Ln Grp Delay, s/veh	48.0	65.5	30.8	55.6	32.7	27.2	83.4	43.4	76.6	67.7	56.8	26.9
Ln Grp LOS	D	E	C	E	C	C	F	D	E	E	E	C
Approach Vol, veh/h		1167			1235			1004			1257	
Approach Delay, s/veh		53.3			38.1			66.3			60.1	
Approach LOS		D			D			E			E	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Case No	2.0	3.0	2.0	3.0	2.0	3.0	2.0	3.0
Phs Duration (G+Y+Rc), s	23.4	30.2	16.7	35.9	26.4	27.2	24.2	28.4
Change Period (Y+Rc), s	7.1	7.1	6.8	6.8	7.1	7.1	6.8	6.8
Max Green (Gmax), s	16.3	23.1	10.7	22.1	19.3	20.1	21.2	21.6
Max Allow Headway (MAH), s	3.8	5.2	3.8	4.7	3.9	4.7	3.9	4.9
Max Q Clear (g_c+I1), s	17.0	22.3	7.3	29.4	20.0	22.1	16.8	22.4
Green Ext Time (g_e), s	0.0	0.4	0.2	0.0	0.0	0.0	0.6	0.0
Prob of Phs Call (p_c)	1.00	1.00	0.99	1.00	1.00	1.00	1.00	1.00
Prob of Max Out (p_x)	1.00	0.00	1.00	1.00	1.00	0.00	0.74	1.00

Left-Turn Movement Data								
Assigned Mvmt	1		3		5		7	
Mvmt Sat Flow, veh/h	1640		3182		3127		2716	

Through Movement Data								
Assigned Mvmt		2		4		6		8
Mvmt Sat Flow, veh/h		3385		3357		3216		3469

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		18
Mvmt Sat Flow, veh/h		1384		1246		1171		1447

Left Lane Group Data								
Assigned Mvmt	1	0	3	0	5	0	7	0

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	38	1125	28	84	855	125	17	9	64	78	11	38
Future Volume (veh/h)	38	1125	28	84	855	125	17	9	64	78	11	38
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	1767	1722	1559	1826	1574	1752	1441	1337	1856	1781	1455	1693
Adj Flow Rate, veh/h	40	1184	29	88	900	132	18	9	67	82	12	40
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	9	12	23	5	22	10	31	38	3	8	30	14
Cap, veh/h	50	2394	673	142	2241	774	354	316	438	470	396	391
Arrive On Green	0.03	0.51	0.51	0.04	0.52	0.52	0.03	0.24	0.24	0.07	0.27	0.27
Sat Flow, veh/h	1682	4701	1321	3374	4297	1485	1372	1337	1572	1697	1455	1434
Grp Volume(v), veh/h	40	1184	29	88	900	132	18	9	67	82	12	40
Grp Sat Flow(s),veh/h/ln	1682	1567	1321	1687	1432	1485	1372	1337	1572	1697	1455	1434
Q Serve(g_s), s	2.6	18.2	1.2	2.8	13.9	5.1	1.1	0.6	3.5	3.8	0.7	2.3
Cycle Q Clear(g_c), s	2.6	18.2	1.2	2.8	13.9	5.1	1.1	0.6	3.5	3.8	0.7	2.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	50	2394	673	142	2241	774	354	316	438	470	396	391
V/C Ratio(X)	0.80	0.49	0.04	0.62	0.40	0.17	0.05	0.03	0.15	0.17	0.03	0.10
Avail Cap(c_a), veh/h	245	2394	673	491	2241	774	511	316	438	604	396	391
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	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	53.0	17.7	13.5	51.8	15.9	13.8	29.9	32.3	29.9	26.7	29.4	29.9
Incr Delay (d2), s/veh	24.3	0.7	0.1	4.3	0.5	0.5	0.1	0.2	0.7	0.2	0.1	0.5
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(95%),veh/ln	2.6	10.7	0.7	2.3	8.1	3.2	0.7	0.4	2.6	2.8	0.4	1.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	77.4	18.4	13.7	56.1	16.5	14.3	30.0	32.4	30.6	26.8	29.5	30.5
LnGrp LOS	E	B	B	E	B	B	C	C	C	C	C	C
Approach Vol, veh/h		1253			1120			94			134	
Approach Delay, s/veh		20.2			19.3			30.7			28.2	
Approach LOS		C			B			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.3	61.4	11.3	30.0	8.6	60.0	7.4	34.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	16.0	56.0	16.0	26.0	16.0	56.0	16.0	26.0
Max Q Clear Time (g_c+I1), s	4.6	15.9	5.8	5.5	4.8	20.2	3.1	4.3
Green Ext Time (p_c), s	0.0	8.6	0.1	0.2	0.2	11.2	0.0	0.1

Intersection Summary	
HCM 7th Control Delay, s/veh	20.6
HCM 7th LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	38	1125	28	84	855	125	17	9	64	78	11	38
Future Volume (veh/h)	38	1125	28	84	855	125	17	9	64	78	11	38
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q, 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	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1767	1722	1559	1826	1574	1752	1441	1337	1856	1781	1455	1693
Adj Flow Rate, veh/h	40	1184	29	88	900	132	18	9	67	82	12	40
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	9	12	23	5	22	10	31	38	3	8	30	14
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	50	2394	673	142	2241	774	354	316	438	470	396	391
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
Prop Arrive On Green	0.03	0.51	0.51	0.04	0.52	0.52	0.03	0.24	0.24	0.07	0.27	0.27
Unsig. Movement Delay												
Ln Grp Delay, s/veh	77.4	18.4	13.7	56.1	16.5	14.3	30.0	32.4	30.6	26.8	29.5	30.5
Ln Grp LOS	E	B	B	E	B	B	C	C	C	C	C	C
Approach Vol, veh/h		1253			1120			94			134	
Approach Delay, s/veh		20.2			19.3			30.7			28.2	
Approach LOS		C			B			C			C	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Case No	2.0	3.0	1.1	3.0	2.0	3.0	1.1	3.0
Phs Duration (G+Y+Rc), s	7.3	61.4	11.3	30.0	8.6	60.0	7.4	34.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green (Gmax), s	16.0	56.0	16.0	26.0	16.0	56.0	16.0	26.0
Max Allow Headway (MAH), s	3.8	5.2	3.8	4.2	3.8	5.3	3.9	4.4
Max Q Clear (g_c+I1), s	4.6	15.9	5.8	5.5	4.8	20.2	3.1	4.3
Green Ext Time (g_e), s	0.0	8.6	0.1	0.2	0.2	11.2	0.0	0.1
Prob of Phs Call (p_c)	0.71	1.00	0.92	1.00	0.93	1.00	0.42	1.00
Prob of Max Out (p_x)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Left-Turn Movement Data								
Assigned Mvmt	1		3		5		7	
Mvmt Sat Flow, veh/h	1682		1697		3374		1372	

Through Movement Data								
Assigned Mvmt		2		4		6		8
Mvmt Sat Flow, veh/h		4297		1337		4701		1455

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		18
Mvmt Sat Flow, veh/h		1485		1572		1321		1434

Left Lane Group Data								
Assigned Mvmt	1	0	3	0	5	0	7	0

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	44	1287	29	88	1051	155	18	9	67	90	12	41
Future Volume (veh/h)	44	1287	29	88	1051	155	18	9	67	90	12	41
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	1767	1722	1559	1826	1574	1752	1441	1337	1856	1781	1455	1693
Adj Flow Rate, veh/h	46	1355	31	93	1106	163	19	9	71	95	13	43
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	9	12	23	5	22	10	31	38	3	8	30	14
Cap, veh/h	58	2384	670	149	2220	767	353	315	439	471	396	390
Arrive On Green	0.03	0.51	0.51	0.04	0.52	0.52	0.03	0.24	0.24	0.07	0.27	0.27
Sat Flow, veh/h	1682	4701	1321	3374	4297	1485	1372	1337	1572	1697	1455	1434
Grp Volume(v), veh/h	46	1355	31	93	1106	163	19	9	71	95	13	43
Grp Sat Flow(s),veh/h/ln	1682	1567	1321	1687	1432	1485	1372	1337	1572	1697	1455	1434
Q Serve(g_s), s	3.0	22.0	1.3	3.0	18.5	6.6	1.1	0.6	3.8	4.4	0.7	2.5
Cycle Q Clear(g_c), s	3.0	22.0	1.3	3.0	18.5	6.6	1.1	0.6	3.8	4.4	0.7	2.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	58	2384	670	149	2220	767	353	315	439	471	396	390
V/C Ratio(X)	0.79	0.57	0.05	0.63	0.50	0.21	0.05	0.03	0.16	0.20	0.03	0.11
Avail Cap(c_a), veh/h	244	2384	670	489	2220	767	508	315	439	600	396	390
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	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	52.9	18.8	13.7	51.9	17.4	14.5	30.0	32.5	30.0	26.9	29.5	30.2
Incr Delay (d2), s/veh	20.8	1.0	0.1	4.3	0.8	0.6	0.1	0.2	0.8	0.2	0.2	0.6
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(95%),veh/ln	2.9	12.6	0.7	2.4	10.1	0.2	0.7	0.4	2.7	3.3	0.5	1.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	73.7	19.8	13.9	56.2	18.2	15.1	30.1	32.7	30.8	27.1	29.7	30.7
LnGrp LOS	E	B	B	E	B	B	C	C	C	C	C	C
Approach Vol, veh/h		1432			1362			99			151	
Approach Delay, s/veh		21.4			20.4			30.8			28.4	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.8	61.0	11.6	30.0	8.9	60.0	7.5	34.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	16.0	56.0	16.0	26.0	16.0	56.0	16.0	26.0
Max Q Clear Time (g_c+I1), s	5.0	20.5	6.4	5.8	5.0	24.0	3.1	4.5
Green Ext Time (p_c), s	0.0	11.1	0.1	0.2	0.2	12.9	0.0	0.1

Intersection Summary	
HCM 7th Control Delay, s/veh	21.6
HCM 7th LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	44	1287	29	88	1051	155	18	9	67	90	12	41
Future Volume (veh/h)	44	1287	29	88	1051	155	18	9	67	90	12	41
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q, 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	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1767	1722	1559	1826	1574	1752	1441	1337	1856	1781	1455	1693
Adj Flow Rate, veh/h	46	1355	31	93	1106	163	19	9	71	95	13	43
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	9	12	23	5	22	10	31	38	3	8	30	14
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	58	2384	670	149	2220	767	353	315	439	471	396	390
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
Prop Arrive On Green	0.03	0.51	0.51	0.04	0.52	0.52	0.03	0.24	0.24	0.07	0.27	0.27
Unsig. Movement Delay												
Ln Grp Delay, s/veh	73.7	19.8	13.9	56.2	18.2	15.1	30.1	32.7	30.8	27.1	29.7	30.7
Ln Grp LOS	E	B	B	E	B	B	C	C	C	C	C	C
Approach Vol, veh/h		1432			1362			99			151	
Approach Delay, s/veh		21.4			20.4			30.8			28.4	
Approach LOS		C			C			C			C	

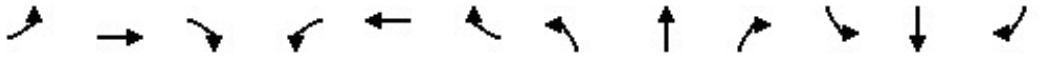
Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Case No	2.0	3.0	1.1	3.0	2.0	3.0	1.1	3.0
Phs Duration (G+Y+Rc), s	7.8	61.0	11.6	30.0	8.9	60.0	7.5	34.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green (Gmax), s	16.0	56.0	16.0	26.0	16.0	56.0	16.0	26.0
Max Allow Headway (MAH), s	3.8	5.2	3.8	4.2	3.8	5.3	3.9	4.4
Max Q Clear (g_c+I1), s	5.0	20.5	6.4	5.8	5.0	24.0	3.1	4.5
Green Ext Time (g_e), s	0.0	11.1	0.1	0.2	0.2	12.9	0.0	0.1
Prob of Phs Call (p_c)	0.76	1.00	0.95	1.00	0.94	1.00	0.44	1.00
Prob of Max Out (p_x)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Left-Turn Movement Data								
Assigned Mvmt	1		3		5		7	
Mvmt Sat Flow, veh/h	1682		1697		3374		1372	

Through Movement Data								
Assigned Mvmt		2		4		6		8
Mvmt Sat Flow, veh/h		4297		1337		4701		1455

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		18
Mvmt Sat Flow, veh/h		1485		1572		1321		1434

Left Lane Group Data								
Assigned Mvmt	1	0	3	0	5	0	7	0



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	44	1312	29	88	1096	161	18	9	67	94	12	41
Future Volume (veh/h)	44	1312	29	88	1096	161	18	9	67	94	12	41
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	1767	1722	1559	1826	1574	1752	1441	1337	1856	1781	1455	1693
Adj Flow Rate, veh/h	46	1381	31	93	1154	169	19	9	71	99	13	43
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	9	12	23	5	22	10	31	38	3	8	30	14
Cap, veh/h	58	2383	670	148	2219	767	353	315	439	471	396	391
Arrive On Green	0.03	0.51	0.51	0.04	0.52	0.52	0.03	0.24	0.24	0.07	0.27	0.27
Sat Flow, veh/h	1682	4701	1321	3374	4297	1485	1372	1337	1572	1697	1455	1434
Grp Volume(v), veh/h	46	1381	31	93	1154	169	19	9	71	99	13	43
Grp Sat Flow(s),veh/h/ln	1682	1567	1321	1687	1432	1485	1372	1337	1572	1697	1455	1434
Q Serve(g_s), s	3.0	22.7	1.3	3.0	19.6	6.9	1.1	0.6	3.8	4.6	0.7	2.5
Cycle Q Clear(g_c), s	3.0	22.7	1.3	3.0	19.6	6.9	1.1	0.6	3.8	4.6	0.7	2.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	58	2383	670	148	2219	767	353	315	439	471	396	391
V/C Ratio(X)	0.79	0.58	0.05	0.63	0.52	0.22	0.05	0.03	0.16	0.21	0.03	0.11
Avail Cap(c_a), veh/h	244	2383	670	489	2219	767	508	315	439	600	396	391
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	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	52.9	19.0	13.8	51.9	17.7	14.6	30.1	32.5	30.0	27.0	29.5	30.2
Incr Delay (d2), s/veh	20.8	1.0	0.1	4.3	0.9	0.7	0.1	0.2	0.8	0.2	0.2	0.6
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(95%),veh/ln	2.9	12.9	0.7	2.4	10.6	4.4	0.7	0.4	2.7	3.4	0.5	1.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	73.7	20.1	13.9	56.2	18.5	15.2	30.1	32.7	30.8	27.2	29.7	30.7
LnGrp LOS	E	C	B	E	B	B	C	C	C	C	C	C
Approach Vol, veh/h		1458			1416			99			155	
Approach Delay, s/veh		21.6			20.6			30.9			28.4	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.8	61.0	11.6	30.0	8.9	60.0	7.5	34.1
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	16.0	56.0	16.0	26.0	16.0	56.0	16.0	26.0
Max Q Clear Time (g_c+I1), s	5.0	21.6	6.6	5.8	5.0	24.7	3.1	4.5
Green Ext Time (p_c), s	0.0	11.6	0.1	0.2	0.2	13.1	0.0	0.1

Intersection Summary	
HCM 7th Control Delay, s/veh	21.8
HCM 7th LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	44	1312	29	88	1096	161	18	9	67	94	12	41
Future Volume (veh/h)	44	1312	29	88	1096	161	18	9	67	94	12	41
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q, 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	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1767	1722	1559	1826	1574	1752	1441	1337	1856	1781	1455	1693
Adj Flow Rate, veh/h	46	1381	31	93	1154	169	19	9	71	99	13	43
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	9	12	23	5	22	10	31	38	3	8	30	14
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	58	2383	670	148	2219	767	353	315	439	471	396	391
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
Prop Arrive On Green	0.03	0.51	0.51	0.04	0.52	0.52	0.03	0.24	0.24	0.07	0.27	0.27
Unsig. Movement Delay												
Ln Grp Delay, s/veh	73.7	20.1	13.9	56.2	18.5	15.2	30.1	32.7	30.8	27.2	29.7	30.7
Ln Grp LOS	E	C	B	E	B	B	C	C	C	C	C	C
Approach Vol, veh/h		1458			1416			99			155	
Approach Delay, s/veh		21.6			20.6			30.9			28.4	
Approach LOS		C			C			C			C	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Case No	2.0	3.0	1.1	3.0	2.0	3.0	1.1	3.0
Phs Duration (G+Y+Rc), s	7.8	61.0	11.6	30.0	8.9	60.0	7.5	34.1
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green (Gmax), s	16.0	56.0	16.0	26.0	16.0	56.0	16.0	26.0
Max Allow Headway (MAH), s	3.8	5.2	3.8	4.2	3.8	5.3	3.9	4.4
Max Q Clear (g_c+I1), s	5.0	21.6	6.6	5.8	5.0	24.7	3.1	4.5
Green Ext Time (g_e), s	0.0	11.6	0.1	0.2	0.2	13.1	0.0	0.1
Prob of Phs Call (p_c)	0.76	1.00	0.95	1.00	0.94	1.00	0.44	1.00
Prob of Max Out (p_x)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Left-Turn Movement Data								
Assigned Mvmt	1		3		5		7	
Mvmt Sat Flow, veh/h	1682		1697		3374		1372	

Through Movement Data								
Assigned Mvmt		2		4		6		8
Mvmt Sat Flow, veh/h		4297		1337		4701		1455

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		18
Mvmt Sat Flow, veh/h		1485		1572		1321		1434

Left Lane Group Data								
Assigned Mvmt	1	0	3	0	5	0	7	0

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	36	1097	29	79	1000	120	16	17	86	119	10	46
Future Volume (veh/h)	36	1097	29	79	1000	120	16	17	86	119	10	46
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	1589	1648	1544	1737	1678	1722	1530	1693	1781	1796	1530	1737
Adj Flow Rate, veh/h	38	1167	31	84	1064	128	17	18	91	127	11	49
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	21	17	24	11	15	12	25	14	8	7	25	11
Cap, veh/h	45	2278	663	134	2373	756	366	398	418	469	425	409
Arrive On Green	0.03	0.51	0.51	0.04	0.52	0.52	0.03	0.24	0.24	0.07	0.28	0.28
Sat Flow, veh/h	1513	4499	1309	3209	4580	1459	1457	1693	1510	1711	1530	1472
Grp Volume(v), veh/h	38	1167	31	84	1064	128	17	18	91	127	11	49
Grp Sat Flow(s),veh/h/ln	1513	1500	1309	1605	1527	1459	1457	1693	1510	1711	1530	1472
Q Serve(g_s), s	2.8	19.1	1.3	2.8	16.1	5.1	1.0	0.9	5.1	6.0	0.6	2.8
Cycle Q Clear(g_c), s	2.8	19.1	1.3	2.8	16.1	5.1	1.0	0.9	5.1	6.0	0.6	2.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	45	2278	663	134	2373	756	366	398	418	469	425	409
V/C Ratio(X)	0.84	0.51	0.05	0.63	0.45	0.17	0.05	0.05	0.22	0.27	0.03	0.12
Avail Cap(c_a), veh/h	219	2278	663	464	2373	756	534	398	418	592	425	409
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	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	53.4	18.2	13.8	52.2	16.7	14.1	30.3	32.7	30.8	27.2	29.0	29.8
Incr Delay (d2), s/veh	31.4	0.8	0.1	4.7	0.6	0.5	0.1	0.2	1.2	0.3	0.1	0.6
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(95%),veh/ln	2.6	10.9	0.7	2.2	9.6	3.2	0.6	0.7	3.6	4.5	0.4	1.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	84.8	19.0	13.9	56.9	17.3	14.6	30.3	32.9	32.0	27.5	29.2	30.4
LnGrp LOS	F	B	B	E	B	B	C	C	C	C	C	C
Approach Vol, veh/h		1236			1276			126			187	
Approach Delay, s/veh		20.9			19.7			31.9			28.4	
Approach LOS		C			B			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.3	61.3	12.0	30.0	8.6	60.0	7.3	34.7
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	16.0	56.0	16.0	26.0	16.0	56.0	16.0	26.0
Max Q Clear Time (g_c+I1), s	4.8	18.1	8.0	7.1	4.8	21.1	3.0	4.8
Green Ext Time (p_c), s	0.0	10.4	0.2	0.3	0.1	11.0	0.0	0.1

Intersection Summary	
HCM 7th Control Delay, s/veh	21.3
HCM 7th LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	36	1097	29	79	1000	120	16	17	86	119	10	46
Future Volume (veh/h)	36	1097	29	79	1000	120	16	17	86	119	10	46
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q, 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	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1589	1648	1544	1737	1678	1722	1530	1693	1781	1796	1530	1737
Adj Flow Rate, veh/h	38	1167	31	84	1064	128	17	18	91	127	11	49
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	21	17	24	11	15	12	25	14	8	7	25	11
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	45	2278	663	134	2373	756	366	398	418	469	425	409
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
Prop Arrive On Green	0.03	0.51	0.51	0.04	0.52	0.52	0.03	0.24	0.24	0.07	0.28	0.28
Unsig. Movement Delay												
Ln Grp Delay, s/veh	84.8	19.0	13.9	56.9	17.3	14.6	30.3	32.9	32.0	27.5	29.2	30.4
Ln Grp LOS	F	B	B	E	B	B	C	C	C	C	C	C
Approach Vol, veh/h		1236			1276			126			187	
Approach Delay, s/veh		20.9			19.7			31.9			28.4	
Approach LOS		C			B			C			C	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Case No	2.0	3.0	1.1	3.0	2.0	3.0	1.1	3.0
Phs Duration (G+Y+Rc), s	7.3	61.3	12.0	30.0	8.6	60.0	7.3	34.7
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green (Gmax), s	16.0	56.0	16.0	26.0	16.0	56.0	16.0	26.0
Max Allow Headway (MAH), s	3.9	5.2	3.8	4.3	3.8	5.3	3.9	4.3
Max Q Clear (g_c+I1), s	4.8	18.1	8.0	7.1	4.8	21.1	3.0	4.8
Green Ext Time (g_e), s	0.0	10.4	0.2	0.3	0.1	11.0	0.0	0.1
Prob of Phs Call (p_c)	0.69	1.00	0.98	1.00	0.92	1.00	0.41	1.00
Prob of Max Out (p_x)	0.00	0.00	0.02	0.00	0.00	0.00	0.00	0.00

Left-Turn Movement Data								
Assigned Mvmt	1		3		5		7	
Mvmt Sat Flow, veh/h	1513		1711		3209		1457	

Through Movement Data								
Assigned Mvmt		2		4		6		8
Mvmt Sat Flow, veh/h		4580		1693		4499		1530

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		18
Mvmt Sat Flow, veh/h		1459		1510		1309		1472

Left Lane Group Data								
Assigned Mvmt	1	0	3	0	5	0	7	0

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	40	1307	30	83	1170	140	17	18	90	150	11	52
Future Volume (veh/h)	40	1307	30	83	1170	140	17	18	90	150	11	52
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	1589	1648	1544	1737	1678	1722	1530	1693	1781	1796	1530	1737
Adj Flow Rate, veh/h	43	1390	32	88	1245	149	18	19	96	160	12	55
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	21	17	24	11	15	12	25	14	8	7	25	11
Cap, veh/h	52	2235	650	139	2316	738	360	390	413	486	440	423
Arrive On Green	0.03	0.50	0.50	0.04	0.51	0.51	0.03	0.23	0.23	0.09	0.29	0.29
Sat Flow, veh/h	1513	4499	1309	3209	4580	1459	1457	1693	1510	1711	1530	1472
Grp Volume(v), veh/h	43	1390	32	88	1245	149	18	19	96	160	12	55
Grp Sat Flow(s),veh/h/ln	1513	1500	1309	1605	1527	1459	1457	1693	1510	1711	1530	1472
Q Serve(g_s), s	3.2	25.4	1.4	3.0	20.8	6.3	1.0	1.0	5.6	7.7	0.6	3.1
Cycle Q Clear(g_c), s	3.2	25.4	1.4	3.0	20.8	6.3	1.0	1.0	5.6	7.7	0.6	3.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	52	2235	650	139	2316	738	360	390	413	486	440	423
V/C Ratio(X)	0.83	0.62	0.05	0.64	0.54	0.20	0.05	0.05	0.23	0.33	0.03	0.13
Avail Cap(c_a), veh/h	215	2235	650	455	2316	738	522	390	413	579	440	423
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	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	54.1	20.7	14.6	53.1	18.9	15.3	31.1	33.7	31.7	27.5	28.8	29.7
Incr Delay (d2), s/veh	26.8	1.3	0.1	4.8	0.9	0.6	0.1	0.2	1.3	0.4	0.1	0.6
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(95%),veh/ln	2.9	13.8	0.8	2.4	11.8	4.0	0.7	0.8	3.9	5.8	0.4	2.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	80.9	22.0	14.8	57.8	19.8	16.0	31.2	34.0	33.1	27.9	28.9	30.4
LnGrp LOS	F	C	B	E	B	B	C	C	C	C	C	C
Approach Vol, veh/h		1465			1482			133			227	
Approach Delay, s/veh		23.5			21.7			32.9			28.5	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.9	61.0	13.9	30.0	8.9	60.0	7.4	36.4
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	16.0	56.0	16.0	26.0	16.0	56.0	16.0	26.0
Max Q Clear Time (g_c+I1), s	5.2	22.8	9.7	7.6	5.0	27.4	3.0	5.1
Green Ext Time (p_c), s	0.0	12.4	0.2	0.3	0.2	12.8	0.0	0.2

Intersection Summary	
HCM 7th Control Delay, s/veh	23.4
HCM 7th LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	40	1307	30	83	1170	140	17	18	90	150	11	52
Future Volume (veh/h)	40	1307	30	83	1170	140	17	18	90	150	11	52
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q, 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	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1589	1648	1544	1737	1678	1722	1530	1693	1781	1796	1530	1737
Adj Flow Rate, veh/h	43	1390	32	88	1245	149	18	19	96	160	12	55
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	21	17	24	11	15	12	25	14	8	7	25	11
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	52	2235	650	139	2316	738	360	390	413	486	440	423
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
Prop Arrive On Green	0.03	0.50	0.50	0.04	0.51	0.51	0.03	0.23	0.23	0.09	0.29	0.29
Unsig. Movement Delay												
Ln Grp Delay, s/veh	80.9	22.0	14.8	57.8	19.8	16.0	31.2	34.0	33.1	27.9	28.9	30.4
Ln Grp LOS	F	C	B	E	B	B	C	C	C	C	C	C
Approach Vol, veh/h		1465			1482			133			227	
Approach Delay, s/veh		23.5			21.7			32.9			28.5	
Approach LOS		C			C			C			C	

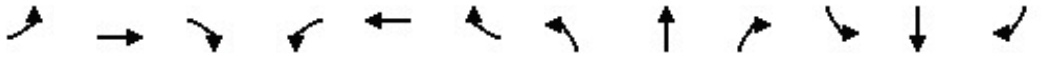
Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Case No	2.0	3.0	1.1	3.0	2.0	3.0	1.1	3.0
Phs Duration (G+Y+Rc), s	7.9	61.0	13.9	30.0	8.9	60.0	7.4	36.4
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green (Gmax), s	16.0	56.0	16.0	26.0	16.0	56.0	16.0	26.0
Max Allow Headway (MAH), s	3.9	5.2	3.8	4.3	3.8	5.3	3.9	4.3
Max Q Clear (g_c+I1), s	5.2	22.8	9.7	7.6	5.0	27.4	3.0	5.1
Green Ext Time (g_e), s	0.0	12.4	0.2	0.3	0.2	12.8	0.0	0.2
Prob of Phs Call (p_c)	0.74	1.00	0.99	1.00	0.94	1.00	0.43	1.00
Prob of Max Out (p_x)	0.00	0.00	0.12	0.00	0.00	0.00	0.00	0.00

Left-Turn Movement Data								
Assigned Mvmt	1		3		5		7	
Mvmt Sat Flow, veh/h	1513		1711		3209		1457	

Through Movement Data								
Assigned Mvmt		2		4		6		8
Mvmt Sat Flow, veh/h		4580		1693		4499		1530

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		18
Mvmt Sat Flow, veh/h		1459		1510		1309		1472

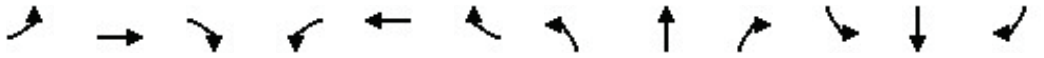
Left Lane Group Data								
Assigned Mvmt	1	0	3	0	5	0	7	0



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	40	1357	30	83	1209	146	17	18	90	157	11	52
Future Volume (veh/h)	40	1357	30	83	1209	146	17	18	90	157	11	52
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	1589	1648	1544	1737	1678	1722	1530	1693	1781	1796	1530	1737
Adj Flow Rate, veh/h	43	1444	32	88	1286	155	18	19	96	167	12	55
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	21	17	24	11	15	12	25	14	8	7	25	11
Cap, veh/h	52	2227	648	138	2307	735	359	389	412	490	443	427
Arrive On Green	0.03	0.49	0.49	0.04	0.50	0.50	0.03	0.23	0.23	0.09	0.29	0.29
Sat Flow, veh/h	1513	4499	1309	3209	4580	1459	1457	1693	1510	1711	1530	1472
Grp Volume(v), veh/h	43	1444	32	88	1286	155	18	19	96	167	12	55
Grp Sat Flow(s),veh/h/ln	1513	1500	1309	1605	1527	1459	1457	1693	1510	1711	1530	1472
Q Serve(g_s), s	3.2	27.0	1.4	3.1	21.9	6.7	1.0	1.0	5.6	8.1	0.6	3.1
Cycle Q Clear(g_c), s	3.2	27.0	1.4	3.1	21.9	6.7	1.0	1.0	5.6	8.1	0.6	3.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	52	2227	648	138	2307	735	359	389	412	490	443	427
V/C Ratio(X)	0.83	0.65	0.05	0.64	0.56	0.21	0.05	0.05	0.23	0.34	0.03	0.13
Avail Cap(c_a), veh/h	214	2227	648	454	2307	735	520	389	412	577	443	427
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	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	54.3	21.2	14.8	53.3	19.4	15.6	31.3	33.9	31.9	27.5	28.7	29.6
Incr Delay (d2), s/veh	26.8	1.5	0.1	4.8	1.0	0.7	0.1	0.2	1.3	0.4	0.1	0.6
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(95%),veh/ln	2.9	14.6	0.8	2.4	12.4	4.2	0.7	0.8	3.9	6.1	0.4	2.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	81.1	22.7	14.9	58.0	20.3	16.2	31.4	34.2	33.3	27.9	28.9	30.3
LnGrp LOS	F	C	B	E	C	B	C	C	C	C	C	C
Approach Vol, veh/h		1519			1529			133			234	
Approach Delay, s/veh		24.2			22.1			33.1			28.5	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.9	61.0	14.3	30.0	8.9	60.0	7.5	36.8
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	16.0	56.0	16.0	26.0	16.0	56.0	16.0	26.0
Max Q Clear Time (g_c+I1), s	5.2	23.9	10.1	7.6	5.1	29.0	3.0	5.1
Green Ext Time (p_c), s	0.0	12.8	0.2	0.3	0.2	13.1	0.0	0.2

Intersection Summary	
HCM 7th Control Delay, s/veh	23.9
HCM 7th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	40	1357	30	83	1209	146	17	18	90	157	11	52
Future Volume (veh/h)	40	1357	30	83	1209	146	17	18	90	157	11	52
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q, 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	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1589	1648	1544	1737	1678	1722	1530	1693	1781	1796	1530	1737
Adj Flow Rate, veh/h	43	1444	32	88	1286	155	18	19	96	167	12	55
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	21	17	24	11	15	12	25	14	8	7	25	11
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	52	2227	648	138	2307	735	359	389	412	490	443	427
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
Prop Arrive On Green	0.03	0.49	0.49	0.04	0.50	0.50	0.03	0.23	0.23	0.09	0.29	0.29
Unsig. Movement Delay												
Ln Grp Delay, s/veh	81.1	22.7	14.9	58.0	20.3	16.2	31.4	34.2	33.3	27.9	28.9	30.3
Ln Grp LOS	F	C	B	E	C	B	C	C	C	C	C	C
Approach Vol, veh/h		1519			1529			133			234	
Approach Delay, s/veh		24.2			22.1			33.1			28.5	
Approach LOS		C			C			C			C	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Case No	2.0	3.0	1.1	3.0	2.0	3.0	1.1	3.0
Phs Duration (G+Y+Rc), s	7.9	61.0	14.3	30.0	8.9	60.0	7.5	36.8
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green (Gmax), s	16.0	56.0	16.0	26.0	16.0	56.0	16.0	26.0
Max Allow Headway (MAH), s	3.9	5.2	3.8	4.3	3.8	5.3	3.9	4.3
Max Q Clear (g_c+I1), s	5.2	23.9	10.1	7.6	5.1	29.0	3.0	5.1
Green Ext Time (g_e), s	0.0	12.8	0.2	0.3	0.2	13.1	0.0	0.2
Prob of Phs Call (p_c)	0.74	1.00	0.99	1.00	0.94	1.00	0.43	1.00
Prob of Max Out (p_x)	0.00	0.00	0.17	0.00	0.00	0.00	0.00	0.00

Left-Turn Movement Data								
Assigned Mvmt	1		3		5		7	
Mvmt Sat Flow, veh/h	1513		1711		3209		1457	

Through Movement Data								
Assigned Mvmt		2		4		6		8
Mvmt Sat Flow, veh/h		4580		1693		4499		1530

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		18
Mvmt Sat Flow, veh/h		1459		1510		1309		1472

Left Lane Group Data								
Assigned Mvmt	1	0	3	0	5	0	7	0

Intersection	
Int Delay, s/veh	0.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	1124	15	55	776
Future Vol, veh/h	0	0	1124	15	55	776
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	350	350	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	100	27	2
Mvmt Flow	0	0	1222	16	60	843

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	611	0	0	1238	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.94	-	-	4.64	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.32	-	-	2.47	-
Pot Cap-1 Maneuver	0	437	-	-	439	-
Stage 1	0	-	-	-	-	-
Stage 2	0	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	437	-	-	439	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	0	0	0.96
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	439	-
HCM Lane V/C Ratio	-	-	-	0.136	-
HCM Ctrl Dly (s/v)	-	-	0	14.5	-
HCM Lane LOS	-	-	A	B	-
HCM 95th %tile Q(veh)	-	-	-	0.5	-

Intersection	
Int Delay, s/veh	0.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	882	10	51	1039
Future Vol, veh/h	0	0	882	10	51	1039
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	350	350	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	100	20	2
Mvmt Flow	0	0	959	11	55	1129

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	479	0	0	970	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.94	-	-	4.5	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.32	-	-	2.4	-
Pot Cap-1 Maneuver	0	532	-	-	606	-
Stage 1	0	-	-	-	-	-
Stage 2	0	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	532	-	-	606	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	0	0	0.54
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	606	-
HCM Lane V/C Ratio	-	-	-	0.091	-
HCM Ctrl Dly (s/v)	-	-	0	11.5	-
HCM Lane LOS	-	-	A	B	-
HCM 95th %tile Q(veh)	-	-	-	0.3	-

Intersection	
Int Delay, s/veh	2.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	47	0	0	14	18	0
Future Vol, veh/h	47	0	0	14	18	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	100	2
Mvmt Flow	51	0	0	15	20	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	51	0	66	51
Stage 1	-	-	-	-	51	-
Stage 2	-	-	-	-	15	-
Critical Hdwy	-	-	4.12	-	7.4	6.22
Critical Hdwy Stg 1	-	-	-	-	6.4	-
Critical Hdwy Stg 2	-	-	-	-	6.4	-
Follow-up Hdwy	-	-	2.218	-	4.4	3.318
Pot Cap-1 Maneuver	-	-	1555	-	743	1017
Stage 1	-	-	-	-	771	-
Stage 2	-	-	-	-	804	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1555	-	743	1017
Mov Cap-2 Maneuver	-	-	-	-	743	-
Stage 1	-	-	-	-	771	-
Stage 2	-	-	-	-	804	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0	9.97
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	743	-	-	1555	-
HCM Lane V/C Ratio	0.026	-	-	-	-
HCM Ctrl Dly (s/v)	10	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection	
Int Delay, s/veh	2.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	20	0	0	49	24	0
Future Vol, veh/h	20	0	0	49	24	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	100	2
Mvmt Flow	22	0	0	53	26	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	22	0	75	22
Stage 1	-	-	-	-	22	-
Stage 2	-	-	-	-	53	-
Critical Hdwy	-	-	4.12	-	7.4	6.22
Critical Hdwy Stg 1	-	-	-	-	6.4	-
Critical Hdwy Stg 2	-	-	-	-	6.4	-
Follow-up Hdwy	-	-	2.218	-	4.4	3.318
Pot Cap-1 Maneuver	-	-	1594	-	734	1055
Stage 1	-	-	-	-	798	-
Stage 2	-	-	-	-	769	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1594	-	734	1055
Mov Cap-2 Maneuver	-	-	-	-	734	-
Stage 1	-	-	-	-	798	-
Stage 2	-	-	-	-	769	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0	10.09
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	734	-	-	1594	-
HCM Lane V/C Ratio	0.036	-	-	-	-
HCM Ctrl Dly (s/v)	10.1	-	-	0	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection	
Int Delay, s/veh	0.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	47	1083	81	0	776
Future Vol, veh/h	0	47	1083	81	0	776
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	0	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	51	1177	88	0	843

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	589	0	0	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.94	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.32	-	-	-	-
Pot Cap-1 Maneuver	0	452	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	452	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	13.98	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBT
Capacity (veh/h)	-	-	452	-
HCM Lane V/C Ratio	-	-	0.113	-
HCM Ctrl Dly (s/v)	-	-	14	-
HCM Lane LOS	-	-	B	-
HCM 95th %tile Q(veh)	-	-	0.4	-

Intersection	
Int Delay, s/veh	0.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	47	1083	81	0	776
Future Vol, veh/h	0	47	1083	81	0	776
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	0	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	51	1177	88	0	843

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	589	0	0	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.94	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.32	-	-	-	-
Pot Cap-1 Maneuver	0	452	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	452	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	13.98	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBT
Capacity (veh/h)	-	-	452	-
HCM Lane V/C Ratio	-	-	0.113	-
HCM Ctrl Dly (s/v)	-	-	14	-
HCM Lane LOS	-	-	B	-
HCM 95th %tile Q(veh)	-	-	0.4	-

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	2	1	3	53	36	5
Future Vol, veh/h	2	1	3	53	36	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2	1	3	58	39	5

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	106	42	45	0	-	0
Stage 1	42	-	-	-	-	-
Stage 2	64	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	892	1029	1564	-	-	-
Stage 1	981	-	-	-	-	-
Stage 2	959	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	890	1029	1564	-	-	-
Mov Cap-2 Maneuver	890	-	-	-	-	-
Stage 1	978	-	-	-	-	-
Stage 2	959	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	8.88	0.39	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	96	-	932	-	-
HCM Lane V/C Ratio	0.002	-	0.003	-	-
HCM Ctrl Dly (s/v)	7.3	0	8.9	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	6	4	1	52	60	3
Future Vol, veh/h	6	4	1	52	60	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	7	4	1	57	65	3

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	126	67	68	0	-	0
Stage 1	67	-	-	-	-	-
Stage 2	59	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	869	997	1533	-	-	-
Stage 1	956	-	-	-	-	-
Stage 2	964	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	869	997	1533	-	-	-
Mov Cap-2 Maneuver	869	-	-	-	-	-
Stage 1	955	-	-	-	-	-
Stage 2	964	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	8.98	0.14	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	34	-	916	-	-
HCM Lane V/C Ratio	0.001	-	0.012	-	-
HCM Ctrl Dly (s/v)	7.4	0	9	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	1	1	4	55	32	5
Future Vol, veh/h	1	1	4	55	32	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1	1	4	60	35	5

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	106	38	40	0	-	0
Stage 1	38	-	-	-	-	-
Stage 2	68	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	892	1035	1569	-	-	-
Stage 1	985	-	-	-	-	-
Stage 2	954	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	889	1035	1569	-	-	-
Mov Cap-2 Maneuver	889	-	-	-	-	-
Stage 1	982	-	-	-	-	-
Stage 2	954	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	8.77	0.49	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	122	-	956	-	-
HCM Lane V/C Ratio	0.003	-	0.002	-	-
HCM Ctrl Dly (s/v)	7.3	0	8.8	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

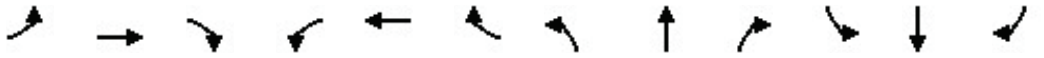
Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	5	4	2	48	62	2
Future Vol, veh/h	5	4	2	48	62	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	5	4	2	52	67	2

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	125	68	70	0	-	0
Stage 1	68	-	-	-	-	-
Stage 2	57	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	870	995	1531	-	-	-
Stage 1	954	-	-	-	-	-
Stage 2	966	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	869	995	1531	-	-	-
Mov Cap-2 Maneuver	869	-	-	-	-	-
Stage 1	953	-	-	-	-	-
Stage 2	966	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	8.95	0.29	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	72	-	920	-	-
HCM Lane V/C Ratio	0.001	-	0.011	-	-
HCM Ctrl Dly (s/v)	7.4	0	9	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-



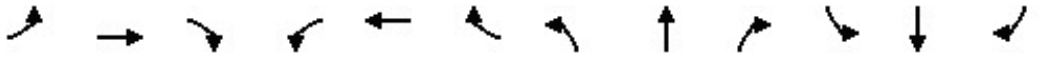
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1168	191	0	819	703	0	0	0	379	0	450
Future Volume (veh/h)	0	1168	191	0	819	703	0	0	0	379	0	450
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	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
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1796	1796	0	1722	1870				1811	0	1707
Adj Flow Rate, veh/h	0	1327	0	0	931	799				431	0	511
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88				0.88	0.88	0.88
Percent Heavy Veh, %	0	7	7	0	12	2				6	0	13
Cap, veh/h	0	3362		0	2149	1001				1013	0	687
Arrive On Green	0.00	0.69	0.00	0.00	1.00	1.00				0.21	0.00	0.21
Sat Flow, veh/h	0	5065	2679	0	3289	1459				4864	0	3299
Grp Volume(v), veh/h	0	1327	0	0	931	799				431	0	511
Grp Sat Flow(s),veh/h/ln	0	1635	1340	0	1567	1459				1621	0	1100
Q Serve(g_s), s	0.0	15.2	0.0	0.0	0.0	0.0				10.0	0.0	18.9
Cycle Q Clear(g_c), s	0.0	15.2	0.0	0.0	0.0	0.0				10.0	0.0	18.9
Prop In Lane	0.00		1.00	0.00		1.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	3362		0	2149	1001				1013	0	687
V/C Ratio(X)	0.00	0.39		0.00	0.43	0.80				0.43	0.00	0.74
Avail Cap(c_a), veh/h	0	3362		0	2149	1001				1616	0	1096
HCM Platoon Ratio	1.00	1.00	1.00	1.00	2.00	2.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.87	0.00	0.00	0.93	0.93				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	8.8	0.0	0.0	0.0	0.0				44.7	0.0	48.2
Incr Delay (d2), s/veh	0.0	0.1	0.0	0.0	0.6	6.2				0.4	0.0	2.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.0	8.7	0.0	0.0	0.3	3.1				7.4	0.0	9.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	8.9	0.0	0.0	0.6	6.2				45.1	0.0	50.5
LnGrp LOS		A			A	A				D		D
Approach Vol, veh/h		1327			1730						942	
Approach Delay, s/veh		8.9			3.2						48.0	
Approach LOS		A			A						D	

Timer - Assigned Phs		2				6		8				
Phs Duration (G+Y+Rc), s		96.1				96.1		33.9				
Change Period (Y+Rc), s		7.0				7.0		6.8				
Max Green Setting (Gmax), s		73.0				73.0		43.2				
Max Q Clear Time (g_c+I1), s		2.0				17.2		20.9				
Green Ext Time (p_c), s		48.2				28.2		6.2				

Intersection Summary	
HCM 7th Control Delay, s/veh	15.7
HCM 7th LOS	B

Notes

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1168	191	0	819	703	0	0	0	379	0	450
Future Volume (veh/h)	0	1168	191	0	819	703	0	0	0	379	0	450
Number	1	6	16	5	2	12				3	8	18
Initial Q, veh	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
Ped-Bike Adj (A_pbT)	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
Work Zone On Approach		No			No						No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	0	1796	1796	0	1722	1870				1811	0	1707
Adj Flow Rate, veh/h	0	1327	0	0	931	799				431	0	511
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88				0.88	0.88	0.88
Percent Heavy Veh, %	0	7	7	0	12	2				6	0	13
Opposing Right Turn Influence	No			No						Yes		
Cap, veh/h	0	3362		0	2149	1001				1013	0	687
HCM Platoon Ratio	1.00	1.00	1.00	1.00	2.00	2.00				1.00	1.00	1.00
Prop Arrive On Green	0.00	0.69	0.00	0.00	1.00	1.00				0.21	0.00	0.21
Unsig. Movement Delay												
Ln Grp Delay, s/veh	0.0	8.9	0.0	0.0	0.6	6.2				45.1	0.0	50.5
Ln Grp LOS		A			A	A				D		D
Approach Vol, veh/h		1327			1730						942	
Approach Delay, s/veh		8.9			3.2						48.0	
Approach LOS		A			A						D	

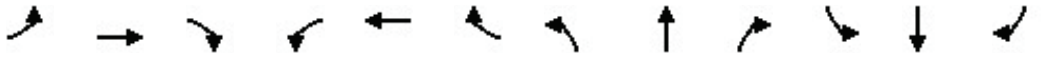
Timer:	1	2	3	4	5	6	7	8
Assigned Phs		2	8			6		
Case No		8.0	9.0			7.0		
Phs Duration (G+Y+Rc), s		96.1	33.9			96.1		
Change Period (Y+Rc), s		7.0	6.8			7.0		
Max Green (Gmax), s		73.0	43.2			73.0		
Max Allow Headway (MAH), s		7.4	5.0			7.3		
Max Q Clear (g_c+I1), s		2.0	20.9			17.2		
Green Ext Time (g_e), s		48.2	6.2			28.2		
Prob of Phs Call (p_c)		1.00	1.00			1.00		
Prob of Max Out (p_x)		0.53	0.07			0.25		

Left-Turn Movement Data								
Assigned Mvmt		5	3			1		
Mvmt Sat Flow, veh/h		0	4864			0		

Through Movement Data								
Assigned Mvmt		2	8			6		
Mvmt Sat Flow, veh/h		3289	0			5065		

Right-Turn Movement Data								
Assigned Mvmt		12	18			16		
Mvmt Sat Flow, veh/h		1459	3299			2679		

Left Lane Group Data								
Assigned Mvmt	0	5	3	0	0	1	0	0



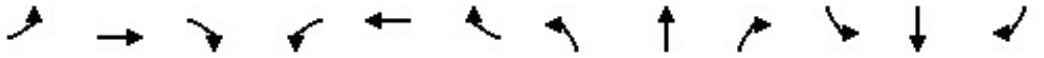
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1332	210	0	1039	738	0	0	0	397	0	472
Future Volume (veh/h)	0	1332	210	0	1039	738	0	0	0	397	0	472
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	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
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1796	1796	0	1722	1870				1811	0	1707
Adj Flow Rate, veh/h	0	1514	0	0	1181	839				451	0	536
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88				0.88	0.88	0.88
Percent Heavy Veh, %	0	7	7	0	12	2				6	0	13
Cap, veh/h	0	3320		0	2122	988				1055	0	716
Arrive On Green	0.00	0.68	0.00	0.00	0.90	0.90				0.22	0.00	0.22
Sat Flow, veh/h	0	5065	2679	0	3289	1459				4864	0	3299
Grp Volume(v), veh/h	0	1514	0	0	1181	839				451	0	536
Grp Sat Flow(s),veh/h/ln	0	1635	1340	0	1567	1459				1621	0	1100
Q Serve(g_s), s	0.0	18.8	0.0	0.0	9.8	31.6				10.4	0.0	19.7
Cycle Q Clear(g_c), s	0.0	18.8	0.0	0.0	9.8	31.6				10.4	0.0	19.7
Prop In Lane	0.00		1.00	0.00		1.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	3320		0	2122	988				1055	0	716
V/C Ratio(X)	0.00	0.46		0.00	0.56	0.85				0.43	0.00	0.75
Avail Cap(c_a), veh/h	0	3320		0	2122	988				1616	0	1096
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.33	1.33				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.81	0.00	0.00	0.90	0.90				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	9.8	0.0	0.0	2.6	3.7				43.9	0.0	47.6
Incr Delay (d2), s/veh	0.0	0.2	0.0	0.0	1.0	8.2				0.4	0.0	2.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.0	10.2	0.0	0.0	3.8	8.5				7.6	0.0	9.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	10.0	0.0	0.0	3.5	11.9				44.3	0.0	49.9
LnGrp LOS		A			A	B				D		D
Approach Vol, veh/h		1514			2020						987	
Approach Delay, s/veh		10.0			7.0						47.3	
Approach LOS		A			A						D	

Timer - Assigned Phs	2				6		8					
Phs Duration (G+Y+Rc), s	95.0				95.0		35.0					
Change Period (Y+Rc), s	7.0				7.0		6.8					
Max Green Setting (Gmax), s	73.0				73.0		43.2					
Max Q Clear Time (g_c+I1), s	33.6				20.8		21.7					
Green Ext Time (p_c), s	34.4				32.3		6.4					

Intersection Summary												
HCM 7th Control Delay, s/veh		16.8										
HCM 7th LOS		B										

Notes

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1332	210	0	1039	738	0	0	0	397	0	472
Future Volume (veh/h)	0	1332	210	0	1039	738	0	0	0	397	0	472
Number	1	6	16	5	2	12				3	8	18
Initial Q, veh	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
Ped-Bike Adj (A_pbT)	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
Work Zone On Approach		No			No						No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	0	1796	1796	0	1722	1870				1811	0	1707
Adj Flow Rate, veh/h	0	1514	0	0	1181	839				451	0	536
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88				0.88	0.88	0.88
Percent Heavy Veh, %	0	7	7	0	12	2				6	0	13
Opposing Right Turn Influence	No			No						Yes		
Cap, veh/h	0	3320		0	2122	988				1055	0	716
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.33	1.33				1.00	1.00	1.00
Prop Arrive On Green	0.00	0.68	0.00	0.00	0.90	0.90				0.22	0.00	0.22
Unsig. Movement Delay												
Ln Grp Delay, s/veh	0.0	10.0	0.0	0.0	3.5	11.9				44.3	0.0	49.9
Ln Grp LOS		A			A	B				D		D
Approach Vol, veh/h		1514			2020						987	
Approach Delay, s/veh		10.0			7.0						47.3	
Approach LOS		A			A						D	

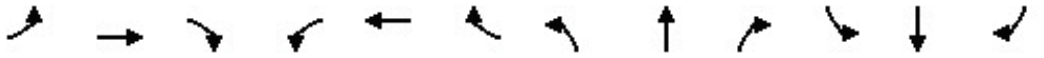
Timer:	1	2	3	4	5	6	7	8
Assigned Phs		2	8			6		
Case No		8.0	9.0			7.0		
Phs Duration (G+Y+Rc), s		95.0	35.0			95.0		
Change Period (Y+Rc), s		7.0	6.8			7.0		
Max Green (Gmax), s		73.0	43.2			73.0		
Max Allow Headway (MAH), s		7.4	5.0			7.3		
Max Q Clear (g_c+I1), s		33.6	21.7			20.8		
Green Ext Time (g_e), s		34.4	6.4			32.3		
Prob of Phs Call (p_c)		1.00	1.00			1.00		
Prob of Max Out (p_x)		0.84	0.09			0.41		

Left-Turn Movement Data								
Assigned Mvmt		5	3			1		
Mvmt Sat Flow, veh/h		0	4864			0		

Through Movement Data								
Assigned Mvmt		2	8			6		
Mvmt Sat Flow, veh/h		3289	0			5065		

Right-Turn Movement Data								
Assigned Mvmt		12	18			16		
Mvmt Sat Flow, veh/h		1459	3299			2679		

Left Lane Group Data								
Assigned Mvmt	0	5	3	0	0	1	0	0



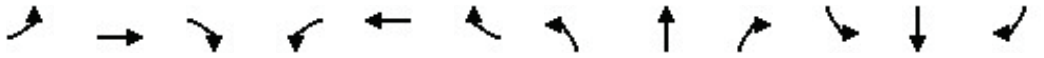
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1353	217	0	1096	738	0	0	0	397	0	472
Future Volume (veh/h)	0	1353	217	0	1096	738	0	0	0	397	0	472
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	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
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1796	1796	0	1722	1870				1811	0	1707
Adj Flow Rate, veh/h	0	1538	0	0	1245	839				451	0	536
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88				0.88	0.88	0.88
Percent Heavy Veh, %	0	7	7	0	12	2				6	0	13
Cap, veh/h	0	3320		0	2122	988				1055	0	716
Arrive On Green	0.00	0.68	0.00	0.00	0.90	0.90				0.22	0.00	0.22
Sat Flow, veh/h	0	5065	2679	0	3289	1459				4864	0	3299
Grp Volume(v), veh/h	0	1538	0	0	1245	839				451	0	536
Grp Sat Flow(s),veh/h/ln	0	1635	1340	0	1567	1459				1621	0	1100
Q Serve(g_s), s	0.0	19.2	0.0	0.0	10.9	31.6				10.4	0.0	19.7
Cycle Q Clear(g_c), s	0.0	19.2	0.0	0.0	10.9	31.6				10.4	0.0	19.7
Prop In Lane	0.00		1.00	0.00		1.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	3320		0	2122	988				1055	0	716
V/C Ratio(X)	0.00	0.46		0.00	0.59	0.85				0.43	0.00	0.75
Avail Cap(c_a), veh/h	0	3320		0	2122	988				1616	0	1096
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.33	1.33				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.79	0.00	0.00	0.89	0.89				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	9.9	0.0	0.0	2.6	3.7				43.9	0.0	47.6
Incr Delay (d2), s/veh	0.0	0.2	0.0	0.0	1.1	8.2				0.4	0.0	2.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.0	10.3	0.0	0.0	4.0	8.5				7.6	0.0	9.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	10.1	0.0	0.0	3.7	11.8				44.3	0.0	49.9
LnGrp LOS		B			A	B				D		D
Approach Vol, veh/h		1538			2084						987	
Approach Delay, s/veh		10.1			7.0						47.3	
Approach LOS		B			A						D	

Timer - Assigned Phs	2				6		8					
Phs Duration (G+Y+Rc), s	95.0				95.0		35.0					
Change Period (Y+Rc), s	7.0				7.0		6.8					
Max Green Setting (Gmax), s	73.0				73.0		43.2					
Max Q Clear Time (g_c+I1), s	33.6				21.2		21.7					
Green Ext Time (p_c), s	34.9				32.8		6.4					

Intersection Summary												
HCM 7th Control Delay, s/veh		16.6										
HCM 7th LOS		B										

Notes

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1353	217	0	1096	738	0	0	0	397	0	472
Future Volume (veh/h)	0	1353	217	0	1096	738	0	0	0	397	0	472
Number	1	6	16	5	2	12				3	8	18
Initial Q, veh	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
Ped-Bike Adj (A_pbT)	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
Work Zone On Approach		No			No						No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	0	1796	1796	0	1722	1870				1811	0	1707
Adj Flow Rate, veh/h	0	1538	0	0	1245	839				451	0	536
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88				0.88	0.88	0.88
Percent Heavy Veh, %	0	7	7	0	12	2				6	0	13
Opposing Right Turn Influence	No			No						Yes		
Cap, veh/h	0	3320		0	2122	988				1055	0	716
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.33	1.33				1.00	1.00	1.00
Prop Arrive On Green	0.00	0.68	0.00	0.00	0.90	0.90				0.22	0.00	0.22
Unsig. Movement Delay												
Ln Grp Delay, s/veh	0.0	10.1	0.0	0.0	3.7	11.8				44.3	0.0	49.9
Ln Grp LOS		B			A	B				D		D
Approach Vol, veh/h		1538			2084						987	
Approach Delay, s/veh		10.1			7.0						47.3	
Approach LOS		B			A						D	

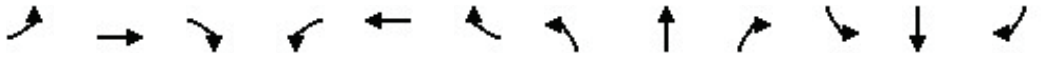
Timer:	1	2	3	4	5	6	7	8
Assigned Phs		2	8			6		
Case No		8.0	9.0			7.0		
Phs Duration (G+Y+Rc), s		95.0	35.0			95.0		
Change Period (Y+Rc), s		7.0	6.8			7.0		
Max Green (Gmax), s		73.0	43.2			73.0		
Max Allow Headway (MAH), s		7.4	5.0			7.3		
Max Q Clear (g_c+I1), s		33.6	21.7			21.2		
Green Ext Time (g_e), s		34.9	6.4			32.8		
Prob of Phs Call (p_c)		1.00	1.00			1.00		
Prob of Max Out (p_x)		0.86	0.09			0.43		

Left-Turn Movement Data								
Assigned Mvmt		5	3			1		
Mvmt Sat Flow, veh/h		0	4864			0		

Through Movement Data								
Assigned Mvmt		2	8			6		
Mvmt Sat Flow, veh/h		3289	0			5065		

Right-Turn Movement Data								
Assigned Mvmt		12	18			16		
Mvmt Sat Flow, veh/h		1459	3299			2679		

Left Lane Group Data								
Assigned Mvmt	0	5	3	0	0	1	0	0



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1257	205	0	855	733	0	0	0	411	0	462
Future Volume (veh/h)	0	1257	205	0	855	733	0	0	0	411	0	462
Initial Q (Qb), veh	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
Ped-Bike Adj(A_pbT)	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
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1826	1811	0	1752	1856				1781	0	1737
Adj Flow Rate, veh/h	0	1323	0	0	900	772				433	0	486
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95				0.95	0.95	0.95
Percent Heavy Veh, %	0	5	6	0	10	3				8	0	11
Cap, veh/h	0	3467		0	2218	1033				949	0	666
Arrive On Green	0.00	0.70	0.00	0.00	1.00	1.00				0.20	0.00	0.20
Sat Flow, veh/h	0	5149	2701	0	3346	1485				4784	0	3356
Grp Volume(v), veh/h	0	1323	0	0	900	772				433	0	486
Grp Sat Flow(s),veh/h/ln	0	1662	1351	0	1594	1485				1595	0	1119
Q Serve(g_s), s	0.0	14.3	0.0	0.0	0.0	0.0				10.4	0.0	17.6
Cycle Q Clear(g_c), s	0.0	14.3	0.0	0.0	0.0	0.0				10.4	0.0	17.6
Prop In Lane	0.00		1.00	0.00		1.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	3467		0	2218	1033				949	0	666
V/C Ratio(X)	0.00	0.38		0.00	0.41	0.75				0.46	0.00	0.73
Avail Cap(c_a), veh/h	0	3467		0	2218	1033				1590	0	1115
HCM Platoon Ratio	1.00	1.00	1.00	1.00	2.00	2.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.86	0.00	0.00	0.95	0.95				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	8.2	0.0	0.0	0.0	0.0				45.9	0.0	48.9
Incr Delay (d2), s/veh	0.0	0.1	0.0	0.0	0.5	4.7				0.5	0.0	2.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.0	8.3	0.0	0.0	0.3	2.4				7.5	0.0	8.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	8.3	0.0	0.0	0.5	4.7				46.4	0.0	51.1
LnGrp LOS		A			A	A				D		D
Approach Vol, veh/h		1323			1672						919	
Approach Delay, s/veh		8.3			2.5						48.9	
Approach LOS		A			A						D	

Timer - Assigned Phs	2	6	8
Phs Duration (G+Y+Rc), s	97.4	97.4	32.6
Change Period (Y+Rc), s	7.0	7.0	6.8
Max Green Setting (Gmax), s	73.0	73.0	43.2
Max Q Clear Time (g_c+I1), s	2.0	16.3	19.6
Green Ext Time (p_c), s	45.9	28.3	6.1

Intersection Summary	
HCM 7th Control Delay, s/veh	15.3
HCM 7th LOS	B

Notes

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1257	205	0	855	733	0	0	0	411	0	462
Future Volume (veh/h)	0	1257	205	0	855	733	0	0	0	411	0	462
Number	1	6	16	5	2	12				3	8	18
Initial Q, veh	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
Ped-Bike Adj (A_pbT)	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
Work Zone On Approach		No			No						No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	0	1826	1811	0	1752	1856				1781	0	1737
Adj Flow Rate, veh/h	0	1323	0	0	900	772				433	0	486
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95				0.95	0.95	0.95
Percent Heavy Veh, %	0	5	6	0	10	3				8	0	11
Opposing Right Turn Influence	No			No						Yes		
Cap, veh/h	0	3467		0	2218	1033				949	0	666
HCM Platoon Ratio	1.00	1.00	1.00	1.00	2.00	2.00				1.00	1.00	1.00
Prop Arrive On Green	0.00	0.70	0.00	0.00	1.00	1.00				0.20	0.00	0.20
Unsig. Movement Delay												
Ln Grp Delay, s/veh	0.0	8.3	0.0	0.0	0.5	4.7				46.4	0.0	51.1
Ln Grp LOS		A			A	A				D		D
Approach Vol, veh/h		1323			1672						919	
Approach Delay, s/veh		8.3			2.5						48.9	
Approach LOS		A			A						D	

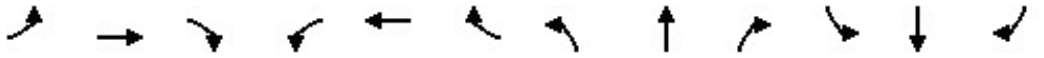
Timer:	1	2	3	4	5	6	7	8
Assigned Phs		2	8			6		
Case No		8.0	9.0			7.0		
Phs Duration (G+Y+Rc), s		97.4	32.6			97.4		
Change Period (Y+Rc), s		7.0	6.8			7.0		
Max Green (Gmax), s		73.0	43.2			73.0		
Max Allow Headway (MAH), s		7.4	5.0			7.3		
Max Q Clear (g_c+I1), s		2.0	19.6			16.3		
Green Ext Time (g_e), s		45.9	6.1			28.3		
Prob of Phs Call (p_c)		1.00	1.00			1.00		
Prob of Max Out (p_x)		0.48	0.05			0.24		

Left-Turn Movement Data								
Assigned Mvmt		5	3			1		
Mvmt Sat Flow, veh/h		0	4784			0		

Through Movement Data								
Assigned Mvmt		2	8			6		
Mvmt Sat Flow, veh/h		3346	0			5149		

Right-Turn Movement Data								
Assigned Mvmt		12	18			16		
Mvmt Sat Flow, veh/h		1485	3356			2701		

Left Lane Group Data								
Assigned Mvmt	0	5	3	0	0	1	0	0



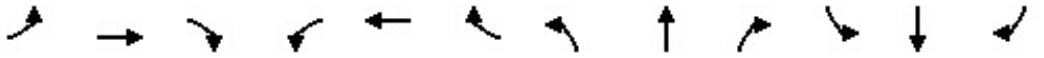
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1467	249	0	1036	770	0	0	0	432	0	485
Future Volume (veh/h)	0	1467	249	0	1036	770	0	0	0	432	0	485
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	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
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1826	1811	0	1752	1856				1781	0	1737
Adj Flow Rate, veh/h	0	1544	0	0	1091	811				455	0	511
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95				0.95	0.95	0.95
Percent Heavy Veh, %	0	5	6	0	10	3				8	0	11
Cap, veh/h	0	3423		0	2190	1020				991	0	695
Arrive On Green	0.00	0.69	0.00	0.00	0.91	0.91				0.21	0.00	0.21
Sat Flow, veh/h	0	5149	2701	0	3346	1485				4784	0	3356
Grp Volume(v), veh/h	0	1544	0	0	1091	811				455	0	511
Grp Sat Flow(s),veh/h/ln	0	1662	1351	0	1594	1485				1595	0	1119
Q Serve(g_s), s	0.0	18.3	0.0	0.0	7.1	22.5				10.8	0.0	18.5
Cycle Q Clear(g_c), s	0.0	18.3	0.0	0.0	7.1	22.5				10.8	0.0	18.5
Prop In Lane	0.00		1.00	0.00		1.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	3423		0	2190	1020				991	0	695
V/C Ratio(X)	0.00	0.45		0.00	0.50	0.80				0.46	0.00	0.74
Avail Cap(c_a), veh/h	0	3423		0	2190	1020				1590	0	1115
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.33	1.33				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.76	0.00	0.00	0.92	0.92				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	9.2	0.0	0.0	2.1	2.7				45.2	0.0	48.2
Incr Delay (d2), s/veh	0.0	0.2	0.0	0.0	0.7	5.9				0.5	0.0	2.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.0	9.9	0.0	0.0	2.9	7.0				7.8	0.0	9.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	9.4	0.0	0.0	2.8	8.7				45.6	0.0	50.4
LnGrp LOS		A			A	A				D		D
Approach Vol, veh/h		1544			1902						966	
Approach Delay, s/veh		9.4			5.3						48.1	
Approach LOS		A			A						D	

Timer - Assigned Phs	2				6		8					
Phs Duration (G+Y+Rc), s	96.3				96.3		33.7					
Change Period (Y+Rc), s	7.0				7.0		6.8					
Max Green Setting (Gmax), s	73.0				73.0		43.2					
Max Q Clear Time (g_c+I1), s	24.5				20.3		20.5					
Green Ext Time (p_c), s	39.5				33.2		6.4					

Intersection Summary												
HCM 7th Control Delay, s/veh		16.1										
HCM 7th LOS		B										

Notes

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1467	249	0	1036	770	0	0	0	432	0	485
Future Volume (veh/h)	0	1467	249	0	1036	770	0	0	0	432	0	485
Number	1	6	16	5	2	12				3	8	18
Initial Q, veh	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
Ped-Bike Adj (A_pbT)	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
Work Zone On Approach		No			No						No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	0	1826	1811	0	1752	1856				1781	0	1737
Adj Flow Rate, veh/h	0	1544	0	0	1091	811				455	0	511
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95				0.95	0.95	0.95
Percent Heavy Veh, %	0	5	6	0	10	3				8	0	11
Opposing Right Turn Influence	No			No						Yes		
Cap, veh/h	0	3423		0	2190	1020				991	0	695
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.33	1.33				1.00	1.00	1.00
Prop Arrive On Green	0.00	0.69	0.00	0.00	0.91	0.91				0.21	0.00	0.21
Unsig. Movement Delay												
Ln Grp Delay, s/veh	0.0	9.4	0.0	0.0	2.8	8.7				45.6	0.0	50.4
Ln Grp LOS		A			A	A				D		D
Approach Vol, veh/h		1544			1902						966	
Approach Delay, s/veh		9.4			5.3						48.1	
Approach LOS		A			A						D	

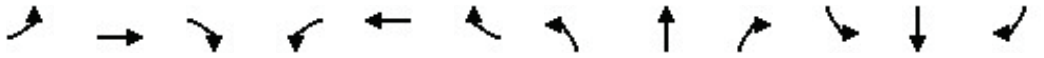
Timer:	1	2	3	4	5	6	7	8
Assigned Phs		2	8			6		
Case No		8.0	9.0			7.0		
Phs Duration (G+Y+Rc), s		96.3	33.7			96.3		
Change Period (Y+Rc), s		7.0	6.8			7.0		
Max Green (Gmax), s		73.0	43.2			73.0		
Max Allow Headway (MAH), s		7.4	5.0			7.3		
Max Q Clear (g_c+I1), s		24.5	20.5			20.3		
Green Ext Time (g_e), s		39.5	6.4			33.2		
Prob of Phs Call (p_c)		1.00	1.00			1.00		
Prob of Max Out (p_x)		0.75	0.07			0.43		

Left-Turn Movement Data								
Assigned Mvmt		5	3			1		
Mvmt Sat Flow, veh/h		0	4784			0		

Through Movement Data								
Assigned Mvmt		2	8			6		
Mvmt Sat Flow, veh/h		3346	0			5149		

Right-Turn Movement Data								
Assigned Mvmt		12	18			16		
Mvmt Sat Flow, veh/h		1485	3356			2701		

Left Lane Group Data								
Assigned Mvmt	0	5	3	0	0	1	0	0



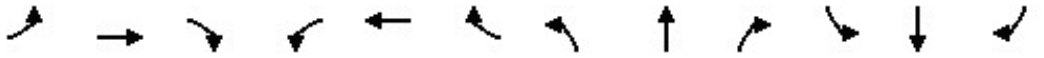
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑	↱↱		↑↑↑					↰↰↰		↱↱↱
Traffic Volume (veh/h)	0	1510	263	0	1080	770	0	0	0	432	0	485
Future Volume (veh/h)	0	1510	263	0	1080	770	0	0	0	432	0	485
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	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
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1826	1811	0	1752	1856				1781	0	1737
Adj Flow Rate, veh/h	0	1589	0	0	1137	811				455	0	511
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95				0.95	0.95	0.95
Percent Heavy Veh, %	0	5	6	0	10	3				8	0	11
Cap, veh/h	0	3423		0	2190	1020				991	0	695
Arrive On Green	0.00	0.69	0.00	0.00	0.91	0.91				0.21	0.00	0.21
Sat Flow, veh/h	0	5149	2701	0	3346	1485				4784	0	3356
Grp Volume(v), veh/h	0	1589	0	0	1137	811				455	0	511
Grp Sat Flow(s),veh/h/ln	0	1662	1351	0	1594	1485				1595	0	1119
Q Serve(g_s), s	0.0	19.1	0.0	0.0	7.6	22.5				10.8	0.0	18.5
Cycle Q Clear(g_c), s	0.0	19.1	0.0	0.0	7.6	22.5				10.8	0.0	18.5
Prop In Lane	0.00		1.00	0.00		1.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	3423		0	2190	1020				991	0	695
V/C Ratio(X)	0.00	0.46		0.00	0.52	0.80				0.46	0.00	0.74
Avail Cap(c_a), veh/h	0	3423		0	2190	1020				1590	0	1115
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.33	1.33				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.73	0.00	0.00	0.91	0.91				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	9.4	0.0	0.0	2.1	2.7				45.2	0.0	48.2
Incr Delay (d2), s/veh	0.0	0.2	0.0	0.0	0.8	5.9				0.5	0.0	2.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.0	10.2	0.0	0.0	3.1	7.0				7.8	0.0	9.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	9.5	0.0	0.0	2.9	8.6				45.6	0.0	50.4
LnGrp LOS		A			A	A				D		D
Approach Vol, veh/h		1589			1948						966	
Approach Delay, s/veh		9.5			5.3						48.1	
Approach LOS		A			A						D	

Timer - Assigned Phs	2	6	8
Phs Duration (G+Y+Rc), s	96.3	96.3	33.7
Change Period (Y+Rc), s	7.0	7.0	6.8
Max Green Setting (Gmax), s	73.0	73.0	43.2
Max Q Clear Time (g_c+I1), s	24.5	21.1	20.5
Green Ext Time (p_c), s	40.1	34.1	6.4

Intersection Summary	
HCM 7th Control Delay, s/veh	16.0
HCM 7th LOS	B

Notes

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1510	263	0	1080	770	0	0	0	432	0	485
Future Volume (veh/h)	0	1510	263	0	1080	770	0	0	0	432	0	485
Number	1	6	16	5	2	12				3	8	18
Initial Q, veh	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
Ped-Bike Adj (A_pbT)	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
Work Zone On Approach		No			No						No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	0	1826	1811	0	1752	1856				1781	0	1737
Adj Flow Rate, veh/h	0	1589	0	0	1137	811				455	0	511
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95				0.95	0.95	0.95
Percent Heavy Veh, %	0	5	6	0	10	3				8	0	11
Opposing Right Turn Influence	No			No						Yes		
Cap, veh/h	0	3423		0	2190	1020				991	0	695
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.33	1.33				1.00	1.00	1.00
Prop Arrive On Green	0.00	0.69	0.00	0.00	0.91	0.91				0.21	0.00	0.21
Unsig. Movement Delay												
Ln Grp Delay, s/veh	0.0	9.5	0.0	0.0	2.9	8.6				45.6	0.0	50.4
Ln Grp LOS		A			A	A				D		D
Approach Vol, veh/h		1589			1948						966	
Approach Delay, s/veh		9.5			5.3						48.1	
Approach LOS		A			A						D	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs		2	8			6		
Case No		8.0	9.0			7.0		
Phs Duration (G+Y+Rc), s		96.3	33.7			96.3		
Change Period (Y+Rc), s		7.0	6.8			7.0		
Max Green (Gmax), s		73.0	43.2			73.0		
Max Allow Headway (MAH), s		7.4	5.0			7.3		
Max Q Clear (g_c+I1), s		24.5	20.5			21.1		
Green Ext Time (g_e), s		40.1	6.4			34.1		
Prob of Phs Call (p_c)		1.00	1.00			1.00		
Prob of Max Out (p_x)		0.77	0.07			0.46		

Left-Turn Movement Data								
Assigned Mvmt		5	3			1		
Mvmt Sat Flow, veh/h		0	4784			0		

Through Movement Data								
Assigned Mvmt		2	8			6		
Mvmt Sat Flow, veh/h		3346	0			5149		

Right-Turn Movement Data								
Assigned Mvmt		12	18			16		
Mvmt Sat Flow, veh/h		1485	3356			2701		

Left Lane Group Data								
Assigned Mvmt	0	5	3	0	0	1	0	0

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	894	596	0	1161	315	314	0	864	0	0	0
Future Volume (veh/h)	0	894	596	0	1161	315	314	0	864	0	0	0
Initial Q (Qb), veh	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			
Ped-Bike Adj(A_pbT)	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			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	0	1781	1856	0	1796	1841	1737	0	1856			
Adj Flow Rate, veh/h	0	951	634	0	1235	0	334	0	919			
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94			
Percent Heavy Veh, %	0	8	3	0	7	4	11	0	3			
Cap, veh/h	0	2051	955	0	3102		1392	0	1069			
Arrive On Green	0.00	0.63	0.63	0.00	0.63	0.00	0.30	0.00	0.30			
Sat Flow, veh/h	0	3403	1510	0	5065	1560	4665	0	3585			
Grp Volume(v), veh/h	0	951	634	0	1235	0	334	0	919			
Grp Sat Flow(s),veh/h/ln	0	1621	1510	0	1635	1560	1555	0	1195			
Q Serve(g_s), s	0.0	19.8	34.6	0.0	16.1	0.0	7.0	0.0	31.4			
Cycle Q Clear(g_c), s	0.0	19.8	34.6	0.0	16.1	0.0	7.0	0.0	31.4			
Prop In Lane	0.00		1.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	0	2051	955	0	3102		1392	0	1069			
V/C Ratio(X)	0.00	0.46	0.66	0.00	0.40		0.24	0.00	0.86			
Avail Cap(c_a), veh/h	0	2051	955	0	3102		1812	0	1393			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.00	0.92	0.92	0.00	1.00	0.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	0.0	12.4	15.1	0.0	11.7	0.0	34.5	0.0	43.0			
Incr Delay (d2), s/veh	0.0	0.2	1.6	0.0	0.4	0.0	0.1	0.0	4.5			
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(95%),veh/ln	0.0	11.2	17.2	0.0	9.8	0.0	4.9	0.0	14.8			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	12.6	16.7	0.0	12.1	0.0	34.6	0.0	47.5			
LnGrp LOS		B	B		B		C		D			
Approach Vol, veh/h		1585			1235			1253				
Approach Delay, s/veh		14.2			12.1			44.1				
Approach LOS		B			B			D				

Timer - Assigned Phs	2	4	6
Phs Duration (G+Y+Rc), s	86.7	43.3	86.7
Change Period (Y+Rc), s	4.5	4.5	4.5
Max Green Setting (Gmax), s	70.5	50.5	70.5
Max Q Clear Time (g_c+I1), s	18.1	33.4	36.6
Green Ext Time (p_c), s	12.6	5.3	15.9

Intersection Summary	
HCM 7th Control Delay, s/veh	22.8
HCM 7th LOS	C

Notes

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	894	596	0	1161	315	314	0	864	0	0	0
Future Volume (veh/h)	0	894	596	0	1161	315	314	0	864	0	0	0
Number	1	6	16	5	2	12	7	4	14			
Initial Q, veh	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			
Ped-Bike Adj (A_pbT)	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			
Work Zone On Approach		No			No			No				
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	0	1781	1856	0	1796	1841	1737	0	1856			
Adj Flow Rate, veh/h	0	951	634	0	1235	0	334	0	919			
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94			
Percent Heavy Veh, %	0	8	3	0	7	4	11	0	3			
Opposing Right Turn Influence	No			No			Yes					
Cap, veh/h	0	2051	955	0	3102		1392	0	1069			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Prop Arrive On Green	0.00	0.63	0.63	0.00	0.63	0.00	0.30	0.00	0.30			
Unsig. Movement Delay												
Ln Grp Delay, s/veh	0.0	12.6	16.7	0.0	12.1	0.0	34.6	0.0	47.5			
Ln Grp LOS		B	B		B		C		D			
Approach Vol, veh/h		1585			1235			1253				
Approach Delay, s/veh		14.2			12.1			44.1				
Approach LOS		B			B			D				

Timer:	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Case No		7.0		9.0		8.0		
Phs Duration (G+Y+Rc), s		86.7		43.3		86.7		
Change Period (Y+Rc), s		4.5		4.5		4.5		
Max Green (Gmax), s		70.5		50.5		70.5		
Max Allow Headway (MAH), s		5.3		4.0		5.4		
Max Q Clear (g_c+I1), s		18.1		33.4		36.6		
Green Ext Time (g_e), s		12.6		5.3		15.9		
Prob of Phs Call (p_c)		1.00		1.00		1.00		
Prob of Max Out (p_x)		0.02		0.10		0.28		

Left-Turn Movement Data								
Assigned Mvmt		5		7		1		
Mvmt Sat Flow, veh/h		0		4665		0		

Through Movement Data								
Assigned Mvmt		2		4		6		
Mvmt Sat Flow, veh/h		5065		0		3403		

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		
Mvmt Sat Flow, veh/h		1560		3585		1510		

Left Lane Group Data								
Assigned Mvmt	0	5	0	7	0	1	0	0

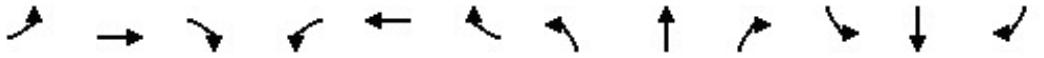
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1044	626	0	1359	331	369	0	908	0	0	0
Future Volume (veh/h)	0	1044	626	0	1359	331	369	0	908	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Ped-Bike Adj(A_pbT)	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			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	0	1781	1856	0	1796	1841	1737	0	1856			
Adj Flow Rate, veh/h	0	1111	666	0	1446	0	393	0	966			
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94			
Percent Heavy Veh, %	0	8	3	0	7	4	11	0	3			
Cap, veh/h	0	2006	934	0	3034		1456	0	1119			
Arrive On Green	0.00	0.62	0.62	0.00	0.62	0.00	0.31	0.00	0.31			
Sat Flow, veh/h	0	3403	1510	0	5065	1560	4665	0	3585			
Grp Volume(v), veh/h	0	1111	666	0	1446	0	393	0	966			
Grp Sat Flow(s),veh/h/ln	0	1621	1510	0	1635	1560	1555	0	1195			
Q Serve(g_s), s	0.0	25.8	39.1	0.0	20.7	0.0	8.2	0.0	33.0			
Cycle Q Clear(g_c), s	0.0	25.8	39.1	0.0	20.7	0.0	8.2	0.0	33.0			
Prop In Lane	0.00		1.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	0	2006	934	0	3034		1456	0	1119			
V/C Ratio(X)	0.00	0.55	0.71	0.00	0.48		0.27	0.00	0.86			
Avail Cap(c_a), veh/h	0	2006	934	0	3034		1812	0	1393			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.00	0.89	0.89	0.00	1.00	0.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	0.0	14.4	16.9	0.0	13.4	0.0	33.6	0.0	42.1			
Incr Delay (d2), s/veh	0.0	0.3	2.3	0.0	0.5	0.0	0.1	0.0	4.9			
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(95%),veh/ln	0.0	14.0	19.3	0.0	12.1	0.0	5.7	0.0	15.4			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	14.7	19.2	0.0	13.9	0.0	33.7	0.0	47.0			
LnGrp LOS		B	B		B		C		D			
Approach Vol, veh/h		1777			1446			1359				
Approach Delay, s/veh		16.4			13.9			43.1				
Approach LOS		B			B			D				

Timer - Assigned Phs	2	4	6
Phs Duration (G+Y+Rc), s	84.9	45.1	84.9
Change Period (Y+Rc), s	4.5	4.5	4.5
Max Green Setting (Gmax), s	70.5	50.5	70.5
Max Q Clear Time (g_c+I1), s	22.7	35.0	41.1
Green Ext Time (p_c), s	15.9	5.6	17.0

Intersection Summary	
HCM 7th Control Delay, s/veh	23.5
HCM 7th LOS	C

Notes

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1044	626	0	1359	331	369	0	908	0	0	0
Future Volume (veh/h)	0	1044	626	0	1359	331	369	0	908	0	0	0
Number	1	6	16	5	2	12	7	4	14			
Initial Q, veh	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			
Ped-Bike Adj (A_pbT)	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			
Work Zone On Approach		No			No			No				
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	0	1781	1856	0	1796	1841	1737	0	1856			
Adj Flow Rate, veh/h	0	1111	666	0	1446	0	393	0	966			
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94			
Percent Heavy Veh, %	0	8	3	0	7	4	11	0	3			
Opposing Right Turn Influence	No			No			Yes					
Cap, veh/h	0	2006	934	0	3034		1456	0	1119			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Prop Arrive On Green	0.00	0.62	0.62	0.00	0.62	0.00	0.31	0.00	0.31			
Unsig. Movement Delay												
Ln Grp Delay, s/veh	0.0	14.7	19.2	0.0	13.9	0.0	33.7	0.0	47.0			
Ln Grp LOS		B	B		B		C		D			
Approach Vol, veh/h		1777			1446			1359				
Approach Delay, s/veh		16.4			13.9			43.1				
Approach LOS		B			B			D				

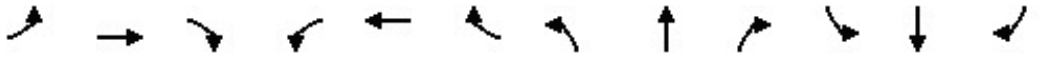
Timer:	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Case No		7.0		9.0		8.0		
Phs Duration (G+Y+Rc), s		84.9		45.1		84.9		
Change Period (Y+Rc), s		4.5		4.5		4.5		
Max Green (Gmax), s		70.5		50.5		70.5		
Max Allow Headway (MAH), s		5.3		4.0		5.4		
Max Q Clear (g_c+I1), s		22.7		35.0		41.1		
Green Ext Time (g_e), s		15.9		5.6		17.0		
Prob of Phs Call (p_c)		1.00		1.00		1.00		
Prob of Max Out (p_x)		0.07		0.17		0.44		

Left-Turn Movement Data								
Assigned Mvmt		5		7		1		
Mvmt Sat Flow, veh/h		0		4665		0		

Through Movement Data								
Assigned Mvmt		2		4		6		
Mvmt Sat Flow, veh/h		5065		0		3403		

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		
Mvmt Sat Flow, veh/h		1560		3585		1510		

Left Lane Group Data								
Assigned Mvmt	0	5	0	7	0	1	0	0



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1065	626	0	1397	331	382	0	908	0	0	0
Future Volume (veh/h)	0	1065	626	0	1397	331	382	0	908	0	0	0
Initial Q (Qb), veh	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			
Ped-Bike Adj(A_pbT)	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			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	0	1781	1856	0	1796	1841	1737	0	1856			
Adj Flow Rate, veh/h	0	1133	666	0	1486	0	406	0	966			
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94			
Percent Heavy Veh, %	0	8	3	0	7	4	11	0	3			
Cap, veh/h	0	2005	933	0	3032		1458	0	1120			
Arrive On Green	0.00	0.62	0.62	0.00	0.62	0.00	0.31	0.00	0.31			
Sat Flow, veh/h	0	3403	1510	0	5065	1560	4665	0	3585			
Grp Volume(v), veh/h	0	1133	666	0	1486	0	406	0	966			
Grp Sat Flow(s),veh/h/ln	0	1621	1510	0	1635	1560	1555	0	1195			
Q Serve(g_s), s	0.0	26.7	39.2	0.0	21.6	0.0	8.5	0.0	33.0			
Cycle Q Clear(g_c), s	0.0	26.7	39.2	0.0	21.6	0.0	8.5	0.0	33.0			
Prop In Lane	0.00		1.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	0	2005	933	0	3032		1458	0	1120			
V/C Ratio(X)	0.00	0.57	0.71	0.00	0.49		0.28	0.00	0.86			
Avail Cap(c_a), veh/h	0	2005	933	0	3032		1812	0	1393			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.00	0.88	0.88	0.00	1.00	0.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	0.0	14.6	16.9	0.0	13.6	0.0	33.7	0.0	42.1			
Incr Delay (d2), s/veh	0.0	0.3	2.3	0.0	0.6	0.0	0.1	0.0	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			
%ile BackOfQ(95%),veh/ln	0.0	14.4	19.3	0.0	12.5	0.0	5.9	0.0	15.4			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	14.9	19.2	0.0	14.2	0.0	33.8	0.0	46.9			
LnGrp LOS		B	B		B		C		D			
Approach Vol, veh/h		1799			1486			1372				
Approach Delay, s/veh		16.5			14.2			43.0				
Approach LOS		B			B			D				

Timer - Assigned Phs	2	4	6
Phs Duration (G+Y+Rc), s	84.9	45.1	84.9
Change Period (Y+Rc), s	4.5	4.5	4.5
Max Green Setting (Gmax), s	70.5	50.5	70.5
Max Q Clear Time (g_c+I1), s	23.6	35.0	41.2
Green Ext Time (p_c), s	16.5	5.7	17.3

Intersection Summary	
HCM 7th Control Delay, s/veh	23.6
HCM 7th LOS	C

Notes

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1065	626	0	1397	331	382	0	908	0	0	0
Future Volume (veh/h)	0	1065	626	0	1397	331	382	0	908	0	0	0
Number	1	6	16	5	2	12	7	4	14			
Initial Q, veh	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			
Ped-Bike Adj (A_pbT)	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			
Work Zone On Approach		No			No			No				
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	0	1781	1856	0	1796	1841	1737	0	1856			
Adj Flow Rate, veh/h	0	1133	666	0	1486	0	406	0	966			
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94			
Percent Heavy Veh, %	0	8	3	0	7	4	11	0	3			
Opposing Right Turn Influence	No			No			Yes					
Cap, veh/h	0	2005	933	0	3032		1458	0	1120			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Prop Arrive On Green	0.00	0.62	0.62	0.00	0.62	0.00	0.31	0.00	0.31			
Unsig. Movement Delay												
Ln Grp Delay, s/veh	0.0	14.9	19.2	0.0	14.2	0.0	33.8	0.0	46.9			
Ln Grp LOS		B	B		B		C		D			
Approach Vol, veh/h		1799			1486			1372				
Approach Delay, s/veh		16.5			14.2			43.0				
Approach LOS		B			B			D				

Timer:	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Case No		7.0		9.0		8.0		
Phs Duration (G+Y+Rc), s		84.9		45.1		84.9		
Change Period (Y+Rc), s		4.5		4.5		4.5		
Max Green (Gmax), s		70.5		50.5		70.5		
Max Allow Headway (MAH), s		5.3		4.0		5.4		
Max Q Clear (g_c+I1), s		23.6		35.0		41.2		
Green Ext Time (g_e), s		16.5		5.7		17.3		
Prob of Phs Call (p_c)		1.00		1.00		1.00		
Prob of Max Out (p_x)		0.08		0.17		0.46		

Left-Turn Movement Data								
Assigned Mvmt		5		7		1		
Mvmt Sat Flow, veh/h		0		4665		0		

Through Movement Data								
Assigned Mvmt		2		4		6		
Mvmt Sat Flow, veh/h		5065		0		3403		

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		
Mvmt Sat Flow, veh/h		1560		3585		1510		

Left Lane Group Data								
Assigned Mvmt	0	5	0	7	0	1	0	0

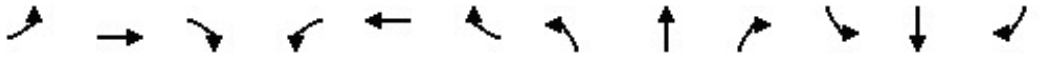
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	962	722	0	1177	354	332	0	697	0	0	0
Future Volume (veh/h)	0	962	722	0	1177	354	332	0	697	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Ped-Bike Adj(A_pbT)	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			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	0	1796	1885	0	1841	1826	1722	0	1856			
Adj Flow Rate, veh/h	0	972	729	0	1189	0	335	0	704			
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99			
Percent Heavy Veh, %	0	7	1	0	4	5	12	0	3			
Cap, veh/h	0	2265	1055	0	3482		1100	0	853			
Arrive On Green	0.00	0.69	0.69	0.00	0.69	0.00	0.24	0.00	0.24			
Sat Flow, veh/h	0	3431	1522	0	5191	1547	4625	0	3585			
Grp Volume(v), veh/h	0	972	729	0	1189	0	335	0	704			
Grp Sat Flow(s),veh/h/ln	0	1635	1522	0	1675	1547	1542	0	1195			
Q Serve(g_s), s	0.0	16.9	36.7	0.0	12.4	0.0	7.7	0.0	24.2			
Cycle Q Clear(g_c), s	0.0	16.9	36.7	0.0	12.4	0.0	7.7	0.0	24.2			
Prop In Lane	0.00		1.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	0	2265	1055	0	3482		1100	0	853			
V/C Ratio(X)	0.00	0.43	0.69	0.00	0.34		0.30	0.00	0.83			
Avail Cap(c_a), veh/h	0	2265	1055	0	3482		1797	0	1393			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.00	0.92	0.92	0.00	1.00	0.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	0.0	8.7	11.8	0.0	8.0	0.0	40.7	0.0	47.0			
Incr Delay (d2), s/veh	0.0	0.1	1.8	0.0	0.3	0.0	0.2	0.0	2.2			
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(95%),veh/ln	0.0	9.5	17.5	0.0	7.8	0.0	5.4	0.0	11.8			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	8.8	13.5	0.0	8.3	0.0	40.9	0.0	49.2			
LnGrp LOS		A	B		A		D		D			
Approach Vol, veh/h		1701			1189			1039				
Approach Delay, s/veh		10.9			8.3			46.5				
Approach LOS		B			A			D				

Timer - Assigned Phs	2	4	6
Phs Duration (G+Y+Rc), s	94.6	35.4	94.6
Change Period (Y+Rc), s	4.5	4.5	4.5
Max Green Setting (Gmax), s	70.5	50.5	70.5
Max Q Clear Time (g_c+I1), s	14.4	26.2	38.7
Green Ext Time (p_c), s	12.0	4.7	17.1

Intersection Summary	
HCM 7th Control Delay, s/veh	19.5
HCM 7th LOS	B

Notes

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	962	722	0	1177	354	332	0	697	0	0	0
Future Volume (veh/h)	0	962	722	0	1177	354	332	0	697	0	0	0
Number	1	6	16	5	2	12	7	4	14			
Initial Q, veh	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			
Ped-Bike Adj (A_pbT)	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			
Work Zone On Approach		No			No			No				
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	0	1796	1885	0	1841	1826	1722	0	1856			
Adj Flow Rate, veh/h	0	972	729	0	1189	0	335	0	704			
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99			
Percent Heavy Veh, %	0	7	1	0	4	5	12	0	3			
Opposing Right Turn Influence	No			No			Yes					
Cap, veh/h	0	2265	1055	0	3482		1100	0	853			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Prop Arrive On Green	0.00	0.69	0.69	0.00	0.69	0.00	0.24	0.00	0.24			
Unsig. Movement Delay												
Ln Grp Delay, s/veh	0.0	8.8	13.5	0.0	8.3	0.0	40.9	0.0	49.2			
Ln Grp LOS		A	B		A		D		D			
Approach Vol, veh/h		1701			1189			1039				
Approach Delay, s/veh		10.9			8.3			46.5				
Approach LOS		B			A			D				

Timer:	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Case No		7.0		9.0		8.0		
Phs Duration (G+Y+Rc), s		94.6		35.4		94.6		
Change Period (Y+Rc), s		4.5		4.5		4.5		
Max Green (Gmax), s		70.5		50.5		70.5		
Max Allow Headway (MAH), s		5.2		4.0		5.4		
Max Q Clear (g_c+I1), s		14.4		26.2		38.7		
Green Ext Time (g_e), s		12.0		4.7		17.1		
Prob of Phs Call (p_c)		1.00		1.00		1.00		
Prob of Max Out (p_x)		0.01		0.01		0.38		

Left-Turn Movement Data								
Assigned Mvmt		5		7		1		
Mvmt Sat Flow, veh/h		0		4625		0		

Through Movement Data								
Assigned Mvmt		2		4		6		
Mvmt Sat Flow, veh/h		5191		0		3431		

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		
Mvmt Sat Flow, veh/h		1547		3585		1522		

Left Lane Group Data								
Assigned Mvmt	0	5	0	7	0	1	0	0

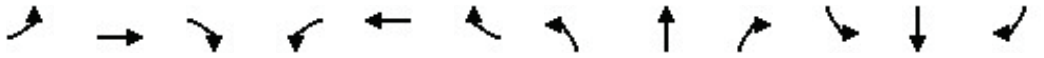
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1158	758	0	1361	372	362	0	731	0	0	0
Future Volume (veh/h)	0	1158	758	0	1361	372	362	0	731	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Ped-Bike Adj(A_pbT)	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			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	0	1796	1885	0	1841	1826	1722	0	1856			
Adj Flow Rate, veh/h	0	1219	798	0	1433	0	381	0	769			
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95			
Percent Heavy Veh, %	0	7	1	0	4	5	12	0	3			
Cap, veh/h	0	2200	1024	0	3381		1193	0	925			
Arrive On Green	0.00	0.67	0.67	0.00	0.67	0.00	0.26	0.00	0.26			
Sat Flow, veh/h	0	3431	1522	0	5191	1547	4625	0	3585			
Grp Volume(v), veh/h	0	1219	798	0	1433	0	381	0	769			
Grp Sat Flow(s),veh/h/ln	0	1635	1522	0	1675	1547	1542	0	1195			
Q Serve(g_s), s	0.0	25.3	46.9	0.0	17.0	0.0	8.7	0.0	26.3			
Cycle Q Clear(g_c), s	0.0	25.3	46.9	0.0	17.0	0.0	8.7	0.0	26.3			
Prop In Lane	0.00		1.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	0	2200	1024	0	3381		1193	0	925			
V/C Ratio(X)	0.00	0.55	0.78	0.00	0.42		0.32	0.00	0.83			
Avail Cap(c_a), veh/h	0	2200	1024	0	3381		1797	0	1393			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.00	0.89	0.89	0.00	1.00	0.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	0.0	11.1	14.6	0.0	9.7	0.0	39.0	0.0	45.6			
Incr Delay (d2), s/veh	0.0	0.3	3.5	0.0	0.4	0.0	0.2	0.0	2.8			
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(95%),veh/ln	0.0	13.3	22.2	0.0	10.1	0.0	6.0	0.0	12.7			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	11.4	18.1	0.0	10.1	0.0	39.2	0.0	48.3			
LnGrp LOS		B	B		B		D		D			
Approach Vol, veh/h		2017			1433			1150				
Approach Delay, s/veh		14.0			10.1			45.3				
Approach LOS		B			B			D				

Timer - Assigned Phs	2	4	6
Phs Duration (G+Y+Rc), s	92.0	38.0	92.0
Change Period (Y+Rc), s	4.5	4.5	4.5
Max Green Setting (Gmax), s	70.5	50.5	70.5
Max Q Clear Time (g_c+I1), s	19.0	28.3	48.9
Green Ext Time (p_c), s	15.9	5.2	15.9

Intersection Summary	
HCM 7th Control Delay, s/veh	20.6
HCM 7th LOS	C

Notes

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1158	758	0	1361	372	362	0	731	0	0	0
Future Volume (veh/h)	0	1158	758	0	1361	372	362	0	731	0	0	0
Number	1	6	16	5	2	12	7	4	14			
Initial Q, veh	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			
Ped-Bike Adj (A_pbT)	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			
Work Zone On Approach		No			No			No				
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	0	1796	1885	0	1841	1826	1722	0	1856			
Adj Flow Rate, veh/h	0	1219	798	0	1433	0	381	0	769			
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95			
Percent Heavy Veh, %	0	7	1	0	4	5	12	0	3			
Opposing Right Turn Influence	No			No			Yes					
Cap, veh/h	0	2200	1024	0	3381		1193	0	925			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Prop Arrive On Green	0.00	0.67	0.67	0.00	0.67	0.00	0.26	0.00	0.26			
Unsig. Movement Delay												
Ln Grp Delay, s/veh	0.0	11.4	18.1	0.0	10.1	0.0	39.2	0.0	48.3			
Ln Grp LOS		B	B		B		D		D			
Approach Vol, veh/h		2017			1433			1150				
Approach Delay, s/veh		14.0			10.1			45.3				
Approach LOS		B			B			D				

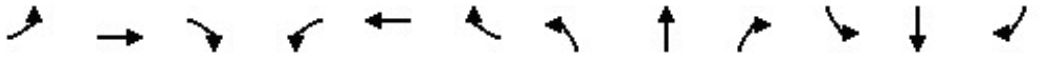
Timer:	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Case No		7.0		9.0		8.0		
Phs Duration (G+Y+Rc), s		92.0		38.0		92.0		
Change Period (Y+Rc), s		4.5		4.5		4.5		
Max Green (Gmax), s		70.5		50.5		70.5		
Max Allow Headway (MAH), s		5.2		4.0		5.4		
Max Q Clear (g_c+I1), s		19.0		28.3		48.9		
Green Ext Time (g_e), s		15.9		5.2		15.9		
Prob of Phs Call (p_c)		1.00		1.00		1.00		
Prob of Max Out (p_x)		0.05		0.03		0.69		

Left-Turn Movement Data								
Assigned Mvmt		5		7		1		
Mvmt Sat Flow, veh/h		0		4625		0		

Through Movement Data								
Assigned Mvmt		2		4		6		
Mvmt Sat Flow, veh/h		5191		0		3431		

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		
Mvmt Sat Flow, veh/h		1547		3585		1522		

Left Lane Group Data								
Assigned Mvmt	0	5	0	7	0	1	0	0



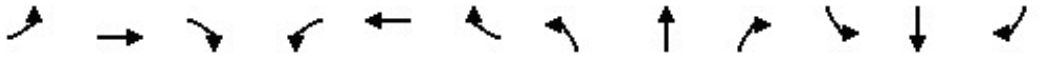
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1201	758	0	1394	372	373	0	731	0	0	0
Future Volume (veh/h)	0	1201	758	0	1394	372	373	0	731	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Ped-Bike Adj(A_pbT)	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			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	0	1796	1885	0	1841	1826	1722	0	1856			
Adj Flow Rate, veh/h	0	1264	798	0	1467	0	393	0	769			
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95			
Percent Heavy Veh, %	0	7	1	0	4	5	12	0	3			
Cap, veh/h	0	2199	1024	0	3379		1195	0	926			
Arrive On Green	0.00	0.67	0.67	0.00	0.67	0.00	0.26	0.00	0.26			
Sat Flow, veh/h	0	3431	1522	0	5191	1547	4625	0	3585			
Grp Volume(v), veh/h	0	1264	798	0	1467	0	393	0	769			
Grp Sat Flow(s),veh/h/ln	0	1635	1522	0	1675	1547	1542	0	1195			
Q Serve(g_s), s	0.0	26.8	46.9	0.0	17.6	0.0	9.0	0.0	26.3			
Cycle Q Clear(g_c), s	0.0	26.8	46.9	0.0	17.6	0.0	9.0	0.0	26.3			
Prop In Lane	0.00		1.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	0	2199	1024	0	3379		1195	0	926			
V/C Ratio(X)	0.00	0.57	0.78	0.00	0.43		0.33	0.00	0.83			
Avail Cap(c_a), veh/h	0	2199	1024	0	3379		1797	0	1393			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.00	0.88	0.88	0.00	1.00	0.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	0.0	11.4	14.7	0.0	9.8	0.0	39.1	0.0	45.5			
Incr Delay (d2), s/veh	0.0	0.3	3.5	0.0	0.4	0.0	0.2	0.0	2.7			
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(95%),veh/ln	0.0	14.0	22.1	0.0	10.4	0.0	6.2	0.0	12.7			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	11.7	18.1	0.0	10.3	0.0	39.2	0.0	48.3			
LnGrp LOS		B	B		B		D		D			
Approach Vol, veh/h		2062			1467			1162				
Approach Delay, s/veh		14.2			10.3			45.2				
Approach LOS		B			B			D				

Timer - Assigned Phs	2	4	6
Phs Duration (G+Y+Rc), s	91.9	38.1	91.9
Change Period (Y+Rc), s	4.5	4.5	4.5
Max Green Setting (Gmax), s	70.5	50.5	70.5
Max Q Clear Time (g_c+I1), s	19.6	28.3	48.9
Green Ext Time (p_c), s	16.4	5.2	16.1

Intersection Summary	
HCM 7th Control Delay, s/veh	20.6
HCM 7th LOS	C

Notes

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1201	758	0	1394	372	373	0	731	0	0	0
Future Volume (veh/h)	0	1201	758	0	1394	372	373	0	731	0	0	0
Number	1	6	16	5	2	12	7	4	14			
Initial Q, veh	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			
Ped-Bike Adj (A_pbT)	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			
Work Zone On Approach		No			No			No				
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	0	1796	1885	0	1841	1826	1722	0	1856			
Adj Flow Rate, veh/h	0	1264	798	0	1467	0	393	0	769			
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95			
Percent Heavy Veh, %	0	7	1	0	4	5	12	0	3			
Opposing Right Turn Influence	No			No			Yes					
Cap, veh/h	0	2199	1024	0	3379		1195	0	926			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Prop Arrive On Green	0.00	0.67	0.67	0.00	0.67	0.00	0.26	0.00	0.26			
Unsig. Movement Delay												
Ln Grp Delay, s/veh	0.0	11.7	18.1	0.0	10.3	0.0	39.2	0.0	48.3			
Ln Grp LOS		B	B		B		D		D			
Approach Vol, veh/h		2062			1467			1162				
Approach Delay, s/veh		14.2			10.3			45.2				
Approach LOS		B			B			D				

Timer:	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Case No		7.0		9.0		8.0		
Phs Duration (G+Y+Rc), s		91.9		38.1		91.9		
Change Period (Y+Rc), s		4.5		4.5		4.5		
Max Green (Gmax), s		70.5		50.5		70.5		
Max Allow Headway (MAH), s		5.2		4.0		5.4		
Max Q Clear (g_c+I1), s		19.6		28.3		48.9		
Green Ext Time (g_e), s		16.4		5.2		16.1		
Prob of Phs Call (p_c)		1.00		1.00		1.00		
Prob of Max Out (p_x)		0.06		0.03		0.71		

Left-Turn Movement Data								
Assigned Mvmt		5		7		1		
Mvmt Sat Flow, veh/h		0		4625		0		

Through Movement Data								
Assigned Mvmt		2		4		6		
Mvmt Sat Flow, veh/h		5191		0		3431		

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		
Mvmt Sat Flow, veh/h		1547		3585		1522		

Left Lane Group Data								
Assigned Mvmt	0	5	0	7	0	1	0	0

Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	3	232	8	6	235	2	6	2	4	6	1	10
Future Vol, veh/h	3	232	8	6	235	2	6	2	4	6	1	10
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	98	98	98	98	98	98	98	98	98	98	98	98
Heavy Vehicles, %	0	4	29	0	3	0	0	0	0	0	0	11
Mvmt Flow	3	237	8	6	240	2	6	2	4	6	1	10

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	242	0	0	245	0	0	499	501	241	497	504	241
Stage 1	-	-	-	-	-	-	247	247	-	253	253	-
Stage 2	-	-	-	-	-	-	253	254	-	244	251	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.31
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.399
Pot Cap-1 Maneuver	1336	-	-	1333	-	-	485	475	803	487	473	776
Stage 1	-	-	-	-	-	-	761	706	-	756	701	-
Stage 2	-	-	-	-	-	-	756	701	-	764	703	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1336	-	-	1333	-	-	474	471	803	478	469	776
Mov Cap-2 Maneuver	-	-	-	-	-	-	474	471	-	478	469	-
Stage 1	-	-	-	-	-	-	759	704	-	752	698	-
Stage 2	-	-	-	-	-	-	741	697	-	756	701	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.1	0.19	11.72	11
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	548	22	-	-	44	-	-	617
HCM Lane V/C Ratio	0.022	0.002	-	-	0.005	-	-	0.028
HCM Ctrl Dly (s/v)	11.7	7.7	0	-	7.7	0	-	11
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.1

Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	3	247	8	6	257	2	6	2	4	6	1	11
Future Vol, veh/h	3	247	8	6	257	2	6	2	4	6	1	11
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	4	29	0	3	0	0	0	0	0	0	11
Mvmt Flow	3	260	8	6	271	2	6	2	4	6	1	12

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	273	0	0	268	0	0	554	556	264	552	559	272
Stage 1	-	-	-	-	-	-	271	271	-	284	284	-
Stage 2	-	-	-	-	-	-	284	285	-	267	275	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.31
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.399
Pot Cap-1 Maneuver	1302	-	-	1307	-	-	446	442	779	448	440	746
Stage 1	-	-	-	-	-	-	740	689	-	727	680	-
Stage 2	-	-	-	-	-	-	728	679	-	743	686	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1302	-	-	1307	-	-	434	438	779	439	437	746
Mov Cap-2 Maneuver	-	-	-	-	-	-	434	438	-	439	437	-
Stage 1	-	-	-	-	-	-	738	687	-	723	676	-
Stage 2	-	-	-	-	-	-	711	675	-	734	684	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.09	0.18	12.23	11.34
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	510	21	-	-	41	-	-	587
HCM Lane V/C Ratio	0.025	0.002	-	-	0.005	-	-	0.032
HCM Ctrl Dly (s/v)	12.2	7.8	0	-	7.8	0	-	11.3
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.1

Intersection	
Int Delay, s/veh	1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	3	253	8	19	270	2	6	2	12	6	1	11
Future Vol, veh/h	3	253	8	19	270	2	6	2	12	6	1	11
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	4	29	0	3	0	0	0	0	0	0	11
Mvmt Flow	3	266	8	20	284	2	6	2	13	6	1	12

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	286	0	0	275	0	0	602	603	271	599	606	285
Stage 1	-	-	-	-	-	-	277	277	-	325	325	-
Stage 2	-	-	-	-	-	-	325	326	-	274	281	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.31
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.399
Pot Cap-1 Maneuver	1287	-	-	1300	-	-	415	416	773	416	414	733
Stage 1	-	-	-	-	-	-	734	685	-	691	652	-
Stage 2	-	-	-	-	-	-	692	652	-	737	682	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1287	-	-	1300	-	-	399	407	773	399	405	733
Mov Cap-2 Maneuver	-	-	-	-	-	-	399	407	-	399	405	-
Stage 1	-	-	-	-	-	-	732	683	-	679	641	-
Stage 2	-	-	-	-	-	-	667	640	-	720	680	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.09	0.51	11.64	11.73
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	563	20	-	-	117	-	-	554
HCM Lane V/C Ratio	0.037	0.002	-	-	0.015	-	-	0.034
HCM Ctrl Dly (s/v)	11.6	7.8	0	-	7.8	0	-	11.7
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.1

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	4	245	7	7	325	4	11	1	4	1	2	10
Future Vol, veh/h	4	245	7	7	325	4	11	1	4	1	2	10
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	25	3	50	0	5	0	0	0	0	0	0	11
Mvmt Flow	4	266	8	8	353	4	12	1	4	1	2	11

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	358	0	0	274	0	0	648	652	270	646	653	355
Stage 1	-	-	-	-	-	-	279	279	-	371	371	-
Stage 2	-	-	-	-	-	-	370	373	-	276	283	-
Critical Hdwy	4.35	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.31
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.425	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.399
Pot Cap-1 Maneuver	1084	-	-	1301	-	-	386	390	773	387	389	669
Stage 1	-	-	-	-	-	-	732	684	-	654	623	-
Stage 2	-	-	-	-	-	-	655	622	-	735	681	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1084	-	-	1301	-	-	373	385	773	379	384	669
Mov Cap-2 Maneuver	-	-	-	-	-	-	373	385	-	379	384	-
Stage 1	-	-	-	-	-	-	729	680	-	649	619	-
Stage 2	-	-	-	-	-	-	637	617	-	726	678	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.13	0.16	13.73	11.47
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	430	28	-	-	37	-	-	570
HCM Lane V/C Ratio	0.04	0.004	-	-	0.006	-	-	0.025
HCM Ctrl Dly (s/v)	13.7	8.3	0	-	7.8	0	-	11.5
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.1

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	4	267	7	7	346	4	12	1	4	1	2	11
Future Vol, veh/h	4	267	7	7	346	4	12	1	4	1	2	11
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	25	3	50	0	5	0	0	0	0	0	0	11
Mvmt Flow	4	290	8	8	376	4	13	1	4	1	2	12

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	380	0	0	298	0	0	695	698	294	693	700	378
Stage 1	-	-	-	-	-	-	303	303	-	393	393	-
Stage 2	-	-	-	-	-	-	392	396	-	299	307	-
Critical Hdwy	4.35	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.31
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.425	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.399
Pot Cap-1 Maneuver	1063	-	-	1275	-	-	359	367	750	360	366	649
Stage 1	-	-	-	-	-	-	711	667	-	635	609	-
Stage 2	-	-	-	-	-	-	636	608	-	714	665	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1063	-	-	1275	-	-	346	362	750	353	361	649
Mov Cap-2 Maneuver	-	-	-	-	-	-	346	362	-	353	361	-
Stage 1	-	-	-	-	-	-	707	664	-	631	604	-
Stage 2	-	-	-	-	-	-	618	603	-	705	662	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.12	0.15	14.5	11.69
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	398	26	-	-	35	-	-	553
HCM Lane V/C Ratio	0.046	0.004	-	-	0.006	-	-	0.028
HCM Ctrl Dly (s/v)	14.5	8.4	0	-	7.8	0	-	11.7
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.1

Intersection	
Int Delay, s/veh	1.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	4	282	7	18	357	4	12	1	18	1	2	11
Future Vol, veh/h	4	282	7	18	357	4	12	1	18	1	2	11
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	25	3	50	0	5	0	0	0	0	0	0	11
Mvmt Flow	4	307	8	20	388	4	13	1	20	1	2	12

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	392	0	0	314	0	0	747	751	310	745	752	390
Stage 1	-	-	-	-	-	-	319	319	-	429	429	-
Stage 2	-	-	-	-	-	-	428	432	-	316	323	-
Critical Hdwy	4.35	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.31
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.425	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.399
Pot Cap-1 Maneuver	1051	-	-	1258	-	-	331	342	734	333	341	639
Stage 1	-	-	-	-	-	-	697	657	-	608	587	-
Stage 2	-	-	-	-	-	-	609	586	-	700	654	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1051	-	-	1258	-	-	315	334	734	315	333	639
Mov Cap-2 Maneuver	-	-	-	-	-	-	315	334	-	315	333	-
Stage 1	-	-	-	-	-	-	693	653	-	596	576	-
Stage 2	-	-	-	-	-	-	583	574	-	676	651	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.12	0.38	13.2	11.99
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	473	24	-	-	85	-	-	530
HCM Lane V/C Ratio	0.071	0.004	-	-	0.016	-	-	0.029
HCM Ctrl Dly (s/v)	13.2	8.4	0	-	7.9	0	-	12
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.2	0	-	-	0	-	-	0.1

Intersection	
Int Delay, s/veh	6.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	99	116	84	266	321	127
Future Vol, veh/h	99	116	84	266	321	127
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	5	2	6	5	6	3
Mvmt Flow	106	125	90	286	345	137

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	880	413	482	0	-	0
Stage 1	413	-	-	-	-	-
Stage 2	467	-	-	-	-	-
Critical Hdwy	6.45	6.22	4.16	-	-	-
Critical Hdwy Stg 1	5.45	-	-	-	-	-
Critical Hdwy Stg 2	5.45	-	-	-	-	-
Follow-up Hdwy	3.545	3.318	2.254	-	-	-
Pot Cap-1 Maneuver	314	639	1060	-	-	-
Stage 1	661	-	-	-	-	-
Stage 2	625	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	282	639	1060	-	-	-
Mov Cap-2 Maneuver	282	-	-	-	-	-
Stage 1	594	-	-	-	-	-
Stage 2	625	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	25.22	2.09	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	432	-	404	-	-
HCM Lane V/C Ratio	0.085	-	0.573	-	-
HCM Ctrl Dly (s/v)	8.7	0	25.2	-	-
HCM Lane LOS	A	A	D	-	-
HCM 95th %tile Q(veh)	0.3	-	3.5	-	-

Intersection	
Int Delay, s/veh	11.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	107	122	88	344	457	143
Future Vol, veh/h	107	122	88	344	457	143
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	5	2	6	5	6	3
Mvmt Flow	115	131	95	370	491	154

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1127	568	645	0	-	0
Stage 1	568	-	-	-	-	-
Stage 2	559	-	-	-	-	-
Critical Hdwy	6.45	6.22	4.16	-	-	-
Critical Hdwy Stg 1	5.45	-	-	-	-	-
Critical Hdwy Stg 2	5.45	-	-	-	-	-
Follow-up Hdwy	3.545	3.318	2.254	-	-	-
Pot Cap-1 Maneuver	223	522	921	-	-	-
Stage 1	561	-	-	-	-	-
Stage 2	566	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	194	522	921	-	-	-
Mov Cap-2 Maneuver	194	-	-	-	-	-
Stage 1	488	-	-	-	-	-
Stage 2	566	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	59.09	1.91	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	367	-	292	-	-
HCM Lane V/C Ratio	0.103	-	0.844	-	-
HCM Ctrl Dly (s/v)	9.4	0	59.1	-	-
HCM Lane LOS	A	A	F	-	-
HCM 95th %tile Q(veh)	0.3	-	7.2	-	-

Intersection	
Int Delay, s/veh	3.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	107	122	88	344	457	143
Future Vol, veh/h	107	122	88	344	457	143
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	0	-	-	0
Veh in Median Storage, #	1	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	5	2	6	5	6	3
Mvmt Flow	115	131	95	370	491	154

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1051	491	645	0	-	0
Stage 1	491	-	-	-	-	-
Stage 2	559	-	-	-	-	-
Critical Hdwy	6.45	6.22	4.16	-	-	-
Critical Hdwy Stg 1	5.45	-	-	-	-	-
Critical Hdwy Stg 2	5.45	-	-	-	-	-
Follow-up Hdwy	3.545	3.318	2.254	-	-	-
Pot Cap-1 Maneuver	248	577	921	-	-	-
Stage 1	609	-	-	-	-	-
Stage 2	566	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	223	577	921	-	-	-
Mov Cap-2 Maneuver	355	-	-	-	-	-
Stage 1	546	-	-	-	-	-
Stage 2	566	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	16.26	1.91	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	921	-	355	577	-	-
HCM Lane V/C Ratio	0.103	-	0.324	0.227	-	-
HCM Ctrl Dly (s/v)	9.4	-	19.9	13.1	-	-
HCM Lane LOS	A	-	C	B	-	-
HCM 95th %tile Q(veh)	0.3	-	1.4	0.9	-	-

Intersection	
Int Delay, s/veh	15.9

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	118	126	94	344	457	162
Future Vol, veh/h	118	126	94	344	457	162
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	5	2	6	5	6	3
Mvmt Flow	127	135	101	370	491	174

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1151	578	666	0	-	0
Stage 1	578	-	-	-	-	-
Stage 2	572	-	-	-	-	-
Critical Hdwy	6.45	6.22	4.16	-	-	-
Critical Hdwy Stg 1	5.45	-	-	-	-	-
Critical Hdwy Stg 2	5.45	-	-	-	-	-
Follow-up Hdwy	3.545	3.318	2.254	-	-	-
Pot Cap-1 Maneuver	216	515	905	-	-	-
Stage 1	555	-	-	-	-	-
Stage 2	559	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	186	515	905	-	-	-
Mov Cap-2 Maneuver	186	-	-	-	-	-
Stage 1	477	-	-	-	-	-
Stage 2	559	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	81.27	2.03	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	386	-	277	-	-
HCM Lane V/C Ratio	0.112	-	0.946	-	-
HCM Ctrl Dly (s/v)	9.5	0	81.3	-	-
HCM Lane LOS	A	A	F	-	-
HCM 95th %tile Q(veh)	0.4	-	9	-	-

Intersection	
Int Delay, s/veh	3.9

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	118	126	94	344	457	162
Future Vol, veh/h	118	126	94	344	457	162
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	0	-	-	0
Veh in Median Storage, #	1	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	5	2	6	5	6	3
Mvmt Flow	127	135	101	370	491	174

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1063	491	666	0	-	0
Stage 1	491	-	-	-	-	-
Stage 2	572	-	-	-	-	-
Critical Hdwy	6.45	6.22	4.16	-	-	-
Critical Hdwy Stg 1	5.45	-	-	-	-	-
Critical Hdwy Stg 2	5.45	-	-	-	-	-
Follow-up Hdwy	3.545	3.318	2.254	-	-	-
Pot Cap-1 Maneuver	244	577	905	-	-	-
Stage 1	609	-	-	-	-	-
Stage 2	559	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	217	577	905	-	-	-
Mov Cap-2 Maneuver	350	-	-	-	-	-
Stage 1	541	-	-	-	-	-
Stage 2	559	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	16.96	2.03	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	905	-	350	577	-	-
HCM Lane V/C Ratio	0.112	-	0.363	0.235	-	-
HCM Ctrl Dly (s/v)	9.5	-	21	13.1	-	-
HCM Lane LOS	A	-	C	B	-	-
HCM 95th %tile Q(veh)	0.4	-	1.6	0.9	-	-

Intersection	
Int Delay, s/veh	9.8

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	100	134	150	326	349	141
Future Vol, veh/h	100	134	150	326	349	141
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	1	3	7	5	6	2
Mvmt Flow	104	140	156	340	364	147

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1089	437	510	0	-	0
Stage 1	437	-	-	-	-	-
Stage 2	652	-	-	-	-	-
Critical Hdwy	6.41	6.23	4.17	-	-	-
Critical Hdwy Stg 1	5.41	-	-	-	-	-
Critical Hdwy Stg 2	5.41	-	-	-	-	-
Follow-up Hdwy	3.509	3.327	2.263	-	-	-
Pot Cap-1 Maneuver	239	617	1030	-	-	-
Stage 1	653	-	-	-	-	-
Stage 2	520	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	195	617	1030	-	-	-
Mov Cap-2 Maneuver	195	-	-	-	-	-
Stage 1	531	-	-	-	-	-
Stage 2	520	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	44.59	2.87	0
HCM LOS	E		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	567	-	320	-	-
HCM Lane V/C Ratio	0.152	-	0.761	-	-
HCM Ctrl Dly (s/v)	9.1	0	44.6	-	-
HCM Lane LOS	A	A	E	-	-
HCM 95th %tile Q(veh)	0.5	-	5.9	-	-

Intersection	
Int Delay, s/veh	38.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	115	141	158	470	462	153
Future Vol, veh/h	115	141	158	470	462	153
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	1	3	7	5	6	2
Mvmt Flow	121	148	166	495	486	161

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1394	567	647	0	-	0
Stage 1	567	-	-	-	-	-
Stage 2	827	-	-	-	-	-
Critical Hdwy	6.41	6.23	4.17	-	-	-
Critical Hdwy Stg 1	5.41	-	-	-	-	-
Critical Hdwy Stg 2	5.41	-	-	-	-	-
Follow-up Hdwy	3.509	3.327	2.263	-	-	-
Pot Cap-1 Maneuver	157	521	915	-	-	-
Stage 1	570	-	-	-	-	-
Stage 2	431	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	~ 117	521	915	-	-	-
Mov Cap-2 Maneuver	~ 117	-	-	-	-	-
Stage 1	427	-	-	-	-	-
Stage 2	431	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	217.83	2.47	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	453	-	205	-	-
HCM Lane V/C Ratio	0.182	-	1.316	-	-
HCM Ctrl Dly (s/v)	9.8	0	217.8	-	-
HCM Lane LOS	A	A	F	-	-
HCM 95th %tile Q(veh)	0.7	-	14.9	-	-

Notes	
~: Volume exceeds capacity	$: Delay exceeds 300s
+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	4.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	115	141	158	470	462	153
Future Vol, veh/h	115	141	158	470	462	153
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	0	-	-	0
Veh in Median Storage, #	1	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	1	3	7	5	6	2
Mvmt Flow	121	148	166	495	486	161

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1314	486	647	0	-	0
Stage 1	486	-	-	-	-	-
Stage 2	827	-	-	-	-	-
Critical Hdwy	6.41	6.23	4.17	-	-	-
Critical Hdwy Stg 1	5.41	-	-	-	-	-
Critical Hdwy Stg 2	5.41	-	-	-	-	-
Follow-up Hdwy	3.509	3.327	2.263	-	-	-
Pot Cap-1 Maneuver	175	579	915	-	-	-
Stage 1	620	-	-	-	-	-
Stage 2	431	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	144	579	915	-	-	-
Mov Cap-2 Maneuver	278	-	-	-	-	-
Stage 1	508	-	-	-	-	-
Stage 2	431	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	19.76	2.47	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	915	-	278	579	-	-
HCM Lane V/C Ratio	0.182	-	0.436	0.256	-	-
HCM Ctrl Dly (s/v)	9.8	-	27.6	13.3	-	-
HCM Lane LOS	A	-	D	B	-	-
HCM 95th %tile Q(veh)	0.7	-	2.1	1	-	-

Intersection	
Int Delay, s/veh	62.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	137	148	164	470	462	170
Future Vol, veh/h	137	148	164	470	462	170
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	1	3	7	5	6	2
Mvmt Flow	144	156	173	495	486	179

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1416	576	665	0	-	0
Stage 1	576	-	-	-	-	-
Stage 2	840	-	-	-	-	-
Critical Hdwy	6.41	6.23	4.17	-	-	-
Critical Hdwy Stg 1	5.41	-	-	-	-	-
Critical Hdwy Stg 2	5.41	-	-	-	-	-
Follow-up Hdwy	3.509	3.327	2.263	-	-	-
Pot Cap-1 Maneuver	152	515	901	-	-	-
Stage 1	564	-	-	-	-	-
Stage 2	425	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	~ 112	515	901	-	-	-
Mov Cap-2 Maneuver	~ 112	-	-	-	-	-
Stage 1	415	-	-	-	-	-
Stage 2	425	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	$ 334.32	2.57	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	466	-	189	-	-
HCM Lane V/C Ratio	0.192	-	1.591	-	-
HCM Ctrl Dly (s/v)	9.9	0	$ 334.3	-	-
HCM Lane LOS	A	A	F	-	-
HCM 95th %tile Q(veh)	0.7	-	19.7	-	-

Notes	
~: Volume exceeds capacity	$: Delay exceeds 300s
+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	5.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	137	148	164	470	462	170
Future Vol, veh/h	137	148	164	470	462	170
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	0	-	-	0
Veh in Median Storage, #	1	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	1	3	7	5	6	2
Mvmt Flow	144	156	173	495	486	179

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1326	486	665	0	-	0
Stage 1	486	-	-	-	-	-
Stage 2	840	-	-	-	-	-
Critical Hdwy	6.41	6.23	4.17	-	-	-
Critical Hdwy Stg 1	5.41	-	-	-	-	-
Critical Hdwy Stg 2	5.41	-	-	-	-	-
Follow-up Hdwy	3.509	3.327	2.263	-	-	-
Pot Cap-1 Maneuver	172	579	901	-	-	-
Stage 1	620	-	-	-	-	-
Stage 2	425	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	~ 139	579	901	-	-	-
Mov Cap-2 Maneuver	273	-	-	-	-	-
Stage 1	501	-	-	-	-	-
Stage 2	425	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	22.41	2.57	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	901	-	273	579	-	-
HCM Lane V/C Ratio	0.192	-	0.528	0.269	-	-
HCM Ctrl Dly (s/v)	9.9	-	32	13.5	-	-
HCM Lane LOS	A	-	D	B	-	-
HCM 95th %tile Q(veh)	0.7	-	2.9	1.1	-	-

Notes	
~: Volume exceeds capacity	$: Delay exceeds 300s
+: Computation Not Defined	*: All major volume in platoon

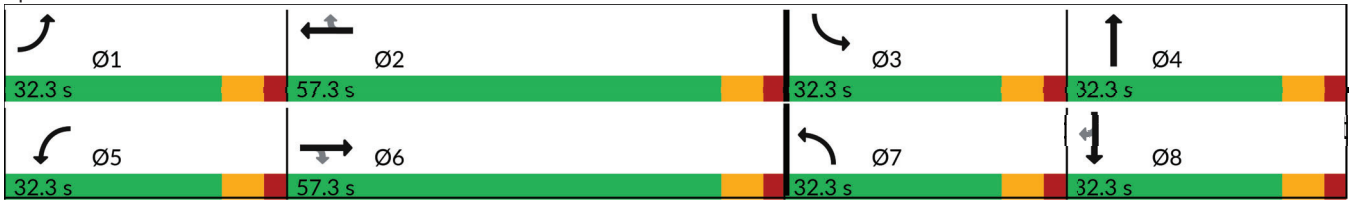
Timings

14: Jenkins Road & Okeechobee Road — Existing - AM

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	82	1314	235	94	829	92	333	89	85	84	141	143
Future Volume (vph)	82	1314	235	94	829	92	333	89	85	84	141	143
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	800		410	500		560	460		0	560		625
Storage Lanes	2		1	1		1	2		0	2		1
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1391			1890			3808			3171	
Travel Time (s)		31.6			43.0			86.5			72.1	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	7%	1%	2%	5%	8%	22%	4%	13%	8%	6%	4%	4%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA		Prot	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases			6			2						8
Detector Phase	1	6	6	5	2	2	7	4		3	8	8
Switch Phase												
Minimum Initial (s)	7.0	12.0	12.0	7.0	12.0	12.0	7.0	7.0		7.0	7.0	7.0
Minimum Split (s)	14.3	38.3	38.3	14.3	46.3	46.3	14.3	59.3		14.3	25.3	25.3
Total Split (s)	32.3	57.3	57.3	32.3	57.3	57.3	32.3	32.3		32.3	32.3	32.3
Total Split (%)	20.9%	37.2%	37.2%	20.9%	37.2%	37.2%	20.9%	20.9%		20.9%	20.9%	20.9%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8		4.8	4.8	4.8
All-Red Time (s)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5		2.5	2.5	2.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	7.3	7.3	7.3	7.3	7.3	7.3	7.3	7.3		7.3	7.3	7.3
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes
Recall Mode	None	Max	Max	None	Max	Max	None	None		None	None	None

Intersection Summary	
Area Type:	Other
Cycle Length: 154.2	
Actuated Cycle Length: 122.6	
Natural Cycle: 135	
Control Type: Actuated-Uncoordinated	

Splits and Phases: 14: Jenkins Road & Okeechobee Road



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	82	1314	235	94	829	92	333	89	85	84	141	143
Future Volume (veh/h)	82	1314	235	94	829	92	333	89	85	84	141	143
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	1796	1885	1870	1826	1781	1574	1841	1707	1781	1811	1841	1841
Adj Flow Rate, veh/h	91	1460	0	104	921	102	370	99	94	93	157	159
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	7	1	2	5	8	22	4	13	8	6	4	4
Cap, veh/h	186	2736		130	2701	588	446	331	285	188	439	196
Arrive On Green	0.06	0.42	0.00	0.07	0.44	0.44	0.13	0.20	0.20	0.06	0.13	0.13
Sat Flow, veh/h	3319	6485	1585	1739	6128	1334	3401	1653	1421	3346	3497	1560
Grp Volume(v), veh/h	91	1460	0	104	921	102	370	97	96	93	157	159
Grp Sat Flow(s),veh/h/ln	1659	1621	1585	1739	1532	1334	1700	1622	1452	1673	1749	1560
Q Serve(g_s), s	3.2	19.9	0.0	7.0	11.7	5.5	12.6	6.0	6.7	3.2	4.9	11.8
Cycle Q Clear(g_c), s	3.2	19.9	0.0	7.0	11.7	5.5	12.6	6.0	6.7	3.2	4.9	11.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.98	1.00		1.00
Lane Grp Cap(c), veh/h	186	2736		130	2701	588	446	325	291	188	439	196
V/C Ratio(X)	0.49	0.53		0.80	0.34	0.17	0.83	0.30	0.33	0.49	0.36	0.81
Avail Cap(c_a), veh/h	700	2736		367	2701	588	717	342	306	706	738	329
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	54.3	25.6	0.0	53.9	21.8	20.1	50.2	40.3	40.6	54.3	47.4	50.5
Incr Delay (d2), s/veh	2.0	0.8	0.0	10.6	0.3	0.6	4.4	0.5	0.7	2.0	0.5	7.9
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(95%),veh/ln	2.5	12.3	0.0	6.2	7.7	3.3	9.5	4.4	4.4	2.5	3.9	8.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	56.3	26.3	0.0	64.5	22.2	20.7	54.6	40.8	41.2	56.3	47.9	58.3
LnGrp LOS	E	C		E	C	C	D	D	D	E	D	E
Approach Vol, veh/h		1551			1127			563			409	
Approach Delay, s/veh		28.1			25.9			50.0			53.9	
Approach LOS		C			C			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.0	59.5	14.0	31.1	16.2	57.3	22.9	22.2
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	25.0	50.0	25.0	25.0	25.0	50.0	25.0	25.0
Max Q Clear Time (g_c+I1), s	5.2	13.7	5.2	8.7	9.0	21.9	14.6	13.8
Green Ext Time (p_c), s	0.2	8.4	0.2	0.9	0.2	13.1	1.0	1.1

Intersection Summary	
HCM 7th Control Delay, s/veh	33.7
HCM 7th LOS	C

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.

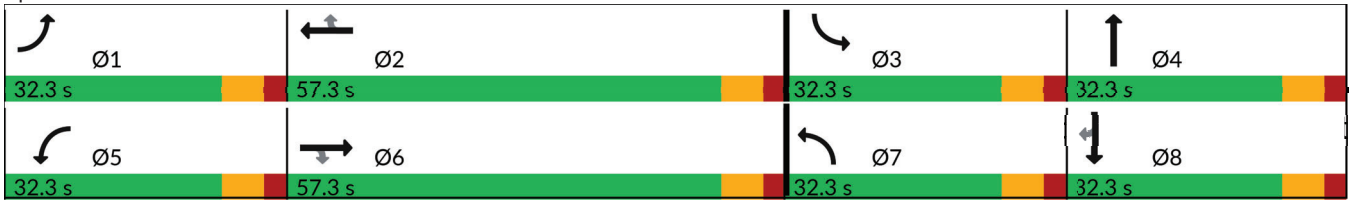
Timings

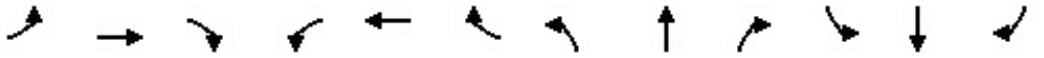
14: Jenkins Road & Okeechobee Road — Background - AM

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	126	1540	290	109	989	105	428	111	120	112	154	213
Future Volume (vph)	126	1540	290	109	989	105	428	111	120	112	154	213
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	800		410	500		560	460		0	560		625
Storage Lanes	2		1	1		1	2		0	2		1
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1391			1890			3808			3171	
Travel Time (s)		31.6			43.0			86.5			72.1	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	7%	1%	2%	5%	8%	22%	4%	13%	8%	6%	4%	4%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA		Prot	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases			6			2						8
Detector Phase	1	6	6	5	2	2	7	4		3	8	8
Switch Phase												
Minimum Initial (s)	7.0	12.0	12.0	7.0	12.0	12.0	7.0	7.0		7.0	7.0	7.0
Minimum Split (s)	14.3	38.3	38.3	14.3	46.3	46.3	14.3	59.3		14.3	25.3	25.3
Total Split (s)	32.3	57.3	57.3	32.3	57.3	57.3	32.3	32.3		32.3	32.3	32.3
Total Split (%)	20.9%	37.2%	37.2%	20.9%	37.2%	37.2%	20.9%	20.9%		20.9%	20.9%	20.9%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8		4.8	4.8	4.8
All-Red Time (s)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5		2.5	2.5	2.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	7.3	7.3	7.3	7.3	7.3	7.3	7.3	7.3		7.3	7.3	7.3
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes
Recall Mode	None	Max	Max	None	Max	Max	None	None		None	None	None

Intersection Summary	
Area Type:	Other
Cycle Length: 154.2	
Actuated Cycle Length: 128.8	
Natural Cycle: 135	
Control Type: Actuated-Uncoordinated	

Splits and Phases: 14: Jenkins Road & Okeechobee Road





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	126	1540	290	109	989	105	428	111	120	112	154	213
Future Volume (veh/h)	126	1540	290	109	989	105	428	111	120	112	154	213
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	1796	1885	1870	1826	1781	1574	1841	1707	1781	1811	1841	1841
Adj Flow Rate, veh/h	140	1711	0	121	1099	117	476	123	133	124	171	237
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	7	1	2	5	8	22	4	13	8	6	4	4
Cap, veh/h	195	2414		146	2437	530	537	443	395	178	588	262
Arrive On Green	0.06	0.37	0.00	0.08	0.40	0.40	0.16	0.27	0.27	0.05	0.17	0.17
Sat Flow, veh/h	3319	6485	1585	1739	6128	1334	3401	1622	1447	3346	3497	1560
Grp Volume(v), veh/h	140	1711	0	121	1099	117	476	123	133	124	171	237
Grp Sat Flow(s),veh/h/ln	1659	1621	1585	1739	1532	1334	1700	1622	1447	1673	1749	1560
Q Serve(g_s), s	5.6	30.2	0.0	9.2	17.7	7.8	18.4	8.0	9.9	4.9	5.7	20.0
Cycle Q Clear(g_c), s	5.6	30.2	0.0	9.2	17.7	7.8	18.4	8.0	9.9	4.9	5.7	20.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	195	2414		146	2437	530	537	443	395	178	588	262
V/C Ratio(X)	0.72	0.71		0.83	0.45	0.22	0.89	0.28	0.34	0.70	0.29	0.90
Avail Cap(c_a), veh/h	618	2414		324	2437	530	633	443	395	623	651	290
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	62.1	35.9	0.0	60.5	29.7	26.7	55.4	38.4	39.1	62.5	48.9	54.8
Incr Delay (d2), s/veh	4.9	1.8	0.0	11.1	0.6	1.0	12.8	0.3	0.5	4.8	0.3	27.9
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(95%),veh/ln	4.5	17.9	0.0	8.0	10.9	4.8	13.7	5.9	6.5	4.0	4.6	15.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	67.0	37.7	0.0	71.6	30.3	27.7	68.1	38.8	39.6	67.3	49.1	82.6
LnGrp LOS	E	D		E	C	C	E	D	D	E	D	F
Approach Vol, veh/h		1851			1337			732			532	
Approach Delay, s/veh		39.9			33.8			58.0			68.3	
Approach LOS		D			C			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.2	60.7	14.5	43.9	18.6	57.3	28.5	29.9
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	25.0	50.0	25.0	25.0	25.0	50.0	25.0	25.0
Max Q Clear Time (g_c+I1), s	7.6	19.7	6.9	11.9	11.2	32.2	20.4	22.0
Green Ext Time (p_c), s	0.4	10.1	0.3	1.2	0.2	11.8	0.8	0.6

Intersection Summary	
HCM 7th Control Delay, s/veh	44.5
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.

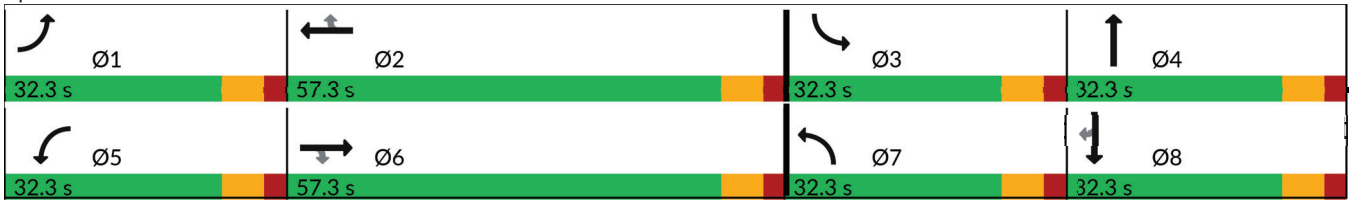
Timings

14: Jenkins Road & Okeechobee Road — Buildout - AM

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	126	1554	297	109	1015	105	441	111	120	112	154	213
Future Volume (vph)	126	1554	297	109	1015	105	441	111	120	112	154	213
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	800		410	500		560	460		0	560		625
Storage Lanes	2		1	1		1	2		0	2		1
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1391			1890			3808			3171	
Travel Time (s)		31.6			43.0			86.5			72.1	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	7%	1%	2%	5%	8%	22%	4%	13%	8%	6%	4%	4%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA		Prot	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases			6			2						8
Detector Phase	1	6	6	5	2	2	7	4		3	8	8
Switch Phase												
Minimum Initial (s)	7.0	12.0	12.0	7.0	12.0	12.0	7.0	7.0		7.0	7.0	7.0
Minimum Split (s)	14.3	38.3	38.3	14.3	46.3	46.3	14.3	59.3		14.3	25.3	25.3
Total Split (s)	32.3	57.3	57.3	32.3	57.3	57.3	32.3	32.3		32.3	32.3	32.3
Total Split (%)	20.9%	37.2%	37.2%	20.9%	37.2%	37.2%	20.9%	20.9%		20.9%	20.9%	20.9%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8		4.8	4.8	4.8
All-Red Time (s)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5		2.5	2.5	2.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	7.3	7.3	7.3	7.3	7.3	7.3	7.3	7.3		7.3	7.3	7.3
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes
Recall Mode	None	Max	Max	None	Max	Max	None	None		None	None	None

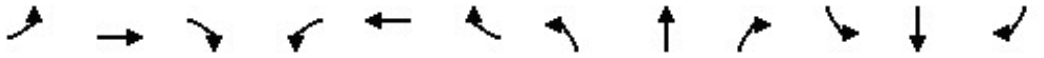
Intersection Summary	
Area Type:	Other
Cycle Length: 154.2	
Actuated Cycle Length: 129.4	
Natural Cycle: 135	
Control Type: Actuated-Uncoordinated	

Splits and Phases: 14: Jenkins Road & Okeechobee Road



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

Buildout - AM



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	126	1554	297	109	1015	105	441	111	120	112	154	213
Future Volume (veh/h)	126	1554	297	109	1015	105	441	111	120	112	154	213
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	1796	1885	1870	1826	1781	1574	1841	1707	1781	1811	1841	1841
Adj Flow Rate, veh/h	140	1727	0	121	1128	117	490	123	133	124	171	237
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	7	1	2	5	8	22	4	13	8	6	4	4
Cap, veh/h	195	2401		146	2424	528	549	448	400	178	587	262
Arrive On Green	0.06	0.37	0.00	0.08	0.40	0.40	0.16	0.28	0.28	0.05	0.17	0.17
Sat Flow, veh/h	3319	6485	1585	1739	6128	1334	3401	1622	1447	3346	3497	1560
Grp Volume(v), veh/h	140	1727	0	121	1128	117	490	123	133	124	171	237
Grp Sat Flow(s),veh/h/ln	1659	1621	1585	1739	1532	1334	1700	1622	1447	1673	1749	1560
Q Serve(g_s), s	5.6	30.9	0.0	9.2	18.4	7.8	19.1	8.0	9.9	4.9	5.8	20.1
Cycle Q Clear(g_c), s	5.6	30.9	0.0	9.2	18.4	7.8	19.1	8.0	9.9	4.9	5.8	20.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	195	2401		146	2424	528	549	448	400	178	587	262
V/C Ratio(X)	0.72	0.72		0.83	0.47	0.22	0.89	0.27	0.33	0.70	0.29	0.90
Avail Cap(c_a), veh/h	614	2401		322	2424	528	630	448	400	619	647	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	62.5	36.5	0.0	60.9	30.2	27.0	55.5	38.3	39.0	62.9	49.1	55.1
Incr Delay (d2), s/veh	4.9	1.9	0.0	11.1	0.6	1.0	13.8	0.3	0.5	4.9	0.3	28.2
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(95%),veh/ln	4.5	18.3	0.0	8.0	11.3	4.8	14.2	5.9	6.5	4.0	4.6	15.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	67.3	38.4	0.0	72.0	30.9	28.0	69.3	38.6	39.4	67.7	49.4	83.4
LnGrp LOS	E	D		E	C	C	E	D	D	E	D	F
Approach Vol, veh/h		1867			1366			746			532	
Approach Delay, s/veh		40.6			34.3			58.9			68.8	
Approach LOS		D			C			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.2	60.7	14.5	44.6	18.7	57.3	29.1	30.0
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	25.0	50.0	25.0	25.0	25.0	50.0	25.0	25.0
Max Q Clear Time (g_c+I1), s	7.6	20.4	6.9	11.9	11.2	32.9	21.1	22.1
Green Ext Time (p_c), s	0.4	10.3	0.3	1.2	0.2	11.6	0.7	0.6

Intersection Summary	
HCM 7th Control Delay, s/veh	45.0
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.

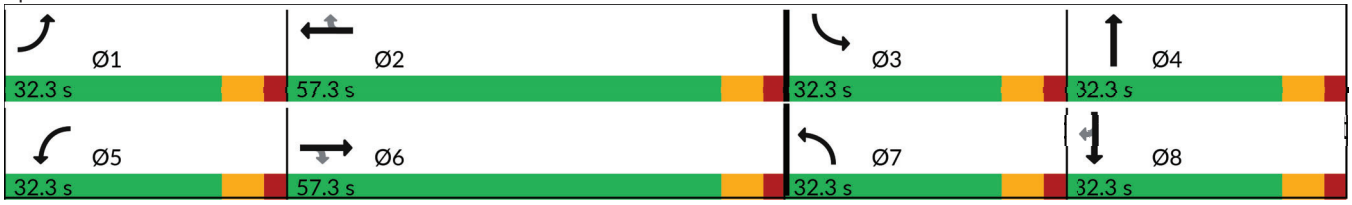
Timings

14: Jenkins Road & Okeechobee Road — Existing - PM

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	126	1154	285	115	1264	160	321	95	79	176	148	142
Future Volume (vph)	126	1154	285	115	1264	160	321	95	79	176	148	142
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	800		410	500		560	460		0	560		625
Storage Lanes	2		1	1		1	2		0	2		1
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1391			1890			3808			3171	
Travel Time (s)		31.6			43.0			86.5			72.1	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	10%	3%	6%	4%	2%	4%	6%	9%	15%	3%	5%	11%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA		Prot	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases			6			2						8
Detector Phase	1	6	6	5	2	2	7	4		3	8	8
Switch Phase												
Minimum Initial (s)	7.0	12.0	12.0	7.0	12.0	12.0	7.0	7.0		7.0	7.0	7.0
Minimum Split (s)	14.3	38.3	38.3	14.3	46.3	46.3	14.3	59.3		14.3	25.3	25.3
Total Split (s)	32.3	57.3	57.3	32.3	57.3	57.3	32.3	32.3		32.3	32.3	32.3
Total Split (%)	20.9%	37.2%	37.2%	20.9%	37.2%	37.2%	20.9%	20.9%		20.9%	20.9%	20.9%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8		4.8	4.8	4.8
All-Red Time (s)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5		2.5	2.5	2.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	7.3	7.3	7.3	7.3	7.3	7.3	7.3	7.3		7.3	7.3	7.3
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes
Recall Mode	None	Max	Max	None	Max	Max	None	None		None	None	None

Intersection Summary	
Area Type:	Other
Cycle Length: 154.2	
Actuated Cycle Length: 122.8	
Natural Cycle: 135	
Control Type: Actuated-Uncoordinated	

Splits and Phases: 14: Jenkins Road & Okeechobee Road



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	126	1154	285	115	1264	160	321	95	79	176	148	142
Future Volume (veh/h)	126	1154	285	115	1264	160	321	95	79	176	148	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	1752	1856	1811	1841	1870	1841	1811	1767	1678	1856	1826	1737
Adj Flow Rate, veh/h	133	1215	0	121	1331	168	338	100	83	185	156	149
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	10	3	6	4	2	4	6	9	15	3	5	11
Cap, veh/h	193	2688		149	2875	697	412	316	240	253	432	183
Arrive On Green	0.06	0.42	0.00	0.09	0.45	0.45	0.12	0.17	0.17	0.07	0.12	0.12
Sat Flow, veh/h	3237	6383	1535	1753	6434	1560	3346	1817	1379	3428	3469	1472
Grp Volume(v), veh/h	133	1215	0	121	1331	168	338	92	91	185	156	149
Grp Sat Flow(s),veh/h/ln	1618	1596	1535	1753	1609	1560	1673	1678	1518	1714	1735	1472
Q Serve(g_s), s	4.8	16.2	0.0	8.1	17.1	7.9	11.7	5.7	6.3	6.3	4.9	11.7
Cycle Q Clear(g_c), s	4.8	16.2	0.0	8.1	17.1	7.9	11.7	5.7	6.3	6.3	4.9	11.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.91	1.00		1.00
Lane Grp Cap(c), veh/h	193	2688		149	2875	697	412	292	264	253	432	183
V/C Ratio(X)	0.69	0.45		0.81	0.46	0.24	0.82	0.31	0.35	0.73	0.36	0.81
Avail Cap(c_a), veh/h	682	2688		369	2875	697	705	353	320	722	731	310
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	54.8	24.6	0.0	53.4	22.9	20.4	50.8	42.9	43.1	53.8	47.6	50.6
Incr Delay (d2), s/veh	4.4	0.6	0.0	10.0	0.5	0.8	4.1	0.6	0.8	4.0	0.5	8.4
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(95%),veh/ln	3.7	10.3	0.0	7.1	10.7	5.5	8.8	4.3	4.4	5.1	3.9	8.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	59.1	25.1	0.0	63.4	23.4	21.2	54.9	43.5	43.9	57.8	48.1	59.0
LnGrp LOS	E	C		E	C	C	D	D	D	E	D	E
Approach Vol, veh/h		1348			1620			521			490	
Approach Delay, s/veh		28.5			26.2			50.9			55.1	
Approach LOS		C			C			D			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.4	60.3	16.1	27.9	17.4	57.3	21.9	22.1
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	25.0	50.0	25.0	25.0	25.0	50.0	25.0	25.0
Max Q Clear Time (g_c+I1), s	6.8	19.1	8.3	8.3	10.1	18.2	13.7	13.7
Green Ext Time (p_c), s	0.4	13.0	0.5	0.9	0.2	10.9	0.9	1.1

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.

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

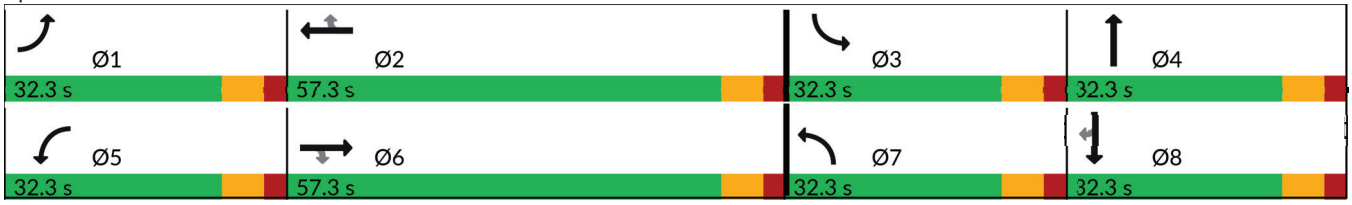
Timings

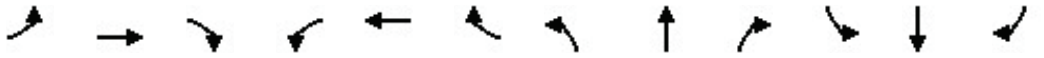
14: Jenkins Road & Okeechobee Road — Background - PM

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	206	1350	383	153	1500	193	402	111	102	201	173	206
Future Volume (vph)	206	1350	383	153	1500	193	402	111	102	201	173	206
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	800		410	500		560	460		0	560		625
Storage Lanes	2		1	1		1	2		0	2		1
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1391			1890			3808			3171	
Travel Time (s)		31.6			43.0			86.5			72.1	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	10%	3%	6%	4%	2%	4%	6%	9%	15%	3%	5%	11%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA		Prot	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases			6			2						8
Detector Phase	1	6	6	5	2	2	7	4		3	8	8
Switch Phase												
Minimum Initial (s)	7.0	12.0	12.0	7.0	12.0	12.0	7.0	7.0		7.0	7.0	7.0
Minimum Split (s)	14.3	38.3	38.3	14.3	46.3	46.3	14.3	59.3		14.3	25.3	25.3
Total Split (s)	32.3	57.3	57.3	32.3	57.3	57.3	32.3	32.3		32.3	32.3	32.3
Total Split (%)	20.9%	37.2%	37.2%	20.9%	37.2%	37.2%	20.9%	20.9%		20.9%	20.9%	20.9%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8		4.8	4.8	4.8
All-Red Time (s)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5		2.5	2.5	2.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	7.3	7.3	7.3	7.3	7.3	7.3	7.3	7.3		7.3	7.3	7.3
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes
Recall Mode	None	Max	Max	None	Max	Max	None	None		None	None	None

Intersection Summary	
Area Type:	Other
Cycle Length: 154.2	
Actuated Cycle Length: 131.4	
Natural Cycle: 135	
Control Type: Actuated-Uncoordinated	

Splits and Phases: 14: Jenkins Road & Okeechobee Road





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	206	1350	383	153	1500	193	402	111	102	201	173	206
Future Volume (veh/h)	206	1350	383	153	1500	193	402	111	102	201	173	206
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	1752	1856	1811	1841	1870	1841	1811	1767	1678	1856	1826	1737
Adj Flow Rate, veh/h	217	1421	0	161	1579	203	423	117	107	212	182	217
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	10	3	6	4	2	4	6	9	15	3	5	11
Cap, veh/h	275	2354		188	2515	610	485	397	332	273	569	241
Arrive On Green	0.08	0.37	0.00	0.11	0.39	0.39	0.14	0.23	0.23	0.08	0.16	0.16
Sat Flow, veh/h	3237	6383	1535	1753	6434	1560	3346	1733	1451	3428	3469	1472
Grp Volume(v), veh/h	217	1421	0	161	1579	203	423	113	111	212	182	217
Grp Sat Flow(s),veh/h/ln	1618	1596	1535	1753	1609	1560	1673	1678	1506	1714	1735	1472
Q Serve(g_s), s	8.9	24.5	0.0	12.2	26.9	12.4	16.8	7.5	8.3	8.2	6.3	19.6
Cycle Q Clear(g_c), s	8.9	24.5	0.0	12.2	26.9	12.4	16.8	7.5	8.3	8.2	6.3	19.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.96	1.00		1.00
Lane Grp Cap(c), veh/h	275	2354		188	2515	610	485	385	345	273	569	241
V/C Ratio(X)	0.79	0.60		0.86	0.63	0.33	0.87	0.29	0.32	0.78	0.32	0.90
Avail Cap(c_a), veh/h	597	2354		323	2515	610	617	385	345	632	640	271
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	60.8	34.7	0.0	59.5	33.3	28.9	56.7	43.2	43.5	61.2	50.0	55.6
Incr Delay (d2), s/veh	5.0	1.2	0.0	10.7	1.2	1.5	10.8	0.4	0.5	4.7	0.3	28.1
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(95%),veh/ln	7.0	14.8	0.0	10.0	16.1	8.6	12.4	5.8	5.7	6.8	5.0	14.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	65.9	35.9	0.0	70.3	34.5	30.4	67.6	43.6	44.0	65.9	50.3	83.7
LnGrp LOS	E	D		E	C	C	E	D	D	E	D	F
Approach Vol, veh/h		1638			1943			647			611	
Approach Delay, s/veh		39.9			37.1			59.4			67.6	
Approach LOS		D			D			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	18.8	60.3	18.1	38.4	21.8	57.3	26.9	29.5
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	25.0	50.0	25.0	25.0	25.0	50.0	25.0	25.0
Max Q Clear Time (g_c+I1), s	10.9	28.9	10.2	10.3	14.2	26.5	18.8	21.6
Green Ext Time (p_c), s	0.6	13.0	0.6	1.1	0.3	11.6	0.9	0.6

Intersection Summary	
HCM 7th Control Delay, s/veh	44.8
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.

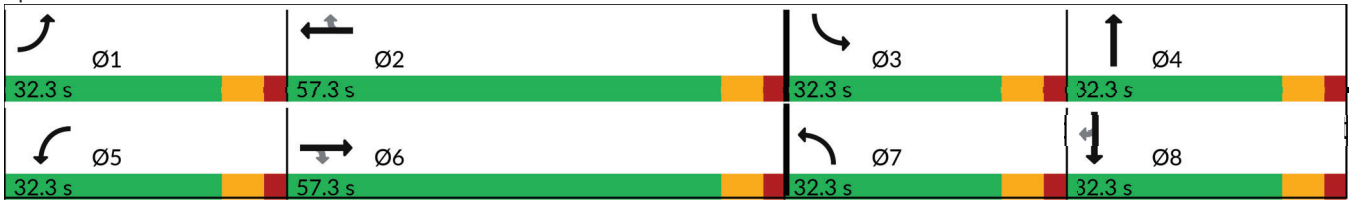
Timings

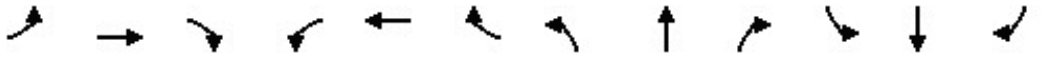
14: Jenkins Road & Okeechobee Road — Buildout - PM

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	206	1379	397	153	1522	193	413	111	102	201	173	206
Future Volume (vph)	206	1379	397	153	1522	193	413	111	102	201	173	206
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	800		410	500		560	460		0	560		625
Storage Lanes	2		1	1		1	2		0	2		1
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1391			1890			3808			3171	
Travel Time (s)		31.6			43.0			86.5			72.1	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	10%	3%	6%	4%	2%	4%	6%	9%	15%	3%	5%	11%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA		Prot	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases			6			2						8
Detector Phase	1	6	6	5	2	2	7	4		3	8	8
Switch Phase												
Minimum Initial (s)	7.0	12.0	12.0	7.0	12.0	12.0	7.0	7.0		7.0	7.0	7.0
Minimum Split (s)	14.3	38.3	38.3	14.3	46.3	46.3	14.3	59.3		14.3	25.3	25.3
Total Split (s)	32.3	57.3	57.3	32.3	57.3	57.3	32.3	32.3		32.3	32.3	32.3
Total Split (%)	20.9%	37.2%	37.2%	20.9%	37.2%	37.2%	20.9%	20.9%		20.9%	20.9%	20.9%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8		4.8	4.8	4.8
All-Red Time (s)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5		2.5	2.5	2.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	7.3	7.3	7.3	7.3	7.3	7.3	7.3	7.3		7.3	7.3	7.3
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes
Recall Mode	None	Max	Max	None	Max	Max	None	None		None	None	None

Intersection Summary	
Area Type:	Other
Cycle Length: 154.2	
Actuated Cycle Length: 131.9	
Natural Cycle: 135	
Control Type: Actuated-Uncoordinated	

Splits and Phases: 14: Jenkins Road & Okeechobee Road





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	206	1379	397	153	1522	193	413	111	102	201	173	206
Future Volume (veh/h)	206	1379	397	153	1522	193	413	111	102	201	173	206
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	1752	1856	1811	1841	1870	1841	1811	1767	1678	1856	1826	1737
Adj Flow Rate, veh/h	217	1452	0	161	1602	203	435	117	107	212	182	217
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	10	3	6	4	2	4	6	9	15	3	5	11
Cap, veh/h	275	2342		187	2503	607	496	403	337	273	568	241
Arrive On Green	0.08	0.37	0.00	0.11	0.39	0.39	0.15	0.23	0.23	0.08	0.16	0.16
Sat Flow, veh/h	3237	6383	1535	1753	6434	1560	3346	1733	1451	3428	3469	1472
Grp Volume(v), veh/h	217	1452	0	161	1602	203	435	113	111	212	182	217
Grp Sat Flow(s),veh/h/ln	1618	1596	1535	1753	1609	1560	1673	1678	1506	1714	1735	1472
Q Serve(g_s), s	9.0	25.4	0.0	12.3	27.6	12.5	17.3	7.5	8.3	8.3	6.3	19.7
Cycle Q Clear(g_c), s	9.0	25.4	0.0	12.3	27.6	12.5	17.3	7.5	8.3	8.3	6.3	19.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.96	1.00		1.00
Lane Grp Cap(c), veh/h	275	2342		187	2503	607	496	390	350	273	568	241
V/C Ratio(X)	0.79	0.62		0.86	0.64	0.33	0.88	0.29	0.32	0.78	0.32	0.90
Avail Cap(c_a), veh/h	594	2342		322	2503	607	614	390	350	629	636	270
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	61.2	35.4	0.0	59.8	33.9	29.2	56.8	43.1	43.4	61.5	50.3	55.9
Incr Delay (d2), s/veh	5.1	1.2	0.0	10.8	1.3	1.5	11.7	0.4	0.5	4.7	0.3	28.5
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(95%),veh/ln	7.0	15.3	0.0	10.1	16.5	8.6	12.8	5.8	5.7	6.8	5.0	14.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	66.2	36.6	0.0	70.7	35.1	30.7	68.5	43.5	43.9	66.3	50.6	84.4
LnGrp LOS	E	D		E	D	C	E	D	D	E	D	F
Approach Vol, veh/h		1669			1966			659			611	
Approach Delay, s/veh		40.5			37.6			60.1			68.0	
Approach LOS		D			D			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	18.9	60.3	18.2	39.0	21.9	57.3	27.5	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	25.0	50.0	25.0	25.0	25.0	50.0	25.0	25.0
Max Q Clear Time (g_c+I1), s	11.0	29.6	10.3	10.3	14.3	27.4	19.3	21.7
Green Ext Time (p_c), s	0.6	12.9	0.6	1.1	0.3	11.6	0.8	0.6

Intersection Summary	
HCM 7th Control Delay, s/veh	45.4
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.

Intersection	
Int Delay, s/veh	10.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	7	519	19	6	401	15
Future Vol, veh/h	7	519	19	6	401	15
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	3	0	0	4	7
Mvmt Flow	8	558	20	6	431	16

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	902	24	0	0	27	0
Stage 1	24	-	-	-	-	-
Stage 2	878	-	-	-	-	-
Critical Hdwy	6.4	6.23	-	-	4.14	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.327	-	-	2.236	-
Pot Cap-1 Maneuver	311	1050	-	-	1574	-
Stage 1	1004	-	-	-	-	-
Stage 2	410	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	225	1050	-	-	1574	-
Mov Cap-2 Maneuver	225	-	-	-	-	-
Stage 1	1004	-	-	-	-	-
Stage 2	296	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	13.16	0	7.85
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	1001	1560	-
HCM Lane V/C Ratio	-	-	0.565	0.274	-
HCM Ctrl Dly (s/v)	-	-	13.2	8.1	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	3.7	1.1	-

Timings

15: Jenkins Road & Edwards Road — Background - AM

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	7	632	24	6	494	27
Future Volume (vph)	7	632	24	6	494	27
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%		0%			0%
Storage Length (ft)	0	0		0	0	
Storage Lanes	1	1		0	1	
Taper Length (ft)	25				25	
Right Turn on Red		Yes		Yes		
Link Speed (mph)	30		30			30
Link Distance (ft)	2544		1091			3808
Travel Time (s)	57.8		24.8			86.5
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	3%	0%	0%	4%	7%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Shared Lane Traffic (%)						
Turn Type	Prot	pm+ov	NA		pm+pt	NA
Protected Phases	8	1	2		1	6
Permitted Phases		8			6	
Detector Phase	8	1	2		1	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0		5.0	5.0
Minimum Split (s)	23.5	10.5	23.5		10.5	23.5
Total Split (s)	23.5	18.0	23.5		18.0	41.5
Total Split (%)	36.2%	27.7%	36.2%		27.7%	63.8%
Yellow Time (s)	3.5	3.5	3.5		3.5	3.5
All-Red Time (s)	2.0	2.0	2.0		2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	5.5	5.5	5.5		5.5	5.5
Lead/Lag		Lead	Lag		Lead	
Lead-Lag Optimize?		Yes	Yes		Yes	
Recall Mode	None	None	Max		None	Max

Intersection Summary	
Area Type:	Other
Cycle Length: 65	
Actuated Cycle Length: 43.9	
Natural Cycle: 65	
Control Type: Actuated-Uncoordinated	

Splits and Phases: 15: Jenkins Road & Edwards Road

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	7	632	24	6	494	27
Future Volume (veh/h)	7	632	24	6	494	27
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	1900	1856	1900	1900	1841	1796
Adj Flow Rate, veh/h	8	680	26	6	531	29
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	3	0	0	4	7
Cap, veh/h	501	738	414	95	806	995
Arrive On Green	0.28	0.28	0.28	0.28	0.19	0.55
Sat Flow, veh/h	1810	1572	1493	345	1753	1796
Grp Volume(v), veh/h	8	680	0	32	531	29
Grp Sat Flow(s),veh/h/ln	1810	1572	0	1838	1753	1796
Q Serve(g_s), s	0.2	18.0	0.0	0.8	12.5	0.5
Cycle Q Clear(g_c), s	0.2	18.0	0.0	0.8	12.5	0.5
Prop In Lane	1.00	1.00		0.19	1.00	
Lane Grp Cap(c), veh/h	501	738	0	509	806	995
V/C Ratio(X)	0.02	0.92	0.00	0.06	0.66	0.03
Avail Cap(c_a), veh/h	501	738	0	509	806	995
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	17.1	16.1	0.0	17.3	12.0	6.6
Incr Delay (d2), s/veh	0.0	17.0	0.0	0.2	2.0	0.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.1	17.0	0.0	0.7	8.8	0.3
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	17.1	33.1	0.0	17.5	14.0	6.6
LnGrp LOS	B	C		B	B	A
Approach Vol, veh/h	688		32			560
Approach Delay, s/veh	32.9		17.5			13.6
Approach LOS	C		B			B

Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	18.0	23.5				41.5	23.5
Change Period (Y+Rc), s	5.5	5.5				5.5	5.5
Max Green Setting (Gmax), s	12.5	18.0				36.0	18.0
Max Q Clear Time (g_c+I1), s	14.5	2.8				2.5	20.0
Green Ext Time (p_c), s	0.0	0.1				0.1	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	24.1
HCM 7th LOS	C

Timings

15: Jenkins Road & Edwards Road — Buildout - AM

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	7	645	24	6	501	27
Future Volume (vph)	7	645	24	6	501	27
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%		0%			0%
Storage Length (ft)	0	0		0	0	
Storage Lanes	1	1		0	1	
Taper Length (ft)	25				25	
Right Turn on Red		Yes		Yes		
Link Speed (mph)	30		30			30
Link Distance (ft)	2544		1091			3808
Travel Time (s)	57.8		24.8			86.5
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	3%	0%	0%	4%	7%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Shared Lane Traffic (%)						
Turn Type	Prot	pm+ov	NA		pm+pt	NA
Protected Phases	8	1	2		1	6
Permitted Phases		8			6	
Detector Phase	8	1	2		1	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0		5.0	5.0
Minimum Split (s)	23.5	10.5	23.5		10.5	23.5
Total Split (s)	23.5	18.0	23.5		18.0	41.5
Total Split (%)	36.2%	27.7%	36.2%		27.7%	63.8%
Yellow Time (s)	3.5	3.5	3.5		3.5	3.5
All-Red Time (s)	2.0	2.0	2.0		2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	5.5	5.5	5.5		5.5	5.5
Lead/Lag		Lead	Lag		Lead	
Lead-Lag Optimize?		Yes	Yes		Yes	
Recall Mode	None	None	Max		None	Max

Intersection Summary	
Area Type:	Other
Cycle Length: 65	
Actuated Cycle Length: 43.9	
Natural Cycle: 65	
Control Type: Actuated-Uncoordinated	

Splits and Phases: 15: Jenkins Road & Edwards Road

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	7	645	24	6	501	27
Future Volume (veh/h)	7	645	24	6	501	27
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	1900	1856	1900	1900	1841	1796
Adj Flow Rate, veh/h	8	694	26	6	539	29
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	3	0	0	4	7
Cap, veh/h	501	738	414	95	806	995
Arrive On Green	0.28	0.28	0.28	0.28	0.19	0.55
Sat Flow, veh/h	1810	1572	1493	345	1753	1796
Grp Volume(v), veh/h	8	694	0	32	539	29
Grp Sat Flow(s),veh/h/ln	1810	1572	0	1838	1753	1796
Q Serve(g_s), s	0.2	18.0	0.0	0.8	12.5	0.5
Cycle Q Clear(g_c), s	0.2	18.0	0.0	0.8	12.5	0.5
Prop In Lane	1.00	1.00		0.19	1.00	
Lane Grp Cap(c), veh/h	501	738	0	509	806	995
V/C Ratio(X)	0.02	0.94	0.00	0.06	0.67	0.03
Avail Cap(c_a), veh/h	501	738	0	509	806	995
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	17.1	16.4	0.0	17.3	12.2	6.6
Incr Delay (d2), s/veh	0.0	20.0	0.0	0.2	2.1	0.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.1	18.2	0.0	0.7	9.0	0.3
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	17.1	36.4	0.0	17.5	14.3	6.6
LnGrp LOS	B	D		B	B	A
Approach Vol, veh/h	702		32			568
Approach Delay, s/veh	36.2		17.5			13.9
Approach LOS	D		B			B

Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	18.0	23.5				41.5	23.5
Change Period (Y+Rc), s	5.5	5.5				5.5	5.5
Max Green Setting (Gmax), s	12.5	18.0				36.0	18.0
Max Q Clear Time (g_c+I1), s	14.5	2.8				2.5	20.0
Green Ext Time (p_c), s	0.0	0.1				0.1	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	26.0
HCM 7th LOS	C

Intersection	
Int Delay, s/veh	10.7

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	18	440	35	9	518	23
Future Vol, veh/h	18	440	35	9	518	23
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	6	5	0	0	4	0
Mvmt Flow	18	449	36	9	529	23

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1121	40	0	0	45	0
Stage 1	40	-	-	-	-	-
Stage 2	1081	-	-	-	-	-
Critical Hdwy	6.46	6.25	-	-	4.14	-
Critical Hdwy Stg 1	5.46	-	-	-	-	-
Critical Hdwy Stg 2	5.46	-	-	-	-	-
Follow-up Hdwy	3.554	3.345	-	-	2.236	-
Pot Cap-1 Maneuver	224	1022	-	-	1550	-
Stage 1	972	-	-	-	-	-
Stage 2	320	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	147	1022	-	-	1550	-
Mov Cap-2 Maneuver	147	-	-	-	-	-
Stage 1	972	-	-	-	-	-
Stage 2	209	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	14.83	0	8.16
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	828	1530	-
HCM Lane V/C Ratio	-	-	0.564	0.341	-
HCM Ctrl Dly (s/v)	-	-	14.8	8.5	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	3.6	1.5	-

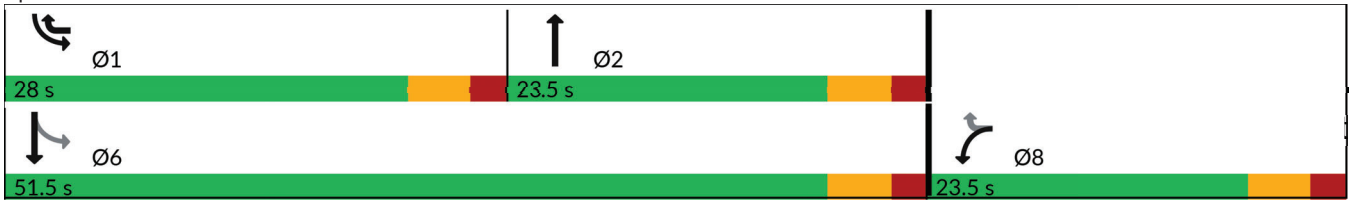
Timings

15: Jenkins Road & Edwards Road — Background - PM

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	19	558	48	9	645	30
Future Volume (vph)	19	558	48	9	645	30
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%		0%			0%
Storage Length (ft)	0	0		0	0	
Storage Lanes	1	1		0	1	
Taper Length (ft)	25				25	
Right Turn on Red		Yes		Yes		
Link Speed (mph)	30		30			30
Link Distance (ft)	2544		1091			3808
Travel Time (s)	57.8		24.8			86.5
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	6%	5%	0%	0%	4%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Shared Lane Traffic (%)						
Turn Type	Prot	pm+ov	NA		pm+pt	NA
Protected Phases	8	1	2		1	6
Permitted Phases		8			6	
Detector Phase	8	1	2		1	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0		5.0	5.0
Minimum Split (s)	23.5	10.5	23.5		10.5	23.5
Total Split (s)	23.5	28.0	23.5		28.0	51.5
Total Split (%)	31.3%	37.3%	31.3%		37.3%	68.7%
Yellow Time (s)	3.5	3.5	3.5		3.5	3.5
All-Red Time (s)	2.0	2.0	2.0		2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	5.5	5.5	5.5		5.5	5.5
Lead/Lag		Lead	Lag		Lead	
Lead-Lag Optimize?		Yes	Yes		Yes	
Recall Mode	None	None	Max		None	Max

Intersection Summary	
Area Type:	Other
Cycle Length: 75	
Actuated Cycle Length: 54.1	
Natural Cycle: 75	
Control Type: Actuated-Uncoordinated	

Splits and Phases: 15: Jenkins Road & Edwards Road



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	19	558	48	9	645	30
Future Volume (veh/h)	19	558	48	9	645	30
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	1811	1826	1900	1900	1841	1900
Adj Flow Rate, veh/h	20	587	51	9	679	32
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	6	5	0	0	4	0
Cap, veh/h	414	836	377	67	905	1165
Arrive On Green	0.24	0.24	0.24	0.24	0.30	0.61
Sat Flow, veh/h	1725	1547	1573	278	1753	1900
Grp Volume(v), veh/h	20	587	0	60	679	32
Grp Sat Flow(s),veh/h/ln	1725	1547	0	1850	1753	1900
Q Serve(g_s), s	0.7	18.0	0.0	1.9	20.5	0.5
Cycle Q Clear(g_c), s	0.7	18.0	0.0	1.9	20.5	0.5
Prop In Lane	1.00	1.00		0.15	1.00	
Lane Grp Cap(c), veh/h	414	836	0	444	905	1165
V/C Ratio(X)	0.05	0.70	0.00	0.14	0.75	0.03
Avail Cap(c_a), veh/h	414	836	0	444	905	1165
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	21.9	12.8	0.0	22.4	11.7	5.7
Incr Delay (d2), s/veh	0.0	2.7	0.0	0.6	3.5	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.5	11.3	0.0	1.6	12.2	0.3
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	22.0	15.4	0.0	23.0	15.2	5.7
LnGrp LOS	C	B		C	B	A
Approach Vol, veh/h	607		60			711
Approach Delay, s/veh	15.7		23.0			14.8
Approach LOS	B		C			B

Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	28.0	23.5			51.5	23.5
Change Period (Y+Rc), s	5.5	5.5			5.5	5.5
Max Green Setting (Gmax), s	22.5	18.0			46.0	18.0
Max Q Clear Time (g_c+I1), s	22.5	3.9			2.5	20.0
Green Ext Time (p_c), s	0.0	0.2			0.1	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	15.5
HCM 7th LOS	B

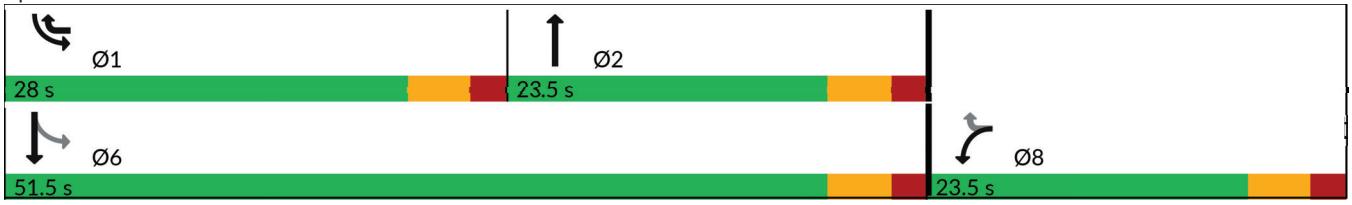
Timings

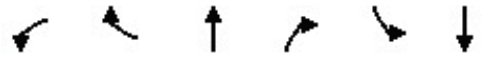
15: Jenkins Road & Edwards Road — Buildout - PM

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	19	569	48	9	659	30
Future Volume (vph)	19	569	48	9	659	30
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%		0%			0%
Storage Length (ft)	0	0		0	0	
Storage Lanes	1	1		0	1	
Taper Length (ft)	25				25	
Right Turn on Red		Yes		Yes		
Link Speed (mph)	30		30			30
Link Distance (ft)	2544		1091			3808
Travel Time (s)	57.8		24.8			86.5
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	6%	5%	0%	0%	4%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Shared Lane Traffic (%)						
Turn Type	Prot	pm+ov	NA		pm+pt	NA
Protected Phases	8	1	2		1	6
Permitted Phases		8			6	
Detector Phase	8	1	2		1	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0		5.0	5.0
Minimum Split (s)	23.5	10.5	23.5		10.5	23.5
Total Split (s)	23.5	28.0	23.5		28.0	51.5
Total Split (%)	31.3%	37.3%	31.3%		37.3%	68.7%
Yellow Time (s)	3.5	3.5	3.5		3.5	3.5
All-Red Time (s)	2.0	2.0	2.0		2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	5.5	5.5	5.5		5.5	5.5
Lead/Lag		Lead	Lag		Lead	
Lead-Lag Optimize?		Yes	Yes		Yes	
Recall Mode	None	None	Max		None	Max

Intersection Summary	
Area Type:	Other
Cycle Length: 75	
Actuated Cycle Length: 54.1	
Natural Cycle: 75	
Control Type: Actuated-Uncoordinated	

Splits and Phases: 15: Jenkins Road & Edwards Road





Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	19	569	48	9	659	30
Future Volume (veh/h)	19	569	48	9	659	30
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	1811	1826	1900	1900	1841	1900
Adj Flow Rate, veh/h	20	599	51	9	694	32
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	6	5	0	0	4	0
Cap, veh/h	414	836	377	67	905	1165
Arrive On Green	0.24	0.24	0.24	0.24	0.30	0.61
Sat Flow, veh/h	1725	1547	1573	278	1753	1900
Grp Volume(v), veh/h	20	599	0	60	694	32
Grp Sat Flow(s),veh/h/ln	1725	1547	0	1850	1753	1900
Q Serve(g_s), s	0.7	18.0	0.0	1.9	21.3	0.5
Cycle Q Clear(g_c), s	0.7	18.0	0.0	1.9	21.3	0.5
Prop In Lane	1.00	1.00		0.15	1.00	
Lane Grp Cap(c), veh/h	414	836	0	444	905	1165
V/C Ratio(X)	0.05	0.72	0.00	0.14	0.77	0.03
Avail Cap(c_a), veh/h	414	836	0	444	905	1165
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	21.9	12.9	0.0	22.4	11.9	5.7
Incr Delay (d2), s/veh	0.0	3.0	0.0	0.6	4.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.5	11.6	0.0	1.6	12.7	0.3
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	22.0	15.9	0.0	23.0	15.9	5.7
LnGrp LOS	C	B		C	B	A
Approach Vol, veh/h	619		60			726
Approach Delay, s/veh	16.1		23.0			15.4
Approach LOS	B		C			B

Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	28.0	23.5				51.5	23.5
Change Period (Y+Rc), s	5.5	5.5				5.5	5.5
Max Green Setting (Gmax), s	22.5	18.0				46.0	18.0
Max Q Clear Time (g_c+I1), s	23.3	3.9				2.5	20.0
Green Ext Time (p_c), s	0.0	0.2				0.1	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	16.0
HCM 7th LOS	B

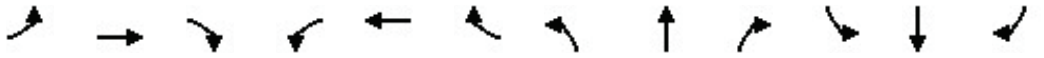
Timings

16: Jenkins Rd & Orange Ave — Existing - AM

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	18	766	92	100	736	44	99	24	95	23	10	24
Future Volume (vph)	18	766	92	100	736	44	99	24	95	23	10	24
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	330		280	290		310	280		210	190		300
Storage Lanes	1		1	1		1	1		1	1		1
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		2091			1008			698			518	
Travel Time (s)		31.7			15.3			15.9			11.8	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	24%	7%	12%	7%	9%	12%	7%	17%	5%	23%	20%	35%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases	6		6	2		2	4		4	8		8
Detector Phase	1	6	6	5	2	2	7	4	4	3	8	8
Switch Phase												
Minimum Initial (s)	7.0	11.0	11.0	7.0	11.0	11.0	6.0	12.0	12.0	7.0	12.0	12.0
Minimum Split (s)	12.3	16.3	16.3	12.3	16.3	16.3	11.3	17.3	17.3	13.3	17.3	17.3
Total Split (s)	17.3	50.3	50.3	17.3	50.3	50.3	16.3	23.3	23.3	17.3	23.3	23.3
Total Split (%)	16.0%	46.5%	46.5%	16.0%	46.5%	46.5%	15.1%	21.5%	21.5%	16.0%	21.5%	21.5%
Yellow Time (s)	4.3	4.3	4.3	4.3	4.3	4.3	4.3	4.3	4.3	4.3	4.3	4.3
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.3	5.3	5.3	5.3	5.3	5.3	5.3	5.3	5.3	5.3	5.3	5.3
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Max	Max	None	Max	Max	None	None	None	None	None	None

Intersection Summary	
Area Type:	Other
Cycle Length: 108.2	
Actuated Cycle Length: 85.2	
Natural Cycle: 65	
Control Type: Actuated-Uncoordinated	

Splits and Phases: 16: Jenkins Rd & Orange Ave



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	18	766	92	100	736	44	99	24	95	23	10	24
Future Volume (veh/h)	18	766	92	100	736	44	99	24	95	23	10	24
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	1544	1796	1722	1796	1767	1722	1796	1648	1826	1559	1604	1381
Adj Flow Rate, veh/h	19	798	96	104	767	46	103	25	99	24	10	25
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	24	7	12	7	9	12	7	17	5	23	20	35
Cap, veh/h	345	1691	723	406	1805	785	362	271	255	269	210	153
Arrive On Green	0.03	0.50	0.50	0.07	0.54	0.54	0.07	0.16	0.16	0.04	0.13	0.13
Sat Flow, veh/h	1471	3413	1459	1711	3357	1459	1711	1648	1547	1485	1604	1171
Grp Volume(v), veh/h	19	798	96	104	767	46	103	25	99	24	10	25
Grp Sat Flow(s),veh/h/ln	1471	1706	1459	1711	1678	1459	1711	1648	1547	1485	1604	1171
Q Serve(g_s), s	0.6	14.0	3.2	2.5	12.4	1.4	4.7	1.2	5.2	1.2	0.5	1.7
Cycle Q Clear(g_c), s	0.6	14.0	3.2	2.5	12.4	1.4	4.7	1.2	5.2	1.2	0.5	1.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	345	1691	723	406	1805	785	362	271	255	269	210	153
V/C Ratio(X)	0.06	0.47	0.13	0.26	0.42	0.06	0.28	0.09	0.39	0.09	0.05	0.16
Avail Cap(c_a), veh/h	496	1691	723	510	1805	785	452	327	307	414	318	232
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	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	10.8	15.1	12.4	10.2	12.6	10.0	31.0	32.2	33.9	32.1	34.5	35.0
Incr Delay (d2), s/veh	0.1	0.9	0.4	0.3	0.7	0.1	0.4	0.1	1.0	0.1	0.1	0.5
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(95%),veh/ln	0.3	8.7	2.0	1.5	7.6	0.8	3.5	0.9	3.6	0.8	0.4	0.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	10.9	16.0	12.7	10.6	13.3	10.2	31.4	32.3	34.8	32.3	34.6	35.5
LnGrp LOS	B	B	B	B	B	B	C	C	C	C	C	D
Approach Vol, veh/h		913			917			227			59	
Approach Delay, s/veh		15.6			12.8			33.0			34.0	
Approach LOS		B			B			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.0	54.1	8.5	20.2	11.8	50.3	11.5	17.2
Change Period (Y+Rc), s	5.3	5.3	5.3	5.3	5.3	5.3	5.3	5.3
Max Green Setting (Gmax), s	12.0	45.0	12.0	18.0	12.0	45.0	11.0	18.0
Max Q Clear Time (g_c+I1), s	2.6	14.4	3.2	7.2	4.5	16.0	6.7	3.7
Green Ext Time (p_c), s	0.0	5.5	0.0	0.3	0.1	5.9	0.1	0.1

Intersection Summary	
HCM 7th Control Delay, s/veh	16.8
HCM 7th LOS	B

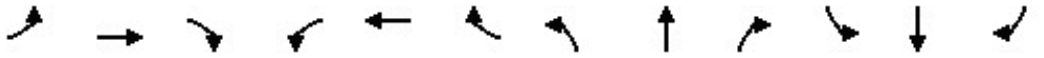
Timings

16: Jenkins Rd & Orange Ave — Background - AM

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	19	903	158	120	987	66	260	38	125	28	14	25
Future Volume (vph)	19	903	158	120	987	66	260	38	125	28	14	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	330		280	290		310	280		210	190		300
Storage Lanes	1		1	1		1	1		1	1		1
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		646			1008			698			518	
Travel Time (s)		9.8			15.3			15.9			11.8	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	24%	7%	12%	7%	9%	12%	7%	17%	5%	23%	20%	35%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases	6		6	2		2	4		4	8		8
Detector Phase	1	6	6	5	2	2	7	4	4	3	8	8
Switch Phase												
Minimum Initial (s)	7.0	11.0	11.0	7.0	11.0	11.0	6.0	12.0	12.0	7.0	12.0	12.0
Minimum Split (s)	12.3	16.3	16.3	12.3	16.3	16.3	11.3	17.3	17.3	13.3	17.3	17.3
Total Split (s)	17.3	50.3	50.3	17.3	50.3	50.3	16.3	23.3	23.3	17.3	23.3	23.3
Total Split (%)	16.0%	46.5%	46.5%	16.0%	46.5%	46.5%	15.1%	21.5%	21.5%	16.0%	21.5%	21.5%
Yellow Time (s)	4.3	4.3	4.3	4.3	4.3	4.3	4.3	4.3	4.3	4.3	4.3	4.3
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.3	5.3	5.3	5.3	5.3	5.3	5.3	5.3	5.3	5.3	5.3	5.3
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Max	Max	None	Max	Max	None	None	None	None	None	None

Intersection Summary	
Area Type:	Other
Cycle Length: 108.2	
Actuated Cycle Length: 91.8	
Natural Cycle: 75	
Control Type: Actuated-Uncoordinated	

Splits and Phases: 16: Jenkins Rd & Orange Ave



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	19	903	158	120	987	66	260	38	125	28	14	25
Future Volume (veh/h)	19	903	158	120	987	66	260	38	125	28	14	25
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	1544	1796	1722	1796	1767	1722	1796	1648	1826	1559	1604	1381
Adj Flow Rate, veh/h	20	951	166	126	1039	69	274	40	132	29	15	26
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	24	7	12	7	9	12	7	17	5	23	20	35
Cap, veh/h	241	1601	685	323	1710	743	424	330	310	260	200	146
Arrive On Green	0.03	0.47	0.47	0.07	0.51	0.51	0.11	0.20	0.20	0.04	0.12	0.12
Sat Flow, veh/h	1471	3413	1459	1711	3357	1459	1711	1648	1547	1485	1604	1171
Grp Volume(v), veh/h	20	951	166	126	1039	69	274	40	132	29	15	26
Grp Sat Flow(s),veh/h/ln	1471	1706	1459	1711	1678	1459	1711	1648	1547	1485	1604	1171
Q Serve(g_s), s	0.7	19.7	6.5	3.5	21.1	2.3	11.0	1.9	7.2	1.6	0.8	1.9
Cycle Q Clear(g_c), s	0.7	19.7	6.5	3.5	21.1	2.3	11.0	1.9	7.2	1.6	0.8	1.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	241	1601	685	323	1710	743	424	330	310	260	200	146
V/C Ratio(X)	0.08	0.59	0.24	0.39	0.61	0.09	0.65	0.12	0.43	0.11	0.07	0.18
Avail Cap(c_a), veh/h	381	1601	685	417	1710	743	424	330	310	387	301	220
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	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	13.8	18.7	15.3	13.6	16.7	12.1	31.9	31.4	33.5	34.2	37.1	37.6
Incr Delay (d2), s/veh	0.1	1.6	0.8	0.8	1.6	0.2	3.4	0.2	0.9	0.2	0.2	0.6
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(95%),veh/ln	0.4	11.8	4.1	2.2	12.0	1.4	10.2	1.4	4.9	1.1	0.6	1.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	14.0	20.4	16.1	14.4	18.3	12.4	35.2	31.6	34.5	34.4	37.2	38.1
LnGrp LOS	B	C	B	B	B	B	D	C	C	C	D	D
Approach Vol, veh/h		1137			1234			446			70	
Approach Delay, s/veh		19.6			17.6			34.7			36.4	
Approach LOS		B			B			C			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.2	54.2	9.1	24.5	12.1	50.3	16.3	17.3
Change Period (Y+Rc), s	5.3	5.3	5.3	5.3	5.3	5.3	5.3	5.3
Max Green Setting (Gmax), s	12.0	45.0	12.0	18.0	12.0	45.0	11.0	18.0
Max Q Clear Time (g_c+I1), s	2.7	23.1	3.6	9.2	5.5	21.7	13.0	3.9
Green Ext Time (p_c), s	0.0	7.4	0.0	0.4	0.1	7.2	0.0	0.1

Intersection Summary	
HCM 7th Control Delay, s/veh	21.5
HCM 7th LOS	C

Timings

16: Jenkins Rd & Orange Ave — Buildout - AM

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	19	903	158	133	987	66	260	38	132	28	14	25
Future Volume (vph)	19	903	158	133	987	66	260	38	132	28	14	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	330		280	290		310	280		210	190		300
Storage Lanes	1		1	1		1	1		1	1		1
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		646			1008			698			518	
Travel Time (s)		9.8			15.3			15.9			11.8	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	24%	7%	12%	7%	9%	12%	7%	17%	5%	23%	20%	35%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases	6		6	2		2	4		4	8		8
Detector Phase	1	6	6	5	2	2	7	4	4	3	8	8
Switch Phase												
Minimum Initial (s)	7.0	11.0	11.0	7.0	11.0	11.0	6.0	12.0	12.0	7.0	12.0	12.0
Minimum Split (s)	12.3	16.3	16.3	12.3	16.3	16.3	11.3	17.3	17.3	13.3	17.3	17.3
Total Split (s)	17.3	50.3	50.3	17.3	50.3	50.3	16.3	23.3	23.3	17.3	23.3	23.3
Total Split (%)	16.0%	46.5%	46.5%	16.0%	46.5%	46.5%	15.1%	21.5%	21.5%	16.0%	21.5%	21.5%
Yellow Time (s)	4.3	4.3	4.3	4.3	4.3	4.3	4.3	4.3	4.3	4.3	4.3	4.3
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.3	5.3	5.3	5.3	5.3	5.3	5.3	5.3	5.3	5.3	5.3	5.3
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Max	Max	None	Max	Max	None	None	None	None	None	None

Intersection Summary	
Area Type:	Other
Cycle Length: 108.2	
Actuated Cycle Length: 92.2	
Natural Cycle: 75	
Control Type: Actuated-Uncoordinated	

Splits and Phases: 16: Jenkins Rd & Orange Ave

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	19	903	158	133	987	66	260	38	132	28	14	25
Future Volume (veh/h)	19	903	158	133	987	66	260	38	132	28	14	25
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	1544	1796	1722	1796	1767	1722	1796	1648	1826	1559	1604	1381
Adj Flow Rate, veh/h	20	951	166	140	1039	69	274	40	139	29	15	26
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	24	7	12	7	9	12	7	17	5	23	20	35
Cap, veh/h	241	1600	684	324	1711	744	424	330	310	259	200	146
Arrive On Green	0.03	0.47	0.47	0.07	0.51	0.51	0.11	0.20	0.20	0.04	0.12	0.12
Sat Flow, veh/h	1471	3413	1459	1711	3357	1459	1711	1648	1547	1485	1604	1171
Grp Volume(v), veh/h	20	951	166	140	1039	69	274	40	139	29	15	26
Grp Sat Flow(s),veh/h/ln	1471	1706	1459	1711	1678	1459	1711	1648	1547	1485	1604	1171
Q Serve(g_s), s	0.7	19.7	6.5	3.9	21.1	2.3	11.0	1.9	7.6	1.6	0.8	1.9
Cycle Q Clear(g_c), s	0.7	19.7	6.5	3.9	21.1	2.3	11.0	1.9	7.6	1.6	0.8	1.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	241	1600	684	324	1711	744	424	330	310	259	200	146
V/C Ratio(X)	0.08	0.59	0.24	0.43	0.61	0.09	0.65	0.12	0.45	0.11	0.07	0.18
Avail Cap(c_a), veh/h	381	1600	684	416	1711	744	424	330	310	386	301	219
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	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	13.8	18.8	15.3	13.8	16.7	12.1	31.9	31.5	33.7	34.2	37.1	37.6
Incr Delay (d2), s/veh	0.1	1.6	0.8	0.9	1.6	0.2	3.4	0.2	1.0	0.2	0.2	0.6
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(95%),veh/ln	0.4	11.8	0.3	2.5	12.0	1.4	10.2	1.4	5.2	1.1	0.6	1.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	14.0	20.4	16.1	14.7	18.3	12.4	35.3	31.6	34.8	34.4	37.3	38.2
LnGrp LOS	B	C	B	B	B	B	D	C	C	C	D	D
Approach Vol, veh/h		1137			1248			453			70	
Approach Delay, s/veh		19.7			17.6			34.8			36.4	
Approach LOS		B			B			C			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.2	54.2	9.1	24.5	12.1	50.3	16.3	17.3
Change Period (Y+Rc), s	5.3	5.3	5.3	5.3	5.3	5.3	5.3	5.3
Max Green Setting (Gmax), s	12.0	45.0	12.0	18.0	12.0	45.0	11.0	18.0
Max Q Clear Time (g_c+I1), s	2.7	23.1	3.6	9.6	5.9	21.7	13.0	3.9
Green Ext Time (p_c), s	0.0	7.4	0.0	0.4	0.2	7.2	0.0	0.1

Intersection Summary	
HCM 7th Control Delay, s/veh	21.5
HCM 7th LOS	C

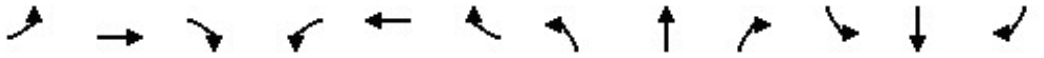
Timings

16: Jenkins Rd & Orange Ave — Existing - PM

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	23	710	121	144	876	48	167	23	118	19	13	22
Future Volume (vph)	23	710	121	144	876	48	167	23	118	19	13	22
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	330		280	290		310	280		210	190		300
Storage Lanes	1		1	1		1	1		1	1		1
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		646			1008			698			518	
Travel Time (s)		9.8			15.3			15.9			11.8	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	14%	8%	19%	6%	9%	11%	3%	18%	6%	17%	0%	14%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases	6		6	2		2	4		4	8		8
Detector Phase	1	6	6	5	2	2	7	4	4	3	8	8
Switch Phase												
Minimum Initial (s)	7.0	11.0	11.0	7.0	11.0	11.0	6.0	12.0	12.0	7.0	12.0	12.0
Minimum Split (s)	12.3	16.3	16.3	12.3	16.3	16.3	11.3	17.3	17.3	13.3	17.3	17.3
Total Split (s)	17.3	50.3	50.3	17.3	50.3	50.3	16.3	23.3	23.3	17.3	23.3	23.3
Total Split (%)	16.0%	46.5%	46.5%	16.0%	46.5%	46.5%	15.1%	21.5%	21.5%	16.0%	21.5%	21.5%
Yellow Time (s)	4.3	4.3	4.3	4.3	4.3	4.3	4.3	4.3	4.3	4.3	4.3	4.3
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.3	5.3	5.3	5.3	5.3	5.3	5.3	5.3	5.3	5.3	5.3	5.3
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Max	Max	None	Max	Max	None	None	None	None	None	None

Intersection Summary	
Area Type:	Other
Cycle Length: 108.2	
Actuated Cycle Length: 92.5	
Natural Cycle: 70	
Control Type: Actuated-Uncoordinated	

Splits and Phases: 16: Jenkins Rd & Orange Ave



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	23	710	121	144	876	48	167	23	118	19	13	22
Future Volume (veh/h)	23	710	121	144	876	48	167	23	118	19	13	22
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	1693	1781	1618	1811	1767	1737	1856	1633	1811	1648	1900	1693
Adj Flow Rate, veh/h	25	772	132	157	952	52	182	25	128	21	14	24
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, %	14	8	19	6	9	11	3	18	6	17	0	14
Cap, veh/h	293	1600	649	390	1711	750	425	328	308	261	239	180
Arrive On Green	0.04	0.47	0.47	0.07	0.51	0.51	0.11	0.20	0.20	0.03	0.13	0.13
Sat Flow, veh/h	1612	3385	1372	1725	3357	1472	1767	1633	1535	1570	1900	1434
Grp Volume(v), veh/h	25	772	132	157	952	52	182	25	128	21	14	24
Grp Sat Flow(s),veh/h/ln	1612	1692	1372	1725	1678	1472	1767	1633	1535	1570	1900	1434
Q Serve(g_s), s	0.7	14.8	5.3	4.3	18.5	1.7	8.2	1.2	6.9	1.1	0.6	1.4
Cycle Q Clear(g_c), s	0.7	14.8	5.3	4.3	18.5	1.7	8.2	1.2	6.9	1.1	0.6	1.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	293	1600	649	390	1711	750	425	328	308	261	239	180
V/C Ratio(X)	0.09	0.48	0.20	0.40	0.56	0.07	0.43	0.08	0.42	0.08	0.06	0.13
Avail Cap(c_a), veh/h	439	1600	649	482	1711	750	442	328	308	410	359	271
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	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	12.9	17.1	14.6	12.3	16.0	11.9	29.6	30.9	33.2	34.3	36.6	37.0
Incr Delay (d2), s/veh	0.1	1.0	0.7	0.7	1.3	0.2	0.7	0.1	0.9	0.1	0.1	0.3
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(95%),veh/ln	0.4	9.2	3.1	2.7	10.8	1.0	6.3	0.8	4.7	0.8	0.5	0.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	13.0	18.2	15.3	13.0	17.3	12.0	30.3	31.0	34.1	34.4	36.7	37.3
LnGrp LOS	B	B	B	B	B	B	C	C	C	C	D	D
Approach Vol, veh/h		929			1161			335			59	
Approach Delay, s/veh		17.6			16.5			31.8			36.2	
Approach LOS		B			B			C			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.7	53.8	8.3	24.4	12.2	50.3	15.4	17.3
Change Period (Y+Rc), s	5.3	5.3	5.3	5.3	5.3	5.3	5.3	5.3
Max Green Setting (Gmax), s	12.0	45.0	12.0	18.0	12.0	45.0	11.0	18.0
Max Q Clear Time (g_c+I1), s	2.7	20.5	3.1	8.9	6.3	16.8	10.2	3.4
Green Ext Time (p_c), s	0.0	6.9	0.0	0.3	0.2	5.8	0.0	0.1

Intersection Summary	
HCM 7th Control Delay, s/veh	19.4
HCM 7th LOS	B

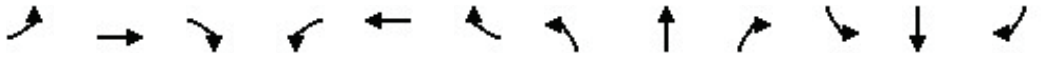
Timings

16: Jenkins Rd & Orange Ave — Background - PM

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	24	974	289	179	1049	55	283	28	146	39	27	23
Future Volume (vph)	24	974	289	179	1049	55	283	28	146	39	27	23
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	330		280	290		310	280		210	190		300
Storage Lanes	1		1	1		1	1		1	1		1
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		646			1008			698			518	
Travel Time (s)		9.8			15.3			15.9			11.8	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	14%	8%	19%	6%	9%	11%	3%	18%	6%	17%	0%	14%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases	6		6	2		2	4		4	8		8
Detector Phase	1	6	6	5	2	2	7	4	4	3	8	8
Switch Phase												
Minimum Initial (s)	7.0	11.0	11.0	7.0	11.0	11.0	6.0	12.0	12.0	7.0	12.0	12.0
Minimum Split (s)	12.3	16.3	16.3	12.3	16.3	16.3	11.3	17.3	17.3	13.3	17.3	17.3
Total Split (s)	17.3	50.3	50.3	17.3	50.3	50.3	16.3	23.3	23.3	17.3	23.3	23.3
Total Split (%)	16.0%	46.5%	46.5%	16.0%	46.5%	46.5%	15.1%	21.5%	21.5%	16.0%	21.5%	21.5%
Yellow Time (s)	4.3	4.3	4.3	4.3	4.3	4.3	4.3	4.3	4.3	4.3	4.3	4.3
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.3	5.3	5.3	5.3	5.3	5.3	5.3	5.3	5.3	5.3	5.3	5.3
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Max	Max	None	Max	Max	None	None	None	None	None	None

Intersection Summary	
Area Type:	Other
Cycle Length: 108.2	
Actuated Cycle Length: 93.3	
Natural Cycle: 80	
Control Type: Actuated-Uncoordinated	

Splits and Phases: 16: Jenkins Rd & Orange Ave



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	24	974	289	179	1049	55	283	28	146	39	27	23
Future Volume (veh/h)	24	974	289	179	1049	55	283	28	146	39	27	23
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	1693	1781	1618	1811	1767	1737	1856	1633	1811	1648	1900	1693
Adj Flow Rate, veh/h	26	1059	314	195	1140	60	308	30	159	42	29	25
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, %	14	8	19	6	9	11	3	18	6	17	0	14
Cap, veh/h	240	1572	637	296	1703	747	423	308	289	281	235	178
Arrive On Green	0.04	0.46	0.46	0.08	0.51	0.51	0.11	0.19	0.19	0.05	0.12	0.12
Sat Flow, veh/h	1612	3385	1372	1725	3357	1472	1767	1633	1535	1570	1900	1434
Grp Volume(v), veh/h	26	1059	314	195	1140	60	308	30	159	42	29	25
Grp Sat Flow(s),veh/h/ln	1612	1692	1372	1725	1678	1472	1767	1633	1535	1570	1900	1434
Q Serve(g_s), s	0.8	23.6	15.4	5.5	24.5	2.0	11.0	1.5	9.1	2.2	1.3	1.5
Cycle Q Clear(g_c), s	0.8	23.6	15.4	5.5	24.5	2.0	11.0	1.5	9.1	2.2	1.3	1.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	240	1572	637	296	1703	747	423	308	289	281	235	178
V/C Ratio(X)	0.11	0.67	0.49	0.66	0.67	0.08	0.73	0.10	0.55	0.15	0.12	0.14
Avail Cap(c_a), veh/h	381	1572	637	372	1703	747	423	308	289	399	353	267
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	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	14.6	20.2	18.0	17.2	17.8	12.3	33.4	32.5	35.6	34.1	37.8	37.8
Incr Delay (d2), s/veh	0.2	2.3	2.7	2.9	2.1	0.2	6.3	0.1	2.2	0.2	0.2	0.4
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(95%),veh/ln	0.5	13.8	8.9	3.8	13.8	1.2	3.9	1.1	6.4	1.5	1.1	1.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	14.7	22.5	20.7	20.1	19.9	12.5	39.7	32.6	37.8	34.3	38.0	38.2
LnGrp LOS	B	C	C	C	B	B	D	C	D	C	D	D
Approach Vol, veh/h		1399			1395			497			96	
Approach Delay, s/veh		22.0			19.6			38.7			36.4	
Approach LOS		C			B			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.8	54.5	10.0	23.6	13.0	50.3	16.3	17.3
Change Period (Y+Rc), s	5.3	5.3	5.3	5.3	5.3	5.3	5.3	5.3
Max Green Setting (Gmax), s	12.0	45.0	12.0	18.0	12.0	45.0	11.0	18.0
Max Q Clear Time (g_c+I1), s	2.8	26.5	4.2	11.1	7.5	25.6	13.0	3.5
Green Ext Time (p_c), s	0.0	7.6	0.0	0.3	0.2	8.2	0.0	0.1

Intersection Summary	
HCM 7th Control Delay, s/veh	23.9
HCM 7th LOS	C

Timings

16: Jenkins Rd & Orange Ave — Buildout - PM

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	24	974	289	190	1049	55	283	28	160	39	27	23
Future Volume (vph)	24	974	289	190	1049	55	283	28	160	39	27	23
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	330		280	290		310	280		210	190		300
Storage Lanes	1		1	1		1	1		1	1		1
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		1546			1008			698			518	
Travel Time (s)		23.4			15.3			15.9			11.8	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	14%	8%	19%	6%	9%	11%	3%	18%	6%	17%	0%	14%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases	6		6	2		2	4		4	8		8
Detector Phase	1	6	6	5	2	2	7	4	4	3	8	8
Switch Phase												
Minimum Initial (s)	7.0	11.0	11.0	7.0	11.0	11.0	6.0	12.0	12.0	7.0	12.0	12.0
Minimum Split (s)	12.3	16.3	16.3	12.3	16.3	16.3	11.3	17.3	17.3	13.3	17.3	17.3
Total Split (s)	17.3	50.3	50.3	17.3	50.3	50.3	16.3	23.3	23.3	17.3	23.3	23.3
Total Split (%)	16.0%	46.5%	46.5%	16.0%	46.5%	46.5%	15.1%	21.5%	21.5%	16.0%	21.5%	21.5%
Yellow Time (s)	4.3	4.3	4.3	4.3	4.3	4.3	4.3	4.3	4.3	4.3	4.3	4.3
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.3	5.3	5.3	5.3	5.3	5.3	5.3	5.3	5.3	5.3	5.3	5.3
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Max	Max	None	Max	Max	None	None	None	None	None	None

Intersection Summary	
Area Type:	Other
Cycle Length: 108.2	
Actuated Cycle Length: 93.5	
Natural Cycle: 80	
Control Type: Actuated-Uncoordinated	

Splits and Phases: 16: Jenkins Rd & Orange Ave

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	24	974	289	190	1049	55	283	28	160	39	27	23
Future Volume (veh/h)	24	974	289	190	1049	55	283	28	160	39	27	23
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	1693	1781	1618	1811	1767	1737	1856	1633	1811	1648	1900	1693
Adj Flow Rate, veh/h	26	1059	314	207	1140	60	308	30	174	42	29	25
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, %	14	8	19	6	9	11	3	18	6	17	0	14
Cap, veh/h	241	1566	635	300	1709	749	421	307	288	279	234	177
Arrive On Green	0.04	0.46	0.46	0.08	0.51	0.51	0.11	0.19	0.19	0.05	0.12	0.12
Sat Flow, veh/h	1612	3385	1372	1725	3357	1472	1767	1633	1535	1570	1900	1434
Grp Volume(v), veh/h	26	1059	314	207	1140	60	308	30	174	42	29	25
Grp Sat Flow(s),veh/h/ln	1612	1692	1372	1725	1678	1472	1767	1633	1535	1570	1900	1434
Q Serve(g_s), s	0.8	23.8	15.5	5.9	24.5	2.0	11.0	1.5	10.1	2.2	1.3	1.5
Cycle Q Clear(g_c), s	0.8	23.8	15.5	5.9	24.5	2.0	11.0	1.5	10.1	2.2	1.3	1.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	241	1566	635	300	1709	749	421	307	288	279	234	177
V/C Ratio(X)	0.11	0.68	0.49	0.69	0.67	0.08	0.73	0.10	0.60	0.15	0.12	0.14
Avail Cap(c_a), veh/h	381	1566	635	370	1709	749	421	307	288	396	352	266
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	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	14.6	20.4	18.2	17.5	17.7	12.2	33.6	32.7	36.2	34.2	37.9	38.0
Incr Delay (d2), s/veh	0.2	2.4	2.7	4.0	2.1	0.2	6.4	0.1	3.5	0.2	0.2	0.4
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(95%),veh/ln	0.5	13.8	9.0	4.1	13.8	1.2	4.0	1.1	7.2	1.5	1.1	1.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	14.8	22.8	20.9	21.5	19.8	12.4	40.1	32.8	39.7	34.5	38.2	38.4
LnGrp LOS	B	C	C	C	B	B	D	C	D	C	D	D
Approach Vol, veh/h		1399			1407			512			96	
Approach Delay, s/veh		22.2			19.8			39.5			36.6	
Approach LOS		C			B			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.8	54.8	10.0	23.5	13.3	50.3	16.3	17.3
Change Period (Y+Rc), s	5.3	5.3	5.3	5.3	5.3	5.3	5.3	5.3
Max Green Setting (Gmax), s	12.0	45.0	12.0	18.0	12.0	45.0	11.0	18.0
Max Q Clear Time (g_c+I1), s	2.8	26.5	4.2	12.1	7.9	25.8	13.0	3.5
Green Ext Time (p_c), s	0.0	7.6	0.0	0.3	0.2	8.1	0.0	0.1

Intersection Summary	
HCM 7th Control Delay, s/veh	24.2
HCM 7th LOS	C

Appendix I
Turn Lane Analysis

Driveway 1
Right Turn Lane Warrant

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

INPUT

Roadway geometry:	4-lane roadway

Variable	Value
Major-road speed, mph:	50
Major-road volume (one direction), veh/h:	1139
Right-turn volume, veh/h:	15

OUTPUT

Variable	Value
Limiting right-turn volume, veh/h:	18
Guidance for determining the need for a major-road right-turn bay for a 4-lane roadway:	
Do NOT add right-turn bay.	

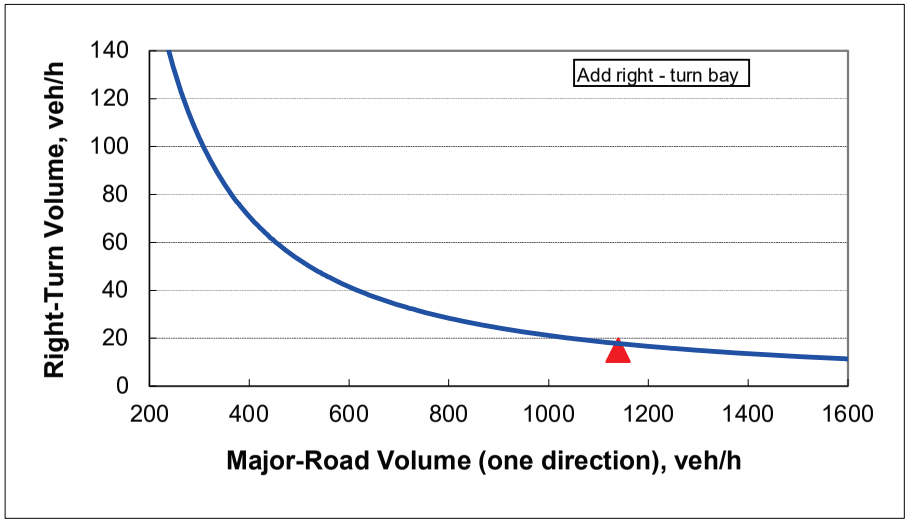


Figure 2 - 5. Guideline for determining the need for a major-road left-turn bay at a two-way stop-controlled intersection.

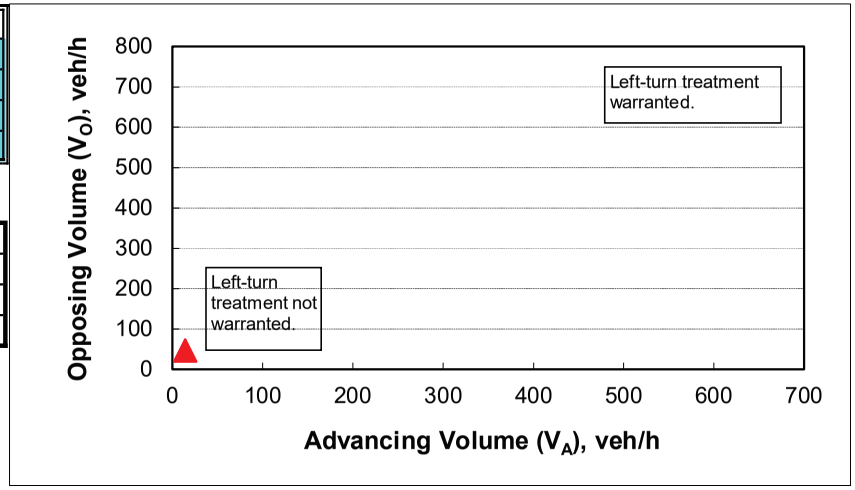
2-lane roadway (English)

INPUT

Variable	Value
85th percentile speed, mph:	35
Percent of left-turns in advancing volume (V_A), %:	1%
Advancing volume (V_A), veh/h:	14
Opposing volume (V_O), veh/h:	47

OUTPUT

Variable	Value
Limiting advancing volume (V_A), veh/h:	1751
Guidance for determining the need for a major-road left-turn bay:	
Left-turn treatment NOT warranted.	



CALIBRATION CONSTANTS

Variable	Value
Average time for making left-turn, s:	3.0
Critical headway, s:	5.0
Average time for left-turn vehicle to clear the advancing lane, s:	1.9

Driveway 2
Right Turn Lane Warrant

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

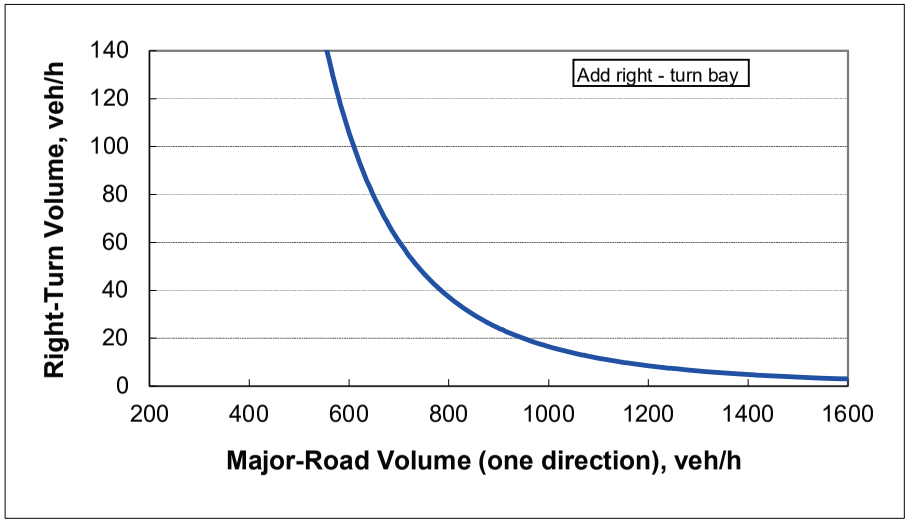
INPUT

Roadway geometry:	2-lane roadway

Variable	Value
Major-road speed, mph:	35
Major-road volume (one direction), veh/h:	47
Right-turn volume, veh/h:	0

OUTPUT

Variable	Value
Limiting right-turn volume, veh/h:	1113846
Guidance for determining the need for a major-road right-turn bay for a 2-lane roadway:	
Do NOT add right-turn bay.	



Driveway 3
Right Turn Lane Warrant

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

INPUT

Roadway geometry:	4-lane roadway

Variable	Value
Major-road speed, mph:	50
Major-road volume (one direction), veh/h:	1164
Right-turn volume, veh/h:	81

OUTPUT

Variable	Value
Limiting right-turn volume, veh/h:	17
Guidance for determining the need for a major-road right-turn bay for a 4-lane roadway:	
Add right-turn bay.	

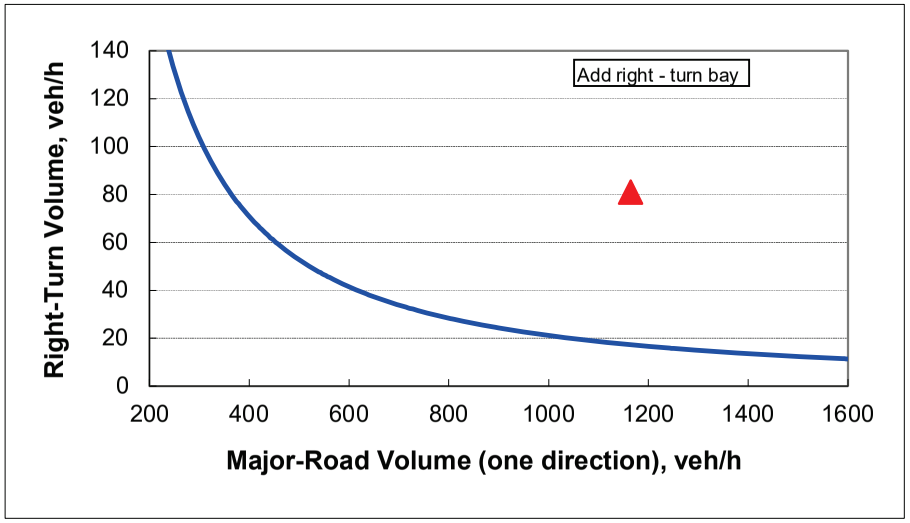


Figure 2 - 5. Guideline for determining the need for a major-road left-turn bay at a two-way stop-controlled intersection.

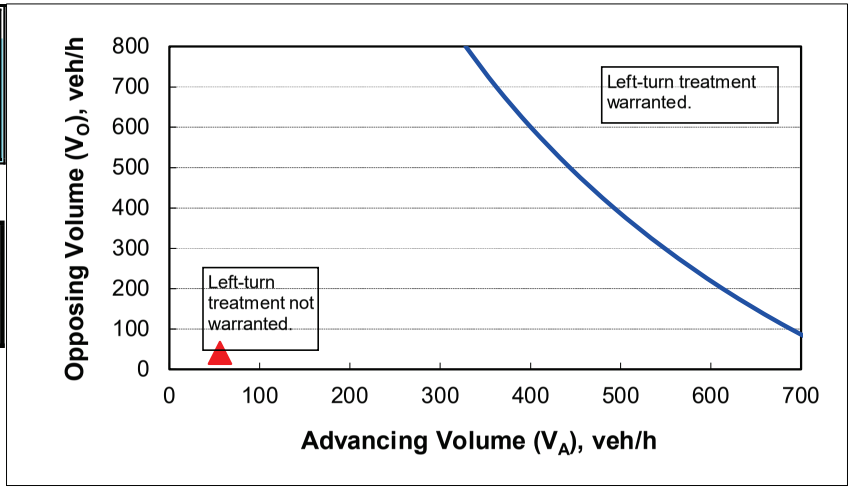
2-lane roadway (English)

INPUT

Variable	Value
85th percentile speed, mph:	35
Percent of left-turns in advancing volume (V_A), %:	6%
Advancing volume (V_A), veh/h:	56
Opposing volume (V_O), veh/h:	41

OUTPUT

Variable	Value
Limiting advancing volume (V_A), veh/h:	739
Guidance for determining the need for a major-road left-turn bay:	
Left-turn treatment NOT warranted.	



CALIBRATION CONSTANTS

Variable	Value
Average time for making left-turn, s:	3.0
Critical headway, s:	5.0
Average time for left-turn vehicle to clear the advancing lane, s:	1.9

Driveway 4
Right Turn Lane Warrant

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

INPUT

Roadway geometry:	2-lane roadway

Variable	Value
Major-road speed, mph:	35
Major-road volume (one direction), veh/h:	41
Right-turn volume, veh/h:	5

OUTPUT

Variable	Value
Limiting right-turn volume, veh/h:	1830232
Guidance for determining the need for a major-road right-turn bay for a 2-lane roadway:	
Do NOT add right-turn bay.	

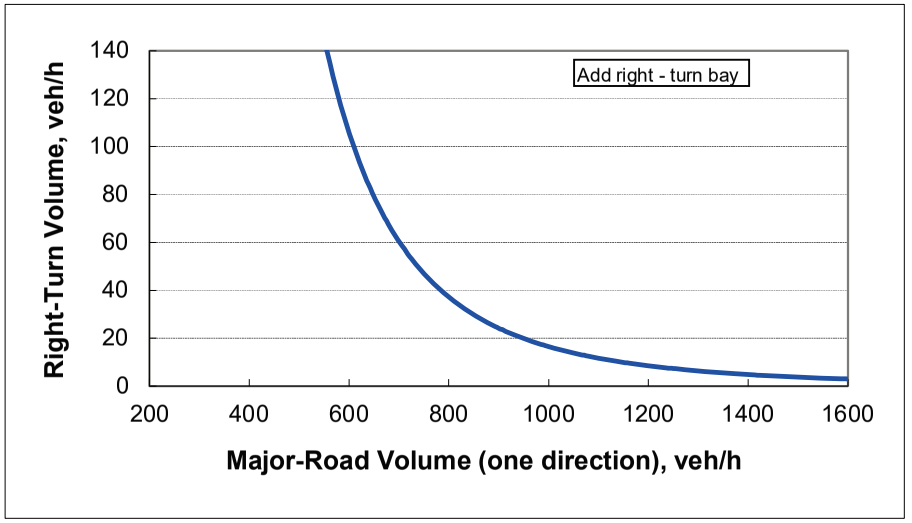


Figure 2 - 5. Guideline for determining the need for a major-road left-turn bay at a two-way stop-controlled intersection.

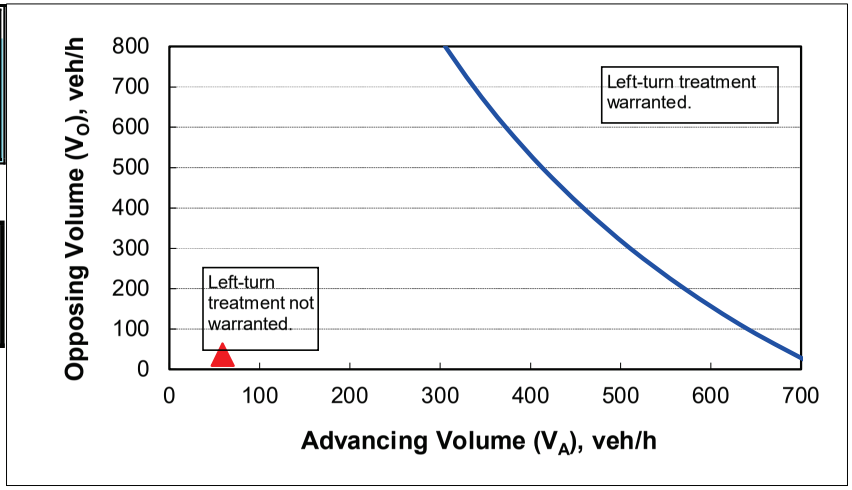
2-lane roadway (English)

INPUT

Variable	Value
85th percentile speed, mph:	35
Percent of left-turns in advancing volume (V_A), %:	7%
Advancing volume (V_A), veh/h:	59
Opposing volume (V_O), veh/h:	37

OUTPUT

Variable	Value
Limiting advancing volume (V_A), veh/h:	691
Guidance for determining the need for a major-road left-turn bay:	
Left-turn treatment NOT warranted.	



CALIBRATION CONSTANTS

Variable	Value
Average time for making left-turn, s:	3.0
Critical headway, s:	5.0
Average time for left-turn vehicle to clear the advancing lane, s:	1.9

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

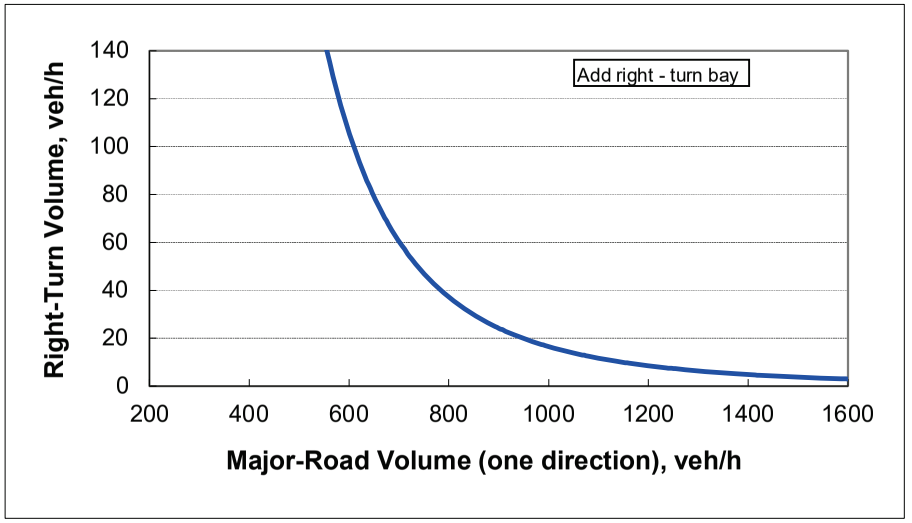
INPUT

Roadway geometry:	2-lane roadway

Variable	Value
Major-road speed, mph:	35
Major-road volume (one direction), veh/h:	37
Right-turn volume, veh/h:	5

OUTPUT

Variable	Value
Limiting right-turn volume, veh/h:	2658389
Guidance for determining the need for a major-road right-turn bay for a 2-lane roadway:	
Do NOT add right-turn bay.	



Jeff H. Iravani, Inc.
Consulting Engineers
1934 Commerce Lane, Suite 5 Jupiter, Fl 33458
Tel: (561) 575-6030 Fax: (561) 575-6088
Email: JHI@JHIinc.com Website: www.JHIinc.com

Parking Justification Statement
For
Amazon One Grocery
Kings Highway Commerce Park Parcel-III

Amazon One Grocery is a proposed 69.19 ac industrial development with 1.1 msf of building area. This project is Parcel-III of Kings Highway Commerce Park (KHCP) which is a proposed 107.45 ac industrial development located at the southeast corner of kings Highway & White Road approximately 1/2 mile north of Okeechobee Rd (SR-70). See Exhibit-A

Institute of Transportation Engineers (ITE) parking rates are used to calculate the parking for this project in lieu of the parking rates per city code for following reasons:

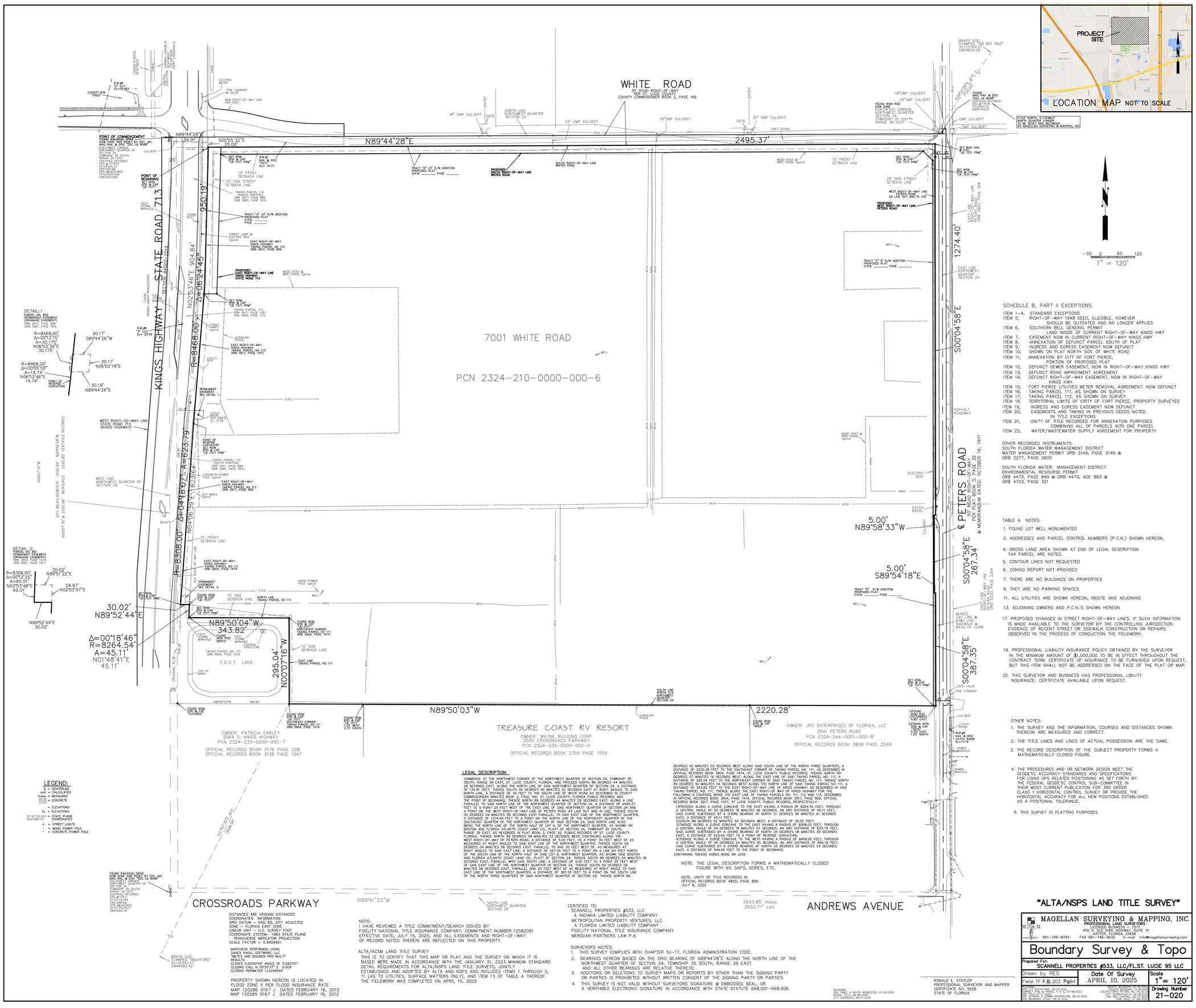
1. The ITE rates are based on data from field surveys of similar developments measuring peak parking demand.

2. City code parking rates of 1 sp/600 sf is excessive for the large distribution centers such as this project.

3. The previous site plans for this project and similar projects were approved with ITE rates.

4. The proposed parking is satisfactory to Amazon based on their experience.

5. Reduced parking rates generates additional open space and landscaping.


WHITE ROAD
50' ROAD RIGHT-OF-WAY
COUNTY COMMISSIONER BOOK 2, PAGE 166
N89°44'28"E
2495.37'
KINGS HIGHWAY
STATE ROAD 713
SECTION 24-35-40
R=8468.00'
Δ=06°24'45"
A=947.45'
950.19'
N02°53'46"E
904.84'
S00°05'32"E
35.00'
N89°44'28"E
34.91'
7001 WHITE ROAD
PCN 2324-210-0000-000-6
PETERS ROAD
50' ROAD RIGHT-OF-WAY
PLAT BOOK 4, PAGE 37
& MEMORANDUM DATED: OCTOBER 16, 1971
S00°04'58"E
1274.40'
S00°04'58"E
267.34'
S00°04'58"E
387.35'
5.00'
N89°58'33"W
5.00'
S89°54'18"E
2220.28'
N89°50'03"W
383.80'
N89°50'04"W
343.82'
N00°07'16"W
295.04'
Δ=00°18'46"
R=8264.54'
A=45.11'
N01°48'41"E
45.11'
30.02'
N89°52'44"W
30.02'
N89°52'44"E
30.02'
R=8308.00'
Δ=04°48'07"
A=625.79'
N02°46'39"E
625.64'
R=8468.00'
Δ=00°12'15"
A=30.17'
N06°03'39"E
30.17'
R=8468.00'
Δ=00°05'59"
A=14.74'
N06°12'46"E
14.74'
30.17'
S89°44'26"W
30.17'
N06°02'18"E
30.19'
N89°44'26"E
R=8308.00'
Δ=00°12'25"
A=60.01'
N02°03'48"E
60.01'
30.02'
N89°51'22"E
29.97'
N02°03'57"E
30.02'
N89°52'44"E
30.02'
TRACT "A" 25' R/W ADDITION
PROPOSED PLAT
O.R.B. _____ PAGE _____
TRACT "B" 25' R/W ADDITION
PROPOSED PLAT
O.R.B. _____ PAGE _____
TRACT "C" 8' R/W ADDITION
PROPOSED PLAT
O.R.B. _____ PAGE _____
PROPOSED
EAST RIGHT-OF-WAY LINE
KINGS HIGHWAY
STATE ROAD 713
PROPOSED
SOUTH RIGHT-OF-WAY LINE
WHITES ROAD
WEST RIGHT-OF-WAY LINE
STATE ROAD 713
(KINGS HIGHWAY)
EAST RIGHT-OF-WAY
KINGS HIGHWAY
TAKING PARCEL NO.112
ORB 3917, PAGE 899
EAST RIGHT-OF-WAY
KINGS HIGHWAY
TAKING PARCEL NO.113
ORB 3917, PAGE 1057
EAST RIGHT-OF-WAY
KINGS HIGHWAY
TAKING PARCEL NO. 111
ORB 3904, PAGE 1474
TAKING PARCEL 112
(NORTH PORTION)
ORB 3917, PAGE 899
ORB 3981, PAGE 1816
TAKING PARCEL 112
(SOUTH PORTION)
ORB 3917, PAGE 899
ORB 3981, PAGE 1816
TAKING PARCEL 113
ORB 3917, PAGE 1057
ORB 3969, PAGE 379
TAKING PARCEL NO. 111
ORB 3904, PAGE 1474
TAKING PARCEL NO. 111
ORB 3904, PAGE 1474
SOUTH RIGHT-OF-WAY LINE
WHITES ROAD
WEST RIGHT-OF-WAY LINE
STATE ROAD
AS LAID OUT AND IN USE
PROPOSED
WEST RIGHT-OF-WAY LINE
PETERS ROAD
EAST LINE
NORTHWEST
QUARTER
SECTION 24
WEST LINE
NORTHWEST QUARTER OF
SECTION 24
NORTH LINE
NORTHWEST
QUARTER
SECTION 24
SOUTH LINE
NORTHWEST
QUARTER
SECTION 24
EAST LINE
NORTHWEST
QUARTER
SECTION 24
EAST LINE
SOUTHWEST
QUARTER
SECTION 24
SOUTH LINE
NORTHWEST QUARTER
SECTION 24
ORIGINAL R/W
ORIGINAL R/W
FOUND IRON ROD
NO ID
0.74' NORTH, 0.13' WEST
FOUND IRON ROD
NO ID
0.13

Site Plan
For
Amazon
Distribution Center

Kings Highway Commerce Park
Parcel-III

Section 24 Township 35S Range 39E

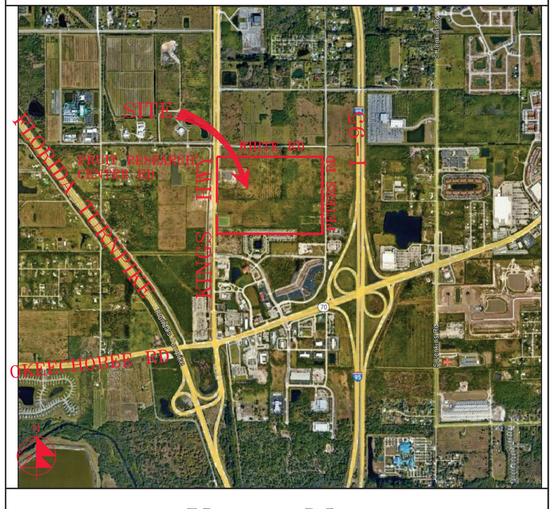
Fort Pierce, Florida

Developer

Scannel Properties #533, LLC

8801 River Crossing Blvd,
Suite 300,
Indianapolis, Indiana 46240

Aerial



Vicinity Map

Drawing Index

C1	Cover Sheet
MSP1	Master Site Plan
SP1	Site Plan
SP2	Site Plan
SP3	Site Plan
SP4	Site Plan
SP5	Site Plan
SP6	Site Plan
SP7	Site Plan
SP8	Details
SP9	Overall Water & Wastewater Plan
TCP1	Truck Circulation Plan
FTCP1	Firetruck Routing Plan

REVISIONS

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TEL: (561) 575-6030
FAX: (561) 575-6088
WEBSITE: www.JHIinc.com

Amazon
Distribution Center
Kings Highway Commerce Park
Parcel-III
Fort Pierce, Florida

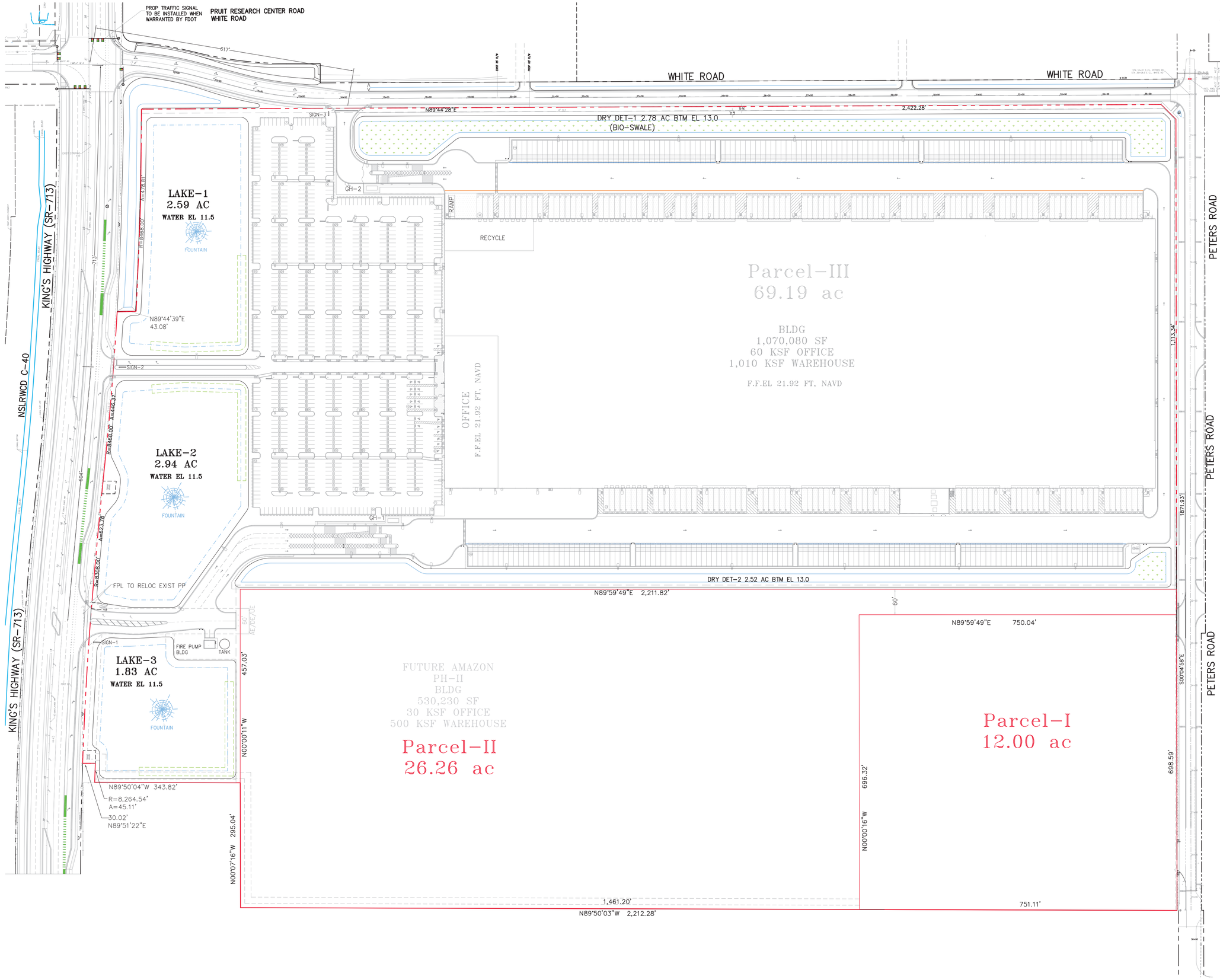
Cover Sheet

DATE	SCALE	DESIGNED BY	DRAWN BY	JOB NO.
12/24/2025	NA	JHI	DDI	2509-1533

Digitally signed by Jeff H. Iravani
Date: 2026.03.10 14:00:17 -04'00'

COA #3155

SHEET NO.
C1



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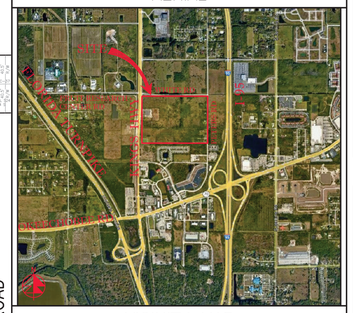

VICINITY MAP

SECTION 24, TWP 35S, RGE 39E

N

100' 0 100' 200'

SCALE: 1" = 100'

SITE DATA

PROPOSED USE	OFFICE/WAREHOUSE		
FUTURE LAND USE	CG/MXD		
EXISTING ZONING	CP-1		
PARCEL AREA	3,013,916 SF 69.19 AC	100%	
BUILDING AREA	1,074,190 SF 24.66 AC	35.6%	
OFFICE			
WAREHOUSE			
FIRE PUMP HOUSING			
PARKING REQ		544	SP
OFFICE ITE RATE 60,000 SF @ 2.39/KSF		144	SP
WAREHOUSE ITE RATE 1,035,080 SF @ 0.39/KSF		400	SP
HANDICAP		11	SP
PARKING PROP		940	SP
HANDICAP		19	SP
BICYCLE PKG REQ		48	SP
BICYCLE PKG PROP		48	SP
LOADING REQ 1,100 KSF @ 1/30 KSF		37	SP
LOADING PROP		171	SP
PAVT	1,052,845 SF 24.17 AC		
TOTAL IMPERVIOUS	48.83 AC	70.6%	
LAKE	7.42 AC		
DRY DET/BIOSWALE	5.30 AC		
LANDSCAPE	7.64 AC		
PERVIOUS	12.94 AC	18.7%	
OPEN SPACE	20.36 AC	29.4%	
BLDG HEIGHT	56.5 FT 65 FT MAX		

SETBACKS	REQ'D	PROP
FRONT	25'	720.5'
REAR	20'	49.8'
SIDE STREET	20'	269.4'
SIDE	10'	238.8'

PCN 2324-210-0000-000-6
2300 S KINGS HWY

REVISIONS
REV PER FP 01/29/2026
REV PER CITY 02/19/2026
REV PER FD 02/24/2026
REV PER FP 03/06/2026

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Distribution Center
Kings Highway Commerce Park
Parcel-III
Fort Pierce, Florida

MASTER SITE PLAN

DATE	SCALE	DESIGNED BY	DRAWN BY	JOB NO.
12/24/2025	1"=100'	JHI	DDI	2409-1533

JEFF H. IRAVANI LICENSED No. 33155 STATE OF FLORIDA PROFESSIONAL ENGINEER

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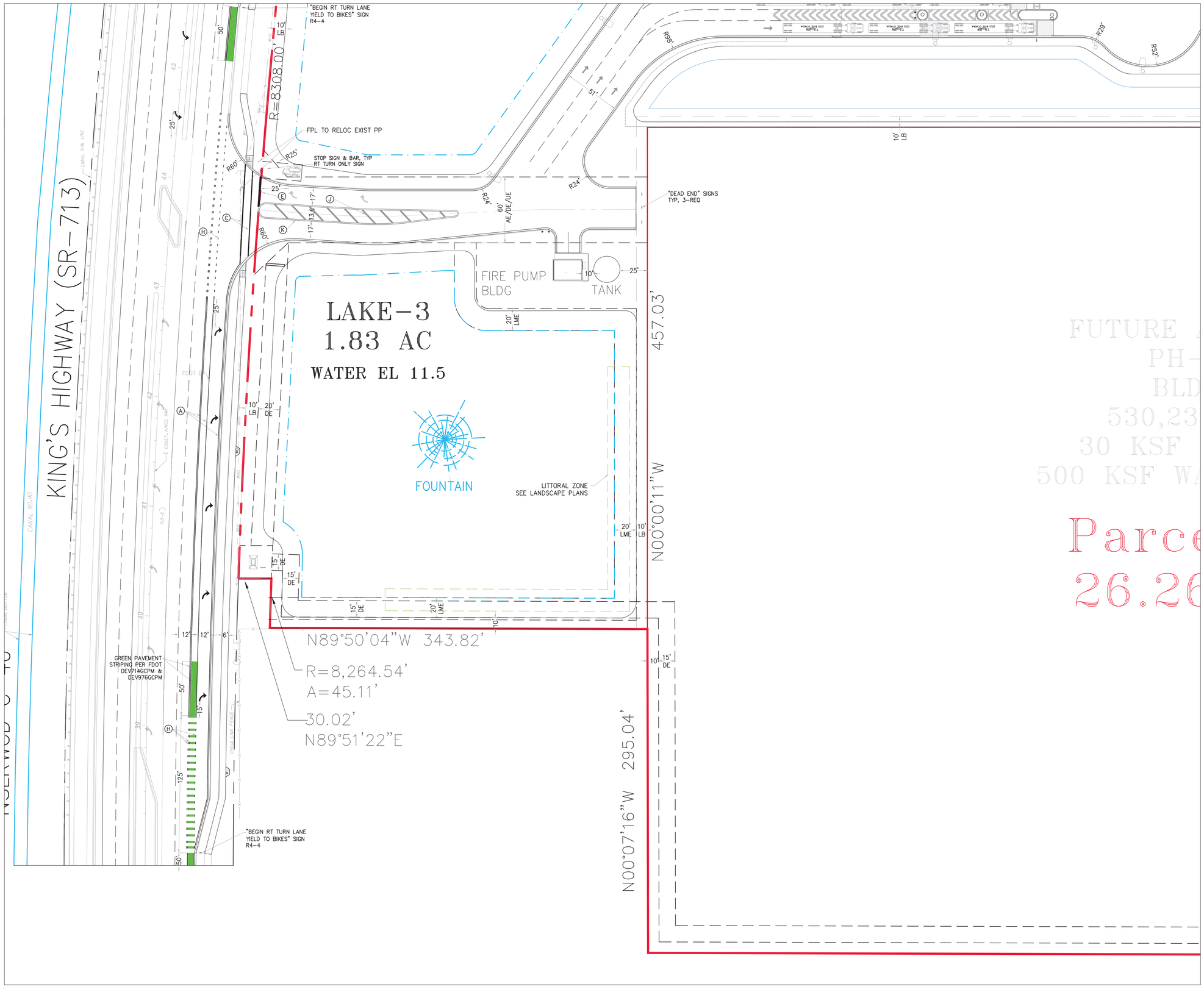
Digitally signed by Jeff H. Iravani
Date: 2026.03.10 14:00:31 -04'00'

COA 6986

SHEET NO.
MSP-1

SEE SHT SP-2



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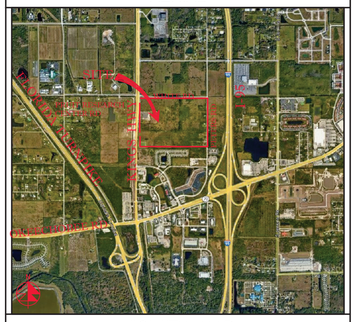
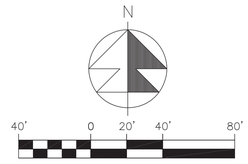


VICINITY MAP

SECTION 24, TWP 35S, RGE 39E



STRIPING LEGEND

(A)	6" SOLID WHITE
(B)	8" SOLID WHITE
(C)	12" SOLID WHITE
(G)	18" SOLID WHITE
(E)	24" SOLID WHITE
(F)	6" SKIP WHITE TYP (10'-30')
(G)	6" SKIP WHITE TYP (6'-10')
(H)	6" SKIP WHITE TYP (2'-4')
(I)	6" SOLID YELLOW
(J)	18" SOLID YELLOW
(K)	6" DOUBLE YELLOW
(L)	6" SKIP YELLOW (10'-30')
(M)	6" SKIP YELLOW TYP (6'-10')
(N)	6" SKIP YELLOW TYP (2'-4')
(P)	PRM BI-DIRECTIONAL AMBER/AMBER
(R)	FDP WHITE
(S)	FDP YELLOW
(T)	RPM BI-DIRECTIONAL WHITE/RED
(U)	RPM BI-DRIECTIONAL RED/YELLOW

REVISIONS

REV PER SP 01-29-26

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Kings Highway Commerce Park
Parcel-III
Fort Pierce, Florida

Site Plan

DATE	SCALE	DESIGNED BY	DRAWN BY	JOB NO.
12/24/2025	1"=40'	JHI	DDI	2409-1533

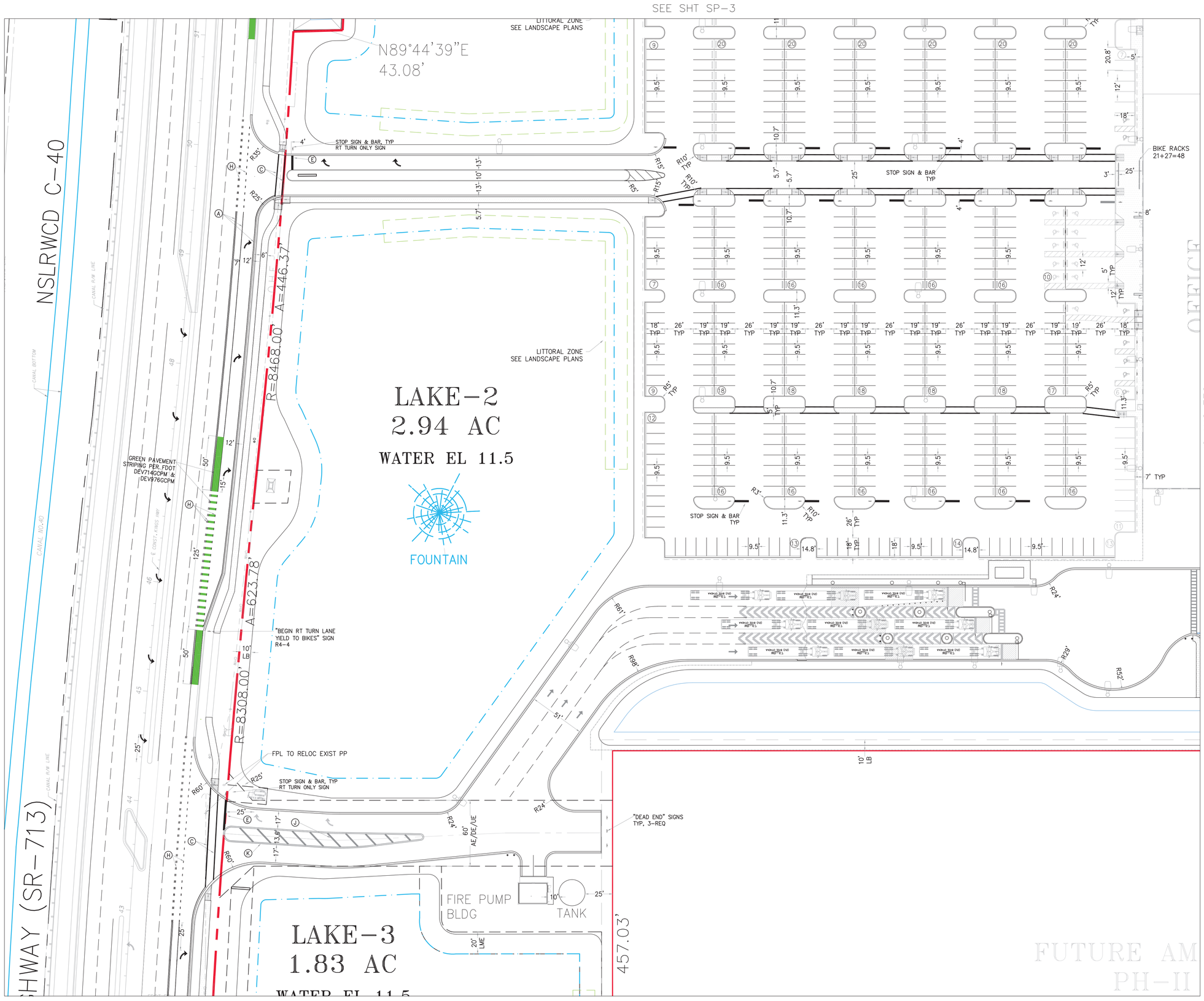
JEFF H. IRAVANI LICENSED PROFESSIONAL ENGINEER No. 23105 STATE OF FLORIDA

Digitally signed by Jeff H. Iravani
Date: 2026.03.10 14:00:40 -04'00'

COA 6986

SHEET NO.

SP-1



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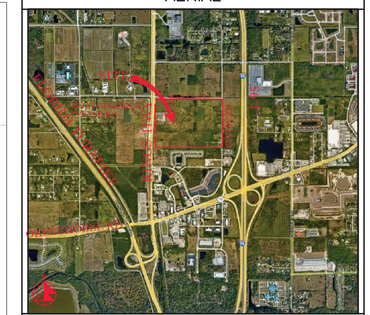
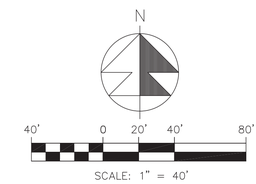


VICINITY MAP

SECTION 24, TWP 35S, RGE 39E



STRIPING LEGEND
Ⓐ 6" SOLID WHITE
Ⓑ 8" SOLID WHITE
Ⓒ 12" SOLID WHITE
Ⓓ 18" SOLID WHITE
Ⓔ 24" SOLID WHITE
Ⓕ 6" SKIP WHITE TYP (10'-30')
Ⓖ 6" SKIP WHITE TYP (6'-10')
Ⓗ 6" SKIP WHITE TYP (2'-4')
Ⓘ 6" SOLID YELLOW
Ⓙ 18" SOLID YELLOW
Ⓚ 6" DOUBLE YELLOW
Ⓛ 6" SKIP YELLOW (10'-30')
Ⓜ 6" SKIP YELLOW TYP (6'-10')
Ⓝ 6" SKIP YELLOW TYP (2'-4')
Ⓟ PRM BI-DIRECTIONAL AMBER/AMBER
Ⓡ FDP WHITE
Ⓢ FDP YELLOW
Ⓣ RPM BI-DIRECTIONAL WHITE/RED
Ⓤ RPM BI-DRIECTIONAL RED/YELLOW

REVISIONS

REV PER SP 01-29-26

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Amazon Distribution Center

Kings Highway Commerce Park
Parcel-III
Fort Pierce, Florida

Site Plan

DATE	SCALE	DESIGNED BY	DRAWN BY	JOB NO.
12/24/2025	1"=40'	JHI	DDI	2409-1533

SEAL

Digitally signed by Jeff H. Iravani
Date: 2026.03.10 14:00:50 -04'00'

SHEET NO.

SP-2

PROP TRAFFIC SIGNAL
TO BE INSTALLED WHEN
WARRANTED BY FDOT

PRUIT RESEARCH CENTER ROAD
WHITE ROAD

SEE WHITE RD PLANS
FOR ROADWAY STRIPING

STOP SIGN & BAR
"DO NOT ENTER" SIGN
TYP, 2-REQ

N89°44'28"E

EXIST STRIPING
TYP

KING'S HIGHWAY (SR-713)

LAKE-1
2.59 AC
WATER EL 11.5

FOUNTAIN

R=8468.00'
A=478.81'

LITTORAL ZONE
SEE LANDSCAPE PLANS

N89°44'39"E
43.08'

STOP SIGN & BAR, TYP
RT TURN ONLY SIGN

STOP SIGN & BAR
TYP

BIKE RACKS
21+27=48

RAMP

SEE SHT SP-4

SEE SHT SP-2

NAVD

STRIPING LEGEND
(A) 6" SOLID WHITE
(B) 8" SOLID WHITE
(C) 12" SOLID WHITE
(D) 18" SOLID WHITE
(E) 24" SOLID WHITE
(F) 6" SKIP WHITE TYP (10'-30')
(G) 6" SKIP WHITE TYP (6'-10')
(H) 6" SKIP WHITE TYP (2'-4')
(C) 6" SOLID YELLOW
(C) 18" SOLID YELLOW
(X) 6" DOUBLE YELLOW
(J) 6" SKIP YELLOW (10'-30')
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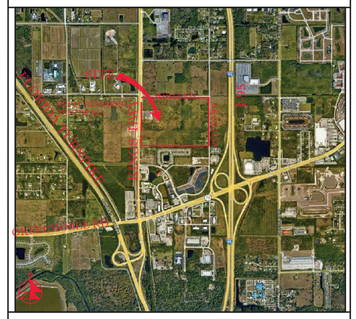
(P) PRM BI-DIRECTIONAL AMBER/AMBER
(R) FDP WHITE
(S) FDP YELLOW
(T) RPM BI-DIRECTIONAL WHITE/RED
(E) RPM BI-DIRECTIONAL RED/YELLOW

AERIAL



VICINITY MAP

SECTION 24, TWP 35S, RGE 39E

N

40' 0 20' 40' 80'

SCALE: 1" = 40'

REVISIONS

REV PER SP 01-29-26

Jeff H. Iravani, Inc.
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Parcel-III
Fort Pierce, Florida

Site Plan

DATE	SCALE	DESIGNED BY	DRAWN BY	JOB NO.
12/24/2025	1"=40'	JHI	DDI	2409-1533

JEFF H. IRAVANI
LICENSED
No. 82155
STATE OF FLORIDA
PROFESSIONAL ENGINEER

This item has been electronically signed and sealed by Jeff H. Iravani using a DIGITAL signature. Printed copies of this document are not considered signed and sealed and the SHA authentication code must be verified on any electronic copies.

Digitally signed by Jeff H. Iravani
Date: 2026.03.10 14:01:00 -04'00'

COA 6986

SHEET NO.

SP-3

SEE SHT SP-5

SEE SHT SP-2

SEE SHT SP-6

BIKE RACKS
21+27=48

OFFICE
F.F.EL 21.92 FT, NAVD

BLDG
1,070,080 SF
60 KSF OFFICE
1,010 KSF WAREHOU

F.F.EL 21.92 FT, NAVI

DRY DET-2 2.52 AC BTM EL 13.0

N89°59'49"E 2,211.82'

FUTURE AMAZON
PH-II

STRIPING LEGEND
(A) 6" SOLID WHITE
(B) 8" SOLID WHITE
(C) 12" SOLID WHITE
(D) 18" SOLID WHITE
(E) 24" SOLID WHITE
(F) 6" SKIP WHITE TYP (10'-30')
(G) 6" SKIP WHITE TYP (6'-10')
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(S) FDP YELLOW
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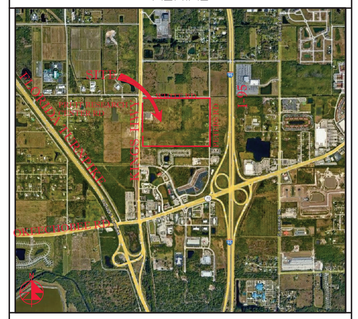
AERIAL



VICINITY MAP

SECTION 24, TWP 35S, RGE 39E

N

40' 0 20' 40' 80'

SCALE: 1" = 40'

REVISIONS

REV PER SP 01-29-26

Jeff H. Iravani, Inc.
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Site Plan

DATE	SCALE	DESIGNED BY	DRAWN BY	JOB NO.
12/24/2025	1"=40'	JHI	DDI	2409-1533

JEFF H. IRAVANI LICENSED No. 23155 STATE OF FLORIDA PROFESSIONAL ENGINEER

Digitally signed by Jeff H. Iravani
Date: 2026.03.10 14:01:11 -04'00'

COA 6986

SHEET NO.

SP-4

WHITE ROAD

EXIST 35' R/W

PROP 60' R/W

N89°44'28"E

6' CLF

DRY DET-1 2.78 AC BTM EL 13.0
(BIO-SWALE)

10' LB

10' UE

12' TYP

55'

12'

70'

60'

R25'

R50'

R15'

R15'

R6'

RAMP

RAMP

RAMP

RECYCLE

BIKE RACKS
21+27=48

7' TYP

SEE SHT SP-4

SEE SHT SP-4

SEE SHT SP-4

SEE SHT SP-4

Parcel-II
69.19 ac

BLDG
1,070,080 SF
60 KSF OFFICE
1,010 KSF WAREHOUS

F.F.EL 21.92 FT, NAVD

STRIPING LEGEND
(A) 6" SOLID WHITE
(B) 8" SOLID WHITE
(C) 12" SOLID WHITE
(D) 18" SOLID WHITE
(E) 24" SOLID WHITE
(F) 6" SKIP WHITE TYP (10'-30')
(G) 6" SKIP WHITE TYP (6'-10')
(H) 6" SKIP WHITE TYP (2'-4')
(I) 6" SOLID YELLOW
(J) 18" SOLID YELLOW
(K) 6" DOUBLE YELLOW
(L) 6" SKIP YELLOW (10'-30')
(M) 6" SKIP YELLOW TYP (6'-10')
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(P) PRM BI-DIRECTIONAL AMBER/AMBER
(R) FDP WHITE
(S) FDP YELLOW
(T) RPM BI-DIRECTIONAL WHITE/RED
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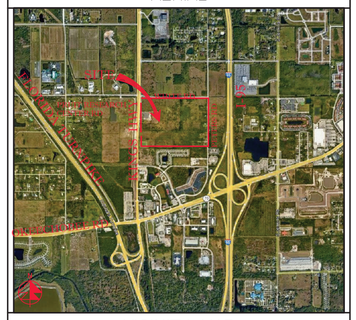
AERIAL



VICINITY MAP

SECTION 24, TWP 35S, RGE 39E

N

40' 0 20' 40' 80'

SCALE: 1" = 40'

REVISIONS

REV PER SP 01-29-26

Jeff H. Iravani, Inc.
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Fort Pierce, Florida

Site Plan

DATE	SCALE	DESIGNED BY	DRAWN BY	JOB NO.
12/24/2025	1"=40'	JHI	DDI	2409-1533

JEFF H. IRAVANI LICENSE No. 23155 STATE OF FLORIDA PROFESSIONAL ENGINEER

Digitally signed by Jeff H. Iravani
Date: 2026.03.10 14:01:24 -04'00'

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COA 6986

SHEET NO.

SP-5

SEE SHT SP-7

BLDG
070,080 SF
KSF OFFICE
KSF WAREHOUSE

L 21.92 FT, NAVD

SEE SHT SP-4

C BTM EL 13.0

PETERS ROAD

1,113.34'

1871.93'

33.7'

R30'

R15'

R15'

R15'

R15'

R6'

R6'

70'

55'

12' TYP

10' LB

60'

N89°59'49"E 750.04'

S00°04'58"E

PETERS ROAD

16+00

17+00

18+00

19+00

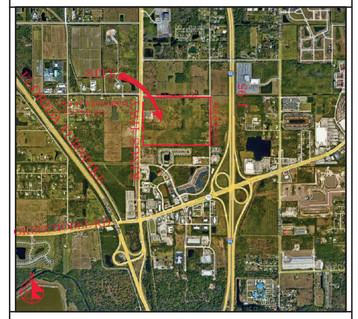
20+00

21+00

22+00

23+00

AERIAL



VICINITY MAP

SECTION 24, TWP 35S, RGE 39E

N

40' 0 20' 40' 80'

SCALE: 1" = 40'

STRIPING LEGEND
(A) 6" SOLID WHITE
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(R) FDP WHITE
(S) FDP YELLOW
(T) RPM BI-DIRECTIONAL WHITE/RED
(U) RPM BI-DRIECTIONAL RED/YELLOW

REVISIONS

REV PER SP 01-29-26

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Fort Pierce, Florida

Site Plan

DATE	SCALE	DESIGNED BY	DRAWN BY	JOB NO.
12/24/2025	1"=40'	JHI	DDI	2409-1533

JEFF H. IRAVANI
LICENSE
No. 39155
STATE OF
FLORIDA
PROFESSIONAL ENGINEER

Digitally signed by Jeff H. Iravani
Date: 2026.03.10 14:01:37 -04'00'

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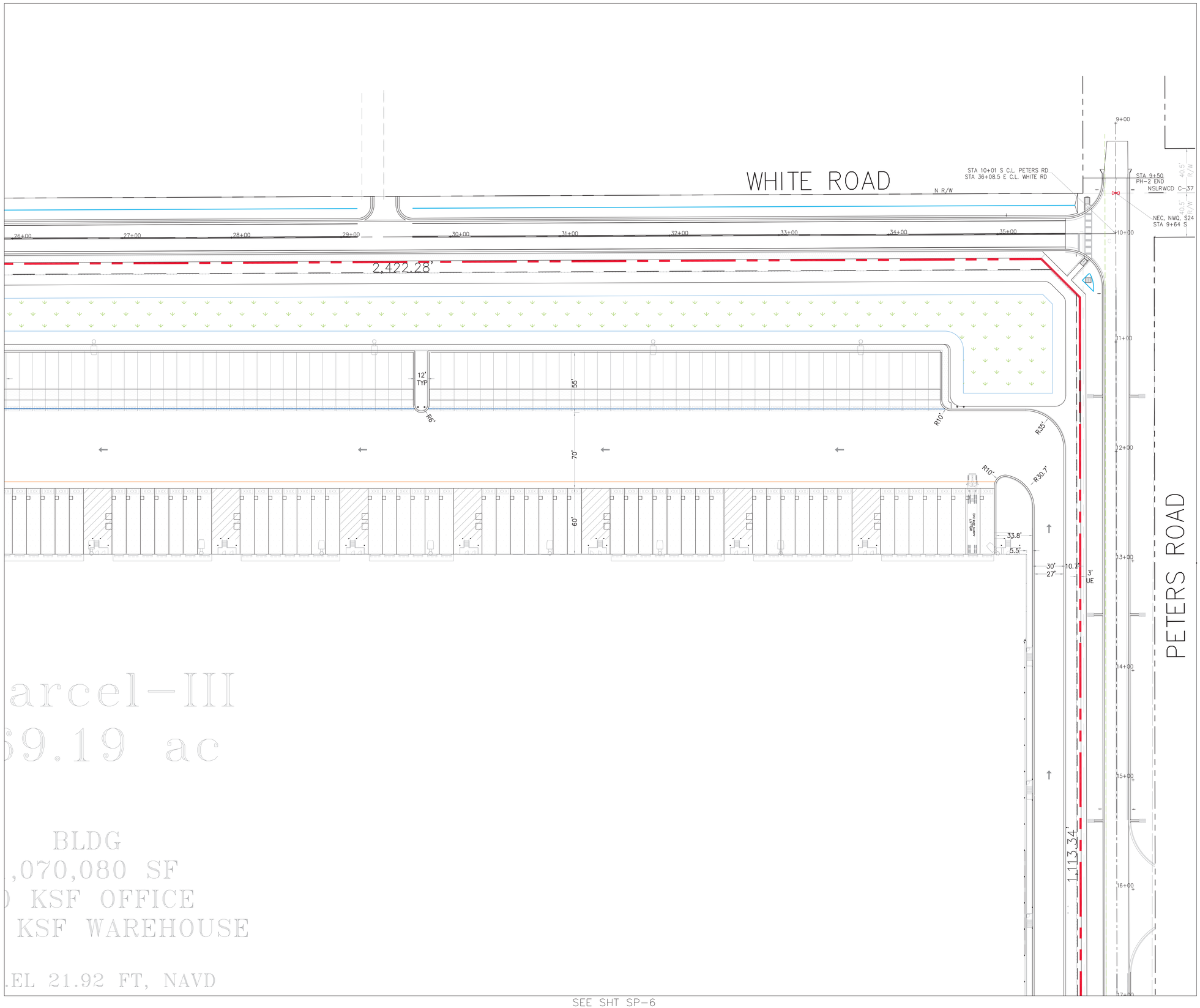
SHEET NO.

SP-6



STRIPING LEGEND
(A) 6" SOLID WHITE
(B) 8" SOLID WHITE
(C) 12" SOLID WHITE
(F) 18" SOLID WHITE
(F) 24" SOLID WHITE
(D) 6" SKIP WHITE TYP (10'-30')
(E) 6" SKIP WHITE TYP (6'-10')
(H) 6" SKIP WHITE TYP (2'-4')
(O) 6" SOLID YELLOW
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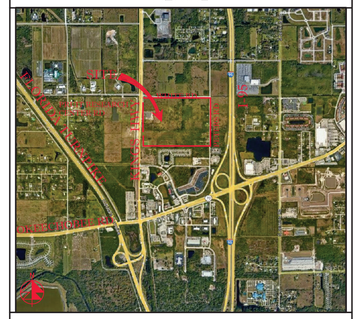
AERIAL



VICINITY MAP

SECTION 24, TWP 35S, RGE 39E

N

40' 0 20' 40' 80'

SCALE: 1" = 40'

REVISIONS

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Parcel-III
Fort Pierce, Florida

Site Plan

DATE	SCALE	DESIGNED BY	DRAWN BY	JOB NO.
12/24/2025	1"=40'	JHI	DDI	2409-1533

JEFF H. IRAVANI LICENSE No. 23156 STATE OF FLORIDA PROFESSIONAL ENGINEER

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Date: 2026.03.10 14:01:51 -04'00'

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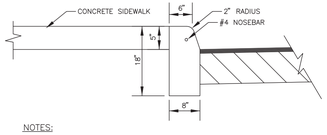
SHEET NO.

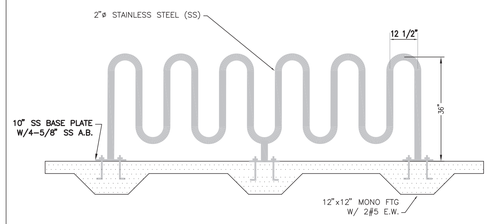
SP-7



NOTES:

1. SEE F.D.O.T. INDEX NO. 520-001 FOR ADDITIONAL INFORMATION.
2. CURB TO BE IN PLACE PRIOR TO SURFACE COURSE BEING PLACED.
3. SAWCUTS TO BE MADE AT 10' O.C. THROUGHOUT CURB CONST.
4. SIDEWALK TO BE POURED AFTER CURB CONSTRUCTION
5. SEE SIDEWALK DETAIL FOR JOINT PLACEMENT

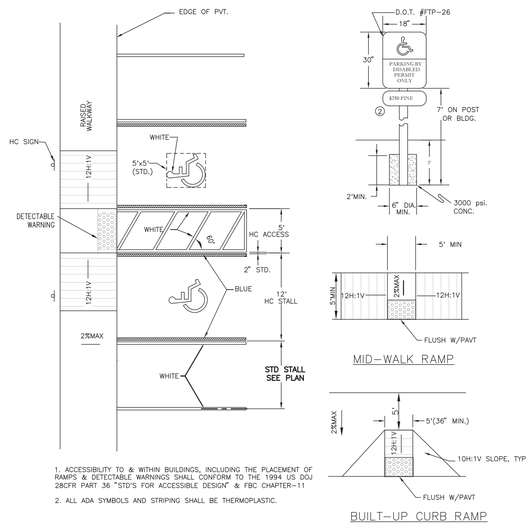
RAISED SIDEWALK W/ CURB



BIKE RACK DETAIL

13 BIKE

CONTRACTOR TO PROVODE SHOP DWG



1. ACCESSIBILITY TO & WITHIN BUILDINGS, INCLUDING THE PLACEMENT OF RAMPS & DETECTABLE WARNINGS SHALL CONFORM TO THE 1994 US DOJ 28CFR PART 36 "STD'S FOR ACCESSIBLE DESIGN" & FBC CHAPTER-11
2. ALL ADA SYMBOLS AND STRIPING SHALL BE THERMOPLASTIC.

MID-WALK RAMP

BUILT-UP CURB RAMP

PARKING STALLS DETAILS

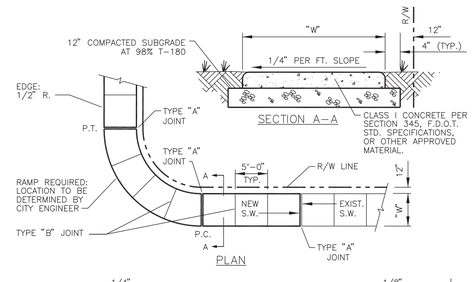
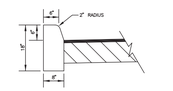


TABLE OF SIDEWALK THICKNESS – "T"	
RESIDENTIAL AREAS	4"
WITHIN 10' OF CROSS-STREETS, AT DRIVEWAYS & OTHER AREAS	6"
TABLE OF SIDEWALK WIDTHS – "W"	
EXCLUIDNG CURB	5'
INCLUIDNG 2' VOH	7'

* MINIMUM.

TABLE OF SIDEWALK JOINTS	
TYPE	LOCATION
"A"	P.C. AND P.T. OF CURVES, JUNCTION OF EXISTING & NEW SIDEWALKS & EVERY 30'
"B"	5'-0" CENTER TO CENTER ON SIDEWALKS SCORED DURING PLACEMENT OR SAWCUT WITHIN 24 HOURS OF PLACEMENT
"A"	WHERE SIDEWALK ABUTS CONCRETE CURBS, DRIVEWAYS, AND SIMILAR STRUCTURES

SIDEWALK CONSTRUCTION DETAIL

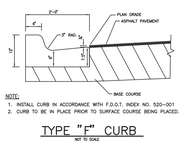


NOTES:

1. SEE F.D.O.T. INDEX NO. 520-001 FOR ADDITIONAL INFORMATION.
2. CURB TO BE IN PLACE PRIOR TO SURFACE COURSE BEING PLACED.
3. SAWCUTS TO BE MADE AT 10' O.C. THROUGHOUT CURB CONST.

TYPE "D" CURB

NOT TO SCALE

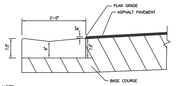


NOTE:

1. INSTALL CURB IN ACCORDANCE WITH F.D.O.T. INDEX NO. 520-001.
2. CURB TO BE IN PLACE PRIOR TO SURFACE COURSE BEING PLACED.

TYPE "F" CURB

NOT TO SCALE



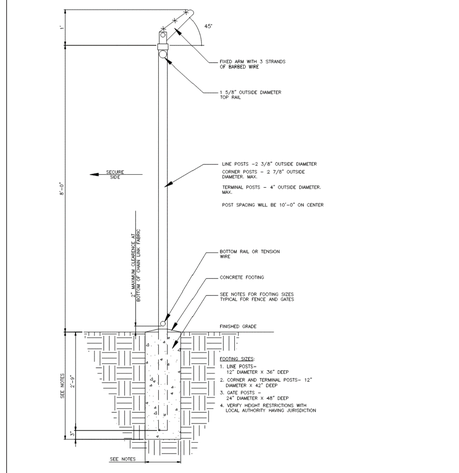
NOTE:

1. INSTALL CURB IN ACCORDANCE WITH F.D.O.T. INDEX NO. 520-001
2. CURB TO BE IN PLACE PRIOR TO SURFACE COURSE BEING PLACED.

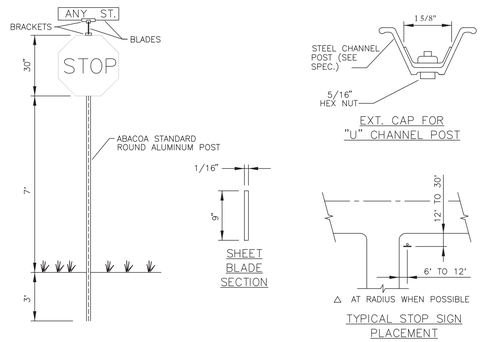
DROP CURB

NOT TO SCALE

CURB DETAILS



8' CHAIN LINK FENCE DETAIL



GENERAL SPECIFICATIONS

FLAT BLADE: ALCOA #86054.6063-T6 ALLOY ETCHED, DEGREASED WITH #1200 ALODINE FINISH WITH #2277 GREEN SCOTCHLITE BACKGROUND OR EQUAL DIMENSIONS – 9" & 12" MIN H., 24",30" OR 36" L.
LETTER: NAME – 6" & 9" SERIES 'B' #2270 SCOTCHLITE (SILVER) OR EQUAL – SUFFIX – 4.5" SERIES AS ABOVE.
BRACKETS: SEE DETAILS

POST: STEEL FLANGED CHANNEL POST WITH BAKED GREEN ALKYD FINISH PER A.S.T.M. – A – 123 WITHOUT ANCHOR PLATES.

STOP SIGN: R1-1 MUTCD – 30"x30" (HIGH INTENSITY) 36"x36" (FDOT DRIVEWAYS)

LOCATION: ONE PER INTERSECTION AS INDICATED ON THE PLANS.

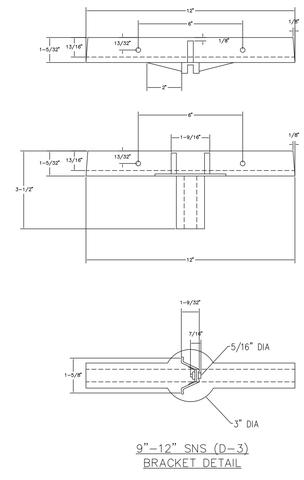
POLICY: 9" BLADE WITH 6" LETTERS FOR TWO LANE ROADS WITH A SPEED LIMIT UNDER 45 MPH.

12" BLADES WITH 9" LETTERS:
–THOROUGHFARE ROADS FOUR LANES OR WIDER
–TWO LANE ROADS WITH A POSTED SPEED LIMIT 45 MPH OR MORE.

DIMENSION TOL.	2.00	3.00
'A' ±	3/32"	1–15/32" 1–7/8"
'B' ±	1/8"	3–1/16" 3–1/2"
'C' ±	1/16"	1–9/32" 1–5/16"
'D' ±	1/32"	3/16" 7/32"

CHANNEL POST

STREET SIGN/STOP SIGN DETAIL



9"–12" SNS (D-3) BRACKET DETAIL

A– ALL DIMENSIONS AND SPECIFICATIONS CONTAINED IN DRAWINGS

B– MATERIALS: ALUMINUM HIGH STRENGTH ALLOY 380 ASTM B95–60T. HARDWARE SHALL BE SMOOTHLY FINISHED AND PRECISION MACHINED TO FIT STANDARD FLAT BLADE SECTION. ALLOWING CLEARANCE FOR REFLECTIVE FACING ACCORDING TO REQUIREMENTS

C– POST TO SIGN BRACKET: THEY SHALL BE ATTACHED FIRMLY ON STANDARD ROUND TUBING OR U–CHANNEL POSTS BY MEANS OF (2) 5/16" DIAMETER HEX HEAD SCREWS

D– SIGN TO SIGN BRACKET: THEY SHALL BE 90 OR 45 DEGREE TYPE WITH MINIMUM REQUIREMENTS EQUAL TO THE POST TO SIGN BRACKET

REVISIONS

02/24/2026 REV PER CITY

Jeff H. Iravani, Inc.
Consulting Engineers
1934 COMMERCE LANE, SUITE 5
JUPITER, FLORIDA 33458
TEL: (561) 575-6030
FAX: (561) 575-6088
WEBSITE: www.JHIinc.com
EMAIL: JHI@JHIinc.com

Amazon
Distribution Center
Kings Highway Commerce Park
Parcel-III
Fort Pierce, Florida

DETAILS

DATE	SCALE	DESIGNED BY	DRAWN BY	JOB NO.
12/24/2025	NA	JHI	DDI	2509-1533

Digitally signed by Jeff H. Iravani
Date: 2026.03.10 14:02:02 -04'00'

COA 6986

SHEET NO.

SP-8

PRUIT RESEARCH CENTER ROAD
WHITE ROAD

WHITE ROAD

WHITE ROAD

KING'S HIGHWAY (SR-713)

NSLRWCD C-40

DRY DET-1 2.78 AC BTM EL 13.0
(BIO-SWALE)

RAMP

RECYCLE

LAKE-1
2.59 AC
WATER EL 11.5
FOUNTAIN

Parcel-III
69.19 ac

BLDG
1,070,080 SF
60 KSF OFFICE
1,010 KSF WAREHOUSE

F.F.EL 21.92 FT, NAVD

OFFICE
F.F.EL 21.92 FT, NAVD

LAKE-2
2.94 AC
WATER EL 11.5
FOUNTAIN

DRY DET-2 2.52 AC BTM EL 13.0

60' AE/DE/UE

FIRE PUMP BLDG

TANK

LAKE-3
1.83 AC
WATER EL 11.5
FOUNTAIN

FUTURE AMAZON
PH-II
BLDG
530,230 SF
30 KSF OFFICE
500 KSF WAREHOUSE

Parcel-II
26.26 ac

Parcel-I
12.00 ac

PETERS ROAD

PETERS ROAD

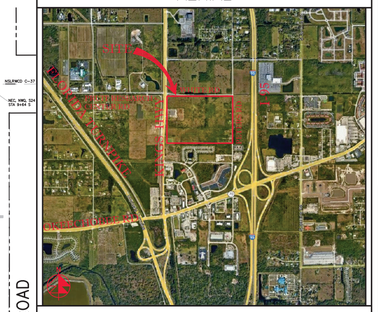
1,113.34'

1871.93'

S00°04'58"E

PETERS ROAD

AERIAL



VICINITY MAP

SECTION 24, TWP 35S, RGE 39E

N

100' 0 100' 200'

SCALE: 1" = 100'

REVISIONS

REV PER FP 01/29/2026
REV PER CITY 02/19/2026
REV PER FD 02/24/2026
REV PER FP 03/06/2026

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Fort Pierce, Florida

Overall Water & Wastewater Plan

JOB NO.	DRAWN BY	DESIGNED BY	SCALE	DATE
2409-1533	DDI	JHI	1" = 100'	12/24/2025

48 HOURS BEFORE DIGGING
CALL TOLL FREE
811
CALL SUNSHINE
NOTIFICATION CENTER

LEGEND

⊕19.7	PROP PAV'T EL
19.7	EXIST EL
✳	CONTRACTOR TO FIELD VERIFY
INV EL	INVERT EL
CB	CATCH BASIN
YD	YARD DRAIN
BC	BOTTOM OF CURB
BE	BOTTOM EL
TC	TOP OF CURB
TE	TOP EL
EXF	EXFILTRATION TRENCH
WM	WATER MAIN
FM	FORCE MAIN
FIM	FIRE MAIN
SAN	WASTEWATER GRAVITY
	FIRE HYDRANT
GV	GATE VALVE
	GATE VALVE
	SIAMESE CONN.
	CHECK VALVE
	DOUBLE DETECTOR CHECK VALVE
	WATER METER W/ REDUCED PRESSURE BACKFLOW PREV.
S	SAMPLE POINT
MES	MITERED END SECTION
F.F.EL	FIN FLOOR ELEV
F.L.EL	FLOW LINE ELEV
TOB	TOP OF BANK
TOS	TOE OF SLOPE
TOC	TOP OF CONCRETE
TV	TAPPING VAVLE
CO	CLEANOUT
B1	BORING NO. AND LOCATION
/AE	APPROVED EQUIVALENT

JEFF H. IRAVANI
No. 23155
STATE OF FLORIDA
PROFESSIONAL ENGINEER

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COA 6986

SHEET NO.
SP-9

PROP TRAFFIC SIGNAL TO BE INSTALLED WHEN WARRANTED BY FDOT

PRUIT RESEARCH CENTER ROAD
WHITE ROAD

WHITE ROAD

WHITE ROAD

KING'S HIGHWAY (SR-713)

NSLRWCD C-40

KING'S HIGHWAY (SR-713)

PETERS ROAD

PETERS ROAD

PETERS ROAD

N89°44'28"E 2,422.28'

DRY DET-1 2.78 AC BTM EL 13.0
(BIO-SWALE)

RAMP

RECYCLE

LAKE-1
2.59 AC
WATER EL 11.5

FOUNTAIN

R=8468.00'
A=478.81'

N89°44'39"E
43.08'

LAKE-2
2.94 AC
WATER EL 11.5

FOUNTAIN

R=8468.00'
A=448.37'

R=8308.00'
A=623.78'

FPL TO RELOC EXIST PP

Parcel-III
69.19 ac

BLDG
1,070,080 SF
60 KSF OFFICE
1,010 KSF WAREHOUSE

F.F.EL 21.92 FT, NAVD

OFFICE
F.F.EL 21.92 FT, NAVD

1,113.34'

1871.93'

DRY DET-2 2.52 AC BTM EL 13.0

N89°59'49"E 2,211.82'

60'

N89°59'49"E 750.04'

S00°04'58"E

698.59'

60'
AE/DE/UE

FIRE PUMP
BLDG

TANK

LAKE-3
1.83 AC
WATER EL 11.5

FOUNTAIN

457.03'

N00°00'11"W

FUTURE AMAZON
PH-II
BLDG
530,230 SF
30 KSF OFFICE
500 KSF WAREHOUSE

Parcel-II
26.26 ac

Parcel-I
12.00 ac

696.32'

N00°00'16"W

N89°50'04"W 343.82'

R=8,264.54'
A=45.11'
30.02'
N89°51'22"E

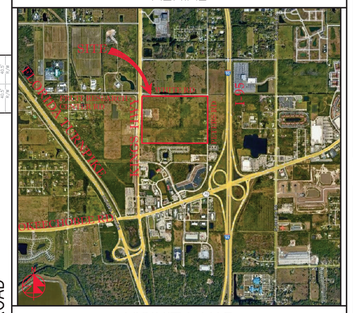
N00°07'16"W 295.04'

1,461.20'

N89°50'03"W 2,212.28'

751.11'

AERIAL



VICINITY MAP

SECTION 24, TWP 35S, RGE 39E

N

100' 0 100' 200'

SCALE: 1" = 100'

REVISIONS

REV PER FP 01/29/2026
REV PER CITY 02/19/2026
REV PER FD 02/24/2026
REV PER FP 03/06/2026

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WEBSITE: www.JHInc.com
EMAIL: JHI@JHInc.com

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Kings Highway Commerce Park
Parcel-III
Fort Pierce, Florida

TRUCK CIRCULATION PLAN

JOB NO.	DRAWN BY	DESIGNED BY	SCALE	DATE
2409-1533	DDI	JHI	1"=100'	12/24/2025

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COA 8985

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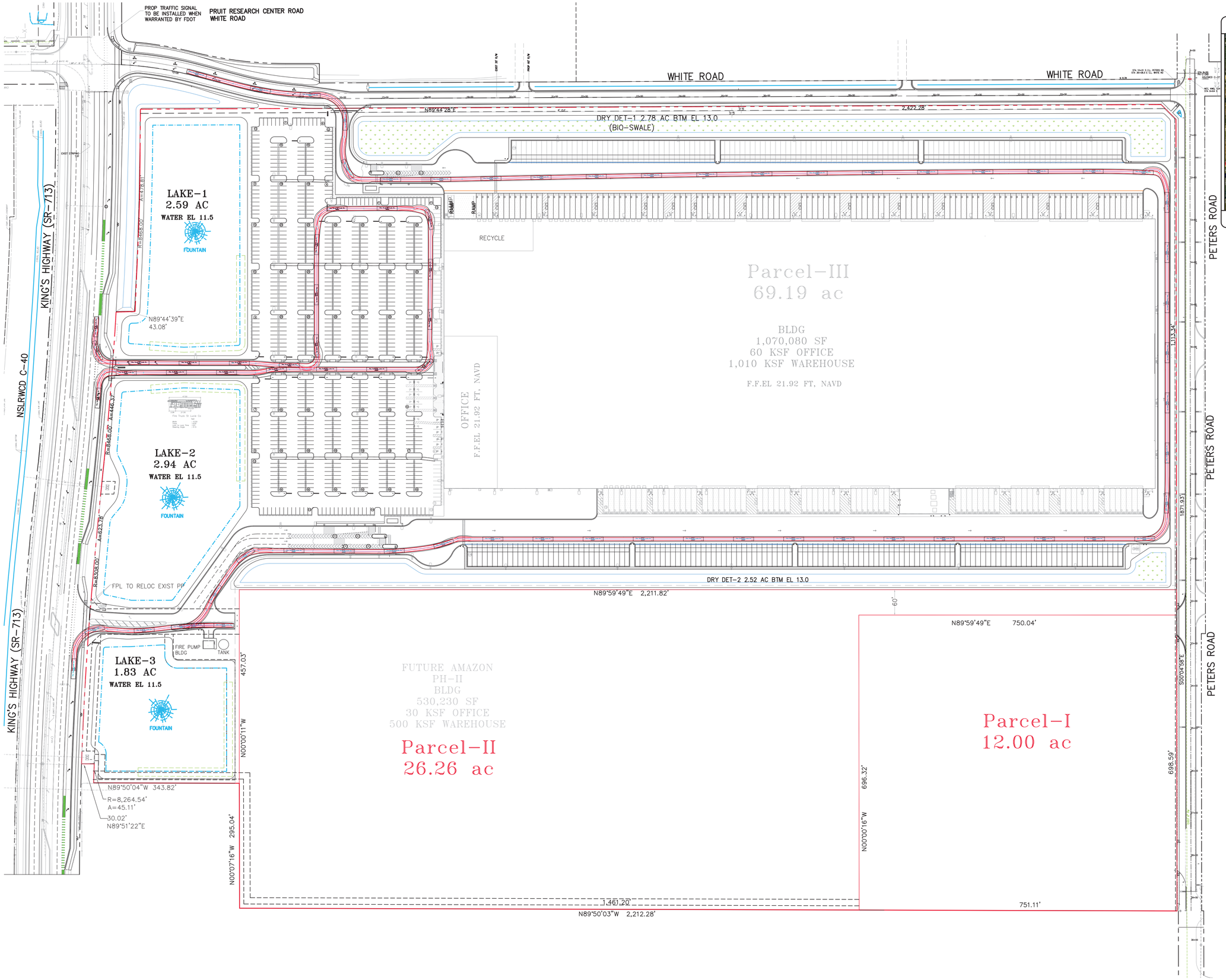
TCP-1



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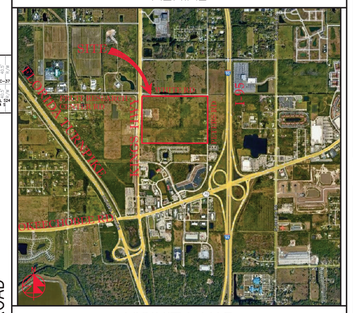

VICINITY MAP

SECTION 24, TWP 35S, RGE 39E

N

100' 0 100' 200'

SCALE: 1" = 100'

REVISIONS

REV PER FP 01/29/2026
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REV PER FD 02/24/2026
REV PER FP 03/06/2026

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Amazon Distribution Center

Kings Highway Commerce Park
Parcel-III
Fort Pierce, Florida

Fire Truck Routing Plan

DATE	SCALE	DESIGNED BY	DRAWN BY	JOB NO.
12/24/2025	1"=100'	JHI	DDI	2409-1533

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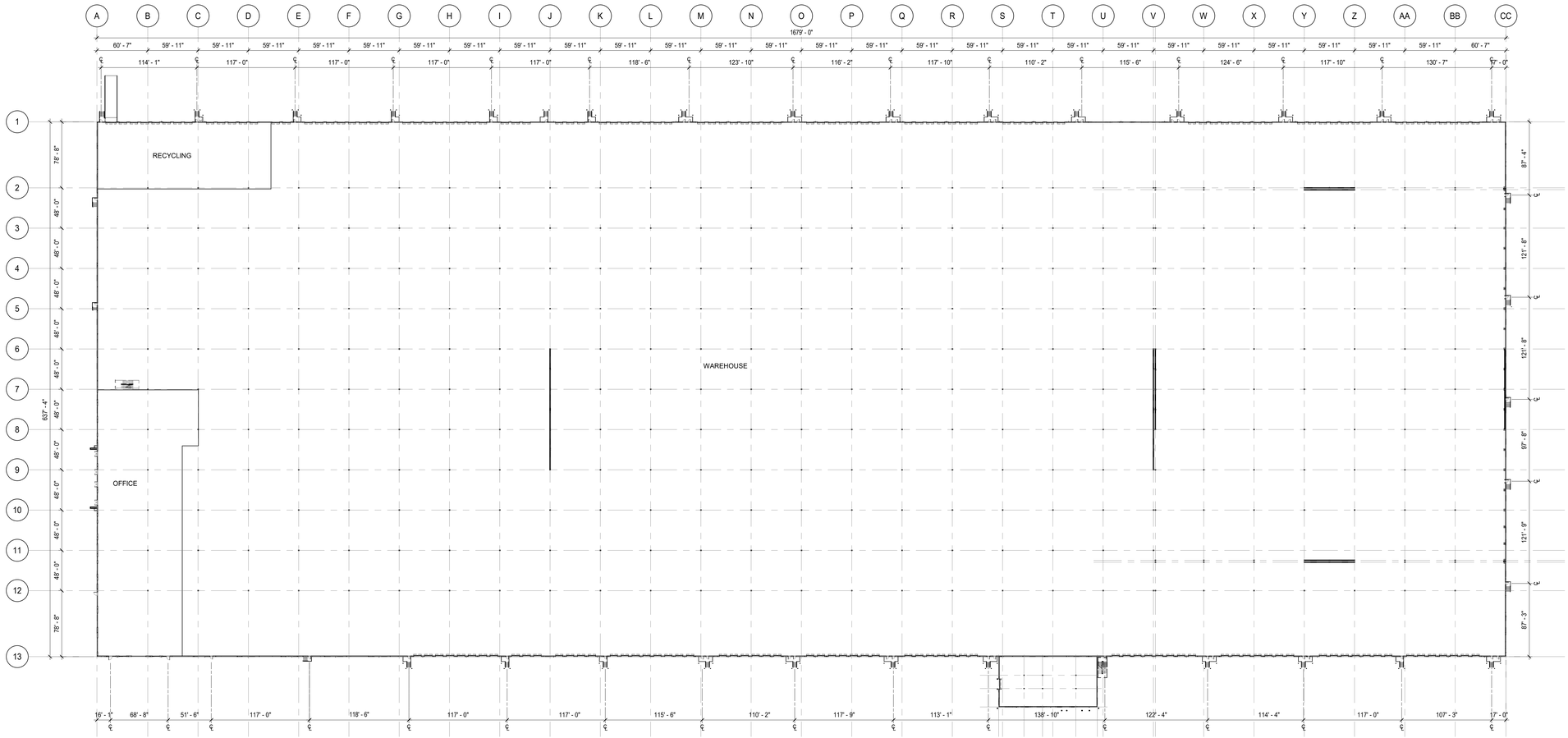
Date: 2026.03.10 14:03:04 -04'00'

COA 6986

SHEET NO.

FTCP-1



1 CONCEPT FLOOR PLAN
1" = 60'-0"

NORTH

RSP

RSP Architects, Ltd | Qualifying Architect
AR93674
600 West 6th Street
Suite 100
Fort Worth, TX 76102
682.200.0340
rsparch.com

CONSULTANTS

CERTIFICATION

Name
License No.
Expiration Date
Date Signed

PROJECT FOR

HFL1 - AMAZON DISTRIBUTION CENTER

2300 S Kings Hwy.
Fort Pierce, FL
34945

Project No.	2427.016.01
Drawn By	ABE
Checked By	EH
Date	03/10/26

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ISSUES / REVISIONS

NO.	DATE	DESCRIPTION

OVERALL FLOOR PLAN

A1.01

Construction Plans & Specifications
For
Amazon
Distribution Center

Kings Highway Commerce Park
Parcel-III

Section 24 Township 35S Range 39E

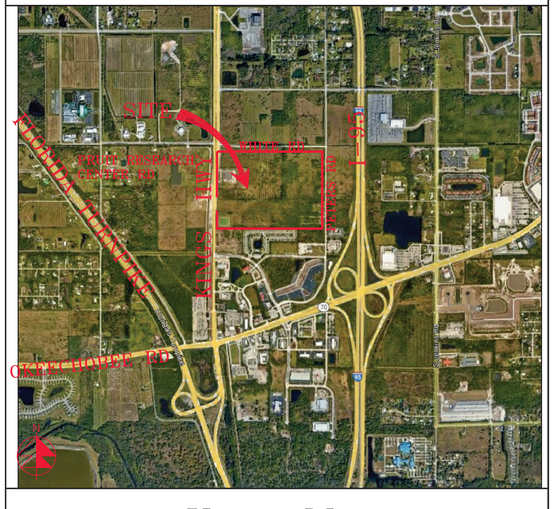
Fort Pierce, Florida

Developer

Scannel Properties #533, LLC

8801 River Crossing Blvd,
Suite 300,
Indianapolis, Indiana 46240

Aerial



Vicinity Map

Drawing Index

C1	Cover Sheet
C2	Pavement Marking Overall Plan
C3-C9	Pavement Marking Plans
C10	Drainage Overall Plan
C11-C17	Grading, Paving, & Drainage Plans
C18	Water & Wastewater Overall Plan
C19-C25	Water & Wastewater Plans
C26-C29	Grading, Paving, & Drainage Details
C30	Sections
C31	Off-SiteSections
C32	Water Details
C33-C34	Wastewater Details
C35-C37	Lift Station Details
C38	Pollution Prevention Plan

REVISIONS

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Amazon
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Kings Highway Commerce Park
Parcel-III
Fort Pierce, Florida

Cover Sheet

JOB NO.	DRAWN BY	DESIGNED BY	SCALE	DATE
2509-1533	DDI	JHI	NA	12/24/2025

JEFF H. IRAVANI LICENSE No. 23155 STATE OF FLORIDA PROFESSIONAL ENGINEER

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COA 6986

SHEET NO.
C-1

PRUIT RESEARCH CENTER ROAD
WHITE ROAD

WHITE ROAD

WHITE ROAD

N89°44'28"E

2,422.28'

DRY DET-1 2.78 AC BTM EL 13.0
(BIO-SWALE)

KING'S HIGHWAY (SR-713)

NSLRWCD C-40

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2.59 AC
WATER EL 11.5

FOUNTAIN

R=8468.00'
A=478.81'

N89°44'39"E
43.08'

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2.94 AC
WATER EL 11.5

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F.F.EL 21.92 FT, NAVD

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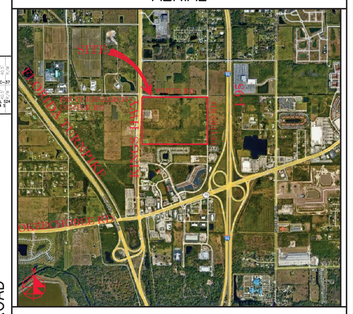

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SECTION 24, TWP 35S, RGE 39E

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100' 0 100' 200'

SCALE: 1" = 100'

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Fort Pierce, Florida

Overall Pavement Marking Plan

JOB NO.	DRAWN BY:	DESIGNED BY:	SCALE	DATE
2409-1533	DDI	JHI	1"=100'	12/24/2025

48 HOURS BEFORE DIGGING
CALL TOLL FREE
811
CALL SUNSHINE
NOTIFICATION CENTER

LEGEND

⊕19.7	PROP PAV'T EL
19.7	EXIST EL
✳	CONTRACTOR TO FIELD VERIFY
INV EL	INVERT EL
CB	CATCH BASIN
YD	YARD DRAIN
BC	BOTTOM OF CURB
BE	BOTTOM EL
TC	TOP OF CURB
TE	TOP EL
EXF	EXFILTRATION TRENCH
WM	WATER MAIN
FM	FORCE MAIN
FIM	FIRE MAIN
SAN	WASTEWATER GRAVITY
	FIRE HYDRANT
GV	GATE VALVE
	GATE VALVE
	SIAMESE CONN.
	CHECK VALVE
	DOUBLE DETECTOR CHECK VALVE
	WATER METER W/ REDUCED PRESSURE BACKFLOW PREV.
	SAMPLE POINT
MES	MITERED END SECTION
F.F.EL	FIN FLOOR ELEV
F.L.EL	FLOW LINE ELEV
TOB	TOP OF BANK
TOS	TOE OF SLOPE
TOC	TOP OF CONCRETE
TV	TAPPING VAVLE
CO	CLEANOUT
B1	BORING NO. AND LOCATION
/AE	APPROVED EQUIVALENT

JEFF H. IRAVANI
No. 39150
STATE OF FLORIDA
PROFESSIONAL ENGINEER

This item has been electronically signed and sealed by Jeff H. Iravani, PE on the date adjacent to the seal. Printed copies of this document are not considered signed and sealed and the signature must be verified on any electronic copies.

Digitally signed by Jeff H. Iravani
Date: 2026.03.10 14:04:32 -04'00'

COA 6986

SHEET NO.
C-2

SEE SHT C-4

KING'S HIGHWAY (SR-713)

"BEGIN RT TURN LANE YIELD TO BIKES" SIGN R4-4

R=8308.00'

FPL TO RELOC EXIST PP

STOP SIGN & BAR, TYP RT TURN ONLY SIGN

"DEAD END" SIGNS TYP, 3-REQ

FIRE PUMP BLDG

TANK

LAKE-3
1.83 AC
WATER EL 11.5

FOUNTAIN

LITTORAL ZONE
SEE LANDSCAPE PLANS

457.03'

N00°00'11"W

N89°50'04"W 343.82'

R=8,264.54'
A=45.11'
30.02'
N89°51'22"E

N00°07'16"W 295.04'

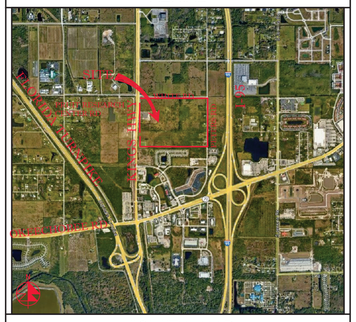
GREEN PAVEMENT STRIPING PER FDOT DEV714GCPM & DEV976GCPM

"BEGIN RT TURN LANE YIELD TO BIKES" SIGN R4-4

FUTURE
PH-
BLD
530,23
30 KSF
500 KSF WA

Parce
26.26

AERIAL



VICINITY MAP

SECTION 24, TWP 35S, RGE 39E

N

40' 0 20' 40' 80'

SCALE: 1" = 40'

NOTES:

1. SOD ALL FDOT R/W DISTURBED BY CONSTRUCTION WITH COMMON BERMUDA SOD.
2. ALL STRIPING PERTAINING TO FDOT DRIVEWAY AND ROAD WIDENING SHALL BE THERMOPLASTIC.
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STRIPING LEGEND

(A)	6" SOLID WHITE
(B)	8" SOLID WHITE
(C)	12" SOLID WHITE
(D)	18" SOLID WHITE
(E)	24" SOLID WHITE
(F)	6" SKIP WHITE TYP (10'-30')
(G)	6" SKIP WHITE TYP (6'-10')
(H)	6" SKIP WHITE TYP (2'-4')
(I)	6" SOLID YELLOW
(J)	18" SOLID YELLOW
(K)	6" DOUBLE YELLOW
(L)	6" SKIP YELLOW (10'-30')
(M)	6" SKIP YELLOW TYP (6'-10')
(N)	6" SKIP YELLOW TYP (2'-4')
(P)	PRM BI-DIRECTIONAL AMBER/AMBER
(R)	FDP WHITE
(S)	FDP YELLOW
(T)	RPM BI-DIRECTIONAL WHITE/RED
(U)	RPM BI-DRIECTIONAL RED/YELLOW

REVISIONS
REV PER SP 01-29-26

Jeff H. Iravani, Inc.
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FAX: (561) 575-6088
EMAIL: JHI@bellsouth.net
WEBSITE: www.JHIinc.com

Amazon
Distribution Center
Kings Highway Commerce Park
Parcel-III
Fort Pierce, Florida

Pavement Marking Plan

JOB NO.	2409-1533
DRAWN BY	DDI
DESIGNED BY	JHI
SCALE	1"=40'
DATE	12/24/2025

H. IRAVANI LICENSE No. 39155 STATE OF FLORIDA PROFESSIONAL ENGINEER

Digitally signed by Jeff H. Iravani
Date: 2026.03.10 14:04:44 -04'00'

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COA 6986

SHEET NO.
C-3

SEE SHT C-5

NSLRWCD C-40

CANAL R/W LINE

CANAL BOTTOM

N89°44'39"E
43.08'

LITTORAL ZONE
SEE LANDSCAPE PLANS

STOP SIGN & BAR, TYP
RT TURN ONLY SIGN

R=8468.00' A=446.37'

LAKE-2
2.94 AC
WATER EL 11.5

FOUNTAIN

GREEN PAVEMENT
STRIPING PER FDOT
DEV714GCPM &
DEV976GCPM

"BEGIN RT TURN LANE
YIELD TO BIKES" SIGN
R4-4

R=8308.00' A=623.78'

FPL TO RELOC EXIST PP

STOP SIGN & BAR, TYP
RT TURN ONLY SIGN

"DEAD END" SIGNS
TYP, 3-REQ

FIRE PUMP
BLDG

TANK

LAKE-3
1.83 AC
WATER EL 11.5

457.03'

STOP SIGN & BAR
TYP

BIKE RACKS
21+27=48

10' LB

FUTURE AM
PH-II

SEE SHT C-6

SEE SHT C-3

STRIPING LEGEND

A	6" SOLID WHITE
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T	FDP YELLOW
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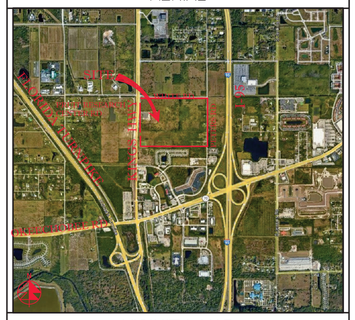
V	RPM BI-DIRECTIONAL RED/YELLOW

AERIAL



VICINITY MAP

SECTION 24, TWP 35S, RGE 39E

N

40' 0 20' 40' 80'

SCALE: 1" = 40'

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REVISIONS

REV PER SP 01-29-26

Jeff H. Iravani, Inc.
Consulting Engineers
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FAX: (561) 575-6088
WEBSITE: www.JHInc.com
EMAIL: JH@jhinc.com

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Kings Highway Commerce Park
Parcel-III
Fort Pierce, Florida

Pavement Marking Plan

DATE	SCALE	DESIGNED BY	DRAWN BY	JOB NO.
12/24/2025	1"=40'	JHI	DDI	2409-1533

JEFF H. IRAVANI
LICENSE
No. 39158
STATE OF
FLORIDA
PROFESSIONAL ENGINEER

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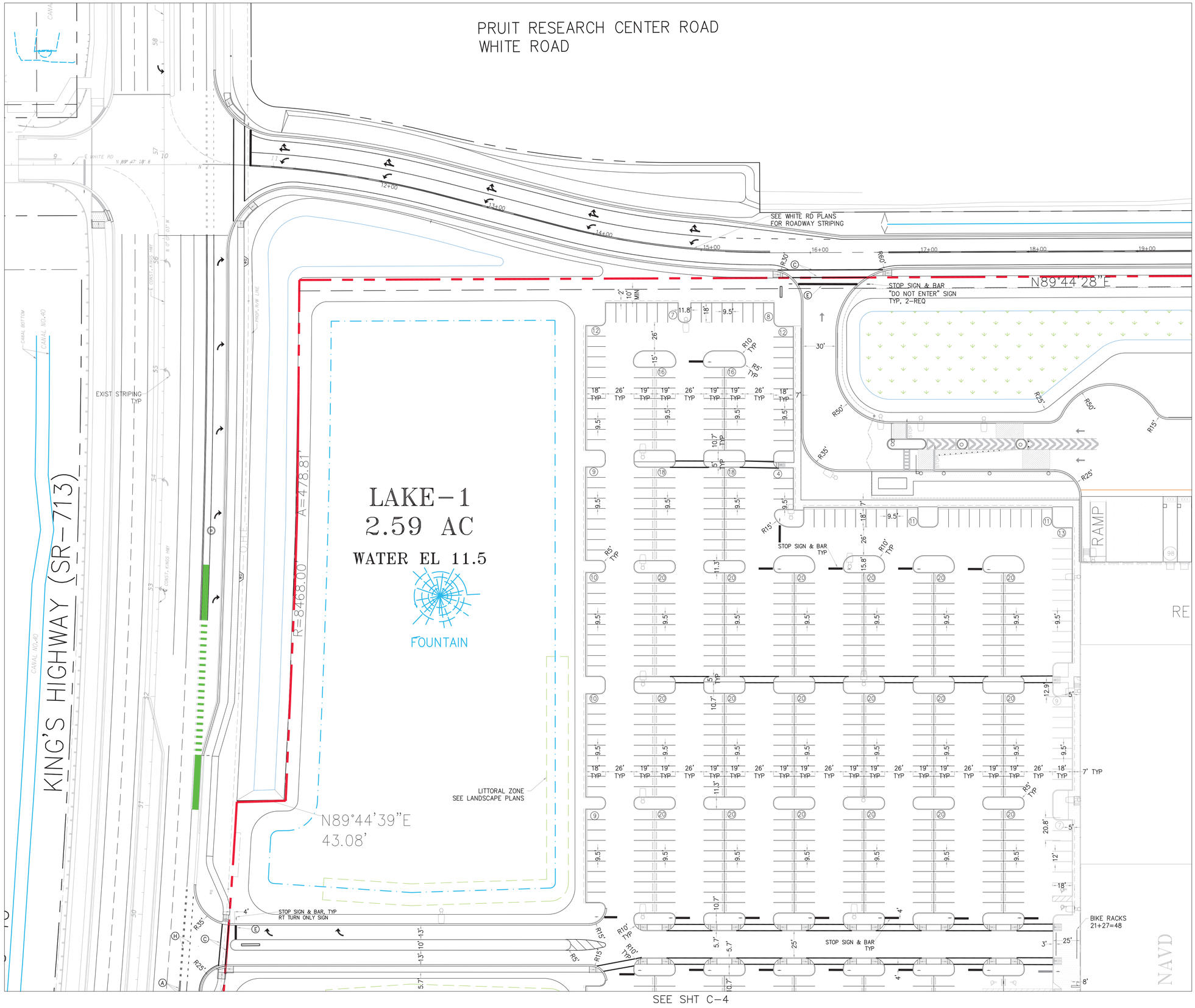
Digitally signed by Jeff H. Iravani
Date: 2026.03.10 14:04:55 -04'00'

COA 6986

SHEET NO.
C-4



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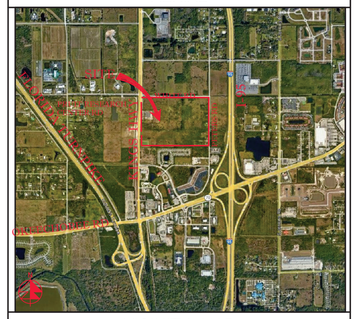

VICINITY MAP

SECTION 24, TWP 35S, RGE 39E

N

40' 0 20' 40' 80'

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Ⓒ 12" SOLID WHITE
Ⓓ 18" SOLID WHITE
Ⓔ 24" SOLID WHITE
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Ⓖ 6" SKIP WHITE TYP (6'-10')
Ⓗ 6" SKIP WHITE TYP (2'-4')
Ⓘ 6" SOLID YELLOW
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Ⓝ 6" SKIP YELLOW TYP (2'-4')
Ⓟ PRM BI-DIRECTIONAL AMBER/AMBER
Ⓡ FDP WHITE
Ⓢ FDP YELLOW
Ⓣ RPM BI-DIRECTIONAL WHITE/RED
Ⓤ RPM BI-DRIECTIONAL RED/YELLOW

REVISIONS

REV PER SP 01-29-26

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EMAIL: JHI@jhiinc.com
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WEBSITE: www.JHIinc.com

Amazon
Distribution Center
Kings Highway Commerce Park
Parcel-III
Fort Pierce, Florida

Pavement Marking Plan

DATE	SCALE	DESIGNED BY	DRAWN BY	JOB NO.
12/24/2025	1"=40'	JHI	DDI	2409-1533

SEAL: Digitally signed by Jeff H. Iravani Date: 2026.03.10 14:05:07 -04'00'

COA 6986

SHEET NO.

C-5

SEE SHT C-7

SEE SHT C-4

SEE SHT C-8

BIKE RACKS
21+27=48

OFFICE
F.F.EL 21.92 FT, NAVD

BLDG
1,070,080 SF
60 KSF OFFICE
1,010 KSF WAREHOU

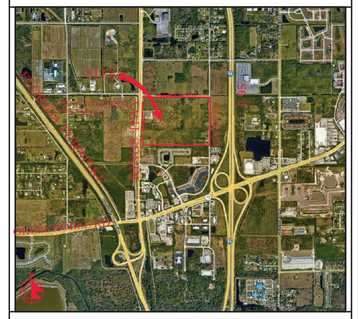
F.F.EL 21.92 FT, NAVI

FUTURE AMAZON
PH-II

DRY DET-2 2.52 AC BTM EL 13.0

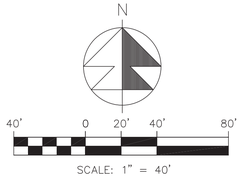
N89°59'49"E 2,211.82'

AERIAL



VICINITY MAP

SECTION 24, TWP 35S, RGE 39E



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(S) FDP YELLOW
(T) RPM BI-DIRECTIONAL WHITE/RED
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REVISIONS

REV PER SP 01-29-26

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Consulting Engineers
1934 COMMERCE LANE, SUITE 5
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TEL: (561) 575-6030
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WEBSITE: www.JHIinc.com

Amazon
Distribution Center

Kings Highway Commerce Park
Parcel-III
Fort Pierce, Florida

Pavement Marking Plan

DATE	SCALE	DESIGNED BY	DRAWN BY	JOB NO.
12/24/2025	1"=40'	JHI	DDI	2409-1533

JEFF H. IRAVANI
No. 39156
STATE OF FLORIDA
PROFESSIONAL ENGINEER

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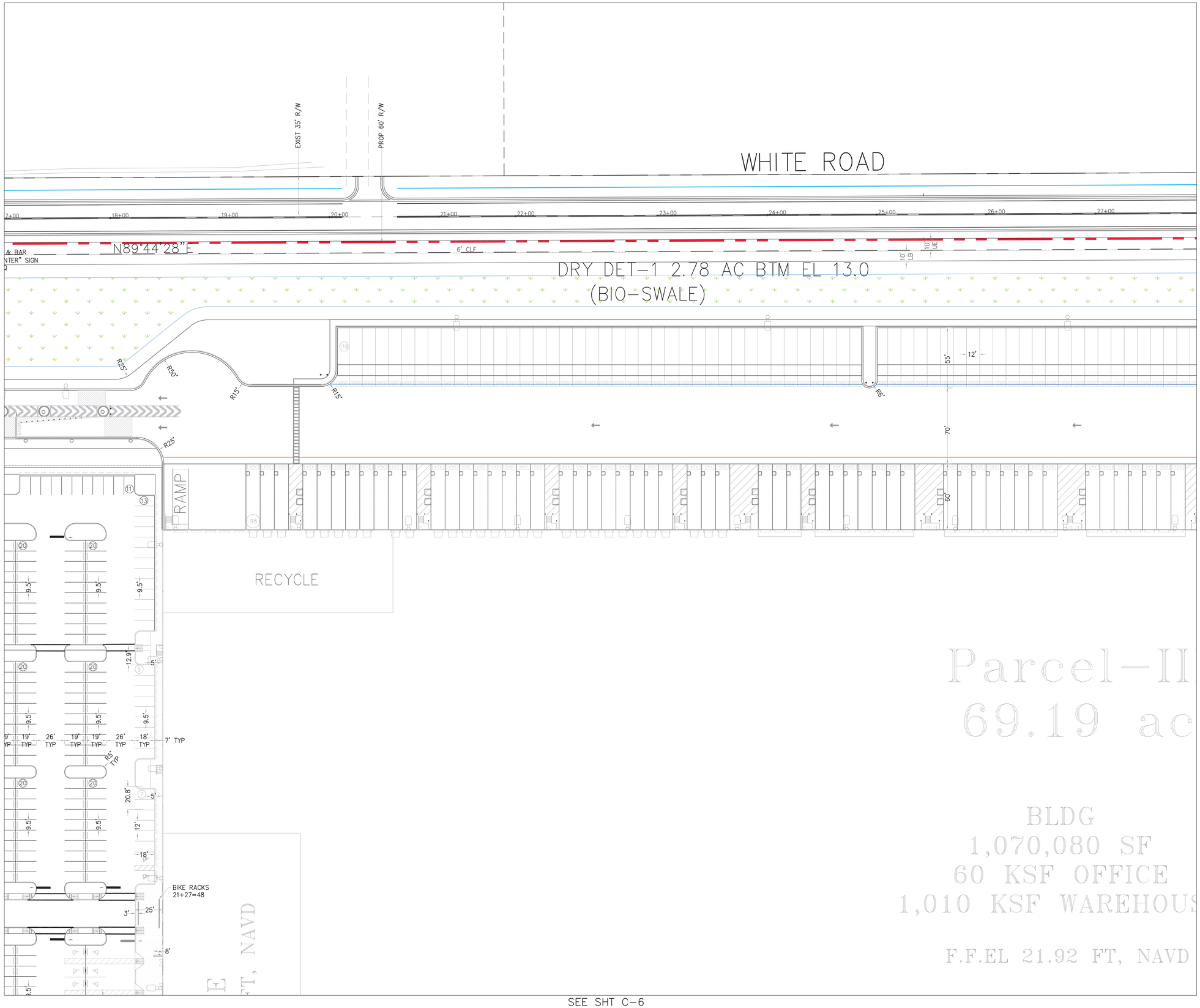
Digitally signed by Jeff H. Iravani
Date: 2026.03.10 14:05:18 -04'00'

COA 6986

SHEET NO.

C-6



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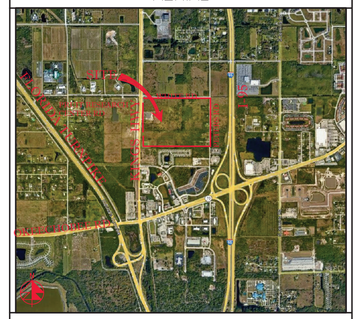
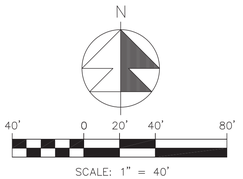


VICINITY MAP

SECTION 24, TWP 35S, RGE 39E



SCALE: 1" = 40'

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REVISIONS

REV PER SP 01-29-26

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Parcel-III
Fort Pierce, Florida

Pavement Marking Plan

JOB NO.	2409-1533
DRAWN BY	DDI
DESIGNED BY	JHI
SCALE	1" =40'
DATE	12/24/2025

JEFF H. IRAVANI
No. 39156
STATE OF FLORIDA
PROFESSIONAL ENGINEER

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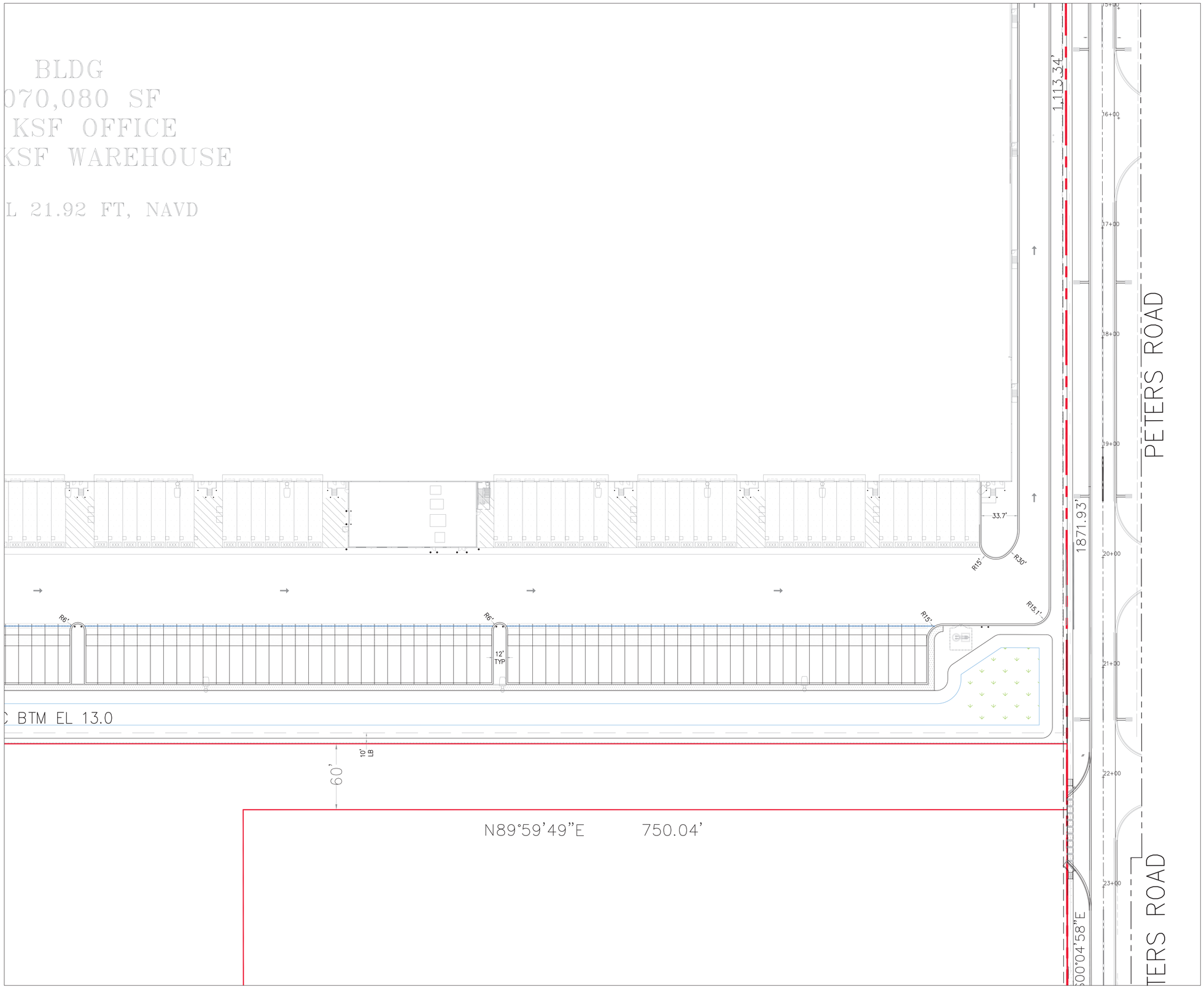
Digitally signed by Jeff H. Iravani
Date: 2026.03.10 14:05:31 -04'00'

COA 6986

SHEET NO.

C-7

SEE SHT C-9



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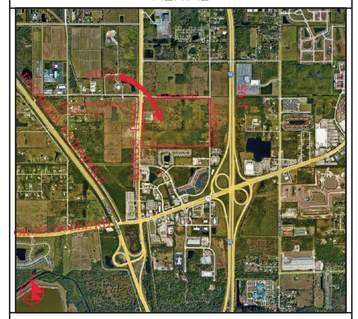
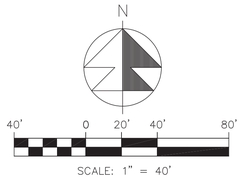


VICINITY MAP

SECTION 24, TWP 35S, RGE 39E



SCALE: 1" = 40'

NOTES:

1. SOD ALL FDOT R/W DISTURBED BY CONSTRUCTION WITH COMMON BERMUDA SOD.
2. ALL STRIPING PERTAINING TO FDOT DRIVEWAY AND ROAD WIDENING SHALL BE THERMOPLASTIC.
3. GORE STRIPING RAISED PAVEMENT MARKERS SHALL BE INSTALLED PER FDOT STANDARD INDEX 711-001.
4. ALL CONSTRUCTION IN FDOT R/W MUST BE PERFORMED ACCORDING TO THE APPLICABLE FDOT ROADWAY AND DRAINAGE DESIGN STANDARDS AND SPECIFICATIONS.
5. STD PARKING STALL STRIPING SHALL BE TRAFFIC PAINT ALL OTHER STRIPING & PAVEMENT MARKINGS SHALL BE THERMOPLASTIC.
6. 19"-24" DEEP ROOT BARRIERS MUST BE INSTALLED ALONG ALL CURBS & SIDEWALKS WITHIN 10' OF EXISTING OR PROPOSED TREES. (SEE LANDSCAPE PLANS).
7. SURVEYOR SHALL VERIFY ALL DIMENSIONS PRIOR & INFORM THE ENGINEER OF RECORD OF ANY DISCREPANCIES.
8. ALL HANDICAP RAMPS & DETECTABLE WARNINGS CONSTRUCTED IN ACCORD W/ DESIGN STD'S.
9. ALL CONSTRUCTION AND RESTORATION WORK WITHIN THE RIGHT-OF-WAY SHALL COMPLY WITH THE LATEST EDITION OF THE FDOT STANDARDS INDEX AND THE FDOT STANDARDS AND SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION.
10. CONTRACTOR SHALL PROTECT ALL INLETS & SITE PERIMETERS DURING CONSTRUCTION PER FLORIDA STORMWATER, EROSION, & SEDIMENTATION CONTROL INSPECTORS MANUAL.

STRIPING LEGEND

(A)	6" SOLID WHITE
(B)	8" SOLID WHITE
(C)	12" SOLID WHITE
(D)	18" SOLID WHITE
(E)	24" SOLID WHITE
(F)	6" SKIP WHITE TYP (10'-30')
(G)	6" SKIP WHITE TYP (6'-10')
(H)	6" SKIP WHITE TYP (2'-4')
(I)	6" SOLID YELLOW
(J)	18" SOLID YELLOW
(K)	6" DOUBLE YELLOW
(L)	6" SKIP YELLOW (10'-30')
(M)	6" SKIP YELLOW TYP (6'-10')
(N)	6" SKIP YELLOW TYP (2'-4')
(P)	PRM BI-DIRECTIONAL AMBER/AMBER
(R)	FDP WHITE
(S)	FDP YELLOW
(T)	RPM BI-DIRECTIONAL WHITE/RED
(U)	RPM BI-DIRECTIONAL RED/YELLOW

REVISIONS

REV PER SP 01-29-26

Jeff H. Iravani, Inc.
Consulting Engineers
1934 COMMERCE LANE, SUITE 5
JUPITER, FLORIDA 33458
TEL: (561) 575-6030
FAX: (561) 575-6088
EMAIL: JHI@jhiinc.com
WEBSITE: www.jhiinc.com

Amazon
Distribution Center

Kings Highway Commerce Park
Parcel-III
Fort Pierce, Florida

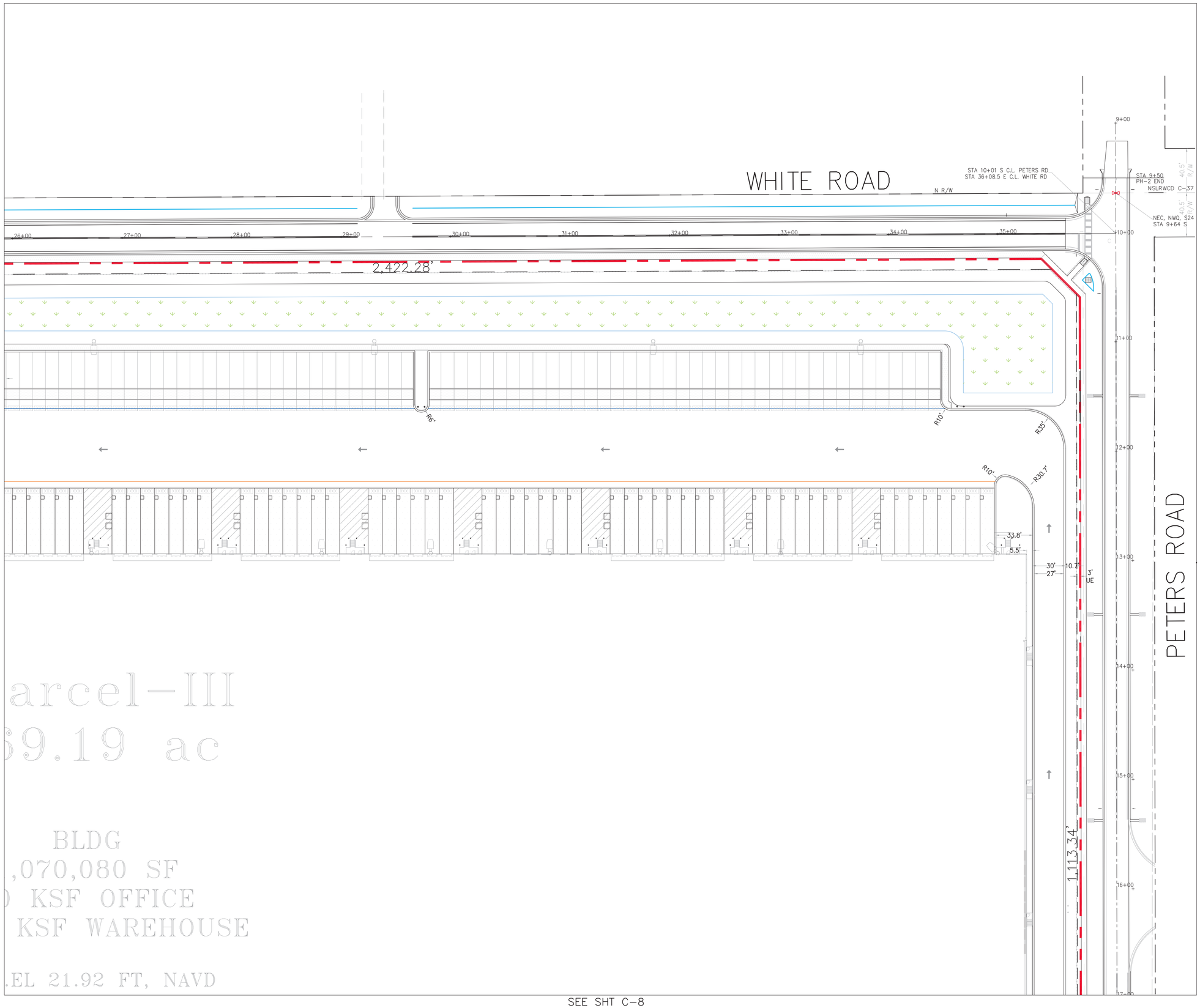
Pavement Marking Plan

JOB NO.	DRAWN BY	DESIGNED BY	SCALE	DATE
2409-1533	DDI	JHI	1"=40'	12/24/2025

STATE OF FLORIDA
No. 39155
JEFF H. IRAVANI
PROFESSIONAL ENGINEER

Digitally signed by Jeff H. Iravani
Date: 2026.03.10 14:05:42 -04'00'

SHEET NO.
C-8



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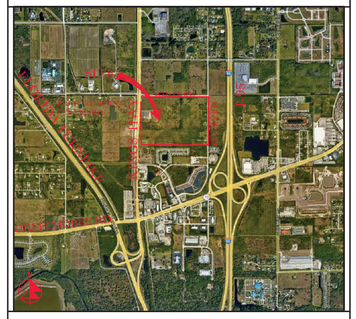

VICINITY MAP

SECTION 24, TWP 35S, RGE 39E

N

40' 0 20' 40' 80'

SCALE: 1" = 40'

NOTES:

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(C)	12" SOLID WHITE
(D)	18" SOLID WHITE
(E)	24" SOLID WHITE
(F)	6" SKIP WHITE TYP (10'-30')
(G)	6" SKIP WHITE TYP (6'-10')
(H)	6" SKIP WHITE TYP (2'-4')
(C)	6" SOLID YELLOW
(D)	18" SOLID YELLOW
(K)	6" DOUBLE YELLOW
(L)	6" SKIP YELLOW (10'-30')
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(S)	FDP YELLOW
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(U)	RPM BI-DIRECTIONAL RED/YELLOW

REVISIONS

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Kings Highway Commerce Park
Parcel-III
Fort Pierce, Florida

Pavement Marking Plan

DATE	SCALE	DESIGNED BY	DRAWN BY	JOB NO.
12/24/2025	1"=40'	JHI	DDI	2409-1533

JEFF H. IRAVANI LICENSE No. 23106 STATE OF FLORIDA PROFESSIONAL ENGINEER

This item has been electronically signed and sealed by Jeff H. Iravani using a SHA Authentication code. Printed copies of this document are not considered signed and sealed and the SHA Authentication code must be verified on any electronic copies.

Digitally signed by Jeff H. Iravani
Date: 2026.03.10 14:06:03 -04'00'

COA 6986

SHEET NO.
C-9

PRUIT RESEARCH CENTER ROAD
WHITE ROAD

WHITE ROAD

WHITE ROAD

DRY DET-1 2.78 AC BTM EL 13.0
(BIO-SWALE)

CS-11

10' LB
TYP

LAKE-1
2.59 AC
WATER EL 11.5

FOUNTAIN

RAMP

RECYCLE

Parcel-III
69.19 ac

BLDG
1,070,080 SF
60 KSF OFFICE
1,010 KSF WAREHOUSE

F.F.EL 21.92 FT, NAVD

OFFICE
F.F.EL 21.92 FT, NAVD

PETERS ROAD

1,113.34'

NSLRWCD C-40

KING'S HIGHWAY (SR-713)

FDOT R/W

LITTORAL ZONE

LAKE-2
2.94 AC
WATER EL 11.5

EXIST
30'x30'
FDOT DRG
EASM'T

CS-1

FOUNTAIN

CS-22

DRY DET-2 2.52 AC BTM EL 13.0

1871.93'

S90°04'28"E

PETERS ROAD

60'
AE/DE/UE

FIRE PUMP
BLDG

TANK

LAKE-3
1.83 AC
WATER EL 11.5

20'
LME

10' LB
20' DE

20'
LME

8"

FOUNTAIN

EXIST
30'x30'
FDOT DRG EASM'T

CS-2

15'
DE

10'
20'
LME

FUTURE AMAZON
PH-II
BLDG
530,230 SF
30 KSF OFFICE
500 KSF WAREHOUSE

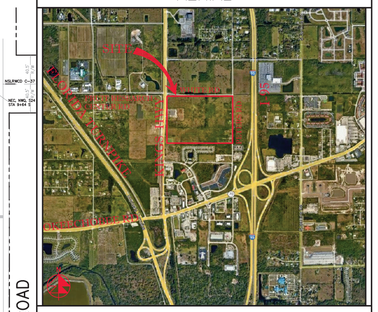
Parcel-II
26.26 ac

Parcel-I
12.00 ac

15'
DE

10'

AERIAL



VICINITY MAP

SECTION 24, TWP 35S, RGE 39E

N

100' 0 100' 200'

SCALE: 1" = 100'

REVISIONS

REV PER FP 01/29/2026
REV PER CITY 02/19/2026
REV PER FD 02/24/2026
REV PER FP 03/06/2026

Jeff H. Iravani, Inc.
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Distribution Center
Kings Highway Commerce Park
Parcel-III
Fort Pierce, Florida

Overall Drainage Plan

JOB NO.	DRAWN BY	DESIGNED BY	SCALE	DATE
2409-1533	DDI	JHI	1"=100'	12/24/2025

JEFF H. IRAVANI LICENSE No. 22156 STATE OF FLORIDA PROFESSIONAL ENGINEER

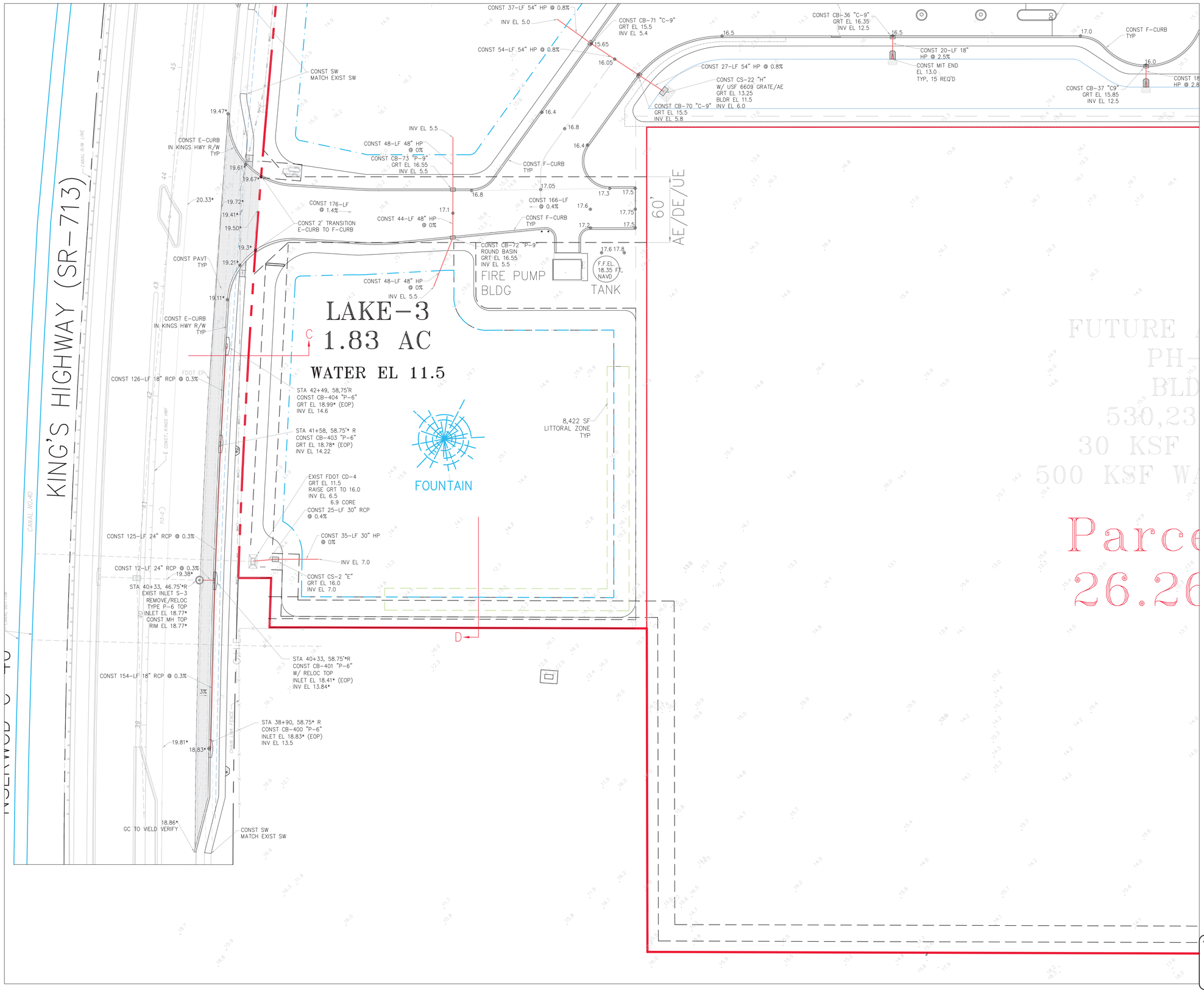
This item has been electronically signed and sealed by Jeff H. Iravani using a SHA authentication code. Printed copies of this document are not considered signed and sealed and the SHA authentication code must be verified on any electronic copies.

Digitally Signed by Jeff H. Iravani
Date: 2026.03.10 14:06:16 -04'00'

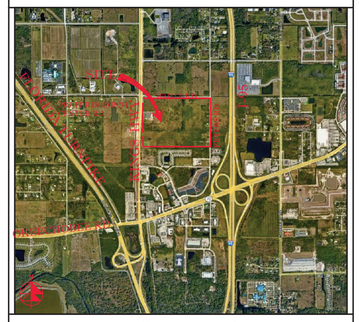
COA 6986

SHEET NO.
C-10

SEE SHT C-12

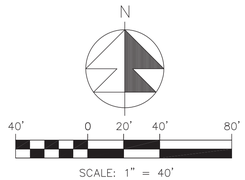


AERIAL



VICINITY MAP

SECTION 24, TWP 35S, RGE 39E



SCALE: 1" = 40'

NOTES:

1. GRATE EL OF TYPE-9 INLETS ARE AT THE GUTTER FLOWLINE.
2. TYPE "C-9" STRUCTURES SHALL BE TYPE "C" BOX WITH TYPE "9" GRATE PER FDOT INDEX 425-052.
3. ALL OTHER INLET GRATES SHALL BE USF HEAVY DUTY LOADING GRATES. CS-11 & CS-22 SHALL USE STEEL USF 6609 GRATE /AE.
4. ALL EXIST INFO & TOPO ARE PER MAGELLAN SURVEYING & MAPPING, INC., DWG # 21-020. ALL ELEV'S ARE IN FT, NAVD 1988.
5. CONTRACTOR SHALL PROVIDE SHOP DRAWINGS FOR ALL DRAINAGE STRUCTURES, PIPES, SUBGRADE MATERIAL, BASE MATERIAL, ASPHALT PAVEMENT SPEC, CONCRETE MIX DESIGN AT THE MINIMUM PRIOR TO CONSTRUCTION.
6. INLETS SHALL BE PROTECTED DURING CONSTRUCTION PER FLORIDA STORMWATER, EROSION, & SEDIMENTATION CONTROL INSPECTORS MANUAL.
7. ALL CATCH BASINS LOCATED IN E/F-CURB SHALL HAVE USF 6168 FRAME & GRATE.
8. ALL CATCH BASINS AND MANHOLES SHALL HAVE TURBIDITY CONTROL BARRIERS PER DETAIL DURING THE CONST PHASE OF THE PROJECT.
9. CONTRACTOR SHALL CONSTRUCT SILT FENCE AT P/L.
10. ACCESSIBLE ROUTES INCL SW'S, HANDICAP RAMPS & DET WARNINGS SHALL CONFORM TO 2010 US DOJ "STD'S FOR ACCESSIBLE DESIGN", FBC CHAPTER 11, & FDOT INDEX 522-002.
11. CONTRACTOR SHALL PROTECT ALL INLETS & SITE PERIMETERS DURING CONSTRUCTION PER FLORIDA STORMWATER, EROSION, & SEDIMENTATION CONTROL INSPECTORS MANUAL.
12. PAVT SHALL BE 1.8" ABOVE THE INLET GRATE & E/F-CURB
13. ALL D-CURBS SHALL TERMINATE WITH 2' TAPER.
14. ALL CATCH BASINS TYPES REFER TO FDOT INDEX 425-052.
15. ADS HP STORM PIPE MAY BE SUBSTITUTED FOR RCP PIPE PENDING EOR APPROVAL. CONTRACTOR TO PROVIDE AN ALTERNATE BID FOR ADS PIPE.

LEGEND

⊕19.7	PROP PAV'T EL
19.7	EXIST EL
*	CONTRACTOR TO FIELD VERIFY
INV EL	INVERT EL
CB	CATCH BASIN
YD	YARD DRAIN
BC	BOTTOM OF CURB
BE	BOTTOM EL
TC	TOP OF CURB
TE	TOP EL
EXF	EXFILTRATION TRENCH
WM	WATER MAIN
FM	FORCE MAIN
FIM	FIRE MAIN
SAN	WASTEWATER GRAVITY
	FIRE HYDRANT
GV	GATE VALVE
	GATE VALVE
	SIAMESE CONN.
	CHECK VALVE
	DOUBLE DETECTOR CHECK VALVE
	WATER METER W/ REDUCED PRESSURE BACKFLOW PREV.
S	SAMPLE POINT
MES	MITERED END SECTION
F.F.EL	FIN FLOOR ELEV
F.L.EL	FLOW LINE ELEV
TOB	TOP OF BANK
TOS	TOE OF SLOPE
TOC	TOP OF CONCRETE
TV	TAPPING VAVLE
CO	CLEANOUT
B1	BORING NO. AND LOCATION
/AE	APPROVED EQUIVALENT

48 HOURS BEFORE DIGGING
CALL TOLL FREE
811
CALL SUNSHINE NOTIFICATION CENTER

REVISIONS

REV PER SP 01-29-26

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WEBSITE: www.JHIinc.com
EMAIL: JHI@bellsouth.net

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Distribution Center
Kings Highway Commerce Park
Parcel-III
Fort Pierce, Florida

Grading, Paving & Drainage Plan

DATE	SCALE	DESIGNED BY	DRAWN BY	JOB NO.
12/24/2025	1"=40'	JHI	DDI	2409-1533

JEFF H. IRAVANI LICENSE No. 33155 STATE OF FLORIDA PROFESSIONAL ENGINEER

Digitally signed by Jeff H. Iravani
Date: 2026.03.10 14:06:30 -04'00'

COA 6986

SHEET NO.
C-11

SEE SHT C-13

NSLRWCD C-40

CANAL R/W LINE

CANAL BOTTOM

CONST E-CURB IN KINGS HWY R/W TYP

CONST PAVT TYP

CONST 213-LF 18" RCP @ 0.3%

CONST 12-LF, 24" RCP @ 0.3%

REMOVE/RELOC EXIST TYPE P-6 TOP CONST MH TOP RIM EL 18.36*

CONST 25-LF 30" RCP @ 0.4%

CONST 34-LF 30" @ 0%

INV EL 7.0

CONST CS-1 "E" GRT EL 16.0 INV EL 7.0

EXIST FDOT CD-5 GRT EL 12.3 RAISE GRT TO 16.0 INV EL 6.6 6.9 CORE

STA 46+94, 46.25'*R CONST CB-403 "P-6" GRT EL 18.37* (EOP) INV EL 14.22

18.5* GC TO YIELD VERIFY

CONST SW MATCH EXIST SW

CONST SW MATCH EXIST SW

CONST 2' TRANSITION E-CURB TO F-CURB

CONST 38-LF 48" HP @ 0%

CONST CB-35 "P-9" GRT EL 16.35 INV EL 5.5

CONST CB-34 "P-9" GRT EL 16.35 INV EL 5.5

STA 48+94, 60.5'*R CONST CB-404 "P-6" GRT EL 18.75* (EOP) INV EL 14.9

CONST 39-LF 48" HP @ 0%

INV EL 5.5

8,422 SF LITTORAL ZONE TYP

INV EL 7.5

CONST 39-LF 24" HP @ 4%

HWT 11.0

LAKE-2
2.94 AC
WATER EL 11.5

FOUNTAIN

CONST 120-LF 24" RCP @ 4%

CONST 37-LF 54" HP @ 0.8%

INV EL 5.0

CONST CB-71 "C-9" GRT EL 15.5 INV EL 5.4

CONST 54-LF 54" HP @ 0.8%

CONST 27-LF 54" HP @ 0.8%

CONST CS-22 "H" W/ USF 6609 GRATE/AE GRT EL 13.25 BLDR EL 11.5

CONST CB-70 "C-9" GRT EL 15.5 INV EL 5.8

CONST 20-LF 18" HP @ 2.5%

CONST MIT END EL 13.0 TYP, 15 REQ'D

CONST CB-36 "C-9" GRT EL 16.35 INV EL 12.5

CONST CB-37 "C9" GRT EL 15.85 INV EL 12.5

CONST 18-LF 18" HP @ 2.8%

CONST F-CURB TYP

CONST D-CURB TYP

CONST 143-LF 18" RCP @ 0.3%

CONST 83-LF 18" RCP @ 0.3%

CONST 18"X10" R

CONST 35-LF PVC @

8-LF RAMP @ 7.5%, CR-E

EL 21.92 TYP

1.3%

CONST CB-17 "C" GRT EL 17.9 INV EL 12.9

CONST CB-16 "C" GRT EL 18.2 INV EL 13.3

CONST CB-15 "C" GRT EL 18.9 INV EL 13.7

CONST CB-18 "C9" GRT EL 16.0 INV EL 12.5 E 9.0 W

CONST 128-LF 18" RCP @ 0.3%

CONST CB-21 "C" GRT EL 17.9 INV EL 12.9

CONST CB-20 "C" GRT EL 18.8 INV EL 13.3

CONST CB-19 "C" W/ ADA GRT GRT EL 20.1 INV EL 13.7

CONST CB-22 "C9" GRT EL 16.0 INV EL 12.5 E 9.0 W

CONST CB-25 "C" GRT EL 17.2 INV EL 12.9

CONST CB-24 "C" GRT EL 18.5 INV EL 13.3

CONST CB-23 "C" GRT EL 19.8 INV EL 13.7

CONST CB-26 "C9" GRT EL 16.0 INV EL 12.5 E 9.0 W

CONST 129-LF 18" RCP @ 0.3%

CONST D-CURB TYP

CONST F-CURB TYP

CONST CB-29 "C" GRT EL 17.0 INV EL 12.9

CONST CB-28 "C" GRT EL 18.0 INV EL 13.3

CONST CB-27 "C" GRT EL 19.3 INV EL 13.7

CONST CB-30 "C9" GRT EL 16.0 INV EL 12.5 E 9.0 W

CONST CB-32 "C-9" GRT EL 16.85 INV EL 12.75

CONST CB-31 "C-9" GRT EL 17.85 INV EL 13.0

CONST CB-33 "C-9" GRT EL 16.35 INV EL 12.3

CONST F-CURB TYP

CONST D-CURB TYP

SEE SHT C-14

LAKE-3
1.83 AC
WATER EL 11.5

CONST 176-LF @ 1.4%

CONST 166-LF @ 0.4%

CONST 44-LF 48" HP @ 0%

CONST 2' TRANSITION E-CURB TO F-CURB

CONST CB-72 "P-9" ROUND BASIN GRT EL 16.55 INV EL 5.5

FIRE PUMP BLDG

F.F.EL. 18.35 FT. NAVD

TANK

60' AE/DE/UE

CONST 48-LF 48" HP @ 0%

CONST CB-73 "P-9" GRT EL 16.55 INV EL 5.5

CONST 48-LF 48" HP @ 0%

INV EL 5.5

CONST E-CURB IN KINGS HWY R/W TYP

CONST PAVT TYP

CONST E-CURB IN KINGS HWY R/W TYP

FUTURE AM
PH-II

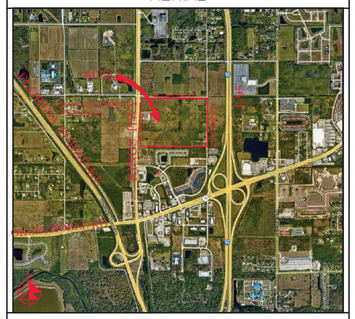
SEE SHT C-11

HIGHWAY (SR-713)

CANAL R/W LINE

E CONST. KINGS HWY

AERIAL



VICINITY MAP

SECTION 24, TWP 35S, RGE 39E

N

40' 0 20' 40' 80'

SCALE: 1" = 40'

NOTES:

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15. ADS HP STORM PIPE MAY BE SUBSTITUTED FOR RCP PIPE PENDING EOR APPROVAL. CONTRACTOR TO PROVIDE AN ALTERNATE BID FOR ADS PIPE.

LEGEND

⊕19.7	PROP PAV'T EL
19.7	EXIST EL
*	CONTRACTOR TO FIELD VERIFY
INV EL	INVERT EL
CB	CATCH BASIN
BC	BOTTOM OF CURB
BE	BOTTOM EL
TC	TOP OF CURB
TE	TOP EL
EXF	EXFILTRATION TRENCH
WM	WATER MAIN
FM	FORCE MAIN
FIM	FIRE MAIN
SAN	WASTEWATER GRAVITY
	FIRE HYDRANT
GV	GATE VALVE
	GATE VALVE
	SIAMESE CONN.
	CHECK VALVE
	DOUBLE DETECTOR CHECK VALVE
WMO	WATER METER W/ REDUCED PRESSURE BACKFLOW PREV.
	SAMPLE POINT
MES	MITERED END SECTION
F.F.EL	FIN FLOOR ELEV
F.L.EL	FLOW LINE ELEV
TOB	TOP OF BANK
TOS	TOE OF SLOPE
TOC	TOP OF CONCRETE
TV	TAPPING VAVLE
CO	CLEANOUT
B1	BORING NO. AND LOCATION
/AE	APPROVED EQUIVALENT

48 HOURS BEFORE DIGGING
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811
CALL SUNSHINE
NOTIFICATION CENTER

REVISIONS

REV PER SP 01-29-26

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Parcel-III
Fort Pierce, Florida

Grading, Paving & Drainage Plan

DATE	SCALE	DESIGNED BY	DRAWN BY	JOB NO.
12/24/2025	1"=40'	JHI	DDI	2409-1533

Digitally signed by Jeff H. Iravani
Date: 2026.03.10 14:06:46 -04'00'

CERTIFICATE OF AUTHORIZATION No. 27155 STATE OF FLORIDA PROFESSIONAL ENGINEER

This item has been electronically signed and sealed by Jeff H. Iravani using a Digital Signature. Printed copies of this document are not considered signed and sealed and the SHA authentication code must be verified on any electronic copies.

CoA 6684

SHEET NO.
C-12

PRUIT RESEARCH CENTER ROAD
WHITE ROAD

KING'S HIGHWAY (SR-713)

LAKE-1
2.59 AC
WATER EL 11.5

FOUNTAIN

SEE WHITE RD PLANS FOR ROADWAY DESIGN

SEE WHITE RD PLANS FOR ROADWAY DESIGN

CONST 289-LF 54" HP @ 0.3%
INV EL 5.0
INV EL 7.5
CONST 39-LF 24" HP @ 4%
CONST CB-2 "C9" GRT EL 16.0 INV EL 12.5 E 9.0 W
CONST CB-1 "C" GRT EL 16.3 INV EL 12.9
CONST 129-LF 18" RCP @ 0.3%
CONST D-CURB TYP

CONST 39-LF 24" HP @ 4%
INV EL 7.5
CONST CB-6 "C9" GRT EL 16.0 INV EL 12.5 E 9.0 W
CONST CB-5 "C" GRT EL 16.5 INV EL 12.9
CONST 128-LF 18" RCP @ 0.3%
CONST 125-LF 18" RCP @ 0.3%
CONST CB-4 "C-9" GRT EL 16.35 INV EL 13.3
CONST 123-LF 18" RCP @ 0.1%
CONST CB-3 "C-9" GRT EL 16.35 INV EL 13.5
CONST D-CURB TYP

INV EL 7.5
CONST 39-LF 24" HP @ 4%
CONST CB-10 "C9" GRT EL 16.0 INV EL 12.5 E 9.0 W
CONST CB-9 "C" GRT EL 16.5 INV EL 12.9
CONST 128-LF 18" RCP @ 0.3%
CONST CB-8 "C" GRT EL 16.5 INV EL 13.3
CONST 128-LF 18" RCP @ 0.3%
CONST CB-7 "C" GRT EL 16.8 INV EL 13.7
CONST 128-LF 18" RCP @ 0.3%
CONST D-CURB TYP

CONST F-CURB TYP
INV EL 7.5
CONST 39-LF 24" HP @ 4%
CONST CB-14 "C9" GRT EL 16.0 INV EL 12.5 E 9.0 W
CONST CB-13 "C" GRT EL 17.0 INV EL 12.9
CONST 128-LF 18" RCP @ 0.3%
CONST CB-12 "C" GRT EL 17.5 INV EL 13.3
CONST 128-LF 18" RCP @ 0.3%
CONST CB-11 "C" GRT EL 17.8 INV EL 13.7
CONST 128-LF 18" RCP @ 0.3%

8,422 SF LITTORAL ZONE TYP

INV EL 7.5
CONST 39-LF 24" HP @ 4%
CONST CB-18 "C9" GRT EL 16.0 INV EL 12.5 E 9.0 W
CONST CB-17 "C" GRT EL 17.9 INV EL 12.9
CONST 128-LF 18" RCP @ 0.3%
CONST CB-16 "C" GRT EL 18.2 INV EL 13.3
CONST 128-LF 18" RCP @ 0.3%
CONST CB-15 "C" GRT EL 18.9 INV EL 13.7
CONST 128-LF 18" RCP @ 0.3%

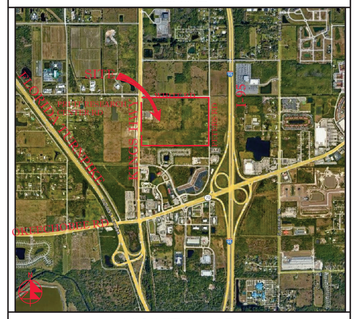
CONST CB-67 "C-9" GRT EL 15.85 INV EL 12.5
CONST 43-LF 18" HP @ 1.2%
CONST CS-11 "H" W/ USF 6609 GRATE/AE GRT EL 13.25 BLDR EL 11.5 INV EL 6.0
CONST MIT END EL 13.0 TYP, 16 REQ'D
CONST 31-LF 18" HP @ 1.6%
CONST CB- GRT EL 15. INV EL 12.
CONST CB-66 "C-9" GRT EL 15.95 INV EL 12.5
CONST D-CURB TYP
CONST HIGH-SIDE F-CURB TYP
CONST 108-LF 15" HP @ 1.4%
CONST F-CURB TYP
CONST 53-LF PVC @ 1.2%
RAMP
EL 17.75
CONST 74-LF 10" PVC @ 1% MIN
RE
DOWNSPOUT
CONST D-CURB TYP
8-LF RAMP @ 7.5%, CR-E
-1.3%
NAVD

CONST SW MATCH EXIST SW
CONST E-CURB IN KINGS HWY R/W TYP
CONST PAVT TYP
CONST 2' TRANSITION E-CURB TO F-CURB
CONST 38-LF 48" HP @ 0%
CONST CB-35 "P-9" GRT EL 16.35 INV EL 5.5
CONST CB-34 "P-9" GRT EL 16.35 INV EL 5.5
STA 48+94, 60.5'*R CONST CB-404 "P-6"
CONST 39-LF 48" HP @ 0%
INV EL 5.5

SEE SHT C-15

SEE SHT C-12

AERIAL



VICINITY MAP

SECTION 24, TWP 35S, RGE 39E

N

40' 0 20' 40' 80'

SCALE: 1" = 40'

NOTES:

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48 HOURS BEFORE DIGGING
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NOTIFICATION CENTER

LEGEND

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19.7	EXIST EL
✳	CONTRACTOR TO FIELD VERIFY
INV EL	INVERT EL
CB	CATCH BASIN
YD	YARD DRAIN
BC	BOTTOM OF CURB
BE	BOTTOM EL
TC	TOP OF CURB
TE	TOP EL
EXF	EXFILTRATION TRENCH
WM	WATER MAIN
FM	FORCE MAIN
FIM	FIRE MAIN
SAN	WASTEWATER GRAVITY
	FIRE HYDRANT
GV	GATE VALVE
	GATE VALVE
	SIAMESE CONN.
	CHECK VALVE
	DOUBLE DETECTOR CHECK VALVE
	WATER METER W/ REDUCED PRESSURE BACKFLOW PREV.
	SAMPLE POINT
MES	MITERED END SECTION
F.F.EL	FIN FLOOR ELEV
F.L.EL	FLOW LINE ELEV
TOB	TOP OF BANK
TOS	TOE OF SLOPE
TOC	TOP OF CONCRETE
TV	TAPPING VAVLE
CO	CLEANOUT
B1	BORING NO. AND LOCATION
/AE	APPROVED EQUIVALENT

REVISIONS

REV PER SP 01-29-26

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Consulting Engineers
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JUPITER, FLORIDA 33458
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WEBSITE: www.JHIinc.com
EMAIL: JHI@jhiinc.com

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Kings Highway Commerce Park
Parcel-III
Fort Pierce, Florida

Grading, Paving & Drainage Plan

DATE	SCALE	DESIGNED BY	DRAWN BY	JOB NO.
12/24/2025	1"=40'	JHI	DDI	2409-1533

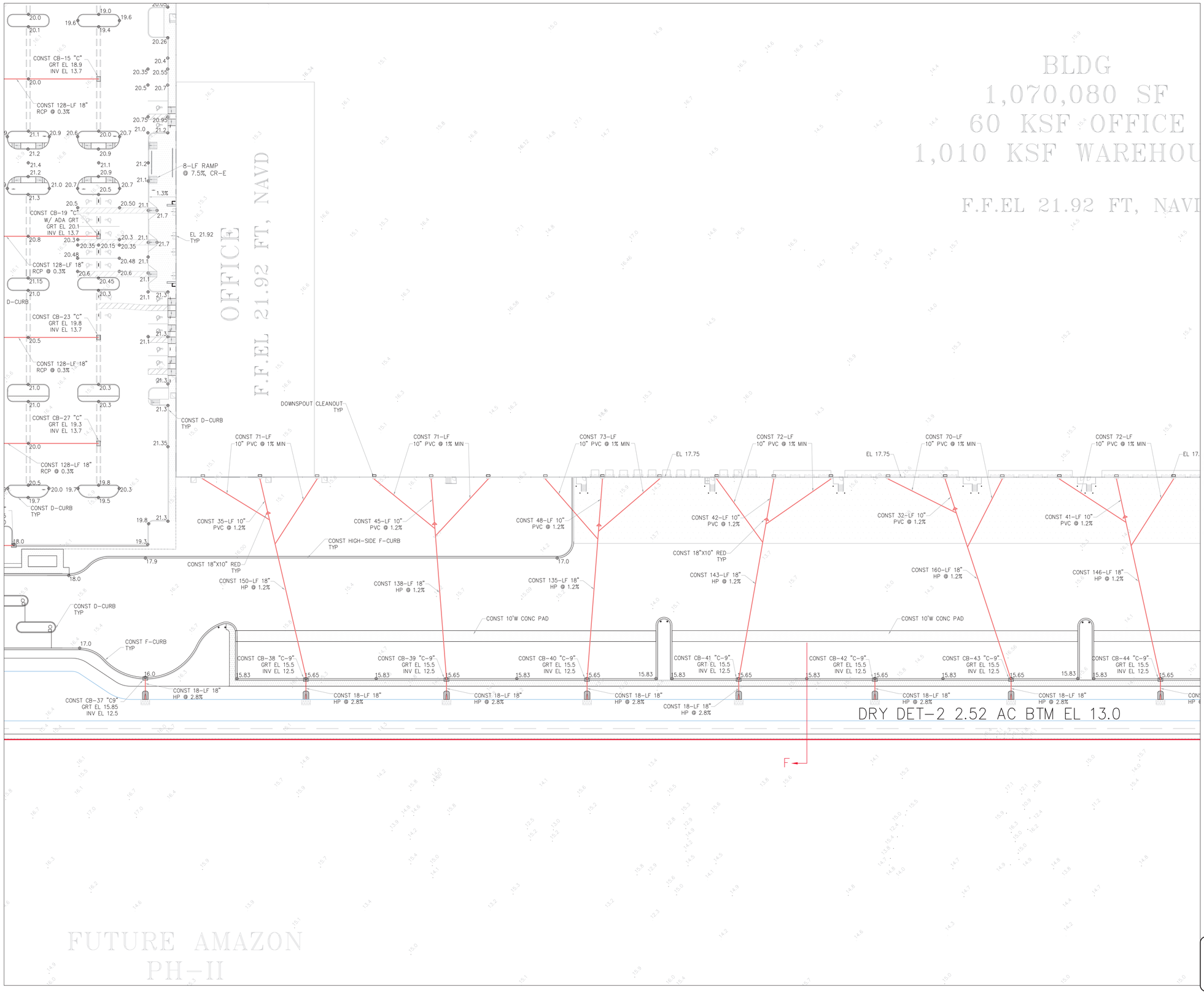
JEFF H. IRAVANI
LICENSED
No. 22126
STATE OF FLORIDA
PROFESSIONAL ENGINEER

Digitally signed by Jeff H. Iravani
Date: 2026.03.10 14:07:03 -04'00'

COA 6986

SHEET NO.
C-13

SEE SHT C-15



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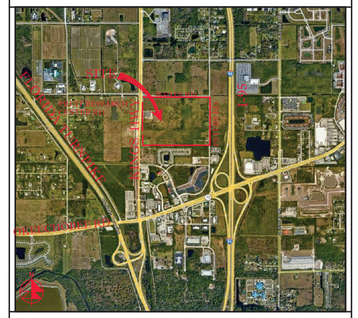
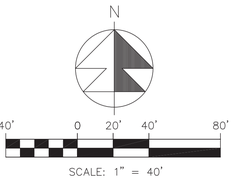


VICINITY MAP

SECTION 24, TWP 35S, RGE 39E



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TC	TOP OF CURB
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WM	WATER MAIN
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	GATE VALVE
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	CHECK VALVE
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	WATER METER W/ REDUCED PRESSURE BACKFLOW PREV.
	SAMPLE POINT
MES	MITERED END SECTION
F.F.EL	FIN FLOOR ELEV
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B1	BORING NO. AND LOCATION
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REVISIONS

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WEBSITE: www.JHIinc.com
EMAIL: JHI@jhiinc.com

Amazon
Distribution Center
Kings Highway Commerce Park
Parcel-III
Fort Pierce, Florida

Grading, Paving & Drainage Plan

JOB NO.	2409-1533
DRAWN BY	DDI
DESIGNED BY	JHI
SCALE	1"=40'
DATE	12/24/2025

SEAL
JEFF H. IRAVANI
LICENSE
No. 32155
STATE OF FLORIDA
PROFESSIONAL ENGINEER

Digitally signed by Jeff H. Iravani
Date: 2026.03.10 14:07:19 -04'00'

COA 6662

SHEET NO.
C-14

WHITE ROAD

6' CLF

DRY DET-1 2.78 AC BTM EL 13.0
(BIO-SWALE)

RAMP

RECYCLE

DOWNSPOUT CLEANOUT TYP

Parcel-II
69.19 ac

BLDG
1,070,080 SF
60 KSF OFFICE
1,010 KSF WAREHOUS

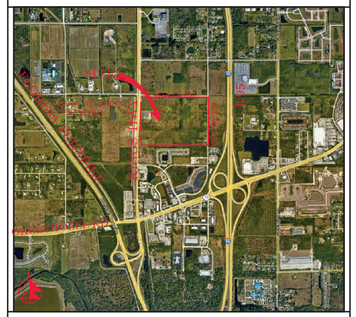
F.F.EL 21.92 FT, NAVD

SEE SHT C-13

SEE SHT C-17

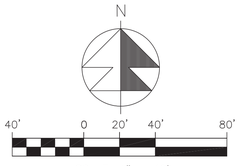
SEE SHT C-14

AERIAL



VICINITY MAP

SECTION 24, TWP 35S, RGE 39E



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Grading, Paving & Drainage Plan

JOB NO.	DRAWN BY	DESIGNED BY	SCALE	DATE
2409-1533	DDI	JHI	1"=40'	12/24/2025

JEFF H. IRAVANI LICENSE No. 73155 STATE OF FLORIDA PROFESSIONAL ENGINEER

Digitally signed by Jeff H. Iravani
Date: 2026.03.10 14:07:35 -04'00'

COA 6986

SHEET NO.
C-15

SEE SHT C-17

SEE SHT C-14

BLDG
070,080 SF
KSF OFFICE
KSF WAREHOUSE

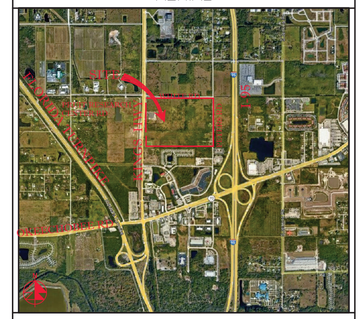
L 21.92 FT, NAVD

C BTM EL 13.0

PETERS ROAD

CONST 72-LF 10" PVC @ 1% MIN
CONST 73-LF 10" PVC @ 1% MIN
CONST 72-LF 10" PVC @ 1% MIN
CONST 74-LF 10" PVC @ 1% MIN
CONST 52-LF 10" PVC @ 1% MIN
CONST 228-LF 24" RCP @ 0.1%
CONST 145-LF 10" PVC @ 1% MIN
DOWNSPOUT CLEANOUT TYP
EL 17.75
CONST 41-LF 10" PVC @ 1.2%
CONST 57-LF 10" PVC @ 1.2%
CONST 38-LF 10" PVC @ 1% MIN
CONST 41-LF 10" PVC @ 1.2%
CONST 50-LF 10" PVC @ 1.2%
CONST 47-LF 10" PVC @ 1.2%
CONST 15"X10" RED
CONST 18"X10" RED TYP
CONST 146-LF 18" HP @ 1.2%
CONST 127-LF 15" HP @ 1.2%
CONST 58-LF 10" PVC @ 1% MIN
CONST 65-LF 10" PVC @ 1% MIN
CONST 145-LF 18" HP @ 1.2%
CONST 133-LF 18" HP @ 1.2%
CONST 137-LF 18" HP @ 1.2%
CONST HIGH-SIDE F-CURB TYP
CONST CB-50 "C-9" GRT EL 15.85 INV EL 12.9
CONST 21-LF 18" HP @ 0.5%
CONST 85-LF 18" HP @ 1.8%
CONST 10'W CONC PAD
CONST F-CURB TYP
CONST CB-44 "C-9" GRT EL 15.5 INV EL 12.5
CONST CB-45 "C-9" GRT EL 15.5 INV EL 12.5
CONST CB-46 "C-9" GRT EL 15.5 INV EL 12.5
CONST CB-47 "C-9" GRT EL 15.5 INV EL 12.5
CONST CB-48 "C-9" GRT EL 15.5 INV EL 12.5
CONST CB-49 "C-9" GRT EL 15.5 INV EL 12.5
CONST 18-LF 18" HP @ 2.8%
CONST 112-LF @ 0.4%
CONST 95-LF @ 0.4%
CONST CB-74 "C9" GRT EL 16.55 INV EL 13.5
CONST F-CURB TYP
CONST HIGH-SIDE F-CURB TYP
CONST CB-51 "C-9" GRT EL 16.55 INV EL 13.2
16+00
17+00
18+00
19+00
20+00
21+00
22+00
23+00

AERIAL



VICINITY MAP

SECTION 24, TWP 35S, RGE 39E

N

40' 0 20' 40' 80'

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Distribution Center

Kings Highway Commerce Park
Parcel-III
Fort Pierce, Florida

Grading, Paving & Drainage Plan

JOB NO.	DRAWN BY	DESIGNED BY	SCALE	DATE
2409-1533	DDI	JHI	1"=40'	12/24/2025

Digitally signed by Jeff H. Iravani
Date: 2026.03.10 14:08:14 -04'00'

JEFF H. IRAVANI LICENSE No. 39156 STATE OF FLORIDA PROFESSIONAL ENGINEER

COA 6986

SHEET NO.
C-16

WHITE ROAD

N R/W

NSLRWCD C-37

NEC, NWQ, S24
STA 9+64 S

PETERS ROAD

SEE SHT C-15

SEE SHT C-16

26+00 27+00 28+00 29+00 30+00 31+00 32+00 33+00 34+00 35+00

9+00 10+00 11+00 12+00 13+00 14+00 15+00 16+00 17+00

T 18-LF 18"
2.8%

CONST 18-LF 18"
HP @ 2.8%

15.83
CONST CB-59 "C-9"
GRT EL 15.5
INV EL 12.5

15.65

15.83
CONST CB-58 "C-9"
GRT EL 15.5
INV EL 12.5

15.65

15.83
CONST CB-57 "C-9"
GRT EL 15.5
INV EL 12.5

15.65

15.83
CONST CB-56 "C-9"
GRT EL 15.5
INV EL 12.5

15.65

15.83
CONST CB-55 "C-9"
GRT EL 15.5
INV EL 12.5

15.65

15.83
CONST CB-54 "C-9"
GRT EL 15.5
INV EL 12.5

15.65

15.83
CONST CB-53 "C-9"
GRT EL 15.5
INV EL 12.5

15.65

15.83

CONST 15-LF 18"
HP @ 0%

16.0

CONST CB-52 "C9"
GRT EL 15.85
INV EL 13.0

CONST 10'W CONC PAD

CONST 10'W CONC PAD

CONST 147-LF 18"
HP @ 1.2%

CONST 131-LF 18"
HP @ 1.2%

CONST 114-LF 15"
HP @ 1.2%

CONST 127-LF 15"
HP @ 1.2%

CONST 132-LF 18"
HP @ 1.2%

CONST 149-LF 18"
HP @ 1.2%

CONST HIGH-SIDE F-CURB
TYP

CONST 15"X10" RED

CONST 18"X10" RED
TYP

CONST 71-LF
10" PVC @ 1% MIN

CONST 41-LF 10"
PVC @ 1.2%

CONST 52-LF 10"
PVC @ 1.2%

CONST 72-LF 10"
PVC @ 1.2%

CONST 57-LF 10"
PVC @ 1.2%

CONST 51-LF 10"
PVC @ 1.2%

CONST 39-LF 10"
PVC @ 1.2%

EL 17.75

CONST 72-LF
10" PVC @ 1% MIN

CONST 74-LF
10" PVC @ 1% MIN

CONST 87-LF
10" PVC @ 1% MIN

CONST 74-LF
10" PVC @ 1% MIN

DOWNSPOUT CLEANOUT
TYP

CONST 74-LF
10" PVC @ 1% MIN

CONST 72-LF
10" PVC @ 1% MIN

CONST 228-LF 24"
RCP @ 0.1%

CONST 4'X4' JF
W/ 0.5' @

CONST 112-LF 24"
RCP @ 0.1%

CONST 4'X4' JF
W/ 0.5' @

CONST CB-52 "C9"
GRT EL 16.55
INV EL 13.3

CONST 225-LF 18"
RCP @ 0.1%

CONST 4'X4' JF
W/ 0.5' @

CONST CB-74 "C9"
GRT EL 16.55
INV EL 13.5

CONST F-CURB
TYP

CONST HIGH-SIDE F-CURB
TYP

CONST 4'X4' JF
W/ 0.5' @

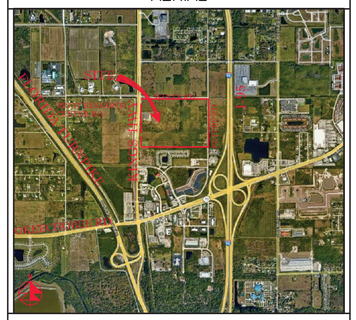
16.7 17.5 17.1 17.1 16.7 17.5

Parcel-III
69.19 ac

BLDG
,070,080 SF
) KSF OFFICE
KSF WAREHOUSE

EL 21.92 FT, NAVD

AERIAL



VICINITY MAP

SECTION 24, TWP 35S, RGE 39E

N

40' 0 20' 40' 80'

SCALE: 1" = 40'

NOTES:

1. GRATE EL OF TYPE-9 INLETS ARE AT THE GUTTER FLOWLINE.
2. TYPE "C-9" STRUCTURES SHALL BE TYPE "C" BOX WITH TYPE "9" GRATE PER FDOT INDEX 425-052.
3. ALL OTHER INLET GRATES SHALL BE USF HEAVY DUTY LOADING GRATES. CS-11 & CS-22 SHALL USE STEEL USF 6609 GRATE /AE.
4. ALL EXIST INFO & TOPO ARE PER MAGELLAN SURVEYING & MAPPING, INC., DWG # 21-020. ALL ELEV'S ARE IN FT, NAVD 1988.
5. CONTRACTOR SHALL PROVIDE SHOP DRAWINGS FOR ALL DRAINAGE STRUCTURES, PIPES, SUBGRADE MATERIAL, BASE MATERIAL, ASPHALT PAVEMENT SPEC, CONCRETE MIX DESIGN AT THE MINIMUM PRIOR TO CONSTRUCTION.
6. INLETS SHALL BE PROTECTED DURING CONSTRUCTION PER FLORIDA STORMWATER, EROSION, & SEDIMENTATION CONTROL INSPECTORS MANUAL.
7. ALL CATCH BASINS LOCATED IN E/F-CURB SHALL HAVE USF 6168 FRAME & GRATE.
8. ALL CATCH BASINS AND MANHOLES SHALL HAVE TURBIDITY CONTROL BARRIERS PER DETAIL DURING THE CONST PHASE OF THE PROJECT.
9. CONTRACTOR SHALL CONSTRUCT SILT FENCE AT P/L.
10. ACCESSIBLE ROUTES INCL SW'S, HANDICAP RAMPS & DET WARNINGS SHALL CONFORM TO 2010 US DOJ "STD'S FOR ACCESSIBLE DESIGN", FBC CHAPTER 11, & FDOT INDEX 522-002.
11. CONTRACTOR SHALL PROTECT ALL INLETS & SITE PERIMETERS DURING CONSTRUCTION PER FLORIDA STORMWATER, EROSION, & SEDIMENTATION CONTROL INSPECTORS MANUAL.
12. PAVT SHALL BE 1.8" ABOVE THE INLET GRATE & E/F-CURB
13. ALL D-CURBS SHALL TERMINATE WITH 2' TAPER.
14. ALL CATCH BASINS TYPES REFER TO FDOT INDEX 425-052.
15. ADS HP STORM PIPE MAY BE SUBSTITUTED FOR RCP PIPE PENDING EOR APPROVAL. CONTRACTOR TO PROVIDE AN ALTERNATE BID FOR ADS PIPE.

LEGEND

⊕19.7	PROP PAV'T EL
19.5'	EXIST EL
✳	CONTRACTOR TO FIELD VERIFY
INV EL	INVERT EL
CB	CATCH BASIN
YD	YARD DRAIN
BC	BOTTOM OF CURB
BE	BOTTOM EL
TC	TOP OF CURB
TE	TOP EL
EXF	EXFILTRATION TRENCH
WM	WATER MAIN
FM	FORCE MAIN
FIM	FIRE MAIN
SAN	WASTEWATER GRAVITY
	FIRE HYDRANT
GV	GATE VALVE
	GATE VALVE
	SIAMESE CONN.
	CHECK VALVE
	DOUBLE DETECTOR CHECK VALVE
	WATER METER W/ REDUCED PRESSURE BACKFLOW PREV.
	SAMPLE POINT
MES	MITERED END SECTION
F.F.EL	FIN FLOOR ELEV
F.L.EL	FLOW LINE ELEV
TOB	TOP OF BANK
TOS	TOE OF SLOPE
TOC	TOP OF CONCRETE
TV	TAPPING VAVLE
CO	CLEANOUT
B1	BORING NO. AND LOCATION
/AE	APPROVED EQUIVALENT

48 HOURS BEFORE DIGGING
CALL TOLL FREE
811
CALL SUNSHINE
NOTIFICATION CENTER

REVISIONS

Jeff H. Iravani, Inc.
Consulting Engineers
1934 COMMERCE LANE, SUITE 5
JUPITER, FLORIDA 33458
TEL: (561) 575-6030
FAX: (561) 575-6088
WEBSITE: www.jhiinc.com
EMAIL: JHI@jhiinc.com

Amazon
Distribution Center
Kings Highway Commerce Park
Parcel-III
Fort Pierce, Florida

Grading, Paving & Drainage Plan

DATE	SCALE	DESIGNED BY	DRAWN BY	JOB NO.
12/24/2025	1"=40'	JHI	DDI	2409-1533

JEFF H. IRAVANI
LICENSE
No. 39155
STATE OF
FLORIDA
PROFESSIONAL ENGINEER

Digitally signed by Jeff H. Iravani
Date: 2026.03.10 14:08:31 -04'00'

COA 6986

SHEET NO.
C-17

PRUIT RESEARCH CENTER ROAD
WHITE ROAD

WHITE ROAD

WHITE ROAD

DRY DET-1 2.78 AC BTM EL 13.0
(BIO-SWALE)

KING'S HIGHWAY (SR-713)

NSLRWCD C-40

LAKE-1
2.59 AC
WATER EL 11.5
FOUNTAIN

LAKE-2
2.94 AC
WATER EL 11.5
FOUNTAIN

LAKE-3
1.83 AC
WATER EL 11.5
FOUNTAIN

RAMP

RECYCLE

Parcel-III
69.19 ac

BLDG
1,070,080 SF
60 KSF OFFICE
1,010 KSF WAREHOUSE

F.F.EL 21.92 FT, NAVD

OFFICE
F.F.EL 21.92 FT, NAVD

1,113.34'

PETERS ROAD

1871.93'

S00°04'58"E

PETERS ROAD

DRY DET-2 2.52 AC BTM EL 13.0

60'
AE/DE/UE

FIRE PUMP BLDG

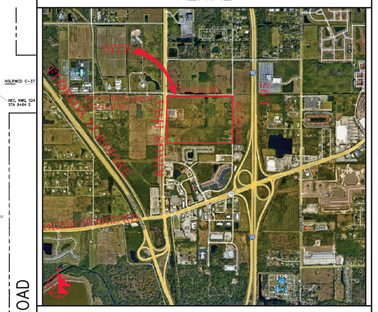
TANK

FUTURE AMAZON
PH-II
BLDG
530,230 SF
30 KSF OFFICE
500 KSF WAREHOUSE

Parcel-II
26.26 ac

Parcel-I
12.00 ac

AERIAL



VICINITY MAP

SECTION 24, TWP 35S, RGE 39E

N

100' 0 100' 200'

SCALE: 1" = 100'

REVISIONS

REV PER FP 01/29/2026
REV PER CITY 02/19/2026
REV PER FD 02/24/2026
REV PER FP 03/06/2026

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Amazon
Distribution Center
Kings Highway Commerce Park
Parcel-III
Fort Pierce, Florida

Overall Water & Wastewater Plan

DATE	SCALE	DESIGNED BY	DRAWN BY	JOB NO.
12/24/2025	1" = 100'	JHI	DDI	2409-1533

48 HOURS BEFORE DIGGING
CALL TOLL FREE
811
CALL SUNSHINE
NOTIFICATION CENTER

LEGEND

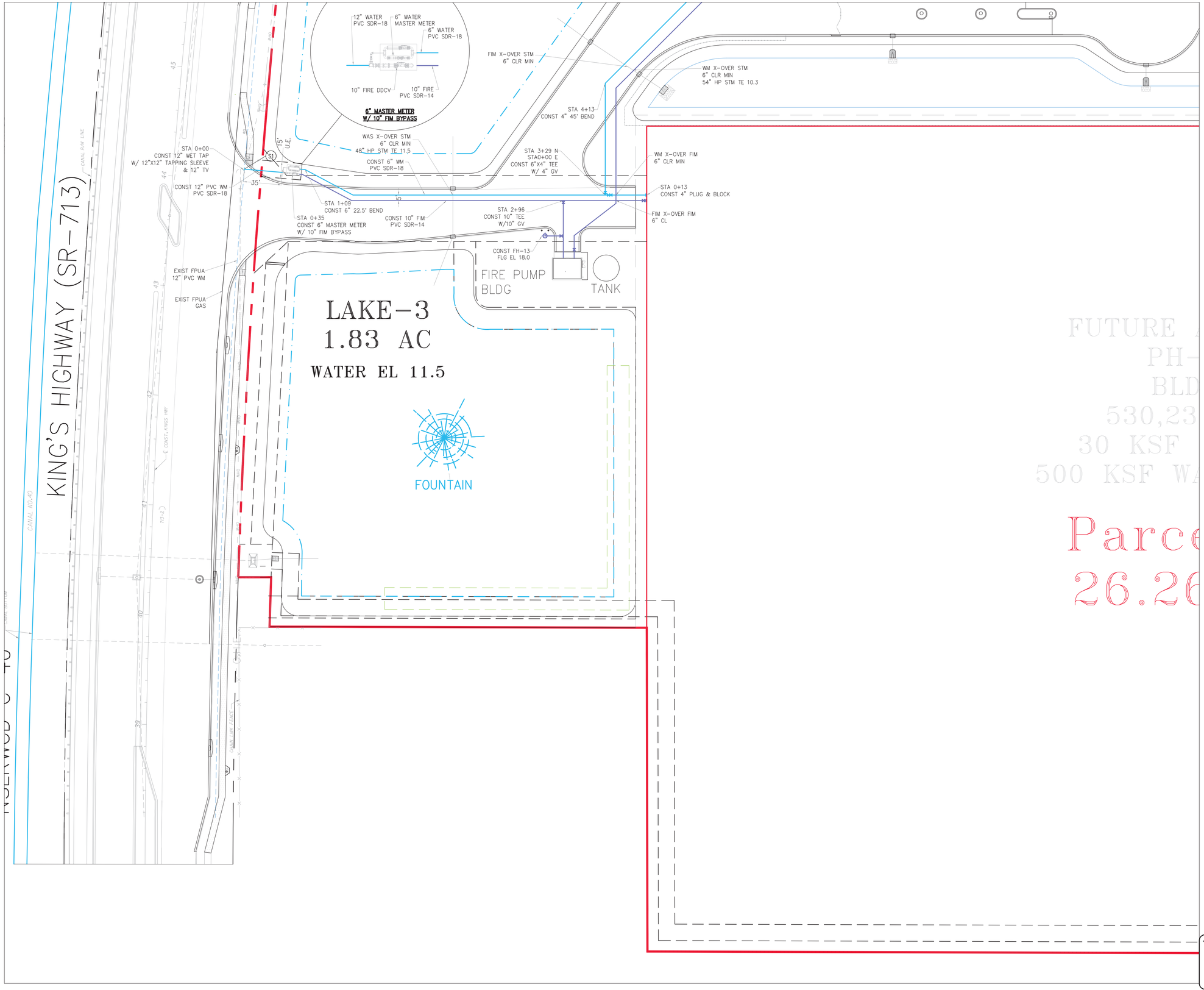
⊕19.7	PROP PAV'T EL
19.7	EXIST EL
✳	CONTRACTOR TO FIELD VERIFY
INV EL	INVERT EL
CB	CATCH BASIN
YD	YARD DRAIN
BC	BOTTOM OF CURB
BE	BOTTOM EL
TC	TOP OF CURB
TE	TOP EL
EXF	EXFILTRATION TRENCH
WM	WATER MAIN
FM	FORCE MAIN
FIM	FIRE MAIN
SAN	WASTEWATER GRAVITY
	FIRE HYDRANT
GV	GATE VALVE
	GATE VALVE
	SIAMESE CONN.
	CHECK VALVE
	DOUBLE DETECTOR CHECK VALVE
	WATER METER W/ REDUCED PRESSURE BACKFLOW PREV.
S	SAMPLE POINT
MES	MITERED END SECTION
F.F.EL	FIN FLOOR ELEV
F.L.EL	FLOW LINE ELEV
TOB	TOP OF BANK
TOS	TOE OF SLOPE
TOC	TOP OF CONCRETE
TV	TAPPING VAVLE
CO	CLEANOUT
B1	BORING NO. AND LOCATION
/AE	APPROVED EQUIVALENT

Digitally signed by Jeff H. Iravani
Date: 2026.03.10 14:08:48 -04'00'

COA 6986

SHEET NO.
C-18

SEE SHT C-20



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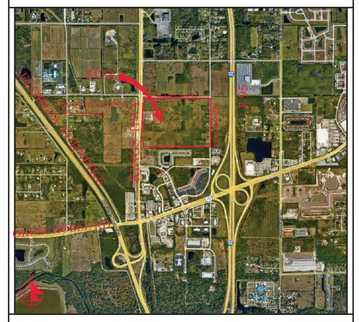

VICINITY MAP

SECTION 24, TWP 35S, RGE 39E

N

40' 0 20' 40' 80'

SCALE: 1" = 40'

1. THE LIFT STATION SHALL BE INSTALLED IN ACCORDANCE WITH CITY OF FT PIERCE'S LATEST TECHNICAL PROVISIONS AND STANDARD DETAILS.

2. SANITARY SERVICES SHALL BE CONSTRUCTED @ 1% MIN SLOPE W/ CLEANOUTS EVERY 75' OC.

3. CONTRACTOR SHALL VERIFY SAN SERV INV EL @ BLDG W/ GC PRIOR TO CONSTRUCTION.

4. FIRE LINE AFTER REDUCED PRESSURE DET ASSEMBLY/RPDA SHALL BE DESIGNED & CONSTRUCTED BY FL REG FIRE SPRINKLER CONTRACTOR WHO SHALL VERIFY LOCATION OF ALL CONNECTIONS INCLUDING FIRE DEPT CONN'S.

5. WATER MAIN SHALL BE PVC SDR-18. FIRE MAIN SHALL BE PVC C-900 SDR-14. SANITARY MAINS & SERVICES SHALL BE PVC SDR-26.

6. ALL WM PIPE AND PIPE FITTINGS INSTALLED UNDER THIS PROJECT WILL BE COLOR CODED OR MARKED IN ACCORDANCE WITH SUBPARAGRAPH 62-555.320(21)(b)3, F.A.C., USING BLUE AS AS A PREDOMINANT COLOR. (UNDERGROUND PLASTIC PIPE WILL BE SOLID WALL BLUE PIPE, WILL HAVE A CO-EXTRUDED BLUE EXTERNAL SKIN, OR WILL BE WHITE OR BLACK PIPE WITH BLUE STRIPES INCORPORATED INTO, OR APPLIED TO, THE PIPE WALL; AND UNDERGROUND METAL OR CONCRETE PIPE WILL HAVE BLUE STRIPES APPLIED TO THE PIPE WALL. PIPE STRIPED DURING THE MANUFACTURING OF THE PIPE WILL HAVE CONTINUOUS STRIPES THAT RUN PARALLEL TO THE AXIS OF THE PIPE, THAT ARE LOCATED NO MORE THAN 90-DEGREE INTERVALS AROUND THE PIPE, AND THAT WILL REMAIN INTACT DURING AND AFTER THE INSTALLATION OF THE PIPE. IF TAPE OR PAINT IS USED TO STRIP THE PIPE DURING THE INSTALLATION OF THE PIPE, THE TAPE OR PAINT WILL BE APPLIED IN A CONTINUOUS LINE THAT RUNS PARALLEL TO THE AXIS OF THE PIPE AND THAT IS LOCATED ALONG THE TOP OF THE PIPE; FOR PIPE WITH AN INTERNAL DIAMETER OF 24 INCHES OR GREATER, TAPE OR PAINT WILL BE APPLIED IN CONTINUOUS LINES ALONG EACH SIDE OF THE PIPE AS WELL AS ALONG THE TOP OF THE PIPE. ABOVEGROUND PIPE WILL BE PAINTED BLUE OR WILL BE COLOR CODED OR MARKED LIKE UNDERGROUND PIPE.

7. EXACT LOCATION OF WATER SERVICE & FIRE LINE STUB OUTS TO BE VERIFIED WITH GC.

8. CONTRACTOR SHALL CLEAN & FLUSH THE WATER LINE & PERFORM A ONE HR P&L TEST (150 PSI) ON THE WM PER CITY OF FT PIERCE'S UTILITY'S REQ'S.

9. CONTRACTOR SHALL PROVIDE P&L TEST ON FIM PER CITY OF FT PIERCE'S UTILITY'S REQ'S (200 PSI).

10. ALL SEWER INFRASTRUCTURE TO MEET CITY OF FT PIERCE'S LATEST TECHNICAL PROVISIONS AND STANDARD DETAILS.

11. WATER LINE SHALL BE SWABBED.

12. 2" BLOW OF ASSEMBLY SHALL BE CONSTRUCTED OF BRASS AND WILL REMAIN PERMANENT.

13. A JUMPER METER SHALL BE CONSTRUCTED AT TIE-IN LOCATION. THE JUMPER METER WILL REMAIN IN PLACE UNTIL CLEARANCE IS RECEIVED FROM FDEP.

14. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL LABOR, MATERIALS, AND EQUIPMENT TO PERFORM THE TIE-IN TO THE WATER MAIN(S).

15. WATER SERVICE LINES SHALL CONSIST OF A BRONZE SERVICE SADDLE, CORPORATION STOP, TYPE "K" COPPER, AND CURB STOP (CURB STOPS FOR 1.5" AND 2" SHALL BE FLARE X FLANGE).

16. ALL WELLS & SEPTIC TANKS TO BE ABANDONED. ALL DRAIN FIELDS TO BE DRAINED & ABANDONED. CONTRACTOR TO OBTAIN ALL REQUIRED PERMITS INCL. FROM ST LUCIE COUNTY HEALTH DEPT FOR ALL ABANDONMENTS.

17. ALL PRIVATE FH SHALL BE PAINTED YELLOW.

LEGEND

⊕19.7	PROP PAV'T EL
19.1	EXIST EL
*	CONTRACTOR TO FIELD VERIFY
INV EL	INVERT EL
CB	CATCH BASIN
YD	YARD DRAIN
BC	BOTTOM OF CURB
BE	BOTTOM EL
TC	TOP OF CURB
TE	TOP EL
EXF	EXFILTRATION TRENCH
WM	WATER MAIN
FM	FORCE MAIN
FIM	FIRE MAIN
SAN	WASTEWATER GRAVITY
	FIRE HYDRANT
GV	GATE VALVE
	GATE VALVE
	SIAMESE CONN.
	CHECK VALVE
	DOUBLE DETECTOR CHECK VALVE
	WATER METER W/ REDUCED PRESSURE BACKFLOW PREV.
	SAMPLE POINT
MES	MITERED END SECTION
F.F.EL	FIN FLOOR ELEV
F.L.EL	FLOW LINE ELEV
TOB	TOP OF BANK
TOS	TOE OF SLOPE
TOC	TOP OF CONCRETE
TV	TAPPING VAVLE
CO	CLEANOUT
B1	BORING NO. AND LOCATION
/AE	APPROVED EQUIVALENT

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REVISIONS

REV PER SP 01-29-26

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EMAIL: JHI@bellsouth.net

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Kings Highway Commerce Park
Parcel-III
Fort Pierce, Florida

Water & Wastewater Plan

DATE	SCALE	DESIGNED BY	DRAWN BY	JOB NO.
12/24/2025	1"=40'	JHI	DDI	2409-1533

SEAL
JEFF H. IRAVANI
No. 93155
STATE OF FLORIDA
PROFESSIONAL ENGINEER
Digitally signed by Jeff H. Iravani
Date: 2026.03.10 14:09:20 -04'00'

This item has been electronically signed and sealed by Jeff H. Iravani, PE on the date adjacent to the seal. Printed copies of this document are not considered signed and sealed and the signature must be verified on any electronic copies.

COA 6986

SHEET NO.
C-19

SEE SHT C-21

NSLRWCD C-40

CANAL R/W LINE

CANAL BOTTOM

EXIST FPUA
12" PVC WM

EXIST FPUA
GAS

EXIST FPUA
12" PVC WM

EXIST FPUA
GAS

CANAL R/W LINE

CANAL BOTTOM

SR-713 HIGHWAY

LAKE-2
2.94 AC
WATER EL 11.5

FOUNTAIN

LAKE-3
1.83 AC
WATER EL 11.5

FIRE PUMP BLDG

TANK

12" WATER PVC SDR-18

6" WATER MASTER METER

6" WATER PVC SDR-18

10" FIRE DDCV

10" FIRE PVC SDR-14

6" MASTER METER
W/ 10" FIM BYPASS

STA 0+00
CONST 12" WET TAP
W/ 12"X12" TAPPING SLEEVE
& 12" TV

CONST 12" PVC WM
PVC SDR-18

STA 0+35
CONST 6" MASTER METER
W/ 10" FIM BYPASS

CONST 10" FIM
PVC SDR-14

STA 1+09
CONST 6" 22.5° BEND

WAS X-OVER STM
6" CLR MIN
48" HP STM TE 11.5

CONST 6" WM
PVC SDR-18

STA 3+29 N
STA0+00 E
CONST 6"X4" TEE
W/ 4" GV

STA 2+96
CONST 10" TEE
W/10" GV

CONST FH-13
FLG EL 18.0

FIM X-OVER STM
6" CLR MIN

STA 4+13
CONST 4" 45° BEND

WM X-OVER FIM
6" CLR MIN

STA 0+13
CONST 4" PLUG & BLOCK

FIM X-OVER FIM
6" CL

WM X-OVER STM
6" CLR MIN
18" RCP STM TE 14.8

FM X-OVER STM
6" CLR MIN
18" RCP STM TE 15.1

CONST FH-1
FL EL 21.2

CONST 1" PVC
SCH 80
WATER SERVICE

STA 7+26
CONST 4" 45° BEND

WM X-OVER FM
6" CLR MIN

WM X-OVER FIM
6" CLR MIN

STA 8+60, 8+97
CONST 1" WET TAP
W/ 4"X1" TAPPING SLEEVE
& 1" VALVE

CONST 4" WM
PVC SDR-18

WM X-OVER STM
6" CLR MIN
18" RCP STM BE 13.4

WM X-OVER STM
6" CLR MIN
54" HP STM TE 10.3

STA 0+43
CONST 1"
90° BEND

STA STA 9+94
CONST 1" WET T
W/4"X1" TAP SL
& 1" VALVE

STA 0+00
CONST 2" BV

CONST RES DUP LS-1

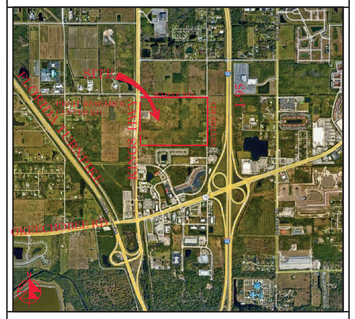
CONST 2" PVC
SCH 80 LPM

SEE SHT C-22

FUTURE AM
PH-II

SEE SHT C-19

AERIAL



VICINITY MAP

SECTION 24, TWP 35S, RGE 39E

N

40' 0 20' 40' 80'

SCALE: 1" = 40'

1. THE LIFT STATION SHALL BE INSTALLED IN ACCORDANCE WITH CITY OF FT PIERCE'S LATEST TECHNICAL PROVISIONS AND STANDARD DETAILS.

2. SANITARY SERVICES SHALL BE CONSTRUCTED @ 1% MIN SLOPE W/ CLEANOUTS EVERY 75' OC.

3. CONTRACTOR SHALL VERIFY SAN SERV INV EL @ BLDG W/ GC PRIOR TO CONSTRUCTION.

4. FIRE LINE AFTER REDUCED PRESSURE DET ASSEMBLY/RPDA SHALL BE DESIGNED & CONSTRUCTED BY FL REG FIRE SPRINKLER CONTRACTOR WHO SHALL VERIFY LOCATION OF ALL CONNECTIONS INCLUDING FIRE DEPT CONN'S.

5. WATER MAIN SHALL BE PVC SDR-18. FIRE MAIN SHALL BE PVC C-900 SDR-14. SANITARY MAINS & SERVICES SHALL BE PVC SDR-26.

6. ALL WM PIPE AND PIPE FITTINGS INSTALLED UNDER THIS PROJECT WILL BE COLOR CODED OR MARKED IN ACCORDANCE WITH SUBPARAGRAPH 62-555.320(21)(b)3, F.A.C., USING BLUE AS AS A PREDOMINANT COLOR. UNDERGROUND PLASTIC PIPE WILL BE SOLID WALL BLUE PIPE, WILL HAVE A CO-EXTRUDED BLUE EXTERNAL SKIN, OR WILL BE WHITE OR BLACK PIPE WITH BLUE STRIPES INCORPORATED INTO, OR APPLIED TO, THE PIPE WALL; AND UNDERGROUND METAL OR CONCRETE PIPE WILL HAVE BLUE STRIPES APPLIED TO THE PIPE WALL. PIPE STRIPED DURING THE MANUFACTURING OF THE PIPE WILL HAVE CONTINUOUS STRIPES THAT RUN PARALLEL TO THE AXIS OF THE PIPE, THAT ARE LOCATED NO MORE THAN 90-DEGREE INTERVALS AROUND THE PIPE, AND THAT WILL REMAIN INTACT DURING AND AFTER THE INSTALLATION OF THE PIPE. IF TAPE OR PAINT IS USED TO STRIP THE PIPE DURING THE INSTALLATION OF THE PIPE, THE TAPE OR PAINT WILL BE APPLIED IN A CONTINUOUS LINE THAT RUNS PARALLEL TO THE AXIS OF THE PIPE AND THAT IS LOCATED ALONG THE TOP OF THE PIPE. FOR PIPE WITH AN INTERNAL DIAMETER OF 24 INCHES OR GREATER, TAPE OR PAINT WILL BE APPLIED IN CONTINUOUS LINES ALONG EACH SIDE OF THE PIPE AS WELL AS ALONG THE TOP OF THE PIPE. ABOVEGROUND PIPE WILL BE PAINTED BLUE OR WILL BE COLOR CODED OR MARKED LIKE UNDERGROUND PIPE.

7. EXACT LOCATION OF WATER SERVICE & FIRE LINE STUB OUTS TO BE VERIFIED WITH GC.

8. CONTRACTOR SHALL CLEAN & FLUSH THE WATER LINE & PERFORM A ONE HR P&L TEST (150 PSI) ON THE WM PER CITY OF FT PIERCE'S UTILITY'S REQ'S.

9. CONTRACTOR SHALL PROVIDE P&L TEST ON FIM PER CITY OF FT PIERCE'S UTILITY'S REQ'S (200 PSI).

10. ALL SEWER INFRASTRUCTURE TO MEET CITY OF FT PIERCE'S LATEST TECHNICAL PROVISIONS AND STANDARD DETAILS.

11. WATER LINE SHALL BE SWABBED.

12. 2" BLOW OF ASSEMBLY SHALL BE CONSTRUCTED OF BRASS AND WILL REMAIN PERMANENT.

13. A JUMPER METER SHALL BE CONSTRUCTED AT TIE-IN LOCATION. THE JUMPER METER WILL REMAIN IN PLACE UNTIL CLEARANCE IS RECEIVED FROM FDEP.

14. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL LABOR, MATERIALS, AND EQUIPMENT TO PERFORM THE TIE-IN TO THE WATER MAIN(S).

15. WATER SERVICE LINES SHALL CONSIST OF A BRONZE SERVICE SADDLE, CORPORATION STOP, TYPE "K" COPPER, AND CURB STOP (CURB STOPS FOR 1.5" AND 2" SHALL BE FLARE X FLANGE).

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19.7	EXIST EL
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INV EL	INVERT EL
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YD	YARD DRAIN
BC	BOTTOM OF CURB
BE	BOTTOM EL
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TE	TOP EL
EXF	EXFILTRATION TRENCH
WM	WATER MAIN
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FIM	FIRE MAIN
SAN	WASTEWATER GRAVITY
	FIRE HYDRANT
GV	GATE VALVE
	GATE VALVE
	SIAMESE CONN.
	CHECK VALVE
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	WATER METER W/ REDUCED PRESSURE BACKFLOW PREV.
	SAMPLE POINT
MES	MITERED END SECTION
F.F.EL	FIN FLOOR ELEV
F.L.EL	FLOW LINE ELEV
TOB	TOP OF BANK
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TV	TAPPING VAVLE
CO	CLEANOUT
B1 /AE	BORING NO. AND LOCATION
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REVISIONS

REV PER SP 01-29-26

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EMAIL: JH@jhinc.com

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Distribution Center
Kings Highway Commerce Park
Parcel-III
Fort Pierce, Florida

Water & Wastewater Plan

DATE	SCALE	DESIGNED BY	DRAWN BY	JOB NO.
12/24/2025	1"=40'	JHI	DDI	2409-1533

JEFF H. IRAVANI
LICENSE
No. 32155
STATE OF FLORIDA
PROFESSIONAL ENGINEER

This item has been electronically signed and sealed by Jeff H. Iravani using a SHA Authentication code. Printed copies of this document are not considered signed and sealed and the SHA Authentication code must be verified on any electronic copies.

Digitally signed by Jeff H. Iravani
Date: 2026.03.10 14:09:41 -04'00'

COA 6986

SHEET NO.
C-20

PRUIT RESEARCH CENTER ROAD
WHITE ROAD

KING'S HIGHWAY (SR-713)

LAKE-1
2.59 AC
WATER EL 11.5

FOUNTAIN

gas

GAS (2) VALVES

EXIST FPUA 12" PVC WM

EXIST FPUA 12" PVC WM

12+00 13+00 14+00 15+00 16+00 17+00 18+00 19+00

CANAL BOTTOM
CANAL NO.40
L CONST-KINGS HWY
PROP. R/W LINE
E WHITE RD
N 89° 47' 18" E
N 0° 01' 03" W

CONST RES DUP LS-2

CONST 4" PVC SDR-26 FM

FIM X-OVER FM 6" CLR MIN

WM X-UNDER STM 6" CLR MIN 18" RCP STM BE 13.4

FM X-UNDER STM 6" CLR MIN 18" RCP STM BE 13.6

STA 07+92 CONST 2" TEE W/2" BV

CONST FH-2 FL EL 18.0

WM X-OVER FIM 6" CLR MIN 18" RCP STM TE 14.8

WM X-OVER STM 6" CLR MIN 18" RCP STM TE 14.8

WM X-OVER STM 6" CLR MIN 18" RCP STM TE 14.8

WM X-OVER STM 6" CLR MIN

FM X-OVER STM 6" CLR MIN 18" RCP STM TE 15.1

FM X-OVER STM 6" CLR MIN 18" RCP STM TE 15.1

FM X-OVER STM 6" CLR MIN 18" RCP STM TE 15.1

FM X-OVER STM 6" CLR MIN 18" RCP STM TE 15.1

CONST FH-1 FL EL 21.2

6'

RAMP

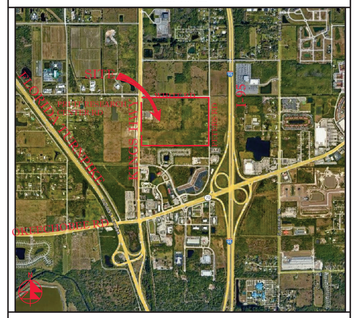
SEE SHT C-23

SEE SHT C-20

RE

NAVD

AERIAL



VICINITY MAP

SECTION 24, TWP 35S, RGE 39E

N

40' 0 20' 40' 80'

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Water & Wastewater Plan

JOB NO.	DRAWN BY	DESIGNED BY	SCALE	DATE
2409-1533	DDI	JHI	1"=40'	12/24/2025

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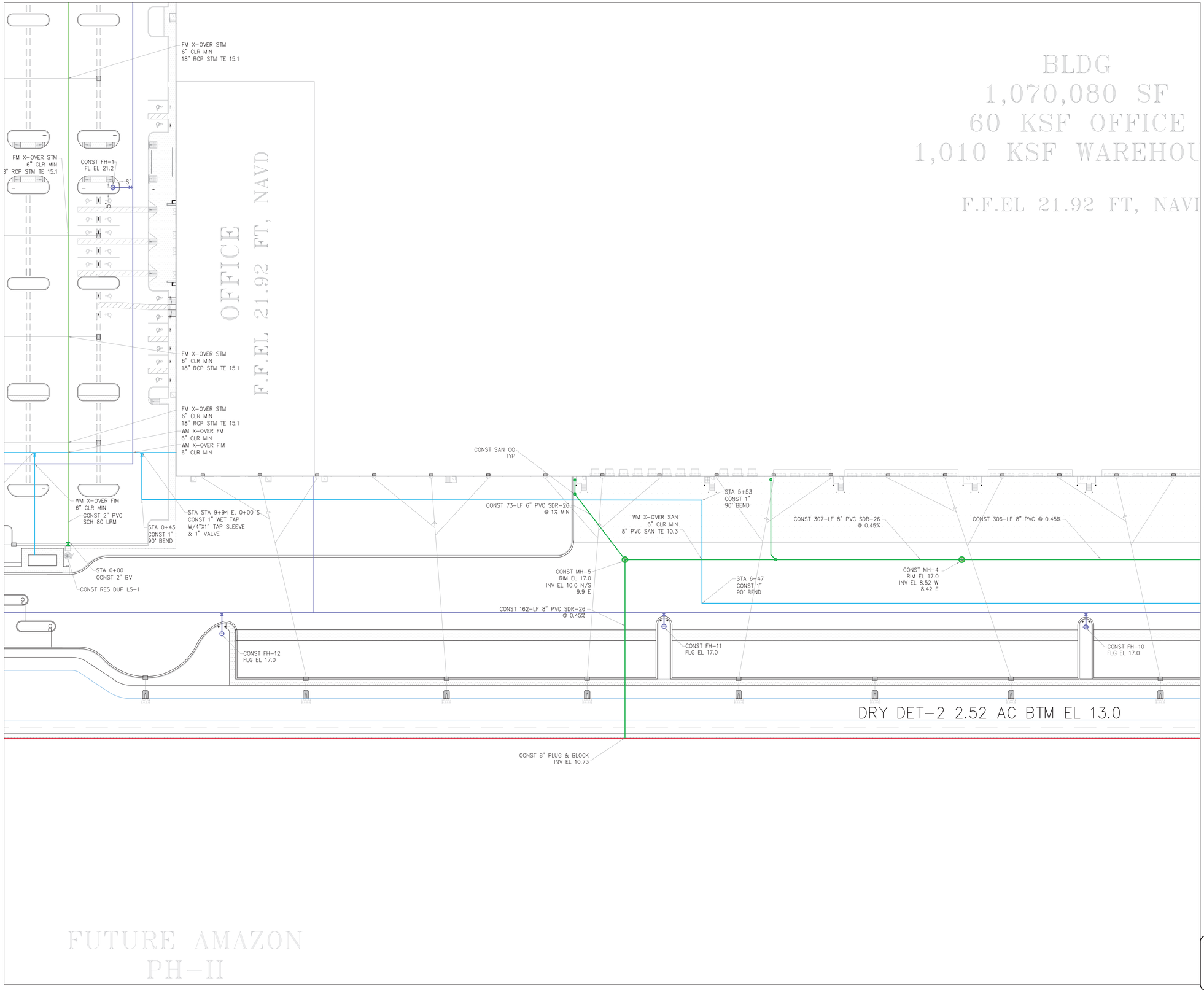
PROFESSIONAL ENGINEER

Digitally signed by Jeff H. Iravani
Date: 2026.03.10 14:10:03 -04'00'

COA 6986

SHEET NO.
C-21

SEE SHT C-23



SEE SHT C-20

SEE SHT C-24

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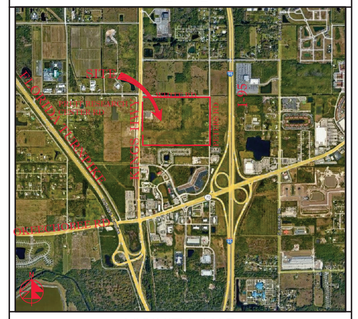
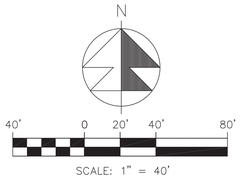


VICINITY MAP

SECTION 24, TWP 35S, RGE 39E



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Water & Wastewater Plan

JOB NO.	2409-1533
DRAWN BY	DDI
DESIGNED BY	JHI
SCALE	1"=40'
DATE	12/24/2025

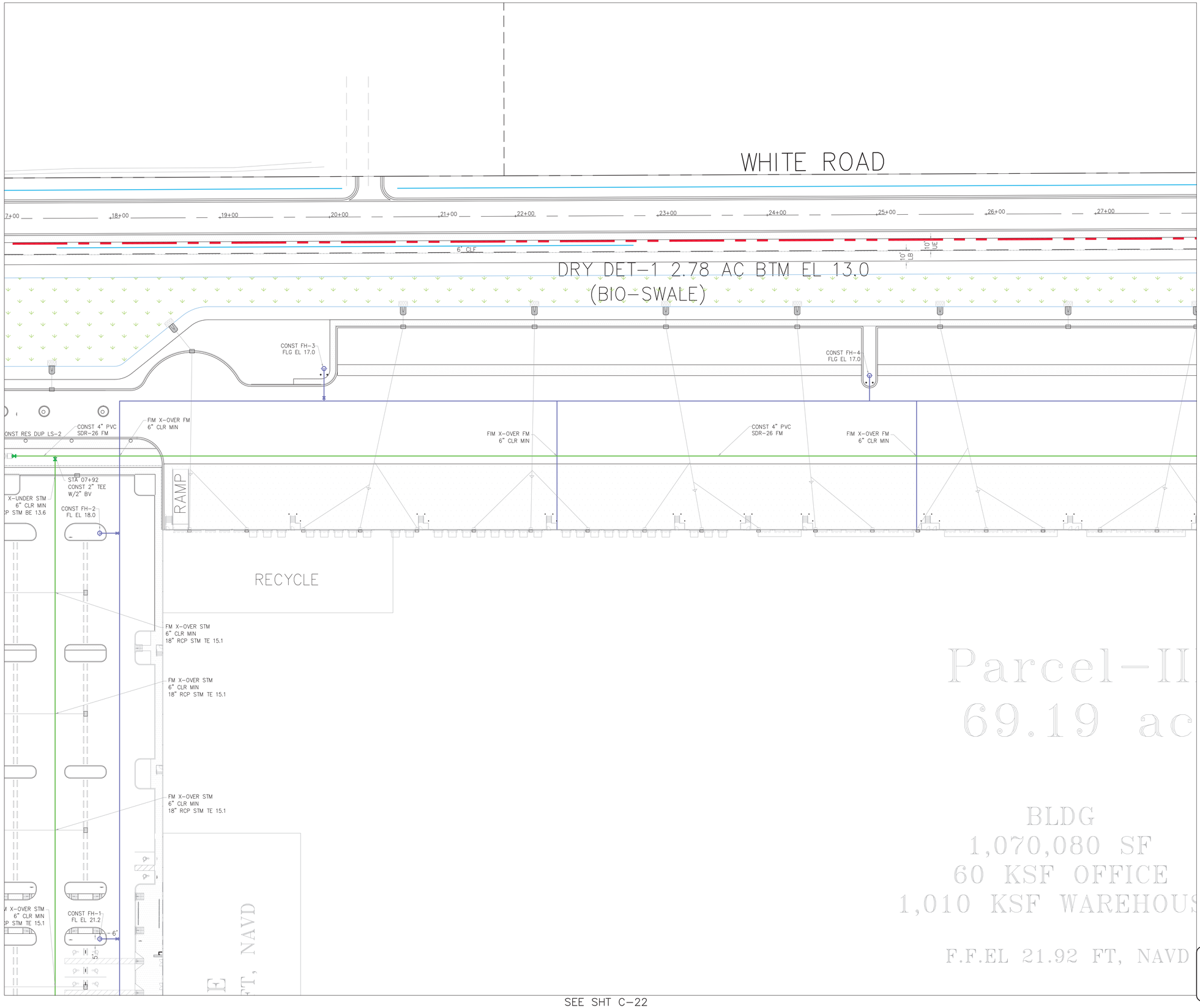
JEFF H. IRAVANI LICENSE No. 39156 STATE OF FLORIDA PROFESSIONAL ENGINEER

Digitally signed by Jeff H. Iravani
Date: 2026.03.10 14:10:42 -04'00'

COA 6986

SHEET NO.

C-22



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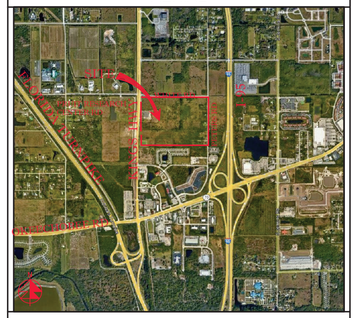
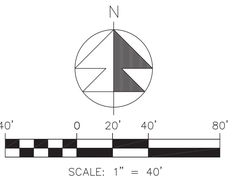


VICINITY MAP

SECTION 24, TWP 35S, RGE 39E



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Date: 2026.03.10 14:11:02 -04'00'

COA 6986

SHEET NO.

C-23

SEE SHT C-25

BLDG
070,080 SF
KSF OFFICE
KSF WAREHOUSE

L 21.92 FT, NAVD

SEE SHT C-22

C BTM EL 13.0

8" PVC @ 0.45%

CONST 306-LF 8" PVC SDR-26 @ 0.45%

CONST 300-LF 8" PVC SDR-26 @ 0.45%

CONST 400-LF 8" PVC SDR-26 @ 0.45%

CONST 71-LF 8" PVC SDR-26 @ 0.45%

CONST 74-LF 6" PVC SDR-26 @ 1% MIN

FIM X-OVER SAN 6" CLR MIN

FIM X-OVER SAN 6" CLR MIN

FIM X-UNDER SAN 6" CLR MIN

SAN X-UNDER STM 18" RCP STM BE 12.9 8" PVC SAN TE 8.4

SAN X-UNDER STM 24" RCP STM BE 12.7 8" PVC SAN TE 6.5

CONST SAN CO TYP

CONST MH-1 RIM EL 17.0 INV EL 4.21 W 5.57 E 4.08 S

CONST MH-2 RIM EL 17.0 INV EL 5.66 W 5.56 E

CONST MH-3 RIM EL 17.0 INV EL 7.04 W 6.94 E

CONST MH-6 RIM EL 17.0 INV EL 5.9 W 7.4 N

CONST MH-7 RIM EL 17.0 INV EL 9.2

CONST FH-7 FL EL 17.7

CONST FH-8 FL EL 16.7

CONST FH-9 FLG EL 17.0

CONST FH-10 FLG EL 17.0

WM X-OVER FIM 6" CLR MIN

WM X-OVER FIM 6" CLR MIN

WAS X-OVER FIM 6" CLR MIN

WM X-OVER FIM 6" CLR MIN

8" PVC SAN TE 4.6

FIM X-UNDER STM 24" RCP STM BE 12.9 6" CLR MIN

STA 21+81 CONN TO SAN MH

STA 18+09 CONST 1" 90° BEND

STA 1+08 CONST 4" PV

STA 1+19 CONST 4"-90° BEND

STA 18+30 CONST 1" GV

CONST SINGLE SERVICE W/ ¾" METER & RPBP

CONST LS RIM EL 17.0 INV EL 3.78

STA 1+04 CONST 11.25° 4" BEND

1,113.34'

1871.93'

S00°04'58"E

PETERS ROAD

PETERS ROAD

15+00

16+00

17+00

18+00

19+00

20+00

21+00

22+00

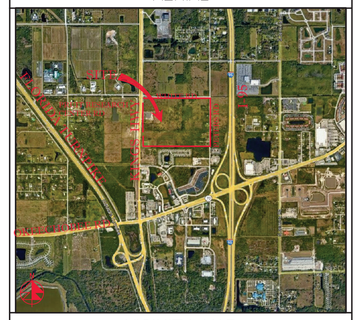
23+00

SAN X-UNDER STM 24" RCP STM BE 12.9 8" PVC SAN TE 8.4

STA 0+69 CONST 11.25° 4" BEND

STA 0+00 CONST 4" WET TAP W/ 6"x4" TAP SLV & VALVE. OPEN CUT & RESTORE PER DTL MILL & OVERLAY SB LANE ×40'

AERIAL



VICINITY MAP

SECTION 24, TWP 35S, RGE 39E

N

40' 0 20' 40' 80'

SCALE: 1" = 40'

1. THE LIFT STATION SHALL BE INSTALLED IN ACCORDANCE WITH CITY OF FT PIERCE'S LATEST TECHNICAL PROVISIONS AND STANDARD DETAILS.

2. SANITARY SERVICES SHALL BE CONSTRUCTED @ 1% MIN SLOPE W/ CLEANOUTS EVERY 75' OC.

3. CONTRACTOR SHALL VERIFY SAN SERV INV EL @ BLDG W/ GC PRIOR TO CONSTRUCTION.

4. FIRE LINE AFTER REDUCED PRESSURE DET ASSEMBLY/RPDA SHALL BE DESIGNED & CONSTRUCTED BY FL REG FIRE SPRINKLER CONTRACTOR WHO SHALL VERIFY LOCATION OF ALL CONNECTIONS INCLUDING FIRE DEPT CONN'S.

5. WATER MAIN SHALL BE PVC SDR-18. FIRE MAIN SHALL BE PVC C-900 SDR-14. SANITARY MAINS & SERVICES SHALL BE PVC SDR-26.

6. ALL WM PIPE AND PIPE FITTINGS INSTALLED UNDER THIS PROJECT WILL BE COLOR CODED OR MARKED IN ACCORDANCE WITH SUBPARAGRAPH 62-555.320(21)(b)3, F.A.C., USING BLUE AS AS A PREDOMINANT COLOR. (UNDERGROUND PLASTIC PIPE WLL BE SOLID WALL BLUE PIPE, WLL HAVE A CO-EXTRUDED BLUE EXTERNAL SKIN, OR WLL BE WHITE OR BLACK PIPE WITH BLUE STRIPES INCORPORATED INTO, OR APPLIED TO, THE PIPE WALL; AND UNDERGROUND METAL OR CONCRETE PIPE WLL HAVE BLUE STRIPES APPLIED TO THE PIPE WALL. PIPE STRIPED DURING THE MANUFACTURING OF THE PIPE WILL HAVE CONTINUOUS STRIPES THAT RUN PARALLEL TO THE AXIS OF THE PIPE, THAT ARE LOCATED NO MORE THAN 90-DEGREE INTERVALS AROUND THE PIPE, AND THAT WILL REMAIN INTACT DURING AND AFTER THE INSTALLATION OF THE PIPE. IF TAPE OR PAINT IS USED TO STRIP THE PIPE DURING THE INSTALLATION OF THE PIPE, THE TAPE OR PAINT WILL BE APPLIED IN A CONTINUOUS LINE THAT RUNS PARALLEL TO THE AXIS OF THE PIPE AND THAT IS LOCATED ALONG THE TOP OF THE PIPE; FOR PIPE WITH AN INTERNAL DIAMETER OF 24 INCHES OR GREATER, TAPE OR PAINT WLL BE APPLIED IN CONTINUOUS LINES ALONG EACH SIDE OF THE PIPE AS WELL AS ALONG THE TOP OF THE PIPE. ABOVEGROUND PIPE WLL BE PAINTED BLUE OR WLL BE COLOR CODED OR MARKED LIKE UNDERGROUND PIPE.

7. EXACT LOCATION OF WATER SERVICE & FIRE LINE STUB OUTS TO BE VERIFIED WITH GC.

8. CONTRACTOR SHALL CLEAN & FLUSH THE WATER LINE & PERFORM A ONE HR P&L TEST (150 PSI) ON THE WM PER CITY OF FT PIERCE'S UTILITY'S REQ'S.

9. CONTRACTOR SHALL PROVIDE P&L TEST ON FIM PER CITY OF FT PIERCE'S UTILITY'S REQ'S (200 PSI).

10. ALL SEWER INFRASTRUCTURE TO MEET CITY OF FT PIERCE'S LATEST TECHNICAL PROVISIONS AND STANDARD DETAILS.

11. WATER LINE SHALL BE SWABBED.

12. 2" BLOW OF ASSEMBLY SHALL BE CONSTRUCTED OF BRASS AND WLL REMAIN PERMANENT.

13. A JUMPER METER SHALL BE CONSTRUCTED AT TIE-IN LOCATION. THE JUMPER METER WLL REMAIN IN PLACE UNTIL CLEARANCE IS RECEIVED FROM FDEP.

14. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL LABOR, MATERIALS, AND EQUIPMENT TO PERFORM THE TIE-IN TO THE WATER MAIN(S).

15. WATER SERVICE LINES SHALL CONSIST OF A BRONZE SERVICE SADDLE, CORPORATION STOP, TYPE "K" COPPER, AND CURB STOP (CURB STOPS FOR 1.5" AND 2" SHALL BE FLARE X FLANGE).

16. ALL WELLS & SEPTIC TANKS TO BE ABANDONED. ALL DRAIN FIELDS TO BE DRAINED & ABANDONED. CONTRACTOR TO OBTAIN ALL REQUIRED PERMITS INCL. FROM ST LUCIE COUNTY HEALTH DEPT FOR ALL ABANDONMENTS.

17. ALL PRIVATE FH SHALL BE PAINTED YELLOW.

LEGEND

@19.7	PROP PAV'T EL
19.7	EXIST EL
*	CONTRACTOR TO FIELD VERIFY
INV EL	INVERT EL
CB	CATCH BASIN
YD	YARD DRAIN
BC	BOTTOM OF CURB
BE	BOTTOM EL
TC	TOP OF CURB
TE	TOP EL
EXF	EXFILTRATION TRENCH
WM	WATER MAIN
FM	FORCE MAIN
FIM	FIRE MAIN
SAN	WASTEWATER GRAVITY
	FIRE HYDRANT
GV	GATE VALVE
	GATE VALVE
	SIAMESE CONN.
	CHECK VALVE
	DOUBLE DETECTOR CHECK VALVE
	WATER METER W/ REDUCED PRESSURE BACKFLOW PREV.
	SAMPLE POINT
MES	MITERED END SECTION
F.F.EL	FIN FLOOR ELEV
F.L.EL	FLOW LINE ELEV
TOB	TOP OF BANK
TOS	TOE OF SLOPE
TOC	TOP OF CONCRETE
TV	TAPPING VAVLE
CO	CLEANOUT
B1	BORING NO. AND LOCATION
/AE	APPROVED EQUIVALENT

48 HOURS BEFORE DIGGING
CALL TOLL FREE
811
CALL SUNSHINE
NOTIFICATION CENTER

REVISIONS

REV PER SP 01-29-26

Jeff H. Iravani, Inc.
Consulting Engineers
1934 COMMERCE LANE, SUITE 5
JUPITER, FLORIDA 33458
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WEBSITE: www.jhiinc.com
EMAIL: JHI@jhiinc.com

Amazon
Distribution Center

Kings Highway Commerce Park
Parcel-III
Fort Pierce, Florida

Water & Wastewater Plan

DATE	SCALE	DESIGNED BY	DRAWN BY	JOB NO.
12/24/2025	1"=40'	JHI	DDI	2409-1533

JEFF H. IRAVANI
No. 39158
STATE OF FLORIDA
PROFESSIONAL ENGINEER

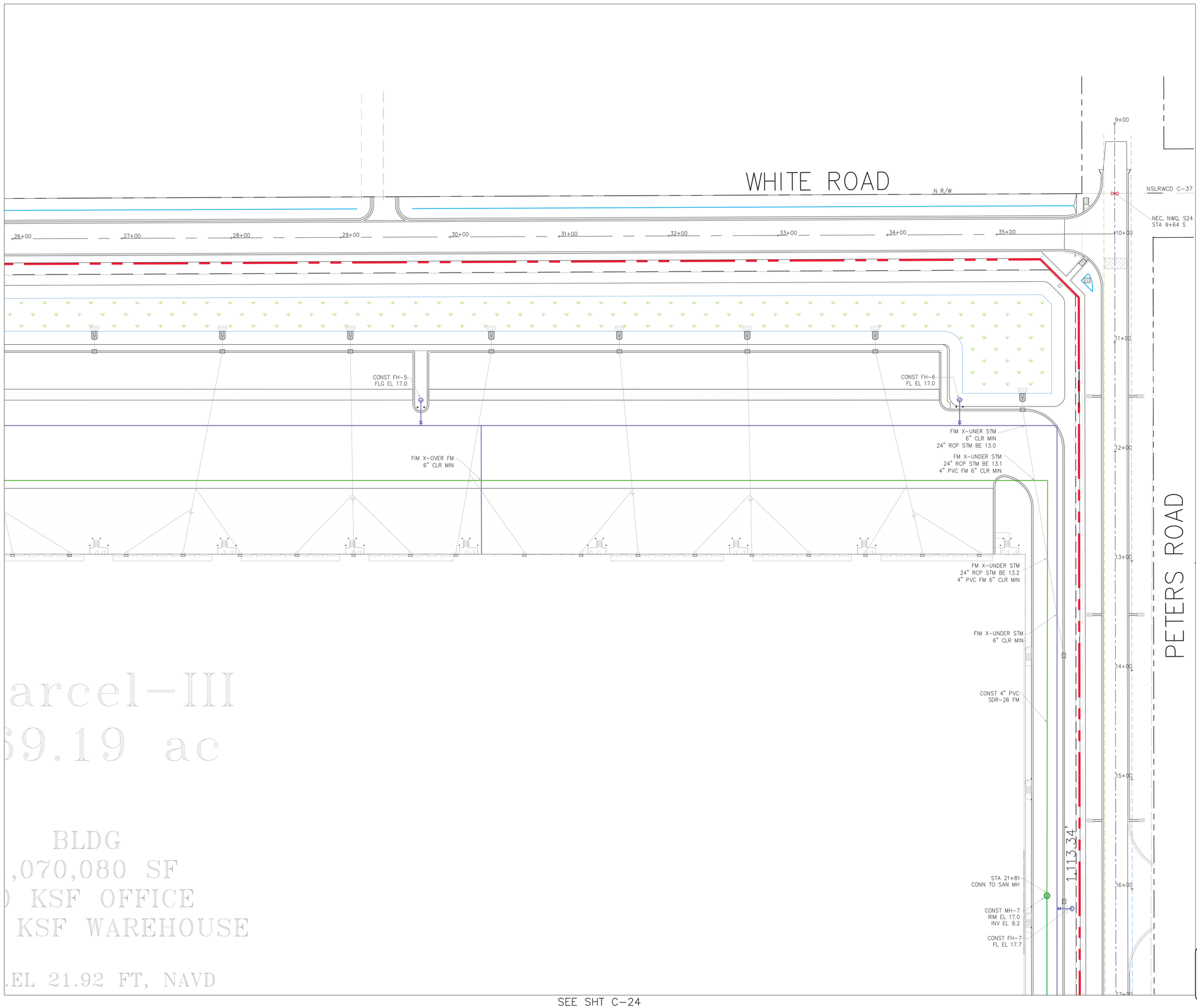
This item has been electronically signed and sealed by Jeff H. Iravani using a Digital Signature and date. Printed copies of this document are not considered signed and sealed and this SHA must be verified on any electronic copies.

Digitally signed by Jeff H. Iravani
Date: 2026.03.10 14:11:21 -04'00'

COA 6986

SHEET NO.

C-24



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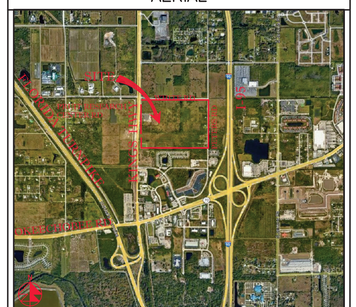
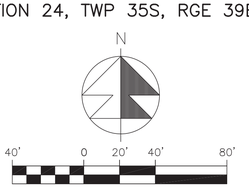


VICINITY MAP

SECTION 24, TWP 35S, RGE 39E



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*	CONTRACTOR TO FIELD VERIFY
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CB	CATCH BASIN
YD	YARD DRAIN
BC	BOTTOM OF CURB
BE	BOTTOM EL
TC	TOP OF CURB
TE	TOP EL
EXF	EXFILTRATION TRENCH
WM	WATER MAIN
FM	FORCE MAIN
FIM	FIRE MAIN
SAN	WASTEWATER GRAVITY
	FIRE HYDRANT
GV	GATE VALVE
	GATE VALVE
	SIAMESE CONN.
	CHECK VALVE
	DOUBLE DETECTOR CHECK VALVE
	WATER METER W/ REDUCED PRESSURE BACKFLOW PREV.
S	SAMPLE POINT
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F.F.EL	FIN FLOOR ELEV
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48 HOURS BEFORE DIGGING
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REVISIONS

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WEBSITE: www.jhiinc.com

Amazon
Distribution Center

Kings Highway Commerce Park
Parcel-III
Fort Pierce, Florida

Water & Wastewater Plan

JOB NO.	2409-1533
DRAWN BY	DDI
DESIGNED BY	JHI
SCALE	1"=40'
DATE	12/24/2025

JEFF H. IRAVANI LICENSE No. 93155 STATE OF FLORIDA PROFESSIONAL ENGINEER

This item has been digitally signed and sealed by Jeff H. Iravani using a SHA Authentication code. Printed copies of this document are not considered signed and sealed and the SHA Authentication code must be verified on any electronic copies.

Digitally signed by Jeff H. Iravani
Date: 2026.03.10 14:11:42 -04'00'

COA 6986

SHEET NO.
C-25

GENERAL NOTES:

1. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROTECTING ALL EXISTING ABOVE GROUND, UNDERGROUND, AND ON THE SURFACE STRUCTURES AND UTILITIES AGAINST THE CONSTRUCTION OPERATION THAT MAY CAUSE DAMAGE TO SAID FACILITIES.
2. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL REQUIRED TESTS TO BE PERFORMED BY AN INDEPENDENT TESTING LABORATORY APPROVED BY THE ENGINEER.
3. THE CONTRACTOR SHALL NOTIFY THE ENGINEER 24 HOURS PRIOR TO ANY REQUIRED INSPECTIONS AND SHALL SUPPLY ALL EQUIPMENT NECESSARY FOR INSPECTION AND/OR TEST.
4. THE CONTRACTOR SHALL GIVE ADEQUATE NOTIFICATION TO ALL AFFECTED UTILITY OWNERS FOR REMOVAL, RELOCATION AND ALTERATION OF THEIR EXISTING FACILITIES.
5. ALL EARTHWORK SHALL BE PERFORMED INA CCORDNACE W/ SOIL ENGINEER REPORT. WHERE ENCOUNTERED, UNSUITABLE MATERIAL SHALL BE REMOVED TO A DEPTH AN AREA DETERMINANT BY THE ENGINEER AND BACKFILLED WITH CLEAN GRANULAR SAND OR SELECT MATERIAL APPROVED BY THE ENGINEER. BACKFILLING SHALL BE IN LAYERS NOT GREATER THAN 8" THICKNESS AND COMPACTED TO 100 PERCENT OF THE MAXIMUM DRY DENSITY AS DETERMINED BY AASHTO T99-C. FILL UNDER BUILDING SHALL BE PLACED IN ACCORDANCE WITH SOIL ENGINEER'S RECOMMENDATIONS.
6. ALL WORK SHALL BE PERFORMED IN A WORKMANSHIP MANNER AND SHALL MEET WITH ALL APPLICABLE CITY, COUNTY, STATE, AND FEDERAL REGULATIONS AND/OR CODES, INCLUDING OSHA.
7. THE CONTRACTOR SHALL OBTAIN ALL PERMITS AND/OR LICENSES TO COMMENCE CONSTRUCTION.
8. ALL CONCRETE SHALL DEVELOP A 28 DAY COMPRESSIVE STRENGTH OF 3000 PSI OR OTHERWISE NOTED.
9. ALL REINFORCING STEEL SHALL CONFORM TO ASTM-615 AND HAVE A TENSILE STRENGTH OF 60,000 PSI OR OTHERWISE NOTED.
10. THE CONTRACTOR SHALL GUARANTEE ALL WORK AND MATERIALS FOR A PERIOD OF ONE YEAR FORM THE DATE THAT PROJECT HAS BEEN ACCEPTED. ALL FAULTY CONSTRUCTION AND/OR MATERIALS DURING FORESAID PERIOD SHALL BE CORRECTED AT THE CONTRACTOR'S EXPENSE.

DRAINAGE

1. ALL DRAINAGE STRUCTURES SHALL BE CONSTRUCTED AS PER DETAIL AND IN ACCORDANCE WITH THE FLORIDA DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION, LATEST EDITION.
2. PIPE TRENCH SHALL BE DRY WHILE PIPE IS BEING LAID AND TO BE BEDDED PER DETAIL AND IN CONFORMANCE WITH SECTION 430, FLORIDA DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATION FOR ROAD AND BRIDGE CONSTRUCTION, LATEST EDITION.
3. PIPE TRENCHES TO EXCAVATED AND BACKFIELD IN ACCORDANCE WITH SECTION 125, FLORIDA DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION, LATEST EDITION.
4. THE FOLLOWING PIPES SHALL CONFORM WITH THE APPROPRIATE FOLLOWING SECTIONS OF FLORIDA DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION, LATEST EDITION:
   1. REINFORCED CONCRETE PIPE (RCP) – SECTIONS 430 AND 941
   2. CORRUGATED ALUMINUM PIPE (CAP) – SECTIONS 430 AND 945
   3. CORRUGATED STEEL PIPE (CMP) – SECTIONS 430 AND 943
5. ALL CORRUGATED PIPES SHALL BE INSTALLED WITH MAXIMUM LENGTHS IN ORDER TO MINIMIZE JOINTS.
6. ALL CONNECTION BANDS, FOR CORRUGATED PIPES, SHALL BE CORRUGATED, LAP-TYPE, IN CONFORMANCE WITH AASHTO M-196, AND TO BE MADE WATER-TIGHT BY USING A GASKET AT LEAST SIX (6) INCHES WIDE BY 3/4" THICK.
7. HDPE PIPE MATERIALS:
   HDPE PIPES 12" THROUGH 36" NOMINAL DIAMETER:
   TYPE "S" SMOOTH INTERIOR PIPE IN CONFORMACE WITH AASHTO M294.
   NOTE: CORRUGATIONS SHALL BE ANNULAR CONFIGURATION ONLY.
   HDPE PIPES 42" AND 48" NOMINAL DIAMETER:
   TYPE "D" SMOOTH INTERIOR, SMOOTH EXTERIOR PIPE IN CONFORMANCE MP46-95 TYPE "D".
8. ALL SOD LAID WITHIN SLOPES OF BERMS, DRAINAGE SWALES, AND RETENTION AREAS SHALL BE PINNED PER ENGINEERS DIRECTION.
9. ALL PIPE JOINTS SHALL BE WRAPPED WITH FILTER FABRIC.
10. ALL ROOF DRAINS AND YARD DRAINS SHALL BE CONNECTED TO STRUCTURES BY THE UNDERGROUND CONTRACTOR.

ROADWAY

1. SUBGRADE SHALL BE AS SHOWN ON SECTION.
2. BASE SHALL BE AS SHOWN ON SECTION, HAVE A MINIMUM LBR 100 AND TO BE COMPACTED TO 98 PERCENT OF THE MAXIMUM DENSITY AS DETERMINED BY AASHTOT-180.
3. PRIME COAT SHALL BE APPLIED AT THE RATE OF .15 GALLON PER SQ. YARD. WHERE REQUIRED, TACK SHALL BE APPLIED AT THE RATE OF . .08 GALLON PER SQUARE YARD.
4. THE CONTRACTOR IS TO SUBMIT ALL REQUIRED TESTS ON SUBGRADE, BASE AND SURFACE COURSE MATERIAL PRIOR TO ANY REQUEST FOR PAYMENT.
5. IF ANY TEST FAILS TO MEET THEIR SPECIFICATIONS, THE CONTRACTOR, AT THEIR EXPENSE, SHALL CORRECT ALL DEFICIENT WORK AND SUBMIT TEST RESULTS INDICATING COMPLIANCE WITH THESE SPECIFICATIONS PRIOR TO ANY REQUEST FOR PAYMENT.
6. ALL UNDERGROUND UTILITIES WITHIN ROADWAY CONSTRUCTION SHALL BE INSTALLED PRIOR TO ROAD CONSTRUCTION.
7. ALL ROADWAY CONSTRUCTION AND MATERIAL SHALL CONFORM TO THE APPLICABLE FLORIDA DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION, LATEST EDITION.
8. ALL CURBING, AND RAISED SIDEWALK IF SHOWN, SHALL BE CONSTRUCTED PRIOR TO ASPHALT PAVING.

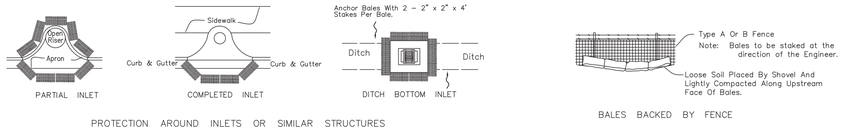
CONSTRUCTION INSPECTION CHECKPOINTS

ROADWAY: THE CONTRACTOR SHALL NOTIFY THE ENGINEER FOR INSPECTION AT THE FOLLOWING CHECKPOINTS:

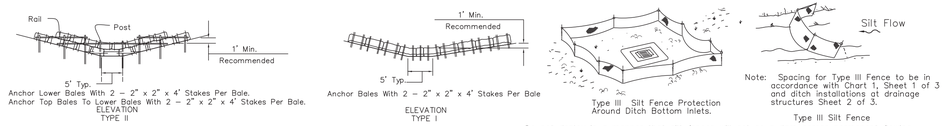
1. PRIOR TO ANY DEVIATION FROM THE APPROVED GRADING, PAVING, AND DRAINAGE PLANS.
2. PRIOR TO BACK FILLING OF TRENCHES CONTAINING HYDRAULIC CONDUITS, SO THAT JOINTS MAY BE INSPECTED.
3. UPON COMPLETION OF THE SUBGRADE COMPACTION.
4. AT THE TIME OF DELIVERY OF BASE MATERIAL.
5. UPON COMPLETION OF THE BASE AND PRIOR TO PRIMING.
6. IMMEDIATELY PRIOR TO AND DURING THE FIRST APPLICATION OF THE MIXES WEARING SURFACE.
7. UPON COMPLETION OF CONSTRUCTION A FINAL INSPECTION MAY BE MADE WITH THE CONTRACTOR.

STRIPING

1. ALL PAVEMENT STRIPING SHALL BE THERMOPLASTIC IN ACCORDANCE WITH FDOT INDEX 711-001. STRIPING FOR PEDESTRIAN CROSSING AND STOP BARS SHALL BE THERMOPLASTIC IN ACCORDANCE WITH FDOT INDEX 711-001.



PROTECTION AROUND INLETS OR SIMILAR STRUCTURES



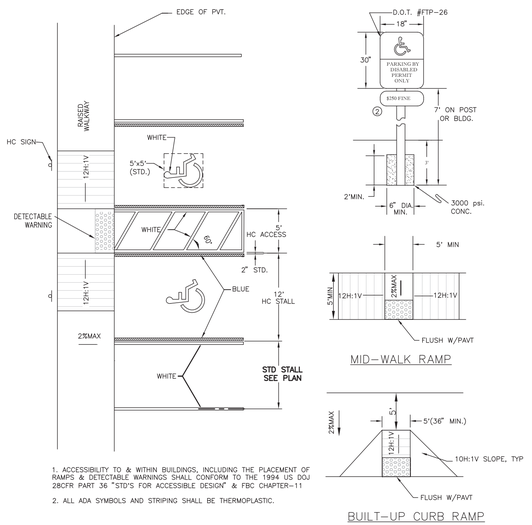
Application and Spacing: The use of Types I & II bale barriers should be limited to the conditions outlined in Chart I, Sheet 1 of 3, Index No. 102, FDOT standard specifications.

BARRIER FOR UNPAVED DITCHES

Do not deploy in a manner that silt fences will act as a dam across permanent flowing watercourses. Silt fences are to be used at upland locations and turbidity barriers used at permanent bodies of water.

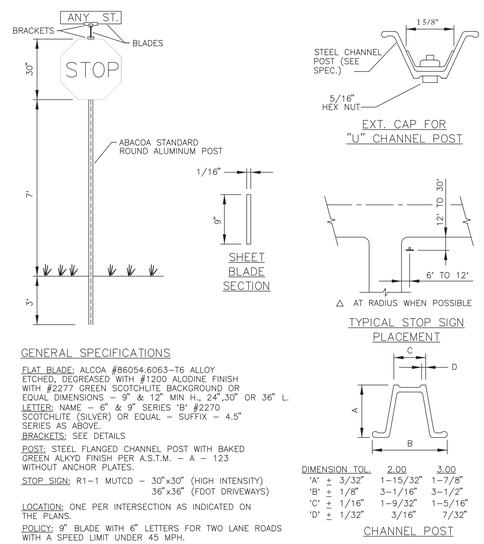
SILT FENCE APPLICATIONS
8" MIN EMBEDMENT

BALED HAY OR STRAW BARRIERS AND SILT FENCES



1. ACCESSIBILITY TO & WITHIN BUILDINGS, INCLUDING THE PLACEMENT OF RAMPS & DETECTABLE WARNINGS SHALL CONFORM TO THE 1994 US DOJ 28CFR PART 36 "STD'S FOR ACCESSIBLE DESIGN" & FBC CHAPTER-11
2. ALL ADA SYMBOLS AND STRIPING SHALL BE THERMOPLASTIC.

PARKING STALLS DETAILS



GENERAL SPECIFICATIONS

FLAT BLADE: ALCOA #86054.6063-T6 ALLOY ETCHED, DEGREASED WITH #1200 ALODINE FINISH WITH #2277 GREEN SCOTCHLITE BACKGROUND OR EQUAL DIMENSIONS – 9" & 12" MIN H., 24",30" OR 36" L.
LETTER: NAME – 6" & 9" SERIES "B" #2270 SCOTCHLITE (SILVER) OR EQUAL – SUFFIX – 4.5" SERIES AS ABOVE.
BRACKETS: SEE DETAILS

POST: STEEL FLANGED CHANNEL POST WITH BAKED GREEN ALKYD FINISH PER A.S.T.M. – A – 123 WITHOUT ANCHOR PLATES.

STOP SIGN: R1-1 MUTCD – 30"x30" (HIGH INTENSITY)
36"x36" (FDOT DRIVEWAYS)

LOCATION: ONE PER INTERSECTION AS INDICATED ON THE PLANS.

POLICY: 9" BLADE WITH 6" LETTERS FOR TWO LANE ROADS WITH A SPEED LIMIT UNDER 45 MPH.

12" BLADES WITH 9" LETTERS.
–THOROUGHFARE ROADS FOUR LANES OR WIDER
–TWO LANE ROADS WITH A POSTED SPEED LIMIT 45 MPH OR MORE.

DIMENSION TOL.	2.00	3.00
'A' ±	3/32"	1–15/32"	1–7/8"
'B' ±	1/8"	3–1/16"	3–1/2"
'C' ±	1/16"	1–9/32"	1–5/16"
'D' ±	1/32"	3/16"	7/32"

CHANNEL POST

STREET SIGN/STOP SIGN DETAIL

9"–12" SNS (D-3) BRACKET DETAIL

A– ALL DIMENSIONS AND SPECIFICATIONS CONTAINED IN DRAWINGS

B– MATERIALS: ALUMINUM HIGH STRENGTH ALLOY 380 ASTM B95–60T. HARDWARE SHALL BE SMOOTHLY FINISHED AND PRECISION MACHINED TO FIT STANDARD FLAT BLADE SECTION. ALLOWING CLEARANCE FOR REFLECTIVE FACING ACCORDING TO REQUIREMENTS

C– POST TO SIGN BRACKET: THEY SHALL BE ATTACHED FIRMLY ON STANDARD ROUND TUBING OR U–CHANNEL POSTS BY MEANS OF (2) 5/16" DIAMETER HEX HEAD SCREWS

D– SIGN TO SIGN BRACKET: THEY SHALL BE 90 OR 45 DEGREE TYPE WITH MINIMUM REQUIREMENTS EQUAL TO THE POST TO SIGN BRACKET

REVISIONS

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Amazon Distribution Center
Kings Highway Commerce Park
Parcel-III
Fort Pierce, Florida

PAVING, GRADING, & DRAINAGE DETAILS

DATE	SCALE	DESIGNED BY	DRAWN BY	JOB NO.
12/24/2025	NA	JHI	DDI	2509-1533

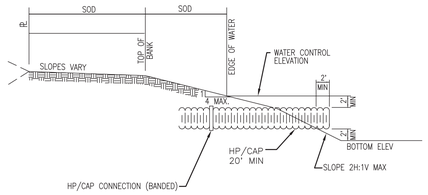
JEFF H. IRAVANI No. 33158 STATE OF FLORIDA PROFESSIONAL ENGINEER

This item has been electronically signed and sealed by Jeff H. Iravani, PE on the date adjacent to the seal. Printed copies of this document are not considered signed and sealed and the SHA authentication codes must be verified on any electronic copies.

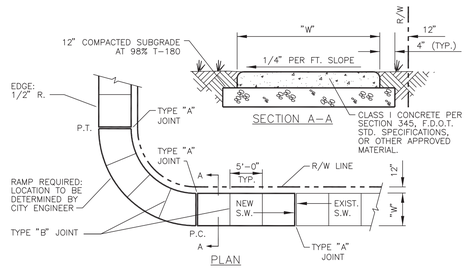
Digitally signed by Jeff H. Iravani
Date: 2026.03.10 14:12:13 -04'00'

COA 6986

SHEET NO.
C-26



TYPICAL LAKE BANK AND DRAINAGE OUTFALL



SIDEWALK JOINT

TABLE OF SIDEWALK THICKNESS – "t"	
RESIDENTIAL AREAS	4"
WITHIN 10' OF CROSS-STREETS, AT DRIVEWAYS & OTHER AREAS	6"
TABLE OF SIDEWALK WIDTHS – "W"	
EXCLUIDNG CURB	5'
INCLUIDNG 2" VOH	7'

* MINIMUM.

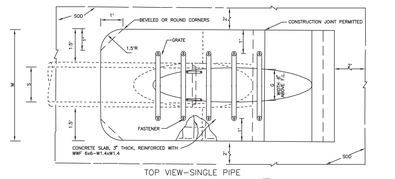
TABLE OF SIDEWALK JOINTS	
TYPE	LOCATION
"A"	P.C. AND P.T. OF CURVES, JUNCTION OF EXISTING & NEW SIDEWALKS & EVERY 30'.
"B"	5'-0" CENTER TO CENTER ON SIDEWALKS SCORED DURING PLACEMENT OR SAWCUT WITHIN 24 HOURS OF PLACEMENT
"A"	WHERE SIDEWALK ABUTS CONCRETE CURBS, DRIVEWAYS, AND SIMILAR STRUCTURES

SIDEWALK CONSTRUCTION DETAIL

4 TO 1 SLOPE

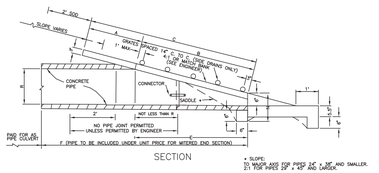
D	X	A	B	C	E	F	G	SINGLE PIPE	DOUBLE PIPE	TRIPLE PIPE	QUAD PIPE	N	GRATE STANDARD WEIGHT PIPE
15"	2'-7"	2.27	4.56'	6.36'	4.04'	8"	1.33'	4.83'	7.51'	9.79'	14.31'	1.58'	18"
18"	2'-10"	2.50	5.79'	7.36'	5.04'	9"	1.41'	5.29'	8.09'	10.59'	15.29'	1.71'	18"
24"	3'-5"	2.83	7.18'∆1	9.71'	7.03'∆1	11"	1.73'	6.29'	9.92'	12.99'	18.79'	1.92'	18"
30"	4'-3"	2.70	9.25'	11.92'	9.09'	13"	2.00'	8.08'	10.53'	14.58'	18.83'	1.79'	18"

∆ 6.42' ∆1 6.25' DIMENSIONS PERMITTED TO ALLOW USE OF 8' STANDARD PIPE LENGTHS.
◇ 10.40' ◇1 10.10' DIMENSIONS PERMITTED TO ALLOW USE OF 12' STANDARD PIPE LENGTHS.
∆◇ CONCRETE SLAB SHALL BE DEEPENED TO FORM BRIDGE ACROSS CROWN OF PIPE. SEE SECTION BELOW.



TOP VIEW-SINGLE PIPE

NOTE:
1. GRATE SHALL BE UTILIZED ONLY FOR CROSS DRAIN UNDER PUBLIC RIGHT OF WAY.

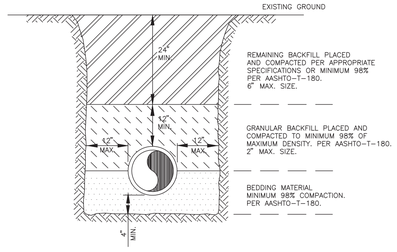


SECTION

* SLOPE:
TO MATCH AND FOR PIPES 24" x 38" AND SMALLER.
2:1 FOR PIPES 28" x 45" AND LARGER.

MITERED END DETAIL

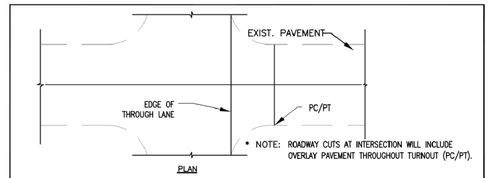
SEE LATEST FDOT ROADWAY & TRAFFIC DESIGN STANDARDS MANUAL
SIDE DRAIN MITERED END SECTION FOR SINGLE AND MULTIPLE ROUND CONCRETE PIPE



NOTES:

1. BEDDING SHALL CONSIST OF IN-SITU GRANULAR MATERIAL OR WASHED AND GRADED LIMEROCK 3/8"-7/8" SIZING. UNSUITABLE IN-SITU MATERIALS SUCH AS MUCK, DEBRIS AND LARGER ROCKS SHALL BE REMOVED.
2. THE PIPE SHALL BE FULLY SUPPORTED FOR ITS ENTIRE LENGTH WITH APPROPRIATE COMPACTION UNDER THE PIPE HAUNCHES.
3. THE PIPE SHALL BE PLACED IN A DRY TRENCH.
4. BACKFILL SHALL BE FREE OF UNSUITABLE MATERIAL SUCH AS LARGE ROCK, MUCK, AND DEBRIS.
5. DENSITY TESTS ARE REQUIRED IN 1 FOOT LIFTS ABOVE THE PIPE AT INTERVALS OF 400' MAXIMUM, OR AS DIRECTED BY THE INSPECTOR.

TYPICAL TRENCH DETAIL

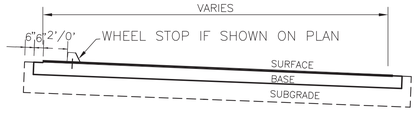


SECTION

* NOTE: ROADWAY CUTS AT INTERSECTION WILL INCLUDE OVERLAY PAVEMENT THROUGHOUT TURNOUT (PC/PT).

*EXISTING CONDITIONS MAY REQUIRE ADDITIONAL WORK BEYOND THE LIMITS SHOWN IN THIS DETAIL.

ST. LUCIE COUNTY ENGINEER	LAND DEVELOPMENT DETAILS	DETAIL LD-2
	TYPICAL OPEN CUT TRENCH & RESTORATION	DATE: 11/22/21



FLEXIBLE PAVEMENT (STANADRD DUTY/CAR TRAFFIC)
SURFACE: 3" ACSC (1ST LIFT 1.5" SP-12.5 2ND LIFT 1.5" SP-9.5)
BASE: 8" LIMEROCK/COQUINA ROCK/CRUSHED CONC* MIN LBR 100
SUBGRADE: 12" STABILIZED SUBGRADE, LBR40

FLEXIBLE PAVEMENT (HEAVY DUTY/TRUCK TRAFFIC)
SURFACE: 4" S-1/SP 12.5 ACSC (2-2" LIFTS)
BASE: 10" LIMEROCK/COQUINA ROCK/CRUSHED CONC* MIN LBR 100
SUBGRADE: 12" STABILIZED SUBGRADE, LBR40
ALTERNATE TRIALER PARKING
BASE: 14" LIMEROCK/COQUINA ROCK/CRUSHED CONC* MIN LBR 100
SUBGRADE: 12" COMPACTED

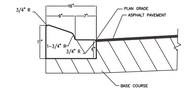
CONC SLAB
SURFACE: 7" W/2-6X6 W1.4XW1.4 WWM
W/1.75" SAW-CUTS @ 13' MAX O.C. E.W.
SAW CUT SLAB DIM'S PROPORTION SHALL BE 1.25:1MIN
ALL JOINTS SHALL BE IN ACCORD W/ FDOT INDEX 305

BASE: 8" LIMEROCK / COQUINA ROCK COMP MIN LBR 100
SUBGRADE: 12" STABILIZED SUBGRADE, LBR40

COMP: COMPACTED TO 98% MAX D.D. AASHTO T-180
* CRUSHED CONC MIN LBR 150.
ALL BASE SHALL BE FROM FDOT CERTIFED PIT.
5.5" OF BASE MAY BE SUBSTITUED FOR 12" STABLIZED SUBGRADE.

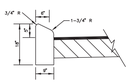
CONCRETE SPECIFICATIONS
1. ALL CONCRETE SHALL REACH COMP STRENGTH OF 4,000 PSI MIN IN 28 DAYS. MIX DESIGN SHALL INCLUDE MINIMUM CEMENT CONTENT OF 470 LBS OF PORTLAND CEMENT TYPE II PER ASTM C-150 & 120 LB OF FLY ASH /AE PER CY AND ADMIXTURES SHALL CONFORM TO ASTM C-494. WATER/CEMENT=0.5 MAX.
2. SLUMP AND CYLINDER TESTS (ASTM C-31) SHALL BE MADE BY AN INDEPENDENT TESTING LABORATORY. PROVIDE 4 TESTS WITH EACH CONCRETE POUR AND/OR EACH 50 YD OF CONCRETE PLACED. SLUMP @ POUR SHALL BE 5 IN MAX. (6" FOR PUMP MIX). NO WATER IS TO BE ADDED ON THE JOB SITE.
3. CONTRACTOR SHALL SUBMIT THE MIX DESIGN TO ENGINEER FOR REVIEW.

PAVEMENT TYP SECTION



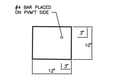
NOTES:
1. SEE F.D.O.T. INDEX NO. 520-001 FOR ADDITIONAL INFORMATION.
2. CURB TO BE IN PLACE PRIOR TO SURFACE COURSE BEING PLACED.
3. SAWCUTS TO BE MADE AT 10' O.C. THROUGHOUT CURB CONST.

TYPE 'A' CURB
NOT TO SCALE

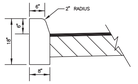


SEE F.D.O.T. INDEX NO. 520-001 FOR ADDITIONAL INFORMATION.
CURB TO BE IN PLACE PRIOR TO SURFACE COURSE BEING PLACED.
SAWCUTS TO BE MADE AT 10' O.C. THROUGHOUT CURB CONST.

TYPE 'B' CURB
NOT TO SCALE

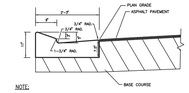


TYPE 'C' CURB
NOT TO SCALE



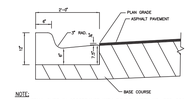
NOTES:
1. SEE F.D.O.T. INDEX NO. 520-001 FOR ADDITIONAL INFORMATION.
2. CURB TO BE IN PLACE PRIOR TO SURFACE COURSE BEING PLACED.
3. SAWCUTS TO BE MADE AT 10' O.C. THROUGHOUT CURB CONST.

TYPE "D" CURB
NOT TO SCALE



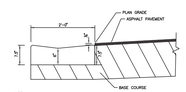
NOTE:
1. INSTALL CURB IN ACCORDANCE WITH F.D.O.T. INDEX NO. 520-001
2. CURB TO BE IN PLACE PRIOR TO SURFACE COURSE BEING PLACED.

TYPE "E" CURB
NOT TO SCALE



NOTE:
1. INSTALL CURB IN ACCORDANCE WITH F.D.O.T. INDEX NO. 520-001
2. CURB TO BE IN PLACE PRIOR TO SURFACE COURSE BEING PLACED.

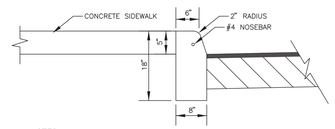
TYPE "F" CURB
NOT TO SCALE



NOTE:
1. INSTALL CURB IN ACCORDANCE WITH F.D.O.T. INDEX NO. 520-001
2. CURB TO BE IN PLACE PRIOR TO SURFACE COURSE BEING PLACED.

DROP CURB
NOT TO SCALE

CURB DETAILS



NOTES:
1. SEE F.D.O.T. INDEX NO. 520-001 FOR ADDITIONAL INFORMATION.
2. CURB TO BE IN PLACE PRIOR TO SURFACE COURSE BEING PLACED.
3. SAWCUTS TO BE MADE AT 10' O.C. THROUGHOUT CURB CONST.
4. SIDEWALK TO BE POURED AFTER CURB CONSTRUCTION
5. SEE SIDEWALK DETAIL FOR JOINT PLACEMENT

RAISED SIDEWALK W/ CURB
NOT TO SCALE

SIDEWALK DETAILS

REVISIONS

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PAVING, GRADING, & DRAINAGE DETAILS

DATE	SCALE	DESIGNED BY	DRAWN BY	JOB NO.
12/24/2025	NA	JHI	DDI	2509-1533

JEFF H. IRAVANI LICENSE No. 32158 STATE OF FLORIDA PROFESSIONAL ENGINEER

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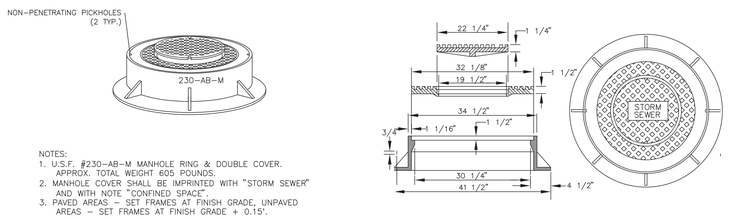
Digitally signed by Jeff H. Iravani
Date: 2026.03.10 14:12:41 -04'00'

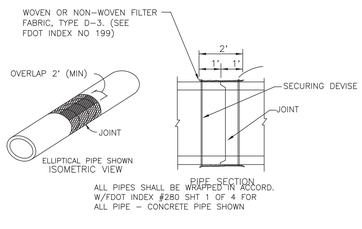
COA 6986

SHEET NO.
C-27



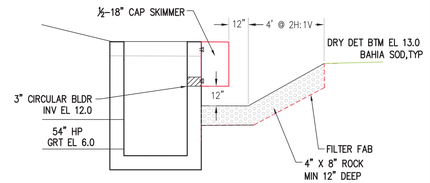
NOTES:
1. U.S.F. #230-AB-M MANHOLE RING & DOUBLE COVER. APPROX. TOTAL WEIGHT 605 POUNDS.
2. MANHOLE COVER SHALL BE IMPRINTED WITH "STORM SEWER" AND WITH NOTE "CONFINED SPACE".
3. PAVED AREAS - SET FRAMES AT FINISH GRADE, UNPAVED AREAS - SET FRAMES AT FINISH GRADE + 0.15'.

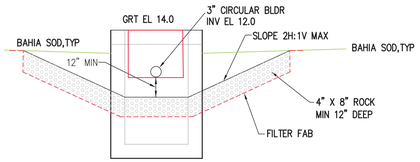
MANHOLE FRAME AND RING DETAIL

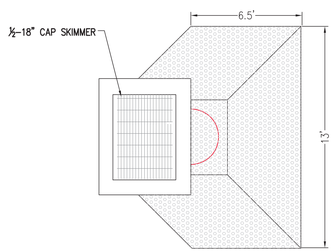


ALL PIPES SHALL BE WRAPPED IN ACCORD. W/FDOT INDEX #280 SHT 1 OF 4 FOR ALL PIPE - CONCRETE PIPE SHOWN

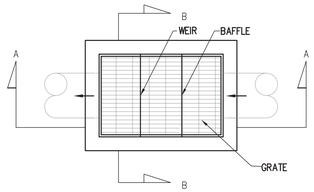
FILTER FABRIC JACKET

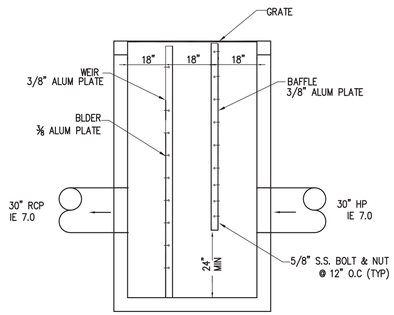




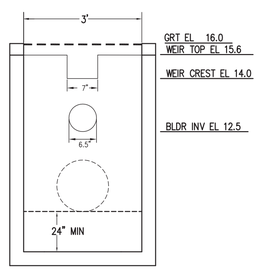


CS-11 & 22 TYPE-H CONTROL STRUCTURE



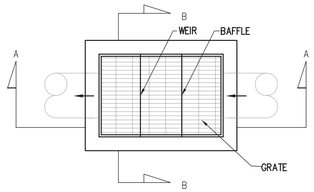


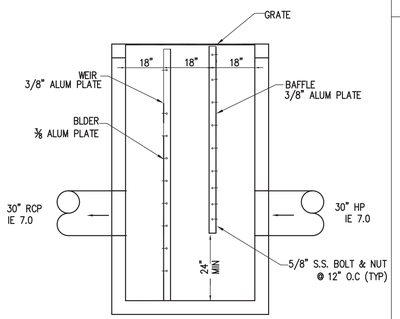
SECTION A-A



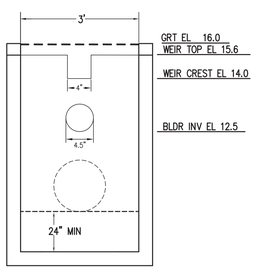
SECTION B-B

CS-1 TYPE "E" CONTROL STRUCTURE





SECTION A-A

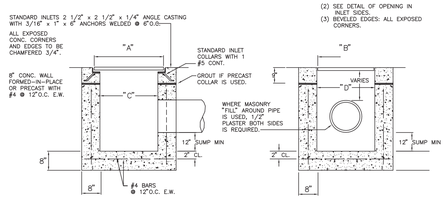


SECTION B-B

CS-2 TYPE "E" CONTROL STRUCTURE

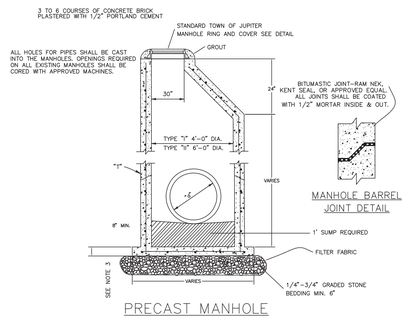
MAX. Q (C.F.S.)	TYPE INLET	"A"	"B"	"C"	"D"	GRATE APPROX. WT.
19.65	C	2'-4"	3'-0"	2'-0"	3'-1"	230 LBS.
23.49	D	4'-4"	3'-0"	4'-1"	3'-1"	380 LBS.
35.23	E	3'-4"	3'-0"	3'-0"	4'-6"	465 LBS.
58.20	H	5'-4"	6'-6"	5'-0"	6'-7"	725 LBS.

NOTES:(1) GRATES TO BE CAST IRON WITH ONE (1) SHOP COAT OF RED LEAD PAINT AND WITH A FIELD COAT TO MEET FDOT STANDARD SPECIFICATIONS, LATEST EDITION.
(2) SEE DETAIL OF OPENING IN INLET SIDES.
(3) BEVELED EDGES: ALL EXPOSED CORNERS.



INLET DETAILS

N.T.S.



PRECAST MANHOLE

NTS

NOTES:
1. MANHOLE SHALL CONFORM TO ASTM C478 WITH 4000 PSI CONCRETE.
2. CONE SECTION MAY BE EITHER CONCENTRIC OR ECCENTRIC.
3. BASE SHALL BE A MINIMUM OF 8" AND PRECAST WITH BOTTOM SECTION.
4. ONE-ONE #5 @ 12" CTRS. BOTH WAYS, IN CENTER 1/3 OF CONCRETE WALL.
5. COMPLETELY FILL ANNULUS BETWEEN PIPE AND M/H WALL WITH CLAY BRICK AND PORTLAND TYPE II CEMENT.
6. SEE DETAIL OF OPENING IN INLET SIDES.
7. FOR ADDITIONAL INFORMATION AND CLARIFICATION CONCERNING MANHOLE AND INLET CONSTRUCTION DETAILS AND SPECIFICATIONS, REFER TO FDOT ROADWAY AND TRAFFIC DESIGN STANDARDS (STANDARD INDEX MANUAL) LATEST EDITION.

STORM SEWER PRECAST MANHOLE

REVISIONS

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Distribution Center
Kings Highway Commerce Park
Parcel-III
Fort Pierce, Florida

PAVING, GRADING, & DRAINAGE DETAILS

DATE	SCALE	DESIGNED BY	DRAWN BY	JOB NO.
12/24/2025	NA	JHI	DDI	2509-1533

Digitally signed by Jeff H. Iravani
Date: 2026.03.10 14:13:07 -04'00'

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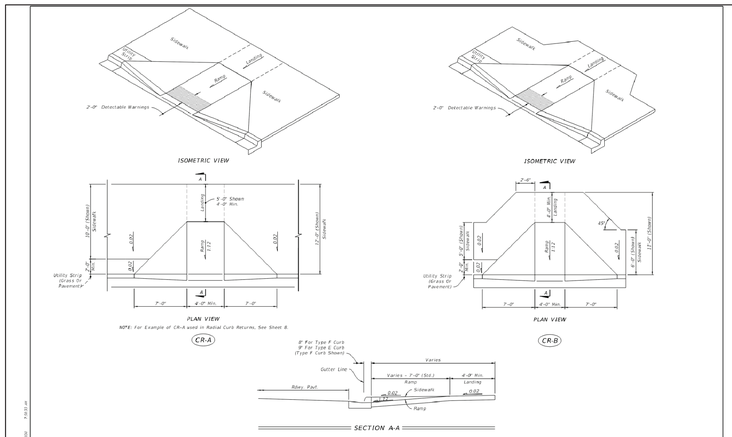
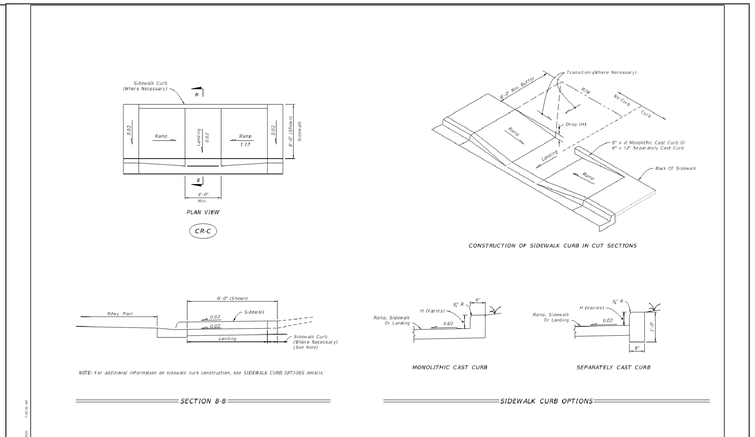
COA 6986

SHEET NO.
C-28



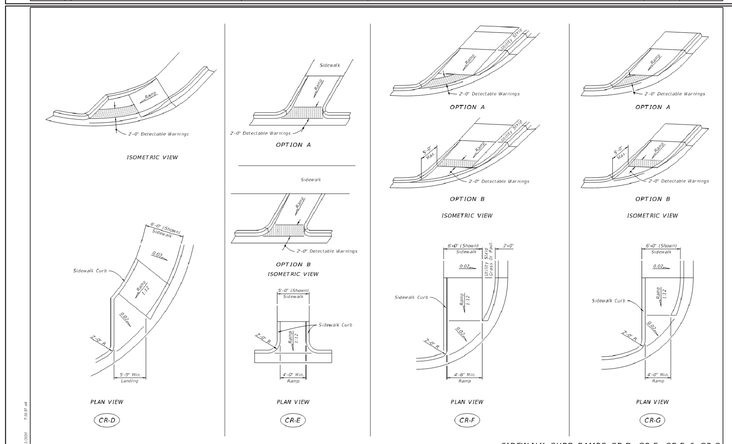
SIDEWALK CURB RAMPS CR-A AND CR-B

LAST REVISION 11/01/20	DESCRIPTION:	FDOT FY 2021-22 STANDARD PLANS	DETECTABLE WARNINGS AND SIDEWALK CURB RAMPS	INDEX 522-002	SHEET 2 of 7



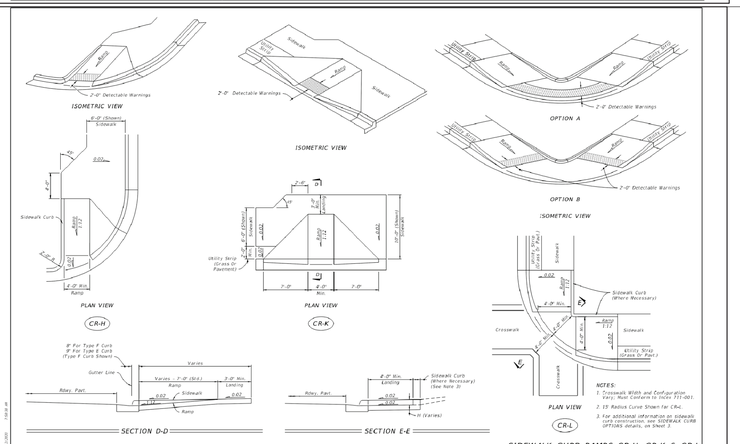
SIDEWALK CURB RAMPS CR-C AND SIDEWALK CURB

LAST REVISION 11/01/20	DESCRIPTION:	FDOT FY 2021-22 STANDARD PLANS	DETECTABLE WARNINGS AND SIDEWALK CURB RAMPS	INDEX 522-002	SHEET 3 of 7



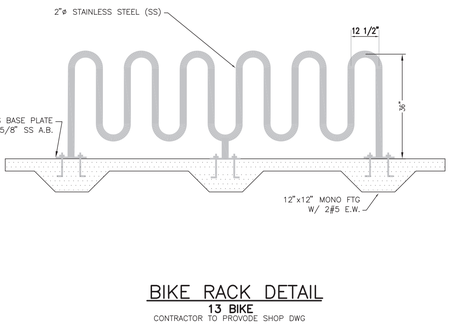
SIDEWALK CURB RAMPS CR-D, CR-E, CR-F & CR-G

LAST REVISION 11/01/20	DESCRIPTION:	FDOT FY 2021-22 STANDARD PLANS	DETECTABLE WARNINGS AND SIDEWALK CURB RAMPS	INDEX 522-002	SHEET 4 of 7



SIDEWALK CURB RAMPS CR-H, CR-K & CR-L

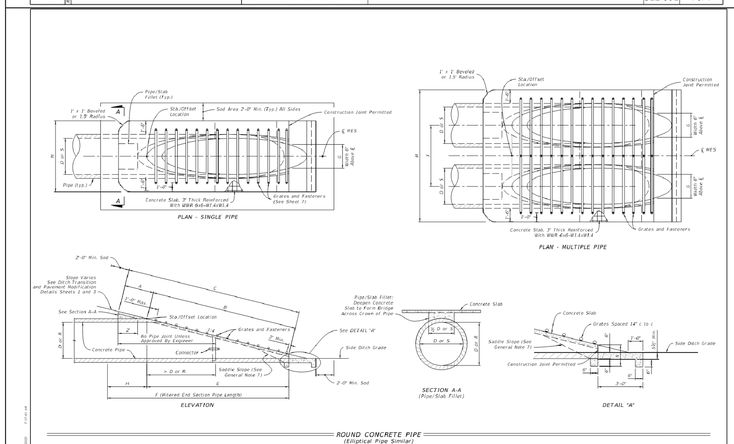
LAST REVISION 11/01/20	DESCRIPTION:	FDOT FY 2021-22 STANDARD PLANS	DETECTABLE WARNINGS AND SIDEWALK CURB RAMPS	INDEX 522-002	SHEET 5 of 7



BIKE RACK DETAIL

13 BIKE

CONTRACTOR TO PROVODE SHOP DWG



ROUND CONCRETE PIPE (Elliptical Pipe Similar)

SINGLE AND MULTIPLE CONCRETE PIPE

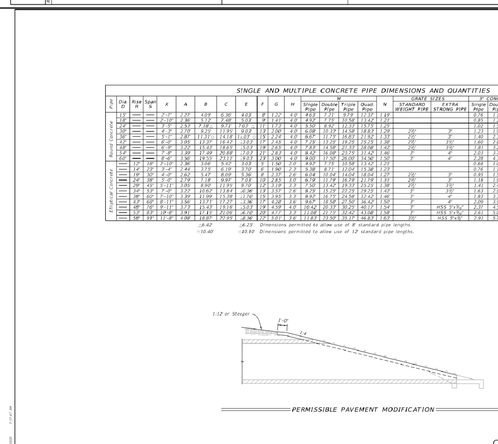
LAST REVISION 11/01/18	DESCRIPTION:	FDOT FY 2021-22 STANDARD PLANS	SIDE DRAIN MITERED END SECTION	INDEX 430-022	SHEET 2 of 7

SINGLE AND MULTIPLE CONCRETE PIPE DIMENSIONS AND QUANTITIES

Type of Pipe	Dia in	Rise in	Span in	X	A	B	C	E	F	G	H	Single Pipe	Double Pipe	Triple Pipe	Quad Pipe	N	Single Pipe	Double Pipe	Triple Pipe	Quad Pipe	Single Pipe	Double Pipe	Triple Pipe	Quad Pipe
Round Concrete	15	—	—	2'-0"	2'-0"	4'-05"	6'-10"	4'-03"	8'-11½"	4'-0"	4'-0"	4'-03"	7'-11"	11'-7"	15'-3"	STANDARD WEIGHT PIPE	EXTRA STRONG PIPE	0.15	0.15	0.15	0.15	8"	10"	12"	15"
	18	—	—	2'-3"	2'-3"	4'-05"	6'-10"	4'-03"	8'-11½"	4'-0"	4'-0"	4'-03"	7'-11"	11'-7"	15'-3"			0.15	0.15	0.15	0.15	8"	10"	12"	15"
	24	—	—	2'-9"	2'-9"	4'-05"	6'-10"	4'-03"	8'-11½"	4'-0"	4'-0"	4'-03"	7'-11"	11'-7"	15'-3"			0.15	0.15	0.15	0.15	8"	10"	12"	15"
	30	—	—	3'-3"	3'-3"	5'-02"	7'-11½"	5'-03"	10'-5½"	4'-0"	4'-0"	5'-00"	9'-08"	13'-9"	18'-8"			0.15	0.15	0.15	0.15	8"	10"	12"	15"
	36	—	—	3'-9"	3'-9"	5'-02"	7'-11½"	5'-03"	10'-5½"	4'-0"	4'-0"	5'-00"	9'-08"	13'-9"	18'-8"			0.15	0.15	0.15	0.15	8"	10"	12"	15"
	42	—	—	4'-3"	4'-3"	5'-02"	7'-11½"	5'-03"	10'-5½"	4'-0"	4'-0"	5'-00"	9'-08"	13'-9"	18'-8"			0.15	0.15	0.15	0.15	8"	10"	12"	15"
	48	—	—	4'-9"	4'-9"	5'-02"	7'-11½"	5'-03"	10'-5½"	4'-0"	4'-0"	5'-00"	9'-08"	13'-9"	18'-8"			0.15	0.15	0.15	0.15	8"	10"	12"	15"
	54	—	—	5'-3"	5'-3"	5'-02"	7'-11½"	5'-03"	10'-5½"	4'-0"	4'-0"	5'-00"	9'-08"	13'-9"	18'-8"			0.15	0.15	0.15	0.15	8"	10"	12"	15"
	60	—	—	5'-9"	5'-9"	5'-02"	7'-11½"	5'-03"	10'-5½"	4'-0"	4'-0"	5'-00"	9'-08"	13'-9"	18'-8"			0.15	0.15	0.15	0.15	8"	10"	12"	15"
Elliptical Concrete	14	23	19	1'-3"	1'-3"	2'-04"	3'-11"	2'-05"	5'-01½"	2'-3"	2'-3"	2'-05"	4'-06"	6'-7"	8'-8"			0.15	0.15	0.15	0.15	8"	10"	12"	15"
	19	30	24	1'-7"	1'-7"	2'-04"	3'-11"	2'-05"	5'-01½"	2'-3"	2'-3"	2'-05"	4'-06"	6'-7"	8'-8"			0.15	0.15	0.15	0.15	8"	10"	12"	15"
	24	38	29	2'-0"	2'-0"	2'-04"	3'-11"	2'-05"	5'-01½"	2'-3"	2'-3"	2'-05"	4'-06"	6'-7"	8'-8"			0.15	0.15	0.15	0.15	8"	10"	12"	15"
	24	48	38	2'-0"	2'-0"	2'-04"	3'-11"	2'-05"	5'-01½"	2'-3"	2'-3"	2'-05"	4'-06"	6'-7"	8'-8"			0.15	0.15	0.15	0.15	8"	10"	12"	15"
	30	45	34	2'-6"	2'-6"	2'-11"	4'-11"	2'-11"	6'-3½"	2'-9"	2'-9"	2'-11"	5'-07"	8'-2"	10'-9"			0.15	0.15	0.15	0.15	8"	10"	12"	15"
	30	60	48	2'-6"	2'-6"	2'-11"	4'-11"	2'-11"	6'-3½"	2'-9"	2'-9"	2'-11"	5'-07"	8'-2"	10'-9"			0.15	0.15	0.15	0.15	8"	10"	12"	15"
	36	53	43	3'-0"	3'-0"	3'-05"	5'-04"	3'-05"	6'-9½"	3'-3"	3'-3"	3'-05"	6'-03"	9'-01"	11'-10"			0.15	0.15	0.15	0.15	8"	10"	12"	15"
	36	72	58	3'-0"	3'-0"	3'-05"	5'-04"	3'-05"	6'-9½"	3'-3"	3'-3"	3'-05"	6'-03"	9'-01"	11'-10"			0.15	0.15	0.15	0.15	8"	10"	12"	15"
	42	60	48	3'-6"	3'-6"	3'-11"	6'-03"	3'-11"	7'-5½"	3'-9"	3'-9"	3'-11"	7'-00"	10'-2"	13'-4"			0.15	0.15	0.15	0.15	8"	10"	12"	15"
	42	68	53	3'-6"	3'-6"	3'-11"	6'-03"	3'-11"	7'-5½"	3'-9"	3'-9"	3'-11"	7'-00"	10'-2"	13'-4"			0.15	0.15	0.15	0.15	8"	10"	12"	15"
	48	76	62	4'-0"	4'-0"	4'-05"	6'-10"	4'-03"	8'-11½"	4'-0"	4'-0"	4'-03"	7'-11"	11'-7"	15'-3"			0.15	0.15	0.15	0.15	8"	10"	12"	15"
	54	83	67	4'-6"	4'-6"	4'-11"	8'-04"	4'-11"	10'-4½"	4'-6"	4'-6"	4'-11"	9'-03"	13'-5"	17'-8"			0.15	0.15	0.15	0.15	8"	10"	12"	15"
	54	91	72	4'-6"	4'-6"	4'-11"	8'-04"	4'-11"	10'-4½"	4'-6"	4'-6"	4'-11"	9'-03"	13'-5"	17'-8"			0.15	0.15	0.15	0.15	8"	10"	12"	15"
	60	98	77	5'-0"	5'-0"	5'-05"	9'-01"	5'-05"	11'-3½"	4'-9"	4'-9"	5'-05"	10'-00"	14'-6"	19'-1"			0.15	0.15	0.15	0.15	8"	10"	12"	15"
	60	106	81	5'-0"	5'-0"	5'-05"	9'-01"	5'-05"	11'-3½"	4'-9"	4'-9"	5'-05"	10'-00"	14'-6"	19'-1"			0.15	0.15	0.15	0.15	8"	10"	12"	15"
	66	113	86	5'-6"	5'-6"	5'-11"	9'-11"	5'-11"	12'-2½"	5'-3"	5'-3"	5'-11"	10'-10"	15'-9"	20'-8"			0.15	0.15	0.15	0.15	8"	10"	12"	15"
	66	121	91	5'-6"	5'-6"	5'-11"	9'-11"	5'-11"	12'-2½"	5'-3"	5'-3"	5'-11"	10'-10"	15'-9"	20'-8"			0.15	0.15	0.15	0.15	8"	10"	12"	15"
	72	128	96	6'-0"	6'-0"	6'-05"	10'-9"	6'-05"	13'-1½"	5'-6"	5'-6"	6'-05"	11'-9"	17'-1"	22'-4"			0.15	0.15	0.15	0.15	8"	10"	12"	15"
	72	136	101	6'-0"	6'-0"	6'-05"	10'-9"	6'-05"	13'-1½"	5'-6"	5'-6"	6'-05"	11'-9"	17'-1"	22'-4"			0.15	0.15	0.15	0.15	8"	10"	12"	15"

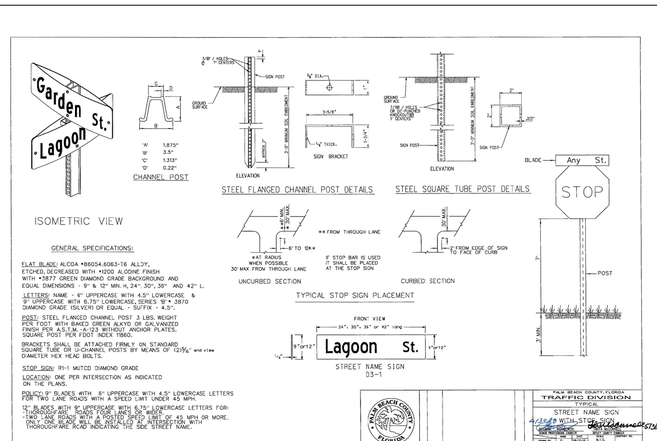
:A-40 :10-40 :A-23 :183-B3

Dimensions permitted to allow use of 8' standard pipe lengths.
Dimensions permitted to allow use of 12' standard pipe lengths.



CONCRETE PIPE DIMENSIONS AND QUANTITIES AND PERMISSIBLE PAVEMENT MODIFICATION

LAST REVISION 11/01/19	DESCRIPTION:	FDOT FY 2021-22 STANDARD PLANS	SIDE DRAIN MITERED END SECTION	INDEX 430-022	SHEET 3 of 7



REVISIONS

02/16/26 REV BIKE RACK

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DATE	SCALE	DESIGNED BY	DRAWN BY	JOB NO.
12/24/2025	NA	JHI	DDI	2509-1533

CDA 6986

SHEET NO.

C-29

FINAL

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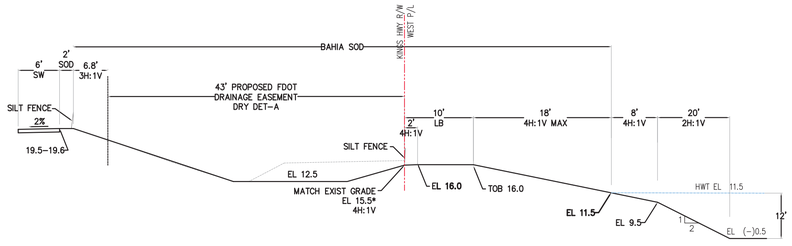
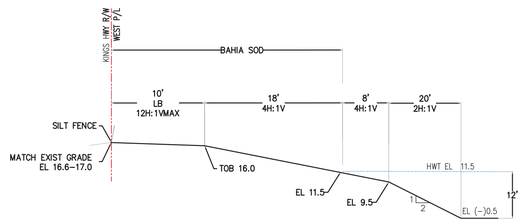
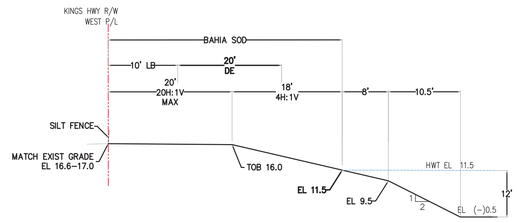


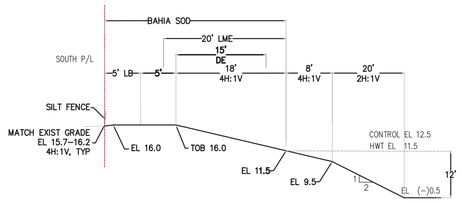
LAKE-1 SECTION
@ WEST P/L
SECTION A



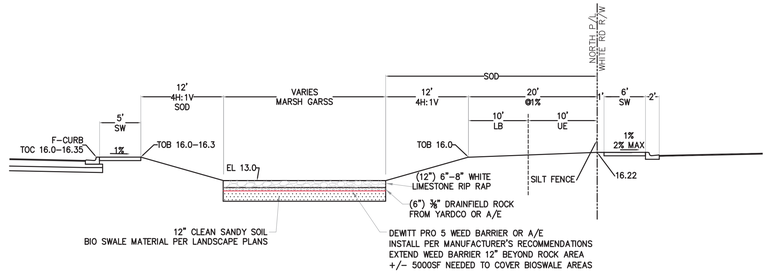
LAKE-2 SECTION
@ WEST P/L
SECTION B



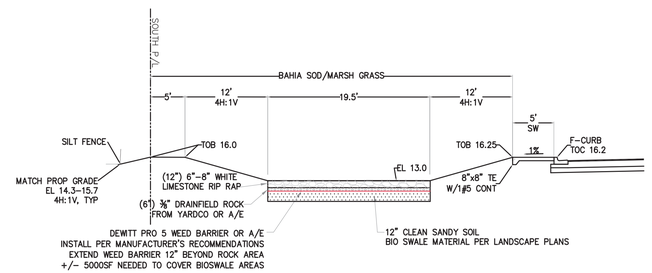
LAKE-3 SECTION
@ WEST P/L
SECTION C



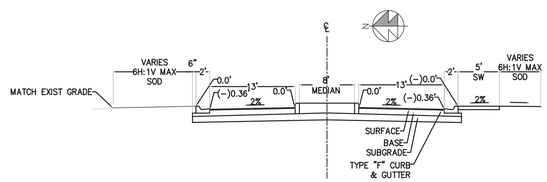
LAKE-3 SECTION
@ SOUTH P/L
SECTION D



DRY DETENTION-1 / BIO-SWALE @ NORTH P/L
SECTION E



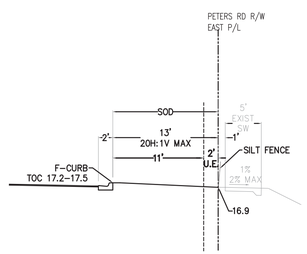
DRY DETENTION-2 / BIO-SWALE @ SOUTH P/L
SECTION F



PAVEMENT SECTION:

SURFACE: 3" ACSC (1ST LIFT 1.5" SP-12.5 2ND LIFT 1.5" SP-9.5)
BASE: 8" LIMEROCK/COQUINA ROCK/CRUSHED CONC* MIN LBR 100
SUBGRADE: 12" STABILIZED SUBGRADE, LBR40
SEE SHT C-27 FOR PAVT TYP DSECTION

EMPLOYEE MAIN DRIVE
TYPICAL SECTION



EAST P/L
SECTION G

REVISIONS

REV PER SP 01-29-26

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Fort Pierce, Florida

SECTIONS

DATE	SCALE	DESIGNED BY	DRAWN BY	JOB NO.
12/24/2025	NA	JHI	DDI	2509-1533

JEFF H. IRAVANI LICENSE No. 39156 STATE OF FLORIDA PROFESSIONAL ENGINEER

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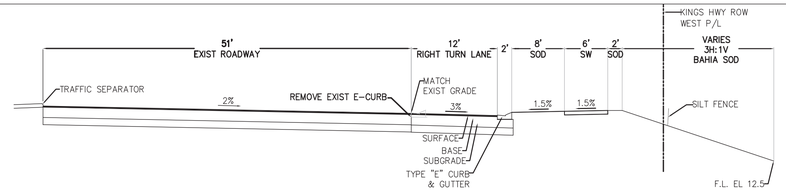
FR # 6986

SHEET NO.
C-30



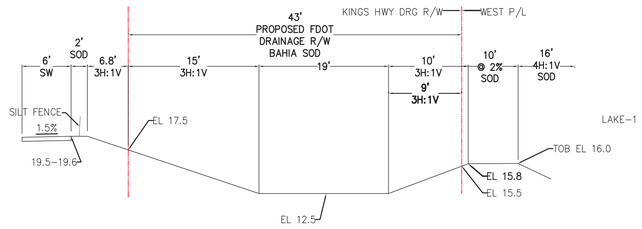
PAVEMENT SECTION:

SURFACE: 1.5" TYPE SP STRUCTURAL COURSE (TRAFFIC D) (PG 76-22)
1.5" FRICTION COURSE FC-12.5 (PG 76-22)

BASE: 17.5" LIMEROCK / COQUINA ROCK / CRUSHED CONCRETE

SUBGRADE: 12" COMPACTED 98% MAX D.D. (AASHTO T-180)

KINGS HWY RIGHT TURN
TYPICAL SECTION



KINGS HIGHWAY FDOT DETENTION
TYPICAL SECTION

NOTES:
1. ALL SOD IN PUBLIC R/W SHALL BE BAHIA GRASS.
2. EVERY PIECE OF SOD IN THE ROADSIDE DITCH SHALL BE PINNED.
3. SOD HORIZONTAL ROWS SHALL BE STAGGERED SO THERE ARE NO RUNNING VERTICAL SEAMS ALONG THE ROADSIDE DITCH.
4. CONTRACTOR SHALL IRRIGATE ALL SOD FOR 30 DAYS MIN AFTER INSTALLATION/TILL GRASS HAS GROWN TO MIN 12".
5. CRUSHED CONC SHALL BE FROM FDOT CERTIFIED PIT W/ LBR 150.

REVISIONS

REV PER JHI 02-06-26

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Parcel-III
Fort Pierce, Florida

OFF-SITE SECTIONS

DATE	SCALE	DESIGNED BY	DRAWN BY	JOB NO.
12/24/2025	NA	JHI	DDI	2509-1533

JEFF H. IRAVANI
No. 23155
STATE OF FLORIDA
PROFESSIONAL ENGINEER

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FR # 6986

SHEET NO.
C-31

FORT PIERCE UTILITIES AUTHORITY
WATER DISTRIBUTION NOTES

1. ALL CONSTRUCTION MATERIAL, INSTALLATION AND TESTING SHALL CONFORM TO THE STANDARD SPECIFICATIONS OF THE FORT PIERCE UTILITIES AUTHORITY.
2. WATER MAINS WHERE SPECIFIED AS POLYVINYL CHLORIDE (PVC) SHALL CONFORM TO AWWA C-900 OR C-905, PRESSURE CLASS 150, DR (18). WATER MAINS WHERE SPECIFIED AS POLYETHYLENE (PE) SHALL CONFORM TO AWWA C-901 OR C-906, STANDARD CODE DESIGNATION PE3408, PIPE CLASS 200, DIMENSION RATIO (DR) 17 FOR DIRECT BURY, (DR) 11 FOR DIRECTIONAL BORING, AND (DR) 9 FOR 2 INCH AND SMALLER PIPELINES.
3. WATER MAIN, WHERE SPECIFIED AS DUCTILE IRON PIPE , SHALL CONFORM TO ANSI/AWWA C151/A21.51 AND SHALL BE PRESSURE CLASS 250 (MINIMUM).
4. POLYVINYL CHLORIDE WATER MAIN SHALL BE BLUE IN COLOR OR WHITE IN COLOR WITH BLUE STRIPES. THE USE OF IDENTIFICATION TAPE ATTACHED TO THE TOP OF THE PIPE MAY BE USED IN LIEU OF MARKING ON THE PIPE, ALSO DIP PIPE SHALL REQUIRE THE USE OF IDENTIFICATION TAPE AND THHN WIRE.
5. FITTINGS SHALL BE DUCTILE IRON CONFORMING TO ANSI/AWWA C-110/A21.10, CLASS 250 MIN., CEMENT LINED AND FACTORY COATED
6. GATE VALVES SHALL BE MUELLER RESILIENT SEAT, KENNDY KEN-SEAL, AMERICAN OR APPROVED EQUAL. VALVES SHALL CONFORM TO AWWA C-509.
7. WATER LINES SHALL BE BACKFILLED AND COMPACTED IN ACCORDANCE WITH FPUA DESIGN AND CONSTRUCTION STANDARDS. THE CONTRACTOR SHALL SUBMIT CERTIFIED DENSITY TESTS AS REQUIRED BY FPUA ENGINEERING AND THE CITY, COUNTY, FDOT. IN CASES WHERE PAVED AREAS FALL WITHIN THE JURISDICTION OF LOCAL OR STATE AGENCIES, THE COMPACTION REQUIREMENTS SHALL NOT BE LESS THAN THE MINIMUM REQUIRED BY THE APPROPRIATE RESPONSIBLE AGENCY.
8. NO FIELD CHANGES OR DEVIATIONS FROM THE DESIGN SHALL BE MADE WITHOUT PRIOR APPROVAL OF THE FPUA ENGINEER AND CITY/COUNTY/FDOT ENGINEER.
9. THE CONTRACTOR SHALL NOTIFY FPUA ENGINEERING AND CITY/COUNTY/FDOT ENGINEERING 48 HOURS PRIOR TO COMMENCING CONSTRUCTION.
10. A PRE-CONSTRUCTION CONFERENCE BETWEEN THE ENGINEER, THE CONTRACTOR, FPUA, AND CITY/ COUNTY/FDOT ENGINEER SHALL BE MANDATORY PRIOR TO COMMENCEMENT OF CONSTRUCTION.
11. TRAFFIC CONTROL, BARRICADES, ETC., SHALL BE IN ACCORDANCE WITH THE FLORIDA DEPARTMENT OF OF TRANSPORTATION STANDARDS AND APPROVED BY THE CITY ENGINEER.
12. MINIMUM COVER SHALL BE 36 INCHES EXCEPT AS APPROVED BY THE UTILITIES ENGINEER AND CITY/ COUNTY/FDOT ENGINEER. PIPES WITH COVER LESS THAN 30 INCHES SHALL BE CONSTRUCTED OF DUCTILE IRON OR IN PVC CASING.
13. DISTURBED AREAS SHALL BE RESTORED IN CONFORMANCE WITH THE APPLICABLE GOVERNING AGENCY REQUIREMENTS.
14. EXISTING UTILITIES AND DRAINAGE SHALL BE FIELD VERIFIED PRIOR TO CONSTRUCTION AND PROTECTED BY THE CONTRACTOR.
15. WATER MAINS SHALL BE TESTED AND DISINFECTED IN ACCORDANCE WITH THE APPLICABLE FLORIDA DEPARTMENT OF ENVIRONMENTAL PROTECTION AND AWWA C-651 FOR DISINFECTION.

WATER DISTRIBUTION		G-1 NOTES
02-06 DATE:	REVISION:	BY: APP'D:
DESIGNED: JJM	COMPUTER FILE # DETAIL NOTES 2009502.DWG	WATER/WASTEWATER ENGINEERING
DRAWN BY: JJM	SCALE: N.T.S.	FT. PIERCE UTILITIES AUTHORITY
APPROVED: JLC	DATE: 2010	SHEET 1 OF 2

FORT PIERCE UTILITIES AUTHORITY
WATER DISTRIBUTION NOTES CONTINUED

16. THE CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTAINING EXISTING UTILITIES AND DRAINAGE.
17. THE CONTRACTOR SHALL FURNISH RECORD DRAWING INFORMATION TO THE ENGINEER INCLUDING LOCATIONS OF VALVES, FITTINGS, SERVICE CONNECTIONS, BLOWOFFS, AIR RELEASE VALVES, AND ANY OTHER PERTINENT INFORMATION NECESSARY TO LOCATE ITEMS CONSTRUCTED UNDER THIS PROJECT, AS REQUIRED BY THE UTILITIES ENGINEER.
18. THE CONTRACTOR SHALL TAP EXISTING LINES UNDER THE SUPERVISION OF THE FORT PIERCE UTILITIES AUTHORITY ONLY AFTER TESTING AND DISINFECTION HAS BEEN COMPLETED AND APPROVED ON THE TAPPING VALVE AND SLEEVE.
19. WATER MAIN SHALL BE MARKED BY THE USE OF CONTINUOUS 10 GAUGE THHN MULTI STRANDED WIRE (BLUE IN COLOR) AND IDENTIFCATION TAPE WITH "WATER" MARKED ON TAPE, PERMANENTLY ATTACHED TO THE TOP OF THE WATER MAIN IN ACCORDANCE WITH THE FORT PIERCE UTILITIES AUTHORITY SPECIFICATIONS.
20. SERVICE TAPS SHALL BE PLACED APPROXIMATELY TEN FEET AWAY FROM GATE VALVES, AS SHOWN, FOR TESTING. FOLLOWING TESTING AND STERILIZATION OF WATER LINE. CONTRACTOR SHALL PLACE A BRASS PLUG IN CORPORATION STOPS AND CURB STOPS SHALL BE REMOVED FROM TESTING LOCATIONS.
21. MECHANICAL RESTRAINTS TO BE USED ON ALL FITTINGS AND PLACED IN ACCORDANCE WITH MANUFACTURER'S OR ENGINEER'S RECOMMENDATIONS (WHICHEVER IS MORE STRINGENT) AND FPUA REQUIREMENTS.
22. ALL MAINS SHALL BE TESTED AT A MINIMUM OF 150 PSI. TESTING METHODS SHALL CONFORM TO AWWA C-600. – 2 HR MINIMUM TEST

$$L = \frac{SD(P)^{1/2}}{148{,}000}$$

L= LEAKAGE IN GPH
S= LENGTH OF PIPE IN FEET
D= PIPE DIAMETER IN INCHES
P= TESTING PRESSURE IN PSI

23. PRIOR TO ANY TESTING, ALL MAINS 6" IN DIA. AND LARGER SHALL HAVE A SWAB PASSED THRU THE ENTIRE LENGTH OF THE LINE. NOTE: SWAB SHOULD BE PLACED IN 1st JOINT OF NEW LINE. END OF MAIN SHOULD BE "TURNED UP" AT 45% AND EXTENDED SO THAT SWABBING AND A FULL BORE FLUSH CAN BE ACCOMPLISHED. BLOW-OFF ASSY CAN THEN BE PLACED. WHERE LINES BRANICH, SWABS WILL BE PLACED IN BRANCH LINES AND SEQUENTIALLY SWABBED AND FLUSHED.
24. A MINIMUM SIX FEET AND PREFERABLY TEN FEET HORIZONTAL SEPARATION SHALL BE MAINTAINED BETWEEN THE WATER MAIN AND ANY WASTEWATER LINES. 6 INCHES MINIMUM VERTICAL SEPARATION IF WATER MAIN IS OVER WASTEWATER AND 12 INCHES IF WATER MAIN IS UNDER SHALL BE MAINTAINED BETWEEN THE WATER MAIN AND ANY WASTWATER LINES. THE DISTANCE SHALL BE MEASURED FROM OUTSIDE OF PIPE TO OUTSIDE OF PIPE OR STRUCTURE. WHERE THIS MINIMUM SEPARATION CANNOT BE MAINTAINED, THE CROSSING SHALL BE ARRANGED SO THAT THE WASTEWATER PIPE JOINTS AND THE WATER MAIN PIPE JOINTS ARE EQUIDISTANT FROM THE POINT OF CROSSING, AND THE WATER MAIN SHALL BE CONSTRUCTED OF DUCTILE IRON PIPE (DIP) AT THE CROSSING. SUFFICIENT LENGHTS OF DIP MUST BE USED TO PROVIDE A MINIMUM SEPARATION OF 10 FEET BETWEEN ANY TWO JOINTS. ALL JOINTS ON THE WATER MAIN WITHIN 20 FEET OF THE CROSSING MUST BE MECHANICALLY RESTRAINED. A MINIMUM VERTICAL CLEARANCE OF 6 INCHES MUST BE MAINTAINED AT ALL CROSSINGS.
25. WHERE A WATER MAIN IS TO BE INSTALLED BELOW A STORM DRAIN PIPE, A MINIMUM OF 6 INCHES OF VERTICAL CLEARANCE BETWEEN PIPES SHALL BE CONSTRUCTED OF DIP AT THE CROSSING, AND SHALL BE MECHANICALLY RESTRAINED WITHIN 20 FEET OF THE CROSSING.
26. CONTRACTOR SHALL COMPLY WITH FLORIDA TRENCH SAFETY ACT REQUIREMENTS.

WATER DISTRIBUTION		G-1 NOTES
02-06 DATE:	REVISION:	BY: APP'D:
DESIGNED: JJM	COMPUTER FILE # DETAIL NOTES 2009502.DWG	WATER/WASTEWATER ENGINEERING
DRAWN BY: JJM	SCALE: N.T.S.	FT. PIERCE UTILITIES AUTHORITY
APPROVED: JLC	DATE: 2010	SHEET 2 OF 2

STANDARD SEPARATION STATEMENT FOR WATER / SEWER CONFLICTS

1. SANITARY SEWER, FORCE MAINS, AND STORM SEWERS SHOULD CROSS UNDER WATER MAINS WHENEVER POSSIBLE. SANITARY SEWERS, FORCE MAINS AND STORM SEWERS CROSSING UNDER WATER MAINS SHALL BE LAID TO PROVIDE A MINIMUM VERTICAL DISTANCE OF 6 INCHES, PREFERABLY 12 INCHES BETWEEN THE INVERT OF THE UPPER PIPE AND THE CROWN OF THE LOWER PIPE WHEN ABOVE, AND AT LEAST 12 INCHES OF SEPARATION WHEN THE WATER MAIN IS BELOW.

WHERE SANITARY SEWER, FORCE MAINS, STORM SEWERS MUST CROSS A WATER MAIN WITH LESS THAN 6 INCHES VERTICAL SEPARATION, BOTH THE SEWER AND WATER MAIN SHALL BE CONSTRUCTED OF DUCTILE IRON PIPE (DIP) CENTERED ON THE CROSSING. (DIP IS NOT REQUIRED FOR STORM SEWERS.) SUFFICIENT LENGTHS OF DIP MUST BE USED TO PROVIDE A MINIMUM SEPARATION OF 10 FEET BETWEEN TWO JOINTS. ALL JOINTS ON THE WATER MAIN WITHIN 20 FEET OF THE CROSSING MUST BE MECHANICALLY RESTRAINED.

ALL CROSSINGS SHALL BE ARRANGED SO THAT THE SEWER PIPE JOINTS AND WATER MAIN PIPE JOINTS ARE EQUIDISTANT FROM THE POINT OF CROSSING (PIPES CENTERED ON THE CROSSING). AT SUCH CROSSINGS PIPES SHALL BE ARRANGED SO THAT ALL WATER MAIN JOINTS ARE AT LEAST THREE FEET FROM ALL JOINTS IN VACUUM-TYPE SANITARY SEWERS, STORMWATER FORCE MAINS, OR PIPELINES CONVEYING RECLAIMED WATER REGULATED UNDER PART III OF CHAPTER 62-610, F.A.C., AND AT LEAST SIX FEET FROM ALL JOINTS IN GRAVITY OR PRESSURE TYPE SANITARY SEWERS, WASTEWATER FORCE MAINS, OR PIPELINES CONVEYING RECLAIMED WATER NOT REGULATED UNDER PART III OF CHAPTER 62-610, F.A.C.

WHERE A NEW PIPE CONFLICTS WITH AN EXISTING PIPE WITH LESS THAN 6 INCHES VERTICAL CLEARANCE, THE NEW PIPE SHALL BE CONSTRUCTED OF DIP (EXCEPT STORM SEWERS) AND NEW PIPES SHALL BE ARRANGED TO MEET THE CROSSING REQUIREMENTS ABOVE.

2. A MINIMUM 3-FOOT HORIZONTAL SEPARATION SHALL BE MAINTAINED BETWEEN ANY TYPE OF STORM SEWER AND WATER MAIN IN PARALLEL INSTALLATIONS WHENEVER POSSIBLE.

A MINIMUM 3-FOOT, AND PREFERABLE 10-FOOT HORIZONTAL SEPARATION SHALL BE MAINTAINED BETWEEN VACUUM TYPE SANITARY SEWER AND WATER MAIN IN PARALLEL INSTALLATIONS WHENEVER POSSIBLE.

A MINIMUM 10-FOOT HORIZONTAL SEPARATION SHALL BE MAINTAINED BETWEEN "ONSITE SEWAGE TREATMENT AND DISPOSAL SYSTEM" AND WATER MAIN IN PARALLEL INSTALLATIONS WHENEVER POSSIBLE.

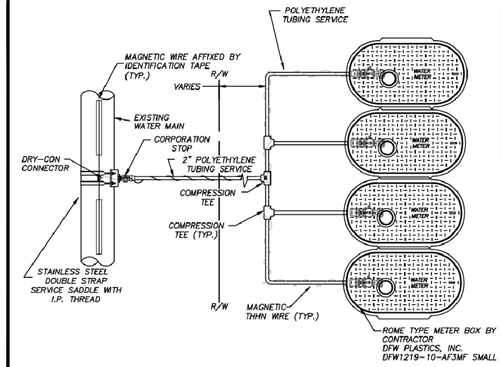
A MINIMUM 6-FOOT, AND PREFERABLE 10-FOOT HORIZONTAL SEPARATION SHALL BE MAINTAINED BETWEEN GRAVITY OR PRESSURE TYPE SANITARY SEWER, WASTEWATER FORCE MAIN, OR PIPELINE CONVEYING RECLAIMED WATER AND WATER MAIN IN PARALLEL INSTALLATIONS WHENEVER POSSIBLE. THE MINIMUM HORIZONTAL SEPARATION DISTANCE BETWEEN WATER MAINS AND GRAVITY-TYPE SANITARY SEWERS SHALL BE REDUCED TO 3 FOOT WHERE THE BOTTOM OF THE WATER MAIN IS LAID AT LEAST SIX INCHES ABOVE THE TOP OF THE SEWER

IN CASES WHERE IT IS NOT POSSIBLE TO MAINTAIN A 10-FOOT HORIZONTAL SEPARATION, THE WATER MAIN MUST BE LAID IN A SEPARATE TRENCH OR ON A UNDISTURBED EARTH SHELF LOCATED ON ONE SIDE OF THE SEWER OR FORCE MAIN AT SUCH AN ELEVATION THAT THE BOTTOM OF THE WATER MAIN IS AT LEAST 6 INCHES ABOVE THE TOP OF THE SEWER.

WHERE IT IS NOT POSSIBLE TO MAINTAN A VERTICAL DISTANCE OF 6 INCHES IN PARALLEL INSTALLATIONS, THE WATER MAIN SHALL BE CONSTRUCTED OF DIP AND THE SEWER OR THE FORCE MAIN SHALL BE CONSTRUCTED OF DIP (EXCEPT STORM SEWER) WITH A MINIMUM VERTICAL DISTANCE OF 6 INCHES. THE WATER MAIN SHOULD ALWAYS BE ABOVE THE SEWER. JOINTS ON THE WATER MAIN SHALL BE LOCATED AS FAR APART AS POSSIBLE FROM JOINTS ON THE SEWER OR FORCE MAIN (STAGGERED JOINTS).

3. ALL DIP SHALL BE PRESSURE CLASS 250 MIN.. ADEQUATE PROTECTIVE MEASURES AGAINST CORROSION SHALL BE USED AS DETERMINED BY THE DESIGN ENGINEER.

STANDARD SEPARATION STATEMENT FOR WATER/SEWER CONFLICT		G-3 WATER/SEWER CONFLICT
02-06 DATE:	REVISION:	BY: APP'D:
DESIGNED: JJM	COMPUTER FILE # DETAIL NOTES 2009502.DWG	WATER/WASTEWATER ENGINEERING
DRAWN BY: JJM	SCALE: N.T.S.	FT. PIERCE UTILITIES AUTHORITY
APPROVED: JLC	DATE: 2010	SHEET 1 OF 1

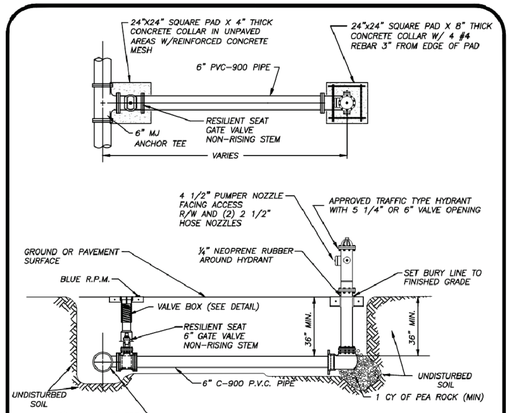


NOTES:

1. BLUE 10 GAUGE THHN WIRE SHALL BE ATTACHED TO THE SERVICE LINE AND RAN TO OUTER METERS ONLY.
2. WHERE SERVICES UNDER PAVEMENT ARE REQUIRED, THE POLYETHYLENE TUBING SHALL BE INSTALLED WITHIN SCHEDULE 40 PVC CASING PIPE.
3. ALL METER SIZES SHALL REQUIRE LOCKABLE METER VALVE. (CURB STOP)
4. MINIMUM COVER IN UNPAVED AREAS SHALL BE 30", IN PAVED AREAS OR PLANNED ROADWAYS OR SWALES MIN. COVER SHALL BE 36".
5. POLY SERVICE LINE SHALL VARY IN SIZE PER COMMERCIAL USE.
6. F.P.U.A. SHALL REMOVE METER BOXES AND INSTALL STAND PIPES AT THE TIME OF CONNECTION.

TYPICAL MULTIPLE WATER SERVICE CONNECTION (COMMERCIAL)
(N.T.S.)

FPUA COMMUNITY PROUD	TYPICAL MULTIPLE WATER SERVICE CONNECTION (COMMERCIAL)	W-4A
03-09 DATE:	DESIGN: VAL A.C. REVISION:	BY: APP'D:
DESIGNED: A.C	COMPUTER FILE # W-4.DWG	WATER/WASTEWATER ENGINEERING
DRAWN BY: SH	SCALE: N.T.S.	FT. PIERCE UTILITIES AUTHORITY
APPROVED: A.C	DATE: 2020	SHEET 1 OF 1

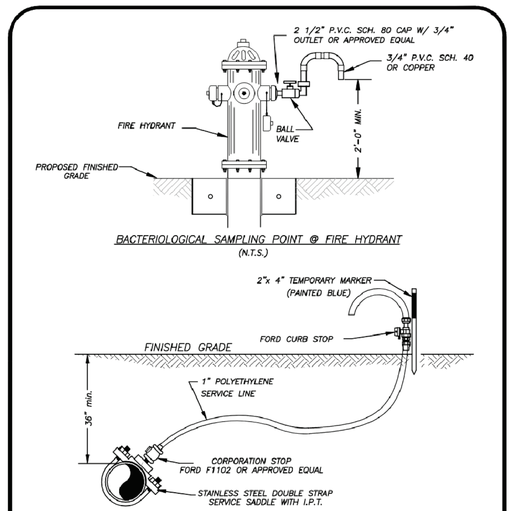


NOTES:

1. HYDRANT SHALL BE INSTALLED PLUMB & TRUE.
2. HYDRANT SHALL BE PAINTED CARNIVAL RED FROM FACTORY.
3. HEEL TO REST IN UNDISTURBED SOIL.
4. THE ONLY HYDRANTS ACCEPTABLE ARE: MUELLER SUPER CENTURION 250 OR AMERICAN DARLING B-84-B-5.
5. HYDRANT ASSEMBLY MUST BE RESTRAINED TO TEE.
6. ALL FITTINGS SHALL BE MECHANICAL JOINT.
7. ENTIRE ASSEMBLY TO BE MECHANICALLY RESTRAINED.
8. BLUE LOCATOR SHALL BE PLACED IN CENTER OF TRAVEL LANE CLOSEST TO HYDRANT.
9. ALL HYDRANT VALVE BOX COVERS SHALL BE PAINTED CARNIVAL RED.
10. LOCATE WIRE SHALL TERMINATE AT HYDRANT ISOLATION VALVE
11. HYDRANTS SHALL BE NO MORE THAN FIFTEEN FEET (15 FT.) FROM THE CURB OF ROADWAYS OR FROM THE EDGE OF PAVEMENT. CLEARANCES OF SEVEN AND ONE HALF FEET (7FT-6IN.) IN FRONT OF AND TO THE SIDES OF THE FIRE HYDRANTS, WITH FOUR FOOT (4 FT.) CLEARANCE TO THE REAR OF HYDRANTS SHALL BE MAINTAINED.

TYPICAL FIRE HYDRANT ASSEMBLY
(N.T.S.)

FPUA COMMUNITY PROUD	TYPICAL FIRE HYDRANT ASSEMBLY	W-5
03-09 DATE:	DESIGN: SLL REVISION:	BY: A.C. APP'D:
DESIGNED: A.C	COMPUTER FILE # MATERICAL.DWG	WATER/WASTEWATER ENGINEERING
DRAWN BY: SLL	SCALE: N.T.S.	FT. PIERCE UTILITIES AUTHORITY
APPROVED: JLC	DATE: 2010	SHEET 1 OF 1



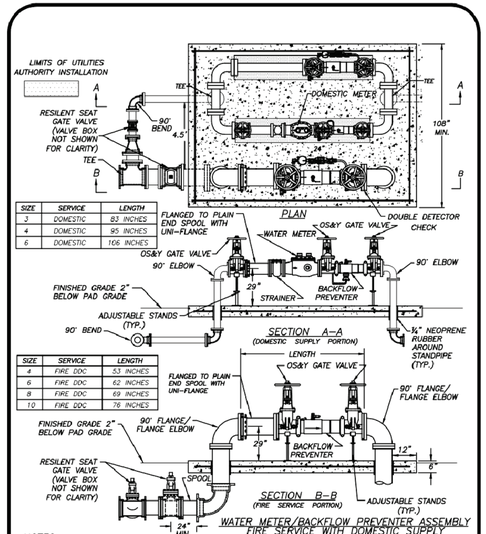
BACTERIOLOGICAL SAMPLING POINT @ FIRE HYDRANT
(N.T.S.)

BACTERIOLOGICAL SAMPLING POINT @ WATER MAIN
(N.T.S.)

NOTE:

AFTER TESTING REMOVE 1" P.E. LINE AND CAP WITH BRASS PLUG AT CORPORATION STOP.

FPUA COMMUNITY PROUD	BACTERIOLOGICAL SAMPLING PONIT DETAIL	W-6
03-09 02-16 DATE:	DESIGN: SLL REVISION:	BY: A.C. APP'D:
DESIGNED: A.C	COMPUTER FILE # MATERICAL.DWG	WATER/WASTEWATER ENGINEERING
DRAWN BY: SLL	SCALE: N.T.S.	FT. PIERCE UTILITIES AUTHORITY
APPROVED: JLC	DATE: 2010	SHEET 1 OF 1



SIZE	SERVICE	LENGTH
3	DOMESTIC	83 INCHES
4	DOMESTIC	95 INCHES
6	DOMESTIC	106 INCHES

SIZE	SERVICE	LENGTH
4	FIRE DDC	53 INCHES
6	FIRE DDC	62 INCHES
8	FIRE DDC	69 INCHES
10	FIRE DDC	76 INCHES

WATER METER/BACKFLOW PREVENTER ASSEMBLY FIRE SERVICE WITH DOMESTIC SUPPLY
(N.T.S.)

NOTES:

1. LANDSCAPING IS REQUIRED PER CITY OF FORT PIERCE OR ST. LUCIE COUNTY ORDINANCE. NO PLANTS OR TREES WITHIN 36" AROUND METER TO ALLOW MAINTENANCE WITHOUT DAMAGE TO PLANTS ETC.
2. NO SOLDER JOINTS.
3. ASSEMBLY TO BE 29" FROM FINISH GRADE TO CENTERLINE OF THE FLANGED 90° BEND.
4. DOMESTIC SERVICE 2" OR LESS, USE 2" POLY STUBBED 12" ABOVE GRADE.
5. ALL CONCRETE SHALL HAVE FIBERGLASS MESH REINFORCEMENT WITH #4 REBAR 3" FROM THE OUTER PERIMETER

FPUA COMMUNITY PROUD	WATER METER/BACKFLOW PREVENTER FIRE SERVICE WITH DOMESTIC SUPPLY	W-11
03-09 CONCRETE PAD DATE:	DESIGN: SLL AC REVISION:	BY: APP'D:
DESIGNED: A.C	COMPUTER FILE # WATER DETAILS 2020903.DWG	WATER/WASTEWATER ENGINEERING
DRAWN BY: SH	SCALE: N.T.S.	FT. PIERCE UTILITIES AUTHORITY
APPROVED: JLC	DATE: 2010	SHEET 1 OF 1

REVISIONS

REV PER JHI 02-05-26

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Kings Highway Commerce Park
Parcel-III
Fort Pierce, Florida

WATER DETAILS

SCALE	DESIGNED BY	DRAWN BY	JOB NO.
N/A	JHI	DDI	2509-1533

DATE: 12/24/2025

JEFF H. IRAVANI No. 39156 STATE OF FLORIDA PROFESSIONAL ENGINEER

Digitally signed by Jeff H. Iravani
Date: 2026.03.10 14:14:49 -04'00'

This item has been electronically signed and sealed by Jeff H. Iravani, PE on the date adjacent to the seal. Printed copies of this document are not considered signed and sealed and the SHA authentication code must be verified on any electronic copies.

COA 6986

SHEET NO.
C-32

FORT PIERCE UTILITIES AUTHORITY WASTEWATER CONSTRUCTION NOTES

1. ALL CONSTRUCTION MATERIAL, INSTALLATION AND TESTING SHALL CONFORM TO THE STANDARD SPECIFICATIONS OF THE FORT PIERCE UTILITIES AUTHORITY.
2. GRAVITY SEWER MAIN SHALL BE POLYVINYL CHLORIDE SDR-26, GREEN OR WHITE IN COLOR, GRAVITY SEWER MAIN SHALL HAVE LOCATOR TAPE WITH "SEWER" MARKED ON TAPE AND SHALL CONFORM TO ASTM D-3034.
3. THE MANHOLE BASE SHALL BE SET ON A FIRM, DRY AND STABLE OR COMPACTED BASE FOUNDATION. IF NECESSARY, THE CONTRACTOR SHALL UTILIZE ROCK TO PROVIDE A FIRM AND SUITABLE MANHOLE BASE FOUNDATION.
4. WASTEWATER LINES SHALL BE BACKFILLED AND COMPACTED IN ACCORDANCE WITH FPUA DESIGN AND CONSTRUCTION STANDARDS. THE CONTRACTOR SHALL SUBMIT CERTIFIED DENSITY TESTS AS REQUIRED BY FPUA ENGINEERING AND THE CITY ENGINEERING DEPARTMENT. IN CASES WHERE PAVED AREAS FALL WITHIN THE JURISDICTION OF LOCAL OR STATE AGENCIES, THE COMPACTION REQUIREMENTS SHALL NOT BE LESS THEN THE MINIMUM REQUIRED BY THE APPROPRIATE RESPONSIBLE AGENCY.
5. A 1% MINIMUM SLOPE SHALL BE MAINTAINED ON ALL SANITARY SERVICE LATERALS.
6. THE CONTRACTOR SHALL FURNISH RECORD DRAWING INFORMATION TO THE ENGINEER CONSISTING OF PIPE SIZES, LOCATION OF SERVICE TEE WYES, DIAMETER OF SERVICES, LOCATION OF ANY FITTINGS, FINAL RIM AND INVERT ELEVATION OF ALL MANHOLES AND ANY OTHER PERTINENT INFORMATION NECESSARY TO LOCATE ITEMS CONSTRUCTED UNDER THIS PROJECT.
7. MAINTAIN SIX FEET AND PREFERABLY 10 FEET HORIZONTAL DISTANCE BETWEEN WATER MAINS AND SEWER MAINS AS A MINIMUM.
8. WASTEWATER FORCE MAINS, WASTEWATER COLLECTION LINES, AND STORM SEWERS SHOULD CROSS UNDER WATER MAINS WHENEVER POSSIBLE. A MINIMUM VERTICAL DISTANCE OF 12 INCHES BETWEEN THE INVERT OF THE UPPER PIPE AND THE CROWN OF THE LOWER PIPE SHALL BE PROVIDED WHENEVER POSSIBLE. WHERE THIS MINIMUM SEPARATION CANNOT BE MAINTAINED, THE CROSSING SHALL BE ARRANGED SO THAT THE WASTEWATER PIPE JOINTS AND THE WATER PIPE JOINTS ARE EQUIDISTANCE FROM THE POINT OF CROSSING, AND THE WATER MAIN SHALL BE CONSTRUCTED OF DUCTILE IRON PIPE (DIP) AT THE CROSSING. SUFFICIENT LENGTHS OF DIP MUST BE USED TO PROVIDE A MINIMUM SEPARATION OF 10 FEET BETWEEN ANY TWO JOINTS. ALL JOINTS ON THE WATER MAIN WITHIN 20 FEET OF THE CROSSING MUST BE MECHANICALLY RESTRAINED. A MINIMUM VERTICAL CLEARANCE OF 6 INCHES MUST BE MAINTAINED AT ALL CROSSINGS.
9. A PRE-CONSTRUCTION CONFERENCE BETWEEN THE ENGINEER, THE CONTRACTOR, AND FPUA/CITY COUNTY/FDOT SHALL BE MANDATORY PRIOR TO THE COMMENCEMENT OF CONSTRUCTION.
10. NO FIELD CHANGES OR DEVIATIONS FORM THE DESIGN SHALL BE MADE WITHOUT PRIOR APPROVAL FPUA/CITY/COUNTY/FDOT ENGINEER.
11. TRAFFIC CONTROL, BARRICADES, ETC. SHALL BE IN ACCORDANCE WITH THE FLORIDA DEPARTMENT OF TRANSPORTATION STANDARDS.
12. CONTRACTOR SHALL NOTIFY FORT PIERCE UTILITIES AUTHORITY 48 HOURS PRIOR TO COMMENCING CONSTRUCTION.
13. WASTEWATER FORCE MAIN SHALL BE POLYVINYL CHLORIDE CONFORMING TO AWWA C-900, AND SHALL BE CLASS 150, DR-18.
14. WASTEWATER FORCE MAIN SHALL BE GREEN IN COLOR.
15. FITTINGS SHALL BE DUCTILE IRON, CONFORMING TO ANSI/AWWA C-110/A21.10 CLASS 250 MIN. AND INTERIOR EPOXY COATED.
16. WASTEWATER FORCE MAIN SHALL BE MARKED BY THE USE OF CONTINUOUS 10 GAUGE THHN WIRE (GREEN IN COLOR) PERMANENTLY ATTACHED TO THE TOP OF THE FORCE MAIN WITH LOCATOR TAPE MARKED "SEWER" ON TAPE IN ACCORDANCE WITH FPUA SPECIFICATIONS.
17. MINIMUM COVER SHALL BE 36 INCHES. PIPES WITH COVER LESS THAN 30 INCHES SHALL REQUIRE PRIOR APPROVAL OF THE UTILITES ENGINEER AND SHALL BE CONSTRUCTED OF DUCTILE IRON PIPE.
18. EACH SERVICE LATERAL WILL BE MARKED WITH A LOCATOR BALL AS MANUFACTURED BY 3M CORPORATION, OR APPROVED EQUAL AS REQUIRED BY FPUA ENGINEER.
19. ALL MANHOLES SHALL HAVE SEWER RAIN GUARDS INSTALLED AS REQUIRED BY FPUA ENGINEER.
20. THE CONTRACTOR SHALL COMPLY WITH THE FLORIDA TRENCH SAFETY ACT REQUIREMENTS.

WASTEWATER CONSTRUCTION NOTES FPUA REQUIREMENTS	G-2 CONSTRUCTION NOTES
02-06 DATE: REVISION: BY: APPD:	WATER/WASTEWATER ENGINEERING
DESIGNED: JJM; DRAWN BY: JJM; APPROVED: JLC	COMPUTER FILE # DETAIL NOTES 2006Q2.DWG; SCALE: N.T.S.; DATE: 2010
	FT. PIERCE UTILITIES AUTHORITY
	SHEET 1 OF 1

STANDARD SEPARATION STATEMENT FOR WATER / SEWER CONFLICTS

1. SANITARY SEWER, FORCE MAINS, AND STORM SEWERS SHOULD CROSS UNDER WATER MAINS WHENEVER POSSIBLE. SANITARY SEWERS, FORCE MAINS AND STORM SEWERS CROSSING UNDER WATER MAINS SHALL BE LAID TO PROVIDE A MINIMUM VERTICAL DISTANCE OF 6 INCHES, PREFERABLY 12 INCHES BETWEEN THE INVERT OF THE UPPER PIPE AND THE CROWN OF THE LOWER PIPE WHEN ABOVE, AND AT LEAST 12 INCHES OF SEPARATION WHEN THE WATER MAIN IS BELOW.

WHERE SANITARY SEWER, FORCE MAINS, STORM SEWERS MUST CROSS A WATER MAIN WITH LESS THAN 6 INCHES VERTICAL SEPARATION, BOTH THE SEWER AND WATER MAIN SHALL BE CONSTRUCTED OF DUCTILE IRON PIPE (DIP) CENTERED ON THE CROSSING. (DIP IS NOT REQUIRED FOR STORM SEWERS.) SUFFICIENT LENGTHS OF DIP MUST BE USED TO PROVIDE A MINIMUM SEPARATION OF 10 FEET BETWEEN TWO JOINTS. ALL JOINTS ON THE WATER MAIN WITHIN 20 FEET OF THE CROSSING MUST BE MECHANICALLY RESTRAINED.

ALL CROSSINGS SHALL BE ARRANGED SO THAT THE SEWER PIPE JOINTS AND WATER MAIN PIPE JOINTS ARE EQUIDISTANT FROM THE POINT OF CROSSING (PIPES CENTERED ON THE CROSSING). AT SUCH CROSSINGS PIPES SHALL BE ARRANGED SO THAT ALL WATER MAIN JOINTS ARE AT LEAST THREE FEET FROM ALL JOINTS IN VACUUM-TYPE SANITARY SEWERS, STORM SEWERS, STORMWATER FORCE MAINS, OR PIPELINES CONVEYING RECLAIMED WATER REGULATED UNDER PART III OF CHAPTER 62-610, F.A.C., AND AT LEAST SIX FEET FROM ALL JOINTS IN GRAVITY OR PRESSURE TYPE SANITARY SEWERS, WASTEWATER FORCE MAINS, OR PIPELINES CONVEYING RECLAIMED WATER NOT REGULATED UNDER PART III OF CHAPTER 62-610, F.A.C.

WHERE A NEW PIPE CONFLICTS WITH AN EXISTING PIPE WITH LESS THAN 6 INCHES VERTICAL CLEARANCE, THE NEW PIPE SHALL BE CONSTRUCTED OF DIP (EXCEPT STORM SEWERS) AND NEW PIPES SHALL BE ARRANGED TO MEET THE CROSSING REQUIREMENTS ABOVE.

2. A MINIMUM 3-FOOT HORIZONTAL SEPARATION SHALL BE MAINTAINED BETWEEN ANY TYPE OF STORM SEWER AND WATER MAIN IN PARALLEL INSTALLATIONS WHENEVER POSSIBLE.

A MINIMUM 3-FOOT, AND PREFERABLE 10-FOOT HORIZONTAL SEPARATION SHALL BE MAINTAINED BETWEEN VACUUM TYPE SANITARY SEWER AND WATER MAIN IN PARALLEL INSTALLATIONS WHENEVER POSSIBLE.

A MINIMUM 10-FOOT HORIZONTAL SEPARATION SHALL BE MAINTAINED BETWEEN "ONSITE SEWAGE TREATMENT AND DISPOSAL SYSTEM" AND WATER MAIN IN PARALLEL INSTALLATIONS WHENEVER POSSIBLE.

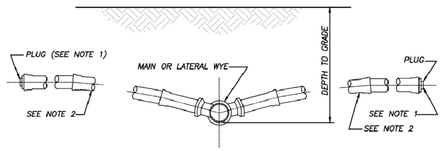
A MINIMUM 6-FOOT, AND PREFERABLE 10-FOOT HORIZONTAL SEPARATION SHALL BE MAINTAINED BETWEEN GRAVITY OR PRESSURE TYPE SANITARY SEWER, WASTEWATER FORCE MAIN, OR PIPELINE CONVEYING RECLAIMED WATER AND WATER MAIN IN PARALLEL INSTALLATIONS WHENEVER POSSIBLE. THE MINIMUM HORIZONTAL SEPARATION DISTANCE BETWEEN WATER MAINS AND GRAVITY-TYPE SANITARY SEWERS SHALL BE REDUCED TO 3 FOOT WHERE THE BOTTOM OF THE WATER MAIN IS LAID AT LEAST SIX INCHES ABOVE THE TOP OF THE SEWER

IN CASES WHERE IT IS NOT POSSIBLE TO MAINTAIN A 10-FOOT HORIZONTAL SEPARATION, THE WATER MAIN MUST BE LAID IN A SEPARATE TRENCH OR ON A UNDISTURBED EARTH SHELF LOCATED ON ONE SIDE OF THE SEWER OR FORCE MAIN AT SUCH AN ELEVATION THAT THE BOTTOM OF THE WATER MAIN IS AT LEAST 6 INCHES ABOVE THE TOP OF THE SEWER.

WHERE IT IS NOT POSSIBLE TO MAINTAIN A VERTICAL DISTANCE OF 6 INCHES IN PARALLEL INSTALLATIONS, THE WATER MAIN SHALL BE CONSTRUCTED OF DIP AND THE SEWER OR THE FORCE MAIN SHALL BE CONSTRUCTED OF DIP (EXCEPT STORM SEWER) WITH A MINIMUM VERTICAL DISTANCE OF 6 INCHES. THE WATER MAIN SHOULD ALWAYS BE ABOVE THE SEWER. JOINTS ON THE WATER MAIN SHALL BE LOCATED AS FAR APART AS POSSIBLE FROM JOINTS ON THE SEWER OR FORCE MAIN (STAGGERED JOINTS).

3. ALL DIP SHALL BE PRESSURE CLASS 250 MIN.. ADEQUATE PROTECTIVE MEASURES AGAINST CORROSION SHALL BE USED AS DETERMINED BY THE DESIGN ENGINEER.

STANDARD SEPARATION STATEMENT FOR WATER/SEWER CONFLICT	G-3 WATER/SEWER CONFLICT
02-06 DATE: REVISION: BY: APPD:	WATER/WASTEWATER ENGINEERING
DESIGNED: JJM; DRAWN BY: JJM; APPROVED: JLC	COMPUTER FILE # DETAIL NOTES 2006Q2.DWG; SCALE: N.T.S.; DATE: 2010
	FT. PIERCE UTILITIES AUTHORITY
	SHEET 1 OF 1

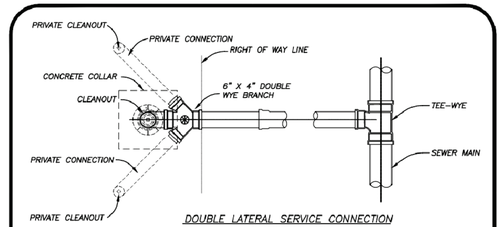


NOTES:

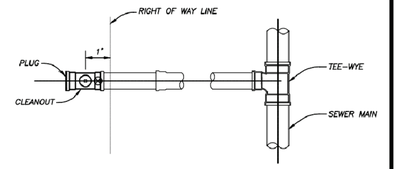
1) BALL TYPE WASTEWATER LOCATOR BY 3M CORP. OR APPROVED EQUAL.
2) MINIMUM SLOPE OF 1/8" PER FOOT, USE GREATER SLOPE WHERE POSSIBLE.
3) SERVICE LATERAL SHALL TERMINATE WITH A CLEANOUT.
4) INSTALL CLEANOUT AT THE PROPERTY LINE. REFER TO DETAIL S-1 FOR SPECIFIC PROPERTY LAYOUT.

SERVICE CONNECTION
(N.T.S.)

SERVICE CONNECTION WASTEWATER	S-2
02-06 DATE: REVISION: BY: APPD:	WATER/WASTEWATER ENGINEERING
DESIGNED: JLC; DRAWN BY: RLL; APPROVED: JLC	COMPUTER FILE # SEWER DETAIL 2006Q2.DWG; SCALE: N.T.S.; DATE: 2015
	FT. PIERCE UTILITIES AUTHORITY
	SHEET 1 OF 1



DOUBLE LATERAL SERVICE CONNECTION
AT PROPERTY LINE

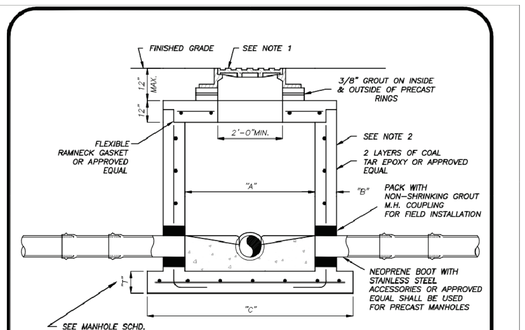


SINGLE SERVICE LATERAL CONNECTION

⊛ = BALL TYPE WASTEWATER LOCATOR INSTALLED ABOVE THIS POINT
BALL BY 3M CORP. OR APPROVED EQUAL
SERVICE LATERAL SHALL TERMINATE WITH A CLEANOUT

SERVICE CONNECTION
(N.T.S.)

SERVICE CONNECTION WASTEWATER	S-3
02-06 DATE: REVISION: BY: APPD:	WATER/WASTEWATER ENGINEERING
DESIGNED: JLC; DRAWN BY: RLL; APPROVED: JLC	COMPUTER FILE # SEWER DETAIL 2006Q2.DWG; SCALE: N.T.S.; DATE: 2010
	FT. PIERCE UTILITIES AUTHORITY
	SHEET 1 OF 1



PIPE DIA.	"A"	"B"	"C"	BOT. SLAB "T"
8"-24"	4'-0"	8"	76"	8"
30"-36"	5'-0"	8"	88"	10"
42"-48"	6'-0"	8"	100"	12"

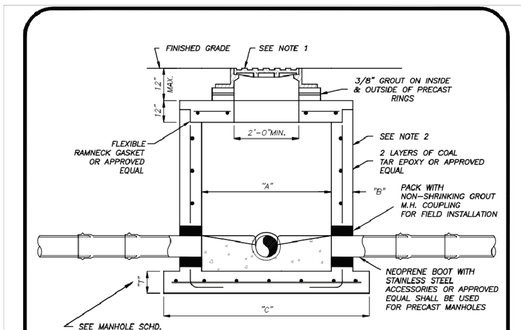
TYPICAL MANHOLE DIMENSIONS

NOTES:

1) MANHOLE FRAME & COVER WITH THE WORDS " SANITARY SEWER" CAST IN THE COVER. U.S. FOUNDRY 170 OR APPROVED EQUAL.
2) ALL CONCRETE MANHOLES TO BE 4000 P.S.I. TO MEET OR EXCEED ASTM C478 ALL CEMENT TO BE TYPE II ACID RESISTANT. REINFORCING AREA OF 0.02 SQ. IN/FT FOR WALL SECTION MIN. TO MEET OR EXCEED ASTM A 185.
3) A MAXIMUM OF 2 LAYERS OF PRECAST CONCRETE RINGS, IF REQUIRED.
4) RAIN GUARDS SHALL BE INSTALLED IN MANHOLES THAT HAVE GRAVITY MAINS 12" OR LESS.

SHALLOW MANHOLE
DEPTH OF LESS THAN 5'-0"
(N.T.S.)

PRECAST MANHOLE DEPTH OF LESS THAN 5'-0"	S-6
02-06 DATE: REVISION: BY: APPD:	WATER/WASTEWATER ENGINEERING
DESIGNED: JLC; DRAWN BY: RLL; APPROVED: JLC	COMPUTER FILE # SEWER DETAIL 2006Q2.DWG; SCALE: N.T.S.; DATE: 2010
	FT. PIERCE UTILITIES AUTHORITY
	SHEET 1 OF 1



PIPE DIA.	"A"	"B"	"C"	BOT. SLAB "T"
8"-24"	4'-0"	8"	76"	8"
30"-36"	5'-0"	8"	88"	10"
42"-48"	6'-0"	8"	100"	12"

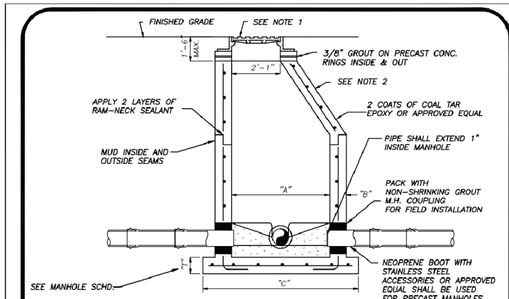
TYPICAL MANHOLE DIMENSIONS

NOTES:

1) MANHOLE FRAME & COVER WITH THE WORDS " SANITARY SEWER" CAST IN THE COVER. U.S. FOUNDRY 170 OR APPROVED EQUAL.
2) ALL CONCRETE MANHOLES TO BE 4000 P.S.I. TO MEET OR EXCEED ASTM C478 ALL CEMENT TO BE TYPE II ACID RESISTANT. REINFORCING AREA OF 0.02 SQ. IN/FT FOR WALL SECTION MIN. TO MEET OR EXCEED ASTM A 185.
3) A MAXIMUM OF 2 LAYERS OF PRECAST CONCRETE RINGS, IF REQUIRED.
4) RAIN GUARDS SHALL BE INSTALLED IN MANHOLES THAT HAVE GRAVITY MAINS 12" OR LESS.

SHALLOW MANHOLE
DEPTH OF LESS THAN 5'-0"
(N.T.S.)

PRECAST MANHOLE DEPTH OF LESS THAN 5'-0"	S-6
02-06 DATE: REVISION: BY: APPD:	WATER/WASTEWATER ENGINEERING
DESIGNED: JLC; DRAWN BY: RLL; APPROVED: JLC	COMPUTER FILE # SEWER DETAIL 2006Q2.DWG; SCALE: N.T.S.; DATE: 2010
	FT. PIERCE UTILITIES AUTHORITY
	SHEET 1 OF 1



PIPE DIA.	"A"	"B"	"C"	BOT. SLAB "T"
8"-24"	4'-0"	8"	76"	8"
30"-36"	5'-0"	8"	88"	10"
42"-48"	6'-0"	8"	100"	12"

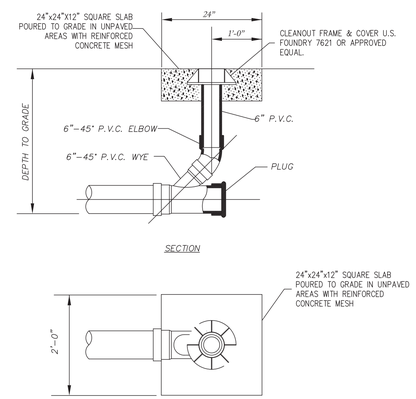
TYPICAL MANHOLE DIMENSIONS

NOTES:

1) MANHOLE FRAME & COVER WITH THE WORDS " SANITARY SEWER" CAST IN THE COVER. U.S. FOUNDRY 170 OR APPROVED EQUAL.
2) ALL CONCRETE MANHOLES TO BE 4000 P.S.I. TO MEET OR EXCEED ASTM C478 ALL CEMENT TO BE TYPE II ACID RESISTANT. REINFORCING AREA OF 0.02 SQ. IN/FT FOR WALL SECTION MIN. TO MEET OR EXCEED ASTM A 185.
3) A MAXIMUM OF 2 LAYERS OF PRECAST CONCRETE RINGS, IF REQUIRED.
4) RAIN GUARDS SHALL BE INSTALLED IN MANHOLES THAT HAVE GRAVITY MAINS 12" OR LESS.

STANDARD MANHOLE
DEPTH 5'-0" AND GREATER
(N.T.S.)

PRECAST MANHOLE DEPTH 5'-0" & GREATER	S-7
02-06 DATE: REVISION: BY: APPD:	WATER/WASTEWATER ENGINEERING
DESIGNED: JLC; DRAWN BY: RLL; APPROVED: JLC	COMPUTER FILE # SEWER DETAIL 2006Q2.DWG; SCALE: N.T.S.; DATE: 2010
	FT. PIERCE UTILITIES AUTHORITY
	SHEET 1 OF 1



SECTION

PLAN

CLEANOUT DETAIL
(N.T.S.)

TERMINAL CLEANOUT DETAIL WASTEWATER	
02-06 DATE: REVISION: BY: APPD:	WATER/WASTEWATER/GAS ENGINEERING
DESIGNED: DLP; DRAWN BY: DLP; APPROVED:	COMPUTER FILE # SEWER DETAIL 2006Q2.DWG; SCALE: N.T.S.; DATE: DECEMBER, 2007
	FT. PIERCE UTILITIES AUTHORITY 206 SOUTH 6TH STREET FT. PIERCE, FLORIDA 34948 (561) 466-1600
	SHEET 1 OF 1

REVISIONS

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Consulting Engineers
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FAX: (561) 575-6088
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WEBSITE: www.JHIinc.com

Amazon Distribution Center
Kings Highway Commerce Park
Parcel-III
Fort Pierce, Florida

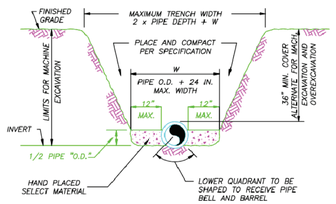
WASTEWATER DETAILS

DATE	SCALE	DESIGNED BY	DRAWN BY	JOB NO.
12/24/2025	N/A	JHI	DDI	2509-1533

Digitally signed by Jeff H. Iravani
Date: 2026.03.10 14:15:18 -04'00'

COA 6986

SHEET NO.
C-33



NOTES:

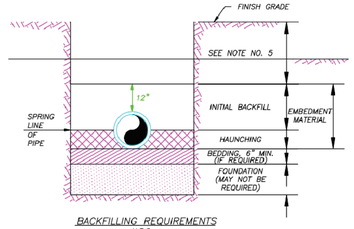
1) THE CONTRACTOR SHALL COMPLY WITH REQUIREMENTS OF THE FLORIDA TRENCH SAFETY ACT.

2) INITIAL BACKFILL SHALL BE HAND PLACED TO 12" ABOVE THE PIPE. BACKFILL SHALL BE MECHANICALLY TAMPED TO A MINIMUM OF 100% OF MAX. DENSITY AS DETERMINED BY AASHTO METHOD T-99.

TYPICAL TRENCH DETAIL

N.T.S.

EPUA COMMUNITY PROUD — FT. PIERCE UTILITIES AUTHORITY WATER/WASTEWATER/ELECTRIC/NATURAL GAS/CUSTOMER SERVICE 1701 SOUTH 5TH STREET FT. PIERCE, FLORIDA 34947 772-466-1600	TYPICAL TRENCH DETAIL		M-1
03-09 DATE	CONCRETE SLAB REVISIONS	SLL BY	JLC APPD.
DESIGNED: JLC		COMPUTER FILE #: MISC DETAILS 200602.DWG	WATER/WASTEWATER ENGINEERING
DRAWN BY: SLL		SCALE:	FT. PIERCE UTILITIES AUTHORITY
APPROVED: JLC		DATE: 2015	SHEET 1 OF 1



BACKFILLING REQUIREMENTS

N.T.S.

NOTES:

1) IN CERTAIN SOIL CONDITIONS A FOUNDATION MAY BE REQUIRED.

2) BEDDING IS REQUIRED PRIMARILY TO BRING THE TRENCH BOTTOM UP TO GRADE. BEDDING MATERIALS SHALL PROVIDE A UNIFORM AND ADEQUATE LONGITUDINAL SUPPORT UNDER THE PIPE.

3) HAUNCHING MATERIAL SHALL BE HAND PLACED TO THE SPRINGLINE OF THE PIPE. MATERIAL SHALL BE CONSOLIDATED UNDER THE PIPE AND HAND TAMPED TO PROVIDE ADEQUATE SIDE SUPPORT.

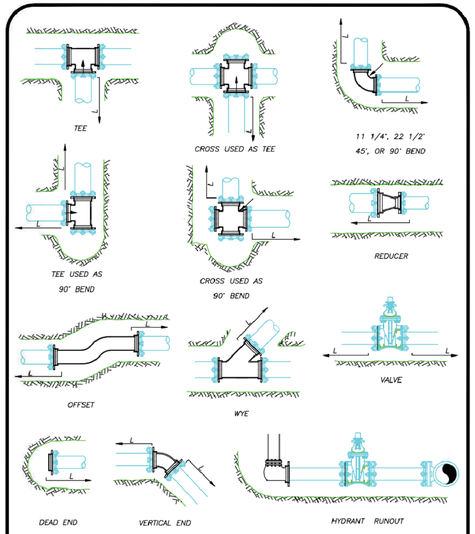
4) INITIAL BACKFILL MATERIAL SHALL BE HAND PLACED TO 12" ABOVE THE TOP OF PIPE. THE SOIL SHALL BE COMPACTED TO 100% MAX. DENSITY.(AASHTO T-99)

5) BACKFILL SHALL BE COMPACTED TO 100% OF MAX. DENSITY AS PER AASHTO T-99, TO A POINT 30" BELOW PROPOSED PROFILE GRADE OR EXISTING GRADE. THE FINAL 30" OF BACKFILL SHALL BE COMPACTED TO 98% OF MAX. DENSITY AS PER AASHTO T-180.

6) DENSITY TEST SHALL BE PERFORMED AT AREAS DETERMINED BY THE UTILITIES ENGINEER OR PERMIT AGENCY HAVING JURISDICTION, AT THE CONTRACTORS EXPENSE.

7) CONTRACTOR TO COMPLY WITH ALL FEDERAL, STATE AND LOCAL TRENCH SAFETY REGULATIONS.

EPUA COMMUNITY PROUD — FT. PIERCE UTILITIES AUTHORITY WATER/WASTEWATER/ELECTRIC/NATURAL GAS/CUSTOMER SERVICE 1701 SOUTH 5TH STREET FT. PIERCE, FLORIDA 34947 772-466-1600	BACKFILLING REQUIREMENTS		M-2
03-09 DATE	CONCRETE SLAB REVISIONS	SLL BY	JLC APPD.
DESIGNED: JLC		COMPUTER FILE #: MISC DETAILS 200602.DWG	WATER/WASTEWATER ENGINEERING
DRAWN BY: SLL		SCALE:	FT. PIERCE UTILITIES AUTHORITY
APPROVED: JLC		DATE: 2015	SHEET 1 OF 1



MECHANICAL JOINT ANCHORING REQUIREMENTS

N.T.S.

EPUA COMMUNITY PROUD — FT. PIERCE UTILITIES AUTHORITY WATER/WASTEWATER/ELECTRIC/NATURAL GAS/CUSTOMER SERVICE 1701 SOUTH 5TH STREET FT. PIERCE, FLORIDA 34947 772-466-1600	MECHANICAL JOINT ANCHORING REQUIREMENTS		M-3
03-09 DATE	CONCRETE SLAB REVISIONS	SLL BY	JLC APPD.
DESIGNED: JLC		COMPUTER FILE #: MISC DETAILS 200602.DWG	WATER/WASTEWATER ENGINEERING
DRAWN BY: SLL		SCALE:	FT. PIERCE UTILITIES AUTHORITY
APPROVED: JLC		DATE: 2015	SHEET 1 OF 1

MECHANICAL JOINT RESTRAINT NOTES

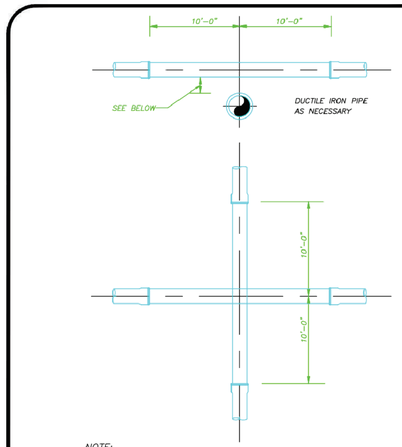
NOTES:

1) THE ENGINEER SHALL BE RESPONSIBLE FOR DETERMINING THE REQUIRED LENGTH TO BE RESTRAINED BASED UPON THE PROJECT AREA SOIL TYPE, PROPOSED TRENCH CONDITIONS AND DEPTH, PRESSURE OF 150 PSI, AND A SAFETY FACTOR OF TWO (2). A DRAWING OF EVERY TYPICAL FITTING ASSEMBLY WITHIN THE PROJECT SHALL BE SUBMITTED WHICH REFLECTS THE RESTRAINT DETAIL PROPOSED FOR USE, INCLUDING LENGTH OF PIPE RESTRAINT.

2) REQUIRED RESTRAINED LENGTH CALCULATIONS SHALL ALSO CONSIDER THE CONDITIONS OF OTHER BENDS OR FITTINGS THAT WILL BE LOCATED WITHIN THE CALCULATED RESTRAINED LENGTH (L) OF THE BEND OR FITTING IN QUESTION.

3) EVERY JOINT OR FITTING MUST BE RESTRAINED ON BOTH SIDES OF THE BEND AND FOR TEES ALONG THE BEND ALSO.

EPUA COMMUNITY PROUD — FT. PIERCE UTILITIES AUTHORITY WATER/WASTEWATER/ELECTRIC/NATURAL GAS/CUSTOMER SERVICE 1701 SOUTH 5TH STREET FT. PIERCE, FLORIDA 34947 772-466-1600	MECHANICAL JOINT RESTRAINT NOTES		M-4
03-09 DATE	CONCRETE SLAB REVISIONS	SLL BY	JLC APPD.
DESIGNED: JLC		COMPUTER FILE #: MISC DETAILS 200602.DWG	WATER/WASTEWATER ENGINEERING
DRAWN BY: SLL		SCALE:	FT. PIERCE UTILITIES AUTHORITY
APPROVED: JLC		DATE: 2015	SHEET 1 OF 1



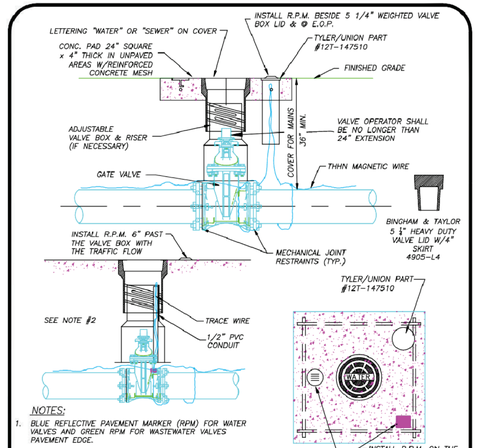
NOTE:

PLEASE REFER TO FORT PIERCE UTILITIES STANDARD SEPARATION STATEMENT FOR WATER / SEWER CONFLICTS.

UTILITY CROSSING DETAIL

N.T.S.

EPUA COMMUNITY PROUD — FT. PIERCE UTILITIES AUTHORITY WATER/WASTEWATER/ELECTRIC/NATURAL GAS/CUSTOMER SERVICE 1701 SOUTH 5TH STREET FT. PIERCE, FLORIDA 34947 772-466-1600	UTILITY CROSSING DETAIL		M-5
03-09 DATE	CONCRETE SLAB REVISIONS	SLL BY	JLC APPD.
DESIGNED: JLC		COMPUTER FILE #: MISC DETAILS 200602.DWG	WATER/WASTEWATER ENGINEERING
DRAWN BY: SLL		SCALE:	FT. PIERCE UTILITIES AUTHORITY
APPROVED: JLC		DATE: 2015	SHEET 1 OF 1



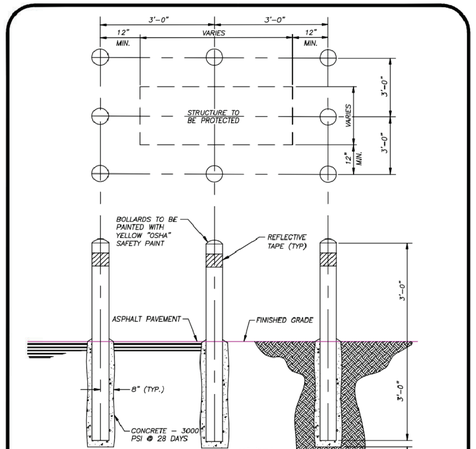
NOTES:

1. BLUE REFLECTIVE PAVEMENT MARKER (RPM) FOR WATER VALVES AND GREEN RPM FOR WASTEWATER VALVES PAVEMENT EDGE.
2. FOR WATER AND WASTEWATER VALVES INSTALLED IN PAVED AREAS, ELIMINATE CONCRETE PAD AND ENCASE THE MAGNETIC WIRE IN 1/2" PVC INSIDE THE VALVE BOX SEVEN INCHES BELOW GRADE.
3. DIP MAY BE USED AS RISERS ONLY IF A VALVE BOX IS NOT MANUFACTURED FOR THAT DEPTH. NO PVC RISERS SHALL BE USED IN ANY CIRCUMSTANCES.

TYPICAL GATE VALVE & VALVE BOX DETAIL

N.T.S.

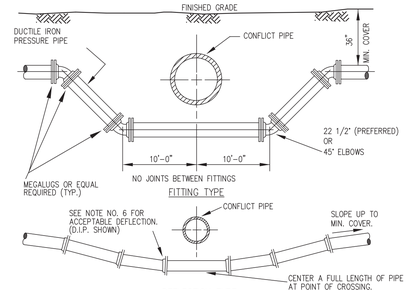
EPUA COMMUNITY PROUD — FT. PIERCE UTILITIES AUTHORITY WATER/WASTEWATER/ELECTRIC/NATURAL GAS/CUSTOMER SERVICE 1701 SOUTH 5TH STREET FT. PIERCE, FLORIDA 34947 772-466-1600	TYPICAL GATE VALVE & VALVE BOX DETAIL		M-6
03-09 DATE	CONCRETE SLAB REVISIONS	SLL BY	JLC APPD.
DESIGNED: JLC		COMPUTER FILE #: MISC DETAILS 200602.DWG	WATER/WASTEWATER ENGINEERING
DRAWN BY: SLL		SCALE:	FT. PIERCE UTILITIES AUTHORITY
APPROVED: JLC		DATE: 2015	SHEET 1 OF 1



NOTES:

1) BOLLARDS TO BE 6" SCHEDULE 40 STEEL PIPE, 6'-0" LONG AND FILLED WITH CONCRETE.
2) BOLLARDS ON SIDE NOT ACCESSIBLE TO VEHICLES MAY BE OMITTED BY THE APPROVING AGENCY.
3) PLACE 6" WIDE YELLOW CLASS 4 REFLECTIVE TAPE 4" DOWN FROM TOP FOR FULL DIAMETER ON ALL BOLLARDS.
4) CONTRACTOR TO ASSURE THAT BOLLARDS ARE PLACED TO ALLOW FULL ACCESS TO THE PROTECTED FACILITY.

EPUA COMMUNITY PROUD — FT. PIERCE UTILITIES AUTHORITY WATER/WASTEWATER/ELECTRIC/NATURAL GAS/CUSTOMER SERVICE 1701 SOUTH 5TH STREET FT. PIERCE, FLORIDA 34947 772-466-1600	BOLLARD DETAIL		M-12
03-09 DATE	CONCRETE SLAB REVISIONS	SLL BY	JLC APPD.
DESIGNED: JLC		COMPUTER FILE #: MISC DETAILS 200602.DWG	WATER/WASTEWATER ENGINEERING
DRAWN BY: SLL		SCALE:	FT. PIERCE UTILITIES AUTHORITY
APPROVED: JLC		DATE: 2015	SHEET 1 OF 1



DEFLECTION TYPE

NOTES:

1. STORM SEWER, GRAVITY WASTEWATER AND RECLAIMED WATER MAIN CROSSING UNDER POTABLE WATER MAINS SHALL BE LAID TO PROVIDE A MINIMUM VERTICAL DISTANCE OF TWELVE (12) INCHES BETWEEN THE INVERT OF THE UPPER PIPE AND THE CROWN OF THE LOWER PIPE. WHERE THIS MINIMUM SEPARATION CANNOT BE MAINTAINED, THE CROSSING SHALL BE ARRANGED SO THAT THE STORM/WASTEWATER/RECLAIMED WATER PIPE JOINTS AND POTABLE WATER MAIN JOINTS ARE EQUIDISTANT FROM THE POINT OF CROSSING WITH NO LESS THAN TEN (10) FEET BETWEEN ANY TWO JOINTS, BOTH PIPES SHALL BE D.I.P., AND THE MINIMUM VERTICAL SEPARATION SHALL BE 6 INCHES. WHERE THERE IS NO ALTERNATIVE TO STORM/WASTEWATER/RECLAIMED WATER PIPES CROSSING OVER A POTABLE WATER MAIN, THE CRITERIA FOR MINIMUM 12" VERTICAL SEPARATION BETWEEN LINES AND JOINT ARRANGEMENT, AS STATED ABOVE, SHALL BE REQUIRED;
2. WHENEVER POSSIBLE MAINTAIN 10' (MIN 6') HORIZONTAL DISTANCE (WALL TO WALL) BETWEEN POTABLE WATER MAIN AND STORM SEWER, WASTEWATER MAIN, OR FORCE MAIN MIN.
3. FORCE MAIN CROSSING POTABLE WATER MAIN OR RECLAIMED WATER MAIN SHALL BE LAID TO PROVIDE A MINIMUM VERTICAL DISTANCE OF TWELVE (12) INCHES BETWEEN THE OUTSIDE OF THE FORCE MAIN AND OUTSIDE OF THE POTABLE WATER MAIN OR RECLAIMED WATER MAIN WITH THE POTABLE WATER MAIN OR RECLAIMED WATER MAIN CROSSING OVER THE FORCE MAIN.
4. FITTINGS SHALL BE RESTRAINED.
5. THE DEFLECTION TYPE CROSSING IS PREFERRED.
6. DO NOT EXCEED 75% OF MANUFACTURERS RECOMMENDED MAXIMUM JOINT DEFLECTION FOR DUCTILE IRON PIPE.
7. ALL EXPOSED TIE STEEL SHALL BE COATED WITH COAL-TAR EPOXY
8. POTABLE WATER SERVICE LINES SHALL CROSS OVER WASTEWATER MAINS WITH MIN. 12" VERTICAL SEPARATION. WHERE THIS MIN. SEPARATION CAN NOT BE MAINTAINED, THE WATER SERVICE SHALL BE ENCASED IN A MIN. 10' LONG CASING CENTERED OVER THE CROSSING WITH MIN. 6" VERTICAL SEPARATION.

RECLAIMED WATER MAIN POTABLE WATER/FORCE MAIN PRESSURE PIPE CONFLICT DETAIL

REVISIONS

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Amazon Distribution Center
Kings Highway Commerce Park
Parcel-III
Fort Pierce, Florida

WASTEWATER DETAILS

DATE	SCALE	DESIGNED BY	DRAWN BY	JOB NO.
12/24/2025	N.A	JHI	DDI	2509-1533

STATE OF FLORIDA — JEFF H. IRAVANI — No. 23158 — REGISTERED PROFESSIONAL ENGINEER

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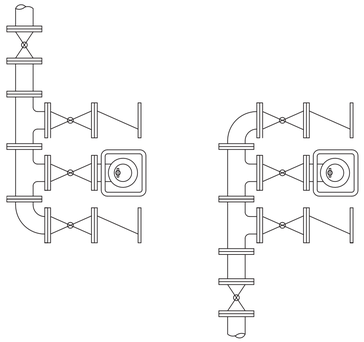
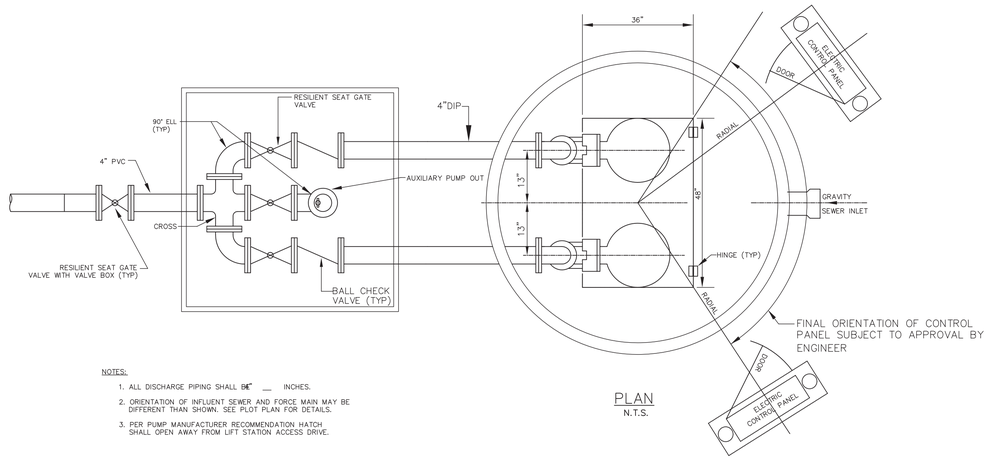
Date: 2026.03.10 14:15:53 -04'00'

COA 6986

SHEET NO.
C-34



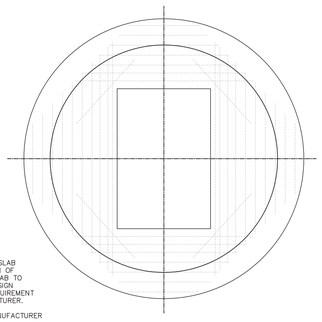
ALTERNATE SIDE
OUTLET CONFIGURATIONS



NOTES:

1. ALL DISCHARGE PIPING SHALL BE ___ INCHES.
2. ORIENTATION OF INFLUENT SEWER AND FORCE MAIN MAY BE DIFFERENT THAN SHOWN. SEE PLOT PLAN FOR DETAILS.
3. PER PUMP MANUFACTURER RECOMMENDATION HATCH SHALL OPEN AWAY FROM LIFT STATION ACCESS DRIVE.

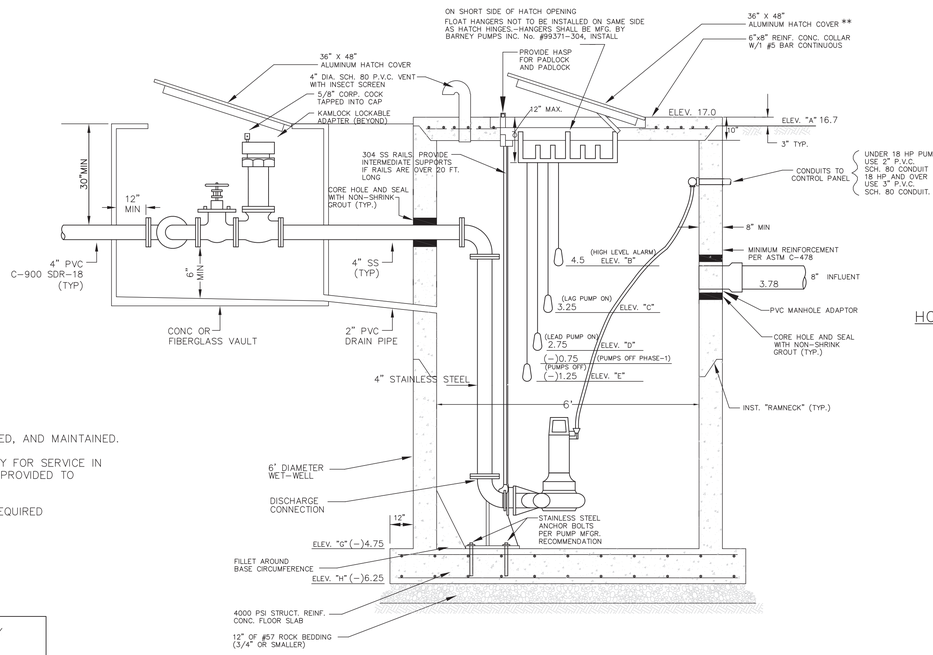
PLAN
N.T.S.



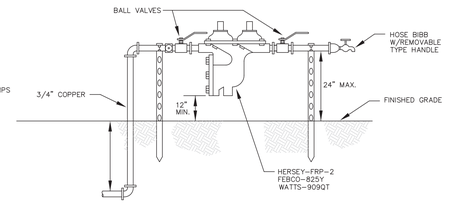
NOTES:

1. ALL BARS IN TOP SLAB TO BE #5 LOCATION OF OPENING IN TOP SLAB TO BE VERIFIED BY DESIGN ENGINEER WITH REQUIREMENT OF PUMP MANUFACTURER.
2. ** – PER PUMP MANUFACTURER RECOMMENDATION.

TOP SLAB DETAIL
N.T.S.



MONOLITHIC BASE SECTION
N.T.S.



HOSE BIBB/BACKFLOW PREVENTER ASSEMBLY DETAIL
N.T.S.

PUMP SELECTION	
PRESS. IN EXIST. F.M.	87.4 FT
SUCTION LIFT	0 FT
STATION LOSS	5.0 FT
FRICTION LOSS	2.6 FT
STATIC HEAD	15.5 FT
T.D.H. (FEET)	110.5 FT

PRIVATE LIFT STATION REQUIREMENTS:

1. LIFT STATION IS TO BE PRIVATELY OWNED, OPERATED, AND MAINTAINED.
2. A COPY OF CONTRACT WITH SEPTIC TANK COMPANY FOR SERVICE IN CASE OF PUMP FAILURE OR OVERFLOW SHALL BE PROVIDED TO HEALTH DEPARTMENT AT TIME OF INSPECTION.
3. AN INSPECTION BY THE HEALTH DEPARTMENT IS REQUIRED PRIOR TO RELEASE.

PUMP DATA

MANUFACTURER: BARNES SEWAGE PUMP
MODEL: 3XESHVRA/AE SERIES: 150 mm IMP
MOTORS: 30 HP, 460 VOLT, 3 PH, ___WIRE, 60 HZ.
PUMPS DELIVERING 206 (Design) G.P.M. AT 118 (Design) FT. T.D.H.
PUMPS DELIVERING [ ] (Asbuilt) G.P.M. AT [ ] (Asbuilt) FT. T.D.H.

CONTRACTOR IS TO VERIFY THE AVAILABILITY OF TYPE OF POWER SPECIFIED ABOVE W/ POWER CO. & NOTIFY ENGINEER IF THE SPECIFIED POWER IS NOT AVAILABLE PRIOR TO ORDERING THE PUMP EQUIPMENTS.

IN CASE OF EMERGENCY
PLEASE CALL:

MANAGER'S NAME
PHONE

MAINTENANCE ENTITY NAME
PHONE

CONTRACTOR IS TO INSTALL ABOVE NOTICE ON CONTROL PANEL.

GENERAL SPECIFICATIONS

IT IS THE INTENT OF THIS STANDARD TO SPECIFY A TWO PUMP SUB–MERSIBLE LIFT STATION COMPLETE IN EVERY RESPECT WHETHER OR NOT COVERED BY SPECIFICATION OR THESE CONSTRUCTION DETAILS.

THE SURFACE OF THE LIFT STATION AND PAVED ACCESS ROADWAY SHALL BE SET AT PROPER ELEVATIONS SO THAT FUTURE ACCESS TO THE STATION WILL NOT BE IMPAIRED BY FLOODING, EXCESSIVE ROAD GRADES, SWALES, WALLS OR LANDSCAPING IN ANY MANNER.

THE CONTRACTOR SHALL COORDINATE WITH AND PAY ALL FEES, DEPOSITS, AND SERVICE COSTS TO FLORIDA POWER AND LIGHT CORP., TO BRING THREE (3) PHASE, FOUR (4) WIRE 230/120 VOLT (480 VOLTS WHEN REQUIRED) UNDERGROUND POWER SERVICE TO THE LIFT STATION SITE.

THE LIFT STATION AND APPURTENANCES SHALL INCLUDE ALL COUPLINGS, ANCHOR BOLTS, PIPING, VALVES, ELECTRICAL EQUIPMENT, ETC., REQUIRED FOR A COMPLETE WORKING INSTALLATION.

REVISIONS

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Amazon
Distribution Center
Kings Highway Commerce Park
Parcel–III
Fort Pierce, Florida

LIFT STATION DETAILS

DATE	SCALE	DESIGNED BY	DRAWN BY	JOB NO.
12/24/2025	NA	JHI	JHI	2509–1533

JEFF H. IRAVANI
REGISTERED
No. 22156
STATE OF FLORIDA
PROFESSIONAL ENGINEER

Digitally signed by Jeff H. Iravani
Date: 2026.03.10 14:16:18 -04'00'

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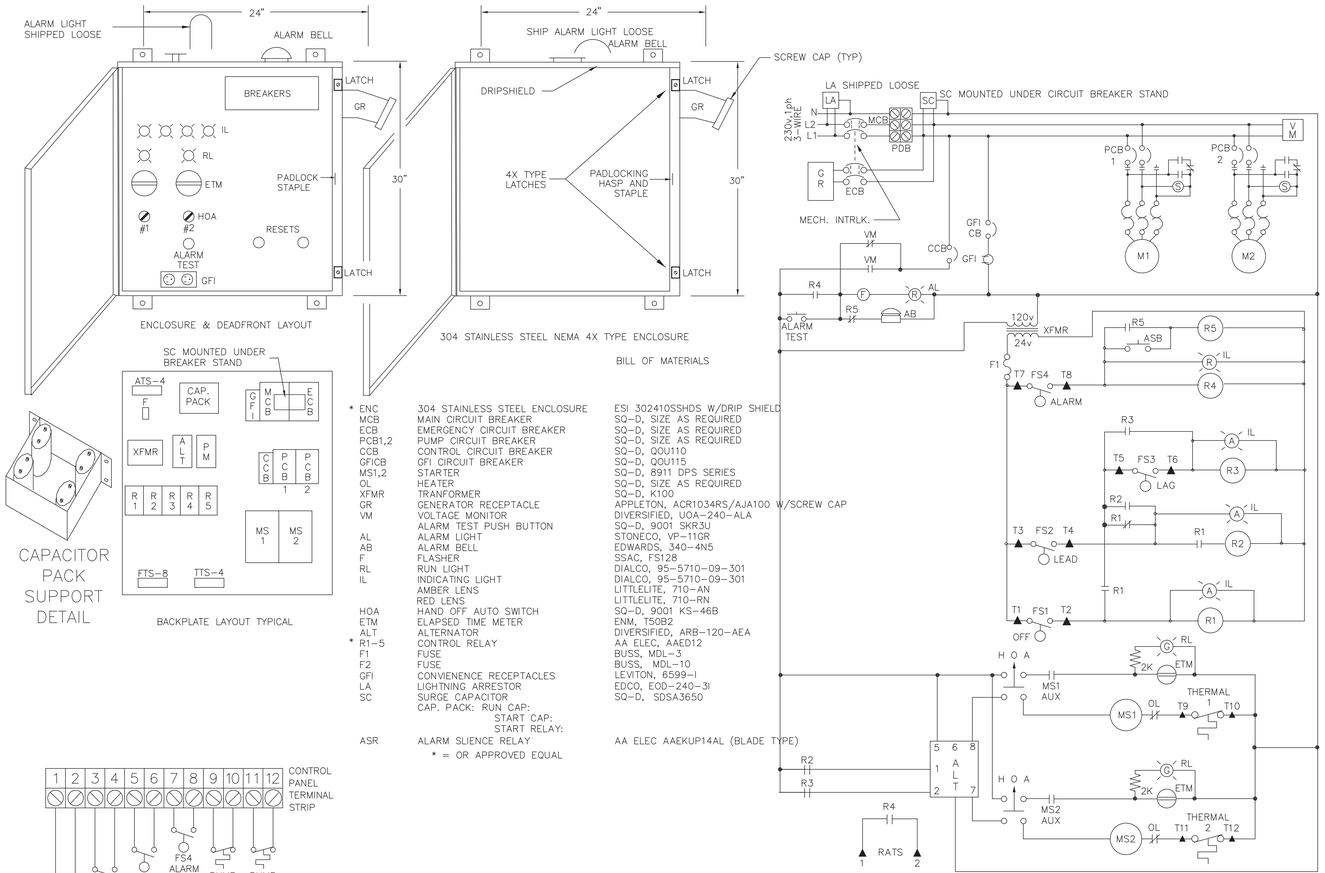
C–35

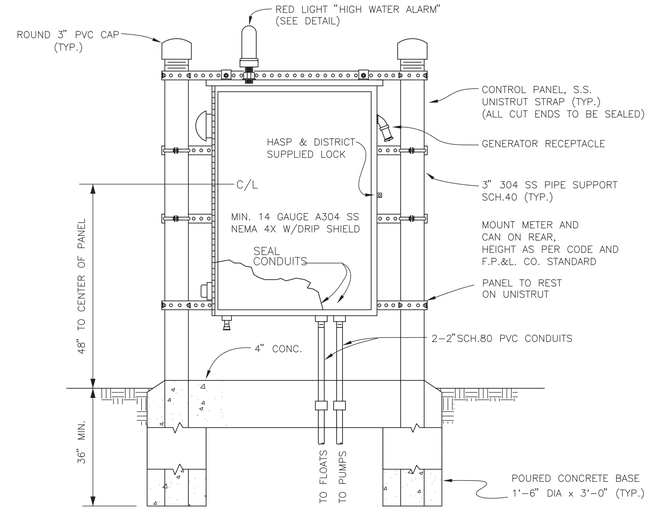


BILL OF MATERIALS

*	ENC	304 STAINLESS STEEL ENCLOSURE	ESI 302410SSHDS W/DRIP SHIELD
	MCB	MAIN CIRCUIT BREAKER	SQ-D, SIZE AS REQUIRED
	ECB	EMERGENCY CIRCUIT BREAKER	SQ-D, SIZE AS REQUIRED
	PCB1,2	PUMP CIRCUIT BREAKER	SQ-D, SIZE AS REQUIRED
	CCB	CONTROL CIRCUIT BREAKER	SQ-D, QOU110
	GFICB	GFI CIRCUIT BREAKER	SQ-D, QOU115
	MS1,2	STARTER	SQ-D, 8911 DPS SERIES
	OL	HEATER	SQ-D, SIZE AS REQUIRED
	XFMR	TRANFORMER	SQ-D, K100
	GR	GENERATOR RECEPTACLE	APPLETON, ACR1034RS/AJA100 W/SCREW CAP
	VM	VOLTAGE MONITOR	DIVERSIFIED, UOA-240-ALA
		ALARM TEST PUSH BUTTON	SQ-D, 9001 SKR3U
	AL	ALARM LIGHT	STONECO, VP-11GR
	AB	ALARM BELL	EDWARDS, 340-4N5
	F	FLASHER	SSAC, FS128
	RL	RUN LIGHT	DIALCO, 95-5710-09-301
	IL	INDICATING LIGHT	DIALCO, 95-5710-09-301
		AMBER LENS	LITTLELITE, 710-AN
		RED LENS	LITTLELITE, 710-RN
	HOA	HAND OFF AUTO SWITCH	SQ-D, 9001 KS-46B
	ETM	ELAPSED TIME METER	ENM, T50B2
	ALT	ALTERNATOR	DIVERSIFIED, ARB-120-AEA
*	R1-5	CONTROL RELAY	AA ELEC, AAED12
	F1	FUSE	BUSS, MDL-3
	F2	FUSE	BUSS, MDL-10
	GFI	CONVIENENCE RECEPTACLES	LEVITON, 6599-I
	LA	LIGHTNING ARRESTOR	EDCO, EOD-240-3I
	SC	SURGE CAPACITOR	SQ-D, SDSA3650
		CAP. PACK: RUN CAP:	
		START CAP:	
		START RELAY:	
	ASR	ALARM SLIENCE RELAY	AA ELEC AAEKUP14AL (BLADE TYPE)

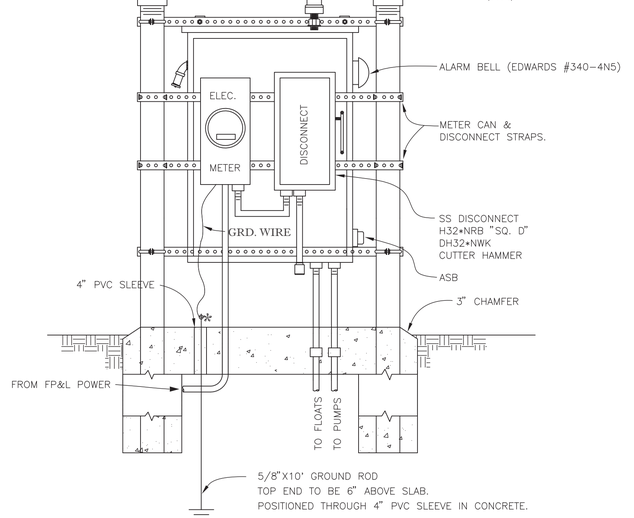
* = OR APPROVED EQUAL

ELECTRICAL CONTROL PANEL SCHEMATIC



* CLAMPED CONN. ON GROUND ROD, TO BE 4" ABOVE SLAB. AT NO TIME IS GROUND WIRE TO PENETRATE CONCRETE SLAB.

FRONT ELEVATION



REAR ELEVATION

DUPLEX CONTROL PANEL DETAILS

REVISIONS

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Amazon Distribution Center
Kings Highway Commerce Park
Parcel-III
Fort Pierce, Florida

LIFT STATION DETAILS

DATE	SCALE	DESIGNED BY	DRAWN BY	JOB NO.
12/24/2025	NA	JHI	JHI	2509-1533

SEAL
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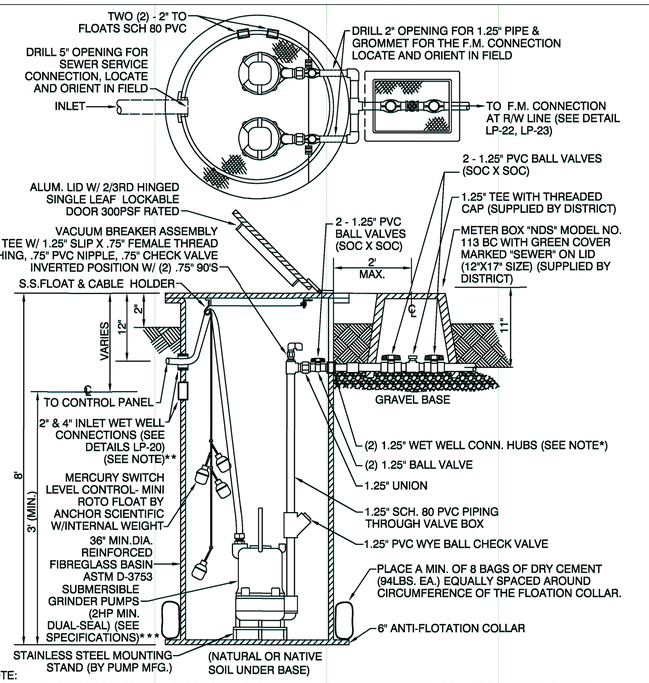
Date: 2026.03.10 14:16:51 -05'00'
COA 6858

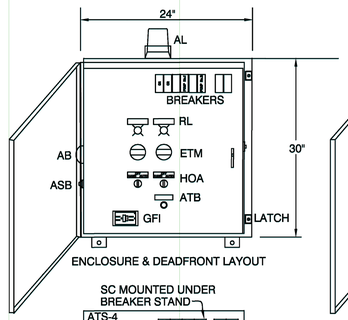
SHEET NO.
C-36



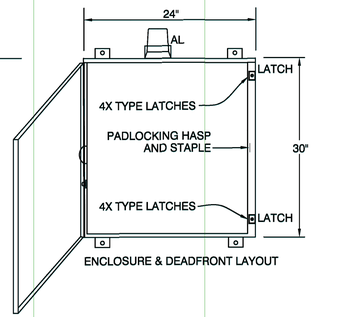
*NOTE:
CONNECTOR HUBS FOR WET-WELL FORCE MAIN CONNECTION ARE FACTORY INSTALLED. USE THREADED PVC SCH. 80 NIPPLES.
**NOTE:
CONNECTION TO WET-WELL FOR ELECTRICAL AND SEWER OPENINGS SHALL BE INSTALLED BY CONTRACTOR WITH 2" & 4" RUBBER GROMMETS SUPPLIED BY THE DISTRICT, LOCATION DETERMINED BY CONTROL PANEL LOCATION.
***PUMP SPECIFICATIONS:
BARNES-GRINDER PUMPS #SGVF2022L, 2HP, 230V, 1PH, 60HZ, 5.13" IMPELLER

LOXAHATCHEE RIVER DISTRICT

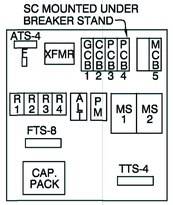
N.T.S.	RESIDENTIAL DUPLEX TYPICAL WET WELL	LP-9
REVISION: OCT, 2024		



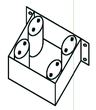
ENCLOSURE & DEADFRONT LAYOUT



ENCLOSURE & DEADFRONT LAYOUT



BACKPLATE LAYOUT TYPICAL



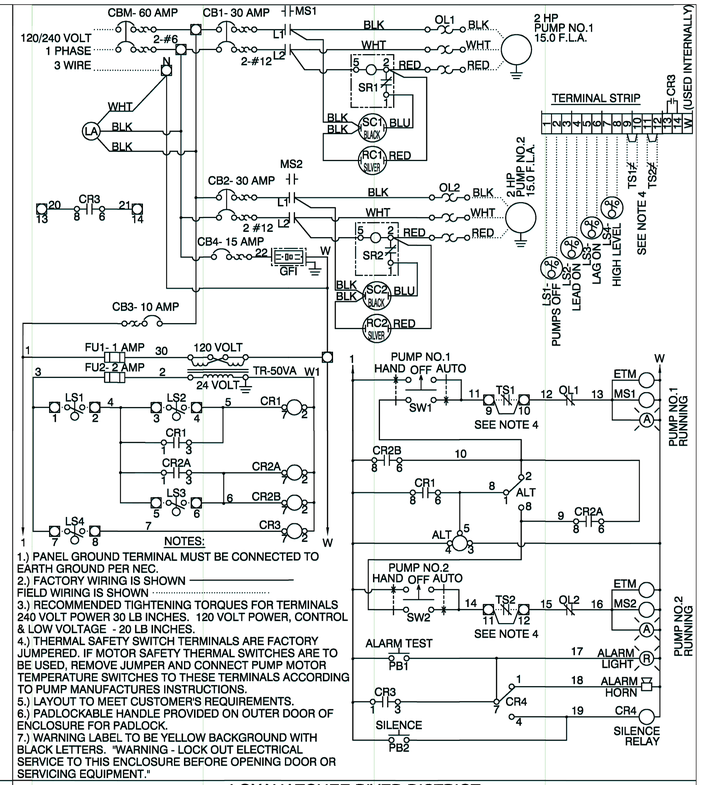
CAPACITOR PACK SUPPORT DETAIL

BILL OF MATERIALS

ENC	FIBERGALSS ENCLOSURE	HOFFMAN, UU605025
PCB/MCB	PUMP & MAIN BREAKERS	SQ-D, QOU260/QOU230
CCB/GCB	GFI &CONTROL BREAKERS	SQ-D, QOU115/QOU110
MS1-2	STARTER	SQ-D, 8502SBO1V02S
OL	OVLD HTR ELEMENT	SQ-D, B25
XFMR	TRANSFORMER	SQ-D, 9070T50D13
ETM	ELAPSED TIME METER	REDINGTON, 7220004
HOA	HAND OFF AUTO SWITCH	SQ-D, ZB4BD3
RL	RUN LIGHT	BACO 22M, S20SA40
AL	ALARM LIGHT	STONCO, VP11GCR
AH	ALARM HORN	FLOYD BELL, MC09201O
ASR	ALARM SILENCE RELAY	IDEC, RR3BULAC120V
ASB	ALARM SILENCE BUTTON	SQ-D, ZB4BA0
ATB	ALARM TEST BUTTON	SQ-D, ZB4BA2
GFI	15 AMP GFI RCPT	PASS SEYMOUR, 1595W
FU1	FUSE 1A	BUSS, MDL-1
FU2	FUSE 2A	BUSS, MDL-2
FU1-2	FUSE BLOCK	BUSS, BKSB2021
OL1-2	OVERLOAD RELAY	SQ-D, 9065SEO5
CR1-3	CONTROL RELAY	IDEC, RR2PULAC24V
ALT	ALTERNATOR	DIVERSIFIED, ARB120ABA
LA	LIGHTNING ARRESTOR	INTERMATIC, AG2401C
CAP.PACK:	MARS RUN CAP OVAL 45MF/440V, 12448 MARS STRT CAP 250V 124-156MF, 11148 GE START RELAY, 16104	TO MATCH GRINDER PUMP'S

LOXAHATCHEE RIVER DISTRICT

N.T.S.	RESIDENTIAL DUPLEX CONTROL PANEL LAYOUT	LP-10
REVISION: APRIL, 2012		



NOTES:
1.) PANEL GROUND TERMINAL MUST BE CONNECTED TO EARTH GROUND PER NEC.
2.) FACTORY WIRING IS SHOWN ——— FIELD WIRING IS SHOWN .....
3.) RECOMMENDED TIGHTENING TORQUES FOR TERMINALS 240 VOLT POWER 30 LB INCHES. 120 VOLT POWER, CONTROL & LOW VOLTAGE - 20 LB INCHES.
4.) THERMAL SAFETY SWITCH TERMINALS ARE FACTORY JUMPERED. IF MOTOR SAFETY THERMAL SWITCHES ARE TO BE USED, REMOVE JUMPER AND CONNECT PUMP MOTOR TEMPERATURE SWITCHES TO THESE TERMINALS ACCORDING TO PUMP MANUFACTURES INSTRUCTIONS.
5.) LAYOUT TO MEET CUSTOMER'S REQUIREMENTS.
6.) PADLOCKABLE HANDLE PROVIDED ON OUTER DOOR OF ENCLOSURE FOR PADLOCK.
7.) WARNING LABEL TO BE YELLOW BACKGROUND WITH BLACK LETTERS. "WARNING - LOCK OUT ELECTRICAL SERVICE TO THIS ENCLOSURE BEFORE OPENING DOOR OR SERVICING EQUIPMENT."

LOXAHATCHEE RIVER DISTRICT

N.T.S.	RESIDENTIAL DUPLEX ELECTRICAL SCHEMATIC	LP-11
REVISION: APRIL, 2012		

REVISIONS

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Amazon Distribution Center
Kings Highway Commerce Park
Parcel-III
Fort Pierce, Florida

LIFT STATIONS 2 & 3 DETAILS

DATE	SCALE	DESIGNED BY	DRAWN BY	JOB NO.
12/24/2025	NA	JHI	DDI	2509-1533

JEFF H. IRAVANI No. 33158 STATE OF FLORIDA PROFESSIONAL ENGINEER

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COA 6986

SHEET NO.
C-37

PRUIT RESEARCH CENTER ROAD
WHITE ROAD

50'X35' CONSTRUCTION ENTRANCE
12" DEEP #4 FDOT AGGREGATE

WHITE ROAD

WHITE ROAD

DRY DET-1 2.78 AC BTM EL 13.0
(BIO-SWALE)

CONST SILT FENCE
TYP

RAMP

RECYCLE

KING'S HIGHWAY (SR-713)

NSLRWCD C-40

LAKE-1
2.59 AC
WATER EL 11.5

FOUNTAIN

Parcel-III
69.19 ac

BLDG
1,070,080 SF
60 KSF OFFICE
1,010 KSF WAREHOUSE

F.F.EL 21.92 FT, NAVD

OFFICE
F.F.EL 21.92 FT, NAVD

LAKE-2
2.94 AC
WATER EL 11.5

FOUNTAIN

40'X50' CONSTRUCTION ENTRANCE
12" DEEP #4 FDOT AGGREGATE
2-REQ

DRY DET-2 2.52 AC BTM EL 13.0

CONST SILT FENCE
TYP

60'
AE/DE/UE

FIRE PUMP
BLDG

TANK

LAKE-3
1.83 AC
WATER EL 11.5

FOUNTAIN

FUTURE AMAZON
PH-II
BLDG
530,230 SF
30 KSF OFFICE
500 KSF WAREHOUSE

Parcel-II
26.26 ac

Parcel-I
12.00 ac

1871.93'

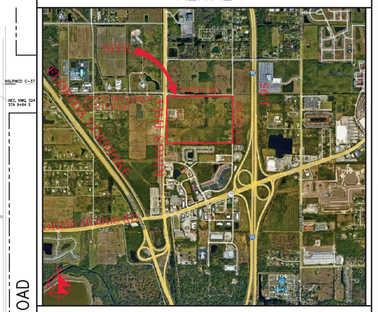
S00°04'58"E

PETERS ROAD

PETERS ROAD

CONST SILT FENCE
TYP

AERIAL



VICINITY MAP

SECTION 24, TWP 35S, RGE 39E

N

100' 0 100' 200'

SCALE: 1" = 100'

NOTES:

1. SILT FENCE SHALL BE INSTALLED PRIOR TO START OF CONSTRUCTION.
2. FILTER FABRIC SHALL BE INSTALLED UNDER INLET GRATES IN CONSTRUCTION AREAS & SHALL BE MAINTAINED/REPLACED AS REQ'D. FABRIC SHALL NOT BE REMOVED UNTIL ALL DISTURBED AREAS HAVE BEEN RESTORED, CLEANED FREE OF SEDIMENTATION & SOD IS INSTALLED AS REQ'D.
3. MINIMUM 6" DEEP #1 FDOT AGGREGATE SHALL BE INSTALLED AT THE CONSTRUCTION ENTRANCE PRIOR TO START OF CONSTRUCTION.
4. CONTRACTOR SHALL STABILIZE / SEED & MULCH ANY DISTURBED AREA WITH NO WITH NO CONTRUCTION ACTIVITY IN 14 DAYS.
5. CONTRACTOR SHALL UTILIZE BEST MANAGEMENT PRACTICES FOR EROSION & SEDIMENTATION CONTROL PER FDEP GUIDELINE.
6. ALL LAKES SHALL BE EXCAVATED WET WITH NO DEWATERING.
7. ALL DEWATERING DISCHARGE SHALL BE KEPT ON SITE.

48 HOURS BEFORE DIGGING
CALL TOLL FREE
811
CALL SUNSHINE
NOTIFICATION CENTER

LEGEND

⊕19.7	PROP PAV'T EL
19.7	EXIST EL
*	CONTRACTOR TO FIELD VERIFY
INV EL	INVERT EL
CB	CATCH BASIN
YD	YARD DRAIN
BC	BOTTOM OF CURB
BE	BOTTOM EL
TC	TOP OF CURB
TE	TOP EL
EXF	EXFILTRATION TRENCH
WM	WATER MAIN
FM	FORCE MAIN
FIM	FIRE MAIN
SAN	WASTEWATER GRAVITY
	FIRE HYDRANT
GV	GATE VALVE
	GATE VALVE
	SIAMESE CONN.
	CHECK VALVE
	DOUBLE DETECTOR CHECK VALVE
	WATER METER W/ REDUCED PRESSURE BACKFLOW PREV.
S-	SAMPLE POINT
MES	MITERED END SECTION
F.F.EL	FIN FLOOR ELEV
F.L.EL	FLOW LINE ELEV
TOB	TOP OF BANK
TOS	TOE OF SLOPE
TOC	TOP OF CONCRETE
TV	TAPPING VAVLE
CO	CLEANOUT
B1	BORING NO. AND LOCATION
/AE	APPROVED EQUIVALENT

REVISIONS

REV PER FP 01/29/2026
REV PER CITY 02/19/2026
REV PER FD 02/24/2026
REV PER FP 03/06/2026

Jeff H. Iravani, Inc.
Consulting Engineers
1934 COMMERCE LANE, SUITE 5
JUPITER, FLORIDA 33458
TEL: (561) 575-6030
FAX: (561) 575-6088
WEBSITE: www.JHIinc.com
EMAIL: JHI@JHIinc.com

Amazon
Distribution Center
Kings Highway Commerce Park
Parcel-III
Fort Pierce, Florida

Pollution Prevention Plan

JOB NO.	2409-1533
DRAWN BY	DDI
DESIGNED BY	JHI
SCALE	1" = 100'
DATE	12/24/2025

Digitally signed by Jeff H. Iravani
Date: 2026.03.10 14:17:52 -04'00'

JEFF H. IRAVANI
LICENSED
No. 32158
STATE OF FLORIDA
PROFESSIONAL ENGINEER

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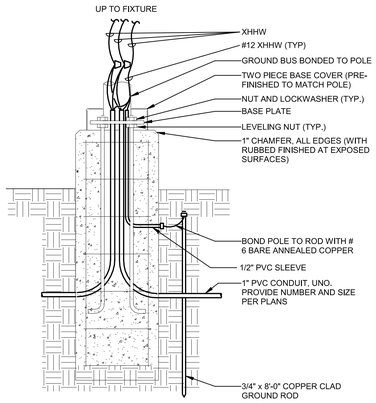
COA 6986

SHEET NO.

C-38



2 **STANDARD LIGHT POLE BASE DETAIL**
NOT TO SCALE

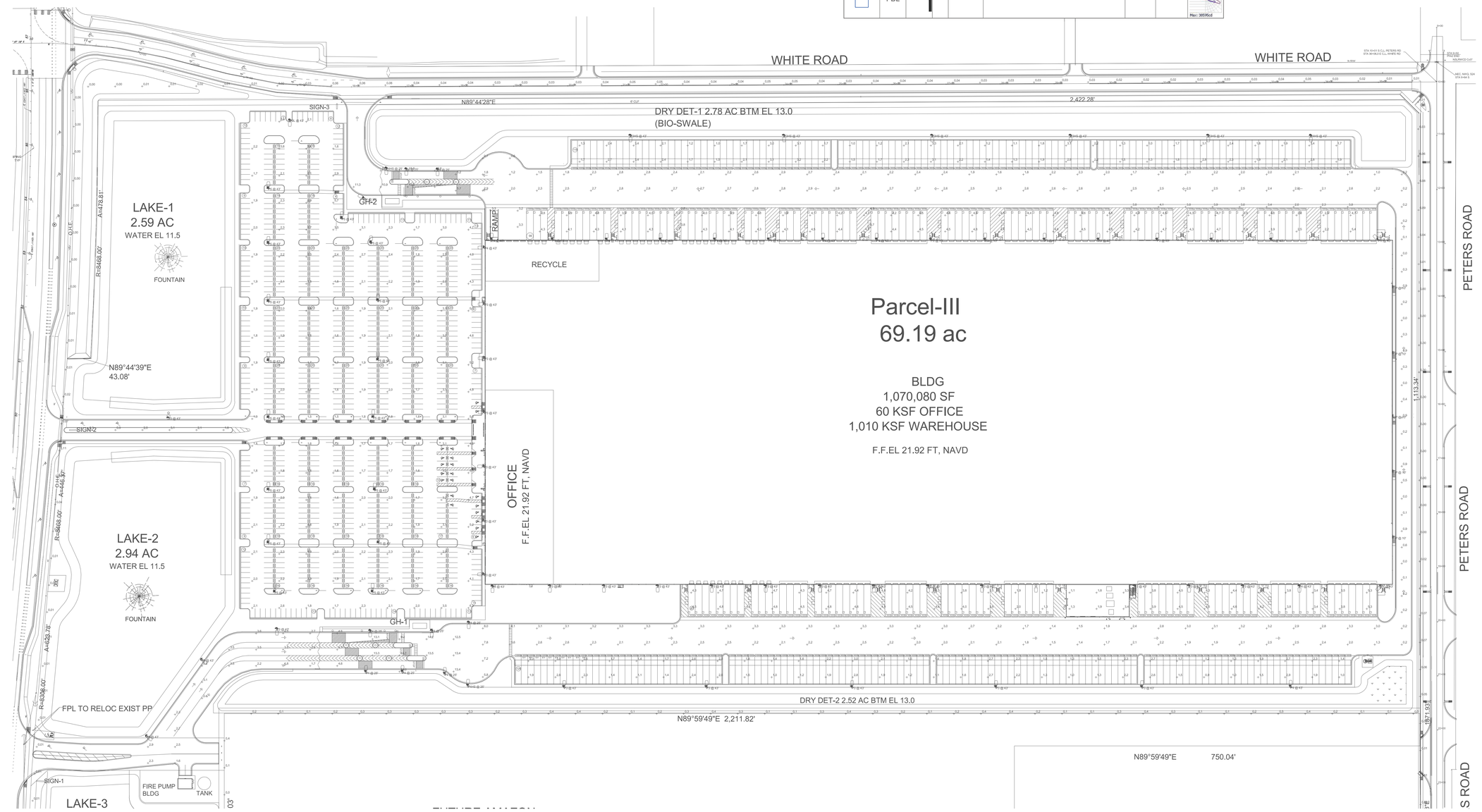
Statistics

Description	Symbol	Avg	Min	Max/Min	Avg/Min	Max
North Dock	+	4.2 fc	2.2 fc	2.5:1	1.9:1	5.4 fc
North Entry Road	+	1.7 fc	0.3 fc	10.3:1	5.7:1	3.1 fc
North Guard House	+	12.8 fc	10.5 fc	1.6:1	1.2:1	16.6 fc
North Truck Parking	+	2.1 fc	1.0 fc	3.4:1	2.1:1	3.4 fc
Parcel 2/3 North Boundary Line	+	0.2 fc	0.0 fc	N/A	N/A	0.5 fc
Parcel 2/3 West Boundary Line	+	0.1 fc	0.0 fc	N/A	N/A	0.4 fc
Pedestrian Walkways	+	3.8 fc	3.2 fc	1.5:1	1.2:1	4.7 fc
Property Line	+	0.02 fc	0.00 fc	N/A	N/A	0.11 fc
South Dock	+	3.9 fc	1.1 fc	4.8:1	3.5:1	5.3 fc
South Entry Road	+	3.1 fc	1.6 fc	3.6:1	1.9:1	5.7 fc
South Guard House	+	13.1 fc	9.2 fc	1.5:1	1.4:1	14.2 fc
South Truck Parking	+	1.9 fc	0.9 fc	3.3:1	2.1:1	3.0 fc
Truck Drive	+	2.3 fc	0.0 fc	N/A	N/A	8.0 fc
North Associate Parking	+	2.4 fc	1.5 fc	4.2:1	1.6:1	6.3 fc

Symbol	Label	Image	QTY	Catalog Number	Description	Lumens per Lamp	Wattage	Polar Plot
	P5		16	DSX2 LED P5 40K 80CRI T5M	D-Series Size 2 Area Luminaire P5 Performance Package 4000K CCT 80 CRI Type 5 Medium	38503	326.58	Max: 21122cd
	P3		34	DSX2 LED P8 40K 80CRI T3M	D-Series Size 2 Area Luminaire P8 Performance Package 4000K CCT 80 CRI Type 3 Medium	51670	462.45	Max: 43247cd
	P4		21	DSX2 LED P8 40K 80CRI T4M	D-Series Size 2 Area Luminaire P8 Performance Package 4000K CCT 80 CRI Type 4 Medium	52441	462.45	Max: 41953cd
	P3HS		5	DSX2 LED P8 40K 80CRI T3M HS	D-Series Size 2 Area Luminaire P8 Performance Package 4000K CCT 80 CRI Type 3 Medium Houseside Shield	44788	462.4506	Max: 37249cd
	WP		5	WDGE2 LED P2 40K 80CRI T3M	WDGE2 LED WITH P2 - PERFORMANCE PACKAGE, 4000K, 80CRI, TYPE 3 MEDIUM OPTIC	2062	18.9815	Max: 1512cd
	P4HS		3	DSX2 LED P8 40K 80CRI T4M HS	D-Series Size 2 Area Luminaire P8 Performance Package 4000K CCT 80 CRI Type 4 Medium Houseside Shield	45112	462.4506	Max: 36281cd
	PR		1	DSX2 LED P8 40K 80CRI RCCO	D-Series Size 2 Area Luminaire P8 Performance Package 4000K CCT 80 CRI Right Corner Cutoff Extreme Backlight Control	37923	462.45	Max: 58712cd
	PL		1	DSX2 LED P8 40K 80CRI LCCO	D-Series Size 2 Area Luminaire P8 Performance Package 4000K CCT 80 CRI Left Corner Cutoff Extreme Backlight Control	37923	462.45	Max: 58712cd
	PBL		1	DSX2 LED P8 40K 80CRI BLC3	D-Series Size 2 Area Luminaire P8 Performance Package 4000K CCT 80 CRI Type 3 Extreme Backlight Control	37584	462.45	Max: 38596cd

GENERAL SITE PLAN NOTES

1. CONTRACTOR SHALL NOT BURY ANY CONDUITS UNDER AREAS OF FUTURE BUILDING EXPANSION.
2. REFER TO CIVIL SITE PLANS FOR ALL DIMENSIONS, EASEMENTS, EXTENTS OF UTILITIES/CONNECTIONS, PAVING, PARKING AND GRADING.
3. ALL EXTERIOR EXPOSED CONDUIT TO BE IMC OR RIGID. UNDERGROUND CONDUIT TO BE SCHEDULE 40 PVC. WHERE CONDUITS CROSS EXPANSION JOINTS CONTRACTOR SHALL PROVIDE SUITABLE EXPANSION FITTINGS. FLEX CONDUIT SHALL BE USED FOR FINAL CONNECTIONS TO VIBRATING EQUIPMENT SUCH AS MOTORS.
4. IN TRUCK YARD, ALL NEW LIGHT POLES SHOULD BE SET BACK 12' FROM TRAILER CURB OR PROTECTED BY GUARDRAILS. ALL POLES SHALL BE ALIGNED TO LINE UP WITH PARKING STRIPE IN ORDER TO PREVENT VEHICLES FROM HITTING POLE. COORDINATE EXACT POLE LOCATIONS WITH LATEST PARKING STRIPING PLAN BEFORE INSTALLING POLE BASES.
5. ALL EXTERIOR LIGHTING SHALL BE LED TYPE WITH 100,000-HOUR LIFE AND 4000K COLOR TEMPERATURE.
6. ALL OUTDOOR POLE AND WALL-MOUNTED FIXTURES MUST BE DARK-SKY COMPLIANT.
7. ALL EXTERIOR LIGHTING SHALL BE CONTROLLED BY PHOTOCELL AND ASTRONOMICAL TIME CLOCK.
8. LIGHTING CONTROLS TO COMPLY WITH ANSI/ASHRAE/IESNA 90.1.
9. MINIMUM MAINTAINED EXTERIOR LIGHTING LEVELS:
   A. 0.5 FC (5 LUX) – OPEN YARDS
   B. 1 FC (10 LUX) – OUTDOOR STORAGE AREAS
   C. 1.5 FC (15 LUX) – ASSOCIATE PARKING AREAS
   D. 3 FC (30 LUX) – PEDESTRIAN WALKWAYS
   E. 10 FC (100 LUX) – AROUND GUARD HOUSES AND 70 FT ALONG INBOUND/OUTBOUND LANES



1 **SITE LIGHTING PHOTOMETRIC PLAN**
1" = 80'-0"

NORTH

80' 0' 80' 160'
1" = 80'-0"

RSP Architects
600 West 6th Street
Suite 100
Fort Worth, TX 76102
682.200.0340
rsparch.com

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Suite 635
Dallas, Texas 75204
Office 214.420.9111

SEAN PATRICK WEATHERRED LICENSE No. PE85120 STATE OF FLORIDA PROFESSIONAL ENGINEER

03/10/2026

This item has been electronically signed and sealed by Jason Weatherred using a Digital Signature and Date. Printed copies of this document are not considered signed and sealed and the signature must be verified on any electronic copies.

PROJECT FOR

HFL1 - AMAZON DISTRIBUTION CENTER

2300 S Kings Hwy.
Fort Pierce, FL
34945

Project No.	2427.016.01
Drawn By	EAB
Checked By	JSR
Date	02/24/2026

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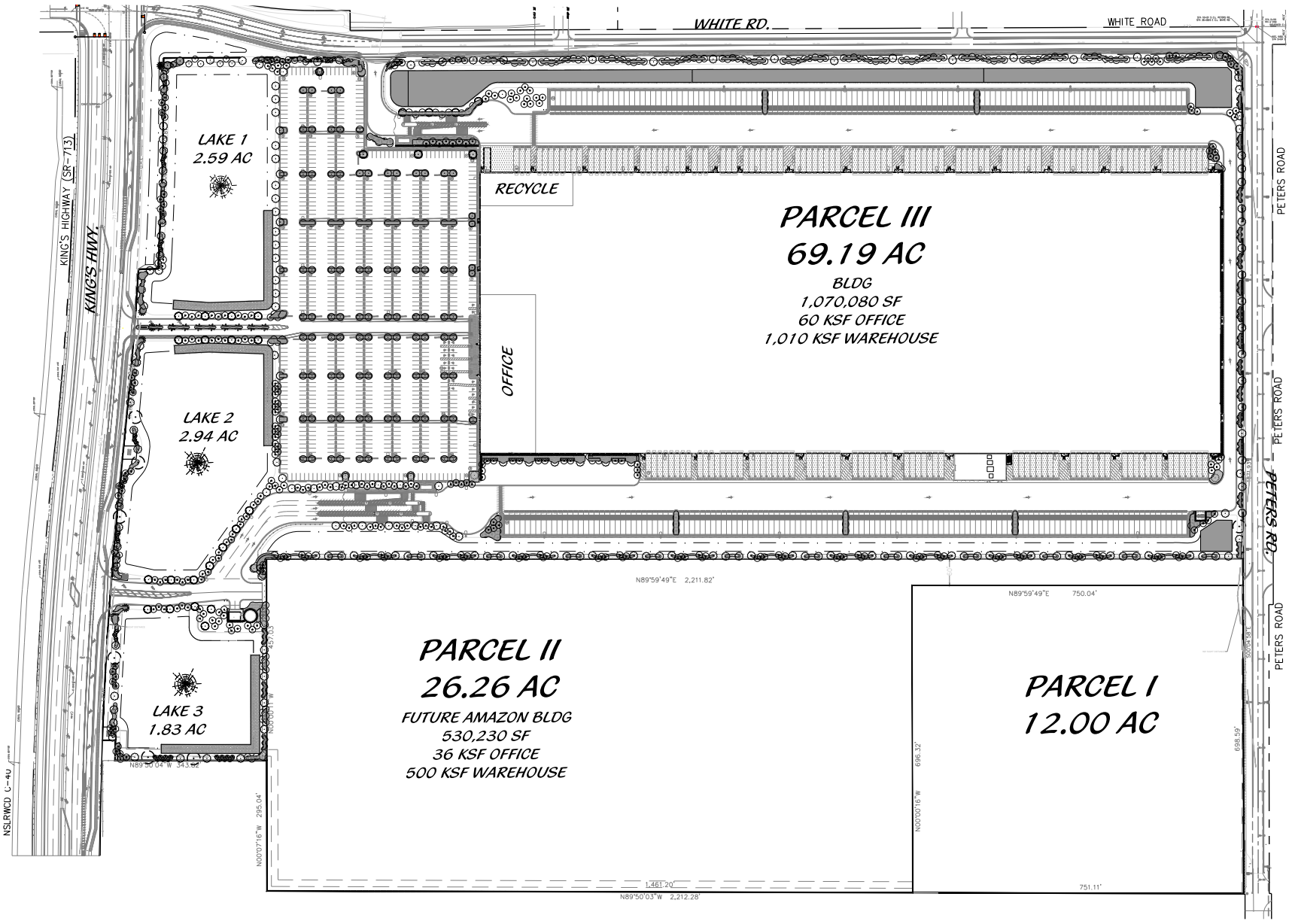
ISSUES / REVISIONS

NO.	DATE	DESCRIPTION
1	12/24/25	Issue for Site Plan Approval
2	3/2/2026	ISSUE FOR PERMIT

SITE LIGHTING PHOTOMETRIC

E021



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Overall Development

0' 50' 100' 200'
Scale: 1" = 100'-0" North

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

Amazon Distribution Center
Landscape Plan
City of Fort Pierce, Florida

Gregg Byrick
Digitally signed by Gregg Byrick
Date: 2026.03.09 16:00:43 -04'00'

REGISTERED LANDSCAPE ARCHITECT GREGG BYRICK LA 6667718 STATE OF FLORIDA

DESIGNED	GB
DRAWN	WM
APPROVED	GB
JOB NUMBER	25-1202
DATE	12/23/25
REVISIONS	02/24/26
	03/09/26

December 15, 2025 12:48:03 p.m.
Drawing: 24-1112 LP.DWG

SHEET 1 OF 14

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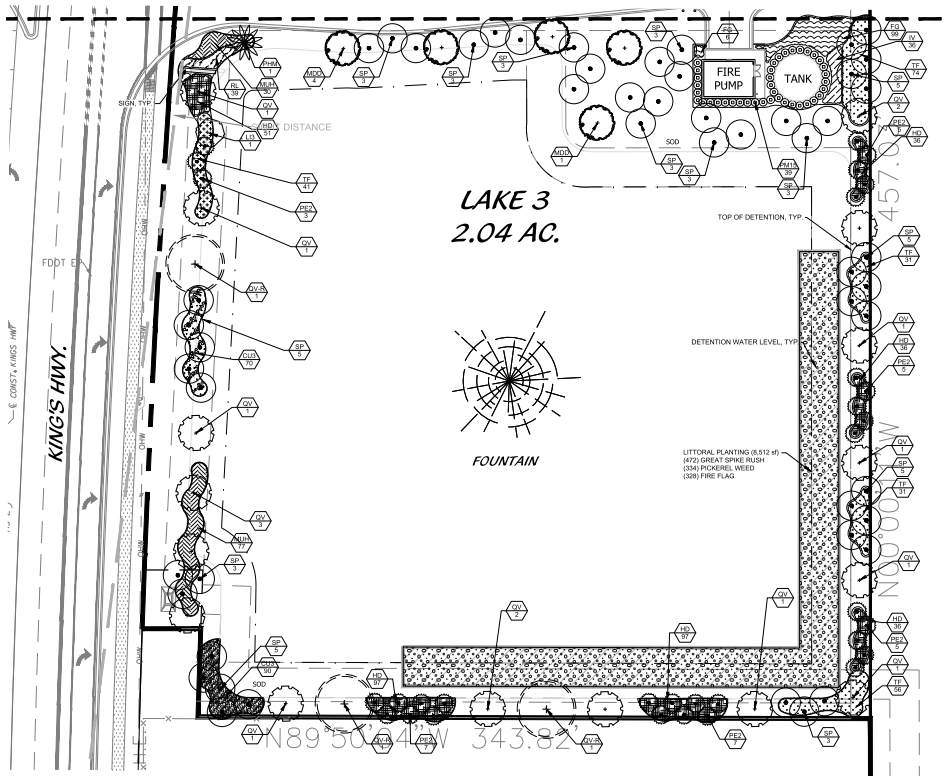
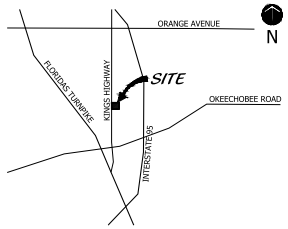


MATCHLINE SEE SHEET 8

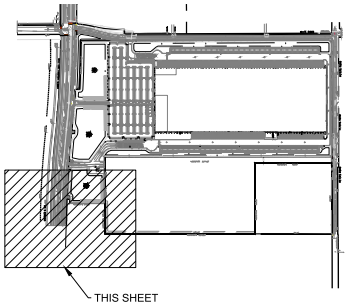
PH-II BLDG
530,230 SF
30 KSF OFFICE
500 KSF WAREHOUSE

MATCHLINE SEE SHEET 2

LOCATION MAP



SHEET LAYOUT MAP



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Landscape Plan

Scale: 1" = 30'-0"

North

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www.cotleurhearing.com
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Landscape Plan
City of Fort Pierce, Florida

Gregg Byrick
Digitally signed by Gregg Byrick
Date: 2026.03.09 16:01:12 -04'00'

REGISTERED LANDSCAPE ARCHITECT GREGG BYRICK LA 0667718 STATE OF FLORIDA

DESIGNED	GB
DRAWN	WM
APPROVED	GB
JOB NUMBER	25-1202
DATE	12/23/25
REVISIONS	02/24/26
	03/09/26

December 15, 2025 12:48:03 p.m.
Drawing: 24-1112 LP.DWG

SHEET 2 OF 14

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MATCHLINE SEE SHEET 7

MATCHLINE SEE SHEET 1

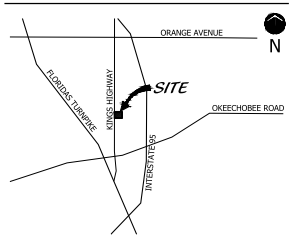
PH-II BLDG
530,230 SF
30 KSF OFFICE
500 KSF WAREHOUSE

MATCHLINE SEE SHEET 3

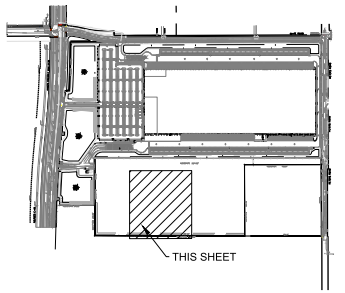
1,461.20'

N89°50'03"W 2,212.2

LOCATION MAP



SHEET LAYOUT MAP



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Amazon Distribution Center
Landscape Plan
City of Fort Pierce, Florida

Gregg Byrick
Digitally signed by Gregg Byrick
Date: 2026.03.09 16:01:46 -04'00'

0' 15' 30' 60'
Scale: 1" = 30'-0"

DESIGNED	GB
DRAWN	WM
APPROVED	GB
JOB NUMBER	25-1202
DATE	12/23/25
REVISIONS	02/24/26
	03/09/26

December 15, 2025 12:48:03 p.m.
Drawing: 24-1112 LP.DWG

SHEET 3 OF 14

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MATCHLINE SEE SHEET 6

MATCHLINE SEE SHEET 2

PARCEL II
26.36 AC

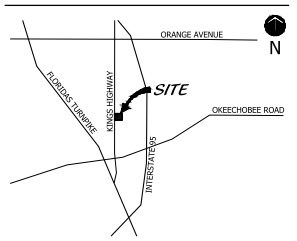
PARCEL I
12.00 AC

N00°00'16"W 696.32'

28'

MATCHLINE SEE SHEET 4

LOCATION MAP



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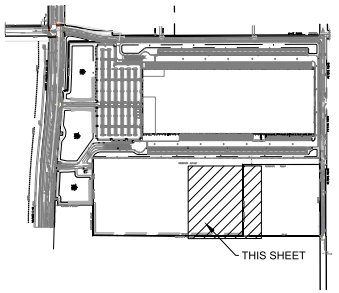

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Amazon Distribution Center

Landscape Plan
City of Fort Pierce, Florida

Gregg Byrick
Digitally signed by Gregg Byrick
Date: 2026.03.09 16:02:21 -04'00'

0' 15' 30' 60'
Scale: 1" = 30'-0"

DESIGNED	GB
DRAWN	WM
APPROVED	GB
JOB NUMBER	25-1202
DATE	12/23/25
REVISIONS	02/24/26
	03/09/26

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Drawing: 24-1112 LP.DWG

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MATCHLINE SEE SHEET 5

MATCHLINE SEE SHEET 3

PARCEL 1
12.00 AC

751.11'

698.59'

390' SIGHT DISTANCE

S00°04'58"E

PETER'S ROAD

23+00

24+00

25+00

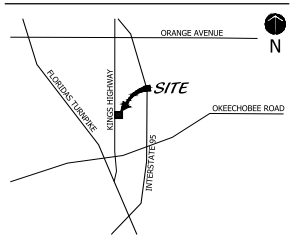
26+00

27+00

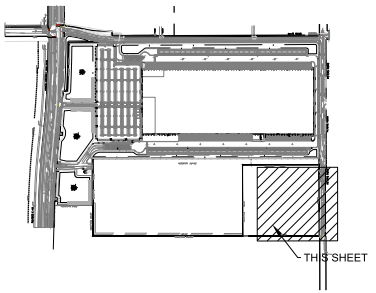
28+00

29+00

LOCATION MAP



SHEET LAYOUT MAP



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Amazon Distribution Center

Landscape Plan
City of Fort Pierce, Florida

Gregg Byrick
Digitally signed by Gregg Byrick
Date: 2026.03.09 16:02:44 -04'00'

0' 15' 30' 60'
Scale: 1" = 30'-0"

DESIGNED	GB
DRAWN	WM
APPROVED	GB
JOB NUMBER	25-1202
DATE	12/23/25
REVISIONS	02/24/26
	03/09/26

December 15, 2025 12:48:03 p.m.
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SHEET 5 OF 14

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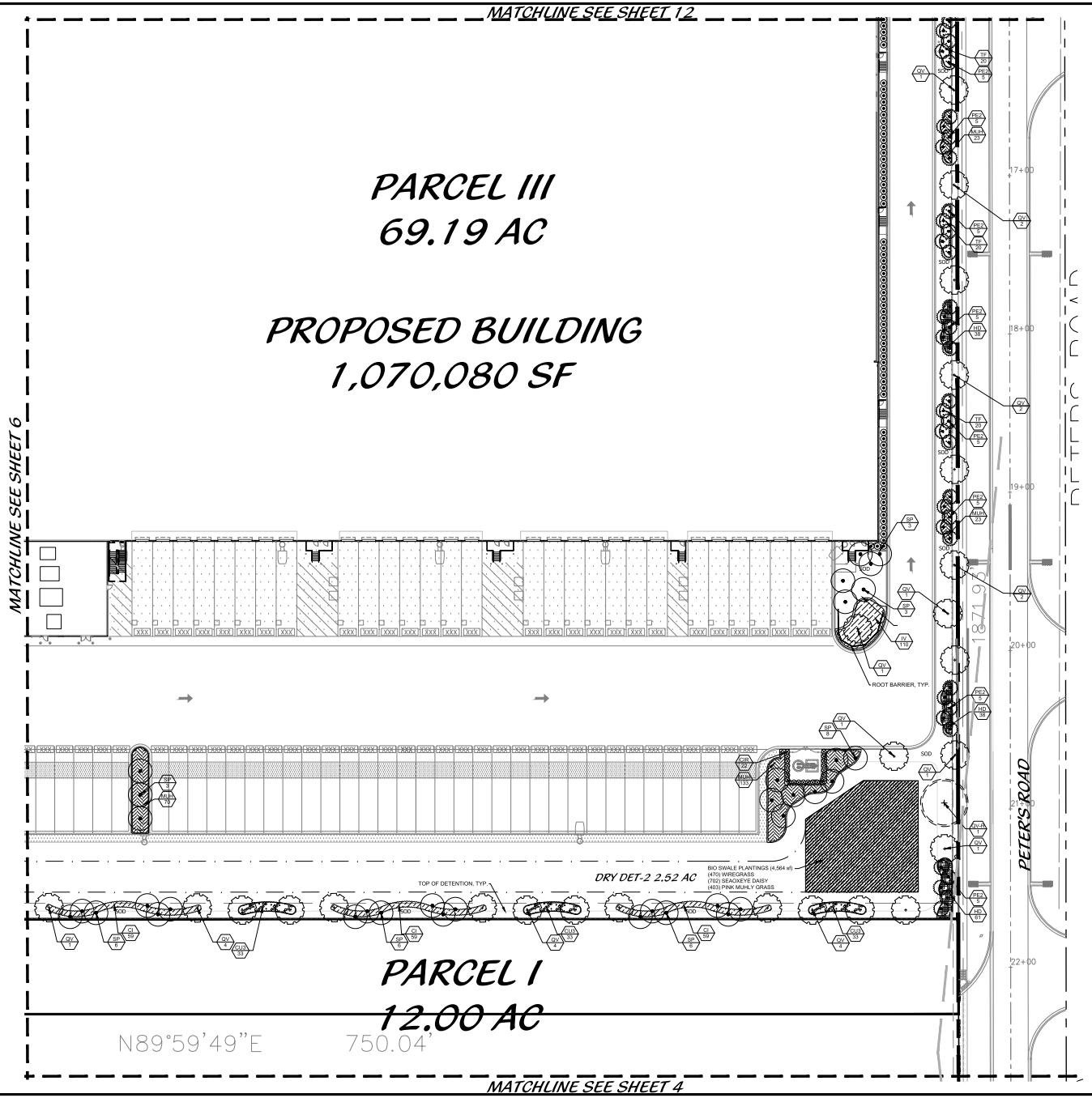
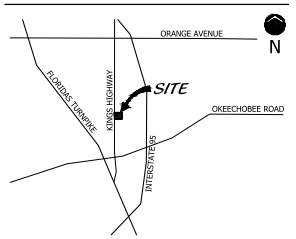
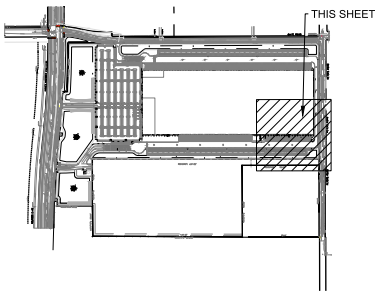


LOCATION MAP



SHEET LAYOUT MAP



Landscape Plan

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Amazon Distribution Center

Landscape Plan
City of Fort Pierce, Florida

Gregg Byrick
Digitally signed by Gregg Byrick
Date: 2026.03.09 16:03:07 -04'00'

0' 15' 30' 60'
Scale: 1" = 30'-0"

DESIGNED	GB
DRAWN	WM
APPROVED	GB
JOB NUMBER	25-1202
DATE	12/23/25
REVISIONS	02/24/26
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December 15, 2025 12:48:03 p.m.
Drawing: 24-1112 LP.DWG

SHEET 6 OF 14

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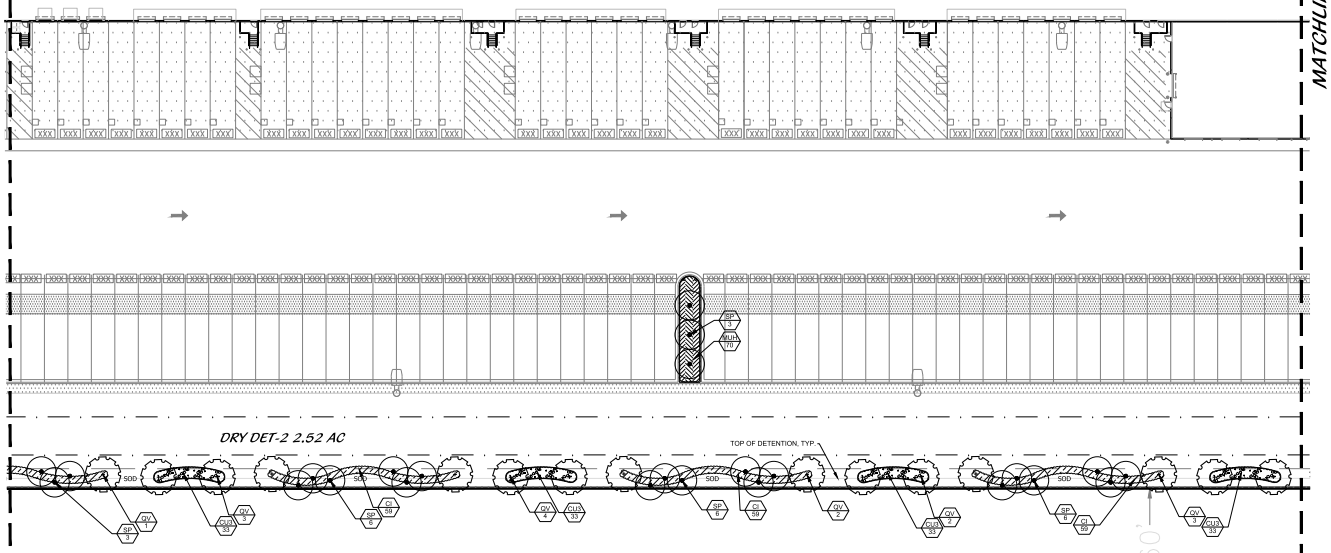
MATCHLINE SEE SHEET 11

MATCHLINE SEE SHEET 7

MATCHLINE SEE SHEET 5

PARCEL III
69.19 AC

PROPOSED BUILDING
1,070,080 SF

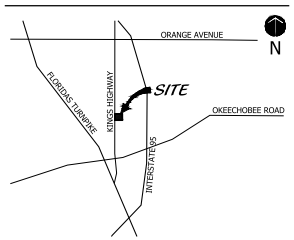


211.82'

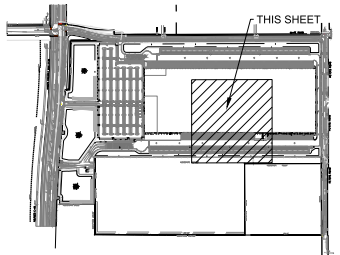
PARCEL II
26.36 AC

MATCHLINE SEE SHEET 3

LOCATION MAP



SHEET LAYOUT MAP



Landscape Plan

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www.cotleurhearing.com
Lic# LC-26000535

Amazon Distribution Center
Landscape Plan
City of Fort Pierce, Florida

Gregg Byrick
Digitally signed by Gregg Byrick
Date: 2026.03.09 16:03:31 -04'00'

0' 15' 30' 60'
Scale: 1" = 30'-0"

DESIGNED	GB
DRAWN	WM
APPROVED	GB
JOB NUMBER	25-1202
DATE	12/23/25
REVISIONS	02/24/26
	03/09/26

December 15, 2025 12:48:03 p.m.
Drawing: 24-1112 LP.DWG

SHEET 7 OF 14

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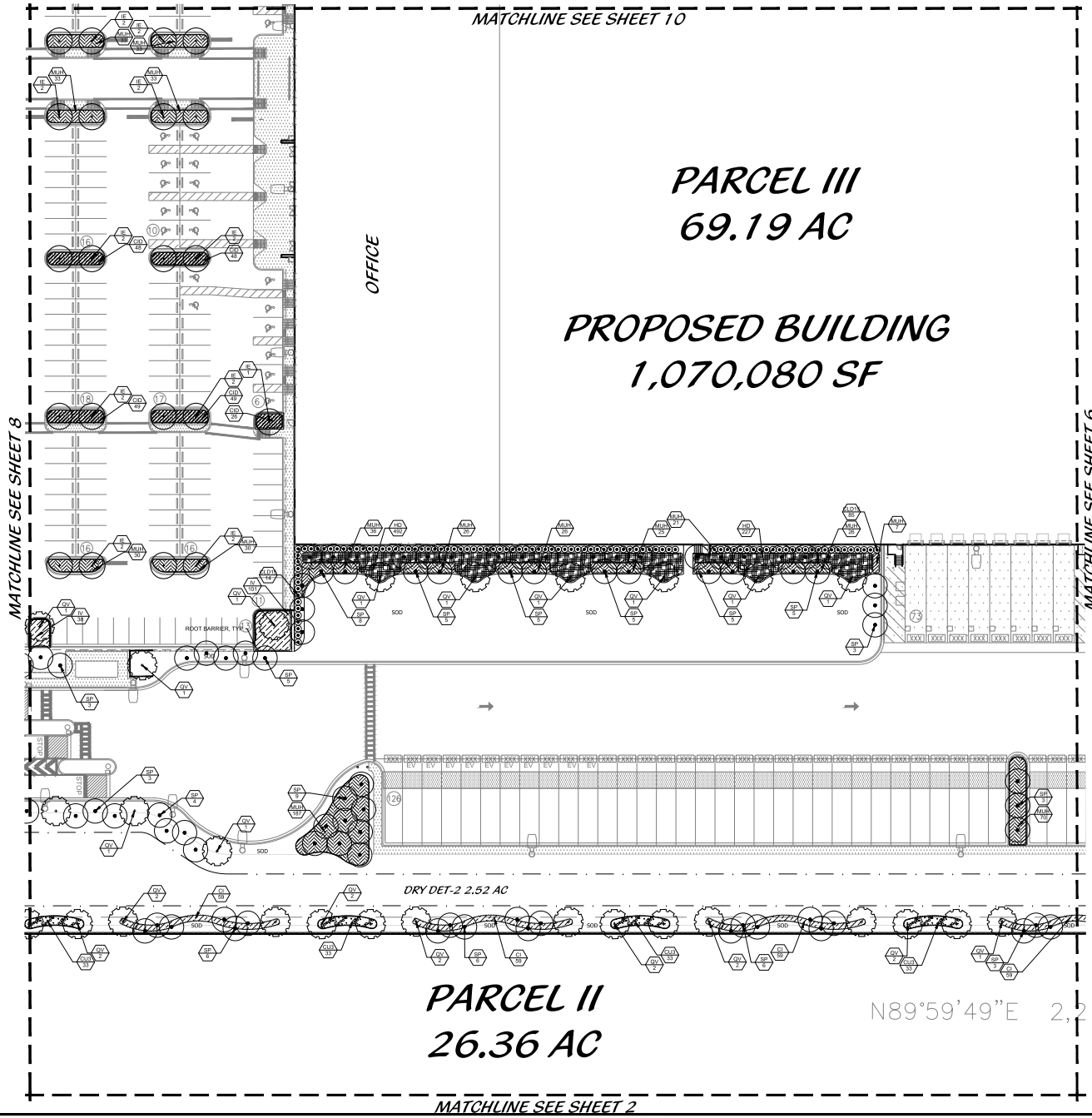

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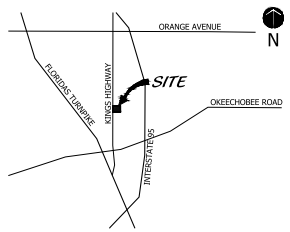

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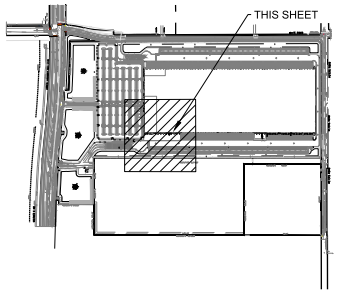

Landscape Plan

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Jupiter, Florida 33458
561.747.6336 · Fax 747.1377
www.cotleurhearing.com
Lic# LC-26000535

Amazon Distribution Center

Landscape Plan
City of Fort Pierce, Florida

Gregg Byrick
Digitally signed by Gregg Byrick
Date: 2026.03.09 16:03:56 -04'00'

0' 15' 30' 60'
Scale: 1" = 30'-0"

DESIGNED	GB
DRAWN	WM
APPROVED	GB
JOB NUMBER	25-1202
DATE	12/23/25
REVISIONS	02/24/26
	03/09/26

December 15, 2025 12:48:03 p.m.
Drawing: 24-1112 LP.DWG

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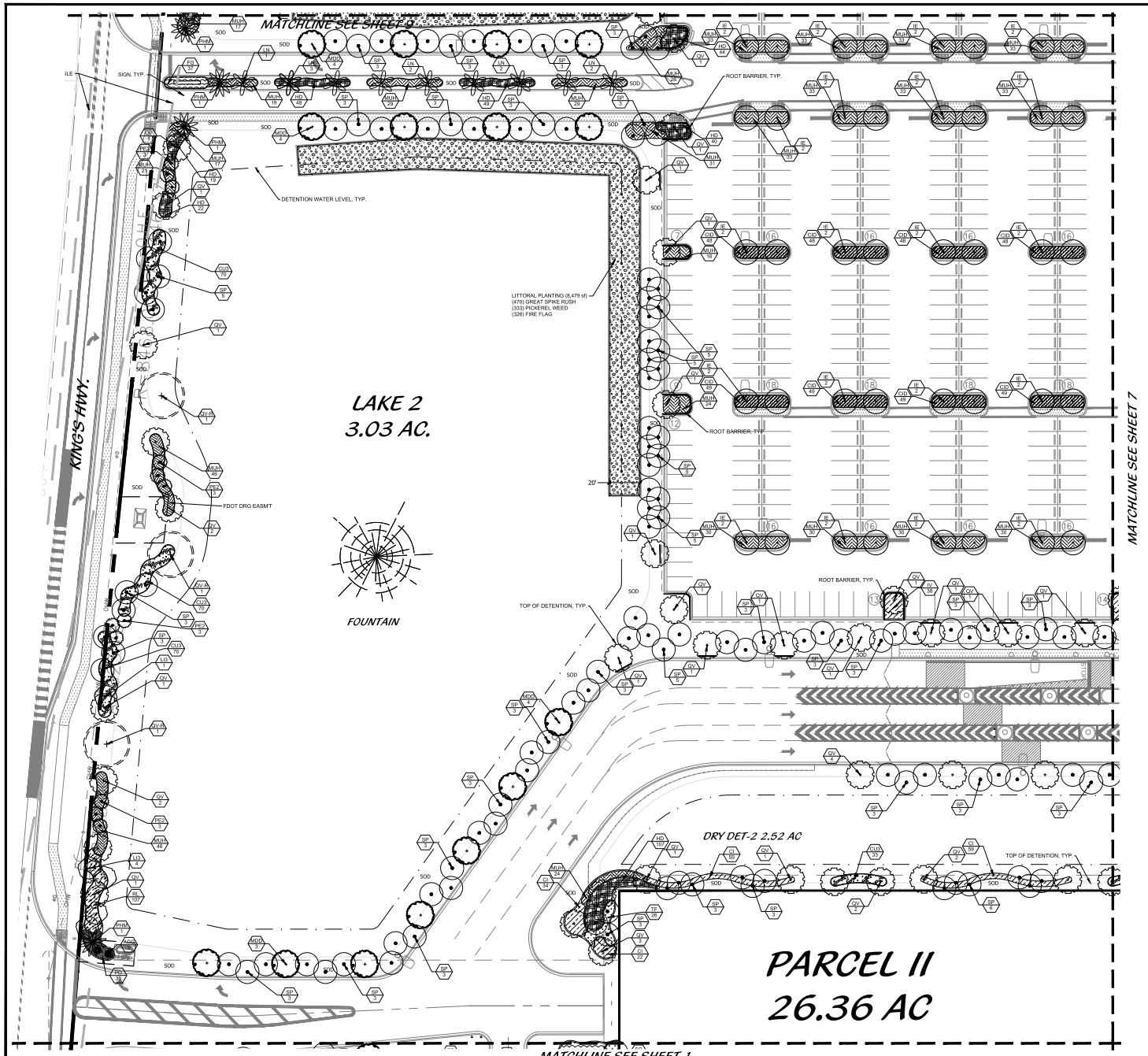

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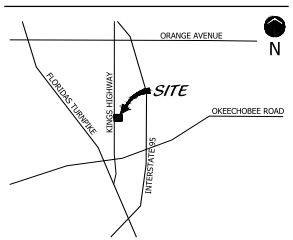

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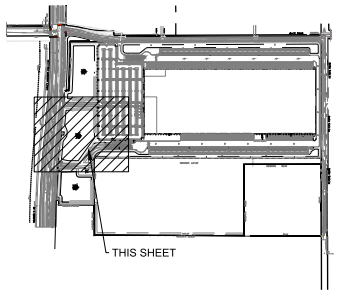

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Gregg Byrick
Digitally signed by Gregg Byrick
Date: 2026.03.09 16:04:27 -04'00'

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Scale: 1" = 30'-0"

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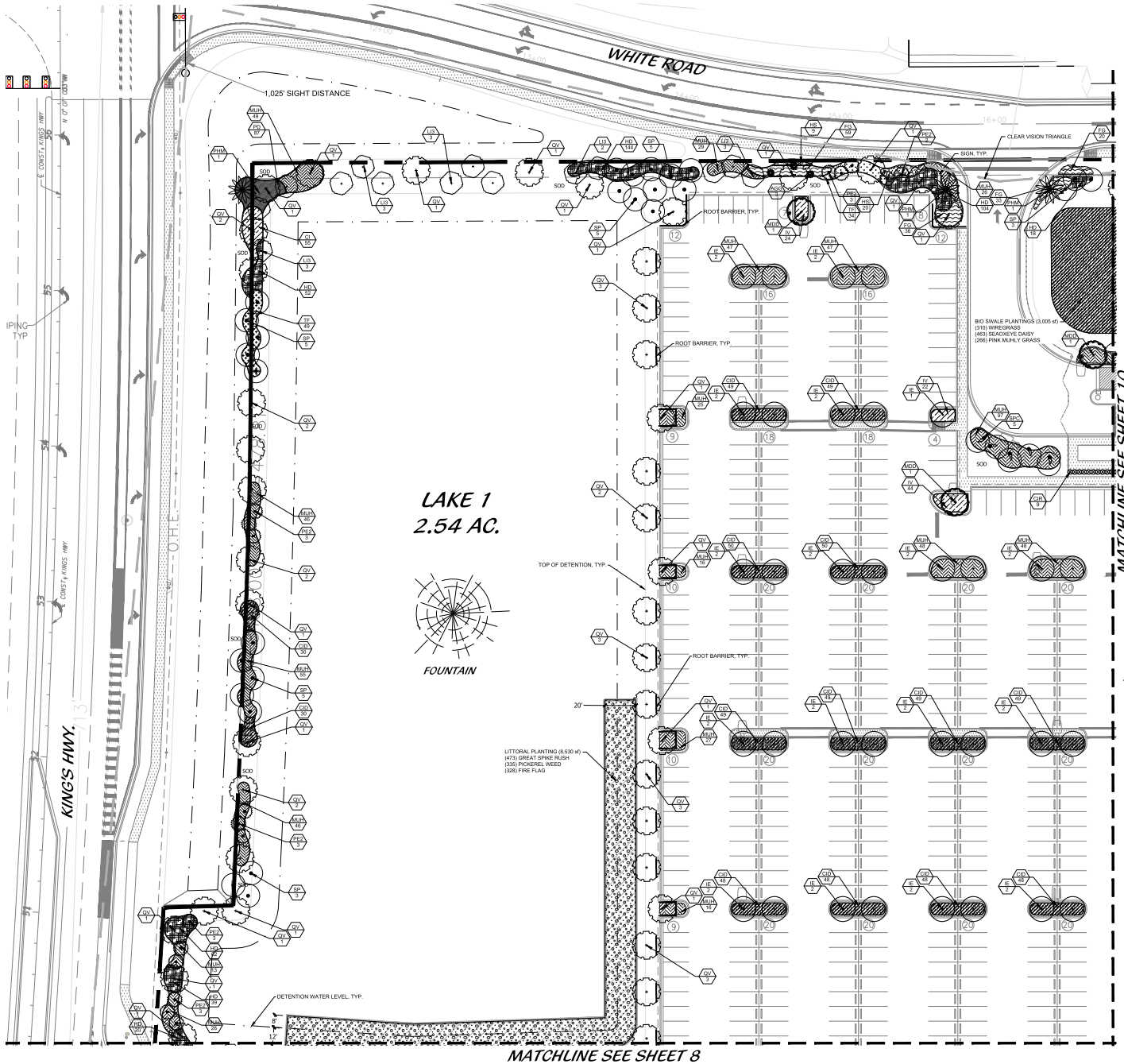

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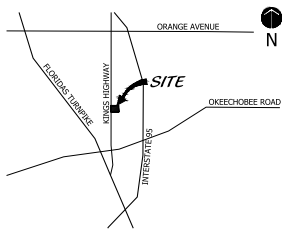

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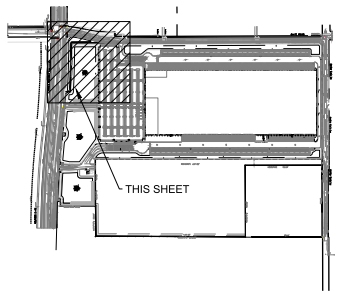

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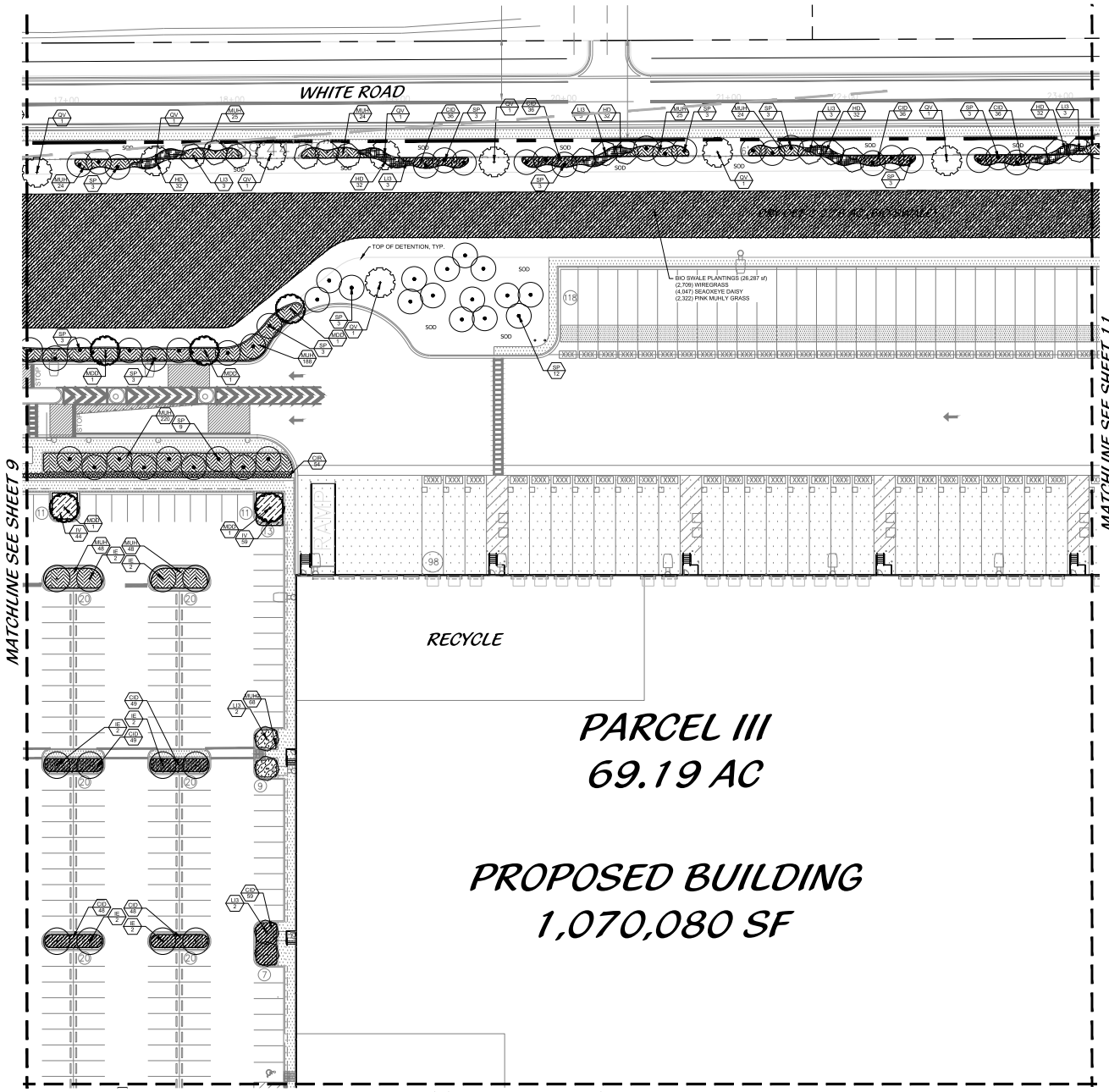

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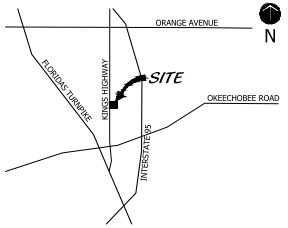

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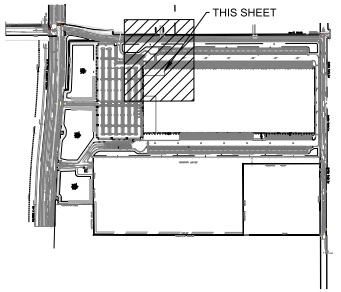

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City of Fort Pierce, Florida

Gregg Byrick
Digitally signed by Gregg Byrick
Date: 2026.03.09 16:05:29 -04'00'

0' 15' 30' 60'
Scale: 1" = 30'-0"

DESIGNED	GB
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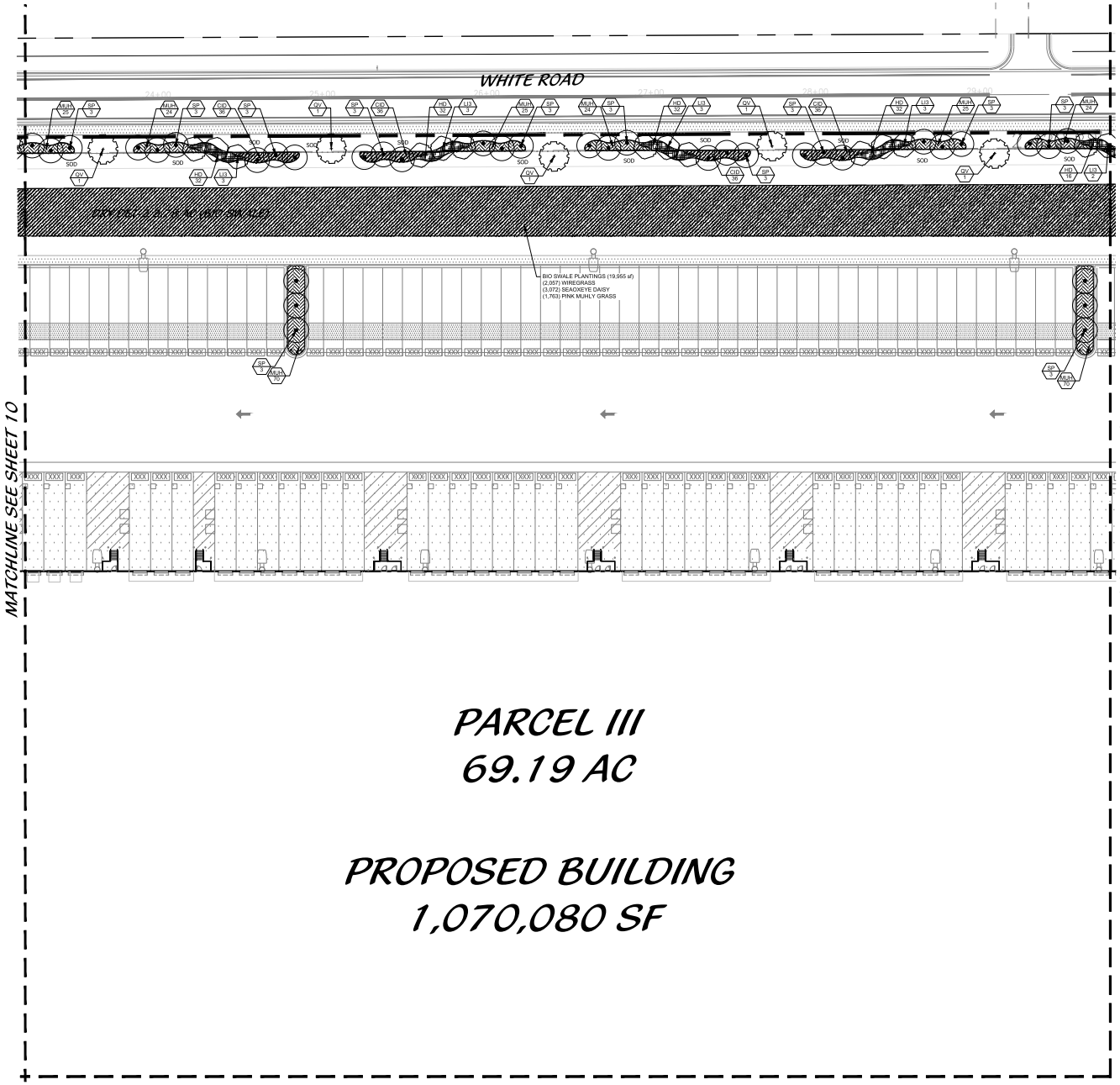
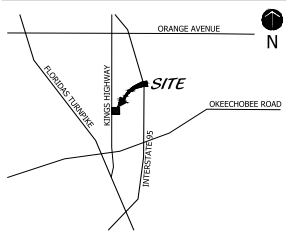


PARCEL III
69.19 AC

PROPOSED BUILDING
1,070,080 SF

LOCATION MAP



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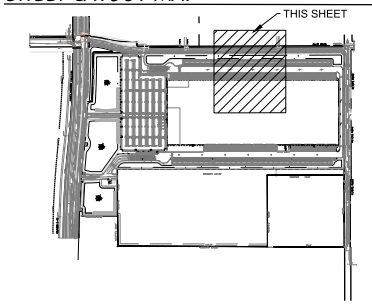

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Amazon Distribution Center
Landscape Plan
City of Fort Pierce, Florida

Gregg Byrick
Digitally signed by Gregg Byrick
Date: 2026.03.09 16:06:01 -04'00'

0' 15' 30' 60'
Scale: 1" = 30'-0"

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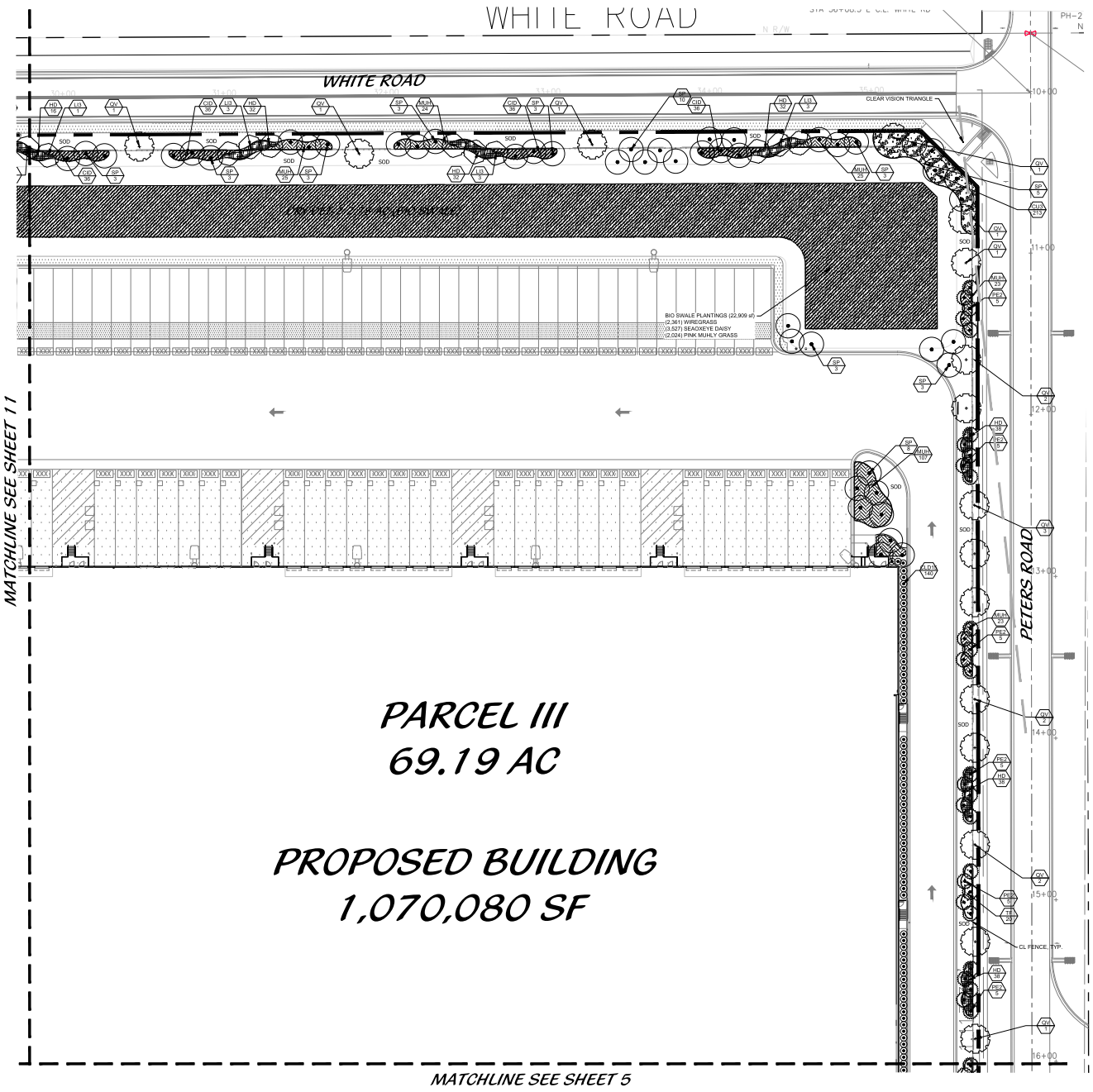

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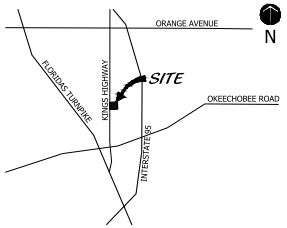

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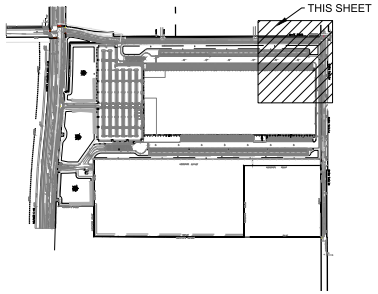

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LANDSCAPE NOTES

ALL PLANT MATERIAL SHALL BE FLORIDA NUMBER 1 OR BETTER AS DEFINED BY THE DIVISION OF PLANT INDUSTRY FLORIDA GRADIES AND STANDARDS' LATEST EDITION.

ALL LANDSCAPE SHALL CONFORM TO THE REQUIREMENTS OF THE CITY OF FORT PIERCE LAND DEVELOPMENT REGULATIONS. THE CITY OF FORT PIERCE LANDSCAPE CODE (LDRs) SHALL GOVERN IN THE EVENT OF A CONFLICT.

VEGETATION REMOVAL PERMITS ARE REQUIRED PRIOR TO REMOVING, CLEARING OR STRIPPING ANY VEGETATION FROM THE PROPERTY.

AT THE TIME OF BUILDING PERMIT, THE APPLICANT SHALL EXECUTE HOLD HARMLESS AGREEMENTS WITH ALL APPLICABLE UTILITIES FOR LANDSCAPING WITHIN UTILITY EASEMENTS.

THE LANDSCAPE CONTRACTOR SHALL NOT MAKE ANY SUBSTITUTIONS AND/ OR CHANGES WITHOUT THE AUTHORIZATION OF CITY OF FORT PIERCE, THE OWNER AND THE LANDSCAPE ARCHITECT.

THE LANDSCAPE CONTRACTOR SHALL REVIEW THE PROJECT DRAINAGE AND UTILITY PLANS PRIOR TO CONSTRUCTION AND AVOID ALL CONFLICTS. THE LANDSCAPE CONTRACTOR SHALL VERIFY THE LOCATION OF ALL UNDERGROUND UTILITIES PRIOR TO COMMENCING WORK.

THE LANDSCAPE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL PERMITS.

THE CONTRACTOR SHALL COORDINATE THE PLANTING AND TRIMMING OF STREET TREES TO ENSURE FULL VISIBILITY TO TRAFFIC CONTROL AND SAFETY SIGNAGE

TREES SHALL BE POSITIONED TO AVOID CONFLICTS WITH SIGNAGE AND SITE LIGHTING. LARGER TREES WILL BE PROVIDED AT INTERSECTIONS WHERE DEEMED NECESSARY.

ALL VEGETATION SHALL BE SELECTED AND POSITIONED SO THAT IT DOES NOT PRESENT OBSTRUCTIONS TO THE LINE OF SIGHT AT INTERSECTIONS PURSUANT TO SECTION 27-126(a)(9)(c) OF THE CITY OF FORT PIERCE CODE.

ALL ABOVE GROUND UTILITIES I.E. TRANSFORMERS, SWITCH BOXES, AC CONDENSERS AND ALIKE SHALL BE FULLY SCREENED FROM VIEW ON THREE SIDES WITH LANDSCAPING. THE LANDSCAPING SHALL TO THE TALLEST POINT OF SAID EQUIPMENT AT TIME OF PLANTING.

ALL TREES SHALL BE LOCATED WITHIN A MULCH PLANTING BED WITH A MINIMUM OF TWO (2) FEET OF CLEARANCE TO THE EDGE OF THE BED.

SOD AND IRRIGATION SHALL BE INSTALLED IN ANY ADJACENT RIGHT OF WAY BETWEEN THE SIDEWALK AND THE CURB.

ALL SOD SHALL BE STENOTAPHRUM SECONDATUS FLORITAM-PALMETTO (ST. AUGUSTINE SOD).

TREES WITHIN PLANTING ISLANDS LESS THAN FIVE (5) FEET IN WIDTH SHALL BE LOCATED TO AVOID CONFLICTS WITH THE OVERHANG OF VEHICLES.

TYPE D RAISED CONCRETE CURBING SHALL BE PROVIDED AROUND ALL PLANTING ISLANDS WITHIN VEHICULAR USE AREAS.

TREES AT ENTRANCE WAYS AND WITHIN SIGHT TRIANGLES SHALL BE TRIMMED IN SUCH A FASHION TO MINIMIZE SITE VISIBILITY CONFLICTS. A CLEAR VISION AREA SHALL BE MAINTAINED ON THE CORNER OF ALL PROPERTY ADJACENT TO THE INTERSECTION OF TWO STREETS OR A STREET AND A DRIVEWAY. A CLEAR VISION AREA SHALL CONTAIN NO PLANTING, FENCE, OR TEMPORARY OR PERMANENT OBSTRUCTION EXCEEDING TWENTY-FOUR (24) INCHES IN HEIGHT, TEN FOOT BY TWENTY FOOT SIGHT VISIBILITY TRIANGLES SHALL BE PROVIDED AT THE INTERSECTIONS WITH THE PUBLIC RIGHT OF WAY. IN ADDITION ALL LANDSCAPING SHALL CONFORM TO THE REQUIREMENTS OF CITY OF FORT PIERCE LDC SEC. 125-308.

EARTH BERMS SHALL NOT EXCEED A 3:1 SLOPE 4:1 SLOPES OR GREATER ARE PREFERABLE.

ALL TREES PLANTED UNDER OR ADJACENT TO FPL POWER LINES WILL COMPLY WITH THE FPL RIGHT TREE IN THE RIGHT PLACE GUIDELINES (NEW SYS)

PERIMETER TREES AT THE TIME OF PLANTING SHALL BE SPACED IN A WAY THAT COMPLEMENTS THE SPACING OF ANY EXISTING TREES ON ADJACENT DEVELOPED AREAS.

ALL LANDSCAPE ISLANDS AND BEDS SHALL BE FREE FROM SHELL ROCK AND CONSTRUCTION DEBRIS. EXCAVATED TO A DEPTH OF SIX INCHES OR TO CLEAN NATIVE SOILS AND FILLED WITH THE SPECIFIED MIXTURE.

ALL LANDSCAPE ISLANDS SHALL INCORPORATE THE INSTALLATION OF MOUNDING OF NATIVE SOILS A MINIMUM OF SIX INCHES (6") ABOVE THE TOP OF CURB.

19.5" 'BIO BARRIER' ROOT BARRIER SHALL BE PROVIDED FOR SHADE TREES PLANTED WITHIN SIX (6') FEET OF PUBLIC CURBS, SIDEWALKS OR PUBLIC RIGHT OF WAYS. ALL ROOT BARRIER SHALL BE INSTALLED IN ACCORDANCE WITH THE MANUFACTURES RECOMMENDATIONS. THE TOTAL LENGTH OF THE ROOT BARRIERS SHALL BE 20' ADJACENT TO THE SIDEWALK AND 20' ADJACENT TO THE CURB.

ALL AREAS SHALL BE FULLY IRRIGATED IN ACCORDANCE WITH THE REQUIREMENTS OF THE CITY OF FORT PIERCE. THE IRRIGATION WATER SOURCE SHALL BE WELL WATER FOR COMMON AREAS AND POTABLE WATER FOR INDIVIDUAL LOTS INCLUDING FOUNDATION.

CATCH BASINS AND DRAINAGE SHALL NOT BE LOCATED WITH IN REQUIRED PERIMETER BUFFERS OR PRESERVE AREAS.

THE IRRIGATION SYSTEM SHALL BE DESIGNED TO PROVIDE 100% OVERLAP COVERAGE TO ALL LANDSCAPE AND SOD AREAS.

THE IRRIGATION SYSTEM SHALL BE EQUIPPED WITH A RAIN SENSOR/CUT OFF SWITCH IN ACCORDANCE WITH STATE AND LOCAL REQUIREMENTS.

EXISTING TREES AND VEGETATION TO REMAIN SHALL BE STAKED AND BARRICADED PRIOR TO ANY LAND CLEARING. TREES TO BE RELOCATED SHALL BE ROOT PRUNED AND PROTECTED DURING CONSTRUCTION.

ALL TREES PROPOSED TO BE PRESERVED ON SITE SHALL BE PROTECTED IN ACCORDANCE WITH THE PROCEDURES OUTLINED IN DIVISION IV., VEGETATION REMOVAL REQUIREMENTS IN THE CITY OF FORT PIERCE CODE PRIOR TO THE ISSUANCE OF A C.O.

ANY AREA DESIGNATED WITH EXISTING VEGETATION TO REMAIN THAT IS DISTURBED DURING CONSTRUCTION WILL BE RESTORED WITH NATIVE PLANTINGS.

EXISTING TREES PRESERVED OR RELOCATED ON SITE SHALL BE PRUNED ACCORDING TO ANSI A300 STANDARDS OR BY AN ISA CERTIFIED ARBORIST.

ALL EXISTING LANDSCAPING AND TREES TO REMAIN SHALL BE BARRICADED WITH ORANGE CONSTRUCTION BARRICADE. THE BARRICADE SHALL BE INSTALLED AT THE DRIP LINE OF THE TREE/PALM OR AT THE EDGE OF THE SHRUB MASS. BARRICADES SHALL REMAIN IN PLACE THROUGHOUT THE DURATION OF CONSTRUCTION.

EXISTING, SUITABLE NATIVE VEGETATION LOCATED WITHIN THE PROPOSED DEVELOPMENT AREAS SHALL BE RELOCATED TO SUPPLEMENT THE LANDSCAPING. NATIVE VEGETATION SHALL BE RELOCATED BY TREE SPADE OR CRANE PRIOR TO THE CLEARING OF THE SITE THE APPLICANT SHALL IDENTIFY ALL NATIVE VEGETATION TO BE RELOCATED.

RELOCATION METHODOLOGY: EXISTING NATIVE VEGETATION, DETERMINED TO BE SUITABLE FOR RELOCATION SHALL BE RELOCATED TO TARGET AREAS USING HYDROLOGIC TREE SPADES. THE SIZE OF SPADE SHALL VARY FROM 30" TO 45" DEPENDING ON THE SIZE AND TYPE OF VEGETATION TO BE MOVED. THE APPLICANT SHALL IDENTIFY PRIOR TO THE CLEARING OF THE SITE ALL EXISTING NATIVE VEGETATION TO BE RELOCATED. FOLLOWING RELOCATION, VEGETATION SHALL BE WATERED BASED ON A PERIOD NOT LESS THAN 90 DAYS AFTER WHICH IT SHALL BE WATERED ON AN AS NEED BASIS TO INSURE SURVIVAL. AT A MINIMUM THE APPLICANT SHALL INSURE 60% SURVIVAL FOR ALL RELOCATED PLANT MATERIAL.

LANDSCAPE SPECIFICATIONS

1. GENERAL LANDSCAPE REQUIREMENTS

LANDSCAPE CONTRACT WORK INCLUDES, BUT IS NOT LIMITED TO, SOIL PREPARATION, FINE OR FINISH GRADING, FURNISHING AND INSTALLING PLANT MATERIAL, WATERING, STAKING, GUYING AND MULCHING.

PLANT SIZE AND QUALITY

TREES, PALMS, SHRUBS, GROUNDCOVERS:
PLANT SPECIES AND SIZES SHALL CONFORM TO THOSE INDICATED ON THE DRAWINGS. NOMENCLATURE SHALL CONFORM TO STANDARD PLANT NAMES, 1942 EDITION. ALL NURSERY STOCK SHALL BE IN ACCORDANCE WITH GRADES AND STANDARDS FOR NURSERY PLANTS PARTS I, II, (LATEST EDITION PUBLISHED BY THE FLORIDA DEPARTMENT OF AGRICULTURE AND CONSUMER SERVICES, UNLESS SPECIFIED OTHERWISE. ALL PLANTS SHALL BE FLORIDA GRADE NUMBER 1 OR BETTER AS DETERMINED BY THE FLORIDA DIVISION OF PLANT INDUSTRY.

ALL CONTAINER GROWN MATERIAL SHALL BE HEALTHY, VIGOROUS, WELL-ROOTED PLANTS AND ESTABLISHED IN THE CONTAINER IN WHICH THEY ARE SOLD. THE PLANTS SHALL HAVE TOPS OF GOOD QUALITY AND BE IN A HEALTHY GROWING CONDITION.

AN ESTABLISHED CONTAINER GROWN PLANT SHALL BE TRANSPLANTED INTO A CONTAINER AND GROWN IN THAT CONTAINER SUFFICIENTLY LONG ENOUGH FOR THE NEW FIBROUS ROOTS TO HAVE DEVELOPED SO THAT THE ROOT MASS WILL RETAIN ITS SHAPE AND HOLD TOGETHER WHEN REMOVED FROM THE CONTAINER.

STANDARD PLANTING MIXTURE SHALL BE ONE (1) PART RECYCLED ORGANIC MATERIAL ADDED TO THREE (3) PARTS EXISTING NATIVE SOIL.

REPLACEMENT SOIL SHALL BE USED AS SPECIFIED TO REPLACE EXISTING SOILS THAT ARE DETERMINED BY THE LANDSCAPE ARCHITEC TO BE UNSUITABLE FOR PLANTING. IE ROAD BASE, PAVEMENT, ETC. REPLACEMENT SOIL MIX SHALL CONTAIN 60% SAND AND 40% MUCK. SAND SHALL BE 100% CLEAN NATIVE SAND SCREENED TO 1/4" AND MUCK SHALL BE 100% CLEAN ORGANIC NATIVE MUCK SCREENED TO 1/2". ALL SOIL SHALL BE MIXED PRIOR TO DELIVERY ON SITE.

MULCH SHALL BE SHREDDED MELALEUCA, EUCALYTUS OR GRADE "A" RECYCLED. ALL MULCH IS TO BE APPLIED TO A DEPTH OF 3", EXCEPT AS OTHERWISE NOTED.

FERTILIZER IN BACKFILL MIXTURE FOR ALL PLANTS SHALL CONSIST OF MILORGANITE ACTIVATED SLUDGE MIXED WITH THE BACKFILL AT A RATE OF NOT LESS THAN 50 LBS. PER CUBIC YARD.

FERTILIZER FOR TREES AND SHRUBS MAY BE TABLET FORM OR GRANULAR. GRANULAR FERTILIZER SHALL BE UNIFORM IN COMPOSITION, DRY AND FREE-FLOWING. THIS FERTILIZER SHALL BE DELIVERED TO THE SITE IN THE ORIGINAL UNOPENED BAGS, EACH BEARING THE MANUFACTURER'S STATEMENT OF ANALYSIS, AND SHALL MEET THE FOLLOWING REQUIREMENTS: 16% NITROGEN, 7% PHOSPHORUS, 12% POTASSIUM, PLUS IRON. TABLET FERTILIZER (AGRIFORM OR EQUAL) IN 21 GRAM SIZE SHALL MEET THE FOLLOWING REQUIREMENTS: 20% NITROGEN, 10% PHOSPHORUS AND 5% POTASSIUM.

FERTILIZER WILL BE APPLIED AT THE FOLLOWING RATES:

PLANT SIZE	16-7-12	AGRIFORM TABLETS (21 GRAM)
1 GAL.	1/4 LB.	1
3 GAL.	1/2 LB.	1
7-15 GAL.	1/2 LB.	2
1"-5" CALIPER	2 LBS./1" CALIPER	2 PER 1" CALIPER
6" AND LARGER	3 LBS./1" CALIPER	2 PER 1" CALIPER

*N (FLORIDA EAST COAST SPECIAL) * SHALL BE APPLIED TO ALL PALMS AT INSTALLATION AT A RATE OF ½ LB. PER INCH OF TRUNK UNLESS OTHERWISE SPECIFIED.

FIELD GROWN TREES AND PALMS PREVIOUSLY ROOT PRUNED SHALL OBTAIN A ROOT BALL WITH SUFFICIENT ROOTS FOR CONTINUED GROWTH WITHOUT RESULTING SHOCK.

CONTRACTOR SHALL NOT MARK OR SCAR TRUNK IN ANY FASHION.

PLANTS SHALL BE WATERED AS NECESSARY OR WITHIN 24 HOURS AFTER NOTIFICATION BY THE LANDSCAPE ARCHITECT.

THE LOCATIONS OF PLANTS, AS SHOWN IN THESE PLANS, ARE APPROXIMATE. THE FINAL LOCATIONS MAY BE ADJUSTED TO ACCOMMODATE UNFORESEEN FIELD CONDITIONS. MAJOR ADJUSTMENTS TO THE LAYOUT ARE TO BE APPROVED BY THE LANDSCAPE ARCHITECT.

ALL PLASTIC FABRIC SHALL BE REMOVED FROM PLANT MATERIAL AT TIME OF INSTALLATION.

ALL TREES MUST BE STAKED AS SHOWN ON THE PLANTING DETAILS WITHIN 24 HOURS OF PLANTING. STAKES TO REMAIN FOR A MINIMUM OF 9 MONTHS, BUT NO LONGER THAN 18 MONTHS. CONTRACTOR IS RESPONSIBLE FOR ANY FAILURE OR MAINTENANCE OF THE STAKES.

ALL TREES MUST BE PRUNED AS PER LANDSCAPE ARCHITECT'S DIRECTION. SABAL PALMS MAY BE HURRICANE CUT.

ALL SHRUBS, TREES AND GROUND COVER WILL HAVE IMPROVED SOIL AS PER PLANTING SOIL NOTES. THE SOILS SHALL BE PLACED IN THE HOLE DURING PLANTING. TOP DRESSING ONLY IS NOT ACCEPTABLE.

DO NOT ALLOW AIR POCKETS TO FORM WHEN BACKFILLING. ALL TREES SHALL BE SPIKED IN UTILIZING WATER AND A TREE BAR.

THE LANDSCAPE CONTRACTOR SHALL WATER, MULCH, WEED, PRUNE, AND OTHERWISE MAINTAIN ALL PLANTS, INCLUDING SOD, UNTIL COMPLETION OF CONTRACT OR ACCEPTANCE BY LANDSCAPE ARCHITECT. SETTLED PLANTS SHALL BE RESET TO PROPER GRADE, PLANTING SAUCERS RESTORED, AND DEFECTIVE WORK CORRECTED.

THE LANDSCAPE CONTRACTOR SHALL AT ALL TIMES KEEP THE PREMISES FREE FROM ACCUMULATION OF WASTE MATERIALS OR DEBRIS CAUSED BY HIS CREWS DURING THE PERFORMANCE OF THE WORK. UPON COMPLETION OF THE WORK, THE CONTRACTOR SHALL PROMPTLY REMOVE ALL WASTE MATERIALS, DEBRIS, UNUSED PLANT MATERIAL, EMPTY PLANT CONTAINERS AND ALL EQUIPMENT FROM THE PROJECT SITE.

UPON COMPLETION OF THE WORK, THE LANDSCAPE CONTRACTOR SHALL NOTIFY THE LANDSCAPE ARCHITECT AND REQUEST A FINAL INSPECTION. ANY ITEMS THAT ARE JUDGED INCOMPLETE OR UNACCEPTABLE BY THE LANDSCAPE ARCHITECT OR OWNER'S REPRESENTATIVE SHALL BE CORRECTED BY THE LANDSCAPE CONTRACTOR WITHIN 14 DAYS.

ALL LABOR AND MATERIAL FOR SOIL AMENDMENTS AND FERTILIZER THAT IS REQUIRED TO INSURE THE SUCCESSFUL ESTABLISHMENT AND GROWTH OF THE PROPOSED VEGETATION, AS WELL AS ALL THE COST FOR THE REMOVAL OF UNSUITABLE OR EXCESS BACKFILL MATERIAL SHALL BE INCLUDED IN THE CONTRACTOR'S BID TO PERFORM THE WORK REPRESENTED IN THIS PLAN SET.

2. PLANTING TREES

EXCAVATE PIT AS PER PLANTING DETAILS.

BACKFILL AROUND BALL WITH STANDARD PLANTING MIXTURE AND SLIGHTLY COMPACT, WATER THOROUGHLY AS LAYERS ARE PLACED TO ELIMINATE VOIDS AND AIR POCKETS. BUILD A 4" HIGH BERM OF STANDARD PLANTING MIXTURE BEYOND EDGE OF EXCAVATION. APPLY 3" (AFTER SETTLEMENT) OF MULCH EXCEPT WITHIN 6" OF TRUNK.

PRUNE TREE TO REMOVE DAMAGED BRANCHES, IMPROVE NATURAL SHAPE AND THIN OUT STRUCTURE. DO NOT REMOVE MORE THAN 15% OF BRANCHES. DO NOT PRUNE BACK TERMINAL LEADER.

GUY AND STAKE TREE IN ACCORDANCE WIT THE STAKING DETAILS IMMEDIATELY AFTER PLANTING.

3. PLANTING SHRUBS

LAYOUT SHRUBS TO CREATE A CONTINUOUS SMOOTH FRONT LINE AND FILL IN BEHIND.

EXCAVATE PIT OR TRENCH TO 1-1/2 TIMES THE DIAMETER OF THE BALLS OR CONTAINERS OR 1'-0" WIDER THAN THE SPREAD OF ROOTS FOR POSITIONING AT PROPER HEIGHT. BACKFILL AROUND PLANTS WITH STANDARD PLANTING MIXTURE, COMPACTED TO ELIMINATE VOIDS AND AIR POCKETS. FORM GRADE SLIGHTLY DISHED AND BERMED AT EDGES OF EXCAVATION. APPLY 3" OF MULCH EXCEPT WITHIN 3" OF STEMS.

PRUNE SHRUBS TO REMOVE DAMAGED BRANCHES, IMPROVE NATURAL SHAPE AND THIN OUT STRUCTURE. DO NOT REMOVE MORE THAN 15% OF BRANCHES.

4. PLANTING GROUND COVER

LOOSEN SUBGRADE TO DEPTH OF 4" IN AREAS WHERE TOPSOIL HAS BEEN STRIPPED AND SPREAD SMOOTH.

SPACE PLANTS AS OTHERWISE INDICATED. DIG HOLES LARGE ENOUGH TO ALLOW SPREADING OF ROOTS. COMPACT BACKFILL TO ELIMINATE VOIDS AND LEAVE GRADE SLIGHTLY DISHED AT EACH PLANT. WATER THOROUGHLY. APPLY 3" OF MULCH OVER ENTIRE PLANTING BED, LIFTING PLANT FOLIAGE ABOVE MULCH.

DURING PERIODS OF HOT SUN AND/OR WIND AT TIME OF PLANTING, PROVIDE PROTECTIVE COVER FOR SEVERAL DAYS OR AS NEEDED.

5. PLANTING LAWNS

SODDING: SOD TYPE SPECIFIED ON PLANT LIST SHALL BE MACHINE STRIPPED NOT MORE THAN 24 HOURS PRIOR TO LAYING.

LOOSEN SUBGRADE TO DEPTH OF 4" AND GRADE WITH TOPSOIL EITHER PROVIDED ON SITE OR IMPORTED STANDARD PLANTING MIX TO FINISH DESIGN ELEVATIONS. ROLL PREPARED LAWN SURFACE. WATER THOROUGHLY, BUT DO NOT CREATE MUDDY SOIL CONDITION.

FERTILIZE SOIL AT THE RATE OF APPROXIMATELY 10 LBS. PER 1,000 S.F. SPREAD FERTILIZER OVER THE AREA TO RECEIVE GRASS BY USING AN APPROVED DISTRIBUTION DEVICE CALIBRATED TO DISTRIBUTE THE APPROPRIATE QUANTITY. DO NOT FERTILIZE WHEN WIND VELOCITY EXCEEDS 15 M.P.H. THOROUGHLY MIX FERTILIZER INTO THE TOP 2" OF TOPSOIL.

LAY SOD STRIPS WITH TIGHT JOINTS. DO NOT OVERLAP. STAGGER STRIPS TO OFFSET JOINTS IN ADJACENT COURSES. WORK SIFTED STANDARD PLANTING MIXTURE INTO MINOR CRACKS BETWEEN PIECES OF SOD AND REMOVE EXCESS SOIL DEPOSITS FROM SODDED AREAS. SOD ON SLOPES GREATER THAN 3:1 SHALL BE STAKED IN PLACE. ROLL OR STAMP LIGHTLY AND WATER THOROUGHLY WITH A FINE SPRAY IMMEDIATELY AFTER PLANTING.

6. MISCELLANEOUS LANDSCAPE WORK

LANDSCAPE MAINTENANCE

MAINTAIN LANDSCAPE WORK UNTIL FINAL ACCEPTANCE IS ISSUED BY THE OWNER'S REPRESENTATIVE. INCLUDE WATERING, WEEDING, CULTIVATING, RESTORATION OF GRADE, MOWING AND TRIMMING GRASS, PRUNING TREES AND SHRUBS, PROTECTION FROM INSECTS AND DISEASES, FERTILIZING AND SIMILAR OPERATIONS AS NEEDED TO INSURE NORMAL GROWTH AND GOOD HEALTH FOR LIVE PLANT MATERIAL.

PLANT MATERIAL SUBSTITUTION

NO SUBSTITUTION OF PLANT MATERIAL TYPE OR SIZES WILL BE PERMITTED WITHOUT AUTHORIZATION FROM THE LANDSCAPE ARCHITECT.

PLANTING BED PREPARATION

ALL PLANTING BEDS SHALL BE PROPERLY PREPARED PRIOR TO THE COMMENCEMENT OF ANY PLANTING. PLANTING AREAS, INCLUDING LAWNS SHALL BE FREE OF ALL WEEDS AND NUISANCE VEGETATION. IF TORPEDO GRASS (PANICUM REPENS) IS PRESENT OR ENCOUNTERED DURING PLANTING, THE LANDSCAPE CONTRACTOR SHALL STOP ALL PLANTING UNTIL IT CAN BE DEMONSTRATED THAT IT HAS BEEN COMPLETELY REMOVED OR ERADICATED. THERE SHALL BE NO EXCEPTIONS TO THIS PROVISION.

ALL LANDSCAPE ISLANDS AND BEDS WILL BE FREE OF SHELL ROCK AND CONSTRUCTION DEBRIS AND WILL BE EXCAVATED TO A DEPTH OF 30 INCHES OR TO CLEAN, NATIVE SOIL AND FILLED WITH THE SPECIFIED REPLACEMENT SOIL.

LANDSCAPE WARRANTY

THE LANDSCAPE CONTRACTOR SHALL GUARANTEE ALL PLANT MATERIAL FOR A PERIOD OF SIX (6) MONTHS FROM THE DATE OF CONDITIONAL ACCEPTANCE IN WRITING FROM THE LANDSCAPE ARCHITECT. AT THE TIME OF CONDITIONAL ACCEPTANCE. THE SIX (6) MONTH PERIOD SHALL COMMENCE. ANY MATERIALS WHICH HAVE DIED OR DECLINED TO THE POINT WHERE THEY NO LONGER MEET FLORIDA #1 CONDITION DURING THIS PERIOD SHALL BE PROMPTLY REPLACED WITH SPECIMENS THAT MEET THE MINIMUM REQUIREMENTS CALLED FOR ON THE DRAWINGS. THE LANDSCAPE CONTRACTOR SHALL NOT BE HELD RESPONSIBLE FOR THE DEATH OR DAMAGE RESULTING FROM ACTS OF GOD SUCH AS LIGHTNING, VANDALISM, AUTOMOBILES OR WILDFIRES. IT SHALL BE HIS DUTY TO INFORM THE OWNER OF THE CARE AND MAINTENANCE REQUIRED FOR WATERING AND OTHERWISE MAINTAINING PLANTS UP TO THE CONDITIONAL ACCEPTANCE PERIOD, UNLESS A SKUTTEN AGREEMENT WITH THE LANDSCAPE ARCHITECT PROVIDES FOR A DIFFERENT ARRANGEMENT.

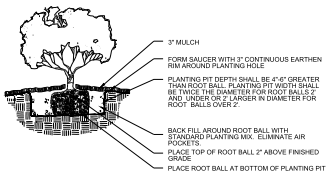
PLANT SCHEDULE

800,000 SQ FT / 18.4 AC. OF SOD ESTIMATED, ADDITIONAL MAY BE REQUIRED

CODE	QTY	BOTANICAL NAME	COMMON NAME	CONTAINER	CALIPER	SIZE	NATIVE	DROUGHT TOL.	REMARKS
TREES									
IE	106	ILEX X ATTENUATA `EAGLESTON`	EAGLESTON HOLLY	30 GAL	2.5" CAL	12` HT X 5` SPRD	Y		FULL CANOPY, 5` CT. SOUTH GROWN, MATCHED, FLORIDA FANCY
LI3	63	LAGERSTROEMIA INDICA `MUSKOGEE`	CRAPE MYRTLE	65 GAL. MIN.	2.5" CAL.	12` O.A.X 5` SPRD	N	N	FULL & THICK CANOPY, FLORIDA FANCY, 5` C.T.
MDD	28	MAGNOLIA GRANDIFLORA `D.D. BLANCHARD`	SOUTHERN MAGNOLIA	65 GAL	3" CAL	14` HT X 5`-6` SPRD	Y		FULL CANOPY, SOUTH GROWN, MATCHING,FF
PE2	131	PINUS ELLIOTTII `DENSA`	SLASH PINE	N.A.	2.5" CAL	12' O.A.	Y		FULL CANOPY; PLANTED IN PRESERVE
QV-R	7	QUERCUS VIRGINIANA	LIVE OAK	---	---	---			RELOCATE
QV	191	QUERCUS VIRGINIANA	LIVE OAK	30 GAL. OR F.G.	2.5" CAL. MIN.	12` HT. X 5` SPRD.	Y		FULL CANOPY, 4` CT MIN.
PALM TREES									
LN	10	LIVISTONA NITIDA ^	NITIDA PALM	FIELD GROWN	N.A.	14`-16` OA			FULL CANOPY, DIAMOND CUT, FLORIDA FANCY.
PHM	8	PHOENIX DACTYLIFERA `MEDJOOL`	MEDJOOL DATE PALM	FIELD GROWN	N.A.	10`-12` WD.	N		STRAIGHT TRUNK, FULL CANOPY, DIAMOND CUT. HT.
SPC	5	SABAL PALMETTO	CABBAGE PALM	FIELD GROWN	N.A.	14`, 18`, 22` CT., STGG.			SLICK, CURVED TRUNK, STAGGER HEIGHTS IN CLUSTERS
SP	478	SABAL PALMETTO	CABBAGE PALM	N.A.	N.A.	14`, 18`, 22` STGG.	Y		RELOCATED FROM ON SITE

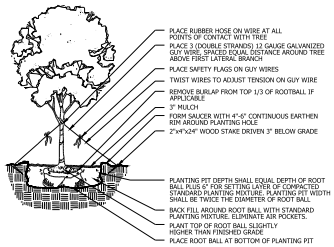
CODE	QTY	BOTANICAL NAME	COMMON NAME	CONTAINER	SIZE	SPACING	NATIVE	DROUGHT	REMARKS
SHRUBS									
AGG	5	AGAVE AMERICANA `GAINESVILLE BLUE`	GAINESVILLE BLUE AGAVE	30 GAL	4`-5` O.A. X 3`-4` SPRD.	A.S.	N		FULL & THICK
CIR	85	CHRYSOBALANUS ICACO `RED TIP`	RED TIP COCOPLUM	7 GAL	3` X 3`	3` O.C.	Y		FULL
CLD15	239	CLUSIA GUTTIFERA	CLUSIA	15 GAL	6` HT. X 3` SPRD.	3` O.C.	N		FULL & THICK
PM15	39	PODOCARPUS MAKII~	PODOCARPUS	15 GAL	5` O.A., 2` SPRD	2` O.C.	N		FULL & THICK
GROUND COVERS									
CI	819	CHRYSOBALANUS ICACO	COCOPLUM	3 GAL	18" X18"	30" OC	Y		FULL & THICK
CID	1,939	CHRYSOBALANUS ICACO `HORIZONTAL`	DWARF COCOPLUM	3 GAL	12" X 12"	24" O.C.	Y		FULL & THICK, NOT STRETCHED, FF
CU3	979	COCCOLOBA UVIFERA	SEA GRAPE	3 GAL	24" X 24"	24" O.C.	Y		FULL & THICK
FG	290	FICUS MACROPHYLLA `GREEN ISLAND`	GREEN ISLAND FICUS	3 GAL	15" X 15"	24" O.C.	N		FULL & THICK
HD	2,508	HAMELIA PATENS `COMPACTA`	DWARF FIREBUSH	3 GAL	18" X 18"	24" O.C.	Y		FULL & THICK, FLORIDA NATIVE VARIETY
HS	29	HIBISCUS `SEMINOLE PINK`	SEMINOLE PINK HIBISCUS	7 GAL	24" X 24"	2.5` OC	N		FULL & THICK
IV	516	ILEX VOMITORIA `SHILLINGS DWARF`	DWARF YAUPON HOLLY	3 GAL	15" X 15"	24" O.C.	Y		FULL &THICK
MUH2	68	MUHLENBERGIA CAPILLARIS	PINK MUHLY GRASS	1 GAL	15" X 15"	24" OC	Y		FULL &THICK
MUH	3,576	MUHLENBERGIA CAPILLARIS	PINK MUHLY GRASS	3 GAL	24" X 24"	30" OC	Y		FULL &THICK
PD	125	PODOCARPUS MACROPHYLLUS `DWARF PRINGLES` ~	DWARF PODOCARPUS	3 GAL	15" X 15"	18" O.C.			FULL & THICK
RL	146	RONDELETIA LEUCOPHYLLA	PANAMA ROSE	3 GAL	18" X 18"	24" O.C.	N		FULL & THICK

PLANTING DETAILS



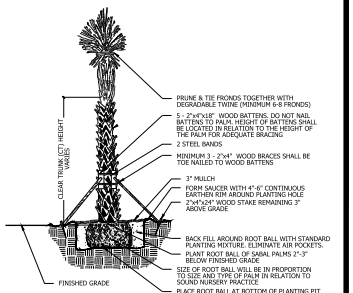
SHRUB/GROUNDCOVER PLANTING DETAIL

NTS



LARGE TREE PLANTING DETAIL

NTS



PALM PLANTING DETAIL

NTS

MITIGATION DATA

MITIGATION TABLE- REMAINING PROPERTY AREA	
TOTAL NATIVE TREES ON SITE	130
TOTAL NATIVE TREES TO RELOCATE	11
TOTAL NATIVE TREE TO MITIGATE (LESS THAN 14" DBH)	7
TOTAL NATIVE TREES TO MITIGATE (GREATER THAN 14" DBH)	61
TOTAL MITIGATION DBH (INCHES)	79
TOTAL MITIGATION TREES REQUIRED (12' HT, 2.5" CALIPER)	32
TOTAL NATIVE PALMS ON SITE	616
TOTAL NATIVE PALMS TO RELOCATE	478
TOTAL PALMS TO MITIGATE	0
TOTAL MITIGATION REQUIRED	32
TOTAL MITIGATION TREES PROVIDED	457

LANDSCAPE MATERIAL	QTY	% NATIVE
TOTAL TREES PROPOSED	509	
PROPOSED NATIVE TREES	439	86%
TOTAL PALMS PROPOSED	520	

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Design Review Narrative
For
Amazon Distribution Center
HFL1
Kings Highway Commerce Park Parcel-III

Amazon Distribution Center is a proposed 69.19 ac industrial development with 1.1 msf of building area. This project is Parcel-III of Kings Highway Commerce Park (KHCP) which is a proposed 107.45 ac industrial development located at the southeast corner of kings Highway & White Road approximately 1/2 mile north of Okeechobee Rd (SR-70). See Exhibit-A

There is also potential for phase-II which includes addition of a 530 ksf building.

This project will generate 745 full-time jobs with phase-II potential for additional 525 employees.

The design intent for this project is to provide an attractive site design along with aesthetically pleasing, modern, innovative architectural design for the proposed industrial use. The proposed design is functional for intended use.

The site features water features along Kings Highway consisting of 3 lakes with fountains and light. Bioswale is provided along White Road. See Exhibit-B.

The building shall be designed with solar already roof so solar panels may be installed in the future. Amazon is pushing for a building that has a 20% reduction in energy use in comparison to the standards set by ASHRAE 90.1-2019.
Architectural design narrative is attached.

Truck circulation is enhanced by wide access, large radii and wide interior drives.
Access is provided by Kings Hwy and White Roads.
Trucks traffic is kept separate from employees' traffic by separating the parking and loading Areas.

We believe this project will be a model for future developments along King's Highway in this area considering the enormous growth of on-line commerce and the similar need for processing, storage and distribution facilities that are required to meet the broad variety of products that consumers demand.

HFL1 – Amazon Distribution Center
Project Narrative
03/06/2026

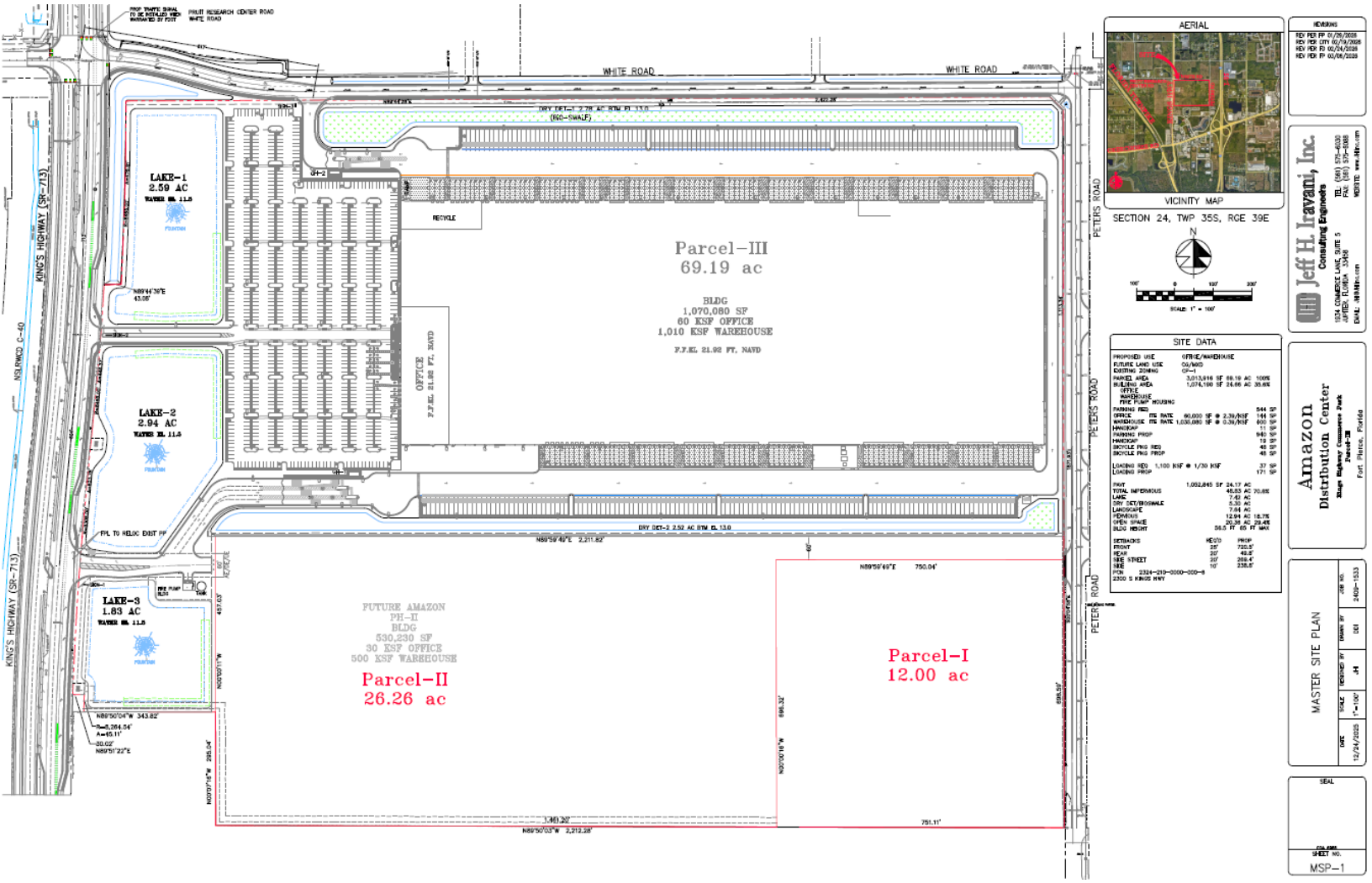
RSP is excited to propose a new state-of-the-art warehouse and office building in Fort Pierce, Fl. The building is approximately 1,070,080 gross square feet and is located on a site generally bounded by King's Highway to the west, White Road to the north, Peters Road to the east, and Treasure Coast RV Resort to the south. The building and site design is organized to facilitate safe and efficient flow of trucks, cars, and pedestrian traffic. The two main access points into the site are off King's Highway with one access point dedicated for trucks and a separate access point dedicated for cars and pedestrian traffic. The building is setback from King's Highway to achieve the safe flow of inbound vehicular traffic and to soften the appearance of the large building from the main public sight lines (King's Highway).

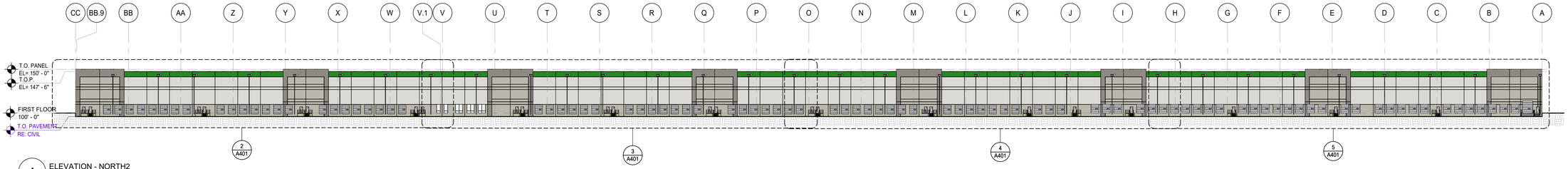
The architectural design follows brand standards and is influenced and inspired by aspects of the 'Masonry Modern Style' described in the City of Fort Pierce, Architectural Design Standards. The primary building material is concrete tilt-up panels that are embossed with a series of reveals and painted with 3 neutral and 1 accent color. The reveal pattern and color scheme are designed to reduce the scale of the building, create a recognizable architectural rhythm and provide visual interest across the façade. Steps in the parapet reinforce this architectural theme and create distinct massing elements. The main entrance is celebrated with a strong focal point that is an aluminum composite material canopy with side walls. The main entrance appears to be a welcoming portal into the facility. Adjacent to the main entrance and facing the 'front' of the site is an array of large windows that further enhance the architecture and main façade.

The building and site are designed to be both practical and aesthetically pleasing. The project will strive to have an energy reduction of 20% when compared to the requirements of ASHRAE 90.1-2019. The roof is being designed to be solar ready for future photovoltaic panels. We believe this development will be of great value to the City of Fort Pierce.

Exhibit A
Aerial

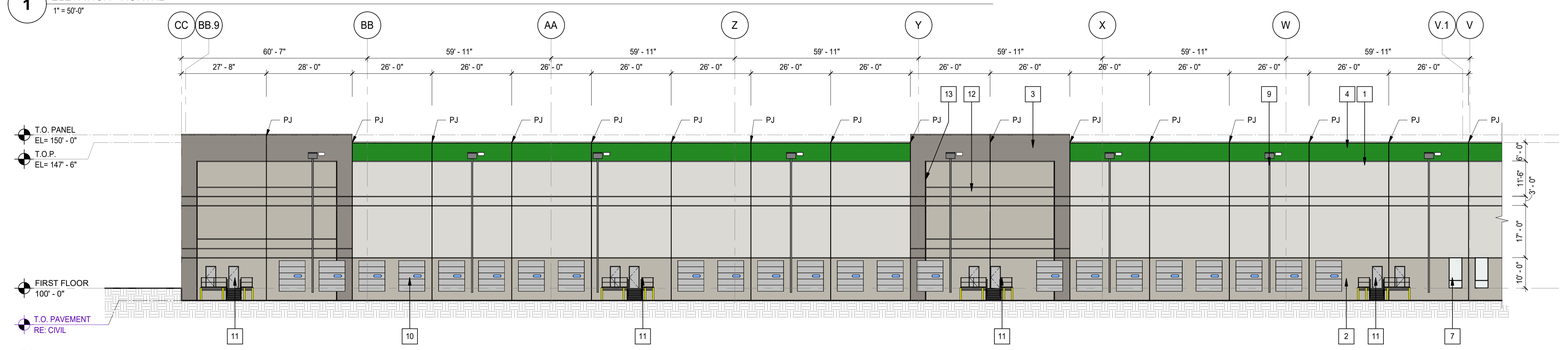
Exhibit B
Master Site Plan





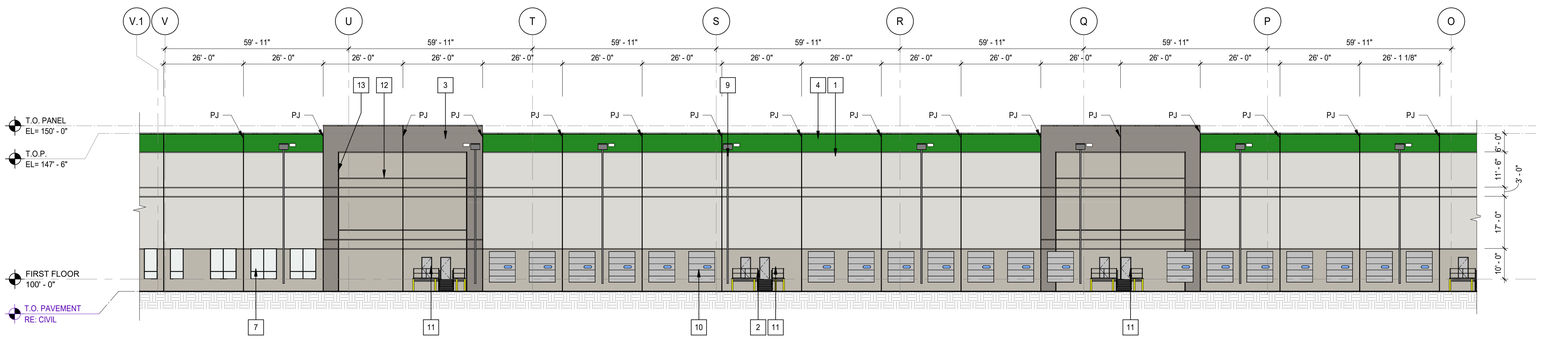
1 ELEVATION - NORTH2

1" = 50'-0"



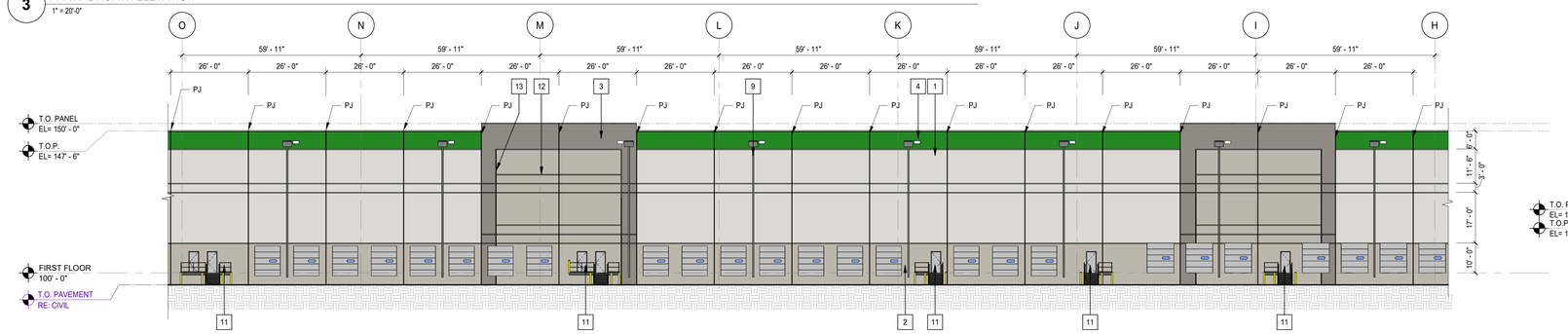
2 PARTIAL NORTH ELEVATION

1" = 20'-0"



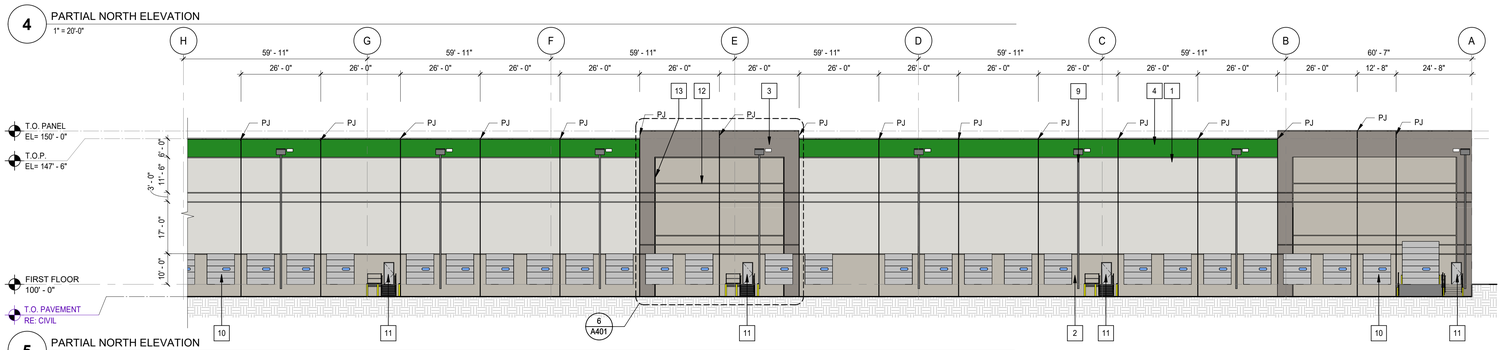
3 PARTIAL NORTH ELEVATION

1" = 20'-0"



4 PARTIAL NORTH ELEVATION

1" = 20'-0"



5 PARTIAL NORTH ELEVATION

1" = 20'-0"

GENERAL NOTES - EXTERIOR ELEVATIONS

A. ALL PAINT COLOR CHANGES TO OCCUR AT INSIDE CORNERS UNLESS NOTED OTHERWISE.
B. ALL PAINT FINISHES ARE TO BE FLAT UNLESS NOTED OTHERWISE.
C. T.O.P. EL. = TOP OF PARAPET ELEVATION.
D. F.F. = FINISH FLOOR ELEVATION.
E. STOREFRONT CONSTRUCTION: GLASS, METAL ATTACHMENTS AND LINTELS SHALL BE DESIGNED TO RESIST REQUIRED WINDLOAD EXPOSURE "C" WINDS. CONTRACTOR SHALL SUBMIT SHOP DRAWINGS PRIOR TO INSTALLATION.
F. CONTRACTOR SHALL FULLY PAINT ONE CONCRETE PANEL W/ SELECTED COLORS. ARCHITECT AND OWNER SHALL APPROVE PRIOR TO PAINTING REMAINDER OF BUILDING.
G. BACK SIDE OF PARAPETS TO HAVE SMOOTH FINISH AND BE PAINTED WITH ELASTOMERIC PAINT.
H. FOR SPANDREL GLAZING, ALLOW SPACE BEHIND SPANDREL TO BREATH.
I. USE ADHESIVE BACKED WOOD STRIPS FOR ALL REVEAL FORMS.
J. THE FIRST COAT OF PAINT TO BE ROLLED-ON AND THE SECOND COAT TO BE SPRAYED-ON.
K. EXTERIOR STAIRS AND RAMPS TO MATCH BUILDING COLOR.
L. ALL DOORS TO BE PAINTED THE SAME COLOR AS THE ADJACENT WALL.

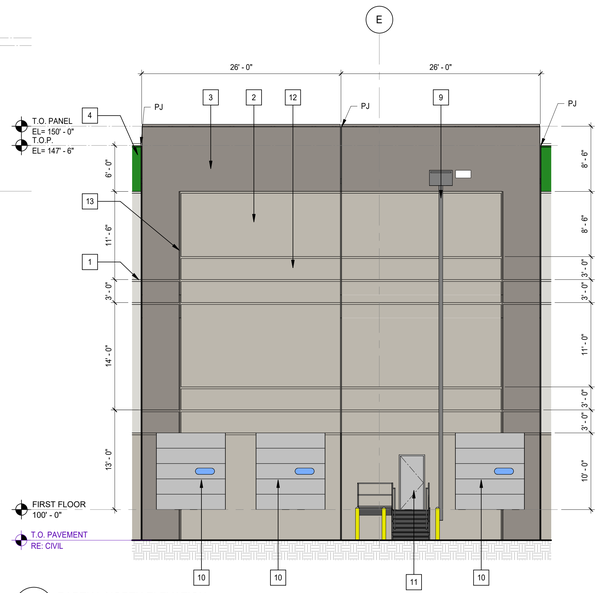
KEYNOTES - EXTERIOR ELEVATION

NOTE: ALL KEYNOTES MAY NOT BE USED ON THIS SHEET

NO.	DESCRIPTION
1	CONCRETE TILT-UP PANEL PAINT SHERWIN WILLIAMS SW 7646 - "FIRST STAR"
2	CONCRETE TILT-UP PANEL PAINT SHERWIN WILLIAMS SW 7016 - "MINDFUL GRAY"
3	CONCRETE TILT-UP PANEL PAINT SHERWIN WILLIAMS SW 7018 - "DOVE TAIL"
4	CONCRETE TILT-UP PANEL PAINT HEX #248823 - "WEB FOREST GREEN"
5	INSULATED METAL PANEL LIGHT GREY
6	PREFINISHED METAL PARAPET CAP
7	VISION GLASS IN ANODIZED ALUMINUM FRAME
8	ALUMINUM COMPOSITE MATERIAL CANOPY
9	PREFINISHED COLLECTOR BOX AND DOWNSPOUT
10	OVERHEAD DOCK DOOR, TYP.
11	FIRE DEPT. ACCESS DOOR AND STAIR, TYP.
12	HORIZONTAL REVEAL, TYP
13	VERTICAL REVEAL,UNO

MATERIAL & KEYNOTE LEGEND

1	CONCRETE TILT-UP PANEL PAINT SHERWIN WILLIAMS SW 7646 - "FIRST STAR"	6	PREFINISHED METAL PARAPET CAP
2	CONCRETE TILT-UP PANEL PAINT SHERWIN WILLIAMS SW 7016 - "MINDFUL GRAY"	7	VISION GLASS IN ANODIZED ALUMINUM FRAME
3	CONCRETE TILT-UP PANEL PAINT SHERWIN WILLIAMS SW 7018 - "DOVE TAIL"	8	ALUMINUM COMPOSITE MATERIAL CANOPY
4	CONCRETE TILT-UP PANEL PAINT HEX #248823 - "WEB FOREST GREEN"	9	PREFINISHED COLLECTOR BOX AND DOWNSPOUT
5	INSULATED METAL PANEL LIGHT GREY	10	OVERHEAD DOCK DOOR



6 PARTIAL NORTH ELEVATION

1/8" = 1'-0"

RSP

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Suite 100
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CONSULTANTS

CERTIFICATION

Name	W. Scott Fay
License No.	AR100551
Expiration Date	02/28/2027
Date Signed	03/02/2026

PROJECT FOR

HFL1 - AMAZON DISTRIBUTION CENTER

2300 S Kings Hwy.
Fort Pierce, FL
34945

Project No.	2427.016.01
Drawn By	ABE/KMS
Checked By	EH
Date	03/10/26

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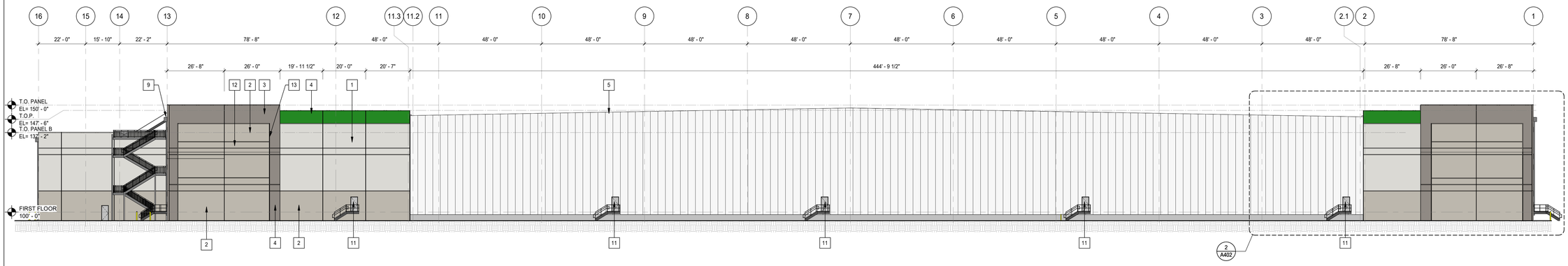
ISSUES / REVISIONS

NO.	DATE	DESCRIPTION

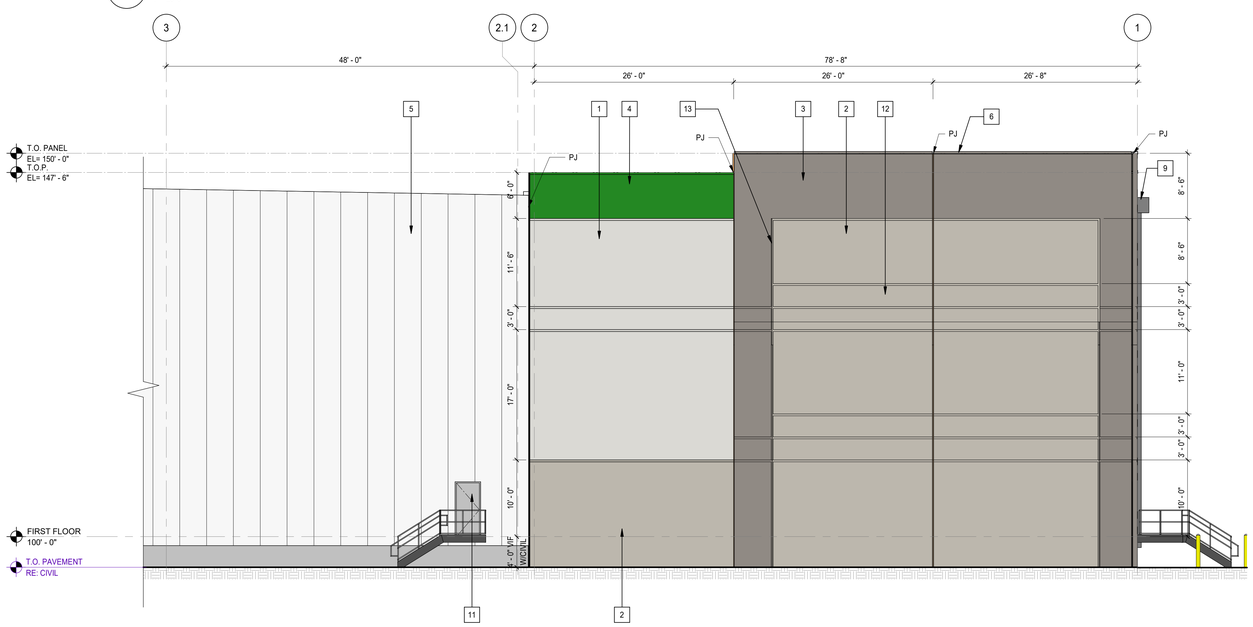
EXTERIOR ELEVATION - NORTH

A401



1 ELEVATION - EAST

1" = 20'-0"



2 PARTIAL EAST ELEVATION

1/8" = 1'-0"

GENERAL NOTES - EXTERIOR ELEVATIONS

A. ALL PAINT COLOR CHANGES TO OCCUR AT INSIDE CORNERS UNLESS NOTED OTHERWISE.
B. ALL PAINT FINISHES ARE TO BE FLAT UNLESS NOTED OTHERWISE.
C. T.O.P. EL. = TOP OF PARAPET ELEVATION.
D. F.F. = FINISH FLOOR ELEVATION.
E. STOREFRONT CONSTRUCTION, GLASS, METAL ATTACHMENTS AND LINTELS SHALL BE DESIGNED TO RESIST REQUIRED WINDLOAD EXPOSURE "C" WINDS. CONTRACTOR SHALL SUBMIT SHOP DRAWINGS PRIOR TO INSTALLATION.
F. CONTRACTOR SHALL FULLY PAINT ONE CONCRETE PANEL W/ SELECTED COLORS. ARCHITECT AND OWNER SHALL APPROVE PRIOR TO PAINTING REMAINDER OF BUILDING.
G. BACK SIDE OF PARAPETS TO HAVE SMOOTH FINISH AND BE PAINTED WITH ELASTOMERIC PAINT.
H. FOR SPANDREL GLAZING, ALLOW SPACE BEHIND SPANDREL TO BREATH.
I. USE ADHESIVE BACKED WOOD STRIPS FOR ALL REVEAL FORMS.
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K. EXTERIOR STAIRS AND RAMPS TO MATCH BUILDING COLOR.
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KEYNOTES - EXTERIOR ELEVATION

NOTE: ALL KEYNOTES MAY NOT BE USED ON THIS SHEET

NO.	DESCRIPTION
1	CONCRETE TILT-UP PANEL PAINT SHERWIN WILLIAMS SW 7646 - "FIRST STAR"
2	CONCRETE TILT-UP PANEL PAINT SHERWIN WILLIAMS SW 7016 - "MINDFUL GRAY"
3	CONCRETE TILT-UP PANEL PAINT SHERWIN WILLIAMS SW 7018 - "DOVE TAIL"
4	CONCRETE TILT-UP PANEL PAINT HEX #248823 - "WEB FOREST GREEN"
5	INSULATED METAL PANEL LIGHT GREY
6	PREFINISHED METAL PARAPET CAP
7	VISION GLASS IN ANODIZED ALUMINUM FRAME
8	ALUMINUM COMPOSITE MATERIAL CANOPY
9	PREFINISHED COLLECTOR BOX AND DOWNSPOUT
10	OVERHEAD DOCK DOOR, TYP.
11	FIRE DEPT. ACCESS DOOR AND STAIR, TYP.
12	HORIZONTAL REVEAL, TYP
13	VERTICAL REVEAL,UNO

MATERIAL & KEYNOTE LEGEND

1	CONCRETE TILT-UP PANEL PAINT SHERWIN WILLIAMS SW 7646 - "FIRST STAR"	6	PREFINISHED METAL PARAPET CAP
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CONSULTANTS

CERTIFICATION

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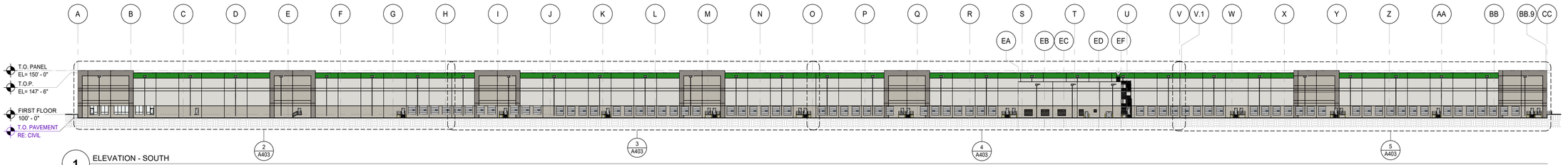
ISSUES / REVISIONS

NO.	DATE	DESCRIPTION

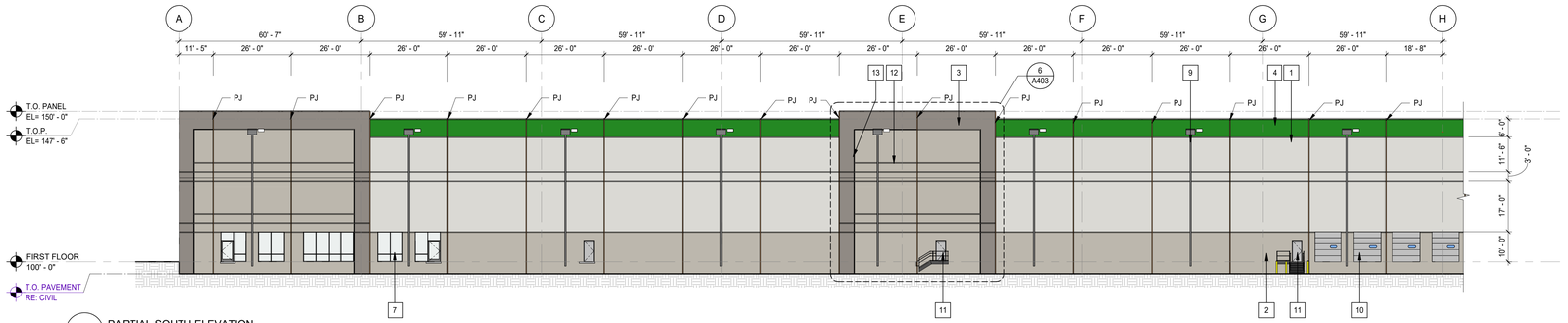
EXTERIOR
ELEVATION - EAST

A402



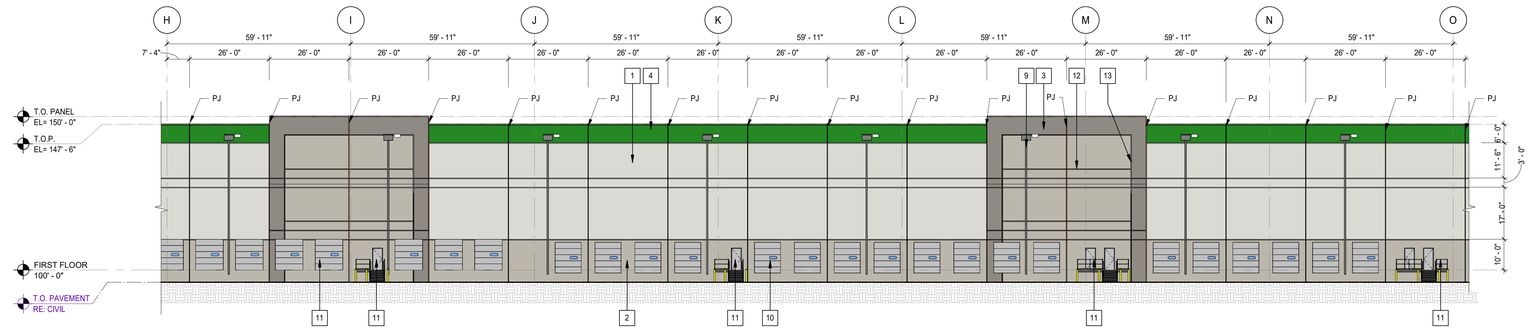
1 ELEVATION - SOUTH

1" = 50'-0"



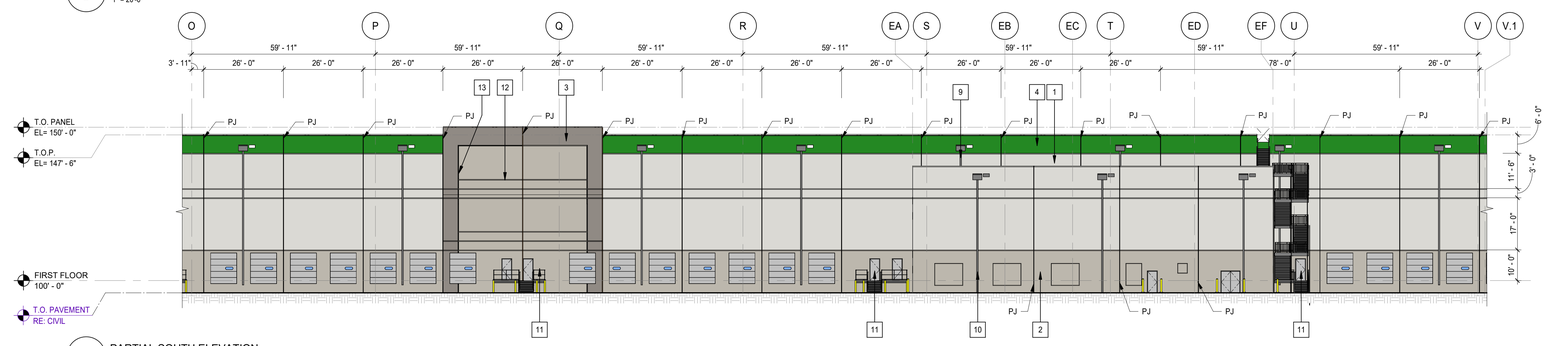
2 PARTIAL SOUTH ELEVATION

1" = 20'-0"



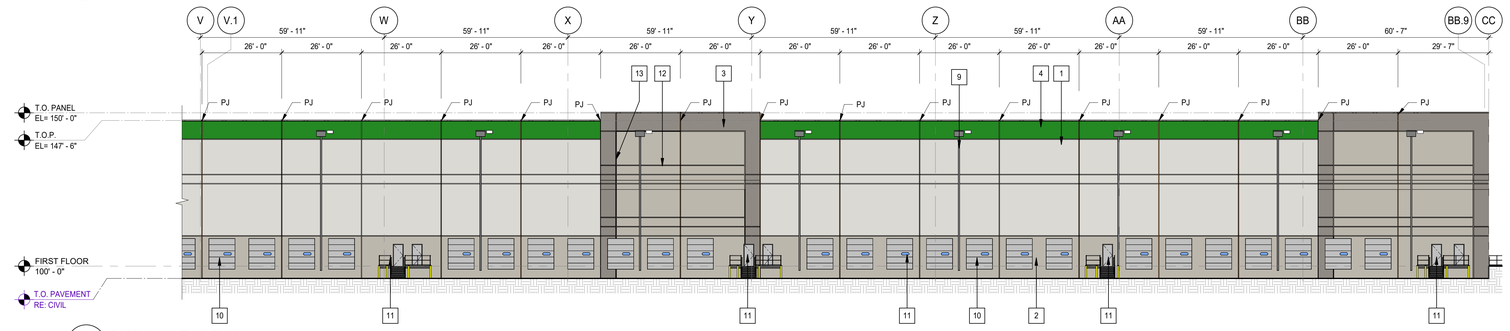
3 PARTIAL SOUTH ELEVATION

1" = 20'-0"



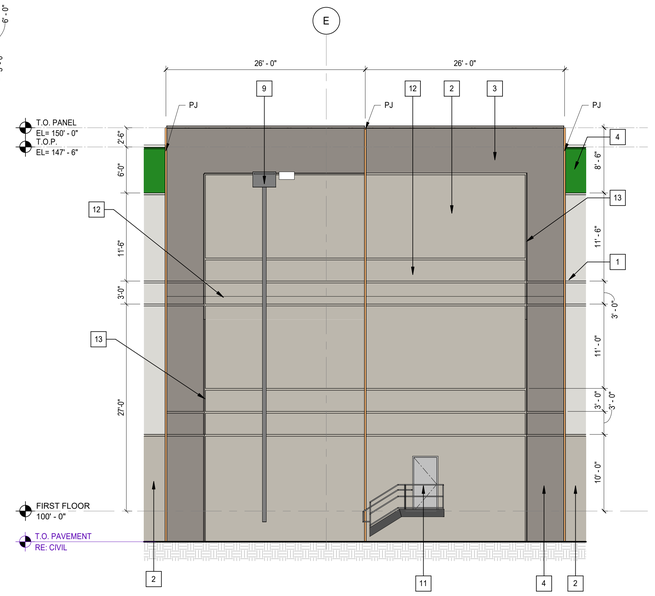
4 PARTIAL SOUTH ELEVATION

1" = 20'-0"



5 PARTIAL SOUTH ELEVATION

1" = 20'-0"



6 PARTIAL SOUTH ELEVATION

1/8" = 1'-0"

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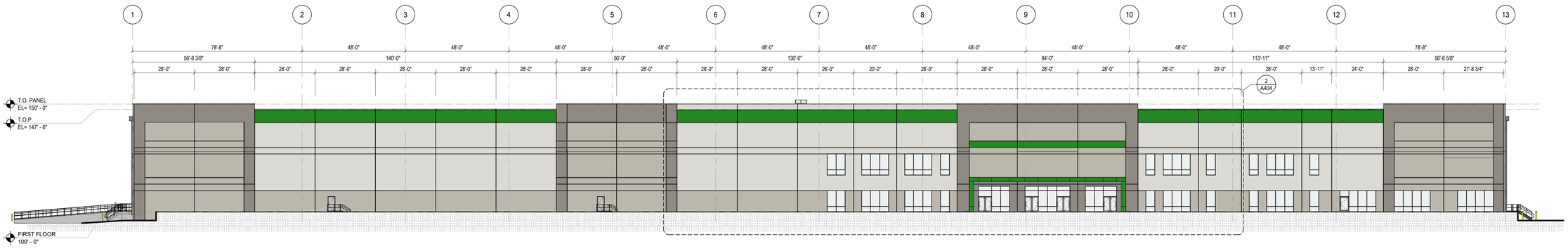
ISSUES / REVISIONS

NO.	DATE	DESCRIPTION

EXTERIOR ELEVATION - SOUTH

A403



1 ELEVATION - WEST
1" = 20'-0"

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2 PARTIAL WEST ELEVATION
1/8" = 1'-0"

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ISSUES / REVISIONS

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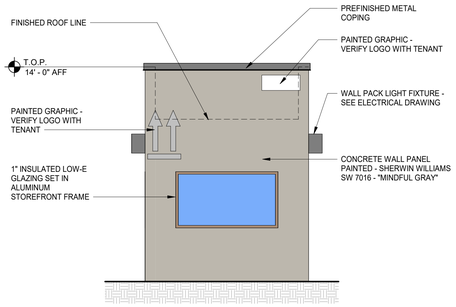
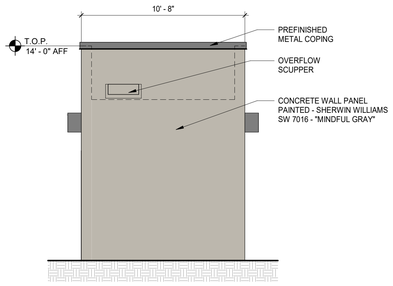
EXTERIOR
ELEVATION - WEST

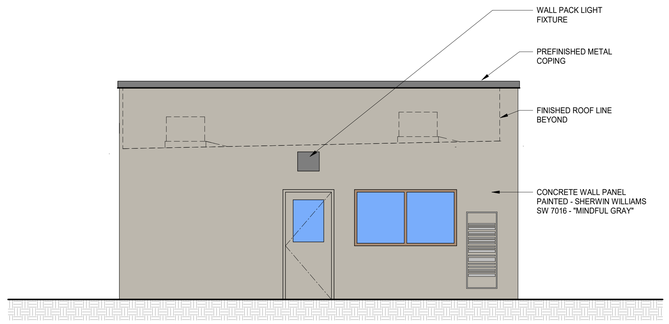
A404



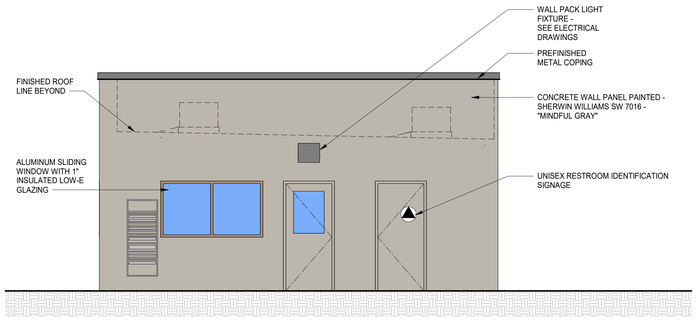
1 GUARD HOUSE ELEVATION - WEST
1/4" = 1'-0"



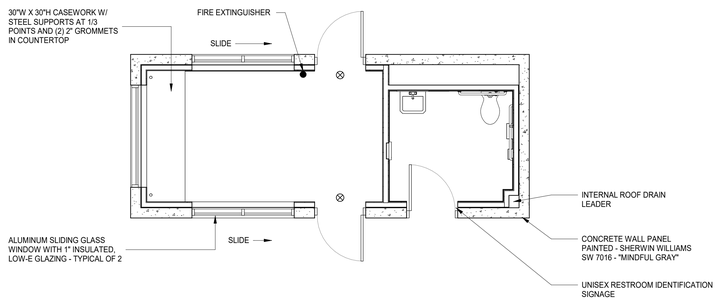
2 GUARD HOUSE ELEVATION - EAST
1/4" = 1'-0"



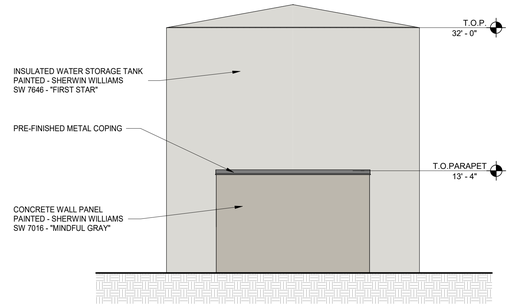
3 GUARD HOUSE ELEVATION - NORTH
1/4" = 1'-0"



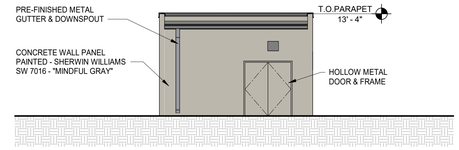
4 GUARD HOUSE ELEVATION - SOUTH
1/4" = 1'-0"



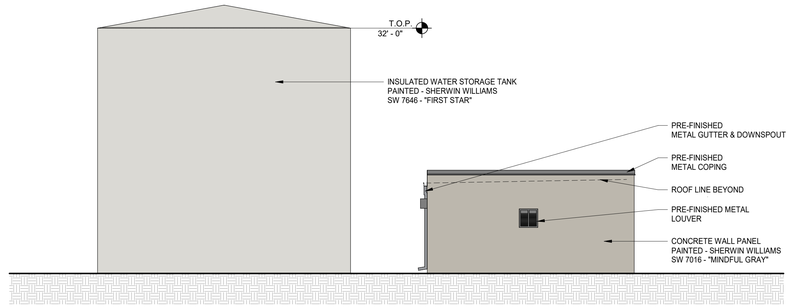
NORTH
5 GUARDHOUSE FLOOR PLAN
1/4" = 1'-0"



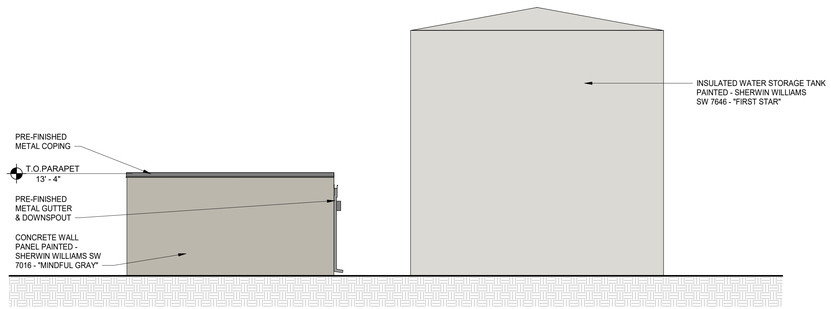
6 PUMP HOUSE ELEVATION - WEST
1/8" = 1'-0"



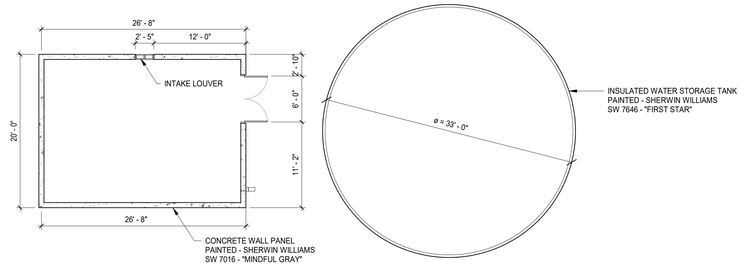
7 PUMP HOUSE ELEVATION - EAST
1/8" = 1'-0"



8 PUMP HOUSE ELEVATION - NORTH
1/8" = 1'-0"



9 PUMP HOUSE ELEVATION - SOUTH
1/8" = 1'-0"



NORTH
10 PUMP HOUSE FLOOR PLAN
1/8" = 1'-0"

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ISSUES / REVISIONS

NO.	DATE	DESCRIPTION

FIRE PUMP HOUSE AND GUARDHOUSE

A10.4

JHI
Jeff H. Iravani, Inc.
Consulting Engineers
1934 Commerce Lane, Suite 5 Jupiter, FL 33458
Tel: (561) 575-6030 Fax: (561) 575-6088
Email: JHI@JHIinc.com Website: www.JHIinc.com

Fire Flow Calculations
For
Amazon Distribution Center
Kings Hwy Commerce Park-III

Ft Pierce FL

NFPA-1, 2024 edition

Table 18.4.5.2.1
Type-II construction
Fire Flow Area 1.1 msf
Q = 3,500 gpm

18.4.5.3.3
Q = 3500 (1-0.75) fire sprinkler reduction = 875 gpm
Q min = 1,500 gpm
Duration = 2 hr

This item has been electronically signed and sealed by Jeff H. Iravani using a SHA Authentication code. Printed copies of this document are not considered signed and sealed and the SHA authentication code must be verified on any electronic copies.

Digitally signed by Jeff H Iravani
DN: c=US, o=JEFF H IRAVANI INC, dnQualifier=A01410D00000192012BC3390000C14A, cn=Jeff H Iravani
Date: 2026.03.11 13:39:51 -04'00'

Jeff H. Iravani, P.E.
Florida Registration #33155
COA #6986

Stormwater Management Report

For

Amazon

Distribution Center

Kings Highway Commerce Park Parcel-III

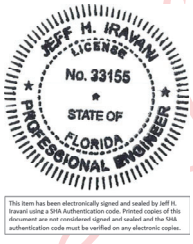
Ft. Pierce, Florida

12/24/2025
02/11/2026
03/06/2026

Prepared By:

Jeff H. Iravani, Inc.
Consulting Engineers
1934 Commerce Lane, Suite 5
Jupiter, Florida 33458

Tel: (561) 575-6030
Fax: (561) 575-6088
www.Jhiinc.com
JHI@Jhiinc.com



Digitally signed by Jeff H. Iravani
Date: 2026.03.10 15:06:07 -04'00'

Jeff H. Iravani, P.E.
Florida Registration # 33155
FR#6986

Contents

I. Introduction 3

II. Land Use 3

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VIII. Utilities 6

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X. Irrigation 6

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XII. Nutrient Reduction 7

XII. Nutrient Reduction, cont'd 8

Exhibit A 9

Exhibit B 10

ICPR Flood Routing 11

Appendix 12

I. Introduction

Amazon Distribution Center is a proposed 69.19 ac industrial development located in the southeast quadrant of Kings Hwy (SR-513) and White Road. Amazon Distribution Center is parcel-III of Kings Highway Commerce Park (KHCP) which is a proposed 107.45 ac development.
The site is approximately 1 mile north of Okeechobee Rd (SR-70).
See Exhibit-A

South Florida Water Management District (SFWMD) conceptual permit # 56-105369-P was issued on 11/11/2021, and modified on 02/16/2023, for the entire project.
SFWMD permits # 56-105650-P and # 56-107337-P were for Phase-I and Phase-II on 10/20/22.
It is proposed to modify the SFWMD permit # 56-107337-P, KHCP Phase-II, to construct the proposed Amazon Distribution Center development.

KHCP is divided into 3 parcels. All parcels will have on-site drainage system independent of other parcels. Drainage easements are provided on Parcel-III to accommodate outfalls for other parcels directly to FDOT inlets. Each parcel will a maintain all the drainage facilities including the outfall pipes to FDOT inlets.

The proposed drainage system for Amazon Distribution Center consists of 3 lakes totaling 7.36 ac providing wet retention/detention and 2 dry detentions totaling 5.30 ac.
Dry detentions discharge to the lakes via control structures, CS-11 from dry detention-1 to lake-1 and CS-22 from dry detention-2 to lake-2.
Outfall to North St Lucie River Water control district (NSLRWCD) canal C-40 is provided thru 2 control structures, CS-1 at Lake-1 and CS-2 at Lake-3, to 2 existing inlets w/ 30" RCP culverts, which are provided by FDOT for exclusive use of KHCP parcel. These inlets do not carry any discharge from Kings Hwy.
C-40 discharges to Ten Mile Creek and ultimately into the St. Lucie River North Fork which is a Class-III water and considered impaired. FDEP Water Body ID is 3194A.
See Exhibit-B

Section 24, Township 35S, Range 39E, City of Fort Pierce, St. Lucie County, Florida

II. Land Use

Basin	Land Type	Area ac	% of Total Basin	Starting EL NAVD 88	Ending EL NAVD 88
Site	Building	24.66	35.64	21.92	21.92
	Pavement	24.17	34.93	15.50	21.75
	Lake	7.36	10.64	11.50	16.00
	Dry Det	5.30	7.66	13.00	16.00
	Pervious	7.70	11.13	16.00	17.75
	Total	69.19	100		

III. Water Table

As per KHCP # 56-107337-P, the seasonal high-water table is at is 11.5 FT, NAVD.

IV. Design Criteria

Soil Storage
S = 6.8" (Depressional) SFWMD AH-II
% imp w/ lake = 81.27%
S = 6.8(1-0.8127)(0.75) = 0.96
CN = 91.3

Water Quality
Per SFWMD Applicant Handbook-II (AH-II) 4.1.1.b the project w/ more than 40% impervious shall provide a minimum of 20% nutrient reduction.
Per SFWMD Applicant handbook-I (AH-I) 8.3.4 a.1&2 projects that discharge to impaired waters shall provide treatment so post-development nutrient loading shall not exceed predevelopment with 80% reduction minimum.

The control elevations for both control structures CS-1 & 2 are set @ 12.5 ft, navd to provide 7.46 a-f of wet retention. See Stage vs Storage.
CS-1 & 2 weir elevation is set @ el 14.0 ft, navd.
Dry detentions bottom is @ el 13.0 ft, navd.
The weir elevations are set @14.0 ft, navd for both dry detentions.

Impaired outfall waters require an additional 50% water quality.
Required water quality in wet detention is the greater of below x 1.5:

a. 2.5" wet detention over impervious area.
b. 1.25" wet retention over impervious area.
c. 1" wet detention over the entire project area.

V req wet det = (2.5"x69.19)(69.19-24.66-7.36-5.30-7.70)/(69.19-24.66-7.36)(12) = 9.37 a-f
1"(69.19-7.36-5.30) /12 = 4.71 A-F < 9.37
V req wet det for impaired waters = 9.37 x 1.5 = **14.05 a-f**

Dry detention volume would be 75% of wet detention.
Retention volume would be 50% of wet detention.

V prop wet detention = 12.09 a-f **Stage vs Storage**
V prop dry detention = 3.33 a-f
V prop wet retention = 7.56 a-f

Water Quality Prop/Req'd = 12.09/14.05 + 3.33/(0.75 x 14.05) +7.56/(0.5 x 14.05) = **225%**

Design Elevations
Min Pavt EL
10yr-24hr storm peak stage 15.25 ft, navd City of Ft Pierce
Min Pavt EL 15.50 ft

Perimeter Berm EL
25yr-72hr storm peak stage 15.57 ft, navd City of Ft Pierce
Min perim berm EL 15.60 ft

Min Fin Floor EL
100yr-72hr storm peak stage 16.65 ft, navd
F.F. EL Main Bldg 21.92 ft
Fire Pump Bldg 18.35 ft

V. Stage vs Storage

Stage ft, navd	Lake Area ac	Total Storage a-f	Lake Wet Retention a-f	Lake Wet Detention a-f	Dry Detention a-f
11.5	7.36	0	0	0	0
12.5	7.76	7.56	**7.56**	0	0
13.0	7.96	11.34		3.88	0
13.5	8.16	16.88		7.86	1.56
14.0	8.36	22.73		**12.09**	**3.33**
15.5	8.96	42.03			
16.0	9.16	50.73			
17.0	9.16	72.45			
17.75	9.16	97.49			

VI. Allowable Discharge

NSLRWCD
Allowable discharge is 2" per day for a 10yr-72hr storm.
V allowable (10yr-72hr) = 69.19 ac x 2"/12 = 11.5 A-F /day
V max prop (10yr-72hr) = 10.7 A-F from 60.0-hr to 84.0 hr (ICPR 10yr-72hr pg 30 of 51).
SFWMD
25yr-72 hr storm Post development discharge shall be less than pre-development.
Post dev Q = 8.27 cfs < 46.36 cfs (ICPR Max Node)

VII. Bleeder Design

(SFWMD) Bleeder is to discharge 1/2" in 24 hr.
Q SFWMD = 69.19 ac x 1/2" x 43,560/(12 x 3600 x 24) = 1.45 cfs
$Q = 4.8 \times A \times (H)^{0.5}$
H avg = 0.75'
$1.45 = 4.8 \times A \times 0.75^{0.5}$
A = 0.349 sf = 50.23 sq in
CS-1 bleeder = 6.5”
CS-2 bleeder = 4.5”
Total area = 49.06 sq in < 50.23

VIII. Utilities

Fort Pierce Utility Authority provides water & wastewater services to the proposed development.

IX. Maintenance Entity

The permittee shall be the maintenance entity.

X. Irrigation

The lake surface water shall be utilized for irrigation purposes.
Water use permit No. 56-03718-W is in effect for this project for irrigation.

XI. ICPR Flood Routing

The retention volumes are not included in flood routing calculations.
The detention areas were utilized as channels to convey the runoff from nodes.
See ICPR Drainage Basin & Node Diagram.

ICPR Input:
1. Surface el’s 15.5-21.92
2. Finished floor el 21.92
3. Lake el’s 12.5-16.0
4. Dry Detentions were utilized as channels only.

XII. Nutrient Reduction

"Evaluation of Current **S**tormwater **D**esign **C**riteria within **S**tate of **F**lorida "final report (**FSDC**) dated June 2007 by Harper is utilized in this section. The referenced portions of FSDC are attached under Appendix. The 2012 South Florida Environmental Report Appendix 10-1 (**SFER**) for land use categories in the St. Lucie River Watershed will be used for the nutrient concentrations. SFWMD AH-I & II reference is shown as **SFWMD.**

The project is in Zone-2 per FSDC Fig 4-3

The proposed development is considered industrial.
The site was previously developed as citrus groves from before 1968 to mid-1990's & now is used as a pasture. Therefore, unimproved pasture, as defined in Florida Fish & Wildlife "Florida Land Use Classification…, December 2012, is assumed for the pre-development land use.
Existing soil is assumed to be depressional.

Wet retention & Permanent Pool shall be utilized.
Design basin = 69.19-7.36 lake-5.30 dry det = 56.53 ac
Prop Retention = 7.56 x12/56.53 = 1.61**"**
See Section XI for nutrient removal

Pre Dev-Nutrient Loading Basin 69.19 ac
Post Dev Nutrient Loading Basin = 69.19 - 7.36 lake - 5.30 dry det = **56.53 ac**

Pre-Development
Type D soil
Pasture in good condition,
NDCIA CN = 80 TR 55 Table 2-2c

Post Development
Open Space in good condition
Pervious area CN = 80 TR 55 Table 2-2a
NDCIA Imp = 0
NDCIA Total = 7.70 ac Pervious Sec II

NDCIA CN = 80
DCIA = 48.83 ac Imp w/o lake Sec II
DCIA % = (48.83/(56.53) = **86.4%**

Pre Dev Mean Annual C = 0.111 FSDC Appendix C Zone-2
Post Dev Mean Annual C = 0.713

XII. Nutrient Reduction, cont'd

Post-dev vs Pre dev loading
TN 1.27 mg/l vs 1.19 mg/l SFER
Req % removal = ((1.27 x0.713x56.53) -(1.19 x0.111 x69.19))/ (1.27x0.713x56.53) = 82.2%
TP 0.37 mg/l vs 0.25 mg/l SFER
Req % removal = ((0.37x0.713x56.53) -(0.25 x0.111 x69.19))/ (0.37x0.713x56.53) = 87.1%

Annual rainfall = 53.5" FSDC Appendix A-3
Mean annual runoff = 0.713 x 53.5 = 37.79"
V_{runoff} = 37.79"(56.53ac)/(12x365) = 0.488 A-F /day
$V_{perm\ pool}$ = 73.26 a-f
$T_{wet\ det\ residence}$ = 73.26/0.488 = 150 days

Removal Efficiency (RE)
1.61" of retention shall be provided
It is proposed to provide 1.61" of retention & wet detention w/ 150 days residency

1.61" retention has 85.6% RE FSDC Appendix-D
Wet detention w/ 150 days residency has 77.4% RE TP FSDC Fig 5-9
42.5% RE TN FSDC Fig 5-10
Overall Removal Efficiency (ORE)
ORE TN = 0.856 + (1-0.856) (0.425) = **91.7% > 82.2%** FSDC 6.1.2 Eq-1
ORE TP = 0.856 + (1-0.856) (0.774) = **96.8% > 87.1%**

Basin	Treatment Type	BMP Type	Pre-Dev N Load (kg/yr)	Pre-Dev P Load (kg/yr)	Post-Dev N Load (kg/yr)	Post-Dev P Load (kg/yr)	Gov Criteria TN	Gov Criteria TP	Req N Reudction %	Req P Reudction %	Prov N Reudction %	Prov P Reudction %
Site	Treatment	Wet retention	50.25	10.56	280.45	81.71	Pre vs Post	Pre vs Post	82.20%	87.10%	91.70%	96.80%

Exhibit A

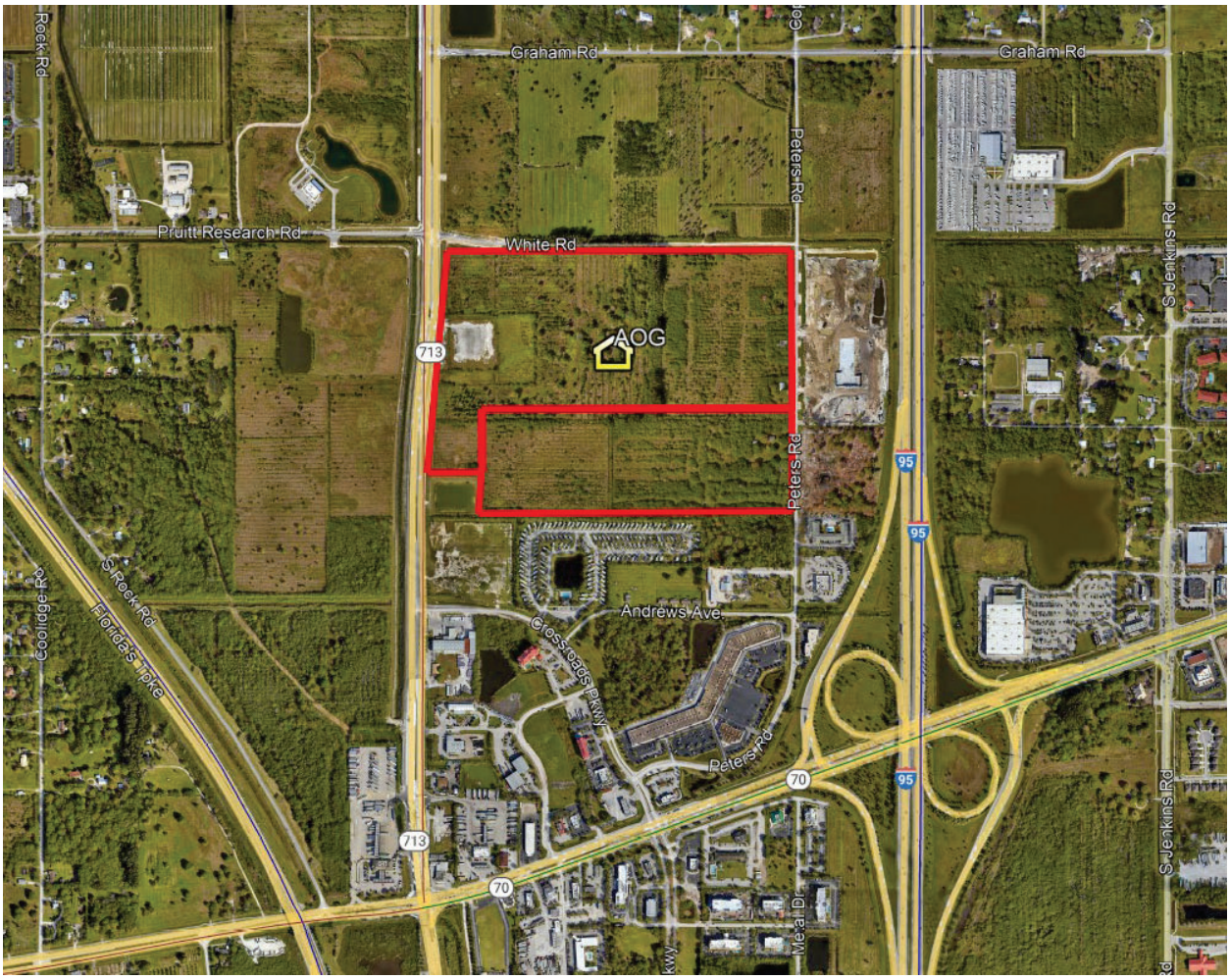
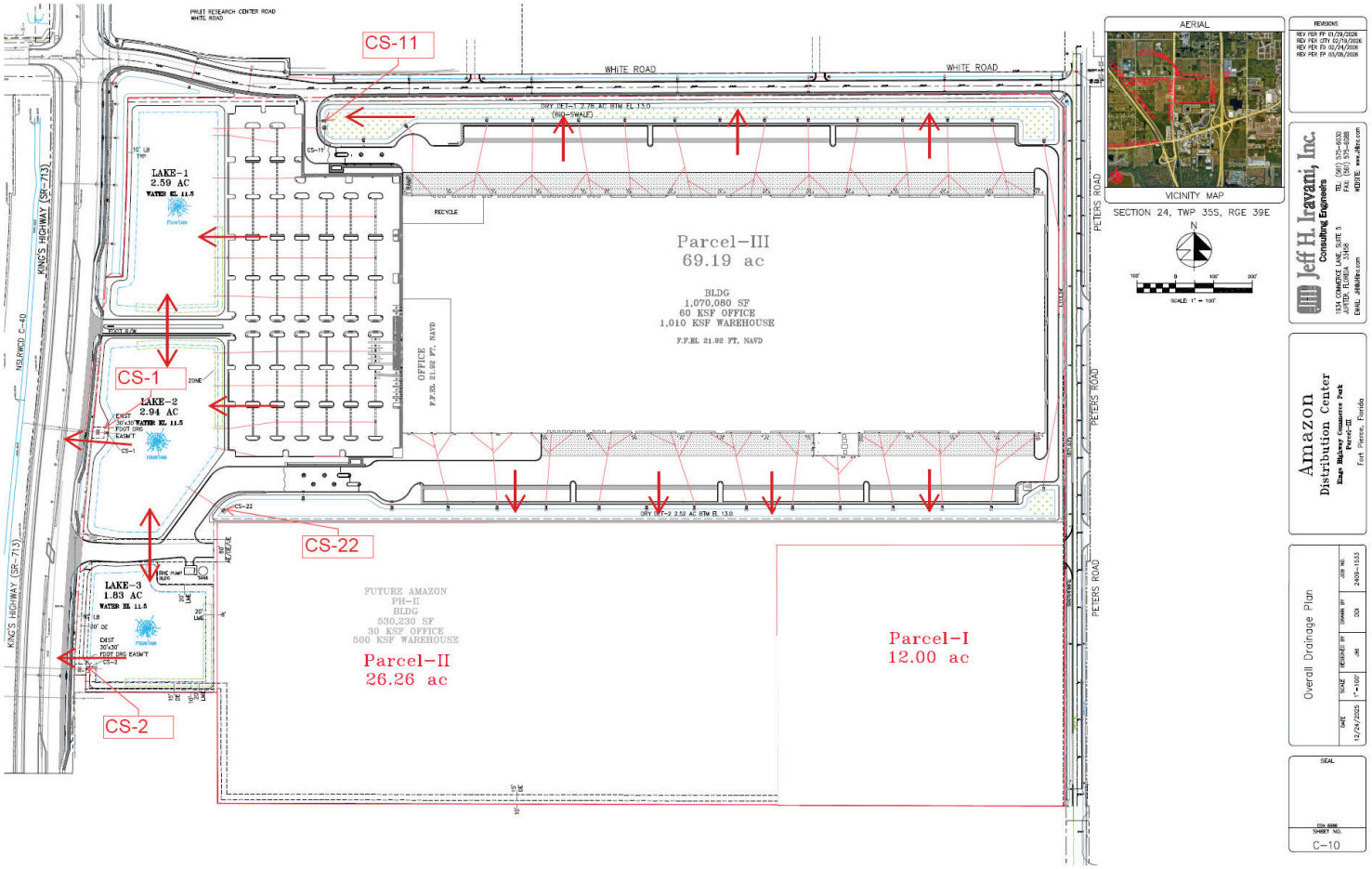

Graham Rd
Graham Rd
Rock Rd
Pruitt Research Rd
White Rd
Peters Rd
Peters Rd
S Jenkins Rd
AOG
713
95
95
95
S Reek Rd
Florida's Tpke
Coolidge Rd
Andrews Ave
Crossroads Pkwy
Peters Rd
70
713
70
Meral Dr
S Jenkins Rd

Exhibit B


CS-11
CS-1
CS-22
CS-2
WHITE ROAD
WHITE ROAD
KINGS HIGHWAY (SR-713)
KINGS HIGHWAY (SR-713)
PETERS ROAD
PETERS ROAD
PETERS ROAD
LAKE-1
2.59 AC
LAKE-2
2.94 AC
LAKE-3
1.83 AC
Parcel-III
69.19 ac
BLDG
1,070,080 SF
60 KSF OFFICE
1,010 KSF WAREHOUSE
Parcel-II
26.26 ac
FUTURE AMAZON
PH-II
BLDG
530,230 SF
30 KSF OFFICE
500 KSF WAREHOUSE
Parcel-I
12.00 ac
AERIAL
VICINITY MAP
SECTION 24, TWP 35S, RGE 39E
Amazon
Distribution Center
Overall Drainage Plan
Jeff H. Iravani, Inc.
Consulting Engineers
C-10

ICPR Flood Routing

TR 55 Worksheet 3: Time of Concentration (T_c) or Travel Time (T_t)

Project: Amazon Distribution Center, KHCP Parcel-III Designed By: JHI Date: 12/22/25

Location: _____ Checked By: _____ Date: _____

Check one: ☐ Present ☐ Developed

Check one: ✓ T_c ☐ T_t ☐ through subarea PRe-Dev 34 ac

NOTES: Space for as many as two segments per flow type can be used for each worksheet. Include a map, schematic, or description of flow segments.

Sheet Flow (Applicable to T_c only)	Segment ID	1				
1. Surface description (Table 3-1)		cultivated				
2. Manning's roughness coeff., n (Table 3-1)		0.06				
3. Flow length, L (total L ≤ 100 ft) ft		100				
4. Two-year 24-hour rainfall, P_2 in		3.6				
5. Land slope, s ft/ft		0.000				
6. $T_t = \frac{0.007\,(nL)^{0.8}}{P_2^{0.5}\, s^{0.4}}$ Compute T_t hr		0.62	+		=	0.62
Shallow Concetrated Flow	Segment ID	2				
7. Surface description (paved or unpaved)		unpaved				
8. Flow length, L ft		1,580				
9. Watercourse slope, s ft/ft		0.000				
10. Average velocity, V (Figure 3-1) ft/s		0.8				
11. $T_t = \frac{L}{3600\, V}$ Compute T_t hr		0.55	+		=	0.55
Channel Flow	Segment ID					
12. Cross sectional flow area, a ft^2						
13. Wetted perimeter, P_w ft						
14. Hydraulic radius, $r = \frac{a}{P_w}$ Compute r ft						
15. Channel Slope, s ft/ft						
16. Manning's Roughness Coeff., n						
17. $V = \frac{1.49\, r^{2/3}\, s^{1/2}}{n}$ Compute V ft/s						
18. Flow length, L ft						
19. $T_t = \frac{L}{3600\, V}$ Compute T_t hr			+		=	

20. Watershed or subarea T_c or T_t (add T_t in steps 6, 11, and 19 hr: 1.16

B.M.#3
"X" CUT
EL=18.465

JLROAD SPIKE

15' SEWER EASEMENT
ORB 2276, PAGE 2280

OFFICIAL RECORDS BOOK 500, PAGE 2004

B.M.#2
NAIL & DISC
"7571"
EL=16.55

FOUND
CONCRETE
MONUMENT
34.94' SOUTH
25.53' EAST

SET IRON
ROD & CAP
"LB 7571"

B.M.#1
NAIL & DISC
"7571"
EL= 16.77

B.M.#1
IRON ROD &
CAP"7571"
EL= 16.26

SET IRON
ROD & CAP
"LB 7571"
16' OFFSET
SOUTH

PARCEL "A"

"H"

"B"

PRE-DEVELOPMENT
BASIN
34 AC

"I"

"D"

B.M.#6
"X" CUT
EL= 20.45

PERMANENT
EASEMENT
SEE DETAIL 1;

LESSED OUT PARCEL "B"

B.M.#3
NAIL & DISC
"7571"
EL=16.80

"C"

SET IRON
ROD & CAP
"LB 7571"

"A"

"E"

"G"

PERMANENT
EASEMENT
SEE DETAIL 2;

SET IRON
ROD & CAP
"LB 7571"

SET IRON
ROD & CAP
"LB 7571"

"F"

T.B.M.#2
IRON ROD
ELEVATION = 16.1

B.M.#4
NAIL & DISC
"4565"
EL=17.20

"A"

T.B.M.#1
IRON ROD
ELEVATION = 16.0

FOUND IRON
ROD & CAP
"ILLEGIBLE"

SET IRON
ROD & CAP
"LB 7571"

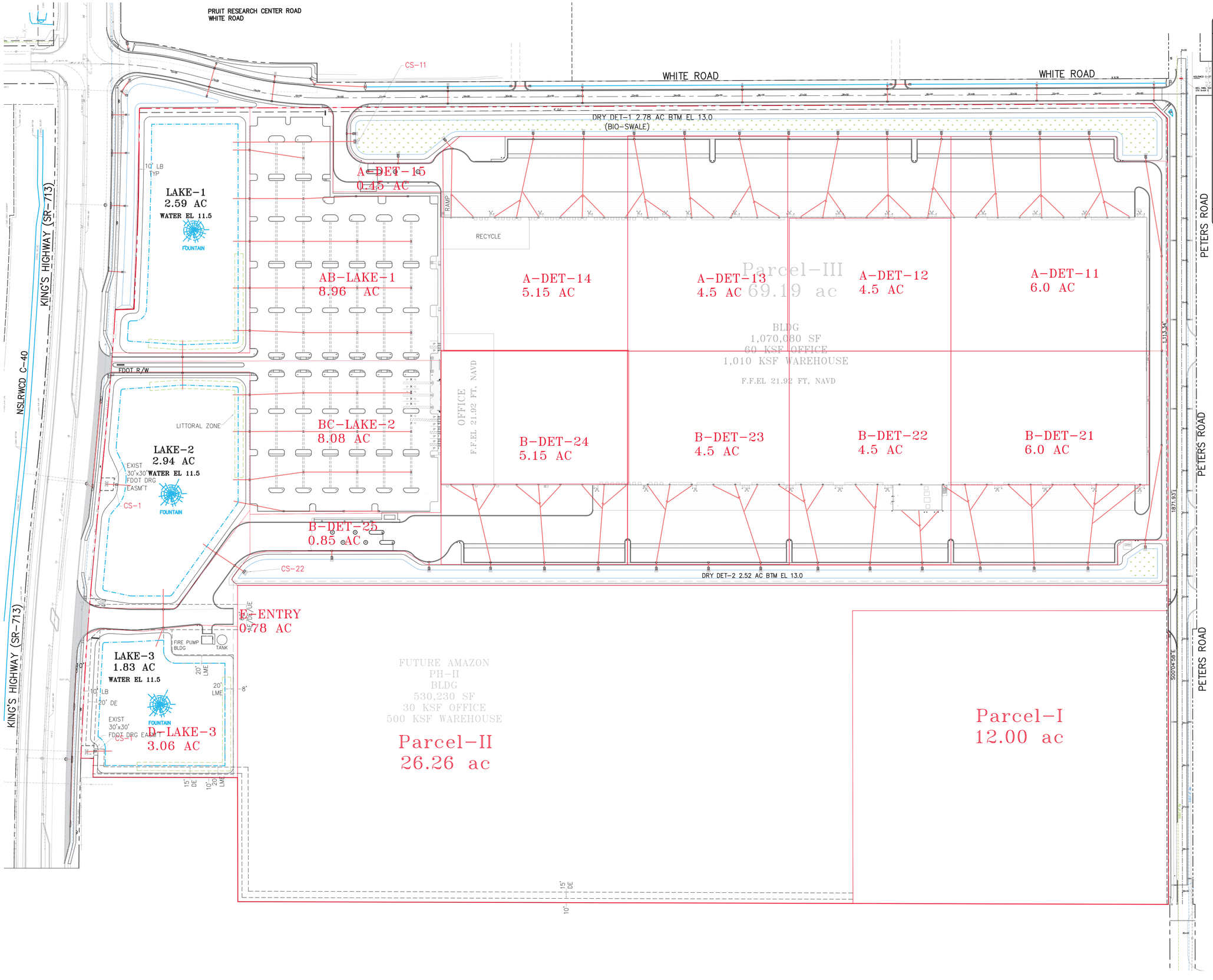
FOUND IRON
ROD & CAP
"LB 7571"
1.75' WEST
2.15' SOUTH

FOUND IRON
ROD & CAP
"4655"

1)FOUND
IRON ROD
(DISTURBED)
4.85' EAST
2)FOUND IRON
ROD & CAP
"LB 7571"
5.35' EAST
1.55' NORTH

B.M.#5
NAIL & DISC

Pre Development Basin



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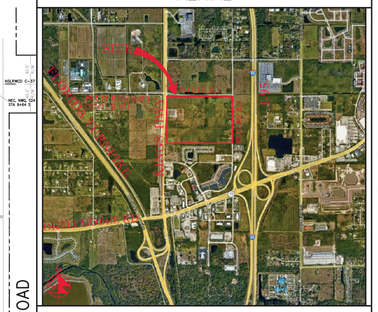

VICINITY MAP

SECTION 24, TWP 35S, RGE 39E

N

100' 0 100' 200'

SCALE: 1" = 100'

REVISIONS

REV PER FP 01/29/2026
REV PER CITY 02/19/2026
REV PER FD 02/24/2026
REV PER FP 03/06/2026

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Amazon Distribution Center

Kings Highway Commerce Park
Parcel-III
Fort Pierce, Florida

ICPR Drainage Basin Map

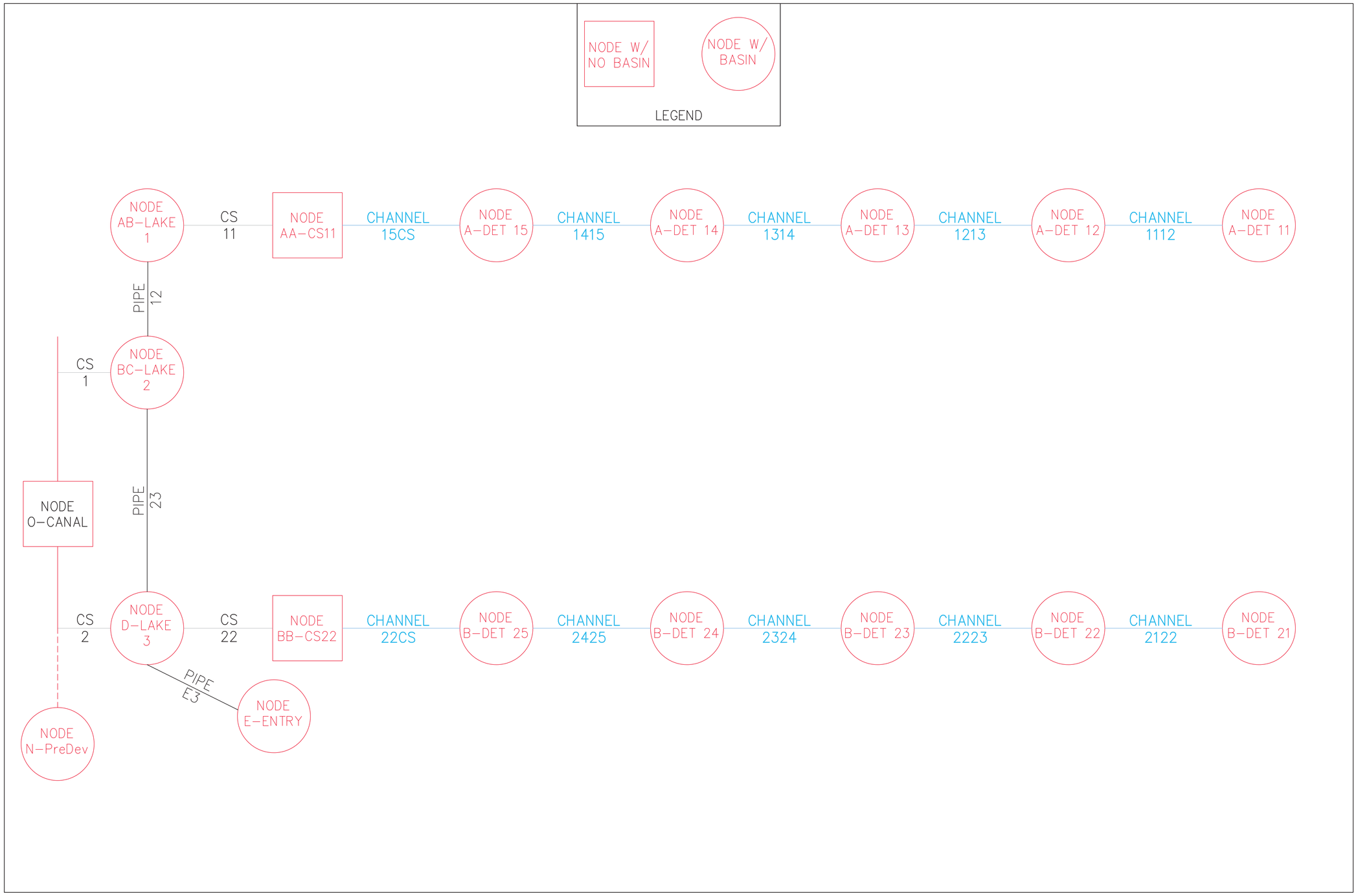
DATE	SCALE	DESIGNED BY	DRAWN BY	JOB NO.
12/24/2025	1"=100'	JHI	DDI	2409-1533

SEAL

COA 6986

SHEET NO.

IDBM



ICPR NODAL DIAGRAM

```
================================================================================
==== Basins ====================================================================
================================================================================

         Name: A-DET-11                Node: A-DET 11              Status: Onsite
        Group: BASE                    Type: SCS Unit Hydrograph CN

        Unit Hydrograph: Uh256                  Peaking Factor: 256.0
          Rainfall File:                  Storm Duration(hrs): 0.00
    Rainfall Amount(in): 0.000              Time of Conc(min): 10.00
              Area(ac): 6.000                 Time Shift(hrs): 0.00
          Curve Number: 91.30             Max Allowable Q(cfs): 999999.000
               DCIA(%): 0.00



--------------------------------------------------------------------------------
         Name: A-DET-12                Node: A-DET 12              Status: Onsite
        Group: BASE                    Type: SCS Unit Hydrograph CN

        Unit Hydrograph: Uh256                  Peaking Factor: 256.0
          Rainfall File:                  Storm Duration(hrs): 0.00
    Rainfall Amount(in): 0.000              Time of Conc(min): 10.00
              Area(ac): 4.500                 Time Shift(hrs): 0.00
          Curve Number: 91.30             Max Allowable Q(cfs): 999999.000
               DCIA(%): 0.00



--------------------------------------------------------------------------------
         Name: A-DET-13                Node: A-DET 13              Status: Onsite
        Group: BASE                    Type: SCS Unit Hydrograph CN

        Unit Hydrograph: Uh256                  Peaking Factor: 256.0
          Rainfall File:                  Storm Duration(hrs): 0.00
    Rainfall Amount(in): 0.000              Time of Conc(min): 10.00
              Area(ac): 4.500                 Time Shift(hrs): 0.00
          Curve Number: 91.30             Max Allowable Q(cfs): 999999.000
               DCIA(%): 0.00



--------------------------------------------------------------------------------
         Name: A-DET-14                Node: A-DET 14              Status: Onsite
        Group: BASE                    Type: SCS Unit Hydrograph CN

        Unit Hydrograph: Uh256                  Peaking Factor: 256.0
          Rainfall File:                  Storm Duration(hrs): 0.00
    Rainfall Amount(in): 0.000              Time of Conc(min): 10.00
              Area(ac): 5.150                 Time Shift(hrs): 0.00
          Curve Number: 91.30             Max Allowable Q(cfs): 999999.000
               DCIA(%): 0.00



--------------------------------------------------------------------------------
         Name: A-DET-15                Node: A-DET 15              Status: Onsite
        Group: BASE                    Type: SCS Unit Hydrograph CN

        Unit Hydrograph: Uh256                  Peaking Factor: 256.0
          Rainfall File:                  Storm Duration(hrs): 0.00
    Rainfall Amount(in): 0.000              Time of Conc(min): 10.00
              Area(ac): 0.450                 Time Shift(hrs): 0.00
          Curve Number: 91.30             Max Allowable Q(cfs): 999999.000
               DCIA(%): 0.00



--------------------------------------------------------------------------------
         Name: AB-LAKE-1               Node: AB-LAKE 1             Status: Onsite
        Group: BASE                    Type: SCS Unit Hydrograph CN

        Unit Hydrograph: Uh256                  Peaking Factor: 256.0
          Rainfall File:                  Storm Duration(hrs): 0.00
```

Rainfall Amount(in): 0.000 Time of Conc(min): 10.00
Area(ac): 8.960 Time Shift(hrs): 0.00
Curve Number: 91.30 Max Allowable Q(cfs): 999999.000
DCIA(%): 0.00

Name: B-DET 21 Node: B-DET 21 Status: Onsite
Group: BASE Type: SCS Unit Hydrograph CN

Unit Hydrograph: Uh256 Peaking Factor: 256.0
Rainfall File: Storm Duration(hrs): 0.00
Rainfall Amount(in): 0.000 Time of Conc(min): 10.00
Area(ac): 6.000 Time Shift(hrs): 0.00
Curve Number: 91.30 Max Allowable Q(cfs): 999999.000
DCIA(%): 0.00

Name: B-DET 22 Node: B-DET 22 Status: Onsite
Group: BASE Type: SCS Unit Hydrograph CN

Unit Hydrograph: Uh256 Peaking Factor: 256.0
Rainfall File: Storm Duration(hrs): 0.00
Rainfall Amount(in): 0.000 Time of Conc(min): 10.00
Area(ac): 4.500 Time Shift(hrs): 0.00
Curve Number: 91.30 Max Allowable Q(cfs): 999999.000
DCIA(%): 0.00

Name: B-DET 23 Node: B-DET 23 Status: Onsite
Group: BASE Type: SCS Unit Hydrograph CN

Unit Hydrograph: Uh256 Peaking Factor: 256.0
Rainfall File: Storm Duration(hrs): 0.00
Rainfall Amount(in): 0.000 Time of Conc(min): 10.00
Area(ac): 4.500 Time Shift(hrs): 0.00
Curve Number: 91.30 Max Allowable Q(cfs): 999999.000
DCIA(%): 0.00

Name: B-DET 24 Node: B-DET 24 Status: Onsite
Group: BASE Type: SCS Unit Hydrograph CN

Unit Hydrograph: Uh256 Peaking Factor: 256.0
Rainfall File: Storm Duration(hrs): 0.00
Rainfall Amount(in): 0.000 Time of Conc(min): 10.00
Area(ac): 5.150 Time Shift(hrs): 0.00
Curve Number: 91.30 Max Allowable Q(cfs): 999999.000
DCIA(%): 0.00

Name: B-DET 25 Node: B-DET 25 Status: Onsite
Group: BASE Type: SCS Unit Hydrograph CN

Unit Hydrograph: Uh256 Peaking Factor: 256.0
Rainfall File: Storm Duration(hrs): 0.00
Rainfall Amount(in): 0.000 Time of Conc(min): 10.00
Area(ac): 0.850 Time Shift(hrs): 0.00
Curve Number: 91.30 Max Allowable Q(cfs): 999999.000
DCIA(%): 0.00

Name: BC-LAKE 2 Node: BC-LAKE 2 Status: Onsite
Group: BASE Type: SCS Unit Hydrograph CN

Unit Hydrograph: Uh256 Peaking Factor: 256.0
Rainfall File: Storm Duration(hrs): 0.00
Rainfall Amount(in): 0.000 Time of Conc(min): 10.00
Area(ac): 8.080 Time Shift(hrs): 0.00
Curve Number: 91.30 Max Allowable Q(cfs): 999999.000
DCIA(%): 0.00

Name: D-LAKE 3 Node: D-LAKE 3 Status: Onsite
Group: BASE Type: SCS Unit Hydrograph CN

Unit Hydrograph: Uh256 Peaking Factor: 256.0
Rainfall File: Storm Duration(hrs): 0.00
Rainfall Amount(in): 0.000 Time of Conc(min): 10.00
Area(ac): 3.060 Time Shift(hrs): 0.00
Curve Number: 91.30 Max Allowable Q(cfs): 999999.000
DCIA(%): 0.00

Name: E-ENTRY Node: E-ENTRY Status: Onsite
Group: BASE Type: SCS Unit Hydrograph CN

Unit Hydrograph: Uh256 Peaking Factor: 256.0
Rainfall File: Storm Duration(hrs): 0.00
Rainfall Amount(in): 0.000 Time of Conc(min): 10.00
Area(ac): 0.780 Time Shift(hrs): 0.00
Curve Number: 91.30 Max Allowable Q(cfs): 999999.000
DCIA(%): 0.00

Name: N-PreDev Node: N-PreDev Status: Onsite
Group: BASE Type: SCS Unit Hydrograph CN

Unit Hydrograph: Uh256 Peaking Factor: 256.0
Rainfall File: Storm Duration(hrs): 0.00
Rainfall Amount(in): 0.000 Time of Conc(min): 70.00
Area(ac): 34.000 Time Shift(hrs): 0.00
Curve Number: 80.00 Max Allowable Q(cfs): 999999.000
DCIA(%): 0.00

==========
==== Nodes ==========
==========

Name: A-DET 11 Base Flow(cfs): 0.000 Init Stage(ft): 13.000
Group: BASE Warn Stage(ft): 17.750
Type: Stage/Area

Stage(ft)	Area(ac)
12.340	0.0000
13.000	0.0000
15.500	0.0000
17.750	2.5000

Name: A-DET 12 Base Flow(cfs): 0.000 Init Stage(ft): 13.000
Group: BASE Warn Stage(ft): 17.750
Type: Stage/Area

Stage(ft)	Area(ac)

12.340	0.0000
13.000	0.0000
15.500	0.0000
17.750	1.7000

Name: A-DET 13 Base Flow(cfs): 0.000 Init Stage(ft): 13.000
Group: BASE Warn Stage(ft): 17.750
Type: Stage/Area

Stage(ft)	Area(ac)
12.340	0.0000
13.000	0.0000
15.500	0.0000
17.750	1.7000

Name: A-DET 14 Base Flow(cfs): 0.000 Init Stage(ft): 13.000
Group: BASE Warn Stage(ft): 17.750
Type: Stage/Area

Stage(ft)	Area(ac)
12.340	0.0000
13.000	0.0000
15.500	0.0000
17.750	1.9000

Name: A-DET 15 Base Flow(cfs): 0.000 Init Stage(ft): 13.000
Group: BASE Warn Stage(ft): 17.750
Type: Stage/Area

Stage(ft)	Area(ac)
12.340	0.0000
13.000	0.0000
15.500	0.0000
17.750	0.4500

Name: AA-CS11 Base Flow(cfs): 0.000 Init Stage(ft): 13.000
Group: BASE Warn Stage(ft): 17.750
Type: Stage/Area

Stage(ft)	Area(ac)
12.340	0.0000
13.000	0.0003
15.500	0.0003
17.750	0.0003

Name: AB-LAKE 1 Base Flow(cfs): 0.000 Init Stage(ft): 12.500
Group: BASE Warn Stage(ft): 17.750
Type: Stage/Area

Stage(ft)	Area(ac)
12.490	0.0000
12.500	2.7300
16.000	3.2400
17.150	7.9200
21.750	8.9600

Name: B-DET 21 Base Flow(cfs): 0.000 Init Stage(ft): 13.000
Group: BASE Warn Stage(ft): 17.750
Type: Stage/Area

Stage(ft)	Area(ac)
12.340	0.0000
13.000	0.0000
15.500	0.0000
17.750	2.5000

Name: B-DET 22 Base Flow(cfs): 0.000 Init Stage(ft): 13.000
Group: BASE Warn Stage(ft): 17.750
Type: Stage/Area

Stage(ft)	Area(ac)
12.340	0.0000
13.000	0.0000
15.500	0.0000
17.750	1.7000

Name: B-DET 23 Base Flow(cfs): 0.000 Init Stage(ft): 13.000
Group: BASE Warn Stage(ft): 17.750
Type: Stage/Area

Stage(ft)	Area(ac)
12.340	0.0000
13.000	0.0000
15.500	0.0000
17.750	1.7000

Name: B-DET 24 Base Flow(cfs): 0.000 Init Stage(ft): 13.000
Group: BASE Warn Stage(ft): 17.750
Type: Stage/Area

Stage(ft)	Area(ac)
12.340	0.0000
13.000	0.0000
15.500	0.0000
17.750	1.9000

Name: B-DET 25 Base Flow(cfs): 0.000 Init Stage(ft): 13.000
Group: BASE Warn Stage(ft): 17.750
Type: Stage/Area

Stage(ft)	Area(ac)
12.340	0.0000
13.000	0.0000
15.500	0.0000
17.750	0.8500

Name: BB-CS22 Base Flow(cfs): 0.000 Init Stage(ft): 13.000
Group: BASE Warn Stage(ft): 17.750
Type: Stage/Area

Stage(ft)	Area(ac)
12.340	0.0000
13.000	0.0003
15.500	0.0003
17.750	0.0003

Name: BC-LAKE 2 Base Flow(cfs): 0.000 Init Stage(ft): 12.500
Group: BASE Warn Stage(ft): 17.750
Type: Stage/Area

Stage(ft)	Area(ac)
12.490	0.0000
12.500	3.0800
16.000	3.5700
17.150	6.5400
21.750	8.0800

Name: D-LAKE 3 Base Flow(cfs): 0.000 Init Stage(ft): 12.500
Group: BASE Warn Stage(ft): 17.750
Type: Stage/Area

Stage(ft)	Area(ac)
12.490	0.0000
12.500	1.9500
16.000	2.3500
16.500	3.0600

Name: E-ENTRY Base Flow(cfs): 0.000 Init Stage(ft): 12.500
Group: BASE Warn Stage(ft): 17.500
Type: Stage/Area

Stage(ft)	Area(ac)
12.490	0.0000
12.500	0.0030
16.000	0.0030
17.500	0.7800

Name: N-PreDev Base Flow(cfs): 0.000 Init Stage(ft): 14.500
Group: BASE Warn Stage(ft): 17.750
Type: Stage/Area

Stage(ft)	Area(ac)
14.500	0.0000
16.800	69.1900

Name: O-CANAL Base Flow(cfs): 0.000 Init Stage(ft): 4.500
Group: BASE Warn Stage(ft): 14.500
Type: Time/Stage

Time(hrs)	Stage(ft)
0.00	4.500

```
          60.00          13.800
         120.00           4.500

================================================================================
==== Pipes ====================================================================
================================================================================

         Name: 12                  From Node: AB-LAKE 1          Length(ft): 150.00
        Group: BASE                  To Node: BC-LAKE 2               Count: 1
                                                          Friction Equation: Automatic
               UPSTREAM       DOWNSTREAM                Solution Algorithm: Automatic
     Geometry: Circular       Circular                             Flow: Both
     Span(in): 48.00          48.00                    Entrance Loss Coef: 0.00
     Rise(in): 48.00          48.00                        Exit Loss Coef: 1.00
   Invert(ft): 5.500          5.500                        Bend Loss Coef: 0.00
  Manning's N: 0.013000       0.013000                  Outlet Ctrl Spec: Use dc or tw
 Top Clip(in): 0.000          0.000                      Inlet Ctrl Spec: Use dc
 Bot Clip(in): 0.000          0.000                    Stabilizer Option: None


Upstream FHWA Inlet Edge Description:
Circular Concrete: Square edge w/ headwall

Downstream FHWA Inlet Edge Description:
Circular Concrete: Square edge w/ headwall


--------------------------------------------------------------------------------------------------------
         Name: 23                  From Node: BC-LAKE 2          Length(ft): 150.00
        Group: BASE                  To Node: D-LAKE 3                Count: 1
                                                          Friction Equation: Automatic
               UPSTREAM       DOWNSTREAM                Solution Algorithm: Automatic
     Geometry: Circular       Circular                             Flow: Both
     Span(in): 48.00          48.00                    Entrance Loss Coef: 0.00
     Rise(in): 48.00          48.00                        Exit Loss Coef: 1.00
   Invert(ft): 5.500          5.500                        Bend Loss Coef: 0.00
  Manning's N: 0.013000       0.013000                  Outlet Ctrl Spec: Use dc or tw
 Top Clip(in): 0.000          0.000                      Inlet Ctrl Spec: Use dc
 Bot Clip(in): 0.000          0.000                    Stabilizer Option: None


Upstream FHWA Inlet Edge Description:
Circular Concrete: Square edge w/ headwall

Downstream FHWA Inlet Edge Description:
Circular Concrete: Square edge w/ headwall


--------------------------------------------------------------------------------------------------------
         Name: E3                  From Node: E-ENTRY            Length(ft): 75.00
        Group: BASE                  To Node: D-LAKE 3                Count: 1
                                                          Friction Equation: Automatic
               UPSTREAM       DOWNSTREAM                Solution Algorithm: Automatic
     Geometry: Circular       Circular                             Flow: Both
     Span(in): 48.00          48.00                    Entrance Loss Coef: 0.00
     Rise(in): 48.00          48.00                        Exit Loss Coef: 1.00
   Invert(ft): 5.500          5.500                        Bend Loss Coef: 0.00
  Manning's N: 0.013000       0.013000                  Outlet Ctrl Spec: Use dc or tw
 Top Clip(in): 0.000          0.000                      Inlet Ctrl Spec: Use dc
 Bot Clip(in): 0.000          0.000                    Stabilizer Option: None


Upstream FHWA Inlet Edge Description:
Circular Concrete: Square edge w/ headwall

Downstream FHWA Inlet Edge Description:
Circular Concrete: Square edge w/ headwall
```

==========
==== Channels ==========
==========

```
         Name: 1112               From Node: A-DET 11          Length(ft): 516.00
        Group: BASE                 To Node: A-DET 12               Count: 1

               UPSTREAM       DOWNSTREAM                Friction Equation: Automatic
     Geometry: Trapezoidal    Trapezoidal              Solution Algorithm: Automatic
   Invert(ft): 13.000         13.000                                Flow: Both
TClpInitZ(ft): 9999.000       9999.000                Contraction Coef: 0.100
  Manning's N: 0.060000       0.060000                  Expansion Coef: 0.300
 Top Clip(ft): 0.000          0.000                  Entrance Loss Coef: 0.000
 Bot Clip(ft): 0.000          0.000                      Exit Loss Coef: 0.000
    Main XSec:                                       Outlet Ctrl Spec: Use dc or tw
 AuxElev1(ft):                                        Inlet Ctrl Spec: Use dc
    Aux XSec1:                                      Stabilizer Option: None
 AuxElev2(ft):
    Aux XSec2:
Top Width(ft):
    Depth(ft):
Bot Width(ft): 31.000         31.000
 LtSdSlp(h/v): 4.00           4.00
 RtSdSlp(h/v): 4.00           4.00
```

```
         Name: 1213               From Node: A-DET 12          Length(ft): 384.00
        Group: BASE                 To Node: A-DET 13               Count: 1

               UPSTREAM       DOWNSTREAM                Friction Equation: Automatic
     Geometry: Trapezoidal    Trapezoidal              Solution Algorithm: Automatic
   Invert(ft): 13.000         13.000                                Flow: Both
TClpInitZ(ft): 9999.000       9999.000                Contraction Coef: 0.100
  Manning's N: 0.060000       0.060000                  Expansion Coef: 0.300
 Top Clip(ft): 0.000          0.000                  Entrance Loss Coef: 0.000
 Bot Clip(ft): 0.000          0.000                      Exit Loss Coef: 0.000
    Main XSec:                                       Outlet Ctrl Spec: Use dc or tw
 AuxElev1(ft):                                        Inlet Ctrl Spec: Use dc
    Aux XSec1:                                      Stabilizer Option: None
 AuxElev2(ft):
    Aux XSec2:
Top Width(ft):
    Depth(ft):
Bot Width(ft): 31.000         31.000
 LtSdSlp(h/v): 4.00           4.00
 RtSdSlp(h/v): 4.00           4.00
```

```
         Name: 1314               From Node: A-DET 13          Length(ft): 384.00
        Group: BASE                 To Node: A-DET 14               Count: 1

               UPSTREAM       DOWNSTREAM                Friction Equation: Automatic
     Geometry: Trapezoidal    Trapezoidal              Solution Algorithm: Automatic
   Invert(ft): 13.000         13.000                                Flow: Both
TClpInitZ(ft): 9999.000       9999.000                Contraction Coef: 0.100
  Manning's N: 0.060000       0.060000                  Expansion Coef: 0.300
 Top Clip(ft): 0.000          0.000                  Entrance Loss Coef: 0.000
 Bot Clip(ft): 0.000          0.000                      Exit Loss Coef: 0.000
    Main XSec:                                       Outlet Ctrl Spec: Use dc or tw
 AuxElev1(ft):                                        Inlet Ctrl Spec: Use dc
    Aux XSec1:                                      Stabilizer Option: None
 AuxElev2(ft):
    Aux XSec2:
Top Width(ft):
    Depth(ft):
Bot Width(ft): 31.000         31.000
 LtSdSlp(h/v): 4.00           4.00
 RtSdSlp(h/v): 4.00           4.00
```

Name: 1415 From Node: A-DET 14 Length(ft): 444.00
Group: BASE To Node: A-DET 15 Count: 1

	UPSTREAM	DOWNSTREAM		
Geometry:	Trapezoidal	Trapezoidal	Friction Equation:	Automatic
Invert(ft):	13.000	13.000	Solution Algorithm:	Automatic
TClpInitZ(ft):	9999.000	9999.000	Flow:	Both
Manning's N:	0.060000	0.060000	Contraction Coef:	0.100
Top Clip(ft):	0.000	0.000	Expansion Coef:	0.300
Bot Clip(ft):	0.000	0.000	Entrance Loss Coef:	0.000
Main XSec:			Exit Loss Coef:	0.000
AuxElev1(ft):			Outlet Ctrl Spec:	Use dc or tw
Aux XSec1:			Inlet Ctrl Spec:	Use dc
AuxElev2(ft):			Stabilizer Option:	None
Aux XSec2:				
Top Width(ft):				
Depth(ft):				
Bot Width(ft):	31.000	31.000		
LtSdSlp(h/v):	4.00	4.00		
RtSdSlp(h/v):	4.00	4.00		

Name: 15CS From Node: A-DET 15 Length(ft): 210.00
Group: BASE To Node: AA-CS11 Count: 1

	UPSTREAM	DOWNSTREAM		
Geometry:	Trapezoidal	Trapezoidal	Friction Equation:	Automatic
Invert(ft):	13.000	13.000	Solution Algorithm:	Automatic
TClpInitZ(ft):	9999.000	9999.000	Flow:	Both
Manning's N:	0.060000	0.060000	Contraction Coef:	0.100
Top Clip(ft):	0.000	0.000	Expansion Coef:	0.300
Bot Clip(ft):	0.000	0.000	Entrance Loss Coef:	0.000
Main XSec:			Exit Loss Coef:	0.000
AuxElev1(ft):			Outlet Ctrl Spec:	Use dc or tw
Aux XSec1:			Inlet Ctrl Spec:	Use dc
AuxElev2(ft):			Stabilizer Option:	None
Aux XSec2:				
Top Width(ft):				
Depth(ft):				
Bot Width(ft):	81.000	81.000		
LtSdSlp(h/v):	4.00	4.00		
RtSdSlp(h/v):	4.00	4.00		

Name: 2122 From Node: B-DET 21 Length(ft): 516.00
Group: BASE To Node: B-DET 22 Count: 1

	UPSTREAM	DOWNSTREAM		
Geometry:	Trapezoidal	Trapezoidal	Friction Equation:	Automatic
Invert(ft):	13.000	13.000	Solution Algorithm:	Automatic
TClpInitZ(ft):	9999.000	9999.000	Flow:	Both
Manning's N:	0.060000	0.060000	Contraction Coef:	0.100
Top Clip(ft):	0.000	0.000	Expansion Coef:	0.300
Bot Clip(ft):	0.000	0.000	Entrance Loss Coef:	0.000
Main XSec:			Exit Loss Coef:	0.000
AuxElev1(ft):			Outlet Ctrl Spec:	Use dc or tw
Aux XSec1:			Inlet Ctrl Spec:	Use dc
AuxElev2(ft):			Stabilizer Option:	None
Aux XSec2:				
Top Width(ft):				
Depth(ft):				
Bot Width(ft):	20.000	20.000		
LtSdSlp(h/v):	4.00	4.00		
RtSdSlp(h/v):	4.00	4.00		

Name: 2223 From Node: B-DET 22 Length(ft): 384.00
Group: BASE To Node: B-DET 23 Count: 1

	UPSTREAM	DOWNSTREAM		
			Friction Equation:	Automatic
Geometry:	Trapezoidal	Trapezoidal	Solution Algorithm:	Automatic
Invert(ft):	13.000	13.000	Flow:	Both
TClpInitZ(ft):	9999.000	9999.000	Contraction Coef:	0.100
Manning's N:	0.060000	0.060000	Expansion Coef:	0.300
Top Clip(ft):	0.000	0.000	Entrance Loss Coef:	0.000
Bot Clip(ft):	0.000	0.000	Exit Loss Coef:	0.000
Main XSec:			Outlet Ctrl Spec:	Use dc or tw
AuxElev1(ft):			Inlet Ctrl Spec:	Use dc
Aux XSec1:			Stabilizer Option:	None
AuxElev2(ft):				
Aux XSec2:				
Top Width(ft):				
Depth(ft):				
Bot Width(ft):	20.000	20.000		
LtSdSlp(h/v):	4.00	4.00		
RtSdSlp(h/v):	4.00	4.00		

Name: 2324 From Node: B-DET 23 Length(ft): 384.00
Group: BASE To Node: B-DET 24 Count: 1

	UPSTREAM	DOWNSTREAM		
			Friction Equation:	Automatic
Geometry:	Trapezoidal	Trapezoidal	Solution Algorithm:	Automatic
Invert(ft):	13.000	13.000	Flow:	Both
TClpInitZ(ft):	9999.000	9999.000	Contraction Coef:	0.100
Manning's N:	0.060000	0.060000	Expansion Coef:	0.300
Top Clip(ft):	0.000	0.000	Entrance Loss Coef:	0.000
Bot Clip(ft):	0.000	0.000	Exit Loss Coef:	0.000
Main XSec:			Outlet Ctrl Spec:	Use dc or tw
AuxElev1(ft):			Inlet Ctrl Spec:	Use dc
Aux XSec1:			Stabilizer Option:	None
AuxElev2(ft):				
Aux XSec2:				
Top Width(ft):				
Depth(ft):				
Bot Width(ft):	20.000	20.000		
LtSdSlp(h/v):	4.00	4.00		
RtSdSlp(h/v):	4.00	4.00		

Name: 2425 From Node: B-DET 24 Length(ft): 444.00
Group: BASE To Node: B-DET 25 Count: 1

	UPSTREAM	DOWNSTREAM		
			Friction Equation:	Automatic
Geometry:	Trapezoidal	Trapezoidal	Solution Algorithm:	Automatic
Invert(ft):	13.000	13.000	Flow:	Both
TClpInitZ(ft):	9999.000	9999.000	Contraction Coef:	0.100
Manning's N:	0.060000	0.060000	Expansion Coef:	0.300
Top Clip(ft):	0.000	0.000	Entrance Loss Coef:	0.000
Bot Clip(ft):	0.000	0.000	Exit Loss Coef:	0.000
Main XSec:			Outlet Ctrl Spec:	Use dc or tw
AuxElev1(ft):			Inlet Ctrl Spec:	Use dc
Aux XSec1:			Stabilizer Option:	None
AuxElev2(ft):				
Aux XSec2:				
Top Width(ft):				
Depth(ft):				
Bot Width(ft):	20.000	20.000		
LtSdSlp(h/v):	4.00	4.00		
RtSdSlp(h/v):	4.00	4.00		

Name: 25CS From Node: B-DET 25 Length(ft): 384.00
Group: BASE To Node: BB-CS22 Count: 1

	UPSTREAM	DOWNSTREAM		
			Friction Equation:	Automatic
Geometry:	Trapezoidal	Trapezoidal	Solution Algorithm:	Automatic

```
    Invert(ft): 13.000         13.000                                  Flow: Both
 TClpInitZ(ft): 9999.000       9999.000                    Contraction Coef: 0.100
   Manning's N: 0.060000       0.060000                      Expansion Coef: 0.300
  Top Clip(ft): 0.000          0.000                     Entrance Loss Coef: 0.000
  Bot Clip(ft): 0.000          0.000                         Exit Loss Coef: 0.000
     Main XSec:                                            Outlet Ctrl Spec: Use dc or tw
  AuxElev1(ft):                                             Inlet Ctrl Spec: Use dc
     Aux XSec1:                                           Stabilizer Option: None
  AuxElev2(ft):
     Aux XSec2:
 Top Width(ft):
     Depth(ft):
 Bot Width(ft): 45.000         45.000
  LtSdSlp(h/v): 4.00           4.00
  RtSdSlp(h/v): 4.00           4.00


=========================================================================================
==== Drop Structures ====================================================================
=========================================================================================

         Name: CS-1                From Node: BC-LAKE 2          Length(ft): 24.00
        Group: BASE                  To Node: O-CANAL                 Count: 1

               UPSTREAM       DOWNSTREAM                 Friction Equation: Average Conveyance
     Geometry: Circular       Circular                  Solution Algorithm: Most Restrictive
     Span(in): 30.00          30.00                                  Flow: None
     Rise(in): 30.00          30.00                     Entrance Loss Coef: 0.000
   Invert(ft): 7.000          6.900                         Exit Loss Coef: 0.000
  Manning's N: 0.013000       0.013000                    Outlet Ctrl Spec: Use dc or tw
 Top Clip(in): 0.000          0.000                        Inlet Ctrl Spec: Use dn
 Bot Clip(in): 0.000          0.000                          Solution Incs: 0

Upstream FHWA Inlet Edge Description:
Circular Concrete: Square edge w/ headwall

Downstream FHWA Inlet Edge Description:
Circular Concrete: Square edge w/ headwall



*** Weir 1 of 2 for Drop Structure CS-1 ***
                                                                                TABLE
                  Count: 1                       Bottom Clip(in): 0.000
                   Type: Vertical: Mavis            Top Clip(in): 0.000
                   Flow: Both                     Weir Disc Coef: 3.130
               Geometry: Rectangular           Orifice Disc Coef: 0.600

               Span(in): 7.00                        Invert(ft): 14.000
               Rise(in): 19.20                  Control Elev(ft): 14.000

*** Weir 2 of 2 for Drop Structure CS-1 ***
                                                                                TABLE
                  Count: 1                       Bottom Clip(in): 0.000
                   Type: Vertical: Mavis            Top Clip(in): 0.000
                   Flow: Both                     Weir Disc Coef: 3.130
               Geometry: Circular              Orifice Disc Coef: 0.600

               Span(in): 6.50                        Invert(ft): 12.500
               Rise(in): 6.50                   Control Elev(ft): 12.500


-----------------------------------------------------------------------------------------------
         Name: CS-11               From Node: AA-CS11            Length(ft): 289.00
        Group: BASE                  To Node: AB-LAKE 1               Count: 1

               UPSTREAM       DOWNSTREAM                 Friction Equation: Average Conveyance
     Geometry: Circular       Circular                  Solution Algorithm: Most Restrictive
     Span(in): 54.00          54.00                                  Flow: Both
     Rise(in): 54.00          54.00                     Entrance Loss Coef: 0.000
   Invert(ft): 6.000          5.000                         Exit Loss Coef: 1.000
  Manning's N: 0.013000       0.013000                    Outlet Ctrl Spec: Use dc or tw
 Top Clip(in): 0.000          0.000                        Inlet Ctrl Spec: Use dc
 Bot Clip(in): 0.000          0.000                          Solution Incs: 10
```

Upstream FHWA Inlet Edge Description:
Circular Concrete: Square edge w/ headwall

Downstream FHWA Inlet Edge Description:
Circular Concrete: Square edge w/ headwall

*** Weir 1 of 2 for Drop Structure CS-11 ***

TABLE

Count:	1	Bottom Clip(in):	0.000
Type:	Horizontal	Top Clip(in):	0.000
Flow:	Both	Weir Disc Coef:	3.200
Geometry:	Rectangular	Orifice Disc Coef:	0.600
Span(in):	79.00	Invert(ft):	14.000
Rise(in):	36.00	Control Elev(ft):	14.000

*** Weir 2 of 2 for Drop Structure CS-11 ***

TABLE

Count:	1	Bottom Clip(in):	0.000
Type:	Vertical: Mavis	Top Clip(in):	0.000
Flow:	Both	Weir Disc Coef:	3.200
Geometry:	Circular	Orifice Disc Coef:	0.600
Span(in):	3.00	Invert(ft):	12.000
Rise(in):	3.00	Control Elev(ft):	12.000

Name:	CS-2	From Node:	D-LAKE 3
Group:	BASE	To Node:	O-CANAL

Length(ft): 24.00
Count: 1

	UPSTREAM	DOWNSTREAM
Geometry:	Circular	Circular
Span(in):	30.00	30.00
Rise(in):	30.00	30.00
Invert(ft):	7.000	6.900
Manning's N:	0.013000	0.013000
Top Clip(in):	0.000	0.000
Bot Clip(in):	0.000	0.000

Friction Equation: Average Conveyance
Solution Algorithm: Most Restrictive
Flow: None
Entrance Loss Coef: 0.000
Exit Loss Coef: 0.000
Outlet Ctrl Spec: Use dc or tw
Inlet Ctrl Spec: Use dn
Solution Incs: 0

Upstream FHWA Inlet Edge Description:
Circular Concrete: Square edge w/ headwall

Downstream FHWA Inlet Edge Description:
Circular Concrete: Square edge w/ headwall

*** Weir 1 of 2 for Drop Structure CS-2 ***

TABLE

Count:	1	Bottom Clip(in):	0.000
Type:	Vertical: Mavis	Top Clip(in):	0.000
Flow:	Both	Weir Disc Coef:	3.130
Geometry:	Rectangular	Orifice Disc Coef:	0.600
Span(in):	4.00	Invert(ft):	14.000
Rise(in):	19.20	Control Elev(ft):	14.000

*** Weir 2 of 2 for Drop Structure CS-2 ***

TABLE

Count:	1	Bottom Clip(in):	0.000
Type:	Vertical: Mavis	Top Clip(in):	0.000
Flow:	Both	Weir Disc Coef:	3.130
Geometry:	Circular	Orifice Disc Coef:	0.600
Span(in):	4.50	Invert(ft):	12.500
Rise(in):	4.50	Control Elev(ft):	12.500

Name:	CS-22	From Node:	BB-CS22
Group:	BASE	To Node:	BC-LAKE 2

Length(ft): 118.00
Count: 1

	UPSTREAM	DOWNSTREAM		
Geometry:	Circular	Circular	Friction Equation:	Average Conveyance
Span(in):	54.00	54.00	Solution Algorithm:	Most Restrictive
Rise(in):	54.00	54.00	Flow:	Both
Invert(ft):	6.000	5.000	Entrance Loss Coef:	0.000
Manning's N:	0.013000	0.013000	Exit Loss Coef:	1.000
Top Clip(in):	0.000	0.000	Outlet Ctrl Spec:	Use dc or tw
Bot Clip(in):	0.000	0.000	Inlet Ctrl Spec:	Use dc
			Solution Incs:	10

Upstream FHWA Inlet Edge Description:
Circular Concrete: Square edge w/ headwall

Downstream FHWA Inlet Edge Description:
Circular Concrete: Square edge w/ headwall

*** Weir 1 of 2 for Drop Structure CS-22 ***

TABLE

Count:	1	Bottom Clip(in):	0.000
Type:	Horizontal	Top Clip(in):	0.000
Flow:	Both	Weir Disc Coef:	3.200
Geometry:	Rectangular	Orifice Disc Coef:	0.600
Span(in):	79.00	Invert(ft):	14.000
Rise(in):	36.00	Control Elev(ft):	14.000

*** Weir 2 of 2 for Drop Structure CS-22 ***

TABLE

Count:	1	Bottom Clip(in):	0.000
Type:	Vertical: Mavis	Top Clip(in):	0.000
Flow:	Both	Weir Disc Coef:	3.200
Geometry:	Circular	Orifice Disc Coef:	0.600
Span(in):	3.00	Invert(ft):	12.000
Rise(in):	3.00	Control Elev(ft):	12.000

==========
==== Hydrology Simulations ====
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Name: 100YR-72HR
Filename: C:\ICPRUSER1\100YR-72HR.R32

Override Defaults: Yes
Storm Duration(hrs): 72.00
Rainfall File: SFWMD72
Rainfall Amount(in): 12.23

Time(hrs)	Print Inc(min)
48.000	60.00
72.000	15.00

Name: 10YR-24HR
Filename: C:\ICPRUSER1\10YR-24HR.R32

Override Defaults: Yes
Storm Duration(hrs): 24.00
Rainfall File: Flmod
Rainfall Amount(in): 6.00

Time(hrs)	Print Inc(min)
8.000	60.00
16.000	30.00
24.000	60.00

Name: 10YR-72HR
Filename: C:\ICPRUSER1\10 yr 72 hr.R32

Override Defaults: Yes
Storm Duration(hrs): 72.00
Rainfall File: SFWMD72
Rainfall Amount(in): 8.10

Time(hrs)	Print Inc(min)
48.000	60.00
72.000	15.00

Name: 25yr-72hr
Filename: C:\ICPRUSER1\25 year 72 hr.R32

Override Defaults: Yes
Storm Duration(hrs): 72.00
Rainfall File: SFWMD72
Rainfall Amount(in): 9.50

Time(hrs)	Print Inc(min)
48.000	60.00
72.000	15.00

==========
==== Routing Simulations ==========
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Name: 100YR-72HR Hydrology Sim: 100YR-72HR
Filename: C:\ICPRUSER1\100YR-72HR.I32

Execute: Yes Restart: No Patch: No
Alternative: No

Max Delta Z(ft): 1.00 Delta Z Factor: 0.00500
Time Step Optimizer: 10.000
Start Time(hrs): 0.000 End Time(hrs): 72.00
Min Calc Time(sec): 0.5000 Max Calc Time(sec): 60.0000
Boundary Stages: Boundary Flows:

IBP

Time(hrs)	Print Inc(min)
36.000	720.000
48.000	360.000
60.000	60.000
62.000	60.000
63.000	60.000
72.000	60.000

Group	Run
BASE	Yes

Name: 10YR-24HR Hydrology Sim: 10YR-24HR
Filename: C:\ICPRUSER1\10YR-24HR.I32

Execute: No Restart: No Patch: No
Alternative: No

Max Delta Z(ft): 1.00 Delta Z Factor: 0.00500
Time Step Optimizer: 10.000
Start Time(hrs): 0.000 End Time(hrs): 24.00
Min Calc Time(sec): 0.5000 Max Calc Time(sec): 60.0000
Boundary Stages: Boundary Flows:

Time(hrs)	Print Inc(min)

4.000	240.000
10.000	60.000
12.000	15.000
24.000	120.000

Group	Run
BASE	Yes

Name: 10YR-72HR Hydrology Sim: 10YR-72HR
Filename: C:\ICPRUSER1\10YR72HR.I32

Execute: No Restart: No Patch: No
Alternative: No

Max Delta Z(ft): 1.00 Delta Z Factor: 0.00500
Time Step Optimizer: 10.000
Start Time(hrs): 0.000 End Time(hrs): 360.00
Min Calc Time(sec): 0.5000 Max Calc Time(sec): 60.0000
Boundary Stages: Boundary Flows:

IBP

Time(hrs)	Print Inc(min)
36.000	60.000
48.000	60.000
60.000	60.000
62.000	60.000
63.000	60.000
96.000	60.000
360.000	360.000

Group	Run
BASE	Yes

Name: 25yr-72hr Hydrology Sim: 25yr-72hr
Filename: C:\ICPRUSER1\25YR72HR.I32

Execute: No Restart: No Patch: No
Alternative: No

Max Delta Z(ft): 1.00 Delta Z Factor: 0.00500
Time Step Optimizer: 10.000
Start Time(hrs): 0.000 End Time(hrs): 72.00
Min Calc Time(sec): 0.5000 Max Calc Time(sec): 60.0000
Boundary Stages: Boundary Flows:

IBP

Time(hrs)	Print Inc(min)
36.000	60.000
48.000	60.000
60.000	60.000
62.000	60.000
63.000	60.000
72.000	60.000
360.000	360.000

Group	Run
BASE	Yes

Name	Group	Simulation	Max Time Stage hrs	Max Stage ft	Warning Stage ft	Max Delta Stage ft	Max Surf Area ft2	Max Time Inflow hrs	Max Inflow cfs	Max Time Outflow hrs	Max Outflow cfs
A-DET 11	BASE	100YR-72HR	72.00	16.654	17.750	0.0005	71369	60.00	32.108	59.89	20.037
A-DET 12	BASE	100YR-72HR	72.00	16.653	17.750	0.0005	65065	60.00	43.645	60.01	27.731
A-DET 13	BASE	100YR-72HR	72.00	16.654	17.750	0.0005	61092	60.00	51.799	60.01	37.706
A-DET 14	BASE	100YR-72HR	72.00	16.653	17.750	0.0005	67360	60.00	65.235	60.00	49.954
A-DET 15	BASE	100YR-72HR	72.00	16.654	17.750	-0.0008	35001	60.00	52.357	72.00	75.870
AA-CS11	BASE	100YR-72HR	72.00	16.652	17.750	-0.0048	11686	72.00	75.870	60.07	33.260
AB-LAKE 1	BASE	100YR-72HR	72.00	16.652	17.750	0.0005	256775	60.00	80.560	60.13	13.161
B-DET 21	BASE	100YR-72HR	72.00	16.653	17.750	0.0004	68526	60.00	32.108	60.00	19.206
B-DET 22	BASE	100YR-72HR	72.00	16.653	17.750	0.0005	60114	60.00	43.279	60.04	29.477
B-DET 23	BASE	100YR-72HR	72.00	16.653	17.750	0.0005	56863	60.00	53.267	60.03	41.045
B-DET 24	BASE	100YR-72HR	72.00	16.653	17.750	0.0005	62806	60.00	68.209	60.01	55.019
B-DET 25	BASE	100YR-72HR	72.00	16.653	17.750	0.0005	44157	60.01	59.476	60.03	46.170
BB-CS22	BASE	100YR-72HR	72.00	16.654	17.750	-0.0047	14365	60.03	46.170	60.09	39.797
BC-LAKE 2	BASE	100YR-72HR	72.00	16.652	17.750	0.0005	228916	60.00	94.194	60.18	23.753
D-LAKE 3	BASE	100YR-72HR	72.00	16.652	17.750	0.0004	142731	59.99	44.821	0.00	0.000
E-ENTRY	BASE	100YR-72HR	72.00	16.652	17.500	-0.0054	14855	60.00	4.174	59.68	8.113
N-PreDev	BASE	100YR-72HR	72.00	15.835	17.750	0.0001	1749348	60.75	61.942	0.00	0.000
O-CANAL	BASE	100YR-72HR	60.00	13.800	14.500	0.0007	0	0.00	0.000	0.00	0.000
A-DET 11	BASE	10YR-24HR	12.38	14.953	17.750	0.0003	12137	12.00	19.572	12.10	13.269
A-DET 12	BASE	10YR-24HR	12.38	14.943	17.750	0.0003	21052	12.01	27.390	12.28	20.588
A-DET 13	BASE	10YR-24HR	12.39	14.918	17.750	0.0003	17898	12.14	32.037	12.31	28.984
A-DET 14	BASE	10YR-24HR	12.40	14.865	17.750	0.0003	19087	12.19	41.274	12.32	38.595
A-DET 15	BASE	10YR-24HR	12.44	14.738	17.750	0.0002	20099	12.31	39.564	12.40	38.331
AA-CS11	BASE	10YR-24HR	12.44	14.726	17.750	-0.0048	10071	12.40	38.331	12.44	38.200
AB-LAKE 1	BASE	10YR-24HR	24.00	14.630	17.750	0.0002	132454	12.30	55.891	12.64	12.218
B-DET 21	BASE	10YR-24HR	12.31	15.255	17.750	0.0003	9919	12.00	19.572	12.10	14.273
B-DET 22	BASE	10YR-24HR	12.31	15.239	17.750	0.0003	17165	12.01	28.361	12.24	23.011
B-DET 23	BASE	10YR-24HR	12.32	15.199	17.750	0.0003	14528	12.13	34.809	12.27	32.540
B-DET 24	BASE	10YR-24HR	12.33	15.109	17.750	0.0003	15303	12.17	45.435	12.27	43.403
B-DET 25	BASE	10YR-24HR	12.38	14.866	17.750	0.0002	19453	12.25	45.389	12.35	43.982
BB-CS22	BASE	10YR-24HR	12.39	14.796	17.750	-0.0047	11538	12.35	43.982	12.39	43.800
BC-LAKE 2	BASE	10YR-24HR	24.00	14.630	17.750	0.0002	147182	12.32	70.831	12.52	23.315
D-LAKE 3	BASE	10YR-24HR	24.00	14.629	17.750	0.0002	95565	12.37	35.296	24.00	1.262
E-ENTRY	BASE	10YR-24HR	24.00	14.636	17.500	0.0048	138	12.00	2.544	11.97	8.114
N-PreDev	BASE	10YR-24HR	24.00	15.330	17.750	0.0000	1088259	13.00	30.554	0.00	0.000
O-CANAL	BASE	10YR-24HR	24.00	8.220	14.500	0.0007	0	24.00	3.685	0.00	0.000
A-DET 11	BASE	10YR-72HR	68.04	15.202	17.750	0.0002	12656	60.00	20.974	60.01	15.881
A-DET 12	BASE	10YR-72HR	68.04	15.202	17.750	0.0002	21991	60.00	31.514	60.09	23.997
A-DET 13	BASE	10YR-72HR	68.04	15.202	17.750	0.0002	18782	60.02	38.375	60.10	33.225
A-DET 14	BASE	10YR-72HR	68.04	15.202	17.750	0.0002	20240	60.04	49.172	60.10	43.674
A-DET 15	BASE	10YR-72HR	68.05	15.202	17.750	0.0002	21260	60.09	44.994	60.16	39.503
AA-CS11	BASE	10YR-72HR	68.05	15.202	17.750	-0.0048	10468	60.16	39.503	60.20	37.438
AB-LAKE 1	BASE	10YR-72HR	68.09	15.196	17.750	0.0002	136048	60.04	62.320	60.22	12.469
B-DET 21	BASE	10YR-72HR	60.19	15.359	17.750	0.0003	10132	60.00	20.974	60.02	16.194
B-DET 22	BASE	10YR-72HR	60.19	15.342	17.750	0.0003	17537	60.00	31.786	60.11	25.392
B-DET 23	BASE	10YR-72HR	60.20	15.303	17.750	0.0003	14849	60.03	39.283	60.13	35.592
B-DET 24	BASE	10YR-72HR	60.23	15.218	17.750	0.0003	15673	60.06	50.853	60.12	47.118
B-DET 25	BASE	10YR-72HR	68.04	15.200	17.750	0.0002	20481	60.11	49.491	60.18	44.835
BB-CS22	BASE	10YR-72HR	68.04	15.200	17.750	-0.0047	12133	60.18	44.835	60.23	42.835
BC-LAKE 2	BASE	10YR-72HR	68.09	15.195	17.750	0.0002	150628	60.12	75.309	60.34	24.323
D-LAKE 3	BASE	10YR-72HR	68.10	15.194	17.750	0.0002	98377	60.14	37.110	68.15	2.201

Name	Group	Simulation	Max Time Stage hrs	Max Stage ft	Warning Stage ft	Max Delta Stage ft	Max Surf Area ft2	Max Time Inflow hrs	Max Inflow cfs	Max Time Outflow hrs	Max Outflow cfs
E-ENTRY	BASE	10YR-72HR	68.10	15.200	17.500	0.0048	138	60.00	2.727	59.89	8.113
N-PreDev	BASE	10YR-72HR	72.00	15.526	17.750	0.0000	1344150	60.75	38.325	0.00	0.000
O-CANAL	BASE	10YR-72HR	60.00	13.800	14.500	0.0007	0	68.18	6.309	0.00	0.000
A-DET 11	BASE	25yr-72hr	64.61	15.566	17.750	0.0003	16497	60.00	24.760	60.01	18.492
A-DET 12	BASE	25yr-72hr	64.61	15.566	17.750	0.0003	25365	60.00	36.973	60.07	27.180
A-DET 13	BASE	25yr-72hr	64.61	15.566	17.750	0.0003	21963	60.01	44.556	60.08	37.223
A-DET 14	BASE	25yr-72hr	64.62	15.566	17.750	0.0003	23761	60.03	56.668	60.07	48.602
A-DET 15	BASE	25yr-72hr	64.62	15.566	17.750	0.0003	22672	60.07	50.236	60.12	41.482
AA-CS11	BASE	25yr-72hr	64.62	15.566	17.750	-0.0048	10773	60.12	41.482	60.17	37.939
AB-LAKE 1	BASE	25yr-72hr	64.70	15.559	17.750	0.0002	138351	60.00	69.461	60.22	12.663
B-DET 21	BASE	25yr-72hr	60.21	15.565	17.750	0.0004	13612	60.00	24.760	60.02	19.118
B-DET 22	BASE	25yr-72hr	64.62	15.564	17.750	0.0004	20321	60.00	37.546	60.09	29.604
B-DET 23	BASE	25yr-72hr	64.63	15.563	17.750	0.0003	17645	60.03	46.341	60.10	41.319
B-DET 24	BASE	25yr-72hr	64.63	15.563	17.750	0.0003	19099	60.05	59.813	60.10	54.541
B-DET 25	BASE	25yr-72hr	64.64	15.563	17.750	0.0003	22605	60.10	57.447	60.16	50.239
BB-CS22	BASE	25yr-72hr	64.64	15.563	17.750	-0.0047	12690	60.16	50.239	60.17	46.574
BC-LAKE 2	BASE	25yr-72hr	64.71	15.557	17.750	0.0002	152835	60.09	84.488	60.30	26.829
D-LAKE 3	BASE	25yr-72hr	64.72	15.556	17.750	0.0002	100176	60.13	40.577	67.18	2.907
E-ENTRY	BASE	25yr-72hr	64.72	15.562	17.500	0.0048	138	60.00	3.219	59.76	8.113
N-PreDev	BASE	25yr-72hr	72.00	15.639	17.750	0.0000	1492292	60.75	46.364	0.00	0.000
O-CANAL	BASE	25yr-72hr	60.00	13.800	14.500	0.0007	0	68.03	8.270	0.00	0.000

Simulation	Node	Group	Time	Stage	Warning Stage	Surface Area	Total Inflow	Total Outflow	Total Vol In	Total Vol Out
			hrs	ft	ft	ft2	cfs	cfs	af	af
10YR-72HR	A-DET 11	BASE	0.00	13.000	17.750	513	0.000	0.000	0.0	0.0
10YR-72HR	A-DET 12	BASE	0.00	13.000	17.750	811	0.000	0.000	0.0	0.0
10YR-72HR	A-DET 13	BASE	0.00	13.000	17.750	708	0.000	0.000	0.0	0.0
10YR-72HR	A-DET 14	BASE	0.00	13.000	17.750	755	0.000	0.000	0.0	0.0
10YR-72HR	A-DET 15	BASE	0.00	13.000	17.750	882	0.000	0.000	0.0	0.0
10YR-72HR	AA-CS11	BASE	0.00	13.000	17.750	538	0.000	0.167	0.0	0.0
10YR-72HR	AB-LAKE 1	BASE	0.00	12.500	17.750	118934	0.167	0.000	0.0	0.0
10YR-72HR	B-DET 21	BASE	0.00	13.000	17.750	371	0.000	0.000	0.0	0.0
10YR-72HR	B-DET 22	BASE	0.00	13.000	17.750	563	0.000	0.000	0.0	0.0
10YR-72HR	B-DET 23	BASE	0.00	13.000	17.750	497	0.000	0.000	0.0	0.0
10YR-72HR	B-DET 24	BASE	0.00	13.000	17.750	527	0.000	0.000	0.0	0.0
10YR-72HR	B-DET 25	BASE	0.00	13.000	17.750	767	0.000	0.000	0.0	0.0
10YR-72HR	BB-CS22	BASE	0.00	13.000	17.750	545	0.000	0.167	0.0	0.0
10YR-72HR	BC-LAKE 2	BASE	0.00	12.500	17.750	134195	0.167	0.000	0.0	0.0
10YR-72HR	D-LAKE 3	BASE	0.00	12.500	17.750	84965	0.000	0.000	0.0	0.0
10YR-72HR	E-ENTRY	BASE	0.00	12.500	17.500	138	0.000	0.000	0.0	0.0
10YR-72HR	N-PreDev	BASE	0.00	14.500	17.750	113	0.000	0.000	0.0	0.0
10YR-72HR	O-CANAL	BASE	0.00	4.500	14.500	0	0.000	0.000	0.0	0.0
10YR-72HR	A-DET 11	BASE	1.00	13.000	17.750	513	0.000	0.000	0.0	0.0
10YR-72HR	A-DET 12	BASE	1.00	13.000	17.750	811	0.000	0.000	0.0	0.0
10YR-72HR	A-DET 13	BASE	1.00	13.000	17.750	708	0.000	0.000	0.0	0.0
10YR-72HR	A-DET 14	BASE	1.00	13.000	17.750	755	0.000	0.000	0.0	0.0
10YR-72HR	A-DET 15	BASE	1.00	13.000	17.750	882	0.000	0.000	0.0	0.0
10YR-72HR	AA-CS11	BASE	1.00	12.502	17.750	538	0.000	0.000	0.0	0.0
10YR-72HR	AB-LAKE 1	BASE	1.00	12.502	17.750	118944	0.000	0.000	0.0	0.0
10YR-72HR	B-DET 21	BASE	1.00	13.000	17.750	371	0.000	0.000	0.0	0.0
10YR-72HR	B-DET 22	BASE	1.00	13.000	17.750	563	0.000	0.000	0.0	0.0
10YR-72HR	B-DET 23	BASE	1.00	13.000	17.750	497	0.000	0.000	0.0	0.0
10YR-72HR	B-DET 24	BASE	1.00	13.000	17.750	527	0.000	0.000	0.0	0.0
10YR-72HR	B-DET 25	BASE	1.00	13.000	17.750	767	0.000	0.000	0.0	0.0
10YR-72HR	BB-CS22	BASE	1.00	12.502	17.750	545	0.000	0.000	0.0	0.0
10YR-72HR	BC-LAKE 2	BASE	1.00	12.502	17.750	134205	0.000	0.247	0.0	0.0
10YR-72HR	D-LAKE 3	BASE	1.00	12.502	17.750	84972	6.969	0.000	0.3	0.0
10YR-72HR	E-ENTRY	BASE	1.00	12.508	17.500	138	0.000	6.722	0.0	0.3
10YR-72HR	N-PreDev	BASE	1.00	14.500	17.750	113	0.000	0.000	0.0	0.0
10YR-72HR	O-CANAL	BASE	1.00	4.655	14.500	0	0.000	0.000	0.0	0.0
10YR-72HR	A-DET 11	BASE	2.00	13.000	17.750	513	0.000	0.000	0.0	0.0
10YR-72HR	A-DET 12	BASE	2.00	13.000	17.750	811	0.000	0.000	0.0	0.0
10YR-72HR	A-DET 13	BASE	2.00	13.000	17.750	708	0.000	0.000	0.0	0.0
10YR-72HR	A-DET 14	BASE	2.00	13.000	17.750	755	0.000	0.000	0.0	0.0
10YR-72HR	A-DET 15	BASE	2.00	13.000	17.750	882	0.000	0.000	0.0	0.0
10YR-72HR	AA-CS11	BASE	2.00	12.502	17.750	538	0.000	0.000	0.0	0.0
10YR-72HR	AB-LAKE 1	BASE	2.00	12.502	17.750	118944	0.000	0.000	0.0	0.0
10YR-72HR	B-DET 21	BASE	2.00	13.000	17.750	371	0.000	0.000	0.0	0.0
10YR-72HR	B-DET 22	BASE	2.00	13.000	17.750	563	0.000	0.000	0.0	0.0
10YR-72HR	B-DET 23	BASE	2.00	13.000	17.750	497	0.000	0.000	0.0	0.0
10YR-72HR	B-DET 24	BASE	2.00	13.000	17.750	527	0.000	0.000	0.0	0.0
10YR-72HR	B-DET 25	BASE	2.00	13.000	17.750	767	0.000	0.000	0.0	0.0
10YR-72HR	BB-CS22	BASE	2.00	12.502	17.750	545	0.000	0.000	0.0	0.0
10YR-72HR	BC-LAKE 2	BASE	2.00	12.502	17.750	134205	0.000	0.247	0.0	0.0
10YR-72HR	D-LAKE 3	BASE	2.00	12.502	17.750	84972	6.969	0.000	0.9	0.0

Simulation	Node	Group	Time hrs	Stage ft	Warning Stage ft	Surface Area ft2	Total Inflow cfs	Total Outflow cfs	Total Vol In af	Total Vol Out af
10YR-72HR	E-ENTRY	BASE	2.00	12.508	17.500	138	0.000	6.722	0.0	0.8
10YR-72HR	N-PreDev	BASE	2.00	14.500	17.750	113	0.000	0.000	0.0	0.0
10YR-72HR	O-CANAL	BASE	2.00	4.810	14.500	0	0.000	0.000	0.0	0.0
10YR-72HR	A-DET 11	BASE	3.00	13.000	17.750	513	0.000	0.000	0.0	0.0
10YR-72HR	A-DET 12	BASE	3.00	13.000	17.750	811	0.000	0.000	0.0	0.0
10YR-72HR	A-DET 13	BASE	3.00	13.000	17.750	708	0.000	0.000	0.0	0.0
10YR-72HR	A-DET 14	BASE	3.00	13.000	17.750	755	0.000	0.000	0.0	0.0
10YR-72HR	A-DET 15	BASE	3.00	13.000	17.750	882	0.000	0.000	0.0	0.0
10YR-72HR	AA-CS11	BASE	3.00	12.502	17.750	538	0.000	0.000	0.0	0.0
10YR-72HR	AB-LAKE 1	BASE	3.00	12.502	17.750	118944	0.000	0.000	0.0	0.0
10YR-72HR	B-DET 21	BASE	3.00	13.000	17.750	371	0.000	0.000	0.0	0.0
10YR-72HR	B-DET 22	BASE	3.00	13.000	17.750	563	0.000	0.000	0.0	0.0
10YR-72HR	B-DET 23	BASE	3.00	13.000	17.750	497	0.000	0.000	0.0	0.0
10YR-72HR	B-DET 24	BASE	3.00	13.000	17.750	527	0.000	0.000	0.0	0.0
10YR-72HR	B-DET 25	BASE	3.00	13.000	17.750	767	0.000	0.000	0.0	0.0
10YR-72HR	BB-CS22	BASE	3.00	12.502	17.750	545	0.000	0.000	0.0	0.0
10YR-72HR	BC-LAKE 2	BASE	3.00	12.502	17.750	134205	0.000	0.247	0.0	0.1
10YR-72HR	D-LAKE 3	BASE	3.00	12.502	17.750	84972	6.969	0.000	1.4	0.0
10YR-72HR	E-ENTRY	BASE	3.00	12.508	17.500	138	0.000	6.722	0.0	1.4
10YR-72HR	N-PreDev	BASE	3.00	14.500	17.750	113	0.000	0.000	0.0	0.0
10YR-72HR	O-CANAL	BASE	3.00	4.965	14.500	0	0.000	0.000	0.0	0.0
10YR-72HR	A-DET 11	BASE	4.00	13.000	17.750	513	0.000	0.000	0.0	0.0
10YR-72HR	A-DET 12	BASE	4.00	13.000	17.750	811	0.000	0.000	0.0	0.0
10YR-72HR	A-DET 13	BASE	4.00	13.000	17.750	708	0.000	0.000	0.0	0.0
10YR-72HR	A-DET 14	BASE	4.00	13.000	17.750	755	0.000	0.000	0.0	0.0
10YR-72HR	A-DET 15	BASE	4.00	13.000	17.750	882	0.000	0.000	0.0	0.0
10YR-72HR	AA-CS11	BASE	4.00	12.502	17.750	538	0.000	0.000	0.0	0.0
10YR-72HR	AB-LAKE 1	BASE	4.00	12.502	17.750	118944	0.000	0.000	0.0	0.0
10YR-72HR	B-DET 21	BASE	4.00	13.000	17.750	371	0.000	0.000	0.0	0.0
10YR-72HR	B-DET 22	BASE	4.00	13.000	17.750	563	0.000	0.000	0.0	0.0
10YR-72HR	B-DET 23	BASE	4.00	13.000	17.750	497	0.000	0.000	0.0	0.0
10YR-72HR	B-DET 24	BASE	4.00	13.000	17.750	527	0.000	0.000	0.0	0.0
10YR-72HR	B-DET 25	BASE	4.00	13.000	17.750	767	0.000	0.000	0.0	0.0
10YR-72HR	BB-CS22	BASE	4.00	12.502	17.750	545	0.000	0.000	0.0	0.0
10YR-72HR	BC-LAKE 2	BASE	4.00	12.502	17.750	134205	0.000	0.247	0.0	0.1
10YR-72HR	D-LAKE 3	BASE	4.00	12.502	17.750	84972	6.969	0.000	2.0	0.0
10YR-72HR	E-ENTRY	BASE	4.00	12.508	17.500	138	0.000	6.722	0.0	1.9
10YR-72HR	N-PreDev	BASE	4.00	14.500	17.750	113	0.000	0.000	0.0	0.0
10YR-72HR	O-CANAL	BASE	4.00	5.120	14.500	0	0.000	0.000	0.0	0.0
10YR-72HR	A-DET 11	BASE	5.00	13.000	17.750	8111	0.000	0.000	0.0	0.0
10YR-72HR	A-DET 12	BASE	5.00	13.000	17.750	14063	0.000	0.000	0.0	0.0
10YR-72HR	A-DET 13	BASE	5.00	13.000	17.750	12017	0.000	0.000	0.0	0.0
10YR-72HR	A-DET 14	BASE	5.00	13.000	17.750	12947	0.000	0.000	0.0	0.0
10YR-72HR	A-DET 15	BASE	5.00	13.000	17.750	15500	0.000	0.000	0.0	0.0
10YR-72HR	AA-CS11	BASE	5.00	12.502	17.750	8618	0.000	0.000	0.0	0.0
10YR-72HR	AB-LAKE 1	BASE	5.00	12.502	17.750	118944	0.000	0.000	0.0	0.0
10YR-72HR	B-DET 21	BASE	5.00	13.000	17.750	5273	0.000	0.000	0.0	0.0
10YR-72HR	B-DET 22	BASE	5.00	13.000	17.750	9113	0.000	0.000	0.0	0.0
10YR-72HR	B-DET 23	BASE	5.00	13.000	17.750	7793	0.000	0.000	0.0	0.0
10YR-72HR	B-DET 24	BASE	5.00	13.000	17.750	8393	0.000	0.000	0.0	0.0
10YR-72HR	B-DET 25	BASE	5.00	13.000	17.750	13193	0.000	0.000	0.0	0.0

Simulation	Node	Group	Time hrs	Stage ft	Warning Stage ft	Surface Area ft2	Total Inflow cfs	Total Outflow cfs	Total Vol In af	Total Vol Out af
10YR-72HR	BB-CS22	BASE	5.00	12.502	17.750	8753	0.000	0.000	0.0	0.0
10YR-72HR	BC-LAKE 2	BASE	5.00	12.502	17.750	134205	0.000	0.247	0.0	0.1
10YR-72HR	D-LAKE 3	BASE	5.00	12.502	17.750	84972	6.969	0.000	2.6	0.0
10YR-72HR	E-ENTRY	BASE	5.00	12.508	17.500	138	0.000	6.722	0.0	2.5
10YR-72HR	N-PreDev	BASE	5.00	14.500	17.750	113	0.000	0.000	0.0	0.0
10YR-72HR	O-CANAL	BASE	5.00	5.275	14.500	0	0.000	0.000	0.0	0.0
10YR-72HR	A-DET 11	BASE	6.00	13.002	17.750	8114	0.008	0.000	0.0	0.0
10YR-72HR	A-DET 12	BASE	6.00	13.001	17.750	14066	0.006	-0.000	0.0	-0.0
10YR-72HR	A-DET 13	BASE	6.00	13.001	17.750	12020	0.006	-0.000	0.0	-0.0
10YR-72HR	A-DET 14	BASE	6.00	13.001	17.750	12950	0.007	0.000	0.0	0.0
10YR-72HR	A-DET 15	BASE	6.00	13.000	17.750	15501	0.001	0.000	0.0	0.0
10YR-72HR	AA-CS11	BASE	6.00	12.502	17.750	8618	0.000	-0.000	0.0	0.0
10YR-72HR	AB-LAKE 1	BASE	6.00	12.502	17.750	118945	0.011	0.000	0.0	0.0
10YR-72HR	B-DET 21	BASE	6.00	13.003	17.750	5278	0.008	0.000	0.0	0.0
10YR-72HR	B-DET 22	BASE	6.00	13.001	17.750	9118	0.006	-0.000	0.0	-0.0
10YR-72HR	B-DET 23	BASE	6.00	13.001	17.750	7797	0.006	-0.000	0.0	-0.0
10YR-72HR	B-DET 24	BASE	6.00	13.001	17.750	8397	0.007	0.000	0.0	0.0
10YR-72HR	B-DET 25	BASE	6.00	13.000	17.750	13194	0.001	0.000	0.0	0.0
10YR-72HR	BB-CS22	BASE	6.00	12.502	17.750	8753	0.000	-0.001	0.0	0.0
10YR-72HR	BC-LAKE 2	BASE	6.00	12.502	17.750	134205	0.010	0.000	0.0	0.1
10YR-72HR	D-LAKE 3	BASE	6.00	12.502	17.750	84973	6.727	0.000	3.2	0.0
10YR-72HR	E-ENTRY	BASE	6.00	12.508	17.500	138	0.001	6.723	0.0	3.1
10YR-72HR	N-PreDev	BASE	6.00	14.500	17.750	113	0.000	0.000	0.0	0.0
10YR-72HR	O-CANAL	BASE	6.00	5.430	14.500	0	0.000	0.000	0.0	0.0
10YR-72HR	A-DET 11	BASE	7.00	13.008	17.750	8126	0.023	0.001	0.0	0.0
10YR-72HR	A-DET 12	BASE	7.00	13.004	17.750	14079	0.018	-0.000	0.0	-0.0
10YR-72HR	A-DET 13	BASE	7.00	13.004	17.750	12030	0.017	-0.000	0.0	-0.0
10YR-72HR	A-DET 14	BASE	7.00	13.005	17.750	12960	0.019	0.000	0.0	0.0
10YR-72HR	A-DET 15	BASE	7.00	13.000	17.750	15503	0.002	0.000	0.0	0.0
10YR-72HR	AA-CS11	BASE	7.00	12.502	17.750	8618	0.000	-0.002	0.0	0.0
10YR-72HR	AB-LAKE 1	BASE	7.00	12.502	17.750	118948	0.032	0.000	0.0	0.0
10YR-72HR	B-DET 21	BASE	7.00	13.013	17.750	5296	0.023	0.001	0.0	0.0
10YR-72HR	B-DET 22	BASE	7.00	13.006	17.750	9138	0.018	-0.000	0.0	-0.0
10YR-72HR	B-DET 23	BASE	7.00	13.007	17.750	7813	0.017	-0.000	0.0	-0.0
10YR-72HR	B-DET 24	BASE	7.00	13.007	17.750	8413	0.019	0.000	0.0	0.0
10YR-72HR	B-DET 25	BASE	7.00	13.001	17.750	13198	0.004	0.000	0.0	0.0
10YR-72HR	BB-CS22	BASE	7.00	12.502	17.750	8753	0.000	-0.002	0.0	0.0
10YR-72HR	BC-LAKE 2	BASE	7.00	12.502	17.750	134209	0.029	0.000	0.0	0.1
10YR-72HR	D-LAKE 3	BASE	7.00	12.502	17.750	84976	6.736	0.000	3.7	0.0
10YR-72HR	E-ENTRY	BASE	7.00	12.508	17.500	138	0.003	6.725	0.0	3.6
10YR-72HR	N-PreDev	BASE	7.00	14.500	17.750	113	0.000	0.000	0.0	0.0
10YR-72HR	O-CANAL	BASE	7.00	5.585	14.500	0	0.000	0.000	0.0	0.0
10YR-72HR	A-DET 11	BASE	8.00	13.021	17.750	8148	0.036	0.004	0.0	0.0
10YR-72HR	A-DET 12	BASE	8.00	13.010	17.750	14105	0.031	-0.001	0.0	-0.0
10YR-72HR	A-DET 13	BASE	8.00	13.011	17.750	12050	0.027	-0.000	0.0	-0.0
10YR-72HR	A-DET 14	BASE	8.00	13.011	17.750	12980	0.031	0.001	0.0	0.0
10YR-72HR	A-DET 15	BASE	8.00	13.001	17.750	15507	0.004	0.000	0.0	0.0
10YR-72HR	AA-CS11	BASE	8.00	12.503	17.750	8618	0.000	-0.003	0.0	0.0
10YR-72HR	AB-LAKE 1	BASE	8.00	12.503	17.750	118955	0.051	0.000	0.0	0.0
10YR-72HR	B-DET 21	BASE	8.00	13.031	17.750	5329	0.036	0.006	0.0	0.0
10YR-72HR	B-DET 22	BASE	8.00	13.016	17.750	9178	0.033	-0.001	0.0	-0.0

Simulation	Node	Group	Time hrs	Stage ft	Warning Stage ft	Surface Area ft2	Total Inflow cfs	Total Outflow cfs	Total Vol In af	Total Vol Out af
10YR-72HR	B-DET 23	BASE	8.00	13.017	17.750	7844	0.026	-0.001	0.0	-0.0
10YR-72HR	B-DET 24	BASE	8.00	13.017	17.750	8443	0.030	0.002	0.0	0.0
10YR-72HR	B-DET 25	BASE	8.00	13.002	17.750	13206	0.007	0.000	0.0	0.0
10YR-72HR	BB-CS22	BASE	8.00	12.503	17.750	8754	0.000	-0.003	0.0	0.0
10YR-72HR	BC-LAKE 2	BASE	8.00	12.503	17.750	134215	0.046	0.244	0.0	0.1
10YR-72HR	D-LAKE 3	BASE	8.00	12.503	17.750	84981	6.989	0.000	4.3	0.0
10YR-72HR	E-ENTRY	BASE	8.00	12.509	17.500	138	0.005	6.727	0.0	4.2
10YR-72HR	N-PreDev	BASE	8.00	14.500	17.750	113	0.000	0.000	0.0	0.0
10YR-72HR	O-CANAL	BASE	8.00	5.740	14.500	0	0.000	0.000	0.0	0.0
10YR-72HR	A-DET 11	BASE	9.00	13.036	17.750	8177	0.048	0.012	0.0	0.0
10YR-72HR	A-DET 12	BASE	9.00	13.020	17.750	14144	0.049	-0.000	0.0	-0.0
10YR-72HR	A-DET 13	BASE	9.00	13.020	17.750	12079	0.036	-0.000	0.0	-0.0
10YR-72HR	A-DET 14	BASE	9.00	13.020	17.750	13006	0.041	0.005	0.0	0.0
10YR-72HR	A-DET 15	BASE	9.00	13.002	17.750	15514	0.009	0.000	0.0	0.0
10YR-72HR	AA-CS11	BASE	9.00	12.505	17.750	8619	0.000	-0.004	0.0	0.0
10YR-72HR	AB-LAKE 1	BASE	9.00	12.505	17.750	118964	0.068	0.000	0.0	0.0
10YR-72HR	B-DET 21	BASE	9.00	13.052	17.750	5370	0.048	0.017	0.0	0.0
10YR-72HR	B-DET 22	BASE	9.00	13.032	17.750	9239	0.053	0.003	0.0	0.0
10YR-72HR	B-DET 23	BASE	9.00	13.031	17.750	7889	0.039	0.002	0.0	0.0
10YR-72HR	B-DET 24	BASE	9.00	13.031	17.750	8483	0.043	0.008	0.0	0.0
10YR-72HR	B-DET 25	BASE	9.00	13.005	17.750	13219	0.015	0.000	0.0	0.0
10YR-72HR	BB-CS22	BASE	9.00	12.505	17.750	8755	0.000	-0.004	0.0	0.0
10YR-72HR	BC-LAKE 2	BASE	9.00	12.505	17.750	134224	0.061	0.252	0.0	0.1
10YR-72HR	D-LAKE 3	BASE	9.00	12.505	17.750	84988	7.005	0.000	4.9	0.0
10YR-72HR	E-ENTRY	BASE	9.00	12.511	17.500	138	0.006	6.728	0.0	4.7
10YR-72HR	N-PreDev	BASE	9.00	14.500	17.750	113	0.000	0.000	0.0	0.0
10YR-72HR	O-CANAL	BASE	9.00	5.895	14.500	0	0.000	0.000	0.0	0.0
10YR-72HR	A-DET 11	BASE	10.00	13.051	17.750	8208	0.059	0.025	0.0	0.0
10YR-72HR	A-DET 12	BASE	10.00	13.034	17.750	14195	0.069	0.006	0.0	0.0
10YR-72HR	A-DET 13	BASE	10.00	13.032	17.750	12117	0.050	0.004	0.0	0.0
10YR-72HR	A-DET 14	BASE	10.00	13.031	17.750	13039	0.055	0.013	0.0	0.0
10YR-72HR	A-DET 15	BASE	10.00	13.005	17.750	15524	0.017	0.001	0.0	0.0
10YR-72HR	AA-CS11	BASE	10.00	12.506	17.750	8619	0.001	-0.004	0.0	0.0
10YR-72HR	AB-LAKE 1	BASE	10.00	12.507	17.750	118977	0.084	0.000	0.0	0.0
10YR-72HR	B-DET 21	BASE	10.00	13.072	17.750	5412	0.059	0.030	0.0	0.0
10YR-72HR	B-DET 22	BASE	10.00	13.055	17.750	9317	0.074	0.012	0.0	0.0
10YR-72HR	B-DET 23	BASE	10.00	13.050	17.750	7948	0.057	0.010	0.0	0.0
10YR-72HR	B-DET 24	BASE	10.00	13.047	17.750	8533	0.061	0.019	0.0	0.0
10YR-72HR	B-DET 25	BASE	10.00	13.010	17.750	13240	0.028	0.002	0.0	0.0
10YR-72HR	BB-CS22	BASE	10.00	12.507	17.750	8757	0.002	-0.003	0.0	0.0
10YR-72HR	BC-LAKE 2	BASE	10.00	12.507	17.750	134236	0.076	0.244	0.0	0.2
10YR-72HR	D-LAKE 3	BASE	10.00	12.507	17.750	84998	7.003	0.000	5.4	0.0
10YR-72HR	E-ENTRY	BASE	10.00	12.513	17.500	138	0.008	6.730	0.0	5.3
10YR-72HR	N-PreDev	BASE	10.00	14.500	17.750	113	0.000	0.000	0.0	0.0
10YR-72HR	O-CANAL	BASE	10.00	6.050	14.500	0	0.000	0.000	0.0	0.0
10YR-72HR	A-DET 11	BASE	11.00	13.066	17.750	8240	0.069	0.037	0.0	0.0
10YR-72HR	A-DET 12	BASE	11.00	13.052	17.750	14255	0.089	0.017	0.0	0.0
10YR-72HR	A-DET 13	BASE	11.00	13.047	17.750	12163	0.069	0.014	0.0	0.0
10YR-72HR	A-DET 14	BASE	11.00	13.044	17.750	13078	0.073	0.026	0.0	0.0
10YR-72HR	A-DET 15	BASE	11.00	13.010	17.750	15539	0.031	0.004	0.0	0.0
10YR-72HR	AA-CS11	BASE	11.00	12.509	17.750	8620	0.004	-0.002	0.0	0.0

Simulation	Node	Group	Time hrs	Stage ft	Warning Stage ft	Surface Area ft2	Total Inflow cfs	Total Outflow cfs	Total Vol In af	Total Vol Out af
10YR-72HR	AB-LAKE 1	BASE	11.00	12.509	17.750	118991	0.101	0.000	0.0	0.0
10YR-72HR	B-DET 21	BASE	11.00	13.091	17.750	5455	0.069	0.040	0.0	0.0
10YR-72HR	B-DET 22	BASE	11.00	13.079	17.750	9402	0.092	0.027	0.0	0.0
10YR-72HR	B-DET 23	BASE	11.00	13.073	17.750	8017	0.079	0.026	0.0	0.0
10YR-72HR	B-DET 24	BASE	11.00	13.065	17.750	8592	0.085	0.038	0.0	0.0
10YR-72HR	B-DET 25	BASE	11.00	13.019	17.750	13271	0.048	0.008	0.0	0.0
10YR-72HR	BB-CS22	BASE	11.00	12.509	17.750	8762	0.008	0.001	0.0	0.0
10YR-72HR	BC-LAKE 2	BASE	11.00	12.509	17.750	134250	0.094	0.248	0.0	0.2
10YR-72HR	D-LAKE 3	BASE	11.00	12.509	17.750	85009	7.014	0.000	6.0	0.0
10YR-72HR	E-ENTRY	BASE	11.00	12.515	17.500	138	0.009	6.731	0.0	5.8
10YR-72HR	N-PreDev	BASE	11.00	14.500	17.750	113	0.000	0.000	0.0	0.0
10YR-72HR	O-CANAL	BASE	11.00	6.205	14.500	0	0.000	0.000	0.0	0.0
10YR-72HR	A-DET 11	BASE	12.00	13.080	17.750	8271	0.078	0.045	0.0	0.0
10YR-72HR	A-DET 12	BASE	12.00	13.070	17.750	14318	0.104	0.032	0.0	0.0
10YR-72HR	A-DET 13	BASE	12.00	13.064	17.750	12214	0.091	0.031	0.0	0.0
10YR-72HR	A-DET 14	BASE	12.00	13.058	17.750	13122	0.098	0.045	0.0	0.0
10YR-72HR	A-DET 15	BASE	12.00	13.017	17.750	15560	0.051	0.014	0.0	0.0
10YR-72HR	AA-CS11	BASE	12.00	12.512	17.750	8622	0.014	0.004	0.0	0.0
10YR-72HR	AB-LAKE 1	BASE	12.00	12.512	17.750	119009	0.121	0.000	0.0	0.0
10YR-72HR	B-DET 21	BASE	12.00	13.111	17.750	5498	0.078	0.047	0.0	0.0
10YR-72HR	B-DET 22	BASE	12.00	13.103	17.750	9486	0.105	0.044	0.0	0.0
10YR-72HR	B-DET 23	BASE	12.00	13.097	17.750	8089	0.102	0.050	0.0	0.0
10YR-72HR	B-DET 24	BASE	12.00	13.086	17.750	8658	0.117	0.066	0.0	0.0
10YR-72HR	B-DET 25	BASE	12.00	13.032	17.750	13312	0.077	0.023	0.0	0.0
10YR-72HR	BB-CS22	BASE	12.00	12.513	17.750	8768	0.023	0.008	0.0	0.0
10YR-72HR	BC-LAKE 2	BASE	12.00	12.512	17.750	134267	0.114	0.250	0.0	0.2
10YR-72HR	D-LAKE 3	BASE	12.00	12.512	17.750	85023	7.022	0.000	6.6	0.0
10YR-72HR	E-ENTRY	BASE	12.00	12.518	17.500	138	0.010	6.732	0.0	6.4
10YR-72HR	N-PreDev	BASE	12.00	14.500	17.750	113	0.000	0.000	0.0	0.0
10YR-72HR	O-CANAL	BASE	12.00	6.360	14.500	0	0.000	0.000	0.0	0.0
10YR-72HR	A-DET 11	BASE	13.00	13.094	17.750	8302	0.086	0.052	0.0	0.0
10YR-72HR	A-DET 12	BASE	13.00	13.088	17.750	14380	0.117	0.048	0.0	0.0
10YR-72HR	A-DET 13	BASE	13.00	13.082	17.750	12267	0.113	0.054	0.0	0.0
10YR-72HR	A-DET 14	BASE	13.00	13.073	17.750	13171	0.128	0.071	0.0	0.0
10YR-72HR	A-DET 15	BASE	13.00	13.027	17.750	15585	0.078	0.036	0.0	0.0
10YR-72HR	AA-CS11	BASE	13.00	12.519	17.750	8625	0.036	0.014	0.0	0.0
10YR-72HR	AB-LAKE 1	BASE	13.00	12.515	17.750	119030	0.143	0.000	0.1	0.0
10YR-72HR	B-DET 21	BASE	13.00	13.132	17.750	5542	0.086	0.055	0.0	0.0
10YR-72HR	B-DET 22	BASE	13.00	13.126	17.750	9567	0.119	0.061	0.0	0.0
10YR-72HR	B-DET 23	BASE	13.00	13.120	17.750	8158	0.126	0.076	0.0	0.0
10YR-72HR	B-DET 24	BASE	13.00	13.107	17.750	8726	0.151	0.101	0.0	0.0
10YR-72HR	B-DET 25	BASE	13.00	13.048	17.750	13361	0.113	0.053	0.0	0.0
10YR-72HR	BB-CS22	BASE	13.00	12.522	17.750	8775	0.053	0.020	0.0	0.0
10YR-72HR	BC-LAKE 2	BASE	13.00	12.515	17.750	134287	0.136	0.248	0.0	0.2
10YR-72HR	D-LAKE 3	BASE	13.00	12.515	17.750	85040	7.025	0.000	7.2	0.0
10YR-72HR	E-ENTRY	BASE	13.00	12.521	17.500	138	0.011	6.733	0.0	6.9
10YR-72HR	N-PreDev	BASE	13.00	14.500	17.750	113	0.000	0.000	0.0	0.0
10YR-72HR	O-CANAL	BASE	13.00	6.515	14.500	0	0.000	0.000	0.0	0.0
10YR-72HR	A-DET 11	BASE	14.00	13.109	17.750	8334	0.094	0.059	0.0	0.0
10YR-72HR	A-DET 12	BASE	14.00	13.104	17.750	14439	0.129	0.064	0.0	0.0
10YR-72HR	A-DET 13	BASE	14.00	13.099	17.750	12318	0.135	0.079	0.0	0.0

Simulation	Node	Group	Time hrs	Stage ft	Warning Stage ft	Surface Area ft2	Total Inflow cfs	Total Outflow cfs	Total Vol In af	Total Vol Out af
10YR-72HR	A-DET 14	BASE	14.00	13.088	17.750	13220	0.160	0.105	0.0	0.0
10YR-72HR	A-DET 15	BASE	14.00	13.036	17.750	15611	0.112	0.070	0.0	0.0
10YR-72HR	AA-CS11	BASE	14.00	12.532	17.750	8627	0.070	0.027	0.0	0.0
10YR-72HR	AB-LAKE 1	BASE	14.00	12.519	17.750	119054	0.167	0.000	0.1	0.0
10YR-72HR	B-DET 21	BASE	14.00	13.152	17.750	5583	0.094	0.064	0.0	0.0
10YR-72HR	B-DET 22	BASE	14.00	13.147	17.750	9642	0.134	0.080	0.0	0.0
10YR-72HR	B-DET 23	BASE	14.00	13.140	17.750	8222	0.151	0.105	0.0	0.0
10YR-72HR	B-DET 24	BASE	14.00	13.127	17.750	8790	0.186	0.140	0.1	0.0
10YR-72HR	B-DET 25	BASE	14.00	13.064	17.750	13410	0.153	0.097	0.0	0.0
10YR-72HR	BB-CS22	BASE	14.00	12.541	17.750	8784	0.097	0.035	0.0	0.0
10YR-72HR	BC-LAKE 2	BASE	14.00	12.519	17.750	134310	0.162	0.245	0.1	0.2
10YR-72HR	D-LAKE 3	BASE	14.00	12.519	17.750	85059	7.026	0.000	7.8	0.0
10YR-72HR	E-ENTRY	BASE	14.00	12.525	17.500	138	0.012	6.734	0.0	7.5
10YR-72HR	N-PreDev	BASE	14.00	14.500	17.750	444	0.000	0.000	0.0	0.0
10YR-72HR	O-CANAL	BASE	14.00	6.670	14.500	0	0.001	0.000	0.0	0.0
10YR-72HR	A-DET 11	BASE	15.00	13.124	17.750	8365	0.101	0.067	0.0	0.0
10YR-72HR	A-DET 12	BASE	15.00	13.120	17.750	14495	0.143	0.082	0.1	0.0
10YR-72HR	A-DET 13	BASE	15.00	13.114	17.750	12366	0.158	0.107	0.1	0.0
10YR-72HR	A-DET 14	BASE	15.00	13.102	17.750	13265	0.193	0.143	0.1	0.0
10YR-72HR	A-DET 15	BASE	15.00	13.046	17.750	15636	0.150	0.113	0.0	0.0
10YR-72HR	AA-CS11	BASE	15.00	12.555	17.750	8630	0.113	0.042	0.0	0.0
10YR-72HR	AB-LAKE 1	BASE	15.00	12.523	17.750	119082	0.193	0.000	0.1	0.0
10YR-72HR	B-DET 21	BASE	15.00	13.170	17.750	5622	0.101	0.073	0.0	0.0
10YR-72HR	B-DET 22	BASE	15.00	13.166	17.750	9710	0.149	0.101	0.1	0.0
10YR-72HR	B-DET 23	BASE	15.00	13.159	17.750	8279	0.176	0.136	0.1	0.0
10YR-72HR	B-DET 24	BASE	15.00	13.144	17.750	8847	0.222	0.182	0.1	0.0
10YR-72HR	B-DET 25	BASE	15.00	13.078	17.750	13453	0.196	0.148	0.0	0.0
10YR-72HR	BB-CS22	BASE	15.00	12.574	17.750	8791	0.148	0.053	0.0	0.0
10YR-72HR	BC-LAKE 2	BASE	15.00	12.523	17.750	134337	0.189	0.250	0.1	0.3
10YR-72HR	D-LAKE 3	BASE	15.00	12.523	17.750	85081	7.036	0.001	8.3	0.0
10YR-72HR	E-ENTRY	BASE	15.00	12.529	17.500	138	0.013	6.735	0.0	8.1
10YR-72HR	N-PreDev	BASE	15.00	14.504	17.750	5745	0.007	0.000	0.0	0.0
10YR-72HR	O-CANAL	BASE	15.00	6.825	14.500	0	0.002	0.000	0.0	0.0
10YR-72HR	A-DET 11	BASE	16.00	13.138	17.750	8394	0.107	0.076	0.1	0.0
10YR-72HR	A-DET 12	BASE	16.00	13.134	17.750	14546	0.157	0.102	0.1	0.0
10YR-72HR	A-DET 13	BASE	16.00	13.128	17.750	12409	0.182	0.136	0.1	0.0
10YR-72HR	A-DET 14	BASE	16.00	13.115	17.750	13307	0.228	0.183	0.1	0.0
10YR-72HR	A-DET 15	BASE	16.00	13.053	17.750	15657	0.191	0.159	0.0	0.0
10YR-72HR	AA-CS11	BASE	16.00	12.591	17.750	8632	0.159	0.059	0.0	0.0
10YR-72HR	AB-LAKE 1	BASE	16.00	12.528	17.750	119114	0.219	0.000	0.1	0.0
10YR-72HR	B-DET 21	BASE	16.00	13.187	17.750	5656	0.107	0.083	0.1	0.0
10YR-72HR	B-DET 22	BASE	16.00	13.183	17.750	9770	0.163	0.121	0.1	0.0
10YR-72HR	B-DET 23	BASE	16.00	13.176	17.750	8329	0.201	0.166	0.1	0.0
10YR-72HR	B-DET 24	BASE	16.00	13.160	17.750	8897	0.258	0.223	0.1	0.1
10YR-72HR	B-DET 25	BASE	16.00	13.089	17.750	13489	0.238	0.199	0.1	0.0
10YR-72HR	BB-CS22	BASE	16.00	12.619	17.750	8797	0.199	0.071	0.0	0.0
10YR-72HR	BC-LAKE 2	BASE	16.00	12.528	17.750	134368	0.216	0.249	0.1	0.3
10YR-72HR	D-LAKE 3	BASE	16.00	12.528	17.750	85106	7.038	0.001	8.9	0.0
10YR-72HR	E-ENTRY	BASE	16.00	12.534	17.500	138	0.014	6.735	0.0	8.6
10YR-72HR	N-PreDev	BASE	16.00	14.511	17.750	13848	0.027	0.000	0.0	0.0
10YR-72HR	O-CANAL	BASE	16.00	6.980	14.500	0	0.003	0.000	0.0	0.0

Simulation	Node	Group	Time hrs	Stage ft	Warning Stage ft	Surface Area ft2	Total Inflow cfs	Total Outflow cfs	Total Vol In af	Total Vol Out af
10YR-72HR	A-DET 11	BASE	17.00	13.151	17.750	8420	0.113	0.085	0.1	0.0
10YR-72HR	A-DET 12	BASE	17.00	13.147	17.750	14592	0.170	0.121	0.1	0.0
10YR-72HR	A-DET 13	BASE	17.00	13.141	17.750	12447	0.206	0.165	0.1	0.0
10YR-72HR	A-DET 14	BASE	17.00	13.127	17.750	13343	0.262	0.223	0.1	0.1
10YR-72HR	A-DET 15	BASE	17.00	13.060	17.750	15675	0.231	0.204	0.1	0.0
10YR-72HR	AA-CS11	BASE	17.00	12.639	17.750	8634	0.204	0.076	0.0	0.0
10YR-72HR	AB-LAKE 1	BASE	17.00	12.534	17.750	119150	0.245	0.000	0.1	0.0
10YR-72HR	B-DET 21	BASE	17.00	13.201	17.750	5686	0.113	0.092	0.1	0.0
10YR-72HR	B-DET 22	BASE	17.00	13.197	17.750	9822	0.177	0.141	0.1	0.0
10YR-72HR	B-DET 23	BASE	17.00	13.190	17.750	8372	0.225	0.195	0.1	0.1
10YR-72HR	B-DET 24	BASE	17.00	13.173	17.750	8939	0.292	0.262	0.1	0.1
10YR-72HR	B-DET 25	BASE	17.00	13.099	17.750	13519	0.278	0.246	0.1	0.1
10YR-72HR	BB-CS22	BASE	17.00	12.678	17.750	8802	0.246	0.090	0.1	0.0
10YR-72HR	BC-LAKE 2	BASE	17.00	12.534	17.750	134402	0.242	0.251	0.1	0.3
10YR-72HR	D-LAKE 3	BASE	17.00	12.534	17.750	85134	7.043	0.002	9.5	0.0
10YR-72HR	E-ENTRY	BASE	17.00	12.540	17.500	138	0.015	6.736	0.0	9.2
10YR-72HR	N-PreDev	BASE	17.00	14.518	17.750	23803	0.053	0.000	0.0	0.0
10YR-72HR	O-CANAL	BASE	17.00	7.135	14.500	0	0.004	0.000	0.0	0.0
10YR-72HR	A-DET 11	BASE	18.00	13.162	17.750	8443	0.118	0.094	0.1	0.0
10YR-72HR	A-DET 12	BASE	18.00	13.158	17.750	14632	0.183	0.140	0.1	0.0
10YR-72HR	A-DET 13	BASE	18.00	13.152	17.750	12481	0.229	0.194	0.1	0.1
10YR-72HR	A-DET 14	BASE	18.00	13.137	17.750	13374	0.296	0.261	0.1	0.1
10YR-72HR	A-DET 15	BASE	18.00	13.066	17.750	15691	0.270	0.247	0.1	0.1
10YR-72HR	AA-CS11	BASE	18.00	12.697	17.750	8636	0.247	0.094	0.1	0.0
10YR-72HR	AB-LAKE 1	BASE	18.00	12.540	17.750	119189	0.270	0.000	0.1	0.0
10YR-72HR	B-DET 21	BASE	18.00	13.213	17.750	5711	0.118	0.101	0.1	0.0
10YR-72HR	B-DET 22	BASE	18.00	13.209	17.750	9865	0.190	0.159	0.1	0.1
10YR-72HR	B-DET 23	BASE	18.00	13.202	17.750	8409	0.248	0.222	0.1	0.1
10YR-72HR	B-DET 24	BASE	18.00	13.184	17.750	8974	0.324	0.298	0.1	0.1
10YR-72HR	B-DET 25	BASE	18.00	13.106	17.750	13543	0.315	0.289	0.1	0.1
10YR-72HR	BB-CS22	BASE	18.00	12.747	17.750	8806	0.289	0.107	0.1	0.0
10YR-72HR	BC-LAKE 2	BASE	18.00	12.540	17.750	134440	0.267	0.258	0.1	0.3
10YR-72HR	D-LAKE 3	BASE	18.00	12.540	17.750	85164	7.052	0.003	10.1	0.0
10YR-72HR	E-ENTRY	BASE	18.00	12.546	17.500	138	0.015	6.737	0.0	9.7
10YR-72HR	N-PreDev	BASE	18.00	14.526	17.750	34628	0.081	0.000	0.0	0.0
10YR-72HR	O-CANAL	BASE	18.00	7.290	14.500	0	0.006	0.000	0.0	0.0
10YR-72HR	A-DET 11	BASE	19.00	13.171	17.750	8463	0.123	0.102	0.1	0.1
10YR-72HR	A-DET 12	BASE	19.00	13.168	17.750	14667	0.195	0.158	0.1	0.1
10YR-72HR	A-DET 13	BASE	19.00	13.161	17.750	12509	0.251	0.221	0.1	0.1
10YR-72HR	A-DET 14	BASE	19.00	13.145	17.750	13402	0.327	0.297	0.1	0.1
10YR-72HR	A-DET 15	BASE	19.00	13.071	17.750	15705	0.306	0.287	0.1	0.1
10YR-72HR	AA-CS11	BASE	19.00	12.766	17.750	8637	0.287	0.111	0.1	0.0
10YR-72HR	AB-LAKE 1	BASE	19.00	12.547	17.750	119231	0.295	0.000	0.2	0.0
10YR-72HR	B-DET 21	BASE	19.00	13.223	17.750	5732	0.123	0.108	0.1	0.1
10YR-72HR	B-DET 22	BASE	19.00	13.220	17.750	9902	0.201	0.175	0.1	0.1
10YR-72HR	B-DET 23	BASE	19.00	13.212	17.750	8439	0.268	0.246	0.1	0.1
10YR-72HR	B-DET 24	BASE	19.00	13.193	17.750	9004	0.352	0.331	0.2	0.1
10YR-72HR	B-DET 25	BASE	19.00	13.113	17.750	13563	0.348	0.327	0.1	0.1
10YR-72HR	BB-CS22	BASE	19.00	12.826	17.750	8810	0.327	0.125	0.1	0.0
10YR-72HR	BC-LAKE 2	BASE	19.00	12.547	17.750	134481	0.291	0.257	0.2	0.3
10YR-72HR	D-LAKE 3	BASE	19.00	12.547	17.750	85198	7.052	0.004	10.7	0.0

Simulation	Node	Group	Time hrs	Stage ft	Warning Stage ft	Surface Area ft2	Total Inflow cfs	Total Outflow cfs	Total Vol In af	Total Vol Out af
10YR-72HR	E-ENTRY	BASE	19.00	12.553	17.500	138	0.016	6.737	0.0	10.3
10YR-72HR	N-PreDev	BASE	19.00	14.535	17.750	45915	0.111	0.000	0.0	0.0
10YR-72HR	O-CANAL	BASE	19.00	7.445	14.500	0	0.009	0.000	0.0	0.0
10YR-72HR	A-DET 11	BASE	20.00	13.180	17.750	8480	0.128	0.110	0.1	0.1
10YR-72HR	A-DET 12	BASE	20.00	13.176	17.750	14697	0.206	0.175	0.1	0.1
10YR-72HR	A-DET 13	BASE	20.00	13.170	17.750	12534	0.271	0.245	0.1	0.1
10YR-72HR	A-DET 14	BASE	20.00	13.153	17.750	13425	0.355	0.330	0.2	0.1
10YR-72HR	A-DET 15	BASE	20.00	13.075	17.750	15716	0.339	0.323	0.1	0.1
10YR-72HR	AA-CS11	BASE	20.00	12.844	17.750	8639	0.323	0.127	0.1	0.0
10YR-72HR	AB-LAKE 1	BASE	20.00	12.554	17.750	119277	0.318	0.000	0.2	0.0
10YR-72HR	B-DET 21	BASE	20.00	13.232	17.750	5750	0.128	0.115	0.1	0.1
10YR-72HR	B-DET 22	BASE	20.00	13.228	17.750	9933	0.211	0.190	0.1	0.1
10YR-72HR	B-DET 23	BASE	20.00	13.220	17.750	8465	0.286	0.267	0.2	0.1
10YR-72HR	B-DET 24	BASE	20.00	13.201	17.750	9029	0.377	0.360	0.2	0.2
10YR-72HR	B-DET 25	BASE	20.00	13.118	17.750	13580	0.378	0.360	0.2	0.1
10YR-72HR	BB-CS22	BASE	20.00	12.912	17.750	8813	0.360	0.141	0.1	0.1
10YR-72HR	BC-LAKE 2	BASE	20.00	12.554	17.750	134525	0.314	0.259	0.2	0.4
10YR-72HR	D-LAKE 3	BASE	20.00	12.554	17.750	85234	7.056	0.006	11.3	0.0
10YR-72HR	E-ENTRY	BASE	20.00	12.560	17.500	138	0.017	6.738	0.0	10.8
10YR-72HR	N-PreDev	BASE	20.00	14.544	17.750	57451	0.141	0.000	0.0	0.0
10YR-72HR	O-CANAL	BASE	20.00	7.600	14.500	0	0.012	0.000	0.0	0.0
10YR-72HR	A-DET 11	BASE	21.00	13.187	17.750	8495	0.132	0.117	0.1	0.1
10YR-72HR	A-DET 12	BASE	21.00	13.183	17.750	14722	0.216	0.190	0.1	0.1
10YR-72HR	A-DET 13	BASE	21.00	13.176	17.750	12555	0.289	0.267	0.2	0.1
10YR-72HR	A-DET 14	BASE	21.00	13.159	17.750	13444	0.381	0.359	0.2	0.2
10YR-72HR	A-DET 15	BASE	21.00	13.078	17.750	15725	0.369	0.355	0.2	0.1
10YR-72HR	AA-CS11	BASE	21.00	12.929	17.750	8640	0.355	0.143	0.1	0.1
10YR-72HR	AB-LAKE 1	BASE	21.00	12.562	17.750	119326	0.341	0.242	0.2	0.0
10YR-72HR	B-DET 21	BASE	21.00	13.239	17.750	5765	0.132	0.122	0.1	0.1
10YR-72HR	B-DET 22	BASE	21.00	13.236	17.750	9960	0.221	0.202	0.2	0.1
10YR-72HR	B-DET 23	BASE	21.00	13.227	17.750	8487	0.302	0.286	0.2	0.1
10YR-72HR	B-DET 24	BASE	21.00	13.207	17.750	9049	0.400	0.385	0.2	0.2
10YR-72HR	B-DET 25	BASE	21.00	13.122	17.750	13594	0.404	0.389	0.2	0.2
10YR-72HR	BB-CS22	BASE	21.00	13.004	17.750	8815	0.389	0.157	0.2	0.1
10YR-72HR	BC-LAKE 2	BASE	21.00	12.562	17.750	134571	0.577	0.253	0.2	0.4
10YR-72HR	D-LAKE 3	BASE	21.00	12.562	17.750	85272	7.051	0.008	11.8	0.0
10YR-72HR	E-ENTRY	BASE	21.00	12.568	17.500	138	0.017	6.739	0.0	11.4
10YR-72HR	N-PreDev	BASE	21.00	14.553	17.750	69091	0.171	0.000	0.0	0.0
10YR-72HR	O-CANAL	BASE	21.00	7.755	14.500	0	0.016	0.000	0.0	0.0
10YR-72HR	A-DET 11	BASE	22.00	13.193	17.750	8507	0.136	0.123	0.1	0.1
10YR-72HR	A-DET 12	BASE	22.00	13.189	17.750	14744	0.226	0.203	0.2	0.1
10YR-72HR	A-DET 13	BASE	22.00	13.182	17.750	12573	0.305	0.286	0.2	0.1
10YR-72HR	A-DET 14	BASE	22.00	13.164	17.750	13461	0.403	0.385	0.2	0.2
10YR-72HR	A-DET 15	BASE	22.00	13.081	17.750	15736	0.395	0.366	0.2	0.2
10YR-72HR	AA-CS11	BASE	22.00	13.020	17.750	8648	0.366	0.158	0.2	0.1
10YR-72HR	AB-LAKE 1	BASE	22.00	12.570	17.750	119377	0.362	0.000	0.2	0.0
10YR-72HR	B-DET 21	BASE	22.00	13.245	17.750	5778	0.136	0.127	0.1	0.1
10YR-72HR	B-DET 22	BASE	22.00	13.242	17.750	9982	0.229	0.212	0.2	0.1
10YR-72HR	B-DET 23	BASE	22.00	13.234	17.750	8506	0.314	0.299	0.2	0.2
10YR-72HR	B-DET 24	BASE	22.00	13.214	17.750	9073	0.416	0.398	0.3	0.2
10YR-72HR	B-DET 25	BASE	22.00	13.134	17.750	13655	0.417	0.345	0.2	0.2

Simulation	Node	Group	Time hrs	Stage ft	Warning Stage ft	Surface Area ft2	Total Inflow cfs	Total Outflow cfs	Total Vol In af	Total Vol Out af
10YR-72HR	BB-CS22	BASE	22.00	13.086	17.750	8904	0.345	0.170	0.2	0.1
10YR-72HR	BC-LAKE 2	BASE	22.00	12.570	17.750	134621	0.353	0.262	0.3	0.4
10YR-72HR	D-LAKE 3	BASE	22.00	12.570	17.750	85312	7.059	0.010	12.4	0.0
10YR-72HR	E-ENTRY	BASE	22.00	12.576	17.500	138	0.018	6.739	0.0	12.0
10YR-72HR	N-PreDev	BASE	22.00	14.562	17.750	80737	0.199	0.000	0.1	0.0
10YR-72HR	O-CANAL	BASE	22.00	7.910	14.500	0	0.021	0.000	0.0	0.0
10YR-72HR	A-DET 11	BASE	23.00	13.198	17.750	8518	0.140	0.128	0.1	0.1
10YR-72HR	A-DET 12	BASE	23.00	13.195	17.750	14763	0.233	0.212	0.2	0.1
10YR-72HR	A-DET 13	BASE	23.00	13.188	17.750	12589	0.317	0.297	0.2	0.2
10YR-72HR	A-DET 14	BASE	23.00	13.170	17.750	13485	0.418	0.391	0.3	0.2
10YR-72HR	A-DET 15	BASE	23.00	13.098	17.750	15787	0.401	0.285	0.2	0.2
10YR-72HR	AA-CS11	BASE	23.00	13.087	17.750	8693	0.285	0.168	0.2	0.1
10YR-72HR	AB-LAKE 1	BASE	23.00	12.578	17.750	119431	0.378	0.000	0.3	0.0
10YR-72HR	B-DET 21	BASE	23.00	13.252	17.750	5791	0.140	0.129	0.1	0.1
10YR-72HR	B-DET 22	BASE	23.00	13.248	17.750	10005	0.235	0.215	0.2	0.1
10YR-72HR	B-DET 23	BASE	23.00	13.240	17.750	8528	0.321	0.302	0.2	0.2
10YR-72HR	B-DET 24	BASE	23.00	13.222	17.750	9108	0.423	0.396	0.3	0.2
10YR-72HR	B-DET 25	BASE	23.00	13.160	17.750	13744	0.416	0.296	0.3	0.2
10YR-72HR	BB-CS22	BASE	23.00	13.146	17.750	8982	0.296	0.178	0.2	0.1
10YR-72HR	BC-LAKE 2	BASE	23.00	12.578	17.750	134672	0.367	0.267	0.3	0.4
10YR-72HR	D-LAKE 3	BASE	23.00	12.578	17.750	85354	7.064	0.012	13.0	0.0
10YR-72HR	E-ENTRY	BASE	23.00	12.584	17.500	138	0.018	6.740	0.0	12.5
10YR-72HR	N-PreDev	BASE	23.00	14.570	17.750	92332	0.226	0.000	0.1	0.0
10YR-72HR	O-CANAL	BASE	23.00	8.065	14.500	0	0.027	0.000	0.0	0.0
10YR-72HR	A-DET 11	BASE	24.00	13.203	17.750	8529	0.144	0.130	0.1	0.1
10YR-72HR	A-DET 12	BASE	24.00	13.200	17.750	14783	0.238	0.212	0.2	0.1
10YR-72HR	A-DET 13	BASE	24.00	13.194	17.750	12609	0.320	0.295	0.2	0.2
10YR-72HR	A-DET 14	BASE	24.00	13.179	17.750	13523	0.419	0.381	0.3	0.3
10YR-72HR	A-DET 15	BASE	24.00	13.129	17.750	15858	0.392	0.255	0.3	0.2
10YR-72HR	AA-CS11	BASE	24.00	13.125	17.750	8724	0.255	0.173	0.2	0.1
10YR-72HR	AB-LAKE 1	BASE	24.00	12.587	17.750	119486	0.388	0.000	0.3	0.0
10YR-72HR	B-DET 21	BASE	24.00	13.259	17.750	5807	0.144	0.129	0.1	0.1
10YR-72HR	B-DET 22	BASE	24.00	13.256	17.750	10034	0.237	0.211	0.2	0.2
10YR-72HR	B-DET 23	BASE	24.00	13.250	17.750	8556	0.319	0.294	0.3	0.2
10YR-72HR	B-DET 24	BASE	24.00	13.235	17.750	9157	0.417	0.381	0.3	0.3
10YR-72HR	B-DET 25	BASE	24.00	13.193	17.750	13847	0.401	0.275	0.3	0.2
10YR-72HR	BB-CS22	BASE	24.00	13.187	17.750	9042	0.275	0.183	0.2	0.1
10YR-72HR	BC-LAKE 2	BASE	24.00	12.587	17.750	134725	0.376	0.278	0.3	0.4
10YR-72HR	D-LAKE 3	BASE	24.00	12.587	17.750	85397	7.073	0.015	13.6	0.0
10YR-72HR	E-ENTRY	BASE	24.00	12.593	17.500	138	0.019	6.740	0.0	13.1
10YR-72HR	N-PreDev	BASE	24.00	14.579	17.750	103843	0.252	0.000	0.1	0.0
10YR-72HR	O-CANAL	BASE	24.00	8.220	14.500	0	0.033	0.000	0.0	0.0
10YR-72HR	A-DET 11	BASE	25.00	13.219	17.750	8560	0.215	0.160	0.2	0.1
10YR-72HR	A-DET 12	BASE	25.00	13.215	17.750	14837	0.321	0.229	0.2	0.2
10YR-72HR	A-DET 13	BASE	25.00	13.209	17.750	12657	0.390	0.310	0.3	0.2
10YR-72HR	A-DET 14	BASE	25.00	13.197	17.750	13587	0.494	0.401	0.3	0.3
10YR-72HR	A-DET 15	BASE	25.00	13.161	17.750	15936	0.417	0.264	0.3	0.2
10YR-72HR	AA-CS11	BASE	25.00	13.159	17.750	8752	0.264	0.177	0.2	0.1
10YR-72HR	AB-LAKE 1	BASE	25.00	12.597	17.750	119549	0.498	0.000	0.3	0.0
10YR-72HR	B-DET 21	BASE	25.00	13.282	17.750	5852	0.215	0.161	0.2	0.1
10YR-72HR	B-DET 22	BASE	25.00	13.278	17.750	10113	0.322	0.231	0.2	0.2

Simulation	Node	Group	Time hrs	Stage ft	Warning Stage ft	Surface Area ft2	Total Inflow cfs	Total Outflow cfs	Total Vol In af	Total Vol Out af
10YR-72HR	B-DET 23	BASE	25.00	13.272	17.750	8626	0.392	0.313	0.3	0.2
10YR-72HR	B-DET 24	BASE	25.00	13.260	17.750	9243	0.497	0.410	0.4	0.3
10YR-72HR	B-DET 25	BASE	25.00	13.228	17.750	13959	0.441	0.289	0.3	0.3
10YR-72HR	BB-CS22	BASE	25.00	13.224	17.750	9098	0.289	0.187	0.3	0.1
10YR-72HR	BC-LAKE 2	BASE	25.00	12.597	17.750	134786	0.476	0.324	0.4	0.5
10YR-72HR	D-LAKE 3	BASE	25.00	12.597	17.750	85447	7.160	0.019	14.2	0.0
10YR-72HR	E-ENTRY	BASE	25.00	12.603	17.500	138	0.028	6.749	0.0	13.6
10YR-72HR	N-PreDev	BASE	25.00	14.589	17.750	116223	0.325	0.000	0.1	0.0
10YR-72HR	O-CANAL	BASE	25.00	8.375	14.500	0	0.041	0.000	0.0	0.0
10YR-72HR	A-DET 11	BASE	26.00	13.240	17.750	8604	0.221	0.172	0.2	0.1
10YR-72HR	A-DET 12	BASE	26.00	13.237	17.750	14915	0.337	0.249	0.3	0.2
10YR-72HR	A-DET 13	BASE	26.00	13.232	17.750	12727	0.415	0.334	0.3	0.2
10YR-72HR	A-DET 14	BASE	26.00	13.222	17.750	13674	0.524	0.425	0.4	0.3
10YR-72HR	A-DET 15	BASE	26.00	13.197	17.750	16027	0.442	0.274	0.3	0.3
10YR-72HR	AA-CS11	BASE	26.00	13.197	17.750	8783	0.274	0.181	0.3	0.1
10YR-72HR	AB-LAKE 1	BASE	26.00	12.608	17.750	119622	0.511	0.000	0.4	0.0
10YR-72HR	B-DET 21	BASE	26.00	13.312	17.750	5915	0.221	0.174	0.2	0.1
10YR-72HR	B-DET 22	BASE	26.00	13.309	17.750	10223	0.339	0.255	0.3	0.2
10YR-72HR	B-DET 23	BASE	26.00	13.303	17.750	8723	0.421	0.346	0.3	0.3
10YR-72HR	B-DET 24	BASE	26.00	13.293	17.750	9358	0.535	0.447	0.4	0.3
10YR-72HR	B-DET 25	BASE	26.00	13.270	17.750	14096	0.478	0.306	0.4	0.3
10YR-72HR	BB-CS22	BASE	26.00	13.267	17.750	9165	0.306	0.192	0.3	0.1
10YR-72HR	BC-LAKE 2	BASE	26.00	12.608	17.750	134856	0.489	0.341	0.4	0.5
10YR-72HR	D-LAKE 3	BASE	26.00	12.608	17.750	85504	7.175	0.024	14.8	0.0
10YR-72HR	E-ENTRY	BASE	26.00	12.615	17.500	138	0.029	6.750	0.0	14.2
10YR-72HR	N-PreDev	BASE	26.00	14.599	17.750	130207	0.405	0.000	0.1	0.0
10YR-72HR	O-CANAL	BASE	26.00	8.530	14.500	0	0.052	0.000	0.0	0.0
10YR-72HR	A-DET 11	BASE	27.00	13.261	17.750	8649	0.227	0.172	0.2	0.1
10YR-72HR	A-DET 12	BASE	27.00	13.259	17.750	14995	0.342	0.245	0.3	0.2
10YR-72HR	A-DET 13	BASE	27.00	13.255	17.750	12800	0.415	0.326	0.3	0.3
10YR-72HR	A-DET 14	BASE	27.00	13.249	17.750	13767	0.521	0.414	0.4	0.4
10YR-72HR	A-DET 15	BASE	27.00	13.234	17.750	16119	0.431	0.272	0.4	0.3
10YR-72HR	AA-CS11	BASE	27.00	13.234	17.750	8814	0.272	0.185	0.3	0.1
10YR-72HR	AB-LAKE 1	BASE	27.00	12.620	17.750	119696	0.524	0.000	0.4	0.0
10YR-72HR	B-DET 21	BASE	27.00	13.341	17.750	5976	0.227	0.175	0.2	0.1
10YR-72HR	B-DET 22	BASE	27.00	13.339	17.750	10333	0.345	0.255	0.3	0.2
10YR-72HR	B-DET 23	BASE	27.00	13.335	17.750	8822	0.425	0.344	0.4	0.3
10YR-72HR	B-DET 24	BASE	27.00	13.328	17.750	9476	0.538	0.444	0.5	0.4
10YR-72HR	B-DET 25	BASE	27.00	13.313	17.750	14237	0.476	0.307	0.4	0.3
10YR-72HR	BB-CS22	BASE	27.00	13.312	17.750	9233	0.307	0.196	0.3	0.2
10YR-72HR	BC-LAKE 2	BASE	27.00	12.620	17.750	134927	0.502	0.359	0.4	0.5
10YR-72HR	D-LAKE 3	BASE	27.00	12.620	17.750	85562	7.191	0.029	15.4	0.0
10YR-72HR	E-ENTRY	BASE	27.00	12.626	17.500	138	0.029	6.751	0.0	14.7
10YR-72HR	N-PreDev	BASE	27.00	14.611	17.750	145171	0.468	0.000	0.2	0.0
10YR-72HR	O-CANAL	BASE	27.00	8.685	14.500	0	0.064	0.000	0.0	0.0
10YR-72HR	A-DET 11	BASE	28.00	13.285	17.750	8699	0.232	0.170	0.2	0.2
10YR-72HR	A-DET 12	BASE	28.00	13.284	17.750	15085	0.344	0.234	0.3	0.2
10YR-72HR	A-DET 13	BASE	28.00	13.281	17.750	12881	0.408	0.311	0.4	0.3
10YR-72HR	A-DET 14	BASE	28.00	13.277	17.750	13863	0.510	0.399	0.5	0.4
10YR-72HR	A-DET 15	BASE	28.00	13.268	17.750	16206	0.416	0.269	0.4	0.3
10YR-72HR	AA-CS11	BASE	28.00	13.268	17.750	8843	0.269	0.188	0.3	0.2

Simulation	Node	Group	Time hrs	Stage ft	Warning Stage ft	Surface Area ft2	Total Inflow cfs	Total Outflow cfs	Total Vol In af	Total Vol Out af
10YR-72HR	AB-LAKE 1	BASE	28.00	12.632	17.750	119770	0.535	0.244	0.5	0.0
10YR-72HR	B-DET 21	BASE	28.00	13.374	17.750	6043	0.232	0.175	0.2	0.2
10YR-72HR	B-DET 22	BASE	28.00	13.372	17.750	10452	0.349	0.249	0.3	0.2
10YR-72HR	B-DET 23	BASE	28.00	13.370	17.750	8927	0.423	0.336	0.4	0.3
10YR-72HR	B-DET 24	BASE	28.00	13.365	17.750	9599	0.535	0.437	0.5	0.4
10YR-72HR	B-DET 25	BASE	28.00	13.355	17.750	14372	0.469	0.307	0.5	0.3
10YR-72HR	BB-CS22	BASE	28.00	13.354	17.750	9297	0.307	0.201	0.3	0.2
10YR-72HR	BC-LAKE 2	BASE	28.00	12.632	17.750	134999	0.757	0.376	0.5	0.6
10YR-72HR	D-LAKE 3	BASE	28.00	12.632	17.750	85621	7.204	0.035	16.0	0.0
10YR-72HR	E-ENTRY	BASE	28.00	12.638	17.500	138	0.030	6.751	0.0	15.3
10YR-72HR	N-PreDev	BASE	28.00	14.622	17.750	160463	0.523	0.000	0.2	0.0
10YR-72HR	O-CANAL	BASE	28.00	8.840	14.500	0	0.077	0.000	0.0	0.0
10YR-72HR	A-DET 11	BASE	29.00	13.312	17.750	8755	0.237	0.170	0.2	0.2
10YR-72HR	A-DET 12	BASE	29.00	13.311	17.750	15182	0.347	0.230	0.3	0.2
10YR-72HR	A-DET 13	BASE	29.00	13.309	17.750	12967	0.407	0.305	0.4	0.3
10YR-72HR	A-DET 14	BASE	29.00	13.306	17.750	13960	0.508	0.394	0.5	0.4
10YR-72HR	A-DET 15	BASE	29.00	13.300	17.750	16288	0.412	0.269	0.4	0.3
10YR-72HR	AA-CS11	BASE	29.00	13.300	17.750	8870	0.269	0.191	0.3	0.2
10YR-72HR	AB-LAKE 1	BASE	29.00	12.644	17.750	119846	0.545	0.245	0.5	0.1
10YR-72HR	B-DET 21	BASE	29.00	13.409	17.750	6116	0.237	0.176	0.2	0.2
10YR-72HR	B-DET 22	BASE	29.00	13.407	17.750	10579	0.354	0.248	0.3	0.3
10YR-72HR	B-DET 23	BASE	29.00	13.405	17.750	9038	0.426	0.334	0.4	0.3
10YR-72HR	B-DET 24	BASE	29.00	13.402	17.750	9723	0.537	0.436	0.5	0.5
10YR-72HR	B-DET 25	BASE	29.00	13.395	17.750	14504	0.469	0.309	0.5	0.4
10YR-72HR	BB-CS22	BASE	29.00	13.394	17.750	9359	0.309	0.205	0.4	0.2
10YR-72HR	BC-LAKE 2	BASE	29.00	12.644	17.750	135071	0.768	0.395	0.5	0.6
10YR-72HR	D-LAKE 3	BASE	29.00	12.644	17.750	85680	7.218	0.041	16.6	0.0
10YR-72HR	E-ENTRY	BASE	29.00	12.650	17.500	138	0.031	6.752	0.0	15.9
10YR-72HR	N-PreDev	BASE	29.00	14.634	17.750	175830	0.573	0.000	0.3	0.0
10YR-72HR	O-CANAL	BASE	29.00	8.995	14.500	0	0.091	0.000	0.0	0.0
10YR-72HR	A-DET 11	BASE	30.00	13.340	17.750	8813	0.241	0.171	0.2	0.2
10YR-72HR	A-DET 12	BASE	30.00	13.339	17.750	15285	0.352	0.229	0.4	0.3
10YR-72HR	A-DET 13	BASE	30.00	13.338	17.750	13055	0.410	0.304	0.4	0.3
10YR-72HR	A-DET 14	BASE	30.00	13.336	17.750	14058	0.511	0.395	0.6	0.5
10YR-72HR	A-DET 15	BASE	30.00	13.331	17.750	16369	0.413	0.271	0.5	0.3
10YR-72HR	AA-CS11	BASE	30.00	13.331	17.750	8896	0.271	0.194	0.3	0.2
10YR-72HR	AB-LAKE 1	BASE	30.00	12.656	17.750	119922	0.554	0.000	0.6	0.1
10YR-72HR	B-DET 21	BASE	30.00	13.445	17.750	6190	0.241	0.178	0.2	0.2
10YR-72HR	B-DET 22	BASE	30.00	13.444	17.750	10710	0.359	0.249	0.4	0.3
10YR-72HR	B-DET 23	BASE	30.00	13.442	17.750	9152	0.430	0.335	0.5	0.4
10YR-72HR	B-DET 24	BASE	30.00	13.440	17.750	9848	0.542	0.438	0.6	0.5
10YR-72HR	B-DET 25	BASE	30.00	13.435	17.750	14635	0.472	0.312	0.5	0.4
10YR-72HR	BB-CS22	BASE	30.00	13.434	17.750	9420	0.312	0.208	0.4	0.2
10YR-72HR	BC-LAKE 2	BASE	30.00	12.656	17.750	135144	0.533	0.416	0.6	0.6
10YR-72HR	D-LAKE 3	BASE	30.00	12.656	17.750	85739	7.233	0.047	17.1	0.0
10YR-72HR	E-ENTRY	BASE	30.00	12.662	17.500	138	0.031	6.753	0.0	16.4
10YR-72HR	N-PreDev	BASE	30.00	14.646	17.750	191132	0.618	0.000	0.3	0.0
10YR-72HR	O-CANAL	BASE	30.00	9.150	14.500	0	0.106	0.000	0.0	0.0
10YR-72HR	A-DET 11	BASE	31.00	13.369	17.750	8873	0.245	0.173	0.3	0.2
10YR-72HR	A-DET 12	BASE	31.00	13.369	17.750	15390	0.357	0.231	0.4	0.3
10YR-72HR	A-DET 13	BASE	31.00	13.368	17.750	13146	0.414	0.306	0.5	0.4

Simulation	Node	Group	Time hrs	Stage ft	Warning Stage ft	Surface Area ft2	Total Inflow cfs	Total Outflow cfs	Total Vol In af	Total Vol Out af
10YR-72HR	A-DET 14	BASE	31.00	13.366	17.750	14158	0.516	0.398	0.6	0.5
10YR-72HR	A-DET 15	BASE	31.00	13.363	17.750	16450	0.416	0.274	0.5	0.4
10YR-72HR	AA-CS11	BASE	31.00	13.362	17.750	8922	0.274	0.197	0.4	0.2
10YR-72HR	AB-LAKE 1	BASE	31.00	12.668	17.750	119998	0.563	0.000	0.6	0.1
10YR-72HR	B-DET 21	BASE	31.00	13.482	17.750	6267	0.245	0.180	0.3	0.2
10YR-72HR	B-DET 22	BASE	31.00	13.481	17.750	10844	0.364	0.251	0.4	0.3
10YR-72HR	B-DET 23	BASE	31.00	13.480	17.750	9267	0.435	0.338	0.5	0.4
10YR-72HR	B-DET 24	BASE	31.00	13.478	17.750	9975	0.548	0.442	0.6	0.5
10YR-72HR	B-DET 25	BASE	31.00	13.474	17.750	14765	0.477	0.316	0.6	0.4
10YR-72HR	BB-CS22	BASE	31.00	13.474	17.750	9481	0.316	0.212	0.4	0.2
10YR-72HR	BC-LAKE 2	BASE	31.00	12.668	17.750	135217	0.542	0.437	0.6	0.7
10YR-72HR	D-LAKE 3	BASE	31.00	12.668	17.750	85799	7.248	0.055	17.7	0.0
10YR-72HR	E-ENTRY	BASE	31.00	12.674	17.500	138	0.032	6.753	0.0	17.0
10YR-72HR	N-PreDev	BASE	31.00	14.657	17.750	206277	0.658	0.000	0.4	0.0
10YR-72HR	O-CANAL	BASE	31.00	9.305	14.500	0	0.122	0.000	0.1	0.0
10YR-72HR	A-DET 11	BASE	32.00	13.399	17.750	8934	0.249	0.175	0.3	0.2
10YR-72HR	A-DET 12	BASE	32.00	13.398	17.750	15497	0.361	0.232	0.4	0.3
10YR-72HR	A-DET 13	BASE	32.00	13.398	17.750	13238	0.419	0.308	0.5	0.4
10YR-72HR	A-DET 14	BASE	32.00	13.396	17.750	14259	0.522	0.401	0.6	0.5
10YR-72HR	A-DET 15	BASE	32.00	13.394	17.750	16531	0.420	0.277	0.5	0.4
10YR-72HR	AA-CS11	BASE	32.00	13.394	17.750	8949	0.277	0.199	0.4	0.2
10YR-72HR	AB-LAKE 1	BASE	32.00	12.680	17.750	120074	0.571	0.000	0.7	0.1
10YR-72HR	B-DET 21	BASE	32.00	13.519	17.750	6344	0.249	0.182	0.3	0.2
10YR-72HR	B-DET 22	BASE	32.00	13.519	17.750	10980	0.369	0.253	0.4	0.3
10YR-72HR	B-DET 23	BASE	32.00	13.518	17.750	9384	0.440	0.341	0.5	0.4
10YR-72HR	B-DET 24	BASE	32.00	13.516	17.750	10102	0.554	0.446	0.7	0.6
10YR-72HR	B-DET 25	BASE	32.00	13.513	17.750	14894	0.482	0.320	0.6	0.4
10YR-72HR	BB-CS22	BASE	32.00	13.513	17.750	9541	0.320	0.216	0.4	0.2
10YR-72HR	BC-LAKE 2	BASE	32.00	12.680	17.750	135291	0.551	0.460	0.7	0.7
10YR-72HR	D-LAKE 3	BASE	32.00	12.680	17.750	85859	7.263	0.062	18.3	0.0
10YR-72HR	E-ENTRY	BASE	32.00	12.686	17.500	138	0.032	6.754	0.0	17.5
10YR-72HR	N-PreDev	BASE	32.00	14.669	17.750	221218	0.696	0.000	0.4	0.0
10YR-72HR	O-CANAL	BASE	32.00	9.460	14.500	0	0.139	0.000	0.1	0.0
10YR-72HR	A-DET 11	BASE	33.00	13.429	17.750	8996	0.252	0.177	0.3	0.2
10YR-72HR	A-DET 12	BASE	33.00	13.428	17.750	15605	0.366	0.234	0.5	0.3
10YR-72HR	A-DET 13	BASE	33.00	13.428	17.750	13331	0.424	0.311	0.5	0.4
10YR-72HR	A-DET 14	BASE	33.00	13.427	17.750	14360	0.527	0.405	0.7	0.5
10YR-72HR	A-DET 15	BASE	33.00	13.425	17.750	16612	0.424	0.280	0.6	0.4
10YR-72HR	AA-CS11	BASE	33.00	13.425	17.750	8975	0.280	0.202	0.4	0.2
10YR-72HR	AB-LAKE 1	BASE	33.00	12.692	17.750	120151	0.579	0.000	0.7	0.1
10YR-72HR	B-DET 21	BASE	33.00	13.557	17.750	6423	0.252	0.184	0.3	0.2
10YR-72HR	B-DET 22	BASE	33.00	13.557	17.750	11117	0.374	0.256	0.5	0.3
10YR-72HR	B-DET 23	BASE	33.00	13.556	17.750	9501	0.445	0.344	0.6	0.5
10YR-72HR	B-DET 24	BASE	33.00	13.555	17.750	10230	0.561	0.451	0.7	0.6
10YR-72HR	B-DET 25	BASE	33.00	13.552	17.750	15023	0.487	0.323	0.6	0.5
10YR-72HR	BB-CS22	BASE	33.00	13.552	17.750	9601	0.323	0.219	0.5	0.3
10YR-72HR	BC-LAKE 2	BASE	33.00	12.692	17.750	135364	0.559	0.481	0.7	0.7
10YR-72HR	D-LAKE 3	BASE	33.00	12.692	17.750	85919	7.276	0.070	18.9	0.0
10YR-72HR	E-ENTRY	BASE	33.00	12.698	17.500	138	0.033	6.754	0.0	18.1
10YR-72HR	N-PreDev	BASE	33.00	14.680	17.750	235946	0.731	0.000	0.5	0.0
10YR-72HR	O-CANAL	BASE	33.00	9.615	14.500	0	0.158	0.000	0.1	0.0

Simulation	Node	Group	Time hrs	Stage ft	Warning Stage ft	Surface Area ft2	Total Inflow cfs	Total Outflow cfs	Total Vol In af	Total Vol Out af
10YR-72HR	A-DET 11	BASE	34.00	13.459	17.750	9059	0.256	0.179	0.3	0.2
10YR-72HR	A-DET 12	BASE	34.00	13.459	17.750	15715	0.370	0.237	0.5	0.3
10YR-72HR	A-DET 13	BASE	34.00	13.458	17.750	13425	0.428	0.314	0.6	0.4
10YR-72HR	A-DET 14	BASE	34.00	13.458	17.750	14462	0.533	0.409	0.7	0.6
10YR-72HR	A-DET 15	BASE	34.00	13.456	17.750	16694	0.428	0.283	0.6	0.4
10YR-72HR	AA-CS11	BASE	34.00	13.456	17.750	9001	0.283	0.205	0.4	0.3
10YR-72HR	AB-LAKE 1	BASE	34.00	12.704	17.750	120227	0.586	0.244	0.7	0.1
10YR-72HR	B-DET 21	BASE	34.00	13.595	17.750	6502	0.256	0.186	0.3	0.2
10YR-72HR	B-DET 22	BASE	34.00	13.595	17.750	11255	0.378	0.258	0.5	0.4
10YR-72HR	B-DET 23	BASE	34.00	13.594	17.750	9619	0.450	0.347	0.6	0.5
10YR-72HR	B-DET 24	BASE	34.00	13.593	17.750	10358	0.567	0.455	0.8	0.6
10YR-72HR	B-DET 25	BASE	34.00	13.591	17.750	15153	0.492	0.327	0.7	0.5
10YR-72HR	BB-CS22	BASE	34.00	13.591	17.750	9661	0.327	0.222	0.5	0.3
10YR-72HR	BC-LAKE 2	BASE	34.00	12.704	17.750	135437	0.811	0.501	0.8	0.8
10YR-72HR	D-LAKE 3	BASE	34.00	12.704	17.750	85979	7.288	0.078	19.5	0.0
10YR-72HR	E-ENTRY	BASE	34.00	12.710	17.500	138	0.033	6.754	0.0	18.7
10YR-72HR	N-PreDev	BASE	34.00	14.691	17.750	250463	0.765	0.000	0.5	0.0
10YR-72HR	O-CANAL	BASE	34.00	9.770	14.500	0	0.177	0.000	0.1	0.0
10YR-72HR	A-DET 11	BASE	35.00	13.490	17.750	9122	0.259	0.180	0.4	0.3
10YR-72HR	A-DET 12	BASE	35.00	13.490	17.750	15826	0.374	0.239	0.5	0.3
10YR-72HR	A-DET 13	BASE	35.00	13.489	17.750	13520	0.433	0.316	0.6	0.5
10YR-72HR	A-DET 14	BASE	35.00	13.489	17.750	14565	0.538	0.413	0.8	0.6
10YR-72HR	A-DET 15	BASE	35.00	13.487	17.750	16775	0.432	0.286	0.6	0.5
10YR-72HR	AA-CS11	BASE	35.00	13.487	17.750	9027	0.286	0.207	0.5	0.3
10YR-72HR	AB-LAKE 1	BASE	35.00	12.716	17.750	120303	0.593	0.000	0.8	0.1
10YR-72HR	B-DET 21	BASE	35.00	13.634	17.750	6581	0.259	0.188	0.4	0.3
10YR-72HR	B-DET 22	BASE	35.00	13.633	17.750	11393	0.382	0.261	0.5	0.4
10YR-72HR	B-DET 23	BASE	35.00	13.633	17.750	9737	0.455	0.351	0.6	0.5
10YR-72HR	B-DET 24	BASE	35.00	13.632	17.750	10486	0.572	0.460	0.8	0.7
10YR-72HR	B-DET 25	BASE	35.00	13.630	17.750	15282	0.496	0.331	0.7	0.5
10YR-72HR	BB-CS22	BASE	35.00	13.630	17.750	9721	0.331	0.226	0.5	0.3
10YR-72HR	BC-LAKE 2	BASE	35.00	12.716	17.750	135510	0.574	0.526	0.8	0.8
10YR-72HR	D-LAKE 3	BASE	35.00	12.716	17.750	86038	7.303	0.087	20.2	0.0
10YR-72HR	E-ENTRY	BASE	35.00	12.722	17.500	138	0.034	6.755	0.0	19.2
10YR-72HR	N-PreDev	BASE	35.00	14.702	17.750	264776	0.798	0.000	0.6	0.0
10YR-72HR	O-CANAL	BASE	35.00	9.925	14.500	0	0.197	0.000	0.1	0.0
10YR-72HR	A-DET 11	BASE	36.00	13.521	17.750	9186	0.261	0.182	0.4	0.3
10YR-72HR	A-DET 12	BASE	36.00	13.521	17.750	15937	0.378	0.241	0.5	0.4
10YR-72HR	A-DET 13	BASE	36.00	13.520	17.750	13615	0.437	0.319	0.6	0.5
10YR-72HR	A-DET 14	BASE	36.00	13.520	17.750	14668	0.543	0.416	0.8	0.7
10YR-72HR	A-DET 15	BASE	36.00	13.519	17.750	16857	0.436	0.289	0.7	0.5
10YR-72HR	AA-CS11	BASE	36.00	13.519	17.750	9054	0.289	0.210	0.5	0.3
10YR-72HR	AB-LAKE 1	BASE	36.00	12.728	17.750	120379	0.600	0.249	0.8	0.1
10YR-72HR	B-DET 21	BASE	36.00	13.672	17.750	6660	0.261	0.190	0.4	0.3
10YR-72HR	B-DET 22	BASE	36.00	13.672	17.750	11531	0.386	0.263	0.6	0.4
10YR-72HR	B-DET 23	BASE	36.00	13.671	17.750	9855	0.459	0.354	0.7	0.5
10YR-72HR	B-DET 24	BASE	36.00	13.671	17.750	10614	0.578	0.464	0.9	0.7
10YR-72HR	B-DET 25	BASE	36.00	13.669	17.750	15410	0.501	0.335	0.8	0.6
10YR-72HR	BB-CS22	BASE	36.00	13.669	17.750	9781	0.335	0.229	0.6	0.3
10YR-72HR	BC-LAKE 2	BASE	36.00	12.728	17.750	135583	0.830	0.542	0.9	0.9
10YR-72HR	D-LAKE 3	BASE	36.00	12.728	17.750	86098	7.309	0.096	20.8	0.1

Simulation	Node	Group	Time hrs	Stage ft	Warning Stage ft	Surface Area ft2	Total Inflow cfs	Total Outflow cfs	Total Vol In af	Total Vol Out af
10YR-72HR	E-ENTRY	BASE	36.00	12.734	17.500	138	0.034	6.755	0.0	19.8
10YR-72HR	N-PreDev	BASE	36.00	14.713	17.750	278890	0.829	0.000	0.7	0.0
10YR-72HR	O-CANAL	BASE	36.00	10.080	14.500	0	0.217	0.000	0.1	0.0
10YR-72HR	A-DET 11	BASE	37.00	13.552	17.750	9251	0.267	0.186	0.4	0.3
10YR-72HR	A-DET 12	BASE	37.00	13.552	17.750	16050	0.385	0.245	0.6	0.4
10YR-72HR	A-DET 13	BASE	37.00	13.552	17.750	13712	0.445	0.324	0.7	0.5
10YR-72HR	A-DET 14	BASE	37.00	13.551	17.750	14772	0.553	0.423	0.9	0.7
10YR-72HR	A-DET 15	BASE	37.00	13.550	17.750	16940	0.443	0.293	0.7	0.5
10YR-72HR	AA-CS11	BASE	37.00	13.550	17.750	9080	0.293	0.213	0.5	0.3
10YR-72HR	AB-LAKE 1	BASE	37.00	12.740	17.750	120455	0.611	0.000	0.9	0.1
10YR-72HR	B-DET 21	BASE	37.00	13.711	17.750	6740	0.267	0.194	0.4	0.3
10YR-72HR	B-DET 22	BASE	37.00	13.710	17.750	11671	0.394	0.267	0.6	0.4
10YR-72HR	B-DET 23	BASE	37.00	13.710	17.750	9974	0.467	0.359	0.7	0.6
10YR-72HR	B-DET 24	BASE	37.00	13.710	17.750	10743	0.588	0.472	0.9	0.8
10YR-72HR	B-DET 25	BASE	37.00	13.708	17.750	15540	0.509	0.340	0.8	0.6
10YR-72HR	BB-CS22	BASE	37.00	13.708	17.750	9841	0.340	0.232	0.6	0.3
10YR-72HR	BC-LAKE 2	BASE	37.00	12.740	17.750	135656	0.591	0.556	1.0	0.9
10YR-72HR	D-LAKE 3	BASE	37.00	12.740	17.750	86157	7.314	0.105	21.4	0.1
10YR-72HR	E-ENTRY	BASE	37.00	12.746	17.500	138	0.035	6.756	0.1	20.3
10YR-72HR	N-PreDev	BASE	37.00	14.723	17.750	292835	0.861	0.000	0.8	0.0
10YR-72HR	O-CANAL	BASE	37.00	10.235	14.500	0	0.239	0.000	0.1	0.0
10YR-72HR	A-DET 11	BASE	38.00	13.584	17.750	9316	0.269	0.187	0.4	0.3
10YR-72HR	A-DET 12	BASE	38.00	13.584	17.750	16164	0.389	0.247	0.6	0.4
10YR-72HR	A-DET 13	BASE	38.00	13.583	17.750	13809	0.449	0.327	0.7	0.5
10YR-72HR	A-DET 14	BASE	38.00	13.583	17.750	14878	0.558	0.427	0.9	0.7
10YR-72HR	A-DET 15	BASE	38.00	13.582	17.750	17023	0.447	0.296	0.8	0.5
10YR-72HR	AA-CS11	BASE	38.00	13.582	17.750	9107	0.296	0.215	0.5	0.3
10YR-72HR	AB-LAKE 1	BASE	38.00	12.751	17.750	120530	0.617	0.250	0.9	0.1
10YR-72HR	B-DET 21	BASE	38.00	13.750	17.750	6820	0.269	0.195	0.4	0.3
10YR-72HR	B-DET 22	BASE	38.00	13.749	17.750	11811	0.397	0.270	0.6	0.4
10YR-72HR	B-DET 23	BASE	38.00	13.749	17.750	10094	0.472	0.362	0.8	0.6
10YR-72HR	B-DET 24	BASE	38.00	13.749	17.750	10872	0.593	0.476	1.0	0.8
10YR-72HR	B-DET 25	BASE	38.00	13.748	17.750	15670	0.514	0.343	0.9	0.6
10YR-72HR	BB-CS22	BASE	38.00	13.748	17.750	9901	0.343	0.236	0.6	0.4
10YR-72HR	BC-LAKE 2	BASE	38.00	12.751	17.750	135728	0.848	0.567	1.0	1.0
10YR-72HR	D-LAKE 3	BASE	38.00	12.751	17.750	86216	7.314	0.114	22.0	0.1
10YR-72HR	E-ENTRY	BASE	38.00	12.758	17.500	138	0.035	6.756	0.1	20.9
10YR-72HR	N-PreDev	BASE	38.00	14.734	17.750	306637	0.893	0.000	0.8	0.0
10YR-72HR	O-CANAL	BASE	38.00	10.390	14.500	0	0.261	0.000	0.2	0.0
10YR-72HR	A-DET 11	BASE	39.00	13.615	17.750	9381	0.271	0.189	0.4	0.3
10YR-72HR	A-DET 12	BASE	39.00	13.615	17.750	16278	0.392	0.249	0.6	0.4
10YR-72HR	A-DET 13	BASE	39.00	13.615	17.750	13906	0.452	0.330	0.8	0.6
10YR-72HR	A-DET 14	BASE	39.00	13.615	17.750	14983	0.562	0.430	1.0	0.8
10YR-72HR	A-DET 15	BASE	39.00	13.614	17.750	17107	0.450	0.299	0.8	0.6
10YR-72HR	AA-CS11	BASE	39.00	13.614	17.750	9134	0.299	0.218	0.6	0.3
10YR-72HR	AB-LAKE 1	BASE	39.00	12.763	17.750	120605	0.623	0.250	1.0	0.1
10YR-72HR	B-DET 21	BASE	39.00	13.788	17.750	6900	0.271	0.197	0.4	0.3
10YR-72HR	B-DET 22	BASE	39.00	13.788	17.750	11950	0.401	0.272	0.7	0.5
10YR-72HR	B-DET 23	BASE	39.00	13.788	17.750	10213	0.475	0.365	0.8	0.6
10YR-72HR	B-DET 24	BASE	39.00	13.788	17.750	11001	0.598	0.479	1.0	0.8
10YR-72HR	B-DET 25	BASE	39.00	13.787	17.750	15799	0.518	0.347	0.9	0.6

Simulation	Node	Group	Time hrs	Stage ft	Warning Stage ft	Surface Area ft2	Total Inflow cfs	Total Outflow cfs	Total Vol In af	Total Vol Out af
10YR-72HR	BB-CS22	BASE	39.00	13.787	17.750	9961	0.347	0.239	0.6	0.4
10YR-72HR	BC-LAKE 2	BASE	39.00	12.763	17.750	135800	0.854	0.576	1.1	1.0
10YR-72HR	D-LAKE 3	BASE	39.00	12.763	17.750	86275	7.311	0.123	22.6	0.1
10YR-72HR	E-ENTRY	BASE	39.00	12.769	17.500	138	0.035	6.756	0.1	21.4
10YR-72HR	N-PreDev	BASE	39.00	14.744	17.750	320287	0.921	0.000	0.9	0.0
10YR-72HR	O-CANAL	BASE	39.00	10.545	14.500	0	0.283	0.000	0.2	0.0
10YR-72HR	A-DET 11	BASE	40.00	13.647	17.750	9447	0.273	0.190	0.5	0.3
10YR-72HR	A-DET 12	BASE	40.00	13.647	17.750	16392	0.395	0.251	0.7	0.5
10YR-72HR	A-DET 13	BASE	40.00	13.647	17.750	14004	0.456	0.332	0.8	0.6
10YR-72HR	A-DET 14	BASE	40.00	13.647	17.750	15088	0.567	0.433	1.0	0.8
10YR-72HR	A-DET 15	BASE	40.00	13.646	17.750	17190	0.454	0.302	0.8	0.6
10YR-72HR	AA-CS11	BASE	40.00	13.646	17.750	9161	0.302	0.220	0.6	0.4
10YR-72HR	AB-LAKE 1	BASE	40.00	12.775	17.750	120679	0.629	0.247	1.0	0.2
10YR-72HR	B-DET 21	BASE	40.00	13.827	17.750	6980	0.273	0.199	0.5	0.3
10YR-72HR	B-DET 22	BASE	40.00	13.827	17.750	12090	0.404	0.274	0.7	0.5
10YR-72HR	B-DET 23	BASE	40.00	13.827	17.750	10332	0.479	0.368	0.8	0.7
10YR-72HR	B-DET 24	BASE	40.00	13.826	17.750	11130	0.603	0.483	1.1	0.9
10YR-72HR	B-DET 25	BASE	40.00	13.826	17.750	15928	0.522	0.350	0.9	0.7
10YR-72HR	BB-CS22	BASE	40.00	13.826	17.750	10021	0.350	0.242	0.7	0.4
10YR-72HR	BC-LAKE 2	BASE	40.00	12.775	17.750	135871	0.857	0.591	1.2	1.1
10YR-72HR	D-LAKE 3	BASE	40.00	12.775	17.750	86333	7.313	0.132	23.2	0.1
10YR-72HR	E-ENTRY	BASE	40.00	12.781	17.500	138	0.036	6.757	0.1	22.0
10YR-72HR	N-PreDev	BASE	40.00	14.755	17.750	333773	0.948	0.000	1.0	0.0
10YR-72HR	O-CANAL	BASE	40.00	10.700	14.500	0	0.305	0.000	0.2	0.0
10YR-72HR	A-DET 11	BASE	41.00	13.679	17.750	9512	0.275	0.192	0.5	0.3
10YR-72HR	A-DET 12	BASE	41.00	13.679	17.750	16507	0.398	0.253	0.7	0.5
10YR-72HR	A-DET 13	BASE	41.00	13.679	17.750	14102	0.459	0.335	0.8	0.6
10YR-72HR	A-DET 14	BASE	41.00	13.678	17.750	15194	0.571	0.437	1.0	0.8
10YR-72HR	A-DET 15	BASE	41.00	13.678	17.750	17274	0.457	0.304	0.9	0.6
10YR-72HR	AA-CS11	BASE	41.00	13.678	17.750	9187	0.304	0.223	0.6	0.4
10YR-72HR	AB-LAKE 1	BASE	41.00	12.787	17.750	120752	0.634	0.245	1.1	0.2
10YR-72HR	B-DET 21	BASE	41.00	13.866	17.750	7059	0.275	0.200	0.5	0.4
10YR-72HR	B-DET 22	BASE	41.00	13.865	17.750	12228	0.407	0.276	0.7	0.5
10YR-72HR	B-DET 23	BASE	41.00	13.865	17.750	10451	0.483	0.371	0.9	0.7
10YR-72HR	B-DET 24	BASE	41.00	13.865	17.750	11258	0.607	0.487	1.1	0.9
10YR-72HR	B-DET 25	BASE	41.00	13.864	17.750	16056	0.526	0.353	1.0	0.7
10YR-72HR	BB-CS22	BASE	41.00	13.864	17.750	10081	0.353	0.245	0.7	0.4
10YR-72HR	BC-LAKE 2	BASE	41.00	12.787	17.750	135942	0.861	0.608	1.2	1.1
10YR-72HR	D-LAKE 3	BASE	41.00	12.786	17.750	86391	7.318	0.141	23.8	0.1
10YR-72HR	E-ENTRY	BASE	41.00	12.793	17.500	138	0.036	6.757	0.1	22.6
10YR-72HR	N-PreDev	BASE	41.00	14.765	17.750	347094	0.974	0.000	1.1	0.0
10YR-72HR	O-CANAL	BASE	41.00	10.855	14.500	0	0.328	0.000	0.2	0.0
10YR-72HR	A-DET 11	BASE	42.00	13.711	17.750	9578	0.277	0.193	0.5	0.4
10YR-72HR	A-DET 12	BASE	42.00	13.711	17.750	16621	0.401	0.254	0.7	0.5
10YR-72HR	A-DET 13	BASE	42.00	13.710	17.750	14199	0.462	0.337	0.9	0.7
10YR-72HR	A-DET 14	BASE	42.00	13.710	17.750	15299	0.575	0.440	1.1	0.9
10YR-72HR	A-DET 15	BASE	42.00	13.710	17.750	17357	0.461	0.307	0.9	0.6
10YR-72HR	AA-CS11	BASE	42.00	13.710	17.750	9214	0.307	0.225	0.6	0.4
10YR-72HR	AB-LAKE 1	BASE	42.00	12.798	17.750	120825	0.640	0.254	1.2	0.2
10YR-72HR	B-DET 21	BASE	42.00	13.904	17.750	7139	0.277	0.201	0.5	0.4
10YR-72HR	B-DET 22	BASE	42.00	13.904	17.750	12367	0.409	0.278	0.8	0.5

Simulation	Node	Group	Time hrs	Stage ft	Warning Stage ft	Surface Area ft2	Total Inflow cfs	Total Outflow cfs	Total Vol In af	Total Vol Out af
10YR-72HR	B-DET 23	BASE	42.00	13.904	17.750	10569	0.486	0.373	0.9	0.7
10YR-72HR	B-DET 24	BASE	42.00	13.903	17.750	11385	0.611	0.490	1.2	1.0
10YR-72HR	B-DET 25	BASE	42.00	13.903	17.750	16183	0.529	0.357	1.0	0.7
10YR-72HR	BB-CS22	BASE	42.00	13.903	17.750	10140	0.357	0.248	0.7	0.4
10YR-72HR	BC-LAKE 2	BASE	42.00	12.798	17.750	136012	0.875	0.622	1.3	1.2
10YR-72HR	D-LAKE 3	BASE	42.00	12.798	17.750	86448	7.320	0.150	24.4	0.1
10YR-72HR	E-ENTRY	BASE	42.00	12.804	17.500	138	0.036	6.757	0.1	23.1
10YR-72HR	N-PreDev	BASE	42.00	14.775	17.750	360249	0.998	0.000	1.1	0.0
10YR-72HR	O-CANAL	BASE	42.00	11.010	14.500	0	0.351	0.000	0.3	0.0
10YR-72HR	A-DET 11	BASE	43.00	13.742	17.750	9643	0.279	0.194	0.5	0.4
10YR-72HR	A-DET 12	BASE	43.00	13.742	17.750	16735	0.404	0.256	0.8	0.5
10YR-72HR	A-DET 13	BASE	43.00	13.742	17.750	14297	0.465	0.339	0.9	0.7
10YR-72HR	A-DET 14	BASE	43.00	13.742	17.750	15404	0.579	0.443	1.1	0.9
10YR-72HR	A-DET 15	BASE	43.00	13.742	17.750	17440	0.464	0.310	0.9	0.7
10YR-72HR	AA-CS11	BASE	43.00	13.742	17.750	9241	0.310	0.228	0.7	0.4
10YR-72HR	AB-LAKE 1	BASE	43.00	12.809	17.750	120897	0.645	0.262	1.2	0.2
10YR-72HR	B-DET 21	BASE	43.00	13.942	17.750	7218	0.279	0.203	0.5	0.4
10YR-72HR	B-DET 22	BASE	43.00	13.942	17.750	12504	0.412	0.280	0.8	0.6
10YR-72HR	B-DET 23	BASE	43.00	13.942	17.750	10687	0.489	0.376	1.0	0.8
10YR-72HR	B-DET 24	BASE	43.00	13.942	17.750	11512	0.615	0.493	1.2	1.0
10YR-72HR	B-DET 25	BASE	43.00	13.941	17.750	16310	0.533	0.360	1.1	0.8
10YR-72HR	BB-CS22	BASE	43.00	13.941	17.750	10199	0.360	0.251	0.8	0.5
10YR-72HR	BC-LAKE 2	BASE	43.00	12.809	17.750	136081	0.890	0.637	1.4	1.2
10YR-72HR	D-LAKE 3	BASE	43.00	12.809	17.750	86504	7.322	0.159	25.0	0.1
10YR-72HR	E-ENTRY	BASE	43.00	12.815	17.500	138	0.036	6.757	0.1	23.7
10YR-72HR	N-PreDev	BASE	43.00	14.785	17.750	373240	1.022	0.000	1.2	0.0
10YR-72HR	O-CANAL	BASE	43.00	11.165	14.500	0	0.374	0.000	0.3	0.0
10YR-72HR	A-DET 11	BASE	44.00	13.774	17.750	9709	0.281	0.195	0.6	0.4
10YR-72HR	A-DET 12	BASE	44.00	13.774	17.750	16849	0.406	0.258	0.8	0.5
10YR-72HR	A-DET 13	BASE	44.00	13.774	17.750	14394	0.468	0.341	0.9	0.7
10YR-72HR	A-DET 14	BASE	44.00	13.774	17.750	15510	0.583	0.446	1.2	0.9
10YR-72HR	A-DET 15	BASE	44.00	13.773	17.750	17523	0.467	0.312	1.0	0.7
10YR-72HR	AA-CS11	BASE	44.00	13.773	17.750	9268	0.312	0.230	0.7	0.4
10YR-72HR	AB-LAKE 1	BASE	44.00	12.821	17.750	120968	0.650	0.271	1.3	0.2
10YR-72HR	B-DET 21	BASE	44.00	13.980	17.750	7296	0.281	0.204	0.6	0.4
10YR-72HR	B-DET 22	BASE	44.00	13.980	17.750	12641	0.415	0.281	0.8	0.6
10YR-72HR	B-DET 23	BASE	44.00	13.980	17.750	10803	0.492	0.378	1.0	0.8
10YR-72HR	B-DET 24	BASE	44.00	13.980	17.750	11638	0.619	0.496	1.3	1.0
10YR-72HR	B-DET 25	BASE	44.00	13.979	17.750	16437	0.536	0.363	1.1	0.8
10YR-72HR	BB-CS22	BASE	44.00	13.979	17.750	10257	0.363	0.254	0.8	0.5
10YR-72HR	BC-LAKE 2	BASE	44.00	12.821	17.750	136150	0.904	0.651	1.5	1.3
10YR-72HR	D-LAKE 3	BASE	44.00	12.821	17.750	86560	7.323	0.167	25.6	0.1
10YR-72HR	E-ENTRY	BASE	44.00	12.827	17.500	138	0.037	6.758	0.1	24.2
10YR-72HR	N-PreDev	BASE	44.00	14.795	17.750	386071	1.044	0.000	1.3	0.0
10YR-72HR	O-CANAL	BASE	44.00	11.320	14.500	0	0.397	0.000	0.3	0.0
10YR-72HR	A-DET 11	BASE	45.00	13.806	17.750	9774	0.282	0.197	0.6	0.4
10YR-72HR	A-DET 12	BASE	45.00	13.806	17.750	16963	0.408	0.259	0.8	0.6
10YR-72HR	A-DET 13	BASE	45.00	13.806	17.750	14492	0.471	0.344	1.0	0.7
10YR-72HR	A-DET 14	BASE	45.00	13.805	17.750	15615	0.586	0.449	1.2	1.0
10YR-72HR	A-DET 15	BASE	45.00	13.805	17.750	17606	0.470	0.315	1.0	0.7
10YR-72HR	AA-CS11	BASE	45.00	13.805	17.750	9294	0.315	0.233	0.7	0.5

Simulation	Node	Group	Time hrs	Stage ft	Warning Stage ft	Surface Area ft2	Total Inflow cfs	Total Outflow cfs	Total Vol In af	Total Vol Out af
10YR-72HR	AB-LAKE 1	BASE	45.00	12.832	17.750	121040	0.655	0.248	1.3	0.3
10YR-72HR	B-DET 21	BASE	45.00	14.017	17.750	7372	0.282	0.217	0.6	0.4
10YR-72HR	B-DET 22	BASE	45.00	14.017	17.750	12773	0.429	0.317	0.9	0.6
10YR-72HR	B-DET 23	BASE	45.00	14.017	17.750	10916	0.529	0.433	1.0	0.8
10YR-72HR	B-DET 24	BASE	45.00	14.016	17.750	11759	0.675	0.572	1.3	1.1
10YR-72HR	B-DET 25	BASE	45.00	14.016	17.750	16558	0.612	0.469	1.2	0.8
10YR-72HR	BB-CS22	BASE	45.00	14.016	17.750	10313	0.469	0.380	0.8	0.5
10YR-72HR	BC-LAKE 2	BASE	45.00	12.832	17.750	136219	1.008	0.660	1.5	1.3
10YR-72HR	D-LAKE 3	BASE	45.00	12.832	17.750	86616	7.318	0.176	26.2	0.2
10YR-72HR	E-ENTRY	BASE	45.00	12.838	17.500	138	0.037	6.758	0.1	24.8
10YR-72HR	N-PreDev	BASE	45.00	14.804	17.750	398745	1.065	0.000	1.4	0.0
10YR-72HR	O-CANAL	BASE	45.00	11.475	14.500	0	0.419	0.000	0.4	0.0
10YR-72HR	A-DET 11	BASE	46.00	13.837	17.750	9839	0.284	0.198	0.6	0.4
10YR-72HR	A-DET 12	BASE	46.00	13.837	17.750	17077	0.410	0.261	0.9	0.6
10YR-72HR	A-DET 13	BASE	46.00	13.837	17.750	14589	0.474	0.346	1.0	0.8
10YR-72HR	A-DET 14	BASE	46.00	13.837	17.750	15719	0.589	0.452	1.3	1.0
10YR-72HR	A-DET 15	BASE	46.00	13.837	17.750	17689	0.474	0.330	1.1	0.7
10YR-72HR	AA-CS11	BASE	46.00	13.837	17.750	9321	0.330	0.235	0.7	0.5
10YR-72HR	AB-LAKE 1	BASE	46.00	12.846	17.750	121129	0.659	0.243	1.4	0.3
10YR-72HR	B-DET 21	BASE	46.00	14.040	17.750	7419	0.284	0.253	0.6	0.4
10YR-72HR	B-DET 22	BASE	46.00	14.040	17.750	12855	0.466	0.414	0.9	0.6
10YR-72HR	B-DET 23	BASE	46.00	14.039	17.750	10986	0.626	0.582	1.1	0.9
10YR-72HR	B-DET 24	BASE	46.00	14.039	17.750	11834	0.825	0.777	1.4	1.1
10YR-72HR	B-DET 25	BASE	46.00	14.038	17.750	16631	0.818	0.752	1.2	0.9
10YR-72HR	BB-CS22	BASE	46.00	14.038	17.750	10347	0.752	0.711	0.9	0.5
10YR-72HR	BC-LAKE 2	BASE	46.00	12.846	17.750	136304	1.337	0.716	1.6	1.4
10YR-72HR	D-LAKE 3	BASE	46.00	12.846	17.750	86686	7.357	0.186	26.8	0.2
10YR-72HR	E-ENTRY	BASE	46.00	12.852	17.500	138	0.037	6.758	0.1	25.4
10YR-72HR	N-PreDev	BASE	46.00	14.814	17.750	411267	1.085	0.000	1.5	0.0
10YR-72HR	O-CANAL	BASE	46.00	11.630	14.500	0	0.448	0.000	0.4	0.0
10YR-72HR	A-DET 11	BASE	47.00	13.869	17.750	9904	0.285	0.199	0.6	0.4
10YR-72HR	A-DET 12	BASE	47.00	13.869	17.750	17191	0.413	0.262	0.9	0.6
10YR-72HR	A-DET 13	BASE	47.00	13.869	17.750	14686	0.476	0.347	1.1	0.8
10YR-72HR	A-DET 14	BASE	47.00	13.869	17.750	15824	0.592	0.450	1.3	1.0
10YR-72HR	A-DET 15	BASE	47.00	13.868	17.750	17772	0.472	0.532	1.1	0.8
10YR-72HR	AA-CS11	BASE	47.00	13.868	17.750	9347	0.532	0.237	0.8	0.5
10YR-72HR	AB-LAKE 1	BASE	47.00	12.862	17.750	121234	0.663	0.000	1.4	0.3
10YR-72HR	B-DET 21	BASE	47.00	14.049	17.750	7439	0.285	0.273	0.6	0.5
10YR-72HR	B-DET 22	BASE	47.00	14.049	17.750	12890	0.487	0.466	0.9	0.7
10YR-72HR	B-DET 23	BASE	47.00	14.049	17.750	11015	0.680	0.662	1.1	0.9
10YR-72HR	B-DET 24	BASE	47.00	14.048	17.750	11865	0.907	0.888	1.4	1.2
10YR-72HR	B-DET 25	BASE	47.00	14.047	17.750	16662	0.928	0.902	1.3	0.9
10YR-72HR	BB-CS22	BASE	47.00	14.047	17.750	10362	0.902	0.886	0.9	0.6
10YR-72HR	BC-LAKE 2	BASE	47.00	12.862	17.750	136405	1.270	0.778	1.7	1.4
10YR-72HR	D-LAKE 3	BASE	47.00	12.862	17.750	86768	7.397	0.195	27.4	0.2
10YR-72HR	E-ENTRY	BASE	47.00	12.868	17.500	138	0.037	6.758	0.1	25.9
10YR-72HR	N-PreDev	BASE	47.00	14.823	17.750	423641	1.105	0.000	1.6	0.0
10YR-72HR	O-CANAL	BASE	47.00	11.785	14.500	0	0.480	0.000	0.4	0.0
10YR-72HR	A-DET 11	BASE	48.00	13.900	17.750	9969	0.287	0.199	0.6	0.5
10YR-72HR	A-DET 12	BASE	48.00	13.900	17.750	17304	0.414	0.263	0.9	0.6
10YR-72HR	A-DET 13	BASE	48.00	13.900	17.750	14783	0.478	0.349	1.1	0.8

Simulation	Node	Group	Time hrs	Stage ft	Warning Stage ft	Surface Area ft2	Total Inflow cfs	Total Outflow cfs	Total Vol In af	Total Vol Out af
10YR-72HR	A-DET 14	BASE	48.00	13.900	17.750	15928	0.595	0.453	1.4	1.1
10YR-72HR	A-DET 15	BASE	48.00	13.900	17.750	17855	0.474	0.548	1.1	0.8
10YR-72HR	AA-CS11	BASE	48.00	13.900	17.750	9374	0.548	0.238	0.8	0.5
10YR-72HR	AB-LAKE 1	BASE	48.00	12.880	17.750	121344	0.667	0.000	1.5	0.3
10YR-72HR	B-DET 21	BASE	48.00	14.053	17.750	7447	0.287	0.282	0.6	0.5
10YR-72HR	B-DET 22	BASE	48.00	14.053	17.750	12904	0.497	0.488	1.0	0.7
10YR-72HR	B-DET 23	BASE	48.00	14.053	17.750	11027	0.703	0.696	1.2	1.0
10YR-72HR	B-DET 24	BASE	48.00	14.052	17.750	11878	0.942	0.935	1.5	1.3
10YR-72HR	B-DET 25	BASE	48.00	14.051	17.750	16675	0.975	0.965	1.4	1.0
10YR-72HR	BB-CS22	BASE	48.00	14.051	17.750	10367	0.965	0.959	1.0	0.7
10YR-72HR	BC-LAKE 2	BASE	48.00	12.880	17.750	136511	1.345	0.819	1.8	1.5
10YR-72HR	D-LAKE 3	BASE	48.00	12.880	17.750	86855	7.415	0.205	28.0	0.2
10YR-72HR	E-ENTRY	BASE	48.00	12.886	17.500	138	0.037	6.758	0.1	26.5
10YR-72HR	N-PreDev	BASE	48.00	14.833	17.750	435871	1.124	0.000	1.7	0.0
10YR-72HR	O-CANAL	BASE	48.00	11.940	14.500	0	0.512	0.000	0.5	0.0
10YR-72HR	A-DET 11	BASE	49.00	13.935	17.750	10041	0.320	0.220	0.7	0.5
10YR-72HR	A-DET 12	BASE	49.00	13.935	17.750	17430	0.459	0.285	1.0	0.6
10YR-72HR	A-DET 13	BASE	49.00	13.935	17.750	14890	0.525	0.376	1.1	0.9
10YR-72HR	A-DET 14	BASE	49.00	13.935	17.750	16044	0.651	0.487	1.4	1.1
10YR-72HR	A-DET 15	BASE	49.00	13.935	17.750	17946	0.511	0.580	1.2	0.9
10YR-72HR	AA-CS11	BASE	49.00	13.935	17.750	9403	0.580	0.240	0.9	0.5
10YR-72HR	AB-LAKE 1	BASE	49.00	12.898	17.750	121463	0.718	0.000	1.5	0.3
10YR-72HR	B-DET 21	BASE	49.00	14.058	17.750	7456	0.320	0.312	0.7	0.5
10YR-72HR	B-DET 22	BASE	49.00	14.058	17.750	12921	0.552	0.538	1.0	0.8
10YR-72HR	B-DET 23	BASE	49.00	14.057	17.750	11041	0.778	0.766	1.3	1.0
10YR-72HR	B-DET 24	BASE	49.00	14.057	17.750	11892	1.041	1.028	1.6	1.4
10YR-72HR	B-DET 25	BASE	49.00	14.055	17.750	16689	1.073	1.056	1.5	1.1
10YR-72HR	BB-CS22	BASE	49.00	14.055	17.750	10374	1.056	1.046	1.1	0.8
10YR-72HR	BC-LAKE 2	BASE	49.00	12.898	17.750	136624	1.477	0.875	2.0	1.6
10YR-72HR	D-LAKE 3	BASE	49.00	12.898	17.750	86948	7.467	0.223	28.6	0.2
10YR-72HR	E-ENTRY	BASE	49.00	12.905	17.500	138	0.042	6.762	0.1	27.0
10YR-72HR	N-PreDev	BASE	49.00	14.842	17.750	448122	1.184	0.000	1.8	0.0
10YR-72HR	O-CANAL	BASE	49.00	12.095	14.500	0	0.556	0.000	0.5	0.0
10YR-72HR	A-DET 11	BASE	50.00	13.972	17.750	10117	0.328	0.225	0.7	0.5
10YR-72HR	A-DET 12	BASE	50.00	13.972	17.750	17562	0.471	0.291	1.0	0.7
10YR-72HR	A-DET 13	BASE	50.00	13.972	17.750	15002	0.537	0.383	1.2	0.9
10YR-72HR	A-DET 14	BASE	50.00	13.972	17.750	16165	0.665	0.502	1.5	1.2
10YR-72HR	A-DET 15	BASE	50.00	13.972	17.750	18042	0.526	0.000	1.2	0.9
10YR-72HR	AA-CS11	BASE	50.00	13.972	17.750	9434	0.000	0.242	0.9	0.6
10YR-72HR	AB-LAKE 1	BASE	50.00	12.918	17.750	121587	0.733	0.000	1.6	0.3
10YR-72HR	B-DET 21	BASE	50.00	14.061	17.750	7463	0.328	0.324	0.7	0.5
10YR-72HR	B-DET 22	BASE	50.00	14.061	17.750	12932	0.570	0.562	1.1	0.8
10YR-72HR	B-DET 23	BASE	50.00	14.060	17.750	11051	0.809	0.802	1.3	1.1
10YR-72HR	B-DET 24	BASE	50.00	14.060	17.750	11903	1.084	1.077	1.7	1.4
10YR-72HR	B-DET 25	BASE	50.00	14.058	17.750	16699	1.123	1.114	1.5	1.2
10YR-72HR	BB-CS22	BASE	50.00	14.058	17.750	10378	1.114	1.108	1.2	0.9
10YR-72HR	BC-LAKE 2	BASE	50.00	12.918	17.750	136744	1.550	0.926	2.1	1.6
10YR-72HR	D-LAKE 3	BASE	50.00	12.918	17.750	87045	7.497	0.241	29.3	0.2
10YR-72HR	E-ENTRY	BASE	50.00	12.924	17.500	138	0.043	6.763	0.1	27.6
10YR-72HR	N-PreDev	BASE	50.00	14.852	17.750	460787	1.254	0.000	1.9	0.0
10YR-72HR	O-CANAL	BASE	50.00	12.250	14.500	0	0.601	0.000	0.6	0.0

Simulation	Node	Group	Time hrs	Stage ft	Warning Stage ft	Surface Area ft2	Total Inflow cfs	Total Outflow cfs	Total Vol In af	Total Vol Out af
10YR-72HR	A-DET 11	BASE	51.00	14.014	17.750	10205	0.389	0.273	0.7	0.5
10YR-72HR	A-DET 12	BASE	51.00	14.014	17.750	17715	0.565	0.362	1.1	0.7
10YR-72HR	A-DET 13	BASE	51.00	14.014	17.750	15133	0.654	0.481	1.2	0.9
10YR-72HR	A-DET 14	BASE	51.00	14.014	17.750	16306	0.816	0.632	1.6	1.2
10YR-72HR	A-DET 15	BASE	51.00	14.014	17.750	18153	0.661	0.000	1.3	0.9
10YR-72HR	AA-CS11	BASE	51.00	14.014	17.750	9470	0.000	0.346	0.9	0.6
10YR-72HR	AB-LAKE 1	BASE	51.00	12.940	17.750	121726	0.927	0.244	1.7	0.3
10YR-72HR	B-DET 21	BASE	51.00	14.068	17.750	7477	0.389	0.377	0.7	0.6
10YR-72HR	B-DET 22	BASE	51.00	14.068	17.750	12957	0.669	0.647	1.1	0.9
10YR-72HR	B-DET 23	BASE	51.00	14.067	17.750	11072	0.939	0.921	1.4	1.2
10YR-72HR	B-DET 24	BASE	51.00	14.067	17.750	11925	1.255	1.236	1.8	1.5
10YR-72HR	B-DET 25	BASE	51.00	14.065	17.750	16720	1.291	1.265	1.6	1.3
10YR-72HR	BB-CS22	BASE	51.00	14.064	17.750	10388	1.265	1.249	1.3	1.0
10YR-72HR	BC-LAKE 2	BASE	51.00	12.940	17.750	136877	2.017	1.029	2.2	1.7
10YR-72HR	D-LAKE 3	BASE	51.00	12.940	17.750	87154	7.609	0.262	29.9	0.3
10YR-72HR	E-ENTRY	BASE	51.00	12.946	17.500	138	0.051	6.771	0.1	28.1
10YR-72HR	N-PreDev	BASE	51.00	14.862	17.750	474003	1.384	0.000	2.0	0.0
10YR-72HR	O-CANAL	BASE	51.00	12.405	14.500	0	0.652	0.000	0.6	0.0
10YR-72HR	A-DET 11	BASE	52.00	14.049	17.750	10275	0.427	0.357	0.8	0.5
10YR-72HR	A-DET 12	BASE	52.00	14.048	17.750	17837	0.677	0.556	1.1	0.7
10YR-72HR	A-DET 13	BASE	52.00	14.048	17.750	15237	0.876	0.773	1.3	1.0
10YR-72HR	A-DET 14	BASE	52.00	14.048	17.750	16418	1.140	1.029	1.6	1.3
10YR-72HR	A-DET 15	BASE	52.00	14.047	17.750	18240	1.061	0.940	1.3	0.9
10YR-72HR	AA-CS11	BASE	52.00	14.047	17.750	9498	0.940	0.877	0.9	0.6
10YR-72HR	AB-LAKE 1	BASE	52.00	12.968	17.750	121904	1.515	0.438	1.8	0.3
10YR-72HR	B-DET 21	BASE	52.00	14.075	17.750	7492	0.427	0.416	0.8	0.6
10YR-72HR	B-DET 22	BASE	52.00	14.075	17.750	12983	0.737	0.718	1.2	0.9
10YR-72HR	B-DET 23	BASE	52.00	14.074	17.750	11093	1.038	1.022	1.5	1.2
10YR-72HR	B-DET 24	BASE	52.00	14.073	17.750	11947	1.389	1.372	1.9	1.7
10YR-72HR	B-DET 25	BASE	52.00	14.071	17.750	16741	1.433	1.411	1.8	1.4
10YR-72HR	BB-CS22	BASE	52.00	14.071	17.750	10398	1.411	1.397	1.4	1.1
10YR-72HR	BC-LAKE 2	BASE	52.00	12.968	17.750	137049	2.410	1.237	2.4	1.8
10YR-72HR	D-LAKE 3	BASE	52.00	12.968	17.750	87294	7.808	0.281	30.5	0.3
10YR-72HR	E-ENTRY	BASE	52.00	12.974	17.500	138	0.056	6.775	0.1	28.7
10YR-72HR	N-PreDev	BASE	52.00	14.873	17.750	488379	1.552	0.000	2.1	0.0
10YR-72HR	O-CANAL	BASE	52.00	12.560	14.500	0	0.704	0.000	0.7	0.0
10YR-72HR	A-DET 11	BASE	53.00	14.075	17.750	10330	0.559	0.502	0.8	0.6
10YR-72HR	A-DET 12	BASE	53.00	14.075	17.750	17933	0.921	0.822	1.2	0.8
10YR-72HR	A-DET 13	BASE	53.00	14.075	17.750	15318	1.242	1.158	1.4	1.1
10YR-72HR	A-DET 14	BASE	53.00	14.074	17.750	16504	1.638	1.548	1.7	1.4
10YR-72HR	A-DET 15	BASE	53.00	14.073	17.750	18307	1.590	1.493	1.4	1.0
10YR-72HR	AA-CS11	BASE	53.00	14.073	17.750	9519	1.493	1.443	1.0	0.7
10YR-72HR	AB-LAKE 1	BASE	53.00	13.008	17.750	122157	2.278	0.726	1.9	0.4
10YR-72HR	B-DET 21	BASE	53.00	14.091	17.750	7524	0.559	0.533	0.8	0.6
10YR-72HR	B-DET 22	BASE	53.00	14.090	17.750	13038	0.953	0.908	1.2	1.0
10YR-72HR	B-DET 23	BASE	53.00	14.089	17.750	11139	1.327	1.290	1.6	1.3
10YR-72HR	B-DET 24	BASE	53.00	14.088	17.750	11995	1.770	1.730	2.0	1.8
10YR-72HR	B-DET 25	BASE	53.00	14.084	17.750	16785	1.809	1.757	1.9	1.5
10YR-72HR	BB-CS22	BASE	53.00	14.084	17.750	10418	1.757	1.726	1.5	1.2
10YR-72HR	BC-LAKE 2	BASE	53.00	13.008	17.750	137291	3.205	1.489	2.7	1.9
10YR-72HR	D-LAKE 3	BASE	53.00	13.007	17.750	87491	8.144	0.287	31.2	0.3

Simulation	Node	Group	Time hrs	Stage ft	Warning Stage ft	Surface Area ft2	Total Inflow cfs	Total Outflow cfs	Total Vol In af	Total Vol Out af
10YR-72HR	E-ENTRY	BASE	53.00	13.014	17.500	138	0.073	6.792	0.1	29.3
10YR-72HR	N-PreDev	BASE	53.00	14.885	17.750	504388	1.857	0.000	2.2	0.0
10YR-72HR	O-CANAL	BASE	53.00	12.715	14.500	0	0.709	0.000	0.7	0.0
10YR-72HR	A-DET 11	BASE	54.00	14.097	17.750	10376	0.693	0.646	0.9	0.6
10YR-72HR	A-DET 12	BASE	54.00	14.097	17.750	18013	1.166	1.085	1.3	0.9
10YR-72HR	A-DET 13	BASE	54.00	14.097	17.750	15386	1.605	1.535	1.5	1.2
10YR-72HR	A-DET 14	BASE	54.00	14.096	17.750	16575	2.130	2.057	1.9	1.5
10YR-72HR	A-DET 15	BASE	54.00	14.094	17.750	18362	2.109	2.030	1.6	1.2
10YR-72HR	AA-CS11	BASE	54.00	14.093	17.750	9536	2.030	1.989	1.2	0.9
10YR-72HR	AB-LAKE 1	BASE	54.00	13.063	17.750	122505	3.025	0.932	2.1	0.4
10YR-72HR	B-DET 21	BASE	54.00	14.110	17.750	7564	0.693	0.664	0.9	0.7
10YR-72HR	B-DET 22	BASE	54.00	14.109	17.750	13107	1.184	1.134	1.3	1.1
10YR-72HR	B-DET 23	BASE	54.00	14.108	17.750	11197	1.654	1.611	1.7	1.5
10YR-72HR	B-DET 24	BASE	54.00	14.106	17.750	12054	2.206	2.162	2.2	1.9
10YR-72HR	B-DET 25	BASE	54.00	14.101	17.750	16840	2.260	2.202	2.1	1.7
10YR-72HR	BB-CS22	BASE	54.00	14.100	17.750	10442	2.202	2.167	1.7	1.4
10YR-72HR	BC-LAKE 2	BASE	54.00	13.062	17.750	137625	4.033	1.705	3.0	2.1
10YR-72HR	D-LAKE 3	BASE	54.00	13.062	17.750	87763	8.471	0.232	31.9	0.3
10YR-72HR	E-ENTRY	BASE	54.00	13.068	17.500	138	0.090	6.808	0.1	29.8
10YR-72HR	N-PreDev	BASE	54.00	14.899	17.750	523378	2.307	0.000	2.4	0.0
10YR-72HR	O-CANAL	BASE	54.00	12.870	14.500	0	0.628	0.000	0.8	0.0
10YR-72HR	A-DET 11	BASE	55.00	14.117	17.750	10417	0.834	0.792	0.9	0.7
10YR-72HR	A-DET 12	BASE	55.00	14.117	17.750	18084	1.418	1.345	1.4	1.0
10YR-72HR	A-DET 13	BASE	55.00	14.116	17.750	15446	1.970	1.908	1.7	1.3
10YR-72HR	A-DET 14	BASE	55.00	14.115	17.750	16639	2.625	2.559	2.1	1.7
10YR-72HR	A-DET 15	BASE	55.00	14.112	17.750	18410	2.622	2.553	1.8	1.4
10YR-72HR	AA-CS11	BASE	55.00	14.112	17.750	9552	2.553	2.517	1.4	1.1
10YR-72HR	AB-LAKE 1	BASE	55.00	13.134	17.750	122955	3.763	1.097	2.4	0.5
10YR-72HR	B-DET 21	BASE	55.00	14.131	17.750	7606	0.834	0.804	0.9	0.8
10YR-72HR	B-DET 22	BASE	55.00	14.130	17.750	13180	1.430	1.378	1.4	1.2
10YR-72HR	B-DET 23	BASE	55.00	14.128	17.750	11258	2.003	1.960	1.9	1.6
10YR-72HR	B-DET 24	BASE	55.00	14.125	17.750	12116	2.676	2.631	2.4	2.1
10YR-72HR	B-DET 25	BASE	55.00	14.117	17.750	16897	2.749	2.691	2.3	1.9
10YR-72HR	BB-CS22	BASE	55.00	14.116	17.750	10468	2.691	2.656	1.9	1.6
10YR-72HR	BC-LAKE 2	BASE	55.00	13.133	17.750	138058	4.876	1.903	3.3	2.2
10YR-72HR	D-LAKE 3	BASE	55.00	13.133	17.750	88116	8.819	0.174	32.6	0.3
10YR-72HR	E-ENTRY	BASE	55.00	13.139	17.500	138	0.108	6.825	0.1	30.4
10YR-72HR	N-PreDev	BASE	55.00	14.917	17.750	546037	2.852	0.000	2.6	0.0
10YR-72HR	O-CANAL	BASE	55.00	13.025	14.500	0	0.508	0.000	0.8	0.0
10YR-72HR	A-DET 11	BASE	56.00	14.136	17.750	10456	0.977	0.938	1.0	0.8
10YR-72HR	A-DET 12	BASE	56.00	14.136	17.750	18151	1.671	1.603	1.5	1.1
10YR-72HR	A-DET 13	BASE	56.00	14.135	17.750	15502	2.336	2.279	1.8	1.5
10YR-72HR	A-DET 14	BASE	56.00	14.133	17.750	16697	3.117	3.057	2.3	2.0
10YR-72HR	A-DET 15	BASE	56.00	14.128	17.750	18454	3.130	3.067	2.0	1.6
10YR-72HR	AA-CS11	BASE	56.00	14.128	17.750	9566	3.067	3.035	1.6	1.3
10YR-72HR	AB-LAKE 1	BASE	56.00	13.221	17.750	123512	4.494	1.229	2.8	0.6
10YR-72HR	B-DET 21	BASE	56.00	14.151	17.750	7648	0.977	0.947	1.0	0.8
10YR-72HR	B-DET 22	BASE	56.00	14.150	17.750	13253	1.680	1.629	1.6	1.3
10YR-72HR	B-DET 23	BASE	56.00	14.148	17.750	11319	2.362	2.319	2.0	1.8
10YR-72HR	B-DET 24	BASE	56.00	14.143	17.750	12178	3.157	3.113	2.6	2.4
10YR-72HR	B-DET 25	BASE	56.00	14.134	17.750	16952	3.251	3.196	2.5	2.1

Simulation	Node	Group	Time hrs	Stage ft	Warning Stage ft	Surface Area ft2	Total Inflow cfs	Total Outflow cfs	Total Vol In af	Total Vol Out af
10YR-72HR	BB-CS22	BASE	56.00	14.132	17.750	10492	3.196	3.162	2.1	1.8
10YR-72HR	BC-LAKE 2	BASE	56.00	13.221	17.750	138592	5.707	2.061	3.8	2.4
10YR-72HR	D-LAKE 3	BASE	56.00	13.220	17.750	88551	9.178	0.107	33.3	0.4
10YR-72HR	E-ENTRY	BASE	56.00	13.227	17.500	138	0.127	6.842	0.1	31.0
10YR-72HR	N-PreDev	BASE	56.00	14.937	17.750	572613	3.470	0.000	2.9	0.0
10YR-72HR	O-CANAL	BASE	56.00	13.180	14.500	0	0.330	0.000	0.9	0.0
10YR-72HR	A-DET 11	BASE	57.00	14.156	17.750	10496	1.150	1.108	1.1	0.8
10YR-72HR	A-DET 12	BASE	57.00	14.155	17.750	18221	1.970	1.897	1.7	1.2
10YR-72HR	A-DET 13	BASE	57.00	14.154	17.750	15561	2.759	2.698	2.0	1.7
10YR-72HR	A-DET 14	BASE	57.00	14.151	17.750	16758	3.685	3.620	2.6	2.2
10YR-72HR	A-DET 15	BASE	57.00	14.146	17.750	18499	3.706	3.639	2.3	1.9
10YR-72HR	AA-CS11	BASE	57.00	14.145	17.750	9580	3.639	3.605	1.9	1.6
10YR-72HR	AB-LAKE 1	BASE	57.00	13.328	17.750	124191	5.322	1.277	3.2	0.7
10YR-72HR	B-DET 21	BASE	57.00	14.174	17.750	7696	1.150	1.116	1.1	0.9
10YR-72HR	B-DET 22	BASE	57.00	14.173	17.750	13335	1.978	1.921	1.7	1.4
10YR-72HR	B-DET 23	BASE	57.00	14.170	17.750	11386	2.783	2.735	2.2	2.0
10YR-72HR	B-DET 24	BASE	57.00	14.164	17.750	12245	3.721	3.672	2.9	2.7
10YR-72HR	B-DET 25	BASE	57.00	14.151	17.750	17011	3.835	3.774	2.8	2.4
10YR-72HR	BB-CS22	BASE	57.00	14.149	17.750	10519	3.774	3.737	2.4	2.1
10YR-72HR	BC-LAKE 2	BASE	57.00	13.328	17.750	139244	6.562	2.040	4.3	2.5
10YR-72HR	D-LAKE 3	BASE	57.00	13.327	17.750	89083	9.582	-0.047	34.1	0.4
10YR-72HR	E-ENTRY	BASE	57.00	13.334	17.500	138	0.149	6.863	0.1	31.5
10YR-72HR	N-PreDev	BASE	57.00	14.960	17.750	603214	4.187	0.000	3.2	0.0
10YR-72HR	O-CANAL	BASE	57.00	13.335	14.500	0	-0.139	0.000	0.9	0.0
10YR-72HR	A-DET 11	BASE	58.00	14.183	17.750	10552	1.474	1.393	1.2	0.9
10YR-72HR	A-DET 12	BASE	58.00	14.182	17.750	18318	2.498	2.358	1.8	1.4
10YR-72HR	A-DET 13	BASE	58.00	14.180	17.750	15642	3.463	3.346	2.3	1.9
10YR-72HR	A-DET 14	BASE	58.00	14.176	17.750	16841	4.611	4.490	3.0	2.6
10YR-72HR	A-DET 15	BASE	58.00	14.168	17.750	18560	4.600	4.477	2.7	2.2
10YR-72HR	AA-CS11	BASE	58.00	14.168	17.750	9599	4.477	4.414	2.2	1.9
10YR-72HR	AB-LAKE 1	BASE	58.00	13.461	17.750	125031	6.615	1.537	3.7	0.8
10YR-72HR	B-DET 21	BASE	58.00	14.208	17.750	7764	1.474	1.402	1.2	1.0
10YR-72HR	B-DET 22	BASE	58.00	14.206	17.750	13453	2.508	2.385	1.9	1.6
10YR-72HR	B-DET 23	BASE	58.00	14.202	17.750	11483	3.491	3.389	2.5	2.2
10YR-72HR	B-DET 24	BASE	58.00	14.193	17.750	12341	4.654	4.552	3.3	3.0
10YR-72HR	B-DET 25	BASE	58.00	14.176	17.750	17093	4.761	4.641	3.2	2.8
10YR-72HR	BB-CS22	BASE	58.00	14.172	17.750	10554	4.641	4.570	2.8	2.4
10YR-72HR	BC-LAKE 2	BASE	58.00	13.460	17.750	140051	8.092	2.420	4.9	2.7
10YR-72HR	D-LAKE 3	BASE	58.00	13.459	17.750	89739	10.263	-0.093	34.9	0.4
10YR-72HR	E-ENTRY	BASE	58.00	13.465	17.500	138	0.192	6.902	0.2	32.1
10YR-72HR	N-PreDev	BASE	58.00	14.987	17.750	638271	5.113	0.000	3.6	0.0
10YR-72HR	O-CANAL	BASE	58.00	13.490	14.500	0	-0.284	0.000	0.9	0.0
10YR-72HR	A-DET 11	BASE	59.00	14.229	17.750	10646	2.136	1.941	1.3	1.1
10YR-72HR	A-DET 12	BASE	59.00	14.227	17.750	18480	3.543	3.208	2.1	1.6
10YR-72HR	A-DET 13	BASE	59.00	14.224	17.750	15776	4.810	4.530	2.6	2.3
10YR-72HR	A-DET 14	BASE	59.00	14.218	17.750	16977	6.364	6.078	3.4	3.0
10YR-72HR	A-DET 15	BASE	59.00	14.205	17.750	18657	6.238	5.960	3.1	2.6
10YR-72HR	AA-CS11	BASE	59.00	14.204	17.750	9629	5.960	5.818	2.6	2.3
10YR-72HR	AB-LAKE 1	BASE	59.00	13.628	17.750	126092	9.008	2.111	4.3	1.0
10YR-72HR	B-DET 21	BASE	59.00	14.265	17.750	7883	2.136	1.952	1.3	1.2
10YR-72HR	B-DET 22	BASE	59.00	14.262	17.750	13657	3.554	3.241	2.2	1.8

Simulation	Node	Group	Time hrs	Stage ft	Warning Stage ft	Surface Area ft2	Total Inflow cfs	Total Outflow cfs	Total Vol In af	Total Vol Out af
10YR-72HR	B-DET 23	BASE	59.00	14.256	17.750	11649	4.843	4.585	2.8	2.6
10YR-72HR	B-DET 24	BASE	59.00	14.243	17.750	12502	6.418	6.163	3.7	3.4
10YR-72HR	B-DET 25	BASE	59.00	14.214	17.750	17226	6.465	6.184	3.6	3.2
10YR-72HR	BB-CS22	BASE	59.00	14.209	17.750	10612	6.184	6.021	3.2	2.9
10YR-72HR	BC-LAKE 2	BASE	59.00	13.627	17.750	141068	11.009	3.325	5.7	3.0
10YR-72HR	D-LAKE 3	BASE	59.00	13.625	17.750	90565	11.542	-0.075	35.8	0.3
10YR-72HR	E-ENTRY	BASE	59.00	13.632	17.500	138	0.278	6.980	0.2	32.7
10YR-72HR	N-PreDev	BASE	59.00	15.018	17.750	679433	6.524	0.000	4.1	0.0
10YR-72HR	O-CANAL	BASE	59.00	13.645	14.500	0	-0.223	0.000	0.8	0.0
10YR-72HR	A-DET 11	BASE	60.00	14.970	17.750	12167	20.974	15.783	2.3	1.8
10YR-72HR	A-DET 12	BASE	60.00	14.951	17.750	21084	31.514	22.514	3.5	2.7
10YR-72HR	A-DET 13	BASE	60.00	14.920	17.750	17905	38.245	30.687	4.4	3.7
10YR-72HR	A-DET 14	BASE	60.00	14.859	17.750	19059	48.690	40.861	5.7	4.9
10YR-72HR	A-DET 15	BASE	60.00	14.705	17.750	20026	42.434	34.685	5.1	4.3
10YR-72HR	AA-CS11	BASE	60.00	14.695	17.750	10044	34.685	30.824	4.3	3.8
10YR-72HR	AB-LAKE 1	BASE	60.00	14.175	17.750	129568	62.145	11.059	7.2	1.5
10YR-72HR	B-DET 21	BASE	60.00	15.219	17.750	9839	20.974	16.056	2.3	1.9
10YR-72HR	B-DET 22	BASE	60.00	15.192	17.750	17000	31.786	23.274	3.6	2.9
10YR-72HR	B-DET 23	BASE	60.00	15.146	17.750	14367	39.005	31.925	4.7	4.1
10YR-72HR	B-DET 24	BASE	60.00	15.050	17.750	15094	49.928	42.804	6.1	5.5
10YR-72HR	B-DET 25	BASE	60.00	14.770	17.750	19154	45.775	37.783	5.8	5.0
10YR-72HR	BB-CS22	BASE	60.00	14.707	17.750	11399	37.783	33.271	5.0	4.5
10YR-72HR	BC-LAKE 2	BASE	60.00	14.154	17.750	144284	72.576	17.990	9.1	3.8
10YR-72HR	D-LAKE 3	BASE	60.00	14.104	17.750	92948	35.986	0.327	37.8	0.4
10YR-72HR	E-ENTRY	BASE	60.00	14.112	17.500	138	2.727	8.067	0.3	33.3
10YR-72HR	N-PreDev	BASE	60.00	15.069	17.750	745142	19.272	0.000	5.1	0.0
10YR-72HR	O-CANAL	BASE	60.00	13.800	14.500	0	1.094	0.000	0.9	0.0
10YR-72HR	A-DET 11	BASE	61.00	15.021	17.750	12281	3.050	2.935	3.3	2.6
10YR-72HR	A-DET 12	BASE	61.00	15.020	17.750	21335	5.222	5.009	5.1	3.8
10YR-72HR	A-DET 13	BASE	61.00	15.019	17.750	18218	7.297	7.085	6.3	5.3
10YR-72HR	A-DET 14	BASE	61.00	15.016	17.750	19623	9.703	9.408	8.1	7.0
10YR-72HR	A-DET 15	BASE	61.00	15.011	17.750	20763	9.637	9.180	7.3	6.1
10YR-72HR	AA-CS11	BASE	61.00	15.010	17.750	10307	9.180	8.948	6.1	5.5
10YR-72HR	AB-LAKE 1	BASE	61.00	14.974	17.750	134638	13.502	5.445	10.4	2.2
10YR-72HR	B-DET 21	BASE	61.00	15.041	17.750	9485	3.050	3.250	3.3	2.7
10YR-72HR	B-DET 22	BASE	61.00	15.039	17.750	16454	5.538	5.857	5.2	4.1
10YR-72HR	B-DET 23	BASE	61.00	15.036	17.750	14045	8.145	8.349	6.6	5.8
10YR-72HR	B-DET 24	BASE	61.00	15.028	17.750	15107	10.967	11.030	8.6	7.7
10YR-72HR	B-DET 25	BASE	61.00	15.013	17.750	19866	11.463	11.118	8.2	7.1
10YR-72HR	BB-CS22	BASE	61.00	15.010	17.750	11841	11.118	10.854	7.1	6.3
10YR-72HR	BC-LAKE 2	BASE	61.00	14.969	17.750	149252	20.406	10.631	13.0	5.0
10YR-72HR	D-LAKE 3	BASE	61.00	14.959	17.750	97206	16.267	1.585	39.9	0.4
10YR-72HR	E-ENTRY	BASE	61.00	14.966	17.500	138	0.396	7.083	0.4	33.9
10YR-72HR	N-PreDev	BASE	61.00	15.213	17.750	933770	35.613	0.000	7.4	0.0
10YR-72HR	O-CANAL	BASE	61.00	13.645	14.500	0	4.588	0.000	1.1	0.0
10YR-72HR	A-DET 11	BASE	62.00	15.104	17.750	12454	1.687	1.430	3.5	2.8
10YR-72HR	A-DET 12	BASE	62.00	15.104	17.750	21638	2.695	2.249	5.4	4.1
10YR-72HR	A-DET 13	BASE	62.00	15.104	17.750	18480	3.514	3.133	6.8	5.7
10YR-72HR	A-DET 14	BASE	62.00	15.104	17.750	19914	4.581	4.168	8.7	7.6
10YR-72HR	A-DET 15	BASE	62.00	15.103	17.750	21001	4.295	3.857	7.8	6.7
10YR-72HR	AA-CS11	BASE	62.00	15.103	17.750	10384	3.857	3.640	6.7	6.0

Simulation	Node	Group	Time hrs	Stage ft	Warning Stage ft	Surface Area ft2	Total Inflow cfs	Total Outflow cfs	Total Vol In af	Total Vol Out af
10YR-72HR	AB-LAKE 1	BASE	62.00	15.092	17.750	135383	6.159	3.232	11.2	2.6
10YR-72HR	B-DET 21	BASE	62.00	15.106	17.750	9620	1.687	1.494	3.5	2.9
10YR-72HR	B-DET 22	BASE	62.00	15.106	17.750	16694	2.759	2.424	5.5	4.5
10YR-72HR	B-DET 23	BASE	62.00	15.105	17.750	14260	3.689	3.402	7.1	6.2
10YR-72HR	B-DET 24	BASE	62.00	15.104	17.750	15361	4.850	4.537	9.2	8.3
10YR-72HR	B-DET 25	BASE	62.00	15.102	17.750	20155	4.776	4.359	8.8	7.7
10YR-72HR	BB-CS22	BASE	62.00	15.101	17.750	11981	4.359	4.111	7.7	6.9
10YR-72HR	BC-LAKE 2	BASE	62.00	15.090	17.750	149988	9.614	6.377	14.2	5.7
10YR-72HR	D-LAKE 3	BASE	62.00	15.088	17.750	97850	10.704	1.852	41.1	0.6
10YR-72HR	E-ENTRY	BASE	62.00	15.095	17.500	138	0.219	6.929	0.5	34.5
10YR-72HR	N-PreDev	BASE	62.00	15.316	17.750	1069585	23.209	0.000	9.8	0.0
10YR-72HR	O-CANAL	BASE	62.00	13.490	14.500	0	5.314	0.000	1.5	0.0
10YR-72HR	A-DET 11	BASE	63.00	15.151	17.750	12550	1.087	0.967	3.6	2.9
10YR-72HR	A-DET 12	BASE	63.00	15.151	17.750	21806	1.782	1.574	5.6	4.3
10YR-72HR	A-DET 13	BASE	63.00	15.151	17.750	18624	2.389	2.211	7.0	5.9
10YR-72HR	A-DET 14	BASE	63.00	15.150	17.750	20069	3.144	2.952	9.0	7.9
10YR-72HR	A-DET 15	BASE	63.00	15.150	17.750	21125	3.034	2.831	8.1	6.9
10YR-72HR	AA-CS11	BASE	63.00	15.150	17.750	10424	2.831	2.731	6.9	6.2
10YR-72HR	AB-LAKE 1	BASE	63.00	15.142	17.750	135706	4.354	3.013	11.6	2.8
10YR-72HR	B-DET 21	BASE	63.00	15.151	17.750	9712	1.087	0.996	3.6	3.0
10YR-72HR	B-DET 22	BASE	63.00	15.151	17.750	16855	1.811	1.652	5.7	4.7
10YR-72HR	B-DET 23	BASE	63.00	15.150	17.750	14399	2.467	2.331	7.4	6.5
10YR-72HR	B-DET 24	BASE	63.00	15.150	17.750	15513	3.264	3.117	9.6	8.6
10YR-72HR	B-DET 25	BASE	63.00	15.149	17.750	20311	3.271	3.077	9.2	8.0
10YR-72HR	BB-CS22	BASE	63.00	15.149	17.750	12054	3.077	2.961	8.0	7.2
10YR-72HR	BC-LAKE 2	BASE	63.00	15.141	17.750	150299	7.439	5.965	14.9	6.2
10YR-72HR	D-LAKE 3	BASE	63.00	15.140	17.750	98107	9.680	1.979	41.9	0.7
10YR-72HR	E-ENTRY	BASE	63.00	15.146	17.500	138	0.141	6.857	0.5	35.1
10YR-72HR	N-PreDev	BASE	63.00	15.378	17.750	1151036	15.778	0.000	11.4	0.0
10YR-72HR	O-CANAL	BASE	63.00	13.335	14.500	0	5.675	0.000	2.0	0.0
10YR-72HR	A-DET 11	BASE	64.00	15.184	17.750	12619	1.066	0.954	3.7	2.9
10YR-72HR	A-DET 12	BASE	64.00	15.184	17.750	21925	1.753	1.557	5.7	4.4
10YR-72HR	A-DET 13	BASE	64.00	15.184	17.750	18726	2.357	2.190	7.2	6.1
10YR-72HR	A-DET 14	BASE	64.00	15.184	17.750	20179	3.105	2.925	9.3	8.1
10YR-72HR	A-DET 15	BASE	64.00	15.183	17.750	21212	3.005	2.815	8.4	7.2
10YR-72HR	AA-CS11	BASE	64.00	15.183	17.750	10452	2.815	2.721	7.2	6.5
10YR-72HR	AB-LAKE 1	BASE	64.00	15.176	17.750	135917	4.314	3.099	12.0	3.1
10YR-72HR	B-DET 21	BASE	64.00	15.184	17.750	9780	1.066	0.980	3.7	3.1
10YR-72HR	B-DET 22	BASE	64.00	15.184	17.750	16974	1.779	1.629	5.8	4.8
10YR-72HR	B-DET 23	BASE	64.00	15.183	17.750	14500	2.429	2.300	7.6	6.7
10YR-72HR	B-DET 24	BASE	64.00	15.183	17.750	15622	3.215	3.076	9.8	8.9
10YR-72HR	B-DET 25	BASE	64.00	15.182	17.750	20420	3.227	3.046	9.4	8.3
10YR-72HR	BB-CS22	BASE	64.00	15.182	17.750	12104	3.046	2.938	8.3	7.5
10YR-72HR	BC-LAKE 2	BASE	64.00	15.174	17.750	150502	7.473	6.144	15.5	6.7
10YR-72HR	D-LAKE 3	BASE	64.00	15.173	17.750	98272	9.674	2.071	42.7	0.9
10YR-72HR	E-ENTRY	BASE	64.00	15.179	17.500	138	0.139	6.855	0.5	35.6
10YR-72HR	N-PreDev	BASE	64.00	15.420	17.750	1206216	12.035	0.000	12.6	0.0
10YR-72HR	O-CANAL	BASE	64.00	13.180	14.500	0	5.940	0.000	2.5	0.0
10YR-72HR	A-DET 11	BASE	65.00	15.193	17.750	12638	0.637	0.626	3.8	3.0
10YR-72HR	A-DET 12	BASE	65.00	15.193	17.750	21959	1.104	1.085	5.8	4.5
10YR-72HR	A-DET 13	BASE	65.00	15.193	17.750	18755	1.563	1.537	7.4	6.3

Simulation	Node	Group	Time hrs	Stage ft	Warning Stage ft	Surface Area ft2	Total Inflow cfs	Total Outflow cfs	Total Vol In af	Total Vol Out af
10YR-72HR	A-DET 14	BASE	65.00	15.193	17.750	20211	2.084	2.212	9.5	8.3
10YR-72HR	A-DET 15	BASE	65.00	15.193	17.750	21237	2.260	-1.911	8.6	7.2
10YR-72HR	AA-CS11	BASE	65.00	15.193	17.750	10460	-1.911	2.109	7.2	6.7
10YR-72HR	AB-LAKE 1	BASE	65.00	15.188	17.750	135992	3.061	2.914	12.3	3.3
10YR-72HR	B-DET 21	BASE	65.00	15.192	17.750	9798	0.637	0.629	3.8	3.1
10YR-72HR	B-DET 22	BASE	65.00	15.192	17.750	17006	1.107	1.092	6.0	4.9
10YR-72HR	B-DET 23	BASE	65.00	15.192	17.750	14528	1.570	1.557	7.7	6.8
10YR-72HR	B-DET 24	BASE	65.00	15.192	17.750	15653	2.104	2.090	10.0	9.1
10YR-72HR	B-DET 25	BASE	65.00	15.192	17.750	20452	2.181	2.162	9.6	8.5
10YR-72HR	BB-CS22	BASE	65.00	15.192	17.750	12119	2.162	2.151	8.5	7.7
10YR-72HR	BC-LAKE 2	BASE	65.00	15.186	17.750	150576	5.924	5.793	16.1	7.2
10YR-72HR	D-LAKE 3	BASE	65.00	15.186	17.750	98334	8.951	2.123	43.5	1.1
10YR-72HR	E-ENTRY	BASE	65.00	15.192	17.500	138	0.083	6.802	0.5	36.2
10YR-72HR	N-PreDev	BASE	65.00	15.451	17.750	1245780	8.393	0.000	13.4	0.0
10YR-72HR	O-CANAL	BASE	65.00	13.025	14.500	0	6.091	0.000	2.9	0.0
10YR-72HR	A-DET 11	BASE	66.00	15.197	17.750	12645	0.643	0.631	3.8	3.1
10YR-72HR	A-DET 12	BASE	66.00	15.197	17.750	21972	1.113	1.095	5.9	4.6
10YR-72HR	A-DET 13	BASE	66.00	15.197	17.750	18766	1.577	1.551	7.5	6.4
10YR-72HR	A-DET 14	BASE	66.00	15.197	17.750	20222	2.103	2.231	9.7	8.5
10YR-72HR	A-DET 15	BASE	66.00	15.196	17.750	21246	2.279	-1.896	8.8	7.1
10YR-72HR	AA-CS11	BASE	66.00	15.197	17.750	10463	-1.896	2.130	7.1	6.8
10YR-72HR	AB-LAKE 1	BASE	66.00	15.191	17.750	136013	3.089	2.956	12.5	3.6
10YR-72HR	B-DET 21	BASE	66.00	15.196	17.750	9805	0.643	0.634	3.8	3.2
10YR-72HR	B-DET 22	BASE	66.00	15.196	17.750	17018	1.116	1.101	6.1	5.0
10YR-72HR	B-DET 23	BASE	66.00	15.196	17.750	14538	1.583	1.571	7.8	7.0
10YR-72HR	B-DET 24	BASE	66.00	15.195	17.750	15664	2.122	2.109	10.2	9.3
10YR-72HR	B-DET 25	BASE	66.00	15.195	17.750	20463	2.200	2.182	9.8	8.7
10YR-72HR	BB-CS22	BASE	66.00	15.195	17.750	12124	2.182	2.172	8.7	7.9
10YR-72HR	BC-LAKE 2	BASE	66.00	15.189	17.750	150596	5.993	5.879	16.6	7.7
10YR-72HR	D-LAKE 3	BASE	66.00	15.189	17.750	98350	8.972	2.156	44.2	1.3
10YR-72HR	E-ENTRY	BASE	66.00	15.195	17.500	138	0.084	6.803	0.5	36.8
10YR-72HR	N-PreDev	BASE	66.00	15.470	17.750	1271644	5.707	0.000	14.0	0.0
10YR-72HR	O-CANAL	BASE	66.00	12.870	14.500	0	6.193	0.000	3.5	0.0
10YR-72HR	A-DET 11	BASE	67.00	15.200	17.750	12651	0.643	0.633	3.9	3.1
10YR-72HR	A-DET 12	BASE	67.00	15.200	17.750	21982	1.115	1.100	6.0	4.7
10YR-72HR	A-DET 13	BASE	67.00	15.200	17.750	18774	1.582	1.559	7.6	6.5
10YR-72HR	A-DET 14	BASE	67.00	15.200	17.750	20232	2.111	2.242	9.8	8.7
10YR-72HR	A-DET 15	BASE	67.00	15.199	17.750	21254	2.291	-1.890	9.0	6.9
10YR-72HR	AA-CS11	BASE	67.00	15.199	17.750	10465	-1.890	2.145	6.9	7.0
10YR-72HR	AB-LAKE 1	BASE	67.00	15.194	17.750	136031	3.105	2.991	12.8	3.8
10YR-72HR	B-DET 21	BASE	67.00	15.199	17.750	9811	0.643	0.636	3.9	3.2
10YR-72HR	B-DET 22	BASE	67.00	15.199	17.750	17028	1.118	1.105	6.1	5.1
10YR-72HR	B-DET 23	BASE	67.00	15.198	17.750	14547	1.587	1.577	8.0	7.1
10YR-72HR	B-DET 24	BASE	67.00	15.198	17.750	15673	2.128	2.117	10.4	9.5
10YR-72HR	B-DET 25	BASE	67.00	15.198	17.750	20472	2.208	2.193	10.0	8.8
10YR-72HR	BB-CS22	BASE	67.00	15.198	17.750	12129	2.193	2.185	8.8	8.0
10YR-72HR	BC-LAKE 2	BASE	67.00	15.192	17.750	150613	6.041	5.947	17.1	8.2
10YR-72HR	D-LAKE 3	BASE	67.00	15.192	17.750	98364	8.991	2.188	45.0	1.4
10YR-72HR	E-ENTRY	BASE	67.00	15.198	17.500	138	0.084	6.803	0.5	37.3
10YR-72HR	N-PreDev	BASE	67.00	15.484	17.750	1289361	4.106	0.000	14.4	0.0
10YR-72HR	O-CANAL	BASE	67.00	12.715	14.500	0	6.274	0.000	4.0	0.0

Simulation	Node	Group	Time hrs	Stage ft	Warning Stage ft	Surface Area ft2	Total Inflow cfs	Total Outflow cfs	Total Vol In af	Total Vol Out af
10YR-72HR	A-DET 11	BASE	68.00	15.202	17.750	12656	0.642	0.634	3.9	3.2
10YR-72HR	A-DET 12	BASE	68.00	15.202	17.750	21991	1.116	1.102	6.1	4.8
10YR-72HR	A-DET 13	BASE	68.00	15.202	17.750	18782	1.584	1.562	7.7	6.6
10YR-72HR	A-DET 14	BASE	68.00	15.202	17.750	20240	2.114	2.247	10.0	8.9
10YR-72HR	A-DET 15	BASE	68.00	15.202	17.750	21260	2.296	-1.903	9.2	6.7
10YR-72HR	AA-CS11	BASE	68.00	15.202	17.750	10468	-1.903	2.152	6.7	7.2
10YR-72HR	AB-LAKE 1	BASE	68.00	15.196	17.750	136047	3.111	3.005	13.0	4.1
10YR-72HR	B-DET 21	BASE	68.00	15.201	17.750	9816	0.642	0.636	3.9	3.3
10YR-72HR	B-DET 22	BASE	68.00	15.201	17.750	17037	1.118	1.107	6.2	5.2
10YR-72HR	B-DET 23	BASE	68.00	15.201	17.750	14554	1.588	1.579	8.1	7.2
10YR-72HR	B-DET 24	BASE	68.00	15.201	17.750	15682	2.130	2.120	10.6	9.6
10YR-72HR	B-DET 25	BASE	68.00	15.200	17.750	20481	2.211	2.197	10.2	9.0
10YR-72HR	BB-CS22	BASE	68.00	15.200	17.750	12133	2.197	2.189	9.0	8.2
10YR-72HR	BC-LAKE 2	BASE	68.00	15.195	17.750	150628	6.059	5.973	17.6	8.7
10YR-72HR	D-LAKE 3	BASE	68.00	15.194	17.750	98376	8.997	2.200	45.7	1.6
10YR-72HR	E-ENTRY	BASE	68.00	15.200	17.500	138	0.084	6.803	0.5	37.9
10YR-72HR	N-PreDev	BASE	68.00	15.495	17.750	1303455	3.701	0.000	14.7	0.0
10YR-72HR	O-CANAL	BASE	68.00	12.560	14.500	0	6.306	0.000	4.5	0.0
10YR-72HR	A-DET 11	BASE	69.00	15.194	17.750	12638	0.426	0.466	4.0	3.2
10YR-72HR	A-DET 12	BASE	69.00	15.194	17.750	21960	0.785	0.858	6.2	4.9
10YR-72HR	A-DET 13	BASE	69.00	15.193	17.750	18755	1.177	1.220	7.9	6.8
10YR-72HR	A-DET 14	BASE	69.00	15.193	17.750	20212	1.585	1.859	10.2	9.1
10YR-72HR	A-DET 15	BASE	69.00	15.193	17.750	21238	1.891	-2.664	9.4	6.6
10YR-72HR	AA-CS11	BASE	69.00	15.193	17.750	10460	-2.664	1.818	6.6	7.4
10YR-72HR	AB-LAKE 1	BASE	69.00	15.189	17.750	135999	2.453	2.866	13.3	4.3
10YR-72HR	B-DET 21	BASE	69.00	15.192	17.750	9798	0.426	0.457	4.0	3.3
10YR-72HR	B-DET 22	BASE	69.00	15.192	17.750	17005	0.776	0.831	6.3	5.3
10YR-72HR	B-DET 23	BASE	69.00	15.192	17.750	14527	1.150	1.196	8.2	7.3
10YR-72HR	B-DET 24	BASE	69.00	15.192	17.750	15653	1.561	1.612	10.7	9.8
10YR-72HR	B-DET 25	BASE	69.00	15.192	17.750	20452	1.672	1.737	10.4	9.2
10YR-72HR	BB-CS22	BASE	69.00	15.192	17.750	12119	1.737	1.776	9.2	8.4
10YR-72HR	BC-LAKE 2	BASE	69.00	15.187	17.750	150582	5.215	5.707	18.0	9.2
10YR-72HR	D-LAKE 3	BASE	69.00	15.187	17.750	98340	8.614	2.189	46.4	1.8
10YR-72HR	E-ENTRY	BASE	69.00	15.193	17.500	138	0.055	6.775	0.5	38.4
10YR-72HR	N-PreDev	BASE	69.00	15.504	17.750	1315933	3.147	0.000	15.0	0.0
10YR-72HR	O-CANAL	BASE	69.00	12.405	14.500	0	6.274	0.000	5.0	0.0
10YR-72HR	A-DET 11	BASE	70.00	15.182	17.750	12615	0.426	0.464	4.0	3.3
10YR-72HR	A-DET 12	BASE	70.00	15.182	17.750	21919	0.783	0.853	6.2	5.0
10YR-72HR	A-DET 13	BASE	70.00	15.182	17.750	18721	1.172	1.214	8.0	6.9
10YR-72HR	A-DET 14	BASE	70.00	15.182	17.750	20174	1.579	1.843	10.3	9.2
10YR-72HR	A-DET 15	BASE	70.00	15.182	17.750	21208	1.875	-2.586	9.5	6.3
10YR-72HR	AA-CS11	BASE	70.00	15.182	17.750	10451	-2.586	1.804	6.3	7.5
10YR-72HR	AB-LAKE 1	BASE	70.00	15.177	17.750	135927	2.440	2.840	13.5	4.6
10YR-72HR	B-DET 21	BASE	70.00	15.181	17.750	9774	0.426	0.456	4.0	3.4
10YR-72HR	B-DET 22	BASE	70.00	15.181	17.750	16964	0.775	0.827	6.4	5.3
10YR-72HR	B-DET 23	BASE	70.00	15.181	17.750	14493	1.146	1.191	8.3	7.4
10YR-72HR	B-DET 24	BASE	70.00	15.181	17.750	15615	1.556	1.604	10.9	9.9
10YR-72HR	B-DET 25	BASE	70.00	15.180	17.750	20415	1.664	1.727	10.5	9.3
10YR-72HR	BB-CS22	BASE	70.00	15.180	17.750	12102	1.727	1.765	9.3	8.5
10YR-72HR	BC-LAKE 2	BASE	70.00	15.176	17.750	150514	5.178	5.657	18.5	9.6
10YR-72HR	D-LAKE 3	BASE	70.00	15.175	17.750	98284	8.601	2.168	47.1	2.0

Simulation	Node	Group	Time hrs	Stage ft	Warning Stage ft	Surface Area ft2	Total Inflow cfs	Total Outflow cfs	Total Vol In af	Total Vol Out af
10YR-72HR	E-ENTRY	BASE	70.00	15.182	17.500	138	0.055	6.775	0.5	39.0
10YR-72HR	N-PreDev	BASE	70.00	15.512	17.750	1326293	2.711	0.000	15.3	0.0
10YR-72HR	O-CANAL	BASE	70.00	12.250	14.500	0	6.216	0.000	5.5	0.0
10YR-72HR	A-DET 11	BASE	71.00	15.171	17.750	12593	0.428	0.465	4.0	3.3
10YR-72HR	A-DET 12	BASE	71.00	15.171	17.750	21880	0.786	0.852	6.3	5.0
10YR-72HR	A-DET 13	BASE	71.00	15.171	17.750	18688	1.173	1.213	8.1	7.0
10YR-72HR	A-DET 14	BASE	71.00	15.171	17.750	20138	1.581	1.834	10.4	9.4
10YR-72HR	A-DET 15	BASE	71.00	15.171	17.750	21180	1.866	-2.499	9.7	6.1
10YR-72HR	AA-CS11	BASE	71.00	15.171	17.750	10442	-2.499	1.797	6.1	7.7
10YR-72HR	AB-LAKE 1	BASE	71.00	15.166	17.750	135859	2.436	2.818	13.7	4.8
10YR-72HR	B-DET 21	BASE	71.00	15.170	17.750	9752	0.428	0.457	4.0	3.4
10YR-72HR	B-DET 22	BASE	71.00	15.170	17.750	16925	0.778	0.828	6.4	5.4
10YR-72HR	B-DET 23	BASE	71.00	15.170	17.750	14459	1.149	1.191	8.4	7.5
10YR-72HR	B-DET 24	BASE	71.00	15.170	17.750	15580	1.559	1.604	11.0	10.1
10YR-72HR	B-DET 25	BASE	71.00	15.170	17.750	20379	1.665	1.725	10.6	9.5
10YR-72HR	BB-CS22	BASE	71.00	15.170	17.750	12086	1.725	1.760	9.5	8.7
10YR-72HR	BC-LAKE 2	BASE	71.00	15.165	17.750	150448	5.155	5.613	18.9	10.1
10YR-72HR	D-LAKE 3	BASE	71.00	15.165	17.750	98230	8.595	2.148	47.8	2.2
10YR-72HR	E-ENTRY	BASE	71.00	15.171	17.500	138	0.056	6.776	0.5	39.6
10YR-72HR	N-PreDev	BASE	71.00	15.519	17.750	1335501	2.511	0.000	15.5	0.0
10YR-72HR	O-CANAL	BASE	71.00	12.095	14.500	0	6.160	0.000	6.0	0.0
10YR-72HR	A-DET 11	BASE	72.00	15.161	17.750	12571	0.000	0.000	4.0	3.3
10YR-72HR	A-DET 12	BASE	72.00	15.161	17.750	21843	0.000	0.858	6.3	5.1
10YR-72HR	A-DET 13	BASE	72.00	15.161	17.750	18655	0.858	1.211	8.1	7.1
10YR-72HR	A-DET 14	BASE	72.00	15.161	17.750	20104	1.211	1.796	10.5	9.5
10YR-72HR	A-DET 15	BASE	72.00	15.161	17.750	21153	1.796	-2.446	9.8	5.9
10YR-72HR	AA-CS11	BASE	72.00	15.161	17.750	10433	-2.446	1.787	5.9	7.8
10YR-72HR	AB-LAKE 1	BASE	72.00	15.156	17.750	135793	1.787	2.795	13.9	5.0
10YR-72HR	B-DET 21	BASE	72.00	15.160	17.750	9731	0.000	0.391	4.0	3.5
10YR-72HR	B-DET 22	BASE	72.00	15.160	17.750	16888	0.391	0.830	6.5	5.5
10YR-72HR	B-DET 23	BASE	72.00	15.160	17.750	14427	0.830	1.188	8.5	7.6
10YR-72HR	B-DET 24	BASE	72.00	15.160	17.750	15545	1.188	1.582	11.1	10.2
10YR-72HR	B-DET 25	BASE	72.00	15.159	17.750	20345	1.582	1.706	10.8	9.6
10YR-72HR	BB-CS22	BASE	72.00	15.159	17.750	12070	1.706	1.752	9.6	8.8
10YR-72HR	BC-LAKE 2	BASE	72.00	15.155	17.750	150384	4.547	5.567	19.3	10.6
10YR-72HR	D-LAKE 3	BASE	72.00	15.154	17.750	98178	8.310	2.129	48.5	2.3
10YR-72HR	E-ENTRY	BASE	72.00	15.160	17.500	138	0.000	6.721	0.5	40.1
10YR-72HR	N-PreDev	BASE	72.00	15.526	17.750	1344150	0.000	0.000	15.6	0.0
10YR-72HR	O-CANAL	BASE	72.00	11.940	14.500	0	6.106	0.000	6.5	0.0
10YR-72HR	A-DET 11	BASE	73.00	15.122	17.750	12491	0.000	0.000	4.0	3.3
10YR-72HR	A-DET 12	BASE	73.00	15.122	17.750	21702	0.000	0.514	6.3	5.2
10YR-72HR	A-DET 13	BASE	73.00	15.122	17.750	18536	0.514	0.602	8.2	7.1
10YR-72HR	A-DET 14	BASE	73.00	15.122	17.750	19975	0.602	1.221	10.6	9.6
10YR-72HR	A-DET 15	BASE	73.00	15.122	17.750	21051	1.221	-3.407	9.9	5.7
10YR-72HR	AA-CS11	BASE	73.00	15.122	17.750	10400	-3.407	1.091	5.7	7.9
10YR-72HR	AB-LAKE 1	BASE	73.00	15.119	17.750	135558	1.091	2.465	14.0	5.2
10YR-72HR	B-DET 21	BASE	73.00	15.120	17.750	9650	0.000	0.297	4.0	3.5
10YR-72HR	B-DET 22	BASE	73.00	15.120	17.750	16746	0.297	0.000	6.5	5.5
10YR-72HR	B-DET 23	BASE	73.00	15.120	17.750	14307	0.000	0.446	8.5	7.7
10YR-72HR	B-DET 24	BASE	73.00	15.120	17.750	15416	0.446	0.576	11.2	10.3
10YR-72HR	B-DET 25	BASE	73.00	15.120	17.750	20216	0.576	0.783	10.9	9.7

Simulation	Node	Group	Time hrs	Stage ft	Warning Stage ft	Surface Area ft2	Total Inflow cfs	Total Outflow cfs	Total Vol In af	Total Vol Out af
10YR-72HR	BB-CS22	BASE	73.00	15.120	17.750	12010	0.783	0.907	9.7	8.9
10YR-72HR	BC-LAKE 2	BASE	73.00	15.118	17.750	150161	3.372	4.936	19.6	11.0
10YR-72HR	D-LAKE 3	BASE	73.00	15.118	17.750	97997	7.801	2.062	49.2	2.5
10YR-72HR	E-ENTRY	BASE	73.00	15.124	17.500	138	0.000	6.722	0.5	40.7
10YR-72HR	N-PreDev	BASE	73.00	15.526	17.750	1344150	0.000	0.000	15.6	0.0
10YR-72HR	O-CANAL	BASE	73.00	11.785	14.500	0	5.919	0.000	7.0	0.0
10YR-72HR	A-DET 11	BASE	74.00	15.085	17.750	12415	0.000	0.000	4.0	3.3
10YR-72HR	A-DET 12	BASE	74.00	15.085	17.750	21571	0.000	0.603	6.3	5.2
10YR-72HR	A-DET 13	BASE	74.00	15.085	17.750	18423	0.603	0.000	8.2	7.2
10YR-72HR	A-DET 14	BASE	74.00	15.085	17.750	19854	0.000	1.242	10.6	9.7
10YR-72HR	A-DET 15	BASE	74.00	15.085	17.750	20955	1.242	-3.423	10.0	5.4
10YR-72HR	AA-CS11	BASE	74.00	15.085	17.750	10370	-3.423	1.054	5.4	8.0
10YR-72HR	AB-LAKE 1	BASE	74.00	15.083	17.750	135326	1.054	2.388	14.1	5.4
10YR-72HR	B-DET 21	BASE	74.00	15.084	17.750	9574	0.000	0.287	4.0	3.5
10YR-72HR	B-DET 22	BASE	74.00	15.084	17.750	16615	0.287	0.000	6.5	5.5
10YR-72HR	B-DET 23	BASE	74.00	15.084	17.750	14195	0.000	0.430	8.5	7.7
10YR-72HR	B-DET 24	BASE	74.00	15.084	17.750	15295	0.430	0.556	11.2	10.3
10YR-72HR	B-DET 25	BASE	74.00	15.084	17.750	20095	0.556	0.755	10.9	9.8
10YR-72HR	BB-CS22	BASE	74.00	15.084	17.750	11954	0.755	0.876	9.8	9.0
10YR-72HR	BC-LAKE 2	BASE	74.00	15.082	17.750	149939	3.264	4.784	19.9	11.4
10YR-72HR	D-LAKE 3	BASE	74.00	15.081	17.750	97816	7.766	1.996	49.9	2.7
10YR-72HR	E-ENTRY	BASE	74.00	15.088	17.500	138	0.000	6.722	0.5	41.2
10YR-72HR	N-PreDev	BASE	74.00	15.526	17.750	1344150	0.000	0.000	15.6	0.0
10YR-72HR	O-CANAL	BASE	74.00	11.630	14.500	0	5.735	0.000	7.5	0.0
10YR-72HR	A-DET 11	BASE	75.00	15.050	17.750	12342	0.000	0.000	4.0	3.3
10YR-72HR	A-DET 12	BASE	75.00	15.050	17.750	21443	0.000	0.661	6.3	5.3
10YR-72HR	A-DET 13	BASE	75.00	15.050	17.750	18314	0.661	0.000	8.3	7.2
10YR-72HR	A-DET 14	BASE	75.00	15.050	17.750	19736	0.000	1.169	10.6	9.8
10YR-72HR	A-DET 15	BASE	75.00	15.050	17.750	20862	1.169	-3.233	10.1	5.1
10YR-72HR	AA-CS11	BASE	75.00	15.050	17.750	10340	-3.233	1.020	5.1	8.1
10YR-72HR	AB-LAKE 1	BASE	75.00	15.047	17.750	135101	1.020	2.314	14.2	5.6
10YR-72HR	B-DET 21	BASE	75.00	15.049	17.750	9501	0.000	0.277	4.0	3.5
10YR-72HR	B-DET 22	BASE	75.00	15.049	17.750	16488	0.277	0.000	6.6	5.5
10YR-72HR	B-DET 23	BASE	75.00	15.048	17.750	14086	0.000	0.414	8.5	7.8
10YR-72HR	B-DET 24	BASE	75.00	15.048	17.750	15178	0.414	0.536	11.2	10.4
10YR-72HR	B-DET 25	BASE	75.00	15.048	17.750	19977	0.536	0.729	10.9	9.8
10YR-72HR	BB-CS22	BASE	75.00	15.048	17.750	11899	0.729	0.846	9.8	9.1
10YR-72HR	BC-LAKE 2	BASE	75.00	15.046	17.750	149723	3.160	4.637	20.1	11.8
10YR-72HR	D-LAKE 3	BASE	75.00	15.046	17.750	97639	7.732	1.932	50.5	2.8
10YR-72HR	E-ENTRY	BASE	75.00	15.052	17.500	138	0.000	6.722	0.5	41.8
10YR-72HR	N-PreDev	BASE	75.00	15.526	17.750	1344150	0.000	0.000	15.6	0.0
10YR-72HR	O-CANAL	BASE	75.00	11.475	14.500	0	5.559	0.000	8.0	0.0
10YR-72HR	A-DET 11	BASE	76.00	15.015	17.750	12271	0.000	0.000	4.0	3.3
10YR-72HR	A-DET 12	BASE	76.00	15.015	17.750	21318	0.000	0.652	6.3	5.3
10YR-72HR	A-DET 13	BASE	76.00	15.015	17.750	18208	0.652	0.441	8.3	7.2
10YR-72HR	A-DET 14	BASE	76.00	15.015	17.750	19622	0.441	1.055	10.7	9.9
10YR-72HR	A-DET 15	BASE	76.00	15.015	17.750	20772	1.055	-2.817	10.2	4.9
10YR-72HR	AA-CS11	BASE	76.00	15.015	17.750	10311	-2.817	0.985	4.9	8.2
10YR-72HR	AB-LAKE 1	BASE	76.00	15.013	17.750	134882	0.985	2.243	14.2	5.8
10YR-72HR	B-DET 21	BASE	76.00	15.014	17.750	9430	0.000	0.267	4.0	3.6
10YR-72HR	B-DET 22	BASE	76.00	15.014	17.750	16364	0.267	0.000	6.6	5.5

Simulation	Node	Group	Time hrs	Stage ft	Warning Stage ft	Surface Area ft2	Total Inflow cfs	Total Outflow cfs	Total Vol In af	Total Vol Out af
10YR-72HR	B-DET 23	BASE	76.00	15.014	17.750	13980	0.000	0.400	8.5	7.8
10YR-72HR	B-DET 24	BASE	76.00	15.014	17.750	15063	0.400	0.518	11.3	10.4
10YR-72HR	B-DET 25	BASE	76.00	15.014	17.750	19863	0.518	0.704	11.0	9.9
10YR-72HR	BB-CS22	BASE	76.00	15.014	17.750	11846	0.704	0.817	9.9	9.1
10YR-72HR	BC-LAKE 2	BASE	76.00	15.012	17.750	149513	3.060	4.497	20.4	12.2
10YR-72HR	D-LAKE 3	BASE	76.00	15.012	17.750	97468	7.700	1.872	51.1	3.0
10YR-72HR	E-ENTRY	BASE	76.00	15.018	17.500	138	0.000	6.722	0.5	42.3
10YR-72HR	N-PreDev	BASE	76.00	15.526	17.750	1344150	0.000	0.000	15.6	0.0
10YR-72HR	O-CANAL	BASE	76.00	11.320	14.500	0	5.390	0.000	8.4	0.0
10YR-72HR	A-DET 11	BASE	77.00	14.982	17.750	12201	0.000	0.000	4.0	3.3
10YR-72HR	A-DET 12	BASE	77.00	14.982	17.750	21198	0.000	0.467	6.3	5.4
10YR-72HR	A-DET 13	BASE	77.00	14.982	17.750	18105	0.467	0.523	8.4	7.2
10YR-72HR	A-DET 14	BASE	77.00	14.982	17.750	19511	0.523	0.984	10.7	10.0
10YR-72HR	A-DET 15	BASE	77.00	14.982	17.750	20684	0.984	-2.668	10.3	4.7
10YR-72HR	AA-CS11	BASE	77.00	14.982	17.750	10283	-2.668	0.953	4.7	8.3
10YR-72HR	AB-LAKE 1	BASE	77.00	14.979	17.750	134670	0.953	2.175	14.3	6.0
10YR-72HR	B-DET 21	BASE	77.00	14.981	17.750	9361	0.000	0.258	4.0	3.6
10YR-72HR	B-DET 22	BASE	77.00	14.981	17.750	16243	0.258	0.000	6.6	5.5
10YR-72HR	B-DET 23	BASE	77.00	14.981	17.750	13877	0.000	0.386	8.5	7.8
10YR-72HR	B-DET 24	BASE	77.00	14.980	17.750	14952	0.386	0.500	11.3	10.5
10YR-72HR	B-DET 25	BASE	77.00	14.980	17.750	19752	0.500	0.681	11.0	9.9
10YR-72HR	BB-CS22	BASE	77.00	14.980	17.750	11795	0.681	0.790	9.9	9.2
10YR-72HR	BC-LAKE 2	BASE	77.00	14.978	17.750	149309	2.965	4.362	20.7	12.5
10YR-72HR	D-LAKE 3	BASE	77.00	14.978	17.750	97302	7.669	1.814	51.8	3.1
10YR-72HR	E-ENTRY	BASE	77.00	14.984	17.500	138	0.000	6.722	0.5	42.9
10YR-72HR	N-PreDev	BASE	77.00	15.526	17.750	1344150	0.000	0.000	15.6	0.0
10YR-72HR	O-CANAL	BASE	77.00	11.165	14.500	0	5.228	0.000	8.9	0.0
10YR-72HR	A-DET 11	BASE	78.00	14.949	17.750	12134	0.000	0.000	4.0	3.3
10YR-72HR	A-DET 12	BASE	78.00	14.949	17.750	21080	0.000	0.588	6.3	5.4
10YR-72HR	A-DET 13	BASE	78.00	14.949	17.750	18005	0.588	0.000	8.4	7.2
10YR-72HR	A-DET 14	BASE	78.00	14.949	17.750	19402	0.000	0.951	10.7	10.1
10YR-72HR	A-DET 15	BASE	78.00	14.949	17.750	20599	0.951	-2.486	10.4	4.4
10YR-72HR	AA-CS11	BASE	78.00	14.949	17.750	10255	-2.486	0.922	4.4	8.3
10YR-72HR	AB-LAKE 1	BASE	78.00	14.947	17.750	134463	0.922	2.110	14.4	6.2
10YR-72HR	B-DET 21	BASE	78.00	14.948	17.750	9293	0.000	0.249	4.0	3.6
10YR-72HR	B-DET 22	BASE	78.00	14.948	17.750	16125	0.249	0.000	6.6	5.5
10YR-72HR	B-DET 23	BASE	78.00	14.948	17.750	13777	0.000	0.372	8.5	7.9
10YR-72HR	B-DET 24	BASE	78.00	14.948	17.750	14844	0.372	0.483	11.3	10.5
10YR-72HR	B-DET 25	BASE	78.00	14.948	17.750	19644	0.483	0.658	11.1	10.0
10YR-72HR	BB-CS22	BASE	78.00	14.948	17.750	11745	0.658	0.763	10.0	9.3
10YR-72HR	BC-LAKE 2	BASE	78.00	14.946	17.750	149110	2.874	4.233	20.9	12.9
10YR-72HR	D-LAKE 3	BASE	78.00	14.946	17.750	97139	7.640	1.758	52.4	3.3
10YR-72HR	E-ENTRY	BASE	78.00	14.952	17.500	138	0.000	6.722	0.5	43.5
10YR-72HR	N-PreDev	BASE	78.00	15.526	17.750	1344150	0.000	0.000	15.6	0.0
10YR-72HR	O-CANAL	BASE	78.00	11.010	14.500	0	5.073	0.000	9.3	0.0
10YR-72HR	A-DET 11	BASE	79.00	14.917	17.750	12068	0.000	0.000	4.0	3.3
10YR-72HR	A-DET 12	BASE	79.00	14.917	17.750	20965	0.000	0.568	6.3	5.4
10YR-72HR	A-DET 13	BASE	79.00	14.917	17.750	17907	0.568	0.000	8.5	7.2
10YR-72HR	A-DET 14	BASE	79.00	14.917	17.750	19297	0.000	0.910	10.7	10.2
10YR-72HR	A-DET 15	BASE	79.00	14.917	17.750	20516	0.910	-2.327	10.5	4.2
10YR-72HR	AA-CS11	BASE	79.00	14.917	17.750	10229	-2.327	0.893	4.2	8.4

Simulation	Node	Group	Time hrs	Stage ft	Warning Stage ft	Surface Area ft2	Total Inflow cfs	Total Outflow cfs	Total Vol In af	Total Vol Out af
10YR-72HR	AB-LAKE 1	BASE	79.00	14.915	17.750	134261	0.893	2.048	14.5	6.4
10YR-72HR	B-DET 21	BASE	79.00	14.916	17.750	9228	0.000	0.241	4.0	3.6
10YR-72HR	B-DET 22	BASE	79.00	14.916	17.750	16011	0.241	0.000	6.7	5.5
10YR-72HR	B-DET 23	BASE	79.00	14.916	17.750	13679	0.000	0.359	8.5	7.9
10YR-72HR	B-DET 24	BASE	79.00	14.916	17.750	14739	0.359	0.467	11.4	10.5
10YR-72HR	B-DET 25	BASE	79.00	14.916	17.750	19539	0.467	0.636	11.1	10.1
10YR-72HR	BB-CS22	BASE	79.00	14.916	17.750	11696	0.636	0.738	10.1	9.3
10YR-72HR	BC-LAKE 2	BASE	79.00	14.914	17.750	148917	2.786	4.110	21.1	13.2
10YR-72HR	D-LAKE 3	BASE	79.00	14.914	17.750	96982	7.612	1.705	53.0	3.4
10YR-72HR	E-ENTRY	BASE	79.00	14.920	17.500	138	0.000	6.721	0.5	44.0
10YR-72HR	N-PreDev	BASE	79.00	15.526	17.750	1344150	0.000	0.000	15.6	0.0
10YR-72HR	O-CANAL	BASE	79.00	10.855	14.500	0	4.923	0.000	9.7	0.0
10YR-72HR	A-DET 11	BASE	80.00	14.886	17.750	12005	0.000	0.000	4.0	3.3
10YR-72HR	A-DET 12	BASE	80.00	14.886	17.750	20854	0.000	0.538	6.3	5.5
10YR-72HR	A-DET 13	BASE	80.00	14.886	17.750	17812	0.538	0.000	8.5	7.2
10YR-72HR	A-DET 14	BASE	80.00	14.886	17.750	19195	0.000	0.857	10.7	10.2
10YR-72HR	A-DET 15	BASE	80.00	14.886	17.750	20435	0.857	-2.210	10.5	4.1
10YR-72HR	AA-CS11	BASE	80.00	14.886	17.750	10203	-2.210	0.865	4.1	8.5
10YR-72HR	AB-LAKE 1	BASE	80.00	14.884	17.750	134065	0.865	1.988	14.5	6.5
10YR-72HR	B-DET 21	BASE	80.00	14.885	17.750	9164	0.000	0.233	4.0	3.6
10YR-72HR	B-DET 22	BASE	80.00	14.885	17.750	15900	0.233	0.000	6.7	5.5
10YR-72HR	B-DET 23	BASE	80.00	14.885	17.750	13585	0.000	0.347	8.5	7.9
10YR-72HR	B-DET 24	BASE	80.00	14.885	17.750	14637	0.347	0.451	11.4	10.6
10YR-72HR	B-DET 25	BASE	80.00	14.885	17.750	19437	0.451	0.615	11.1	10.1
10YR-72HR	BB-CS22	BASE	80.00	14.885	17.750	11649	0.615	0.714	10.1	9.4
10YR-72HR	BC-LAKE 2	BASE	80.00	14.883	17.750	148728	2.702	3.991	21.4	13.6
10YR-72HR	D-LAKE 3	BASE	80.00	14.883	17.750	96828	7.585	1.653	53.7	3.6
10YR-72HR	E-ENTRY	BASE	80.00	14.889	17.500	138	0.000	6.721	0.5	44.6
10YR-72HR	N-PreDev	BASE	80.00	15.526	17.750	1344150	0.000	0.000	15.6	0.0
10YR-72HR	O-CANAL	BASE	80.00	10.700	14.500	0	4.780	0.000	10.1	0.0
10YR-72HR	A-DET 11	BASE	81.00	14.856	17.750	11942	0.000	0.000	4.0	3.3
10YR-72HR	A-DET 12	BASE	81.00	14.856	17.750	20746	0.000	0.455	6.3	5.5
10YR-72HR	A-DET 13	BASE	81.00	14.856	17.750	17719	0.455	0.391	8.6	7.3
10YR-72HR	A-DET 14	BASE	81.00	14.856	17.750	19095	0.391	0.875	10.7	10.3
10YR-72HR	A-DET 15	BASE	81.00	14.856	17.750	20356	0.875	-2.260	10.6	3.9
10YR-72HR	AA-CS11	BASE	81.00	14.856	17.750	10177	-2.260	0.838	3.9	8.6
10YR-72HR	AB-LAKE 1	BASE	81.00	14.854	17.750	133874	0.838	1.930	14.6	6.7
10YR-72HR	B-DET 21	BASE	81.00	14.855	17.750	9102	0.000	0.225	4.0	3.7
10YR-72HR	B-DET 22	BASE	81.00	14.855	17.750	15792	0.225	0.000	6.7	5.5
10YR-72HR	B-DET 23	BASE	81.00	14.855	17.750	13492	0.000	0.336	8.5	7.9
10YR-72HR	B-DET 24	BASE	81.00	14.855	17.750	14537	0.336	0.436	11.4	10.6
10YR-72HR	B-DET 25	BASE	81.00	14.855	17.750	19337	0.436	0.595	11.2	10.2
10YR-72HR	BB-CS22	BASE	81.00	14.855	17.750	11602	0.595	0.692	10.2	9.4
10YR-72HR	BC-LAKE 2	BASE	81.00	14.853	17.750	148545	2.622	3.877	21.6	13.9
10YR-72HR	D-LAKE 3	BASE	81.00	14.853	17.750	96678	7.560	1.604	54.3	3.7
10YR-72HR	E-ENTRY	BASE	81.00	14.859	17.500	138	0.000	6.721	0.5	45.1
10YR-72HR	N-PreDev	BASE	81.00	15.526	17.750	1344150	0.000	0.000	15.6	0.0
10YR-72HR	O-CANAL	BASE	81.00	10.545	14.500	0	4.643	0.000	10.5	0.0
10YR-72HR	A-DET 11	BASE	82.00	14.827	17.750	11882	0.000	0.000	4.0	3.3
10YR-72HR	A-DET 12	BASE	82.00	14.827	17.750	20640	0.000	0.434	6.3	5.6
10YR-72HR	A-DET 13	BASE	82.00	14.827	17.750	17629	0.434	0.380	8.6	7.3

Simulation	Node	Group	Time hrs	Stage ft	Warning Stage ft	Surface Area ft2	Total Inflow cfs	Total Outflow cfs	Total Vol In af	Total Vol Out af
10YR-72HR	A-DET 14	BASE	82.00	14.827	17.750	18998	0.380	0.830	10.8	10.4
10YR-72HR	A-DET 15	BASE	82.00	14.827	17.750	20279	0.830	-2.130	10.7	3.7
10YR-72HR	AA-CS11	BASE	82.00	14.827	17.750	10153	-2.130	0.812	3.7	8.6
10YR-72HR	AB-LAKE 1	BASE	82.00	14.824	17.750	133688	0.812	1.875	14.7	6.8
10YR-72HR	B-DET 21	BASE	82.00	14.826	17.750	9042	0.000	0.218	4.0	3.7
10YR-72HR	B-DET 22	BASE	82.00	14.826	17.750	15686	0.218	0.000	6.7	5.5
10YR-72HR	B-DET 23	BASE	82.00	14.826	17.750	13402	0.000	0.324	8.5	8.0
10YR-72HR	B-DET 24	BASE	82.00	14.826	17.750	14440	0.324	0.422	11.4	10.6
10YR-72HR	B-DET 25	BASE	82.00	14.826	17.750	19240	0.422	0.576	11.2	10.2
10YR-72HR	BB-CS22	BASE	82.00	14.826	17.750	11557	0.576	0.670	10.2	9.5
10YR-72HR	BC-LAKE 2	BASE	82.00	14.824	17.750	148367	2.545	3.768	21.8	14.2
10YR-72HR	D-LAKE 3	BASE	82.00	14.824	17.750	96533	7.536	1.557	54.9	3.8
10YR-72HR	E-ENTRY	BASE	82.00	14.830	17.500	138	0.000	6.721	0.5	45.7
10YR-72HR	N-PreDev	BASE	82.00	15.526	17.750	1344150	0.000	0.000	15.6	0.0
10YR-72HR	O-CANAL	BASE	82.00	10.390	14.500	0	4.511	0.000	10.9	0.0
10YR-72HR	A-DET 11	BASE	83.00	14.798	17.750	11823	0.000	0.327	4.0	3.3
10YR-72HR	A-DET 12	BASE	83.00	14.798	17.750	20537	0.327	0.000	6.4	5.6
10YR-72HR	A-DET 13	BASE	83.00	14.798	17.750	17541	0.000	0.438	8.6	7.3
10YR-72HR	A-DET 14	BASE	83.00	14.798	17.750	18903	0.438	0.745	10.8	10.5
10YR-72HR	A-DET 15	BASE	83.00	14.798	17.750	20204	0.745	-1.834	10.8	3.5
10YR-72HR	AA-CS11	BASE	83.00	14.798	17.750	10129	-1.834	0.787	3.5	8.7
10YR-72HR	AB-LAKE 1	BASE	83.00	14.796	17.750	133507	0.787	1.822	14.7	7.0
10YR-72HR	B-DET 21	BASE	83.00	14.797	17.750	8983	0.000	0.211	4.0	3.7
10YR-72HR	B-DET 22	BASE	83.00	14.797	17.750	15583	0.211	0.000	6.7	5.5
10YR-72HR	B-DET 23	BASE	83.00	14.797	17.750	13314	0.000	0.314	8.5	8.0
10YR-72HR	B-DET 24	BASE	83.00	14.797	17.750	14346	0.314	0.409	11.5	10.7
10YR-72HR	B-DET 25	BASE	83.00	14.797	17.750	19146	0.409	0.558	11.3	10.3
10YR-72HR	BB-CS22	BASE	83.00	14.797	17.750	11514	0.558	0.649	10.3	9.6
10YR-72HR	BC-LAKE 2	BASE	83.00	14.795	17.750	148193	2.471	3.664	22.0	14.5
10YR-72HR	D-LAKE 3	BASE	83.00	14.795	17.750	96391	7.512	1.511	55.5	4.0
10YR-72HR	E-ENTRY	BASE	83.00	14.801	17.500	138	0.000	6.721	0.5	46.2
10YR-72HR	N-PreDev	BASE	83.00	15.526	17.750	1344150	0.000	0.000	15.6	0.0
10YR-72HR	O-CANAL	BASE	83.00	10.235	14.500	0	4.384	0.000	11.3	0.0
10YR-72HR	A-DET 11	BASE	84.00	14.770	17.750	11765	0.000	0.000	4.0	3.3
10YR-72HR	A-DET 12	BASE	84.00	14.770	17.750	20437	0.000	0.488	6.4	5.6
10YR-72HR	A-DET 13	BASE	84.00	14.770	17.750	17456	0.488	0.354	8.6	7.4
10YR-72HR	A-DET 14	BASE	84.00	14.770	17.750	18811	0.354	0.716	10.8	10.5
10YR-72HR	A-DET 15	BASE	84.00	14.770	17.750	20131	0.716	-1.719	10.8	3.4
10YR-72HR	AA-CS11	BASE	84.00	14.770	17.750	10105	-1.719	0.763	3.4	8.8
10YR-72HR	AB-LAKE 1	BASE	84.00	14.768	17.750	133330	0.763	1.771	14.8	7.1
10YR-72HR	B-DET 21	BASE	84.00	14.770	17.750	8925	0.000	0.000	4.0	3.7
10YR-72HR	B-DET 22	BASE	84.00	14.770	17.750	15483	0.000	0.313	6.7	5.5
10YR-72HR	B-DET 23	BASE	84.00	14.770	17.750	13229	0.313	0.264	8.5	8.0
10YR-72HR	B-DET 24	BASE	84.00	14.769	17.750	14254	0.264	0.398	11.5	10.7
10YR-72HR	B-DET 25	BASE	84.00	14.769	17.750	19053	0.398	0.541	11.3	10.3
10YR-72HR	BB-CS22	BASE	84.00	14.769	17.750	11471	0.541	0.629	10.3	9.6
10YR-72HR	BC-LAKE 2	BASE	84.00	14.768	17.750	148023	2.400	3.563	22.2	14.8
10YR-72HR	D-LAKE 3	BASE	84.00	14.767	17.750	96253	7.490	1.468	56.1	4.1
10YR-72HR	E-ENTRY	BASE	84.00	14.774	17.500	138	0.000	6.721	0.5	46.8
10YR-72HR	N-PreDev	BASE	84.00	15.526	17.750	1344150	0.000	0.000	15.6	0.0
10YR-72HR	O-CANAL	BASE	84.00	10.080	14.500	0	4.263	0.000	11.6	0.0

11.6-0.9 =10.7 A-F

Simulation	Node	Group	Time hrs	Stage ft	Warning Stage ft	Surface Area ft2	Total Inflow cfs	Total Outflow cfs	Total Vol In af	Total Vol Out af
10YR-72HR	A-DET 11	BASE	85.00	14.743	17.750	11709	0.000	0.000	4.0	3.3
10YR-72HR	A-DET 12	BASE	85.00	14.743	17.750	20339	0.000	0.391	6.4	5.6
10YR-72HR	A-DET 13	BASE	85.00	14.743	17.750	17373	0.391	0.344	8.7	7.4
10YR-72HR	A-DET 14	BASE	85.00	14.743	17.750	18721	0.344	0.729	10.9	10.6
10YR-72HR	A-DET 15	BASE	85.00	14.743	17.750	20060	0.729	-1.791	10.9	3.2
10YR-72HR	AA-CS11	BASE	85.00	14.743	17.750	10082	-1.791	0.741	3.2	8.8
10YR-72HR	AB-LAKE 1	BASE	85.00	14.741	17.750	133158	0.741	1.722	14.9	7.3
10YR-72HR	B-DET 21	BASE	85.00	14.742	17.750	8869	0.000	0.000	4.0	3.7
10YR-72HR	B-DET 22	BASE	85.00	14.742	17.750	15386	0.000	0.301	6.7	5.5
10YR-72HR	B-DET 23	BASE	85.00	14.742	17.750	13146	0.301	0.256	8.6	8.0
10YR-72HR	B-DET 24	BASE	85.00	14.742	17.750	14164	0.256	0.386	11.5	10.7
10YR-72HR	B-DET 25	BASE	85.00	14.742	17.750	18964	0.386	0.525	11.3	10.3
10YR-72HR	BB-CS22	BASE	85.00	14.742	17.750	11429	0.525	0.610	10.3	9.7
10YR-72HR	BC-LAKE 2	BASE	85.00	14.740	17.750	147858	2.332	3.467	22.4	15.1
10YR-72HR	D-LAKE 3	BASE	85.00	14.740	17.750	96118	7.469	1.426	56.8	4.2
10YR-72HR	E-ENTRY	BASE	85.00	14.746	17.500	138	0.000	6.721	0.5	47.3
10YR-72HR	N-PreDev	BASE	85.00	15.526	17.750	1344150	0.000	0.000	15.6	0.0
10YR-72HR	O-CANAL	BASE	85.00	9.925	14.500	0	4.146	0.000	12.0	0.0
10YR-72HR	A-DET 11	BASE	86.00	14.717	17.750	11655	0.000	0.298	4.0	3.3
10YR-72HR	A-DET 12	BASE	86.00	14.717	17.750	20244	0.298	0.000	6.4	5.7
10YR-72HR	A-DET 13	BASE	86.00	14.717	17.750	17291	0.000	0.403	8.7	7.4
10YR-72HR	A-DET 14	BASE	86.00	14.717	17.750	18633	0.403	0.658	10.9	10.6
10YR-72HR	A-DET 15	BASE	86.00	14.717	17.750	19991	0.658	-1.514	10.9	3.1
10YR-72HR	AA-CS11	BASE	86.00	14.717	17.750	10060	-1.514	0.719	3.1	8.9
10YR-72HR	AB-LAKE 1	BASE	86.00	14.715	17.750	132990	0.719	1.675	14.9	7.4
10YR-72HR	B-DET 21	BASE	86.00	14.716	17.750	8815	0.000	0.197	4.0	3.7
10YR-72HR	B-DET 22	BASE	86.00	14.716	17.750	15290	0.197	0.000	6.7	5.5
10YR-72HR	B-DET 23	BASE	86.00	14.716	17.750	13064	0.000	0.286	8.6	8.1
10YR-72HR	B-DET 24	BASE	86.00	14.716	17.750	14076	0.286	0.372	11.5	10.8
10YR-72HR	B-DET 25	BASE	86.00	14.716	17.750	18876	0.372	0.509	11.4	10.4
10YR-72HR	BB-CS22	BASE	86.00	14.716	17.750	11389	0.509	0.591	10.4	9.7
10YR-72HR	BC-LAKE 2	BASE	86.00	14.714	17.750	147697	2.267	3.374	22.6	15.4
10YR-72HR	D-LAKE 3	BASE	86.00	14.714	17.750	95986	7.448	1.386	57.4	4.3
10YR-72HR	E-ENTRY	BASE	86.00	14.720	17.500	138	0.000	6.721	0.5	47.9
10YR-72HR	N-PreDev	BASE	86.00	15.526	17.750	1344150	0.000	0.000	15.6	0.0
10YR-72HR	O-CANAL	BASE	86.00	9.770	14.500	0	4.033	0.000	12.3	0.0
10YR-72HR	A-DET 11	BASE	87.00	14.691	17.750	11601	0.000	0.000	4.0	3.4
10YR-72HR	A-DET 12	BASE	87.00	14.691	17.750	20151	0.000	0.338	6.4	5.7
10YR-72HR	A-DET 13	BASE	87.00	14.691	17.750	17212	0.338	0.370	8.7	7.4
10YR-72HR	A-DET 14	BASE	87.00	14.691	17.750	18548	0.370	0.626	10.9	10.7
10YR-72HR	A-DET 15	BASE	87.00	14.691	17.750	19924	0.626	-1.421	11.0	3.0
10YR-72HR	AA-CS11	BASE	87.00	14.691	17.750	10038	-1.421	0.698	3.0	8.9
10YR-72HR	AB-LAKE 1	BASE	87.00	14.689	17.750	132826	0.698	1.630	15.0	7.6
10YR-72HR	B-DET 21	BASE	87.00	14.690	17.750	8762	0.000	0.000	4.0	3.7
10YR-72HR	B-DET 22	BASE	87.00	14.690	17.750	15198	0.000	0.236	6.8	5.6
10YR-72HR	B-DET 23	BASE	87.00	14.690	17.750	12985	0.236	0.269	8.6	8.1
10YR-72HR	B-DET 24	BASE	87.00	14.690	17.750	13991	0.269	0.358	11.6	10.8
10YR-72HR	B-DET 25	BASE	87.00	14.690	17.750	18791	0.358	0.493	11.4	10.4
10YR-72HR	BB-CS22	BASE	87.00	14.690	17.750	11349	0.493	0.574	10.4	9.8
10YR-72HR	BC-LAKE 2	BASE	87.00	14.688	17.750	147540	2.204	3.286	22.8	15.7
10YR-72HR	D-LAKE 3	BASE	87.00	14.688	17.750	95858	7.429	1.347	58.0	4.4

Simulation	Node	Group	Time hrs	Stage ft	Warning Stage ft	Surface Area ft2	Total Inflow cfs	Total Outflow cfs	Total Vol In af	Total Vol Out af
10YR-72HR	E-ENTRY	BASE	87.00	14.694	17.500	138	0.000	6.721	0.5	48.5
10YR-72HR	N-PreDev	BASE	87.00	15.526	17.750	1344150	0.000	0.000	15.6	0.0
10YR-72HR	O-CANAL	BASE	87.00	9.615	14.500	0	3.925	0.000	12.6	0.0
10YR-72HR	A-DET 11	BASE	88.00	14.666	17.750	11549	0.000	0.279	4.0	3.4
10YR-72HR	A-DET 12	BASE	88.00	14.666	17.750	20060	0.279	0.000	6.4	5.7
10YR-72HR	A-DET 13	BASE	88.00	14.666	17.750	17134	0.000	0.375	8.7	7.5
10YR-72HR	A-DET 14	BASE	88.00	14.666	17.750	18464	0.375	0.603	11.0	10.7
10YR-72HR	A-DET 15	BASE	88.00	14.666	17.750	19858	0.603	-1.338	11.0	2.9
10YR-72HR	AA-CS11	BASE	88.00	14.666	17.750	10017	-1.338	0.678	2.9	9.0
10YR-72HR	AB-LAKE 1	BASE	88.00	14.664	17.750	132667	0.678	1.587	15.0	7.7
10YR-72HR	B-DET 21	BASE	88.00	14.665	17.750	8710	0.000	0.000	4.0	3.7
10YR-72HR	B-DET 22	BASE	88.00	14.665	17.750	15107	0.000	0.275	6.8	5.6
10YR-72HR	B-DET 23	BASE	88.00	14.665	17.750	12908	0.275	0.235	8.6	8.1
10YR-72HR	B-DET 24	BASE	88.00	14.665	17.750	13907	0.235	0.351	11.6	10.8
10YR-72HR	B-DET 25	BASE	88.00	14.665	17.750	18707	0.351	0.479	11.4	10.5
10YR-72HR	BB-CS22	BASE	88.00	14.665	17.750	11310	0.479	0.557	10.5	9.8
10YR-72HR	BC-LAKE 2	BASE	88.00	14.663	17.750	147386	2.144	3.200	22.9	15.9
10YR-72HR	D-LAKE 3	BASE	88.00	14.663	17.750	95733	7.410	1.310	58.6	4.5
10YR-72HR	E-ENTRY	BASE	88.00	14.669	17.500	138	0.000	6.721	0.5	49.0
10YR-72HR	N-PreDev	BASE	88.00	15.526	17.750	1344150	0.000	0.000	15.6	0.0
10YR-72HR	O-CANAL	BASE	88.00	9.460	14.500	0	3.822	0.000	12.9	0.0
10YR-72HR	A-DET 11	BASE	89.00	14.641	17.750	11499	0.000	0.000	4.0	3.4
10YR-72HR	A-DET 12	BASE	89.00	14.641	17.750	19972	0.000	0.316	6.4	5.7
10YR-72HR	A-DET 13	BASE	89.00	14.641	17.750	17059	0.316	0.346	8.7	7.5
10YR-72HR	A-DET 14	BASE	89.00	14.641	17.750	18383	0.346	0.577	11.0	10.8
10YR-72HR	A-DET 15	BASE	89.00	14.641	17.750	19793	0.577	-1.252	11.1	2.8
10YR-72HR	AA-CS11	BASE	89.00	14.641	17.750	9997	-1.252	0.659	2.8	9.1
10YR-72HR	AB-LAKE 1	BASE	89.00	14.639	17.750	132511	0.659	1.545	15.1	7.8
10YR-72HR	B-DET 21	BASE	89.00	14.640	17.750	8659	0.000	0.000	4.0	3.7
10YR-72HR	B-DET 22	BASE	89.00	14.640	17.750	15019	0.000	0.239	6.8	5.6
10YR-72HR	B-DET 23	BASE	89.00	14.640	17.750	12832	0.239	0.229	8.6	8.1
10YR-72HR	B-DET 24	BASE	89.00	14.640	17.750	13826	0.229	0.341	11.6	10.9
10YR-72HR	B-DET 25	BASE	89.00	14.640	17.750	18626	0.341	0.465	11.4	10.5
10YR-72HR	BB-CS22	BASE	89.00	14.640	17.750	11273	0.465	0.541	10.5	9.9
10YR-72HR	BC-LAKE 2	BASE	89.00	14.639	17.750	147237	2.086	3.118	23.1	16.2
10YR-72HR	D-LAKE 3	BASE	89.00	14.639	17.750	95611	7.393	1.275	59.2	4.7
10YR-72HR	E-ENTRY	BASE	89.00	14.645	17.500	138	0.000	6.721	0.5	49.6
10YR-72HR	N-PreDev	BASE	89.00	15.526	17.750	1344150	0.000	0.000	15.6	0.0
10YR-72HR	O-CANAL	BASE	89.00	9.305	14.500	0	3.722	0.000	13.3	0.0
10YR-72HR	A-DET 11	BASE	90.00	14.617	17.750	11449	0.000	0.000	4.0	3.4
10YR-72HR	A-DET 12	BASE	90.00	14.617	17.750	19885	0.000	0.380	6.4	5.7
10YR-72HR	A-DET 13	BASE	90.00	14.617	17.750	16985	0.380	0.000	8.8	7.5
10YR-72HR	A-DET 14	BASE	90.00	14.617	17.750	18303	0.000	0.560	11.0	10.8
10YR-72HR	A-DET 15	BASE	90.00	14.617	17.750	19731	0.560	-1.176	11.1	2.7
10YR-72HR	AA-CS11	BASE	90.00	14.617	17.750	9976	-1.176	0.641	2.7	9.1
10YR-72HR	AB-LAKE 1	BASE	90.00	14.615	17.750	132359	0.641	1.505	15.2	7.9
10YR-72HR	B-DET 21	BASE	90.00	14.616	17.750	8609	0.000	0.188	4.0	3.7
10YR-72HR	B-DET 22	BASE	90.00	14.616	17.750	14932	0.188	0.000	6.8	5.6
10YR-72HR	B-DET 23	BASE	90.00	14.616	17.750	12759	0.000	0.253	8.6	8.2
10YR-72HR	B-DET 24	BASE	90.00	14.616	17.750	13747	0.253	0.328	11.6	10.9
10YR-72HR	B-DET 25	BASE	90.00	14.616	17.750	18547	0.328	0.451	11.5	10.5

Simulation	Node	Group	Time hrs	Stage ft	Warning Stage ft	Surface Area ft2	Total Inflow cfs	Total Outflow cfs	Total Vol In af	Total Vol Out af
10YR-72HR	BB-CS22	BASE	90.00	14.616	17.750	11236	0.451	0.525	10.5	9.9
10YR-72HR	BC-LAKE 2	BASE	90.00	14.615	17.750	147091	2.030	3.040	23.3	16.5
10YR-72HR	D-LAKE 3	BASE	90.00	14.615	17.750	95491	7.376	1.240	59.8	4.8
10YR-72HR	E-ENTRY	BASE	90.00	14.621	17.500	138	0.000	6.721	0.5	50.1
10YR-72HR	N-PreDev	BASE	90.00	15.526	17.750	1344150	0.000	0.000	15.6	0.0
10YR-72HR	O-CANAL	BASE	90.00	9.150	14.500	0	3.626	0.000	13.6	0.0
10YR-72HR	A-DET 11	BASE	91.00	14.594	17.750	11401	0.000	0.000	4.0	3.4
10YR-72HR	A-DET 12	BASE	91.00	14.594	17.750	19801	0.000	0.328	6.4	5.8
10YR-72HR	A-DET 13	BASE	91.00	14.594	17.750	16913	0.328	0.347	8.8	7.5
10YR-72HR	A-DET 14	BASE	91.00	14.594	17.750	18226	0.347	0.528	11.0	10.9
10YR-72HR	A-DET 15	BASE	91.00	14.594	17.750	19669	0.528	-1.127	11.2	2.6
10YR-72HR	AA-CS11	BASE	91.00	14.594	17.750	9957	-1.127	0.623	2.6	9.2
10YR-72HR	AB-LAKE 1	BASE	91.00	14.592	17.750	132210	0.623	1.467	15.2	8.1
10YR-72HR	B-DET 21	BASE	91.00	14.593	17.750	8561	0.000	0.000	4.0	3.7
10YR-72HR	B-DET 22	BASE	91.00	14.593	17.750	14848	0.000	0.211	6.8	5.6
10YR-72HR	B-DET 23	BASE	91.00	14.593	17.750	12687	0.211	0.238	8.7	8.2
10YR-72HR	B-DET 24	BASE	91.00	14.593	17.750	13669	0.238	0.318	11.6	10.9
10YR-72HR	B-DET 25	BASE	91.00	14.593	17.750	18469	0.318	0.438	11.5	10.6
10YR-72HR	BB-CS22	BASE	91.00	14.593	17.750	11200	0.438	0.510	10.6	9.9
10YR-72HR	BC-LAKE 2	BASE	91.00	14.591	17.750	146948	1.977	2.964	23.5	16.7
10YR-72HR	D-LAKE 3	BASE	91.00	14.591	17.750	95375	7.360	1.208	60.4	4.9
10YR-72HR	E-ENTRY	BASE	91.00	14.597	17.500	138	0.000	6.721	0.5	50.7
10YR-72HR	N-PreDev	BASE	91.00	15.526	17.750	1344150	0.000	0.000	15.6	0.0
10YR-72HR	O-CANAL	BASE	91.00	8.995	14.500	0	3.534	0.000	13.9	0.0
10YR-72HR	A-DET 11	BASE	92.00	14.571	17.750	11353	0.000	0.000	4.0	3.4
10YR-72HR	A-DET 12	BASE	92.00	14.571	17.750	19718	0.000	0.326	6.4	5.8
10YR-72HR	A-DET 13	BASE	92.00	14.571	17.750	16843	0.326	0.338	8.8	7.6
10YR-72HR	A-DET 14	BASE	92.00	14.571	17.750	18150	0.338	0.504	11.0	10.9
10YR-72HR	A-DET 15	BASE	92.00	14.571	17.750	19610	0.504	-1.063	11.2	2.5
10YR-72HR	AA-CS11	BASE	92.00	14.571	17.750	9938	-1.063	0.606	2.5	9.2
10YR-72HR	AB-LAKE 1	BASE	92.00	14.569	17.750	132065	0.606	1.430	15.3	8.2
10YR-72HR	B-DET 21	BASE	92.00	14.570	17.750	8514	0.000	0.000	4.0	3.7
10YR-72HR	B-DET 22	BASE	92.00	14.570	17.750	14766	0.000	0.243	6.8	5.6
10YR-72HR	B-DET 23	BASE	92.00	14.570	17.750	12617	0.243	0.211	8.7	8.2
10YR-72HR	B-DET 24	BASE	92.00	14.570	17.750	13593	0.211	0.311	11.7	10.9
10YR-72HR	B-DET 25	BASE	92.00	14.570	17.750	18393	0.311	0.426	11.5	10.6
10YR-72HR	BB-CS22	BASE	92.00	14.570	17.750	11165	0.426	0.496	10.6	10.0
10YR-72HR	BC-LAKE 2	BASE	92.00	14.568	17.750	146809	1.926	2.892	23.6	16.9
10YR-72HR	D-LAKE 3	BASE	92.00	14.568	17.750	95261	7.344	1.176	61.0	5.0
10YR-72HR	E-ENTRY	BASE	92.00	14.574	17.500	138	0.000	6.721	0.5	51.2
10YR-72HR	N-PreDev	BASE	92.00	15.526	17.750	1344150	0.000	0.000	15.6	0.0
10YR-72HR	O-CANAL	BASE	92.00	8.840	14.500	0	3.445	0.000	14.1	0.0
10YR-72HR	A-DET 11	BASE	93.00	14.549	17.750	11307	0.000	0.000	4.0	3.4
10YR-72HR	A-DET 12	BASE	93.00	14.549	17.750	19638	0.000	0.360	6.4	5.8
10YR-72HR	A-DET 13	BASE	93.00	14.549	17.750	16774	0.360	0.277	8.9	7.6
10YR-72HR	A-DET 14	BASE	93.00	14.549	17.750	18076	0.277	0.495	11.1	11.0
10YR-72HR	A-DET 15	BASE	93.00	14.549	17.750	19551	0.495	-0.974	11.3	2.4
10YR-72HR	AA-CS11	BASE	93.00	14.549	17.750	9919	-0.974	0.590	2.4	9.3
10YR-72HR	AB-LAKE 1	BASE	93.00	14.546	17.750	131923	0.590	1.394	15.3	8.3
10YR-72HR	B-DET 21	BASE	93.00	14.548	17.750	8468	0.000	0.180	4.0	3.7
10YR-72HR	B-DET 22	BASE	93.00	14.548	17.750	14685	0.180	0.000	6.8	5.6

Simulation	Node	Group	Time hrs	Stage ft	Warning Stage ft	Surface Area ft2	Total Inflow cfs	Total Outflow cfs	Total Vol In af	Total Vol Out af
10YR-72HR	B-DET 23	BASE	93.00	14.548	17.750	12548	0.000	0.229	8.7	8.2
10YR-72HR	B-DET 24	BASE	93.00	14.548	17.750	13519	0.229	0.301	11.7	11.0
10YR-72HR	B-DET 25	BASE	93.00	14.548	17.750	18319	0.301	0.414	11.5	10.7
10YR-72HR	BB-CS22	BASE	93.00	14.548	17.750	11130	0.414	0.483	10.7	10.0
10YR-72HR	BC-LAKE 2	BASE	93.00	14.546	17.750	146673	1.877	2.822	23.8	17.2
10YR-72HR	D-LAKE 3	BASE	93.00	14.546	17.750	95150	7.329	1.146	61.7	5.1
10YR-72HR	E-ENTRY	BASE	93.00	14.552	17.500	138	0.000	6.721	0.5	51.8
10YR-72HR	N-PreDev	BASE	93.00	15.526	17.750	1344150	0.000	0.000	15.6	0.0
10YR-72HR	O-CANAL	BASE	93.00	8.685	14.500	0	3.360	0.000	14.4	0.0
10YR-72HR	A-DET 11	BASE	94.00	14.527	17.750	11262	0.000	0.000	4.0	3.4
10YR-72HR	A-DET 12	BASE	94.00	14.527	17.750	19559	0.000	0.355	6.4	5.8
10YR-72HR	A-DET 13	BASE	94.00	14.527	17.750	16707	0.355	0.000	8.9	7.6
10YR-72HR	A-DET 14	BASE	94.00	14.527	17.750	18004	0.000	0.428	11.1	11.0
10YR-72HR	A-DET 15	BASE	94.00	14.527	17.750	19494	0.428	0.000	11.3	2.3
10YR-72HR	AA-CS11	BASE	94.00	14.527	17.750	9900	0.000	0.573	2.3	9.3
10YR-72HR	AB-LAKE 1	BASE	94.00	14.525	17.750	131785	0.573	1.361	15.4	8.4
10YR-72HR	B-DET 21	BASE	94.00	14.526	17.750	8423	0.000	0.000	4.0	3.7
10YR-72HR	B-DET 22	BASE	94.00	14.526	17.750	14607	0.000	0.207	6.8	5.7
10YR-72HR	B-DET 23	BASE	94.00	14.526	17.750	12481	0.207	0.200	8.7	8.2
10YR-72HR	B-DET 24	BASE	94.00	14.526	17.750	13447	0.200	0.295	11.7	11.0
10YR-72HR	B-DET 25	BASE	94.00	14.526	17.750	18247	0.295	0.403	11.6	10.7
10YR-72HR	BB-CS22	BASE	94.00	14.526	17.750	11097	0.403	0.469	10.7	10.1
10YR-72HR	BC-LAKE 2	BASE	94.00	14.524	17.750	146540	1.830	2.756	23.9	17.4
10YR-72HR	D-LAKE 3	BASE	94.00	14.524	17.750	95042	7.316	1.116	62.3	5.1
10YR-72HR	E-ENTRY	BASE	94.00	14.530	17.500	138	0.000	6.721	0.5	52.3
10YR-72HR	N-PreDev	BASE	94.00	15.526	17.750	1344150	0.000	0.000	15.6	0.0
10YR-72HR	O-CANAL	BASE	94.00	8.530	14.500	0	3.278	0.000	14.7	0.0
10YR-72HR	A-DET 11	BASE	95.00	14.505	17.750	11218	0.000	0.000	4.0	3.4
10YR-72HR	A-DET 12	BASE	95.00	14.505	17.750	19482	0.000	0.281	6.4	5.9
10YR-72HR	A-DET 13	BASE	95.00	14.505	17.750	16642	0.281	0.300	8.9	7.6
10YR-72HR	A-DET 14	BASE	95.00	14.505	17.750	17933	0.300	0.411	11.1	11.0
10YR-72HR	A-DET 15	BASE	95.00	14.505	17.750	19438	0.411	0.000	11.3	2.3
10YR-72HR	AA-CS11	BASE	95.00	14.505	17.750	9882	0.000	0.557	2.3	9.4
10YR-72HR	AB-LAKE 1	BASE	95.00	14.503	17.750	131649	0.557	1.327	15.4	8.5
10YR-72HR	B-DET 21	BASE	95.00	14.505	17.750	8379	0.000	0.000	4.0	3.7
10YR-72HR	B-DET 22	BASE	95.00	14.505	17.750	14530	0.000	0.202	6.8	5.7
10YR-72HR	B-DET 23	BASE	95.00	14.505	17.750	12415	0.202	0.195	8.7	8.2
10YR-72HR	B-DET 24	BASE	95.00	14.505	17.750	13376	0.195	0.287	11.7	11.0
10YR-72HR	B-DET 25	BASE	95.00	14.505	17.750	18176	0.287	0.392	11.6	10.7
10YR-72HR	BB-CS22	BASE	95.00	14.505	17.750	11064	0.392	0.457	10.7	10.1
10YR-72HR	BC-LAKE 2	BASE	95.00	14.503	17.750	146410	1.784	2.691	24.1	17.6
10YR-72HR	D-LAKE 3	BASE	95.00	14.503	17.750	94935	7.302	1.088	62.9	5.2
10YR-72HR	E-ENTRY	BASE	95.00	14.509	17.500	138	0.000	6.721	0.5	52.9
10YR-72HR	N-PreDev	BASE	95.00	15.526	17.750	1344150	0.000	0.000	15.6	0.0
10YR-72HR	O-CANAL	BASE	95.00	8.375	14.500	0	3.199	0.000	15.0	0.0
10YR-72HR	A-DET 11	BASE	96.00	14.485	17.750	11175	0.000	0.222	4.0	3.4
10YR-72HR	A-DET 12	BASE	96.00	14.484	17.750	19407	0.222	0.000	6.4	5.9
10YR-72HR	A-DET 13	BASE	96.00	14.484	17.750	16577	0.000	0.298	8.9	7.6
10YR-72HR	A-DET 14	BASE	96.00	14.484	17.750	17864	0.298	0.407	11.1	11.1
10YR-72HR	A-DET 15	BASE	96.00	14.484	17.750	19383	0.407	0.000	11.4	2.3
10YR-72HR	AA-CS11	BASE	96.00	14.484	17.750	9865	0.000	0.542	2.3	9.4

Simulation	Node	Group	Time hrs	Stage ft	Warning Stage ft	Surface Area ft2	Total Inflow cfs	Total Outflow cfs	Total Vol In af	Total Vol Out af
10YR-72HR	AB-LAKE 1	BASE	96.00	14.482	17.750	131517	0.542	1.295	15.4	8.6
10YR-72HR	B-DET 21	BASE	96.00	14.484	17.750	8336	0.000	0.000	4.0	3.7
10YR-72HR	B-DET 22	BASE	96.00	14.484	17.750	14455	0.000	0.196	6.8	5.7
10YR-72HR	B-DET 23	BASE	96.00	14.484	17.750	12351	0.196	0.190	8.7	8.3
10YR-72HR	B-DET 24	BASE	96.00	14.484	17.750	13307	0.190	0.279	11.7	11.0
10YR-72HR	B-DET 25	BASE	96.00	14.484	17.750	18107	0.279	0.382	11.6	10.7
10YR-72HR	BB-CS22	BASE	96.00	14.484	17.750	11032	0.382	0.445	10.7	10.1
10YR-72HR	BC-LAKE 2	BASE	96.00	14.482	17.750	146282	1.740	2.629	24.2	17.9
10YR-72HR	D-LAKE 3	BASE	96.00	14.482	17.750	94832	7.289	1.061	63.5	5.3
10YR-72HR	E-ENTRY	BASE	96.00	14.488	17.500	138	0.000	6.721	0.5	53.5
10YR-72HR	N-PreDev	BASE	96.00	15.526	17.750	1344150	0.000	0.000	15.6	0.0
10YR-72HR	O-CANAL	BASE	96.00	8.220	14.500	0	3.123	0.000	15.2	0.0
10YR-72HR	A-DET 11	BASE	97.00	14.464	17.750	11133	0.000	0.000	4.0	3.4
10YR-72HR	A-DET 12	BASE	97.00	14.464	17.750	19334	0.000	0.264	6.4	5.9
10YR-72HR	A-DET 13	BASE	97.00	14.464	17.750	16515	0.264	0.284	8.9	7.7
10YR-72HR	A-DET 14	BASE	97.00	14.464	17.750	17796	0.284	0.393	11.1	11.1
10YR-72HR	A-DET 15	BASE	97.00	14.464	17.750	19330	0.393	0.000	11.4	2.3
10YR-72HR	AA-CS11	BASE	97.00	14.464	17.750	9848	0.000	0.529	2.3	9.4
10YR-72HR	AB-LAKE 1	BASE	97.00	14.462	17.750	131387	0.529	1.265	15.5	8.7
10YR-72HR	B-DET 21	BASE	97.00	14.463	17.750	8293	0.000	0.000	4.0	3.7
10YR-72HR	B-DET 22	BASE	97.00	14.463	17.750	14381	0.000	0.191	6.8	5.7
10YR-72HR	B-DET 23	BASE	97.00	14.463	17.750	12289	0.191	0.185	8.7	8.3
10YR-72HR	B-DET 24	BASE	97.00	14.463	17.750	13240	0.185	0.272	11.7	11.1
10YR-72HR	B-DET 25	BASE	97.00	14.463	17.750	18040	0.272	0.372	11.6	10.8
10YR-72HR	BB-CS22	BASE	97.00	14.463	17.750	11001	0.372	0.433	10.8	10.2
10YR-72HR	BC-LAKE 2	BASE	97.00	14.462	17.750	146158	1.698	2.570	24.4	18.1
10YR-72HR	D-LAKE 3	BASE	97.00	14.462	17.750	94730	7.277	1.035	64.1	5.4
10YR-72HR	E-ENTRY	BASE	97.00	14.468	17.500	138	0.000	6.721	0.5	54.0
10YR-72HR	N-PreDev	BASE	97.00	15.526	17.750	1344150	0.000	0.000	15.6	0.0
10YR-72HR	O-CANAL	BASE	97.00	8.065	14.500	0	3.050	0.000	15.5	0.0
10YR-72HR	A-DET 11	BASE	103.00	14.350	17.750	10898	0.000	0.000	4.0	3.4
10YR-72HR	A-DET 12	BASE	103.00	14.350	17.750	18924	0.000	0.232	6.4	6.0
10YR-72HR	A-DET 13	BASE	103.00	14.350	17.750	16165	0.232	0.244	9.1	7.8
10YR-72HR	A-DET 14	BASE	103.00	14.350	17.750	17419	0.244	0.332	11.3	11.3
10YR-72HR	A-DET 15	BASE	103.00	14.350	17.750	19032	0.332	0.000	11.6	2.3
10YR-72HR	AA-CS11	BASE	103.00	14.350	17.750	9752	0.000	0.458	2.3	9.7
10YR-72HR	AB-LAKE 1	BASE	103.00	14.348	17.750	130664	0.458	1.105	15.7	9.3
10YR-72HR	B-DET 21	BASE	103.00	14.350	17.750	8059	0.000	0.000	4.0	3.7
10YR-72HR	B-DET 22	BASE	103.00	14.350	17.750	13971	0.000	0.164	6.8	5.8
10YR-72HR	B-DET 23	BASE	103.00	14.350	17.750	11939	0.164	0.160	8.8	8.4
10YR-72HR	B-DET 24	BASE	103.00	14.350	17.750	12863	0.160	0.233	11.8	11.2
10YR-72HR	B-DET 25	BASE	103.00	14.350	17.750	17663	0.233	0.320	11.8	11.0
10YR-72HR	BB-CS22	BASE	103.00	14.349	17.750	10826	0.320	0.373	11.0	10.4
10YR-72HR	BC-LAKE 2	BASE	103.00	14.348	17.750	145464	1.478	2.260	25.2	19.3
10YR-72HR	D-LAKE 3	BASE	103.00	14.348	17.750	94163	7.214	0.899	67.7	5.9
10YR-72HR	E-ENTRY	BASE	103.00	14.354	17.500	138	0.000	6.721	0.5	57.3
10YR-72HR	N-PreDev	BASE	103.00	15.526	17.750	1344150	0.000	0.000	15.6	0.0
10YR-72HR	O-CANAL	BASE	103.00	7.135	14.500	0	2.666	0.000	16.9	0.0
10YR-72HR	A-DET 11	BASE	109.00	14.249	17.750	10689	0.000	0.000	4.0	3.4
10YR-72HR	A-DET 12	BASE	109.00	14.249	17.750	18559	0.000	0.203	6.4	6.1
10YR-72HR	A-DET 13	BASE	109.00	14.249	17.750	15854	0.203	0.213	9.2	7.9

Simulation	Node	Group	Time hrs	Stage ft	Warning Stage ft	Surface Area ft2	Total Inflow cfs	Total Outflow cfs	Total Vol In af	Total Vol Out af
10YR-72HR	A-DET 14	BASE	109.00	14.249	17.750	17084	0.213	0.289	11.4	11.4
10YR-72HR	A-DET 15	BASE	109.00	14.249	17.750	18767	0.289	0.000	11.7	2.3
10YR-72HR	AA-CS11	BASE	109.00	14.249	17.750	9667	0.000	0.402	2.3	9.9
10YR-72HR	AB-LAKE 1	BASE	109.00	14.247	17.750	130021	0.402	0.978	15.9	9.8
10YR-72HR	B-DET 21	BASE	109.00	14.248	17.750	7850	0.000	0.000	4.0	3.7
10YR-72HR	B-DET 22	BASE	109.00	14.248	17.750	13607	0.000	0.143	6.8	5.9
10YR-72HR	B-DET 23	BASE	109.00	14.248	17.750	11628	0.143	0.141	8.9	8.4
10YR-72HR	B-DET 24	BASE	109.00	14.248	17.750	12528	0.141	0.203	11.9	11.3
10YR-72HR	B-DET 25	BASE	109.00	14.248	17.750	17328	0.203	0.279	11.9	11.1
10YR-72HR	BB-CS22	BASE	109.00	14.248	17.750	10671	0.279	0.326	11.1	10.5
10YR-72HR	BC-LAKE 2	BASE	109.00	14.247	17.750	144847	1.304	2.017	25.8	20.3
10YR-72HR	D-LAKE 3	BASE	109.00	14.247	17.750	93660	7.168	0.791	71.2	6.3
10YR-72HR	E-ENTRY	BASE	109.00	14.253	17.500	138	0.000	6.721	0.5	60.7
10YR-72HR	N-PreDev	BASE	109.00	15.526	17.750	1344150	0.000	0.000	15.6	0.0
10YR-72HR	O-CANAL	BASE	109.00	6.205	14.500	0	2.362	0.000	18.2	0.0
10YR-72HR	A-DET 11	BASE	115.00	14.158	17.750	10501	0.000	0.145	4.0	3.4
10YR-72HR	A-DET 12	BASE	115.00	14.158	17.750	18232	0.145	0.000	6.5	6.2
10YR-72HR	A-DET 13	BASE	115.00	14.158	17.750	15575	0.000	0.190	9.2	8.0
10YR-72HR	A-DET 14	BASE	115.00	14.158	17.750	16783	0.190	0.257	11.5	11.6
10YR-72HR	A-DET 15	BASE	115.00	14.158	17.750	18530	0.257	0.000	11.9	2.3
10YR-72HR	AA-CS11	BASE	115.00	14.158	17.750	9591	0.000	0.358	2.3	10.1
10YR-72HR	AB-LAKE 1	BASE	115.00	14.156	17.750	129442	0.358	0.878	16.1	10.3
10YR-72HR	B-DET 21	BASE	115.00	14.157	17.750	7662	0.000	0.106	4.0	3.8
10YR-72HR	B-DET 22	BASE	115.00	14.157	17.750	13280	0.106	0.111	6.8	5.9
10YR-72HR	B-DET 23	BASE	115.00	14.157	17.750	11349	0.111	0.129	9.0	8.5
10YR-72HR	B-DET 24	BASE	115.00	14.157	17.750	12226	0.129	0.178	12.0	11.4
10YR-72HR	B-DET 25	BASE	115.00	14.157	17.750	17026	0.178	0.247	12.0	11.2
10YR-72HR	BB-CS22	BASE	115.00	14.157	17.750	10531	0.247	0.289	11.2	10.7
10YR-72HR	BC-LAKE 2	BASE	115.00	14.155	17.750	144291	1.167	1.830	26.5	21.3
10YR-72HR	D-LAKE 3	BASE	115.00	14.155	17.750	93206	7.134	0.708	74.8	6.7
10YR-72HR	E-ENTRY	BASE	115.00	14.162	17.500	138	0.000	6.721	0.5	64.0
10YR-72HR	N-PreDev	BASE	115.00	15.526	17.750	1344150	0.000	0.000	15.6	0.0
10YR-72HR	O-CANAL	BASE	115.00	5.275	14.500	0	2.125	0.000	19.3	0.0
10YR-72HR	A-DET 11	BASE	121.00	14.076	17.750	10331	0.000	0.000	4.0	3.5
10YR-72HR	A-DET 12	BASE	121.00	14.076	17.750	17935	0.000	0.152	6.5	6.2
10YR-72HR	A-DET 13	BASE	121.00	14.076	17.750	15321	0.152	0.160	9.2	8.1
10YR-72HR	A-DET 14	BASE	121.00	14.076	17.750	16509	0.160	0.226	11.6	11.7
10YR-72HR	A-DET 15	BASE	121.00	14.076	17.750	18314	0.226	0.000	12.0	2.3
10YR-72HR	AA-CS11	BASE	121.00	14.076	17.750	9521	0.000	0.319	2.3	10.3
10YR-72HR	AB-LAKE 1	BASE	121.00	14.072	17.750	128912	0.319	0.802	16.3	10.7
10YR-72HR	B-DET 21	BASE	121.00	14.075	17.750	7491	0.000	0.000	4.0	3.8
10YR-72HR	B-DET 22	BASE	121.00	14.075	17.750	12982	0.000	0.102	6.8	6.0
10YR-72HR	B-DET 23	BASE	121.00	14.075	17.750	11094	0.102	0.116	9.0	8.6
10YR-72HR	B-DET 24	BASE	121.00	14.075	17.750	11952	0.116	0.159	12.0	11.5
10YR-72HR	B-DET 25	BASE	121.00	14.075	17.750	16752	0.159	0.220	12.1	11.3
10YR-72HR	BB-CS22	BASE	121.00	14.075	17.750	10404	0.220	0.258	11.3	10.8
10YR-72HR	BC-LAKE 2	BASE	121.00	14.072	17.750	143781	1.060	1.708	27.0	22.2
10YR-72HR	D-LAKE 3	BASE	121.00	14.072	17.750	92790	7.129	0.645	78.3	7.0
10YR-72HR	E-ENTRY	BASE	121.00	14.078	17.500	138	0.000	6.721	0.5	67.3
10YR-72HR	N-PreDev	BASE	121.00	15.526	17.750	1344150	0.000	0.000	15.6	0.0
10YR-72HR	O-CANAL	BASE	121.00	4.500	14.500	0	1.945	0.000	20.3	0.0

Simulation	Node	Group	Time hrs	Stage ft	Warning Stage ft	Surface Area ft2	Total Inflow cfs	Total Outflow cfs	Total Vol In af	Total Vol Out af
10YR-72HR	A-DET 11	BASE	127.00	14.013	17.750	10201	0.000	0.000	4.0	3.5
10YR-72HR	A-DET 12	BASE	127.00	14.013	17.750	17709	0.000	0.000	6.5	6.3
10YR-72HR	A-DET 13	BASE	127.00	14.013	17.750	15128	0.000	0.000	9.3	8.1
10YR-72HR	A-DET 14	BASE	127.00	14.013	17.750	16301	0.000	0.152	11.6	11.8
10YR-72HR	A-DET 15	BASE	127.00	14.013	17.750	18149	0.152	0.000	12.1	2.3
10YR-72HR	AA-CS11	BASE	127.00	14.013	17.750	9469	0.000	0.125	2.3	10.4
10YR-72HR	AB-LAKE 1	BASE	127.00	13.988	17.750	128379	0.125	0.691	16.4	11.1
10YR-72HR	B-DET 21	BASE	127.00	14.010	17.750	7358	0.000	0.000	4.0	3.8
10YR-72HR	B-DET 22	BASE	127.00	14.010	17.750	12750	0.000	0.000	6.8	6.0
10YR-72HR	B-DET 23	BASE	127.00	14.010	17.750	10896	0.000	0.000	9.0	8.6
10YR-72HR	B-DET 24	BASE	127.00	14.010	17.750	11739	0.000	0.086	12.1	11.5
10YR-72HR	B-DET 25	BASE	127.00	14.010	17.750	16539	0.086	0.000	12.1	11.4
10YR-72HR	BB-CS22	BASE	127.00	14.010	17.750	10305	0.000	0.098	11.4	10.9
10YR-72HR	BC-LAKE 2	BASE	127.00	13.988	17.750	143269	0.789	1.620	27.5	23.0
10YR-72HR	D-LAKE 3	BASE	127.00	13.988	17.750	92372	7.118	0.606	81.8	7.3
10YR-72HR	E-ENTRY	BASE	127.00	13.994	17.500	138	0.000	6.722	0.5	70.7
10YR-72HR	N-PreDev	BASE	127.00	15.526	17.750	1344150	0.000	0.000	15.6	0.0
10YR-72HR	O-CANAL	BASE	127.00	4.500	14.500	0	1.829	0.000	21.2	0.0
10YR-72HR	A-DET 11	BASE	133.00	13.994	17.750	10162	0.000	0.000	4.0	3.5
10YR-72HR	A-DET 12	BASE	133.00	13.994	17.750	17640	0.000	0.000	6.5	6.3
10YR-72HR	A-DET 13	BASE	133.00	13.994	17.750	15069	0.000	0.000	9.3	8.1
10YR-72HR	A-DET 14	BASE	133.00	13.994	17.750	16238	0.000	0.000	11.6	11.8
10YR-72HR	A-DET 15	BASE	133.00	13.994	17.750	18099	0.000	0.444	12.1	2.5
10YR-72HR	AA-CS11	BASE	133.00	13.994	17.750	9453	0.444	0.076	2.5	10.4
10YR-72HR	AB-LAKE 1	BASE	133.00	13.890	17.750	127757	0.076	0.641	16.5	11.4
10YR-72HR	B-DET 21	BASE	133.00	13.989	17.750	7315	0.000	0.000	4.0	3.8
10YR-72HR	B-DET 22	BASE	133.00	13.989	17.750	12674	0.000	0.000	6.8	6.0
10YR-72HR	B-DET 23	BASE	133.00	13.989	17.750	10832	0.000	0.090	9.0	8.6
10YR-72HR	B-DET 24	BASE	133.00	13.989	17.750	11669	0.090	0.000	12.1	11.6
10YR-72HR	B-DET 25	BASE	133.00	13.989	17.750	16469	0.000	0.207	12.1	11.5
10YR-72HR	BB-CS22	BASE	133.00	13.989	17.750	10272	0.207	0.074	11.5	11.0
10YR-72HR	BC-LAKE 2	BASE	133.00	13.890	17.750	142672	0.716	1.523	27.8	23.8
10YR-72HR	D-LAKE 3	BASE	133.00	13.890	17.750	91884	7.072	0.583	85.4	7.6
10YR-72HR	E-ENTRY	BASE	133.00	13.896	17.500	138	0.000	6.722	0.5	74.0
10YR-72HR	N-PreDev	BASE	133.00	15.526	17.750	1344150	0.000	0.000	15.6	0.0
10YR-72HR	O-CANAL	BASE	133.00	4.500	14.500	0	1.756	0.000	22.1	0.0
10YR-72HR	A-DET 11	BASE	139.00	13.972	17.750	10116	0.000	0.000	4.0	3.5
10YR-72HR	A-DET 12	BASE	139.00	13.972	17.750	17561	0.000	0.000	6.5	6.3
10YR-72HR	A-DET 13	BASE	139.00	13.972	17.750	15002	0.000	0.128	9.3	8.2
10YR-72HR	A-DET 14	BASE	139.00	13.972	17.750	16165	0.128	0.000	11.6	11.8
10YR-72HR	A-DET 15	BASE	139.00	13.972	17.750	18042	0.000	0.501	12.1	2.7
10YR-72HR	AA-CS11	BASE	139.00	13.972	17.750	9434	0.501	0.098	2.7	10.5
10YR-72HR	AB-LAKE 1	BASE	139.00	13.798	17.750	127171	0.098	0.623	16.5	11.7
10YR-72HR	B-DET 21	BASE	139.00	13.962	17.750	7259	0.000	0.000	4.0	3.8
10YR-72HR	B-DET 22	BASE	139.00	13.962	17.750	12577	0.000	0.086	6.8	6.0
10YR-72HR	B-DET 23	BASE	139.00	13.962	17.750	10749	0.086	0.000	9.1	8.6
10YR-72HR	B-DET 24	BASE	139.00	13.962	17.750	11580	0.000	0.082	12.1	11.6
10YR-72HR	B-DET 25	BASE	139.00	13.962	17.750	16380	0.082	0.000	12.2	11.5
10YR-72HR	BB-CS22	BASE	139.00	13.962	17.750	10231	0.000	0.096	11.5	11.0
10YR-72HR	BC-LAKE 2	BASE	139.00	13.798	17.750	142109	0.718	1.488	28.2	24.5
10YR-72HR	D-LAKE 3	BASE	139.00	13.798	17.750	91425	7.086	0.560	88.9	7.9

Simulation	Node	Group	Time hrs	Stage ft	Warning Stage ft	Surface Area ft2	Total Inflow cfs	Total Outflow cfs	Total Vol In af	Total Vol Out af
10YR-72HR	E-ENTRY	BASE	139.00	13.804	17.500	138	0.000	6.722	0.5	77.3
10YR-72HR	N-PreDev	BASE	139.00	15.526	17.750	1344150	0.000	0.000	15.6	0.0
10YR-72HR	O-CANAL	BASE	139.00	4.500	14.500	0	1.684	0.000	22.9	0.0
10YR-72HR	A-DET 11	BASE	145.00	13.945	17.750	10061	0.000	0.000	4.0	3.5
10YR-72HR	A-DET 12	BASE	145.00	13.945	17.750	17464	0.000	0.000	6.5	6.3
10YR-72HR	A-DET 13	BASE	145.00	13.945	17.750	14919	0.000	0.000	9.3	8.2
10YR-72HR	A-DET 14	BASE	145.00	13.945	17.750	16076	0.000	0.114	11.7	11.8
10YR-72HR	A-DET 15	BASE	145.00	13.945	17.750	17972	0.114	0.000	12.1	2.8
10YR-72HR	AA-CS11	BASE	145.00	13.945	17.750	9412	0.000	0.114	2.8	10.5
10YR-72HR	AB-LAKE 1	BASE	145.00	13.711	17.750	126624	0.114	0.603	16.6	12.0
10YR-72HR	B-DET 21	BASE	145.00	13.930	17.750	7192	0.000	0.000	4.0	3.8
10YR-72HR	B-DET 22	BASE	145.00	13.930	17.750	12460	0.000	0.000	6.8	6.1
10YR-72HR	B-DET 23	BASE	145.00	13.930	17.750	10649	0.000	0.085	9.1	8.7
10YR-72HR	B-DET 24	BASE	145.00	13.930	17.750	11472	0.085	0.074	12.1	11.6
10YR-72HR	B-DET 25	BASE	145.00	13.930	17.750	16272	0.074	0.184	12.2	11.5
10YR-72HR	BB-CS22	BASE	145.00	13.930	17.750	10181	0.184	0.110	11.5	11.1
10YR-72HR	BC-LAKE 2	BASE	145.00	13.711	17.750	141583	0.713	1.447	28.6	25.2
10YR-72HR	D-LAKE 3	BASE	145.00	13.711	17.750	90995	7.093	0.538	92.4	8.2
10YR-72HR	E-ENTRY	BASE	145.00	13.717	17.500	138	0.000	6.722	0.5	80.7
10YR-72HR	N-PreDev	BASE	145.00	15.526	17.750	1344150	0.000	0.000	15.6	0.0
10YR-72HR	O-CANAL	BASE	145.00	4.500	14.500	0	1.613	0.000	23.8	0.0
10YR-72HR	A-DET 11	BASE	151.00	13.915	17.750	9999	0.000	0.000	4.0	3.5
10YR-72HR	A-DET 12	BASE	151.00	13.915	17.750	17355	0.000	0.000	6.5	6.3
10YR-72HR	A-DET 13	BASE	151.00	13.915	17.750	14826	0.000	0.118	9.3	8.2
10YR-72HR	A-DET 14	BASE	151.00	13.915	17.750	15976	0.118	0.000	11.7	11.9
10YR-72HR	A-DET 15	BASE	151.00	13.915	17.750	17892	0.000	0.433	12.2	2.9
10YR-72HR	AA-CS11	BASE	151.00	13.914	17.750	9386	0.433	0.126	2.9	10.6
10YR-72HR	AB-LAKE 1	BASE	151.00	13.631	17.750	126110	0.126	0.582	16.6	12.3
10YR-72HR	B-DET 21	BASE	151.00	13.893	17.750	7116	0.000	0.000	4.0	3.8
10YR-72HR	B-DET 22	BASE	151.00	13.893	17.750	12327	0.000	0.076	6.8	6.1
10YR-72HR	B-DET 23	BASE	151.00	13.893	17.750	10536	0.076	0.000	9.1	8.7
10YR-72HR	B-DET 24	BASE	151.00	13.893	17.750	11350	0.000	0.076	12.2	11.7
10YR-72HR	B-DET 25	BASE	151.00	13.893	17.750	16150	0.076	0.159	12.2	11.6
10YR-72HR	BB-CS22	BASE	151.00	13.893	17.750	10124	0.159	0.121	11.6	11.1
10YR-72HR	BC-LAKE 2	BASE	151.00	13.631	17.750	141089	0.703	1.403	28.9	25.9
10YR-72HR	D-LAKE 3	BASE	151.00	13.631	17.750	90593	7.096	0.516	95.9	8.4
10YR-72HR	E-ENTRY	BASE	151.00	13.637	17.500	138	0.000	6.722	0.5	84.0
10YR-72HR	N-PreDev	BASE	151.00	15.526	17.750	1344150	0.000	0.000	15.6	0.0
10YR-72HR	O-CANAL	BASE	151.00	4.500	14.500	0	1.544	0.000	24.5	0.0
10YR-72HR	A-DET 11	BASE	157.00	13.881	17.750	9930	0.000	0.000	4.0	3.5
10YR-72HR	A-DET 12	BASE	157.00	13.881	17.750	17236	0.000	0.000	6.5	6.3
10YR-72HR	A-DET 13	BASE	157.00	13.881	17.750	14725	0.000	0.113	9.3	8.3
10YR-72HR	A-DET 14	BASE	157.00	13.881	17.750	15866	0.113	0.000	11.8	11.9
10YR-72HR	A-DET 15	BASE	157.00	13.881	17.750	17806	0.000	0.000	12.2	3.0
10YR-72HR	AA-CS11	BASE	157.00	13.881	17.750	9358	0.000	0.135	3.0	10.6
10YR-72HR	AB-LAKE 1	BASE	157.00	13.555	17.750	125629	0.135	0.561	16.7	12.6
10YR-72HR	B-DET 21	BASE	157.00	13.853	17.750	7033	0.000	0.000	4.0	3.8
10YR-72HR	B-DET 22	BASE	157.00	13.853	17.750	12183	0.000	0.000	6.8	6.1
10YR-72HR	B-DET 23	BASE	157.00	13.853	17.750	10412	0.000	0.070	9.1	8.7
10YR-72HR	B-DET 24	BASE	157.00	13.853	17.750	11217	0.070	0.079	12.2	11.7
10YR-72HR	B-DET 25	BASE	157.00	13.853	17.750	16017	0.079	0.154	12.3	11.7

Simulation	Node	Group	Time hrs	Stage ft	Warning Stage ft	Surface Area ft2	Total Inflow cfs	Total Outflow cfs	Total Vol In af	Total Vol Out af
10YR-72HR	BB-CS22	BASE	157.00	13.853	17.750	10063	0.154	0.129	11.7	11.2
10YR-72HR	BC-LAKE 2	BASE	157.00	13.555	17.750	140627	0.690	1.357	29.2	26.6
10YR-72HR	D-LAKE 3	BASE	157.00	13.555	17.750	90215	7.097	0.495	99.4	8.7
10YR-72HR	E-ENTRY	BASE	157.00	13.561	17.500	138	0.000	6.722	0.5	87.3
10YR-72HR	N-PreDev	BASE	157.00	15.526	17.750	1344150	0.000	0.000	15.6	0.0
10YR-72HR	O-CANAL	BASE	157.00	4.500	14.500	0	1.477	0.000	25.3	0.0
10YR-72HR	A-DET 11	BASE	163.00	13.846	17.750	9857	0.000	0.000	4.0	3.5
10YR-72HR	A-DET 12	BASE	163.00	13.846	17.750	17109	0.000	0.103	6.5	6.3
10YR-72HR	A-DET 13	BASE	163.00	13.846	17.750	14616	0.103	0.000	9.3	8.3
10YR-72HR	A-DET 14	BASE	163.00	13.846	17.750	15749	0.000	0.118	11.8	11.9
10YR-72HR	A-DET 15	BASE	163.00	13.846	17.750	17713	0.118	0.000	12.2	3.0
10YR-72HR	AA-CS11	BASE	163.00	13.846	17.750	9329	0.000	0.142	3.0	10.7
10YR-72HR	AB-LAKE 1	BASE	163.00	13.484	17.750	125177	0.142	0.540	16.8	12.9
10YR-72HR	B-DET 21	BASE	163.00	13.810	17.750	6945	0.000	0.000	4.0	3.8
10YR-72HR	B-DET 22	BASE	163.00	13.810	17.750	12028	0.000	0.066	6.8	6.1
10YR-72HR	B-DET 23	BASE	163.00	13.810	17.750	10281	0.066	0.061	9.1	8.7
10YR-72HR	B-DET 24	BASE	163.00	13.810	17.750	11075	0.061	0.083	12.2	11.7
10YR-72HR	B-DET 25	BASE	163.00	13.810	17.750	15875	0.083	0.138	12.3	11.8
10YR-72HR	BB-CS22	BASE	163.00	13.810	17.750	9997	0.138	0.135	11.8	11.2
10YR-72HR	BC-LAKE 2	BASE	163.00	13.484	17.750	140193	0.675	1.310	29.6	27.3
10YR-72HR	D-LAKE 3	BASE	163.00	13.484	17.750	89861	7.096	0.474	102.9	8.9
10YR-72HR	E-ENTRY	BASE	163.00	13.490	17.500	138	0.000	6.722	0.5	90.7
10YR-72HR	N-PreDev	BASE	163.00	15.526	17.750	1344150	0.000	0.000	15.6	0.0
10YR-72HR	O-CANAL	BASE	163.00	4.500	14.500	0	1.410	0.000	26.0	0.0
10YR-72HR	A-DET 11	BASE	169.00	13.809	17.750	9780	0.000	0.000	4.0	3.5
10YR-72HR	A-DET 12	BASE	169.00	13.809	17.750	16975	0.000	0.096	6.5	6.3
10YR-72HR	A-DET 13	BASE	169.00	13.809	17.750	14502	0.096	0.000	9.4	8.3
10YR-72HR	A-DET 14	BASE	169.00	13.809	17.750	15626	0.000	0.096	11.8	12.0
10YR-72HR	A-DET 15	BASE	169.00	13.809	17.750	17616	0.096	0.361	12.3	3.1
10YR-72HR	AA-CS11	BASE	169.00	13.809	17.750	9297	0.361	0.148	3.1	10.8
10YR-72HR	AB-LAKE 1	BASE	169.00	13.417	17.750	124754	0.148	0.520	16.8	13.2
10YR-72HR	B-DET 21	BASE	169.00	13.765	17.750	6852	0.000	0.000	4.0	3.8
10YR-72HR	B-DET 22	BASE	169.00	13.765	17.750	11866	0.000	0.059	6.8	6.1
10YR-72HR	B-DET 23	BASE	169.00	13.765	17.750	10142	0.059	0.060	9.2	8.8
10YR-72HR	B-DET 24	BASE	169.00	13.765	17.750	10926	0.060	0.085	12.2	11.8
10YR-72HR	B-DET 25	BASE	169.00	13.765	17.750	15726	0.085	0.118	12.4	11.8
10YR-72HR	BB-CS22	BASE	169.00	13.765	17.750	9928	0.118	0.139	11.8	11.3
10YR-72HR	BC-LAKE 2	BASE	169.00	13.417	17.750	139786	0.659	1.263	29.9	27.9
10YR-72HR	D-LAKE 3	BASE	169.00	13.417	17.750	89529	7.094	0.454	106.5	9.2
10YR-72HR	E-ENTRY	BASE	169.00	13.423	17.500	138	0.000	6.722	0.5	94.0
10YR-72HR	N-PreDev	BASE	169.00	15.526	17.750	1344150	0.000	0.000	15.6	0.0
10YR-72HR	O-CANAL	BASE	169.00	4.500	14.500	0	1.345	0.000	26.7	0.0
10YR-72HR	A-DET 11	BASE	175.00	13.770	17.750	9700	0.000	0.075	4.0	3.5
10YR-72HR	A-DET 12	BASE	175.00	13.770	17.750	16835	0.075	0.000	6.5	6.4
10YR-72HR	A-DET 13	BASE	175.00	13.770	17.750	14382	0.000	0.095	9.4	8.3
10YR-72HR	A-DET 14	BASE	175.00	13.770	17.750	15497	0.095	0.098	11.8	12.0
10YR-72HR	A-DET 15	BASE	175.00	13.770	17.750	17514	0.098	0.309	12.3	3.3
10YR-72HR	AA-CS11	BASE	175.00	13.770	17.750	9265	0.309	0.152	3.3	10.9
10YR-72HR	AB-LAKE 1	BASE	175.00	13.354	17.750	124358	0.152	0.499	16.9	13.4
10YR-72HR	B-DET 21	BASE	175.00	13.718	17.750	6755	0.000	0.000	4.0	3.8
10YR-72HR	B-DET 22	BASE	175.00	13.718	17.750	11698	0.000	0.048	6.8	6.2

Simulation	Node	Group	Time hrs	Stage ft	Warning Stage ft	Surface Area ft2	Total Inflow cfs	Total Outflow cfs	Total Vol In af	Total Vol Out af
10YR-72HR	B-DET 23	BASE	175.00	13.718	17.750	9999	0.048	0.064	9.2	8.8
10YR-72HR	B-DET 24	BASE	175.00	13.718	17.750	10771	0.064	0.086	12.3	11.8
10YR-72HR	B-DET 25	BASE	175.00	13.718	17.750	15571	0.086	0.121	12.4	11.9
10YR-72HR	BB-CS22	BASE	175.00	13.718	17.750	9856	0.121	0.142	11.9	11.4
10YR-72HR	BC-LAKE 2	BASE	175.00	13.354	17.750	139406	0.641	1.216	30.2	28.5
10YR-72HR	D-LAKE 3	BASE	175.00	13.354	17.750	89218	7.091	0.434	110.0	9.4
10YR-72HR	E-ENTRY	BASE	175.00	13.361	17.500	138	0.000	6.722	0.5	97.3
10YR-72HR	N-PreDev	BASE	175.00	15.526	17.750	1344150	0.000	0.000	15.6	0.0
10YR-72HR	O-CANAL	BASE	175.00	4.500	14.500	0	1.281	0.000	27.3	0.0
10YR-72HR	A-DET 11	BASE	181.00	13.730	17.750	9617	0.000	0.067	4.0	3.5
10YR-72HR	A-DET 12	BASE	181.00	13.730	17.750	16690	0.067	0.000	6.6	6.4
10YR-72HR	A-DET 13	BASE	181.00	13.730	17.750	14259	0.000	0.080	9.4	8.4
10YR-72HR	A-DET 14	BASE	181.00	13.730	17.750	15364	0.080	0.108	11.9	12.1
10YR-72HR	A-DET 15	BASE	181.00	13.730	17.750	17409	0.108	0.000	12.4	3.4
10YR-72HR	AA-CS11	BASE	181.00	13.730	17.750	9231	0.000	0.155	3.4	10.9
10YR-72HR	AB-LAKE 1	BASE	181.00	13.296	17.750	123987	0.155	0.478	17.0	13.7
10YR-72HR	B-DET 21	BASE	181.00	13.670	17.750	6656	0.000	0.038	4.0	3.8
10YR-72HR	B-DET 22	BASE	181.00	13.670	17.750	11524	0.038	0.000	6.8	6.2
10YR-72HR	B-DET 23	BASE	181.00	13.670	17.750	9851	0.000	0.064	9.2	8.8
10YR-72HR	B-DET 24	BASE	181.00	13.670	17.750	10611	0.064	0.087	12.3	11.9
10YR-72HR	B-DET 25	BASE	181.00	13.670	17.750	15411	0.087	0.122	12.4	12.0
10YR-72HR	BB-CS22	BASE	181.00	13.670	17.750	9782	0.122	0.144	12.0	11.5
10YR-72HR	BC-LAKE 2	BASE	181.00	13.296	17.750	139050	0.622	1.168	30.6	29.1
10YR-72HR	D-LAKE 3	BASE	181.00	13.296	17.750	88928	7.086	0.415	113.5	9.6
10YR-72HR	E-ENTRY	BASE	181.00	13.302	17.500	138	0.000	6.722	0.5	100.7
10YR-72HR	N-PreDev	BASE	181.00	15.526	17.750	1344150	0.000	0.000	15.6	0.0
10YR-72HR	O-CANAL	BASE	181.00	4.500	14.500	0	1.218	0.000	28.0	0.0
10YR-72HR	A-DET 11	BASE	187.00	13.689	17.750	9532	0.000	0.000	4.0	3.5
10YR-72HR	A-DET 12	BASE	187.00	13.689	17.750	16542	0.000	0.073	6.6	6.4
10YR-72HR	A-DET 13	BASE	187.00	13.689	17.750	14133	0.073	0.076	9.4	8.4
10YR-72HR	A-DET 14	BASE	187.00	13.689	17.750	15228	0.076	0.109	11.9	12.1
10YR-72HR	A-DET 15	BASE	187.00	13.689	17.750	17301	0.109	0.000	12.4	3.4
10YR-72HR	AA-CS11	BASE	187.00	13.689	17.750	9196	0.000	0.158	3.4	11.0
10YR-72HR	AB-LAKE 1	BASE	187.00	13.242	17.750	123642	0.158	0.457	17.1	13.9
10YR-72HR	B-DET 21	BASE	187.00	13.620	17.750	6554	0.000	0.000	4.0	3.8
10YR-72HR	B-DET 22	BASE	187.00	13.620	17.750	11347	0.000	0.041	6.9	6.2
10YR-72HR	B-DET 23	BASE	187.00	13.620	17.750	9699	0.041	0.064	9.2	8.9
10YR-72HR	B-DET 24	BASE	187.00	13.620	17.750	10448	0.064	0.088	12.3	11.9
10YR-72HR	B-DET 25	BASE	187.00	13.620	17.750	15248	0.088	0.123	12.5	12.0
10YR-72HR	BB-CS22	BASE	187.00	13.620	17.750	9706	0.123	0.145	12.0	11.5
10YR-72HR	BC-LAKE 2	BASE	187.00	13.242	17.750	138718	0.603	1.121	30.9	29.7
10YR-72HR	D-LAKE 3	BASE	187.00	13.242	17.750	88657	7.081	0.396	117.0	9.8
10YR-72HR	E-ENTRY	BASE	187.00	13.248	17.500	138	0.000	6.722	0.5	104.0
10YR-72HR	N-PreDev	BASE	187.00	15.526	17.750	1344150	0.000	0.000	15.6	0.0
10YR-72HR	O-CANAL	BASE	187.00	4.500	14.500	0	1.157	0.000	28.6	0.0
10YR-72HR	A-DET 11	BASE	193.00	13.647	17.750	9446	0.000	0.055	4.0	3.6
10YR-72HR	A-DET 12	BASE	193.00	13.647	17.750	16391	0.055	0.063	6.6	6.4
10YR-72HR	A-DET 13	BASE	193.00	13.647	17.750	14004	0.063	0.078	9.4	8.5
10YR-72HR	A-DET 14	BASE	193.00	13.647	17.750	15089	0.078	0.109	11.9	12.2
10YR-72HR	A-DET 15	BASE	193.00	13.647	17.750	17192	0.109	0.000	12.5	3.4
10YR-72HR	AA-CS11	BASE	193.00	13.647	17.750	9161	0.000	0.159	3.4	11.1

Simulation	Node	Group	Time hrs	Stage ft	Warning Stage ft	Surface Area ft2	Total Inflow cfs	Total Outflow cfs	Total Vol In af	Total Vol Out af
10YR-72HR	AB-LAKE 1	BASE	193.00	13.191	17.750	123321	0.159	0.437	17.1	14.1
10YR-72HR	B-DET 21	BASE	193.00	13.570	17.750	6450	0.000	0.029	4.0	3.8
10YR-72HR	B-DET 22	BASE	193.00	13.570	17.750	11166	0.029	0.041	6.9	6.2
10YR-72HR	B-DET 23	BASE	193.00	13.570	17.750	9545	0.041	0.064	9.2	8.9
10YR-72HR	B-DET 24	BASE	193.00	13.570	17.750	10282	0.064	0.088	12.4	11.9
10YR-72HR	B-DET 25	BASE	193.00	13.570	17.750	15081	0.088	0.123	12.5	12.1
10YR-72HR	BB-CS22	BASE	193.00	13.570	17.750	9629	0.123	0.145	12.1	11.6
10YR-72HR	BC-LAKE 2	BASE	193.00	13.191	17.750	138409	0.582	1.073	31.2	30.2
10YR-72HR	D-LAKE 3	BASE	193.00	13.191	17.750	88405	7.076	0.377	120.5	10.0
10YR-72HR	E-ENTRY	BASE	193.00	13.197	17.500	138	0.000	6.722	0.5	107.3
10YR-72HR	N-PreDev	BASE	193.00	15.526	17.750	1344150	0.000	0.000	15.6	0.0
10YR-72HR	O-CANAL	BASE	193.00	4.500	14.500	0	1.096	0.000	29.1	0.0
10YR-72HR	A-DET 11	BASE	199.00	13.604	17.750	9358	0.000	0.000	4.0	3.6
10YR-72HR	A-DET 12	BASE	199.00	13.604	17.750	16238	0.000	0.059	6.6	6.4
10YR-72HR	A-DET 13	BASE	199.00	13.604	17.750	13873	0.059	0.078	9.5	8.5
10YR-72HR	A-DET 14	BASE	199.00	13.604	17.750	14948	0.078	0.108	12.0	12.2
10YR-72HR	A-DET 15	BASE	199.00	13.604	17.750	17080	0.108	0.197	12.5	3.4
10YR-72HR	AA-CS11	BASE	199.00	13.604	17.750	9125	0.197	0.160	3.4	11.2
10YR-72HR	AB-LAKE 1	BASE	199.00	13.144	17.750	123022	0.160	0.415	17.2	14.3
10YR-72HR	B-DET 21	BASE	199.00	13.520	17.750	6345	0.000	0.000	4.0	3.8
10YR-72HR	B-DET 22	BASE	199.00	13.520	17.750	10983	0.000	0.041	6.9	6.2
10YR-72HR	B-DET 23	BASE	199.00	13.520	17.750	9389	0.041	0.063	9.3	8.9
10YR-72HR	B-DET 24	BASE	199.00	13.519	17.750	10113	0.063	0.087	12.4	12.0
10YR-72HR	B-DET 25	BASE	199.00	13.519	17.750	14913	0.087	0.122	12.6	12.1
10YR-72HR	BB-CS22	BASE	199.00	13.519	17.750	9551	0.122	0.145	12.1	11.7
10YR-72HR	BC-LAKE 2	BASE	199.00	13.144	17.750	138123	0.560	1.024	31.4	30.8
10YR-72HR	D-LAKE 3	BASE	199.00	13.144	17.750	88171	7.072	0.359	124.0	10.2
10YR-72HR	E-ENTRY	BASE	199.00	13.150	17.500	138	0.000	6.722	0.5	110.7
10YR-72HR	N-PreDev	BASE	199.00	15.526	17.750	1344150	0.000	0.000	15.6	0.0
10YR-72HR	O-CANAL	BASE	199.00	4.500	14.500	0	1.032	0.000	29.6	0.0
10YR-72HR	A-DET 11	BASE	205.00	13.561	17.750	9269	0.000	0.000	4.0	3.6
10YR-72HR	A-DET 12	BASE	205.00	13.561	17.750	16083	0.000	0.051	6.6	6.5
10YR-72HR	A-DET 13	BASE	205.00	13.561	17.750	13740	0.051	0.078	9.5	8.5
10YR-72HR	A-DET 14	BASE	205.00	13.561	17.750	14805	0.078	0.109	12.0	12.3
10YR-72HR	A-DET 15	BASE	205.00	13.561	17.750	16967	0.109	0.000	12.6	3.5
10YR-72HR	AA-CS11	BASE	205.00	13.561	17.750	9089	0.000	0.160	3.5	11.2
10YR-72HR	AB-LAKE 1	BASE	205.00	13.102	17.750	122754	0.160	0.385	17.3	14.5
10YR-72HR	B-DET 21	BASE	205.00	13.469	17.750	6240	0.000	0.021	4.0	3.8
10YR-72HR	B-DET 22	BASE	205.00	13.469	17.750	10800	0.021	0.040	6.9	6.2
10YR-72HR	B-DET 23	BASE	205.00	13.469	17.750	9232	0.040	0.062	9.3	8.9
10YR-72HR	B-DET 24	BASE	205.00	13.468	17.750	9944	0.062	0.086	12.4	12.0
10YR-72HR	B-DET 25	BASE	205.00	13.468	17.750	14744	0.086	0.121	12.6	12.2
10YR-72HR	BB-CS22	BASE	205.00	13.468	17.750	9472	0.121	0.143	12.2	11.7
10YR-72HR	BC-LAKE 2	BASE	205.00	13.102	17.750	137865	0.528	0.962	31.7	31.3
10YR-72HR	D-LAKE 3	BASE	205.00	13.102	17.750	87960	7.082	0.342	127.5	10.3
10YR-72HR	E-ENTRY	BASE	205.00	13.108	17.500	138	0.000	6.722	0.5	114.0
10YR-72HR	N-PreDev	BASE	205.00	15.526	17.750	1344150	0.000	0.000	15.6	0.0
10YR-72HR	O-CANAL	BASE	205.00	4.500	14.500	0	0.945	0.000	30.1	0.0
10YR-72HR	A-DET 11	BASE	211.00	13.518	17.750	9180	0.000	0.037	4.0	3.6
10YR-72HR	A-DET 12	BASE	211.00	13.518	17.750	15927	0.037	0.050	6.6	6.5
10YR-72HR	A-DET 13	BASE	211.00	13.518	17.750	13607	0.050	0.078	9.5	8.6

Simulation	Node	Group	Time	Stage	Warning Stage	Surface Area	Total Inflow	Total Outflow	Total Vol In	Total Vol Out
			hrs	ft	ft	ft2	cfs	cfs	af	af
10YR-72HR	A-DET 14	BASE	211.00	13.518	17.750	14662	0.078	0.108	12.0	12.3
10YR-72HR	A-DET 15	BASE	211.00	13.518	17.750	16854	0.108	0.000	12.6	3.5
10YR-72HR	AA-CS11	BASE	211.00	13.518	17.750	9053	0.000	0.159	3.5	11.3
10YR-72HR	AB-LAKE 1	BASE	211.00	13.064	17.750	122516	0.159	0.357	17.4	14.7
10YR-72HR	B-DET 21	BASE	211.00	13.418	17.750	6135	0.000	0.000	4.0	3.8
10YR-72HR	B-DET 22	BASE	211.00	13.418	17.750	10616	0.000	0.039	6.9	6.3
10YR-72HR	B-DET 23	BASE	211.00	13.418	17.750	9076	0.039	0.061	9.3	9.0
10YR-72HR	B-DET 24	BASE	211.00	13.417	17.750	9776	0.061	0.084	12.4	12.1
10YR-72HR	B-DET 25	BASE	211.00	13.417	17.750	14575	0.084	0.118	12.7	12.3
10YR-72HR	BB-CS22	BASE	211.00	13.417	17.750	9394	0.118	0.140	12.3	11.8
10YR-72HR	BC-LAKE 2	BASE	211.00	13.064	17.750	137637	0.497	0.906	32.0	31.7
10YR-72HR	D-LAKE 3	BASE	211.00	13.064	17.750	87774	7.088	0.326	131.0	10.5
10YR-72HR	E-ENTRY	BASE	211.00	13.070	17.500	138	0.000	6.722	0.5	117.3
10YR-72HR	N-PreDev	BASE	211.00	15.526	17.750	1344150	0.000	0.000	15.6	0.0
10YR-72HR	O-CANAL	BASE	211.00	4.500	14.500	0	0.866	0.000	30.6	0.0
10YR-72HR	A-DET 11	BASE	217.00	13.474	17.750	9090	0.000	0.032	4.0	3.6
10YR-72HR	A-DET 12	BASE	217.00	13.474	17.750	15771	0.032	0.050	6.6	6.5
10YR-72HR	A-DET 13	BASE	217.00	13.474	17.750	13475	0.050	0.077	9.5	8.6
10YR-72HR	A-DET 14	BASE	217.00	13.474	17.750	14518	0.077	0.106	12.1	12.4
10YR-72HR	A-DET 15	BASE	217.00	13.474	17.750	16741	0.106	0.139	12.7	3.5
10YR-72HR	AA-CS11	BASE	217.00	13.474	17.750	9016	0.139	0.157	3.5	11.4
10YR-72HR	AB-LAKE 1	BASE	217.00	13.031	17.750	122305	0.157	0.337	17.4	14.9
10YR-72HR	B-DET 21	BASE	217.00	13.367	17.750	6031	0.000	0.014	4.0	3.8
10YR-72HR	B-DET 22	BASE	217.00	13.367	17.750	10434	0.014	0.038	6.9	6.3
10YR-72HR	B-DET 23	BASE	217.00	13.367	17.750	8920	0.038	0.059	9.3	9.0
10YR-72HR	B-DET 24	BASE	217.00	13.367	17.750	9608	0.059	0.081	12.5	12.1
10YR-72HR	B-DET 25	BASE	217.00	13.367	17.750	14407	0.081	0.115	12.7	12.3
10YR-72HR	BB-CS22	BASE	217.00	13.366	17.750	9316	0.115	0.137	12.3	11.9
10YR-72HR	BC-LAKE 2	BASE	217.00	13.031	17.750	137434	0.474	0.860	32.2	32.2
10YR-72HR	D-LAKE 3	BASE	217.00	13.031	17.750	87608	7.085	0.312	134.6	10.7
10YR-72HR	E-ENTRY	BASE	217.00	13.037	17.500	138	0.000	6.722	0.5	120.7
10YR-72HR	N-PreDev	BASE	217.00	15.526	17.750	1344150	0.000	0.000	15.6	0.0
10YR-72HR	O-CANAL	BASE	217.00	4.500	14.500	0	0.808	0.000	31.0	0.0
10YR-72HR	A-DET 11	BASE	223.00	13.431	17.750	9001	0.000	0.027	4.0	3.6
10YR-72HR	A-DET 12	BASE	223.00	13.431	17.750	15616	0.027	0.049	6.6	6.5
10YR-72HR	A-DET 13	BASE	223.00	13.431	17.750	13342	0.049	0.075	9.6	8.6
10YR-72HR	A-DET 14	BASE	223.00	13.431	17.750	14376	0.075	0.104	12.1	12.4
10YR-72HR	A-DET 15	BASE	223.00	13.431	17.750	16628	0.104	0.137	12.7	3.6
10YR-72HR	AA-CS11	BASE	223.00	13.431	17.750	8980	0.137	0.155	3.6	11.5
10YR-72HR	AB-LAKE 1	BASE	223.00	13.000	17.750	122109	0.155	0.321	17.5	15.0
10YR-72HR	B-DET 21	BASE	223.00	13.317	17.750	5928	0.000	0.014	4.0	3.9
10YR-72HR	B-DET 22	BASE	223.00	13.317	17.750	10255	0.014	0.037	6.9	6.3
10YR-72HR	B-DET 23	BASE	223.00	13.317	17.750	8767	0.037	0.057	9.3	9.0
10YR-72HR	B-DET 24	BASE	223.00	13.317	17.750	9443	0.057	0.079	12.5	12.2
10YR-72HR	B-DET 25	BASE	223.00	13.316	17.750	14241	0.079	0.111	12.7	12.4
10YR-72HR	BB-CS22	BASE	223.00	13.316	17.750	9239	0.111	0.133	12.4	11.9
10YR-72HR	BC-LAKE 2	BASE	223.00	13.000	17.750	137246	0.454	0.820	32.4	32.6
10YR-72HR	D-LAKE 3	BASE	223.00	13.000	17.750	87455	7.076	0.297	138.1	10.8
10YR-72HR	E-ENTRY	BASE	223.00	13.006	17.500	138	0.000	6.722	0.5	124.0
10YR-72HR	N-PreDev	BASE	223.00	15.526	17.750	1344150	0.000	0.000	15.6	0.0
10YR-72HR	O-CANAL	BASE	223.00	4.500	14.500	0	0.763	0.000	31.4	0.0

Simulation	Node	Group	Time	Stage	Warning Stage	Surface Area	Total Inflow	Total Outflow	Total Vol In	Total Vol Out
			hrs	ft	ft	ft2	cfs	cfs	af	af
10YR-72HR	A-DET 11	BASE	229.00	13.389	17.750	8913	0.000	0.023	4.0	3.6
10YR-72HR	A-DET 12	BASE	229.00	13.389	17.750	15462	0.023	0.048	6.7	6.6
10YR-72HR	A-DET 13	BASE	229.00	13.389	17.750	13211	0.048	0.074	9.6	8.7
10YR-72HR	A-DET 14	BASE	229.00	13.389	17.750	14234	0.074	0.102	12.2	12.5
10YR-72HR	A-DET 15	BASE	229.00	13.388	17.750	16516	0.102	0.135	12.8	3.6
10YR-72HR	AA-CS11	BASE	229.00	13.388	17.750	8944	0.135	0.152	3.6	11.6
10YR-72HR	AB-LAKE 1	BASE	229.00	12.972	17.750	121930	0.152	0.304	17.6	15.2
10YR-72HR	B-DET 21	BASE	229.00	13.269	17.750	5827	0.000	0.013	4.0	3.9
10YR-72HR	B-DET 22	BASE	229.00	13.268	17.750	10079	0.013	0.035	6.9	6.3
10YR-72HR	B-DET 23	BASE	229.00	13.268	17.750	8617	0.035	0.055	9.4	9.1
10YR-72HR	B-DET 24	BASE	229.00	13.268	17.750	9280	0.055	0.076	12.5	12.2
10YR-72HR	B-DET 25	BASE	229.00	13.267	17.750	14078	0.076	0.107	12.8	12.4
10YR-72HR	BB-CS22	BASE	229.00	13.267	17.750	9163	0.107	0.128	12.4	12.0
10YR-72HR	BC-LAKE 2	BASE	229.00	12.972	17.750	137073	0.432	0.779	32.6	33.0
10YR-72HR	D-LAKE 3	BASE	229.00	12.972	17.750	87314	7.069	0.283	141.6	11.0
10YR-72HR	E-ENTRY	BASE	229.00	12.978	17.500	138	0.000	6.722	0.5	127.3
10YR-72HR	N-PreDev	BASE	229.00	15.526	17.750	1344150	0.000	0.000	15.6	0.0
10YR-72HR	O-CANAL	BASE	229.00	4.500	14.500	0	0.715	0.000	31.8	0.0
10YR-72HR	A-DET 11	BASE	235.00	13.346	17.750	8826	0.000	0.019	4.0	3.6
10YR-72HR	A-DET 12	BASE	235.00	13.346	17.750	15310	0.019	0.047	6.7	6.6
10YR-72HR	A-DET 13	BASE	235.00	13.346	17.750	13081	0.047	0.072	9.6	8.7
10YR-72HR	A-DET 14	BASE	235.00	13.346	17.750	14094	0.072	0.100	12.2	12.5
10YR-72HR	A-DET 15	BASE	235.00	13.346	17.750	16405	0.100	0.132	12.8	3.7
10YR-72HR	AA-CS11	BASE	235.00	13.346	17.750	8909	0.132	0.149	3.7	11.6
10YR-72HR	AB-LAKE 1	BASE	235.00	12.946	17.750	121765	0.149	0.286	17.7	15.3
10YR-72HR	B-DET 21	BASE	235.00	13.221	17.750	5729	0.000	0.012	4.0	3.9
10YR-72HR	B-DET 22	BASE	235.00	13.221	17.750	9909	0.012	0.034	6.9	6.3
10YR-72HR	B-DET 23	BASE	235.00	13.221	17.750	8471	0.034	0.052	9.4	9.1
10YR-72HR	B-DET 24	BASE	235.00	13.220	17.750	9122	0.052	0.072	12.6	12.2
10YR-72HR	B-DET 25	BASE	235.00	13.219	17.750	13918	0.072	0.103	12.8	12.5
10YR-72HR	BB-CS22	BASE	235.00	13.218	17.750	9088	0.103	0.123	12.5	12.1
10YR-72HR	BC-LAKE 2	BASE	235.00	12.946	17.750	136915	0.410	0.736	32.9	33.4
10YR-72HR	D-LAKE 3	BASE	235.00	12.946	17.750	87185	7.060	0.269	145.1	11.1
10YR-72HR	E-ENTRY	BASE	235.00	12.952	17.500	138	0.000	6.722	0.5	130.7
10YR-72HR	N-PreDev	BASE	235.00	15.526	17.750	1344150	0.000	0.000	15.6	0.0
10YR-72HR	O-CANAL	BASE	235.00	4.500	14.500	0	0.667	0.000	32.1	0.0
10YR-72HR	A-DET 11	BASE	241.00	13.305	17.750	8740	0.000	0.017	4.0	3.6
10YR-72HR	A-DET 12	BASE	241.00	13.305	17.750	15160	0.017	0.046	6.7	6.6
10YR-72HR	A-DET 13	BASE	241.00	13.305	17.750	12953	0.046	0.071	9.6	8.8
10YR-72HR	A-DET 14	BASE	241.00	13.304	17.750	13955	0.071	0.097	12.2	12.6
10YR-72HR	A-DET 15	BASE	241.00	13.304	17.750	16296	0.097	0.129	12.9	3.8
10YR-72HR	AA-CS11	BASE	241.00	13.304	17.750	8873	0.129	0.146	3.8	11.7
10YR-72HR	AB-LAKE 1	BASE	241.00	12.923	17.750	121618	0.146	0.267	17.8	15.5
10YR-72HR	B-DET 21	BASE	241.00	13.176	17.750	5636	0.000	0.011	4.0	3.9
10YR-72HR	B-DET 22	BASE	241.00	13.176	17.750	9745	0.011	0.031	6.9	6.4
10YR-72HR	B-DET 23	BASE	241.00	13.175	17.750	8331	0.031	0.048	9.4	9.1
10YR-72HR	B-DET 24	BASE	241.00	13.174	17.750	8968	0.048	0.067	12.6	12.3
10YR-72HR	B-DET 25	BASE	241.00	13.171	17.750	13761	0.067	0.097	12.8	12.5
10YR-72HR	BB-CS22	BASE	241.00	13.170	17.750	9015	0.097	0.117	12.5	12.1
10YR-72HR	BC-LAKE 2	BASE	241.00	12.923	17.750	136774	0.385	0.683	33.1	33.7
10YR-72HR	D-LAKE 3	BASE	241.00	12.923	17.750	87070	7.038	0.246	148.6	11.2

Simulation	Node	Group	Time	Stage	Warning Stage	Surface Area	Total Inflow	Total Outflow	Total Vol In	Total Vol Out
			hrs	ft	ft	ft2	cfs	cfs	af	af
10YR-72HR	E-ENTRY	BASE	241.00	12.929	17.500	138	0.000	6.722	0.5	134.0
10YR-72HR	N-PreDev	BASE	241.00	15.526	17.750	1344150	0.000	0.000	15.6	0.0
10YR-72HR	O-CANAL	BASE	241.00	4.500	14.500	0	0.613	0.000	32.4	0.0
10YR-72HR	A-DET 11	BASE	247.00	13.264	17.750	8655	0.000	0.016	4.0	3.7
10YR-72HR	A-DET 12	BASE	247.00	13.264	17.750	15013	0.016	0.044	6.7	6.6
10YR-72HR	A-DET 13	BASE	247.00	13.264	17.750	12827	0.044	0.068	9.7	8.8
10YR-72HR	A-DET 14	BASE	247.00	13.263	17.750	13819	0.068	0.094	12.3	12.6
10YR-72HR	A-DET 15	BASE	247.00	13.263	17.750	16188	0.094	0.125	12.9	3.8
10YR-72HR	AA-CS11	BASE	247.00	13.263	17.750	8839	0.125	0.142	3.8	11.8
10YR-72HR	AB-LAKE 1	BASE	247.00	12.902	17.750	121487	0.142	0.250	17.8	15.6
10YR-72HR	B-DET 21	BASE	247.00	13.134	17.750	5549	0.000	0.010	4.0	3.9
10YR-72HR	B-DET 22	BASE	247.00	13.134	17.750	9594	0.010	0.028	6.9	6.4
10YR-72HR	B-DET 23	BASE	247.00	13.133	17.750	8200	0.028	0.043	9.4	9.1
10YR-72HR	B-DET 24	BASE	247.00	13.130	17.750	8822	0.043	0.060	12.6	12.3
10YR-72HR	B-DET 25	BASE	247.00	13.124	17.750	13605	0.060	0.090	12.9	12.6
10YR-72HR	BB-CS22	BASE	247.00	13.121	17.750	8940	0.090	0.111	12.6	12.2
10YR-72HR	BC-LAKE 2	BASE	247.00	12.902	17.750	136648	0.361	0.633	33.2	34.0
10YR-72HR	D-LAKE 3	BASE	247.00	12.902	17.750	86967	7.017	0.226	152.1	11.3
10YR-72HR	E-ENTRY	BASE	247.00	12.908	17.500	138	0.000	6.722	0.5	137.3
10YR-72HR	N-PreDev	BASE	247.00	15.526	17.750	1344150	0.000	0.000	15.6	0.0
10YR-72HR	O-CANAL	BASE	247.00	4.500	14.500	0	0.565	0.000	32.7	0.0
10YR-72HR	A-DET 11	BASE	253.00	13.224	17.750	8573	0.000	0.016	4.0	3.7
10YR-72HR	A-DET 12	BASE	253.00	13.224	17.750	14869	0.016	0.043	6.7	6.6
10YR-72HR	A-DET 13	BASE	253.00	13.224	17.750	12704	0.043	0.066	9.7	8.8
10YR-72HR	A-DET 14	BASE	253.00	13.223	17.750	13686	0.066	0.091	12.3	12.7
10YR-72HR	A-DET 15	BASE	253.00	13.222	17.750	16082	0.091	0.121	13.0	3.9
10YR-72HR	AA-CS11	BASE	253.00	13.222	17.750	8805	0.121	0.137	3.9	11.8
10YR-72HR	AB-LAKE 1	BASE	253.00	12.884	17.750	121369	0.137	0.243	17.9	15.7
10YR-72HR	B-DET 21	BASE	253.00	13.098	17.750	5476	0.000	0.008	4.0	3.9
10YR-72HR	B-DET 22	BASE	253.00	13.098	17.750	9465	0.008	0.021	6.9	6.4
10YR-72HR	B-DET 23	BASE	253.00	13.096	17.750	8088	0.021	0.033	9.4	9.2
10YR-72HR	B-DET 24	BASE	253.00	13.092	17.750	8692	0.033	0.047	12.6	12.3
10YR-72HR	B-DET 25	BASE	253.00	13.077	17.750	13451	0.047	0.075	12.9	12.6
10YR-72HR	BB-CS22	BASE	253.00	13.066	17.750	8859	0.075	0.101	12.6	12.2
10YR-72HR	BC-LAKE 2	BASE	253.00	12.884	17.750	136534	0.344	0.588	33.4	34.3
10YR-72HR	D-LAKE 3	BASE	253.00	12.884	17.750	86874	6.997	0.209	155.5	11.4
10YR-72HR	E-ENTRY	BASE	253.00	12.890	17.500	138	0.000	6.722	0.5	140.7
10YR-72HR	N-PreDev	BASE	253.00	15.526	17.750	1344150	0.000	0.000	15.6	0.0
10YR-72HR	O-CANAL	BASE	253.00	4.500	14.500	0	0.521	0.000	33.0	0.0
10YR-72HR	A-DET 11	BASE	259.00	13.185	17.750	8493	0.000	0.015	4.0	3.7
10YR-72HR	A-DET 12	BASE	259.00	13.185	17.750	14729	0.015	0.041	6.7	6.7
10YR-72HR	A-DET 13	BASE	259.00	13.185	17.750	12585	0.041	0.063	9.7	8.9
10YR-72HR	A-DET 14	BASE	259.00	13.184	17.750	13556	0.063	0.087	12.3	12.7
10YR-72HR	A-DET 15	BASE	259.00	13.182	17.750	15978	0.087	0.117	13.0	3.9
10YR-72HR	AA-CS11	BASE	259.00	13.182	17.750	8771	0.117	0.133	3.9	11.9
10YR-72HR	AB-LAKE 1	BASE	259.00	12.866	17.750	121259	0.133	0.245	18.0	15.8
10YR-72HR	B-DET 21	BASE	259.00	13.073	17.750	5423	0.000	0.005	4.0	3.9
10YR-72HR	B-DET 22	BASE	259.00	13.072	17.750	9373	0.005	0.014	6.9	6.4
10YR-72HR	B-DET 23	BASE	259.00	13.070	17.750	8008	0.014	0.021	9.4	9.2
10YR-72HR	B-DET 24	BASE	259.00	13.065	17.750	8600	0.021	0.029	12.6	12.3
10YR-72HR	B-DET 25	BASE	259.00	13.043	17.750	13329	0.029	0.041	12.9	12.7

Simulation	Node	Group	Time hrs	Stage ft	Warning Stage ft	Surface Area ft2	Total Inflow cfs	Total Outflow cfs	Total Vol In af	Total Vol Out af
10YR-72HR	BB-CS22	BASE	259.00	12.985	17.750	8773	0.041	0.081	12.7	12.3
10YR-72HR	BC-LAKE 2	BASE	259.00	12.866	17.750	136429	0.326	0.547	33.6	34.6
10YR-72HR	D-LAKE 3	BASE	259.00	12.866	17.750	86788	6.980	0.198	159.0	11.5
10YR-72HR	E-ENTRY	BASE	259.00	12.872	17.500	138	0.000	6.722	0.5	144.0
10YR-72HR	N-PreDev	BASE	259.00	15.526	17.750	1344150	0.000	0.000	15.6	0.0
10YR-72HR	O-CANAL	BASE	259.00	4.500	14.500	0	0.487	0.000	33.2	0.0
10YR-72HR	A-DET 11	BASE	265.00	13.148	17.750	8417	0.000	0.014	4.0	3.7
10YR-72HR	A-DET 12	BASE	265.00	13.148	17.750	14596	0.014	0.038	6.7	6.7
10YR-72HR	A-DET 13	BASE	265.00	13.147	17.750	12470	0.038	0.059	9.7	8.9
10YR-72HR	A-DET 14	BASE	265.00	13.146	17.750	13430	0.059	0.083	12.4	12.8
10YR-72HR	A-DET 15	BASE	265.00	13.143	17.750	15875	0.083	0.112	13.1	4.0
10YR-72HR	AA-CS11	BASE	265.00	13.143	17.750	8738	0.112	0.128	4.0	12.0
10YR-72HR	AB-LAKE 1	BASE	265.00	12.849	17.750	121150	0.128	0.000	18.0	15.9
10YR-72HR	B-DET 21	BASE	265.00	13.057	17.750	5390	0.000	0.003	4.0	3.9
10YR-72HR	B-DET 22	BASE	265.00	13.057	17.750	9316	0.003	0.008	6.9	6.4
10YR-72HR	B-DET 23	BASE	265.00	13.055	17.750	7961	0.008	0.013	9.4	9.2
10YR-72HR	B-DET 24	BASE	265.00	13.050	17.750	8553	0.013	0.017	12.7	12.4
10YR-72HR	B-DET 25	BASE	265.00	13.032	17.750	13295	0.017	0.022	12.9	12.7
10YR-72HR	BB-CS22	BASE	265.00	12.895	17.750	8767	0.022	0.050	12.7	12.3
10YR-72HR	BC-LAKE 2	BASE	265.00	12.849	17.750	136324	0.050	0.516	33.7	34.9
10YR-72HR	D-LAKE 3	BASE	265.00	12.849	17.750	86703	6.971	0.188	162.5	11.6
10YR-72HR	E-ENTRY	BASE	265.00	12.855	17.500	138	0.000	6.722	0.5	147.3
10YR-72HR	N-PreDev	BASE	265.00	15.526	17.750	1344150	0.000	0.000	15.6	0.0
10YR-72HR	O-CANAL	BASE	265.00	4.500	14.500	0	0.454	0.000	33.5	0.0
10YR-72HR	A-DET 11	BASE	271.00	13.114	17.750	8346	0.000	0.012	4.0	3.7
10YR-72HR	A-DET 12	BASE	271.00	13.114	17.750	14472	0.012	0.034	6.7	6.7
10YR-72HR	A-DET 13	BASE	271.00	13.113	17.750	12362	0.034	0.053	9.7	8.9
10YR-72HR	A-DET 14	BASE	271.00	13.110	17.750	13309	0.053	0.075	12.4	12.8
10YR-72HR	A-DET 15	BASE	271.00	13.102	17.750	15771	0.075	0.105	13.1	4.0
10YR-72HR	AA-CS11	BASE	271.00	13.101	17.750	8703	0.105	0.123	4.0	12.0
10YR-72HR	AB-LAKE 1	BASE	271.00	12.832	17.750	121041	0.123	0.000	18.1	15.9
10YR-72HR	B-DET 21	BASE	271.00	13.047	17.750	5369	0.000	0.002	4.0	3.9
10YR-72HR	B-DET 22	BASE	271.00	13.047	17.750	9280	0.002	0.006	6.9	6.4
10YR-72HR	B-DET 23	BASE	271.00	13.045	17.750	7931	0.006	0.008	9.4	9.2
10YR-72HR	B-DET 24	BASE	271.00	13.041	17.750	8525	0.008	0.011	12.7	12.4
10YR-72HR	B-DET 25	BASE	271.00	13.026	17.750	13276	0.011	0.014	12.9	12.7
10YR-72HR	BB-CS22	BASE	271.00	12.845	17.750	8765	0.014	0.027	12.7	12.3
10YR-72HR	BC-LAKE 2	BASE	271.00	12.832	17.750	136219	0.027	0.493	33.7	35.1
10YR-72HR	D-LAKE 3	BASE	271.00	12.832	17.750	86617	6.971	0.176	165.9	11.7
10YR-72HR	E-ENTRY	BASE	271.00	12.838	17.500	138	0.000	6.722	0.5	150.7
10YR-72HR	N-PreDev	BASE	271.00	15.526	17.750	1344150	0.000	0.000	15.6	0.0
10YR-72HR	O-CANAL	BASE	271.00	4.500	14.500	0	0.420	0.000	33.7	0.0
10YR-72HR	A-DET 11	BASE	277.00	13.085	17.750	8286	0.000	0.010	4.0	3.7
10YR-72HR	A-DET 12	BASE	277.00	13.084	17.750	14366	0.010	0.027	6.7	6.7
10YR-72HR	A-DET 13	BASE	277.00	13.083	17.750	12269	0.027	0.042	9.8	8.9
10YR-72HR	A-DET 14	BASE	277.00	13.078	17.750	13197	0.042	0.059	12.4	12.8
10YR-72HR	A-DET 15	BASE	277.00	13.059	17.750	15661	0.059	0.091	13.1	4.1
10YR-72HR	AA-CS11	BASE	277.00	13.052	17.750	8663	0.091	0.115	4.1	12.1
10YR-72HR	AB-LAKE 1	BASE	277.00	12.816	17.750	120936	0.115	0.243	18.1	16.0
10YR-72HR	B-DET 21	BASE	277.00	13.040	17.750	5355	0.000	0.001	4.0	3.9
10YR-72HR	B-DET 22	BASE	277.00	13.040	17.750	9256	0.001	0.004	6.9	6.4

Simulation	Node	Group	Time hrs	Stage ft	Warning Stage ft	Surface Area ft2	Total Inflow cfs	Total Outflow cfs	Total Vol In af	Total Vol Out af
10YR-72HR	B-DET 23	BASE	277.00	13.039	17.750	7911	0.004	0.006	9.4	9.2
10YR-72HR	B-DET 24	BASE	277.00	13.035	17.750	8505	0.006	0.008	12.7	12.4
10YR-72HR	B-DET 25	BASE	277.00	13.022	17.750	13264	0.008	0.010	12.9	12.7
10YR-72HR	BB-CS22	BASE	277.00	12.821	17.750	8763	0.010	0.018	12.7	12.3
10YR-72HR	BC-LAKE 2	BASE	277.00	12.816	17.750	136119	0.261	0.472	33.8	35.4
10YR-72HR	D-LAKE 3	BASE	277.00	12.815	17.750	86535	6.971	0.164	169.4	11.8
10YR-72HR	E-ENTRY	BASE	277.00	12.822	17.500	138	0.000	6.722	0.5	154.0
10YR-72HR	N-PreDev	BASE	277.00	15.526	17.750	1344150	0.000	0.000	15.6	0.0
10YR-72HR	O-CANAL	BASE	277.00	4.500	14.500	0	0.386	0.000	33.9	0.0
10YR-72HR	A-DET 11	BASE	283.00	13.064	17.750	8242	0.000	0.006	4.0	3.7
10YR-72HR	A-DET 12	BASE	283.00	13.063	17.750	14291	0.006	0.017	6.7	6.7
10YR-72HR	A-DET 13	BASE	283.00	13.061	17.750	12204	0.017	0.027	9.8	9.0
10YR-72HR	A-DET 14	BASE	283.00	13.056	17.750	13121	0.027	0.036	12.4	12.9
10YR-72HR	A-DET 15	BASE	283.00	13.029	17.750	15582	0.036	0.043	13.2	4.1
10YR-72HR	AA-CS11	BASE	283.00	12.958	17.750	8625	0.043	0.094	4.1	12.2
10YR-72HR	AB-LAKE 1	BASE	283.00	12.800	17.750	120837	0.094	0.242	18.2	16.1
10YR-72HR	B-DET 21	BASE	283.00	13.035	17.750	5345	0.000	0.001	4.0	3.9
10YR-72HR	B-DET 22	BASE	283.00	13.035	17.750	9238	0.001	0.003	6.9	6.4
10YR-72HR	B-DET 23	BASE	283.00	13.034	17.750	7896	0.003	0.004	9.4	9.2
10YR-72HR	B-DET 24	BASE	283.00	13.031	17.750	8491	0.004	0.006	12.7	12.4
10YR-72HR	B-DET 25	BASE	283.00	13.019	17.750	13255	0.006	0.007	12.9	12.7
10YR-72HR	BB-CS22	BASE	283.00	12.804	17.750	8762	0.007	0.014	12.7	12.4
10YR-72HR	BC-LAKE 2	BASE	283.00	12.800	17.750	136024	0.256	0.454	33.9	35.6
10YR-72HR	D-LAKE 3	BASE	283.00	12.800	17.750	86457	6.973	0.152	172.8	11.9
10YR-72HR	E-ENTRY	BASE	283.00	12.806	17.500	138	0.000	6.722	0.5	157.3
10YR-72HR	N-PreDev	BASE	283.00	15.526	17.750	1344150	0.000	0.000	15.6	0.0
10YR-72HR	O-CANAL	BASE	283.00	4.500	14.500	0	0.355	0.000	34.1	0.0
10YR-72HR	A-DET 11	BASE	289.00	13.051	17.750	8215	0.000	0.004	4.0	3.7
10YR-72HR	A-DET 12	BASE	289.00	13.050	17.750	14244	0.004	0.011	6.7	6.7
10YR-72HR	A-DET 13	BASE	289.00	13.049	17.750	12165	0.011	0.016	9.8	9.0
10YR-72HR	A-DET 14	BASE	289.00	13.044	17.750	13085	0.016	0.022	12.4	12.9
10YR-72HR	A-DET 15	BASE	289.00	13.023	17.750	15564	0.022	0.025	13.2	4.1
10YR-72HR	AA-CS11	BASE	289.00	12.848	17.750	8624	0.025	0.060	4.1	12.2
10YR-72HR	AB-LAKE 1	BASE	289.00	12.784	17.750	120738	0.060	0.000	18.2	16.1
10YR-72HR	B-DET 21	BASE	289.00	13.031	17.750	5337	0.000	0.001	4.0	3.9
10YR-72HR	B-DET 22	BASE	289.00	13.031	17.750	9224	0.001	0.002	6.9	6.4
10YR-72HR	B-DET 23	BASE	289.00	13.030	17.750	7885	0.002	0.003	9.4	9.2
10YR-72HR	B-DET 24	BASE	289.00	13.027	17.750	8480	0.003	0.005	12.7	12.4
10YR-72HR	B-DET 25	BASE	289.00	13.017	17.750	13248	0.005	0.006	12.9	12.7
10YR-72HR	BB-CS22	BASE	289.00	12.787	17.750	8760	0.006	0.012	12.7	12.4
10YR-72HR	BC-LAKE 2	BASE	289.00	12.784	17.750	135928	0.012	0.431	34.0	35.8
10YR-72HR	D-LAKE 3	BASE	289.00	12.784	17.750	86379	6.968	0.139	176.3	12.0
10YR-72HR	E-ENTRY	BASE	289.00	12.790	17.500	138	0.000	6.722	0.5	160.7
10YR-72HR	N-PreDev	BASE	289.00	15.526	17.750	1344150	0.000	0.000	15.6	0.0
10YR-72HR	O-CANAL	BASE	289.00	4.500	14.500	0	0.324	0.000	34.2	0.0
10YR-72HR	A-DET 11	BASE	295.00	13.042	17.750	8198	0.000	0.003	4.0	3.7
10YR-72HR	A-DET 12	BASE	295.00	13.042	17.750	14213	0.003	0.007	6.7	6.7
10YR-72HR	A-DET 13	BASE	295.00	13.041	17.750	12141	0.007	0.011	9.8	9.0
10YR-72HR	A-DET 14	BASE	295.00	13.037	17.750	13062	0.011	0.015	12.4	12.9
10YR-72HR	A-DET 15	BASE	295.00	13.019	17.750	15553	0.015	0.017	13.2	4.2
10YR-72HR	AA-CS11	BASE	295.00	12.787	17.750	8623	0.017	0.032	4.2	12.2

Simulation	Node	Group	Time	Stage	Warning Stage	Surface Area	Total Inflow	Total Outflow	Total Vol In	Total Vol Out
			hrs	ft	ft	ft2	cfs	cfs	af	af
10YR-72HR	AB-LAKE 1	BASE	295.00	12.768	17.750	120637	0.032	0.000	18.3	16.1
10YR-72HR	B-DET 21	BASE	295.00	13.028	17.750	5331	0.000	0.001	4.0	3.9
10YR-72HR	B-DET 22	BASE	295.00	13.028	17.750	9213	0.001	0.002	6.9	6.4
10YR-72HR	B-DET 23	BASE	295.00	13.027	17.750	7876	0.002	0.003	9.4	9.2
10YR-72HR	B-DET 24	BASE	295.00	13.025	17.750	8472	0.003	0.004	12.7	12.4
10YR-72HR	B-DET 25	BASE	295.00	13.015	17.750	13243	0.004	0.005	12.9	12.7
10YR-72HR	BB-CS22	BASE	295.00	12.771	17.750	8760	0.005	0.011	12.7	12.4
10YR-72HR	BC-LAKE 2	BASE	295.00	12.768	17.750	135831	0.011	0.421	34.0	36.0
10YR-72HR	D-LAKE 3	BASE	295.00	12.768	17.750	86300	6.977	0.127	179.7	12.0
10YR-72HR	E-ENTRY	BASE	295.00	12.774	17.500	138	0.000	6.722	0.5	164.0
10YR-72HR	N-PreDev	BASE	295.00	15.526	17.750	1344150	0.000	0.000	15.6	0.0
10YR-72HR	O-CANAL	BASE	295.00	4.500	14.500	0	0.293	0.000	34.4	0.0
10YR-72HR	A-DET 11	BASE	301.00	13.036	17.750	8186	0.000	0.002	4.0	3.7
10YR-72HR	A-DET 12	BASE	301.00	13.036	17.750	14192	0.002	0.005	6.7	6.7
10YR-72HR	A-DET 13	BASE	301.00	13.035	17.750	12123	0.005	0.008	9.8	9.0
10YR-72HR	A-DET 14	BASE	301.00	13.031	17.750	13046	0.008	0.011	12.4	12.9
10YR-72HR	A-DET 15	BASE	301.00	13.016	17.750	15546	0.011	0.012	13.2	4.2
10YR-72HR	AA-CS11	BASE	301.00	12.760	17.750	8622	0.012	0.020	4.2	12.2
10YR-72HR	AB-LAKE 1	BASE	301.00	12.753	17.750	120540	0.020	0.244	18.3	16.2
10YR-72HR	B-DET 21	BASE	301.00	13.026	17.750	5326	0.000	0.001	4.0	3.9
10YR-72HR	B-DET 22	BASE	301.00	13.025	17.750	9204	0.001	0.001	6.9	6.4
10YR-72HR	B-DET 23	BASE	301.00	13.025	17.750	7868	0.001	0.002	9.4	9.2
10YR-72HR	B-DET 24	BASE	301.00	13.023	17.750	8465	0.002	0.003	12.7	12.4
10YR-72HR	B-DET 25	BASE	301.00	13.014	17.750	13238	0.003	0.004	13.0	12.7
10YR-72HR	BB-CS22	BASE	301.00	12.755	17.750	8759	0.004	0.010	12.7	12.4
10YR-72HR	BC-LAKE 2	BASE	301.00	12.753	17.750	135738	0.254	0.149	34.0	36.2
10YR-72HR	D-LAKE 3	BASE	301.00	12.753	17.750	86224	6.722	0.115	183.1	12.1
10YR-72HR	E-ENTRY	BASE	301.00	12.759	17.500	138	0.000	6.722	0.5	167.3
10YR-72HR	N-PreDev	BASE	301.00	15.526	17.750	1344150	0.000	0.000	15.6	0.0
10YR-72HR	O-CANAL	BASE	301.00	4.500	14.500	0	0.264	0.000	34.5	0.0
10YR-72HR	A-DET 11	BASE	307.00	13.032	17.750	8177	0.000	0.001	4.0	3.7
10YR-72HR	A-DET 12	BASE	307.00	13.032	17.750	14177	0.001	0.004	6.7	6.7
10YR-72HR	A-DET 13	BASE	307.00	13.031	17.750	12110	0.004	0.006	9.8	9.0
10YR-72HR	A-DET 14	BASE	307.00	13.028	17.750	13034	0.006	0.008	12.5	12.9
10YR-72HR	A-DET 15	BASE	307.00	13.014	17.750	15540	0.008	0.009	13.2	4.2
10YR-72HR	AA-CS11	BASE	307.00	12.743	17.750	8621	0.009	0.015	4.2	12.2
10YR-72HR	AB-LAKE 1	BASE	307.00	12.739	17.750	120451	0.015	0.000	18.3	16.3
10YR-72HR	B-DET 21	BASE	307.00	13.024	17.750	5322	0.000	0.000	4.0	3.9
10YR-72HR	B-DET 22	BASE	307.00	13.023	17.750	9197	0.000	0.001	6.9	6.4
10YR-72HR	B-DET 23	BASE	307.00	13.023	17.750	7862	0.001	0.002	9.4	9.2
10YR-72HR	B-DET 24	BASE	307.00	13.021	17.750	8459	0.002	0.003	12.7	12.4
10YR-72HR	B-DET 25	BASE	307.00	13.013	17.750	13235	0.003	0.003	13.0	12.7
10YR-72HR	BB-CS22	BASE	307.00	12.740	17.750	8759	0.003	0.009	12.7	12.4
10YR-72HR	BC-LAKE 2	BASE	307.00	12.739	17.750	135652	0.009	0.376	34.1	36.3
10YR-72HR	D-LAKE 3	BASE	307.00	12.739	17.750	86154	6.964	0.104	186.5	12.2
10YR-72HR	E-ENTRY	BASE	307.00	12.745	17.500	138	0.000	6.722	0.5	170.7
10YR-72HR	N-PreDev	BASE	307.00	15.526	17.750	1344150	0.000	0.000	15.6	0.0
10YR-72HR	O-CANAL	BASE	307.00	4.500	14.500	0	0.238	0.000	34.6	0.0
10YR-72HR	A-DET 11	BASE	313.00	13.029	17.750	8170	0.000	0.001	4.0	3.7
10YR-72HR	A-DET 12	BASE	313.00	13.028	17.750	14165	0.001	0.003	6.7	6.8
10YR-72HR	A-DET 13	BASE	313.00	13.027	17.750	12101	0.003	0.005	9.8	9.0

Simulation	Node	Group	Time hrs	Stage ft	Warning Stage ft	Surface Area ft2	Total Inflow cfs	Total Outflow cfs	Total Vol In af	Total Vol Out af
10YR-72HR	A-DET 14	BASE	313.00	13.025	17.750	13024	0.005	0.006	12.5	12.9
10YR-72HR	A-DET 15	BASE	313.00	13.013	17.750	15536	0.006	0.007	13.2	4.2
10YR-72HR	AA-CS11	BASE	313.00	12.729	17.750	8621	0.007	0.013	4.2	12.2
10YR-72HR	AB-LAKE 1	BASE	313.00	12.726	17.750	120369	0.013	0.000	18.3	16.3
10YR-72HR	B-DET 21	BASE	313.00	13.022	17.750	5318	0.000	0.000	4.0	3.9
10YR-72HR	B-DET 22	BASE	313.00	13.022	17.750	9191	0.000	0.001	6.9	6.4
10YR-72HR	B-DET 23	BASE	313.00	13.021	17.750	7857	0.001	0.002	9.4	9.2
10YR-72HR	B-DET 24	BASE	313.00	13.019	17.750	8454	0.002	0.002	12.7	12.4
10YR-72HR	B-DET 25	BASE	313.00	13.012	17.750	13232	0.002	0.003	13.0	12.7
10YR-72HR	BB-CS22	BASE	313.00	12.727	17.750	8758	0.003	0.008	12.7	12.4
10YR-72HR	BC-LAKE 2	BASE	313.00	12.726	17.750	135574	0.008	0.370	34.1	36.5
10YR-72HR	D-LAKE 3	BASE	313.00	12.726	17.750	86090	6.972	0.094	190.0	12.2
10YR-72HR	E-ENTRY	BASE	313.00	12.732	17.500	138	0.000	6.722	0.5	174.0
10YR-72HR	N-PreDev	BASE	313.00	15.526	17.750	1344150	0.000	0.000	15.6	0.0
10YR-72HR	O-CANAL	BASE	313.00	4.500	14.500	0	0.215	0.000	34.8	0.0
10YR-72HR	A-DET 11	BASE	319.00	13.026	17.750	8164	0.000	0.001	4.0	3.7
10YR-72HR	A-DET 12	BASE	319.00	13.026	17.750	14155	0.001	0.002	6.7	6.8
10YR-72HR	A-DET 13	BASE	319.00	13.025	17.750	12093	0.002	0.004	9.8	9.0
10YR-72HR	A-DET 14	BASE	319.00	13.022	17.750	13017	0.004	0.005	12.5	12.9
10YR-72HR	A-DET 15	BASE	319.00	13.011	17.750	15532	0.005	0.006	13.2	4.2
10YR-72HR	AA-CS11	BASE	319.00	12.716	17.750	8621	0.006	0.011	4.2	12.2
10YR-72HR	AB-LAKE 1	BASE	319.00	12.714	17.750	120295	0.011	0.000	18.3	16.3
10YR-72HR	B-DET 21	BASE	319.00	13.020	17.750	5315	0.000	0.000	4.0	3.9
10YR-72HR	B-DET 22	BASE	319.00	13.020	17.750	9186	0.000	0.001	6.9	6.4
10YR-72HR	B-DET 23	BASE	319.00	13.020	17.750	7853	0.001	0.001	9.4	9.2
10YR-72HR	B-DET 24	BASE	319.00	13.018	17.750	8450	0.001	0.002	12.7	12.4
10YR-72HR	B-DET 25	BASE	319.00	13.011	17.750	13229	0.002	0.002	13.0	12.7
10YR-72HR	BB-CS22	BASE	319.00	12.715	17.750	8758	0.002	0.007	12.7	12.4
10YR-72HR	BC-LAKE 2	BASE	319.00	12.714	17.750	135502	0.007	0.364	34.1	36.7
10YR-72HR	D-LAKE 3	BASE	319.00	12.714	17.750	86032	6.977	0.086	193.4	12.2
10YR-72HR	E-ENTRY	BASE	319.00	12.720	17.500	138	0.000	6.722	0.5	177.3
10YR-72HR	N-PreDev	BASE	319.00	15.526	17.750	1344150	0.000	0.000	15.6	0.0
10YR-72HR	O-CANAL	BASE	319.00	4.500	14.500	0	0.195	0.000	34.9	0.0
10YR-72HR	A-DET 11	BASE	325.00	13.024	17.750	8160	0.000	0.001	4.0	3.7
10YR-72HR	A-DET 12	BASE	325.00	13.023	17.750	14147	0.001	0.002	6.7	6.8
10YR-72HR	A-DET 13	BASE	325.00	13.023	17.750	12086	0.002	0.003	9.8	9.0
10YR-72HR	A-DET 14	BASE	325.00	13.020	17.750	13011	0.003	0.004	12.5	12.9
10YR-72HR	A-DET 15	BASE	325.00	13.010	17.750	15530	0.004	0.005	13.2	4.2
10YR-72HR	AA-CS11	BASE	325.00	12.705	17.750	8620	0.005	0.009	4.2	12.3
10YR-72HR	AB-LAKE 1	BASE	325.00	12.704	17.750	120227	0.009	0.000	18.3	16.3
10YR-72HR	B-DET 21	BASE	325.00	13.019	17.750	5312	0.000	0.000	4.0	3.9
10YR-72HR	B-DET 22	BASE	325.00	13.019	17.750	9181	0.000	0.001	6.9	6.4
10YR-72HR	B-DET 23	BASE	325.00	13.018	17.750	7849	0.001	0.001	9.4	9.2
10YR-72HR	B-DET 24	BASE	325.00	13.017	17.750	8447	0.001	0.002	12.7	12.4
10YR-72HR	B-DET 25	BASE	325.00	13.011	17.750	13227	0.002	0.002	13.0	12.7
10YR-72HR	BB-CS22	BASE	325.00	12.704	17.750	8758	0.002	0.006	12.7	12.4
10YR-72HR	BC-LAKE 2	BASE	325.00	12.704	17.750	135437	0.006	0.348	34.1	36.8
10YR-72HR	D-LAKE 3	BASE	325.00	12.704	17.750	85979	6.972	0.078	196.9	12.3
10YR-72HR	E-ENTRY	BASE	325.00	12.710	17.500	138	0.000	6.722	0.5	180.7
10YR-72HR	N-PreDev	BASE	325.00	15.526	17.750	1344150	0.000	0.000	15.6	0.0
10YR-72HR	O-CANAL	BASE	325.00	4.500	14.500	0	0.177	0.000	34.9	0.0

Simulation	Node	Group	Time hrs	Stage ft	Warning Stage ft	Surface Area ft2	Total Inflow cfs	Total Outflow cfs	Total Vol In af	Total Vol Out af
10YR-72HR	A-DET 11	BASE	331.00	13.022	17.750	8156	0.000	0.001	4.0	3.7
10YR-72HR	A-DET 12	BASE	331.00	13.022	17.750	14141	0.001	0.002	6.7	6.8
10YR-72HR	A-DET 13	BASE	331.00	13.021	17.750	12081	0.002	0.003	9.8	9.0
10YR-72HR	A-DET 14	BASE	331.00	13.019	17.750	13006	0.003	0.003	12.5	12.9
10YR-72HR	A-DET 15	BASE	331.00	13.010	17.750	15527	0.003	0.004	13.2	4.2
10YR-72HR	AA-CS11	BASE	331.00	12.695	17.750	8620	0.004	0.008	4.2	12.3
10YR-72HR	AB-LAKE 1	BASE	331.00	12.694	17.750	120165	0.008	0.000	18.3	16.3
10YR-72HR	B-DET 21	BASE	331.00	13.018	17.750	5310	0.000	0.000	4.0	3.9
10YR-72HR	B-DET 22	BASE	331.00	13.018	17.750	9177	0.000	0.001	6.9	6.4
10YR-72HR	B-DET 23	BASE	331.00	13.017	17.750	7846	0.001	0.001	9.4	9.2
10YR-72HR	B-DET 24	BASE	331.00	13.016	17.750	8444	0.001	0.001	12.7	12.4
10YR-72HR	B-DET 25	BASE	331.00	13.010	17.750	13225	0.001	0.002	13.0	12.7
10YR-72HR	BB-CS22	BASE	331.00	12.695	17.750	8757	0.002	0.006	12.7	12.4
10YR-72HR	BC-LAKE 2	BASE	331.00	12.694	17.750	135378	0.006	0.338	34.1	37.0
10YR-72HR	D-LAKE 3	BASE	331.00	12.694	17.750	85930	6.970	0.072	200.4	12.3
10YR-72HR	E-ENTRY	BASE	331.00	12.700	17.500	138	0.000	6.722	0.5	184.0
10YR-72HR	N-PreDev	BASE	331.00	15.526	17.750	1344150	0.000	0.000	15.6	0.0
10YR-72HR	O-CANAL	BASE	331.00	4.500	14.500	0	0.161	0.000	35.0	0.0
10YR-72HR	A-DET 11	BASE	337.00	13.020	17.750	8153	0.000	0.001	4.0	3.7
10YR-72HR	A-DET 12	BASE	337.00	13.020	17.750	14135	0.001	0.001	6.7	6.8
10YR-72HR	A-DET 13	BASE	337.00	13.019	17.750	12076	0.001	0.002	9.8	9.0
10YR-72HR	A-DET 14	BASE	337.00	13.018	17.750	13002	0.002	0.003	12.5	12.9
10YR-72HR	A-DET 15	BASE	337.00	13.009	17.750	15525	0.003	0.003	13.2	4.2
10YR-72HR	AA-CS11	BASE	337.00	12.686	17.750	8620	0.003	0.007	4.2	12.3
10YR-72HR	AB-LAKE 1	BASE	337.00	12.685	17.750	120108	0.007	0.000	18.3	16.3
10YR-72HR	B-DET 21	BASE	337.00	13.017	17.750	5308	0.000	0.000	4.0	3.9
10YR-72HR	B-DET 22	BASE	337.00	13.017	17.750	9174	0.000	0.001	6.9	6.4
10YR-72HR	B-DET 23	BASE	337.00	13.016	17.750	7843	0.001	0.001	9.4	9.2
10YR-72HR	B-DET 24	BASE	337.00	13.015	17.750	8441	0.001	0.001	12.7	12.4
10YR-72HR	B-DET 25	BASE	337.00	13.009	17.750	13223	0.001	0.002	13.0	12.7
10YR-72HR	BB-CS22	BASE	337.00	12.685	17.750	8757	0.002	0.005	12.7	12.4
10YR-72HR	BC-LAKE 2	BASE	337.00	12.685	17.750	135323	0.005	0.337	34.1	37.2
10YR-72HR	D-LAKE 3	BASE	337.00	12.685	17.750	85885	6.977	0.066	203.8	12.4
10YR-72HR	E-ENTRY	BASE	337.00	12.691	17.500	138	0.000	6.722	0.5	187.3
10YR-72HR	N-PreDev	BASE	337.00	15.526	17.750	1344150	0.000	0.000	15.6	0.0
10YR-72HR	O-CANAL	BASE	337.00	4.500	14.500	0	0.147	0.000	35.1	0.0
10YR-72HR	A-DET 11	BASE	343.00	13.019	17.750	8150	0.000	0.000	4.0	3.7
10YR-72HR	A-DET 12	BASE	343.00	13.019	17.750	14131	0.000	0.001	6.7	6.8
10YR-72HR	A-DET 13	BASE	343.00	13.018	17.750	12072	0.001	0.002	9.8	9.0
10YR-72HR	A-DET 14	BASE	343.00	13.016	17.750	12998	0.002	0.003	12.5	12.9
10YR-72HR	A-DET 15	BASE	343.00	13.008	17.750	15524	0.003	0.003	13.2	4.2
10YR-72HR	AA-CS11	BASE	343.00	12.677	17.750	8620	0.003	0.006	4.2	12.3
10YR-72HR	AB-LAKE 1	BASE	343.00	12.677	17.750	120056	0.006	0.000	18.3	16.3
10YR-72HR	B-DET 21	BASE	343.00	13.016	17.750	5306	0.000	0.000	4.0	3.9
10YR-72HR	B-DET 22	BASE	343.00	13.016	17.750	9171	0.000	0.001	6.9	6.4
10YR-72HR	B-DET 23	BASE	343.00	13.016	17.750	7841	0.001	0.001	9.4	9.2
10YR-72HR	B-DET 24	BASE	343.00	13.014	17.750	8438	0.001	0.001	12.7	12.4
10YR-72HR	B-DET 25	BASE	343.00	13.009	17.750	13222	0.001	0.001	13.0	12.7
10YR-72HR	BB-CS22	BASE	343.00	12.677	17.750	8757	0.001	0.005	12.7	12.4
10YR-72HR	BC-LAKE 2	BASE	343.00	12.677	17.750	135273	0.005	0.324	34.1	37.3
10YR-72HR	D-LAKE 3	BASE	343.00	12.677	17.750	85845	6.971	0.060	207.3	12.4

Simulation	Node	Group	Time hrs	Stage ft	Warning Stage ft	Surface Area ft2	Total Inflow cfs	Total Outflow cfs	Total Vol In af	Total Vol Out af
10YR-72HR	E-ENTRY	BASE	343.00	12.683	17.500	138	0.000	6.722	0.5	190.7
10YR-72HR	N-PreDev	BASE	343.00	15.526	17.750	1344150	0.000	0.000	15.6	0.0
10YR-72HR	O-CANAL	BASE	343.00	4.500	14.500	0	0.135	0.000	35.2	0.0
10YR-72HR	A-DET 11	BASE	349.00	13.018	17.750	8148	0.000	0.000	4.0	3.7
10YR-72HR	A-DET 12	BASE	349.00	13.018	17.750	14126	0.000	0.001	6.7	6.8
10YR-72HR	A-DET 13	BASE	349.00	13.017	17.750	12069	0.001	0.002	9.8	9.0
10YR-72HR	A-DET 14	BASE	349.00	13.015	17.750	12995	0.002	0.002	12.5	12.9
10YR-72HR	A-DET 15	BASE	349.00	13.008	17.750	15522	0.002	0.003	13.2	4.2
10YR-72HR	AA-CS11	BASE	349.00	12.670	17.750	8620	0.003	0.006	4.2	12.3
10YR-72HR	AB-LAKE 1	BASE	349.00	12.669	17.750	120008	0.006	0.000	18.3	16.3
10YR-72HR	B-DET 21	BASE	349.00	13.015	17.750	5305	0.000	0.000	4.0	3.9
10YR-72HR	B-DET 22	BASE	349.00	13.015	17.750	9168	0.000	0.000	6.9	6.4
10YR-72HR	B-DET 23	BASE	349.00	13.015	17.750	7838	0.000	0.001	9.4	9.2
10YR-72HR	B-DET 24	BASE	349.00	13.014	17.750	8436	0.001	0.001	12.7	12.4
10YR-72HR	B-DET 25	BASE	349.00	13.008	17.750	13220	0.001	0.001	13.0	12.7
10YR-72HR	BB-CS22	BASE	349.00	12.670	17.750	8757	0.001	0.004	12.7	12.4
10YR-72HR	BC-LAKE 2	BASE	349.00	12.669	17.750	135227	0.004	0.069	34.1	37.4
10YR-72HR	D-LAKE 3	BASE	349.00	12.669	17.750	85807	6.722	0.056	210.7	12.4
10YR-72HR	E-ENTRY	BASE	349.00	12.675	17.500	138	0.000	6.722	0.5	194.0
10YR-72HR	N-PreDev	BASE	349.00	15.526	17.750	1344150	0.000	0.000	15.6	0.0
10YR-72HR	O-CANAL	BASE	349.00	4.500	14.500	0	0.124	0.000	35.2	0.0
10YR-72HR	A-DET 11	BASE	355.00	13.017	17.750	8146	0.000	0.000	4.0	3.7
10YR-72HR	A-DET 12	BASE	355.00	13.017	17.750	14123	0.000	0.001	6.7	6.8
10YR-72HR	A-DET 13	BASE	355.00	13.016	17.750	12066	0.001	0.001	9.8	9.0
10YR-72HR	A-DET 14	BASE	355.00	13.015	17.750	12993	0.001	0.002	12.5	12.9
10YR-72HR	A-DET 15	BASE	355.00	13.007	17.750	15521	0.002	0.002	13.2	4.2
10YR-72HR	AA-CS11	BASE	355.00	12.663	17.750	8620	0.002	0.005	4.2	12.3
10YR-72HR	AB-LAKE 1	BASE	355.00	12.662	17.750	119964	0.005	0.000	18.3	16.3
10YR-72HR	B-DET 21	BASE	355.00	13.015	17.750	5303	0.000	0.000	4.0	3.9
10YR-72HR	B-DET 22	BASE	355.00	13.015	17.750	9165	0.000	0.000	6.9	6.4
10YR-72HR	B-DET 23	BASE	355.00	13.014	17.750	7836	0.000	0.001	9.4	9.2
10YR-72HR	B-DET 24	BASE	355.00	13.013	17.750	8434	0.001	0.001	12.7	12.4
10YR-72HR	B-DET 25	BASE	355.00	13.008	17.750	13219	0.001	0.001	13.0	12.7
10YR-72HR	BB-CS22	BASE	355.00	12.663	17.750	8756	0.001	0.004	12.7	12.4
10YR-72HR	BC-LAKE 2	BASE	355.00	12.662	17.750	135184	0.004	0.306	34.1	37.5
10YR-72HR	D-LAKE 3	BASE	355.00	12.662	17.750	85772	6.964	0.051	214.1	12.4
10YR-72HR	E-ENTRY	BASE	355.00	12.668	17.500	138	0.000	6.722	0.5	197.3
10YR-72HR	N-PreDev	BASE	355.00	15.526	17.750	1344150	0.000	0.000	15.6	0.0
10YR-72HR	O-CANAL	BASE	355.00	4.500	14.500	0	0.115	0.000	35.3	0.0
10YR-72HR	A-DET 11	BASE	360.00	13.016	17.750	8144	0.000	0.000	4.0	3.7
10YR-72HR	A-DET 12	BASE	360.00	13.016	17.750	14120	0.000	0.001	6.7	6.8
10YR-72HR	A-DET 13	BASE	360.00	13.015	17.750	12064	0.001	0.001	9.8	9.0
10YR-72HR	A-DET 14	BASE	360.00	13.014	17.750	12990	0.001	0.002	12.5	12.9
10YR-72HR	A-DET 15	BASE	360.00	13.007	17.750	15520	0.002	0.002	13.2	4.2
10YR-72HR	AA-CS11	BASE	360.00	12.657	17.750	8620	0.002	0.005	4.2	12.3
10YR-72HR	AB-LAKE 1	BASE	360.00	12.657	17.750	119929	0.005	0.000	18.3	16.3
10YR-72HR	B-DET 21	BASE	360.00	13.014	17.750	5302	0.000	0.000	4.0	3.9
10YR-72HR	B-DET 22	BASE	360.00	13.014	17.750	9163	0.000	0.000	6.9	6.4
10YR-72HR	B-DET 23	BASE	360.00	13.014	17.750	7835	0.000	0.001	9.4	9.2
10YR-72HR	B-DET 24	BASE	360.00	13.012	17.750	8433	0.001	0.001	12.7	12.4
10YR-72HR	B-DET 25	BASE	360.00	13.008	17.750	13218	0.001	0.001	13.0	12.7

Simulation	Node	Group	Time hrs	Stage ft	Warning Stage ft	Surface Area ft2	Total Inflow cfs	Total Outflow cfs	Total Vol In af	Total Vol Out af
10YR-72HR	BB-CS22	BASE	360.00	12.657	17.750	8756	0.001	0.004	12.7	12.4
10YR-72HR	BC-LAKE 2	BASE	360.00	12.657	17.750	135151	0.004	0.302	34.1	37.7
10YR-72HR	D-LAKE 3	BASE	360.00	12.657	17.750	85745	6.964	0.048	216.9	12.5
10YR-72HR	E-ENTRY	BASE	360.00	12.663	17.500	138	0.000	6.722	0.5	200.1
10YR-72HR	N-PreDev	BASE	360.00	15.526	17.750	1344150	0.000	0.000	15.6	0.0
10YR-72HR	O-CANAL	BASE	360.00	4.500	14.500	0	0.107	0.000	35.3	0.0

Appendix

The next step is to compute the project-specific S-value to use for determining the runoff volume which will be discharged from the site. The depth to the water table will be 3 feet (17.0 - 14.0 = 3.0), consequently the total amount of water which can be stored under pervious surfaces will be 4.95 inches. If 15% of the project will be in lakes and 35% will be covered by impervious surfaces, then the remainder, or 50% will be pervious areas and the appropriate weighted S-value will be:

$$4.95" \times (1 - (.15+.35)) = 2.48" = S$$

Figure E-1 is a graphical representation of the cumulative water storage capabilities of the soil profile for the developed and undisturbed conditions versus the depth to the average wet season water table for the typical sandy soils found within the South Florida Water Management District boundaries.

In about April, 1993, the US SCS furnished the District test data for Immokalee and Riviera soils which show less soil storage than the typical soils described above. The following table shows the average values as compared to the typical values (Coastal). Although the lesser storage values result in higher SCS runoff curve numbers, the depressional and flatwoods soils typically are in flat and depressed areas with standing water, thus the areas have low runoff potential.

SOIL STORAGE

Depth to W.T.	Coastal (1) Stor. (In.)	CN	Flatwoods (2) Stor. (In.)	CN	Depressional (3) Stor. (In.)	CN
1'	0.6	94	0.6	94	0.6	94
2'	2.5	80	2.5	80	2.1	83
3'	6.6	60	5.4	65	4.4	69
4'	10.9	48	9.0	53	6.8	60

(1) Sandy soils 0 - 40" thick with water tables dropping below 40" - St. Lucie series is representative

(2) Water tables 15" - 40" - Immokalee series is representative

(3) Water tables above ground - 15" - Riviera and Pompano series are representative

Figure E-1 is also a graphical comparison of the cumulative water storage capabilities of the soil profile for flatwoods and depressional storage.

Table 2-2a Runoff curve numbers for urban areas [1/]

Cover description		Curve numbers for hydrologic soil group			
Cover type and hydrologic condition	Average percent impervious area [2/]	A	B	C	D
Fully developed urban areas (vegetation established)					
Open space (lawns, parks, golf courses, cemeteries, etc.) [3/]:					
Poor condition (grass cover < 50%)		68	79	86	89
Fair condition (grass cover 50% to 75%)		49	69	79	84
Good condition (grass cover > 75%)		39	61	74	80
Impervious areas:					
Paved parking lots, roofs, driveways, etc. (excluding right-of-way)		98	98	98	98
Streets and roads:					
Paved; curbs and storm sewers (excluding right-of-way)		98	98	98	98
Paved; open ditches (including right-of-way)		83	89	92	93
Gravel (including right-of-way)		76	85	89	91
Dirt (including right-of-way)		72	82	87	89
Western desert urban areas:					
Natural desert landscaping (pervious areas only) [4/]		63	77	85	88
Artificial desert landscaping (impervious weed barrier, desert shrub with 1- to 2-inch sand or gravel mulch and basin borders)		96	96	96	96
Urban districts:					
Commercial and business	85	89	92	94	95
Industrial	72	81	88	91	93
Residential districts by average lot size:					
1/8 acre or less (town houses)	65	77	85	90	92
1/4 acre	38	61	75	83	87
1/3 acre	30	57	72	81	86
1/2 acre	25	54	70	80	85
1 acre	20	51	68	79	84
2 acres	12	46	65	77	82
Developing urban areas					
Newly graded areas (pervious areas only, no vegetation) [5/]		77	86	91	94
Idle lands (CN's are determined using cover types similar to those in table 2-2c).					

1 Average runoff condition, and $I_a = 0.2S$.

2 The average percent impervious area shown was used to develop the composite CN's. Other assumptions are as follows: impervious areas are directly connected to the drainage system, impervious areas have a CN of 98, and pervious areas are considered equivalent to open space in good hydrologic condition. CN's for other combinations of conditions may be computed using figure 2-3 or 2-4.

3 CN's shown are equivalent to those of pasture. Composite CN's may be computed for other combinations of open space cover type.

4 Composite CN's for natural desert landscaping should be computed using figures 2-3 or 2-4 based on the impervious area percentage (CN = 98) and the pervious area CN. The pervious area CN's are assumed equivalent to desert shrub in poor hydrologic condition.

5 Composite CN's to use for the design of temporary measures during grading and construction should be computed using figure 2-3 or 2-4 based on the degree of development (impervious area percentage) and the CN's for the newly graded pervious areas.

Table 2-2c Runoff curve numbers for other agricultural lands [1/]

Cover description		Curve numbers for hydrologic soil group			
Cover type	Hydrologic condition	A	B	C	D
Pasture, grassland, or range—continuous forage for grazing. [2/]	Poor	68	79	86	89
	Fair	49	69	79	84
	Good	39	61	74	80
Meadow—continuous grass, protected from grazing and generally mowed for hay.	—	30	58	71	78
Brush—brush-weed-grass mixture with brush the major element. [3/]	Poor	48	67	77	83
	Fair	35	56	70	77
	Good	30 [4/]	48	65	73
Woods—grass combination (orchard or tree farm). [5/]	Poor	57	73	82	86
	Fair	43	65	76	82
	Good	32	58	72	79
Woods. [6/]	Poor	45	66	77	83
	Fair	36	60	73	79
	Good	30 [4/]	55	70	77
Farmsteads—buildings, lanes, driveways, and surrounding lots.	—	59	74	82	86

1 Average runoff condition, and $I_a = 0.2S$.

2 *Poor:* <50%) ground cover or heavily grazed with no mulch.
Fair: 50 to 75% ground cover and not heavily grazed.
Good: > 75% ground cover and lightly or only occasionally grazed.

3 *Poor*: <50% ground cover.
Fair: 50 to 75% ground cover.
Good: >75% ground cover.

4 Actual curve number is less than 30; use CN = 30 for runoff computations.

5 CN's shown were computed for areas with 50% woods and 50% grass (pasture) cover. Other combinations of conditions may be computed from the CN's for woods and pasture.

6 *Poor:* Forest litter, small trees, and brush are destroyed by heavy grazing or regular burning.
Fair: Woods are grazed but not burned, and some forest litter covers the soil.
Good: Woods are protected from grazing, and litter and brush adequately cover the soil.

Evaluation of Current Stormwater Design Criteria within the State of Florida

Final Report

Prepared for:

FLORIDA DEPARTMENT OF ENVIRONMENTAL PROTECTION

FDEP Contract No. SO108

June 2007

Prepared By:

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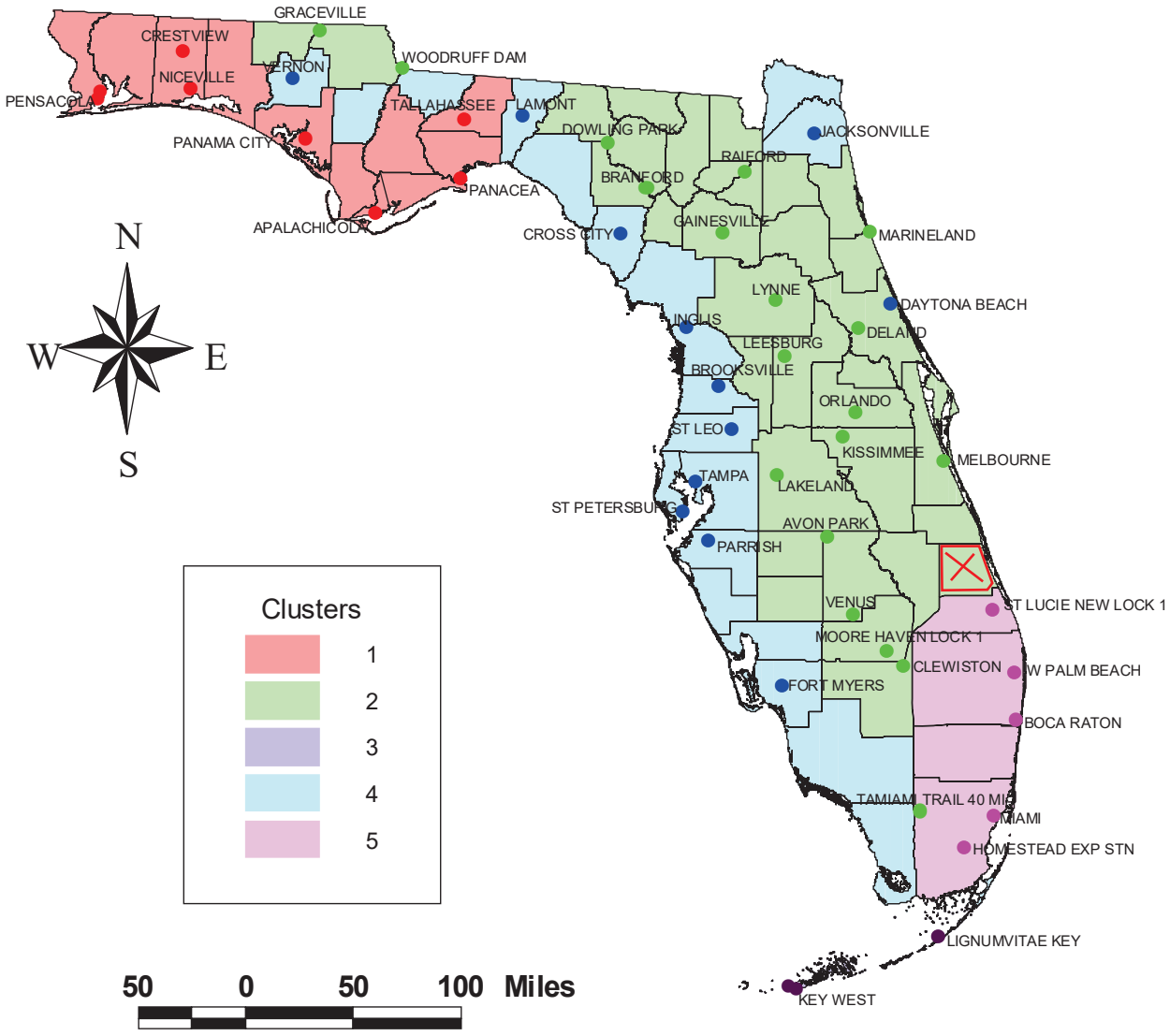

Figure 4-3. Meteorological Zones Identified Using Cluster Analysis.

Unfortunately, not all counties in Florida have long-term meteorological monitoring sites with hourly data. For purposes of designating meteorological zones, counties without a monitoring site were grouped according to the meteorological characteristics of adjacent counties with monitoring sites. The resulting zones appear to be relatively intuitive with respect to meteorological processes. The cluster groupings only have two apparent outliers, Daytona Beach and Tamiami Trail, which appear out of place. However, in a data set containing 45 points, an analysis conducted at a 95% probability level would be expected to have approximately 2-3 outlier values. A listing of counties included in each meteorological zone is given in Table 4-23.

Zone 2
Mean Annual Runoff Coefficients (C Values) as a Function of DCIA Percentage and Non-DCIA Curve Number (CN)

NDCIA CN	Percent DCIA																				
	0	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	80	85	90	95	100
30	0.002	0.043	0.083	0.123	0.164	0.204	0.244	0.285	0.325	0.366	0.406	0.446	0.487	0.527	0.567	0.608	0.648	0.688	0.729	0.769	0.809
35	0.004	0.044	0.085	0.125	0.165	0.205	0.246	0.286	0.326	0.366	0.407	0.447	0.487	0.528	0.568	0.608	0.648	0.689	0.729	0.769	0.809
40	0.007	0.047	0.087	0.127	0.167	0.207	0.248	0.288	0.328	0.368	0.408	0.448	0.488	0.528	0.569	0.609	0.649	0.689	0.729	0.769	0.809
45	0.010	0.050	0.090	0.130	0.170	0.210	0.250	0.290	0.330	0.370	0.410	0.450	0.490	0.530	0.570	0.610	0.650	0.690	0.729	0.769	0.809
50	0.015	0.055	0.095	0.134	0.174	0.214	0.254	0.293	0.333	0.373	0.412	0.452	0.492	0.531	0.571	0.611	0.651	0.690	0.730	0.770	0.809
55	0.022	0.061	0.101	0.140	0.179	0.219	0.258	0.298	0.337	0.376	0.416	0.455	0.494	0.534	0.573	0.613	0.652	0.691	0.731	0.770	0.809
60	0.030	0.069	0.108	0.147	0.186	0.225	0.264	0.303	0.342	0.381	0.420	0.459	0.498	0.537	0.576	0.615	0.654	0.693	0.731	0.770	0.809
65	0.042	0.080	0.119	0.157	0.195	0.234	0.272	0.311	0.349	0.387	0.426	0.464	0.502	0.541	0.579	0.618	0.656	0.694	0.733	0.771	0.809
70	0.057	0.095	0.133	0.170	0.208	0.245	0.283	0.321	0.358	0.396	0.433	0.471	0.509	0.546	0.584	0.621	0.659	0.697	0.734	0.772	0.809
75	0.079	0.116	0.152	0.189	0.225	0.262	0.298	0.335	0.371	0.408	0.444	0.481	0.517	0.554	0.590	0.627	0.663	0.700	0.736	0.773	0.809
80	0.111	0.146	0.181	0.216	0.251	0.285	0.320	0.355	0.390	0.425	0.460	0.495	0.530	0.565	0.600	0.635	0.670	0.705	0.740	0.774	0.809
85	0.160	0.192	0.225	0.257	0.290	0.322	0.355	0.387	0.420	0.452	0.485	0.517	0.550	0.582	0.614	0.647	0.679	0.712	0.744	0.777	0.809
90	0.242	0.270	0.299	0.327	0.355	0.384	0.412	0.440	0.469	0.497	0.526	0.554	0.582	0.611	0.639	0.667	0.696	0.724	0.753	0.781	0.809
95	0.404	0.424	0.444	0.464	0.485	0.505	0.525	0.546	0.566	0.586	0.606	0.627	0.647	0.667	0.688	0.708	0.728	0.749	0.769	0.789	0.809
98	0.595	0.605	0.616	0.627	0.638	0.648	0.659	0.670	0.680	0.691	0.702	0.713	0.723	0.734	0.745	0.756	0.766	0.777	0.788	0.799	0.809

86.4%

0.713

Table B-4. Estimated runoff and TN and TP loads [in pounds per acre per year (lbs/ac/yr)] and concentrations [in milligrams per liter (mg/L)] for 2004 land use categories in the St. Lucie River Watershed.

Land Use Category	Land Use Description	FLUCCS	Runoff (in/yr)	Unit TN Load (lbs/ ac/yr)	TN Concen- tration (mg/L)	Unit TP Load (lbs/ ac/yr)	TP Concen- tration (mg/L)
Residential Low Density	Residential Low Density[1]	1100	17.5676	4.29	1.08	0.49	0.12
Residential Medium Density	Residential Medium Density[2]	1200	20.7617	6.24	1.33	1.40	0.30
Residential High Density	Residential High Density[2]	1300	23.9558	9.36	1.73	3.00	0.55
Other Urban	Commercial and Services[2]	1400	25.5528	8.58	1.48	1.40	0.24
	Industrial[2]	1500	27.1499	7.80	1.27	2.40	0.39
	Extractive[2]	1600	23.9558	5.46	1.01	0.66	0.12
	Institutional[2]	1700	23.9558	5.46	1.01	2.40	0.44
	Recreational[2]	1800	17.5676	5.46	1.37	0.96	0.24
Improved Pastures	Improved Pastures	2110	19.1646	8.66	2.00	1.90	0.44
Unimproved Pastures	Unimproved Pastures	2120	15.9705	4.29	1.19	0.92	0.25
Woodland Pastures/Rangeland	Woodland Pastures	2130	15.9705	3.20	0.89	0.88	0.24
	Rangeland	3000	15.9705	3.20	0.89	0.28	0.08
Row Crops	Row Crops	2140	22.3587	11.70	2.31	4.50	0.89
Sugar Cane	Sugar Cane	2156	19.1646	6.24	1.44	0.63	0.15
Citrus	Citrus	2210	19.1646	6.63	1.53	1.80	0.42
Sod Farms	Sod Farms	2420	19.1646	7.02	1.62	2.52	0.58
Ornamentals	Ornamentals	2430	19.1646	9.36	2.16	2.90	0.67
Horse Farms	Horse Farms	2510	15.9705	12.48	3.45	1.82	0.50
Dairies	Dairies	2520	15.9705	15.60	4.32	9.38	2.60
Other Areas	Field Crops	2150	15.9705	5.17	1.43	2.96	0.82
	Mixed Crops	2160	19.1646	8.58	1.98	3.50	0.81
	Fruit Orchards	2220	19.1646	7.02	1.62	2.30	0.53
	Other Groves	2230	19.1646	7.02	1.62	2.30	0.53
	Cattle Feeding Operations	2310	19.1646	42.16	9.72	8.96	2.07
	Poultry Feeding Operations	2320	19.1646	7.80	1.80	1.50	0.35
	Tree Nurseries	2410	15.9705	9.36	2.59	2.90	0.80
	Specialty Farms	2500	15.9705	6.24	1.73	1.82	0.50
	Aquaculture	2540	7.98525	7.80	4.32	0.70	0.39
	Fallow Crop Land	2610	19.1646	5.46	1.26	0.70	0.16
Tree Plantations	Tree Plantations	4400	15.9705	2.42	0.67	0.18	0.05
Water	Water	5000	3.1941	0.70	0.97	0.05	0.07
Natural Areas	Upland Forests (not including 4400s)	4000	14.3735	1.95	0.60	0.28	0.09
	Wetlands	6000	1.59705	1.17	3.24	0.01	0.03
	Barren Land	7000	23.9558	5.46	1.01	0.75	0.14
	Open Land	1900	15.9705	3.12	0.86	0.28	0.08
Transportation	Transportation	8100	27.1499	7.18	1.17	1.65	0.27
Communication/Utilities	Communications	8200	15.9705	4.68	1.30	0.48	0.13
	Utilities	8300	15.9705	4.68	1.30	0.48	0.13

[1]Assumed to be on septic systems.

[2]Assumed discharge from wastewater treatment outside of the watershed.

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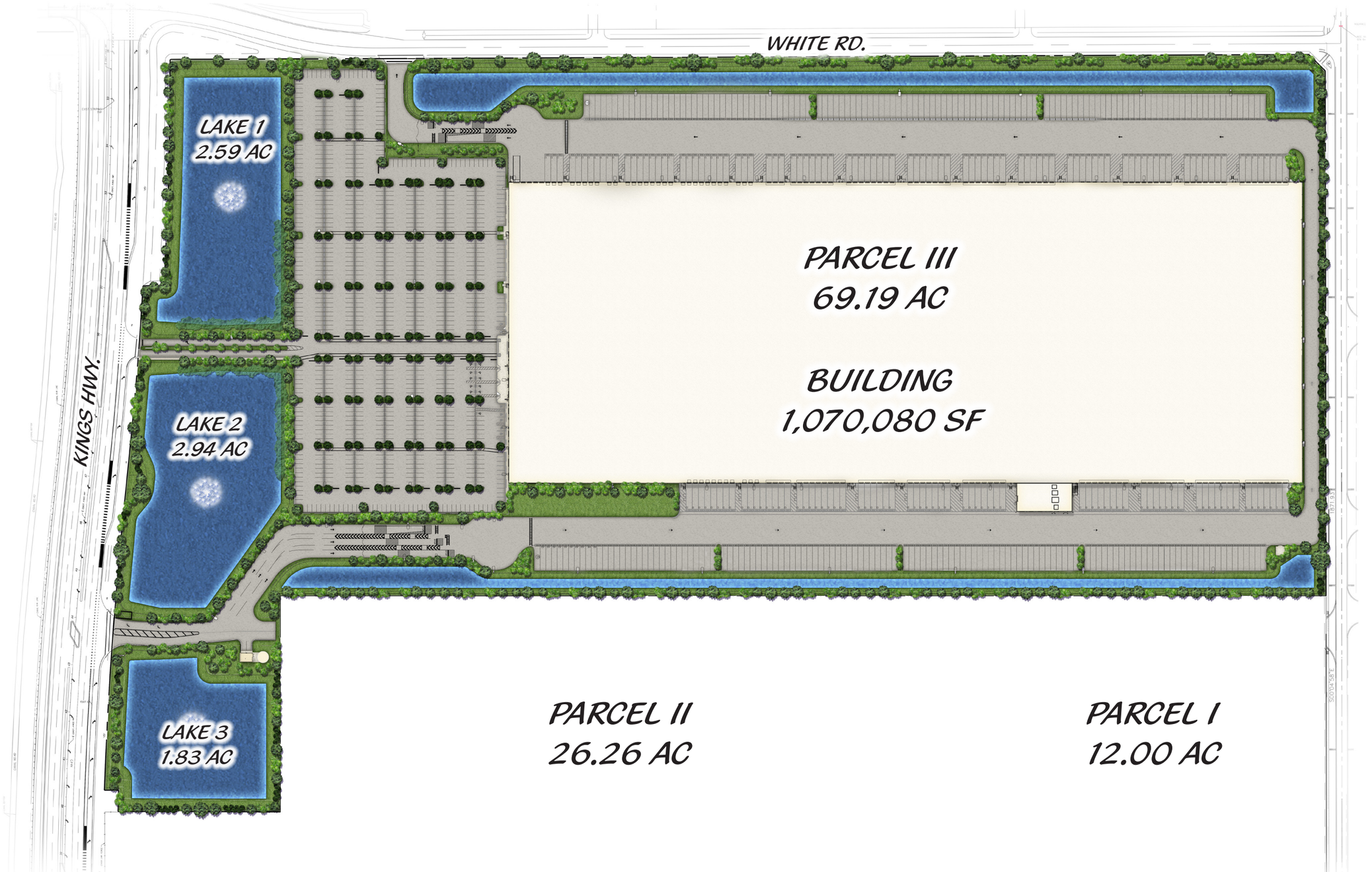

City Commission Regular Meeting - 5:05 PM **13. A.**

Meeting Date: 05/04/2026

Re: City Attorney City Manager Discussion

Submitted For: Linda Cox, City Clerk, City Clerk

SUBJECT:

Clarification of roles of City Manager and City Attorney.

SUMMARY:

Follow up discussion from April 20, 2026 City Commission meeting.

RECOMMENDATION:

n/a

ALTERNATIVES:

n/a

RESPONSIBLE STAFF:

n/a

COORDINATED WITH:

n/a

Attachments

Old Charter Provisions
Current Charter Provisions
Charter Provisions moved to Code
City Manager Contract
City Attorney Contract

ARTICLE IV. CITY MANAGER

Sec. 39. Appointment of city manager.

The commission shall appoint a city manager for an indefinite term and fix his compensation. He shall be chosen solely on the basis of his executive and administrative qualifications and need not be a resident of the city or state at the time of his appointment. No commissioner shall receive such appointment during the term for which he shall have been elected, nor within one year after the expiration of his term.

Sec. 40. Removal of city manager.

The city manager may be removed by the city commission at any time with or without cause.

Sec. 41. Absence, disability, or suspension of city manager.

To perform his duties during his temporary absence or disability, the city manager may, with the approval of the commission, designate by letter filed with the city clerk a qualified administrative officer of the city. If the city manager fails to make such designation or if there is a vacancy in the office of city manager, the commission may designate by resolution a qualified person, or an employee of the city to perform the duties of city manager during his absence or disability or during said vacancy.

Sec. 42. Powers and duties of city manager.

The city manager shall be the chief executive and administrative head of the municipal government and shall be responsible to the commission for the proper administration of all affairs of the city. He shall exercise general supervision and control over all city departments, except the office of city clerk, city attorney and city auditor. His powers and duties shall be:

(a) To see that the laws and ordinances are enforced;

(b) To supervise the operation of the merit system and to uphold and enforce the principles of merit and fitness in all personal actions affecting city officials and employees coming within his jurisdiction;

(c) To appoint and, when necessary for the good of the service, to transfer, demote, remove or suspend all officers and employees of the city except as otherwise provided by this charter and except as he may authorize the head of a department or office to appoint, or suspend subordinates in such department or office;

(d) To fix the number of employees in the city departments, determine their duties and conduct a comprehensive program of in-service training for city officials and employees to help them develop their talents and skills and increase their proficiency;

(e) To prepare the annual budget and submit it to the commission not later than August 15 of each fiscal year and to be responsible for its execution after adoption by the commission;

(f) To keep the commission fully informed of the financial condition and future needs of the city and to make such recommendations as he may find desirable;

(g) To prepare and submit to the commission as of the end of the fiscal year a complete report on the finances and administrative activities of the city for the preceding year;

(h) To attend all meetings of the commission with the right to take part in the discussion but without a vote;

(i) To appoint[,] with the approval of the city commission, a finance director for the city, who shall be under the supervision and direction of the city manager;

(j) To perform such other duties as may be prescribed by this charter or required of him by the commission, not inconsistent with this charter.

(Laws of Fla., Ch. 65-1552, § 6; Laws of Fla., Ch. 71-643, § 7)

ARTICLE V. CITY DEPARTMENTS AND AGENCIES

Sec. 43. Departmental organization.

PROOFS

There shall be a department of finance, a police department, an office of city auditor, an office of city clerk, an office of city attorney, a city prosecuting attorney, a personnel officer, a municipal court and such other departments and offices as provided in this act or may be established by the city commission by ordinance.

Each department as herein established, except the city auditor, city clerk, the city attorney, the municipal court, and the city prosecuting attorney, shall be administered by an officer designated by, and subject under this charter to the direction and supervision of the city manager. With the consent of the city commission, the city manager may serve as the head of one or more departments; provided, however the city manager shall not serve as personnel officer or director of finance, or auditor; provided further that the director of finance shall not serve as city clerk or auditor.

(Laws of Fla., Ch. 65-1552, § 7)

Editor's note--This section was amended by Ord. No. G-356, § 2, adopted August 1, 1977 without referendum. As it appears that this section cannot be amended without a referendum (see F.S. §§ 166.021, 166.031), the section has been restored to read as amended by Laws of Fla. ch. 65-1552, § 7. References in the above section to the municipal court and city prosecuting attorney are obsolete.

Sec. 44. City clerk.

The city commission shall appoint a city clerk for an indeterminate term and fix his compensation. [Text deleted.] ~~His powers and duties shall be:~~

~~(a) To attend all meetings of the commission, in person or by deputy clerk, and keep permanent minutes of its proceedings, which shall be approved and engrossed in a well-bound book and signed by the mayor and attested by the clerk or deputy clerk at the next regular meeting.~~

~~(b) To be the custodian of the city seal, all ordinances and resolutions and all records and papers of a general or permanent character pertaining to the affairs of the city.~~

~~(c) [Repealed by Laws of Fla., Ch. 69-1065.]~~

~~(d) [Reserved.]~~

~~(e) To preserve, file and index all contracts to which the city is a party, which file and record shall be open to the inspection of all interested persons at all reasonable times.~~

~~(f) To perform such other duties as may be prescribed by this charter or required of him by the commission.~~

~~(g) To collect all occupational and dog license fees.~~

(Laws of Fla., Ch. 65-1556, § 3; Laws of Fla., Ch. 67-1391, §§ 8, 9; Laws of Fla., Ch. 69-1065, § 5)

Editor's note--Pursuant to F.S. § 166.021, the provisions of section 44 (first sentence excepted) were either repealed as a limitation on power or assumed ordinance status. Such provisions have been included in the Code. See the code comparative table for the 1957 Charter for their location in the Code.

Sec. 45. City attorney.

(a) The city commission shall appoint a city attorney for an indefinite term and fix his compensation. [Text deleted.] ~~He shall be a practicing attorney who is a member in good standing of the Florida Bar who shall act as the legal advisor to, and counselor for, the city and all of its officers in matters relating to their official duties, and shall attend all meetings of the city commission, unless excused by the commission. He shall prepare all contracts, bonds and other instruments in writing in which the city is concerned, and shall endorse on each his approval of the form and correctness thereof, and no contract with the city shall take effect until his approval is so endorsed thereon. The city attorney, subject to the approval of the state's [state] attorney, may be assigned the duties of a special prosecuting attorney in county court at the will of the city commission. If the city attorney shall engage in private practice with the consent of the city commission, he shall, under no circumstances, accept retainerships, temporary or permanent, from the State of Florida or any of its component agencies, the County of St. Lucie, the district school board of St. Lucie County, or any other municipality or special taxing districts situate wholly within the boundaries of St. Lucie County.~~

~~(b) The foregoing language in this section shall never be construed to require the city attorney to endorse his approval of the form and correctness on bonds and revenue certificates issued by the city.~~

PROOFS

(c) When required to do so by the city manager or the city commission, he shall prosecute and defend[,] for and in behalf of the city, all complaints, suits and controversies in which the city is a party. He shall furnish the city commission, the city manager, the head of any department, or an officer or board not included in any department, his opinion on any question of law relating to their respective powers and duties.

(Laws of Fla., Ch. 65-1552, § 8; Laws of Fla., Ch. 71-643, § 8; Ord. No. G-356, § 4, 8-1-77)

Editor's note--Pursuant to F.S. § 166.021, the provisions of section 45 (first sentence excepted) were either repealed as a limitation on power or assumed ordinance status. Such provisions have not been included in the Code and are, therefore, repealed by the adoption of the Code.

Sec. 46. Claims against city.

[Text deleted.]

(a) *Tort actions; notice of injury limitations; information to include in notice.* No suit shall be maintained against the city for damages arising out of any tort unless it shall be made to appear that the damage alleged is attributable to the negligence of the city, and that written notice of such damage was, within thirty (30) days after the receiving of the injury alleged, presented to the city commission with such reasonable specification as to time and place and witnesses as would enable the city officers to investigate the matter.

(b) *Commission to act on notice in injury.* It shall be the duty of the city commission to inform its attorney, upon receiving notice required by the preceding [subsection], and the city attorney shall promptly investigate the matter and lay the facts, before the commission in a written report, and the commission may, by resolution, after such report, affect [effect] a reasonable settlement for the injury suffered, or deny liability and direct the city attorney to defend any suit brought for the recovery of damages.

(c) *Notice of action prerequisite to institution.* No suit shall be instituted against the city unless a written statement giving the particulars of the alleged cause of action, containing a notice of intention to sue, be filed at least thirty (30) days before such suit is instituted, with the city commission.

(d) *Limitation of actions.* Suits on all causes of actions of whatever kind or nature, accruing against the city shall be instituted within twelve (12) months after the cause of action accrues.

Editor's note--The provisions of section 46 have been deleted as superseded by F.S. § 768.28.

Sec. 47. [Repealed.]

(Laws of Fla. ch. 61-3177, § 1; Ch. 65-1557, § 1; Ch. 67-1391, §§ 10, 11; Ch. 71-643, § 9; Ord. No. Ord. No. G-334, § 1, 3-28-77)

Editor's note—Former § 47, pertaining to the municipal court, was repealed by Ord. No. G-334

Sec. 48. Police department.

(a) There is hereby created in the city a police department for the preservation and enforcement of law and order within the city. Such police department shall be composed of a chief of police and as many subordinate officers and employees as the city manager may direct.

(b) The chief of police shall have exclusive control of the stationing and transfer of all patrolmen and other officers and employees constituting the police force, subject to the approval of the city manager or under such rules and regulations as may be prescribed by ordinances of the city.

(c) The chief of police shall be appointed by the city manager with the approval of the city commission and may be discharged by the city commission or by the city manager with the consent of the city commission with or without cause.

(d) The chief of police and his deputies shall have the power and authority immediately to arrest, with or without warrant, and also to take into custody any person who shall commit or threaten to commit in his presence or within his view any offense prohibited by the ordinances and laws of the city and shall without unnecessary delay bring the offenders before the municipal court* to be dealt with according to law. [Text deleted.]

(e) [Text deleted.] When a prisoner, who is under arrest and confined to the city jail and is poor, indigent

PROOFS

Sec. 39. - Appointment of city manager.

The commission shall appoint a city manager for an indefinite term and fix his compensation. He shall be chosen solely on the basis of his executive and administrative qualifications and need not be a resident of the city or state at the time of his appointment. No commissioner shall receive such appointment during the term for which he shall have been elected, nor within one year after the expiration of his term.

Sec. 40. - Removal of city manager.

The city manager may be removed by the city commission at any time with or without cause.

Sec. 41. - Absence, disability, or suspension of city manager.

To perform his duties during his temporary absence or disability, the city manager may, with the approval of the commission, designate by letter filed with the city clerk a qualified administrative officer of the city. If the city manager fails to make such designation or if there is a vacancy in the office of city manager, the commission may designate by resolution a qualified person, or an employee of the city to perform the duties of city manager during his absence or disability or during said vacancy.

Sec. 42. - Powers and duties of city manager.

The city manager shall be the chief executive and administrative head of the municipal government and shall be responsible to the commission for the proper administration of all affairs of the city. He shall exercise general supervision and control over all city departments, except the office of city clerk, city attorney and city auditor. His powers and duties shall be:

(a) To see that the laws and ordinances are enforced;

(b) To supervise the operation of the merit system and to uphold and enforce the principles of merit and fitness in all personal actions affecting city officials and employees coming within his jurisdiction;

(c) To appoint and, when necessary for the good of the service, to transfer, demote, remove or suspend all officers and employees of the city except as otherwise provided by this charter and except as he may authorize the head of a department or office to appoint, or suspend subordinates in such department or office;

(d) To fix the number of employees in the city departments, determine their duties and conduct a comprehensive program of in-service training for city officials and employees to help them develop their talents and skills and increase their proficiency;

(e) To prepare the annual budget and submit it to the commission not later than August 15 of each fiscal year and to be responsible for its execution after adoption by the commission;

(f)

To keep the commission fully informed of the financial condition and future needs of the city and to make such recommendations as he may find desirable;

(g) To prepare and submit to the commission as of the end of the fiscal year a complete report on the finances and administrative activities of the city for the preceding year;

(h) To attend all meetings of the commission with the right to take part in the discussion but without a vote;

(i) To appoint[,] with the approval of the city commission, a finance director for the city, who shall be under the supervision and direction of the city manager;

(j) To perform such other duties as may be prescribed by this charter or required of him by the commission, not inconsistent with this charter.

(Laws of Fla., Ch. 65-1552, § 6; Laws of Fla., Ch. 71-643, § 7)

Sec. 43. - Departmental organization.

There shall be a department of finance, a police department, an office of city auditor, an office of city clerk, an office of city attorney, a city prosecuting attorney, a personnel officer, a municipal court and such other departments and offices as provided in this act or may be established by the city commission by ordinance.

Each department as herein established, except the city auditor, city clerk, the city attorney, the municipal court, and the city prosecuting attorney, shall be administered by an officer designated by, and subject under this charter to the direction and supervision of the city manager. With the consent of the city commission, the city manager may serve as the head of one or more departments; provided, however the city manager shall not serve as personnel officer or director of finance, or auditor; provided further that the director of finance shall not serve as city clerk or auditor.

(Laws of Fla., Ch. 65-1552, § 7)

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(Laws of Fla., Ch. 65-1552, § 8; Laws of Fla., Ch. 71-643, § 8; Ord. No. G-356, § 4, 8-1-1977)

Editor's note— Pursuant to F.S. § 166.021, the provisions of section 45 (first sentence excepted) were either repealed as a limitation on power or assumed ordinance status. Such provisions have not been included in the Code and are, therefore, repealed by the adoption of the Code.

Sec. 2-114. - Functions of city clerk.

The powers and duties of the city clerk shall be:

(1) To attend all meetings of the commission, in person or by deputy clerk, and keep permanent minutes of its proceedings, which shall be approved and engrossed in a well-bound book and signed by the mayor and attested by the clerk or deputy clerk at the next regular meeting.

(2) To be the custodian of the city seal, all ordinances and resolutions and all records and papers of a general or permanent character pertaining to the affairs of the city.

(3) To preserve, file and index all contracts to which the city is a party, which file and record shall be open to the inspection of all interested persons at all reasonable times.

(4) To perform such other duties as may be prescribed by the Charter or required of the clerk by the commission.

(5) To collect all business license and dog license fees.

(1957 Charter, § 44)

EMPLOYMENT AGREEMENT

CITY OF FORT PIERCE
CITY MANAGER
RICHARD D. CHESS

THIS EMPLOYMENT AGREEMENT ("Agreement") is made and entered into this 17th day of March, 2025 with an effective date of April 2, 2025 ("Effective Date"), by and between the City of Fort Pierce, Florida, a municipal corporation ("City") and Richard D. Chess ("City Manager").

WITNESSETH

WHEREAS, pursuant to Article IV of the City of Fort Pierce Charter ("City Charter"), the City desires to secure the services of City Manager as the City Manager for the City; and

WHEREAS, City Manager desires to accept such position; and

WHEREAS, the City and City Manager intend this Agreement to provide certain benefits and establish certain conditions of employment to which City Manager has agreed.

NOW, THEREFORE, in consideration of the mutual covenants contained herein, the Parties agree as follows:

SECTION 1. EMPLOYMENT.

City Manager will render full-time professional services to the City in the capacity of the City Manager of the City for the term of five (5) years commencing on the Effective Date. This Agreement shall automatically renew and continue thereafter on a year-to-year basis unless written notice of termination or notice of

non-renewal of this Agreement is given by either party to the other party ninety (90) days prior to the expiration of the existing term.

City Manager agrees he shall devote all of his time, attention, knowledge, and skill, solely and exclusively, to the business and interests of the City of Fort Pierce and the public which it serves. City Manager agrees he will at all times faithfully, industriously, and diligently perform, to the best of his abilities, all duties that may be required of him by virtue of his position as City Manager, including the performance of all duties set forth in the City Charter, Code of Ordinances, Resolutions, other City policies or rules, and State and Federal law, and to perform other legally permissible and proper duties and functions asked or required of him to the reasonable satisfaction of the City Commission. In performing such duties, City Manager further agrees to be subject to and follow the International City/County Management Association (ICMA) Code of Ethics. City Manager agrees to otherwise devote full time and attention to his work as City Manager. Nothing herein shall prohibit City Manager from maintaining membership in or participating in private social or civic endeavors that do not interfere or detract from his performance of the terms of this Agreement or performance of his duties as City Manager. In the event City Manager makes formal application for full-time employment elsewhere while serving as City Manager, he shall be required to provide written notice to the City Commission simultaneously with such application or submittal.

SECTION 2. COMPENSATION.

In consideration for the services as City Manager, City agrees to pay City Manager an annual salary of Two hundred thousand ($200,000.00) per annum, payable in bi-weekly installments, or such higher figure as may be negotiated after a mandatory six-month evaluation of City Manager's performance by the City Commission. Upon the mandatory six-month evaluation, City Manager shall be entitled to a minimum 5% salary increase upon a satisfactory performance review by the City Commission. Annual cost of living/salary increases shall be provided to City Manager in the same manner, if any, as non-bargaining employees of the City. Additional salary adjustments for subsequent years of this Agreement may be negotiated between the parties on an annual basis.

The City agrees that it will not, at any time during the term of this Agreement, reduce City Manager's base salary or other financial benefits in a greater percentage than an applicable across the board reduction for all employees of the City. This shall not be interpreted to affect disciplinary action against the City Manager. City Manager may be subject to placement on administrative leave, including up to without pay, by the City Commission, as detailed herein.

SECTION 3. PERFORMANCE EVALUATIONS.

The City Commission shall, upon the expiration of six (6) months of the Effective Date of this Agreement, and on an annual basis thereafter, evaluate City Manager's performance as City Manager. These performance evaluations shall

occur during the calendar month of June of each year, and the matter of the performance evaluation shall be placed on the first Day Meeting (formerly known as the Conference Agenda), or as it may hereafter become named, in June of each year of this Agreement. These performance evaluations shall consider continuing management objectives and responsibilities as well as achievement of key specific objectives, as mutually agreed upon by the City Commission and City Manager.

Should it be determined that City Manager was successful in his overall performance, and if the Commission, in its sole discretion, determines that the fiscal condition of the City is sufficient, the City Commission will consider City Manager's compensation and benefits and endeavor to maintain them at a level commensurate with his peers in the city management profession in similarly situated Florida cities and the rate of general inflation in the economy.

SECTION 4. ADDITIONAL BENEFITS.

In addition to the annual compensation specified above, the City agrees to provide City Manager with the following benefits:

(a) City Manager shall be entitled to receive the same vacation, sick leave, and holiday time as defined in the City of Fort Pierce Personnel Rules and Regulations ("Personnel Rules and Regulations"), or as otherwise authorized by the City Commission, including provisions governing accrual and payment thereof on termination of employment.

(b) Paid attendance at the ICMA annual conference.

(c) A car allowance at $450.00 per month, or such other rate agreed upon by the City Commission.

(d) A City owned cell phone, which shall be used for City business and purposes.

(e) Membership dues to professional associations, continuing education, subscriptions, and certification fees for City Manager, in accordance with the usual and customary practice of local governments in Florida, subject to the approval of the City Commission.

(f) Life Insurance, comprehensive health, and major medical insurance equal to that which is provided to other City employees pursuant to the Personnel Rules and Regulations.

(f) Retirement benefits as provided to all City employees under the City's defined benefit retirement plan, unless pursuant to Section 2-263 of the Code of Ordinances, City Manager elects to be excluded from membership in the plan and files such election with the retirement board within 30 days of the Effective Date.

SECTION 5. TERMINATION.

(a) **Generally.** At all times during the term of this Agreement, City Manager shall be deemed an employee-at-will and may be terminated at any time, with or without cause. For purposes of this Agreement, termination shall occur upon the happening of any of the following events:

1. A majority vote of the entire City Commission at a duly authorized

public meeting, with or without cause, at the sole discretion of the City Commission.

2. If the City, its citizens, or legislature amends any provision of the City Charter or Code of Ordinances, substantially changing the form of government directly pertaining to the role, powers, duties, authority, or responsibilities of City Manager as the City Manager, City Manager shall have the right to declare that such amendments constitute termination.
3. If City Manager resigns following a formal offer to accept resignation made by the majority of the entire City Commission at a duly authorized public meeting.
    i. City Manager shall not refuse to submit his resignation upon a formal offer to accept his resignation by the majority of the entire City Commission at a duly authorized public meeting.

(b) **Termination without Cause.** At all times during the term of this Agreement, City Manager shall be deemed an employee-at-will and may be terminated at any time, for any reason, without "Cause". Termination without "Cause" may include, but is not limited to:

1. The loss of confidence in City Manager's ability to perform his duties.
2. Where termination is in the best interests of the City.
3. For the convenience of the City.

4. For any other reason the City Commission deems appropriate.

(c) **Termination with Cause.** At all times during this Agreement, City Manager shall be deemed an employee-at-will and may be terminated at any time for or with "Cause". For purposes of this Agreement, for and with "Cause" shall be understood the same, may be used interchangeably, and shall be defined as any of the following actions by the City Manager, when determined to have occurred in the sole discretion of the City Commission:

1. Willful violation of the provisions of law.
2. Conviction for any felony.
3. Conviction for any misdemeanor involving moral turpitude or dishonesty.
4. Commission of any act or fraud involving or affecting the City. the citizens of Fort Pierce, or the general public.
5. Willful failure to perform the duties of the City Manager.
6. Material breach by City Manager of any duties or obligations under this Agreement and failure to cure such failure or breach within the time given by the City Commission, the amount of which shall be in the sole discretion of the City Commission, after receipt of written notice.
7. Malfeasance, misfeasance, or nonfeasance in the performance of official duties.
8. Incompetence.

9. Insubordination.

10. Violation of the City's Drug-Free Work Place Policy, including illegal use of drugs, hallucinogens, or other substances regulated by State or Federal law.

11. Misconduct, as defined by Section 443.036(29), Florida Statutes, as may be amended from time to time.

12. Violation of Florida's Code of Ethics or any Florida State Statute regarding ethics.

13. Violation of the ICMA Code of Ethics.

14. Violation of the City's Personnel Rules and Regulations.

15. The refusal or failure to submit resignation in the time given by the City Commission upon a formal offer to accept his resignation by the majority of the entire City Commission at a duly authorized public meeting.

SECTION 6. VOLUNTARY RESIGNATION.

In the event City Manager voluntarily resigns his position with the City, City Manager shall provide a minimum of ninety (90) days' written notice to the City Commission, unless the parties agree otherwise.

SECTION 7. SEVERANCE.

(a) Severance shall be paid to City Manager when employment is terminated without "Cause", as defined in Subsection 5(b) above.

(b) Severance shall not be paid to City Manager when employment is terminated with "Cause", as defined in Subsection 5(c) above.

(c) Severance shall be paid to the City Manager when he resigns following a formal offer to accept resignation made by the majority of the entire City Commission at a duly authorized public meeting.

(d) Severance shall not be paid when the City Manager voluntarily resigns.

(e) When severance is to be paid pursuant to this Agreement, it shall be paid as follows:

1. City shall continue to pay City Manager his then annual salary for ninety (90) consecutive working days.
2. City shall maintain City Manager's life insurance and major medical insurance coverage paid up and in effect during the time severance is being paid, in the manner provided for in the Personnel Rules and Regulations, at the levels and payment responsibility in effect at the time of the termination.

(f) During any time severance is being paid, City Manager shall not be required to perform any duties for the City nor come to City Hall.

(g) Notwithstanding anything herein to the contrary, pursuant to Section 215.425(4)(a), Florida Statutes, as it may be amended from time to time, City Manager shall not be paid severance:

1. In an amount that exceeds twenty (20) weeks of compensation.

2. If City Manager is terminated due to misconduct, as defined in Section 443.036(29), Florida Statutes, as it may be amended from time to time.

(h) City Manager shall be compensated for any accrued sick leave and vacation time payable upon termination of employment in the amounts and under the conditions set forth in the Personnel Rules and Regulations. The compensation for accrued sick leave and vacation time is not intended to be severance, as it is available to all employees as permitted in the Personnel Rules and Regulations upon termination of employment.

SECTION 8. ATTENDANCE AT MEETINGS.

City Manager shall attend, and participate as required, all duly authorized meetings of the City Commission. Upon written notice to the City Commission of an intended absence from a City Commission meeting, City Manager shall designate an Acting City Manager to attend the City Commission meeting as his designee.

City Manager may be absent from the City during normal working hours and days to attend professional meetings and to attend to such outside professional duties in the city management field as have been mutually agreed upon between the City Commission and City Manager. Attendance at such approved meetings and performance of approved professional duties shall be considered service time and shall not be considered vacation time. The City shall reimburse City Manager for all reasonable expenses incurred by him incident to attendance at approved professional meetings, provided, however, that such

reimbursement is appropriate, within the limits of the City's budget, and permitted under the City Charter, Code of Ordinances, and State and Federal law.

SECTION 9. BEST EFFORTS OF EMPLOYEE.

City Manager agrees that he will at all times faithfully, industriously, and to the best of his abilities, experience, and talents, perform all the duties which may be required of and from him pursuant to the express and implicit terms herein, to the reasonable satisfaction of the City. City Manager further agrees that he will continue his education and training so that he will keep up with or exceed education requirements of his position. Such duties shall be rendered at Fort Pierce, St. Lucie County, Florida, and at such other places as City shall in good faith require, or as the interest, needs or opportunity of City shall require.

SECTION 10. DISABILITY.

If City Manager is permanently disabled or is otherwise unable to perform his duties because of sickness, accident, injury, mental incapacity, or health for a period of either eight (8) successive weeks beyond any accrued sick leave or for twenty (20) working days over a sixty (60) working day period, City shall have the option to terminate this Agreement, subject to the severance pay requirements of Section 7. However, City Manager shall be compensated for any accrued sick leave, vacation, holidays, and other accrued benefits as set forth in the Personnel Rules and Regulations.

SECTION 11. RESIDENCY.

City Manager shall within one (1) year of the Effective Date, and at all times thereafter, maintain permanent residency within the city limits of the City of Fort Pierce, Florida, during his term as City Manager. The City will reimburse City Manager up to Ten thousand dollars ($10,000.00), based upon proof of expenses incurred, for the expense of moving City Manager, City Manager's family, and City Manager's personal property from City Manager's current residence to the City, including packing, moving, truck rental, storage costs, unpacking, and insurance charges, and miscellaneous charges incurred or expended by him in effecting this move, said sum to also be intended to cover temporary housing for City Manager and his family within the City for the period of time between his initial reporting for work on or before the Effective Date and the date he secures permanent housing.

SECTION 12. EMPLOYEE-AT-WILL.

City Manager is an employee-at-will and works at the pleasure of the City who may, at any time and without any showing of cause, to include during the initial five (5) year term of this Agreement, terminate his employment and this Agreement.

SECTION 13. CIVIL LIABILITY CLAIMS.

The City shall defend and save harmless City Manager, but only to the limits of sovereign immunity, against any tort, professional liability claim, or demand or other civil claim or action, whether groundless or otherwise, arising out of an alleged act or omission occurring in or arising out of the good faith performance of City

Manager's duties as City Manager of the City of Fort Pierce, provided he reports the same to the City Commission and the City Attorney, in writing, within twenty-four (24) hours and he cooperates fully and honestly in the City's defense thereof. However, this covenant shall not apply to:

(a) Acts outside the scope of City Manager's employment or services.

(b) Acts committed in bath faith, with malicious purpose, or in a manner exhibiting willful and wanton disregard for human rights, safety, property, or civil rights.

(c) Acts committed in violation of this Agreement.

(d) Claims for punitive damages.

The City will have the authority to compromise and settle any such civil claim or suit within the scope of City Manager's employment and pay the amount of any settlement or judgment rendered thereon. To the maximum extent permitted by law, the City and City Manager shall rely upon the doctrine of sovereign immunity and the provisions of Section 768.28, Florida Statutes, or other applicable law. Nothing herein is or shall be interpreted to be a waiver of sovereign immunity or to increase any limits of sovereign immunity pursuant to Section 768.28, Florida Statutes.

SECTION 14. CRIMINAL CONDUCT.

If City Manager is notified by any law enforcement agency or law enforcement officer he is under criminal investigation, he shall notify the City Commission and the City Attorney, in writing, within twenty-four (24) hours of such notification. If City Manager is arrested, issued a criminal traffic citation, or issued a Notice to Appear

for any criminal offense, City Manager shall notify, or cause to be notified, the City Commission and the City Attorney, in writing, within twenty-four (24) hours of such event. The City shall not defend, hold harmless, represent, be responsible for any financial obligations of City Manager, or in any another manner be responsible for City Manager's criminal defense due to his criminal conduct or alleged criminal conduct, whether accused, arrested, convicted, acquitted, or otherwise. The City Commission shall have the sole discretion to place City Manager on administrative leave, with or without pay, upon notification City Manager has been arrested, issued a criminal traffic citation, or issued a Notice to Appear for any criminal offense.

SECTION 15. DISCIPLINARY ACTION.

Any and all disciplinary action against City Manager shall be in the sole discretion of the City Commission. Disciplinary action may include, but is not limited to, a written reprimand, administrative leave (or suspension), with or without pay, and termination. If City Manager is placed on administrative leave (or suspension) with or without pay, City Manager shall not be paid a car allowance, have professional membership fees paid by the City, attend any meetings, conferences, or events on behalf of the City, receive payment or reimbursement for any travel, meetings, conferences, events, food, etc. expenses incurred, or be paid as may otherwise additionally be directed by the City Commission while on administrative leave (or suspension) with or without pay.

SECTION 16. CHOICE OF LAW, JURISDICTION, VENUE.

This Agreement shall be governed by the laws of the State of Florida. Jurisdiction over any dispute arising under this Agreement shall lie in the Circuit Court of the Nineteenth Judicial Circuit, in and for St. Lucie County, Florida.

SECTION 17. WAIVER OF JURY TRIAL.

BOTH CITY AND CITY MANAGER HEREBY KNOWINGLY AND INTENTIONALLY WAIVES THEIR RIGHT TO A TRIAL BY JURY AND ANY ISSUE ARISING OUT OF OR RELATING IN ANY WAY TO THIS AGREEMENT SHALL BE RESOLVED BY NON-JURY TRIAL.

SECTION 18. INTERPRETATION.

This Agreement has been submitted to the equal review and scrutiny of both parties, and both parties agree the Agreement fairly and accurately sets forth the terms of their agreement. In any dispute between the parties, the Agreement shall be given fair and reasonable interpretation, without consideration or right being given to the fact that it was initially prepared or drafted by any particular party.

SECTION 19. SEVERABILITY.

Each provision of this Agreement is deemed to be separate and divisible. If any provision shall be held invalid, the remaining provisions shall remain in full force and effect.

SECTION 20. AMENDMENT

This Agreement may be amended or modified only by subsequent written agreement or written amendment approved by the City Commission.

SECTION 21. ENTIRE AGREEMENT.

This Agreement constitutes the complete and final agreement of the parties. No prior or contemporaneous statements of the parties shall be binding or effective, unless set forth herein.

[REMAINDER OF PAGE INTENTIONALLY LEFT BLANK]

IN WITNESS WHEREOF, the parties have hereunto set their hands and seals to this instrument as of the date first written above.

CITY OF FORT PIERCE, FLORIDA:

Linda Hudson

Linda Hudson, Mayor

Date: 3/18/25

ATTEST:

Linda W. Cox

Linda W. Cox, City Clerk

APPROVED AS TO FORM AND CORRECTNESS:

Sara K. Hedges, City Attorney

EMPLOYEE, CITY MANAGER:

Richard D. Chess

Date: March 13, 2025

CITY OF FORT PIERCE, FLORIDA

SARA K. HEDGES

CITY ATTORNEY

EMPLOYMENT AGREEMENT

THIS EMPLOYMENT AGREEMENT is made and entered into this 18th day of September, 2023 with an effective date of September 11, 2023 ("Effective Date"), by and between the **CITY OF FORT PIERCE, FLORIDA,** a municipal corporation, hereafter referred as to as **"CITY"** and **SARA K. HEDGES,** hereafter referred to as **"HEDGES".**

WHEREAS, CITY desires to secure the legal representation of **HEDGES** as City Attorney for a minimum of three (3) years from the Effective Date of this agreement and **HEDGES** desires to accept such position; and

WHEREAS, CITY and **HEDGES** intend by this Agreement to provide certain benefits and establish certain conditions of employment to which **HEDGES** has agreed.

NOW, THEREFORE, in consideration of the material advantages occurring to the parties and the mutual covenants contained herein, **CITY** and **HEDGES** agree with each other as follows:

1. <u>Employment.</u>

CITY employs **HEDGES** to perform the duties of City Attorney as

specified in the City Charter. **HEDGES** will render full time legal services to **CITY** in the capacity of City Attorney of the **CITY** for the initial term of three (3) years, commencing September 11, 2023 (the "Effective Date"), through September 10, 2026. In the event written notice of termination or notice of non-renewal of this Agreement is not given by either party to the other party ninety (90) days prior to the expiration of the term as hereinabove provided, this Agreement shall automatically renew and continue thereafter on a year-to-year basis. **HEDGES** agrees to report for work, and the duties and employment of **HEDGES** as City Attorney shall commence the Effective Date. In the event the Agreement is not renewed all compensation, benefits, and requirements of this Agreement shall remain in effect until the expiration of the term unless sooner terminated or **HEDGES** resigns.

The City Attorney is recognized as an independent and co-equal Charter Officer, as specified by the Charter of the City of Fort Pierce (See Article V, Section 45). No other Charter Officer shall have any authority or ability to direct, supervise or interfere with the administration or activity of the Office of the City Attorney, including any and all personnel actions or decisions (See Article IV, Section 42 and Article V, Section 43).

HEDGES shall devote all of her time, attention, knowledge and skill, solely and exclusively to the legal interests of the City of Fort Pierce. **HEDGES** warrants and agrees to maintain her Florida license to practice law in good standing without limitation throughout the term of this Agreement. **HEDGES** will at all times faithfully, industriously, and diligently perform to the best of her

ability all duties that may be required of her by virtue of her position as City Attorney, including, but not limited to, the performance of all duties set forth in the City Charter, Florida Statutes, City Ordinances, and Resolutions, and to perform other legally permissible and proper duties and functions to the reasonable satisfaction of the City Commission. Should **HEDGES** no longer be in good standing with the Florida Bar or authorized to practice law in Florida, this contract will terminate immediately for cause. In the event **HEDGES** makes formal application for full-time employment elsewhere while serving as City Attorney, she shall be required to provide written notice to the City Commission simultaneously with such application or submittal.

2. Compensation.

In consideration for these services as City Attorney, **CITY** agrees to pay **HEDGES** an annual base salary of ONE HUNDRED AND EIGHT-FIVE THOUSAND DOLLARS ($185,000.00) per annum, payable in bi-weekly installments, or such higher figure as may be negotiated after a mandatory six-month evaluation of **HEDGES'** performance by the City Commission. Base annual salary adjustments, for each subsequent year during the term of this Agreement shall be negotiated between the parties on an annual basis. Beginning on October 1, 2024, annual cost of living/salary increases shall be provided to **HEDGES** in the same manner (if any) as non-bargaining employees of the City.

The CITY agrees that it will not, at any time during the term of this

Agreement, reduce **HEDGES'** base salary or other financial benefits in a greater percentage than an applicable across the board reduction for all employees of the **CITY.**

3. **Performance Evaluations.**

The City Commission shall, upon the expiration of six (6) months of the Effective Date of this Agreement, and on an annual basis thereafter, evaluate **HEDGES'** performance as City Attorney. Annual performance evaluations shall occur during the calendar month of June of each year following the first year of employment, with the first annual evaluation beginning in June of 2024. These performance reviews shall consider continuing City Commission objectives and responsibilities as well as achievement of key specific objectives as mutually agreed upon by City Commission and **HEDGES.**

Should it be determined that **HEDGES** was successful in her overall performance, and if the Commission, in its sole discretion, determines that the fiscal condition of the **CITY** is sufficient, the City Commission will consider **HEDGES'** compensation and benefits, and endeavor to maintain them at a level commensurate with her peers in the profession in similarly situated Florida cities and the rate of general inflation in the economy.

4. **Benefits.**

In addition to annual compensation specified above, the **CITY** agrees to provide **HEDGES** with the following benefits:

(a) **HEDGES** shall be entitled to receive the same vacation, sick leave, and holiday time as the City Manager. Said benefits shall be defined in the City

of Fort Pierce Personnel Rules and Regulations, including provisions governing accrual and payment thereof on termination of employment.

(b) In addition to the base salary, the **CITY** shall pay on **HEDGES'** behalf, in equal proportionate amounts each pay period, into a retirement plan designated by **HEDGES** an amount equal to 5% of **HEDGES'** annual base salary.

(c) A car allowance at $450.00 per month, or such other rate agreed upon by the City Commission.

(d) **CITY** agrees to budget and pay for licensing fees or charges that are required of attorneys to practice law in the State of Florida and professional dues, required CLE seminars, and subscriptions necessary for **HEDGES'** continuation and participation in national, regional, state, and local associations, and organizations necessary and desirable for **HEDGES'** continued professional participation, growth, and advancement, and for the good of the **CITY.**

(e) Life Insurance, comprehensive health and major medical insurance equal to that which is provided to other City employees and shall be effective on the effective date of this agreement.

(f) Retirement benefits as provided to all City Employees under the **CITY's** defined benefit retirement plan.

5. Termination.

At all times during the term of this Agreement **HEDGES** shall be deemed an employee-at-will, and may be terminated at any time, with or without cause.

For purposes of this Agreement, termination shall occur upon the happening of any of the following events:

(a) A majority vote of the entire City Commission at a duly authorized public meeting, with or without cause, at the sole discretion of the City Commission.

(b) If the **CITY,** its citizens, or legislature amends any provision of the Charter or Code substantially changing the form of government directly pertaining to the role, powers, duties, authority and responsibilities of **HEDGES** as City Attorney, **HEDGES** shall have the right to declare that such amendments constitute termination; or

(c) If **HEDGES** resigns following a formal offer to accept resignation made by the majority of the entire City Commission at a duly authorized public meeting.

6. **Severance.**

Except as provided in this Agreement, severance will be paid to **HEDGES** when employment is terminated as defined in Paragraph 5 above. Upon termination, all rights, duties and obligations of both parties shall cease except that the **CITY** shall continue to pay **HEDGES** her then annual base salary for ninety (90) consecutive working days thereafter, and the **CITY** shall also maintain **HEDGES'** life insurance and major medical insurance coverage paid up and in effect during such period. **HEDGES** shall also be compensated for any accrued sick leave and vacation time payable upon termination of employment in the amounts set forth in the Personnel Rules and Regulations. During any time

severance is being paid, **HEDGES** shall not be required to perform any duties for the **CITY** or come to the **CITY.**

The severance provisions set forth herein shall not apply and the **CITY** shall not be obligated to pay **HEDGES** any severance in the event **HEDGES** is terminated For Cause. For purposes of this agreement "For Cause" shall be defined as any of the following actions by **HEDGES:**

(a) Conviction of a felony or any misdemeanor involving moral turpitude;

(b) Commission of any act of fraud involving or affecting the **CITY** or the public;

(c) Willful failure to perform the duties of City Attorney, or material breach by **HEDGES** of any duties or obligations under this Agreement and failure to cure such failure or breach after receipt of reasonable written notice;

(d) Incompetence or negligence in the performance of official duties;

(e) Violation of the **CITY's** Drug-Free Work Place Policy, including illegal use of drugs, hallucinogens, or other substances regulated by state law;

(f) Violation of Florida's Code of Ethics;

(g) Loss or suspension of license to practice law; or

(h) Misconduct as defined by Florida Statute 443.036(29), as amended from time to time.

7. **Outside Activities.**

The employment provided for by this Agreement shall be **HEDGES'** primary employment. Recognizing that certain outside consulting or teaching opportunities provide indirect benefits to **HEDGES** and the community,

HEDGES may elect to accept limited teaching, consulting or other business opportunities with the understanding that such arrangements must neither constitute interference with nor a conflict of interest with **HEDGES'** responsibilities under this Agreement. Any outside consulting or business opportunities shall be subject to prior approval by the **CITY.**

8. **Best Efforts of Employee.**

HEDGES agrees that she will at all times faithfully, industriously and to the best of her ability, experience and talents, perform all the duties which may be required of and from her pursuant to the express and implicit terms hereof, to the reasonable satisfaction of **CITY. HEDGES** further agrees that she will continue her education and training so that she will keep up with or exceed education requirements of her position. Such duties shall be rendered at Fort Pierce, St. Lucie County, Florida, and at such other places as **CITY** shall in good faith require, or as the interest, needs or opportunity of **CITY** shall require.

9. **Disability.**

If **HEDGES** is permanently disabled or is otherwise unable to perform her duties because of sickness, accident, injury, mental incapacity or health for a period of either eight (8) successive weeks beyond any accrued sick leave, or for twenty (20) working days over a sixty (60) working day period, **CITY** shall have the option to terminate this Agreement, subject to the severance pay requirements of Paragraph 6. However, **HEDGES** shall be compensated for any accrued sick leave, vacation, holidays, and other accrued benefits, as set forth in the City's Personnel Rules and Regulations.

10. **Employee-At-Will.**

HEDGES is an employee-at-will and works at the pleasure of the **CITY** who may, at any time and without showing cause, terminate this Employment Agreement.

11. **Liability Claims.**

The **CITY** shall defend and save harmless **HEDGES,** but only to the limits of sovereign immunity, against any tort, professional liability claim or demand or other legal claim or action, whether groundless or otherwise, arising out of an alleged act or omission occurring in or arising out of the good faith performance of **HEDGES'** duties as City Attorney of the City of Fort Pierce. However, this covenant shall not apply to acts outside the scope of **HEDGES'** employment or services or for claims for punitive damages. In the event the provision of legal representation by the **CITY** may reasonably present a legal conflict of interest, **HEDGES** may request independent legal representation at **CITY'S** expense, and the **CITY** may not unreasonably withhold approval of such request. Legal representation provided by the **CITY** for **HEDGES** shall extend until a final unappealable determination of the legal action. In the event independent legal representation is provided to **HEDGES,** any settlement of any claim against **HEDGES** may not be made without prior approval of the **CITY.** The **CITY** will have the authority to compromise and settle any such claim or suit within the scope of **HEDGES'** employment and pay the amount of any settlement or judgment rendered thereon. To the maximum extent permitted by law, the **CITY** and **HEDGES** shall rely upon the doctrine of

sovereign immunity and the provisions of Section 768.28, Florida Statutes, or other applicable law.

12. **Voluntary Resignation.**

In the event **HEDGES** voluntarily resigns her position with the **CITY, HEDGES** shall provide a minimum of ninety (90) days written notice unless the parties agree otherwise. Unless such resignation follows a formal offer to accept resignation made by the majority of the entire City Commission as specified In Paragraph 5(c) above, **HEDGES** shall not be entitled to nor shall the **CITY** be liable to pay severance if **HEDGES** voluntarily resigns.

13. **General provisions.**

The following general provisions shall govern this Agreement:

(a) This Agreement shall be governed in accordance with the laws of the State of Florida.

(b) Jurisdiction over any dispute arising under this Agreement, and the venue thereof, shall lie in the Circuit Court of the Nineteenth Judicial Circuit, in and for St. Lucie County, Florida.

(c) This Agreement shall become effective retroactively to the Effective Date set forth above and supersedes and replaces any prior written employment agreement.

(d) This Agreement constitutes the entire agreement and understanding between the parties and contains all of the agreements between them with respect to the subject matter hereof, and supersedes any and all other agreements or contracts, either oral or written, between the

parties with respect to the subject matter hereof.

(e) The parties by mutual written agreement may amend any provision of this Agreement during the life of the agreement by document approved and signed with the same formalities as this Agreement. Such amendments will be incorporated and made a part of this Agreement.

(f) The invalidity or partial invalidity of any portion of this Agreement will not affect the validity of any other provision. In the event that any provision of this Agreement is held to be invalid, the remaining provisions shall be deemed to be in full force and effect as if they have been executed by both parties subsequent to the expungement or judicial modification of the invalid provision.

(g) This Agreement shall be binding upon and inure to the benefit of the **CITY** and the City Commission, its successors and assigns, and shall be binding upon **HEDGES,** her administrators, executors, legatees, heirs, and assigns.

IN WITNESS WHEREOF, the parties have hereunto set their hands and seals on set forth below.

CITY OF FORT PIERCE, FLORIDA

BY: Linda Hudson
Linda Hudson, Mayor

ATTEST:

Linda W. Cox
Linda W. Cox, City Clerk

Date: 9/18/2023

EMPLOYEE:

Sara K. Hedges

Date: 9/15/2023

Approved as to Form and Correctness:

BY: Caroline A. Valentin
Caroline A. Valentin, General Counsel
Fort Pierce Utilities Authority for the benefit of
the City of Fort Pierce, Florida