*TRAFFIC ANALYSIS REPORT*

# The Carlton of Fort Pierce
# (f.k.a. Mahaffey Communities)
# St. Lucie County, FL

*Prepared for:*
Mahaffey Apartment Company
St. Petersburg, FL 33701

*Prepared by:*

MacKenzie
Engineering & Planning, Inc.
1172 SW 30th Street, Suite 500
Palm City, FL 34990
(772) 286-8030

Shaun G. MacKenzie LICENSE No. 61751 STATE OF FLORIDA PROFESSIONAL ENGINEER

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MACKENZIE ENGINEERING AND PLANNING, INC.
1172 SW 30TH STREET, SUITE 500
PALM CITY, FL 34990
CERTIFICATE OF AUTHORIZATION 29013
SHAUN G. MACKENZIE, P.E. NO. 61751

Digitally signed by Shaun G MacKenzie
Date: 2026.09.17 08:23:11 -04'00'

Shaun G. MacKenzie P.E.
Florida License # 61751

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# *EXECUTIVE SUMMARY*

MacKenzie Engineering and Planning, Inc. performed an analysis of the traffic impacts resulting from The Carlton of Fort Pierce, formerly known as (f.k.a.) Mahaffey Communities. The project is located at 2535 S Kings Highway, Fort Pierce, Florida (Parcel ID: 2323-501-0002-000-0). The project proposes to construct 488 multi-family housing (low-rise) Dwelling Units. The project has an approved traffic impact study based on 488 multi-family housing (mid-rise) units. This traffic analysis is proposed to examine the increase in trips. A buildout of 2031 was used for this analysis.

The proposed development will generate the following net new external and driveway trips:

- 2,868 daily, 184 AM peak hour (44 in/140 out), and 242 PM peak hour (150 in/92 out) trips.

The resulting net change of site uses in net new external and driveway trips:

- 665 daily, -13 AM peak hour (-1 in/-12 out), and 63 PM peak hour (35 in/28 out) trips.

A 290-foot southbound right-turn lane is recommended at the Driveway 1 & Okeechobee Road intersection. The project meets St. Lucie County's concurrency requirements.

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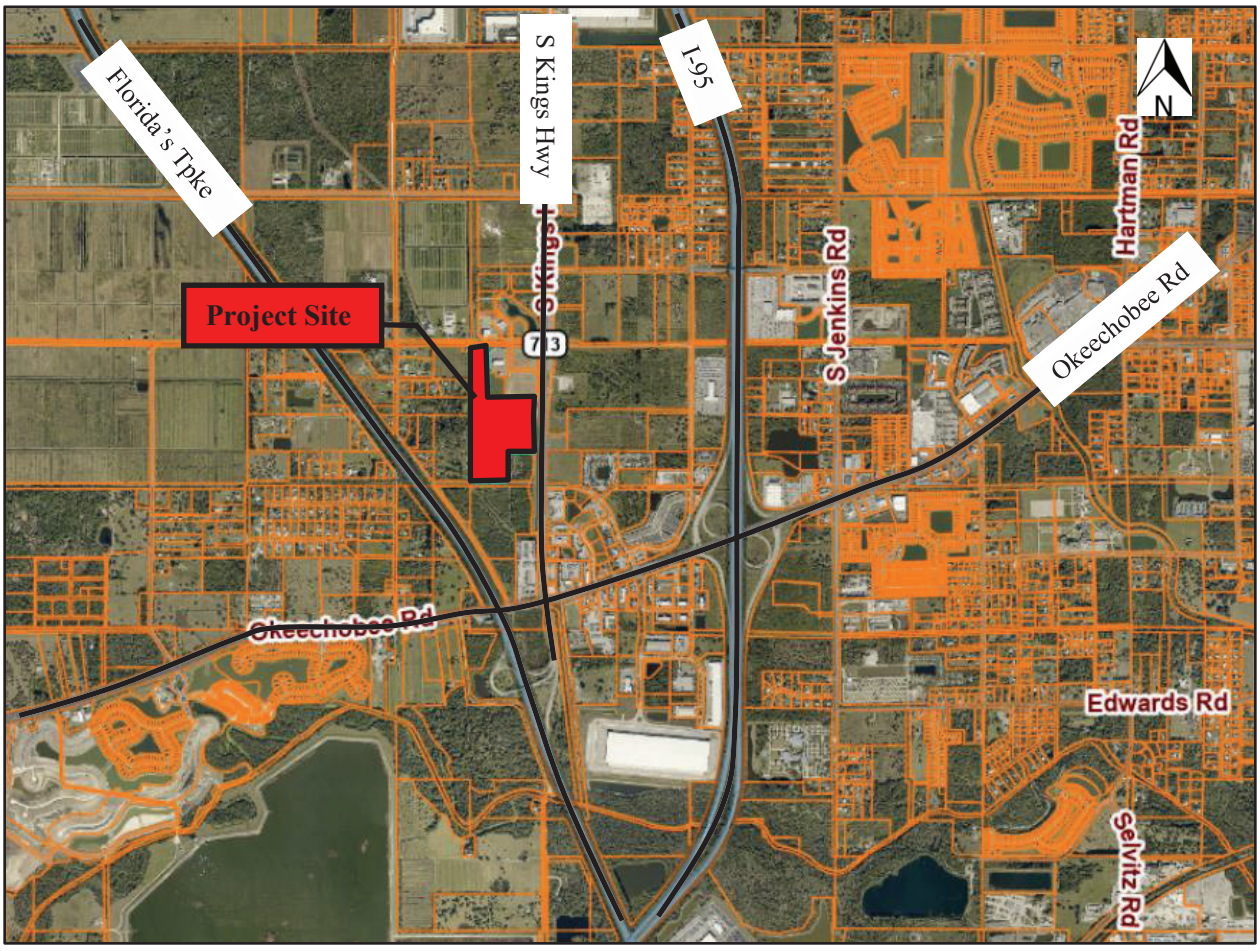
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Appendix C – St. Lucie County Peak Season Factor Category Report
Appendix D – FDOT's Q/LOS Manual 2023
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# *INTRODUCTION*

MacKenzie Engineering and Planning, Inc. performed an analysis of the traffic impacts resulting from The Carlton of Fort Pierce, formerly known as (f.k.a.) Mahaffey Communities. The project is located at 2535 S Kings Highway, Fort Pierce, Florida (Parcel ID: 2323-501-0002-000-0). The project proposes to construct 488 multi-family housing (low-rise) Dwelling Units. The project has an approved traffic impact study based on 488 multi-family housing (mid-rise) units. A buildout of 2031 was used for this analysis. Figure 1 shows the site location.

**Figure 1. Site Location**



# *INVENTORY AND PLANNING DATA*

The traffic data used in this analysis includes:

- Historic Traffic Count Data
- FDOT's 2023 Quality/Level of Service Manual
- *Trip Generation, 12th Edition* (ITE report)
- St. Lucie County Adopted Transportation Element
- St. Lucie County Traffic Counts and Level of Service Report (2025)

# *PROJECT TRAFFIC*

## *Trip Generation*

The study uses the following trip generation rates published in the Institute of Traffic Engineers' (ITE) report, *Trip Generation (12th Edition)* for Multifamily Housing (Low-Rise) (ITE Land Use 220) and Multifamily Housing (Mid-Rise) (ITE Land Use 221). Table 1 shows the trip generation for the site.

## *Approved Uses*

- 488 Multifamily Housing (Mid-Rise) DUs (ITE Land Use 221)

The approved development will generate the following net new external and driveway trips:

- 2,203 daily, 197 AM peak hour (45 in/152 out), and 179 PM peak hour (115 in/64 out) trips.

## *Proposed Use*

- 488 Multifamily Housing (Low-Rise) DUs (ITE Land Use 220)

The proposed development will generate the following net new external and driveway trips:

- 2,868 daily, 184 AM peak hour (44 in/140 out), and 242 PM peak hour (150 in/92 out) trips.

## Net Change

The resulting net change of site uses in net new external and driveway trips:

- 665 daily, -13 AM peak hour (-1 in/-12 out), and 63 PM peak hour (35 in/28 out) trips.

## Internal Capture

The site contains no internal capture.

## Pass-by Trip Capture

The pass-by trip capture rate is 0.

Table 1. Trip Generation

| Land Use | Intensity | Daily Trips | AM Peak Hour | | | PM Peak Hour | | |
|---|---|---|---|---|---|---|---|---|
| | | | Total | In | Out | Total | In | Out |
| **Approved Site Traffic** | | | | | | | | |
| Multifamily Housing (Mid-Rise) | 488 DU | 2,203 | 197 | 45 | 152 | 179 | 115 | 64 |
| **Proposed Site Traffic** | | | | | | | | |
| Multifamily Housing (Low-Rise) | 488 DU | 2,868 | 184 | 44 | 140 | 242 | 150 | 92 |
| **NET CHANGE IN EXTERNAL TRIPS** | | **665** | **(13)** | **(1)** | **(12)** | **63** | **35** | **28** |
| **NET CHANGE IN DRIVEWAY VOLUMES** | | **665** | **(13)** | **(1)** | **(12)** | **63** | **35** | **28** |

Note: Trip generation was calculated using the following data:

| Land Use | ITE Code | Unit | Daily Rate | Pass-by Rate | AM Peak Hour in/out | AM Peak Hour Rate | PM Peak Hour in/out | PM Peak Hour Equation |
|---|---|---|---|---|---|---|---|---|
| Multifamily Housing (Mid-Rise) | 221 | DU | T = 4.55 (X) - 17.52 | 0% | 23/77 | T = 0.42 (X) - 7.77 | 64/36 | T = 0.36 (X) +3.07 |
| Multifamily Housing (Low-Rise) | 220 | DU | T = 5.63 (X) + 120.45 | 0% | 24/76 | T = 0.35 (X) + | 62/38 | T = 0.48 (X) + 7.35 |

ITE 12th Edition

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## STUDY AREA

Based on the Approved Methodology and St. Lucie TPO Standardized TIS Methodology and Procedures, the area of influence for transportation concurrency is 1.0 mile.

**Figure 2. Study Area**



# TRAFFIC DISTRIBUTION AND ASSIGNMENT

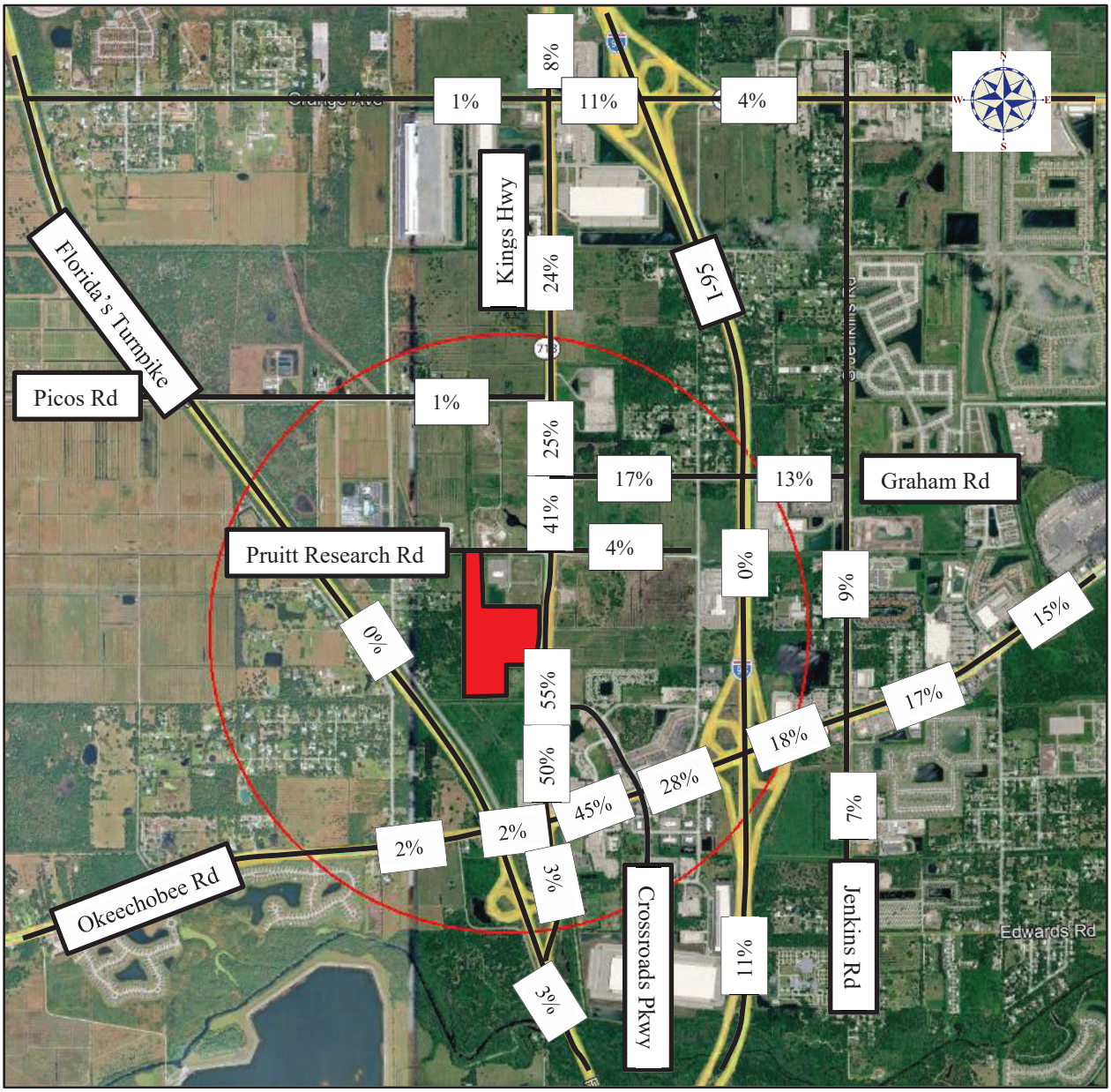
The traffic assignment was based on the approved methodology. The project traffic assignment is illustrated in Figure 3. The overall distribution is summarized by general directions and is depicted below:

NORTH - 41 percent

SOUTH - 55 percent

EAST - 4 percent

**Figure 3. Traffic Assignment**



# HISTORICAL GROWTH

Historic growth rates were determined based on FDOT Traffic Online data as shown in Table 2. The historic annual growth on the surrounding facilities between 2021 and 2025 is 6.1%.

Table 2. Growth Rate Calculation

| Road Name | Count Station | Segment | 2021 AADT | 2022 AADT | 2023 AADT | 2024 AADT | 2025 AADT | Annual Absolute Growth | Growth Rate |
|---|---|---|---|---|---|---|---|---|---|
| Kings Hwy | 94-0757 | N of Okeechobee Rd | 13,100 | 7000 | - | 14100 | 13,700 | 830 | 6.1% |
| | | | | | | | **Weighted Average** | | **6.1%** |
| | | | | | | | **Growth Rate Used** | | **6.1%** |

# COMMITTED PROJECTS

The following committed projects and their traffic were included in the analysis:

- Creekside
- Freeman
- Kings Highway Warehouse
- South Florida Logistics
- Broadreach Storage
- Drawdy Angle Road Residential
- 44 Celebration Pointe
- Project Hunt
- St. Lucie Commerce Center
- Kings Highway Commerce
- Amazon Warehouse

# ASSURED AND PROGRAMMED IMPROVEMENTS

Based on review of FDOT's 5-Year Work Program and the St. Lucie TPO's Transportation Improvement Program, which includes St. Lucie County's 5-Year Capital Improvement Plan. The following improvements affect roadway capacity within the project's study area:

- SR 713/Kings Highway – N of SR 9/I 95 Overpass to South of Angle Road – Add Lanes & Reconstruct
- Orange Avenue & I-95 Interchange – Add Lanes
- Amazon Warehouse Committed Improvements:
    - Kings Highway & Pruitt Research Road/White Road:
        - Full Opening and traffic signal
        - Add a northbound right-turn lane
        - Restripe the eastbound approach to a dedicated left-turn and shared through/right land
        - Improve the westbound approach to include a dedicated left-turn and shared through/right lane
    - Kings Highway & Driveway 1
        - Add a northbound right-turn lane

# ROADWAY ANALYSIS

## *Roadway Capacity*

In accordance with the approved methodology, the roadway classification follows the local government's Comprehensive Plan outlining the roadway functional classification. The local government Transportation Element outlines the minimum Level of Service (LOS) for each roadway functional classification. Roadway Capacity is based on the St. Lucie TPO's 2025 Level of Service Report. Where road segment information is FDOT roadways or not available, or improvements are committed or needed, the study uses local government's minimum LOS standards to apply FDOT's 2023 Multimodal Quality/LOS Handbook.

## *Significance*

Impacts of greater than one percent (1%) on adjacent segments and greater than five percent (5%) on all other segments are considered to have significant impact. Table 3 displays the roadway segments with significant impact.

Table 3. Project Impacts (Significance)

| Roadway | Segments | E+C Lanes | Area Type | Two-Way Capacity | Assign | Two-Way Project Traffic | Project Impact | Significant Impact? (Y/N) |
|---|---|---|---|---|---|---|---|---|
| Okeechobee Rd | McCarty Rd to Florida's Turnpike | 4 | C2 | 4,350 | 2% | 1 | 0.02% | NO |
| | Florida's Turnpike to Kings Hwy | 4 | C3C | 3,290 | 2% | 1 | 0.03% | NO |
| | Kings Hwy to Crossroads Pkwy | 6 | C3C | 4,870 | 45% | 28 | 0.57% | NO |
| | Crossroads Pkwy to I-95 | 6 | C3C | 4,870 | 28% | 18 | 0.37% | NO |
| | I-95 to Jenkins Rd | 8 | C3C | 5,780 | 18% | 11 | 0.19% | NO |
| Kings Hwy | Okeechobee Rd to Crossroads Pkwy | 4 | C3C* | 3,290 | 50% | 32 | 0.97% | NO |
| | Crossroads Pkwy to Project Site | 4 | C3C* | 3,290 | 55% | 35 | 1.06% | **YES** |
| | Project Site ot Graham Rd | 4 | C3C* | 3,290 | 41% | 26 | 0.79% | NO |
| | Graham Rd to Picos Rd | 4 | C3C* | 3,290 | 25% | 16 | 0.49% | NO |
| | Picos Rd to Orange Ave | 4 | C3C* | 3,290 | 24% | 15 | 0.46% | NO |
| | Orange Ave to Angle Rd | 6 | C3C* | 4,870 | 8% | 5 | 0.10% | NO |
| Orange Ave | Campbell Rd to Kings Hwy | 2 | C3R | 2,020 | 1% | 1 | 0.05% | NO |
| | Kings Hway to I-95 | 4 | C2 | 5,290 | 11% | 7 | 0.13% | NO |
| | I-95 to Jenkins Rd | 4 | C3C | 3,290 | 4% | 3 | 0.09% | NO |
| I-95 | Midway Rd to Okeechobee Rd | 6 | LA | 11,050 | 11% | 7 | 0.06% | NO |
| | Okeechobee Rd to Orange Rd | 8 | LA | 14,710 | 0% | 0 | 0.00% | NO |
| Florida's Turnpike | North County Ln to Okeechobee Rd | 4 | LA | 6,890 | 0% | 0 | 0.00% | NO |
| | Okeechobee Rd to Port St Lucie Blvd | 4 | LA | 7,400 | 3% | 2 | 0.03% | NO |

* C3C used in order to provide a conservative analysis

## *Roadway Analysis*

Existing traffic volumes were obtained from the 2025 buildout traffic counts of the approved traffic study. The 2025 peak hour traffic volumes were increased based on the greater of the annual compound growth rate or a 1% growth rate plus approved site plan traffic to develop the projected year 2031 background traffic volumes. Committed trips on each road segment are shown in Exhibit 2.

The post-development 2031 (buildout) traffic volumes were developed by adding background traffic volume plus projected net change traffic. The buildout traffic volumes were compared to the service volumes for each respective roadway segment to determine if the road is projected to operate acceptably. Based on the analysis, the roadway segments are projected to operate acceptably in 2031 with the proposed development as shown in Table 4.

Table 4. 2031 Buildout PM Peak Hour Roadway Analysis

| Roadway | Segment | E+C Lanes | 2025 Volumes | Growth Rate | Committed Traffic | Committed Traffic + 1% Growth Rate | Growth from Historic Growth Rate | Site Plan Approved Trips | Background | Assignment | New Project Traffic | Buildout | Roadway Capacity | Acceptable? |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Kings Hwy | Crossroads Pkwy to Project Site | 4 | 446* | 6.1% | 511 | 538 | 190 | 63 | 1,047 | 55% | 19 | 1,066 | 1,810 | yes |

* Obtained from Approved Ferrell Communities Traffic Study, Page 74

# INTERSECTION ANALYSIS

## Intersections

The intersections within the study area were evaluated in 2031 post-development traffic conditions. This study analyzes the impacts of the following intersections for the AM and PM peak hour:

- Kings Highway & Crossroads Parkway
- Kings Highway & Pruitt Research Road/White Road

Data from the existing facilities within the study area were collected based on aerial photography and site observations. MacKenzie Engineering and Planning, Inc. collected AM and PM peak hour turning movements on April 9, 2026. The counts were adjusted to peak season conditions using FDOT's peak season adjustment factors.

## Analysis

### Kings Highway & Crossroads Parkway

MEP evaluated the Kings Highway & Crossroads Parkway intersection using Synchro 12. With project traffic, the intersection is projected to operate acceptably with all movements operating under capacity (v/c ratio less than 1.0). The intersection is projected to operate acceptably.

### Kings Highway & Pruitt Research Road/White Road

MEP evaluated the Kings Highway & Pruitt Research Road/White Road intersection using Synchro 12 with the Amazon Warehouse committed improvements. With project traffic, the intersection is projected to operate acceptably with all movements operating under capacity (v/c ratio less than 1.0) with the committed improvements. The intersection is projected to operate acceptably.

A southbound right-turn deceleration lane is not required at Pruitt Research Road consistent with FDM 232.2 - Lane Configuration.

# *DRIVEWAYS*

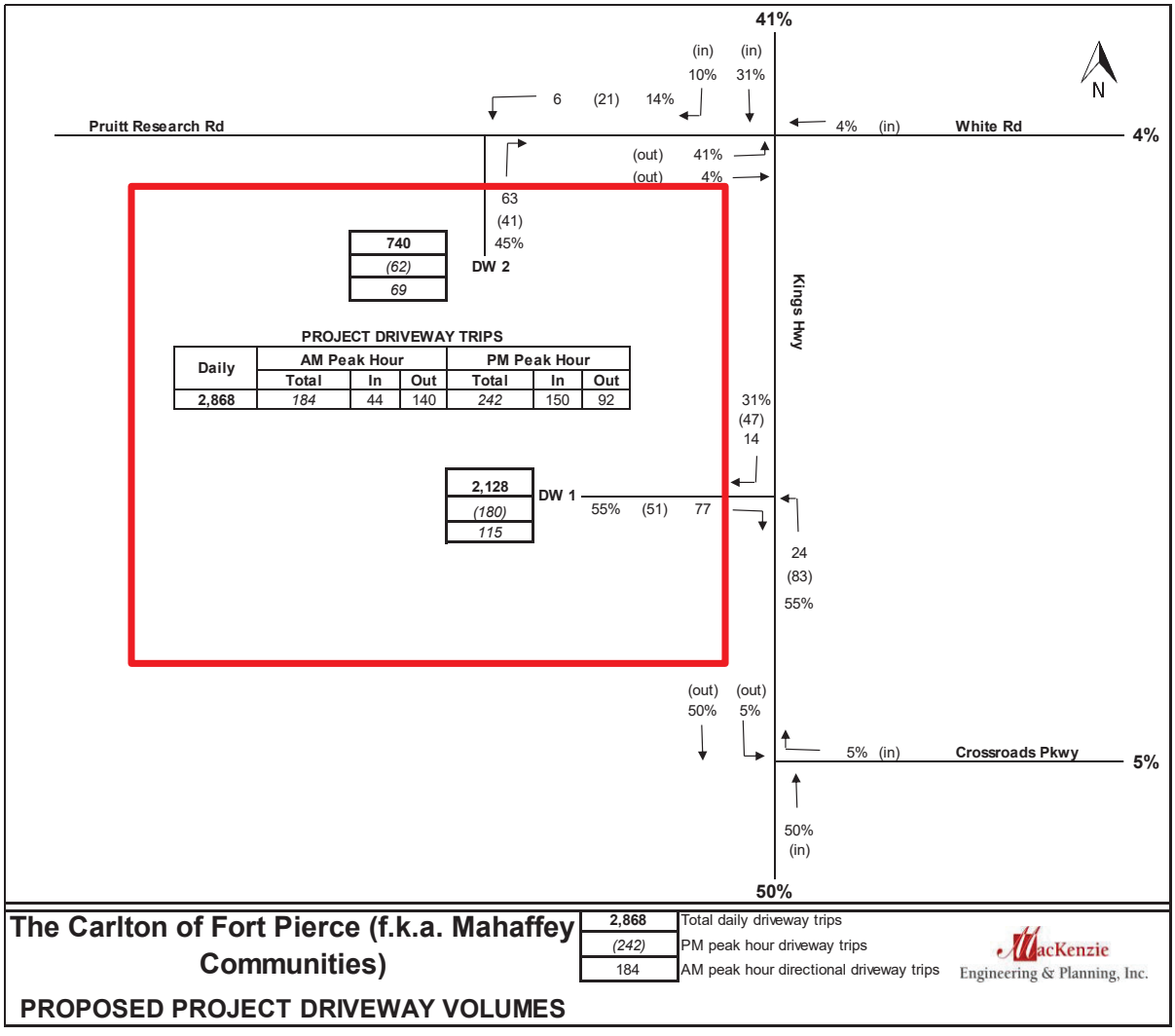
## *Proposed Access*

The site proposes two points of access:

- DW 1 (Kings Highway) – Right-In/Right-Out/Left-In
- DW 2 (Pruitt Research Road) – Full Opening

Figure 4 shows the proposed driveway.

**Figure 4. Driveway Volumes**



# *Driveway 1 (Kings Highway)*

Ingress Right-Turn Lane

A right-turn lane warrant analysis was performed using NCHRP 457 as shown in Figure 4. The right-turn volume of 47 peak-hour vehicles warrants a right-turn lane at this location. A 290-foot right-turn lane is recommended based on the 50 MPH design speed.

**Figure 4. Driveway Right Turn Lane Warrant Analysis – DW 1**

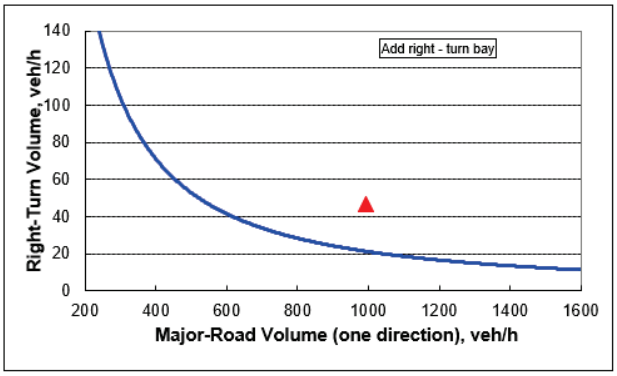
INPUT

| Roadway geometry: | 4-lane roadway |
|---|---|

| Variable | Value |
|---|---|
| Major-road speed, mph: | 50 |
| Major-road volume (one direction), veh/h: | 994 |
| Right-turn volume, veh/h: | 47 |

OUTPUT

| Variable | Value |
|---|---|
| Limiting right-turn volume, veh/h: | 21 |
| **Guidance for determining the need for a major-road right-turn bay for a 4-lane roadway:** | |
| **Add right-turn bay.** | |




Ingress Left-Turn Lane

A 455-foot ingress left-turn lane exists at this location.

MEP evaluated the Kings Highway & Driveway 1 intersection using Synchro 12. With project traffic, the intersection is projected to operate acceptably with all movements operating under capacity (v/c ratio less than 1.0). MEP obtained the 95th percentile queue from Synchro 12 for each turn-lane at the intersection and compared it to the existing turn-lane lane storage (turn-lane length minus any taper). The intersection is projected to operate acceptably.

Table 5. Kings Highway & Driveway 1 Turn-Lane Length Analysis

| Direction | AM 95th% Queue (ft) | PM 95th% Queue (ft) | Total Decel Distance (ft) | Needed Total Turn-Lane Length (ft) | Existing Length (ft) | Adequate |
|---|---|---|---|---|---|---|
| NBL | 25 | 25 | 290 | 315 | 455 | YES |

## *Driveway 2 (Pruitt Research Road)*

Ingress Right-Turn Lane

No right-turn volumes are projected for Driveway 2. Therefore, a right-turn lane is not required.

Ingress Left-Turn Lane

A left-turn lane on Pruitt Research Road is not recommended because Pruitt Research Road is a local street.

# *CONCLUSION*

MacKenzie Engineering and Planning, Inc. performed an analysis of the traffic impacts resulting from The Carlton of Fort Pierce, formerly known as (f.k.a.) Mahaffey Communities. The project is located at 2535 S Kings Highway, Fort Pierce, Florida (Parcel ID: 2323-501-0002-000-0). The project proposes to construct 488 multi-family housing (low-rise) Dwelling Units. The project has an approved traffic impact study based on 488 multi-family housing (mid-rise) units. This traffic analysis is proposed to examine the increase in trips. A buildout of 2031 was used for this analysis.

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A 290-foot southbound right-turn lane is recommended at the Driveway 1 & Okeechobee Road intersection. The project meets St. Lucie County's concurrency requirements.

## EXHIBITS

| | |
|---|---|
| Exhibit 1 | Intersection Analysis |
| Exhibit 2 | Committed Projects Volumes |

## APPENDICES

| | | |
|---|---|---|
| Appendix A | – | Approved Traffic Methodology |
| Appendix B | – | Committed Projects |
| Appendix C | – | St. Lucie County Peak Season Factor Category Report |
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| Appendix E | – | Approved Roadway Analysis – Farrell Communities |

The Carlton of Fort Pierce (f.k.a. Mahaffey Communities)
AM PEAK HOUR TURNING MOVEMENTS
EXHIBIT 1
Kings Hwy & Crossroads Pkwy

| | | ebu | ebl | ebt | ebr | wbu | wbl | wbt | wbr | nbu | nbl | nbt | nbr | sbu | sbl | sbt | sbr |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 7:00 AM | 7:15 AM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 7 | 1 | 0 | 52 | 0 | 0 | 4 | 64 | 0 |
| 7:15 AM | 7:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 67 | 1 | 0 | 5 | 82 | 0 |
| 7:30 AM | 7:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 56 | 0 | 0 | 5 | 86 | 0 |
| 7:45 AM | 8:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 60 | 2 | 0 | 4 | 59 | 0 |
| 8:00 AM | 8:15 AM | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 10 | 0 | 0 | 54 | 2 | 0 | 1 | 82 | 0 |
| 8:15 AM | 8:30 AM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 8 | 3 | 0 | 48 | 1 | 0 | 4 | 86 | 0 |
| 8:30 AM | 8:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 0 | 0 | 51 | 1 | 0 | 6 | 67 | 0 |
| 8:45 AM | 9:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 59 | 1 | 0 | 5 | 59 | 0 |
| | | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 62 | 4 | 0 | 447 | 8 | 0 | 34 | 585 | 0 |
| **Peak Hour Traffic Volume** | | | | | | | | | | | | | | | | | |
| 7:15 AM | 8:15 AM | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 26 | 0 | 0 | 237 | 5 | 0 | 15 | 309 | 0 |

Count Taken: 4/9/2026
Buildout year: 2031
Growth Rate: 6.1% 1.0%
PSCF 1.03

| | ebu | ebl | ebt | ebr | wbu | wbl | wbt | wbr | nbu | nbl | nbt | nbr | sbu | sbl | sbt | sbr |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **4/9/2026** | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 26 | 0 | 0 | 237 | 5 | 0 | 15 | 309 | 0 |
| **Peak Season Factor** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 7 | 0 | 0 | 0 | 9 | 0 |
| **Adjusted Volumes** | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 27 | 0 | 0 | 244 | 5 | 0 | 15 | 318 | 0 |
| | 6.1% | 6.1% | 6.1% | 6.1% | 6.1% | 6.1% | 6.1% | 6.1% | 6.1% | 6.1% | 6.1% | 6.1% | 6.1% | 6.1% | 6.1% | 6.1% |
| **Growth 6.1%** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 47 | 1 | 0 | 3 | 62 | 0 |
| **2031 Volumes** | **0** | **0** | **0** | **0** | **0** | **2** | **0** | **32** | **0** | **0** | **291** | **6** | **0** | **18** | **380** | **0** |
| **Growth Rate** | 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% |
| **Growth 1%** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 7 | 0 | 0 | 0 | 10 | 0 |
| **2031 Volumes** | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 28 | 0 | 0 | 251 | 5 | 0 | 15 | 328 | 0 |
| **Committed Projects** | | | | | | | | | | | | | | | | |
| SF Logistics | | | | | | | | | | | 30 | | | | 8 | |
| Kings Hwy Warehouse | | | | | | | | | | | 178 | | | | 177 | |
| Kings Hwy Commerce Park | | | | | | | | | | | 89 | | | | 25 | |
| Celebration Pointe | | | | | | | | | | | 2 | | | | 1 | |
| St. Lucie Commerce Cntr | | | | | | | | | | | 0 | | | | 0 | |
| Project Hunt | | | | | | | | | | | 38 | | | | 9 | |
| Creekside | | | | | | | | | | | 21 | | | | 7 | |
| Drawdy Angle Road Residential | | | | | | | | | | | 12 | | | | 35 | |
| Freeman | | | | | | | | | | | 8 | | | | 3 | |
| Broadreach Storage | | | | | | | | | | | 1 | | | | 1 | |
| Amazon Warehouse | | | | | | | | | | | 58 | | | | 32 | |
| **Total Committed** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **436** | **0** | **0** | **0** | **297** | **0** |
| **Committed + 1%** | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 28 | 0 | 0 | 687 | 5 | 0 | 15 | 625 | 0 |
| **Growth 6.1% or Committed + 1%** | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 32 | 0 | 0 | 687 | 6 | 0 | 18 | 625 | 0 |
| **Pre Dev** | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 32 | 0 | 0 | 687 | 6 | 0 | 18 | 625 | 0 |
| **Project** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 22 | 0 | 0 | 7 | 70 | 0 |
| **Post Dev** | **0** | **0** | **0** | **0** | **0** | **2** | **0** | **34** | **0** | **0** | **709** | **6** | **0** | **25** | **695** | **0** |
| | | | | | | | | In | | | In | | | Out | Out | |
| **Project Traffic Assignment** | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 5% | 0% | 0% | 50% | 0% | 0% | 5% | 50% | 0% |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.4 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBU | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | | |
| Traffic Vol, veh/h | 0 | 0 | 0 | 2 | 0 | 34 | 0 | 0 | 709 | 6 | 25 | 695 | 0 |
| Future Vol, veh/h | 0 | 0 | 0 | 2 | 0 | 34 | 0 | 0 | 709 | 6 | 25 | 695 | 0 |
| Conflicting Peds, #/hr | 0 | 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 | Free |
| RT Channelized | - | - | None | - | - | None | - | - | - | None | - | - | None |
| Storage Length | - | - | - | 0 | - | 0 | - | 0 | - | - | 0 | - | - |
| Veh in Median Storage,-# | | 0 | - | - | 1 | - | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 9 | 9 | 9 | 9 | 9 | 9 | 9 |
| Mvmt Flow | 0 | 0 | 0 | 2 | 0 | 36 | 0 | 0 | 746 | 6 | 26 | 732 | 0 |

| Major/Minor | Minor1 | | | Major1 | | | | Major2 | | |
|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 1168 | - | 376 | 732 | - | 0 | 0 | 753 | 0 | 0 |
| Stage 1 | 749 | - | - | - | - | - | - | - | - | - |
| Stage 2 | 418 | - | - | - | - | - | - | - | - | - |
| Critical Hdwy | 6.84 | - | 6.94 | 6.58 | - | - | - | 4.28 | - | - |
| Critical Hdwy Stg 1 | 5.84 | - | - | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.84 | - | - | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.52 | - | 3.32 | 2.59 | - | - | - | 2.29 | - | - |
| Pot Cap-1 Maneuver | 187 | 0 | 621 | 469 | 0 | - | - | 809 | - | 0 |
| Stage 1 | 428 | 0 | - | - | 0 | - | - | - | - | 0 |
| Stage 2 | 632 | 0 | - | - | 0 | - | - | - | - | 0 |
| Platoon blocked, % | | | | | | - | - | | - | |
| Mov Cap-1 Maneuver | 180 | 0 | 621 | 469 | - | - | - | 809 | - | - |
| Mov Cap-2 Maneuver | 308 | 0 | - | - | - | - | - | - | - | - |
| Stage 1 | 428 | 0 | - | - | - | - | - | - | - | - |
| Stage 2 | 612 | 0 | - | - | - | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 11.46 | 0 | 0.33 |
| HCM LOS | B | | |

| Minor Lane/Major Mvmt | NBU | NBT | NBR | WBLn1 | WBLn2 | SBL | SBT |
|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 469 | - | - | 308 | 621 | 809 | - |
| HCM Lane V/C Ratio | - | - | - | 0.007 | 0.058 | 0.033 | - |
| HCM Ctrl Dly (s/v) | 0 | - | - | 16.8 | 11.1 | 9.6 | - |
| HCM Lane LOS | A | - | - | C | B | A | - |
| HCM 95th %tile Q(veh) | 0 | - | - | 0 | 0.2 | 0.1 | - |

The Carlton of Fort Pierce (f.k.a. Mahaffey Communities)

PM PEAK HOUR TURNING MOVEMENTS

EXHIBIT 1

Kings Hwy & Crossroads Pkwy

| | | ebu | ebl | ebt | ebr | wbu | wbl | wbt | wbr | nbu | nbl | nbt | nbr | sbu | sbl | sbt | sbr |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 4:00 PM | 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 2 | 0 | 70 | 2 | 0 | 9 | 83 | 0 |
| 4:15 PM | 4:30 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 8 | 1 | 0 | 62 | 2 | 0 | 5 | 97 | 0 |
| 4:30 PM | 4:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 3 | 0 | 75 | 1 | 0 | 11 | 74 | 0 |
| 4:45 PM | 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 1 | 0 | 70 | 3 | 0 | 5 | 110 | 0 |
| 5:00 PM | 5:15 PM | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 6 | 2 | 0 | 74 | 1 | 0 | 10 | 83 | 0 |
| 5:15 PM | 5:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 2 | 0 | 91 | 2 | 0 | 6 | 65 | 0 |
| 5:30 PM | 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 0 | 72 | 2 | 0 | 4 | 62 | 0 |
| 5:45 PM | 6:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 1 | 0 | 64 | 3 | 0 | 4 | 70 | 0 |
| | | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 71 | 12 | 0 | 578 | 16 | 0 | 54 | 644 | 0 |
| **Peak Hour Traffic Volume** | | | | | | | | | | | | | | | | | |
| 4:15 PM | 5:15 PM | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 32 | 7 | 0 | 281 | 7 | 0 | 31 | 364 | 0 |

| | | | |
|---|---|---|---|
| Count Taken: | 4/9/2026 | | |
| Buildout year: | 2031 | | |
| Growth Rate: | 6.1% | 1.0% | |
| PSCF | 1.03 | | |

| | ebu | ebl | ebt | ebr | wbu | wbl | wbt | wbr | nbu | nbl | nbt | nbr | sbu | sbl | sbt | sbr |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **4/9/2026** | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 32 | 7 | 0 | 281 | 7 | 0 | 31 | 364 | 0 |
| **Peak Season Factor** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 8 | 0 | 0 | 1 | 11 | 0 |
| **Adjusted Volumes** | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 33 | 7 | 0 | 289 | 7 | 0 | 32 | 375 | 0 |
| | 6.1% | 6.1% | 6.1% | 6.1% | 6.1% | 6.1% | 6.1% | 6.1% | 6.1% | 6.1% | 6.1% | 6.1% | 6.1% | 6.1% | 6.1% | 6.1% |
| **Growth 6.1%** | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 6 | 1 | 0 | 56 | 1 | 0 | 6 | 73 | 0 |
| **2031 Volumes** | **0** | **0** | **0** | **0** | **0** | **4** | **0** | **39** | **8** | **0** | **345** | **8** | **0** | **38** | **448** | **0** |
| **Growth Rate** | 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% |
| **Growth 1%** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 9 | 0 | 0 | 1 | 11 | 0 |
| **2031 Volumes** | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 34 | 7 | 0 | 298 | 7 | 0 | 33 | 386 | 0 |
| **Committed Projects** | | | | | | | | | | | | | | | | |
| SF Logistics | | | | | | | | | | | 10 | | | | 28 | |
| Kings Hwy Warehouse | | | | | | | | | | | 112 | | | | 238 | |
| Kings Hwy Commerce Park | | | | | | | | | | | 31 | | | | 84 | |
| Celebration Pointe | | | | | | | | | | | 1 | | | | 2 | |
| St. Lucie Commerce Cntr | | | | | | | | | | | 0 | | | | 0 | |
| Project Hunt | | | | | | | | | | | 10 | | | | 29 | |
| Creekside | | | | | | | | | | | 16 | | | | 25 | |
| Drawdy Angle Road Residential | | | | | | | | | | | 42 | | | | 25 | |
| Freeman | | | | | | | | | | | 5 | | | | 9 | |
| Broadreach Storage | | | | | | | | | | | 2 | | | | 3 | |
| Amazon Warehouse | | | | | | | | | | | 50 | | | | 65 | |
| **Total Committed** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **278** | **0** | **0** | **0** | **508** | **0** |
| **Committed + 1%** | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 34 | 7 | 0 | 576 | 7 | 0 | 33 | 894 | 0 |
| **Growth 6.1% or Committed + 1%** | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 39 | 8 | 0 | 576 | 8 | 0 | 38 | 894 | 0 |
| **Pre Dev** | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 39 | 8 | 0 | 576 | 8 | 0 | 38 | 894 | 0 |
| **Project** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 75 | 0 | 0 | 5 | 46 | 0 |
| **Post Dev** | **0** | **0** | **0** | **0** | **0** | **4** | **0** | **47** | **8** | **0** | **651** | **8** | **0** | **43** | **940** | **0** |
| | | | | | | | | In | | | In | | | Out | Out | |
| **Project Traffic Assignment** | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 5% | 0% | 0% | 50% | 0% | 0% | 5% | 50% | 0% |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.7 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBU | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | | |
| Traffic Vol, veh/h | 0 | 0 | 0 | 4 | 0 | 47 | 8 | 0 | 651 | 8 | 43 | 940 | 0 |
| Future Vol, veh/h | 0 | 0 | 0 | 4 | 0 | 47 | 8 | 0 | 651 | 8 | 43 | 940 | 0 |
| Conflicting Peds, #/hr | 0 | 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 | Free |
| RT Channelized | - | - | None | - | - | None | - | - | - | None | - | - | None |
| Storage Length | - | - | - | 0 | - | 0 | - | 0 | - | - | 0 | - | - |
| Veh in Median Storage,-# | | 0 | - | - | 1 | - | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 9 | 9 | 9 | 9 | 9 | 9 | 9 |
| Mvmt Flow | 0 | 0 | 0 | 4 | 0 | 49 | 8 | 0 | 685 | 8 | 45 | 989 | 0 |

| Major/Minor | Minor1 | | | Major1 | | | | Major2 | | |
|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 1292 | - | 347 | 989 | - | 0 | 0 | 694 | 0 | 0 |
| Stage 1 | 706 | - | - | - | - | - | - | - | - | - |
| Stage 2 | 585 | - | - | - | - | - | - | - | - | - |
| Critical Hdwy | 6.84 | - | 6.94 | 6.58 | - | - | - | 4.28 | - | - |
| Critical Hdwy Stg 1 | 5.84 | - | - | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.84 | - | - | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.52 | - | 3.32 | 2.59 | - | - | - | 2.29 | - | - |
| Pot Cap-1 Maneuver | 155 | 0 | 649 | 318 | 0 | - | - | 852 | - | 0 |
| Stage 1 | 450 | 0 | - | - | 0 | - | - | - | - | 0 |
| Stage 2 | 520 | 0 | - | - | 0 | - | - | - | - | 0 |
| Platoon blocked, % | | | | | | - | - | | - | |
| Mov Cap-1 Maneuver | 143 | 0 | 649 | 318 | - | - | - | 852 | - | - |
| Mov Cap-2 Maneuver | 275 | 0 | - | - | - | - | - | - | - | - |
| Stage 1 | 438 | 0 | - | - | - | - | - | - | - | - |
| Stage 2 | 492 | 0 | - | - | - | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 11.57 | 0.2 | 0.41 |
| HCM LOS | B | | |

| Minor Lane/Major Mvmt | NBU | NBT | NBR | WBLn1 | WBLn2 | SBL | SBT |
|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 318 | - | - | 275 | 649 | 852 | - |
| HCM Lane V/C Ratio | 0.026 | - | - | 0.015 | 0.076 | 0.053 | - |
| HCM Ctrl Dly (s/v) | 16.6 | - | - | 18.3 | 11 | 9.5 | - |
| HCM Lane LOS | C | - | - | C | B | A | - |
| HCM 95th %tile Q(veh) | 0.1 | - | - | 0 | 0.2 | 0.2 | - |

The Carlton of Fort Pierce (f.k.a. Mahaffey Communities)
AM PEAK HOUR TURNING MOVEMENTS
EXHIBIT 1
Kings Hwy & White Rd/Pruitt Research Rd

| | | ebu | ebl | ebt | ebr | wbu | wbl | wbt | wbr | nbu | nbl | nbt | nbr | sbu | sbl | sbt | sbr |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 7:00 AM | 7:15 AM | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 1 | 0 | 1 | 112 | 0 | 0 | 0 | 85 | 3 |
| 7:15 AM | 7:30 AM | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 1 | 0 | 3 | 147 | 1 | 0 | 0 | 95 | 7 |
| 7:30 AM | 7:45 AM | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 4 | 166 | 1 | 0 | 0 | 113 | 4 |
| 7:45 AM | 8:00 AM | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 1 | 0 | 3 | 166 | 0 | 0 | 0 | 100 | 10 |
| 8:00 AM | 8:15 AM | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 2 | 174 | 0 | 0 | 0 | 116 | 5 |
| 8:15 AM | 8:30 AM | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 1 | 169 | 1 | 0 | 0 | 113 | 2 |
| 8:30 AM | 8:45 AM | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 1 | 0 | 2 | 126 | 0 | 0 | 0 | 105 | 5 |
| 8:45 AM | 9:00 AM | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 11 | 105 | 1 | 0 | 0 | 98 | 3 |
| | | 0 | 0 | 0 | 28 | 0 | 0 | 0 | 6 | 0 | 27 | 1165 | 4 | 0 | 0 | 825 | 39 |
| **Peak Hour Traffic Volume** | | | | | | | | | | | | | | | | | |
| 7:30 AM | 8:30 AM | 0 | 0 | 0 | 16 | 0 | 0 | 0 | 1 | 0 | 10 | 675 | 2 | 0 | 0 | 442 | 21 |

Count Taken: 1/8/2025
Buildout year: 2031
Growth Rate: 6.1%
PSCF 1.08

| | ebu | ebl | ebt | ebr | wbu | wbl | wbt | wbr | nbu | nbl | nbt | nbr | sbu | sbl | sbt | sbr |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **1/8/2025** | 0 | 0 | 0 | 16 | 0 | 0 | 0 | 1 | 0 | 10 | 675 | 2 | 0 | 0 | 442 | 21 |
| **Peak Season Factor** | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 54 | 0 | 0 | 0 | 35 | 2 |
| **Adjusted Volumes** | 0 | 0 | 0 | 17 | 0 | 0 | 0 | 1 | 0 | 11 | 729 | 2 | 0 | 0 | 477 | 23 |
| | 6.1% | 6.1% | 6.1% | 6.1% | 6.1% | 6.1% | 6.1% | 6.1% | 6.1% | 6.1% | 6.1% | 6.1% | 6.1% | 6.1% | 6.1% | 6.1% |
| **Growth 6.1%** | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 3 | 195 | 1 | 0 | 0 | 127 | 6 |
| **2031 Volumes** | **0** | **0** | **0** | **22** | **0** | **0** | **0** | **1** | **0** | **14** | **924** | **3** | **0** | **0** | **604** | **29** |
| **Growth Rate** | 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% |
| **Growth 1%** | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 30 | 0 | 0 | 0 | 19 | 1 |
| **2031 Volumes** | 0 | 0 | 0 | 18 | 0 | 0 | 0 | 1 | 0 | 11 | 759 | 2 | 0 | 0 | 496 | 24 |
| **Committed Projects** | | | | | | | | | | | | | | | | |
| SF Logistics | | | | | | | | | | | 30 | | | | 8 | |
| Kings Hwy Warehouse | | | | | | | | | | | 178 | | | | 177 | |
| Kings Hwy Commerce Park | | | | | | | | | | | 89 | | | | 25 | |
| Celebration Pointe | | | | | | | | | | | 2 | | | | 1 | |
| St. Lucie Commerce Cntr | | | | | | | | | | | 0 | | | | 0 | |
| Project Hunt | | | | | | | | | | | 38 | | | | 9 | |
| Creekside | | | | | | | | | | | 21 | | | | 7 | |
| Drawdy Angle Road Residential | | | | | | | | | | | 12 | | | | 35 | |
| Freeman | | | | | | | | | | | 8 | | | | 3 | |
| Broadreach Storage | | | | | | | | | | | 1 | | | | 1 | |
| Amazon Warehouse | | | | | | 9 | | 11 | 23 | | 24 | 2 | | 5 | 55 | |
| **Total Committed** | **0** | **0** | **0** | **0** | **0** | **9** | **0** | **11** | **23** | **0** | **402** | **2** | **0** | **5** | **320** | **0** |
| **Committed + 1%** | 0 | 0 | 0 | 18 | 0 | 9 | 0 | 12 | 23 | 11 | 1161 | 4 | 0 | 5 | 816 | 24 |
| **Growth 6.1% or Committed + 1%** | 0 | 0 | 0 | 22 | 0 | 9 | 0 | 12 | 23 | 14 | 1161 | 4 | 0 | 5 | 816 | 29 |
| **Pre Dev** | 0 | 0 | 0 | 22 | 0 | 9 | 0 | 12 | 23 | 14 | 1161 | 4 | 0 | 5 | 816 | 29 |
| **Project** | 0 | 57 | 6 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 4 |
| **Post Dev** | **0** | **57** | **6** | **22** | **0** | **9** | **2** | **12** | **23** | **14** | **1161** | **4** | **0** | **5** | **830** | **33** |
| | | Out | Out | | | | In | | | | | | | | In | In |
| **Project Traffic Assignment** | 0% | 41% | 4% | 0% | 0% | 0% | 4% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 31% | 10% |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBU | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 57 | 6 | 22 | 9 | 2 | 12 | 23 | 14 | 1161 | 4 | 5 | 830 | 33 |
| Future Volume (veh/h) | 57 | 6 | 22 | 9 | 2 | 12 | 23 | 14 | 1161 | 4 | 5 | 830 | 33 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Width Adj. | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | | | No | | | | No | | | No | |
| Adj Sat Flow, veh/h/ln | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | | 1767 | 1767 | 1767 | 1767 | 1767 | 1767 |
| Adj Flow Rate, veh/h | 60 | 6 | 23 | 9 | 2 | 13 | | 15 | 1222 | 4 | 5 | 874 | 35 |
| 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 | 2 | 2 | 2 | 2 | | 9 | 9 | 9 | 9 | 9 | 9 |
| Cap, veh/h | 264 | 30 | 115 | 204 | 10 | 68 | | 356 | 1898 | 822 | 253 | 1773 | 71 |
| Arrive On Green | 0.05 | 0.09 | 0.09 | 0.01 | 0.05 | 0.05 | | 0.02 | 0.54 | 0.54 | 0.01 | 0.53 | 0.53 |
| Sat Flow, veh/h | 1781 | 339 | 1298 | 1781 | 216 | 1402 | | 1682 | 3533 | 1497 | 1682 | 3374 | 135 |
| Grp Volume(v), veh/h | 60 | 0 | 29 | 9 | 0 | 15 | | 15 | 1222 | 4 | 5 | 458 | 451 |
| Grp Sat Flow(s),veh/h/ln | 1781 | 0 | 1637 | 1781 | 0 | 1618 | | 1682 | 1767 | 1497 | 1682 | 1767 | 1742 |
| Q Serve(g_s), s | 1.9 | 0.0 | 1.0 | 0.3 | 0.0 | 0.6 | | 0.3 | 15.1 | 0.1 | 0.1 | 10.3 | 10.3 |
| Cycle Q Clear(g_c), s | 1.9 | 0.0 | 1.0 | 0.3 | 0.0 | 0.6 | | 0.3 | 15.1 | 0.1 | 0.1 | 10.3 | 10.3 |
| Prop In Lane | 1.00 | | 0.79 | 1.00 | | 0.87 | | 1.00 | | 1.00 | 1.00 | | 0.08 |
| Lane Grp Cap(c), veh/h | 264 | 0 | 145 | 204 | 0 | 78 | | 356 | 1898 | 822 | 253 | 928 | 916 |
| V/C Ratio(X) | 0.23 | 0.00 | 0.20 | 0.04 | 0.00 | 0.19 | | 0.04 | 0.64 | 0.00 | 0.02 | 0.49 | 0.49 |
| Avail Cap(c_a), veh/h | 676 | 0 | 807 | 687 | 0 | 798 | | 801 | 1898 | 822 | 718 | 928 | 916 |
| 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 | 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 | 25.9 | 0.0 | 26.1 | 27.5 | 0.0 | 28.3 | | 7.4 | 10.1 | 6.3 | 8.5 | 9.4 | 9.4 |
| Incr Delay (d2), s/veh | 0.4 | 0.0 | 0.7 | 0.1 | 0.0 | 1.2 | | 0.0 | 1.7 | 0.0 | 0.0 | 1.9 | 1.9 |
| Initial Q Delay(d3), s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(95%),veh/ln | 1.5 | 0.0 | 0.7 | 0.2 | 0.0 | 0.4 | | 0.1 | 7.7 | 0.0 | 0.0 | 5.7 | 5.7 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | | |
| LnGrp Delay(d), s/veh | 26.3 | 0.0 | 26.8 | 27.6 | 0.0 | 29.4 | | 7.4 | 11.8 | 6.3 | 8.5 | 11.3 | 11.3 |
| LnGrp LOS | C | | C | C | | C | | A | B | A | A | B | B |
| Approach Vol, veh/h | | 89 | | | 24 | | | | 1241 | | | 914 | |
| Approach Delay, s/veh | | 26.5 | | | 28.7 | | | | 11.7 | | | 11.3 | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBU | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach LOS | | C | | | C | | | | B | | | B | |

| Timer - Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 5.9 | 38.7 | 6.2 | 11.0 | 6.6 | 38.0 | 8.7 | 8.5 |
| Change Period (Y+Rc), s | 5.5 | 5.5 | 5.5 | 5.5 | 5.5 | 5.5 | 5.5 | 5.5 |
| Max Green Setting (Gmax), s | 17.5 | 32.5 | 17.5 | 30.5 | 17.5 | 32.5 | 17.5 | 30.5 |
| Max Q Clear Time (g_c+I1), s | 2.1 | 17.1 | 2.3 | 3.0 | 2.3 | 12.3 | 3.9 | 2.6 |
| Green Ext Time (p_c), s | 0.0 | 7.1 | 0.0 | 0.1 | 0.0 | 5.1 | 0.1 | 0.0 |

| Intersection Summary | |
|---|---|
| HCM 7th Control Delay, s/veh | 12.3 |
| HCM 7th LOS | B |

**Notes**

User approved ignoring U-Turning movement.

The Carlton of Fort Pierce (f.k.a. Mahaffey Communities)

PM PEAK HOUR TURNING MOVEMENTS

EXHIBIT 1

Kings Hwy & White Rd/Pruitt Research Rd

| | | ebu | ebl | ebt | ebr | wbu | wbl | wbt | wbr | nbu | nbl | nbt | nbr | sbu | sbl | sbt | sbr |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 4:00 PM | 4:15 PM | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 128 | 0 | 0 | 2 | 165 | 0 |
| 4:15 PM | 4:30 PM | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 1 | 0 | 1 | 120 | 1 | 0 | 2 | 170 | 2 |
| 4:30 PM | 4:45 PM | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 2 | 116 | 2 | 0 | 1 | 150 | 1 |
| 4:45 PM | 5:00 PM | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 110 | 0 | 0 | 2 | 155 | 5 |
| 5:00 PM | 5:15 PM | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 1 | 0 | 4 | 116 | 0 | 0 | 2 | 153 | 5 |
| 5:15 PM | 5:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 115 | 1 | 0 | 1 | 121 | 8 |
| 5:30 PM | 5:45 PM | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 2 | 0 | 2 | 100 | 0 | 0 | 2 | 123 | 4 |
| 5:45 PM | 6:00 PM | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 92 | 0 | 0 | 0 | 99 | 6 |
| | | 0 | 0 | 0 | 20 | 0 | 0 | 0 | 6 | 0 | 12 | 897 | 4 | 0 | 12 | 1136 | 31 |
| **Peak Hour Traffic Volume** | | | | | | | | | | | | | | | | | |
| 4:00 PM | 5:00 PM | 0 | 0 | 0 | 12 | 0 | 0 | 0 | 3 | 0 | 3 | 474 | 3 | 0 | 7 | 640 | 8 |

Count Taken: 1/8/2025
Buildout year: 2031
Growth Rate: 6.1%
PSCF 1.08

| | ebu | ebl | ebt | ebr | wbu | wbl | wbt | wbr | nbu | nbl | nbt | nbr | sbu | sbl | sbt | sbr |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **1/8/2025** | 0 | 0 | 0 | 12 | 0 | 0 | 0 | 3 | 0 | 3 | 474 | 3 | 0 | 7 | 640 | 8 |
| **Peak Season Factor** | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 38 | 0 | 0 | 1 | 51 | 1 |
| **Adjusted Volumes** | 0 | 0 | 0 | 13 | 0 | 0 | 0 | 3 | 0 | 3 | 512 | 3 | 0 | 8 | 691 | 9 |
| | 6.1% | 6.1% | 6.1% | 6.1% | 6.1% | 6.1% | 6.1% | 6.1% | 6.1% | 6.1% | 6.1% | 6.1% | 6.1% | 6.1% | 6.1% | 6.1% |
| **Growth 6.1%** | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 1 | 0 | 1 | 137 | 1 | 0 | 2 | 185 | 2 |
| **2031 Volumes** | **0** | **0** | **0** | **16** | **0** | **0** | **0** | **4** | **0** | **4** | **649** | **4** | **0** | **10** | **876** | **11** |
| **Growth Rate** | 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% |
| **Growth 1%** | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 21 | 0 | 0 | 0 | 28 | 0 |
| **2031 Volumes** | 0 | 0 | 0 | 14 | 0 | 0 | 0 | 3 | 0 | 3 | 533 | 3 | 0 | 8 | 719 | 9 |
| **Committed Projects** | | | | | | | | | | | | | | | | |
| SF Logistics | | | | | | | | | | | 10 | | | | 28 | |
| Kings Hwy Warehouse | | | | | | | | | | | 112 | | | | 238 | |
| Kings Hwy Commerce Park | | | | | | | | | | | 31 | | | | 84 | |
| Celebration Pointe | | | | | | | | | | | 1 | | | | 2 | |
| St. Lucie Commerce Cntr | | | | | | | | | | | 0 | | | | 0 | |
| Project Hunt | | | | | | | | | | | 10 | | | | 29 | |
| Creekside | | | | | | | | | | | 16 | | | | 25 | |
| Drawdy Angle Road Residential | | | | | | | | | | | 42 | | | | 25 | |
| Freeman | | | | | | | | | | | 5 | | | | 9 | |
| Broadreach Storage | | | | | | | | | | | 2 | | | | 3 | |
| Amazon Warehouse | | | | | | 14 | | 17 | 50 | | 51 | 1 | | 2 | 51 | |
| **Total Committed** | **0** | **0** | **0** | **0** | **0** | **14** | **0** | **17** | **50** | **0** | **279** | **1** | **0** | **2** | **494** | **0** |
| **Committed + 1%** | 0 | 0 | 0 | 14 | 0 | 14 | 0 | 20 | 50 | 3 | 812 | 4 | 0 | 10 | 1213 | 9 |
| **Growth 6.1% or Committed + 1%** | 0 | 0 | 0 | 16 | 0 | 14 | 0 | 20 | 50 | 4 | 812 | 4 | 0 | 10 | 1213 | 11 |
| **Pre Dev** | 0 | 0 | 0 | 16 | 0 | 14 | 0 | 20 | 50 | 4 | 812 | 4 | 0 | 10 | 1213 | 11 |
| **Project** | 0 | 38 | 4 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 47 | 15 |
| **Post Dev** | **0** | **38** | **4** | **16** | **0** | **14** | **6** | **20** | **50** | **4** | **812** | **4** | **0** | **10** | **1260** | **26** |
| | | Out | Out | | | | In | | | | | | | | In | In |
| **Project Traffic Assignment** | 0% | 41% | 4% | 0% | 0% | 0% | 4% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 31% | 10% |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBU | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 38 | 4 | 16 | 14 | 6 | 20 | 50 | 4 | 812 | 4 | 10 | 1260 | 26 |
| Future Volume (veh/h) | 38 | 4 | 16 | 14 | 6 | 20 | 50 | 4 | 812 | 4 | 10 | 1260 | 26 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Width Adj. | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | | | No | | | | No | | | No | |
| Adj Sat Flow, veh/h/ln | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | | 1767 | 1767 | 1767 | 1767 | 1767 | 1767 |
| Adj Flow Rate, veh/h | 40 | 4 | 17 | 15 | 6 | 21 | | 4 | 855 | 4 | 11 | 1326 | 27 |
| 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 | 2 | 2 | 2 | 2 | | 9 | 9 | 9 | 9 | 9 | 9 |
| Cap, veh/h | 242 | 24 | 100 | 225 | 20 | 69 | | 223 | 1879 | 824 | 374 | 1865 | 38 |
| Arrive On Green | 0.04 | 0.08 | 0.08 | 0.02 | 0.05 | 0.05 | | 0.01 | 0.53 | 0.53 | 0.01 | 0.54 | 0.54 |
| Sat Flow, veh/h | 1781 | 311 | 1322 | 1781 | 365 | 1276 | | 1682 | 3533 | 1497 | 1682 | 3450 | 70 |
| Grp Volume(v), veh/h | 40 | 0 | 21 | 15 | 0 | 27 | | 4 | 855 | 4 | 11 | 679 | 674 |
| Grp Sat Flow(s),veh/h/ln | 1781 | 0 | 1632 | 1781 | 0 | 1641 | | 1682 | 1767 | 1497 | 1682 | 1767 | 1754 |
| Q Serve(g_s), s | 1.3 | 0.0 | 0.7 | 0.5 | 0.0 | 1.0 | | 0.1 | 9.1 | 0.1 | 0.2 | 17.5 | 17.5 |
| Cycle Q Clear(g_c), s | 1.3 | 0.0 | 0.7 | 0.5 | 0.0 | 1.0 | | 0.1 | 9.1 | 0.1 | 0.2 | 17.5 | 17.5 |
| Prop In Lane | 1.00 | | 0.81 | 1.00 | | 0.78 | | 1.00 | | 1.00 | 1.00 | | 0.04 |
| Lane Grp Cap(c), veh/h | 242 | 0 | 124 | 225 | 0 | 88 | | 223 | 1879 | 824 | 374 | 955 | 948 |
| V/C Ratio(X) | 0.17 | 0.00 | 0.17 | 0.07 | 0.00 | 0.31 | | 0.02 | 0.45 | 0.00 | 0.03 | 0.71 | 0.71 |
| Avail Cap(c_a), veh/h | 680 | 0 | 815 | 703 | 0 | 819 | | 696 | 1879 | 824 | 832 | 955 | 948 |
| 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 | 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 | 25.7 | 0.0 | 26.4 | 26.5 | 0.0 | 27.8 | | 9.0 | 8.8 | 6.2 | 7.0 | 10.5 | 10.5 |
| Incr Delay (d2), s/veh | 0.3 | 0.0 | 0.6 | 0.1 | 0.0 | 1.9 | | 0.0 | 0.8 | 0.0 | 0.0 | 4.5 | 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 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(95%),veh/ln | 1.0 | 0.0 | 0.5 | 0.4 | 0.0 | 0.7 | | 0.0 | 4.6 | 0.0 | 0.1 | 9.5 | 9.5 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | | |
| LnGrp Delay(d), s/veh | 26.0 | 0.0 | 27.1 | 26.6 | 0.0 | 29.7 | | 9.0 | 9.6 | 6.2 | 7.1 | 14.9 | 15.0 |
| LnGrp LOS | C | | C | C | | C | | A | A | A | A | B | B |
| Approach Vol, veh/h | | 61 | | | 42 | | | | 863 | | | 1364 | |
| Approach Delay, s/veh | | 26.4 | | | 28.6 | | | | 9.6 | | | 14.9 | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBU | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach LOS | | C | | | C | | | | A | | | B | |

| Timer - Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 6.4 | 38.0 | 6.6 | 10.1 | 5.8 | 38.5 | 8.0 | 8.8 |
| Change Period (Y+Rc), s | 5.5 | 5.5 | 5.5 | 5.5 | 5.5 | 5.5 | 5.5 | 5.5 |
| Max Green Setting (Gmax), s | 17.5 | 32.5 | 17.5 | 30.5 | 17.5 | 32.5 | 17.5 | 30.5 |
| Max Q Clear Time (g_c+I1), s | 2.2 | 11.1 | 2.5 | 2.7 | 2.1 | 19.5 | 3.3 | 3.0 |
| Green Ext Time (p_c), s | 0.0 | 5.4 | 0.0 | 0.1 | 0.0 | 6.6 | 0.0 | 0.1 |

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

**Notes**

User approved ignoring U-Turning movement.

The Carlton of Fort Pierce (f.k.a. Mahaffey Communities)
AM PEAK HOUR TURNING MOVEMENTS
EXHIBIT 1
Kings Hwy & DW 1

| | | ebu | ebl | ebt | ebr | wbu | wbl | wbt | wbr | nbu | nbl | nbt | nbr | sbu | sbl | sbt | sbr |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 7:00 AM | 7:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 53 | 0 | 0 | 0 | 65 | 0 |
| 7:15 AM | 7:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 68 | 0 | 0 | 0 | 82 | 0 |
| 7:30 AM | 7:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 56 | 0 | 0 | 0 | 86 | 0 |
| 7:45 AM | 8:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 62 | 0 | 0 | 0 | 59 | 0 |
| 8:00 AM | 8:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 56 | 0 | 0 | 0 | 84 | 0 |
| 8:15 AM | 8:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 52 | 0 | 0 | 0 | 87 | 0 |
| 8:30 AM | 8:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 52 | 0 | 0 | 0 | 67 | 0 |
| 8:45 AM | 9:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 60 | 0 | 0 | 0 | 59 | 0 |
| | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 459 | 0 | 0 | 0 | 589 | 0 |
| **Peak Hour Traffic Volume** | | | | | | | | | | | | | | | | | |
| 7:15 AM | 8:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 242 | 0 | 0 | 0 | 311 | 0 |

Count Taken: 4/9/2026
Buildout year: 2031
Growth Rate: 6.1%
PSCF 1.03

| | ebu | ebl | ebt | ebr | wbu | wbl | wbt | wbr | nbu | nbl | nbt | nbr | sbu | sbl | sbt | sbr |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **4/9/2026** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 242 | 0 | 0 | 0 | 311 | 0 |
| **Peak Season Factor** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 9 | 0 |
| **Adjusted Volumes** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 249 | 0 | 0 | 0 | 320 | 0 |
| | 6.1% | 6.1% | 6.1% | 6.1% | 6.1% | 6.1% | 6.1% | 6.1% | 6.1% | 6.1% | 6.1% | 6.1% | 6.1% | 6.1% | 6.1% | 6.1% |
| **Growth 6.1%** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 48 | 0 | 0 | 0 | 62 | 0 |
| **2031 Volumes** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **297** | **0** | **0** | **0** | **382** | **0** |
| **Growth Rate** | 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% |
| **Growth 1%** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 10 | 0 |
| **2031 Volumes** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 257 | 0 | 0 | 0 | 330 | 0 |
| **Committed Projects** | | | | | | | | | | | | | | | | |
| SF Logistics | | | | | | | | | | | 30 | | | | 8 | |
| Kings Hwy Warehouse | | | | | | | | | | | 178 | | | | 177 | |
| Kings Hwy Commerce Park | | | | | | | | | | | 89 | | | | 25 | |
| Celebration Pointe | | | | | | | | | | | 2 | | | | 1 | |
| St. Lucie Commerce Cntr | | | | | | | | | | | 0 | | | | 0 | |
| Project Hunt | | | | | | | | | | | 38 | | | | 9 | |
| Creekside | | | | | | | | | | | 21 | | | | 7 | |
| Drawdy Angle Road Residential | | | | | | | | | | | 12 | | | | 35 | |
| Freeman | | | | | | | | | | | 8 | | | | 3 | |
| Broadreach Storage | | | | | | | | | | | 1 | | | | 1 | |
| Amazon Warehouse | | | | | | | | | | | 43 | 15 | 40 | 15 | 32 | |
| **Total Committed** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **421** | **15** | **40** | **15** | **297** | **0** |
| **Committed + 1%** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 678 | 15 | 40 | 15 | 627 | 0 |
| **Growth 6.1% or Committed + 1%** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 678 | 15 | 40 | 15 | 627 | 0 |
| **Pre Dev** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 678 | 15 | 40 | 15 | 627 | 0 |
| **Project** | 0 | 0 | 0 | 77 | 0 | 0 | 0 | 0 | 0 | 24 | 0 | 0 | 0 | 0 | 0 | 14 |
| **Post Dev** | **0** | **0** | **0** | **77** | **0** | **0** | **0** | **0** | **0** | **24** | **678** | **15** | **40** | **15** | **627** | **14** |
| | | | | Out | | | | | | In | | | | | | In |
| **Project Traffic Assignment** | 0% | 0% | 0% | 55% | 0% | 0% | 0% | 0% | 0% | 55% | 0% | 0% | 0% | 0% | 0% | 31% |

| Intersection | |
|---|---|
| Int Delay, s/veh | 1.2 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBU | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | | |
| Traffic Vol, veh/h | 0 | 0 | 77 | 0 | 0 | 0 | 24 | 678 | 15 | 40 | 15 | 627 | 14 |
| Future Vol, veh/h | 0 | 0 | 77 | 0 | 0 | 0 | 24 | 678 | 15 | 40 | 15 | 627 | 14 |
| Conflicting Peds, #/hr | 0 | 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 | Free |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | - | None |
| Storage Length | - | - | 0 | - | - | 0 | 0 | - | 0 | - | 0 | - | 0 |
| Veh in Median Storage,-# | | 1 | - | - | 1 | - | - | 0 | - | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | - | 0 | - |
| Peak Hour Factor | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 9 | 9 | 9 | 9 | 9 | 9 | 9 |
| Mvmt Flow | 0 | 0 | 81 | 0 | 0 | 0 | 25 | 714 | 16 | 42 | 16 | 660 | 15 |

| Major/Minor | Minor2 | | | Minor1 | | | Major1 | | | Major2 | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | - | - | 330 | - | - | 357 | 675 | 0 | 0 | 714 | 729 | 0 | 0 |
| Stage 1 | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Stage 2 | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Critical Hdwy | - | - | 6.94 | - | - | 6.94 | 4.28 | - | - | 6.58 | 4.28 | - | - |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Follow-up Hdwy | - | - | 3.32 | - | - | 3.32 | 2.29 | - | - | 2.59 | 2.29 | - | - |
| Pot Cap-1 Maneuver | 0 | 0 | 666 | 0 | 0 | 640 | 867 | - | - | 482 | 825 | - | - |
| Stage 1 | 0 | 0 | - | 0 | 0 | - | - | - | - | - | - | - | - |
| Stage 2 | 0 | 0 | - | 0 | 0 | - | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | | | - | - |
| Mov Cap-1 Maneuver | - | - | 666 | - | - | 640 | 867 | - | - | 544 | 544 | - | - |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Stage 1 | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Stage 2 | - | - | - | - | - | - | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Ctrl Dly, s/v | 11.16 | 0 | 0.31 | 0.98 |
| HCM LOS | B | A | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | WBLn1 | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 867 | - | - | 666 | - | 544 | - | - |
| HCM Lane V/C Ratio | 0.029 | - | - | 0.122 | - | 0.106 | - | - |
| HCM Ctrl Dly (s/v) | 9.3 | - | - | 11.2 | 0 | 12.4 | - | - |
| HCM Lane LOS | A | - | - | B | A | B | - | - |
| HCM 95th %tile Q(veh) | 0.1 | - | - | 0.4 | - | 0.4 | - | - |

The Carlton of Fort Pierce (f.k.a. Mahaffey Communities)
PM PEAK HOUR TURNING MOVEMENTS
EXHIBIT 1
Kings Hwy & DW 1

| | | ebu | ebl | ebt | ebr | wbu | wbl | wbt | wbr | nbu | nbl | nbt | nbr | sbu | sbl | sbt | sbr |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 4:00 PM | 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 74 | 0 | 0 | 0 | 83 | 0 |
| 4:15 PM | 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 65 | 0 | 0 | 0 | 98 | 0 |
| 4:30 PM | 4:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 79 | 0 | 0 | 0 | 74 | 0 |
| 4:45 PM | 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 74 | 0 | 0 | 0 | 110 | 0 |
| 5:00 PM | 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 77 | 0 | 0 | 0 | 85 | 0 |
| 5:15 PM | 5:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 95 | 0 | 0 | 0 | 65 | 0 |
| 5:30 PM | 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 74 | 0 | 0 | 0 | 62 | 0 |
| 5:45 PM | 6:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 68 | 0 | 0 | 0 | 70 | 0 |
| | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 606 | 0 | 0 | 0 | 647 | 0 |
| **Peak Hour Traffic Volume** | | | | | | | | | | | | | | | | | |
| 4:15 PM | 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 295 | 0 | 0 | 0 | 367 | 0 |

| | |
|---|---|
| Count Taken: | 4/9/2026 |
| Buildout year: | 2031 |
| Growth Rate: | 6.1% |
| PSCF | 1.03 |

| | ebu | ebl | ebt | ebr | wbu | wbl | wbt | wbr | nbu | nbl | nbt | nbr | sbu | sbl | sbt | sbr |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **4/9/2026** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 295 | 0 | 0 | 0 | 367 | 0 |
| **Peak Season Factor** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 0 | 11 | 0 |
| **Adjusted Volumes** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 304 | 0 | 0 | 0 | 378 | 0 |
| | 6.1% | 6.1% | 6.1% | 6.1% | 6.1% | 6.1% | 6.1% | 6.1% | 6.1% | 6.1% | 6.1% | 6.1% | 6.1% | 6.1% | 6.1% | 6.1% |
| **Growth 6.1%** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 59 | 0 | 0 | 0 | 73 | 0 |
| **2031 Volumes** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **363** | **0** | **0** | **0** | **451** | **0** |
| **Growth Rate** | 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% |
| **Growth 1%** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 0 | 11 | 0 |
| **2031 Volumes** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 313 | 0 | 0 | 0 | 389 | 0 |
| **Committed Projects** | | | | | | | | | | | | | | | | |
| SF Logistics | | | | | | | | | | | 10 | | | | 28 | |
| Kings Hwy Warehouse | | | | | | | | | | | 112 | | | | 238 | |
| Kings Hwy Commerce Park | | | | | | | | | | | 31 | | | | 84 | |
| Celebration Pointe | | | | | | | | | | | 1 | | | | 2 | |
| St. Lucie Commerce Cntr | | | | | | | | | | | 0 | | | | 0 | |
| Project Hunt | | | | | | | | | | | 10 | | | | 29 | |
| Creekside | | | | | | | | | | | 16 | | | | 25 | |
| Drawdy Angle Road Residential | | | | | | | | | | | 42 | | | | 25 | |
| Freeman | | | | | | | | | | | 5 | | | | 9 | |
| Broadreach Storage | | | | | | | | | | | 2 | | | | 3 | |
| Amazon Warehouse | | | | | | | | | | | 42 | 10 | 41 | 10 | 64 | |
| **Total Committed** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **270** | **10** | **41** | **10** | **507** | **0** |
| **Committed + 1%** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 583 | 10 | 41 | 10 | 896 | 0 |
| **Growth 6.1% or Committed + 1%** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 583 | 10 | 41 | 10 | 896 | 0 |
| **Pre Dev** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 583 | 10 | 41 | 10 | 896 | 0 |
| **Project** | 0 | 0 | 0 | 51 | 0 | 0 | 0 | 0 | 0 | 83 | 0 | 0 | 0 | 0 | 0 | 47 |
| **Post Dev** | **0** | **0** | **0** | **51** | **0** | **0** | **0** | **0** | **0** | **83** | **583** | **10** | **41** | **10** | **896** | **47** |
| | | | | Out | | | | | | In | | | | | | In |
| **Project Traffic Assignment** | 0% | 0% | 0% | 55% | 0% | 0% | 0% | 0% | 0% | 55% | 0% | 0% | 0% | 0% | 0% | 31% |

| Intersection | |
|---|---|
| Int Delay, s/veh | 1.3 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBU | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | | |
| Traffic Vol, veh/h | 0 | 0 | 51 | 0 | 0 | 0 | 83 | 583 | 10 | 41 | 10 | 896 | 47 |
| Future Vol, veh/h | 0 | 0 | 51 | 0 | 0 | 0 | 83 | 583 | 10 | 41 | 10 | 896 | 47 |
| Conflicting Peds, #/hr | 0 | 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 | Free |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | - | None |
| Storage Length | - | - | 0 | - | - | 0 | 0 | - | 0 | - | 0 | - | 0 |
| Veh in Median Storage,-# | | 1 | - | - | 1 | - | - | 0 | - | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | - | 0 | - |
| Peak Hour Factor | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 9 | 9 | 9 | 9 | 9 | 9 | 9 |
| Mvmt Flow | 0 | 0 | 54 | 0 | 0 | 0 | 87 | 614 | 11 | 43 | 11 | 943 | 49 |

| Major/Minor | Minor2 | | | Minor1 | | | Major1 | | | Major2 | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | - | - | 472 | - | - | 307 | 993 | 0 | 0 | 614 | 624 | 0 | 0 |
| Stage 1 | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Stage 2 | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Critical Hdwy | - | - | 6.94 | - | - | 6.94 | 4.28 | - | - | 6.58 | 4.28 | - | - |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Follow-up Hdwy | - | - | 3.32 | - | - | 3.32 | 2.29 | - | - | 2.59 | 2.29 | - | - |
| Pot Cap-1 Maneuver | 0 | 0 | 539 | 0 | 0 | 689 | 651 | - | - | 560 | 907 | - | - |
| Stage 1 | 0 | 0 | - | 0 | 0 | - | - | - | - | - | - | - | - |
| Stage 2 | 0 | 0 | - | 0 | 0 | - | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | | | - | - |
| Mov Cap-1 Maneuver | - | - | 539 | - | - | 689 | 651 | - | - | 605 | 605 | - | - |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Stage 1 | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Stage 2 | - | - | - | - | - | - | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Ctrl Dly, s/v | 12.42 | 0 | 1.4 | 0.59 |
| HCM LOS | B | A | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | WBLn1 | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 651 | - | - | 539 | - | 605 | - | - |
| HCM Lane V/C Ratio | 0.134 | - | - | 0.1 | - | 0.089 | - | - |
| HCM Ctrl Dly (s/v) | 11.4 | - | - | 12.4 | 0 | 11.5 | - | - |
| HCM Lane LOS | B | - | - | B | A | B | - | - |
| HCM 95th %tile Q(veh) | 0.5 | - | - | 0.3 | - | 0.3 | - | - |

## EXHIBIT 2 - COMMITTED TRIPS

**AM**

| Roadway | Segment | SF Logistics | | Kings Hwy Warehouse | | Kings Hwy Commerce Park | | Celebration Pointe | | St. Lucie Commerce Cntr | | Project Hunt | | Creekside | | Drawdy Angle Road Residential | | Freeman/11000 Okeechobee | | Broadreach Storage | | Amazon Warehouse | | Committed | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | EB/NB | WB/SB | EB/NB | WB/SB | EB/NB | WB/SB | EB/NB | WB/SB | EB/NB | WB/SB | EB/NB | WB/SB | EB/NB | WB/SB | EB/NB | WB/SB | EB/NB | WB/SB | EB/NB | WB/SB | EB/NB | WB/SB | EB/NB | WB/SB |
| Kings Hwy | Crossroads Pkwy to Project Site | 30 | 8 | 177 | 178 | 89 | 25 | 2 | 1 | | | 38 | 9 | 21 | 7 | 12 | 35 | 8 | 3 | 1 | 3 | 58 | 32 | 436 | 301 |

**PM**

| Roadway | Segment | SF Logistics | | Kings Hwy Warehouse | | Kings Hwy Commerce Park | | Celebration Pointe | | St. Lucie Commerce Cntr | | Project Hunt | | Creekside | | Drawdy Angle Road Residential | | Freeman/11000 Okeechobee | | Broadreach Storage | | Amazon Warehouse | | Committed | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | EB/NB | WB/SB | EB/NB | WB/SB | EB/NB | WB/SB | EB/NB | WB/SB | EB/NB | WB/SB | EB/NB | WB/SB | EB/NB | WB/SB | EB/NB | WB/SB | EB/NB | WB/SB | EB/NB | WB/SB | EB/NB | WB/SB | EB/NB | WB/SB |
| Kings Hwy | Crossroads Pkwy to Project Site | 10 | 28 | 112 | 238 | 31 | 84 | 1 | 2 | | | 10 | 29 | 16 | 25 | 42 | 25 | 5 | 9 | 2 | 6 | 50 | 65 | 279 | 511 |

MacKenzie
Engineering & Planning, Inc.

1172 SW 30th Street, Suite 500 • Palm City • Florida • 34990
(772) 286-8030• www.mackenzieengineeringinc.com

***Memorandum***

To: St. Lucie County Public Works Department
From: Shaun G. Mackenzie, P.E.
Date: Revised July 21, 2026
July 13, 2026
Re: Mahaffey Communities - Traffic Study Methodology

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**St. Lucie County Acceptance**

Mahaffey Communities Traffic Study Methodology was

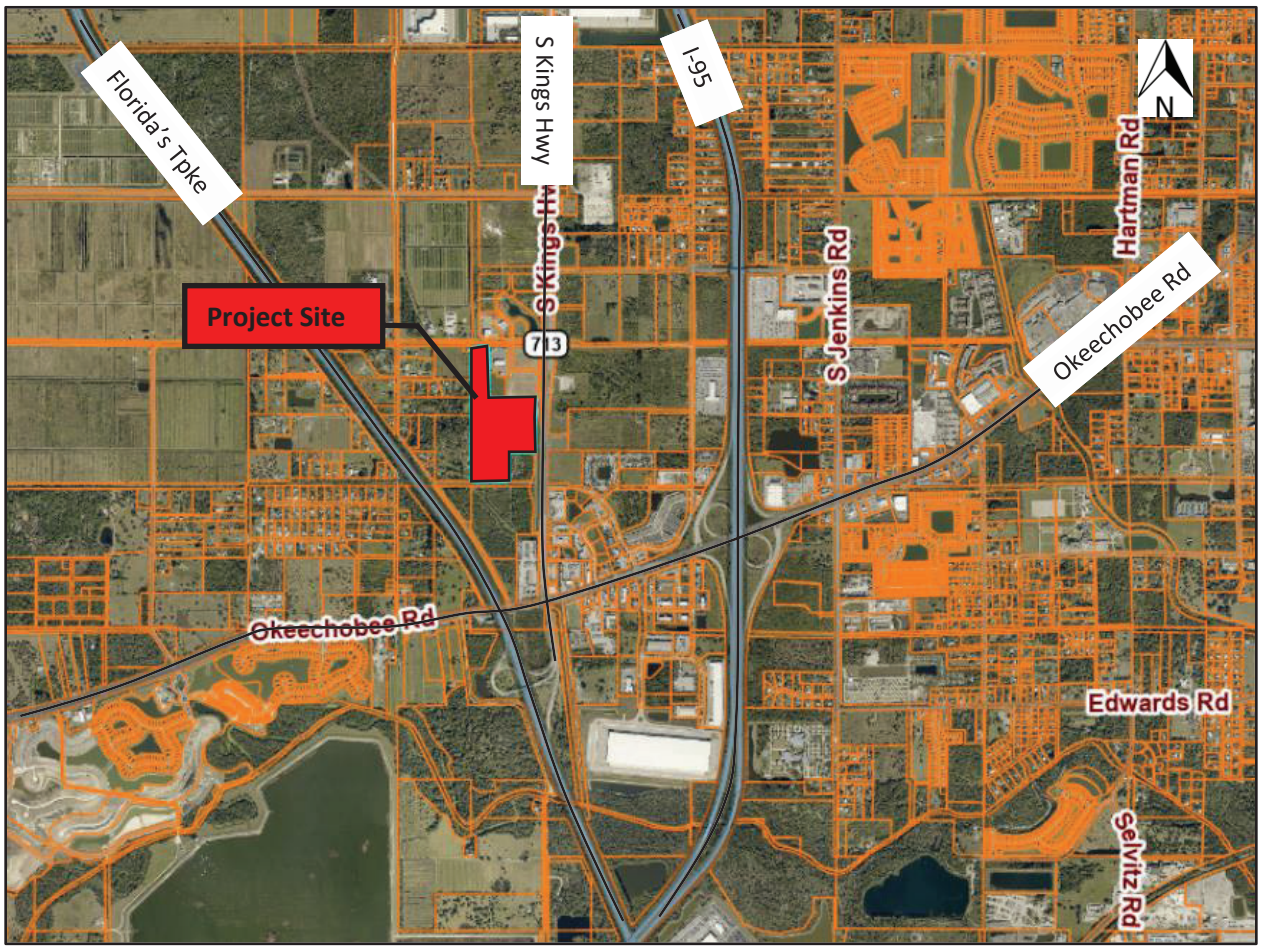
Approved on _____, 20___ by _____

# INTRODUCTION

MacKenzie Engineering and Planning, Inc. (MEP) was retained by Mahaffey Apartment Company to perform a traffic analysis for Mahaffey Communities in St. Lucie County, FL. The project is located at 2535 S Kings Highway, Fort Pierce, Florida (Parcel ID: 2323-501-0002-000-0). The project proposes to construct 488 multi-family housing (low-rise) Dwelling Units. The project has an approved traffic impact study based on 488 multi-family housing (mid-rise) units. This traffic analysis is proposed to examine the increase in trips. The buildout year is 2031. Figure 1 illustrates the proposed development location.

The methodology was prepared in accordance with the Standardized Transportation Impact Studies (TIS) Methodology and procedures (STIP) (Updated August 2023). We are submitting the information to the St. Lucie County Public Works Department for review, and upon approval, will continue with the traffic analysis.

**Figure 1: Proposed Site Location**




# TRIP GENERATION

## *Trip Generation*

### Approved Uses

The approved development will generate the following net new external and driveway trips:

- 2,203 daily, 197 AM peak hour (45 in/152 out), and 179 PM peak hour (115 in/64 out) trips.

### Proposed Uses

The study uses trip generation rates for Multifamily Housing (Low-Rise) (ITE Land Use 220) published in the Institute of Transportation Engineering's (ITE) manual, *Trip Generation Manual (12th Edition).*

The proposed development will generate the following net new external and driveway trips:

- 2,868 daily, 184 AM peak hour (44 in/140 out), and 242 PM peak hour (150 in/92 out) trips.

**Net Change**

The resulting net change of site uses in net new external and driveway trips:

- 665 daily, -13 AM peak hour (-1 in/-12 out), and 63 PM peak hour (35 in/28 out) trips.

***Internal Capture Rate***

Internal capture is proposed at 0%.

***Pass-by Rate Factor***

There is no pass-by for this site.

# INVENTORY & PLANNING DATA

***Availability / Use of County & State Data***

MEP will obtain count data, use FDOT's Florida Traffic Online traffic counts and supplement from the St. Lucie County TPO Traffic Counts and Level of Service Report (2025) for current traffic counts.

***Procedures for Intersection Analysis***

MEP will utilize the software identified in the STIP. MEP will use truck counts or FDOT traffic online data for the truck percentage. The intersection analysis will be performed by applying the HCM 7th edition Methodology using Synchro 12.

# STUDY AREA

***Traffic Distribution / Assignment Technique and Approach***

Traffic distribution and assignment were determined ~~using the approved Traffic Impact Study (see Appendix).~~ based on a select zone model run of the TCRPM version 5.1. (see Appendix B).

***Radius of Impact (ROI)***

Based on the STIP, the area of influence for transportation concurrency is 1 mile. St. Lucie County LDC evaluates concurrency based on the new external daily trips on the surrounding roads. Figure 2 illustrates the 1-mile radius.

In addition, the study will analyze impacted roadways, which are any Major Road Segment on which the peak-hour project traffic consumes 5 (five) percent or more of the existing or committed peak-hour peak direction service capacity (consistent with the STIP).

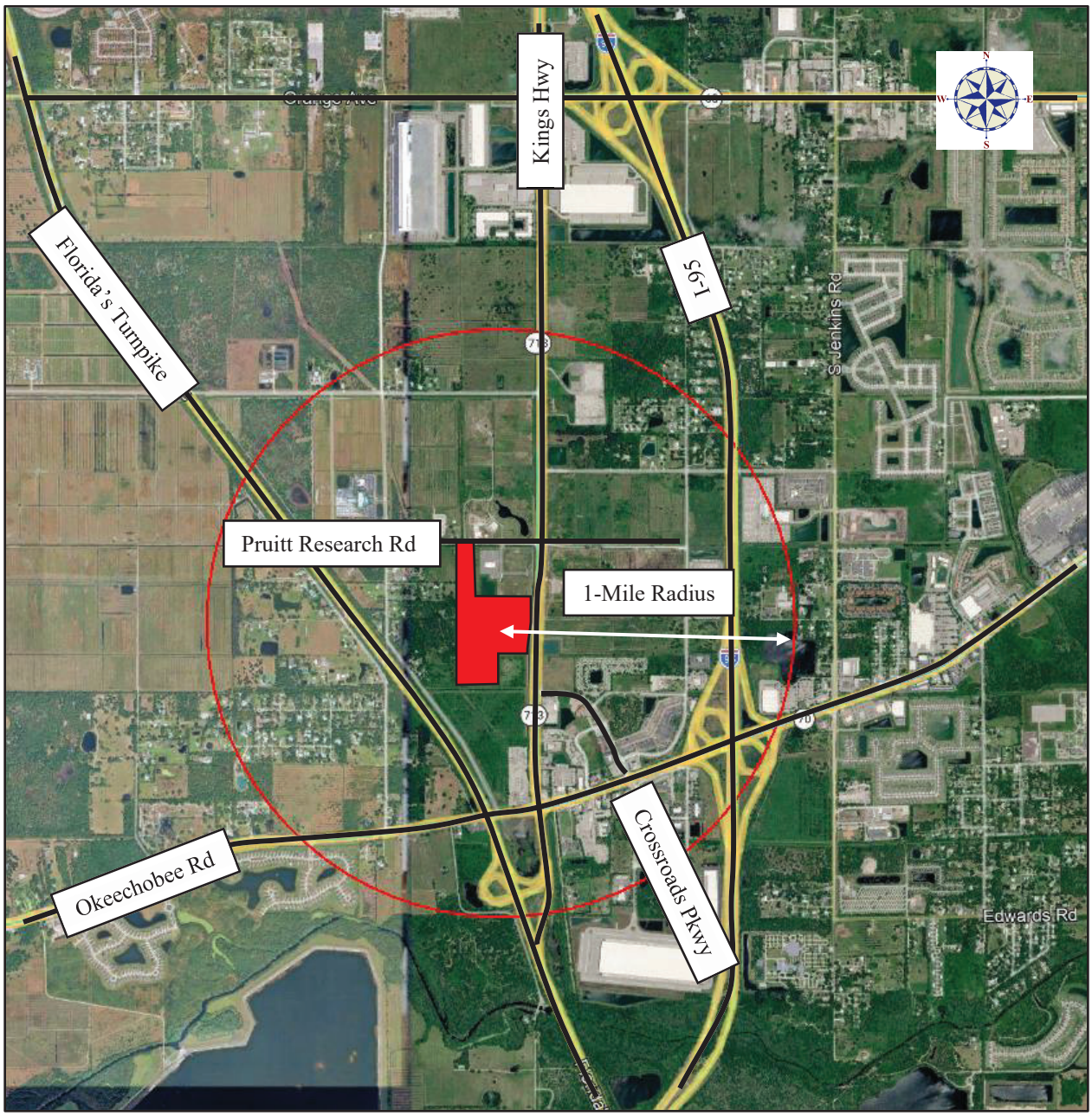
***Study Intersections***

The project will study the following intersections:

- Kings Highway & Pruitt Research Road
- Kings Highway & Crossroads Parkway

The analysis will use the 2025 buildout traffic counts from the approved traffic study as the 2025 existing traffic counts.

**Figure 2. 1-Mile Radius Map**




# ROADWAY ANALYSIS

## *Significance*

Impacts of greater than one percent (1%) on adjacent road segments and five percent (5%) on all other road segments outside 1 mile are considered to have a significant impact. Exhibit 4 displays the roadway segments with significant impacts.

***Background Traffic***

Background traffic identifies how the study area's transportation system is forecast to operate in the buildout year. This includes traffic growth that is associated with the general (historic) growth in the area and the growth due to the development of unbuilt portions of approved major developments. The existing peak hour traffic volumes will be increased based on the greater of the annual compound growth rate or a 1% growth rate plus approved site plan traffic to develop the projected year 2031 background traffic volumes.

Traffic from committed projects will be included in the report:

- Creekside
- Freeman
- Kings Highway Warehouse
- South Florida Logistics
- Broadreach Storage
- Drawdy Angle Road Residential
- 44 Celebration Pointe
- Project Hunt
- St. Lucie Commerce Center
- Kings Highway Commerce

***Historical Growth Rate***

Historic growth rates were developed based on available FDOT Traffic Online data. The historic annual growth on the surrounding facilities between 2021 and 2025 is 6.1%. FDOT Data showing the growth calculations are contained in Exhibit 4.

***Roadway Analysis***

MEP will utilize AM & PM peak hour traffic data for each roadway segment within the study area. MEP will utilize the MMQLOS Handbook to establish generalized service volumes on state roads. MEP will use FDOT's preliminary context class on state roads. The traffic data for each segment will be compared with the service volumes for each respective segment to determine if adequate capacity is available on each roadway segment.

***Service Volume***

MEP will utilize the FDOT Multimodal Quality/Level of Service Handbook (2023) on state roads based on FDOT preliminary context class and the TPO service volumes on non-state roads.

***Segment Analysis***

Should an arterial analysis become necessary, an arterial analysis will be performed using the most current version of ARTPLAN. The green times, cycle lengths, and volumes will be provided by St. Lucie County Traffic Timing Data or field-obtained signal timing results.

# DRIVEWAY ANALYSIS

***Site Access***

The proposed conceptual site plan has been provided by the owner and is located in the Appendix. The site proposes 2 driveways.

- DW 1 (Kings Highway) – Right-In/Right-Out/Left-In
- DW 2 (Pruitt Research Road) – Full Opening and traffic signal provided by Amazon Distribution Center

The driveway turn-lane warrant analysis will be performed using NCHRP 457.

# COMMITTED IMPROVEMENTS

Based on a review of FDOT's 5-Year Work Program and the St. Lucie TPO's Transportation Improvement Program, which includes St. Lucie County's 5-Year Capital Improvement Plan. The following improvements affect roadway capacity within the project's study area:

- SR 713/Kings Highway – N of SR 9/I 95 Overpass to South of Angle Road – Add Lanes & Reconstruct
- Orange Avenue & I-95 Interchange – Add Lanes

# APPENDIX

1. Trip Generation
2. Driveway Distribution
3. Assignment Map
4. Significance Table
5. Growth Rate Calculation
6. FDOT's Traffic Data
    a. Annual Average Daily Traffic Report (2025)
7. Conceptual Site Plan
8. Approved Trip Generation & Traffic Assignment
9. Committed Improvements
10. FDOT Generalized Service Volume Tables
11. Model Assignment – TCRPM 5.1

## Exhibit 1A: Trip Generation – Proposed Uses

| Land Use | Intensity | Daily Trips | AM Peak Hour | | | PM Peak Hour | | |
|---|---|---|---|---|---|---|---|---|
| | | | Total | In | Out | Total | In | Out |
| **Proposed Site Traffic** | | | | | | | | |
| Multifamily Housing (Low-Rise) | 488 DU | 2,868 | 184 | 44 | 140 | 242 | 150 | 92 |
| ***NET PROPOSED TRIPS*** | | ***2,868*** | ***184*** | ***44*** | ***140*** | ***242*** | ***150*** | ***92*** |
| **Total Driveway Volumes** | | ***2,868*** | ***184*** | ***44*** | ***140*** | ***242*** | ***150*** | ***92*** |

Note: Trip generation was calculated using the following data:

| Land Use | ITE Code | Unit | Daily Rate | Pass-by Rate | AM Peak Hour | | PM Peak Hour | |
|---|---|---|---|---|---|---|---|---|
| | | | | | in/out | Rate | in/out | Equation |
| Multifamily Housing (Low-Rise) | 220 | DU | T = 5.63 (X) + 120.45 | 0% | 24/76 | T = 0.35 (X) + | 62/38 | T = 0.48 (X) + 7.35 |

ITE 12th Edition

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## Exhibit 1B: Trip Generation

| Land Use | Intensity | Daily Trips | AM Peak Hour | | | PM Peak Hour | | |
|---|---|---|---|---|---|---|---|---|
| | | | Total | In | Out | Total | In | Out |
| **Approved Site Traffic** | | | | | | | | |
| Multifamily Housing (Mid-Rise) | 488 DU | 2,203 | 197 | 45 | 152 | 179 | 115 | 64 |
| **Proposed Site Traffic** | | | | | | | | |
| Multifamily Housing (Low-Rise) | 488 DU | 2,868 | 184 | 44 | 140 | 242 | 150 | 92 |
| **NET CHANGE IN EXTERNAL TRIPS** | | **665** | **(13)** | **(1)** | **(12)** | **63** | **35** | **28** |
| **NET CHANGE IN DRIVEWAY VOLUMES** | | **665** | **(13)** | **(1)** | **(12)** | **63** | **35** | **28** |

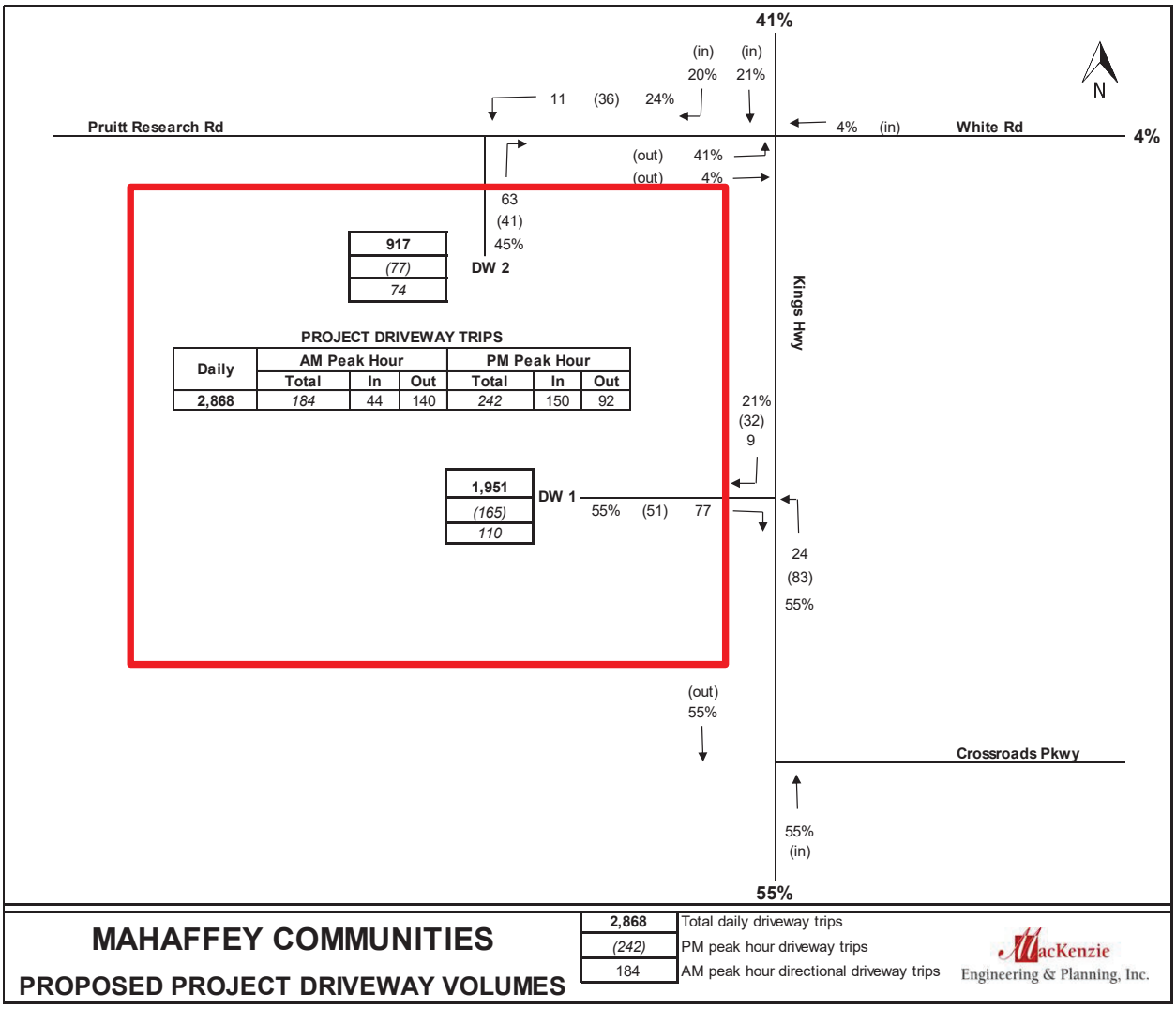
Note: Trip generation was calculated using the following data:

| Land Use | ITE Code | Unit | Daily Rate | Pass-by Rate | AM Peak Hour | | PM Peak Hour | |
|---|---|---|---|---|---|---|---|---|
| | | | | | in/out | Rate | in/out | Equation |
| Multifamily Housing (Mid-Rise) | 221 | DU | T = 4.55 (X) - 17.52 | 0% | 23/77 | T = 0.42 (X) - 7.77 | 64/36 | T = 0.36 (X) +3.07 |
| Multifamily Housing (Low-Rise) | 220 | DU | T = 5.63 (X) + 120.45 | 0% | 24/76 | T = 0.35 (X) + | 62/38 | T = 0.48 (X) + 7.35 |

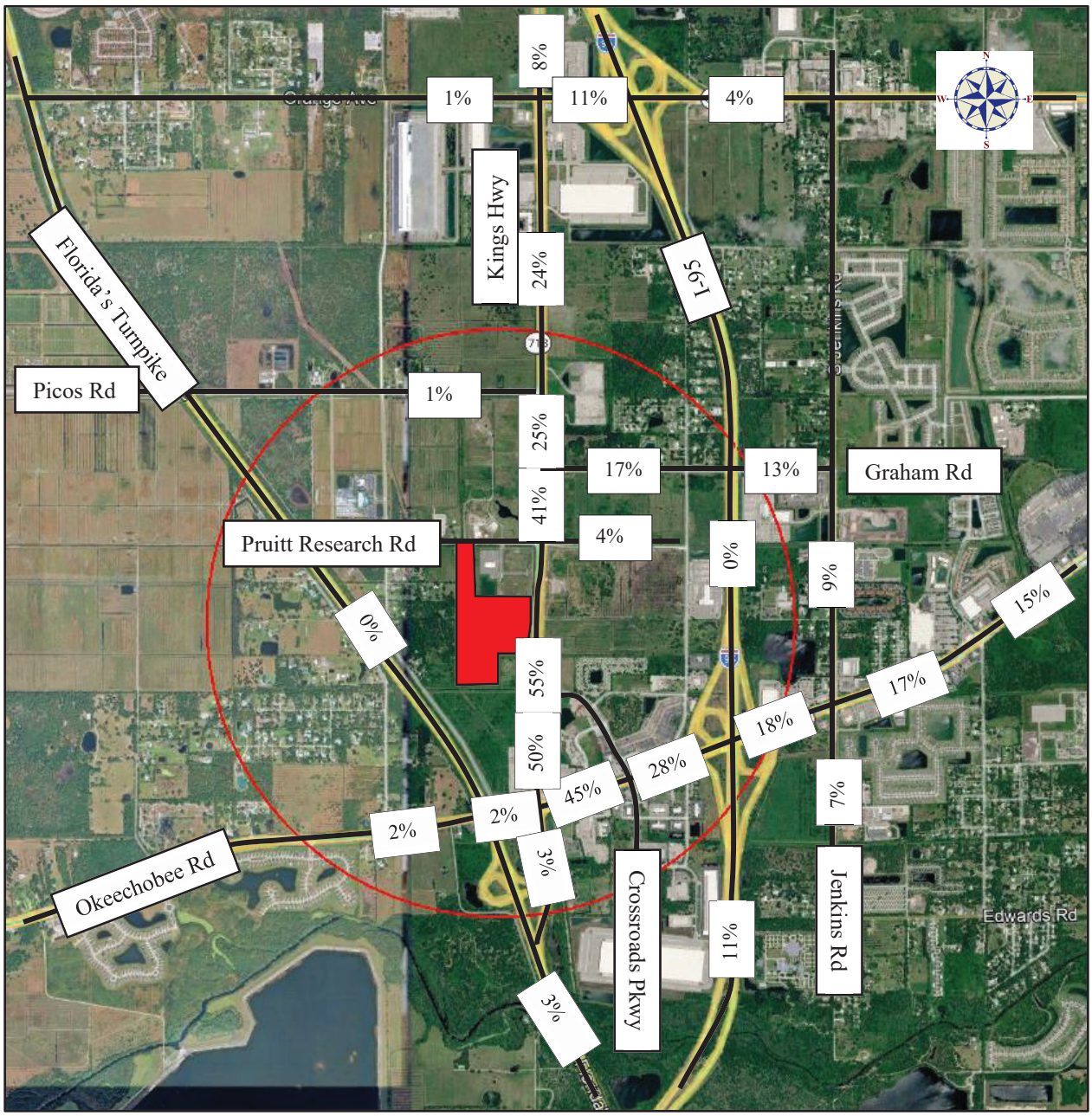
ITE 12th Edition

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## Exhibit 2: Driveway Trips



## Exhibit 3: Trip Assignment



## Exhibit 4: Significance Analysis

| Roadway | Segments | E+C Lanes | Area Type | Two-Way Capacity | Assign | Two-Way Project Traffic | Project Impact | Significant Impact? (Y/N) |
|---|---|---|---|---|---|---|---|---|
| Okeechobee Rd | McCarty Rd to Florida's Turnpike | 4 | C2 | 4,350 | 2% | 1 | 0.0% | NO |
| | Florida's Turnpike to Kings Hwy | 4 | C3C | 3,290 | 2% | 1 | 0.0% | NO |
| | Kings Hwy to Crossroads Pkwy | 6 | C3C | 4,870 | 45% | 28 | 0.6% | NO |
| | Crossroads Pkwy to I-95 | 6 | C3C | 4,870 | 28% | 18 | 0.4% | NO |
| | I-95 to Jenkins Rd | 8 | C3C | 5,780 | 18% | 11 | 0.2% | NO |
| Kings Hwy | Okeechobee Rd to Crossroads Pkwy | 4 | C3C* | 3,290 | 50% | 32 | 1.0% | NO |
| | Crossroads Pkwy to Project Site | 4 | C3C* | 3,290 | 55% | 35 | 1.1% | **YES** |
| | Project Site ot Graham Rd | 4 | C3C* | 3,290 | 41% | 26 | 0.8% | NO |
| | Graham Rd to Picos Rd | 4 | C3C* | 3,290 | 25% | 16 | 0.5% | NO |
| | Picos Rd to Orange Ave | 4 | C3C* | 3,290 | 24% | 15 | 0.5% | NO |
| | Orange Ave to Angle Rd | 6 | C3C* | 4,870 | 8% | 5 | 0.1% | NO |
| Orange Ave | Campbell Rd to Kings Hwy | 2 | C3R | 2,020 | 1% | 1 | 0.0% | NO |
| | Kings Hway to I-95 | 4 | C2 | 5,290 | 11% | 7 | 0.1% | NO |
| | I-95 to Jenkins Rd | 4 | C3C | 3,290 | 4% | 3 | 0.1% | NO |
| I-95 | Midway Rd to Okeechobee Rd | 6 | LA | 11,050 | 11% | 7 | 0.1% | NO |
| | Okeechobee Rd to Orange Rd | 8 | LA | 14,710 | 0% | 0 | 0.0% | NO |
| Florida's Turnpike | North County Ln to Okeechobee Rd | 4 | LA | 6,890 | 0% | 0 | 0.0% | NO |
| | Okeechobee Rd to Port St Lucie Blvd | 4 | LA | 7,400 | 3% | 2 | 0.0% | NO |

* C3C used in order to provide a conservative analysis

# Exhibit 5: Growth Rate

| Road Name | Count Station | Segment | 2021 AADT | 2022 AADT | 2023 AADT | 2024 AADT | 2025 AADT | Annual Absolute Growth | Growth Rate |
|---|---|---|---|---|---|---|---|---|---|
| Kings Hwy | 94-0757 | N of Okeechobee Rd | 13,100 | 7000 | - | 14100 | 13,700 | 830 | 6.1% |
| | | | | | | **Weighted Average** | | | **6.1%** |
| | | | | | | **Growth Rate Used** | | | **6.1%** |

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2025 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 |
|---|---|---|---|---|---|---|
| 2025 | 13700 C | N 6700 | S 7000 | 9.00 | 55.60 | 17.80 |
| 2024 | 14100 C | N 6100 | S 8000 | 9.00 | 54.90 | 31.80 |
| 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 |

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

# FARRELL COMMUNITIES - FT. PIERCE

09/13/2022
Revised: 12/16/2022

## PROPOSED DEVELOPMENT

### TABLE 1 - Daily Traffic Generation

| Landuse | ITE Code | Intensity | | Rate/Equation | Dir Split In | Dir Split Out | Gross Trips | Internalization % | Internalization Total | External Trips | Pass-by % | Pass-by Trips | Net Trips |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Multifamily Mid-Rise Housing 4-10 story (Apartment/Condo/TH) | 221 | 488 | Dwelling Units | 5.44 | | | 2,655 | | 0 | 2,655 | 0% | 0 | 2,655 |
| | | **Grand Totals:** | | | | | **2,655** | **0.0%** | **0** | **2,655** | **0%** | **0** | **2,655** |

### TABLE 2 - AM Peak Hour Traffic Generation

| Landuse | ITE Code | Intensity | | Rate/Equation | Dir Split In | Dir Split Out | Gross Trips In | Gross Trips Out | Gross Trips Total | Internalization % | Internalization In | Internalization Out | Internalization Total | External Trips In | External Trips Out | External Trips Total | Pass-by % | Pass-by Trips | Net Trips In | Net Trips Out | Net Trips Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Multifamily Mid-Rise Housing 4-10 story (Apartment/Condo/TH) | 221 | 488 | Dwelling Units | 0.37 | 0.23 | 0.77 | 42 | 139 | 181 | 0.0% | 0 | 0 | 0 | 42 | 139 | 181 | 0% | 0 | 42 | 139 | 181 |
| | | **Grand Totals:** | | | | | **42** | **139** | **181** | **0.0%** | **0** | **0** | **0** | **42** | **139** | **181** | **0%** | **0** | **42** | **139** | **181** |

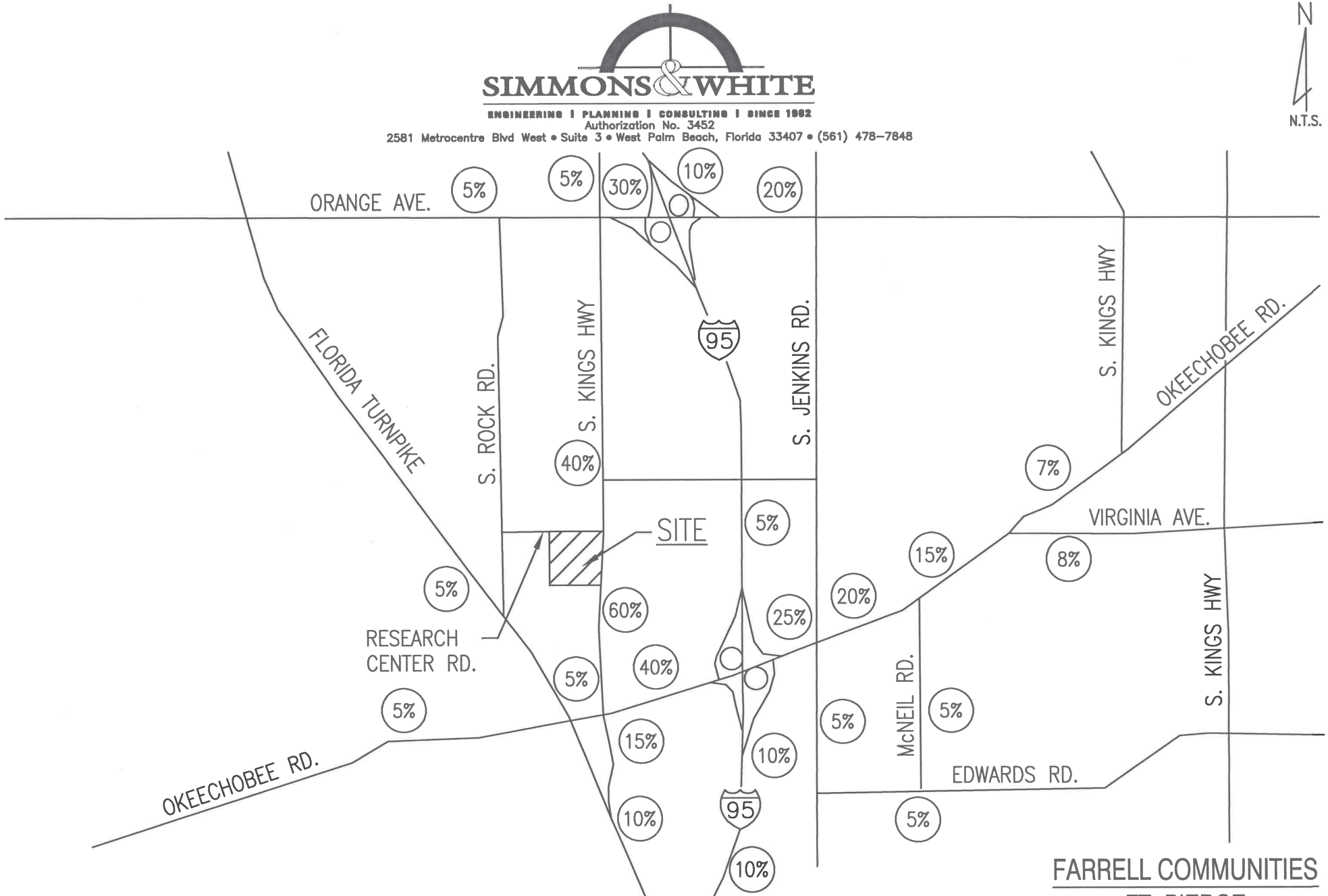
### TABLE 3 - PM Peak Hour Traffic Generation

| Landuse | ITE Code | Intensity | | Rate/Equation | Dir Split In | Dir Split Out | Gross Trips In | Gross Trips Out | Gross Trips Total | Internalization % | Internalization In | Internalization Out | Internalization Total | External Trips In | External Trips Out | External Trips Total | Pass-by % | Pass-by Trips | Net Trips In | Net Trips Out | Net Trips Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Multifamily Mid-Rise Housing 4-10 story (Apartment/Condo/TH) | 221 | 488 | Dwelling Units | 0.39 | 0.61 | 0.39 | 116 | 74 | 190 | 0.0% | 0 | 0 | 0 | 116 | 74 | 190 | 0% | 0 | 116 | 74 | 190 |
| | | **Grand Totals:** | | | | | **116** | **74** | **190** | **0.0%** | **0** | **0** | **0** | **116** | **74** | **190** | **0%** | **0** | **116** | **74** | **190** |



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LEGEND

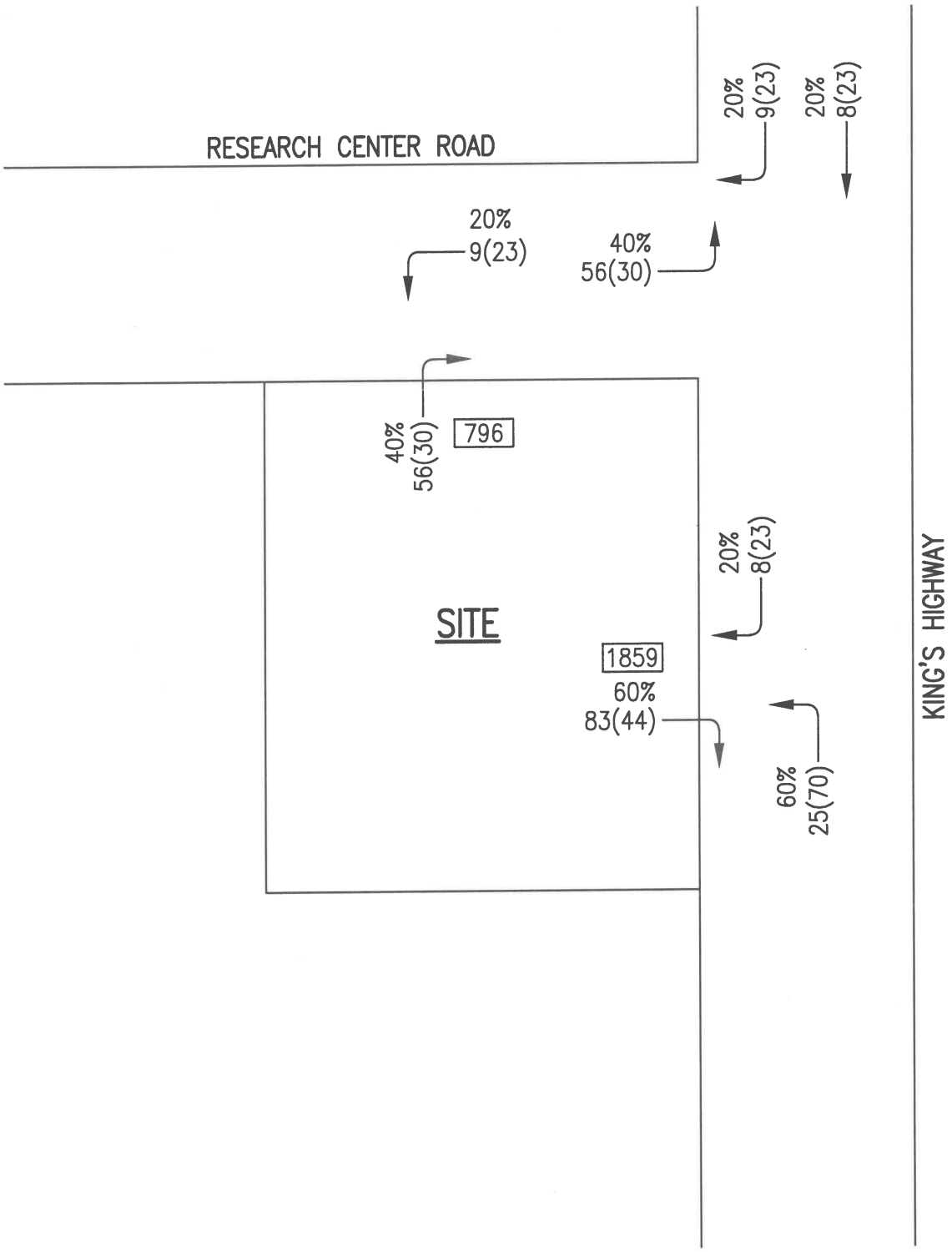
(15%) PROJECT DISTRIBUTION

FIGURE 1
PROJECT DISTRIBUTION

FARRELL COMMUNITIES
FT. PIERCE
22-158 BK 9/13/22
REV 12/16/22

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N
N.T.S.



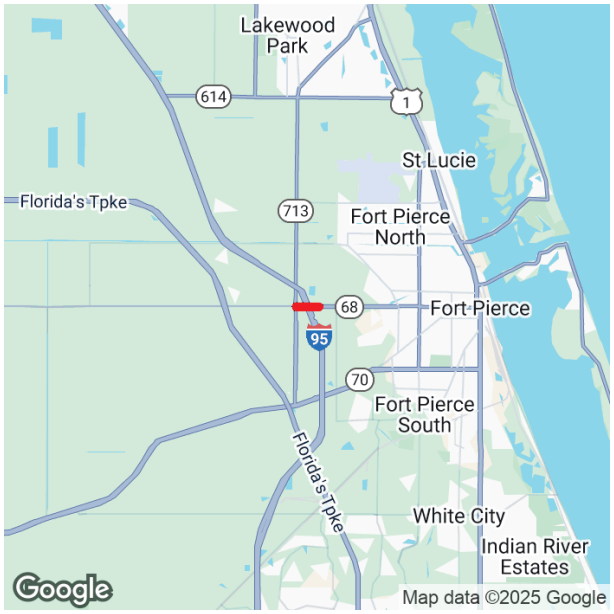

# FIGURE 2
# DRIVEWAY VOLUMES

**LEGEND**

| | |
|---|---|
| 56 | A.M. PEAK HOUR TURNING MOVEMENT |
| (30) | P.M. PEAK HOUR TURNING MOVEMENT |
| 796 | A.A.D.T. |

FARRELL COMMUNITIES
FT. PIERCE
22-158 BK 9/13/22
REV 12/16/22

## ORANGE AVE FROM KINGS HWY TO EAST OF I-95 SB RAMP
## 4461681 SIS




**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:** CONSTRUCTION

| Phase | Fund Code | 2026 | 2027 | 2028 | 2029 | 2030 | Total |
|---|---|---|---|---|---|---|---|
| CST | ACNP | 0 | 0 | 0 | 7,153,505 | 0 | 7,153,505 |
| | | | | | **7,153,505** | | **7,153,505** |

**Prior Year Cost: 846,349**
**Future Year Cost: 0**
**Total Project Cost: 8,025,035**
**LRTP: Page 8-3**

**FDOT Emergency Travel Alert:** For information on the current situation, please visit the following page - Alerts.

Florida Department of

# TRANSPORTATION



**Web Application**

## Office of Work Program and Budget

**Updated: 2/11/2026 9:1**

# Five Year Work Program

| Selection Criteria | |
|---|---|
| **District 04** | **2027-2031 G1** |
| **St Lucie County** | **Category:**Highways |
| **Phase:**Construction | **Item Number:**438379-4 |

Display current records in a Report Style
Display current records in an Excel Document

**Project Summary**

**Transportation System:** INTRASTATE STATE HIGHWAY — District 04 - St Lucie County
**Description:** SR-713/KINGS HIGHWAY N OF SR-9/I-95 OVERPASS TO SOUTH OF ANGLE RD
**Type of Work:** ADD LANES & RECONSTRUCT — View Scheduled Activities
**Item Number:** 438379-4
**Length:** 0.905 — View Map of Item

**Project Detail**

| Fiscal Year: | 2027 | 2028 | 2029 | 2030 | 2031 |
|---|---|---|---|---|---|
| Highways/Preliminary Engineering | | | | | ***(On-Going)*** |
| **Amount:** | | | | | |
| Highways/Railroad & Utilities | | | | | ***(On-Going)*** |
| **Amount:** | | | | | |
| Highways/Construction | | | | | |
| **Amount:** | $44,790,405 | $4,712,386 | | | |
| Highways/Environmental | | | | | ***(On-Going)*** |
| **Amount:** | | | | | |
| **Item Total:** | **$44,790,405** | **$4,712,386** | | | |

This site is maintained by the Office of Work Program and Budget, located at 605 Suwannee Street, MS 21, Tallahassee, Florida 323

# Limited Access

## Freeway Generalized Service Volume Tables

### Peak Hour Directional

| | B | C | D | E |
|---|---|---|---|---|
| 2 Lane | 2,400 | 3,170 | 3,970 | 4,150 |
| 3 Lane | 3,390 | 4,600 | 5,810 | 6,130 |
| 4 Lane | 4,340 | 6,060 | 7,700 | 8,170 |
| 5 Lane | 5,480 | 7,450 | 9,680 | 10,390 |
| 6 Lane | 6,630 | 9,220 | 11,520 | 12,760 |

(Core Urbanized)

| | B | C | D | E |
|---|---|---|---|---|
| 2 Lane | 2,500 | 3,300 | 4,070 | 4,240 |
| 3 Lane | 3,570 | 4,900 | 6,080 | 6,360 |
| 4 Lane | 4,720 | 6,500 | 8,090 | 8,490 |
| 5 Lane | 5,790 | 8,020 | 10,020 | 10,610 |

(Urbanized)

| | B | C | D | E |
|---|---|---|---|---|
| 2 Lane | 2,430 | 3,180 | 3,790 | 3,910 |
| 3 Lane | 3,520 | 4,670 | 5,610 | 5,870 |
| 4 Lane | 4,630 | 6,170 | 7,440 | 7,830 |
| 5 Lane | 5,690 | 7,640 | 9,220 | 9,800 |

(Transitioning)

| | B | C | D | E |
|---|---|---|---|---|
| 2 Lane | 2,010 | 2,770 | 3,270 | 3,650 |
| 3 Lane | 2,820 | 3,990 | 4,770 | 5,470 |
| 4 Lane | 3,630 | 5,220 | 6,260 | 7,300 |

(Rural)

### Peak Hour Two-Way

| | B | C | D | E |
|---|---|---|---|---|
| 4 Lane | 4,360 | 5,760 | 7,220 | 7,550 |
| 6 Lane | 6,160 | 8,360 | 10,560 | 11,150 |
| 8 Lane | 7,890 | 11,020 | 14,000 | 14,850 |
| 10 Lane | 9,960 | 13,550 | 17,600 | 18,890 |
| 12 Lane | 12,050 | 16,760 | 20,950 | 23,200 |

| | B | C | D | E |
|---|---|---|---|---|
| 4 Lane | 4,550 | 6,000 | 7,400 | 7,710 |
| 6 Lane | 6,490 | 8,910 | 11,050 | 11,560 |
| 8 Lane | 8,580 | 11,820 | 14,710 | 15,440 |
| 10 Lane | 10,530 | 14,580 | 18,220 | 19,290 |

| | B | C | D | E |
|---|---|---|---|---|
| 4 Lane | 4,420 | 5,780 | 6,890 | 7,110 |
| 6 Lane | 6,400 | 8,490 | 10,200 | 10,670 |
| 8 Lane | 8,420 | 11,220 | 13,530 | 14,240 |
| 10 Lane | 10,350 | 13,890 | 16,760 | 17,820 |

| | B | C | D | E |
|---|---|---|---|---|
| 4 Lane | 3,650 | 5,040 | 5,950 | 6,640 |
| 6 Lane | 5,130 | 7,250 | 8,670 | 9,950 |
| 8 Lane | 6,600 | 9,490 | 11,380 | 13,270 |

### AADT

| | B | C | D | E |
|---|---|---|---|---|
| 4 Lane | 51,300 | 67,800 | 84,900 | 88,800 |
| 6 Lane | 72,500 | 98,400 | 124,200 | 131,200 |
| 8 Lane | 92,800 | 129,600 | 164,700 | 174,700 |
| 10 Lane | 117,200 | 159,400 | 207,100 | 222,200 |
| 12 Lane | 141,800 | 197,200 | 246,500 | 272,900 |

| | B | C | D | E |
|---|---|---|---|---|
| 4 Lane | 50,600 | 66,700 | 82,200 | 85,700 |
| 6 Lane | 72,100 | 99,000 | 122,800 | 128,400 |
| 8 Lane | 95,300 | 131,300 | 163,400 | 171,600 |
| 10 Lane | 117,000 | 162,000 | 202,400 | 214,300 |

| | B | C | D | E |
|---|---|---|---|---|
| 4 Lane | 45,100 | 59,000 | 70,300 | 72,600 |
| 6 Lane | 65,300 | 86,600 | 104,100 | 108,900 |
| 8 Lane | 85,900 | 114,500 | 138,100 | 145,300 |
| 10 Lane | 105,600 | 141,700 | 171,000 | 181,800 |

| | B | C | D | E |
|---|---|---|---|---|
| 4 Lane | 34,800 | 48,000 | 56,700 | 63,200 |
| 6 Lane | 48,900 | 69,000 | 82,600 | 94,800 |
| 8 Lane | 62,900 | 90,400 | 108,400 | 126,400 |

### Adjustment Factors

Auxiliary Lanes Present in Analysis Direction Adjustment: +1,000
Ramp Metering Present Adjustment: Multiply by 1.05

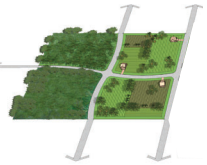
Auxiliary Lanes Present in Analysis Direction Adjustment: +1,800
Ramp Metering Present Adjustment: Multiply by 1.05

Auxiliary Lanes Present in Analysis Direction Adjustment: +20,000
Ramp Metering Present Adjustment: Multiply by 1.05

This table does not constitute a standard and should be used only for general planning applications. The table should not be used for corridor or intersection design, where more refined techniques exist.

# C1 & C2

## Motor Vehicle Highway Generalized Service Volume Tables



(C1-Natural & C2-Rural)

### Peak Hour Directional

| | B | C | D | E |
|---|---|---|---|---|
| 1 Lane | 240 | 430 | 730 | 1,490 |
| 2 Lane | 1,670 | 2,390 | 2,910 | 3,340 |
| 3 Lane | 2,510 | 3,570 | 4,370 | 5,010 |

### Peak Hour Two-Way

| | B | C | D | E |
|---|---|---|---|---|
| 2 Lane | 440 | 780 | 1,330 | 2,710 |
| 4 Lane | 3,040 | 4,350 | 5,290 | 6,070 |
| 6 Lane | 4,560 | 6,490 | 7,950 | 9,110 |

### AADT

| | B | C | D | E |
|---|---|---|---|---|
| 2 Lane | 4,600 | 8,200 | 14,000 | 28,500 |
| 4 Lane | 32,000 | 45,800 | 55,700 | 63,900 |
| 6 Lane | 48,000 | 68,300 | 83,700 | 95,900 |

### Adjustment Factors

2 Lane Divided Roadway with Exclusive Left Turn Adjustment: Multiply by 1.05
Multilane Undivided Highway with Exclusive Left Turn Adjustment: Multiply by 0.95
Multilane Undivided Highway without Exclusive Left Turn Adjustment:: Multiply by 0.75

This table does not constitute a standard and should be used only for general planning applications. The table should not be used for corridor or intersection design, where more refined techniques exist.

# C3C & C3R

## Motor Vehicle Arterial Generalized Service Volume Tables



(C3C-Suburban Commercial)

### Peak Hour Directional

| | B | C | D | E |
|---|---|---|---|---|
| 1 Lane | * | 760 | 1,070 | ** |
| 2 Lane | * | 1,520 | 1,810 | ** |
| 3 Lane | * | 2,360 | 2,680 | ** |
| 4 Lane | * | 3,170 | 3,180 | ** |

### Peak Hour Two-Way

| | B | C | D | E |
|---|---|---|---|---|
| 2 Lane | * | 1,380 | 1,950 | ** |
| 4 Lane | * | 2,760 | 3,290 | ** |
| 6 Lane | * | 4,290 | 4,870 | ** |
| 8 Lane | * | 5,760 | 5,780 | ** |

### AADT

| | B | C | D | E |
|---|---|---|---|---|
| 2 Lane | * | 15,300 | 21,700 | ** |
| 4 Lane | * | 30,700 | 36,600 | ** |
| 6 Lane | * | 47,700 | 54,100 | ** |
| 8 Lane | * | 64,000 | 64,200 | ** |



(C3R-Suburban Residential)

| | B | C | D | E |
|---|---|---|---|---|
| 1 Lane | * | 970 | 1,110 | ** |
| 2 Lane | * | 1,700 | 1,850 | ** |
| 3 Lane | * | 2,620 | 2,730 | ** |

| | B | C | D | E |
|---|---|---|---|---|
| 2 Lane | * | 1,760 | 2,020 | ** |
| 4 Lane | * | 3,090 | 3,360 | ** |
| 6 Lane | * | 4,760 | 4,960 | ** |

| | B | C | D | E |
|---|---|---|---|---|
| 2 Lane | * | 19,600 | 22,400 | ** |
| 4 Lane | * | 34,300 | 37,300 | ** |
| 6 Lane | * | 52,900 | 55,100 | ** |

This table does not constitute a standard and should be used only for general planning applications. The table should not be used for corridor or intersection design, where more refined techniques exist.

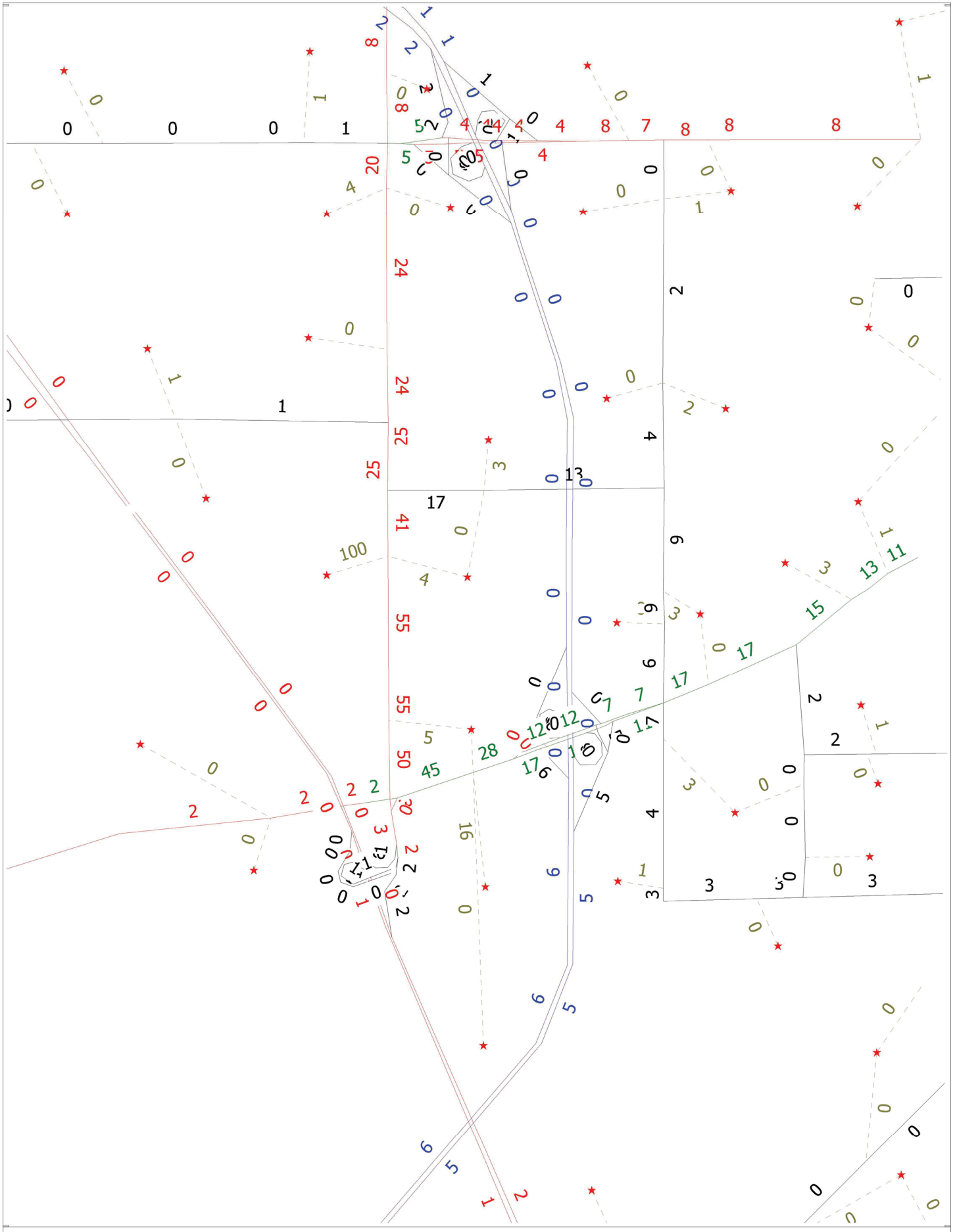


**TABLE 2a - Project Percent Impact - AM**

| Segment | From | To | Direction | IN/OUT | Greater than 3% (1% on Adjacent Links) (2) | Peak Hour Service Capacity (E+C ) (1) (3) | Project Volume Peak Direction | % Project of Capacity-Peak Hour | Project Percent Assignment |
|---|---|---|---|---|---|---|---|---|---|
| **Kings Hwy** | Okeechobee Rd | Crossroads Pkwy | NB | IN | NO | 2000 | 30 | 1.50% | 15% |
| | Okeechobee Rd | Crossroads Pkwy | SB | OUT | NO | 2000 | 8 | 0.40% | 15% |
| | Crossroads Pkwy | Graham Rd | NB | IN | NO | 2000 | 30 | 1.50% | 15% |
| | Crossroads Pkwy | Graham Rd | SB | OUT | NO | 2000 | 8 | 0.40% | 15% |
| | Graham Rd | Picos Rd | NB | IN | NO | 2000 | 39 | 1.95% | 20% |
| | Graham Rd | Picos Rd | SB | OUT | NO | 2000 | 11 | 0.55% | 20% |
| | Picos Rd | Orange Ave | NB | IN | YES | 2000 | 45 | 2.25% | 23% |
| | Picos Rd | Orange Ave | SB | OUT | NO | 2000 | 13 | 0.65% | 23% |
| | Orange Ave | Angle Rd | NB | OUT | NO | 2000 | 7 | 0.35% | 13% |
| | Orange Ave | Angle Rd | SB | IN | NO | 2000 | 26 | 1.30% | 13% |
| | Angle Rd | St Lucie Blvd | NB | OUT | NO | 2000 | 4 | 0.20% | 8% |
| | Angle Rd | St Lucie Blvd | SB | IN | NO | 2000 | 16 | 0.80% | 8% |
| **Orange Ave** | Jenkins Rd | Hartman Rd | EB | OUT | NO | 2000 | 6 | 0.30% | 10% |
| | Jenkins Rd | Hartman Rd | WB | IN | NO | 2000 | 20 | 1.00% | 10% |
| | I-95 | Jenkins Rd | EB | OUT | NO | 2000 | 8 | 0.40% | 15% |
| | I-95 | Jenkins Rd | WB | IN | NO | 2000 | 30 | 1.50% | 15% |
| | Kings Hwy | I-95 | EB | OUT | NO | 2000 | 36 | 1.80% | 65% |
| | Kings Hwy | I-95 | WB | IN | YES | 2000 | 128 | 6.40% | 65% |
| | Project Driveway | Kings Hwy | EB | IN | YES | 1070 | 108 | 10.09% | 55% |
| | Project Driveway | Kings Hwy | WB | OUT | YES | 1070 | 30 | 2.80% | 55% |
| **Angle Rd** | Orange Ave | Ave D | NB | OUT | NO | 790 | 3 | 0.38% | 5% |
| | Orange Ave | Ave D | SB | IN | NO | 790 | 10 | 1.27% | 5% |
| | Ave D | Ave Q | NB | OUT | NO | 540 | 3 | 0.56% | 5% |
| | Ave D | Ave Q | SB | IN | NO | 540 | 10 | 1.85% | 5% |
| | Ave Q | 53rd St | NB | IN | NO | 600 | 10 | 1.67% | 5% |
| | Ave Q | 53rd St | SB | OUT | NO | 600 | 3 | 0.50% | 5% |
| | 53rd St | Keen Rd | EB | OUT | NO | 630 | 3 | 0.48% | 5% |
| | 53rd St | Keen Rd | WB | IN | NO | 630 | 10 | 1.59% | 5% |
| | Keen Rd | Kings Hwy | EB | OUT | NO | 880 | 3 | 0.34% | 5% |
| | Keen Rd | Kings Hwy | WB | IN | NO | 880 | 10 | 1.14% | 5% |
| **Jenkins Rd** | Okeechobee Rd | Graham Rd | NB | IN | NO | 920 | 6 | 0.65% | 3% |
| | Okeechobee Rd | Graham Rd | SB | OUT | NO | 920 | 2 | 0.22% | 3% |
| | Graham Rd | Peterson Rd | NB | IN | NO | 630 | 6 | 0.95% | 3% |
| | Graham Rd | Peterson Rd | SB | OUT | NO | 630 | 2 | 0.32% | 3% |
| | Peterson Rd | Orange Ave | NB | IN | NO | 920 | 10 | 1.09% | 5% |
| | Peterson Rd | Orange Ave | SB | OUT | NO | 920 | 3 | 0.33% | 5% |
| **Okeechobee Rd** | Florida Turnpike | Kings Hwy | EB | IN | NO | 2010 | 10 | 0.50% | 5% |
| | Florida Turnpike | Kings Hwy | WB | OUT | NO | 2010 | 3 | 0.15% | 5% |
| | Kings Hwy | Crossroads Pkwy | EB | OUT | NO | 4170 | 3 | 0.07% | 5% |
| | Kings Hwy | Crossroads Pkwy | WB | IN | NO | 4170 | 10 | 0.24% | 5% |
| | Crossroads Pkwy | I - 95 | EB | OUT | NO | 4170 | 3 | 0.07% | 5% |
| | Crossroads Pkwy | I - 95 | WB | IN | NO | 4170 | 10 | 0.24% | 5% |
| | I - 95 | Jenkins Rd | EB | OUT | NO | 4240 | 3 | 0.07% | 5% |
| | I - 95 | Jenkins Rd | WB | IN | NO | 4240 | 10 | 0.24% | 5% |
| **I-95** | Midway Rd | Okeechobee Rd | NB | IN | NO | 4580 | 39 | 0.85% | 20% |
| | Midway Rd | Okeechobee Rd | SB | OUT | NO | 4580 | 11 | 0.24% | 20% |
| | Orange Ave | Indrio Rd | NB | OUT | NO | 7320 | 14 | 0.19% | 25% |
| | Orange Ave | Indrio Rd | SB | IN | NO | 7320 | 49 | 0.67% | 25% |

**(1) St. Lucie TPO 2019/2020 LOS Report**

**(2) According to the Guidelines prepared by the TPO and modified by the City and County**

| | |
|---|---|
| Two-Way: | 252 |
| Net In: | 197 |
| Net Out: | 55 |

**TABLE 2b - Project Percent Impact - PM**

| Segment | From | To | Direction | IN/OUT | Greater than 3% (1% on Adjacent Links) (2) | Peak Hour Service Capacity (E+C ) (1) (3) | Project Volume Peak Direction | % Project of Capacity-Peak Hour | Project Percent Assignment |
|---|---|---|---|---|---|---|---|---|---|
| Kings Hwy | Okeechobee Rd | Crossroads Pkwy | NB | IN | NO | 2000 | 10 | 0.50% | 15% |
| | Okeechobee Rd | Crossroads Pkwy | SB | OUT | NO | 2000 | 28 | 1.40% | 15% |
| | Crossroads Pkwy | Graham Rd | NB | IN | NO | 2000 | 10 | 0.50% | 15% |
| | Crossroads Pkwy | Graham Rd | SB | OUT | NO | 2000 | 28 | 1.40% | 15% |
| | Graham Rd | Picos Rd | NB | IN | NO | 2000 | 14 | 0.70% | 20% |
| | Graham Rd | Picos Rd | SB | OUT | NO | 2000 | 37 | 1.85% | 20% |
| | Picos Rd | Orange Ave | NB | IN | NO | 2000 | 16 | 0.80% | 23% |
| | Picos Rd | Orange Ave | SB | OUT | YES | 2000 | 43 | 2.15% | 23% |
| | Orange Ave | Angle Rd | NB | OUT | NO | 2000 | 24 | 1.20% | 13% |
| | Orange Ave | Angle Rd | SB | IN | NO | 2000 | 9 | 0.45% | 13% |
| | Angle Rd | St Lucie Blvd | NB | OUT | NO | 2000 | 15 | 0.75% | 8% |
| | Angle Rd | St Lucie Blvd | SB | IN | NO | 2000 | 5 | 0.25% | 8% |
| Orange Ave | Jenkins Rd | Hartman Rd | EB | OUT | NO | 2000 | 19 | 0.95% | 10% |
| | Jenkins Rd | Hartman Rd | WB | IN | NO | 2000 | 7 | 0.35% | 10% |
| | I-95 | Jenkins Rd | EB | OUT | NO | 2000 | 28 | 1.40% | 15% |
| | I-95 | Jenkins Rd | WB | IN | NO | 2000 | 10 | 0.50% | 15% |
| | Kings Hwy | I-95 | EB | OUT | YES | 2000 | 121 | 6.05% | 65% |
| | Kings Hwy | I-95 | WB | IN | NO | 2000 | 44 | 2.20% | 65% |
| | Project Driveway | Kings Hwy | EB | IN | YES | 1070 | 37 | 3.46% | 55% |
| | Project Driveway | Kings Hwy | WB | OUT | YES | 1070 | 102 | 9.53% | 55% |
| Angle Rd | Orange Ave | Ave D | NB | OUT | NO | 790 | 9 | 1.14% | 5% |
| | Orange Ave | Ave D | SB | IN | NO | 790 | 3 | 0.38% | 5% |
| | Ave D | Ave Q | NB | OUT | NO | 540 | 9 | 1.67% | 5% |
| | Ave D | Ave Q | SB | IN | NO | 540 | 3 | 0.56% | 5% |
| | Ave Q | 53rd St | NB | IN | NO | 600 | 3 | 0.50% | 5% |
| | Ave Q | 53rd St | SB | OUT | NO | 600 | 9 | 1.50% | 5% |
| | 53rd St | Keen Rd | EB | OUT | NO | 630 | 9 | 1.43% | 5% |
| | 53rd St | Keen Rd | WB | IN | NO | 630 | 3 | 0.48% | 5% |
| | Keen Rd | Kings Hwy | EB | OUT | NO | 880 | 9 | 1.02% | 5% |
| | Keen Rd | Kings Hwy | WB | IN | NO | 880 | 3 | 0.34% | 5% |
| Jenkins Rd | Okeechobee Rd | Graham Rd | NB | IN | NO | 920 | 2 | 0.22% | 3% |
| | Okeechobee Rd | Graham Rd | SB | OUT | NO | 920 | 6 | 0.65% | 3% |
| | Graham Rd | Peterson Rd | NB | IN | NO | 630 | 2 | 0.32% | 3% |
| | Graham Rd | Peterson Rd | SB | OUT | NO | 630 | 6 | 0.95% | 3% |
| | Peterson Rd | Orange Ave | NB | IN | NO | 920 | 3 | 0.33% | 5% |
| | Peterson Rd | Orange Ave | SB | OUT | NO | 920 | 9 | 0.98% | 5% |
| Okeechobee Rd | Florida Turnpike | Kings Hwy | EB | IN | NO | 2010 | 3 | 0.15% | 5% |
| | Florida Turnpike | Kings Hwy | WB | OUT | NO | 2010 | 9 | 0.45% | 5% |
| | Kings Hwy | Crossroads Pkwy | EB | OUT | NO | 4170 | 9 | 0.22% | 5% |
| | Kings Hwy | Crossroads Pkwy | WB | IN | NO | 4170 | 3 | 0.07% | 5% |
| | Crossroads Pkwy | I - 95 | EB | OUT | NO | 4170 | 9 | 0.22% | 5% |
| | Crossroads Pkwy | I - 95 | WB | IN | NO | 4170 | 3 | 0.07% | 5% |
| | I - 95 | Jenkins Rd | EB | OUT | NO | 4240 | 9 | 0.21% | 5% |
| | I - 95 | Jenkins Rd | WB | IN | NO | 4240 | 3 | 0.07% | 5% |
| I-95 | Midway Rd | Okeechobee Rd | NB | IN | NO | 4580 | 14 | 0.31% | 20% |
| | Midway Rd | Okeechobee Rd | SB | OUT | NO | 4580 | 37 | 0.81% | 20% |
| | Orange Ave | Indrio Rd | NB | OUT | NO | 7320 | 47 | 0.64% | 25% |
| | Orange Ave | Indrio Rd | SB | IN | NO | 7320 | 17 | 0.23% | 25% |

(1) St. Lucie TPO 2019/2020 LOS Report

(2) According to the Guidelines prepared by the TPO and modified by the City and County

(3) FDOT 2018 Generalized Service Volume Tables

| | |
|---|---|
| Two-Way: | 254 |
| Net In: | 68 |
| Net Out: | 186 |

## LISTING OF COMMITTED PROJECTS WITHIN SOUTH FLORIDA LOGISTICS TRAFFIC REPORT

| AM APPROVED PROJECTS | | | Kings Highway Commerce | | | Creekside | | | 43 Bent Creek @ 50% Complete City of Fort Pierce | | | 44 Celebration Pointe @25% Complete City of Fort Pierce | | | 37 Whispering Oaks | | | Project Hunt | | | Wawa Kings Highway | | | Kings Highway Warehouse | | | St. Lucie Commerce Center @25% Complete | | | Walsh Crossroads | | | Project Hurricane | | | SUM Directional N/E | | SUM Directional S/W | | Directional N/E | | Directional S/W | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Road Name | From | To | % | Directional N/E | Directional S/W | % | Directional N/E | Directional S/W | % | Directional N/E | Directional S/W | % | Directional N/E | Directional S/W | % | Directional N/E | Directional S/W | % | Directional N/E | Directional S/W | % | Directional N/E | Directional S/W | % | Directional N/E | Directional S/W | % | Directional N/E | Directional S/W | % | Directional N/E | Directional S/W | % | Directional N/E | Directional S/W | Residential | Non-Residential | Residential | Non-Residential | Double Count | Net | Double Count | Net |
| 25th St | Virginia Ave. | Cortez Blvd. | 0% | 0 | 0 | 0% | 0 | 0 | 0% | 0 | 0 | 0% | 0 | 0 | 0% | 0 | 0 | 0% | 0 | 0 | 0% | 0 | 0 | 0% | 0 | 0 | 0% | 0 | 0 | 0% | 0 | 0 | 0% | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Cortez Blvd. | Edwards Rd. | 0% | 0 | 0 | 0% | 0 | 0 | 0% | 0 | 0 | 0% | 0 | 0 | 0% | 0 | 0 | 0% | 0 | 0 | 0% | 0 | 0 | 0% | 0 | 0 | 0% | 0 | 0 | 0% | 0 | 0 | 0% | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Edwards Rd. | Bell Ave. | 0% | 0 | 0 | 0% | 0 | 0 | 0% | 0 | 0 | 0% | 0 | 0 | 0% | 0 | 0 | 0% | 0 | 0 | 0% | 0 | 0 | 0% | 0 | 0 | 0% | 0 | 0 | 0% | 0 | 0 | 0% | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Jenkins Rd | Orange | Peterson | 3% | 6 | 2 | 5% | 7 | 21 | 2% | 1 | 4 | 30% | 9 | 29 | 70% | 117 | 32 | 2% | 2 | 0 | 0% | 0 | 0 | 0% | 0 | 0 | 30% | 42 | 9 | 0% | 0 | 0 | 15% | 2 | 5 | 134 | 52 | 85 | 17 | -10 | 176 | -3 | 98 | | |
| | Peterson | Okeechobee | 3% | 6 | 2 | 5% | 7 | 21 | 2% | 1 | 4 | 50% | 48 | 15 | 12% | 20 | 5 | 5% | 4 | 1 | 0% | 0 | 0 | 0% | 0 | 0 | 30% | 42 | 9 | 0% | 0 | 0 | 20% | 2 | 7 | 77 | 54 | 45 | 19 | -11 | 120 | -4 | 60 | | |
| | Okeechobee | Edwards | 3% | 6 | 2 | 5% | 7 | 21 | 0% | 0 | 0 | 5% | 5 | 2 | 5% | 8 | 2 | 0% | 0 | 0 | 0% | 0 | 0 | 0% | 0 | 0 | 0% | 0 | 0 | 0% | 0 | 0 | 0% | 0 | 0 | 20 | 6 | 25 | 2 | -1 | 25 | 0 | 26 | | |
| Orange Ave | Rock Rd | Kings Hwy | 2% | 1 | 4 | 0% | 0 | 0 | 0% | 0 | 0 | 5% | 5 | 2 | 5% | 8 | 2 | 3% | 1 | 1 | 55.0% | 23 | 23 | 4% | 14 | 14 | 90% | 127 | 28 | 0% | 0 | 0 | 5% | 2 | 1 | 13 | 167 | 4 | 70 | -3 | 177 | -1 | 73 | | |
| | Kings Hwy | I-95 | 30% | 17 | 59 | 0% | 0 | 0 | 5% | 3 | 9 | 10% | 10 | 3 | 10% | 17 | 5 | 40% | 7 | 30 | 55.0% | 23 | 23 | 26% | 89 | 89 | 50% | 71 | 16 | 0% | 0 | 0 | 10% | 1 | 4 | 29 | 207 | 17 | 221 | -7 | 229 | -4 | 233 | | |
| | I-95 | Jenkins Rd | 20% | 11 | 39 | 0% | 0 | 0 | 20% | 12 | 37 | 25% | 24 | 8 | 60% | 100 | 27 | 20% | 3 | 15 | 20.0% | 8 | 8 | 3% | 10 | 10 | 10% | 14 | 3 | 0% | 0 | 0 | 0% | 0 | 0 | 137 | 47 | 72 | 76 | -9 | 174 | -15 | 133 | | |
| | Jenkins Rd | Hartman Rd | 25% | 14 | 49 | 0% | 0 | 0 | 25% | 16 | 47 | 5% | 5 | 2 | 10% | 17 | 5 | 18% | 3 | 14 | 10.0% | 4 | 4 | 3% | 10 | 10 | 5% | 7 | 2 | 0% | 0 | 0 | 15% | 2 | 5 | 37 | 40 | 53 | 84 | -8 | 69 | -13 | 124 | | |
| | Hartman | Angle Rd | 20% | 11 | 39 | 0% | 0 | 0 | 35% | 65 | 22 | 15% | 5 | 14 | 20% | 33 | 9 | 18% | 3 | 14 | 10.0% | 4 | 4 | 3% | 10 | 10 | 5% | 7 | 2 | 0% | 0 | 0 | 15% | 2 | 5 | 103 | 37 | 45 | 74 | -7 | 133 | -11 | 108 | | |
| | Angle | 25th St | 15% | 8 | 30 | 0% | 0 | 0 | 33% | 61 | 20 | 10% | 3 | 10 | 13% | 22 | 6 | 0% | 0 | 0 | 10.0% | 4 | 4 | 3% | 10 | 10 | 5% | 7 | 2 | 0% | 0 | 0 | 15% | 2 | 5 | 86 | 32 | 36 | 51 | -6 | 111 | -9 | 78 | | |
| Kings Hwy | Okeechobee Rd | Picos Rd | 45% | 89 | 25 | 5% | 21 | 7 | 3% | 6 | 2 | 2% | 2 | 1 | 2% | 3 | 1 | 50% | 38 | 9 | 20.0% | 8 | 8 | 52% | 177 | 178 | 0% | 0 | 0 | 30% | 2 | 2 | 15% | 2 | 5 | 32 | 316 | 11 | 227 | -8 | 340 | -3 | 235 | | |
| | Picos Rd | Orange Ave | 45% | 89 | 25 | 5% | 21 | 7 | 3% | 6 | 2 | 2% | 2 | 1 | 2% | 3 | 1 | 43% | 33 | 7 | 20.0% | 8 | 8 | 48% | 164 | 164 | 30% | 9 | 42 | 30% | 2 | 2 | 15% | 2 | 5 | 32 | 306 | 11 | 254 | -8 | 330 | -3 | 262 | | |
| | Orange Ave | Angle Rd (CR603) | 0% | 0 | 0 | 0% | 0 | 0 | 2% | 4 | 1 | 3% | 3 | 1 | 3% | 5 | 1 | 0% | 0 | 0 | 20.0% | 8 | 8 | 18% | 61 | 62 | 10% | 3 | 14 | 0% | 0 | 0 | 0% | 0 | 0 | 12 | 73 | 3 | 84 | -3 | 82 | -1 | 87 | | |
| Edwards Rd. | US 1 | Oleander | 0% | 0 | 0 | 0% | 0 | 0 | 0% | 0 | 0 | 0% | 0 | 0 | 0% | 0 | 0 | 0% | 0 | 0 | 0.0% | 0 | 0 | 0% | 0 | 0 | 0% | 0 | 0 | 0% | 0 | 0 | 0% | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Oleander | 25th | 0% | 0 | 0 | 0% | 0 | 0 | 0% | 0 | 0 | 0% | 0 | 0 | 0% | 0 | 0 | 0% | 0 | 0 | 0.0% | 0 | 0 | 0% | 0 | 0 | 0% | 0 | 0 | 0% | 0 | 0 | 0% | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 25th | Jenkins Rd | 0% | 0 | 0 | 0% | 0 | 0 | 0% | 0 | 0 | 5% | 2 | 5 | 5% | 8 | 2 | 0% | 0 | 0 | 0.0% | 0 | 0 | 0% | 0 | 0 | 0% | 0 | 0 | 0% | 0 | 0 | 0% | 0 | 0 | 10 | 0 | 7 | 0 | 0 | 10 | 0 | 7 | | |
| Okeechobee Rd | Florida's Turnpike | Kings Hwy | 5% | 10 | 3 | 90% | 379 | 129 | 0% | 0 | 0 | 5% | 2 | 5 | 5% | 8 | 2 | 5% | 4<br>1 | 1 | 5.0% | 2 | 2 | 4% | 14 | 14 | 0% | 0 | 0 | 5% | 0 | 0 | 5% | 2 | 1 | 389 | 29 | 136 | 20 | -6 | 412 | -4 | 152 | | |
| | Kings Hwy | Crossroads Pkwy | 35% | 69 | 19 | 80% | 337 | 114 | 0% | 0 | 0 | 5% | 2 | 5 | 5% | 8 | 2 | 30% | 5 | 23<br>5 | 5.0% | 2 | 2 | 11% | 38 | 38 | 0% | 0 | 0 | 5% | 0 | 0 | 0% | 0 | 0 | 347 | 114 | 121 | 64 | -23 | 438 | -13 | 173 | | |
| | Crossroads Pkwy | I95 | 40% | 79 | 22 | 80% | 337 | 114 | 0% | 0 | 0 | 5% | 2 | 5 | 5% | 8 | 2 | 30% | 5 | 23<br>5 | 5.0% | 2 | 2 | 11% | 38 | 38 | 0% | 0 | 0 | 45% | 2 | 3 | 55% | 7 | 20 | 347 | 132 | 121 | 90 | -26 | 453 | -18 | 193 | | |
| | I95 | Jenkins Rd | 20% | 39 | 11 | 40% | 168 | 57 | 0% | 0 | 0 | 5% | 2 | 5 | 5% | 8 | 2 | 10% | 2 | 8<br>2 | 0.0% | 0 | 0 | 6% | 20 | 20 | 0% | 0 | 0 | 0% | 0 | 0 | 40% | 5 | 14 | 178 | 66 | 64 | 48 | -13 | 231 | -10 | 102 | | |
| | Jenkins Rd | McNeil Rd | 20% | 39 | 11 | 30% | 126 | 43 | 0% | 0 | 0 | 5% | 2 | 5 | 2% | 3 | 1 | 11% | 2 | 8<br>2 | 0.0% | 0 | 0 | 6% | 20 | 20 | 0% | 0 | 0 | 0% | 0 | 0 | 40% | 5 | 14 | 131 | 67 | 49 | 48 | -13 | 184 | -10 | 87 | | |
| | McNeil Rd | Virginia Ave | 20% | 39 | 11 | 30% | 126 | 43 | 0% | 0 | 0 | 0% | 0 | 0 | 2% | 3 | 1 | 9% | 2 | 7<br>2 | 0.0% | 0 | 0 | 3% | 10 | 10 | 0% | 0 | 0 | 0% | 0 | 0 | 40% | 5 | 14 | 130 | 56 | 44 | 37 | -11 | 174 | -7 | 74 | | |
| Peters Road | Crossroads Pkwy | White Road | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 0% | 0 | 0 | 65% | 23 | 8 | 0 | 23 | 0 | 8 | 0 | 23 | 0 | 8 | | |
| | White Road | Graham Rd | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 0% | 0 | 0 | 35% | 4 | 13 | 0 | 4 | 0 | 13 | 0 | 4 | 0 | 13 | | |
| | | | | In | 197 | | In | 143 | | In | 62 | | In | 30 | | In | 45 | | In | 76 | | In | 42 | | In | 342 | | In | 141 | | In | 7 | | In | 36 | | | | | | | | | |
| | | | | Out | 55 | | Out | 421 | | Out | 186 | | Out | 96 | | Out | 167 | | Out | 17 | | Out | 42 | | Out | 341 | | Out | 31 | | Out | 5 | | Out | 12 | | | | | | | | | |

# LISTING OF COMMITTED PROJECTS WITHIN SOUTH FLORIDA LOGISTICS TRAFFIC REPORT

Included Included Built out Included Expired Included Built Included Included insignificant Insignificant

| PM APPROVED PROJECTS | | | Kings Highway Commerce | | | Creekside | | | 43 Bent Creek @ 50% Complete | | | 44 Celebration Pointe @25% Complete | | | 37 Whispering Oaks | | | Project Hunt | | | Wawa Kings Highway | | | Kings Highway Warehouse | | | St. Lucie Commerce Center @25% Complete | | | Walsh Crossroads | | | Project Hurricane | | | SUM Directional N/E | | SUM Directional S/W | | Directional N/E | | Directional S/W | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Road Name | From | To | % | Directional N/E | Directional S/W | % | Directional N/E | Directional S/W | % | Directional N/E | Directional S/W | % | Directional N/E | Directional S/W | % | Directional N/E | Directional S/W | % | Directional N/E | Directional S/W | % | Directional N/E | Directional S/W | % | Directional N/E | Directional S/W | % | Directional N/E | Directional S/W | % | Directional N/E | Directional S/W | % | Directional N/E | Directional S/W | Residential | Non-Residential | Residential | Non-Residential | Double Count | Net | Double Count | Net |
| 25th St. | Virginia Ave. | Cortez Blvd. | 0% | 0 | 0 | 0% | 0 | 0 | 0% | 0 | 0 | 0% | 0 | 0 | 0% | 0 | 0 | 0% | 0 | 0 | 0% | 0 | 0 | 0% | 0 | 0 | 0% | 0 | 0 | 0% | 0 | 0 | 0% | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Cortez Blvd. | Edwards Rd. | 0% | 0 | 0 | 0% | 0 | 0 | 0% | 0 | 0 | 0% | 0 | 0 | 0% | 0 | 0 | 0% | 0 | 0 | 0% | 0 | 0 | 0% | 0 | 0 | 0% | 0 | 0 | 0% | 0 | 0 | 0% | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Edwards Rd. | Bell Ave. | 0% | 0 | 0 | 0% | 0 | 0 | 0% | 0 | 0 | 0% | 0 | 0 | 0% | 0 | 0 | | | | | | | | | | | | | 0% | 0 | 0 | 0% | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Jenkins Rd | Orange | Peterson | 3.0% | 2 | 6 | 5.0% | 25 | 16 | 2.0% | 4 | 2 | 30.0% | 30 | 17 | 70.0% | 117 | 120 | 2.0% | 0 | 1 | 10.0% | 5 | 5 | 0.0% | 0 | 0 | 30.0% | 16 | 59 | 0% | 0 | 0 | 15% | 2 | 2 | 176 | 25 | 155 | 72 | -5 | 195 | -14 | 213 | | |
| | Peterson | Okeechobee | 3.0% | 2 | 6 | 5.0% | 25 | 16 | 2.0% | 4 | 2 | 50.0% | 29 | 50 | 12.0% | 20 | 21 | 5.0% | 1 | 3 | 8.0% | 4 | 4 | 0.0% | 0 | 0 | 30.0% | 16 | 59 | 0% | 0 | 0 | 20% | 2 | 2 | 77 | 25 | 88 | 73 | -5 | 97 | -15 | 147 | | |
| | Okeechobee | Edwards | 3.0% | 2 | 6 | 5.0% | 25 | 16 | 0.0% | 0 | 0 | 5.0% | 3 | 5 | 5.0% | 8 | 9 | 0.0% | 0 | 0 | 0.0% | 0 | 0 | 0.0% | 0 | 0 | 0.0% | 0 | 0 | 0% | 0 | 0 | 0% | 0 | 0 | 36 | 2 | 29 | 6 | 0 | 38 | -1 | 34 | | |
| Orange Ave | Rock Rd | Kings Hwy | 2.0% | 1 | 4 | 0.0% | 0 | 0 | 0.0% | 0 | 0 | 5.0% | 3 | 5 | 5.0% | 8 | 9 | 3.0% | 2 | 2 | 55.0% | 28 | 29 | 4.0% | 9 | 9 | 90.0% | 47 | 176 | 0% | 0 | 0 | 5% | 1 | 1 | 11 | 87 | 14 | 220 | -3 | 95 | -3 | 230 | | |
| | Kings Hwy | I-95 | 30.0% | 56 | 20 | 0.0% | 0 | 0 | 5.0% | 10 | 6 | 10.0% | 6 | 10 | 10.0% | 17 | 17 | 40.0% | 23 | 8 | 55.0% | 29 | 28 | 58.0% | 125 | 266 | 50.0% | 26 | 98 | 0% | 0 | 0 | 10% | 1 | 1 | 32 | 260 | 33 | 421 | -8 | 284 | -8 | 445 | | |
| | I-95 | Jenkins Rd | 20.0% | 37 | 14 | 0.0% | 0 | 0 | 20.0% | 39 | 23 | 25.0% | 14 | 25 | 60.0% | 100 | 103 | 20.0% | 11 | 4 | 20.0% | 10 | 10 | 13.0% | 28 | 60 | 10.0% | 5 | 20 | 0% | 0 | 0 | 0% | 0 | 0 | 153 | 92 | 151 | 107 | -18 | 227 | -21 | 236 | | |
| | Jenkins Rd | Hartman Rd | 25.0% | 47 | 17 | 0.0% | 0 | 0 | 25.0% | 48 | 28 | 5.0% | 3 | 5 | 10.0% | 17 | 17 | 18.0% | 10 | 3 | 10.0% | 5 | 5 | 8.0% | 17 | 37 | 5.0% | 3 | 10 | 0% | 0 | 0 | 15% | 2 | 2 | 68 | 83 | 50 | 73 | -17 | 134 | -13 | 111 | | |
| | Hartman | Angle Rd | 20.0% | 37 | 14 | 0.0% | 0 | 0 | 35.0% | 40 | 67 | 15.0% | 15 | 9 | 20.0% | 33 | 34 | 18.0% | 10 | 3 | 10.0% | 5 | 5 | 8.0% | 17 | 37 | 5.0% | 3 | 10 | 0% | 0 | 0 | 15% | 2 | 2 | 88 | 74 | 110 | 70 | -15 | 147 | -14 | 166 | | |
| | Angle | 25th St | 15.0% | 28 | 10 | 0.0% | 0 | 0 | 33.0% | 37 | 64 | 10.0% | 10 | 6 | 13.0% | 22 | 22 | 0.0% | 0 | 0 | 10.0% | 5 | 5 | 0.0% | 0 | 0 | 5.0% | 3 | 10 | 0% | 0 | 0 | 15% | 2 | 2 | 69 | 37 | 92 | 27 | -7 | 99 | -5 | 113 | | |
| Kings Hwy | Okeechobee Rd | Picos Rd | 45.0% | 31 | 84 | 5.0% | 16 | 25 | 3.0% | 6 | 3 | 2.0% | 1 | 2 | 2.0% | 3 | 3 | 50.0% | 10 | 29 | 20.0% | 10 | 10 | 52.0% | 112 | 238 | 0.0% | 0 | 0 | 30.0% | 6 | 4 | 15.0% | 2 | 2 | 26 | 171 | 34 | 366 | -6 | 190 | -8 | 391 | | |
| | Picos Rd | Orange Ave | 45.0% | 31 | 84 | 5.0% | 16 | 25 | 3.0% | 6 | 3 | 2.0% | 1 | 2 | 2.0% | 3 | 3 | 43.0% | 8 | 25 | 20.0% | 10 | 10 | 48.0% | 104 | 220 | 30.0% | 59 | 16 | 30.0% | 6 | 4 | 15.0% | 2 | 2 | 26 | 219 | 34 | 359 | -6 | 239 | -8 | 384 | | |
| | Orange Ave | Angle Rd (CR603) | 0.0% | 0 | 0 | 0.0% | 0 | 0 | 2.0% | 2 | 4 | 3.0% | 2 | 3 | 3.0% | 5 | 5 | 0.0% | 0 | 0 | 20.0% | 10 | 10 | 18.0% | 39 | 82 | 10.0% | 20 | 5 | 0.0% | 0 | 0 | 0.0% | 0 | 0 | 9 | 69 | 12 | 98 | -2 | 75 | -3 | 107 | | |
| Edwards Rd. | US 1 | Oleander | 0.0% | 0 | 0 | 0.0% | 0 | 0 | 0.0% | 0 | 0 | 0.0% | 0 | 0 | 0.0% | 0 | 0 | 0.0% | 0 | 0 | 0.0% | 0 | 0 | 0.0% | 0 | 0 | 0.0% | 0 | 0 | 0.0% | 0 | 0 | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Oleander | 25th | 0.0% | 0 | 0 | 0.0% | 0 | 0 | 0.0% | 0 | 0 | 0.0% | 0 | 0 | 0.0% | 0 | 0 | 0.0% | 0 | 0 | 0.0% | 0 | 0 | 0.0% | 0 | 0 | 0.0% | 0 | 0 | 0.0% | 0 | 0 | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 25th | Jenkins Rd | 0.0% | 0 | 0 | 0.0% | 0 | 0 | 0.0% | 0 | 0 | 5.0% | 5 | 3 | 5.0% | 8 | 9 | 0.0% | 0 | 0 | 0.0% | 0 | 0 | 0.0% | 0 | 0 | 0.0% | 0 | 0 | 0.0% | 0 | 0 | 0.0% | 0 | 0 | 13 | 0 | 11 | 0 | 0 | 13 | 0 | 11 | | |
| Okeechobee Rd | Florida's Turnpike | Kings Hwy | 5.0% | 3 | 9 | 90.0% | 280 | 448 | 0.0% | 0 | 0 | 5.0% | 5 | 3 | 5.0% | 8 | 9 | 5.0% | 1 3 | 3 | 5.0% | 3 | 3 | 4.0% | 18 9 | 9 | 0.0% | 0 | 0 | 5% | 1 | 1 | 5% | 1 | 1 | 293 | 19 | 460 | 25 | -4 | 308 | -5 | 479 | | |
| | Kings Hwy | Crossroads Pkwy | 35.0% | 24 | 65 | 80.0% | 249 | 398 | 0.0% | 0 | 0 | 5.0% | 5 | 3 | 5.0% | 8 | 9 | 30.0% | 17 | 6 17 | 5.0% | 3 | 3 | 11.0% | 24 | 50 24 | 0.0% | 0 | 0 | 5% | 1 | 1 | 0% | 0 | 0 | 262 | 68 | 410 | 109 | -14 | 317 | -22 | 497 | | |
| | Crossroads Pkwy | I95 | 40.0% | 27 | 74 | 80.0% | 249 | 398 | 0.0% | 0 | 0 | 5.0% | 5 | 3 | 5.0% | 8 | 9 | 30.0% | 17 | 6 17 | 5.0% | 3 | 3 | 11.0% | 24 | 50 24 | 0.0% | 0 | 0 | 45% | 9 | 5 | 55% | 6 | 6 | 262 | 86 | 410 | 129 | -17 | 331 | -26 | 513 | | |
| | I95 | Jenkins Rd | 20.0% | 14 | 37 | 40.0% | 124 | 199 | 0.0% | 0 | 0 | 5.0% | 5 | 3 | 5.0% | 8 | 9 | 10.0% | 6 | 2 6 | 0.0% | 0 | 0 | 6.0% | 13 | 27 13 | 0.0% | 0 | 0 | 0% | 0 | 0 | 40% | 4 | 4 | 138 | 37 | 211 | 60 | -7 | 167 | -12 | 259 | | |
| | Jenkins Rd | McNeil Rd | 20.0% | 14 | 37 | 30.0% | 93 | 149 | 0.0% | 0 | 0 | 5.0% | 5 | 3 | 2.0% | 3 | 3 | 11.0% | 6 | 2 6 | 0.0% | 0 | 0 | 6.0% | 13 | 27 13 | 0.0% | 0 | 0 | 0% | 0 | 0 | 40% | 4 | 4 | 102 | 37 | 156 | 60 | -7 | 131 | -12 | 204 | | |
| | McNeil Rd | Virginia Ave | 20.0% | 14 | 37 | 30.0% | 93 | 149 | 0.0% | 0 | 0 | 0.0% | 0 | 0 | 2.0% | 3 | 3 | 9.0% | 5 | 2 5 | 0.0% | 0 | 0 | 3.0% | 6 | 14 6 | 0.0% | 0 | 0 | 0% | 0 | 0 | 40% | 4 | 4 | 97 | 30 | 153 | 53 | -6 | 120 | -11 | 195 | | |
| Peters Road | Crossroads Pkwy | White Road | | | | | | | | | | | | | | | | | | | | | | | | | | | 50.0% | 11 | 6 | 65.0% | 7 | 7 | 0 | 17 | 0 | 13 | 0 | 17 | 0 | 13 | | |
| | White Road | Graham Rd | | | | | | | | | | | | | | | | | | | | | | | | | | | 30.0% | 6 | 4 | 35.0% | 4 | 4 | 0 | 10 | 0 | 7 | 0 | 10 | 0 | 7 | | |
| | | | | In | 68 | | In | 498 | | In | 193 | | In | 100 | | In | 172 | | In | 19 | | In | 51 | | In | 458 | | In | 52 | | In | 12 | | In | 10 | | | | | | | | | |
| | | | | Out | 186 | | Out | 311 | | Out | 113 | | Out | 57 | | Out | 167 | | Out | 57 | | Out | 52 | | Out | 216 | | Out | 196 | | Out | 21 | | Out | 11 | | | | | | | | | |

BROADREACH STORAGE

## Table 1 - Trip Generation

**Table 1a: Daily**

| Land Use | ITE Code | Intensity | Units | Trip Generation Rate | Directional Split | | Gross Trips | | |
|---|---|---|---|---|---|---|---|---|---|
| | | | | | In | Out | In | Out | Total |
| Mini-Warehouse/Self-Storage | 151 | 124,200 | Sft | T = 1.45(X) | 50% | 50% | 90 | 90 | 180 |
| **TOTALS** | | | | | | | **90** | **90** | **180** |

**Source: ITE 11th Edition Trip Generation Rates**

**Table 1b: AM Peak Hour**

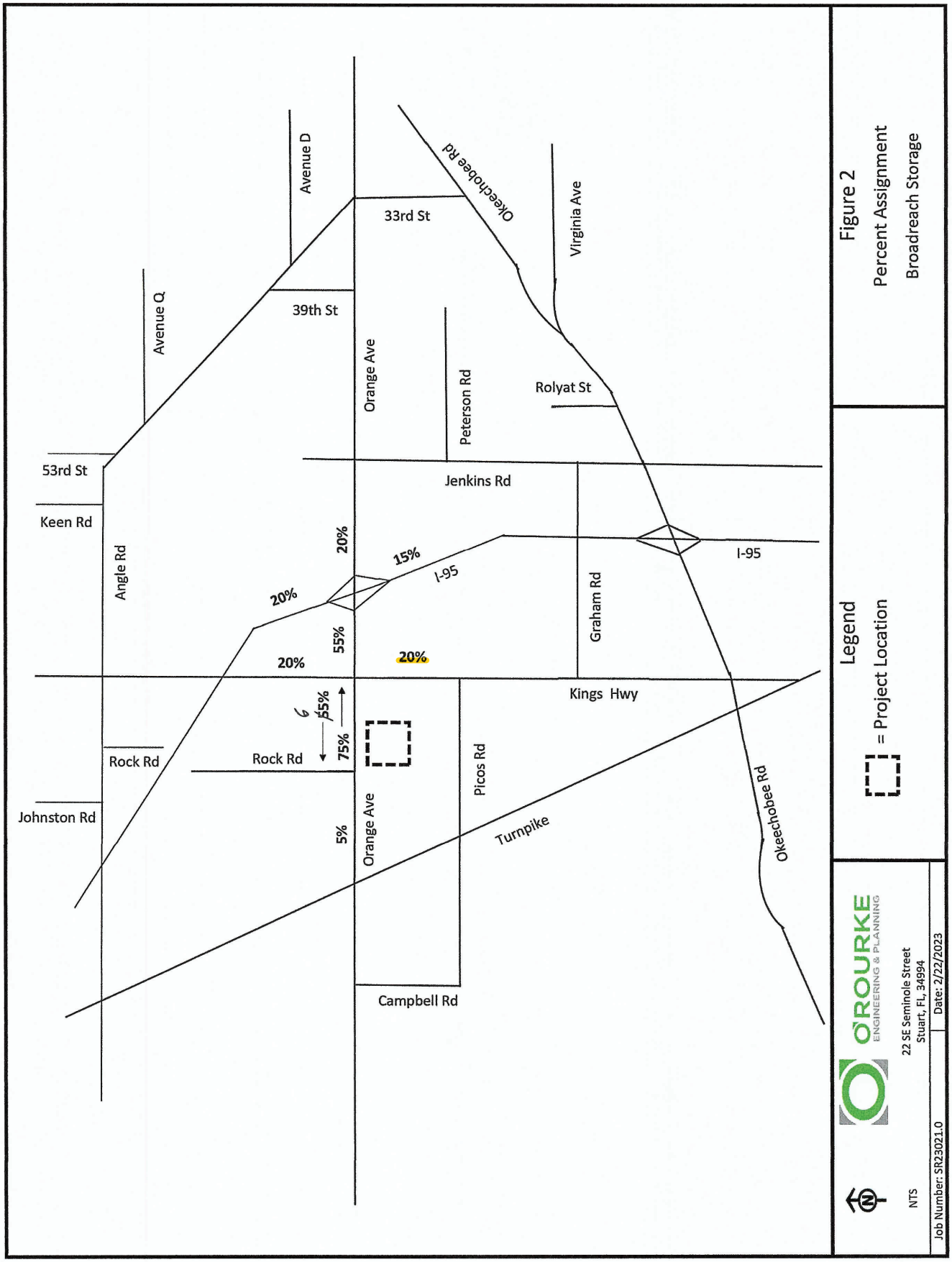
| Land Use | ITE Code | Intensity | Units | Trip Generation Rate | Directional Split | | Gross Trips | | |
|---|---|---|---|---|---|---|---|---|---|
| | | | | | In | Out | In | Out | Total |
| Mini-Warehouse/Self-Storage | 151 | 124,200 | Sft | T = 0.09(X) | 59% | 41% | 6 | 5 | 11 |
| **TOTALS** | | | | | | | **6** | **5** | **11** |

**Source: ITE 11th Edition Trip Generation Rates**

**Table 1c: PM Peak Hour**

| Land Use | ITE Code | Intensity | Units | Trip Generation Rate | Directional Split | | Gross Trips | | |
|---|---|---|---|---|---|---|---|---|---|
| | | | | | In | Out | In | Out | Total |
| Mini-Warehouse/Self-Storage | 151 | 124,200 | Sft | T = 0.15(X) | 47% | 53% | 9 | 10 | 19 |
| **TOTALS** | | | | | | | **9** | **10** | **19** |

**Source: ITE 11th Edition Trip Generation Rates**


Figure 2
Percent Assignment
Broadreach Storage
Legend
= Project Location
O'ROURKE ENGINEERING & PLANNING
22 SE Seminole Street
Stuart, FL, 34994
NTS
Job Number: SR23021.0
Date: 2/22/2023
Avenue D
Avenue Q
33rd St
39th St
Okeechobee Rd
Virginia Ave
Orange Ave
Peterson Rd
Rolyat St
53rd St
Keen Rd
Angle Rd
Jenkins Rd
20%
15%
I-95
20%
55%
20%
20%
Graham Rd
Kings Hwy
55%
75%
Rock Rd
Rock Rd
Johnston Rd
5%
Orange Ave
Picos Rd
Turnpike
Okeechobee Rd
Campbell Rd

## BROADREACH STORAGE

**TABLE 2a - Project Percent Impact - AM**

| Segment | From | To | Direction | IN/OUT | Greater than 3% (1% on Adjacent Links)[2] | Peak Hour Service Capacity (E+C )[1] | Project Volume Peak Direction | % Project of Capacity-Peak Hour | Project Percent Assignment |
|---|---|---|---|---|---|---|---|---|---|
| **Kings Hwy** | Picos Rd | Orange Ave | NB | IN | NO | 1800 | 1 | 0.06% | 20% |
| | Picos Rd | Orange Ave | SB | OUT | NO | 1800 | 3 | 0.17% | 55% |
| | Orange Ave | Angle Rd | NB | OUT | NO | 1800 | 1 | 0.06% | 20% |
| | Orange Ave | Angle Rd | SB | IN | NO | 1800 | 1 | 0.06% | 20% |
| **Orange Ave** | Jenkins Rd | Hartman Rd | EB | OUT | NO | 2100 | 1 | 0.05% | 10% |
| | Jenkins Rd | Hartman Rd | WB | IN | NO | 2100 | 1 | 0.05% | 10% |
| | I-95 | Jenkins Rd | EB | IN | NO | 2100 | 1 | 0.05% | 20% |
| | I-95 | Jenkins Rd | WB | OUT | NO | 2100 | 1 | 0.05% | 20% |
| | Kings Hwy | I-95 | EB | OUT | NO | 2100 | 3 | 0.14% | 55% |
| | Kings Hwy | I-95 | WB | IN | NO | 2100 | 3 | 0.14% | 55% |
| | Campbell Rd | Kings Hwy | EB | IN | NO | 1070 | 5 | 0.47% | 75% |
| | Campbell Rd | Kings Hwy | WB | OUT | NO | 1070 | 3 | 0.28% | 55% |

(1) FDOT 2012 Service Capacity Tables & St. Lucie TPO

(2) According to the Guidelines prepared by the TPO and modified by the City and County

Two-Way: 11
Net In: 6
Net Out: 5

**TABLE 2b - Project Percent Impact - PM**

| Segment | From | To | Direction | IN/OUT | Greater than 3% (1% on Adjacent Links)[2] | Peak Hour Service Capacity (E+C )[1] | Project Volume Peak Direction | % Project of Capacity-Peak Hour | Project Percent Assignment |
|---|---|---|---|---|---|---|---|---|---|
| **Kings Hwy** | Picos Rd | Orange Ave | NB | IN | NO | 1800 | 2 | 0.11% | 20% |
| | Picos Rd | Orange Ave | SB | OUT | NO | 1800 | 6 | 0.33% | 55% |
| | Orange Ave | Angle Rd | NB | OUT | NO | 1800 | 2 | 0.11% | 20% |
| | Orange Ave | Angle Rd | SB | IN | NO | 1800 | 2 | 0.11% | 20% |
| **Orange Ave** | Jenkins Rd | Hartman Rd | EB | OUT | NO | 2100 | 1 | 0.05% | 10% |
| | Jenkins Rd | Hartman Rd | WB | IN | NO | 2100 | 1 | 0.05% | 10% |
| | I-95 | Jenkins Rd | EB | IN | NO | 2100 | 2 | 0.10% | 20% |
| | I-95 | Jenkins Rd | WB | OUT | NO | 2100 | 2 | 0.10% | 20% |
| | Kings Hwy | I-95 | EB | OUT | NO | 2100 | 6 | 0.29% | 55% |
| | Kings Hwy | I-95 | WB | IN | NO | 2100 | 5 | 0.24% | 55% |
| | Campbell Rd | Kings Hwy | EB | IN | NO | 1070 | 7 | 0.65% | 75% |
| | Campbell Rd | Kings Hwy | WB | OUT | NO | 1070 | 6 | 0.56% | 55% |

(1) FDOT 2012 Service Capacity Tables & St. Lucie TPO

(2) According to the Guidelines prepared by the TPO and modified by the City and County

Two-Way: 19
Net In: 9
Net Out: 10

DRAWDY

## Table 1 - Trip Generation

**Table 1a: Daily**

| Land Use | ITE Code | Intensity | Units | Trip Generation Rate | Directional Split | | Gross Trips | | |
|---|---|---|---|---|---|---|---|---|---|
| | | | | | In | Out | In | Out | Total |
| Single Family Detached | 210 | 404 | DU | Ln(T) = 0.92Ln(X) + 2.68 | 50% | 50% | 1,823 | 1,823 | 3,646 |
| **TOTALS** | | | | | | | **1,823** | **1,823** | **3,646** |

**Source: ITE 11th Edition Trip Generation Rates**

**Table 1b: AM Peak Hour**

| Land Use | ITE Code | Intensity | Units | Trip Generation Rate | Directional Split | | Gross Trips | | |
|---|---|---|---|---|---|---|---|---|---|
| | | | | | In | Out | In | Out | Total |
| Single Family Detached | 210 | 404 | DU | Ln(T) = 0.91Ln(X) + 0.12 | 26% | 74% | 69 | 196 | 265 |
| **TOTALS** | | | | | | | **69** | **196** | **265** |

**Source: ITE 11th Edition Trip Generation Rates**

**Table 1c: PM Peak Hour**

| Land Use | ITE Code | Intensity | Units | Trip Generation Rate | Directional Split | | Gross Trips | | |
|---|---|---|---|---|---|---|---|---|---|
| | | | | | In | Out | In | Out | Total |
| Single Family Detached | 210 | 404 | DU | Ln(T) = 0.94Ln(X) + 0.27 | 63% | 37% | 232 | 137 | 369 |
| **TOTALS** | | | | | | | **232** | **137** | **369** |

**Source: ITE 11th Edition Trip Generation Rates**

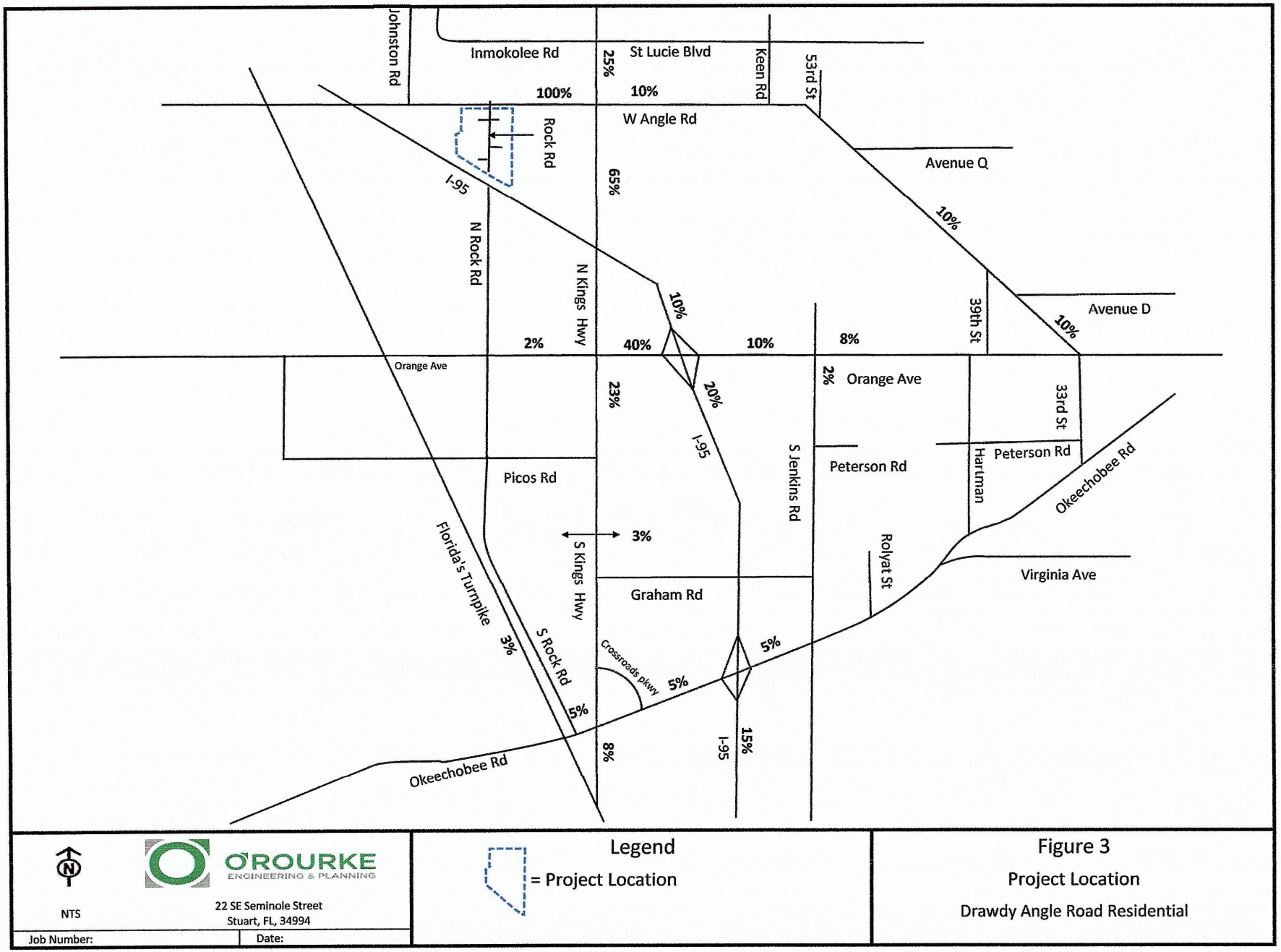

Johnston Rd
Inmokolee Rd
St Lucie Blvd
Keen Rd
53rd St
25%
100%
10%
W Angle Rd
Rock Rd
I-95
65%
Avenue Q
10%
N Rock Rd
N Kings Hwy
10%
39th St
Avenue D
10%
2%
40%
10%
8%
Orange Ave
2%
Orange Ave
23%
20%
I-95
33rd St
S Jenkins Rd
Peterson Rd
Peterson Rd
Hartman
Okeechobee Rd
Picos Rd
3%
Florida's Turnpike
S Kings Hwy
Rolyat St
Virginia Ave
Graham Rd
3%
S Rock Rd
Crossroads pkwy
5%
5%
5%
8%
I-95
15%
Okeechobee Rd
NTS
O'ROURKE
ENGINEERING & PLANNING
22 SE Seminole Street
Stuart, FL, 34994
Job Number:
Date:
Legend
= Project Location
Figure 3
Project Location
Drawdy Angle Road Residential

**TABLE 2b - Project Percent Impact - PM**

| Segment | From | To | Lanes | Direction | IN/OUT | Greater than 3% (1% on Adjacent Links) | Peak Hour Service Capacity | Project Volume Peak Direction | % Project of Capacity-Peak Hour | Project Percent Assignment |
|---|---|---|---|---|---|---|---|---|---|---|
| **Jenkins Rd** | Orange Ave | Peterson Rd | 2L | NB | IN | NO | 920 | 5 | 0.54% | 2% |
| | Orangen Ave | Peterson Rd | 2L | SB | OUT | NO | 920 | 3 | 0.33% | 2% |
| | Peterson Rd | Okeechobee Rd | 2L | NB | IN | NO | 630 | 5 | 0.79% | 2% |
| | Peterson Rd | Okeechobee Rd | 2L | SB | OUT | NO | 630 | 3 | 0.48% | 2% |
| **Orange Ave** | Rock Rd | Kings Hwy | 2L | EB | IN | NO | 1,070 | 5 | 0.47% | 2% |
| | Rock Rd | Kings Hwy | 2L | WB | OUT | NO | 1,070 | 3 | 0.28% | 2% |
| | Kings Hwy | I-95 | 4LD | EB | OUT | NO | 2,100 | 55 | 2.62% | 40% |
| | Kings Hwy | I-95 | 4LD | WB | IN | YES | 2,100 | 93 | 4.43% | 40% |
| | I-95 | Jenkins Rd | 4LD | EB | OUT | NO | 2,100 | 14 | 0.67% | 10% |
| | I-95 | Jenkins Rd | 4LD | WB | IN | NO | 2,100 | 23 | 1.10% | 10% |
| | Jenkins Rd | Hartman Rd | 4LD | EB | OUT | NO | 2,100 | 11 | 0.52% | 8% |
| | Jenkins Rd | Hartman Rd | 4LD | WB | IN | NO | 2,100 | 19 | 0.90% | 8% |
| **Kings Hwy** | Okeechobee Rd | Picos Rd | 4LD | NB | IN | NO | 2,000 | 42 | 2.10% | 18% |
| | Okeechobee Rd | Picos Rd | 4LD | SB | OUT | NO | 2,000 | 25 | 1.25% | 18% |
| | Picos Rd | Orange Ave | 4LD | NB | IN | NO | 2,000 | 53 | 2.65% | 23% |
| | Picos Rd | Orange Ave | 4LD | SB | OUT | NO | 2,000 | 32 | 1.60% | 23% |
| | Orange Ave | I-95 Overpass | 4LD | NB | IN | YES | 2,000 | 151 | 7.55% | 65% |
| | Orange Ave | I-95 Overpass | 4LD | SB | OUT | YES | 2,000 | 89 | 4.45% | 65% |
| | I-95 Overpass | Angle Rd | 4LD | NB | IN | YES | 2,000 | 151 | 7.55% | 65% |
| | I-95 Overpass | Angle Rd | 4LD | SB | OUT | YES | 2,000 | 89 | 4.45% | 65% |
| | Angle Rd | St. Lucie Blvd | 2L | NB | OUT | YES | 880 | 34 | 3.86% | 25% |
| | Angle Rd | St. Lucie Blvd | 2L | SB | IN | YES | 880 | 58 | 6.59% | 25% |
| | St. Lucie | Indrio Rd | 2L | NB | OUT | NO | 880 | 21 | 2.39% | 15% |
| | St. Lucie | Indrio Rd | 2L | SB | IN | YES | 880 | 35 | 3.98% | 15% |
| **St. Lucie Blvd** | Kings Hwy | Keen Rd | 2L | EB | OUT | NO | 880 | 20 | 2.27% | 10% |
| | Kings Hwy | Keen Rd | 2L | WB | IN | NO | 880 | 7 | 0.80% | 10% |
| **Okeechobee Rd** | Florida's Turnpike | Kings Hwy | 4LD | EB | IN | NO | 2,100 | 12 | 0.57% | 5% |
| | Florida's Turnpike | Kings Hwy | 4LD | WB | OUT | NO | 2,100 | 7 | 0.33% | 5% |
| | Kings Hwy | Crossroads Pkwy | 8LD | EB | OUT | NO | 4,240 | 7 | 0.17% | 5% |
| | Kings Hwy | Crossroads Pkwy | 8LD | WB | IN | NO | 4,240 | 12 | 0.28% | 5% |
| | Crossroads Pkwy | I-95 | 8LD | EB | OUT | NO | 4,240 | 7 | 0.17% | 5% |
| | Crossroads Pkwy | I-95 | 8LD | WB | IN | NO | 4,240 | 12 | 0.28% | 5% |
| | I95 | Jenkins Rd | 6LD | EB | OUT | NO | 4,240 | 7 | 0.17% | 5% |
| | I95 | Jenkins Rd | 6LD | WB | IN | NO | 4,240 | 12 | 0.28% | 5% |
| | Jenkins Rd | McNeil Rd | 6LD | EB | OUT | NO | 4,040 | 7 | 0.17% | 5% |
| | Jenkins Rd | McNeil Rd | 6LD | WB | IN | NO | 4,040 | 12 | 0.30% | 5% |
| | McNeil Rd | Virginia Ave | 6LD | EB | OUT | NO | 3,170 | 7 | 0.22% | 5% |
| | McNeil Rd | Virginia Ave | 6LD | WB | IN | NO | 3,170 | 12 | 0.38% | 5% |
| **Angle Rd** | Orange Ave | Avenue D | 2L | NB | IN | NO | 790 | 23 | 2.91% | 10% |
| | Orange Ave | Avenue D | 2L | SB | OUT | NO | 790 | 14 | 1.77% | 10% |
| | Avenue D | Avenue Q | 2L | NB | IN | YES | 540 | 23 | 4.26% | 10% |
| | Avenue D | Avenue Q | 2L | SB | OUT | NO | 540 | 14 | 2.59% | 10% |
| | Avenue Q | 53rd St | 2L | NB | IN | YES | 600 | 23 | 3.83% | 10% |
| | Avenue Q | 53rd St | 2L | SB | OUT | NO | 600 | 14 | 2.33% | 10% |
| | 53rd St | Keen Rd | 2L | EB | OUT | NO | 630 | 14 | 2.22% | 10% |
| | 53rd St | Keen Rd | 2L | WB | IN | YES | 630 | 23 | 3.65% | 10% |
| | Keen Rd | Kings Hwy | 2L | EB | OUT | NO | 880 | 14 | 1.59% | 10% |
| | Keen Rd | Kings Hwy | 2L | WB | IN | NO | 880 | 23 | 2.61% | 10% |
| | Kings Hwy | Rock Rd | 2L | EB | OUT | YES | 1,070 | 137 | 12.80% | 100% |
| | Kings Hwy | Rock Rd | 2L | WB | IN | YES | 1,070 | 232 | 21.68% | 100% |

IN: 232
OUT: 137

# INVENTORY AND PLANNING DATA

Data were acquired relative to the most current information available from the following sources:

- *Trip Generation, 12th Edition* (ITE report)
- St. Lucie County Traffic Counts and Level of Service Report (2025)
- FDOT Motor Vehicle Highway Generalized Service Volume Tables

# PROJECT TRAFFIC

## Traffic Generation

The study uses trip generation rates for Single Family Detached Housing (ITE Land Use 210) published in the Institute of Transportation Engineering's (ITE) manual, *Trip Generation Manual (12th Edition).*

## Proposed Use

- 96 Single Family DUs (ITE Land Use 210)

The proposed project is expected to generate the following net external trips and driveway trips:

- 1,040 daily, 70 AM peak hour (19 in/51 out), and 93 PM peak hour (58 in/35 out) trips.

Table 1 presents the proposed project's trip generation.

Table 1. Trip Generation

| Land Use | Intensity | Daily Trips | AM Peak Hour | | | PM Peak Hour | | |
|---|---|---|---|---|---|---|---|---|
| | | | Total | In | Out | Total | In | Out |
| **Proposed Site Traffic** | | | | | | | | |
| Single Family Detached | 96 DU | 1,040 | 70 | 19 | 51 | 93 | 58 | 35 |
| **NET CHANGE IN TRIPS (FOR THE PURPOSES OF CONCURRENCY)** | | **1,040** | **70** | **19** | **51** | **93** | **58** | **35** |
| **NET CHANGE IN DRIVEWAY VOLUMES** | | **1,040** | **70** | **19** | **51** | **93** | **58** | **35** |

Note: Trip generation was calculated using the following data:

| | | | | Pass-by | AM Peak Hour | | PM Peak Hour | |
|---|---|---|---|---|---|---|---|---|
| Land Use | ITE Code | Unit | Daily Rate | Rate | in/out | Rate | in/out | Equation |
| Single Family Detached | 210 | DU | T = 8.07 (X) + 265.45 | 0% | 27/73 | T = 0.67 (X) + 5.59 | 62/38 | Ln(T) = 0.92 Ln(X) + 0.33 |

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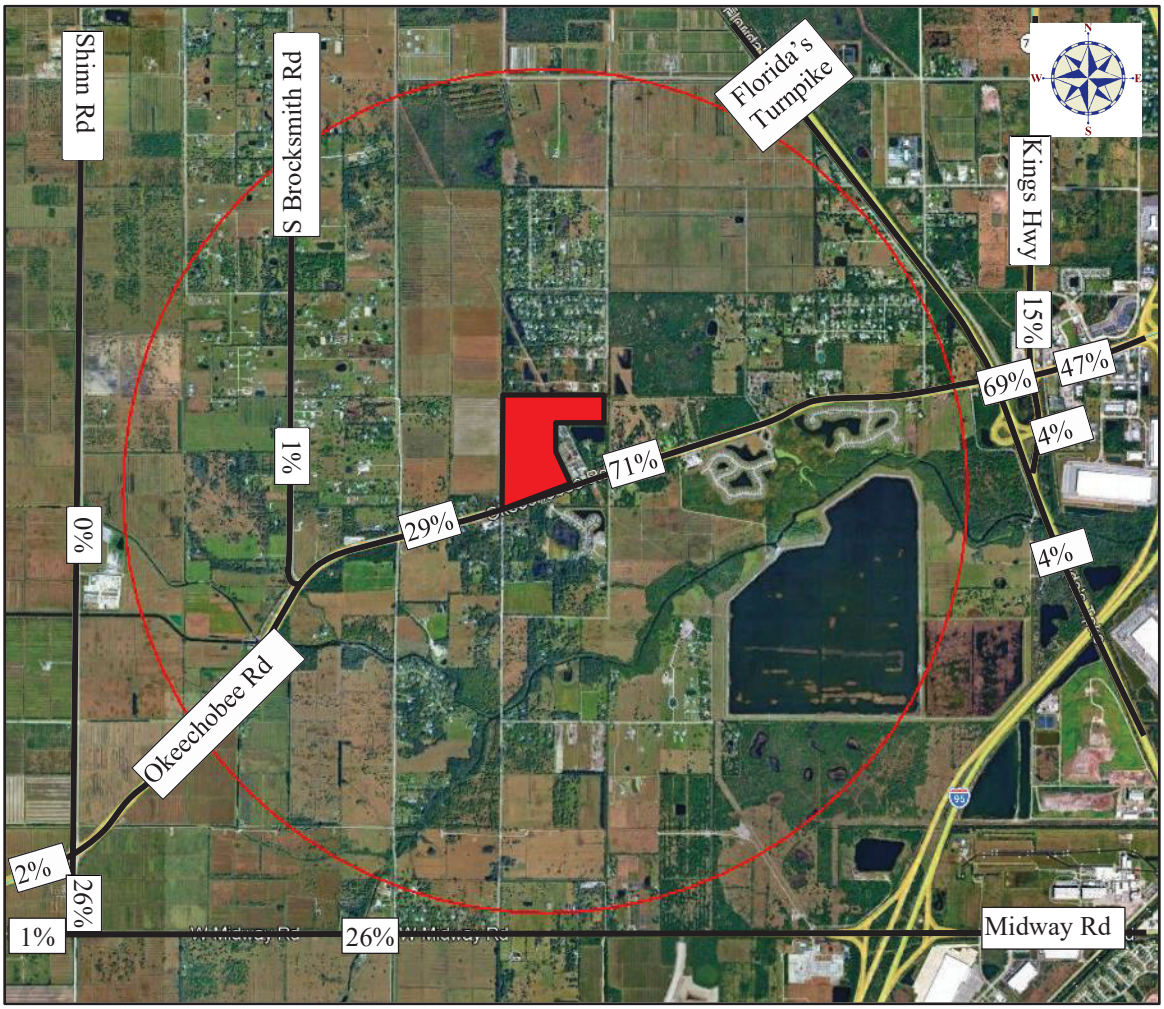
# TRAFFIC ASSIGNMENT

Traffic distribution and assignment was developed based upon a select zone assignment for the project using the Tresure Coast Regional Planning Model (TCRPM) 5.1. Traffic distribution and assignment was adjusted based on the roadway network. There is no traffic on Shinn Road, McCarty Road, and 11-mile road due to their non-existence or substandard condition. The project traffic assignment is illustrated in Figure 3. The overall distribution is summarized by general directions and is depicted below:

West – 29%

East – 71%

**Figure 3. Traffic Assignment**



## 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 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 |
| 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 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 | 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*

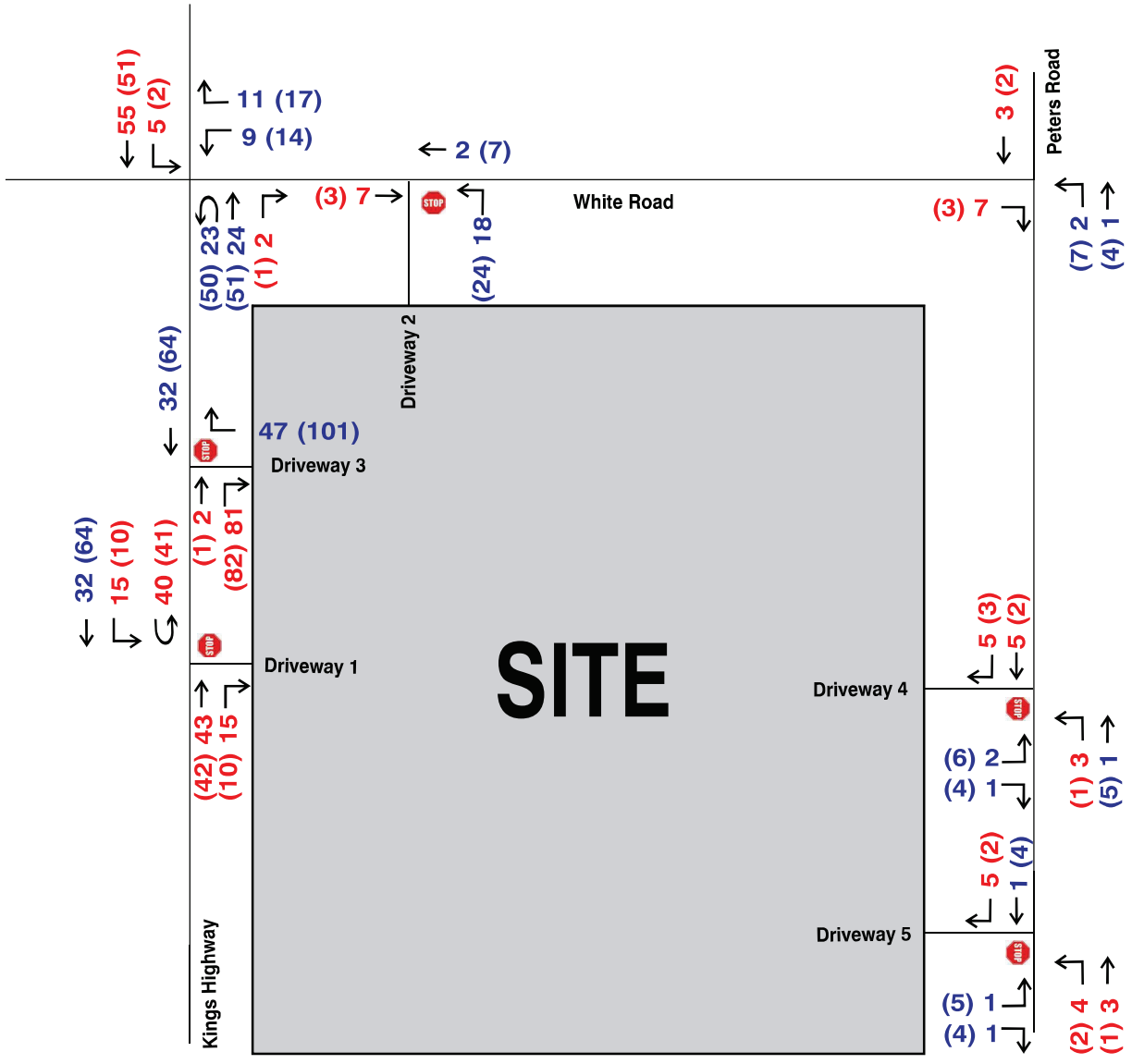
## 3.0 STUDY AREA

### 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 |




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

2025 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
CATEGORY: 9402  WEST-W OF I95

MOCF: 0.92

| WEEK | DATES | SF | PSCF |
|---|---|---|---|
| 1 | 01/01/2025 - 01/04/2025 | 0.98 | 1.07 |
| 2 | 01/05/2025 - 01/11/2025 | 0.99 | 1.08 |
| 3 | 01/12/2025 - 01/18/2025 | 0.99 | 1.08 |
| * 4 | 01/19/2025 - 01/25/2025 | 0.97 | 1.05 |
| * 5 | 01/26/2025 - 02/01/2025 | 0.94 | 1.02 |
| * 6 | 02/02/2025 - 02/08/2025 | 0.91 | 0.99 |
| * 7 | 02/09/2025 - 02/15/2025 | 0.88 | 0.96 |
| * 8 | 02/16/2025 - 02/22/2025 | 0.89 | 0.97 |
| * 9 | 02/23/2025 - 03/01/2025 | 0.89 | 0.97 |
| *10 | 03/02/2025 - 03/08/2025 | 0.90 | 0.98 |
| *11 | 03/09/2025 - 03/15/2025 | 0.91 | 0.99 |
| *12 | 03/16/2025 - 03/22/2025 | 0.92 | 1.00 |
| *13 | 03/23/2025 - 03/29/2025 | 0.93 | 1.01 |
| *14 | 03/30/2025 - 04/05/2025 | 0.94 | 1.02 |
| *15 | 04/06/2025 - 04/12/2025 | 0.95 | 1.03 |
| *16 | 04/13/2025 - 04/19/2025 | 0.97 | 1.05 |
| 17 | 04/20/2025 - 04/26/2025 | 0.99 | 1.08 |
| 18 | 04/27/2025 - 05/03/2025 | 1.00 | 1.09 |
| 19 | 05/04/2025 - 05/10/2025 | 1.02 | 1.11 |
| 20 | 05/11/2025 - 05/17/2025 | 1.04 | 1.13 |
| 21 | 05/18/2025 - 05/24/2025 | 1.05 | 1.14 |
| 22 | 05/25/2025 - 05/31/2025 | 1.06 | 1.15 |
| 23 | 06/01/2025 - 06/07/2025 | 1.07 | 1.16 |
| 24 | 06/08/2025 - 06/14/2025 | 1.08 | 1.17 |
| 25 | 06/15/2025 - 06/21/2025 | 1.09 | 1.18 |
| 26 | 06/22/2025 - 06/28/2025 | 1.10 | 1.20 |
| 27 | 06/29/2025 - 07/05/2025 | 1.11 | 1.21 |
| 28 | 07/06/2025 - 07/12/2025 | 1.11 | 1.21 |
| 29 | 07/13/2025 - 07/19/2025 | 1.12 | 1.22 |
| 30 | 07/20/2025 - 07/26/2025 | 1.11 | 1.21 |
| 31 | 07/27/2025 - 08/02/2025 | 1.10 | 1.20 |
| 32 | 08/03/2025 - 08/09/2025 | 1.09 | 1.18 |
| 33 | 08/10/2025 - 08/16/2025 | 1.08 | 1.17 |
| 34 | 08/17/2025 - 08/23/2025 | 1.07 | 1.16 |
| 35 | 08/24/2025 - 08/30/2025 | 1.07 | 1.16 |
| 36 | 08/31/2025 - 09/06/2025 | 1.07 | 1.16 |
| 37 | 09/07/2025 - 09/13/2025 | 1.06 | 1.15 |
| 38 | 09/14/2025 - 09/20/2025 | 1.06 | 1.15 |
| 39 | 09/21/2025 - 09/27/2025 | 1.06 | 1.15 |
| 40 | 09/28/2025 - 10/04/2025 | 1.06 | 1.15 |
| 41 | 10/05/2025 - 10/11/2025 | 1.05 | 1.14 |
| 42 | 10/12/2025 - 10/18/2025 | 1.05 | 1.14 |
| 43 | 10/19/2025 - 10/25/2025 | 1.04 | 1.13 |
| 44 | 10/26/2025 - 11/01/2025 | 1.03 | 1.12 |
| 45 | 11/02/2025 - 11/08/2025 | 1.01 | 1.10 |
| 46 | 11/09/2025 - 11/15/2025 | 1.00 | 1.09 |
| 47 | 11/16/2025 - 11/22/2025 | 1.00 | 1.09 |
| 48 | 11/23/2025 - 11/29/2025 | 0.99 | 1.08 |
| 49 | 11/30/2025 - 12/06/2025 | 0.99 | 1.08 |
| 50 | 12/07/2025 - 12/13/2025 | 0.98 | 1.07 |
| 51 | 12/14/2025 - 12/20/2025 | 0.98 | 1.07 |
| 52 | 12/21/2025 - 12/27/2025 | 0.99 | 1.08 |
| 53 | 12/28/2025 - 12/31/2025 | 0.99 | 1.08 |

* PEAK SEASON

# C3C & C3R

## Motor Vehicle Arterial Generalized Service Volume Tables



(C3C-Suburban Commercial)

### Peak Hour Directional

| | B | C | D | E |
|---|---|---|---|---|
| 1 Lane | * | 760 | 1,070 | ** |
| 2 Lane | * | 1,520 | 1,810 | ** |
| 3 Lane | * | 2,360 | 2,680 | ** |
| 4 Lane | * | 3,170 | 3,180 | ** |

### Peak Hour Two-Way

| | B | C | D | E |
|---|---|---|---|---|
| 2 Lane | * | 1,380 | 1,950 | ** |
| 4 Lane | * | 2,760 | 3,290 | ** |
| 6 Lane | * | 4,290 | 4,870 | ** |
| 8 Lane | * | 5,760 | 5,780 | ** |

### AADT

| | B | C | D | E |
|---|---|---|---|---|
| 2 Lane | * | 15,300 | 21,700 | ** |
| 4 Lane | * | 30,700 | 36,600 | ** |
| 6 Lane | * | 47,700 | 54,100 | ** |
| 8 Lane | * | 64,000 | 64,200 | ** |



(C3R-Suburban Residential)

| | B | C | D | E |
|---|---|---|---|---|
| 1 Lane | * | 970 | 1,110 | ** |
| 2 Lane | * | 1,700 | 1,850 | ** |
| 3 Lane | * | 2,620 | 2,730 | ** |

| | B | C | D | E |
|---|---|---|---|---|
| 2 Lane | * | 1,760 | 2,020 | ** |
| 4 Lane | * | 3,090 | 3,360 | ** |
| 6 Lane | * | 4,760 | 4,960 | ** |

| | B | C | D | E |
|---|---|---|---|---|
| 2 Lane | * | 19,600 | 22,400 | ** |
| 4 Lane | * | 34,300 | 37,300 | ** |
| 6 Lane | * | 52,900 | 55,100 | ** |

This table does not constitute a standard and should be used only for general planning applications. The table should not be used for corridor or intersection design, where more refined techniques exist.

# TABLE 6
## AM PEAK HOUR - LINK ANALYSIS

**2025 BUILD OUT**
**2 MILE RADIUS OF DEVELOPMENT INFLUENCE**
**AREA WIDE GROWTH RATE = 2.50%**
**TOTAL AM PEAK HOUR PROJECT TRIPS (ENTERING) = 42**
**TOTAL AM PEAK HOUR PROJECT TRIPS (EXITING) = 139**

| ROADWAY | FROM | TO | Traffic Count Year | AM PEAK HOUR TRAFFIC | PROJECT DISTRIBUTION | AM PEAK HOUR PROJECT TRIPS | AREA WIDE GROWTH | COMMITTED PROJECTS | TOTAL BACKGROUNI TRAFFIC USED | 2025 TRAFFIC WITHOUT PROJECT | 2025 TOTAL TRAFFIC | ASSURED LANES | LOS D | MEETS LOS STD. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| OKEECHOBEE ROAD | KINGS HIGHWAY | CROSSROADS PARKWAY | 2020 | 1058 | 40% | 56 | 139 | 140 | 279 | 1337 | 1393 | 6D | 4240 | YES |
| OKEECHOBEE ROAD | CROSSROADS PARKWAY | I-95 | 2020 | 1282 | 40% | 56 | 168 | 144 | 312 | 1594 | 1650 | 6D | 4240 | YES |
| OKEECHOBEE ROAD | I-95 | MCNEIL ROAD | 2020 | 2082 | 25% | 35 | 274 | 111 | 385 | 2467 | 2502 | 6D | 4040 | YES |
| OKEECHOBEE ROAD | MCNEIL ROAD | VIRGINIA AVENUE | 2020 | 1550 | 15% | 21 | 204 | 237 | 441 | 1991 | 2012 | 4D | 3170 | YES |
| KINGS HIGHWAY | OKEECHOBEE ROAD | SITE | 2020 | 436 | 60% | 83 | 57 | 355 | 412 | 848 | 931 | 4D | 2100 | YES |
| KINGS HIGHWAY | SITE | ORANGE AVENUE | 2020 | 395 | 40% | 56 | 52 | 355 | 407 | 802 | 858 | 4D | 2100 | YES |
| ORANGE AVENUE | KINGS HWY | I-95 | 2020 | 902 | 30% | 42 | 119 | 302 | 421 | 1323 | 1365 | 4D | 2100 | YES |
| ORANGE AVENUE | I-95 | JENKINS ROAD | 2020 | 827 | 20% | 28 | 109 | 99 | 208 | 1035 | 1063 | 4D | 2100 | YES |



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# TABLE 7
## PM PEAK HOUR - LINK ANALYSIS

**2025 BUILD OUT**
**2 MILE RADIUS OF DEVELOPMENT INFLUENCE**
**AREA WIDE GROWTH RATE = 2.50%**
**TOTAL PM PEAK HOUR PROJECT TRIPS (ENTERING) = 116**
**TOTAL PM PEAK HOUR PROJECT TRIPS (EXITING) = 74**

| ROADWAY | FROM | TO | Traffic Count Year | PM PEAK HOUR TRAFFIC | PROJECT DISTRIBUTION | PM PEAK HOUR PROJECT TRIPS | AREA WIDE GROWTH | COMMITTED PROJECTS | TOTAL BACKGROUNI TRAFFIC USED | 2025 TRAFFIC WITHOUT PROJECT | 2025 TOTAL TRAFFIC | ASSURED LANES | LOS D | MEETS LOS STD. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| OKEECHOBEE ROAD | KINGS HIGHWAY | CROSSROADS PARKWAY | 2020 | 1116 | 40% | 46 | 244 | 117 | 361 | 1477 | 1523 | 6D | 4240 | YES |
| OKEECHOBEE ROAD | CROSSROADS PARKWAY | I-95 | 2020 | 1310 | 40% | 46 | 286 | 135 | 421 | 1731 | 1777 | 6D | 4240 | YES |
| OKEECHOBEE ROAD | I-95 | MCNEIL ROAD | 2020 | 1713 | 25% | 29 | 374 | 112 | 486 | 2199 | 2228 | 6D | 4040 | YES |
| KINGS HIGHWAY | OKEECHOBEE ROAD | SITE | 2020 | 446 | 60% | 70 | 97 | 291 | 388 | 834 | 904 | 4D | 2000 | YES |
| KINGS HIGHWAY | SITE | ORANGE AVENUE | 2020 | 379 | 40% | 46 | 83 | 481 | 564 | 943 | 989 | 4D | 2000 | YES |
| ORANGE AVENUE | KINGS HWY | I-95 | 2020 | 909 | 30% | 22 | 199 | 328 | 527 | 1436 | 1458 | 4D | 2100 | YES |
| ORANGE AVENUE | I-95 | JENKINS ROAD | 2020 | 778 | 20% | 15 | 170 | 252 | 422 | 1200 | 1215 | 4D | 2100 | YES |



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